7:30 P.M. AT WILMOT ELEMENTARY SCHOOL GYMNASIUM AT 795 WILMOT ROAD, DEERFIELD, ILLINOIS.

DEERFIELD
PLAN COMMISSION AGENDA
Wilmot Elementary School Gymnasium
795 Wilmot Road
July 9, 2026 at 7:30 PM
Public Hearing and Workshop Meeting

Public Comment on a Non-Agenda Item

PUBLIC HEARING MEETING

1. Public Hearing on the Request for an amendment to a Special Use to Permit the Establishment of a New School Building and Other Site Improvements for Deerfield Public Schools District 109 at Walden Elementary School at 630 Essex Court in the P-1 Public Lands District and Approval of a Preliminary and Final Plat of Subdivision– Deerfield School District 109 and Deerfield Park District

DOCUMENT APPROVAL

1. US Bank Special Use Recommendation
2. June 11, 2026 Plan Commission Minutes

Items from the Commission
Items from the Staff
Designation of Representative for the next Board of Trustees Meeting
Adjournment

MEMORANDUM

TO: Plan Commission

FROM: Jeff Ryckaert, Principal Planner and Dan Nakahara, Planner II

DATE: July 3, 2026

RE: Public Hearing on the Request for an amendment to a Special Use to Permit the Establishment of a New School Building and Other Site Improvements for Deerfield Public Schools District 109 at Walden Elementary School at 630 Essex Court in the P-1 Public Lands District and Approval of a Preliminary and Final Plat of Subdivision– Deerfield School District 109 and Deerfield Park District

Application History

Prefiling Conference Meeting Date: April 23, 2026
Public Hearing Publication Date: June 18, 2026
Public Hearing Date: July 9, 2026

Subject Property

The subject property consists of Walden School at 630 Essex Court. The subject property is 435,949 square feet or 10.008 acres in size and is zoned P-1 Public Lands District. The subject property is improved with a 57,550 square foot, one-story public elementary school for School District 109 with 58 parking spaces. The remainder of the parcel consists of a large paved play area, two soccer fields, two playgrounds and a T-ball field. The school building and the immediate area (approximately 116,042 square feet or 2.664 acres) is owned by Deerfield Public Schools District 109 ("School District") and the land surrounding the school building parcel is owned by the Deerfield Park District ("Park District"). The Park District is a co-applicant with the School District on this zoning petition.

Surrounding Land Use and Zoning

North: R-2 Single Family Residential District – single family homes
South: R-3 Single Family Residential District – single family homes

East: R-3 Single Family Residential District– single family homes
West: R-2/R-1 Single Family Residential District– single family homes

Proposed Plans

The School District is proposing to amend their Special Use to allow the construction on the property of a new school building and other site improvements. According to the petitioners' plan, the proposed project is not expected to increase student enrollment or staffing numbers and instead focuses on improving the quality of experience for students and staff.

The new two-story school building is proposed to be 88,303 square feet (first floor: 64,301 square feet; second floor 24,002 square feet) and located on the property just north of the existing school. The new building will be approximately 32 feet in height, with mechanical screening extending to 39 feet 3 5/32 inches in height. The highest point of the structure is 44 feet 8 inches, which is the top of the stairwell tower as reflected on the Building Elevations, Sheet A100 of the petitioners' submittals. The building exterior will consist of face brick, fiber cement board, and metal composite paneling. The new school building is proposed to have 26 classrooms, an art room, two band/music rooms, a gymnasium, a multi-purpose room (MPR), a cafeteria with stage, a library, a teacher's lounge, administrative offices, resource rooms/offices, and associated toilet rooms.

The southeast wing of the new building includes dedicated Park District storage and exterior access to a portion of the new school building that can be utilized for camps and other programs. Restrooms are located in this area and are accessible from the exterior, serving the adjacent playgrounds and athletic fields.

The existing vehicular circulation is mostly a one-way drive aisle that enters from Essex Court via Warrington Road and exits onto Warwick Road. Buses have their own loop, but also utilize the same entrance and exit. There is a substantial amount of pedestrian activity, with students walking to the school from the north, east, and south, as well as parents parking their vehicles in the surrounding area and walking students to the property from nearby streets.

Alternative Location Consideration

The School District submitted documents demonstrating that it conducted a search for a potential temporary "swing site" location that could house students during construction, as an alternative to having two schools on one campus for one school year. The School District explored alternatives, including existing school facilities that might be suitable and available, commercial properties and phased on-site construction scenarios.

The School District also engaged a commercial real estate professional from Savills to identify and evaluate potential properties for a “swing site.” School District administrators toured multiple sites with the School District's architect to assess these locations’: educational suitability, student safety, transportation logistics, building readiness, site infrastructure, required renovations and compliance with Illinois School Code requirements. From this process, the School District determined that establishing an off-site swing school would likely add between approximately $10-$20+ million in additional project costs, depending on the selected location and scope of required improvements.

The School District also evaluated a phased construction approach that would allow portions of their schools to remain operational while construction occurs. This scenario consisted of students and staff having to be relocated multiple times throughout the construction process, with instructional programs housed in temporary mobile classrooms while different sections of the building are demolished and rebuilt or renovated. Each mobile classroom carries an estimated cost of approximately $350,000 and must comply with Regional Office of Education and Illinois School Code requirements and applicable safety and accessibility standards. This phased construction approach would significantly reduce the overall quality of the finished elementary campuses and increase the time students would need to spend learning on an active construction site and transitioning between permanent and temporary learning environments.

The School District concluded that the explored alternatives would not represent the most responsible use of taxpayer resources and selected a construction approach that minimizes disruption to the students, shortens the overall

construction duration, and maximizes the District's ability to deliver a high-quality educational facility that would best serve students and the community.

Phasing Plan

The School District proposes to implement the project to reconstruct Walden School in four phases:

Phase 1 – Late Winter/Spring 2027 – August 2027

Phase 1 includes the site preparation required for the construction of the new Walden Elementary School. During this phase, work will include utility relocations and improvements, site preparation, installation of construction fencing, implementation of traffic management measures, and establishment of construction staging areas.

In the spring, excavation, forming, and construction of the building footings and foundations will begin, allowing the new school's footprint to be completed by early summer. Throughout this portion of the project, the existing Walden School will remain fully operational. During the summer months, no school or public activities will be permitted on subject property. At that time, existing playground equipment will be relocated in preparation for the new school year, underground stormwater detention systems will be installed at the north and south ends of the property, and construction of the new building's structural frame and exterior shell will commence.

Phase 2 – August 2027 – August 2028

Phase 2 focuses on the continued exterior and interior construction of the new Walden School building while the existing Walden building remains in operation. New temporary playgrounds and green space on the south end of the site will allow for outside student activities to continue throughout the year. Construction activities will be separated from school operations through fencing, controlled access points, safety protocols and ongoing coordination with school personnel.

Phase 3 – August 2028 – June 2029

No active construction will occur at the Walden site during this phase.

During this phase, both Walden and Kipling Schools will operate on the Walden campus while renovation and addition work is completed at Kipling. Walden staff and students will utilize the new Walden school building and Kipling staff and students will utilize the existing Walden school building. Operational plans during this phase include staggered school schedules, transportation accommodations, traffic management measures and adjusted parking operations. The School District notes that this temporary arrangement allows students to learn in completed school facilities rather than temporary mobile classrooms or active construction zones. It also substantially reduces the overall project timeline, enables a higher-quality renovation of Kipling, and ensures that funds are utilized for permanent improvements to community facilities instead of temporary conditions.

Phase 4 – June 2029 – 2030

Following completion of Phase 3 and the occupancy of the renovated Kipling School, the existing Walden building will be demolished. Final site improvements will then be completed, including parking lots, landscaping, playgrounds, circulation improvements and site restoration.

Construction Management Conditions

Village Staff and the Village Attorney are recommending that, if the Village approves the amendment to the Special Use, the approval be conditioned on the School District's several construction management conditions to minimize safety, traffic, and other concerns related to the construction and "swing site" phase of the project. It is common for the Village to impose conditions on Special Uses. The recommended conditions and School District's responses are attached as Exhibit A.

Traffic Study

The School District retained TYLin to conduct a traffic impact study for the redevelopment of Walden Elementary School. The traffic impact study, dated June 12, 2026, analyzes TYLin's methodology regarding data collection, traffic forecasting, and analyses performed for this study. TYLin also submitted a

memorandum dated June 5, 2026 with recommendations to mitigate vehicular and pedestrian circulation and safety during Phase 3 of the Walden redevelopment project. Field observations were performed on Thursday, December 4, 2025 and Tuesday, May 12, 2026 during typical arrival and dismissal periods (8:40AM start time and 3:25PM dismissal time) at Walden school. Figure 2 on page 6 details the circulation patterns for vehicular and on-foot pick-up/drop-off operations**.** Arrival observations began at approximately 8:20AM, leading up to the school's scheduled 8:40AM start time. During observations, queued vehicles were observed as early as 8:25AM, though students were not seen entering the school until 8:35AM when doors were opened. On-campus queuing peaked at approximately 8:35AM. Student drop-off locations varied depending on the student's grade, with younger students generally being dropped off near the middle of the school and older students being dropped off nearer the east end of the school. Passenger unloading was facilitated by school volunteers and staff. The Traffic Study noted that during the May observation with warmer weather than the December observation, some additional parents chose to park on Warwick Road during drop-off and walk their students to school.

Afternoon observations began before 3:00PM and between 3:00PM and 3:25PM, vehicles were observed staging both on the Walden campus and on the nearby streets. Approximately 30 vehicles were observed queuing on campus, with approximately 10 additional vehicles queuing on Warrington Road. At the time of dismissal, 25 to 30 vehicles were observed parked on Warwick Road and Walden Lane. Parents parked on nearby streets were observed leaving their vehicles and accessing the school doors via the coned off pedestrian access on the west side of Essex Court. The arrival and dismissal observations can be found on pages 5-8. Traffic counts at each intersection were performed during the morning and afternoon periods (7:00-9:00AM and 2:00-6:00PM) to coincide with the peak activity of the school and on the area roadway network. Based on the resulting count data, peak hours occurred from 7:45-8:45AM during the morning arrival period, from 3:00-4:00PM during the afternoon dismissal period, and from 4:30-5:30PM during the evening peak period, respectively. The resulting traffic volumes at each intersection during the morning, midday, and evening peak hours are shown on Figure 3 on page 9.

A summary of parking capacity and demand is shown below in Table 1 on page 11. The on-campus parking lot reached a peak occupancy of 61 vehicles (out of the total 66 spaces supplied) or 92% during the post-arrival period. Parking occupancy remained consistently above 90 percent during both pre-arrival and pre-dismissal periods, indicating that the count is representative of peak staff parking demand. Additional parking supply is available on nearby streets for parents and guardians during drop-off and pick-up activities. Also as previously mentioned in the Study, during the dismissal period, approximately 25 to 30 vehicles were observed parked along Warwick Road and Walden Lane.

Phase 3

As previously mentioned, Phase 3 of the Walden School reconstruction consists a period (expected for one academic year) when Walden Elementary School (440 students) is fully operational in its new school building while Kipling Elementary School (460 students) is operating out of the former Walden building. In the memorandum dated, June 5, 2026, TYLin evaluated the vehicular and pedestrian circulation during this interim condition when two schools are co-located and operating on the same site. Traffic management recommendations highlighted in the TYLin June 5, 2026 memorandum are identified to mitigate excessive delay and provide safe options for vehicles and pedestrians on the school campus and at nearby intersections. A diagram of the site's proposed vehicular and pedestrian circulation is shown in Figure 1 of memorandum. The recommendations can be found on pages in detail on pages 1, 3 and 4 of the memorandum. A summary of the recommendation consists of: implementing staggered scheduling, remote staff parking, circulation strategies, and proactive communication plans. These measures aim to manage congestion, protect pedestrians, and encourage adaptive strategies during the interim co-location phase of the project. The interim traffic recommendations made in the June 5, 2026 TyLin memorandum along with the Village's suggested changes (attached as Exhibit B) to these recommendations can be made part of the Special Use conditions. The School District's response to the Village's recommendations are included in Exhibit B.

Phase 4

The proposed plan under Phase 4 is the completion of the Walden Elementary School reconstruction project. The completed project is not expected to increase enrollment or staffing at the school and the reconfiguration of the site's internal layout and parking lot is expected to have positive impacts on vehicular as described in pages 12-21 and pedestrian circulation patterns, as shown in Figure 4 on page 13. Recommendation and conclusions for the final conditions can be found in Figure 7 on page 21 and summarized on pages 22 and 23.

Zoning Conformance – P-1 Public Land District

The petitioners have to amend their Special Use in order to allow the renovations to the property. There are no Permitted Uses in the P-1 Public Lands District. All uses allowed in the P-1 Public Lands District are Special Uses. Attached are the Special Use standards. In the P-1 Public Lands District, there is a provision in the Zoning Ordinance that allows flexibility in the regulations for public facilities. Article 7.06-B Modification of Regulations states, "Because of the difficulties involved in balancing the need for control of land development impacts and the need for provision of public facilities, such uses may depart from the strict conformance with bulk standards and other requirements of this ordinance. Departure from any requirement specified in this Ordinance shall be granted only upon approval of the Village Board subject to the procedural requirements for Special Uses set forth in Article 13."

Minimum Yards

Front Yard (along Essex Court to south) – Buildings must be set back from the front lot line a distance at least equal to that of the adjacent zoning district. If a property is adjacent to more than one zoning district, the front yard shall be at least equal to that of the district requiring the greatest front yard. The adjacent R-2 Residential District requires a 35' front yard setback and the R-3 Residential District requires a 25' front yard setback. A 35' minimum front yard setback is required since it is the greater of the two adjoining residential districts.

Proposed Phase 1, 2, and 3: The existing front yard setback will not be impacted during Phase 1, 2 or 3.

Proposed Phase 4: The proposed school building is 280.32’ from the south property line in Phase 4.

Side Yards (to the east and west) – A 10’ side yard setback adjoining a residential district is required.

East Side Yard Setback
Proposed Phase 1, 2, and 3 : The existing side yard setback will not be impacted from the east property line during Phase 1, 2, or 3.

Proposed Phase 4: The new building will be approximately 209.42’ from the east property line .

West Side Yard Setback
Proposed Phase 1 and 2 : The existing side yard setback will not be impacted during Phase 1 or 2.
Proposed Phase 3 and 4: The new building will be approximately 45.91’ from the west property line.

Rear Yard Setback
Rear Yard: A 25’ rear yard setback adjoining a residential district is required.

Proposed Phase 1 and 2: The existing side rear yard setback will not be impacted during Phase 1 or 2.

Proposed Phase 3 and 4: The new building will be approximately 96.95’ from the rear (north) property line.

Maximum Lot Coverage

Allowed: The total ground area occupied by the principal and accessory buildings shall not exceed forty (40) percent of the total lot area.

Proposed Phase 1 and 2: The total ground area occupied by the principal and accessory buildings is 12.3%.

Proposed Phase 3: The total ground area occupied by the principal and accessory buildings in Phase 3 is 27%.

Proposed Phase 4: The total ground area occupied by the principal and accessory buildings in Phase 4 is 14.8%.

Maximum Building Height

The maximum building height allowed in the P-1 Public Lands District is 35' to the top of the roof. The Zoning Ordinance defines height as the vertical distance as measured from the pre-development grade for a property, to the highest point of the coping of a mansard roof or a flat roof, to the highest point of a hipped roof, to the highest gable of a pitched roof, to the ridge of the gable or hip roof, or to the highest point of a turret or ornamental tower, whichever point is higher. The petitioners are seeking a modification to go beyond the 35-foot allowable height to 44 feet 8 inches in height for a stairwell tower which is the tallest portion of the proposed school building.

There is another portion of the proposed school building that is over the maximum 35 feet. Sheet A100 Building Elevation indicates the rooftop mechanical screening is 38 feet 8 inches. The rooftop mechanical screening is a structure designed to conceal rooftop mechanical units from ground level view. Article 2.01-D.,1. allows certain building appurtenances such as mechanical appurtenances, parapet walls, and skylights to exceed the maximum building height by not more than 12 feet. The height of the rooftop mechanical unit and its screening structure is covered under this section.

Proposed Phase 1 and 2: The building height will not be impacted during Phase 1 and 2.

Proposed Phase 3 and 4: The highest point of the proposed school building is 44 feet 8 inches and will require a height modification from the maximum height of 35 feet.

Signage

The Zoning Ordinance requires signage in the P-1 Public Lands District to the minimum necessary to adequately identify the use. Signs may be either ground signs or wall signs and ground signs cannot exceed 6 feet in height and may not extend over the lot line. P-1 signage is not to be illuminated unless the public health, safety, or welfare indicates it should be illuminated. The petitioners' plans indicate that a new single-sided monument sign will be located at the parking lot entrance in southeast corner of the new parking lot. The east facing monument sign will have the text, "Walden Elementary School" with the school logo. In smaller text is the wording "Parent Drop Off & Visitor Parking" with a directional arrow. The sign is 4 feet tall by 9 feet 8 inches long (4'tall x 9.67' long = 38.68 square feet) with a 39 square foot sign area.

Directional (wayfinding) signage is also proposed with the text "Bus Lane", "Parent Drop Off", and "Visitor Parking". The informational text will also have the District 109 logo. All proposed directional signs are approximately 4 square feet and non-illuminated.

Lighting

A detailed photometric plan with fixture locations has been submitted. Light levels approach zero (0) at the property lines.

New exterior building lighting and exterior LED lighting for the new driveways and parking lot are proposed. Exterior building night lights will be on a photocell (dusk to dawn) and all other lights will be on a time clock (dusk to a selected time). Exterior building lighting and parking lot lighting will be down facing. Exterior lighting specifications and projected output is shown in Section 11 of the petitioners' material. No lighting is proposed for the playing fields.

Landscaping

The petitioners' plans indicate that property is surrounded almost entirely by the adjoining neighbors' opaque fencing or dense landscaping. The proposed landscaping will be based on existing landscape in place and where deficiencies are identified to buffer the side and rear yards. Generally, the petitioners will propose deficiencies to be filled with 2.5" caliper shade trees. The proposed landscape plan indicates ornamental shade trees, no less than 7' in height will be clustered adjacent to existing fencing or existing hedges and 7' tall evergreen trees to fill in deficiencies in perimeter screening. Where no screening exists 36" high shrubs will be proposed along with taller plantings materials mentioned to screen views from all heights. The petitioners plan multiple layers of plantings will be utilized to ensure proper screening with visual appeal. The parking lot design will also implement landscape islands. The petitioners have submitted a detailed landscape plan which includes a site buffering plan, tree survey, tree protection and removal plan, and the plantings proposed for the site.

Screening/Buffering

The Zoning Ordinance requires, where a non-residential use abuts (lies immediately next to) property in a residential district at a side or rear lot line, non-residential uses to be effectively screened along such lot line(s) by a screening fence or landscaped screening as defined in the ordinance not less than seven feet (7') in height. A landscaped screen is defined as a dense non-deciduous planting of a thickness sufficient to form a visual barrier between the properties. As mentioned in the Landscaping Section, the proposed landscape plan indicates ornamental shade trees, no less than 7' in height will be clustered adjacent to existing fencing or existing hedges and 7' tall evergreen trees to fill in deficiencies in perimeter screening. Where no screening exists, 36" high shrubs are proposed along with taller plantings materials mentioned to screen views from all heights. The petitioners plan multiple layers of plantings will be utilized to ensure proper screening with visual appeal. The petitioners have included an Existing Site Buffering Plan (Sheet L1.3) and a Proposed Site Buffering Plan (Sheet L1.4).

Parking

The Zoning Ordinance requires elementary and junior high schools to provide 2 parking spaces for every 3 teachers and employees. The petitioners anticipate a staff of 60 (teachers and staff) employees, requiring 40 parking spaces (60/3 = 20 x 2 = 40). The Zoning Ordinance requires non-commercial public parks to provide 1 parking space for each 5,000 square feet of gross land area. The park area is approximately 348,480 square feet, requiring 70 parking spaces (348,480/5,000 = 69.69 = 70).

Currently the property has a total of 58 parking spaces which includes 3 ADA parking spaces. The proposed plan will provide 86 parking spaces, including 4 ADA parking spaces.

The petitioners' Phase 4 Detailed Site Plan (Sheet 4) show the perpendicular parking spaces will be 9 feet wide by 19 feet and the angled parking spaces will be 9 feet wide by 21 feet in depth with 24-foot drive aisles in the parking lot. The parking spaces and drive aisles in the new parking lot will comply with the Zoning Ordinance.

Storm Water Drainage and Utilities

The petitioners have submitted preliminary engineering plans to the Village Engineering Department for the storm water drainage requirements for the new building and will be working with the Village Engineers on compliance. Also, underground detention will be installed at the northeast and southeast corner of the site to meet stormwater requirements.

Fire Department Review

The petitioners have submitted their site plan to the Deerfield-Bannockburn Fire Protection District and has received approval of the site plan for emergency vehicle accessibility. The approval letter is included in the petitioners' submittal.

Sustainability

The petitioners have designed the proposed Walden School with sustainability, energy efficiency, and long-term environmental stewardship as guiding principles. Key sustainable design strategies incorporated into the project include a strategically oriented building to maximize beneficial solar exposure throughout the year, incorporating a geothermal ground-source heat pump system that utilizes the stable temperature of the earth to provide highly efficient heating and cooling, building materials are selected for durability, longevity, and reduced environmental impact, and designed, equipped and ready to receive solar panels at some point in the future. A detailed list of the sustainable features of the building and site can be found in Section 3 – Sustainable Practices of the petitioners' material.

Bike Facilities

The Zoning Ordinance requires that where appropriate, all developments in the P-1 Public Lands District (as well as the C-1, C-2, and I-1 District), must provide bicycle storage, safe and smooth internal circulation, and connections to adjacent developments and bike paths.

Trash Enclosure

A new fully screened trash enclosure is shown at the southeast corner of the school building. The trash enclosure details can be found on Sheet A100.

Plat of Subdivision

The petitioners are requesting approval of a combined Preliminary and Final Plat of Subdivision for the 630 Essex Court property. The proposed resubdivision reallocates the property between the Deerfield Park District and School District 109 into 2 lots.

Prefiling Conference Minutes

The April 23, 2026, prefiling conference minutes are attached.

Village Questions Due 6/12/26
Revision to Conditions Received 6/30/26

EXHIBIT A

REVISION TO CONDITIONS

New Walden Elementary School – Project Timeline

Phase 1: March 2027 through June 2027

- Mobilization of construction to construct the new Walden School. Work will include earthwork, foundations, steel erection, and the start of getting the building enclosed.

Phase 2: August 2027 through July 2028

- Work continues as the existing Walden School opens for the 2027-2028 school year.
- Continuation of work to get the building enclosed and weathertight for the winter months, MEPs, interior finishes, and site restoration.
- Complete the construction of the New Walden School.

Phase 3: August 2028 through May 2029

- Existing Walden and New Walden will both be operating during this time.
- **There will be no construction activity happening on site during Phase 3 while both buildings are active.**

Phase 4: June 2029 through July 2029

- Demolition of existing Walden School, parking lot construction, site restoration and landscaping.

Additional Questions / Confirmations requested 6/2/2026 by Village (Additional revisions based on 6/30/26 Comments)

Can the school district commit to the following:

1) No trucks idling on local streets when waiting to make deliveries to the property.

Construction vehicles will not be permitted to idle on local streets while waiting to access the site. To support this:

- Deliveries will be scheduled and coordinated in advance to prevent early arrival and queuing off-site
- Designated delivery windows will be established to align with site capacity and minimize disruption
- Requirements prohibiting truck staging or idling on adjacent streets will be clearly outlined in the project's bid documents and subcontractor agreements

For larger deliveries or increased traffic activity:

- Flaggers will be used to safely manage truck access and movement
- Site personnel will actively coordinate entry to ensure trucks can proceed directly onto the site without waiting in the public right-of-way

REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): No trucks idling and parking on local streets when waiting to make deliveries to the property.

RESPONSE: District 109 is committed to no trucks idling and/or parking on local streets.

2) Construction deliveries to the property only occurring between certain hours (please indicate what those hours will) and not during the school's main drop-off and pick-up times.

Deliveries will be handled outside of drop-off and pick up times for students as outlined below.

- No deliveries from 7am to 8:30am, Monday through Friday.
- No deliveries from 3pm to 4pm, Monday, Tuesday, Thursday, Friday.
    - No deliveries 2-3p on Wednesday (early release day)

For larger deliveries, such as steel and equipment, flaggers will be stationed at the entrance and exit to assist in traffic and pedestrian control.

When needed, "no parking permitted" will be obtained along Warrington Rd, Warwick Rd and Essex Ct for large truck access. This will be scheduled and communicated within 48 hours in advance.

REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Construction deliveries to the property only occurring between certain hours but in no case before 8:30 a.m. or later than 7pm (please indicate what those hours will) and not during the school's main drop-off and pick-up times.

RESPONSE: Committed. There will be no deliveries before 8:30 a.m. or later than 7 p.m.

3) Construction traffic following a specific route when entering and exiting the site - and what that route will be. Please show this route on a map.

Traffic in and out of the construction site will be seen on the Logistics Plan to be included in the formal submittal.
Construction traffic will be directed to and from the site using the following route:

- Out route: Warwick Road → Waukegan Road → north to Half Day Road → access to I-94 This route will be communicated to all contractors and included within project logistics planning to discourage use of local residential streets.
- In route: I94 --> Half Day Road east--> Waukegan Rd south --> Warwick Rd east --> Warrington north

- See attached "Truck Routing Plan"

REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Construction traffic following a specific route when entering and exiting the site - and what that route will be. Please show this route on a map. When a violation of the construction traffic route occurs, the School District agrees to pay the Village a fine (to be determined by the Village) for each occurrence.

RESPONSE: District 109 will commit to a fine for traffic route violations. The Village shall provide the fine amount as well as Village enforcement protocol. District 109 shall incorporate these measures into Trade Packages contracts to hold contractors accountable.

4) Maintaining the route for construction traffic in a safe condition that is clear of mud, dirt, and debris.

Prior to leaving the site, we will have a truck washing station that will mitigate mud, dirt and debris from leaving the site. Additionally, we will run street sweepers on Essex Ct and Warwick Rd as needed.

REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Prior to leaving the site's fenced off areas, we will have a truck washing station that will mitigate mud, dirt and debris from leaving the site. Additionally, we will run street sweepers on Essex Ct and Warwick Rd as needed.

RESPONSE: Committed.

5) Dust control provided as needed.

Dust control measures will be implemented as needed based on site conditions and activities. These measures include, but are not limited to:

- Use of water for dust suppression during earthwork and exterior operations
- Street sweeping, truck wash stations, and site cleaning to minimize debris tracking onto adjacent roads
- Operational adjustments if concerns arise, including pausing or modifying work activities

REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Dust control provided as needed. Contractor to provide street sweeper, street sweep daily, and also sweep upon request by the Village.

RESPONSE: District 109 will provide street sweeping during work events that generate significant dust/dirt associated with site excavation and additional street sweeping upon Village request.

6) Maintaining the site in a safe and clean condition.

BEAR Construction has an extensive safety plan that is in accordance with OSHA Standards and is committed to maintaining the project site in a safe, orderly, and clean condition at all times.

This includes:

- Daily removal of debris and maintaining clear, hazard-free work areas and walkways
- Organized material storage within designated areas to prevent clutter and unsafe conditions
- Ongoing monitoring and enforcement by BEAR supervision, with subcontractors held accountable for maintaining required housekeeping standards
- Immediate correction of any identified safety, cleanliness, or dust-related concerns

7) Security fencing provided with an access gate which that is securely locked at the end of each workday and at all times when work is not being done on the construction site.

The construction area will be surrounded by a 6' driven construction fence with windscreen and jersey barrier, with access gates that will be locked at all times when work is not being done.

> ***REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26):*** **Security fencing provided with an access gate which that is securely locked at the end of each workday and at all times when work is not being done on the construction site. Construction sign board to be located at a prominent location at the entrance to the site with a telephone number for 24-hour emergency contact. No construction marketing or advertising on site fencing or construction sign board.**
>
> *RESPONSE: Committed.*

8) Security fencing to be chain-link or solid fencing with a height of not less than six feet (6').

A six-foot tall chain-link fence with windscreen and driven posts to ensure fence remains stable will surround the site.

> ***REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Security fencing to be chain-link or solid fencing with a height of not less than six feet (6'). Windscreen on the fence must be cleaned and maintained as needed.***
>
> *RESPONSE: Committed.*

9) **A plan showing the proposed location of construction dumpsters and portable toilets, from all property lines.**

The dumpster and portable toilets will be a minimum 6' from property lines.
A logistics plan will be included in the formal submittal.

REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): A site plan showing the proposed location and indicate the minimum distance of construction dumpsters, construction equipment, and portable toilets from all property lines.

RESPONSE: Dimensions for construction dumpsters & portable toilets are shown on the updated drawing PH-2 (Phase 2 Site & Logistics Plan). Construction equipment to be no closer than 50' from a property line when not in use.

10) **Refuse and debris to be picked up from the grounds of the construction site not less often than at the end of each workday.**

Construction site will be cleaned on a daily basis per OSHA guidelines and best construction practices.

11) **Sidewalks shall be maintained and kept available, clean, and unobstructed to provide a safe pedestrian walkways at all times during construction.**

Sidewalks will be maintained in a clean, safe, and unobstructed condition at all times to provide continuous pedestrian access during construction.

Sidewalks are anticipated to remain open during student drop-off and pick-up periods. Temporary closures may be required to accommodate deliveries; during these times, access will be monitored and safely managed by flaggers.

REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Sidewalks shall be maintained and kept available, clean, and unobstructed to provide a safe pedestrian walkways at all times during construction. A Maintenance of Traffic Plan (MOT) for pedestrian access will need to be submitted for safe, accessible, continuous pedestrian access around the construction work zone. Additionally, a snow fence will be required to be installed that delineates the location of the temporary sidewalk.

RESPONSE: District 109 is committed to maintaining safe, continuous, and accessible pedestrian access to the school throughout construction. Safe pedestrian routes will remain available from Essex Court, Walden Drive, and Ambleside Drive. A temporary sidewalk will be installed along the west side of the property, providing a protected connection from Ambleside Drive to the existing parking lot and school entrance. These accessible routes have been designed to maintain continuous pedestrian circulation around the construction area while providing safe connections to the surrounding public sidewalks and roadways adjacent to the school property.

To prioritize the safety of students, families, staff, and the community, pedestrian circulation has been intentionally directed away from the active construction zone. As a result, pedestrian access will not be provided along the north and east property lines adjacent to construction activities. This approach follows established construction safety best practices

by minimizing potential conflicts between pedestrians, construction vehicles, and ongoing site operations, while ensuring the existing school remains safely and conveniently accessible throughout the duration of construction.

12) Commit to Village construction hours of Monday through Friday 7:30 a.m. to 7 p.m., Saturdays, and no construction on Sundays and the following holidays: January 1, Memorial Day, Fourth of July, Labor Day, Thanksgiving, and Christmas.

Confirmed.

It is not our intent to work on Sundays throughout the course of this project. If there are significant delays due to weather, we will request authorization to work on select Sundays in order stay on schedule and get the school(s) open for the start of the year.

REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Commit to Village construction hours of Monday through Friday 7:30 a.m. to 7 p.m., Saturdays 9:00 a.m. to 4:00 p.m. with the exception of interior construction work from 8:30 a.m. to 5 p.m., and no construction on Sundays and the following holidays: January 1, Memorial Day, Fourth of July, Labor Day, Thanksgiving, and Christmas, Yom Kippur and 1st and 2nd day of Rosh Hashanah, and the first night of Hanukkah.

RESPONSE: Committed.

13) Providing crossing guards at key locations during drop-off and pick-up.

Yes, crossing guards are proposed at key intersections (including Warrington Road/Essex Court and Warwick Road/Walden Lane) and traffic control staff would be on-site to support safe loading and traffic flow. More information is provided in the TYLin Traffic Management memo.

For larger deliveries, such as steel and equipment, flaggers will be stationed at the entrance and exit to assist in traffic and pedestrian control.

REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Providing crossing guards at key locations during drop-off and pick-up. Provide additional crossing guards at Village's request.

RESPONSE: District 109 is committed to working collaboratively with the Village to determine the most appropriate measures for maintaining safe pedestrian conditions during construction. This may include additional crossing guards, or other traffic control measures deemed appropriate. District 109 remains flexible and welcomes continued coordination with the Village to develop and implement strategies that prioritize pedestrian safety while accommodating changing site conditions throughout construction.

EXHIBIT B

REVISION – JULY 2, 2026

Comments Regarding Changes to the Conditions in the June 5, 2026 TYLin Traffic Management Recommendations for Interim Plan of 2 Schools Operating on the Walden Campus

Conditions:

1. Third party professional traffic management company (at School District expense) should provide the traffic control at Essex/Warrington and Essex/Warwick, not crossing guards.
   - District 109 accepts this recommendation and will work with the Police Department to identify an acceptable third-party traffic management company.

2. Due to the increase in pedestrians utilizing Warwick Rd sidewalks for pickup and drop offs, the Village will seek to improve sidewalks on both sides of Warwick Rd from Wincanton to Warrington. The widening of the sidewalks needs to be made prior to the 2 schools operating on the property to provide adequate access for the increase in pedestrian activity. The Village would perform and coordinate the construction of the new wider sidewalks and will engage D109 regarding cost sharing for this endeavor.
   - District 109 agrees to collaborate with the Village on this matter.

3. More information on parking during the construction and simultaneous operation of schools is needed such as exhibits showing construction equipment/material staging, parking counts for school staff, etc.
   - District 109 accepts this recommendation and will work with TYLin and Bear Construction to provide additional exhibits to detail equipment/material staging and parking counts.

4. Due to the increase in pedestrians, the Village will work with the School District to hire a sub-contractor to be responsible for snow removal on

area sidewalks after 2” of snow until all construction is completed including demolition. The Village will provide map of locations.

- District 109 agrees.

5. Weekly meetings with the Village will be held to discuss construction management and traffic management, with the possibility of transitioning to monthly meetings, in coordination with the Village, if appropriate.
   - District 109 agrees.

6. The Village recommends meeting with neighbors on a regular basis and providing direct access to the school’s construction staff throughout the project.
   - District 109 agrees.

7. The Village and School District will work collaboratively to address neighborhood concerns and may adjust the conditions as needed.
   - District 109 agrees.

8. The Village will work with the School District to refine construction management or traffic management conditions as needed, in coordination with the Village Manager.
   - District 109 agrees.

   To be discussed further: Turning restrictions and possible one-ways. Also, on-street parking restrictions are being considered for streets to the north of the Walden site. Restricting parking on streets to the south, east, and west of the school should also be considered. An ordinance approved by the Board of Trustees for on-street parking restrictions will be needed.
   - District 109 agrees.

PUBLIC COMMENT

Daniel Nakahara, AICP

From: Elizabeth Eisenhauer <smitheisen@gmail.com>
Sent: Thursday, April 23, 2026 7:45 PM
To: Plan Commission Comment
Cc: Daniel Nakahara, AICP; Jeffery Ryckaert, AICP
Subject: [PUBLIC COMMENT] New Walden School plan

[EXTERNAL EMAIL]

Dear Plan Commission Members:

It has come to my attention that there have been changes made since the referendum passage to the plan for the Walden School property. There are also areas of concern that have not been well addressed.

I do not believe that the current plan is "compatible with the existing development," particularly on the north side of the property. The addition of a 2-foot retaining wall with a fence on top of unspecified height will extend **only** 11 feet from three Ambleside properties. (Frankly, that would look pretty ugly, and I promise you that children would love to climb that fence.) If you are concerned with flooding, adding the wall will not improve drainage. The water will pool and find its way around the corners of the wall. A naturally landscaped ditch similar to that along Woodvale would be better. What is more important is leaving undisturbed the current oak trees along with their extensive root systems. If those roots are disturbed by digging that close to lot lines, the oaks will certainly die and necessitate removal by the owners of those properties to great expense, not to mention the loss of a natural sight line. This would be a risk detrimental to the property value of the homes to the north and thus have a negative effect on the surrounding neighborhood.

There are areas that concern me, namely, the fact that the new building will move closer to contiguous properties causing problems that did not exist with the current Walden School. The addition of LED lights in the parking lots will surely increase the "light pollution" in our neighborhood and change its desirability from a visual perspective.

I live at 1410 Woodridge Court, and I can report that mitigating flooding on my property as well as the Woodridge cul-de-sac has been difficult at best, and we have had to invest thousands of dollars due to water pooling. I wouldn't wish that on my neighbors. Natural flood control similar to what has been done on the Zion Church property or along Woodvale Avenue is the best control.

I hope you can revisit the plan again and consider improvements.

Sincerely,
Elizabeth Smith-Eisenhauer

APPROVED

PLAN COMMISSION
VILLAGE OF DEERFIELD
April 23, 2026
Minutes

The Plan Commission of the Village of Deerfield called to order a meeting at 7:30 P.M. on April 23, 2026, at Deerfield Village Hall.

Present were: Al Bromberg, Chair
Lisa Crist
Sara Lubezny
David Rauen
Blake Schulman
Ken Stolman

Absent was: Bill Keefe

Also Present: Jeff Ryckaert, Principal Planner
Dan Nakahara, Planner II
Justin Keenan, Assistant Village Manager
Ben Schuster, Village Attorney

Public Comment on a Non-Agenda Item

There were no comments from the public on a non-agenda item.

WORKSHOP MEETING

1) Prefiling Conference on the Request for a Special Use Amendment to Permit the establishment of a New School Building and Other Site Improvements for Deerfield School District 109 at Walden Elementary School at 630 Essex Court in the P-1 Public Lands District – Deerfield School District 109 and Deerfield Park District

Those who wish to speak on this petition were swore in. Chair Bromberg explained the purpose of a prefiling conference is to provide the petitioner with comments and concerns before a Public Hearing. The Plan Commission will neither vote nor make any decisions this evening.

Commissioner Schulman reported he lives just north of Walden Park but stated that he can be impartial and feels that it is unnecessary for him to recuse himself from this petition and the zoning process.

Cathy Kedjidjian, Chief Communications Officer with District 109 and Director of Buildings and Grounds, Tim Ryan, were present. They have held a numerous public engagement meetings to listen to the community and get feedback on the Walden School redevelopment project. They are looking forward to working together and collaborating on this project.

Jeff Huff, Architect, explained the proposed replacement school for the currently undersized Walden Elementary School. He explained they have held meetings with the entire Walden community, including those directly around the Walden school property. He noted that they have also held 1:1 Zoom meetings to discuss the project and receive feedback. Mr. Huff believes the only area to build a new school is on the northeast portion of the property while

keeping the existing building. Mr. Huff noted that the proposed new building tucks around closely to the existing building pulling it as far from the north and west property lines as possible. The second floor of the building was stepped back to also maximize the distance from the adjacent neighbors.

Claudia Welp, Cage Engineering discussed the interim condition plan and commented that their team is working to ensure both schools (existing and proposed) will work operationally and provide safe conditions during the time that both buildings will be in use on the property at the same time. Ms. Welp explained that the drop-off locations will not change and the access to the buildings were shown. She noted that the stormwater management currently has a lot of problems which they are looking to improve with underground stormwater basins.

Ms. Welp stated that once the original school building comes down, there will be a lot more room to drop-off students onsite and the drop-off will remain on the east side of the property. She commented that the parking lot has been expanded to meet Village code for the required parking while also adding a bus loop on the west side of the property that will exit to the south. There are additional sidewalks and play areas on the east side of the building as well as two sport fields. The west side of the property has a larger path for emergency use. There are also additional stormwater facilities on the final plan and a second stormwater basin will be installed on the southeast corner of the site. No stormwater will drain from the site to the nearest properties.

The petitioner is working with the traffic consultant, TYLin on the site plan. Kelly Conley, TYLin, is in process of conducting a traffic impact study. Ms. Conley stated that the site will continue to operate with a one-way circulation pattern and there will be an increase in the number of onsite parking spaces.

Ch. Bromberg noted there were some recommendations in the traffic analysis, including considerations for safety during construction, in the packet. Ms. Conley explained some of the recommendations are for traffic management and are not shown on the site plan.

Commissioner Lubezny noticed the packet did not analyze Ambleside Drive. Ms. Conley noted they are working with Cage Engineering on the site's pedestrian circulation plan. The pedestrian path will remain open during construction. Ms. Welp explained the pathways will be installed early in the construction process to keep the pedestrian circulation open.

Commissioner Schulman asked how the pedestrian path would remain open. Ms. Welp explained that their team is still working out the logistics keeping the path open during construction. The construction areas will be fenced off. Mr. Huff explained the construction team is working with the schools and the safety of students and community is a primary focus.

Commissioner Stolman asked about access from Essex Court off of Warrington Road. Ms. Welp explained one way construction is planned. Her team is putting together engineering sets for both the interim and final plans.

Mr. Huff explained they are proposing a 2-story building with first floor height just over 16 feet, and the top of the second floor at 34 feet and 38 feet with the screening. The screened area will be about 8 feet higher than the existing building while other areas will only be a couple feet higher. Some elevations are still being worked on so the building heights may be slightly lower. There is also a stairwell, which is the highest point of the building, to get onto the roof for

maintenance. The stairwell on the roof is in the front of the building and far from the adjacent neighbors. The second story will be set back from the north and west property lines, which are closest to the neighbors. On the west of the main entry will be classrooms. The cafeteria, gyms, band and art rooms will also be on the west end, far from the neighbors, to minimize noise. The library and stem labs will be on the second level and there will be a screened area where learning activities can occur. The shared spaces and playgrounds will be located away from neighbors.

Commissioner Lubezny asked if they are proposing two stories due to the lack of space. Mr. Huff explained the existing building is slightly over 57,000 square feet which is about 20,000-25,000 square feet smaller than other schools in the district. The proposed 82,000 square foot building would have approximately 60,000 square feet on the first level and approximately 20,000 square feet on the second floor. If the building were one level at 82,000 square feet, the play area and parking would be reduced. Mr. Huff noted the play area is important for the Park District.

Ch. Bromberg explained the applicants will need to provide a number of things before the Public Hearing including the amount of lot coverage, signage, lighting, the landscape plan (especially the screening to the surrounding neighbors). Ch. Bromberg added the Commission will also need information on how bicycles will be handled and refuse receptacles stored.

Ms. Welp explained they are proposing a retaining wall on north side of the site, around 2 feet at largest point and decreasing to zero at east and west ends. This area represents the lowest part of the site and is a natural, depressed area. The goal of this low area is to significantly reduce the water and allow a larger detention area on the north side. They are trying to keep the area as flat as possible, to provide more play space. They propose installing a fence with landscape on both sides as well as a fence.

Ch. Bromberg questioned whether the stormwater control would be sufficient during the construction to ensure the neighbor's properties do not flood. Ms. Welp explained there is currently no stormwater management on the property. Ch. Bromberg added the Commission will also need information on how recess will be handled during construction. Ms. Kedjidjian explained they have committed to ensure a playground will be available during construction and are working on that plan and will either repurpose current playground equipment elsewhere or purchase the new equipment. Commissioner Schulman asked about Phase 1. Ms. Welp explained they are currently working on staging the playground and would have more information for the public hearing.

Commissioner Stolman would like to see a construction schedule for everything including the demolition while students are attending school. He urged the applicants to consider the comments and conversations with the neighbors. Ms. Welp explained they have received the public comment and will cater the next presentation to address the public concerns. Ms. Kedjidjian explained they started gathering feedback from the community in September of 2025 and convened a task force and steering committee. The School District has held information sessions with the community to get feedback on what the task force vetted and came up with the 2 plus 2 plan to renovate two schools and build two schools. She noted there was some discussion about putting Walden back on their original location as well as a swing location at Holy Cross. Ms. Kedjidjian explained there are a lot of requirements from the Regional Board of Education (ROE) including security and air quality standards that would have to be met. The School District did their due diligence and brought their construction team and owners

representatives together and asked what it would cost to provide a temporary school. The best case to provide a temporary school was approximately $10 million but more likely be more than $20 million for a temporary site they would not use again. After the community engagement in the fall, the School District held public opinion polls in November 2025. One important piece was that the original 2+2 proposal cost of $121 million was too high. The proposal on the March 17th ballot reduced the tax impact by 33 percent. A discussion on the viability and decision making of having a swing site ensued. Ch. Bromberg summarized that the school district considered swing sites and found they were not sufficient or cost too high to make swing sites sufficient options; therefore, they were not a viable option. In addition, building the swing sites would add a year onto the construction timeline and each year would cost an additional $9 million.

Commissioner Crist noted there was discussion that Kipling students would move into the existing Walden building once the new Walden School building was completed. Ms. Kedjidjian confirmed that after the Spring of 2027 when students leave school for the summer heavy construction work will begin (digging, footings etc.) and when the Walden students come back in August 2027, they will watch their school being built. In fall of 2028, Walden students will move into the new building and Kipling students will move to the current Walden school building. Ms. Crist noted the construction schedule for the new school would be 15 months. Mr. Huff explained the project will begin in Spring of 2027 and go the full year. In summer of 2028, the punch list will be finalized. As it get closer to the beginning of the school year, furniture will be moved in and teachers will begin occupying their spaces. Work will start on the renovations at Kipling over the summer. Students would move into both Walden schools. Beginning of 2029, Kipling students will move into the newly renovated Kipling building. Ch. Bromberg noted that leaving out that both schools buildings will be operational for a school year is a large omission from the submitted materials and creates the need for a lot more information before the public hearing as there will now be two sets of students, parents and busses on the site. The Commission will need to see additional traffic information for these conditions.

Commissioner Crist would like to know how construction traffic will be routed, the hours of construction, weekend hours, and whether there will be a construction bonus. She also questioned why the building exterior is so articulated on the north side. Mr. Huff explained everything they did from a design standpoint was dictated by programmatic needs of the school. They are creating widened corridors to be used as teaming spaces for speech pathologists and other clinical specialists to work with students. Students requiring special help will be able to stay close to their classrooms. Currently, the clinical specialists are working with students in hallways or former storage rooms. There will be tailored spaces for special services. Mr. Huff explained his firm only works on schools and they try to avoid putting fancy into the building. There may be some more expensive pieces, but they are in the right spots.

Commissioner Crist asked about the rationale for the courtyards. Mr. Huff explained courtyards in schools serve one purpose--to get natural light into classrooms. He noted they are looking into making the courtyard a year-round space. There is a need for mobility and older schools do not have that. There is an opportunity to support all students and be inclusive to everyone. Mr. Huff noted the expensive part of the courtyard is the exterior walls.

Commissioner Rauen would like to ensure the petitioner is meeting the seven standards for a Special Use. He would also like to know more about the swing site and the impact on neighboring real estate. He believes it would be interesting to see a clear analysis of the swing site alternatives and would like to know what professionals were in the working group and how

they looked at the alternatives to come to this plan conclusion. Commissioner Rauen noted there has been a lot of public comment about the impact on real estate values and believes the property values needs to be addressed. Ms. Kedjidjian explained they held a session with realtors but do not have a definitive answer how the proposed school will affect property values. She will look to other communities and will provide anecdotal information. Schools are a big draw to the community and the impact on taxes should also be considered. Commissioner Rauen asked about the sight lines. He believes the intensity during construction and having two schools on the site at one time needs to be addressed. Ch. Bromberg explained when two schools are in session at Walden, the construction will be at Kipling. The demolition of the existing Walden School would not start until the Kipling students are back at Kipling. Ms. Kedjidjian noted Kipling students will have free bus transportation to and from the current Walden school. It will be challenging for all school staff and they are working on shuttle and parking plans for school staff. She also noted that there is an intergovernmental agreement with the Park District that requires the school district to allow them to use the schools for summer camps and before and after school care.

Commissioner Schulman asked about the hours of construction. Ms. Kedjidjian explained they would follow the Deerfield codes and ordinances. Mr. Huff added there would be no construction traffic or deliveries during school drop-off or pick-up. The contractors would be onsite to start work at 7:00 am and would park on the gravel area. There will be no construction parking or equipment outside the construction area.

Commissioner Schulman asked about the air quality during construction. The excavation will be the dustiest part during construction and they will utilize water and dust control measures to help mitigate air quality. During the masonry work, they do not anticipate a lot of air quality issues.

Commissioner Schulman requested additional information on the economics of the swing site. Ms. Kedjidjian explained they spoke with the real estate company and did not go further after receiving the rent estimates from the owner's representative and the real estate agent the school was working with.

Commissioner Schulman questioned whether the shape of the building drives up costs. Mr. Huff explained the building shape is not adding to the cost. A blank slate would still add cost because of the needs of the schools. He explained they are trying to provide schools that can support what learning looks like today.

Commissioner Schulman asked about drainage. Ms. Welp explained the site is currently split around the property mid-point so the property will need detention on the north and south sides of the property. Commissioner Schulman asked why the petitioner is getting rid of the existing swale. Mr. Schuster explained there were no stormwater regulations in the 1940s and 1950s. When you build today, there are a lot of regulations requiring stormwater management. Under the current building standards, any construction projects, aside from single-family homes, must improve the stormwater conditions. The proposed stormwater management will be an improvement over what is existing.

Commissioner Lubezny noted tonight's submission did not mention the swing site and how it will be handled. She asked the applicants to make sure they are meeting the Special Use criteria. Commissioner Lubezny asked how having two buildings in operation on the same site would affect the drainage on the property. One of the criteria for a Special Use is to ensure the lot is of sufficient size. She questioned if there is enough space for two buildings. She also asked

about the two schools, and whether parking and access would affect the neighborhood. Commissioner Lubezny asked for the plan to address the drainage issues.

Commissioner Stolman was led to believe existing Walden School building was at the critical end of its functional life, and now the School District is proposing having two schools operating on the site and the existing Walden School building will be kept open another year to handle the students from Kipling. He asked about the risk of keeping the existing Walden School building open another year. Mr. Ryan explained they would keep Walden open another year and would have to react if necessary, which is what they currently do.

Commissioner Stolman asked how far along construction would be when school starts in August, 2027. The petitioner's construction manager explained that they would enclose the building between August and December so the building is water-tight. The digging and laying of steel would be completed before school begins in August, 2027.
.
Commissioner Rauen asked about the specific challenges encountered when they discussed relocating the Walden school to Holy Cross. Ms. Kedjidjian explained private schools are not required to meet the same standards as public schools. The Holy Cross school building would have to be completely upgraded to meet the standards. Mr. Huff will provide more detail on those studies, but noted Holy Cross did not meet the ROE Codes without investing a significant amount of money into the building. It also does not meet ADA standards. Mr. Schuster added there are a number of standards that have to be met for public schools. Commissioner Schulman suggested temporary use for public schools are a little laxer, but the safety concerns must be met. Ms. Kedjidjian explained in addition to the ROE Codes, there are IT standards that would need to be met as well.

Commissioner Schulman believes the parking improvements look nice and there are crosswalks for school access but not for park access. Ms. Kedjidjian explained they would be willing to meet the recommendations of three crossing guards for drop-off and pickup hours. Commissioner Schulman asked the petitioner to take into consideration that the younger kid's playground is to the south.

Commissioner Schulman questioned if there are contingencies built-in and what would happen if construction takes longer. Ms. Kedjidjian explained they are discussing it and planning for the worst. Mr. Huff explained if something is delayed, they would work with the school district to shift the start dates, but do not anticipate that. He noted that their timeline is conservative.

Commissioner Schulman noted the School District and Park District would need to guarantee the areas surrounding the school perimeter would not be improved. Ms. Kedjidjian explained the property around the school is Park District property. Laura McCarty, Executive Director of the Deerfield Park District, explained they would have to appear before the Plan Commission to discuss any amenities or any changes to their property and right now there are no plans for any changes.

Commissioner Schulman noted safety is a huge concern. He questioned if there would be fencing installed to protect students, staff and the public. They need to figure out access points, restrictions for trucks, pedestrians, cars, and busses, how recess will occur, public access to the fields during Phase 1, drainage, air quality, the walking paths and how far each pathway would be from construction and how emergency vehicles access the site.

Ch. Bromberg reiterated the Commission would not make any decisions tonight and opened the meeting for public comment.

Carrie Kirchen lives to the north on Ambleside Drive. She is in favor of the schools but concerned about the Special Use, drainage while two schools are operating on the site, having a school on a construction site, the amount of pervious surface being taken away, the effect on the neighborhood, taking away the only park in the area and replacing it with a large building. Ms. Kirchen expressed concern about the impact on the neighborhood and access for emergency vehicles.

Rob Winn lives on Ambleside Drive, north of the site. He explained the topography of the site is one of the biggest challenges. There is an embankment from the north side to the rear of their yards. He questioned how the embankment would be graded. There is a lot of work regarding topography and grading and there does not seem to be a lot of thought put into it. The north elevation of the building is articulated, but it is not clear how the setbacks will work. The roof plan is not shown. Mr. Winn would like more information on the rooftop units and would like clarity on the noise. He noted the fence and retaining wall are in a straight line and would prefer something more organic with additional landscaping added and believes that would be a benefit for everyone.

Jason Wright lives on west side of Ambleside Drive. He is concerned about how the construction will impact students, security, and lack of green space. He expressed concern on how the large workforce would impact the safety and mental health of the students. Mr. Wright asked about the safety plans. He believes everyone should be shocked with the construction being so close to neighboring houses, which will have a negative impact on property values. Mr. Wright suggested reusing an existing space would be a better option and brought up Wilmot as a possible swing site. He believes Wilmot would be a better option for student security and mental health. The district has secured the funding and now they need to address the issues for Walden students.

George Klauke explained the neighbors have been working with the School District and they have accommodated some things they requested. Now, the School District is asking for a Special Use. Mr. Klauke has some issues with the proposed layout. There is a 2 foot wall and fence outside his property on the northeast corner of Ambleside Drive making his property lower than the field. There was a berm and drains put in to direct the stormwater. The current system works. With the property proposed to be higher, his property will be lower and his property will be devalued. There are 100-year-old Oak trees that will be destroyed. Mr. Klauke believes safety will be an issue because students will be going to school in a construction zone. Mr. Klauke suggested Wilmot, being more open, would be a better swing site and would keep students out of the construction zone.

Stuart Coke lives at Warrington Road and Essex Court which is the driveway of Walden. He is very supportive of the community investing in the schools but is concerned about the stormwater. Homes along Warrington Road currently have lakes in their backyards. The residents made large investments in landscaping. Mr. Coke questioned how this would impact their landscaping. Mr. Coke questioned how snow would be managed during and after construction. He is also concerned about access to his home and believes it will be challenging. Mr. Coke noted pedestrian access has not been discussed. The primary pedestrian access will be Essex Court south of Walden Lane and noted that sidewalk is very narrow. He asked if the

sidewalk could be widened. Mr. Coke suggested utilizing school breaks and allowing construction during that time to accelerate the construction schedule.

Michael Gendell, purchased his home on Ambleside in June of 2025. He has a 2 ½ year-old child and an 8-month-old child. Their home currently backs up to the park. The school will be 25 feet from his lot line. He tried to work with Mr. Simick and was promised a swing site would be given a real effort. Mr. Gendell suggested it could take months or even a year for a swing space to be found, not just weeks. He suggested the school district hire a reputable firm to help achieve alternate swing site results.

Emily Mason lives on Ambleside Drive. She is supportive of new schools, but is concerned about the proposed swing site in a small location and the issues of moving through the site. She asked if there is an opportunity to keep Walden in the current footprint and doing construction in a phased approach. She asked that other options be considered and communicated (to the public) as well as why those options are not suitable.

Mark Freeman is concerned about the lack of communication. He is not convinced the public knows about this meeting. He was not contacted. If the Village does not get more transparent about bond issues, dollar amounts and communication, there will be lawsuits. He noted no letters of support for any of this were received. The only letters received were from those that have challenges. When looking at the plan, he believes the green space at Walden are unique and should be kept. There will be a lot of asphalt and less green space. Mr. Freeman is looking for a quality result. Walden has been improved significantly since he moved to Deerfield. He believes the entire building can be repaired and an addition could be added. This is a lot of money but the amount has not been called out. Mr. Freeman believes the plan should be reconsidered. Ch. Bromberg noted agendas are posted on the Village website. A prefiling hearing does not require a mailing, but when a public hearing is held, residents within 250 feet of the property are sent mailings and it is also posted in the newspapers.

Adam Spector believes there has been a lack of detail. He urged the detail be provided during the public hearing. Mr. Spector believes the details need to be communicated. He noted the renderings can be produced and details provided. The berms, swales and walls need to be provided. The detention and impact on the trees need to be reviewed. He questioned how many trees would be removed, and how that would be communicated. Ch. Bromberg explained the school's budget is outside the Plan Commission's jurisdiction. The residents passed the referendum. The Plan Commission's concern is the land use and the impact on neighbors.

Commissioner Stolman noted the swing site has been brought up. He asked who was engaged in evaluating the swing site. Commissioner Stolman understands retrofitting a building is difficult, but questioned how was it determined. Ms. Kedjidjian explained they were working with Savills and only considered the areas within Deerfield, Riverwoods and Bannockburn. They cannot transport kids beyond their boundaries. When they received estimates, they also got results about tax sensitivity. Ms. Kedjidjian explained they had a community engagement plan. Throughout the fall and winter, they held 25 information sessions and community meetings with neighbors. Several mailings went out and sessions were listed on the website. The information sessions were recorded and are available on the website. They want to continue contact with the community. Ms. Kedjidjian explained they would send out certified mailings to an area greater than the required 250 feet. They will hold a neighbor open house on May 7th at Walden and will have boards showing the plans in greater detail. The architects and engineers will be available to answer questions starting 6:30 pm. Mr. Nakahara noted due to the proposed height

of the new building, a height modification is being requested therefore the required distance for the certified mailing will be 500 feet from the subject's property line. The School District noted that they will be notifying residents within 755 feet of the property line. The public hearing is scheduled for June 25, 2026.

DOCUMENT APPROVAL

Commissioner Stolman moved, seconded by Commission Rauen to approve the minutes from the March 12, 2026 Plan Commission meeting. The motion passed unanimously on a voice vote.

Items from the Commission

Ch. Bromberg noted the commissioners are welcome to attend Board of Trustees meetings, but if there are three or more commissioners at a meeting, it becomes a Plan Commission meeting as well. He asked the commissioners to let staff know when this is to occur. Mr. Schuster explained an agenda must be posted 48 hours in advance of a meeting, per the Open Meetings Act. He suggested letting staff know by the Thursday before a Board of Trustees meeting at the latest. Ms. Lubezny reminded the commissioners to not send email to the group; rather, just send email to staff.

Items from the Staff

Mr. Ryckaert explained the next meeting would be in three weeks and there are a couple of items for this workshop meeting.

Designation of Representative for the next Board of Trustees Meeting

A representative is not needed for the May 4, 2026 Board of Trustees meeting.

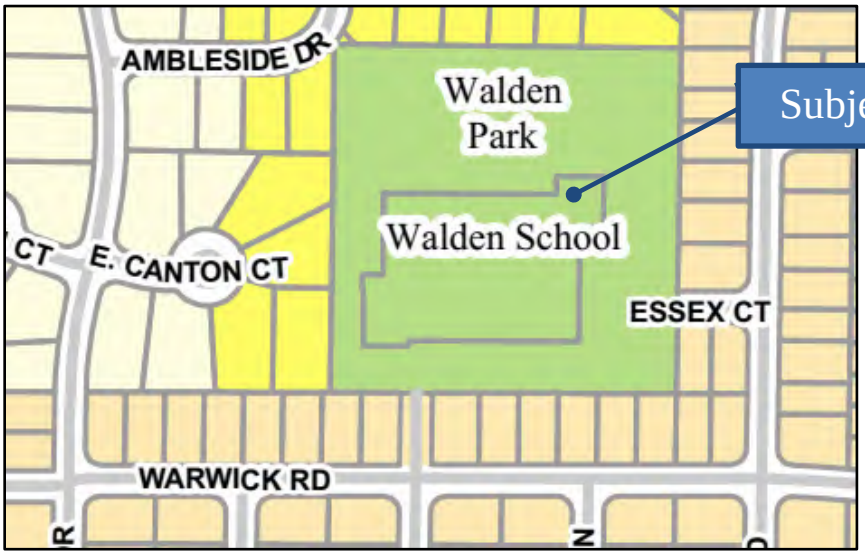
Adjournment

There being no further discussion, Commissioner Lubezny moved, seconded by Commissioner Rauen, to adjourn the meeting. The motion passed with a unanimous voice vote. The meeting was adjourned at 9:42 P.M.

Respectfully Submitted,

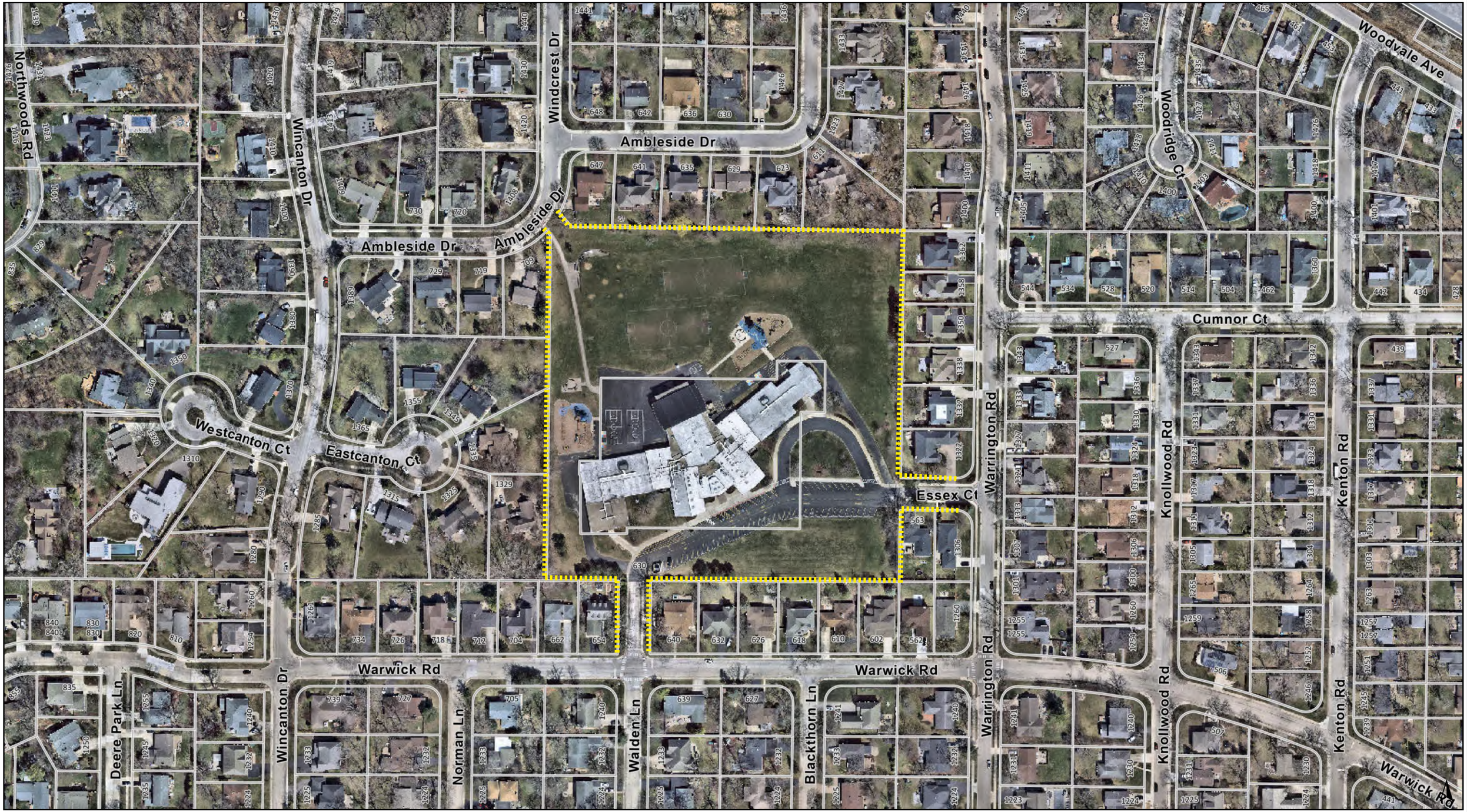
Jeri Cotton
Secretary

Village of Deerfield
2026 Zoning Ordinance Map



	R-1	SINGLE FAMILY DISTRICT ONE FAMILY DWELLINGS AND ACCESSORY USES
	R-2	SINGLE FAMILY DISTRICT SAME AS R1
	R-3	SINGLE FAMILY DISTRICT SAME AS R1
	R-4	SINGLE & TWO FAMILY ONE FAMILY & TWO FAMILY DWELLINGS & ACCESSORY USES
	R-5	GENERAL RESIDENCE ONE FAMILY & TWO FAMILY DWELLINGS & ACCESSORY USES
	C-1	VILLAGE CENTER
	C-2	OUTLYING COMMERICAL
	C-3	LIMITED COMMERICAL OFFICE
	C-4	ENTERTAINMENT AND LIMITED RETAIL BUSINESS DISTRICT
	I-1	OFFICE, RESEARCH, RESTRICTED INDUSTRIAL
	I-2	LIMITED INDUSTRIAL
	P-1	PUBLIC LANDS SCHOOLS, PARKS, PUBLIC BUILDINGS & CEMETERIES

GISConsortium | **Walden Elementary School**



0 500 1000 ft

Print Date: 7/2/2026

Notes

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

GISConsortium | **Walden Elementary School**

0 150 300 ft

Print Date: 7/2/2026

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

Notes

GISConsortium | **Walden Elementary School**

0 350 700 ft

Print Date: 7/2/2026

Notes

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

SPECIAL USE CRITERIA

Does it meet the standards for a Special Use? A Special Use shall be authorized only when the Plan Commission finds all of the following:

1. Compatible with Existing Development
   The nature and intensity of the activities involved and the size, placement and design of any structures proposed will be so planned that the Special Use will be compatible with the existing development and will not impede the normal and orderly development and improvement of surrounding property.

2. Lot of Sufficient Size
   The size of the lot will be sufficient for the use proposed.

3. Traffic
   The location of the Special Use within the Village will be such that adverse effects on surrounding properties will be minimal, particularly regarding the traffic generated by the Special Use.

4. Parking and Access
   Parking areas will be of adequate size for the particular use and properly located, and the entrance and exit drives will be laid out so as to prevent traffic hazards and nuisances.

5. Effect on Neighborhood
   In all respects the Special Use will not be significantly or materially detrimental to_the health, safety and welfare of the public or injurious to the other property or improvements in the neighborhood, nor will it diminish or impair property values in the surrounding area.

6. Adequate Facilities
   That adequate utilities, access roads, drainage and/or other necessary facilities have been or are being provided.

7. Adequate Buffering
   Adequate fencing and/or screening shall be provided to ensure the enjoyment of surrounding properties, to provide for the public safety or to screen parking areas and other visually incompatible uses.

8. If in C-1 Village Center District: That the establishment of the Special Use will not be injurious to the character of the C-1 Village Center District as a retail center for the Village.

Village of Deerfield Plan Commission Submission

Submittal Date: 06/18/2026
ReSubmittal Date: 07/01/2026

Village of DEERFIELD IL

Redefine 109 Facilities for Our Future

Plan Commission Submittal List

1. Project Narrative
2. Plats of Subdivision
   - Final Plat of Subdivision
   - Easement Exhibit
3. Sustainable Practices
4. Phasing Plans - Public Access
5. Detailed Site Plans
   - Fully Dimensioned Site Plans - Phase 2
   - Fully Dimensioned Site Plans - Phase 3
   - Fully Dimensioned Site Plans - Phase 4
6. Fire District Approval Letter
7. Preliminary Engineering Documents
   - Engineering for Phase 3
   - Engineering for Phase 4
8. Stormwater Summary
9. Traffic Study
   - Phase 3 Memo
   - Phase 4 Traffic Report
10. Landscaping
    - Tree Protection & Removal Plan
    - Buffering Plans
    - Landscape Plans
11. Site Lighting
    - Photometrics
    - Details
12. Signage
13. Fencing
14. Trash Enclosure
15. Architectural
    - Architectural Site Plan
    - Exterior Elevations
    - Renderings
    - Roof Plan
16. Village Inquiries

Redefine 109 Facilities for Our Future

1. Project Narrative

Deerfield Public Schools District 109
517 Deerfield Road | Deerfield, IL 60015
dps109.org/redefine

Village of Deerfield Plan Commission Public Hearing

Walden Elementary School: A Plan Built By the Community

Since the 2021-2022 school year, Deerfield Public Schools District 109 has engaged in a deliberate, transparent and highly collaborative process to evaluate the long-term condition, capacity and educational suitability of its school facilities. The proposed replacement of Walden Elementary School is the result of extensive planning, expert analysis and sustained community engagement designed to ensure that the District meets the needs of current and future students while remaining responsive to community priorities and neighborhood concerns.

From the outset, the District committed to a process grounded in listening, transparency and continuous refinement.

Long-Term Facilities Planning Process

The District's work began in 2022 with a comprehensive facilities review process. Architects and engineers examined the condition, functionality and long-term viability of all District 109 schools. The review evaluated building systems, educational adequacy, enrollment trends, safety and security considerations and the ability of existing facilities to support modern instructional practices.

The review provided key findings:

- Infrastructure, including HVAC, mechanical/electrical, plumbing/sewer is at end of life
- Safety and security gaps
- Gaps in meeting accessibility requirements of the Americans with Disabilities Act
- Capacity limitations, particularly at Walden School, which is substantially smaller than the other three elementary schools

	Walden Elementary	Wilmot Elementary	Kipling Elementary	South Park Elementary	Shepard Middle	Caruso Middle
Year Built	1957	1957	1949	1957	1961	1969
Years Old	69	69	77	69	65	57
Facility Challenges						
Safety and Security Gaps	●	●	●	●	●	●
Capacity (Overcrowded Classrooms)	●	●	●	●		
Circulation Issues (Pinch Points in Hallways)	●	●	●	●		
Plumbing (Outdated, Close to Failure or Already Failed)	●	●	●	●	●	●
Mechanical/HVAC Systems (Outdated, Creating Air-Quality Issues)	●	●	●	●	●	
Electrical System (Outdated)	●	●	●	●	●	●
Fire Protection System (Outdated)	●	●	●	●	●	●
Cafeteria/Gym (Dual-Purpose Poses Scheduling Issues, Noise Spillover Into Classrooms)	●	●	●	●		
Americans with Disabilities Act (ADA) Accessibility Challenges	●	●	●	●		
Washrooms (Inadequate)	●	●	●	●		
Storage (Inadequate)	●		●	●		
Workrooms (Inadequate)	●		●	●		
Student Services Spaces (Undersized, Poorly Located and/or Outdated)	●	●	●	●		
Kindergarten Spaces (Undersized and Lack Support Spaces)	●	●	●	●		
Music, Art, STEAM and Multipurpose Spaces (Undersized and Lack Storage)	●	●	●	●		
Pre-K Spaces (Undersized and Lack Support Spaces)				●		
Reception Area (Inadequate)	●		●	●		
Conference Room (Lacking or Poorly Positioned)	●		●	●		
Classrooms (Too Small to Support Adaptable Furniture)	●	●	●	●		
Lack of Windows and Natural Light	●					●
Dated Finishes	●	●	●	●	●	

Following this assessment, the District convened a Facilities Steering Committee composed of a range of constituents. The committee worked alongside District leadership and architects to explore multiple pathways forward to address the needs. The committee looked at a wide range of options. Among the many considered: keeping the buildings going for another two decades without major construction or renovation; reboundary options that would close an existing building or more; transition to grade-level centers (PK-2, 3-5, 6-8) and renovate/add to existing schools; construct two new PK-8 buildings; renovate/add to existing schools; new construction elementary options with renovations at middle schools.

After extensive discussion about the educational impact, operational feasibility, financial considerations, and alignment with community wishes, values and expectations, the committee recommended looking deeper into three options:

- Maintenance Only: Continue operating all current elementary buildings largely as they exist today. The focus would remain on routine maintenance, emergency repairs and periodic replacement of aging systems rather than comprehensive modernization or expansion.

- Renovation and Additions: Gut-renovate the elementary schools and build additions to alleviate space challenges.
- New Construction of Elementary: Build four new elementary schools.

The District refined those options and worked with experts (architects and owner's representatives, whose core work focuses on construction pricing) to put dollar figures to each, adding an option for a lower-cost "2+2 plan" with new construction/renovation based on rising construction costs.

- Maintenance Only: $177 million over 20 years
- Renovations & Additions: $208.3 million
- 2 + 2 Plan - $245.1 million
- 3 + 1 Plan - $277.2 million

In spring 2025, the District convened a Referendum Task Force to conduct an even deeper review of facility needs and financing strategies. This group evaluated building conditions, educational programming needs, project sequencing, tax impacts and reviewed the options put forward by the steering committee.

The Task Force ultimately recommended the 2+2 plan to bring forward for broader community discussion and feedback before the Board of Education made any decision regarding a referendum.

Extensive Community Engagement

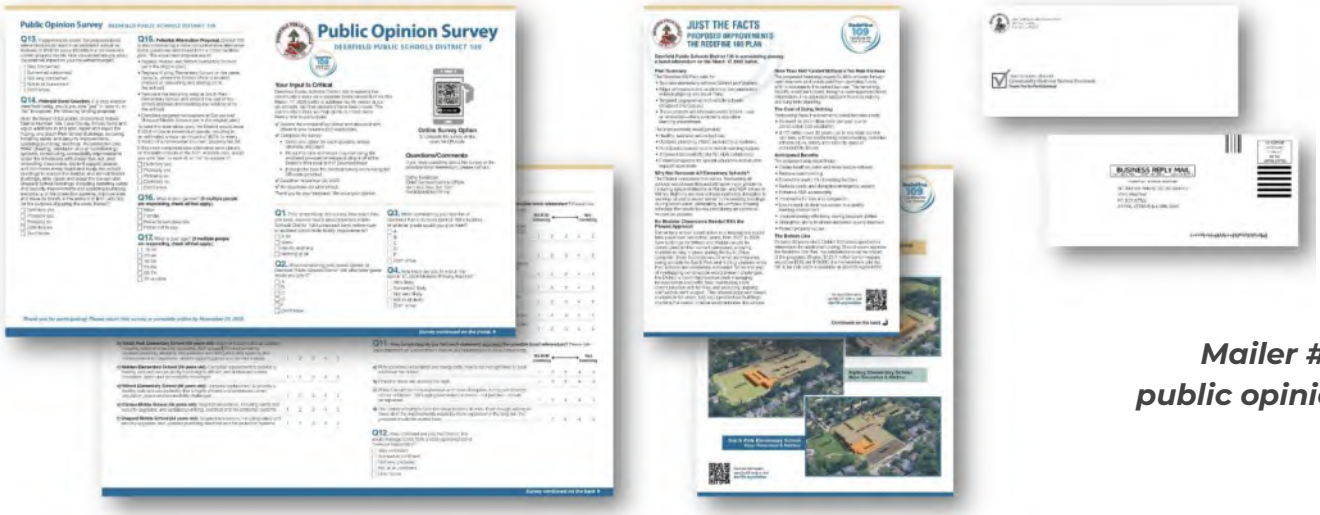
Community engagement was embedded into every phase of the referendum process. Over the fall of 2025 and spring of 2026, the District conducted more than 25 information sessions and community conversations related to the proposed facilities plan and referendum.

Pre-Referendum Vote (fall 2025): Before the District 109 Board of Education voted to place a referendum question on the ballot, the District engaged residents through numerous opportunities for dialogue, feedback and questions. Information regarding the proposed 2+2 plan, facility conditions and financial considerations was shared publicly through the website (dps109.org/redefine), information sessions (in-person and virtual/recorded), videos, mailers to every registered voter household, social media, and individual and small-group conversations. District leaders answered every email, phone call and request for meetings.

Three mailers in the fall went to every registered voter household within the D109 boundaries (7,889 households).

Mailer #1

Mailer #2

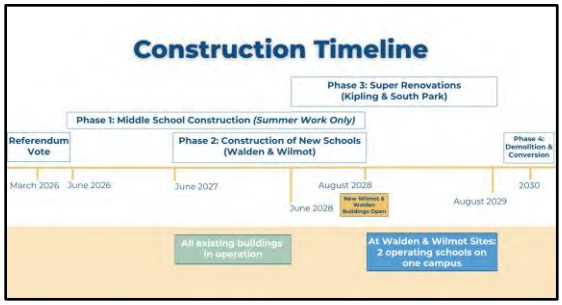


Mailer #3 with public opinion poll

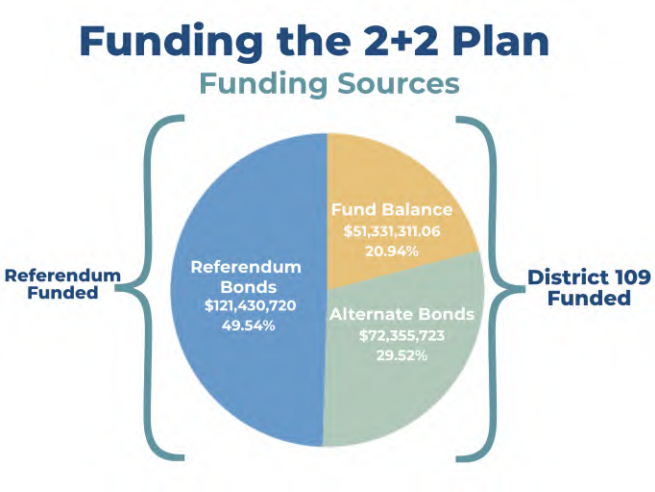
The District asked the Village to include information in the weekly e-Newsletter to ensure community members without a connection to the schools were aware of the opportunities to learn about the possible referendum and provide input.

Key information shared through all channels included:

- *Facility Needs:* Infrastructure, space, accessibility
- *Preliminary Concepts & Construction Timeline*, including information about the year when two schools would be operating on one campus at both Walden and Wilmot sites, as shown in this slide from the information session presentation:



- *Financing Options*: The proposed plan, with a total cost of $245,117,754, had the District contributing more than 50% of the cost and taxpayers funding just over 49% through referendum bonds. A tax calculator on the website allowed citizens to see the estimated annual impact on their individual tax bill.



This phase of engagement culminated in the public opinion poll sent to all registered voters within District 109's boundaries on October 27, 2025. In addition to the printed survey, the mailing included a QR code to access the survey online; text messages with a survey link were sent to more than 10,000 voters between November 10 and 20. With an 18% response rate (extremely high for public opinion polling), the District learned a few key pieces of information:

- The community expressed high awareness of the plan
- The community gave a high grade overall to District 109
- The community had extremely high tax sensitivity (53% of respondents were very concerned and another 26% were somewhat concerned about the tax impact of the proposed plan)

The Board and administration listened carefully to the poll and the breadth of other feedback heard throughout the fall and revised the 2+2 plan to increase the District's financial contribution and reduce the scope of the work, reducing the total cost and tax impact of the project. The Task Force met to review the polling results and revised option; they recommended the District move forward with that revised 2+2 plan. At their December meeting, the Board agreed with the Task Force's recommendation and voted unanimously to place the revised, lower-tax-impact referendum on the March 17, 2026 ballot.

Revised Plan: Referendum on the Ballot

The District continued the in-person and virtual, recorded information sessions, two informational mailers to all registered voter households, text messaging notifications, social media posts, videos and individual outreach to ensure the community was aware of the details of the referendum: the facility needs, financing options and the revised "2+2" plan. The campaign was factual, not persuasive; it included details on voting options. This effort reflected the District's belief that voters should have access to clear, transparent and detailed information in order to make informed decisions about the future of District facilities.

The community approved the plan on Election Day by a wide margin (64%-36%). The "2+2" plan as presented represents the District's promise to the voters.

Focused Engagement: Listening and Responding to Walden Neighbors

Early in the information-sharing process, the District heard concerns from some neighbors surrounding the Walden site. In response, the District organized additional meetings specifically for Walden-area neighbors in order to better understand those concerns and gather direct feedback. These meetings created opportunities for candid dialogue between neighbors, District leadership, architects and project representatives.

Importantly, the District did not treat these meetings as one-time conversations. Feedback from neighbors directly informed multiple rounds of project revisions and updates. After each revision, the District returned to neighbors to share changes, answer additional questions and continue gathering both group and individual feedback.

This iterative feedback loop remains ongoing.

Most recently, the District hosted the Walden Good Neighbor Open House on May 7, 2026, providing another opportunity for neighbors to review plans, ask questions and share concerns directly with project representatives.

Throughout this process, the District's approach has remained consistent: listen carefully, evaluate feedback seriously and make adjustments whenever possible while balancing educational, operational, financial and regulatory requirements.

Considering Swing Sites & Construction Phasing

As part of project planning, the District conducted an extensive search for potential temporary "swing site" locations that could house students during construction, as an alternative to having two schools on one campus for one school year. The District explored alternatives, including existing school facilities that might be suitable and available, commercial properties and phased on-site construction scenarios.

Swing Site Review

To support this effort, the District engaged a commercial real estate professional from Savills to assist in identifying and evaluating potential properties. District administrators toured multiple sites alongside the District's architect and owner's representative in order to assess:

- Educational suitability
- Student safety
- Transportation logistics
- Building readiness
- Site infrastructure
- Required renovations
- Compliance with Illinois School Code requirements

The District is required to ensure that any temporary educational facility meets state requirements for school operations, safety and accessibility. This includes minimal life safety requirements related to unobstructed exits sized for the occupant load, emergency lighting, fire rated construction and separation, conversion of business zoned buildings to an educational classification, and adequate mechanical ventilation. Based on some of the sites visited, it also required coordination with neighboring villages for the creation of new emergency vehicle access and police authority safety protocols. As a result, even temporary swing spaces would have required substantial investment and modifications – for a structure that the District would get no future use after the new schools opened.

Through this process, the District determined that establishing an off-site swing school would likely add between approximately $10-$20+ million in additional project costs (and even more if establishing this model for both the Walden and Wilmot campuses), depending on the selected location and scope of required improvements. An alternate site would require the District to plan for:

- Mechanical and other infrastructure work (HVAC, plumbing, technology)
- Classroom, other learning space and office configurations
- Updates to meet code-compliance requirements for safety, air quality and fire ratings
- Construction cost escalation
- Leasing costs

Phased Construction

The District also evaluated a phased construction approach that would allow portions of the school to remain operational while construction occurred. Under this scenario, students and staff would be relocated multiple times throughout the construction process, with instructional programs housed in temporary mobile classrooms as different sections of the building were demolished and rebuilt or renovated. Each mobile classroom carries an estimated cost of approximately $350,000 and must comply with Regional Office of Education and Illinois School

Code requirements and applicable safety and accessibility standards. That cost estimate has recently grown, as toilet facilities now are required in the mobile units.

Moreover, a phased construction approach would significantly reduce the overall quality of the finished elementary campuses. The District would need to forgo important improvements to the campuses – including adequately increasing classroom sizes and installing mechanical systems better suited to modern environments – to permit sections of the buildings to be usable for students and staff throughout an extended four-year construction window. In that time, students would spend much of their elementary school experience learning on an active construction site and transitioning between permanent and temporary learning environments with disruption to educational programming and daily operations both for the schools and the surrounding neighborhoods.

The financial impacts of a prolonged construction schedule are also significant. Each year the District delays construction increases construction costs by four percent on average. On the totality of the plan approved by voters, construction cost escalation would add approximately $9 million in project costs for each additional year of construction. These increased costs would reduce the District's ability to invest in the educational features, learning environments and long-term improvements.

Based on the results of the public opinion poll, the District's evaluation of educational impacts and the substantial additional costs associated with both off-site swing facilities and prolonged phased construction, the District concluded that these alternatives would not represent the most responsible use of taxpayer resources. The selected construction approach minimizes disruption to students, shortens the overall construction duration and maximizes the District's ability to deliver a high-quality educational facility that will serve students and the community for decades to come.

Proposed Improvements and Educational Need

The proposed project consists of replacing the existing Walden Elementary School with a new elementary school facility designed to meet current educational, safety, accessibility and operational standards. The new building will address deficiencies identified during the District’s comprehensive facilities assessment, including aging infrastructure systems, capacity limitations, accessibility challenges and safety/security concerns.

Key improvements include:

- Replacement of aging HVAC, plumbing, electrical and building systems that have reached or are approaching the end of their useful life.
- Enhanced safety and security measures, including secure building access, improved site circulation and modern life-safety systems.
- Full compliance with current accessibility standards and Americans with Disabilities Act (ADA) requirements.

- Increased instructional space to meet the needs of modern instructional practices, and, in particular, to address Walden's current size limitations.
- Flexible learning environments designed to support contemporary instructional practices, small-group learning, intervention services and collaborative educational programming.
- Increased opportunities for student enrichment, staff collaboration and community engagement activities.
- Improved support spaces for students, staff and families.

These improvements are necessary to provide a safe, accessible and educationally appropriate learning environment that can serve current and future generations of students while reducing long-term maintenance costs and disruptions associated with aging infrastructure. The project does not fundamentally change the educational use of the property. Rather, it modernizes and enhances the District's ability to deliver education to children consistent with current educational standards and community expectations.

Meeting Special Use Criteria

This project meets the seven special use criteria:

Compatible with Existing Development

The Walden Elementary School property has served as an elementary school and public park for decades. The proposed project continues this long-established public use while replacing an aging facility with a modern educational building designed to better serve students, staff and the community. The scale, character and function of the site will remain consistent with its historic use and compatible with the surrounding residential neighborhood.

Lot of Sufficient Size

The existing school site provides sufficient area to accommodate the proposed building, parking, recreational facilities, stormwater management and required setbacks. The site has been designed to support safe circulation, outdoor learning and play areas and appropriate buffering while continuing to function as a neighborhood elementary school campus.

Traffic

The project does not increase the District's enrollment or staffing levels and, therefore, is not expected to generate additional school-related traffic. Updated circulation patterns, dedicated bus and parent drop-off areas and operational improvements have been designed to improve traffic flow and enhance safety during arrival and dismissal. A professional traffic study has been completed, and the District will continue coordinating with Village staff regarding traffic operations.

Parking & Access

The proposed site design improves vehicle circulation while maintaining safe and efficient access for students, staff, visitors, buses, emergency responders and service vehicles. The project includes enhanced parking, dedicated circulation routes and improved pedestrian connections designed to reduce conflicts between vehicles and pedestrians and support safe daily operations.

Effect on Neighborhood

The project replaces an aging school with a modern educational facility while preserving the property's longstanding role within the neighborhood. During construction, the District will implement comprehensive safety, communication, dust control, traffic management and construction mitigation measures to minimize impacts on surrounding residents. Upon completion, the project will provide improved educational facilities, enhanced recreational amenities and upgraded site improvements that benefit the school community, neighboring residents and Deerfield as a whole.

Adequate Facilities

The project will utilize existing public infrastructure, including water, sanitary sewer, stormwater systems, roadways and emergency services. Necessary utility improvements and stormwater management facilities will be incorporated into the project in accordance with Village requirements to ensure the site is adequately served by public facilities. The end result will be a school building of adequate size for the enrollment and programs provided, and park space to meet the recreational needs and wants of the community.

Adequate Buffering

The site design incorporates enhanced landscaping, replacement trees and buffer plantings around the perimeter of the property to provide effective screening between the school campus and adjacent residential properties. Existing and new landscaping, together with the thoughtful placement of parking, recreational areas and the building, will provide an appropriate transition between the school and neighboring homes while maintaining the open character of the campus.

Construction Phasing

The Walden Elementary School project has been carefully planned to minimize disruption to students, staff, neighbors and the broader community while maintaining safe and continuous school operations throughout construction. The project will be completed in four phases.

Phase 1 – Site Preparation & Building Structure (Late Winter/Spring 2027-August 2027)

Phase 1 includes the site preparation activities required to support construction of the new Walden Elementary School. Work during this phase will include utility relocations and

improvements, site preparation, installation of construction fencing, implementation of traffic management measures, and establishment of construction staging areas.

In the spring, excavation, forming, and construction of the building footings and foundations will begin, allowing the new school's footprint to be completed by early summer. Throughout this portion of the project, the existing Walden School will remain fully operational.

During the summer months, no school or public activities will be permitted on site. At that time, existing playground equipment will be relocated in preparation for the new school year, underground stormwater detention systems will be installed at the north and south ends of the property, and construction of the new building's structural frame and exterior shell will commence.

Phase 2 – Construction of the New Walden School (August 2027 – August 2028)

Phase 2 focuses on the continued construction (exterior and interior) of the new Walden Elementary School while the existing Walden building remains in operation. Maintaining the existing school during construction allows students and staff to continue learning in a permanent educational facility while the replacement school is built. New temporary playgrounds and green space on the south end of the site will allow for outside student activities to continue throughout the year. Construction activities will be separated from school operations through fencing, controlled access points, safety protocols and ongoing coordination with school personnel. The new Walden Elementary School is scheduled to open for the 2028-2029 school year.

Phase 3 – Two Schools, One Campus (August 2028 – June 2029)

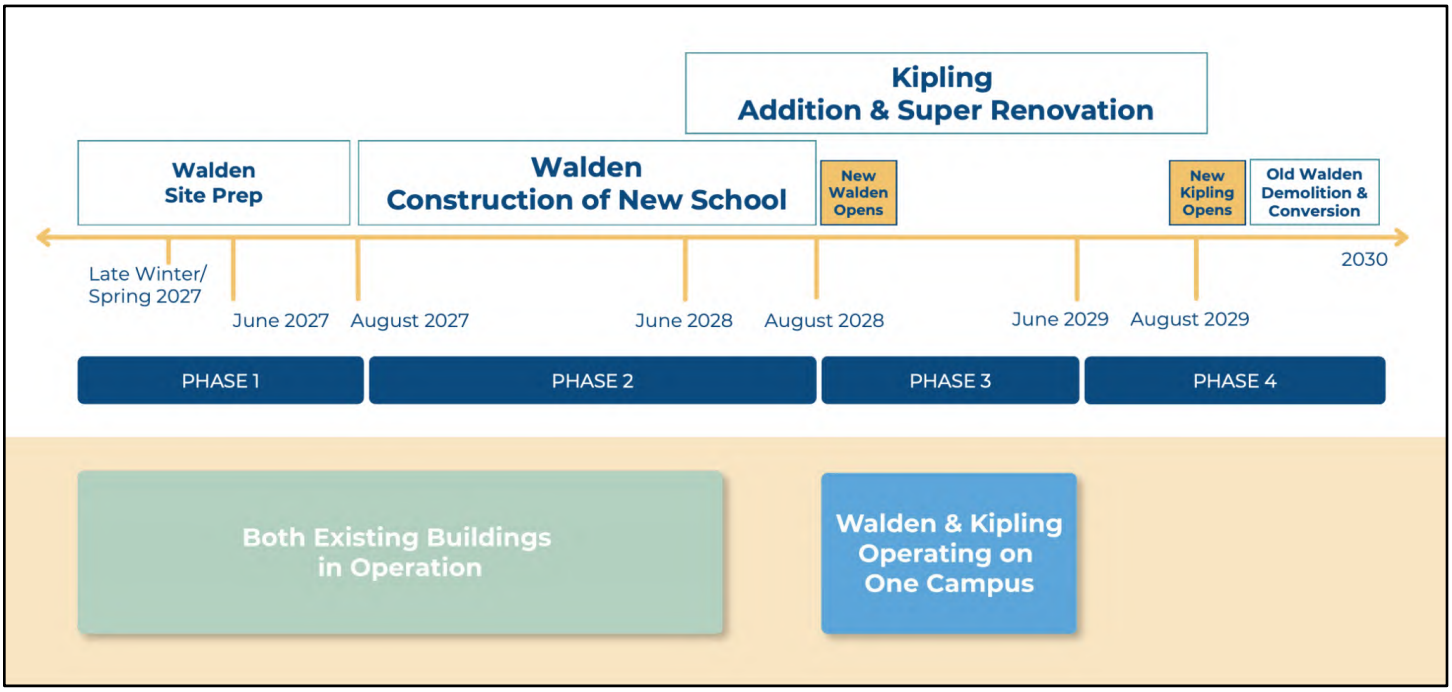
There will be no active construction occurring at the Walden site during this period. Upon completion of the new Walden School, students and staff will transition into the new facility. During this phase, both Walden and Kipling Schools will operate on the Walden campus while renovation and addition work is completed at Kipling.

The District has developed operational plans for this temporary arrangement, including staggered school schedules, transportation accommodations, traffic management measures and adjusted parking operations. This approach allows students to learn in completed school facilities rather than temporary mobile classrooms or active construction zones. It also substantially reduces the overall project timeline, enables a higher-quality renovation of Kipling, and ensures that funds are utilized for permanent improvements to community facilities instead of temporary conditions.

Phase 4 – Demolition and Site Restoration (June 2029 – 2030)

Following completion of the temporary two-school campus arrangement and occupancy of the renovated Kipling School, the existing Walden building will be demolished. Final site improvements will then be completed, including parking lots, landscaping, playgrounds, circulation improvements and site restoration.

Upon completion of Phase 4, the campus will operate as a fully completed elementary school site with modern educational facilities, improved circulation, enhanced landscaping and updated infrastructure designed to serve students and the Deerfield community for decades to come.



Rationale For Building Height Modification

The requested height modification is limited to a single architectural element: an extended stairwell tower that provides direct and secure access to the building roof. All other portions of the proposed building fully comply with the applicable height restrictions.

The stairwell tower serves a critical operational and safety function by providing District personnel with safe, code-compliant access to rooftop mechanical equipment and maintenance areas. This dedicated access point allows staff to efficiently transport tools, equipment, and materials to the roof while minimizing safety risks associated with routine inspection, maintenance, and repair activities.

Importantly, the requested modification represents a minimal and highly targeted departure from the height standard, affecting only a small portion of the building and having negligible visual impact on the surrounding area. Given its essential role in supporting long-term building operations, maintenance efficiency, and occupant safety, the District believes the proposed height modification is both reasonable and justified. The design advances the project's commitment to safety, functionality, and responsible stewardship of public facilities while remaining compatible with the character and scale of the surrounding development.

Commitment to Ongoing Engagement

The proposed Walden Elementary School project is the culmination of years of study, planning, expert consultation, extensive community engagement – and the voters' support.

The process has been characterized by a willingness to listen and adapt. Community feedback has repeatedly shaped project refinement, site planning considerations and implementation strategies.

The District recognizes that projects of this scale affect not only students and families, but also surrounding neighbors and the broader Deerfield community. For that reason, District 109 remains committed to maintaining open communication, continuing dialogue with neighbors and working collaboratively throughout the next phases of the project.

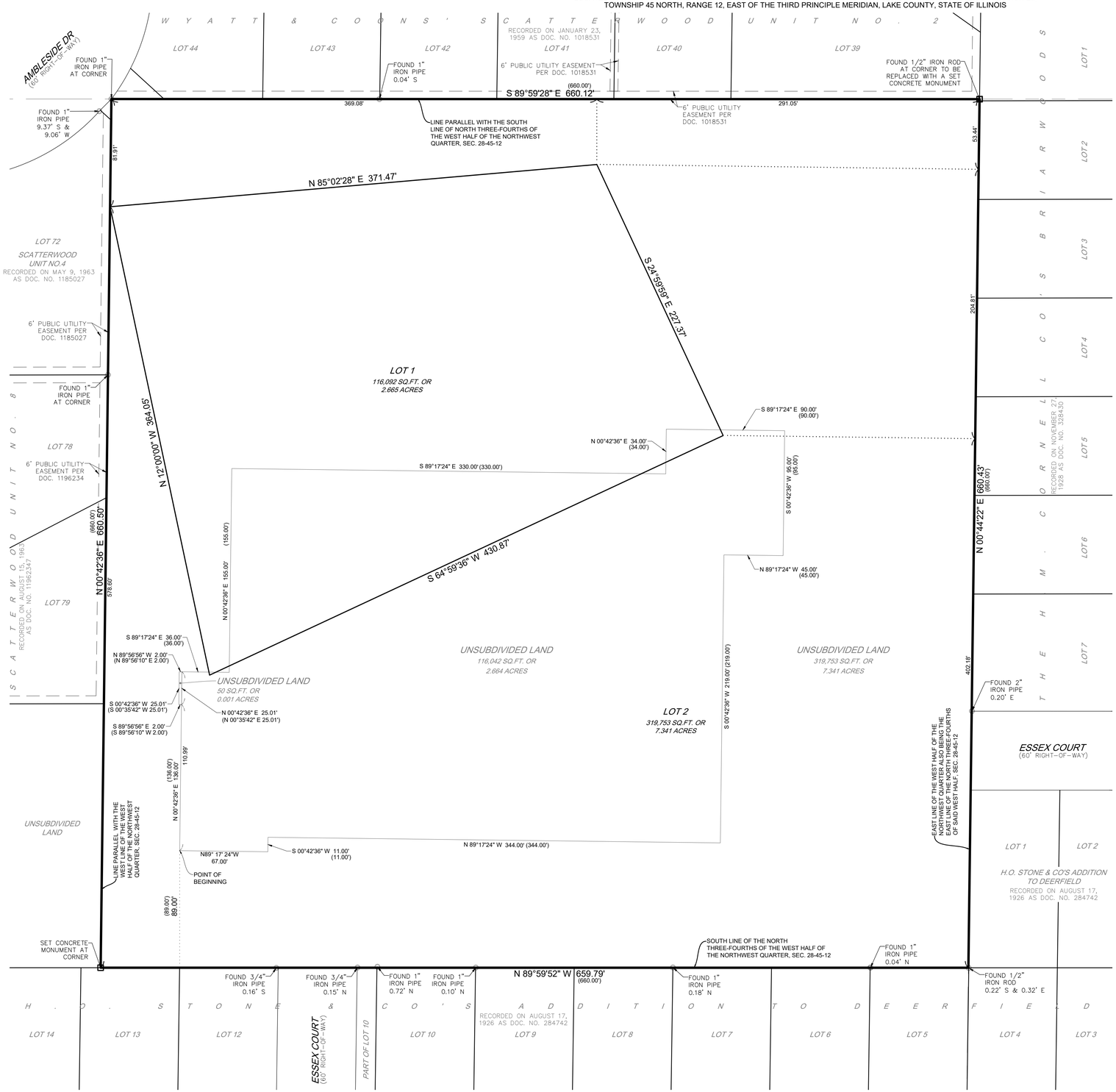
The District respectfully submits that the extensive planning process, the depth of community involvement and the ongoing responsiveness to public feedback demonstrate a thoughtful and responsible approach to advancing the Walden Elementary School replacement project.

2. Plats of Subdivision

- Final Plat of Subdivision (see attached Final Plat of Subdivision)
- Easement Exhibit

FINAL PLAT
OF
WALDEN SUBDIVISION

LOCATED IN THAT PART OF THE NORTH THREE QUARTERS OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 28, TOWNSHIP 45 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPLE MERIDIAN, LAKE COUNTY, STATE OF ILLINOIS



0 40' 80'

1" = 40' (HORIZONTAL)

SHEET INDEX

SHEET 1 OF 2: BOUNDARY, RIGHT OF WAY, EXISTING & PROPOSED LOTS & FOUND MON.

SHEET 2 OF 2: CERTIFICATES & PROPERTY LEGAL DESCRIPTION

CURRENT P.I.N.:

16-28-100-009

OWNER/CLIENT

BOARD OF EDUCATION
DISTRICT 109
517 DEERFIELD RD
DEERFIELD, IL 60015

SEND TAX BILL TO:

EXEMPTION

UPON RECORDING MAIL TO:

VILLAGE OF DEERFIELD
850 WAUKEGAN RD.
WAUKEGAN, IL 60015

BASIS OF BEARINGS

COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83), ADJUSTED TO GROUND VALUES, AS ESTABLISHED BY REAL-TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING GPS OBSERVATIONS

AREA SUMMARY

LOT 1	116,092 S.F. (2.665 AC±)
LOT 2	319,753 S.F. (7.341 AC±)
TOTAL	435,845 S.F. (10.006 AC±)

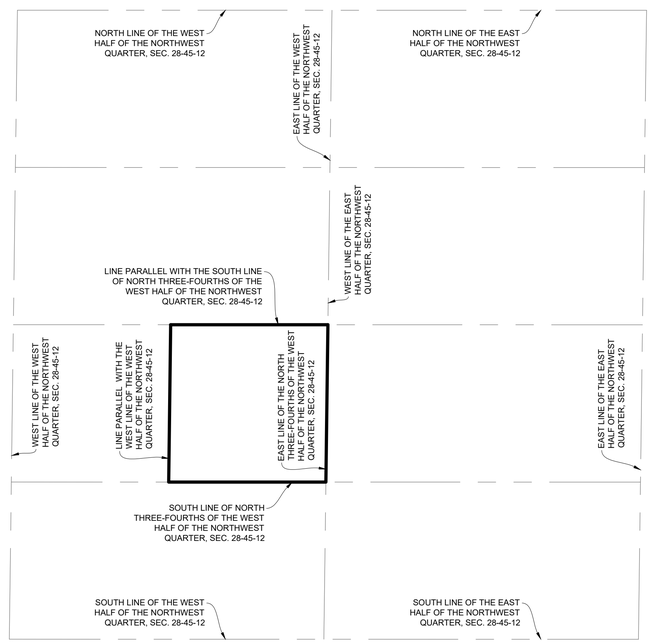
LEGEND

BOUNDARY LINE =	———
R.O.W. LINE =	———
EX. LOT LINE =	———
VACATED LOT LINE =	———
PROPOSED LOT LINE =	———
EASEMENT LINE =	- - - - -
FOUND CUT CROSS =	×
FOUND IRON PIPE/ROD =	○
SET CONCRETE MONUMENT =	⊡
RECORD INFORMATION =	(XXX.XX)
MEASURED INFORMATION =	XXX.XX

SURVEYOR'S NOTES

1. DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF. MEASUREMENTS SHOWN IN PARENTHESIS (XXX) ARE RECORD VALUES.
2. DIMENSIONS ALONG CURVED LINES ARE ARC LENGTHS (L), RADII (R) AND CHORD BEARING AND LENGTH (CH).
3. NO MEASUREMENT SHALL BE ASSUMED BY SCALE MEASUREMENT
4. THIS SUBDIVISION MAY BE SUBJECT TO MATTERS OF TITLE, WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT, PRE-EXISTING EASEMENTS, SETBACKS AND OTHER RESTRICTIONS WHICH MAY BE FOUND IN A CURRENT TITLE REPORT, LOCAL ORDINANCES, DEEDS OR OTHER INSTRUMENT OF RECORD AND MAY NOT BE SHOWN OR PLOTTABLE.
5. IN ACCORDANCE WITH CHAPTER 765 ILCS SECTION 205/1, 5/8"X 24" IRON RODS WILL BE SET AT ALL LOT CORNERS AND POINTS OF GEOMETRIC CHANGE, UNLESS SHOWN OTHERWISE. CONTACT SURVEYOR OF RECORD WITH DISCREPANCIES FOUND IN THE FIELD.
6. ⊡ DENOTES SET CONCRETE MONUMENTS.

NORTHWEST QUARTER DETAIL



2200 CABOT DRIVE, STE. 325
LISLE, IL 60532
P: 630.598.0007
WWW.CAGECIVIL.COM

CAGE CIVIL ENGINEERING

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.

SCHOOL DISTRICT 109- WALDEN ELEMENTARY

DEERFIELD, ILLINOIS

FINAL PLAT OF SUBDIVISION

PROJ NO.: 240537

PM: GP/AR

DATE: 07/01/2026

SCALE: 1"=40'

SHEET NUMBER

1 OF 2

FINAL PLAT
OF
WALDEN SUBDIVISION

LOCATED IN THAT PART OF THE NORTH THREE QUARTERS OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 28, TOWNSHIP 45 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPLE MERIDIAN, LAKE COUNTY, STATE OF ILLINOIS

OWNER'S CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF THE LAND DESCRIBED IN THE ANNEXED PLAT, AND HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED, AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

THE UNDERSIGNED HEREBY DEDICATED FOR PUBLIC USE THE LANDS SHOWN ON THIS PLAT FOR THOROUGHFARES, STREETS, ALLEYS AND PUBLIC SERVICES; AND HEREBY ALSO RESERVES FOR THE ILLINOIS BELL TELEPHONE COMPANY AND THE PUBLIC SERVICE COMPANY, DIVISION OF COMMONWEALTH EDISON COMPANY THE EASEMENT PROVISIONS WHICH ARE STATED ON THEIR STANDARD FORM WHICH IS ATTACHED HERETO.

DATED THIS ___ DAY OF_____ A.D., 2026.

BY: _____

PRINT: _____

NOTARY CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____ , PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED THE ANNEXED PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL THIS ___ DAY OF_____ A.D., 2026.

_____
NOTARY PUBLIC SIGNATURE

OWNER'S CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF THE LAND DESCRIBED IN THE ANNEXED PLAT, AND HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED, AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

THE UNDERSIGNED HEREBY DEDICATED FOR PUBLIC USE THE LANDS SHOWN ON THIS PLAT FOR THOROUGHFARES, STREETS, ALLEYS AND PUBLIC SERVICES; AND HEREBY ALSO RESERVES FOR THE ILLINOIS BELL TELEPHONE COMPANY AND THE PUBLIC SERVICE COMPANY, DIVISION OF COMMONWEALTH EDISON COMPANY THE EASEMENT PROVISIONS WHICH ARE STATED ON THEIR STANDARD FORM WHICH IS ATTACHED HERETO.

DATED THIS ___ DAY OF_____ A.D., 2026.

BY: _____

PRINT: _____

NOTARY CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____ , PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED THE ANNEXED PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL THIS ___ DAY OF_____ A.D., 2026.

_____
NOTARY PUBLIC SIGNATURE

OWNER'S SURFACE WATER DRAINAGE CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT _____ OWNER OF THE LAND HEREIN DESCRIBED OR DULY AUTHORIZED ATTORNEY CERTIFY THAT TO BE BEST OF MY KNOWLEDGE AND BELIEF THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, ADEQUATE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL NOT BE DEPOSITED ON THE PROPERTY OF ADJOINING LANDOWNERS IN SUCH CONCENTRATIONS AS MAY CAUSE DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

DATED THIS ___ DAY OF_____ A.D., 2026.

BY: _____

PRINT: _____

SCHOOL DISTRICT CERTIFICATE

STATE OF ILLINOIS)
) SS
LAKE COUNTY)

THIS IS TO CERTIFY THAT I _____, AS OWNER OF THE PROPERTY DESCRIBED AS THE _____ SUBDIVISION AND LEGALLY DESCRIBED ON THE SAME NAME, HAVE DETERMINED TO THE BEST OF MY KNOWLEDGE THE SCHOOL DISTRICT IN WHICH EACH OF THE FOLLOWING LOTS LIES.

DATED THIS ___ DAY OF_____ A.D., 2026.

_____
SIGNATURE OF OWNER

LOT NUMBER(S)	SCHOOL DISTRICT
ALL	DEERFIELD SCHOOL DISTRICT 109
ALL	TOWNSHIP HIGH SCHOOL DISTRICT 113
ALL	COLLEGE OF LAKE COUNTY 532

I, _____, A NOTARY PUBLIC, DO HEREBY CERTIFY THAT _____, OWNER OF THE PROPERTY COMMONLY KNOWN AS _____ SUBDIVISION, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THE EXECUTION OF THIS STATEMENT AS HIS FREE AND VOLUNTARY ACT.

GIVEN UNDER MY HAND AND NOTORIAL SEAL THIS ___ DAY OF_____ A.D., 2026.

_____
NOTARY PUBLIC

VILLAGE ENGINEER CERTIFICATE

STATE OF ILLINOIS)
) SS
LAKE COUNTY)

VILLAGE ENGINEER OF THE VILLAGE OF DEERFIELD, ILLINOIS, HEREBY CERTIFY THAT THE LAND IMPROVEMENTS DESCRIBED IN THE ANNEXED PLAT AND THE PLANS AND SPECIFICATIONS THEREFOR, MEET THE MINIMUM REQUIREMENTS OF SAID VILLAGE.

DATED AT DEERFIELD, ILLINOIS, THIS ___ DAY OF _____, A.D. 2026.

_____
VILLAGE ENGINEER

COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) SS
LAKE COUNTY)

I, _____, COUNTY CLERK OF LAKE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK AT _____, ILLINOIS,

THIS _____ DAY OF_____ A.D., 2026.

_____
COUNTY CLERK

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS)
) SS
LAKE COUNTY)

THIS IS TO CERTIFY THAT THE MEMBERS OF THE PLAN COMMISSION HAVE REVIEWED AND APPROVED THE ANNEXED PLAT.

DATED AT DEERFIELD, ILLINOIS, THIS ___ DAY OF _____ A.D. 2026.

_____
CHAIRMAN

_____
SECRETARY

CERTIFICATE AS TO SPECIAL ASSESSMENTS

STATE OF ILLINOIS)
) SS
LAKE COUNTY)

I, _____, FINANCE DIRECTOR OF THE VILLAGE OF DEERFIELD, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THE PLAT.

DATED AT DEERFIELD, ILLINOIS, THIS ___ DAY OF_____ A.D., 2026.

_____
FINANCE DIRECTOR

CITY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) SS
LAKE COUNTY)

I, _____, VILLAGE CLERK OF THE VILLAGE OF DEERFIELD, ILLINOIS DO HEREBY CERTIFY THAT THE ANNEXED PLAT WAS PRESENTED TO AND BY _____, APPROVED BY THE BOARD OF TRUSTEES OF SAID VILLAGE AT ITS MEETING HELD ON _____, 20___, AND THAT THE REQUIRED BOND OR OTHER GUARANTEE HAS BEEN POSTED FOR THE COMPLETION OF THE IMPROVEMENTS REQUIRED BY THE REGULATIONS OF SAID VILLAGE.

IN WITNESS WHEREOF, I HAVE HERETO SET MY HAND AND SEAL OF THE DEERFIELD, ILLINOIS, THIS ___ DAY OF _____, A.D. 2026.

_____
VILLAGE CLERK

MAYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
LAKE COUNTY)

I, _____, MAYOR OF THE VILLAGE OF DEERFIELD HAVE APPROVED AND ACCEPTED THIS PLAT BY THE BOARD OF TRUSTEES OF THE VILLAGE.

DATED AT DEERFIELD, ILLINOIS, THIS ___ DAY OF _____ A.D. 2026.

_____
CITY MAYOR

COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
LAKE COUNTY)

THIS INSTRUMENT _____, WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF LAKE COUNTY, ILLINOIS, AFORESAID

ON THE _____ DAY OF _____, A.D., 2026 AT _____ O'CLOCK __M.

_____
RECORDER OF DEEDS

BLANKET DRAINAGE, STORMWATER MANAGEMENT, STORMWATER CONVEYANCE, AND DETENTION/RETENTION EASEMENT FOR OUTLOT _____

THE LAKE COUNTY STORMWATER MANAGEMENT COMMISSION, AND THE VILLAGE OF _____ ARE HEREBY GRANTED AND RESERVED THE RIGHTS OF ACCESS TO, USE OF, AND THE OPERATION AND MAINTENANCE OF _____ ACRE FEET OF VOLUME OF STORMWATER DETENTION/RETENTION AS PROVIDED FOR IN THIS PARCEL OF PROPERTY FOR THE PURPOSES OF STORMWATER DETENTION/RETENTION MANAGEMENT OF STORMWATER DETENTION/RETENTION AND CONVEYANCE OF STORMWATER TO THE DETENTION/RETENTION BASIN OR BASINS, AND, IF NECESSARY, FOR THE MAINTENANCE OF THE CONVEYANCE ROUTES AND THE DETENTION/RETENTION BASIN OR BASINS. NO ACTION SHALL BE TAKEN WHICH WOULD PROHIBIT, HINDER, INTERFERE WITH, BLOCK, RE-ROUTE, DIMINISH, OR LESSEN OR RENDER INEFFECTIVE, IN ANY MANNER OR FORM, THE RIGHTS OR THE EXERCISE OF THE RIGHTS AS CONFERRED HEREIN. NO GRADING, BUILDINGS, SIGNS, CONDUITS, CABLES, WIRES, SEWERS, PIPES, WATERMAINS, VAULTS, TRANSMISSIONS LINES, FENCING, LANDSCAPING, OR OTHER SUCH FEATURES, FACILITIES OR STRUCTURES SHALL BE PLACED IN SUCH A MANNER AS TO BE IN CONFLICT WITH THE RIGHTS OR THE EXERCISE OF THE RIGHTS CONFERRED HEREIN. THE RESERVATION AND THE RIGHTS ASCONFERRED HEREIN SHALL BE OVER THE ENTIRE AREA DESIGNATED ON THIS (PLAT, AS OUTLOT _____/EXHIBIT/LEGAL DESCRIPTION) AND SHALL TAKE PRECEDENT OVER ANY AND ALL OTHER EASEMENT OR EASEMENTS OR LAND ENCUMBRANCES THAT MAY BE CONFERRED BY THIS (PLAT, AS OUTLOT _____/EXHIBIT/LEGAL DESCRIPTION), INCLUDING SPECIFICALLY, BUT WITHOUT LIMITATION, ANY OTHER BLANKET EASEMENTS PROVIDED FOR THIS (PLAT, AS OUTLOT _____/EXHIBIT/LEGAL DESCRIPTION). NOTHING SHALL BE CONSTRUCTED OR PLACED WITHIN, ABOVE, OR OVERHEAD WITHOUT THE WRITTEN PERMISSION OF THE LAKE COUNTY STORMWATER MANAGEMENT COMMISSION AND THE VILLAGE OF _____.

SURFACE WATER STATEMENT

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT I, REGISTERED PROFESSIONAL ENGINEER, CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, ADEQUATE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS THE RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL NOT BE DEPOSITED ON THE PROPERTY OF ADJOINING LANDOWNERS IN SUCH CONCENTRATIONS AS MAY CAUSE DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

DATED THIS ___ DAY OF _____ A.D., 2026.

_____
BRADLEY P. HOVANEC
ILLINOIS REGISTERED PROFESSIONAL ENGINEER
ILLINOIS REGISTRATION NO. 062-072247
LICENSE EXPIRES NOVEMBER 30, 2026

BRADLEY P. HOVANEC 062072247 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

DATED THIS ___ DAY OF _____, 2026.

OWNER: _____

OR

ATTORNEY: _____

PERMISSION TO RECORD

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, GABRIELA PTASINSKA, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HEREBY GRANT PERMISSION TO A REPRESENTATIVE OF THE CITY OF WAUKEGAN, ILLINOIS, TO RECORD THIS PLAT WITH THE LAKE COUNTY RECORDER'S OFFICE. THE REPRESENTATIVE SHALL PROVIDE THIS SURVEYOR WITH A RECORDED COPY OF THIS PLAT.

DATED THIS _____ DAY OF _____ A.D., 2026.

BY: _____
GABRIELA PTASINSKA
GPTASINSKA@CAGECIVIL.COM
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003893
LICENSE EXPIRES NOVEMBER 30, 2026

GABRIELA PTASINSKA 3893 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS LISLE, ILLINOIS

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY I, GABRIELA PTASINSKA, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

THAT PART OF THE NORTH THREE-FOURTHS OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 28, TOWNSHIP 43 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:
COMMENCING AT A POINT IN THE SOUTH LINE OF THE NORTH THREE-FOURTH OF THE WEST HALF OF THE NORTHWEST QUARTER 660.17 FEET EAST OF THE SOUTHWEST CORNER THEREOF; THENCE NORTH A DISTANCE OF 660 FEET PARALLEL WITH THE WEST LINE OF THE WEST HALF OF THE NORTHWEST QUARTER; THENCE EAST A DISTANCE OF 660 FEET PARALLEL WITH THE SOUTH LINE OF THE NORTH THREE-FOURTHS OF THE WEST HALF OF THE NORTHWEST QUARTER TO THE EAST LINE OF THE NORTH THREE-FOURTHS OF THE WEST HALF OF THE NORTHWEST QUARTER OF SAID SECTION; THENCE SOUTH ALONG THE EAST LINE OF SAID WEST HALF OF THE NORTHWEST QUARTER, 660 FEET TO THE SOUTHEAST CORNER OF THE NORTH THREE-FOURTHS OF THE WEST HALF OF THE NORTHWEST QUARTER OF SAID SECTION; THENCE WEST ALONG THE SOUTH LINE OF SAID NORTH THREE-FOURTHS OF THE WEST HALF OF THE NORTHWEST QUARTER OF SAID SECTION, 660 FEET TO THE POINT OF BEGINNING, IN LAKE COUNTY, ILLINOIS.

SUBDIVIDED PROPERTY CONTAINS 10.006 ACRES MORE OR LESS AND ALL DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

I FURTHER CERTIFY THAT 5/8" X 24" IRON RODS HAVE BEEN SET OR WILL BE SET UPON COMPLETION OF CONSTRUCTION, AT ALL CORNERS, POINTS OF CURVATURE AND TANGENTS AND CONCRETE MONUMENTS WILL BE PLACED AS INDICATED HEREON.

I FURTHER CERTIFY THAT, BASED UPON A REVIEW OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP NUMBER 17097C0287K WITH AN EFFECTIVE DATE OF SEPTEMBER 18, 2013, THE LAND SHOWN ON THIS PLAT IS LOCATED WITHIN ZONE X. ZONE X IS DEFINED AS ZONE X IS DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 0.2% CHANCE FLOODPLAIN PER THE FLOOD INSURANCE RATE MAP.

THIS IS ALSO TO DECLARE THAT THE PROPERTY AS DESCRIBED ON THE ANNEXED PLAT LIES WITHIN THE CORPORATE LIMITS OF THE CITY OF WHEATON, ILLINOIS, WHICH HAS ADOPTED A CITY PLAN AND IS EXERCISING THE SPECIAL POWER AUTHORIZED BY THE STATE OF ILLINOIS IN ACCORDANCE WITH 65 ILCS 5/11-12-6 AS HERETOFORE AND HEREAFTER AMENDED.

GIVEN UNDER MY HAND AND SEAL AT LISLE, ILLINOIS,
THIS _____ DAY OF _____ A.D., 2026.

FOR REVIEW

BY: _____
GABRIELA PTASINSKA
GPTASINSKA@CAGECIVIL.COM
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003893
LICENSE EXPIRES NOVEMBER 30, 2026

DESIGN FIRM PROFESSIONAL LICENSE NO. 184007577
LICENSE EXPIRES APRIL 30, 2027.

DATE OF FIELD SURVEY: MAY 8, 2026

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

GABRIELA PTASINSKA 3893 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS LISLE, ILLINOIS

2200 CABOT DRIVE, STE. 325
LISLE, IL 60532
P: 630.598.0007
WWW.CAGECIVIL.COM

CAGE CIVIL ENGINEERING

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.

SCHOOL DISTRICT 109- WALDEN ELEMENTARY

DEERFIELD, ILLINOIS

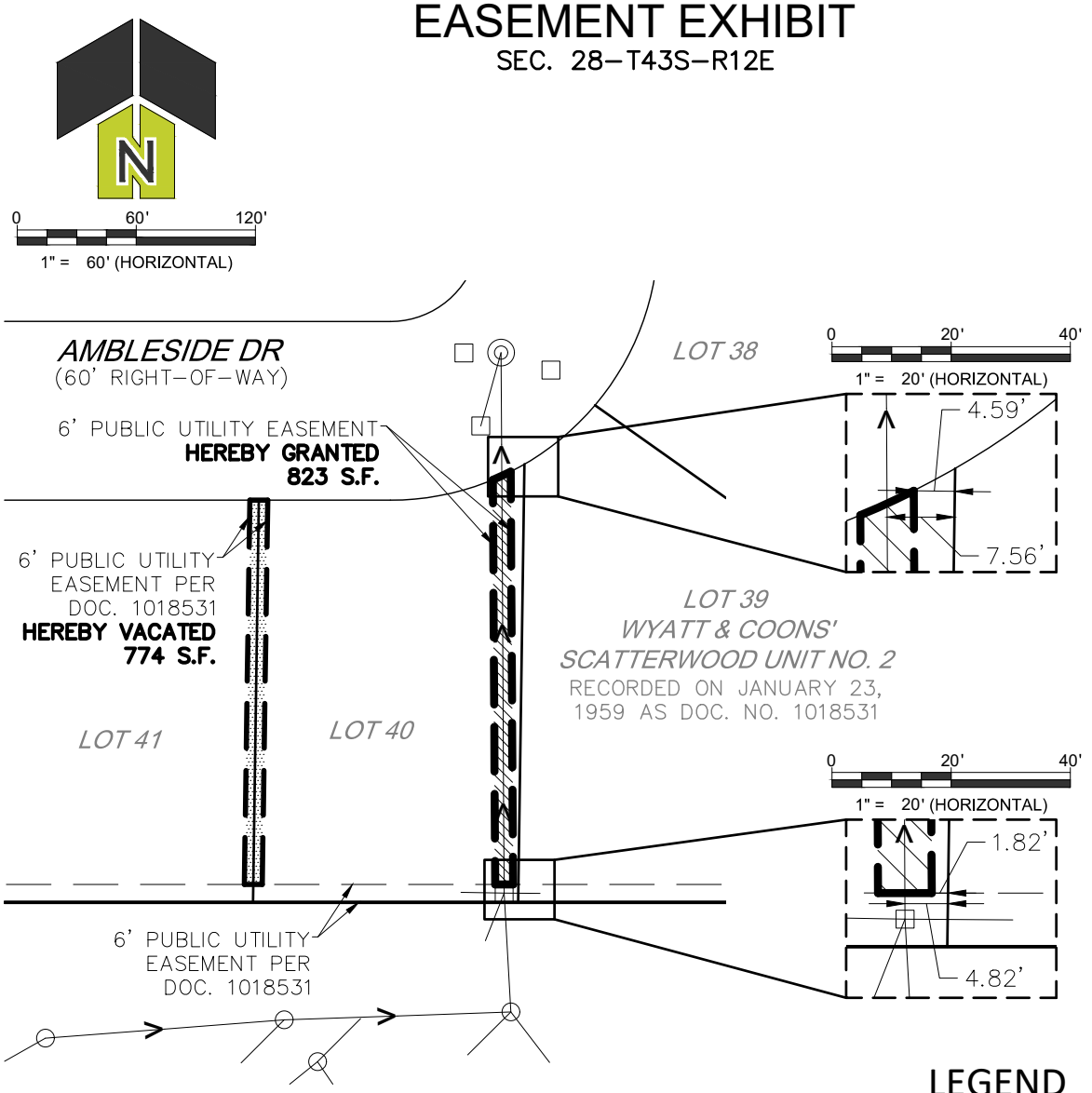
FINAL PLAT OF SUBDIVISION

PROJ NO 240537
PM GP/AR
DATE 07/01/2026
SCALE N/A

SHEET NUMBER
2 OF 2

EASEMENT EXHIBIT

SEC. 28–T43S–R12E



SURVEYED PROPERTY
WALDEN ELEMENTARY SCHOOL
435,949 SQ.FT. (10.008 AC)

LEGEND

BOUNDARY LINE =	
ROW LINE =	
LOT LINE =	
EX. EASEMENT LINE =	
PUBLIC UTILITY EASEMENT HEREBY VACATED =	
PUBLIC UTILITY EASEMENT HEREBY GRANTED =	

NOTES:

THIS SKETCH DOES NOT REPRESENT A BOUNDARY SURVEY. THE PURPOSE OF THIS SKETCH IS TO DEPICT THE DESCRIPTION AS SHOWN HEREON.

CAGE CIVIL ENGINEERING

EASEMENT EXHIBIT	SECTION 28, TOWNSHIP 43 SOUTH, RANGE 12 EAST VILLAGE OF DEERFIELD, LAKE COUNTY
PUBLIC UTILITY EASEMENT	
DRAWN BY: AR	DATE: 06/08/2026
PROJ NO: 240537	SCALE: 1"=80'

3. Sustainable Practices

Redefine 109
Facilities for Our Future

Sustainable Practices:

The proposed school has been designed with sustainability, energy efficiency, and long-term environmental stewardship as guiding principles. Key sustainable design strategies incorporated into the project include:

Optimized Building Orientation: The building is strategically oriented to maximize beneficial solar exposure throughout the year. This orientation enhances natural daylight opportunities, reduces dependence on artificial lighting, and improves overall energy performance.

Thermally Insulated Glazing: Energy-efficient glazing systems with enhanced thermal insulation properties are utilized throughout the building envelope. These systems minimize heat loss during winter months, reduce unwanted solar heat gain during summer, and improve occupant comfort while lowering energy consumption.

Solar Shading Through Architectural Overhangs: Carefully designed roof overhangs and exterior shading elements help control solar heat gain by blocking high-angle summer sun while allowing lower-angle winter sunlight to penetrate interior spaces. This passive design strategy reduces cooling loads and improves indoor environmental quality.

Geothermal Heating and Cooling System: The facility incorporates a geothermal ground-source heat pump system that utilizes the stable temperature of the earth to provide highly efficient heating and cooling. This renewable energy technology significantly reduces fossil fuel consumption, lowers greenhouse gas emissions, and decreases long-term operating costs.

Vegetated Roof System: Portions of the roof are designed as vegetated green roof areas that help reduce stormwater runoff, improve insulation performance, mitigate urban heat island effects, and provide environmental and educational benefits for students and the community.

Daylighting and Energy Conservation: The building design emphasizes natural daylighting to reduce electrical lighting demands and create healthy, productive learning environments. energy-efficient lighting and building systems further support reduced energy consumption.

Durable and Environmentally Responsible Materials: Building materials are selected for durability, longevity, and reduced environmental impact, supporting lower lifecycle costs and minimizing future maintenance requirements.

Reduced Carbon Footprint: Through the integration of passive solar design, high-performance building envelope systems, geothermal technology, and green roof infrastructure, the project significantly reduces overall energy use and carbon emissions compared to conventional school construction.

Sustainable Site and Stormwater Practices: Site development incorporates sustainable stormwater management strategies designed to reduce runoff, improve water quality, and support responsible environmental stewardship.

Solar Ready: Building will be designed, equipped and ready to receive solar panels throughout with the ultimate goal to reduce energy consumption as much as possible.

Collectively, these sustainable design features demonstrate the project's commitment to environmental responsibility, operational efficiency, occupant wellness, and the long-term stewardship of community resources.

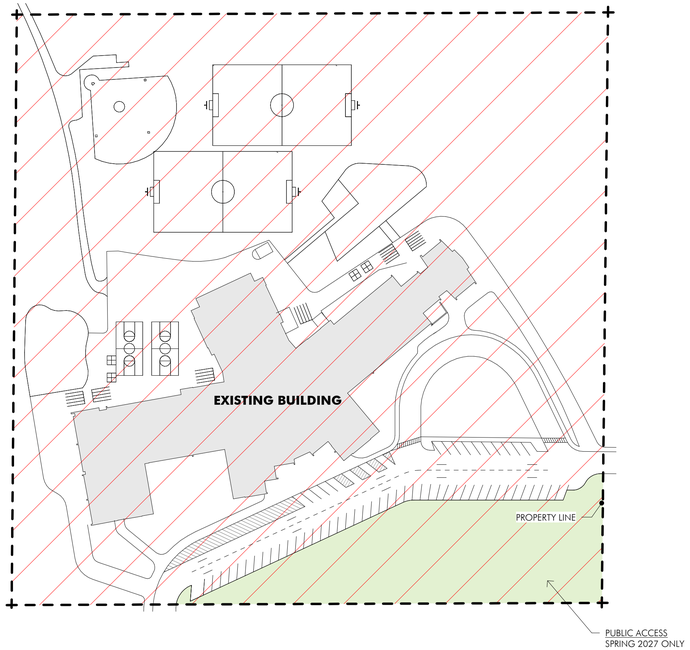
4. Phasing Plans - Public Access

- Phasing Plans - Public Access (See Sheet A500)

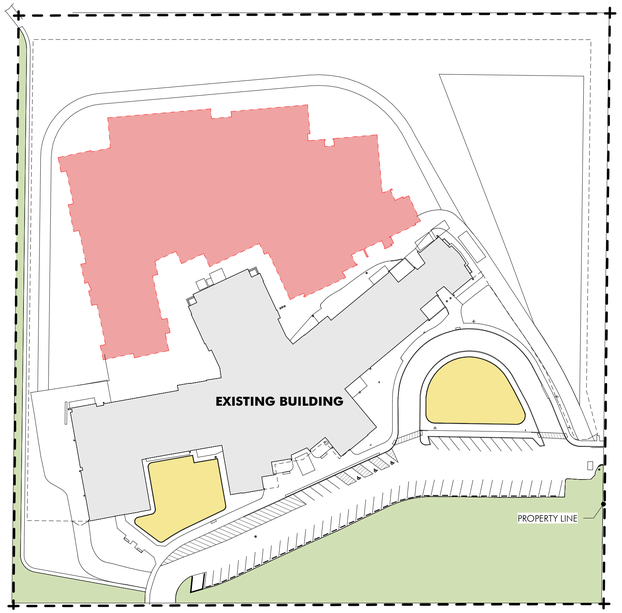
PHASE 1: SPRING 2027 - SUMMER 2027
PUBLIC ACCESS - VARIES

SPRING PUBLIC ACCESS TO SOUTH SITE, NO PLAYGROUNDS

SUMMER NO PUBLIC ACCESS - ENTIRE SITE



PHASE 2: AUGUST 2027 - AUGUST 2028
PUBLIC ACCESS - SOUTH SITE & PLAYGROUNDS

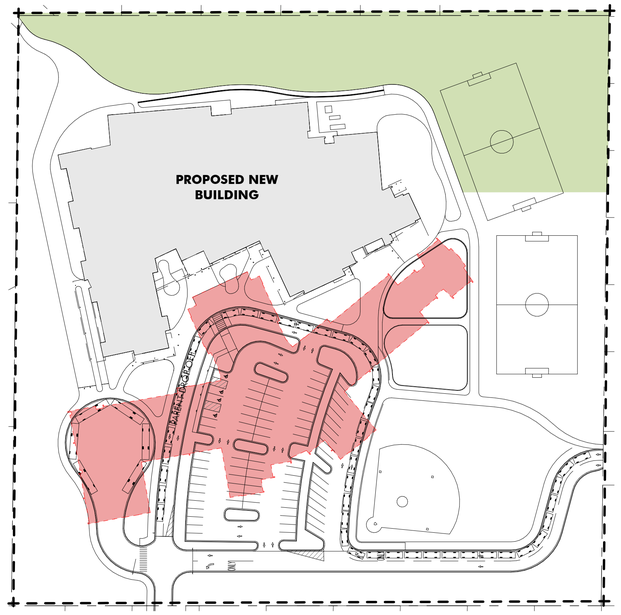


PUBLIC ACCESS

RELOCATED PLAYGROUNDS

PHASE 3: AUGUST 2028 - JUNE 2029
2 SCHOOLS, 1 CAMPUS
PUBLIC ACCESS - N + S SITE & PLAYGROUNDS

PHASE 4: SUMMER 2029
PUBLIC ACCESS TO NORTH SITE, NO PLAYGROUNDS



THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.

ARCON
architects
construction managers
roof & masonry consultants
landscape architects

2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900

www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois
60015

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PROGRESS DRAWING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number:
25105

Issue Date:
June 18, 2026

Drawn by:
GDD

Sheet Title:
PLAN COMMISSION SUBMITTAL - PHASING PLANS - PUBLIC ACCESS

Sketch Number:

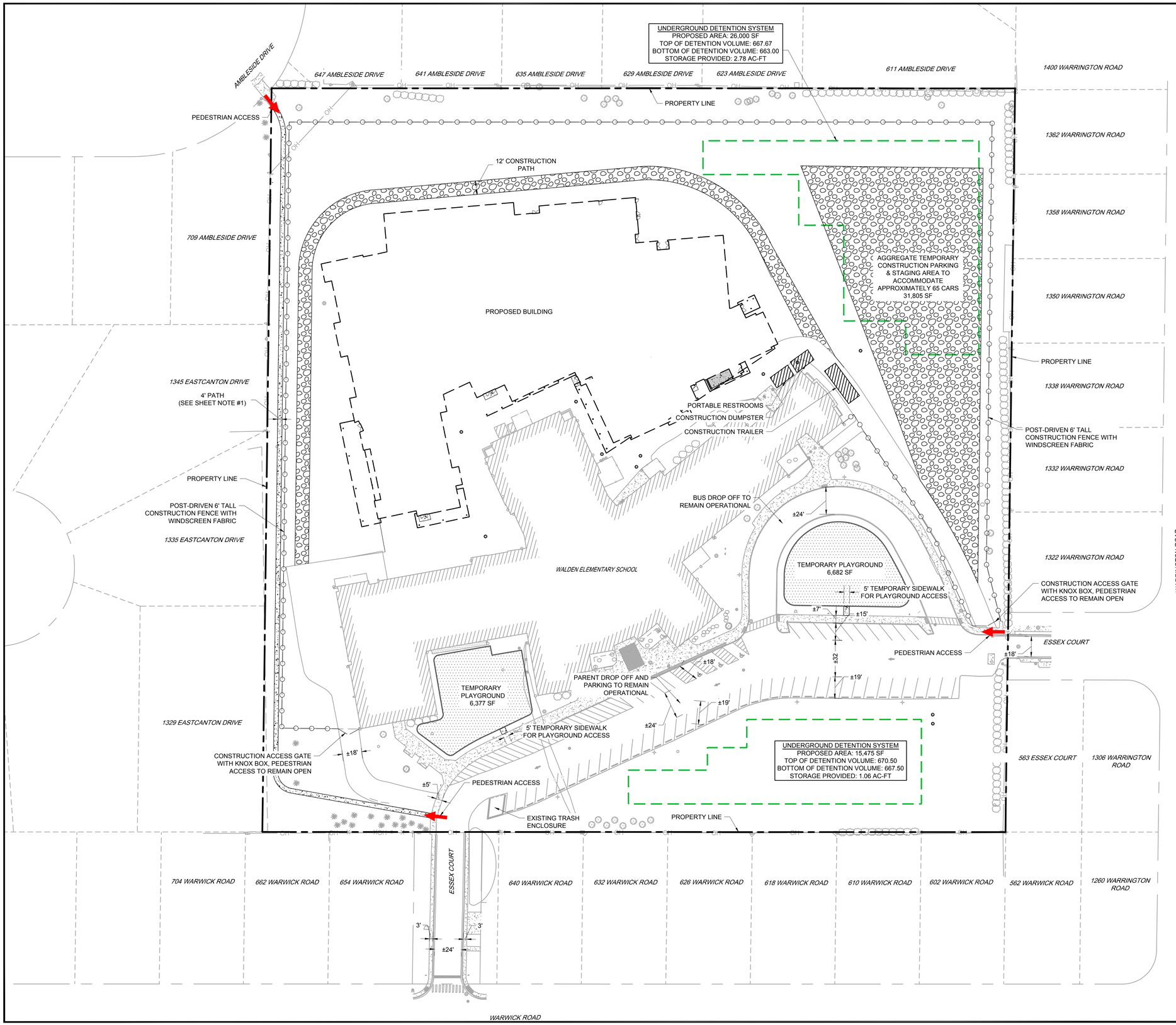
Sheet Number:

A500

5. Detailed Site Plans

- Fully Dimensioned Site Plans - Phase 2 (See Sheet PH 2)
- Fully Dimensioned Site Plans - Phase 3 (See Sheet PH 3)
- Fully Dimensioned Site Plans - Phase 4 (See Sheet PH 4)

Redefine 109 Facilities for Our Future



LEGEND

- AGGREGATE TEMPORARY PARKING & STAGING AREA
- SIDEWALK
- PLAYGROUND
- HEAVY DUTY CONCRETE
- 6' POST DRIVEN CONSTRUCTION FENCE WITH WINDSCREEN FABRIC

SHEET NOTES:

1. 4' WALKING PATH SHALL MAINTAIN A.D.A. REQUIRED SLOPES. THIS MEANS IT SHALL HAVE A MAXIMUM 2% CROSS SLOPE AND 5% RUNNING SLOPE. THE PATH SHALL DRAIN WEST TO EAST INTO THE SITE TO MAINTAIN EXISTING DRAINAGE PATTERNS.

SITE SUMMARY

LOT AREA	10.0 ACRES (435,845 SF)
GROSS BUILDING AREA (EXISTING)	57,550 SF
BUILDING FOOTPRINT (EXISTING)	53,464 SF
LOT COVERAGE	12.3%
PARKING	
STANDARD (9'X19')	55 STALLS
ADA (9'X19')	3 STALLS
TOTAL	58 STALLS

2200 CABOT DRIVE
SUITE 325
LISLE, IL 60532
P: 630.996.0007
WWW.CAGECIVIL.COM

CAGE CIVIL ENGINEERING

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.

SCHOOL DISTRICT 109

NEW WALDEN ELEMENTARY SCHOOL

630 ESSEX CT.
DEERFIELD, IL

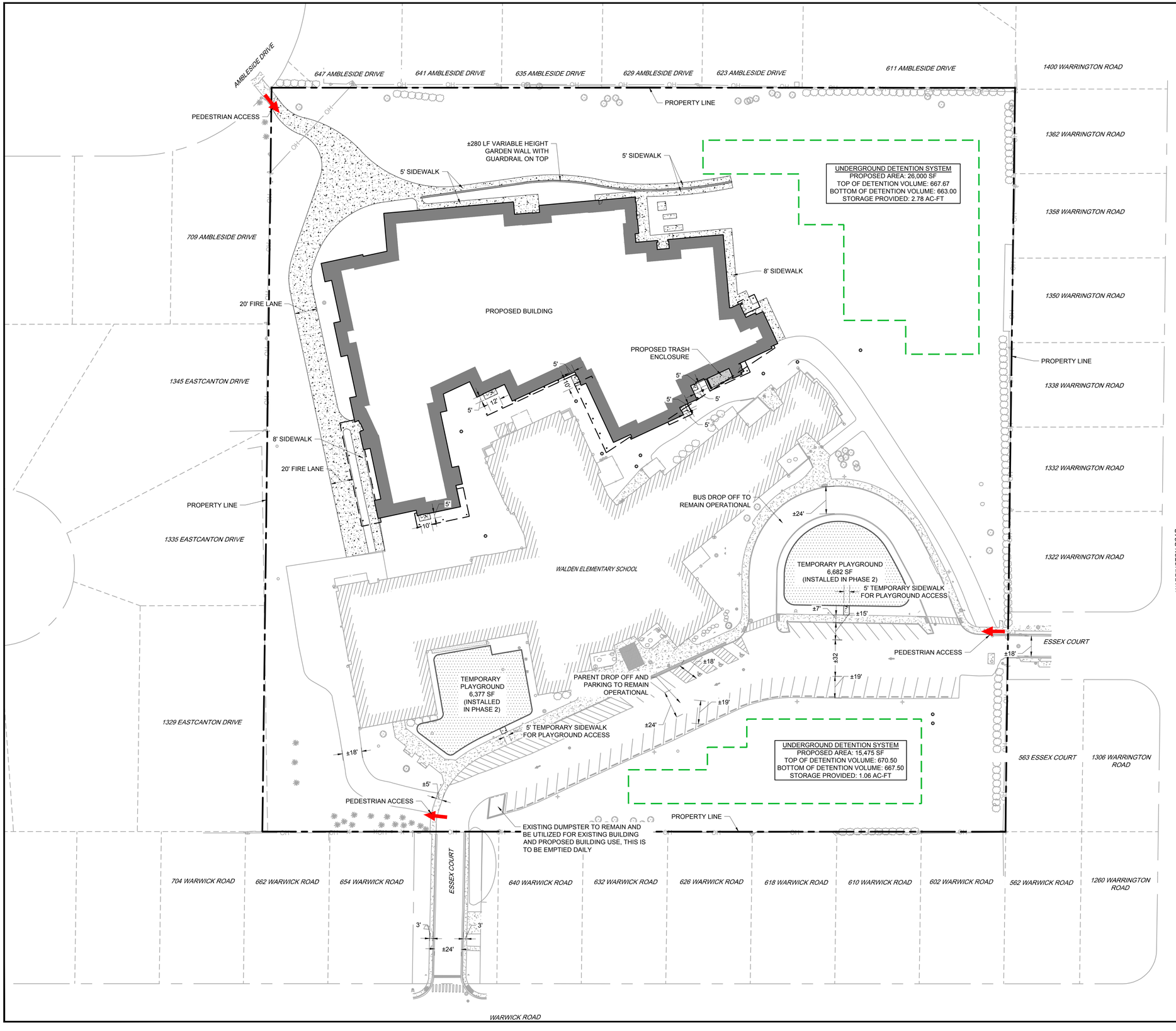
JULIE
CALL BEFORE
YOU DIG
811

PROJ NO: 240537
ENG : EAS, LES, JDL
DATE : 06/18/2026

SHEET TITLE
PHASE 2 SITE & LOGISTICS PLAN

0 40' 80'
1" = 40' (HORIZONTAL)

SHEET NUMBER
PH 2
1 OF 1



LEGEND

- ASPHALT TEMPORARY PARKING & STAGING AREA
- SIDEWALK
- PLAYGROUND
- HEAVY DUTY CONCRETE

SITE SUMMARY

LOT AREA	10.0 ACRES (435,845 SF)
GROSS BUILDING AREA (EXISTING)	57,550 SF
BUILDING FOOTPRINT (EXISTING)	53,464 SF
GROSS BUILDING AREA (PROPOSED)	88,303 SF
BUILDING FOOTPRINT (PROPOSED)	64,301 SF
LOT COVERAGE	27.0%
PARKING	
STANDARD (9'X19')	55 STALLS
ADA (9'X19')	3 STALLS
TOTAL	58 STALLS

CAGE CIVIL ENGINEERING
2200 CABOT DRIVE
SUITE 325
LISLE, IL 60532
P: 630.996.0007
WWW.CAGECIVIL.COM

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.

SCHOOL DISTRICT 109

NEW WALDEN ELEMENTARY SCHOOL

630 ESSEX CT.
DEERFIELD, IL

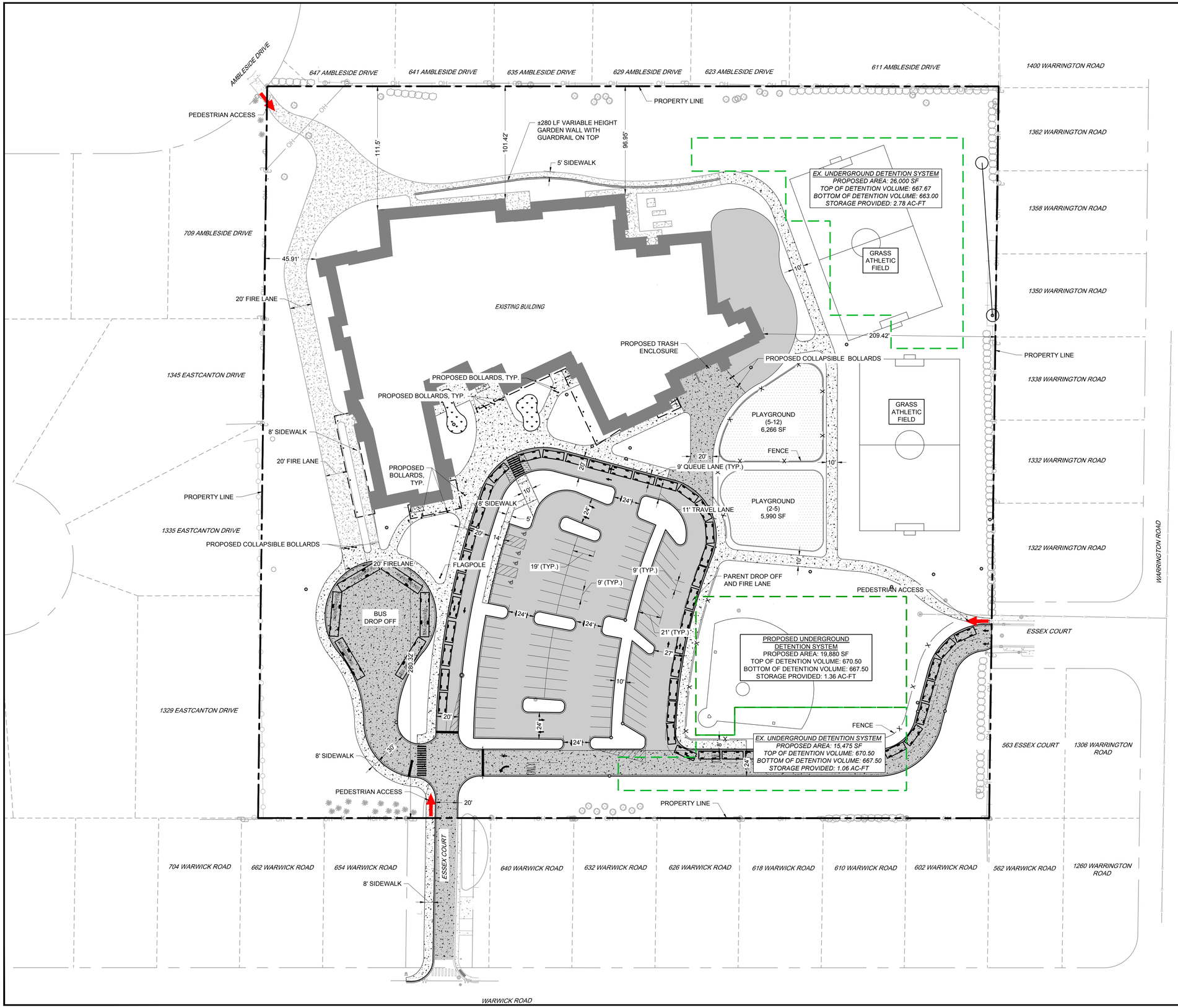
JULIE
CALL BEFORE
YOU DIG
811

PROJ NO: 240537
ENG : EAS, LES, JDL
DATE : 06/18/2026

SHEET TITLE
PHASE 3
DETAILED SITE
PLAN

0 40' 80'
1" = 40' (HORIZONTAL)

SHEET NUMBER
PH 3
1 OF 1



LEGEND

- ASPHALT
- SIDEWALK
- PLAYGROUND
- HEAVY DUTY CONCRETE

SITE SUMMARY

LOT AREA	10.0 ACRES (435,845 SF)
GROSS BUILDING AREA	88,303 SF
BUILDING FOOTPRINT	64,301 SF
LOT COVERAGE	14.8%
PARKING	
STANDARD (9'X19')	82 STALLS
ADA (9'X19')	4 STALLS
TOTAL	86 STALLS

2200 CABOT DRIVE
SUITE 325
LISLE, IL 60532
P: 630.996.0007
WWW.CAGECIVIL.COM

CAGE CIVIL ENGINEERING

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.

SCHOOL DISTRICT 109

NEW WALDEN ELEMENTARY SCHOOL

630 ESSEX CT.
DEERFIELD, IL

JULIE
CALL BEFORE
YOU DIG
811

0 40' 80'
1" = 40' (HORIZONTAL)

PROJ NO: 240537
ENG : EAS, LES, JDL
DATE : 06/18/2026

SHEET TITLE
PHASE 4
DETAILED SITE PLAN

SHEET NUMBER
PH 4
1 OF 1

6. Fire District Approval Letter

Deerfield-Bannockburn Fire Protection District
500 Waukegan Road Deerfield, Illinois 60015 (847) 945-4066 Fax (847) 945-8951

May 18, 2026

Village of Deerfield Plan Commission
850 Waukegan Road
Deerfield, IL 60015

RE: Walden School Site Plan Review – Emergency Vehicle Accessibility and Fire Lane Approval

To Whom It May Concern,

The Deerfield-Bannockburn Fire Protection District has reviewed the Walden School interim condition and final condition site plans as presented on May 6, 2026.

Based upon our review, both the interim and final condition site plans are satisfactory with respect to emergency vehicle accessibility and designated fire lane access requirements. The proposed plans, as presented, provide acceptable access to accommodations for Fire Department operations and emergency response purposes.

Should additional information or clarification be required, please feel free to contact our office.

Respectfully,

Christopher E. Johnson II
Division Chief
Deerfield-Bannockburn Fire Protection District
500 Waukegan Road
Deerfield, IL 60015
(847) 945-4066
cjohnson@dbfd.org

7. Preliminary Engineering Documents

- Engineering for Phase 3 (See Phase 3 Improvements Civil Drawing Set)
- Engineering for Phase 4 (See Phase 4 Improvements Civil Drawing Set)

Redefine 109 Facilities for Our Future

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.

PHASE 3 IMPROVEMENTS FOR

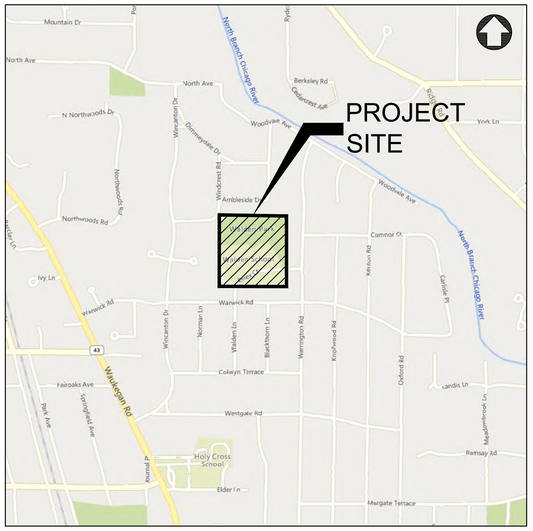
WALDEN ELEMENTARY

630 ESSEX COURT, DEERFIELD, IL 60015

INDEX OF SHEETS

SHEET NUMBER	SHEET TITLE
C0.0	SITE LOCATION MAP & CIVIL LEGEND
C0.1	GENERAL NOTES & SPECIFICATIONS
C1.0	EXISTING CONDITIONS & DEMOLITION PLAN - OVERALL
C1.1	EXISTING CONDITIONS & DEMOLITION PLAN - NW
C1.2	EXISTING CONDITIONS & DEMOLITION PLAN - NE
C1.3	EXISTING CONDITIONS & DEMOLITION PLAN - SW
C1.4	EXISTING CONDITIONS & DEMOLITION PLAN - SE
C2.0	SITE LAYOUT PLAN - OVERALL
C2.1	SITE LAYOUT PLAN - NW
C2.2	SITE LAYOUT PLAN - NE
C2.3	SITE LAYOUT PLAN - SW
C2.4	SITE LAYOUT PLAN - SE
C3.0	SITE GRADING PLAN - OVERALL
C3.1	SITE GRADING PLAN - NW
C3.2	SITE GRADING PLAN - NE
C3.3	SITE GRADING PLAN - SW
C3.4	SITE GRADING PLAN - SE
C4.0	SOIL EROSION & SEDIMENT CONTROL PLAN - OVERALL
C4.1	SOIL EROSION & SEDIMENT CONTROL PLAN - NW
C4.2	SOIL EROSION & SEDIMENT CONTROL PLAN - NE
C4.3	SOIL EROSION & SEDIMENT CONTROL PLAN - SW
C4.4	SOIL EROSION & SEDIMENT CONTROL PLAN - SE
C5.0	SITE UTILITY PLAN - OVERALL
C5.1	SITE UTILITY PLAN - NW
C5.2	SITE UTILITY PLAN - NE
C5.3	SITE UTILITY PLAN - SW
C5.4	SITE UTILITY PLAN - SE
C6.0	CONSTRUCTION DETAILS

LOCATION MAP



SECTION 28, TOWNSHIP 43N , RANGE 12E

CONTACTS	
ARCHITECT	**CIVIL ENGINEER**
ARCON ASSOCIATES, INC.	CAGE ENGINEERING
2050 S. FINLEY RD, SUITE 40 LOMBARD, IL 60148	2200 CABOT DRIVE, SUITE 325 LISLE, IL 60532
630.495.1900	630.598.0007

EXISTING LEGEND	PROPOSED LEGEND
EXISTING TREE	CURB & GUTTER
CURB & GUTTER	REVERSE PITCH CURB & GUTTER
EXISTING BUILDING	DEPRESSED CURB & GUTTER
PCC SIDEWALK	PCC SIDEWALK
GAS SERVICE	ASPHALT STAGING LOT
ELECTRIC SERVICE	PLAYGROUND
STORM SEWER	HEAVY DUTY CONCRETE
SANITARY SEWER	GAS SERVICE
WATER MAIN	ELECTRIC SERVICE
CABLE LINE	STORM SEWER
OVERHEAD UTILITY LINE	SANITARY SEWER
COMMUNICATION LINE	WATER MAIN
FIBER OPTIC LINE	FENCE
FENCE	STORM STRUCTURE
STORM STRUCTURE	DOWNSPOUT CONNECTION
SANITARY MANHOLE	SANITARY MANHOLE
CLEANOUT	CLEANOUT
WATER METER	WATER METER
VALVE VAULT	VALVE VAULT
VALVE BOX	VALVE BOX
HYDRANT	HYDRANT
GAS METER	GAS METER
ELECTRIC METER	PARKING LOT LIGHT
PARKING LOT LIGHT	ELECTRIC METER
UTILITY POLE	FLOW ARROW
GUY WIRE	OVERLAND FLOOD ROUTE
TRANSFORMER	600.00 TW TOP OF SIDEWALK GRADE
FIBER OPTIC BOX	600.00 FL FLOW LINE GRADE
FIBER OPTIC PEDESTAL	600.00 P PAVEMENT GRADE
CABLE PEDESTAL	600.00 G GROUND GRADE
PHONE PEDESTAL	MAJOR CONTOUR
ELECTRIC PEDESTAL	MINOR CONTOUR
MAJOR CONTOUR	
MINOR CONTOUR	

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	**Date**

Project Number: 25105

Issue Date: JUNE 18TH, 2026

Drawn by: EAS, LES, JDL

Sheet Title: SITE LOCATION MAP & CIVIL LEGEND

Sketch Number:

Sheet Number: C0.0

811 Know what's below. Call before you dig. Call Before You Dig JULIE ILLINOIS ONE-CALL SYSTEM

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.

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 JANUARY 1, 2022 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 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. ITEMS INDICATED TO BE SALVAGED SHALL BE CAREFULLY REMOVED AND STORED IN A LOCATION DESIGNATED BY THE OWNER.
8. ALL TREES AND BRUSH INDICATED TO BE REMOVED SHALL BE REMOVED COMPLETELY, INCLUDING ROOT BALLS.
9. 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.
10. 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.
11. CONTRACTOR SHALL PROVIDE ALL NECESSARY TRAFFIC CONTROLS AND RELATED APPURTENANCES THAT ARE REQUIRED BY ANY APPLICABLE CODES AND ORDINANCES, DURING ALL DEMOLITION OPERATIONS.
12. CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE SAFETY AND SECURITY OF THE PROJECT SITE AND ITS SURROUNDINGS DURING DEMOLITION OPERATIONS.
13. 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 (INCLUDING ANY IDENTIFIED HAZARDOUS ITEMS) 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.
14. 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.
15. CONTRACTOR SHALL FULLY COORDINATE ALL PROJECT DEMOLITION OPERATIONS, INCLUDING THE REMOVAL AND LAWFUL DISPOSAL OF ALL IDENTIFIED HAZARDOUS MATERIALS AND SYSTEMS.
16. 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.

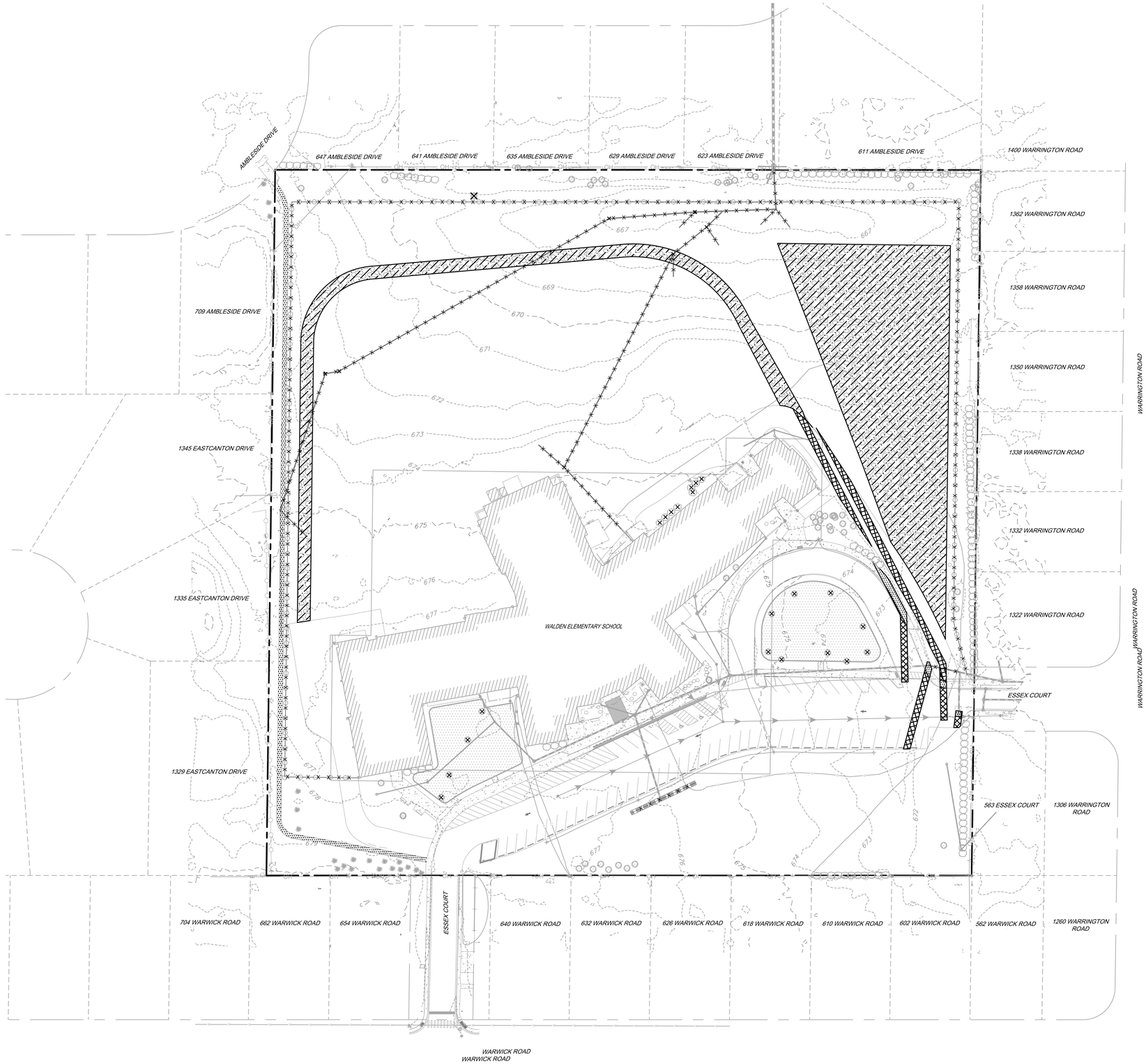
SITE GRADING AND EROSION CONTROL:

1. ALL SUBGRADE EXCAVATION AND COMPACTION SHALL BE COMPLETED IN ACCORDANCE WITH THE "**SUBSURFACE EXPLORATION AND GEOTECHINCAL REPORT**" PREPARED BY GEI, DATED APRIL 3, 2026.
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 DEERFIELD 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, MINI

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



DEMOLITION LEGEND

- AGGREGATE TEMPORARY PARKING AREA AND CONSTRUCTION PATH REMOVAL
- ASPHALT TO BE REMOVED
- ASPHALT TO BE REMOVED
- SAWCUT PAVEMENT, FULL DEPTH
- CURB & GUTTER REMOVAL
- UTILITY REMOVAL
- TREE/BUSH REMOVAL
- UTILITY STRUCTURE REMOVAL
- (TBR) TO BE REMOVED

BENCHMARKS

REFERENCE BENCHMARK: NGS PID: LAKE COUNTY 5-41

CHISELED "X" ON SOUTH BOLT OF HYDRANT LOCATED AT THE INTERSECTION OF NORTH AVENUE AND WOODVALE AVENUE IN DEERFIELD, ILLINOIS.

ELEVATION: 664.38' DATUM: NAVD88-GEOID18

SITE BENCHMARK 1:

NORTHWEST FLANGE BOLT WITH FLAGGER OF FIRE HYDRANT AT SOUTH SIDE OF WALDEN ELEMENTARY SCHOOL BUILDING.

ELEVATION: 675.90' DATUM: NAVD88-GEOID18

SITE BENCHMARK 2:

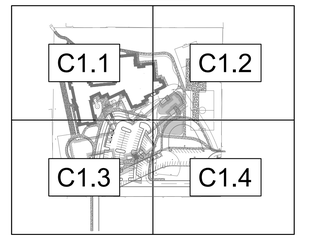
NORTHEASTERLY CORNER OF TOP OF 0.80' CONCRETE WALL (2.32' ABOVE GROUND LEVEL) AT NORTHEASTERLY CORNER OF WALDEN ELEMENTARY BUILDING ENTRANCE.

ELEVATION: 675.86' DATUM: NAVD88-GEOID18

SHEET NOTES:

1. THE EXISTING GAS AND ELECTRICAL UTILITIES SHOWN ON THE PLANS CONFLICT WITH THE PROPOSED BUILDING OR UNDERGROUND STORMWATER MANAGEMENT FACILITY AND WILL REQUIRE RELOCATION OR MODIFICATION. CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS AND ELEVATIONS, COORDINATE ALL REQUIRED RELOCATIONS WITH THE RESPECTIVE UTILITY PROVIDERS, AND OBTAIN ALL NECESSARY APPROVALS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL REQUIRED HORIZONTAL AND VERTICAL CLEARANCES, EASEMENT REQUIREMENTS, AND UTILITY PROVIDER STANDARDS ARE MET. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY REQUIRED DESIGN MODIFICATIONS RESULTING FROM FINAL UTILITY RELOCATION REQUIREMENTS. CONTRACTOR SHALL ALSO KEEP IN MIND THE PHASE 4 PLANS WHEN REROUTED THE ELECTRIC AND GAS LINES.
2. CONTRACTOR SHALL VERIFY WHETHER EXISTING DOWNSPOUTS DISCHARGE TO GRADE OR ARE CONNECTED TO AN EXISTING STORM SEWER SYSTEM. CONTRACTOR SHALL MODIFY AND REROUTE DOWNSPOUT CONNECTIONS AS NECESSARY TO ACCOMMODATE THE PHASE 3 IMPROVEMENTS. PROPOSED STORM SEWERS LOCATED BETWEEN THE BUILDINGS AND TO THE WEST OF THE BUILDINGS MAY BE UTILIZED FOR DOWNSPOUT CONNECTIONS AS APPROPRIATE.CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE IS MAINTAINED FOR ALL PROPOSED DOWNSPOUT CONNECTIONS. IF SUFFICIENT SLOPE CANNOT BE ACHIEVED TO CONNECT TO THE PROPOSED STORM SEWER SYSTEM, CONTRACTOR SHALL COORDINATE WITH THE ENGINEER TO DETERMINE AN APPROPRIATE ALTERNATIVE, INCLUDING BUT NOT LIMITED TO DISCHARGING TO GRADE OR MODIFYING DOWNSPOUT ELEVATIONS AS NECESSARY. EXISTING DOWNSPOUTS THAT CURRENTLY DISCHARGE TO GRADE MAY REMAIN AS SUCH, PROVIDED THEY ARE NOT OBSTRUCTED BY THE PROPOSED IMPROVEMENTS AND POSITIVE DRAINAGE AWAY FROM THE BUILDING IS MAINTAINED. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT ALL DOWNSPOUT DISCHARGE CONDITIONS COMPLY WITH APPLICABLE SITE DRAINAGE REQUIREMENTS.
3. EXISTING BUILDING, ALL FOUNDATIONS, DOOR SLABS AND UTILITY CONNECTS ARE TO REMAIN ABD BE CONNECTED. CONTRACTOR TO NOTIFY OWNER IF ANY UTILITY CONNECTS ARE MISSING OR NOT SHOWN CORRECTLY AND SHALL BE PROTECTED DURING CONSTRUCTION.

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 40' 80'
1" = 40' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

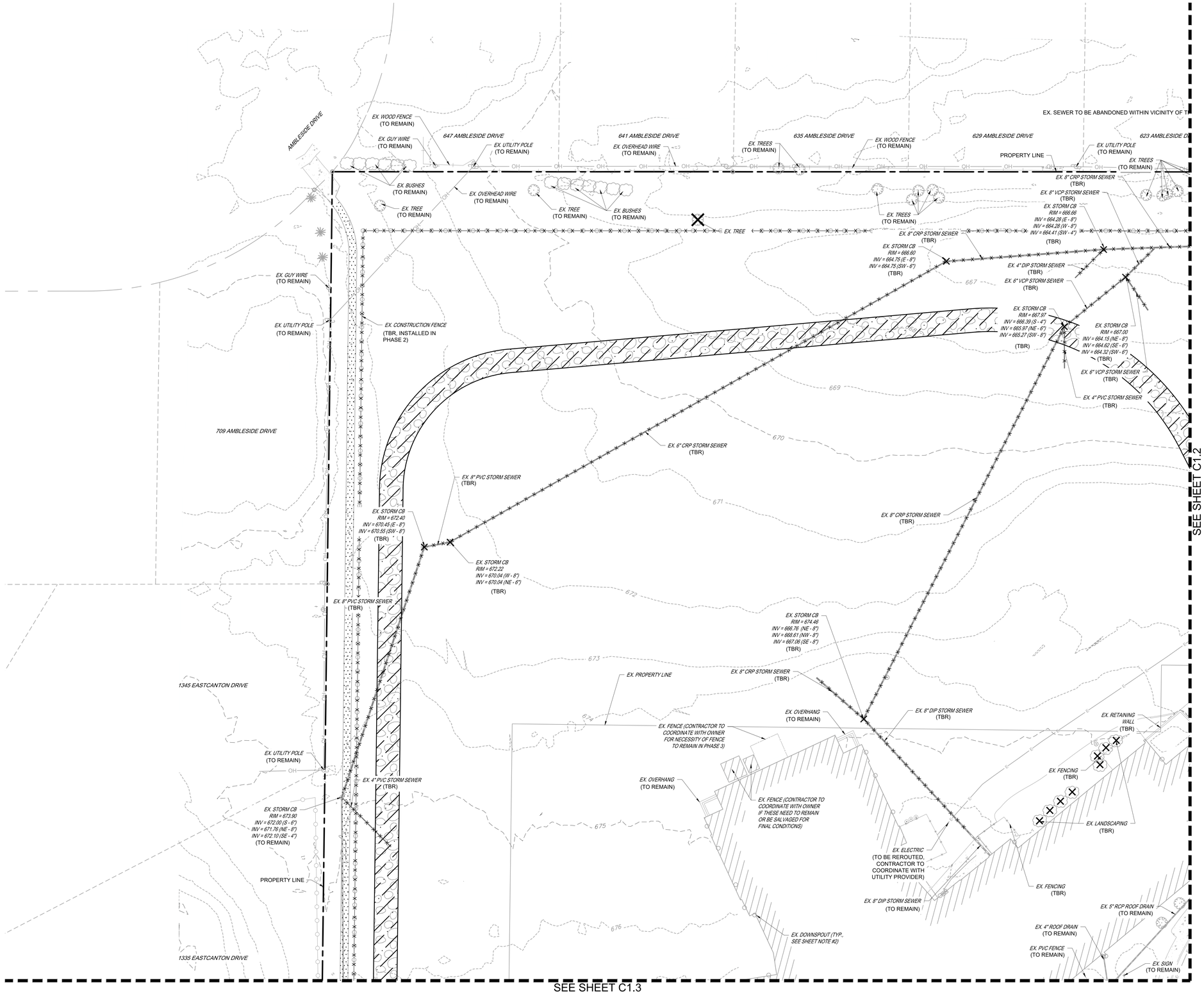
Drawn by: EAS, LES, JDL

Sheet Title: EX. CONDITIONS & DEMO. PLAN - OVERALL

Sketch Number:

Sheet Number: C1.0

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING , BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates , Inc.



DEMOLITION LEGEND

- AGGREGATE TEMPORARY PARKING AREA AND CONSTRUCTION PATH REMOVAL
- ASPHALT TO BE REMOVED
- ASPHALT TO BE REMOVED
- SAWCUT PAVEMENT, FULL DEPTH
- CURB & GUTTER REMOVAL
- UTILITY REMOVAL
- TREE/BUSH REMOVAL
- UTILITY STRUCTURE REMOVAL
- (TBR) TO BE REMOVED

BENCHMARKS

REFERENCE BENCHMARK: NGS PID: LAKE COUNTY 5-41

CHISELED "X" ON SOUTH BOLT OF HYDRANT LOCATED AT THE INTERSECTION OF NORTH AVENUE AND WOODVALE AVENUE IN DEERFIELD, ILLINOIS.

ELEVATION: 664.38' DATUM: NAVD88-GEOID18

SITE BENCHMARK 1:

NORTHWEST FLANGE BOLT WITH FLAGGER OF FIRE HYDRANT AT SOUTH SIDE OF WALDEN ELEMENTARY SCHOOL BUILDING.

ELEVATION: 675.90' DATUM: NAVD88-GEOID18

SITE BENCHMARK 2:

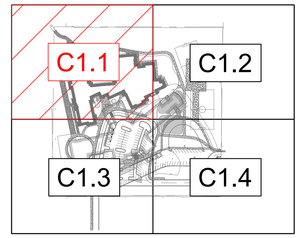
NORTHEASTERLY CORNER OF TOP OF 0.80' CONCRETE WALL (2.32' ABOVE GROUND LEVEL) AT NORTHEASTERLY CORNER OF WALDEN ELEMENTARY BUILDING ENTRANCE.

ELEVATION: 675.86' DATUM: NAVD88-GEOID18

SHEET NOTES:

1. THE EXISTING GAS AND ELECTRICAL UTILITIES SHOWN ON THE PLANS CONFLICT WITH THE PROPOSED BUILDING OR UNDERGROUND STORMWATER MANAGEMENT FACILITY AND WILL REQUIRE RELOCATION OR MODIFICATION. CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS AND ELEVATIONS, COORDINATE ALL REQUIRED RELOCATIONS WITH THE RESPECTIVE UTILITY PROVIDERS, AND OBTAIN ALL NECESSARY APPROVALS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL REQUIRED HORIZONTAL AND VERTICAL CLEARANCES, EASEMENT REQUIREMENTS, AND UTILITY PROVIDER STANDARDS ARE MET. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY REQUIRED DESIGN MODIFICATIONS RESULTING FROM FINAL UTILITY RELOCATION REQUIREMENTS. CONTRACTOR SHALL ALSO KEEP IN MIND THE PHASE 4 PLANS WHEN REROUTED THE ELECTRIC AND GAS LINES.
2. CONTRACTOR SHALL VERIFY WHETHER EXISTING DOWNSPOUTS DISCHARGE TO GRADE OR ARE CONNECTED TO AN EXISTING STORM SEWER SYSTEM. CONTRACTOR SHALL MODIFY AND REROUTE DOWNSPOUT CONNECTIONS AS NECESSARY TO ACCOMMODATE THE PHASE 3 IMPROVEMENTS. PROPOSED STORM SEWERS LOCATED BETWEEN THE BUILDINGS AND TO THE WEST OF THE BUILDINGS MAY BE UTILIZED FOR DOWNSPOUT CONNECTIONS AS APPROPRIATE.CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE IS MAINTAINED FOR ALL PROPOSED DOWNSPOUT CONNECTIONS. IF SUFFICIENT SLOPE CANNOT BE ACHIEVED TO CONNECT TO THE PROPOSED STORM SEWER SYSTEM, CONTRACTOR SHALL COORDINATE WITH THE ENGINEER TO DETERMINE AN APPROPRIATE ALTERNATIVE, INCLUDING BUT NOT LIMITED TO DISCHARGING TO GRADE OR MODIFYING DOWNSPOUT ELEVATIONS AS NECESSARY. EXISTING DOWNSPOUTS THAT CURRENTLY DISCHARGE TO GRADE MAY REMAIN AS SUCH, PROVIDED THEY ARE NOT OBSTRUCTED BY THE PROPOSED IMPROVEMENTS AND POSITIVE DRAINAGE AWAY FROM THE BUILDING IS MAINTAINED. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT ALL DOWNSPOUT DISCHARGE CONDITIONS COMPLY WITH APPLICABLE SITE DRAINAGE REQUIREMENTS.
3. EXISTING BUILDING, ALL FOUNDATIONS, DOOR SLABS AND UTILITY CONNECTS ARE TO REMAIN ABD BE CONNECTED. CONTRACTOR TO NOTIFY OWNER IF ANY UTILITY CONNECTS ARE MISSING OR NOT SHOWN CORRECTLY AND SHALL BE PROTECTED DURING CONSTRUCTION.

KEYMAP



811 JULIE CALL BEFORE YOU DIG 811

0 20' 40'
1" = 20' (HORIZONTAL)

N

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

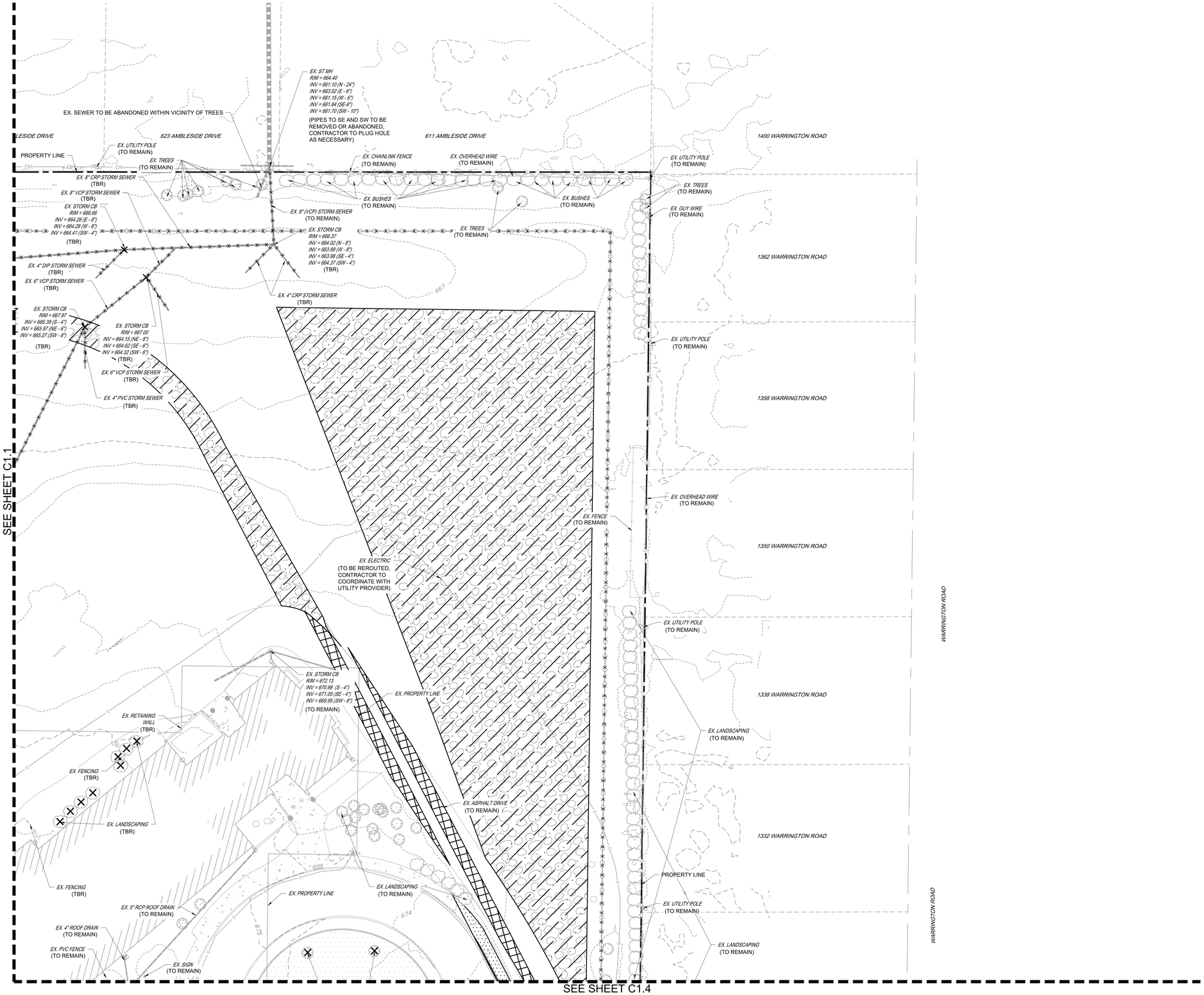
Drawn by: EAS, LES, JDL

Sheet Title: EX. CONDITIONS & DEMO. PLAN - NW

Sketch Number:

Sheet Number: C1.1

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



DEMOLITION LEGEND

- AGGREGATE TEMPORARY PARKING AREA AND CONSTRUCTION PATH REMOVAL
- ASPHALT TO BE REMOVED
- ASPHALT TO BE REMOVED
- SAWCUT PAVEMENT, FULL DEPTH
- CURB & GUTTER REMOVAL
- UTILITY REMOVAL
- TREE/BUSH REMOVAL
- UTILITY STRUCTURE REMOVAL
- (TBR) TO BE REMOVED

BENCHMARKS

REFERENCE BENCHMARK: NGS PID: LAKE COUNTY 5-41

CHISELED "X" ON SOUTH BOLT OF HYDRANT LOCATED AT THE INTERSECTION OF NORTH AVENUE AND WOODVALE AVENUE IN DEERFIELD, ILLINOIS.

ELEVATION: 664.38' DATUM: NAVD88-GEOID18

SITE BENCHMARK 1:

NORTHWEST FLANGE BOLT WITH FLAGGER OF FIRE HYDRANT AT SOUTH SIDE OF WALDEN ELEMENTARY SCHOOL BUILDING.

ELEVATION: 675.90' DATUM: NAVD88-GEOID18

SITE BENCHMARK 2:

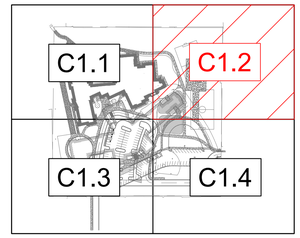
NORTHEASTERLY CORNER OF TOP OF 0.80' CONCRETE WALL (2.32' ABOVE GROUND LEVEL) AT NORTHEASTERLY CORNER OF WALDEN ELEMENTARY BUILDING ENTRANCE.

ELEVATION: 675.86' DATUM: NAVD88-GEOID18

SHEET NOTES:

1. THE EXISTING GAS AND ELECTRICAL UTILITIES SHOWN ON THE PLANS CONFLICT WITH THE PROPOSED BUILDING OR UNDERGROUND STORMWATER MANAGEMENT FACILITY AND WILL REQUIRE RELOCATION OR MODIFICATION. CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS AND ELEVATIONS, COORDINATE ALL REQUIRED RELOCATIONS WITH THE RESPECTIVE UTILITY PROVIDERS, AND OBTAIN ALL NECESSARY APPROVALS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL REQUIRED HORIZONTAL AND VERTICAL CLEARANCES, EASEMENT REQUIREMENTS, AND UTILITY PROVIDER STANDARDS ARE MET. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY REQUIRED DESIGN MODIFICATIONS RESULTING FROM FINAL UTILITY RELOCATION REQUIREMENTS. CONTRACTOR SHALL ALSO KEEP IN MIND THE PHASE 4 PLANS WHEN REROUTED THE ELECTRIC AND GAS LINES.
2. CONTRACTOR SHALL VERIFY WHETHER EXISTING DOWNSPOUTS DISCHARGE TO GRADE OR ARE CONNECTED TO AN EXISTING STORM SEWER SYSTEM. CONTRACTOR SHALL MODIFY AND REROUTE DOWNSPOUT CONNECTIONS AS NECESSARY TO ACCOMMODATE THE PHASE 3 IMPROVEMENTS. PROPOSED STORM SEWERS LOCATED BETWEEN THE BUILDINGS AND TO THE WEST OF THE BUILDINGS MAY BE UTILIZED FOR DOWNSPOUT CONNECTIONS AS APPROPRIATE.CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE IS MAINTAINED FOR ALL PROPOSED DOWNSPOUT CONNECTIONS. IF SUFFICIENT SLOPE CANNOT BE ACHIEVED TO CONNECT TO THE PROPOSED STORM SEWER SYSTEM, CONTRACTOR SHALL COORDINATE WITH THE ENGINEER TO DETERMINE AN APPROPRIATE ALTERNATIVE, INCLUDING BUT NOT LIMITED TO DISCHARGING TO GRADE OR MODIFYING DOWNSPOUT ELEVATIONS AS NECESSARY. EXISTING DOWNSPOUTS THAT CURRENTLY DISCHARGE TO GRADE MAY REMAIN AS SUCH, PROVIDED THEY ARE NOT OBSTRUCTED BY THE PROPOSED IMPROVEMENTS AND POSITIVE DRAINAGE AWAY FROM THE BUILDING IS MAINTAINED. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT ALL DOWNSPOUT DISCHARGE CONDITIONS COMPLY WITH APPLICABLE SITE DRAINAGE REQUIREMENTS.
3. EXISTING BUILDING, ALL FOUNDATIONS, DOOR SLABS AND UTILITY CONNECTS ARE TO REMAIN ABD BE CONNECTED. CONTRACTOR TO NOTIFY OWNER IF ANY UTILITY CONNECTS ARE MISSING OR NOT SHOWN CORRECTLY AND SHALL BE PROTECTED DURING CONSTRUCTION.

KEYMAP



811 JULIE CALL BEFORE YOU DIG 811

0 20' 40 '
1" = 20' (HORIZONTAL)

N

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

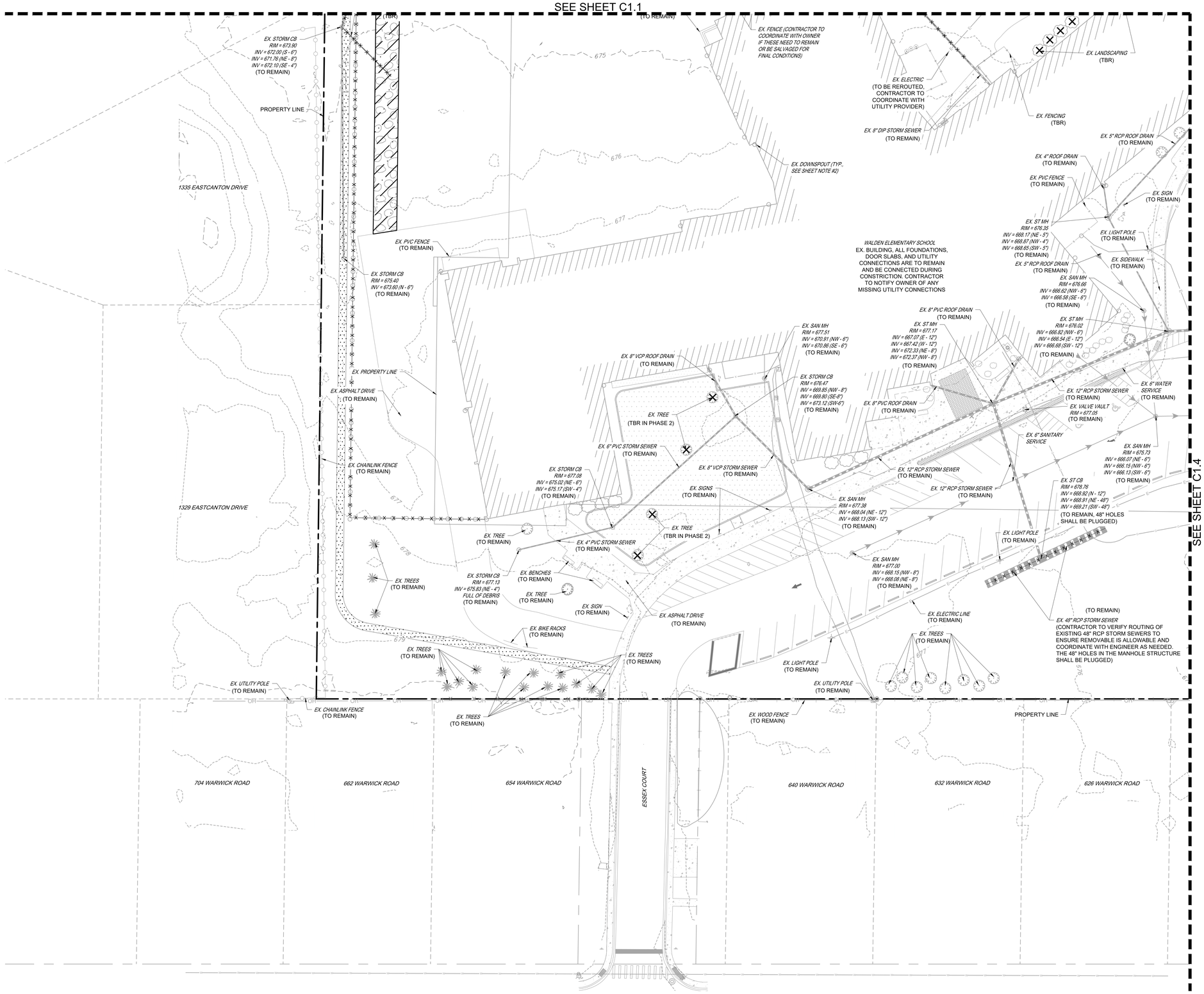
Drawn by: EAS, LES, JDL

Sheet Title: EX. CONDITIONS & DEMO. PLAN - NE

Sketch Number:

Sheet Number: C1.2

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



DEMOLITION LEGEND

- AGGREGATE TEMPORARY PARKING AREA AND CONSTRUCTION PATH REMOVAL
- ASPHALT TO BE REMOVED
- ASPHALT TO BE REMOVED
- SAWCUT PAVEMENT, FULL DEPTH
- CURB & GUTTER REMOVAL
- UTILITY REMOVAL
- TREE/BUSH REMOVAL
- UTILITY STRUCTURE REMOVAL
- (TBR) TO BE REMOVED

BENCHMARKS

REFERENCE BENCHMARK: NGS PID: LAKE COUNTY 5-41

CHISELED "X" ON SOUTH BOLT OF HYDRANT LOCATED AT THE INTERSECTION OF NORTH AVENUE AND WOODVALE AVENUE IN DEERFIELD, ILLINOIS.

ELEVATION: 664.38' DATUM: NAVD88-GEOID18

SITE BENCHMARK 1:

NORTHWEST FLANGE BOLT WITH FLAGGER OF FIRE HYDRANT AT SOUTH SIDE OF WALDEN ELEMENTARY SCHOOL BUILDING.

ELEVATION: 675.90' DATUM: NAVD88-GEOID18

SITE BENCHMARK 2:

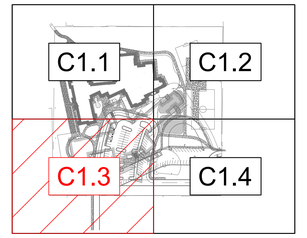
NORTHEASTERLY CORNER OF TOP OF 0.80' CONCRETE WALL (2.32' ABOVE GROUND LEVEL) AT NORTHEASTERLY CORNER OF WALDEN ELEMENTARY BUILDING ENTRANCE.

ELEVATION: 675.86' DATUM: NAVD88-GEOID18

SHEET NOTES:

1. THE EXISTING GAS AND ELECTRICAL UTILITIES SHOWN ON THE PLANS CONFLICT WITH THE PROPOSED BUILDING OR UNDERGROUND STORMWATER MANAGEMENT FACILITY AND WILL REQUIRE RELOCATION OR MODIFICATION. CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS AND ELEVATIONS, COORDINATE ALL REQUIRED RELOCATIONS WITH THE RESPECTIVE UTILITY PROVIDERS, AND OBTAIN ALL NECESSARY APPROVALS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL REQUIRED HORIZONTAL AND VERTICAL CLEARANCES, EASEMENT REQUIREMENTS, AND UTILITY PROVIDER STANDARDS ARE MET. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY REQUIRED DESIGN MODIFICATIONS RESULTING FROM FINAL UTILITY RELOCATION REQUIREMENTS. CONTRACTOR SHALL ALSO KEEP IN MIND THE PHASE 4 PLANS WHEN REROUTED THE ELECTRIC AND GAS LINES.
2. CONTRACTOR SHALL VERIFY WHETHER EXISTING DOWNSPOUTS DISCHARGE TO GRADE OR ARE CONNECTED TO AN EXISTING STORM SEWER SYSTEM. CONTRACTOR SHALL MODIFY AND REROUTE DOWNSPOUT CONNECTIONS AS NECESSARY TO ACCOMMODATE THE PHASE 3 IMPROVEMENTS. PROPOSED STORM SEWERS LOCATED BETWEEN THE BUILDINGS AND TO THE WEST OF THE BUILDINGS MAY BE UTILIZED FOR DOWNSPOUT CONNECTIONS AS APPROPRIATE.CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE IS MAINTAINED FOR ALL PROPOSED DOWNSPOUT CONNECTIONS. IF SUFFICIENT SLOPE CANNOT BE ACHIEVED TO CONNECT TO THE PROPOSED STORM SEWER SYSTEM, CONTRACTOR SHALL COORDINATE WITH THE ENGINEER TO DETERMINE AN APPROPRIATE ALTERNATIVE, INCLUDING BUT NOT LIMITED TO DISCHARGING TO GRADE OR MODIFYING DOWNSPOUT ELEVATIONS AS NECESSARY. EXISTING DOWNSPOUTS THAT CURRENTLY DISCHARGE TO GRADE MAY REMAIN AS SUCH, PROVIDED THEY ARE NOT OBSTRUCTED BY THE PROPOSED IMPROVEMENTS AND POSITIVE DRAINAGE AWAY FROM THE BUILDING IS MAINTAINED. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT ALL DOWNSPOUT DISCHARGE CONDITIONS COMPLY WITH APPLICABLE SITE DRAINAGE REQUIREMENTS.
3. EXISTING BUILDING, ALL FOUNDATIONS, DOOR SLABS AND UTILITY CONNECTS ARE TO REMAIN ABD BE CONNECTED. CONTRACTOR TO NOTIFY OWNER IF ANY UTILITY CONNECTS ARE MISSING OR NOT SHOWN CORRECTLY AND SHALL BE PROTECTED DURING CONSTRUCTION.

KEYMAP



JULIE CALL BEFORE YOU DIG 811

0 20' 40 '
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

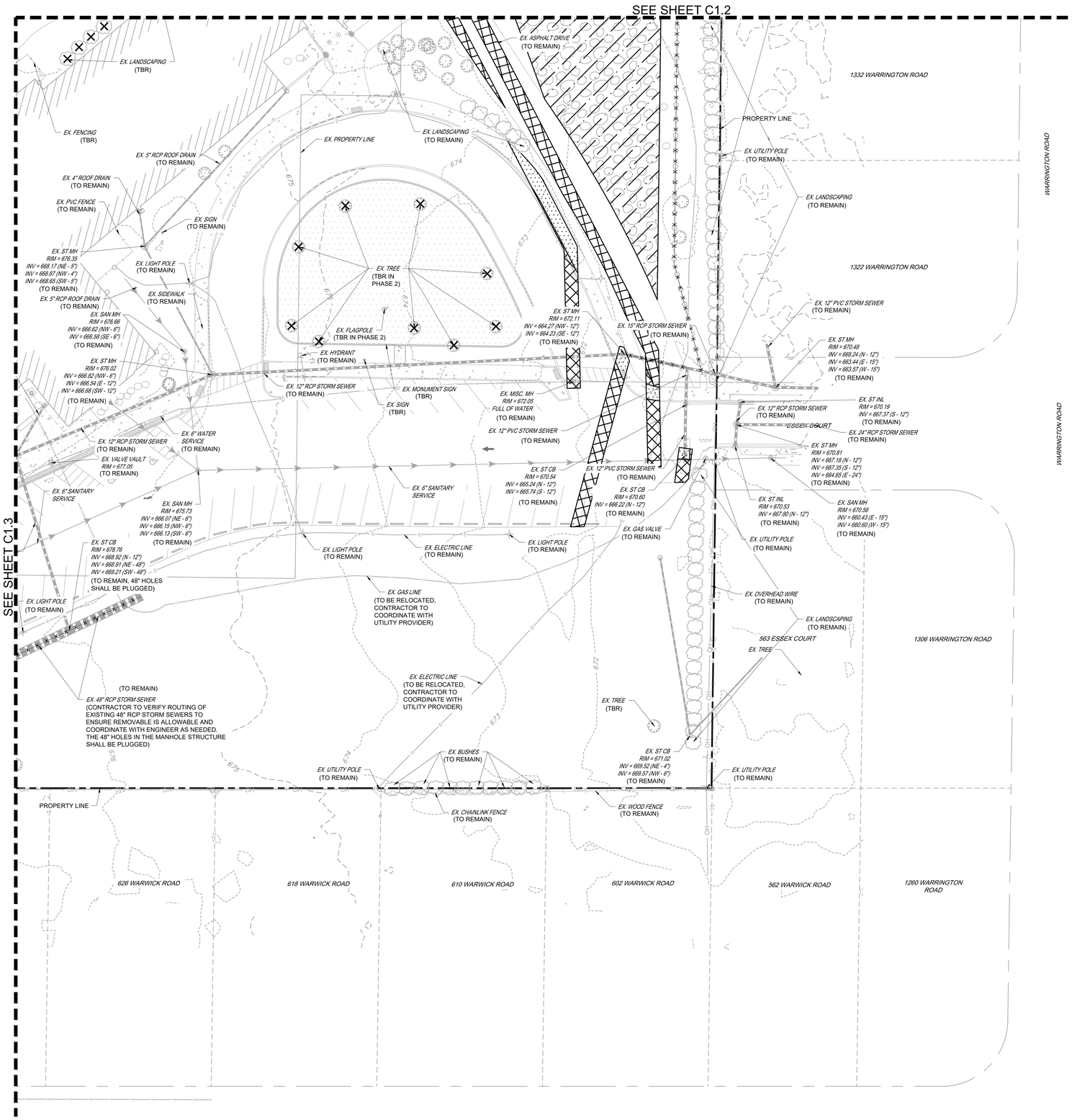
PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES, JDL
Sheet Title: EX. CONDITIONS & DEMO. PLAN - SW
Sketch Number:
Sheet Number: C1.3

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



DEMOLITION LEGEND

- AGGREGATE TEMPORARY PARKING AREA AND CONSTRUCTION PATH REMOVAL
- ASPHALT TO BE REMOVED
- ASPHALT TO BE REMOVED
- SAWCUT PAVEMENT, FULL DEPTH
- CURB & GUTTER REMOVAL
- UTILITY REMOVAL
- TREE/BUSH REMOVAL
- UTILITY STRUCTURE REMOVAL
- (TBR) TO BE REMOVED

BENCHMARKS

REFERENCE BENCHMARK: NGS PID: LAKE COUNTY 5-41

CHISELED "X" ON SOUTH BOLT OF HYDRANT LOCATED AT THE INTERSECTION OF NORTH AVENUE AND WOODVALE AVENUE IN DEERFIELD, ILLINOIS.

ELEVATION: 664.38' DATUM: NAVD88-GEOID18

SITE BENCHMARK 1:

NORTHWEST FLANGE BOLT WITH FLAGGER OF FIRE HYDRANT AT SOUTH SIDE OF WALDEN ELEMENTARY SCHOOL BUILDING.

ELEVATION: 675.90' DATUM: NAVD88-GEOID18

SITE BENCHMARK 2:

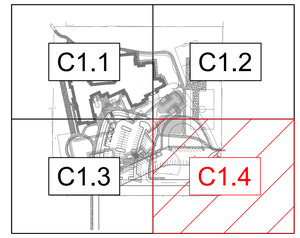
NORTHEASTERLY CORNER OF TOP OF 0.80' CONCRETE WALL (2.32' ABOVE GROUND LEVEL) AT NORTHEASTERLY CORNER OF WALDEN ELEMENTARY BUILDING ENTRANCE.

ELEVATION: 675.86' DATUM: NAVD88-GEOID18

SHEET NOTES:

1. THE EXISTING GAS AND ELECTRICAL UTILITIES SHOWN ON THE PLANS CONFLICT WITH THE PROPOSED BUILDING OR UNDERGROUND STORMWATER MANAGEMENT FACILITY AND WILL REQUIRE RELOCATION OR MODIFICATION. CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS AND ELEVATIONS, COORDINATE ALL REQUIRED RELOCATIONS WITH THE RESPECTIVE UTILITY PROVIDERS, AND OBTAIN ALL NECESSARY APPROVALS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL REQUIRED HORIZONTAL AND VERTICAL CLEARANCES, EASEMENT REQUIREMENTS, AND UTILITY PROVIDER STANDARDS ARE MET. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY REQUIRED DESIGN MODIFICATIONS RESULTING FROM FINAL UTILITY RELOCATION REQUIREMENTS. CONTRACTOR SHALL ALSO KEEP IN MIND THE PHASE 4 PLANS WHEN REROUTED THE ELECTRIC AND GAS LINES.
2. CONTRACTOR SHALL VERIFY WHETHER EXISTING DOWNSPOUTS DISCHARGE TO GRADE OR ARE CONNECTED TO AN EXISTING STORM SEWER SYSTEM. CONTRACTOR SHALL MODIFY AND REROUTE DOWNSPOUT CONNECTIONS AS NECESSARY TO ACCOMMODATE THE PHASE 3 IMPROVEMENTS. PROPOSED STORM SEWERS LOCATED BETWEEN THE BUILDINGS AND TO THE WEST OF THE BUILDINGS MAY BE UTILIZED FOR DOWNSPOUT CONNECTIONS AS APPROPRIATE.CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE IS MAINTAINED FOR ALL PROPOSED DOWNSPOUT CONNECTIONS. IF SUFFICIENT SLOPE CANNOT BE ACHIEVED TO CONNECT TO THE PROPOSED STORM SEWER SYSTEM, CONTRACTOR SHALL COORDINATE WITH THE ENGINEER TO DETERMINE AN APPROPRIATE ALTERNATIVE, INCLUDING BUT NOT LIMITED TO DISCHARGING TO GRADE OR MODIFYING DOWNSPOUT ELEVATIONS AS NECESSARY. EXISTING DOWNSPOUTS THAT CURRENTLY DISCHARGE TO GRADE MAY REMAIN AS SUCH, PROVIDED THEY ARE NOT OBSTRUCTED BY THE PROPOSED IMPROVEMENTS AND POSITIVE DRAINAGE AWAY FROM THE BUILDING IS MAINTAINED. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT ALL DOWNSPOUT DISCHARGE CONDITIONS COMPLY WITH APPLICABLE SITE DRAINAGE REQUIREMENTS.
3. EXISTING BUILDING, ALL FOUNDATIONS, DOOR SLABS AND UTILITY CONNECTS ARE TO REMAIN ABD BE CONNECTED. CONTRACTOR TO NOTIFY OWNER IF ANY UTILITY CONNECTS ARE MISSING OR NOT SHOWN CORRECTLY AND SHALL BE PROTECTED DURING CONSTRUCTION.

KEYMAP



JULIE CALL BEFORE YOU DIG 811

0 20' 40 '
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	**Date**

Project Number: 25105

Issue Date: JUNE 18TH, 2026

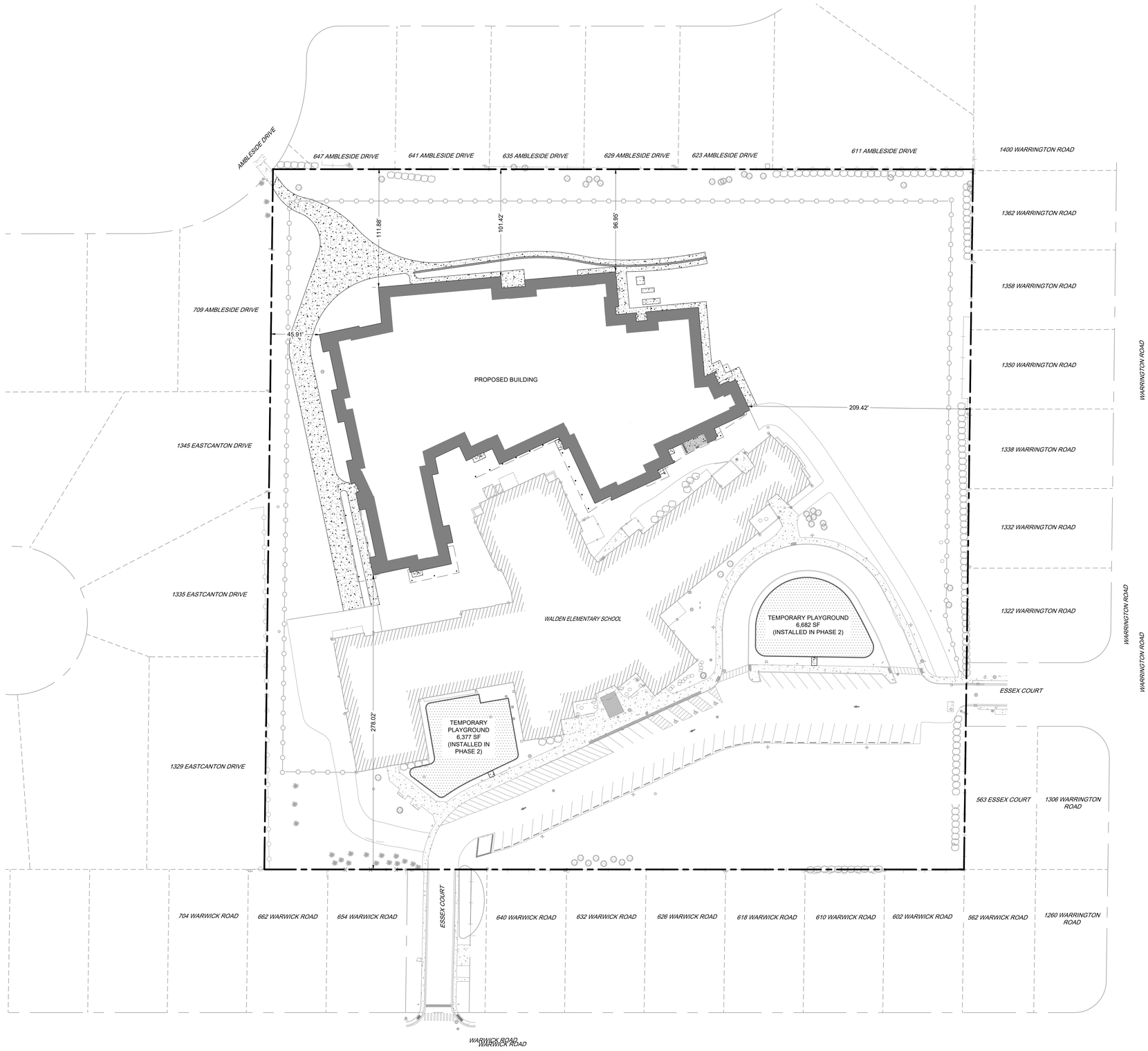
Drawn by: EAS, LES, JDL

Sheet Title: EX. CONDITIONS & DEMO. PLAN - SE

Sketch Number:

Sheet Number: C1.4

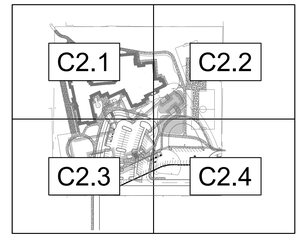
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



LEGEND

- ASPHALT STAGING LOT
- SIDEWALK
- PLAYGROUND
- HD CONCRETE
- B-6.12 CURB & GUTTER
- REVERSE PITCH C & G
- CHAIN LINK FENCE
- ORNAMENTAL FENCE

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 40' 80'
1" = 40' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

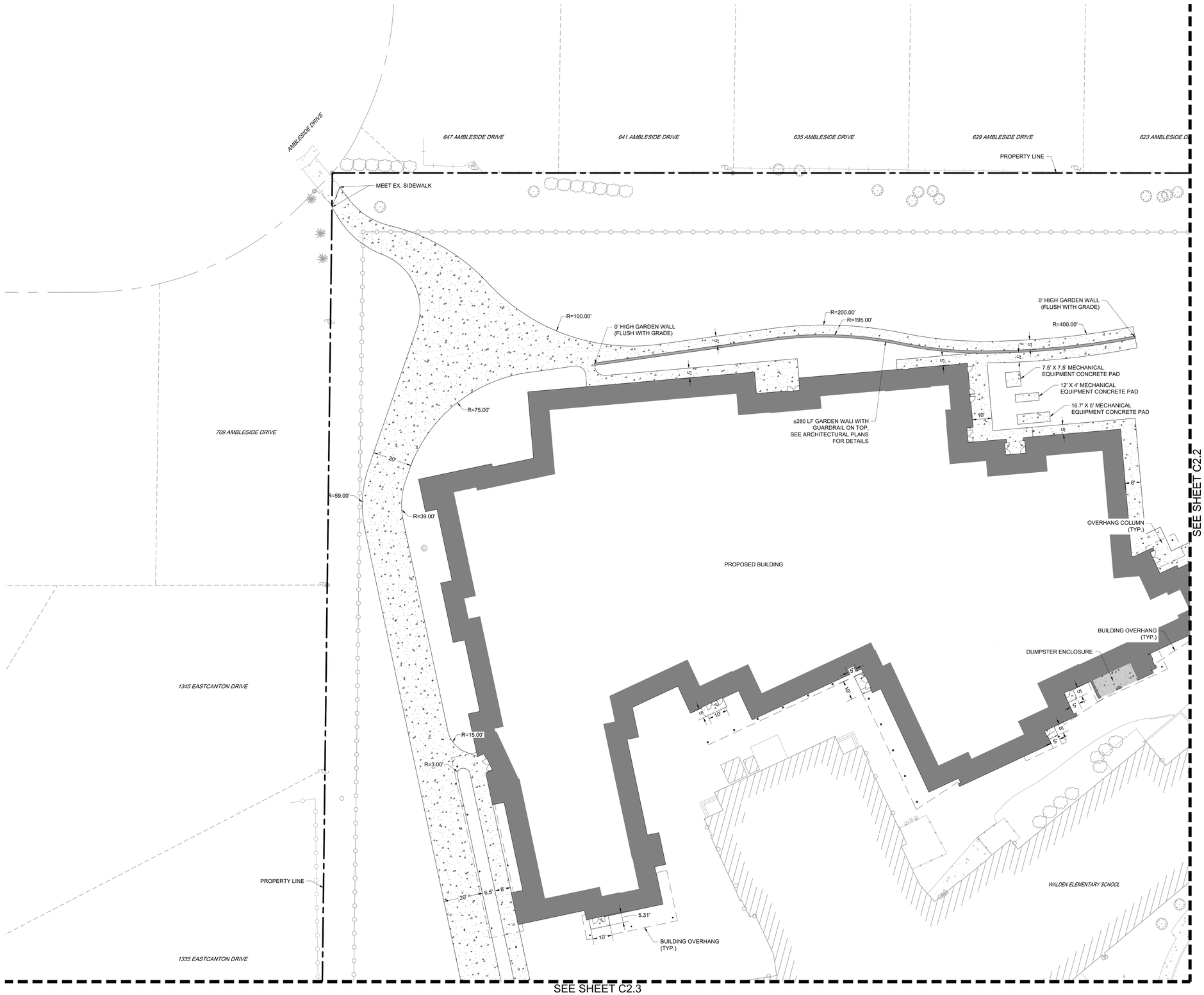
PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES, JDL
Sheet Title: SITE LAYOUT PLAN - OVERALL
Sketch Number:
Sheet Number: C2.0

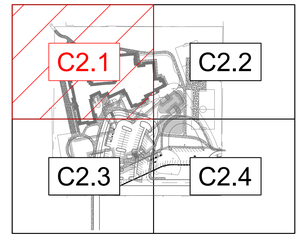
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING , BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates , Inc.



LEGEND

- ASPHALT STAGING LOT
- SIDEWALK
- PLAYGROUND
- HD CONCRETE
- B-6.12 CURB & GUTTER
- REVERSE PITCH C & G
- CHAIN LINK FENCE
- ORNAMENTAL FENCE

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40 '
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

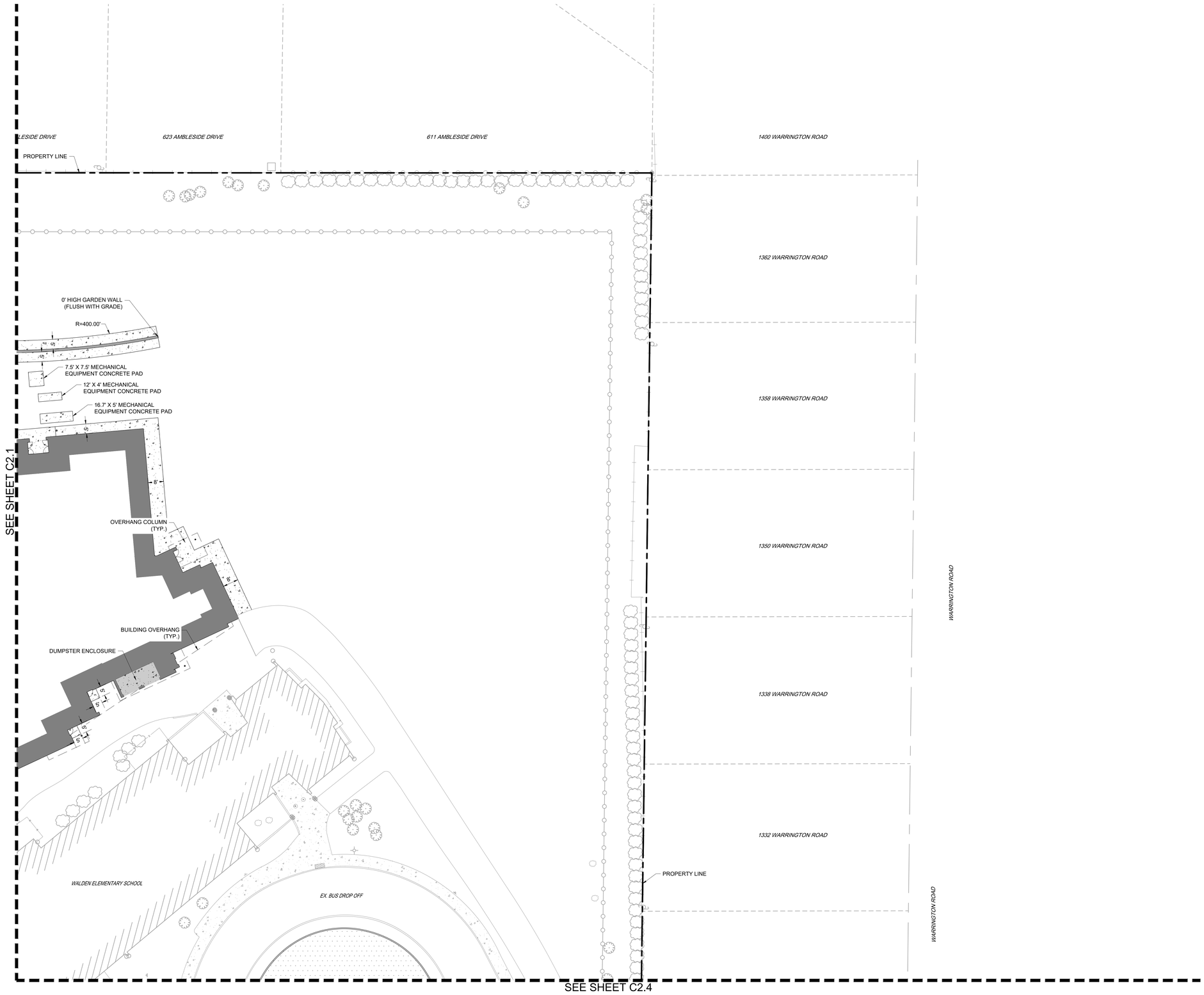
Drawn by: EAS, LES, JDL

Sheet Title: SITE LAYOUT PLAN - NW

Sketch Number:

Sheet Number: C2.1

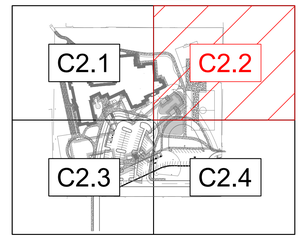
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



LEGEND

- ASPHALT STAGING LOT
- SIDEWALK
- PLAYGROUND
- HD CONCRETE
- B-6.12 CURB & GUTTER
- REVERSE PITCH C & G
- CHAIN LINK FENCE
- ORNAMENTAL FENCE

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40'
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

Drawn by: EAS, LES, JDL

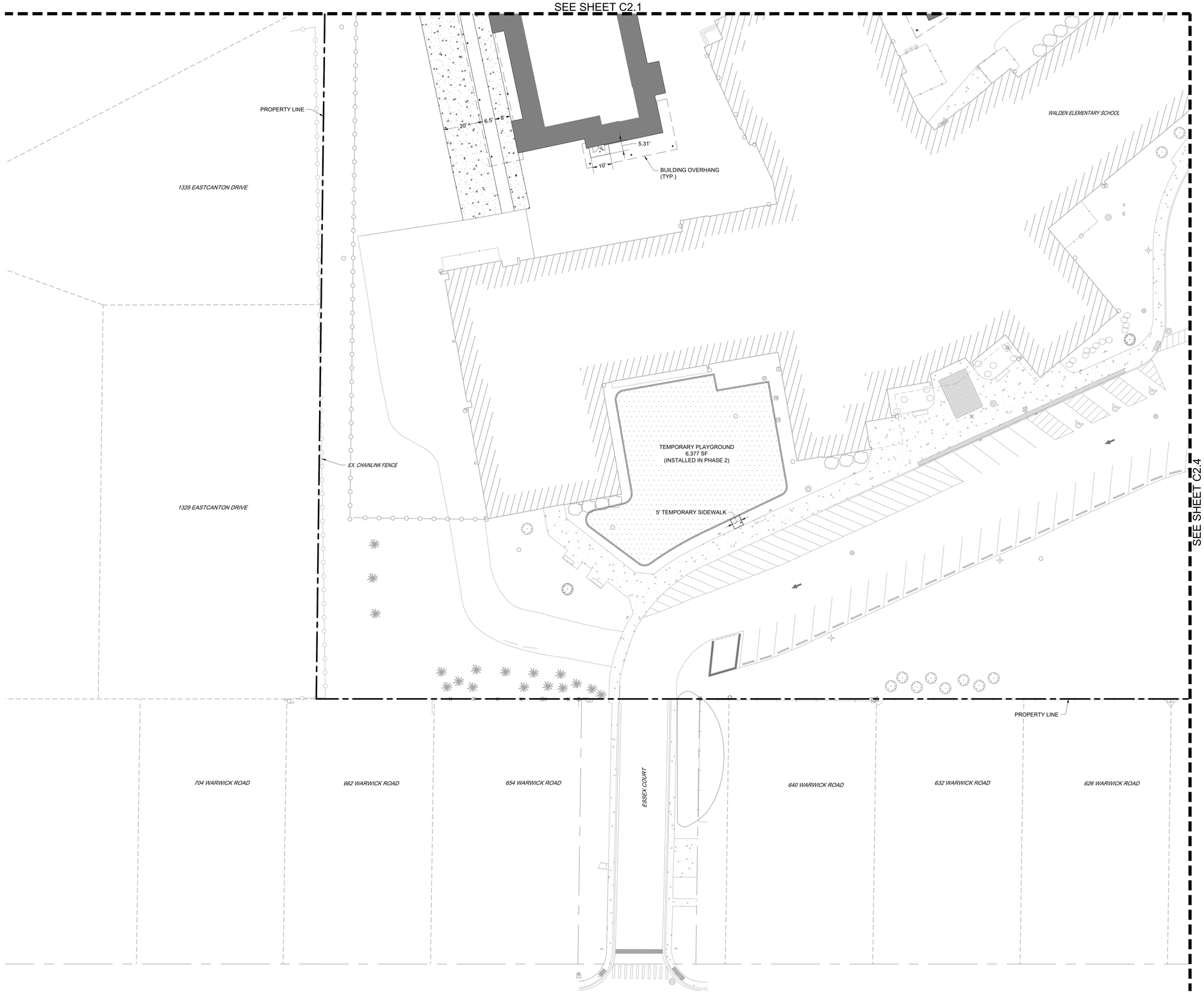
Sheet Title: SITE LAYOUT PLAN - NE

Sketch Number:

Sheet Number: C2.2

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.

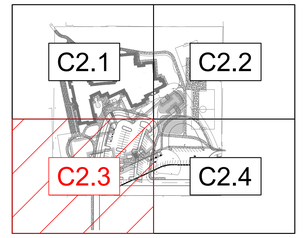
SEE SHEET C2.1



LEGEND

- ASPHALT STAGING LOT
- SIDEWALK
- PLAYGROUND
- HD CONCRETE
- B-6.12 CURB & GUTTER
- REVERSE PITCH C & G
- CHAIN LINK FENCE
- ORNAMENTAL FENCE

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40 '
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

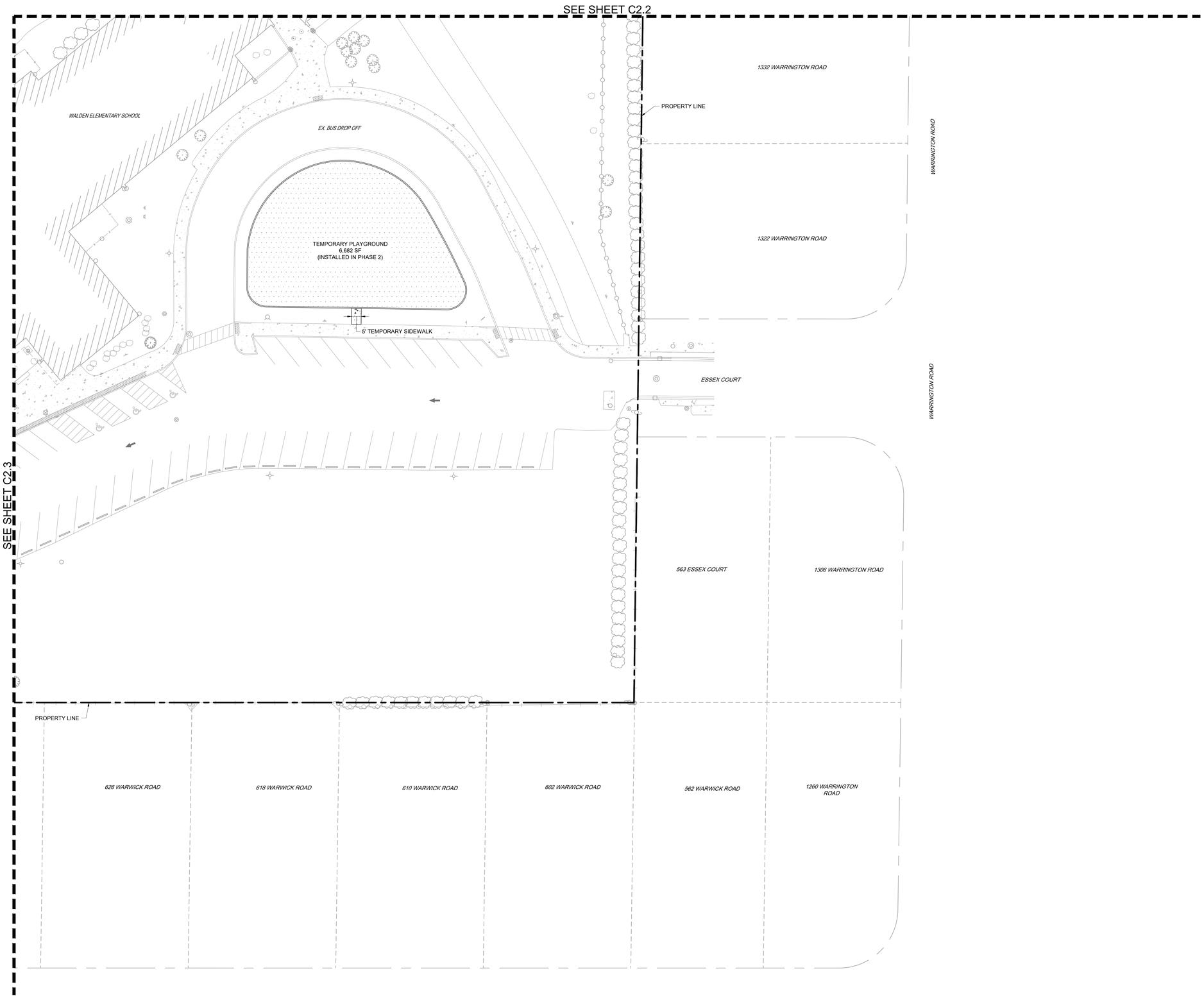
PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES, JDL
Sheet Title: SITE LAYOUT PLAN - SW
Sketch Number:
Sheet Number: C2.3

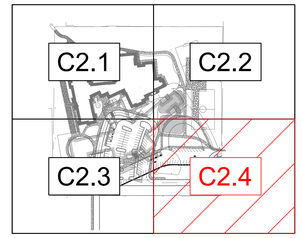
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING , BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates , Inc.



LEGEND

- ASPHALT STAGING LOT
- SIDEWALK
- PLAYGROUND
- HD CONCRETE
- B-6.12 CURB & GUTTER
- REVERSE PITCH C & G
- CHAIN LINK FENCE
- ORNAMENTAL FENCE

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40 '
1" = 20' (HORIZONTAL)

N

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

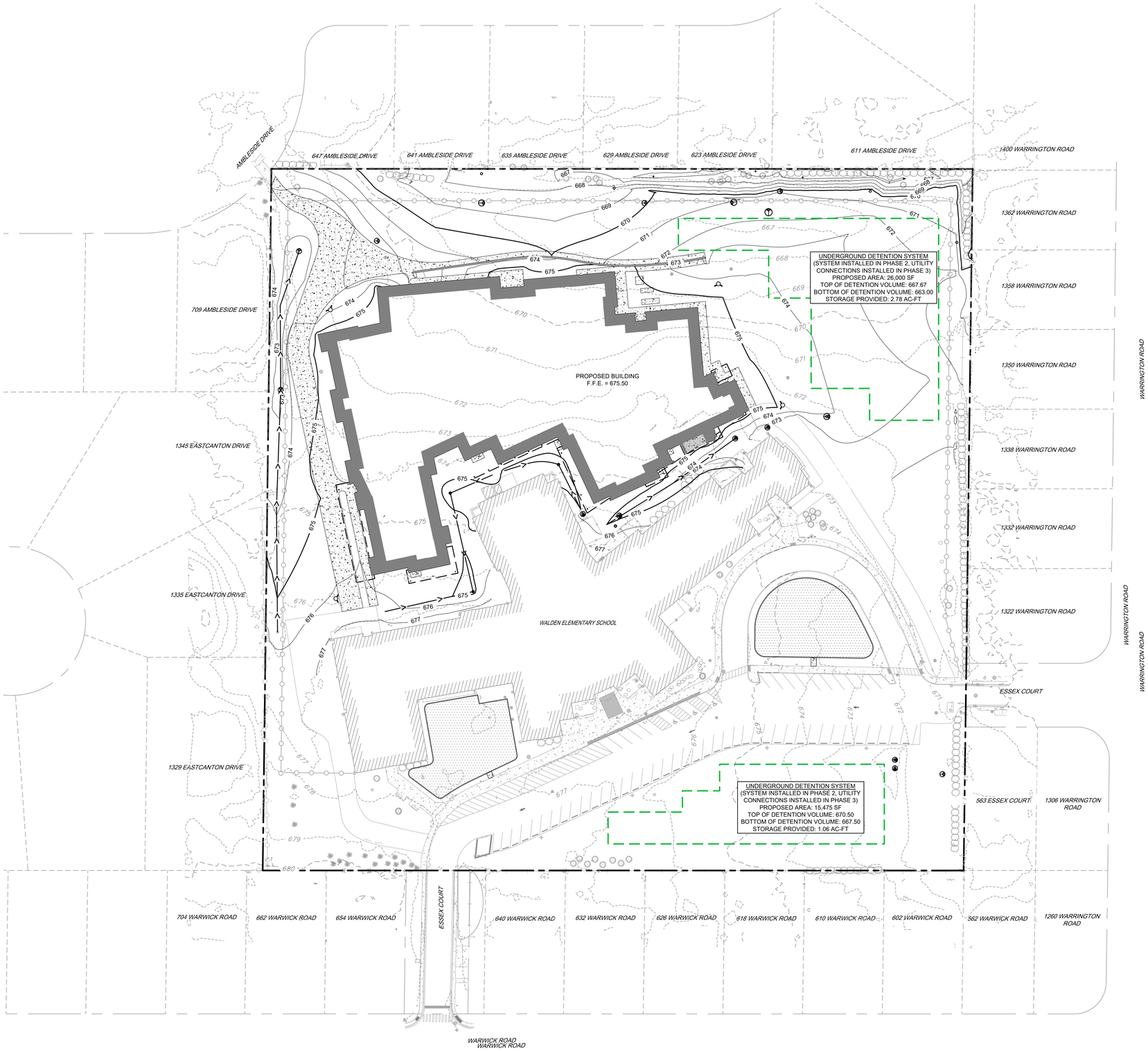
Drawn by: EAS, LES, JDL

Sheet Title: SITE LAYOUT PLAN - SE

Sketch Number:

Sheet Number: C2.4

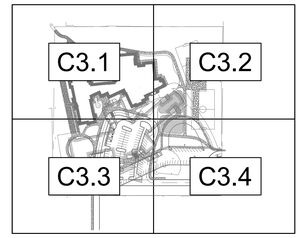
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING , BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates , Inc.



GRADING LEGEND

- 1.0% — DRAINAGE ARROW
- OVERLAND FLOOD ROUTE
- 600.00 P — SPOT ELEVATION
- 600 — PROPOSED MAJOR CONTOUR
- 601 — PROPOSED MINOR CONTOUR
- 600 — EXISTING MAJOR CONTOUR
- 601 — EXISTING MINOR CONTOUR

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 40' 80 '
1" = 40' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

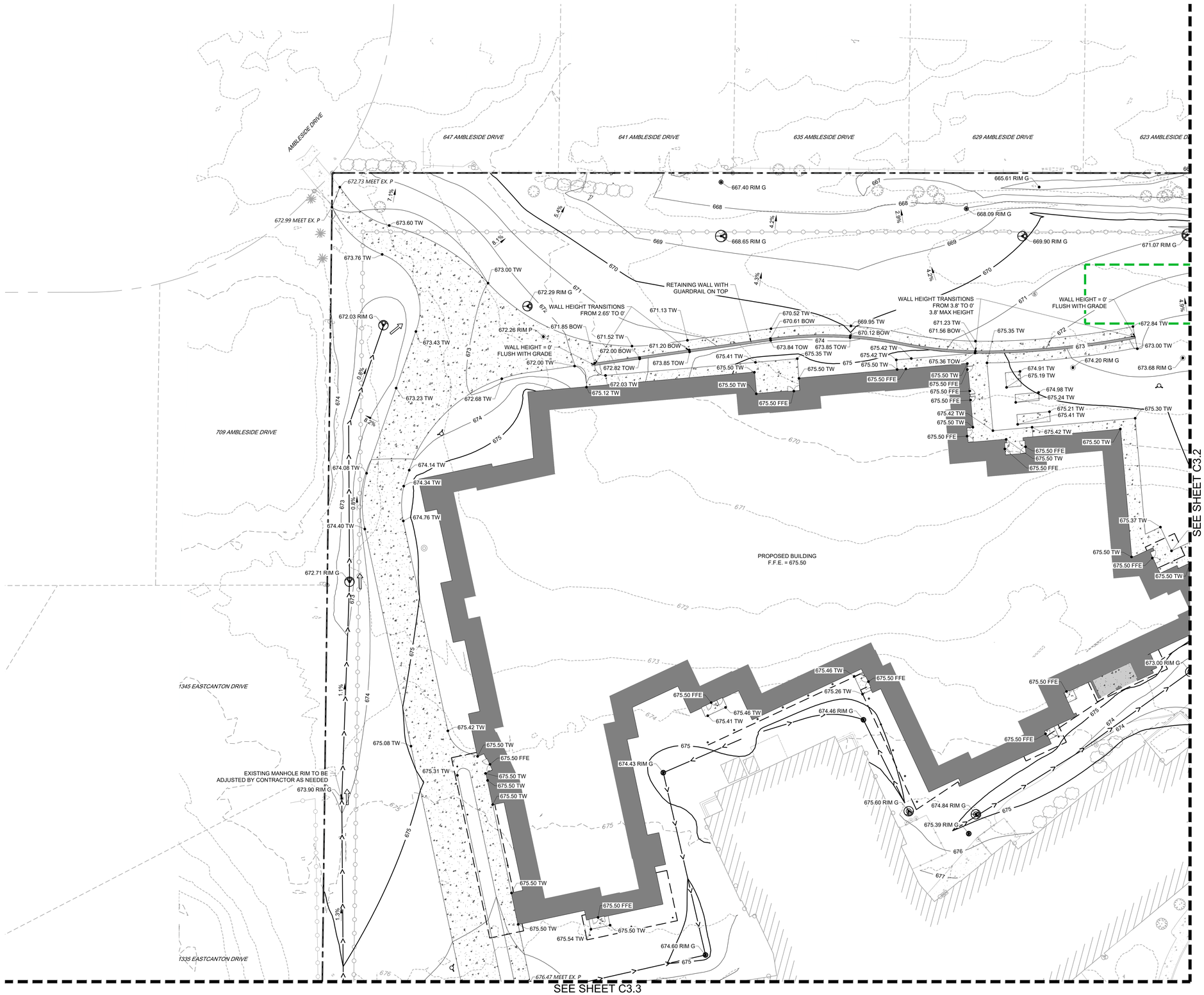
Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES, JDL
Sheet Title: SITE GRADING PLAN - OVERALL
Sketch Number:
Sheet Number: C3.0

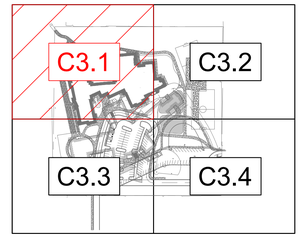
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



GRADING LEGEND

- 1.0% — DRAINAGE ARROW
- OVERLAND FLOOD ROUTE
- 600.00 P — SPOT ELEVATION
- 600 — PROPOSED MAJOR CONTOUR
- 601 — PROPOSED MINOR CONTOUR
- 600 — EXISTING MAJOR CONTOUR
- 601 — EXISTING MINOR CONTOUR

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40 '
1" = 20' (HORIZONTAL)

N

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

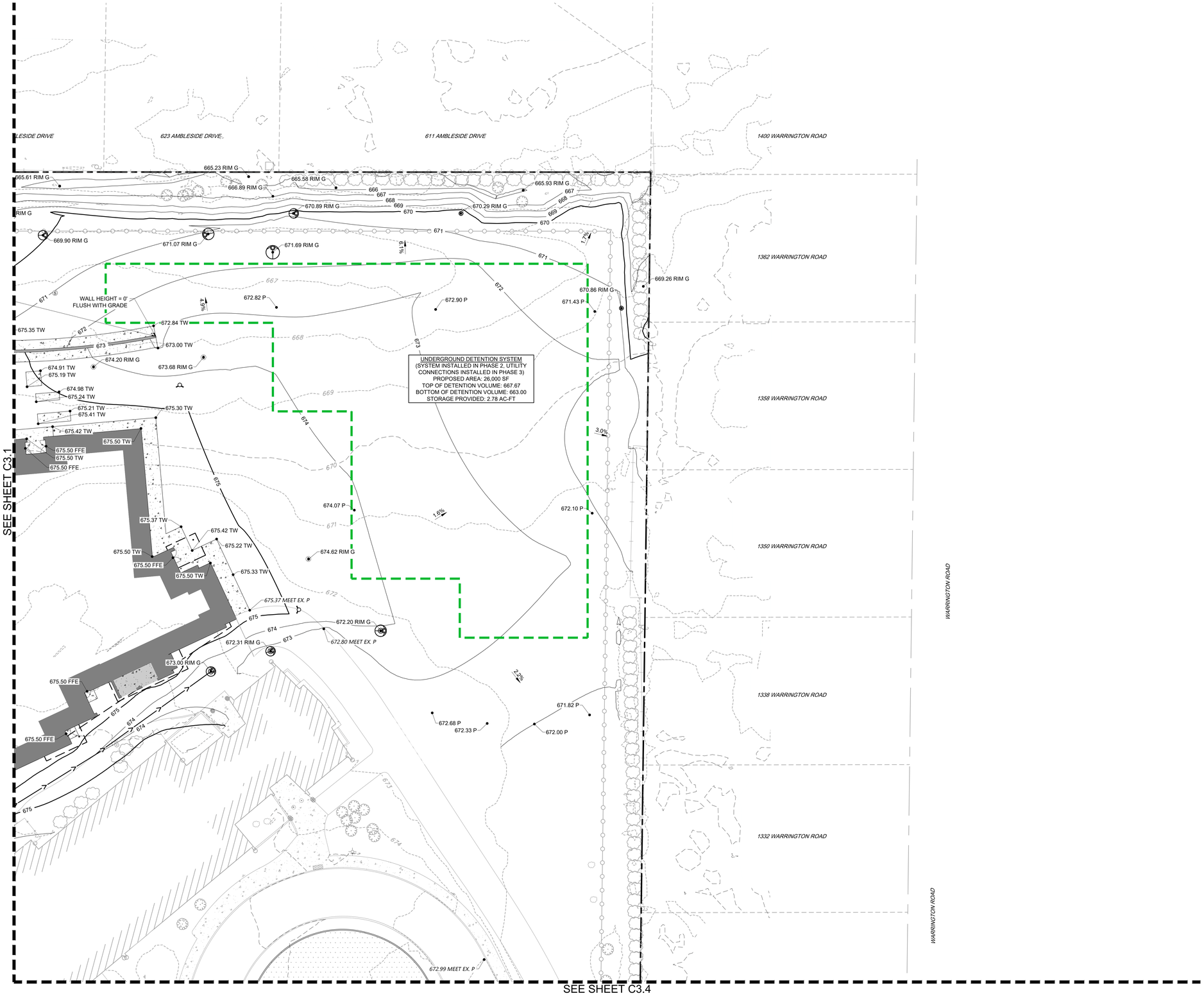
Redefine 109
Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES, JDL
Sheet Title: SITE GRADING PLAN - NW
Sketch Number:
Sheet Number: C3.1

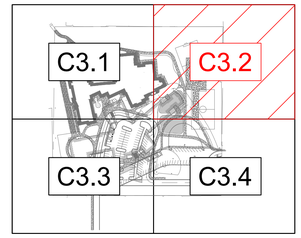
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



GRADING LEGEND

- 1.0% — DRAINAGE ARROW
- OVERLAND FLOOD ROUTE
- 600.00 P — SPOT ELEVATION
- 600 — PROPOSED MAJOR CONTOUR
- 601 — PROPOSED MINOR CONTOUR
- 600 — EXISTING MAJOR CONTOUR
- 601 — EXISTING MINOR CONTOUR

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40 '
1" = 20' (HORIZONTAL)

N

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

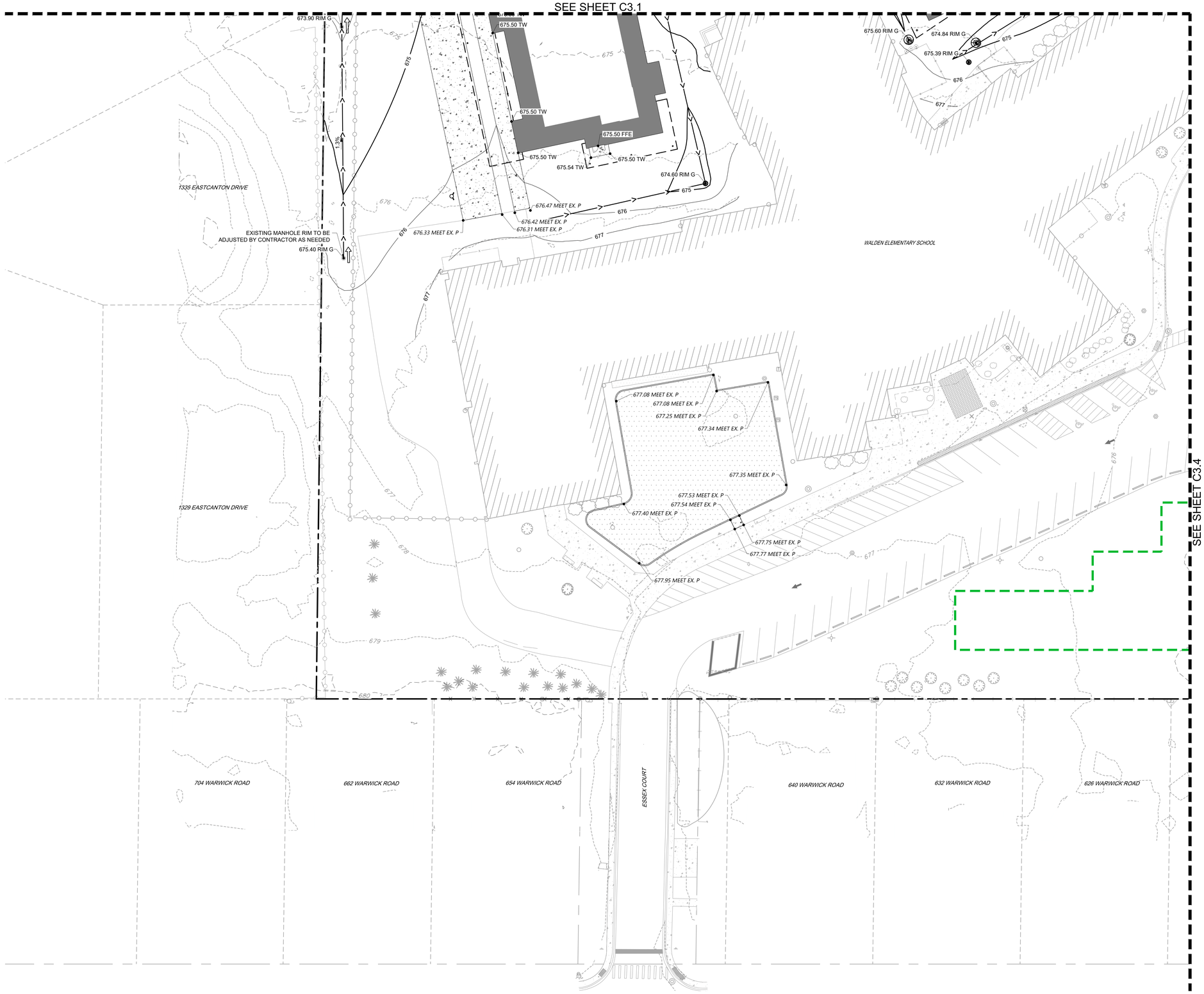
Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES, JDL
Sheet Title: SITE GRADING PLAN - NE
Sketch Number:
Sheet Number: C3.2

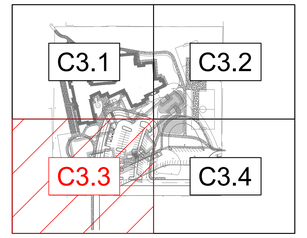
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



GRADING LEGEND

- 1.0% — DRAINAGE ARROW
- OVERLAND FLOOD ROUTE
- 600.00 P — SPOT ELEVATION
- 600 — PROPOSED MAJOR CONTOUR
- 601 — PROPOSED MINOR CONTOUR
- 600 — EXISTING MAJOR CONTOUR
- 601 — EXISTING MINOR CONTOUR

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40 '
1" = 20' (HORIZONTAL)

N

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number:
25105

Issue Date:
JUNE 18TH, 2026

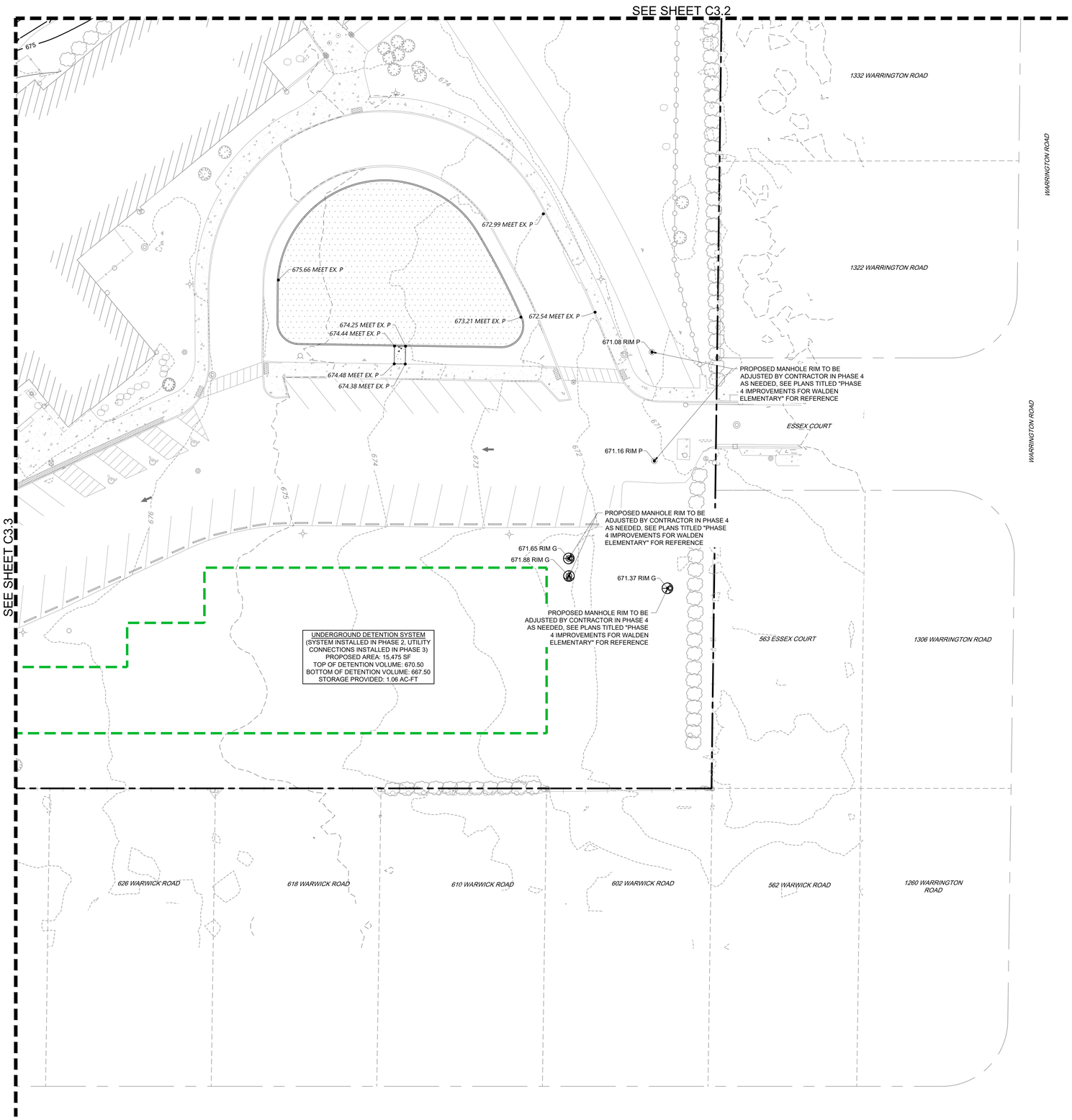
Drawn by:
EAS, LES, JDL

Sheet Title:
SITE GRADING PLAN - SW

Sketch Number:

Sheet Number:
C3.3

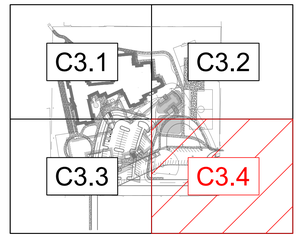
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING , BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates , Inc.



GRADING LEGEND

- 1.0% — DRAINAGE ARROW
- OVERLAND FLOOD ROUTE
- 600.00 P — SPOT ELEVATION
- 600 — PROPOSED MAJOR CONTOUR
- 601 — PROPOSED MINOR CONTOUR
- 600 — EXISTING MAJOR CONTOUR
- 601 — EXISTING MINOR CONTOUR

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40'
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

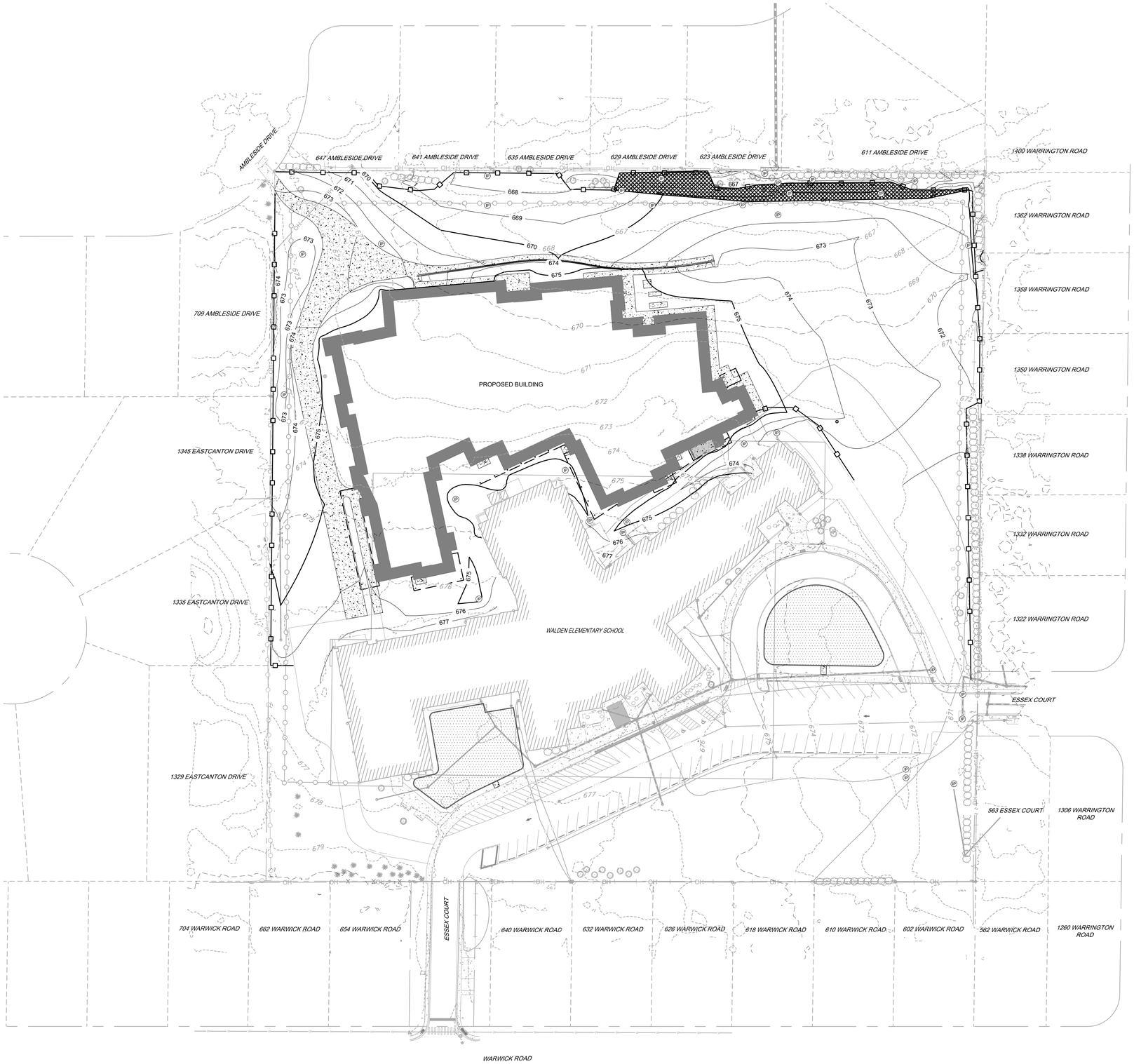
Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES, JDL
Sheet Title: SITE GRADING PLAN - SE
Sketch Number:
Sheet Number: C3.4

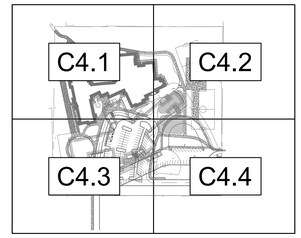
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



SESC LEGEND

- SILT FENCE
- CONSTRUCTION FENCE
- EROSION CONTROL BLANKET
- INLET PROTECTION FILTER BASKET
- CONCRETE WASHOUT

KEYMAP



811 JULIE CALL BEFORE YOU DIG 811

0 40' 80'
1" = 40' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

Drawn by: EAS, LES, JDL

Sheet Title: SOIL EROSION & SEDIMENT CONTROL PLAN - OVERALL

Sketch Number:

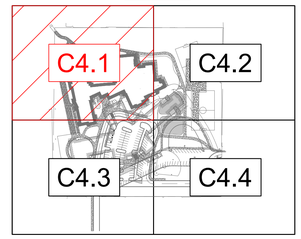
Sheet Number: C4.0

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.

SESC LEGEND

- SILT FENCE
- CONSTRUCTION FENCE
- EROSION CONTROL BLANKET
- (IP) INLET PROTECTION FILTER BASKET
- CONCRETE WASHOUT

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40'
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

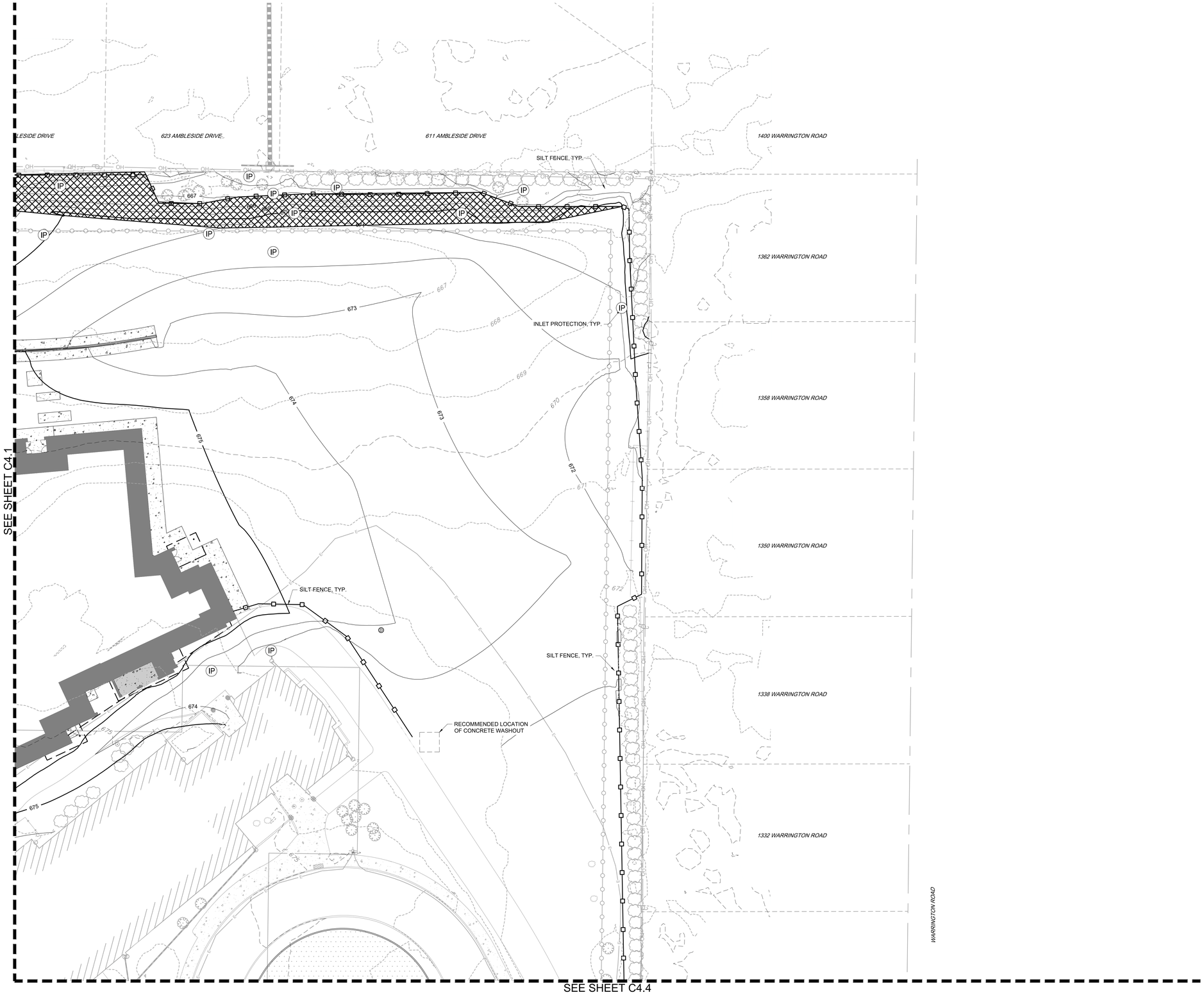
Redefine 109
Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES, JDL
Sheet Title: SOIL EROSION & SEDIMENT CONTROL PLAN - NW
Sketch Number:
Sheet Number: C4.1

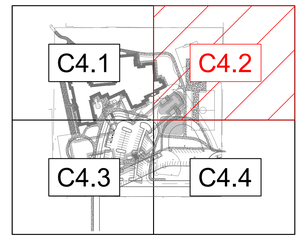
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



SESC LEGEND

- SILT FENCE
- CONSTRUCTION FENCE
- EROSION CONTROL BLANKET
- INLET PROTECTION FILTER BASKET
- CONCRETE WASHOUT

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40'
1" = 20' (HORIZONTAL)

N

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

Drawn by: EAS, LES, JDL

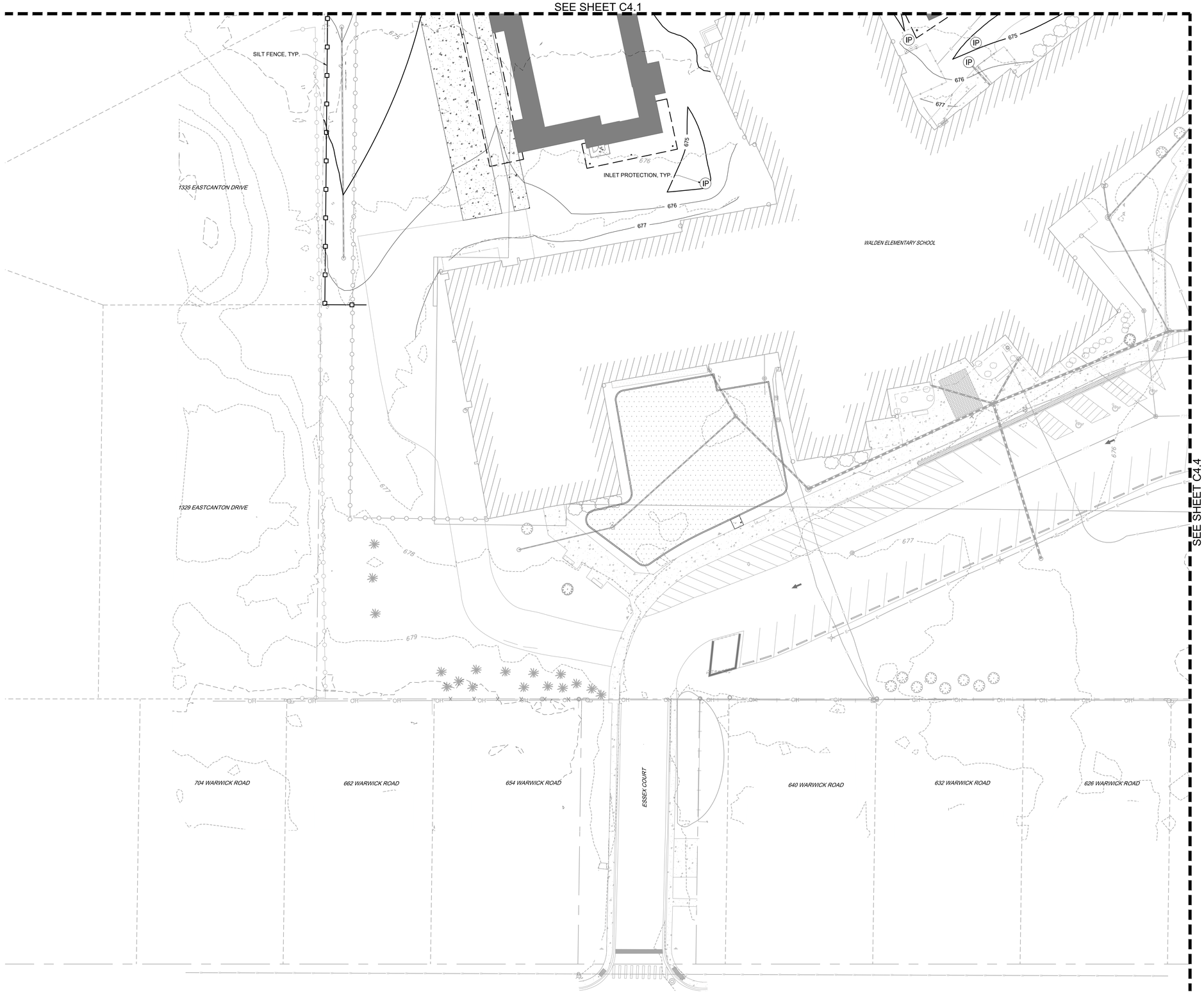
Sheet Title: SOIL EROSION & SEDIMENT CONTROL PLAN - NE

Sketch Number:

Sheet Number:

C4.2

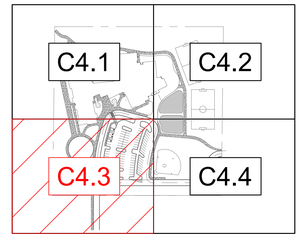
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



SESC LEGEND

- SILT FENCE
- CONSTRUCTION FENCE
- EROSION CONTROL BLANKET
- INLET PROTECTION FILTER BASKET
- CONCRETE WASHOUT

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40 '
1" = 20' (HORIZONTAL)

N

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

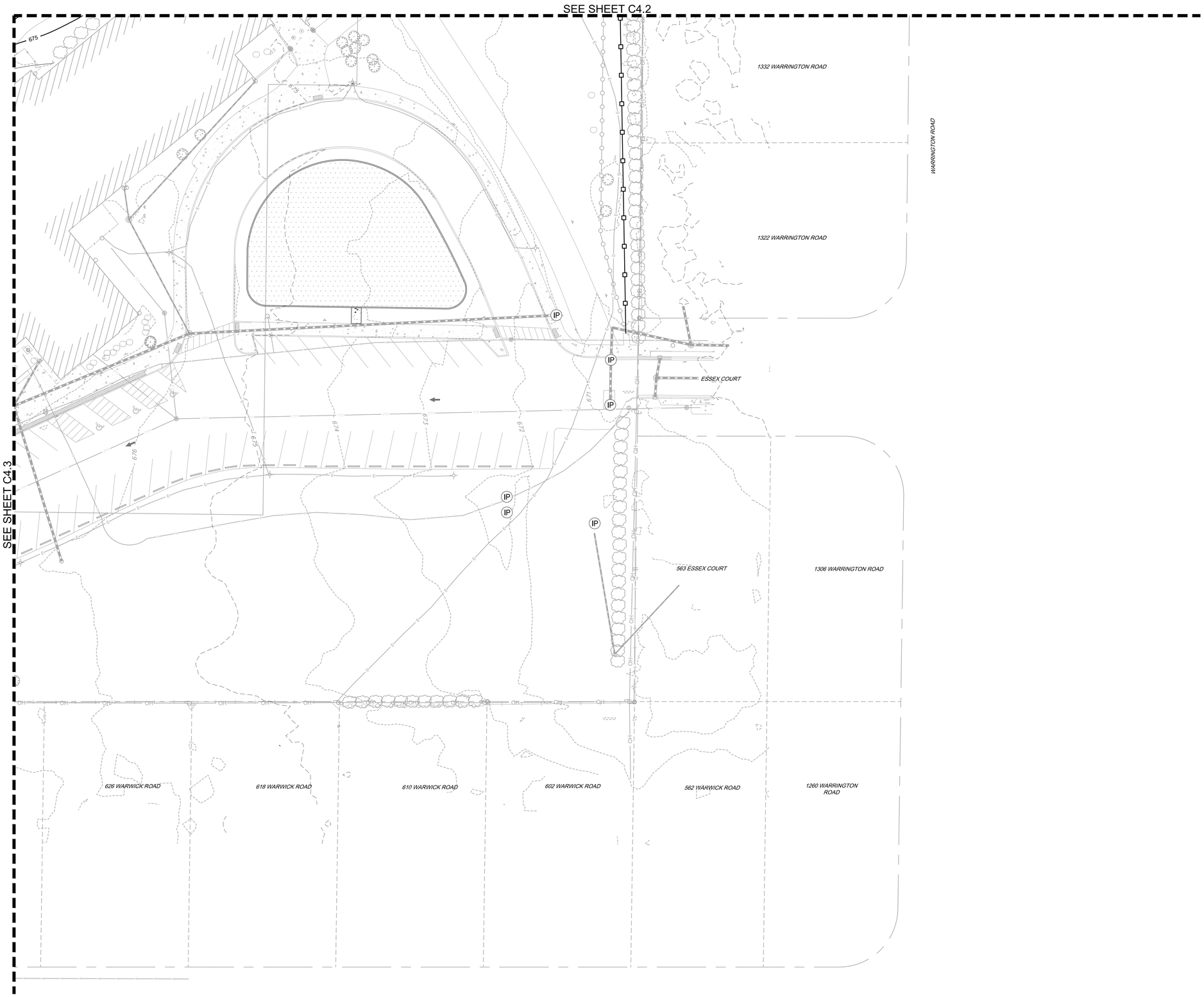
PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES, JDL
Sheet Title: SOIL EROSION & SEDIMENT CONTROL PLAN - SW
Sketch Number:
Sheet Number: C4.3

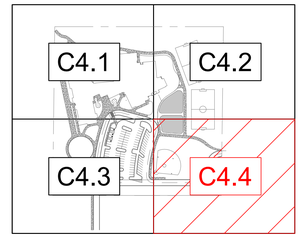
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING , BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates , Inc.



SESC LEGEND

- SILT FENCE
- CONSTRUCTION FENCE
- EROSION CONTROL BLANKET
- INLET PROTECTION FILTER BASKET
- CONCRETE WASHOUT

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40 '
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

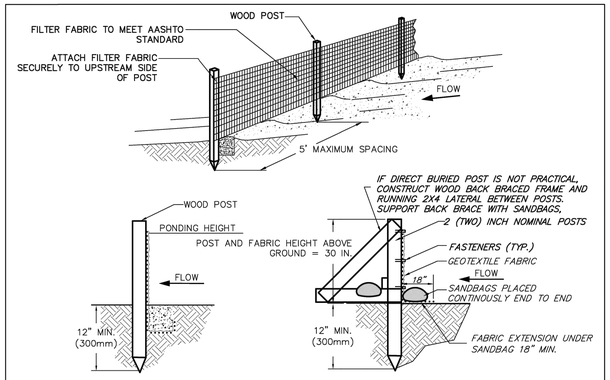
Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES, JDL
Sheet Title: SOIL EROSION & SEDIMENT CONTROL PLAN - SE
Sketch Number:
Sheet Number: C4.4

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



TRENCH DETAIL (TYPE A)

INSTALLATION WITHOUT TRENCHING (TYPE B)

1. SET POSTS AND EXCAVATE OR SLIT–TRENCH A 6–INCH DEEP TRENCH UPSLOPE ALONG THE LINE OF THE POST
2. ATTACH GEOTEXTILE FILTER FABRIC TO EACH POST WITH A MINIMUM OF 3(THREE) FASTENERS PER POST AND EXTEND TO THE BOTTOM OF THE TRENCH. ACCEPTABLE FASTENERS INCLUDE STAPLES, ZIP–TIES, OR WIRE TIES.
3. BACKFILL AND COMPACT THE EXCAVATED SPOIL MATERIALS

Geotextile Requirement	Test Method	MARV
Grab Strength	ASTM D 4632	
–Machine direction		550 N
–X–machine direction		450 N
Permittivity	ASTM D 4491	0.05 sec–1
Apparent opening size*	ASTM D 4751	0.60 mm
Ultraviolet stability (retained strength)	ASTM D 4355	70% after 500 hours

Note:
Value for apparent opening size represents maximum average roll value.

NOTES:
1. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.
2. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY. 9" (225mm) MAXIMUM RECOMMENDED STORAGE HEIGHT.
3. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF–SITE AND CAN BE PERMANENTLY STABILIZED.
4. FABRIC AND INSTALLATION SHALL MEET THE REQUIREMENTS OF AASHTO STANDARD SPECIFICATION M–288–00.

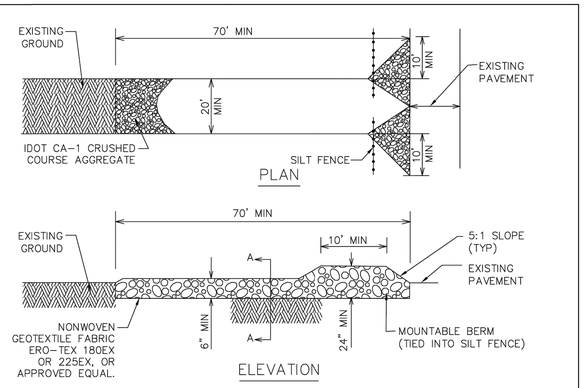
REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

SILT FENCE INSTALLATION DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD SILT FENCE DETAIL
Scale: NOT TO SCALE



NOTES:
1. ALL SURFACE WATER FLOWING OR DIVERTED TOWARD THE CONSTRUCTION ENTRANCE SHALL BE PIPED ACROSS THE ENTRANCE.
2. STABILIZED CONSTRUCTION ENTRANCE SHALL BE INSTALLED, PRIOR TO CONSTRUCTION OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE PROJECT. ANY SEDIMENT SPILLED ONTO PUBLIC RIGHT–OF–WAY(S) SHALL BE REMOVED IMMEDIATELY.
3. CONSTRUCTION ENTRANCE SHALL BE REMOVED AFTER THE DISTURBED AREA IS STABILIZED AND AT THE DIRECTION OF THE VILLAGE.

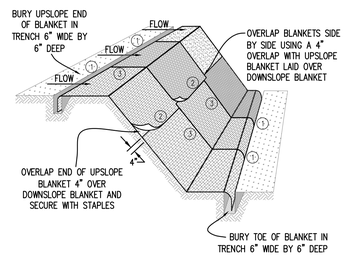
REVISED FEBRUARY 2022

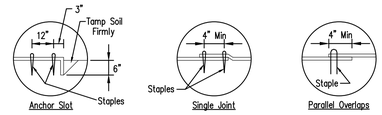
VILLAGE OF DEERFIELD

STABILIZED CONSTRUCTION ENTRANCE DETAIL

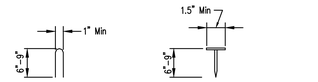
NOT TO SCALE

VILLAGE OF DEERFIELD STABILIZED CONSTRUCTION ENTRANCE DETAIL
Scale: NOT TO SCALE





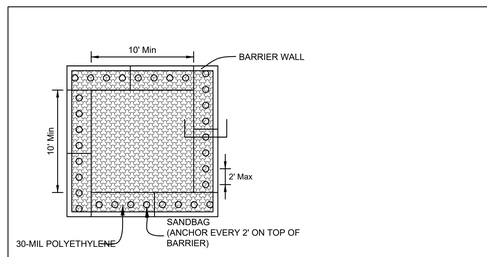
DETAIL 1 DETAIL 2 DETAIL 3



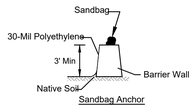
NOTES:
1. Staples shall be placed in a diamond pattern at 2 per s.y. for stiched blankets. Non–stiched shall use 4 staples per s.y. of material. This equates to 200 staples with stiched blanket and 400 stapels with non–stiched blanket per 100 s.y. of material.
2. Staple or push pin lengths shall be selected based on soil type and conditions. (minimum staple length is 6")
3. Erosion control material shall be placed in contact with the soil over a prepared seedbed.
4. All anchor slots shall be stapled at approximately 12" intervals.

Plot 1 = 1 inch	No.	Revisions	Date
		EROSION CONTROL BLANKET INSTALLATION DETAILS	Designed / Drawn / Checked / Approved

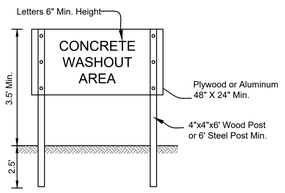
EROSION CONTROL BLANKET DETAIL
Scale: NOT TO SCALE



PLAN VIEW



BARRIER WALL ANCHOR SECTION



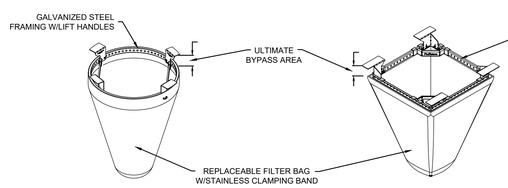
SIGN DETAIL

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.

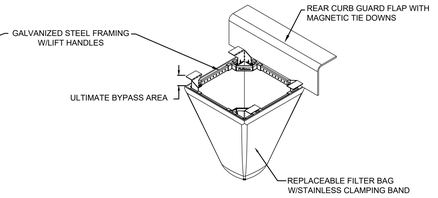
1" = 1" (Plot)	No.	Revisions	Date
		TEMPORARY CONCRETE WASHOUT FACILITY - BARRIER WALL	Designed / Drawn: 5.5"=5'0" / Checked / Approved: 5/08

CONCRETE WASHOUT 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

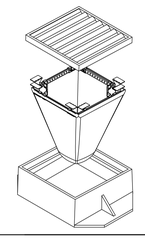
FLEXSTORM CATCH-IT INLET FILTERS FOR CURB BOX OPENINGS (MAGNETIC CURB FLAP)

IL DOT Standard	Neenah Casting	East Jordan Casting	Inlet Type	Grate Size	Bag Cap. (ft³)	Flow Rating IL BAG (CFS)	ADS P/N
1	1713, 1762, 1772, 2504, 2435, 2425,	1020, 1022, 1050, 1058	Round (RD)	22.25 - 23.5	1.9	1.3	6MRDILT1
2	R-3501-D2, -A	7170, 7171	Rolled Curb (RC)	22.25 x 16.25	1.6	0.6	62MSQIL2216
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, 6527	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)	28.75 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, 7536 (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	62MSQIL3501-P
N/A	R-3501-TR	7495	Rolled Curb (RC)	26 x 23.5	3.1	1.4	62LSQIL3501-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
		SHEET 1 OF 1	

INLET PROTECTION DETAIL
Scale: NOT TO SCALE

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

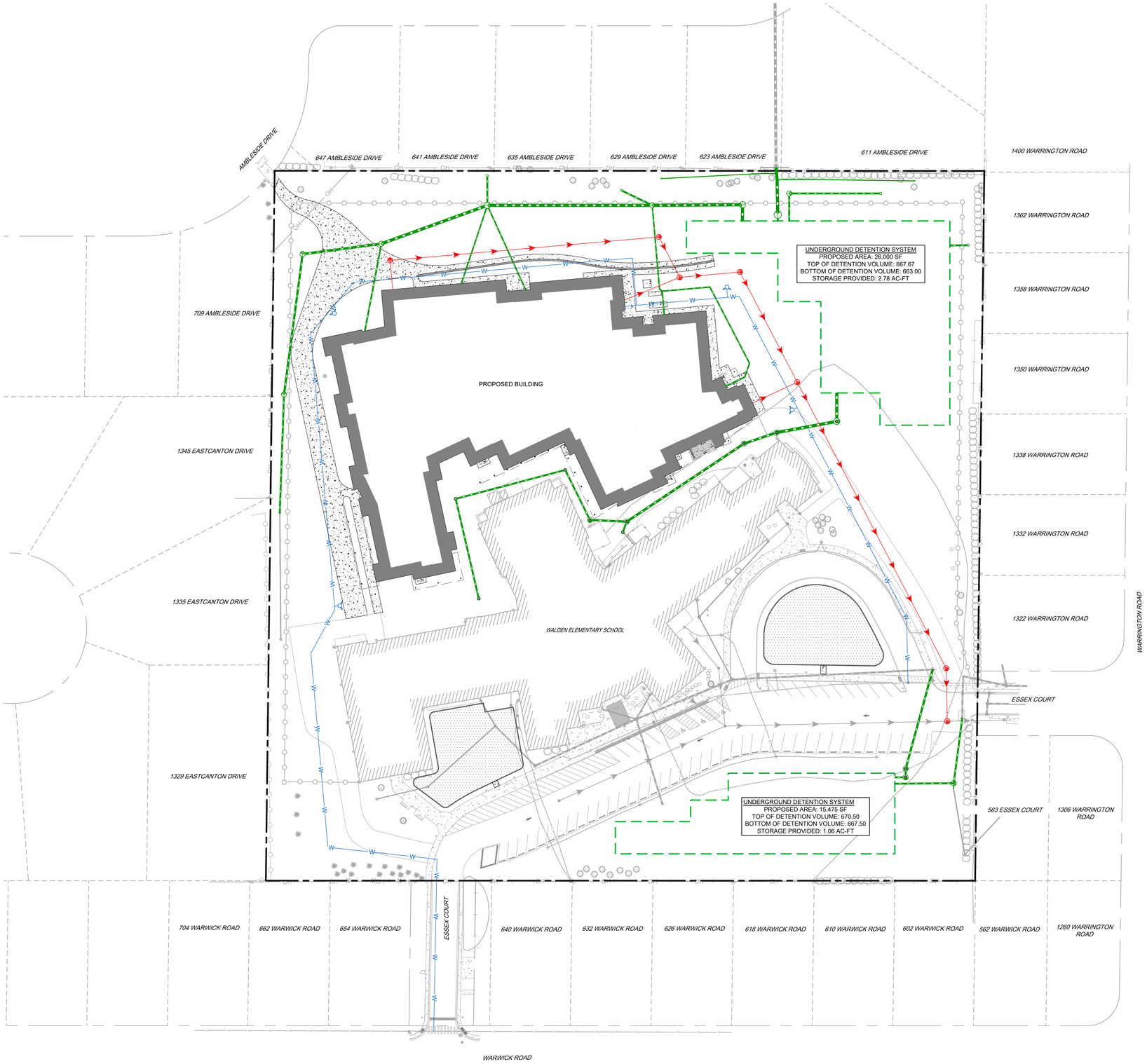
Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES, JDL
Sheet Title: SOIL EROSION & SEDIMENT CONTROL PLAN - DETAILS
Sketch Number:
Sheet Number: C4.5

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING , BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates , Inc.



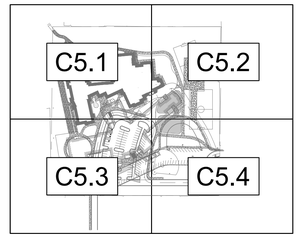
UTILITY LEGEND

- PROPOSED GRAVITY SANITARY SEWER
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED WATER VALVE VAULT
- PROPOSED HYDRANT
- PROPOSED IRRIGATION LINE
- PROPOSED STORM PIPE
- PROPOSED FLAT DRAIN
- PROPOSED STORM STRUCTURE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING STORM PIPE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY MANHOLE

SHEET NOTES:

1. CONTRACTOR SHALL COORDINATE PROPOSED ELECTRIC AND GAS SERVICES FOR THE NEW BUILDING. CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS AND ELEVATIONS, COORDINATE ALL REQUIRED RELOCATIONS WITH THE RESPECTIVE UTILITY PROVIDERS, AND OBTAIN ALL NECESSARY APPROVALS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL REQUIRED HORIZONTAL AND VERTICAL CLEARANCES, EASEMENT REQUIREMENTS, AND UTILITY PROVIDER STANDARDS ARE MET. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY REQUIRED DESIGN MODIFICATIONS RESULTING FROM FINAL ELECTRIC AND GAS UTILITY LOCATION REQUIREMENTS. CONTRACTOR SHALL ALSO KEEP IN MIND THE PHASE 4 PLANS WHEN ROUTING THE ELECTRIC AND GAS LINES.
2. ALL RIMS, INVERTS, AND PIPE SIZES IN THE PRELIMINARY ENGINEERING PHASE ARE APPROXIMATE AND SUBJECT TO CHANGE AS THE DESIGN PROGRESSES AND MODELING IS FINALIZED.
3. ALL PROPOSED STORM SEWERS FOR ROOF DRAIN CONNECTIONS SHALL BE SLOPED AT A MINIMUM SLOPE OF 1.00% AND MEET ALL APPLICABLE VERTICAL AND HORIZONTAL SEPARATION REQUIREMENTS.
4. ALL RIMS, INVERTS, AND PIPE SIZES IN THE PRELIMINARY ENGINEERING PHASE ARE APPROXIMATE AND SUBJECT TO CHANGE AS THE DESIGN PROGRESSES AND MODELING IS FINALIZED.

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 40' 80 '
1" = 40' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

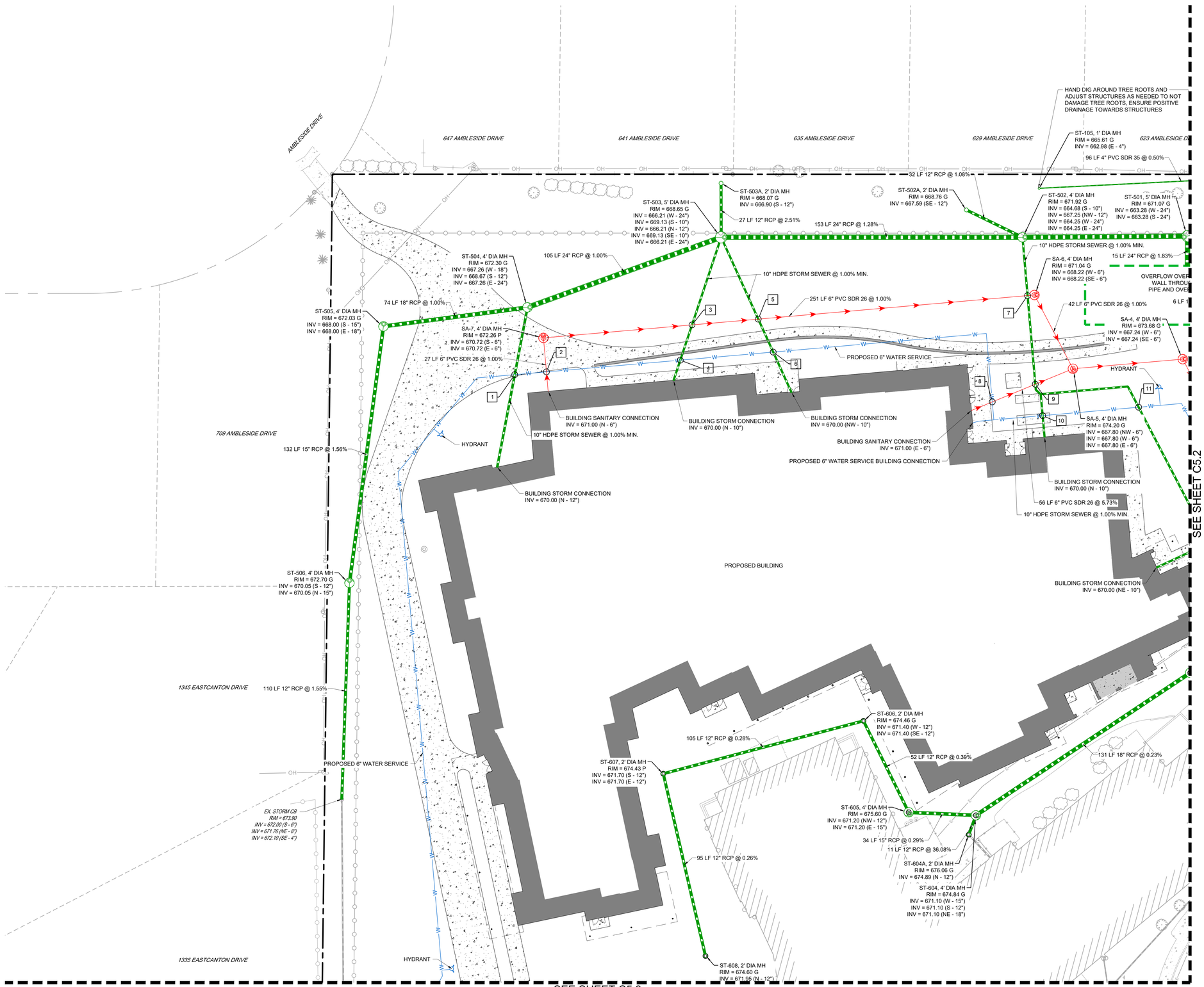
Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES, JDL
Sheet Title: SITE UTILITY PLAN - OVERALL
Sketch Number:
Sheet Number: C5.0

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



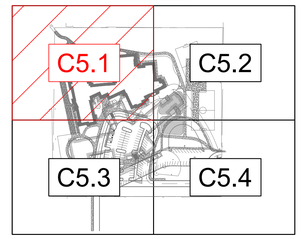
UTILITY LEGEND

- PROPOSED GRAVITY SANITARY SEWER
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED WATER VALVE VAULT
- PROPOSED HYDRANT
- PROPOSED IRRIGATION LINE
- PROPOSED STORM PIPE
- PROPOSED FLAT DRAIN
- PROPOSED STORM STRUCTURE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING STORM PIPE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY MANHOLE

SHEET NOTES:

1. CONTRACTOR SHALL COORDINATE PROPOSED ELECTRIC AND GAS SERVICES FOR THE NEW BUILDING. CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS AND ELEVATIONS. COORDINATE ALL REQUIRED RELOCATIONS WITH THE RESPECTIVE UTILITY PROVIDERS, AND OBTAIN ALL NECESSARY APPROVALS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL REQUIRED HORIZONTAL AND VERTICAL CLEARANCES, EASEMENT REQUIREMENTS, AND UTILITY PROVIDER STANDARDS ARE MET. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY REQUIRED DESIGN MODIFICATIONS RESULTING FROM FINAL ELECTRIC AND GAS UTILITY LOCATION REQUIREMENTS. CONTRACTOR SHALL ALSO KEEP IN MIND THE PHASE 4 PLANS WHEN ROUTING THE ELECTRIC AND GAS LINES.
2. ALL RIMS, INVERTS, AND PIPE SIZES IN THE PRELIMINARY ENGINEERING PHASE ARE APPROXIMATE AND SUBJECT TO CHANGE AS THE DESIGN PROGRESSES AND MODELING IS FINALIZED.
3. ALL PROPOSED STORM SEWERS FOR ROOF DRAIN CONNECTIONS SHALL BE SLOPED AT A MINIMUM SLOPE OF 1.00% AND MEET ALL APPLICABLE VERTICAL AND HORIZONTAL SEPARATION REQUIREMENTS.
4. ALL RIMS, INVERTS, AND PIPE SIZES IN THE PRELIMINARY ENGINEERING PHASE ARE APPROXIMATE AND SUBJECT TO CHANGE AS THE DESIGN PROGRESSES AND MODELING IS FINALIZED.

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40'
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

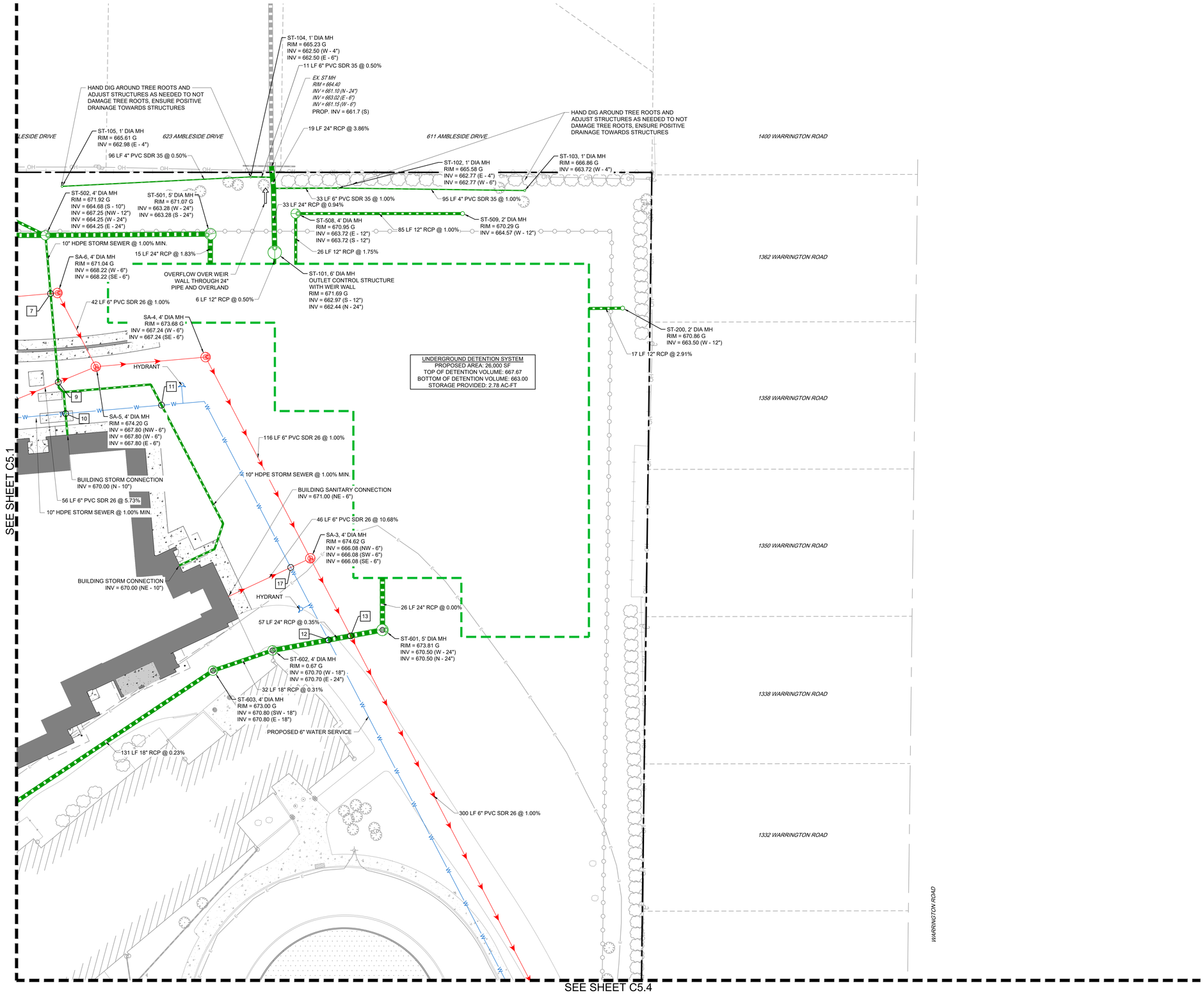
Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES, JDL
Sheet Title: SITE UTILITY PLAN - NW
Sketch Number:
Sheet Number: C5.1

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



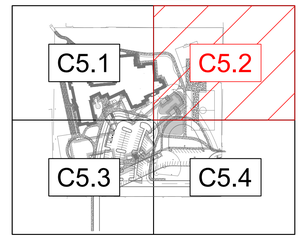
UTILITY LEGEND

- PROPOSED GRAVITY SANITARY SEWER
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED WATER VALVE VAULT
- PROPOSED HYDRANT
- PROPOSED IRRIGATION LINE
- PROPOSED STORM PIPE
- PROPOSED FLAT DRAIN
- PROPOSED STORM STRUCTURE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING STORM PIPE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY MANHOLE

SHEET NOTES:

1. CONTRACTOR SHALL COORDINATE PROPOSED ELECTRIC AND GAS SERVICES FOR THE NEW BUILDING. CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS AND ELEVATIONS. COORDINATE ALL REQUIRED RELOCATIONS WITH THE RESPECTIVE UTILITY PROVIDERS, AND OBTAIN ALL NECESSARY APPROVALS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL REQUIRED HORIZONTAL AND VERTICAL CLEARANCES, EASEMENT REQUIREMENTS, AND UTILITY PROVIDER STANDARDS ARE MET. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY REQUIRED DESIGN MODIFICATIONS RESULTING FROM FINAL ELECTRIC AND GAS UTILITY LOCATION REQUIREMENTS. CONTRACTOR SHALL ALSO KEEP IN MIND THE PHASE 4 PLANS WHEN ROUTING THE ELECTRIC AND GAS LINES.
2. ALL RIMS, INVERTS, AND PIPE SIZES IN THE PRELIMINARY ENGINEERING PHASE ARE APPROXIMATE AND SUBJECT TO CHANGE AS THE DESIGN PROGRESSES AND MODELING IS FINALIZED.
3. ALL PROPOSED STORM SEWERS FOR ROOF DRAIN CONNECTIONS SHALL BE SLOPED AT A MINIMUM SLOPE OF 1.00% AND MEET ALL APPLICABLE VERTICAL AND HORIZONTAL SEPARATION REQUIREMENTS.
4. ALL RIMS, INVERTS, AND PIPE SIZES IN THE PRELIMINARY ENGINEERING PHASE ARE APPROXIMATE AND SUBJECT TO CHANGE AS THE DESIGN PROGRESSES AND MODELING IS FINALIZED.

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40'
1" = 20' (HORIZONTAL)

N

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

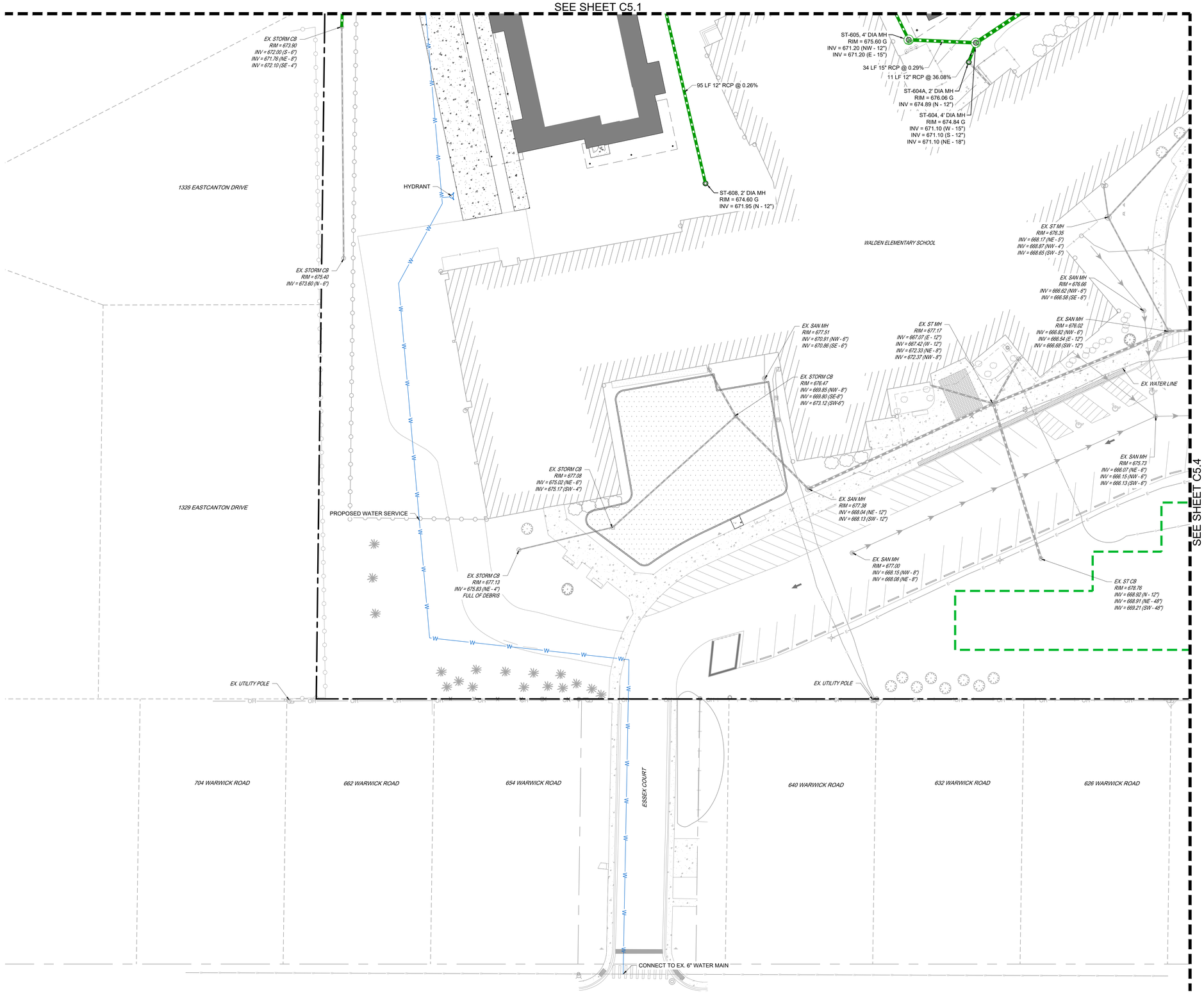
Drawn by: EAS, LES, JDL

Sheet Title: SITE UTILITY PLAN - NE

Sketch Number:

Sheet Number: C5.2

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



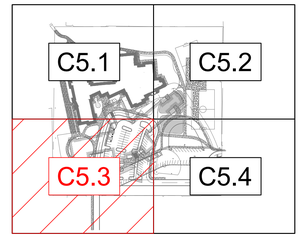
UTILITY LEGEND

- PROPOSED GRAVITY SANITARY SEWER
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED WATER VALVE VAULT
- PROPOSED HYDRANT
- PROPOSED IRRIGATION LINE
- PROPOSED STORM PIPE
- PROPOSED FLAT DRAIN
- PROPOSED STORM STRUCTURE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING STORM PIPE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY MANHOLE

SHEET NOTES:

1. CONTRACTOR SHALL COORDINATE PROPOSED ELECTRIC AND GAS SERVICES FOR THE NEW BUILDING. CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS AND ELEVATIONS. COORDINATE ALL REQUIRED RELOCATIONS WITH THE RESPECTIVE UTILITY PROVIDERS, AND OBTAIN ALL NECESSARY APPROVALS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL REQUIRED HORIZONTAL AND VERTICAL CLEARANCES, EASEMENT REQUIREMENTS, AND UTILITY PROVIDER STANDARDS ARE MET. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY REQUIRED DESIGN MODIFICATIONS RESULTING FROM FINAL ELECTRIC AND GAS UTILITY LOCATION REQUIREMENTS. CONTRACTOR SHALL ALSO KEEP IN MIND THE PHASE 4 PLANS WHEN ROUTING THE ELECTRIC AND GAS LINES.
2. ALL RIMS, INVERTS, AND PIPE SIZES IN THE PRELIMINARY ENGINEERING PHASE ARE APPROXIMATE AND SUBJECT TO CHANGE AS THE DESIGN PROGRESSES AND MODELING IS FINALIZED.
3. ALL PROPOSED STORM SEWERS FOR ROOF DRAIN CONNECTIONS SHALL BE SLOPED AT A MINIMUM SLOPE OF 1.00% AND MEET ALL APPLICABLE VERTICAL AND HORIZONTAL SEPARATION REQUIREMENTS.
4. ALL RIMS, INVERTS, AND PIPE SIZES IN THE PRELIMINARY ENGINEERING PHASE ARE APPROXIMATE AND SUBJECT TO CHANGE AS THE DESIGN PROGRESSES AND MODELING IS FINALIZED.

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40 '
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

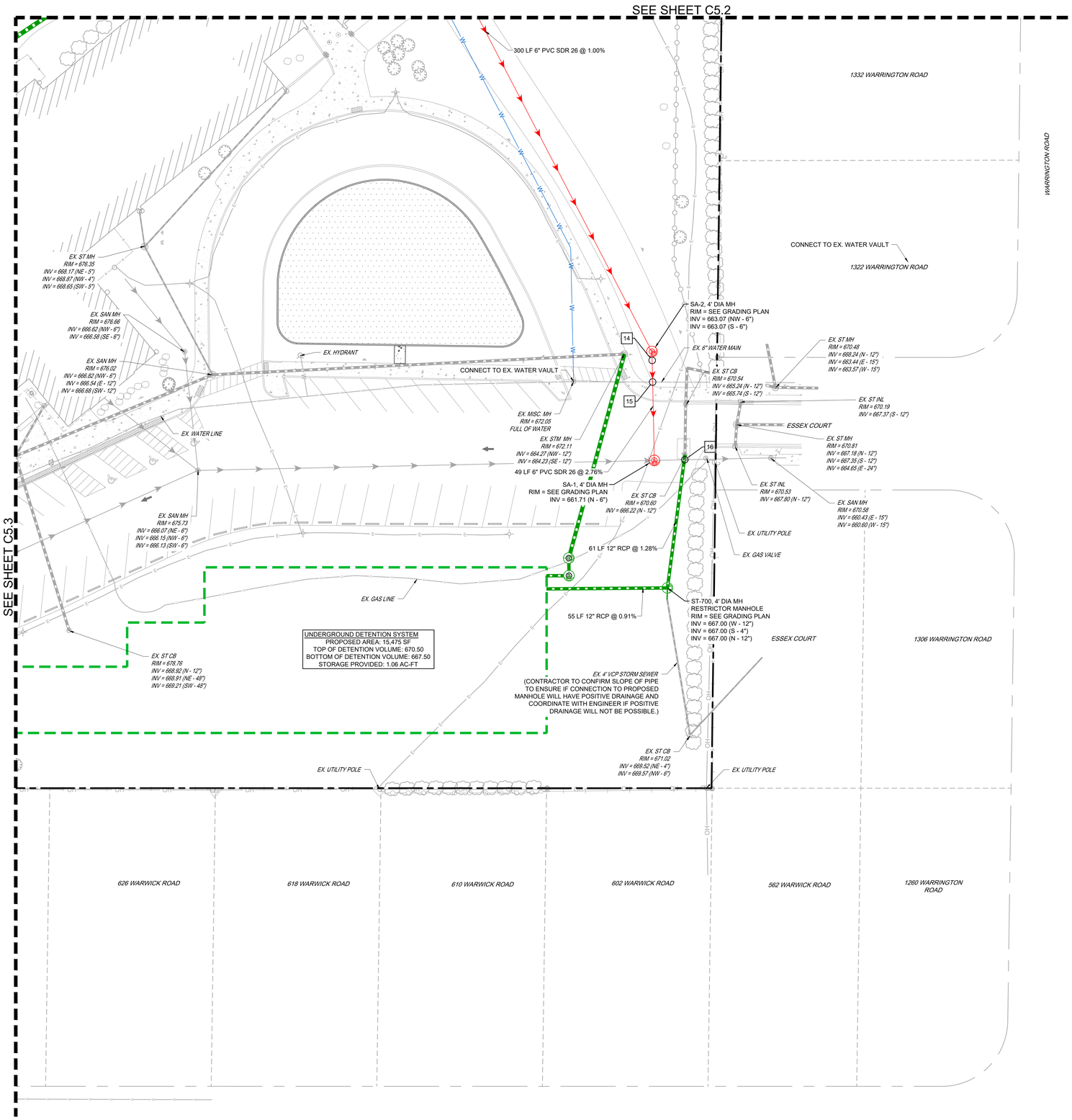
PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES, JDL
Sheet Title: SITE UTILITY PLAN - SW
Sketch Number:
Sheet Number: C5.3

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING , BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates , Inc.



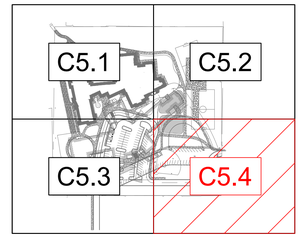
UTILITY LEGEND

- PROPOSED GRAVITY SANITARY SEWER
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED WATER VALVE VAULT
- PROPOSED HYDRANT
- PROPOSED IRRIGATION LINE
- PROPOSED STORM PIPE
- PROPOSED FLAT DRAIN
- PROPOSED STORM STRUCTURE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING STORM PIPE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY MANHOLE

SHEET NOTES:

1. CONTRACTOR SHALL COORDINATE PROPOSED ELECTRIC AND GAS SERVICES FOR THE NEW BUILDING. CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS AND ELEVATIONS. COORDINATE ALL REQUIRED RELOCATIONS WITH THE RESPECTIVE UTILITY PROVIDERS, AND OBTAIN ALL NECESSARY APPROVALS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL REQUIRED HORIZONTAL AND VERTICAL CLEARANCES, EASEMENT REQUIREMENTS, AND UTILITY PROVIDER STANDARDS ARE MET. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY REQUIRED DESIGN MODIFICATIONS RESULTING FROM FINAL ELECTRIC AND GAS UTILITY LOCATION REQUIREMENTS. CONTRACTOR SHALL ALSO KEEP IN MIND THE PHASE 4 PLANS WHEN ROUTING THE ELECTRIC AND GAS LINES.
2. ALL RIMS, INVERTS, AND PIPE SIZES IN THE PRELIMINARY ENGINEERING PHASE ARE APPROXIMATE AND SUBJECT TO CHANGE AS THE DESIGN PROGRESSES AND MODELING IS FINALIZED.
3. ALL PROPOSED STORM SEWERS FOR ROOF DRAIN CONNECTIONS SHALL BE SLOPED AT A MINIMUM SLOPE OF 1.00% AND MEET ALL APPLICABLE VERTICAL AND HORIZONTAL SEPARATION REQUIREMENTS.
4. ALL RIMS, INVERTS, AND PIPE SIZES IN THE PRELIMINARY ENGINEERING PHASE ARE APPROXIMATE AND SUBJECT TO CHANGE AS THE DESIGN PROGRESSES AND MODELING IS FINALIZED.

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40'
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

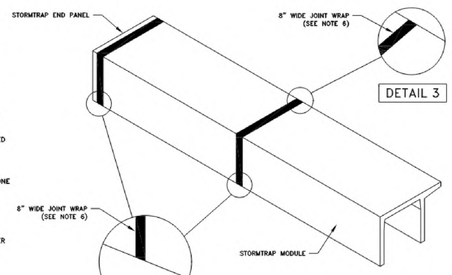
REVISIONS

No.	Date

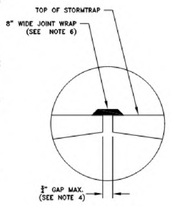
Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES, JDL
Sheet Title: SITE UTILITY PLAN - SE
Sketch Number:
Sheet Number: C5.4

STORMTRAP INSTALLATION SPECIFICATION

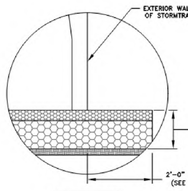
1. STORMTRAP SHALL BE INSTALLED IN ACCORDANCE WITH ASTM C891 (STANDARD PRACTICE FOR INSTALLATION OF UNDERGROUND PRECAST CONCRETE UTILITY STRUCTURES). THE FOLLOWING ADDITIONS AND/OR EXCEPTIONS ARE PROVIDED FOR EMPHASIS. THE MENTION OF THESE ITEMS DOES NOT PRECLUDE THE INSTALLING CONTRACTOR FROM FOLLOWING ASTM C891 IN ITS ENTIRETY AND IMPLEMENTING ALL APPROPRIATE MEASURES. THE INSTALLING CONTRACTOR OWNS AND IS RESPONSIBLE FOR THE STORMTRAP SYSTEM UPON REMOVAL OF THE MODULES FROM THE DELIVERY TRUCK THROUGH 'FINAL CONSTRUCTION'. FINAL CONSTRUCTION IS ACHIEVED WHEN ALL MODULES ARE SET, FULLY BACKFILLED, AND WHEN FINAL FINISHED GRADES ARE REACHED. THE CONTRACTOR IS RESPONSIBLE FOR ANY COUNTERMEASURES NECESSARY TO RESIST UPLIFT/BUOYANCY BEFORE 'FINAL CONSTRUCTION' IS ACHIEVED.
2. IT IS THE RESPONSIBILITY OF THE INSTALLING CONTRACTOR TO ENSURE THAT PROPER/ADEQUATE EQUIPMENT IS USED TO SET/INSTALL THE MODULES.
3. THE AGGREGATE FOUNDATION HAS BEEN DESIGNED BASED ON THE FOLLOWING ASSUMPTIONS. THESE ASSUMPTIONS WILL NEED TO BE VERIFIED BY A GEOTECHNICAL ENGINEER WHICH WILL NEED TO BE EMPLOYED BY THE OWNER.
   - 3.1. A QUALIFIED GEOTECHNICAL ENGINEER WILL BE EMPLOYED, BY OWNER, TO PROVIDE ASSISTANCE IN EVALUATING THE EXISTING SOIL CONDITIONS BELOW THE PROPOSED ENGINEERED STONE FOUNDATION. IF A STONE FOUNDATION DESIGN IS TO BE USED, THE BEARING PRESSURE OF THE SOILS BELOW THE STONE WILL NEED TO MEET OR EXCEED ALLOWABLE CAPACITY. IF THIS IS NOT POSSIBLE, THE STONE FOUNDATION MAY NOT BE AN OPTION FOR THIS LOCATION.
   - 3.2. A QUALIFIED GEOTECHNICAL ENGINEER WILL BE EMPLOYED, BY OWNER, TO EVALUATE A SOURCE OF STONE AGGREGATES THAT WILL BE PLACED ON PROPERLY COMPACTED SOILS (SEE SHEET 1.1 FOR SOIL BEARING CAPACITY REQUIREMENTS). THE AGGREGATE BASE COURSE FOR WHICH THE STORMTRAP SYSTEM WILL BEAR DIRECTLY ON SHALL CONSIST OF A 3" THICK BED OF ¾" DIAMETER ANGULAR STONE, WELL COMPACTED AND SEATED, WITH NO FINES, AND A 9" THICK BED OF 3" ANGULAR AGGREGATE (SEE SHEET 4.0 FOR FURTHER DESCRIPTION/EXPLANATION). PLEASE NOTE THAT THESE ARE ONLY MINIMUM RECOMMENDATIONS AND A QUALIFIED GEOTECHNICAL ENGINEER SHALL BE USED TO DETERMINE THE EXACT REQUIREMENTS FOR THE LOCATIONS THAT THE STORMTRAP SYSTEM IS TO BE LOCATED.
   - 3.3. THE CONTRACTOR SHALL REMOVE ANY AND ALL EXPANDABLE OR COLLAPSIBLE SOILS AT THE DIRECTION OF A QUALIFIED GEOTECHNICAL ENGINEER.
   - 3.4. THE AGGREGATE FOUNDATION SHALL BE INSTALLED SUCH THAT THE AGGREGATE EXTENDS A MINIMUM OF 2'-0" PAST THE OUTSIDE OF THE SYSTEM (SEE DETAIL 1).
   - 3.5. THE ¾" AGGREGATE SHALL BE COMPACTED USING A VIBRATING ROLLER WITH ITS' FULL DYNAMIC FORCE APPLIED TO ACHIEVE A FLAT SURFACE.
   - 3.6. DISK, DRY AND COMPACT THE TOP 8" OF THE SUBGRADE SOILS TO 95% OF THE STANDARD DRY DENSITY AND 110% OPTIMUM MOISTURE CONTENT.
   - 3.7. AGGREGATE SHALL BE GRADED WITHIN +/- 1" OF THE GRADE SHOWN ON THE PLANS.
   - 3.8. MINIMUM SOIL BEARING CAPACITY LISTED ON SHEET 1.1 SHALL BE VERIFIED IN FIELD BY OTHERS.
4. THE STORMTRAP MODULES SHALL BE PLACED SUCH THAT THE MAXIMUM SPACE BETWEEN ADJACENT MODULES DOES NOT EXCEED 1" (SEE DETAIL 2). IF THE SPACE EXCEEDS 1", THE MODULES SHALL BE RESET WITH APPROPRIATE ADJUSTMENT MADE TO LINE AND GRADE TO BRING THE SPACE INTO SPECIFICATION.
5. STORMTRAP MODULES ARE NOT WATERTIGHT.
6. ALL EXTERIOR ROOF AND EXTERIOR VERTICAL WALL JOINTS BETWEEN ADJACENT STORMTRAP MODULES SHALL BE SEALED WITH 8" WIDE PRE-FORMED, COLD-APPLIED, SELF-ADHERING ELASTOMERIC RESIN, BONDED TO A WOVEN , HIGHLY PUNCTURE RESISTANT POLYMER WRAP, CONFORMING TO ASTM C891 AND SHALL BE INTEGRATED WITH PRIMER SEALANT AS APPROVED BY STORMTRAP (SEE DETAILS 2, 3, & 4). THE JOINT WRAP DOES NOT PROVIDE A WATERTIGHT SEAL. THE SOLE PURPOSE OF THE JOINT WRAP IS TO PROVIDE A SILT AND SOIL TIGHT SYSTEM. THE ADHESIVE EXTERIOR JOINT WRAP SHALL BE INSTALLED ACCORDING TO THE FOLLOWING INSTALLATION INSTRUCTIONS:
   - 6.1. USE A BRUSH OR WET CLOTH TO THOROUGHLY CLEAN THE OUTSIDE SURFACE AT THE POINT WHERE THE JOINT WRAP IS TO BE APPLIED.
   - 6.2. A RELEASE PAPER PROTECTS THE ADHESIVE SIDE OF THE JOINT WRAP. PLACE THE ADHESIVE TAPE (ADHESIVE SIDE DOWN) AROUND THE STRUCTURE, REMOVING THE RELEASE PAPER AS YOU GO. PRESS THE JOINT WRAP FIRMLY AGAINST THE STORMTRAP MODULE SURFACE WHEN APPLYING.
7. IF THE CONTRACTOR NEEDS TO CANCEL ANY SHIPMENTS, THEY MUST DO SO 48 HOURS PRIOR TO THEIR SCHEDULED ARRIVAL AT THE JOB SITE. IF CANCELED AFTER THAT TIME, PLEASE CONTACT THE PROJECT MANAGER.
8. IF THE STORMTRAP MODULE(S) IS DAMAGED IN ANY WAY PRIOR, DURING, OR AFTER INSTALL, STORMTRAP, MUST BE CONTACTED IMMEDIATELY TO ASSESS THE DAMAGE AND TO DETERMINE WHETHER OR NOT THE MODULE(S) WILL NEED TO BE REPLACED. IF ANY MODULE ARRIVES AT THE JOBSITE DAMAGED DO NOT UNLOAD IT; CONTACT STORMTRAP, IMMEDIATELY. ANY DAMAGE NOT REPORTED BEFORE THE TRUCK IS UNLOADED WILL BE THE CONTRACTOR'S RESPONSIBILITY.
9. STORMTRAP MODULES CANNOT BE ALTERED IN ANY WAY AFTER MANUFACTURING WITHOUT WRITTEN CONSENT FROM STORMTRAP.



DETAIL 4



DETAIL 2



DETAIL 1

StormTrap
PATENTS LISTED AT: (HTTP://STORMTRAP.COM/PATENT)
1287 WINDHAM PARKWAY
ROMEOVILLE, IL 60446
P:815-941-4549 / F:331-318-5347

ENGINEER INFORMATION:
Cage Civil Engineering
2200 Cabot Dr
#325
Lisle, IL 60532
630.598.0007

PROJECT INFORMATION:
Hickory Point
Elementary School
Northbrook, IL

CURRENT ISSUE DATE:
05/05/2026

ISSUED FOR:
APPROVAL

REV.	DATE:	ISSUED FOR:	DWN BY:
6	05/05/2026	APPROVAL	MAS
5	04/27/2026	APPROVAL	MAS
4	04/01/2026	PRELIMINARY	KS
3	03/06/2026	PRELIMINARY	KS
2	02/10/2026	PRELIMINARY	KS
1	01/16/2026	PRELIMINARY	KS

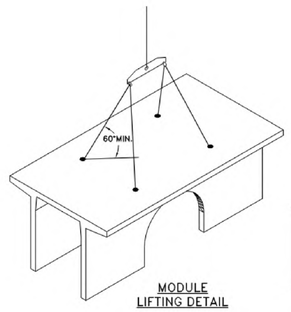
SCALE: NTS

SHEET TITLE: SINGLETRAP INSTALLATION SPECIFICATION

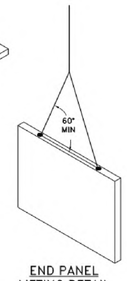
SHEET NUMBER: 3.0

STORMTRAP MODULE LIFTING SPECIFICATION

1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL (4) CHAINS/CABLES ARE SECURED PROPERLY TO THE LIFTING ANCHORS AND IN EQUAL TENSION WHEN LIFTING THE STORMTRAP MODULE.
2. MINIMUM 7'-0" CHAIN/CABLE LENGTH TO BE USED TO LIFT STORMTRAP MODULES (SUPPLIED BY CONTRACTOR).
3. CONTRACTOR TO ENSURE MINIMUM LIFTING ANGLE IS 60° FROM TOP SURFACE OF STORMTRAP MODULE. SEE DETAIL.
4. IT IS UNDERSTOOD AND AGREED THAT AT ALL TIMES DURING WHICH HOISTING AND RIGGING EQUIPMENT IS BEING SUPPLIED TO THE PURCHASER, OPERATOR OF SUCH EQUIPMENT SHALL BE IN CHARGE OF HIS ENTIRE EQUIPMENT AND SHALL AT ALL TIMES BE THE JUDGE OF THE SAFETY AND PROPERTY OF ANY SUGGESTION TO HIM FROM THE SELLER, ITS AGENTS OR EMPLOYEES. PURCHASER AGREES TO SAVE, INDEMNIFY AND HOLD HARMLESS SELLER FROM ALL LOSS, CLAIMS, DEMANDS OR CAUSES OF ACTION, WHICH MAY ARISE FROM THE EXISTENCE OR OPERATION OF SAID EQUIPMENT.



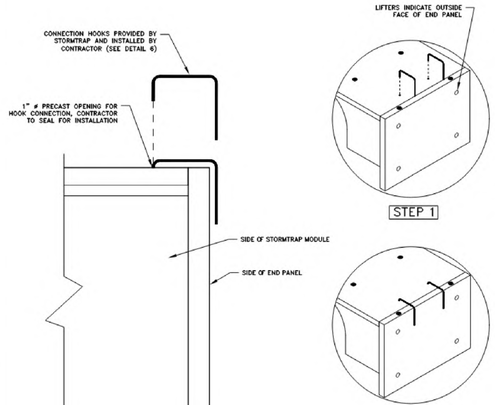
MODULE LIFTING DETAIL



END PANEL LIFTING DETAIL

END PANEL ERECTION/INSTALLATION SPECIFICATION

1. END PANELS WILL BE SUPPLIED TO CLOSE OFF OPEN ENDS OF ROWS.
2. PANELS SHALL BE INSTALLED IN A TILT UP FASHION DIRECTLY ADJACENT TO OPEN END OF MODULE (REFER TO SHEET 2.0 FOR END PANEL LOCATIONS). SIDE WITH LIFTERS INDICATES OUTSIDE FACE.
3. CONNECTION HOOKS WILL BE SUPPLIED WITH END PANELS TO SECURELY CONNECT PANEL TO ADJACENT STORMTRAP MODULE (SEE PANEL CONNECTION ELEVATION VIEW).
4. ONCE CONNECTION HOOK IS ATTACHED, LIFTING CLUTCHES MAY BE REMOVED.
5. JOINT WRAP SHALL BE PLACED AROUND PERIMETER JOINT PANEL (SEE SHEET 3.0).



PANEL CONNECTION ELEVATION VIEW

StormTrap
PATENTS LISTED AT: (HTTP://STORMTRAP.COM/PATENT)
1287 WINDHAM PARKWAY
ROMEOVILLE, IL 60446
P:815-941-4549 / F:331-318-5347

ENGINEER INFORMATION:
Cage Civil Engineering
2200 Cabot Dr
#325
Lisle, IL 60532
630.598.0007

PROJECT INFORMATION:
Hickory Point
Elementary School
Northbrook, IL

CURRENT ISSUE DATE:
05/05/2026

ISSUED FOR:
APPROVAL

REV.	DATE:	ISSUED FOR:	DWN BY:
6	05/05/2026	APPROVAL	MAS
5	04/27/2026	APPROVAL	MAS
4	04/01/2026	PRELIMINARY	KS
3	03/06/2026	PRELIMINARY	KS
2	02/10/2026	PRELIMINARY	KS
1	01/16/2026	PRELIMINARY	KS

SCALE: NTS

SHEET TITLE: SINGLETRAP INSTALLATION SPECIFICATION

SHEET NUMBER: 3.1

ZONE CHART		
ZONES	ZONE DESCRIPTIONS	REMARKS
ZONE 1A	FOUNDATION AGGREGATE	#5 (3") STONE ANGULAR AGGREGATE (SEE NOTE 4 FOR DESCRIPTION)
ZONE 1B	FOUNDATION AGGREGATE (INFILTRATION NOT ALLOWED)	3" RECYCLED CRUSHED CONCRETE (SEE NOTES 5 & 6 FOR DESCRIPTION)
	FOUNDATION AGGREGATE (INFILTRATION ALLOWED)	3" STONE AGGREGATE (SEE NOTE 5)
ZONE 2	BACKFILL	UNIFIED SOILS CLASSIFICATION (GW, GP, SW, SP) OR SEE BELOW FOR APPROVED BACKFILL OPTIONS
ZONE 3	FINAL COVER OVERTOP	MATERIALS NOT TO EXCEED 120 PCF

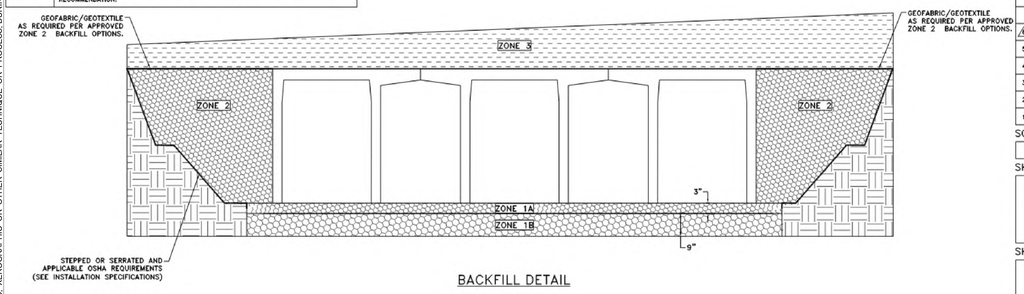
APPROVED ZONE 2 BACKFILL OPTIONS	
OPTION	REMARKS
¾" STONE AGGREGATE	THE STONE AGGREGATE SHALL CONSIST OF CLEAN AND FREE DRAINING ANGULAR MATERIAL. THE SIZE OF THIS MATERIAL SHALL HAVE 100% PASSING THE 1" SIEVE WITH 0% TO 5% PASSING THE #8 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING GEOFABRIC AROUND THE PERIMETER OF THE BACKFILL (ASTM SIZE #57) AS DETERMINED BY THE GEOTECHNICAL ENGINEER.
SAND	IMPORTED PURE SAND IS PERMITTED TO BE USED AS BACKFILL IF IT IS CLEAN AND FREE DRAINING. THE SAND USED FOR BACKFILLING SHALL HAVE LESS THAN 40% PASSING #40 SIEVE AND LESS THAN 5% PASSING #200 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING GEOFABRIC AROUND THE PERIMETER OF THE SAND BACKFILL
CRUSHED CONCRETE AGGREGATE	CLEAN, FREE DRAINING CRUSHED CONCRETE AGGREGATE MATERIAL CAN BE USED AS BACKFILL FOR STORMTRAP'S MODULES. THE SIZE OF THIS MATERIAL SHALL HAVE 100% PASSING THE 1" SIEVE WITH 0% TO 5% PASSING THE #8 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING GEOFABRIC AROUND THE PERIMETER OF THE BACKFILL.
ROAD PACK	STONE AGGREGATE 100% PASSING THE 1-1/2" SIEVE WITH LESS THAN 12% PASSING THE #200 SIEVE (ASTM SIZE #467). GEOFABRIC AS PER GEOTECHNICAL ENGINEER RECOMMENDATION.

FILL DEPTH	TRACK WIDTH	MAX VEHICLE WEIGHT (KIPS)	MAX GROUND PRESSURE
12"	12"	51.8	1690 psf
	18"	56.1	1219 psf
	24"	68.1	1111 psf
	30"	76.7	1000 psf
	36"	85.0	924 psf

NOTE:
TRACK LENGTH NOT TO EXCEED 15'-4".
ONLY TWO TRACKS PER VEHICLE.

STORMTRAP ZONE INSTALLATION SPECIFICATION/PROCEDURE

1. THE FILL PLACED AROUND THE STORMTRAP MODULES MUST BE DEPOSITED ON BOTH SIDES AT THE SAME TIME AND TO APPROXIMATELY THE SAME ELEVATION. AT NO TIME SHALL THE FILL BEHIND ONE SIDE WALL BE MORE THAN 2'-0" HIGHER THAN THE FILL ON THE OPPOSITE SIDE. BACKFILL SHALL EITHER BE COMPACTED AND/OR VIBRATED TO ENSURE THAT BACKFILL AGGREGATE/STONE MATERIAL IS WELL SEATED AND PROPERLY INTER LOCKED. CARE SHALL BE TAKEN TO PREVENT ANY WEDGING ACTION AGAINST THE STRUCTURE, AND ALL SLOPES WITHIN THE AREA TO BE BACKFILLED MUST BE STEPPED OR SERRATED TO PREVENT WEDGING ACTION. CARE SHALL ALSO BE TAKEN AS NOT TO DISRUPT THE JOINT WRAP FROM THE JOINT DURING THE BACKFILL PROCESS. BACKFILL MUST BE FREE-DRAINING MATERIAL. SEE ZONE 2 BACKFILL CHART ON THIS PAGE FOR APPROVED BACKFILL OPTIONS. IF NATIVE EARTH IS SUSCEPTIBLE TO MIGRATION, CONFIRM WITH GEOTECHNICAL ENGINEER AND PROVIDE PROTECTION AS REQUIRED (PROVIDED BY OTHERS). ALL MODULES MUST BE SET AND ALL SIDES MUST BE FULLY BACKFILLED BEFORE TRAVEL OVERTOP THE SYSTEM IS PERMITTED. SEE NOTE 2 FOR EXCEPTIONS AND LIMITATIONS.
2. THE FILL PLACED OVERTOP THE SYSTEM SHALL BE PLACED IN MINIMUM 6" LIFTS. AT NO TIME SHALL MACHINERY OR VEHICLES GREATER THAN THE DESIGN LIVE LOAD LISTED ON SHEET 1.1 TRAVEL OVERTOP THE SYSTEM. IF TRAVEL OVER THE SYSTEM OCCURS BEFORE THE MINIMUM DESIGN COVER IS ACHIEVED, IT MAY BE NECESSARY TO REDUCE THE ULTIMATE LOAD/BURDEN OF THE OPERATING MACHINERY SO AS TO NOT EXCEED THE DESIGN CAPACITY OF THE SYSTEM. VEHICLES AND MACHINERY USED TO PLACE FILL MATERIAL ON TOP OF THE SYSTEM SHALL TRAVEL PARALLEL TO THE LONGITUDINAL AXIS OF THE STORMTRAP MODULES WHENEVER POSSIBLE.
3. THE VIBRATORY FUNCTION OF ANY ROLLER, COMPACTOR, VEHICLE, ETC. SHALL NOT BE USED OVERTOP THE SYSTEM WITHOUT PRIOR APPROVAL FROM STORMTRAP. IN SOME CASES, HAND COMPACTION MAY BE NECESSARY TO ENSURE THAT THE ALLOWABLE DESIGN LOADING IS NOT EXCEEDED.
4. FREE DRAINING ANGULAR AGGREGATE – 80% AGGREGATE RETAINED ON ¾" SIEVE MAJORITY OF AGGREGATE SIZE BETWEEN ¾" AND 1" ONLY 5% OF MATERIAL PASSING #4 SIEVE.
5. FREE DRAINING, NO FINES, 3" ANGULAR AGGREGATE – MAJORITY OF STONE SIZE IN BETWEEN ½" AND 3" – VERY SIMILAR TO AASHTO (#1, #2, #3, & #24) STONE AGGREGATE GRADATION.
6. CRUSHED CONCRETE AGGREGATE IS KNOWN TO REACT WITH WATER AND CAN INCREASE THE PH VALUE OF THE GROUND WATER. PRIOR TO USING CRUSHED CONCRETE AGGREGATE IN ZONE 1B IT IS IMPERATIVE THAT THE USE OF SUCH MATERIAL SHALL BE VERIFIED BY THE EOR AND/OR THE PROJECT GEOTECHNICAL ENGINEER.



BACKFILL DETAIL

StormTrap
PATENTS LISTED AT: (HTTP://STORMTRAP.COM/PATENT)
1287 WINDHAM PARKWAY
ROMEOVILLE, IL 60446
P:815-941-4549 / F:331-318-5347

ENGINEER INFORMATION:
Cage Civil Engineering
2200 Cabot Dr
#325
Lisle, IL 60532
630.598.0007

PROJECT INFORMATION:
Hickory Point
Elementary School
Northbrook, IL

CURRENT ISSUE DATE:
05/05/2026

ISSUED FOR:
APPROVAL

REV.	DATE:	ISSUED FOR:	DWN BY:
6	05/05/2026	APPROVAL	MAS
5	04/27/2026	APPROVAL	MAS
4	04/01/2026	PRELIMINARY	KS
3	03/06/2026	PRELIMINARY	KS
2	02/10/2026	PRELIMINARY	KS
1	01/16/2026	PRELIMINARY	KS

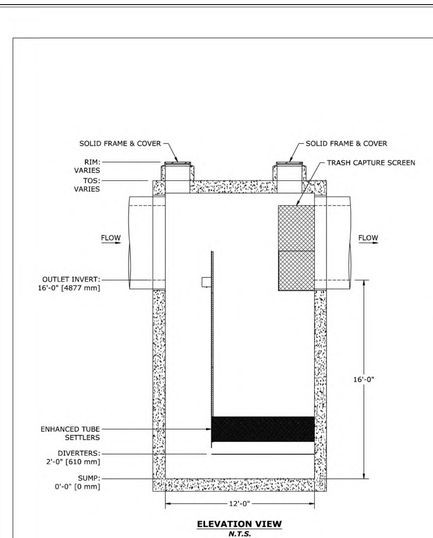
SCALE: NTS

SHEET TITLE: SINGLETRAP BACKFILL SPECIFICATION

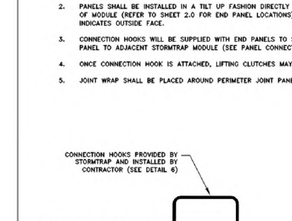
SHEET NUMBER: 4.0

UNDERGROUND DETENTION SYSTEM DETAILS

Scale: NOT TO SCALE



ELEVATION VIEW
N.T.S.



PLAN VIEW
N.T.S.

SITE SPECIFIC DATA			
STRUCTURE ID			SSET-12
WATER QUALITY FLOW RATE (CFS)			NOTE 9
PEAK FLOW RATE (CFS)			-
SEDIMENT STORAGE CAPACITY (CF)			131.9
TRASH STORAGE CAPACITY (CF)			1,819
RIM ELEVATION			-
PIPE DATA	I.E.	MATERIAL	DIAMETER
INLET PIPE	-	-	72" OR LESS
OUTLET PIPE	-	-	

DESIGN NOTES:
1. DESIGN LOADING
   a. LOAD RATING: AASHTO HS-20
   b. ALLOWABLE COVER: 0.50' [152 mm] TO 5.00' [1524 mm]. CONTACT STORMTRAP FOR ADDITIONAL COVER OPTIONS.
   c. WATER TABLE AT OR BELOW OUTLET PIPE INVERT ELEVATION.
   d. NO LATERAL SURCHARGE FROM ADJACENT STRUCTURES SUCH AS VEGETATION, BUILDINGS, WALLS, OR FOUNDATIONS.
2. ENGINEER OF RECORD TO CONFIRM THE DESIGN LOADINGS MEET PROJECT REQUIREMENTS. CONTACT STORMTRAP FOR ALTERNATIVE DESIGN LOAD OPTIONS.

GENERAL NOTES:
1. FOR SITE SPECIFIC DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS, WEIGHTS, AND ACCESSORIES, PLEASE CONTACT YOUR STORMTRAP REPRESENTATIVE.
2. CONCRETE COMPONENTS SHALL BE MANUFACTURED IN ACCORDANCE WITH ASTM C478.
3. CONTRACTOR TO INSTALL THE STRUCTURE IN ACCORDANCE WITH ASTM C1821.
4. CONTRACTOR TO PROVIDE ALL LABOR AND EQUIPMENT REQUIRED TO OFFLOAD AND INSTALL UNIT.
5. CONTRACTOR TO PROVIDE AND INSTALL ALL PIPES, FRAMES, COVERS, HATCHES, AND RISERS UNLESS SPECIFIED OTHERWISE.
6. CONTRACTOR TO ADD JOINT SEALANT (PROVIDED BY STORMTRAP) BETWEEN ALL STRUCTURE SECTIONS.
7. STORMSETTLER DOES NOT REQUIRE A DROP BETWEEN THE INLET AND OUTLET PIPE INVERT ELEVATIONS. A DROP BETWEEN 0.00' AND 0.33' (0" AND 4") IS PREFERRED. ALTERNATE DROPS MAY BE ALLOWABLE PENDING STORMTRAP REVIEW.
8. THE STANDARD STORMSETTLER CONFIGURATION IS SHOWN. CATCH BASIN, MULTI-PIPE, & HORSESHOE CONFIGURATIONS MAY BE AVAILABLE DEPENDING ON LOCAL REGULATIONS.
9. MAXIMUM WATER QUALITY FLOW RATE:
   a. 12.7 CFS PER NJDEP CERTIFICATION (50%)
   b. 8.34 CFS PER OK-110 NJCAT VERIFICATION (80%)

DRAWINGS ARE FOR REFERENCE ONLY AND SHALL NOT BE USED FOR CONSTRUCTION PURPOSES.

StormSettler™ — STORMSETTLER 12 STANDARD DETAIL

DRAWN BY:	DATE:	SCALE:		
JPH	1/30/25	N.T.S.	V1	SHEET 1 OF 1

StormTrap
PATENTS LISTED AT: (HTTP://STORMTRAP.COM/PATENT)
1287 WINDHAM PARKWAY
ROMEOVILLE, IL 60446
P:815-941-4549
F:331-318-5347

HYDRODYNAMIC SEPARATOR DETAIL

Scale: NOT TO SCALE

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road. suite 40
lombard. illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

Drawn by: EAS, LES, JDL

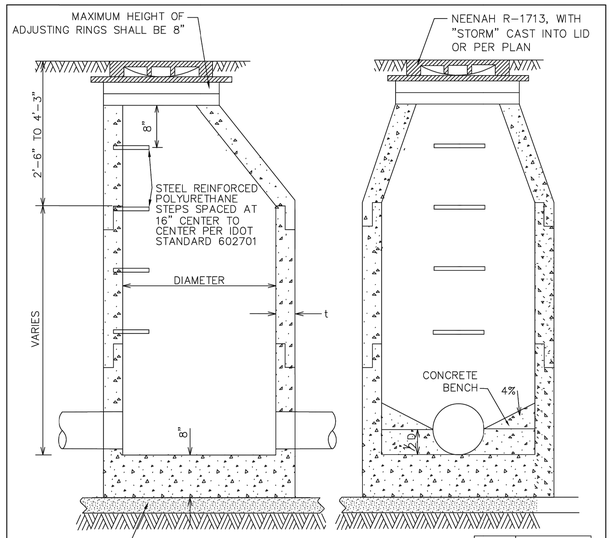
Sheet Title: CONSTRUCTION DETAILS

Sketch Number:

Sheet Number: C6.0

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD, OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



DIAMETER	MIN. THICKNESS (t)
48"	5"
60"	6"

NOTES:
1. PRECAST REINFORCED CONCRETE SECTIONAL PER ASTM C-478 AND PREFORMED BITUMINOUS JOINTS WITH INTEGRAL PRECAST BOTTOM.
2. PIPE OPENINGS SHALL BE PRECAST INTO WALLS.
3. ALL PIPE PENETRATIONS SHALL BE BRICK AND MORTARED, INSIDE AND OUT.
4. HIGH DENSITY POLYETHYLENE (HDPE) PLASTIC ADJUSTING RINGS AND STEEL RING WEDGES OR SHIMS SHALL BE USED FOR FINAL FRAME ADJUSTMENTS.
5. FLAT TOPS SHALL BE ACCORDING TO IDOT STANDARD 602601.

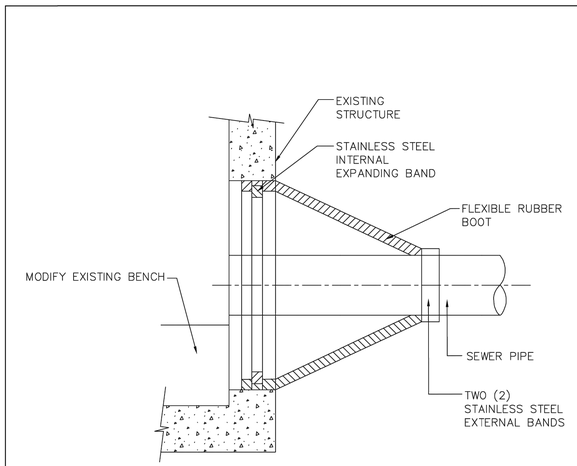
REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

PRECAST MANHOLE TYPE A DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD STORM MANHOLE DETAIL
Scale: NOT TO SCALE



NOTES:
1. MACHINE CORE CIRCULAR OPENING IN STRUCTURE WALL OF DIAMETER TO FIT THE REQUIRED BOOT SIZE.
2. KOR-N SEAL FLEXIBLE RUBBER BOOT MANUFACTURED BY NATIONAL POLLUTION CONTROL SYSTEMS, INC. OR AS APPROVED BY THE ENGINEERING DEPARTMENT. RESILIENT WATERTIGHT SLEEVE WITH STAINLESS STEEL TRIM PER ASTM C-923.
3. CUT, SHAPE, AND SLOPE NEW INVERT CHANNEL IN THE EXISTING CONCRETE BENCH FOR SMOOTH FLOW.
4. CLEAN EXISTING STRUCTURE OF ANY DIRT, CONCRETE OR DEBRIS WHICH MAY ACCUMULATE DURING THE CONSTRUCTION PROCESS.

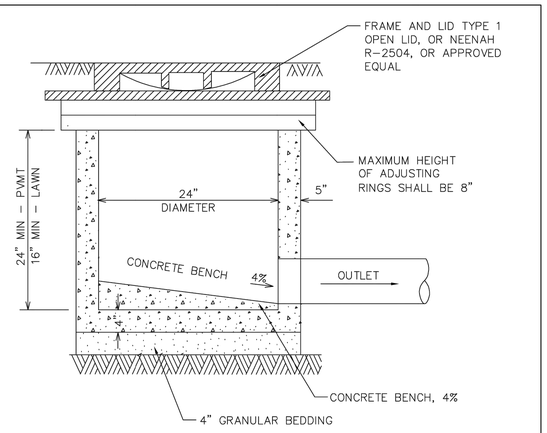
REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

PIPE CONNECTION TO EXISTING STRUCTURE

NOT TO SCALE

VILLAGE OF DEERFIELD PIPE CONNECTION TO EXISTING STRUCTURE DETAIL
Scale: NOT TO SCALE



NOTES:
1. PRECAST REINFORCED CONCRETE SECTIONS PER ASTM C-478 AND PREFORMED BITUMINOUS JOINTS WITH INTEGRAL PRECAST BOTTOM.
2. PIPE OPENINGS SHALL BE PRECAST INTO WALLS.
3. ALL PIPE PENETRATIONS SHALL BE BRICK AND MORTARED, INSIDE AND OUT.
4. HIGH DENSITY POLYETHYLENE (HDPE) PLASTIC ADJUSTING RINGS AND STEEL RING WEDGES OR SHIMS SHALL BE USED FOR FINAL FRAME ADJUSTMENTS.
5. MAXIMUM DEPTH FROM INVERT OF OUTLET PIPE TO TOP OF FRAME SHALL NOT EXCEED 42 INCHES IF DESIGN OR CONSTRUCTION REQUIRES DEPTH BEYOND 42 INCHES, STRUCTURE SHALL BE REVISED TO A CATCH BASIN, TYPE A, 48 INCH DIAMETER.

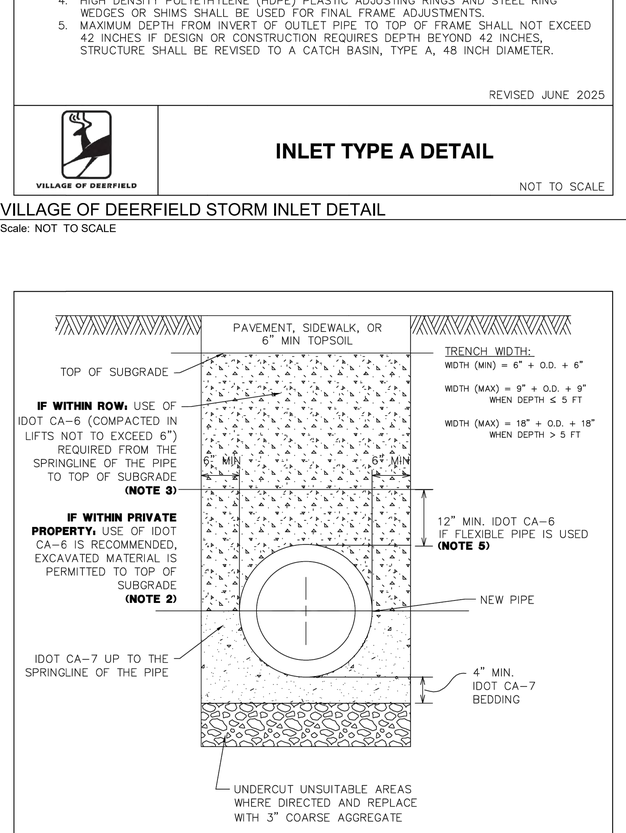
REVISED JUNE 2025

VILLAGE OF DEERFIELD

INLET TYPE A DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD STORM INLET DETAIL
Scale: NOT TO SCALE



NOTES:
1. ALL TRENCH EXCAVATIONS SHALL MEET OSHA REQUIREMENTS.
2. BACKFILL ON PRIVATE PROPERTY: CA-6 BACKFILL RECOMMENDED BY VILLAGE. INORGANIC EXCAVATED MATERIAL ACCEPTABLE ON PRIVATE PROPERTY.
3. ALL EXCAVATIONS WITHIN THE ROW SHALL USE COMPACTED STONE AS BACKFILL MATERIAL. EXCAVATED MATERIALS SHALL NOT BE ALLOWED.
4. RAP IS NOT PERMITTED TO BE USED AS BACKFILL FOR WATER SYSTEM INSTALLATION.
5. WHEN USING FLEXIBLE PIPE, AS DEFINED BY IDOT IN ARTICLE 550.03, THE AGGREGATE SHALL BE CONTINUED TO A MINIMUM OF 1 FT ABOVE THE TOP OF PIPE. (REQUIRED WITHIN ROW, RECOMMENDED BUT NOT REQUIRED ON PRIVATE PROPERTY)

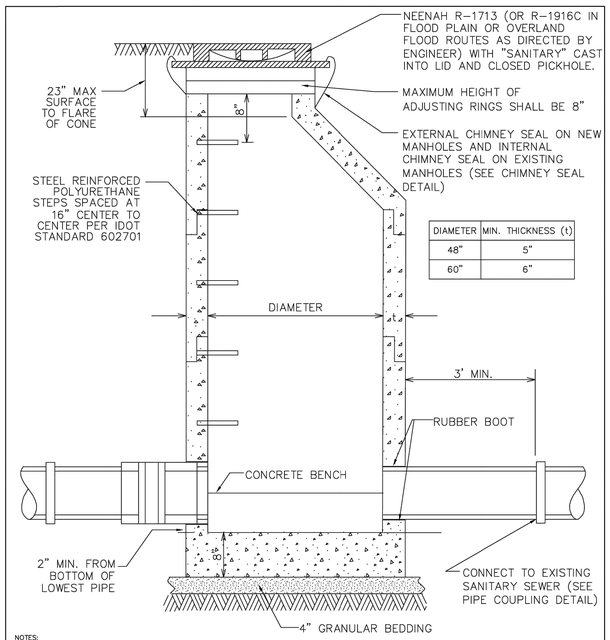
REVISED JUNE 2025

VILLAGE OF DEERFIELD

PIPE TRENCH DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD PIPE TRENCH DETAIL
Scale: NOT TO SCALE



DIAMETER	MIN. THICKNESS (t)
48"	5"
60"	6"

NOTES:
1. PRECAST REINFORCED CONCRETE SECTIONAL PER ASTM C-478 AND PREFORMED BITUMINOUS JOINTS WITH INTERNAL PRECAST BOTTOM.
2. PIPE OPENINGS SHALL BE PRECAST INTO WALLS. CAST IN RESILIENT WATERTIGHT SLEEVES WITH STAINLESS STEEL TRIM PER ASTM C-923.
3. HIGH DENSITY POLYETHYLENE (HDPE) PLASTIC ADJUSTING RINGS AND STEEL RING WEDGES OR SHIMS SHALL BE USED FOR FINAL FRAME ADJUSTMENTS.
4. FLAT TOPS SHALL BE ACCORDING TO IDOT STANDARD 602601.
5. PRIOR TO THE PLACEMENT OF FINAL LAYER OF ROADWAY, FRAMES AND ADJUSTING RINGS LOCATED WITHIN PAVED AREAS SHALL BE SET IN AN IDOT APPROVED CONCRETE "SI" MIXTURE.

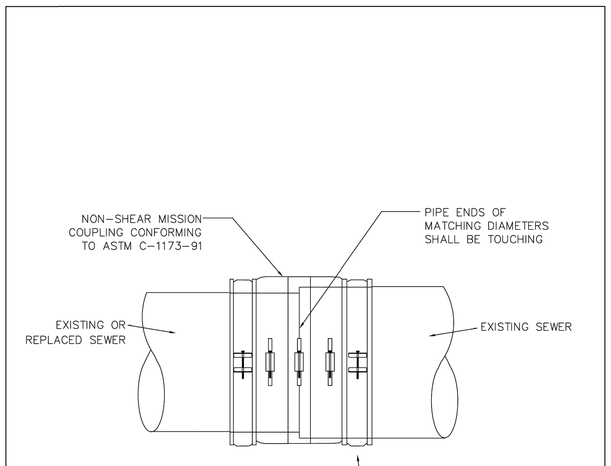
REVISED JUNE 2025

VILLAGE OF DEERFIELD

SANITARY MANHOLE DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD SANITARY MANHOLE DETAIL
Scale: NOT TO SCALE



REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

PIPE COUPLING DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD PIPE COUPLING DETAIL
Scale: NOT TO SCALE

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road. suite 40
lombard. illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

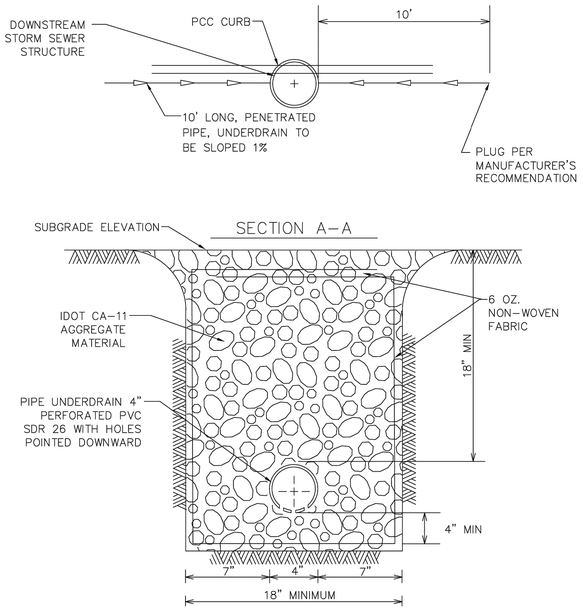
Drawn by: EAS, LES, JDL

Sheet Title: CONSTRUCTION DETAILS

Sketch Number:

Sheet Number: C6.1

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



NOTES:
1. PIPE UNDERDRAINS SHALL BE INSTALLED BELOW ALL NEW ROADWAYS.

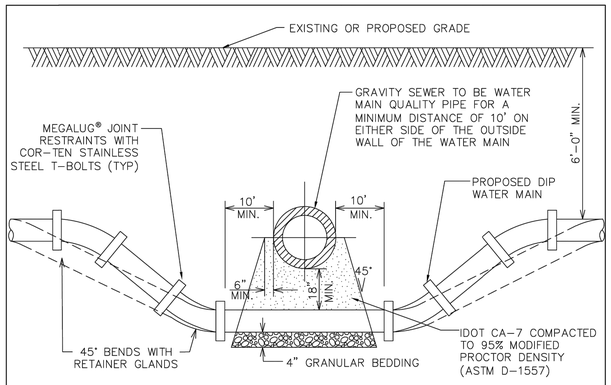
REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

PIPE UNDERDRAIN DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD PIPE UNDERDRAIN DETAIL
Scale: NOT TO SCALE



NOTES:
1. HORIZONTAL AND VERTICAL SEPARATION BETWEEN WATER MAINS AND SEWERS SHALL COMPLY WITH APPLICABLE SECTIONS OF THE VILLAGE OF DEERFIELD ENGINEERING GUIDE OR IEPA SEPARATION REQUIREMENTS, WHICHEVER IS MORE STRINGENT.
2. CONTRACTOR MAY BEND WATER MAIN PIPE UNIFORMLY UNDER SEWERS WITHOUT USING FITTINGS, PROVIDED THAT JOINT DEFLECTION DOES NOT EXCEED 5 DEGREES PER JOINT FOR PIPE UNDER 14" IN DIAMETER AND 3 DEGREES PER JOINT FOR PIPE 14" AND OVER IN DIAMETER. IF FITTINGS ARE USED, CONTINUOUS STRAPPING WITH RODS, STRAPS, NUTS AND BOLTS BELOW NORMAL WATERMAIN DEPTH ARE REQUIRED, OR RETAINER GLANDS MAY BE USED IN LIEU OF STRAPPING. RETAINER GLANDS TO BE CLOW No. F–1058 OR APPROVED EQUAL.
3. ALL SANITARY AND STORM SEWER (INCLUDING SERVICE) CROSSINGS WHERE THE WATER MAINS OR WATER SERVICES ARE LESS THAN 18" VERTICALLY ABOVE THE SEWER SHALL BE PVC SDR 26 CONFORMING TO ASTM D–2241. JOINTS SHALL CONFORM TO ASTM D–3139 AND GASKETS TO ASTM F–477. THE SAME PIPE AND JOINT MATERIALS SHALL BE USED WHENEVER WATER MAIN CROSSES BELOW THE SEWER.
4. FOR NEW SEWER INSTALLATIONS CROSSING OVER WATER MAINS, THE ENTIRE RUN OF NEW SEWER SHALL BE WATER MAIN QUALITY PIPE, EXTENDING FROM STRUCTURE TO STRUCTURE ON EACH SIDE OF THE CROSSING.

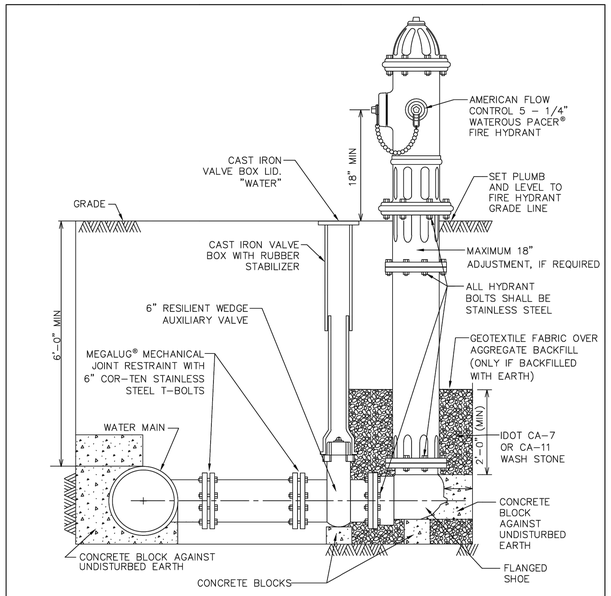
REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

WATER MAIN CROSSING DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD WATER MAIN CROSSING DETAIL
Scale: NOT TO SCALE



NOTES:
1. HYDRANT SHALL HAVE (1) 4–1/2" PUMPER NOZZLE AND (2) 2–1/2" HOSE NOZZLES, PAINTED RED WITH 100% ACRYLIC ENAMEL PAINT.
2. IF REQUIRED, AUXILIARY BOX ADAPTERS OR RISERS ARE NOT PERMITTED, ONLY AUXILIARY BOX EXTENSIONS.

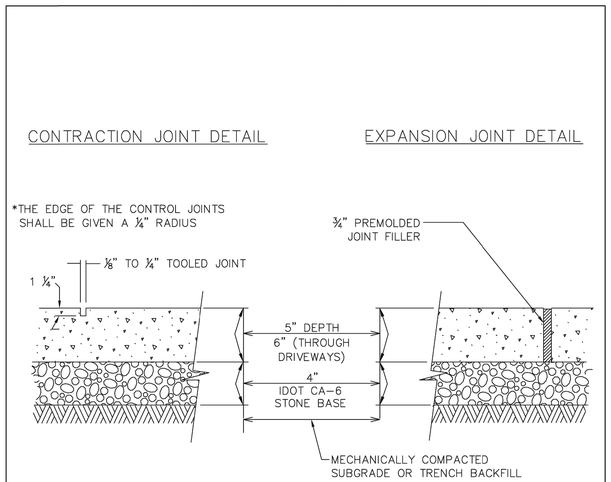
REVISED JUNE 2025

VILLAGE OF DEERFIELD

FIRE HYDRANT ASSEMBLY

NOT TO SCALE

VILLAGE OF DEERFIELD FIRE HYDRANT ASSEMBLY DETAIL
Scale: NOT TO SCALE



NOTES:
1. UNLESS OTHERWISE NOTED, CONTRACTION JOINTS SHALL BE AT 5'–0" O.C.
2. EXPANSION JOINTS SHALL BE SET AT 50' MAX INTERVALS AND AT BACK OF CURB, CHANGE OF DIRECTION, ABUTTING EXISTING CONCRETE, UTILITY APPURTENANCE, OR FACE OF STRUCTURE.
3. PORTLAND CEMENT CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 1020 OF THE STANDARD SPECIFICATIONS.

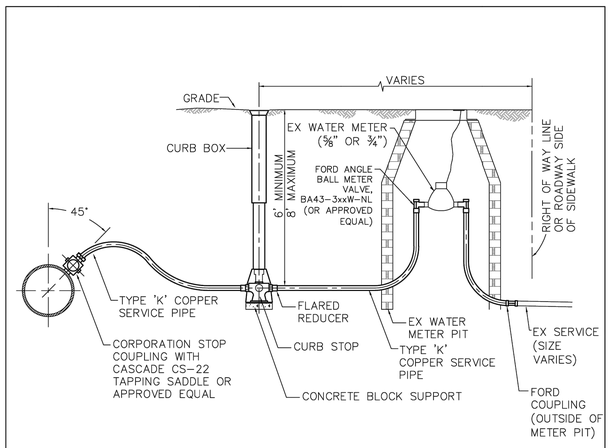
REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

CONCRETE SIDEWALK JOINT DETAILS

NOT TO SCALE

VILLAGE OF DEERFIELD CONCRETE SIDEWALK JOINT DETAIL
Scale: NOT TO SCALE



NOTES:
1. SEE COPPER WATER SERVICE CONNECTION DETAIL FOR MATERIAL SPECIFICATIONS.
2. REPAIR EXISTING WATER METER PIT WITH EXISTING BRICK IF REUSABLE. IF BRICKS CANNOT BE REUSED, PRECAST CONCRETE STRUCTURE OF SIMILAR SIZE SHALL BE USED.

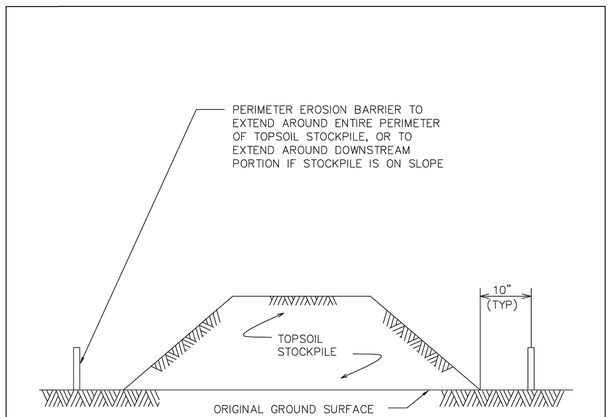
REVISED JUNE 2025

VILLAGE OF DEERFIELD

WATER SERVICE CONNECTION TO EXISTING WATER METER PIT DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD WATER SERVICE CONNECTION DETAIL
Scale: NOT TO SCALE



NOTES:
1. IF REQUIRED BY THE VILLAGE, AN ON–SITE DRAINAGE SWALE SHALL BE LOCATED BETWEEN THE TOPSOIL STOCKPILE AND OFF–SITE PROPERTY.
2. REFER TO THE VILLAGE OF DEERFIELD PERIMETER EROSION BARRIER DETAIL FOR MATERIALS, INSTALLATION, AND MAINTENANCE REQUIREMENTS.
3. FOLLOWING THE END OF TOPSOIL STRIPPING OR STOCKPILING, THE TOPSOIL STOCKPILE SHALL BE STABILIZED WITH TEMPORARY SEED AND EROSION CONTROL BLANKET WITHIN 7 CALENDAR DAYS.
4. EROSION CONTROL PROTECTION SHALL BE MAINTAINED IN PLACE UNTIL TOPSOIL STOCKPILE HAS BEEN ELIMINATED AND REMOVED AT THE DIRECTION OF THE VILLAGE.

REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

TEMPORARY TOPSOIL STOCKPILE DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD TEMPORARY TOPSOIL STOCKPILE DETAIL
Scale: NOT TO SCALE

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road. suite 40
lombard. illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

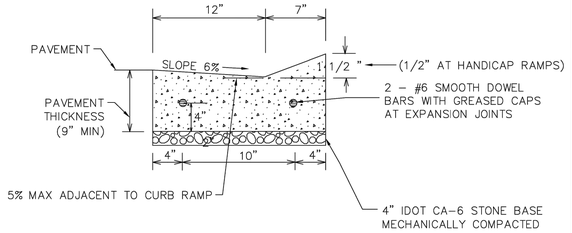
PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

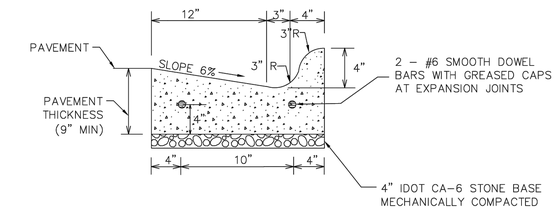
Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES, JDL
Sheet Title: CONSTRUCTION DETAILS
Sketch Number:
Sheet Number: C6.2

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.

DEPRESSED CURB (TYPICAL)



MOUNTABLE CURB



NOTES:

1. CONTRACTION JOINTS SHALL BE PLACED AT 15' INTERVALS, AND SHALL BE GROOVED WITH AN EDGING TOOL. SEE ARTICLE 420.10 OF IDOT STANDARD SPECIFICATIONS. SAW CUT CONTRACTION JOINTS FULL FACE AND TOP, AT LEAST 2 INCHES IN DEPTH AND AT 15' MAX INTERVALS WITHIN 24 HOURS OF POURING.
2. SET EXPANSION JOINTS AT ALL PC'S, PT'S, CURB RETURNS, FIVE FOOT ON EITHER SIDE OF ANY FRAMES, 60' MAX INTERVALS, AND AT THE END OF EACH POUR.
3. PORTLAND CEMENT CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 1020 OF THE STANDARD SPECIFICATIONS.

REVISED FEBRUARY 2022

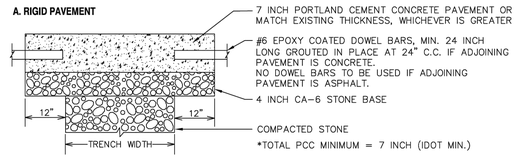
VILLAGE OF DEERFIELD

COMBINATION CONCRETE CURB AND GUTTER, TYPE M

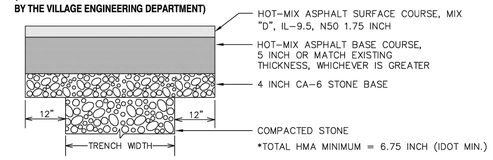
NOT TO SCALE

VILLAGE OF DEERFIELD CURB AND GUTTER DETAIL
Scale: NOT TO SCALE

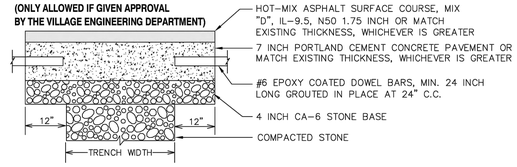
A. RIGID PAVEMENT



B. FLEXIBLE PAVEMENT
(ONLY ALLOWED IF GIVEN APPROVAL BY THE VILLAGE ENGINEERING DEPARTMENT)



C. COMPOSITE PAVEMENT
(ONLY ALLOWED IF GIVEN APPROVAL BY THE VILLAGE ENGINEERING DEPARTMENT)



NOTES:
SECTIONS REPRESENT THE MINIMUM CROSS SECTION ALLOWED. PAVEMENT DESIGN IS PERFORMANCE BASED AS OUTLINED IN SECTION IV G.5.

1. ALL PAVEMENT PATCHES SHALL BE SAWCUT FULL-DEPTH A MINIMUM OF ONE FOOT BEYOND THE LIMITS OF PAVEMENT REMOVAL IN ALL DIRECTIONS.
2. THE PLACEMENT AND MATERIAL OF ALL HOT-MIX ASPHALT SHALL BE IN ACCORDANCE WITH SECTION(S) 406 AND 1030 OF THE STANDARD SPECIFICATIONS. ALL ASPHALT SHALL BE AN IDOT APPROVED MIX DESIGN.
3. PORTLAND CEMENT CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 1020 OF THE STANDARD SPECIFICATIONS.
4. ALL SUBGRADE SHALL BE COMPACTED TO 90% MODIFIED PROCTOR DENSITY AND AGGREGATE BASE SHALL BE COMPACTED TO 95% CONFORMING TO ASTM D-1557.
5. **ALL PATCHES TO BE COMPLETED USING PCC UNLESS OTHERWISE APPROVED BY VILLAGE ENGINEERING DEPARTMENT**

REVISED JUNE 2025

VILLAGE OF DEERFIELD

MINIMUM PAVEMENT / PAVEMENT PATCH DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD PAVEMENT DETAIL
Scale: NOT TO SCALE

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road. suite 40
lombard. illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES, JDL
Sheet Title: CONSTRUCTION DETAILS
Sketch Number:
Sheet Number: C6.3

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING - BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.

PHASE 4 IMPROVEMENTS FOR

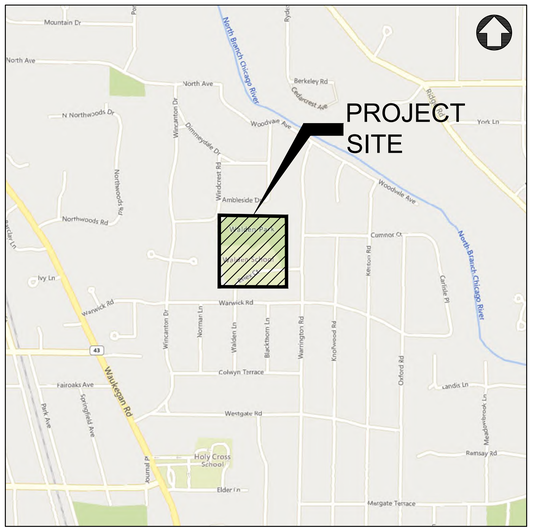
WALDEN ELEMENTARY

630 ESSEX COURT, DEERFIELD, IL 60015

INDEX OF SHEETS

SHEET NUMBER	SHEET TITLE
C0.0	SITE LOCATION MAP & CIVIL LEGEND
C0.1	GENERAL NOTES & SPECIFICATIONS
C1.0	EXISTING CONDITIONS & DEMOLITION PLAN - OVERALL
C1.1	EXISTING CONDITIONS & DEMOLITION PLAN - NW
C1.2	EXISTING CONDITIONS & DEMOLITION PLAN - NE
C1.3	EXISTING CONDITIONS & DEMOLITION PLAN - SW
C1.4	EXISTING CONDITIONS & DEMOLITION PLAN - SW
C2.0	SITE LAYOUT PLAN - OVERALL
C2.1	SITE LAYOUT PLAN - NW
C2.2	SITE LAYOUT PLAN - NE
C2.3	SITE LAYOUT PLAN - SW
C2.4	SITE LAYOUT PLAN - SE
C3.0	SITE GRADING PLAN - OVERALL
C3.1	SITE GRADING PLAN - NW
C3.2	SITE GRADING PLAN - NE
C3.3	SITE GRADING PLAN - SW
C3.4	SITE GRADING PLAN
C4.0	SOIL EROSION & SEDIMENT CONTROL PLAN
C4.1	SOIL EROSION & SEDIMENT CONTROL PLAN
C4.2	SOIL EROSION & SEDIMENT CONTROL PLAN
C4.3	SOIL EROSION & SEDIMENT CONTROL PLAN
C4.4	SOIL EROSION & SEDIMENT CONTROL PLAN
C4.5	SOIL EROSION & SEDIMENT CONTROL DETAILS
C5.0	SITE UTILITY PLAN - OVERALL
C5.1	SITE UTILITY PLAN - NW
C5.2	SITE UTILITY PLAN - NE
C5.3	SITE UTILITY PLAN - SW
C5.4	SITE UTILITY PLAN - SE
C6.0	CONSTRUCTION DETAILS

LOCATION MAP



SECTION 28, TOWNSHIP 43N , RANGE 12E

CONTACTS	
ARCHITECT	**CIVIL ENGINEER**
ARCON ASSOCIATES, INC.	CAGE ENGINEERING
2050 S. FINLEY RD, SUITE 40 LOMBARD, IL 60148	2200 CABOT DRIVE, SUITE 325 LISLE, IL 60532
630.495.1900	630.598.0007

EXISTING LEGEND	PROPOSED LEGEND
EXISTING TREE	CURB & GUTTER
CURB & GUTTER	REVERSE PITCH CURB & GUTTER
EXISTING BUILDING	DEPRESSED CURB & GUTTER
PCC SIDEWALK	PCC SIDEWALK
GAS SERVICE	STANDARD DUTY ASPHALT PAVEMENT
ELECTRIC SERVICE	HEAVY DUTY PAVEMENT
STORM SEWER	RAISED CROSSWALK CONCRETE
SANITARY SEWER	SPECIALTY LANDSCAPE
WATER MAIN	PLAYGROUND
CABLE LINE	GAS SERVICE
OVERHEAD UTILITY LINE	ELECTRIC SERVICE
COMMUNICATION LINE	STORM SEWER
FIBER OPTIC LINE	SANITARY SEWER
FENCE	WATER MAIN
STORM STRUCTURE	FENCE
SANITARY MANHOLE	STORM STRUCTURE
CLEANOUT	DOWNSPOUT CONNECTION
WATER METER	SANITARY MANHOLE
VALVE VAULT	CLEANOUT
VALVE BOX	WATER METER
HYDRANT	VALVE VAULT
GAS METER	VALVE BOX
ELECTRIC METER	HYDRANT
PARKING LOT LIGHT	GAS METER
UTILITY POLE	PARKING LOT LIGHT
GUY WIRE	ELECTRIC METER
TRANSFORMER	FLOW ARROW
FIBER OPTIC BOX	OVERLAND FLOOD ROUTE
FIBER OPTIC PEDESTAL	TOP OF SIDEWALK GRADE
CABLE PEDESTAL	FLOW LINE GRADE
PHONE PEDESTAL	PAVEMENT GRADE
ELECTRIC PEDESTAL	GROUND GRADE
MAJOR CONTOUR	MAJOR CONTOUR
MINOR CONTOUR	MINOR CONTOUR

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	**Date**

Project Number:
25105

Issue Date:
JUNE 18TH, 2026

Drawn by:
EAS, LES

Sheet Title:
SITE LOCATION MAP & CIVIL LEGEND

Sketch Number:

Sheet Number:
C0.0

811 Know what's below. Call before you dig. Call Before You Dig JULIE ILLINOIS ONE-CALL SYSTEM

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.

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 JANUARY 1, 2022 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 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. ITEMS INDICATED TO BE SALVAGED SHALL BE CAREFULLY REMOVED AND STORED IN A LOCATION DESIGNATED BY THE OWNER.
8. ALL TREES AND BRUSH INDICATED TO BE REMOVED SHALL BE REMOVED COMPLETELY, INCLUDING ROOT BALLS.
9. 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.
10. 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.
11. CONTRACTOR SHALL PROVIDE ALL NECESSARY TRAFFIC CONTROLS AND RELATED APPURTENANCES THAT ARE REQUIRED BY ANY APPLICABLE CODES AND ORDINANCES, DURING ALL DEMOLITION OPERATIONS.
12. CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE SAFETY AND SECURITY OF THE PROJECT SITE AND ITS SURROUNDINGS DURING DEMOLITION OPERATIONS.
13. 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 (INCLUDING ANY IDENTIFIED HAZARDOUS ITEMS) 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.
14. 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.
15. CONTRACTOR SHALL FULLY COORDINATE ALL PROJECT DEMOLITION OPERATIONS, INCLUDING THE REMOVAL AND LAWFUL DISPOSAL OF ALL IDENTIFIED HAZARDOUS MATERIALS AND SYSTEMS.
16. 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.

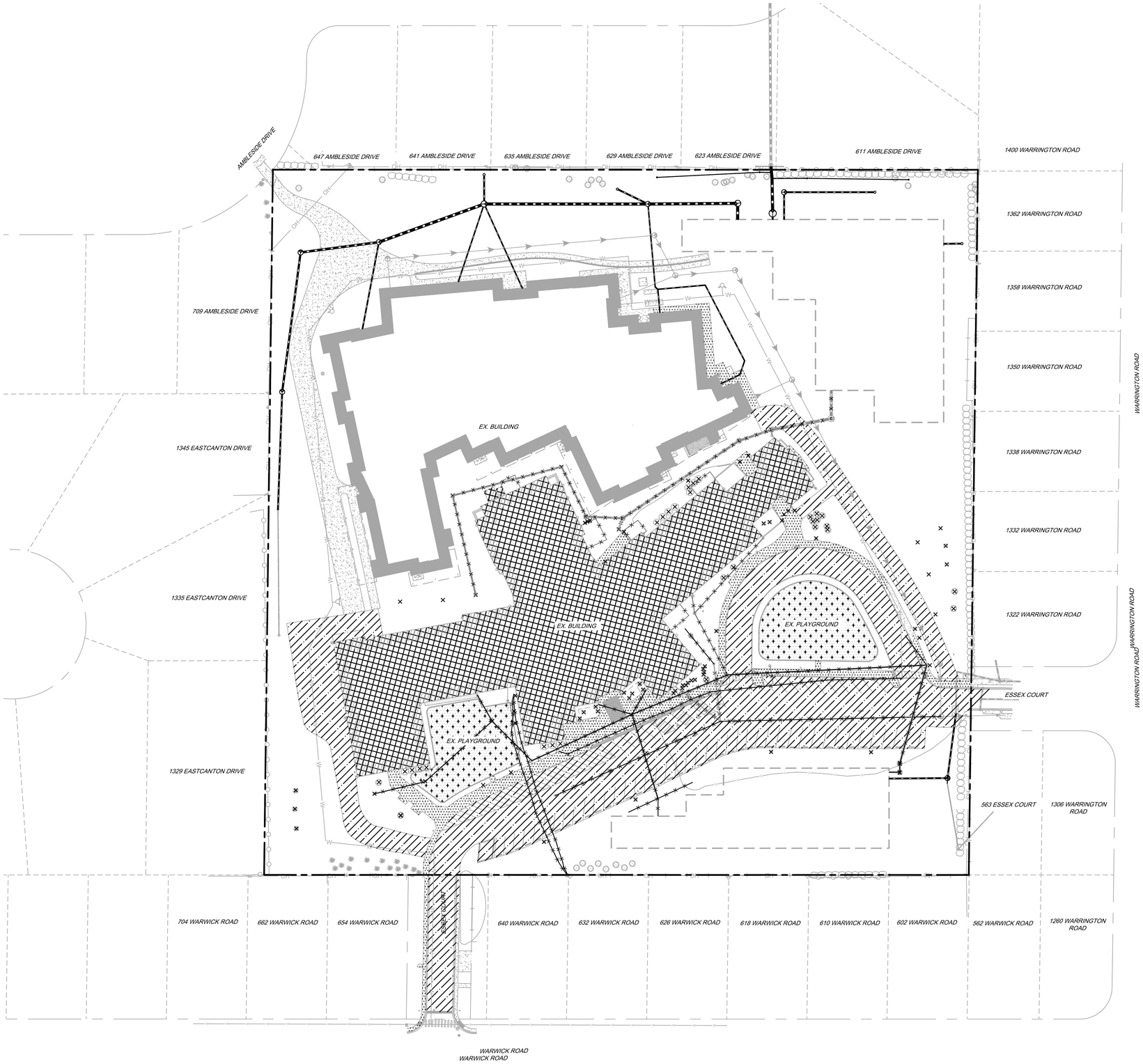
SITE GRADING AND EROSION CONTROL:

1. ALL SUBGRADE EXCAVATION AND COMPACTION SHALL BE COMPLETED IN ACCORDANCE WITH THE **"SUBSURFACE EXPLORATION AND GEOTECHNICAL REPORT"** PREPARED BY GEI, DATED APRIL 3, 2026.
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 DEERFIELD 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 P

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



DEMOLITION LEGEND

- BUILDING DEMOLITION
- ASPHALT PAVEMENT REMOVAL, FULL DEPTH
- CONCRETE PAVEMENT / SIDEWALK REMOVAL, FULL DEPTH
- PLAYGROUND REMOVAL, FULL DEPTH
- SAWCUT PAVEMENT, FULL DEPTH
- CURB & GUTTER REMOVAL
- UTILITY REMOVAL
- TREE/BUSH REMOVAL
- UTILITY STRUCTURE REMOVAL
- (TBR) TO BE REMOVED

BENCHMARKS

REFERENCE BENCHMARK: NGS PID: LAKE COUNTY 5-41

CHISELED "X" ON SOUTH BOLT OF HYDRANT LOCATED AT THE INTERSECTION OF NORTH AVENUE AND WOODVALE AVENUE IN DEERFIELD, ILLINOIS.

ELEVATION: 664.38' DATUM: NAVD88-GEOID18

SITE BENCHMARK 1:

NORTHWEST FLANGE BOLT WITH FLAGGER OF FIRE HYDRANT AT SOUTH SIDE OF WALDEN ELEMENTARY SCHOOL BUILDING.

ELEVATION: 675.90' DATUM: NAVD88-GEOID18

SITE BENCHMARK 2:

NORTHEASTERLY CORNER OF TOP OF 0.80' CONCRETE WALL (2.32' ABOVE GROUND LEVEL) AT NORTHEASTERLY CORNER OF WALDEN ELEMENTARY BUILDING ENTRANCE.

ELEVATION: 675.86' DATUM: NAVD88-GEOID18

KEYMAP

JULIE
CALL BEFORE
YOU DIG
811

0 40' 80'
1" = 40' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

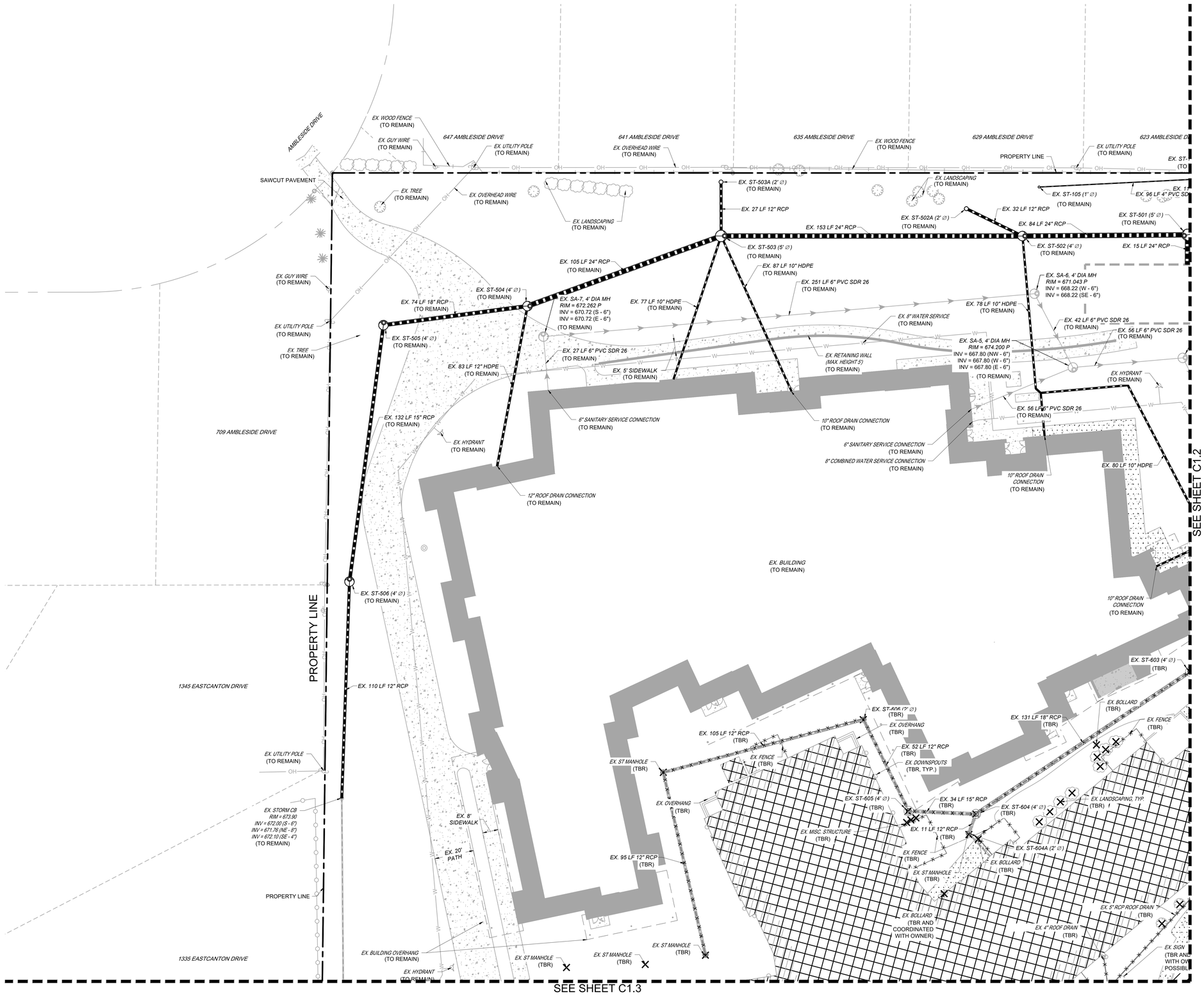
Drawn by: EAS, LES

Sheet Title: EX. CONDITIONS & DEMO. PLAN - OVERALL

Sketch Number:

Sheet Number: C1.0

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



DEMOLITION LEGEND

- BUILDING DEMOLITION
- ASPHALT PAVEMENT REMOVAL, FULL DEPTH
- CONCRETE PAVEMENT / SIDEWALK REMOVAL, FULL DEPTH
- PLAYGROUND REMOVAL, FULL DEPTH
- SAWCUT PAVEMENT, FULL DEPTH
- CURB & GUTTER REMOVAL
- UTILITY REMOVAL
- TREE/BUSH REMOVAL
- UTILITY STRUCTURE REMOVAL
- (TBR) TO BE REMOVED

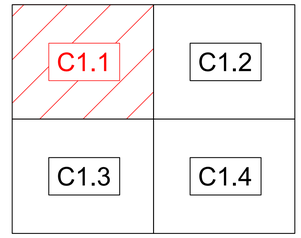
BENCHMARKS

REFERENCE BENCHMARK: NGS PID: LAKE COUNTY 5-41
CHISELED "X" ON SOUTH BOLT OF HYDRANT LOCATED AT THE INTERSECTION OF NORTH AVENUE AND WOODVALE AVENUE IN DEERFIELD, ILLINOIS.
ELEVATION: 664.38' DATUM: NAVD88-GEOID18

SITE BENCHMARK 1:
NORTHWEST FLANGE BOLT WITH FLAGGER OF FIRE HYDRANT AT SOUTH SIDE OF WALDEN ELEMENTARY SCHOOL BUILDING.
ELEVATION: 675.90' DATUM: NAVD88-GEOID18

SITE BENCHMARK 2:
NORTHEASTERLY CORNER OF TOP OF 0.80' CONCRETE WALL (2.32' ABOVE GROUND LEVEL) AT NORTHEASTERLY CORNER OF WALDEN ELEMENTARY BUILDING ENTRANCE.
ELEVATION: 675.86' DATUM: NAVD88-GEOID18

KEYMAP



JULIE CALL BEFORE YOU DIG 811

0 20' 40'
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

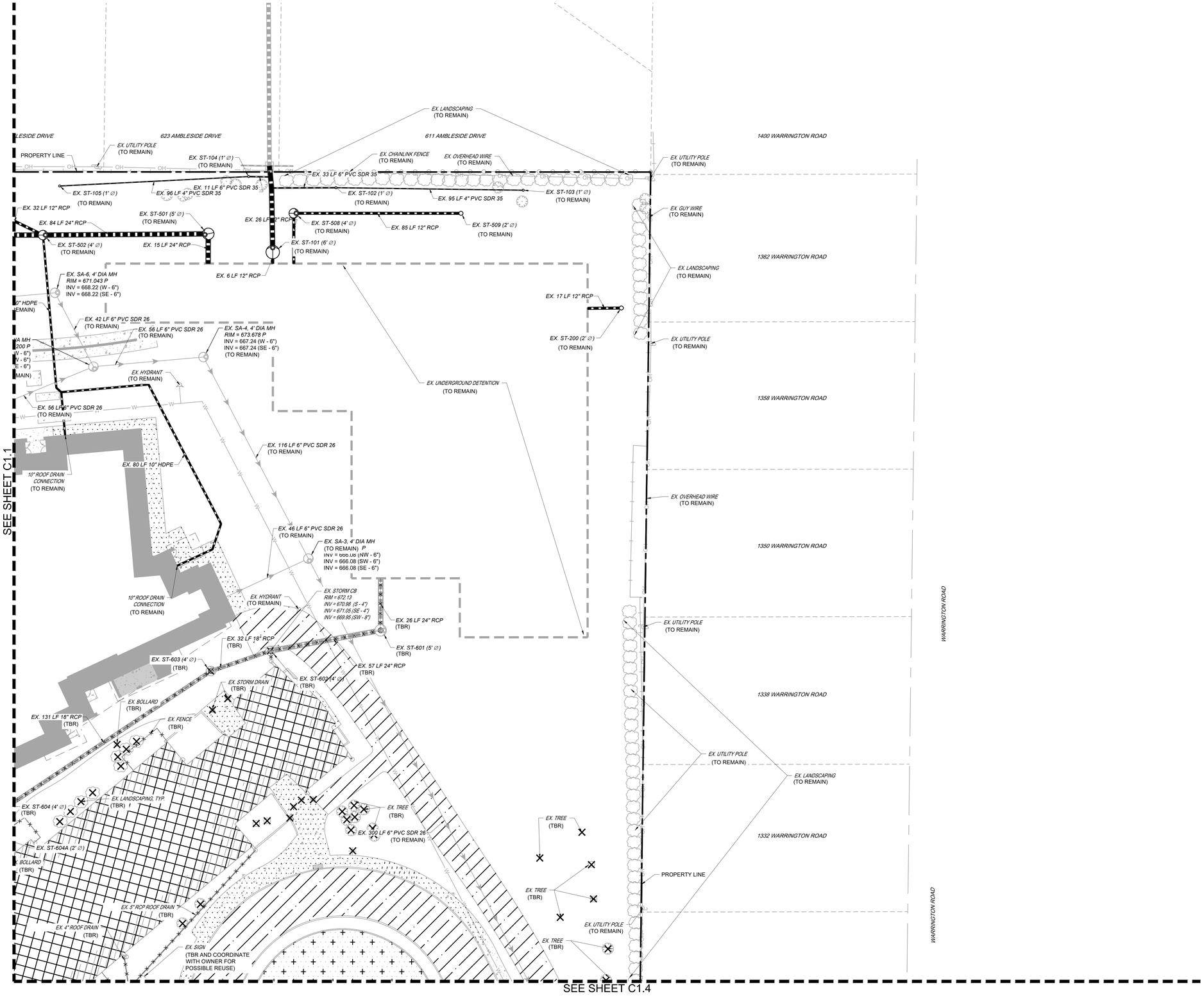
Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES
Sheet Title: EX. CONDITIONS & DEMO. PLAN - NW
Sketch Number:
Sheet Number: C1.1

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



DEMOLITION LEGEND

- BUILDING DEMOLITION
- ASPHALT PAVEMENT REMOVAL, FULL DEPTH
- CONCRETE PAVEMENT / SIDEWALK REMOVAL, FULL DEPTH
- PLAYGROUND REMOVAL, FULL DEPTH
- SAWCUT PAVEMENT, FULL DEPTH
- CURB & GUTTER REMOVAL
- UTILITY REMOVAL
- TREE/BUSH REMOVAL
- UTILITY STRUCTURE REMOVAL
- (TBR) TO BE REMOVED

BENCHMARKS

REFERENCE BENCHMARK: NGS PID: LAKE COUNTY 5-41

CHISELED "X" ON SOUTH BOLT OF HYDRANT LOCATED AT THE INTERSECTION OF NORTH AVENUE AND WOODVALE AVENUE IN DEERFIELD, ILLINOIS.

ELEVATION: 664.38' DATUM: NAVD88-GEOID18

SITE BENCHMARK 1:

NORTHWEST FLANGE BOLT WITH FLAGGER OF FIRE HYDRANT AT SOUTH SIDE OF WALDEN ELEMENTARY SCHOOL BUILDING.

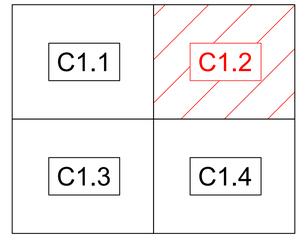
ELEVATION: 675.90' DATUM: NAVD88-GEOID18

SITE BENCHMARK 2:

NORTHEASTERLY CORNER OF TOP OF 0.80' CONCRETE WALL (2.32' ABOVE GROUND LEVEL) AT NORTHEASTERLY CORNER OF WALDEN ELEMENTARY BUILDING ENTRANCE.

ELEVATION: 675.86' DATUM: NAVD88-GEOID18

KEYMAP



JULIE CALL BEFORE YOU DIG 811

0 20' 40'
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

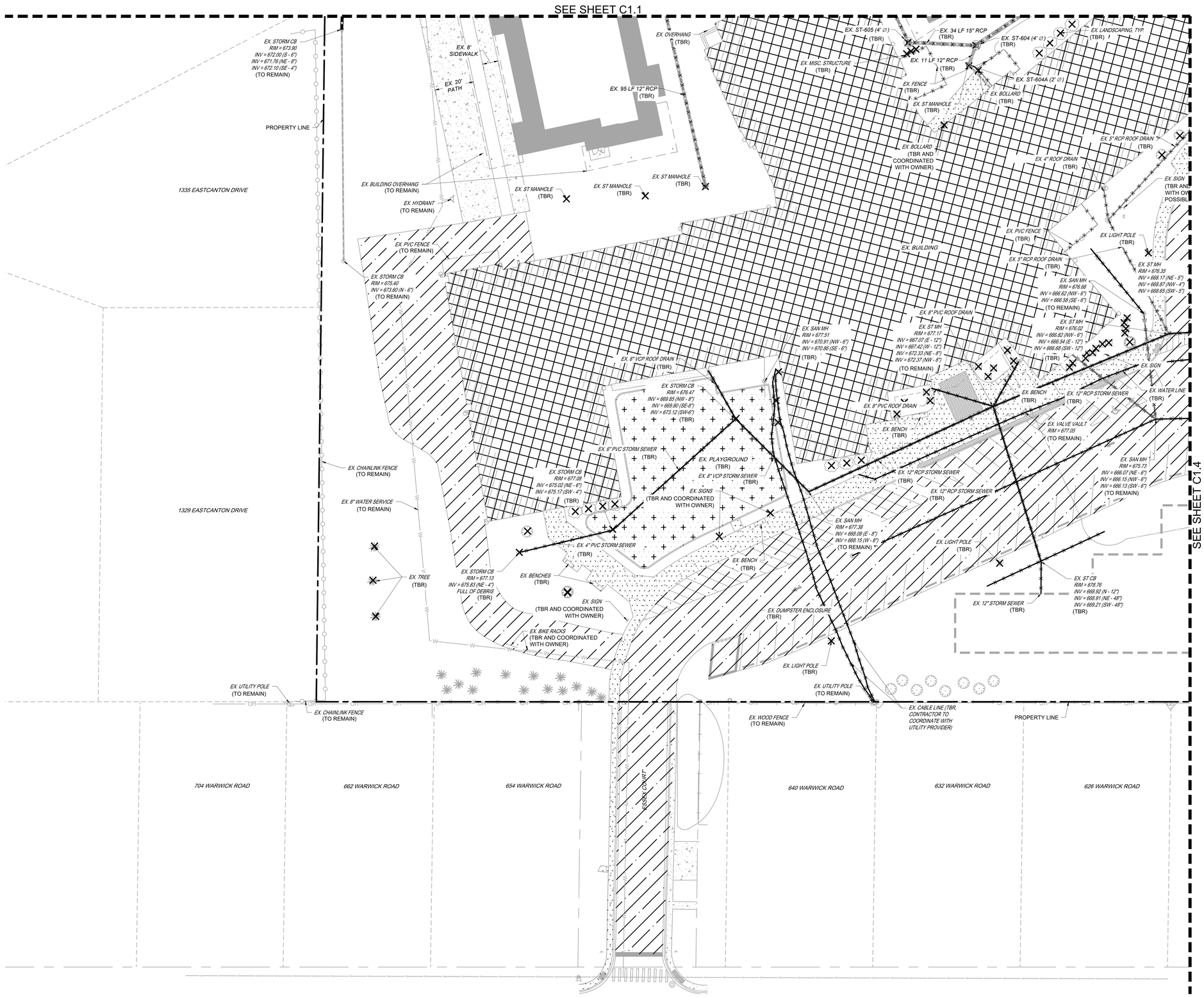
Drawn by: EAS, LES

Sheet Title: EX. CONDITIONS & DEMO. PLAN - NE

Sketch Number:

Sheet Number: C1.2

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



DEMOLITION LEGEND

- BUILDING DEMOLITION
- ASPHALT PAVEMENT REMOVAL, FULL DEPTH
- CONCRETE PAVEMENT / SIDEWALK REMOVAL, FULL DEPTH
- PLAYGROUND REMOVAL, FULL DEPTH
- SAWCUT PAVEMENT, FULL DEPTH
- CURB & GUTTER REMOVAL
- UTILITY REMOVAL
- TREE/BUSH REMOVAL
- UTILITY STRUCTURE REMOVAL
- **(TBR)** TO BE REMOVED

BENCHMARKS

REFERENCE BENCHMARK: NGS PID: LAKE COUNTY 5-41

CHISELED "X" ON SOUTH BOLT OF HYDRANT LOCATED AT THE INTERSECTION OF NORTH AVENUE AND WOODVALE AVENUE IN DEERFIELD, ILLINOIS.

ELEVATION: 664.38' DATUM: NAVD88-GEOID18

SITE BENCHMARK 1:

NORTHWEST FLANGE BOLT WITH FLAGGER OF FIRE HYDRANT AT SOUTH SIDE OF WALDEN ELEMENTARY SCHOOL BUILDING.

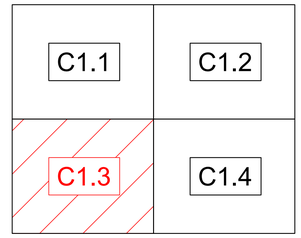
ELEVATION: 675.90' DATUM: NAVD88-GEOID18

SITE BENCHMARK 2:

NORTHEASTERLY CORNER OF TOP OF 0.80' CONCRETE WALL (2.32' ABOVE GROUND LEVEL) AT NORTHEASTERLY CORNER OF WALDEN ELEMENTARY BUILDING ENTRANCE.

ELEVATION: 675.86' DATUM: NAVD88-GEOID18

KEYMAP



JULIE CALL BEFORE YOU DIG 811

0 20' 40'
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

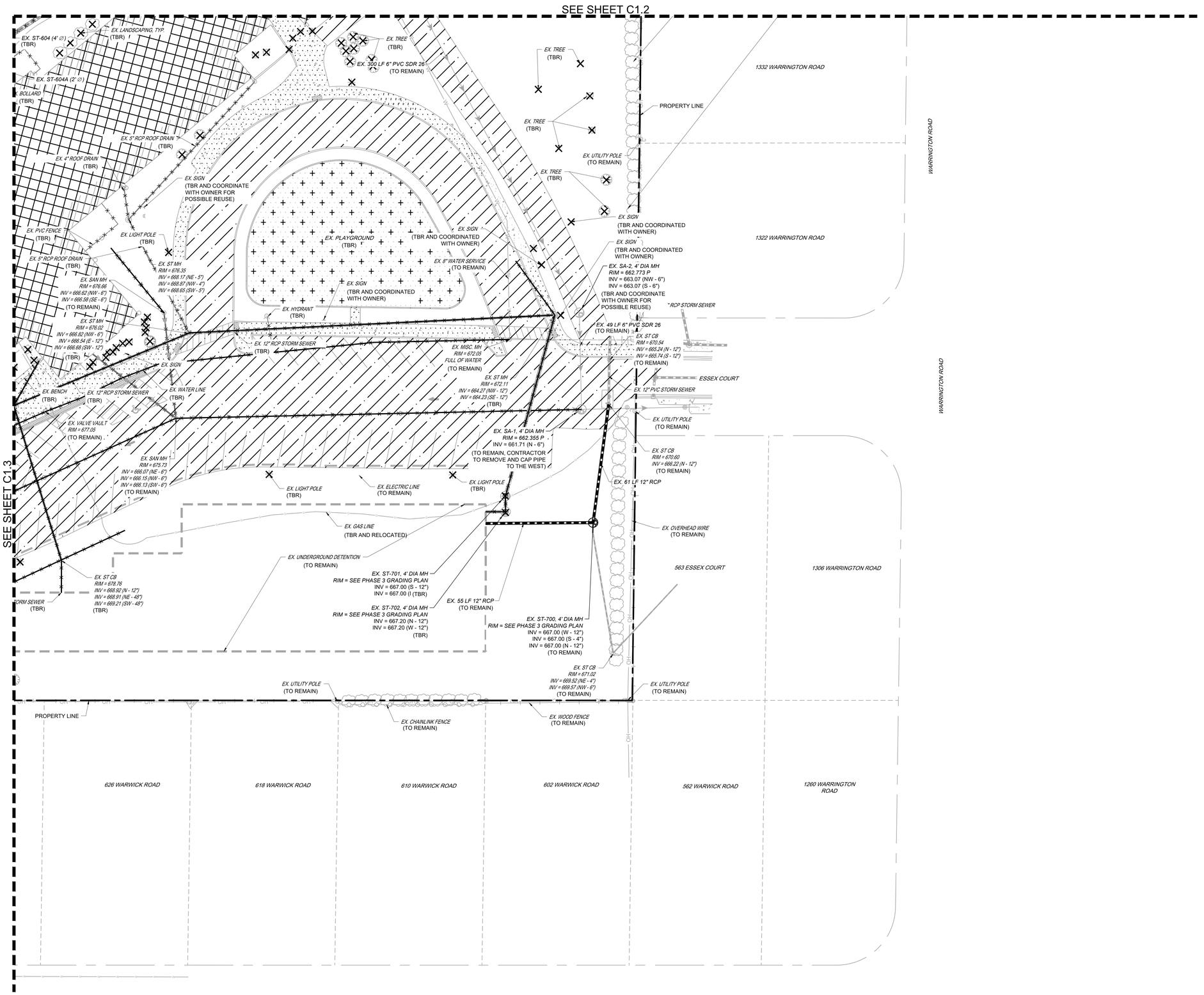
Drawn by: EAS, LES

Sheet Title: EX. CONDITIONS & DEMO. PLAN - SW

Sketch Number:

Sheet Number: C1.3

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING - BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



DEMOLITION LEGEND

- BUILDING DEMOLITION
- ASPHALT PAVEMENT REMOVAL, FULL DEPTH
- CONCRETE PAVEMENT / SIDEWALK REMOVAL, FULL DEPTH
- PLAYGROUND REMOVAL, FULL DEPTH
- SAWCUT PAVEMENT, FULL DEPTH
- CURB & GUTTER REMOVAL
- UTILITY REMOVAL
- TREE/BUSH REMOVAL
- UTILITY STRUCTURE REMOVAL
- (TBR) TO BE REMOVED

BENCHMARKS

REFERENCE BENCHMARK: NGS PID: LAKE COUNTY 5-41

CHISELED "X" ON SOUTH BOLT OF HYDRANT LOCATED AT THE INTERSECTION OF NORTH AVENUE AND WOODVALE AVENUE IN DEERFIELD, ILLINOIS.

ELEVATION: 664.38' DATUM: NAVD88-GEOID18

SITE BENCHMARK 1:

NORTHWEST FLANGE BOLT WITH FLAGGER OF FIRE HYDRANT AT SOUTH SIDE OF WALDEN ELEMENTARY SCHOOL BUILDING.

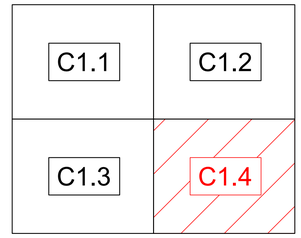
ELEVATION: 675.90' DATUM: NAVD88-GEOID18

SITE BENCHMARK 2:

NORTHEASTERLY CORNER OF TOP OF 0.80' CONCRETE WALL (2.32' ABOVE GROUND LEVEL) AT NORTHEASTERLY CORNER OF WALDEN ELEMENTARY BUILDING ENTRANCE.

ELEVATION: 675.86' DATUM: NAVD88-GEOID18

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 40.2593 80.5186
1in=2593' (HORIZONTAL)

N

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number:
25105

Issue Date:
JUNE 18TH, 2026

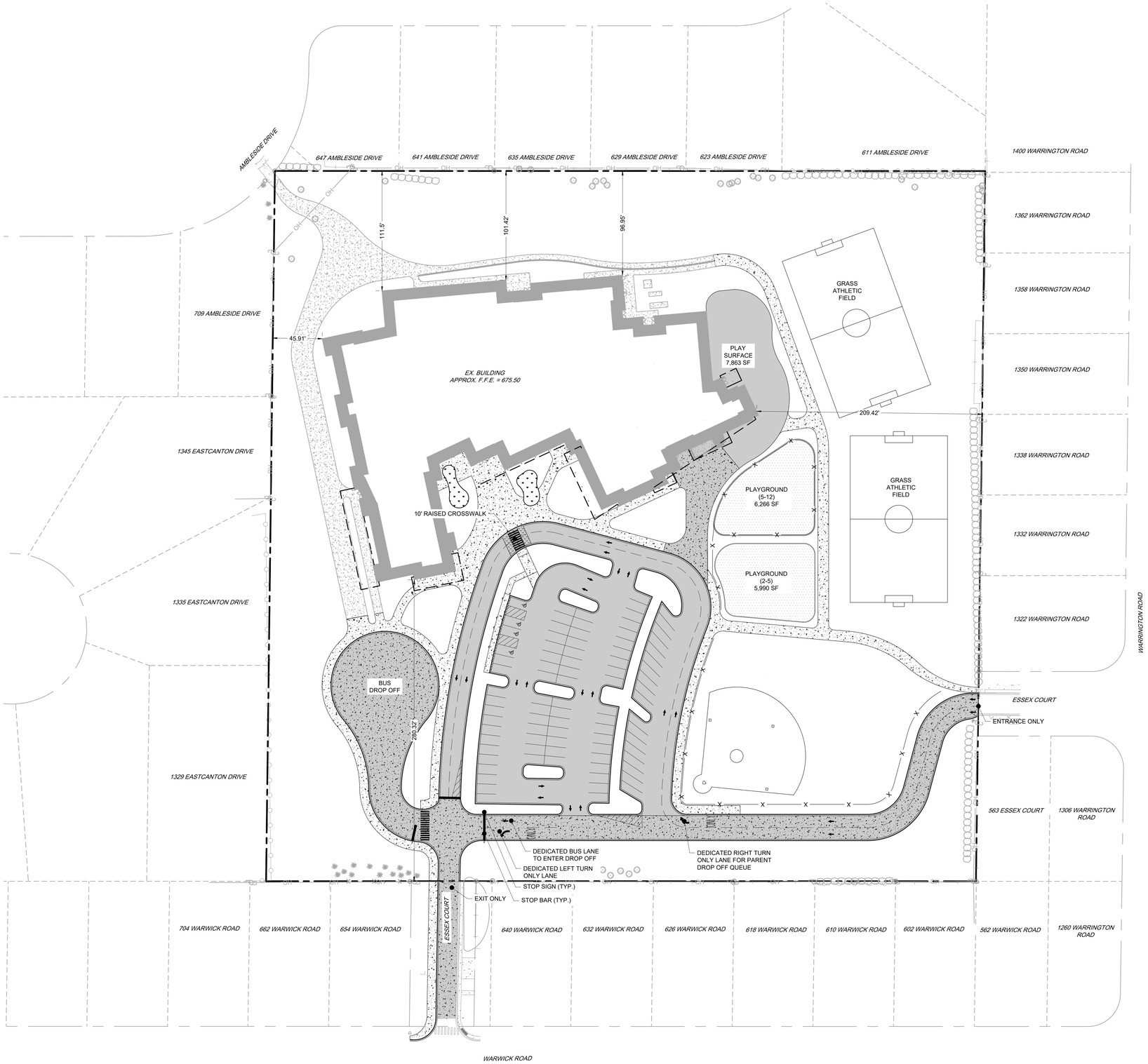
Drawn by:
EAS, LES

Sheet Title:
EX. CONDITIONS & DEMO. PLAN - SW

Sketch Number:

Sheet Number:
C1.4

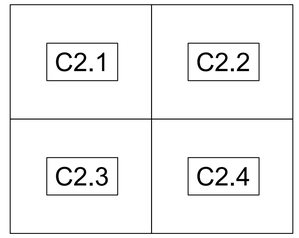
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING , BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates , Inc.



LEGEND

- HEAVY DUTY PAVEMENT
- ASPHALT PAVEMENT
- RAISED CROSSWALK CONCRETE
- SIDEWALK
- SPECIALTY LANDSCAPING
- PLAYGROUND
- B-6.12 CURB & GUTTER
- CONCRETE RIBBON CURB
- CHAIN LINK FENCE
- ORNAMENTAL FENCE

KEYMAP



JULIE CALL BEFORE YOU DIG 811

0 40' 80 '
1" = 40' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

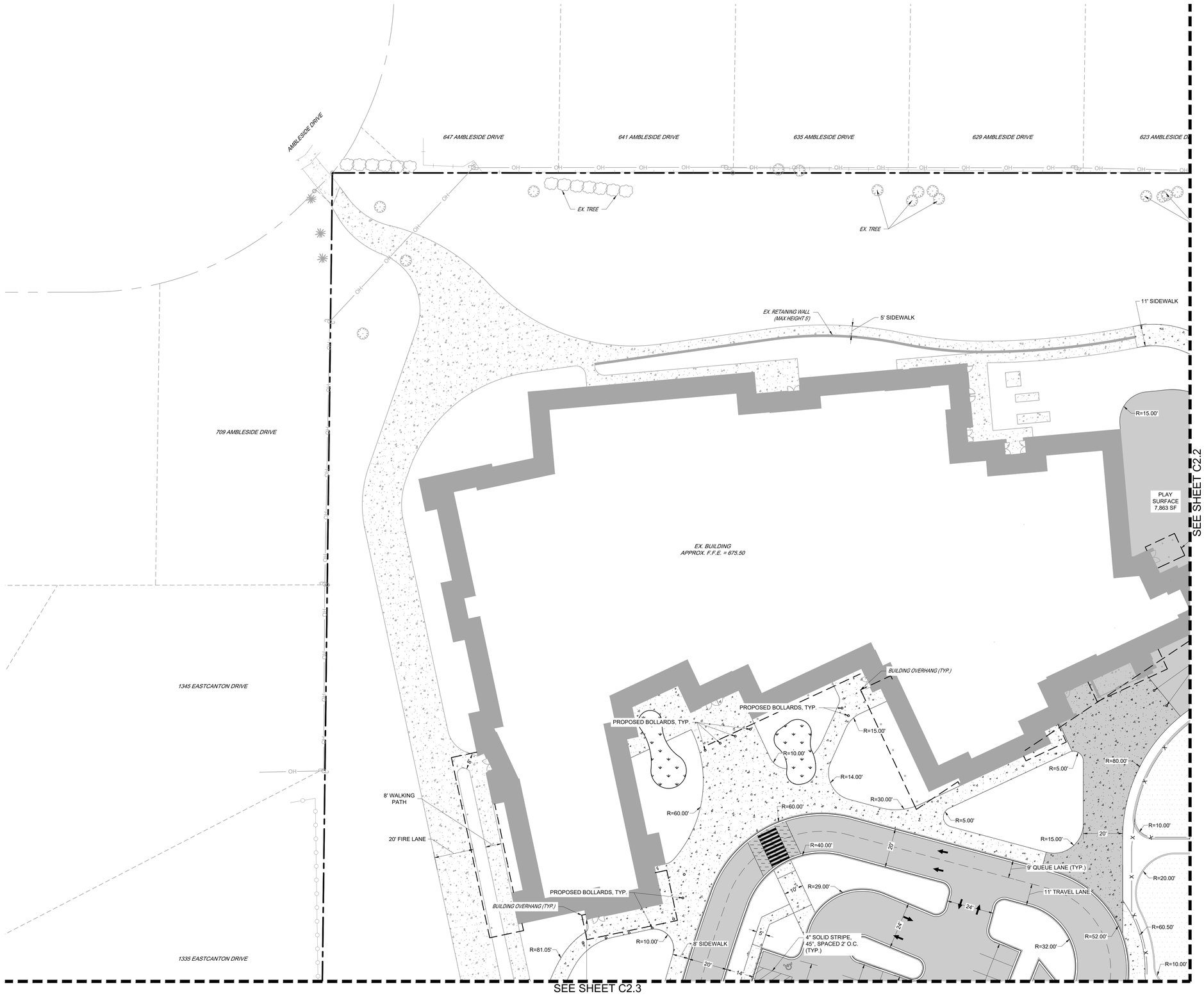
PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES
Sheet Title: SITE LAYOUT PLAN - OVERALL
Sketch Number:
Sheet Number: C2.0

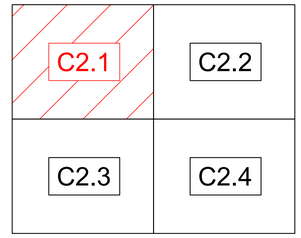
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING , BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates , Inc.



LEGEND

- HEAVY DUTY PAVEMENT
- ASPHALT PAVEMENT
- RAISED CROSSWALK CONCRETE
- SIDEWALK
- SPECIALTY LANDSCAPING
- PLAYGROUND
- B-6.12 CURB & GUTTER
- CONCRETE RIBBON CURB
- CHAIN LINK FENCE
- ORNAMENTAL FENCE

KEYMAP



811 JULIE CALL BEFORE YOU DIG 811

0 20' 40'
1" = 20' (HORIZONTAL)

N

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

Drawn by: EAS, LES

Sheet Title: SITE LAYOUT PLAN - NW

Sketch Number:

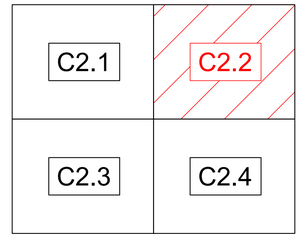
Sheet Number: C2.1

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.

LEGEND

- HEAVY DUTY PAVEMENT
- ASPHALT PAVEMENT
- RAISED CROSSWALK CONCRETE
- SIDEWALK
- SPECIALTY LANDSCAPING
- PLAYGROUND
- B-6.12 CURB & GUTTER
- CONCRETE RIBBON CURB
- CHAIN LINK FENCE
- ORNAMENTAL FENCE

KEYMAP



811 JULIE CALL BEFORE YOU DIG 811

0 20' 40'
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

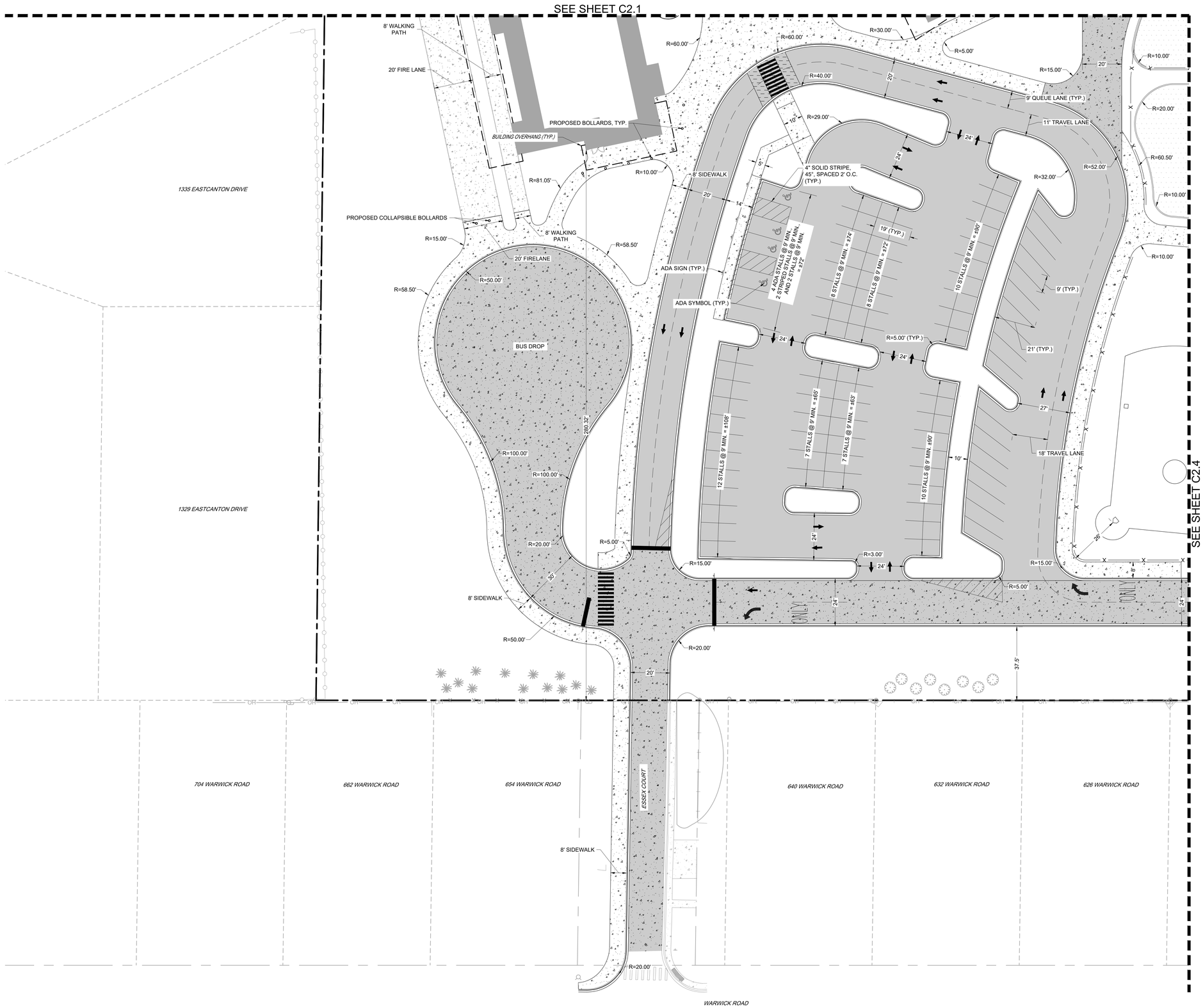
PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES
Sheet Title: SITE LAYOUT PLAN - NE
Sketch Number:
Sheet Number: C2.2

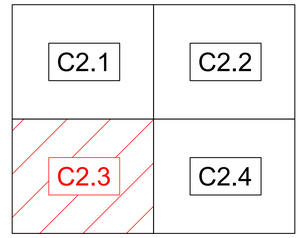
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



LEGEND

- HEAVY DUTY PAVEMENT
- ASPHALT PAVEMENT
- RAISED CROSSWALK CONCRETE
- SIDEWALK
- SPECIALTY LANDSCAPING
- PLAYGROUND
- B-6.12 CURB & GUTTER
- CONCRETE RIBBON CURB
- CHAIN LINK FENCE
- ORNAMENTAL FENCE

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40'
1" = 20' (HORIZONTAL)

N

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109
Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number:
25105

Issue Date:
JUNE 18TH, 2026

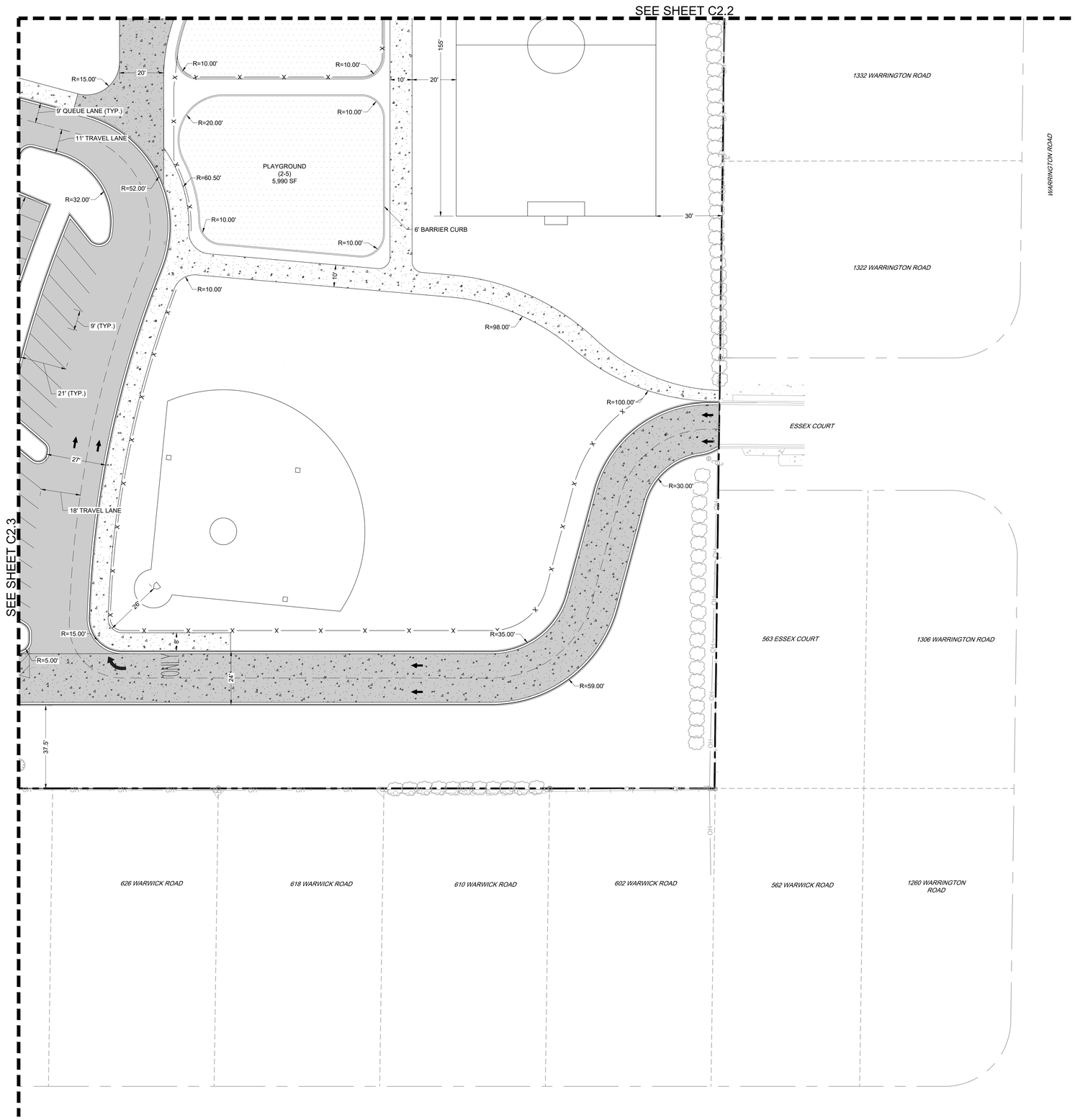
Drawn by:
EAS, LES

Sheet Title:
SITE LAYOUT PLAN - SW

Sketch Number:

Sheet Number:
C2.3

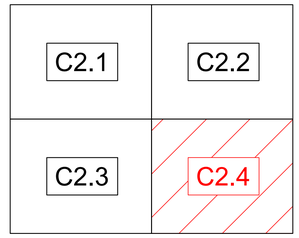
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING , BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates , Inc.



LEGEND

- HEAVY DUTY PAVEMENT
- ASPHALT PAVEMENT
- RAISED CROSSWALK CONCRETE
- SIDEWALK
- SPECIALTY LANDSCAPING
- PLAYGROUND
- B-6.12 CURB & GUTTER
- CONCRETE RIBBON CURB
- CHAIN LINK FENCE
- ORNAMENTAL FENCE

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40'
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number:
25105

Issue Date:
JUNE 18TH, 2026

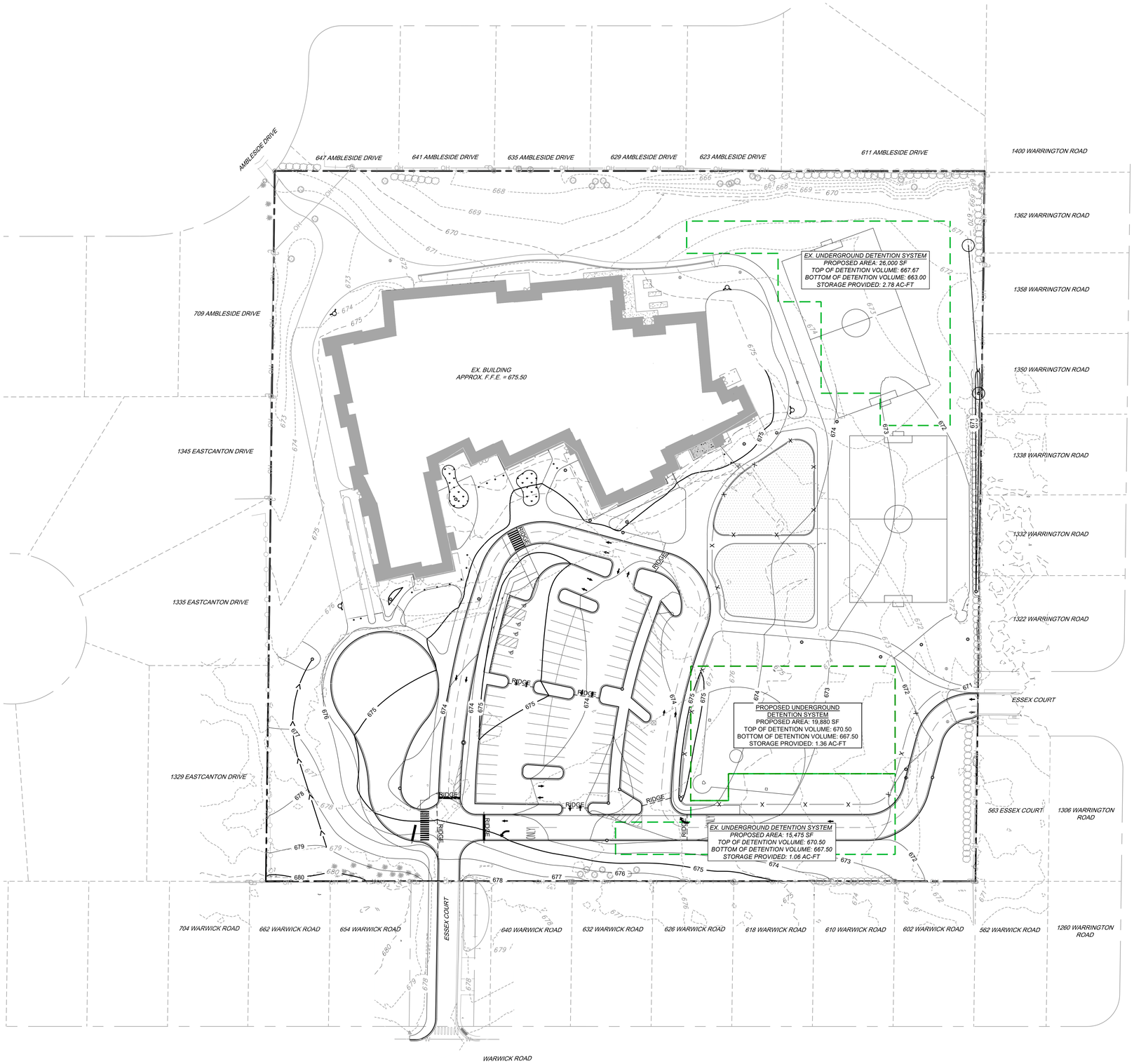
Drawn by:
EAS, LES

Sheet Title:
SITE LAYOUT PLAN - SE

Sketch Number:

Sheet Number:
C2.4

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING , BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates , Inc.



GRADING LEGEND

- 1.0% — DRAINAGE ARROW
- OVERLAND FLOOD ROUTE
- 600.00 P — SPOT ELEVATION
- 600 — PROPOSED MAJOR CONTOUR
- 600 — PROPOSED MINOR CONTOUR
- 600 — EXISTING MAJOR CONTOUR
- 600 — EXISTING MINOR CONTOUR

KEYMAP

C3.1	C3.2
C3.3	C3.4

JULIE
CALL BEFORE
YOU DIG
811

0 40' 80'
1" = 40' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109
Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES
Sheet Title: SITE GRADING PLAN - OVERALL
Sketch Number:

Sheet Number: C3.0

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.

GRADING LEGEND

- 1.0% — DRAINAGE ARROW
- OVERLAND FLOOD ROUTE
- 600.00 P — SPOT ELEVATION
- 600 — PROPOSED MAJOR CONTOUR
- 600 — PROPOSED MINOR CONTOUR
- 600 — EXISTING MAJOR CONTOUR
- 600 — EXISTING MINOR CONTOUR

KEYMAP

C3.1	C3.2
C3.3	C3.4

JULIE
CALL BEFORE
YOU DIG
811

0 20' 40 '
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

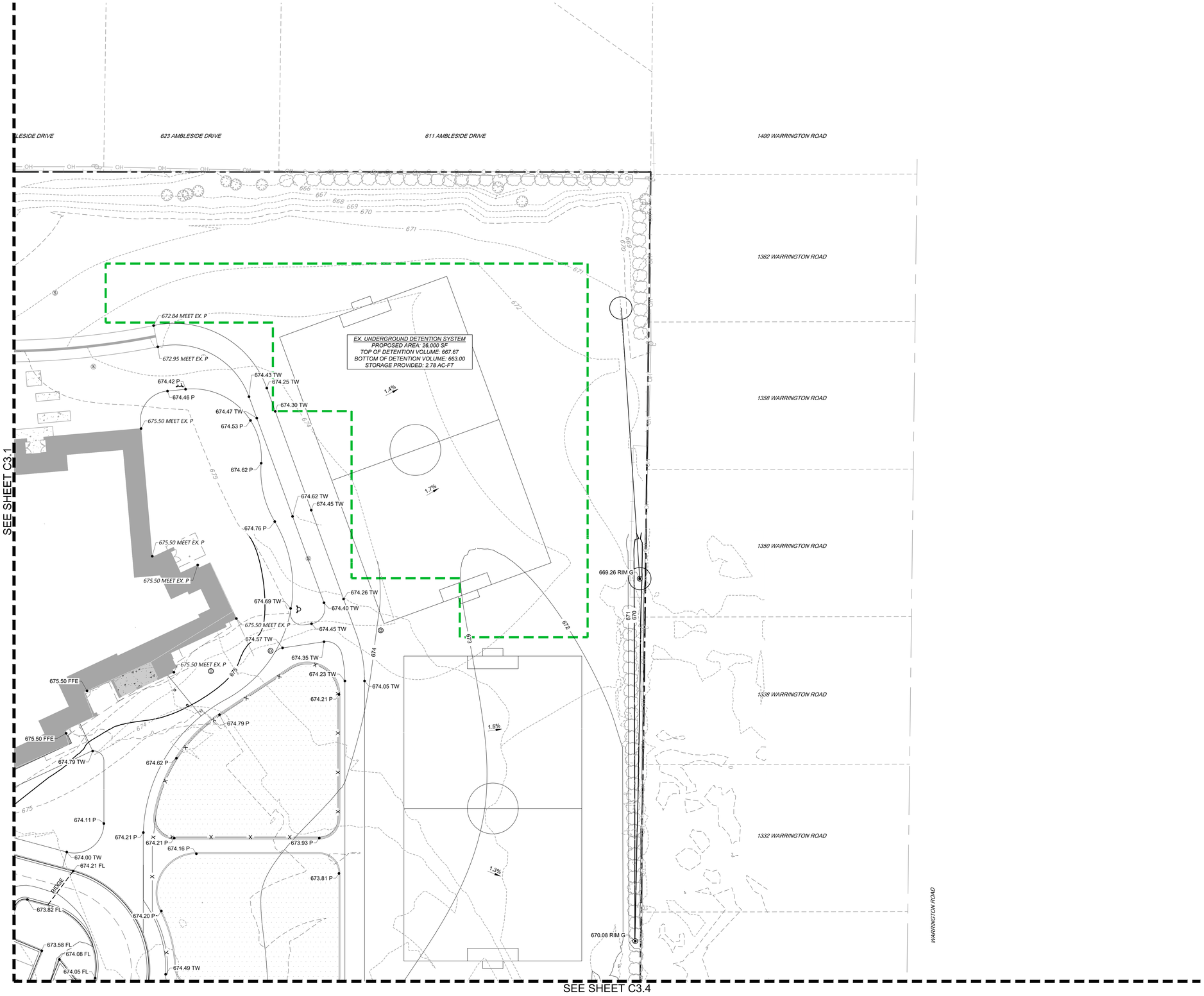
Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES
Sheet Title: SITE GRADING PLAN - NW
Sketch Number:
Sheet Number: C3.1

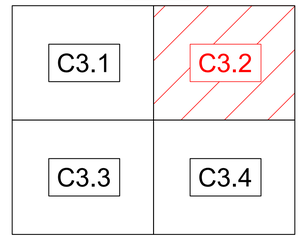
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING , BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates , Inc.



GRADING LEGEND

- 1.0% — DRAINAGE ARROW
- OVERLAND FLOOD ROUTE
- 600.00 P — SPOT ELEVATION
- 600 — PROPOSED MAJOR CONTOUR
- 600 — PROPOSED MINOR CONTOUR
- 600 — EXISTING MAJOR CONTOUR
- 600 — EXISTING MINOR CONTOUR

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40 '
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

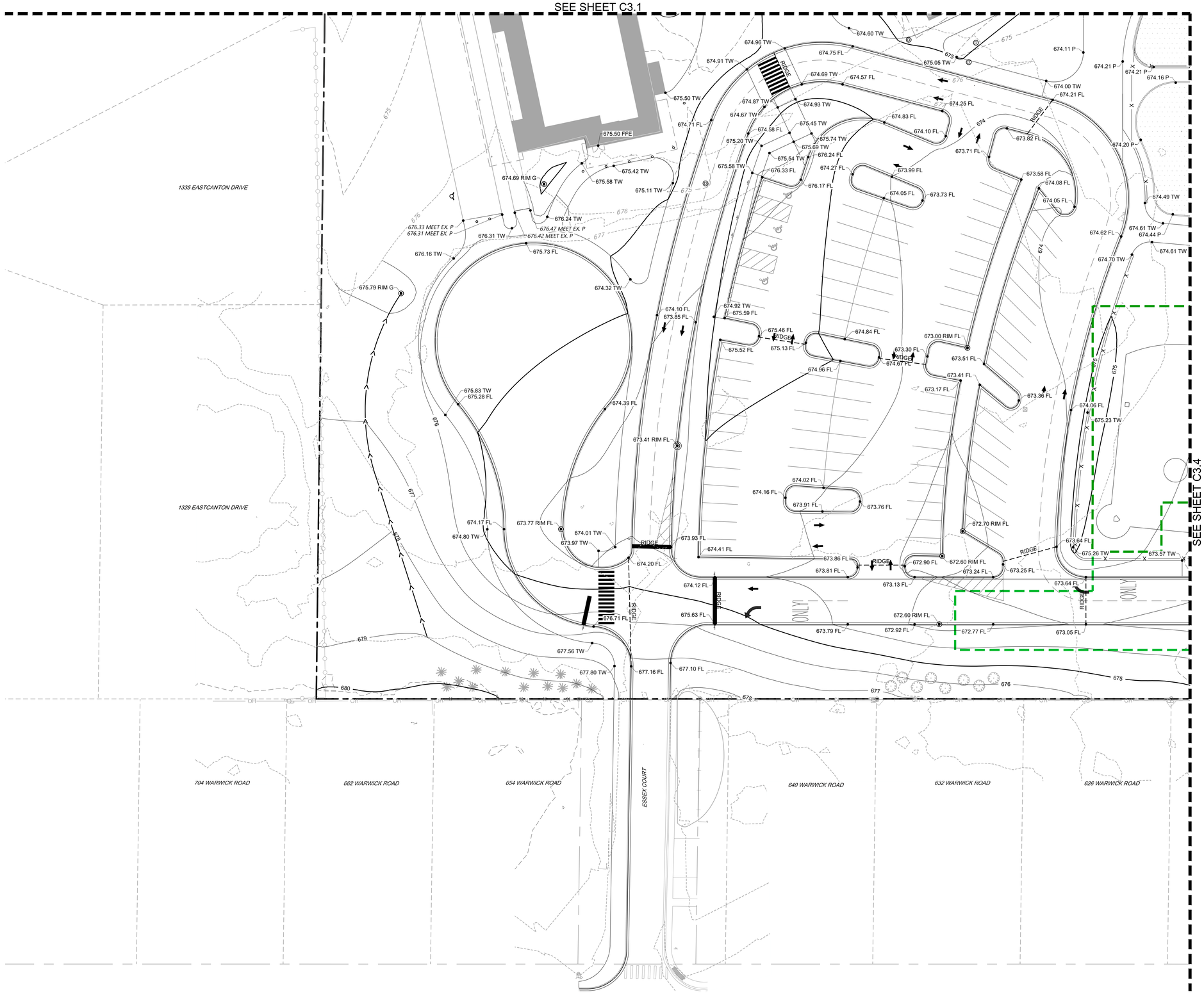
PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES
Sheet Title: SITE GRADING PLAN - NE
Sketch Number:
Sheet Number: C3.2

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING , BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates , Inc.



GRADING LEGEND

- 1.0% — DRAINAGE ARROW
- OVERLAND FLOOD ROUTE
- 600.00 P — SPOT ELEVATION
- 600 — PROPOSED MAJOR CONTOUR
- 600 — PROPOSED MINOR CONTOUR
- 600 — EXISTING MAJOR CONTOUR
- 600 — EXISTING MINOR CONTOUR

KEYMAP

C3.1	C3.2
C3.3	C3.4

JULIE
CALL BEFORE
YOU DIG
811

0 20' 40'
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

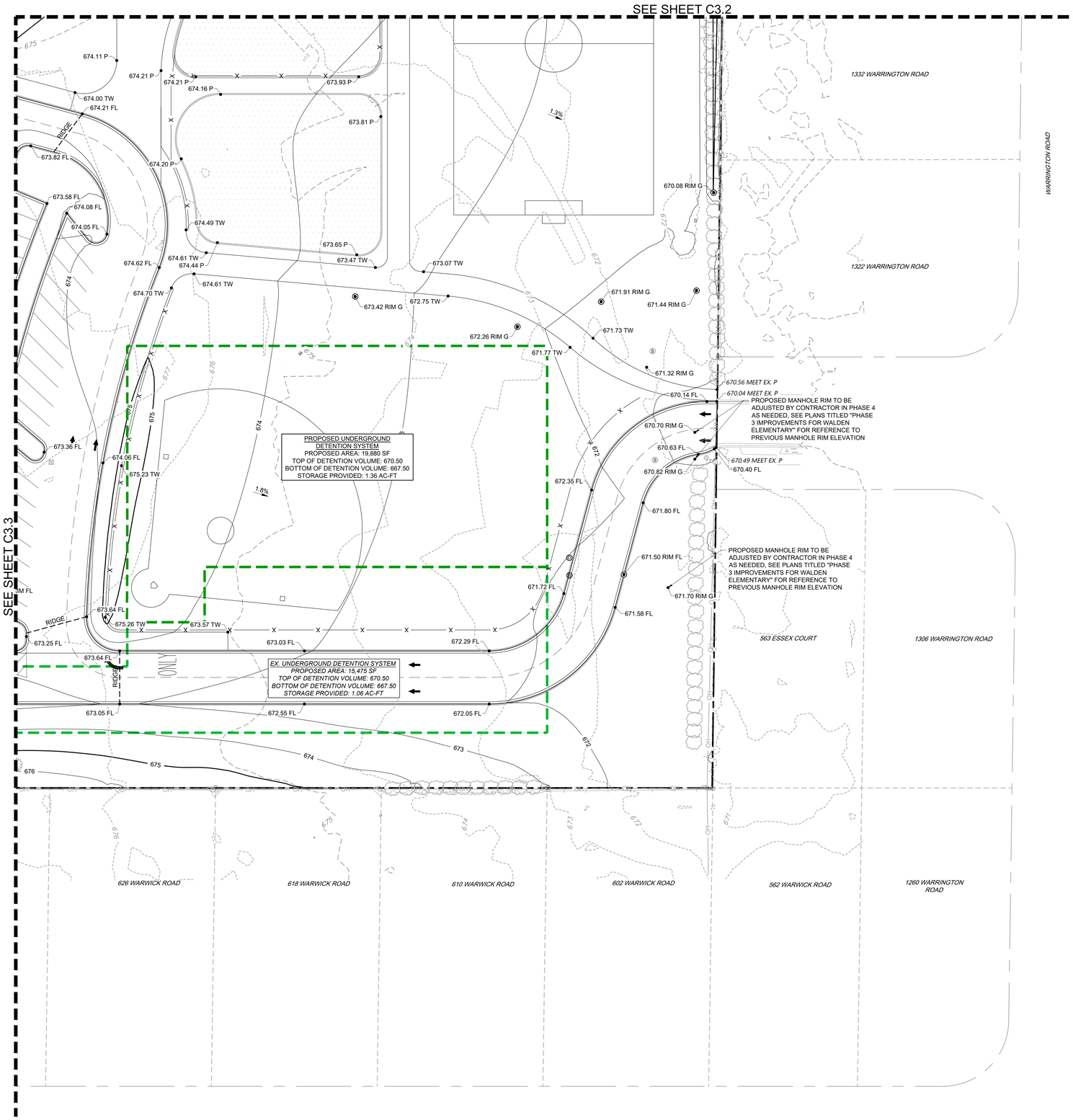
PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES
Sheet Title: SITE GRADING PLAN - SW
Sketch Number:
Sheet Number: C3.3

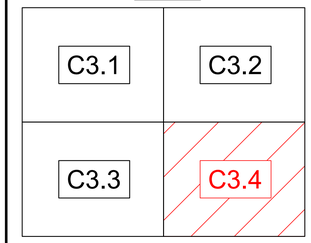
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING , BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates , Inc.



GRADING LEGEND

- 1.0% — DRAINAGE ARROW
- OVERLAND FLOOD ROUTE
- 600.00 P — SPOT ELEVATION
- 600 — PROPOSED MAJOR CONTOUR
- 600 — PROPOSED MINOR CONTOUR
- 600 — EXISTING MAJOR CONTOUR
- 600 — EXISTING MINOR CONTOUR

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40'
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

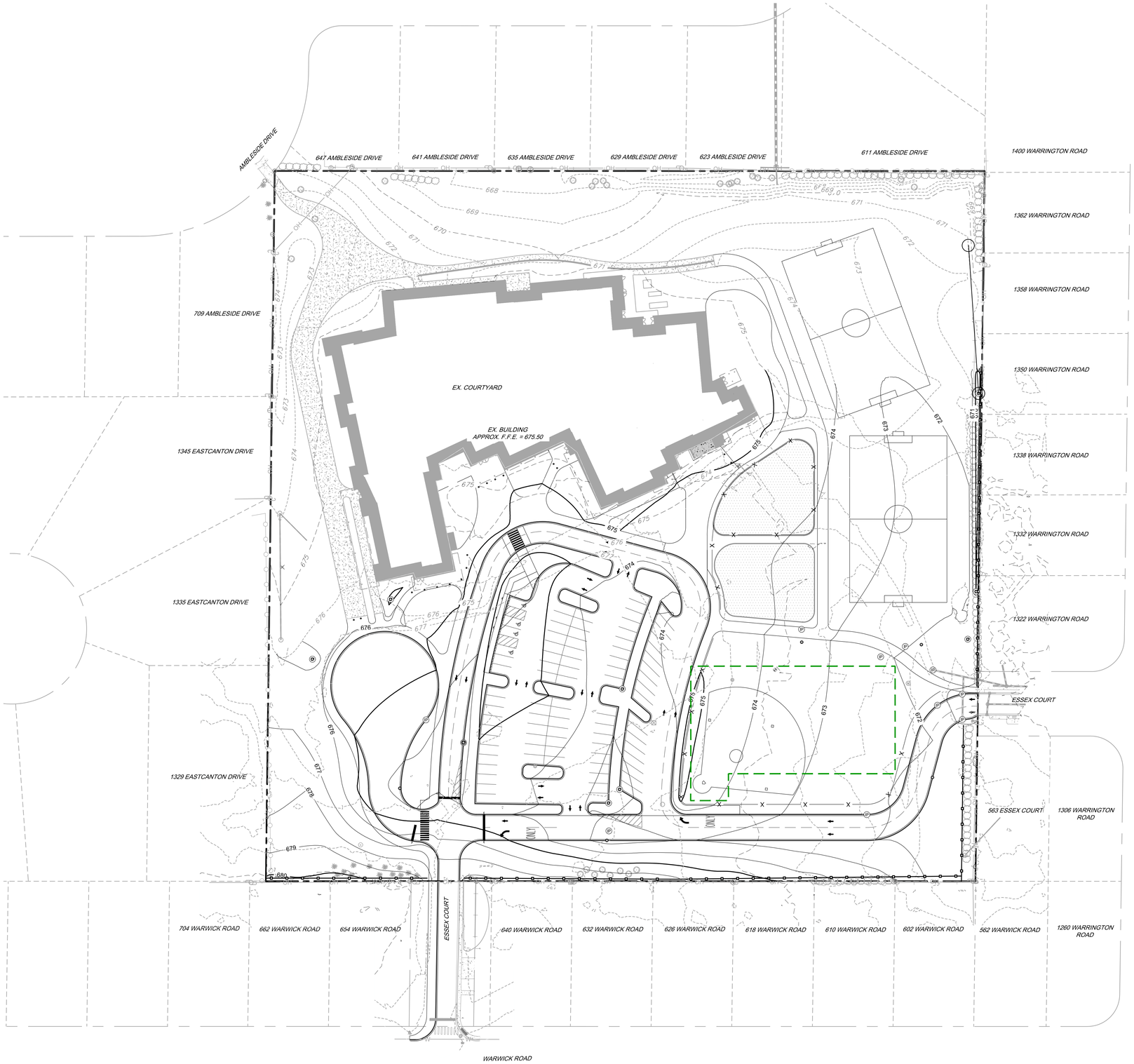
Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES
Sheet Title: SITE GRADING PLAN
Sketch Number:
Sheet Number: C3.4

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING , BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates , Inc.



SESC LEGEND

- SILT FENCE
- CONSTRUCTION FENCE
- EROSION CONTROL BLANKET
- TEMPORARY CONSTRUCTION ENTRANCE
- INLET PROTECTION FILTER BASKET
- CONCRETE WASHOUT

KEYMAP

C4.1	C4.2
C4.3	C4.4

JULIE
CALL BEFORE
YOU DIG
811

0 40' 80'
1" = 40' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

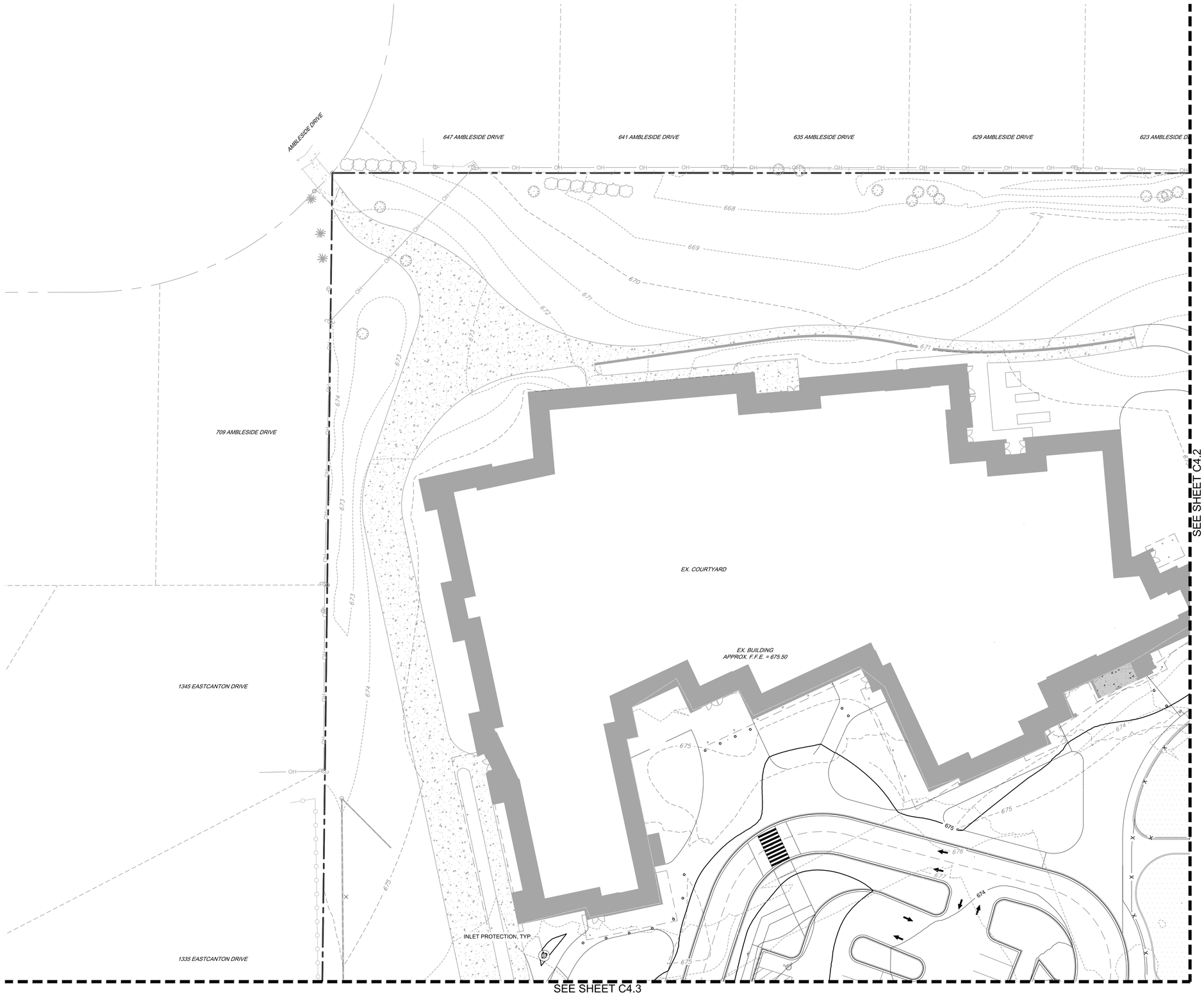
Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES
Sheet Title: SOIL EROSION & SEDIMENT CONTROL PLAN
Sketch Number:
Sheet Number: C4.0

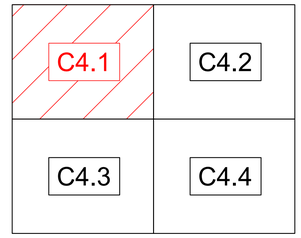
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING , BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates , Inc.



SESC LEGEND

- SILT FENCE
- CONSTRUCTION FENCE
- EROSION CONTROL BLANKET
- TEMPORARY CONSTRUCTION ENTRANCE
- INLET PROTECTION FILTER BASKET
- CONCRETE WASHOUT

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40'
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

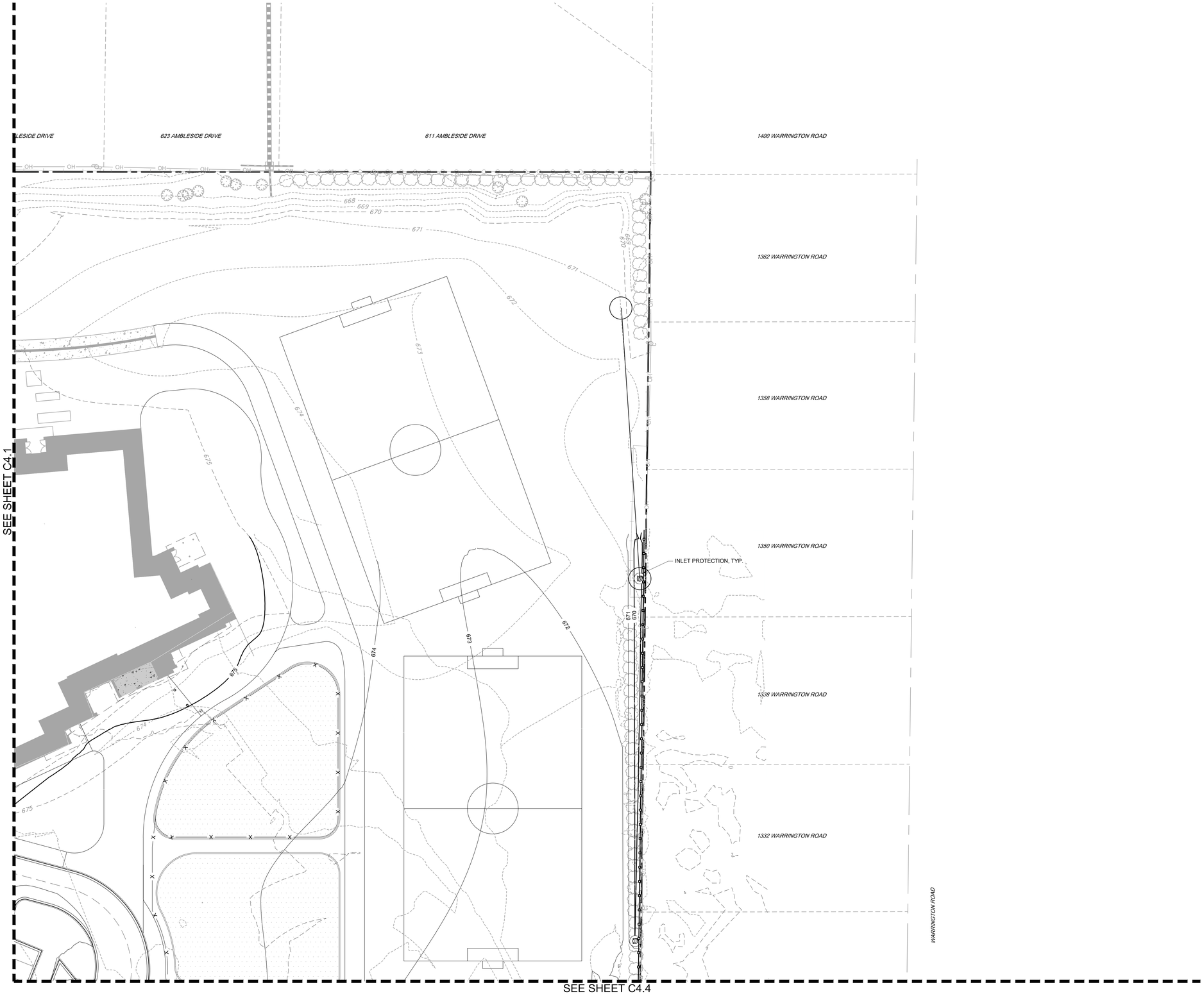
PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES
Sheet Title: SOIL EROSION & SEDIMENT CONTROL PLAN
Sketch Number:
Sheet Number: C4.1

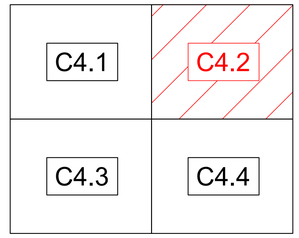
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



SESC LEGEND

- SILT FENCE
- CONSTRUCTION FENCE
- EROSION CONTROL BLANKET
- TEMPORARY CONSTRUCTION ENTRANCE
- INLET PROTECTION FILTER BASKET
- CONCRETE WASHOUT

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40'
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

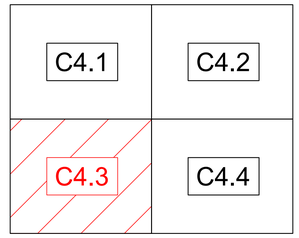
Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES
Sheet Title: SOIL EROSION & SEDIMENT CONTROL PLAN
Sketch Number:
Sheet Number: C4.2

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING , BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates , Inc.

SESC LEGEND

- SILT FENCE
- CONSTRUCTION FENCE
- EROSION CONTROL BLANKET
- TEMPORARY CONSTRUCTION ENTRANCE
- INLET PROTECTION FILTER BASKET
- CONCRETE WASHOUT

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40'
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

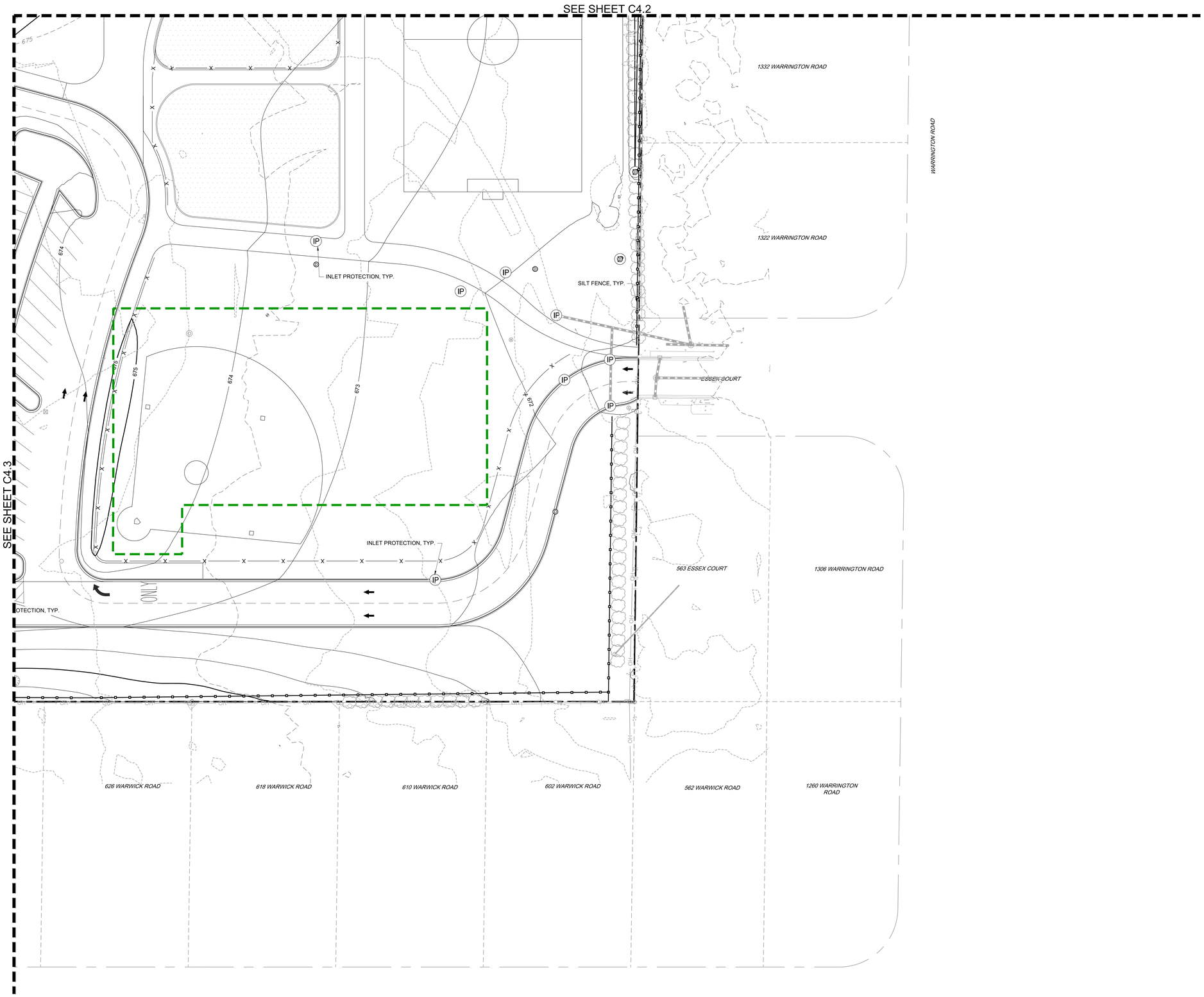
PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES
Sheet Title: SOIL EROSION & SEDIMENT CONTROL PLAN
Sketch Number:
Sheet Number: C4.3

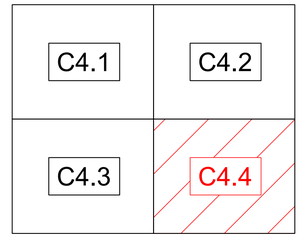
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING , BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates , Inc.



SESC LEGEND

- SILT FENCE
- CONSTRUCTION FENCE
- EROSION CONTROL BLANKET
- TEMPORARY CONSTRUCTION ENTRANCE
- INLET PROTECTION FILTER BASKET
- CONCRETE WASHOUT

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40'
1" = 20' (HORIZONTAL)

N

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

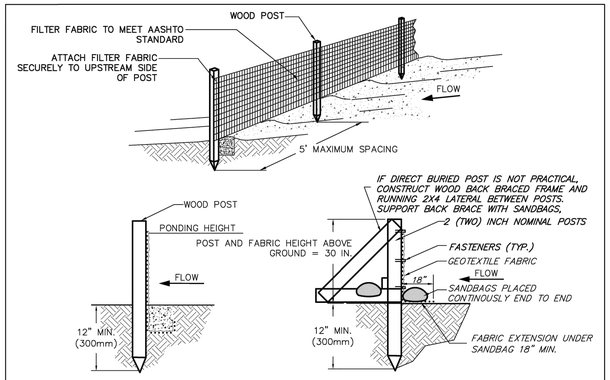
PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES
Sheet Title: SOIL EROSION & SEDIMENT CONTROL PLAN
Sketch Number:
Sheet Number: C4.4

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



TRENCH DETAIL (TYPE A)

INSTALLATION WITHOUT TRENCHING (TYPE B)

1. SET POSTS AND EXCAVATE OR SLIT–TRENCH A 6–INCH DEEP TRENCH UPSLOPE ALONG THE LINE OF THE POST
2. ATTACH GEOTEXTILE FILTER FABRIC TO EACH POST WITH A MINIMUM OF 3(THREE) FASTENERS PER POST AND EXTEND TO THE BOTTOM OF THE TRENCH. ACCEPTABLE FASTENERS INCLUDE STAPLES, ZIP–TIES, OR WIRE TIES.
3. BACKFILL AND COMPACT THE EXCAVATED SPOIL MATERIALS

Geotextile Requirement	Test Method	MARV
Grab Strength –Machine direction –X–machine direction	ASTM D 4632	 550 N 450 N
Permittivity	ASTM D 4491	0.05 sec–1
Apparent opening size*	ASTM D 4751	0.60 mm
Ultraviolet stability (retained strength)	ASTM D 4355	70% after 500 hours

Note:
Value for apparent opening size represents maximum average roll value.

NOTES:
1. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.
2. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY. 9" (225mm) MAXIMUM RECOMMENDED STORAGE HEIGHT.
3. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF–SITE AND CAN BE PERMANENTLY STABILIZED.
4. FABRIC AND INSTALLATION SHALL MEET THE REQUIREMENTS OF AASHTO STANDARD SPECIFICATION M–288–00.

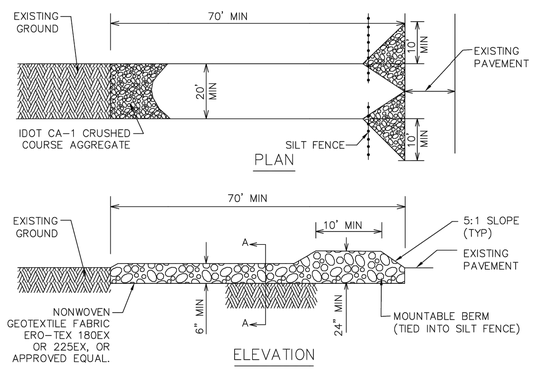
REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

SILT FENCE INSTALLATION DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD SILT FENCE DETAIL
Scale: NOT TO SCALE



NOTES:
1. ALL SURFACE WATER FLOWING OR DIVERTED TOWARD THE CONSTRUCTION ENTRANCE SHALL BE PIPED ACROSS THE ENTRANCE.
2. STABILIZED CONSTRUCTION ENTRANCE SHALL BE INSTALLED, PRIOR TO CONSTRUCTION OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE PROJECT. ANY SEDIMENT SPILLED ONTO PUBLIC RIGHT–OF–WAY(S) SHALL BE REMOVED IMMEDIATELY.
3. CONSTRUCTION ENTRANCE SHALL BE REMOVED AFTER THE DISTURBED AREA IS STABILIZED AND AT THE DIRECTION OF THE VILLAGE.

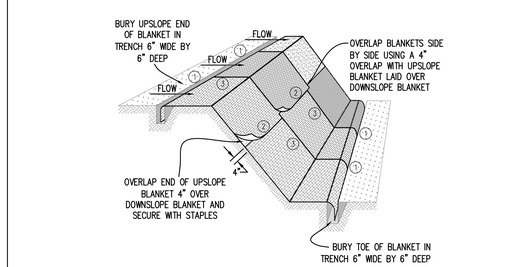
REVISED FEBRUARY 2022

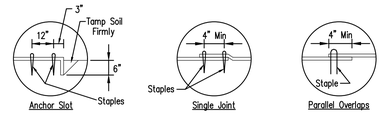
VILLAGE OF DEERFIELD

STABILIZED CONSTRUCTION ENTRANCE DETAIL

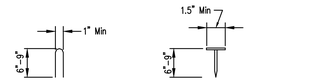
NOT TO SCALE

VILLAGE OF DEERFIELD STABILIZED CONSTRUCTION ENTRANCE DETAIL
Scale: NOT TO SCALE





DETAIL 1 DETAIL 2 DETAIL 3



STAPLE DETAIL PUSH PIN DETAIL

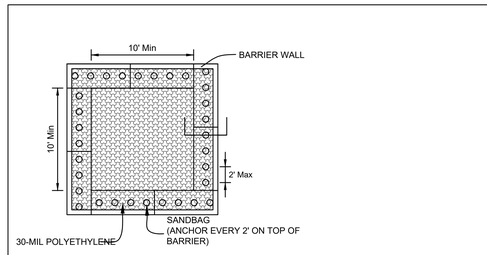
NOTES:

1. Staples shall be placed in a diamond pattern at 2 per s.y. for stiched blankets. Non–stiched shall use 4 staples per s.y. of material. This equates to 200 staples with stiched blanket and 400 stapels with non–stiched blanket per 100 s.y. of material.
2. Staple or push pin lengths shall be selected based on soil type and conditions. (minimum staple length is 6")
3. Erosion control material shall be placed in contact with the soil over a prepared seedbed.
4. All anchor slots shall be stapled at approximately 12" intervals.

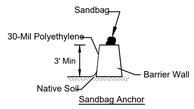
Plot 1 = 1"	No. Revisions Per Village Comments 5/5/26	EROSION CONTROL BLANKET INSTALLATION DETAILS

Date
Designed
Drawn
Checked
Approved

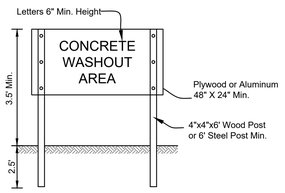
EROSION CONTROL BLANKET DETAIL
Scale: NOT TO SCALE



PLAN VIEW



BARRIER WALL ANCHOR SECTION



SIGN DETAIL

NOTES:

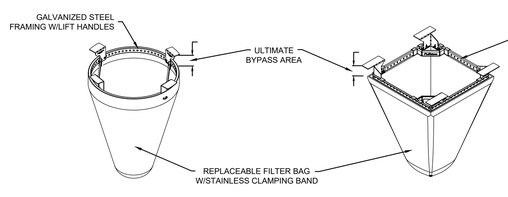
1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

1" = 1'-0" (Half)	No. Revisions 1 Per Village Comments 5/5/26	TEMPORARY CONCRETE WASHOUT FACILITY - BARRIER WALL

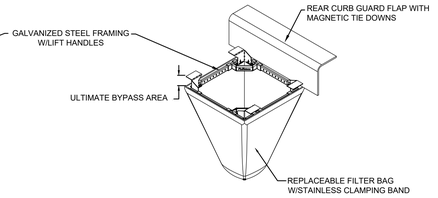
Date
Designed
Drawn 5/5/2026
Checked
Approved

CONCRETE WASHOUT 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. (ft³)	Flow Rating IL BAG (CFS)	ADS P/N
1	1713, 1762, 1772, 2504, 2435, 2425,	1020, 1022, 1050, 1058	Round (RD)	22.25 - 23.5	1.9	1.3	6MRDILT1
2	R-3501-D2, -A	7170, 7171	Rolled Curb (RC)	22.25 x 16.25	1.6	0.6	62MSQIL2216
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, 6527	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)	28.75 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, 7536 (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	62MSQIL3501-P
N/A	R-3501-TR	7495	Rolled Curb (RC)	26 x 23.5	3.1	1.4	62LSQIL3501-TR

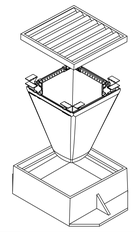
*FLOW RATINGS SHOWN ARE 50% MAXIMIUM

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

		DWG NO	REV
SCALE		SHEET 1 OF 1	

INLET PROTECTION DETAIL
Scale: NOT TO SCALE

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

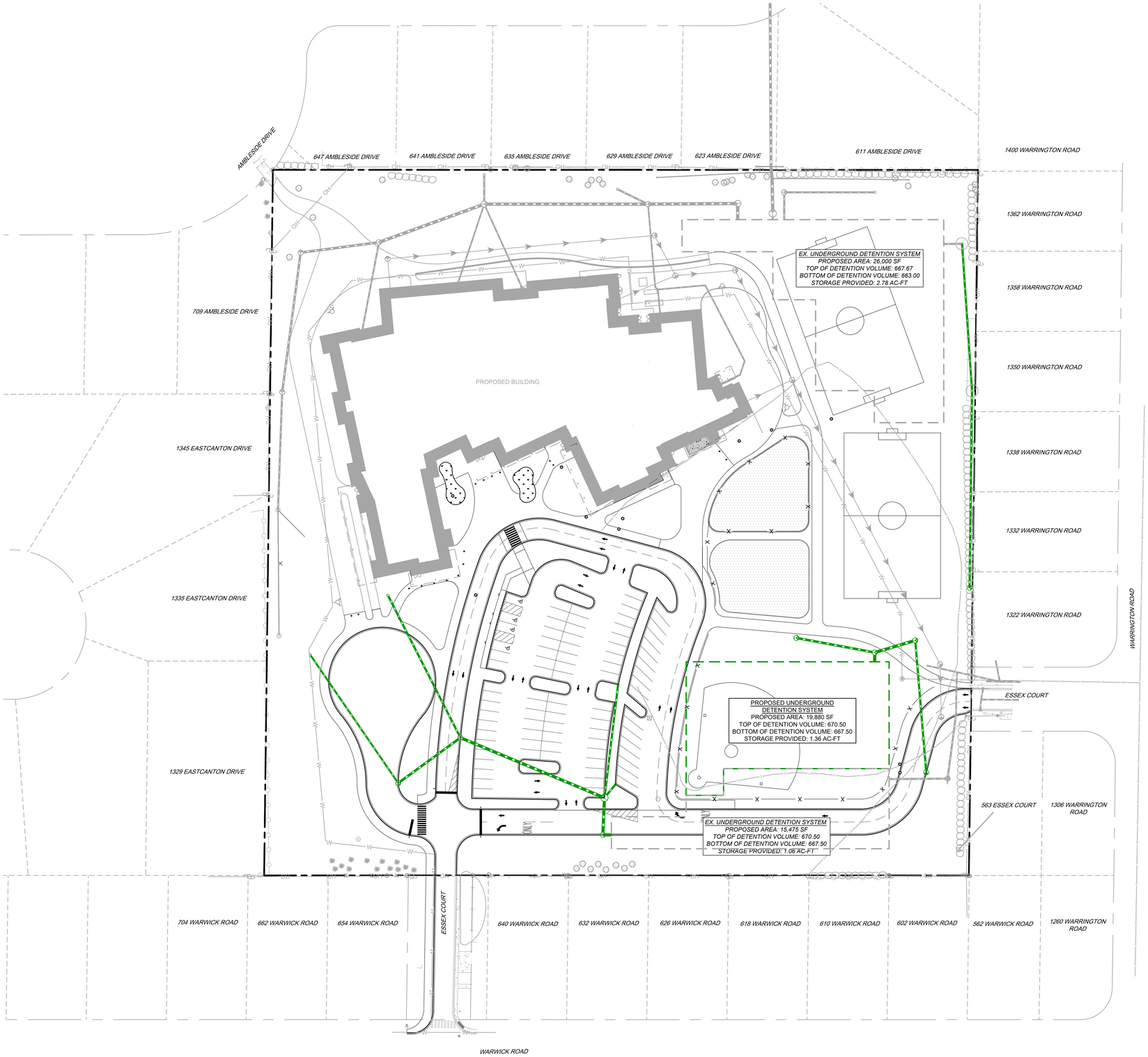
Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES
Sheet Title: SOIL EROSION & SEDIMENT CONTROL DETAILS
Sketch Number:
Sheet Number: C4.5

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING , BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates , Inc.



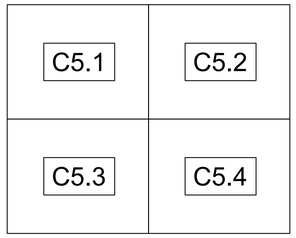
UTILITY LEGEND

- PROPOSED GRAVITY SANITARY SEWER
- PROPOSED SANITARY FORCE MAIN
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED WATER VALVE VAULT
- PROPOSED HYDRANT
- PROPOSED IRRIGATION LINE
- PROPOSED STORM PIPE
- PROPOSED FLAT DRAIN
- PROPOSED STORM STRUCTURE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING STORM PIPE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY MANHOLE

SHEET NOTES:

1. ALL RIMS, INVERTS, AND PIPE SIZES IN THE PRELIMINARY ENGINEERING PHASE ARE APPROXIMATE AND SUBJECT TO CHANGE AS THE DESIGN PROGRESSES AND MODELING IS FINALIZED.

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 40' 80 '
1" = 40' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

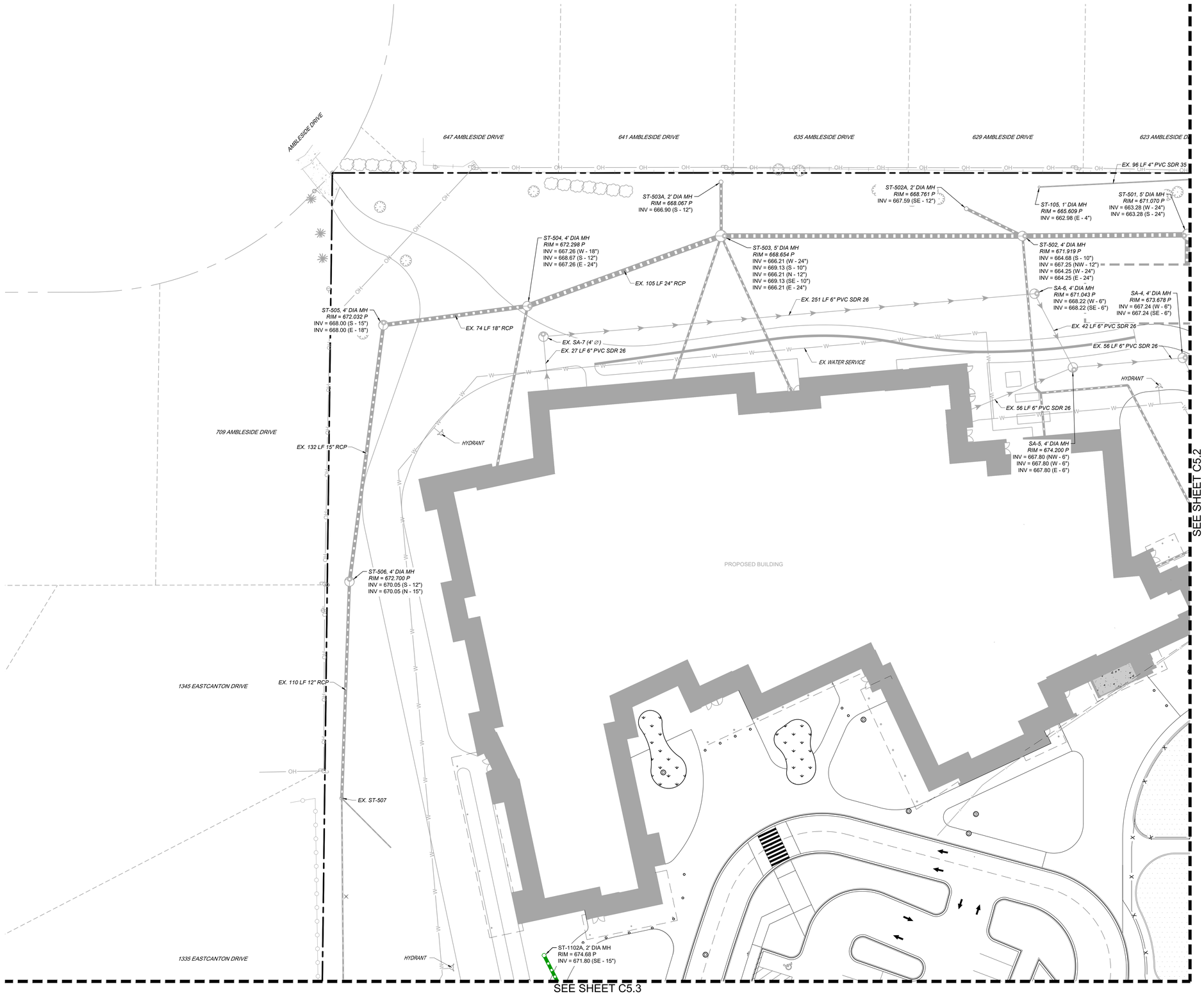
Drawn by: EAS, LES

Sheet Title: SITE UTILITY PLAN - OVERALL

Sketch Number:

Sheet Number: C5.0

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING , BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates , Inc.



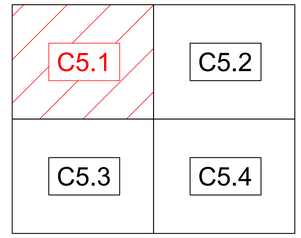
UTILITY LEGEND

- PROPOSED GRAVITY SANITARY SEWER
- PROPOSED SANITARY FORCE MAIN
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED WATER VALVE VAULT
- PROPOSED HYDRANT
- PROPOSED IRRIGATION LINE
- PROPOSED STORM PIPE
- PROPOSED FLAT DRAIN
- PROPOSED STORM STRUCTURE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING STORM PIPE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY MANHOLE

SHEET NOTES:

1. ALL RIMS, INVERTS, AND PIPE SIZES IN THE PRELIMINARY ENGINEERING PHASE ARE APPROXIMATE AND SUBJECT TO CHANGE AS THE DESIGN PROGRESSES AND MODELING IS FINALIZED.

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40'
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109
Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number:
25105

Issue Date:
JUNE 18TH, 2026

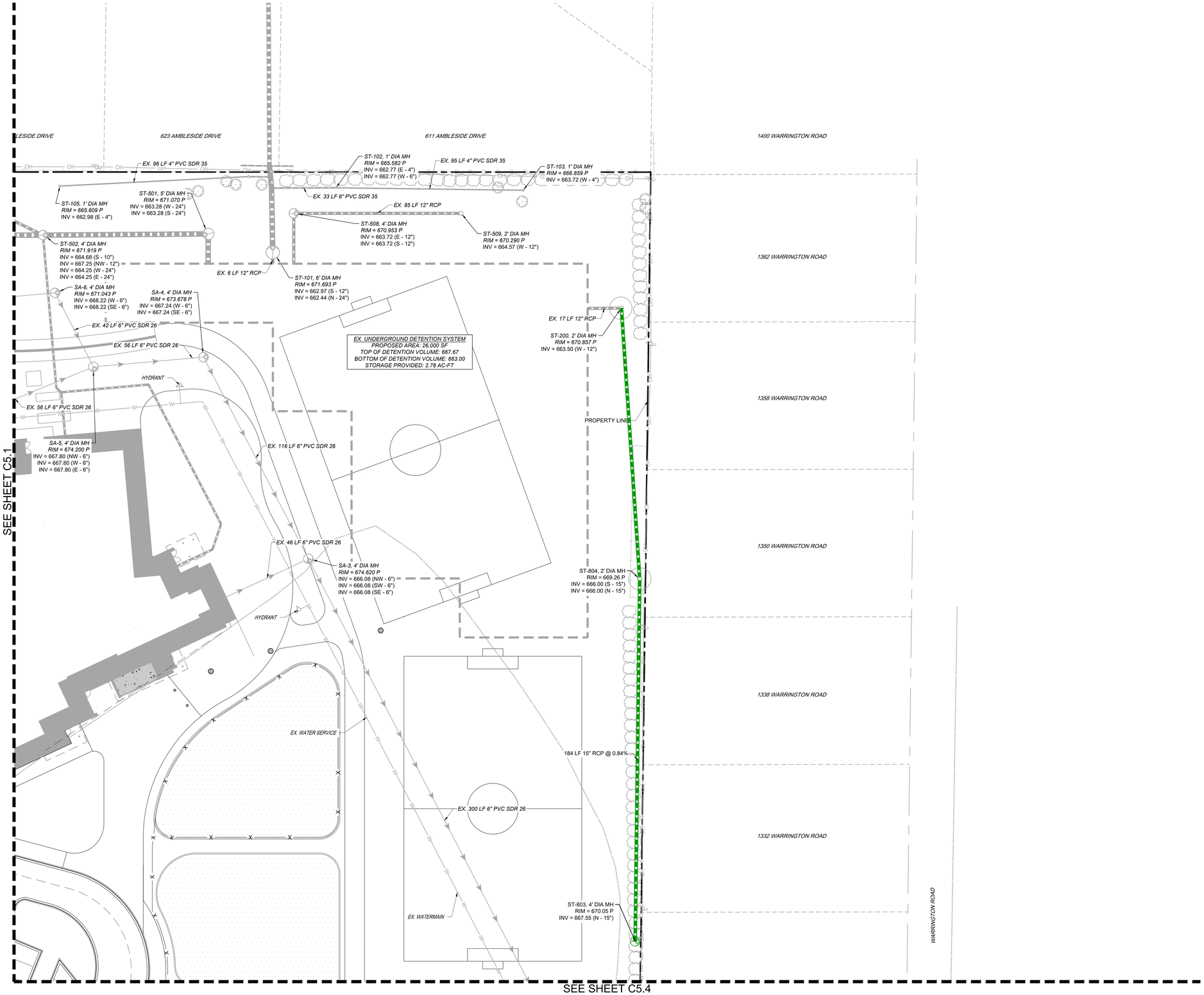
Drawn by:
EAS, LES

Sheet Title:
SITE UTILITY PLAN - NW

Sketch Number:

Sheet Number:
C5.1

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



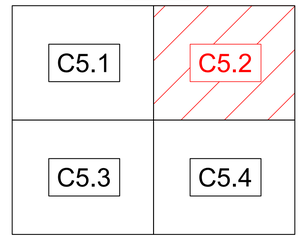
UTILITY LEGEND

- PROPOSED GRAVITY SANITARY SEWER
- PROPOSED SANITARY FORCE MAIN
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED WATER VALVE VAULT
- PROPOSED HYDRANT
- PROPOSED IRRIGATION LINE
- PROPOSED STORM PIPE
- PROPOSED FLAT DRAIN
- PROPOSED STORM STRUCTURE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING STORM PIPE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY MANHOLE

SHEET NOTES:

1. ALL RIMS, INVERTS, AND PIPE SIZES IN THE PRELIMINARY ENGINEERING PHASE ARE APPROXIMATE AND SUBJECT TO CHANGE AS THE DESIGN PROGRESSES AND MODELING IS FINALIZED.

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40'
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number:
25105

Issue Date:
JUNE 18TH, 2026

Drawn by:
EAS, LES

Sheet Title:
SITE UTILITY PLAN - NE

Sketch Number:

Sheet Number:
C5.2

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING , BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates , Inc.

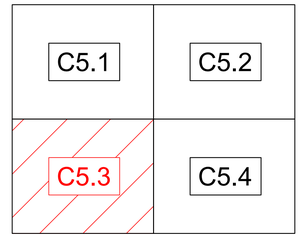
UTILITY LEGEND

- PROPOSED GRAVITY SANITARY SEWER
- PROPOSED SANITARY FORCE MAIN
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED WATER VALVE VAULT
- PROPOSED HYDRANT
- PROPOSED IRRIGATION LINE
- PROPOSED STORM PIPE
- PROPOSED FLAT DRAIN
- PROPOSED STORM STRUCTURE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING STORM PIPE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY MANHOLE

SHEET NOTES:

1. ALL RIMS, INVERTS, AND PIPE SIZES IN THE PRELIMINARY ENGINEERING PHASE ARE APPROXIMATE AND SUBJECT TO CHANGE AS THE DESIGN PROGRESSES AND MODELING IS FINALIZED.

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40'
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

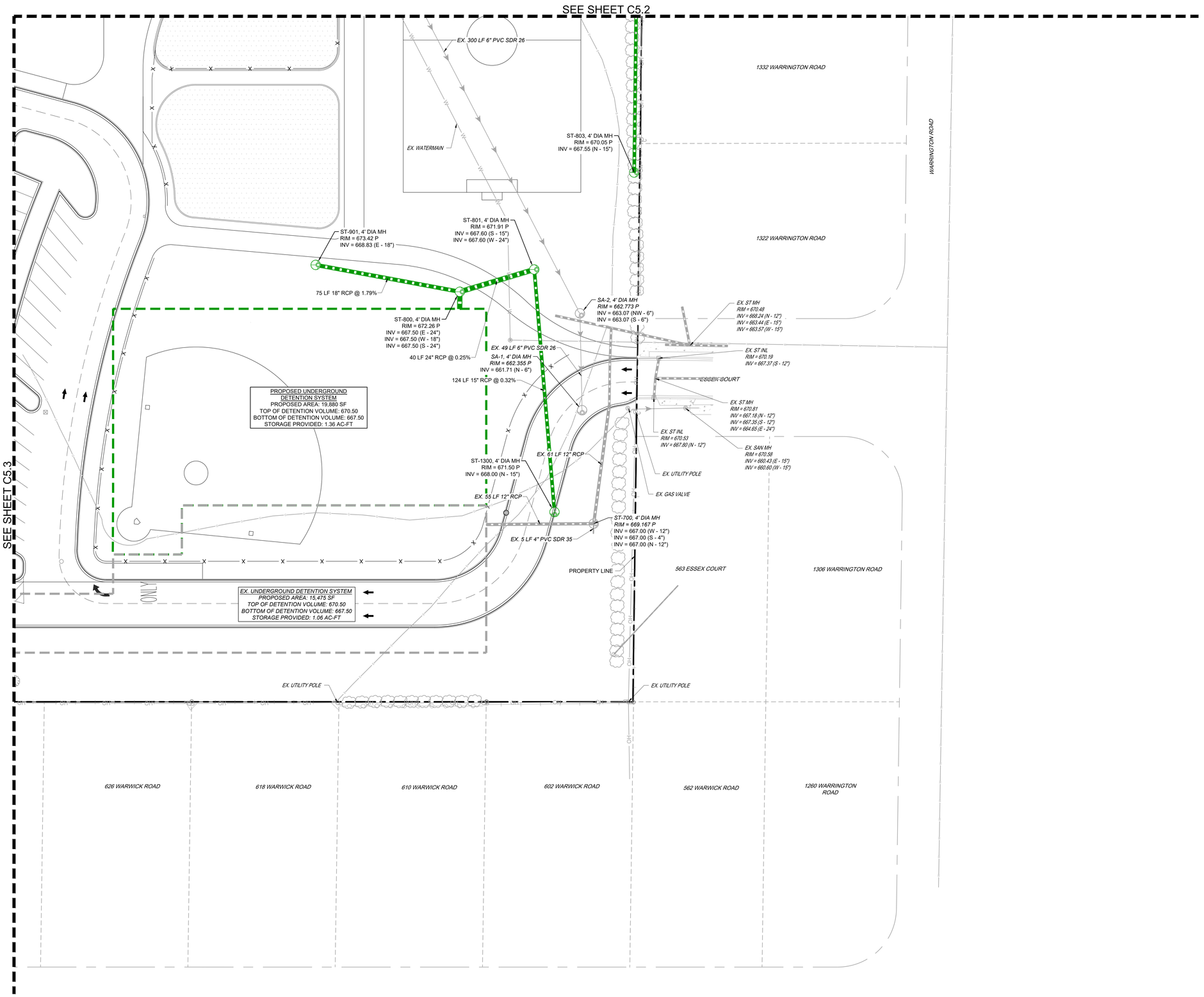
Drawn by: EAS, LES

Sheet Title: SITE UTILITY PLAN - SW

Sketch Number:

Sheet Number: C5.3

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING - BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



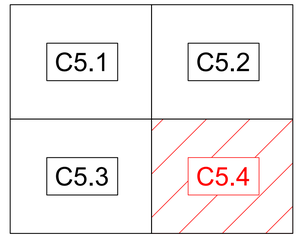
UTILITY LEGEND

- PROPOSED GRAVITY SANITARY SEWER
- PROPOSED SANITARY FORCE MAIN
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED WATER VALVE VAULT
- PROPOSED HYDRANT
- PROPOSED IRRIGATION LINE
- PROPOSED STORM PIPE
- PROPOSED FLAT DRAIN
- PROPOSED STORM STRUCTURE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING STORM PIPE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY MANHOLE

SHEET NOTES:

1. ALL RIMS, INVERTS, AND PIPE SIZES IN THE PRELIMINARY ENGINEERING PHASE ARE APPROXIMATE AND SUBJECT TO CHANGE AS THE DESIGN PROGRESSES AND MODELING IS FINALIZED.

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

0 20' 40'
1" = 20' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

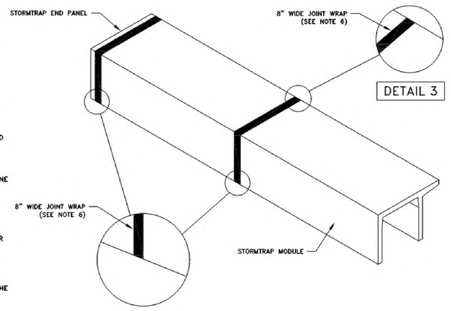
No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES
Sheet Title: SITE UTILITY PLAN - SE
Sketch Number:
Sheet Number: C5.4

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.

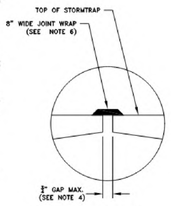
STORMTRAP INSTALLATION SPECIFICATION

1. STORMTRAP SHALL BE INSTALLED IN ACCORDANCE WITH ASTM C891 (STANDARD PRACTICE FOR INSTALLATION OF UNDERGROUND PRECAST CONCRETE UTILITY STRUCTURES). THE FOLLOWING ADDITIONS AND/OR EXCEPTIONS ARE PROVIDED FOR EMPHASIS. THE MENTION OF THESE ITEMS DOES NOT PRECLUDE THE INSTALLING CONTRACTOR FROM FOLLOWING ASTM C891 IN ITS ENTIRETY AND IMPLEMENTING ALL APPROPRIATE MEASURES. THE INSTALLING CONTRACTOR OWNS AND IS RESPONSIBLE FOR THE STORMTRAP SYSTEM UPON REMOVAL OF THE MODULES FROM THE DELIVERY TRUCK THROUGH 'FINAL CONSTRUCTION'. FINAL CONSTRUCTION IS ACHIEVED WHEN ALL MODULES ARE SET, FULLY BACKFILLED, AND WHEN FINAL FINISHED GRADES ARE REACHED. THE CONTRACTOR IS RESPONSIBLE FOR ANY COUNTERMEASURES NECESSARY TO RESIST UPLIFT/BUOYANCY BEFORE 'FINAL CONSTRUCTION' IS ACHIEVED.
2. IT IS THE RESPONSIBILITY OF THE INSTALLING CONTRACTOR TO ENSURE THAT PROPER/ADEQUATE EQUIPMENT IS USED TO SET/INSTALL THE MODULES.
3. THE AGGREGATE FOUNDATION HAS BEEN DESIGNED BASED ON THE FOLLOWING ASSUMPTIONS. THESE ASSUMPTIONS WILL NEED TO BE VERIFIED BY A GEOTECHNICAL ENGINEER WHICH WILL NEED TO BE EMPLOYED BY THE OWNER.
   - 3.1. A QUALIFIED GEOTECHNICAL ENGINEER WILL BE EMPLOYED, BY OWNER, TO PROVIDE ASSISTANCE IN EVALUATING THE EXISTING SOIL CONDITIONS BELOW THE PROPOSED ENGINEERED STONE FOUNDATION. IF A STONE FOUNDATION DESIGN IS TO BE USED, THE BEARING PRESSURE OF THE SOILS BELOW THE STONE WILL NEED TO MEET OR EXCEED ALLOWABLE CAPACITY. IF THIS IS NOT POSSIBLE, THE STONE FOUNDATION MAY NOT BE AN OPTION FOR THIS LOCATION.
   - 3.2. A QUALIFIED GEOTECHNICAL ENGINEER WILL BE EMPLOYED, BY OWNER, TO EVALUATE A SOURCE OF STONE AGGREGATES THAT WILL BE PLACED ON PROPERLY COMPACTED SOILS (SEE SHEET 1.1 FOR SOIL BEARING CAPACITY REQUIREMENTS). THE AGGREGATE BASE COURSE FOR WHICH THE STORMTRAP SYSTEM WILL BEAR DIRECTLY ON SHALL CONSIST OF A 3" THICK BED OF ¾" DIAMETER ANGULAR STONE, WELL COMPACTED AND SEATED, WITH NO FINES, AND A 9" THICK BED OF 3" ANGULAR AGGREGATE (SEE SHEET 4.0 FOR FURTHER DESCRIPTION/EXPLANATION). PLEASE NOTE THAT THESE ARE ONLY MINIMUM RECOMMENDATIONS AND A QUALIFIED GEOTECHNICAL ENGINEER SHALL BE USED TO DETERMINE THE EXACT REQUIREMENTS FOR THE LOCATIONS THAT THE STORMTRAP SYSTEM IS TO BE LOCATED.
   - 3.3. THE CONTRACTOR SHALL REMOVE ANY AND ALL EXPANDABLE OR COLLAPSIBLE SOILS AT THE DIRECTION OF A QUALIFIED GEOTECHNICAL ENGINEER.
   - 3.4. THE AGGREGATE FOUNDATION SHALL BE INSTALLED SUCH THAT THE AGGREGATE EXTENDS A MINIMUM OF 2'-0" PAST THE OUTSIDE OF THE SYSTEM (SEE DETAIL 1).
   - 3.5. THE ¾" AGGREGATE SHALL BE COMPACTED USING A VIBRATING ROLLER WITH ITS' FULL DYNAMIC FORCE APPLIED TO ACHIEVE A FLAT SURFACE.
   - 3.6. DISK, DRY AND COMPACT THE TOP 8" OF THE SUBGRADE SOILS TO 95% OF THE STANDARD DRY DENSITY AND 110% OPTIMUM MOISTURE CONTENT.
   - 3.7. AGGREGATE SHALL BE GRADED WITHIN +/- 1" OF THE GRADE SHOWN ON THE PLANS.
   - 3.8. MINIMUM SOIL BEARING CAPACITY LISTED ON SHEET 1.1 SHALL BE VERIFIED IN FIELD BY OTHERS.
4. THE STORMTRAP MODULES SHALL BE PLACED SUCH THAT THE MAXIMUM SPACE BETWEEN ADJACENT MODULES DOES NOT EXCEED 1" (SEE DETAIL 2). IF THE SPACE EXCEEDS 1", THE MODULES SHALL BE RESET WITH APPROPRIATE ADJUSTMENT MADE TO LINE AND GRADE TO BRING THE SPACE INTO SPECIFICATION.
5. STORMTRAP MODULES ARE NOT WATERTIGHT.
6. ALL EXTERIOR ROOF AND EXTERIOR VERTICAL WALL JOINTS BETWEEN ADJACENT STORMTRAP MODULES SHALL BE SEALED WITH 8" WIDE PRE-FORMED, COLD-APPLIED, SELF-ADHERING ELASTOMERIC RESIN, BONDED TO A WOVEN , HIGHLY PUNCTURE RESISTANT POLYMER WRAP, CONFORMING TO ASTM C891 AND SHALL BE INTEGRATED WITH PRIMER SEALANT AS APPROVED BY STORMTRAP (SEE DETAILS 2, 3, & 4). THE JOINT WRAP DOES NOT PROVIDE A WATERTIGHT SEAL. THE SOLE PURPOSE OF THE JOINT WRAP IS TO PROVIDE A SILT AND SOIL TIGHT SYSTEM. THE ADHESIVE EXTERIOR JOINT WRAP SHALL BE INSTALLED ACCORDING TO THE FOLLOWING INSTALLATION INSTRUCTIONS:
   - 6.1. USE A BRUSH OR WET CLOTH TO THOROUGHLY CLEAN THE OUTSIDE SURFACE AT THE POINT WHERE THE JOINT WRAP IS TO BE APPLIED.
   - 6.2. A RELEASE PAPER PROTECTS THE ADHESIVE SIDE OF THE JOINT WRAP. PLACE THE ADHESIVE TAPE (ADHESIVE SIDE DOWN) AROUND THE STRUCTURE, REMOVING THE RELEASE PAPER AS YOU GO. PRESS THE JOINT WRAP FIRMLY AGAINST THE STORMTRAP MODULE SURFACE WHEN APPLYING.
7. IF THE CONTRACTOR NEEDS TO CANCEL ANY SHIPMENTS, THEY MUST DO SO 48 HOURS PRIOR TO THEIR SCHEDULED ARRIVAL AT THE JOB SITE. IF CANCELED AFTER THAT TIME, PLEASE CONTACT THE PROJECT MANAGER.
8. IF THE STORMTRAP MODULE(S) IS DAMAGED IN ANY WAY PRIOR, DURING, OR AFTER INSTALL, STORMTRAP, MUST BE CONTACTED IMMEDIATELY TO ASSESS THE DAMAGE AND TO DETERMINE WHETHER OR NOT THE MODULE(S) WILL NEED TO BE REPLACED. IF ANY MODULE ARRIVES AT THE JOBSITE DAMAGED DO NOT UNLOAD IT; CONTACT STORMTRAP, IMMEDIATELY. ANY DAMAGE NOT REPORTED BEFORE THE TRUCK IS UNLOADED WILL BE THE CONTRACTOR'S RESPONSIBILITY.
9. STORMTRAP MODULES CANNOT BE ALTERED IN ANY WAY AFTER MANUFACTURING WITHOUT WRITTEN CONSENT FROM STORMTRAP.

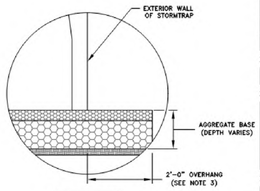


DETAIL 4

DETAIL 3



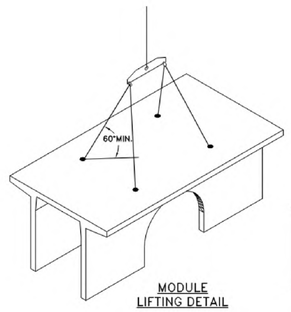
DETAIL 2



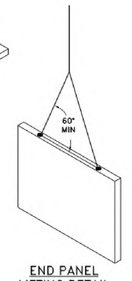
DETAIL 1

STORMTRAP MODULE LIFTING SPECIFICATION

1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL (4) CHAINS/CABLES ARE SECURED PROPERLY TO THE LIFTING ANCHORS AND IN EQUAL TENSION WHEN LIFTING THE STORMTRAP MODULE.
2. MINIMUM 7'-0" CHAIN/CABLE LENGTH TO BE USED TO LIFT STORMTRAP MODULES (SUPPLIED BY CONTRACTOR).
3. CONTRACTOR TO ENSURE MINIMUM LIFTING ANGLE IS 60° FROM TOP SURFACE OF STORMTRAP MODULE. SEE DETAIL.
4. IT IS UNDERSTOOD AND AGREED THAT AT ALL TIMES DURING WHICH HOISTING AND RIGGING EQUIPMENT IS BEING SUPPLIED TO THE PURCHASER, OPERATOR OF SUCH EQUIPMENT SHALL BE IN CHARGE OF HIS ENTIRE EQUIPMENT AND SHALL AT ALL TIMES BE THE JUDGE OF THE SAFETY AND PROPERTY OF ANY SUGGESTION TO HIM FROM THE SELLER, ITS AGENTS OR EMPLOYEES. PURCHASER AGREES TO SAVE, INDEMNIFY AND HOLD HARMLESS SELLER FROM ALL LOSS, CLAIMS, DEMANDS OR CAUSES OF ACTION, WHICH MAY ARISE FROM THE EXISTENCE OR OPERATION OF SAID EQUIPMENT.



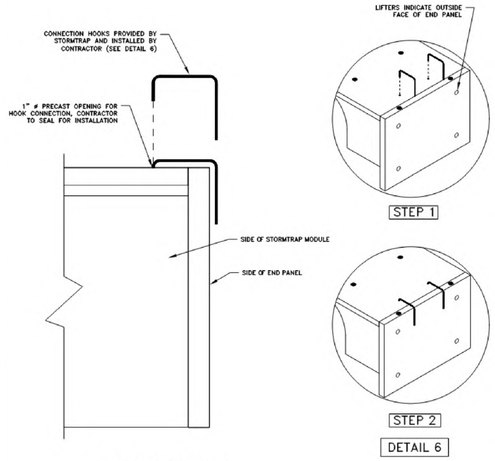
MODULE LIFTING DETAIL



END PANEL LIFTING DETAIL

END PANEL ERECTION/INSTALLATION SPECIFICATION

1. END PANELS WILL BE SUPPLIED TO CLOSE OFF OPEN ENDS OF ROWS.
2. PANELS SHALL BE INSTALLED IN A TILT UP FASHION DIRECTLY ADJACENT TO OPEN END OF MODULE (REFER TO SHEET 2.0 FOR END PANEL LOCATIONS). SIDE WITH LIFTERS INDICATES OUTSIDE FACE.
3. CONNECTION HOOKS WILL BE SUPPLIED WITH END PANELS TO SECURELY CONNECT PANEL TO ADJACENT STORMTRAP MODULE (SEE PANEL CONNECTION ELEVATION VIEW).
4. ONCE CONNECTION HOOK IS ATTACHED, LIFTING CLUTCHES MAY BE REMOVED.
5. JOINT WRAP SHALL BE PLACED AROUND PERIMETER JOINT PANEL (SEE SHEET 3.0).



PANEL CONNECTION ELEVATION VIEW

STEP 1

STEP 2

DETAIL 6

ZONE CHART

ZONES	ZONE DESCRIPTIONS	REMARKS
ZONE 1A	FOUNDATION AGGREGATE	#5 (3") STONE ANGULAR AGGREGATE (SEE NOTE 4 FOR DESCRIPTION)
ZONE 1B	FOUNDATION AGGREGATE (INFILTRATION NOT ALLOWED)	3" RECYCLED CRUSHED CONCRETE (SEE NOTES 5 & 6 FOR DESCRIPTION)
	FOUNDATION AGGREGATE (INFILTRATION ALLOWED)	3" STONE AGGREGATE (SEE NOTE 5)
ZONE 2	BACKFILL	UNIFIED SOILS CLASSIFICATION (GW, GP, SW, SP) OR SEE BELOW FOR APPROVED BACKFILL OPTIONS
ZONE 3	FINAL COVER OVERTOP	MATERIALS NOT TO EXCEED 120 PCF

APPROVED ZONE 2 BACKFILL OPTIONS

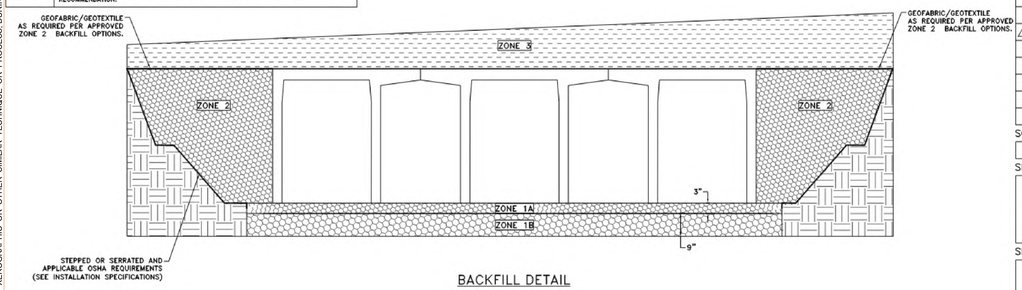
OPTION	REMARKS
¾" STONE AGGREGATE	THE STONE AGGREGATE SHALL CONSIST OF CLEAN AND FREE DRAINING ANGULAR MATERIAL. THE SIZE OF THIS MATERIAL SHALL HAVE 100% PASSING THE 1" SIEVE WITH 0% TO 5% PASSING THE #8 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING GEOFABRIC AROUND THE PERIMETER OF THE BACKFILL (ASTM SIZE #57) AS DETERMINED BY THE GEOTECHNICAL ENGINEER.
SAND	IMPORTED PURE SAND IS PERMITTED TO BE USED AS BACKFILL IF IT IS CLEAN AND FREE DRAINING. THE SAND USED FOR BACKFILLING SHALL HAVE LESS THAN 40% PASSING #40 SIEVE AND LESS THAN 5% PASSING #200 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING GEOFABRIC AROUND THE PERIMETER OF THE SAND BACKFILL.
CRUSHED CONCRETE AGGREGATE	CLEAN, FREE DRAINING CRUSHED CONCRETE AGGREGATE MATERIAL CAN BE USED AS BACKFILL FOR STORMTRAP'S MODULES. THE SIZE OF THIS MATERIAL SHALL HAVE 100% PASSING THE 1" SIEVE WITH 0% TO 5% PASSING THE #8 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING GEOFABRIC AROUND THE PERIMETER OF THE BACKFILL.
ROAD PACK	STONE AGGREGATE 100% PASSING THE 1-1/2" SIEVE WITH LESS THAN 12% PASSING THE #200 SIEVE (ASTM SIZE #467). GEOFABRIC AS PER GEOTECHNICAL ENGINEER RECOMMENDATION.

FILL DEPTH	TRACK WIDTH	MAX VEHICLE WEIGHT (KIPS)	MAX GROUND PRESSURE
12"	12"	51.8	1690 psf
	18"	56.1	1219 psf
	24"	68.1	1111 psf
	30"	76.7	1000 psf
	36"	85.0	924 psf

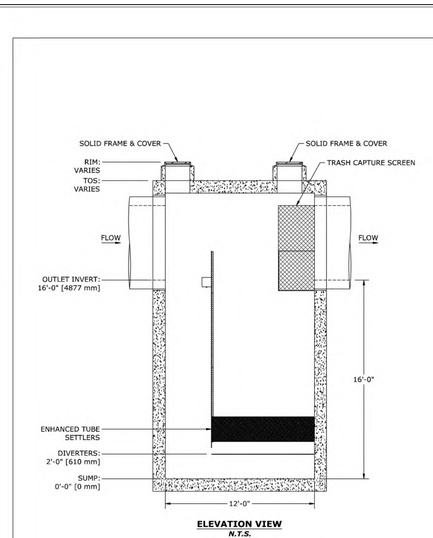
NOTE:
TRACK LENGTH NOT TO EXCEED 15'-4".
ONLY TWO TRACKS PER VEHICLE.

STORMTRAP ZONE INSTALLATION SPECIFICATION/PROCEDURE

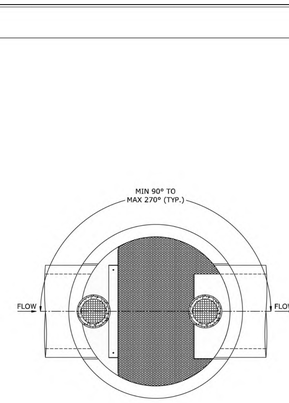
1. THE FILL PLACED AROUND THE STORMTRAP MODULES MUST BE DEPOSITED ON BOTH SIDES AT THE SAME TIME AND TO APPROXIMATELY THE SAME ELEVATION. AT NO TIME SHALL THE FILL BEHIND ONE SIDE WALL BE MORE THAN 2'-0" HIGHER THAN THE FILL ON THE OPPOSITE SIDE. BACKFILL SHALL EITHER BE COMPACTED AND/OR VIBRATED TO ENSURE THAT BACKFILL AGGREGATE/STONE MATERIAL IS WELL SEATED AND PROPERLY INTER LOCKED. CARE SHALL BE TAKEN TO PREVENT ANY WEDGING ACTION AGAINST THE STRUCTURE, AND ALL SLOPES WITHIN THE AREA TO BE BACKFILLED MUST BE STEPPED OR SERRATED TO PREVENT WEDGING ACTION. CARE SHALL ALSO BE TAKEN AS NOT TO DISRUPT THE JOINT WRAP FROM THE JOINT DURING THE BACKFILL PROCESS. BACKFILL MUST BE FREE-DRAINING MATERIAL. SEE ZONE 2 BACKFILL CHART ON THIS PAGE FOR APPROVED BACKFILL OPTIONS. IF NATIVE EARTH IS SUSCEPTIBLE TO MIGRATION, CONFIRM WITH GEOTECHNICAL ENGINEER AND PROVIDE PROTECTION AS REQUIRED (PROVIDED BY OTHERS). ALL MODULES MUST BE SET AND ALL SIDES MUST BE FULLY BACKFILLED BEFORE TRAVEL OVERTOP THE SYSTEM IS PERMITTED. SEE NOTE 2 FOR EXCEPTIONS AND LIMITATIONS.
2. THE FILL PLACED OVERTOP THE SYSTEM SHALL BE PLACED IN MINIMUM 6" LIFTS. AT NO TIME SHALL MACHINERY OR VEHICLES GREATER THAN THE DESIGN LIVE LOAD LISTED ON SHEET 1.1 TRAVEL OVERTOP THE SYSTEM. IF TRAVEL OVER THE SYSTEM OCCURS BEFORE THE MINIMUM DESIGN COVER IS ACHIEVED, IT MAY BE NECESSARY TO REDUCE THE ULTIMATE LOAD/BURDEN OF THE OPERATING MACHINERY SO AS TO NOT EXCEED THE DESIGN CAPACITY OF THE SYSTEM. VEHICLES AND MACHINERY USED TO PLACE FILL MATERIAL ON TOP OF THE SYSTEM SHALL TRAVEL PARALLEL TO THE LONGITUDINAL AXIS OF THE STORMTRAP MODULES WHENEVER POSSIBLE.
3. THE VIBRATORY FUNCTION OF ANY ROLLER, COMPACTOR, VEHICLE, ETC. SHALL NOT BE USED OVERTOP THE SYSTEM WITHOUT PRIOR APPROVAL FROM STORMTRAP. IN SOME CASES, HAND COMPACTION MAY BE NECESSARY TO ENSURE THAT THE ALLOWABLE DESIGN LOADING IS NOT EXCEEDED.
4. FREE DRAINING ANGULAR AGGREGATE – 80% AGGREGATE RETAINED ON ¾" SIEVE MAJORITY OF AGGREGATE SIZE BETWEEN ¾" AND 1" ONLY 5% OF MATERIAL PASSING #4 SIEVE.
5. FREE DRAINING, NO FINES, 3" ANGULAR AGGREGATE – MAJORITY OF STONE SIZE IN BETWEEN ½" AND 3" – VERY SIMILAR TO AASHTO (#1, #2, #3, & #24) STONE AGGREGATE GRADATION.
6. CRUSHED CONCRETE AGGREGATE IS KNOWN TO REACT WITH WATER AND CAN INCREASE THE PH VALUE OF THE GROUND WATER. PRIOR TO USING CRUSHED CONCRETE AGGREGATE IN ZONE 1B IT IS IMPERATIVE THAT THE USE OF SUCH MATERIAL SHALL BE VERIFIED BY THE EOR AND/OR THE PROJECT GEOTECHNICAL ENGINEER.



BACKFILL DETAIL



ELEVATION VIEW
N.T.S.



PLAN VIEW
N.T.S.

SITE SPECIFIC DATA			
STRUCTURE ID			SSET-12
WATER QUALITY FLOW RATE (CFS)			NOTE 9
PEAK FLOW RATE (CFS)			-
SEDIMENT STORAGE CAPACITY (CF)			131.9
TRASH STORAGE CAPACITY (CF)			1,819
RIM ELEVATION			-
PIPE DATA	I.E.	MATERIAL	DIAMETER
INLET PIPE	-	-	72" OR LESS
OUTLET PIPE	-	-	

DESIGN NOTES:
1. DESIGN LOADING
   a. LOAD RATING: AASHTO HS-20
   b. ALLOWABLE COVER: 0.50' [152 mm] TO 5.00' [1524 mm]. CONTACT STORMTRAP FOR ADDITIONAL COVER OPTIONS.
   c. WATER TABLE AT OR BELOW OUTLET PIPE INVERT ELEVATION.
   d. NO LATERAL SURCHARGE FROM ADJACENT STRUCTURES SUCH AS VEGETATION, BUILDINGS, WALLS, OR FOUNDATIONS.
2. ENGINEER OF RECORD TO CONFIRM THE DESIGN LOADINGS MEET PROJECT REQUIREMENTS. CONTACT STORMTRAP FOR ALTERNATIVE DESIGN LOAD OPTIONS.

GENERAL NOTES:
1. FOR SITE SPECIFIC DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS, WEIGHTS, AND ACCESSORIES, PLEASE CONTACT YOUR STORMTRAP REPRESENTATIVE.
2. CONCRETE COMPONENTS SHALL BE MANUFACTURED IN ACCORDANCE WITH ASTM C478.
3. CONTRACTOR TO INSTALL THE STRUCTURE IN ACCORDANCE WITH ASTM C1821.
4. CONTRACTOR TO PROVIDE ALL LABOR AND EQUIPMENT REQUIRED TO OFFLOAD AND INSTALL UNIT.
5. CONTRACTOR TO PROVIDE AND INSTALL ALL PIPES, FRAMES, COVERS, HATCHES, AND RISERS UNLESS SPECIFIED OTHERWISE.
6. CONTRACTOR TO ADD JOINT SEALANT (PROVIDED BY STORMTRAP) BETWEEN ALL STRUCTURE SECTIONS.
7. STORMSETTLER DOES NOT REQUIRE A DROP BETWEEN THE INLET AND OUTLET PIPE INVERT ELEVATIONS. A DROP BETWEEN 0.00' AND 0.33' (0" AND 4") IS PREFERRED. ALTERNATE DROPS MAY BE ALLOWABLE PENDING STORMTRAP REVIEW.
8. THE STANDARD STORMSETTLER CONFIGURATION IS SHOWN. CATCH BASIN, MULTI-PIPE, & HORSESHOE CONFIGURATIONS MAY BE AVAILABLE DEPENDING ON LOCAL REGULATIONS.
9. MAXIMUM WATER QUALITY FLOW RATE:
   a. 12.7 CFS PER NJDEP CERTIFICATION (50%)
   b. 8.34 CFS PER OK-110 NJCAT VERIFICATION (80%)

DRAWINGS ARE FOR REFERENCE ONLY AND SHALL NOT BE USED FOR CONSTRUCTION PURPOSES.

StormSettler™ — STORMSETTLER 12 STANDARD DETAIL

DRAWN BY:	DATE:	SCALE:		
JPH	1/30/25	N.T.S.	V1	SHEET 1 OF 1

StormTrap — PATENTS LISTED AT: (HTTP://STORMTRAP.COM/PATENT)
1287 WINDHAM PARKWAY
ROMEOVILLE, IL 60446
P:815-941-4549
F:331-318-5347

UNDERGROUND DETENTION SYSTEM DETAILS
Scale: NOT TO SCALE

HYDRODYNAMIC SEPARATOR DETAIL
Scale: NOT TO SCALE

StormTrap
PATENTS LISTED AT: (HTTP://STORMTRAP.COM/PATENT)
1287 WINDHAM PARKWAY
ROMEOVILLE, IL 60446
P:815-941-4549 / F:331-318-5347

ENGINEER INFORMATION:
Cage Civil Engineering
2200 Cabot Dr
#325
Lisle, IL 60532
630.598.0007

PROJECT INFORMATION:
Hickory Point
Elementary School
Northbrook, IL

CURRENT ISSUE DATE:
05/05/2026

ISSUED FOR:
APPROVAL

REV.	DATE:	ISSUED FOR:	DWN BY:
6	05/05/2026	APPROVAL	MAS
5	04/27/2026	APPROVAL	MAS
4	04/01/2026	PRELIMINARY	KS
3	03/06/2026	PRELIMINARY	KS
2	02/10/2026	PRELIMINARY	KS
1	01/16/2026	PRELIMINARY	KS

SCALE:
NTS

SHEET TITLE:
SINGLETRAP INSTALLATION SPECIFICATION

SHEET NUMBER:
3.0

StormTrap
PATENTS LISTED AT: (HTTP://STORMTRAP.COM/PATENT)
1287 WINDHAM PARKWAY
ROMEOVILLE, IL 60446
P:815-941-4549 / F:331-318-5347

ENGINEER INFORMATION:
Cage Civil Engineering
2200 Cabot Dr
#325
Lisle, IL 60532
630.598.0007

PROJECT INFORMATION:
Hickory Point
Elementary School
Northbrook, IL

CURRENT ISSUE DATE:
05/05/2026

ISSUED FOR:
APPROVAL

REV.	DATE:	ISSUED FOR:	DWN BY:
6	05/05/2026	APPROVAL	MAS
5	04/27/2026	APPROVAL	MAS
4	04/01/2026	PRELIMINARY	KS
3	03/06/2026	PRELIMINARY	KS
2	02/10/2026	PRELIMINARY	KS
1	01/16/2026	PRELIMINARY	KS

SCALE:
NTS

SHEET TITLE:
SINGLETRAP BACKFILL SPECIFICATION

SHEET NUMBER:
4.0

StormTrap
PATENTS LISTED AT: (HTTP://STORMTRAP.COM/PATENT)
1287 WINDHAM PARKWAY
ROMEOVILLE, IL 60446
P:815-941-4549 / F:331-318-5347

ENGINEER INFORMATION:
Cage Civil Engineering
2200 Cabot Dr
#325
Lisle, IL 60532
630.598.0007

PROJECT INFORMATION:
Hickory Point
Elementary School
Northbrook, IL

CURRENT ISSUE DATE:
05/05/2026

ISSUED FOR:
APPROVAL

REV.	DATE:	ISSUED FOR:	DWN BY:
6	05/05/2026	APPROVAL	MAS
5	04/27/2026	APPROVAL	MAS
4	04/01/2026	PRELIMINARY	KS
3	03/06/2026	PRELIMINARY	KS
2	02/10/2026	PRELIMINARY	KS
1	01/16/2026	PRELIMINARY	KS

SCALE:
NTS

SHEET TITLE:
SINGLETRAP INSTALLATION SPECIFICATION

SHEET NUMBER:
3.1

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road. suite 40
lombard. illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number:
25105

Issue Date:
JUNE 18TH, 2026

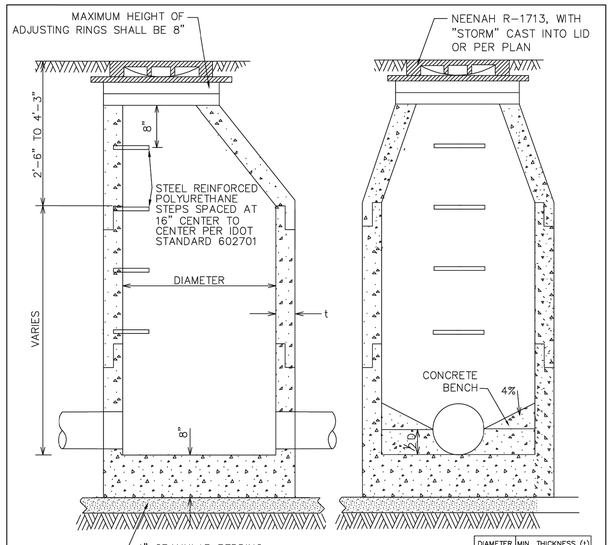
Drawn by:
EAS, LES

Sheet Title:
CONSTRUCTION DETAILS

Sketch Number:

Sheet Number:
C6.0

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



DIAMETER	MIN. THICKNESS (t)
48"	5"
60"	6"

NOTES:
1. PRECAST REINFORCED CONCRETE SECTIONAL PER ASTM C-478 AND PREFORMED BITUMINOUS JOINTS WITH INTEGRAL PRECAST BOTTOM.
2. PIPE OPENINGS SHALL BE PRECAST INTO WALLS.
3. ALL PIPE PENETRATIONS SHALL BE BRICK AND MORTARED, INSIDE AND OUT.
4. HIGH DENSITY POLYETHYLENE (HDPE) PLASTIC ADJUSTING RINGS AND STEEL RING WEDGES OR SHIMS SHALL BE USED FOR FINAL FRAME ADJUSTMENTS.
5. FLAT TOPS SHALL BE ACCORDING TO IDOT STANDARD 602601.

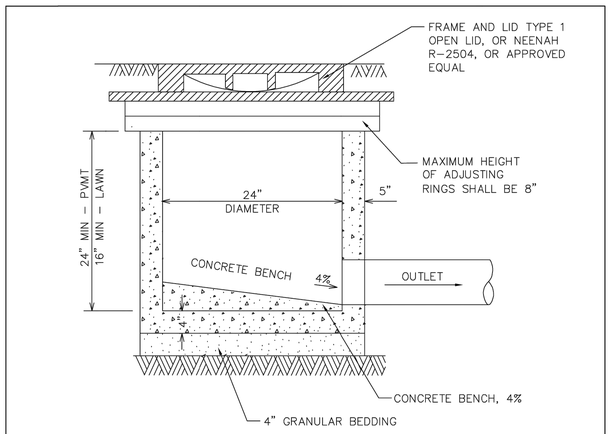
REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

PRECAST MANHOLE TYPE A DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD STORM MANHOLE DETAIL
Scale: NOT TO SCALE



NOTES:
1. PRECAST REINFORCED CONCRETE SECTIONS PER ASTM C-478 AND PREFORMED BITUMINOUS JOINTS WITH INTEGRAL PRECAST BOTTOM.
2. PIPE OPENINGS SHALL BE PRECAST INTO WALLS.
3. ALL PIPE PENETRATIONS SHALL BE BRICK AND MORTARED, INSIDE AND OUT.
4. HIGH DENSITY POLYETHYLENE (HDPE) PLASTIC ADJUSTING RINGS AND STEEL RING WEDGES OR SHIMS SHALL BE USED FOR FINAL FRAME ADJUSTMENTS.
5. MAXIMUM DEPTH FROM INVERT OF OUTLET PIPE TO TOP OF FRAME SHALL NOT EXCEED 42 INCHES IF DESIGN OR CONSTRUCTION REQUIRES DEPTH BEYOND 42 INCHES, STRUCTURE SHALL BE REVISED TO A CATCH BASIN, TYPE A, 48 INCH DIAMETER.

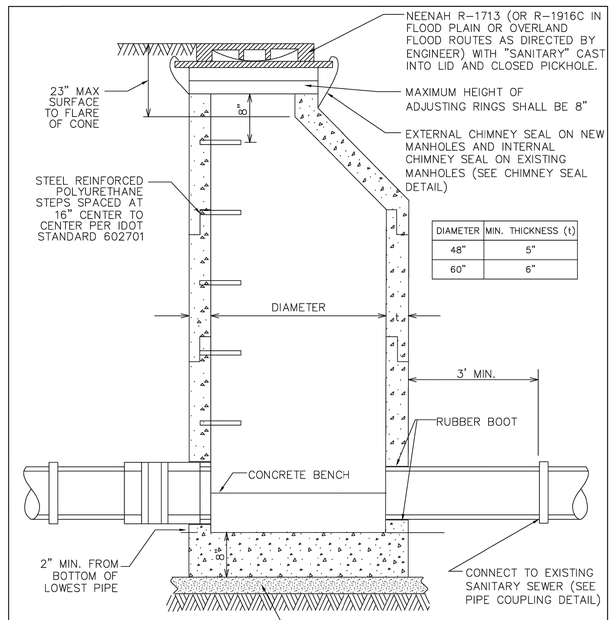
REVISED JUNE 2025

VILLAGE OF DEERFIELD

INLET TYPE A DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD STORM INLET DETAIL
Scale: NOT TO SCALE



DIAMETER	MIN. THICKNESS (t)
48"	5"
60"	6"

NOTES:
1. PRECAST REINFORCED CONCRETE SECTIONAL PER ASTM C-478 AND PREFORMED BITUMINOUS JOINTS WITH INTERNAL PRECAST BOTTOM.
2. PIPE OPENINGS SHALL BE PRECAST INTO WALLS. CAST IN RESILIENT WATERTIGHT SLEEVES WITH STAINLESS STEEL TRIM PER ASTM C-923.
3. HIGH DENSITY POLYETHYLENE (HDPE) PLASTIC ADJUSTING RINGS AND STEEL RING WEDGES OR SHIMS SHALL BE USED FOR FINAL FRAME ADJUSTMENTS.
4. FLAT TOPS SHALL BE ACCORDING TO IDOT STANDARD 602601.
5. PRIOR TO THE PLACEMENT OF FINAL LAYER OF ROADWAY, FRAMES AND ADJUSTING RINGS LOCATED WITHIN PAVED AREAS SHALL BE SET IN AN IDOT APPROVED CONCRETE "SI" MIXTURE.

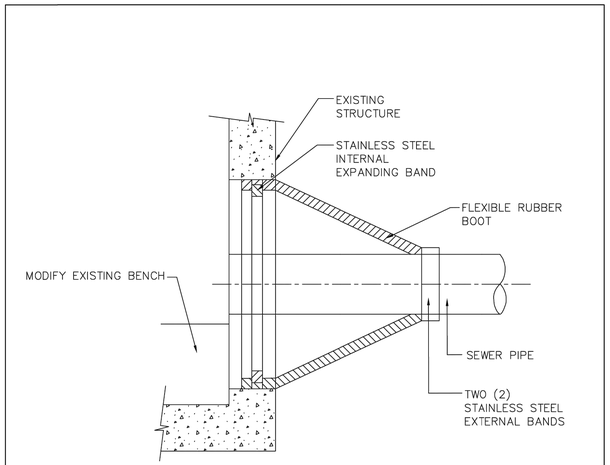
REVISED JUNE 2025

VILLAGE OF DEERFIELD

SANITARY MANHOLE DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD SANITARY MANHOLE DETAIL
Scale: NOT TO SCALE



NOTES:
1. MACHINE CORE CIRCULAR OPENING IN STRUCTURE WALL OF DIAMETER TO FIT THE REQUIRED BOOT SIZE.
2. KOR-N SEAL FLEXIBLE RUBBER BOOT MANUFACTURED BY NATIONAL POLLUTION CONTROL SYSTEMS, INC. OR AS APPROVED BY THE ENGINEERING DEPARTMENT. RESILIENT WATERTIGHT SLEEVE WITH STAINLESS STEEL TRIM PER ASTM C-923.
3. CUT, SHAPE, AND SLOPE NEW INVERT CHANNEL IN THE EXISTING CONCRETE BENCH FOR SMOOTH FLOW.
4. CLEAN EXISTING STRUCTURE OF ANY DIRT, CONCRETE OR DEBRIS WHICH MAY ACCUMULATE DURING THE CONSTRUCTION PROCESS.

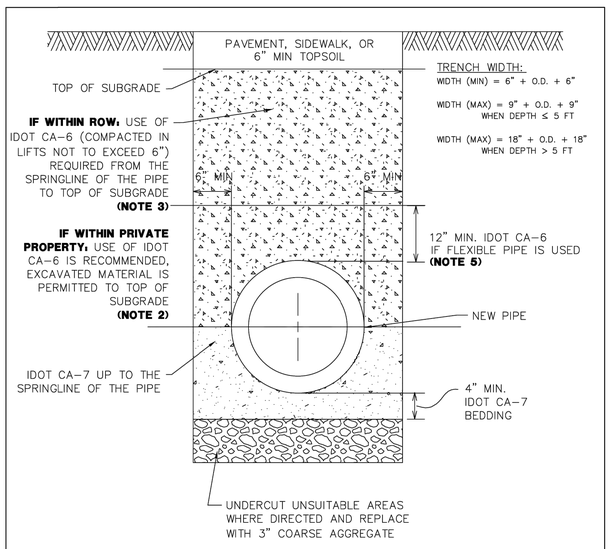
REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

PIPE CONNECTION TO EXISTING STRUCTURE

NOT TO SCALE

VILLAGE OF DEERFIELD PIPE CONNECTION TO EXISTING STRUCTURE DETAIL
Scale: NOT TO SCALE



NOTES:
1. ALL TRENCH EXCAVATIONS SHALL MEET OSHA REQUIREMENTS.
2. BACKFILL ON PRIVATE PROPERTY: CA-6 BACKFILL RECOMMENDED BY VILLAGE. INORGANIC EXCAVATED MATERIAL ACCEPTABLE ON PRIVATE PROPERTY.
3. ALL EXCAVATIONS WITHIN THE ROW SHALL USE COMPACTED STONE AS BACKFILL MATERIAL. EXCAVATED MATERIALS SHALL NOT BE ALLOWED.
4. RAP IS NOT PERMITTED TO BE USED AS BACKFILL FOR WATER SYSTEM INSTALLATION.
5. WHEN USING FLEXIBLE PIPE, AS DEFINED BY IDOT IN ARTICLE 550.03, THE AGGREGATE SHALL BE CONTINUED TO A MINIMUM OF 1 FT ABOVE THE TOP OF PIPE. (REQUIRED WITHIN ROW, RECOMMENDED BUT NOT REQUIRED ON PRIVATE PROPERTY)

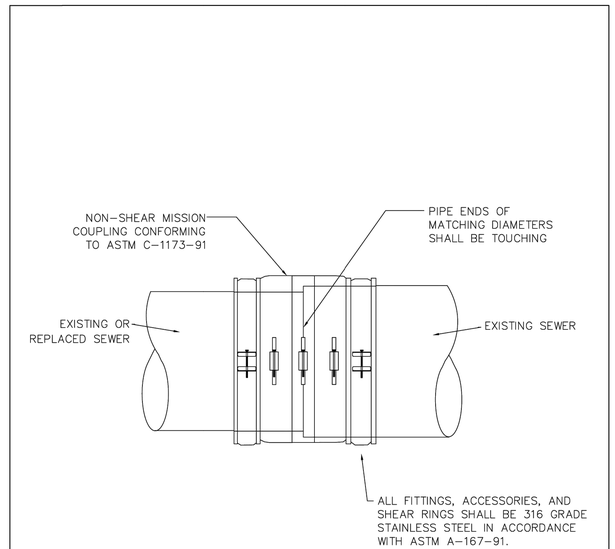
REVISED JUNE 2025

VILLAGE OF DEERFIELD

PIPE TRENCH DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD PIPE TRENCH DETAIL
Scale: NOT TO SCALE



REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

PIPE COUPLING DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD PIPE COUPLING DETAIL
Scale: NOT TO SCALE

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road. suite 40
lombard. illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

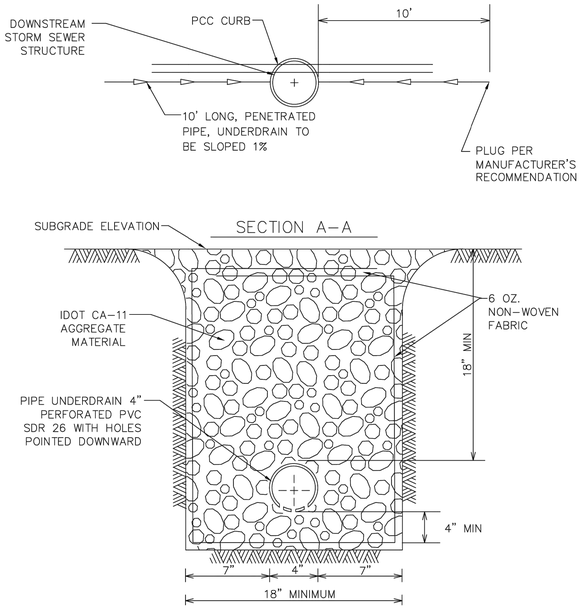
Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES
Sheet Title: CONSTRUCTION DETAILS
Sketch Number:
Sheet Number: C6.1

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



NOTES:
1. PIPE UNDERDRAINS SHALL BE INSTALLED BELOW ALL NEW ROADWAYS.

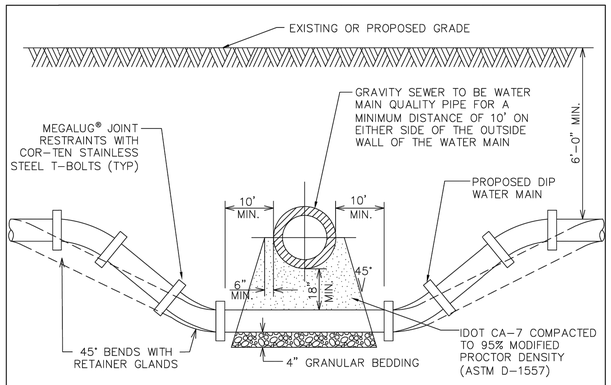
REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

PIPE UNDERDRAIN DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD PIPE UNDERDRAIN DETAIL
Scale: NOT TO SCALE



NOTES:
1. HORIZONTAL AND VERTICAL SEPARATION BETWEEN WATER MAINS AND SEWERS SHALL COMPLY WITH APPLICABLE SECTIONS OF THE VILLAGE OF DEERFIELD ENGINEERING GUIDE OR IEPA SEPARATION REQUIREMENTS, WHICHEVER IS MORE STRINGENT.
2. CONTRACTOR MAY BEND WATER MAIN PIPE UNIFORMLY UNDER SEWERS WITHOUT USING FITTINGS, PROVIDED THAT JOINT DEFLECTION DOES NOT EXCEED 5 DEGREES PER JOINT FOR PIPE UNDER 14" IN DIAMETER AND 3 DEGREES PER JOINT FOR PIPE 14" AND OVER IN DIAMETER. IF FITTINGS ARE USED, CONTINUOUS STRAPPING WITH RODS, STRAPS, NUTS AND BOLTS BELOW NORMAL WATERMAIN DEPTH ARE REQUIRED, OR RETAINER GLANDS MAY BE USED IN LIEU OF STRAPPING. RETAINER GLANDS TO BE CLOW No. F–1058 OR APPROVED EQUAL.
3. ALL SANITARY AND STORM SEWER (INCLUDING SERVICE) CROSSINGS WHERE THE WATER MAINS OR WATER SERVICES ARE LESS THAN 18" VERTICALLY ABOVE THE SEWER SHALL BE PVC SDR 26 CONFORMING TO ASTM D–2241. JOINTS SHALL CONFORM TO ASTM D–3139 AND GASKETS TO ASTM F–477. THE SAME PIPE AND JOINT MATERIALS SHALL BE USED WHENEVER WATER MAIN CROSSES BELOW THE SEWER.
4. FOR NEW SEWER INSTALLATIONS CROSSING OVER WATER MAINS, THE ENTIRE RUN OF NEW SEWER SHALL BE WATER MAIN QUALITY PIPE, EXTENDING FROM STRUCTURE TO STRUCTURE ON EACH SIDE OF THE CROSSING.

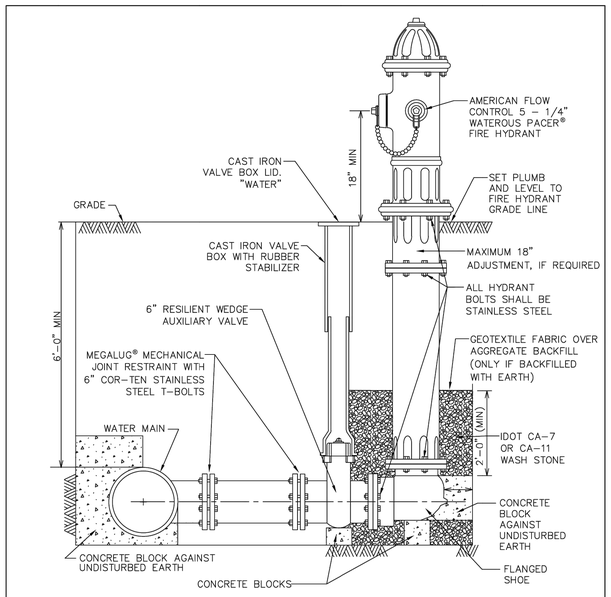
REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

WATER MAIN CROSSING DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD WATER MAIN CROSSING DETAIL
Scale: NOT TO SCALE



NOTES:
1. HYDRANT SHALL HAVE (1) 4–1/2" PUMPER NOZZLE AND (2) 2–1/2" HOSE NOZZLES, PAINTED RED WITH 100% ACRYLIC ENAMEL PAINT.
2. IF REQUIRED, AUXILIARY BOX ADAPTERS OR RISERS ARE NOT PERMITTED, ONLY AUXILIARY BOX EXTENSIONS.

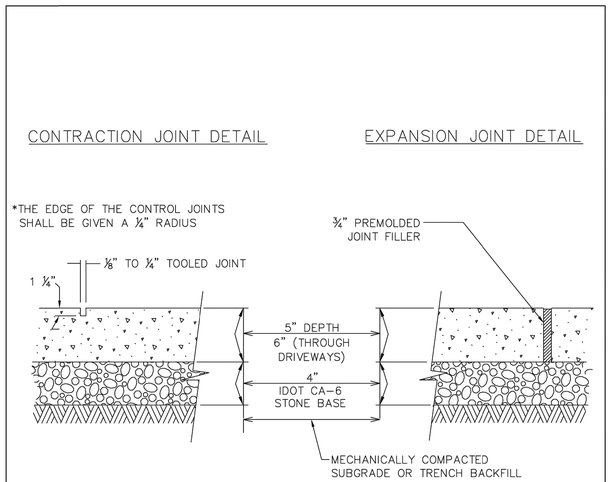
REVISED JUNE 2025

VILLAGE OF DEERFIELD

FIRE HYDRANT ASSEMBLY

NOT TO SCALE

VILLAGE OF DEERFIELD FIRE HYDRANT ASSEMBLY DETAIL
Scale: NOT TO SCALE



NOTES:
1. UNLESS OTHERWISE NOTED, CONTRACTION JOINTS SHALL BE AT 5'–0" O.C.
2. EXPANSION JOINTS SHALL BE SET AT 50' MAX INTERVALS AND AT BACK OF CURB, CHANGE OF DIRECTION, ABUTTING EXISTING CONCRETE, UTILITY APPURTENANCE, OR FACE OF STRUCTURE.
3. PORTLAND CEMENT CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 1020 OF THE STANDARD SPECIFICATIONS.

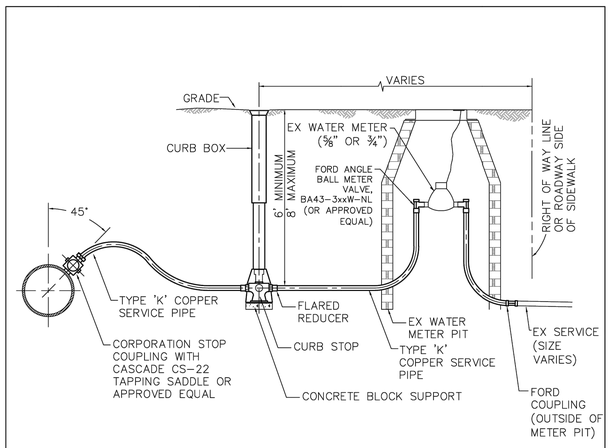
REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

CONCRETE SIDEWALK JOINT DETAILS

NOT TO SCALE

VILLAGE OF DEERFIELD CONCRETE SIDEWALK JOINT DETAIL
Scale: NOT TO SCALE



NOTES:
1. SEE COPPER WATER SERVICE CONNECTION DETAIL FOR MATERIAL SPECIFICATIONS.
2. REPAIR EXISTING WATER METER PIT WITH EXISTING BRICK IF REUSABLE. IF BRICKS CANNOT BE REUSED, PRECAST CONCRETE STRUCTURE OF SIMILAR SIZE SHALL BE USED.

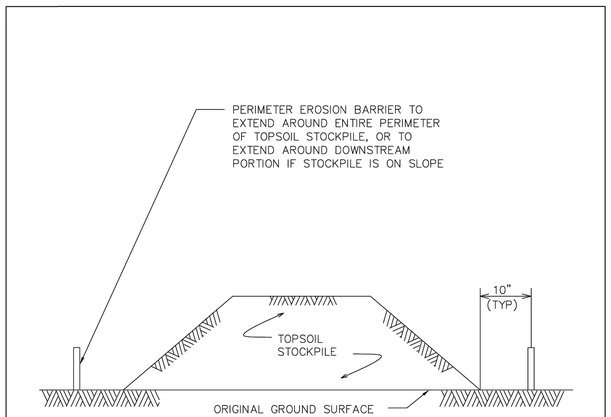
REVISED JUNE 2025

VILLAGE OF DEERFIELD

WATER SERVICE CONNECTION TO EXISTING WATER METER PIT DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD WATER SERVICE CONNECTION DETAIL
Scale: NOT TO SCALE



NOTES:
1. IF REQUIRED BY THE VILLAGE, AN ON–SITE DRAINAGE SWALE SHALL BE LOCATED BETWEEN THE TOPSOIL STOCKPILE AND OFF–SITE PROPERTY.
2. REFER TO THE VILLAGE OF DEERFIELD PERIMETER EROSION BARRIER DETAIL FOR MATERIALS, INSTALLATION, AND MAINTENANCE REQUIREMENTS.
3. FOLLOWING THE END OF TOPSOIL STRIPPING OR STOCKPILING, THE TOPSOIL STOCKPILE SHALL BE STABILIZED WITH TEMPORARY SEED AND EROSION CONTROL BLANKET WITHIN 7 CALENDAR DAYS.
4. EROSION CONTROL PROTECTION SHALL BE MAINTAINED IN PLACE UNTIL TOPSOIL STOCKPILE HAS BEEN ELIMINATED AND REMOVED AT THE DIRECTION OF THE VILLAGE.

REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

TEMPORARY TOPSOIL STOCKPILE DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD TEMPORARY TOPSOIL STOCKPILE DETAIL
Scale: NOT TO SCALE

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road. suite 40
lombard. illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

Drawn by: EAS, LES

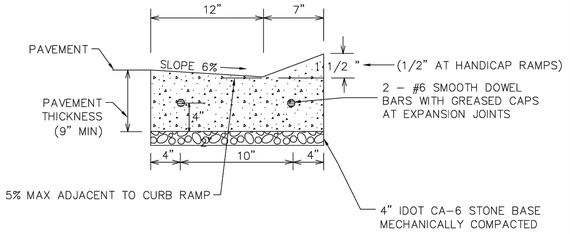
Sheet Title: CONSTRUCTION DETAILS

Sketch Number:

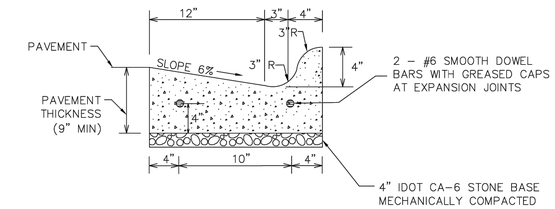
Sheet Number: C6.2

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.

DEPRESSED CURB (TYPICAL)



MOUNTABLE CURB



NOTES:

1. CONTRACTION JOINTS SHALL BE PLACED AT 15' INTERVALS, AND SHALL BE GROOVED WITH AN EDGING TOOL. SEE ARTICLE 420.10 OF IDOT STANDARD SPECIFICATIONS. SAW CUT CONTRACTION JOINTS FULL FACE AND TOP, AT LEAST 2 INCHES IN DEPTH AND AT 15' MAX INTERVALS WITHIN 24 HOURS OF POURING.
2. SET EXPANSION JOINTS AT ALL PC'S, PT'S, CURB RETURNS, FIVE FOOT ON EITHER SIDE OF ANY FRAMES, 60' MAX INTERVALS, AND AT THE END OF EACH POUR.
3. PORTLAND CEMENT CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 1020 OF THE STANDARD SPECIFICATIONS.

REVISED FEBRUARY 2022

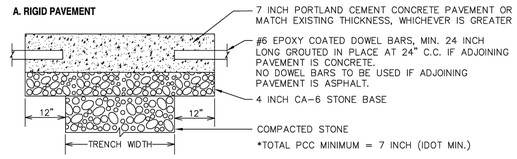
VILLAGE OF DEERFIELD

COMBINATION CONCRETE CURB AND GUTTER, TYPE M

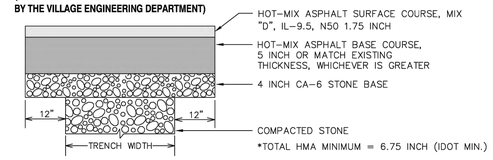
NOT TO SCALE

VILLAGE OF DEERFIELD CURB AND GUTTER DETAIL
Scale: NOT TO SCALE

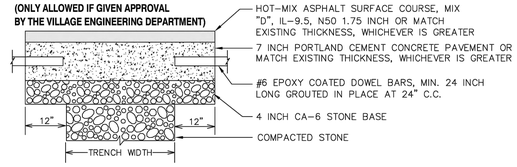
A. RIGID PAVEMENT



B. FLEXIBLE PAVEMENT
(ONLY ALLOWED IF GIVEN APPROVAL BY THE VILLAGE ENGINEERING DEPARTMENT)



C. COMPOSITE PAVEMENT
(ONLY ALLOWED IF GIVEN APPROVAL BY THE VILLAGE ENGINEERING DEPARTMENT)



NOTES:
SECTIONS REPRESENT THE MINIMUM CROSS SECTION ALLOWED. PAVEMENT DESIGN IS PERFORMANCE BASED AS OUTLINED IN SECTION IV G.5.

1. ALL PAVEMENT PATCHES SHALL BE SAWCUT FULL-DEPTH A MINIMUM OF ONE FOOT BEYOND THE LIMITS OF PAVEMENT REMOVAL IN ALL DIRECTIONS.
2. THE PLACEMENT AND MATERIAL OF ALL HOT-MIX ASPHALT SHALL BE IN ACCORDANCE WITH SECTION(S) 406 AND 1030 OF THE STANDARD SPECIFICATIONS. ALL ASPHALT SHALL BE AN IDOT APPROVED MIX DESIGN.
3. PORTLAND CEMENT CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 1020 OF THE STANDARD SPECIFICATIONS.
4. ALL SUBGRADE SHALL BE COMPACTED TO 90% MODIFIED PROCTOR DENSITY AND AGGREGATE BASE SHALL BE COMPACTED TO 95% CONFORMING TO ASTM D-1557.
5. **ALL PATCHES TO BE COMPLETED USING PCC UNLESS OTHERWISE APPROVED BY VILLAGE ENGINEERING DEPARTMENT**

REVISED JUNE 2025

VILLAGE OF DEERFIELD

MINIMUM PAVEMENT / PAVEMENT PATCH DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD PAVEMENT DETAIL
Scale: NOT TO SCALE

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road. suite 40
lombard. illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	**Date**

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES
Sheet Title: CONSTRUCTION DETAILS
Sketch Number:
Sheet Number: C6.3

8. Stormwater Summary

- See Stormwater Management Summary by CAGE Civil Engineer (June 2026)

CAGE
CIVIL ENGINEERING

WALDEN ELEMENTARY SCHOOL

630 ESSEX CT
DEERFIELD, IL 60015

STORMWATER MANAGEMENT SUMMARY

PREPARED: JUNE 2026

2200 Cabot Dr, Suite 325
Lisle, IL 60532

www.cagecivil.com

Ph: 630.598.0007

INTRODUCTION DESIGN METHODOLOGY AND EXECUTIVE SUMMARY

The proposed project includes the construction of the new Walden Elementary school located at 630 Essex Ct, Deerfield, IL. The project will also include two new playgrounds, additional walking paths, a redesigned and expanded parking area and bus loop, grass sports fields, below ground utilities, and an underground detention vault. A location map is included in **Appendix A** for reference.

The Walden School project is broken out into 4 phases.

Phase 1: Spring & Summer 2027	**Site Preparation, earthwork, foundations, enclosure, detention**
Phase 2: August 2027-August 2028	**Enclosure, interior finishes, site restoration/landscape on north & playgrounds**
Phase 3: August 2028 – June 2029	**New and existing Walden are both occupied, no construction activity**
Phase 4: Summer 2029	**Demo existing Walden, install parking lots, restoration/landscape on south and expanded South Watershed Detention**

Stormwater analyses were completed in accordance with the requirements of the Lake County Stormwater Management Commission and the Village of Deerfield. The final site is divided into North and South Watersheds, both of which drain to proposed open-bottom underground detention systems that provide detention, water quality treatment, and infiltration.

The stormwater management systems were designed to ensure the release rates for the Phase 3 and Phase 4 in the North and South Watersheds meet the Village and County required release rates and are less than the current day release rates for their respective Watersheds.

As a result, the underground detention facilities provide storage capacity that exceeds the requirements. Due to the phasing of the project, the South Watershed will have excess detention volume in Phase 3, while the North Watershed will have excess detention volume in the Phase 4 final conditions.

The final stormwater management systems meet or exceed applicable detention, release rate, water quality, and overflow routing requirements while maintaining existing offsite drainage patterns and providing long-term stormwater management benefits for the site.

EXISTING CONDITIONS

The existing property contains two watersheds, North and South, which are generally split down the middle, see **Exhibit EX-2, in Appendix B.**

The North watersheds runoff is collected through a series of storm sewer, as well as surface drains to the north to a lower area that has a series of inlets that drain unrestricted to a 24” pipe to the north. This 24” sewer goes north through 623 Ambleside Drive ultimately to Ambleside Drive, the public Village ROW.

The South watershed runoff is also collected through a series for storm sewer, as well as surface drains, to the south and east where it drains unrestricted to Essex Court.

Additional areas from the west and south from offsite drains onto the property and partially drains to the north and south watershed. The offsite drainage exhibit can be seen in **Exhibit EX-3, in Appendix B.**

The existing site currently has no known detention.

PROPOSED CONDITIONS

Hydraulic analyses were performed for both watersheds using Hydraflow Hydrographs and current Bulletin 75 rainfall data to determine detention and release rate requirements and is described below for both Phase 3 and 4 and for the North and South watersheds.

In addition, In accordance with WDO §503, runoff volume reduction and water quality treatment are provided through a combination of hydrodynamic separation units and open-bottom underground detention systems. The detention systems provide infiltration-based volume reduction, while the upstream hydrodynamic separators provide pretreatment and pollutant removal prior to runoff entering the detention facilities.

PHASE 3

Phase 3 North Watershed

Under proposed Phase 3 conditions, the North Watershed will drain generally northward to a proposed open bottom underground concrete StormTrap detention system through a combination of storm sewer piping, area drains, and swales. Detained runoff will discharge from the system through a proposed restrictor structure before entering the existing storm sewer network.

All new impervious surfaces associated with Phase 3, including the proposed Walden Elementary School building, sidewalks, drive aisles, and temporary sidewalks, are tributary to the underground detention systems.
In addition, runoff from the existing Walden Elementary School roof and portions of the existing site that will remain undisturbed are routed to and detained within the proposed underground vault system. Refer to **Exhibit EX-4** for the proposed North Watershed drainage patterns.

A small area along the northern property line cannot be routed to the detention system due to existing low grades and trees that are prioritized by the community to be maintained. Runoff from this area is collected by proposed inlets and conveyed directly to the existing 24-inch storm sewer, while also maintaining existing offsite drainage patterns from adjacent properties to the north. This area is considered undetained and is shown on **Exhibit EX-4.**

The undetained drainage area was incorporated into the hydrologic modeling to ensure that the combined discharge from both the detained and undetained portions of the watershed does not exceed the allowable release rate.

As shown on **Exhibit EX-6, Offsite Drainage Exhibit**, drainage from properties west and north of the site currently enters the project area. Under proposed conditions, this offsite runoff will continue to be collected and conveyed through the site's storm sewer system to the proposed underground detention vault, maintaining existing drainage patterns.

Phase 3 North Watershed Summary

	2 year Storm	**100-yr storm**
Existing Release Rate (CFS)	**2.46**	**8.42**
Allowable Release Rate* (CFS)	**0.23**	**0.87**
Proposed Release Rate (CFS)	**0.22**	**0.84**
High Water Line (HWL)	**664.42**	**667.35**
Total Provided Detention	**0.87 Ac-Ft**	**2.86 Ac-Ft**

***Allowable release rate calculations used all hydraulically disturbed areas for the North Watershed.**

Overflow Routing

The primary overflow routing for the North Watershed is provided through the underground storm sewer system and over a weir wall within the proposed outlet control structure located downstream of the detention vault. During extreme storm events, a portion of the overflow is also conveyed via overland flow to the north, following existing drainage patterns. By capturing and routing a significant portion of stormwater through the underground detention

and conveyance system, the project reduces the volume of uncontrolled overland runoff compared to existing conditions. Overflow calculations were performed using the critical 100-year, 1-hour storm event, including both onsite and tributary offsite drainage areas.

Phase 3 South Watershed

Under proposed Phase 3 conditions, the South Watershed is mostly undisturbed and drains generally eastward through a combination of existing storm sewer piping and overland flow and will be rerouted, as best as possible, to a proposed open-bottom underground concrete detention vault located in the southeast portion of the site. Detained runoff will discharge from the system through a proposed restrictor structure and ultimately outfall to Essex Court within the public right-of-way east of the site.

In addition, runoff from portions of the existing site that will remain undisturbed is routed to and detained within the proposed underground vault system. Some areas that are existing and undisturbed will continue to drain as they are today, directly to the right-of-way unrestricted. Refer to **Exhibit EX-4,** which includes the Phase 3 Proposed Drainage Exhibit. Note that in Phase 3, the majority of the South Watershed is undisturbed.

As shown on **Exhibit EX-6, Offsite Drainage Exhibit**, runoff from properties west and south of the site currently enter the project area. Under Phase 3 conditions, this offsite runoff will continue to be collected and conveyed through the site's storm sewer system, maintaining existing drainage patterns.

PHASE 4

Phase 4 North Watershed

Phase 4 represents the final buildout condition of the project. Under final conditions, the North Watershed will continue to drain to the proposed underground concrete StormTrap detention system through a combination of storm sewer piping, area drains, and swales. The StormTrap system installed in Phase 3 will remain and be utilized. Detained runoff will discharge from the system through the proposed outlet control structure before entering the existing storm sewer network.

The Phase 4 improvements include the removal of the temporary sidewalks constructed during Phase 2 & 3 and restoration of the area to its ultimate condition. **As a result, the total impervious area tributary to the North Watershed is reduced compared to Phase 3. Because Phase 3 represents the condition with the greatest amount of impervious surface and the highest runoff volume, the stormwater management analysis and detention sizing were based on Phase 3 conditions. The proposed underground detention system was sized to accommodate the more critical Phase 3 condition and, therefore, provides excess storage capacity under the final Phase 4 condition.**

Refer to **Exhibit EX-7, Phase 4 Proposed Drainage Exhibit**, for the final drainage patterns within the North Watershed.

Phase 4 South Watershed

The South Watershed will continue to drain generally eastward through a combination of storm sewer piping, area drains, and overland flow to the proposed open bottom underground concrete detention vault located in the southwest portion of the site. The underground StormTrap is expanded in the South Watershed for the Phase 4 condition. Detained runoff will discharge from the system through the proposed outlet control structure and ultimately outfall to Essex Court within the public ROW.

The South Watershed includes the final buildout of the site improvements, including the permanent parking lot, bus lanes, bus loop, drive aisles, sidewalks, playgrounds, and associated site development. All runoff from these improvements is routed to the proposed underground detention system for stormwater management.

As shown on **Exhibit EX-6, Offsite Drainage Exhibit,** runoff from properties west and south of the site currently enter the project area. Under proposed conditions, this offsite runoff will continue to be collected and conveyed through the site's storm sewer system to the proposed underground detention vault, maintaining existing drainage patterns.

The proposed stormwater management system was designed to satisfy the applicable detention, release rate, water quality, and overflow routing requirements of the Lake County Stormwater Management Commission. Refer to **Exhibit EX-7, Phase 4 Proposed Drainage Exhibit**, for the final drainage patterns within the South Watershed.

Overflow Routing

The primary overflow routing for the South Watershed is provided through the underground storm sewer system and over a weir wall within the proposed outlet control structure located downstream of the detention vault. During extreme storm events, a portion of the overflow is also conveyed via overland flow to the east, following existing drainage patterns. By capturing and routing a significant portion of stormwater through the underground detention and conveyance system, the project reduces the volume of uncontrolled overland runoff compared to existing conditions. Overflow calculations were performed using the critical 100-year, 1-hour storm event, including both onsite and tributary offsite drainage areas.

The overflow routing analysis was modeled within the Hydraflow Hydrographs extension of Civil 3D. The model evaluated the peak water surface elevation within the detention system and the corresponding overflow discharge through the weir during the critical storm event to confirm adequate overflow capacity and safe conveyance of excess runoff.

Phase 4 South Watershed Summary

	2 year Storm	**100-yr storm**
Existing Release Rate (CFS)	**1.03**	**3.17**
Allowable Release Rate (CFS)	**0.21**	**0.79**
Proposed Release Rate (CFS)	**0.20**	**0.70**
High Water Line (HWL)	**668.39**	**670.37**
Total Required Detention (Ac-Ft)	**0.71**	**2.30**
Total Provided Detention (Ac-Ft)	**0.71**	**2.41**

APPENDICES

APPENDIX A – SITE SPECIFIC INFORMATION

1. SITE LOCATION MAP
2. HYDRAULIC SOILS MAP
3. FEMA FIRMETTE
4. NATIONAL WETLANDS INVENTORY MAP

APPENDIX B – EXISTING CONDITIONS

1. EXISTING IMPERVIOUS AREA EXHIBIT (EX-1)
2. EXISTING CONDITIONS DRAINAGE EXHIBIT (EX-2)
3. OFFSITE DRAINAGE EXHIBIT (EX-3)
4. EXISTING CURVE NUMBER CALCULATIONS

APPENDIX C – PROPOSED CONDITIONS PHASE 3

1. PHASE 3 PROPOSED CONDITIONS DRAINAGE EXHIBIT (EX-4)
2. PHASE 3 NORTH CATCHMENT AREA EXHIBIT (EX-5)
3. OFFSITE DRAINAGE EXHIBIT (EX-6)
4. OFFSITE DRAINAGE CALCULATIONS
5. STORM SEWER MODELING PLAN
6. STORM SEWER MODELING REPORT

APPENDIX D – PROPOSED CONDITIONS PHASE 4

1. PHASE 4 PROPOSED CONDITIONS DRAINAGE EXHIBIT (EX-7)
2. PHASE 4 SOUTH WATERSHED CATCHMENT AREA EXHIBIT (EX-8)
3. STORM SEWER MODELING PLAN
4. STORM SEWER MODELING REPORT

APPENDIX A

SITE SPECIFIC INFORMATION

CAGE CIVIL ENGINEERING

PROJECT: Walden Elementary School	GENERAL LOCATION MAP
LOCATION: Deerfield, IL	
DRAWN BY: SRT	DATE: 06/04/2026
PROJ NO: 240537	SCALE: N.T.S.

L:_PROJECTS\180099 - 3311 CHARLES ST, FRANKLIN PARK, IL\03 - DRAWINGS\DWG\EXHIBITS\GENERAL LOCATION MAP.DWG

United States Department of Agriculture

NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for Lake County, Illinois

June 11, 2026

Custom Soil Resource Report
Map—Hydrologic Soil Group

Map Scale: 1:1,660 if printed on A portrait (8.5" x 11") sheet.

N

Meters: 0 20 40 80 120

Feet: 0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils

Soil Rating Polygons
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Lines
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Points
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Lake County, Illinois
Survey Area Data: Version 20, Aug 31, 2025

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 19, 2022—Sep 30, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Table—Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
320A	Frankfort silt loam, 0 to 2 percent slopes	D	0.9	7.8%
320B	Frankfort silt loam, 2 to 4 percent slopes	D	8.3	74.7%
370B	Saylesville silt loam, 2 to 4 percent slopes	C	1.9	17.5%
Totals for Area of Interest			**11.2**	**100.0%**

Rating Options—Hydrologic Soil Group

Aggregation Method: Dominant Condition

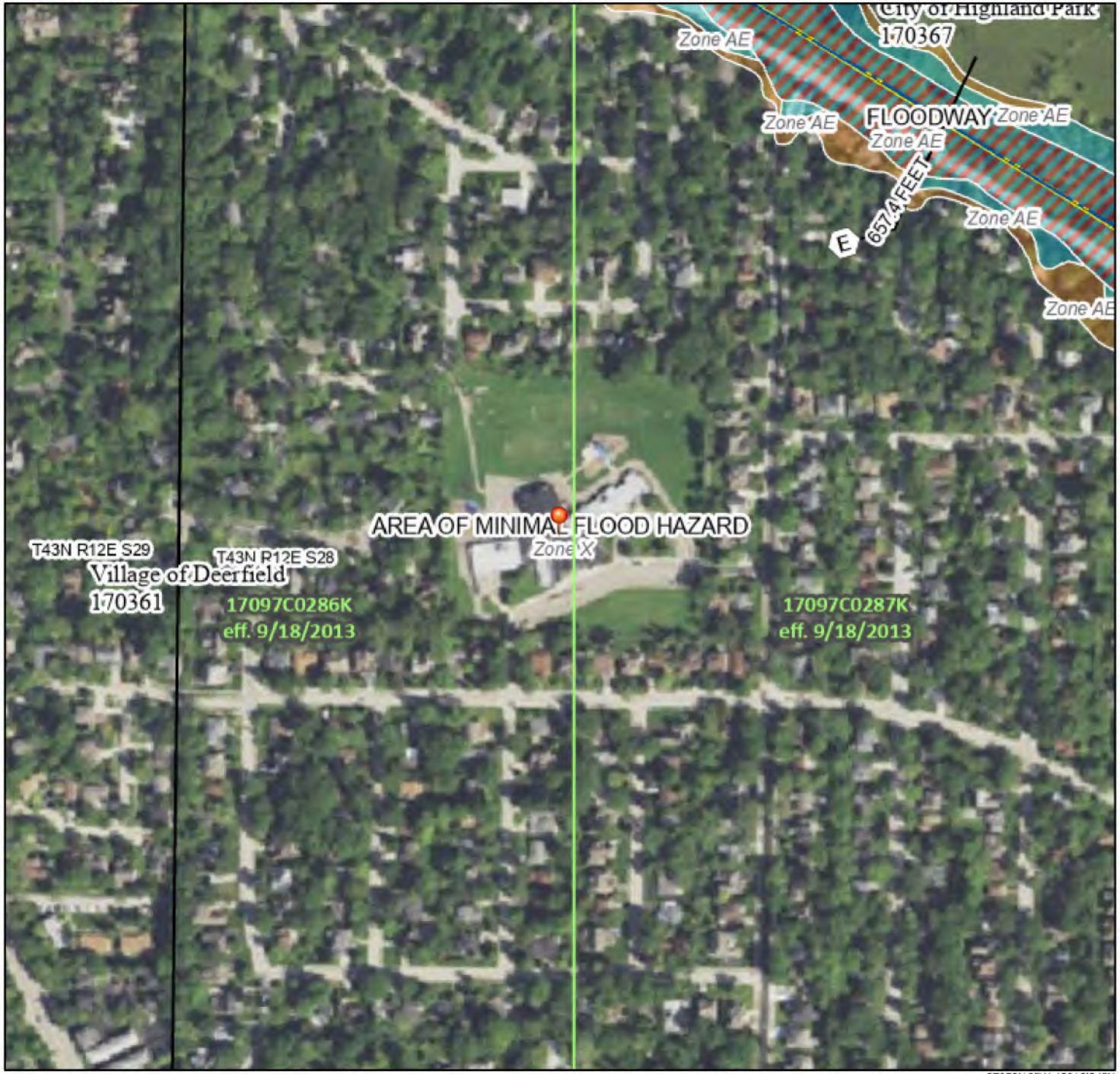
Component Percent Cutoff: None Specified

Tie-break Rule: Higher

National Flood Hazard Layer FIRMette

FEMA

87°50'57"W 42°10'51"N



87°50'19"W 42°10'24"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 6/11/2026 at 2:37 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

U.S. Fish and Wildlife Service
National Wetlands Inventory

Walden School NWI

June 11, 2026

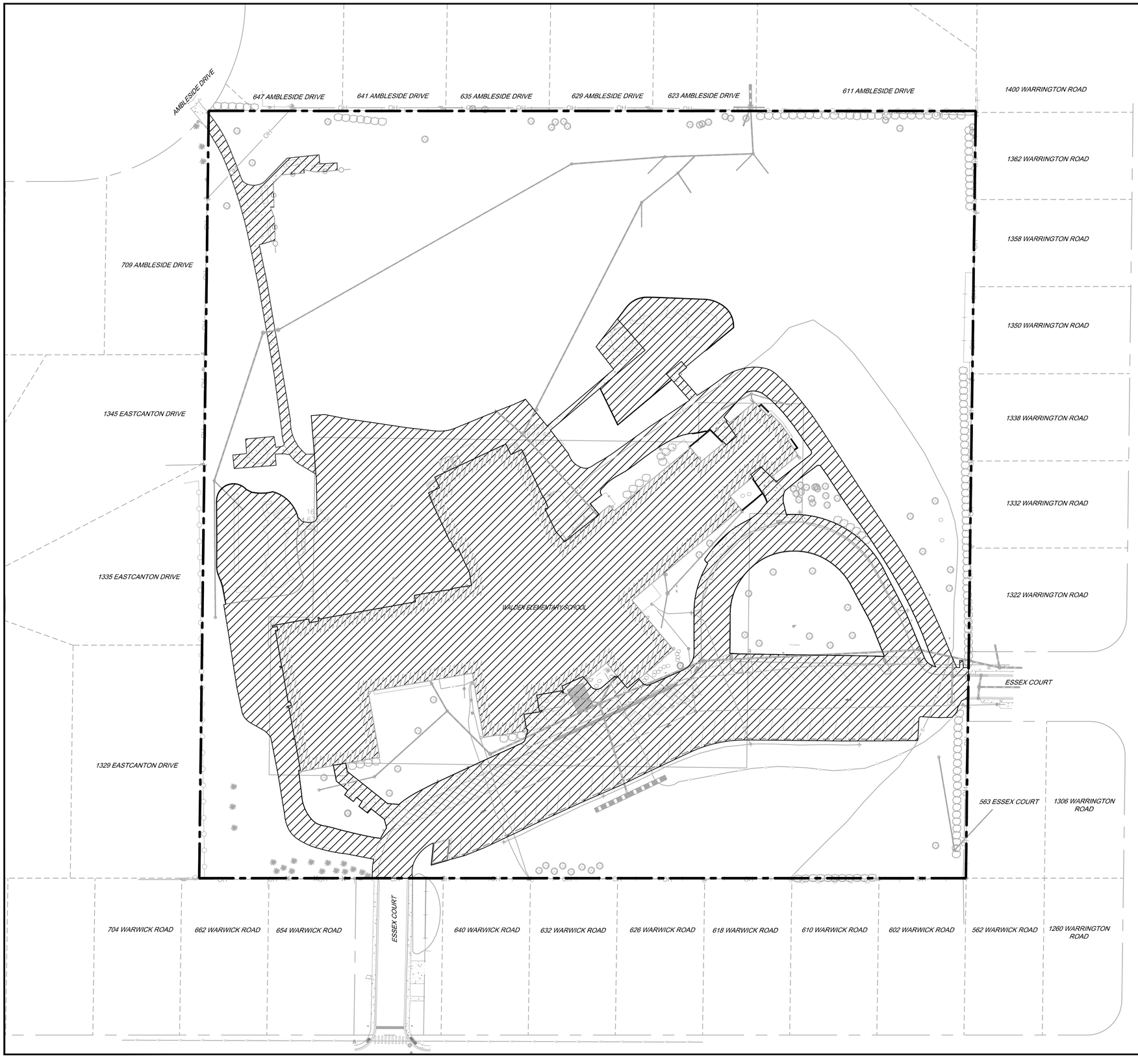
Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

APPENDIX B

EXISTING CONDITIONS & REFERENCED INFORMATION



LEGEND

- IMPERVIOUS AREA = 164,659 SF
- PERVIOUS AREA = 271,186 SF
- PROPERTY LIMITS = 435,845 SF = 10.01 AC

PERCENT IMPERVIOUS = 37.8%

0 40' 80'

1" = 40' (HORIZONTAL)

2200 CABOT DRIVE
SUITE 325
LISLE, IL 60532
P: 630.996.0007
WWW.CAGECIVIL.COM

CAGE
CIVIL ENGINEERING

REVISIONS

THE DESIGN AND THESE DRAWINGS ARE THE PROPERTY OF CAGE ENGINEERING, INC. AND SHALL NOT BE USED OR REPRODUCED WITHOUT PRIOR WRITTEN PERMISSION FROM CAGE ENGINEERING, INC.

PROPOSED IMPROVEMENTS FOR

WALDEN SCHOOL

630 ESSEX CT
DEERFIELD, IL 60015

PROJ NO: 240537

ENG : CPH

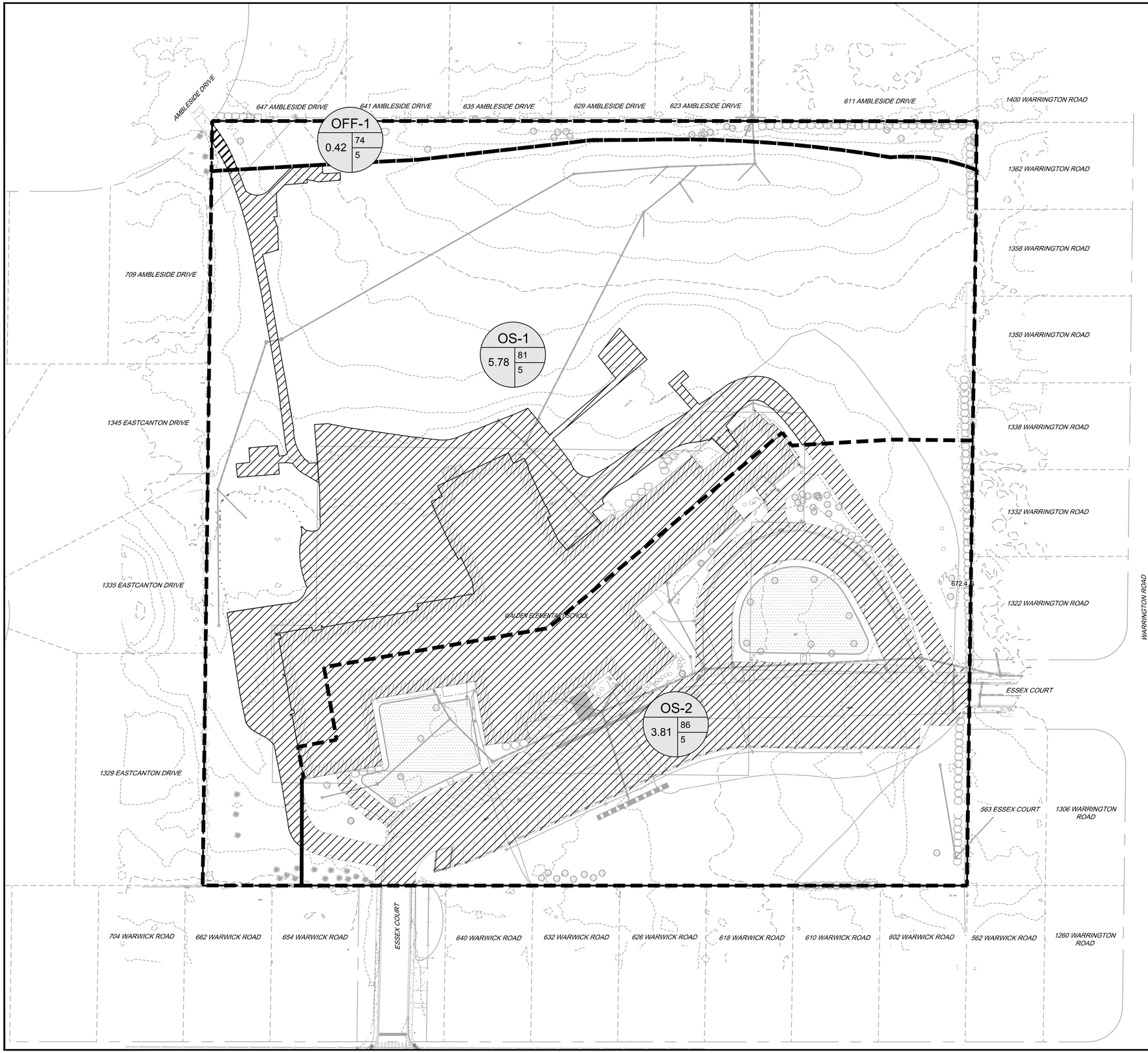
DATE : 6/4/2026

SHEET TITLE

EXISTING IMPERVIOUS AREA EXHIBIT

SHEET NUMBER

EX-1



LEGEND

- OS-X: DRAINAGE AREA DESIGNATION
- 65: CURVE NUMBER
- 2.25: AREA (ACRES)
- 15: TIME OF CONCENTRATION (MINUTES)
- DRAINAGE AREA LIMITS

0 40' 80'

1" = 40' (HORIZONTAL)

2200 CABOT DRIVE
SUITE 325
LISLE, IL 60532
P: 630.996.0007
WWW.CAGECIVIL.COM

CAGE CIVIL ENGINEERING

REVISIONS △

THIS DESIGN AND THESE DRAWINGS ARE THE PROPERTY OF CAGE ENGINEERING, INC. NO PART OF THIS WORK MAY BE REPRODUCED OR USED WITHOUT PRIOR WRITTEN PERMISSION FROM CAGE ENGINEERING, INC.

PROPOSED IMPROVEMENTS FOR

WALDEN SCHOOL

630 ESSEX CT
DEERFIELD, IL 60015

PROJ NO: 240537
ENG : LES
DATE : 06/18/2026

SHEET TITLE

EXISTING CONDITIONS DRAINAGE EXHIBIT

SHEET NUMBER

EX-2

PR-1
3 | 80 | 17.5

676.66 TW

675.00 TW

673.57 TW

677.92 TW

PR-2
1.14 | 85 | 15.6

680.20 TW

683.60 TW

677.0 G

677.7 G

PR-3
0.19 | 85 | 12.0

672.0 G

674.6 G

PR-4
0.10 | 85 | 12.0

LEGEND

OS-X
2.25 | 65 | 15

- DRAINAGE AREA DESIGNATION
- CURVE NUMBER
- TIME OF CONCENTRATION (MINUTES)
- AREA (ACRES)
- DRAINAGE AREA LIMITS

N

0 50' 100'

1" = 50' (HORIZONTAL)

2200 CABOT DRIVE
SUITE 325
LISLE, IL 60532
P: 630.996.0007
WWW.CAGECIVIL.COM

CAGE
CIVIL ENGINEERING

REVISIONS △

THIS DESIGN AND THESE DRAWINGS ARE THE PROPERTY OF CAGE ENGINEERING, INC. AND SHALL NOT BE USED OR REPRODUCED WITHOUT PRIOR WRITTEN PERMISSION FROM CAGE ENGINEERING, INC.

PROPOSED IMPROVEMENTS FOR
WALDEN SCHOOOL
630 ESSEX COURT
DEERFIELD, IL

PROJ NO: 240537

ENG : LES

DATE : 06/18/2026

SHEET TITLE

OFFSITE DRAINAGE EXHIBIT

SHEET NUMBER

EX-3

PROJECT:	Walden School
LOCATION:	Deerfield, IL
BY:	MVP

EXISTING CURVE NUMBER CALCULATIONS

Design Elements

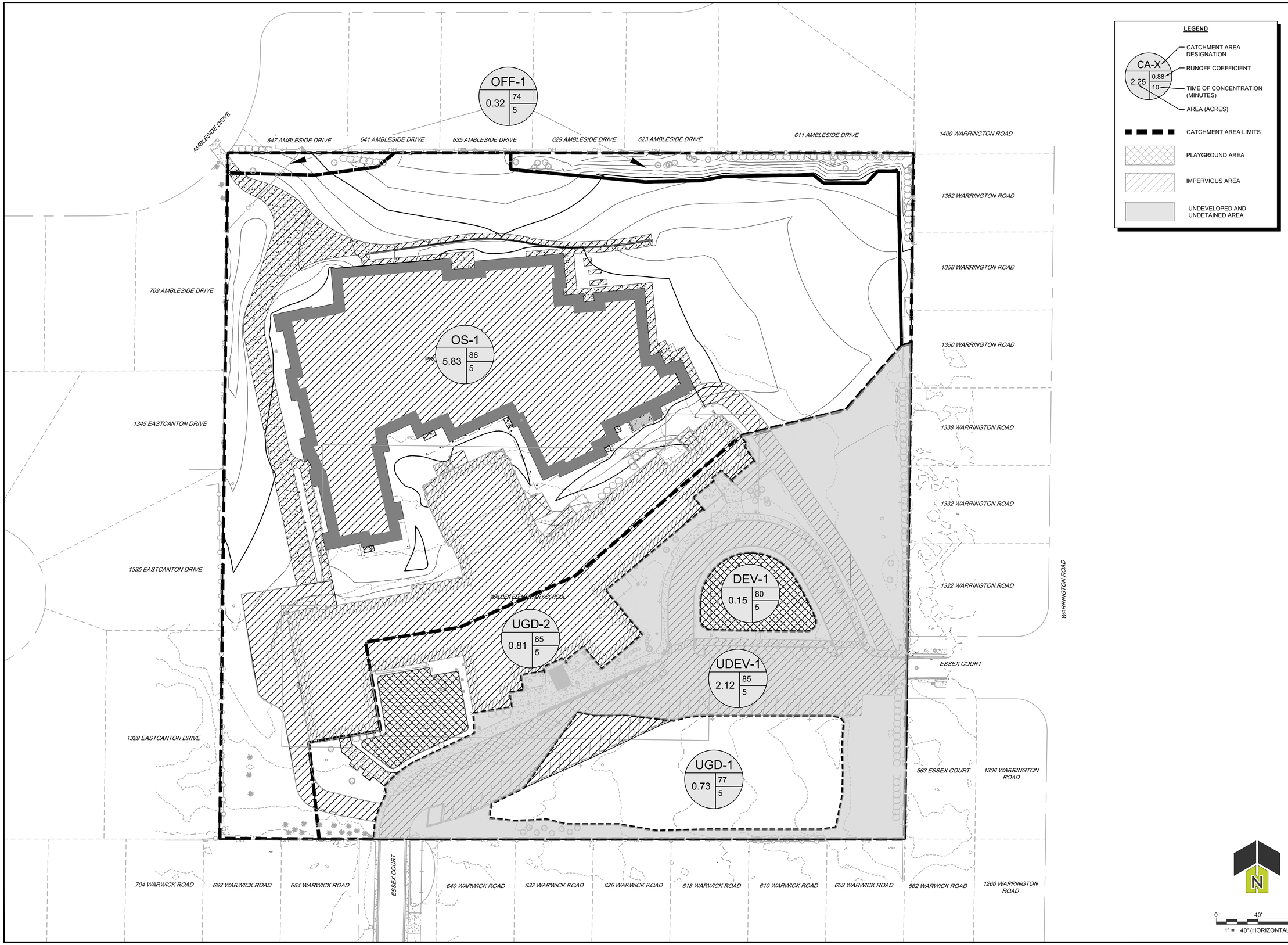
CN [Pervious]:	*74*
CN [Impervious]:	*98*

EXISTING CURVE NUMBER CALCULATIONS					
Catchment Area	**Total Area (SF)**	**Total Area (Ac)**	**Pervious Area (SF)**	**Impervious Area (SF)**	**CN**
OFF-1	18109	0.42	17779	331	**74**
OS-1	251866	5.78	180329	71536	**81**
OS-2	165943	3.81	85533	80411	**86**

APPENDIX C

PROPOSED CONDITIONS & DESIGN CALCULATIONS

PHASE 3



LEGEND

- CA-X / 2.25 / 0.88 / 10 — CATCHMENT AREA DESIGNATION; RUNOFF COEFFICIENT; TIME OF CONCENTRATION (MINUTES); AREA (ACRES)
- CATCHMENT AREA LIMITS
- PLAYGROUND AREA
- IMPERVIOUS AREA
- UNDEVELOPED AND UNDETAINED AREA

0 40' 80'
1" = 40' (HORIZONTAL)

2200 CABOT DRIVE
SUITE 325
LISLE, IL 60532
P: 630.996.0007
WWW.CAGECIVIL.COM

CAGE CIVIL ENGINEERING

REVISIONS △

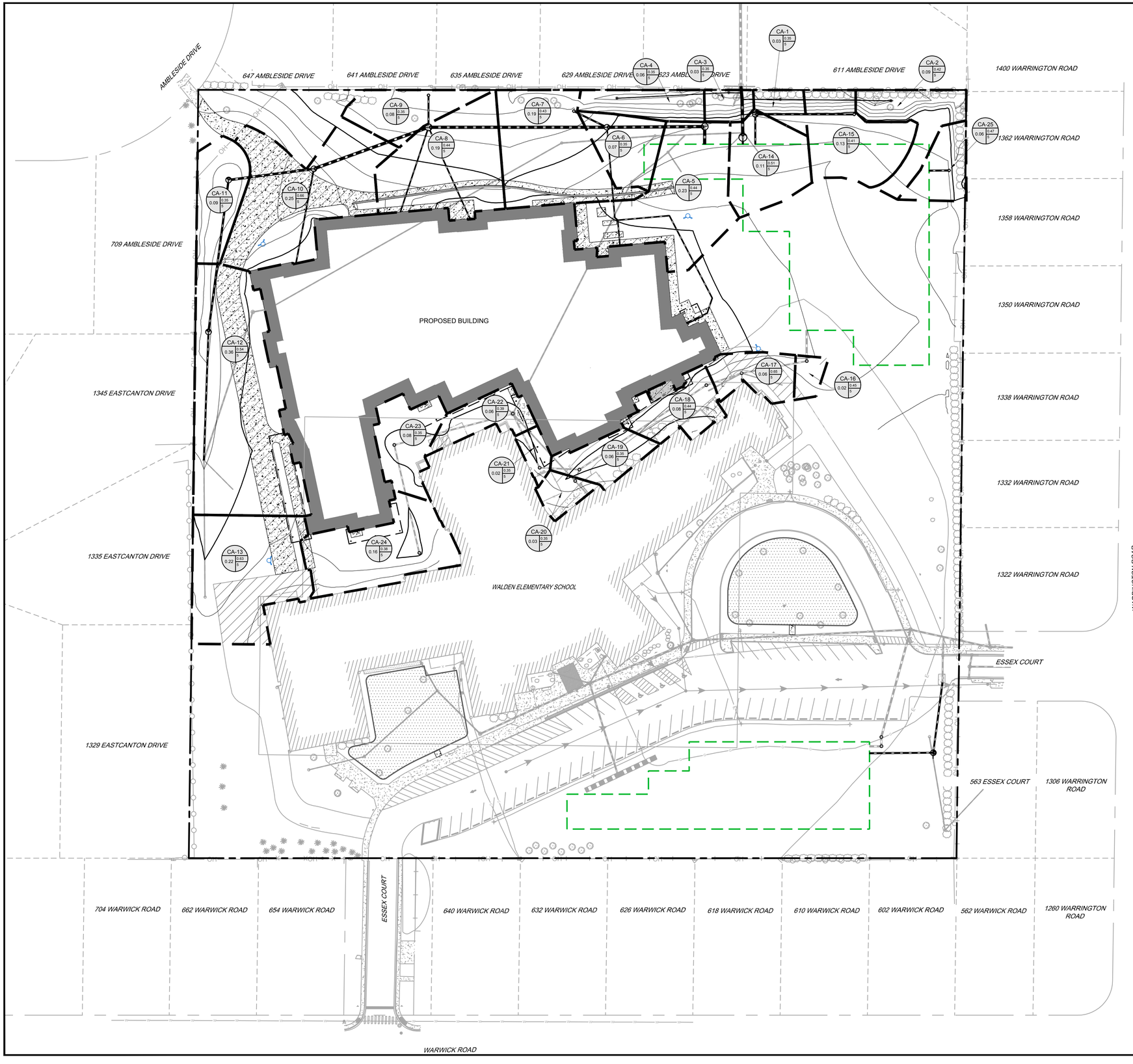
THIS DESIGN AND THESE DRAWINGS ARE THE PROPERTY OF CAGE ENGINEERING, INC. NO PART OF THIS WORK MAY BE REPRODUCED WITHOUT PRIOR WRITTEN PERMISSION FROM CAGE ENGINEERING, INC.

PROPOSED IMPROVEMENTS FOR
WALDEN SCHOOL
630 ESSEX CT
DEERFIELD, IL 60015

PROJ NO: 240537
ENG : LES
DATE : 06/18/2026

SHEET TITLE
PHASE 3 PROPOSED DRAINAGE EXHIBIT

SHEET NUMBER
EX-4



LEGEND

- CA-X / 2.25 / 0.88 / 10 — CATCHMENT AREA DESIGNATION; RUNOFF COEFFICIENT; TIME OF CONCENTRATION (MINUTES); AREA (ACRES)
- CATCHMENT AREA LIMITS
- IMPERVIOUS AREA

0 40' 80'

1" = 40' (HORIZONTAL)

CAGE CIVIL ENGINEERING
2200 CABOT DRIVE
SUITE 325
LISLE, IL 60532
P: 630.996.0007
WWW.CAGECIVIL.COM

REVISIONS △

THIS DESIGN AND THESE DRAWINGS ARE THE PROPERTY OF CAGE ENGINEERING, INC. NO PART OF THIS WORK MAY BE DISCLOSED WITHOUT PRIOR WRITTEN PERMISSION FROM CAGE ENGINEERING, INC.

PROPOSED IMPROVEMENTS FOR
WALDEN SCHOOL
630 ESSEX CT
DEERFIELD, IL 60015

PROJ NO: 240537

ENG : CPH

DATE : 6/4/2026

SHEET TITLE

PHASE 3 CATCHMENT AREA EXHIBIT

SHEET NUMBER

EX-5

LEGEND

- OS-X — DRAINAGE AREA DESIGNATION
- 65 — CURVE NUMBER
- 2.25 — AREA (ACRES)
- 15 — TIME OF CONCENTRATION (MINUTES)
- DRAINAGE AREA LIMITS

0 50' 100'

1" = 50' (HORIZONTAL)

2200 CABOT DRIVE
SUITE 325
LISLE, IL 60532
P: 630.996.0007
WWW.CAGECIVIL.COM

CAGE CIVIL ENGINEERING

REVISIONS △

THIS DESIGN AND THESE DRAWINGS ARE THE PROPERTY OF CAGE ENGINEERING, INC. AND SHALL NOT BE USED OR REPRODUCED WITHOUT PRIOR WRITTEN PERMISSION FROM CAGE ENGINEERING, INC.

PROPOSED IMPROVEMENTS FOR

WALDEN SCHOOOL

630 ESSEX COURT
DEERFIELD, IL

PROJ NO: 240537

ENG : LES

DATE : 06/18/2026

SHEET TITLE

OFFSITE DRAINAGE EXHIBIT

SHEET NUMBER

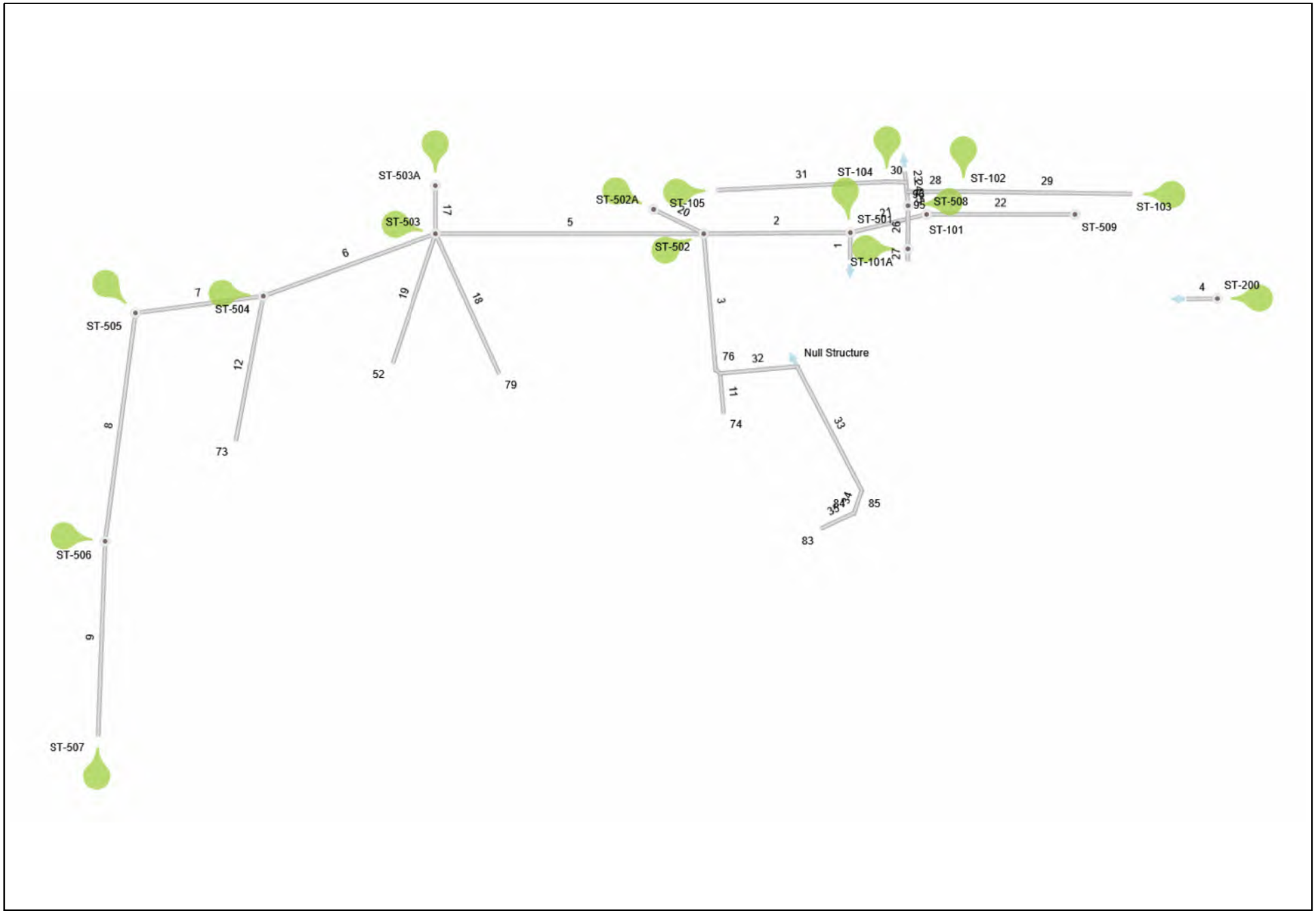
EX-6

Plan View

Stormwater Studio 2026 v 3.0.0.42

Project Name: 10STM

06-16-2026

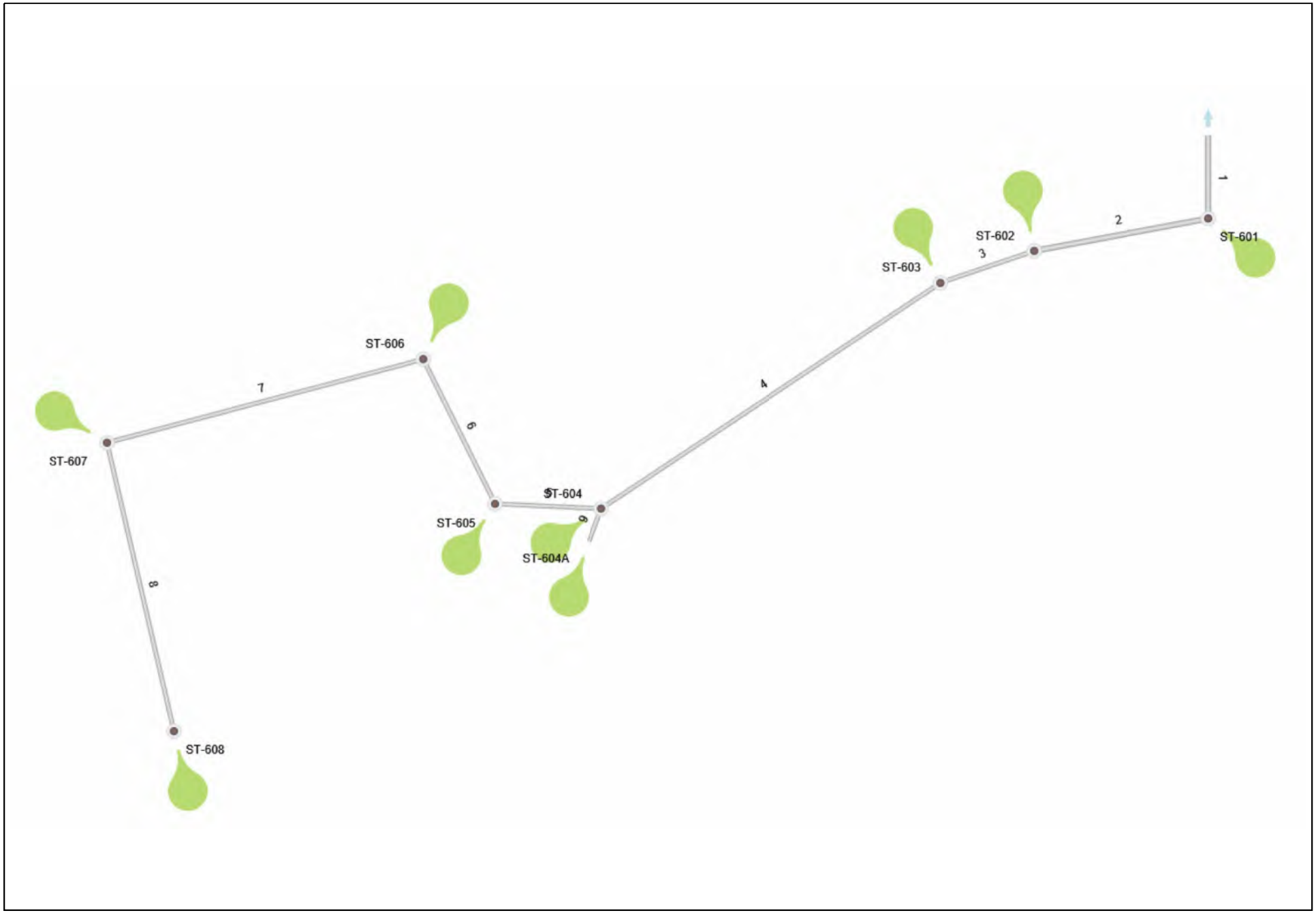


Plan View

Stormwater Studio 2026 v 3.0.0.42

Project Name: 10.5STM

06-16-2026



Custom1 Report

Project Name: 10STM

Stormwater Studio 2026 v 3.0.0.42

06-16-2026

Line No.	To Line	Inlet ID	Line Length (ft)	Tc System (min)	Flow Rate (cfs)	Capac. Full (cfs)	Vel Ave (ft/s)	Line Size (in)	Line Slope (%)	Invert Up (ft)	Invert Dn (ft)	HGL Up (ft)	HGL Dn (ft)	Grnd/Rim Elev Up (ft)	Grnd/Rim Elev Dn (ft)	Runoff Coeff (C)	Drain Area (ac)	
1	Outfall	ST-501	15.11	6.8	6.89	30.79	2.29	24	1.85	663.28	663.00	665.00	665.00	676.90	665.81	0.44	0.210	
2	1	ST-502	84.02	6.6	5.76	29.24	3.22	24	1.67	664.68	663.28	665.53	665.12	671.92	676.90	0.35	0.070	
3	2	76	77.96	0.3	0.00	n/a	0.00	10	-3.02	669.06	671.42	669.06	671.42	670.30	671.92	0.00	0.000	
4	Outfall	ST-200	17.18	5.0	0.43	0.00	0.54	12	0.00	670.50	670.50	671.50	671.50	672.17	671.73	0.47	0.060	
5	2	ST-503	153.34	6.2	5.49	22.59	3.89	24	1.00	666.21	664.68	667.04	665.72	668.65	671.92	0.44	0.190	
6	5	ST-504	104.82	5.9	5.32	22.62	3.88	24	1.00	667.26	666.21	668.07	667.22	672.30	668.65	0.66	0.250	
7	6	ST-505	73.95	5.7	3.06	10.50	3.15	18	1.00	668.00	667.26	668.67	668.32	672.03	672.30	0.35	0.090	
8	7	ST-506	131.71	5.3	4.09	8.07	5.61	15	1.56	670.05	668.00	670.86	668.65	672.70	672.03	0.54	0.360	
9	8	ST-507	110.35	5.0	2.14	4.43	3.46	12	1.55	671.76	670.05	672.38	671.16	672.99	672.70	0.63	0.220	
10	3	75	3.33	0.2	0.00	1.33	0.00	10	0.32	669.24	669.23	669.24	669.23	703.66	670.30	0.00	0.000	
11	10	74	21.95	0.0	0.00	4.42	0.00	10	3.47	670.00	669.24	670.00	669.24	670.93	703.66	0.00	0.000	
12	6	73	82.87	0.0	0.00	3.00	0.00	10	1.60	670.00	668.67	670.00	668.67	670.73	672.30	0.00	0.000	
13	Outfall	93	16.44	0.0	0.00	10.47	0.00	12	8.64	668.92	667.50	668.92	667.50	0.73	0.73	0.00	0.000	
14	Outfall	89	60.75	0.3	0.00	5.17	0.00	12	2.11	667.50	666.22	667.50	666.22	669.17	0.63	0.00	0.000	
15	14	88	54.73	0.0	0.00	0.00	0.00	12	0.00	667.50	667.50	667.50	667.50	668.73	669.17	0.00	0.000	
16	14	91	5.09	0.0	0.00	0.00	0.00	4	0.00	667.50	667.50	667.50	667.50	669.67	669.17	0.00	0.000	
17	5	ST-503A	27.47	5.0	0.42	5.64	0.91	12	2.51	666.90	666.21	667.34	667.35	668.57	668.65	0.35	0.080	
18	5	79	86.76	0.0	0.00	4.96	0.00	10	4.37	670.00	666.21	670.00	666.21	670.43	668.65	0.00	0.000	
19	5	52	76.85	0.0	0.00	5.27	0.00	10	4.93	670.00	666.21	670.00	666.21	670.73	668.65	0.00	0.000	
20	2	ST-502A	31.79	5.0	1.27	10.79	2.52	12	9.18	667.59	664.68	668.07	665.82	669.26	671.92	0.43	0.190	
21	1	ST-508	44.70	0.5	0.00	3.56	0.00	12	1.00	663.72	663.28	663.72	663.28	670.95	676.90	0.00	0.000	
22	21	ST-509	85.01	0.0	0.00	3.56	0.00	12	1.00	664.57	663.72	664.57	663.72	670.29	670.95	0.00	0.000	
23	Outfall	96	5.64	5.5	1.16	44.41	0.38	24	3.86	661.92	661.70	663.70	663.70	664.29	664.08	0.00	0.000	
24	23	95	5.64	5.4	0.97	44.41	0.35	24	3.86	662.14	661.92	663.70	663.70	664.51	664.29	0.00	0.000	

Notes: IDF File = SampleIDF.idf, Return Period = 10-yrs.

Project File: 10STM.sws

Custom1 Report

Project Name: 10STM

Stormwater Studio 2026 v 3.0.0.42

06-16-2026

Line No.	To Line	Inlet ID	Line Length (ft)	Tc System (min)	Flow Rate (cfs)	Capac. Full (cfs)	Vel Ave (ft/s)	Line Size (in)	Line Slope (%)	Invert Up (ft)	Invert Dn (ft)	HGL Up (ft)	HGL Dn (ft)	Grnd/Rim Elev Up (ft)	Grnd/Rim Elev Dn (ft)	Runoff Coeff (C)	Drain Area (ac)	
25	24	ST-101	7.90	5.1	0.64	44.42	0.27	24	3.86	662.44	662.14	663.70	663.70	668.17	664.51	0.35	0.010	
26	25	ST-101A	24.71	5.0	1.09	5.22	1.60	12	2.15	662.97	662.44	663.69	663.69	671.69	668.17	0.51	0.140	
27	26		5.85	0.0	0.00	2.52	0.00	12	0.50	663.00	662.97	663.00	662.97	664.23	671.69	0.00	0.000	
28	24	ST-102	32.75	5.2	0.45	0.66	2.31	6	1.00	662.77	662.44	663.77	663.62	665.58	664.51	0.35	0.030	
29	28	ST-103	95.18	5.0	0.58	0.22	6.69	4	1.00	663.72	662.77	669.58	663.16	666.86	665.58	0.42	0.090	
30	23	ST-104	11.12	5.4	0.22	0.47	1.13	6	0.50	662.50	662.44	663.70	663.68	665.23	664.29	0.35	0.010	
31	30	ST-105	96.18	5.0	0.32	0.16	3.65	4	0.50	662.98	662.50	665.44	663.51	665.61	665.23	0.35	0.060	
32	10	Null Structure	44.52	0.0	0.00	0.00	0.00	10	0.00	-0.50	-0.50	-0.50	-0.50	0.00	703.66	0.00	0.000	
33	Outfall	85	79.89	0.2	0.00	0.00	0.00	10	0.00	-0.50	-0.50	-0.50	-0.50	0.73	0.73	0.00	0.000	
34	33	84	13.68	0.1	0.00	0.00	0.00	10	0.00	-0.50	-0.50	-0.50	-0.50	0.73	0.73	0.00	0.000	
35	34	83	19.75	0.0	0.00	138.24	0.00	10	3395.31	670.00	-0.50	670.00	-0.50	0.73	0.73	0.00	0.000	

Notes: IDF File = SampleIDF.idf, Return Period = 10-yrs.

Project File: 10STM.sws

Custom1 Report

Project Name: 10.5STM

Stormwater Studio 2026 v 3.0.0.42

06-16-2026

Line No.	To Line	Inlet ID	Line Length (ft)	Tc System (min)	Flow Rate (cfs)	Capac. Full (cfs)	Vel Ave (ft/s)	Line Size (in)	Line Slope (%)	Invert Up (ft)	Invert Dn (ft)	HGL Up (ft)	HGL Dn (ft)	Grnd/Rim Elev Up (ft)	Grnd/Rim Elev Dn (ft)	Runoff Coeff (C)	Drain Area (ac)	
1	Outfall	ST-601	26.48	10.6	0.06	0.00	0.02	24	0.00	670.50	670.50	672.50	672.50	673.81	0.03	0.45	0.020	
2	1	ST-602	56.95	10.0	0.28	13.40	0.09	24	0.35	670.70	670.50	672.50	672.50	0.67	673.81	0.65	0.060	
3	2	ST-603	32.01	9.7	0.26	5.87	0.15	18	0.31	670.80	670.70	672.50	672.50	673.00	0.67	0.44	0.080	
4	3	ST-604	131.00	8.0	0.15	5.03	0.09	18	0.23	671.10	670.80	672.50	672.50	674.84	673.00	0.35	0.060	
5	4	ST-605	34.24	7.4	0.05	3.49	0.04	15	0.29	671.20	671.10	672.50	672.50	675.60	674.84	0.35	0.020	
6	5	ST-606	51.94	6.9	0.17	2.21	0.22	12	0.39	671.40	671.20	672.50	672.50	674.46	675.60	0.39	0.060	
7	6	ST-607	105.35	5.8	0.22	1.90	0.30	12	0.28	671.70	671.40	672.50	672.50	674.43	674.46	0.36	0.080	
8	7	ST-608	95.24	5.0	0.46	1.82	0.83	12	0.26	671.95	671.70	672.52	672.50	674.60	674.43	0.38	0.160	
9	4	ST-604A	10.51	5.0	0.07	21.39	0.77	12	36.08	674.89	671.10	675.00	672.50	676.06	674.84	0.35	0.030	

Notes:

Project File: 10.5STM.sws

APPENDIX D

PROPOSED CONDITIONS & DESIGN CALCULATIONS

PHASE 4

OFF-1
0.32 | 74 | 5

OS-1
5.15 | 85 | 5

OS-2
4.53 | 84 | 5

PROPOSED BUILDING

AMBLESIDE DRIVE
647 AMBLESIDE DRIVE
641 AMBLESIDE DRIVE
635 AMBLESIDE DRIVE
629 AMBLESIDE DRIVE
623 AMBLESIDE DRIVE
611 AMBLESIDE DRIVE
709 AMBLESIDE DRIVE
1345 EASTCANTON DRIVE
1335 EASTCANTON DRIVE
1329 EASTCANTON DRIVE
1400 WARRINGTON ROAD
1362 WARRINGTON ROAD
1358 WARRINGTON ROAD
1350 WARRINGTON ROAD
1338 WARRINGTON ROAD
1332 WARRINGTON ROAD
1322 WARRINGTON ROAD
WARRINGTON ROAD
ESSEX COURT
563 ESSEX COURT
1306 WARRINGTON ROAD
704 WARWICK ROAD
662 WARWICK ROAD
654 WARWICK ROAD
640 WARWICK ROAD
632 WARWICK ROAD
626 WARWICK ROAD
618 WARWICK ROAD
610 WARWICK ROAD
602 WARWICK ROAD
562 WARWICK ROAD
1260 WARRINGTON ROAD

LEGEND

- OS-X: DRAINAGE AREA DESIGNATION
- 65: CURVE NUMBER
- 2.25 / 15: TIME OF CONCENTRATION (MINUTES)
- 2.25: AREA (ACRES)
- DRAINAGE AREA LIMITS
- IMPERVIOUS AREA
- PLAYGROUND AREA

0 40' 80'
1" = 40' (HORIZONTAL)

2200 CABOT DRIVE
SUITE 325
LISLE, IL 60532
P: 630.996.0007
WWW.CAGECIVIL.COM

CAGE CIVIL ENGINEERING

REVISIONS

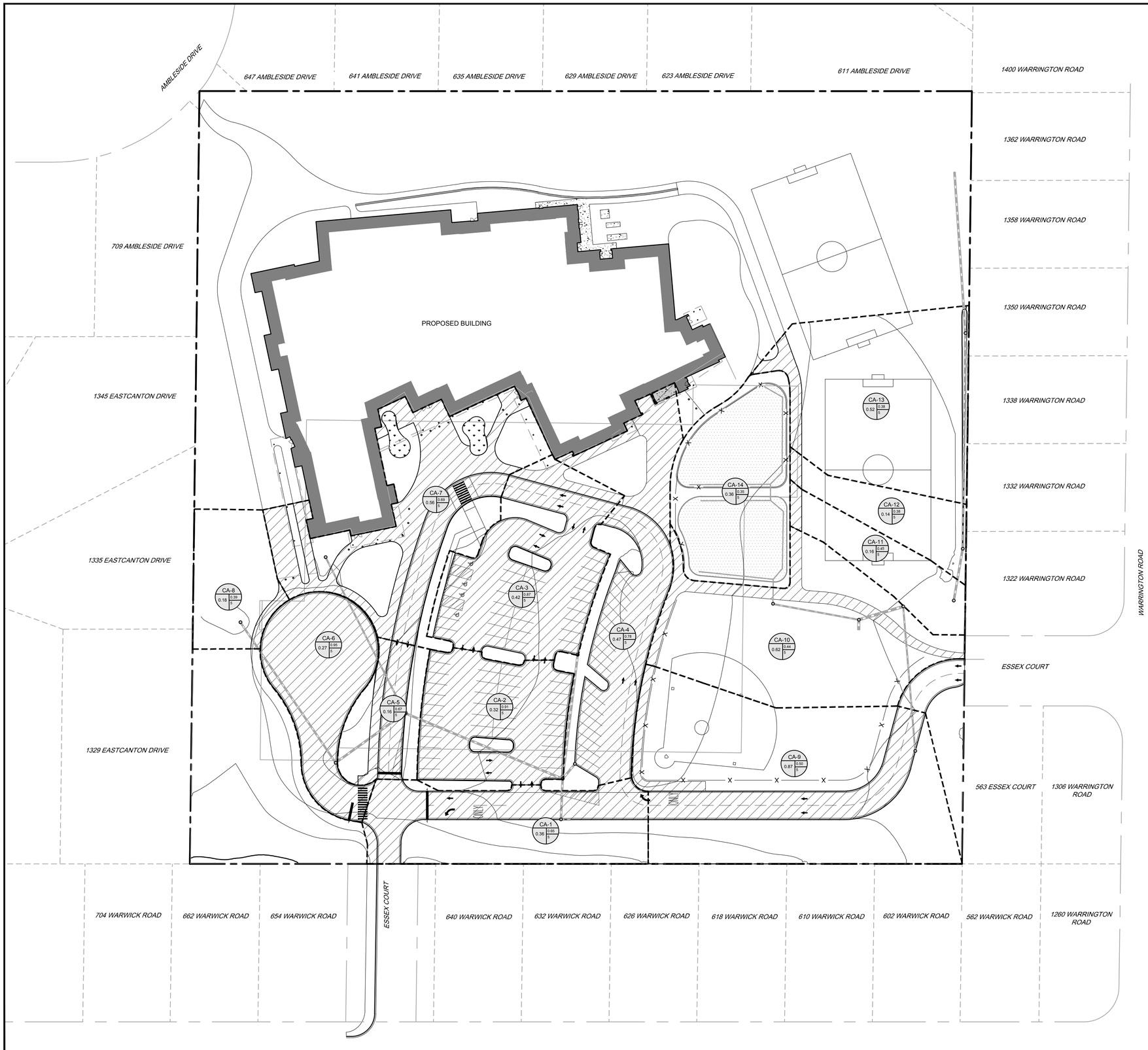
THIS DESIGN AND THESE DRAWINGS ARE THE PROPERTY OF CAGE ENGINEERING, INC. NO PART OF THIS WORK MAY BE REPRODUCED OR USED WITHOUT PRIOR WRITTEN PERMISSION FROM CAGE ENGINEERING, INC.

PROPOSED IMPROVEMETNS FOR
WALDEN SCHOOL
630 ESSEX CT
DEERFIELD, IL 60015

PROJ NO: 240537
ENG : LES
DATE : 06/18/2026

SHEET TITLE
PROPOSED CONDITIONS DRAINAGE EXHIBIT

SHEET NUMBER
EX-7



LEGEND

- CA-X — CATCHMENT AREA DESIGNATION
- 0.88 — RUNOFF COEFFICIENT
- 10 — TIME OF CONCENTRATION (MINUTES)
- 2.25 — AREA (ACRES)
- CATCHMENT AREA LIMITS
- IMPERVIOUS AREA

0 40' 80 '

1" = 40' (HORIZONTAL)

CAGE CIVIL ENGINEERING
2200 CABOT DRIVE
SUITE 325
LISLE, IL 60532
P: 630.996.0007
WWW.CAGECIVIL.COM

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.

PROPOSED IMPROVEMENTS FOR

WALDEN SCHOOL

630 ESSEX CT
DEERFIELD, IL 60015

PROJ NO: 240537

ENG : CPH

DATE : 6/18/2026

SHEET TITLE

PHASE 4 CATCHMENT AREA EXHIBIT

SHEET NUMBER

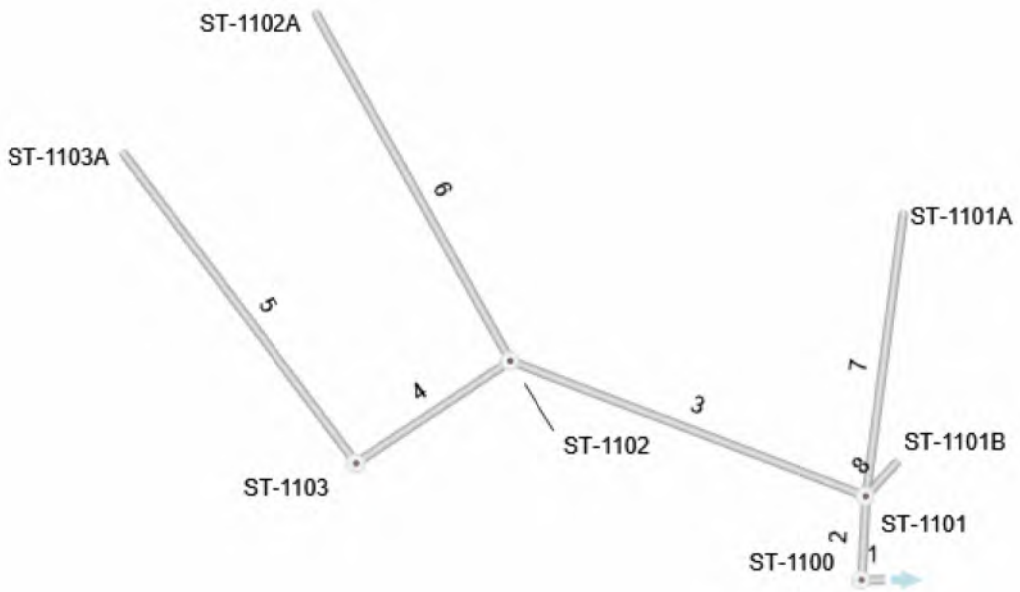
EX-8

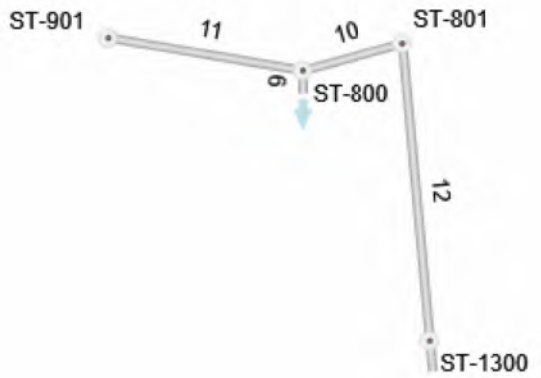
Plan View

Stormwater Studio 2026 v 3.0.0.42

Project Name: 11STM

06-18-2026





CAGE Report*

Stormwater Studio 2026 v 3.0.0.42

Project Name: 11STM

06-18-2026

Line No.	Line No.	Known Q (cfs)	Inlet ID	Inlet ID DownStr	Line Length (ft)	Line Size (in)	n-value Pipe	Line Slope (%)	Flow Rate (cfs)	Capac. Full (cfs)	Invert Up (ft)	Invert Dn (ft)	HGL Up (ft)	HGL Dn (ft)	Grnd/Rim Elev Up (ft)	Grnd/Rim Elev Dn (ft)	Vel Ave (ft/s)	Velocity Full Flow (ft/s)
1	1	1.76	ST-1100	....	8.13	24	0.013	1.23	27.85	25.08	667.60	667.50	669.60	669.50	672.60	671.41	8.86	7.98
2	2	2.13	ST-1101	ST-1100	34.72	24	0.013	1.15	24.72	24.28	668.00	667.60	671.61	671.19	672.60	672.60	7.87	7.73
3	3	0.77	ST-1102	ST-1101	146.16	24	0.013	1.23	11.10	25.10	669.80	668.00	673.29	672.94	673.41	672.60	3.53	7.99
4	4	1.93	ST-1103	ST-1102	72.07	18	0.013	0.50	4.48	7.42	670.16	669.80	673.66	673.53	673.74	673.41	2.54	4.20
5	5	0.53	ST-1103A	ST-1103	145.57	12	0.013	1.64	0.98	4.56	672.55	670.16	673.89	673.78	675.79	673.74	1.24	5.81
6	6	2.86	ST-1102A	ST-1102	149.43	15	0.013	1.34	5.32	7.47	671.80	669.80	674.43	673.41	674.68	673.41	4.34	6.09
7	7	2.72	ST-1101A	ST-1101	106.87	15	0.013	0.94	5.05	6.25	669.00	668.00	673.55	672.90	673.00	672.60	4.11	5.09
8	8	2.69	ST-1101B	ST-1101	16.36	15	0.013	6.11	5.02	15.97	669.00	668.00	673.00	672.90	672.70	672.60	4.09	13.01
9	9	2.02	ST-800	....	8.68	24	0.013	0.00	14.88	0.00	667.50	667.50	669.54	669.50	672.26	669.88	4.74	n/a
10	10	0.00	ST-801	ST-800	39.53	24	0.013	0.25	9.61	11.37	667.60	667.50	670.08	670.01	671.91	672.26	3.06	3.62
11	11	0.93	ST-901	ST-800	74.66	18	0.013	1.79	4.19	14.03	668.83	667.50	670.35	670.28	673.42	672.26	2.37	7.94
12	12	3.04	ST-1300	ST-801	123.87	18	0.013	0.32	3.41	5.97	668.00	667.60	670.50	670.45	671.60	671.91	1.93	3.38

* Results are not current with inputs.

9. Traffic Study

- Phase 3 Memo
- Phase 4 Traffic Report

TYLin

MEMORANDUM

DATE:	June 5, 2026
TO:	Mr. John Filippi, Ed.D., SFO – Deerfield Public School District 109
FROM:	Kelly Conolly, PE
SUBJECT:	Walden Elementary School, Traffic Management Recommendations for Kipling School Co-location

TYLin was retained by Deerfield Public School District 109 (D109) to evaluate traffic and parking for the planned reconstruction of Walden Elementary School in Deerfield, Illinois. The project is proposed to occur in phases, and the final condition of the proposed school campus includes a new school building located north of the existing building, as well as reconfiguration of the internal parking and circulation layout. This final condition was evaluated under separate cover within the Traffic Impact & Parking Study prepared by TYLin.

Prior to this final condition, as part of the district-wide Redefine 109 plans, construction includes a phase when Walden Elementary School (440 students) is fully operational in its new school building while Kipling Elementary School (460 students) is operating out of the former Walden building. This phase of the project is expected for one academic school year. A diagram of the site's proposed vehicular and pedestrian circulation is shown in ***Figure 1***.

The traffic management recommendations discussed in this memorandum were identified to mitigate excessive delay and provide safe options for vehicles and pedestrians on the school campus and at nearby intersections during this interim condition when two schools are co-located and operating on the same site.

Staggered Bell Schedule

Based on observations at both Walden and Kipling Elementary Schools, the school morning drop-off window lasts approximately 18 minutes, and the afternoon pick-up window lasts approximately 37 minutes. It is recommended that bell schedules are staggered for the two schools by 40 minutes, creating two distinct operational windows and avoiding overlap of vehicle loads on the site. Given the space constraints on the site, D109 should also stagger scheduling for any special school events on the site and prepare individual event management plans depending on expected attendance.

= Personal Vehicle Drop-Off/Pick-Up Route
= Bus Drop-Off/Pick-Up Route
= Pedestrian Circulation Route
= On-Street Drop-Off/Pick-Up Parking Areas
= Locations of Traffic control staff to be provided

N

N

Warrington Road

COURTYARD

PROPOSED BUILDING
APPROX. F.F.E. = 675.50

EXISTING BUILDING
F.F. = 677.00

EX. WOOD FENCE

EX. CHAIN LINK FENCE

Essex Court

Essex Court

Warwick Road

TYLin

Figure 1
Phase 3 Proposed Circulation Diagram

TYLin

Circulation & Staffing Locations

Maintaining pedestrian access to the north, south, and east between the school and neighborhood should be a priority to maximize safe walking and biking. Sidewalk connections and crossing treatments at key intersections (including Warwick Road/Walden Lane and Warrington Road/Essex Court) should be maintained to enable safe walking routes to school. Drop-off and pick-up circulation and bus routing currently enters from Warrington Road and exits onto Warwick Road.

This configuration should continue, and traffic control personnel must be actively stationed at the following key points during all arrival and dismissal windows:

- Along school frontage: actively manage student loading and encourage cars to pull forward to the furthest available space
- Merge point south of school frontage: facilitate the merge where exiting traffic integrates with bypassing vehicles. The existing cone configuration forcing vehicles into a single outbound lane and providing additional pedestrian space on the west side of the internal drive should be maintained.
- Warrington Road and Essex Court: continue to provide a crossing guard at this location to protect pedestrian movements
- Warwick Road and Walden Lane intersection: provide a crossing guard to protect pedestrian crossings at this critical intersection

Figure 1 previously noted shows the proposed vehicular and pedestrian circulation and diagrams these traffic control locations.

On-Site Parking

Kipling School employees should not park on the Walden campus and should be required to park off-site in a designated remote parking lot. A remote parking location should be identified by D109 to accommodate approximately 70 vehicles: 65 spaces to meet Kipling staff demand, plus approximately 5 additional spaces for several Walden employees to park remotely in order to provide some cushion for parking availability on the Walden campus. It is recommended that approximately five short-term parking spaces for midday school visitors are needed on the Walden campus to accommodate the combined Walden and Kipling parents and roving personnel attending daytime school meetings. These spaces should be reserved and signed as "School Visitor Parking Only".

A dedicated shuttle service for staff must be provided and should operate on a loop between the Walden campus and the remote parking location during peak periods for staff arrival and departure. The service should remain available on-demand for all other times of the school/workday.

On-Street Parking

It is recommended that D109 work with the Village to develop a temporary parking signage plan for the streets surrounding the school campus in order to maintain tighter control over the surrounding narrow residential streets and potential for employee parking spillover during this interim period. Areas of discussion include the following:

- Warrington Road: In the segment of street between Cumnor Court and Warwick Road, consider parking restrictions that prohibit parking on one or both sides of the street for the full school day (e.g. No Parking 7:00AM-4:00PM on School Days). The segment is currently signed with parking and standing restrictions during drop-off and pick-up activity (8:00-9:00AM and 2:30-3:30PM); however, vehicles are reportedly in frequent violation. The parent carline will continue to use this area for queuing and longer parking restrictions will make enforcement on the narrow street easier.

- To reduce the potential for employee parking in the neighborhood, consider street parking restrictions on streets such as Ambleside Drive and Windcrest Road to the northwest and Warwick Road and Walden Lane to the south. Dimmeydale Drive and Wincanton Drive are currently signed No Parking 10AM-Noon on School Days, and it may be appropriate to extend that signage to additional streets. If desired, it can also be effective to prohibit parking for a short period in the morning (e.g. 8:00-10:00AM) to capture the arrival of most staff but limit impacts to residents.

Construction Traffic Management

Construction traffic activities must fully avoid school arrival and dismissal operations. Though the school bell schedule is pending, construction traffic will need to avoid, at a minimum, the period starting 15 minutes before the first morning bell to five minutes after the last morning bell, plus 25 minutes before the first dismissal bell to 15 minutes after the last dismissal bell. The construction management (CM) team should submit a formal plan detailing

- Construction hours and black-out traffic periods
- Number of construction worker parking spaces required (all must be contained within the fenced staging zone or parked off-site)
- A dedicated construction vehicle and truck delivery circulation route

Bus Routing

Maximizing bus ridership will have a significant impact on reducing the volume of parents and guardians traveling to the site to drop-off and pick-up students. D109 should reroute Kipling buses and provide free busing to all Kipling students for the interim year to strongly incentivize parents to choose the bus over personal vehicle drop-off and pick-up.

Walk, Bike, and Carpool

D109 should promote travel demand management initiatives to increase the number of students walking, biking, and carpooling to school through targeted intervention, engagement, and communications.

Conclusion

Overall, implementing staggered scheduling, remote staff parking, circulation strategies, and proactive communication plans will be essential to accommodate two schools operating on one campus. These measures aim to manage congestion, protect pedestrians, and encourage adaptive strategies during the interim co-location phase of the project.

Traffic Impact & Parking Study

Walden Elementary School

June 12, 2026
Deerfield Public School District 109

Table of Contents

01. Introduction 1
02. Existing Conditions 3
2.1. Area Land Use & Connectivity 3
2.2. Existing Street Characteristics 3
2.3. Arrival/Dismissal Observations 5
2.4. Existing Traffic Volumes 8
2.5. Existing Intersection Operations 10
2.6. Existing Parking Conditions 11
03. Future Conditions 12
3.1. Site Development Plan 12
3.2. Future Parking Utilization 14
3.3. Future Vehicle Staging & Circulation 15
3.4. Future Traffic Projections 16
3.5. Future Traffic Operations 19
04. Recommendations & Conclusions 22
Appendix 24

01. Introduction

TYLin was retained by Deerfield Public School District 109 to conduct a traffic and parking study for the planned reconstruction of Walden Elementary School in Deerfield, Illinois. Walden is an elementary school serving approximately 440 students in kindergarten through 5th grade. The school is generally located north of Warwick Road and west of Warrington Road. Access is currently provided via Essex Court, which runs between Warrington Road and Warwick Road through the school's property. Essex Court is a public street outside of the school boundaries and operates as a one-way and two-way street to the south and east of the school, respectively. Essex Court is connected through the school's boundaries by a one-way westbound internal drive. An aerial view of the study area can be seen on ***Figure 1.***

The District is planning a reconstruction of the school that would involve shifting the building to the north and reconfiguring the internal parking and circulation layout. According to District officials, the proposed project is not expected to increase student enrollment or staffing numbers and instead focuses on improving the quality of experience for students and staff.

As a part of the program and recommendations made by TYLin during the site planning process, several modifications are proposed that would alter the traffic and parking characteristics of the campus, including:

- Lengthening the school's existing pick-up/drop-off lane and locating it directly next to the proposed curbside
- Facilitating easier bypass maneuvering
- Relocation and separation of the bus loading space
- Expansion and relocation of the parking lot to provide additional parking spaces
- Enhanced sidewalk connections to school property from Warwick Road

A concept site plan reflecting the new building location and these proposed changes is included in the Appendix. The following report documents TYLin's methodology regarding data collection, traffic forecasting, and analyses performed for this study. Recommended modifications are documented to mitigate anticipated traffic and parking-related impacts and to improve the functionality of school circulation and the local transportation system.

N

Ambleside Drive

Walden Elementary School

Essex Court

Essex Court

Warwick Road

Wincanton Drive

Walden Lane

Warrington Road

TYLin

Figure 1
Study Area

02. Existing Conditions

TYLin conducted a field visit to collect relevant information pertaining to the elementary school, the surrounding street network, traffic volumes, traffic controls, lane geometry, and infrastructure at the study intersections. Based on these characteristics, existing intersection and parking capacity was evaluated to establish operational conditions for the study area, as described in the following sections.

2.1. Area Land Use & Connectivity

Walden Elementary School is generally located west of Warrington Road and north of Warwick Road. The school is surrounded primarily by residential land uses, characterized by single family homes and neighborhood streets. The school's boundary map generally includes residential areas in the immediate vicinity, as well as to the northwest, west, and southwest. A detailed map of Deerfield Public Schools District 109 boundaries is included in the Appendix.

Vehicular access is provided via Essex Court, a roadway that runs through the school campus area between Warrington Road to the east side and Warwick Road to the south. East of the school, Essex Court accommodates two-way traffic, and south of the school, it is one-way southbound. Although the school does not have direct access to major arterials, it is situated approximately one quarter mile east of Waukegan Road (Illinois Route 43) and approximately one half mile north of Deerfield Road, which offer regional north-south and east-west connectivity, respectively.

2.2. Existing Street Characteristics

Field data collection was performed along the primary study roadways, including Warwick Road, Warrington Road, Essex Court, Walden Lane, and Wincanton Drive. All roadways are designated as Local Streets and are under the jurisdiction of the Village of Deerfield within the study area.

Warwick Road is a two-lane, east-west street that runs approximately 140 feet south of the school campus. Throughout the study area, Warwick Road provides a single approach lane at each of its intersections with Wincanton Drive, Walden Lane, and Warrington Road. Within the study area, parking is permitted on both sides of Warwick Road, which has a posted speed limit of 25 MPH.

Warrington Road is a two-lane, north-south street that runs that runs approximately 150 feet east of the school campus. At its minor-leg stop controlled "T" intersection with Essex Court and all-way stop-controlled intersection with Warwick Road, Warrington Road provides a single approach lane in each direction. A high-visibility crosswalk is provided on the north leg of the intersection with Essex Court and on both the north and south legs of the intersection with Warwick Road. Warrington Road has a posted speed limit of 25 MPH, with additional signage indicating a reduced speed limit of 20 MPH on school days when children are present. Parking is generally permitted on both sides of Warrington Road, with peak period parking restriction on school days (No Stopping, Standing, or Parking, School Days, 8:00-9:00AM and 2:30-3:30PM).

Essex Court is a primarily east-west roadway that runs between Warrington Road and Warwick Road, passing through the school's boundaries. Essex Court is a public street outside of the school boundaries and operates as a one-way street north of Warwick Road and a two-way street to the

west of Warrington Road. Within the school's property, Essex Court operates as one-way westbound internal drive, providing two lanes of travel: one marked for "Drive Thru Only" and one marked for "Pick-Up/Drop-Off Only."

At its intersection with Warrington Road, Essex Court provides a single lane of travel in each direction, plus a high-visibility crosswalk on its approach at Warrington Road. At its intersection with Warwick Road, Essex Court provides sufficient pavement width for two southbound lanes of traffic. However, the western portion of this segment was observed to be coned off to provide the effect of additional sidewalk width. As such, Essex Court functionally provides a single lane of travel for southbound vehicular traffic outside of school boundaries. Essex Court was assumed to have a speed limit of 10 MPH based on its primary use as a school access road.

Walden Lane is a two-lane, north-south street that extends south of Warwick Road and aligns opposite Essex Court. At its all-way stop-controlled intersection with Warwick Road and Essex Court, Walden Lane provides a single approach lane in the northbound direction. High-visibility crosswalks are provided on each leg of this intersection. Walden Lane has a posted speed limit of 25 MPH and parking is permitted on both sides of the street.

Wincanton Drive is a two-lane, north-south street located approximately 650 feet west of Walden Lane. At its all-way stop-controlled intersection with Warwick Road, Wincanton Drive provides a single approach lane in each direction. Wincanton Drive has a posted speed limit of 25 MPH. Crosswalks are not provided on any leg of the intersection with Warwick Road.

Ambleside Drive is a two-lane street oriented east-west and north-south adjacent to the northwest corner of the school campus. At its minor-leg stop controlled "T" intersection with Wincanton Drive and Windcrest Road, Ambleside Drive provides a single approach lane in each direction. Crosswalks are not provided on any leg of the intersections with Wincanton Drive or Windcrest Road. Pedestrian access is provided to the school campus at the bend in Ambleside Drive where there is a marked crosswalk. Curbside use is prohibited along both sides of the street in the vicinity of the crosswalk (No Stopping, Standing, or Parking). Ambleside Drive has an assumed speed limit of 25 MPH.

2.3. Arrival/Dismissal Observations

As part of the field visit, observations were performed on Thursday, December 4, 2025, and Tuesday, May 12, 2026, during arrival and dismissal periods with a typical bell schedule (8:40AM start time and 3:25PM dismissal time) at the elementary school. Conditions on the December observation date were clear and dry but with low temperatures (below 10 degrees Fahrenheit). It should also be noted that due to a downed power line on the north side of the school, pedestrian access to Ambleside Drive was closed during these observations. Conditions on the May observation date were clear, dry, and warm, and the power line issue was resolved with pedestrian access open. A diagram detailing circulation patterns for vehicular and on-foot pick-up/drop-off operations is shown on ***Figure 2***.

Arrival Period

Vehicular drop-off operations followed a counterclockwise pattern, with vehicles entering the campus from the east via Warrington Road and exiting the campus to the south at Warwick Road. As mentioned, Essex Court provides two westbound lanes of travel within the school grounds. The school-side (north) lane was observed to be used for drop-off, while the outside (south) lane was typically used to bypass standing vehicles and exit the campus. On Essex Court south of the school, the west side of the street was coned to create an extended walkway area for pedestrians and a narrower, single southbound lane of travel on the east side.

Outbound Essex Court Coned Off for Additional Pedestrian Space (Arrival Peak)

Arrival observations began at approximately 8:20AM, leading up to the school's scheduled start time of 8:40AM. During observations, queued vehicles were observed as early as 8:25AM, though students were not seen entering the school until 8:35AM when doors were opened. On-campus queuing peaked at approximately 8:35AM. At this time, all five observed school buses were also on campus in the circular drive (used exclusively for bus activity). It should be noted that Essex Court widens to provide a westbound bypass lane approximately 150 feet west of Warrington Road. As such, vehicles staged in advance of this area (where only a single lane is provided) effectively blocked circulation and contributed to inbound queuing on Warrington Road. Queuing on northbound and southbound Warrington Road was observed as vehicles attempted to enter the campus. A crossing guard was present at the intersection of Essex Court and Warrington Road, facilitating crossing movements and assisting in managing queues. After the start bell, vehicles dissipated quickly, with the lot cleared by approximately 8:48AM.

N

= Personal Vehicle Drop-Off/Pick-Up Route
= Bus Drop-Off/Pick-Up Route
= Pedestrian Circulation Route
= On-Street Drop-Off/Pick-Up Parking Areas

Walden Elementary School

Warrington Road

Essex Court

Essex Court

Warwick Road

Walden Lane

TYLin

Figure 2
Existing Arrival & Dismissal Operations

Student drop-off locations varied depending on the student's grade, with younger students generally being dropped off near the middle of the school and older students being dropped off nearer the east end of the school. Much of the curbside along the school is occupied by angled parking spaces or coned off (west end) to create additional pedestrian space. As such, limited space is available for direct curbside unloading, and students were often observed crossing a parking aisle to access the school. Passenger unloading was facilitated by school volunteers and staff.

It can be noted that during the May observation with warmer weather than the December observation, some additional parents chose to park on Warwick Road during drop-off and walk their students to school rather than circulate through the parking lot in a vehicle. Also, during May observations of Ambleside Drive, when pedestrian access was open and the powerline issue resolved, very limited use of the pedestrian pathway and Ambleside crossing was recorded (one student on bike) and no vehicles were observed dropping students off to the northwest of the school.

Dismissal Period

Afternoon observations began before 3:00PM. Between 3:00PM and 3:25PM, vehicles were observed staging both on campus and on the nearby streets. Approximately 30 vehicles were observed queuing on campus, with approximately 10 additional vehicles queuing on Warrington Road. At the time of dismissal, 25 to 30 vehicles were observed parked on Warwick Road and Walden Lane. Parents parked on nearby streets were observed leaving their vehicles and accessing the school doors via the coned off pedestrian access on the west side of Essex Court. It can be noted that a few vehicles were also observed parking on Warrington Road during the dismissal window when parking is prohibited, though did not appear related to school dismissal activity.

Students were released at 3:25PM. Dismissal operations were substantially similar to arrival, with vehicles circulating the lot in counterclockwise fashion. Students were paired with parents and/or vehicles directly in front of the

Vehicles Stage on Warwick Road Ahead of Dismissal

Heavy Pedestrian Traffic at Essex Court / Warwick Road

school doors. Buses circulated through the circular drive near the east end of the campus.

Significant pedestrian activity was observed at the intersection of Essex Court/Walden Lane and Warwick Road as departing parents and students returned to parked vehicles on Warwick Road. Large numbers of pedestrians appeared to contribute to a general sense of safety, allowing pedestrians to cross at leisure, including through the middle of the intersection. This heavy pedestrian activity limited the ability of outbound vehicles to enter the intersection, contributing to outbound delays at the Warwick Road/Essex Court/Walden Lane intersection and resulting in spillback queuing that extended back into the school grounds. It can be noted that limited use of the northwest pedestrian pathway and Ambleside crossing was recorded during dismissal, and no obvious pick-up activity occurred along Ambleside Drive. The school lot was observed to be clear of vehicles by approximately 3:37PM.

It should be noted that post-dismissal, some vehicles were observed briefly navigating against westbound-only traffic flow to exit the site via Essex Court and Warrington Road. These maneuvers were performed by vehicles already parked near the eastern boundary of the site and during post-dismissal times when very little other traffic was present.

2.4. Existing Traffic Volumes

TYLin conducted intersection turning movement counts (TMCs) in December 2025 at the following locations in order to identify existing volumes:

- Warwick Road & Essex Court/Walden Lane
- Essex Court & Warrington Road
- Warwick Road & Warrington Road
- Warwick Road & Wincanton Drive

All counts were performed during Thursday morning and afternoon periods (7:00-9:00AM and 2:00-6:00PM) to coincide with the peak activity of the school and on the area roadway network. Based on the resulting count data, peak hours occurred from 7:45-8:45AM during the morning arrival period, from 3:00-4:00PM during the afternoon dismissal period, and from 4:30-5:30PM during the evening peak period, respectively.

The resulting traffic volumes were summarized and balanced where applicable throughout the study area for each of the peak hours, establishing an Existing Year 2025 volume network. The resulting traffic volumes at each intersection during the morning, midday, and evening peak hours are illustrated on ***Figure 3***. Summaries of the raw counts are contained in the Appendix.

N

Not to Scale

Legend

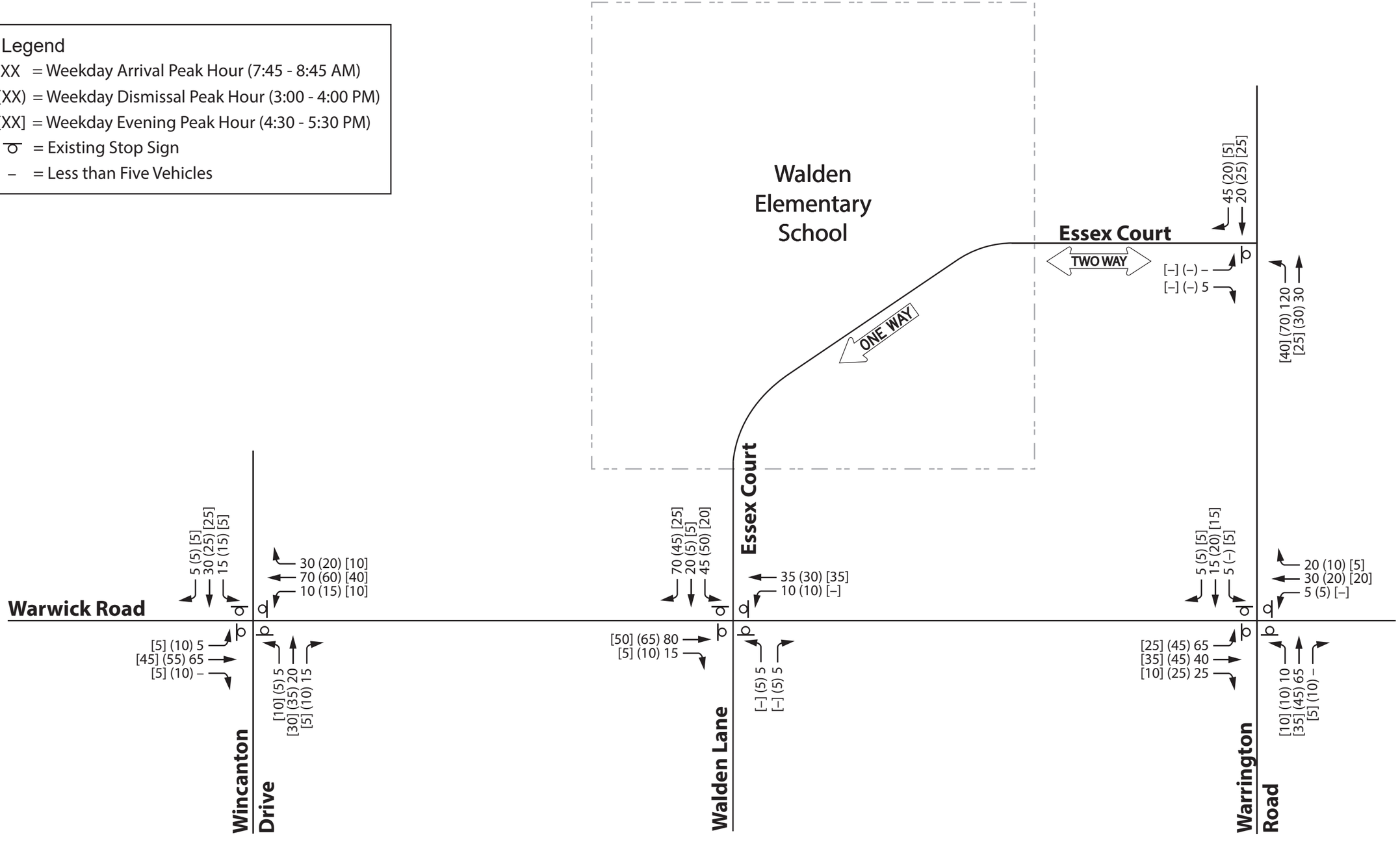
XX = Weekday Arrival Peak Hour (7:45 - 8:45 AM)

(XX) = Weekday Dismissal Peak Hour (3:00 - 4:00 PM)

[XX] = Weekday Evening Peak Hour (4:30 - 5:30 PM)

⊽ = Existing Stop Sign

– = Less than Five Vehicles



TYLin

Figure 3

Existing (2025) Traffic Volumes

2.5. Existing Intersection Operations

The operational effectiveness of transportation facilities is measured in terms of Level of Service (LOS). LOS ranges from LOS A to LOS F, with LOS A reflecting the lowest level of vehicular delay and LOS F being the highest. LOS A represents free-flow conditions where motorists experience a high level of comfort and convenience. LOS E represents saturated or at-capacity conditions, and LOS F represents oversaturated conditions.

For unsignalized intersections, total delay is defined as the total elapsed time from the moment a vehicle stops at the back of the queue until the vehicle departs from the stop bar on the stop-sign controlled approach. This includes the time required for the vehicle to travel from the last-in-queue to the first-in-queue position.

Capacity analysis was performed to analyze the study intersections for the weekday peak hours using Synchro 12 capacity analysis software. The Highway Capacity Manual, 7th Edition report was used to evaluate intersection capacity at all study intersections. Based on this criteria, all of the study intersections currently operate with low levels of delay, with all approaches operating at LOS A. A more detailed summary of LOS criteria, results, and the accompanying Synchro worksheets are included in the Appendix.

However, it should be noted that these results do not fully capture the operating conditions observed in the field due to limitations of Synchro capacity analysis. As noted in the existing conditions observations in the preceding section, heavy pedestrian activity (including crossings at unmarked locations that cannot be properly modeled) at the intersection of Essex Court and Warwick Road during peak periods limited opportunities for outbound vehicles to enter the intersection, increasing delay and queuing within the parking lot. Additionally, vehicles performing drop-off/pick-up maneuvers within the campus contributed to internal queuing along Essex Court, reducing internal circulation capacity and resulting in queues extending onto Warrington Drive as vehicles waited to enter the campus.

2.6. Existing Parking Conditions

Walden Elementary School is served by an on-campus surface parking lot located on the south side of the school building. The lot has a total of 66 parking spaces, including three (3) ADA spaces, one (1) reserved space (Deerfield 109 School Resource Officer) and 62 standard spaces for general use. General spaces were not marked and were observed to be utilized by both staff and visitors. Additional on-street parking supply is provided on the nearby streets of Warwick Road and Walden Lane, which allow parallel on-street parking on both sides of the street.

Parking occupancy counts were conducted in the school's parking lot on the same Thursday as the observations described in the preceding sections. Counts were performed at approximately 8:30AM (pre-arrival), 9:00AM (post-arrival), 3:00PM (pre-dismissal), and 3:45PM (post-dismissal). A tabular summary of parking capacity and demand is shown below in ***Table 1***.

Table 1. Existing Parking Utilization

Parking		AM Hours		PM Hours	
Type	**Supply**	**Pre-Arrival**	**Post-Arrival**	**Pre-Dismissal**	**Post-Dismissal**
General	62	59	58	59	36
ADA	3	1	2	0	1
Reserved	1	–	1	1	1
Total	*66*	*60*	*61*	*60*	*38*
Percent Occupancy		***91%***	***92%***	***91%***	***58%***

As shown, the on-campus parking lot reached a peak occupancy of 61 vehicles (92%) during the post-arrival period, leaving five (5) spaces available out of the total 66 spaces supplied. Parking occupancy remained consistently above 90 percent during both pre-arrival and pre-dismissal periods, indicating that the count is representative of peak staff parking demand. Additional parking supply is available on nearby streets for parents and guardians during drop-off and pick-up activities. As previously mentioned, during the dismissal period, approximately 25 to 30 vehicles were observed parked along Warwick Road and Walden Lane.

03. Future Conditions

In order to evaluate future area traffic operations, campus circulation, and parking after the completion of the proposed school reconstruction, traffic volumes were forecasted for the horizon year coinciding with the anticipated completion of the proposed project. However, as noted previously, the proposed project is not expected to include an increase in enrollment or staffing. As such, assessment of future campus circulation, traffic operations, and parking were based on the redistribution of existing school trips. The findings and resulting recommendations are discussed in this section of the report.

3.1. Site Development Plan

Under the proposed plan, Walden Elementary School would be reconstructed north of its existing location. While the proposed project is not expected to increase enrollment or staffing at the school, reconfiguration of the site's internal layout and parking lot is expected to have impacts on vehicular and pedestrian circulation patterns, as shown in ***Figure 4*** and described in the following sections. A concept site plan showing the proposed reconfigurations is included in the Appendix.

Circulation Modifications

As shown previously in ***Figure 2***, Essex Court currently functions as the primary circulation route for the existing surface parking lot, with vehicles circulating through the lot in a counterclockwise direction. Vehicles enter Essex Court from Warrington Road, travel through the parking lot in a westbound direction, and exit southbound on Essex Court at Warwick Road. Buses follow a similar circulation pattern but load and unload in the circular drive on the southeastern side of the school.

Under future conditions, overall vehicle circulation would maintain the general counterclockwise pattern utilized today, entering the campus via Warrington Road and departing via Warwick Road. However, as part of the proposed changes, the internal circulation pattern would be reconfigured to provide a separate drop-off/pick-up loop providing more storage for drop-off and pick-up activity by extending further north within the campus immediately adjacent to the proposed curbside. As in the existing condition, two lanes of travel would be provided, one for drop-off/pick-up operations and the other providing a means of bypassing queued vehicles in the drop-off/pick-up lane.

Bus loading and unloading activity would remain separated from parent traffic. However, this activity would be relocated from the existing circular drive to the west side of the campus in a dedicated bus loop that would accommodate unloading, loading, and staging operations. East-facing "Bus Only" signage should be posted at the entrance to the bus loop to discourage access by other vehicles. Buses would continue to enter the campus on Essex Court via Warrington Road (as is current practice) to access the western portion of the campus. Under future conditions, the buses would utilize the outside travel lane to bypass drop-off/pick-up queues.

N

= Personal Vehicle Drop-Off/Pick-Up Route
= Bus Drop-Off/Pick-Up Route
= Pedestrian Circulation Route

EX. BUILDING
APPROX. F.F.E. = 675.50

10' RAISED CROSSWALK

PLAYGROUND
(5-12)
6,266 SF

PLAYGROUND
(2-5)
5,990 SF

6 BUS QUEUE

BUS
DROP OFF

46-PARENT
DROPOFF QUEUE

Essex Court

DEDICATED BUS LANE
TO ENTER DROP OFF

DEDICATED LEFT TURN
ONLY LANE

STOP SIGN (TYP.)

STOP BAR (TYP.)

EXIT ONLY

DEDICATED RIGHT TURN
ONLY LANE FOR PARENT
DROP OFF QUEUE

662 WARWICK ROAD
654 WARWICK ROAD
640 WARWICK ROAD
632 WARWICK ROAD
626 WARWICK ROAD
618 WARWICK ROAD
610 WARWICK ROAD
602 WARWICK ROAD
562

Essex Court

Warrington Road

Warwick Road

TYLin

Figure 4
Proposed Circulation Diagram

Parking Modifications

As noted in Section 2.6 (Existing Parking Conditions), the school's surface parking lot provides parking along both sides of Essex Court on-site currently. Parking is arranged primarily in angled stalls along the internal circulation route adjacent to the school entrance. Based on the concept site plan, the primary parking area would be reorganized and relocated to a separated surface lot. Additional angled parking spaces would also be accessible directly from the drop-off/pick-up loop. The total number of parking spaces would increase to 85, including four (4) ADA spaces, representing an increase of 24 spaces relative to existing conditions. The parking lot area would be accessible via two driveways: one at the south end connecting to Essex Court and one at the north end connecting to the drop-off/pick-up loop.

Pedestrian Modifications

Currently, pedestrian access to the campus is primarily provided via sidewalk at two locations: on the north side of Essex Court from Warrington Road and on the west side of Essex Court from Warwick Road. Pedestrian access to Ambleside Drive to the north is also currently provided via an off-street path, though had limited observed use. Within the campus, two marked crosswalk locations are provided where sidewalk crosses the existing circular bus driveway.

Under proposed conditions, external sidewalk connections would be maintained in the locations noted above. The existing sidewalk on the west side of Essex Court at the south exit is planned to be widened to approximate the additional width provided in the coned off area under existing conditions. This widened sidewalk configuration should also be extended outside of the school's boundary south to Warwick Road. Additionally, sidewalks would be installed along the circular drop-off/pick-up area to provide continuous pedestrian connectivity within the campus.

Two new marked crosswalks would also be installed within the campus. The first would be installed across the bus loop entrance, which would form the west leg of an internal intersection with Essex Court and the drop-off/pick-up loop. This location would focus pedestrian crossings at a low-volume approach (since only bus traffic would cross this crosswalk). The second would be installed on the north side of the parking lot across the circular drop-off/pick-up drive near the school's main pedestrian access.

3.2. Future Parking Utilization

As noted in the preceding section, the school's on-campus parking lot is expected to be expanded to include a total of 85 spaces, including 4 ADA spaces. Based on the assumption that no student body or staff growth is anticipated, this future total would be expected to be sufficient given the existing non-arrival/dismissal demand of 61 vehicles, which would represent a future occupancy of approximately 72 percent. This level of occupancy would be expected to allow for additional student body or staff growth in the future or support additional parking demand during school events. It is also expected that the provision of the additional 24 new parking spaces would accommodate some parents/guardians who currently park along Warwick Road during school arrival and dismissal periods, thereby reducing on-street parking demand in the surrounding area.

3.3. Future Vehicle Staging & Circulation

Based on proposed modifications to the parking lot detailed in Section 3.1. (Site Development Plan), changes to vehicle circulation are detailed below. A map of proposed site circulation was previously shown on ***Figure 4***.

Bus Redistribution

Under the proposed configuration, bus circulation changes are exclusively internal to the campus. After reconstruction, buses would continue to enter the campus from the east on Essex Court via Warrington Road and depart the campus to the south at Warwick Road. As such, no changes to peak hour bus volumes at external study intersections were incorporated into future analysis.

Personal Vehicle Redistribution

Under future conditions, the proposed modifications primarily affect internal site circulation, as vehicles would continue to enter and exit the campus at the existing access points. Circulation through the campus would still generally function as one-way westbound, with two-way travel only possible within the proposed parking lot area and within the bus loading/unloading zone.

However, the revised layout is expected to increase on-campus drop-off/pick-up vehicle capacity. Between queuing space for over 35 vehicles and an additional 24 parking spaces relative to existing conditions, the future campus is projected to be able to accommodate approximately 60 vehicles related to drop-off or pick-up activity at a given time. During existing observations, demand for approximately 40 vehicles for the drop-off/pick-up loop was observed during the afternoon peak hour (30 on-campus and another 10 on nearby streets waiting to enter). As such, it was assumed that approximately 20 additional vehicles could be accommodated on-campus under future conditions (60 available spaces minus 40 vehicles of existing pick-up demand). It was assumed that 20 vehicles that were previously parked off-campus on Warwick Road would instead be accommodated within the campus, and reassigned to the school's Essex Court ingress and egress points. It should be noted that this redistribution was only assumed during the dismissal peak hour, as during arrival conditions less vehicles were observed parking off-campus.

As noted, under existing conditions, vehicles parked near the eastern boundary of the school grounds were observed exiting the campus to Warrington Road, traveling briefly in the wrong direction within the school boundary (which is one-way westbound). Due to the relocation of parking areas farther from the eastern edge of the campus under future conditions, it was assumed that site traffic would no longer exit the site to Warrington Road. Existing eastbound trips at the intersection of Essex Court and Warrington Road were reassigned to exit the campus at Warwick Road.

To reinforce this behavior, "Do Not Enter" (Manual on Uniform Traffic Control Devices R5-1) signs should be placed on Essex Court facing west at its internal intersections with other driveways. Based on MUTCD guidance, a sign "should be placed directly in view of a road user at the point where a road user could wrongly enter a one-way roadway. The sign should be mounted facing traffic that might enter the roadway or ramp in the wrong direction….a second "Do Not Enter" sign may be used, particularly where traffic approaches from an intersecting roadway."

R5-1

An additional "One-Way" arrow sign (MUTCD R6-1) sign should be placed facing southbound traffic exiting the parking lot onto Essex Court. According to the MUTCD, "at unsignalized T-intersections where the roadway at the top of the T-intersection is a one-way roadway, one-way signs shall be placed on the near-right and the far side of the intersection facing traffic on the stem approach."

R6-1

3.4. Future Traffic Projections

Based on the routing assumptions detailed in the preceding section, TYLin redistributed existing personal vehicle traffic during the three assessed peak hours. Given the expectation that no student or staff growth is expected as a part of the proposed project, traffic volumes were not increased. Personal vehicle redistributions are detailed in ***Figure 5***.

As noted previously, based on the limited connectivity and residential nature of the study area streets, no background traffic growth was added during the studied peak hours. To estimate total future traffic volumes at the study intersections, the redistributions detailed in ***Figure 5*** were added to existing volumes, yielding the Future volumes summarized on ***Figure 6***.

N

Not to Scale

Legend

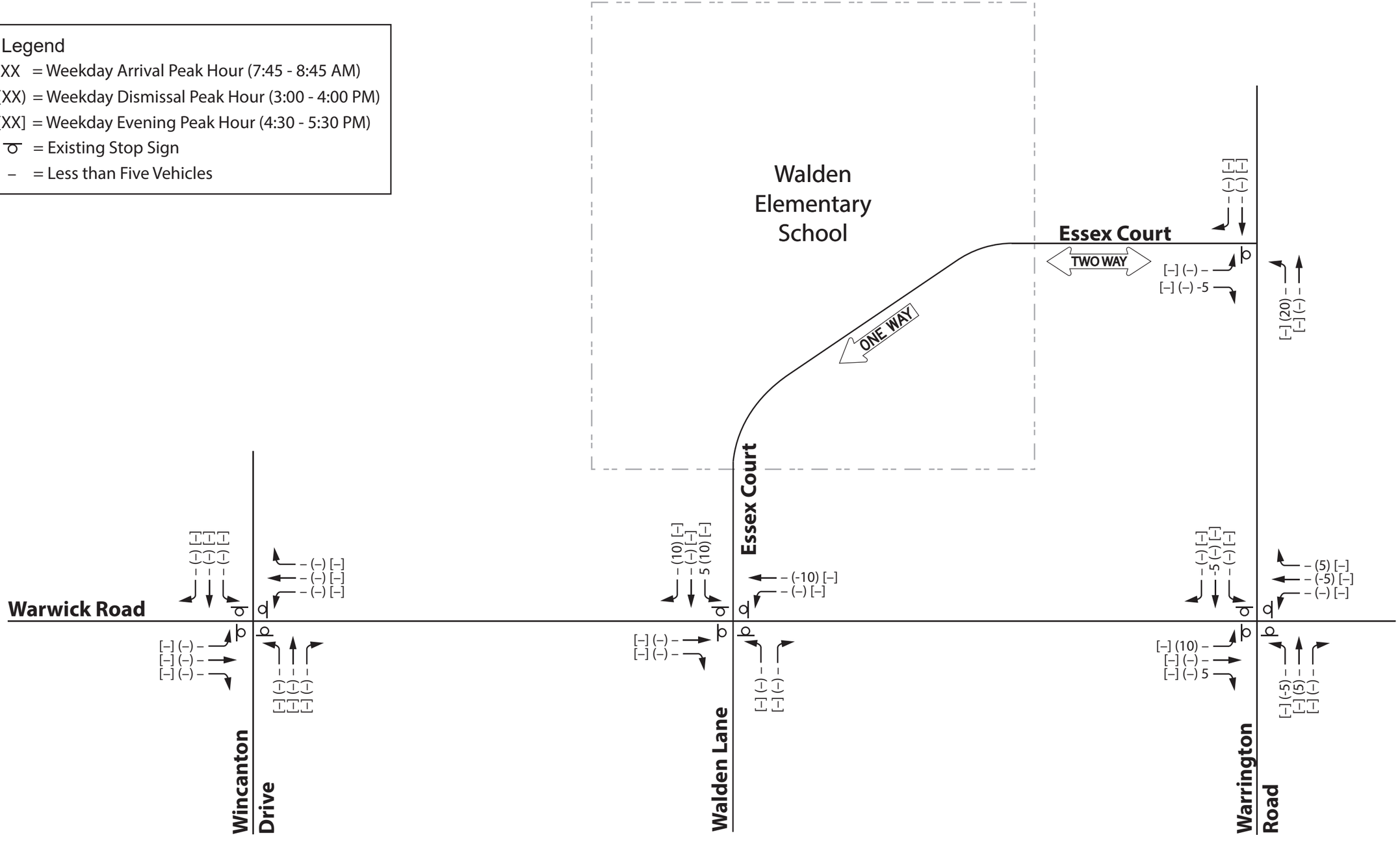
XX = Weekday Arrival Peak Hour (7:45 - 8:45 AM)

(XX) = Weekday Dismissal Peak Hour (3:00 - 4:00 PM)

[XX] = Weekday Evening Peak Hour (4:30 - 5:30 PM)

⊽ = Existing Stop Sign

– = Less than Five Vehicles



TYLin

Figure 5

Total Traffic Redistribution

N

Not to Scale

Legend

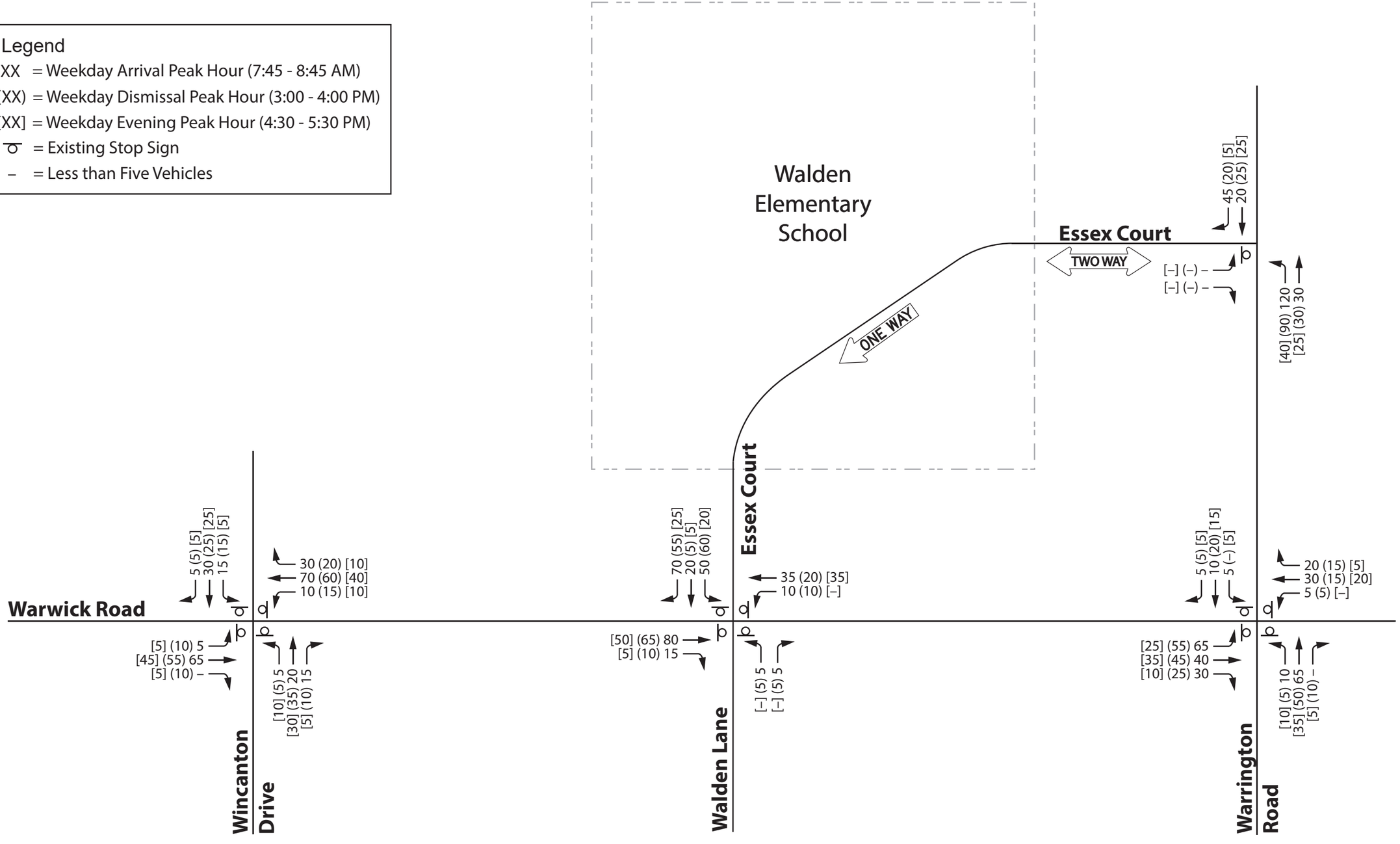
XX = Weekday Arrival Peak Hour (7:45 - 8:45 AM)

(XX) = Weekday Dismissal Peak Hour (3:00 - 4:00 PM)

[XX] = Weekday Evening Peak Hour (4:30 - 5:30 PM)

$\overline{o}$ = Existing Stop Sign

– = Less than Five Vehicles



TYLin

Figure 6

Future (2028) Traffic Volumes

3.5. Future Traffic Operations

Intersection Operations

To assess the impact of the proposed school modifications on the traffic operations within the study area, capacity analyses were performed for future conditions. The only modification planned for external study intersections as a result of the proposed project is the narrowing of Essex Court to one lane of travel north of Warwick Road. Since this approach was already narrowed to a single lane through the use of cones under existing conditions, this change does not have an impact on future vehicular capacity at this intersection. Based on the above assumptions, intersection operations at the study intersections are expected to remain very similar to existing conditions, with no intersection approach operating at worse than LOS A. As in the existing condition, the Synchro capacity analysis likely underestimates some delay and queuing during arrival and dismissal periods due to factors such as heavy pedestrian density and on-campus queuing. Additional discussion of operations is included in the following sections. A table of detailed Synchro results and the corresponding Synchro worksheets are included in the Appendix.

Within the campus, a four-way intersection would be created at the intersection of Essex Court with the drop-off/pick-up loop and the bus loading loop. It is recommended that stop signs be posted on all legs (apart from the south leg, which would operate as one-way southbound). On the eastbound and southbound approaches, a single approach lane should be provided to match the one receiving lane on the south leg. On the westbound approach, two approach lanes are shown on the concept site plan, which should be striped as a "Bus Only" through lane (north lane) and a "Left Turn Only" lane for passenger vehicles (south lane). Traffic-control personnel should also be posted at this intersection during arrival and dismissal periods to manage conflicts and flows between bus, personal vehicle, and pedestrian traffic.

Current operations indicate traffic control personnel should be posted at the intersection of Essex Court and Warwick Road/Walden Lane during peak periods to facilitate vehicular and pedestrian movements, with priority on preserving pedestrian safety. With the potential for reduced parking demand on adjacent streets such as Warwick Road and Walden Lane in the future and the resulting possibility of lower pedestrian activity at the Essex Court/Warwick Road/Walden Lane intersection, it is recommended that traffic control personnel be deployed at this intersection initially. Conditions may be reassessed once traffic and pedestrian patterns stabilize under future conditions. Traffic control personnel should also be maintained at the intersection of Essex Court and Warrington Road during arrival/dismissal periods to facilitate pedestrian crossings and heavy vehicle traffic, as is current practice.

As previously noted, peak period parking restrictions are posted on Warrington Road prohibiting parking during school arrival and dismissal periods. However, vehicles were observed parking in violation of these peak periods, impacting two-way traffic on Warrington Road given its narrow width. The Village may want to consider more restrictive parking signage in the segment of Warrington Road between Cumnor Court and Warwick Road, such as prohibiting parking on one or both sides of the street for the full school day (e.g. No Parking 7:00AM-4:00PM on School Days), which may improve clarity and make enforcement easier.

Drop-Off/Pick-Up Operations

As noted previously, circulation for personal vehicles would not be expected to differ substantially from existing conditions at external access points, with vehicles entering via Warrington Road and exiting via Warwick Road. The proposed site plan shows various modifications, including a longer curbside drop-off/pick-up lane directly adjacent to the curbside, increased on-campus parking capacity, and an extended second travel lane that would allow exiting vehicles to more easily bypass queued vehicles. These operational changes would be expected to increase on-campus capacity, likely reducing the number of vehicles parked on nearby streets (such as Warwick Road) and reducing potential off-campus pedestrian conflicts. The additional loading/unloading space, the separation of bus/vehicle loading, and the improved bypass lane are expected to contribute to improved circulation and increased queuing capacity relative to existing conditions even with the anticipated relocation of some parents from street parking to parking on-campus. If desired, on-campus queuing space could be achieved by extending vehicle queuing space to the south closer to the bus loading/unloading area.

The drop-off/pick-up lane would also directly abut the proposed curbside, allowing for direct passenger-side loading and unloading. This configuration would be expected to contribute to safer and more efficient loading/unloading relative to the existing condition, where no direct curbside drop-off/pick-up lane is provided.

It should be noted that the provision of two travel lanes along the school frontage is a condition with the potential for multi-threat crashes. A multi-threat crash refers to a situation when a crosswalk crosses two lanes of vehicle travel in the same direction, where a parked vehicle in the near lane can block a driver's view of a pedestrian from the far lane. To mitigate this potential, a crossing guard should be posted at the high-visibility crosswalk within the drop-off/pick-up area during the entirety of the arrival and dismissal periods directing pedestrians to cross at that location and stopping vehicular traffic to facilitate crossings. A raised crosswalk may also be considered at this location to calm traffic and further increase pedestrian visibility to drivers. A summary of the proposed recommendations outlined in the preceding section is provided in ***Figure 7***.

N

EX. BUILDING
APPROX. F.F.E. = 675.50

Provide crossing guard during arrival/dismissal operations

10' RAISED CROSSWALK

PLAYGROUND
(5-12)
6,266 SF

PLAYGROUND
(2-5)
5,990 SF

Provide traffic control staff during arrival/dismissal operations

Maintain traffic control staff during arrival/dismissal operations

6 BUS QUEUE

46-PARENT
DROPOFF QUEUE

Post "Do Not Enter" signage facing South

BUS
DROP OFF

Essex Court

Post "Bus Traffic Only" signage facing east

280.32'

Post "Do Not Enter" signage facing West

Post One-Way westbound arrow signage facing north

Right-turn Only striping

DEDICATED BUS LANE
TO ENTER DROP OFF

DEDICATED LEFT TURN
ONLY LANE

DEDICATED RIGHT TURN
ONLY LANE FOR PARENT
DROP OFF QUEUE

EXIT ONLY

Provide traffic control staff during arrival/dismissal operations

Widen existing sidewalk on west side of Essex Court

Provide traffic control staff during arrival/dismissal operations

Essex Court

640 WARWICK ROAD

632 WARWICK ROAD

626 WARWICK ROAD

618 WARWICK ROAD

610 WARWICK ROAD

602 WARWICK ROAD

Warrington Road

Warwick Road

TYLin

Figure 7
Proposed Recommendations Diagram

04. Recommendations & Conclusions

Based on the analyses detailed in this report, the proposed school reconstruction and associated changes to circulation and parking are expected to have positive impact on area traffic operations. Queuing and parking demand on the nearby streets of Warrington Road, Warwick Road, and Walden Lane may decrease relative to existing conditions with the provision of additional on-campus drop-off/pick-up space. Additionally, the school's proposed parking supply is expected to accommodate existing demand with room for additional on-campus use during arrival/dismissal periods.

Several modifications included in the site plan are expected to improve area circulation and pedestrian accessibility. The relocation of the bus loading/unloading area, the lengthening of the curbside drop-off/pick-up area, and the lengthening of the bypass lane would all be expected to contribute to decreased on-campus congestion and queuing, reducing off-campus queuing and delay. The permanent widening of connective sidewalk from Warwick Road and the provision of additional high-visibility crosswalks on campus would be expected to contribute towards safer and more comfortable pedestrian experiences near the school.

The following recommendations were identified to facilitate efficient and safe operations within the campus and at nearby intersections for vehicles and pedestrians.

- Work with the Village to explore more restrictive parking signage along Warrington Road between Cumnor Court and Warwick Road to improve two-way operation along the narrow street segment.
- At the internal intersection of Essex Court with the drop-off/pick-up loop and the bus loop:
  - Provide a single approach lane on the eastbound and southbound approaches. These configurations may need to be reinforced with cones depending on ultimate pavements widths.
  - Stripe proposed westbound approach as a dedicated left-turn lane and a "Bus Only" through lane.
  - Post stop signs on the eastbound, southbound, and westbound approaches.
  - Post "Bus Only" signage facing east on the west leg of the intersection.
  - Post traffic control staff to facilitate vehicle, bus, and pedestrian activity during arrival and dismissal hours.
- Within the campus on Essex Court, post signage to warn drivers of one-way roadways, including:
  - "Do Not Enter" signs facing west where Essex Court intersects with conflicting traffic.
  - "One-Way" arrow signage facing north where the parking lot driveway meets Essex Court.

- During arrival and dismissal periods:
  - Post a crossing guard at the pedestrian crossing across the drop-off/pick-up circular drive. The crossing guard should encourage crossings to occur at that location and stop bypassing vehicles as necessary to support safe passage of pedestrians.
  - Maintain the existing staff support currently used during arrival/dismissal periods to encourage efficient use of curb space and matching students with queued vehicles.
  - Post a crossing guard initially at the intersection of Warwick Road and Essex Court/Walden Lane to facilitate pedestrian crossings and vehicular movements; monitor needs once traffic and pedestrian patterns stabilize under future conditions.
  - Maintain the existing staff support at the intersection of Essex Court and Warrington Road.

As with many school campuses, some delay and vehicle queuing is expected due to the condensed nature of school-related traffic patterns. However, with these modifications in place, this period is expected to decrease in length relative to existing conditions and may reduce vehicular queuing onto Warrington Road.

Appendix

CONCEPT SITE PLAN

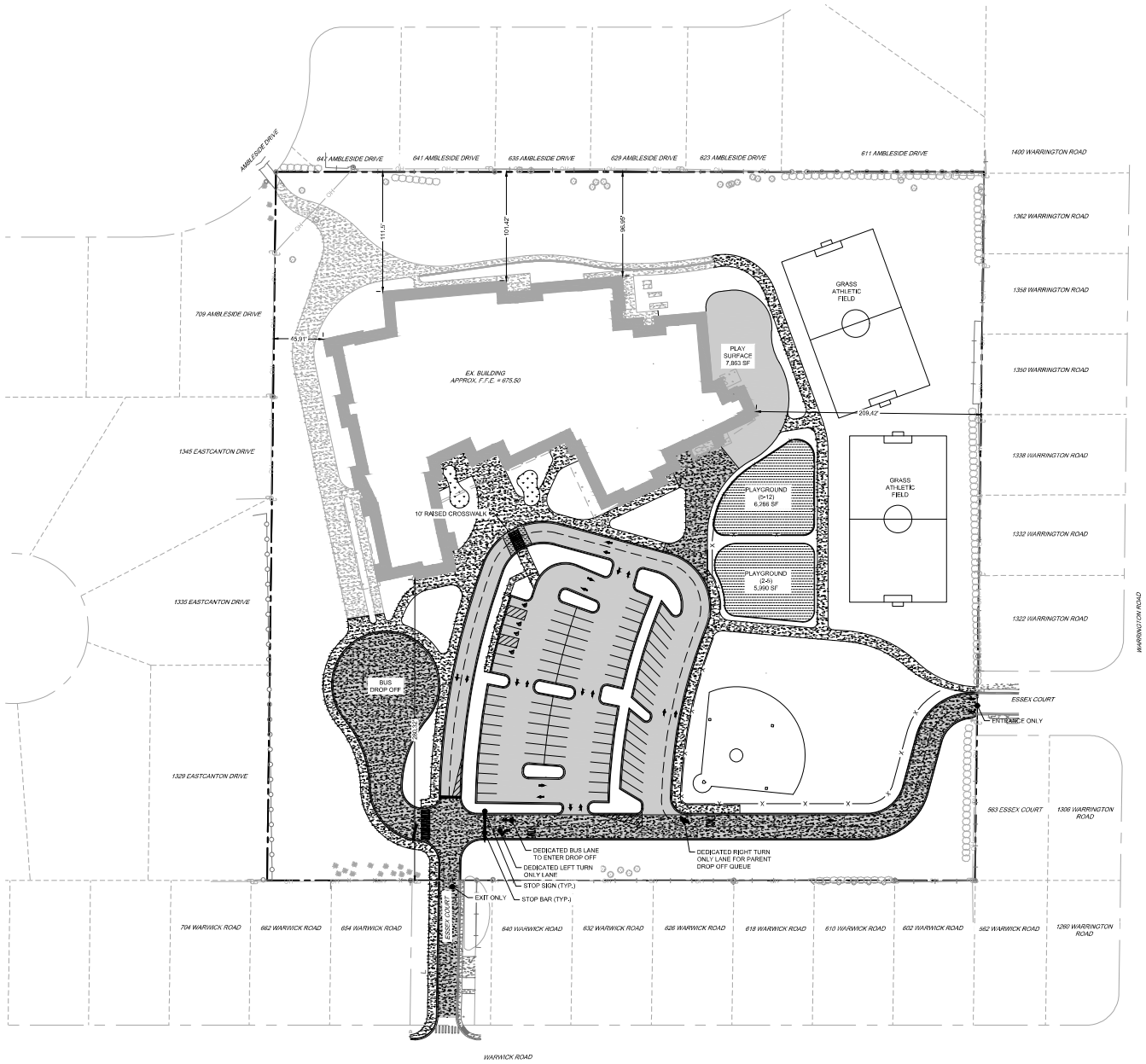
WALDEN SCHOOL BOUNDARY MAP

LEVEL OF SERVICE TABLES

CAPACITY ANALYSIS RESULTS

RAW TRAFFIC DATA

CONCEPT SITE PLAN



LEGEND

- HEAVY DUTY PAVEMENT
- ASPHALT PAVEMENT
- RAISED CROSSWALK CONCRETE
- SIDEWALK
- SPECIALTY LANDSCAPING
- PLAYGROUND
- B-6.12 CURB & GUTTER
- CONCRETE RIBBON CURB
- CHAIN LINK FENCE
- ORNAMENTAL FENCE

KEYMAP

C2.1	C2.2
C2.3	C2.4

JULIE CALL BEFORE YOU DIG 811

1" = 40' (HORIZONTAL)

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1000
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

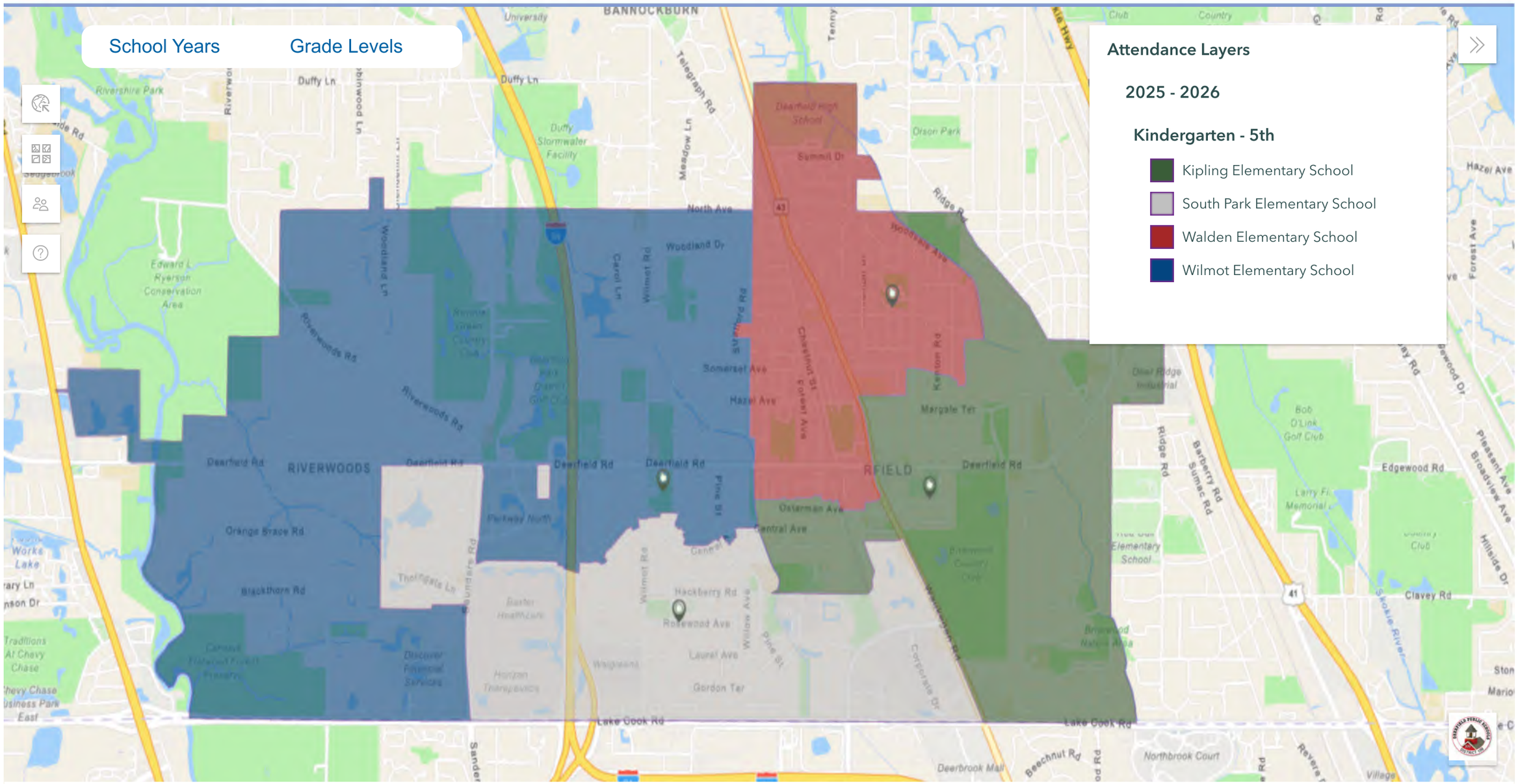
Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES
Sheet Title: SITE LAYOUT PLAN - OVERALL
Sketch Number:
Sheet Number: C2.0

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES INC. © 2026 ARCON Associates, Inc.

WALDEN SCHOOL BOUNDARY MAP

Deerfield Public Schools District 109

Contact Us Enroll Now Enter Address



County of Lake, IL, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Powered by Esri

LEVEL OF SERVICE TABLES

The LOS thresholds for unsignalized intersections, as defined in the Highway Capacity Manual, Seventh Edition (HCM), are provided in ***Table A1.***

Table A1. LOS Criteria for Unsignalized Intersections

Level of Service (LOS)[1]	Average Delay
A	≤ 10.0 seconds
B	> 10.0 and ≤ 15.0 seconds
C	> 15.0 and ≤ 25.0 seconds
D	> 25.0 and ≤ 35.0 seconds
E	> 35.0 and ≤ 50.0 seconds
F	> 50.0 seconds

Transportation Research Board. Highway Capacity Manual, Seventh Edition.
[1]LOS grades assume volume-to-capacity (v/c) ratio <1; LOS F is triggered when v/c ≥1

Table A2. Existing (Year 2025) Levels of Service

Intersection	Morning Peak		Midday Peak		Evening Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Essex Court & Warrington Road[1]						
Eastbound	10.7	B	10.6	B	9.4	A
Northbound (Left)	8.2	A	7.8	A	7.4	A
Essex Court/Walden Lane & Warwick Road[2]						
Eastbound	9.0	A	8.3	A	7.5	A
Westbound	8.6	A	8.2	A	7.5	A
Northbound	7.9	A	7.6	A	7.3	A
Southbound	9.6	A	9.1	A	7.3	A
Intersection	*9.2*	*A*	*8.7*	*A*	*7.4*	*A*
Warwick Road and Warrington Road[2]						
Eastbound	9.7	A	9.2	A	7.8	A
Westbound	8.3	A	7.9	A	7.5	A
Northbound	9.1	A	8.4	A	7.9	A
Southbound	8.3	A	8.0	A	8.1	A
Intersection	*9.1*	*A*	*8.7*	*A*	*7.8*	*A*
Warwick Road & Wincanton Drive[2]						
Eastbound	8.4	A	8.8	A	7.7	A
Westbound	8.5	A	9.9	A	7.7	A
Northbound	8.0	A	8.4	A	7.7	A
Southbound	8.3	A	9.0	A	7.9	A
Intersection	*8.4*	*A*	*9.3*	*A*	*7.7*	*A*

[1]Minor-Leg Stop Controlled Intersection
[2]All-Way Stop-Controlled Intersection

Table A3. Future Levels of Service

Intersection	Morning Peak		Midday Peak		Evening Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Essex Court & Warrington Road[1]						
Eastbound	10.5	B	9.8	A	8.9	A
Northbound (Left)	7.9	A	7.8	A	7.4	A
Essex Court/Walden Lane & Warwick Road[2]						
Eastbound	9.0	A	8.5	A	7.5	A
Westbound	8.6	A	8.2	A	7.4	A
Northbound	7.8	A	7.6	A	7.2	A
Southbound	9.8	A	9.5	A	7.3	A
Intersection	*9.3*	*A*	*9.0*	*A*	*7.4*	*A*
Warwick Road and Warrington Road[2]						
Eastbound	9.7	A	9.5	A	7.8	A
Westbound	8.3	A	7.8	A	7.5	A
Northbound	9.1	A	8.5	A	7.9	A
Southbound	8.2	A	8.1	A	8.1	A
Intersection	*9.1*	*A*	*8.9*	*A*	*7.8*	*A*
Warwick Road & Wincanton Drive[2]						
Eastbound	8.4	A	8.8	A	7.7	A
Westbound	8.5	A	9.9	A	7.7	A
Northbound	8.0	A	8.3	A	7.7	A
Southbound	8.3	A	9.0	A	7.9	A
Intersection	*8.4*	*A*	*9.3*	*A*	*7.7*	*A*

[1]Minor-Leg Stop Controlled Intersection
[2]All-Way Stop-Controlled Intersection

CAPACITY ANALYSIS RESULTS

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	120	30	20	45
Future Vol, veh/h	1	5	120	30	20	45
Conflicting Peds, #/hr	32	1	4	0	0	4
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	25	38	44	82	69	34
Heavy Vehicles, %	0	0	4	4	0	0
Mvmt Flow	4	13	273	37	29	132

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	713	100	165	0	-	0
Stage 1	99	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	401	961	1401	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	310	956	1395	-	-	-
Mov Cap-2 Maneuver	310	-	-	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	527	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.74	7.23	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1367	-	644	-	-
HCM Lane V/C Ratio	0.195	-	0.027	-	-
HCM Ctrl Dly (s/v)	8.2	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.7	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	65	2	10	70	30	5	20	15	15	30	5
Future Vol, veh/h	5	65	2	10	70	30	5	20	15	15	30	5
Peak Hour Factor	0.50	0.54	0.50	0.43	0.60	0.67	0.50	0.69	0.44	0.42	0.78	0.50
Heavy Vehicles, %	0	0	0	0	7	3	0	0	0	0	4	0
Mvmt Flow	10	120	4	23	117	45	10	29	34	36	38	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.4	8.5	8	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	7%	9%	30%
Vol Thru, %	50%	90%	64%	60%
Vol Right, %	38%	3%	27%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	72	110	50
LT Vol	5	5	10	15
Through Vol	20	65	70	30
RT Vol	15	2	30	5
Lane Flow Rate	73	134	185	84
Geometry Grp	1	1	1	1
Degree of Util (X)	0.092	0.167	0.219	0.11
Departure Headway (Hd)	4.514	4.465	4.275	4.698
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	794	804	840	763
Service Time	2.544	2.49	2.298	2.727
HCM Lane V/C Ratio	0.092	0.167	0.22	0.11
HCM Control Delay, s/veh	8	8.4	8.5	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.6	0.8	0.4

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	80	15	10	35	0	5	0	5	45	20	70
Future Vol, veh/h	0	80	15	10	35	0	5	0	5	45	20	70
Peak Hour Factor	0.25	0.55	0.46	0.56	0.50	0.25	0.35	0.25	0.50	0.56	0.48	0.42
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	9
Mvmt Flow	0	145	33	18	70	0	14	0	10	80	42	167
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9	8.6	7.9	9.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	0%	22%	33%
Vol Thru, %	0%	84%	78%	15%
Vol Right, %	50%	16%	0%	52%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	95	45	135
LT Vol	5	0	10	45
Through Vol	0	80	35	20
RT Vol	5	15	0	70
Lane Flow Rate	24	178	88	289
Geometry Grp	1	1	1	1
Degree of Util (X)	0.031	0.228	0.119	0.346
Departure Headway (Hd)	4.663	4.618	4.864	4.318
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	765	776	735	831
Service Time	2.709	2.656	2.906	2.347
HCM Lane V/C Ratio	0.031	0.229	0.12	0.348
HCM Control Delay, s/veh	7.9	9	8.6	9.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.9	0.4	1.6

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	40	25	5	30	20	10	65	2	5	15	5
Future Vol, veh/h	65	40	25	5	30	20	10	65	2	5	15	5
Peak Hour Factor	0.51	0.45	0.61	0.63	0.58	0.38	0.56	0.50	0.50	0.33	0.53	0.33
Heavy Vehicles, %	0	0	0	0	0	11	0	8	0	0	0	0
Mvmt Flow	127	89	41	8	52	53	18	130	4	15	28	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.7	8.3	9.1	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	50%	9%	20%
Vol Thru, %	84%	31%	55%	60%
Vol Right, %	3%	19%	36%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	130	55	25
LT Vol	10	65	5	5
Through Vol	65	40	30	15
RT Vol	2	25	20	5
Lane Flow Rate	152	257	112	59
Geometry Grp	1	1	1	1
Degree of Util (X)	0.204	0.324	0.141	0.079
Departure Headway (Hd)	4.83	4.53	4.514	4.866
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	741	793	792	733
Service Time	2.876	2.565	2.557	2.919
HCM Lane V/C Ratio	0.205	0.324	0.141	0.08
HCM Control Delay, s/veh	9.1	9.7	8.3	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	1.4	0.5	0.3

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	70	30	25	20
Future Vol, veh/h	1	1	70	30	25	20
Conflicting Peds, #/hr	34	4	23	0	0	23
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	25	25	54	68	55	44
Heavy Vehicles, %	0	0	9	0	0	5
Mvmt Flow	4	4	130	44	45	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	429	95	114	0	-	0
Stage 1	91	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.19	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.281	-	-	-
Pot Cap-1 Maneuver	587	967	1433	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	503	942	1401	-	-	-
Mov Cap-2 Maneuver	503	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.56	5.84	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1343	-	656	-	-
HCM Lane V/C Ratio	0.093	-	0.012	-	-
HCM Ctrl Dly (s/v)	7.8	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0	-	-

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	55	10	15	60	20	5	35	10	15	25	5
Future Vol, veh/h	10	55	10	15	60	20	5	35	10	15	25	5
Peak Hour Factor	0.67	0.58	0.63	0.30	0.45	0.45	0.50	0.83	0.50	0.47	0.38	0.63
Heavy Vehicles, %	13	2	0	23	3	0	0	3	0	12	0	0
Mvmt Flow	15	95	16	50	133	44	10	42	20	32	66	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.8	9.9	8.4	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	13%	16%	33%
Vol Thru, %	70%	73%	63%	56%
Vol Right, %	20%	13%	21%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	75	95	45
LT Vol	5	10	15	15
Through Vol	35	55	60	25
RT Vol	10	10	20	5
Lane Flow Rate	72	126	228	106
Geometry Grp	1	1	1	1
Degree of Util (X)	0.096	0.167	0.303	0.148
Departure Headway (Hd)	4.799	4.786	4.79	5.052
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	744	747	749	708
Service Time	2.846	2.826	2.826	3.096
HCM Lane V/C Ratio	0.097	0.169	0.304	0.15
HCM Control Delay, s/veh	8.4	8.8	9.9	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.6	1.3	0.5

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	65	10	10	30	0	5	0	5	50	5	45
Future Vol, veh/h	0	65	10	10	30	0	5	0	5	50	5	45
Peak Hour Factor	0.25	0.72	0.69	0.40	0.63	0.25	0.50	0.25	0.29	0.45	0.38	0.37
Heavy Vehicles, %	0	5	0	0	3	0	0	0	0	6	0	9
Mvmt Flow	0	90	14	25	48	0	10	0	17	111	13	122
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.3	8.2	7.6	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	0%	25%	50%
Vol Thru, %	0%	87%	75%	5%
Vol Right, %	50%	13%	0%	45%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	75	40	100
LT Vol	5	0	10	50
Through Vol	0	65	30	5
RT Vol	5	10	0	45
Lane Flow Rate	27	105	73	246
Geometry Grp	1	1	1	1
Degree of Util (X)	0.033	0.134	0.095	0.293
Departure Headway (Hd)	4.389	4.607	4.69	4.285
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	816	778	765	841
Service Time	2.415	2.631	2.714	2.303
HCM Lane V/C Ratio	0.033	0.135	0.095	0.293
HCM Control Delay, s/veh	7.6	8.3	8.2	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.3	1.2

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	45	25	5	20	10	10	45	10	2	20	5
Future Vol, veh/h	45	45	25	5	20	10	10	45	10	2	20	5
Peak Hour Factor	0.52	0.46	0.48	0.63	0.61	0.34	0.55	0.56	0.63	0.50	0.53	0.35
Heavy Vehicles, %	4	5	11	0	5	18	0	4	0	0	0	0
Mvmt Flow	87	98	52	8	33	29	18	80	16	4	38	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.2	7.9	8.4	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	39%	14%	7%
Vol Thru, %	69%	39%	57%	74%
Vol Right, %	15%	22%	29%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	115	35	27
LT Vol	10	45	5	2
Through Vol	45	45	20	20
RT Vol	10	25	10	5
Lane Flow Rate	114	236	70	56
Geometry Grp	1	1	1	1
Degree of Util (X)	0.146	0.289	0.086	0.072
Departure Headway (Hd)	4.603	4.396	4.42	4.64
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	779	818	811	772
Service Time	2.629	2.417	2.447	2.67
HCM Lane V/C Ratio	0.146	0.289	0.086	0.073
HCM Control Delay, s/veh	8.4	9.2	7.9	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	1.2	0.3	0.2

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	40	25	25	5
Future Vol, veh/h	1	1	40	25	25	5
Conflicting Peds, #/hr	5	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	25	25	53	60	45	63
Heavy Vehicles, %	0	0	0	0	5	0
Mvmt Flow	4	4	75	42	56	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	257	60	63	0	-	0
Stage 1	60	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	736	1012	1552	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	696	1012	1552	-	-	-
Mov Cap-2 Maneuver	696	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.41	4.79	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1160	-	825	-	-
HCM Lane V/C Ratio	0.049	-	0.01	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0	-	-

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	45	5	10	40	10	10	30	5	5	25	5
Future Vol, veh/h	5	45	5	10	40	10	10	30	5	5	25	5
Peak Hour Factor	0.50	0.69	0.63	0.55	0.66	0.63	0.67	0.70	0.50	0.75	0.78	0.88
Heavy Vehicles, %	0	2	0	0	0	10	0	4	0	17	0	0
Mvmt Flow	10	65	8	18	61	16	15	43	10	7	32	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.7	7.7	7.7	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	9%	17%	14%
Vol Thru, %	67%	82%	67%	71%
Vol Right, %	11%	9%	17%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	55	60	35
LT Vol	10	5	10	5
Through Vol	30	45	40	25
RT Vol	5	5	10	5
Lane Flow Rate	68	83	95	44
Geometry Grp	1	1	1	1
Degree of Util (X)	0.081	0.095	0.108	0.057
Departure Headway (Hd)	4.32	4.13	4.091	4.597
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	834	852	861	784
Service Time	2.322	2.228	2.186	2.599
HCM Lane V/C Ratio	0.082	0.097	0.11	0.056
HCM Control Delay, s/veh	7.7	7.7	7.7	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.4	0.2

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	50	5	1	35	0	2	0	1	20	5	25
Future Vol, veh/h	0	50	5	1	35	0	2	0	1	20	5	25
Peak Hour Factor	0.25	0.74	0.38	0.25	0.64	0.25	0.50	0.25	0.25	0.58	0.50	0.81
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	0	68	13	4	55	0	4	0	4	34	10	31
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.5	7.5	7.3	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	67%	0%	3%	40%
Vol Thru, %	0%	91%	97%	10%
Vol Right, %	33%	9%	0%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	55	36	50
LT Vol	2	0	1	20
Through Vol	0	50	35	5
RT Vol	1	5	0	25
Lane Flow Rate	8	81	59	75
Geometry Grp	1	1	1	1
Degree of Util (X)	0.009	0.091	0.067	0.082
Departure Headway (Hd)	4.133	4.069	4.113	3.926
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	855	876	866	903
Service Time	2.213	2.116	2.163	1.993
HCM Lane V/C Ratio	0.009	0.092	0.068	0.083
HCM Control Delay, s/veh	7.3	7.5	7.5	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.3	0.2	0.3

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	35	10	2	20	5	10	35	5	5	15	5
Future Vol, veh/h	25	35	10	2	20	5	10	35	5	5	15	5
Peak Hour Factor	0.65	0.90	0.75	0.50	0.66	0.35	0.75	0.60	0.50	0.38	0.54	0.50
Heavy Vehicles, %	0	3	0	0	5	0	11	0	0	33	0	0
Mvmt Flow	38	39	13	4	30	14	13	58	10	13	28	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.8	7.5	7.9	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	36%	7%	20%
Vol Thru, %	70%	50%	74%	60%
Vol Right, %	10%	14%	19%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	70	27	25
LT Vol	10	25	2	5
Through Vol	35	35	20	15
RT Vol	5	10	5	5
Lane Flow Rate	82	91	49	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.099	0.107	0.057	0.068
Departure Headway (Hd)	4.348	4.255	4.218	4.79
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	811	846	853	752
Service Time	2.447	2.26	2.224	2.79
HCM Lane V/C Ratio	0.101	0.108	0.057	0.068
HCM Control Delay, s/veh	7.9	7.8	7.5	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.2	0.2

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	120	30	20	45
Future Vol, veh/h	0	0	120	30	20	45
Conflicting Peds, #/hr	32	1	4	0	0	4
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	47	38	81	82	69	34
Heavy Vehicles, %	0	0	4	4	0	0
Mvmt Flow	0	0	148	37	29	132

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	464	100	165	0	-	0
Stage 1	99	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	560	961	1401	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	482	956	1395	-	-	-
Mov Cap-2 Maneuver	482	-	-	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	685	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	6.32	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1367	-	-	-	-
HCM Lane V/C Ratio	0.106	-	-	-	-
HCM Ctrl Dly (s/v)	7.9	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	-

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	65	2	10	70	30	5	20	15	15	30	5
Future Vol, veh/h	5	65	2	10	70	30	5	20	15	15	30	5
Peak Hour Factor	0.50	0.54	0.50	0.43	0.60	0.67	0.80	0.69	0.44	0.42	0.78	0.50
Heavy Vehicles, %	0	0	0	0	7	3	0	0	0	0	4	0
Mvmt Flow	10	120	4	23	117	45	6	29	34	36	38	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.4	8.5	8	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	7%	9%	30%
Vol Thru, %	50%	90%	64%	60%
Vol Right, %	38%	3%	27%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	72	110	50
LT Vol	5	5	10	15
Through Vol	20	65	70	30
RT Vol	15	2	30	5
Lane Flow Rate	69	134	185	84
Geometry Grp	1	1	1	1
Degree of Util (X)	0.087	0.166	0.219	0.11
Departure Headway (Hd)	4.514	4.455	4.265	4.693
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	794	806	842	764
Service Time	2.542	2.48	2.287	2.72
HCM Lane V/C Ratio	0.087	0.166	0.22	0.11
HCM Control Delay, s/veh	8	8.4	8.5	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.6	0.8	0.4

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	80	15	10	35	0	5	0	5	50	20	70
Future Vol, veh/h	0	80	15	10	35	0	5	0	5	50	20	70
Peak Hour Factor	0.55	0.55	0.46	0.56	0.50	0.55	0.80	0.55	0.50	0.56	0.48	0.42
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	9
Mvmt Flow	0	145	33	18	70	0	6	0	10	89	42	167
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9	8.6	7.8	9.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	0%	22%	36%
Vol Thru, %	0%	84%	78%	14%
Vol Right, %	50%	16%	0%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	95	45	140
LT Vol	5	0	10	50
Through Vol	0	80	35	20
RT Vol	5	15	0	70
Lane Flow Rate	16	178	88	298
Geometry Grp	1	1	1	1
Degree of Util (X)	0.021	0.229	0.119	0.357
Departure Headway (Hd)	4.674	4.622	4.868	4.324
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	763	775	734	830
Service Time	2.722	2.66	2.911	2.354
HCM Lane V/C Ratio	0.021	0.23	0.12	0.359
HCM Control Delay, s/veh	7.8	9	8.6	9.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.9	0.4	1.6

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	40	30	5	30	20	10	65	2	5	10	5
Future Vol, veh/h	65	40	30	5	30	20	10	65	2	5	10	5
Peak Hour Factor	0.51	0.45	0.61	0.63	0.58	0.38	0.80	0.50	0.50	0.33	0.53	0.33
Heavy Vehicles, %	0	0	0	0	0	11	0	8	0	0	0	0
Mvmt Flow	127	89	49	8	52	53	13	130	4	15	19	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.7	8.3	9.1	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	48%	9%	25%
Vol Thru, %	84%	30%	55%	50%
Vol Right, %	3%	22%	36%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	135	55	20
LT Vol	10	65	5	5
Through Vol	65	40	30	10
RT Vol	2	30	20	5
Lane Flow Rate	147	266	112	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.196	0.33	0.14	0.066
Departure Headway (Hd)	4.828	4.469	4.479	4.85
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	741	805	798	736
Service Time	2.871	2.502	2.52	2.9
HCM Lane V/C Ratio	0.198	0.33	0.14	0.067
HCM Control Delay, s/veh	9.1	9.7	8.3	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	1.4	0.5	0.2

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	90	30	25	20
Future Vol, veh/h	0	0	90	30	25	20
Conflicting Peds, #/hr	34	4	23	0	0	23
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	55	25	81	68	55	44
Heavy Vehicles, %	0	0	9	0	0	5
Mvmt Flow	0	0	111	44	45	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	392	95	114	0	-	0
Stage 1	91	-	-	-	-	-
Stage 2	300	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.19	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.281	-	-	-
Pot Cap-1 Maneuver	617	967	1433	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	536	942	1401	-	-	-
Mov Cap-2 Maneuver	536	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	731	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	5.58	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1288	-	-	-	-
HCM Lane V/C Ratio	0.079	-	-	-	-
HCM Ctrl Dly (s/v)	7.8	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-	-

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	55	10	15	60	20	5	35	10	15	25	5
Future Vol, veh/h	10	55	10	15	60	20	5	35	10	15	25	5
Peak Hour Factor	0.67	0.58	0.63	0.30	0.45	0.45	0.80	0.83	0.50	0.47	0.38	0.63
Heavy Vehicles, %	13	2	0	23	3	0	0	3	0	12	0	0
Mvmt Flow	15	95	16	50	133	44	6	42	20	32	66	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.8	9.9	8.3	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	13%	16%	33%
Vol Thru, %	70%	73%	63%	56%
Vol Right, %	20%	13%	21%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	75	95	45
LT Vol	5	10	15	15
Through Vol	35	55	60	25
RT Vol	10	10	20	5
Lane Flow Rate	68	126	228	106
Geometry Grp	1	1	1	1
Degree of Util (X)	0.091	0.167	0.302	0.148
Departure Headway (Hd)	4.799	4.776	4.78	5.047
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	744	750	752	709
Service Time	2.844	2.815	2.816	3.089
HCM Lane V/C Ratio	0.091	0.168	0.303	0.15
HCM Control Delay, s/veh	8.3	8.8	9.9	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.6	1.3	0.5

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	65	10	10	20	0	5	0	5	60	5	55
Future Vol, veh/h	0	65	10	10	20	0	5	0	5	60	5	55
Peak Hour Factor	0.54	0.72	0.69	0.40	0.63	0.54	0.80	0.54	0.29	0.45	0.38	0.37
Heavy Vehicles, %	0	5	0	0	3	0	0	0	0	6	0	9
Mvmt Flow	0	90	14	25	32	0	6	0	17	133	13	149
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.5	8.2	7.6	9.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	0%	33%	50%
Vol Thru, %	0%	87%	67%	4%
Vol Right, %	50%	13%	0%	46%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	75	30	120
LT Vol	5	0	10	60
Through Vol	0	65	20	5
RT Vol	5	10	0	55
Lane Flow Rate	23	105	57	295
Geometry Grp	1	1	1	1
Degree of Util (X)	0.029	0.136	0.076	0.348
Departure Headway (Hd)	4.406	4.687	4.807	4.245
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	813	766	745	850
Service Time	2.432	2.713	2.836	2.262
HCM Lane V/C Ratio	0.028	0.137	0.077	0.347
HCM Control Delay, s/veh	7.6	8.5	8.2	9.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.2	1.6

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	45	25	5	15	15	5	50	10	2	20	5
Future Vol, veh/h	55	45	25	5	15	15	5	50	10	2	20	5
Peak Hour Factor	0.52	0.46	0.48	0.63	0.61	0.34	0.80	0.56	0.63	0.50	0.53	0.35
Heavy Vehicles, %	4	5	11	0	5	18	0	4	0	0	0	0
Mvmt Flow	106	98	52	8	25	44	6	89	16	4	38	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.5	7.8	8.5	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	44%	14%	7%
Vol Thru, %	77%	36%	43%	74%
Vol Right, %	15%	20%	43%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	125	35	27
LT Vol	5	55	5	2
Through Vol	50	45	15	20
RT Vol	10	25	15	5
Lane Flow Rate	111	256	77	56
Geometry Grp	1	1	1	1
Degree of Util (X)	0.144	0.314	0.093	0.073
Departure Headway (Hd)	4.646	4.418	4.352	4.696
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	772	816	822	762
Service Time	2.676	2.441	2.382	2.73
HCM Lane V/C Ratio	0.144	0.314	0.094	0.073
HCM Control Delay, s/veh	8.5	9.5	7.8	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	1.3	0.3	0.2

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	40	25	25	5
Future Vol, veh/h	0	0	40	25	25	5
Conflicting Peds, #/hr	5	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	76	25	81	60	45	63
Heavy Vehicles, %	0	0	0	0	5	0
Mvmt Flow	0	0	49	42	56	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	205	60	63	0	-	0
Stage 1	60	-	-	-	-	-
Stage 2	145	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	788	1012	1552	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	759	1012	1552	-	-	-
Mov Cap-2 Maneuver	759	-	-	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	883	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	4.01	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	976	-	-	-	-
HCM Lane V/C Ratio	0.032	-	-	-	-
HCM Ctrl Dly (s/v)	7.4	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	45	5	10	40	10	10	30	5	5	25	5
Future Vol, veh/h	5	45	5	10	40	10	10	30	5	5	25	5
Peak Hour Factor	0.50	0.69	0.63	0.55	0.66	0.63	0.80	0.70	0.50	0.75	0.78	0.88
Heavy Vehicles, %	0	2	0	0	0	10	0	4	0	17	0	0
Mvmt Flow	10	65	8	18	61	16	13	43	10	7	32	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.7	7.7	7.7	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	9%	17%	14%
Vol Thru, %	67%	82%	67%	71%
Vol Right, %	11%	9%	17%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	55	60	35
LT Vol	10	5	10	5
Through Vol	30	45	40	25
RT Vol	5	5	10	5
Lane Flow Rate	65	83	95	44
Geometry Grp	1	1	1	1
Degree of Util (X)	0.078	0.095	0.107	0.057
Departure Headway (Hd)	4.32	4.126	4.087	4.593
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	835	854	862	784
Service Time	2.32	2.221	2.18	2.594
HCM Lane V/C Ratio	0.078	0.097	0.11	0.056
HCM Control Delay, s/veh	7.7	7.7	7.7	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.4	0.2

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	50	5	1	35	0	2	0	1	20	5	25
Future Vol, veh/h	0	50	5	1	35	0	2	0	1	20	5	25
Peak Hour Factor	0.81	0.74	0.38	0.81	0.64	0.81	0.80	0.81	0.25	0.58	0.50	0.81
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	0	68	13	1	55	0	3	0	4	34	10	31
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.5	7.4	7.2	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	67%	0%	3%	40%
Vol Thru, %	0%	91%	97%	10%
Vol Right, %	33%	9%	0%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	55	36	50
LT Vol	2	0	1	20
Through Vol	0	50	35	5
RT Vol	1	5	0	25
Lane Flow Rate	7	81	56	75
Geometry Grp	1	1	1	1
Degree of Util (X)	0.007	0.091	0.064	0.082
Departure Headway (Hd)	4.129	4.065	4.111	3.921
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	856	877	866	904
Service Time	2.207	2.109	2.159	1.986
HCM Lane V/C Ratio	0.008	0.092	0.065	0.083
HCM Control Delay, s/veh	7.2	7.5	7.4	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.3	0.2	0.3

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	35	10	2	20	5	10	35	5	5	15	5
Future Vol, veh/h	25	35	10	2	20	5	10	35	5	5	15	5
Peak Hour Factor	0.65	0.90	0.75	0.50	0.66	0.35	0.80	0.60	0.50	0.38	0.54	0.50
Heavy Vehicles, %	0	3	0	0	5	0	11	0	0	33	0	0
Mvmt Flow	38	39	13	4	30	14	13	58	10	13	28	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.8	7.5	7.9	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	36%	7%	20%
Vol Thru, %	70%	50%	74%	60%
Vol Right, %	10%	14%	19%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	70	27	25
LT Vol	10	25	2	5
Through Vol	35	35	20	15
RT Vol	5	10	5	5
Lane Flow Rate	81	91	49	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.098	0.107	0.057	0.068
Departure Headway (Hd)	4.348	4.253	4.216	4.789
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	811	847	853	752
Service Time	2.447	2.258	2.222	2.789
HCM Lane V/C Ratio	0.1	0.107	0.057	0.068
HCM Control Delay, s/veh	7.9	7.8	7.5	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.2	0.2

RAW TRAFFIC DATA

Warrington Road & Essex Court - TMC

Thu Dec 4, 2025
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1362697, Location: 42.176769, -87.841909

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Warrington Road Southbound					Warrington Road Northbound					Essex Court Eastbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-12-04 7:00AM	2	0	0	**2**	2	6	1	0	**7**	0	0	0	0	**0**	0	**9**
7:15AM	2	1	0	**3**	0	11	3	0	**14**	0	0	0	0	**0**	0	**17**
7:30AM	12	3	0	**15**	0	7	0	0	**7**	0	0	0	0	**0**	0	**22**
7:45AM	3	3	0	**6**	1	37	3	0	**40**	0	0	0	0	**0**	0	**46**
Hourly Total	19	7	0	**26**	3	61	7	0	**68**	0	0	0	0	**0**	0	**94**
8:00AM	1	0	0	**1**	1	24	7	0	**31**	0	0	0	0	**0**	0	**32**
8:15AM	8	5	0	**13**	5	18	7	0	**25**	1	0	2	0	**2**	0	**40**
8:30AM	6	32	0	**38**	25	68	6	0	**74**	0	0	0	0	**0**	4	**112**
8:45AM	7	6	0	**13**	1	10	3	0	**13**	0	0	1	0	**1**	0	**27**
Hourly Total	22	43	0	**65**	32	120	23	0	**143**	1	0	3	0	**3**	4	**211**
2:00PM	1	0	0	**1**	0	2	6	0	**8**	0	0	0	0	**0**	0	**9**
2:15PM	2	0	0	**2**	0	2	1	0	**3**	0	0	0	0	**0**	1	**5**
2:30PM	2	0	0	**2**	2	4	4	0	**8**	0	0	0	0	**0**	1	**10**
2:45PM	2	0	0	**2**	0	7	4	0	**11**	0	0	0	0	**0**	0	**13**
Hourly Total	7	0	0	**7**	2	15	15	0	**30**	0	0	0	0	**0**	2	**37**
3:00PM	2	4	0	**6**	0	13	10	0	**23**	0	0	0	0	**0**	0	**29**
3:15PM	11	12	0	**23**	22	32	11	0	**43**	0	0	0	0	**0**	18	**66**
3:30PM	6	3	0	**9**	12	11	8	0	**19**	0	0	0	0	**0**	5	**28**
3:45PM	5	2	0	**7**	0	13	1	0	**14**	4	0	1	0	**1**	0	**22**
Hourly Total	24	21	0	**45**	34	69	30	0	**99**	4	0	1	0	**1**	23	**145**
4:00PM	3	1	0	**4**	0	5	5	0	**10**	0	0	1	0	**1**	0	**15**
4:15PM	3	3	0	**6**	0	5	3	0	**8**	0	0	0	0	**0**	0	**14**
4:30PM	3	2	0	**5**	0	18	5	0	**23**	0	0	0	0	**0**	0	**28**
4:45PM	3	1	0	**4**	1	5	3	0	**8**	0	0	1	0	**1**	0	**13**
Hourly Total	12	7	0	**19**	1	33	16	0	**49**	0	0	2	0	**2**	0	**70**
5:00PM	3	1	0	**4**	2	6	10	0	**16**	0	0	0	0	**0**	0	**20**
5:15PM	11	1	0	**12**	2	9	8	0	**17**	0	0	0	0	**0**	0	**29**
5:30PM	3	4	0	**7**	0	7	7	0	**14**	0	0	1	0	**1**	0	**22**
5:45PM	4	1	0	**5**	0	4	7	0	**11**	0	0	0	0	**0**	0	**16**
Hourly Total	21	7	0	**28**	4	26	32	0	**58**	0	0	1	0	**1**	0	**87**
Total	105	85	0	**190**	76	324	123	0	**447**	5	0	7	0	**7**	29	**644**
% Approach	55.3%	44.7%	0%	**-**	-	72.5%	27.5%	0%	**-**	-	0%	100%	0%	**-**	-	-
% Total	16.3%	13.2%	0%	**29.5%**	-	50.3%	19.1%	0%	**69.4%**	-	0%	1.1%	0%	**1.1%**	-	-
Lights	103	84	0	**187**	-	311	120	0	**431**	-	0	7	0	**7**	-	625
% Lights	98.1%	98.8%	0%	**98.4%**	-	96.0%	97.6%	0%	**96.4%**	-	0%	100%	0%	**100%**	-	97.0%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	2	1	0	**3**	-	13	1	0	**14**	-	0	0	0	**0**	-	17
% Buses and Single-Unit Trucks	1.9%	1.2%	0%	**1.6%**	-	4.0%	0.8%	0%	**3.1%**	-	0%	0%	0%	**0%**	-	2.6%
Bicycles on Road	0	0	0	**0**	-	0	2	0	**2**	-	0	0	0	**0**	-	2
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	1.6%	0%	**0.4%**	-	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	74	-	-	-	-	5	-	-	-	-	29	
% Pedestrians	-	-	-	-	97.4%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	2.6%	-	-	-	-	0%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Warwick Road & Wincanton Drive - TMC

Thu Dec 4, 2025
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1362696, Location: 42.175878, -87.846798

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Wincanton Dr						Warwick Rd						Wincanton Dr						Warwick Rd						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-12-04 7:00AM	1	4	1	0	**6**	1	1	5	0	0	**6**	1	1	0	0	0	**1**	1	0	10	1	0	**11**	0	**24**
7:15AM	1	8	2	0	**11**	0	1	4	0	0	**5**	1	1	2	1	0	**4**	0	2	3	2	0	**7**	0	**27**
7:30AM	1	15	2	0	**18**	0	1	6	0	0	**7**	0	2	4	0	0	**6**	0	2	4	0	0	**6**	0	**37**
7:45AM	1	10	2	0	**13**	0	5	10	3	0	**18**	0	0	4	2	0	**6**	0	4	21	0	0	**25**	0	**62**
Hourly Total	4	37	7	0	**48**	1	8	25	3	0	**36**	2	4	10	3	0	**17**	1	8	38	3	0	**49**	0	**150**
8:00AM	4	5	2	0	**11**	0	1	7	1	0	**9**	1	0	6	3	0	**9**	0	3	18	1	0	**22**	0	**51**
8:15AM	1	7	0	0	**8**	0	1	18	10	0	**29**	0	1	7	2	0	**10**	0	1	10	0	0	**11**	0	**58**
8:30AM	9	9	2	0	**20**	0	7	30	12	0	**49**	0	1	8	8	0	**17**	0	1	31	1	0	**33**	1	**119**
8:45AM	1	7	0	0	**8**	0	3	17	9	0	**29**	0	2	1	1	0	**4**	0	1	8	0	0	**9**	0	**50**
Hourly Total	15	28	4	0	**47**	0	12	72	32	0	**116**	1	4	22	14	0	**40**	0	6	67	2	0	**75**	1	**278**
2:00PM	0	1	2	0	**3**	0	1	2	0	0	**3**	0	3	8	1	0	**12**	0	0	1	0	0	**1**	0	**19**
2:15PM	0	4	1	0	**5**	0	1	11	2	0	**14**	0	0	2	1	0	**3**	0	0	4	3	0	**7**	0	**29**
2:30PM	0	9	1	0	**10**	0	2	3	3	0	**8**	0	1	2	0	0	**3**	1	0	5	0	0	**5**	0	**26**
2:45PM	1	6	1	0	**8**	0	0	4	0	0	**4**	0	1	8	0	0	**9**	1	0	8	0	0	**8**	0	**29**
Hourly Total	1	20	5	0	**26**	0	4	20	5	0	**29**	0	5	20	2	0	**27**	2	0	18	3	0	**21**	0	**103**
3:00PM	2	3	2	0	**7**	4	0	7	3	0	**10**	1	1	10	6	0	**17**	2	2	14	2	0	**18**	1	**52**
3:15PM	9	17	1	0	**27**	0	0	9	1	0	**10**	0	0	7	3	0	**10**	0	3	23	4	0	**30**	1	**77**
3:30PM	3	5	1	0	**9**	0	11	32	10	0	**53**	1	2	8	2	0	**12**	0	3	9	4	0	**16**	14	**90**
3:45PM	3	1	1	0	**5**	0	2	10	4	0	**16**	0	1	8	1	0	**10**	0	0	7	0	0	**7**	6	**38**
Hourly Total	17	26	5	0	**48**	4	13	58	18	0	**89**	2	4	33	12	0	**49**	2	8	53	10	0	**71**	22	**257**
4:00PM	0	9	1	0	**10**	0	3	15	3	0	**21**	0	0	8	0	0	**8**	0	4	5	2	0	**11**	0	**50**
4:15PM	3	3	2	0	**8**	0	1	10	1	0	**12**	0	0	8	2	0	**10**	0	1	8	5	0	**14**	0	**44**
4:30PM	2	7	2	0	**11**	0	1	13	4	0	**18**	0	2	10	3	0	**15**	0	3	10	2	0	**15**	0	**59**
4:45PM	2	4	1	0	**7**	0	5	8	1	0	**14**	0	2	4	3	0	**9**	0	2	6	2	0	**10**	0	**40**
Hourly Total	7	23	6	0	**36**	0	10	46	9	0	**65**	0	4	30	8	0	**42**	0	10	29	11	0	**50**	0	**193**
5:00PM	1	6	2	0	**9**	0	2	5	3	0	**10**	0	1	7	0	0	**8**	0	1	14	0	0	**15**	0	**42**
5:15PM	1	8	2	0	**11**	0	3	16	2	0	**21**	0	3	7	1	0	**11**	0	0	17	1	0	**18**	0	**61**
5:30PM	3	4	3	0	**10**	1	1	7	3	0	**11**	0	0	8	2	0	**10**	0	2	12	0	0	**14**	1	**45**
5:45PM	1	8	4	0	**13**	0	1	9	1	0	**11**	0	0	4	2	0	**6**	0	1	4	2	0	**7**	0	**37**
Hourly Total	6	26	11	0	**43**	1	7	37	9	0	**53**	0	4	26	5	0	**35**	0	4	47	3	0	**54**	1	**185**
Total	50	160	38	0	**248**	6	54	258	76	0	**388**	5	25	141	44	0	**210**	5	36	252	32	0	**320**	24	**1166**
% Approach	20.2%	64.5%	15.3%	0%	**-**	-	13.9%	66.5%	19.6%	0%	**-**	-	11.9%	67.1%	21.0%	0%	**-**	-	11.3%	78.8%	10.0%	0%	**-**	-	-
% Total	4.3%	13.7%	3.3%	0%	**21.3%**	-	4.6%	22.1%	6.5%	0%	**33.3%**	-	2.1%	12.1%	3.8%	0%	**18.0%**	-	3.1%	21.6%	2.7%	0%	**27.4%**	-	-
Lights	46	159	37	0	**242**	-	51	250	74	0	**375**	-	25	138	43	0	**206**	-	34	246	31	0	**311**	-	1134
% Lights	92.0%	99.4%	97.4%	0%	**97.6%**	-	94.4%	96.9%	97.4%	0%	**96.6%**	-	100%	97.9%	97.7%	0%	**98.1%**	-	94.4%	97.6%	96.9%	0%	**97.2%**	-	97.3%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	4	1	1	0	**6**	-	3	8	2	0	**13**	-	0	3	0	0	**3**	-	2	6	1	0	**9**	-	31
% Buses and Single-Unit Trucks	8.0%	0.6%	2.6%	0%	**2.4%**	-	5.6%	3.1%	2.6%	0%	**3.4%**	-	0%	2.1%	0%	0%	**1.4%**	-	5.6%	2.4%	3.1%	0%	**2.8%**	-	2.7%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	2.3%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	5	-	-	-	-	-	5	-	-	-	-	-	24	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Warwick Road & Essex Court/Walden Lane - TMC

Thu Dec 4, 2025
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1362695, Location: 42.175886, -87.84437

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Essex Ct						Warwick Rd						Walden Ln						Warwick Rd						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-12-04 7:00AM	0	1	3	0	**4**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	11	0	0	**11**	0	**17**
7:15AM	1	1	2	0	**4**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	6	0	0	**6**	0	**12**
7:30AM	3	0	2	0	**5**	0	0	3	0	0	**3**	0	1	0	0	0	**1**	0	0	6	0	0	**6**	0	**15**
7:45AM	7	5	12	0	**24**	0	1	5	0	0	**6**	0	0	0	0	0	**0**	0	0	22	0	0	**22**	0	**52**
Hourly Total	11	7	19	0	**37**	0	1	12	0	0	**13**	0	1	0	0	0	**1**	0	0	45	0	0	**45**	0	**96**
8:00AM	5	0	2	0	**7**	0	0	9	0	0	**9**	0	0	0	0	0	**0**	0	0	23	2	0	**25**	0	**41**
8:15AM	5	0	1	0	**6**	2	3	18	0	0	**21**	2	5	0	0	0	**5**	0	0	11	0	0	**11**	0	**43**
8:30AM	20	11	41	0	**72**	35	4	7	0	0	**11**	0	1	0	2	0	**3**	3	0	36	7	0	**43**	42	**129**
8:45AM	15	10	25	0	**50**	1	2	2	0	0	**4**	0	1	0	2	0	**3**	0	0	9	4	0	**13**	0	**70**
Hourly Total	45	21	69	0	**135**	38	9	36	0	0	**45**	2	7	0	4	0	**11**	3	0	79	13	0	**92**	42	**283**
2:00PM	2	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	1	0	**1**	1	0	2	1	0	**3**	0	**6**
2:15PM	0	0	4	0	**4**	0	1	10	1	0	**12**	0	0	0	0	0	**0**	0	0	4	0	0	**4**	0	**20**
2:30PM	1	1	1	0	**3**	1	0	5	0	0	**5**	0	1	0	0	0	**1**	0	0	4	0	0	**4**	0	**13**
2:45PM	3	0	1	0	**4**	1	0	2	0	0	**2**	1	0	0	0	0	**0**	3	0	7	0	1	**8**	1	**14**
Hourly Total	6	1	6	0	**13**	2	1	17	1	0	**19**	1	1	0	1	0	**2**	4	0	17	1	1	**19**	1	**53**
3:00PM	4	0	4	0	**8**	2	1	3	0	0	**4**	0	2	0	0	0	**2**	0	0	16	3	0	**19**	2	**33**
3:15PM	15	2	4	0	**21**	16	2	7	0	0	**9**	7	1	0	1	0	**2**	2	0	22	3	0	**25**	13	**57**
3:30PM	29	4	31	0	**64**	23	5	12	0	0	**17**	2	1	0	6	0	**7**	6	0	14	4	0	**18**	16	**106**
3:45PM	4	0	7	0	**11**	0	0	8	0	0	**8**	0	0	0	0	0	**0**	0	0	11	1	0	**12**	0	**31**
Hourly Total	52	6	46	0	**104**	41	8	30	0	0	**38**	9	4	0	7	0	**11**	8	0	63	11	0	**74**	31	**227**
4:00PM	8	4	13	0	**25**	0	0	11	0	0	**11**	0	0	0	0	0	**0**	0	0	3	0	0	**3**	0	**39**
4:15PM	2	1	6	0	**9**	0	0	3	0	0	**3**	0	1	0	0	0	**1**	0	0	12	2	0	**14**	0	**27**
4:30PM	7	2	8	0	**17**	0	0	11	0	0	**11**	0	0	0	0	0	**0**	0	0	12	0	0	**12**	0	**40**
4:45PM	9	0	8	0	**17**	1	0	6	0	0	**6**	0	1	0	0	0	**1**	0	0	9	1	0	**10**	0	**34**
Hourly Total	26	7	35	0	**68**	1	0	31	0	0	**31**	0	2	0	0	0	**2**	0	0	36	3	0	**39**	0	**140**
5:00PM	1	0	4	0	**5**	0	0	5	0	0	**5**	0	1	0	0	0	**1**	0	0	13	2	0	**15**	3	**26**
5:15PM	4	2	6	0	**12**	0	0	14	0	0	**14**	0	0	0	1	0	**1**	0	0	17	0	0	**17**	0	**44**
5:30PM	3	2	6	0	**11**	0	0	5	0	0	**5**	0	1	0	0	0	**1**	0	0	15	1	0	**16**	0	**33**
5:45PM	4	0	7	0	**11**	0	1	3	0	0	**4**	0	0	0	1	0	**1**	0	0	7	1	0	**8**	0	**24**
Hourly Total	12	4	23	0	**39**	0	1	27	0	0	**28**	0	2	0	2	0	**4**	0	0	52	4	0	**56**	3	**127**
Total	152	46	198	0	**396**	82	20	153	1	0	**174**	12	17	0	14	0	**31**	15	0	292	32	1	**325**	77	**926**
% Approach	38.4%	11.6%	50.0%	0%	**-**	-	11.5%	87.9%	0.6%	0%	**-**	-	54.8%	0%	45.2%	0%	**-**	-	0%	89.8%	9.8%	0.3%	**-**	-	**-**
% Total	16.4%	5.0%	21.4%	0%	**42.8%**	-	2.2%	16.5%	0.1%	0%	**18.8%**	-	1.8%	0%	1.5%	0%	**3.3%**	-	0%	31.5%	3.5%	0.1%	**35.1%**	-	**-**
Lights	149	46	186	0	**381**	-	19	151	1	0	**171**	-	17	0	13	0	**30**	-	0	281	31	1	**313**	-	895
% Lights	98.0%	100%	93.9%	0%	**96.2%**	-	95.0%	98.7%	100%	0%	**98.3%**	-	100%	0%	92.9%	0%	**96.8%**	-	0%	96.2%	96.9%	100%	**96.3%**	-	96.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	3	0	12	0	**15**	-	1	2	0	0	**3**	-	0	0	1	0	**1**	-	0	10	1	0	**11**	-	30
% Buses and Single-Unit Trucks	2.0%	0%	6.1%	0%	**3.8%**	-	5.0%	1.3%	0%	0%	**1.7%**	-	0%	0%	7.1%	0%	**3.2%**	-	0%	3.4%	3.1%	0%	**3.4%**	-	3.2%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.1%
Pedestrians	-	-	-	-	-	82	-	-	-	-	-	12	-	-	-	-	-	15	-	-	-	-	-	77	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Warwick Road & Warrington Road - TMC

Thu Dec 4, 2025
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1362694, Location: 42.175871, -87.841932

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Warrington Rd						Warwick Rd						Warrington Rd						Warwick Rd						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-12-04 7:00AM	0	1	1	0	**2**	0	0	1	0	0	**1**	0	0	3	0	0	**3**	0	6	1	2	0	**9**	0	**15**
7:15AM	0	2	0	0	**2**	0	1	1	0	0	**2**	0	0	7	0	0	**7**	0	6	3	1	0	**10**	0	**21**
7:30AM	1	12	0	0	**13**	0	3	2	2	0	**7**	0	1	4	1	0	**6**	0	1	4	2	0	**7**	0	**33**
7:45AM	0	3	0	0	**3**	0	1	1	3	0	**5**	0	2	18	1	0	**21**	0	18	10	2	0	**30**	0	**59**
Hourly Total	1	18	1	0	**20**	0	5	5	5	0	**15**	0	3	32	2	0	**37**	0	31	18	7	0	**56**	0	**128**
8:00AM	0	1	0	0	**1**	0	1	6	1	0	**8**	0	3	16	0	0	**19**	0	18	2	6	0	**26**	0	**54**
8:15AM	0	8	1	0	**9**	0	2	11	4	0	**17**	0	4	14	0	0	**18**	0	6	5	2	0	**13**	0	**57**
8:30AM	1	1	3	0	**5**	2	1	13	12	0	**26**	3	2	32	1	0	**35**	0	31	21	11	0	**63**	1	**129**
8:45AM	3	7	0	0	**10**	0	1	0	1	0	**2**	0	0	2	1	0	**3**	0	8	10	8	0	**26**	0	**41**
Hourly Total	4	17	4	0	**25**	2	5	30	18	0	**53**	3	9	64	2	0	**75**	0	63	38	27	0	**128**	1	**281**
2:00PM	0	1	0	0	**1**	0	0	0	0	0	**0**	0	1	7	1	0	**9**	0	1	2	1	0	**4**	0	**14**
2:15PM	0	2	0	0	**2**	0	1	6	1	0	**8**	0	2	2	0	0	**4**	0	1	3	1	0	**5**	0	**19**
2:30PM	0	2	0	0	**2**	2	0	1	1	0	**2**	2	4	6	1	0	**11**	0	3	2	0	0	**5**	3	**20**
2:45PM	1	1	0	0	**2**	4	0	1	3	0	**4**	1	1	4	1	0	**6**	1	3	9	0	0	**12**	3	**24**
Hourly Total	1	6	0	0	**7**	6	1	8	5	0	**14**	3	8	19	3	0	**30**	1	8	16	2	0	**26**	6	**77**
3:00PM	0	0	0	0	**0**	0	0	5	2	0	**7**	1	5	15	1	0	**21**	0	7	8	5	0	**20**	0	**48**
3:15PM	1	5	0	0	**6**	1	2	9	8	0	**19**	1	3	20	2	0	**25**	1	22	7	4	0	**33**	0	**83**
3:30PM	1	9	5	0	**15**	0	2	3	0	0	**5**	2	2	4	4	0	**10**	0	9	24	14	0	**47**	1	**77**
3:45PM	0	5	2	0	**7**	0	1	5	1	0	**7**	8	1	6	3	0	**10**	0	8	5	4	0	**17**	0	**41**
Hourly Total	2	19	7	0	**28**	1	5	22	11	0	**38**	12	11	45	10	0	**66**	1	46	44	27	0	**117**	1	**249**
4:00PM	0	3	1	0	**4**	0	1	8	2	0	**11**	3	3	4	1	0	**8**	0	4	8	1	0	**13**	0	**36**
4:15PM	0	3	1	0	**4**	0	0	2	2	0	**4**	0	0	4	2	0	**6**	0	3	10	1	0	**14**	2	**28**
4:30PM	0	1	2	0	**3**	1	1	6	5	0	**12**	0	3	7	2	0	**12**	0	10	8	3	0	**21**	1	**48**
4:45PM	1	3	0	0	**4**	0	0	4	1	0	**5**	3	2	1	1	0	**4**	1	4	9	3	0	**16**	1	**29**
Hourly Total	1	10	4	0	**15**	1	2	20	10	0	**32**	6	8	16	6	0	**30**	1	21	35	8	0	**64**	4	**141**
5:00PM	0	3	1	0	**4**	0	0	3	0	0	**3**	0	2	13	1	0	**16**	0	6	9	0	0	**15**	2	**38**
5:15PM	2	6	3	0	**11**	0	1	8	1	0	**10**	0	2	10	0	0	**12**	0	7	10	3	0	**20**	0	**53**
5:30PM	0	3	1	0	**4**	0	1	2	1	0	**4**	0	1	8	0	0	**9**	0	5	10	2	0	**17**	0	**34**
5:45PM	1	1	2	0	**4**	0	2	2	0	0	**4**	0	1	7	2	0	**10**	0	4	6	0	0	**10**	0	**28**
Hourly Total	3	13	7	0	**23**	0	4	15	2	0	**21**	0	6	38	3	0	**47**	0	22	35	5	0	**62**	2	**153**
Total	12	83	23	0	**118**	10	22	100	51	0	**173**	24	45	214	26	0	**285**	3	191	186	76	0	**453**	14	**1029**
% Approach	10.2%	70.3%	19.5%	0%	**-**	-	12.7%	57.8%	29.5%	0%	**-**	-	15.8%	75.1%	9.1%	0%	**-**	-	42.2%	41.1%	16.8%	0%	**-**	-	-
% Total	1.2%	8.1%	2.2%	0%	**11.5%**	-	2.1%	9.7%	5.0%	0%	**16.8%**	-	4.4%	20.8%	2.5%	0%	**27.7%**	-	18.6%	18.1%	7.4%	0%	**44.0%**	-	-
Lights	11	82	23	0	**116**	-	21	98	47	0	**166**	-	43	205	26	0	**274**	-	187	180	71	0	**438**	-	994
% Lights	91.7%	98.8%	100%	0%	**98.3%**	-	95.5%	98.0%	92.2%	0%	**96.0%**	-	95.6%	95.8%	100%	0%	**96.1%**	-	97.9%	96.8%	93.4%	0%	**96.7%**	-	96.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	1	0	0	**2**	-	1	2	4	0	**7**	-	2	9	0	0	**11**	-	3	6	5	0	**14**	-	34
% Buses and Single-Unit Trucks	8.3%	1.2%	0%	0%	**1.7%**	-	4.5%	2.0%	7.8%	0%	**4.0%**	-	4.4%	4.2%	0%	0%	**3.9%**	-	1.6%	3.2%	6.6%	0%	**3.1%**	-	3.3%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.5%	0%	0%	0%	**0.2%**	-	0.1%
Pedestrians	-	-	-	-	-	10	-	-	-	-	-	24	-	-	-	-	-	3	-	-	-	-	-	14	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

10. Landscaping

- Tree Protection & Removal Plan (See Sheets L1.1 & L1.2)
- Existing Site Buffering Plan (See Sheet L1.3)
- Proposed Site Buffering Plan (See Sheet L1.4)
- Landscape Plans & Details (See Sheets L2.1 & L3.1)

Redefine 109 Facilities for Our Future

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.

EXISTING VEGETATION DESCRIPTION

THE PROJECT SITE CONSISTS OF AN EXISTING SCHOOL WITH SEMI-MATURE TREES. BUCKTHORN AND OTHER WEED SPECIES EXIST ALONG THE PERIMETER. WE ADVISE TO REMOVE BUCKTHORN IN 4-5 YEARS AFTER PROPOSED SCREEN PLANTINGS HAVE A CHANCE TO FILL IN. 23 TREES OVER 6" CAL. WILL BE REMOVED - 9 ADDITIONAL SMALLER TREES WILL ALSO BE REMOVED AS PART OF THIS CONTRACT.

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. 48" 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.

LG Workshop LLC
Landscape Architecture
Master Planning
Site Planning
1955 N. Wilmot Ave
Chicago, IL 60647
ph. 773.697.4388
www.LGWLA.com

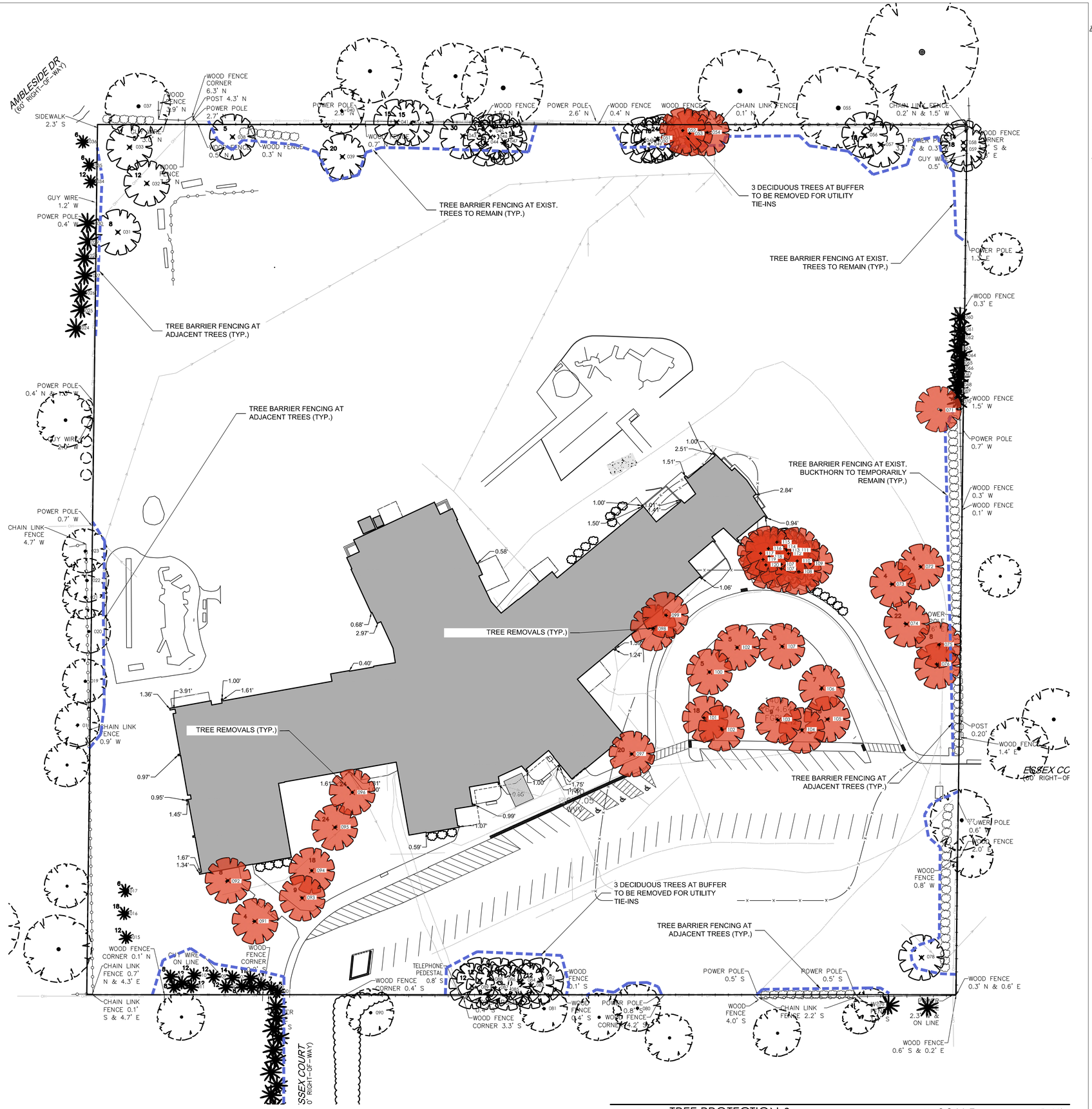
SEAL

LICENSED LANDSCAPE ARCHITECT — LARRY C. GLASSCOCK JR. 157-000600 — STATE OF ILLINOIS

EXPIRES 08/2027

TREE PROTECTION & REMOVAL LEGEND

- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- BARRIER FENCING TO BE INSTALLED



1 TREE PROTECTION & REMOVAL PLAN

N SCALE 1"=30'
0' 15' 30' 60' 90'

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard. illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

50% DD SET - PROGRESS DRAWING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105

Issue Date: June 18, 2026

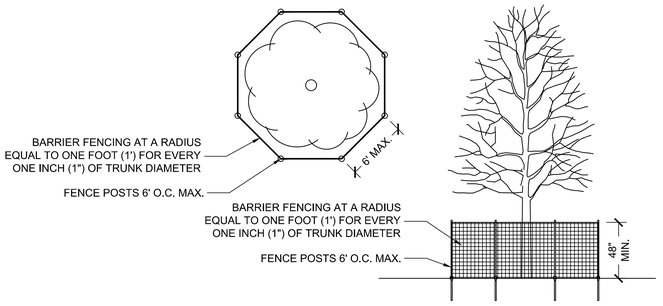
Drawn by: LCG

Sheet Title: TREE PROTECTION AND REMOVAL PLAN

Sketch Number:

Sheet Number: L1.1

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



1 TREE PRESERVATION BARRIER FENCING DETAIL

NOT TO SCALE

SURVEY OF EXISTING TREES

Number	Cal Inch	Common Name	Scientific Name	Condition	Notes	Remove	Type	Cal.	Rate	Replace Inch.
1	5	White Pine	Pinus strobus	1						
2	7	White Pine	Pinus strobus	1						
3	13	White Pine	Pinus strobus	2						
4	6	Arborvitae	Thuja occidentalis	1						
5	11	White Pine	Pinus strobus	1						
6	8	White Pine	Pinus strobus	1						
7	14	White Pine	Pinus strobus	1						
8	12	Arborvitae	Thuja occidentalis	1						
9	12	White Pine	Pinus strobus	1						
10	12	White Pine	Pinus strobus	1						
11	12	White Pine	Pinus strobus	1						
12	12	White Pine	Pinus strobus	2						
13	8	White Pine	Pinus strobus	1						
14	8	White Pine	Pinus strobus	1						
15	12	White Pine	Pinus strobus	1						
16	18	White Pine	Pinus strobus	1						
17	6	White Pine	Pinus strobus	1						
18	36	Sugar Maple	Acer saccharum	2	Off Site					
19	24	Sugar Maple	Acer saccharum	1	Off Site					
20	14	Sugar Maple	Acer saccharum	1	Off Site					
21	24	Sugar Maple	Acer saccharum	2	Off Site					
22	8	Sugar Maple	Acer saccharum	1	Off Site					
23	16	Sugar Maple	Acer saccharum	1	Off Site					
24	16	Sugar Maple	Acer saccharum	2	Off Site					
25	8	White Pine	Pinus strobus	1	Off Site					
26	7	White Pine	Pinus strobus	1	Off Site					
27	9	White Pine	Pinus strobus	1	Off Site					
28	8	White Pine	Pinus strobus	2	Off Site					
29	7	White Pine	Pinus strobus	1	Off Site					
30	8	White Pine	Pinus strobus	1	Off Site					
31	8	Elm Hybrid	Ulmus ssp.	1						
32	8	Scotch Pine	Pinus sylvestris	4						
33	5	Sandcherry	Prunus ssp.	1						
34	12	White Pine	Pinus strobus	1	Off Site					
35	6	Juniper	Juniperus ssp.	3	Off Site					
36	6	Arborvitae	Thuja occidentalis	3	Off Site					
37	42	Norway Maple	Acer platanoides	2	Off Site					
38	5	Buckthorn	Rhamnus	3						
39	20	Washington Hawythorn	Crataegus phaenopyrum	3						
40		Not Identified	Not Identified		Off Site					
41	15	Silver Maple	Acer saccharinum	2						
42	15	Silver Maple	Acer saccharinum	3						
43	30	Siberian Elm	Ulmus pumila	3						
44	20	Siberian Elm	Ulmus pumila	2						
45	5	Buckthorn	Rhamnus	2						
46	10	Buckthorn	Rhamnus	3						
47	16	Siberian Elm	Ulmus pumila	2						
48	13	Siberian Elm	Ulmus pumila	3						
49	13	Siberian Elm	Ulmus pumila	3						
50	18	Quercus bicolor	Swamp White Oak	1						
51	24	Acer saccharinum	Silber Maple	4						
52	20	Siberian Elm	Ulmus pumila	3	remove - util	X	C	20	0.2	3
53	12	Buckthorn	Rhamnus	2	remove - util	X				
54	15	Siberian Elm	Ulmus pumila	2	remove - util	X	C	15	0.3	4.5
55	24	River Birck	Betula nigra	1	Off Site					
56	18	Swamp White Oak	Quercus bicolor	2	Bark Rot					
57	36	Swamp White Oak	Quercus bicolor	2	Bark Rot					
58	14	Honeylocust	Gleditsia triacanthos v. iner	3	Crowded					
59	18	Honeylocust	Gleditsia triacanthos v. iner	2						
60	8	White Pine	Pinus strobus	1						
61	9	White Pine	Pinus strobus	2						
62	9	White Pine	Pinus strobus	1						
63	10	White Pine	Pinus strobus	1						
64	9	White Pine	Pinus strobus	1						
65	11	White Pine	Pinus strobus	1						
66	8	White Pine	Pinus strobus	1						
67	9	White Pine	Pinus strobus	2						
68	10	White Pine	Pinus strobus	1						
69	10	White Pine	Pinus strobus	1						
70	9	White Pine	Pinus strobus	1						
71		missing	missing							
72	4	Bald Cypress	Taxodium distitchum	4	undersize	X				
73	4	Bald Cypress	Taxodium distitchum	4	undersize	X				
74	22	Bald Cypress	Taxodium distitchum	2						
75	8	Kentucky Coffeetree	Gymnocladus dioicus	2						
76	8	Kentucky Coffeetree	Gleditsia triacanthos v. iner	1						
77	36	White oak	Quercus alba	1	Off Site					
78		Missing	Missing							
79	20	Birch	Betula ssp	1	Off Site					
80		Not Identified	Not Identified							
81	24	Honeylocust	Gleditsia triacanthos v. iner	4						
82	12	White Pine	Pinus strobus	1						
83	12	White Pine	Pinus strobus	1						
84	12	White Pine	Pinus strobus	3						
85	10	White Pine	Pinus strobus	1						
86	10	White Pine	Pinus strobus	2						
87	8	White Pine	Pinus strobus	1						
88	12	White Pine	Pinus strobus	2						
89	12	White Pine	Pinus strobus	2						
90	36	Red Oak	Quercus rubra	1	Off Site					
91	4	Elm Hybrid	Ulmus ssp.	1	undersize	X				
92	8	Crabapple	Malus ssp.	2	Remove - Site	X	A	8	1.0	8
93	9	Freeman Maple	Acer freemanii	1	Remove - Site	X	A	9	1.0	9
94	18	Green Ash	Fraxinus pennsylvanica	1	Remove - Site	X	A	18	1.0	18
95	24	Silver Maple	Acer saccharinum	1	Remove - Site	X	B	24	0.6	14.4
96	24	Washington Hawythorn	Crataegus phaenopyrum	1	Remove - Site	X	A	24	1.0	24
97	20	Crabapple	Malus ssp.	1	Remove - Site	X	A	20	1.0	20
98	10	Redbud	Cercis canadensis	1	Remove - Site	X	A	10	1.0	10
99	10	Redbud	Cercis canadensis	1	Remove - Site	X	A	10	1.0	10
100	5	Redbud	Cercis canadensis	1	undersize	X				
101	18	Kentucky Coffeetree	Gymnocladus dioicus	1	Remove - Site	X	A	18	1.0	18
102	12	Crabapple	Malus ssp.	1	Remove - Site	X	A	12	1.0	12
103	9	Crabapple	Malus ssp.	1	Remove - Site	X	A	9	1.0	9
104	12	Crabapple	Malus ssp.	1	Remove - Site	X	A	12	1.0	12
105	18	Kentucky Coffeetree	Gymnocladus dioicus	1	Remove - Site	X	A	18	1.0	18
106	7	Red Maple	Acer rubrum	1	undersize	X				
107	5	Red Maple	Acer rubrum	1	undersize	X				
108	4	Siberian Elm	Ulmus pumila	2	undersize	X				
109	12	Eastern Cottonwood	Populus deltoides	3	Remove - Site	X	B	12	0.6	7.2
110	5	Eastern Cottonwood	Populus deltoides	3	Remove - Site	X	B	5	0.6	3
111	8	Eastern Cottonwood	Populus deltoides	2	Remove - Site	X	B	8	0.6	4.8
112	10	Eastern Cottonwood	Populus deltoides	2	Remove - Site	X	B	10	0.6	6
113	3	Eastern Cottonwood	Populus deltoides	2	undersize	X				
114	5	Siberian Elm	Ulmus pumila	3	Undersize	X				
115	8	Eastern Cottonwood	Populus deltoides	2	Remove - Site	X	B	8	0.6	4.8
116	12	Siberian Elm	Ulmus pumila	2	Remove - Site	X	A	12	0.6	7.2
117	8	Eastern Cottonwood	Populus deltoides	1	Remove - Site	X	B	8	0.6	4.8
118	4	Eastern Cottonwood	Populus deltoides	1	Undersize	X				
119	4	Siberian Elm	Ulmus pumila	2	Undersize	X				
120	10	Eastern Cottonwood	Populus deltoides	1	Remove - Site	X	B	10	0.6	6
						Total Inches Cut		300		
						Total Inches for Replacement				241.5
						Replacement Trees				120.75

LG Workshop, LLC
Landscape Architecture
Master Planning
Site Planning
1955 N. Wilmot Ave
Chicago, IL 60647
ph. 773.697.4388
www.LGWLA.com

SEAL

LICENSED LANDSCAPE ARCHITECT
LARRY C. GLASSCOCK, JR.
157-201000
STATE OF ILLINOIS

EXPIRES 08/2027

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard. illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

50% DD SET -
PROGRESS DRAWING -
NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number:
25105

Issue Date:
June 18, 2026

Drawn by:
LCG

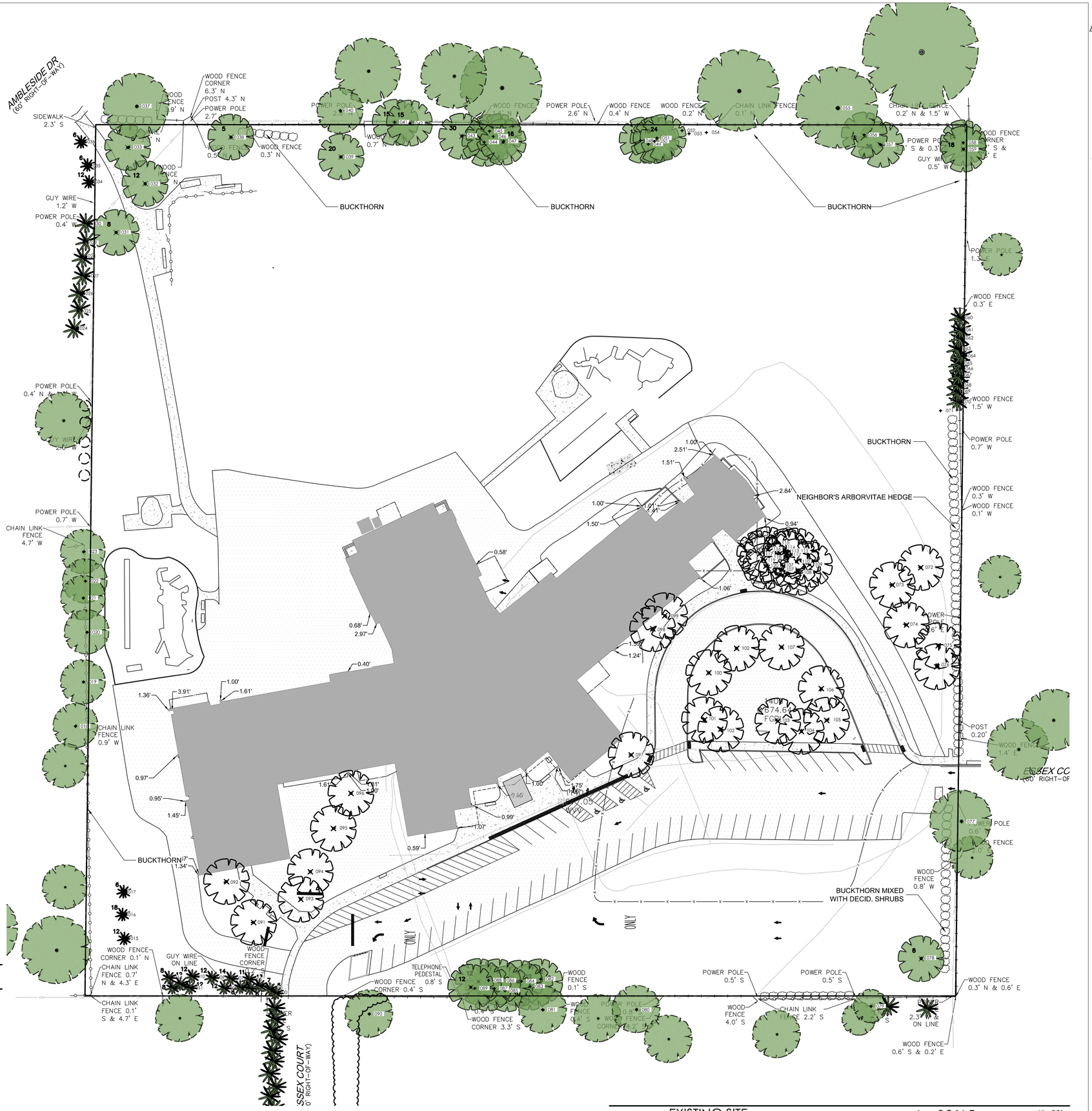
Sheet Title:
TREE SURVEY / TREE BARRIER FENCING

Sketch Number:

Sheet Number:
L1.2

EXISTING VEGETATION DESCRIPTION

THE PROJECT SITE CONSISTS OF AN EXISTING SCHOOL WITH SEMI-MATURE TREES. BUCKTHORN AND OTHER WEED SPECIES EXIST ALONG THE PERIMETER. WE ADVISE TO REMOVE BUCKTHORN IN 4-5 YEARS AFTER PROPOSED SCREEN PLANTINGS HAVE A CHANCE TO FILL IN.



SITE BUFFERING LEGEND

XX EXISTING TREES

1 EXISTING SITE BUFFERING PLAN

SCALE 1"=30'
0' 15' 30' 60' 90'

LG Workshop LLC
Landscape Architecture
Master Planning
Site Planning
1955 N. Wilmot Ave
Chicago, IL 60647
ph. 773.697.4388
www.LGWLA.com

SEAL

LICENSED LANDSCAPE ARCHITECT
LARRY C. GLASSCOCK JR.
157-001660
STATE OF ILLINOIS

EXPIRES 08/2027

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard. illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

50% DD SET -
PROGRESS DRAWING -
NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105

Issue Date: June 18, 2026

Drawn by: LCG

Sheet Title: EXISTING SITE BUFFERING PLAN

Sketch Number:

Sheet Number: L1.3

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.

SITE BUFFERING LEGEND

XX EXISTING BUFFER TREES

PROPOSED BUFFER TREES

1 PROPOSED SITE BUFFERING PLAN

N SCALE 1"=30'
0' 15' 30' 60' 90'

LG Workshop, LLC
Landscape Architecture
Master Planning
Site Planning
1955 N. Wilmot Ave
Chicago, IL 60647
ph. 773.697.4388
www.LGWLA.com

SEAL

LICENSED LANDSCAPE ARCHITECT
LARRY C. GLASSCOCK JR.
157-001060
STATE OF ILLINOIS

EXPIRES 08/2027

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard. illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

50% DD SET -
PROGRESS DRAWING -
NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number:
25105

Issue Date:
June 18, 2026

Drawn by:
LCG

Sheet Title:
PROPOSED SITE BUFFERING PLAN

Sketch Number:

Sheet Number:

L1.4

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.

VILLAGE LANDSCAPE REQUIREMENT CALCULATIONS

DESCRIPTION	REQUIREMENT	EXIST. / CALC.	PROPOSED / DETAILS
Total Site		435,845 SQ. FT.	
Total Building		53,544 SQ. FT.	64,300 SQ. FT.
Total Vehicle Use Area	Square footage of parking and circulation on-site	37,301 SQ. FT.	68,547 SQ. FT.
Tree Removals and Replacement	Protected trees and public trees shall be mitigated by either planting replacement trees or by payment of a mitigation fee at the rate specified in the annual fee ordinance, considering the size, condition rating and species rating of the trees requiring mitigation.	Type A = 1 : 1 Type B = 1 : 0.6 Type C = 1 : 0.3	13 Trees = 180 Cal. Inch x 1 = 180 8 Trees = 85 Cal. Inch x 0.6 = 51 2 Trees = 35 Cal. Inch x 0.3 = 10.5 Total Caliper Inch for Replacement / 2.0" = 121 Replacement Trees 241.5
Landscaped Screening	Non-Residential Uses Where a non-residential use abuts property in a residential district at a side or rear lot line, or is separated from such property only by an alley along the side or rear lot line, such non-residential use shall be effectively screened along such lot lines by a screening fence or landscaped screening as defined in this Ordinance not less than 7 feet in height.		138 - Proposed 7' Screening Evergreens and Ornamental trees and 2.5" Cal. Shade trees. 63 - Proposed 36" Ht. Shrubs at chain link fencing / non-screen fencing.

LANDSCAPE LEGEND

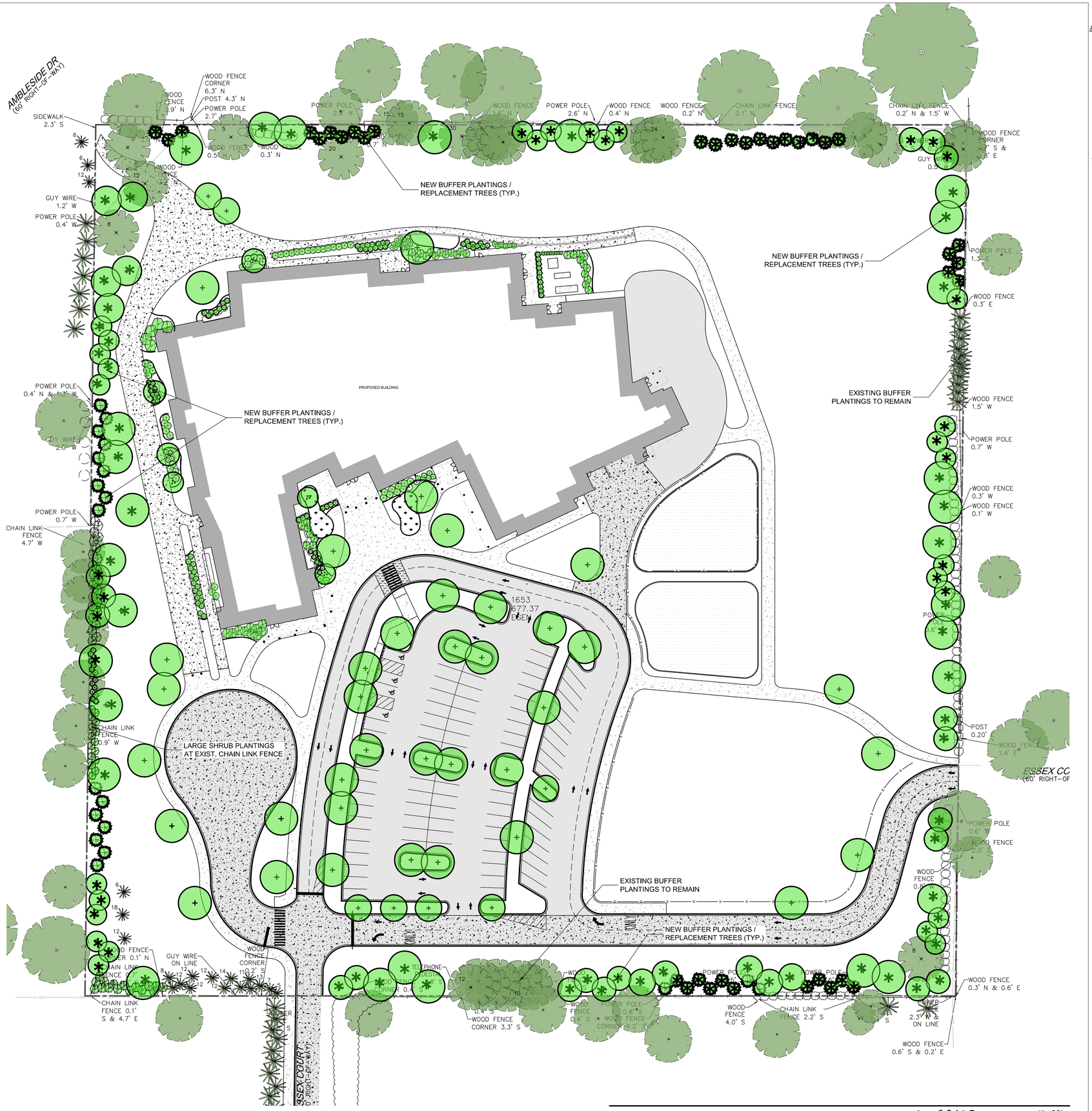
- EXISTING TREE
- REPLACEMENT TREE (QTY 121)
- PROPOSED SHADE TREE
- PROPOSED EVERGREEN TREE
- PROPOSED ORNAMENTAL TREE
- PROPOSED LARGE SHRUB
- PROPOSED MEDIUM SHRUB
- PROPOSED EVERGREEN SHRUB
- PROPOSED LOW SHRUB
- PROPOSED ORNAMENTAL GRASS
- PROPOSED PERENNIAL PLANTING
- SODDED LAWN
- SEEDED LAWN

LG Workshop LLC
Landscape Architecture
Master Planning
Site Planning
1955 N. Wilmot Ave
Chicago, IL 60647
ph. 773.697.4388
www.LGWLA.com

SEAL

LICENSED LANDSCAPE ARCHITECT — LARRY C. GLASSCOCK JR. — 157-001000 — STATE OF ILLINOIS

EXPIRES 08/2027



1 LANDSCAPE PLAN

N SCALE 1"=30'
0' 15' 30' 60' 90'

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard. illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

50% DD SET -
PROGRESS DRAWING -
NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105

Issue Date: June 18, 2026

Drawn by: LCG

Sheet Title: **LANDSCAPE PLAN**

Sketch Number:

Sheet Number: L2.1

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.

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 DEERFIELD 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 TREES SHALL BE BALLED AND BURLAPPED STOCK AS NOTED 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. 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. IN ORDER TO MEET THIS WARRANTY, ALL NEW PLANTINGS AND BEDS ON SITE SHALL RECEIVE TRIMMING, WEEDING AND WATERING FOR AN ESTABLISHMENT PERIOD OF 6 WEEKS. WATERING CAN BE ACCOMPLISHED WITH PROVIDED ON-SITE WATER, A WATERING TRUCK OR TEMPORARY IRRIGATION. GATOR BAGS OR EQUAL ARE HIGHLY RECOMMENDED.
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.

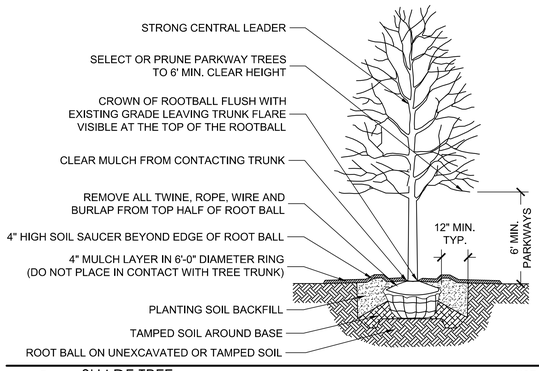
PRELIMINARY PLANT LEGEND

SYM	SIZE	QTY	BOTANICAL NAME	COMMON NAME	COMMENT
DECIDUOUS SHADE TREES					
AFA	2.0" cal.		Acer x freemanii 'Autumn Blaze'	Autumn Blaze Freeman Maple	B&B
ARF	2.0" cal.		Acer rubrum 'Frank Jr.'	Redpointe Red Maple	B&B
BNH	2.0" cal.		Betula nigra 'Heritage'	Heritage River Birch	B&B
CEO	2.0" cal.		Celtis occidentalis	Common Hackberry	B&B
GBA	2.0" cal.		Ginkgo biloba 'Autumn Gold'	Autumn Gold Maidenhair Tree	B&B
GDE	2.0" cal.		Gymnocladus dioicus 'Espresso'	Espresso Kentucky Coffeetree	B&B
GTS	2.0" cal.		Gleditsia triacanthos 'Shademaster'	Shademaster Honeylocust	B&B
LIT	2.0" cal.		Liriodendron tulipifera	Tulip Tree	B&B
LSM	2.0" cal.		Liquidambar styraciflua 'Moraine'	Moraine American Sweetgum	B&B
QUB	2.0" cal.		Quercus bicolor	Swamp White Oak	B&B
QUI	2.0" cal.		Quercus imbricaria	Shingle oak	B&B
NYS	2.0" cal.		Nyssa sylvatica	Black Tupelo	B&B
TTG	2.0" cal.		Tilia tomentosa Green Mountain	Green Mountain (Silver) Linden	B&B
UAP	2.0" cal.		Ulmus americana 'Princeton'	Princeton Elm	B&B
ULP	2.0" cal.		Ulmus x 'Patriot'	Patriot Elm	B&B
ORNAMENTAL TREES					
AGF	7' multi.		Acer ginnala 'Flame'	Flame Amur Maple	B&B
AGR	7' multi.		Acer griseum	Paper Bark Maple	B&B
AMG	7' multi.		Amelanchier x grandiflora.	Shadblow Serviceberry	B&B
CAC	7' multi.		Carpinus caroliniana 'J.N. Upright'	Firespire American Hornbeam	B&B
CEC	7' multi.		Cercis canadensis	Eastern Redbud	B&B
MAS	7' multi.		Malus x. 'Spring Snow'	Spring Snow Flowering Crabapple	B&B
SRI	7' multi.		Syringa reticulata 'Ivory silk'	Ivory Silk Tree Lilac	B&B
EVERGREEN TREES					
ACO	7' ht.		Abies concolor	White Fir	B&B
JUC	7' ht.		Juniperus chinensis	Blue Point Juniper	B&B
PIP	7' ht.		Picea pungens	Colorado Green Spruce	B&B
PIS	7' ht.		Pinus strobus	White Pine	B&B
PGD	7' ht.		Picea glauca 'Densata'	Black Hills Spruce	B&B
TON	7' ht.		Thuja occidentalis 'Nigra'	Dark Green Arborvitae	B&B
DECIDUOUS SHRUBS					
AAB	30" ht.		Aronia arbutifolia 'Brilliantissima'	Brilliant Red Chokeberry	
AMA	24" ht.		Aronia melanocarpa	Black Chokeberry	
AML	18" w.		Aronia melanocarpa 'Low Scape Mound'	Low Scape Mound Black Chokeberry	
BUD	36" ht.		Buddleia 'Grand Cascade'	Grand Cascade Bufferfly Bush	
CAE	30" ht.		Cornus alba 'Elegantissima'	Variegated Dogwood	
CEA	24" ht.		Ceanothus americanus	New Jersey Tea	
CEP	30" ht.		Cephalanthus occidentalis	Buttonbush	
CSF	24" ht.		Cornus stolonifera 'Farrow'	Arctic Fire Redtwig Dogwood	
CSK	18" w.		Cornus sericea Kelseyi	Kelsey Redosier Dogwood	
FOS	24" ht.		Forsytha x 'sunrise'	Sunrise Forsytha	
HYA	24" ht.		Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	
HYP	30" ht.		Hydrangea paniculata 'Peegee Improved'	Peegee Improved Hydrangea	
HYQ	30" ht.		Hydrangea quercifolia 'Alice'	Alice Oakleaf Hydrangea	
IVH	24" ht.		Itea virginica 'Henrys Garnet'	Henrys Garnet Virginia Sweetspire	
LIG	30" ht.		Ligustrum vicaryi	Golden Vicary Privet	
PFG	18" w.		Potentilla fruticosa 'Goldfinger'	Goldfinger Bush Cinquefoil	
POB	36" ht.		Physocarpus opulifolius 'Monlo'	Diabolo Ninebark	
SJA	18" w.		Spiraea japonica 'Alpina'	Daphne Spirea	
STC	18" w.		Stephanandra incisa 'Crispa'	Cutleaf Stephanandra	
SYM	24" ht.		Syringa patula 'Miss Kim'	Miss Kim Korean Lilac	
VDC	36" ht.		Viburnum dentatum 'Chicago Lustre'	Chicago Lustre Arrowwood Viburnum	
EVERGREEN SHRUBS					
BUW	24" w		Buxus micro. x. B. sem. 'Wilson's Charm'	Wilson Northern Charm Boxwood	
IVG	18" w.		Ilex glabra 'SMNIGAB17' (Gem Box)	Gem Box Inkberry Holly	
JCK	24" w.		Juniperus chinensis 'Kallay's compacta'	Kallay's Compact Juniper	
JCS	24" ht.		Juniperus chinensis 'Sea Green'	Sea Green Juniper	
TMH	36" ht.		Taxus x media 'Hicksii'	Hick's Yew	
TMT	24" w.		Taxus x media 'Taunton'	Taunton's Yew	

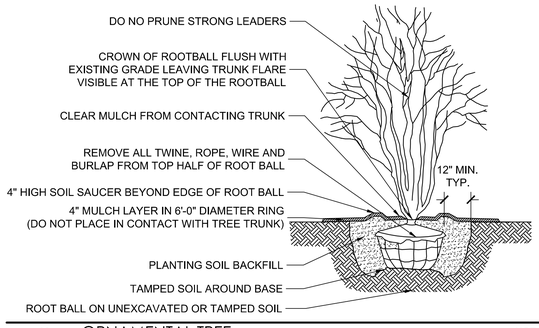
SYM	SIZE	QTY	BOTANICAL NAME	COMMON NAME	COMMENT
ORNAMENTAL GRASSES					
BOC	#1 cont.		Bouteloua curtipendula	Sideoats Grama	
CAK	#1 cont.		Calamagrostis acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	
CMI	#1 cont.		Carex morrowii 'Ice Dance'	Ice Dance Sedge	
PAV	#1 cont.		Panicum virgatum 'Shenandoah'	Shenandoah Red Switch Grass	
SCS	#1 cont.		Schizachyrium scop.'Standing Ovation'	Blue Stem Standing Ovation	
GROUNDCOVER / PERENNIALS					
ACH	#1 cont.		Achillea Millefolium 'Paprika'	Paprika Yarrow	18" O.C.
AGS	#1 cont.		Agastache Queen Nectarine	Queen Nectarine Hyssop	24" O.C.
AIC	#1 cont.		Asclepias incarnata 'Cinderella'	Cinderella Milkweed	36" O.C.
ALS	#1 cont.		Allium 'Summer Beauty'	Summer Beauty Onion	18" O.C.
AMB	#1 cont.		Amsonia tabernaemontana 'Blue Ice'	Blue Ice Blue Star	18" O.C
AMH	#1 cont.		Amsonia hubrichtii	Narrow Leaf Blue Star	30" O.C.
AQR	#1 cont.		Aquilegia 'Earlybird Red White'	Earlybird Red White Columbine	12" O.C.
AAD	#1 cont.		Astilbe arendsii 'Deutschland'	Deutschland False Spirea	18" O.C.
ARD	#1 cont.		Aruncus dioicus	Sylvan Goats Beard	36" O.C.
AST	#1 cont.		Aster oblongifolius October Skies	October Skies Aromatic Aster	24" O.C.
ACV	#1 cont.		Astilbe chinensis Visions	Visions Astilbe	18" O.C.
BAP	#1 cont.		Baptisia australis	Blue Wild Indigo	36" O.C.
BMJ	#1 cont.		Brunnera macrophylla 'Jack Frost'	Jack Frost Siberian Bugloss	18" O.C.
CVM	#1 cont.		Coreopsis verticillata 'Moonbeam'	Moonbeam Coreopsis	18" O.C.
DIC	#1 cont.		Dicentra 'Pink Diamonds'	Pink Diamonds Bleeding Heart	15" O.C.
DSF	#1 cont.		Dianthus 'Spiked Punch'	Fruit Punch Spiked Punch Dianthus	15" O.C.
ECB	#1 cont.		Echinacea x. 'Balsomoblanc'	Sombrero Blanco Coneflower	18" O.C.
ECP	#1 cont.		Echinacea purpurea 'Magnus'	Magnus Purple Coneflower	24" O.C.
EFC	4" pot		Euyonumus fortunei 'Coloratus'	Purpleleaf Wintercreeper	12" O.C.
GAO	4" pot		Galium odoratum	Sweet Woodruff	12" O.C.
GEM	#1 cont.		Geranium sanguineum 'Max frei'	Max Frei Bloody Cranesbill	18" O.C.
HEC	#1 cont.		Hemerocallis x. 'Chicago Apache'	Chicago Apache Daylily	24" O.C.
HEM	#1 cont.		Hemerocallis x 'Stella de oro'	Stella de Oro Daylily	18" O.C.
HEU	#1 cont.		Heuchera villosa 'Lime Marmalade'	Lime Marmalade Coral Bells	15" O.C.
HFF	#1 cont.		Hosta fortunei 'Francee'	Francee Plantain Lily	36" O.C.
HFG	#1 cont.		Hosta fortunei 'Gold Standard'	Gold Standard Plantain Lily	36" O.C.
LAV	#1 cont.		Lavandula x intermedia 'Niko'	Phenomenal Lavender	30" O.C.,
LEU	#1 cont.		Leucanthemum superbum 'becky'	Becky Shasta Daisy	24" O.C.
LIB	#1 cont.		Ligularia 'Bottle Rocket'	Bottle Rocket Ligularia	24" O.C.
MON	#1 cont.		Monarda hybrid 'Leading Lady Amethyst'	Leading Lady Amethyst Beebalm	18" O.C.
NFW	#1 cont.		Nepeta fasseni 'Walker's low'	Walkers Low Catmint	24" O.C.
POL	#1 cont.		Polemonium 'Heaven Scent'	Jacob's Ladder	12" O.C.
PPD	#1 cont.		Phlox paniculata 'Blue Paradise'	Blue Paradise Garden Phlox	24" O.C.
PUL	#1 cont.		Pulmonaria 'Trevi Fountain'	Trevi Fountain Lungwort	12" O.C.
RUD	#1 cont.		Rudbeckia fulgida 'Little Goldstar'	Little Goldstar Black-Eyed Susan	18" O.C.
SAG	#1 cont.		Perovskia atriplicifolia 'Denim n Lace'	Denim n Lace Russian Sage	24" O.C.
SAL	#1 cont.		Salvia nemerosa 'May Night'	May Night Sage	18" O.C.
SED	#1 cont.		Sedum x 'Autumn joy'	Autumn Joy Sedum	18" O.C.
VES	#1 cont.		Veronica spicata 'Red Fox'	Red Fox Spike Speedwell	18" O.C.
SOD	sq. yd.		Sodded Lawn		
SEED	sq. yd.		Seeded Lawn		

APPLY NORTH AMERICAN GREEN S75 EROSION CONTROL BLANKET OR EQUAL, STAKED EVERY SQ. YD. IN ALL AREAS TO BE SEEDED.

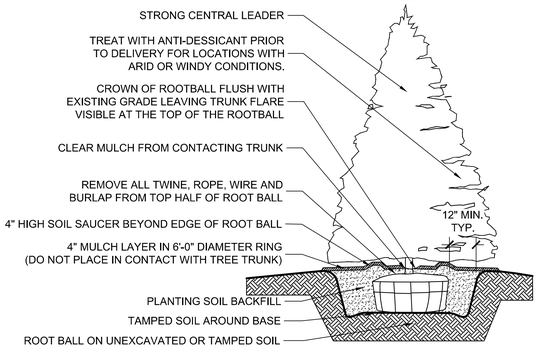
SEEDED LAWN TO BE LESCO SHADE AND SUN PARKLAND GRASS SEED OR EQUAL AT 10 LBS. PER 1,000 SQ FT



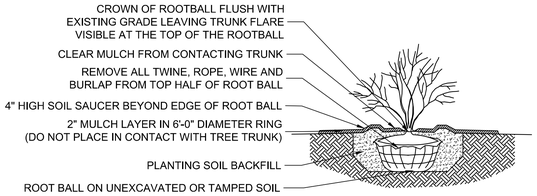
1 SHADE TREE PLANTING DETAIL — NOT TO SCALE



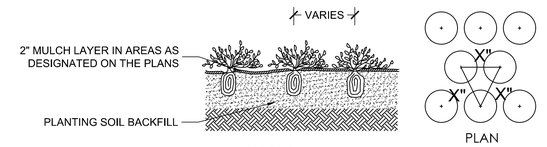
2 ORNAMENTAL TREE PLANTING DETAIL — NOT TO SCALE



3 EVERGREEN TREE PLANTING DETAIL — NOT TO SCALE



4 SHRUB PLANTING DETAIL — NOT TO SCALE



5 PERENNIAL / ANNUAL PLANTING DETAIL — NOT TO SCALE

LG Landscape Architecture Master Planning Site Planning
Workshop LLC
1955 N. Wilmot Ave
Chicago, IL 60647
ph. 773.697.4388
www.LGWLA.com

SEAL

LICENSED LANDSCAPE ARCHITECT — LARRY C. GLASSCOCK JR. — 157-000999 — STATE OF ILLINOIS

EXPIRES 08/2027

ARCON
architects
construction managers
roof & masonry consultants
landscape designers
interior designers
2050 south finley road, suite 40
lombard. illinois 60148
p: 630.495.1900
www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

50% DD SET - PROGRESS DRAWING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105

Issue Date: June 18, 2026

Drawn by: LCG

Sheet Title: LANDSCAPE DETAILS / NOTES

Sketch Number:

Sheet Number: L3.1

11. Site Lighting

- Site Plan - Lighting (See Sheet ES2.1)
- Site Plan - Lighting Photometrics (See Sheet ES2.2)
- Proposed Light Fixture Data Sheets

FILE: F:\853-A-1\CS3\853A1 WALDEN ES2.1 NEW SITE PLANLDWG SAVED BY: DBOYER DATE: 6/18/2026 TIME: 11:20 AM
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.

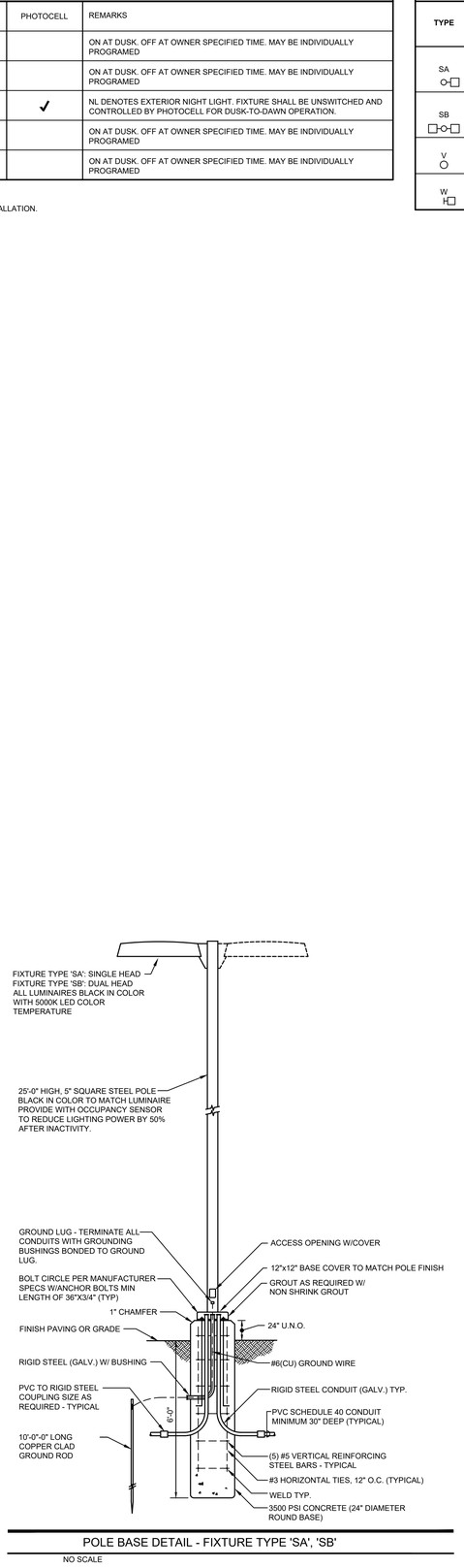
LIGHTING CONTROLS SCHEDULE:

AREA SERVED	TIME-CLOCK	DIMMING	PHOTOCELL	REMARKS
PARKING LOT POLE LIGHTS	✓			ON AT DUSK. OFF AT OWNER SPECIFIED TIME. MAY BE INDIVIDUALLY PROGRAMED
DRIVEWAY POLE LIGHTS	✓			ON AT DUSK. OFF AT OWNER SPECIFIED TIME. MAY BE INDIVIDUALLY PROGRAMED
EXTERIOR NL LIGHTS			✓	NL DENOTES EXTERIOR NIGHT LIGHT. FIXTURE SHALL BE UNSWITCHED AND CONTROLLED BY PHOTOCELL FOR DUSK-TO-DAWN OPERATION.
EXTERIOR BUILDING MOUNTED LIGHTS	✓	✓		ON AT DUSK. OFF AT OWNER SPECIFIED TIME. MAY BE INDIVIDUALLY PROGRAMED
CANOPY LIGHTS	✓	✓		ON AT DUSK. OFF AT OWNER SPECIFIED TIME. MAY BE INDIVIDUALLY PROGRAMED

NOTES:
1. ALL EXTERIOR LIGHTS TO BE nLIGHT AIR INDIVIDUALLY CONTROLLED.
2. FINAL TIME CLOCK PROGRAM TO BE COORDINATED WITH OWNER AFTER INSTALLATION.

LIGHTING FIXTURE SCHEDULE

TYPE	DESCRIPTION	MOUNTING	LAMPS	VOLTAGE	MANUFACTURER & CATALOG NUMBER	HEIGHT	REMARKS
SA	SINGLE HEAD, LED, SITE LIGHTING LUMINAIRE POLE MOUNTED ON 25'-0" SQUARE STEEL POLE, BLACK IN COLOR	25'-0" POLE	19,000 LUMENS LED 165W 5000K COLOR TEMP.	UNV	LITHONIA DSX1 LED P6 50K XXX MVOLT SPA DDBXD / SSS 25' 4G DM29AS DDBXD	27'-0"	nLIGHT AIR CONTROL
SB	DUAL HEAD, LED, SITE LIGHTING LUMINAIRE POLE MOUNTED ON 25'-0" SQUARE STEEL POLE, BLACK IN COLOR	25'-0" POLE	21,000 LUMENS LED 165W 5000K COLOR TEMP.	UNV	LITHONIA DSX1 LED P6 50K XXX MVOLT SPA DDBXD / SSS 25' 4G DM29AS DDBXD	27'-0"	nLIGHT AIR CONTROL
V	EXTERIOR SOFFIT DOWN LIGHT	RECESSED	2200 LUMENS LED 4000K	MVOLT	LUMINAIRE LED VRDL6 2000LM 40K MVOLT	10'-0"	nLIGHT AIR CONTROL
W	EXTERIOR WALL MOUNTED DOWN LIGHT	SURFACE WALL	1200 LUMENS LED 4000K	MVOLT	LITHONIA WDGE1 LED P1 40K 80CRI VF MVOLT	12'-0" 18'-0" AS INDICATED	nLIGHT AIR CONTROL



POLE BASE DETAIL - FIXTURE TYPE 'SA', 'SB'

NO SCALE

N

1 **SITE PLAN - LIGHTING**

1" = 30'-0"

DRAWING NOTES:

1. ---

ARCON
architects
construction managers
roof & masonry consultants
landscape architects

2050 south finley road. suite 40
lombard, illinois 60148
p: 630.495.1900

www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN ELEMENTARY SCHOOL
630 ESSEX CT.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

Mechanical/Electrical:
CS2 Design Group, LLC
837 Oakton Street
Elk Grove Village, IL 60007
p: 847.981.1880

100% DD SET - PROGRESS DRAWING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105

Issue Date: June 17, 2026

Drawn by: cs2

Sheet Title: SITE PLAN - LIGHTING

Sketch Number:

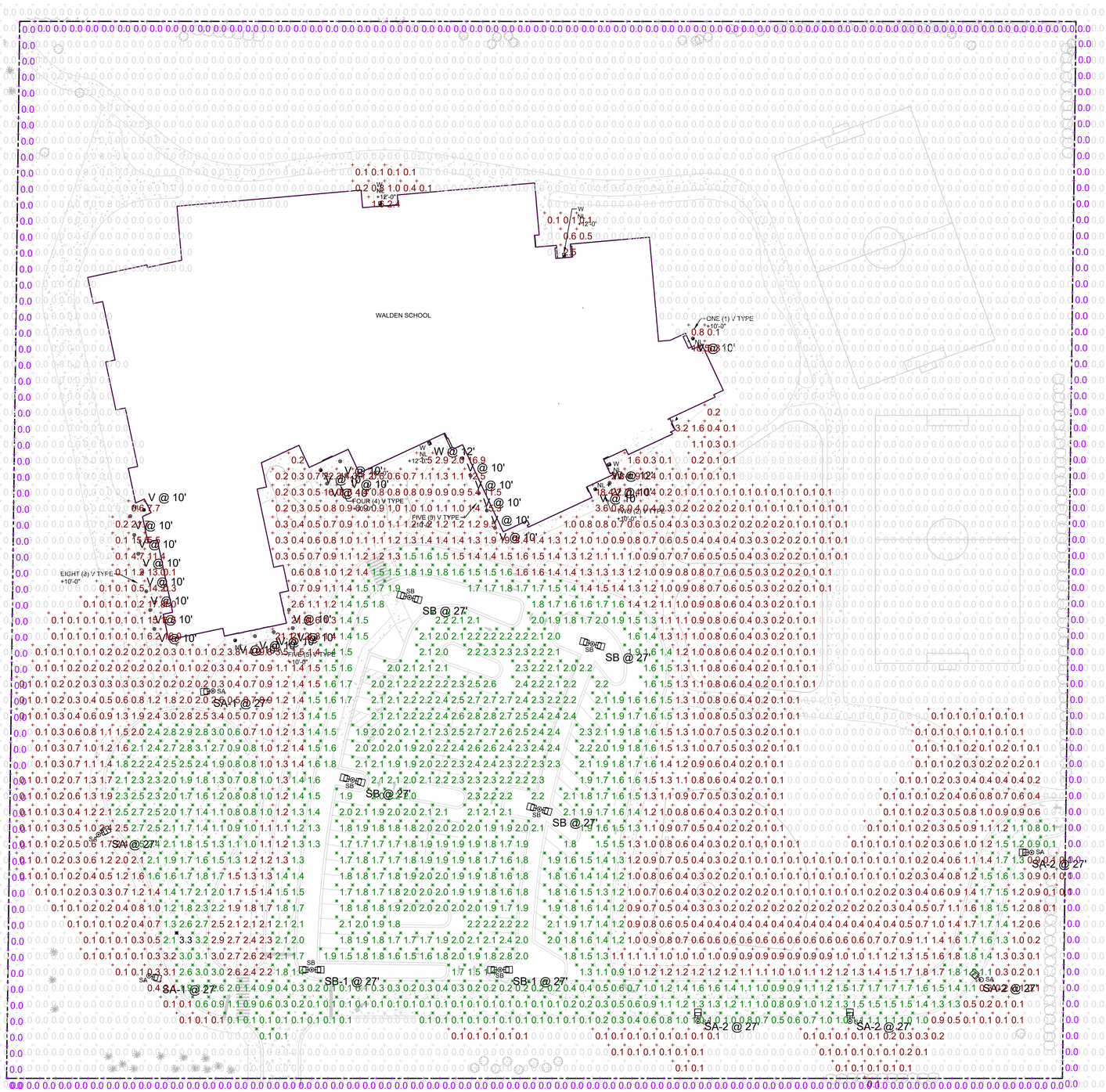
Sheet Number:

ES2.1

FILE: F:\853-A-1\E\853A1 WALDEN ES2.2 NEW SITE PLAN - PHOTOMETRICS.DWG SAVED BY: DBOYER DATE: 6/18/2026 TIME: 4:05 PM
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.

DRAWING NOTES:

1. ---



N

1 **SITE PLAN - LIGHTING PHOTOMETRICS**

1" = 30'-0"

ARCON

architects
construction managers
roof & masonry consultants
landscape architects

2050 south finley road. suite 40
lombard, illinois 60148
p: 630.495.1900

www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN ELEMENTARY SCHOOL
630 ESSEX CT.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

Mechanical/Electrical:
CS2 Design Group, LLC
837 Oakton Street
Elk Grove Village, IL 60007
p: 847.981.1880

100% DD SET - PROGRESS DRAWING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number:
25105

Issue Date:
June 17, 2026

Drawn by:
cs2

Sheet Title:
SITE PLAN - LIGHTING PHOTOMETRICS

Sketch Number:

Sheet Number:

ES2.2

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.

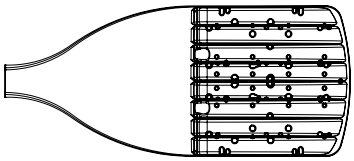
Introduction

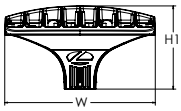
The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Specifications

EPA:	0.69 ft² (0.06 m²)
Length:	32.71" (83.1 cm)
Width:	14.26" (36.2 cm)
Height H1:	7.88" (20.0 cm)
Height H2:	2.73" (6.9 cm)
Weight:	34 lbs (15.4 kg)





Design Select options indicated by this color background.

design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details

Ordering Information

EXAMPLE: DSX1 LED P7 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED

Series	LEDs	Color temperature[2]	Color Rendering Index[2]	Distribution		Voltage	Mounting
DSX1 LED	**Forward optics** P1 P6 P2 P7 P3 P8 P4 P9 P5 **Rotated optics** P10[1] P12[1] P11[1] P13[1]	(this section 70CRI only) 30K 3000K 40K 4000K 50K 5000K 27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	70CRI 70CRI 70CRI 80CRI 80CRI 80CRI 80CRI 80CRI	AFR Automotive front row T1S Type I short T2M Type II medium T3M Type III medium T3LG Type III low glare[3] T4M Type IV medium T4LG Type IV low glare[3] TFTM Forward throw medium	T5M Type V medium T5LG Type V low glare T5W Type V wide BLC3 Type III backlight control[3] BLC4 Type IV backlight control[3] LCCO Left corner cutoff[3] RCCO Right corner cutoff[3]	MVOLT (120V-277V)[4] HVOLT (347V-480V)[5,6] XVOLT (277V - 480V)[7,8] 120[16,26] 208[16,26] 240[16,26] 277[16,26] 347[16,26] 480[16,26]	**Shipped included** SPA Square pole mounting (#8 drilling) RPA Round pole mounting (#8 drilling) SPA5 Square pole mounting #5 drilling[9] RPA5 Round pole mounting #5 drilling[9] SPA8N Square narrow pole mounting #8 drilling WBA Wall bracket[10] MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)

Control options

Shipped installed

NLTAIR2 PIRHN	nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc.[11,12,20,21]
PIR	High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc[13,20,21]
PER	NEMA twist-lock receptacle only (controls ordered separate)[14]
PER5	Five-pin receptacle only (controls ordered separate)[14,21]
PER7	Seven-pin receptacle only (controls ordered separate)[14,21]
FAO	Field adjustable output[15,21]
BL30	Bi-level switched dimming, 30%[16,21]
BL50	Bi-level switched dimming, 50%[16,21]
DMG	0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)[17]
DS	Dual switching[18,19,21]

Other options

Shipped installed

SPD20KV	20KV surge protection
HS	Houseside shield (black finish standard)[22]
L90	Left rotated optics[1]
R90	Right rotated optics[1]
CCE	Coastal Construction[23]
HA	50°C ambient operation[24]
BAA	Buy America(n) Act and/or Build America Buy America Qualified
SF	Single fuse (120, 277, 347V)[26]
DF	Double fuse (208, 240, 480V)[26]

Shipped separately

EGSR	External Glare Shield (reversible, field install required, matches housing finish)
BSDB	Bird Spikes (field install required)

Finish *(required)*

DDBXD	Dark Bronze
DBLXD	Black
DNAXD	Natural Aluminum
DWHXD	White
DDBTXD	Textured dark bronze
DBLBXD	Textured black
DNATXD	Textured natural aluminum
DWHGXD	Textured white

© 2011-2025 Acuity Brands Lighting, Inc. All rights reserved.

Ordering Information

Accessories

Ordered and shipped separately.

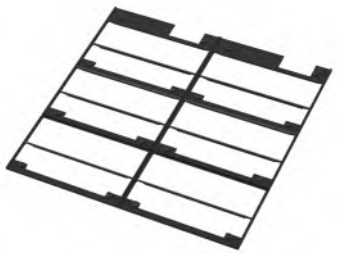
DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) [25]
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) [25]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) [25]
DSHORT SBK	Shorting cap [25]
DSX1HS P#	House-side shield (enter package number 1-13 in place of #)
DSXRPA (FINISH)	Round pole adapter (#8 drilling, specify finish)
DSXSPA5 (FINISH)	Square pole adapter #5 drilling (specify finish)
DSXRPA5 (FINISH)	Round pole adapter #5 drilling (specify finish)
DSX1EGSR (FINISH)	External glare shield (specify finish)
DSX1BSDB (FINISH)	Bird spike deterrent bracket (specify finish)

NOTES

1 Rotated optics available with packages P10, P11, P12 and P13. Must be combined with option L90 or R90.
2 30K, 40K, and 50K available in 70CRI and 80CRI. 27K and 35K only available with 80CRI. Contact Technical Support for other possible combinations.
3 T3LG, T4LG, BLC3, BLC4, LCCO, RCCO not available with option HS.
4 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
5 HVOLT driver operates on any line voltage from 347-480V (50/60 Hz).
6 HVOLT not available with package P1 and P10 when combined with option NLTAIR2 PIRHN or option PIR.
7 XVOLT operates with any voltage between 277V and 480V (50/60 Hz).
8 XVOLT not available in packages P1 or P10. XVOLT not available with P1 ,P2, P5, P7, P9, P10, P11 and P13 when combined with option NLTAIR2 PIRHN or PIR. XVOLT not available with fusing (SF or DF).
9 SPA5 and RPA5 for use with #5 drilling only (Not for use with #8 drilling).
10 WBA cannot be combined with Type 5 distributions plus photocell (PER).
11 NLTAIR2 and PIRHN must be ordered together. For more information on nLight AIR2 visit this link
12 NLTAIR2 PIRHN not available with other controls including PIR, PER, PER5, PER7, FAO, BL30, BL50, DMG and DS. NLTAIR2 PIRHN not available with P1 and P10 using HVOLT.
13 PIR not available with NLTAIR2 PIRHN, PER, PER5, PER7, FAO BL30, BL50, DMG and DS.
14 PER/PER5/PER7 not available with NLTAIR2 PIRHN, PIR, BL30, BL50, FAO, DMG and DS. Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
15 FAO not available with other dimming control options NLTAIR2 PIRHN, PIR, PER5, PER7, BL30, BL50, DMG and DS.
16 BL30 and BL50 are not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, FAO, DMG and DS. BL30 or BL50 must specify 120 or 277V.
17 DMG not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, BL30, BL50, FAO and DS.
18 DS not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, BL30, BL50, FAO and DMG.
19 DS requires (2) separately switched circuits. DS provides 50/50 fixture operation via (2) different sets of leads using (2) drivers. DS only available with packages P8, P9, P10, P11, P12 and P13.
20 Reference Motion Sensor Default Settings table on page 4 to see functionality.
21 Reference Controls Options table on page 4.
22 HS not available with T3LG, T4LG, BLC3, BLC4, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
23 CCE option not available with option BS and EGSR. Contact Technical Support for availability.
24 Option HA not available with performance packages P4, P5, P7, P8, P9 and P13.
25 Requires luminaire to be specified with PER, PER5 or PER7 option. See Controls Table on page 4.
26 Single fuse (SF) requires 120V, 277V, or 347V. Double fuse (DF) requires 208V, 240V or 480V. XVOLT not available with fusing (SF or DF).

Shield Accessories

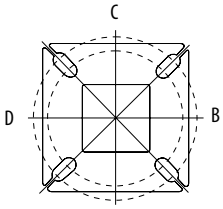
External Glare Shield (EGSR)

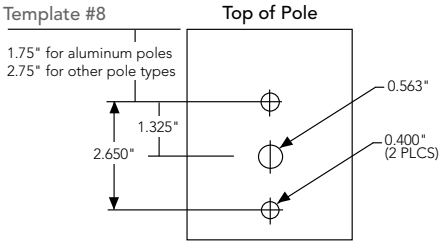


House Side Shield (HS)

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
		Minimum Acceptable Outside Pole Dimension					
SPA	#8	3.5"	3.5"	3.5"	3.5"		3.5"
RPA	#8	3"	3"	3"	3"	3"	3"
SPA5	#5	3"	3"	3"	3"		3"
RPA5	#5	3"	3"	3"	3"	3"	3"
SPA8N	#8	3"	3"	3"	3"		3"

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 with SPA	0.69	1.38	1.23	1.54	---	1.58
DSX1 with SPA5, SPA8N	0.70	1.40	1.30	1.66	---	1.68
DSX1 with RPA, RPA5	0.70	1.40	1.30	1.66	1.60	1.68
DSX1 with MA	0.83	1.66	1.50	2.09	2.09	2.09

© 2011-2025 Acuity Brands Lighting, Inc. All rights reserved.

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's homepage.

Isofootcandle plots for the DSX1 LED P9 40K 70CRI. Distances are in units of mounting height (25').

© 2011-2025 Acuity Brands Lighting, Inc. All rights reserved.

Performance Data

Lumen Ambient Temperature (LAT) Multipliers

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

Ambient		Lumen Multiplier
0°C	32°F	1.04
5°C	41°F	1.04
10°C	50°F	1.03
15°C	50°F	1.02
20°C	68°F	1.01
25°C	**77°C**	**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	0.95
50,000	0.90
100,000	0.81

FAO Dimming Settings

FAO Position	% Wattage	% Lumen Output
8	100%	100%
7	93%	95%
6	80%	85%
5	66%	73%
4	54%	61%
3	41%	49%
2	29%	36%
1	15%	20%

*Note: Calculated values are based on original performance package data. When calculating new values for given FAO position, use maximum published values by package listed on specification sheet (input watts and lumens by optic type).

Electrical Load

					Current (A)					
	Performance Package	LED Count	Drive Current (mA)	Wattage	120V	208V	240V	277V	347V	480V
Forward Optics (Non-Rotated)	P1	30	530	51	0.42	0.24	0.21	0.18	0.15	0.11
	P2	30	700	68	0.56	0.33	0.28	0.24	0.20	0.14
	P3	30	1050	104	0.85	0.49	0.43	0.37	0.29	0.21
	P4	30	1250	125	1.03	0.60	0.52	0.45	0.36	0.26
	P5	30	1400	142	1.15	0.66	0.58	0.50	0.40	0.29
	P6	40	1250	167	1.38	0.79	0.69	0.60	0.48	0.34
	P7	40	1400	188	1.54	0.89	0.77	0.67	0.53	0.38
	P8	60	1100	216	1.80	1.04	0.90	0.78	0.62	0.45
	P9	60	1400	279	2.31	1.33	1.15	1.00	0.80	0.58
Rotated Optics (Requires L90 or R90)	P10	60	530	101	0.84	0.49	0.42	0.37	0.29	0.21
	P11	60	700	135	1.12	0.65	0.56	0.49	0.39	0.28
	P12	60	1050	206	1.72	0.99	0.86	0.74	0.59	0.43
	P13	60	1400	279	2.30	1.33	1.15	1.00	0.79	0.57

LED Color Temperature / Color Rendering Multipliers

	70 CRI		80CRI		90CRI	
	Lumen Multiplier	Availability	Lumen Multiplier	Availability	Lumen Multiplier	Availability
5000K	102%	Standard	92%	Extended lead-time	71%	(see note)
4000K	100%	Standard	92%	Extended lead-time	67%	(see note)
3500K	100%	(see note)	90%	Extended lead-time	63%	(see note)
3000K	96%	Standard	87%	Extended lead-time	61%	(see note)
2700K	94%	(see note)	85%	Extended lead-time	57%	(see note)

Note: Some LED types are available as per special request. Contact Technical Support for more information.

Motion Sensor Default Settings

Option	Unoccupied Dimmed Level	High Level (when occupied)	Phototcell Operation	Dwell Time	Ramp-up Time	Dimming Fade Rate
PIR	30%	100%	Enabled @ 2FC	7.5 min	3 sec	5 min
NLTAIR2 PIRHN	30%	100%	Enabled @ 2FC	7.5 min	3 sec	5 min

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 (not available on DSX0)	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 receptacle	Compatible with standard twist-lock photocells for dusk to dawn operation, or advanced control nodes that provide 0-10V dimming signals.	Twist-lock photocells such as DLL Elite or advanced control nodes such as ROAM.	Pins 4 & 5 to dimming leads on driver, Pins 6 & 7 are capped inside luminaire. Cannot be used with other controls options that need the 0-10V leads.
PIR	Motion sensor with integral photocell. Sensor suitable for 8' to 40' mounting height.	Luminaires dim when no occupancy is detected.	Acuity Controls rSBG	Cannot be used with other controls options that need the 0-10V leads.
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 rSBG	nLight AIR sensors can be programmed and commissioned from the ground using the CIAIRity Pro app. Cannot be used with other controls options that need the 0-10V leads.
BL30 or BL50	Integrated bi-level device that allows a second control circuit to switch all light engines to either 30% or 50% light output	BLC device provides input to 0-10V dimming leads on all drivers providing either 100% or dimmed (30% or 50%) control by a secondary circuit	BLC UVOLT1	BLC device is powered off the 0-10V dimming leads, thus can be used with any input voltage from 120 to 480V

© 2011-2025 Acuity Brands Lighting, Inc. All rights reserved.

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 configurations shown within the tolerances described within LM-79.
Contact factory for performance data on any configurations not shown here.

Forward Optics

Performance Package	System Watts	LED Count	Drive Current (mA)	Distribution Type	30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P1	51W	30	530	T1S	7,776	1	0	2	153	8,104	1	0	2	159	8,262	1	0	2	162
				T2M	7,203	1	0	3	142	7,507	2	0	3	147	7,653	2	0	3	150
				T3M	7,287	1	0	3	143	7,594	1	0	3	149	7,742	1	0	3	152
				T3LG	6,509	1	0	1	128	6,783	1	0	1	133	6,916	1	0	1	136
				T4M	7,395	1	0	3	145	7,707	1	0	3	151	7,857	1	0	3	154
				T4LG	6,726	1	0	1	132	7,010	1	0	1	138	7,146	1	0	1	140
				TFTM	7,446	1	0	3	146	7,760	1	0	3	152	7,912	1	0	3	155
				T5M	7,609	3	0	2	149	7,930	3	0	2	156	8,084	3	0	2	159
				T5W	7,732	3	0	2	152	8,058	4	0	2	158	8,215	4	0	2	161
				T5LG	7,631	3	0	1	150	7,953	3	0	1	156	8,108	3	0	1	159
				BLC3	5,300	0	0	2	104	5,524	0	0	2	109	5,631	0	0	2	111
				BLC4	5,474	0	0	3	108	5,705	0	0	3	112	5,816	0	0	3	114
				RCCO	5,348	0	0	2	105	5,573	0	0	2	109	5,682	0	0	2	112
				LCCO	5,348	0	0	2	105	5,573	0	0	2	109	5,682	0	0	2	112
				AFR	7,776	1	0	2	153	8,104	1	0	2	159	8,262	1	0	2	162
P2	68W	30	700	T1S	9,997	1	0	2	147	10,418	1	0	2	154	10,621	1	0	2	157
				T2M	9,260	2	0	3	137	9,651	2	0	3	142	9,839	2	0	3	145
				T3M	9,368	2	0	3	138	9,763	2	0	3	144	9,953	2	0	3	147
				T3LG	8,368	1	0	2	123	8,721	1	0	2	129	8,891	1	0	2	131
				T4M	9,507	2	0	3	140	9,909	2	0	3	146	10,102	2	0	3	149
				T4LG	8,647	1	0	2	128	9,012	1	0	2	133	9,187	1	0	2	136
				TFTM	9,573	2	0	3	141	9,977	2	0	3	147	10,172	2	0	3	150
				T5M	9,782	4	0	2	144	10,195	4	0	2	150	10,393	4	0	2	153
				T5W	9,940	4	0	2	147	10,360	4	0	2	153	10,562	4	0	2	156
				T5LG	9,810	3	0	1	145	10,224	3	0	1	151	10,423	3	0	1	154
				BLC3	6,814	0	0	2	101	7,101	0	0	2	105	7,240	0	0	2	107
				BLC4	7,038	0	0	3	104	7,334	0	0	3	108	7,477	0	0	3	110
				RCCO	6,875	1	0	2	101	7,165	1	0	2	106	7,305	1	0	2	108
				LCCO	6,875	1	0	2	101	7,165	1	0	2	106	7,305	1	0	2	108
				AFR	9,997	1	0	2	147	10,418	1	0	2	154	10,621	1	0	2	157
P3	102W	30	1050	T1S	14,093	2	0	2	138	14,687	2	0	2	144	14,973	2	0	2	147
				T2M	13,055	2	0	3	128	13,605	2	0	3	133	13,871	2	0	3	136
				T3M	13,206	2	0	4	129	13,763	2	0	4	135	14,031	2	0	4	137
				T3LG	11,797	2	0	2	115	12,294	2	0	2	120	12,534	2	0	2	123
				T4M	13,403	2	0	4	131	13,968	2	0	4	137	14,241	2	0	4	139
				T4LG	12,190	2	0	2	119	12,704	2	0	2	124	12,952	2	0	2	127
				TFTM	13,496	2	0	4	132	14,065	2	0	4	138	14,339	2	0	4	140
				T5M	13,790	4	0	2	135	14,371	4	0	2	141	14,652	4	0	2	143
				T5W	14,013	4	0	3	137	14,605	4	0	3	143	14,889	4	0	3	146
				T5LG	13,830	3	0	2	135	14,413	3	0	2	141	14,694	3	0	2	144
				BLC3	9,606	0	0	2	94	10,011	0	0	2	98	10,206	0	0	2	100
				BLC4	9,921	0	0	3	97	10,340	0	0	3	101	10,541	0	0	3	103
				RCCO	9,692	1	0	2	95	10,101	1	0	2	99	10,298	1	0	2	101
				LCCO	9,692	1	0	2	95	10,101	1	0	2	99	10,298	1	0	2	101
				AFR	14,093	2	0	2	138	14,687	2	0	2	144	14,973	2	0	2	147

© 2011-2025 Acuity Brands Lighting, Inc. All rights reserved.

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 configurations shown within the tolerances described within LM-79.
Contact factory for performance data on any configurations not shown here.

Forward Optics

Performance Package	System Watts	LED Count	Drive Current (mA)	Distribution Type	30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P4	124W	30	1250	T1S	16,416	2	0	3	132	17,109	2	0	3	138	17,442	2	0	3	141
				T2M	15,207	3	0	4	123	15,849	3	0	4	128	16,158	3	0	4	130
				T3M	15,383	2	0	4	124	16,032	2	0	4	129	16,345	2	0	4	132
				T3LG	13,742	2	0	2	111	14,321	2	0	2	116	14,600	2	0	2	118
				T4M	15,613	2	0	4	126	16,272	2	0	4	131	16,589	2	0	4	134
				T4LG	14,200	2	0	2	115	14,799	2	0	2	119	15,087	2	0	2	122
				TFTM	15,721	2	0	4	127	16,384	2	0	4	132	16,703	2	0	4	135
				T5M	16,063	4	0	2	130	16,741	4	0	2	135	17,067	4	0	2	138
				T5W	16,324	5	0	3	132	17,013	5	0	3	137	17,344	5	0	3	140
				T5LG	16,110	3	0	2	130	16,790	4	0	2	135	17,117	4	0	2	138
				BLC3	11,190	0	0	3	90	11,662	0	0	3	94	11,889	0	0	3	96
				BLC4	11,557	0	0	3	93	12,044	0	0	3	97	12,279	0	0	4	99
				RCCO	11,291	1	0	3	91	11,767	1	0	3	95	11,996	1	0	3	97
				LCCO	11,291	1	0	3	91	11,767	1	0	3	95	11,996	1	0	3	97
				AFR	16,416	2	0	3	132	17,109	2	0	3	138	17,442	2	0	3	141
P5	138W	30	1400	T1S	18,052	2	0	3	131	18,814	2	0	3	136	19,180	2	0	3	139
				T2M	16,723	3	0	4	121	17,428	3	0	4	126	17,768	3	0	4	129
				T3M	16,917	3	0	4	122	17,630	3	0	4	128	17,974	3	0	4	130
				T3LG	15,111	2	0	2	109	15,749	2	0	2	114	16,055	2	0	2	116
				T4M	17,169	3	0	5	124	17,893	3	0	5	130	18,242	3	0	5	132
				T4LG	15,615	2	0	2	113	16,274	2	0	2	118	16,591	2	0	2	120
				TFTM	17,288	2	0	4	125	18,017	2	0	5	130	18,368	3	0	5	133
				T5M	17,664	5	0	3	128	18,410	5	0	3	133	18,768	5	0	3	136
				T5W	17,951	5	0	3	130	18,708	5	0	3	135	19,073	5	0	3	138
				T5LG	17,716	4	0	2	128	18,463	4	0	2	134	18,823	4	0	2	136
				BLC3	12,305	0	0	3	89	12,824	0	0	3	93	13,074	0	0	3	95
				BLC4	12,709	0	0	4	92	13,245	0	0	4	96	13,503	0	0	4	98
				RCCO	12,416	1	0	3	90	12,940	1	0	3	94	13,192	1	0	3	95
				LCCO	12,416	1	0	3	90	12,940	1	0	3	94	13,192	1	0	3	95
				AFR	18,052	2	0	3	131	18,814	2	0	3	136	19,180	2	0	3	139
P6	165W	40	1250	T1S	21,031	2	0	3	127	21,918	2	0	3	133	22,345	2	0	3	135
				T2M	19,482	3	0	4	118	20,303	3	0	4	123	20,699	3	0	4	125
				T3M	19,708	3	0	5	119	20,539	3	0	5	124	20,939	3	0	5	127
				T3LG	17,604	2	0	2	107	18,347	2	0	2	111	18,704	2	0	2	113
				T4M	20,001	3	0	5	121	20,845	3	0	5	126	21,251	3	0	5	129
				T4LG	18,191	2	0	2	110	18,959	2	0	2	115	19,328	2	0	2	117
				TFTM	20,140	3	0	5	122	20,989	3	0	5	127	21,398	3	0	5	129
				T5M	20,579	5	0	3	125	21,447	5	0	3	130	21,865	5	0	3	132
				T5W	20,912	5	0	3	127	21,795	5	0	3	132	22,219	5	0	3	134
				T5LG	20,638	4	0	2	125	21,509	4	0	2	130	21,928	4	0	2	133
				BLC3	14,335	0	0	3	87	14,940	0	0	3	90	15,231	0	0	3	92
				BLC4	14,805	0	0	4	90	15,430	0	0	4	93	15,731	0	0	4	95
				RCCO	14,464	1	0	3	88	15,074	1	0	3	91	15,368	1	0	3	93
				LCCO	14,464	1	0	3	88	15,074	1	0	3	91	15,368	1	0	3	93
				AFR	21,031	2	0	3	127	21,918	2	0	3	133	22,345	2	0	3	135

© 2011-2025 Acuity Brands Lighting, Inc. All rights reserved.

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 configurations shown within the tolerances described within LM-79. Contact factory for performance data on any configurations not shown here.

Forward Optics

Performance Package	System Watts	LED Count	Drive Current (mA)	Distribution Type	30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P7	184W	40	1400	T1S	22,741	2	0	3	123	23,700	2	0	3	129	24,162	3	0	3	131
				T2M	21,066	3	0	4	114	21,955	3	0	4	119	22,383	3	0	4	121
				T3M	21,311	3	0	5	116	22,210	3	0	5	120	22,642	3	0	5	123
				T3LG	19,036	2	0	2	103	19,839	2	0	3	108	20,226	2	0	3	110
				T4M	21,628	3	0	5	117	22,541	3	0	5	122	22,980	3	0	5	125
				T4LG	19,671	2	0	2	107	20,501	2	0	3	111	20,900	2	0	3	113
				TFTM	21,778	3	0	5	118	22,697	3	0	5	123	23,139	3	0	5	125
				T5M	22,252	5	0	3	121	23,191	5	0	3	126	23,643	5	0	3	128
				T5W	22,613	5	0	3	123	23,567	5	0	4	128	24,027	5	0	4	130
				T5LG	22,317	4	0	2	121	23,258	4	0	2	126	23,712	4	0	2	129
				BLC3	15,501	0	0	3	84	16,155	0	0	4	88	16,470	0	0	4	89
				BLC4	16,010	0	0	4	87	16,685	0	0	4	90	17,010	0	0	4	92
				RCCO	15,641	1	0	3	85	16,301	1	0	3	89	16,619	1	0	3	90
				LCCO	15,641	1	0	3	85	16,301	1	0	3	89	16,619	1	0	3	90
				AFR	22,741	2	0	3	123	23,700	2	0	3	129	24,162	3	0	3	131
P8	216W	60	1100	T1S	28,701	3	0	3	133	29,912	3	0	4	139	30,495	3	0	4	141
				T2M	26,587	3	0	5	123	27,709	3	0	5	128	28,249	3	0	5	131
				T3M	26,895	3	0	5	125	28,030	3	0	5	130	28,576	3	0	5	132
				T3LG	24,025	3	0	3	111	25,038	3	0	3	116	25,526	3	0	3	118
				T4M	27,296	3	0	5	127	28,448	3	0	5	132	29,002	3	0	5	134
				T4LG	24,826	3	0	3	115	25,873	3	0	3	120	26,378	3	0	3	122
				TFTM	27,485	3	0	5	127	28,645	3	0	5	133	29,203	3	0	5	135
				T5M	28,084	5	0	4	130	29,269	5	0	4	136	29,839	5	0	4	138
				T5W	28,539	5	0	4	132	29,743	5	0	4	138	30,323	5	0	4	141
				T5LG	28,165	4	0	2	131	29,354	4	0	2	136	29,926	4	0	2	139
				BLC3	19,563	0	0	4	91	20,388	0	0	4	94	20,786	0	0	4	96
				BLC4	20,205	0	0	5	94	21,057	0	0	5	98	21,468	0	0	5	99
				RCCO	19,740	1	0	4	91	20,572	1	0	4	95	20,973	1	0	4	97
				LCCO	19,740	1	0	4	91	20,572	1	0	4	95	20,973	1	0	4	97
				AFR	28,701	3	0	3	133	29,912	3	0	4	139	30,495	3	0	4	141
P9	277W	60	1400	T1S	34,819	3	0	4	126	36,288	3	0	4	131	36,996	3	0	4	134
				T2M	32,255	3	0	5	116	33,616	3	0	5	121	34,271	3	0	5	124
				T3M	32,629	3	0	5	118	34,006	3	0	5	123	34,668	3	0	5	125
				T3LG	29,146	3	0	3	105	30,376	3	0	4	110	30,968	3	0	4	112
				T4M	33,116	3	0	5	120	34,513	3	0	5	125	35,185	3	0	5	127
				T4LG	30,119	3	0	3	109	31,389	3	0	4	113	32,001	3	0	4	116
				TFTM	33,345	3	0	5	120	34,751	3	0	5	125	35,429	3	0	5	128
				T5M	34,071	5	0	4	123	35,509	5	0	4	128	36,201	5	0	4	131
				T5W	34,624	5	0	4	125	36,084	5	0	4	130	36,788	5	0	4	133
				T5LG	34,170	5	0	3	123	35,612	5	0	3	129	36,306	5	0	3	131
				BLC3	23,734	0	0	4	86	24,735	0	0	4	89	25,217	0	0	4	91
				BLC4	24,513	0	0	5	88	25,547	0	0	5	92	26,045	0	0	5	94
				RCCO	23,948	1	0	4	86	24,958	1	0	4	90	25,445	1	0	4	92
				LCCO	23,948	1	0	4	86	24,958	1	0	4	90	25,445	1	0	4	92
				AFR	34,819	3	0	4	126	36,288	3	0	4	131	36,996	3	0	4	134

© 2011-2025 Acuity Brands Lighting, Inc. All rights reserved.

Performance Data

Lumen Output

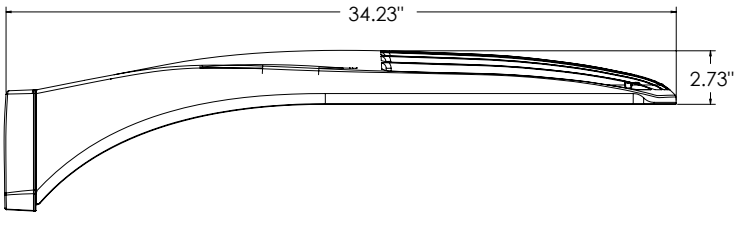
Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of configurations shown within the tolerances described within LM-79.
Contact factory for performance data on any configurations not shown here.

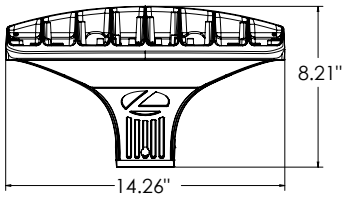
Rotated Optics

Performance Package	System Watts	LED Count	Drive Current (mA)	Distribution Type	30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P10	101W	60	530	T1S	15,164	3	0	3	150	15,803	3	0	3	156	16,112	3	0	3	159
				T2M	14,047	4	0	4	139	14,640	4	0	4	145	14,925	4	0	4	147
				T3M	14,208	4	0	4	140	14,807	4	0	4	146	15,096	4	0	4	149
				T3LG	12,693	3	0	3	125	13,229	3	0	3	131	13,487	3	0	3	133
				T4M	14,420	4	0	4	142	15,028	4	0	4	148	15,321	4	0	4	151
				T4LG	13,115	3	0	3	129	13,668	3	0	3	135	13,934	3	0	3	138
				TFTM	14,522	4	0	4	143	15,134	4	0	4	149	15,429	4	0	4	152
				T5M	14,836	4	0	2	146	15,462	4	0	2	153	15,763	4	0	2	156
				T5W	15,076	4	0	3	149	15,712	5	0	3	155	16,019	5	0	3	158
				T5LG	14,879	3	0	2	147	15,507	3	0	2	153	15,809	3	0	2	156
				BLC3	10,335	3	0	3	102	10,771	4	0	4	106	10,981	4	0	4	108
				BLC4	10,674	4	0	4	105	11,124	4	0	4	110	11,341	4	0	4	112
				RCCO	10,429	1	0	2	103	10,869	1	0	2	107	11,080	1	0	2	109
				LCCO	10,429	1	0	2	103	10,869	1	0	2	107	11,080	1	0	2	109
				AFR	15,164	3	0	3	150	15,803	3	0	3	156	16,112	3	0	3	159
P11	135W	60	700	T1S	19,437	4	0	4	144	20,257	4	0	4	150	20,651	4	0	4	153
				T2M	18,005	4	0	4	133	18,765	4	0	4	139	19,131	4	0	4	142
				T3M	18,211	4	0	4	135	18,980	4	0	4	141	19,350	4	0	4	143
				T3LG	16,270	3	0	3	121	16,957	3	0	3	126	17,287	4	0	4	128
				T4M	18,483	4	0	4	137	19,263	5	0	5	143	19,638	5	0	5	146
				T4LG	16,810	3	0	3	125	17,519	3	0	3	130	17,861	3	0	3	132
				TFTM	18,614	4	0	4	138	19,399	4	0	4	144	19,777	5	0	5	147
				T5M	19,017	5	0	3	141	19,819	5	0	3	147	20,205	5	0	3	150
				T5W	19,325	5	0	3	143	20,140	5	0	3	149	20,533	5	0	3	152
				T5LG	19,072	4	0	2	141	19,876	4	0	2	147	20,264	4	0	2	150
				BLC3	13,247	4	0	4	98	13,806	4	0	4	102	14,075	4	0	4	104
				BLC4	13,682	4	0	4	101	14,259	4	0	4	106	14,537	4	0	4	108
				RCCO	13,367	1	0	3	99	13,931	1	0	3	103	14,203	1	0	3	105
				LCCO	13,367	1	0	3	99	13,931	1	0	3	103	14,203	1	0	3	105
				AFR	19,437	4	0	4	144	20,257	4	0	4	150	20,651	4	0	4	153
P12	206W	60	1050	T1S	27,457	4	0	4	133	28,616	4	0	4	139	29,174	4	0	4	142
				T2M	25,436	5	0	5	124	26,509	5	0	5	129	27,025	5	0	5	131
				T3M	25,727	5	0	5	125	26,812	5	0	5	130	27,335	5	0	5	133
				T3LG	22,984	4	0	4	112	23,954	4	0	4	116	24,421	4	0	4	119
				T4M	26,110	5	0	5	127	27,212	5	0	5	132	27,742	5	0	5	135
				T4LG	23,747	4	0	4	115	24,749	4	0	4	120	25,231	4	0	4	123
				TFTM	26,295	5	0	5	128	27,404	5	0	5	133	27,938	5	0	5	136
				T5M	26,864	5	0	4	130	27,997	5	0	4	136	28,543	5	0	4	139
				T5W	27,299	5	0	4	133	28,451	5	0	4	138	29,006	5	0	4	141
				T5LG	26,942	4	0	2	131	28,078	4	0	2	136	28,626	4	0	2	139
				BLC3	18,714	4	0	4	91	19,504	4	0	4	95	19,884	4	0	4	97
				BLC4	19,327	5	0	5	94	20,143	5	0	5	98	20,535	5	0	5	100
				RCCO	18,883	1	0	4	92	19,680	1	0	4	96	20,064	1	0	4	97
				LCCO	18,883	1	0	4	92	19,680	1	0	4	96	20,064	1	0	4	97
				AFR	27,457	4	0	4	133	28,616	4	0	4	139	29,174	4	0	4	142
P13	276W	60	1400	T1S	34,436	5	0	5	125	35,889	5	0	5	130	36,588	5	0	5	133
				T2M	31,900	5	0	5	116	33,246	5	0	5	121	33,894	5	0	5	123
				T3M	32,265	5	0	5	117	33,626	5	0	5	122	34,282	5	0	5	124
				T3LG	28,826	4	0	4	105	30,042	4	0	4	109	30,628	4	0	4	111
				T4M	32,746	5	0	5	119	34,128	5	0	5	124	34,793	5	0	5	126
				T4LG	29,782	4	0	4	108	31,039	4	0	4	113	31,644	5	0	4	115
				TFTM	32,978	5	0	5	120	34,369	5	0	5	125	35,039	5	0	5	127
				T5M	33,692	5	0	4	122	35,113	5	0	4	127	35,797	5	0	4	130
				T5W	34,238	5	0	4	124	35,682	5	0	4	129	36,378	5	0	4	132
				T5LG	33,789	5	0	3	122	35,215	5	0	3	128	35,901	5	0	3	130
				BLC3	23,471	5	0	5	85	24,461	5	0	5	89	24,937	5	0	5	90
				BLC4	24,240	5	0	5	88	25,262	5	0	5	92	25,755	5	0	5	93
				RCCO	23,683	1	0	4	86	24,682	1	0	4	89	25,163	1	0	4	91
				LCCO	23,683	1	0	4	86	24,682	1	0	4	89	25,163	1	0	4	91
				AFR	34,436	5	0	5	125	35,889	5	0	5	130	36,588	5	0	5	133

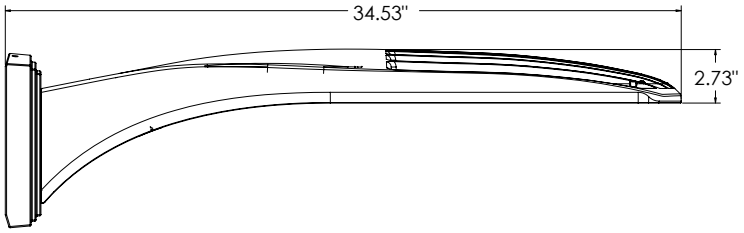
© 2011-2025 Acuity Brands Lighting, Inc. All rights reserved.

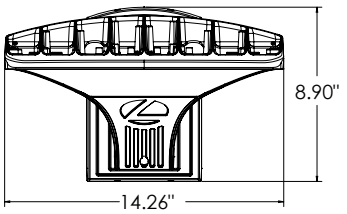
Dimensions



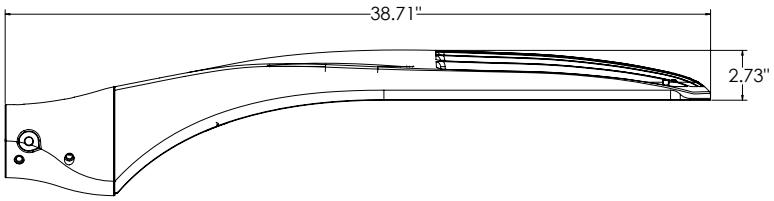


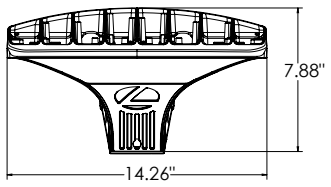
DSX1 with RPA, RPA5, SPA5, SPA8N mount
Weight: 36 lbs





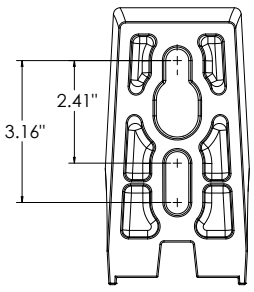
DSX1 with WBA mount
Weight: 38 lbs



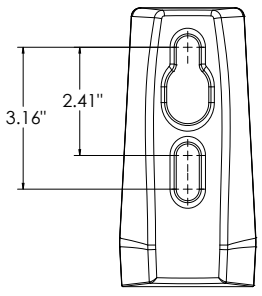


DSX1 with MA mount
Weight: 39 lbs

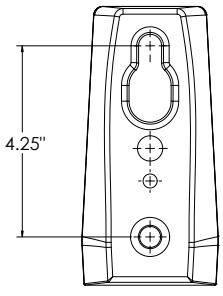
SPA (STANDARD ARM)



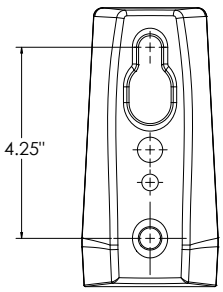
RPA



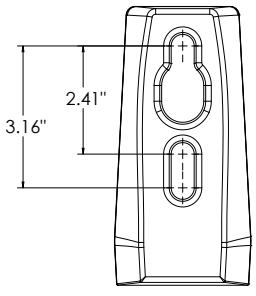
SPA5



RPA5



SPA8N

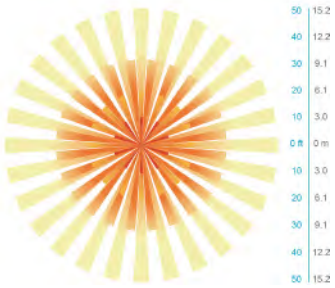


© 2011-2025 Acuity Brands Lighting, Inc. All rights reserved.

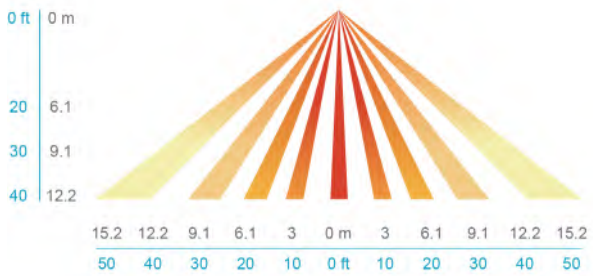
nLight Control - Sensor Coverage and Settings

nLight Sensor Coverage Pattern

NLTAIR2 PIRHN



Top



Side

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 driver compartment is completely sealed against moisture and environmental contaminants (IP66). Vibration rated per ANSI C136.31 for 3G for SPA and MA. 1.5G for mountings RPA, RPA5, SPA5 and SPA8N. Low EPA (0.69 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.

Coastal Construction (CCE)

Optional corrosion resistant construction is engineered with added corrosion protection in materials and/or pre-treatment of base material under super durable paint. Provides additional corrosion protection for applications near coastal areas. Finish is salt spray tested to over 5,000 hours per ASTM B117 with scribe rating of 10. Additional lead-times may apply.

OPTICS

Precision-molded proprietary silicone 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. 80CRI configurations are also available. 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 L81/100,000 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 sensor with on-board photocells feature field-adjustable programing and are suitable for mounting heights up to 40 feet. Control option BL features a bi-level device that allows a second control circuit to switch all light engines to either 30% or 50% light output.

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

Integral mounting arm allows for fast mounting using Lithonia standard #8 drilling and accommodates pole drilling's from 2.41 to 3.12" on center. The standard "SPA" option for square poles and the "RPA" option for round poles use the #8 drilling. For #5 pole drillings, use SPA5 or RPA5. Additional mountings are available including a wall bracket (WBA) and mast arm (MA) option that allows luminaire attachment to a 2 3/8" horizontal mast arm.

LISTINGS

UL listed to meet U.S. and Canadian standards. UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP66 rated. Rated for -40ºC 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 only.

GOVERNMENT PROCUREMENT

BAA – Buy America(n) Act: Product with the BAA option qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product with the BAA option also qualifies as manufactured in the United States under DOT Buy America regulations.
BABA – Build America Buy America: Product with the BAA option also qualifies as produced in the United States under the definitions of the Build America, Buy America Act.
Please refer to www.acuitybrands.com/buy-american for additional information.

WARRANTY

5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. 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.

© 2011-2025 Acuity Brands Lighting, Inc. All rights reserved.

WDGE1 LED

Architectural Wall Sconce

Catalog Number

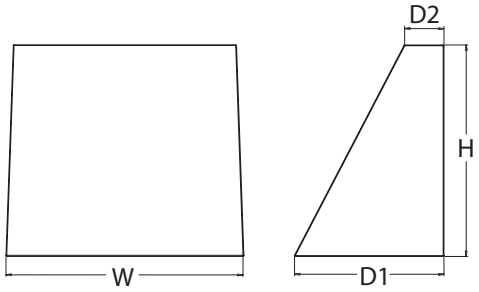
Notes

Type

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

Specifications

Depth (D1): 5.5"
Depth (D2): 1.5"
Height: 8"
Width: 9"
Weight: (without options) 9 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 true site-wide solution.

WDGE1 delivers up to 2,000 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. The compact size of WDGE1, with its integrated emergency battery backup option, makes it an ideal over-the-door wall-mounted lighting solution.

design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details

WDGE LED Family Overview

Luminaire	Optics	Standard EM, 0°C	Cold EM, -20°C	Sensor	Approximate Lumens (4000K, 80CRI)						
					P0	P1	P2	P3	P4	P5	P6
WDGE1 LED	Visual Comfort	4W		--	750	1,200	2,000	--	--	--	--
WDGE2 LED	Visual Comfort	10W	18W	Standalone / nLight	--	1,200	2,000	3,000	4,500	6,000	--
WDGE2 LED	Precision Refractive	10W	18W	Standalone / nLight	700	1,200	2,000	3,200	4,200	--	--
WDGE3 LED	Precision Refractive	15W	18W	Standalone / nLight	6,000	7,500	8,500	10,000	12,000	--	--
WDGE4 LED	Precision Refractive			Standalone / nLight	--	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE1 LED P2 40K 80CRI VF MVOLT SRM PE DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE1 LED	P0 P1 P2	27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K[1] 5000K	80CRI 90CRI	VF Visual comfort forward throw VW Visual comfort wide	MVOLT 347[2]	**Shipped included** SRM Surface mounting bracket ICW Indirect Canopy/Ceiling Washer bracket (dry/damp locations only)[3] **Shipped separately** AWS 3/8inch Architectural wall spacer[4] PBBW Surface-mounted back box (top, left, right conduit entry) Use when there is no junction box available.[4]

Options

E4WH	Emergency battery backup, Certified in CA Title 20 MAEDBS (4W, 0°C min)[5]
PE	Photocell, Button Type[6]
DS	Dual switching (comes with 2 drivers and 2 light engines; see page 3 for details)[7]
DMG	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.
DSLE	Dual Switching (1 Driver, 2 Light Engines)
CCE	Coastal Construction[4]

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

© 2019-2025 Acuity Brands Lighting, Inc. All rights reserved.

Accessories

Ordered and shipped separately.

WDGEAWS DDBXD	WDGE 3/8inch Architectural Wall Spacer (specify finish)
WDGE1PBBW DDBXD U	WDGE1 surface-mounted back box (specify finish)

NOTES

1 50K not available in 90CRI.
2 347V not available with E4WH, DS, DSLE or PE.
3 Not qualified for DLC. Not available with E4WH.
4 For PBBW and AWS with CCE option, require an RFA.
5 E4WH not available with PE or DS.
6 PE not available with DS.
7 DS is not available with P0.

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	27K (2700K, 80 CRI)					30K (3000K, 80 CRI)					35K (3500K, 80 CRI)					40K (4000K, 80 CRI)					50K (5000K, 80 CRI)				
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
P0	7W	VF	693	99	0	0	0	718	103	0	0	0	739	106	0	0	0	759	108	0	0	0	764	109	0	0	0
		VW	694	99	0	0	0	720	103	0	0	0	740	106	0	0	0	760	109	0	0	0	766	109	0	0	0
P1	10W	VF	1,120	112	0	0	0	1,161	116	0	0	0	1,194	119	0	0	0	1,227	123	0	0	0	1,235	123	0	0	0
		VW	1,122	112	0	0	0	1,163	116	0	0	0	1,196	120	0	0	0	1,229	123	0	0	0	1,237	124	0	0	0
P2	15W	VF	1,806	120	1	0	0	1,872	125	1	0	0	1,925	128	1	0	0	1,978	132	1	0	0	1,992	133	1	0	0
		VW	1,809	120	1	0	0	1,876	125	1	0	0	1,929	128	1	0	0	1,982	132	1	0	0	1,996	133	1	0	0

Electrical Load

Performance Package	System Watts	Current (A)				
		120V	208V	240V	277V	347V
P0	7W	0.060	0.035	0.030	0.026	--
	9W	--	--	--	--	0.026
P1	10W	0.082	0.049	0.043	0.038	--
	13W	--	--	--	--	0.046
P2	15W	0.132	0.081	0.072	0.064	--
	18W	--	--	--	--	0.056

Lumen Multiplier for 90CRI

CCT	Multiplier
27K	0.845
30K	0.867
35K	0.845
40K	0.885
50K	0.898

Lumen Output in Emergency Mode (4000K, 80 CRI)

Option	Dist. Type	Lumens
E4WH	VF	646
	VW	647

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	1.03
10°C	50°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.98

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	>0.96	>0.95	>0.91

© 2019-2025 Acuity Brands Lighting, Inc. All rights reserved.

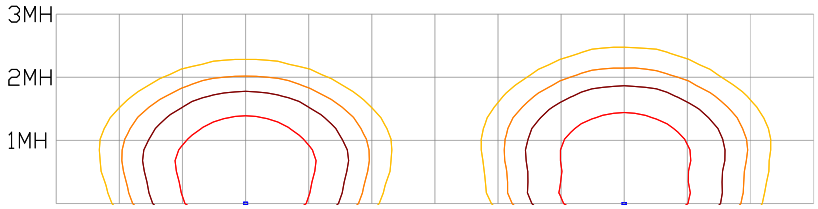
Photometric Diagrams

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
- 3.0 fc

MH = 8ft
Grid = 8ft x 8ft



WDGE1 LED P2 40K 80CRI VW

WDGE1 LED P2 40K 80CRI VF

Emergency Egress Options

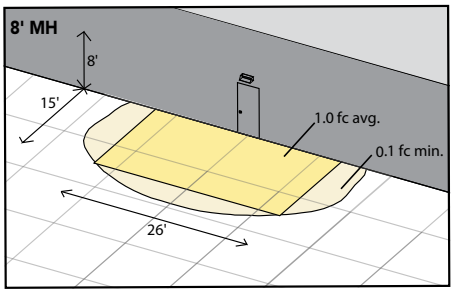
Emergency Battery Backup

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 a 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 example below shows illuminance of 1 fc average and 0.1 fc minimum in emergency mode with E4WH and VF distribution.

Grid = 10ft x 10ft

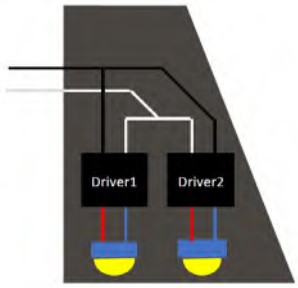


WDGE1 LED xx 40K 80CRI VF MVOLT E4WH

Dual Switching (DS) Option

The dual switching option offers operational redundancy that certain codes require. With this option the luminaire comes integrated with two drivers and two light engines. These work completely independent to each other so that a failure of any individual component does not cause the whole luminaire to go dark.

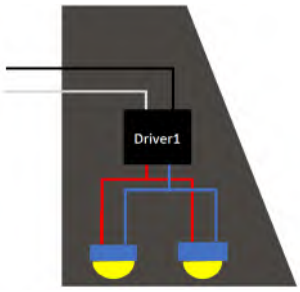
Applicable codes: NFPA 70/NEC – section 700.16, NFPA 101 Life Safety Code Section 7.9



Dual Switching Light Engine (DSLE) Option

The dual switching option offers operational redundancy that certain codes require. With this option the luminaire comes integrated with one driver and two light engines. These work completely independent to each other so that a failure of either light engine does not cause the whole luminaire to go dark.

Applicable codes: NFPA 70/NEC – section 700.16, NFPA 101 Life Safety Code Section 7.9



© 2019-2025 Acuity Brands Lighting, Inc. All rights reserved.

Mounting, Options & Accessories

E4WH – 4W Emergency Battery Backup

D = 5.5"

H = 8"

W = 9"

PBBW – Surface-Mounted Back Box
Use when there is no junction box available.

D = 1.75"

H = 8"

W = 9"

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 integrates secondary heat sinks to optimize thermal transfer from the internal light engine heat sinks 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 IP66 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
Well crafted reflector optics allow the light engine to be recessed within the luminaire, providing visual comfort, superior distribution, uniformity, and spacing in wall-mount applications. 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 L91/100,000 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). Fixture ships standard with 0-10v dimmable driver.

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. Luminaire is IP66 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 2700K and 3000K color temperature only and SRM mounting only.

GOVERNMENT PROCUREMENT
BABA – Build America Buy America: Product qualifies as produced in the United States under the definitions of the Build America, Buy America Act.
Please refer to www.acuitybrands.com/buy-american for additional information.

WARRANTY
5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. 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.

© 2019-2025 Acuity Brands Lighting, Inc. All rights reserved.

VRDL6

Vandal Resistant

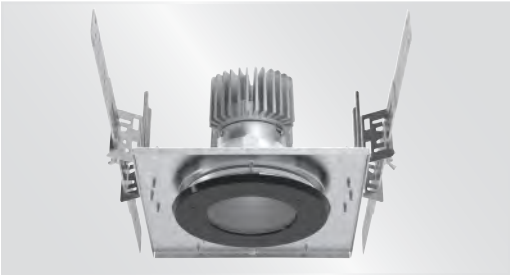
VRDL6 Series STWH

Fixture Type	Date
Job Name	Approved By
Catalog Number	

SPECIFICATIONS

Description	The VRDL recessed downlight features a ligature-resistant construction suitable for behavioral institutions and vandal-prone areas.
Lens	Impact resistant polycarbonate lens with 0.25" nominal thickness. Available with patent pending flangled or flangeless (GB) trim. If IP66 rating is required, no-pick caulk (or vandal resistant equivalent caulk) is recommended. See Installation Instructions for more detail. Lens and trim secured with tamper resistant center pin reject TORX fasteners to prevent intrusion and mitigate ligature.
LED Drivers	Factory tuned constant current electronic dimming driver is standard. Flicker free dimming available down to <1%. Electrical specifications, PF >.9 and THD <20%. Meets FCC Title 47 Class A or Class B. Other available drivers include Lutron and DALI protocol drivers.
LED	Static white in 1800K, 2700K, 3000K, 3500K, 4000K, or 5000K in either 80CRI or 90CRI standard. Optional RED LED. All LED within a 2.5 step MacAdam ellipse.
Controls and System Networking Options	Optional integrated nLight® controls make each fixture addressable - allowing it to digitally communicate with other nLight enabled controls such as dimmers, switches, occupancy sensors, and photocontrols. Connection to nLight is simple. It can be accomplished with remote nLight AIR wireless or through standard Cat-5 cabling. (cabling “by others”) nLight offers unique plug-and-play convenience as devices and luminaires automatically discover each other, while nLight AIR is commissioned easily through an intuitive mobile app.
Listing	CSA certified to meet U.S. and Canadian standards (UL1598 and UL8750) and CAN/CSA C22.2 No. 250.0. Standard is wet location and IP66 @ IK10 from room side. Certified for NSF Splash Zone 2 with AMF and BSS finish. Non-IC rated.
Government Procurement	BAA – Buy American Act: This product is available in a version that qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. BABA – Build America Buy America: This product is available in a version that qualifies as produced in the United States under the definitions of the Build America, Buy America Act, as implemented by 2 C.F.R. Part 184 and other agency implementing regulations, including Department of Transportation regulations. Please refer to www.acuitybrands.com/resources/buy-american for additional information.
Warranty	Lifetime warranty against vandalism. Luminaire LED will repair or replace any fixture damaged due to vandalism for the lifetime of the installation. 10-year warranty on LED boards against operational defects. Tested in accordance with LM-80. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed.
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.

COMPANION LUMINAIRE
VRDL4



© 2023-2026 Acuity Brands Lighting, Inc. All rights reserved.

ORDERING INFORMATION

Example: VRDL6 GB MIN1 ZT 2500LM ND 40K 90CRI MVOLT CPL AMF

Series*		Mounting*		Driver*		Control Input*		Lumens*		Distribution*	
VRDL6	Vandal Resistant 6" Recessed Downlight Luminaire	<BLANK>	If used with Flanged or Grid	MIN1	Constant Current, Dimming to 1%	ZT	0-10V Dimming	<BLANK>	When Selecting RED	ND	Narrow (0.7 s/mh)
		GB [1]	Gypsum Board (Sheetrock)	DARK [2]	Constant Current, Dimming to <1%	DALI	DALI	1000LM	1000 lumens	MD	Medium (1.0 s/mh)
						ECOD [3]	Lutron Ecosystem	1500LM	1500 lumens	WD	Wide (1.2 s/mh)
						NLIGHT [4,5,6,11]	nLight Enabled	2000LM	2000 lumens		
						NLTAIR2 [4,6,11]	nLight Air 2 Wireless Enabled	2500LM	2500 lumens		
								3000LM	3000 lumens		
								3500LM [2]	3500 lumens		
								4000LM [2]	4000 lumens		

CCT*		CRI*		Voltage*		Lens*		Finish*	
18K [7]	1800K	<BLANK>	When Selecting RED	120	120 Volt	CPL	Clear Polycarbonate	AMF	White Antimicrobial Finish
27K	2700K	80CRI	80 CRI	277	277 Volt			BLK	Black
30K	3000K	90CRI	90 CRI	347 [3,6,8]	347 Volt			BSS	Brushed Stainless Steel
35K	3500K			MVOLT	120-277 Volt			BRZ	Bronze
40K	4000K							SIL	Silver
50K	5000K							CUST	Custom Color, Consult Factory
RED [3,12]	Red							RALTBD	RALTBD

RALTBD for pricing only. Replace with applicable RAL call out when ready to order. See the RAL BROCHURE for available options.

Emergency		Territory Compliance	
EMB310T20 [2,4,6,9]	Self contained, 90 minute emergency battery pack. 0°C (32°F) to 55°C (131°F). Meets CA Title 20 standards	CP [4]	Chicago Plenum

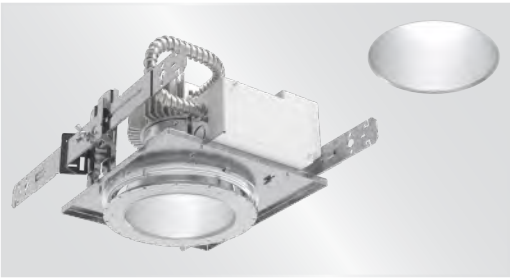
Fusing		EMI Filter		Controls		Mounting Hardware		Visible Hardware [10]	
GLR [2]	Fuse and Fuse Holder	RFI [2,6]	Radio Frequency Interference Filter	GTD [2,6,9]	Integral Generator Transfer Device	<BLANK>	For Ceilings up to 1 1/4" thick	<BLANK>	TORX® Screws to Match Luminaire Finish
						CTA	Ceiling Thickness Adapter		

*Required

Ordering Notes
1. Only available with AMF
2. Not available with 347
3. Not available with DARK
4. Not available with GTD
5. Not available with MVOLT
6. Not available with CP
7. Not available with 80CRI
8. Only available with ZT
9. Not available with RFI and GLR
10. Not available with GB
11. Not available with EMB310T20
12. Not available with ECOD

Accessories: *Order as separate catalog number*	
TXSD	TORX® Screwdriver Bit

GB OPTION - FLANGELESS TRIM



© 2023-2026 Acuity Brands Lighting, Inc. All rights reserved.

PHOTOMETRIC DATA

BASED ON 80CRI 3500K MD CPL

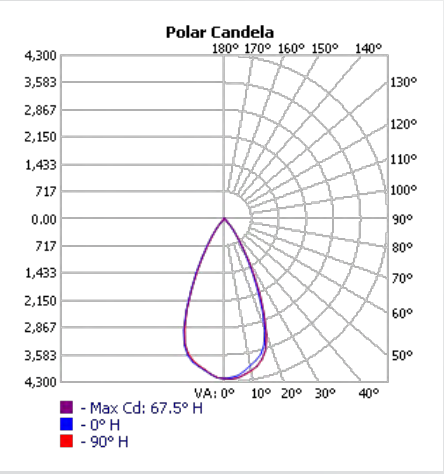
VRDL6 STWH							
NOMINAL LUMENS	1000	1500	2000	2500	3000	3500	4000
DELIVERED	1124	1741	2256	2650	3206	3646	3978
WATTAGE	12.0	18.8	25.4	30.9	39.5	47.4	55.3
EFFICACY	93.9	92.5	88.8	85.7	81.3	77.0	72.0

BASED ON RED MD CPL

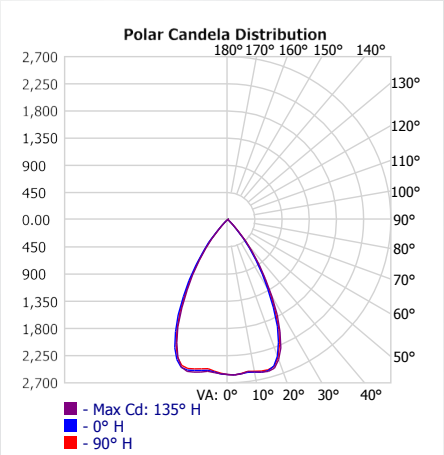
VRDL6 STWH RED	
DELIVERED	604
WATTAGE	16.9
EFFICACY	35.8

Consult www.acuitybrands.com for photometry.
Photometric data based on test results from an independent NIST traceable testing lab. IES data is available at Luminaireled.acuitybrands.com.
Always refer to our website for the latest IES file updates.

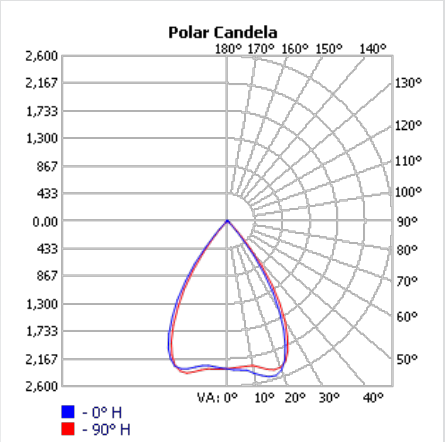
DISTRIBUTION
VRDL6 ND



DISTRIBUTION
VRDL6 MD



DISTRIBUTION
VRDL6 WD



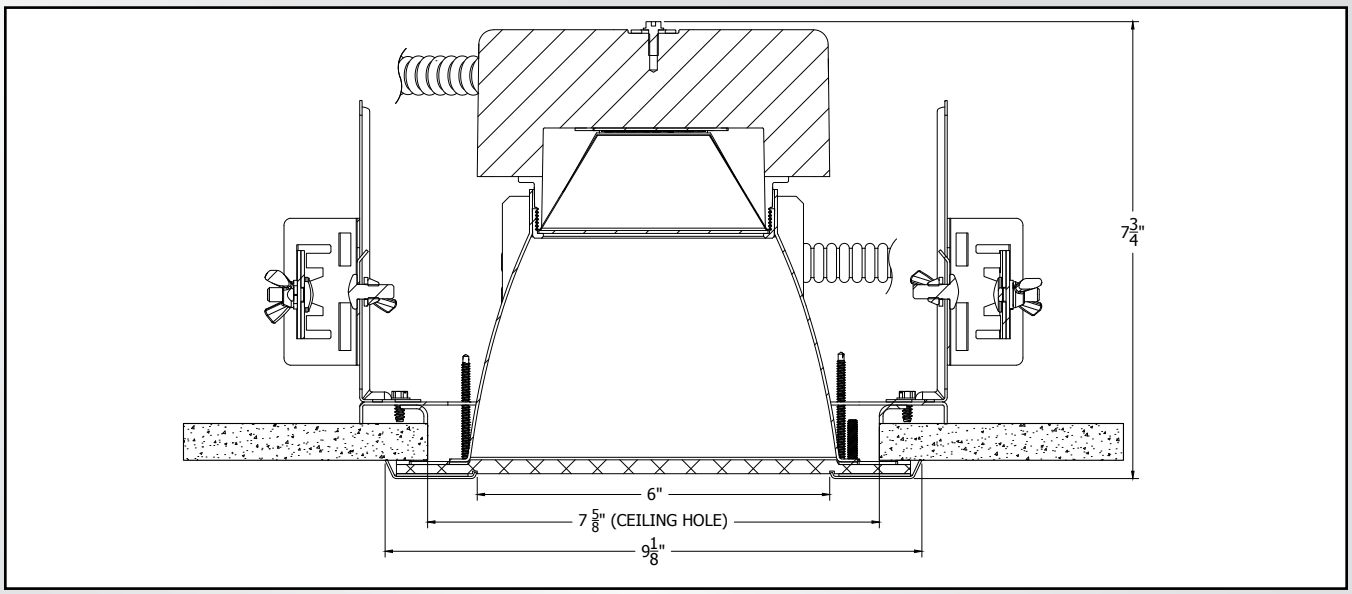
LUMEN MULTIPLIER TABLE FOR CCT & CRI
This table can be used to approximate the lumen values at different kelvin temperatures. Data table baseline is 3500K 80CRI photometry.

CRI	CCT	Scale Factor
80CRI	27K	0.96
	30K	1.00
	35K	1.00
	40K	1.01
	50K	1.07
90CRI	18K	0.38
	27K	0.80
	30K	0.83
	35K	0.85
	40K	0.87
	50K	0.91

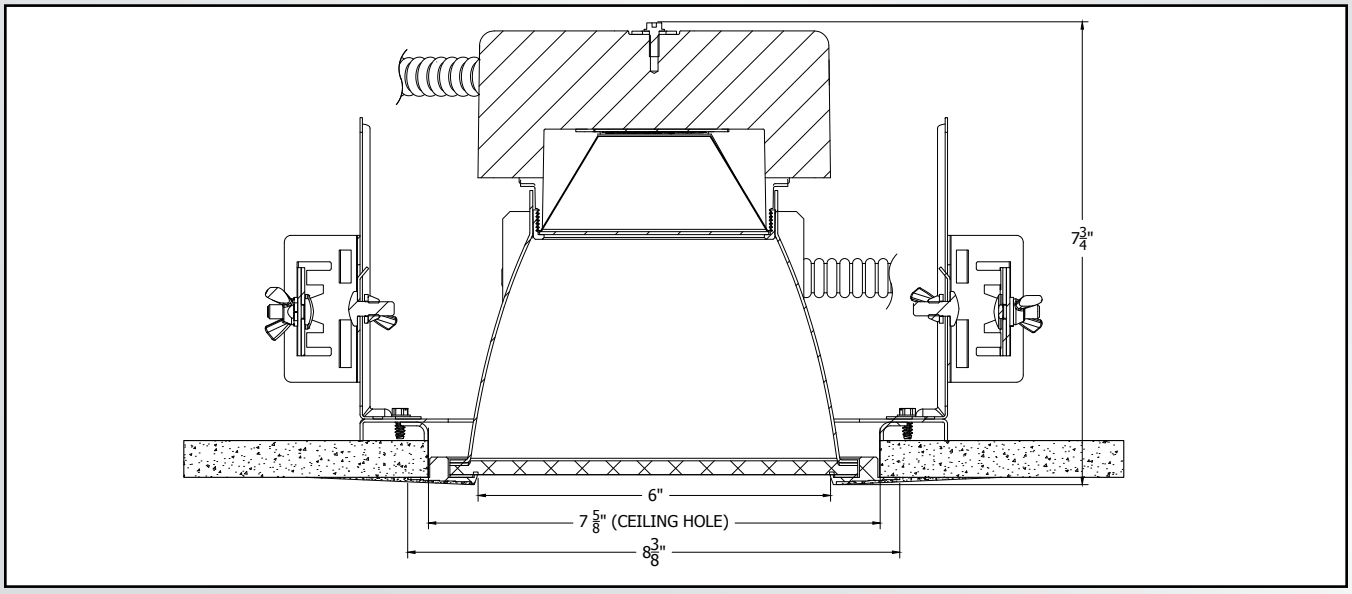
Distribution and Lens Multiplier	
MD	1.00
ND	1.03
WD	1.04
CPL	1.000

© 2023-2026 Acuity Brands Lighting, Inc. All rights reserved.

CROSS SECTION DETAILS



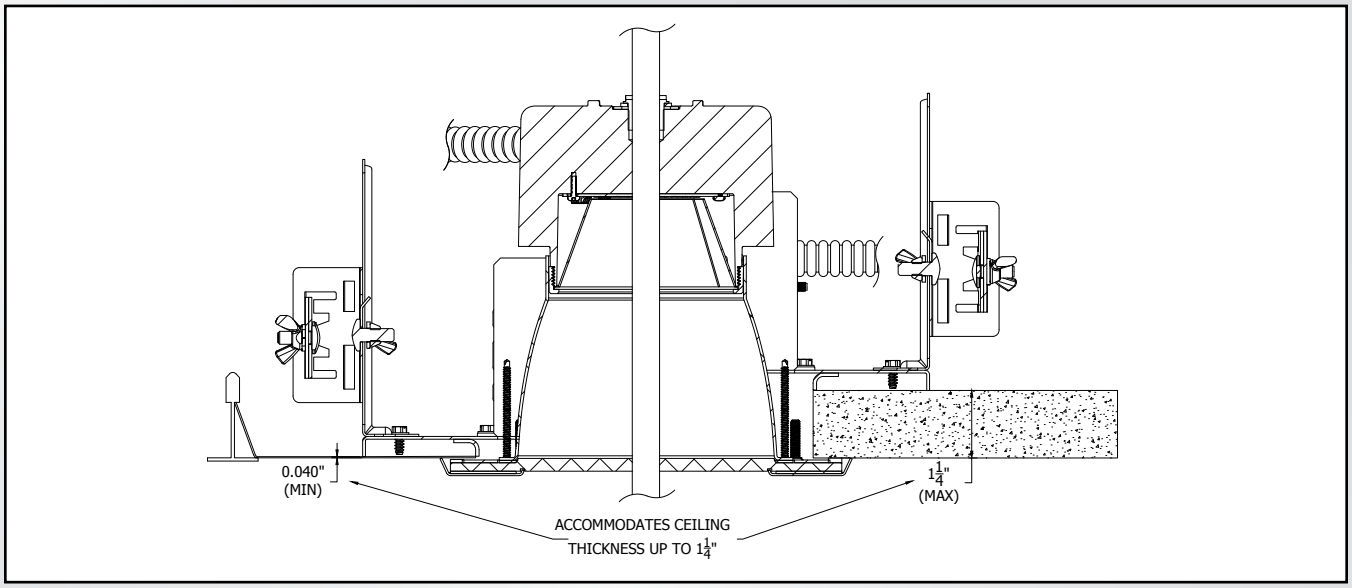
GB OPTION



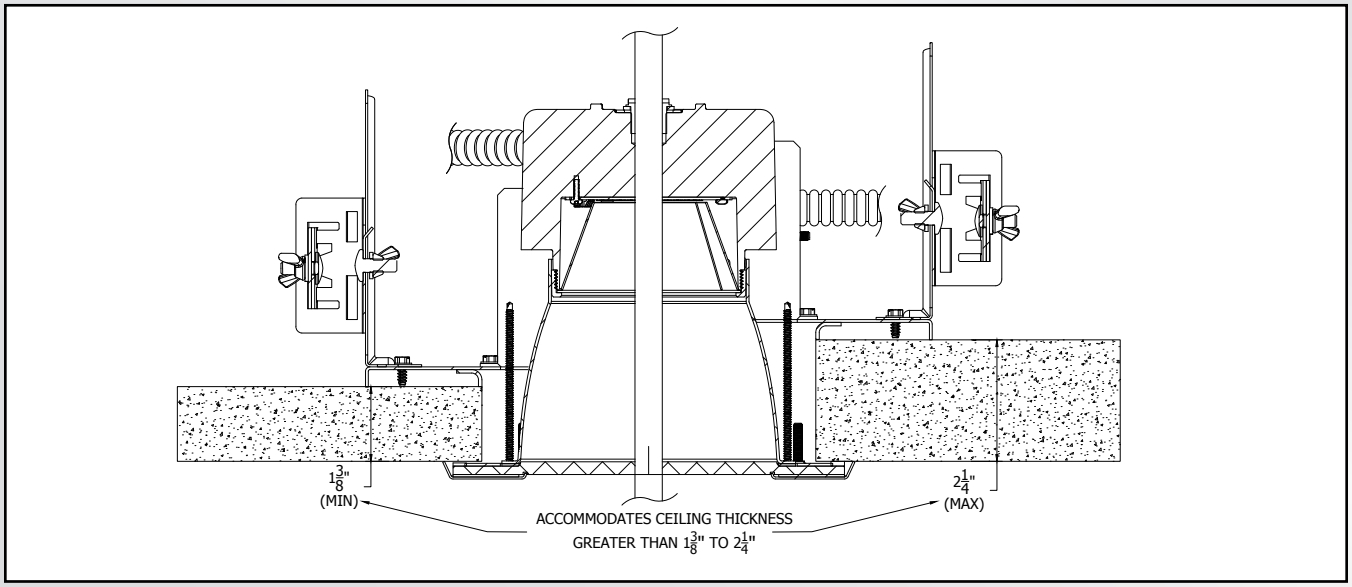
© 2023-2026 Acuity Brands Lighting, Inc. All rights reserved.

DETAILS

FINISHED CEILING THICKNESS

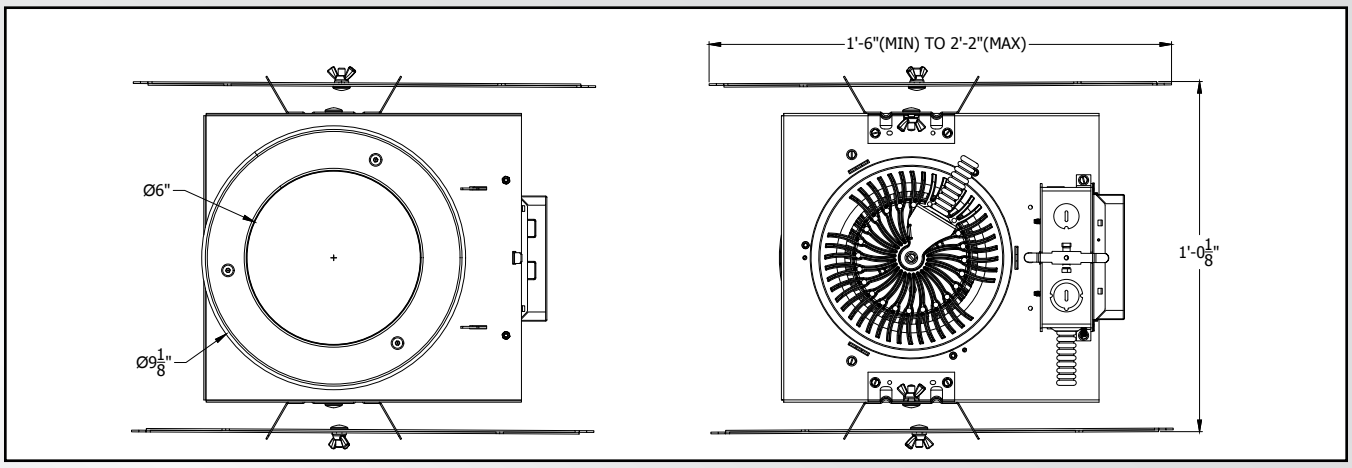


FINISHED CTA CEILING THICKNESS

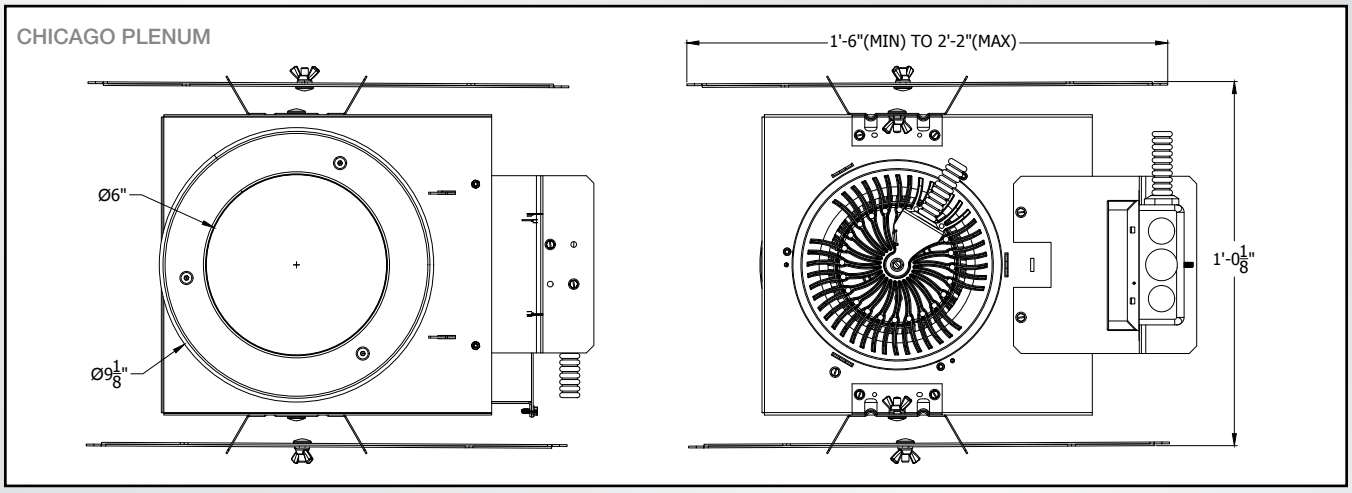


© 2023-2026 Acuity Brands Lighting, Inc. All rights reserved.

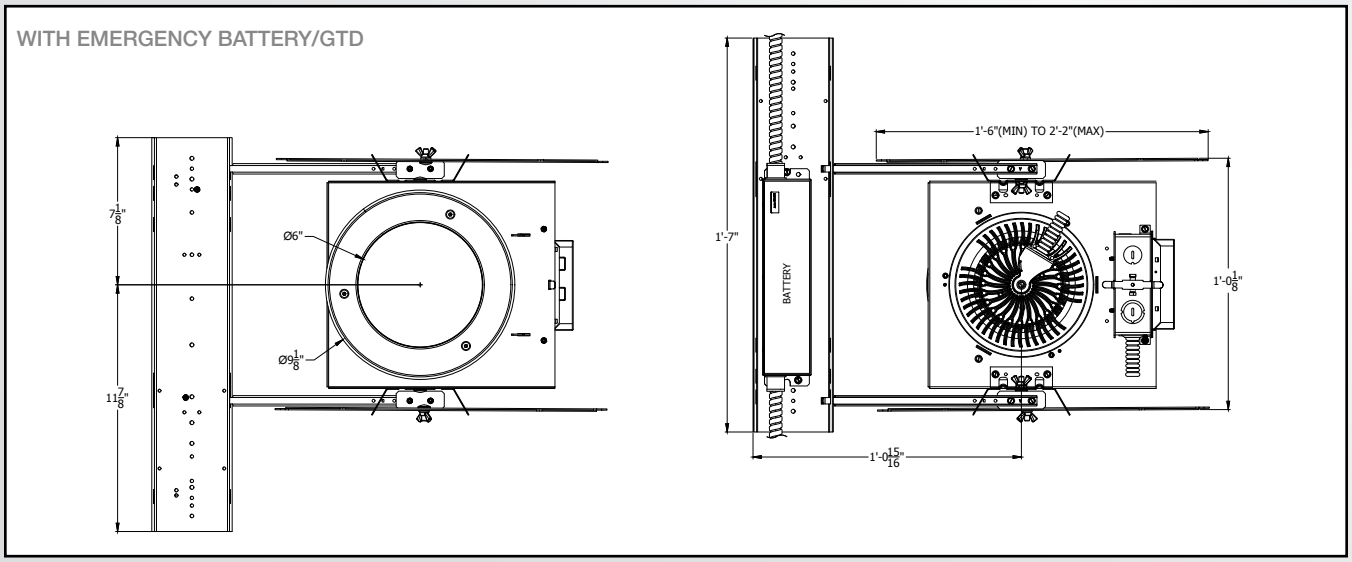
DIMENSIONAL DATA



CHICAGO PLENUM



WITH EMERGENCY BATTERY/GTD



© 2023-2026 Acuity Brands Lighting, Inc. All rights reserved.

12. Signage

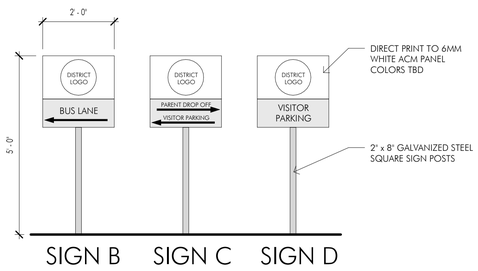
- Architectural Site Plan - Signage (See Sheet A302)

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.

N

1 SITE PLAN - SIGNAGE
1" = 40'-0"

2 MONUMENT SIGN - A
1/2" = 1'-0"



3 WAYFINDING SIGNS
1/2" = 1'-0"

ARCON
architects
construction managers
roof & masonry consultants
landscape architects

2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900

www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois
60015

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PROGRESS DRAWING - NOT FOR CONSTRUCTION

REVISIONS	
No.	**Date**

Project Number:
25105

Issue Date:
June 18, 2026

Drawn by:
GDD

Sheet Title:
PLAN COMMISSION SUBMITTAL - ARCHITECTURAL SITE PLAN - SIGNAGE

Sketch Number:

Sheet Number:

A302

13. Fencing

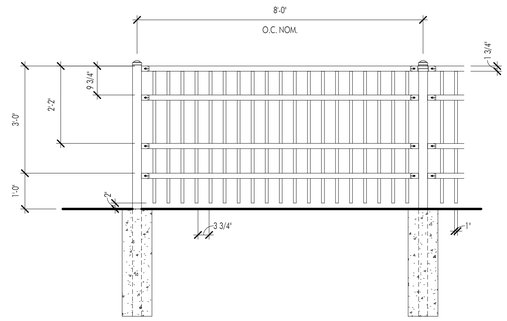
- Architectural Site Plan - Fencing (See Sheet A301)

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.

N

1 SITE PLAN

1" = 40'-0"



2 DECORATIVE METAL FENCE

1/2" = 1'-0"

ARCON
architects
construction managers
roof & masonry consultants
landscape architects

2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900

www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois
60015

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PROGRESS DRAWING - NOT FOR CONSTRUCTION

REVISIONS	
No.	**Date**

Project Number:
25105

Issue Date:
June 18, 2026

Drawn by:
GDD

Sheet Title:
PLAN COMMISSION SUBMITTAL - ARCHITECTURAL SITE PLAN - FENCING

Sketch Number:

Sheet Number:

A301

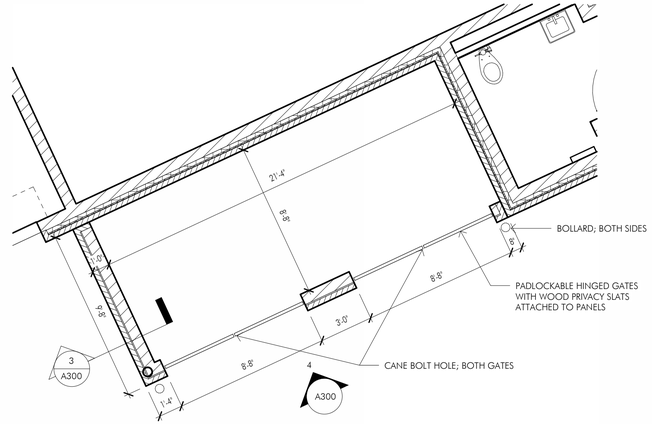
14. Trash Enclosure

- Architectural Site Plan - Trash Enclosure (See Sheet A300)

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. ©2026 ARCON Associates, Inc.

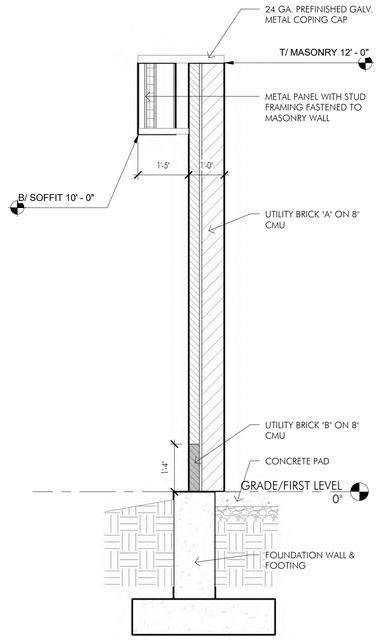
N

1 SITE PLAN
1" = 40'-0"

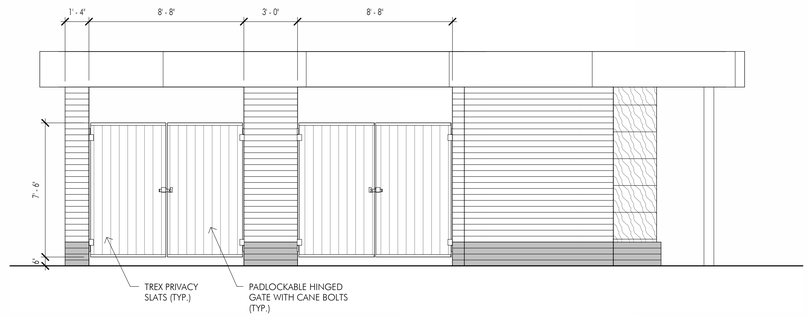


N

2 ENLARGED PLAN - TRASH ENCLOSURE
1/4" = 1'-0"



3 TRASH ENCLOSURE SECTION
1/2" = 1'-0"



4 TRASH ENCLOSURE ELEVATION
1/4" = 1'-0"

ARCON
architects
construction managers
roof & masonry consultants
landscape architects

2050 south finley road. suite 40
lombard. illinois 60148
p: 630.495.1900

www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois
60015

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PROGRESS DRAWING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number:
25105

Issue Date:
June 18, 2026

Drawn by:
GDD

Sheet Title:
PLAN COMMISSION SUBMITTAL - ARCHITECTURAL SITE PLAN - TRASH ENCLOSURE

Sketch Number:

Sheet Number:

A300

15. Architectural

- Architectural Site Plan - Phase 4 (See Sheet A200)
- Exterior Elevations (See Sheet A100)
- Exterior Renderings (See Sheet A600)
- Roof Plan (See Sheet A400)

Redefine 109
Facilities for Our Future

N

1 **SITE PLAN**

1" = 40'-0"

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREIN INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. ©2026 ARCON Associates, Inc.

ARCON

architects
construction managers
roof & masonry consultants
landscape architects

2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900

www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois
60015

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109
Facilities for Our Future

PROGRESS DRAWING - NOT FOR CONSTRUCTION

REVISIONS	
No.	**Date**

Project Number:
25105

Issue Date:
June 18, 2026

Drawn by:
GDD

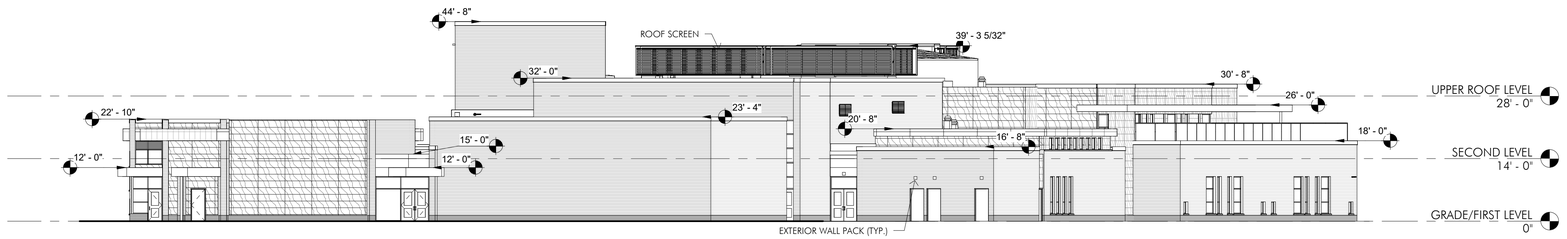
Sheet Title:
PLAN COMMISSION SUBMITTAL - ARCHITECTURAL SITE PLAN - PHASE 4

Sketch Number:

Sheet Number:

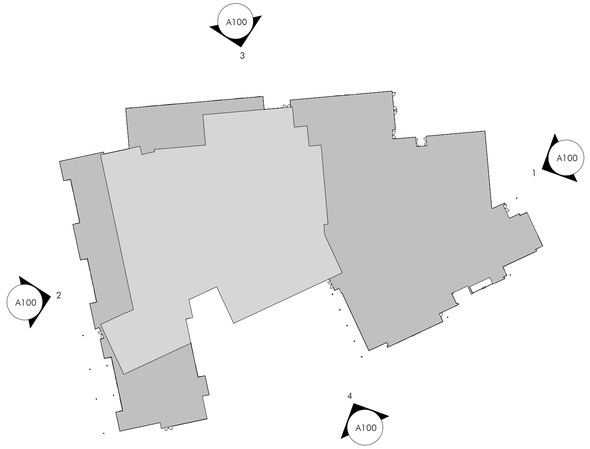
A200

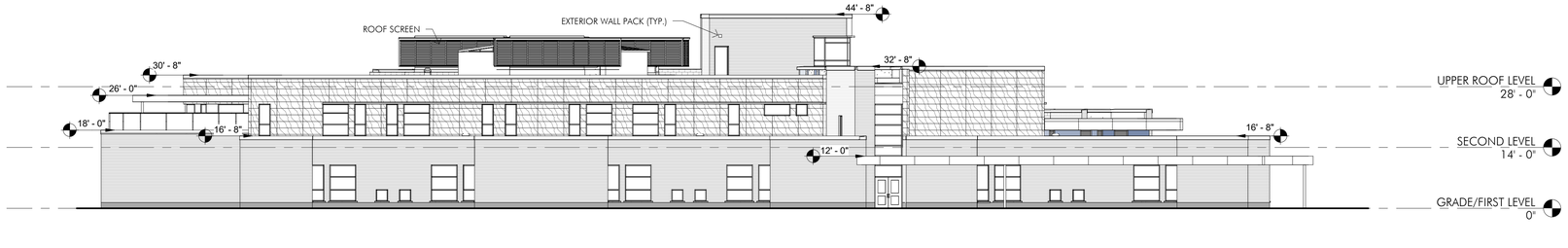
THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREIN INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. ©2026 ARCON Associates, Inc.



1 EAST BUILDING ELEVATION

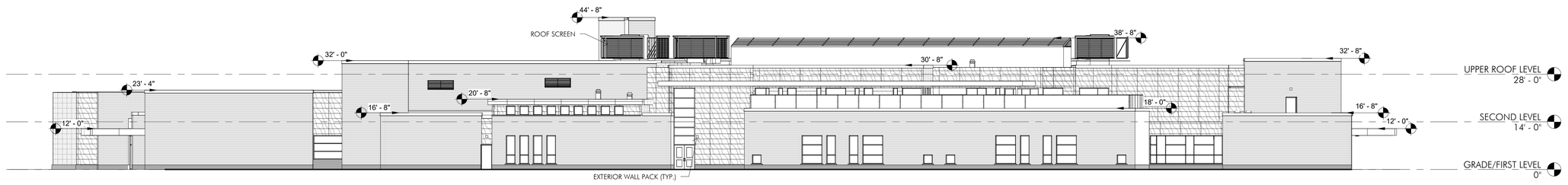
1/16" = 1'-0"





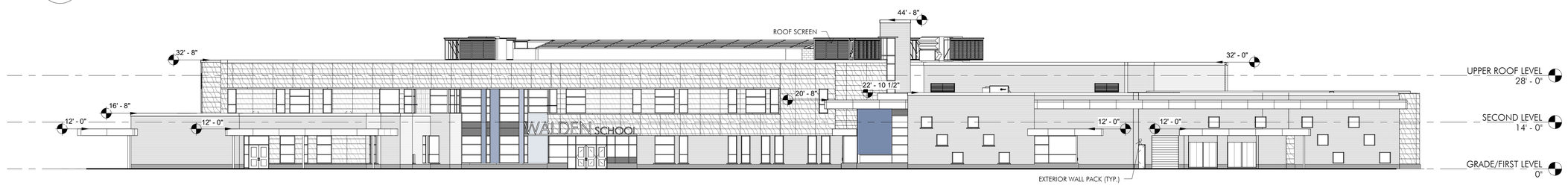
2 WEST BUILDING ELEVATION

1/16" = 1'-0"



3 NORTH BUILDING ELEVATION

1/16" = 1'-0"



4 SOUTH BUILDING ELEVATION

1/16" = 1'-0"

EXTERIOR MATERIALS LEGEND

- FACE BRICK 1
- FACE BRICK 2
- FIBER CEMENT BOARD 1
- FIBER CEMENT BOARD 2
- FIBER CEMENT BOARD 3
- METAL PANEL
- METAL CANOPY
- ROOF SCREEN

- METAL COPING CAPS
- STEEL COLUMNS/COLUMN WRAPS
- ANODIZED ALUMINUM SKYLIGHT
- ALUMINUM BUILDING SIGNAGE
- ANODIZED ALUMINUM DOORS AND WINDOWS

ARCON
architects
construction managers
roof & masonry consultants
landscape architects

2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900

www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois
60015

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PROGRESS DRAWING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number:
25105

Issue Date:
June 18, 2026

Drawn by:
GDD

Sheet Title:
PLAN COMMISSION SUBMITTAL - EXTERIOR ELEVATIONS

Sketch Number:

Sheet Number:

A100

AERIAL SOUTH VIEW

SOUTH VIEW

NORTHWEST VIEW

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREON INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. ©2026 ARCON Associates, Inc.

ARCON

architects
construction managers
roof & masonry consultants
landscape architects

2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900

www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois
60015

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PROGRESS DRAWING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number:
25105

Issue Date:
June 18, 2026

Drawn by:
GDD

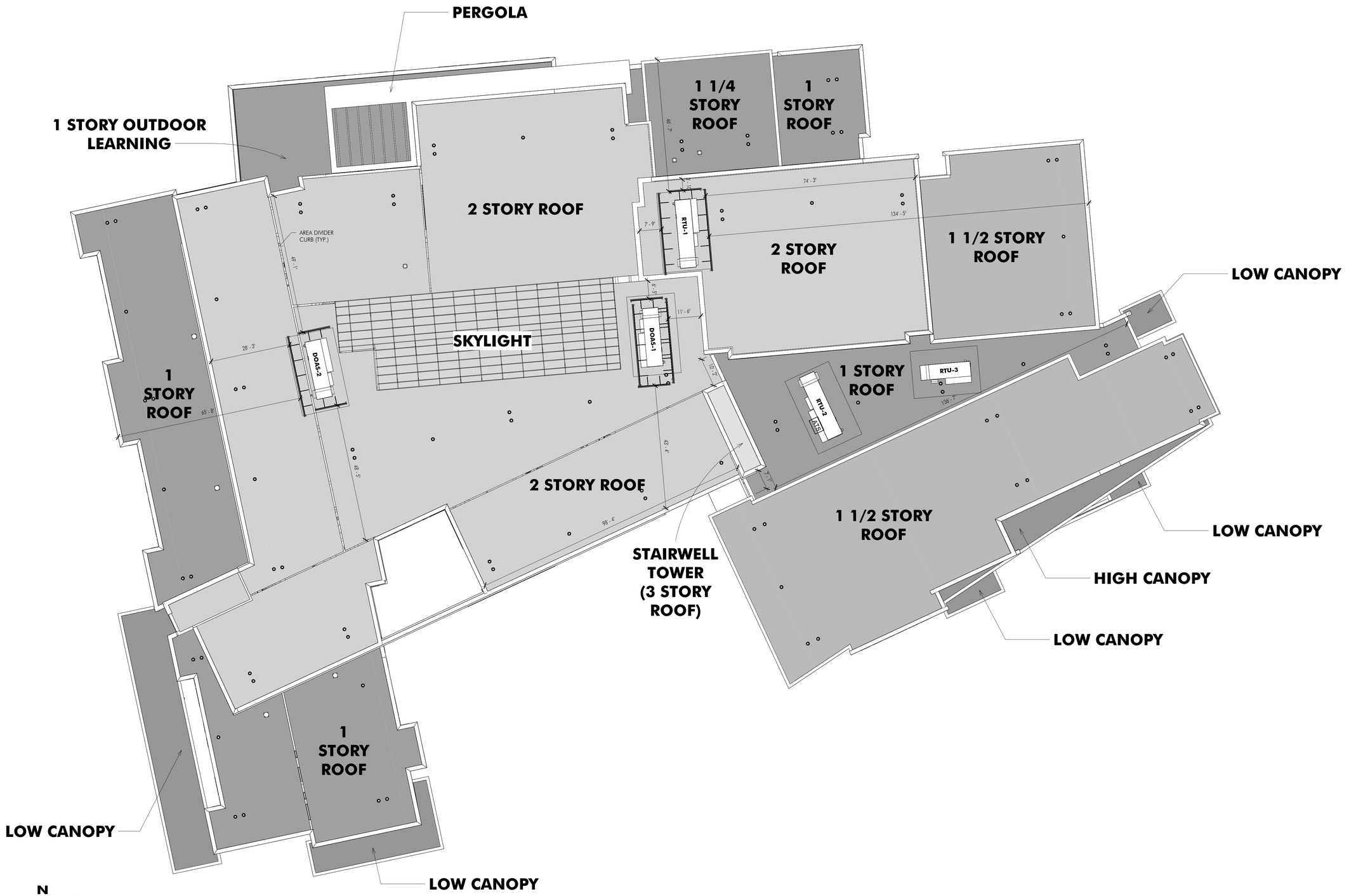
Sheet Title:
PLAN COMMISSION SUBMITTAL - EXTERIOR RENDERINGS

Sketch Number:

Sheet Number:

A600

THESE DOCUMENTS ARE COPYRIGHTED. REPRODUCTION OF THIS DRAWING, BY ANY PHOTOGRAPHIC, XEROGRAPHIC OR OTHER SIMILAR TECHNIQUE OR PROCESS, DURING THE BIDDING PERIOD OR FOR INCORPORATING THE MATERIAL CONTAINED HEREIN INTO A SHOP DRAWING, IS STRICTLY PROHIBITED WITHOUT THE EXPRESSED CONSENT OF ARCON ASSOCIATES, INC. © 2026 ARCON Associates, Inc.



ARCON
architects
construction managers
roof & masonry consultants
landscape architects

2050 south finley road, suite 40
lombard, illinois 60148
p: 630.495.1900

www.arconassoc.com

NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois
60015

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109
Facilities for Our Future

PROGRESS DRAWING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number:
25105

Issue Date:
June 18, 2026

Drawn by:
GDD

Sheet Title:
PLAN COMMISSION SUBMITTAL - ROOF PLAN

Sketch Number:

Sheet Number:

A400

16. Village Inquiries

July 1, 2026

Village of Deerfield
850 Waukegan Road
Deerfield, Illinois 60015
Mr. Jeff Ryckart, Principal Planner
Mr. Daniel Nakahara, Planner II

RE: PLAN COMMISSION – VILLAGE SUBMITTAL COMMENTS
WALDEN ELEMENTARY SCHOOL
PROJECT NO. 25105

Public Hearing Plan Review Comments (Dated June 24, 2026):

Special Use Response

1. Please use the Special Use Criteria titles with responses under the corresponding criteria. Attaching an example of responses to SU criteria from a previous submittal.

   RESPONSE: The Special Use Criteria titles with responses have been updated in the project narrative enclosed to follow the example provided. Refer to the Project Narrative, page 9 & 10, section "Meeting Special Use Criteria".

Subdivision Plat

1. Remove "Preliminary" from Plat of Subdivision title.

   RESPONSE: The word 'Preliminary' has been removed and replaced with 'Final'.

Sustainable Practices

1. Geothermal Paragraph: Change dossil duel to fossil fuel in paragraph.

   RESPONSE: This has been addressed.

2. Any thought to have any parking spaces EV charging ready?

   RESPONSE: Yes, EV charger ready spaces will be considered.

Phasing Plan

1. Are any sheets supposed to come after the "4. Phasing Plan" title page or is "5. Detailed Site Plans" section supposed to be under the 4. Phasing Plan?

   RESPONSE: Per our discussion, Section 5. Detailed Site Plans contains all 3 phases of just the Detailed Site Plans. Section 4 has been renamed to "Public Access" and represents public access to the Walden site throughout the different phases of the project.

Detailed Site Plans

1. Please put dimensions on the site plan itself for the parking spaces, aisles, roadways, and smaller sidewalks.

   RESPONSE: The requested dimensions have been added.

2. Sheet PH 3 indicates the location of the proposed trash enclosure. Will existing trash enclosure for the existing Walden building remain and if so where is it located on Sheet PH 3?

   RESPONSE: The existing trash enclosure at Walden School will remain on the south side of the existing parking lot and be shared by both the existing and proposed buildings. This is labeled accordingly on the Phase 3 plan. The school will modify the refuse pickup for waste to be picked up daily.

3. PH 2 shows a construction dumpster near NE corner of existing building. Will this dumpster be used for the existing Walden building trash?

   RESPONSE: No.

4. During a Phase 3 heavy snow event, where will snow be piled?

   RESPONSE: The temporary asphalt parking lot is being removed as originally shown in the Phase 3 plan. Snow plowing will continue its existing operation.

Preliminary Engineering Documents

1. Contact our Engineering Department directly for comments

   RESPONSE: We have been in contact with the Engineering Department and are awaiting comments.

2. Note: The Village Engineering Department has engaged Gewalt Hamilton to review the engineering plan (including stormwater) for the interim (Phase 3) and final (Phase 4) conditions.

   RESPONSE: Understood.

Traffic Study

1. Note: The Village Engineering Department has engaged Gewalt Hamilton to review the traffic study for the interim (Phase 3) and final (Phase 4) conditions.

   RESPONSE: Understood.

2. Has remote parking lot location been determined for the interim condition (Phase 3)?

   RESPONSE: Yes. Fifty (50) parking spaces will be utilized at Deerspring Pool and twenty (20) parking spaces will be utilized at Kipling Elementary School.

Landscaping

1. On coversheet;: First bullet point- Protection should be Protection

   RESPONSE: This has been addressed.

Signage

1. Indicate dimensions, materials and colors of monument sign.

   RESPONSE: The requested dimensions and notes regarding materials have been added to the plans & details on Sheet A302. Colors for signage are to be determined.

2. Indicate dimensions, materials and colors of wayfinding signs.

   RESPONSE: The requested dimensions and notes regarding materials have been added to the plans & details on Sheet A302. Colors for signage are to be determined.

3. Will the signs be lit? If so, please provide detail on the plans.

   RESPONSE: The signage on the site will not be lit.

Trash Enclosure

1. Will there be enough trash storage during interim conditions?

   RESPONSE: As mentioned, the refuse/waste schedule will be switched to a daily pickup to ensure adequate trash storage during interim conditions.

Roof Plan

1. Label location of the stairwell structure.

   RESPONSE: The requested label has been added to Sheet A400.

2. Measure distances from building edges to tallest part of structures that are over 35 feet such as the stairwell structure, rooftop screening.

   RESPONSE: The requested dimensions have been added to Sheet A400.

Village Inquiries

1. #3 Response under "Additional Questions/Confirmations requested 6/2/2026 by Village" indicates a Logistics Plan will be included in the formal submittal. Please let us know sheet this is in the packet.

   RESPONSE: Drawing PH-2 has been renamed "Phase 2 Site & Logistics Plan" as the pertinent information is located on that drawing.

2. A question by the Village was brought up regarding where bike racks are to be located.

   RESPONSE: Approximately six (6) bike racks (totaling 30 bikes) will be provided throughout the site.

Village Questions Due with Submittal – Responses (Due 6/12/26):

See Attached Village Questions Responses – Due 6/12/26; including additional responses due to "Revision to Conditions" comments received on 6/30/26.

Village Questions – Responses (Due 6/18/26):

See Village Questions Responses - Due 6/18/26

Village Questions Correspondence (Due 6/11/26):

See Village Questions Correspondence - Due 6/11/26

Sincerely,
ARCON Associates, Inc.

Craig E. Podalak,
Senior Architect

CEP/GDD | J:\1 D109\25105 New Walden Elementary School\1 Docs\Permit\Village Permits\2026.07.01 - VILLAGE RESUBMITTAL\Public Hearing Plan Review Comments\SD109 - WALDEN VILLAGE INQUIRY RESPONSES (EXCLUDING Traffic).docx

Village Questions Due 6/12/26
Revision to Conditions Received 6/30/26

REVISION TO CONDITIONS

New Walden Elementary School – Project Timeline

Phase 1: March 2027 through June 2027

- Mobilization of construction to construct the new Walden School. Work will include earthwork, foundations, steel erection, and the start of getting the building enclosed.

Phase 2: August 2027 through July 2028

- Work continues as the existing Walden School opens for the 2027-2028 school year.
- Continuation of work to get the building enclosed and weathertight for the winter months, MEPs, interior finishes, and site restoration.
- Complete the construction of the New Walden School.

Phase 3: August 2028 through May 2029

- Existing Walden and New Walden will both be operating during this time.
- **There will be no construction activity happening on site during Phase 3 while both buildings are active.**

Phase 4: June 2029 through July 2029

- Demolition of existing Walden School, parking lot construction, site restoration and landscaping.

Additional Questions / Confirmations requested 6/2/2026 by Village (Additional revisions based on 6/30/26 Comments)

Can the school district commit to the following:

1) No trucks idling on local streets when waiting to make deliveries to the property.

Construction vehicles will not be permitted to idle on local streets while waiting to access the site. To support this:

- Deliveries will be scheduled and coordinated in advance to prevent early arrival and queuing off-site
- Designated delivery windows will be established to align with site capacity and minimize disruption
- Requirements prohibiting truck staging or idling on adjacent streets will be clearly outlined in the project's bid documents and subcontractor agreements

For larger deliveries or increased traffic activity:

- Flaggers will be used to safely manage truck access and movement
- Site personnel will actively coordinate entry to ensure trucks can proceed directly onto the site without waiting in the public right-of-way

REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): No trucks idling and parking on local streets when waiting to make deliveries to the property.

RESPONSE: District 109 is committed to no trucks idling and/or parking on local streets.

2) Construction deliveries to the property only occurring between certain hours (please indicate what those hours will) and not during the school's main drop-off and pick-up times.

Deliveries will be handled outside of drop-off and pick up times for students as outlined below.

- No deliveries from 7am to 8:30am, Monday through Friday.
- No deliveries from 3pm to 4pm, Monday, Tuesday, Thursday, Friday.
    - No deliveries 2-3p on Wednesday (early release day)

For larger deliveries, such as steel and equipment, flaggers will be stationed at the entrance and exit to assist in traffic and pedestrian control.

When needed, "no parking permitted" will be obtained along Warrington Rd, Warwick Rd and Essex Ct for large truck access. This will be scheduled and communicated within 48 hours in advance.

REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Construction deliveries to the property only occurring between certain hours but in no case before 8:30 a.m. or later than 7pm (please indicate what those hours will) and not during the school's main drop-off and pick-up times.

RESPONSE: Committed. There will be no deliveries before 8:30 a.m. or later than 7 p.m.

3) Construction traffic following a specific route when entering and exiting the site - and what that route will be. Please show this route on a map.

Traffic in and out of the construction site will be seen on the Logistics Plan to be included in the formal submittal.
Construction traffic will be directed to and from the site using the following route:

- Out route: Warwick Road → Waukegan Road → north to Half Day Road → access to I-94 This route will be communicated to all contractors and included within project logistics planning to discourage use of local residential streets.
- In route: I94 --> Half Day Road east--> Waukegan Rd south --> Warwick Rd east --> Warrington north

- See attached "Truck Routing Plan"

REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Construction traffic following a specific route when entering and exiting the site - and what that route will be. Please show this route on a map. When a violation of the construction traffic route occurs, the School District agrees to pay the Village a fine (to be determined by the Village) for each occurrence.

RESPONSE: District 109 will commit to a fine for traffic route violations. The Village shall provide the fine amount as well as Village enforcement protocol. District 109 shall incorporate these measures into Trade Packages contracts to hold contractors accountable.

4) Maintaining the route for construction traffic in a safe condition that is clear of mud, dirt, and debris.

Prior to leaving the site, we will have a truck washing station that will mitigate mud, dirt and debris from leaving the site. Additionally, we will run street sweepers on Essex Ct and Warwick Rd as needed.

REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Prior to leaving the site's fenced off areas, we will have a truck washing station that will mitigate mud, dirt and debris from leaving the site. Additionally, we will run street sweepers on Essex Ct and Warwick Rd as needed.

RESPONSE: Committed.

5) Dust control provided as needed.

Dust control measures will be implemented as needed based on site conditions and activities. These measures include, but are not limited to:

- Use of water for dust suppression during earthwork and exterior operations
- Street sweeping, truck wash stations, and site cleaning to minimize debris tracking onto adjacent roads
- Operational adjustments if concerns arise, including pausing or modifying work activities

REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Dust control provided as needed. Contractor to provide street sweeper, street sweep daily, and also sweep upon request by the Village.

RESPONSE: District 109 will provide street sweeping during work events that generate significant dust/dirt associated with site excavation and additional street sweeping upon Village request.

6) Maintaining the site in a safe and clean condition.

BEAR Construction has an extensive safety plan that is in accordance with OSHA Standards and is committed to maintaining the project site in a safe, orderly, and clean condition at all times.

This includes:

- Daily removal of debris and maintaining clear, hazard-free work areas and walkways
- Organized material storage within designated areas to prevent clutter and unsafe conditions
- Ongoing monitoring and enforcement by BEAR supervision, with subcontractors held accountable for maintaining required housekeeping standards
- Immediate correction of any identified safety, cleanliness, or dust-related concerns

7) Security fencing provided with an access gate which that is securely locked at the end of each workday and at all times when work is not being done on the construction site.

The construction area will be surrounded by a 6' driven construction fence with windscreen and jersey barrier, with access gates that will be locked at all times when work is not being done.

> ***REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26):*** **Security fencing provided with an access gate which that is securely locked at the end of each workday and at all times when work is not being done on the construction site. Construction sign board to be located at a prominent location at the entrance to the site with a telephone number for 24-hour emergency contact. No construction marketing or advertising on site fencing or construction sign board.**
>
> *RESPONSE: Committed.*

8) Security fencing to be chain-link or solid fencing with a height of not less than six feet (6').

A six-foot tall chain-link fence with windscreen and driven posts to ensure fence remains stable will surround the site.

> ***REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Security fencing to be chain-link or solid fencing with a height of not less than six feet (6'). Windscreen on the fence must be cleaned and maintained as needed.***
>
> *RESPONSE: Committed.*

9) **A plan showing the proposed location of construction dumpsters and portable toilets, from all property lines.**

The dumpster and portable toilets will be a minimum 6' from property lines.
A logistics plan will be included in the formal submittal.

REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): A site plan showing the proposed location and indicate the minimum distance of construction dumpsters, construction equipment, and portable toilets from all property lines.

RESPONSE: Dimensions for construction dumpsters & portable toilets are shown on the updated drawing PH-2 (Phase 2 Site & Logistics Plan). Construction equipment to be no closer than 50' from a property line when not in use.

10) **Refuse and debris to be picked up from the grounds of the construction site not less often than at the end of each workday.**

Construction site will be cleaned on a daily basis per OSHA guidelines and best construction practices.

11) **Sidewalks shall be maintained and kept available, clean, and unobstructed to provide a safe pedestrian walkways at all times during construction.**

Sidewalks will be maintained in a clean, safe, and unobstructed condition at all times to provide continuous pedestrian access during construction.

Sidewalks are anticipated to remain open during student drop-off and pick-up periods. Temporary closures may be required to accommodate deliveries; during these times, access will be monitored and safely managed by flaggers.

REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Sidewalks shall be maintained and kept available, clean, and unobstructed to provide a safe pedestrian walkways at all times during construction. A Maintenance of Traffic Plan (MOT) for pedestrian access will need to be submitted for safe, accessible, continuous pedestrian access around the construction work zone. Additionally, a snow fence will be required to be installed that delineates the location of the temporary sidewalk.

RESPONSE: District 109 is committed to maintaining safe, continuous, and accessible pedestrian access to the school throughout construction. Safe pedestrian routes will remain available from Essex Court, Walden Drive, and Ambleside Drive. A temporary sidewalk will be installed along the west side of the property, providing a protected connection from Ambleside Drive to the existing parking lot and school entrance. These accessible routes have been designed to maintain continuous pedestrian circulation around the construction area while providing safe connections to the surrounding public sidewalks and roadways adjacent to the school property.

To prioritize the safety of students, families, staff, and the community, pedestrian circulation has been intentionally directed away from the active construction zone. As a result, pedestrian access will not be provided along the north and east property lines adjacent to construction activities. This approach follows established construction safety best practices

by minimizing potential conflicts between pedestrians, construction vehicles, and ongoing site operations, while ensuring the existing school remains safely and conveniently accessible throughout the duration of construction.

12) Commit to Village construction hours of Monday through Friday 7:30 a.m. to 7 p.m., Saturdays, and no construction on Sundays and the following holidays: January 1, Memorial Day, Fourth of July, Labor Day, Thanksgiving, and Christmas.

Confirmed.

It is not our intent to work on Sundays throughout the course of this project. If there are significant delays due to weather, we will request authorization to work on select Sundays in order stay on schedule and get the school(s) open for the start of the year.

REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Commit to Village construction hours of Monday through Friday 7:30 a.m. to 7 p.m., Saturdays 9:00 a.m. to 4:00 p.m. with the exception of interior construction work from 8:30 a.m. to 5 p.m., and no construction on Sundays and the following holidays: January 1, Memorial Day, Fourth of July, Labor Day, Thanksgiving, and Christmas, Yom Kippur and 1st and 2nd day of Rosh Hashanah, and the first night of Hanukkah.

RESPONSE: Committed.

13) Providing crossing guards at key locations during drop-off and pick-up.

Yes, crossing guards are proposed at key intersections (including Warrington Road/Essex Court and Warwick Road/Walden Lane) and traffic control staff would be on-site to support safe loading and traffic flow. More information is provided in the TYLin Traffic Management memo.

For larger deliveries, such as steel and equipment, flaggers will be stationed at the entrance and exit to assist in traffic and pedestrian control.

REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Providing crossing guards at key locations during drop-off and pick-up. Provide additional crossing guards at Village's request.

RESPONSE: District 109 is committed to working collaboratively with the Village to determine the most appropriate measures for maintaining safe pedestrian conditions during construction. This may include additional crossing guards, or other traffic control measures deemed appropriate. District 109 remains flexible and welcomes continued coordination with the Village to develop and implement strategies that prioritize pedestrian safety while accommodating changing site conditions throughout construction.

Deerfield Public Schools District 109

Walden Elementary School

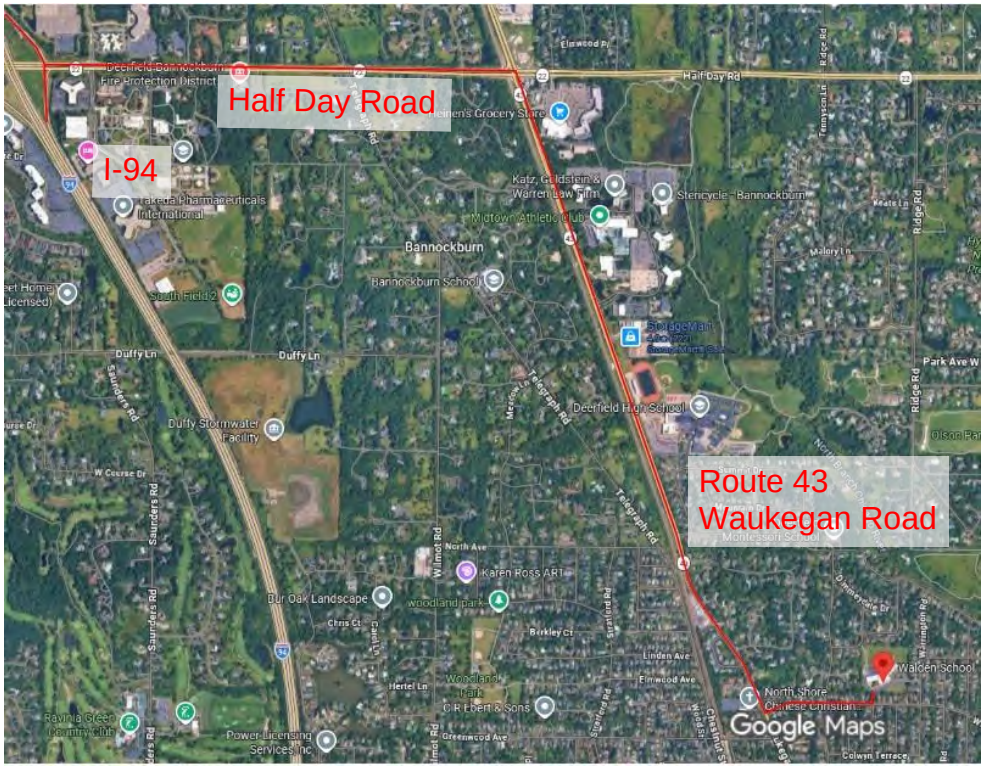
PHASE 1 & 2
Truck Routing Plan

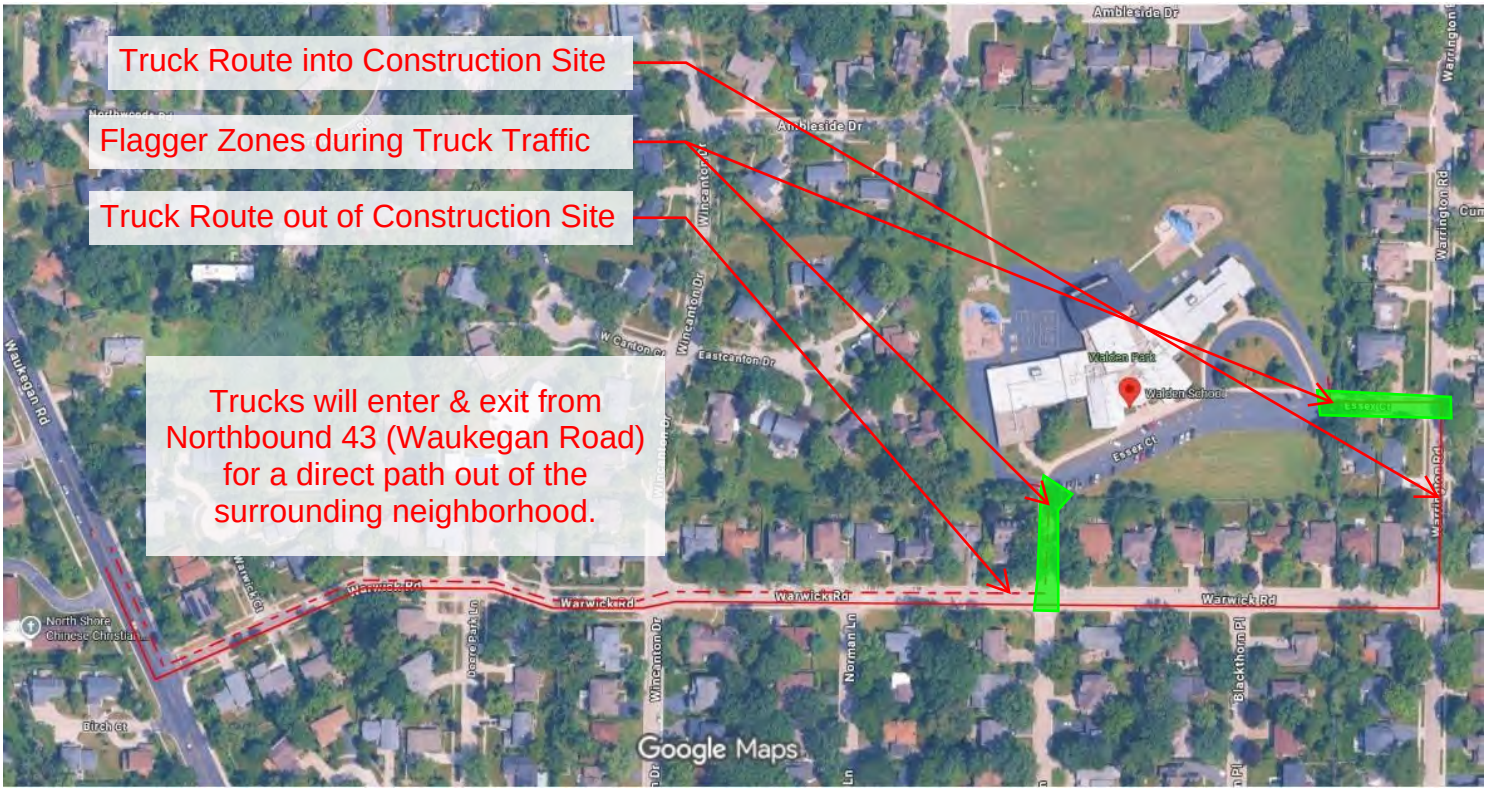
Trucks leaving the Construction Site will travel Northbound on 43 (Waukegan Rd) to Half Day Rd for access to the I-94 Highway

Trucks coming to the Construction Site will exit on Half Day Rd, travel Southbound on 43 and enter the neighborhood on Warwick Rd

Trucks will run through a truck wash station prior to exiting the Construction Site

Street Cleanliness will be constantly monitored and street sweeping will be performed as needed





Phase 1: March 2027 through June 2027

- Mobilization of construction to construct the new Walden School. Work will include earthwork, foundations, steel erection, and the start of getting the building enclosed.

Phase 2: August 2027 through July 2028

- Work continues as the existing Walden School opens for the 2027-2028 school year.
- Continuation of work to get the building enclosed and weathertight for the winter months, MEPs, interior finishes, and site restoration.
- Complete the construction of the New Walden School.

Phase 3: August 2028 through May 2029

- Existing Walden and New Walden will both be operating during this time.
- **There will be no construction activity happening on site during Phase 3 while both buildings are active.**

Phase 4: June 2029 through July 2029

- Demolition of existing Walden School, parking lot construction, site restoration and landscaping.

1. **How will deliveries be handled?**

Deliveries will be handled outside of drop-off and pick up times for students as outlined below.

- No deliveries from 730am to 9am, Monday through Friday.
- No deliveries from 3pm to 4pm, Monday, Tuesday, Thursday, Friday.
    - No deliveries 2-3p on Wednesday (early release day)

For larger deliveries, such as steel and equipment, flaggers will be stationed at the entrance and exit to assist in traffic and pedestrian control.

When needed, "no parking permitted" will be obtained along Warrington Rd, Warwick Rd and Essex Ct for large truck access. This will be scheduled and communicated 48 hours in advance.

2. **Will you propose to use the NW access from Ambleside for any vehicle traffic?**

No.

3. **How do they propose to maintain pedestrian access from the NW during the construction of the new building? A temporary path may be required.**

There will be a temporary asphalt path along the construction barrier, separated by concrete jersey barriers inside of construction fencing (6ft chain link fence with black windscreen). The temporary path will be demolished at the end of Phase 2 and a new concrete path surrounding the New Walden School as shown in the plans will be built.

4. **Will you propose a staging area for construction parking and a staging area for material storage? The area set aside for parking is not likely large enough to handle both.**

We believe there is ample room on the site for contractor parking and material staging, please find our logistics plan below. Deliveries will be scheduled and coordinated in advance to align with available space and ongoing operations, ensuring that materials can be received efficiently without overcrowding the site.

5. **A contractor traffic management plan (CTM) will be required to address access routes, offsite parking, time restrictions, deliveries.**

<u>Access Routes</u>

Construction traffic will be directed to and from the site using the following route:

- Out route: Warwick Road → Waukegan Road → north to Half Day Road → access to I-94 This route will be communicated to all contractors and included within project logistics planning to discourage use of local residential streets.
- In route: I94 --> Half Day Road east--> Waukegan Rd south --> Warwick Rd east --> Warrington north
- Refer to attached Truck Routing Plan.

<u>Delivery Coordination & Restrictions</u>

- Deliveries will be scheduled and coordinated in advance to avoid congestion and off-site queuing
- Designated delivery windows will be established and clearly communicated to all subcontractors
- Large deliveries will be actively managed with on-site personnel and flaggers to facilitate safe and efficient entry to the site

Worker Arrival & Departure

- Contractor workforce will be scheduled to arrive on-site prior to 7:00 AM (Monday–Friday)
- Contractors will be required to leave the site either before 3:00 PM or after 4:00 PM (Monday–Tuesday, Thursday–Friday) to avoid peak school and neighborhood traffic times
    - Wednesdays: contractors will leave before 2p or after 3p

Off-Site Impacts & Enforcement

- Requirements regarding approved routes, delivery timing, and prohibited behaviors (including staging or idling on local streets) will be incorporated into project bid documents and subcontractor agreements
- BEAR Construction will monitor compliance daily and address any issues promptly through coordination with subcontractors

6. **How do you propose to handle cars parking offsite for pickup? Cars already line up well in advance of dismissal times and having two schools, this is likely to become excessive.**

Traffic and parking will be managed through staggered dismissal times between the two schools, active on-site traffic control, and coordination with the Village on temporary parking restrictions along surrounding streets. Additional strategies include promoting bus use, carpooling, and other travel demand measures to reduce overall vehicle volumes. Further detail is outlined in the memorandum prepared by TYLin dated June 5, 2026, titled Walden Elementary School, Traffic Management Recommendations for Kipling School Co-location. Memo – staggering start and stop times. Free transportation for Kipling families – refer to traffic management plan.

7. **Do you ever plan on working on Sundays? These things don't always go according to plan and with a firm deadline, this might come into play while they finish up the inside.**

It is not our intent to work on Sundays throughout the course of this project. If there are significant delays due to weather, we will request authorization to work on select Sundays in order stay on schedule and get the school(s) open for the start of the year.

8. **The existing trash enclosure is located on the north side of the building, and access to this location will be restricted during construction operations. Where will the new enclosure(s) go for both regular operation and construction?**

The existing trash enclosure is located on the south side of the building. It will remain in this location for the duration of construction

Deerfield Public Schools District 109

Walden Elementary School

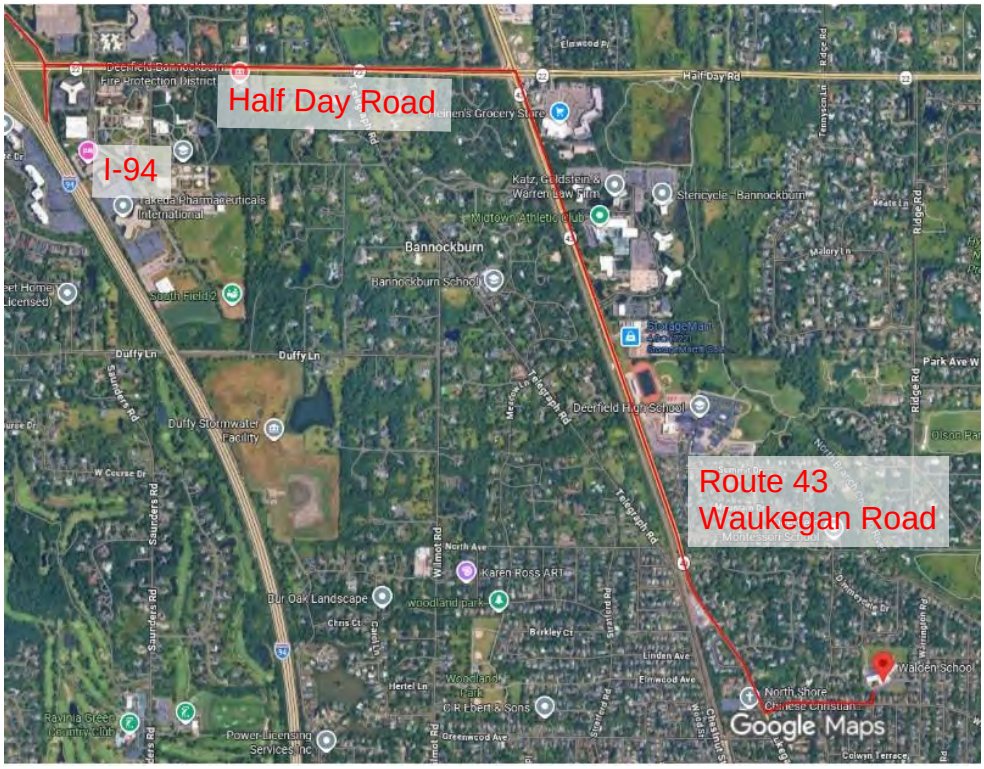
PHASE 1 & 2
Truck Routing Plan

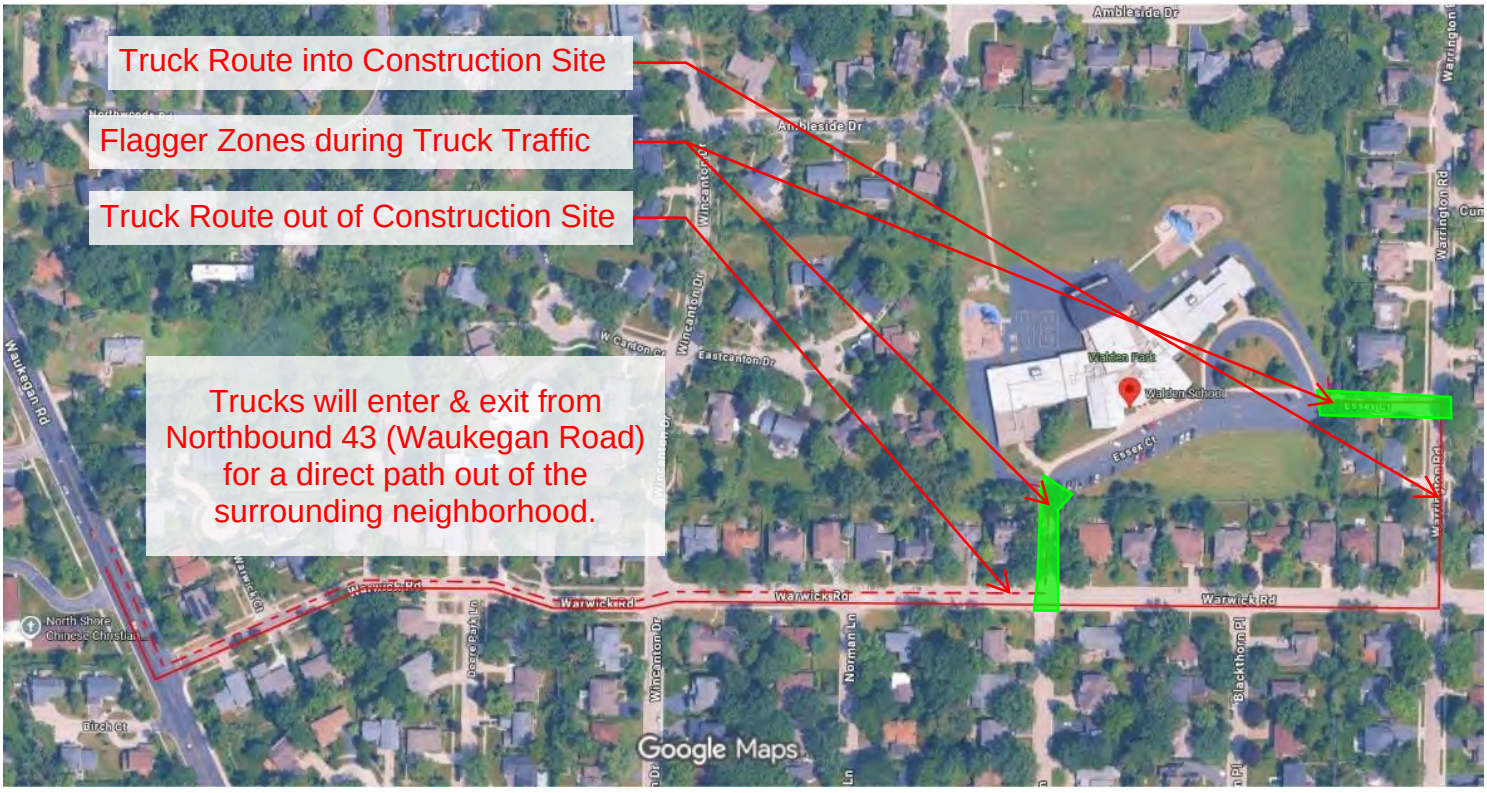
Trucks leaving the Construction Site will travel Northbound on 43 (Waukegan Rd) to Half Day Rd for access to the I-94 Highway

Trucks coming to the Construction Site will exit on Half Day Rd, travel Southbound on 43 and enter the neighborhood on Warwick Rd

Trucks will run through a truck wash station prior to exiting the Construction Site

Street Cleanliness will be constantly monitored and street sweeping will be performed as needed





Village Questions Due 6/11/26

Craig E. Podalak

From: Claudia Welp <cwelp@cagecivil.com>
Sent: Thursday, June 11, 2026 11:06 AM
To: Daniel Nakahara, AICP; Marisa Kolman
Cc: Jeffery Ryckaert, AICP; Craig E. Podalak
Subject: RE: Questions for Legal Notice

Categories: Filed by Newforma

Dan, see below for answers to your questions due today. Let us know if you need anything else today as you prepare your documents. We will be sending you the remainder of the Village questions tomorrow.

Thanks!

Claudia Welp
Director of Operations - Illinois
CAGE
M: 815-757-0140
P: 630-598-0007
www.cagecivil.com
Civil Engineering
Land Surveying
Construction Management
Illinois | Colorado | Arizona | Florida | North Carolina

From: Daniel Nakahara, AICP <dnakahara@deerfield.il.us>
Sent: Wednesday, June 10, 2026 10:08 AM
To: Marisa Kolman <mkolman@cagecivil.com>
Cc: Claudia Welp <cwelp@cagecivil.com>; Jeffery Ryckaert, AICP <jryckaert@deerfield.il.us>
Subject: Questions for Legal Notice

Hi Marisa,
Regarding the draft plans sent. We have a few question for the legal notice:

1. What is height of stairwell structure has it changed from the Prefiling meeting? THE HEIGHT IS THE SAME AS THE PREFILING MEETING, 44'-8" WHICH IS TO THE TOP OF MASONRY OF THE STAIRWELL STRUCTURE.
2. Is a subdivision of the property still being requested? YES
3. Is the proposed building location still being determined or is it set? IT IS SET AND WE DO NOT HAVE PLANS TO ADJUST THE LOCATION.

Note: Photometric Plan show the building floor plan. You may want to remove the details of the floor plan for D109 safety.

Thanks,
Dan

Daniel Nakahara, AICP
Planner II | Village of Deerfield
850 Waukegan Rd | Deerfield, IL 60015
847.719.7480
Follow Us:

RECOMMENDATION

VILLAGE OF DEERFIELD

TO: Mayor and Village Board of Trustees

FROM: Plan Commission

DATE: June 11, 2026

RE: Request for Approval of a Special Use to Permit a Financial Institution for a US Bank at 60 S. Waukegan Road in the Deerbrook Shopping Center

Application History

Prefiling Conference Meeting Date: May 14, 2026
Public Hearing Publication Date: May 21, 2026
Public Hearing Date: June 11, 2026

Zoning Actions

The Deerfield Plan Commission conducted a public hearing to consider a Special Use request to permit a financial institution in the C-2 Outlying Commercial District for a US Bank branch at 60 S. Waukegan Road in the Deerbrook Shopping Center.

We transmit for your consideration a recommendation adopted by the Plan Commission of the Village of Deerfield on the request of the petitioners for approval of a Special Use for a US Bank at 60 S. Waukegan Road in the Deerbrook Shopping Center. The Plan Commission held a public hearing on June 11, 2026. At that public hearing, the petitioners presented testimony and documentary evidence in support of the request. A copy of the public hearing and workshop minutes are attached.

Subject Property

The subject property consists of Deerbrook Shopping Center, which is 47.45 acres in size. The subject property is zoned C-2 Outlying Commercial District and is a Commercial Planned Unit Development.

Recent approvals to the shopping center include: In 2023, the petitioner was granted approval of a Special Use for a 57,732 square feet Floor & Decor store in the former Bed Bath and Beyond, Men's Warehouse, and Carters tenant spaces. In 2024, the petitioner was granted approval of a Special Use for a 40,850 square feet indoor playground and trampoline park for Sky Zone. Also in 2024, Continental Properties was granted approval of a 254-home multifamily development consisting of 8-three story residential apartment buildings. Most recently, in April 2026, the petitioner was granted approval of a 6,858 square foot nail salon to the north of Marshalls.

Surrounding Land Use and Zoning (for entire Deerfield Square PUD)

North (across Lake Cook Road): C-2 Outlying Commercial District - Shell Gas Station, Luna, and other uses

South: C-2 Outlying Commercial District – Super 8 by Wyndham Motel, Northwestern Memorial Hospital medical offices and Prairie Point Shopping Center

East: (across Waukegan Road): C-2 Outlying Commercial District and unincorporated Cook County – Endeavor Health medical offices, Chick-Fil-A, and other uses, and Glenbrook Countryside Estates subdivision (single family residential)

West: C-2 Outlying Commercial District – Deerfield Park Plaza

Proposed Use

The petitioners are proposing to establish a 3,550 square foot US Bank branch in the vacant space outlot building at 60 S. Waukegan Road that is located at the southwest corner of Lake Cook and Waukegan Roads in the Deerbrook Shopping Center. The vacant tenant space shares the outlot building with Starbucks.

Services at this location will include personal and business banking, mortgage and loan assistance, and basic financial guidance. The branch will have teller stations for routine transactions, private offices for meetings, and ATM access for convenient banking. The typical hours of operations are Monday – Friday: 9:00AM-5:00PM and Saturday: 9:00AM-1:00PM. The bank will be closed on Sundays. The total number of employees will be nine, with a maximum of nine employees on-site at any given time. Anticipated peak hours (highest customer activity) are Mondays and Fridays between 11:00 AM and 2:00 PM. During the peak time, the petitioner anticipates a maximum of 19 customers for a total of 28 occupants (9 employees and 19 customers). Deliveries and loading activities, including cash shipments and water delivery, will occur at the front entrance during regular banking hours.

Improvements to the building will primarily occur within the interior and include customer service stations and offices, a conference room, ATM and night drop room, waiting area, cash safe storage, breakroom, restrooms, mother's room, computer/network room, janitor's room, electrical and mechanical rooms, and a back-of-house employee work area. The building exterior will remain largely unchanged, except for new building signage and the addition of a walk-up ATM and night drop at the existing storefront. The walk-up ATM and night drop will have overhead exterior lighting and a security camera.

The existing landscaping on the site will remain unchanged. No site work is proposed as part of this project, and current site plan has parking spaces available in the parking lot as shown on the site plan. The petitioner was granted a waiver of the parking and traffic study at the prefiling conference.

Zoning Conformance

Banks, savings and loan associations and other financial institutions, with or without a drive-through facility are a Special Use in the C-2 Outlying Commercial District. The petitioners are seeking a Special Use in accordance to Article 5.02-C,2.,c for the proposed US Bank. Attached are the Special Use standards. The petitioner has responded to the Special Use standards in their submittals.

Parking for Deerbrook Shopping Center PUD

Required Parking for Deerbrook Shopping Center:

In 2001, Ordinance O-01-39, approving the renovations to Deerbrook Shopping Center was granted a parking variation for Deerbrook (3,814 spaces were required when calculated on a use-by-use basis, and 2,804 spaces were provided according to Village records, a 26% reduction). In 2001, the Plan Commission (and Board of Trustees) believed the parking variation was warranted. The Village believed that the shared parking for Deerbrook had merit as the demand for parking will vary throughout the day based on the mix of businesses at the shopping center (e.g. retail busier during the day and restaurants busier in the evening). The Village believed that if all the uses were the same type so that their peak hours (busiest times) of operation coincided, then the maximum number of parking spaces would be needed, but that was not the case. Since the different uses in Deerbrook have varying peak parking demand times, the Village believed that the maximum amount of parking required by the Zoning Ordinance was not necessary. In 2005, the Village granted a further parking variation to Deerbrook to accommodate the vehicular cross access interconnection plan with Deerfield Park Plaza.

Based on the square footage of the proposed bank branch, a total of 18 (3,550sf/200sf = 17.75) parking spaces would be required for the proposed use based on the requirement of one (1) parking space for each 200 square feet of gross floor area.

The current uses at Deerbrook Shopping Center require a total of 2,229 spaces when calculated on a use-by-use basis (including the proposed US Bank branch) based on the square footage and the uses shown on the chart on the following page based on Village records.

Deerbrook Parking Based on Removal of Rear 10.79 Acres of Continental Properties Apartment Development

Uses:	Square Feet:	Code Requirement 1 Space/Square Feet	Required Parking
Grocery Store			
Jewel	61,867	175	353.53
Restaurants		60/120*	224.88
Starbucks	2,110		
Vacant	2,200		
Subway	1,200		
Noodles&Company	2,800		
Retail E (Panera)	4,000		
Retail F (City BQ)	4,000		
Retail/Service			
Proposed US Bank (Former Sleep Number)	3,550	200	17.75
Marshalls (Former Steinmart)	26,804	200	134.02
Gloss Nail Bar (north of Marshalls)	6,858	150	45.72
Vacant (Former Hobby Lobby)	51,350	200	256.75
Ulta (Not Built/Future Retail)	10,570	200	52.85
Sky Zone	41,926	200	229.00
Floor & Décor (Former Carters)	6,267	200	31.34
Floor & Décor (Former Mens Warehouse)	5,875	200	29.38
Floor & Décor (Former Bed Bath & Beyond)	47,000	200	235.00
Mattress Firm	4,000	200	20.00
Vacant (Former Vitamin Shoppe)	3,500	200	17.50
Vacant (Former T-Mobile)	1,700	200	8.50
The Dump	135,855	1/1000; 1/300**	451.00
Retail A (Not Built/Future Retail)	9,350	200	46.75
Office Depot	15,000	200	75.00
Total Parking Provided* ** (excludes parking in rear 10.79 acres of Deerbrook property)			2,032
Total Parking Required (excludes rear 10.79 acres of Deerbrook property)			2,229
Parking Exception			10%

Year	**2,026**	**2013**	**2001**
Parking Provided	2,032	2,786	2,804
Parking Required	2,229	3,327	3,814
Parking Exception	10%	16%	26%

* Calculated at 50% sit-down or 1 space per 60sf and 50% take-out or 1 space per 120 sf.
**Furniture Store Parking Calculation
*** 2,918 parking spaces minus 886 spaces(rear 10.79 acres of Deerbrook property *which is used for Springs at Lake Cook Crossing rental apartments. Parking is on its own parcel)* = 2,032 spaces.

Proposed Parking at Deerbrook:

A total of 2,032 parking spaces are currently provided at the Deerbrook Shopping Center (including the handicapped spaces on the site and the underground spaces below The Dump (former Great Indoors and Wonder stores). Although the parking requirements for all of the uses in the shopping center (including the proposed US Bank branch) is greater than the total provided parking for the shopping center, the current parking exception of 10% is less than the 26% parking reduction that was approved in Ordinance O-01-39 in 2001. Most PUDs are approved with shared parking where the parking demand varies throughout the day depending on the uses in the development.

Signage

Exterior Improvements, including signage:

Two (2) panes of storefront glass will be removed from the north elevation in order to allow for a new walk-up ATM and night drop box for the bank. The ATM will have illuminated signage above and a blue acrylic trim piece around the machine. The trim will stick out slightly from the wall and be back-lit for safety reasons. There will also be a new security camera and wall pack light fixture for additional safety. The existing entrance doors will be replaced by two (2) new doors that will match the existing storefront doors.

Wall Signs:

Proposed are three (3) identical wall signs composed of internally illuminated, front-lit channel letters centered vertically and horizontally within the sign bands. The signs have red and white faces. The signs will be 28-inches high, because the Deerbrook Mall Sign Criteria restricts businesses of less than 10,000 square feet to a 28-inch letter height. Signs will be placed 2'-7" above the roof deck in order to center the signs in the sign band. The ARC is permitted to grant exceptions up to 3'-0" above the roof deck, and has approved these requests in the past.

Below are the sign allowances for the wall signs:

North (Front) Elevation Wall Sign:

	ALLOWED	PROPOSED
Sign Area:	8% of the wall area = 37.49 sf (or 80 sf, whichever is greater)	18.93 sf
Sign Height:	Below roof deck (13'-6") or 30' above curb, whichever is lower.	2'-7" above roof deck*
Letter Depth:	6 inches maximum	3 inches
Letter Height:	28 inches maximum for businesses less than 10,000 sf	28 inches high
Illumination:	Light source fixed and concealed	Internally illuminated

*ARC is permitted to grant sign exceptions of up to 3' above roof deck

West (Side) Wall Sign:

	ALLOWED	PROPOSED
Sign Area:	4% of the wall area = 25.27 sf (or 40 sf, whichever is greater)	18.93 sf
Sign Height:	Below roof deck (13'-6") or 30' above curb, whichever is lower.	2'-7" above roof deck*
Letter Depth:	6 inches maximum	3 inches
Letter Height:	28 inches maximum for businesses less than 10,000 sf	28 inches high
Illumination:	Light source fixed and concealed	Internally illuminated

* ARC is permitted to grant sign exceptions of up to 3' above roof deck

South (Rear) Wall Sign:

	ALLOWED	PROPOSED
Sign Area:	8% of the wall area = 65.88 sf (or 80 sf, whichever is greater)	18.93 sf
Sign Height:	Below roof deck (13'-6") or 30' above curb, whichever is lower.	2'-7" above roof deck*
Letter Depth:	6 inches maximum	3 inches
Letter Height:	28 inches maximum for businesses less than 10,000 sf	28 inches high
Illumination:	Light source fixed and concealed	Internally illuminated

*ARC is permitted to grant sign exceptions of up to 3' above roof deck

Pylon Panels:

US Bank is requesting two (2) full size sign panels to be added to Pylon 1 along Waukegan Road (see site plan for location). Proposed are aluminum sign faces with 1" thick acrylic, routed-out, push-through graphics. The panels are to be painted Greyshank suede satin finish, as required by the sign criteria. The minimum 4" margin around the text (per the sign criteria) has been provided.

ATM Signage:

Proposed is a 3'-3 ¼" wide x 11 ¼" high, front-lit sign above the automatic teller machine (ATM). The Deerfield Zoning Ordinance permits ATMs to have up to 9 SF of informational signage in relation to the machines. The proposed 3.07 SF signs meet the allowances for this type of signage. There is nothing in the code that states whether ATM signage can be illuminated or not. US Bank feels that illumination on the machine will enhance safety during the evening hours.

Directional Signage:
The petitioner is proposing four (4) short term parking spaces with directional signs that say "Customer Parking Only" and "All other vehicles will be towed at owner's expense." The signs are 1.5 SF and non-illuminated and therefore considered exempt signage.

Appearance Review Commission

The Appearance Review Commission (ARC) approved the exterior wall signs, and pylon sign. The petitioner appeared before the ARC to present their sign plan at the May 18, 2026 meeting. At that meeting, the ARC approved of their requests including the ATM illuminated signs and the pylon panels as presented. The ARC approvals included the wall signs being 2'-7" above the roof deck. The ARC has the authority to approve wall signs up to 3' above the roof deck.

CONCLUSIONS

Compatible with Existing Development

The Plan Commission finds that the proposed 3,550 square foot US Bank branch at 60 S. Waukegan Road is planned so that it will be compatible with existing development in the area and will not impede the normal and orderly development and improvement of surrounding properties. The proposed bank will occupy an existing vacant tenant space within the Deerbrook Shopping Center outlot building shared with Starbucks, and the use is consistent with the commercial character of the shopping center and surrounding area. The Plan Commission finds the proposed bank is an appropriate use for this location and will be an asset to the shopping center and the Village as a whole.

Lot of Sufficient Size

The Plan Commission finds the subject property is of sufficient size for the proposed financial institution use. The proposed bank will occupy an existing 3,550 square foot vacant tenant space. The petitioner is not proposing any building expansion, and the existing tenant space is suitable for the proposed use.

The Plan Commission finds the property can adequately accommodate the proposed bank without creating negative impacts on surrounding properties.

Traffic

The Plan Commission finds the proposed bank should not create traffic problems on the subject property and should not have an adverse impact on surrounding properties. The proposed bank is anticipated to have nine employees, with a maximum of 19 customers during peak activity periods, for a total maximum occupancy of 28 persons. Peak customer activity is expected on Mondays and Fridays between 11:00 a.m. and 2:00 p.m. The petitioner was granted a waiver of the parking and traffic study at the prefiling conference, and the Plan Commission anticipates that the proposed use will not significantly increase traffic volumes in the area.

Parking and Access

The Plan Commission finds the parking will be adequate and the proposed bank will not have an adverse impact on parking in the area. The Plan Commission finds the intensity of the proposed use on the subject property will not adversely impact parking on the subject property and will not create a parking problem. There is adequate parking in the area to accommodate the proposed use. There is a large amount of parking surrounding the outlot building supplying plenty of parking for the bank and other stores in the shopping center. Access points to the development will not be changed as a result of the proposed use.

Effect on the Neighborhood

The Plan Commission finds the proposed use should not be significantly or materially detrimental to the health, safety, or welfare of the public or injurious to other property or improvements in the neighborhood, nor should it diminish or impair property values in the surrounding area. The building exterior will remain largely unchanged except for signage and the addition of a walk-up ATM and night drop. The proposed use is low intensity in nature and is compatible with the established commercial context of the Deerbrook Shopping Center and

surrounding commercial properties. The Plan Commission further finds that the proposed signage, including the wall signs, pylon panels, and ATM signage, is reasonable and appropriate as presented.

Adequate Facilities

The Plan Commission finds that adequate facilities, including utilities, access drives, drainage, and other necessary site infrastructure, are already being provided for this site. The proposed improvements are primarily interior in nature, with limited exterior modifications associated with the ATM, night drop, lighting, camera, and signage. No additional site work is proposed.

Adequate Buffering

The Plan Commission finds the existing buffering on the subject property is adequate. The existing landscaping on the site will remain unchanged, and no new site or landscape modifications are proposed as part of this request.

RECOMMENDATION

Accordingly, it is the recommendation of the Plan Commission that US Bank's request for approval of a Special Use to permit a financial institution at 60 S. Waukegan Road in the Deerbrook Shopping Center be approved.

Ayes: (7) Crist, Keefe, Lubezny, Rauen, Schulman, Stolman, Bromberg
Nays: (0) None

Respectfully submitted,
Al Bromberg, Chair

PLAN COMMISSION
VILLAGE OF DEERFIELD
June 11, 2026
Minutes

The Plan Commission of the Village of Deerfield called to order a meeting at 7:30 P.M. on June11, 2026, at Deerfield Village Hall.

Present were: Al Bromberg, Chair
Lisa Crist
Bill Keefe
Sara Lubezny
David Rauen
Blake Schulman
Ken Stolman

Also Present: Jeff Ryckaert, Principal Planner
Dan Nakahara, Planner II
Justin Keenan, Assistant Village Manager
Ben Schuster, Village Attorney

Public Comment on a Non-Agenda Item

There were no comments from the public on a non-agenda item.

PUBLIC HEARING

1) Public Hearing on the Request for Approval of a Special Use to Permit a Financial Institution for a US Bank at 60 S. Waukegan Road in the Deerbrook Shopping Center

Chairperson Bromberg asked for proof of publication and certified mailing. Mr. Ryckaert reported notice was published in the Deerfield Review on May 21, 2026, and certified mailing receipts were provided by the petitioner.

Chairperson Bromberg swore in those who wished to speak at this meeting.

Matthew Crews with RSP Architects representing US Bank explained they are not proposing changes to the site plan and would be utilizing the existing parking. The bank entry will be on the north side of the building next to Starbucks, which is the same as the former Sleep Number entrance. Mr. Crews explained that the Plan Commission agreed to waive the traffic and parking study at the prefiling conference meeting as the Plan Commission felt that there was adequate parking for this use in the existing parking lot. Mr. Crews commented that they will not have a drive-thru at this location. Mr. Crews discussed the interior floor plan layout and commented that their plans include a walk-up ATM and night drop on the building exterior for when the bank is closed. They will also be adding a wall pack light and security camera which will be utilized during off hours. Mr. Crews noted that they propose a new US Bank sign on the north side of the building. They will replace the existing doors and door hardware with concealed vertical rods and wave-sensor power operators to meet US Bank standards, but the door will look the same. The existing windows will have an opaque film attached to the inside of the window for security so the public cannot see into the interior area that will house the back of

the ATM and night drop. The south and west elevations will include new US Bank signage and the existing green awnings will remain.

Mr. Crews showed examples of the ATM and night drop elevation. The glass will be removed at the ATM location and replaced with a glazed panel with a white acrylic. Mr. Crews noted that the illuminated blue halo above the ATM and the ATM signage were approved by the Appearance Review Commission in May.

The proposed pylon sign on Waukegan will have the US Bank logo. There are also five US Bank customer parking signs without a logo, per the landlord's request. The proposed internally illuminated wall signs are all the same size and all proposed signs meet the sign criteria for the center.

Chairperson Bromberg confirmed there were no changes since the workshop meeting. Mr. Cruise explained there were no changes to their plans from the prefiling conference meeting and confirmed that the traffic and parking study was waived at the prefiling conference meeting.

Commissioner Stolman moved, seconded by Commissioner Keefe to recommend approval of a Special Use for US Bank in Deerbrook Shopping Center.

The motion passed on the following vote:

AYES: Crist, Keefe, Lubezny, Rauen, Schulman, Stolman, Bromberg (7)
NAYS: None (0)

Mr. Ryckaert noted this petition would appear before the Board of Trustees at their July 6, 2026 meeting.

DOCUMENT APPROVAL

Commissioner Lubezny moved, seconded by Commissioner Crist to approve the minutes from the May 14, 2026 Plan Commission meeting. There were minor corrections to the minutes. The motion passed unanimously on a voice vote.

Items from the Commission

There were no items from the commission.

Items from the Staff

The next Plan Commission meeting was scheduled for June 25, but there may not be a quorum. The July 9, 2026 Plan Commission public hearing meeting for the Walden School reconstruction project will be held in the Wilmot gymnasium. Mr. Ryckaert reported the school district is working on plans for the Wilmot School building reconstruction project.

Designation of Representative for the next Board of Trustees Meeting

A representative is not needed for the June 15, 2026 Board of Trustees meeting.

Adjournment

There being no further discussion, Commissioner Stolman moved, seconded by Commissioner Schulman, to adjourn the meeting. The motion passed with a unanimous voice vote. The meeting was adjourned at 7:55 P.M.

Respectfully Submitted,

Jeri Cotton
Secretary