

TO: Village of Deerfield Staff & Plan Commission
FROM: CAGE Engineering / ARCON Associates, Inc. / Deerfield Public School District 109
DATE: April 2, 2026
RE: Deerfield Public School District 109 Walden Prefiling Conference Submittal

Walden Elementary School Redevelopment – Project Narrative

Enclosed please find this project narrative and supporting drawings for the redevelopment of the Walden Elementary School property located at 630 Essex Court.

Walden has reached a point where continued investment in the existing facility is no longer a practical or responsible long-term solution. The building's aging infrastructure – particularly its plumbing and sewer systems, has deteriorated beyond what can be effectively repaired within the constraints of normal school operations. Critical utility lines are buried beneath the center of the building, making replacement infeasible without extended closure well beyond a single summer. Addressing these failures would require displacing students and staff for a prolonged period, while still resulting in a facility that does not meet modern educational standards.

In addition to infrastructure challenges, Walden faces significant space limitations. The school is approximately 20,000 square feet smaller than what is needed to adequately support current and future programming, making it the smallest facility in District 109. Opportunities to expand are severely constrained: the site is shared with the Deerfield Park District, limiting the ability to increase the building footprint without encroaching on valued community park space. Constructing a two-story addition is not feasible without fully demolishing the existing structure.

The proposed redevelopment reflects both educational priorities and community values. District 109 recognizes that Deerfield residents value their parks as much as their schools, and the long-standing partnership with the Park District is a critical asset to preserve. By replacing the existing building with a thoughtfully designed new facility, the District can deliver a school that meets modern learning needs while maintaining and enhancing recreational amenities for the broader community. This approach ensures that both students and residents benefit from a sustainable, future-ready investment.

Existing Conditions:

The existing facility is approximately 75,000 square feet and includes 58 parking spaces serving the school. A large paved play area provides recreational space for the school and also supports the adjacent Walden Park, which includes two soccer fields, two playgrounds, and one T-Ball field. As noted, the school is located within Park District property and shares these play spaces and facilities for camps and other programs.

The current drop-off and pick-up circulation enters from Warrington Road and exits onto Warwick Road. In addition to vehicular traffic, 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 in the surrounding area and walking students in from those same directions. Busses have their own loop, but also utilize the same entrance and exit as parents.

Proposed Improvements:

School District 109 is proposing to construct a new 88,640 square foot facility located just north of the existing school. The new building will consist of approximately 63,065 square feet at the first floor and 25,575 square feet at the second floor. The majority of the building will be approximately 32 feet in height, with mechanical screening extending to 36 feet 8 inches, and a maximum building height of 44 feet 8 inches, as reflected on the architectural elevations. The facility will be constructed of durable, institutional-quality materials including face brick, aluminum windows, fiber cement board, and metal composite paneling. The program includes 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 architectural layout has been thoughtfully designed to accommodate Park District programming. The southeast wing includes dedicated Park District storage and provides exterior access to a portion of the building that can be utilized for camps and other programs. Additionally, restrooms are located in this area and are accessible from the exterior, serving the adjacent playgrounds and athletic fields.

The project will be implemented in two phases. The Interim Phase (Phase I) includes construction of the new facility while the existing school remains fully operational for approximately one academic year. During this period, the site will be configured to maintain safe and efficient access to both facilities, including maintaining the existing parking, circulation and ADA access. As part of these improvements, underground detention will be installed at the northeast corner of the site to meet stormwater requirements for the Phase I development. In addition, a temporary gravel parking lot will be constructed to support contractor parking and staging activities during construction.

Following completion of the new building, and after the most recent school year is completed, the project will advance to the Final Phase (Phase II), which includes demolition of the existing facility and full site redevelopment. This phase will reconfigure parking, access, and circulation to better support school operations. The redesigned site will provide 86 total parking spaces, along with a dedicated parent drop-off area featuring a separate right-turn lane to accommodate queuing and improve traffic flow. Additional underground stormwater management will be added to support the Phase II development, while maintaining the Phase I underground detention.

Phase II will also include the relocation and reconstruction of recreational amenities, as the new building footprint will occupy the existing play areas. The two (2) soccer fields will be relocated to the east, along with a new baseball field, paved play surface with basketball courts, two (2) playgrounds, and walking paths. The overall usable play area will be maintained to ensure continued functionality for both school and park district/community use.

Landscape:

The existing school is surrounded almost entirely by neighbors' opaque fencing or dense landscaping. Each view of the property will be assessed, and a tree survey will be conducted. The proposed landscaping will be based on existing landscape in place and where deficiencies are identified to buffer the side and rear yards. Generally, we will propose deficiencies to be filled with

mature canopy planted with large 3" canopy shade trees. Ornamental shade trees ranging 8'-10' in height will be clustered adjacent to existing 5'-8' fencing or existing hedges with 8'-10' tall evergreen trees to fill in deficiencies. If no live or structured screening exists 30" high evergreen hedges will be proposed along with taller plantings materials mentioned to screen views from all heights. While a more traditional landscape treatment for this campus, multiple layers of plantings will be utilized to ensure proper screening with visual appeal. The parking lot design will be brought up to current code by implementing landscape islands.

Traffic:

Traffic operations and site circulation have been carefully evaluated as part of the redevelopment to address existing inefficiencies and improve overall safety and functionality. The current conditions experience notable congestion during arrival and dismissal, including on-site queuing that extends onto Warrington Road and delays caused by pedestrian activity at key intersections.

The proposed design directly responds to these challenges by lengthening the pick-up/drop-off lane and providing a dedicated bypass lane to reduce queuing conflicts. Also, while parent and bus drop-off areas are not fully separated in the final conditions, the site design has been carefully configured to distinguish these movements to the greatest extent practicable. Circulation patterns, access points, and internal drive alignments have been arranged to minimize conflicts, improve safety, and maintain efficient traffic flow during peak arrival and dismissal periods.

Additional improvements include expanded and reconfigured parking, enhanced sidewalk connections to better accommodate pedestrian movements, and overall site circulation modifications that streamline traffic flow. To accommodate the student walkers, the sidewalk within the right-of-way on Essex Court off Warwick Rd. is proposed to be widened to increase safety and accessibility for students.

Collectively, these enhancements are intended to reduce congestion, improve safety for both vehicles and pedestrians, and create a more efficient and organized arrival and dismissal experience.

ALTA/NSPS LAND TITLE SURVEY

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

CURRENT P.I.N.:
16-28-100-009

SURVEYED AREA

116,042 SQUARE FEET (2.664 AC±)

OWNER/CLIENT

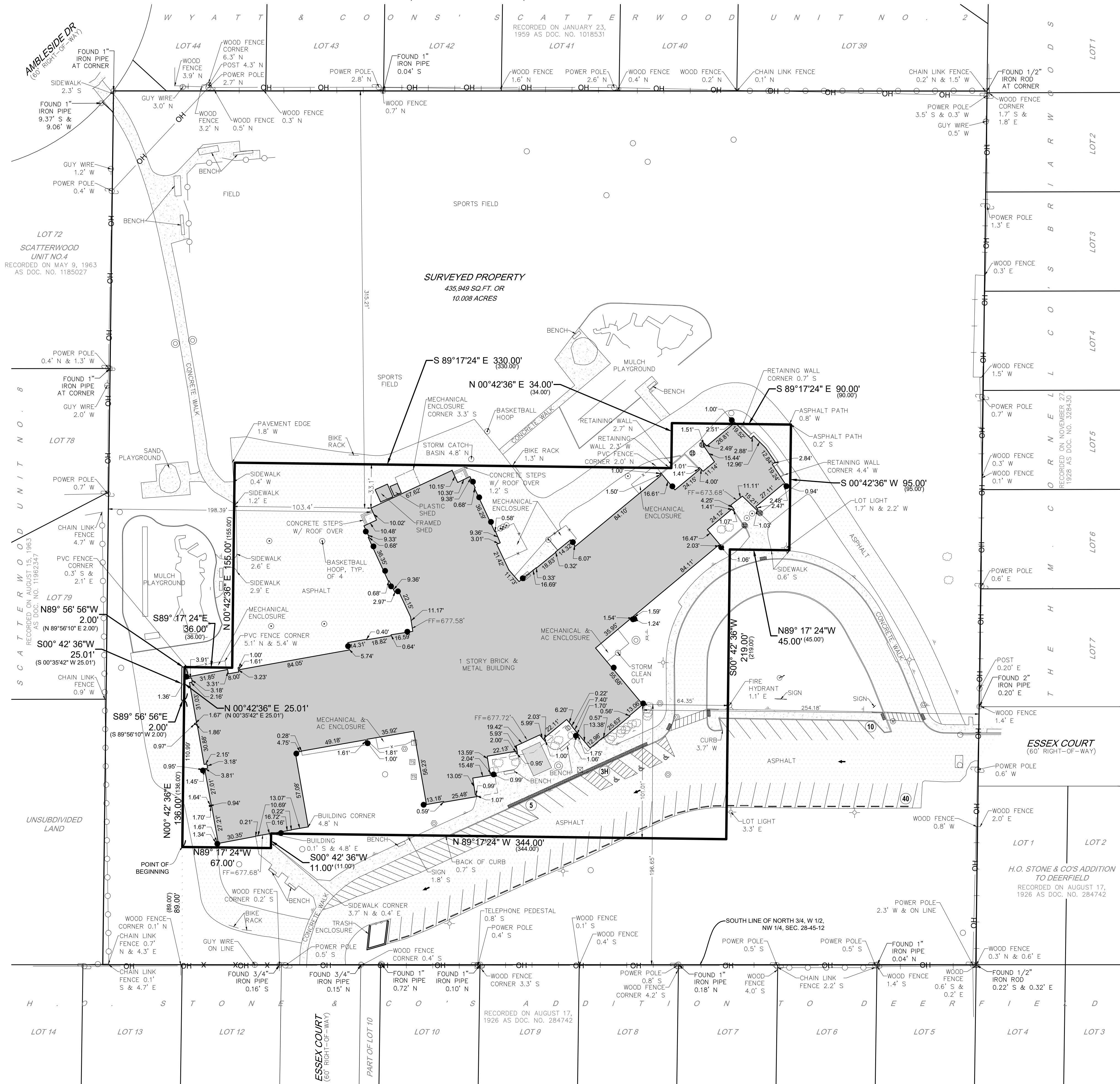
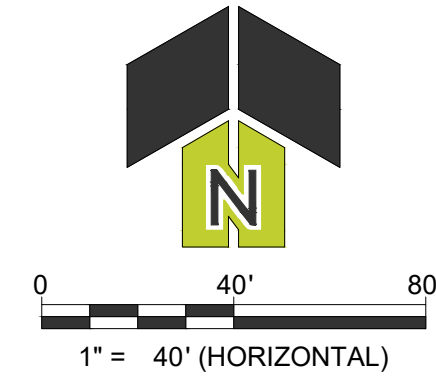
BOARD OF EDUCATION
DISTRICT 109
517 DEERFIELD RD
DEERFIELD, IL 60015

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

LEGEND

BOUNDARY LINE =	
R.O.W. LINE =	
LOT LINE =	
EASEMENT LINE =	
PAVEMENT LINE =	
CURB & GUTTER =	
CONCRETE SIDEWALK =	
EX. PLASTIC FENCE =	
EX. WOOD FENCE =	
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EX. ADA PARKING SYMBOL =	
EX. WHEEL STOP =	
EX. CONCRETE =	
EX. ASPHALT =	
EX. BUILDING =	
EX. BRICK =	
EX. ADA HATCH =	
RECORD INFORMATION =	(XXX.XX)
MEASURED INFORMATION =	XXX.XX
PARKING COUNT =	
ADA PARKING COUNT =	



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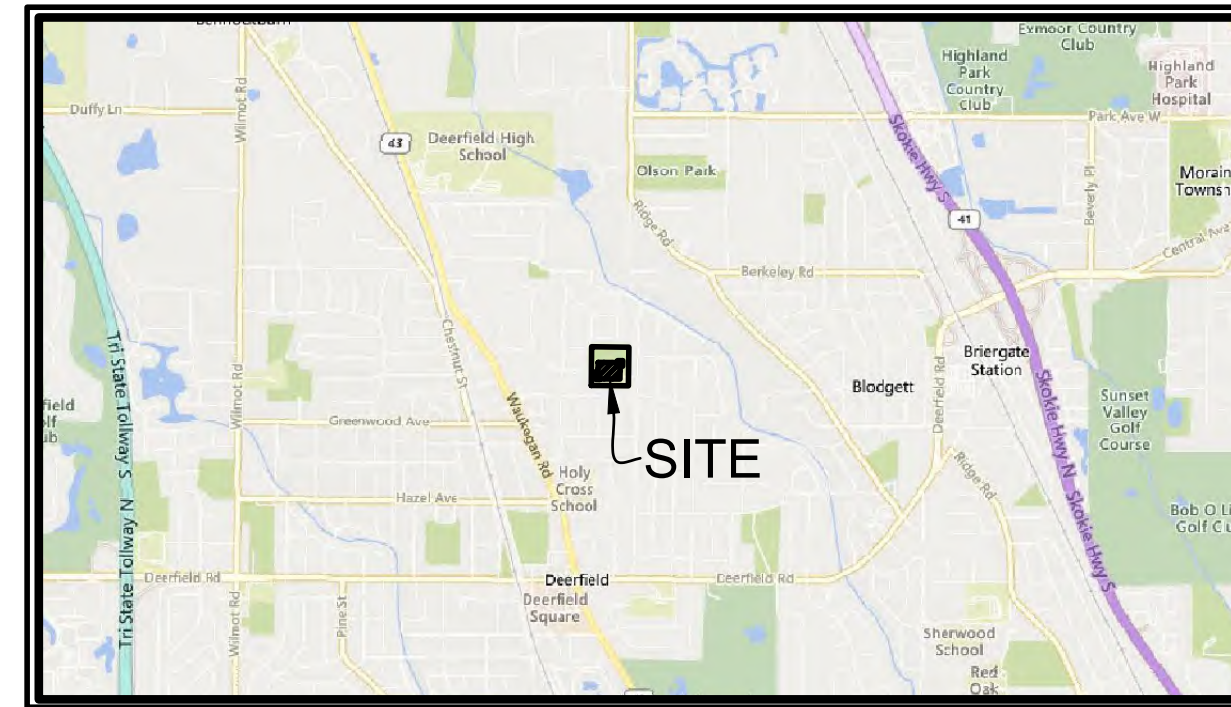
REVISIONS

SCHOOL DISTRICT 109- WALDEN ELEMENTARY
DEERFIELD, ILLINOIS
ALTA/NSPS LAND TITLE SURVEY

PROJ NO: 240537
PM: GP/AR/JDM
DATE: 05/16/2025
SCALE: 1"=40'
SHEET NUMBER

BOUNDARY AND TOPOGRAPHIC SURVEY

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



LOCATION MAP

NOT TO SCALE

SHEET INDEX

SHEET 1 OF 3: LEGAL DESCRIPTION, SURVEYORS NOTES AND CERTIFICATIONS
SHEET 2 OF 3: BOUNDARY, EASEMENTS AND LABELS
SHEET 3 OF 3: BOUNDARY, TOPOGRAPHIC INFORMATION, EASEMENTS AND LABELS

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-GEOD18

SITE BENCHMARK 1:
NORTHWEST FLANGE BOLT WITH FLAGGER OF FIRE HYDRANT AT SOUTH SIDE OF WALDEN ELEMENTARY SCHOOL BUILDING.
ELEVATION: 675.90' DATUM: NAVD88-GEOD18

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-GEOD18

OWNER/CLIENT

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

CURRENT P.I.N.:

16-28-100-009

SURVEYED AREA

116,042 SQUARE FEET (2.664 AC±)

LEGAL DESCRIPTION PER TITLE COMMITMENT

THAT PART OF THE NORTH 3/4 OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF SECTION 28, TOWNSHIP 45 NORTH; RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON A LINE 89.0 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID NORTH 3/4, SAID POINT BEING 719.17 FEET EAST OF THE WEST LINE OF THE NORTH WEST 1/4 OF SAID SECTION 28; THENCE NORTH PARALLEL WITH SAID WEST LINE 136.00 FEET; THENCE EAST PARALLEL WITH THE SOUTH LINE OF SAID NORTH 3/4 36.00 FEET; THENCE NORTH 155.00 FEET; THENCE EAST 330.00 FEET; THENCE NORTH 34.00 FEET; THENCE EAST 90.00 FEET; THENCE SOUTH 95.00 FEET; THENCE WEST 45.00 FEET; THENCE SOUTH 219.00 FEET; THENCE WEST 344.00 FEET; THENCE SOUTH 11.00 FEET; THENCE WEST ALONG SAID PARALLEL LINE TO THE POINT OF BEGINNING, IN LAKE COUNTY, ILLINOIS; AND THAT PART DESCRIBED AS FOLLOWS: COMMENCING AT A POINT OF INTERSECTION OF A LINE 89.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF THE NORTH 3/4 AS MONUMENTED AND OCCUPIED BY BLOCK 5 IN H.O. STONE AND COMPANY'S ADDITION TO DEERFIELD, A SUBDIVISION IN THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION 28, WITH A LINE 719.17 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF THE NORTHWEST 1/4 OF SECTION 28; THENCE NORTH 00 DEGREES 35 MINUTES 42 SECONDS EAST BEING AN ASSUMED BEARING ON SAID 719.17 FEET EAST OF AND PARALLEL LINE, 136 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 89 DEGREES 56 MINUTES 10 SECONDS WEST, 2.00 FEET; THENCE SOUTH 00 DEGREES 35 MINUTES 42 SECONDS WEST, 25.01 FEET; THENCE NORTH 89 DEGREES 56 MINUTES 10 SECONDS EAST, 2.00 FEET TO SAID 719.17 FEET EAST OF AND PARALLEL LINE; THENCE NORTH 00 DEGREES 35 MINUTES 42 SECONDS EAST, 25.01 FEET TO THE POINT OF BEGINNING, IN LAKE COUNTY, ILLINOIS.

SURVEYOR'S NOTES

- DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF. NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON. DISTANCES AND/OR BEARINGS SHOWN IN PARENTHESIS (123.45') ARE RECORD OR DEED VALUES, NOT FIELD MEASURED.
- COMPARE THIS PLAT, LEGAL DESCRIPTION AND ALL SURVEY MONUMENTS BEFORE BUILDING AND IMMEDIATELY REPORT ANY DISCREPANCIES TO THE SURVEYOR.
- THE LOCATION OF THE PROPERTY LINES SHOWN ON THE FACE OF THIS PLAT ARE BASED ON THE LEGAL DESCRIPTION CONTAINED IN THE TITLE COMMITMENT AND SHOWN HEREON. THIS INFORMATION HAS BEEN FURNISHED BY THE CLIENT AND COMPARED TO RECORD DEEDS TO CHECK FOR GAPS AND/OR OVERLAPS. HOWEVER, THIS SURVEY MAY NOT REFLECT HISTORICAL MATTERS OF TITLE AND OWNERSHIP THAT HAVE NOT BEEN DISCLOSED BY THE TITLE COMMITMENT.
- UNLESS OTHERWISE NOTED, ONLY THE IMPROVEMENTS WHICH WERE VISIBLE FROM ABOVE GROUND AT THE TIME OF THE SURVEY AND THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE ARE SHOWN ON THE FACE OF THIS PLAT. LAWN SPRINKLERS, IF ANY, ARE NOT SHOWN ON THIS SURVEY.
- MANHOLES, INLETS AND OTHER UTILITY RIMS OR GRATES SHOWN HEREON ARE FROM FIELD LOCATION OF SUCH AND ONLY REPRESENT SUCH UTILITY IMPROVEMENTS WHICH ARE VISIBLE FROM ABOVE GROUND AT TIME OF SURVEY AND THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE. LABELING OF THESE MANHOLES (SANITARY, WATER, ETC.) IS BASED SOLELY ON THE "STAMPED" MARKINGS ON THE RIM. NO UNDERGROUND OBSERVATIONS HAVE BEEN MADE TO VERIFY THE ACTUAL USE OR EXISTENCE OF UNDERGROUND UTILITIES.
- SURFACE INDICATIONS OF UTILITIES ON THE SURVEYED PARCEL HAVE BEEN SHOWN. PUBLIC AND/OR PRIVATE RECORDS BEYOND THE EXISTING ENGINEERING PLANS AND THE UTILITY LINES MARKED BY THE UNDERGROUND DETECTIVES, HAVE NOT BEEN SEARCHED TO PROVIDE ADDITIONAL INFORMATION. OVERHEAD WIRES AND POLES (IF ANY) HAVE BEEN SHOWN, HOWEVER THEIR FUNCTION AND DIMENSIONS HAVE NOT BEEN SHOWN.
- THIS SURVEY MAY NOT REFLECT ALL UTILITIES OR IMPROVEMENTS, IF SUCH ITEMS ARE HIDDEN BY LANDSCAPING OR ARE COVERED BY SUCH ITEMS AS DUMPSTERS OR TRAILERS, OR WHEN THE SITE WAS COVERED WITH SNOW.
- OTHER THAN VISIBLE OBSERVATIONS NOTED HEREON, THIS SURVEY MAKES NO STATEMENT REGARDING THE ACTUAL PRESENCE OR ABSENCE OF ANY UTILITY SERVICE OR UTILITY LINE OTHER THAN THOSE SHOWN HEREON AS OBSERVED ON THE SURFACE DURING THE FIELD PORTION OF THE SURVEY, INCLUDING THOSE UTILITY MARKINGS AS MARKED BY THE UNDERGROUND DETECTIVES.
- THIS SURVEY HAS BEEN COMPLETED WITH THE BENEFIT OF A CHICAGO TITLE INSURANCE COMPANY COMMITMENT NUMBER 25003483LV WITH AN EFFECTIVE DATE OF MARCH 27, 2025. RESTRICTIONS, EASEMENTS AND/OR LIMITATIONS, IF ANY, HAVE BEEN SHOWN HEREON.

SURVEYOR'S CERTIFICATE

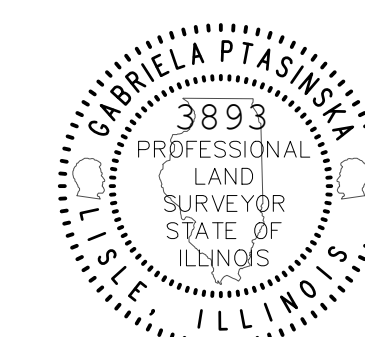
STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, GABRIELA PTASINSKA, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT THIS PLAT AND THE SURVEY UPON WHICH IT IS BASED HAS BEEN PREPARED FOR THE USES AND PURPOSES HEREIN SET FORTH.

ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMALS THEREOF.

GIVEN UNDER MY HAND AND SEAL AT LISLE, ILLINOIS,
THIS ____ DAY OF _____ A.D., 2025.

FOR REVIEW
GABRIELA PTASINSKA
GPTASINSKA@CAGECIVIL.COM
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3893
LICENSE EXPIRES NOVEMBER 30, 2026



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

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LISLE, IL 60532
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SCHOOL DISTRICT 109- WALDEN ELEMENTARY
DEERFIELD, ILLINOIS
BOUNDARY AND TOPOGRAPHIC SURVEY

PROJ NO: 240537

PM: GP/AR

DATE: 10/16/25

SCALE: N/A

SHEET NUMBER

1 OF 3

BOUNDARY AND TOPOGRAPHIC SURVEY

SURVEYED AREA

116,042 SQUARE FEET (2.664 AC±)

OWNER/CLIENT

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

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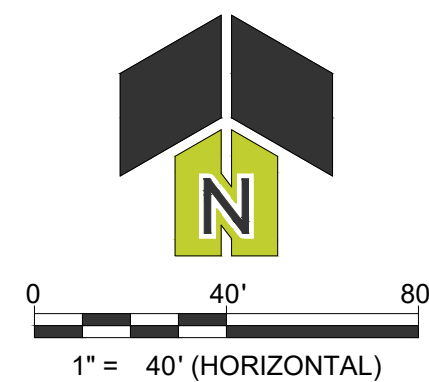
16-28-100-009

BASIS OF BEARINGS

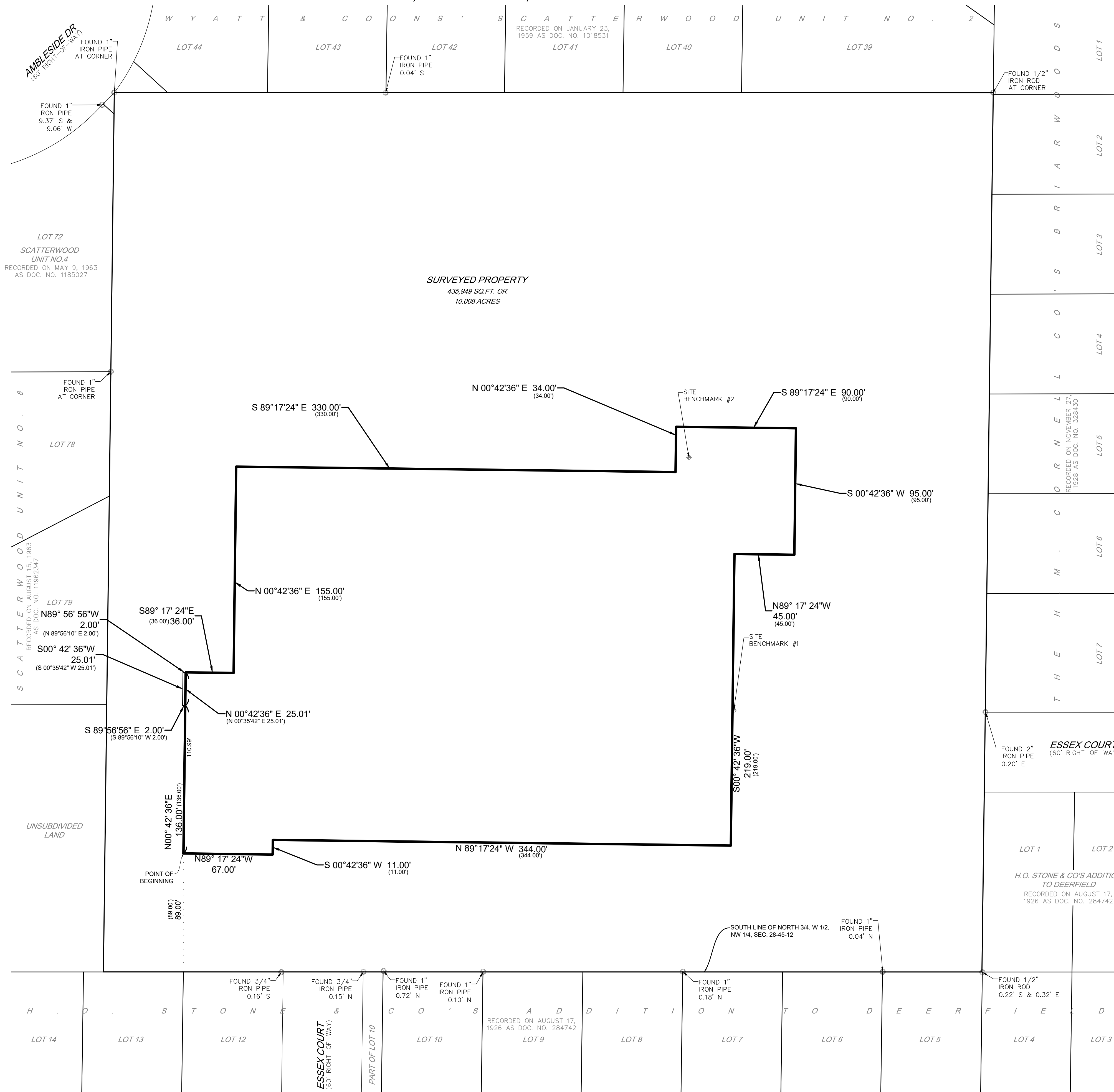
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LEGEND

BOUNDARY LINE =	
R.O.W. LINE =	
LOT LINE =	
EASEMENT LINE =	
FOUND CUT CROSS =	
FOUND IRON PIPE/ROD =	
RECORD INFORMATION =	(XXX.XX)
MEASURED INFORMATION =	XXX.XX



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REVISIONS

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SCHOOL DISTRICT 109- WALDEN ELEMENTARY
DEERFIELD, ILLINOIS
BOUNDARY AND TOPOGRAPHIC SURVEY

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DATE: 10/16/2025
SCALE: 1"=40'
SHEET NUMBER

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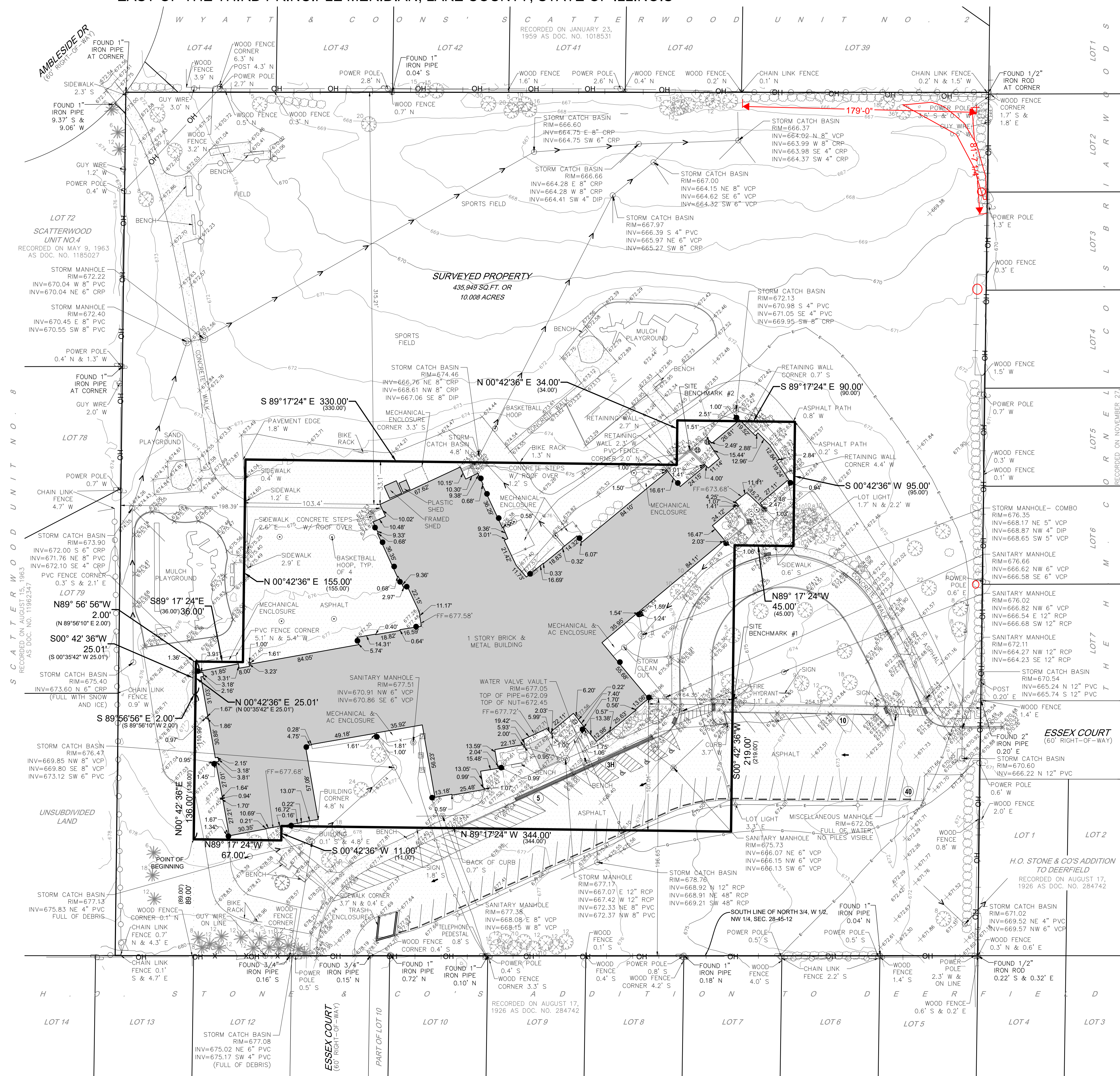
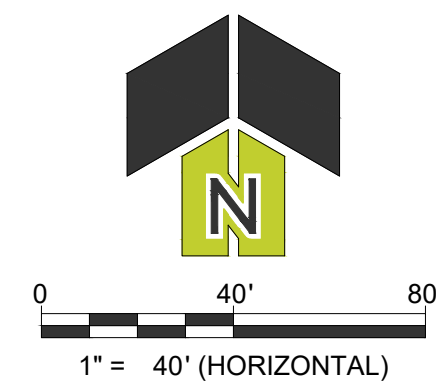
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LEGEND

- BOUNDARY LINE =
- R.O.W. LINE =
- LOT LINE =
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- PAVEMENT LINE =
- CURB & GUTTER =
- CONCRETE SIDEWALK =
- EX. PLASTIC FENCE =
- EX. WOOD FENCE =
- EX. CHAIN FENCE =
- EX. OVERHEAD UTILITY LINE =
- EX. UNDERGROUND ELECTRIC LINE =
- EX. WATER MAIN =
- EX. GAS MAIN =
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- EX. WHEEL STOP =
- EX. CONTOUR =
- EX. GRADE SHOT =
- EX. CONCRETE =
- EX. ASPHALT =
- EX. BUILDING =
- EX. BRICK =
- EX. ADA HATCH =
- RECORD INFORMATION = (xxx.xx)
- MEASURED INFORMATION = xxx.xx
- PARKING COUNT =
- ADA PARKING COUNT =



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SCHOOL DISTRICT 109- WALDEN ELEMENTARY
DEERFIELD, ILLINOIS
BOUNDARY AND TOPOGRAPHIC SURVEY

PROJ NO: 240537
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SHEET NUMBER
3 OF **3**



PARKING SUMMARY	
STANDARD PARKING STALLS:	55 STALLS
ADA PARKING STALLS:	3 STALLS
TOTAL PARKING STALLS:	58 STALLS

LEGEND	
	UNDERGROUND DETENTION
	PROPOSED SIDEWALK TO REMAIN IN FINAL CONDITIONS
	PROPOSED TEMPORARY SIDEWALK FOR INTERIM CONDITIONS
	CONSTRUCTION STAGING LOT

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 SUITE 325
 LISLE, IL 60532
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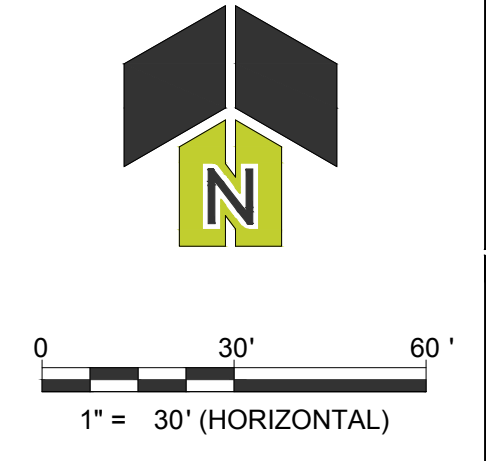
REVISIONS	DATE

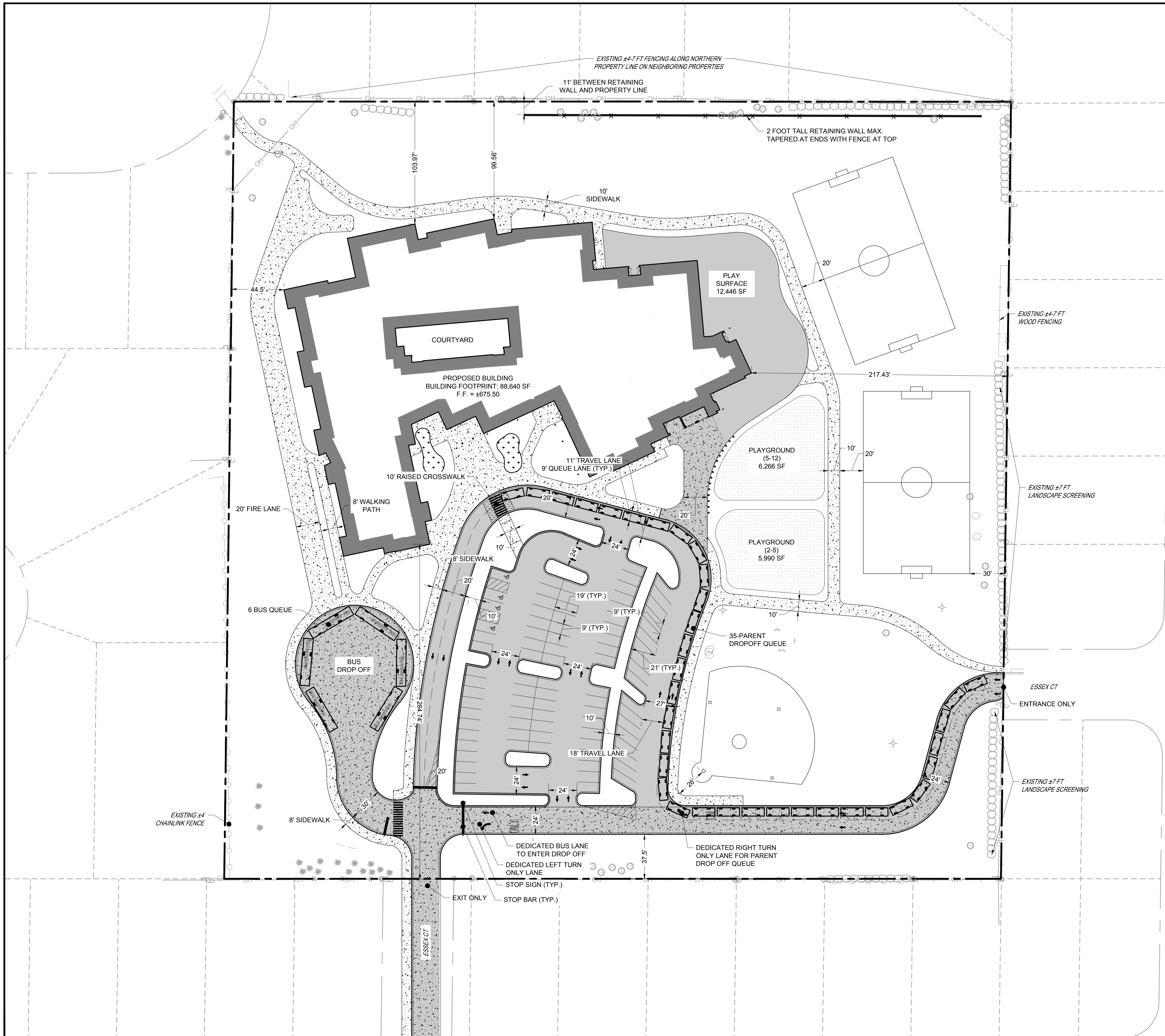
PROPOSED FINAL CONDITIONS FOR
WALDEN ELEMENTARY
 630 ESSEX COURT
 DEERFIELD, IL

PROJ NO: 240537
 ENG: EAS
 DATE: 04/16/2026

SHEET TITLE
 INTERIM
 CONDITIONS
 SITE PLAN

SHEET NUMBER
EX-1
 1 OF 1





PARKING SUMMARY	
STANDARD PARKING STALLS:	82 STALLS
ADA PARKING STALLS:	4 STALLS
TOTAL PARKING STALLS:	86 STALLS

LEGEND	
	HEAVY DUTY PAVEMENT
	ASPHALT PAVEMENT
	RAISED CROSSWALK CONCRETE
	SIDEWALK
	SPECIALTY LANDSCAPING
	PLAYGROUND

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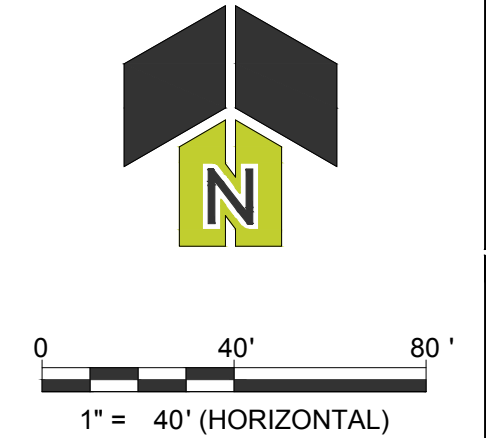
REVISIONS

PROPOSED FINAL CONDITIONS FOR
WALDEN ELEMENTARY
630 ESSEX COURT
DEERFIELD, IL

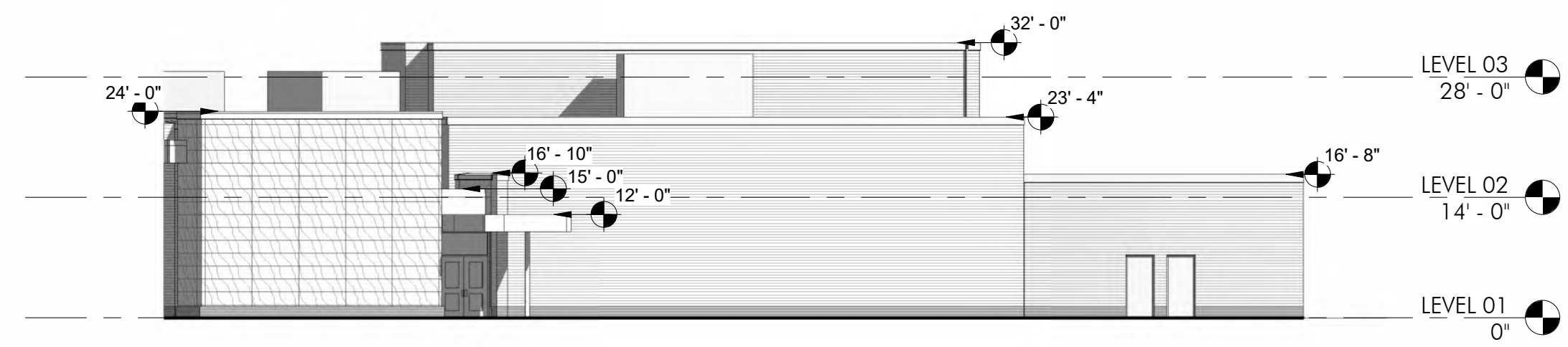
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SHEET TITLE
FINAL CONDITIONS SITE PLAN

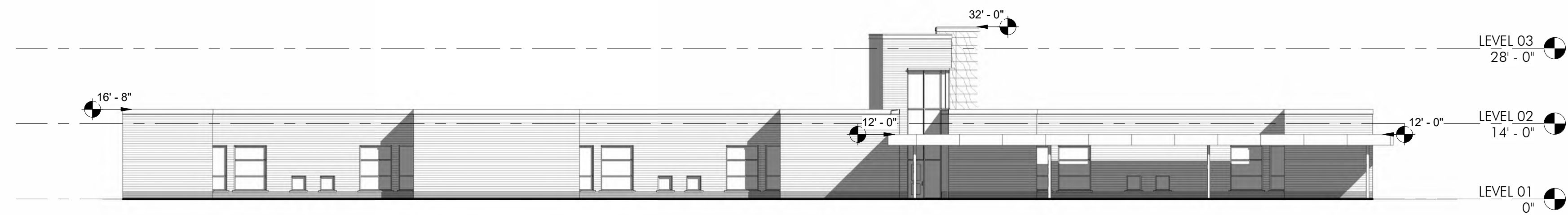
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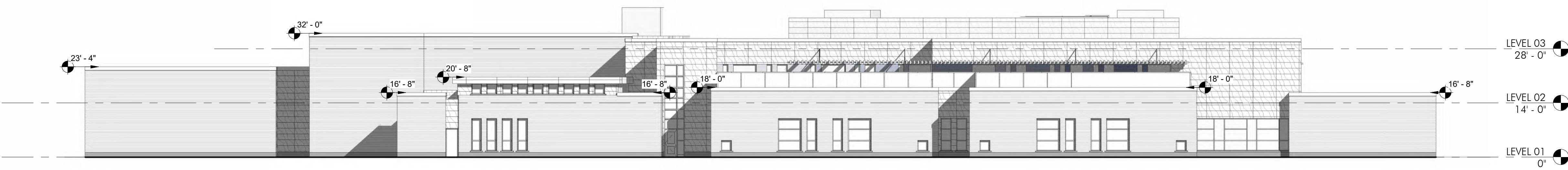
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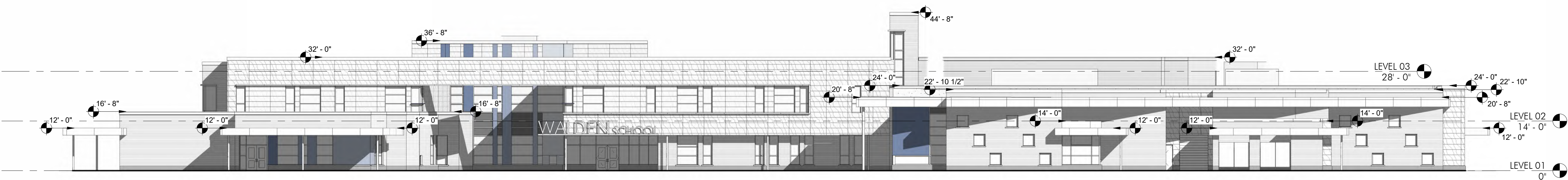
1 EAST BUILDING ELEVATION
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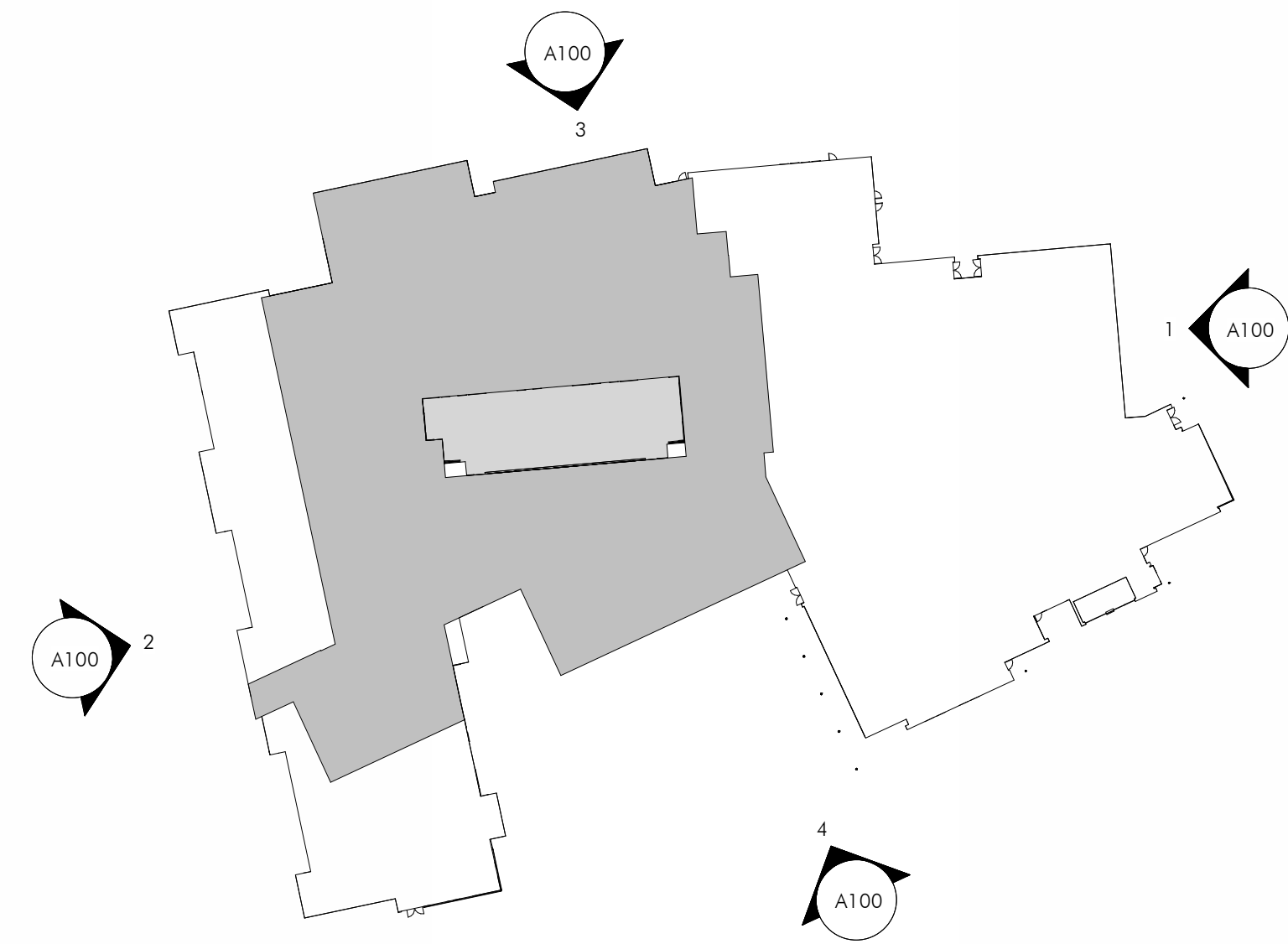
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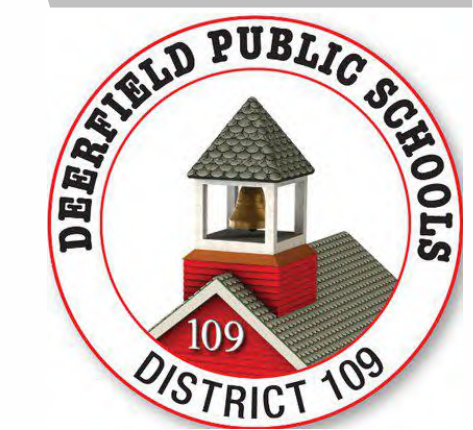
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Traffic Impact & Parking Study

Walden Elementary School

April 1, 2026
Deerfield Public School District 109

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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 450 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 west 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.



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, Warwick 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.

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.

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.

2.3. ARRIVAL/DISMISSAL OBSERVATIONS

As part of the field visit, observations were performed on Thursday, December 4, 2025, 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 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 observations. While the low temperatures and closed pedestrian access represent atypical conditions, operations were confirmed to be sufficiently representative for analysis by school officials. A diagram detailing circulation patterns for vehicular and on-foot pick-up/drop-off operations is shown on **Figure 2**.

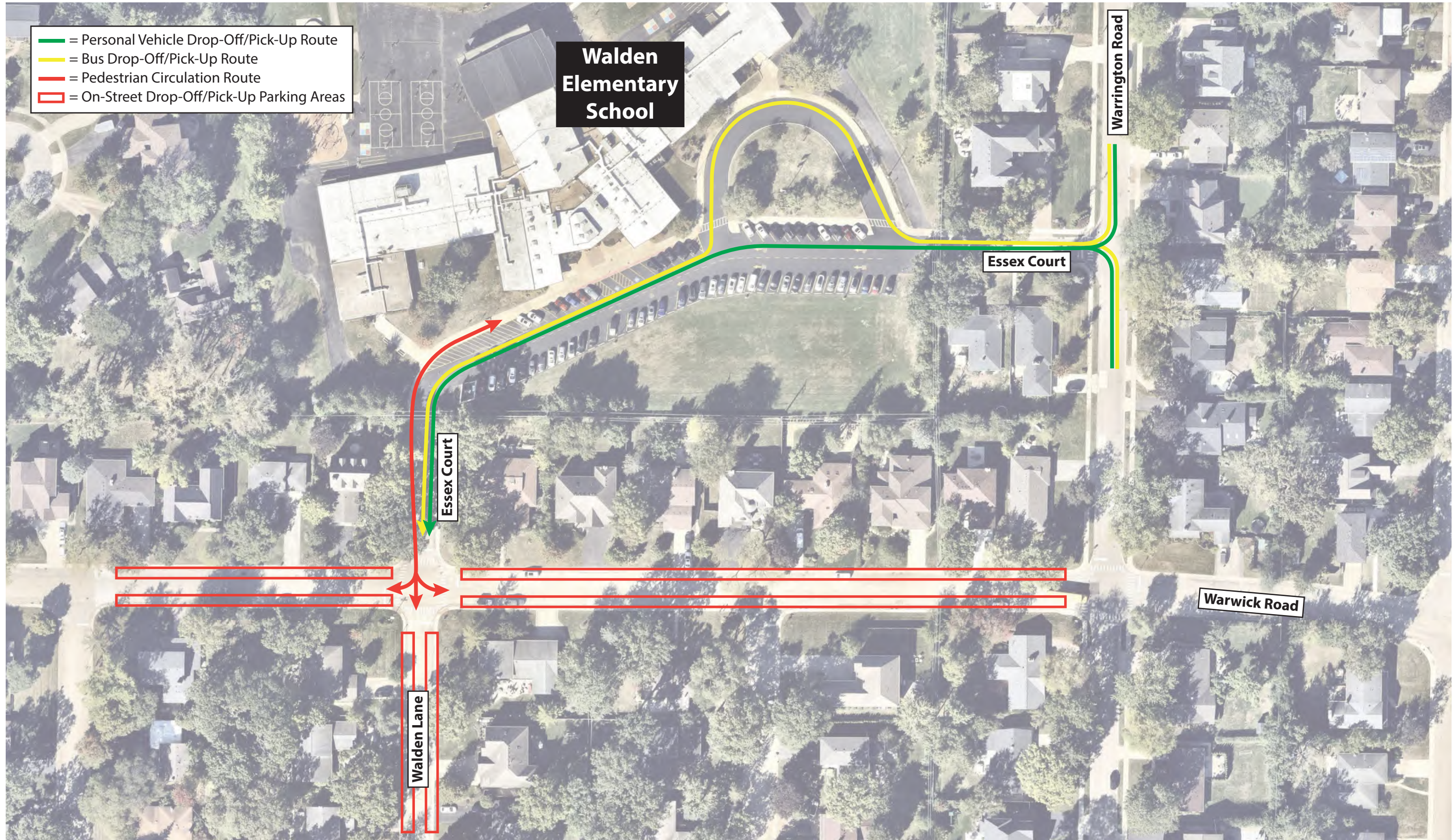
Arrival Period

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 off 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. Heavy queuing on northbound and southbound Warrington Road was observed as vehicles attempted to enter the campus. Northbound queues were observed extending as far back as Warwick Road. 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.

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.

Based on conversations with school staff, it is understood that under warmer weather conditions, many parents choose to park on nearby streets (which was observed in the dismissal period and is discussed below) and walk their students to school rather than circulate through the parking lot in a vehicle. An increase in pedestrian traffic at the intersection of Essex Court and Warwick Road may contribute to higher outbound delay, while fewer vehicles may also enter the school grounds.

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 street near the school 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.

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 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



Vehicles Stage on Warwick Road Ahead of Dismissal



Heavy Pedestrian Traffic at Essex Court / Warwick Road

Court 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 intersection and resulting in spillback queuing that extended back into the school grounds. 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

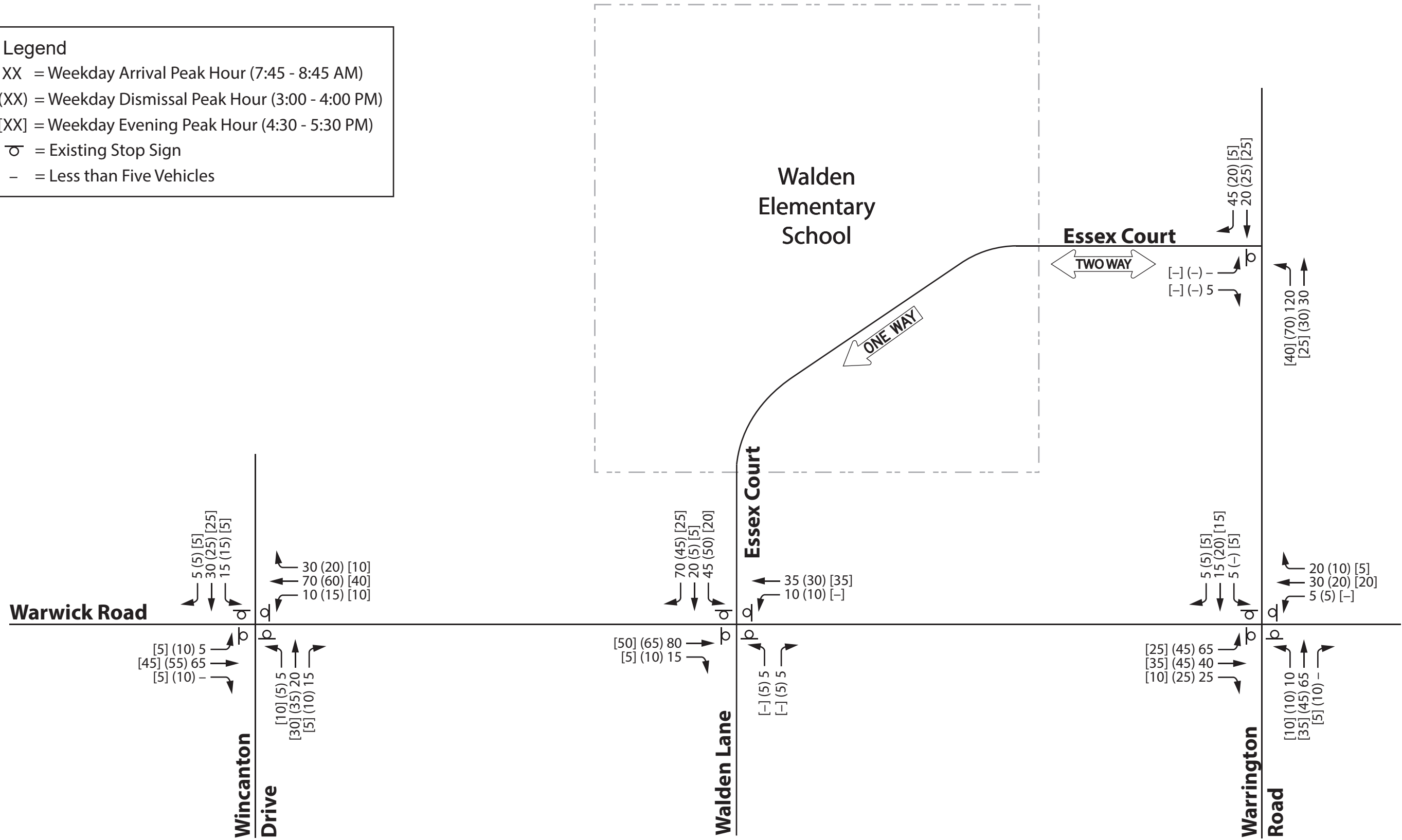
TYLin conducted intersection turning movement counts (TMCs) in December 2025 at the following locations in order to identify existing volumes:

- 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.

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)
 ⓪ = Existing Stop Sign
 - = Less than Five Vehicles



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-D dismissal	Post-D dismissal
General	62	59	58	59	36
ADA	3	1	2	0	1
Reserved	1	–	1	1	1
<i>Total</i>	<i>66</i>	<i>60</i>	<i>61</i>	<i>60</i>	<i>38</i>
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

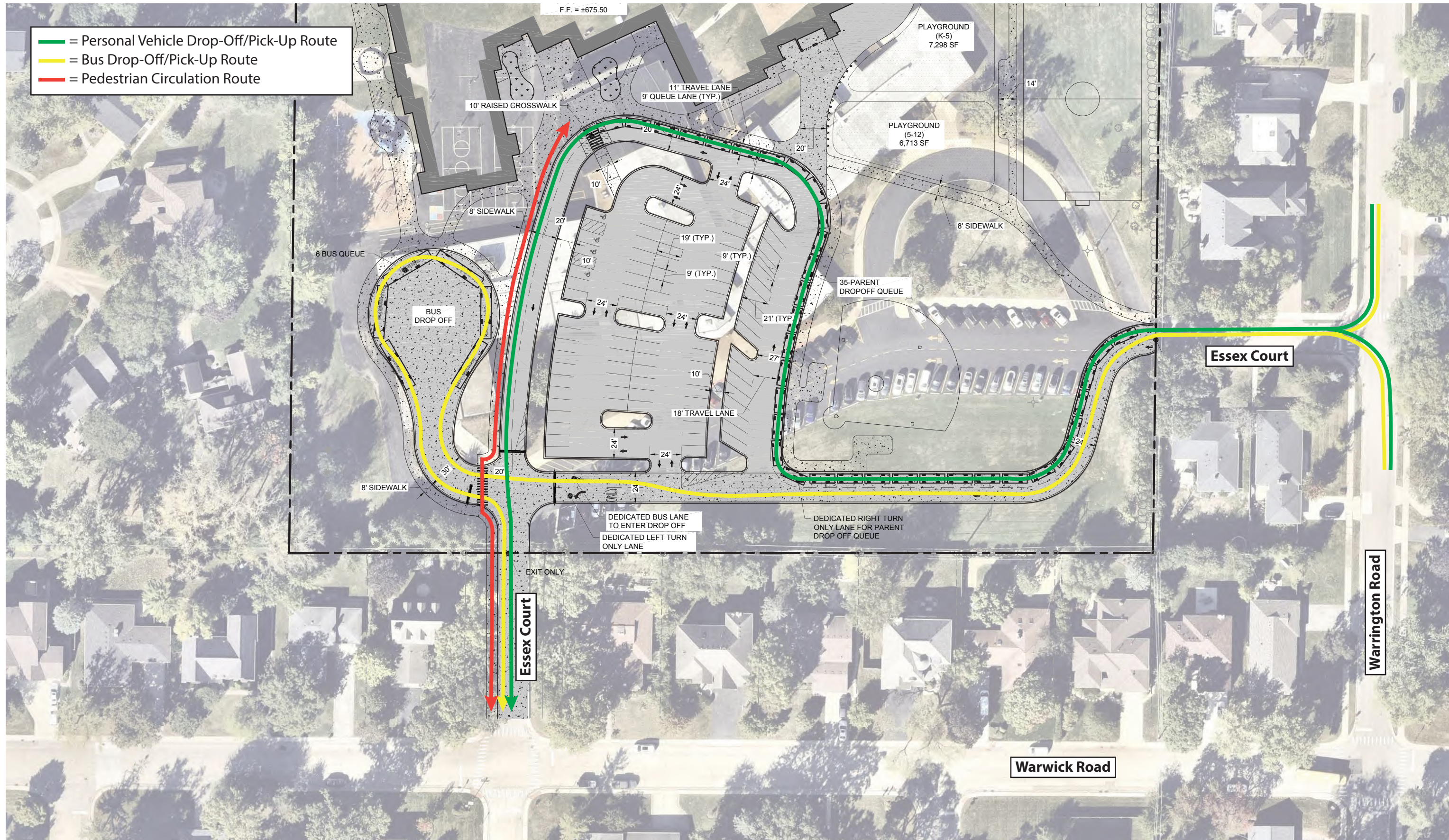
Under the proposed plan, Walden Elementary School would be reconstructed north of its existing location. While the proposed project is not expected to increase enrollment or staffing at the school, reconfiguration of the site's internal layout and parking lot is expected to have impacts on vehicular 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.



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 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 as previously noted, this path was inaccessible during observations due to downed power lines. (It should be noted that, based on discussions with school staff, heavy use of this north side connection is not typical even under normal conditions). 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 approximately 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, very few vehicles were observed parking off-campus due to the low temperatures.

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."



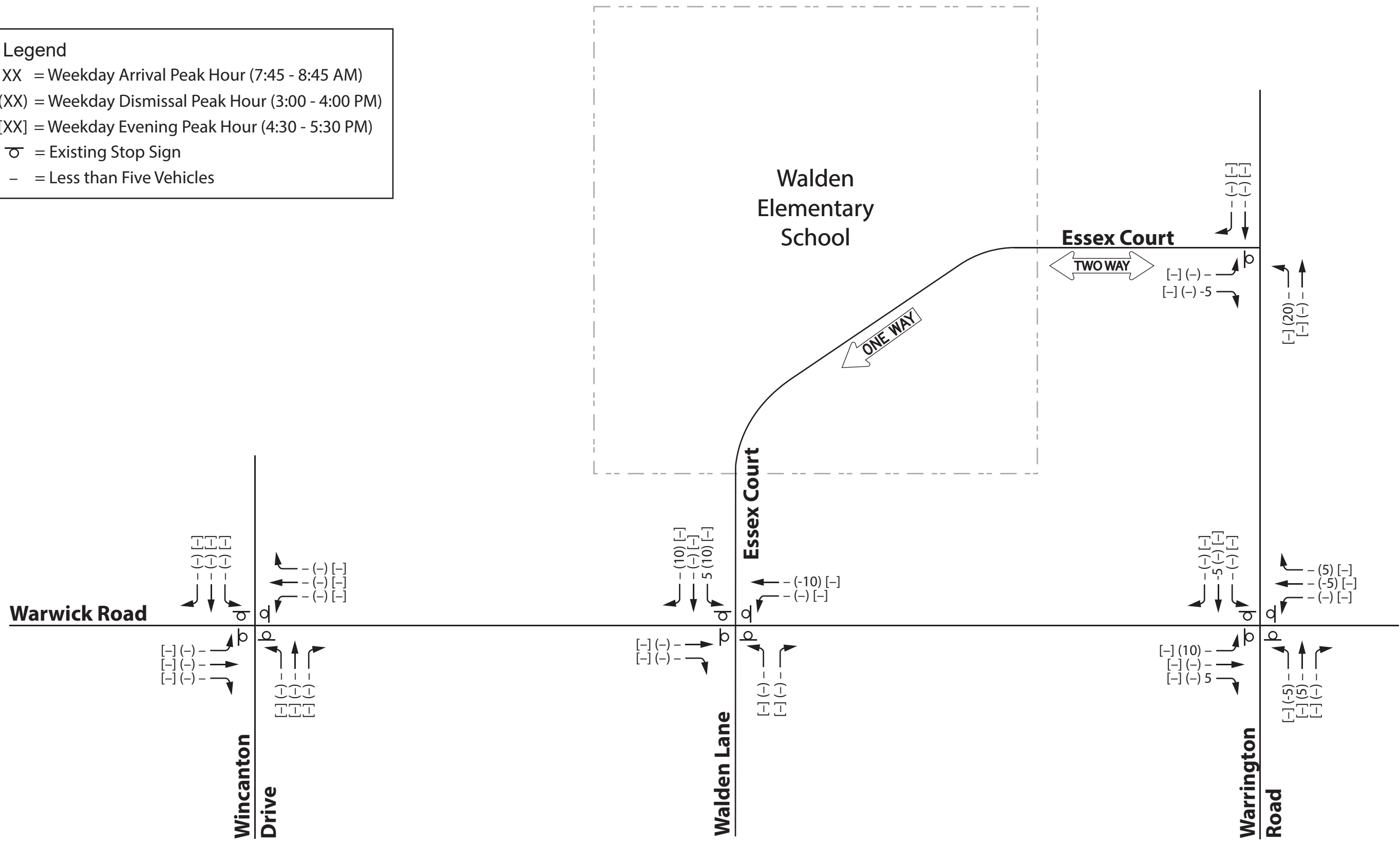
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3.4. FUTURE TRAFFIC PROJECTIONS

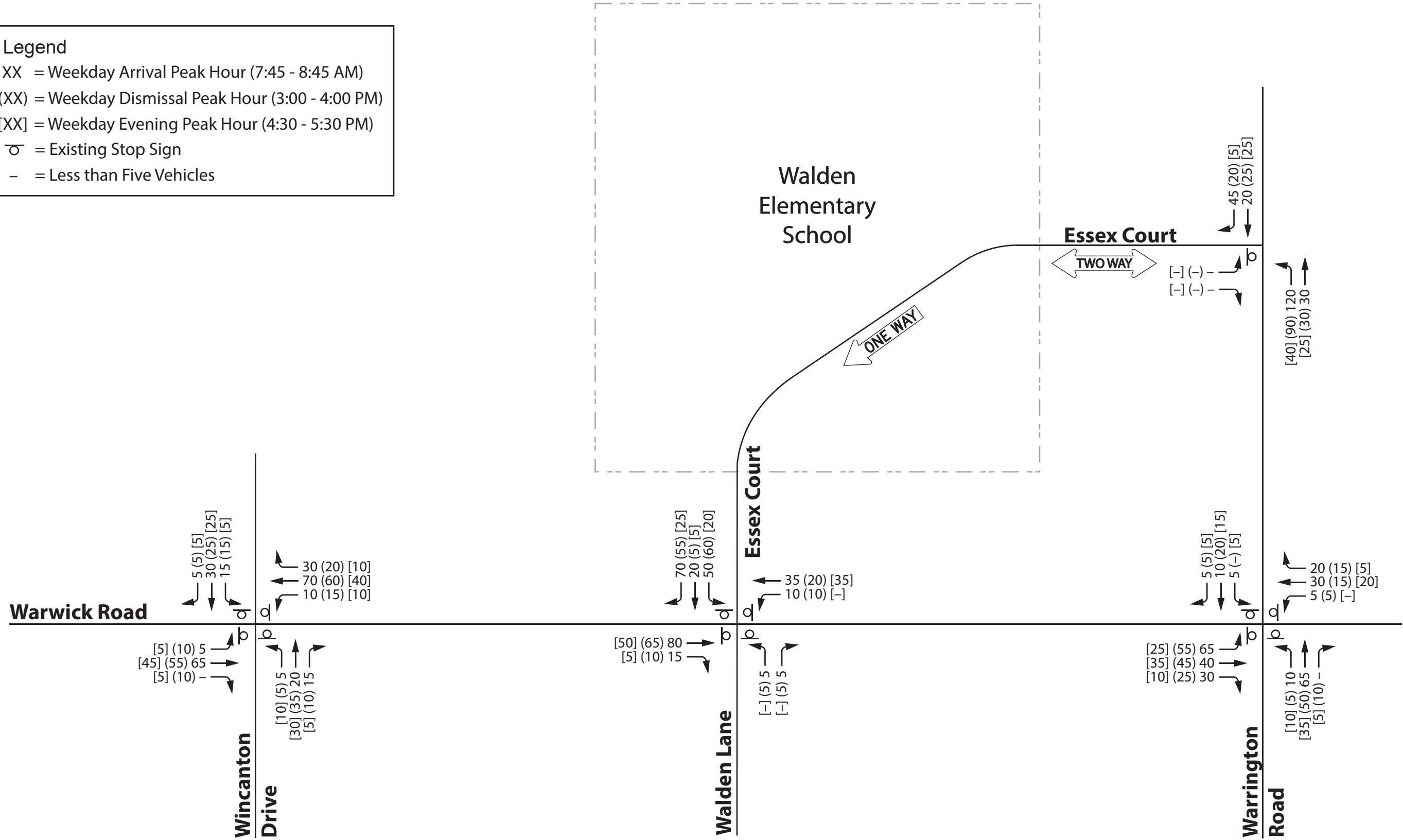
Based on the routing assumptions detailed in the preceding section, TYLin redistributed existing personal vehicle traffic during the three assessed peak hours. Given the expectation that no student or staff growth is expected as a part of the proposed project, traffic volumes were not increased. Personal 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**.

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)
 ⓪ = Existing Stop Sign
 - = Less than Five Vehicles



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)
 ⓪ = Existing Stop Sign
 - = Less than Five Vehicles



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.

Even with the potential for reduced parking demand on adjacent streets such as Warwick Road and Walden Lane, traffic control personnel should be posted at the intersection of Essex Court and Warwick Road during peak periods to facilitate vehicular and pedestrian movements, with a priority on preserving pedestrian safety. 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.

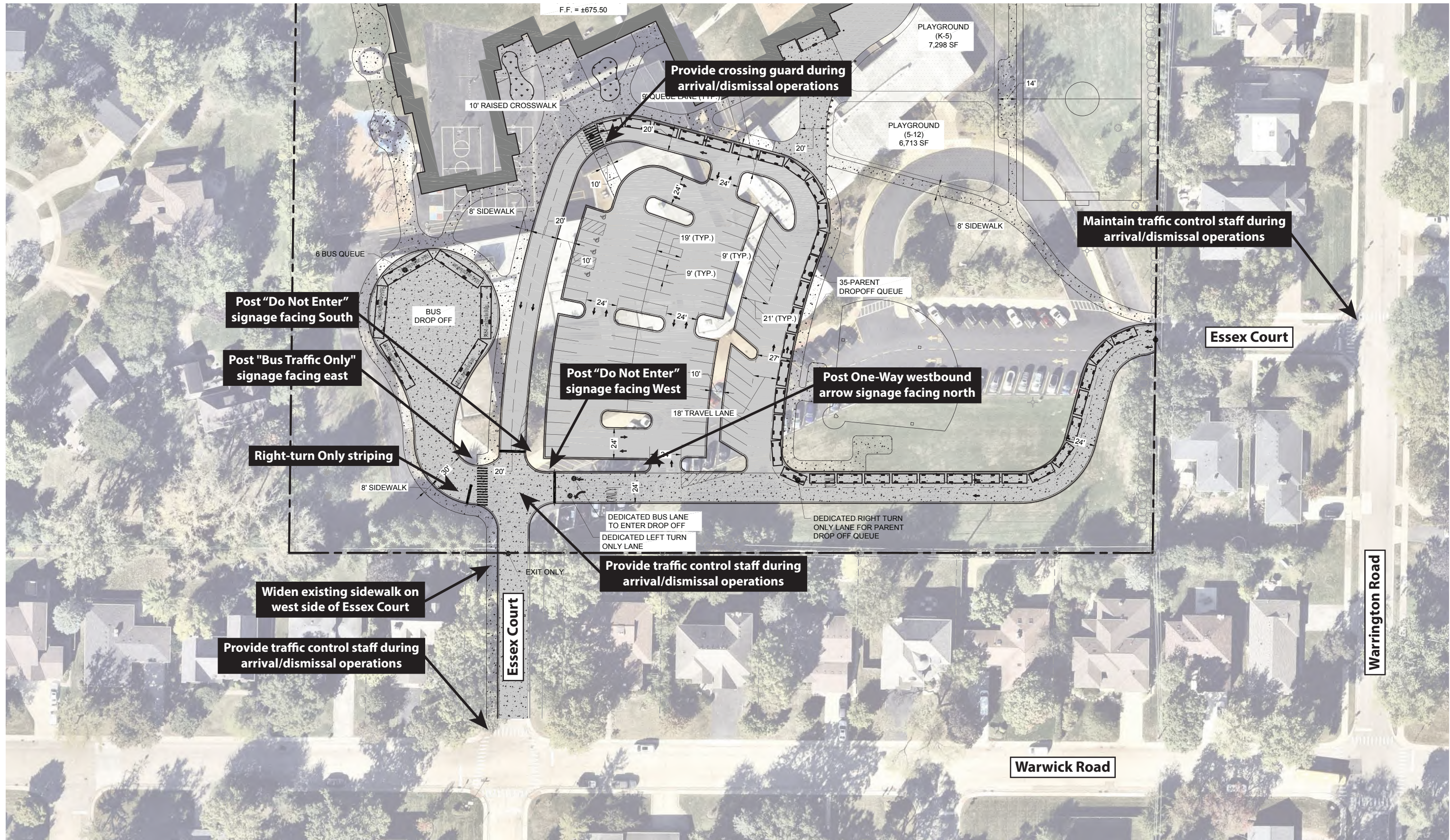
Drop-Off/Pick-Up Operations

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**.



04. Recommendations & Conclusions

Based on the analyses detailed in this report, the proposed school reconstruction and associated impacts 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 Avenue 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.

- 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 today during arrival/dismissal periods to encourage efficient use of curb space and matching students with queued vehicles.
- Post traffic control personnel at the intersection of Essex Court and Warwick Road to facilitate pedestrian crossings and vehicular movements.
- 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

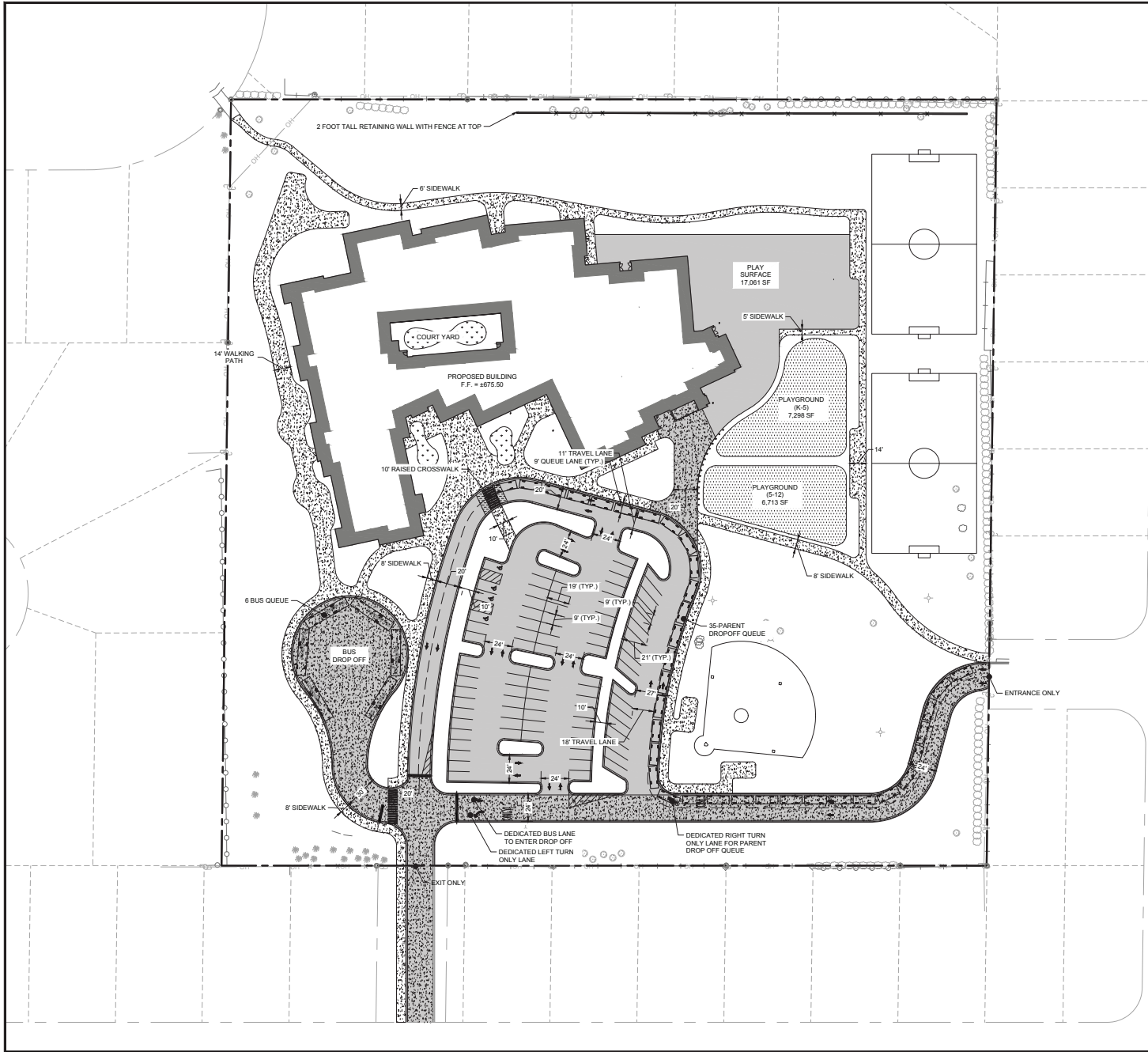
WALDEN SCHOOL BOUNDARY MAP

LEVEL OF SERVICE TABLES

CAPACITY ANALYSIS RESULTS

RAW TRAFFIC DATA

CONCEPT SITE PLAN



PARKING SUMMARY

STANDARD PARKING STALLS:	82 STALLS
ADA PARKING STALLS:	4 STALLS
TOTAL PARKING STALLS:	86 STALLS

LEGEND

	HEAVY DUTY PAVEMENT
	ASPHALT PAVEMENT
	RAISED CROSSWALK CONCRETE
	SIDEWALK
	SPECIALTY LANDSCAPING
	PLAYGROUND

2000 CABOT DRIVE
SUITE 225
LISLE, IL 60532
P. 630.898.0007
WWW.CAGEMIL.COM

REVISIONS

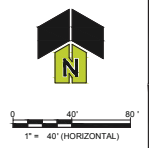
NO.	DATE	DESCRIPTION

PROPOSED FINAL CONDITIONS FOR
WALDEN ELEMENTARY
630 ESEX COURT
DUFFERFIELD, IL

PROJ. NO: 240537
ENG. EAS
DATE: 03/27/2026

SHEET TITLE
FINAL CONDITIONS SITE PLAN

SHEET NUMBER
EX-2
1 OF 1



WALDEN SCHOOL BOUNDARY MAP



Deerfield Public Schools District 109

Contact Us

Enroll Now



Enter Address



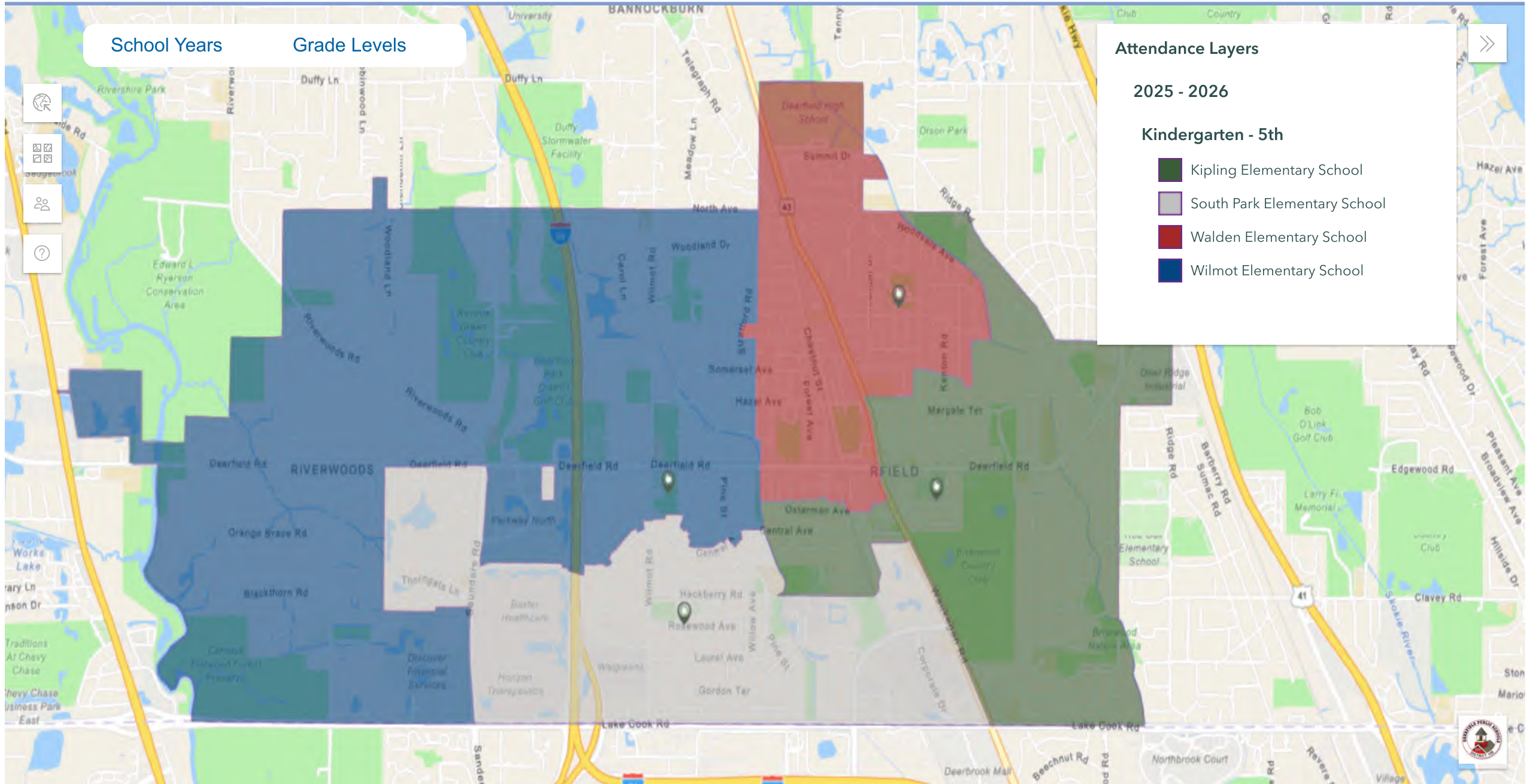
School Years Grade Levels

Attendance Layers

2025 - 2026

Kindergarten - 5th

- Kipling Elementary School
- South Park Elementary School
- Walden Elementary School
- Wilmot Elementary School



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.

¹LOS 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 Road¹						
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 Road²						
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
<i>Intersection</i>	9.2	A	8.7	A	7.4	A
Warwick Road and Warrington Road²						
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
<i>Intersection</i>	9.1	A	8.7	A	7.8	A
Warwick Road & Wincanton Drive²						
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
<i>Intersection</i>	8.4	A	9.3	A	7.7	A

¹Minor-Leg Stop Controlled Intersection

²All-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 Road¹						
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 Road²						
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
<i>Intersection</i>	9.3	A	9.0	A	7.4	A
Warwick Road and Warrington Road²						
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
<i>Intersection</i>	9.1	A	8.9	A	7.8	A
Warwick Road & Wincanton Drive²						
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
<i>Intersection</i>	8.4	A	9.3	A	7.7	A

¹Minor-Leg Stop Controlled Intersection

²All-Way Stop-Controlled Intersection

CAPACITY ANALYSIS RESULTS

HCM 7th TWSC
 1: Warrington Rd & Essex Ct

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
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	-	-

HCM 7th AWSC
2: Wincanton Dr & Warwick Rd

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

HCM 7th AWSC
 3: Walden Ln & Warwick Rd

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

HCM 7th AWSC
4: Warrington Rd & Warwick Rd

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

HCM 7th TWSC
 1: Warrington Rd & Essex Ct

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
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	-	-

HCM 7th AWSC
2: Wincanton Dr & Warwick Rd

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

HCM 7th AWSC
 3: Walden Ln & Warwick Rd

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

HCM 7th AWSC
 4: Warrington Rd & Warwick Rd

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

HCM 7th TWSC
 1: Warrington Rd & Essex Ct

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
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	-	-

HCM 7th AWSC
2: Wincanton Dr & Warwick Rd

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

HCM 7th AWSC
 3: Walden Ln & Warwick Rd

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

HCM 7th AWSC
 4: Warrington Rd & Warwick Rd

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
HCM LOS	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

HCM 7th TWSC
 1: Warrington Rd & Essex Ct

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
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	-	-	-	-

HCM 7th AWSC
2: Wincanton Dr & Warwick Rd

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

HCM 7th AWSC
 3: Walden Ln & Warwick Rd

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

HCM 7th AWSC
4: Warrington Rd & Warwick Rd

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

HCM 7th TWSC
 1: Warrington Rd & Essex Ct

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
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	-	-	-	-

HCM 7th AWSC
2: Wincanton Dr & Warwick Rd

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

HCM 7th AWSC
 3: Walden Ln & Warwick Rd

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

HCM 7th AWSC
 4: Warrington Rd & Warwick Rd

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

HCM 7th TWSC
 1: Warrington Rd & Essex Ct

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	-	-	-	-

HCM 7th AWSC
2: Wincanton Dr & Warwick Rd

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

HCM 7th AWSC
 3: Walden Ln & Warwick Rd

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

HCM 7th AWSC
4: Warrington Rd & Warwick Rd

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



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 Direction	Wincanton Dr Southbound						Warwick Rd Westbound						Wincanton Dr Northbound						Warwick Rd Eastbound						Int
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*	
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 Direction	Essex Ct Southbound						Warwick Rd Westbound						Walden Ln Northbound						Warwick Rd 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 Direction	Warrington Rd Southbound						Warwick Rd Westbound						Warrington Rd Northbound						Warwick Rd Eastbound						Int
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*	
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