Village of Deerfield Plan Commission Submission

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

Village of DEERFIELD IL

Redefine 109 Facilities for Our Future

Plan Commission Submittal List

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Redefine 109 Facilities for Our Future

1. Project Narrative

Redefine 109
Facilities for Our Future

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

Village of Deerfield Plan Commission Public Hearing

Walden Elementary School: A Plan Built By the Community

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

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

Long-Term Facilities Planning Process

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

The review provided key findings:

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

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Plumbing (Outdated, Close to Failure or Already Failed)	●	●	●	●	●	●
Mechanical/HVAC Systems (Outdated, Creating Air-Quality Issues)	●	●	●	●	●	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

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

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

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

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

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

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

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

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

Extensive Community Engagement

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

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

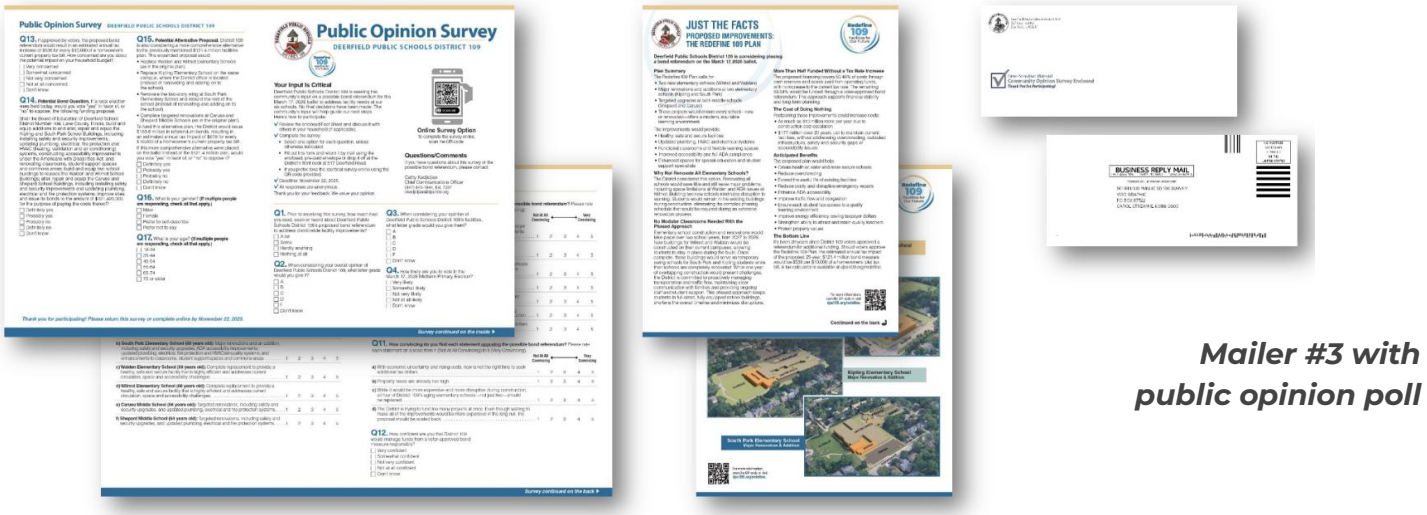
Three mailers in the fall went to every registered voter household within the D109 boundaries (7,889 households).



Mailer #1



Mailer #2

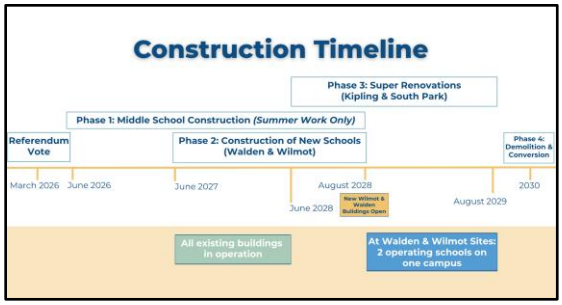


Mailer #3 with public opinion poll

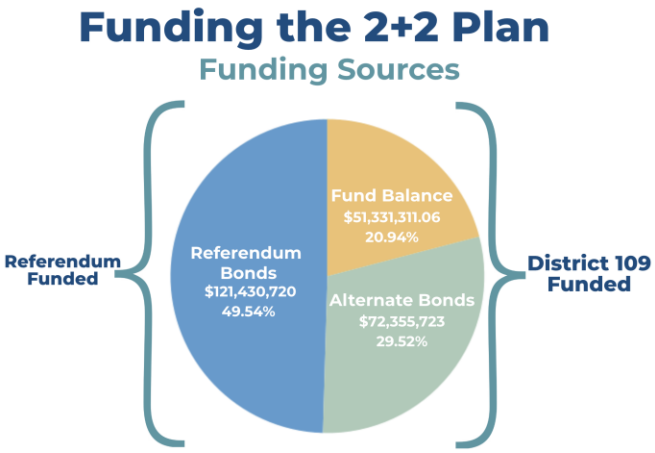
The District asked the Village to include information in the weekly e-Newsletter to ensure community members without a connection to the schools were aware of the opportunities to learn about the possible referendum and provide input.

Key information shared through all channels included:

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



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



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

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

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

Revised Plan: Referendum on the Ballot

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

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

Focused Engagement: Listening and Responding to Walden Neighbors

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

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

This iterative feedback loop remains ongoing.

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

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

Considering Swing Sites & Construction Phasing

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

Swing Site Review

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

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

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

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

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

Phased Construction

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

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

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

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

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

Proposed Improvements and Educational Need

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

Key improvements include:

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

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

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

Meeting Special Use Criteria

This project meets the seven special use criteria:

Compatible with Existing Development

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

Lot of Sufficient Size

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

Traffic

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

Parking & Access

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

Effect on Neighborhood

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

Adequate Facilities

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

Adequate Buffering

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

Construction Phasing

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

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

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

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

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

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

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

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

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

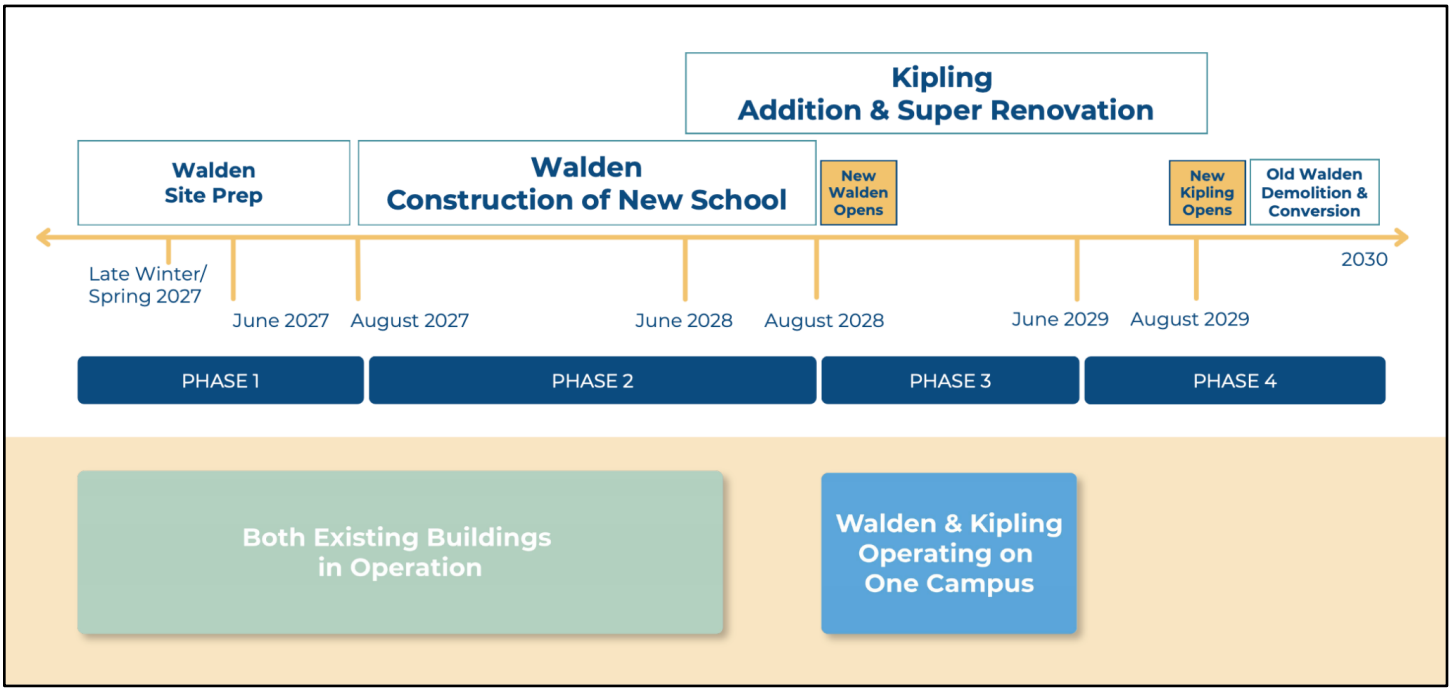
There will be no active construction occurring at the Walden site during this period. Upon completion of the new Walden School, students and staff will transition into the new facility. During this phase, both Walden and Kipling Schools will operate on the Walden campus while renovation and addition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

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

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

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

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



Rationale For Building Height Modification

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

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

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

Commitment to Ongoing Engagement

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

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

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

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

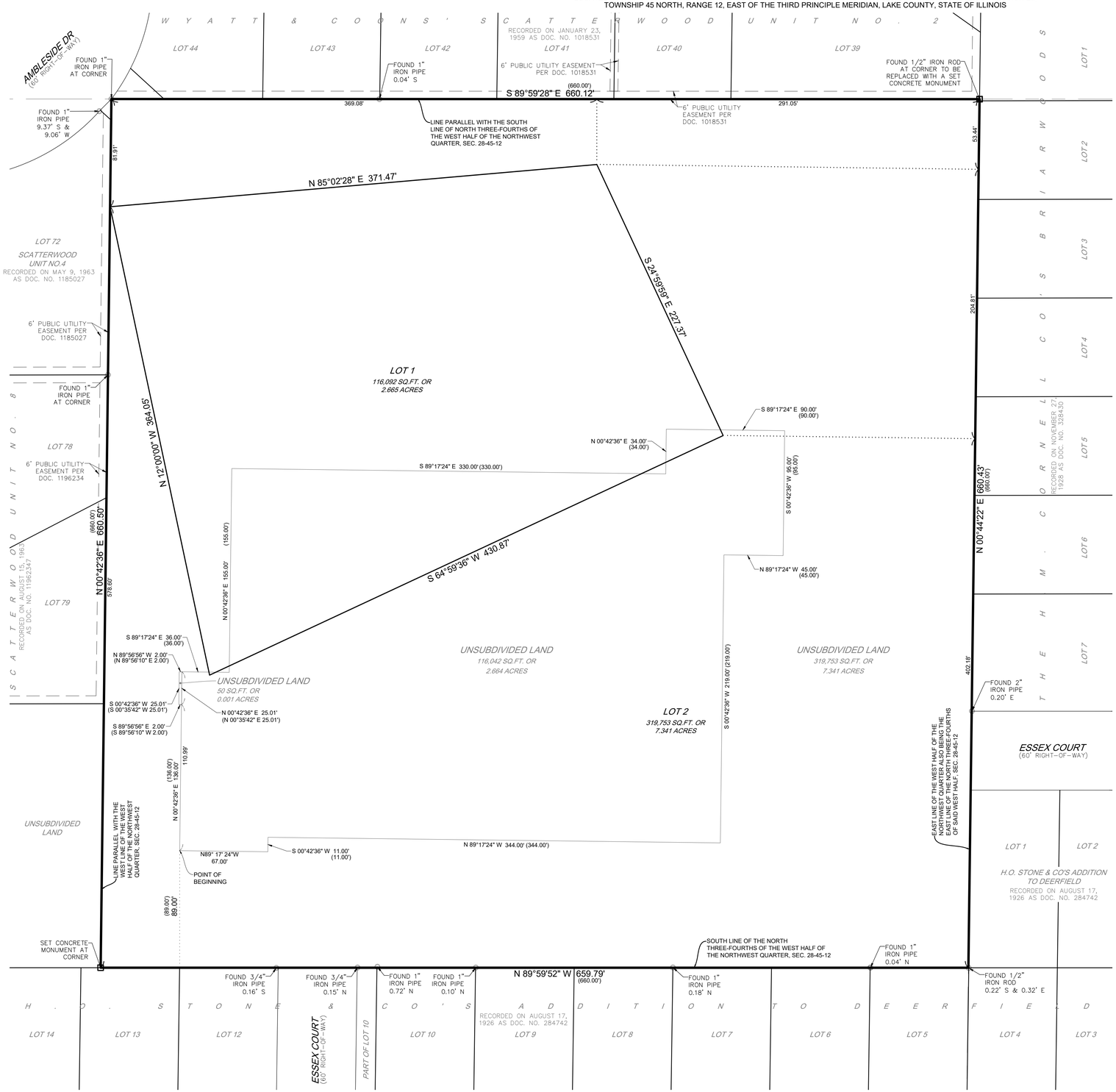
2. Plats of Subdivision

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

Redefine 109
Facilities for Our Future

FINAL PLAT
OF
WALDEN SUBDIVISION

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



0 40' 80'

1" = 40' (HORIZONTAL)

SHEET INDEX

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

SHEET 2 OF 2: CERTIFICATES & PROPERTY LEGAL DESCRIPTION

CURRENT P.I.N.:

16-28-100-009

OWNER/CLIENT

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

SEND TAX BILL TO:

EXEMPTION

UPON RECORDING MAIL TO:

VILLAGE OF DEERFIELD
850 WAUKEGAN RD.
WAUKEGAN, IL 60015

BASIS OF BEARINGS

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

AREA SUMMARY

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

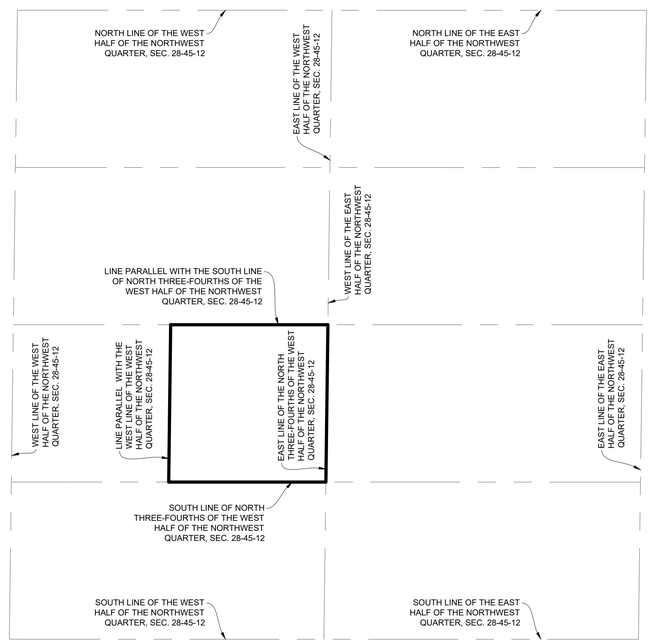
LEGEND

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

SURVEYOR'S NOTES

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

NORTHWEST QUARTER DETAIL



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

CAGE CIVIL ENGINEERING

REVISIONS △

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SCHOOL DISTRICT 109- WALDEN ELEMENTARY

DEERFIELD, ILLINOIS

FINAL PLAT OF SUBDIVISION

PROJ NO.: 240537

PM: GP/AR

DATE: 07/01/2026

SCALE: 1"=40'

SHEET NUMBER

1 OF 2

FINAL PLAT
OF
WALDEN SUBDIVISION

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

OWNER'S CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

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

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

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

BY: _____

PRINT: _____

NOTARY CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

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

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

_____
NOTARY PUBLIC SIGNATURE

OWNER'S CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

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

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

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

BY: _____

PRINT: _____

NOTARY CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

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

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

_____
NOTARY PUBLIC SIGNATURE

OWNER'S SURFACE WATER DRAINAGE CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

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

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

BY: _____

PRINT: _____

SCHOOL DISTRICT CERTIFICATE

STATE OF ILLINOIS)
) SS
LAKE COUNTY)

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

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

_____
SIGNATURE OF OWNER

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

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

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

_____
NOTARY PUBLIC

VILLAGE ENGINEER CERTIFICATE

STATE OF ILLINOIS)
) SS
LAKE COUNTY)

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

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

_____
VILLAGE ENGINEER

COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) SS
LAKE COUNTY)

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

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

THIS _____ DAY OF_____ A.D., 2026.

_____
COUNTY CLERK

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS)
) SS
LAKE COUNTY)

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

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

_____
CHAIRMAN

_____
SECRETARY

CERTIFICATE AS TO SPECIAL ASSESSMENTS

STATE OF ILLINOIS)
) SS
LAKE COUNTY)

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

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

_____
FINANCE DIRECTOR

CITY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) SS
LAKE COUNTY)

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

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

_____
VILLAGE CLERK

MAYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
LAKE COUNTY)

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

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

_____
CITY MAYOR

COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
LAKE COUNTY)

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

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

_____
RECORDER OF DEEDS

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

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

SURFACE WATER STATEMENT

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

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

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

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

BRADLEY P. HOVANEC 062072247 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

DATED THIS ___ DAY OF _____, 2026.

OWNER: _____

OR

ATTORNEY: _____

PERMISSION TO RECORD

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

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

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

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

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

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

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

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

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

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

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

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

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

FOR REVIEW

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

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

DATE OF FIELD SURVEY: MAY 8, 2026

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

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

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

CAGE CIVIL ENGINEERING

REVISIONS

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SCHOOL DISTRICT 109- WALDEN ELEMENTARY

DEERFIELD, ILLINOIS

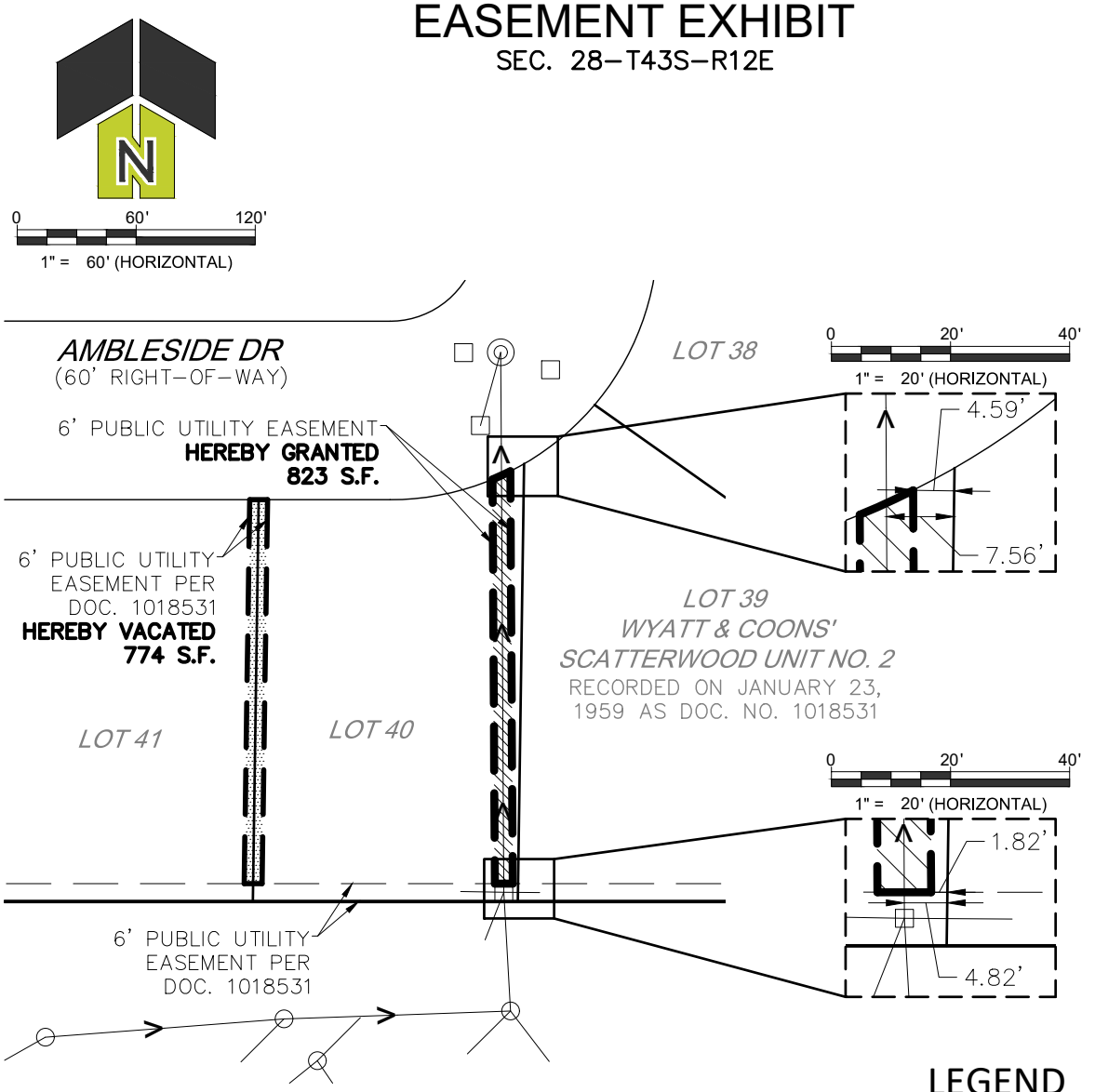
FINAL PLAT OF SUBDIVISION

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

SHEET NUMBER
2 OF 2

EASEMENT EXHIBIT

SEC. 28–T43S–R12E



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

LEGEND

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

NOTES:

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

CAGE CIVIL ENGINEERING

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

3. Sustainable Practices

Redefine 109
Facilities for Our Future

Sustainable Practices:

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

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

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

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

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

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

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

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

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

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

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

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

4. Phasing Plans - Public Access

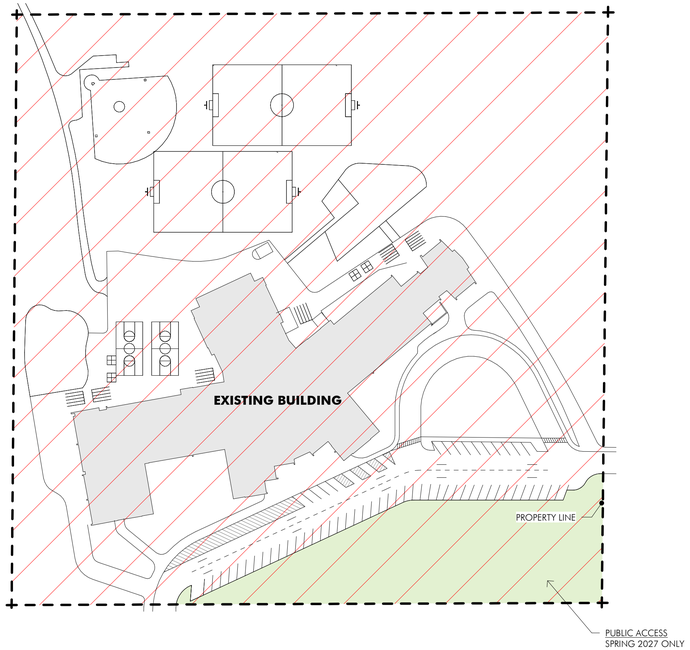
- Phasing Plans - Public Access (See Sheet A500)

Redefine 109 Facilities for Our Future

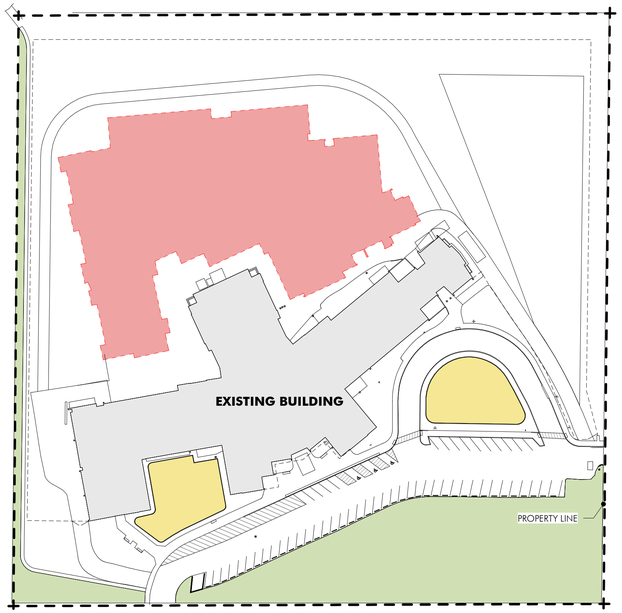
PHASE 1: SPRING 2027 - SUMMER 2027
PUBLIC ACCESS - VARIES

SPRING — PUBLIC ACCESS TO SOUTH SITE, NO PLAYGROUNDS

SUMMER — NO PUBLIC ACCESS - ENTIRE SITE



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



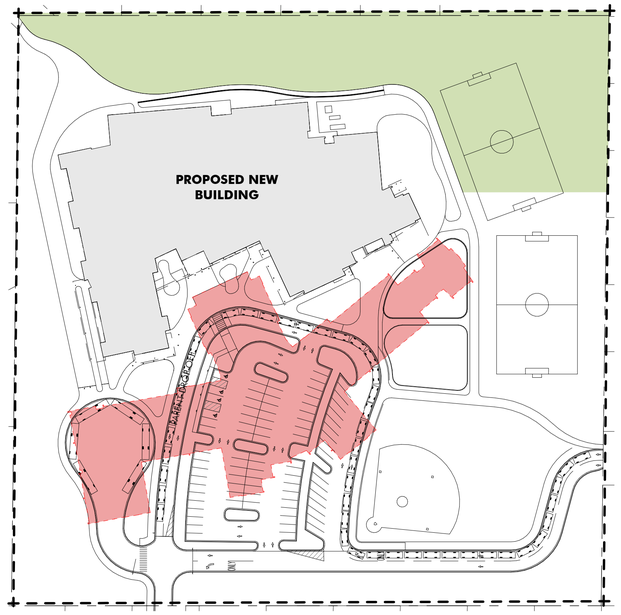
PUBLIC ACCESS

RELOCATED PLAYGROUNDS

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



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



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construction managers
roof & masonry consultants
landscape architects

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NEW WALDEN ELEMENTARY SCHOOL

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

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PROGRESS DRAWING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number:
25105

Issue Date:
June 18, 2026

Drawn by:
GDD

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

Sketch Number:

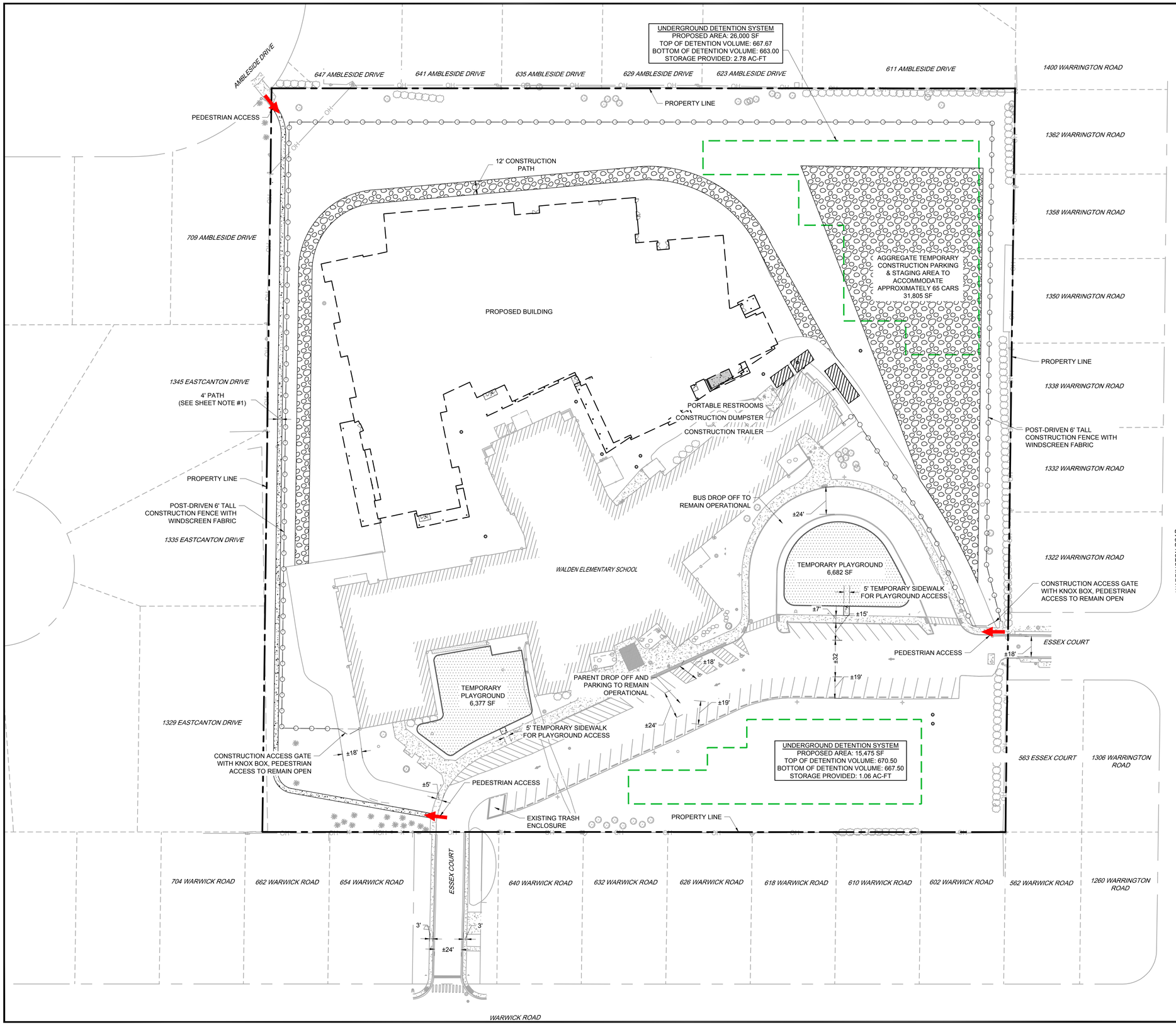
Sheet Number:

A500

5. Detailed Site Plans

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

Redefine 109
Facilities for Our Future



LEGEND

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

SHEET NOTES:

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

SITE SUMMARY

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

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

REVISIONS

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SCHOOL DISTRICT 109

NEW WALDEN ELEMENTARY SCHOOL

630 ESSEX CT.
DEERFIELD, IL

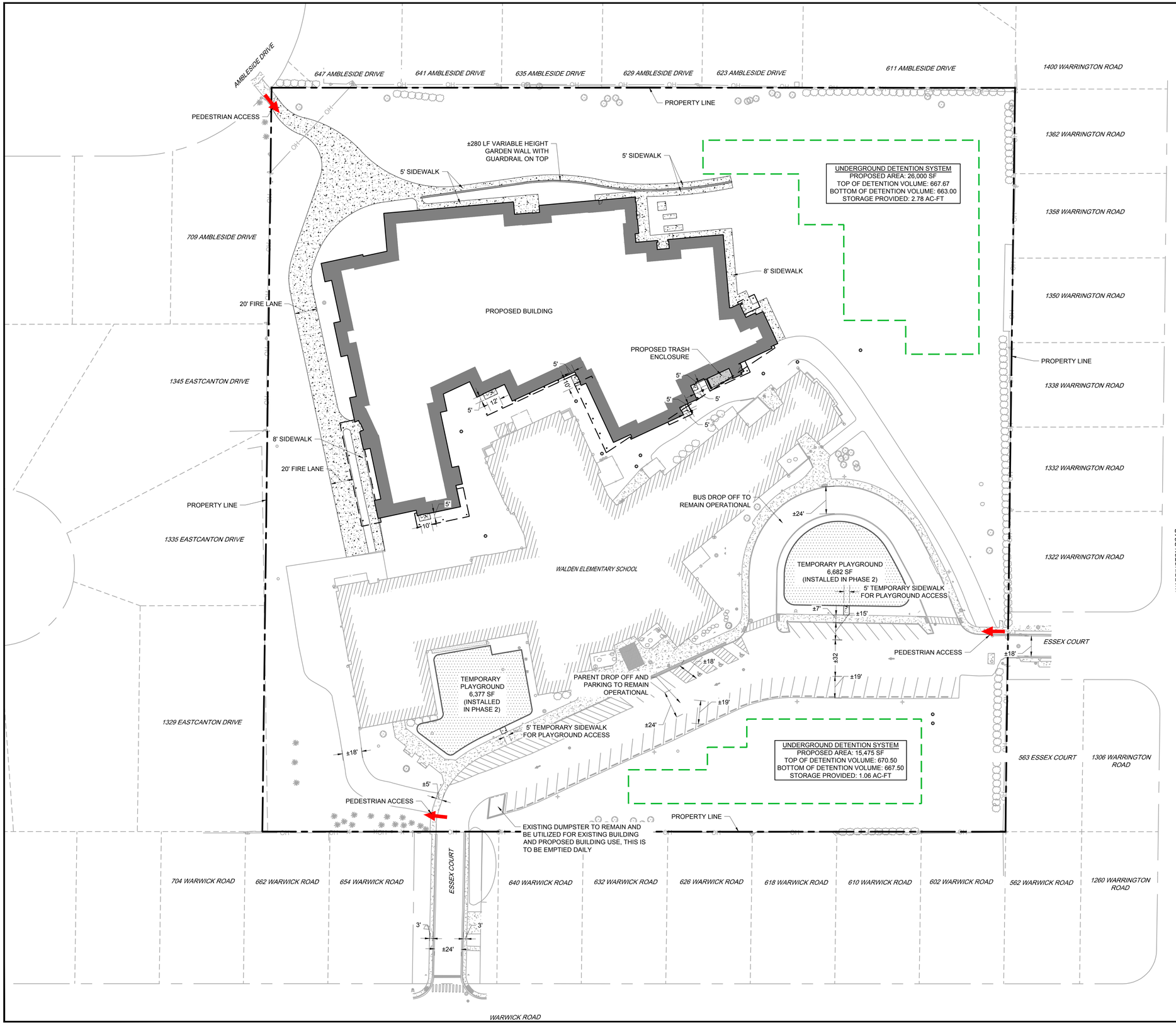
JULIE CALL BEFORE YOU DIG 811

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

SHEET TITLE
PHASE 2 SITE & LOGISTICS PLAN

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

SHEET NUMBER
PH 2
1 OF 1



LEGEND

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

SITE SUMMARY

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

2200 CABOT DRIVE
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CAGE CIVIL ENGINEERING

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SCHOOL DISTRICT 109

NEW WALDEN ELEMENTARY SCHOOL

630 ESSEX CT.
DEERFIELD, IL

JULIE
CALL BEFORE
YOU DIG
811

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

SHEET TITLE

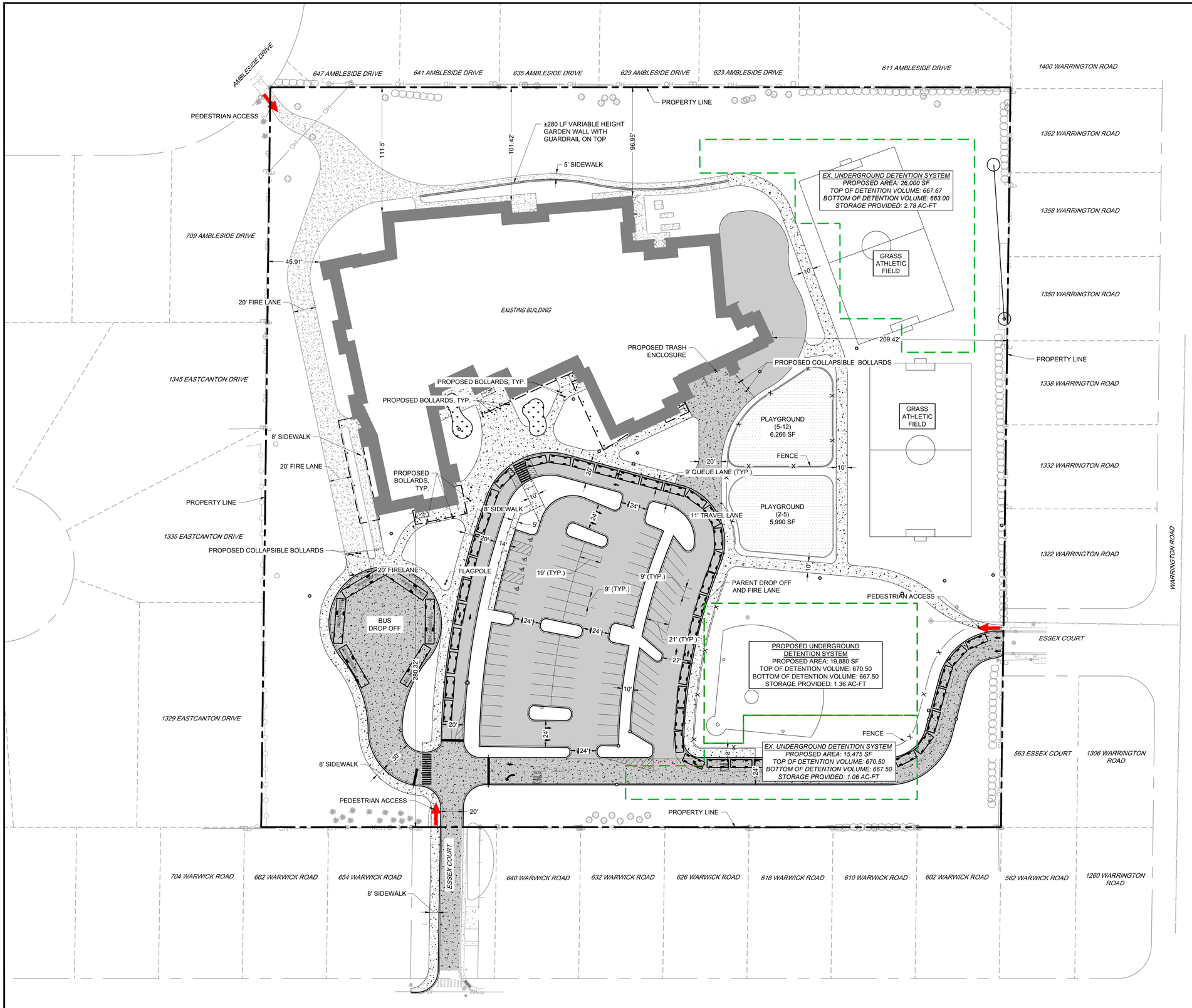
PHASE 3
DETAILED SITE
PLAN

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

SHEET NUMBER

PH 3

1 OF 1



LEGEND

- ASPHALT
- SIDEWALK
- PLAYGROUND
- HEAVY DUTY CONCRETE

SITE SUMMARY

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

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

CAGE CIVIL ENGINEERING

REVISIONS

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SCHOOL DISTRICT 109

NEW WALDEN ELEMENTARY SCHOOL

630 ESSEX CT.
DEERFIELD, IL

JULIE
CALL BEFORE
YOU DIG
811

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

SHEET TITLE

PHASE 4
DETAILED SITE
PLAN

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

SHEET NUMBER

PH 4

1 OF 1

6. Fire District Approval Letter

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

May 18, 2026

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

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

To Whom It May Concern,

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

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

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

Respectfully,

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

7. Preliminary Engineering Documents

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

Redefine 109
Facilities for Our Future

PHASE 3 IMPROVEMENTS FOR

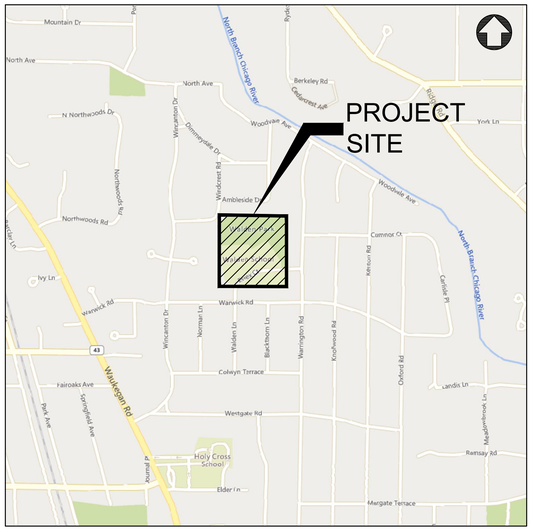
WALDEN ELEMENTARY

630 ESSEX COURT, DEERFIELD, IL 60015

INDEX OF SHEETS

SHEET NUMBER	SHEET TITLE
C0.0	SITE LOCATION MAP & CIVIL LEGEND
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C1.1	EXISTING CONDITIONS & DEMOLITION PLAN - NW
C1.2	EXISTING CONDITIONS & DEMOLITION PLAN - NE
C1.3	EXISTING CONDITIONS & DEMOLITION PLAN - SW
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C5.4	SITE UTILITY PLAN - SE
C6.0	CONSTRUCTION DETAILS

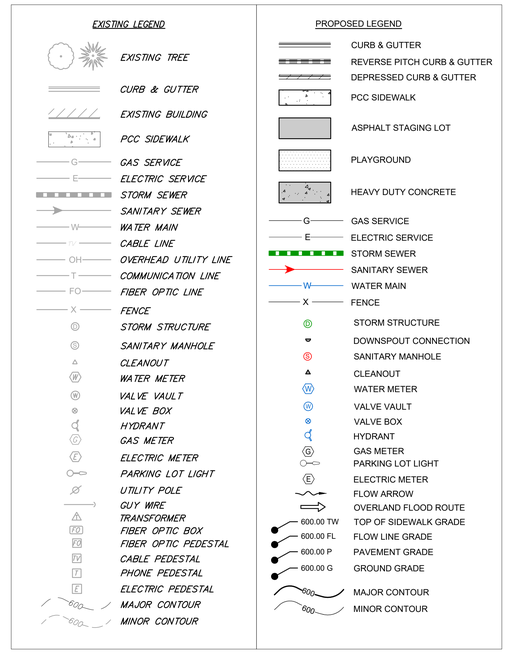
LOCATION MAP



SECTION 28, TOWNSHIP 43N , RANGE 12E

CONTACTS

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NEW WALDEN ELEMENTARY SCHOOL

at
WALDEN SCHOOL
630 Essex Ct.,
Deerfield, Illinois

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

Drawn by: EAS, LES, JDL

Sheet Title: SITE LOCATION MAP & CIVIL LEGEND

Sketch Number:

Sheet Number: C0.0

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

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GENERAL REQUIREMENTS:

1. ALL WORK SHALL BE IN CONFORMANCE WITH THE APPLICABLE SECTIONS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (HEREIN AFTER REFERRED TO AS STANDARD SPECIFICATIONS) ADOPTED JANUARY 1, 2022 AND SUPPLEMENTAL SPECIFICATIONS. WITHIN THE STANDARD SPECIFICATIONS, ARTICLES 105.01, 105.09, 105.10, 105.11, 105.12, 105.13 AND SECTION 109 SHALL NOT BE INCORPORATED INTO THIS CONTRACT.
2. SCOPE OF WORK: THE PROPOSED IMPROVEMENTS CONSIST OF SUPPLYING ALL THE NECESSARY LABOR, MATERIAL AND EQUIPMENT TO SATISFACTORILY CONSTRUCT AND INSTALL ALL IMPROVEMENTS ACCORDING TO THE PLANS DESIGNATED HEREIN.
3. CONTRACTOR SHALL HAVE THE RESPONSIBILITY TO LOCATE AND PROTECT ALL UNDERGROUND FACILITIES/UTILITIES DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS AND CONTACT THE OWNER. ANY DAMAGE TO ANY UTILITIES SHALL BE PROMPTLY REPORTED TO THE OWNER. REPAIRS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE UNDERGROUND UTILITIES SHOWN HEREIN ARE APPROXIMATE AND BASED ON THE ACTUAL LOCATION OF SURFACE STRUCTURES AND PLANS PROVIDED BY THE OWNER. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. BURIED AND ABOVE GROUND UTILITY LOCATION, IDENTIFICATION, AND MARKING IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS ASSOCIATED WITH BURIED AND ABOVEGROUND UTILITIES REMAINS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS.
4. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED HAZARD WARNING LIGHTS, DELINEATOR FENCE, AND OTHER ASSOCIATED FACILITIES AS REQUIRED FOR OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCK PILES, AND PARKED CONSTRUCTION EQUIPMENT THAT MAY POSE A POTENTIAL HAZARD AS PART OF THE DAILY OPERATIONS AT THIS SITE. CONTRACTOR IS SOLELY RESPONSIBLE FOR SITE SAFETY.
5. CONTRACTOR SHALL CONTINUOUSLY COMPARE ALL LINES, GRADES, AND OTHER INFORMATION APPEARING ON THE PLANS WITH THE ACTUAL LINES, GRADES, AND SITE CONDITIONS. ANY DISCREPANCIES THAT MAY AFFECT THE PERFORMANCE OF THE WORK IN ACCORDANCE WITH THE INTENT OF THE CONTRACT DOCUMENTS SHALL BE IMMEDIATELY REPORTED TO THE OWNER AND ENGINEER IN WRITING FOR DISPOSITION BEFORE CONTRACTOR PROCEEDS WITH THE WORK. CONTRACTOR SHALL HAVE FULL RESPONSIBILITY FOR THE WORK COMPLETED PRIOR TO THE REPORT TO THE OWNER AND ENGINEER, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR CORRECTION OF THE WORK PRIOR TO THE REPORT TO THE OWNER AND ENGINEER.
6. CONTRACTOR PARKING AND LAYDOWN AREAS SHALL BE COORDINATED WITH THE OWNER.
7. PRIOR TO PERFORMING ANY WORK IN OR ON THE RIGHT OF WAY OF ANY CITY OR STATE ROADWAY, THE CONTRACTOR SHALL NOTIFY THE CITY / STATE TRAFFIC ENGINEER'S OFFICE. THE CONTRACTOR SHALL ERECT WARNING SIGNS AND BARRICADES TO PROTECT THE TRAVELING PUBLIC AND HIS WORKERS. THE SIGNING AND BARRICADING SHALL CONFORM TO THE APPROPRIATE APPLICATIONS OUTLINED IN THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES OR AS OTHERWISE DIRECTED BY THE CITY / STATE TRAFFIC ENGINEER. IF PERMITS ARE REQUIRED TO CONDUCT THE WORK, THE CONTRACTOR SHALL SECURE THE PERMITS AND SUPPLY THEM TO THE OWNER AT NO ADDITIONAL COST. ALL FULL WIDTH LANE CLOSURES, PARTIAL LANE CLOSURES, AND CONSTRUCTION ADJACENT TO PAVEMENT SHALL BE IDENTIFIED, SIGNED, AND BARRICADES ERECTED IN CONFORMANCE WITH THE APPLICABLE ARTICLES OF SECTION 701 OF THE STANDARD SPECIFICATIONS AND THE MUNICIPALITY'S REQUIREMENTS. ALL TRAFFIC PROTECTION, BOTH ONSITE AND OFFSITE, SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
8. CONTRACTOR SHALL REMOVE EARTHEN MATERIALS, EXISTING SURFACES, AND STRUCTURES AS REQUIRED. ALL WASTE MATERIAL SHALL BE PROPERLY DISPOSED OFF-SITE AND SHALL BE INCIDENTAL TO THE CONTRACT.
9. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, UNLESS NOTED. THIS WILL INCLUDE BUT NOT BE LIMITED TO MUNICIPAL BUILDING PERMIT. THE OWNER WILL SECURE THE N.P.D.E.S. PERMIT. THE CONTRACTOR SHALL PROVIDE ANY FINANCIAL SURETIES REQUIRED AS PART OF ANY PERMIT.
10. WHEN CONCRETE IS PLACED ABUTTING STRUCTURES, FOUNDATIONS OR EXISTING SIDEWALKS, A BOND BREAKER CONSISTING OF 1" P.J.F. AND ELASTOMERIC JOINT SEALANT SHALL BE USED FULL DEPTH UNLESS OTHERWISE NOTED.
11. MAXIMUM CONTRACTION JOINT SPACING ON CONCRETE CURB AND GUTTER OR CONCRETE GUTTER SHALL NOT EXCEED 25'.
12. SIDEWALK RAMPS FOR ADA SHALL BE IN ACCORDANCE WITH THE DETAILS SHOWN HEREIN. DETECTABLE WARNINGS SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
13. HOT-MIX ASPHALT PAVEMENT PATCHING SHALL BE IN ACCORDANCE WITH SECTION 442 OF THE STANDARD SPECIFICATIONS.
14. CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING AND SUBMITTING ELECTRONIC AS-BUILT DRAWINGS, FOR UTILITIES AND DETENTION AREAS, TO THE OWNER AND ENGINEER FOR REVIEW AND APPROVAL PRIOR TO PROJECT ACCEPTANCE.
15. CONSTRUCTION STAKING, LAYOUT, AND GRADING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR USING THE BASIC TOPOGRAPHIC SURVEY CONTROLS PROVIDED IN THE PLANS. CONTRACTOR SHALL VERIFY SURVEY CONTROLS PRIOR TO BEGINNING CONSTRUCTION. ANY DISCREPANCIES IN THE SURVEY CONTROLS SHALL BE REPORTED TO THE OWNER AND ENGINEER PRIOR TO CONSTRUCTION. ANY ADDITIONAL SURVEY CONTROLS REQUIRED FOR CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
16. CONTRACTOR SHALL COORDINATE ALL UTILITY LINE CROSSINGS TO ENSURE ALL PIPES MAINTAIN MINIMUM COVER, MINIMUM CLEARANCES, AND PROPER SEPARATION. GRAVITY LINES SHALL HAVE PRECEDENCE OVER PRESSURIZED LINES.
17. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR ALL ITEMS INCORPORATED INTO THE WORK FOR ENGINEER REVIEW AND APPROVAL A MINIMUM OF 4 WEEKS PRIOR TO ORDERING.
18. REFERENCES TO "INSPECTION" OR "INSPECTOR" IN THE SPECIFICATIONS SHALL NOT CREATE, IMPOSE, OR GIVE RISE TO ANY DUTY OWED BY THE OWNER OR ENGINEER TO THE CONTRACTOR, ANY SUBCONTRACTOR, OR ANY SUPPLIER. ALL IMPROVEMENTS SHALL BE SUBJECT TO INSPECTION BY A DULY AUTHORIZED AND QUALIFIED OWNER'S REPRESENTATIVE BOTH DURING THE COURSE OF CONSTRUCTION AND AFTER CONSTRUCTION IS COMPLETE. THE INSPECTOR SHALL HAVE AUTHORITY OVER MATERIALS OF CONSTRUCTION, METHODS OF CONSTRUCTION AND WORKSMANSHIP TO ENSURE COMPLIANCE WITH WORKING DRAWINGS AND SPECIFICATIONS. THE CONTRACTOR SHALL PROVIDE FOR REASONABLE TESTS AND PROOF OF QUALITY OF MATERIALS AS REQUESTED BY THE INSPECTOR. UPON DUE CAUSE, WHICH SHALL INCLUDE WEATHER CONDITIONS, WORKMANSHIP OR NON-ADHEREANCE TO THE APPROVED PLANS AND SPECIFICATIONS, THE INSPECTOR SHALL HAVE THE AUTHORITY TO STOP CONSTRUCTION.
19. WHERE SECTION, SUB-SECTION, SUBDIVISION, OR PROPERTY MONUMENTS ARE ENCOUNTERED, THE OWNER'S REPRESENTATIVE SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND PRESERVE ALL PROPERTY MARKERS UNTIL AN OWNER OR AUTHORIZED SURVEYOR HAS WITNESSED OR REFERENCED THEIR LOCATION.
20. ALL TRENCH BACKFILL SHALL BE IMPORTED GRANULAR MATERIAL UNLESS EXISTING GRANULAR MATERIALS ARE SPECIFICALLY APPROVED BY THE OWNER'S REPRESENTATIVE.
21. ALL AGGREGATE BASE COURSE SHALL BE COMPACTED TO 98% STANDARD PROCTOR DENSITY.
22. ALL AGGREGATE BASE AREAS TO BE PAVED (PAVEMENT, SIDEWALK, CURB, OR STRUCTURES) SHALL BE PROOF-ROLLED WITH SEVERAL PASSES OF A FULLY LOADED DUMP TRUCK. CONTRACTOR SHALL NOTIFY THE OWNER AND/OR ENGINEER 24 HOURS PRIOR TO PROOF ROLL AND SHALL MAKE ALL CORRECTIONS TO PROVIDE A SATISFACTORY SUBGRADE.
23. ANY UNCONTROLLED CRACKING THAT OCCURS IN CONCRETE PAVEMENT, SIDEWALK, CURB, OR CURB AND GUTTER PRIOR TO FINAL ACCEPTANCE SHALL BE ROUTED OR SAWED AND SEALED ACCORDING TO THE STANDARD SPECIFICATIONS.
24. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES PRIOR TO ANY WORK IN AND AROUND UTILITY-OWNED INFRASTRUCTURE AND MAKE THEM AWARE OF WORK TO BE PERFORMED.
25. ALL SIDEWALKS SHALL BE 4 INCHES IN THICKNESS AND CONSTRUCTED TO THE WIDTH SHOWN ON THE PLANS. ALL SIDEWALKS SHALL BE CONSTRUCTED WITH A MIN. CROSS SLOPE OF 1% AND A MAX. CROSS SLOPE OF 2%. SIDEWALK THICKNESS SHALL BE INCREASED TO A MINIMUM 6" AT DRIVEWAYS OR AS REQUIRED BY THE MUNICIPALITY.
26. ANY SIDEWALKS, FENCES, AND OTHER ITEMS NOT SHOWN TO BE REMOVED, BUT DAMAGED DURING CONSTRUCTION, SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER.
27. CONTRACTOR SHALL NOTIFY THE APPROPRIATE AGENCY A MINIMUM OF 48 HOURS PRIOR TO CONNECTING TO OR INSTALLING ANY PUBLIC SEWER OR WATER MAINS.
28. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE PROJECT SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, THE CONTRACTOR MUST IMMEDIATELY PROVIDE THE INFORMATION TO THE ENGINEER BEFORE DOING ANY WORK. OTHERWISE, THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK EFFECTED BY OMISSIONS OR DISCREPANCIES. IF THE CONTRACTOR FAILS TO SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL.

EXISTING TOPOGRAPHY:

1. ALL UTILITIES SHOWN ARE APPROXIMATE ONLY AND ARE DERIVED FROM EXISTING UTILITY MARKINGS, OLD SITE PLANS, UTILITY COMPANY MAPS, PRIVATE LOCATOR AND OBSERVED EVIDENCE.
2. ALL PIPE SIZES REFERENCED HEREON ARE SHOWN ACCORDING TO UTILITY COMPANY MAPS, OLD SITE PLANS AND OBSERVED EVIDENCE. ALL PIPE SIZES AND INVERTS SHOULD BE VERIFIED PRIOR TO ANY CONSTRUCTION.
3. PRIOR TO ANY EXCAVATION CONTRACTORS SHALL CALL THE TOLL FREE J.U.L.I.E. TELEPHONE NUMBER 1-800-892-0123. ALLOW 48 HOURS FOR LOCATIONS OTHER THAN EMERGENCY ASSISTANCE.

SITE DEMOLITION:

1. EXISTING UTILITIES TO REMAIN, WHICH ARE DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION, SHALL BE REPAIRED AND/OR REPLACED WITHOUT ADDITIONAL COMPENSATION. CONFLICTS WITH PROPOSED CONSTRUCTION AND UTILITIES TO REMAIN ARE TO BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONSTRUCTION MANAGER FOR COORDINATION WITH THE OWNER'S REPRESENTATIVE, ENGINEER, AND UTILITY COMPANY.
2. NO DEMOLITION OR CONSTRUCTION ACTIVITIES SHALL TAKE PLACE WITHIN PUBLIC RIGHT-OF-WAY UNTIL ALL PERMITS ARE SECURED.
3. ALL PAVEMENT TO BE REMOVED SHALL BE SAWCUT FULL DEPTH.
4. CONTRACTOR SHALL EMPLOY ALL MEASURES NECESSARY DURING DEMOLITION TO CONTROL EROSION AND INSURE THAT SEDIMENT DOES NOT LEAVE THE SITE. TRACKING OF DIRT ONTO PUBLIC STREETS AND EXISTING PARKING LOT SHALL BE CLEANED IMMEDIATELY, AND ALL SEDIMENT AND EROSION CONTROL ITEMS SHALL BE INSTALLED PRIOR TO CLEARING AND DEMOLITION WORK.
5. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING SITE CONDITIONS AND BECOMING FAMILIAR WITH ALL CONSTRUCTION DOCUMENTS.
6. ITEMS INDICATED TO BE REMOVED SHALL BE COMPLETELY REMOVED UNLESS INDICATED OTHERWISE.
7. ITEMS INDICATED TO BE SALVAGED SHALL BE CAREFULLY REMOVED AND STORED IN A LOCATION DESIGNATED BY THE OWNER.
8. ALL TREES AND BRUSH INDICATED TO BE REMOVED SHALL BE REMOVED COMPLETELY, INCLUDING ROOT BALLS.
9. UNLESS OTHERWISE IDENTIFIED AND/OR NOTED ON THE DEMOLITION PLAN, CONTRACTOR SHALL FULLY DEMOLISH, REMOVE, AND LAWFULLY DISPOSE OF ALL EXISTING BUILDINGS, IMPROVEMENTS, AND RELATED APPURTENANCES AT THIS SITE AND PROPERTY. CONTRACTOR SHALL ALSO DEMOLISH, REMOVE, AND LAWFULLY DISPOSE OF EXISTING IMPROVEMENTS AND CONSTRUCTIONS IN THE PUBLIC RIGHT-OF-WAY NECESSARY TO ACCOMPLISH THE NEW PROJECT WORK DESCRIBED ELSEWHERE IN THESE BIDDING AND CONSTRUCTION DOCUMENTS. CONTRACTOR SHALL PROCURE ALL NECESSARY PERMITS AND APPROVALS FOR SUCH DEMOLITION WORK (BOTH INSIDE THE PROPERTY LINE AND IN THE PUBLIC RIGHT-OF-WAY) PRIOR TO COMMENCING ANY DEMOLITION OPERATIONS.
10. CONTRACTOR SHALL FULLY PROTECT ALL SURROUNDING PROPERTIES FROM ANY AND ALL DAMAGE DURING DEMOLITION OPERATIONS; AND SHALL BE FULLY RESPONSIBLE FOR REPAIRING (TO A CONDITION ACCEPTABLE TO THE OWNER AND ARCHITECT) ANY AND ALL DAMAGE THAT DOES OCCUR.
11. CONTRACTOR SHALL PROVIDE ALL NECESSARY TRAFFIC CONTROLS AND RELATED APPURTENANCES THAT ARE REQUIRED BY ANY APPLICABLE CODES AND ORDINANCES, DURING ALL DEMOLITION OPERATIONS.
12. CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE SAFETY AND SECURITY OF THE PROJECT SITE AND ITS SURROUNDINGS DURING DEMOLITION OPERATIONS.
13. ALL DEMOLISHED EXISTING MATERIALS, SYSTEMS, AND CONSTRUCTIONS SHALL BE DISPOSED OF IN A LAWFUL MANNER, AND WRITTEN RECORDS OF THE FINAL DESTINATION FOR THESE MATERIALS, SYSTEMS, AND CONSTRUCTIONS (INCLUDING ANY IDENTIFIED HAZARDOUS ITEMS) SHALL BE PROVIDED TO THE OWNER AND ENGINEER. ADDITIONALLY, SOME EXISTING MATERIALS AND SYSTEMS MAY NEED TO BE RECYCLED AND/OR OTHERWISE SALVAGED IN ORDER TO MEET THE SUSTAINABILITY AND LEED REQUIREMENTS OF THIS PROJECT. SEE OTHER PORTIONS OF THESE BIDDING AND CONSTRUCTION DOCUMENTS FOR SUCH REQUIREMENTS.
14. EXISTING SITE SHALL BE CLEANED ON A DAILY BASIS THROUGHOUT THE DURATION OF DEMOLITIONS OPERATIONS; AND NO DEBRIS OR PRODUCTS OF DEMOLITION SHALL BE ALLOWED TO ACCUMULATE OUTSIDE THE BOUNDARIES OF THE SITE.
15. CONTRACTOR SHALL FULLY COORDINATE ALL PROJECT DEMOLITION OPERATIONS, INCLUDING THE REMOVAL AND LAWFUL DISPOSAL OF ALL IDENTIFIED HAZARDOUS MATERIALS AND SYSTEMS.
16. CONTRACTOR SHALL SUBMIT A COMPLETE WRITTEN PLAN AND SCHEDULE FOR ALL PROPOSED DEMOLITION WORK TO OWNER AND ARCHITECT FOR REVIEW AND COMMENT, PRIOR TO BEGINNING ANY SUCH OPERATIONS. DURING THE COURSE OF THIS DEMOLITION WORK, IF ANY ARTIFACTS OR OTHER UNUSUAL ITEMS ARE DISCOVERED, CONTRACTOR SHALL NOTIFY OWNER AND ENGINEER IMMEDIATELY, BEFORE PROCEEDING ANY FURTHER. ANY EXPENSES RESULTING FROM THE FAILURE TO PROVIDE SUCH IMMEDIATE NOTIFICATION SHALL BE BORNE BY THE CONTRACTOR.

SITE LAYOUT:

1. JOINTS IN SIDEWALK SHALL BE TOOLED AT 5' MAX. INTERVALS, UNLESS INDICATED OTHERWISE.
2. NORTHING-EASTING COORDINATES AND DIMENSIONS FOR CURB AND GUTTER ARE TO FACE OF CURB.
3. CONTRACTOR SHALL COORDINATE ALL WORK WITHIN PUBLIC RIGHT-OF-WAY WITH THE APPROPRIATE PUBLIC AGENCY. NOTIFICATION SHALL OCCUR A MINIMUM OF 48 HOURS PRIOR TO COMMENCING WORK WITHIN PUBLIC RIGHT-OF-WAY. ALL PERMITS ARE THE RESPONSIBILITY OF THE CONTRACTOR.
4. P.C. CONCRETE PAVEMENT AND SIDEWALKS SHALL BE CLASS PV AND CLASS SI, RESPECTIVELY, IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS.
5. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING SITE CONDITIONS AND BECOMING FAMILIAR WITH ALL CONSTRUCTION DOCUMENTS.
6. SEE ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS AND DOOR LOCATIONS.
7. CONTRACTOR SHALL COORDINATE EQUIPMENT PADS WITH EQUIPMENT MANUFACTURERS.

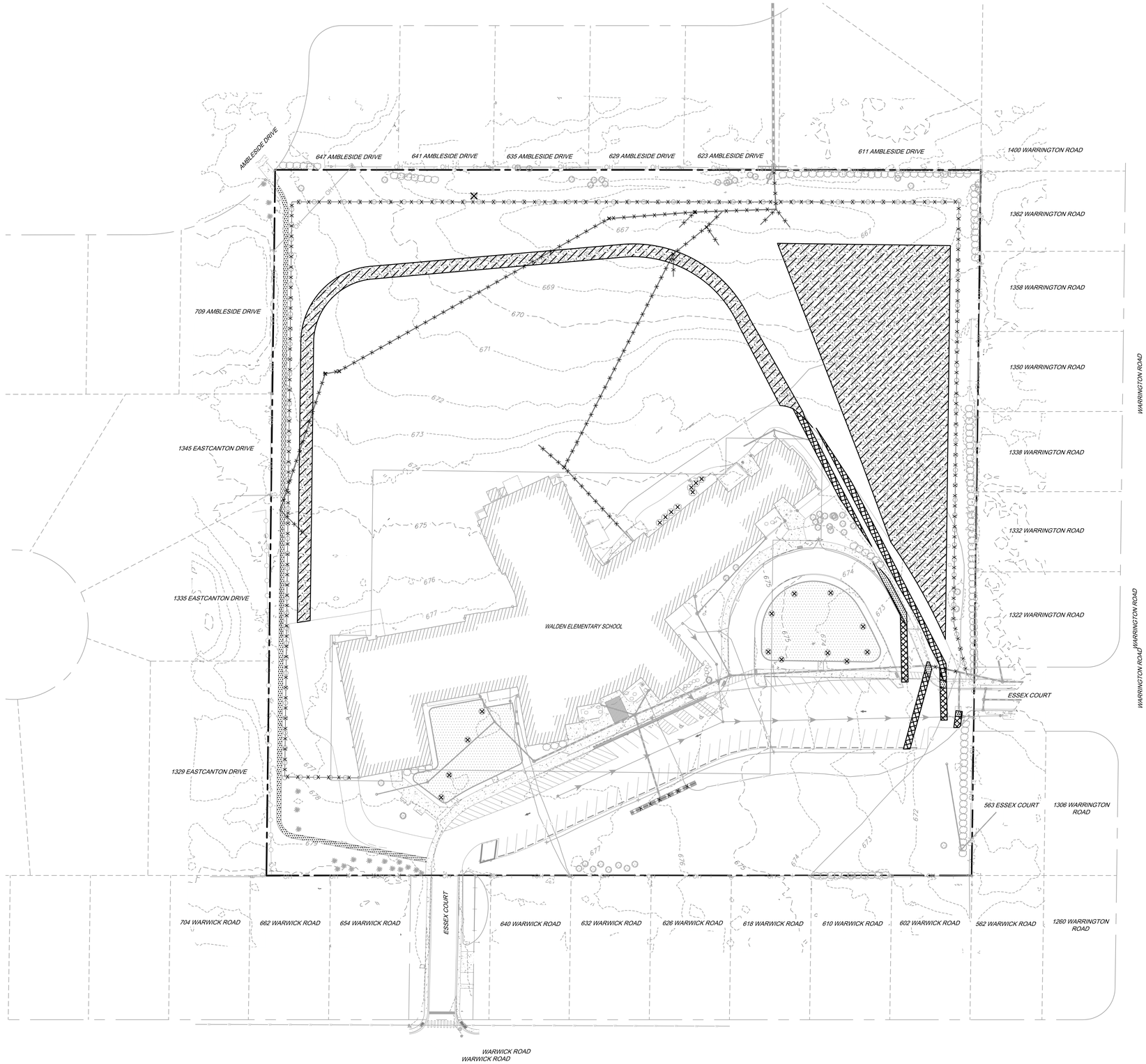
SITE GRADING AND EROSION CONTROL:

1. ALL SUBGRADE EXCAVATION AND COMPACTION SHALL BE COMPLETED IN ACCORDANCE WITH THE "**SUBSURFACE EXPLORATION AND GEOTECHINCAL REPORT**" PREPARED BY GEI, DATED APRIL 3, 2026.
2. ENGINEERED STRUCTURAL FILLS SHALL BE INCLUDED IN OVERALL SITE DEVELOPMENT TO PROVIDE ADEQUATE STRUCTURAL SUPPORT FOR THE FLOOR SLABS ON GRADE AND ADJOINING PAVEMENT AREAS. REFER TO THE GEOTECHNICAL REPORT FOR APPROVED FILL MATERIALS.
3. WHERE FIRM FOUNDATION MATERIAL IS NOT ENCOUNTERED AT THE GRADE ESTABLISHED, DUE TO UNSUITABLE SOIL, ALL SUCH UNSUITABLE MATERIAL SHALL BE REMOVED AND REPLACED WITH APPROVED COMPACTED GRANULAR MATERIAL.
4. TOPSOIL SHALL BE STRIPPED IN ALL STRUCTURAL FILL AREAS BEFORE PLACEMENT OF FILL MATERIAL AND SHALL BE STOCKPILED IN AREAS DESIGNATED BY THE OWNER OR PER PLAN.
5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PERFORM EARTHWORK CALCULATIONS BASED ON THE PROVIDED PLANS AND TO LAWFULLY DISPOSE OF AND REMOVE ANY EXCESS MATERIAL FROM THE PROJECT SITE, OR TO PROVIDE ANY NECESSARY FILL MATERIAL THAT MAY BE REQUIRED TO MEET THE FINAL PLAN GRADES. THE DISPOSAL OR PROVIDING OF MATERIAL SHALL BE INCIDENTAL TO THE CONTRACT.
6. ALL VEGETATIVE AND STRUCTURAL EROSION CONTROL PRACTICES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE "ILLINOIS URBAN MANUAL."
7. THE OWNER/ENGINEER SHALL PROVIDE THE SOIL EROSION AND SEDIMENT CONTROL PLANS INCLUDED HEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DOCUMENTATION OF THE STORMWATER POLLUTION PREVENTION PLAN BOOKLET AND ASSOCIATED DOCUMENTS IN ACCORDANCE WITH THE "GENERAL NPDES PERMIT FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES," AND A COPY SHALL BE KEPT ONSITE AT ALL TIMES.
8. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE INSTALLATION, ALL INSPECTIONS, AND MAINTENANCE OF ALL EROSION CONTROL FACILITIES REQUIRED BY THE GENERAL NPDES PERMIT UNTIL FINAL STABILIZATION OF ALL AREAS DISTURBED BY CONSTRUCTION OCCURS. MAINTENANCE AND REPLACEMENT OF EROSION CONTROL ITEMS SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.
9. ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITY MUST BE SEEDED, SODDED, BLANKETED OR OTHERWISE PROTECTED WITHIN 14 DAYS OF FINAL DISTURBANCE. ALL AREAS DISTURBED BY THE CONTRACTOR DURING THE CONSTRUCTION OF THIS PROJECT WHICH ARE LOCATED OUTSIDE OF THE PROPOSED SEEDING LIMITS SHALL BE GRADED TO DRAIN, FERTILIZED, SEEDED, MULCHED AND WATERED. THE COST ASSOCIATED WITH THE PLACEMENT OF ADDITIONAL FERTILIZER, SEED, MULCH AND WATERING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. A MINIMUM OF 70% VEGETATIVE COVERAGE IS REQUIRED PRIOR TO ACCEPTANCE. SEE LANDSCAPE PLANS FOR ADDITIONAL REQUIREMENTS.
10. ALL EROSION CONTROL MEASURES SHOWN ON THE PLAN ARE THE MINIMUM MEASURES REQUIRED. UNFORESEEN CHANGES IN SCOPE, SCHEDULE OR CONSTRUCTION METHODS MAY RESULT IN CHANGES OR ADDITIONS TO THIS PLAN AND THE SWPPP. ANY CHANGES OR ADDITIONS NECESSARY TO MAINTAIN COMPLIANCE WITH THE NPDES PERMIT SHALL IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE OWNER.
11. SHOULD PROJECT SCHEDULING PROHIBIT THE ABILITY TO SEED DISTURBED EARTH UPON COMPLETION OF GRADING, CONTRACTOR SHALL EMPLOY ALTERNATE SOURCE CONTROLS IN ADDITION TO THOSE ON THIS PLAN, INCIDENTAL TO THE CONTRACT.
12. DUST CONTROL MUST BE PROVIDED AS NEEDED, BY WATERING OR OTHER MEANS.
13. ALL AREAS WITH THE EXCEPTION OF PAVEMENT SHALL BE FINISHED IN ACCORDANCE WITH THE LANDSCAPE PLANS INCLUDED IN THE PLAN SET.
14. CONTRACTOR SHALL INSTALL INLET FILTER PROTECTION BASKETS INSIDE ALL EXISTING AND PROPOSED MANHOLES AND INLET FRAMES.
15. CONTRACTOR IS REQUIRED TO PROVIDE AND USE A CONCRETE WASHOUT AREA FOR RINSING CONCRETE TRUCKS.
16. CONTRACTOR IS REQUIRED TO PROVIDE AND USE A TEMPORARY CONSTRUCTION ENTRANCE FOR ALL CONSTRUCTION TRAFFIC PER PLAN.
17. CONTRACTOR SHALL PROVIDE AND USE A WHEEL WASH SYSTEM TO ENSURE THAT ALL CONSTRUCTION TRAFFIC ENTERING AND EXITING THE SITE MAINTAIN CLEAN TIRES. ANY SEDIMENT TRACKED ONTO ADJACENT ROADWAYS OR PAVED AREAS SHALL BE REMOVED BY THE CONTRACTOR BY THE END OF THE SAME WORK DAY.
18. ALL ELEVATIONS SHOWN ARE TO FINISHED PAVEMENT UNLESS SPECIFIED OTHERWISE.
19. ALL SLOPES GREATER THAN OR EQUAL TO 4:1 SHALL BE STABILIZED WITH NAG S75BN OR EQUIVALENT.
20. CONTRACTOR SHALL PROVIDE A MINIMUM OF 6" TOPSOIL IN ALL ISLANDS, LANDSCAPE AREAS, AND OPEN SPACES.

SITE UTILITIES:

1. THIS CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS:
   - A. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", CURRENT EDITION.
   - B. ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION"
   - C. VILLAGE OF DEERFIELD OFFICE OF PUBLIC WORKS STANDARDS AND SPECIFICATIONS
2. ALL UTILITY TRENCHES UNDER OR WITHIN 2' OF EXISTING OR PROPOSED PAVEMENT OR BUILDING SHALL BE BACKFILLED WITH COMPACTED GRANULAR MATERIAL IN ACCORDANCE WITH IDOT SPECIFICATIONS. CONTROLLED LOW-STRENGTH MATERIAL (CLSM) SHALL BE USED TO BACKFILL TRENCHES WITHIN PUBLIC RIGHT OF WAY. THE CLSM SHALL EXTEND 2 FT PAST THE PROPOSED PAVEMENT, CURB, OR SIDEWALK.
3. OPEN CUT TRENCHES SHALL BE SHEETED AND BRACED AS REQUIRED BY THE GOVERNING STATE, FEDERAL LAWS AND MUNICIPAL ORDINANCES, AND AS MAY BE NECESSARY TO PROTECT LIFE, PROPERTY OR THE WORK.
4. CONTRACTOR SHALL AT ALL TIMES DURING CONSTRUCTION PROVIDE AND MAINTAIN SUFFICIENT MEANS AND DEVICES TO REMOVE AND PROPERLY DISPOSE OF ALL WATER ENTERING THE EXCAVATIONS. WATER SHALL BE FILTERED AND DISCHARGED IN ACCORDANCE WITH THE NPDES REQUIREMENTS.
5. ALL PIPE SHALL BE INSTALLED ON A BEDDING OF APPROVED, COMPACTED GRANULAR MATERIAL UNLESS OTHERWISE APPROVED BY THE ENGINEER. THE BEDDING MATERIAL SHALL BE INSTALLED PER STANDARD SPECIFICATIONS AND PROVIDED PLAN DETAILS.
6. A MINIMUM HORIZONTAL SEPARATION OF 10 FEET SHALL BE MAINTAINED BETWEEN ALL WATER MAINS AND SEWERS. IF SEPARATION IS NOT POSSIBLE, WATER MAIN ENCASEMENT SHALL BE REQUIRED OR THE SEWER SHALL BE CONSTRUCTED OF WATER MAIN QUALITY PIPE.
7. WATER MAINS SHALL CROSS ABOVE SEWERS WITH A MINIMUM VERTICAL SEPARATION OF 18 INCHES WHILE STILL MAINTAINING THE REQUIRED DEPTH OF COVER. IF PROPER SEPARATION IS NOT POSSIBLE, OR IF THE WATER MAIN MUST BE ROUTED UNDER THE SEWER, WATER MAIN ENCASEMENT SHALL BE REQUIRED OR THE SEWER SHALL BE CONSTRUCTED OF WATER MAIN QUALITY PIPE.
8. ALL SANITARY SEWERS SHALL BE TESTED FOR EXFILTRATION OF AIR UNDER PRESSURE, INFILTRATION OF WATER, AND/OR EXFILTRATION OF WATER AS PER STANDARD SPECIFICATIONS. ALL SANITARY SEWERS SHALL BE DEFLECTION TESTED NO SOONER THAN 30 DAYS AFTER INSTALLATION. ALL MANHOLES SHALL BE TESTED FOR WATERTIGHTNESS BY EITHER ASTM C 969 OR ASTM C 1244.
9. STORM SEWER SHALL BE IN CONFORMANCE WITH THE FOLLOWING:
   - A. REINFORCED CONCRETE PIPE (RCP), ASTM C76
     - a. GASKETS - ASTM C443
     - b. FITTINGS - ASTM C443
   - B. SMOOTH INTERIOR WALLED HIGH DENSITY POLYETHYLENE PIPE (HDPE), ASTM D3212, N-12 WT
     - a. WATER TIGHT JOINTS
     - b. JOINT SHALL BE SEALED SUFFICIENTLY TO PREVENT JETTING OR LEAKING AT THE JOINT
   - C. PVC STORM SEWER PIPING, ASTM D 3034, SDR 35
     - a. BELL-AND-SPIGOT ENDS
     - b. ASTM F 477, ELASTOMERIC SEALS FOR GASKETED JOINTS
   - D. FRAME AND GRATES
     - a. TYPE 1 CLOSED LID = NEENAH R-1713
     - b. TYPE 1 OPEN LID = NEENAH R-2504
     - c. TYPE 3 = NEENAH R-3281-A
     - d. DITCH GRATE = NEENAH R-4342
10. SANITARY SEWER SHALL BE IN CONFORMANCE WITH THE FOLLOWING:
    - A. PIPE AND FITTING MATERIAL - POLYVINYL CHLORIDE (PVC) SDR 26, ASTM D 3034, TYPE PSM
    - B. GASKETS - FLEXIBLE ELASTOMERIC, ASTM F 477, ASTM D 3139
    - C. JOINTS - ASTM D 3212
    - D. BEDDING - CLASS II, ASTM 2321
11. ALL CLEANOUT RIMS SHALL BE CONSTRUCTED FLUSH WITH THE FINISHED GROUND SURFACE.
12. CONTRACTOR SHALL COORDINATE CONSTRUCTION OF SANITARY SEWER SERVICES WITH THE DEPARTMENT OF PUBLIC WORKS.
13. CONTRACTOR SHALL COORDINATE WATER MAIN, FIRE AND DOMESTIC WATER SERVICES WITH THE DEPARTMENT OF PUBLIC WORKS.
14. GENERAL CONTRACTOR SHALL COORDINATE ALL UTILITY LINES THAT ENTER THE BUILDING. IN GENERAL, PLUMBING PLANS SHOW ALL INTERIOR BUILDING PIPING AND PIPING UP TO 5-FEET OUTSIDE THE BUILDING. CIVIL PLANS SHOW SITE PIPING BEGINNING FROM 5-FEET OUTSIDE THE BUILDING. GENERAL CONTRACTOR IS RESPONSIBLE FOR ALL UTILITY CONNECTIONS.
15. CONTRACTOR SHALL COORDINATE ALL UTILITY LINE CROSSINGS TO ENSURE ALL PIP

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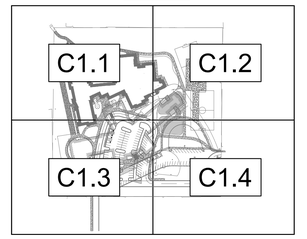
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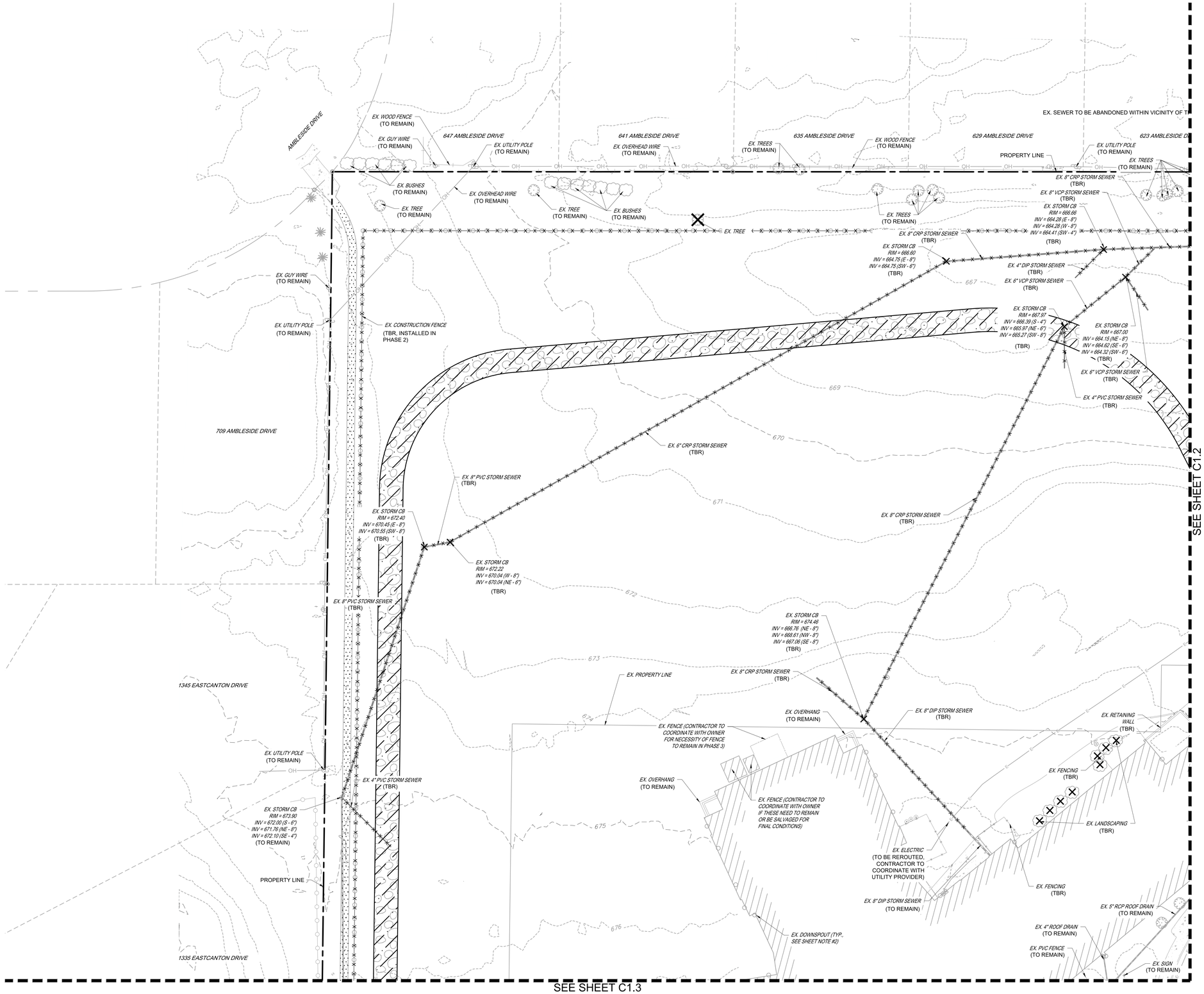
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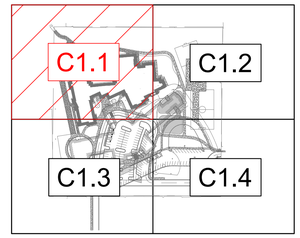
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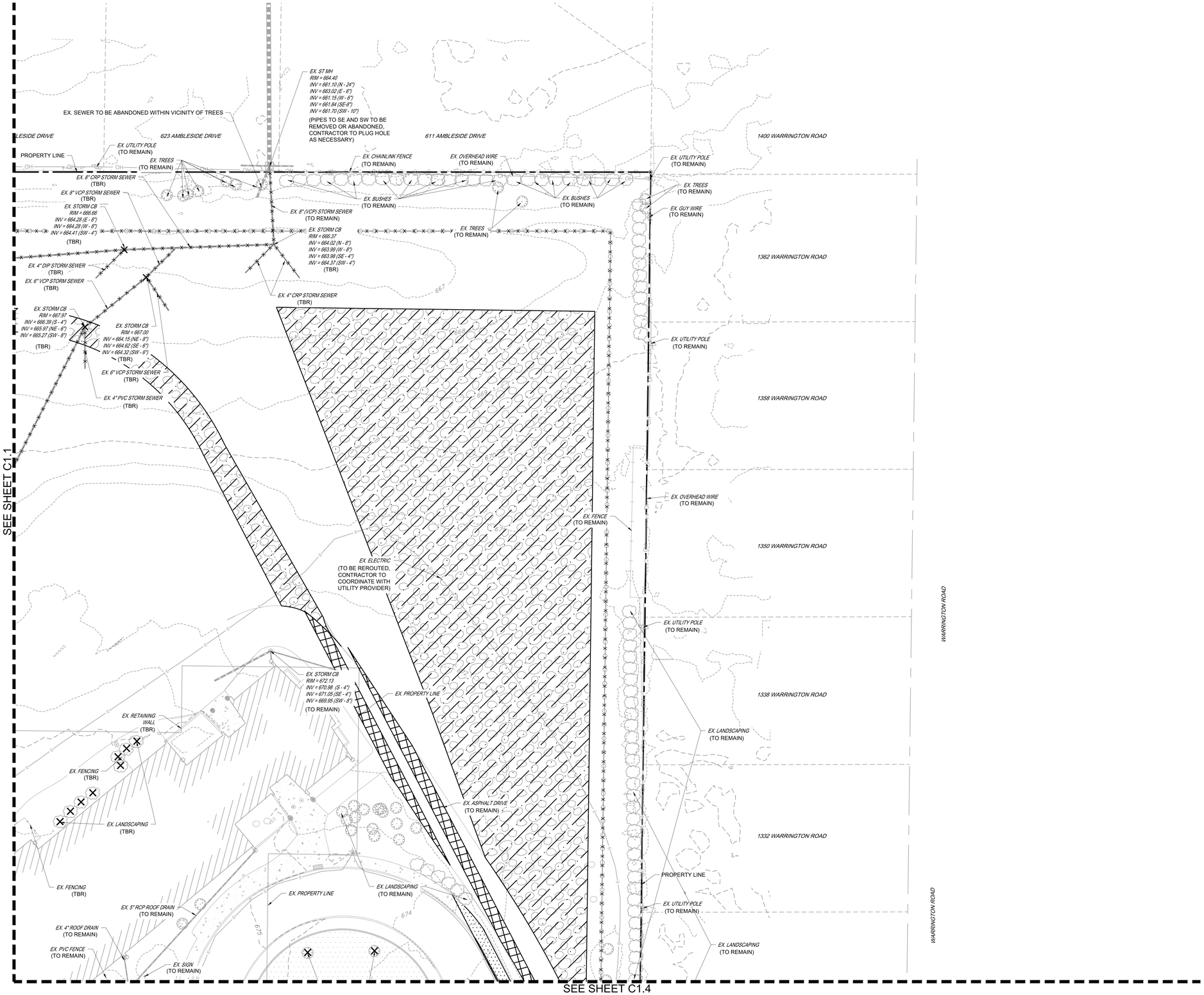
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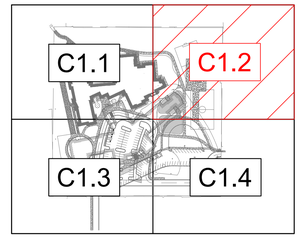
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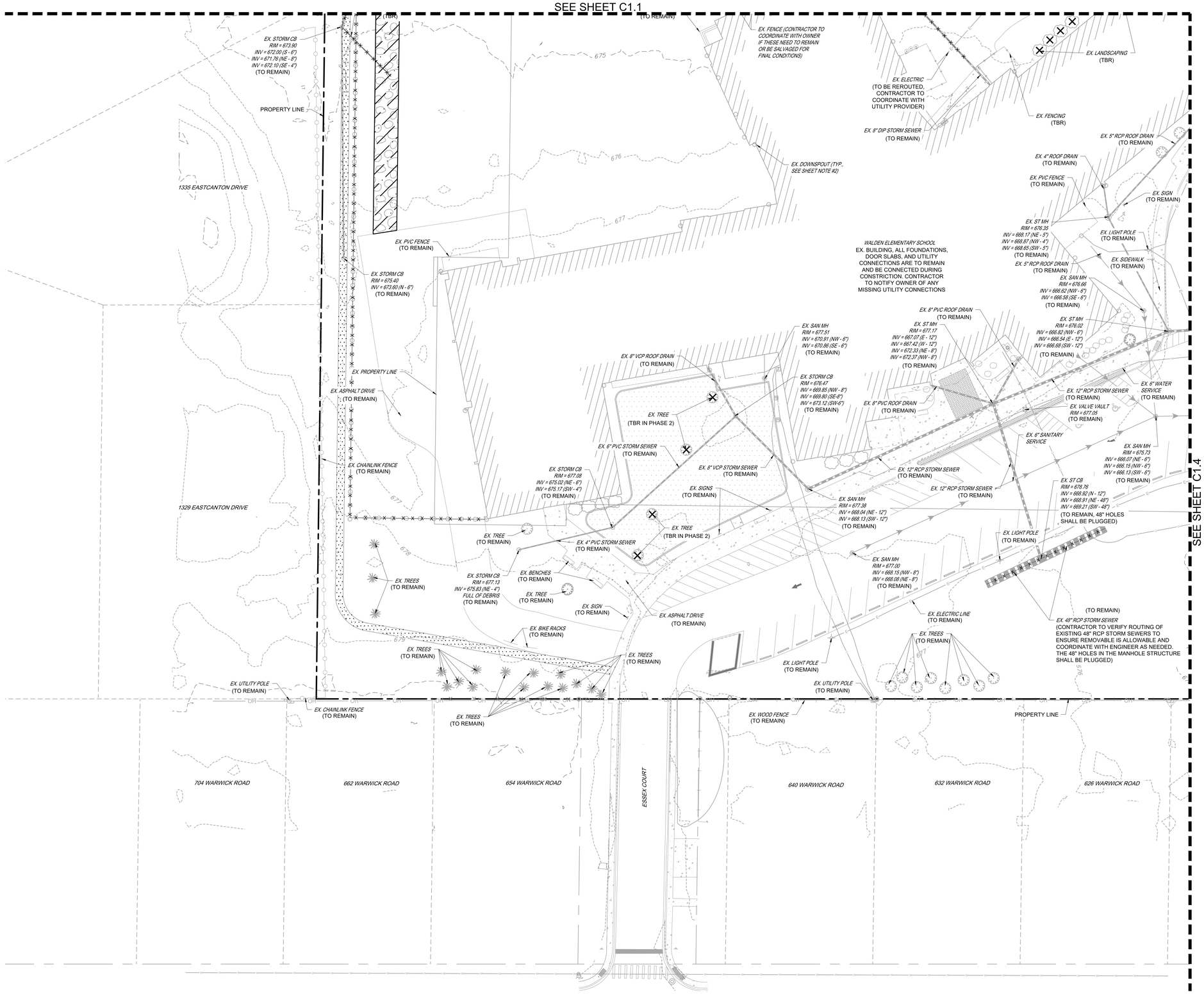
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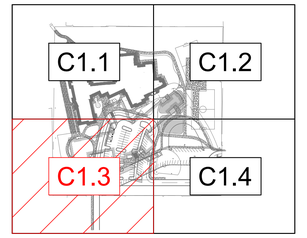
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ELEVATION: 675.86' DATUM: NAVD88-GEOID18

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

KEYMAP



JULIE CALL BEFORE YOU DIG 811

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

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PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

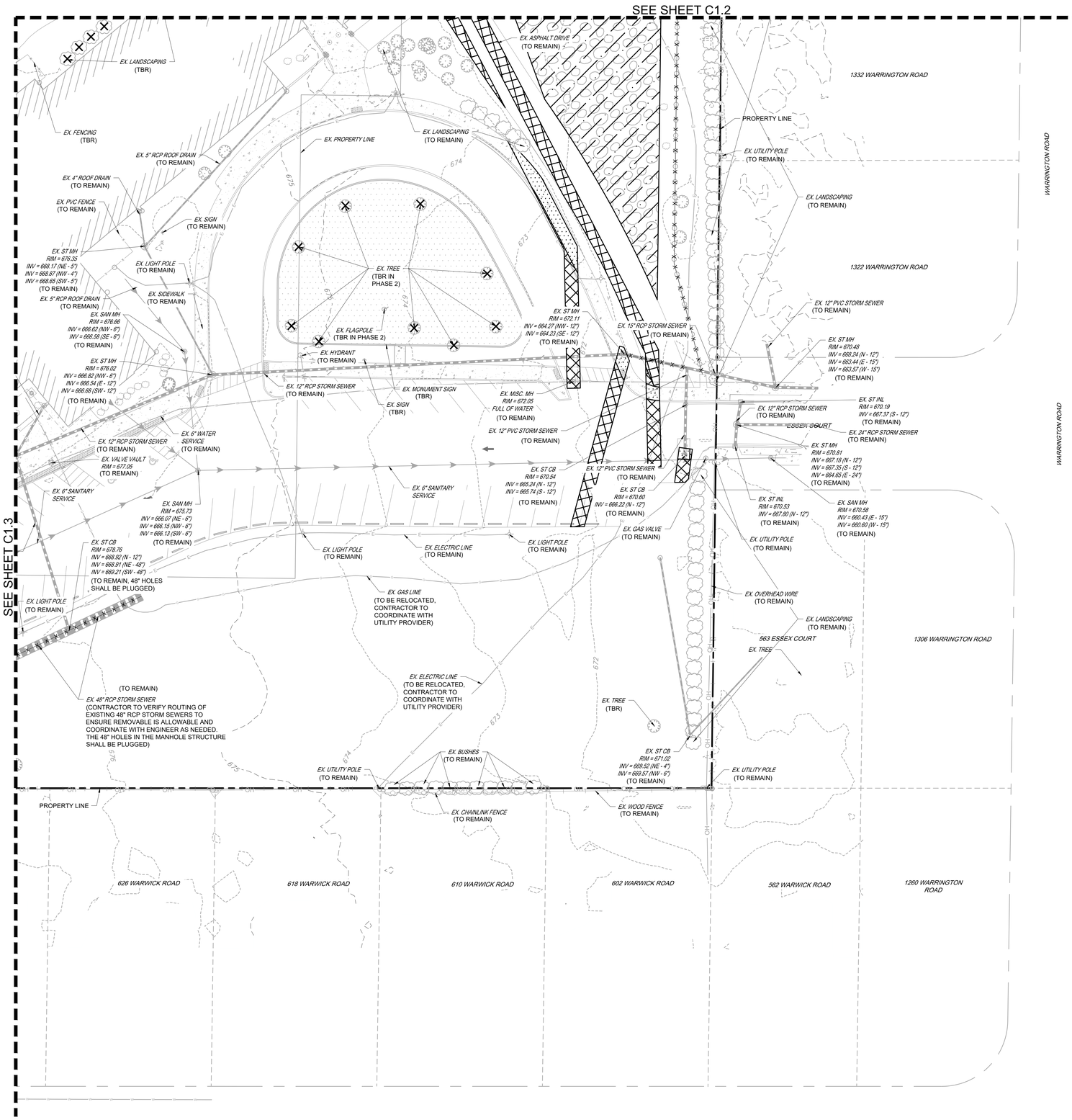
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Sheet Title: EX. CONDITIONS & DEMO. PLAN - SW

Sketch Number:

Sheet Number: C1.3

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DEMOLITION LEGEND

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

BENCHMARKS

REFERENCE BENCHMARK: NGS PID: LAKE COUNTY 5-41

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

ELEVATION: 664.38' DATUM: NAVD88-GEOID18

SITE BENCHMARK 1:

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

ELEVATION: 675.90' DATUM: NAVD88-GEOID18

SITE BENCHMARK 2:

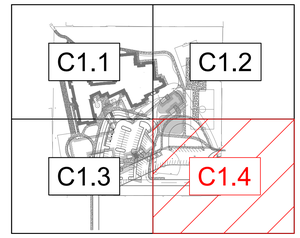
NORTHEASTERLY CORNER OF TOP OF 0.80' CONCRETE WALL (2.32' ABOVE GROUND LEVEL) AT NORTHEASTERLY CORNER OF WALDEN ELEMENTARY BUILDING ENTRANCE.

ELEVATION: 675.86' DATUM: NAVD88-GEOID18

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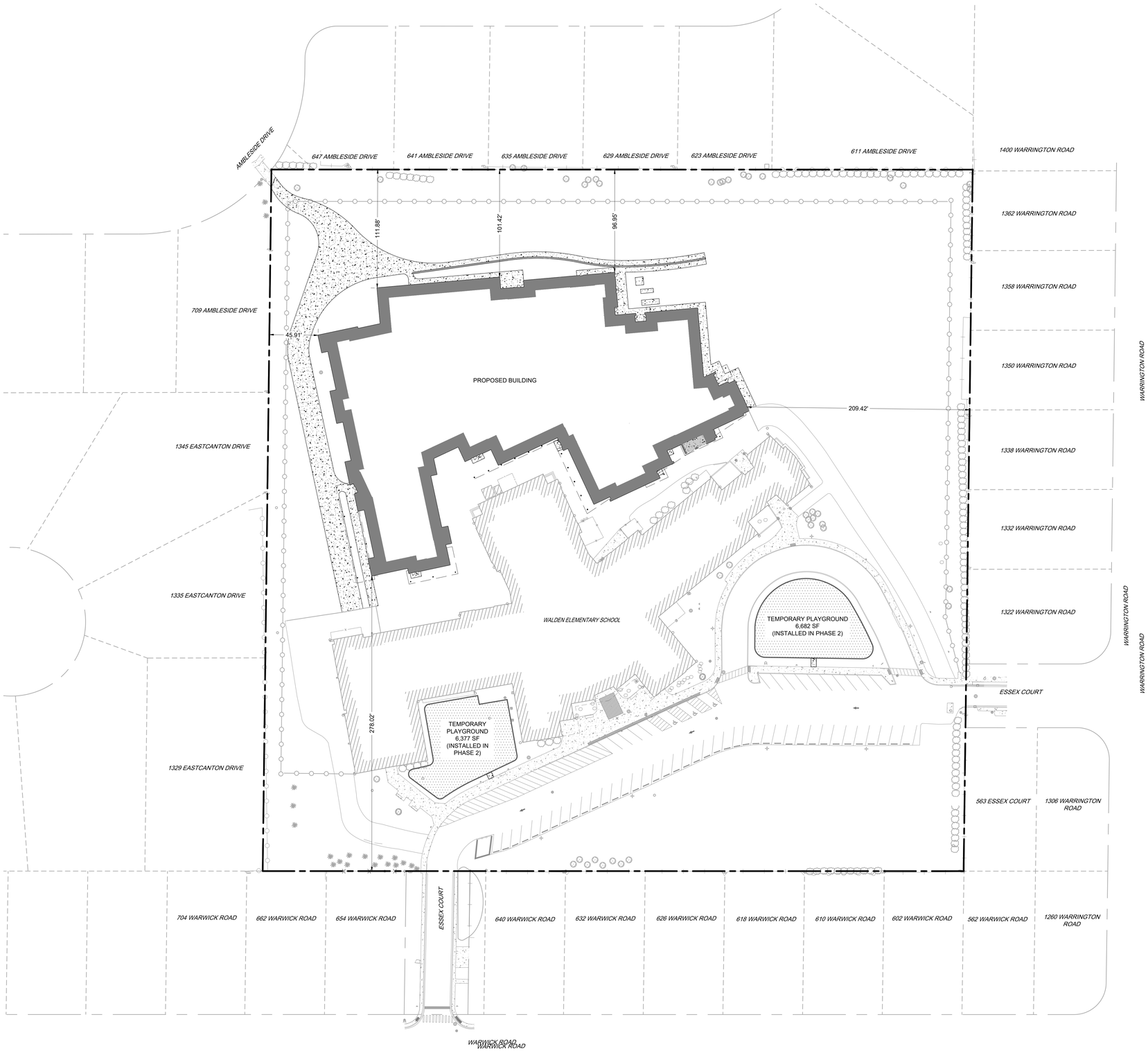
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Sheet Title: EX. CONDITIONS & DEMO. PLAN - SE

Sketch Number:

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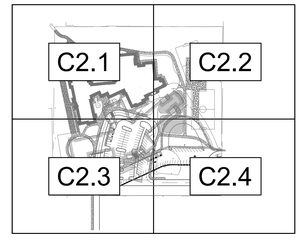
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LEGEND

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

KEYMAP



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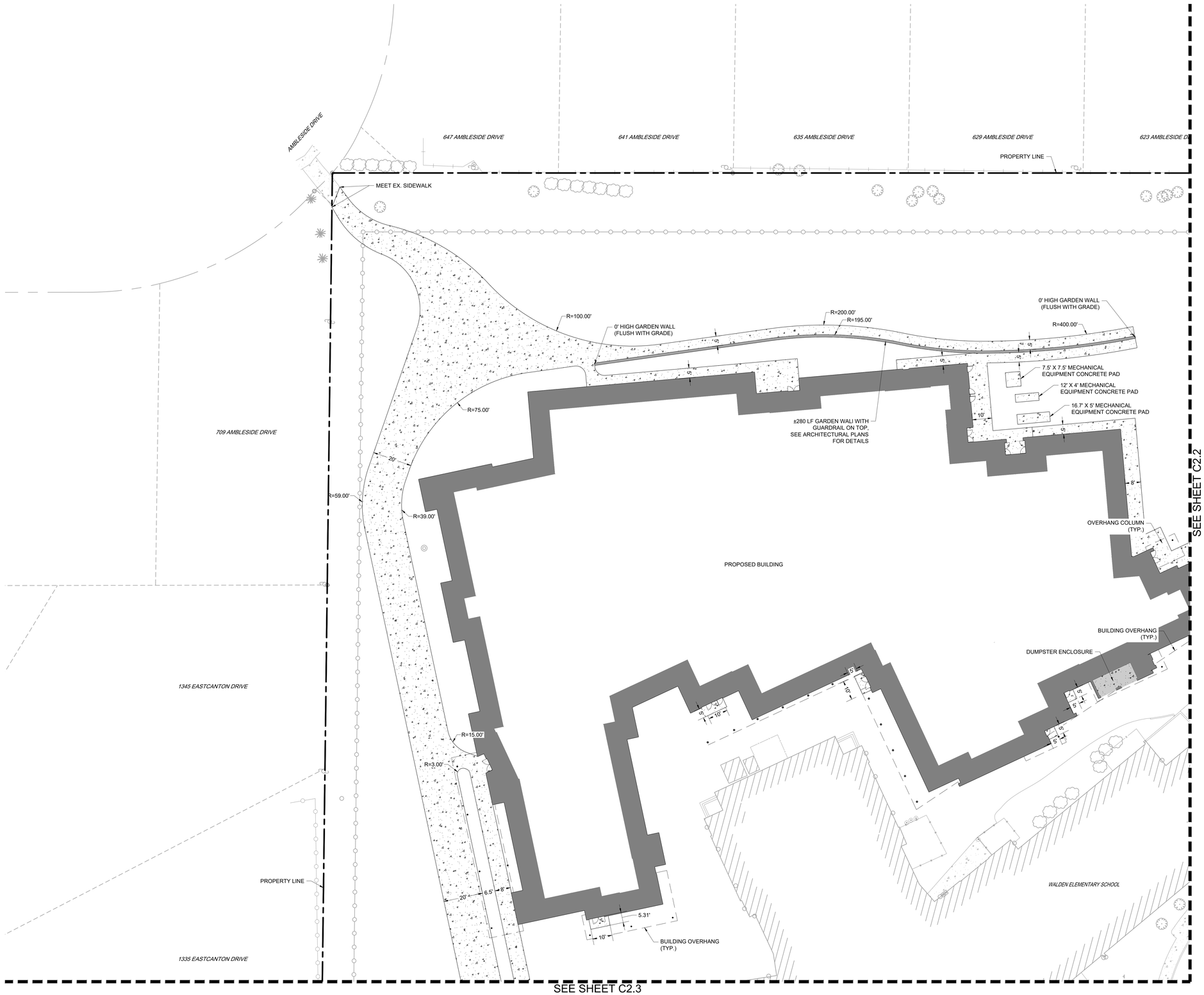
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Sheet Title: SITE LAYOUT PLAN - OVERALL
Sketch Number:
Sheet Number: C2.0

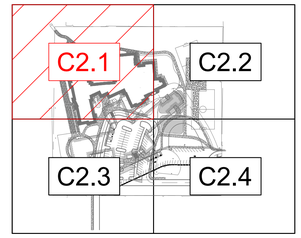
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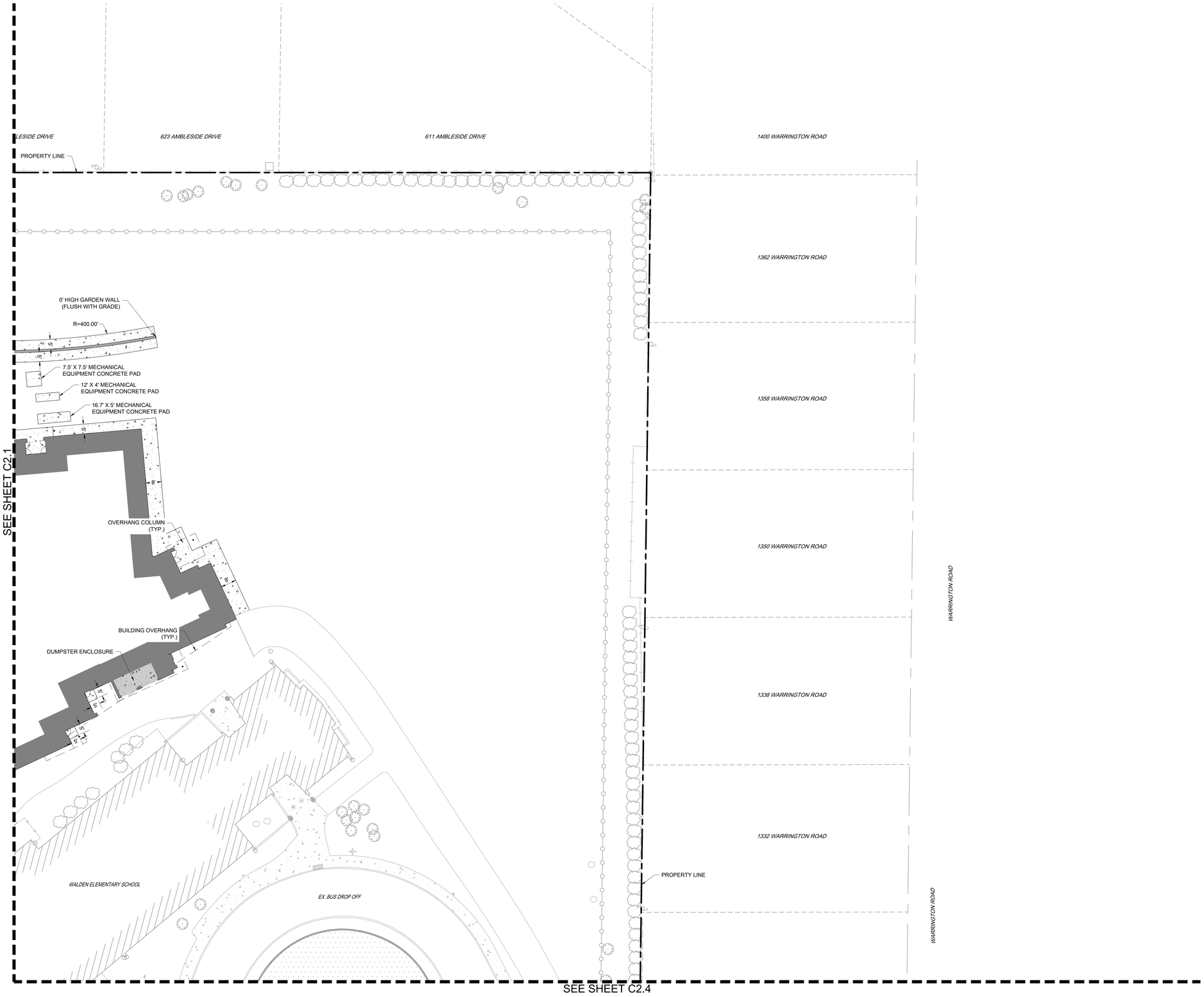
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Sheet Title: SITE LAYOUT PLAN - NW

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Sheet Number: C2.1

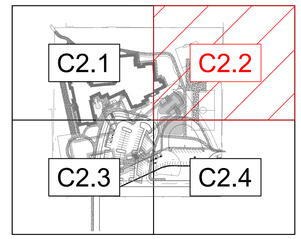
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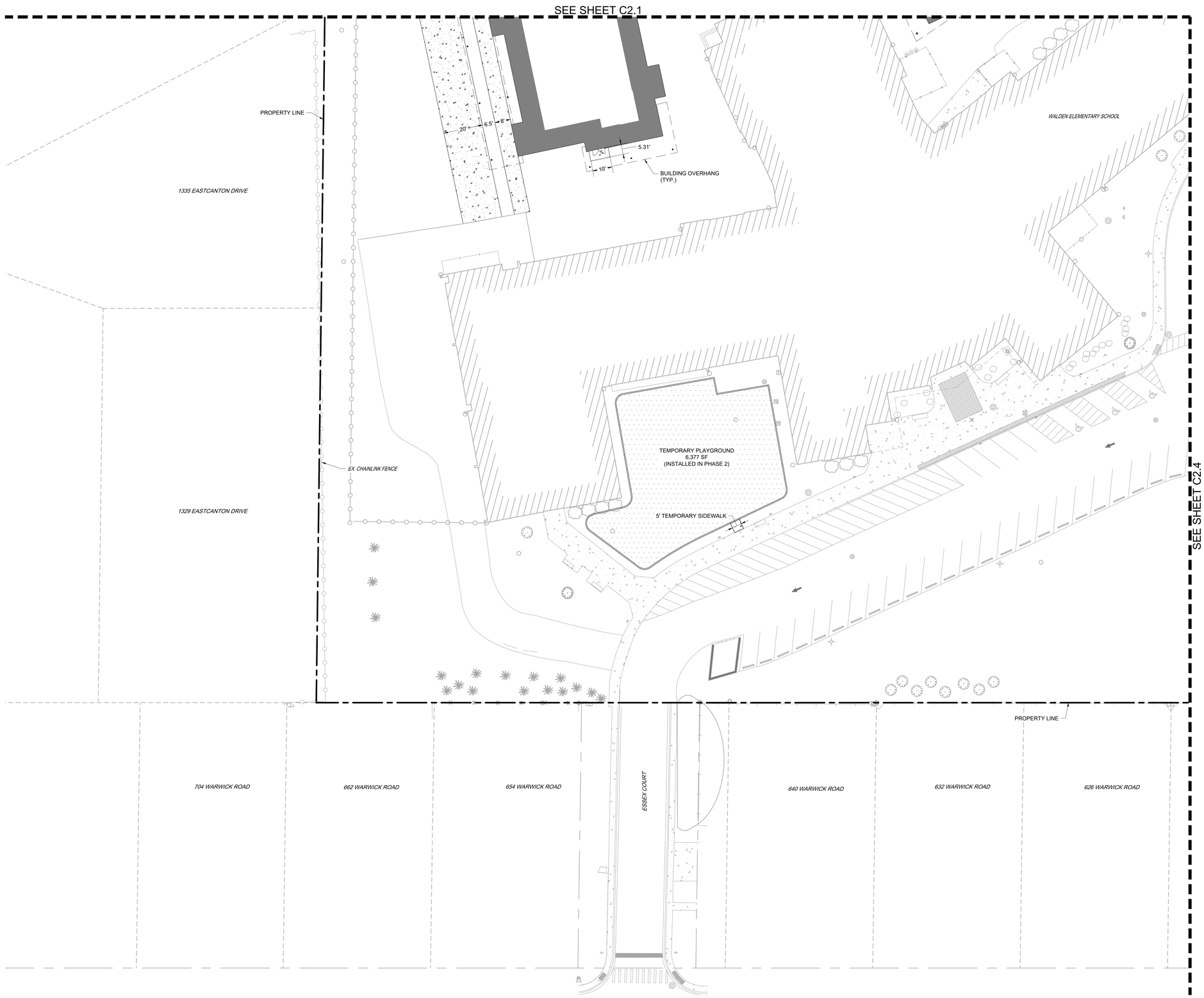
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Sheet Title:
SITE LAYOUT PLAN - NE

Sketch Number:

Sheet Number:
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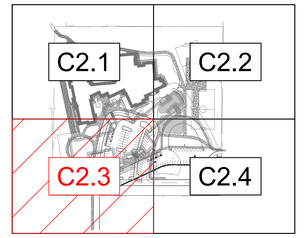
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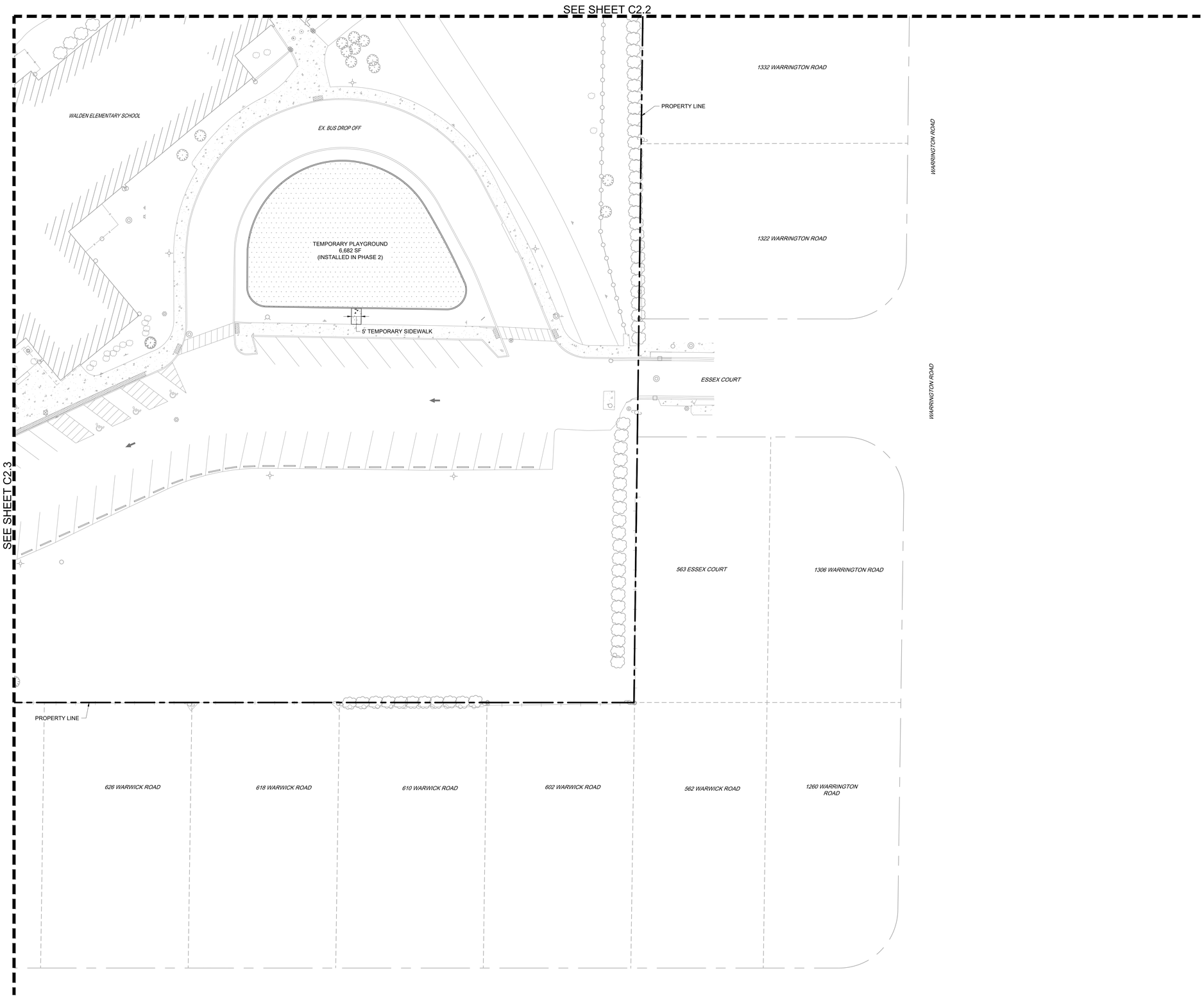
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Sheet Number: C2.3

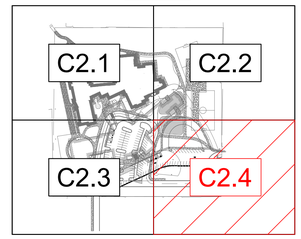
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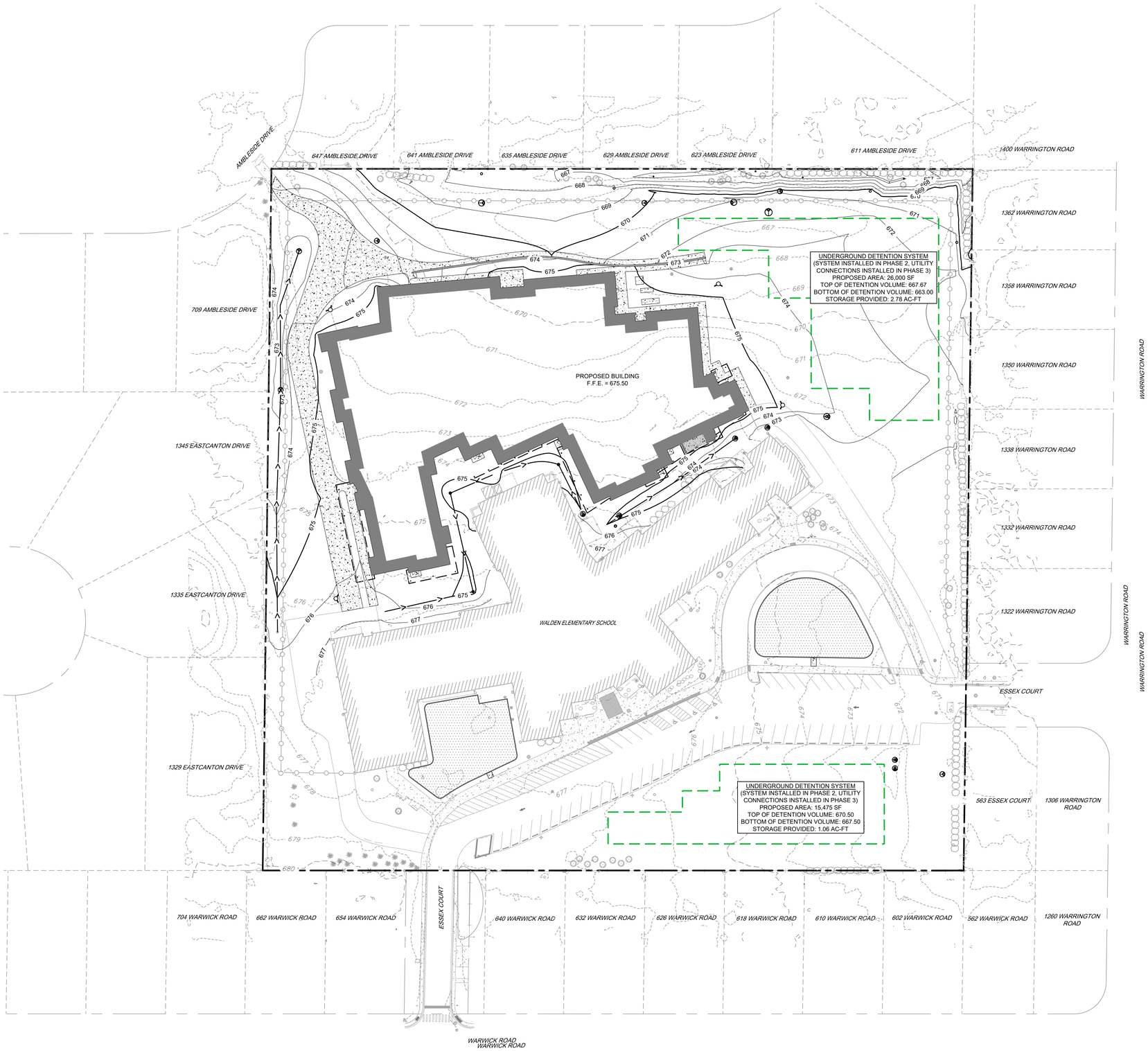
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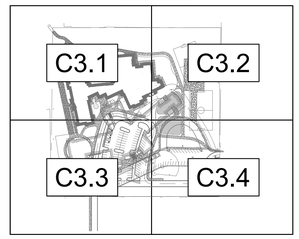
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GRADING LEGEND

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

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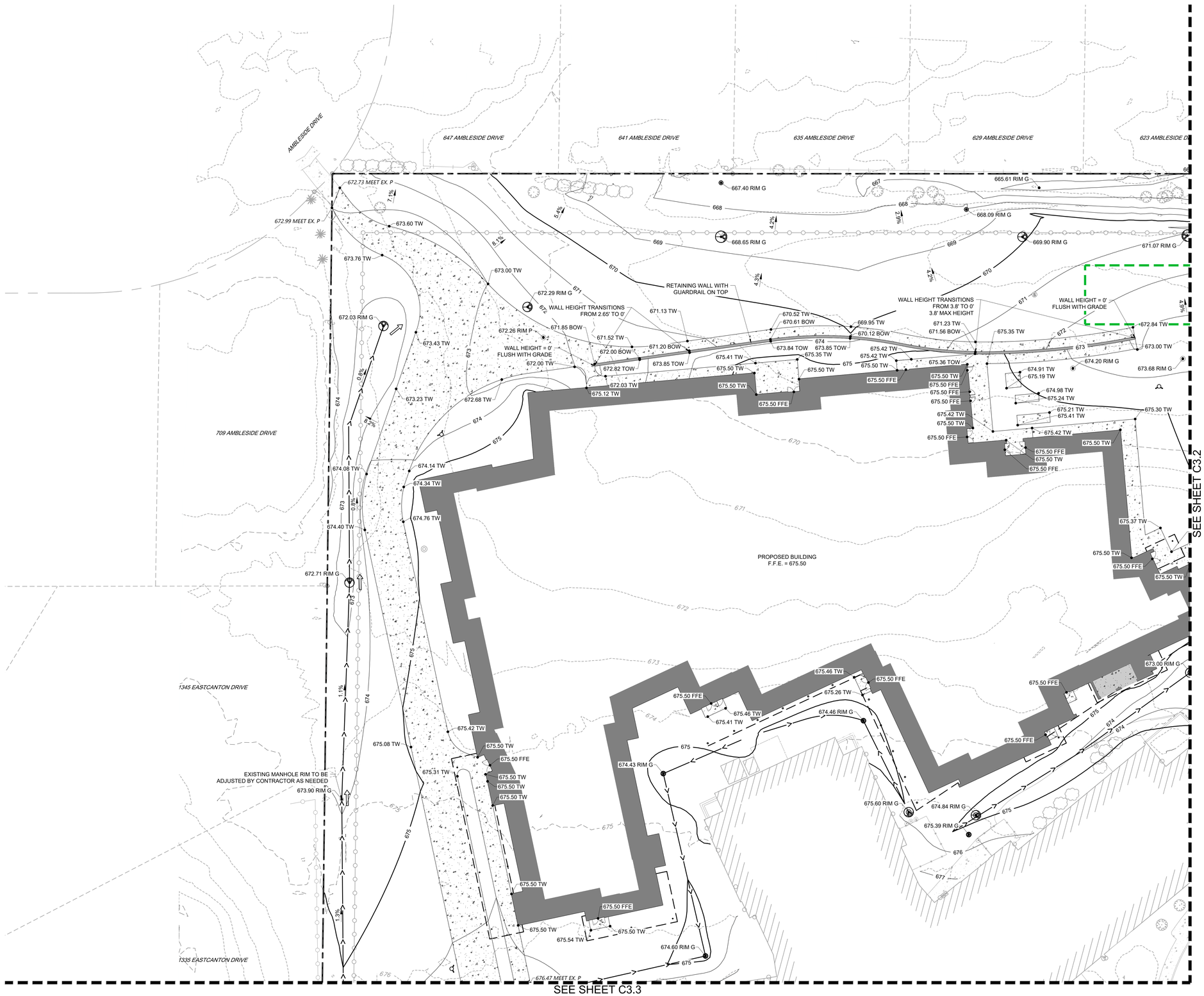
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Sheet Title: SITE GRADING PLAN - OVERALL
Sketch Number:
Sheet Number: C3.0

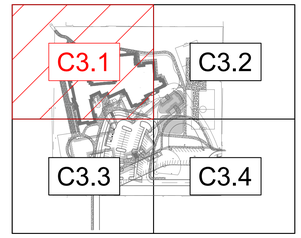
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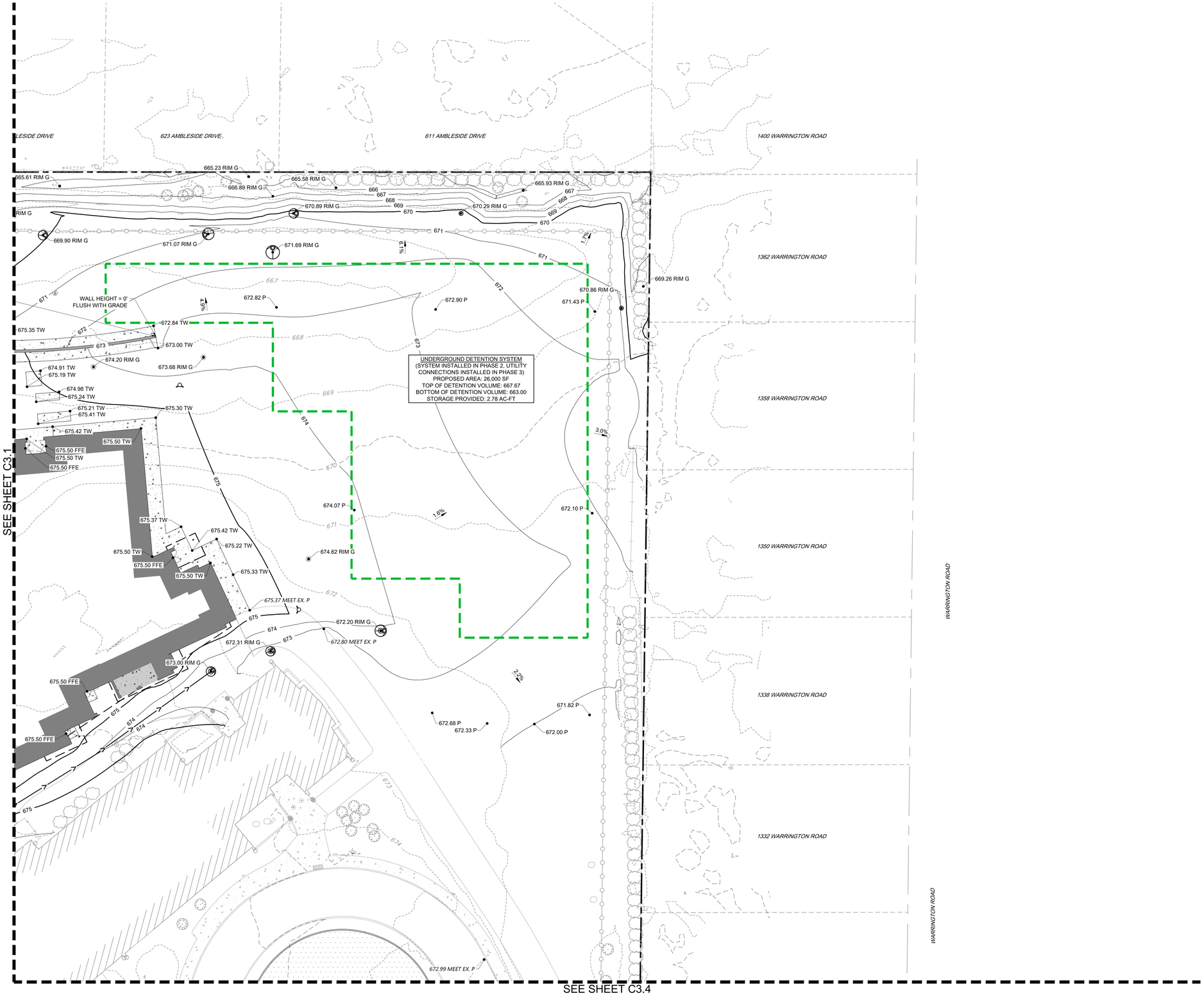
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Sketch Number:
Sheet Number: C3.1

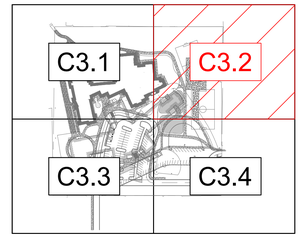
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GRADING LEGEND

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

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

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

N

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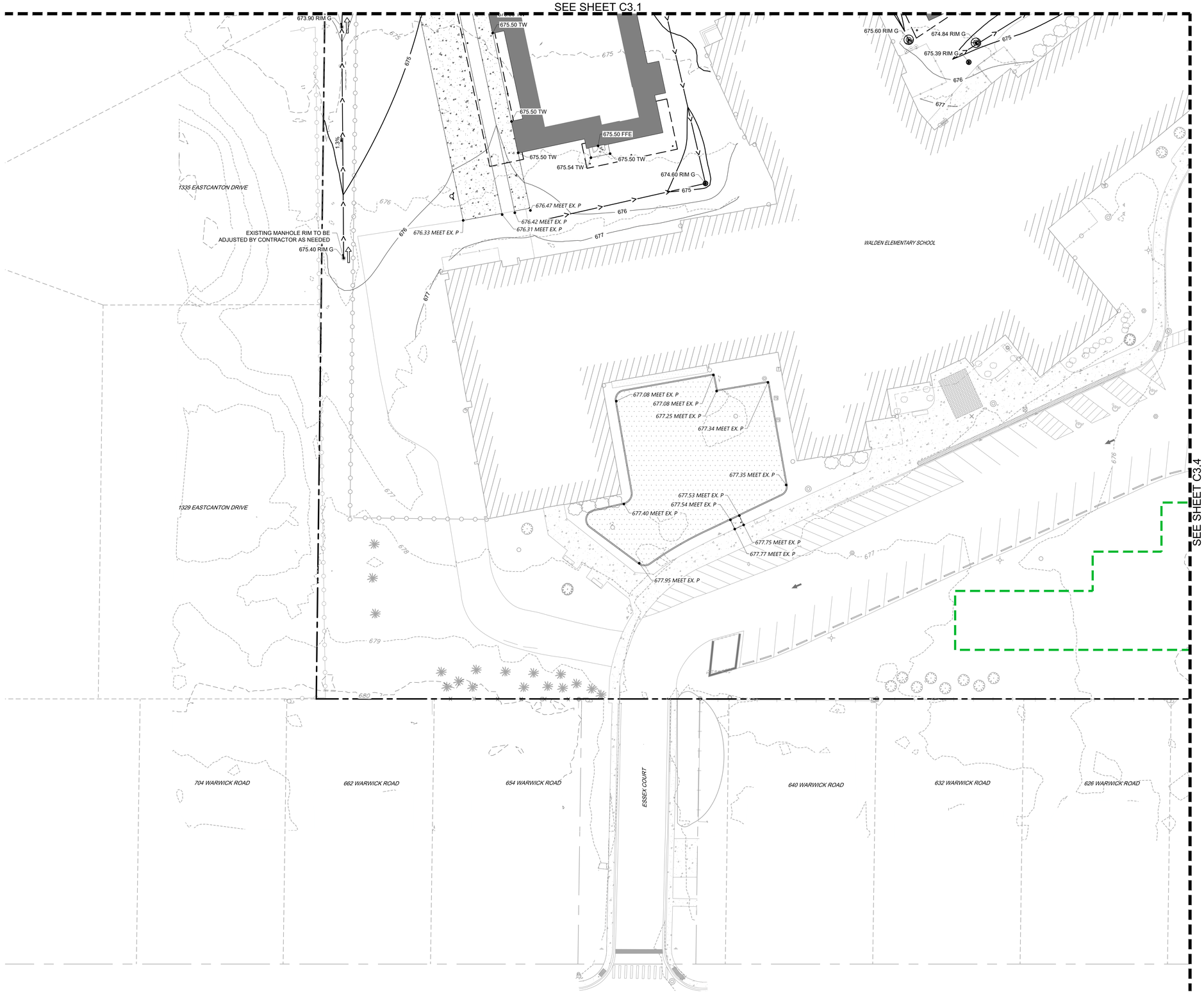
Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

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

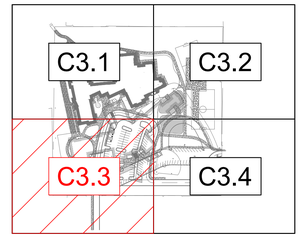
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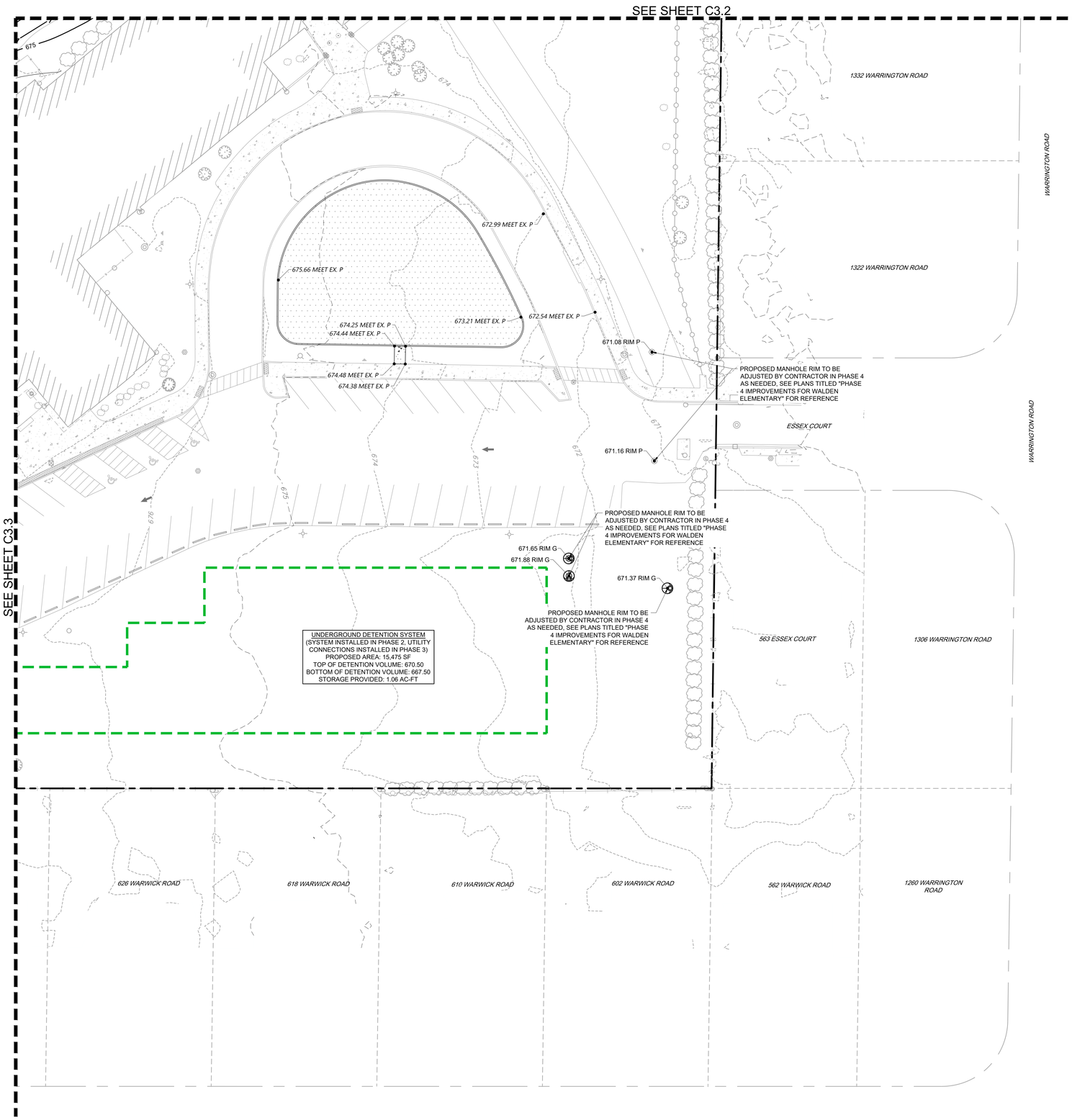
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Sheet Title: SITE GRADING PLAN - SW
Sketch Number:
Sheet Number: C3.3

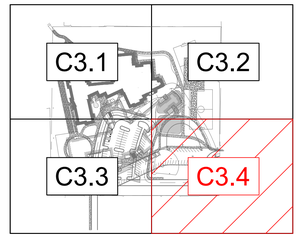
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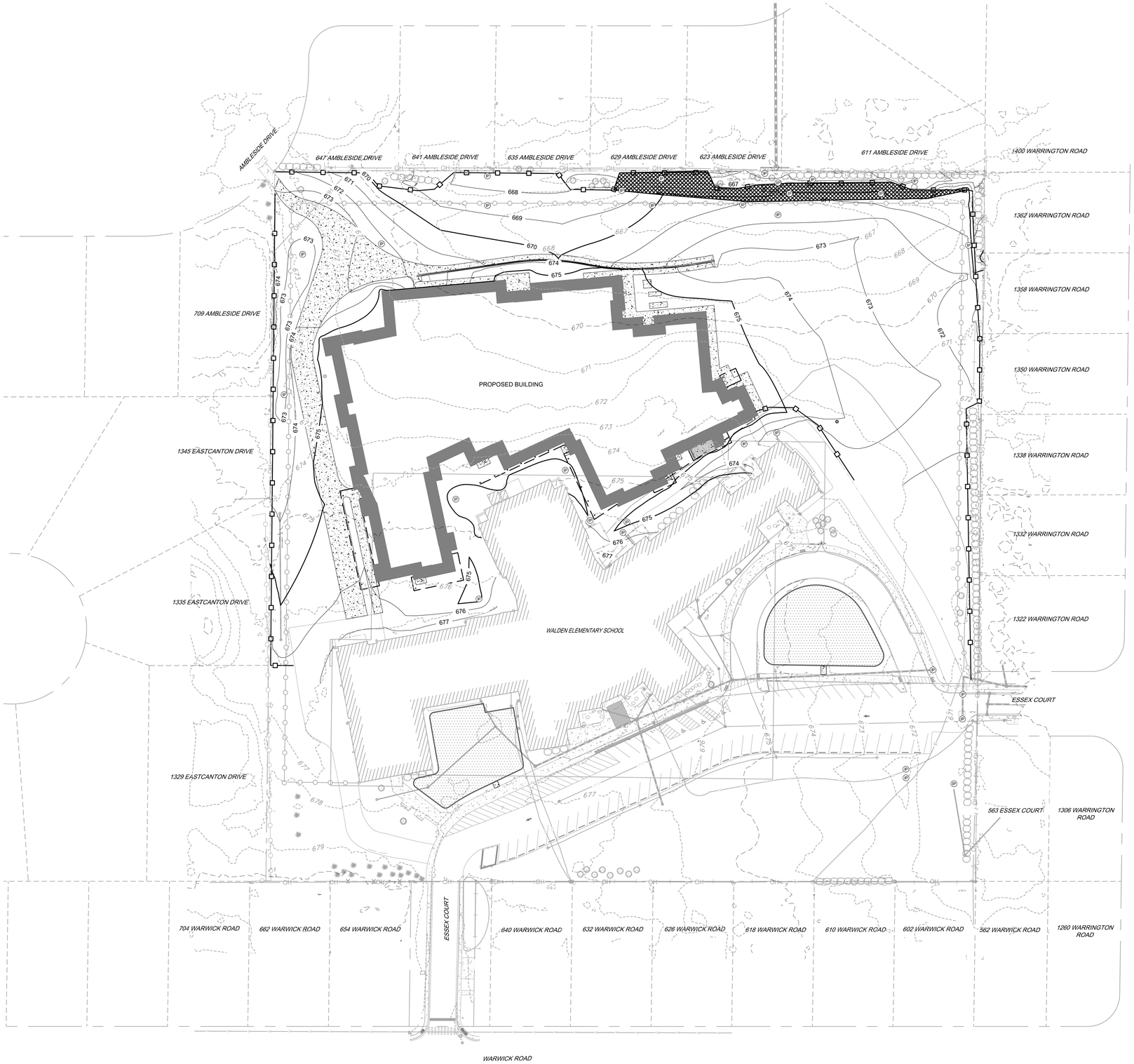
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REVISIONS

No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
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Sketch Number:
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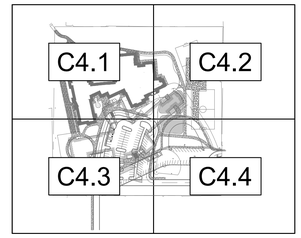
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SESC LEGEND

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

KEYMAP



811 JULIE CALL BEFORE YOU DIG 811

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

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Issue Date: JUNE 18TH, 2026
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Sheet Title: SOIL EROSION & SEDIMENT CONTROL PLAN - OVERALL
Sketch Number:

Sheet Number:
C4.0

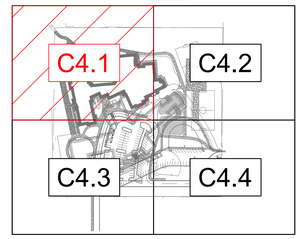
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REVISIONS

No.	Date

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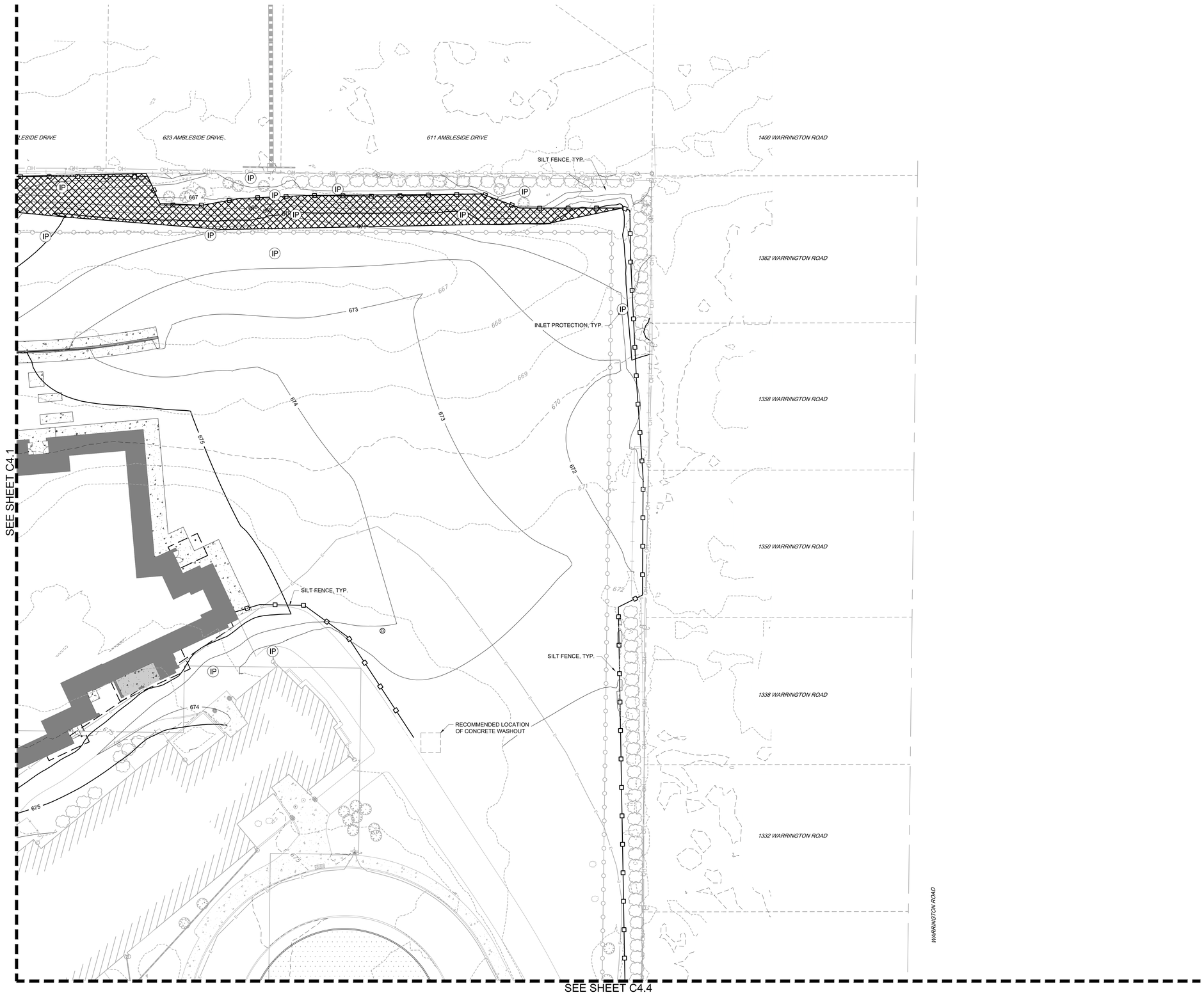
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Sheet Title:
SOIL EROSION & SEDIMENT CONTROL PLAN - NW

Sketch Number:

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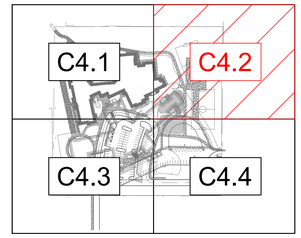
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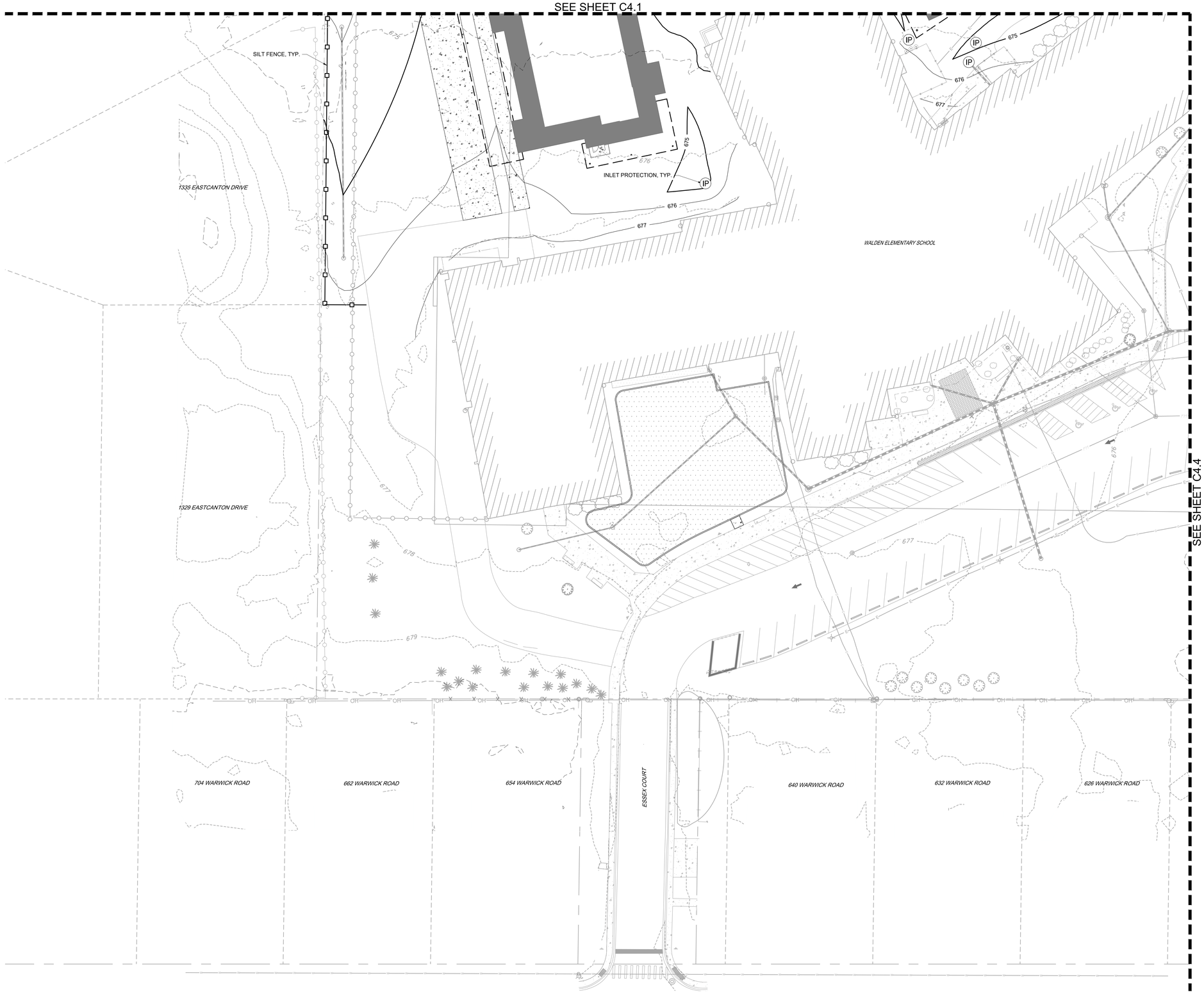
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Sheet Number:

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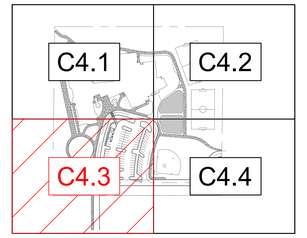
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SESC LEGEND

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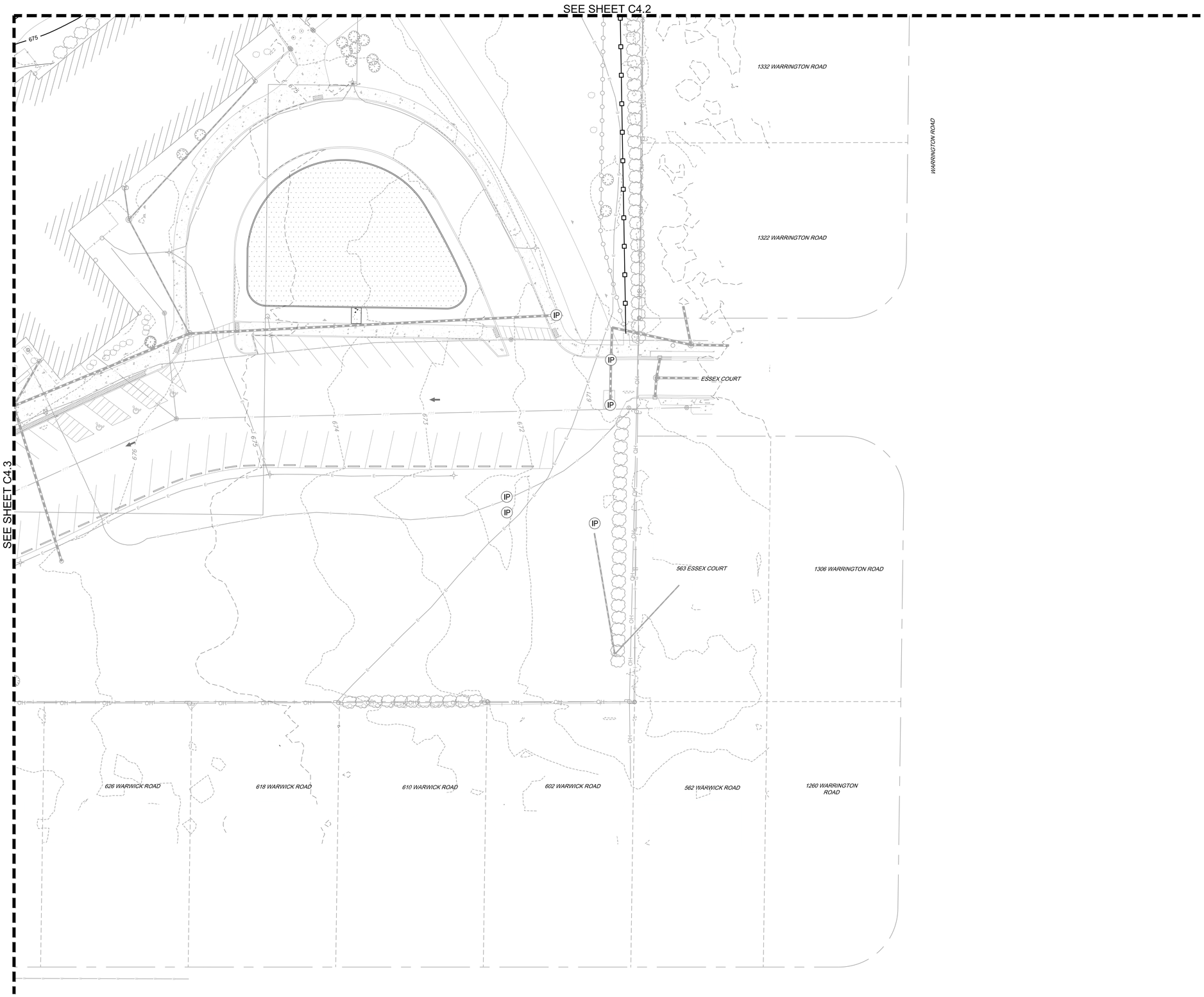
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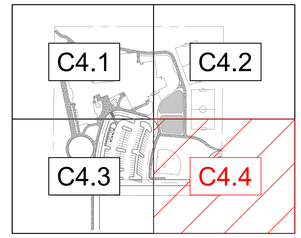
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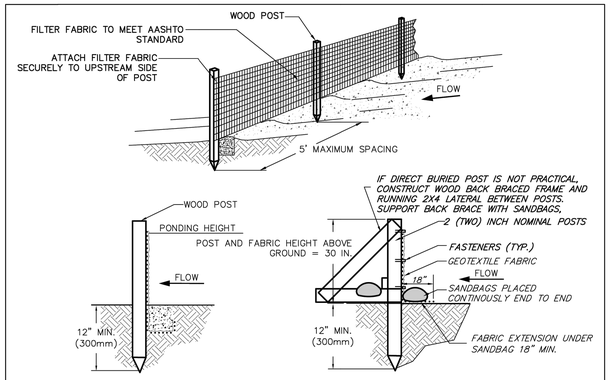
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TRENCH DETAIL (TYPE A)

INSTALLATION WITHOUT TRENCHING (TYPE B)

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

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

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

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

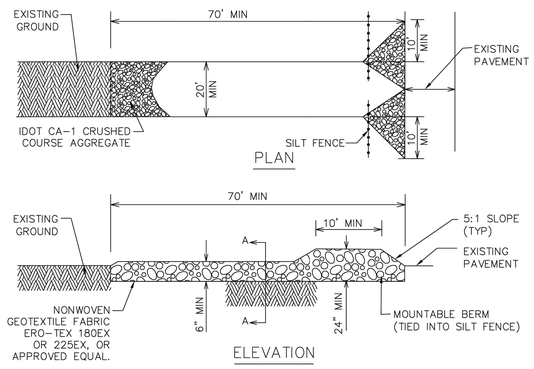
REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

SILT FENCE INSTALLATION DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD SILT FENCE DETAIL
Scale: NOT TO SCALE



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

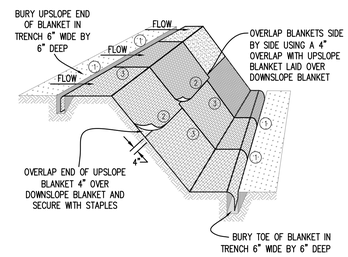
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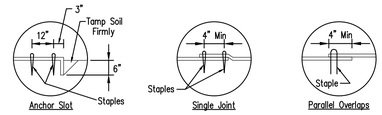
VILLAGE OF DEERFIELD

STABILIZED CONSTRUCTION ENTRANCE DETAIL

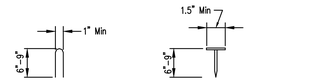
NOT TO SCALE

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





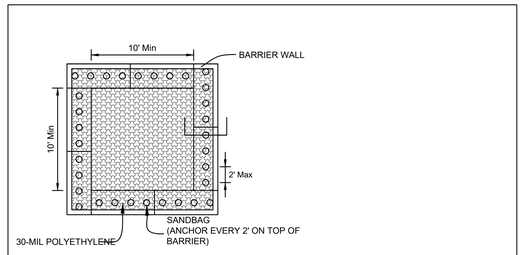
DETAIL 1 DETAIL 2 DETAIL 3



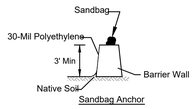
NOTES:
1. Staples shall be placed in a diamond pattern at 2 per s.y. for stiched blankets. Non–stiched shall use 4 staples per s.y. of material. This equates to 200 staples with stiched blanket and 400 stapels with non–stiched blanket per 100 s.y. of material.
2. Staple or push pin lengths shall be selected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

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

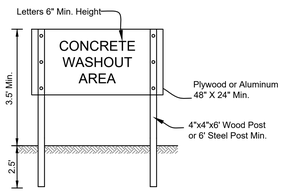
EROSION CONTROL BLANKET DETAIL
Scale: NOT TO SCALE



PLAN VIEW



BARRIER WALL ANCHOR SECTION



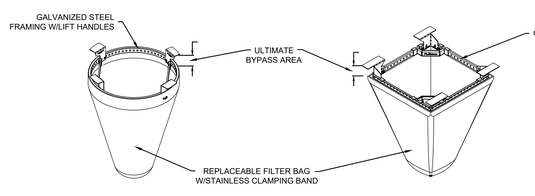
SIGN DETAIL

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

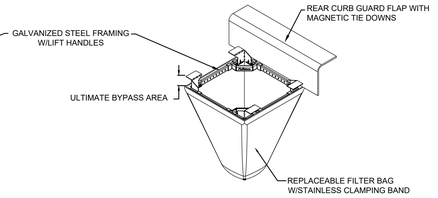
Plot: 1" = 1'-0"	No. Revisions	TEMPORARY CONCRETE WASHOUT FACILITY - BARRIER WALL	Date
	WB/PP/TM		Designed
			Drawn 1/4"=1'-0" 6/08
			Checked
			Approved

CONCRETE WASHOUT DETAIL
Scale: NOT TO SCALE

FLEXSTORM CATCH-IT FILTERS FOR TEMPORARY INLET PROTECTION
PRODUCT SELECTION AND SPECIFICATION DRAWING



FLEXSTORM CATCH-IT INLET FILTERS FOR ROUND OPENINGS



FLEXSTORM CATCH-IT INLET FITLERS FOR SQUARE/RECTANGULAR OPENINGS

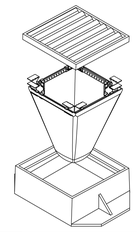
FLEXSTORM CATCH-IT INLET FITLERS FOR CURB BOX OPENINGS (MAGNETIC CURB FLAP)

IL DOT Standard	Neenah Casting	East Jordan Casting	Inlet Type	Grate Size	Bag Cap. (ft³)	Flow Rating IL BAG (CFS)	ADS P/N
1	1713, 1762, 1772, 2504, 2435, 2425,	1020, 1022, 1050, 1058	Round (RD)	22.25 - 23.5	1.9	1.3	6MRDILT1
2	R-3501-D2, -A	7170, 7171	Rolled Curb (RC)	22.25 x 16.25	1.6	0.6	62MSQIL2216
3	R3278-A, R-3501-A	7220, 7221	Curb Box (CB)	22.0 x 16.9	1.5	1.0	62MCBILT3
4	R3443-B	5150	Square/Rect (SQ)	21.75 X 14.75	1.5	1.0	62MSQIL
6	R3502-A	7235	Rolled Curb (RC)	22 x 22.75	2.3	1.2	62MSQILT6
8	2501, 4349-C, 4352, 4350	2830, 2870, 6527	Round (RD)	Beehive/Ditch Grates	2.3	1.6	62MRDILT8
9	R3508-A2	7300	V-Grate	19.25 x 19.25	1.7	1.0	62MSQIL
10	R3506-A2	7281	V-Grate	28.75 x 11.4	1.5	1.1	62MSQIL
11	R3281-A	7210	Curb Box (CB)	28.75 x 17.25	2.5	1.3	62MCBILT11
12	R3503-B	7180	Rolled Curb (RC)	22.5 x 22.5	2.4	1.2	62MSQIL
20	R3528-V, R3529-V	7535, 5380, 7536 (2 grts)	Square/Rect (SQ)	22.5 x 22.5	2.4	1.2	62MSQILT20
21	R3527-V	7540	Curb Box (CB)	24 x 16.25	1.8	1.1	62MCBIL
23	R3525-L	7464	Square/Rect (SQ)	24 x 22.25	2.7	1.3	62MSQILT23
24	R3526-L	7467	Square/Rect (SQ)	25.75 x 18.75	2.3	1.2	62MSQILT24
31	...	7250	Rolled Curb (RC)	22.75 x 22.4	2.5	1.2	62MSQIL
B	R3455C	...	Square/Rect (SQ)	36 x 24	4.6	1.7	62MSQIL
G3/G4	R3501-U	7545	Single W/Flap	13.75 / 20.2 x 22.12	1.3	0.9	62MCBILG3
N/A	R-3501-P	7525	Rolled Curb (RC)	25.7 x 19	2.4	1.2	62MSQIL3501-P
N/A	R-3501-TR	7495	Rolled Curb (RC)	26 x 23.5	3.1	1.4	62LSQIL3501-TR

*FLOW RATINGS SHOWN ARE 50% MAXIMUM

INSTALLATION:
1. REMOVE GRATE
2. DROP FLEXSTORM INLET FILTER ONTO LOAD BEARING LIP OF CASTING OR CONCRETE STRUCTURE
3. REPLACE GRATE

NOTES:
1. ALL FRAMING IS CONSTRUCTED OF CORROSION RESISTANT STEEL FRAMING FOR PROLONGED PRODUCT LIFE.
2. TOTAL BYPASS CAPACITY WILL VARY WITH EACH SIZED DRAINAGE STRUCTURE. FLEXSTORM DESIGNS FRAMING BYPASS TO MEET OR EXCEED THE DESIGN FLOW OF THE PARTICULAR DRAINAGE STRUCTURE. CONCRETE STRUCUTRES MAY REQUIRE ADDITIONAL REVIEW.
3. UPON ORDERING THE ADS P/N CONFIRMATION OF THE DOT CALLOUT, FLEXSTORM ITEM CODE, CASTING MAKE AND MODEL, OR DETAILED DIMENSIONAL FORMS MUST BE PROVIDED.
4. FOR WRITTEN SPECIFICATIONS AND MAINTENANCE GUIDELINES VISIT WWW.INLETFILTERS.COM



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SCALE		SHEET 1 OF 1	

INLET PROTECTION DETAIL
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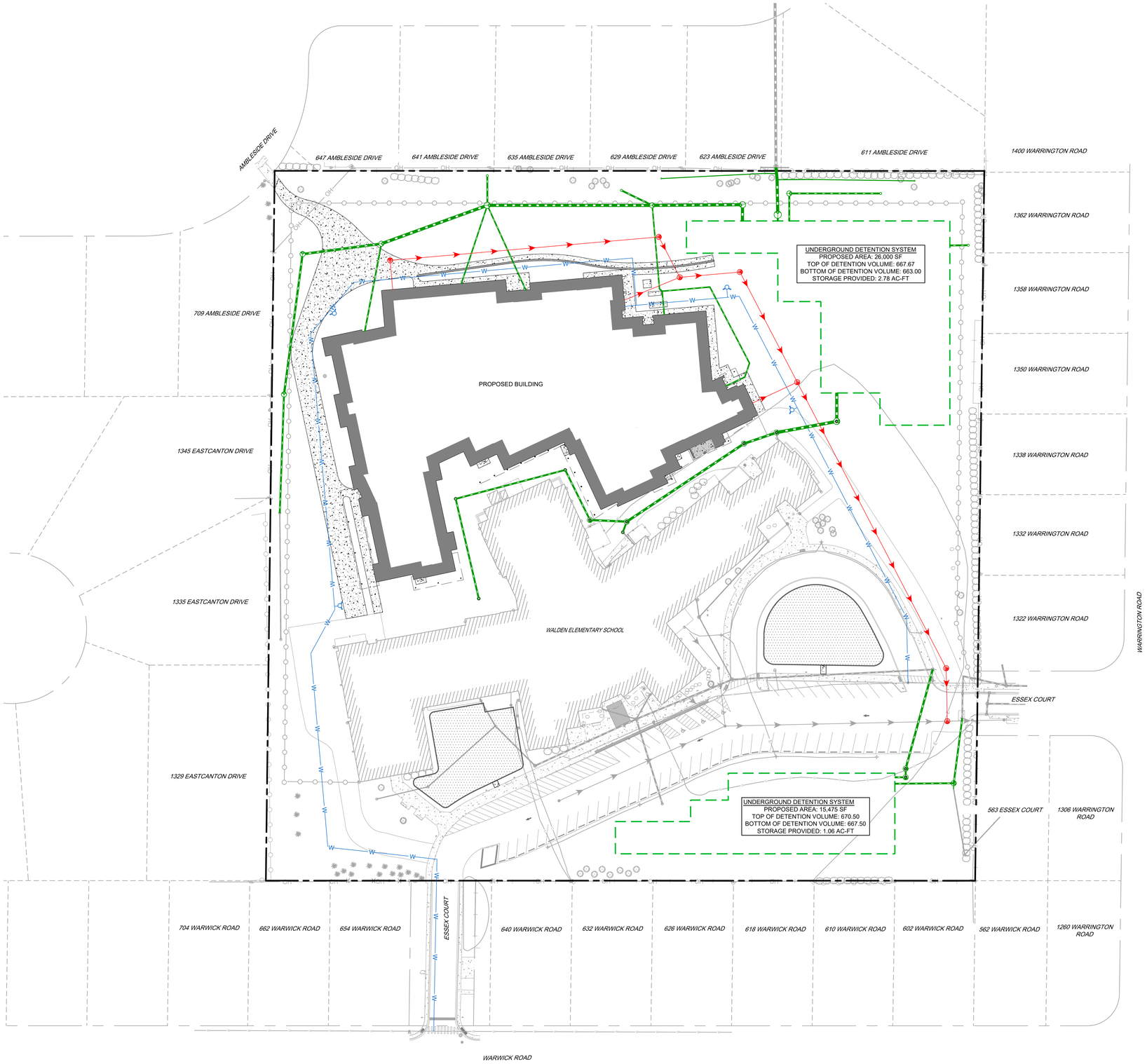
PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

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

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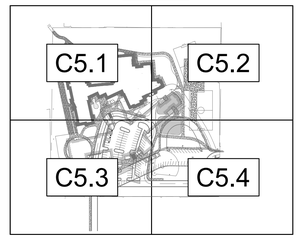
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- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED WATER VALVE VAULT
- PROPOSED HYDRANT
- PROPOSED IRRIGATION LINE
- PROPOSED STORM PIPE
- PROPOSED FLAT DRAIN
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KEYMAP



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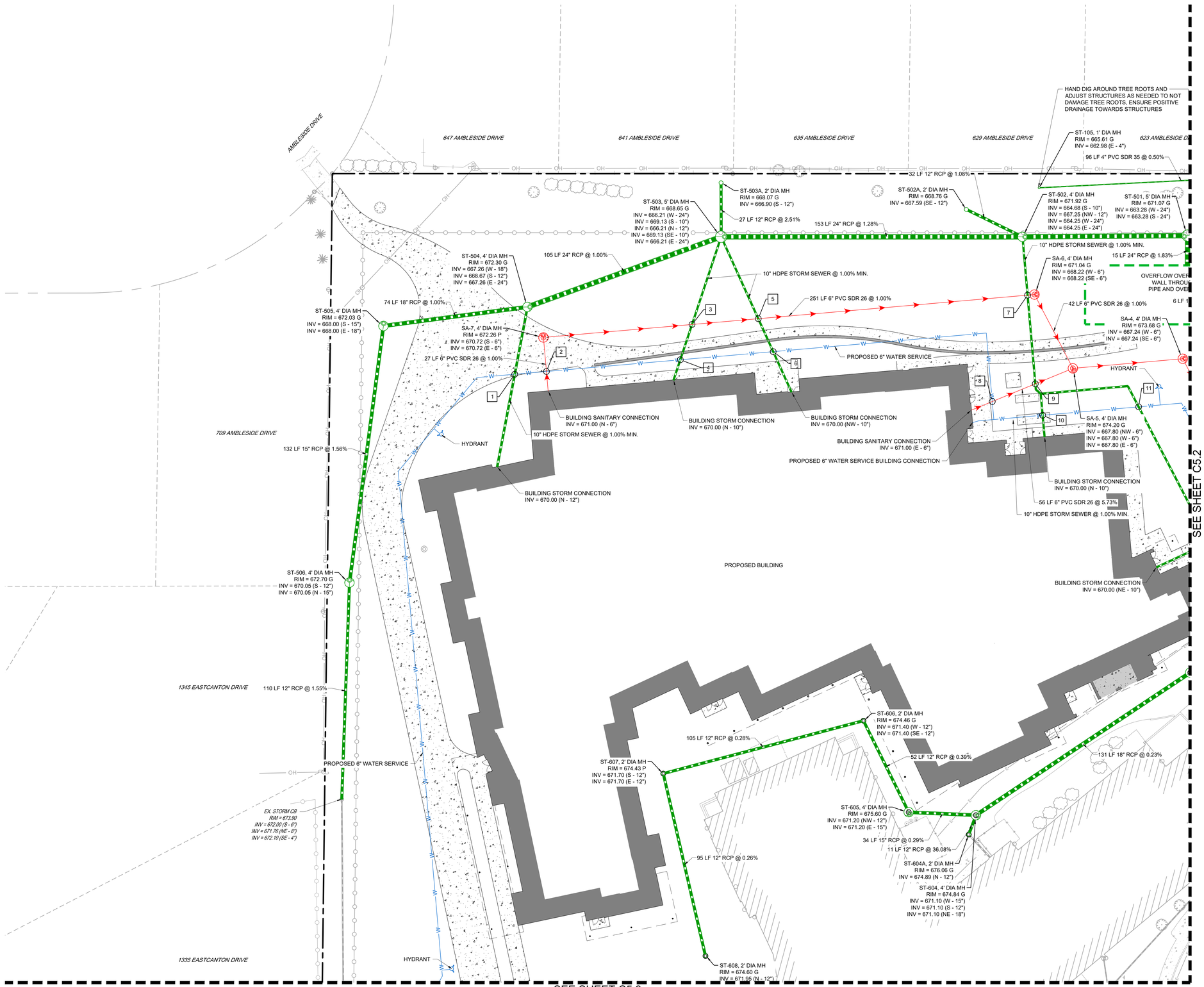
PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

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

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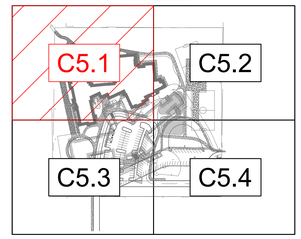
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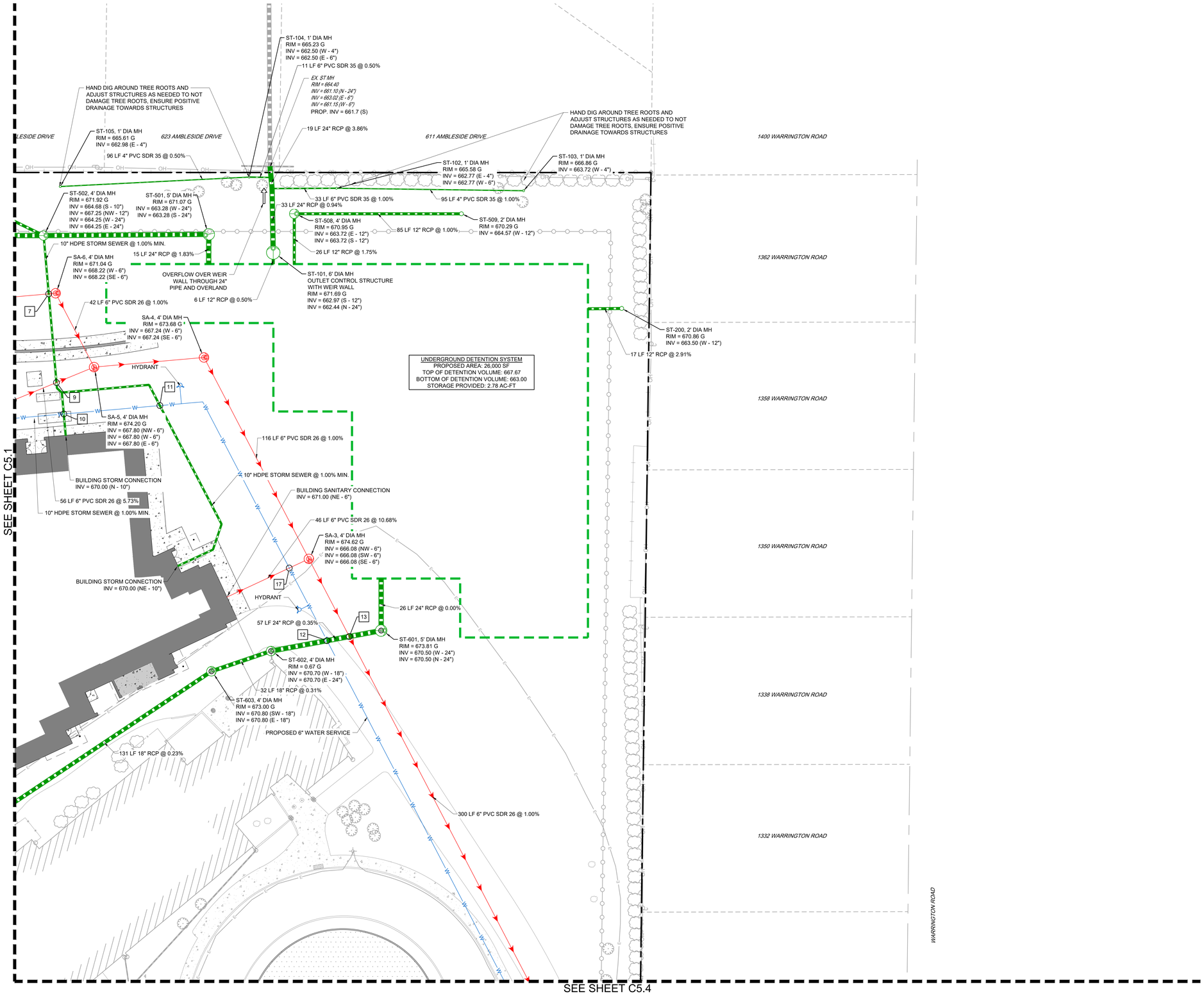
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REVISIONS	
No.	Date

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

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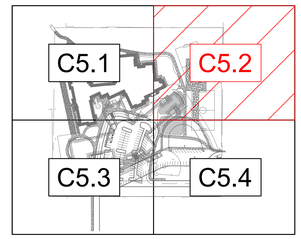
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REVISIONS	
No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

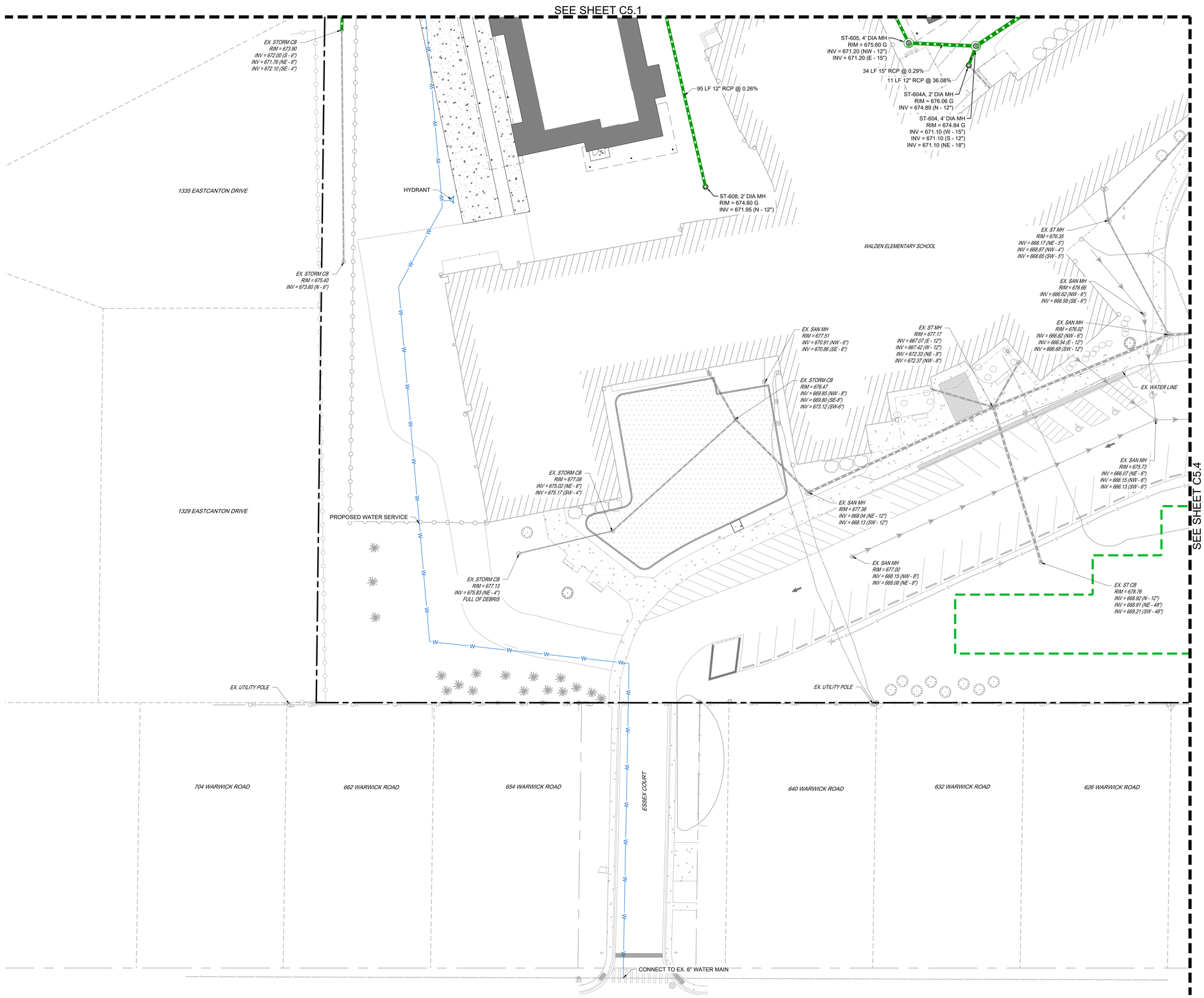
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Sheet Title: SITE UTILITY PLAN - NE

Sketch Number:

Sheet Number: C5.2

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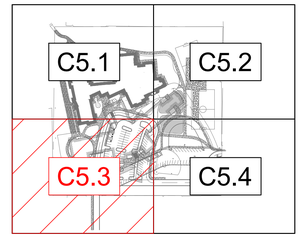
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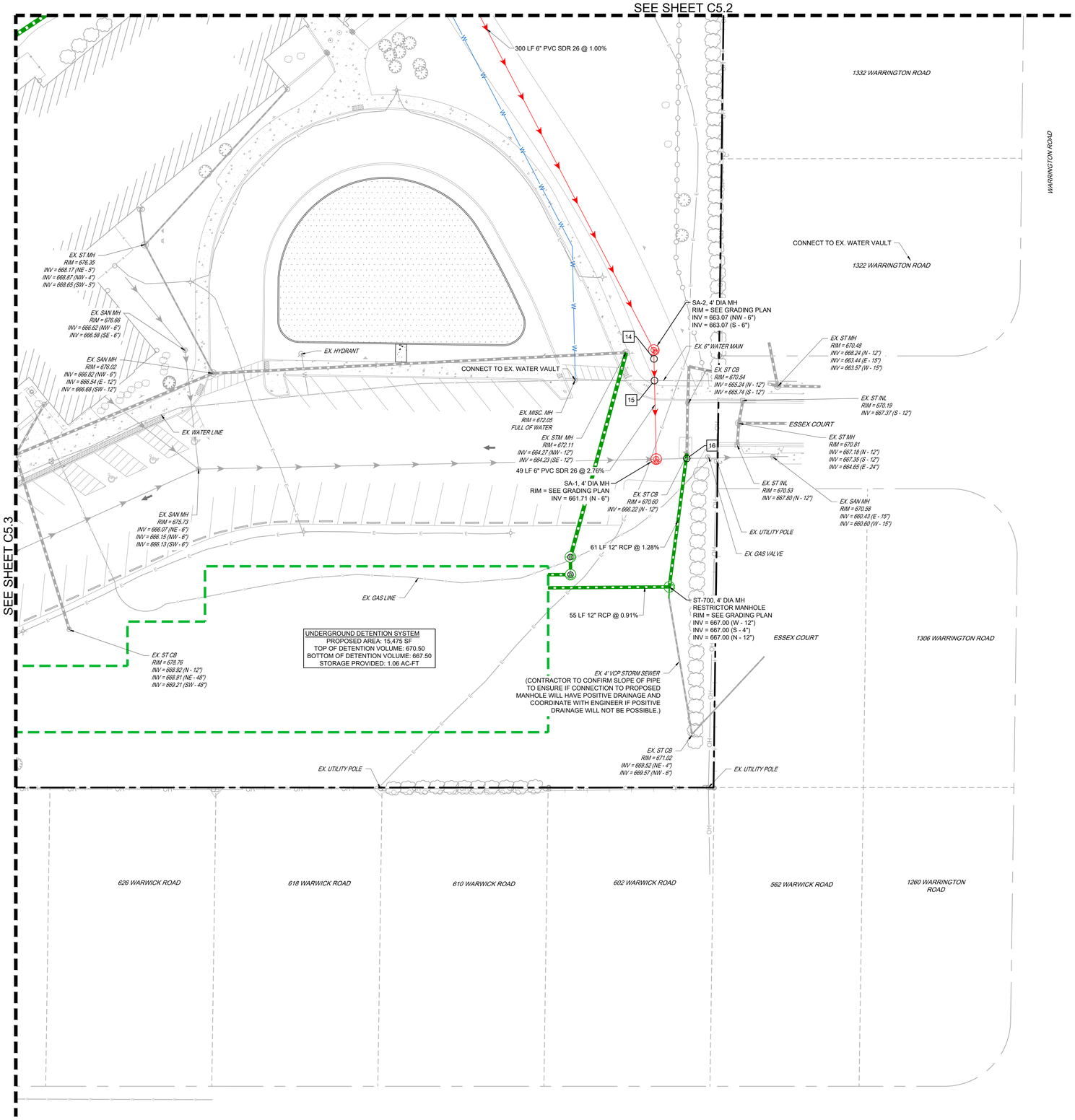
PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

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

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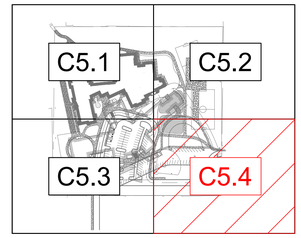
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811

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

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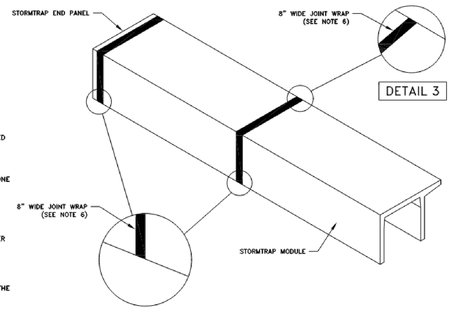
PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

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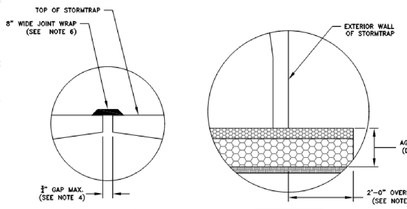
Project Number: 25105
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Drawn by: EAS, LES, JDL
Sheet Title: SITE UTILITY PLAN - SE
Sketch Number:
Sheet Number: C5.4

STORMTRAP INSTALLATION SPECIFICATION

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



DETAIL 4



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PROJECT INFORMATION:
Hickory Point
Elementary School
Northbrook, IL

CURRENT ISSUE DATE:
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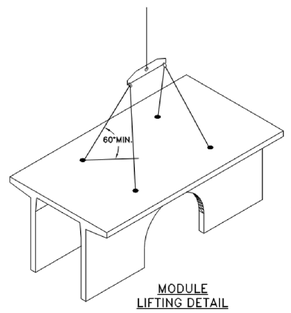
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SHEET TITLE: SINGLETRAP INSTALLATION SPECIFICATION

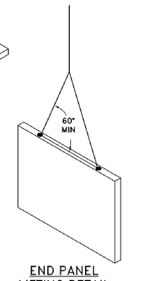
SHEET NUMBER: 3.0

STORMTRAP MODULE LIFTING SPECIFICATION

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



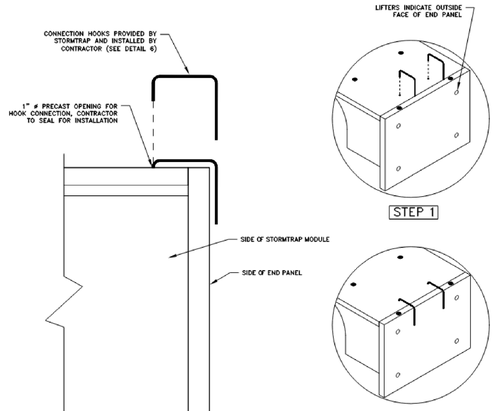
MODULE LIFTING DETAIL



END PANEL LIFTING DETAIL

END PANEL ERECTION/INSTALLATION SPECIFICATION

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



PANEL CONNECTION ELEVATION VIEW

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SHEET TITLE: SINGLETRAP INSTALLATION SPECIFICATION

SHEET NUMBER: 3.1

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

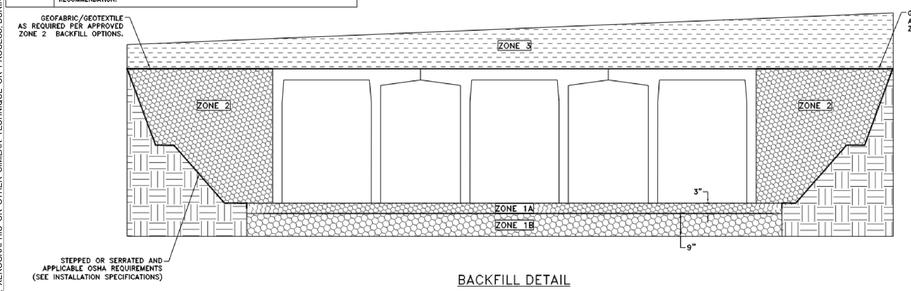
APPROVED ZONE 2 BACKFILL OPTIONS	
OPTION	REMARKS
¾" STONE AGGREGATE	THE STONE AGGREGATE SHALL CONSIST OF CLEAN AND FREE DRAINING ANGULAR MATERIAL. THE SIZE OF THIS MATERIAL SHALL HAVE 100% PASSING THE 1" SIEVE WITH 0% TO 5% PASSING THE #8 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING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

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

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

STORMTRAP ZONE INSTALLATION SPECIFICATION/PROCEDURE

1. THE FILL PLACED AROUND THE STORMTRAP MODULES MUST BE DEPOSITED ON BOTH SIDES AT THE SAME TIME AND TO APPROXIMATELY THE SAME ELEVATION. AT NO TIME SHALL THE FILL BEHIND ONE SIDE WALL BE MORE THAN 2'-0" HIGHER THAN THE FILL ON THE OPPOSITE SIDE. BACKFILL SHALL EITHER BE COMPACTED AND/OR VIBRATED TO ENSURE THAT BACKFILL AGGREGATE/STONE MATERIAL IS WELL SEATED AND PROPERLY INTER LOCKED. CARE SHALL BE TAKEN TO PREVENT ANY WEDGING ACTION AGAINST THE STRUCTURE, AND ALL SLOPES WITHIN THE AREA TO BE BACKFILLED MUST BE STEPPED OR SERRATED TO PREVENT WEDGING ACTION. CARE SHALL ALSO BE TAKEN AS NOT TO DISRUPT THE JOINT WRAP FROM THE JOINT DURING THE BACKFILL PROCESS. BACKFILL MUST BE FREE-DRAINING MATERIAL. SEE ZONE 2 BACKFILL CHART ON THIS PAGE FOR APPROVED BACKFILL OPTIONS. IF NATIVE EARTH IS SUSCEPTIBLE TO MIGRATION, CONFIRM WITH GEOTECHNICAL ENGINEER AND PROVIDE PROTECTION AS REQUIRED (PROVIDED BY OTHERS). ALL MODULES MUST BE SET AND ALL SIDES MUST BE FULLY BACKFILLED BEFORE TRAVEL OVERTOP THE SYSTEM IS PERMITTED. SEE NOTE 2 FOR EXCEPTIONS AND LIMITATIONS.
2. THE FILL PLACED OVERTOP THE SYSTEM SHALL BE PLACED IN MINIMUM 6" LIFTS. AT NO TIME SHALL MACHINERY OR VEHICLES GREATER THAN THE DESIGN LIVE LOAD LISTED ON SHEET 1.1 TRAVEL OVERTOP THE SYSTEM. IF TRAVEL OVER THE SYSTEM OCCURS BEFORE THE MINIMUM DESIGN COVER IS ACHIEVED, IT MAY BE NECESSARY TO REDUCE THE ULTIMATE LOAD/BURDEN OF THE OPERATING MACHINERY SO AS TO NOT EXCEED THE DESIGN CAPACITY OF THE SYSTEM. VEHICLES AND MACHINERY USED TO PLACE FILL MATERIAL ON TOP OF THE SYSTEM SHALL TRAVEL PARALLEL TO THE LONGITUDINAL AXIS OF THE STORMTRAP MODULES WHENEVER POSSIBLE.
3. THE VIBRATORY FUNCTION OF ANY ROLLER, COMPACTOR, VEHICLE, ETC. SHALL NOT BE USED OVERTOP THE SYSTEM WITHOUT PRIOR APPROVAL FROM STORMTRAP. IN SOME CASES, HAND COMPACTION MAY BE NECESSARY TO ENSURE THAT THE ALLOWABLE DESIGN LOADING IS NOT EXCEEDED.
4. FREE DRAINING ANGULAR AGGREGATE – 80% AGGREGATE RETAINED ON 3" SIEVE MAJORITY OF AGGREGATE SIZE BETWEEN 3" AND 1" ONLY 5% OF MATERIAL PASSING #4 SIEVE.
5. FREE DRAINING, NO FINES, 3" ANGULAR AGGREGATE – MAJORITY OF STONE SIZE IN BETWEEN 1½" AND 3" – VERY SIMILAR TO AASHTO (#1, #2, #3, & #24) STONE AGGREGATE GRADATION.
6. CRUSHED CONCRETE AGGREGATE IS KNOWN TO REACT WITH WATER AND CAN INCREASE THE PH VALUE OF THE GROUND WATER. PRIOR TO USING CRUSHED CONCRETE AGGREGATE IN ZONE 1B IT IS IMPERATIVE THAT THE USE OF SUCH MATERIAL SHALL BE VERIFIED BY THE EOR AND/OR THE PROJECT GEOTECHNICAL ENGINEER.



BACKFILL DETAIL

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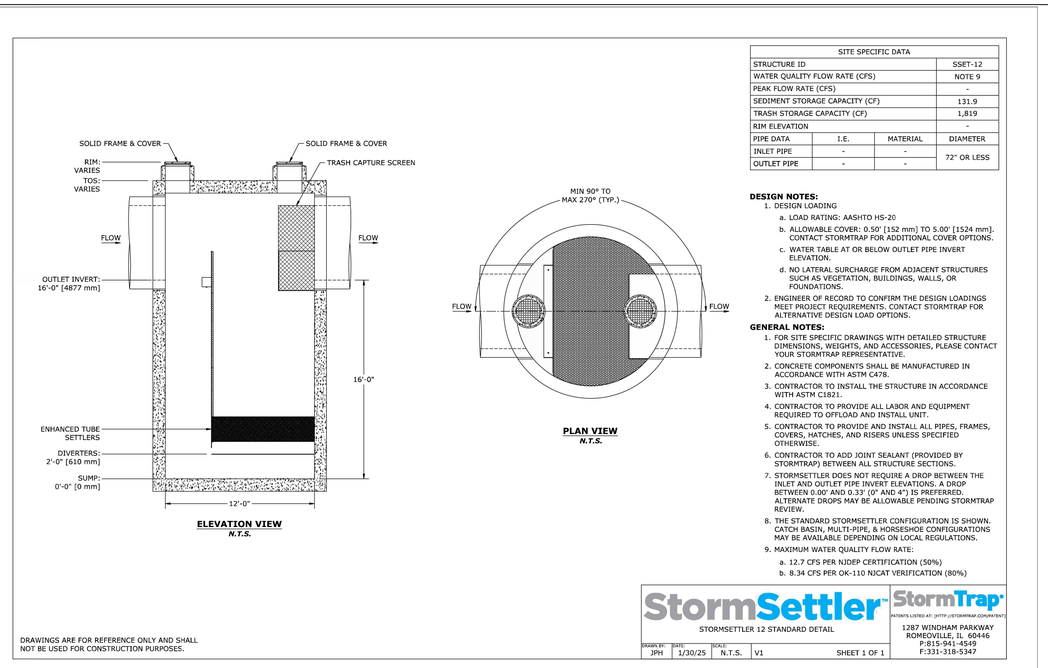
SCALE: NTS

SHEET TITLE: SINGLETRAP BACKFILL SPECIFICATION

SHEET NUMBER: 4.0

UNDERGROUND DETENTION SYSTEM DETAILS

Scale: NOT TO SCALE



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

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

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

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

StormSettler™
STORMSETTLER 12 STANDARD DETAIL

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JPH	1/30/25	N.T.S.	V1	SHEET 1 OF 1

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HYDRODYNAMIC SEPARATOR DETAIL

Scale: NOT TO SCALE

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Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

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Drawn by: EAS, LES, JDL

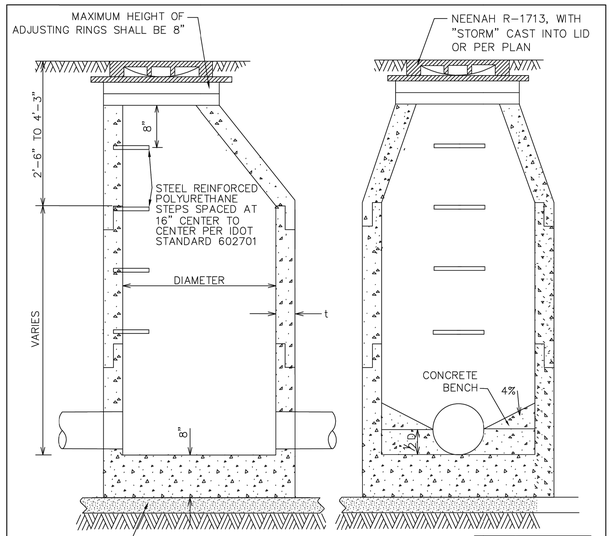
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DIAMETER	MIN. THICKNESS (t)
48"	5"
60"	6"

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

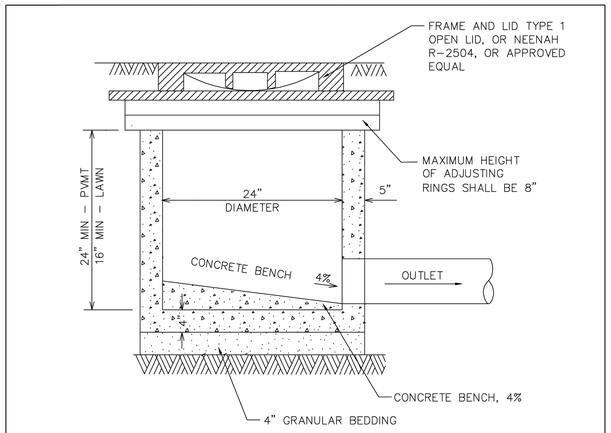
REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

PRECAST MANHOLE TYPE A DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD STORM MANHOLE DETAIL
Scale: NOT TO SCALE



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

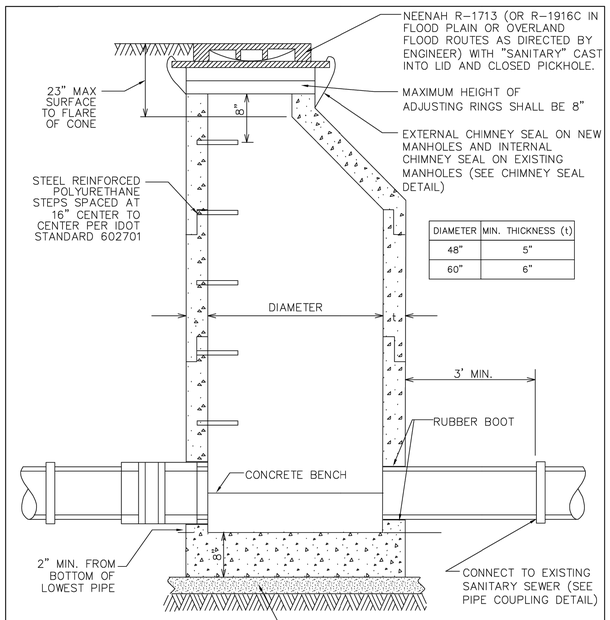
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VILLAGE OF DEERFIELD

INLET TYPE A DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD STORM INLET DETAIL
Scale: NOT TO SCALE



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

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

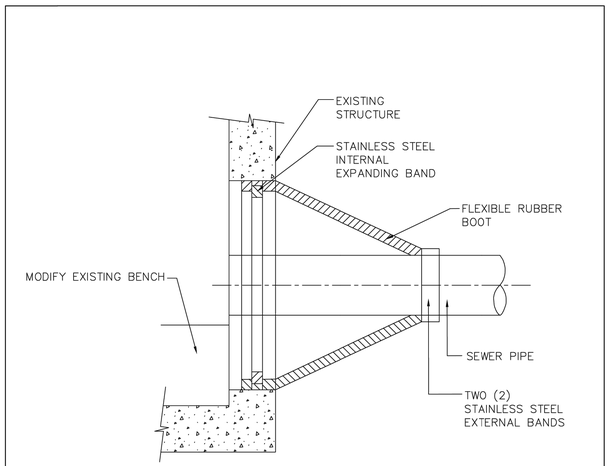
REVISED JUNE 2025

VILLAGE OF DEERFIELD

SANITARY MANHOLE DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD SANITARY MANHOLE DETAIL
Scale: NOT TO SCALE



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

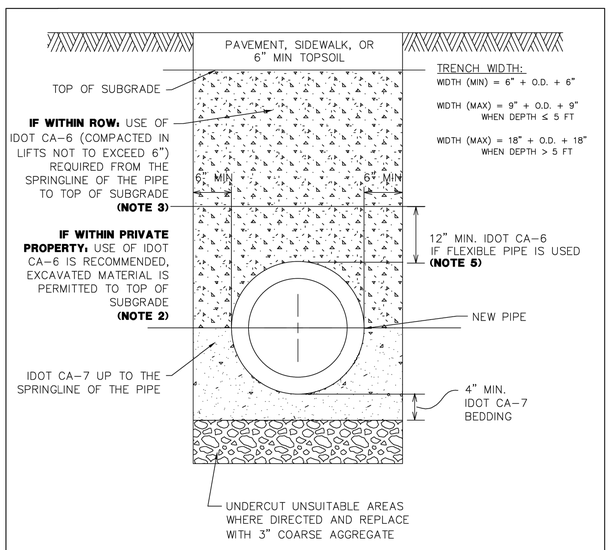
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VILLAGE OF DEERFIELD

PIPE CONNECTION TO EXISTING STRUCTURE

NOT TO SCALE

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



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

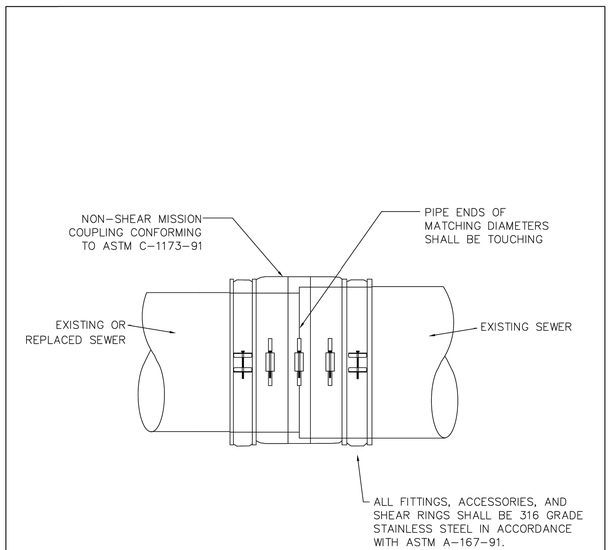
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VILLAGE OF DEERFIELD

PIPE TRENCH DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD PIPE TRENCH DETAIL
Scale: NOT TO SCALE



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VILLAGE OF DEERFIELD

PIPE COUPLING DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD PIPE COUPLING DETAIL
Scale: NOT TO SCALE

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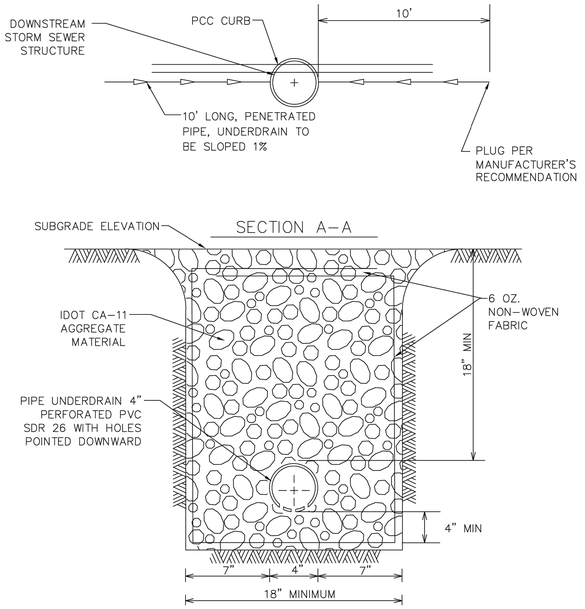
Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
Drawn by: EAS, LES, JDL
Sheet Title: CONSTRUCTION DETAILS
Sketch Number:
Sheet Number: C6.1

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

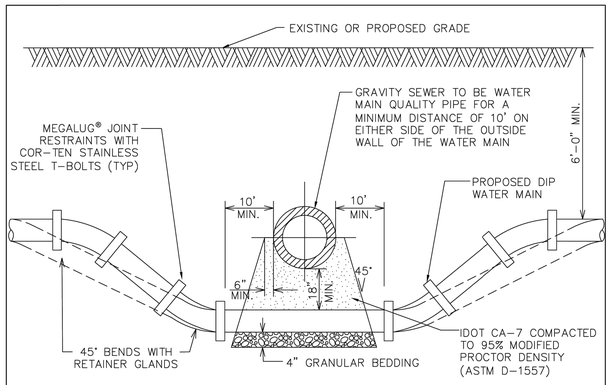
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VILLAGE OF DEERFIELD

PIPE UNDERDRAIN DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD PIPE UNDERDRAIN DETAIL
Scale: NOT TO SCALE



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

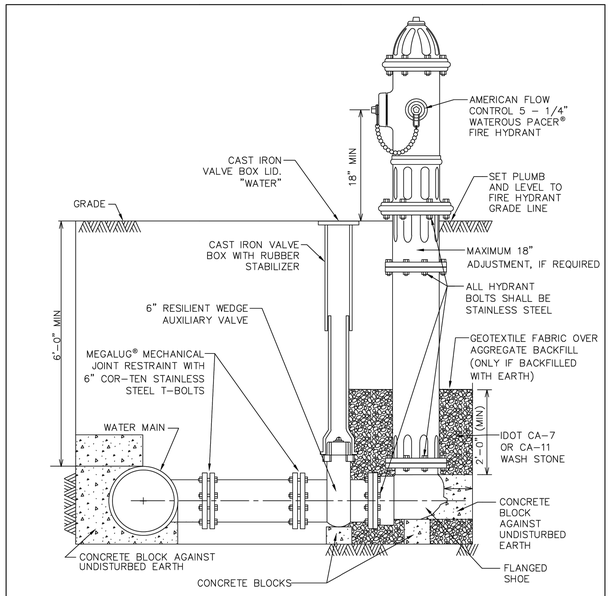
REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

WATER MAIN CROSSING DETAIL

NOT TO SCALE

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



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

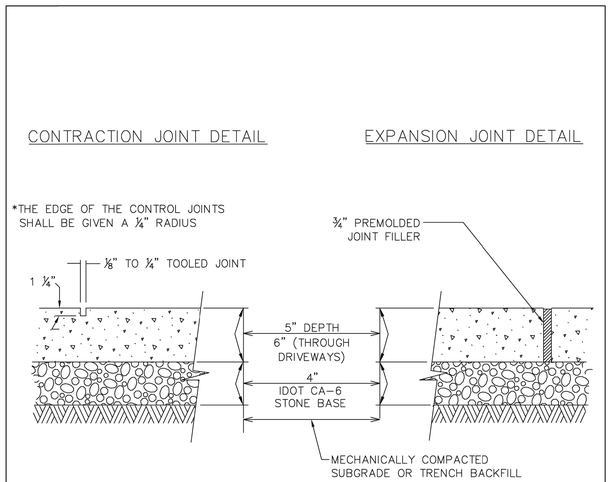
REVISED JUNE 2025

VILLAGE OF DEERFIELD

FIRE HYDRANT ASSEMBLY

NOT TO SCALE

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



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

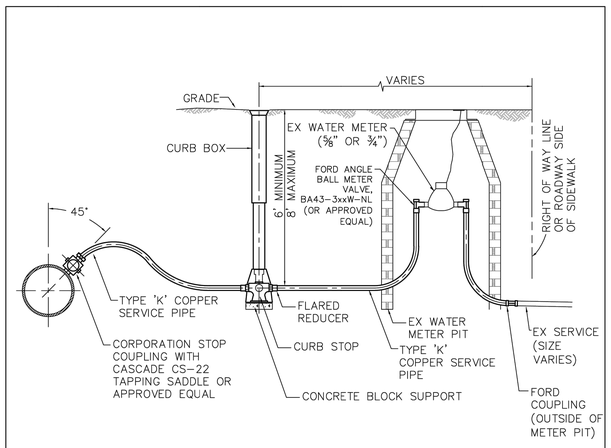
REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

CONCRETE SIDEWALK JOINT DETAILS

NOT TO SCALE

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



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

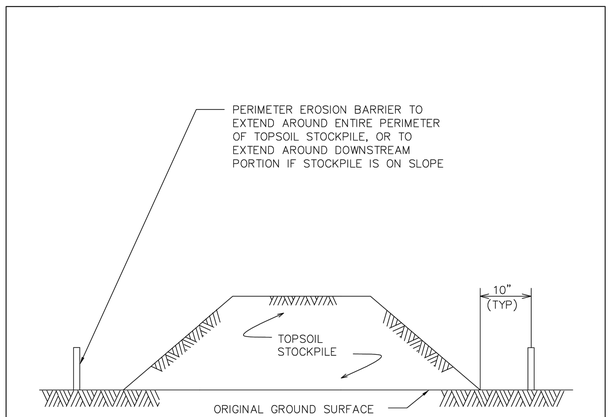
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VILLAGE OF DEERFIELD

WATER SERVICE CONNECTION TO EXISTING WATER METER PIT DETAIL

NOT TO SCALE

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



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

REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

TEMPORARY TOPSOIL STOCKPILE DETAIL

NOT TO SCALE

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

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No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

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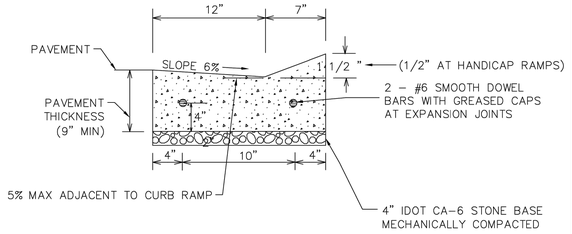
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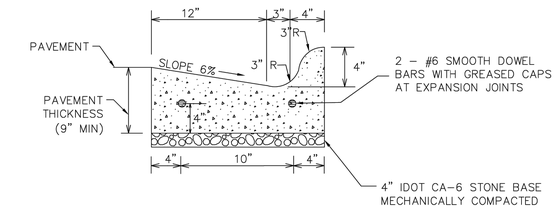
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DEPRESSED CURB (TYPICAL)



MOUNTABLE CURB



NOTES:

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

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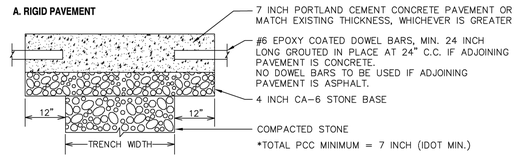
VILLAGE OF DEERFIELD

COMBINATION CONCRETE CURB AND GUTTER, TYPE M

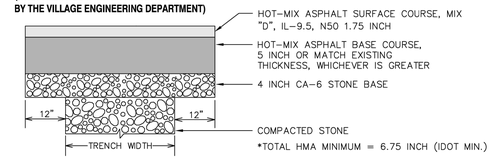
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VILLAGE OF DEERFIELD CURB AND GUTTER DETAIL
Scale: NOT TO SCALE

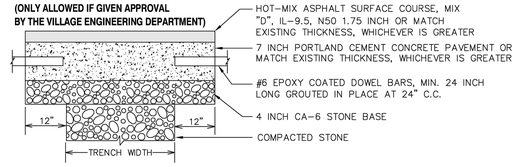
A. RIGID PAVEMENT



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



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



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

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

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VILLAGE OF DEERFIELD

MINIMUM PAVEMENT / PAVEMENT PATCH DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD PAVEMENT DETAIL
Scale: NOT TO SCALE

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Sheet Number: C6.3

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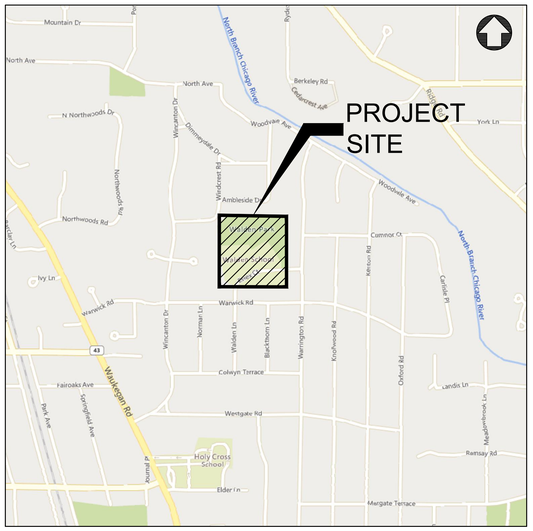
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630 ESSEX COURT, DEERFIELD, IL 60015

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C1.1	EXISTING CONDITIONS & DEMOLITION PLAN - NW
C1.2	EXISTING CONDITIONS & DEMOLITION PLAN - NE
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C6.0	CONSTRUCTION DETAILS

LOCATION MAP



SECTION 28, TOWNSHIP 43N , RANGE 12E

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

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

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60015

Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

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SITE LOCATION MAP & CIVIL LEGEND

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

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GENERAL REQUIREMENTS:

1. ALL WORK SHALL BE IN CONFORMANCE WITH THE APPLICABLE SECTIONS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (HEREIN AFTER REFERRED TO AS STANDARD SPECIFICATIONS) ADOPTED JANUARY 1, 2022 AND SUPPLEMENTAL SPECIFICATIONS. WITHIN THE STANDARD SPECIFICATIONS, ARTICLES 105.01, 105.09, 105.10, 105.11, 105.12, 105.13 AND SECTION 109 SHALL NOT BE INCORPORATED INTO THIS CONTRACT.
2. SCOPE OF WORK: THE PROPOSED IMPROVEMENTS CONSIST OF SUPPLYING ALL THE NECESSARY LABOR, MATERIAL AND EQUIPMENT TO SATISFACTORILY CONSTRUCT AND INSTALL ALL IMPROVEMENTS ACCORDING TO THE PLANS DESIGNATED HEREIN.
3. CONTRACTOR SHALL HAVE THE RESPONSIBILITY TO LOCATE AND PROTECT ALL UNDERGROUND FACILITIES/UTILITIES DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS AND CONTACT THE OWNER. ANY DAMAGE TO ANY UTILITIES SHALL BE PROMPTLY REPORTED TO THE OWNER. REPAIRS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE UNDERGROUND UTILITIES SHOWN HEREIN ARE APPROXIMATE AND BASED ON THE ACTUAL LOCATION OF SURFACE STRUCTURES AND PLANS PROVIDED BY THE OWNER. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. BURIED AND ABOVE GROUND UTILITY LOCATION, IDENTIFICATION, AND MARKING IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS ASSOCIATED WITH BURIED AND ABOVEGROUND UTILITIES REMAINS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS.
4. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED HAZARD WARNING LIGHTS, DELINEATOR FENCE, AND OTHER ASSOCIATED FACILITIES AS REQUIRED FOR OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCK PILES, AND PARKED CONSTRUCTION EQUIPMENT THAT MAY POSE A POTENTIAL HAZARD AS PART OF THE DAILY OPERATIONS AT THIS SITE. CONTRACTOR IS SOLELY RESPONSIBLE FOR SITE SAFETY.
5. CONTRACTOR SHALL CONTINUOUSLY COMPARE ALL LINES, GRADES, AND OTHER INFORMATION APPEARING ON THE PLANS WITH THE ACTUAL LINES, GRADES, AND SITE CONDITIONS. ANY DISCREPANCIES THAT MAY AFFECT THE PERFORMANCE OF THE WORK IN ACCORDANCE WITH THE INTENT OF THE CONTRACT DOCUMENTS SHALL BE IMMEDIATELY REPORTED TO THE OWNER AND ENGINEER IN WRITING FOR DISPOSITION BEFORE CONTRACTOR PROCEEDS WITH THE WORK. CONTRACTOR SHALL HAVE FULL RESPONSIBILITY FOR THE WORK COMPLETED PRIOR TO THE REPORT TO THE OWNER AND ENGINEER, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR CORRECTION OF THE WORK PRIOR TO THE REPORT TO THE OWNER AND ENGINEER.
6. CONTRACTOR PARKING AND LAYDOWN AREAS SHALL BE COORDINATED WITH THE OWNER.
7. PRIOR TO PERFORMING ANY WORK IN OR ON THE RIGHT OF WAY OF ANY CITY OR STATE ROADWAY, THE CONTRACTOR SHALL NOTIFY THE CITY / STATE TRAFFIC ENGINEER'S OFFICE. THE CONTRACTOR SHALL ERECT WARNING SIGNS AND BARRICADES TO PROTECT THE TRAVELING PUBLIC AND HIS WORKERS. THE SIGNING AND BARRICADING SHALL CONFORM TO THE APPROPRIATE APPLICATIONS OUTLINED IN THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES OR AS OTHERWISE DIRECTED BY THE CITY / STATE TRAFFIC ENGINEER. IF PERMITS ARE REQUIRED TO CONDUCT THE WORK, THE CONTRACTOR SHALL SECURE THE PERMITS AND SUPPLY THEM TO THE OWNER AT NO ADDITIONAL COST. ALL FULL WIDTH LANE CLOSURES, PARTIAL LANE CLOSURES, AND CONSTRUCTION ADJACENT TO PAVEMENT SHALL BE IDENTIFIED, SIGNED, AND BARRICADES ERECTED IN CONFORMANCE WITH THE APPLICABLE ARTICLES OF SECTION 701 OF THE STANDARD SPECIFICATIONS AND THE MUNICIPALITY'S REQUIREMENTS. ALL TRAFFIC PROTECTION, BOTH ONSITE AND OFFSITE, SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
8. CONTRACTOR SHALL REMOVE EARTHEN MATERIALS, EXISTING SURFACES, AND STRUCTURES AS REQUIRED. ALL WASTE MATERIAL SHALL BE PROPERLY DISPOSED OFF-SITE AND SHALL BE INCIDENTAL TO THE CONTRACT.
9. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, UNLESS NOTED. THIS WILL INCLUDE BUT NOT BE LIMITED TO MUNICIPAL BUILDING PERMIT. THE OWNER WILL SECURE THE N.P.D.E.S. PERMIT. THE CONTRACTOR SHALL PROVIDE ANY FINANCIAL SURETIES REQUIRED AS PART OF ANY PERMIT.
10. WHEN CONCRETE IS PLACED ABUTTING STRUCTURES, FOUNDATIONS OR EXISTING SIDEWALKS, A BOND BREAKER CONSISTING OF 1" P.J.F. AND ELASTOMERIC JOINT SEALANT SHALL BE USED FULL DEPTH UNLESS OTHERWISE NOTED.
11. MAXIMUM CONTRACTION JOINT SPACING ON CONCRETE CURB AND GUTTER OR CONCRETE GUTTER SHALL NOT EXCEED 25'.
12. SIDEWALK RAMPS FOR ADA SHALL BE IN ACCORDANCE WITH THE DETAILS SHOWN HEREIN. DETECTABLE WARNINGS SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
13. HOT-MIX ASPHALT PAVEMENT PATCHING SHALL BE IN ACCORDANCE WITH SECTION 442 OF THE STANDARD SPECIFICATIONS.
14. CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING AND SUBMITTING ELECTRONIC AS-BUILT DRAWINGS, FOR UTILITIES AND DETENTION AREAS, TO THE OWNER AND ENGINEER FOR REVIEW AND APPROVAL PRIOR TO PROJECT ACCEPTANCE.
15. CONSTRUCTION STAKING, LAYOUT, AND GRADING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR USING THE BASIC TOPOGRAPHIC SURVEY CONTROLS PROVIDED IN THE PLANS. CONTRACTOR SHALL VERIFY SURVEY CONTROLS PRIOR TO BEGINNING CONSTRUCTION. ANY DISCREPANCIES IN THE SURVEY CONTROLS SHALL BE REPORTED TO THE OWNER AND ENGINEER PRIOR TO CONSTRUCTION. ANY ADDITIONAL SURVEY CONTROLS REQUIRED FOR CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
16. CONTRACTOR SHALL COORDINATE ALL UTILITY LINE CROSSINGS TO ENSURE ALL PIPES MAINTAIN MINIMUM COVER, MINIMUM CLEARANCES, AND PROPER SEPARATION. GRAVITY LINES SHALL HAVE PRECEDENCE OVER PRESSURIZED LINES.
17. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR ALL ITEMS INCORPORATED INTO THE WORK FOR ENGINEER REVIEW AND APPROVAL A MINIMUM OF 4 WEEKS PRIOR TO ORDERING.
18. REFERENCES TO "INSPECTION" OR "INSPECTOR" IN THE SPECIFICATIONS SHALL NOT CREATE, IMPOSE, OR GIVE RISE TO ANY DUTY OWED BY THE OWNER OR ENGINEER TO THE CONTRACTOR, ANY SUBCONTRACTOR, OR ANY SUPPLIER. ALL IMPROVEMENTS SHALL BE SUBJECT TO INSPECTION BY A DULY AUTHORIZED AND QUALIFIED OWNER'S REPRESENTATIVE BOTH DURING THE COURSE OF CONSTRUCTION AND AFTER CONSTRUCTION IS COMPLETE. THE INSPECTOR SHALL HAVE AUTHORITY OVER MATERIALS OF CONSTRUCTION, METHODS OF CONSTRUCTION AND WORKSMANSHIP TO ENSURE COMPLIANCE WITH WORKING DRAWINGS AND SPECIFICATIONS. THE CONTRACTOR SHALL PROVIDE FOR REASONABLE TESTS AND PROOF OF QUALITY OF MATERIALS AS REQUESTED BY THE INSPECTOR. UPON DUE CAUSE, WHICH SHALL INCLUDE WEATHER CONDITIONS, WORKMANSHIP OR NON-ADHEREANCE TO THE APPROVED PLANS AND SPECIFICATIONS, THE INSPECTOR SHALL HAVE THE AUTHORITY TO STOP CONSTRUCTION.
19. WHERE SECTION, SUB-SECTION, SUBDIVISION, OR PROPERTY MONUMENTS ARE ENCOUNTERED, THE OWNER'S REPRESENTATIVE SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND PRESERVE ALL PROPERTY MARKERS UNTIL AN OWNER OR AUTHORIZED SURVEYOR HAS WITNESSED OR REFERENCED THEIR LOCATION.
20. ALL TRENCH BACKFILL SHALL BE IMPORTED GRANULAR MATERIAL UNLESS EXISTING GRANULAR MATERIALS ARE SPECIFICALLY APPROVED BY THE OWNER'S REPRESENTATIVE.
21. ALL AGGREGATE BASE COURSE SHALL BE COMPACTED TO 98% STANDARD PROCTOR DENSITY.
22. ALL AGGREGATE BASE AREAS TO BE PAVED (PAVEMENT, SIDEWALK, CURB, OR STRUCTURES) SHALL BE PROOF-ROLLED WITH SEVERAL PASSES OF A FULLY LOADED DUMP TRUCK. CONTRACTOR SHALL NOTIFY THE OWNER AND/OR ENGINEER 24 HOURS PRIOR TO PROOF ROLL AND SHALL MAKE ALL CORRECTIONS TO PROVIDE A SATISFACTORY SUBGRADE.
23. ANY UNCONTROLLED CRACKING THAT OCCURS IN CONCRETE PAVEMENT, SIDEWALK, CURB, OR CURB AND GUTTER PRIOR TO FINAL ACCEPTANCE SHALL BE ROUTED OR SAWED AND SEALED ACCORDING TO THE STANDARD SPECIFICATIONS.
24. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES PRIOR TO ANY WORK IN AND AROUND UTILITY-OWNED INFRASTRUCTURE AND MAKE THEM AWARE OF WORK TO BE PERFORMED.
25. ALL SIDEWALKS SHALL BE 4 INCHES IN THICKNESS AND CONSTRUCTED TO THE WIDTH SHOWN ON THE PLANS. ALL SIDEWALKS SHALL BE CONSTRUCTED WITH A MIN. CROSS SLOPE OF 1% AND A MAX. CROSS SLOPE OF 2%. SIDEWALK THICKNESS SHALL BE INCREASED TO A MINIMUM 6" AT DRIVEWAYS OR AS REQUIRED BY THE MUNICIPALITY.
26. ANY SIDEWALKS, FENCES, AND OTHER ITEMS NOT SHOWN TO BE REMOVED, BUT DAMAGED DURING CONSTRUCTION, SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER.
27. CONTRACTOR SHALL NOTIFY THE APPROPRIATE AGENCY A MINIMUM OF 48 HOURS PRIOR TO CONNECTING TO OR INSTALLING ANY PUBLIC SEWER OR WATER MAINS.
28. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE PROJECT SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, THE CONTRACTOR MUST IMMEDIATELY PROVIDE THE INFORMATION TO THE ENGINEER BEFORE DOING ANY WORK. OTHERWISE, THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK EFFECTED BY OMISSIONS OR DISCREPANCIES. IF THE CONTRACTOR FAILS TO SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL.

EXISTING TOPOGRAPHY:

1. ALL UTILITIES SHOWN ARE APPROXIMATE ONLY AND ARE DERIVED FROM EXISTING UTILITY MARKINGS, OLD SITE PLANS, UTILITY COMPANY MAPS, PRIVATE LOCATOR AND OBSERVED EVIDENCE.
2. ALL PIPE SIZES REFERENCED HEREON ARE SHOWN ACCORDING TO UTILITY COMPANY MAPS, OLD SITE PLANS AND OBSERVED EVIDENCE. ALL PIPE SIZES AND INVERTS SHOULD BE VERIFIED PRIOR TO ANY CONSTRUCTION.
3. PRIOR TO ANY EXCAVATION CONTRACTORS SHALL CALL THE TOLL FREE J.U.L.I.E. TELEPHONE NUMBER 1-800-892-0123. ALLOW 48 HOURS FOR LOCATIONS OTHER THAN EMERGENCY ASSISTANCE.

SITE DEMOLITION:

1. EXISTING UTILITIES TO REMAIN, WHICH ARE DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION, SHALL BE REPAIRED AND/OR REPLACED WITHOUT ADDITIONAL COMPENSATION. CONFLICTS WITH PROPOSED CONSTRUCTION AND UTILITIES TO REMAIN ARE TO BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONSTRUCTION MANAGER FOR COORDINATION WITH THE OWNER'S REPRESENTATIVE, ENGINEER, AND UTILITY COMPANY.
2. NO DEMOLITION OR CONSTRUCTION ACTIVITIES SHALL TAKE PLACE WITHIN PUBLIC RIGHT-OF-WAY UNTIL ALL PERMITS ARE SECURED.
3. ALL PAVEMENT TO BE REMOVED SHALL BE SAWCUT FULL DEPTH.
4. CONTRACTOR SHALL EMPLOY ALL MEASURES NECESSARY DURING DEMOLITION TO CONTROL EROSION AND INSURE THAT SEDIMENT DOES NOT LEAVE THE SITE. TRACKING OF DIRT ONTO PUBLIC STREETS AND EXISTING PARKING LOT SHALL BE CLEANED IMMEDIATELY, AND ALL SEDIMENT AND EROSION CONTROL ITEMS SHALL BE INSTALLED PRIOR TO CLEARING AND DEMOLITION WORK.
5. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING SITE CONDITIONS AND BECOMING FAMILIAR WITH ALL CONSTRUCTION DOCUMENTS.
6. ITEMS INDICATED TO BE REMOVED SHALL BE COMPLETELY REMOVED UNLESS INDICATED OTHERWISE.
7. ITEMS INDICATED TO BE SALVAGED SHALL BE CAREFULLY REMOVED AND STORED IN A LOCATION DESIGNATED BY THE OWNER.
8. ALL TREES AND BRUSH INDICATED TO BE REMOVED SHALL BE REMOVED COMPLETELY, INCLUDING ROOT BALLS.
9. UNLESS OTHERWISE IDENTIFIED AND/OR NOTED ON THE DEMOLITION PLAN, CONTRACTOR SHALL FULLY DEMOLISH, REMOVE, AND LAWFULLY DISPOSE OF ALL EXISTING BUILDINGS, IMPROVEMENTS, AND RELATED APPURTENANCES AT THIS SITE AND PROPERTY. CONTRACTOR SHALL ALSO DEMOLISH, REMOVE, AND LAWFULLY DISPOSE OF EXISTING IMPROVEMENTS AND CONSTRUCTIONS IN THE PUBLIC RIGHT-OF-WAY NECESSARY TO ACCOMPLISH THE NEW PROJECT WORK DESCRIBED ELSEWHERE IN THESE BIDDING AND CONSTRUCTION DOCUMENTS. CONTRACTOR SHALL PROCURE ALL NECESSARY PERMITS AND APPROVALS FOR SUCH DEMOLITION WORK (BOTH INSIDE THE PROPERTY LINE AND IN THE PUBLIC RIGHT-OF-WAY) PRIOR TO COMMENCING ANY DEMOLITION OPERATIONS.
10. CONTRACTOR SHALL FULLY PROTECT ALL SURROUNDING PROPERTIES FROM ANY AND ALL DAMAGE DURING DEMOLITION OPERATIONS; AND SHALL BE FULLY RESPONSIBLE FOR REPAIRING (TO A CONDITION ACCEPTABLE TO THE OWNER AND ARCHITECT) ANY AND ALL DAMAGE THAT DOES OCCUR.
11. CONTRACTOR SHALL PROVIDE ALL NECESSARY TRAFFIC CONTROLS AND RELATED APPURTENANCES THAT ARE REQUIRED BY ANY APPLICABLE CODES AND ORDINANCES, DURING ALL DEMOLITION OPERATIONS.
12. CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE SAFETY AND SECURITY OF THE PROJECT SITE AND ITS SURROUNDINGS DURING DEMOLITION OPERATIONS.
13. ALL DEMOLISHED EXISTING MATERIALS, SYSTEMS, AND CONSTRUCTIONS SHALL BE DISPOSED OF IN A LAWFUL MANNER, AND WRITTEN RECORDS OF THE FINAL DESTINATION FOR THESE MATERIALS, SYSTEMS, AND CONSTRUCTIONS (INCLUDING ANY IDENTIFIED HAZARDOUS ITEMS) SHALL BE PROVIDED TO THE OWNER AND ENGINEER. ADDITIONALLY, SOME EXISTING MATERIALS AND SYSTEMS MAY NEED TO BE RECYCLED AND/OR OTHERWISE SALVAGED IN ORDER TO MEET THE SUSTAINABILITY AND LEED REQUIREMENTS OF THIS PROJECT. SEE OTHER PORTIONS OF THESE BIDDING AND CONSTRUCTION DOCUMENTS FOR SUCH REQUIREMENTS.
14. EXISTING SITE SHALL BE CLEANED ON A DAILY BASIS THROUGHOUT THE DURATION OF DEMOLITIONS OPERATIONS; AND NO DEBRIS OR PRODUCTS OF DEMOLITION SHALL BE ALLOWED TO ACCUMULATE OUTSIDE THE BOUNDARIES OF THE SITE.
15. CONTRACTOR SHALL FULLY COORDINATE ALL PROJECT DEMOLITION OPERATIONS, INCLUDING THE REMOVAL AND LAWFUL DISPOSAL OF ALL IDENTIFIED HAZARDOUS MATERIALS AND SYSTEMS.
16. CONTRACTOR SHALL SUBMIT A COMPLETE WRITTEN PLAN AND SCHEDULE FOR ALL PROPOSED DEMOLITION WORK TO OWNER AND ARCHITECT FOR REVIEW AND COMMENT, PRIOR TO BEGINNING ANY SUCH OPERATIONS. DURING THE COURSE OF THIS DEMOLITION WORK, IF ANY ARTIFACTS OR OTHER UNUSUAL ITEMS ARE DISCOVERED, CONTRACTOR SHALL NOTIFY OWNER AND ENGINEER IMMEDIATELY, BEFORE PROCEEDING ANY FURTHER. ANY EXPENSES RESULTING FROM THE FAILURE TO PROVIDE SUCH IMMEDIATE NOTIFICATION SHALL BE BORNE BY THE CONTRACTOR.

SITE LAYOUT:

1. JOINTS IN SIDEWALK SHALL BE TOOLED AT 5' MAX. INTERVALS, UNLESS INDICATED OTHERWISE.
2. NORTHING-EASTING COORDINATES AND DIMENSIONS FOR CURB AND GUTTER ARE TO FACE OF CURB.
3. CONTRACTOR SHALL COORDINATE ALL WORK WITHIN PUBLIC RIGHT-OF-WAY WITH THE APPROPRIATE PUBLIC AGENCY. NOTIFICATION SHALL OCCUR A MINIMUM OF 48 HOURS PRIOR TO COMMENCING WORK WITHIN PUBLIC RIGHT-OF-WAY. ALL PERMITS ARE THE RESPONSIBILITY OF THE CONTRACTOR.
4. P.C. CONCRETE PAVEMENT AND SIDEWALKS SHALL BE CLASS PV AND CLASS SI, RESPECTIVELY, IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS.
5. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING SITE CONDITIONS AND BECOMING FAMILIAR WITH ALL CONSTRUCTION DOCUMENTS.
6. SEE ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS AND DOOR LOCATIONS.
7. CONTRACTOR SHALL COORDINATE EQUIPMENT PADS WITH EQUIPMENT MANUFACTURERS.

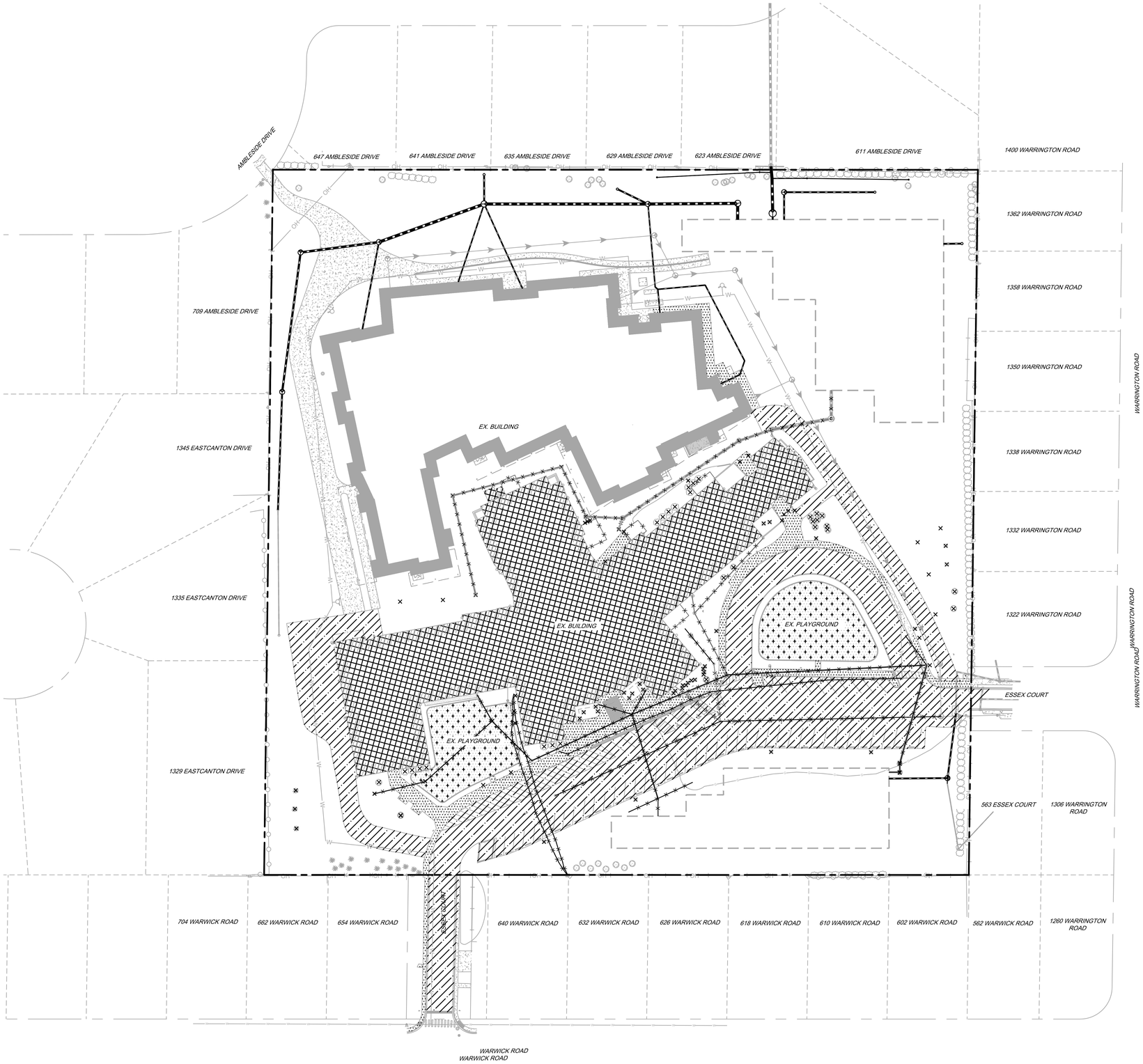
SITE GRADING AND EROSION CONTROL:

1. ALL SUBGRADE EXCAVATION AND COMPACTION SHALL BE COMPLETED IN ACCORDANCE WITH THE **"SUBSURFACE EXPLORATION AND GEOTECHNICAL REPORT"** PREPARED BY GEI, DATED APRIL 3, 2026.
2. ENGINEERED STRUCTURAL FILLS SHALL BE INCLUDED IN OVERALL SITE DEVELOPMENT TO PROVIDE ADEQUATE STRUCTURAL SUPPORT FOR THE FLOOR SLABS ON GRADE AND ADJOINING PAVEMENT AREAS. REFER TO THE GEOTECHNICAL REPORT FOR APPROVED FILL MATERIALS.
3. WHERE FIRM FOUNDATION MATERIAL IS NOT ENCOUNTERED AT THE GRADE ESTABLISHED, DUE TO UNSUITABLE SOIL, ALL SUCH UNSUITABLE MATERIAL SHALL BE REMOVED AND REPLACED WITH APPROVED COMPACTED GRANULAR MATERIAL.
4. TOPSOIL SHALL BE STRIPPED IN ALL STRUCTURAL FILL AREAS BEFORE PLACEMENT OF FILL MATERIAL AND SHALL BE STOCKPILED IN AREAS DESIGNATED BY THE OWNER OR PER PLAN.
5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PERFORM EARTHWORK CALCULATIONS BASED ON THE PROVIDED PLANS AND TO LAWFULLY DISPOSE OF AND REMOVE ANY EXCESS MATERIAL FROM THE PROJECT SITE, OR TO PROVIDE ANY NECESSARY FILL MATERIAL THAT MAY BE REQUIRED TO MEET THE FINAL PLAN GRADES. THE DISPOSAL OR PROVIDING OF MATERIAL SHALL BE INCIDENTAL TO THE CONTRACT.
6. ALL VEGETATIVE AND STRUCTURAL EROSION CONTROL PRACTICES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE "ILLINOIS URBAN MANUAL."
7. THE OWNER/ENGINEER SHALL PROVIDE THE SOIL EROSION AND SEDIMENT CONTROL PLANS INCLUDED HEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DOCUMENTATION OF THE STORMWATER POLLUTION PREVENTION PLAN BOOKLET AND ASSOCIATED DOCUMENTS IN ACCORDANCE WITH THE "GENERAL NPDES PERMIT FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES," AND A COPY SHALL BE KEPT ONSITE AT ALL TIMES.
8. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE INSTALLATION, ALL INSPECTIONS, AND MAINTENANCE OF ALL EROSION CONTROL FACILITIES REQUIRED BY THE GENERAL NPDES PERMIT UNTIL FINAL STABILIZATION OF ALL AREAS DISTURBED BY CONSTRUCTION OCCURS. MAINTENANCE AND REPLACEMENT OF EROSION CONTROL ITEMS SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.
9. ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITY MUST BE SEEDED, SODDED, BLANKETED OR OTHERWISE PROTECTED WITHIN 14 DAYS OF FINAL DISTURBANCE. ALL AREAS DISTURBED BY THE CONTRACTOR DURING THE CONSTRUCTION OF THIS PROJECT WHICH ARE LOCATED OUTSIDE OF THE PROPOSED SEEDING LIMITS SHALL BE GRADED TO DRAIN, FERTILIZED, SEEDED, MULCHED AND WATERED. THE COST ASSOCIATED WITH THE PLACEMENT OF ADDITIONAL FERTILIZER, SEED, MULCH AND WATERING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. A MINIMUM OF 70% VEGETATIVE COVERAGE IS REQUIRED PRIOR TO ACCEPTANCE. SEE LANDSCAPE PLANS FOR ADDITIONAL REQUIREMENTS.
10. ALL EROSION CONTROL MEASURES SHOWN ON THE PLAN ARE THE MINIMUM MEASURES REQUIRED. UNFORESEEN CHANGES IN SCOPE, SCHEDULE OR CONSTRUCTION METHODS MAY RESULT IN CHANGES OR ADDITIONS TO THIS PLAN AND THE SWPPP. ANY CHANGES OR ADDITIONS NECESSARY TO MAINTAIN COMPLIANCE WITH THE NPDES PERMIT SHALL IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE OWNER.
11. SHOULD PROJECT SCHEDULING PROHIBIT THE ABILITY TO SEED DISTURBED EARTH UPON COMPLETION OF GRADING, CONTRACTOR SHALL EMPLOY ALTERNATE SOURCE CONTROLS IN ADDITION TO THOSE ON THIS PLAN, INCIDENTAL TO THE CONTRACT.
12. DUST CONTROL MUST BE PROVIDED AS NEEDED, BY WATERING OR OTHER MEANS.
13. ALL AREAS WITH THE EXCEPTION OF PAVEMENT SHALL BE FINISHED IN ACCORDANCE WITH THE LANDSCAPE PLANS INCLUDED IN THE PLAN SET.
14. CONTRACTOR SHALL INSTALL INLET FILTER PROTECTION BASKETS INSIDE ALL EXISTING AND PROPOSED MANHOLES AND INLET FRAMES.
15. CONTRACTOR IS REQUIRED TO PROVIDE AND USE A CONCRETE WASHOUT AREA FOR RINSING CONCRETE TRUCKS.
16. CONTRACTOR IS REQUIRED TO PROVIDE AND USE A TEMPORARY CONSTRUCTION ENTRANCE FOR ALL CONSTRUCTION TRAFFIC PER PLAN.
17. CONTRACTOR SHALL PROVIDE AND USE A WHEEL WASH SYSTEM TO ENSURE THAT ALL CONSTRUCTION TRAFFIC ENTERING AND EXITING THE SITE MAINTAIN CLEAN TIRES. ANY SEDIMENT TRACKED ONTO ADJACENT ROADWAYS OR PAVED AREAS SHALL BE REMOVED BY THE CONTRACTOR BY THE END OF THE SAME WORK DAY.
18. ALL ELEVATIONS SHOWN ARE TO FINISHED PAVEMENT UNLESS SPECIFIED OTHERWISE.
19. ALL SLOPES GREATER THAN OR EQUAL TO 4:1 SHALL BE STABILIZED WITH NAG S75BN OR EQUIVALENT.
20. CONTRACTOR SHALL PROVIDE A MINIMUM OF 6" TOPSOIL IN ALL ISLANDS, LANDSCAPE AREAS, AND OPEN SPACES.

SITE UTILITIES:

1. THIS CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS:
   A. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", CURRENT EDITION.
   B. ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION"
   C. VILLAGE OF DEERFIELD OFFICE OF PUBLIC WORKS STANDARDS AND SPECIFICATIONS
2. ALL UTILITY TRENCHES UNDER OR WITHIN 2' OF EXISTING OR PROPOSED PAVEMENT OR BUILDING SHALL BE BACKFILLED WITH COMPACTED GRANULAR MATERIAL IN ACCORDANCE WITH IDOT SPECIFICATIONS. CONTROLLED LOW-STRENGTH MATERIAL (CLSM) SHALL BE USED TO BACKFILL TRENCHES WITHIN PUBLIC RIGHT OF WAY. THE CLSM SHALL EXTEND 2 FT PAST THE PROPOSED PAVEMENT, CURB, OR SIDEWALK.
3. OPEN CUT TRENCHES SHALL BE SHEETED AND BRACED AS REQUIRED BY THE GOVERNING STATE, FEDERAL LAWS AND MUNICIPAL ORDINANCES, AND AS MAY BE NECESSARY TO PROTECT LIFE, PROPERTY OR THE WORK.
4. CONTRACTOR SHALL AT ALL TIMES DURING CONSTRUCTION PROVIDE AND MAINTAIN SUFFICIENT MEANS AND DEVICES TO REMOVE AND PROPERLY DISPOSE OF ALL WATER ENTERING THE EXCAVATIONS. WATER SHALL BE FILTERED AND DISCHARGED IN ACCORDANCE WITH THE NPDES REQUIREMENTS.
5. ALL PIPE SHALL BE INSTALLED ON A BEDDING OF APPROVED, COMPACTED GRANULAR MATERIAL UNLESS OTHERWISE APPROVED BY THE ENGINEER. THE BEDDING MATERIAL SHALL BE INSTALLED PER STANDARD SPECIFICATIONS AND PROVIDED PLAN DETAILS.
6. A MINIMUM HORIZONTAL SEPARATION OF 10 FEET SHALL BE MAINTAINED BETWEEN ALL WATER MAINS AND SEWERS. IF SEPARATION IS NOT POSSIBLE, WATER MAIN ENCASEMENT SHALL BE REQUIRED OR THE SEWER SHALL BE CONSTRUCTED OF WATER MAIN QUALITY PIPE.
7. WATER MAINS SHALL CROSS ABOVE SEWERS WITH A MINIMUM VERTICAL SEPARATION OF 18 INCHES WHILE STILL MAINTAINING THE REQUIRED DEPTH OF COVER. IF PROPER SEPARATION IS NOT POSSIBLE, OR IF THE WATER MAIN MUST BE ROUTED UNDER THE SEWER, WATER MAIN ENCASEMENT SHALL BE REQUIRED OR THE SEWER SHALL BE CONSTRUCTED OF WATER MAIN QUALITY PIPE.
8. ALL SANITARY SEWERS SHALL BE TESTED FOR EXFILTRATION OF AIR UNDER PRESSURE, INFILTRATION OF WATER, AND/OR EXFILTRATION OF WATER AS PER STANDARD SPECIFICATIONS. ALL SANITARY SEWERS SHALL BE DEFLECTION TESTED NO SOONER THAN 30 DAYS AFTER INSTALLATION. ALL MANHOLES SHALL BE TESTED FOR WATERTIGHTNESS BY EITHER ASTM C 969 OR ASTM C 1244.
9. STORM SEWER SHALL BE IN CONFORMANCE WITH THE FOLLOWING:
   A. REINFORCED CONCRETE PIPE (RCP), ASTM C76
      a. GASKETS - ASTM C443
      b. FITTINGS - ASTM C443
   B. SMOOTH INTERIOR WALLED HIGH DENSITY POLYETHYLENE PIPE (HDPE), ASTM D3212, N-12 WT
      a. WATER TIGHT JOINTS
      b. JOINT SHALL BE SEALED SUFFICIENTLY TO PREVENT JETTING OR LEAKING AT THE JOINT
   C. PVC STORM SEWER PIPING, ASTM D 3034, SDR 35
      a. BELL-AND-SPIGOT ENDS
      b. ASTM F 477, ELASTOMERIC SEALS FOR GASKETED JOINTS
   D. FRAME AND GRATES
      a. TYPE 1 CLOSED LID = NEENAH R-1713
      b. TYPE 1 OPEN LID = NEENAH R-2504
      c. TYPE 3 = NEENAH R-3281-A
      d. DITCH GRATE = NEENAH R-4342
10. SANITARY SEWER SHALL BE IN CONFORMANCE WITH THE FOLLOWING:
   A. PIPE AND FITTING MATERIAL - POLYVINYL CHLORIDE (PVC) SDR 26, ASTM D 3034, TYPE PSM
   B. GASKETS - FLEXIBLE ELASTOMERIC, ASTM F 477, ASTM D 3139
   C. JOINTS - ASTM D 3212
   D. BEDDING - CLASS II, ASTM 2321
11. ALL CLEANOUT RIMS SHALL BE CONSTRUCTED FLUSH WITH THE FINISHED GROUND SURFACE.
12. CONTRACTOR SHALL COORDINATE CONSTRUCTION OF SANITARY SEWER SERVICES WITH THE DEPARTMENT OF PUBLIC WORKS.
13. CONTRACTOR SHALL COORDINATE WATER MAIN, FIRE AND DOMESTIC WATER SERVICES WITH THE DEPARTMENT OF PUBLIC WORKS.
14. GENERAL CONTRACTOR SHALL COORDINATE ALL UTILITY LINES THAT ENTER THE BUILDING. IN GENERAL, PLUMBING PLANS SHOW ALL INTERIOR BUILDING PIPING AND PIPING UP TO 5-FEET OUTSIDE THE BUILDING. CIVIL PLANS SHOW SITE PIPING BEGINNING FROM 5-FEET OUTSIDE THE BUILDING. GENERAL CONTRACTOR IS RESPONSIBLE FOR ALL UTILITY CONNECTIONS.
15. CONTRACTOR SHALL COORDINATE ALL UTILITY LINE CROSSINGS TO ENSURE ALL PIPES MAINTAIN MINIMUM COVER, M

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DEMOLITION LEGEND

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

BENCHMARKS

REFERENCE BENCHMARK: NGS PID: LAKE COUNTY 5-41

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

ELEVATION: 664.38' DATUM: NAVD88-GEOID18

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ELEVATION: 675.86' DATUM: NAVD88-GEOID18

KEYMAP



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1" = 40' (HORIZONTAL)

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REVISIONS

No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

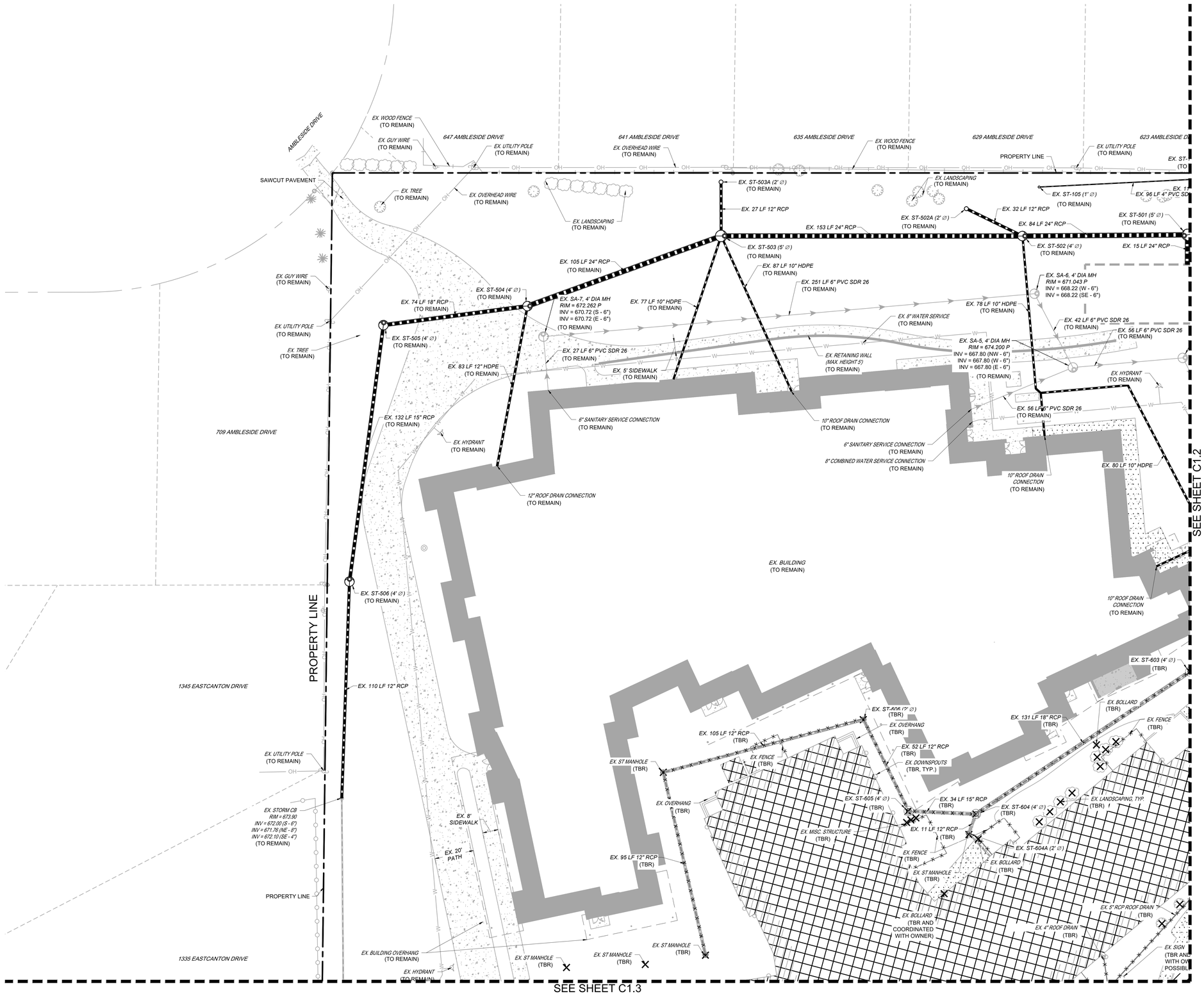
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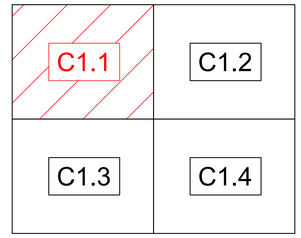
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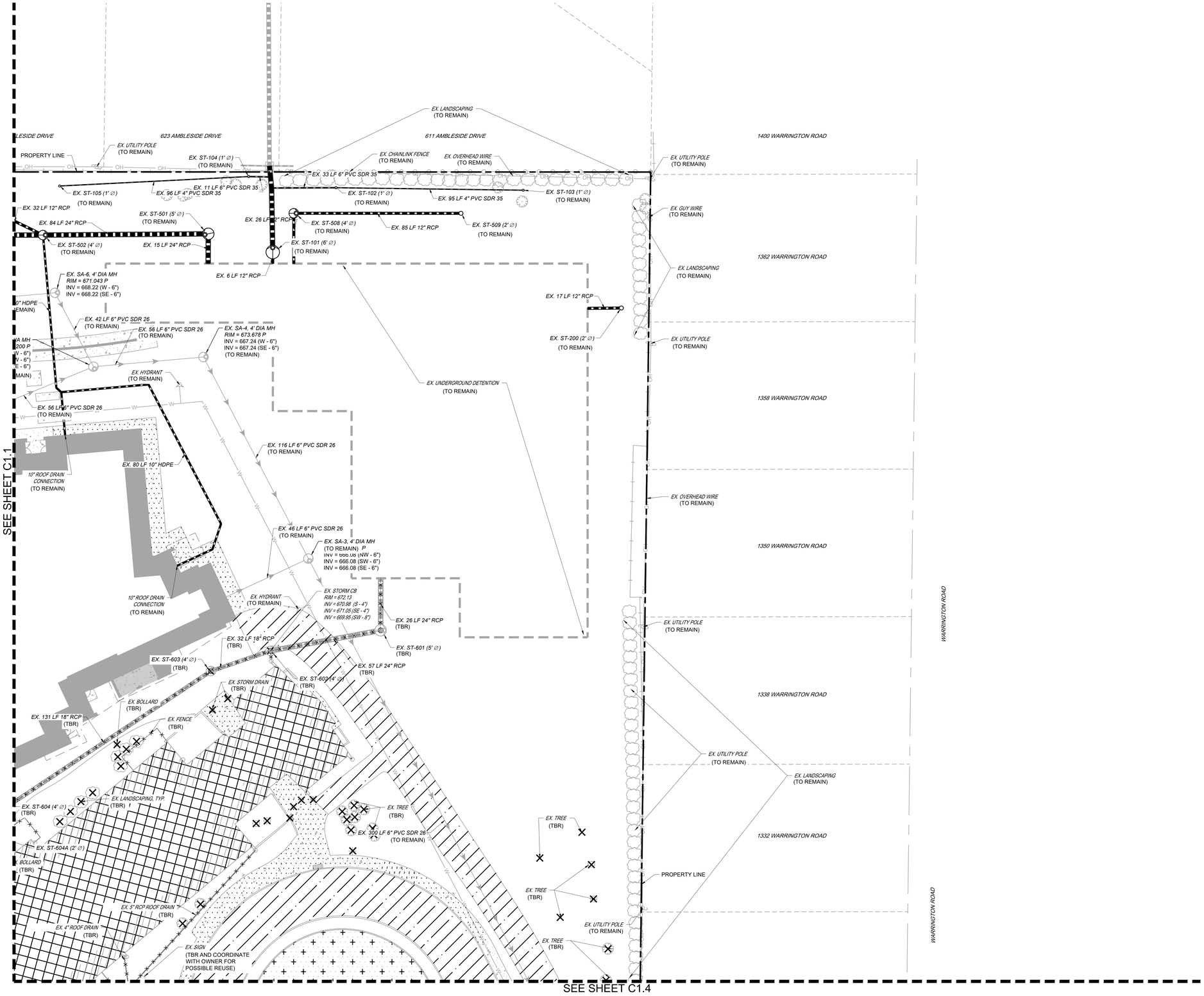
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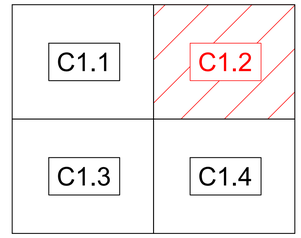
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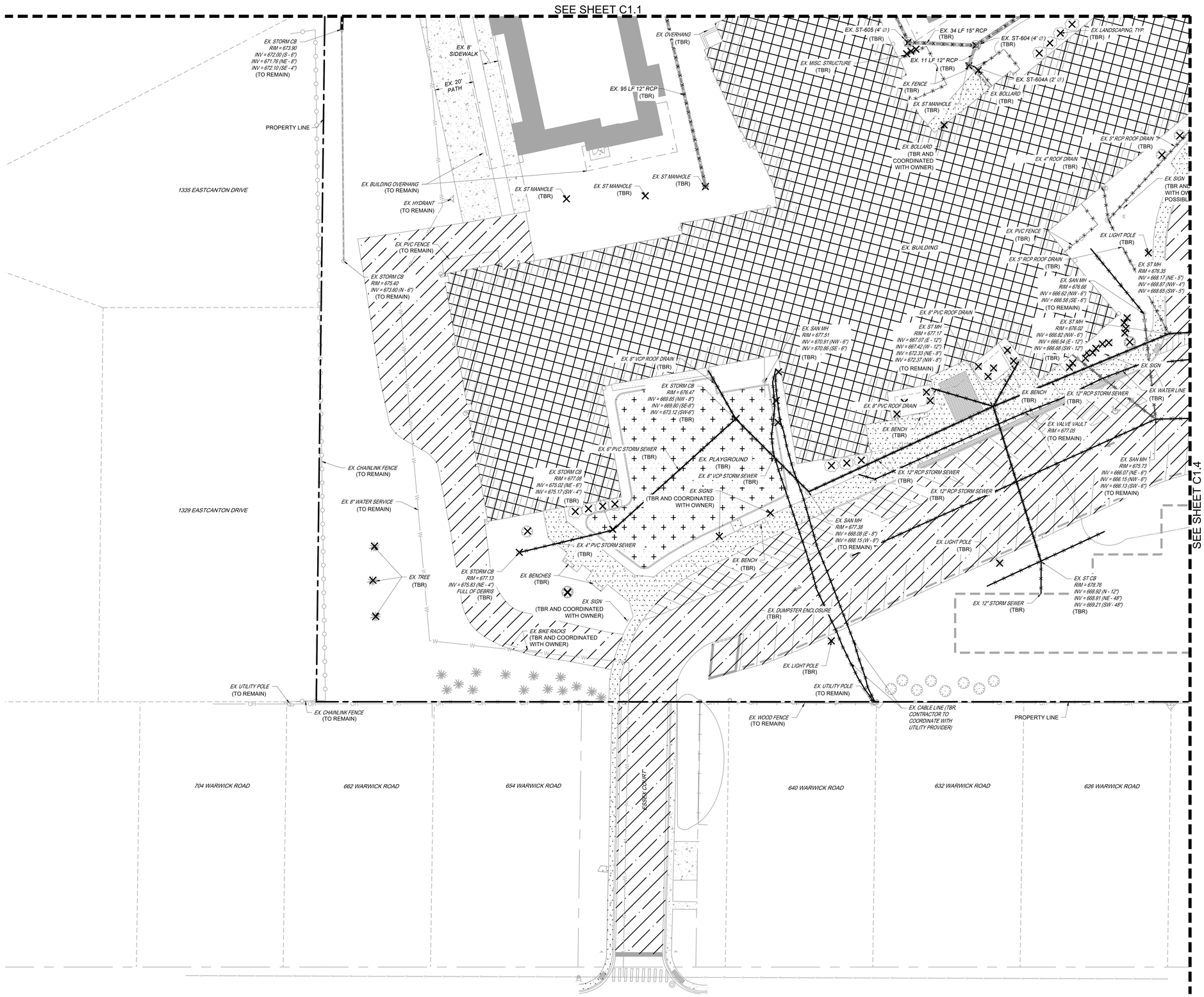
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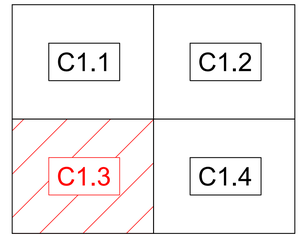
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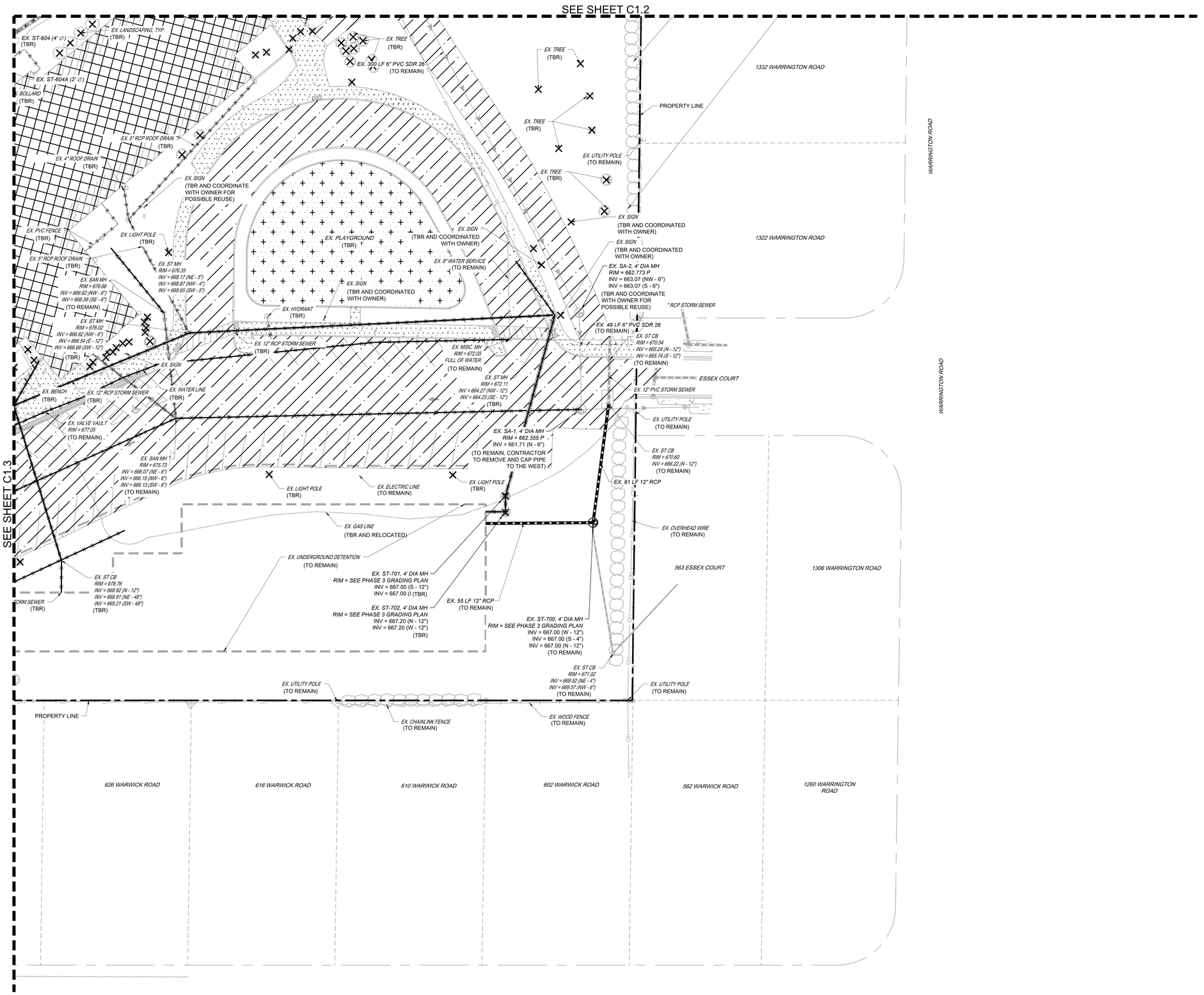
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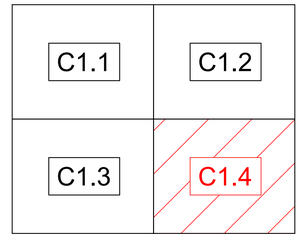
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KEYMAP



JULIE CALL BEFORE YOU DIG 811

0 40.2593 80.5186

1in=2593' (HORIZONTAL)

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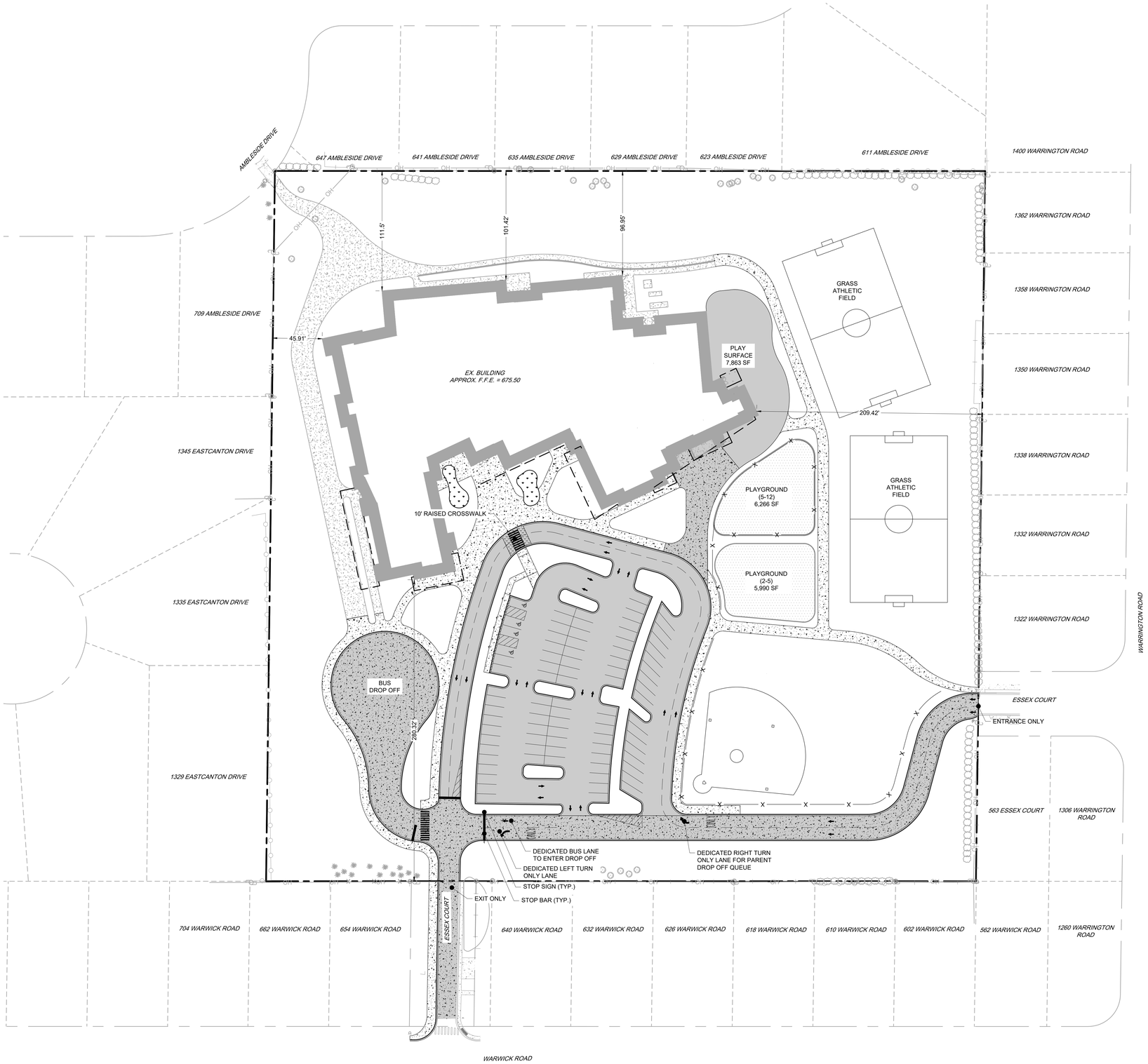
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Sheet Title: EX. CONDITIONS & DEMO. PLAN - SW

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Sheet Number: C1.4

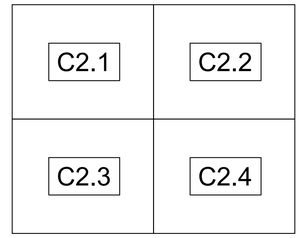
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LEGEND

- HEAVY DUTY PAVEMENT
- ASPHALT PAVEMENT
- RAISED CROSSWALK CONCRETE
- SIDEWALK
- SPECIALTY LANDSCAPING
- PLAYGROUND
- B-6.12 CURB & GUTTER
- CONCRETE RIBBON CURB
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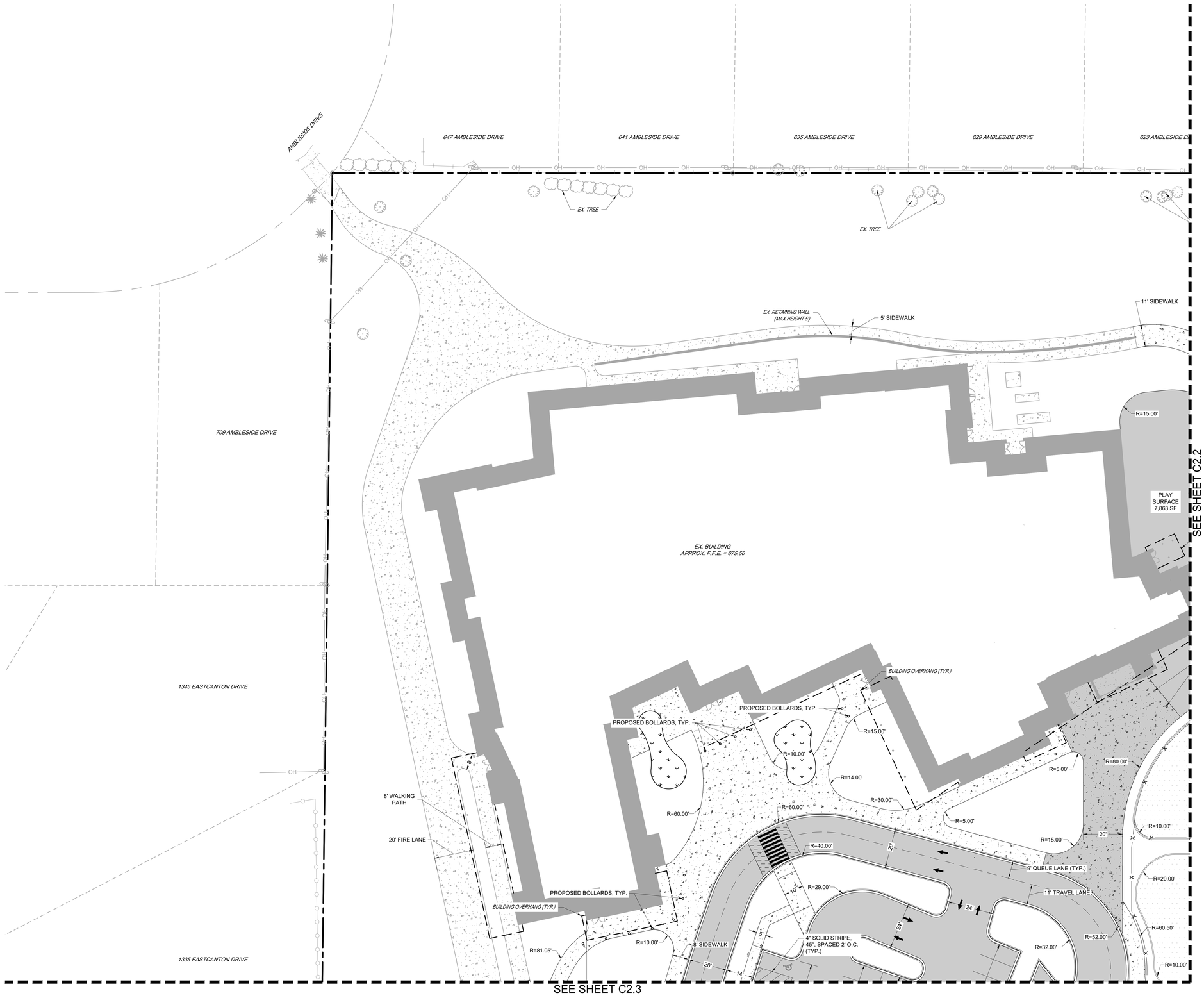
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Sheet Title: SITE LAYOUT PLAN - OVERALL
Sketch Number:
Sheet Number: C2.0

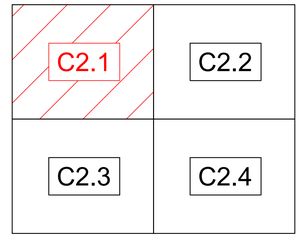
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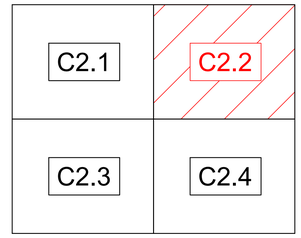
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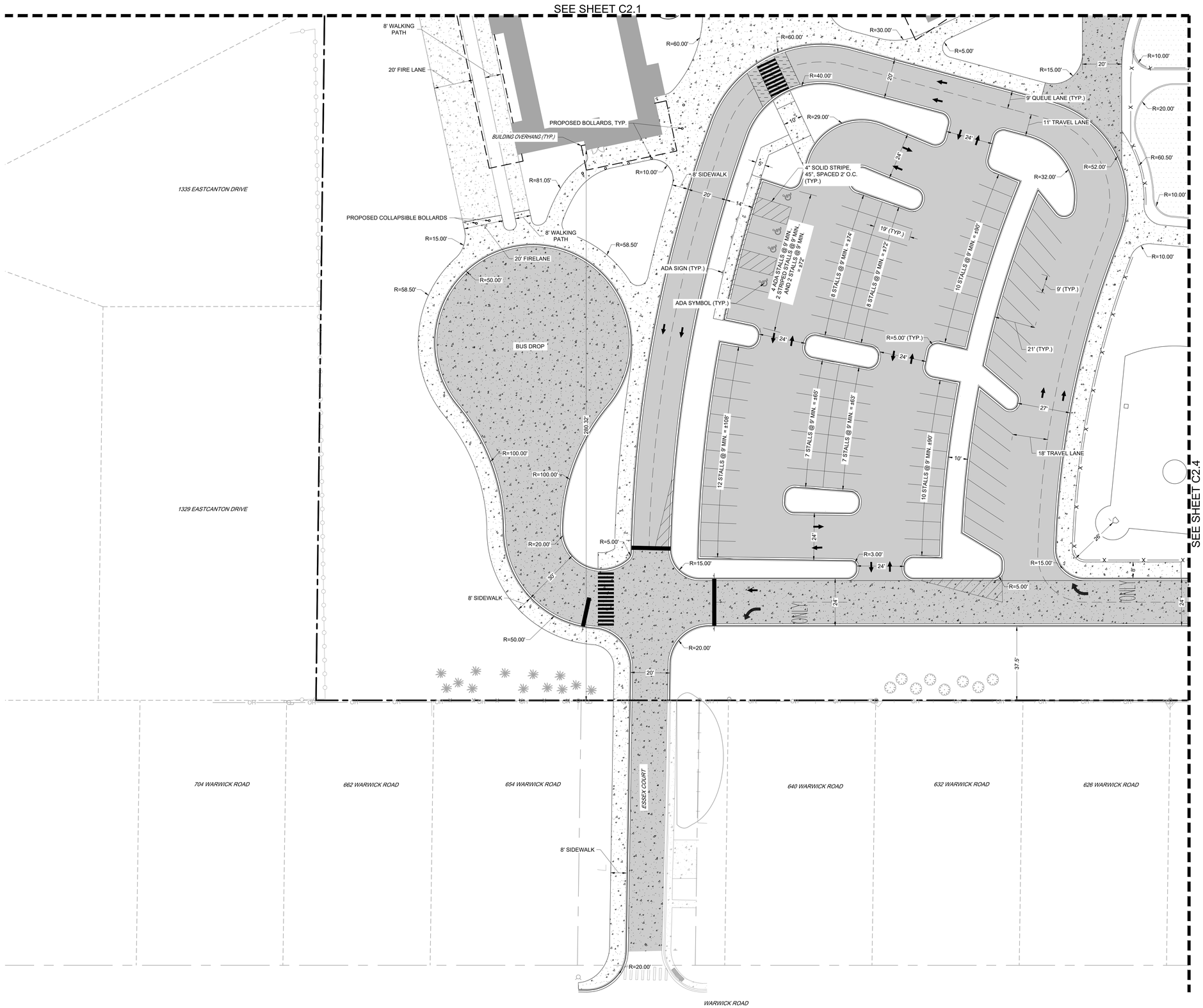
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Sketch Number:
Sheet Number: C2.2

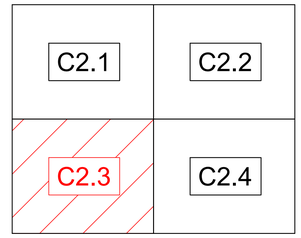
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BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

Redefine 109
Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number:
25105

Issue Date:
JUNE 18TH, 2026

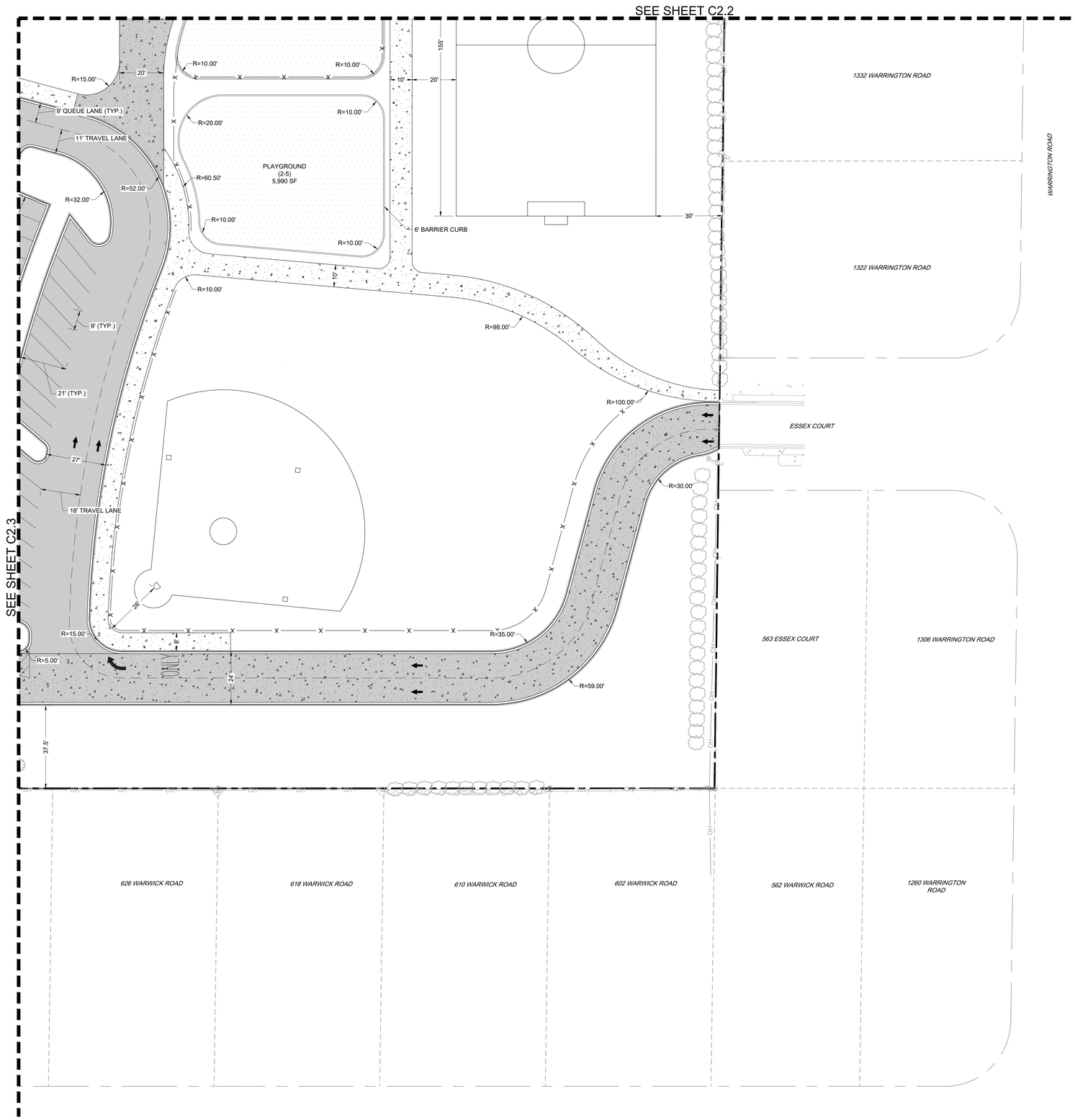
Drawn by:
EAS, LES

Sheet Title:
SITE LAYOUT PLAN - SW

Sketch Number:

Sheet Number:
C2.3

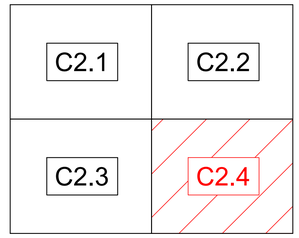
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LEGEND

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

KEYMAP



JULIE
CALL BEFORE
YOU DIG
811

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

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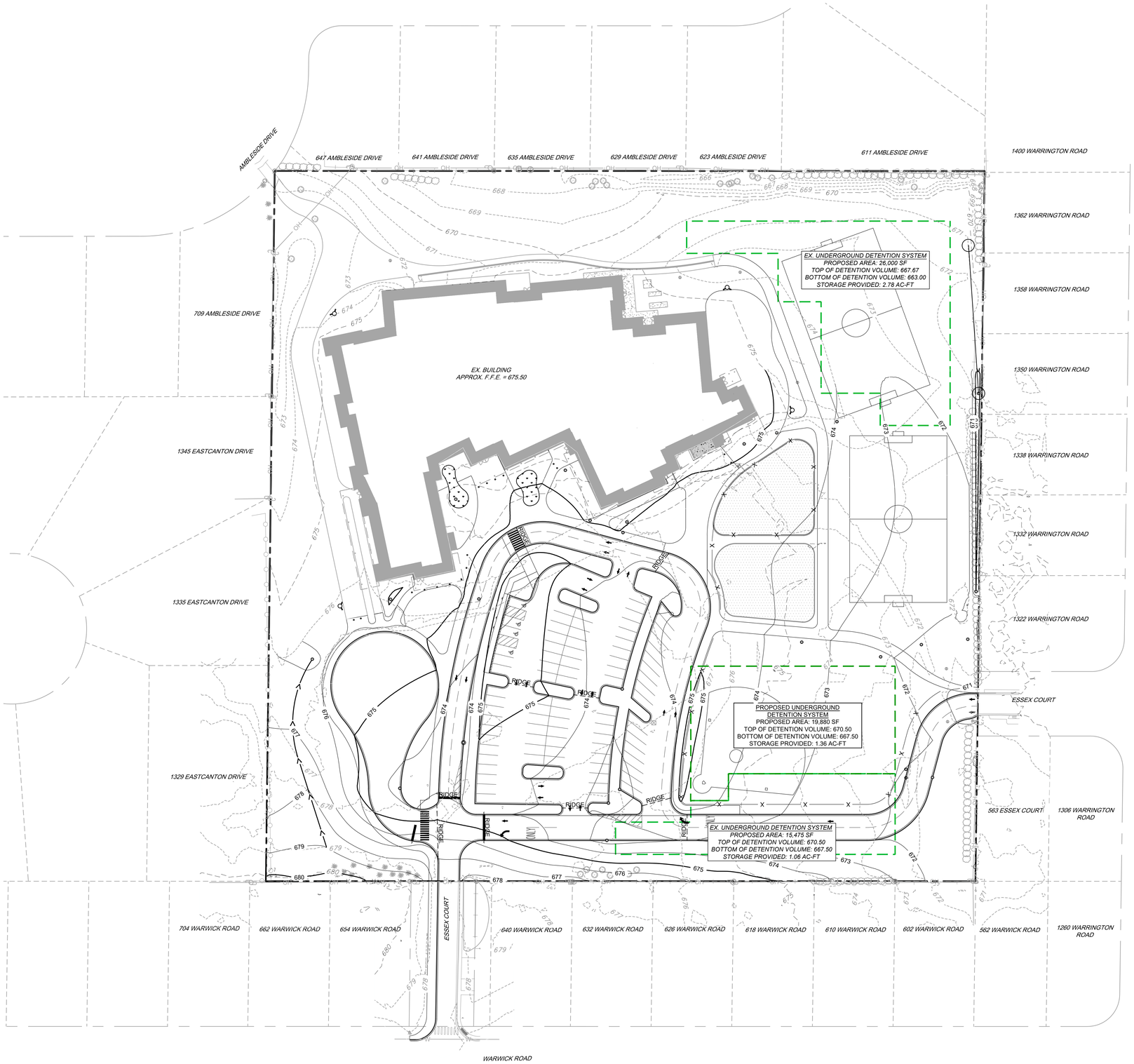
Drawn by: EAS, LES

Sheet Title: SITE LAYOUT PLAN - SE

Sketch Number:

Sheet Number: C2.4

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GRADING LEGEND

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

KEYMAP

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

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Sketch Number:

Sheet Number:
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C3.3	C3.4

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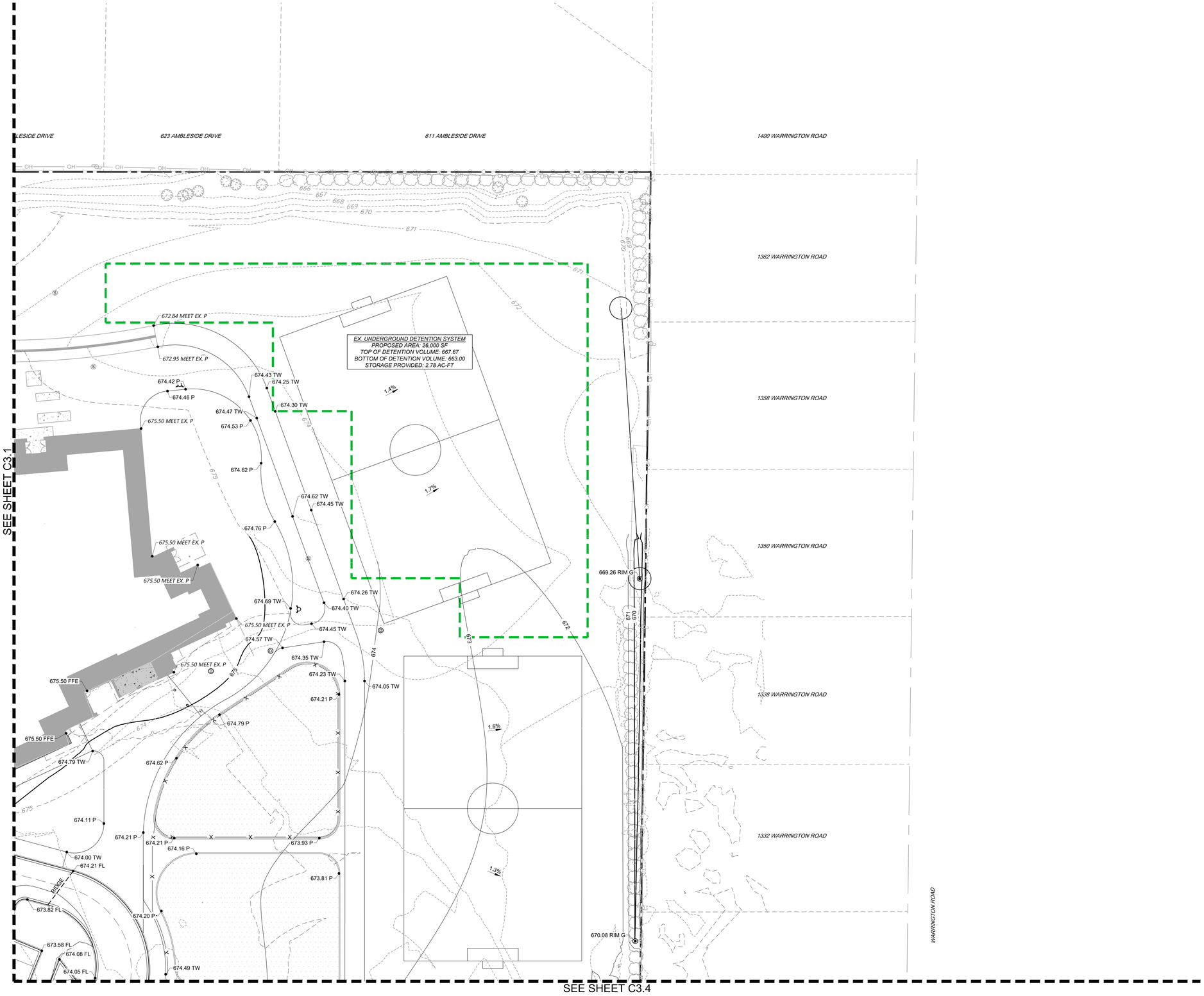
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Sheet Title:
SITE GRADING PLAN - NW

Sketch Number:

Sheet Number:
C3.1

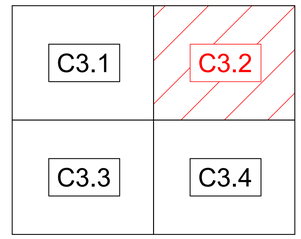
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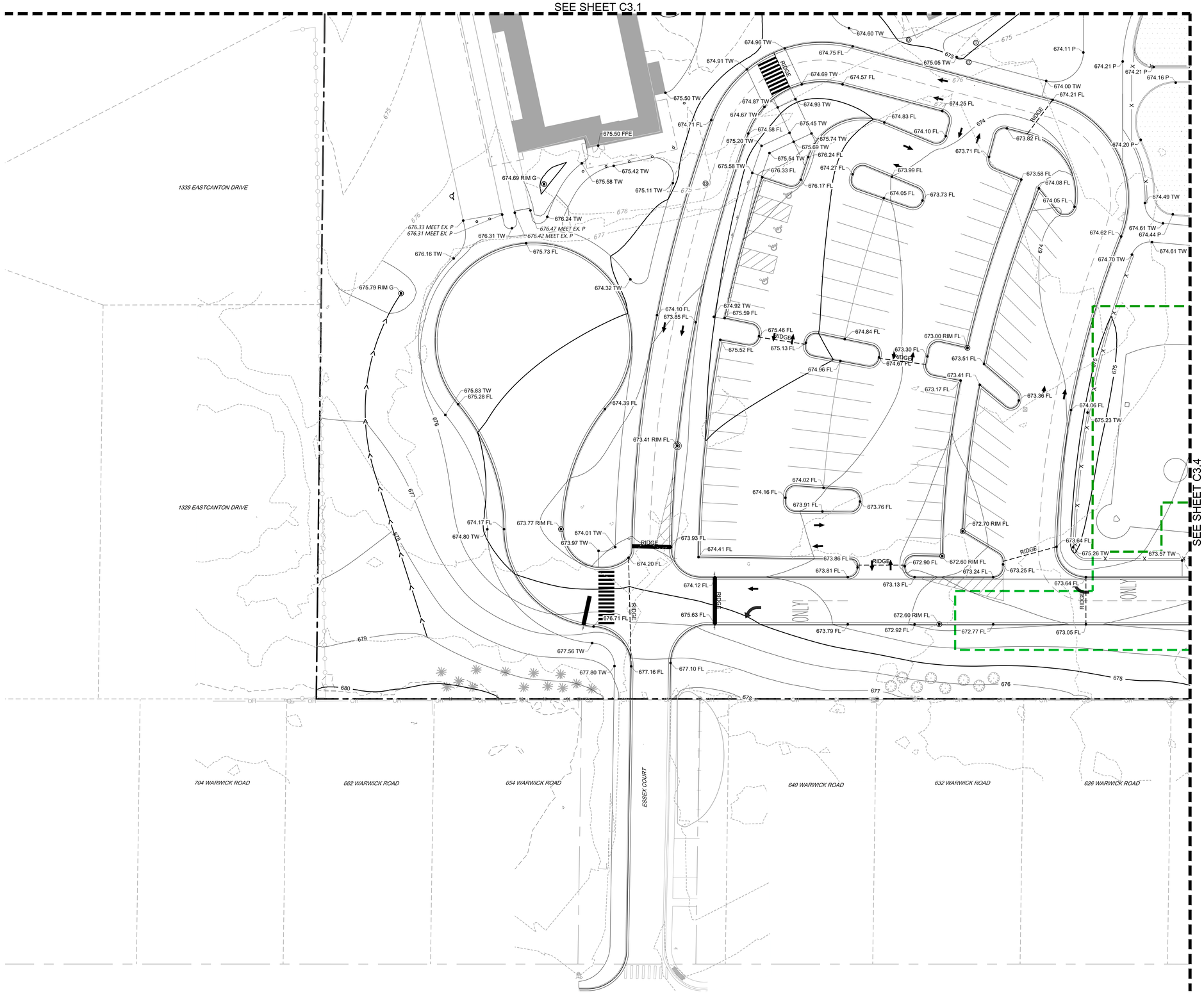
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C3.3	C3.4

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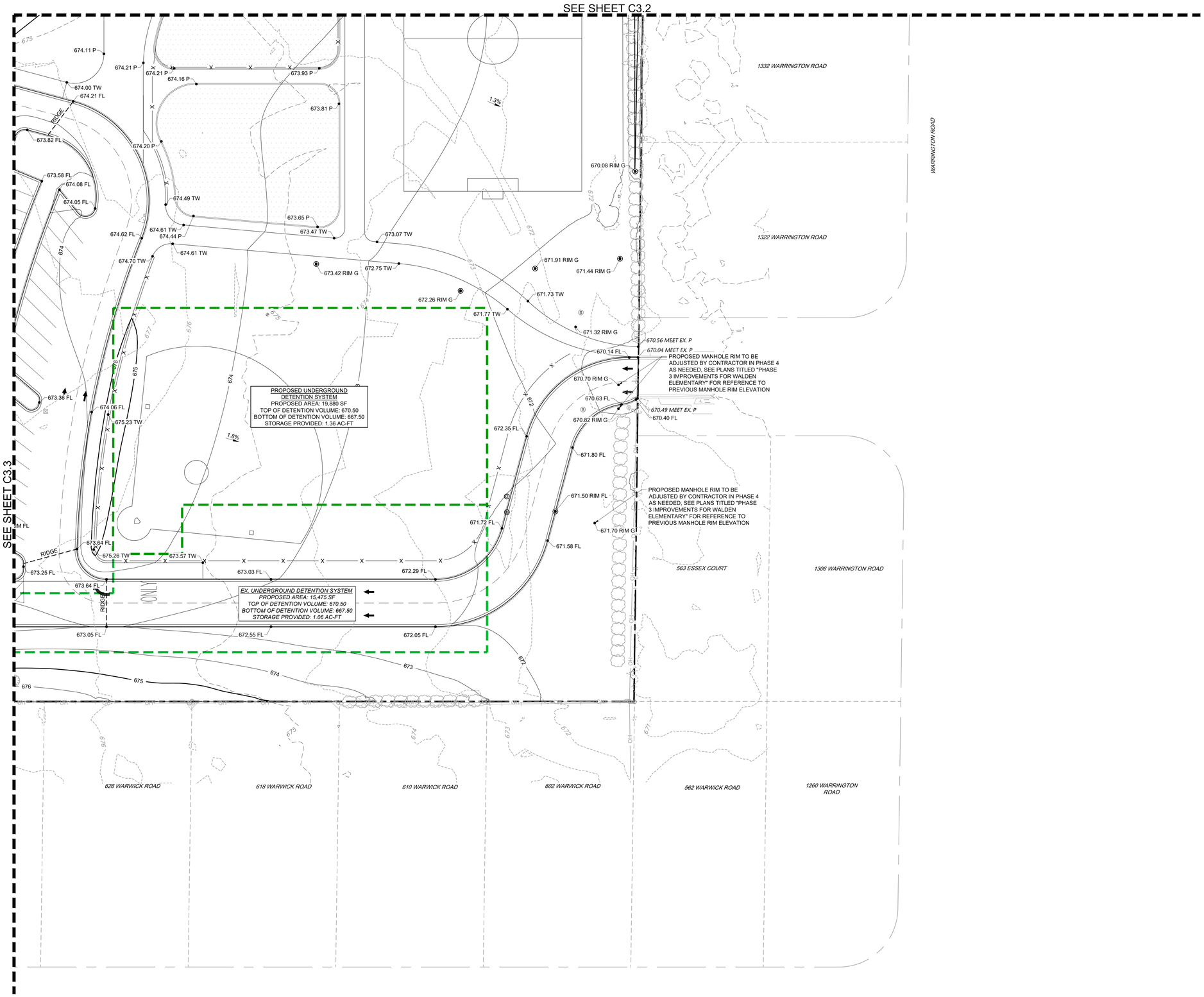
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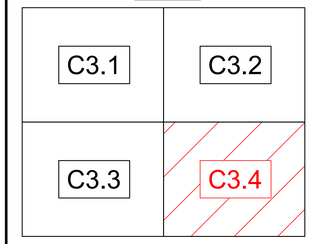
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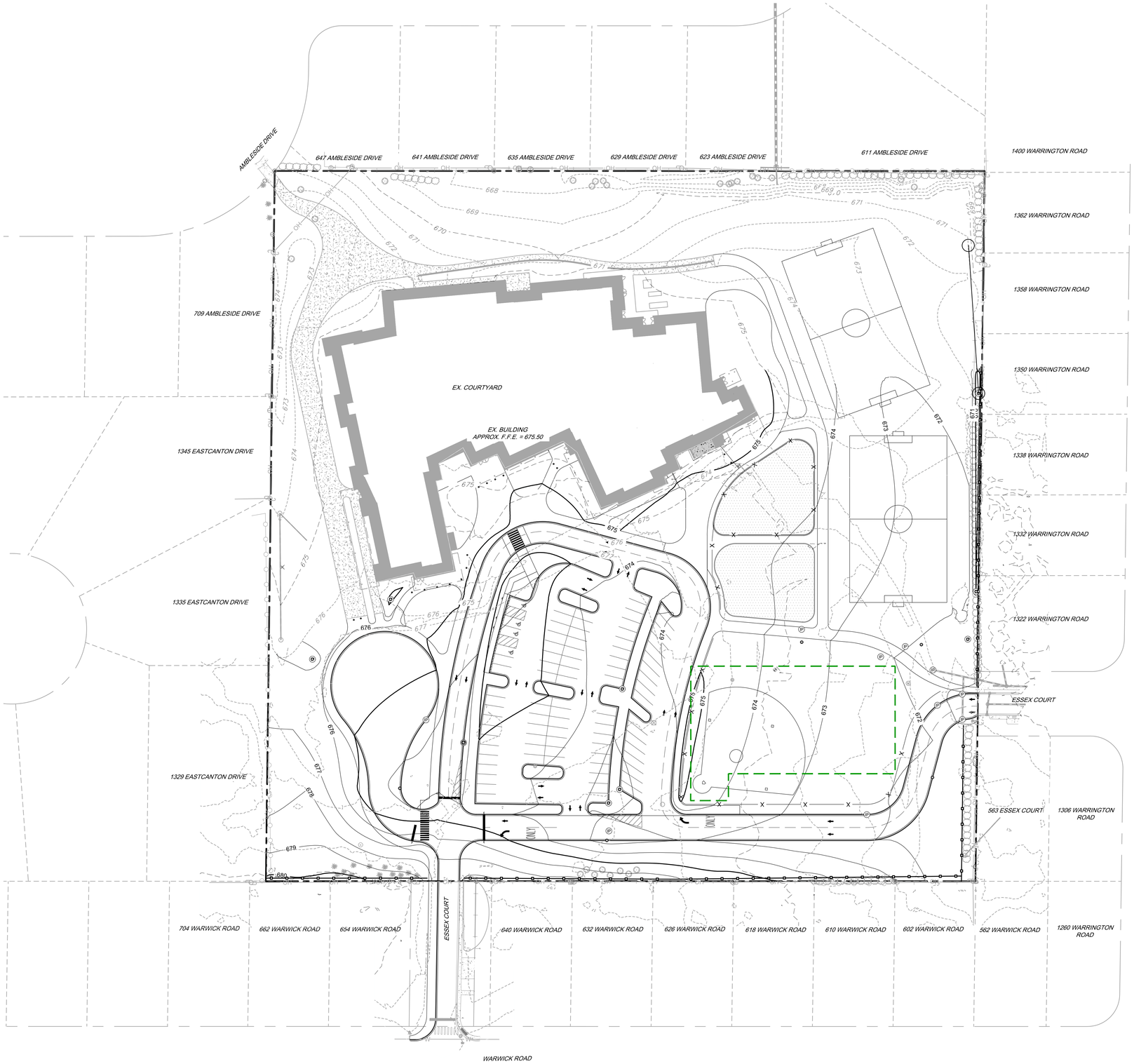
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SESC LEGEND

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

KEYMAP

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

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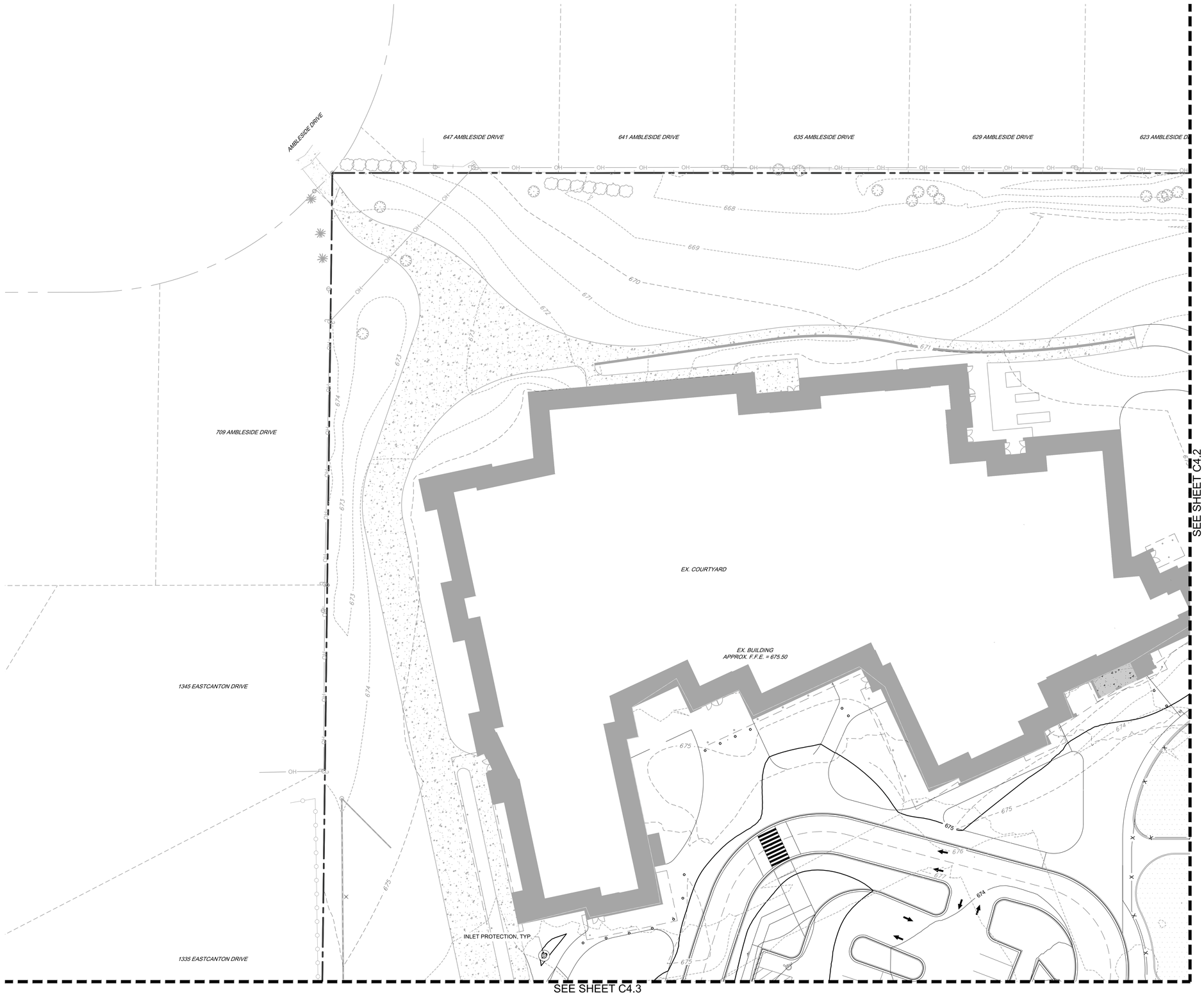
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Sketch Number:
Sheet Number: C4.0

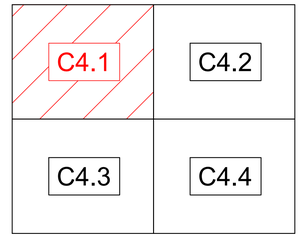
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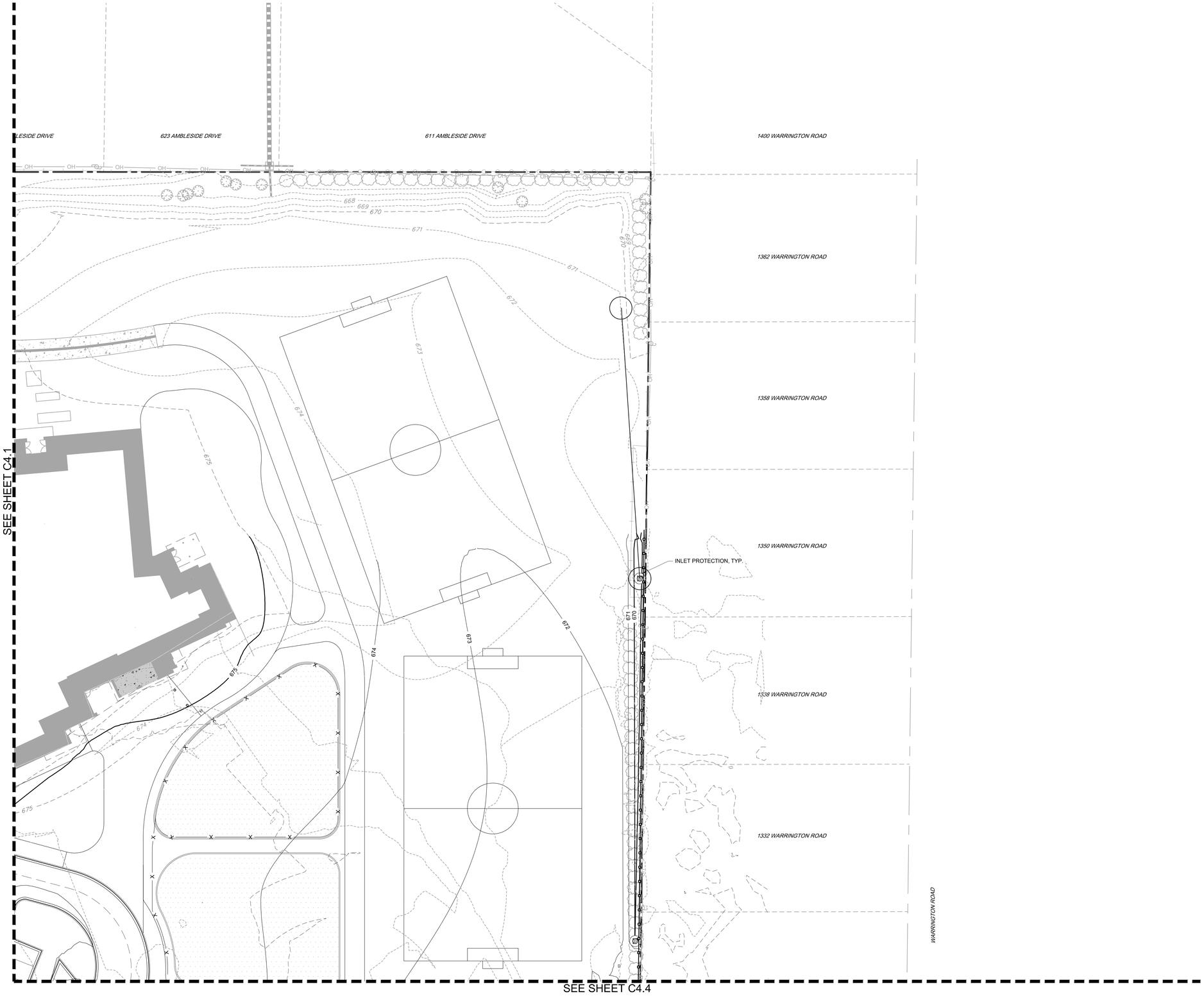
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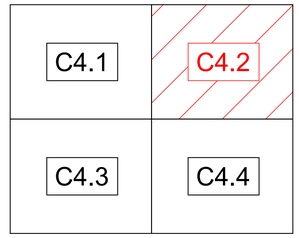
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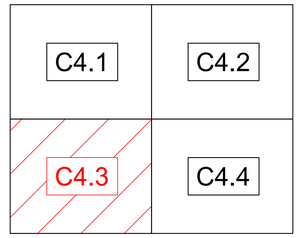
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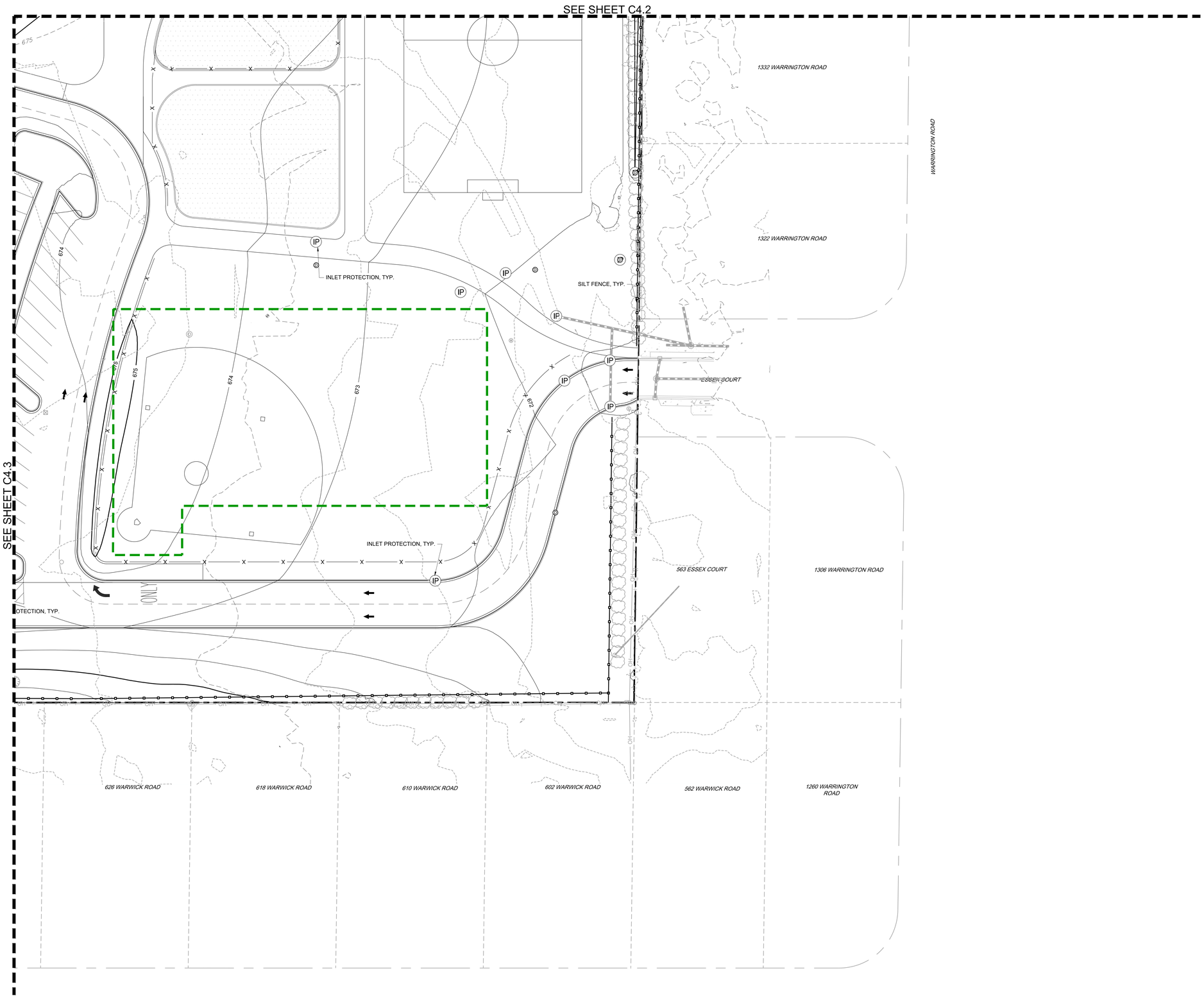
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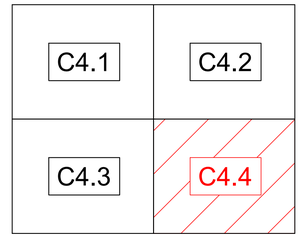
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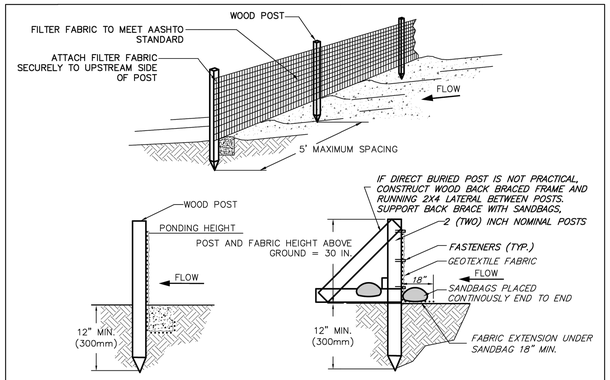
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TRENCH DETAIL (TYPE A)

INSTALLATION WITHOUT TRENCHING (TYPE B)

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

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

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

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

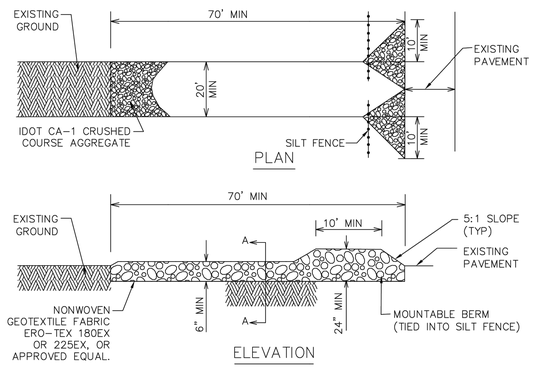
REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

SILT FENCE INSTALLATION DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD SILT FENCE DETAIL
Scale: NOT TO SCALE



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

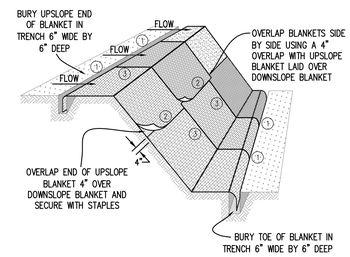
REVISED FEBRUARY 2022

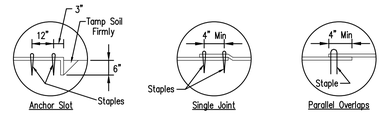
VILLAGE OF DEERFIELD

STABILIZED CONSTRUCTION ENTRANCE DETAIL

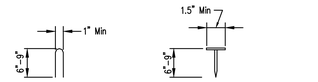
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VILLAGE OF DEERFIELD STABILIZED CONSTRUCTION ENTRANCE DETAIL
Scale: NOT TO SCALE





DETAIL 1 DETAIL 2 DETAIL 3



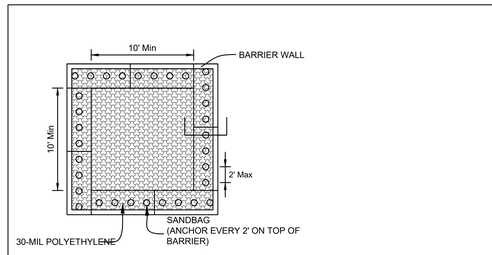
STAPLE DETAIL PUSH PIN DETAIL

NOTES:

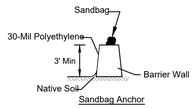
1. Staples shall be placed in a diamond pattern at 2 per s.y. for stiched blankets. Non–stiched shall use 4 staples per s.y. of material. This equates to 200 staples with stiched blanket and 400 stapels with non–stiched blanket per 100 s.y. of material.
2. Staple or push pin lengths shall be selected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

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

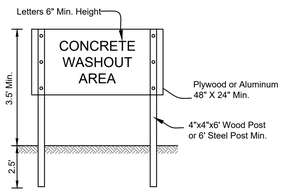
EROSION CONTROL BLANKET DETAIL
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PLAN VIEW



BARRIER WALL ANCHOR SECTION



SIGN DETAIL

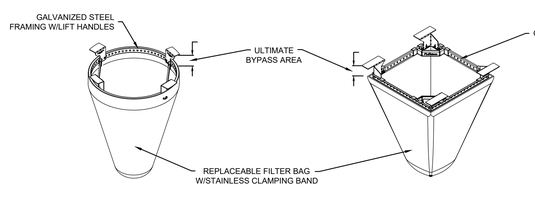
NOTES:

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

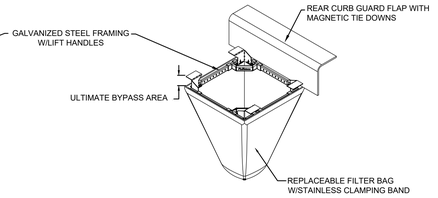
Plot: 1" = 1'-0"	No. Revisions	TEMPORARY CONCRETE WASHOUT FACILITY - BARRIER WALL	Date
	WBP3PTW		Designed
			Drawn 1/2"=1'-0" 8/08
			Checked
			Approved

CONCRETE WASHOUT DETAIL
Scale: NOT TO SCALE

FLEXSTORM CATCH-IT FILTERS FOR TEMPORARY INLET PROTECTION
PRODUCT SELECTION AND SPECIFICATION DRAWING



FLEXSTORM CATCH-IT INLET FILTERS FOR ROUND OPENINGS



FLEXSTORM CATCH-IT INLET FITLERS FOR SQUARE/RECTANGULAR OPENINGS

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

IL DOT Standard	Neenah Casting	East Jordan Casting	Inlet Type	Grate Size	Bag Cap. (ft³)	Flow Rating IL BAG (CFS)	ADS P/N
1	1713, 1762, 1772, 2504, 2435, 2425,	1020, 1022, 1050, 1058	Round (RD)	22.25 - 23.5	1.9	1.3	6MRDILT1
2	R-3501-D2, -A	7170, 7171	Rolled Curb (RC)	22.25 x 16.25	1.6	0.6	62MSQIL2216
3	R3278-A, R-3501-A	7220, 7221	Curb Box (CB)	22.0 x 16.9	1.5	1.0	62MCBILT3
4	R3443-B	5150	Square/Rect (SQ)	21.75 X 14.75	1.5	1.0	62MSQIL
6	R3502-A	7235	Rolled Curb (RC)	22 x 22.75	2.3	1.2	62MSQILT6
8	2501, 4349-C, 4352, 4350	2830, 2870, 6527	Round (RD)	Beehive/Ditch Grates	2.3	1.6	62MRDILT8
9	R3508-A2	7300	V-Grate	19.25 x 19.25	1.7	1.0	62MSQIL
10	R3506-A2	7281	V-Grate	28.75 x 11.4	1.5	1.1	62MSQIL
11	R3281-A	7210	Curb Box (CB)	28.75 x 17.25	2.5	1.3	62MCBILT11
12	R3503-B	7180	Rolled Curb (RC)	22.5 x 22.5	2.4	1.2	62MSQIL
20	R3528-V, R3529-V	7535, 5380, 7536 (2 grts)	Square/Rect (SQ)	22.5 x 22.5	2.4	1.2	62MSQILT20
21	R3527-V	7540	Curb Box (CB)	24 x 16.25	1.8	1.1	62MCBIL
23	R3525-L	7464	Square/Rect (SQ)	24 x 22.25	2.7	1.3	62MSQILT23
24	R3526-L	7467	Square/Rect (SQ)	25.75 x 18.75	2.3	1.2	62MSQILT24
31	…	7250	Rolled Curb (RC)	22.75 x 22.4	2.5	1.2	62MSQIL
B	R3455C	…	Square/Rect (SQ)	36 x 24	4.6	1.7	62MSQIL
G3/G4	R3501-U	7545	Single W/Flap	13.75 / 20.2 x 22.12	1.3	0.9	62MCBILG3
N/A	R-3501-P	7525	Rolled Curb (RC)	25.7 x 19	2.4	1.2	62MSQIL3501-P
N/A	R-3501-TR	7495	Rolled Curb (RC)	26 x 23.5	3.1	1.4	62LSQIL3501-TR

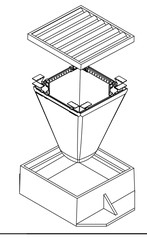
*FLOW RATINGS SHOWN ARE 50% MAXIMIUM

INSTALLATION:

1. REMOVE GRATE
2. DROP FLEXSTORM INLET FILTER ONTO LOAD BEARING LIP OF CASTING OR CONCRETE STRUCTURE
3. REPLACE GRATE

NOTES:

1. ALL FRAMING IS CONSTRUCTED OF CORROSION RESISTANT STEEL FRAMING FOR PROLONGED PRODUCT LIFE.
2. TOTAL BYPASS CAPACITY WILL VARY WITH EACH SIZED DRAINAGE STRUCTURE. FLEXSTORM DESIGNS FRAMING BYPASS TO MEET OR EXCEED THE DESIGN FLOW OF THE PARTICULAR DRAINAGE STRUCTURE. CONCRETE STRUCUTRES MAY REQUIRE ADDITIONAL REVIEW.
3. UPON ORDERING THE ADS P/N CONFIRMATION OF THE DOT CALLOUT, FLEXSTORM ITEM CODE, CASTING MAKE AND MODEL, OR DETAILED DIMENSIONAL FORMS MUST BE PROVIDED.
4. FOR WRITTEN SPECIFICATIONS AND MAINTENANCE GUIDELINES VISIT WWW.INLETFILTERS.COM



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INLET PROTECTION DETAIL
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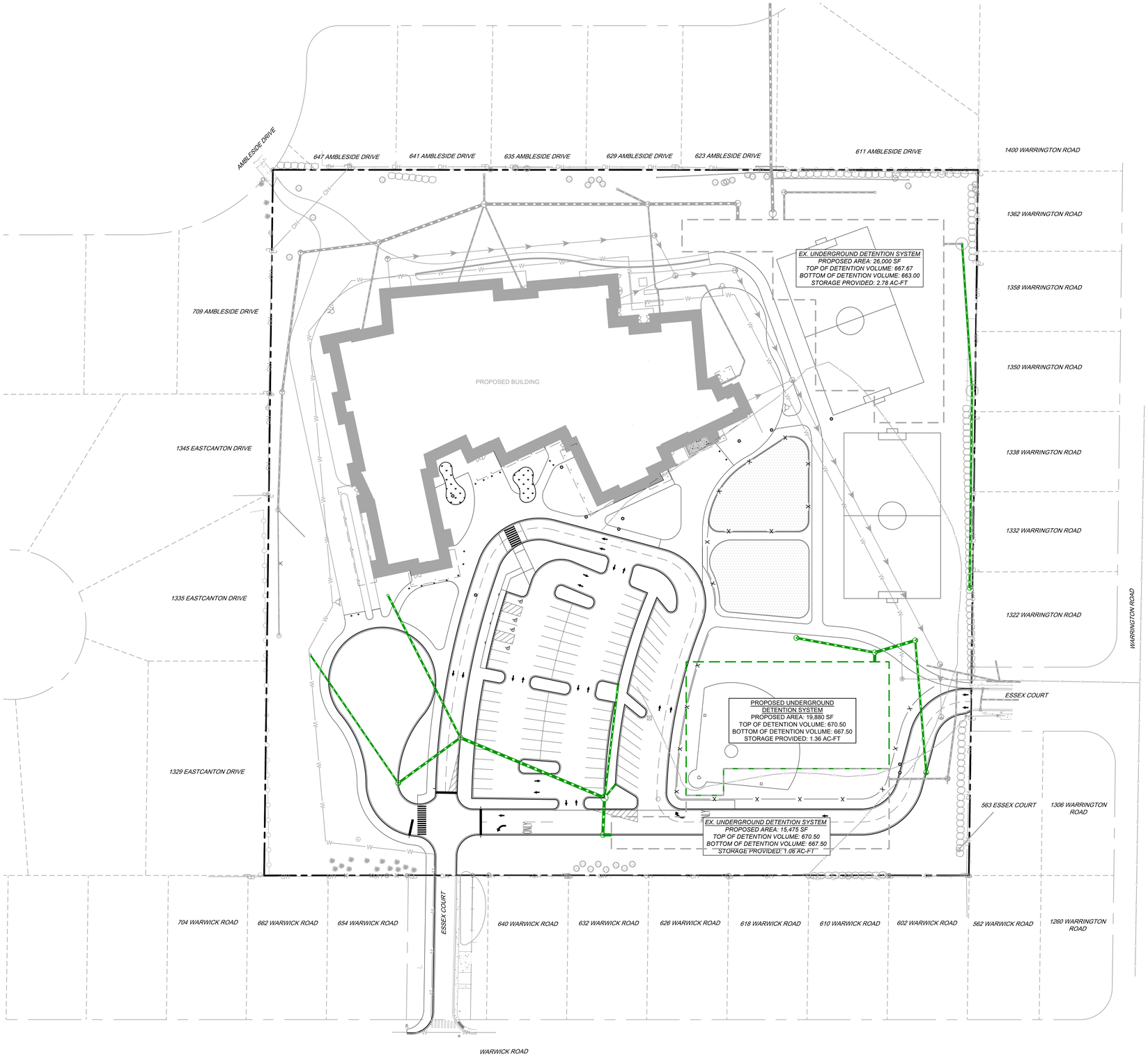
Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

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

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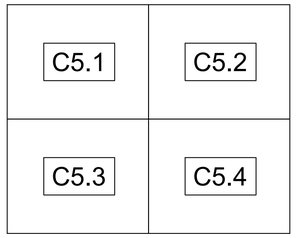
UTILITY LEGEND

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SHEET NOTES:

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

KEYMAP



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1" = 40' (HORIZONTAL)

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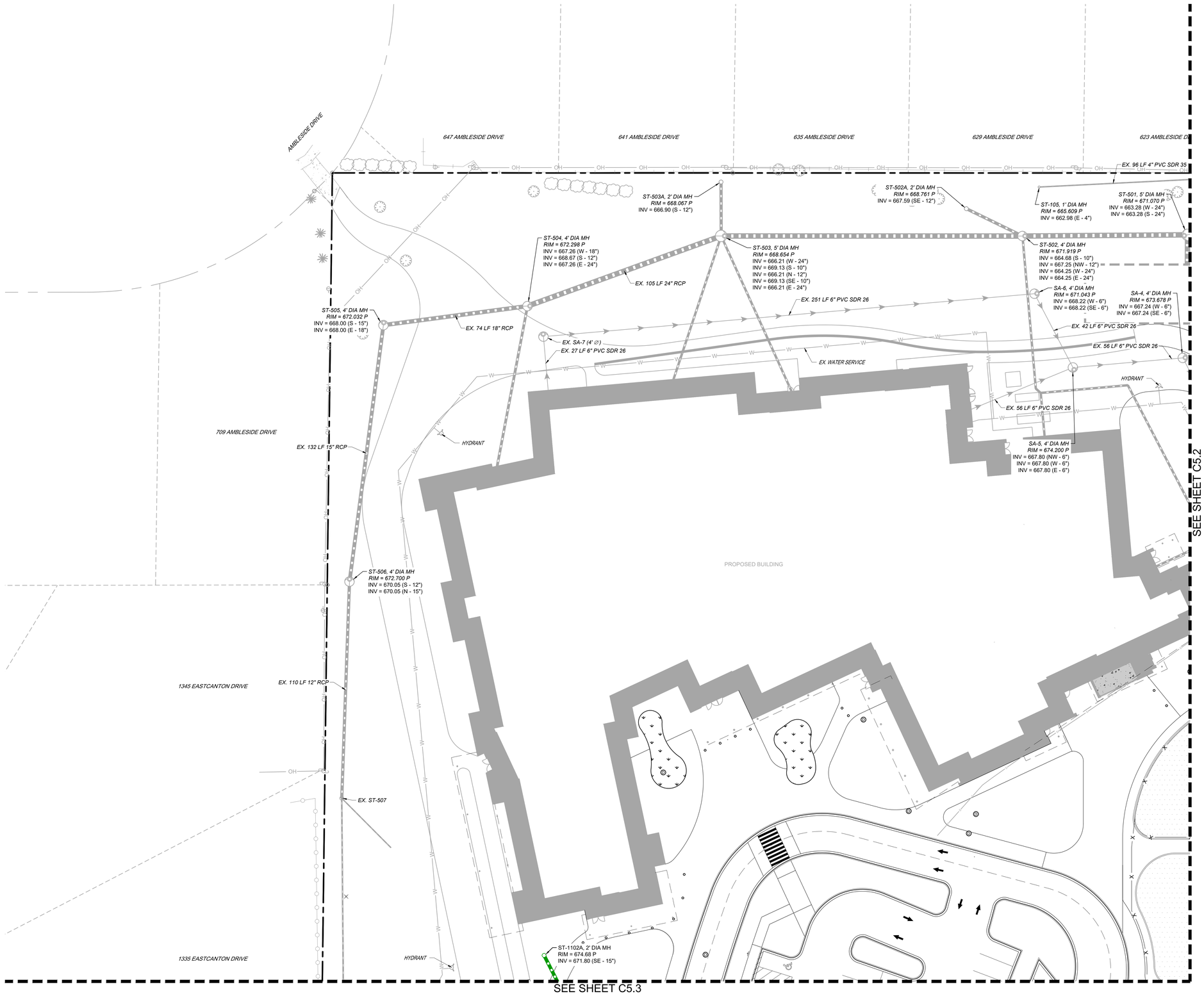
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Sheet Title: SITE UTILITY PLAN - OVERALL

Sketch Number:

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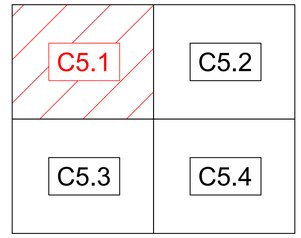
UTILITY LEGEND

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No.	Date

Project Number:
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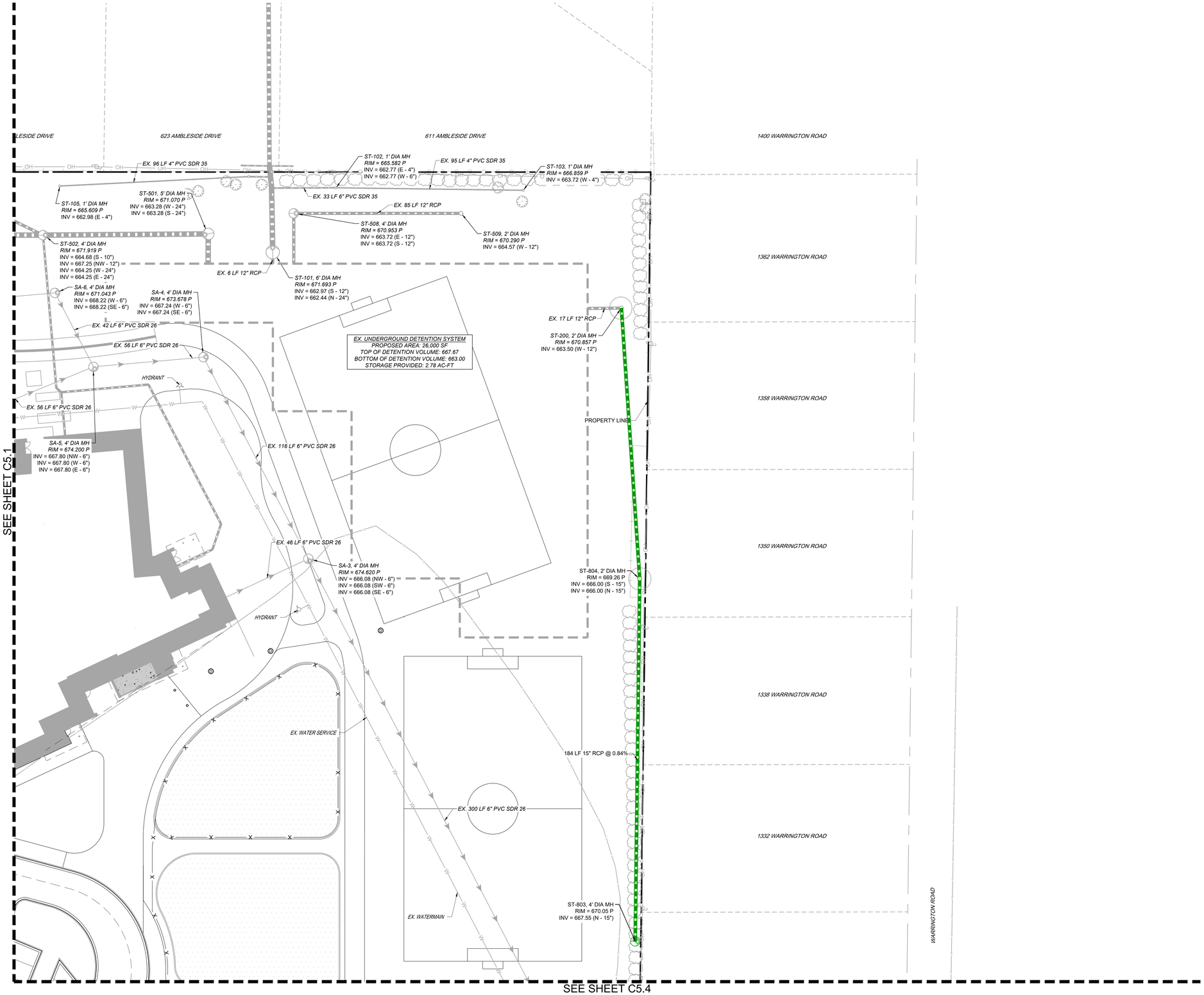
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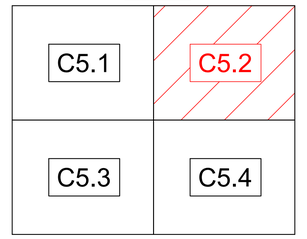
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Project Number:
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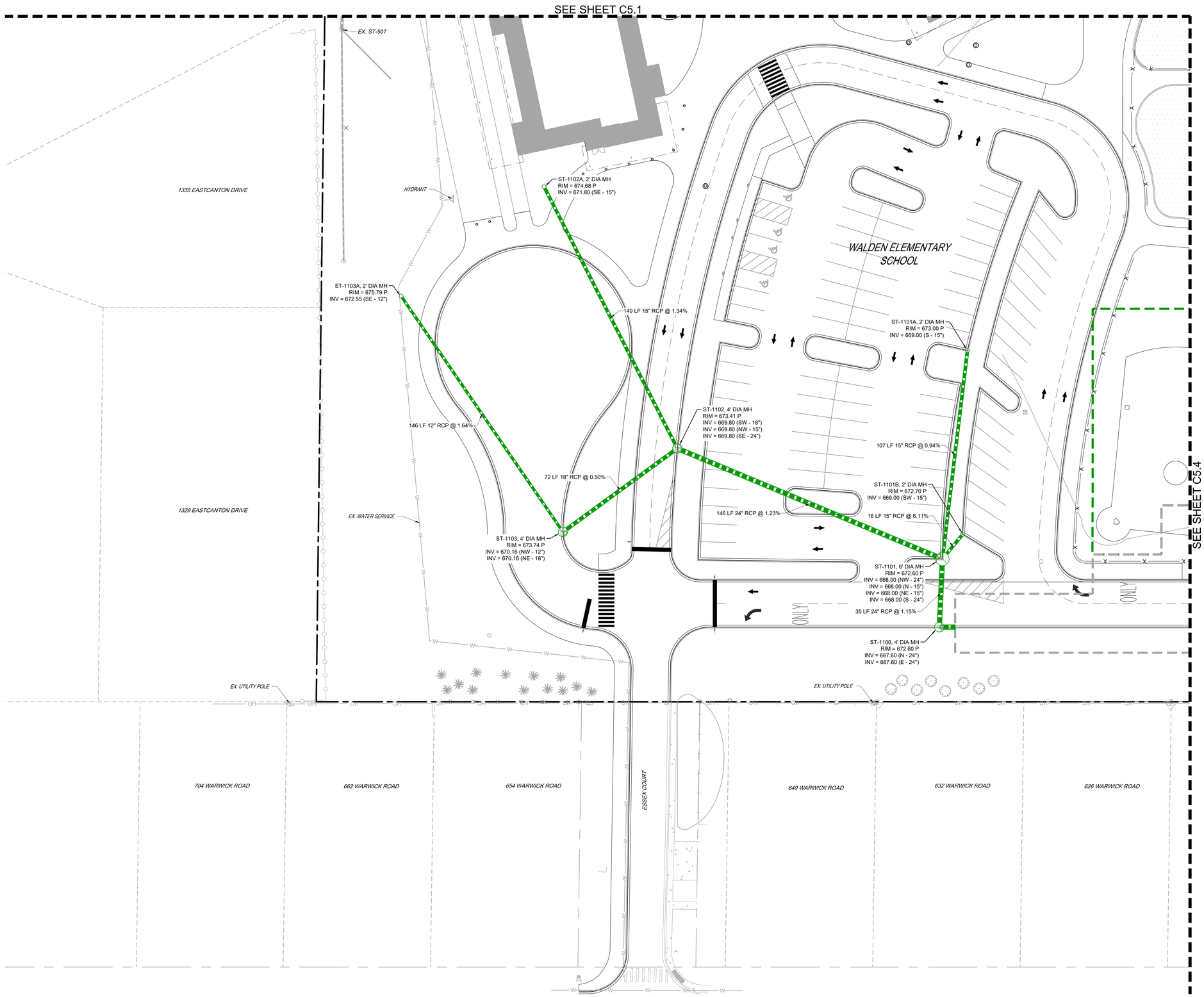
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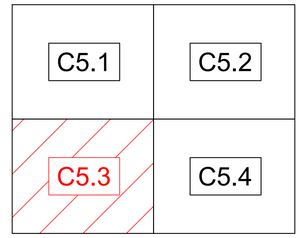
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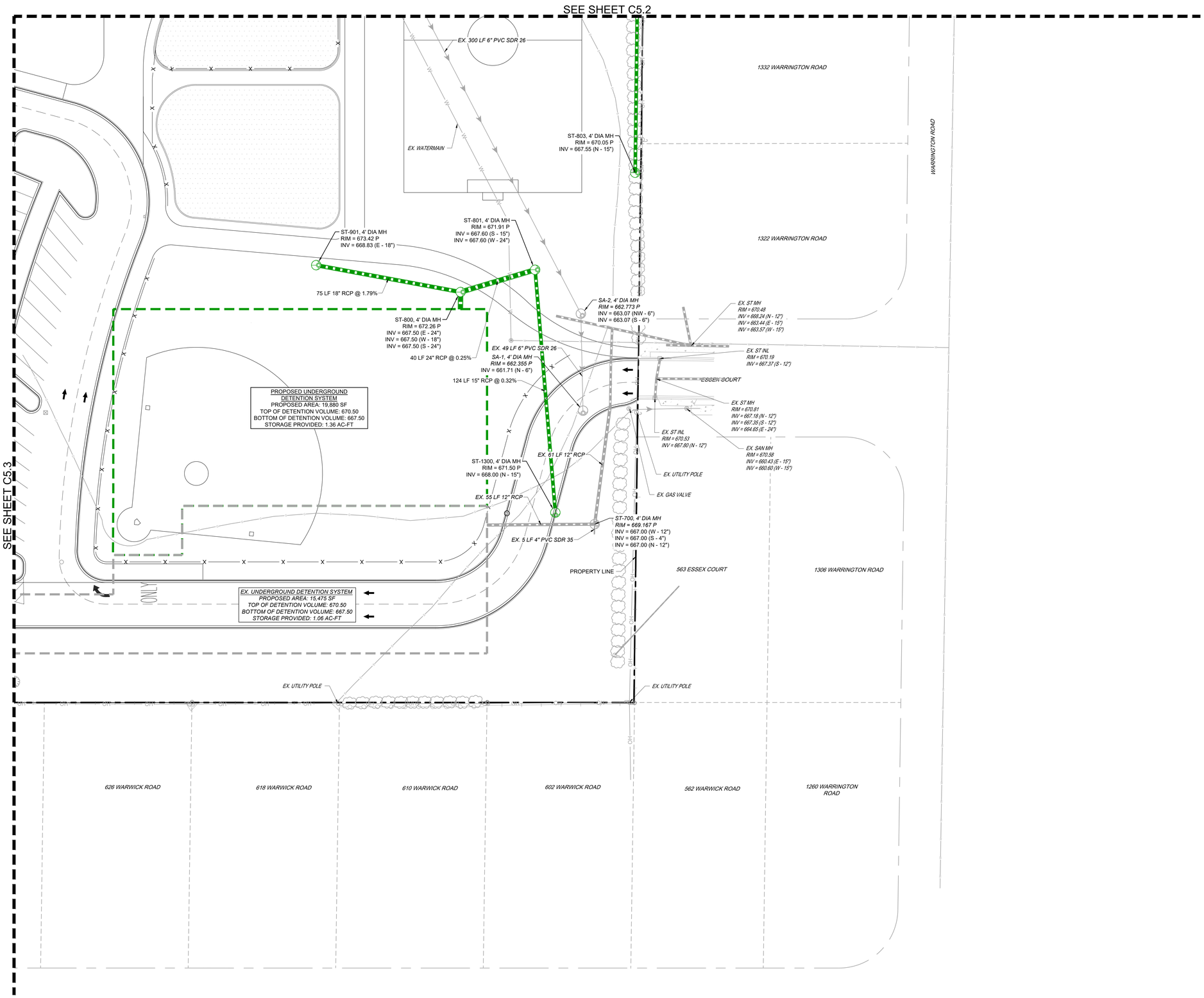
Drawn by: EAS, LES

Sheet Title: SITE UTILITY PLAN - SW

Sketch Number:

Sheet Number: C5.3

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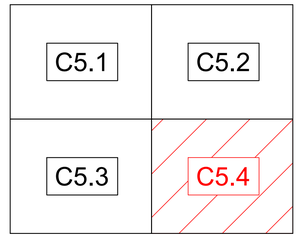
UTILITY LEGEND

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

SHEET NOTES:

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

KEYMAP



JULIE
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811

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

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PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

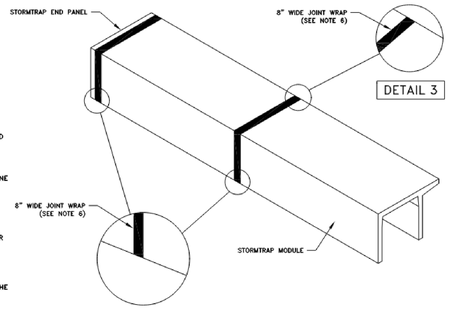
REVISIONS

No.	Date

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

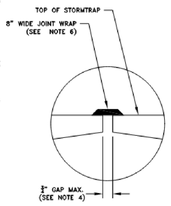
STORMTRAP INSTALLATION SPECIFICATION

1. STORMTRAP SHALL BE INSTALLED IN ACCORDANCE WITH ASTM C891 (STANDARD PRACTICE FOR INSTALLATION OF UNDERGROUND PRECAST CONCRETE UTILITY STRUCTURES). THE FOLLOWING ADDITIONS AND/OR EXCEPTIONS ARE PROVIDED FOR EMPHASIS. THE MENTION OF THESE ITEMS DOES NOT PRECLUDE THE INSTALLING CONTRACTOR FROM FOLLOWING ASTM C891 IN ITS ENTIRETY AND IMPLEMENTING ALL APPROPRIATE MEASURES. THE INSTALLING CONTRACTOR OWNS AND IS RESPONSIBLE FOR THE STORMTRAP SYSTEM UPON REMOVAL OF THE MODULES FROM THE DELIVERY TRUCK THROUGH 'FINAL CONSTRUCTION'. FINAL CONSTRUCTION IS ACHIEVED WHEN ALL MODULES ARE SET, FULLY BACKFILLED, AND WHEN FINAL FINISHED GRADES ARE REACHED. THE CONTRACTOR IS RESPONSIBLE FOR ANY COUNTERMEASURES NECESSARY TO RESIST UPLIFT/BUOYANCY BEFORE 'FINAL CONSTRUCTION' IS ACHIEVED.
2. IT IS THE RESPONSIBILITY OF THE INSTALLING CONTRACTOR TO ENSURE THAT PROPER/ADEQUATE EQUIPMENT IS USED TO SET/INSTALL THE MODULES.
3. THE AGGREGATE FOUNDATION HAS BEEN DESIGNED BASED ON THE FOLLOWING ASSUMPTIONS. THESE ASSUMPTIONS WILL NEED TO BE VERIFIED BY A GEOTECHNICAL ENGINEER WHICH WILL NEED TO BE EMPLOYED BY THE OWNER.
   - 3.1. A QUALIFIED GEOTECHNICAL ENGINEER WILL BE EMPLOYED, BY OWNER, TO PROVIDE ASSISTANCE IN EVALUATING THE EXISTING SOIL CONDITIONS BELOW THE PROPOSED ENGINEERED STONE FOUNDATION. IF A STONE FOUNDATION DESIGN IS TO BE USED, THE BEARING PRESSURE OF THE SOILS BELOW THE STONE WILL NEED TO MEET OR EXCEED ALLOWABLE CAPACITY. IF THIS IS NOT POSSIBLE, THE STONE FOUNDATION MAY NOT BE AN OPTION FOR THIS LOCATION.
   - 3.2. A QUALIFIED GEOTECHNICAL ENGINEER WILL BE EMPLOYED, BY OWNER, TO EVALUATE A SOURCE OF STONE AGGREGATES THAT WILL BE PLACED ON PROPERLY COMPACTED SOILS (SEE SHEET 1.1 FOR SOIL BEARING CAPACITY REQUIREMENTS). THE AGGREGATE BASE COURSE FOR WHICH THE STORMTRAP SYSTEM WILL BEAR DIRECTLY ON SHALL CONSIST OF A 3" THICK BED OF ¾" DIAMETER ANGULAR STONE, WELL COMPACTED AND SEATED, WITH NO FINES, AND A 9" THICK BED OF 3" ANGULAR AGGREGATE (SEE SHEET 4.0 FOR FURTHER DESCRIPTION/EXPLANATION). PLEASE NOTE THAT THESE ARE ONLY MINIMUM RECOMMENDATIONS AND A QUALIFIED GEOTECHNICAL ENGINEER SHALL BE USED TO DETERMINE THE EXACT REQUIREMENTS FOR THE LOCATIONS THAT THE STORMTRAP SYSTEM IS TO BE LOCATED.
   - 3.3. THE CONTRACTOR SHALL REMOVE ANY AND ALL EXPANDABLE OR COLLAPSIBLE SOILS AT THE DIRECTION OF A QUALIFIED GEOTECHNICAL ENGINEER.
   - 3.4. THE AGGREGATE FOUNDATION SHALL BE INSTALLED SUCH THAT THE AGGREGATE EXTENDS A MINIMUM OF 2'-0" PAST THE OUTSIDE OF THE SYSTEM (SEE DETAIL 1).
   - 3.5. THE ¾" AGGREGATE SHALL BE COMPACTED USING A VIBRATING ROLLER WITH ITS' FULL DYNAMIC FORCE APPLIED TO ACHIEVE A FLAT SURFACE.
   - 3.6. DISK, DRY AND COMPACT THE TOP 8" OF THE SUBGRADE SOILS TO 95% OF THE STANDARD DRY DENSITY AND 110% OPTIMUM MOISTURE CONTENT.
   - 3.7. AGGREGATE SHALL BE GRADED WITHIN +/- ½" OF THE GRADE SHOWN ON THE PLANS.
   - 3.8. MINIMUM SOIL BEARING CAPACITY LISTED ON SHEET 1.1 SHALL BE VERIFIED IN FIELD BY OTHERS.
4. THE STORMTRAP MODULES SHALL BE PLACED SUCH THAT THE MAXIMUM SPACE BETWEEN ADJACENT MODULES DOES NOT EXCEED 3" (SEE DETAIL 2). IF THE SPACE EXCEEDS 3", THE MODULES SHALL BE RESET WITH APPROPRIATE ADJUSTMENT MADE TO LINE AND GRADE TO BRING THE SPACE INTO SPECIFICATION.
5. STORMTRAP MODULES ARE NOT WATERTIGHT.
6. ALL EXTERIOR ROOF AND EXTERIOR VERTICAL WALL JOINTS BETWEEN ADJACENT STORMTRAP MODULES SHALL BE SEALED WITH 8" WIDE PRE-FORMED, COLD-APPLIED, SELF-ADHERING ELASTOMERIC RESIN, BONDED TO A WOVEN , HIGHLY PUNCTURE RESISTANT POLYMER WRAP, CONFORMING TO ASTM C891 AND SHALL BE INTEGRATED WITH PRIMER SEALANT AS APPROVED BY STORMTRAP (SEE DETAILS 2, 3, & 4). THE JOINT WRAP DOES NOT PROVIDE A WATERTIGHT SEAL. THE SOLE PURPOSE OF THE JOINT WRAP IS TO PROVIDE A SILT AND SOIL TIGHT SYSTEM. THE ADHESIVE EXTERIOR JOINT WRAP SHALL BE INSTALLED ACCORDING TO THE FOLLOWING INSTALLATION INSTRUCTIONS:
   - 6.1. USE A BRUSH OR WET CLOTH TO THOROUGHLY CLEAN THE OUTSIDE SURFACE AT THE POINT WHERE THE JOINT WRAP IS TO BE APPLIED.
   - 6.2. A RELEASE PAPER PROTECTS THE ADHESIVE SIDE OF THE JOINT WRAP. PLACE THE ADHESIVE TAPE (ADHESIVE SIDE DOWN) AROUND THE STRUCTURE, REMOVING THE RELEASE PAPER AS YOU GO. PRESS THE JOINT WRAP FIRMLY AGAINST THE STORMTRAP MODULE SURFACE WHEN APPLYING.
7. IF THE CONTRACTOR NEEDS TO CANCEL ANY SHIPMENTS, THEY MUST DO SO 48 HOURS PRIOR TO THEIR SCHEDULED ARRIVAL AT THE JOB SITE. IF CANCELED AFTER THAT TIME, PLEASE CONTACT THE PROJECT MANAGER.
8. IF THE STORMTRAP MODULE(S) IS DAMAGED IN ANY WAY PRIOR, DURING, OR AFTER INSTALL, STORMTRAP, MUST BE CONTACTED IMMEDIATELY TO ASSESS THE DAMAGE AND TO DETERMINE WHETHER OR NOT THE MODULE(S) WILL NEED TO BE REPLACED. IF ANY MODULE ARRIVES AT THE JOBSITE DAMAGED DO NOT UNLOAD IT; CONTACT STORMTRAP, IMMEDIATELY. ANY DAMAGE NOT REPORTED BEFORE THE TRUCK IS UNLOADED WILL BE THE CONTRACTOR'S RESPONSIBILITY.
9. STORMTRAP MODULES CANNOT BE ALTERED IN ANY WAY AFTER MANUFACTURING WITHOUT WRITTEN CONSENT FROM STORMTRAP.

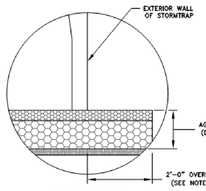


DETAIL 4

DETAIL 3



DETAIL 2



DETAIL 1

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PROJECT INFORMATION:
Hickory Point
Elementary School
Northbrook, IL

CURRENT ISSUE DATE:
05/05/2026

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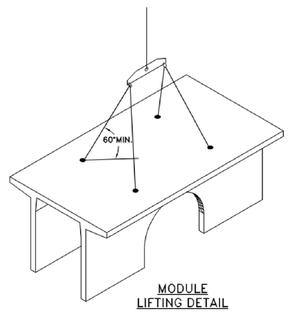
SCALE: NTS

SHEET TITLE: SINGLETRAP INSTALLATION SPECIFICATION

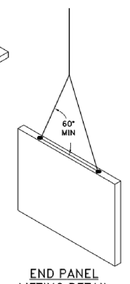
SHEET NUMBER: 3.0

STORMTRAP MODULE LIFTING SPECIFICATION

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



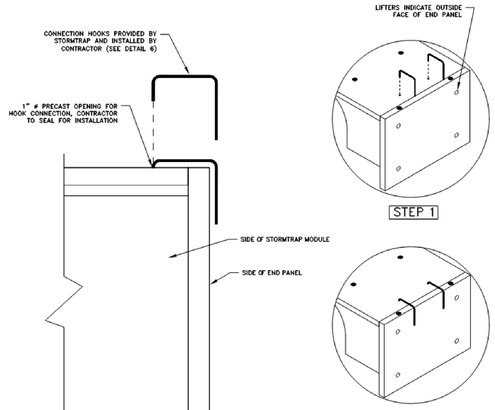
MODULE LIFTING DETAIL



END PANEL LIFTING DETAIL

END PANEL ERECTION/INSTALLATION SPECIFICATION

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



PANEL CONNECTION ELEVATION VIEW

STEP 1

STEP 2

DETAIL 6

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SCALE: NTS

SHEET TITLE: SINGLETRAP INSTALLATION SPECIFICATION

SHEET NUMBER: 3.1

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

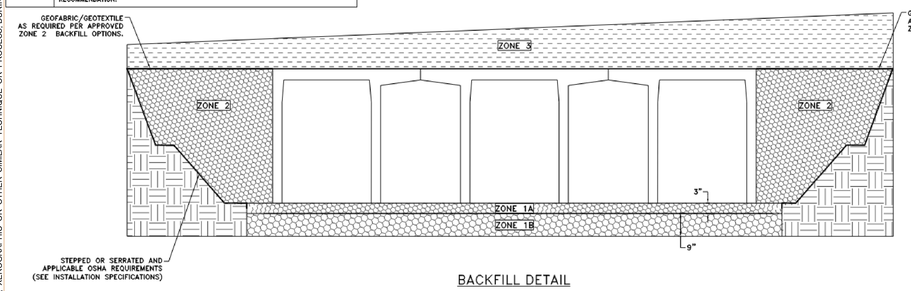
APPROVED ZONE 2 BACKFILL OPTIONS	
OPTION	REMARKS
¾" STONE AGGREGATE	THE STONE AGGREGATE SHALL CONSIST OF CLEAN AND FREE DRAINING ANGULAR MATERIAL. THE SIZE OF THIS MATERIAL SHALL HAVE 100% PASSING THE 1" SIEVE WITH 0% TO 5% PASSING THE #8 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING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

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

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

STORMTRAP ZONE INSTALLATION SPECIFICATION/PROCEDURE

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



BACKFILL DETAIL

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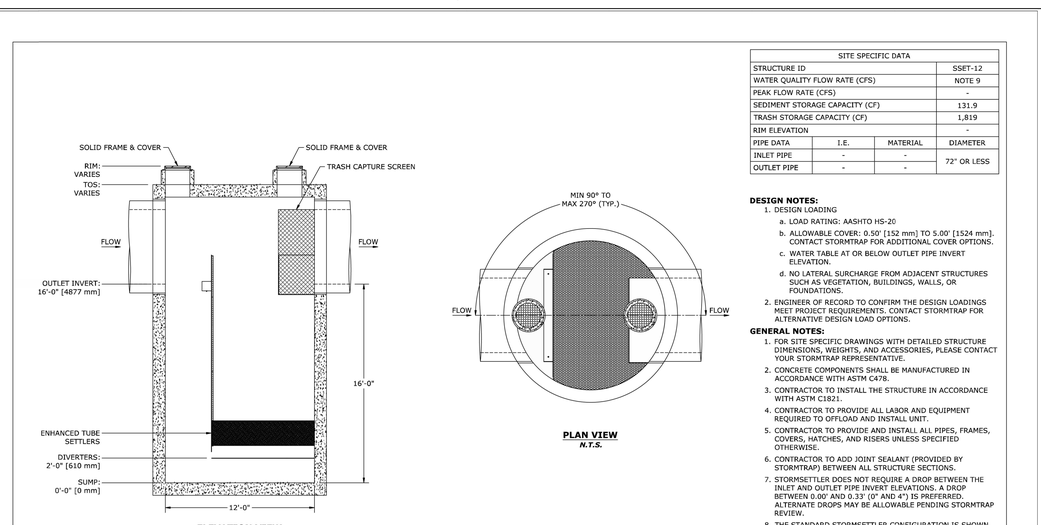
SCALE: NTS

SHEET TITLE: SINGLETRAP BACKFILL SPECIFICATION

SHEET NUMBER: 4.0

UNDERGROUND DETENTION SYSTEM DETAILS

Scale: NOT TO SCALE



ELEVATION VIEW
N.T.S.

PLAN VIEW
N.T.S.

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

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

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

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

StormSettler™
STORMSETTLER 12 STANDARD DETAIL

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

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HYDRODYNAMIC SEPARATOR DETAIL

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Redefine 109 Facilities for Our Future

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105

Issue Date: JUNE 18TH, 2026

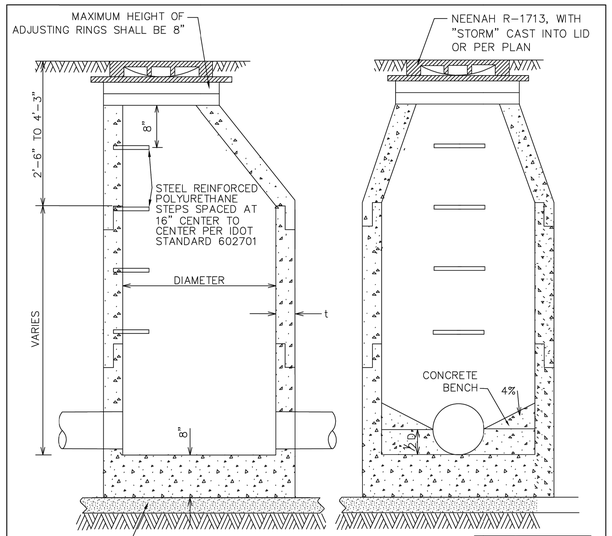
Drawn by: EAS, LES

Sheet Title: CONSTRUCTION DETAILS

Sketch Number:

Sheet Number: C6.0

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

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

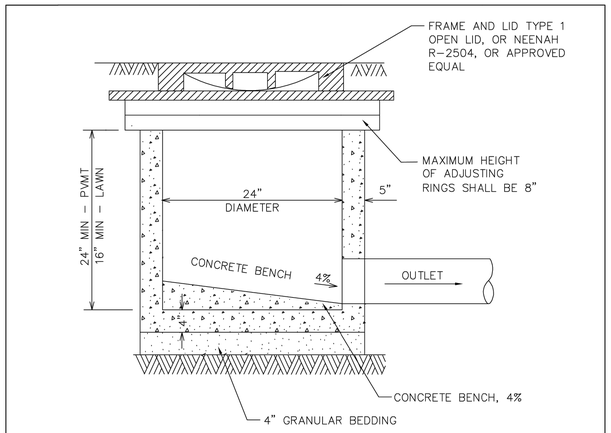
REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

PRECAST MANHOLE TYPE A DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD STORM MANHOLE DETAIL
Scale: NOT TO SCALE



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

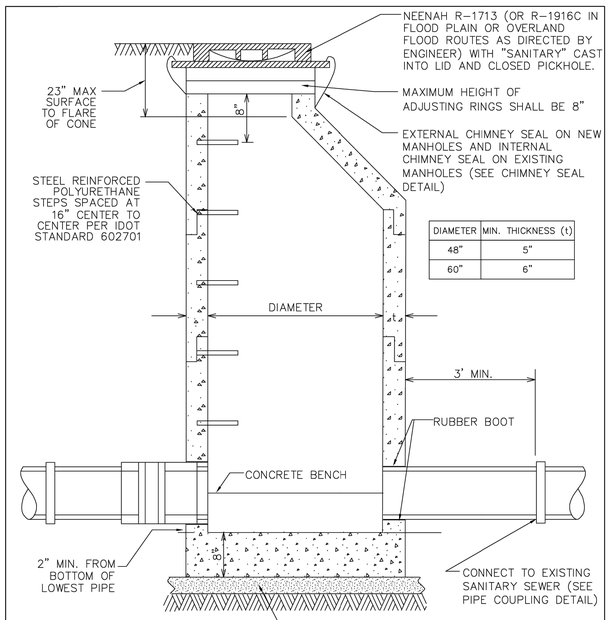
REVISED JUNE 2025

VILLAGE OF DEERFIELD

INLET TYPE A DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD STORM INLET DETAIL
Scale: NOT TO SCALE



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

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

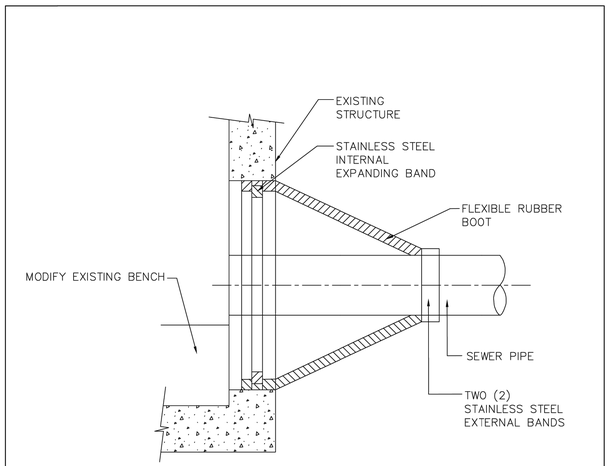
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VILLAGE OF DEERFIELD

SANITARY MANHOLE DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD SANITARY MANHOLE DETAIL
Scale: NOT TO SCALE



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

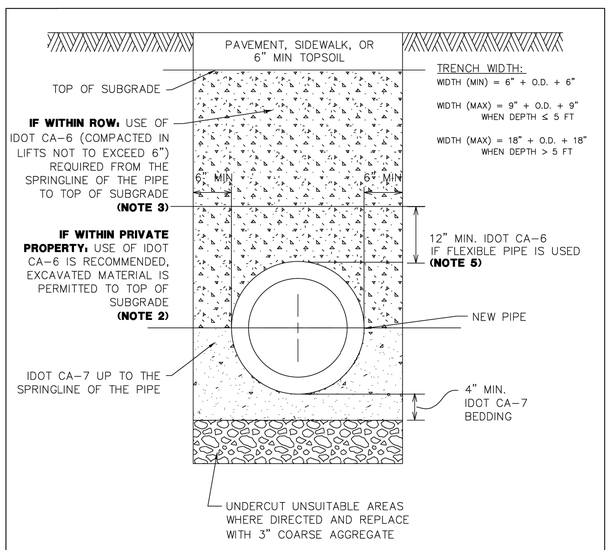
REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

PIPE CONNECTION TO EXISTING STRUCTURE

NOT TO SCALE

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



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

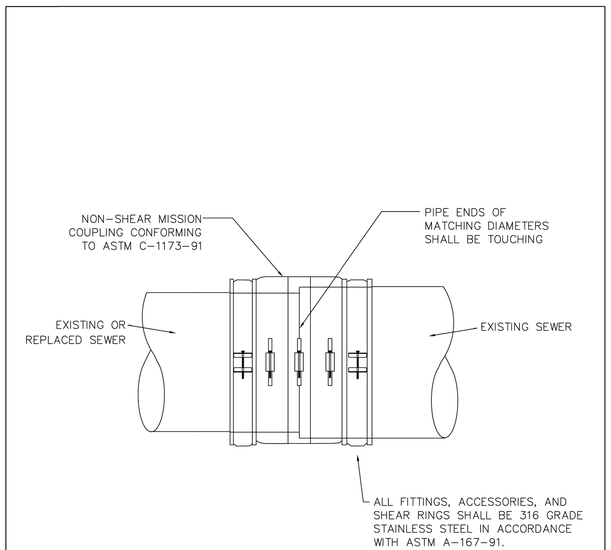
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VILLAGE OF DEERFIELD

PIPE TRENCH DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD PIPE TRENCH DETAIL
Scale: NOT TO SCALE



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VILLAGE OF DEERFIELD

PIPE COUPLING DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD PIPE COUPLING DETAIL
Scale: NOT TO SCALE

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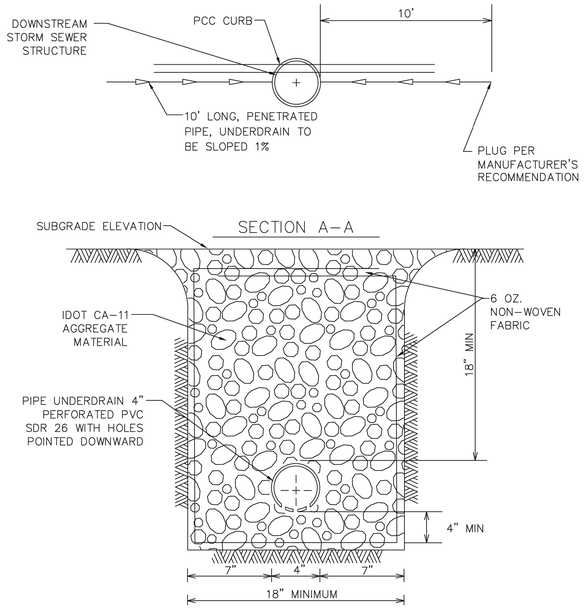
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No.	Date

Project Number: 25105
Issue Date: JUNE 18TH, 2026
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Sketch Number:
Sheet Number: C6.1

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

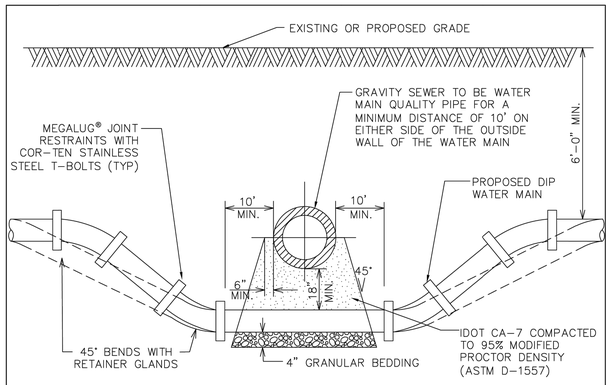
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VILLAGE OF DEERFIELD

PIPE UNDERDRAIN DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD PIPE UNDERDRAIN DETAIL
Scale: NOT TO SCALE



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

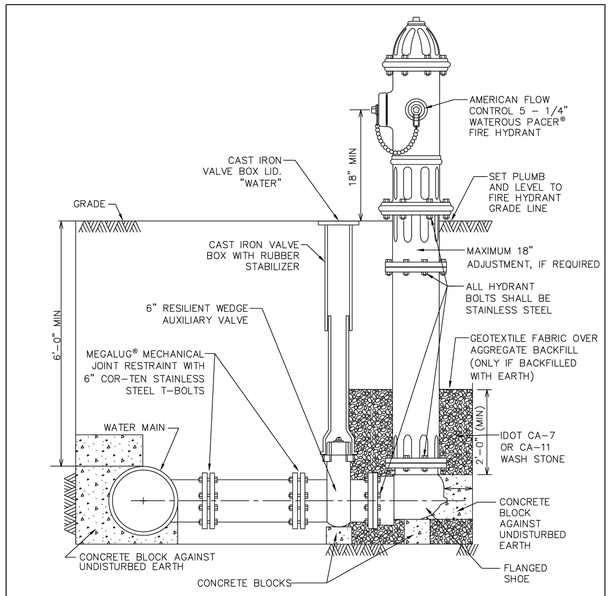
REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

WATER MAIN CROSSING DETAIL

NOT TO SCALE

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



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

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VILLAGE OF DEERFIELD

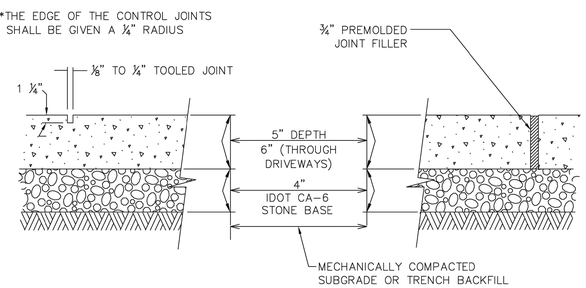
FIRE HYDRANT ASSEMBLY

NOT TO SCALE

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

CONTRACTION JOINT DETAIL

EXPANSION JOINT DETAIL



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

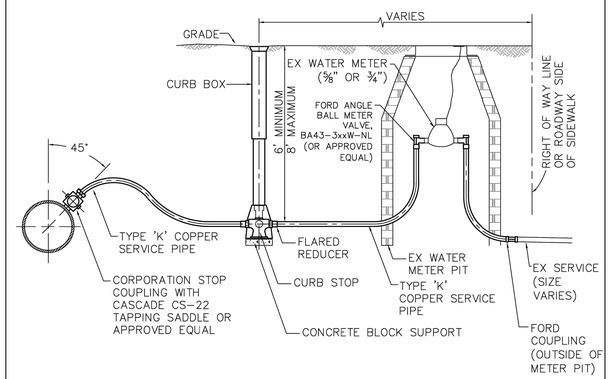
REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

CONCRETE SIDEWALK JOINT DETAILS

NOT TO SCALE

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



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

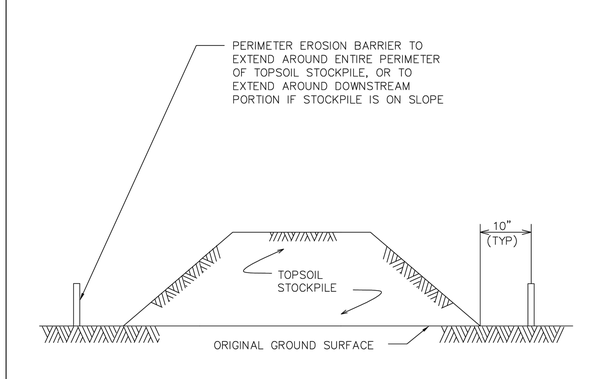
REVISED JUNE 2025

VILLAGE OF DEERFIELD

WATER SERVICE CONNECTION TO EXISTING WATER METER PIT DETAIL

NOT TO SCALE

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



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

REVISED FEBRUARY 2022

VILLAGE OF DEERFIELD

TEMPORARY TOPSOIL STOCKPILE DETAIL

NOT TO SCALE

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

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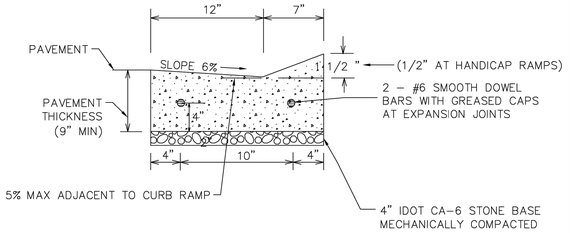
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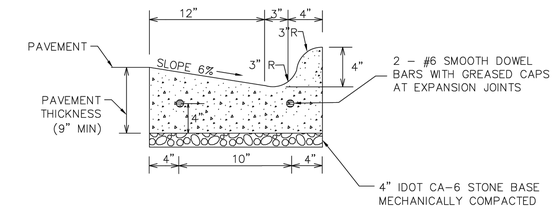
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DEPRESSED CURB (TYPICAL)



MOUNTABLE CURB



NOTES:

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

REVISED FEBRUARY 2022

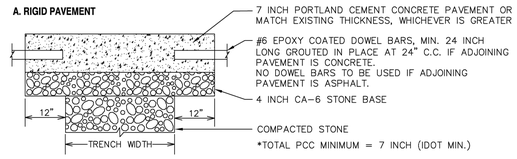
VILLAGE OF DEERFIELD

COMBINATION CONCRETE CURB AND GUTTER, TYPE M

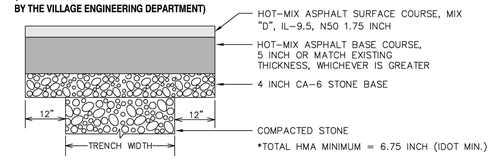
NOT TO SCALE

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

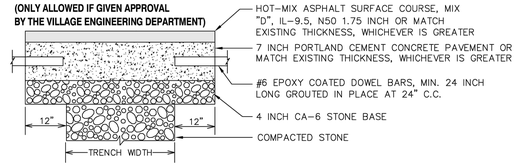
A. RIGID PAVEMENT



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



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



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

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

REVISED JUNE 2025

VILLAGE OF DEERFIELD

MINIMUM PAVEMENT / PAVEMENT PATCH DETAIL

NOT TO SCALE

VILLAGE OF DEERFIELD PAVEMENT DETAIL
Scale: NOT TO SCALE

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Sketch Number:
Sheet Number: C6.3

8. Stormwater Summary

- See Stormwater Management Summary by CAGE Civil Engineer (June 2026)

Redefine 109 Facilities for Our Future

CAGE
CIVIL ENGINEERING

WALDEN ELEMENTARY SCHOOL

630 ESSEX CT
DEERFIELD, IL 60015

STORMWATER MANAGEMENT SUMMARY

PREPARED: JUNE 2026

2200 Cabot Dr, Suite 325
Lisle, IL 60532

www.cagecivil.com

Ph: 630.598.0007

INTRODUCTION DESIGN METHODOLOGY AND EXECUTIVE SUMMARY

The proposed project includes the construction of the new Walden Elementary school located at 630 Essex Ct, Deerfield, IL. The project will also include two new playgrounds, additional walking paths, a redesigned and expanded parking area and bus loop, grass sports fields, below ground utilities, and an underground detention vault. A location map is included in **Appendix A** for reference.

The Walden School project is broken out into 4 phases.

Phase 1: Spring & Summer 2027	**Site Preparation, earthwork, foundations, enclosure, detention**
Phase 2: August 2027-August 2028	**Enclosure, interior finishes, site restoration/landscape on north & playgrounds**
Phase 3: August 2028 – June 2029	**New and existing Walden are both occupied, no construction activity**
Phase 4: Summer 2029	**Demo existing Walden, install parking lots, restoration/landscape on south and expanded South Watershed Detention**

Stormwater analyses were completed in accordance with the requirements of the Lake County Stormwater Management Commission and the Village of Deerfield. The final site is divided into North and South Watersheds, both of which drain to proposed open-bottom underground detention systems that provide detention, water quality treatment, and infiltration.

The stormwater management systems were designed to ensure the release rates for the Phase 3 and Phase 4 in the North and South Watersheds meet the Village and County required release rates and are less than the current day release rates for their respective Watersheds.

As a result, the underground detention facilities provide storage capacity that exceeds the requirements. Due to the phasing of the project, the South Watershed will have excess detention volume in Phase 3, while the North Watershed will have excess detention volume in the Phase 4 final conditions.

The final stormwater management systems meet or exceed applicable detention, release rate, water quality, and overflow routing requirements while maintaining existing offsite drainage patterns and providing long-term stormwater management benefits for the site.

EXISTING CONDITIONS

The existing property contains two watersheds, North and South, which are generally split down the middle, see **Exhibit EX-2, in Appendix B.**

The North watersheds runoff is collected through a series of storm sewer, as well as surface drains to the north to a lower area that has a series of inlets that drain unrestricted to a 24” pipe to the north. This 24” sewer goes north through 623 Ambleside Drive ultimately to Ambleside Drive, the public Village ROW.

The South watershed runoff is also collected through a series for storm sewer, as well as surface drains, to the south and east where it drains unrestricted to Essex Court.

Additional areas from the west and south from offsite drains onto the property and partially drains to the north and south watershed. The offsite drainage exhibit can be seen in **Exhibit EX-3, in Appendix B.**

The existing site currently has no known detention.

PROPOSED CONDITIONS

Hydraulic analyses were performed for both watersheds using Hydraflow Hydrographs and current Bulletin 75 rainfall data to determine detention and release rate requirements and is described below for both Phase 3 and 4 and for the North and South watersheds.

In addition, In accordance with WDO §503, runoff volume reduction and water quality treatment are provided through a combination of hydrodynamic separation units and open-bottom underground detention systems. The detention systems provide infiltration-based volume reduction, while the upstream hydrodynamic separators provide pretreatment and pollutant removal prior to runoff entering the detention facilities.

PHASE 3

Phase 3 North Watershed

Under proposed Phase 3 conditions, the North Watershed will drain generally northward to a proposed open bottom underground concrete StormTrap detention system through a combination of storm sewer piping, area drains, and swales. Detained runoff will discharge from the system through a proposed restrictor structure before entering the existing storm sewer network.

All new impervious surfaces associated with Phase 3, including the proposed Walden Elementary School building, sidewalks, drive aisles, and temporary sidewalks, are tributary to the underground detention systems.
In addition, runoff from the existing Walden Elementary School roof and portions of the existing site that will remain undisturbed are routed to and detained within the proposed underground vault system. Refer to **Exhibit EX-4** for the proposed North Watershed drainage patterns.

A small area along the northern property line cannot be routed to the detention system due to existing low grades and trees that are prioritized by the community to be maintained. Runoff from this area is collected by proposed inlets and conveyed directly to the existing 24-inch storm sewer, while also maintaining existing offsite drainage patterns from adjacent properties to the north. This area is considered undetained and is shown on **Exhibit EX-4.**

The undetained drainage area was incorporated into the hydrologic modeling to ensure that the combined discharge from both the detained and undetained portions of the watershed does not exceed the allowable release rate.

As shown on **Exhibit EX-6, Offsite Drainage Exhibit**, drainage from properties west and north of the site currently enters the project area. Under proposed conditions, this offsite runoff will continue to be collected and conveyed through the site's storm sewer system to the proposed underground detention vault, maintaining existing drainage patterns.

Phase 3 North Watershed Summary

	2 year Storm	**100-yr storm**
Existing Release Rate (CFS)	**2.46**	**8.42**
Allowable Release Rate* (CFS)	**0.23**	**0.87**
Proposed Release Rate (CFS)	**0.22**	**0.84**
High Water Line (HWL)	**664.42**	**667.35**
Total Provided Detention	**0.87 Ac-Ft**	**2.86 Ac-Ft**

***Allowable release rate calculations used all hydraulically disturbed areas for the North Watershed.**

Overflow Routing

The primary overflow routing for the North Watershed is provided through the underground storm sewer system and over a weir wall within the proposed outlet control structure located downstream of the detention vault. During extreme storm events, a portion of the overflow is also conveyed via overland flow to the north, following existing drainage patterns. By capturing and routing a significant portion of stormwater through the underground detention

and conveyance system, the project reduces the volume of uncontrolled overland runoff compared to existing conditions. Overflow calculations were performed using the critical 100-year, 1-hour storm event, including both onsite and tributary offsite drainage areas.

Phase 3 South Watershed

Under proposed Phase 3 conditions, the South Watershed is mostly undisturbed and drains generally eastward through a combination of existing storm sewer piping and overland flow and will be rerouted, as best as possible, to a proposed open-bottom underground concrete detention vault located in the southeast portion of the site. Detained runoff will discharge from the system through a proposed restrictor structure and ultimately outfall to Essex Court within the public right-of-way east of the site.

In addition, runoff from portions of the existing site that will remain undisturbed is routed to and detained within the proposed underground vault system. Some areas that are existing and undisturbed will continue to drain as they are today, directly to the right-of-way unrestricted. Refer to **Exhibit EX-4,** which includes the Phase 3 Proposed Drainage Exhibit. Note that in Phase 3, the majority of the South Watershed is undisturbed.

As shown on **Exhibit EX-6, Offsite Drainage Exhibit**, runoff from properties west and south of the site currently enter the project area. Under Phase 3 conditions, this offsite runoff will continue to be collected and conveyed through the site's storm sewer system, maintaining existing drainage patterns.

PHASE 4

Phase 4 North Watershed

Phase 4 represents the final buildout condition of the project. Under final conditions, the North Watershed will continue to drain to the proposed underground concrete StormTrap detention system through a combination of storm sewer piping, area drains, and swales. The StormTrap system installed in Phase 3 will remain and be utilized. Detained runoff will discharge from the system through the proposed outlet control structure before entering the existing storm sewer network.

The Phase 4 improvements include the removal of the temporary sidewalks constructed during Phase 2 & 3 and restoration of the area to its ultimate condition. **As a result, the total impervious area tributary to the North Watershed is reduced compared to Phase 3. Because Phase 3 represents the condition with the greatest amount of impervious surface and the highest runoff volume, the stormwater management analysis and detention sizing were based on Phase 3 conditions. The proposed underground detention system was sized to accommodate the more critical Phase 3 condition and, therefore, provides excess storage capacity under the final Phase 4 condition.**

Refer to **Exhibit EX-7, Phase 4 Proposed Drainage Exhibit**, for the final drainage patterns within the North Watershed.

Phase 4 South Watershed

The South Watershed will continue to drain generally eastward through a combination of storm sewer piping, area drains, and overland flow to the proposed open bottom underground concrete detention vault located in the southwest portion of the site. The underground StormTrap is expanded in the South Watershed for the Phase 4 condition. Detained runoff will discharge from the system through the proposed outlet control structure and ultimately outfall to Essex Court within the public ROW.

The South Watershed includes the final buildout of the site improvements, including the permanent parking lot, bus lanes, bus loop, drive aisles, sidewalks, playgrounds, and associated site development. All runoff from these improvements is routed to the proposed underground detention system for stormwater management.

As shown on **Exhibit EX-6, Offsite Drainage Exhibit,** runoff from properties west and south of the site currently enter the project area. Under proposed conditions, this offsite runoff will continue to be collected and conveyed through the site's storm sewer system to the proposed underground detention vault, maintaining existing drainage patterns.

The proposed stormwater management system was designed to satisfy the applicable detention, release rate, water quality, and overflow routing requirements of the Lake County Stormwater Management Commission. Refer to **Exhibit EX-7, Phase 4 Proposed Drainage Exhibit**, for the final drainage patterns within the South Watershed.

Overflow Routing

The primary overflow routing for the South Watershed is provided through the underground storm sewer system and over a weir wall within the proposed outlet control structure located downstream of the detention vault. During extreme storm events, a portion of the overflow is also conveyed via overland flow to the east, following existing drainage patterns. By capturing and routing a significant portion of stormwater through the underground detention and conveyance system, the project reduces the volume of uncontrolled overland runoff compared to existing conditions. Overflow calculations were performed using the critical 100-year, 1-hour storm event, including both onsite and tributary offsite drainage areas.

The overflow routing analysis was modeled within the Hydraflow Hydrographs extension of Civil 3D. The model evaluated the peak water surface elevation within the detention system and the corresponding overflow discharge through the weir during the critical storm event to confirm adequate overflow capacity and safe conveyance of excess runoff.

Phase 4 South Watershed Summary

	2 year Storm	**100-yr storm**
Existing Release Rate (CFS)	**1.03**	**3.17**
Allowable Release Rate (CFS)	**0.21**	**0.79**
Proposed Release Rate (CFS)	**0.20**	**0.70**
High Water Line (HWL)	**668.39**	**670.37**
Total Required Detention (Ac-Ft)	**0.71**	**2.30**
Total Provided Detention (Ac-Ft)	**0.71**	**2.41**

APPENDICES

APPENDIX A – SITE SPECIFIC INFORMATION

1. SITE LOCATION MAP
2. HYDRAULIC SOILS MAP
3. FEMA FIRMETTE
4. NATIONAL WETLANDS INVENTORY MAP

APPENDIX B – EXISTING CONDITIONS

1. EXISTING IMPERVIOUS AREA EXHIBIT (EX-1)
2. EXISTING CONDITIONS DRAINAGE EXHIBIT (EX-2)
3. OFFSITE DRAINAGE EXHIBIT (EX-3)
4. EXISTING CURVE NUMBER CALCULATIONS

APPENDIX C – PROPOSED CONDITIONS PHASE 3

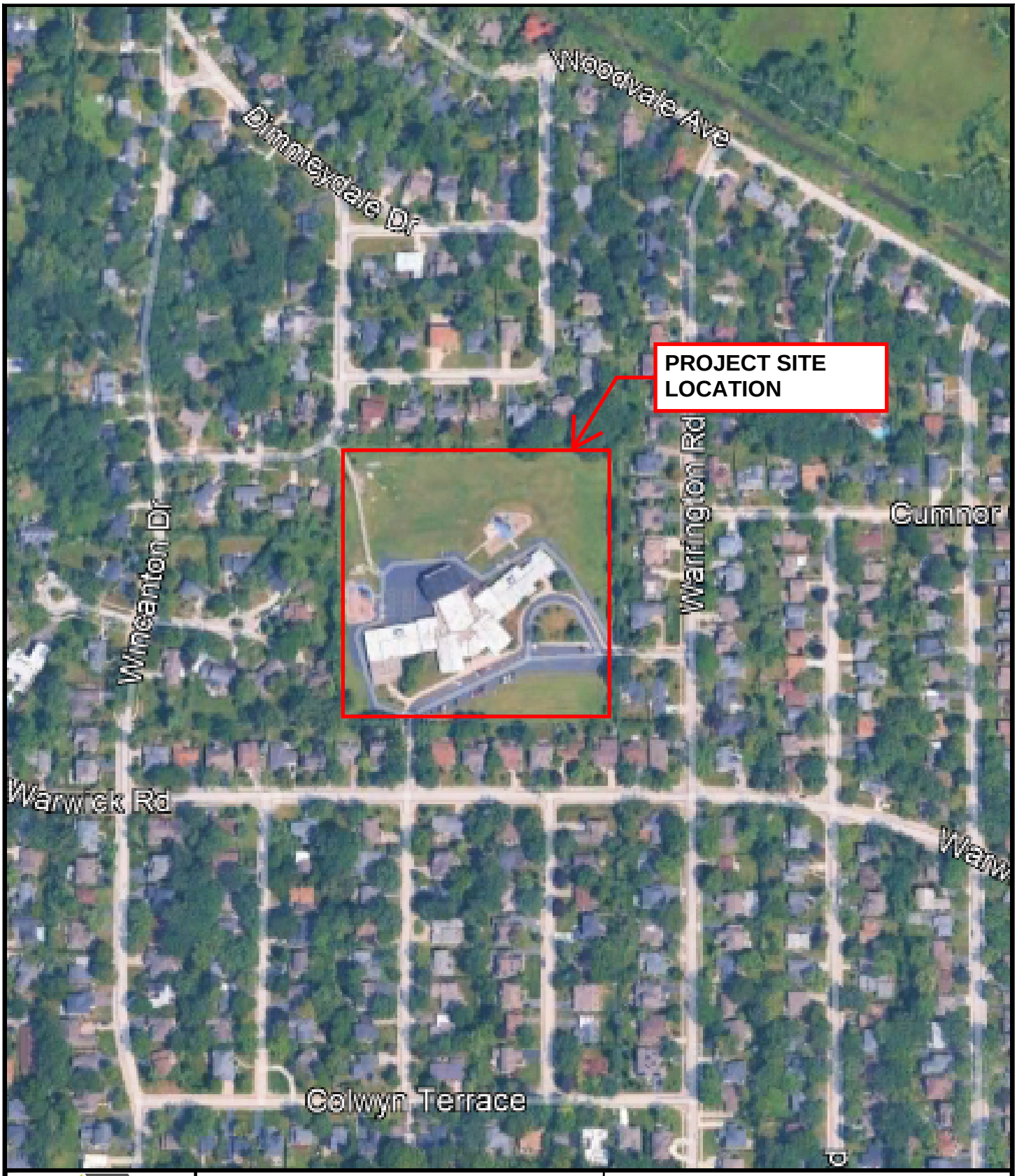
1. PHASE 3 PROPOSED CONDITIONS DRAINAGE EXHIBIT (EX-4)
2. PHASE 3 NORTH CATCHMENT AREA EXHIBIT (EX-5)
3. OFFSITE DRAINAGE EXHIBIT (EX-6)
4. OFFSITE DRAINAGE CALCULATIONS
5. STORM SEWER MODELING PLAN
6. STORM SEWER MODELING REPORT

APPENDIX D – PROPOSED CONDITIONS PHASE 4

1. PHASE 4 PROPOSED CONDITIONS DRAINAGE EXHIBIT (EX-7)
2. PHASE 4 SOUTH WATERSHED CATCHMENT AREA EXHIBIT (EX-8)
3. STORM SEWER MODELING PLAN
4. STORM SEWER MODELING REPORT

APPENDIX A

SITE SPECIFIC INFORMATION



CAGE CIVIL ENGINEERING

PROJECT: Walden Elementary School	GENERAL LOCATION MAP
LOCATION: Deerfield, IL	
DRAWN BY: SRT	DATE: 06/04/2026
PROJ NO: 240537	SCALE: N.T.S.

L:_PROJECTS\180099 - 3311 CHARLES ST, FRANKLIN PARK, IL\03 - DRAWINGS\DWG\EXHIBITS\GENERAL LOCATION MAP.DWG

United States Department of Agriculture

NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for Lake County, Illinois



June 11, 2026

Custom Soil Resource Report
Map—Hydrologic Soil Group



Map Scale: 1:1,660 if printed on A portrait (8.5" x 11") sheet.

N

Meters: 0 20 40 80 120

Feet: 0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils

Soil Rating Polygons
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Lines
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Points
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Lake County, Illinois
Survey Area Data: Version 20, Aug 31, 2025

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 19, 2022—Sep 30, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Table—Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
320A	Frankfort silt loam, 0 to 2 percent slopes	D	0.9	7.8%
320B	Frankfort silt loam, 2 to 4 percent slopes	D	8.3	74.7%
370B	Saylesville silt loam, 2 to 4 percent slopes	C	1.9	17.5%
Totals for Area of Interest			**11.2**	**100.0%**

Rating Options—Hydrologic Soil Group

Aggregation Method: Dominant Condition

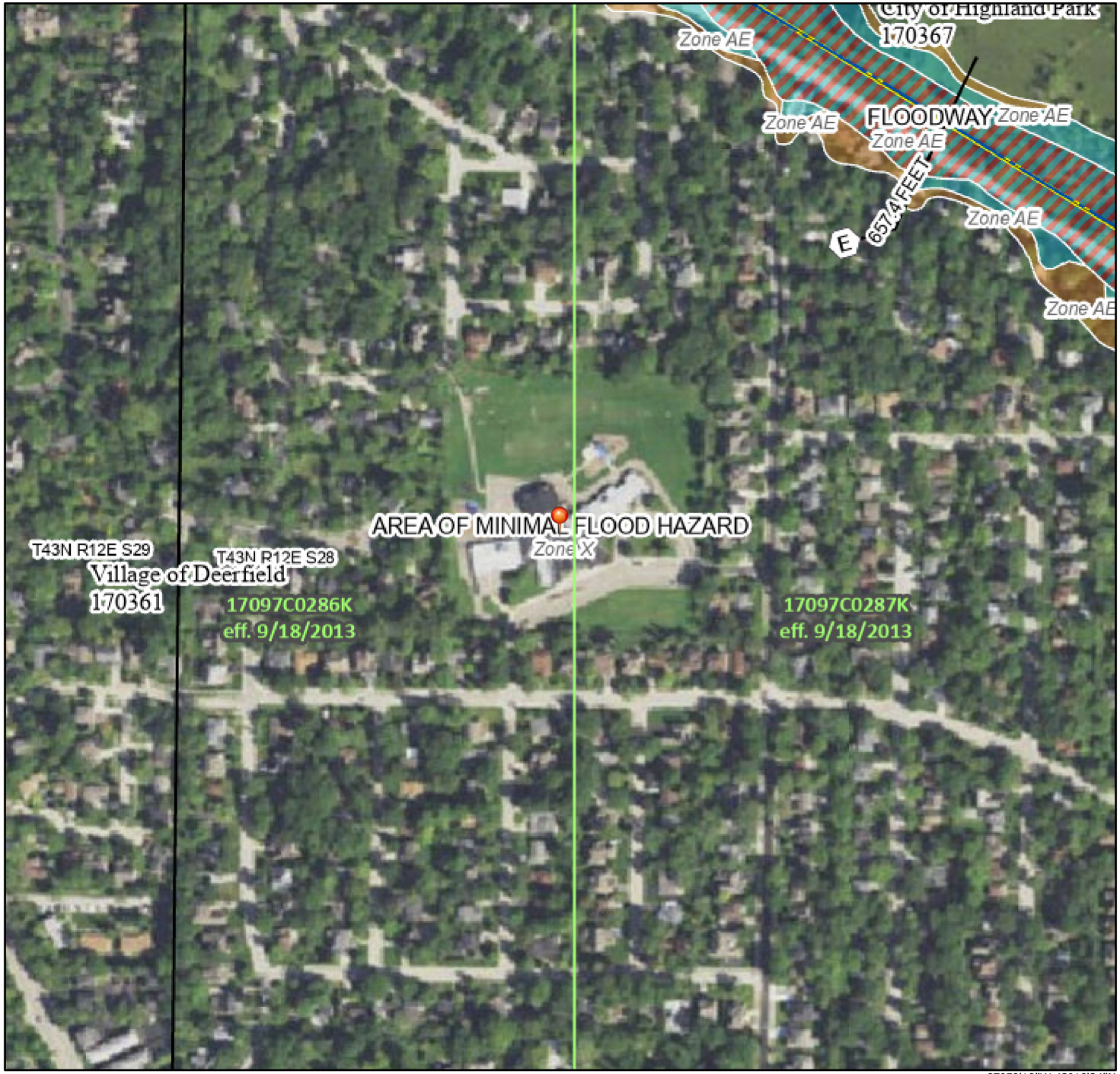
Component Percent Cutoff: None Specified

Tie-break Rule: Higher

National Flood Hazard Layer FIRMette

FEMA

87°50'57"W 42°10'51"N



87°50'19"W 42°10'24"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 6/11/2026 at 2:37 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

U.S. Fish and Wildlife Service
National Wetlands Inventory

Walden School NWI



June 11, 2026

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

APPENDIX B

EXISTING CONDITIONS & REFERENCED INFORMATION

AMBLESIDE DRIVE

647 AMBLESIDE DRIVE

641 AMBLESIDE DRIVE

635 AMBLESIDE DRIVE

629 AMBLESIDE DRIVE

623 AMBLESIDE DRIVE

611 AMBLESIDE DRIVE

1400 WARRINGTON ROAD

1362 WARRINGTON ROAD

1358 WARRINGTON ROAD

1350 WARRINGTON ROAD

1338 WARRINGTON ROAD

1332 WARRINGTON ROAD

1322 WARRINGTON ROAD

709 AMBLESIDE DRIVE

1345 EASTCANTON DRIVE

1335 EASTCANTON DRIVE

1329 EASTCANTON DRIVE

WALDEN ELEMENTARY SCHOOL

ESSEX COURT

563 ESSEX COURT

1306 WARRINGTON ROAD

704 WARWICK ROAD

662 WARWICK ROAD

654 WARWICK ROAD

ESSEX COURT

640 WARWICK ROAD

632 WARWICK ROAD

626 WARWICK ROAD

618 WARWICK ROAD

610 WARWICK ROAD

602 WARWICK ROAD

562 WARWICK ROAD

1260 WARRINGTON ROAD

LEGEND

IMPERVIOUS AREA = 164,659 SF

PERVIOUS AREA = 271,186 SF

PROPERTY LIMITS = 435,845 SF = 10.01 AC

PERCENT IMPERVIOUS = 37.8%

0 40' 80'

1" = 40' (HORIZONTAL)

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

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PROPOSED IMPROVEMENTS FOR

WALDEN SCHOOL

630 ESSEX CT
DEERFIELD, IL 60015

PROJ NO: 240537

ENG : CPH

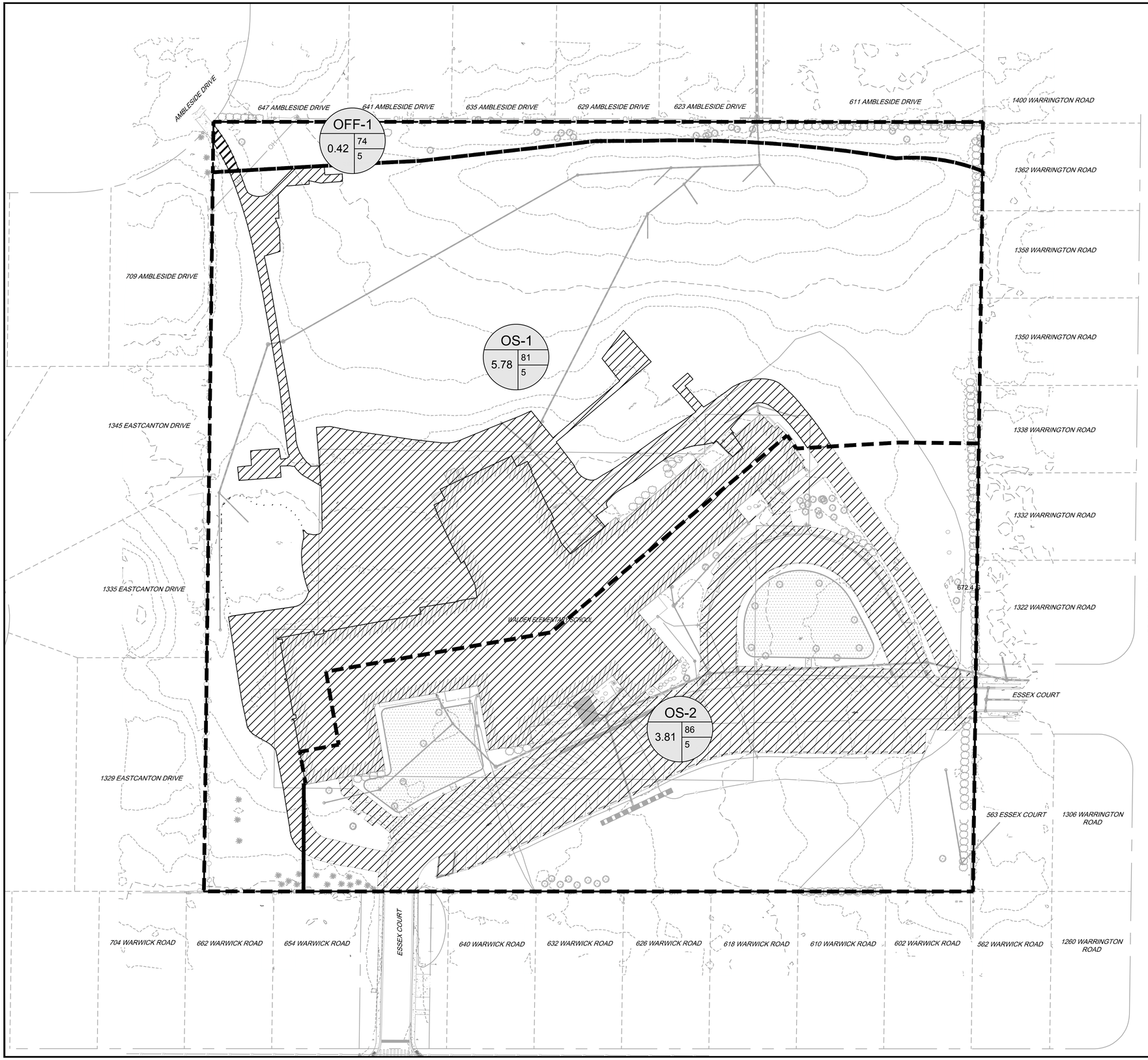
DATE : 6/4/2026

SHEET TITLE

EXISTING IMPERVIOUS AREA EXHIBIT

SHEET NUMBER

EX-1



LEGEND

- OS-X: DRAINAGE AREA DESIGNATION
- CURVE NUMBER
- TIME OF CONCENTRATION (MINUTES)
- AREA (ACRES)
- DRAINAGE AREA LIMITS

0 40' 80'

1" = 40' (HORIZONTAL)

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PROJ NO: 240537
ENG : LES
DATE : 06/18/2026

SHEET TITLE

EXISTING CONDITIONS DRAINAGE EXHIBIT

SHEET NUMBER

EX-2



LEGEND

- OS-X — DRAINAGE AREA DESIGNATION
- 65 — CURVE NUMBER
- 2.25 / 15 — TIME OF CONCENTRATION (MINUTES)
- 2.25 — AREA (ACRES)
- DRAINAGE AREA LIMITS

0 50' 100'

1" = 50' (HORIZONTAL)

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PROPOSED IMPROVEMENTS FOR

WALDEN SCHOOOL

630 ESSEX COURT
DEERFIELD, IL

PROJ NO: 240537

ENG : LES

DATE : 06/18/2026

SHEET TITLE

OFFSITE DRAINAGE EXHIBIT

SHEET NUMBER

EX-3

PROJECT:	Walden School
LOCATION:	Deerfield, IL
BY:	MVP

EXISTING CURVE NUMBER CALCULATIONS

Design Elements

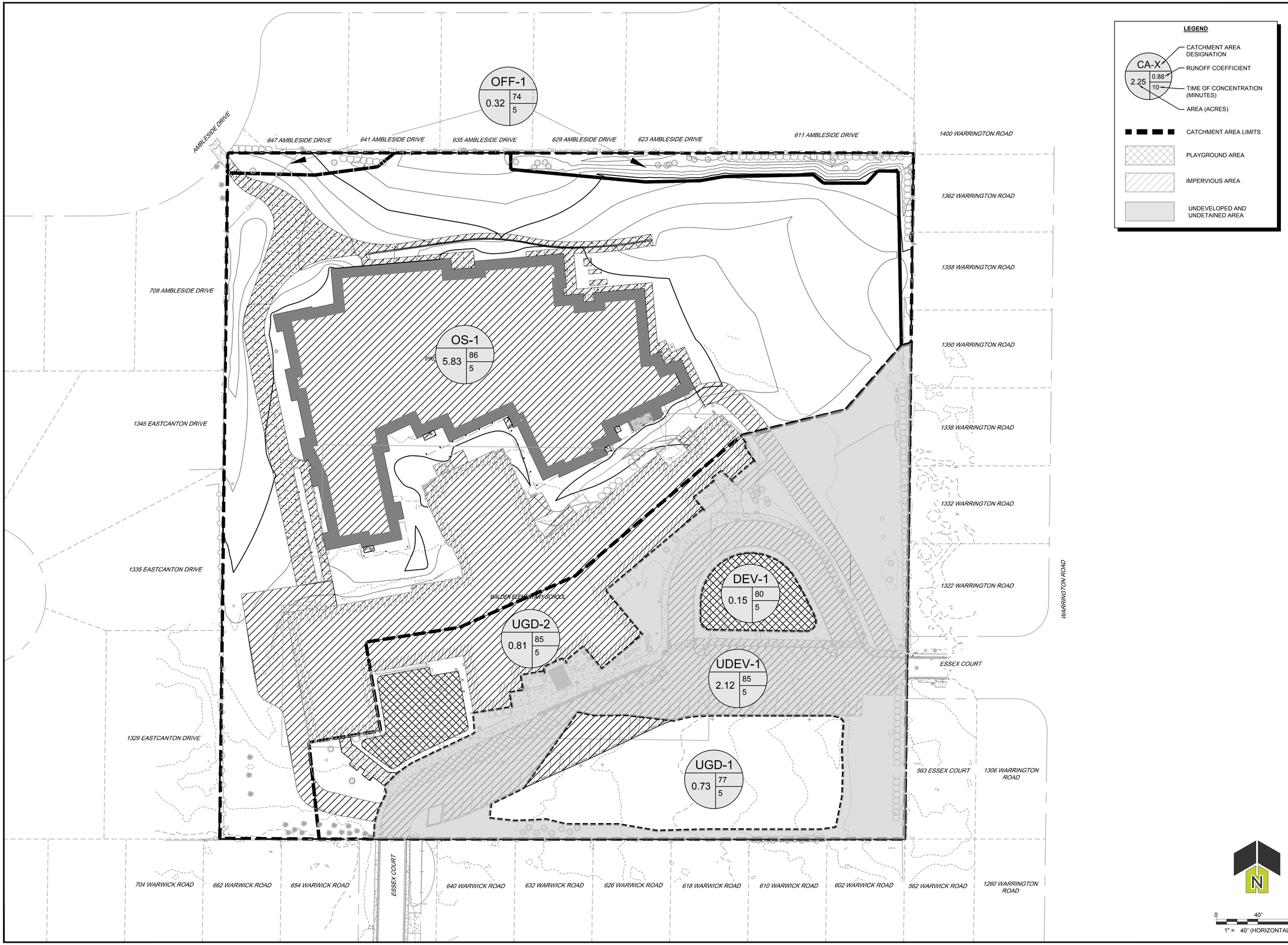
CN [Pervious]:	*74*
CN [Impervious]:	*98*

EXISTING CURVE NUMBER CALCULATIONS					
Catchment Area	**Total Area (SF)**	**Total Area (Ac)**	**Pervious Area (SF)**	**Impervious Area (SF)**	**CN**
OFF-1	18109	0.42	17779	331	**74**
OS-1	251866	5.78	180329	71536	**81**
OS-2	165943	3.81	85533	80411	**86**

APPENDIX C

PROPOSED CONDITIONS & DESIGN CALCULATIONS

PHASE 3



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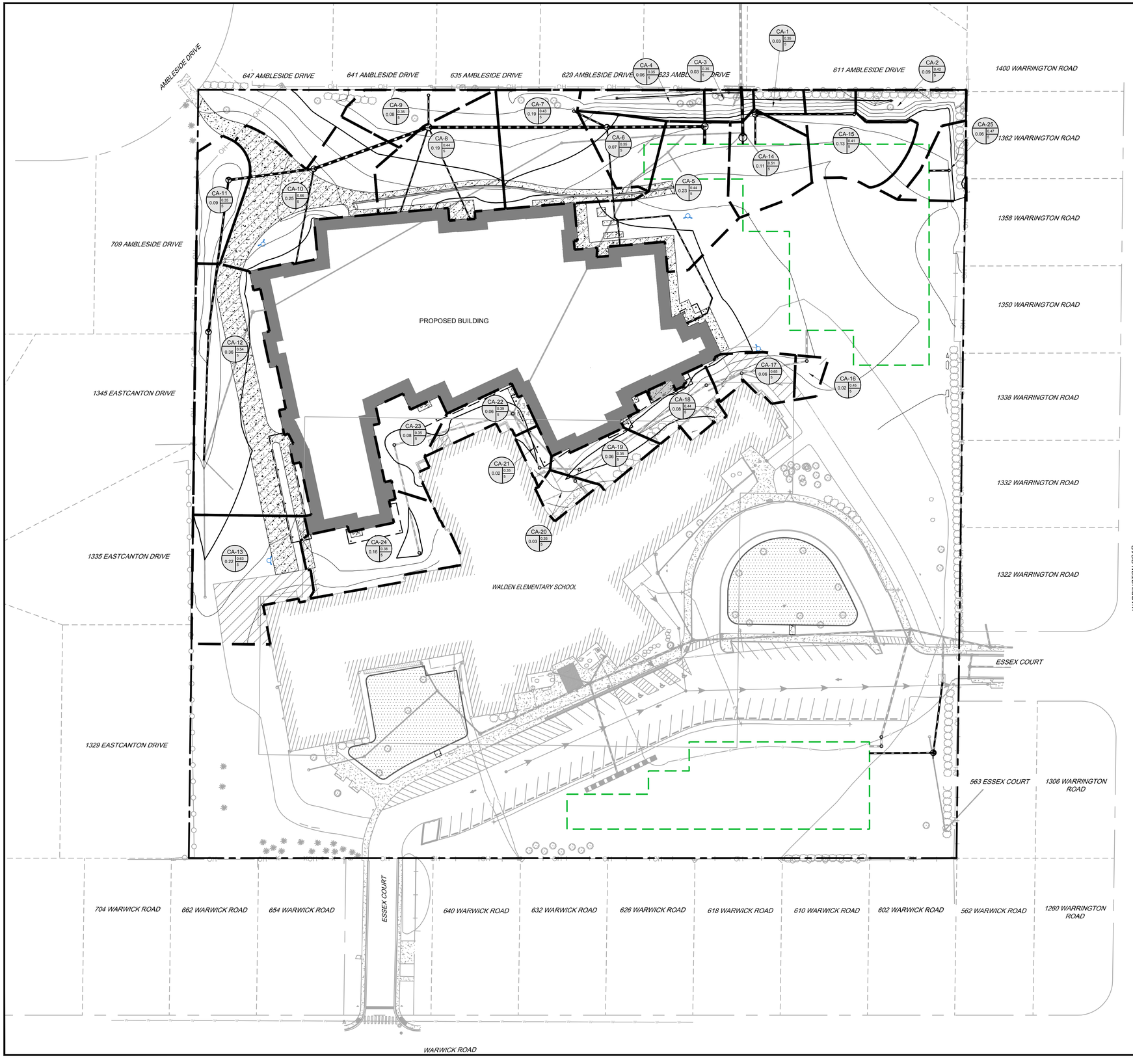
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630 ESSEX CT
DEERFIELD, IL 60015

PROJ NO: 240537
ENG : LES
DATE : 06/18/2026

SHEET TITLE
PHASE 3 PROPOSED DRAINAGE EXHIBIT

SHEET NUMBER
EX-4



LEGEND

- CA-X / 2.25 / 0.88 / 10 — CATCHMENT AREA DESIGNATION; RUNOFF COEFFICIENT; TIME OF CONCENTRATION (MINUTES); AREA (ACRES)
- CATCHMENT AREA LIMITS
- IMPERVIOUS AREA

0 40' 80'

1" = 40' (HORIZONTAL)

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630 ESSEX CT
DEERFIELD, IL 60015

PROJ NO: 240537
ENG : CPH
DATE : 6/4/2026

SHEET TITLE
PHASE 3 CATCHMENT AREA EXHIBIT

SHEET NUMBER
EX-5



LEGEND

- OS-X — DRAINAGE AREA DESIGNATION
- 65 — CURVE NUMBER
- 2.25 / 15 — TIME OF CONCENTRATION (MINUTES)
- AREA (ACRES)
- DRAINAGE AREA LIMITS

0 50' 100'

1" = 50' (HORIZONTAL)

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PROPOSED IMPROVEMENTS FOR

WALDEN SCHOOOL

630 ESSEX COURT
DEERFIELD, IL

PROJ NO: 240537

ENG : LES

DATE : 06/18/2026

SHEET TITLE

OFFSITE DRAINAGE EXHIBIT

SHEET NUMBER

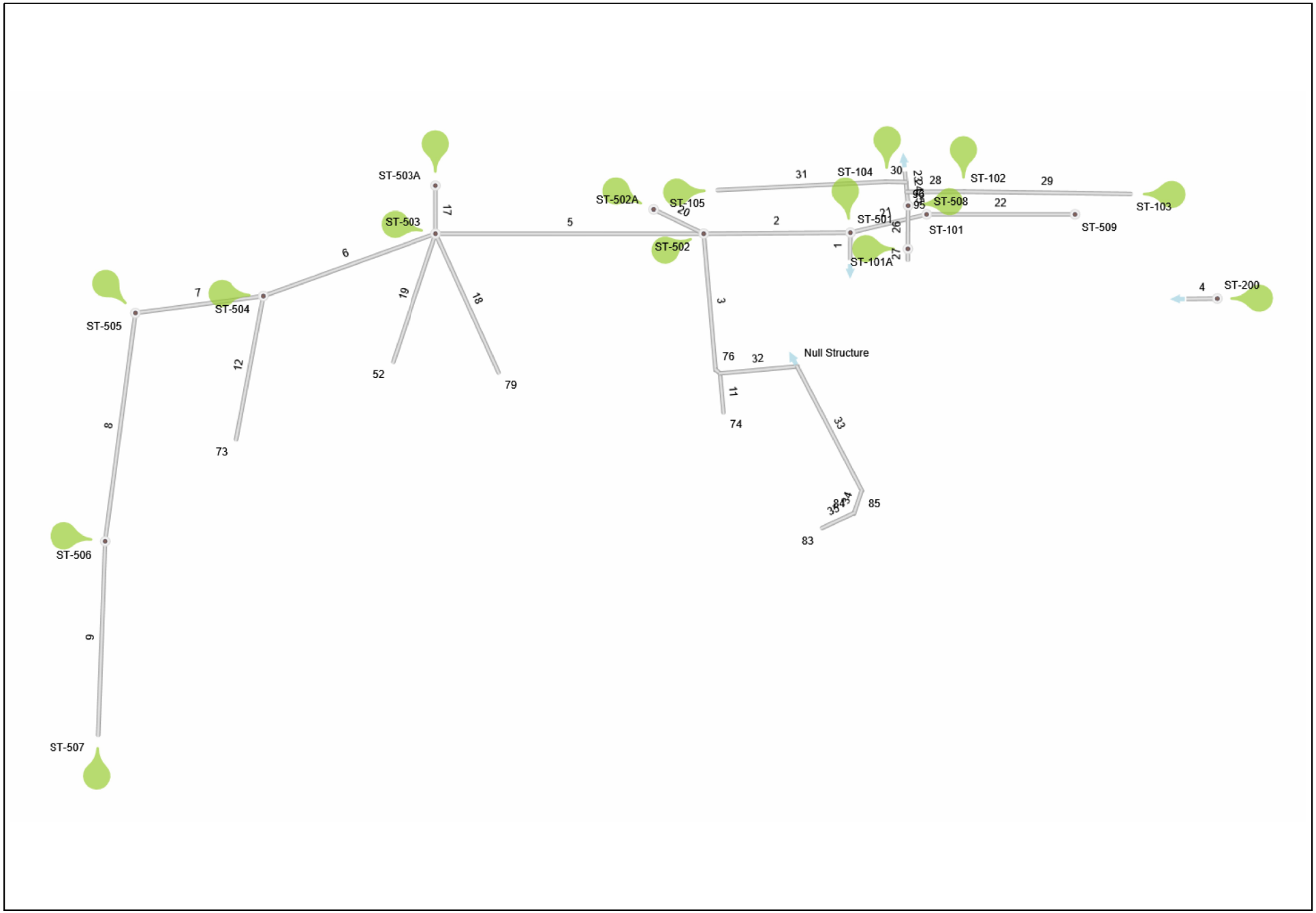
EX-6

Plan View

Stormwater Studio 2026 v 3.0.0.42

Project Name: 10STM

06-16-2026

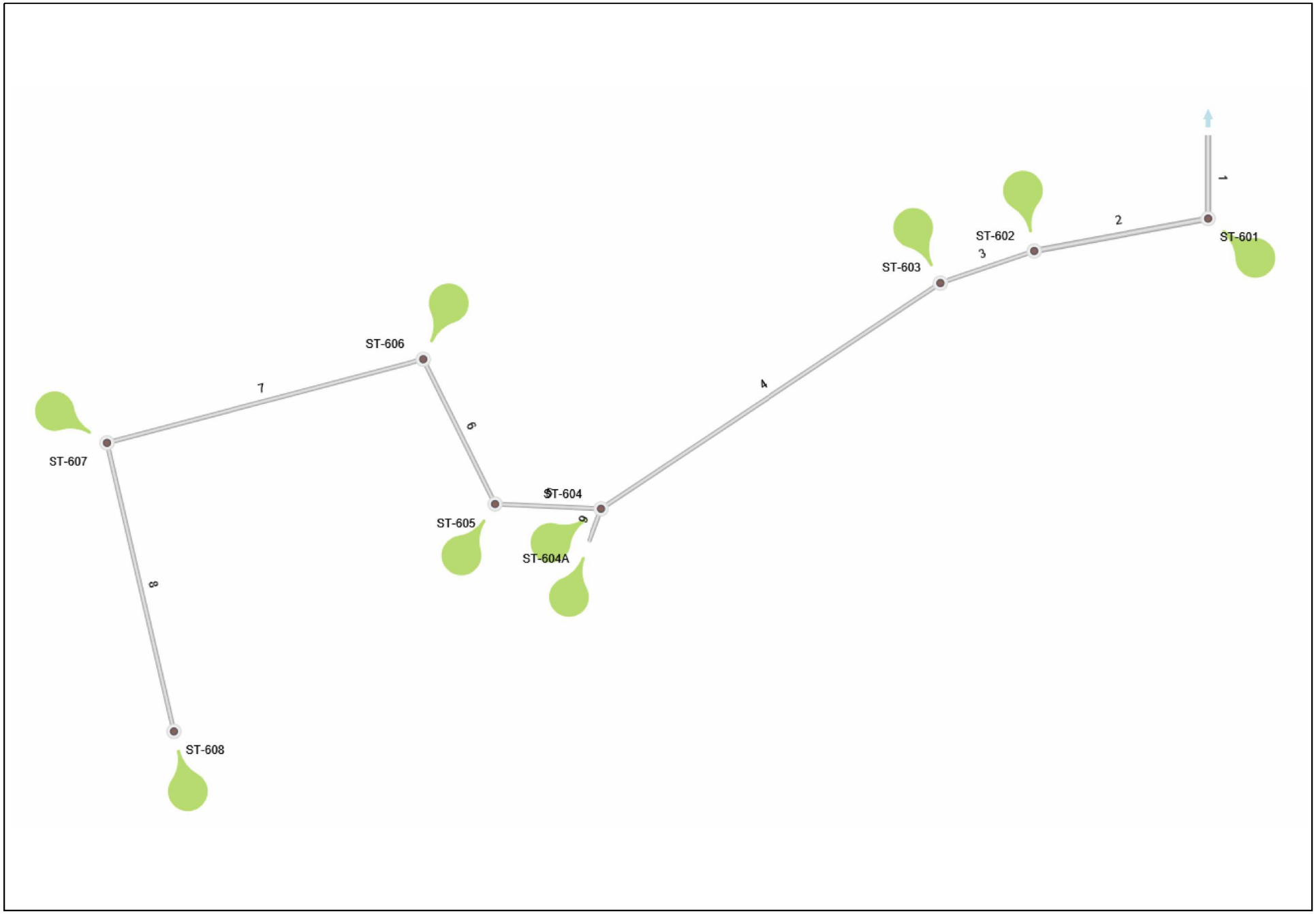


Plan View

Stormwater Studio 2026 v 3.0.0.42

Project Name: 10.5STM

06-16-2026



Custom1 Report

Project Name: 10STM

Stormwater Studio 2026 v 3.0.0.42

06-16-2026

Line No.	To Line	Inlet ID	Line Length (ft)	Tc System (min)	Flow Rate (cfs)	Capac. Full (cfs)	Vel Ave (ft/s)	Line Size (in)	Line Slope (%)	Invert Up (ft)	Invert Dn (ft)	HGL Up (ft)	HGL Dn (ft)	Grnd/Rim Elev Up (ft)	Grnd/Rim Elev Dn (ft)	Runoff Coeff (C)	Drain Area (ac)	
1	Outfall	ST-501	15.11	6.8	6.89	30.79	2.29	24	1.85	663.28	663.00	665.00	665.00	676.90	665.81	0.44	0.210	
2	1	ST-502	84.02	6.6	5.76	29.24	3.22	24	1.67	664.68	663.28	665.53	665.12	671.92	676.90	0.35	0.070	
3	2	76	77.96	0.3	0.00	n/a	0.00	10	-3.02	669.06	671.42	669.06	671.42	670.30	671.92	0.00	0.000	
4	Outfall	ST-200	17.18	5.0	0.43	0.00	0.54	12	0.00	670.50	670.50	671.50	671.50	672.17	671.73	0.47	0.060	
5	2	ST-503	153.34	6.2	5.49	22.59	3.89	24	1.00	666.21	664.68	667.04	665.72	668.65	671.92	0.44	0.190	
6	5	ST-504	104.82	5.9	5.32	22.62	3.88	24	1.00	667.26	666.21	668.07	667.22	672.30	668.65	0.66	0.250	
7	6	ST-505	73.95	5.7	3.06	10.50	3.15	18	1.00	668.00	667.26	668.67	668.32	672.03	672.30	0.35	0.090	
8	7	ST-506	131.71	5.3	4.09	8.07	5.61	15	1.56	670.05	668.00	670.86	668.65	672.70	672.03	0.54	0.360	
9	8	ST-507	110.35	5.0	2.14	4.43	3.46	12	1.55	671.76	670.05	672.38	671.16	672.99	672.70	0.63	0.220	
10	3	75	3.33	0.2	0.00	1.33	0.00	10	0.32	669.24	669.23	669.24	669.23	703.66	670.30	0.00	0.000	
11	10	74	21.95	0.0	0.00	4.42	0.00	10	3.47	670.00	669.24	670.00	669.24	670.93	703.66	0.00	0.000	
12	6	73	82.87	0.0	0.00	3.00	0.00	10	1.60	670.00	668.67	670.00	668.67	670.73	672.30	0.00	0.000	
13	Outfall	93	16.44	0.0	0.00	10.47	0.00	12	8.64	668.92	667.50	668.92	667.50	0.73	0.73	0.00	0.000	
14	Outfall	89	60.75	0.3	0.00	5.17	0.00	12	2.11	667.50	666.22	667.50	666.22	669.17	0.63	0.00	0.000	
15	14	88	54.73	0.0	0.00	0.00	0.00	12	0.00	667.50	667.50	667.50	667.50	668.73	669.17	0.00	0.000	
16	14	91	5.09	0.0	0.00	0.00	0.00	4	0.00	667.50	667.50	667.50	667.50	669.67	669.17	0.00	0.000	
17	5	ST-503A	27.47	5.0	0.42	5.64	0.91	12	2.51	666.90	666.21	667.34	667.35	668.57	668.65	0.35	0.080	
18	5	79	86.76	0.0	0.00	4.96	0.00	10	4.37	670.00	666.21	670.00	666.21	670.43	668.65	0.00	0.000	
19	5	52	76.85	0.0	0.00	5.27	0.00	10	4.93	670.00	666.21	670.00	666.21	670.73	668.65	0.00	0.000	
20	2	ST-502A	31.79	5.0	1.27	10.79	2.52	12	9.18	667.59	664.68	668.07	665.82	669.26	671.92	0.43	0.190	
21	1	ST-508	44.70	0.5	0.00	3.56	0.00	12	1.00	663.72	663.28	663.72	663.28	670.95	676.90	0.00	0.000	
22	21	ST-509	85.01	0.0	0.00	3.56	0.00	12	1.00	664.57	663.72	664.57	663.72	670.29	670.95	0.00	0.000	
23	Outfall	96	5.64	5.5	1.16	44.41	0.38	24	3.86	661.92	661.70	663.70	663.70	664.29	664.08	0.00	0.000	
24	23	95	5.64	5.4	0.97	44.41	0.35	24	3.86	662.14	661.92	663.70	663.70	664.51	664.29	0.00	0.000	

Notes: IDF File = SampleIDF.idf, Return Period = 10-yrs.

Project File: 10STM.sws

Custom1 Report

Project Name: 10STM

Stormwater Studio 2026 v 3.0.0.42

06-16-2026

Line No.	To Line	Inlet ID	Line Length (ft)	Tc System (min)	Flow Rate (cfs)	Capac. Full (cfs)	Vel Ave (ft/s)	Line Size (in)	Line Slope (%)	Invert Up (ft)	Invert Dn (ft)	HGL Up (ft)	HGL Dn (ft)	Grnd/Rim Elev Up (ft)	Grnd/Rim Elev Dn (ft)	Runoff Coeff (C)	Drain Area (ac)	
25	24	ST-101	7.90	5.1	0.64	44.42	0.27	24	3.86	662.44	662.14	663.70	663.70	668.17	664.51	0.35	0.010	
26	25	ST-101A	24.71	5.0	1.09	5.22	1.60	12	2.15	662.97	662.44	663.69	663.69	671.69	668.17	0.51	0.140	
27	26		5.85	0.0	0.00	2.52	0.00	12	0.50	663.00	662.97	663.00	662.97	664.23	671.69	0.00	0.000	
28	24	ST-102	32.75	5.2	0.45	0.66	2.31	6	1.00	662.77	662.44	663.77	663.62	665.58	664.51	0.35	0.030	
29	28	ST-103	95.18	5.0	0.58	0.22	6.69	4	1.00	663.72	662.77	669.58	663.16	666.86	665.58	0.42	0.090	
30	23	ST-104	11.12	5.4	0.22	0.47	1.13	6	0.50	662.50	662.44	663.70	663.68	665.23	664.29	0.35	0.010	
31	30	ST-105	96.18	5.0	0.32	0.16	3.65	4	0.50	662.98	662.50	665.44	663.51	665.61	665.23	0.35	0.060	
32	10	Null Structure	44.52	0.0	0.00	0.00	0.00	10	0.00	-0.50	-0.50	-0.50	-0.50	0.00	703.66	0.00	0.000	
33	Outfall	85	79.89	0.2	0.00	0.00	0.00	10	0.00	-0.50	-0.50	-0.50	-0.50	0.73	0.73	0.00	0.000	
34	33	84	13.68	0.1	0.00	0.00	0.00	10	0.00	-0.50	-0.50	-0.50	-0.50	0.73	0.73	0.00	0.000	
35	34	83	19.75	0.0	0.00	138.24	0.00	10	3395.31	670.00	-0.50	670.00	-0.50	0.73	0.73	0.00	0.000	

Notes: IDF File = SampleIDF.idf, Return Period = 10-yrs.

Project File: 10STM.sws

Custom1 Report

Project Name: 10.5STM

Stormwater Studio 2026 v 3.0.0.42

06-16-2026

Line No.	To Line	Inlet ID	Line Length (ft)	Tc System (min)	Flow Rate (cfs)	Capac. Full (cfs)	Vel Ave (ft/s)	Line Size (in)	Line Slope (%)	Invert Up (ft)	Invert Dn (ft)	HGL Up (ft)	HGL Dn (ft)	Grnd/Rim Elev Up (ft)	Grnd/Rim Elev Dn (ft)	Runoff Coeff (C)	Drain Area (ac)	
1	Outfall	ST-601	26.48	10.6	0.06	0.00	0.02	24	0.00	670.50	670.50	672.50	672.50	673.81	0.03	0.45	0.020	
2	1	ST-602	56.95	10.0	0.28	13.40	0.09	24	0.35	670.70	670.50	672.50	672.50	0.67	673.81	0.65	0.060	
3	2	ST-603	32.01	9.7	0.26	5.87	0.15	18	0.31	670.80	670.70	672.50	672.50	673.00	0.67	0.44	0.080	
4	3	ST-604	131.00	8.0	0.15	5.03	0.09	18	0.23	671.10	670.80	672.50	672.50	674.84	673.00	0.35	0.060	
5	4	ST-605	34.24	7.4	0.05	3.49	0.04	15	0.29	671.20	671.10	672.50	672.50	675.60	674.84	0.35	0.020	
6	5	ST-606	51.94	6.9	0.17	2.21	0.22	12	0.39	671.40	671.20	672.50	672.50	674.46	675.60	0.39	0.060	
7	6	ST-607	105.35	5.8	0.22	1.90	0.30	12	0.28	671.70	671.40	672.50	672.50	674.43	674.46	0.36	0.080	
8	7	ST-608	95.24	5.0	0.46	1.82	0.83	12	0.26	671.95	671.70	672.52	672.50	674.60	674.43	0.38	0.160	
9	4	ST-604A	10.51	5.0	0.07	21.39	0.77	12	36.08	674.89	671.10	675.00	672.50	676.06	674.84	0.35	0.030	

Notes:

Project File: 10.5STM.sws

APPENDIX D

PROPOSED CONDITIONS & DESIGN CALCULATIONS

PHASE 4



LEGEND

- OS-X: 2.25 | 65 | 15
- DRAINAGE AREA DESIGNATION
- CURVE NUMBER
- TIME OF CONCENTRATION (MINUTES)
- AREA (ACRES)
- DRAINAGE AREA LIMITS
- IMPERVIOUS AREA
- PLAYGROUND AREA

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

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

CAGE CIVIL ENGINEERING

REVISIONS △

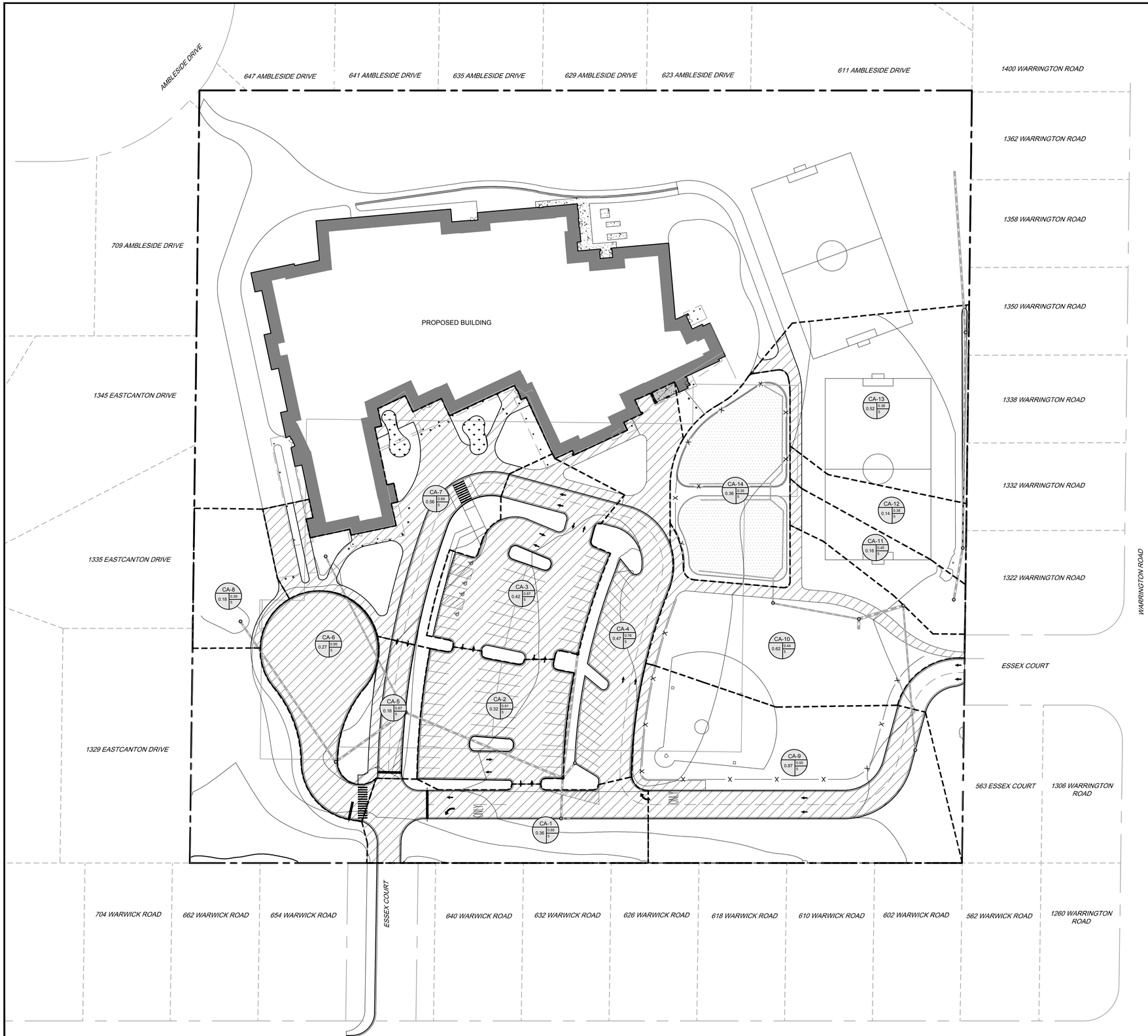
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PROPOSED IMPROVEMETNS FOR
WALDEN SCHOOL
630 ESSEX CT
DEERFIELD, IL 60015

PROJ NO: 240537
ENG : LES
DATE : 06/18/2026

SHEET TITLE
PROPOSED CONDITIONS DRAINAGE EXHIBIT

SHEET NUMBER
EX-7



LEGEND

- CA-X: CATCHMENT AREA DESIGNATION
- 0.88: RUNOFF COEFFICIENT
- 10: TIME OF CONCENTRATION (MINUTES)
- 2.25: AREA (ACRES)
- CATCHMENT AREA LIMITS
- IMPERVIOUS AREA

0 40' 80'

1" = 40' (HORIZONTAL)

CAGE CIVIL ENGINEERING
2200 CABOT DRIVE
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LISLE, IL 60532
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PROPOSED IMPROVEMENTS FOR
WALDEN SCHOOL
630 ESSEX CT
DEERFIELD, IL 60015

PROJ NO: 240537
ENG : CPH
DATE : 6/18/2026

SHEET TITLE
PHASE 4 CATCHMENT AREA EXHIBIT

SHEET NUMBER
EX-8

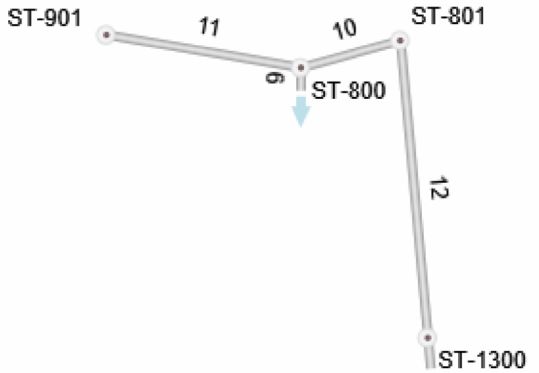
Plan View

Stormwater Studio 2026 v 3.0.0.42

Project Name: 11STM

06-18-2026





CAGE Report*

Project Name: 11STM

Stormwater Studio 2026 v 3.0.0.42

06-18-2026

Line No.	Line No.	Known Q (cfs)	Inlet ID	Inlet ID DownStr	Line Length (ft)	Line Size (in)	n-value Pipe	Line Slope (%)	Flow Rate (cfs)	Capac. Full (cfs)	Invert Up (ft)	Invert Dn (ft)	HGL Up (ft)	HGL Dn (ft)	Grnd/Rim Elev Up (ft)	Grnd/Rim Elev Dn (ft)	Vel Ave (ft/s)	Velocity Full Flow (ft/s)
1	1	1.76	ST-1100	....	8.13	24	0.013	1.23	27.85	25.08	667.60	667.50	669.60	669.50	672.60	671.41	8.86	7.98
2	2	2.13	ST-1101	ST-1100	34.72	24	0.013	1.15	24.72	24.28	668.00	667.60	671.61	671.19	672.60	672.60	7.87	7.73
3	3	0.77	ST-1102	ST-1101	146.16	24	0.013	1.23	11.10	25.10	669.80	668.00	673.29	672.94	673.41	672.60	3.53	7.99
4	4	1.93	ST-1103	ST-1102	72.07	18	0.013	0.50	4.48	7.42	670.16	669.80	673.66	673.53	673.74	673.41	2.54	4.20
5	5	0.53	ST-1103A	ST-1103	145.57	12	0.013	1.64	0.98	4.56	672.55	670.16	673.89	673.78	675.79	673.74	1.24	5.81
6	6	2.86	ST-1102A	ST-1102	149.43	15	0.013	1.34	5.32	7.47	671.80	669.80	674.43	673.41	674.68	673.41	4.34	6.09
7	7	2.72	ST-1101A	ST-1101	106.87	15	0.013	0.94	5.05	6.25	669.00	668.00	673.55	672.90	673.00	672.60	4.11	5.09
8	8	2.69	ST-1101B	ST-1101	16.36	15	0.013	6.11	5.02	15.97	669.00	668.00	673.00	672.90	672.70	672.60	4.09	13.01
9	9	2.02	ST-800	....	8.68	24	0.013	0.00	14.88	0.00	667.50	667.50	669.54	669.50	672.26	669.88	4.74	n/a
10	10	0.00	ST-801	ST-800	39.53	24	0.013	0.25	9.61	11.37	667.60	667.50	670.08	670.01	671.91	672.26	3.06	3.62
11	11	0.93	ST-901	ST-800	74.66	18	0.013	1.79	4.19	14.03	668.83	667.50	670.35	670.28	673.42	672.26	2.37	7.94
12	12	3.04	ST-1300	ST-801	123.87	18	0.013	0.32	3.41	5.97	668.00	667.60	670.50	670.45	671.60	671.91	1.93	3.38

* Results are not current with inputs.

9. Traffic Study

- Phase 3 Memo
- Phase 4 Traffic Report

Redefine 109 Facilities for Our Future

TYLin

MEMORANDUM

DATE:	June 5, 2026
TO:	Mr. John Filippi, Ed.D., SFO – Deerfield Public School District 109
FROM:	Kelly Conolly, PE
SUBJECT:	Walden Elementary School, Traffic Management Recommendations for Kipling School Co-location

TYLin was retained by Deerfield Public School District 109 (D109) to evaluate traffic and parking for the planned reconstruction of Walden Elementary School in Deerfield, Illinois. The project is proposed to occur in phases, and the final condition of the proposed school campus includes a new school building located north of the existing building, as well as reconfiguration of the internal parking and circulation layout. This final condition was evaluated under separate cover within the Traffic Impact & Parking Study prepared by TYLin.

Prior to this final condition, as part of the district-wide Redefine 109 plans, construction includes a phase when Walden Elementary School (440 students) is fully operational in its new school building while Kipling Elementary School (460 students) is operating out of the former Walden building. This phase of the project is expected for one academic school year. A diagram of the site's proposed vehicular and pedestrian circulation is shown in ***Figure 1***.

The traffic management recommendations discussed in this memorandum were identified to mitigate excessive delay and provide safe options for vehicles and pedestrians on the school campus and at nearby intersections during this interim condition when two schools are co-located and operating on the same site.

Staggered Bell Schedule

Based on observations at both Walden and Kipling Elementary Schools, the school morning drop-off window lasts approximately 18 minutes, and the afternoon pick-up window lasts approximately 37 minutes. It is recommended that bell schedules are staggered for the two schools by 40 minutes, creating two distinct operational windows and avoiding overlap of vehicle loads on the site. Given the space constraints on the site, D109 should also stagger scheduling for any special school events on the site and prepare individual event management plans depending on expected attendance.

N

= Personal Vehicle Drop-Off/Pick-Up Route
= Bus Drop-Off/Pick-Up Route
= Pedestrian Circulation Route
= On-Street Drop-Off/Pick-Up Parking Areas
= Locations of Traffic control staff to be provided

N

Warrington Road

COURTYARD

PROPOSED BUILDING
APPROX. F.F.E. = 675.50

EXISTING BUILDING
F.F. = 677.00

EX. WOOD FENCE

EX. CHAIN LINK FENCE

Essex Court

Essex Court

Warwick Road

TYLin

Figure 1
Phase 3 Proposed Circulation Diagram

TYLin

Circulation & Staffing Locations

Maintaining pedestrian access to the north, south, and east between the school and neighborhood should be a priority to maximize safe walking and biking. Sidewalk connections and crossing treatments at key intersections (including Warwick Road/Walden Lane and Warrington Road/Essex Court) should be maintained to enable safe walking routes to school. Drop-off and pick-up circulation and bus routing currently enters from Warrington Road and exits onto Warwick Road.

This configuration should continue, and traffic control personnel must be actively stationed at the following key points during all arrival and dismissal windows:

- Along school frontage: actively manage student loading and encourage cars to pull forward to the furthest available space
- Merge point south of school frontage: facilitate the merge where exiting traffic integrates with bypassing vehicles. The existing cone configuration forcing vehicles into a single outbound lane and providing additional pedestrian space on the west side of the internal drive should be maintained.
- Warrington Road and Essex Court: continue to provide a crossing guard at this location to protect pedestrian movements
- Warwick Road and Walden Lane intersection: provide a crossing guard to protect pedestrian crossings at this critical intersection

Figure 1 previously noted shows the proposed vehicular and pedestrian circulation and diagrams these traffic control locations.

On-Site Parking

Kipling School employees should not park on the Walden campus and should be required to park off-site in a designated remote parking lot. A remote parking location should be identified by D109 to accommodate approximately 70 vehicles: 65 spaces to meet Kipling staff demand, plus approximately 5 additional spaces for several Walden employees to park remotely in order to provide some cushion for parking availability on the Walden campus. It is recommended that approximately five short-term parking spaces for midday school visitors are needed on the Walden campus to accommodate the combined Walden and Kipling parents and roving personnel attending daytime school meetings. These spaces should be reserved and signed as "School Visitor Parking Only".

A dedicated shuttle service for staff must be provided and should operate on a loop between the Walden campus and the remote parking location during peak periods for staff arrival and departure. The service should remain available on-demand for all other times of the school/workday.

On-Street Parking

It is recommended that D109 work with the Village to develop a temporary parking signage plan for the streets surrounding the school campus in order to maintain tighter control over the surrounding narrow residential streets and potential for employee parking spillover during this interim period. Areas of discussion include the following:

- Warrington Road: In the segment of street between Cumnor Court and Warwick Road, consider parking restrictions that prohibit parking on one or both sides of the street for the full school day (e.g. No Parking 7:00AM-4:00PM on School Days). The segment is currently signed with parking and standing restrictions during drop-off and pick-up activity (8:00-9:00AM and 2:30-3:30PM); however, vehicles are reportedly in frequent violation. The parent carline will continue to use this area for queuing and longer parking restrictions will make enforcement on the narrow street easier.

- To reduce the potential for employee parking in the neighborhood, consider street parking restrictions on streets such as Ambleside Drive and Windcrest Road to the northwest and Warwick Road and Walden Lane to the south. Dimmeydale Drive and Wincanton Drive are currently signed No Parking 10AM-Noon on School Days, and it may be appropriate to extend that signage to additional streets. If desired, it can also be effective to prohibit parking for a short period in the morning (e.g. 8:00-10:00AM) to capture the arrival of most staff but limit impacts to residents.

Construction Traffic Management

Construction traffic activities must fully avoid school arrival and dismissal operations. Though the school bell schedule is pending, construction traffic will need to avoid, at a minimum, the period starting 15 minutes before the first morning bell to five minutes after the last morning bell, plus 25 minutes before the first dismissal bell to 15 minutes after the last dismissal bell. The construction management (CM) team should submit a formal plan detailing

- Construction hours and black-out traffic periods
- Number of construction worker parking spaces required (all must be contained within the fenced staging zone or parked off-site)
- A dedicated construction vehicle and truck delivery circulation route

Bus Routing

Maximizing bus ridership will have a significant impact on reducing the volume of parents and guardians traveling to the site to drop-off and pick-up students. D109 should reroute Kipling buses and provide free busing to all Kipling students for the interim year to strongly incentivize parents to choose the bus over personal vehicle drop-off and pick-up.

Walk, Bike, and Carpool

D109 should promote travel demand management initiatives to increase the number of students walking, biking, and carpooling to school through targeted intervention, engagement, and communications.

Conclusion

Overall, implementing staggered scheduling, remote staff parking, circulation strategies, and proactive communication plans will be essential to accommodate two schools operating on one campus. These measures aim to manage congestion, protect pedestrians, and encourage adaptive strategies during the interim co-location phase of the project.



Traffic Impact & Parking Study

Walden Elementary School

June 12, 2026
Deerfield Public School District 109

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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 440 students in kindergarten through 5th grade. The school is generally located north of Warwick Road and west of Warrington Road. Access is currently provided via Essex Court, which runs between Warrington Road and Warwick Road through the school's property. Essex Court is a public street outside of the school boundaries and operates as a one-way and two-way street to the south and east of the school, respectively. Essex Court is connected through the school's boundaries by a one-way westbound internal drive. An aerial view of the study area can be seen on ***Figure 1.***

The District is planning a reconstruction of the school that would involve shifting the building to the north and reconfiguring the internal parking and circulation layout. According to District officials, the proposed project is not expected to increase student enrollment or staffing numbers and instead focuses on improving the quality of experience for students and staff.

As a part of the program and recommendations made by TYLin during the site planning process, several modifications are proposed that would alter the traffic and parking characteristics of the campus, including:

- Lengthening the school's existing pick-up/drop-off lane and locating it directly next to the proposed curbside
- Facilitating easier bypass maneuvering
- Relocation and separation of the bus loading space
- Expansion and relocation of the parking lot to provide additional parking spaces
- Enhanced sidewalk connections to school property from Warwick Road

A concept site plan reflecting the new building location and these proposed changes is included in the Appendix. The following report documents TYLin's methodology regarding data collection, traffic forecasting, and analyses performed for this study. Recommended modifications are documented to mitigate anticipated traffic and parking-related impacts and to improve the functionality of school circulation and the local transportation system.

N

Ambleside Drive

Walden Elementary School

Essex Court

Essex Court

Warwick Road

Wincanton Drive

Walden Lane

Warrington Road

TYLin

Figure 1
Study Area

02. Existing Conditions

TYLin conducted a field visit to collect relevant information pertaining to the elementary school, the surrounding street network, traffic volumes, traffic controls, lane geometry, and infrastructure at the study intersections. Based on these characteristics, existing intersection and parking capacity was evaluated to establish operational conditions for the study area, as described in the following sections.

2.1. Area Land Use & Connectivity

Walden Elementary School is generally located west of Warrington Road and north of Warwick Road. The school is surrounded primarily by residential land uses, characterized by single family homes and neighborhood streets. The school's boundary map generally includes residential areas in the immediate vicinity, as well as to the northwest, west, and southwest. A detailed map of Deerfield Public Schools District 109 boundaries is included in the Appendix.

Vehicular access is provided via Essex Court, a roadway that runs through the school campus area between Warrington Road to the east side and Warwick Road to the south. East of the school, Essex Court accommodates two-way traffic, and south of the school, it is one-way southbound. Although the school does not have direct access to major arterials, it is situated approximately one quarter mile east of Waukegan Road (Illinois Route 43) and approximately one half mile north of Deerfield Road, which offer regional north-south and east-west connectivity, respectively.

2.2. Existing Street Characteristics

Field data collection was performed along the primary study roadways, including Warwick Road, Warrington Road, Essex Court, Walden Lane, and Wincanton Drive. All roadways are designated as Local Streets and are under the jurisdiction of the Village of Deerfield within the study area.

Warwick Road is a two-lane, east-west street that runs approximately 140 feet south of the school campus. Throughout the study area, Warwick Road provides a single approach lane at each of its intersections with Wincanton Drive, Walden Lane, and Warrington Road. Within the study area, parking is permitted on both sides of Warwick Road, which has a posted speed limit of 25 MPH.

Warrington Road is a two-lane, north-south street that runs that runs approximately 150 feet east of the school campus. At its minor-leg stop controlled "T" intersection with Essex Court and all-way stop-controlled intersection with Warwick Road, Warrington Road provides a single approach lane in each direction. A high-visibility crosswalk is provided on the north leg of the intersection with Essex Court and on both the north and south legs of the intersection with Warwick Road. Warrington Road has a posted speed limit of 25 MPH, with additional signage indicating a reduced speed limit of 20 MPH on school days when children are present. Parking is generally permitted on both sides of Warrington Road, with peak period parking restriction on school days (No Stopping, Standing, or Parking, School Days, 8:00-9:00AM and 2:30-3:30PM).

Essex Court is a primarily east-west roadway that runs between Warrington Road and Warwick Road, passing through the school's boundaries. Essex Court is a public street outside of the school boundaries and operates as a one-way street north of Warwick Road and a two-way street to the

west of Warrington Road. Within the school's property, Essex Court operates as one-way westbound internal drive, providing two lanes of travel: one marked for "Drive Thru Only" and one marked for "Pick-Up/Drop-Off Only."

At its intersection with Warrington Road, Essex Court provides a single lane of travel in each direction, plus a high-visibility crosswalk on its approach at Warrington Road. At its intersection with Warwick Road, Essex Court provides sufficient pavement width for two southbound lanes of traffic. However, the western portion of this segment was observed to be coned off to provide the effect of additional sidewalk width. As such, Essex Court functionally provides a single lane of travel for southbound vehicular traffic outside of school boundaries. Essex Court was assumed to have a speed limit of 10 MPH based on its primary use as a school access road.

Walden Lane is a two-lane, north-south street that extends south of Warwick Road and aligns opposite Essex Court. At its all-way stop-controlled intersection with Warwick Road and Essex Court, Walden Lane provides a single approach lane in the northbound direction. High-visibility crosswalks are provided on each leg of this intersection. Walden Lane has a posted speed limit of 25 MPH and parking is permitted on both sides of the street.

Wincanton Drive is a two-lane, north-south street located approximately 650 feet west of Walden Lane. At its all-way stop-controlled intersection with Warwick Road, Wincanton Drive provides a single approach lane in each direction. Wincanton Drive has a posted speed limit of 25 MPH. Crosswalks are not provided on any leg of the intersection with Warwick Road.

Ambleside Drive is a two-lane street oriented east-west and north-south adjacent to the northwest corner of the school campus. At its minor-leg stop controlled "T" intersection with Wincanton Drive and Windcrest Road, Ambleside Drive provides a single approach lane in each direction. Crosswalks are not provided on any leg of the intersections with Wincanton Drive or Windcrest Road. Pedestrian access is provided to the school campus at the bend in Ambleside Drive where there is a marked crosswalk. Curbside use is prohibited along both sides of the street in the vicinity of the crosswalk (No Stopping, Standing, or Parking). Ambleside Drive has an assumed speed limit of 25 MPH.

2.3. Arrival/Dismissal Observations

As part of the field visit, observations were performed on Thursday, December 4, 2025, and Tuesday, May 12, 2026, during arrival and dismissal periods with a typical bell schedule (8:40AM start time and 3:25PM dismissal time) at the elementary school. Conditions on the December observation date were clear and dry but with low temperatures (below 10 degrees Fahrenheit). It should also be noted that due to a downed power line on the north side of the school, pedestrian access to Ambleside Drive was closed during these observations. Conditions on the May observation date were clear, dry, and warm, and the power line issue was resolved with pedestrian access open. A diagram detailing circulation patterns for vehicular and on-foot pick-up/drop-off operations is shown on ***Figure 2***.

Arrival Period

Vehicular drop-off operations followed a counterclockwise pattern, with vehicles entering the campus from the east via Warrington Road and exiting the campus to the south at Warwick Road. As mentioned, Essex Court provides two westbound lanes of travel within the school grounds. The school-side (north) lane was observed to be used for drop-off, while the outside (south) lane was typically used to bypass standing vehicles and exit the campus. On Essex Court south of the school, the west side of the street was coned to create an extended walkway area for pedestrians and a narrower, single southbound lane of travel on the east side.



Outbound Essex Court Coned Off for Additional Pedestrian Space (Arrival Peak)

Arrival observations began at approximately 8:20AM, leading up to the school's scheduled start time of 8:40AM. During observations, queued vehicles were observed as early as 8:25AM, though students were not seen entering the school until 8:35AM when doors were opened. On-campus queuing peaked at approximately 8:35AM. At this time, all five observed school buses were also on campus in the circular drive (used exclusively for bus activity). It should be noted that Essex Court widens to provide a westbound bypass lane approximately 150 feet west of Warrington Road. As such, vehicles staged in advance of this area (where only a single lane is provided) effectively blocked circulation and contributed to inbound queuing on Warrington Road. Queuing on northbound and southbound Warrington Road was observed as vehicles attempted to enter the campus. A crossing guard was present at the intersection of Essex Court and Warrington Road, facilitating crossing movements and assisting in managing queues. After the start bell, vehicles dissipated quickly, with the lot cleared by approximately 8:48AM.

N

= Personal Vehicle Drop-Off/Pick-Up Route
= Bus Drop-Off/Pick-Up Route
= Pedestrian Circulation Route
= On-Street Drop-Off/Pick-Up Parking Areas

Walden Elementary School

Warrington Road

Essex Court

Essex Court

Warwick Road

Walden Lane

TYLin

Figure 2
Existing Arrival & Dismissal Operations

Student drop-off locations varied depending on the student's grade, with younger students generally being dropped off near the middle of the school and older students being dropped off nearer the east end of the school. Much of the curbside along the school is occupied by angled parking spaces or coned off (west end) to create additional pedestrian space. As such, limited space is available for direct curbside unloading, and students were often observed crossing a parking aisle to access the school. Passenger unloading was facilitated by school volunteers and staff.

It can be noted that during the May observation with warmer weather than the December observation, some additional parents chose to park on Warwick Road during drop-off and walk their students to school rather than circulate through the parking lot in a vehicle. Also, during May observations of Ambleside Drive, when pedestrian access was open and the powerline issue resolved, very limited use of the pedestrian pathway and Ambleside crossing was recorded (one student on bike) and no vehicles were observed dropping students off to the northwest of the school.

Dismissal Period

Afternoon observations began before 3:00PM. Between 3:00PM and 3:25PM, vehicles were observed staging both on campus and on the nearby streets. Approximately 30 vehicles were observed queuing on campus, with approximately 10 additional vehicles queuing on Warrington Road. At the time of dismissal, 25 to 30 vehicles were observed parked on Warwick Road and Walden Lane. Parents parked on nearby streets were observed leaving their vehicles and accessing the school doors via the coned off pedestrian access on the west side of Essex Court. It can be noted that a few vehicles were also observed parking on Warrington Road during the dismissal window when parking is prohibited, though did not appear related to school dismissal activity.

Students were released at 3:25PM. Dismissal operations were substantially similar to arrival, with vehicles circulating the lot in counterclockwise fashion. Students were paired with parents and/or vehicles directly in front of the



Vehicles Stage on Warwick Road Ahead of Dismissal



Heavy Pedestrian Traffic at Essex Court / Warwick Road

school doors. Buses circulated through the circular drive near the east end of the campus.

Significant pedestrian activity was observed at the intersection of Essex Court/Walden Lane and Warwick Road as departing parents and students returned to parked vehicles on Warwick Road. Large numbers of pedestrians appeared to contribute to a general sense of safety, allowing pedestrians to cross at leisure, including through the middle of the intersection. This heavy pedestrian activity limited the ability of outbound vehicles to enter the intersection, contributing to outbound delays at the Warwick Road/Essex Court/Walden Lane intersection and resulting in spillback queuing that extended back into the school grounds. It can be noted that limited use of the northwest pedestrian pathway and Ambleside crossing was recorded during dismissal, and no obvious pick-up activity occurred along Ambleside Drive. The school lot was observed to be clear of vehicles by approximately 3:37PM.

It should be noted that post-dismissal, some vehicles were observed briefly navigating against westbound-only traffic flow to exit the site via Essex Court and Warrington Road. These maneuvers were performed by vehicles already parked near the eastern boundary of the site and during post-dismissal times when very little other traffic was present.

2.4. Existing Traffic Volumes

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

- Warwick Road & Essex Court/Walden Lane
- Essex Court & Warrington Road
- Warwick Road & Warrington Road
- Warwick Road & Wincanton Drive

All counts were performed during Thursday morning and afternoon periods (7:00-9:00AM and 2:00-6:00PM) to coincide with the peak activity of the school and on the area roadway network. Based on the resulting count data, peak hours occurred from 7:45-8:45AM during the morning arrival period, from 3:00-4:00PM during the afternoon dismissal period, and from 4:30-5:30PM during the evening peak period, respectively.

The resulting traffic volumes were summarized and balanced where applicable throughout the study area for each of the peak hours, establishing an Existing Year 2025 volume network. The resulting traffic volumes at each intersection during the morning, midday, and evening peak hours are illustrated on ***Figure 3***. Summaries of the raw counts are contained in the Appendix.

N

Not to Scale

Legend

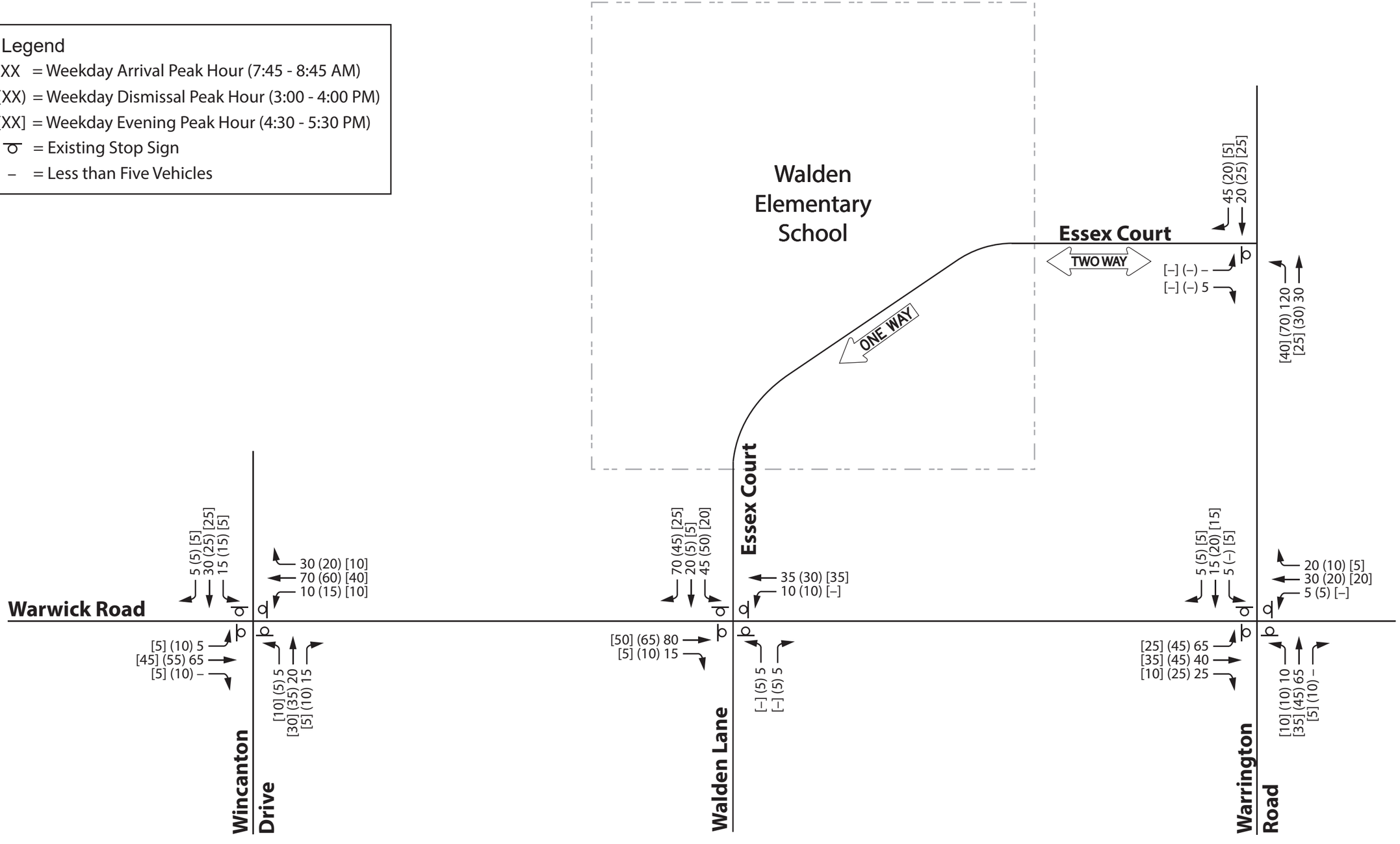
XX = Weekday Arrival Peak Hour (7:45 - 8:45 AM)

(XX) = Weekday Dismissal Peak Hour (3:00 - 4:00 PM)

[XX] = Weekday Evening Peak Hour (4:30 - 5:30 PM)

⊽ = Existing Stop Sign

– = Less than Five Vehicles



TYLin

Figure 3

Existing (2025) Traffic Volumes

2.5. Existing Intersection Operations

The operational effectiveness of transportation facilities is measured in terms of Level of Service (LOS). LOS ranges from LOS A to LOS F, with LOS A reflecting the lowest level of vehicular delay and LOS F being the highest. LOS A represents free-flow conditions where motorists experience a high level of comfort and convenience. LOS E represents saturated or at-capacity conditions, and LOS F represents oversaturated conditions.

For unsignalized intersections, total delay is defined as the total elapsed time from the moment a vehicle stops at the back of the queue until the vehicle departs from the stop bar on the stop-sign controlled approach. This includes the time required for the vehicle to travel from the last-in-queue to the first-in-queue position.

Capacity analysis was performed to analyze the study intersections for the weekday peak hours using Synchro 12 capacity analysis software. The Highway Capacity Manual, 7th Edition report was used to evaluate intersection capacity at all study intersections. Based on this criteria, all of the study intersections currently operate with low levels of delay, with all approaches operating at LOS A. A more detailed summary of LOS criteria, results, and the accompanying Synchro worksheets are included in the Appendix.

However, it should be noted that these results do not fully capture the operating conditions observed in the field due to limitations of Synchro capacity analysis. As noted in the existing conditions observations in the preceding section, heavy pedestrian activity (including crossings at unmarked locations that cannot be properly modeled) at the intersection of Essex Court and Warwick Road during peak periods limited opportunities for outbound vehicles to enter the intersection, increasing delay and queuing within the parking lot. Additionally, vehicles performing drop-off/pick-up maneuvers within the campus contributed to internal queuing along Essex Court, reducing internal circulation capacity and resulting in queues extending onto Warrington Drive as vehicles waited to enter the campus.

2.6. Existing Parking Conditions

Walden Elementary School is served by an on-campus surface parking lot located on the south side of the school building. The lot has a total of 66 parking spaces, including three (3) ADA spaces, one (1) reserved space (Deerfield 109 School Resource Officer) and 62 standard spaces for general use. General spaces were not marked and were observed to be utilized by both staff and visitors. Additional on-street parking supply is provided on the nearby streets of Warwick Road and Walden Lane, which allow parallel on-street parking on both sides of the street.

Parking occupancy counts were conducted in the school's parking lot on the same Thursday as the observations described in the preceding sections. Counts were performed at approximately 8:30AM (pre-arrival), 9:00AM (post-arrival), 3:00PM (pre-dismissal), and 3:45PM (post-dismissal). A tabular summary of parking capacity and demand is shown below in ***Table 1***.

Table 1. Existing Parking Utilization

Parking		AM Hours		PM Hours	
Type	**Supply**	**Pre-Arrival**	**Post-Arrival**	**Pre-Dismissal**	**Post-Dismissal**
General	62	59	58	59	36
ADA	3	1	2	0	1
Reserved	1	–	1	1	1
Total	*66*	*60*	*61*	*60*	*38*
Percent Occupancy		***91%***	***92%***	***91%***	***58%***

As shown, the on-campus parking lot reached a peak occupancy of 61 vehicles (92%) during the post-arrival period, leaving five (5) spaces available out of the total 66 spaces supplied. Parking occupancy remained consistently above 90 percent during both pre-arrival and pre-dismissal periods, indicating that the count is representative of peak staff parking demand. Additional parking supply is available on nearby streets for parents and guardians during drop-off and pick-up activities. As previously mentioned, during the dismissal period, approximately 25 to 30 vehicles were observed parked along Warwick Road and Walden Lane.

03. Future Conditions

In order to evaluate future area traffic operations, campus circulation, and parking after the completion of the proposed school reconstruction, traffic volumes were forecasted for the horizon year coinciding with the anticipated completion of the proposed project. However, as noted previously, the proposed project is not expected to include an increase in enrollment or staffing. As such, assessment of future campus circulation, traffic operations, and parking were based on the redistribution of existing school trips. The findings and resulting recommendations are discussed in this section of the report.

3.1. Site Development Plan

Under the proposed plan, Walden Elementary School would be reconstructed north of its existing location. While the proposed project is not expected to increase enrollment or staffing at the school, reconfiguration of the site's internal layout and parking lot is expected to have impacts on vehicular and pedestrian circulation patterns, as shown in ***Figure 4*** and described in the following sections. A concept site plan showing the proposed reconfigurations is included in the Appendix.

Circulation Modifications

As shown previously in ***Figure 2***, Essex Court currently functions as the primary circulation route for the existing surface parking lot, with vehicles circulating through the lot in a counterclockwise direction. Vehicles enter Essex Court from Warrington Road, travel through the parking lot in a westbound direction, and exit southbound on Essex Court at Warwick Road. Buses follow a similar circulation pattern but load and unload in the circular drive on the southeastern side of the school.

Under future conditions, overall vehicle circulation would maintain the general counterclockwise pattern utilized today, entering the campus via Warrington Road and departing via Warwick Road. However, as part of the proposed changes, the internal circulation pattern would be reconfigured to provide a separate drop-off/pick-up loop providing more storage for drop-off and pick-up activity by extending further north within the campus immediately adjacent to the proposed curbside. As in the existing condition, two lanes of travel would be provided, one for drop-off/pick-up operations and the other providing a means of bypassing queued vehicles in the drop-off/pick-up lane.

Bus loading and unloading activity would remain separated from parent traffic. However, this activity would be relocated from the existing circular drive to the west side of the campus in a dedicated bus loop that would accommodate unloading, loading, and staging operations. East-facing "Bus Only" signage should be posted at the entrance to the bus loop to discourage access by other vehicles. Buses would continue to enter the campus on Essex Court via Warrington Road (as is current practice) to access the western portion of the campus. Under future conditions, the buses would utilize the outside travel lane to bypass drop-off/pick-up queues.

N

= Personal Vehicle Drop-Off/Pick-Up Route
= Bus Drop-Off/Pick-Up Route
= Pedestrian Circulation Route

EX. BUILDING
APPROX. F.F.E. = 675.50

10' RAISED CROSSWALK

PLAYGROUND
(5-12)
6,266 SF

PLAYGROUND
(2-5)
5,990 SF

6 BUS QUEUE

BUS
DROP OFF

46-PARENT
DROPOFF QUEUE

Essex Court

DEDICATED BUS LANE
TO ENTER DROP OFF

DEDICATED LEFT TURN
ONLY LANE

STOP SIGN (TYP.)

STOP BAR (TYP.)

EXIT ONLY

DEDICATED RIGHT TURN
ONLY LANE FOR PARENT
DROP OFF QUEUE

662 WARWICK ROAD
654 WARWICK ROAD
640 WARWICK ROAD
632 WARWICK ROAD
626 WARWICK ROAD
618 WARWICK ROAD
610 WARWICK ROAD
602 WARWICK ROAD
562

Essex Court

Warrington Road

Warwick Road

TYLin

Figure 4
Proposed Circulation Diagram

Parking Modifications

As noted in Section 2.6 (Existing Parking Conditions), the school's surface parking lot provides parking along both sides of Essex Court on-site currently. Parking is arranged primarily in angled stalls along the internal circulation route adjacent to the school entrance. Based on the concept site plan, the primary parking area would be reorganized and relocated to a separated surface lot. Additional angled parking spaces would also be accessible directly from the drop-off/pick-up loop. The total number of parking spaces would increase to 85, including four (4) ADA spaces, representing an increase of 24 spaces relative to existing conditions. The parking lot area would be accessible via two driveways: one at the south end connecting to Essex Court and one at the north end connecting to the drop-off/pick-up loop.

Pedestrian Modifications

Currently, pedestrian access to the campus is primarily provided via sidewalk at two locations: on the north side of Essex Court from Warrington Road and on the west side of Essex Court from Warwick Road. Pedestrian access to Ambleside Drive to the north is also currently provided via an off-street path, though had limited observed use. Within the campus, two marked crosswalk locations are provided where sidewalk crosses the existing circular bus driveway.

Under proposed conditions, external sidewalk connections would be maintained in the locations noted above. The existing sidewalk on the west side of Essex Court at the south exit is planned to be widened to approximate the additional width provided in the coned off area under existing conditions. This widened sidewalk configuration should also be extended outside of the school's boundary south to Warwick Road. Additionally, sidewalks would be installed along the circular drop-off/pick-up area to provide continuous pedestrian connectivity within the campus.

Two new marked crosswalks would also be installed within the campus. The first would be installed across the bus loop entrance, which would form the west leg of an internal intersection with Essex Court and the drop-off/pick-up loop. This location would focus pedestrian crossings at a low-volume approach (since only bus traffic would cross this crosswalk). The second would be installed on the north side of the parking lot across the circular drop-off/pick-up drive near the school's main pedestrian access.

3.2. Future Parking Utilization

As noted in the preceding section, the school's on-campus parking lot is expected to be expanded to include a total of 85 spaces, including 4 ADA spaces. Based on the assumption that no student body or staff growth is anticipated, this future total would be expected to be sufficient given the existing non-arrival/dismissal demand of 61 vehicles, which would represent a future occupancy of approximately 72 percent. This level of occupancy would be expected to allow for additional student body or staff growth in the future or support additional parking demand during school events. It is also expected that the provision of the additional 24 new parking spaces would accommodate some parents/guardians who currently park along Warwick Road during school arrival and dismissal periods, thereby reducing on-street parking demand in the surrounding area.

3.3. Future Vehicle Staging & Circulation

Based on proposed modifications to the parking lot detailed in Section 3.1. (Site Development Plan), changes to vehicle circulation are detailed below. A map of proposed site circulation was previously shown on ***Figure 4***.

Bus Redistribution

Under the proposed configuration, bus circulation changes are exclusively internal to the campus. After reconstruction, buses would continue to enter the campus from the east on Essex Court via Warrington Road and depart the campus to the south at Warwick Road. As such, no changes to peak hour bus volumes at external study intersections were incorporated into future analysis.

Personal Vehicle Redistribution

Under future conditions, the proposed modifications primarily affect internal site circulation, as vehicles would continue to enter and exit the campus at the existing access points. Circulation through the campus would still generally function as one-way westbound, with two-way travel only possible within the proposed parking lot area and within the bus loading/unloading zone.

However, the revised layout is expected to increase on-campus drop-off/pick-up vehicle capacity. Between queuing space for over 35 vehicles and an additional 24 parking spaces relative to existing conditions, the future campus is projected to be able to accommodate approximately 60 vehicles related to drop-off or pick-up activity at a given time. During existing observations, demand for approximately 40 vehicles for the drop-off/pick-up loop was observed during the afternoon peak hour (30 on-campus and another 10 on nearby streets waiting to enter). As such, it was assumed that approximately 20 additional vehicles could be accommodated on-campus under future conditions (60 available spaces minus 40 vehicles of existing pick-up demand). It was assumed that 20 vehicles that were previously parked off-campus on Warwick Road would instead be accommodated within the campus, and reassigned to the school's Essex Court ingress and egress points. It should be noted that this redistribution was only assumed during the dismissal peak hour, as during arrival conditions less vehicles were observed parking off-campus.

As noted, under existing conditions, vehicles parked near the eastern boundary of the school grounds were observed exiting the campus to Warrington Road, traveling briefly in the wrong direction within the school boundary (which is one-way westbound). Due to the relocation of parking areas farther from the eastern edge of the campus under future conditions, it was assumed that site traffic would no longer exit the site to Warrington Road. Existing eastbound trips at the intersection of Essex Court and Warrington Road were reassigned to exit the campus at Warwick Road.

To reinforce this behavior, "Do Not Enter" (Manual on Uniform Traffic Control Devices R5-1) signs should be placed on Essex Court facing west at its internal intersections with other driveways. Based on MUTCD guidance, a sign "should be placed directly in view of a road user at the point where a road user could wrongly enter a one-way roadway. The sign should be mounted facing traffic that might enter the roadway or ramp in the wrong direction….a second "Do Not Enter" sign may be used, particularly where traffic approaches from an intersecting roadway."



R5-1

An additional "One-Way" arrow sign (MUTCD R6-1) sign should be placed facing southbound traffic exiting the parking lot onto Essex Court. According to the MUTCD, "at unsignalized T-intersections where the roadway at the top of the T-intersection is a one-way roadway, one-way signs shall be placed on the near-right and the far side of the intersection facing traffic on the stem approach."



R6-1

3.4. Future Traffic Projections

Based on the routing assumptions detailed in the preceding section, TYLin redistributed existing personal vehicle traffic during the three assessed peak hours. Given the expectation that no student or staff growth is expected as a part of the proposed project, traffic volumes were not increased. Personal vehicle redistributions are detailed in ***Figure 5***.

As noted previously, based on the limited connectivity and residential nature of the study area streets, no background traffic growth was added during the studied peak hours. To estimate total future traffic volumes at the study intersections, the redistributions detailed in ***Figure 5*** were added to existing volumes, yielding the Future volumes summarized on ***Figure 6***.

N

Not to Scale

Legend

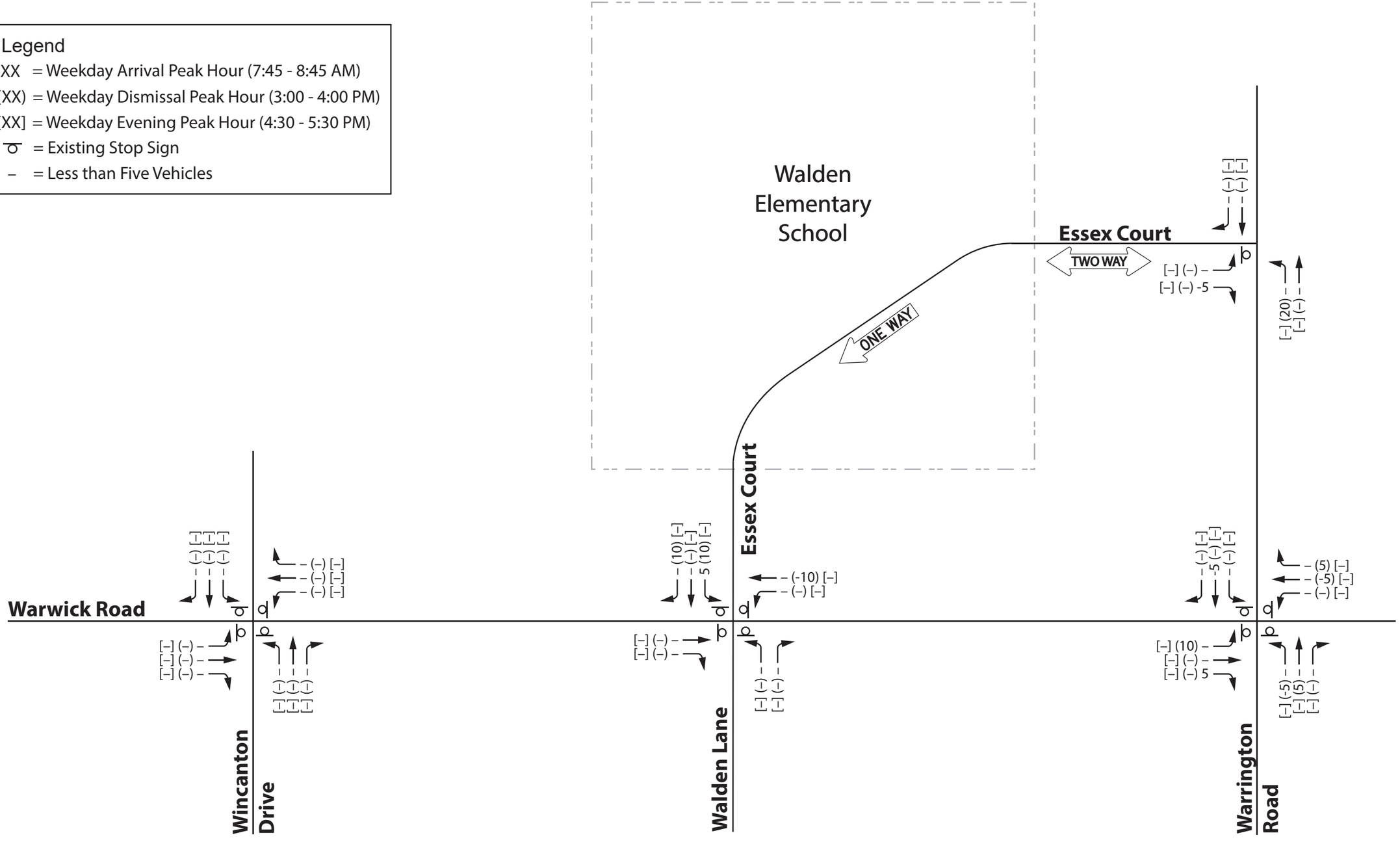
XX = Weekday Arrival Peak Hour (7:45 - 8:45 AM)

(XX) = Weekday Dismissal Peak Hour (3:00 - 4:00 PM)

[XX] = Weekday Evening Peak Hour (4:30 - 5:30 PM)

$\overline{O}$ = Existing Stop Sign

– = Less than Five Vehicles



TYLin

Figure 5

Total Traffic Redistribution

N

Not to Scale

Legend

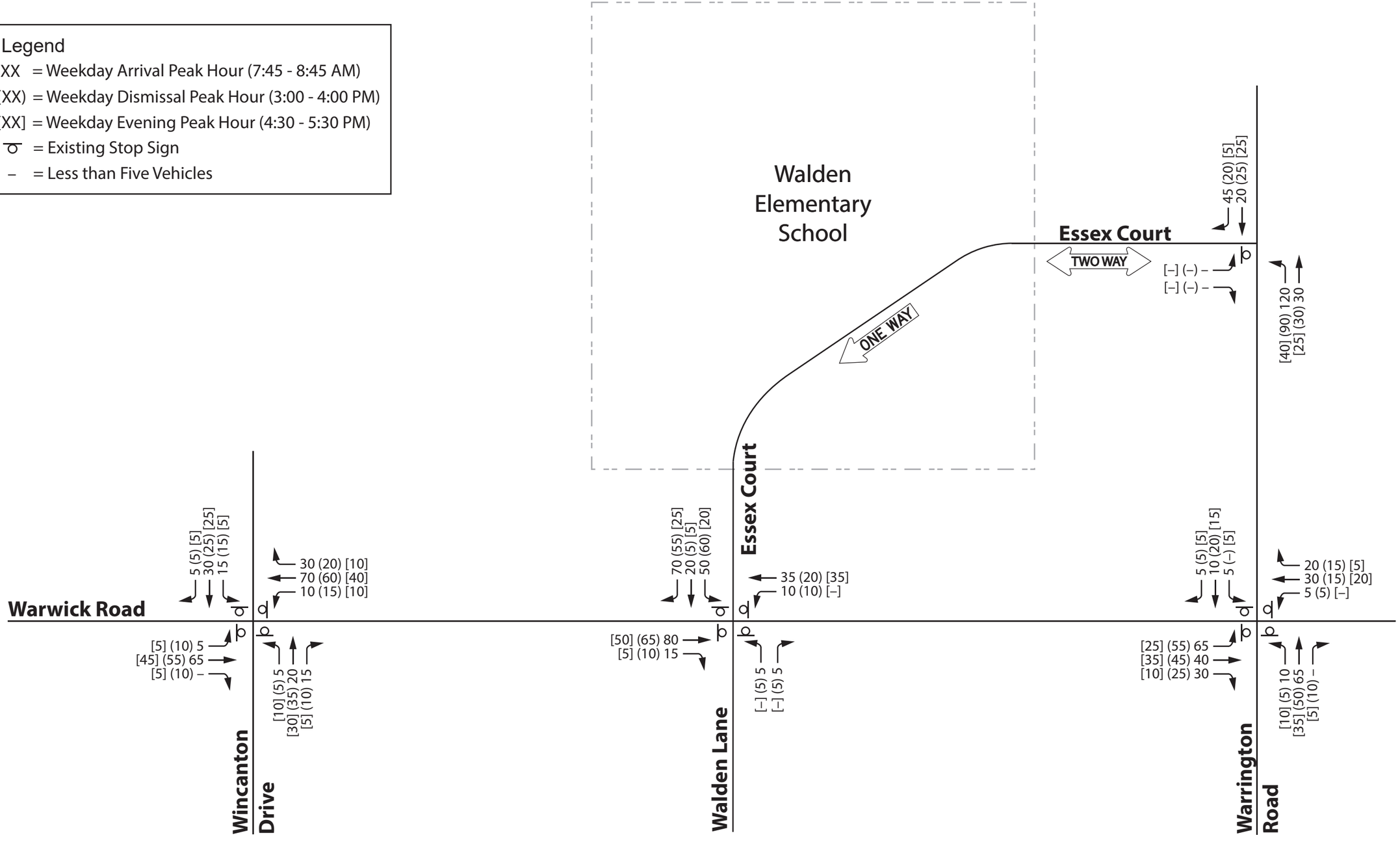
XX = Weekday Arrival Peak Hour (7:45 - 8:45 AM)

(XX) = Weekday Dismissal Peak Hour (3:00 - 4:00 PM)

[XX] = Weekday Evening Peak Hour (4:30 - 5:30 PM)

$\overline{o}$ = Existing Stop Sign

– = Less than Five Vehicles



TYLin

Figure 6

Future (2028) Traffic Volumes

3.5. Future Traffic Operations

Intersection Operations

To assess the impact of the proposed school modifications on the traffic operations within the study area, capacity analyses were performed for future conditions. The only modification planned for external study intersections as a result of the proposed project is the narrowing of Essex Court to one lane of travel north of Warwick Road. Since this approach was already narrowed to a single lane through the use of cones under existing conditions, this change does not have an impact on future vehicular capacity at this intersection. Based on the above assumptions, intersection operations at the study intersections are expected to remain very similar to existing conditions, with no intersection approach operating at worse than LOS A. As in the existing condition, the Synchro capacity analysis likely underestimates some delay and queuing during arrival and dismissal periods due to factors such as heavy pedestrian density and on-campus queuing. Additional discussion of operations is included in the following sections. A table of detailed Synchro results and the corresponding Synchro worksheets are included in the Appendix.

Within the campus, a four-way intersection would be created at the intersection of Essex Court with the drop-off/pick-up loop and the bus loading loop. It is recommended that stop signs be posted on all legs (apart from the south leg, which would operate as one-way southbound). On the eastbound and southbound approaches, a single approach lane should be provided to match the one receiving lane on the south leg. On the westbound approach, two approach lanes are shown on the concept site plan, which should be striped as a "Bus Only" through lane (north lane) and a "Left Turn Only" lane for passenger vehicles (south lane). Traffic-control personnel should also be posted at this intersection during arrival and dismissal periods to manage conflicts and flows between bus, personal vehicle, and pedestrian traffic.

Current operations indicate traffic control personnel should be posted at the intersection of Essex Court and Warwick Road/Walden Lane during peak periods to facilitate vehicular and pedestrian movements, with priority on preserving pedestrian safety. With the potential for reduced parking demand on adjacent streets such as Warwick Road and Walden Lane in the future and the resulting possibility of lower pedestrian activity at the Essex Court/Warwick Road/Walden Lane intersection, it is recommended that traffic control personnel be deployed at this intersection initially. Conditions may be reassessed once traffic and pedestrian patterns stabilize under future conditions. Traffic control personnel should also be maintained at the intersection of Essex Court and Warrington Road during arrival/dismissal periods to facilitate pedestrian crossings and heavy vehicle traffic, as is current practice.

As previously noted, peak period parking restrictions are posted on Warrington Road prohibiting parking during school arrival and dismissal periods. However, vehicles were observed parking in violation of these peak periods, impacting two-way traffic on Warrington Road given its narrow width. The Village may want to consider more restrictive parking signage in the segment of Warrington Road between Cumnor Court and Warwick Road, such as prohibiting parking on one or both sides of the street for the full school day (e.g. No Parking 7:00AM-4:00PM on School Days), which may improve clarity and make enforcement easier.

Drop-Off/Pick-Up Operations

As noted previously, circulation for personal vehicles would not be expected to differ substantially from existing conditions at external access points, with vehicles entering via Warrington Road and exiting via Warwick Road. The proposed site plan shows various modifications, including a longer curbside drop-off/pick-up lane directly adjacent to the curbside, increased on-campus parking capacity, and an extended second travel lane that would allow exiting vehicles to more easily bypass queued vehicles. These operational changes would be expected to increase on-campus capacity, likely reducing the number of vehicles parked on nearby streets (such as Warwick Road) and reducing potential off-campus pedestrian conflicts. The additional loading/unloading space, the separation of bus/vehicle loading, and the improved bypass lane are expected to contribute to improved circulation and increased queuing capacity relative to existing conditions even with the anticipated relocation of some parents from street parking to parking on-campus. If desired, on-campus queuing space could be achieved by extending vehicle queuing space to the south closer to the bus loading/unloading area.

The drop-off/pick-up lane would also directly abut the proposed curbside, allowing for direct passenger-side loading and unloading. This configuration would be expected to contribute to safer and more efficient loading/unloading relative to the existing condition, where no direct curbside drop-off/pick-up lane is provided.

It should be noted that the provision of two travel lanes along the school frontage is a condition with the potential for multi-threat crashes. A multi-threat crash refers to a situation when a crosswalk crosses two lanes of vehicle travel in the same direction, where a parked vehicle in the near lane can block a driver's view of a pedestrian from the far lane. To mitigate this potential, a crossing guard should be posted at the high-visibility crosswalk within the drop-off/pick-up area during the entirety of the arrival and dismissal periods directing pedestrians to cross at that location and stopping vehicular traffic to facilitate crossings. A raised crosswalk may also be considered at this location to calm traffic and further increase pedestrian visibility to drivers. A summary of the proposed recommendations outlined in the preceding section is provided in ***Figure 7***.

N

EX. BUILDING
APPROX. F.F.E. = 675.50

Provide crossing guard during arrival/dismissal operations

10' RAISED CROSSWALK

PLAYGROUND
(5-12)
6,266 SF

PLAYGROUND
(2-5)
5,990 SF

Provide traffic control staff during arrival/dismissal operations

Maintain traffic control staff during arrival/dismissal operations

6 BUS QUEUE

46-PARENT
DROPOFF QUEUE

Post "Do Not Enter" signage facing South

BUS
DROP OFF

280.32'

Essex Court

Post "Bus Traffic Only" signage facing east

Post "Do Not Enter" signage facing West

Post One-Way westbound arrow signage facing north

Right-turn Only striping

DEDICATED BUS LANE
TO ENTER DROP OFF

DEDICATED LEFT TURN
ONLY LANE

DEDICATED RIGHT TURN
ONLY LANE FOR PARENT
DROP OFF QUEUE

EXIT ONLY

Provide traffic control staff during arrival/dismissal operations

Widen existing sidewalk on west side of Essex Court

Provide traffic control staff during arrival/dismissal operations

Essex Court

640 WARWICK ROAD

632 WARWICK ROAD

626 WARWICK ROAD

618 WARWICK ROAD

610 WARWICK ROAD

602 WARWICK ROAD

562

Warrington Road

Warwick Road

TYLin

Figure 7
Proposed Recommendations Diagram

04. Recommendations & Conclusions

Based on the analyses detailed in this report, the proposed school reconstruction and associated changes to circulation and parking are expected to have positive impact on area traffic operations. Queuing and parking demand on the nearby streets of Warrington Road, Warwick Road, and Walden Lane may decrease relative to existing conditions with the provision of additional on-campus drop-off/pick-up space. Additionally, the school's proposed parking supply is expected to accommodate existing demand with room for additional on-campus use during arrival/dismissal periods.

Several modifications included in the site plan are expected to improve area circulation and pedestrian accessibility. The relocation of the bus loading/unloading area, the lengthening of the curbside drop-off/pick-up area, and the lengthening of the bypass lane would all be expected to contribute to decreased on-campus congestion and queuing, reducing off-campus queuing and delay. The permanent widening of connective sidewalk from Warwick Road and the provision of additional high-visibility crosswalks on campus would be expected to contribute towards safer and more comfortable pedestrian experiences near the school.

The following recommendations were identified to facilitate efficient and safe operations within the campus and at nearby intersections for vehicles and pedestrians.

- Work with the Village to explore more restrictive parking signage along Warrington Road between Cumnor Court and Warwick Road to improve two-way operation along the narrow street segment.
- At the internal intersection of Essex Court with the drop-off/pick-up loop and the bus loop:
  - Provide a single approach lane on the eastbound and southbound approaches. These configurations may need to be reinforced with cones depending on ultimate pavements widths.
  - Stripe proposed westbound approach as a dedicated left-turn lane and a "Bus Only" through lane.
  - Post stop signs on the eastbound, southbound, and westbound approaches.
  - Post "Bus Only" signage facing east on the west leg of the intersection.
  - Post traffic control staff to facilitate vehicle, bus, and pedestrian activity during arrival and dismissal hours.
- Within the campus on Essex Court, post signage to warn drivers of one-way roadways, including:
  - "Do Not Enter" signs facing west where Essex Court intersects with conflicting traffic.
  - "One-Way" arrow signage facing north where the parking lot driveway meets Essex Court.

- During arrival and dismissal periods:
  - Post a crossing guard at the pedestrian crossing across the drop-off/pick-up circular drive. The crossing guard should encourage crossings to occur at that location and stop bypassing vehicles as necessary to support safe passage of pedestrians.
  - Maintain the existing staff support currently used during arrival/dismissal periods to encourage efficient use of curb space and matching students with queued vehicles.
  - Post a crossing guard initially at the intersection of Warwick Road and Essex Court/Walden Lane to facilitate pedestrian crossings and vehicular movements; monitor needs once traffic and pedestrian patterns stabilize under future conditions.
  - Maintain the existing staff support at the intersection of Essex Court and Warrington Road.

As with many school campuses, some delay and vehicle queuing is expected due to the condensed nature of school-related traffic patterns. However, with these modifications in place, this period is expected to decrease in length relative to existing conditions and may reduce vehicular queuing onto Warrington Road.

Appendix

CONCEPT SITE PLAN

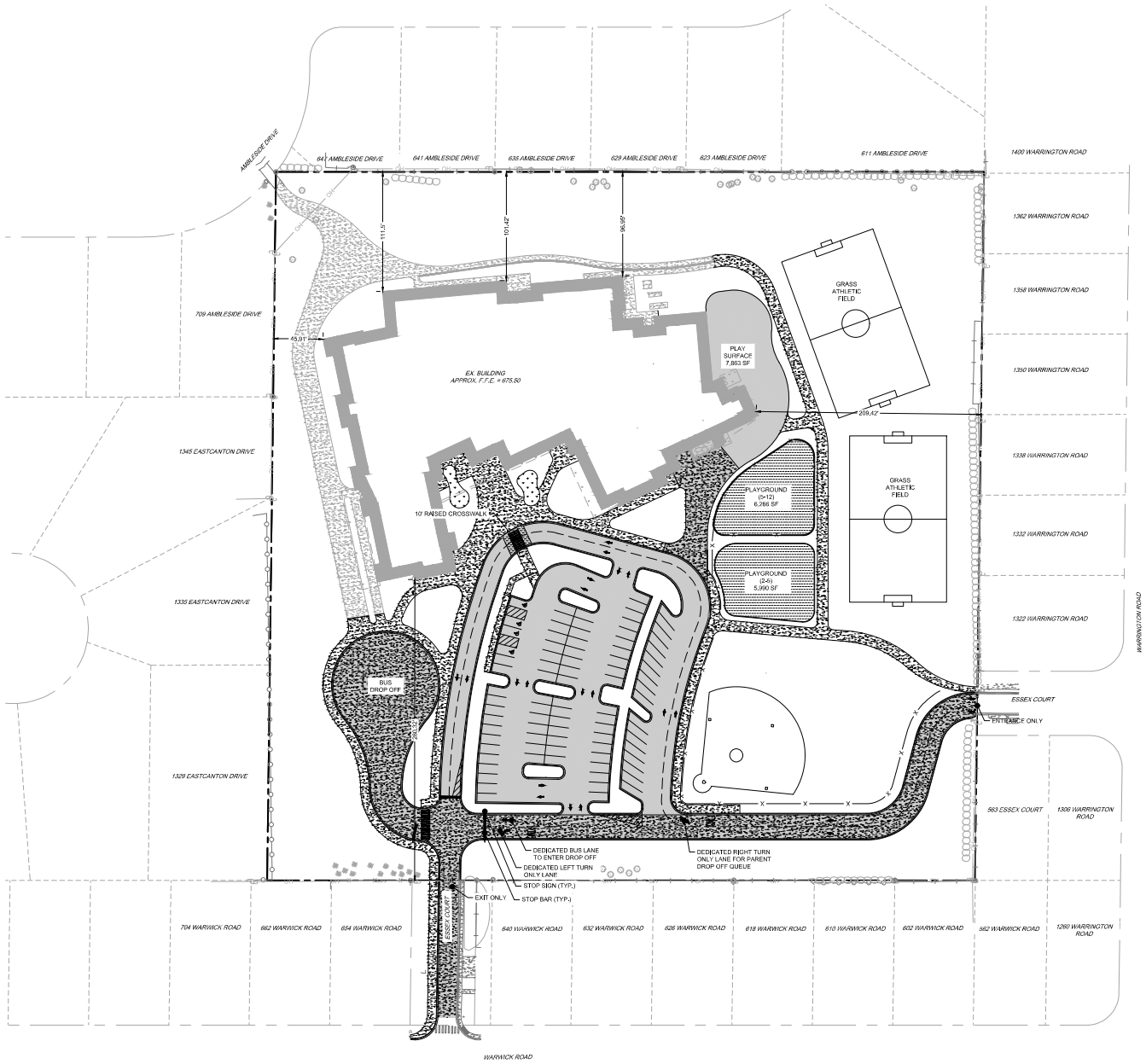
WALDEN SCHOOL BOUNDARY MAP

LEVEL OF SERVICE TABLES

CAPACITY ANALYSIS RESULTS

RAW TRAFFIC DATA

CONCEPT SITE PLAN



LEGEND

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

KEYMAP

C2.1	C2.2
C2.3	C2.4

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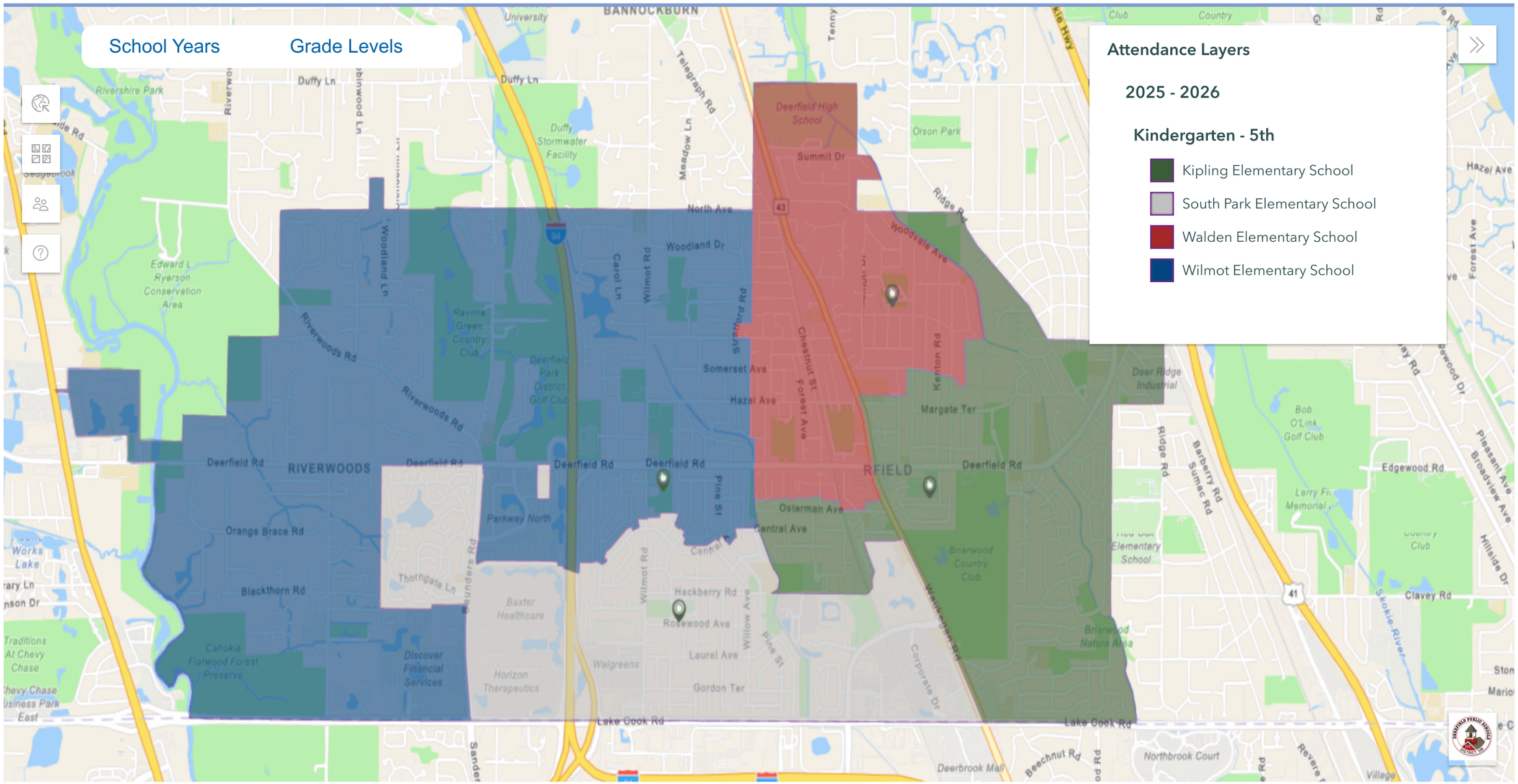
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WALDEN SCHOOL BOUNDARY MAP

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LEVEL OF SERVICE TABLES

The LOS thresholds for unsignalized intersections, as defined in the Highway Capacity Manual, Seventh Edition (HCM), are provided in ***Table A1.***

Table A1. LOS Criteria for Unsignalized Intersections

Level of Service (LOS)[1]	Average Delay
A	≤ 10.0 seconds
B	> 10.0 and ≤ 15.0 seconds
C	> 15.0 and ≤ 25.0 seconds
D	> 25.0 and ≤ 35.0 seconds
E	> 35.0 and ≤ 50.0 seconds
F	> 50.0 seconds

Transportation Research Board. Highway Capacity Manual, Seventh Edition.
[1]LOS grades assume volume-to-capacity (v/c) ratio <1; LOS F is triggered when v/c ≥1

Table A2. Existing (Year 2025) Levels of Service

Intersection	Morning Peak		Midday Peak		Evening Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Essex Court & Warrington Road[1]						
Eastbound	10.7	B	10.6	B	9.4	A
Northbound (Left)	8.2	A	7.8	A	7.4	A
Essex Court/Walden Lane & Warwick Road[2]						
Eastbound	9.0	A	8.3	A	7.5	A
Westbound	8.6	A	8.2	A	7.5	A
Northbound	7.9	A	7.6	A	7.3	A
Southbound	9.6	A	9.1	A	7.3	A
Intersection	*9.2*	*A*	*8.7*	*A*	*7.4*	*A*
Warwick Road and Warrington Road[2]						
Eastbound	9.7	A	9.2	A	7.8	A
Westbound	8.3	A	7.9	A	7.5	A
Northbound	9.1	A	8.4	A	7.9	A
Southbound	8.3	A	8.0	A	8.1	A
Intersection	*9.1*	*A*	*8.7*	*A*	*7.8*	*A*
Warwick Road & Wincanton Drive[2]						
Eastbound	8.4	A	8.8	A	7.7	A
Westbound	8.5	A	9.9	A	7.7	A
Northbound	8.0	A	8.4	A	7.7	A
Southbound	8.3	A	9.0	A	7.9	A
Intersection	*8.4*	*A*	*9.3*	*A*	*7.7*	*A*

[1]Minor-Leg Stop Controlled Intersection
[2]All-Way Stop-Controlled Intersection

Table A3. Future Levels of Service

Intersection	Morning Peak		Midday Peak		Evening Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Essex Court & Warrington Road[1]						
Eastbound	10.5	B	9.8	A	8.9	A
Northbound (Left)	7.9	A	7.8	A	7.4	A
Essex Court/Walden Lane & Warwick Road[2]						
Eastbound	9.0	A	8.5	A	7.5	A
Westbound	8.6	A	8.2	A	7.4	A
Northbound	7.8	A	7.6	A	7.2	A
Southbound	9.8	A	9.5	A	7.3	A
Intersection	*9.3*	*A*	*9.0*	*A*	*7.4*	*A*
Warwick Road and Warrington Road[2]						
Eastbound	9.7	A	9.5	A	7.8	A
Westbound	8.3	A	7.8	A	7.5	A
Northbound	9.1	A	8.5	A	7.9	A
Southbound	8.2	A	8.1	A	8.1	A
Intersection	*9.1*	*A*	*8.9*	*A*	*7.8*	*A*
Warwick Road & Wincanton Drive[2]						
Eastbound	8.4	A	8.8	A	7.7	A
Westbound	8.5	A	9.9	A	7.7	A
Northbound	8.0	A	8.3	A	7.7	A
Southbound	8.3	A	9.0	A	7.9	A
Intersection	*8.4*	*A*	*9.3*	*A*	*7.7*	*A*

[1]Minor-Leg Stop Controlled Intersection
[2]All-Way Stop-Controlled Intersection

CAPACITY ANALYSIS RESULTS

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	120	30	20	45
Future Vol, veh/h	1	5	120	30	20	45
Conflicting Peds, #/hr	32	1	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	38	44	82	69	34
Heavy Vehicles, %	0	0	4	4	0	0
Mvmt Flow	4	13	273	37	29	132

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	713	100	165	0	-	0
Stage 1	99	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	401	961	1401	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	310	956	1395	-	-	-
Mov Cap-2 Maneuver	310	-	-	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	527	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.74	7.23	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1367	-	644	-	-
HCM Lane V/C Ratio	0.195	-	0.027	-	-
HCM Ctrl Dly (s/v)	8.2	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.7	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	65	2	10	70	30	5	20	15	15	30	5
Future Vol, veh/h	5	65	2	10	70	30	5	20	15	15	30	5
Peak Hour Factor	0.50	0.54	0.50	0.43	0.60	0.67	0.50	0.69	0.44	0.42	0.78	0.50
Heavy Vehicles, %	0	0	0	0	7	3	0	0	0	0	4	0
Mvmt Flow	10	120	4	23	117	45	10	29	34	36	38	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.4	8.5	8	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	7%	9%	30%
Vol Thru, %	50%	90%	64%	60%
Vol Right, %	38%	3%	27%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	72	110	50
LT Vol	5	5	10	15
Through Vol	20	65	70	30
RT Vol	15	2	30	5
Lane Flow Rate	73	134	185	84
Geometry Grp	1	1	1	1
Degree of Util (X)	0.092	0.167	0.219	0.11
Departure Headway (Hd)	4.514	4.465	4.275	4.698
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	794	804	840	763
Service Time	2.544	2.49	2.298	2.727
HCM Lane V/C Ratio	0.092	0.167	0.22	0.11
HCM Control Delay, s/veh	8	8.4	8.5	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.6	0.8	0.4

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	80	15	10	35	0	5	0	5	45	20	70
Future Vol, veh/h	0	80	15	10	35	0	5	0	5	45	20	70
Peak Hour Factor	0.25	0.55	0.46	0.56	0.50	0.25	0.35	0.25	0.50	0.56	0.48	0.42
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	9
Mvmt Flow	0	145	33	18	70	0	14	0	10	80	42	167
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9	8.6	7.9	9.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	0%	22%	33%
Vol Thru, %	0%	84%	78%	15%
Vol Right, %	50%	16%	0%	52%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	95	45	135
LT Vol	5	0	10	45
Through Vol	0	80	35	20
RT Vol	5	15	0	70
Lane Flow Rate	24	178	88	289
Geometry Grp	1	1	1	1
Degree of Util (X)	0.031	0.228	0.119	0.346
Departure Headway (Hd)	4.663	4.618	4.864	4.318
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	765	776	735	831
Service Time	2.709	2.656	2.906	2.347
HCM Lane V/C Ratio	0.031	0.229	0.12	0.348
HCM Control Delay, s/veh	7.9	9	8.6	9.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.9	0.4	1.6

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	40	25	5	30	20	10	65	2	5	15	5
Future Vol, veh/h	65	40	25	5	30	20	10	65	2	5	15	5
Peak Hour Factor	0.51	0.45	0.61	0.63	0.58	0.38	0.56	0.50	0.50	0.33	0.53	0.33
Heavy Vehicles, %	0	0	0	0	0	11	0	8	0	0	0	0
Mvmt Flow	127	89	41	8	52	53	18	130	4	15	28	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.7	8.3	9.1	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	50%	9%	20%
Vol Thru, %	84%	31%	55%	60%
Vol Right, %	3%	19%	36%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	130	55	25
LT Vol	10	65	5	5
Through Vol	65	40	30	15
RT Vol	2	25	20	5
Lane Flow Rate	152	257	112	59
Geometry Grp	1	1	1	1
Degree of Util (X)	0.204	0.324	0.141	0.079
Departure Headway (Hd)	4.83	4.53	4.514	4.866
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	741	793	792	733
Service Time	2.876	2.565	2.557	2.919
HCM Lane V/C Ratio	0.205	0.324	0.141	0.08
HCM Control Delay, s/veh	9.1	9.7	8.3	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	1.4	0.5	0.3

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	70	30	25	20
Future Vol, veh/h	1	1	70	30	25	20
Conflicting Peds, #/hr	34	4	23	0	0	23
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	25	54	68	55	44
Heavy Vehicles, %	0	0	9	0	0	5
Mvmt Flow	4	4	130	44	45	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	429	95	114	0	-	0
Stage 1	91	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.19	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.281	-	-	-
Pot Cap-1 Maneuver	587	967	1433	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	503	942	1401	-	-	-
Mov Cap-2 Maneuver	503	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.56	5.84	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1343	-	656	-	-
HCM Lane V/C Ratio	0.093	-	0.012	-	-
HCM Ctrl Dly (s/v)	7.8	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0	-	-

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	55	10	15	60	20	5	35	10	15	25	5
Future Vol, veh/h	10	55	10	15	60	20	5	35	10	15	25	5
Peak Hour Factor	0.67	0.58	0.63	0.30	0.45	0.45	0.50	0.83	0.50	0.47	0.38	0.63
Heavy Vehicles, %	13	2	0	23	3	0	0	3	0	12	0	0
Mvmt Flow	15	95	16	50	133	44	10	42	20	32	66	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.8	9.9	8.4	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	13%	16%	33%
Vol Thru, %	70%	73%	63%	56%
Vol Right, %	20%	13%	21%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	75	95	45
LT Vol	5	10	15	15
Through Vol	35	55	60	25
RT Vol	10	10	20	5
Lane Flow Rate	72	126	228	106
Geometry Grp	1	1	1	1
Degree of Util (X)	0.096	0.167	0.303	0.148
Departure Headway (Hd)	4.799	4.786	4.79	5.052
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	744	747	749	708
Service Time	2.846	2.826	2.826	3.096
HCM Lane V/C Ratio	0.097	0.169	0.304	0.15
HCM Control Delay, s/veh	8.4	8.8	9.9	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.6	1.3	0.5

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	65	10	10	30	0	5	0	5	50	5	45
Future Vol, veh/h	0	65	10	10	30	0	5	0	5	50	5	45
Peak Hour Factor	0.25	0.72	0.69	0.40	0.63	0.25	0.50	0.25	0.29	0.45	0.38	0.37
Heavy Vehicles, %	0	5	0	0	3	0	0	0	0	6	0	9
Mvmt Flow	0	90	14	25	48	0	10	0	17	111	13	122
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.3	8.2	7.6	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	0%	25%	50%
Vol Thru, %	0%	87%	75%	5%
Vol Right, %	50%	13%	0%	45%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	75	40	100
LT Vol	5	0	10	50
Through Vol	0	65	30	5
RT Vol	5	10	0	45
Lane Flow Rate	27	105	73	246
Geometry Grp	1	1	1	1
Degree of Util (X)	0.033	0.134	0.095	0.293
Departure Headway (Hd)	4.389	4.607	4.69	4.285
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	816	778	765	841
Service Time	2.415	2.631	2.714	2.303
HCM Lane V/C Ratio	0.033	0.135	0.095	0.293
HCM Control Delay, s/veh	7.6	8.3	8.2	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.3	1.2

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	45	25	5	20	10	10	45	10	2	20	5
Future Vol, veh/h	45	45	25	5	20	10	10	45	10	2	20	5
Peak Hour Factor	0.52	0.46	0.48	0.63	0.61	0.34	0.55	0.56	0.63	0.50	0.53	0.35
Heavy Vehicles, %	4	5	11	0	5	18	0	4	0	0	0	0
Mvmt Flow	87	98	52	8	33	29	18	80	16	4	38	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.2	7.9	8.4	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	39%	14%	7%
Vol Thru, %	69%	39%	57%	74%
Vol Right, %	15%	22%	29%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	115	35	27
LT Vol	10	45	5	2
Through Vol	45	45	20	20
RT Vol	10	25	10	5
Lane Flow Rate	114	236	70	56
Geometry Grp	1	1	1	1
Degree of Util (X)	0.146	0.289	0.086	0.072
Departure Headway (Hd)	4.603	4.396	4.42	4.64
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	779	818	811	772
Service Time	2.629	2.417	2.447	2.67
HCM Lane V/C Ratio	0.146	0.289	0.086	0.073
HCM Control Delay, s/veh	8.4	9.2	7.9	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	1.2	0.3	0.2

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	40	25	25	5
Future Vol, veh/h	1	1	40	25	25	5
Conflicting Peds, #/hr	5	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	25	53	60	45	63
Heavy Vehicles, %	0	0	0	0	5	0
Mvmt Flow	4	4	75	42	56	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	257	60	63	0	-	0
Stage 1	60	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	736	1012	1552	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	696	1012	1552	-	-	-
Mov Cap-2 Maneuver	696	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.41	4.79	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1160	-	825	-	-
HCM Lane V/C Ratio	0.049	-	0.01	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0	-	-

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	45	5	10	40	10	10	30	5	5	25	5
Future Vol, veh/h	5	45	5	10	40	10	10	30	5	5	25	5
Peak Hour Factor	0.50	0.69	0.63	0.55	0.66	0.63	0.67	0.70	0.50	0.75	0.78	0.88
Heavy Vehicles, %	0	2	0	0	0	10	0	4	0	17	0	0
Mvmt Flow	10	65	8	18	61	16	15	43	10	7	32	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.7	7.7	7.7	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	9%	17%	14%
Vol Thru, %	67%	82%	67%	71%
Vol Right, %	11%	9%	17%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	55	60	35
LT Vol	10	5	10	5
Through Vol	30	45	40	25
RT Vol	5	5	10	5
Lane Flow Rate	68	83	95	44
Geometry Grp	1	1	1	1
Degree of Util (X)	0.081	0.095	0.108	0.057
Departure Headway (Hd)	4.32	4.13	4.091	4.597
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	834	852	861	784
Service Time	2.322	2.228	2.186	2.599
HCM Lane V/C Ratio	0.082	0.097	0.11	0.056
HCM Control Delay, s/veh	7.7	7.7	7.7	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.4	0.2

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	50	5	1	35	0	2	0	1	20	5	25
Future Vol, veh/h	0	50	5	1	35	0	2	0	1	20	5	25
Peak Hour Factor	0.25	0.74	0.38	0.25	0.64	0.25	0.50	0.25	0.25	0.58	0.50	0.81
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	0	68	13	4	55	0	4	0	4	34	10	31
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.5	7.5	7.3	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	67%	0%	3%	40%
Vol Thru, %	0%	91%	97%	10%
Vol Right, %	33%	9%	0%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	55	36	50
LT Vol	2	0	1	20
Through Vol	0	50	35	5
RT Vol	1	5	0	25
Lane Flow Rate	8	81	59	75
Geometry Grp	1	1	1	1
Degree of Util (X)	0.009	0.091	0.067	0.082
Departure Headway (Hd)	4.133	4.069	4.113	3.926
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	855	876	866	903
Service Time	2.213	2.116	2.163	1.993
HCM Lane V/C Ratio	0.009	0.092	0.068	0.083
HCM Control Delay, s/veh	7.3	7.5	7.5	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.3	0.2	0.3

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	35	10	2	20	5	10	35	5	5	15	5
Future Vol, veh/h	25	35	10	2	20	5	10	35	5	5	15	5
Peak Hour Factor	0.65	0.90	0.75	0.50	0.66	0.35	0.75	0.60	0.50	0.38	0.54	0.50
Heavy Vehicles, %	0	3	0	0	5	0	11	0	0	33	0	0
Mvmt Flow	38	39	13	4	30	14	13	58	10	13	28	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.8	7.5	7.9	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	36%	7%	20%
Vol Thru, %	70%	50%	74%	60%
Vol Right, %	10%	14%	19%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	70	27	25
LT Vol	10	25	2	5
Through Vol	35	35	20	15
RT Vol	5	10	5	5
Lane Flow Rate	82	91	49	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.099	0.107	0.057	0.068
Departure Headway (Hd)	4.348	4.255	4.218	4.79
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	811	846	853	752
Service Time	2.447	2.26	2.224	2.79
HCM Lane V/C Ratio	0.101	0.108	0.057	0.068
HCM Control Delay, s/veh	7.9	7.8	7.5	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.2	0.2

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	120	30	20	45
Future Vol, veh/h	0	0	120	30	20	45
Conflicting Peds, #/hr	32	1	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	47	38	81	82	69	34
Heavy Vehicles, %	0	0	4	4	0	0
Mvmt Flow	0	0	148	37	29	132

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	464	100	165	0	-	0
Stage 1	99	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	560	961	1401	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	482	956	1395	-	-	-
Mov Cap-2 Maneuver	482	-	-	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	685	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	6.32	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1367	-	-	-	-
HCM Lane V/C Ratio	0.106	-	-	-	-
HCM Ctrl Dly (s/v)	7.9	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	-

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	65	2	10	70	30	5	20	15	15	30	5
Future Vol, veh/h	5	65	2	10	70	30	5	20	15	15	30	5
Peak Hour Factor	0.50	0.54	0.50	0.43	0.60	0.67	0.80	0.69	0.44	0.42	0.78	0.50
Heavy Vehicles, %	0	0	0	0	7	3	0	0	0	0	4	0
Mvmt Flow	10	120	4	23	117	45	6	29	34	36	38	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.4	8.5	8	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	7%	9%	30%
Vol Thru, %	50%	90%	64%	60%
Vol Right, %	38%	3%	27%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	72	110	50
LT Vol	5	5	10	15
Through Vol	20	65	70	30
RT Vol	15	2	30	5
Lane Flow Rate	69	134	185	84
Geometry Grp	1	1	1	1
Degree of Util (X)	0.087	0.166	0.219	0.11
Departure Headway (Hd)	4.514	4.455	4.265	4.693
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	794	806	842	764
Service Time	2.542	2.48	2.287	2.72
HCM Lane V/C Ratio	0.087	0.166	0.22	0.11
HCM Control Delay, s/veh	8	8.4	8.5	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.6	0.8	0.4

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	80	15	10	35	0	5	0	5	50	20	70
Future Vol, veh/h	0	80	15	10	35	0	5	0	5	50	20	70
Peak Hour Factor	0.55	0.55	0.46	0.56	0.50	0.55	0.80	0.55	0.50	0.56	0.48	0.42
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	9
Mvmt Flow	0	145	33	18	70	0	6	0	10	89	42	167
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9	8.6	7.8	9.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	0%	22%	36%
Vol Thru, %	0%	84%	78%	14%
Vol Right, %	50%	16%	0%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	95	45	140
LT Vol	5	0	10	50
Through Vol	0	80	35	20
RT Vol	5	15	0	70
Lane Flow Rate	16	178	88	298
Geometry Grp	1	1	1	1
Degree of Util (X)	0.021	0.229	0.119	0.357
Departure Headway (Hd)	4.674	4.622	4.868	4.324
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	763	775	734	830
Service Time	2.722	2.66	2.911	2.354
HCM Lane V/C Ratio	0.021	0.23	0.12	0.359
HCM Control Delay, s/veh	7.8	9	8.6	9.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.9	0.4	1.6

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	40	30	5	30	20	10	65	2	5	10	5
Future Vol, veh/h	65	40	30	5	30	20	10	65	2	5	10	5
Peak Hour Factor	0.51	0.45	0.61	0.63	0.58	0.38	0.80	0.50	0.50	0.33	0.53	0.33
Heavy Vehicles, %	0	0	0	0	0	11	0	8	0	0	0	0
Mvmt Flow	127	89	49	8	52	53	13	130	4	15	19	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.7	8.3	9.1	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	48%	9%	25%
Vol Thru, %	84%	30%	55%	50%
Vol Right, %	3%	22%	36%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	135	55	20
LT Vol	10	65	5	5
Through Vol	65	40	30	10
RT Vol	2	30	20	5
Lane Flow Rate	147	266	112	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.196	0.33	0.14	0.066
Departure Headway (Hd)	4.828	4.469	4.479	4.85
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	741	805	798	736
Service Time	2.871	2.502	2.52	2.9
HCM Lane V/C Ratio	0.198	0.33	0.14	0.067
HCM Control Delay, s/veh	9.1	9.7	8.3	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	1.4	0.5	0.2

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	90	30	25	20
Future Vol, veh/h	0	0	90	30	25	20
Conflicting Peds, #/hr	34	4	23	0	0	23
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	25	81	68	55	44
Heavy Vehicles, %	0	0	9	0	0	5
Mvmt Flow	0	0	111	44	45	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	392	95	114	0	-	0
Stage 1	91	-	-	-	-	-
Stage 2	300	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.19	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.281	-	-	-
Pot Cap-1 Maneuver	617	967	1433	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	536	942	1401	-	-	-
Mov Cap-2 Maneuver	536	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	731	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	5.58	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1288	-	-	-	-
HCM Lane V/C Ratio	0.079	-	-	-	-
HCM Ctrl Dly (s/v)	7.8	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-	-

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	55	10	15	60	20	5	35	10	15	25	5
Future Vol, veh/h	10	55	10	15	60	20	5	35	10	15	25	5
Peak Hour Factor	0.67	0.58	0.63	0.30	0.45	0.45	0.80	0.83	0.50	0.47	0.38	0.63
Heavy Vehicles, %	13	2	0	23	3	0	0	3	0	12	0	0
Mvmt Flow	15	95	16	50	133	44	6	42	20	32	66	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.8	9.9	8.3	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	13%	16%	33%
Vol Thru, %	70%	73%	63%	56%
Vol Right, %	20%	13%	21%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	75	95	45
LT Vol	5	10	15	15
Through Vol	35	55	60	25
RT Vol	10	10	20	5
Lane Flow Rate	68	126	228	106
Geometry Grp	1	1	1	1
Degree of Util (X)	0.091	0.167	0.302	0.148
Departure Headway (Hd)	4.799	4.776	4.78	5.047
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	744	750	752	709
Service Time	2.844	2.815	2.816	3.089
HCM Lane V/C Ratio	0.091	0.168	0.303	0.15
HCM Control Delay, s/veh	8.3	8.8	9.9	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.6	1.3	0.5

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	65	10	10	20	0	5	0	5	60	5	55
Future Vol, veh/h	0	65	10	10	20	0	5	0	5	60	5	55
Peak Hour Factor	0.54	0.72	0.69	0.40	0.63	0.54	0.80	0.54	0.29	0.45	0.38	0.37
Heavy Vehicles, %	0	5	0	0	3	0	0	0	0	6	0	9
Mvmt Flow	0	90	14	25	32	0	6	0	17	133	13	149
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.5	8.2	7.6	9.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	0%	33%	50%
Vol Thru, %	0%	87%	67%	4%
Vol Right, %	50%	13%	0%	46%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	75	30	120
LT Vol	5	0	10	60
Through Vol	0	65	20	5
RT Vol	5	10	0	55
Lane Flow Rate	23	105	57	295
Geometry Grp	1	1	1	1
Degree of Util (X)	0.029	0.136	0.076	0.348
Departure Headway (Hd)	4.406	4.687	4.807	4.245
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	813	766	745	850
Service Time	2.432	2.713	2.836	2.262
HCM Lane V/C Ratio	0.028	0.137	0.077	0.347
HCM Control Delay, s/veh	7.6	8.5	8.2	9.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.2	1.6

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	45	25	5	15	15	5	50	10	2	20	5
Future Vol, veh/h	55	45	25	5	15	15	5	50	10	2	20	5
Peak Hour Factor	0.52	0.46	0.48	0.63	0.61	0.34	0.80	0.56	0.63	0.50	0.53	0.35
Heavy Vehicles, %	4	5	11	0	5	18	0	4	0	0	0	0
Mvmt Flow	106	98	52	8	25	44	6	89	16	4	38	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.5	7.8	8.5	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	44%	14%	7%
Vol Thru, %	77%	36%	43%	74%
Vol Right, %	15%	20%	43%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	125	35	27
LT Vol	5	55	5	2
Through Vol	50	45	15	20
RT Vol	10	25	15	5
Lane Flow Rate	111	256	77	56
Geometry Grp	1	1	1	1
Degree of Util (X)	0.144	0.314	0.093	0.073
Departure Headway (Hd)	4.646	4.418	4.352	4.696
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	772	816	822	762
Service Time	2.676	2.441	2.382	2.73
HCM Lane V/C Ratio	0.144	0.314	0.094	0.073
HCM Control Delay, s/veh	8.5	9.5	7.8	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	1.3	0.3	0.2

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	40	25	25	5
Future Vol, veh/h	0	0	40	25	25	5
Conflicting Peds, #/hr	5	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	25	81	60	45	63
Heavy Vehicles, %	0	0	0	0	5	0
Mvmt Flow	0	0	49	42	56	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	205	60	63	0	-	0
Stage 1	60	-	-	-	-	-
Stage 2	145	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	788	1012	1552	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	759	1012	1552	-	-	-
Mov Cap-2 Maneuver	759	-	-	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	883	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	4.01	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	976	-	-	-	-
HCM Lane V/C Ratio	0.032	-	-	-	-
HCM Ctrl Dly (s/v)	7.4	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	45	5	10	40	10	10	30	5	5	25	5
Future Vol, veh/h	5	45	5	10	40	10	10	30	5	5	25	5
Peak Hour Factor	0.50	0.69	0.63	0.55	0.66	0.63	0.80	0.70	0.50	0.75	0.78	0.88
Heavy Vehicles, %	0	2	0	0	0	10	0	4	0	17	0	0
Mvmt Flow	10	65	8	18	61	16	13	43	10	7	32	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.7	7.7	7.7	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	9%	17%	14%
Vol Thru, %	67%	82%	67%	71%
Vol Right, %	11%	9%	17%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	55	60	35
LT Vol	10	5	10	5
Through Vol	30	45	40	25
RT Vol	5	5	10	5
Lane Flow Rate	65	83	95	44
Geometry Grp	1	1	1	1
Degree of Util (X)	0.078	0.095	0.107	0.057
Departure Headway (Hd)	4.32	4.126	4.087	4.593
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	835	854	862	784
Service Time	2.32	2.221	2.18	2.594
HCM Lane V/C Ratio	0.078	0.097	0.11	0.056
HCM Control Delay, s/veh	7.7	7.7	7.7	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.4	0.2

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	50	5	1	35	0	2	0	1	20	5	25
Future Vol, veh/h	0	50	5	1	35	0	2	0	1	20	5	25
Peak Hour Factor	0.81	0.74	0.38	0.81	0.64	0.81	0.80	0.81	0.25	0.58	0.50	0.81
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	0	68	13	1	55	0	3	0	4	34	10	31
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.5	7.4	7.2	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	67%	0%	3%	40%
Vol Thru, %	0%	91%	97%	10%
Vol Right, %	33%	9%	0%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	55	36	50
LT Vol	2	0	1	20
Through Vol	0	50	35	5
RT Vol	1	5	0	25
Lane Flow Rate	7	81	56	75
Geometry Grp	1	1	1	1
Degree of Util (X)	0.007	0.091	0.064	0.082
Departure Headway (Hd)	4.129	4.065	4.111	3.921
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	856	877	866	904
Service Time	2.207	2.109	2.159	1.986
HCM Lane V/C Ratio	0.008	0.092	0.065	0.083
HCM Control Delay, s/veh	7.2	7.5	7.4	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.3	0.2	0.3

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	35	10	2	20	5	10	35	5	5	15	5
Future Vol, veh/h	25	35	10	2	20	5	10	35	5	5	15	5
Peak Hour Factor	0.65	0.90	0.75	0.50	0.66	0.35	0.80	0.60	0.50	0.38	0.54	0.50
Heavy Vehicles, %	0	3	0	0	5	0	11	0	0	33	0	0
Mvmt Flow	38	39	13	4	30	14	13	58	10	13	28	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.8	7.5	7.9	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	36%	7%	20%
Vol Thru, %	70%	50%	74%	60%
Vol Right, %	10%	14%	19%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	70	27	25
LT Vol	10	25	2	5
Through Vol	35	35	20	15
RT Vol	5	10	5	5
Lane Flow Rate	81	91	49	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.098	0.107	0.057	0.068
Departure Headway (Hd)	4.348	4.253	4.216	4.789
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	811	847	853	752
Service Time	2.447	2.258	2.222	2.789
HCM Lane V/C Ratio	0.1	0.107	0.057	0.068
HCM Control Delay, s/veh	7.9	7.8	7.5	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.2	0.2

RAW TRAFFIC DATA

Warrington Road & Essex Court - TMC

Thu Dec 4, 2025
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1362697, Location: 42.176769, -87.841909

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Warrington Road Southbound					Warrington Road Northbound					Essex Court Eastbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-12-04 7:00AM	2	0	0	**2**	2	6	1	0	**7**	0	0	0	0	**0**	0	**9**
7:15AM	2	1	0	**3**	0	11	3	0	**14**	0	0	0	0	**0**	0	**17**
7:30AM	12	3	0	**15**	0	7	0	0	**7**	0	0	0	0	**0**	0	**22**
7:45AM	3	3	0	**6**	1	37	3	0	**40**	0	0	0	0	**0**	0	**46**
Hourly Total	19	7	0	**26**	3	61	7	0	**68**	0	0	0	0	**0**	0	**94**
8:00AM	1	0	0	**1**	1	24	7	0	**31**	0	0	0	0	**0**	0	**32**
8:15AM	8	5	0	**13**	5	18	7	0	**25**	1	0	2	0	**2**	0	**40**
8:30AM	6	32	0	**38**	25	68	6	0	**74**	0	0	0	0	**0**	4	**112**
8:45AM	7	6	0	**13**	1	10	3	0	**13**	0	0	1	0	**1**	0	**27**
Hourly Total	22	43	0	**65**	32	120	23	0	**143**	1	0	3	0	**3**	4	**211**
2:00PM	1	0	0	**1**	0	2	6	0	**8**	0	0	0	0	**0**	0	**9**
2:15PM	2	0	0	**2**	0	2	1	0	**3**	0	0	0	0	**0**	1	**5**
2:30PM	2	0	0	**2**	2	4	4	0	**8**	0	0	0	0	**0**	1	**10**
2:45PM	2	0	0	**2**	0	7	4	0	**11**	0	0	0	0	**0**	0	**13**
Hourly Total	7	0	0	**7**	2	15	15	0	**30**	0	0	0	0	**0**	2	**37**
3:00PM	2	4	0	**6**	0	13	10	0	**23**	0	0	0	0	**0**	0	**29**
3:15PM	11	12	0	**23**	22	32	11	0	**43**	0	0	0	0	**0**	18	**66**
3:30PM	6	3	0	**9**	12	11	8	0	**19**	0	0	0	0	**0**	5	**28**
3:45PM	5	2	0	**7**	0	13	1	0	**14**	4	0	1	0	**1**	0	**22**
Hourly Total	24	21	0	**45**	34	69	30	0	**99**	4	0	1	0	**1**	23	**145**
4:00PM	3	1	0	**4**	0	5	5	0	**10**	0	0	1	0	**1**	0	**15**
4:15PM	3	3	0	**6**	0	5	3	0	**8**	0	0	0	0	**0**	0	**14**
4:30PM	3	2	0	**5**	0	18	5	0	**23**	0	0	0	0	**0**	0	**28**
4:45PM	3	1	0	**4**	1	5	3	0	**8**	0	0	1	0	**1**	0	**13**
Hourly Total	12	7	0	**19**	1	33	16	0	**49**	0	0	2	0	**2**	0	**70**
5:00PM	3	1	0	**4**	2	6	10	0	**16**	0	0	0	0	**0**	0	**20**
5:15PM	11	1	0	**12**	2	9	8	0	**17**	0	0	0	0	**0**	0	**29**
5:30PM	3	4	0	**7**	0	7	7	0	**14**	0	0	1	0	**1**	0	**22**
5:45PM	4	1	0	**5**	0	4	7	0	**11**	0	0	0	0	**0**	0	**16**
Hourly Total	21	7	0	**28**	4	26	32	0	**58**	0	0	1	0	**1**	0	**87**
Total	105	85	0	**190**	76	324	123	0	**447**	5	0	7	0	**7**	29	**644**
% Approach	55.3%	44.7%	0%	**-**	-	72.5%	27.5%	0%	**-**	-	0%	100%	0%	**-**	-	-
% Total	16.3%	13.2%	0%	**29.5%**	-	50.3%	19.1%	0%	**69.4%**	-	0%	1.1%	0%	**1.1%**	-	-
Lights	103	84	0	**187**	-	311	120	0	**431**	-	0	7	0	**7**	-	625
% Lights	98.1%	98.8%	0%	**98.4%**	-	96.0%	97.6%	0%	**96.4%**	-	0%	100%	0%	**100%**	-	97.0%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	2	1	0	**3**	-	13	1	0	**14**	-	0	0	0	**0**	-	17
% Buses and Single-Unit Trucks	1.9%	1.2%	0%	**1.6%**	-	4.0%	0.8%	0%	**3.1%**	-	0%	0%	0%	**0%**	-	2.6%
Bicycles on Road	0	0	0	**0**	-	0	2	0	**2**	-	0	0	0	**0**	-	2
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	1.6%	0%	**0.4%**	-	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	74	-	-	-	-	5	-	-	-	-	29	
% Pedestrians	-	-	-	-	97.4%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	2.6%	-	-	-	-	0%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Warwick Road & Wincanton Drive - TMC

Thu Dec 4, 2025
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1362696, Location: 42.175878, -87.846798

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Wincanton Dr						Warwick Rd						Wincanton Dr						Warwick Rd						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-12-04 7:00AM	1	4	1	0	**6**	1	1	5	0	0	**6**	1	1	0	0	0	**1**	1	0	10	1	0	**11**	0	**24**
7:15AM	1	8	2	0	**11**	0	1	4	0	0	**5**	1	1	2	1	0	**4**	0	2	3	2	0	**7**	0	**27**
7:30AM	1	15	2	0	**18**	0	1	6	0	0	**7**	0	2	4	0	0	**6**	0	2	4	0	0	**6**	0	**37**
7:45AM	1	10	2	0	**13**	0	5	10	3	0	**18**	0	0	4	2	0	**6**	0	4	21	0	0	**25**	0	**62**
Hourly Total	4	37	7	0	**48**	1	8	25	3	0	**36**	2	4	10	3	0	**17**	1	8	38	3	0	**49**	0	**150**
8:00AM	4	5	2	0	**11**	0	1	7	1	0	**9**	1	0	6	3	0	**9**	0	3	18	1	0	**22**	0	**51**
8:15AM	1	7	0	0	**8**	0	1	18	10	0	**29**	0	1	7	2	0	**10**	0	1	10	0	0	**11**	0	**58**
8:30AM	9	9	2	0	**20**	0	7	30	12	0	**49**	0	1	8	8	0	**17**	0	1	31	1	0	**33**	1	**119**
8:45AM	1	7	0	0	**8**	0	3	17	9	0	**29**	0	2	1	1	0	**4**	0	1	8	0	0	**9**	0	**50**
Hourly Total	15	28	4	0	**47**	0	12	72	32	0	**116**	1	4	22	14	0	**40**	0	6	67	2	0	**75**	1	**278**
2:00PM	0	1	2	0	**3**	0	1	2	0	0	**3**	0	3	8	1	0	**12**	0	0	1	0	0	**1**	0	**19**
2:15PM	0	4	1	0	**5**	0	1	11	2	0	**14**	0	0	2	1	0	**3**	0	0	4	3	0	**7**	0	**29**
2:30PM	0	9	1	0	**10**	0	2	3	3	0	**8**	0	1	2	0	0	**3**	1	0	5	0	0	**5**	0	**26**
2:45PM	1	6	1	0	**8**	0	0	4	0	0	**4**	0	1	8	0	0	**9**	1	0	8	0	0	**8**	0	**29**
Hourly Total	1	20	5	0	**26**	0	4	20	5	0	**29**	0	5	20	2	0	**27**	2	0	18	3	0	**21**	0	**103**
3:00PM	2	3	2	0	**7**	4	0	7	3	0	**10**	1	1	10	6	0	**17**	2	2	14	2	0	**18**	1	**52**
3:15PM	9	17	1	0	**27**	0	0	9	1	0	**10**	0	0	7	3	0	**10**	0	3	23	4	0	**30**	1	**77**
3:30PM	3	5	1	0	**9**	0	11	32	10	0	**53**	1	2	8	2	0	**12**	0	3	9	4	0	**16**	14	**90**
3:45PM	3	1	1	0	**5**	0	2	10	4	0	**16**	0	1	8	1	0	**10**	0	0	7	0	0	**7**	6	**38**
Hourly Total	17	26	5	0	**48**	4	13	58	18	0	**89**	2	4	33	12	0	**49**	2	8	53	10	0	**71**	22	**257**
4:00PM	0	9	1	0	**10**	0	3	15	3	0	**21**	0	0	8	0	0	**8**	0	4	5	2	0	**11**	0	**50**
4:15PM	3	3	2	0	**8**	0	1	10	1	0	**12**	0	0	8	2	0	**10**	0	1	8	5	0	**14**	0	**44**
4:30PM	2	7	2	0	**11**	0	1	13	4	0	**18**	0	2	10	3	0	**15**	0	3	10	2	0	**15**	0	**59**
4:45PM	2	4	1	0	**7**	0	5	8	1	0	**14**	0	2	4	3	0	**9**	0	2	6	2	0	**10**	0	**40**
Hourly Total	7	23	6	0	**36**	0	10	46	9	0	**65**	0	4	30	8	0	**42**	0	10	29	11	0	**50**	0	**193**
5:00PM	1	6	2	0	**9**	0	2	5	3	0	**10**	0	1	7	0	0	**8**	0	1	14	0	0	**15**	0	**42**
5:15PM	1	8	2	0	**11**	0	3	16	2	0	**21**	0	3	7	1	0	**11**	0	0	17	1	0	**18**	0	**61**
5:30PM	3	4	3	0	**10**	1	1	7	3	0	**11**	0	0	8	2	0	**10**	0	2	12	0	0	**14**	1	**45**
5:45PM	1	8	4	0	**13**	0	1	9	1	0	**11**	0	0	4	2	0	**6**	0	1	4	2	0	**7**	0	**37**
Hourly Total	6	26	11	0	**43**	1	7	37	9	0	**53**	0	4	26	5	0	**35**	0	4	47	3	0	**54**	1	**185**
Total	50	160	38	0	**248**	6	54	258	76	0	**388**	5	25	141	44	0	**210**	5	36	252	32	0	**320**	24	**1166**
% Approach	20.2%	64.5%	15.3%	0%	**-**	-	13.9%	66.5%	19.6%	0%	**-**	-	11.9%	67.1%	21.0%	0%	**-**	-	11.3%	78.8%	10.0%	0%	**-**	-	-
% Total	4.3%	13.7%	3.3%	0%	**21.3%**	-	4.6%	22.1%	6.5%	0%	**33.3%**	-	2.1%	12.1%	3.8%	0%	**18.0%**	-	3.1%	21.6%	2.7%	0%	**27.4%**	-	-
Lights	46	159	37	0	**242**	-	51	250	74	0	**375**	-	25	138	43	0	**206**	-	34	246	31	0	**311**	-	1134
% Lights	92.0%	99.4%	97.4%	0%	**97.6%**	-	94.4%	96.9%	97.4%	0%	**96.6%**	-	100%	97.9%	97.7%	0%	**98.1%**	-	94.4%	97.6%	96.9%	0%	**97.2%**	-	97.3%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	4	1	1	0	**6**	-	3	8	2	0	**13**	-	0	3	0	0	**3**	-	2	6	1	0	**9**	-	31
% Buses and Single-Unit Trucks	8.0%	0.6%	2.6%	0%	**2.4%**	-	5.6%	3.1%	2.6%	0%	**3.4%**	-	0%	2.1%	0%	0%	**1.4%**	-	5.6%	2.4%	3.1%	0%	**2.8%**	-	2.7%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	2.3%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	5	-	-	-	-	-	5	-	-	-	-	-	24	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Warwick Road & Essex Court/Walden Lane - TMC

Thu Dec 4, 2025
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1362695, Location: 42.175886, -87.84437

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Essex Ct						Warwick Rd						Walden Ln						Warwick Rd						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-12-04 7:00AM	0	1	3	0	**4**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	11	0	0	**11**	0	**17**
7:15AM	1	1	2	0	**4**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	6	0	0	**6**	0	**12**
7:30AM	3	0	2	0	**5**	0	0	3	0	0	**3**	0	1	0	0	0	**1**	0	0	6	0	0	**6**	0	**15**
7:45AM	7	5	12	0	**24**	0	1	5	0	0	**6**	0	0	0	0	0	**0**	0	0	22	0	0	**22**	0	**52**
Hourly Total	11	7	19	0	**37**	0	1	12	0	0	**13**	0	1	0	0	0	**1**	0	0	45	0	0	**45**	0	**96**
8:00AM	5	0	2	0	**7**	0	0	9	0	0	**9**	0	0	0	0	0	**0**	0	0	23	2	0	**25**	0	**41**
8:15AM	5	0	1	0	**6**	2	3	18	0	0	**21**	2	5	0	0	0	**5**	0	0	11	0	0	**11**	0	**43**
8:30AM	20	11	41	0	**72**	35	4	7	0	0	**11**	0	1	0	2	0	**3**	3	0	36	7	0	**43**	42	**129**
8:45AM	15	10	25	0	**50**	1	2	2	0	0	**4**	0	1	0	2	0	**3**	0	0	9	4	0	**13**	0	**70**
Hourly Total	45	21	69	0	**135**	38	9	36	0	0	**45**	2	7	0	4	0	**11**	3	0	79	13	0	**92**	42	**283**
2:00PM	2	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	1	0	**1**	1	0	2	1	0	**3**	0	**6**
2:15PM	0	0	4	0	**4**	0	1	10	1	0	**12**	0	0	0	0	0	**0**	0	0	4	0	0	**4**	0	**20**
2:30PM	1	1	1	0	**3**	1	0	5	0	0	**5**	0	1	0	0	0	**1**	0	0	4	0	0	**4**	0	**13**
2:45PM	3	0	1	0	**4**	1	0	2	0	0	**2**	1	0	0	0	0	**0**	3	0	7	0	1	**8**	1	**14**
Hourly Total	6	1	6	0	**13**	2	1	17	1	0	**19**	1	1	0	1	0	**2**	4	0	17	1	1	**19**	1	**53**
3:00PM	4	0	4	0	**8**	2	1	3	0	0	**4**	0	2	0	0	0	**2**	0	0	16	3	0	**19**	2	**33**
3:15PM	15	2	4	0	**21**	16	2	7	0	0	**9**	7	1	0	1	0	**2**	2	0	22	3	0	**25**	13	**57**
3:30PM	29	4	31	0	**64**	23	5	12	0	0	**17**	2	1	0	6	0	**7**	6	0	14	4	0	**18**	16	**106**
3:45PM	4	0	7	0	**11**	0	0	8	0	0	**8**	0	0	0	0	0	**0**	0	0	11	1	0	**12**	0	**31**
Hourly Total	52	6	46	0	**104**	41	8	30	0	0	**38**	9	4	0	7	0	**11**	8	0	63	11	0	**74**	31	**227**
4:00PM	8	4	13	0	**25**	0	0	11	0	0	**11**	0	0	0	0	0	**0**	0	0	3	0	0	**3**	0	**39**
4:15PM	2	1	6	0	**9**	0	0	3	0	0	**3**	0	1	0	0	0	**1**	0	0	12	2	0	**14**	0	**27**
4:30PM	7	2	8	0	**17**	0	0	11	0	0	**11**	0	0	0	0	0	**0**	0	0	12	0	0	**12**	0	**40**
4:45PM	9	0	8	0	**17**	1	0	6	0	0	**6**	0	1	0	0	0	**1**	0	0	9	1	0	**10**	0	**34**
Hourly Total	26	7	35	0	**68**	1	0	31	0	0	**31**	0	2	0	0	0	**2**	0	0	36	3	0	**39**	0	**140**
5:00PM	1	0	4	0	**5**	0	0	5	0	0	**5**	0	1	0	0	0	**1**	0	0	13	2	0	**15**	3	**26**
5:15PM	4	2	6	0	**12**	0	0	14	0	0	**14**	0	0	0	1	0	**1**	0	0	17	0	0	**17**	0	**44**
5:30PM	3	2	6	0	**11**	0	0	5	0	0	**5**	0	1	0	0	0	**1**	0	0	15	1	0	**16**	0	**33**
5:45PM	4	0	7	0	**11**	0	1	3	0	0	**4**	0	0	0	1	0	**1**	0	0	7	1	0	**8**	0	**24**
Hourly Total	12	4	23	0	**39**	0	1	27	0	0	**28**	0	2	0	2	0	**4**	0	0	52	4	0	**56**	3	**127**
Total	152	46	198	0	**396**	82	20	153	1	0	**174**	12	17	0	14	0	**31**	15	0	292	32	1	**325**	77	**926**
% Approach	38.4%	11.6%	50.0%	0%	**-**	-	11.5%	87.9%	0.6%	0%	**-**	-	54.8%	0%	45.2%	0%	**-**	-	0%	89.8%	9.8%	0.3%	**-**	-	**-**
% Total	16.4%	5.0%	21.4%	0%	**42.8%**	-	2.2%	16.5%	0.1%	0%	**18.8%**	-	1.8%	0%	1.5%	0%	**3.3%**	-	0%	31.5%	3.5%	0.1%	**35.1%**	-	**-**
Lights	149	46	186	0	**381**	-	19	151	1	0	**171**	-	17	0	13	0	**30**	-	0	281	31	1	**313**	-	895
% Lights	98.0%	100%	93.9%	0%	**96.2%**	-	95.0%	98.7%	100%	0%	**98.3%**	-	100%	0%	92.9%	0%	**96.8%**	-	0%	96.2%	96.9%	100%	**96.3%**	-	96.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	3	0	12	0	**15**	-	1	2	0	0	**3**	-	0	0	1	0	**1**	-	0	10	1	0	**11**	-	30
% Buses and Single-Unit Trucks	2.0%	0%	6.1%	0%	**3.8%**	-	5.0%	1.3%	0%	0%	**1.7%**	-	0%	0%	7.1%	0%	**3.2%**	-	0%	3.4%	3.1%	0%	**3.4%**	-	3.2%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.1%
Pedestrians	-	-	-	-	-	82	-	-	-	-	-	12	-	-	-	-	-	15	-	-	-	-	-	77	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Warwick Road & Warrington Road - TMC

Thu Dec 4, 2025
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1362694, Location: 42.175871, -87.841932

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Warrington Rd Southbound						Warwick Rd Westbound						Warrington Rd Northbound						Warwick Rd Eastbound						
Direction																									
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-12-04 7:00AM	0	1	1	0	**2**	0	0	1	0	0	**1**	0	0	3	0	0	**3**	0	6	1	2	0	**9**	0	**15**
7:15AM	0	2	0	0	**2**	0	1	1	0	0	**2**	0	0	7	0	0	**7**	0	6	3	1	0	**10**	0	**21**
7:30AM	1	12	0	0	**13**	0	3	2	2	0	**7**	0	1	4	1	0	**6**	0	1	4	2	0	**7**	0	**33**
7:45AM	0	3	0	0	**3**	0	1	1	3	0	**5**	0	2	18	1	0	**21**	0	18	10	2	0	**30**	0	**59**
Hourly Total	1	18	1	0	**20**	0	5	5	5	0	**15**	0	3	32	2	0	**37**	0	31	18	7	0	**56**	0	**128**
8:00AM	0	1	0	0	**1**	0	1	6	1	0	**8**	0	3	16	0	0	**19**	0	18	2	6	0	**26**	0	**54**
8:15AM	0	8	1	0	**9**	0	2	11	4	0	**17**	0	4	14	0	0	**18**	0	6	5	2	0	**13**	0	**57**
8:30AM	1	1	3	0	**5**	2	1	13	12	0	**26**	3	2	32	1	0	**35**	0	31	21	11	0	**63**	1	**129**
8:45AM	3	7	0	0	**10**	0	1	0	1	0	**2**	0	0	2	1	0	**3**	0	8	10	8	0	**26**	0	**41**
Hourly Total	4	17	4	0	**25**	2	5	30	18	0	**53**	3	9	64	2	0	**75**	0	63	38	27	0	**128**	1	**281**
2:00PM	0	1	0	0	**1**	0	0	0	0	0	**0**	0	1	7	1	0	**9**	0	1	2	1	0	**4**	0	**14**
2:15PM	0	2	0	0	**2**	0	1	6	1	0	**8**	0	2	2	0	0	**4**	0	1	3	1	0	**5**	0	**19**
2:30PM	0	2	0	0	**2**	2	0	1	1	0	**2**	2	4	6	1	0	**11**	0	3	2	0	0	**5**	3	**20**
2:45PM	1	1	0	0	**2**	4	0	1	3	0	**4**	1	1	4	1	0	**6**	1	3	9	0	0	**12**	3	**24**
Hourly Total	1	6	0	0	**7**	6	1	8	5	0	**14**	3	8	19	3	0	**30**	1	8	16	2	0	**26**	6	**77**
3:00PM	0	0	0	0	**0**	0	0	5	2	0	**7**	1	5	15	1	0	**21**	0	7	8	5	0	**20**	0	**48**
3:15PM	1	5	0	0	**6**	1	2	9	8	0	**19**	1	3	20	2	0	**25**	1	22	7	4	0	**33**	0	**83**
3:30PM	1	9	5	0	**15**	0	2	3	0	0	**5**	2	2	4	4	0	**10**	0	9	24	14	0	**47**	1	**77**
3:45PM	0	5	2	0	**7**	0	1	5	1	0	**7**	8	1	6	3	0	**10**	0	8	5	4	0	**17**	0	**41**
Hourly Total	2	19	7	0	**28**	1	5	22	11	0	**38**	12	11	45	10	0	**66**	1	46	44	27	0	**117**	1	**249**
4:00PM	0	3	1	0	**4**	0	1	8	2	0	**11**	3	3	4	1	0	**8**	0	4	8	1	0	**13**	0	**36**
4:15PM	0	3	1	0	**4**	0	0	2	2	0	**4**	0	0	4	2	0	**6**	0	3	10	1	0	**14**	2	**28**
4:30PM	0	1	2	0	**3**	1	1	6	5	0	**12**	0	3	7	2	0	**12**	0	10	8	3	0	**21**	1	**48**
4:45PM	1	3	0	0	**4**	0	0	4	1	0	**5**	3	2	1	1	0	**4**	1	4	9	3	0	**16**	1	**29**
Hourly Total	1	10	4	0	**15**	1	2	20	10	0	**32**	6	8	16	6	0	**30**	1	21	35	8	0	**64**	4	**141**
5:00PM	0	3	1	0	**4**	0	0	3	0	0	**3**	0	2	13	1	0	**16**	0	6	9	0	0	**15**	2	**38**
5:15PM	2	6	3	0	**11**	0	1	8	1	0	**10**	0	2	10	0	0	**12**	0	7	10	3	0	**20**	0	**53**
5:30PM	0	3	1	0	**4**	0	1	2	1	0	**4**	0	1	8	0	0	**9**	0	5	10	2	0	**17**	0	**34**
5:45PM	1	1	2	0	**4**	0	2	2	0	0	**4**	0	1	7	2	0	**10**	0	4	6	0	0	**10**	0	**28**
Hourly Total	3	13	7	0	**23**	0	4	15	2	0	**21**	0	6	38	3	0	**47**	0	22	35	5	0	**62**	2	**153**
Total	12	83	23	0	**118**	10	22	100	51	0	**173**	24	45	214	26	0	**285**	3	191	186	76	0	**453**	14	**1029**
% Approach	10.2%	70.3%	19.5%	0%	**-**	-	12.7%	57.8%	29.5%	0%	**-**	-	15.8%	75.1%	9.1%	0%	**-**	-	42.2%	41.1%	16.8%	0%	**-**	-	-
% Total	1.2%	8.1%	2.2%	0%	**11.5%**	-	2.1%	9.7%	5.0%	0%	**16.8%**	-	4.4%	20.8%	2.5%	0%	**27.7%**	-	18.6%	18.1%	7.4%	0%	**44.0%**	-	-
Lights	11	82	23	0	**116**	-	21	98	47	0	**166**	-	43	205	26	0	**274**	-	187	180	71	0	**438**	-	994
% Lights	91.7%	98.8%	100%	0%	**98.3%**	-	95.5%	98.0%	92.2%	0%	**96.0%**	-	95.6%	95.8%	100%	0%	**96.1%**	-	97.9%	96.8%	93.4%	0%	**96.7%**	-	96.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	1	0	0	**2**	-	1	2	4	0	**7**	-	2	9	0	0	**11**	-	3	6	5	0	**14**	-	34
% Buses and Single-Unit Trucks	8.3%	1.2%	0%	0%	**1.7%**	-	4.5%	2.0%	7.8%	0%	**4.0%**	-	4.4%	4.2%	0%	0%	**3.9%**	-	1.6%	3.2%	6.6%	0%	**3.1%**	-	3.3%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.5%	0%	0%	0%	**0.2%**	-	0.1%
Pedestrians	-	-	-	-	-	10	-	-	-	-	-	24	-	-	-	-	-	3	-	-	-	-	-	14	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

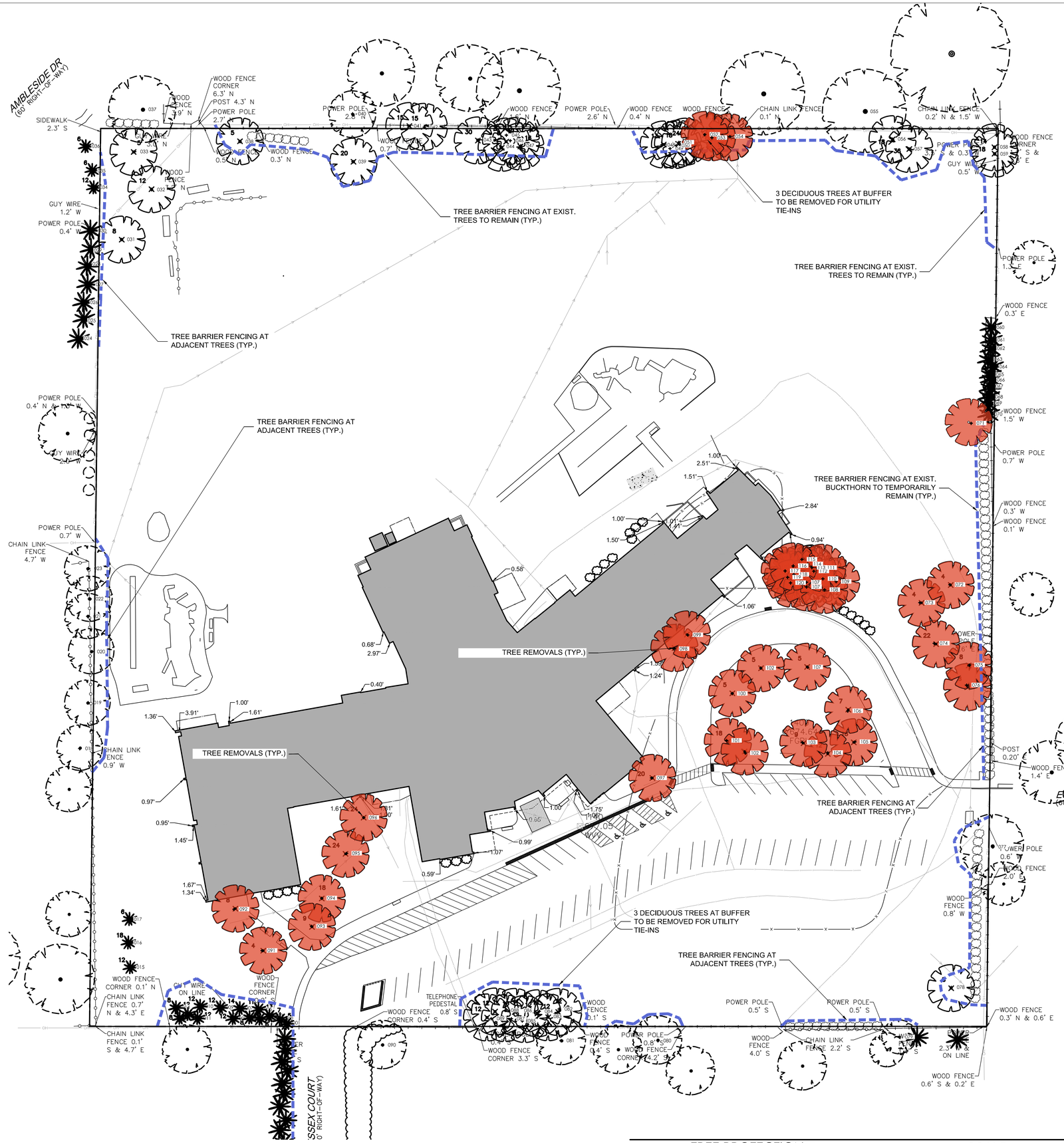
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

10. Landscaping

- Tree Protection & Removal Plan (See Sheets L1.1 & L1.2)
- Existing Site Buffering Plan (See Sheet L1.3)
- Proposed Site Buffering Plan (See Sheet L1.4)
- Landscape Plans & Details (See Sheets L2.1 & L3.1)

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EXISTING VEGETATION DESCRIPTION

THE PROJECT SITE CONSISTS OF AN EXISTING SCHOOL WITH SEMI-MATURE TREES. BUCKTHORN AND OTHER WEED SPECIES EXIST ALONG THE PERIMETER. WE ADVISE TO REMOVE BUCKTHORN IN 4-5 YEARS AFTER PROPOSED SCREEN PLANTINGS HAVE A CHANCE TO FILL IN. 23 TREES OVER 6" CAL. WILL BE REMOVED - 9 ADDITIONAL SMALLER TREES WILL ALSO BE REMOVED AS PART OF THIS CONTRACT.

TREE PROTECTION & REMOVAL NOTES

1. CONTRACTOR SHALL OBTAIN ALL NECESSARY STATE AND LOCAL PERMITS AND PERMISSIONS TO PRUNE, REMOVE, AND/OR TRANSPLANT ANY TREES ON SITE.
2. DEAD AND DYING MATERIAL ON THE SITE SHALL BE REMOVED OR PRUNED. MATERIALS NOT LABELED ON THE PROTECTION PLAN SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR REMEDIATION.
3. DURING CONSTRUCTION EXISTING TREES OVER FOUR INCHES IN CALIPER SHALL BE PROTECTED WITH BARRIER FENCING.
4. BARRIER SHALL BE CONSTRUCTED OF A MIN. 48" TALL SNOW FENCE OR SIMILAR AND SUPPORT POSTS MIN. 6' O.C. AND SHALL BE ERECTED ONE FOOT BEYOND THE DRIP LINE OFF ALL EXISTING TREES ON SITE AND ADJACENT SITES TO REMAIN.
5. BARRIER FENCING SHOWN ON THE PLAN IS APPROXIMATE. CONTRACTOR SHALL ADJUST LOCATION OF BARRIER TO POSITION OUTLINED IN COMMENT 4.
6. NO EXCESS SOIL OR ADDITIONAL FILL, BUILDING MATERIALS OR DEBRIS SHALL BE PLACED WITHIN THE PROTECTIVE BARRIER.
7. NO VEHICLES OR HEAVY MACHINERY SHALL BE ALLOWED TO WORK WITHIN THE BARRIER AREA.
8. NO ATTACHMENTS OR WIRES, OTHER THAN PROTECTIVE GUY WIRES, SHALL BE ATTACHED TO ANY OF THE TREES WHICH ARE WITHIN PROTECTIVE BARRIER.
9. STUMPS OR TREE REMAINS NOT TO BE FULLY EXCAVATED SHALL BE REMOVEED. A STUMP GRINDER SHALL BE USED TO REMOVE ALL REMAINING ROOTS AND WOODY MATERIAL. WITHIN A 24" RADIUS OF THE TREE TRUNK TO MIN. 6" BELOW GRADE. DISTURBED AREA SHALL BE BACKFILLED WITH COMPACTED TOPSOIL TO MEET SURROUNDING GRADES.

TREE PROTECTION & REMOVAL LEGEND

- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- BARRIER FENCING TO BE INSTALLED

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1 TREE PROTECTION & REMOVAL PLAN

N SCALE 1"=30'
0' 15' 30' 60' 90'

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No.	Date

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Issue Date: June 18, 2026

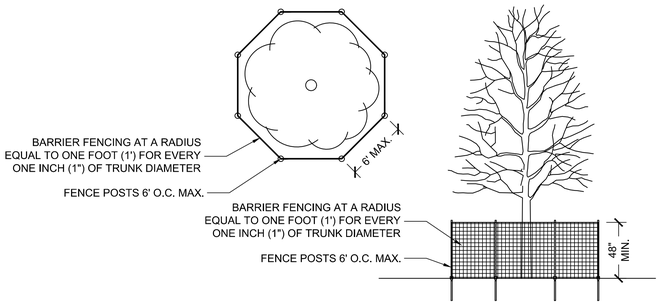
Drawn by: LCG

Sheet Title: TREE PROTECTION AND REMOVAL PLAN

Sketch Number:

Sheet Number: L1.1

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1 TREE PRESERVATION BARRIER FENCING DETAIL

NOT TO SCALE

SURVEY OF EXISTING TREES

Number	Cal Inch	Common Name	Scientific Name	Condition	Notes	Remove	Type	Cal.	Rate	Replace Inch.
1	5	White Pine	Pinus strobus	1						
2	7	White Pine	Pinus strobus	1						
3	13	White Pine	Pinus strobus	2						
4	6	Arborvitae	Thuja occidentalis	1						
5	11	White Pine	Pinus strobus	1						
6	8	White Pine	Pinus strobus	1						
7	14	White Pine	Pinus strobus	1						
8	12	Arborvitae	Thuja occidentalis	1						
9	12	White Pine	Pinus strobus	1						
10	12	White Pine	Pinus strobus	1						
11	12	White Pine	Pinus strobus	1						
12	12	White Pine	Pinus strobus	2						
13	8	White Pine	Pinus strobus	1						
14	8	White Pine	Pinus strobus	1						
15	12	White Pine	Pinus strobus	1						
16	18	White Pine	Pinus strobus	1						
17	6	White Pine	Pinus strobus	1						
18	36	Sugar Maple	Acer saccharum	2	Off Site					
19	24	Sugar Maple	Acer saccharum	1	Off Site					
20	14	Sugar Maple	Acer saccharum	1	Off Site					
21	24	Sugar Maple	Acer saccharum	2	Off Site					
22	8	Sugar Maple	Acer saccharum	1	Off Site					
23	16	Sugar Maple	Acer saccharum	1	Off Site					
24	16	Sugar Maple	Acer saccharum	2	Off Site					
25	8	White Pine	Pinus strobus	1	Off Site					
26	7	White Pine	Pinus strobus	1	Off Site					
27	9	White Pine	Pinus strobus	1	Off Site					
28	8	White Pine	Pinus strobus	2	Off Site					
29	7	White Pine	Pinus strobus	1	Off Site					
30	8	White Pine	Pinus strobus	1	Off Site					
31	8	Elm Hybrid	Ulmus ssp.	1						
32	8	Scotch Pine	Pinus sylvestris	4						
33	5	Sandcherry	Prunus ssp.	1						
34	12	White Pine	Pinus strobus	1	Off Site					
35	6	Juniper	Juniperus ssp.	3	Off Site					
36	6	Arborvitae	Thuja occidentalis	3	Off Site					
37	42	Norway Maple	Acer platanoides	2	Off Site					
38	5	Buckthorn	Rhamnus	3						
39	20	Washington Hawythorn	Crataegus phaenopyrum	3						
40		Not Identified	Not Identified		Off Site					
41	15	Silver Maple	Acer saccharinum	2						
42	15	Silver Maple	Acer saccharinum	3						
43	30	Siberian Elm	Ulmus pumila	3						
44	20	Siberian Elm	Ulmus pumila	2						
45	5	Buckthorn	Rhamnus	2						
46	10	Buckthorn	Rhamnus	3						
47	16	Siberian Elm	Ulmus pumila	2						
48	13	Siberian Elm	Ulmus pumila	3						
49	13	Siberian Elm	Ulmus pumila	3						
50	18	Quercus bicolor	Swamp White Oak	1						
51	24	Acer saccharinum	Silber Maple	4						
52	20	Siberian Elm	Ulmus pumila	3	remove - util	X	C	20	0.2	3
53	12	Buckthorn	Rhamnus	2	remove - util	X				
54	15	Siberian Elm	Ulmus pumila	2	remove - util	X	C	15	0.3	4.5
55	24	River Birck	Betula nigra	1	Off Site					
56	18	Swamp White Oak	Quercus bicolor	2	Bark Rot					
57	36	Swamp White Oak	Quercus bicolor	2	Bark Rot					
58	14	Honeylocust	Gleditsia triacanthos v. iner	3	Crowded					
59	18	Honeylocust	Gleditsia triacanthos v. iner	2						
60	8	White Pine	Pinus strobus	1						
61	9	White Pine	Pinus strobus	2						
62	9	White Pine	Pinus strobus	1						
63	10	White Pine	Pinus strobus	1						
64	9	White Pine	Pinus strobus	1						
65	11	White Pine	Pinus strobus	1						
66	8	White Pine	Pinus strobus	1						
67	9	White Pine	Pinus strobus	2						
68	10	White Pine	Pinus strobus	1						
69	10	White Pine	Pinus strobus	1						
70	9	White Pine	Pinus strobus	1						
71		missing	missing							
72	4	Bald Cypress	Taxodium distitchum	4	undersize	X				
73	4	Bald Cypress	Taxodium distitchum	4	undersize	X				
74	22	Bald Cypress	Taxodium distitchum	2						
75	8	Kentucky Coffeetree	Gymnocladus dioicus	2						
76	8	Kentucky Coffeetree	Gleditsia triacanthos v. iner	1						
77	36	White oak	Quercus alba	1	Off Site					
78		Missing	Missing							
79	20	Birch	Betula ssp	1	Off Site					
80		Not Identified	Not Identified							
81	24	Honeylocust	Gleditsia triacanthos v. iner	4						
82	12	White Pine	Pinus strobus	1						
83	12	White Pine	Pinus strobus	1						
84	12	White Pine	Pinus strobus	3						
85	10	White Pine	Pinus strobus	1						
86	10	White Pine	Pinus strobus	2						
87	8	White Pine	Pinus strobus	1						
88	12	White Pine	Pinus strobus	2						
89	12	White Pine	Pinus strobus	2						
90	36	Red Oak	Quercus rubra	1	Off Site					
91	4	Elm Hybrid	Ulmus ssp.	1	undersize	X				
92	8	Crabapple	Malus ssp.	2	Remove - Site	X	A	8	1.0	8
93	9	Freeman Maple	Acer freemanii	1	Remove - Site	X	A	9	1.0	9
94	18	Green Ash	Fraxinus pennsylvanica	1	Remove - Site	X	A	18	1.0	18
95	24	Silver Maple	Acer saccharinum	1	Remove - Site	X	B	24	0.6	14.4
96	24	Washington Hawythorn	Crataegus phaenopyrum	1	Remove - Site	X	A	24	1.0	24
97	20	Crabapple	Malus ssp.	1	Remove - Site	X	A	20	1.0	20
98	10	Redbud	Cercis canadensis	1	Remove - Site	X	A	10	1.0	10
99	10	Redbud	Cercis canadensis	1	Remove - Site	X	A	10	1.0	10
100	5	Redbud	Cercis canadensis	1	undersize	X				
101	18	Kentucky Coffeetree	Gymnocladus dioicus	1	Remove - Site	X	A	18	1.0	18
102	12	Crabapple	Malus ssp.	1	Remove - Site	X	A	12	1.0	12
103	9	Crabapple	Malus ssp.	1	Remove - Site	X	A	9	1.0	9
104	12	Crabapple	Malus ssp.	1	Remove - Site	X	A	12	1.0	12
105	18	Kentucky Coffeetree	Gymnocladus dioicus	1	Remove - Site	X	A	18	1.0	18
106	7	Red Maple	Acer rubrum	1	undersize	X				
107	5	Red Maple	Acer rubrum	1	undersize	X				
108	4	Siberian Elm	Ulmus pumila	2	undersize	X				
109	12	Eastern Cottonwood	Populus deltoides	3	Remove - Site	X	B	12	0.6	7.2
110	5	Eastern Cottonwood	Populus deltoides	3	Remove - Site	X	B	5	0.6	3
111	8	Eastern Cottonwood	Populus deltoides	2	Remove - Site	X	B	8	0.6	4.8
112	10	Eastern Cottonwood	Populus deltoides	2	Remove - Site	X	B	10	0.6	6
113	3	Eastern Cottonwood	Populus deltoides	2	undersize	X				
114	5	Siberian Elm	Ulmus pumila	3	Undersize	X				
115	8	Eastern Cottonwood	Populus deltoides	2	Remove - Site	X	B	8	0.6	4.8
116	12	Siberian Elm	Ulmus pumila	2	Remove - Site	X	A	12	0.6	7.2
117	8	Eastern Cottonwood	Populus deltoides	1	Remove - Site	X	B	8	0.6	4.8
118	4	Eastern Cottonwood	Populus deltoides	1	Undersize	X				
119	4	Siberian Elm	Ulmus pumila	2	Undersize	X				
120	10	Eastern Cottonwood	Populus deltoides	1	Remove - Site	X	B	10	0.6	6
						Total Inches Cut		300		
						Total Inches for Replacement				241.5
						Replacement Trees				120.75

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No.	Date

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25105

Issue Date:
June 18, 2026

Drawn by:
LCG

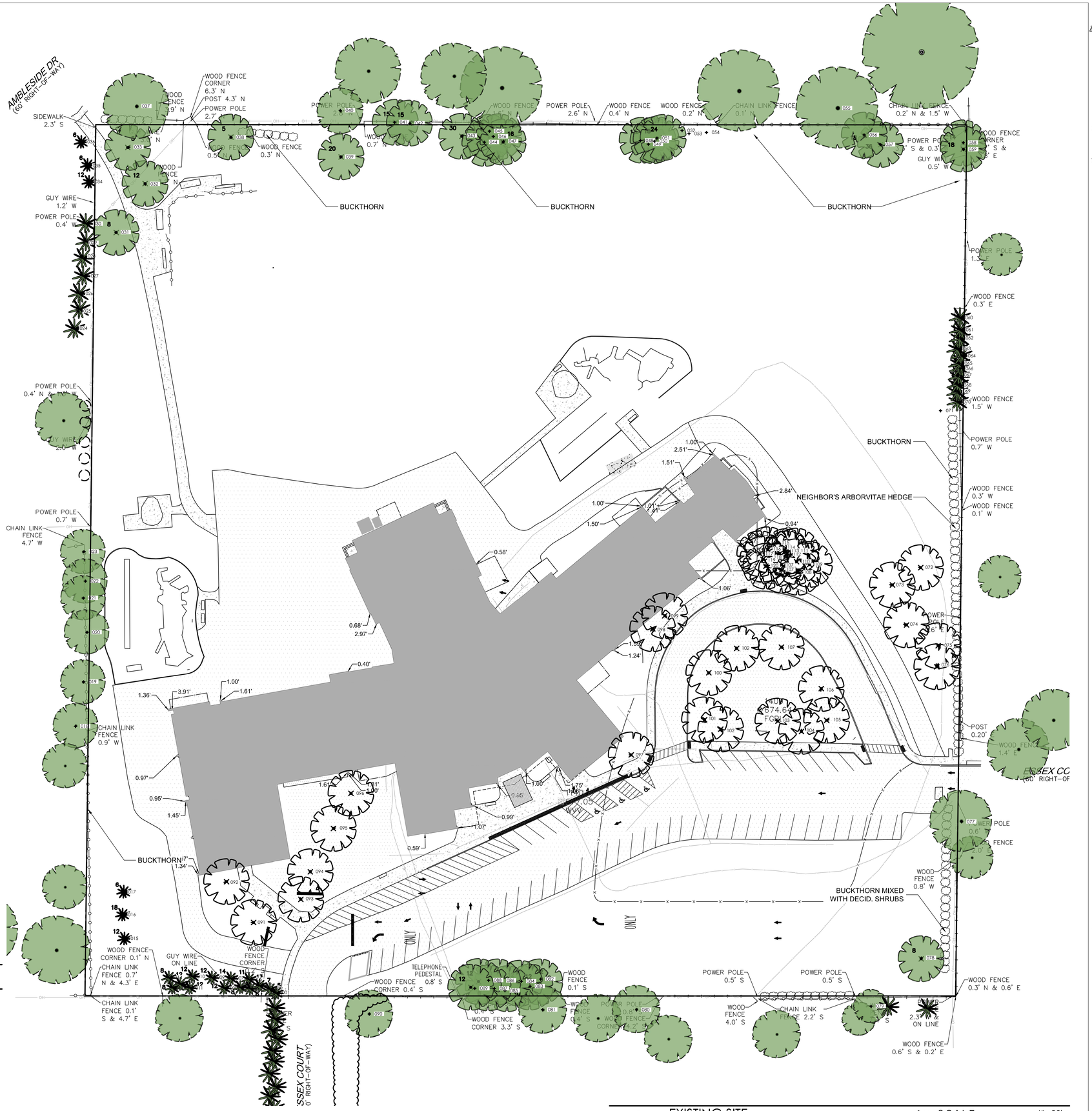
Sheet Title:
TREE SURVEY / TREE BARRIER FENCING

Sketch Number:

Sheet Number:
L1.2

EXISTING VEGETATION DESCRIPTION

THE PROJECT SITE CONSISTS OF AN EXISTING SCHOOL WITH SEMI-MATURE TREES. BUCKTHORN AND OTHER WEED SPECIES EXIST ALONG THE PERIMETER. WE ADVISE TO REMOVE BUCKTHORN IN 4-5 YEARS AFTER PROPOSED SCREEN PLANTINGS HAVE A CHANCE TO FILL IN.



SITE BUFFERING LEGEND

XX EXISTING TREES

1 EXISTING SITE BUFFERING PLAN

N SCALE 1"=30'
0' 15' 30' 60' 90'

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Sheet Title: **EXISTING SITE BUFFERING PLAN**

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Sheet Number: L1.3

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SITE BUFFERING LEGEND

XX EXISTING BUFFER TREES

PROPOSED BUFFER TREES

1 PROPOSED SITE BUFFERING PLAN

N SCALE 1"=30'
0' 15' 30' 60' 90'

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PROPOSED SITE BUFFERING PLAN

Sketch Number:

Sheet Number:

L1.4

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VILLAGE LANDSCAPE REQUIREMENT CALCULATIONS

DESCRIPTION	REQUIREMENT	EXIST. / CALC.	PROPOSED / DETAILS
Total Site		435,845 SQ. FT.	
Total Building		53,544 SQ. FT.	64,300 SQ. FT.
Total Vehicle Use Area	Square footage of parking and circulation on-site	37,301 SQ. FT.	68,547 SQ. FT.
Tree Removals and Replacement	Protected trees and public trees shall be mitigated by either planting replacement trees or by payment of a mitigation fee at the rate specified in the annual fee ordinance, considering the size, condition rating and species rating of the trees requiring mitigation.	Type A = 1 : 1 Type B = 1 : 0.6 Type C = 1 : 0.3	13 Trees = 180 Cal. Inch x 1 = 180 8 Trees = 85 Cal. Inch x 0.6 = 51 2 Trees = 35 Cal. Inch x 0.3 = 10.5 Total Caliper Inch for Replacement / 2.0" = 121 Replacement Trees 241.5
Landscaped Screening	Non-Residential Uses Where a non-residential use abuts property in a residential district at a side or rear lot line, or is separated from such property only by an alley along the side or rear lot line, such non-residential use shall be effectively screened along such lot lines by a screening fence or landscaped screening as defined in this Ordinance not less than 7 feet in height.		138 - Proposed 7' Screening Evergreens and Ornamental trees and 2.5" Cal. Shade trees. 63 - Proposed 36" Ht. Shrubs at chain link fencing / non-screen fencing.

LANDSCAPE LEGEND

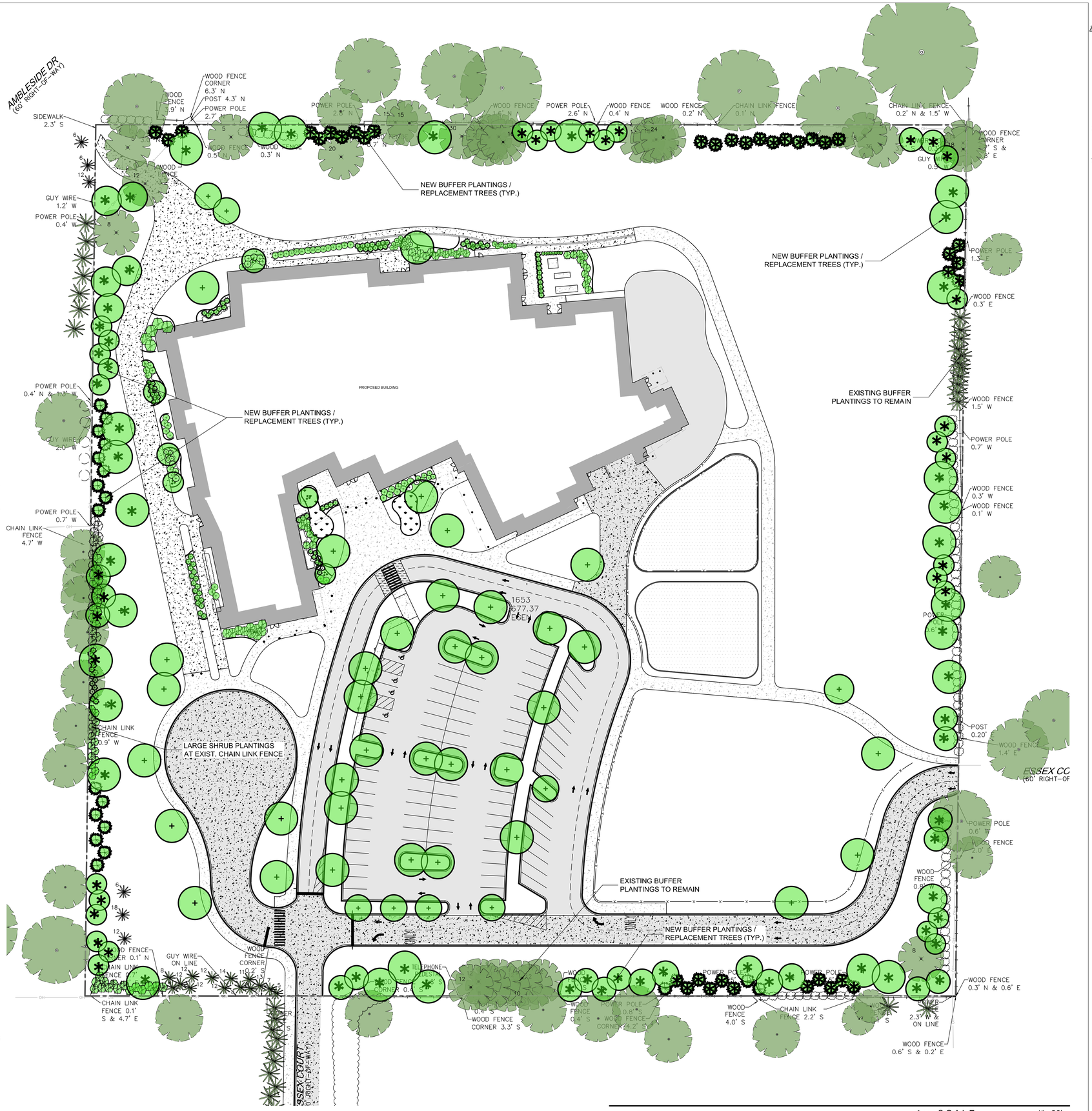
- EXISTING TREE
- REPLACEMENT TREE (QTY 121)
- PROPOSED SHADE TREE
- PROPOSED EVERGREEN TREE
- PROPOSED ORNAMENTAL TREE
- PROPOSED LARGE SHRUB
- PROPOSED MEDIUM SHRUB
- PROPOSED EVERGREEN SHRUB
- PROPOSED LOW SHRUB
- PROPOSED ORNAMENTAL GRASS
- PROPOSED PERENNIAL PLANTING
- SODDED LAWN
- SEEDED LAWN

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EXPIRES 08/2027



1 LANDSCAPE PLAN

N SCALE 1"=30'
0' 15' 30' 60' 90'

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REVISIONS

No.	Date

Project Number: 25105

Issue Date: June 18, 2026

Drawn by: LCG

Sheet Title: **LANDSCAPE PLAN**

Sketch Number:

Sheet Number: L2.1

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LANDSCAPE NOTES

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

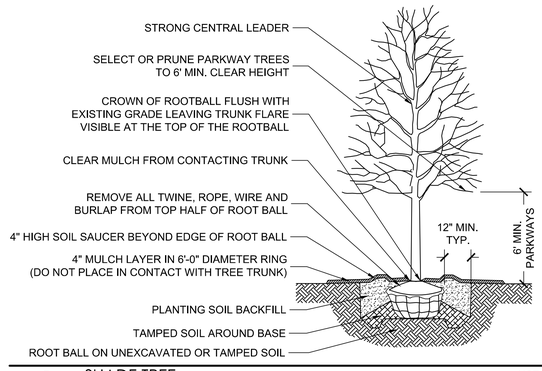
PRELIMINARY PLANT LEGEND

SYM	SIZE	QTY	BOTANICAL NAME	COMMON NAME	COMMENT
DECIDUOUS SHADE TREES					
AFA	2.0" cal.		Acer x freemanii 'Autumn Blaze'	Autumn Blaze Freeman Maple	B&B
ARF	2.0" cal.		Acer rubrum 'Frank Jr.'	Redpointe Red Maple	B&B
BNH	2.0" cal.		Betula nigra 'Heritage'	Heritage River Birch	B&B
CEO	2.0" cal.		Celtis occidentalis	Common Hackberry	B&B
GBA	2.0" cal.		Ginkgo biloba 'Autumn Gold'	Autumn Gold Maidenhair Tree	B&B
GDE	2.0" cal.		Gymnocladus dioicus 'Espresso'	Espresso Kentucky Coffeetree	B&B
GTS	2.0" cal.		Gleditsia triacanthos 'Shademaster'	Shademaster Honeylocust	B&B
LIT	2.0" cal.		Liriodendron tulipifera	Tulip Tree	B&B
LSM	2.0" cal.		Liquidambar styraciflua 'Moraine'	Moraine American Sweetgum	B&B
QUB	2.0" cal.		Quercus bicolor	Swamp White Oak	B&B
QUI	2.0" cal.		Quercus imbricaria	Shingle oak	B&B
NYS	2.0" cal.		Nyssa sylvatica	Black Tupelo	B&B
TTG	2.0" cal.		Tilia tomentosa Green Mountain	Green Mountain (Silver) Linden	B&B
UAP	2.0" cal.		Ulmus americana 'Princeton'	Princeton Elm	B&B
ULP	2.0" cal.		Ulmus x 'Patriot'	Patriot Elm	B&B
ORNAMENTAL TREES					
AGF	7' multi.		Acer ginnala 'Flame'	Flame Amur Maple	B&B
AGR	7' multi.		Acer griseum	Paper Bark Maple	B&B
AMG	7' multi.		Amelanchier x grandiflora.	Shadblow Serviceberry	B&B
CAC	7' multi.		Carpinus caroliniana 'J.N. Upright'	Firespire American Hornbeam	B&B
CEC	7' multi.		Cercis canadensis	Eastern Redbud	B&B
MAS	7' multi.		Malus x. 'Spring Snow'	Spring Snow Flowering Crabapple	B&B
SRI	7' multi.		Syringa reticulata 'Ivory silk'	Ivory Silk Tree Lilac	B&B
EVERGREEN TREES					
ACO	7' ht.		Abies concolor	White Fir	B&B
JUC	7' ht.		Juniperus chinensis	Blue Point Juniper	B&B
PIP	7' ht.		Picea pungens	Colorado Green Spruce	B&B
PIS	7' ht.		Pinus strobus	White Pine	B&B
PGD	7' ht.		Picea glauca 'Densata'	Black Hills Spruce	B&B
TON	7' ht.		Thuja occidentalis 'Nigra'	Dark Green Arborvitae	B&B
DECIDUOUS SHRUBS					
AAB	30" ht.		Aronia arbutifolia 'Brilliantissima'	Brilliant Red Chokeberry	
AMA	24" ht.		Aronia melanocarpa	Black Chokeberry	
AML	18" w.		Aronia melanocarpa 'Low Scape Mound'	Low Scape Mound Black Chokeberry	
BUD	36" ht.		Buddleia 'Grand Cascade'	Grand Cascade Bufferfly Bush	
CAE	30" ht.		Cornus alba 'Elegantissima'	Variegated Dogwood	
CEA	24" ht.		Ceanothus americanus	New Jersey Tea	
CEP	30" ht.		Cephalanthus occidentalis	Buttonbush	
CSF	24" ht.		Cornus stolonifera 'Farrow'	Arctic Fire Redtwig Dogwood	
CSK	18" w.		Cornus sericea Kelseyi	Kelsey Redosier Dogwood	
FOS	24" ht.		Forsytha x 'sunrise'	Sunrise Forsytha	
HYA	24" ht.		Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	
HYP	30" ht.		Hydrangea paniculata 'Peegee Improved'	Peegee Improved Hydrangea	
HYQ	30" ht.		Hydrangea quercifolia 'Alice'	Alice Oakleaf Hydrangea	
IVH	24" ht.		Itea virginica 'Henrys Garnet'	Henrys Garnet Virginia Sweetspire	
LIG	30" ht.		Ligustrum vicaryi	Golden Vicary Privet	
PFG	18" w.		Potentilla fruticosa 'Goldfinger'	Goldfinger Bush Cinquefoil	
POB	36" ht.		Physocarpus opulifolius 'Monlo'	Diabolo Ninebark	
SJA	18" w.		Spiraea japonica 'Alpina'	Daphne Spirea	
STC	18" w.		Stephanandra incisa 'Crispa'	Cutleaf Stephanandra	
SYM	24" ht.		Syringa patula 'Miss Kim'	Miss Kim Korean Lilac	
VDC	36" ht.		Viburnum dentatum 'Chicago Lustre'	Chicago Lustre Arrowwood Viburnum	
EVERGREEN SHRUBS					
BUW	24" w		Buxus micro. x. B. sem. 'Wilson's Charm'	Wilson Northern Charm Boxwood	
IVG	18" w.		Ilex glabra 'SMNIGAB17' (Gem Box)	Gem Box Inkberry Holly	
JCK	24" w.		Juniperus chinensis 'Kallay's compacta'	Kallay's Compact Juniper	
JCS	24" ht.		Juniperus chinensis 'Sea Green'	Sea Green Juniper	
TMH	36" ht.		Taxus x media 'Hicksii'	Hick's Yew	
TMT	24" w.		Taxus x media 'Taunton'	Taunton's Yew	

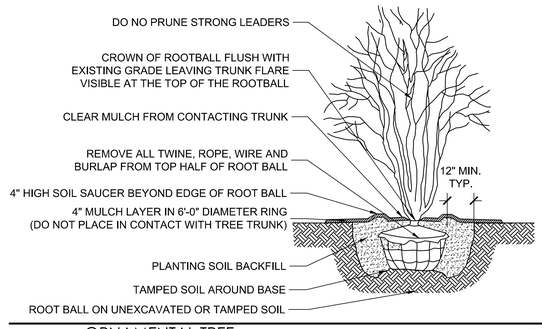
SYM	SIZE	QTY	BOTANICAL NAME	COMMON NAME	COMMENT
ORNAMENTAL GRASSES					
BOC	#1 cont.		Bouteloua curtipendula	Sideoats Grama	
CAK	#1 cont.		Calamagrostis acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	
CMI	#1 cont.		Carex morrowii 'Ice Dance'	Ice Dance Sedge	
PAV	#1 cont.		Panicum virgatum 'Shenandoah'	Shenandoah Red Switch Grass	
SCS	#1 cont.		Schizachyrium scop.'Standing Ovation'	Blue Stem Standing Ovation	
GROUNDCOVER / PERENNIALS					
ACH	#1 cont.		Achillea Millefolium 'Paprika'	Paprika Yarrow	18" O.C.
AGS	#1 cont.		Agastache Queen Nectarine	Queen Nectarine Hyssop	24" O.C.
AIC	#1 cont.		Asclepias incarnata 'Cinderella'	Cinderella Milkweed	36" O.C.
ALS	#1 cont.		Allium 'Summer Beauty'	Summer Beauty Onion	18" O.C.
AMB	#1 cont.		Amsonia tabernaemontana 'Blue Ice'	Blue Ice Blue Star	18" O.C
AMH	#1 cont.		Amsonia hubrichtii	Narrow Leaf Blue Star	30" O.C.
AQR	#1 cont.		Aquilegia 'Earlybird Red White'	Earlybird Red White Columbine	12" O.C.
AAD	#1 cont.		Astilbe arendsii 'Deutschland'	Deutschland False Spirea	18" O.C.
ARD	#1 cont.		Aruncus dioicus	Sylvan Goats Beard	36" O.C.
AST	#1 cont.		Aster oblongifolius October Skies	October Skies Aromatic Aster	24" O.C.
ACV	#1 cont.		Astilbe chinensis Visions	Visions Astilbe	18" O.C.
BAP	#1 cont.		Baptisia australis	Blue Wild Indigo	36" O.C.
BMJ	#1 cont.		Brunnera macrophylla 'Jack Frost'	Jack Frost Siberian Bugloss	18" O.C.
CVM	#1 cont.		Coreopsis verticillata 'Moonbeam'	Moonbeam Coreopsis	18" O.C.
DIC	#1 cont.		Dicentra 'Pink Diamonds'	Pink Diamonds Bleeding Heart	15" O.C.
DSF	#1 cont.		Dianthus 'Spiked Punch'	Fruit Punch Spiked Punch Dianthus	15" O.C.
ECB	#1 cont.		Echinacea x. 'Balsomoblanc'	Sombrero Blanco Coneflower	18" O.C.
ECP	#1 cont.		Echinacea purpurea 'Magnus'	Magnus Purple Coneflower	24" O.C.
EFC	4" pot		Euyonumus fortunei 'Coloratus'	Purpleleaf Wintercreeper	12" O.C.
GAO	4" pot		Galium odoratum	Sweet Woodruff	12" O.C.
GEM	#1 cont.		Geranium sanguineum 'Max frei'	Max Frei Bloody Cranesbill	18" O.C.
HEC	#1 cont.		Hemerocallis x. 'Chicago Apache'	Chicago Apache Daylily	24" O.C.
HEM	#1 cont.		Hemerocallis x 'Stella de oro'	Stella de Oro Daylily	18" O.C.
HEU	#1 cont.		Heuchera villosa 'Lime Marmalade'	Lime Marmalade Coral Bells	15" O.C.
HFF	#1 cont.		Hosta fortunei 'Francee'	Francee Plantain Lily	36" O.C.
HFG	#1 cont.		Hosta fortunei 'Gold Standard'	Gold Standard Plantain Lily	36" O.C.
LAV	#1 cont.		Lavandula x intermedia 'Niko'	Phenomenal Lavender	30" O.C.,
LEU	#1 cont.		Leucanthemum superbum 'becky'	Becky Shasta Daisy	24" O.C.
LIB	#1 cont.		Ligularia 'Bottle Rocket'	Bottle Rocket Ligularia	24" O.C.
MON	#1 cont.		Monarda hybrid 'Leading Lady Amethyst'	Leading Lady Amethyst Beebalm	18" O.C.
NFW	#1 cont.		Nepeta fasseni 'Walker's low'	Walkers Low Catmint	24" O.C.
POL	#1 cont.		Polemonium 'Heaven Scent'	Jacob's Ladder	12" O.C.
PPD	#1 cont.		Phlox paniculata 'Blue Paradise'	Blue Paradise Garden Phlox	24" O.C.
PUL	#1 cont.		Pulmonaria 'Trevi Fountain'	Trevi Fountain Lungwort	12" O.C.
RUD	#1 cont.		Rudbeckia fulgida 'Little Goldstar'	Little Goldstar Black-Eyed Susan	18" O.C.
SAG	#1 cont.		Perovskia atriplicifolia 'Denim n Lace'	Denim n Lace Russian Sage	24" O.C.
SAL	#1 cont.		Salvia nemerosa 'May Night'	May Night Sage	18" O.C.
SED	#1 cont.		Sedum x 'Autumn joy'	Autumn Joy Sedum	18" O.C.
VES	#1 cont.		Veronica spicata 'Red Fox'	Red Fox Spike Speedwell	18" O.C.
SOD	sq. yd.		Sodded Lawn		
SEED	sq. yd.		Seeded Lawn		

APPLY NORTH AMERICAN GREEN S75 EROSION CONTROL BLANKET OR EQUAL, STAKED EVERY SQ. YD. IN ALL AREAS TO BE SEEDED.

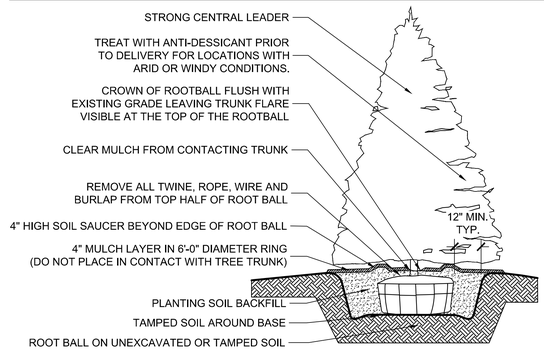
SEEDED LAWN TO BE LESCO SHADE AND SUN PARKLAND GRASS SEED OR EQUAL AT 10 LBS. PER 1,000 SQ FT



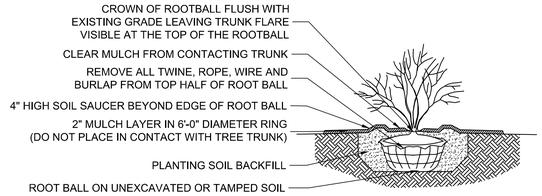
1 SHADE TREE PLANTING DETAIL — NOT TO SCALE



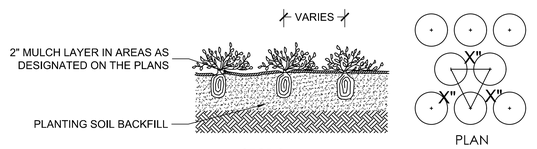
2 ORNAMENTAL TREE PLANTING DETAIL — NOT TO SCALE



3 EVERGREEN TREE PLANTING DETAIL — NOT TO SCALE



4 SHRUB PLANTING DETAIL — NOT TO SCALE



5 PERENNIAL / ANNUAL PLANTING DETAIL — NOT TO SCALE

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Redefine 109 Facilities for Our Future

50% DD SET - PROGRESS DRAWING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 25105

Issue Date: June 18, 2026

Drawn by: LCG

Sheet Title: LANDSCAPE DETAILS / NOTES

Sketch Number:

Sheet Number: L3.1

11. Site Lighting

- Site Plan - Lighting (See Sheet ES2.1)
- Site Plan - Lighting Photometrics (See Sheet ES2.2)
- Proposed Light Fixture Data Sheets

Redefine 109
Facilities for Our Future

FILE: F:\853-A~1\CS2\853K1 WALDEN ES2.1 NEW SITE PLAN.DWG SAVED BY: DBOYER DATE: 6/18/2026 TIME: 11:20 AM
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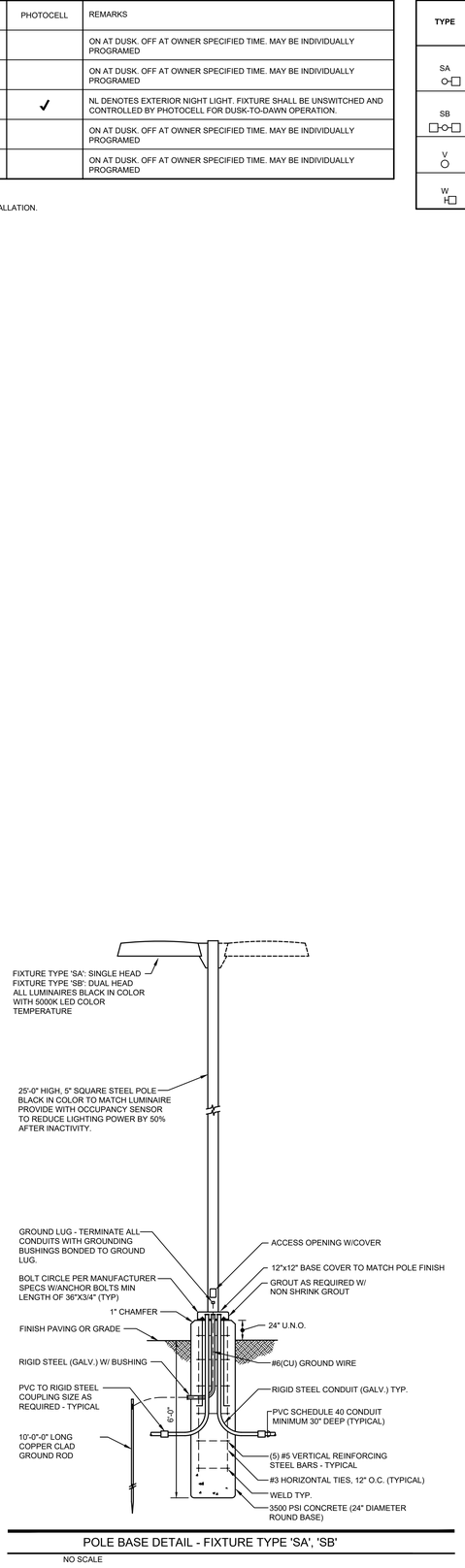
LIGHTING CONTROLS SCHEDULE:

AREA SERVED	TIME-CLOCK	DIMMING	PHOTOCELL	REMARKS
PARKING LOT POLE LIGHTS	✓			ON AT DUSK. OFF AT OWNER SPECIFIED TIME. MAY BE INDIVIDUALLY PROGRAMED
DRIVEWAY POLE LIGHTS	✓			ON AT DUSK. OFF AT OWNER SPECIFIED TIME. MAY BE INDIVIDUALLY PROGRAMED
EXTERIOR NL LIGHTS			✓	NL DENOTES EXTERIOR NIGHT LIGHT. FIXTURE SHALL BE UNSWITCHED AND CONTROLLED BY PHOTOCELL FOR DUSK-TO-DAWN OPERATION.
EXTERIOR BUILDING MOUNTED LIGHTS	✓	✓		ON AT DUSK. OFF AT OWNER SPECIFIED TIME. MAY BE INDIVIDUALLY PROGRAMED
CANOPY LIGHTS	✓	✓		ON AT DUSK. OFF AT OWNER SPECIFIED TIME. MAY BE INDIVIDUALLY PROGRAMED

NOTES:
1. ALL EXTERIOR LIGHTS TO BE nLIGHT AIR INDIVIDUALLY CONTROLLED.
2. FINAL TIME CLOCK PROGRAM TO BE COORDINATED WITH OWNER AFTER INSTALLATION.

LIGHTING FIXTURE SCHEDULE

TYPE	DESCRIPTION	MOUNTING	LAMPS	VOLTAGE	MANUFACTURER & CATALOG NUMBER	HEIGHT	REMARKS
SA	SINGLE HEAD, LED, SITE LIGHTING LUMINAIRE POLE MOUNTED ON 25'-0" SQUARE STEEL POLE, BLACK IN COLOR	25'-0" POLE	19,000 LUMENS LED 165W 5000K COLOR TEMP.	UNV	LITHONIA DSX1 LED P6 50K XXX MVOLT SPA DDBXD / SSS 25' 4G DM29AS DDBXD	27'-0"	nLIGHT AIR CONTROL
SB	DUAL HEAD, LED, SITE LIGHTING LUMINAIRE POLE MOUNTED ON 25'-0" SQUARE STEEL POLE, BLACK IN COLOR	25'-0" POLE	21,000 LUMENS LED 165W 5000K COLOR TEMP.	UNV	LITHONIA DSX1 LED P6 50K XXX MVOLT SPA DDBXD / SSS 25' 4G DM29AS DDBXD	27'-0"	nLIGHT AIR CONTROL
V	EXTERIOR SOFFIT DOWN LIGHT	RECESSED	2200 LUMENS LED 4000K	MVOLT	LUMINAIRE LED VRDL6 2000LM 40K MVOLT	10'-0"	nLIGHT AIR CONTROL
W	EXTERIOR WALL MOUNTED DOWN LIGHT	SURFACE WALL	1200 LUMENS LED 4000K	MVOLT	LITHONIA WDGE1 LED P1 40K 80CRI VF MVOLT	12'-0" 18'-0" AS INDICATED	nLIGHT AIR CONTROL



POLE BASE DETAIL - FIXTURE TYPE 'SA', 'SB'

NO SCALE



N

1 **SITE PLAN - LIGHTING**

1" = 30'-0"

DRAWING NOTES:

1. ---

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REVISIONS

No.	Date

Project Number: 25105

Issue Date: June 17, 2026

Drawn by: cs2

Sheet Title: SITE PLAN - LIGHTING

Sketch Number:

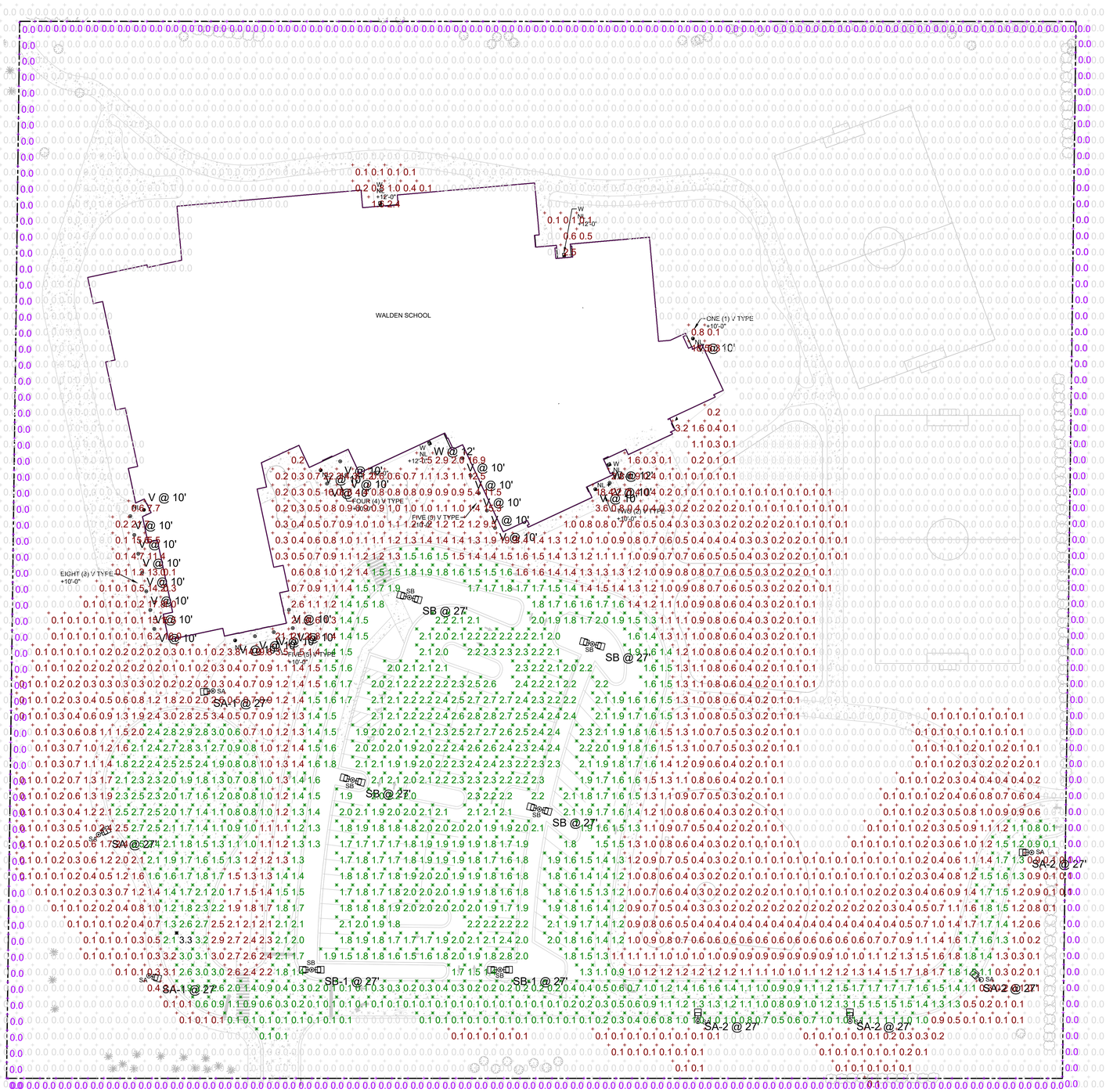
Sheet Number:

ES2.1

FILE: F:\853-A-1\E\853X1 WALDEN ES2.2 NEW SITE PLAN - PHOTOMETRICS.DWG SAVED BY: DBOYER DATE: 6/18/2026 TIME: 4:05 PM
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1. ---



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1 **SITE PLAN - LIGHTING PHOTOMETRICS**

1" = 30'-0"

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June 17, 2026

Drawn by:
cs2

Sheet Title:
SITE PLAN - LIGHTING PHOTOMETRICS

Sketch Number:

Sheet Number:

ES2.2



D-Series Size 1
LED Area Luminaire

Catalog Number

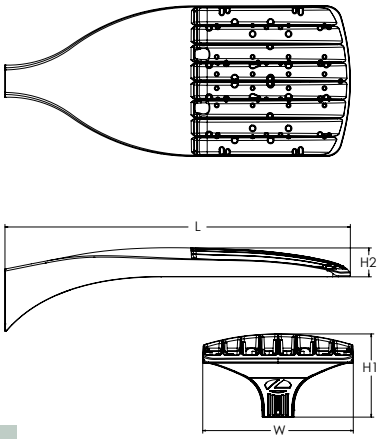
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

EPA:	0.69 ft² (0.06 m²)
Length:	32.71" (83.1 cm)
Width:	14.26" (36.2 cm)
Height H1:	7.88" (20.0 cm)
Height H2:	2.73" (6.9 cm)
Weight:	34 lbs (15.4 kg)



Design Select options indicated by this color background.

Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details

Ordering Information

EXAMPLE: DSX1 LED P7 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED

Series	LEDs	Color temperature [2]	Color Rendering Index [2]	Distribution		Voltage	Mounting
DSX1 LED	**Forward optics** P1 P6 P2 P7 P3 P8 P4 P9 P5 **Rotated optics** P10 [1] P12 [1] P11 [1] P13 [1]	(this section 70CRI only) 30K 3000K 40K 4000K 50K 5000K 27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	70CRI 70CRI 70CRI 80CRI 80CRI 80CRI 80CRI 80CRI	AFR Automotive front row T1S Type I short T2M Type II medium T3M Type III medium T3LG Type III low glare [3] T4M Type IV medium T4LG Type IV low glare [3] TFTM Forward throw medium	T5M Type V medium T5LG Type V low glare T5W Type V wide BLC3 Type III backlight control [3] BLC4 Type IV backlight control [3] LCCO Left corner cutoff [3] RCCO Right corner cutoff [3]	MVOLT (120V-277V) [4] HVOLT (347V-480V) [5,6] XVOLT (277V - 480V) [7,8] 120 [16, 26] 208 [16, 26] 240 [16, 26] 277 [16, 26] 347 [16, 26] 480 [16, 26]	**Shipped included** SPA Square pole mounting (#8 drilling) RPA Round pole mounting (#8 drilling) SPA5 Square pole mounting #5 drilling [9] RPA5 Round pole mounting #5 drilling [9] SPA8N Square narrow pole mounting #8 drilling WBA Wall bracket [10] MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)

Control options

Shipped installed

NLTAIR2 PIRHN	nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc. [11, 12, 20, 21]
PIR	High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc [13, 20, 21]
PER	NEMA twist-lock receptacle only (controls ordered separate) [14]
PER5	Five-pin receptacle only (controls ordered separate) [14, 21]
PER7	Seven-pin receptacle only (controls ordered separate) [14, 21]
FAO	Field adjustable output [15, 21]
BL30	Bi-level switched dimming, 30% [16, 21]
BL50	Bi-level switched dimming, 50% [16, 21]
DMG	0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) [17]
DS	Dual switching [18, 19, 21]

Other options

Shipped installed

SPD20KV	20KV surge protection
HS	Houseside shield (black finish standard) [22]
L90	Left rotated optics [1]
R90	Right rotated optics [1]
CCE	Coastal Construction [23]
HA	50°C ambient operation [24]
BAA	Buy America(n) Act and/or Build America Buy America Qualified
SF	Single fuse (120, 277, 347V) [26]
DF	Double fuse (208, 240, 480V) [26]

Shipped separately

EGSR	External Glare Shield (reversible, field install required, matches housing finish)
BSDB	Bird Spikes (field install required)

Finish *(required)*

DDBXD	Dark Bronze
DBLXD	Black
DNAXD	Natural Aluminum
DWHXD	White
DDBTXD	Textured dark bronze
DBLBXD	Textured black
DNATXD	Textured natural aluminum
DWHGXD	Textured white

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Ordering Information

Accessories

Ordered and shipped separately.

DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) [25]
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) [25]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) [25]
DSHORT SBK	Shorting cap [25]
DSX1HS P#	House-side shield (enter package number 1-13 in place of #)
DSXRPA (FINISH)	Round pole adapter (#8 drilling, specify finish)
DSXSPA5 (FINISH)	Square pole adapter #5 drilling (specify finish)
DSXRPA5 (FINISH)	Round pole adapter #5 drilling (specify finish)
DSX1EGSR (FINISH)	External glare shield (specify finish)
DSX1BSDB (FINISH)	Bird spike deterrent bracket (specify finish)

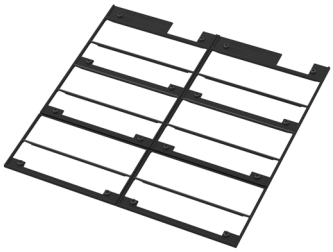
NOTES

1 Rotated optics available with packages P10, P11, P12 and P13. Must be combined with option L90 or R90.
2 30K, 40K, and 50K available in 70CRI and 80CRI. 27K and 35K only available with 80CRI. Contact Technical Support for other possible combinations.
3 T3LG, T4LG, BLC3, BLC4, LCCO, RCCO not available with option HS.
4 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
5 HVOLT driver operates on any line voltage from 347-480V (50/60 Hz).
6 HVOLT not available with package P1 and P10 when combined with option NLTAIR2 PIRHN or option PIR.
7 XVOLT operates with any voltage between 277V and 480V (50/60 Hz).
8 XVOLT not available in packages P1 or P10. XVOLT not available with P1 ,P2, P5, P7, P9, P10, P11 and P13 when combined with option NLTAIR2 PIRHN or PIR. XVOLT not available with fusing (SF or DF).
9 SPA5 and RPA5 for use with #5 drilling only (Not for use with #8 drilling).
10 WBA cannot be combined with Type 5 distributions plus photocell (PER).
11 NLTAIR2 and PIRHN must be ordered together. For more information on nLight AIR2 visit this link
12 NLTAIR2 PIRHN not available with other controls including PIR, PER, PER5, PER7, FAO, BL30, BL50, DMG and DS. NLTAIR2 PIRHN not available with P1 and P10 using HVOLT.
13 PIR not available with NLTAIR2 PIRHN, PER, PER5, PER7, FAO BL30, BL50, DMG and DS.
14 PER/PER5/PER7 not available with NLTAIR2 PIRHN, PIR, BL30, BL50, FAO, DMG and DS. Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
15 FAO not available with other dimming control options NLTAIR2 PIRHN, PIR, PER5, PER7, BL30, BL50, DMG and DS.
16 BL30 and BL50 are not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, FAO, DMG and DS. BL30 or BL50 must specify 120 or 277V.
17 DMG not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, BL30, BL50, FAO and DS.
18 DS not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, BL30, BL50, FAO and DMG.
19 DS requires (2) separately switched circuits. DS provides 50/50 fixture operation via (2) different sets of leads using (2) drivers. DS only available with packages P8, P9, P10, P11, P12 and P13.
20 Reference Motion Sensor Default Settings table on page 4 to see functionality.
21 Reference Controls Options table on page 4.
22 HS not available with T3LG, T4LG, BLC3, BLC4, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
23 CCE option not available with option BS and EGSR. Contact Technical Support for availability.
24 Option HA not available with performance packages P4, P5, P7, P8, P9 and P13.
25 Requires luminaire to be specified with PER, PER5 or PER7 option. See Controls Table on page 4.
26 Single fuse (SF) requires 120V, 277V, or 347V. Double fuse (DF) requires 208V, 240V or 480V. XVOLT not available with fusing (SF or DF).

Shield Accessories



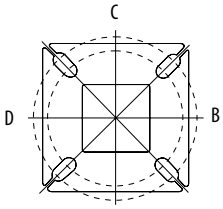
External Glare Shield (EGSR)

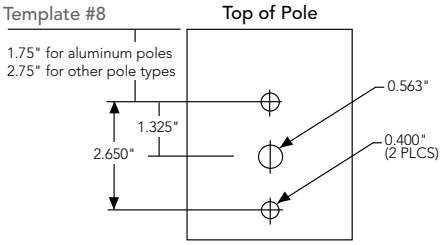


House Side Shield (HS)

Drilling

HANDHOLE ORIENTATION





Tenon Mounting Slipfitter

Tenon O.D.	Mounting	Single Unit	2 @ 180	2 @ 90	3 @ 90	3 @120	4 @ 90
2-3/8"	RPA	AS3-5 190	AS3-5 280	AS3-5 290	AS3-5 390	AS3-5 320	AS3-5 490
2-7/8"	RPA	AST25-190	AST25-280	AST25-290	AST25-390	AST25-320	AST25-490
4"	RPA	AST35-190	AST35-280	AST35-290	AST35-390	AST35-320	AST35-490

Mounting Option	Drilling Template	Single	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
Head Location		Side B	Side B & D	Side B & C	Side B, C & D	Round Pole Only	Side A, B, C & D
Drill Nomenclature	#8	DM19AS	DM28AS	DM29AS	DM39AS	DM32AS	DM49AS
		Minimum Acceptable Outside Pole Dimension					
SPA	#8	3.5"	3.5"	3.5"	3.5"		3.5"
RPA	#8	3"	3"	3"	3"	3"	3"
SPA5	#5	3"	3"	3"	3"		3"
RPA5	#5	3"	3"	3"	3"	3"	3"
SPA8N	#8	3"	3"	3"	3"		3"

DSX1 Area Luminaire - EPA

*Includes luminaire and integral mounting arm. Other tenons, arms, brackets or other accessories are not included in this EPA data.

Fixture Quantity & Mounting Configuration	Single DM19	2 @ 180 DM28	2 @ 90 DM29	3 @ 90 DM39	3 @ 120 DM32	4 @ 90 DM49
Mounting Type						
DSX1 with SPA	0.69	1.38	1.23	1.54	---	1.58
DSX1 with SPA5, SPA8N	0.70	1.40	1.30	1.66	---	1.68
DSX1 with RPA, RPA5	0.70	1.40	1.30	1.66	1.60	1.68
DSX1 with MA	0.83	1.66	1.50	2.09	2.09	2.09

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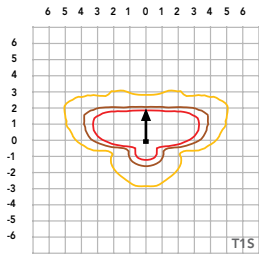
Photometric Diagrams

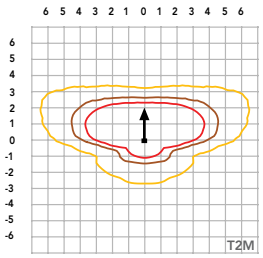
To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's homepage.

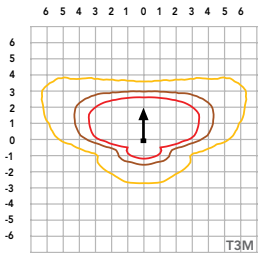
Isofootcandle plots for the DSX1 LED P9 40K 70CRI. Distances are in units of mounting height (25').

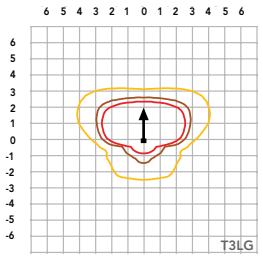
LEGEND

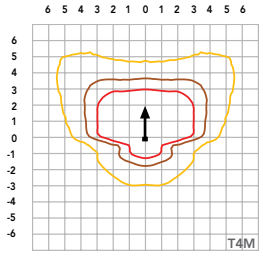
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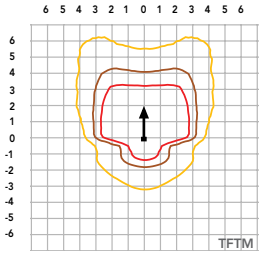


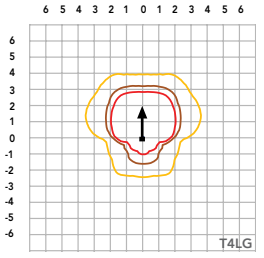


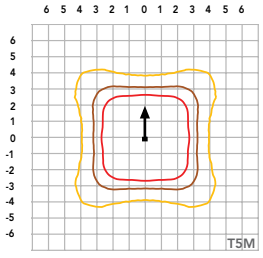


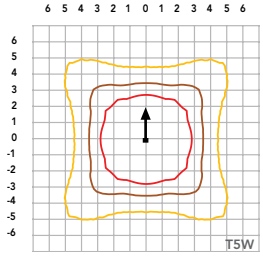


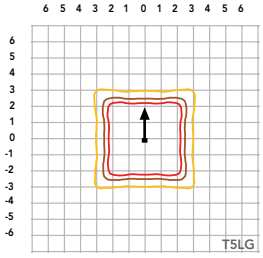


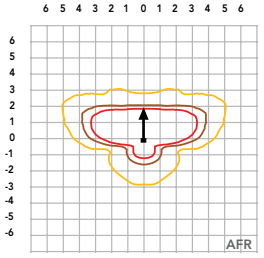


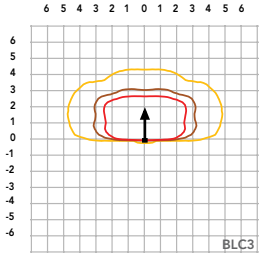


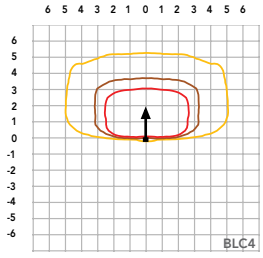


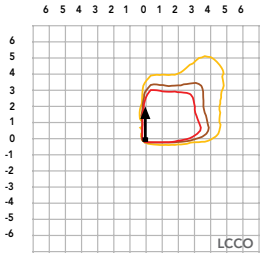


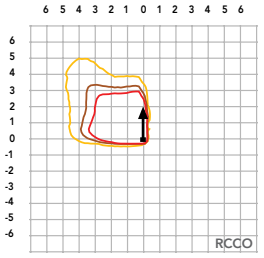












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Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.04
5°C	41°F	1.04
10°C	50°F	1.03
15°C	50°F	1.02
20°C	68°F	1.01
25°C	**77°C**	**1.00**
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	Lumen Maintenance Factor
0	1.00
25,000	0.95
50,000	0.90
100,000	0.81

FAO Dimming Settings

FAO Position	% Wattage	% Lumen Output
8	100%	100%
7	93%	95%
6	80%	85%
5	66%	73%
4	54%	61%
3	41%	49%
2	29%	36%
1	15%	20%

*Note: Calculated values are based on original performance package data. When calculating new values for given FAO position, use maximum published values by package listed on specification sheet (input watts and lumens by optic type).

Electrical Load

	Performance Package	LED Count	Drive Current (mA)	Wattage	Current (A) 120V	208V	240V	277V	347V	480V
Forward Optics (Non-Rotated)	P1	30	530	51	0.42	0.24	0.21	0.18	0.15	0.11
	P2	30	700	68	0.56	0.33	0.28	0.24	0.20	0.14
	P3	30	1050	104	0.85	0.49	0.43	0.37	0.29	0.21
	P4	30	1250	125	1.03	0.60	0.52	0.45	0.36	0.26
	P5	30	1400	142	1.15	0.66	0.58	0.50	0.40	0.29
	P6	40	1250	167	1.38	0.79	0.69	0.60	0.48	0.34
	P7	40	1400	188	1.54	0.89	0.77	0.67	0.53	0.38
	P8	60	1100	216	1.80	1.04	0.90	0.78	0.62	0.45
	P9	60	1400	279	2.31	1.33	1.15	1.00	0.80	0.58
Rotated Optics (Requires L90 or R90)	P10	60	530	101	0.84	0.49	0.42	0.37	0.29	0.21
	P11	60	700	135	1.12	0.65	0.56	0.49	0.39	0.28
	P12	60	1050	206	1.72	0.99	0.86	0.74	0.59	0.43
	P13	60	1400	279	2.30	1.33	1.15	1.00	0.79	0.57

LED Color Temperature / Color Rendering Multipliers

	70 CRI		80CRI		90CRI	
	Lumen Multiplier	Availability	Lumen Multiplier	Availability	Lumen Multiplier	Availability
5000K	102%	Standard	92%	Extended lead-time	71%	(see note)
4000K	100%	Standard	92%	Extended lead-time	67%	(see note)
3500K	100%	(see note)	90%	Extended lead-time	63%	(see note)
3000K	96%	Standard	87%	Extended lead-time	61%	(see note)
2700K	94%	(see note)	85%	Extended lead-time	57%	(see note)

Note: Some LED types are available as per special request. Contact Technical Support for more information.

Motion Sensor Default Settings

Option	Unoccupied Dimmed Level	High Level (when occupied)	Phototcell Operation	Dwell Time	Ramp-up Time	Dimming Fade Rate
PIR	30%	100%	Enabled @ 2FC	7.5 min	3 sec	5 min
NLTAIR2 PIRHN	30%	100%	Enabled @ 2FC	7.5 min	3 sec	5 min

Controls Options

Nomenclature	Description	Functionality	Primary control device	Notes
FAO	Field adjustable output device installed inside the luminaire; wired to the driver dimming leads.	Allows the luminaire to be manually dimmed, effectively trimming the light output.	FAO device	Cannot be used with other controls options that need the 0-10V leads
DS (not available on DSX0)	Drivers wired independently for 50/50 luminaire operation	The luminaire is wired to two separate circuits, allowing for 50/50 operation.	Independently wired drivers	Requires two separately switched circuits. Consider nLight AIR as a more cost effective alternative.
PER5 or PER7	Twist-lock photocell receptacle	Compatible with standard twist-lock photocells for dusk to dawn operation, or advanced control nodes that provide 0-10V dimming signals.	Twist-lock photocells such as DLL Elite or advanced control nodes such as ROAM.	Pins 4 & 5 to dimming leads on driver, Pins 6 & 7 are capped inside luminaire. Cannot be used with other controls options that need the 0-10V leads.
PIR	Motion sensor with integral photocell. Sensor suitable for 8' to 40' mounting height.	Luminaires dim when no occupancy is detected.	Acuity Controls rSBG	Cannot be used with other controls options that need the 0-10V leads.
NLTAIR2 PIRHN	nLight AIR enabled luminaire for motion sensing, photocell and wireless communication.	Motion and ambient light sensing with group response. Scheduled dimming with motion sensor over-ride when wirelessly connected to the nLight Eclypse.	nLight Air rSBG	nLight AIR sensors can be programmed and commissioned from the ground using the CIAIRity Pro app. Cannot be used with other controls options that need the 0-10V leads.
BL30 or BL50	Integrated bi-level device that allows a second control circuit to switch all light engines to either 30% or 50% light output	BLC device provides input to 0-10V dimming leads on all drivers providing either 100% or dimmed (30% or 50%) control by a secondary circuit	BLC UVOLT1	BLC device is powered off the 0-10V dimming leads, thus can be used with any input voltage from 120 to 480V

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Performance Data

Lumen Output

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Contact factory for performance data on any configurations not shown here.

Forward Optics

Performance Package	System Watts	LED Count	Drive Current (mA)	Distribution Type	30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P1	51W	30	530	T1S	7,776	1	0	2	153	8,104	1	0	2	159	8,262	1	0	2	162
				T2M	7,203	1	0	3	142	7,507	2	0	3	147	7,653	2	0	3	150
				T3M	7,287	1	0	3	143	7,594	1	0	3	149	7,742	1	0	3	152
				T3LG	6,509	1	0	1	128	6,783	1	0	1	133	6,916	1	0	1	136
				T4M	7,395	1	0	3	145	7,707	1	0	3	151	7,857	1	0	3	154
				T4LG	6,726	1	0	1	132	7,010	1	0	1	138	7,146	1	0	1	140
				TFTM	7,446	1	0	3	146	7,760	1	0	3	152	7,912	1	0	3	155
				T5M	7,609	3	0	2	149	7,930	3	0	2	156	8,084	3	0	2	159
				T5W	7,732	3	0	2	152	8,058	4	0	2	158	8,215	4	0	2	161
				T5LG	7,631	3	0	1	150	7,953	3	0	1	156	8,108	3	0	1	159
				BLC3	5,300	0	0	2	104	5,524	0	0	2	109	5,631	0	0	2	111
				BLC4	5,474	0	0	3	108	5,705	0	0	3	112	5,816	0	0	3	114
				RCCO	5,348	0	0	2	105	5,573	0	0	2	109	5,682	0	0	2	112
				LCCO	5,348	0	0	2	105	5,573	0	0	2	109	5,682	0	0	2	112
				AFR	7,776	1	0	2	153	8,104	1	0	2	159	8,262	1	0	2	162
P2	68W	30	700	T1S	9,997	1	0	2	147	10,418	1	0	2	154	10,621	1	0	2	157
				T2M	9,260	2	0	3	137	9,651	2	0	3	142	9,839	2	0	3	145
				T3M	9,368	2	0	3	138	9,763	2	0	3	144	9,953	2	0	3	147
				T3LG	8,368	1	0	2	123	8,721	1	0	2	129	8,891	1	0	2	131
				T4M	9,507	2	0	3	140	9,909	2	0	3	146	10,102	2	0	3	149
				T4LG	8,647	1	0	2	128	9,012	1	0	2	133	9,187	1	0	2	136
				TFTM	9,573	2	0	3	141	9,977	2	0	3	147	10,172	2	0	3	150
				T5M	9,782	4	0	2	144	10,195	4	0	2	150	10,393	4	0	2	153
				T5W	9,940	4	0	2	147	10,360	4	0	2	153	10,562	4	0	2	156
				T5LG	9,810	3	0	1	145	10,224	3	0	1	151	10,423	3	0	1	154
				BLC3	6,814	0	0	2	101	7,101	0	0	2	105	7,240	0	0	2	107
				BLC4	7,038	0	0	3	104	7,334	0	0	3	108	7,477	0	0	3	110
				RCCO	6,875	1	0	2	101	7,165	1	0	2	106	7,305	1	0	2	108
				LCCO	6,875	1	0	2	101	7,165	1	0	2	106	7,305	1	0	2	108
				AFR	9,997	1	0	2	147	10,418	1	0	2	154	10,621	1	0	2	157
P3	102W	30	1050	T1S	14,093	2	0	2	138	14,687	2	0	2	144	14,973	2	0	2	147
				T2M	13,055	2	0	3	128	13,605	2	0	3	133	13,871	2	0	3	136
				T3M	13,206	2	0	4	129	13,763	2	0	4	135	14,031	2	0	4	137
				T3LG	11,797	2	0	2	115	12,294	2	0	2	120	12,534	2	0	2	123
				T4M	13,403	2	0	4	131	13,968	2	0	4	137	14,241	2	0	4	139
				T4LG	12,190	2	0	2	119	12,704	2	0	2	124	12,952	2	0	2	127
				TFTM	13,496	2	0	4	132	14,065	2	0	4	138	14,339	2	0	4	140
				T5M	13,790	4	0	2	135	14,371	4	0	2	141	14,652	4	0	2	143
				T5W	14,013	4	0	3	137	14,605	4	0	3	143	14,889	4	0	3	146
				T5LG	13,830	3	0	2	135	14,413	3	0	2	141	14,694	3	0	2	144
				BLC3	9,606	0	0	2	94	10,011	0	0	2	98	10,206	0	0	2	100
				BLC4	9,921	0	0	3	97	10,340	0	0	3	101	10,541	0	0	3	103
				RCCO	9,692	1	0	2	95	10,101	1	0	2	99	10,298	1	0	2	101
				LCCO	9,692	1	0	2	95	10,101	1	0	2	99	10,298	1	0	2	101
				AFR	14,093	2	0	2	138	14,687	2	0	2	144	14,973	2	0	2	147

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Performance Data

Lumen Output

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Forward Optics

Performance Package	System Watts	LED Count	Drive Current (mA)	Distribution Type	30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P4	124W	30	1250	T1S	16,416	2	0	3	132	17,109	2	0	3	138	17,442	2	0	3	141
				T2M	15,207	3	0	4	123	15,849	3	0	4	128	16,158	3	0	4	130
				T3M	15,383	2	0	4	124	16,032	2	0	4	129	16,345	2	0	4	132
				T3LG	13,742	2	0	2	111	14,321	2	0	2	116	14,600	2	0	2	118
				T4M	15,613	2	0	4	126	16,272	2	0	4	131	16,589	2	0	4	134
				T4LG	14,200	2	0	2	115	14,799	2	0	2	119	15,087	2	0	2	122
				TFTM	15,721	2	0	4	127	16,384	2	0	4	132	16,703	2	0	4	135
				T5M	16,063	4	0	2	130	16,741	4	0	2	135	17,067	4	0	2	138
				T5W	16,324	5	0	3	132	17,013	5	0	3	137	17,344	5	0	3	140
				T5LG	16,110	3	0	2	130	16,790	4	0	2	135	17,117	4	0	2	138
				BLC3	11,190	0	0	3	90	11,662	0	0	3	94	11,889	0	0	3	96
				BLC4	11,557	0	0	3	93	12,044	0	0	3	97	12,279	0	0	4	99
				RCCO	11,291	1	0	3	91	11,767	1	0	3	95	11,996	1	0	3	97
				LCCO	11,291	1	0	3	91	11,767	1	0	3	95	11,996	1	0	3	97
				AFR	16,416	2	0	3	132	17,109	2	0	3	138	17,442	2	0	3	141
P5	138W	30	1400	T1S	18,052	2	0	3	131	18,814	2	0	3	136	19,180	2	0	3	139
				T2M	16,723	3	0	4	121	17,428	3	0	4	126	17,768	3	0	4	129
				T3M	16,917	3	0	4	122	17,630	3	0	4	128	17,974	3	0	4	130
				T3LG	15,111	2	0	2	109	15,749	2	0	2	114	16,055	2	0	2	116
				T4M	17,169	3	0	5	124	17,893	3	0	5	130	18,242	3	0	5	132
				T4LG	15,615	2	0	2	113	16,274	2	0	2	118	16,591	2	0	2	120
				TFTM	17,288	2	0	4	125	18,017	2	0	5	130	18,368	3	0	5	133
				T5M	17,664	5	0	3	128	18,410	5	0	3	133	18,768	5	0	3	136
				T5W	17,951	5	0	3	130	18,708	5	0	3	135	19,073	5	0	3	138
				T5LG	17,716	4	0	2	128	18,463	4	0	2	134	18,823	4	0	2	136
				BLC3	12,305	0	0	3	89	12,824	0	0	3	93	13,074	0	0	3	95
				BLC4	12,709	0	0	4	92	13,245	0	0	4	96	13,503	0	0	4	98
				RCCO	12,416	1	0	3	90	12,940	1	0	3	94	13,192	1	0	3	95
				LCCO	12,416	1	0	3	90	12,940	1	0	3	94	13,192	1	0	3	95
				AFR	18,052	2	0	3	131	18,814	2	0	3	136	19,180	2	0	3	139
P6	165W	40	1250	T1S	21,031	2	0	3	127	21,918	2	0	3	133	22,345	2	0	3	135
				T2M	19,482	3	0	4	118	20,303	3	0	4	123	20,699	3	0	4	125
				T3M	19,708	3	0	5	119	20,539	3	0	5	124	20,939	3	0	5	127
				T3LG	17,604	2	0	2	107	18,347	2	0	2	111	18,704	2	0	2	113
				T4M	20,001	3	0	5	121	20,845	3	0	5	126	21,251	3	0	5	129
				T4LG	18,191	2	0	2	110	18,959	2	0	2	115	19,328	2	0	2	117
				TFTM	20,140	3	0	5	122	20,989	3	0	5	127	21,398	3	0	5	129
				T5M	20,579	5	0	3	125	21,447	5	0	3	130	21,865	5	0	3	132
				T5W	20,912	5	0	3	127	21,795	5	0	3	132	22,219	5	0	3	134
				T5LG	20,638	4	0	2	125	21,509	4	0	2	130	21,928	4	0	2	133
				BLC3	14,335	0	0	3	87	14,940	0	0	3	90	15,231	0	0	3	92
				BLC4	14,805	0	0	4	90	15,430	0	0	4	93	15,731	0	0	4	95
				RCCO	14,464	1	0	3	88	15,074	1	0	3	91	15,368	1	0	3	93
				LCCO	14,464	1	0	3	88	15,074	1	0	3	91	15,368	1	0	3	93
				AFR	21,031	2	0	3	127	21,918	2	0	3	133	22,345	2	0	3	135

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Performance Data

Lumen Output

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Forward Optics

Performance Package	System Watts	LED Count	Drive Current (mA)	Distribution Type	30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P7	184W	40	1400	T1S	22,741	2	0	3	123	23,700	2	0	3	129	24,162	3	0	3	131
				T2M	21,066	3	0	4	114	21,955	3	0	4	119	22,383	3	0	4	121
				T3M	21,311	3	0	5	116	22,210	3	0	5	120	22,642	3	0	5	123
				T3LG	19,036	2	0	2	103	19,839	2	0	3	108	20,226	2	0	3	110
				T4M	21,628	3	0	5	117	22,541	3	0	5	122	22,980	3	0	5	125
				T4LG	19,671	2	0	2	107	20,501	2	0	3	111	20,900	2	0	3	113
				TFTM	21,778	3	0	5	118	22,697	3	0	5	123	23,139	3	0	5	125
				T5M	22,252	5	0	3	121	23,191	5	0	3	126	23,643	5	0	3	128
				T5W	22,613	5	0	3	123	23,567	5	0	4	128	24,027	5	0	4	130
				T5LG	22,317	4	0	2	121	23,258	4	0	2	126	23,712	4	0	2	129
				BLC3	15,501	0	0	3	84	16,155	0	0	4	88	16,470	0	0	4	89
				BLC4	16,010	0	0	4	87	16,685	0	0	4	90	17,010	0	0	4	92
				RCCO	15,641	1	0	3	85	16,301	1	0	3	89	16,619	1	0	3	90
				LCCO	15,641	1	0	3	85	16,301	1	0	3	89	16,619	1	0	3	90
				AFR	22,741	2	0	3	123	23,700	2	0	3	129	24,162	3	0	3	131
P8	216W	60	1100	T1S	28,701	3	0	3	133	29,912	3	0	4	139	30,495	3	0	4	141
				T2M	26,587	3	0	5	123	27,709	3	0	5	128	28,249	3	0	5	131
				T3M	26,895	3	0	5	125	28,030	3	0	5	130	28,576	3	0	5	132
				T3LG	24,025	3	0	3	111	25,038	3	0	3	116	25,526	3	0	3	118
				T4M	27,296	3	0	5	127	28,448	3	0	5	132	29,002	3	0	5	134
				T4LG	24,826	3	0	3	115	25,873	3	0	3	120	26,378	3	0	3	122
				TFTM	27,485	3	0	5	127	28,645	3	0	5	133	29,203	3	0	5	135
				T5M	28,084	5	0	4	130	29,269	5	0	4	136	29,839	5	0	4	138
				T5W	28,539	5	0	4	132	29,743	5	0	4	138	30,323	5	0	4	141
				T5LG	28,165	4	0	2	131	29,354	4	0	2	136	29,926	4	0	2	139
				BLC3	19,563	0	0	4	91	20,388	0	0	4	94	20,786	0	0	4	96
				BLC4	20,205	0	0	5	94	21,057	0	0	5	98	21,468	0	0	5	99
				RCCO	19,740	1	0	4	91	20,572	1	0	4	95	20,973	1	0	4	97
				LCCO	19,740	1	0	4	91	20,572	1	0	4	95	20,973	1	0	4	97
				AFR	28,701	3	0	3	133	29,912	3	0	4	139	30,495	3	0	4	141
P9	277W	60	1400	T1S	34,819	3	0	4	126	36,288	3	0	4	131	36,996	3	0	4	134
				T2M	32,255	3	0	5	116	33,616	3	0	5	121	34,271	3	0	5	124
				T3M	32,629	3	0	5	118	34,006	3	0	5	123	34,668	3	0	5	125
				T3LG	29,146	3	0	3	105	30,376	3	0	4	110	30,968	3	0	4	112
				T4M	33,116	3	0	5	120	34,513	3	0	5	125	35,185	3	0	5	127
				T4LG	30,119	3	0	3	109	31,389	3	0	4	113	32,001	3	0	4	116
				TFTM	33,345	3	0	5	120	34,751	3	0	5	125	35,429	3	0	5	128
				T5M	34,071	5	0	4	123	35,509	5	0	4	128	36,201	5	0	4	131
				T5W	34,624	5	0	4	125	36,084	5	0	4	130	36,788	5	0	4	133
				T5LG	34,170	5	0	3	123	35,612	5	0	3	129	36,306	5	0	3	131
				BLC3	23,734	0	0	4	86	24,735	0	0	4	89	25,217	0	0	4	91
				BLC4	24,513	0	0	5	88	25,547	0	0	5	92	26,045	0	0	5	94
				RCCO	23,948	1	0	4	86	24,958	1	0	4	90	25,445	1	0	4	92
				LCCO	23,948	1	0	4	86	24,958	1	0	4	90	25,445	1	0	4	92
				AFR	34,819	3	0	4	126	36,288	3	0	4	131	36,996	3	0	4	134

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Performance Data

Lumen Output

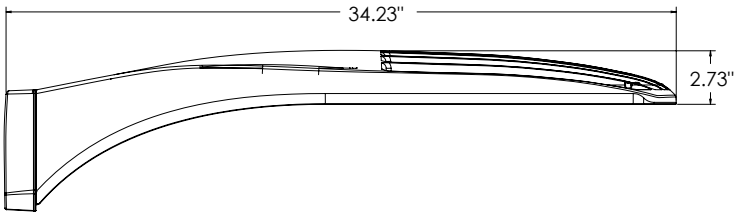
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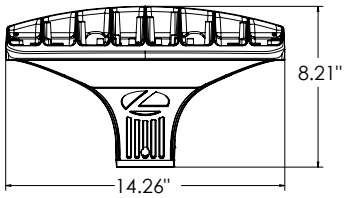
Rotated Optics

Performance Package	System Watts	LED Count	Drive Current (mA)	Distribution Type	30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P10	101W	60	530	T1S	15,164	3	0	3	150	15,803	3	0	3	156	16,112	3	0	3	159
				T2M	14,047	4	0	4	139	14,640	4	0	4	145	14,925	4	0	4	147
				T3M	14,208	4	0	4	140	14,807	4	0	4	146	15,096	4	0	4	149
				T3LG	12,693	3	0	3	125	13,229	3	0	3	131	13,487	3	0	3	133
				T4M	14,420	4	0	4	142	15,028	4	0	4	148	15,321	4	0	4	151
				T4LG	13,115	3	0	3	129	13,668	3	0	3	135	13,934	3	0	3	138
				TFTM	14,522	4	0	4	143	15,134	4	0	4	149	15,429	4	0	4	152
				T5M	14,836	4	0	2	146	15,462	4	0	2	153	15,763	4	0	2	156
				T5W	15,076	4	0	3	149	15,712	5	0	3	155	16,019	5	0	3	158
				T5LG	14,879	3	0	2	147	15,507	3	0	2	153	15,809	3	0	2	156
				BLC3	10,335	3	0	3	102	10,771	4	0	4	106	10,981	4	0	4	108
				BLC4	10,674	4	0	4	105	11,124	4	0	4	110	11,341	4	0	4	112
				RCCO	10,429	1	0	2	103	10,869	1	0	2	107	11,080	1	0	2	109
				LCCO	10,429	1	0	2	103	10,869	1	0	2	107	11,080	1	0	2	109
				AFR	15,164	3	0	3	150	15,803	3	0	3	156	16,112	3	0	3	159
P11	135W	60	700	T1S	19,437	4	0	4	144	20,257	4	0	4	150	20,651	4	0	4	153
				T2M	18,005	4	0	4	133	18,765	4	0	4	139	19,131	4	0	4	142
				T3M	18,211	4	0	4	135	18,980	4	0	4	141	19,350	4	0	4	143
				T3LG	16,270	3	0	3	121	16,957	3	0	3	126	17,287	4	0	4	128
				T4M	18,483	4	0	4	137	19,263	5	0	5	143	19,638	5	0	5	146
				T4LG	16,810	3	0	3	125	17,519	3	0	3	130	17,861	3	0	3	132
				TFTM	18,614	4	0	4	138	19,399	4	0	4	144	19,777	5	0	5	147
				T5M	19,017	5	0	3	141	19,819	5	0	3	147	20,205	5	0	3	150
				T5W	19,325	5	0	3	143	20,140	5	0	3	149	20,533	5	0	3	152
				T5LG	19,072	4	0	2	141	19,876	4	0	2	147	20,264	4	0	2	150
				BLC3	13,247	4	0	4	98	13,806	4	0	4	102	14,075	4	0	4	104
				BLC4	13,682	4	0	4	101	14,259	4	0	4	106	14,537	4	0	4	108
				RCCO	13,367	1	0	3	99	13,931	1	0	3	103	14,203	1	0	3	105
				LCCO	13,367	1	0	3	99	13,931	1	0	3	103	14,203	1	0	3	105
				AFR	19,437	4	0	4	144	20,257	4	0	4	150	20,651	4	0	4	153
P12	206W	60	1050	T1S	27,457	4	0	4	133	28,616	4	0	4	139	29,174	4	0	4	142
				T2M	25,436	5	0	5	124	26,509	5	0	5	129	27,025	5	0	5	131
				T3M	25,727	5	0	5	125	26,812	5	0	5	130	27,335	5	0	5	133
				T3LG	22,984	4	0	4	112	23,954	4	0	4	116	24,421	4	0	4	119
				T4M	26,110	5	0	5	127	27,212	5	0	5	132	27,742	5	0	5	135
				T4LG	23,747	4	0	4	115	24,749	4	0	4	120	25,231	4	0	4	123
				TFTM	26,295	5	0	5	128	27,404	5	0	5	133	27,938	5	0	5	136
				T5M	26,864	5	0	4	130	27,997	5	0	4	136	28,543	5	0	4	139
				T5W	27,299	5	0	4	133	28,451	5	0	4	138	29,006	5	0	4	141
				T5LG	26,942	4	0	2	131	28,078	4	0	2	136	28,626	4	0	2	139
				BLC3	18,714	4	0	4	91	19,504	4	0	4	95	19,884	4	0	4	97
				BLC4	19,327	5	0	5	94	20,143	5	0	5	98	20,535	5	0	5	100
				RCCO	18,883	1	0	4	92	19,680	1	0	4	96	20,064	1	0	4	97
				LCCO	18,883	1	0	4	92	19,680	1	0	4	96	20,064	1	0	4	97
				AFR	27,457	4	0	4	133	28,616	4	0	4	139	29,174	4	0	4	142
P13	276W	60	1400	T1S	34,436	5	0	5	125	35,889	5	0	5	130	36,588	5	0	5	133
				T2M	31,900	5	0	5	116	33,246	5	0	5	121	33,894	5	0	5	123
				T3M	32,265	5	0	5	117	33,626	5	0	5	122	34,282	5	0	5	124
				T3LG	28,826	4	0	4	105	30,042	4	0	4	109	30,628	4	0	4	111
				T4M	32,746	5	0	5	119	34,128	5	0	5	124	34,793	5	0	5	126
				T4LG	29,782	4	0	4	108	31,039	4	0	4	113	31,644	5	0	4	115
				TFTM	32,978	5	0	5	120	34,369	5	0	5	125	35,039	5	0	5	127
				T5M	33,692	5	0	4	122	35,113	5	0	4	127	35,797	5	0	4	130
				T5W	34,238	5	0	4	124	35,682	5	0	4	129	36,378	5	0	4	132
				T5LG	33,789	5	0	3	122	35,215	5	0	3	128	35,901	5	0	3	130
				BLC3	23,471	5	0	5	85	24,461	5	0	5	89	24,937	5	0	5	90
				BLC4	24,240	5	0	5	88	25,262	5	0	5	92	25,755	5	0	5	93
				RCCO	23,683	1	0	4	86	24,682	1	0	4	89	25,163	1	0	4	91
				LCCO	23,683	1	0	4	86	24,682	1	0	4	89	25,163	1	0	4	91
				AFR	34,436	5	0	5	125	35,889	5	0	5	130	36,588	5	0	5	133

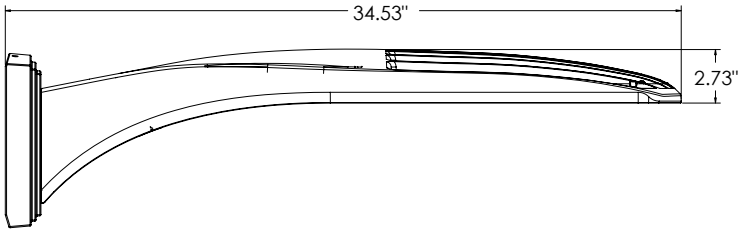
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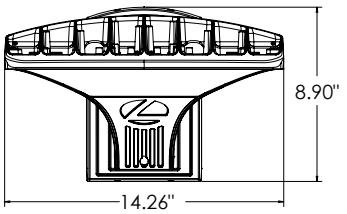
Dimensions



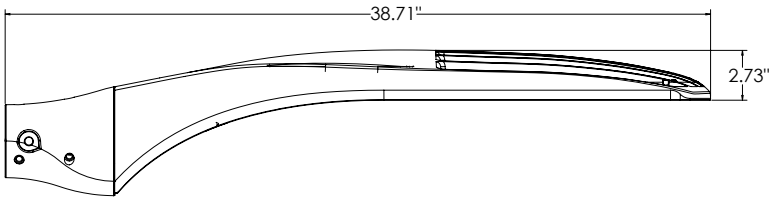


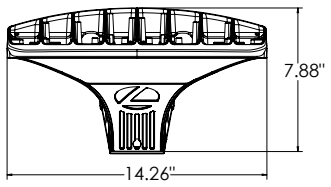
DSX1 with RPA, RPA5, SPA5, SPA8N mount
Weight: 36 lbs





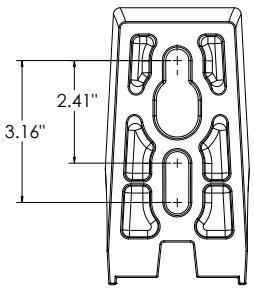
DSX1 with WBA mount
Weight: 38 lbs



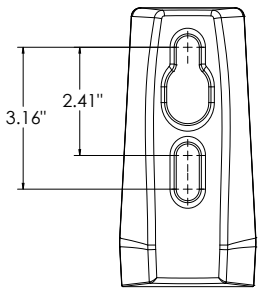


DSX1 with MA mount
Weight: 39 lbs

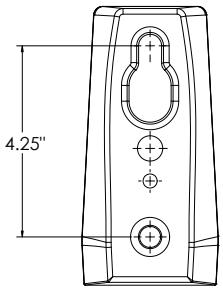
SPA (STANDARD ARM)



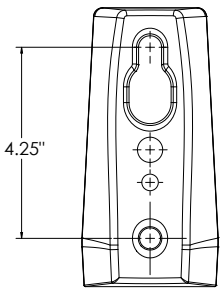
RPA



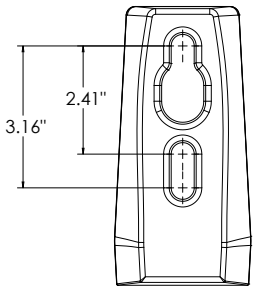
SPA5



RPA5



SPA8N



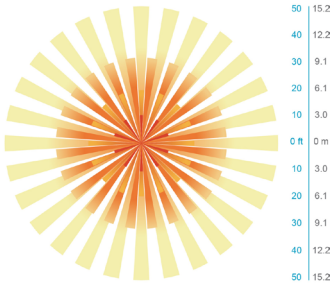
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nLight Control - Sensor Coverage and Settings

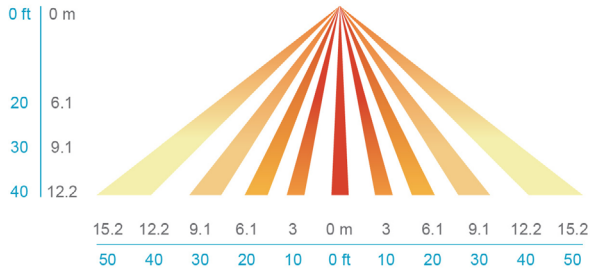
nLight Sensor Coverage Pattern

NLTAIR2 PIRHN





Top



Side

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 1 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. Housing driver compartment is completely sealed against moisture and environmental contaminants (IP66). Vibration rated per ANSI C136.31 for 3G for SPA and MA. 1.5G for mountings RPA, RPA5, SPA5 and SPA8N. Low EPA (0.69 ft^2) for optimized pole wind loading.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

Coastal Construction (CCE)

Optional corrosion resistant construction is engineered with added corrosion protection in materials and/or pre-treatment of base material under super durable paint. Provides additional corrosion protection for applications near coastal areas. Finish is salt spray tested to over 5,000 hours per ASTM B117 with scribe rating of 10. Additional lead-times may apply.

OPTICS

Precision-molded proprietary silicone lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in standard 3000 K, 4000 K and 5000 K (70 CRI) configurations. 80CRI configurations are also available. The D-Series Size 1 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine configurations consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L81/100,000 hours at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

STANDARD CONTROLS

The DSX1 LED area luminaire has a number of control options. DSX Size 1, comes standard with 0-10V dimming drivers. Dusk to dawn controls can be utilized via optional NEMA twist-lock photocell receptacles. Integrated motion sensor with on-board photocells feature field-adjustable programing and are suitable for mounting heights up to 40 feet. Control option BL features a bi-level device that allows a second control circuit to switch all light engines to either 30% or 50% light output.

nLIGHT AIR CONTROLS

The DSX1 LED area luminaire is also available with nLight® AIR for the ultimate in wireless control. This powerful controls platform provides out-of-the-box basic motion sensing and photocontrol functionality and is suitable for mounting heights up to 40 feet. Once commissioned using a smartphone and the easy-to-use CLAIRITY app, nLight AIR equipped luminaries can be grouped, resulting in motion sensor and photocell group response without the need for additional equipment. Scheduled dimming with motion sensor over-ride can be achieved when used with the nLight Eclypse. Additional information about nLight Air can be found here.

INSTALLATION

Integral mounting arm allows for fast mounting using Lithonia standard #8 drilling and accommodates pole drilling's from 2.41 to 3.12" on center. The standard "SPA" option for square poles and the "RPA" option for round poles use the #8 drilling. For #5 pole drillings, use SPA5 or RPA5. Additional mountings are available including a wall bracket (WBA) and mast arm (MA) option that allows luminaire attachment to a 2 3/8" horizontal mast arm.

LISTINGS

UL listed to meet U.S. and Canadian standards. UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP66 rated. Rated for -40ºC minimum ambient.

DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

GOVERNMENT PROCUREMENT

BAA – Buy America(n) Act: Product with the BAA option qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product with the BAA option also qualifies as manufactured in the United States under DOT Buy America regulations.
BABA – Build America Buy America: Product with the BAA option also qualifies as produced in the United States under the definitions of the Build America, Buy America Act.
Please refer to www.acuitybrands.com/buy-american for additional information.

WARRANTY

5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

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

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WDGE1 LED

Architectural Wall Sconce

Catalog Number

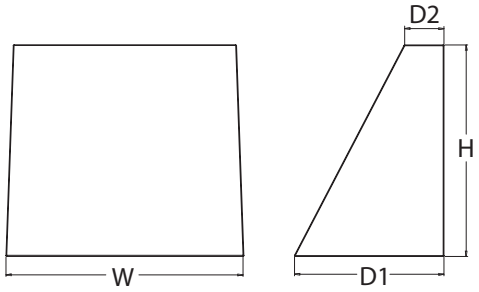
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

Depth (D1): 5.5"
Depth (D2): 1.5"
Height: 8"
Width: 9"
Weight: (without options) 9 lbs



Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing true site-wide solution.

WDGE1 delivers up to 2,000 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. The compact size of WDGE1, with its integrated emergency battery backup option, makes it an ideal over-the-door wall-mounted lighting solution.

design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details

WDGE LED Family Overview

Luminaire	Optics	Standard EM, 0°C	Cold EM, -20°C	Sensor	Approximate Lumens (4000K, 80CRI)						
					P0	P1	P2	P3	P4	P5	P6
WDGE1 LED	Visual Comfort	4W		--	750	1,200	2,000	--	--	--	--
WDGE2 LED	Visual Comfort	10W	18W	Standalone / nLight	--	1,200	2,000	3,000	4,500	6,000	--
WDGE2 LED	Precision Refractive	10W	18W	Standalone / nLight	700	1,200	2,000	3,200	4,200	--	--
WDGE3 LED	Precision Refractive	15W	18W	Standalone / nLight	6,000	7,500	8,500	10,000	12,000	--	--
WDGE4 LED	Precision Refractive			Standalone / nLight	--	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE1 LED P2 40K 80CRI VF MVOLT SRM PE DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE1 LED	P0 P1 P2	27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K[1] 5000K	80CRI 90CRI	VF Visual comfort forward throw VW Visual comfort wide	MVOLT 347[2]	**Shipped included** SRM Surface mounting bracket ICW Indirect Canopy/Ceiling Washer bracket (dry/damp locations only)[3] **Shipped separately** AWS 3/8inch Architectural wall spacer[4] PBBW Surface-mounted back box (top, left, right conduit entry) Use when there is no junction box available.[4]

Options

E4WH	Emergency battery backup, Certified in CA Title 20 MAEDBS (4W, 0°C min)[5]
PE	Photocell, Button Type[6]
DS	Dual switching (comes with 2 drivers and 2 light engines; see page 3 for details)[7]
DMG	0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)
BCE	Bottom conduit entry for back box (PBBW). Total of 4 entry points.
DSLE	Dual Switching (1 Driver, 2 Light Engines)
CCE	Coastal Construction[4]

Finish

DDBXD	Dark bronze
DBLXD	Black
DNAXD	Natural aluminum
DWHXD	White
DSSXD	Sandstone
DDBTXD	Textured dark bronze
DBLBXD	Textured black
DNATXD	Textured natural aluminum
DWHGXD	Textured white
DSSTXD	Textured sandstone

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Accessories

Ordered and shipped separately.

WDGEAWS DDBXD	WDGE 3/8inch Architectural Wall Spacer (specify finish)
WDGE1PBBW DDBXD U	WDGE1 surface-mounted back box (specify finish)

NOTES

1 50K not available in 90CRI.
2 347V not available with E4WH, DS, DSLE or PE.
3 Not qualified for DLC. Not available with E4WH.
4 For PBBW and AWS with CCE option, require an RFA.
5 E4WH not available with PE or DS.
6 PE not available with DS.
7 DS is not available with P0.

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Performance Package	System Watts	Dist. Type	27K (2700K, 80 CRI)					30K (3000K, 80 CRI)					35K (3500K, 80 CRI)					40K (4000K, 80 CRI)					50K (5000K, 80 CRI)				
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
P0	7W	VF	693	99	0	0	0	718	103	0	0	0	739	106	0	0	0	759	108	0	0	0	764	109	0	0	0
		VW	694	99	0	0	0	720	103	0	0	0	740	106	0	0	0	760	109	0	0	0	766	109	0	0	0
P1	10W	VF	1,120	112	0	0	0	1,161	116	0	0	0	1,194	119	0	0	0	1,227	123	0	0	0	1,235	123	0	0	0
		VW	1,122	112	0	0	0	1,163	116	0	0	0	1,196	120	0	0	0	1,229	123	0	0	0	1,237	124	0	0	0
P2	15W	VF	1,806	120	1	0	0	1,872	125	1	0	0	1,925	128	1	0	0	1,978	132	1	0	0	1,992	133	1	0	0
		VW	1,809	120	1	0	0	1,876	125	1	0	0	1,929	128	1	0	0	1,982	132	1	0	0	1,996	133	1	0	0

Electrical Load

Performance Package	System Watts	Current (A)				
		120V	208V	240V	277V	347V
P0	7W	0.060	0.035	0.030	0.026	--
	9W	--	--	--	--	0.026
P1	10W	0.082	0.049	0.043	0.038	--
	13W	--	--	--	--	0.046
P2	15W	0.132	0.081	0.072	0.064	--
	18W	--	--	--	--	0.056

Lumen Multiplier for 90CRI

CCT	Multiplier
27K	0.845
30K	0.867
35K	0.845
40K	0.885
50K	0.898

Lumen Output in Emergency Mode (4000K, 80 CRI)

Option	Dist. Type	Lumens
E4WH	VF	646
	VW	647

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.03
10°C	50°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.98

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	>0.96	>0.95	>0.91

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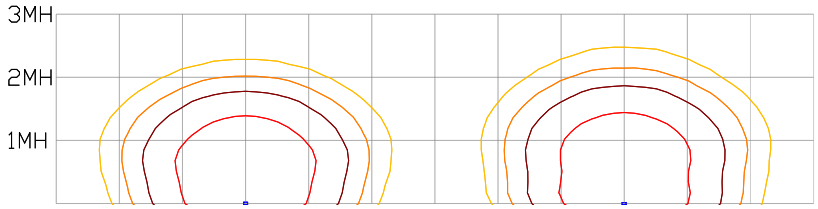
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit the Lithonia Lighting WDGE LED homepage. Tested in accordance with IESNA LM-79 and LM-80 standards.

LEGEND

- 0.25 fc
- 0.5 fc
- 1.0 fc
- 3.0 fc

MH = 8ft
Grid = 8ft x 8ft



WDGE1 LED P2 40K 80CRI VW

WDGE1 LED P2 40K 80CRI VF

Emergency Egress Options

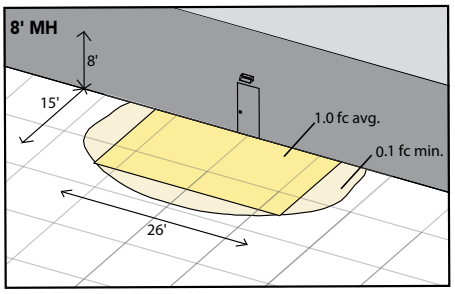
Emergency Battery Backup

The emergency battery backup is integral to the luminaire — no external housing required! This design provides reliable emergency operation while maintaining the aesthetics of the product. All emergency battery backup configurations include an independent secondary driver with an integral relay to immediately detect loss of normal power and automatically energize the luminaire. The emergency battery will power the luminaire for a minimum duration of 90 minutes (maximum duration of three hours) from the time normal power is lost and maintain a minimum of 60% of the light output at the end of 90minutes.

Applicable codes: NFPA 70/NEC – section 700.16, NFPA 101 Life Safety Code Section 7.9

The example below shows illuminance of 1 fc average and 0.1 fc minimum in emergency mode with E4WH and VF distribution.

Grid = 10ft x 10ft

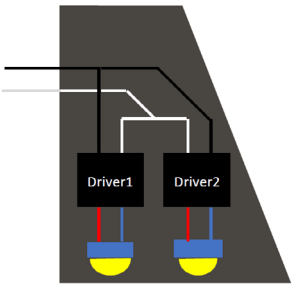


WDGE1 LED xx 40K 80CRI VF MVOLT E4WH

Dual Switching (DS) Option

The dual switching option offers operational redundancy that certain codes require. With this option the luminaire comes integrated with two drivers and two light engines. These work completely independent to each other so that a failure of any individual component does not cause the whole luminaire to go dark.

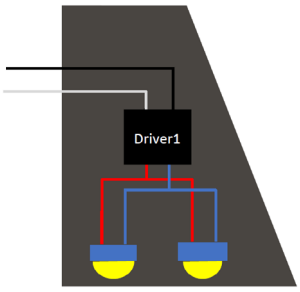
Applicable codes: NFPA 70/NEC – section 700.16, NFPA 101 Life Safety Code Section 7.9



Dual Switching Light Engine (DSLE) Option

The dual switching option offers operational redundancy that certain codes require. With this option the luminaire comes integrated with one driver and two light engines. These work completely independent to each other so that a failure of either light engine does not cause the whole luminaire to go dark.

Applicable codes: NFPA 70/NEC – section 700.16, NFPA 101 Life Safety Code Section 7.9



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Mounting, Options & Accessories



E4WH – 4W Emergency Battery Backup

D = 5.5"

H = 8"

W = 9"



PBBW – Surface-Mounted Back Box
Use when there is no junction box available.

D = 1.75"

H = 8"

W = 9"



AWS – 3/8inch Architectural Wall Spacer

D = 0.38"

H = 4.4"

W = 7.5"

FEATURES & SPECIFICATIONS

INTENDED USE
Common architectural look, with clean rectilinear shape, of the WDGE LED was designed to blend with any type of construction, whether it be tilt-up, frame or brick. Applications include commercial offices, warehouses, hospitals, schools, malls, restaurants, and other commercial buildings.

CONSTRUCTION
The single-piece die-cast aluminum housing integrates secondary heat sinks to optimize thermal transfer from the internal light engine heat sinks and promote long life. The driver is mounted in direct contact with the casting for a low operating temperature and long life. The die-cast door frame is fully gasketed with a one-piece solid silicone gasket to keep out moisture and dust, providing an IP66 rating for the luminaire.

FINISH
Exterior painted parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Standard Super Durable colors include dark bronze, black, natural aluminum, sandstone and white. Available in textured and non-textured finishes.

OPTICS
Well crafted reflector optics allow the light engine to be recessed within the luminaire, providing visual comfort, superior distribution, uniformity, and spacing in wall-mount applications. The WDGE LED has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL
Light engine consists of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L91/100,000 hours at 25°C). The electronic driver has a power factor of >90%, THD <20%. Luminaire comes with built in 6kV surge protection, which meets a minimum Category C low exposure (per ANSI/IEEE C62.41.2). Fixture ships standard with 0-10v dimmable driver.

INSTALLATION
A universal mounting plate with integral mounting support arms allows the fixture to hinge down for easy access while making wiring connections. The 3/8" Architectural Wall Spacer (AWS) can be used to create a floating appearance or to accommodate small imperfections in the wall surface. The ICW option can be used to mount the luminaire inverted for indirect lighting in dry and damp locations. Design can withstand up to a 1.5 G vibration load rating per ANSI C136.31.

LISTINGS
CSA certified to U.S. and Canadian standards. Luminaire is IP66 rated. PIR options are rated for wet location. Rated for -40°C minimum ambient. DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified. International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 2700K and 3000K color temperature only and SRM mounting only.

GOVERNMENT PROCUREMENT
BABA – Build America Buy America: Product qualifies as produced in the United States under the definitions of the Build America, Buy America Act.
Please refer to www.acuitybrands.com/buy-american for additional information.

WARRANTY
5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at:
www.acuitybrands.com/support/warranty/terms-and-conditions

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

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VRDL6

Vandal Resistant

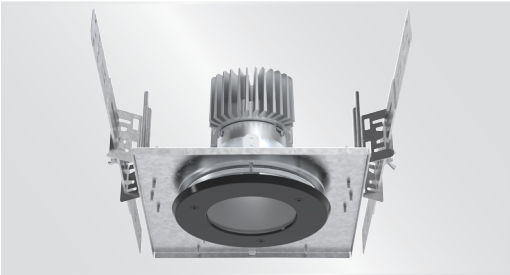
VRDL6 Series STWH

Fixture Type	Date
Job Name	Approved By
Catalog Number	

SPECIFICATIONS

Description	The VRDL recessed downlight features a ligature-resistant construction suitable for behavioral institutions and vandal-prone areas.
Lens	Impact resistant polycarbonate lens with 0.25" nominal thickness. Available with patent pending flangled or flangeless (GB) trim. If IP66 rating is required, no-pick caulk (or vandal resistant equivalent caulk) is recommended. See Installation Instructions for more detail. Lens and trim secured with tamper resistant center pin reject TORX fasteners to prevent intrusion and mitigate ligature.
LED Drivers	Factory tuned constant current electronic dimming driver is standard. Flicker free dimming available down to <1%. Electrical specifications, PF >.9 and THD <20%. Meets FCC Title 47 Class A or Class B. Other available drivers include Lutron and DALI protocol drivers.
LED	Static white in 1800K, 2700K, 3000K, 3500K, 4000K, or 5000K in either 80CRI or 90CRI standard. Optional RED LED. All LED within a 2.5 step MacAdam ellipse.
Controls and System Networking Options	Optional integrated nLight® controls make each fixture addressable - allowing it to digitally communicate with other nLight enabled controls such as dimmers, switches, occupancy sensors, and photocontrols. Connection to nLight is simple. It can be accomplished with remote nLight AIR wireless or through standard Cat-5 cabling. (cabling “by others”) nLight offers unique plug-and-play convenience as devices and luminaires automatically discover each other, while nLight AIR is commissioned easily through an intuitive mobile app.
Listing	CSA certified to meet U.S. and Canadian standards (UL1598 and UL8750) and CAN/CSA C22.2 No. 250.0. Standard is wet location and IP66 @ IK10 from room side. Certified for NSF Splash Zone 2 with AMF and BSS finish. Non-IC rated.
Government Procurement	BAA – Buy American Act: This product is available in a version that qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. BABA – Build America Buy America: This product is available in a version that qualifies as produced in the United States under the definitions of the Build America, Buy America Act, as implemented by 2 C.F.R. Part 184 and other agency implementing regulations, including Department of Transportation regulations. Please refer to www.acuitybrands.com/resources/buy-american for additional information.
Warranty	Lifetime warranty against vandalism. Luminaire LED will repair or replace any fixture damaged due to vandalism for the lifetime of the installation. 10-year warranty on LED boards against operational defects. Tested in accordance with LM-80. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed.
Note	Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

COMPANION LUMINAIRE
VRDL4



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ORDERING INFORMATION

Example: VRDL6 GB MIN1 ZT 2500LM ND 40K 90CRI MVOLT CPL AMF

Series*		Mounting*		Driver*		Control Input*		Lumens*		Distribution*	
VRDL6	Vandal Resistant 6" Recessed Downlight Luminaire	<BLANK>	If used with Flanged or Grid	MIN1	Constant Current, Dimming to 1%	ZT	0-10V Dimming	<BLANK>	When Selecting RED	ND	Narrow (0.7 s/mh)
		GB [1]	Gypsum Board (Sheetrock)	DARK [2]	Constant Current, Dimming to <1%	DALI	DALI	1000LM	1000 lumens	MD	Medium (1.0 s/mh)
						ECOD [3]	Lutron Ecosystem	1500LM	1500 lumens	WD	Wide (1.2 s/mh)
						NLIGHT [4,5,6,11]	nLight Enabled	2000LM	2000 lumens		
						NLTAIR2 [4,6,11]	nLight Air 2 Wireless Enabled	2500LM	2500 lumens		
								3000LM	3000 lumens		
								3500LM [2]	3500 lumens		
								4000LM [2]	4000 lumens		

CCT*		CRI*		Voltage*		Lens*		Finish*	
18K [7]	1800K	<BLANK>	When Selecting RED	120	120 Volt	CPL	Clear Polycarbonate	AMF	White Antimicrobial Finish
27K	2700K	80CRI	80 CRI	277	277 Volt			BLK	Black
30K	3000K	90CRI	90 CRI	347 [3,6,8]	347 Volt			BSS	Brushed Stainless Steel
35K	3500K			MVOLT	120-277 Volt			BRZ	Bronze
40K	4000K							SIL	Silver
50K	5000K							CUST	Custom Color, Consult Factory
RED [3,12]	Red							RALTBD	RALTBD

RALTBD for pricing only. Replace with applicable RAL call out when ready to order. See the RAL BROCHURE for available options.

Emergency		Territory Compliance	
EMB310T20 [2,4,6,9]	Self contained, 90 minute emergency battery pack. 0°C (32°F) to 55°C (131°F). Meets CA Title 20 standards	CP [4]	Chicago Plenum

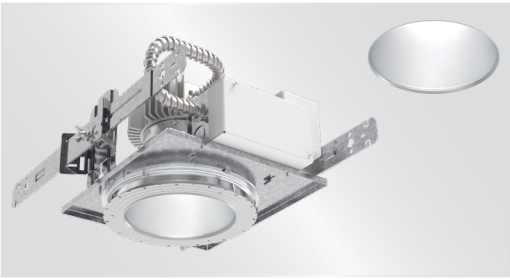
Fusing		EMI Filter		Controls		Mounting Hardware		Visible Hardware [10]	
GLR [2]	Fuse and Fuse Holder	RFI [2,6]	Radio Frequency Interference Filter	GTD [2,6,9]	Integral Generator Transfer Device	<BLANK>	For Ceilings up to 1 1/4" thick	<BLANK>	TORX® Screws to Match Luminaire Finish
						CTA	Ceiling Thickness Adapter		

*Required

Ordering Notes
1. Only available with AMF
2. Not available with 347
3. Not available with DARK
4. Not available with GTD
5. Not available with MVOLT
6. Not available with CP
7. Not available with 80CRI
8. Only available with ZT
9. Not available with RFI and GLR
10. Not available with GB
11. Not available with EMB310T20
12. Not available with ECOD

Accessories: *Order as separate catalog number*	
TXSD	TORX® Screwdriver Bit

GB OPTION - FLANGELESS TRIM



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PHOTOMETRIC DATA

BASED ON 80CRI 3500K MD CPL

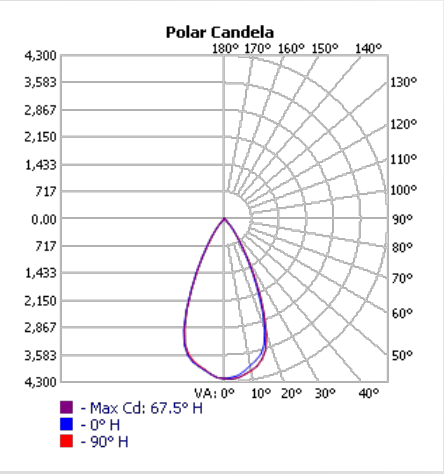
VRDL6 STWH							
NOMINAL LUMENS	1000	1500	2000	2500	3000	3500	4000
DELIVERED	1124	1741	2256	2650	3206	3646	3978
WATTAGE	12.0	18.8	25.4	30.9	39.5	47.4	55.3
EFFICACY	93.9	92.5	88.8	85.7	81.3	77.0	72.0

BASED ON RED MD CPL

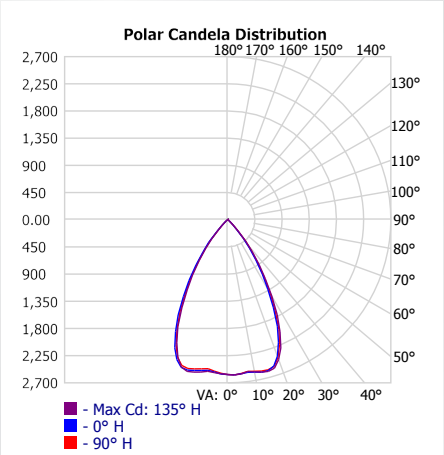
VRDL6 STWH RED	
DELIVERED	604
WATTAGE	16.9
EFFICACY	35.8

Consult www.acuitybrands.com for photometry.
Photometric data based on test results from an independent NIST traceable testing lab. IES data is available at Luminaireled.acuitybrands.com.
Always refer to our website for the latest IES file updates.

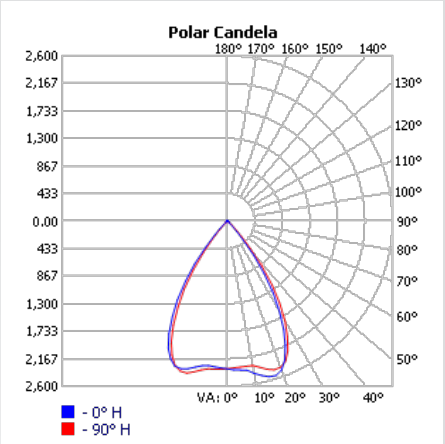
DISTRIBUTION
VRDL6 ND



DISTRIBUTION
VRDL6 MD



DISTRIBUTION
VRDL6 WD



LUMEN MULTIPLIER TABLE FOR CCT & CRI

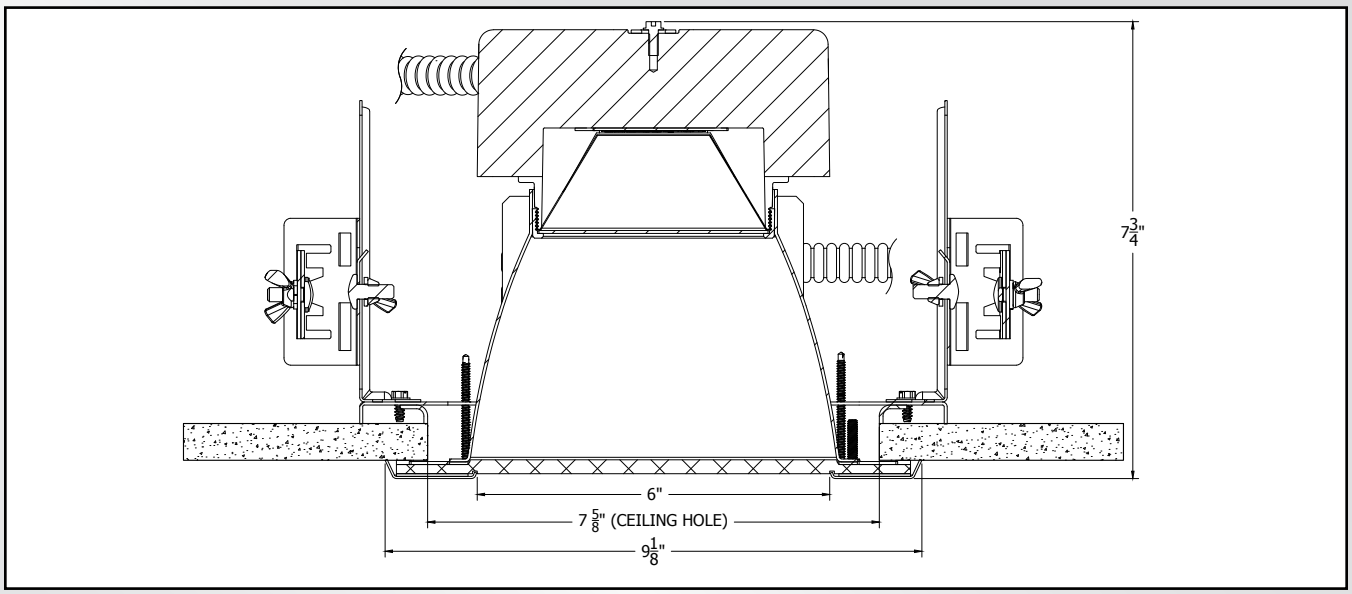
This table can be used to approximate the lumen values at different kelvin temperatures. Data table baseline is 3500K 80CRI photometry.

CRI	CCT	Scale Factor
80CRI	27K	0.96
	30K	1.00
	35K	1.00
	40K	1.01
	50K	1.07
90CRI	18K	0.38
	27K	0.80
	30K	0.83
	35K	0.85
	40K	0.87
	50K	0.91

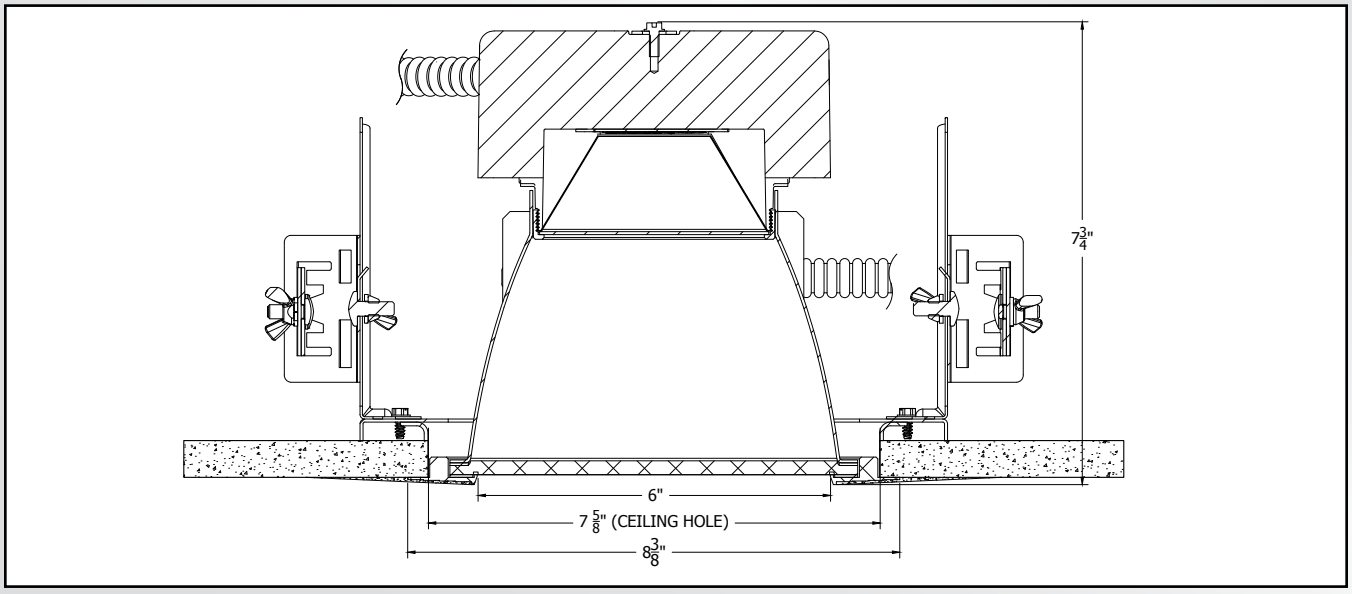
Distribution and Lens Multiplier	
MD	1.00
ND	1.03
WD	1.04
CPL	1.000

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CROSS SECTION DETAILS



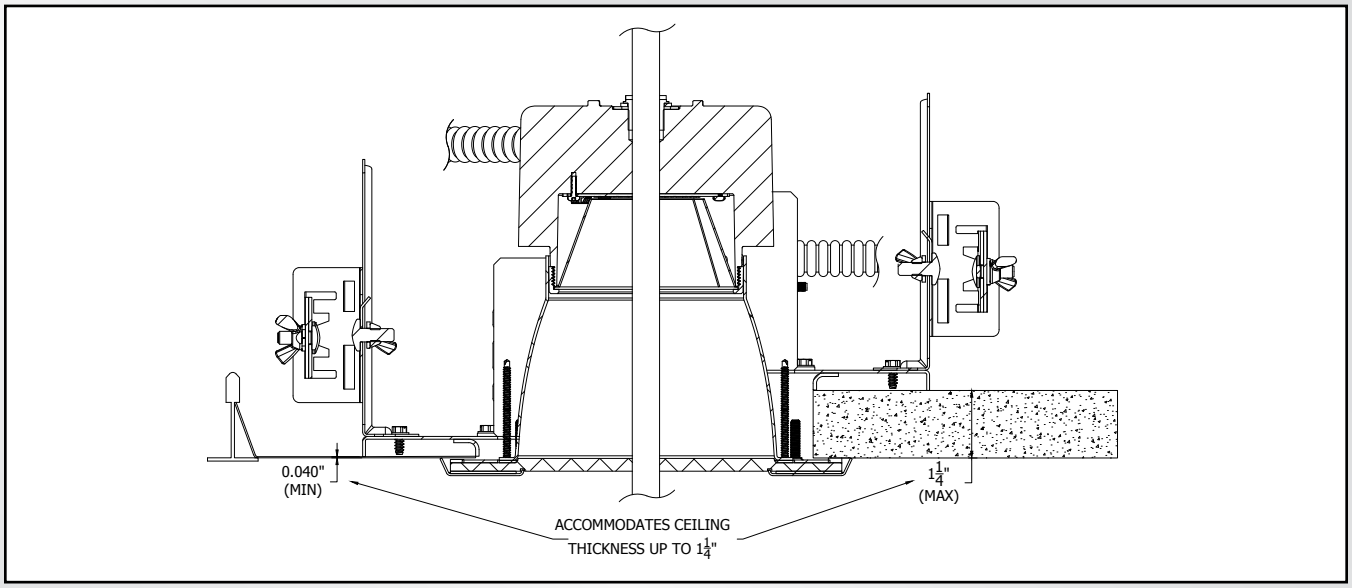
GB OPTION



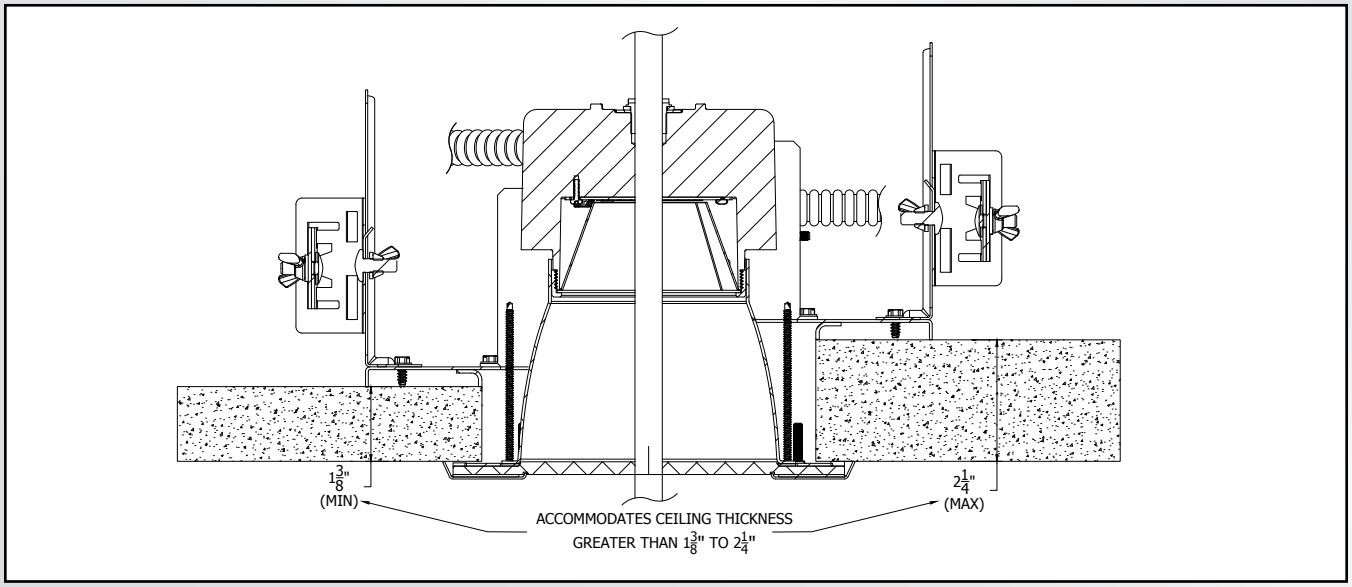
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DETAILS

FINISHED CEILING THICKNESS

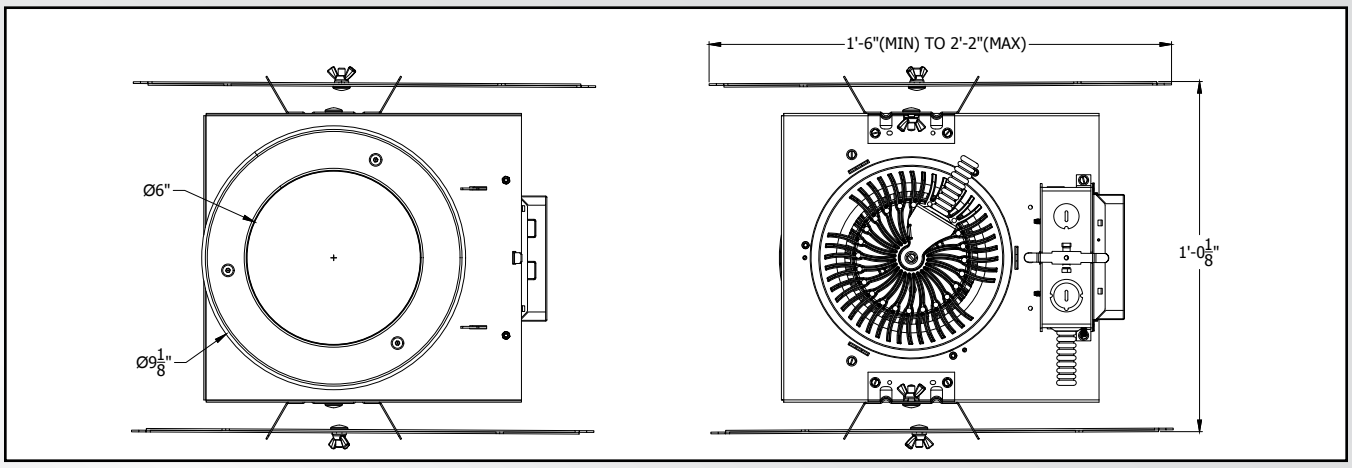


FINISHED CTA CEILING THICKNESS

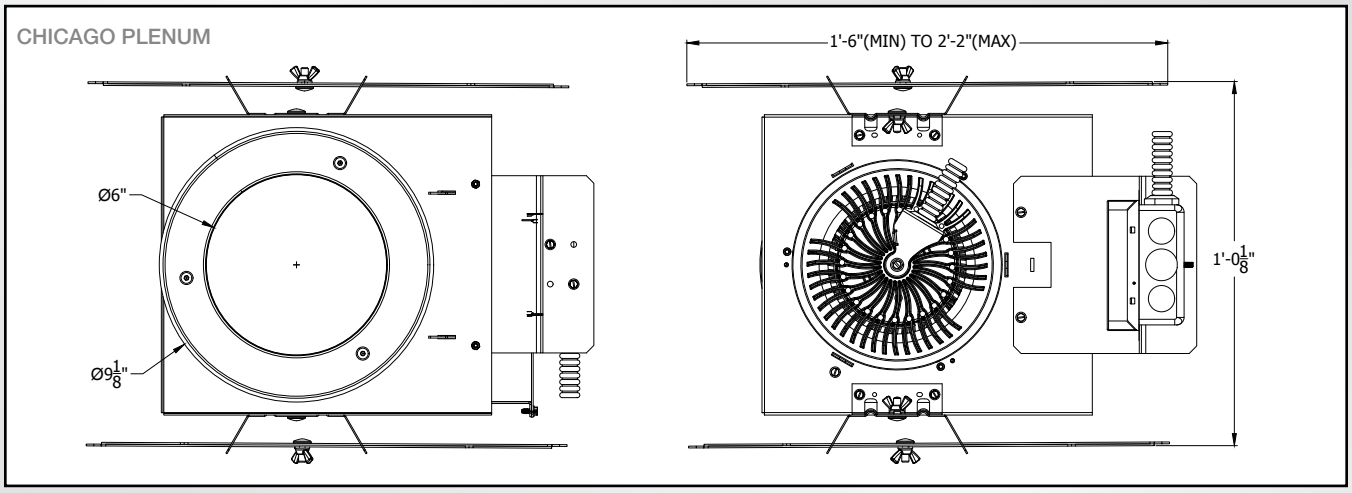


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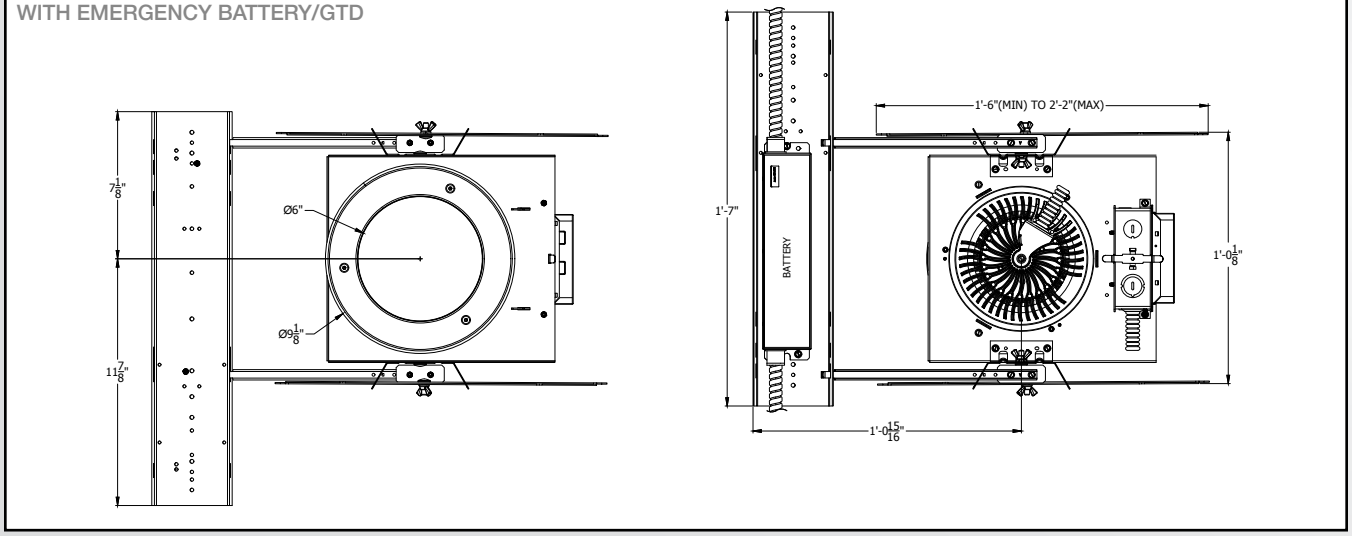
DIMENSIONAL DATA



CHICAGO PLENUM



WITH EMERGENCY BATTERY/GTD



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12. Signage

- Architectural Site Plan - Signage (See Sheet A302)

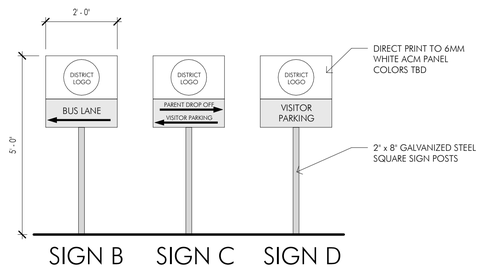
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N

1 SITE PLAN - SIGNAGE
1" = 40'-0"

2 MONUMENT SIGN - A
1/2" = 1'-0"



3 WAYFINDING SIGNS
1/2" = 1'-0"

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construction managers
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landscape architects

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p: 630.495.1900

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Redefine 109 Facilities for Our Future

PROGRESS DRAWING - NOT FOR CONSTRUCTION

REVISIONS	
No.	**Date**

Project Number:
25105

Issue Date:
June 18, 2026

Drawn by:
GDD

Sheet Title:
PLAN COMMISSION SUBMITTAL - ARCHITECTURAL SITE PLAN - SIGNAGE

Sketch Number:

Sheet Number:

A302

13. Fencing

- Architectural Site Plan - Fencing (See Sheet A301)

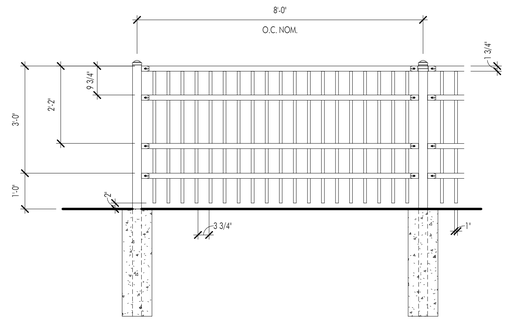
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N

1 SITE PLAN

1" = 40'-0"



2 DECORATIVE METAL FENCE

1/2" = 1'-0"

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REVISIONS	
No.	**Date**

Project Number:
25105

Issue Date:
June 18, 2026

Drawn by:
GDD

Sheet Title:
PLAN COMMISSION SUBMITTAL - ARCHITECTURAL SITE PLAN - FENCING

Sketch Number:

Sheet Number:

A301

14. Trash Enclosure

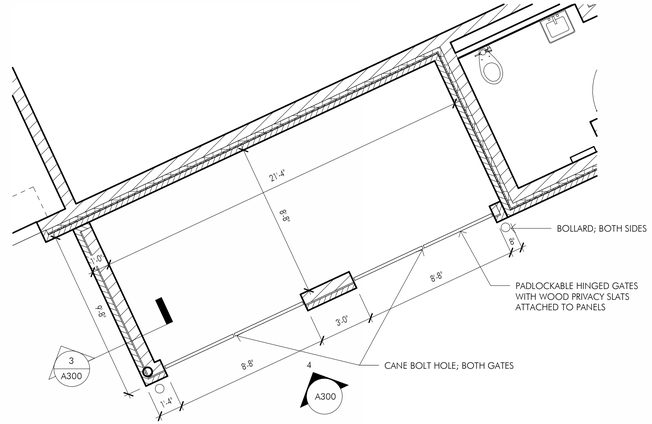
- Architectural Site Plan - Trash Enclosure (See Sheet A300)

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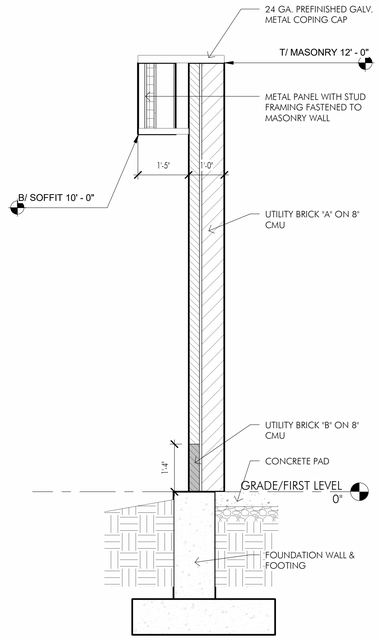
N

1 SITE PLAN
1" = 40'-0"

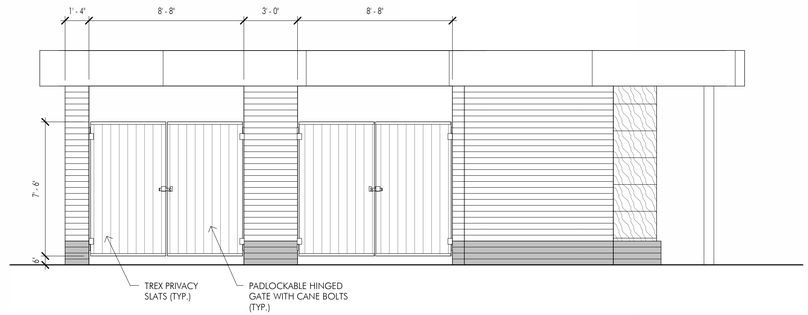


N

2 ENLARGED PLAN - TRASH ENCLOSURE
1/4" = 1'-0"



3 TRASH ENCLOSURE SECTION
1/2" = 1'-0"



4 TRASH ENCLOSURE ELEVATION
1/4" = 1'-0"

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60015

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PROGRESS DRAWING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number:
25105

Issue Date:
June 18, 2026

Drawn by:
GDD

Sheet Title:
PLAN COMMISSION SUBMITTAL - ARCHITECTURAL SITE PLAN - TRASH ENCLOSURE

Sketch Number:

Sheet Number:

A300

15. Architectural

- Architectural Site Plan - Phase 4 (See Sheet A200)
- Exterior Elevations (See Sheet A100)
- Exterior Renderings (See Sheet A600)
- Roof Plan (See Sheet A400)

Redefine 109
Facilities for Our Future



N

1 SITE PLAN

1" = 40'-0"

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NEW WALDEN ELEMENTARY SCHOOL

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

for the
BOARD of EDUCATION
School District 109

517 Deerfield Rd.,
Deerfield, Illinois
60015

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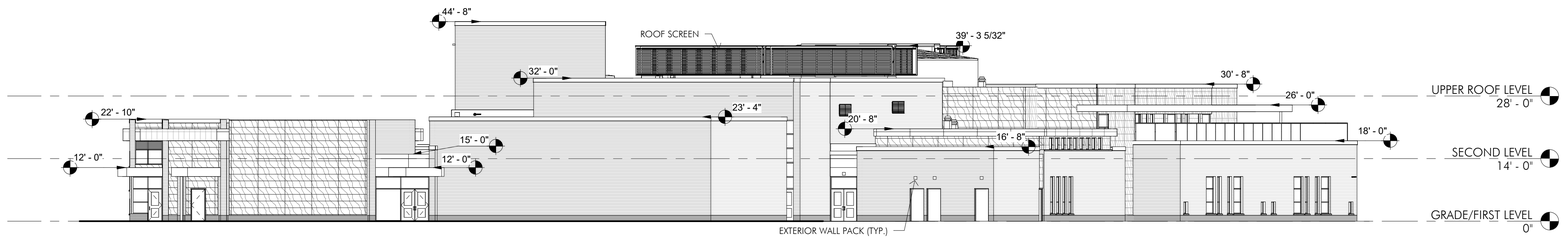
Drawn by: GDD

Sheet Title: PLAN COMMISSION SUBMITTAL - ARCHITECTURAL SITE PLAN - PHASE 4

Sketch Number:

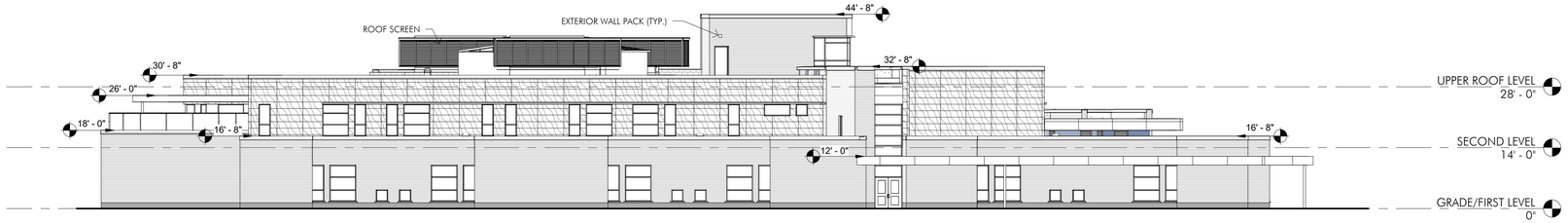
Sheet Number:

A200



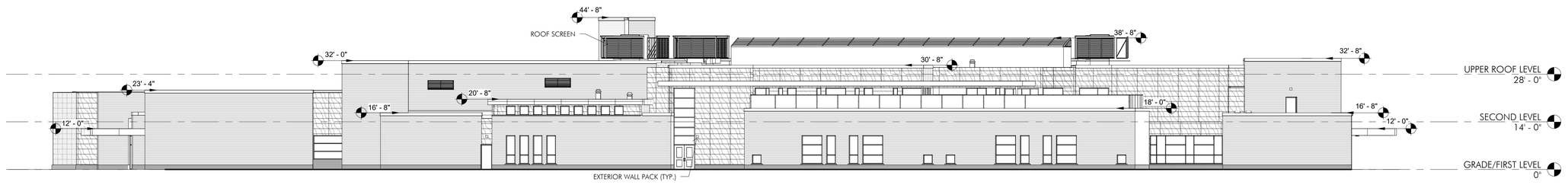
1 EAST BUILDING ELEVATION

1/16" = 1'-0"



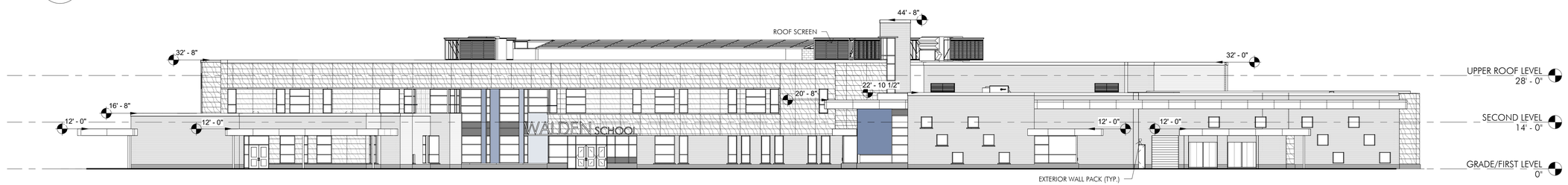
2 WEST BUILDING ELEVATION

1/16" = 1'-0"



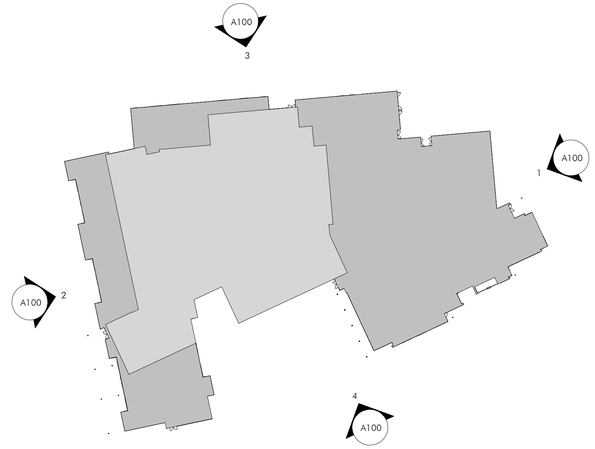
3 NORTH BUILDING ELEVATION

1/16" = 1'-0"



4 SOUTH BUILDING ELEVATION

1/16" = 1'-0"



EXTERIOR MATERIALS LEGEND

- FACE BRICK 1
- FACE BRICK 2
- FIBER CEMENT BOARD 1
- FIBER CEMENT BOARD 2
- FIBER CEMENT BOARD 3
- METAL PANEL
- METAL CANOPY
- ROOF SCREEN

- METAL COPING CAPS
- STEEL COLUMNS/COLUMN WRAPS
- ANODIZED ALUMINUM SKYLIGHT
- ALUMINUM BUILDING SIGNAGE
- ANODIZED ALUMINUM DOORS AND WINDOWS

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PROGRESS DRAWING - NOT FOR CONSTRUCTION

REVISIONS

No.	Date

Project Number: 25105

Issue Date: June 18, 2026

Drawn by: GDD

Sheet Title: PLAN COMMISSION SUBMITTAL - EXTERIOR ELEVATIONS

Sketch Number:

Sheet Number:

A100



AERIAL SOUTH VIEW



SOUTH VIEW



NORTHWEST VIEW

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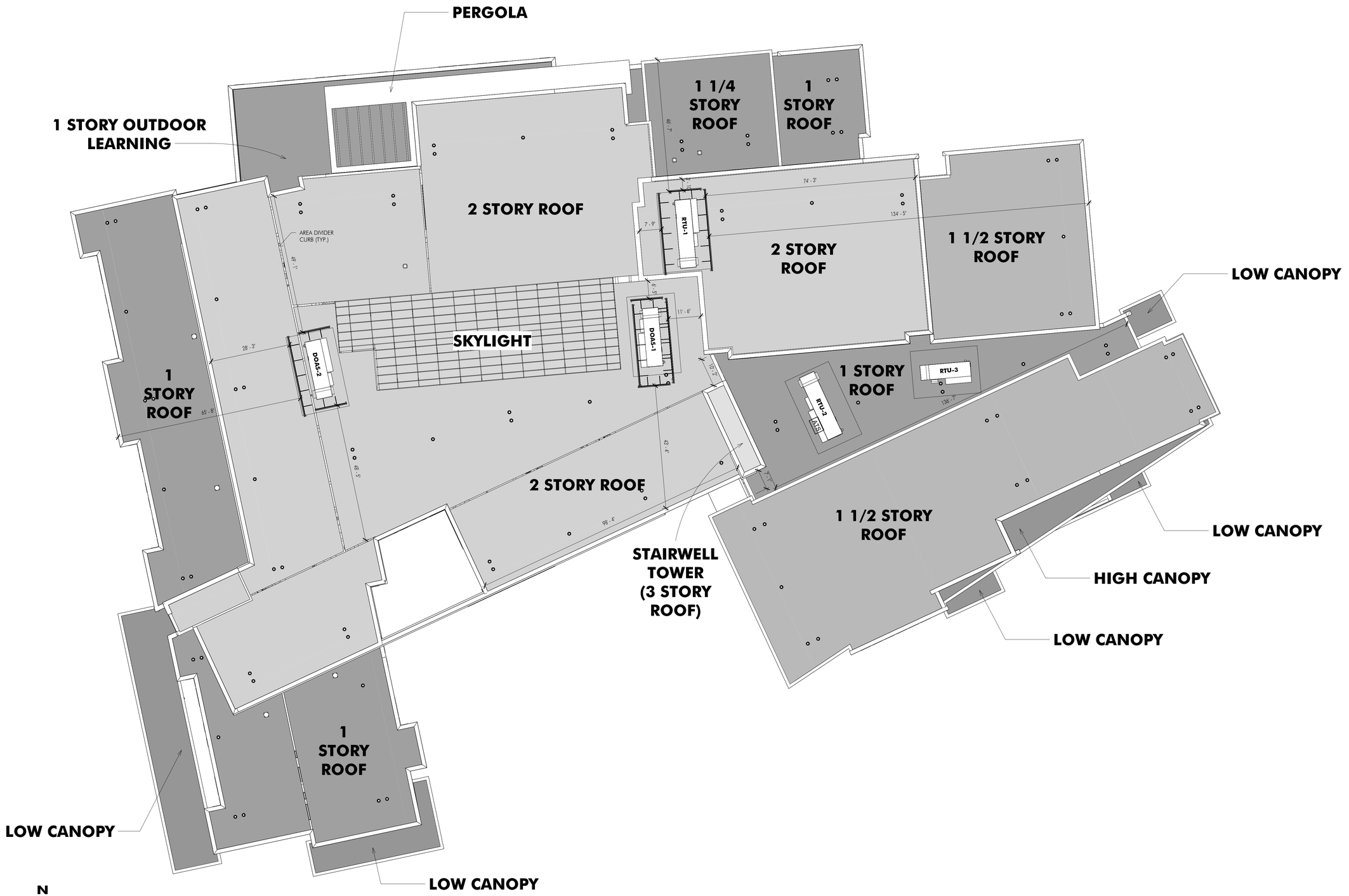
Drawn by:
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Sheet Title:
PLAN COMMISSION SUBMITTAL - EXTERIOR RENDERINGS

Sketch Number:

Sheet Number:

A600



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Facilities for Our Future

PROGRESS DRAWING - NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number:
25105

Issue Date:
June 18, 2026

Drawn by:
GDD

Sheet Title:
PLAN COMMISSION SUBMITTAL - ROOF PLAN

Sketch Number:

Sheet Number:

A400

16. Village Inquiries

July 1, 2026

Village of Deerfield
850 Waukegan Road
Deerfield, Illinois 60015
Mr. Jeff Ryckart, Principal Planner
Mr. Daniel Nakahara, Planner II

RE: PLAN COMMISSION – VILLAGE SUBMITTAL COMMENTS
WALDEN ELEMENTARY SCHOOL
PROJECT NO. 25105

Public Hearing Plan Review Comments (Dated June 24, 2026):

Special Use Response

1. Please use the Special Use Criteria titles with responses under the corresponding criteria. Attaching an example of responses to SU criteria from a previous submittal.

   RESPONSE: The Special Use Criteria titles with responses have been updated in the project narrative enclosed to follow the example provided. Refer to the Project Narrative, page 9 & 10, section "Meeting Special Use Criteria".

Subdivision Plat

1. Remove "Preliminary" from Plat of Subdivision title.

   RESPONSE: The word 'Preliminary' has been removed and replaced with 'Final'.

Sustainable Practices

1. Geothermal Paragraph: Change dossil duel to fossil fuel in paragraph.

   RESPONSE: This has been addressed.

2. Any thought to have any parking spaces EV charging ready?

   RESPONSE: Yes, EV charger ready spaces will be considered.

Phasing Plan

1. Are any sheets supposed to come after the "4. Phasing Plan" title page or is "5. Detailed Site Plans" section supposed to be under the 4. Phasing Plan?

   RESPONSE: Per our discussion, Section 5. Detailed Site Plans contains all 3 phases of just the Detailed Site Plans. Section 4 has been renamed to "Public Access" and represents public access to the Walden site throughout the different phases of the project.

Detailed Site Plans

1. Please put dimensions on the site plan itself for the parking spaces, aisles, roadways, and smaller sidewalks.

   RESPONSE: The requested dimensions have been added.

2. Sheet PH 3 indicates the location of the proposed trash enclosure. Will existing trash enclosure for the existing Walden building remain and if so where is it located on Sheet PH 3?

   RESPONSE: The existing trash enclosure at Walden School will remain on the south side of the existing parking lot and be shared by both the existing and proposed buildings. This is labeled accordingly on the Phase 3 plan. The school will modify the refuse pickup for waste to be picked up daily.

3. PH 2 shows a construction dumpster near NE corner of existing building. Will this dumpster be used for the existing Walden building trash?

   RESPONSE: No.

4. During a Phase 3 heavy snow event, where will snow be piled?

   RESPONSE: The temporary asphalt parking lot is being removed as originally shown in the Phase 3 plan. Snow plowing will continue its existing operation.

Preliminary Engineering Documents

1. Contact our Engineering Department directly for comments

   RESPONSE: We have been in contact with the Engineering Department and are awaiting comments.

2. Note: The Village Engineering Department has engaged Gewalt Hamilton to review the engineering plan (including stormwater) for the interim (Phase 3) and final (Phase 4) conditions.

   RESPONSE: Understood.

Traffic Study

1. Note: The Village Engineering Department has engaged Gewalt Hamilton to review the traffic study for the interim (Phase 3) and final (Phase 4) conditions.

   RESPONSE: Understood.

2. Has remote parking lot location been determined for the interim condition (Phase 3)?

   RESPONSE: Yes. Fifty (50) parking spaces will be utilized at Deerspring Pool and twenty (20) parking spaces will be utilized at Kipling Elementary School.

Landscaping

1. On coversheet;: First bullet point- Protection should be Protection

   RESPONSE: This has been addressed.

Signage

1. Indicate dimensions, materials and colors of monument sign.

   RESPONSE: The requested dimensions and notes regarding materials have been added to the plans & details on Sheet A302. Colors for signage are to be determined.

2. Indicate dimensions, materials and colors of wayfinding signs.

   RESPONSE: The requested dimensions and notes regarding materials have been added to the plans & details on Sheet A302. Colors for signage are to be determined.

3. Will the signs be lit? If so, please provide detail on the plans.

   RESPONSE: The signage on the site will not be lit.

Trash Enclosure

1. Will there be enough trash storage during interim conditions?

   RESPONSE: As mentioned, the refuse/waste schedule will be switched to a daily pickup to ensure adequate trash storage during interim conditions.

Roof Plan

1. Label location of the stairwell structure.

   RESPONSE: The requested label has been added to Sheet A400.

2. Measure distances from building edges to tallest part of structures that are over 35 feet such as the stairwell structure, rooftop screening.

   RESPONSE: The requested dimensions have been added to Sheet A400.

Village Inquiries

1. #3 Response under "Additional Questions/Confirmations requested 6/2/2026 by Village" indicates a Logistics Plan will be included in the formal submittal. Please let us know sheet this is in the packet.

   RESPONSE: Drawing PH-2 has been renamed "Phase 2 Site & Logistics Plan" as the pertinent information is located on that drawing.

2. A question by the Village was brought up regarding where bike racks are to be located.

   RESPONSE: Approximately six (6) bike racks (totaling 30 bikes) will be provided throughout the site.

Village Questions Due with Submittal – Responses (Due 6/12/26):

See Attached Village Questions Responses – Due 6/12/26; including additional responses due to "Revision to Conditions" comments received on 6/30/26.

Village Questions – Responses (Due 6/18/26):

See Village Questions Responses - Due 6/18/26

Village Questions Correspondence (Due 6/11/26):

See Village Questions Correspondence - Due 6/11/26

Sincerely,
ARCON Associates, Inc.



Craig E. Podalak,
Senior Architect

CEP/GDD | J:\1 D109\25105 New Walden Elementary School\1 Docs\Permit\Village Permits\2026.07.01 - VILLAGE RESUBMITTAL\Public Hearing Plan Review Comments\SD109 - WALDEN VILLAGE INQUIRY RESPONSES (EXCLUDING Traffic).docx

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

REVISION TO CONDITIONS

New Walden Elementary School – Project Timeline

Phase 1: March 2027 through June 2027

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

Phase 2: August 2027 through July 2028

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

Phase 3: August 2028 through May 2029

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

Phase 4: June 2029 through July 2029

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

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

Can the school district commit to the following:

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

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

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

For larger deliveries or increased traffic activity:

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

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

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

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

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

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

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

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

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

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

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

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

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

- See attached "Truck Routing Plan"

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

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

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

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

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

RESPONSE: Committed.

5) Dust control provided as needed.

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

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

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

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

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

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

This includes:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Confirmed.

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

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

RESPONSE: Committed.

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

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

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

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

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

Deerfield Public Schools District 109

Walden Elementary School

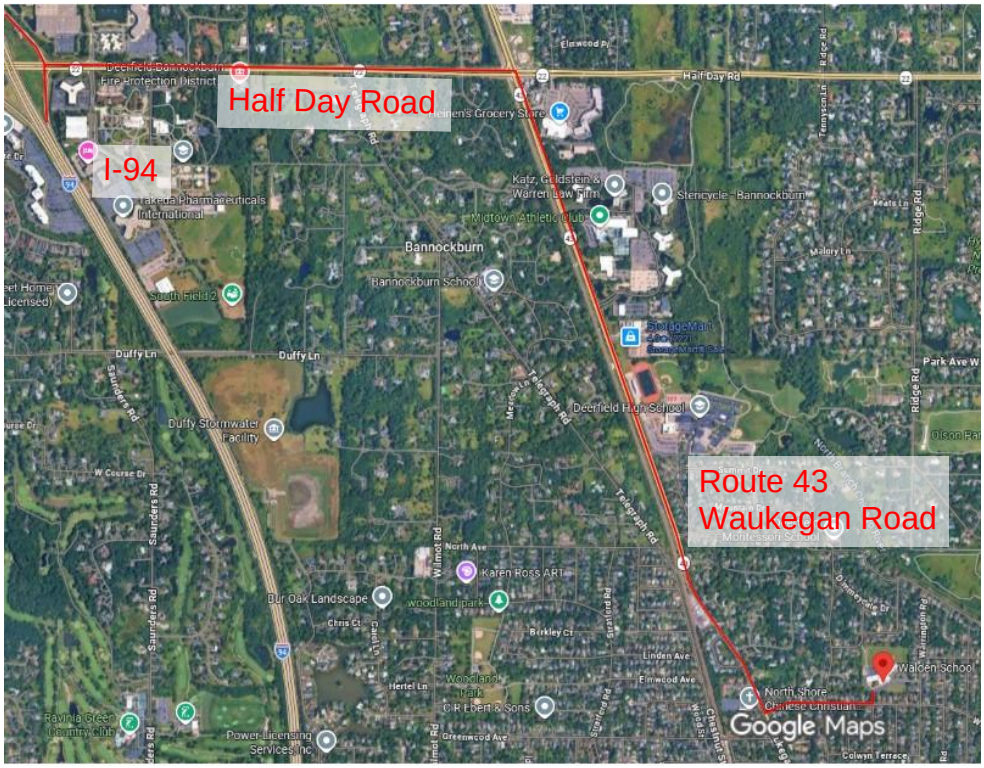
PHASE 1 & 2
Truck Routing Plan

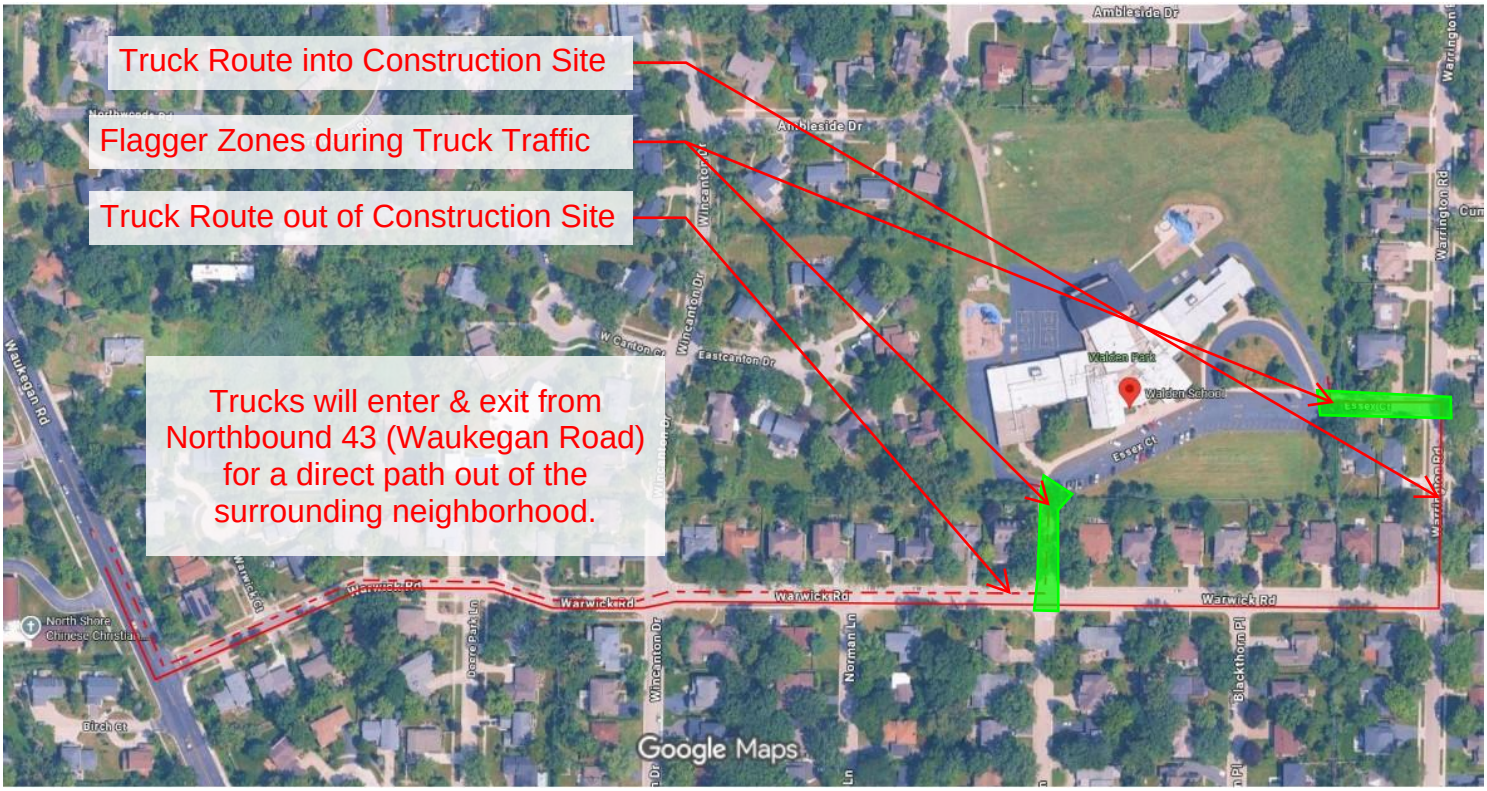
Trucks leaving the Construction Site will travel Northbound on 43 (Waukegan Rd) to Half Day Rd for access to the I-94 Highway

Trucks coming to the Construction Site will exit on Half Day Rd, travel Southbound on 43 and enter the neighborhood on Warwick Rd

Trucks will run through a truck wash station prior to exiting the Construction Site

Street Cleanliness will be constantly monitored and street sweeping will be performed as needed





Phase 1: March 2027 through June 2027

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

Phase 2: August 2027 through July 2028

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

Phase 3: August 2028 through May 2029

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

Phase 4: June 2029 through July 2029

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

1. **How will deliveries be handled?**

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

- No deliveries from 730am to 9am, Monday through Friday.
- No deliveries from 3pm to 4pm, Monday, Tuesday, Thursday, Friday.
    - No deliveries 2-3p on Wednesday (early release day)

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

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

2. **Will you propose to use the NW access from Ambleside for any vehicle traffic?**

No.

3. **How do they propose to maintain pedestrian access from the NW during the construction of the new building? A temporary path may be required.**

There will be a temporary asphalt path along the construction barrier, separated by concrete jersey barriers inside of construction fencing (6ft chain link fence with black windscreen). The temporary path will be demolished at the end of Phase 2 and a new concrete path surrounding the New Walden School as shown in the plans will be built.

4. **Will you propose a staging area for construction parking and a staging area for material storage? The area set aside for parking is not likely large enough to handle both.**

We believe there is ample room on the site for contractor parking and material staging, please find our logistics plan below. Deliveries will be scheduled and coordinated in advance to align with available space and ongoing operations, ensuring that materials can be received efficiently without overcrowding the site.

5. **A contractor traffic management plan (CTM) will be required to address access routes, offsite parking, time restrictions, deliveries.**

<u>Access Routes</u>

Construction traffic will be directed to and from the site using the following route:

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

<u>Delivery Coordination & Restrictions</u>

- Deliveries will be scheduled and coordinated in advance to avoid congestion and off-site queuing
- Designated delivery windows will be established and clearly communicated to all subcontractors
- Large deliveries will be actively managed with on-site personnel and flaggers to facilitate safe and efficient entry to the site

Worker Arrival & Departure

- Contractor workforce will be scheduled to arrive on-site prior to 7:00 AM (Monday–Friday)
- Contractors will be required to leave the site either before 3:00 PM or after 4:00 PM (Monday–Tuesday, Thursday–Friday) to avoid peak school and neighborhood traffic times
    - Wednesdays: contractors will leave before 2p or after 3p

Off-Site Impacts & Enforcement

- Requirements regarding approved routes, delivery timing, and prohibited behaviors (including staging or idling on local streets) will be incorporated into project bid documents and subcontractor agreements
- BEAR Construction will monitor compliance daily and address any issues promptly through coordination with subcontractors

6. **How do you propose to handle cars parking offsite for pickup? Cars already line up well in advance of dismissal times and having two schools, this is likely to become excessive.**

Traffic and parking will be managed through staggered dismissal times between the two schools, active on-site traffic control, and coordination with the Village on temporary parking restrictions along surrounding streets. Additional strategies include promoting bus use, carpooling, and other travel demand measures to reduce overall vehicle volumes. Further detail is outlined in the memorandum prepared by TYLin dated June 5, 2026, titled Walden Elementary School, Traffic Management Recommendations for Kipling School Co-location. Memo – staggering start and stop times. Free transportation for Kipling families – refer to traffic management plan.

7. **Do you ever plan on working on Sundays? These things don't always go according to plan and with a firm deadline, this might come into play while they finish up the inside.**

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

8. **The existing trash enclosure is located on the north side of the building, and access to this location will be restricted during construction operations. Where will the new enclosure(s) go for both regular operation and construction?**

The existing trash enclosure is located on the south side of the building. It will remain in this location for the duration of construction

Deerfield Public Schools District 109

Walden Elementary School

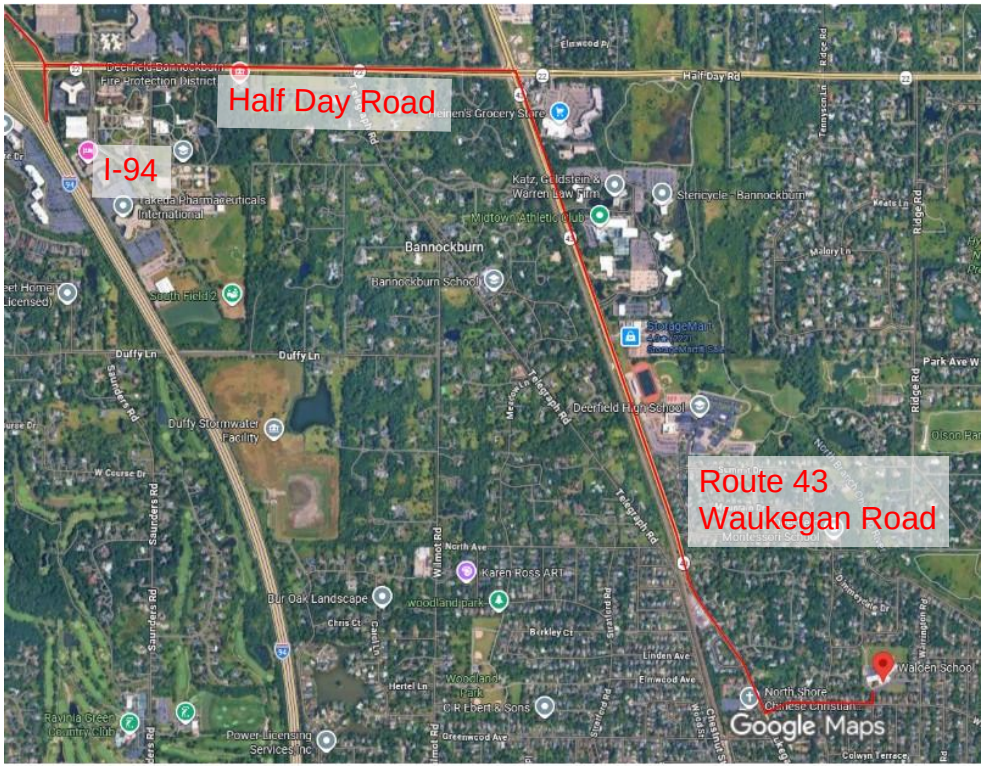
PHASE 1 & 2
Truck Routing Plan

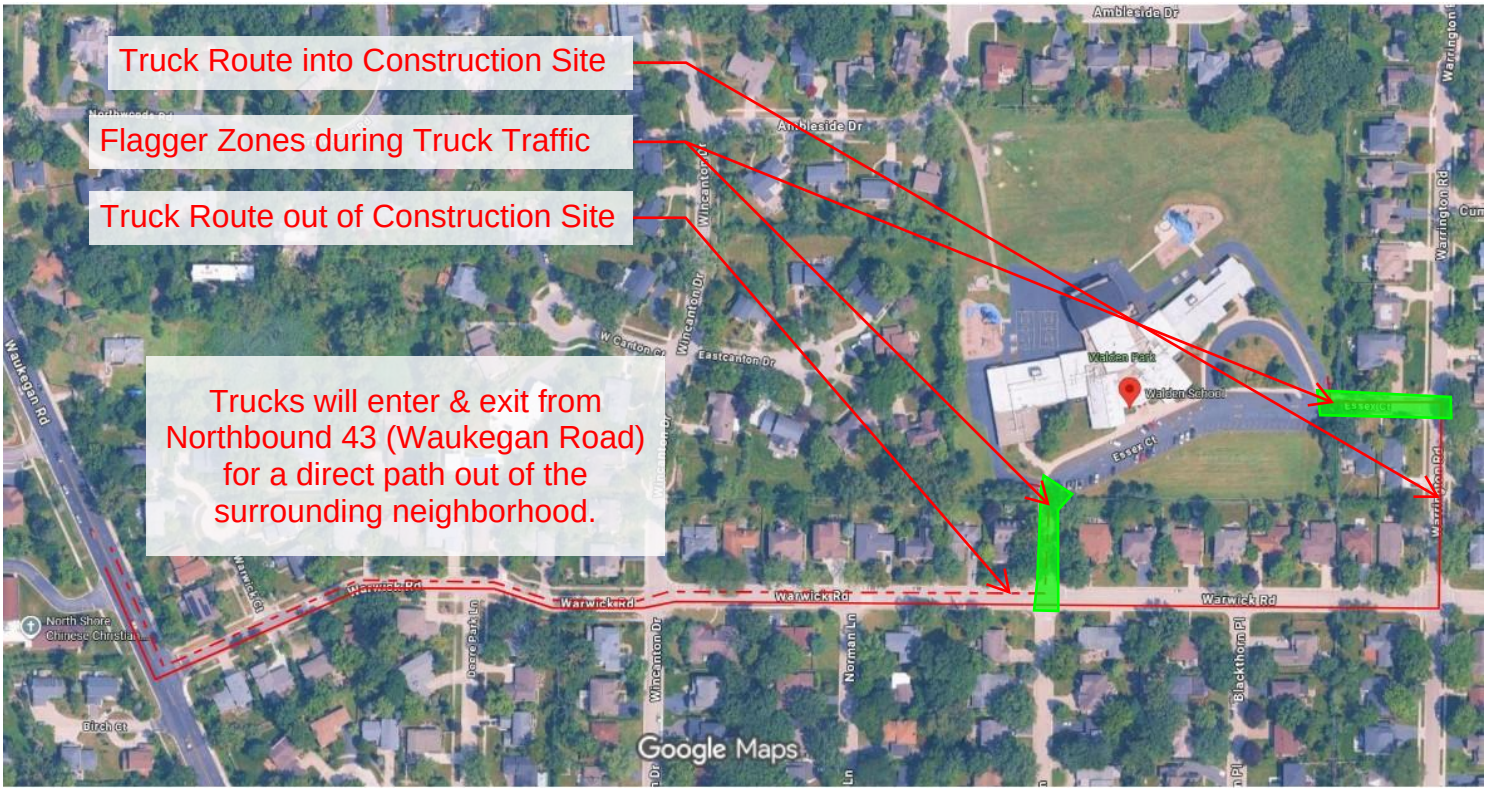
Trucks leaving the Construction Site will travel Northbound on 43 (Waukegan Rd) to Half Day Rd for access to the I-94 Highway

Trucks coming to the Construction Site will exit on Half Day Rd, travel Southbound on 43 and enter the neighborhood on Warwick Rd

Trucks will run through a truck wash station prior to exiting the Construction Site

Street Cleanliness will be constantly monitored and street sweeping will be performed as needed





Village Questions Due 6/11/26

Craig E. Podalak

From: Claudia Welp <cwelp@cagecivil.com>
Sent: Thursday, June 11, 2026 11:06 AM
To: Daniel Nakahara, AICP; Marisa Kolman
Cc: Jeffery Ryckaert, AICP; Craig E. Podalak
Subject: RE: Questions for Legal Notice

Categories: Filed by Newforma

Dan, see below for answers to your questions due today. Let us know if you need anything else today as you prepare your documents. We will be sending you the remainder of the Village questions tomorrow.

Thanks!

Claudia Welp
Director of Operations - Illinois
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Civil Engineering
Land Surveying
Construction Management
Illinois | Colorado | Arizona | Florida | North Carolina

From: Daniel Nakahara, AICP <dnakahara@deerfield.il.us>
Sent: Wednesday, June 10, 2026 10:08 AM
To: Marisa Kolman <mkolman@cagecivil.com>
Cc: Claudia Welp <cwelp@cagecivil.com>; Jeffery Ryckaert, AICP <jryckaert@deerfield.il.us>
Subject: Questions for Legal Notice

Hi Marisa,
Regarding the draft plans sent. We have a few question for the legal notice:

1. What is height of stairwell structure has it changed from the Prefiling meeting? THE HEIGHT IS THE SAME AS THE PREFILING MEETING, 44'-8" WHICH IS TO THE TOP OF MASONRY OF THE STAIRWELL STRUCTURE.
2. Is a subdivision of the property still being requested? YES
3. Is the proposed building location still being determined or is it set? IT IS SET AND WE DO NOT HAVE PLANS TO ADJUST THE LOCATION.

Note: Photometric Plan show the building floor plan. You may want to remove the details of the floor plan for D109 safety.

Thanks,
Dan

Daniel Nakahara, AICP
Planner II | Village of Deerfield
850 Waukegan Rd | Deerfield, IL 60015
847.719.7480
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