Westgate Elementary School
Traffic and Parking Study
Arlington Heights, Illinois

Prepared For:

Arlington Heights
School District 25

Prepared by:

Eriksson Engineering Associates, Ltd.

ERIKSSON ENGINEERING ASSOCIATES, LTD.

145 Commerce Drive, Ste A, Grayslake, IL 60030

847.223.8404

www.eea-ltd.com

INTRODUCTION

Eriksson Engineering Associates, Ltd. (EEA) was retained by Arlington Heights School District 25 (AHSD 25) to conduct a traffic and parking study for the proposed addition of all-day Kindergarten classes at Westgate School in Arlington Heights, Illinois. The purpose of the study was to observe the existing traffic patterns around the school, to determine the traffic characteristics of the existing and expanded school, to review its parking needs, and to develop roadway and parking recommendations.

EXISTING CONDITIONS

Site Location and Area Land-Uses

Westgate School is located at 500 S. Dwyer Avenue in Arlington Heights, Illinois. The site is bounded by Dwyer Avenue to the east, Grove Street to the north, and residential homes to the west and south. It is located within a single-family residential neighborhood. **Figure 1** illustrates the site location and the surrounding land-uses and roads.

Bicycle and Pedestrian Routes

Dwyer Avenue is an existing bike route extending from Central Road to Euclid Avenue. Grove Street is also a bike route east of Dwyer Avenue. Public sidewalks are located on both sides of the neighborhood streets on Dwyer Avenue and Grove Street surrounding the school.

The All-Way Stop Controlled (AWSC) intersection of Dwyer Avenue and Grove Street has crosswalks on all four legs. The Two-Way Stop Controlled (TWSC) intersection of Grove Street and Harvard Avenue has a crosswalk on the north leg. The TWSC intersection of Grove Street and Princeton Avenue has crosswalks on the north, south, and east legs. During the school's arrival and dismissal periods crossing guards are used by the school on the intersections of Dwyer Avenue/Grove Street and Dwyer Avenue/ Harvard Avenue.

Roadway Characteristics

The roads surrounding the school are under the jurisdiction of the Village of Arlington Heights. A description of the area roadways accessing the school is provided on **Figure 2** and below:

Dwyer Avenue is a north-south local residential roadway with one travel lane in each direction. It has a 25-mph speed limit with a 20-mph school speed limit approaching the school. AN All-Way-Stop-Controlled intersection is provided at Grove Street. Parking is not permitted on both sides of the street surrounding the school during drop-off and pick-up hours.

Grove Street is an east-west local residential roadway with one travel lane in each direction. It has a 25-mph speed limit with a 20-mph school speed limit approaching the school. Parking is not permitted on both sides of the street surrounding the school during school drop-off and pick-up hours.

Harvard Avenue is a north-south local residential roadway with one travel lane in each direction. It has a 25-mph speed limit. Parking is not permitted on both sides of the street on the corner surrounding the school during school drop-off and pick-up hours.

Princeton Avenue is a north-south local residential roadway with one travel lane in each direction. It has a 25-mph speed limit. Parking is permitted on both sides of the street.

The **Appendix** has a detailed signage map around the school prepared by the Village of Arlington Heights.

Existing Traffic Volumes

Weekday morning arrival (8:00-9:30 AM) and afternoon dismissal (2:30-4:00 PM) manual traffic counts were conducted along Dwyer Avenue and Grove Street. Peak-hours of school traffic occurred from 8:15 to 9:15 AM and 3:00 to 4:00 PM on a school weekday which coincides with the school's 9:05 AM start and 3:35 PM dismissal. The existing traffic volumes are shown on **Figure 3A** and included in the **Appendix**. EEA separated the school

traffic from the background traffic in **Figures 3B and 3C**. **Figure 4** summarizes the existing pedestrian and bicycle volumes observed.

School Observations

Westgate School's arrival and dismissal times for the First thru 5th Grades are from 9:05 AM to 3:35 PM. The half-day Kindergarten goes from 9:05 to 11:50 AM and from 12:50 PM to 3:35 PM.

School buses load on the south side of Grove Street north of the school in an existing paved loading area in the parkway. Teachers and staff park in the three lots serving the school on the west, east, and south sides of the school. Kindergarten loading occurs in the west lot off of Grove Street. All other grades load on the east side of the school on Dwyer Avenue or in the east lot.

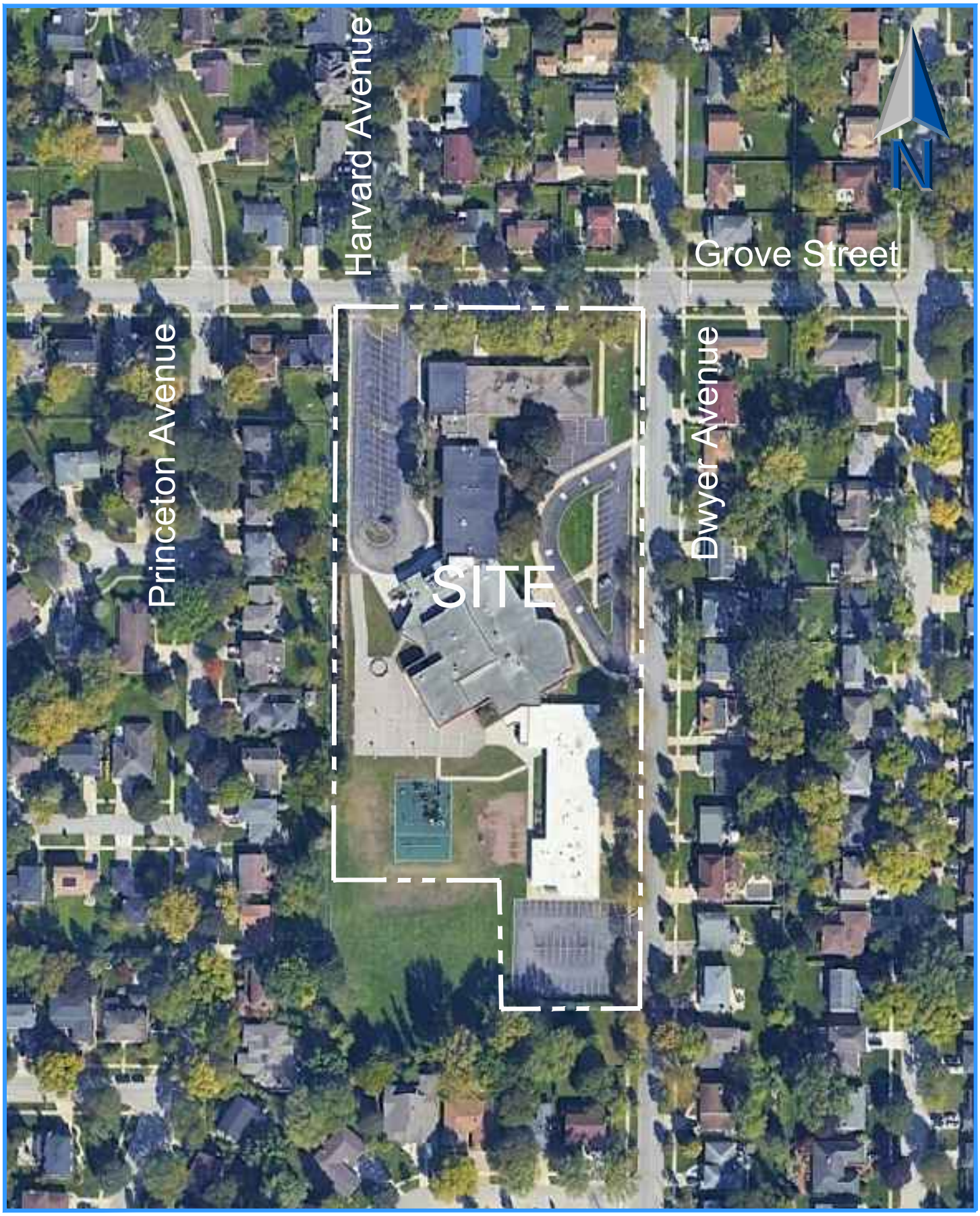
During the morning arrival period, traffic worked smoothly with little congestion. EEA used an aerial drone to record pictures of the school's operating condition during the arrival and dismissal. **Exhibit 1** shows one photograph taken ten minutes before the start of the school day. There are several movements posted as no turn during school arrival or dismissal periods that were ignored by a small number of drivers.

Exhibit 1
Westgate School Arrival Period – View from the Northwest
August 30, 2022 – 8:55 AM

The afternoon dismissal did not work as well as the morning arrival with cars queuing in the east lot and along the west side of Dwyer Avenue. Parents started to line up a half hour before the 3:35 PM school dismissal. Eventually parent vehicles backed up into the Grove Street intersection with cars on the north and east legs waiting to join the queue which interfered with non-school traffic movements. **Exhibit 2** shows an example of the queuing at 3:31 PM just before the school bell.

Exhibit 2
Westgate School Dismissal Period – View from the Northwest
August 30, 2022 – 3:31 PM

Two school buses serve the school and load on Grove Street north of the school with a total rider ship of 17 to 23 students. Eight taxis also bring students to the school.



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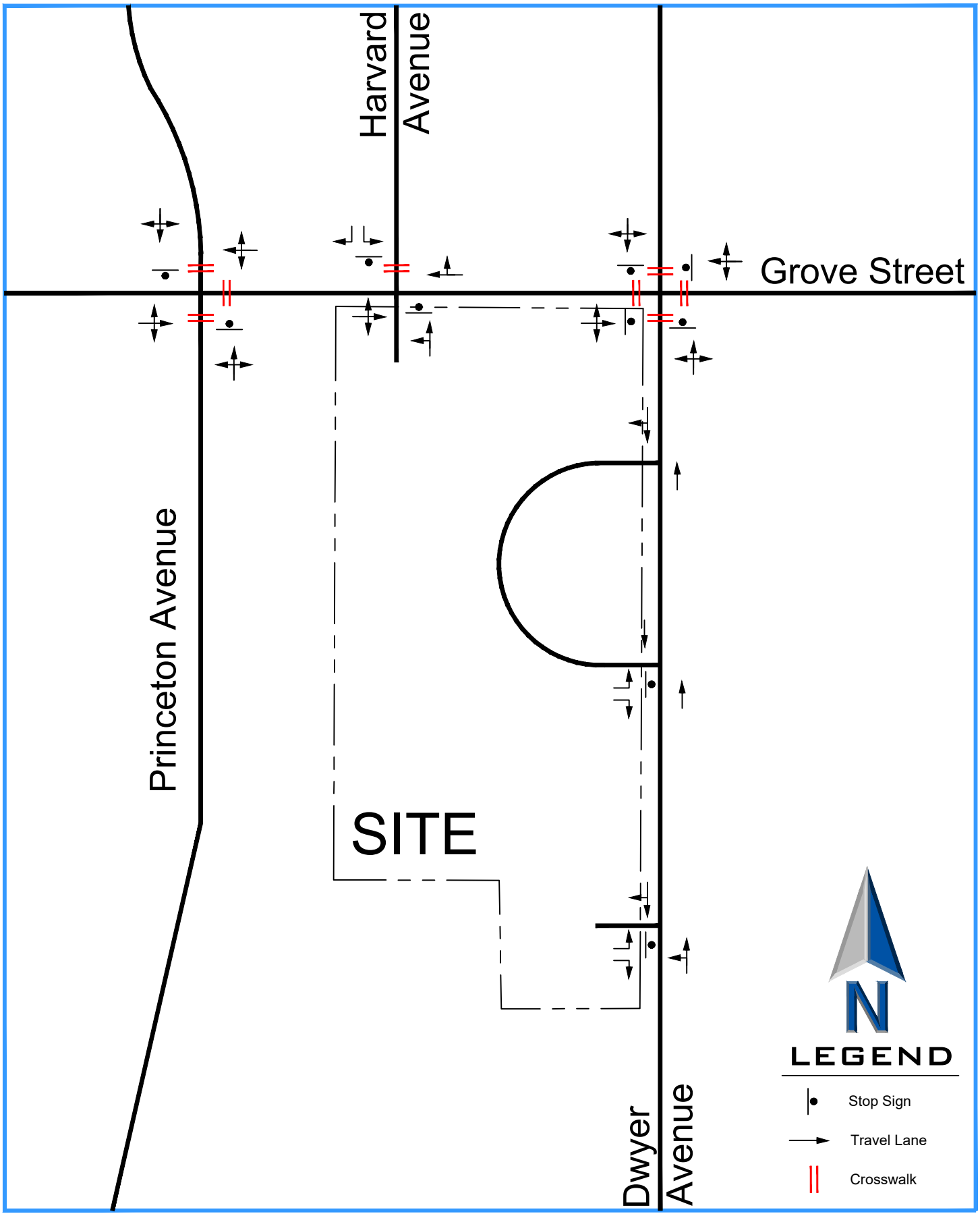
Site Location & Area Roadways

Figure 1



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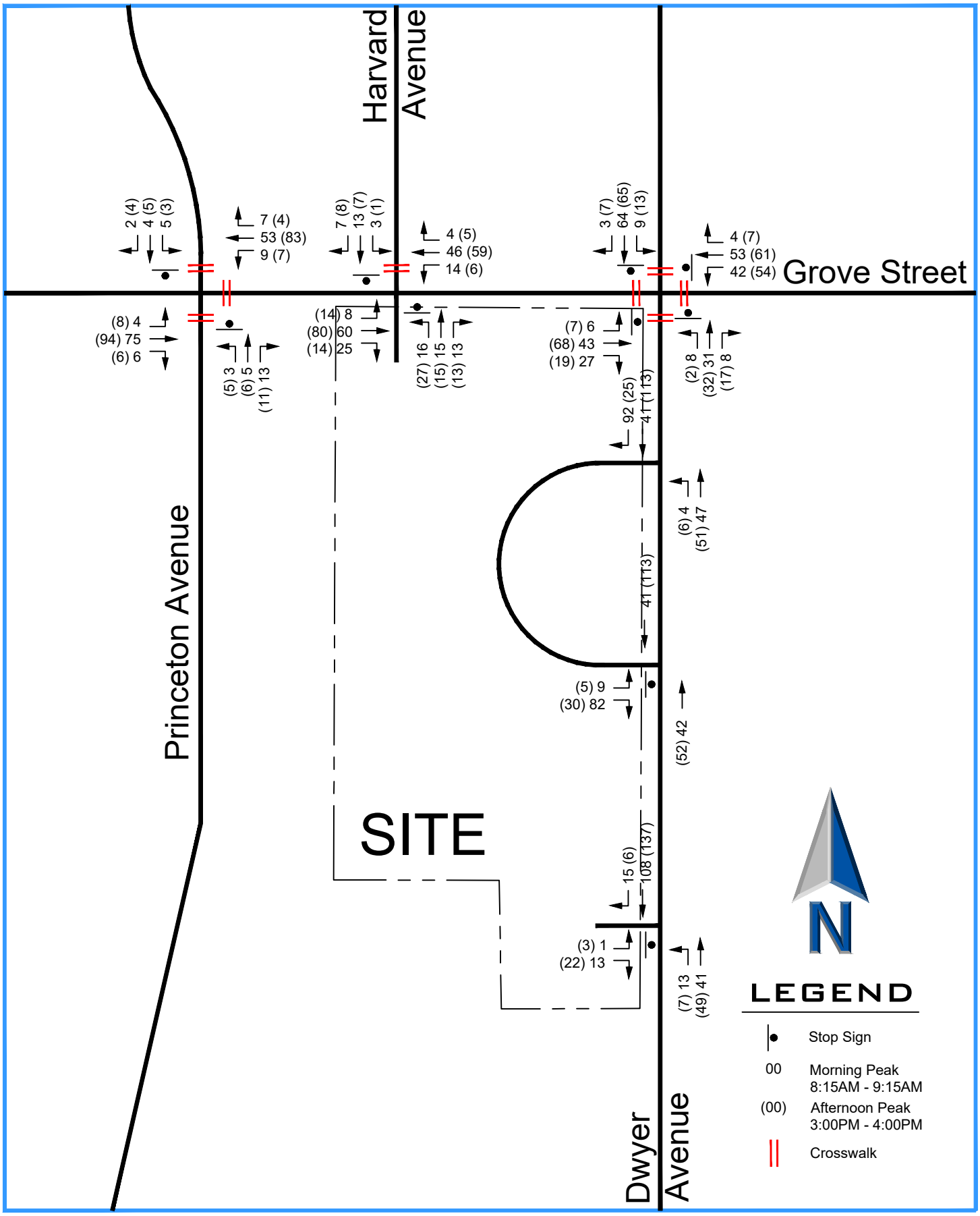
Existing Roadway Geometrics

Figure 2



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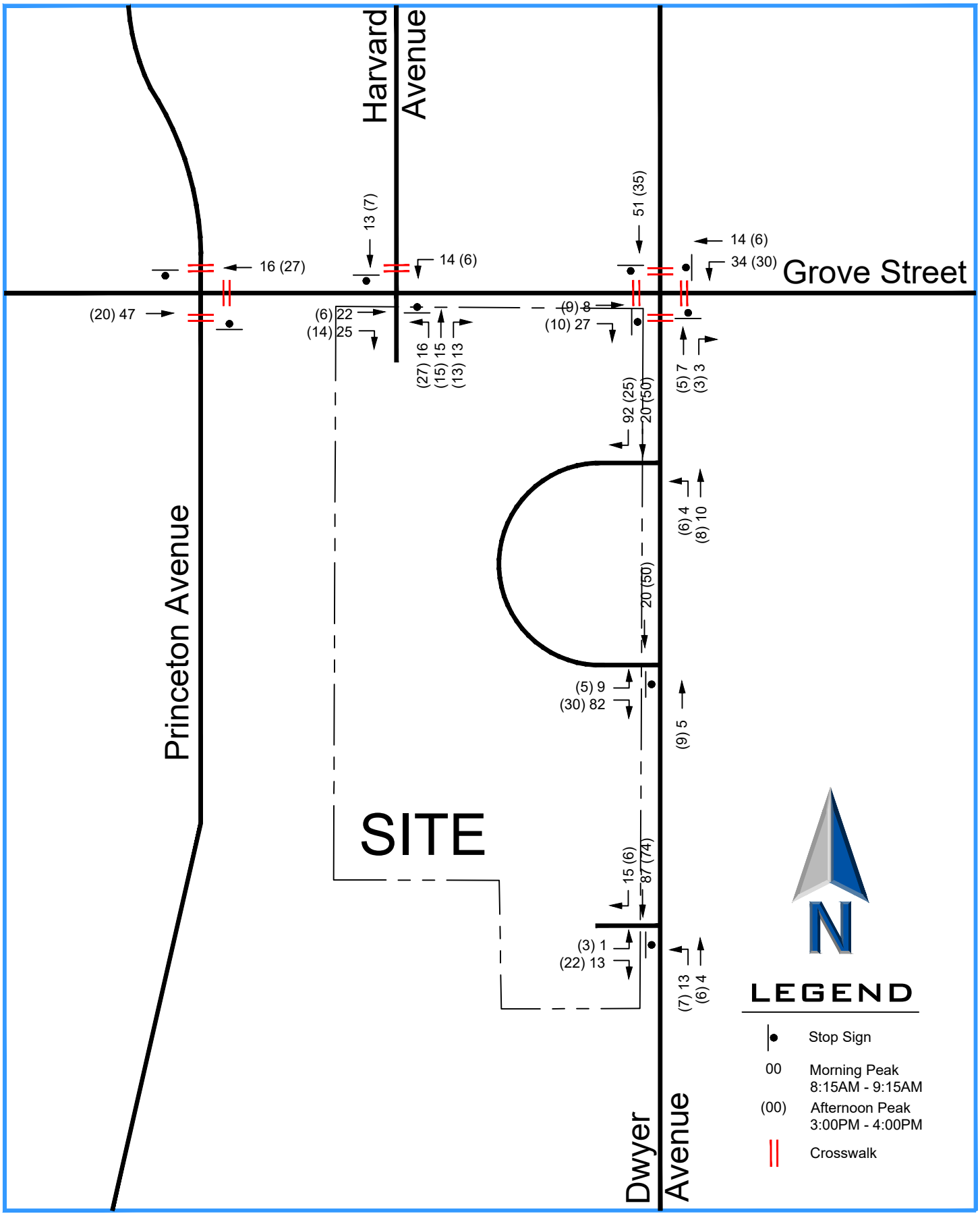
Existing Traffic Volumes

Figure 3A



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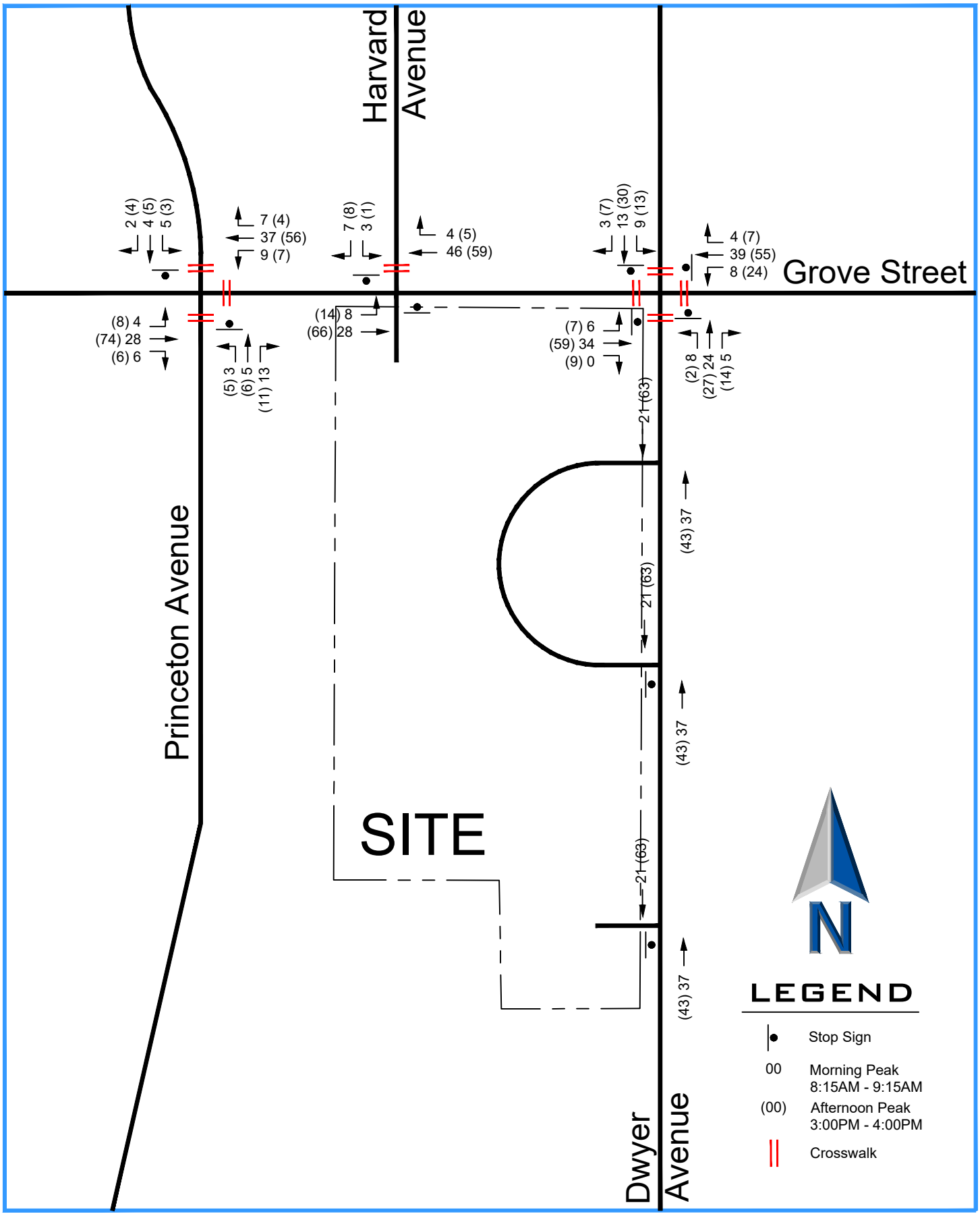
Existing School Traffic Volumes

Figure 3B



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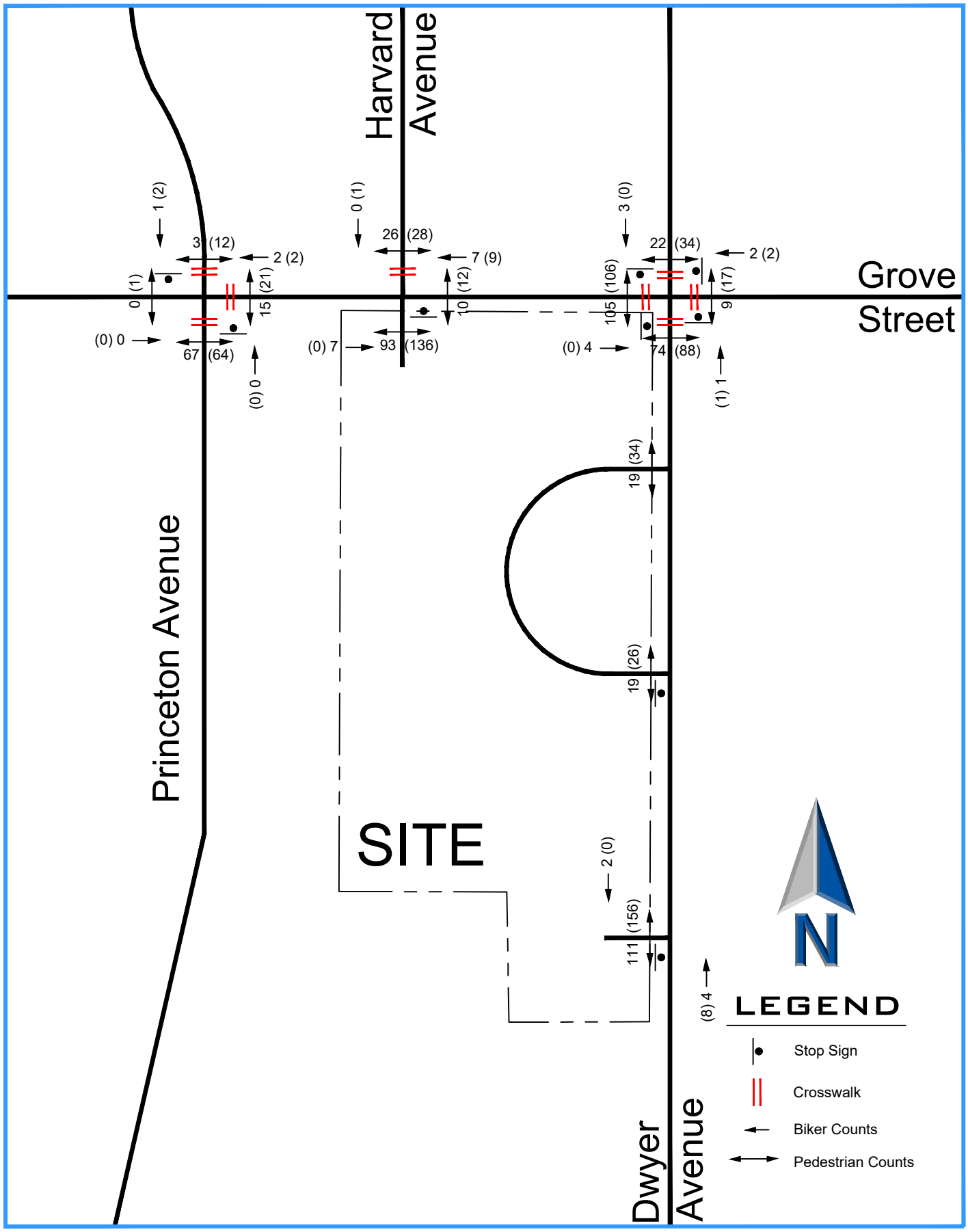
Existing Non-School Traffic Volumes

Figure 3C



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Year 2022 Pedestrian and Bike Volumes

Figure 4

SITE TRAFFIC CHARACTERISTICS

Site Plan

The school currently serves 600 children including 98 kindergartners with 95 staff. A full-day kindergarten program is planned for the school which will increase the number of students at the beginning and end of the day. The overall student population is expected to grow by 61 students to 661 students (+9%) including 111 kindergarteners over the next five years. The number of staff is expected to grow from 100 to 102 persons. Additional school buses will not be required.

School Trip Generation and Distribution

Traffic estimates were made for the additional students using the traffic counts at the current school with adjustments for the full-day kindergarten and growth in students. The trip generation rates for the school are higher in the afternoon and lower in the morning than the data provided by the Institute of Transportation Engineer's Trip Generation, 11th Ed. manual for elementary schools. These were provided as a comparison. The rate of vehicle trip generation was applied to the proposed increase in students with the results shown in **Table 1**.

Table 1
School Expansion Traffic Volumes

Scenario	Morning Arrival			Afternoon Dismissal		
	In	Out	Total	In	Out	Total
Trip Generation Based on Existing Traffic Volumes						
Existing 600 Students	176	111	287	149	155	304
Total 661 Students	212	133	345	179	186	365
Net Additional Traffic	**+36**	**+22**	**+58**	**+30**	**+31**	**+61**
ITE Trip Generation Comparison(1)						
Existing 600 Students	240	204	444	124	146	270
Total 661 Students	264	225	489	136	161	297
Net Additional Traffic(2)	**+24**	**+21**	**+45**	**+12**	**+15**	**+27**

(1) ITE Trip Generation Manual, 11th Edition – Land Use Code 520 (Elementary School)
(2) For comparison only – Not used for analyses

The directional distribution for school traffic is based on the existing school traffic counts and is shown in **Table 2** and on **Figure 5**.

Table 2
Existing Directional Distribution

Direction	Percentage
West on Grove Street	19%
North on Harvard Avenue	8%
North on Dwyer Avenue	17%
East on Grove Street	18%
South on Dwyer Avenue	38%
Total	**100%**

Trip Assignment

The future vehicular trips that are generated by the school were distributed to the area roadways based on the site plan, projected school volumes, and the directional distribution analysis. **Figure 6** illustrates the total traffic generated by the school (existing and expansion) and its assignment on the road system.

Two changes were made to the school's circulation plan to address current problems. Currently the west lot is used by the half-day Kindergarten program. With the incorporation of the Kindergarten into a full-day program, the west lot can be used by all parents to drop-off/pick-up students which helps reduce the demand of vehicles using the east lot/Dryden Avenue for loading. The other change is the closure of the existing entry to the East Lot and combining the it with the existing exit lane to create more stacking space on-site and on-street to eliminate back-ups into the Grove/Dryden intersection.

Figure 7 shows the total traffic volumes which a combination of Figure 3C (Non-School traffic) and Figure 5 (Projected School Volumes).

ANALYSES

Intersection Capacity Analyses

An intersection's ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic signal or stop sign. Control delay consists of the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A has the best traffic flow and least delay. LOS E represents saturated or at capacity conditions. LOS F experiences oversaturated conditions and extensive delays. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 3**.

Table 3
Level of Service Criteria for Intersections

Level of Service	Description	Control Delay (seconds/vehicle)	
		Signals	Stop Signs
A	Minimal delay and few stops	<10	<10
B	Low delay with more stops	>10-20	>10-15
C	Light congestion	>20-35	>15-25
D	Congestion is more noticeable with longer delays	>35-55	>25-35
E	High delays and number of stops	>55-80	>35-50
F	Unacceptable delays and over capacity	>80	>50

Source: Highway Capacity Manual

Capacity analyses were conducted for each intersection using the computer program Highway Capacity Software (HCS) to determine the existing operating conditions of the access system. These analyses were performed for the school's peak arrival and dismissal periods. **Table 4** shows the existing and future level of service results for each intersection. Copies of the capacity analysis summaries are included in the **Appendix**.

Dwyer Avenue at Grove Street

The four-way stop controlled intersection generally works well today and in the future except during the current afternoon dismissal period when t parent pick-up traffic backs up into the intersection. To eliminate this issue, the east lot and access has been redesigned to double the amount of available stacking space (445 to 900 feet) before cars impact the intersection. Also, removing the current restriction in the west lot to only Kindergarten loading will give parents a second loading area to use and reduce the demand in the east lot. No other improvements are proposed for this intersection.

Dwyer Avenue at the East Lot Access

The current east lot access is split into separate inbound and outbound driveways. In the afternoon parent traffic stacks onto the street and into the Dwyer/Grove intersection. The inbound driveway will be redesigned and used as an emergency vehicle access with a gate and the outbound drive be widened to a two-way driveway to the expand East Lot. The plan will double the amount of available stacking space (445 to 900 feet) before cars impact the intersection. The current left-turn restrictions at the entrance will remain. Existing driveway signage will be moved.

Dwyer Avenue at the South Lot Access

This access point serves the staff parking lot on the south side of the school with one inbound and one outbound lane under stop sign control. The existing and projected usage of this driveway is low and will not require any additional improvements.

Table 4
Intersection Level of Service and Delay

Intersection	Movement	AM Arrival		PM Dismissal	
		Existing	Future	Existing	Future
Dwyer Avenue at Grove Street (All-Way Stop)	NB Approach	A-8.0	A-8.0	A-8.1	A-8.0
	SB Approach	A-8.3	A-8.4	A-8.7	A-8.5
	EB Approach	A-8.0	A-8.0	A-8.4	A-8.3
	WB Approach	A-8.5	A-8.7	A-9.0	A-8.8
Dwyer Avenue at East Lot Entrance	NB Left	A-7.9	Closed	A-8.0	Closed
Dwyer Avenue at East Lot Exit	EB Approach	B-10.3	B11.1	A-10.6	B10.7
Dwyer Avenue at South Lot	NB Left	A-7.7	A-7.7	A-7.8	A-7.8
	EB Approach	A-10.7	A-10.9	A-10.3	A-10.7
Grove Street at Harvard Avenue And West Lot	NB Approach	A-13.2	C-16.8	B-12.3	B-13.1
	SB Approach	B-12.2	B-12.9	B-10.5	B-10.7
	EB Left	A-7.5	A-7.5	A-7.4	A-7.4
	WB Left	A-7.7	A-7.7	A-7.6	A-7.6
Grove Street at Princeton Avenue	NB Approach	A-9.6	A-9.8	B-10.4	B-10.5
	SB Approach	A-10.2	B-10.7	B-10.3	B-10.5
	EB Left	A-7.4	A-7.5	A-7.4	A-7.5
	WB Left	A-7.4	A-7.4	A-7.5	A-7.6

Grove Street at Harvard Avenue

The exit from the west parking lot currently has a no right-turn restriction to minimize school traffic going thru the congested intersection of Grove Street and Dwyer Avenue. This restriction is ignored by 13-15 vehicles that turned right during the 2022 traffic counts. With the proposed changes to the east lot stacking, the congestion at the four-way stop should be eliminated. As a result, it is proposed that the northbound right-turn restriction be removed.

Grove Street at Princeton Avenue

The two-way stop intersection with stop signs on Princeton Avenue operates well and will to continue to operate well in the future. No additional improvements are recommended.

Stacking

Figures 8 and 9 illustrate the existing and future on-site stacking available to use at Westgate School. The west lot has room for 17 vehicles which exceeded the demand from the previous half-day Kindergarten and the additional traffic from the rest of the school.

In the east lot, the on-site queuing increase from 11 vehicles to 18 and the total available queue increased from 18 vehicles to 36 vehicles. When the traffic backed-up thru the intersection, there were approximately 28 total vehicles observed in the queue. The proposed design will accommodate the existing demand with room to spare.

Parking

The existing on-site parking supply provides a total of 108 parking spaces including five accessible spaces. Parking counts were conducted in August, 2022 after the morning arrival period which found the west lot nearly full and the other two lots with unused spaces. There was a total of 78 vehicles parked in 111 spaces **Table 5** summarizes the parking inventory and survey by lot.

Table 5
Westgate School Parking Inventory and Survey

Lot	Parking Inventory			Parking Survey (8/30/2022)	
	Standard	Accessible	Total	Vehicles	Occupancy
West	46	2	48	40	83%
East	17	1	18	10	55%
South	43	2	45	28	62%
Total	**106**	**5**	**111**	**78**	**70%**

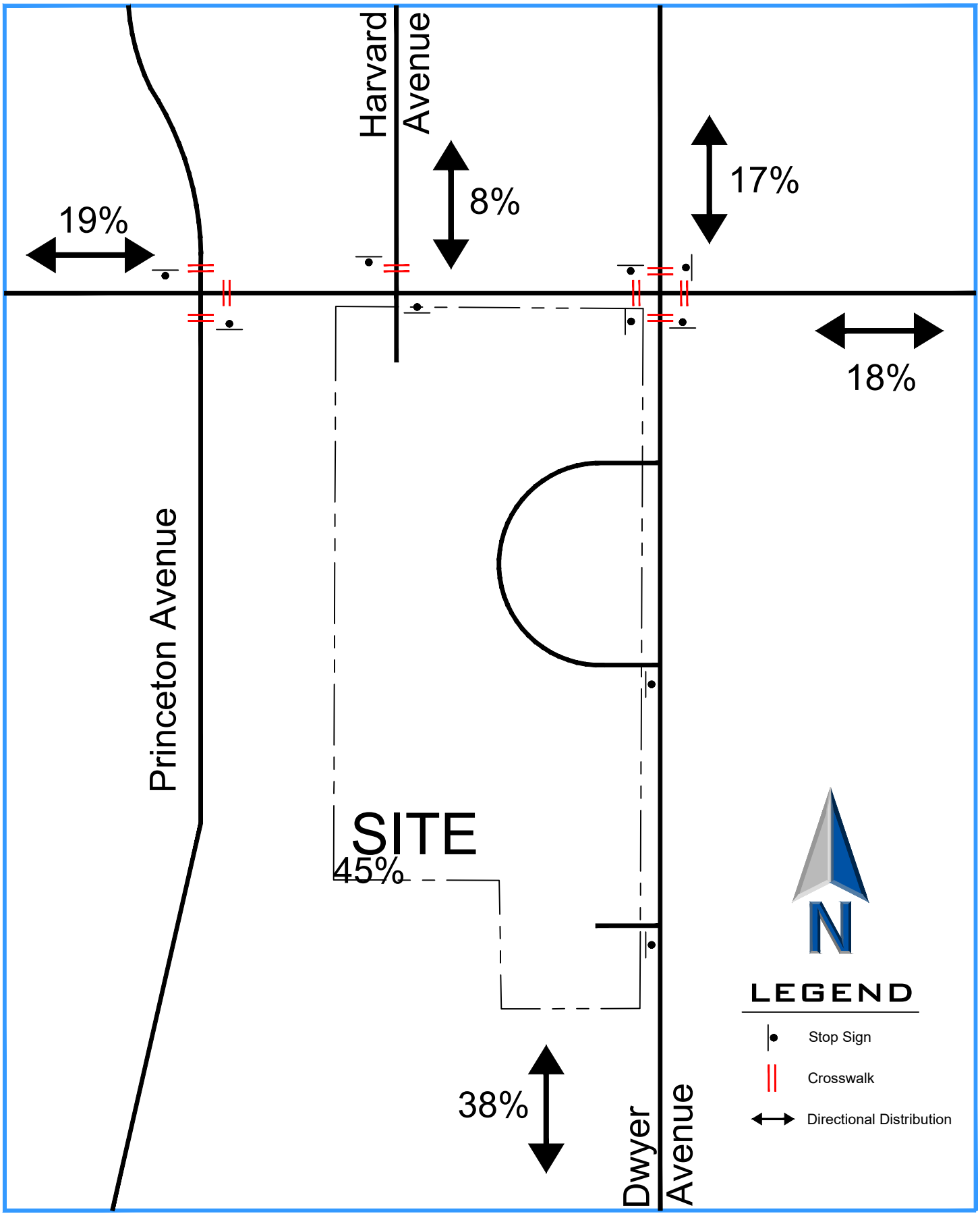
With the proposed improvements to the east lot's loading area, the number of parking spaces will increase from 18 to 24 spaces for a campus total of 120 spaces.

The Village of Arlington Heights Zoning Ordinance requires elementary schools to provide one parking space per each employee (102 staff) and one per every five classrooms (44 rooms) for a total of 111 spaces. With 120 spaces, the zoning code requirement is met.

National parking data is available from the Institute of Transportation Engineers (ITE) in their publication *Parking Generation*, 5th Edition for elementary schools (Land Use Code 520). The peak demand in the ITE data was 0.13 spaces per student (661 students) or 86 spaces.

With 102 staff members (+2), the total school demand would be 80 spaces based on the school parking surveys.

Based on the ITE and school parking data, the proposed 120 parking spaces will adequately serve the school's needs. Five accessible stalls are required and five spaces provided. Parking for special events at the school can be accommodated by a combination of the off-street parking and on-street parking by the school.



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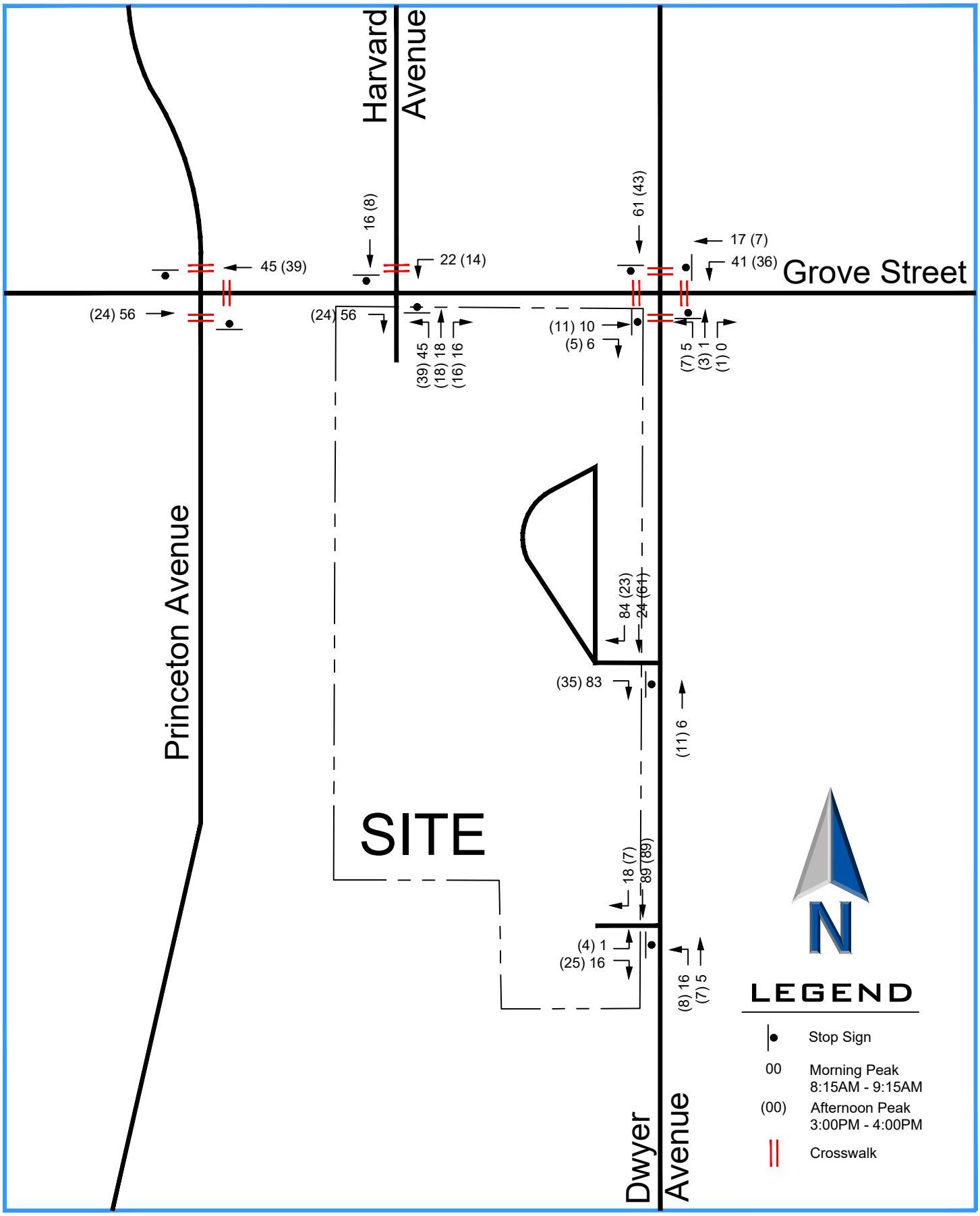
Directional Distribution

Figure 5



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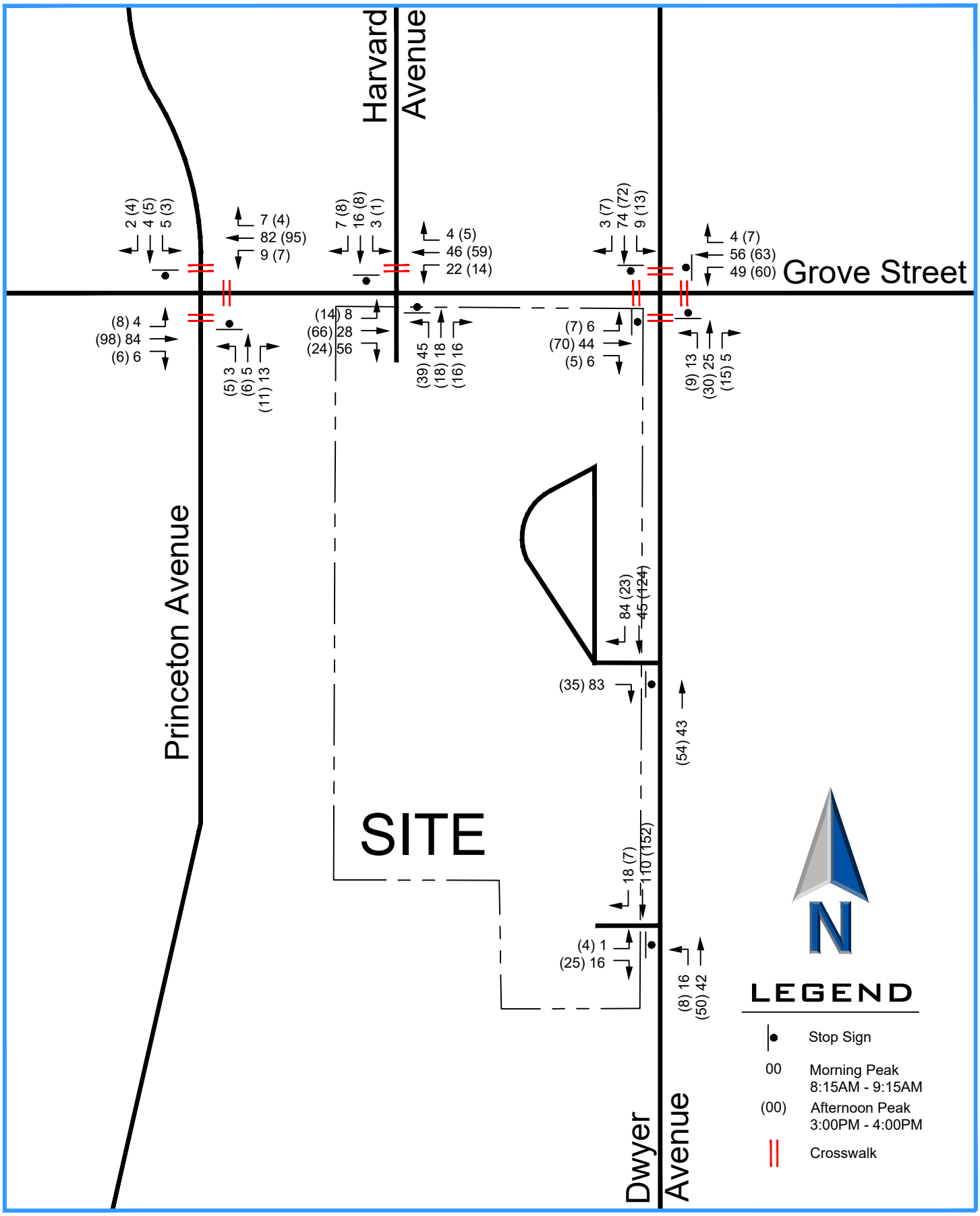
Projected School Traffic Volumes

Figure 6



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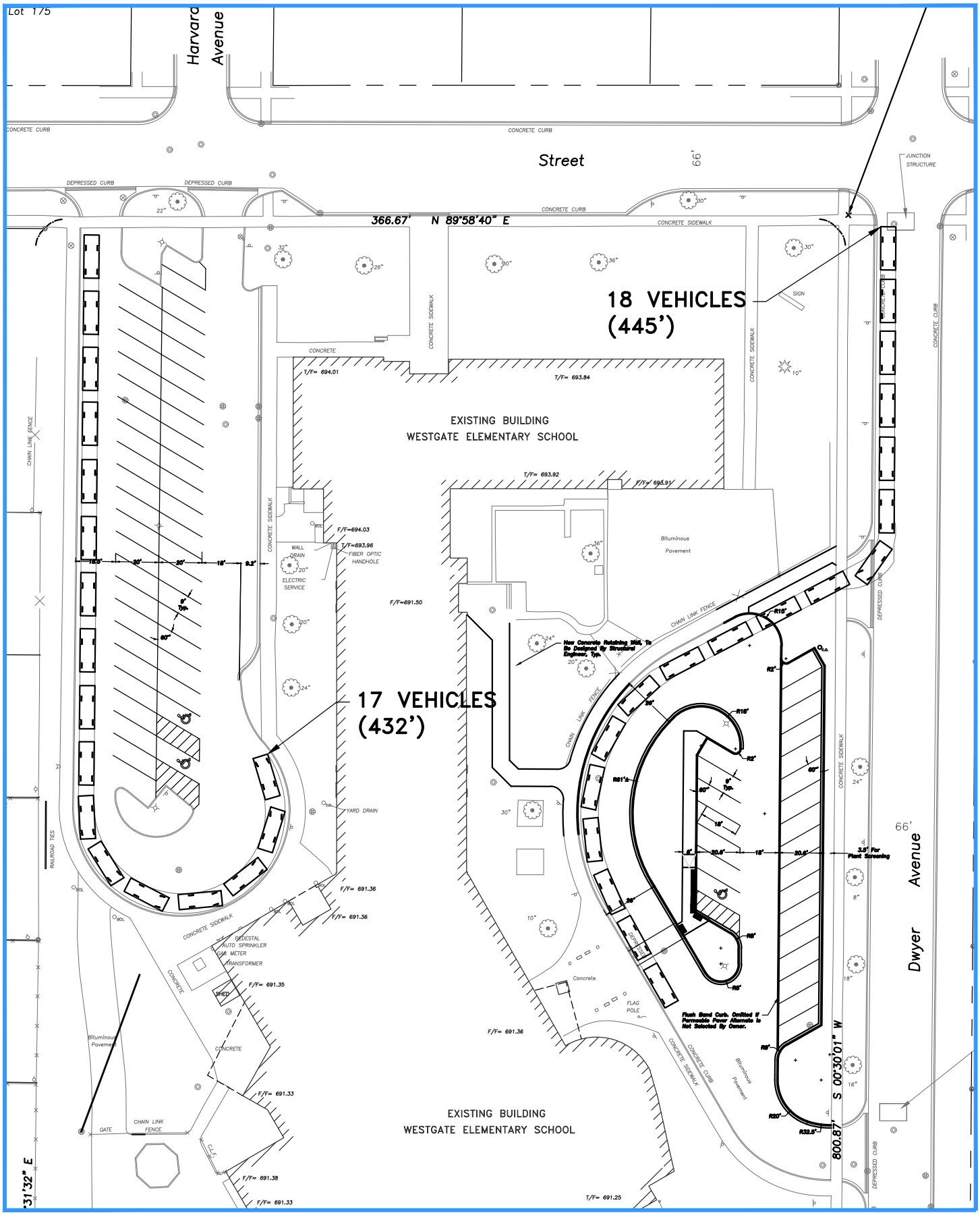
Future Traffic Volumes

Figure 7



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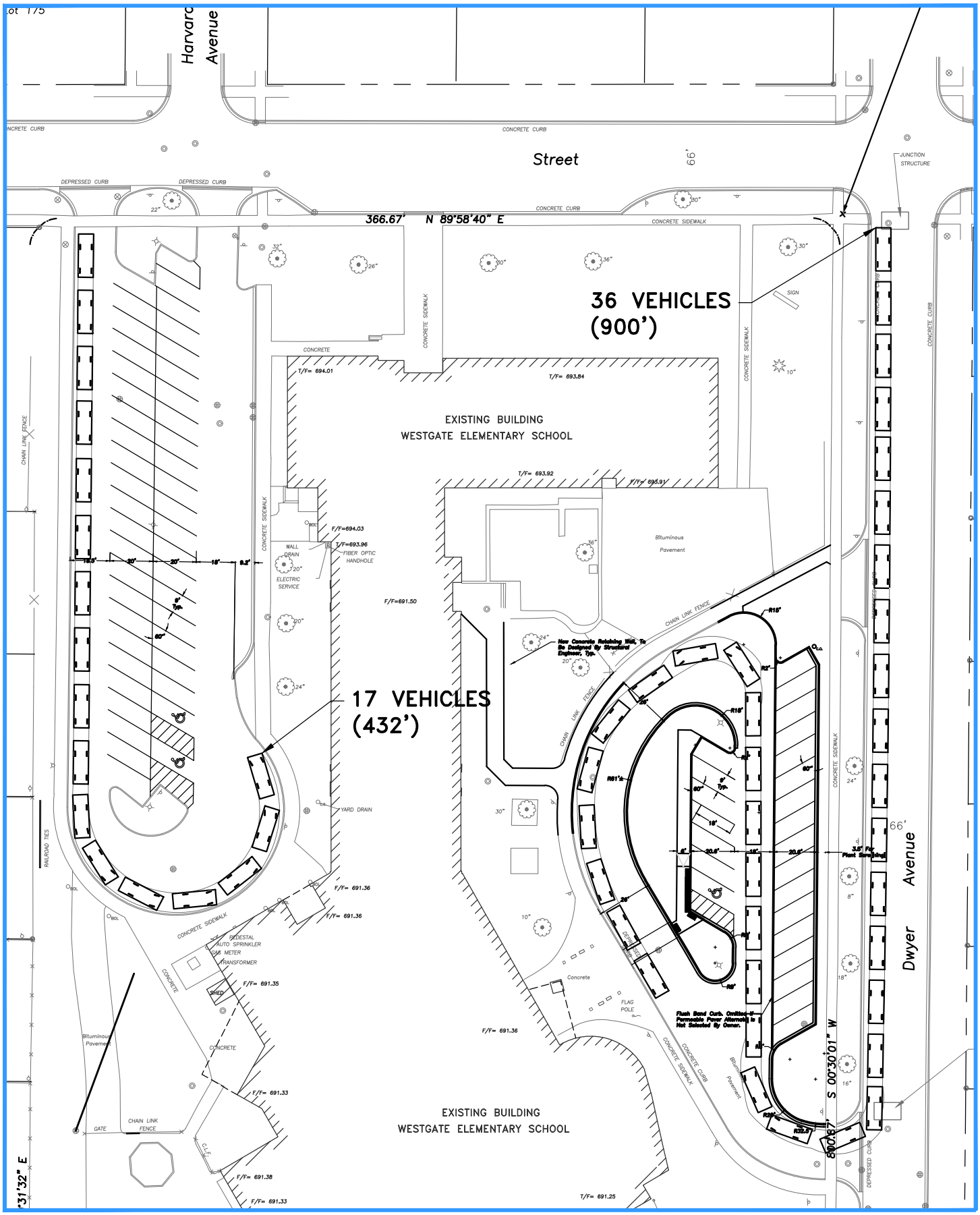
Existing Parent On-Site Stacking

Figure 8



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Proposed Parent On-Site Stacking

Figure 9

SUMMARY

This report summarizes the results of traffic and parking study for the expansion of Greenbrier School in Arlington Heights, Illinois. The following recommendations were developed:

1. The proposed expansion of Westgate School from 600 to 661 students will add 58 to 61 trips during the peak school hours and will not adversely impact the level-of-service of study area intersections.
2. It is recommended that the east parking lot exit be redesigned with one inbound and outbound entrance to increase the available queuing for parent traffic.
3. The northbound right-turn prohibition from the northbound west parking lot exit can be removed.
4. Parking counts at the school show that the 120 parking spaces will serve the needs of the expanded school. A parking variation is not required by code.

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Appendix

- Existing 2022 Traffic Counts
- Arlington Heights Signage
- Arlington Heights Bike Map
- School Info
    - Bussing Schedule
    - Taxi Data
    - Crossing Guard Locations
    - School Boundary Map
    - Traffic Plan
- ITE Traffic and Parking Calculations
- Intersection Capacity Analyses
    - 2022 Existing Conditions
    - 2028 Total Traffic Volumes

Grove Street and Dwyer Avenue

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Wheaton, IL															
	Dwyer Avenue Southbound			**Grove Street Westbound**			**Dwyer Avenue Northbound**			**Grove Street Eastbound**			**15 Minute Totals**	**60 Minute Totals**	**Peak Hour Factor**
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn			
	Monday August 29, 2022														
8:00 AM	8	12	2	1	35	5	2	4	6	9	14	1	99	335	0.76
8:15 AM	1	8	2	1	13	4	2	11	4	2	12	5	65	**300**	**0.68**
8:30 AM	0	12	2	0	14	8	2	5	2	5	10	1	61	261	0.59
8:45 AM	0	33	2	1	12	37	2	5	0	14	4	0	110		
9:00 AM	2	11	3	2	9	5	2	10	2	6	12	0	64		
9:15 AM	1	3	0	0	7	0	1	7	0	3	4	0	26		
Total	12	79	11	5	90	59	11	42	14	39	56	7			
8:15-9:15 AM	**3**	**64**	**9**	**4**	**48**	**54**	**8**	**31**	**8**	**27**	**38**	**6**	**300**		
	Monday August 29, 2022														
2:30 PM	2	5	2	1	5	1	2	8	3	1	13	2	45	300	0.71
2:45 PM	0	4	3	4	16	5	3	8	1	2	18	0	64	323	0.76
3:00 PM	1	14	4	2	19	15	1	7	1	2	16	3	85	**322**	**0.76**
3:15 PM	1	23	1	2	18	18	8	8	1	10	16	0	106		
3:30 PM	4	15	4	2	15	8	1	4	0	5	10	0	68		
3:45 PM	1	13	4	1	9	1	4	8	0	2	16	4	63		
Total	9	74	18	12	82	48	19	43	6	22	89	9			
3:00-4:00 PM	**7**	**65**	**13**	**7**	**61**	**42**	**14**	**27**	**2**	**19**	**58**	**7**	**322**		

Grove Street and Princeton Avenue

Wheaton, IL															
	Princeton Avenue Southbound			Grove Street Westbound			Princeton Avenue Northbound			Grove Street Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Tuesday August 30, 2022														
8:00 AM	0	0	0	1	24	2	3	0	2	2	18	0	52	183	0.82
8:15 AM	1	1	0	0	9	1	1	2	0	2	14	0	31	**171**	**0.76**
8:30 AM	0	2	1	0	12	2	4	0	0	1	21	1	44	158	0.71
8:45 AM	0	0	3	3	13	6	5	2	1	2	18	3	56		
9:00 AM	1	1	1	4	19	0	3	1	2	1	7	0	40		
9:15 AM	0	0	0	0	13	2	0	0	0	0	3	0	18		
Total	2	4	5	8	90	13	16	5	5	8	81	4			
8:15-9:15 AM	**2**	**4**	**5**	**7**	**53**	**9**	**13**	**5**	**3**	**6**	**60**	**4**	**171**		
	Tuesday August 30, 2022														
2:30 PM	0	0	0	1	7	1	2	0	1	1	12	1	26	167	0.70
2:45 PM	0	1	0	3	19	1	2	0	1	0	14	0	41	201	0.84
3:00 PM	1	0	0	1	13	1	3	1	2	0	18	0	40	**200**	**0.83**
3:15 PM	0	2	2	0	21	2	3	1	1	2	24	2	60		
3:30 PM	3	3	1	2	16	1	1	3	1	1	24	4	60		
3:45 PM	0	0	0	1	14	3	4	1	1	3	11	2	40		
Total	4	6	3	8	90	9	15	6	7	7	103	9			
3:00-4:00 PM	**4**	**5**	**3**	**4**	**64**	**7**	**11**	**6**	**5**	**6**	**77**	**8**	**200**		

Dwyer Avenue and South Lot

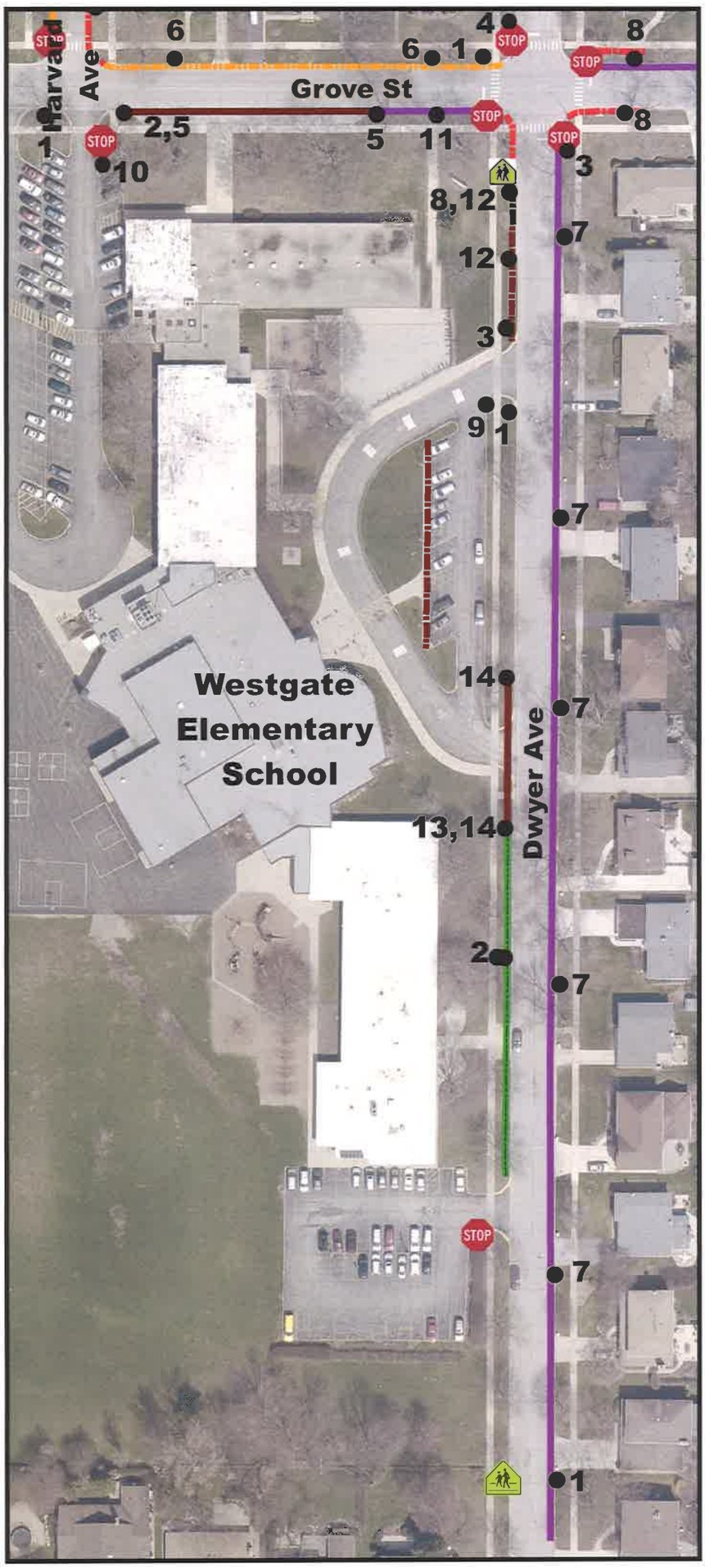
Begin Time	Dwyer Avenue Southbound		Dwyer Avenue Northbound		South Lot Eastbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Right Turn	Through	Through	Left Turn	Right Turn	Left Turn			
	Wednesday August 31, 2022								
8:00 AM	0	19	12	2	0	0	33	200	0.51
8:15 AM	4	18	12	3	0	0	37	**223**	**0.56**
8:30 AM	3	18	5	5	0	0	31	198	0.50
8:45 AM	7	68	10	5	9	0	99		
9:00 AM	1	42	8	0	4	1	56		
9:15 AM	0	5	7	0	0	0	12		
Total	15	170	54	15	13	1			
8:15-9:15 AM	**15**	**146**	**35**	**13**	**13**	**1**	**223**		
	Wednesday August 31, 2022								
2:30 PM	0	11	15	0	0	0	26	105	0.67
2:45 PM	0	6	8	1	0	0	15	161	0.49
3:00 PM	1	9	15	0	0	0	25	**185**	**0.56**
3:15 PM	4	16	12	6	1	0	39		
3:30 PM	1	59	6	1	15	0	82		
3:45 PM	0	20	10	0	6	3	39		
Total	6	121	66	8	22	3			
3:00-4:00 PM	**6**	**104**	**43**	**7**	**22**	**3**	**185**		

Dwyer Avenue and School Dropff/Pickup Circle

Begin Time	Dwyer Avenue Southbound		Dwyer Avenue Northbound		Circle Eastbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Right Turn	Through	Through	Left Turn	Right Turn	Left Turn			
	Wednesday August 31, 2022								
8:00 AM	1	0	0	0	0	0	1	135	0.29
8:15 AM	3	0	0	2	0	1	6	**187**	**0.40**
8:30 AM	6	0	0	0	6	0	12	184	0.40
8:45 AM	60	0	0	2	52	2	116		
9:00 AM	23	0	0	0	24	6	53		
9:15 AM	1	0	0	0	1	1	3		
Total	94	0	0	4	83	10			
8:15-9:15 AM	**92**	**0**	**0**	**4**	**82**	**9**	**187**		
	Wednesday August 31, 2022								
2:30 PM	1	0	0	0	0	2	3	25	0.37
2:45 PM	1	0	0	0	0	0	1	62	0.39
3:00 PM	2	0	0	1	1	0	4	**66**	**0.41**
3:15 PM	10	0	0	4	1	2	17		
3:30 PM	13	0	0	0	26	1	40		
3:45 PM	0	0	0	1	2	2	5		
Total	27	0	0	6	30	7			
3:00-4:00 PM	**25**	**0**	**0**	**6**	**30**	**5**	**66**		

Grove Street and Harvard Avenue/West Lot

Wheaton, IL																
	Harvard Avenue Southbound			Grove Street Westbound			West Lot Northbound			Grove Street Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Monday August 29, 2022														
8:00 AM	2	0	0	0	0	8	1	0	1	4	0	0	16	118	0.43
8:15 AM	3	0	1	0	0	3	4	0	0	3	0	0	14	**118**	**0.43**
8:30 AM	2	1	1	1	0	4	2	0	0	5	0	4	20	109	0.40
8:45 AM	1	10	0	2	0	6	5	11	15	15	0	3	68		
9:00 AM	1	2	1	1	0	1	2	4	1	2	0	1	16		
9:15 AM	1	0	1	1	0	2	0	0	0	0	0	0	5		
Total	10	13	4	5	0	24	14	15	17	29	0	8			
8:15-9:15 AM	**7**	**13**	**3**	**4**	**0**	**14**	**13**	**15**	**16**	**25**	**0**	**8**	**118**		
	Monday August 29, 2022														
2:30 PM	2	1	0	1	0	0	0	0	0	1	0	0	5	44	0.55
2:45 PM	1	1	2	1	0	3	0	0	0	0	0	1	9	85	0.46
3:00 PM	0	2	0	0	0	1	0	0	2	4	0	1	10	**110**	**0.60**
3:15 PM	1	4	0	1	0	1	1	1	2	5	0	4	20		
3:30 PM	5	1	0	4	0	3	4	11	12	2	0	4	46		
3:45 PM	2	0	1	0	0	1	8	3	11	3	0	5	34		
Total	11	9	3	7	0	9	13	15	27	15	0	15			
3:00-4:00 PM	**8**	**7**	**1**	**5**	**0**	**6**	**13**	**15**	**27**	**14**	**0**	**14**	**110**		



Legend

SIGNS

STOP

1 SCHOOL SPEED LIMIT 20 ON SCHOOL DAYS WHEN CHILDREN ARE PRESENT

2 IDLE FREE ZONE Breathe Easy

3 8:30-9:30AM & 3-4PM SCHOOL DAYS

4 8:30-9:30AM & 3-4PM SCHOOL DAYS

5 NO PARKING BETWEEN SIGNS BUS STOP

6 NO PARKING DURING SCHOOL HOURS

7 NO PARKING STOPPING STANDING 8AM - 9AM 3PM - 4PM SCHOOL DAYS

8 NO PARKING HERE TO CORNER

9 PROHIBITED PICKING UP AND DROPPING OFF STUDENTS BEFORE DURING OR AFTER SCHOOL IN THIS LOT

10 NO RIGHT TURN 8:30-9:30AM 3:00-4:00PM

11 NO PARKING STOPPING STANDING 8 A.M. - 4 P.M. SCHOOL DAYS

12 STUDENT DROP OFF AND PICK UP PROHIBITED 8:30am - 4:00 pm

13 NO STOPPING STANDING PARKING

14 STUDENT DROP OFF AND PICK UP BETWEEN SIGNS PROHIBITED

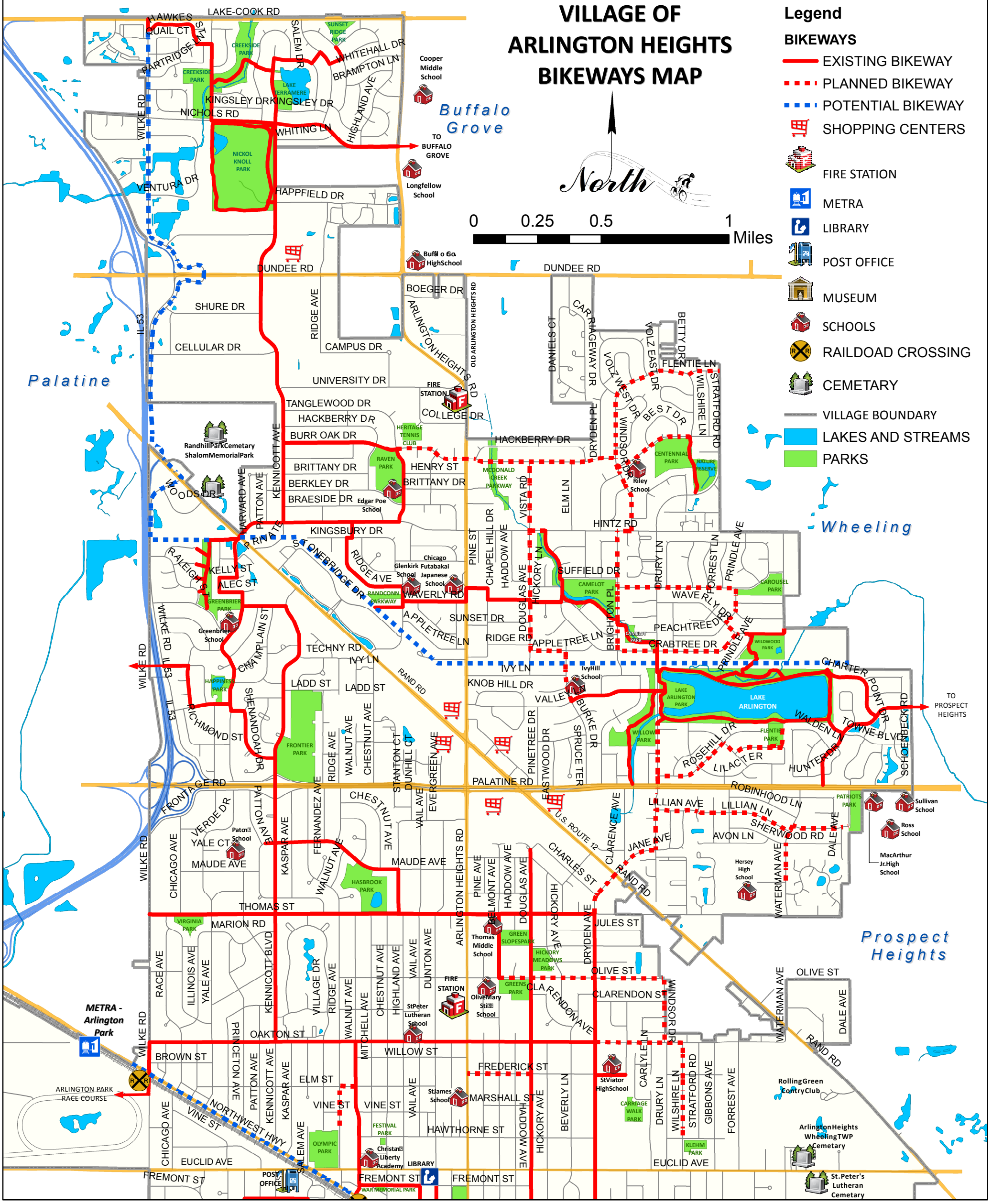
WESTGATE ELEMENTARY SCHOOL				
SCHOOL SITE MAP				
VILLAGE OF ARLINGTON HEIGHTS PUBLIC WORKS DEPARTMENT				
DRAWN: TLS	V.MNGR:		ORD. NO. 1994-063	
CHECKED: TJP	V. ENG:		DIR FAC 25:	
DATE: 10/2016	POLICE:			
REVISION/DATE:	03/2017	06/2019		

0 50 100 200 300 Feet

N W E S

MAP PREPARED BY:
VILLAGE OF ARLINGTON HEIGHTS
PUBLIC WORKS DEPARTMENT
TIFFANY SCHMOKER
33 S. ARLINGTON HTS. RD.
ARLINGTON HEIGHTS, IL 60005
(847) 368-5250
http://www.vah.com

VILLAGE OF ARLINGTON HEIGHTS BIKEWAYS MAP



BICYCLE SAFETY RULES

1. Always ride your bike in single file, in the same direction as traffic. Stay close to the right edge of the road.
2. Helmets are highly recommended for all bicyclists.
3. Bicycle riders are expected to know and obey all traffic regulations (signs, signals, pavement markings, etc.).
4. Riding on sidewalks is legal except in the Central Business District.
5. Indicate your intention to slow down, stop, turn or change lanes by using arm signals. This will prevent being cutoff.
6. Be extra careful at intersections and railroad crossings and when emerging from driveways, alleys or from behind parked cars. Establish eye contact with motorists who may not be looking for a cyclist.
7. Look out for motorists pulling into traffic. Keep a close watch for car doors opening suddenly in your path causing you to veer into traffic.
8. Maintain your bicycle in sake working order. Check brakes, tires and wheels.
9. Wear bright colored and reflective clothing when riding after dark. Make sure your bike has proper lights and reflectors before riding at night.
10. Stop before reaching a school bus which has s topped to load or unload passengers.
11. Be ready to yield the right-of-way to other moving vehicles.
12. Keep at least one hand on the handlebars at all times for control of the bicycle. Carry books, packages, or other items in a back pack or carrier.
13. Watch for poor road surfaces including drainage grates (tires may fall through grooves), pot holes, loose gravel, and unsafe shoulders.
14. Make sure that the bike you ride is the right size for you.
15. Right turns on red are permissible, after coming to complete stop, except where a sign is posted prohibiting such a turn. You must yield the right-of-way to other traffic lawfully using the intersection and to pedestrians.
16. Only one person should ride on a bicycle except on a tandem bicycle or with an attached child's seat if available.
17. Never hitch a ride with any motorized vehicle.
18. Do not wear headphones when riding a bicycle.

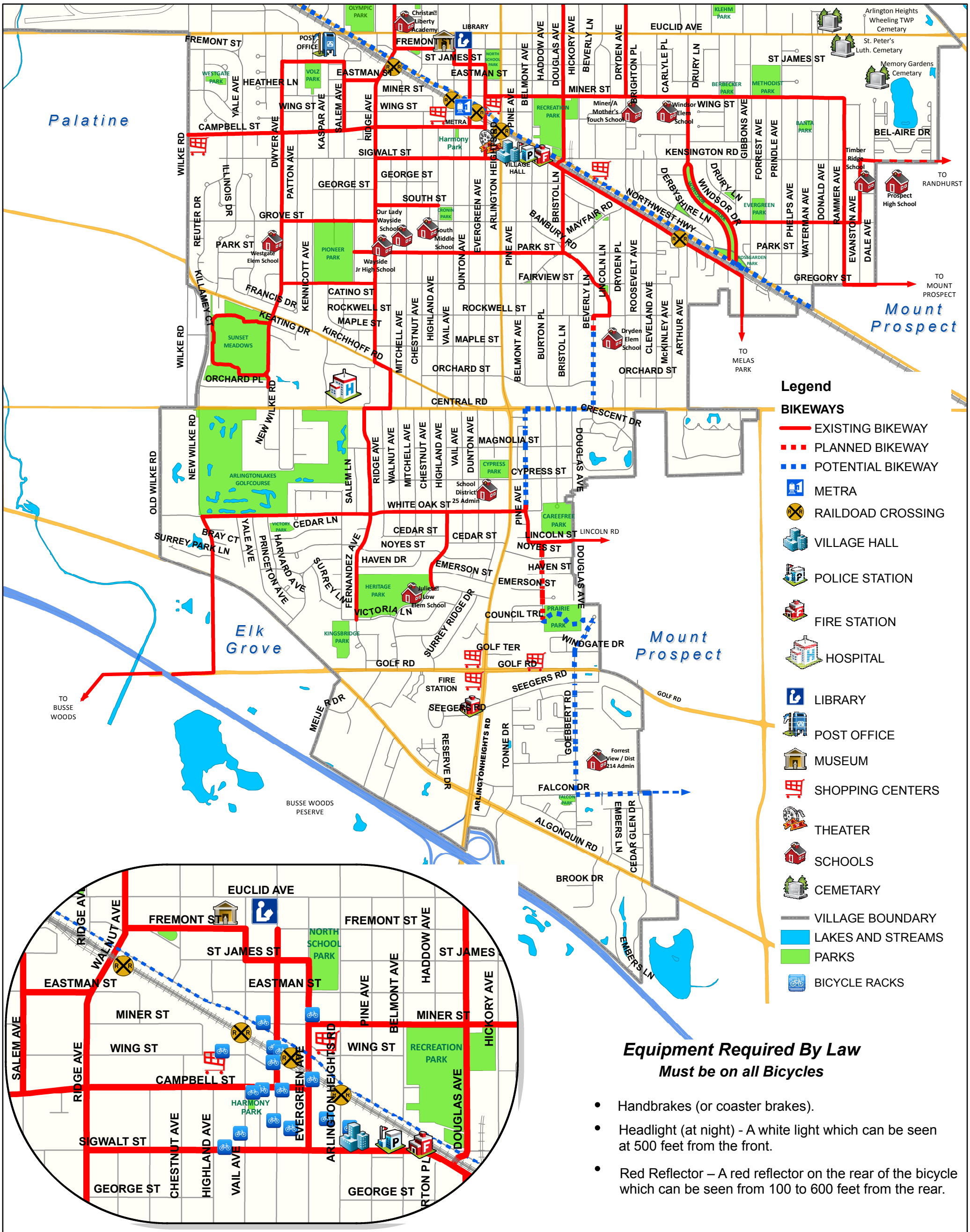
Source:

Portions of this list were excerpts from **Illinois Bicycle Rules of The Road.** Copies are available from the Arlington Heights Police Department, Village Hall, or Illinois Secretary of State, Woodfield Commons, Schaumburg, IL.

Prepared by the Village of Arlington Heights Engineering Department.

June, 2014

VILLAGE OF ARLINGTON HEIGHTS BIKEWAYS MAP



DOWNTOWN

Equipment Required By Law

Must be on all Bicycles

- Handbrakes (or coaster brakes).
- Headlight (at night) - A white light which can be seen at 500 feet from the front.
- Red Reflector – A red reflector on the rear of the bicycle which can be seen from 100 to 600 feet from the rear.

Village of Arlington Heights

Thomas W. Hayes, Mayor
33 South Arlington Heights Rd
Arlington Heights, IL 60005
(847) 368-5100

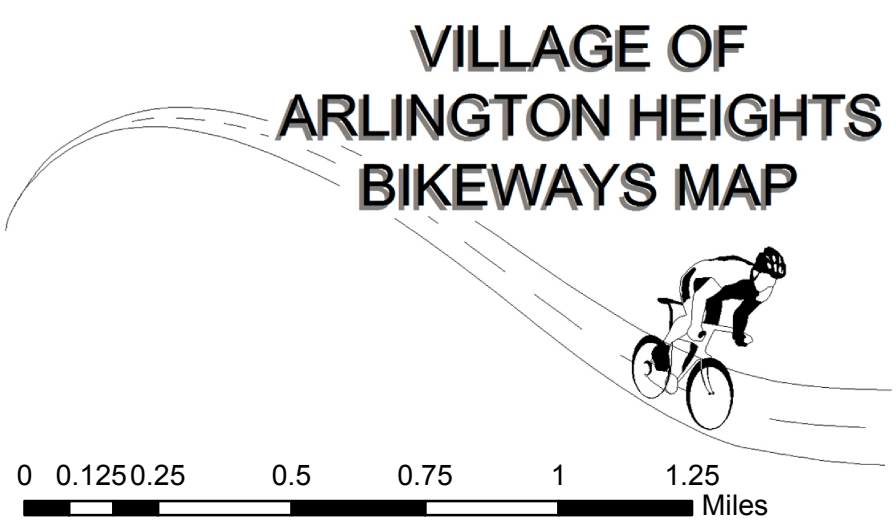
Reporting Bicycle Accidents

Police Department (847) 368-5300
Emergency 911

Bicycle Advisory Commission

Peter Szabo, Chairman
James K. Daley
Paul Danko
Janet Harlow
Alan Medsker
Mitchell D. Polonsky
Michael Walczak

Bike Map Information
(847) 368-5250



AM ROUTE THOMAS - IVY HILL - OLIVE - GREENBRIER SOUTH - WESTGATE - DRYDEN - PIONEER - OLIVE - REC PARK

1ST ROUTE 7:05-7:20AM		DRIVER	SUB	X	BUS	SUB	2ND ROUTE 8:20-8:40AM		DRIVER	BU
		DRIVER							SUB	SU
THOMAS A	7:10				8		IVY HILL A	8:30		
THOMAS B	7:10				11		IVY HILL D (600, 700)	8:40		
THOMAS C	7:10				19		GREENBRIER A	8:35		
THOMAS D	7:10				22		IVY HILL E (800,900)	8:40		
THOMAS E	7:05				1909					
THOMAS F	7:05				5		IVY HILL B	8:35		
THOMAS G	7:15				21		IVY HILL C-(400, 500)			
THOMAS H	7:10				7GPT		OLIVE A	8:20		
THOMAS I	7:10				3		OLIVE-REC	8:40		
THOMAS J	7:10				9		DRYDEN C	8:15		
THOMAS K	7:20				1908					
THOMAS L	7:10				6GPT					

1ST ROUTE 7:05-7:20AM		DRIVER	SUB	X	BUS	SUB	2ND ROUTE 8:15-8:40AM		DRIVER	BU
		DRIVER							SUB	SU
SOUTH A	7:10				16					
SOUTH B	7:15				4		DRYDEN B	8:15		
SOUTH C	7:10				58					
SOUTH D	7:20				24					
SOUTH E	7:20				1					
SOUTH F	7:05				2		WESTGATE A	8:20		
SOUTH G	7:15				20					
SOUTH H	7:15				1915					
SOUTH I	7:15				59		DRYDEN A	8:35		
SOUTH J	7:10				173		DRYDEN D	8:15		
SOUTH K	7:15				12		WESTGATE-PIONEER	8:35		

PM ROUTE THOMAS - IVY HILL - OLIVE **5/31/2022**

1ST ROUTE 2:45 PM		DRIVER	SUB	X	BUS	SUB	2ND ROUTE 3:35 PM		DRIVER	BU
		DRIVER							SUB	SU
THOMAS A	2:40				8		IVY HILL A			
THOMAS B	2:40				11		IVY HILL D (600, 700)			
THOMAS C	2:40				19		GREENBRIER A			
THOMAS D	2:40				22		IVY HILL E (800,900)			
THOMAS E	2:40				1909					
THOMAS F	2:40				5		IVY HILL B			
THOMAS G	2:40				21		IVY HILL C (400,500)			
THOMAS H	2:40				7GPT		OLIVE A			
THOMAS I	2:40				3		OLIVE-REC	3:45		
THOMAS J	2:40				9		DRYDEN C			
THOMAS K	2:40				1908		ACTIVITY EAST THOMAS			
THOMAS L	2:40				6GPT		ACTIVITY WEST			

PM ROUTE SOUTH - WESTGATE - DRYDEN - PIONEER - OLIVE - REC-PARK

PUNCH	1ST ROUTE 2:45 PM		DRIVER	SUB	X	BUS	SUB	2ND ROUTE 3:35 PM		DRIVER	BU
			DRIVER							SUB	SU
	SOUTH A	2:40				16		ACTIVITY SOUTH			
	SOUTH B	2:40				4		DRYDEN B			
	SOUTH C	2:40				58					
	SOUTH D	2:40				24		ACTIVITY NORTH			
	SOUTH E	2:40				1		ACTIVITY NORTHEAST			
	SOUTH F	2:40				2		WESTGATE A			
	SOUTH G	2:40				20					
	SOUTH H	2:40				1915					
	SOUTH I	2:40				59		DRYDEN A			
	SOUTH J	2:40				173		DRYDEN D			
	SOUTH K	2:40				12		WESTGATE-PIONEER	3:50		

MIDDAY ROUTE DRYDEN - IVY HILL - OLIVE - WESTGATE - DATE: **5/31/2022**

PUNCH	K ROUTE 11:45 AM		DRIVER	SUB	X	BUS	SUB	L ROUTE 12:20 - 12:40 PM		DRIVER	BU
			DRIVER							SUB	SU
11:15 AM	DRYDEN	K2-31				21		DRYDEN 31L	12:20		
11:15 AM	DRYDEN	K31				1909					
11:15 AM	IVY HILL	K37				11		IVY HILL 37L	12:30		
11:15 AM	OLIVE	K34				8		OLIVE 34L	12:40		
11:15 AM						22		WESTGATE 32L	12:40		

NOTES.-

Taxi at Schools 21-22	AM	MID-DAY	PM
Dryden Elementary School	-	-	-
Greenbrier Elementary School	6	11	6
Ivy Hill Elementary School	1		1
Olive Mary Stitt Elementary School	-	-	-
Westgate Elementary School	8	3	8
Windsor Elementary School	6	1	6
Thomas Middle School	6	1	5
South Middle School	4	1	4
Total	31	17	30

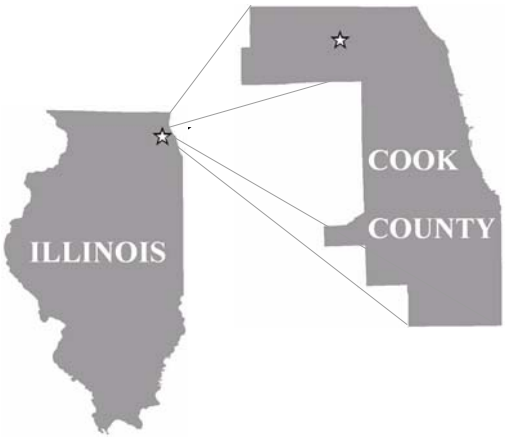
Crossing Guard Locations

Location	AM	PM	K-5	Middle School	Parochial
Arlington & Olive	7:15-9:00	2:25-4:10	Olive		St. Peters
Arlington & Park	7:10-8:25	2:45-3:30		South	OLW
Arlington & Thomas	7:15-7:45	2:45-3:15		Thomas	
Arlington @ St. James	7:45-8:30	3:15-4:00			St. James
Belmont & Thomas	7:15-7:45	2:30-4:00	Olive	Thomas	St. James, St. Peter
	8:15-9:00				
Dryden & Miner	8:05-9:05	3:40-4:10	Windsor		St. James
Dryden & Rockwell	8:35-9:05	3:35-4:05	Dryden		
Dwyer & Grove	8:35-9:05	3:35-4:05	Westgate		
Dwyer & Harvard	8:35-9:05	3:35-4:05	Westgate		
Kennicott & Maude	8:35-9:05	3:35-4:05	Patton		
Maude & Patton	8:35-9:05	3:35-4:05	Patton		
Olive & Belmont	8:35-9:05	3:35-4:05	Olive		
Olive & Douglas	8:35-9:05	3:35-4:05	Olive		
Park & Highland	7:15-7:45	2:45-3:15		South	
Ridge & Park	7:55-8:25	2:55-3:25			OLW
Thomas & Harvard	8:35-9:05	3:35-4:05	Patton		
Windsor & Kensington	8:25-9:10	3:30-4:15	Windsor		
Windsor & Miner	8:20-9:05	3:35-4:05	Windsor		

ELEMENTARY SCHOOL DISTRICTS

Village of Arlington Heights

Cook County - Illinois



Legend

VAH Elementary Schools

ELEMENTARY SCHOOL DISTRICTS

- Dryden School
- Fairview School
- Forest View School
- Greenbrier School
- Ivy Hill School
- Juliette Low School
- Lake Louise School
- Longfellow School
- Olive Mary Stitt School
- Patton School
- Poe School
- Riley School
- Sullivan School
- Westgate School
- Willow Bend School
- Windsor School
- Winston School

ELEMENTARY SCHOOL BOUNDARIES 2008

STREETS

Feature Class Type

- Interstate Highway
- US and State Highway
- Major Streets
- Local City Streets

N

Scale 1:52,300

1 inch equals 0.83 miles

Miles 0 0.35 0.7 1.4

Feet 0 1,750 3,500 7,000

Data Sources:
1. Planimetric Data - Cook County, IL (2001) - VAH GIS Div. (rev. 2004)
2. Annotation - VAH GIS Div. (2004)

Projection: State Plane Coordinate System (Illinois East)
Datum: NAD83 Map Units: feet

MAP PREPARED BY:
VILLAGE OF ARLINGTON HEIGHTS
GEOGRAPHIC INFORMATION SYSTEMS DIVISION
33 S. ARLINGTON HTS. RD.
ARLINGTON HEIGHTS, IL 60005
(847) 368-5726
http://www.vah.com

APRIL 2008

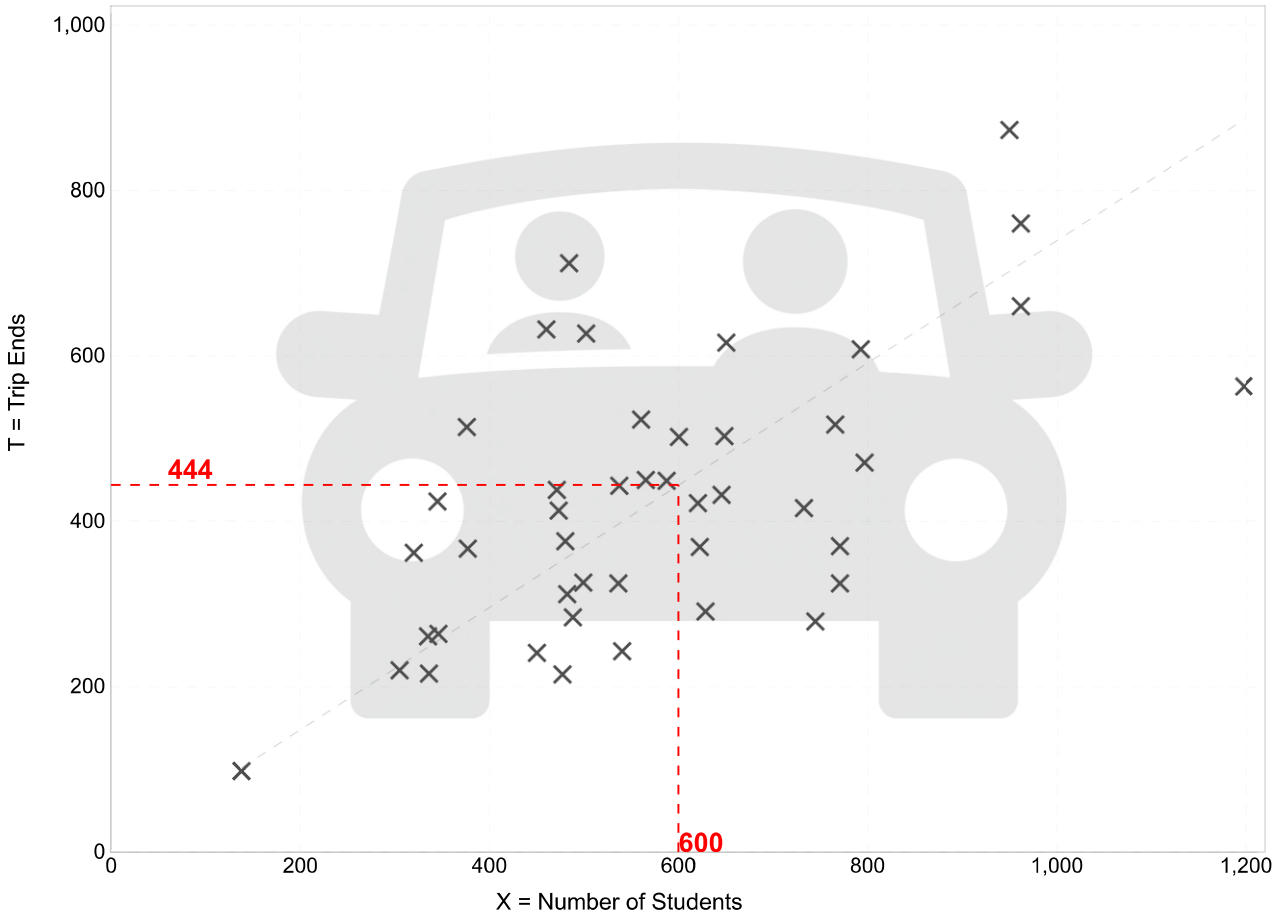
Elementary School
(520)

Vehicle Trip Ends vs:	**Students**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	44
Avg. Num. of Students:	575
Directional Distribution:	54% entering, 46% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.74	0.38 - 1.47	0.25

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

Elementary School
(520)

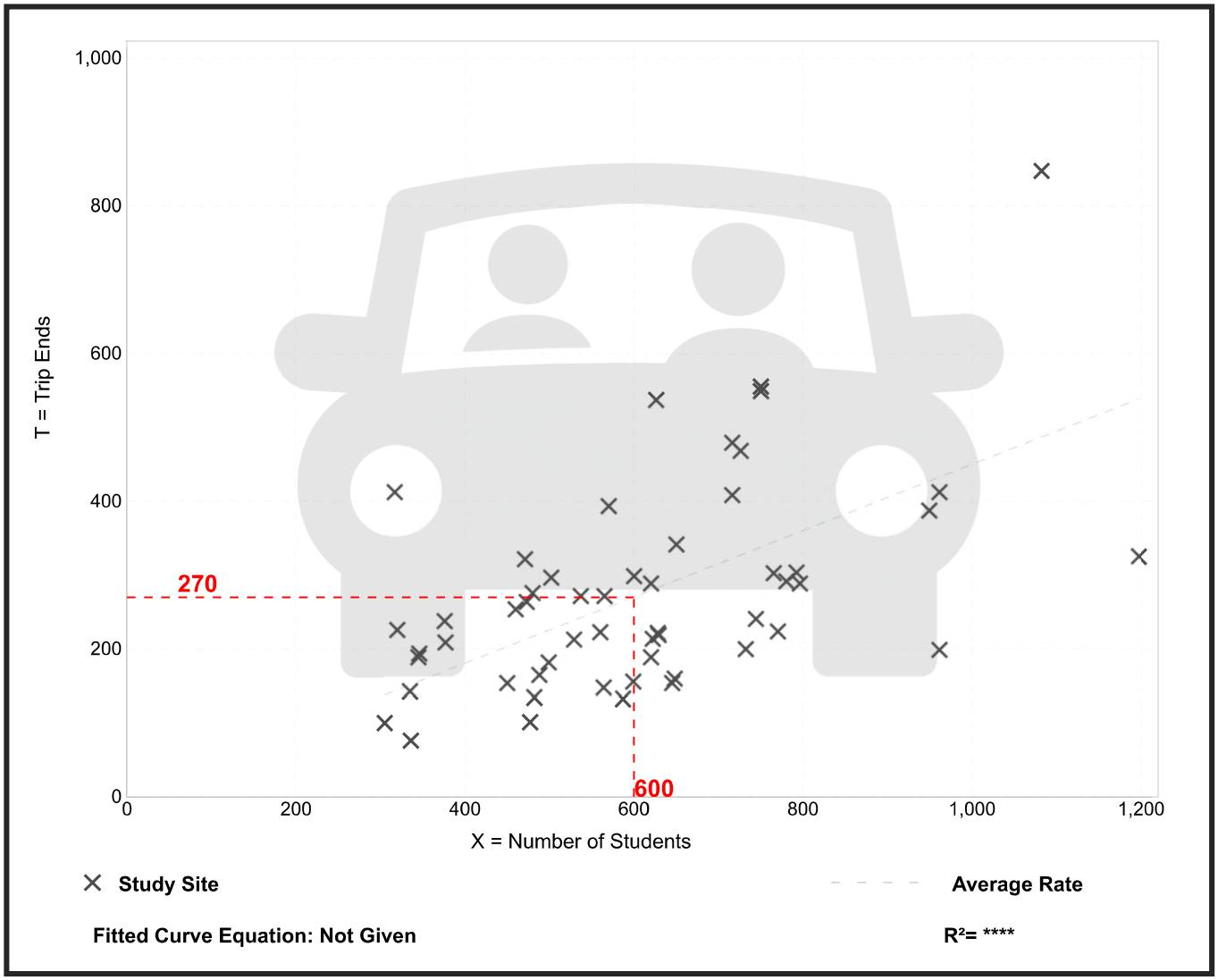
Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 54
Avg. Num. of Students: 608
Directional Distribution: 46% entering, 54% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.45	0.21 - 1.30	0.19

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= **

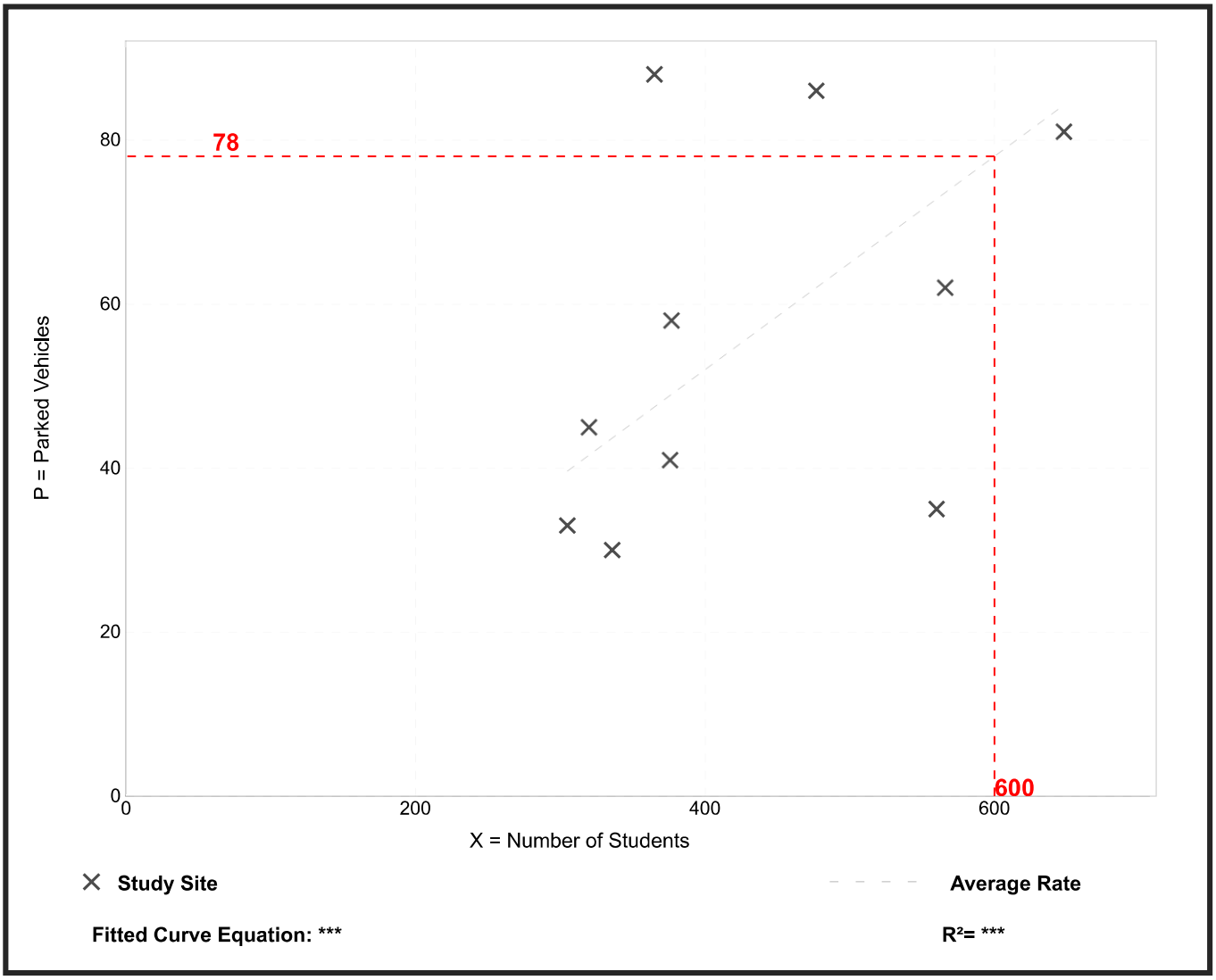
Elementary School
(520)

Peak Period Parking Demand vs: **Students**
On a: **Weekday (Monday - Friday)**
Setting/Location: **General Urban/Suburban**
Peak Period of Parking Demand: **8:00 a.m. - 3:00 p.m.**
Number of Studies: 10
Avg. Num. of Students: 433

Peak Period Parking Demand per Student

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.13	0.06 - 0.24	0.11 / 0.20	***	0.05 (38%)

Data Plot and Equation



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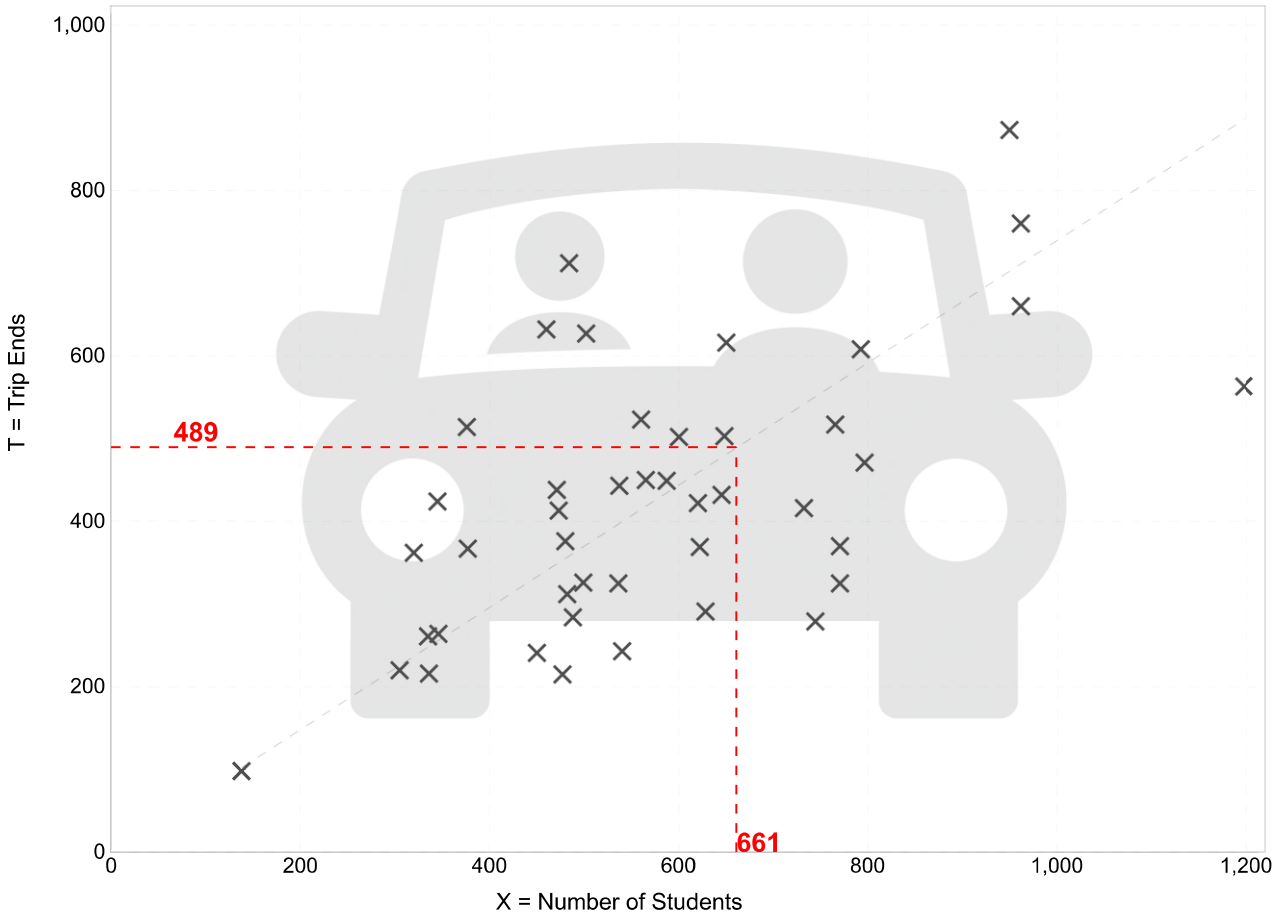

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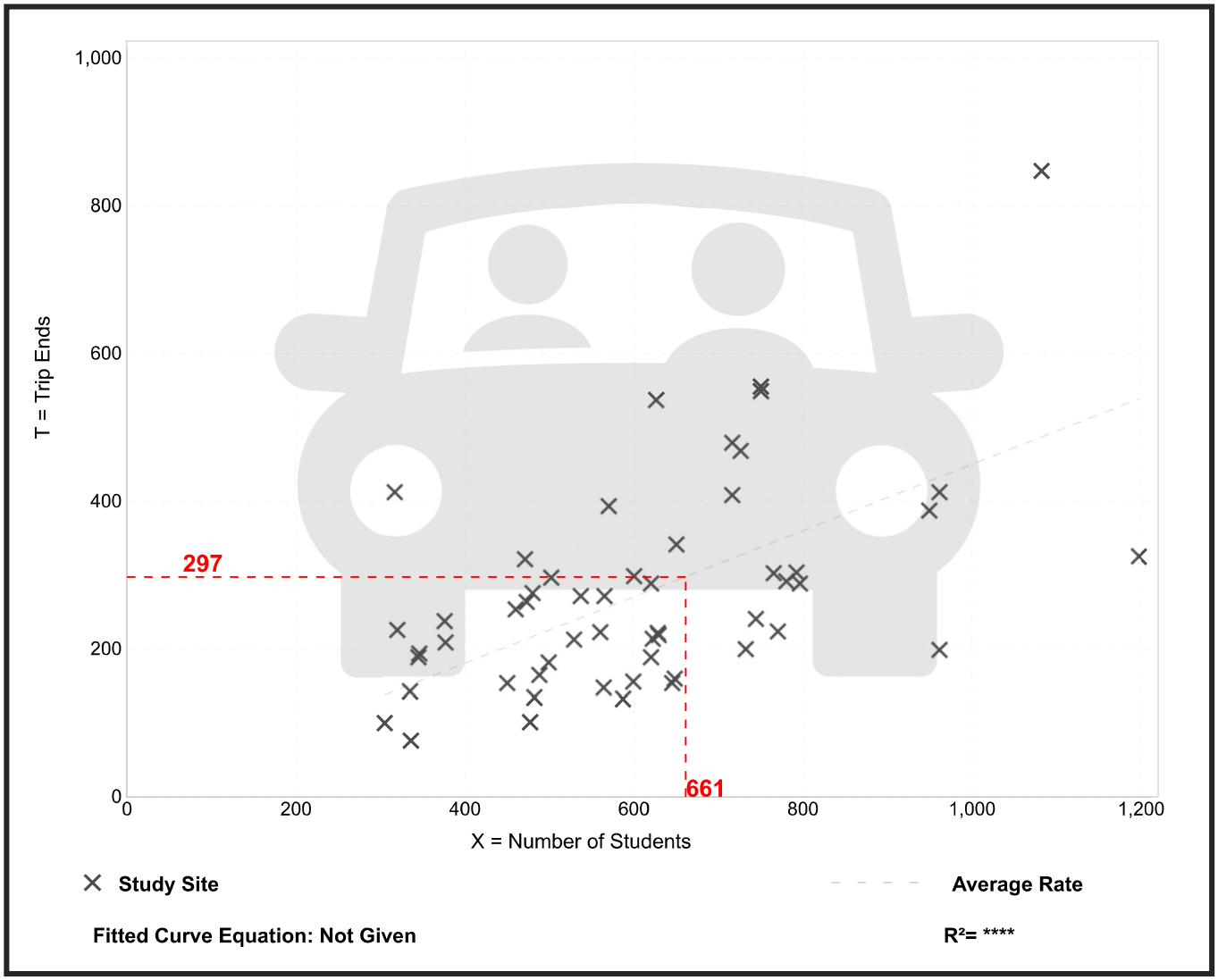

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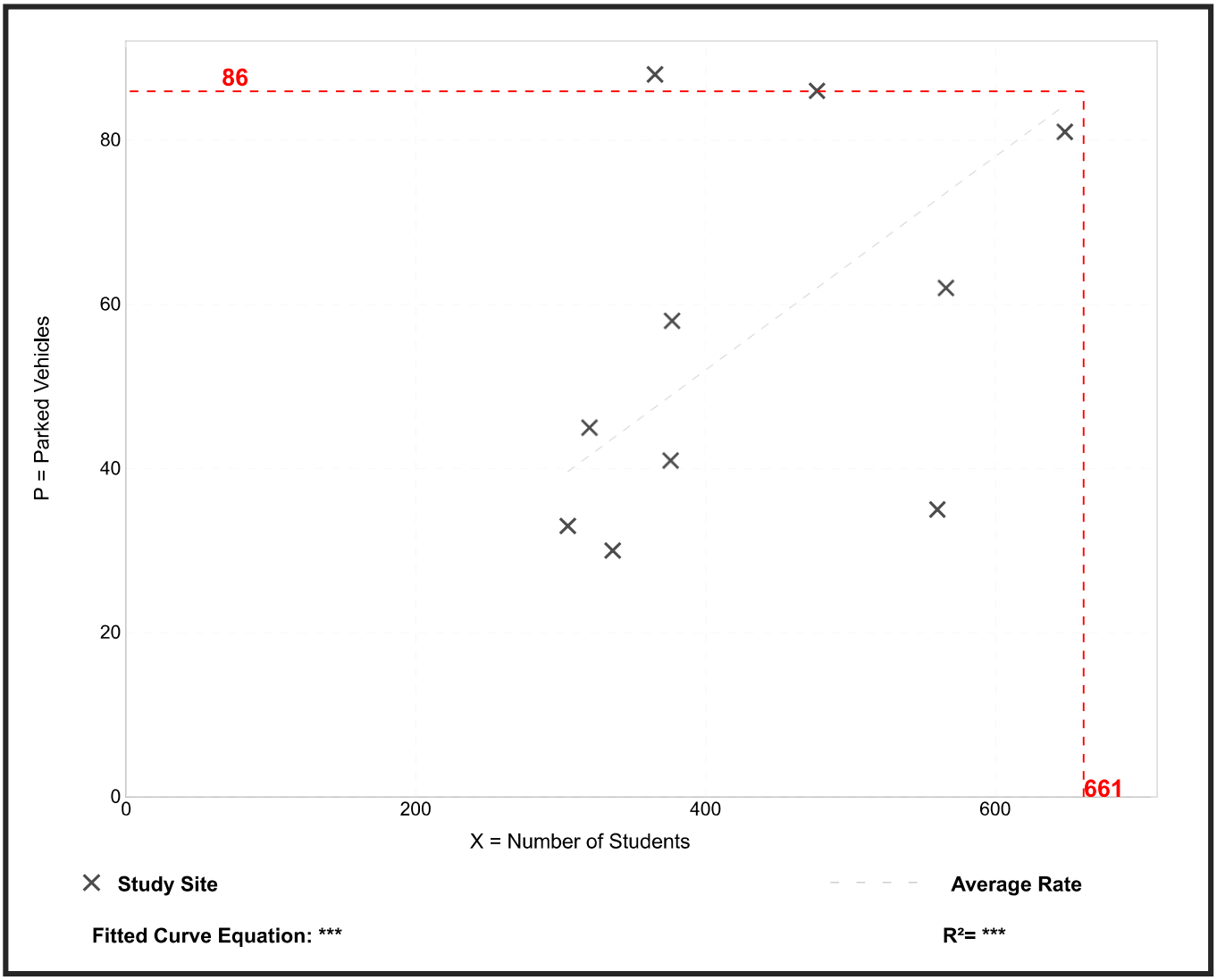


HCS All-Way Stop Control Report

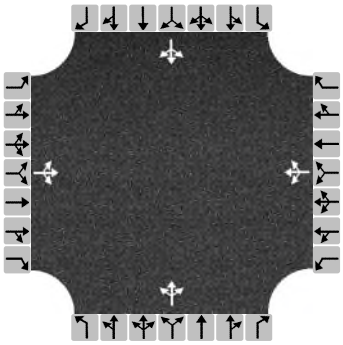
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/6/2022
Analysis Year	2022
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak
Project Description	Westgate School

Site Information

Intersection	Grove and Dwyer
Jurisdiction	Arlington Heights
East/West Street	Grove Street
North/South Street	Dwyer Avenue
Peak Hour Factor	0.68

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	6	43	27	42	53	4	8	31	8	9	64	3
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	112			146			69			112		
Percent Heavy Vehicles	0			0			0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.099			0.129			0.061			0.099		
Final Departure Headway, hd (s)	4.31			4.52			4.57			4.58		
Final Degree of Utilization, x	0.134			0.183			0.088			0.142		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.31			2.52			2.57			2.58		

Capacity, Delay and Level of Service

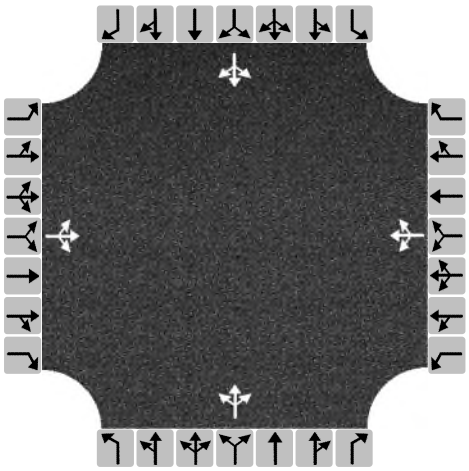
Flow Rate, v (veh/h)	112			146			69			112		
Capacity	836			796			788			786		
95% Queue Length, Q_{95} (veh)	0.5			0.7			0.3			0.5		
Control Delay (s/veh)	8.0			8.5			8.0			8.3		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	8.0			8.5			8.0			8.3		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	8.3						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/6/2022
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak
Project Description	Westgate School
Intersection	Grove and Dwyer
Jurisdiction	Arlington Heights
East/West Street	Grove Street
North/South Street	Dwyer Avenue
Peak Hour Factor	0.68

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	6	44	6	49	56	4	13	25	5	9	74	3
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	82			160			63			126		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.073			0.142			0.056			0.112		
Final Departure Headway, h_d (s)	4.50			4.52			4.62			4.55		
Final Degree of Utilization, x	0.103			0.201			0.081			0.160		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.50			2.52			2.62			2.55		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	82			160			63			126		
Capacity (veh/h)	800			796			779			791		
95% Queue Length, Q_{95} (veh)	0.3			0.7			0.3			0.6		
Control Delay (s/veh)	8.0			8.7			8.0			8.4		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	8.0	A		8.7	A		8.0	A		8.4	A	
Intersection Delay (s/veh) | LOS	8.4						A					

HCS All-Way Stop Control Report

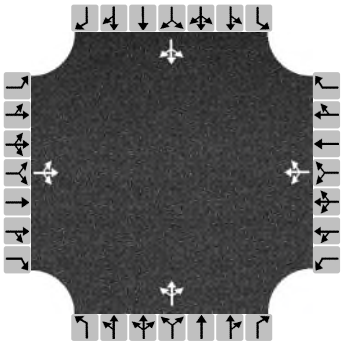
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/6/2022
Analysis Year	2022
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak
Project Description	Westgate School

Site Information

Intersection	Grove and Dwyer
Jurisdiction	Arlington Heights
East/West Street	Grove Street
North/South Street	Dwyer Avenue
Peak Hour Factor	0.68

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	7	68	19	54	61	7	2	32	17	13	65	7
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	138			179			75			125		
Percent Heavy Vehicles	0			0			0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.123			0.159			0.067			0.111		
Final Departure Headway, hd (s)	4.50			4.61			4.63			4.73		
Final Degree of Utilization, x	0.173			0.230			0.096			0.164		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.50			2.61			2.63			2.73		

Capacity, Delay and Level of Service

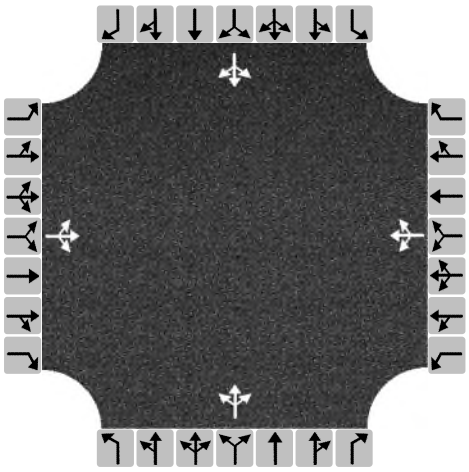
Flow Rate, v (veh/h)	138			179			75			125		
Capacity	800			781			778			761		
95% Queue Length, Q_{95} (veh)	0.6			0.9			0.3			0.6		
Control Delay (s/veh)	8.4			9.0			8.1			8.7		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	8.4			9.0			8.1			8.7		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	8.6						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/6/2022
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak
Project Description	Westgate School
Intersection	Grove and Dwyer
Jurisdiction	Arlington Heights
East/West Street	Grove Street
North/South Street	Dwyer Avenue
Peak Hour Factor	0.76

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	7	70	5	60	63	7	9	30	15	13	72	7
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	108			171			71			121		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.096			0.152			0.063			0.108		
Final Departure Headway, h_d (s)	4.55			4.55			4.58			4.63		
Final Degree of Utilization, x	0.136			0.216			0.090			0.156		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.55			2.55			2.58			2.63		

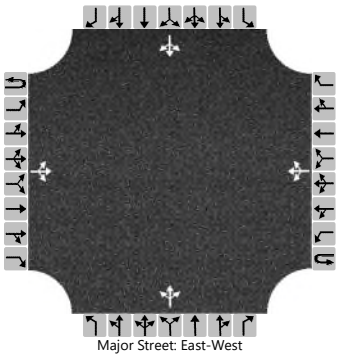
Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	108			171			71			121		
Capacity (veh/h)	791			791			786			777		
95% Queue Length, Q_{95} (veh)	0.5			0.8			0.3			0.5		
Control Delay (s/veh)	8.3			8.8			8.0			8.5		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	8.3	A		8.8	A		8.0	A		8.5	A	
Intersection Delay (s/veh) | LOS	8.5						A					

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AG	Intersection	Grove and Harvard
Agency/Co.	Eriksson	Jurisdiction	Arlington Heights
Date Performed	9/6/2022	East/West Street	Grove Street
Analysis Year	2022	North/South Street	Harvard Avenue
Time Analyzed	AM Peak	Peak Hour Factor	0.43
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Westgate School		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		8	60	25		14	46	4		16	15	13		3	13	7
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		19				33					102				53	
Capacity, c (veh/h)		1459				1387					542				554	
v/c Ratio		0.01				0.02					0.19				0.10	
95% Queue Length, Q_{95} (veh)		0.0				0.1					0.7				0.3	
Control Delay (s/veh)		7.5	0.1	0.1		7.7	0.2	0.2			13.2				12.2	
Level of Service (LOS)		A	A	A		A	A	A			B				B	
Approach Delay (s/veh)	0.7				1.8				13.2				12.2			
Approach LOS	A				A				B				B			

HCS Two-Way Stop-Control Report

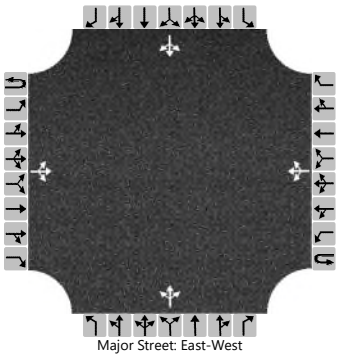
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/6/2022
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Westgate School

Site Information

Intersection	Grove and Harvard
Jurisdiction	Arlington Heights
East/West Street	Grove Street
North/South Street	Harvard Avenue
Peak Hour Factor	0.43
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		8	28	56		22	46	4		45	18	16		3	16	7
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		19				51					184				60	
Capacity, c (veh/h)		1459				1390					487				518	
v/c Ratio		0.01				0.04					0.38				0.12	
95% Queue Length, Q_{95} (veh)		0.0				0.1					1.7				0.4	
Control Delay (s/veh)		7.5	0.1	0.1		7.7	0.3	0.3			16.8				12.9	
Level of Service (LOS)		A	A	A		A	A	A			C				B	
Approach Delay (s/veh)	0.8				2.6				16.8				12.9			
Approach LOS	A				A				C				B			

HCS Two-Way Stop-Control Report

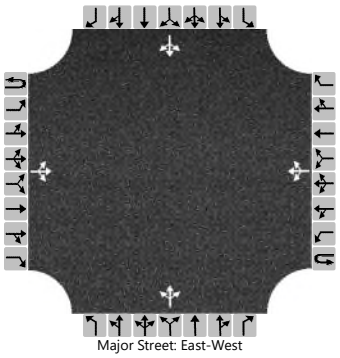
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/6/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Westgate School

Site Information

Intersection	Grove and Harvard
Jurisdiction	Arlington Heights
East/West Street	Grove Street
North/South Street	Harvard Avenue
Peak Hour Factor	0.60
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		14	80	14		6	59	5		27	15	13		1	7	8
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23				10					92				27	
Capacity, c (veh/h)		1497				1405					586				684	
v/c Ratio		0.02				0.01					0.16				0.04	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.6				0.1	
Control Delay (s/veh)		7.4	0.1	0.1		7.6	0.1	0.1			12.3				10.5	
Level of Service (LOS)		A	A	A		A	A	A			B				B	
Approach Delay (s/veh)	1.1				0.7				12.3				10.5			
Approach LOS	A				A				B				B			

HCS Two-Way Stop-Control Report

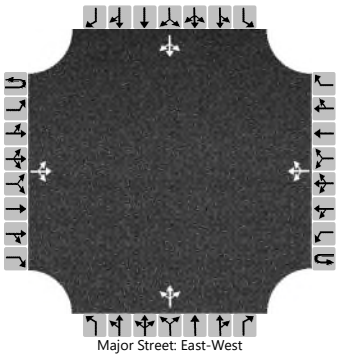
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/6/2022
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Westgate School

Site Information

Intersection	Grove and Harvard
Jurisdiction	Arlington Heights
East/West Street	Grove Street
North/South Street	Harvard Avenue
Peak Hour Factor	0.60
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		14	66	24		14	59	5		39	18	16		1	8	8
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23				23					122				28	
Capacity, c (veh/h)		1497				1413					567				657	
v/c Ratio		0.02				0.02					0.21				0.04	
95% Queue Length, Q_{95} (veh)		0.0				0.1					0.8				0.1	
Control Delay (s/veh)		7.4	0.1	0.1		7.6	0.1	0.1			13.1				10.7	
Level of Service (LOS)		A	A	A		A	A	A			B				B	
Approach Delay (s/veh)	1.1				1.5				13.1				10.7			
Approach LOS	A				A				B				B			

HCS Two-Way Stop-Control Report

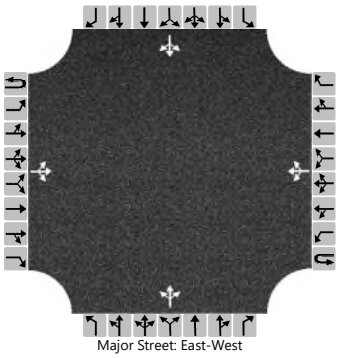
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/6/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Westgate School

Site Information

Intersection	Grove and Princeton
Jurisdiction	Arlington Heights
East/West Street	Grove Street
North/South Street	Princeton Avenue
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	75	6		9	53	7		3	5	13		5	4	2
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5				12					28				14	
Capacity, c (veh/h)		1491				1497					814				703	
v/c Ratio		0.00				0.01					0.03				0.02	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.1	
Control Delay (s/veh)		7.4	0.0	0.0		7.4	0.1	0.1			9.6				10.2	
Level of Service (LOS)		A	A	A		A	A	A			A				B	
Approach Delay (s/veh)	0.4				1.0				9.6				10.2			
Approach LOS	A				A				A				B			

HCS Two-Way Stop-Control Report

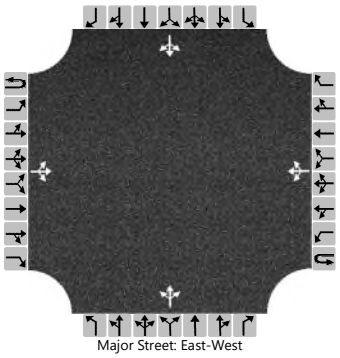
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/6/2022
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Westgate School

Site Information

Intersection	Grove and Princeton
Jurisdiction	Arlington Heights
East/West Street	Grove Street
North/South Street	Princeton Avenue
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	84	6		9	82	7		3	5	13		5	4	2
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5				12					28				14	
Capacity, c (veh/h)		1444				1482					780				651	
v/c Ratio		0.00				0.01					0.04				0.02	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.1	
Control Delay (s/veh)		7.5	0.0	0.0		7.4	0.1	0.1			9.8				10.7	
Level of Service (LOS)		A	A	A		A	A	A			A				B	
Approach Delay (s/veh)	0.3				0.7				9.8				10.7			
Approach LOS	A				A				A				B			

HCS Two-Way Stop-Control Report

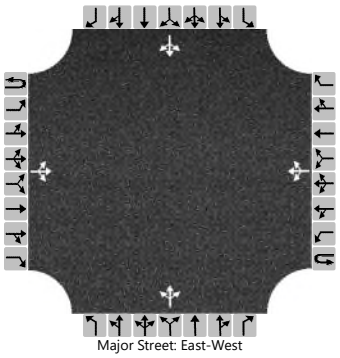
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/6/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Westgate School

Site Information

Intersection	Grove and Princeton
Jurisdiction	Arlington Heights
East/West Street	Grove Street
North/South Street	Princeton Avenue
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		8	94	6		7	83	4		5	6	11		3	5	4
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10				8					27				14	
Capacity, c (veh/h)		1497				1425					694				689	
v/c Ratio		0.01				0.01					0.04				0.02	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.1	
Control Delay (s/veh)		7.4	0.1	0.1		7.5	0.0	0.0			10.4				10.3	
Level of Service (LOS)		A	A	A		A	A	A			B				B	
Approach Delay (s/veh)	0.6				0.6				10.4				10.3			
Approach LOS	A				A				B				B			

HCS Two-Way Stop-Control Report

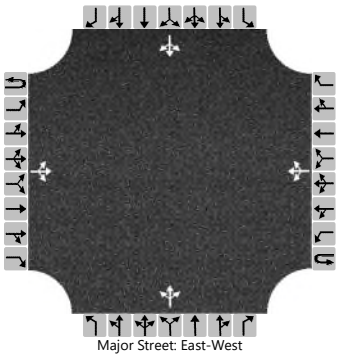
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/6/2022
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Westgate School

Site Information

Intersection	Grove and Princeton
Jurisdiction	Arlington Heights
East/West Street	Grove Street
North/South Street	Princeton Avenue
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		8	98	6		7	95	4		5	6	11		3	5	4
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10				8					27				14	
Capacity, c (veh/h)		1479				1419					682				672	
v/c Ratio		0.01				0.01					0.04				0.02	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.1	
Control Delay (s/veh)		7.5	0.1	0.1		7.6	0.0	0.0			10.5				10.5	
Level of Service (LOS)		A	A	A		A	A	A			B				B	
Approach Delay (s/veh)	0.6				0.5				10.5				10.5			
Approach LOS	A				A				B				B			

HCS Two-Way Stop-Control Report

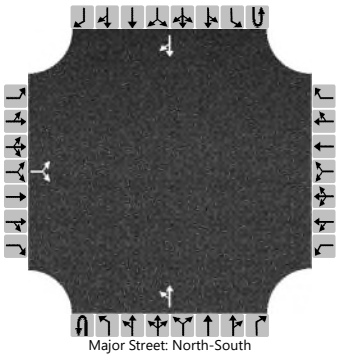
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/8/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Westgate School

Site Information

Intersection	Dwyer Avenue and South Lot
Jurisdiction	Arlington Heights
East/West Street	South Lot
North/South Street	Dwyer Avenue
Peak Hour Factor	0.56
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		1		13						13	41				108	15
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			25							23						
Capacity, c (veh/h)			652							1362						
v/c Ratio			0.04							0.02						
95% Queue Length, Q_{95} (veh)			0.1							0.1						
Control Delay (s/veh)			10.7							7.7	0.1					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		10.7								2.0						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

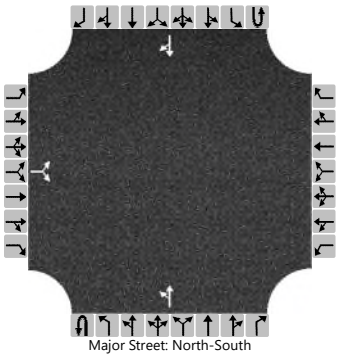
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/8/2022
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Westgate School

Site Information

Intersection	Dwyer Avenue and South Lot
Jurisdiction	Arlington Heights
East/West Street	South Lot
North/South Street	Dwyer Avenue
Peak Hour Factor	0.56
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		1		16						16	42				110	18
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			30							29						
Capacity, c (veh/h)			646							1351						
v/c Ratio			0.05							0.02						
95% Queue Length, Q_{95} (veh)			0.1							0.1						
Control Delay (s/veh)			10.9							7.7	0.2					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		10.9								2.3						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

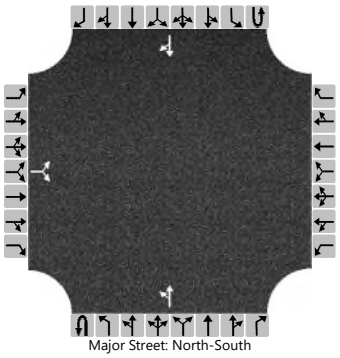
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/8/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Westgate School

Site Information

Intersection	Dwyer Avenue and South Lot
Jurisdiction	Arlington Heights
East/West Street	South Lot
North/South Street	Dwyer Avenue
Peak Hour Factor	0.56
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		3		22						7	49				137	6
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			45							13						
Capacity, c (veh/h)			724							1321						
v/c Ratio			0.06							0.01						
95% Queue Length, Q_{95} (veh)			0.2							0.0						
Control Delay (s/veh)			10.3							7.8	0.1					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		10.3								1.0						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

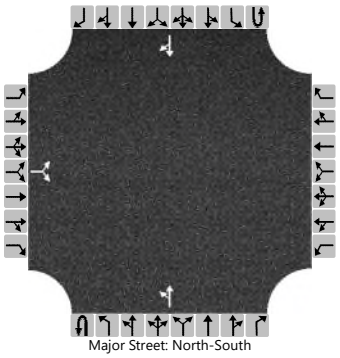
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/8/2022
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Westgate School

Site Information

Intersection	Dwyer Avenue and South Lot
Jurisdiction	Arlington Heights
East/West Street	South Lot
North/South Street	Dwyer Avenue
Peak Hour Factor	0.56
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		4		25						8	50				152	7
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			52							14						
Capacity, c (veh/h)			688							1290						
v/c Ratio			0.08							0.01						
95% Queue Length, Q_{95} (veh)			0.2							0.0						
Control Delay (s/veh)			10.7							7.8	0.1					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		10.7								1.2						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

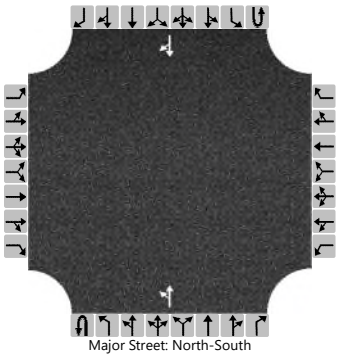
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/8/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Westgate School

Site Information

Intersection	Dwyer Avenue and West Lot Enter
Jurisdiction	Arlington Heights
East/West Street	West Lot
North/South Street	Dwyer Avenue
Peak Hour Factor	0.40
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration										LT						TR
Volume (veh/h)										4	47				41	92
Percent Heavy Vehicles (%)										0						
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										4.1						
Critical Headway (sec)										4.10						
Base Follow-Up Headway (sec)										2.2						
Follow-Up Headway (sec)										2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										10						
Capacity, c (veh/h)										1238						
v/c Ratio										0.01						
95% Queue Length, Q_{95} (veh)										0.0						
Control Delay (s/veh)										7.9	0.1					
Level of Service (LOS)										A	A					
Approach Delay (s/veh)									0.7							
Approach LOS									A							

HCS Two-Way Stop-Control Report

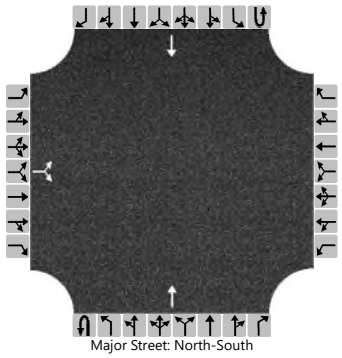
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/8/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Westgate School

Site Information

Intersection	Dwyer Avenue and West Lot Exit
Jurisdiction	Arlington Heights
East/West Street	West Lot
North/South Street	Dwyer Avenue
Peak Hour Factor	0.40
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR								T				T	
Volume (veh/h)		9		82							42				41	
Percent Heavy Vehicles (%)		0		0												
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2												
Critical Headway (sec)		6.40		6.20												
Base Follow-Up Headway (sec)		3.5		3.3												
Follow-Up Headway (sec)		3.50		3.30												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			228													
Capacity, c (veh/h)			903													
v/c Ratio			0.25													
95% Queue Length, Q_{95} (veh)			1.0													
Control Delay (s/veh)			10.3													
Level of Service (LOS)			B													
Approach Delay (s/veh)		10.3														
Approach LOS		B														

HCS Two-Way Stop-Control Report

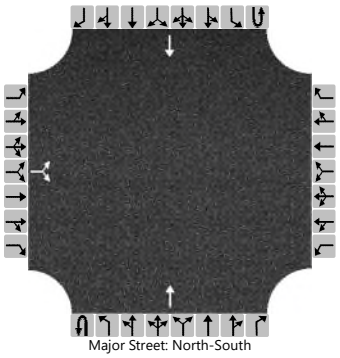
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/8/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Westgate School

Site Information

Intersection	Dwyer Avenue and West Lot Exit
Jurisdiction	Arlington Heights
East/West Street	West Lot
North/South Street	Dwyer Avenue
Peak Hour Factor	0.41
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR								T				T	
Volume (veh/h)		5		30							52				113	
Percent Heavy Vehicles (%)		0		0												
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2												
Critical Headway (sec)		6.40		6.20												
Base Follow-Up Headway (sec)		3.5		3.3												
Follow-Up Headway (sec)		3.50		3.30												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			85													
Capacity, c (veh/h)			732													
v/c Ratio			0.12													
95% Queue Length, Q_{95} (veh)			0.4													
Control Delay (s/veh)			10.6													
Level of Service (LOS)			B													
Approach Delay (s/veh)		10.6														
Approach LOS		B														

HCS Two-Way Stop-Control Report

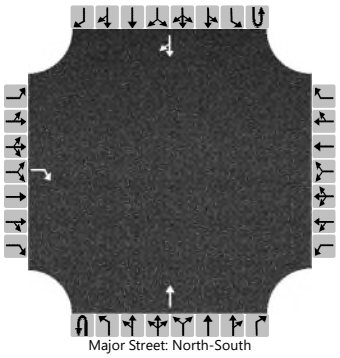
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/8/2022
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Westgate School

Site Information

Intersection	Dwyer Avenue and West Lot
Jurisdiction	Arlington Heights
East/West Street	West Lot
North/South Street	Dwyer Avenue
Peak Hour Factor	0.40
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration				R							T					TR
Volume (veh/h)				83							43				45	84
Percent Heavy Vehicles (%)				0												
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)				6.2												
Critical Headway (sec)				6.20												
Base Follow-Up Headway (sec)				3.3												
Follow-Up Headway (sec)				3.30												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				208												
Capacity, c (veh/h)				793												
v/c Ratio				0.26												
95% Queue Length, Q_{95} (veh)				1.0												
Control Delay (s/veh)				11.1												
Level of Service (LOS)				B												
Approach Delay (s/veh)		11.1														
Approach LOS		B														

HCS Two-Way Stop-Control Report

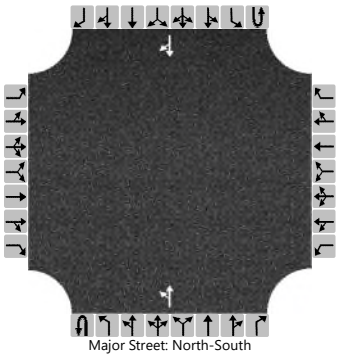
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/8/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Westgate School

Site Information

Intersection	Dwyer Avenue and West Lot
Jurisdiction	Arlington Heights
East/West Street	West Lot
North/South Street	Dwyer Avenue
Peak Hour Factor	0.41
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration										LT						TR
Volume (veh/h)										6	51				113	25
Percent Heavy Vehicles (%)										0						
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										4.1						
Critical Headway (sec)										4.10						
Base Follow-Up Headway (sec)										2.2						
Follow-Up Headway (sec)										2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										15						
Capacity, c (veh/h)										1234						
v/c Ratio										0.01						
95% Queue Length, Q_{95} (veh)										0.0						
Control Delay (s/veh)										8.0	0.1					
Level of Service (LOS)										A	A					
Approach Delay (s/veh)									0.9							
Approach LOS									A							

HCS Two-Way Stop-Control Report

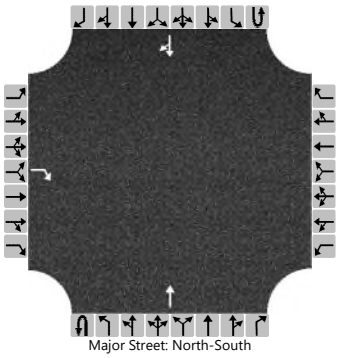
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/8/2022
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Westgate School

Site Information

Intersection	Dwyer Avenue and West Lot
Jurisdiction	Arlington Heights
East/West Street	West Lot
North/South Street	Dwyer Avenue
Peak Hour Factor	0.41
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration				R							T					TR
Volume (veh/h)				35							54				124	23
Percent Heavy Vehicles (%)				0												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				6.2												
Critical Headway (sec)				6.20												
Base Follow-Up Headway (sec)				3.3												
Follow-Up Headway (sec)				3.30												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				85												
Capacity, c (veh/h)				716												
v/c Ratio				0.12												
95% Queue Length, Q_{95} (veh)				0.4												
Control Delay (s/veh)				10.7												
Level of Service (LOS)				B												
Approach Delay (s/veh)	10.7															
Approach LOS	B															