Regular City Council Meeting
Crest Hill, IL
July 17, 2023
7:00 PM
Council Chambers
20600 City Center Boulevard, Crest Hill, IL 60403

Agenda

Opening of Meeting:

Pledge of Allegiance

Roll Call

Minutes:

1. Approve the Minutes from the Work Session Held on June 26, 2023
2. Approve the Minutes from the Regular Meeting Held on July 3, 2023
3. Approve the Minutes from the Work Session Held on July 10, 2023

City Attorney:

4. Approve a Resolution Releasing the Deed Restriction for Property Located at 1919 Cora Street in the City of Crest Hill

City Administrator:

Public Works Department:

5. Presentation of the Wyland's Mayors Challenge Trophy
6. Approve a Memorandum of Understanding (MOU) between the City of Crest Hill and Local 150
7. Approve an Agreement with Strand Associates for the Design and Bidding Related Services for Eastern and Western Receiving Sites at Grand Prairie Water Commission Delivery Points

City Engineer:

8. Approve a Resolution for an Intergovernmental Agreement for the Maintenance and Energy of Traffic Signals at the Intersection of Weber Road (CH 88) and Ryan Drive in the County of Will

The Agenda for each regular meeting and special meeting (except a meeting held in the event of a bona fide emergency, rescheduled regular meeting, or any reconvened meeting) shall be posted at the City Hall and at the location where the meeting is to be held at least forty-eight (48) hours in advance of the holding of the meeting. The City Council shall also post on its website the agenda for any regular or special meetings. The City Council may modify its agenda for any regular or special meetings. The City Council may modify its agenda before or at the meeting for which public notice is given, provided that, in no event may the City Council act upon any matters which are not posted on the agenda at least forty-eight (48) hours in advance of the time for the holding of the meeting.

9. Award the Contract to Gallagher Asphalt Corporation for the Prairie Avenue and Borio Drive Resurfacing Project in the Amount of $354,545.22

Community Development:

10. Approve a Ordinance Granting Special Use Permit with Respect to Certain Real Property Located within the Corporate Boundaries of Crest Hill (Application of MIF Crest Hill Business Park)

11. Approve a Resolution Approving a Cost Sharing Agreement by and between the City of Crest Hill, Will County, Illinois, and Midwest Industrial Funds, Inc.

Police Department:

Mayor's Report:

City Clerk's Report:

12. Approval to Reimburse Gusto's Bar & Grill and Paddy's the $5.00 Permit Fee for their Recent Special Event

City Treasurer's Report:

13. Approve a Resolution Amending Section 4 (Hours of Work and Overtime) and Section 9.2 (City Vehicles, Equipment & Facilities) of the City of Crest Hill Employee Handbook

14. Approval of the List of Bills through July 18, 2023 in the Amount of $927,609.10

15. Regular and Overtime Payroll from June 19, 2023 to July 2, 2023 in the Amount of $256,687.01

Unfinished Business:

New Business:

Committee/Liaison Reports:

City Council Comments:

Public Comment:

Executive Session: If Called by Council for a Good Cause

Adjourn:

MINUTES OF THE WORK SESSION
CITY COUNCIL OF CREST HILL
WILL COUNTY, ILLINOIS
June 26, 2023

The June 26, 2023 City Council work session was called to order by Mayor Raymond R. Soliman at 7:00 p.m. in the Council Chambers, 20600 City Center Blvd. Crest Hill, Will County, Illinois.

The following Council members were present: Mayor Raymond Soliman, City Clerk Christine Vershay-Hall, City Treasurer Glen Conklin, Alderperson Scott Dyke, Alderperson John Vershay, Alderwoman Claudia Gazal, Alderperson Darrell Jefferson, Alderperson Tina Oberlin, Alderperson Mark Cipiti, Alderperson Nate Albert, Alderperson Joe Kubal.

Also present were: City Engineer Ron Wiedeman, City Attorney Mike Santschi.

Absent were: Assistant Public Works Director Blaine Kline, Interim Planner Maura Rigoni, Police Chief Ed Clark, Finance Director Lisa Banovetz, City Attorney Mike Stiff.

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TOPIC: Liquor License 2350 Plainfield Rd.

Mayor Raymond Soliman commented that the applicant, Sheraz Baig, for Stop and Go located at 2350 Plainfield Road is present tonight and has applied for a Class C Liquor License. Mayor Soliman commented that a Class C Liquor License is for sale of beer and wine only, at a gas station. Mayor Soliman and Police Chief Ed Clark met with Mr. Baig on June 8, 2023 and discussed what he can and cannot do, including the sales to minors and the violations and fines the establishment can incur if not followed. Mayor Soliman informed the Council this is the mayor's choice since it is just beer and wine. Mayor Soliman stated the Council would only vote if he wanted hard liquor and Mr. Baig would have to apply for a packaged liquor license.

Mr. Sheraz Baig introduced himself and thanked the Council for inviting him tonight. He stated that this would help bring added revenue to his business if this is approved. Mayor Soliman asked the Council if they would like to ask any questions of Mr. Baig. Mayor Soliman also stated that Mr. Baig has agreed to closing the business every evening at 11:00p.m. Mr. Baig said his normal business hours are 6AM until 10PM. Mayor Soliman stated the license is $600.00 as of July 1, 2023 until the end of the year and there are still documents needed. He informed Mr. Baig once the State License is obtained a copy will need to be turned into the City of Crest Hill along with payment.

TOPIC: IGA Weber and Ryan Traffic Signal

City Engineer Ron Weideman commented that this is the exact same agreement that was presented at the June 19, 2023 work session meeting. He stated he is presenting this again to clarify a statement that he made regarding the cost of the repair to signals if struck by a car, or 'Act of God'. Engineer Wiedeman commented that a question was asked by Alderperson Oberlin regarding cost sharing. He stated that all costs associated with repairs to the signal are to be paid by the City of Crest Hill. Engineer Wiedeman stated the County of Will has no cost responsibility for these signals. This was an agreement back in 2023

when we specifically asked for these signals and the City of Crest Hill paid for these signals. Since we own the signals, this is why we would be responsible for 100% of the repair costs and maintenance costs to the County.

Mayor Soliman asked for an informal vote:

AYES: Ald. Gazal, Jefferson, Vershay, Dyke, Kubal, Albert, Cipiti, Oberlin.
NAYES: None
ABSENT: None.

Alderwoman Gazal asked why we can't move the signal if we own them. Engineer Wiedeman stated that we can at 100% of the City's cost but if we ever develop the area, you would never be able to get another signal over there. He also stated it would be close to a $500,000.00 project, just to move the signal. He commented that it is possible and would be up to the City Council to decide. He stated he could approach the County, if the Council would want that, but the cost to do this would be the City of Crest Hill's responsibility.

Alderman Albert asked if the Lockport Township would consider sharing the cost of the signal. Engineer Wiedeman commented that he would reach out to Lockport Township and see if they would consider cost sharing.

Alderwoman Gazal commented how difficult it is trying to get out of the intersection at certain times of the day.

Alderman Cipiti asked is there enough accidents to use for data to approach the County? Engineer Wiedeman commented that there is not enough data to approach the County to show we need a signal at this location. He also stated there has been a traffic study and it doesn't warrant a signal.

Alderman Albert commented it is a very dangerous intersection.

Mayor Soliman asked to deviate from the agenda to the Cost Sharing Agreement with Midwest Industrial Funds.

TOPIC: Cost Sharing Agreement with Midwest Industrial Funds

City Attorney Mike Santschi commented that there are two changes to the agreement which are financial items needing some guidance. These two items are a $550,000.00 contribution towards the road and a request for half off the tap-on fees.

Steve Gulden, a representative for Midwest Industrial Funds, commented that through negotiations with the City staff, Midwest Industrial Funds, have agreed to pay $550,000.00 for the widening of Enterprise Drive and for a future road extension. He commented that they also agreed to contribute $300,000.00 for the Lidice Drive widening. Steve commented that in total they are investing over $850,000.00 in the City of Crest Hill. After looking into all the permits and tap-on fees, commenting that the tap-on fee was a little high, they are asking for a 50% reduction of the current tap-on fees. He stated the current fee is $167,000 and we are looking for a reduction of $83,578.00. The fee is still very substantial and is still much higher than other communities and an $80,000.00 reduction in

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permit fees makes a difference in today's world. It was commented that they would appreciate this reduction and it would be very helpful with the project.

Alderman Kubal commented that he is happy to see a plan that has a cash contribution for future improvement to Weber Road from Enterprise Drive.

Alderperson Oberlin commented she did not see anything about the future improvements to Lidice Parkway in the agreement. A representative from Midwest Industrial Funds commented that it is not in the agreement because it is a condition of the Planned Unit Development (PUD) since this agreement is a cost sharing agreement and there is no cost being shared therefore it is not in this agreement. Attorney Santschi stated that it will be addressed at the same time as the agreement and the PUD. Steve Gulden commented that once it is approved it will be a condition of the PUD.

Alderman Albert commented that he agrees with what Alderman Kubal stated and hopes to give a reduction in tap-on fees.

Mayor Soliman commented that our tap-on fee is not as high as some surrounding communities but does not deny our tap-on fees are high. He also stated the reduction is not out of line since we have done this to other businesses. He also commented that the cash donation to offset the engineering costs for the new roadway, which will be a tremendous asset to the City of Crest Hill.

Alderwoman Gazal commented that this is an investment for our city and agrees with everything that has been said.

Alderman Jefferson commented that this is a win-win for both parties.

Mayor Soliman commented that the Plan Commission voted favorably to this project.

Mayor Soliman asked for an informal vote.

AYES: Ald. Kubal, Albert, Cipiti, Oberlin, Gazal, Jefferson, Vershay, Dyke.
NAYES: None.
ABSENT: None.

TOPIC: Non-Employee in City Hall Discussion

Mayor Soliman commented that this topic was asked to be discussed by Alderwoman Gazal. Alderwoman Gazal commented that she received an email from the City Clerk regarding this and she will turn the discussion over to the City Clerk.

City Clerk Christine Vershay-Hall asked to have this tabled until more department heads are present at the meeting for the discussion.

There were no objections from the Council. The Council agreed to table this until the next work session meeting on July 10, 2023.

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TOPIC: Special Events Ordinance Discussion

Mayor Soliman commented that this topic was asked to be put on the agenda to discuss by Alderman Albert.

Alderman Albert commented that he thought Ordinance #1781 was pertaining to larger events, not smaller events where we are not capturing sales tax from larger vendors such as a food truck, etc. He stated his intention of the ordinance was for capturing lost sales tax.

Alderwoman Gazal stated that was her thought on the ordinance, as well. Mayor Soliman asked if they were thinking this ordinance was strictly regarding food trucks? Alderman Albert stated not necessarily just food trucks. He stated he figured it to be a large gathering event and not a small mom and pop business and it seems we are enforcing more on the smaller level.

Alderperson Oberlin said she thought it was for larger events as well. Alderwoman Gazal stated we can't put more pressure on our restaurants when we are already taxing so much.

Alderman Cipiti commented that the ordinance is not clearly defined to separate big from small events. He stated it lumps everyone in the same definition and it is a detriment to the smaller businesses. He also commented that the $50.00 fee per vendor is steep when some of the small vendors only make $50.00 at these events.

Alderperson Oberlin stated she believed it was for bigger vendors such as food trucks, as well. She also commented that the $50.00 fee was for more food-like vendors since we are not receiving tax.

Alderman Cipiti asked the City Attorney if there is a way to define event sizes in the ordinance where maybe the smaller ones would not need to comply, but larger ones would? Attorney Santchi commented that it would need to be looked at with greater detail and come up with a definition which draws those two categories clearly, so it does not become an arbitrary discrimination on favoring one over the other.

Alderwoman Gazal stated she remembers the discussion clearly regarding this ordinance and it was basically for food trucks.

City Clerk Christine Vershay-Hall commented that on the first page of the ordinance under definitions reads "an event held on public and/or private property outside of the normal and intended use of that property" which is why we were questioning the businesses advertising a special event.

Alderman Albert commented that his point is that it was never intended to have small vendor events pay the permit and have each vendor pay $50.00.

City Treasurer Glen Conklin asked if a simple remedy would be to change the cost? Alderman Cipiti stated for the bigger events he sees the $50.00; so, he does not feel we should lower the cost. Alderperson Oberlin commented that we need to craft the verbiage of the ordinance correctly and what defines a special event. Treasurer Conklin stated if it

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is a public event the scale of the event is given by the attendance of the event at any given time.

City Clerk Vershay-Hall stated that there are upcoming events in July and direction is needed on how to handle this ordinance and if we are enforcing for the $5.00 fee or are we refunding the two businesses that paid already for their events they had in June. Treasurer Conklin commented that it isn't the $5.00, it's the $50.00 per vendor. City Clerk Vershay-Hall commented that there is nothing in the ordinance to state what happens if they do not comply.

Alderman Albert commented that we should hold off until we can get some more information on what other municipalities do and fees they charge.

Mayor Soliman asked Attorney Santschi since some of the council members didn't intend this for small events ordinance how do you classify the difference from private or public? He also commented how this would work for subdivisions who are a private subdivision where the public cannot attend? Attorney Santchi commented that there are a lot of variables that can be interpreted differently, and he would need to go back and look at the context of the codes.

Alderman Dyke commented how do we proceed forward when someone comes in for a special event permit.

Attorney Santchi commented he will investigate this and come up with examples. Mayor Soliman asked if the information can be directed to the City Clerk's Office and not the Mayor's Office. Attorney Santchi commented that he will discuss with Attorney Stiff to see if there is formal action needed to suspend Ordinance #1781.

Mayor Soliman asked for an informal vote to suspend the enforcement of Ordinance along with the $5.00 permit fee for business and the $50.00 vendor fee under this ordinance.

AYES: Ald. Dyke, Vershay, Gazal, Oberlin, Cipiti, Albert, Kubal.
NAYES: None
ABSTAIN: Ald. Jefferson.
ABSENT: None

TOPIC: IML Conference Approval

Mayor Soliman commented that there is information for the IML Conference that was put in your packet. He stated that the city will pay for the cost of the conference, hotel fees, and parking for the conference, traveling expenses/mileage, and $100.00 per diem. Alderman Cipiti asked about the reimbursement for mileage if the attendee drove to and from the event. Treasurer Conklin commented that he would accept for reimbursement a MapQuest showing mileage from home to conference. Treasurer Conklin asked everyone to follow the procedure that was put in place on travel and no handwritten receipts will be accepted, and no alcohol. He stated that there is a $100.00 per diem and only for individual attending, and parking for the event. Discussion followed regarding parking reimbursement. Please notify Marybel by August 31, 2023 if you will be attending.

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Mayor Soliman asked for an informal vote:

AYES: Ald. Oberlin, Cipiti, Albert, Kubal, Dyke, Jefferson, Gazal.
NAYES: Ald. Vershay.
ABSENT: None.

TOPIC: Hiring Part Time Staff in Clerk's Office

City Clerk Christine Vershay-Hall commented she would like to move forward on hiring a part-time staff member. She commented that this has been budgeted for the last two years and she would like to hire a part-time person. Alderman Dyke asked how many hours would this position be? Clerk Vershay-Hall stated she would like to keep it under a thousand hours. Treasurer Conklin asked wasn't this previously approved? Clerk Vershay-Hall said it has been on the budget the last couple of years but never was asked for and now she would like to expend this money and move forward with getting a part-time person for the Clerk's Office. Several members would like to see a job description and duties of the part-time staff.

Alderman Dyke asked what would the duties be of the part-time person? Clerk Vershay-Hall commented that they would be trained on Plan Commission in case the Clerk handling Plan Commission is on vacation and give some of the small things that the Deputy Clerk is handling to the part-time person. She also commented it would be the same duties as the past part-time employee did but no Deputy work. Alderman Cipiti asked if there will be a formal job description? Clerk Vershay-Hall commented in the past it has always been a secretary position and never has had a job description.

Alderwoman Gazal commented she doesn't believe there is enough work in the Clerk's Office and the Clerk does most of the minutes. Clerk Vershay-Hall commented that she does not do all the minutes. Alderwoman Gazal also commented that there is a separate window now for water payments and we don't take water payments any longer so why would we need another person.

Clerk Vershay-Hall asked what would she do if a staff member went on sick leave? She commented that she is part-time just like the treasurer and the mayor. Alderwoman Gazal commented that there are no more sticker licenses and business licenses are only once a year. Clerk Vershay-Hall stated that we have always had a part-time person until Karen Kozerka took the Deputy position and we never filled her part-time spot that has been budgeted for.

Alderman Cipiti stated that he can't speak to whether the position is needed or not since he is not there everyday but for the sake of formality, he feels there needs to be a job description before hiring someone.

Alderman Dyke commented that if a full-time person becomes sick there is no way a part-time person can do what a full-time person would do unless you adjust the hours.

Alderwoman Gazal asked if they could have an idea of what they would do every day. Clerk Vershay-Hall commented that one clerk strictly does the minutes and runs the front counter and then the Deputy is doing Deputy work and doing everyone else's work that

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people ask her to do, along with answering phones and working the counter, as well. She also stated one of the workers does translation for the office and the Police Department and does not get paid to do this.

Alderman Dyke commented that there has always been a part-time up until Karen became Deputy.

Treasurer Conklin stated that we are not looking at covering ten or twelve weeks of vacation like we have in the past.

Alderman Albert commented that decisions like this are difficult to make when there is no City Administrator since we do not know what the day-to-day operations are, and an Administrator would be best to make this decision.

Alderperson Oberlin commented that we have requested a job description for every position, in the past when Heather was here, and we never received a description for any position.

Mayor Soliman asked if anyone objects to tabling this topic for future. There were no objections.

PUBLIC COMMENTS:
Stuart Soifer asked if there are two or three trucks that pick-up garbage, recycling, and landscape waste? Mayor Soliman commented that one truck picks up garbage, another truck picks up recycling, and then another truck picks up yard waste. Stuart commented that is not what happens in his subdivision. He also commented that the landscape waste sometimes goes in the recycling truck or the garbage truck, and sometimes it does not get picked up at all. He commented that he can show Ring camera footage to prove this. Alderman Albert commented that sometimes he has noticed in his neighborhood that yard waste is put in the garbage truck and believes it has to do with drivers and limitations they might have.

Treasurer Conklin stated the City has had many discussions with Republic Services and not getting any resolution and when that contract comes up this will be a consideration.

MAYORS UPDATES:
Mayor Soliman commented that our Interim Planner Maura Rigoni has a new position, and it is creating a schedule conflict with Plan Commission, and she is trying to cut back on some hours here at the City of Crest Hill. This is why the Plan Commission is having to reschedule their meetings on a different day in the month. The Plan Commission has talked within themselves on changing the date of the meetings so more of our city staff can be present. Mayor Soliman stated the Plan Commission is suggesting the second Thursday of the month. Mayor Soliman also stated that he is being told by Attorney Stiff, since there is an ordinance stating second Wednesday of the month, there will need to be a text amendment of the Ordinance if Council will be willing to change from the second Wednesday to the Second Thursday. Mayor Soliman stated that Attorney Stiff said this will take two months since it will have to go through Plan Commission and then to the City Council.

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Attorney Santchi stated that it must be published fifteen days prior to the next Plan Commission meeting to have a Public Hearing.

Alderman Albert asked if they could just keep changing the date? Attorney Santschi commented that he would recommend taking that administrative decision out of the Ordinance so it would not have to go through the hearing process.

Alderwoman Gazal commented that she has a problem with changing the ordinance for just one person not being able to make the meeting. Attorney Santchi commented that he would suggest that the hearing process be taken out of the ordinance to allow adjustments without the public hearing.

Mayor Soliman asked for an informal vote.

AYES: Ald. Dyke, Jefferson, Gazal, Oberlin, Cipiti, Albert, Kubal.
NAYES: Ald. Vershay.
ABSENT: None

COMMITTEE/LIAISON UPDATES:
No committee updates tonight.

Mayor Raymond Soliman informed the Council that there was a need for an executive session on personnel 5 ILCS 120/2(c)(1).

(#1) Motion by Alderperson Oberlin seconded by Alderwoman Gazal, to go into an executive session on Personnel 5 ILCS 120/2(c)(1).
On roll call, the vote was:
AYES: Ald. Dyke, Vershay, Jefferson, Gazal, Oberlin, Cipiti, Albert, Kubal.
NAYES: None.
ABSENT: None.
There being eight (8) affirmative votes, the MOTION CARRIED.

Executive Session 8:22 p.m.

(#2) Motion by Alderperson Oberlin seconded by Alderman Cipiti to reconvene from the executive session on Personnel 5 ILCS 120/2(c)(1).
On roll call, the vote was:
AYES: Ald. Kubal, Albert, Cipiti, Oberlin, Gazal, Jefferson, Vershay, Dyke.
NAYES: None.
ABSENT: None.
There being eight (8) affirmative votes, the MOTION CARRIED.

Reconvened 10:19 p.m.

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The meeting was adjourned at 10:20p.m.

Approved this_____day of_____, 2023
As presented_____
As amended_____

_____
CHRISTINE VERSHAY-HALL, CITY CLERK

_____
RAYMOND R. SOLIMAN, MAYOR

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MINUTES OF THE REGULAR MEETING
CITY COUNCIL OF CREST HILL
WILL COUNTY, ILLINOIS
July 3, 2023

The regular meeting of the City of Crest Hill was called to order by Mayor Raymond R. Soliman at 7:00 p.m. in the Council Chambers, 20600 City Center Boulevard, Crest Hill, Will County, Illinois.

The Pledge of Allegiance was recited in unison.

Roll call indicated the following present: Mayor Raymond Soliman, City Clerk Christine Vershay-Hall, City Treasurer Glen Conklin, Alderman Scott Dyke, Alderman John Vershay, Alderman Darrell Jefferson, Alderwoman Claudia Gazal, Alderperson Tina Oberlin, Alderman Mark Cipiti, Alderman Nate Albert, Alderman Joe Kubal.

Also present were: Finance Director Lisa Banovetz, Deputy Chief Ryan Dobczyk, City Engineer Ron Wiedeman, City Attorney Mike Stiff.

Absent were: Interim Planner Maura Rigoni, Building Commissioner Don Seeman, Police Chief Ed Clark, Assistant Public Work Director Blaine Kline.

APPROVAL OF MINUTES: Mayor Soliman presented the minutes from the work session held on June 12, 2023 with a correction for Council approval per the memo dated July 3, 2023.

(#1) Motion by Alderwoman Gazal seconded by Alderman Jefferson, to approve the minutes from the work session meeting held on June 12, 2023 per the memo dated July 3, 2023.
On roll call, the vote was:
AYES: Ald. Dyke, Vershay, Jefferson, Gazal, Oberlin, Cipiti, Albert, Kubal.
NAYES: None.
ABSENT: None.
ABSTAIN: Ald. Kubal
There being seven (7) affirmative votes, the MOTION CARRIED.

Mayor Soliman presented the minutes from the regular meeting held on June 19, 2023 for Council approval per the memo date July 3, 2023.

(#2) Motion by Alderperson Oberlin seconded by Alderwoman Gazal, to approve the minutes from the regular meeting held on June 19, 2023 per the memo dated July 3, 2023.
On roll call, the vote was:
AYES: Ald. Vershay, Jefferson, Gazal, Oberlin, Cipiti, Albert, Kubal, Dyke.
NAYES: None.
ABSENT: None.
There being eight (8) affirmative votes, the MOTION CARRIED.

CITY ATTORNEY: City Attorney Mike Stiff requested to Approve a Resolution Suspending the Operation of Chapter 5:18: Special Events of the City of Crest Hill Code

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of Ordinances per the memo dated July 3, 2023. He stated that at the last work session the Council requested to suspend the Special Events Ordinance so it can be reviewed.

(#3) Motion by Alderperson Oberlin seconded by Alderman Albert, to Approve a Resolution Suspending the Operation of Chapter 5:18: Special Events of the City of Crest Hill Code of Ordinances per the memo dated July 3, 2023.
On roll call, the vote was:
AYES: Ald. Jefferson, Gazal, Oberlin, Cipiti, Albert, Kubal, Dyke, Vershay.
NAYES: None.
ABSTAIN: None.
ABSENT: None.
There being eight (8) affirmative votes, the MOTION CARRIED.
Resolution #1180

Alderperson Oberlin and Alderwoman Gazal wished Attorney Mike Stiff a Happy Belated Birthday.

CITY ADMINISTRATOR: There were no agenda items for discussion.

PUBLIC WORKS DEPARTMENT: Mayor Soliman requested an approval, on behalf of Assistant Director Blaine Kline, for Pay Request #11 from Williams Brother Construction Inc. with Direction to Send it to the IEPA for Approval and Disbursement for Total Amount of $568,445.77 per the memo dated July 3, 2023.

(#4) Motion by Alderperson Oberlin seconded by Alderman Albert, for Approval of Pay Request #11 from Williams Brother Construction Inc. with Direction to Send it to the IEPA for Approval and Disbursement for Total Amount of $568,445.77 per the memo dated July 3, 2023.
On roll call, the vote was:
AYES: Ald. Gazal, Oberlin, Cipiti, Albert, Kubal, Dyke, Vershay, Jefferson.
NAYES: None.
ABSENT: None.
There being eight (8) affirmative votes, the MOTION CARRIED.

Mayor Soliman requested an approval, on behalf of Assistant Director Blaine Kline, for Pay Request #5 from Vissering Construction Inc. with Direction to Send it to the IEPA for Approval and Disbursement in the Amount of $1,394,378.67 per the memo dated July 3, 2023.

(#5) Motion by Alderwoman Gazal seconded by Alderperson Oberlin, for Approval of Pay Request #5 from Vissering Construction Inc. with Direction to Send it to the IEPA for Approval and Disbursement in the Amount of $1,394,378.67 per the memo dated July 3, 2023.
On roll call, the vote was:
AYES: Ald. Cipiti, Albert, Kubal, Dyke, Vershay, Jefferson, Gazal, Oberlin.
NAYES: None.
ABSENT: None.
There being eight (8) affirmative votes, the MOTION CARRIED.

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CITY ENGINEER: City Engineer Ron Wiedeman requested to award the contract to Precision Pavement Marking, Inc. for the City Center Pavement Marking Program (Section No 24-00000-00-GM) in the amount of $17,589.71 per the memo dated July 3, 2023.

(#6) Motion by Alderman Albert seconded by Alderperson Oberlin, to Award the Contract to Precision Pavement Marking, Inc. for the City Center Pavement Marking Program (Section No 24-00000-00-GM) in the Amount of $17,589.71 per the memo dated July 3, 2023.
On roll call, the vote was:
AYES: Ald. Kubal, Dyke, Vershay, Jefferson, Gazal, Oberlin, Cipiti, Albert.
NAYES: None.
ABSENT: None.
There being eight (8) affirmative votes, the MOTION CARRIED.

Engineer Wiedeman requested to Award the Contract to Davis Concrete Contractors for the 2023/2024 MFT Concrete Flatwork Program (Section No 24-00000-01-GM) in the Amount of $253,262.00 per the memo dated July 3, 2023.

(#7) Motion by Alderperson Oberlin seconded by Alderman Albert, to Award the Contract to Davis Concrete Contractors for the 2023/2024 MFT Concrete Flatwork Program (Section No 24-00000-01-GM) in the Amount of $253,262.00 per the memo dated July 3, 2023.
On roll call, the vote was:
AYES: Ald. Cipiti, Albert, Kubal, Dyke, Vershay, Jefferson, Gazal, Oberlin.
NAYES: None.
ABSENT: None.
There being eight (8) affirmative votes, the MOTION CARRIED.

Engineer Wiedeman requested to Award the Contract to D Construction for the 2023/2024 MFT HMA Patching Program in the Amount of $236,249.00 per the memo dated July 3, 2023.

(#8) Motion by Alderwoman Gazal seconded by Alderman Vershay, to Award the Contract to D Construction for the 2023/2024 MFT HMA Patching Program in the Amount of $236,249.00 per the memo dated July 3, 2023.
On roll call, the vote was:
AYES: Ald. Albert, Kubal, Dyke, Vershay, Jefferson, Gazal, Oberlin, Cipiti.
NAYES: None.
ABSENT: None.
There being eight (8) affirmative votes, the MOTION CARRIED.

Engineer Wiedeman requested to allow staff to include the patching of Hoffman Street from Chaney to Elsie, Elsie Avenue from Cora to Hickory Street, and Caton Farm Road from Grandview to CN Railroad Bridge, which is estimated at $63,751.00 using the awarded unit price bids from D Construction. He commented that this would increase the total contract amount up to $300,000.00, which is our budgeted amount. He stated that when the project had gone out for bid our engineering estimate was way over our budgeted amount, and we had to cut some streets out but since the bid came in lower, we would like to add these streets back in.

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(#9) Motion by Alderman Albert seconded by Alderman Dyke, to Award the Contract to D Construction for Hoffman Street from Chaney to Elsie, Elsie Avenue from Cora to Hickory Street, and Caton Farm Road from Grandview to CN Railroad Bridge in the Amount of $63,751.00 per the memo dated July 3, 2023.
On roll call, the vote was:
AYES: Ald. Jefferson, Gazal, Oberlin, Cipiti, Albert, Kubal, Dyke, Vershay.
NAYES: None.
ABSENT: None.
There being eight (8) affirmative votes, the MOTION CARRIED.

ECONOMIC DEVELOPMENT DEPARTMENT: There were no agenda items for discussion.

POLICE DEPARTMENT: Deputy Chief Ryan Dobczyk requested to Approve a Special Event Police Services Agreement with American Italian Cultural Society for Festa Italiana per the memo dated July 3, 2023.

(#10) Motion by Alderperson Oberlin seconded by Alderman Jefferson, to Approve a Special Event Police Services Agreement with American Italian Cultural Society for Festa Italiana per the memo dated July 3, 2023.
On roll call, the vote was:
AYES: Ald. Vershay, Jefferson, Gazal, Oberlin, Kubal, Dyke.
NAYES: None.
ABSTAIN: Ald. Cipiti, Albert.
ABSENT: None.
There being six (6) affirmative votes, the MOTION CARRIED.

MAYOR: Mayor Raymond Soliman requested Approval of the 110th IML Annual Conference Registration per the memo dated July 3, 2023. Mayor Soliman stated that this is for all elected officials for the cost of the conference, mileage, transportation expenses, hotel fees, parking, and $100.00 per day; not to exceed $300.00 for meals while at the conference.

(#11) Motion by Alderwoman Gazal seconded by Alderman Jefferson, for Approval of the 110th IML Annual Conference Registration per the memo dated July 3, 2023.
On roll call, the vote was:
AYES: Ald. Oberlin, Cipiti, Albert, Kubal, Dyke, Vershay, Jefferson, Gazal.
NAYES: None.
ABSENT: None.
There being eight (8) affirmative votes, the MOTION CARRIED.

Mayor Soliman commented he attended two ribbon cuttings on June 29, 2023. The ribbon cuttings were both on Plainfield Road. The first one was Crucial Cuts Barber Lounge located at 2201 Plainfield Road and then went to Crest Hill Smoke Shop at 2203 Plainfield Road. He welcomed both businesses into the city and wished them success.

Alderperson Oberlin commented that she had went to the IEPA website to verify the comment she had made at the last meeting regarding an employee holding two licenses and the mayor stating he did not. After reviewing the IEPA website, Alderperson Oberlin stated

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that this employee does have two licenses and wondered why the mayor stated something that was not true. Mayor Soliman stated that information is what he was given, and he had sent out an email regarding that and it will be discussed at the next executive session on Monday, July 10, 2023.

CITY CLERK: City Clerk Christine Vershay-Hall announced our City-Wide Garage Sale will be Thursday, August 17, 2023 through Sunday, August 20, 2023. You will need to have a permit and the cost of the permit is $5.00 and can be purchased at the Clerk's Office.

Alderwoman Gazal asked if we could post how many garage sales a resident can have? Clerk Vershay-Hall commented that it is on the application when they fill it out.

CITY TREASURER: City Treasurer Glen Conklin presented the list of bills through July 5, 2023 in the amount of $2,510,184.44 for Council approval per the memo dated July 3, 2023.

(#12) Motion by Alderperson Oberlin seconded by Alderman Jefferson, to Approve the list of bills through July 5, 2023 in the amount of $2,510,184.44 for Council approval per the memo dated July 3, 2023.
On roll call, the vote was:
AYES: Ald. Gazal, Oberlin, Cipiti, Albert, Kubal, Dyke, Vershay, Jefferson.
NAYES: None.
ABSENT: None.
There being eight (8) affirmative votes, the MOTION CARRIED.

City Treasurer Glen Conklin presented the regular and overtime payroll from June 5, 2023 through June 18, 2023 in the amount of $251,372.78 per the memo dated July 3, 2023.

Treasurer Conklin commented that since we will be reviewing the City Vehicle Policy soon, he would like the Council to review the information he has provided at the dais regarding personal use of city owned vehicles.

UNFINISHED BUSINESS: There was no unfinished business.

NEW BUSINESS: There was no new business.

COMMITTEE/LIAISON REPORTS: There were no committee/liaison reports.

COUNCIL COMMENTS: Several Council members wished everyone a very safe and Happy 4th of July.

Alderperson Oberlin wanted to thank Lynn Coladipietro for helping with serving and bringing food to the Lidice Ceremony. Alderperson Oberlin commented that she was a life saver and really appreciated her help.

Alderwoman Gazal announced Wednesday, July 19, 2023 will be the second 'Meet at the Park' and 'Touch a Truck' Event which will be held at Zausa Drive from 6:00pm to 7:30pm.

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Alderman Vershay reminded all that fireworks are illegal.

PUBLIC COMMENT: There was no public comment.

There being no further business before the Council, and no action needed from the executive session, a motion for adjournment was in order.

(#13) Motion by Alderman Dyke seconded by Alderman Vershay, to adjourn the July 3, 2023 Council meeting.
On roll call, the vote was:
AYES: Ald. Cipiti, Albert, Kubal, Dyke, Vershay, Jefferson, Gazal, Oberlin.
NAYES: None.
ABSENT: None.
There being eight (8) affirmative votes, the MOTION CARRIED.

The meeting was adjourned at 7:23 p.m.

Approved this_____day of_____, 2023
As presented_____
As amended_____

_____
CHRISTINE VERSHAY-HALL, CITY CLERK

_____
RAYMOND R. SOLIMAN, MAYOR

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MINUTES OF THE WORK SESSION
CITY COUNCIL OF CREST HILL
WILL COUNTY, ILLINOIS
July 10, 2023

The July 10, 2023 City Council work session was called to order by Mayor Raymond R. Soliman at 7:00 p.m. in the Council Chambers, 20600 City Center Blvd. Crest Hill, Will County, Illinois.

The following Council members were present: Mayor Raymond Soliman, City Clerk Christine Vershay-Hall, City Treasurer Glen Conklin, Alderperson Scott Dyke, Alderperson John Vershay, Alderperson Darrell Jefferson, Alderwoman Claudia Gazal, Alderperson Tina Oberlin, Alderperson Mark Cipiti, Alderperson Nate Albert, Alderperson Joe Kubal.

Also present were: City Engineer Ron Wiedeman, Assistant Public Works Director Blaine Kline, Finance Director Lisa Banovetz, City Attorney Mike Stiff.

Absent were: Interim Planner Maura Rigoni, Police Chief Ed Clark.

TOPIC: Recommendation to move forward with agreement for Design and Bidding services for Grand Prairie Water Commission delivery points

Assistant Director Blaine Kline spoke briefly and turned it over to Chris Ulm from Strand & Associates for explanation and any questions.

Chris Ulm from Strand & Associates commented that the project has two receiving sites. He commented that the western site is a larger site near Caton Farm and Oakland and this site can hold more water. He also commented that this should go into effect in the year 2026.

Chris explained that this design will be spread over several fiscal years. The loan project is not enough to cover all the costs from the loan program. Chris commented that the way we receive loans is through a point system and the higher your points the higher you go on the list to receive the funds for any given year. One way to increase your funds is to have the bid documents ready and another way to receive higher points is to have construction permits in hand, which this agreement is working towards that. Chris stated that the City of Crest Hill receives highest on the ability to receive principal forgiveness grant as part of the loan program due to our demographics. Also, the earlier you can put this in will offer savings as well. Further study has found out that infrastructure improvement can be delayed or forever delayed depending on how your demands grow. Chris commented that back in 2021 he stated the costs were $16.9 Million and today's cost is approximately $15 Million, and even with the inflation we have seen and the reduction in scope has allowed us to stay in the 2021 budget at this time.

Alderperson Oberlin commented that she just read on an EPA site that over forty-five percent of the sites they tested have pfas in them. She also commented that her understanding is that they will need to remove the pfas before sending this water to us, is that correct? Chris stated that is correct and there could be rate increases for that treatment spread across the millions of people Lake Michigan water feeds.

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Mayor Soliman asked where the east receiving point is? Chris stated that it is 2305 and 2309 Caton Farm Road.

Mayor asked if there were any more questions from the Council. There were no additional questions.

Mayor Soliman asked for an informal vote.

AYES: Ald. Oberlin, Cipiti, Albert, Kubal, Dyke, Vershay, Jefferson, Gazal.
NAYES: None.
ABSENT: None.

TOPIC: Digital Sign Easement - Menards

City Engineer Ron Wiedeman commented that there is a resolution for a sign easement agreement with Menards. The agreement was reviewed by staff and the city attorney and includes the following provisions:

- Grants and conveys to the city a perpetual, non-exclusive easement for the installation of a sign and associative landscaping.
- The city agrees to one permanent advertising slot for Menards, Inc. This provision of the agreement was discussed with BRT (Digital Advertising Company), and they have agreed to provide this advertising slot.
- The city at its own cost will construct, repair, and maintain the sign.
- The city will not allow any advertising of a direct competitor or product directly competitive with a product sold by Menards. This provision of the agreement was discussed with BRT (Digital Advertising Company), and they have agreed to this condition.

Alderperson Oberlin commented that she understands direct competitor verbiage but product directly competitive sold by Menards is overstated since they sell a lot of products at Menards. She commented that this is how we get ourselves in trouble down the road when there is a broad spectrum that corners us and then we say how did this happen. She stressed that they sell everything from food to home improvements to undergarments, and more.

Attorney Stiff stated that this is what came back from Menards when Attorney Chris Spesia sent the initial draft to them. He stated that he agrees it is broad and that we can go back to Menards to try and firm up the agreement but that will delay the process even more.

Alderman Albert stated he thought the same thing as Alderperson Oberlin. Alderman Albert asked Engineer Wiedeman if we looked at the property to the north. Engineer Wiedeman stated the viewing angles are not adequate and that side was restricted because of utilities and visual which BRT ruled out.

Alderman Albert stated he would not spend to much money going back to the lawyers since we know they are trying to have exclusivity of the sign and there is nothing that we can advertise. Engineer Wiedeman stated that we can go back and get a better definition of what they mean by products and get this revised accordingly.

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Alderwoman Gazal asked if we could do without ads on the sign? It was commented that this is how the sign company makes money, which is the ads.

Alderman Jefferson feels they are trying to monopolize the sign and wonders if we can just exclude that part from the agreement.

Mayor Soliman asked if we could reach out to BRT and see how they dealt with Menards in the past.

Mayor Soliman asked for an informal vote for Engineer Wiedeman to research BRT more regarding Menards.

AYES: Ald. Gazal, Jefferson, Vershay, Dyke, Kubal, Albert, Cipiti, Oberlin.
NAYES: None
ABSENT: None.

TOPIC: Welcome sign Easement – Carillon Lakes

City Engineer Ron Wiedeman commented that we have a sign on Gaylord Road and the homeowner of the property is not cooperative at all. The property owner is looking for yearly leases and money, then when he sells the property, he will want us to remove the sign. Engineer Wiedeman stated that he then looked at Carillon Lakes which would put the sign in the corporate limits of Crest Hill. Engineer Wiedeman stated he reached out to the mayor, and they met with the Carillon Lakes Homeowners Association and discussed the location being proposed. Engineer Wiedeman stated they have agreed to provide us with a 20’ x 20’ easement along the far western edge of their property adjacent to Renwick Road.

Engineer Wiedeman stated this will be the larger stone, landscaped with a berm to help shelter it and lights on the front side. He also stated that the fence there now will be relocated behind the sign.

Alderman Albert commented that he feels this sign will be set back too far and be blocked by visibility even if it raised up and not see it coming down Renwick Road. He asked if there are any negotiations with the property owner and have we exhausted all options. Engineer Wiedeman commented that the homeowner’s father is the one who granted this in the past and since he has passed away, and the current homeowner is not cooperating.

Mayor Soliman asked for an informal vote for the location at Carillon Lakes.

AYES: Ald. Kubal, Oberlin, Gazal, Jefferson, Vershay, Dyke.
NAYES: Ald. Albert.
PASS: Ald. Cipiti.
ABSENT: None.

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Alderman Albert asked Mayor Soliman if there has been any discussion with Carillon Lakes to do the same thing on Gaylord Road at the other entrance? Mayor Soliman commented there has not. Alderman Albert asked if we could have a plan in the future on having a second sign at their other entrance on Gaylord Road.

Mayor Soliman informed the Council that there was a need for an executive session on 5 ILCS 120/2(c)(1) and 5ILCS 120/2(c)(2).

(#1) Motion by Alderperson Oberlin seconded by Alderwoman Gazal to go into executive session on personnel 5 ILCS 120/2(c)(1) and 5ILCS 120/2(c)(2).
On roll call, the vote was:
AYES: Ald. Dyke, Vershay, Jefferson, Gazal, Oberlin, Cipiti, Albert, Kubal.
NAYES: None.
ABSENT: None.
There being eight (8) affirmative votes, the MOTION CARRIED.

Executive Session 7:32 p.m.

(#2) Motion by Alderperson Oberlin seconded by Alderman Cipiti to reconvene from the executive session on personnel 5 ILCS 120/2(c)(1) and 5ILCS 120/2(c)(2).
On roll call, the vote was:
AYES: Ald. Dyke, Vershay, Jefferson, Gazal, Oberlin, Cipiti, Albert, Kubal.
NAYES: None.
ABSENT: None.
There being eight (8) affirmative votes, the MOTION CARRIED.

Reconvened 8:39 p.m.

TOPIC: Fiscal Year 2023-2024 Budget Amendment for West Plant

Finance Director Lisa Banovetz commented that the former Public Works Director Mark Siefert had budgeted all the capital improvements in the west construction plant capital improvement items. After talking to Assistant Public Director Blaine Kline and City Engineer Ron Wiedeman they figured that they will be spending $5,000,000.00 on the east plant and $15,000,000.00 on the west plant. Director Banovetz commented that she will need to transfer $5,000,000.00 from the west plant construction to the east plant construction, which is an internal transfer. She also commented that this does not need a vote, this is strictly for informational purposes only and wanted to bring this to the Council's attention.

TOPIC: City Center Spend Update

Finance Director Lisa Banovetz did a memorandum on all contractors; and noticed that there are not contracts for every vendor. She commented that Harbour Contractors had lumped a bunch of vendors into something they call 'general requirements' category and she is not able to tell if we have overpaid a specific smaller vendor. Director Banovetz stated that she reached out to Shawn Thompson at Harbour Contractors and was told if he helped at all he would bill the city hourly, so she decided to exclude Harbour Contractors and work directly with the vendors. In reaching out to the vendors, she has found out the NuVeterans is trying to bill the city $7,300.00 more than the total amount and she informed NuVeterans to contact Harbour and NuVeterans decided it was not worth it and they would just amend the invoice to what we originally had in our books. Director Banovetz also

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commented that she asked Harbour for a link to their spreadsheet that tracked everything and was told that it was all turned over on a zip drive, but she was not given the password for the spreadsheet. She also commented she is just trying to do the best she can and based on her analysis the city has paid 95% of the budget amount plus the streetlights that Harbour Contractors had said. Director Banovetz commented that the only vendor that she is concerned about is Warehouse Direct which had another $23,000.00 over the contract price.

Alderperson Oberlin asked who has the password for the new spreadsheet? Director Banovetz commented Shawn Thompson has it and Roseanne told her in June she would get the new password to log into the spreadsheet but has not.

Shawn Thompson from Harbour Contractors approached the podium and stated that everything was handed over on thumb drives on April 23, 2023. He stated that they specifically handed it over since they knew the link was set to expire. Director Banovetz stated that the spreadsheet was not on the thumb drive that was handed over. Shawn commented that it was on there. Shawn stated that he could create a new link and give her a password, but Roseanne did not state she would be getting a new password.

Alderperson Oberlin and Director Banovetz asked to whom the zip drive was handed. Shawn commented that the zip drive was handed over to Jim Marino, Don Seeman, and Mark Siefert. Director Banovetz commented that she was not handed the zip drive. Shawn commented that he agreed she did not get handed the zip drive but did receive an email stating all paperwork and drives were handed over to the City of Crest Hill. Alderperson Oberlin asked Shawn if he could send her what she needs again? Shawn commented he does not want to create another link because it will expire again, instead, he will give Director Banovetz her own personal thumb drive with everything on it.

Shawn commented that all he said to Director Banovetz is you do not need the link because you already have the files, but he will supply Lisa with another thumb drive with everything on it including the spreadsheet.

Shawn commented that after reading this he would like to clear the air that Harbour Contractor was never the general contractor on this job, and we keep being referred to as the general contractor. Director Banovetz asked what Shawn would like to be referred to as? Shawn commented that they were consultants or at most the construction manager. Shawn stated that the reason he is concerned about being referred to as the general contractor is because when people hear issues and then they think Harbour was the general contractor when in fact, Crest Hill is the general contractor. He also commented that no one has directly contracted with Harbour on this job. He wanted to make note that all the trades were contracted through Crest Hill not Harbour and 80% – 90% of these contracts were done prior to Harbour coming in.

Shawn feels that he is being attacked and makes him feel they failed in doing their job and that is not fair to say. Director Banovetz commented that she stated this because she has nothing to know if we are overpaying these vendors and did not realize you would be at the meeting, and this could have been handled over a phone conversation. Shawn commented he never said he would charge for his time to help. What he did say was he would have to charge for his time if needed to do a reconciliation since it is time consuming. Shawn commented that this makes him seem like the worse person on the planet.

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Alderperson Oberlin commented that we do not feel like Shawn is the worse person on the planet. Shawn commented that Director Banovetz's memo states otherwise. Alderperson Oberlin stated that she does not think that, and everyone here knows you inherited a nightmare and the fact that Harbour does not want to be known as the general contractor is understandable.

Shawn commented that he wanted to come and clear Harbour's name and personally clear his name from what he felt was personally false representation. He commented that he enjoyed working with everyone and he is not going anywhere and can still answer any questions and emails. He apologized for the one time he felt the ask was going to be extensive and stated he would have to bill for his hours.

TOPIC: City owned Vehicles and Clothing Allowance – Stipend Discussion

Director Lisa Banovetz stated that she checked with other municipalities regarding city use of vehicles and being taxed. She commented that other municipalities are taxing that benefit and do not allow personal use of a city vehicle outside of the city limits.

Alderman Dyke said he had looked at our handbook and noticed that it states, 'it shall not be used for personal errands or other activities, except for personal errands on the way to or back from work provided this time is not compensated.' He stated he felt there should not be an exception in a city vehicle and he felt that needs to be removed from the handbook. He also commented that other communities have a sign-off sheet agreeing to the terms of the vehicle use and feels we should, as well. Treasurer Glen Conklin stated we do have an employee sign-off stating that they have received and read the employee handbook.

Alderperson Oberlin agreed that these vehicles should not be used for personal use and that should be removed from the handbook. Alderperson Oberlin asked if we had any information regarding the vehicle with the damage. Alderman Dyke commented that he has asked the Police Chief for footage from the new building or Public Works building to show if there is damage on the vehicle. It was commented that there are no cameras at the Public Works building and they do not want them.

Alderperson Oberlin commented that City Engineer Ron Wiedeman noticed it on a Friday and took pictures of the damage and we should see who used it prior to Engineer Wiedeman noticing the damage.

Alderman Dyke also commented that the vehicle should have been inspected when the employee left. Per our handbook, there should have been an exit interview and things should have been inspected. Alderman Dyke stated that these things should be done and are not being done and then that person needs to be held accountable for not doing the exit interview. Alderman Cipiti stated that would be the Human Resource's duty to perform that exit interview.

Treasurer Conklin stated this is something that needs to be crafted by a City Administrator.

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It was agreed that the city vehicle is for city use only, not personal use. Alderwoman Gazal suggested giving a vehicle stipend and that would be cheaper than the fuel, maintenance, and insurance in the long run.

Discussion followed regarding clothing allowance, and it is also taxable, and we should follow the law. Alderman Cipiti asked if the individual would need to show a receipt to prove they used the benefit for what it is intended for? Director Banovetz commented that the police just get a stipend and do not need to provide receipts. They can do what they want with the benefit. Treasurer Conklin commented that from the city point of it, we should be taxing the money and then if the individual wants the tax relief, they can submit those items on their tax returns.

Alderman Jefferson asked if the uniform allowance is part of the collective bargaining agreement? Treasurer Conklin stated that it is but not for the Chief of Police or the Deputy Chiefs.

Mayor Soliman asked Attorney Mike Stiff if we would need to have a resolution amending the employee handbook. Attorney Stiff agreed we should have a resolution prepared.

Mayor Soliman asked for an informal vote.

AYES: Ald. Gazal, Jefferson, Vershay, Dyke, Kubal, Cipiti, Oberlin.
NAYES: None
PASS: Ald. Albert
ABSENT: None

TOPIC: Non-Employee in City Hall Discussion

City Clerk Christine Vershay-Hall commented that we are giving badge access to non-employees having access into our city areas. Director Banovetz commented that the park district employee has access to our file/storage room which has employee records, police pension records, and payroll records with social security numbers and other sensitive information. She also commented that she realizes she needs storage and Mr. Marino had promised storage but maybe there is storage in other locations.

Alderperson Oberlin stated that they need to store their stuff in their office and stated we have had this discussion prior regarding people who are not employed by the city having access, which they should not have free roam of the city. Alderperson Oberlin commented that they should have access to their office and the washroom by their office and not be able to come into the city side. They are not city employees.

Alderwoman Gazal stated that back in the day the park district was always able to use our kitchen. She also commented that this started because they walked people through the city side giving them a tour and no one knew who they were, who ended up being the people to cover for her while she was off.

Clerk Vershay-Hall commented that she did not say she is doing anything wrong or doing any harm, but we need to stop having anyone who is non-employees or contractors coming through the city side.

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Alderwoman Gazal said she agrees if it is after-hours, and no one should be here after-hours, but she is just using the kitchen. Clerk Vershay-Hall commented that the clerks could be counting money or have paperwork laid out, we should not have non-employees coming through.

Alderperson Oberlin stated that when we did the contract with the park district it was for that office and that room only, not free roam over the city.

Attorney Stiff commented that when the lease negotiated, they asked for storage and contractually the city is obligated to provide storage for them.

Mayor Soliman commented that the problem is that it is the file room. He stated that he has a key to that room and will be more than willing to open the door for her, but as far as the kitchen goes, she is from another intergovernmental agency and wants to warm up her lunch. He also stated that we did not have a problem with this at the old building and the new building is bigger. He would hope that out of common courtesy we would allow her to warm up her sandwich or use the bathroom.

Alderperson Oberlin stated that she does not need to be in our file/storage room or anyone who is not an employee of the city.

Alderwoman Gazal asked why the files in the file room are not locked? It was commented that they are locked.

Mayor Soliman asked for an informal vote to allow the park district employee use of the kitchen and bathroom and their boxes will be stored in the mayor's office. The informal vote was split, the outcome was:

AYES: Ald. Kubal, Albert, Cipiti, Oberlin, Gazal, Jefferson, Dyke.
NAYES: None.
ABSTAIN: Ald. Vershay.
ABSENT: None.

TOPIC: Resolution Releasing the Deed Restriction for Property Located at 1919 Cora Street in the City of Crest Hill

Attorney Mike Stiff commented that the property located at 1919 Cora Street had an initial Ordinance #1800 that the city passed in February 2019 and declared this property as surplus and the property went to bid with the winning bidder who was Habitat for Humanity. Attorney Stiff stated that this property has a deed restriction stating the old garage to be demolished and a new residence to be built, compliant with all building and zoning ordinances, and a certificate of occupancy be issued no later than August 31, 2021. He then stated in August of 2021 Chris Spesia was asked to prepare a Resolution #1117 extending the certificate of occupancy deed restriction to the home until June 1, 2023. The deadline has been missed by twenty-eight days. The building department then contacted Attorney Stiff asking how to manage the deed restriction. Attorney Stiff stated that the best thing to do is to release the deed restriction since the occupancy certificate has been issued. Attorney Stiff commented that there is a resolution in addition to his memo along with the two prior ordinances on the dais. He commented that this resolution

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should state the deed restriction is waived by the city and the city waives any right to try and claim the property back.

Mayor Soliman asked if there were any questions. There were none. Mayor Soliman stated that this will be on the next meeting agenda.

PUBLIC COMMENTS:
There were no public comments.

MAYORS UPDATES:
There are no Mayor updates.

COMMITTEE/LIAISON UPDATES:
There were no committee/liaison updates.

The meeting was adjourned at 9:49p.m.

Approved this_____day of_____, 2023
As presented_____
As amended_____

_____
CHRISTINE VERSHAY-HALL, CITY CLERK

_____
RAYMOND R. SOLIMAN, MAYOR

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SPESIA & TAYLOR

MEMO

To: Mayor Soliman and City Council
From: Michael R. Stiff-Spesia & Taylor
Date: July 10, 2023
Re: 1919 Cora St.

On February 18, 2019 the City Council passed Ordinance 1800 declaring the above-referenced property surplus and authorizing it to be sold by submission of sealed bids. Thereafter, the property was conveyed by the City to the purchaser via quitclaim deed. That deed contained a deed restriction requiring that the new residential dwelling be constructed in compliance with all Crest Hill building and zoning ordinances and a certificate of occupancy no later than August 31, 2021.

On August 16, 2021, the City Council passed Resolution 1117 which amended the deed restriction to extend the deadline for the Certificate of Occupancy for the home to June 1, 2023.

Unfortunately, while the home (which I understand to be a Habitat for Humanity project) was completed prior to June 1, 2023, the Certificate of Occupancy was not issued until June 29, 2023. As a result, to prevent there from being any title issues in the future, I drafted the attached Resolution Releasing the June 1, 2023 Occupancy Permit Deed Restriction and waiving the City's right to claim that the property should revert to the City.

Ordinance 1800 and Resolution 1117 are attached for ease of reference.

RESOLUTION NO. _____

A RESOLUTION RELEASING THE DEED RESTRICTION FOR PROPERTY LOCATED AT 1919 CORA STREET IN THE CITY OF CREST HILL

WHEREAS, the Corporate Authorities of the City of Crest Hill, Will County, Illinois, have the authority to adopt resolutions and to promulgate rules and regulations that pertain to the City's government and affairs and protect the public health, safety, and welfare of its citizens; and

WHEREAS, the Corporate Authorities of the City of Crest Hill, on February 18, 2019 passed Ordinance 1800, deemed the property commonly known as 1919 Cora Street in the City of Crest Hill as surplus, and authorized the same to be sold on the condition that the purchaser of the property commence construction of a residence during the year of sale (2019) and to complete said construction, subject to all City building and zoning regulations, no later than August of 2020, subject to an extension of time solely at the City's discretion; and

WHEREAS, following the sealed bidding process, the property commonly known as 1919 Cora Street in the City of Crest Hill was conveyed to the successful bidder by quitclaim deed, recorded as Document No. R2019042266, and which included a Deed Restriction requiring "construction of a home on the Property in compliance with all City of Crest Hill Building and Zoning Ordinances, and issuance of a Certificate of Occupancy for said home no later than August 31, 2021; and

WHEREAS, on August 16, 2021, the Corporate Authorities of the City of Crest Hill approved and passed Resolution 1117, which authorized an amendment to the aforementioned Deed Restriction to extend the deadline for the issuance of a Certificate of Occupancy for the residence located at 1919 Cora Street to "no later than June 1, 2023;" and

WHEREAS, the City of Crest Hill Building Department on June 29, 2023 approved and issued to the property owner a Certificate of Occupancy for the residential dwelling, certifying that all City of Crest Hill Building and Zoning Ordinances have been met.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Crest Hill, Illinois, pursuant to its statutory authority, as follows:

SECTION 1: PREAMBLE. The City Council hereby finds that all of the recitals contained in the preamble to this Resolution are true, correct and complete and are hereby incorporated by reference thereto and made a part hereof.

SECTION 2: RELEASE OF DEED RESTRICTION. The City of Crest Hill hereby approves the Release of Deed Restriction, attached hereto as Exhibit A, and releases the Deed Restriction for the Property commonly referred to as 1919 Cora Street which required the issuance of a Certificate of Occupancy no later than June 1, 2023. The City of Crest Hill also waives any rights it may have pursuant to the reversion language contained in the Amendment to Deed Restriction dated August 16, 2021.

SECTION 3: SEVERABILITY. If any section, paragraph, clause or provision of this Resolution is held invalid, the invalidity of such section, paragraph, clause or provision shall not affect any other provision of this Resolution.

SECTION 4: REPEALER. All ordinances, resolutions or orders, or parts thereof, which conflict with the provisions of this Resolution, are to the extent of such conflict hereby repealed.

SECTION 5: EFFECTIVE DATE. This Resolution shall be in full force and effect immediately upon its passage and publication according to law.

[*Intentionally Blank*]

PASSED THIS 17TH DAY OF JULY, 2023.

	Aye	Nay	Absent	Abstain
Alderman John Vershay	_____	_____	_____	_____
Alderman Scott Dyke	_____	_____	_____	_____
Alderwoman Claudia Gazal	_____	_____	_____	_____
Alderman Darrell Jefferson	_____	_____	_____	_____
Alderperson Tina Oberlin	_____	_____	_____	_____
Alderman Mark Cipiti	_____	_____	_____	_____
Alderman Nate Albert	_____	_____	_____	_____
Alderman Joe Kubal	_____	_____	_____	_____
Mayor Raymond R. Soliman	_____	_____	_____	_____

_____
Christine Vershay-Hall, City Clerk

APPROVED THIS 17TH DAY OF JULY, 2023.

_____
Raymond R. Soliman, Mayor

ATTEST:

_____
Christine Vershay-Hall, City Clerk

EXHIBIT A

Prepared by:
Michael R. Stiff
Spesia & Taylor
1415 Black Road
Joliet, Illinois 60435
(815) 726-4311

Return to:
City of Crest Hill
City Clerk
20600 City Center Blvd.
Crest Hill, IL 60403

RELEASE OF DEED RESTRICTION

The City of Crest Hill, an Illinois Municipal Corporation, for and consideration of Ten and No/100 Dollars ($10.00), and valuable consideration in hand paid, hereby Releases the Deed Restriction contained in the Quit Claim Deed dated June 17, 2019 and recorded as Document No. R2019042266 and the Amendment to the Deed Restriction dated August 16, 2021 and recorded as Document No. R2021093564 regarding the issuance of a Certificate of Occupancy for the Property described as follows:

LOT 255 OF STERN PARK, A SUBDIVISION OF PART OF THE SOUTH ½ OF SECTION 33, T36N, R10E OF THE 3RD P.M., SITUATED IN THE COUNTY OF WILL AND STATE OF ILLINOIS.

PIN No.: 11-04-33-400-017-0000
Common Address: 1919 Cora Street, Crest Hill, Illinois

In addition to the foregoing Release of the following Deed Restriction, the City hereby waives any right to a reversion of the property ownership to the City:

- Construction of a home on the Property, in compliance with all City Of Crest Hill Building and Zoning Ordinances, and issuance of a Certificate of Occupancy for said Home no later than June 1, 2023.

Dated: July 17, 2023.

CITY OF CREST HILL

By: _____
Mayor Raymond R. Soliman

ATTEST:
By: _____
Christine Vershay-Hall, City Clerk

STATE OF ILLINOIS)
) SS.
COUNTY OF WILL)

I, the undersigned, a Notary Public in and for said County and State aforesaid, do hereby certify that Raymond R. Soliman and Christine Vershay-Hall, personally known to me to be the same persons whose names are subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that as such Mayor and City Clerk, they signed, sealed and delivered the said instrument and caused the corporate seal of the City of Crest Hill to be affixed thereto, pursuant to authority given by Resolution of said municipal corporation, as their free and voluntary act, and as the free and voluntary act and deed of said municipal corporation for the uses and purposes set forth therein, as their free and voluntary act for the uses and purposes therein set forth.

Given under my hand and Notarial Seal this _____ day of _____, 2023.

_____
Notary Public

(SEAL)

City Council Agenda Memo

Crest Hill, IL

Meeting Date:	7/17/2023
Submitter:	Blaine Kline, Assistant Director of Public Works
Department:	Public Works
Agenda Item:	Wyland Mayors Challenge Trophy Presentation

Summary:

Each year during the month of April, cities across the United States participate in the annual Wyland National Mayor's Challenge for Water Conservation. With no cost to cities or taxpayers, the Mayor's Challenge offers a unique and compelling way to motivate residents to conserve water. The City of Crest Hill pledged to save more gallons of water than the other Grand Prairie Water Commission members and using a weighted scale by population, had the most participants join the challenge. Hugh O'Hara the executive director of the Will County Governmental League and CC DeBold Mayor of Shorewood are here to present the trophy.

Recommended Council Action:

N/A

Financial Impact:

Funding Source:

Budgeted Amount:

Cost: N/A

Attachments:

City Council Agenda Memo

Crest Hill, IL

Meeting Date:	7/17/2023
Submitter:	Blaine Kline, Assistant Director of Public Works
Department:	Public Works Department
Agenda Item:	MOU between City of Crest Hill and Local 150

Summary:

The City of Crest Hill needs to designate staff to be the responsible owner in charge for water and wastewater. The attached MOU provides the outline for a monthly stipend to be issued for licensed operators to fulfill the necessary roll.

Recommended Council Action:

Approve MOU between The City of Crest Hill and Local 150

Financial Impact:

Funding Source: Water/Sewer

Budgeted Amount: n/a

Cost: $1,500 per month water operator

$1,500 per month wastewater operator

Attachments:

MOU

MEMORANDUM OF UNDERSTANDING

This Agreement entered into this __17th___ day of July, 2023, among the City of Crest Hill, Illinois (hereinafter referred to as the "City" or the "Employer"), the International Union of Operating Engineers, Local 150 (hereinafter referred to as the "Union").

RECITALS

Whereas, the City and the Union are signatories to a Collective Bargaining Agreement which includes the representation of the Public Works employees of the City; and

Whereas, the non-bargaining unit employee that signed the City's monthly IEPA paperwork has left employment with the City.

Whereas, the City contemplated hiring a firm to perform the work formerly performed by the non-bargaining unit.

Whereas, bargaining unit employees hold the appropriate licenses to sign the City's monthly IEPA paper work and the City recognizes the benefits of utilizing bargaining unit employees instead of a firm.

NOW THEREFORE, it is agreed by the parties as follows:

1. The City shall pay a monthly stipend to a Class 1 Wastewater Operator and a Class B Water Operator in the amount of one thousand five hundred dollars ($1,500.00) for utilizing their licenses to sign the City's monthly IEPA paperwork.

2. This Memorandum represents the entire agreement between the parties and shall be in effect on the date written above and upon its execution by the parties.

3. This Memorandum shall only be altered by mutual agreement of the parties.

AGREED TO AND ADOPTED BY THE PARTIES ON THE DATE WRITTEN ABOVE.

CITY OF CREST HILL	**THE INTERNATIONAL UNION OF OPERATING ENGINEERS, LOCAL 150**
By: _____	By:_____

City Council Agenda Memo

Crest Hill, IL

Meeting Date:	July 17, 2023
Submitter:	Blaine Kline, Assistant Director of Public Works
Department:	Public Works Department
Agenda Item:	Approval of agreement for Design and Bidding services for Grand Prairie Water Commission delivery points with Strand Associates

Summary:

At the work session last week Chris Ulm from Strand Associates presented the agreement for design and bidding services for the Grand Prairie Water Commission delivery points, outlining the need to begin these services as we move forward with our future water supply change.

Recommended Council Action:

To approve the agreement with Strand Associates for the Design and Bidding related services for Eastern and Western receiving sites at Grand Prairie Water Commission delivery points.

Financial Impact:

Funding Source: Water 07-06-5332

Budgeted Amount:

Cost: $112,000 FY 24

Attachments:
Strand Associates Agreement Proposal

STRAND ASSOCIATES®
Excellence in Engineering
Since 1946

Strand Associates, I
1170 South Houbolt Road
Joliet, IL 60431
(P) 815.744.4200
www.strand.com

July 7, 2023

City of Crest Hill
20600 City Center Boulevard
Crest Hill, IL 60403

Attention: Honorable Raymond Soliman, Mayor

Re: Agreement for Design and Bidding-Related Services
Eastern and Western Receiving Sites at Grand Prairie Water Commission (GPWC) Delivery Points

This is an Agreement between the City of Crest Hill, Illinois, hereinafter referred to as OWNER, and Strand Associates, Inc.®, hereinafter referred to as ENGINEER, to provide Design and Bidding-Related Services (Services) for the Eastern and Western Receiving Sites project. This Agreement shall be in accordance with the following elements.

Scope of Services

ENGINEER will provide the following Services to OWNER.

Preliminary Design Services

1. Participate in a project kickoff meeting with OWNER to discuss design criteria and project schedule.

2. Gather details of the lake water supply with GPWC pertaining to final water delivery pressures from OWNER.

3. Retain the services of a subconsultant to provide a topographical survey using NAD83 and Illinois State Plane coordinates of the Eastern and Western Receiving Sites in property to be acquired by OWNER on Parcel Numbers 11 04 32 200-003-0000, 11-04-31-105-004-0000, and 11-04-31-105-005-0000.

4. Retain the services of a subconsultant to perform geotechnical services for soil borings at the Eastern Delivery and Pumping Station (four 25-foot borings), Eastern Receiving Site GPWC Meter Station (two 25-foot borings), Western Receiving Site Station (three 25-foot borings), Western Receiving Site GPWC Meter Station (two 25-foot borings), and the center of the Eastern Receiving Site Reservoir (one soil boring to a depth of 100 feet or ten feet into auger refusal), and a minimum of three additional soil borings to a depth of 35 feet equally spaced around the perimeter of the tank. Include Illinois Environmental Protection Agency (IEPA) Clean Construction and Demolition Debris requirements and certification.

5. Prepare 30 percent drawings including: Site plan, wall sections, wall details, roof plank plan, roof plan, foundation plan, exterior elevations, fire protection plan, one-line diagrams,

supervisory control and data acquisition (SCADA) riser diagrams, and motor control center elevations in accordance with OWNER's 2022 Alternative Water Supply Implementation Plan, previously prepared by ENGINEER, for both the Eastern and Western Receiving Sites. This will include a 2.0 million gallon above-ground prestressed concrete reservoir and a Lake Michigan Receiving and Pumping Station at the Eastern Receiving Site and a Lake Michigan Receiving Station at the Western Receiving Site.

6. Prepare 30 percent design level drawings for the Eastern Receiving and Pumping Station that include floor plans, sections, and elevations. Facility will include booster pumping equipment; standby diesel power generator; chemical feed equipment; bathroom; heating, ventilation, and air conditioning (HVAC) equipment; and electrical equipment.

7. Prepare 30 percent design level drawings for the Western Receiving site including floor plan, sections, and elevations. Facility will include pressure reducing valve and associated equipment, uninterruptible power supply and portable generator receptacle, chemical feed equipment, bathroom, HVAC equipment, and electrical equipment.

8. Discuss reservoir volume and construction materials with OWNER. Finalize design criteria including exterior appearance. Design of a 2,000,000-gallon above-ground prestressed concrete reservoir is anticipated.

9. Meet with OWNER to discuss 30 percent drawings. Obtain OWNER acceptance and approval for prefinal design.

Eastern Reservoir Design Services (If Authorized)

1. Prepare 90 percent design level reservoir drawings.

2. Prepare 90 percent elevation views and 3D renderings using MicroStation for a presentation to OWNER or at public information meetings.

3. Prepare an opinion of probable construction cost and submit to OWNER.

4. Meet with OWNER to discuss 90 percent design level drawings for OWNER acceptance and approval of final design and bidding services.

5. Prepare Bidding Documents for the reservoir using Engineers Joint Contract Documents Committee C-700 Standard General Conditions of the Construction Contract, 2018 edition, technical specifications, and engineering drawings and IEPA's Certification of Plans/Specifications Compliance with Public Water Supply Loan Program (PWSLP) Rules.

6. Submit Bidding Documents to OWNER for review and comment.

7. Review the draft Bidding Documents with OWNER; incorporate review comments as appropriate; and submit two copies of the final Bidding Documents to OWNER.

City of Crest Hill
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8. Prepare and submit two copies of the IEPA Application for Construction Permit with two copies of the Bidding Documents for approval.

9. Meet with OWNER to review IEPA comments.

Eastern and Western Receiving/Pump Stations Design Services (If Authorized)

1. Prepare 90 percent design level Eastern and Western Receiving/Pump Stations drawings.

2. Prepare 90 percent elevation views and 3D renderings using MicroStation for a presentation to OWNER or at public information meetings.

3. Prepare an opinion of probable construction cost and submit to OWNER.

4. Meet with OWNER to discuss 90 percent design level drawings for OWNER acceptance and approval for final design and bidding services.

5. Design supervisory control and data acquisition (SCADA) system for the potential improvements. Items to be monitored and controlled by the SCADA system include incoming water flow from GPWC, reservoir water levels, booster pump output status and flow, support systems status, intrusion alarms, and existing Elevated Tank No. 9 levels.

6. Prepare one set of Bidding Documents for the Eastern and Western Receiving/Pump Stations and associated site work using Engineers Joint Contract Documents Committee C-700 Standard General Conditions of the Construction Contract, 2018 edition, technical specifications, and engineering drawings and IEPA's Certification of Plans/Specifications Compliance with PWSLP Rules.

7. Submit Bidding Documents to OWNER for review and comment.

8. Review draft Bidding Documents with OWNER; incorporate review comments as appropriate; and submit two copies of the final Bidding Documents to OWNER.

9. Prepare and submit two copies of the IEPA Application for Construction Permit with two copies of the Bidding Documents for approval.

10. Meet with OWNER to review IEPA comments.

Bidding-Related Services for the Eastern Reservoir (If Authorized)

1. Distribute Bidding Documents electronically through QuestCDN, available at www.strand.com and www.questcdn.com. Submit Advertisement to Bid to OWNER for publishing.

2. Prepare addenda and answer questions during bidding.

3. Attend bid opening and tabulate and analyze bid results.

4. Assist OWNER in award of the Construction Contract in accordance with the IEPA PWSLP Bidding Review Certification and Checklists for Construction Contracts.

5. Prepare four sets of Contract Documents for signature for the Eastern Reservoir.

Bidding-Related Services for the Eastern and Western Receiving/Pump Stations (If Authorized)

1. Distribute one set of Bidding Documents that includes both sites electronically through QuestCDN, available at www.strand.com and www.questcdn.com. Submit Advertisement to Bid to OWNER for publishing.

2. Prepare addenda and answer questions during bidding.

3. Attend bid opening and tabulate and analyze bid results.

4. Assist OWNER in award of the construction contract in accordance with the IEPA PWSLP Bidding Review Certification and Checklists for Construction Contracts.

5. Prepare four sets of Contract Documents for signature for the Eastern Pumping and Receiving Site and the Western Receiving Site.

Service Elements Not Included

The following services are not included in this Agreement. If such services are required, they will be provided through an amendment to this Agreement or through a separate agreement.

1. Additional Site Visits and/or Meetings: Additional OWNER-required site visits or meetings.

2. Archaeological or Botanical Investigations: ENGINEER will assist OWNER in engaging the services of an archaeologist or botanist, if required, to perform the field investigations necessary for agency review.

3. Construction-Related Services: Any services involved in performing construction-related services.

4. Preparation for and/or Appearance in Litigation on Behalf of OWNER: Any services related to litigation.

5. Revising Designs, Drawings, Specifications, and Documents: Any services required after these items have been previously approved by state or federal regulatory agencies, because of a change in project scope or where such revisions are necessary to comply with changed state and federal regulations that are put in force after Services have been partially completed.

6. Services Furnished During Readvertisement for Bids, if Ordered by OWNER: If a Contract is not awarded pursuant to the original bids.

7. Services Related to Buried Wastes and Contamination: Should buried solid, liquid, or potentially hazardous wastes or subsurface or soil contamination be uncovered at the site, follow-up

investigations may be required to identify the nature and extent of such wastes or subsurface soil or groundwater contamination and to determine appropriate methods for managing of such wastes or contamination and for follow-up monitoring.

Compensation

OWNER shall compensate ENGINEER for Preliminary Design Services under this Agreement a lump sum of $112,000, estimated to occur during OWNER's 2024 fiscal year (FY). OWNER shall compensate ENGINEER for If-Authorized Services under this Agreement a lump sum of $512,000, estimated to occur during OWNER's 2025 and 2026 FYs. ENGINEER will only proceed with "If-Authorized" Services upon written notification from OWNER.

Scope Item	Compensation	Estimated FY
Preliminary Design Services	$112,000	2024
Eastern Reservoir Design Services (If Authorized)	$132,000	2025
Eastern and Western Receiving and Pumping Station Design Services (If Authorized)	$330,000	2025
Bidding-Related Services for the Eastern Reservoir (If Authorized)	$ 27,000	2026
Bidding-Related Services for the Eastern and Western Receiving and Pumping Stations (If Authorized)	$ 23,000	2026
Total	$624,000	

Only sales taxes or other taxes on Services that are in effect at the time this Agreement is executed are included in the Compensation. If the tax laws are subsequently changed by legislation during the life of this Agreement, this Agreement will be adjusted to reflect the net change.

The lump sum for the Services is based on wage scale/hourly billing rates, adjusted annually on July 1, that anticipates the Services will be completed as indicated. Should the completion time be extended, it may be cause for an adjustment in the lump sum that reflects any wage scale adjustments made.

The lump sum will not be exceeded without prior notice to and agreement by OWNER but may be adjusted for time delays, time extensions, amendments, or changes in the **Scope of Services**. Any adjustments will be negotiated based on ENGINEER's increase or decrease in costs caused by delays, extensions, amendments, or changes.

Schedule

Services will begin upon execution of this Agreement, which is anticipated the week of August 1, 2023. Services are scheduled for completion on April 30, 2025.

Audit, Access to Records

In accordance with 35 ILLINOIS ADMINISTRATIVE CODE CH.II.SEC.365.630, SUBTITLE C, books, records, documents, and other evidence directly pertinent to performance of Agency loan work under this Agreement shall be maintained consistent with generally accepted accounting standards in accordance with the American Institute of Certified Public Accountants Professional Standards

(666 Fifth Avenue, New York, New York 10019; June 1, 1987). The Agency or any of its duly authorized representatives shall have access to such books, records, documents, and other evidence for the purpose of inspection, audit, and copying. Facilities for such access and inspection shall be provided.

Audits conducted pursuant to this provision shall be in accordance with generally accepted auditing standards.

Disclosure of all information and reports resulting from access to records shall be provided to the Agency. The auditing agency will afford ENGINEER an opportunity for an audit exit conference and an opportunity to comment on the pertinent portions of the draft audit report. The final audit report will include the written comments, if any, of the audited parties.

Records shall be maintained and made available during performance of Services under this Agreement and until three years after the final loan closing. In addition, those records which relate to any "dispute" appeal under an Agency loan agreement, or litigation, or the settlement of claims arising out of such performance, or costs or items to which an audit exception has been taken, shall be maintained and made available until three years after the date of resolution of such appeal, litigation, claim, or exception.

Covenant Against Contingent Fees

In accordance with 35 ILLINOIS ADMINISTRATIVE CODE CH.II.SEC.365.630, SUBTITLE C, ENGINEER warrants that no person or selling agency has been employed or retained to solicit or secure this contract upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee, excepting bonafide employees. For breach or violation of this warranty, the loan recipient shall have the right to annul this Agreement without liability or in its discretion to deduct from the contract price or consideration or otherwise recover, the full amount of such commission, percentage, brokerage, or contingent fee.

Utilization of Women and Minority Businesses

ENGINEER agrees to take affirmative steps to assure that disadvantaged business enterprises are utilized when possible as sources of supplies, equipment, construction, and services in accordance with the Water Pollution Control Loan Program rules. As required by the award conditions of United States Environmental Protection Agency's Assistance Agreement with the IEPA, ENGINEER acknowledges that the fair share percentages are five percent for Minority Business Enterprises and 12 percent for Women's Business Enterprises.

ENGINEER shall not discriminate on the basis of race, color, national origin, or sex in the performance of this Agreement. ENGINEER shall carry out applicable requirements of 40 CFR Part 33 in the award and administration of contracts awarded under Environmental Protection Agency financial assistance agreements. Failure by ENGINEER to carry out these requirements is a material breach of this Task Order, which may result in the termination of this Agreement or other legally available remedies.

Standard of Care

The Standard of Care for all Services performed or furnished by ENGINEER under this Agreement will be the care and skill ordinarily used by members of ENGINEER's profession practicing under similar circumstances at the same time and in the same locality. ENGINEER makes no warranties, express or implied, under this Agreement or otherwise, in connection with ENGINEER's Services.

City of Crest Hill
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July 7, 2023

OWNER's Responsibilities

1. Assist ENGINEER by placing at ENGINEER's disposal all available information pertinent to this project including previous reports, previous drawings and specifications, and any other data relative to the scope of this project.

2. Furnish to ENGINEER, as required by ENGINEER for performance of Services as part of this Agreement, data prepared by or services of others obtained or prepared by OWNER relative to the scope of this project, such as soil borings, probings and subsurface explorations, and laboratory tests and inspections of samples, all of which ENGINEER may rely upon in performing Services under this Agreement.

3. Provide access to and make all provisions for ENGINEER to enter upon public and private lands as required for ENGINEER to perform Services under this Agreement.

4. Examine all reports, sketches, estimates, special provisions, drawings, and other documents presented by ENGINEER and render, in writing, decisions pertaining thereto within a reasonable time so as not to delay the performance of ENGINEER.

5. Provide all legal services as may be required for the development of this project.

6. Pay all permit and plan review fees payable to regulatory agencies.

7. Acquire and record all easements and parcels.

Opinion of Probable Cost

Any opinions of probable cost prepared by ENGINEER are supplied for general guidance of OWNER only. ENGINEER has no control over competitive bidding or market conditions and cannot guarantee the accuracy of such opinions as compared to contract bids or actual costs to OWNER.

Changes

1. OWNER may make changes within the general scope of this Agreement in the Services to be performed. If such changes cause an increase or decrease in ENGINEER's cost or time required for performance of any Services under this Agreement, an equitable adjustment will be made and this Agreement will be modified in writing accordingly.

2. No services for which additional compensation will be charged by ENGINEER will be furnished without the written authorization of OWNER. The fee established herein will not be exceeded without agreement by OWNER but may be adjusted for time delays, time extensions, amendments, or changes in the **Scope of Services**.

3. If there is a modification of Agency requirements relating to the Services to be performed under this Agreement subsequent to the date of execution of this Agreement, the increased or decreased cost of performance of the Services provided for in this Agreement will be reflected in an appropriate modification of this Agreement.

Extension of Services

This Agreement may be extended for additional Services upon OWNER's authorization. Extension of Services will be provided for a lump sum or an hourly rate plus expenses.

Payment

OWNER shall make monthly payments to ENGINEER for Services performed in the preceding month based upon monthly invoices. Nonpayment 30 days after the date of receipt of invoice may, at ENGINEER's option, result in assessment of a 1 percent per month carrying charge on the unpaid balance.

Nonpayment 45 days after the date of receipt of invoice may, at ENGINEER's option, result in suspension of Services upon five calendar days' notice to OWNER. ENGINEER will have no liability to OWNER, and OWNER agrees to make no claim for any delay or damage as a result of such suspension caused by any breach of this Agreement by OWNER. Upon receipt of payment in full of all outstanding sums due from OWNER, or curing of such other breach which caused ENGINEER to suspend Services, ENGINEER will resume Services and there will be an equitable adjustment to the remaining project schedule and compensation as a result of the suspension.

Failure to make payments to ENGINEER is cause for termination upon two-week notice to OWNER.

Termination

This Agreement may be terminated with cause in whole or in part in writing by either party subject to a two-week notice and the right of the party being terminated to meet and discuss the termination before the termination takes place. ENGINEER will be paid for all completed or obligated Services up to the date of termination.

Data Provided by Others

ENGINEER is not responsible for the quality or accuracy of data nor for the methods used in the acquisition or development of any such data where such data is provided by or through OWNER, contractor, or others to ENGINEER and where ENGINEER's Services are to be based upon such data. Such data includes, but is not limited to, soil borings, groundwater data, chemical analyses, geotechnical testing, reports, calculations, designs, drawings, specifications, record drawings, contractor's marked-up drawings, and topographical surveys.

Third-Party Beneficiaries

Nothing contained in this Agreement creates a contractual relationship with or a cause of action in favor of a third party against either OWNER or ENGINEER. ENGINEER's Services under this Agreement are being performed solely for OWNER's benefit, and no other party or entity shall have any claim against ENGINEER because of this Agreement or the performance or nonperformance of Services hereunder. OWNER and ENGINEER agree to require a similar provision in all contracts with contractors, subcontractors, subconsultants, vendors, and other entities involved in this project to carry out the intent of this provision.

Dispute Resolution

Except as may be otherwise provided in this Agreement, all claims, counterclaims, disputes, and other matters in question between OWNER and ENGINEER arising out of or relating to this Agreement or the breach thereof will be decided first by mediation, if the parties mutually agree, or with a bench trial in a court of competent jurisdiction within the State of Illinois.

Remedies

Neither ENGINEER nor OWNER shall be liable to the other for special, indirect, punitive, or consequential damages for claims, disputes, or other matters in question arising out of this or relating to this Agreement. This mutual waiver is applicable, without limitation, due to either party's termination of this Agreement.

Terms and Conditions

The terms and conditions of this Agreement will apply to the Services defined in the **Scope of Services** and represent the entire Agreement and supersede any prior proposals, Requests for Qualifications, or Agreements. OWNER-supplied purchase order is for processing payment only; terms and conditions on the purchase order shall not apply to these Services.

IN WITNESS WHEREOF the parties hereto have made and executed this Agreement.

ENGINEER:		OWNER:	
STRAND ASSOCIATES, INC.®		CITY OF CREST HILL	
Joseph M. Bunker Corporate Secretary	Date	Raymond R. Soliman Mayor	Date

Agenda Memo

Crest Hill, IL

Meeting Date:	June 26, 2023
Submitter:	Ronald J Wiedeman
Department:	Engineering
Agenda Item:	IGA Weber and Ryan Traffic Signal-UPDATED

Summary: This letter is exactly the same as presented to council at the June 19th workshop. It is being presented to the council again to clarify a statement that I made to the item in bold below. A question was asked by Alderwoman Oberlin as to the cost sharing of repair costs to the existing signals. The response provided was incorrect and is now being clarified. All cost associated with the repair of these traffic signals are to be paid by the city of Crest Hill. The county has no cost responsibilities to these signals.

This is due to the fact that back in 2003 the city requested and was allowed at their own expense the installation of these signals. These signals did not meet any federal requirements for traffic signals at this location but, at that time, the city was looking to attract a development in the area to the east of Weber. The county agreed to install these signals if the city agreed to pay for all maintenance, energy and repair costs. Therefore, the section of the letter below is correctly written.

The existing IGA between the City and the County is to expire this August 21, 2023 for the existing signals at Weber and Ryan Drive.

Attached is a new agreement that has all of the same terms and conditions as the previous IGA. Agreement highlights are as follows:

- Weber Road under the jurisdiction of Will County
- Ryan Drive under the jurisdiction of Crest Hill
- Routine maintenance shall be the responsibility of Will County.
- A portion of said routine maintenance costs will be paid by the City of Crest Hill. The City will be invoiced at a rate of $150.00 per month billed on a semiannal basis.

- Future maintenance costs shall be invoiced at the same unit price as paid by the County pursuant to the then effective traffic signal maintenance contract(s). Should the unit price as paid by the COUNTY for COUNTY traffic signal maintenance contracts increase, the COUNTY shall provide (30) days written notice of the increase to the CREST HILL.

- **The County will be responsible for repairs due to motor vehicles, weather or any other "Act of God" and shall invoice the CREST HILL for all said costs of repair, less any reimbursement received by the COUNTY from insurance or otherwise, which the COUNTY agrees to use reasonable efforts to pursue**.

- CREST HILL shall be responsible for the energy costs required by the IMPROVEMENTS, for which the COUNTY shall invoice CREST HILL on a semiannual basis. Energy costs invoiced to CREST HILL shall be the same unit price as paid by the COUNTY under the COUNTY energy cost contract in effect at that time. Should the unit price as paid by the COUNTY under the COUNTY energy cost contracts increase, the COUNTY shall provide thirty (30) days' written notice of the increase to CREST HILL.

Recommended Council Action: Approve a resolution to approve an intergovernmental agreement for the maintenance and energy of traffic signals at the intersection of Weber road (CH88) and Ryan Drive in the County of Will.

Financial Impact:

Funding Source: General Fund (01-03-5351)

Budgeted Amount $150,000.00

Cost: $1800 plus Energy Costs

Attachments:

Resolution App. IGA with County for Weber-Ryan (5-26-2023)

2003-IGA Weber Road and Ryan IGA Traffic Signals Will County Dated 5-26-2023

RESOLUTION NO. _____

A RESOLUTION APPROVING AN INTERGOVERNMENTAL AGREEMENT FOR THE MAINTENANCE AND ENERGY OF TRAFFIC SIGNALS AT THE INTERSECTION OF WEBER ROAD (CH 88) AND RYAN DRIVE IN THE CITY OF CREST HILL, COUNTY OF WILL

WHEREAS, the Corporate Authorities of the City of Crest Hill, Will County, Illinois, have the authority to adopt resolutions and to promulgate rules and regulations that pertain to the City's government and affairs and protect the public health, safety, and welfare of its citizens; and

WHEREAS, the Illinois Intergovernmental Cooperation Act authorizes municipalities to exercise jointly with any public agency of the State, including other units of local government, any power, privilege, or authority which may be exercised by a unit of local government individually, and to enter into contracts for the performance of governmental services, activities, and undertakings; and

WHEREAS, Article VII, Section 10, of the Constitution of the State of Illinois of 1970 provides that units of local government may contract or otherwise associate among themselves to obtain or share services and to exercise, combine or transfer any power or function in any manner not prohibited by law or by ordinance; and

WHEREAS, the County of Will is a body corporate and politic (hereinafter referred to as the "COUNTY"); and

WHEREAS, the City of Crest Hill ("CREST HILL"), to facilitate the free flow of traffic and provide safety to the motoring public, previously determined that it is in the best interests of the citizens and residents of Crest Hill to enter into an Intergovernmental Agreement with County of Will ("WILL COUNTY") for the construction and maintenance of an improved, signalized intersection at County Highway 88 (Weber Road) and Ryan Drive ("IMPROVEMENT"); and

WHEREAS, CREST HILL and WILL COUNTY on or about August 21, 2003 previously approved and executed an Intergovernmental Agreement regarding the construction and maintenance of the IMPROVEMENT; and

WHEREAS, the previously approved and executed Intergovernmental Agreement is set to expire on August 21, 2023, necessitating action to establish a new intergovernmental agreement between CREST HILL and WILL COUNTY governing maintenance and energy costs for the IMPROVEMENT; and

WHEREAS, Weber Road (County Highway 88) at the location of the IMPROVEMENT is currently and shall remain under the jurisdiction of WILL COUNTY; and

WHEREAS, Ryan Drive at the location of the improvement is currently and shall remain under the jurisdiction of CREST HILL; and

WHEREAS, WILL COUNTY AND CREST HILL have elected to cooperate with each other and set forth the rights and responsibilities of each party regarding the continued maintenance and energy cost of the IMPROVEMENT following the expiration of the current Intergovernmental Agreement pursuant to their statutory and Constitutional powers and authority described herein.

WHEREAS, the City Council has reviewed the Intergovernmental Agreement and has determined that the conditions, terms, and provisions of the Intergovernmental Agreement are fair, reasonable, and acceptable to the City; and

WHEREAS, the City Council has determined that it is in the best interests of the City and its citizens to enter into the Intergovernmental Agreement with WILL COUNTY.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Crest Hill, Illinois, pursuant to its statutory and Constitutional authority, as follows:

SECTION 1: PREAMBLE. The City Council hereby finds that all the recitals contained in the preamble to this Resolution are true, correct and complete and are hereby incorporated by reference hereto and made a part hereof.

SECTION 2: INTERGOVERNMENTAL AGREEMENT APPROVED. The City Council hereby finds and declares that the conditions, terms, and provisions of the Intergovernmental Agreement (Exhibit A) are fair, reasonable, and acceptable to the City and that the same is hereby approved in form and substance. Therefore, the City Council hereby authorizes and directs the Mayor to execute and deliver, and the Clerk to attest, the Intergovernmental Agreement, and further to take any and all other actions, including without limitation the execution and delivery of any and all documents, necessary and appropriate to effectuate the intent of this Resolution, which is to enter into the Intergovernmental Agreement with WILL COUNTY.

SECTION 3: SEVERABILITY. If any section, paragraph, clause, or provision of this Resolution is held invalid, the invalidity of such section, paragraph, clause or provision shall not affect any other provision of this Resolution.

SECTION 4: REPEALER. All ordinances, resolutions or orders, or parts thereof, which conflict with the provisions of this Resolution, are to the extent of such conflict hereby repealed.

SECTION 5: EFFECTIVE DATE. This Resolution shall be in full force and effect immediately upon its passage and publication according to law.

[*Left Intentionally Blank*]

DRAFT

PASSED THIS 19TH DAY OF JUNE, 2023.

	Aye	Nay	Absent	Abstain
Alderman John Vershay	_____	_____	_____	_____
Alderman Scott Dyke	_____	_____	_____	_____
Alderwoman Claudia Gazal	_____	_____	_____	_____
Alderman Darrell Jefferson	_____	_____	_____	_____
Alderperson Tina Oberlin	_____	_____	_____	_____
Alderman Mark Cipiti	_____	_____	_____	_____
Alderman Nate Albert	_____	_____	_____	_____
Alderman Joe Kubal	_____	_____	_____	_____
Mayor Raymond R. Soliman	_____	_____	_____	_____

_____
Christine Vershay-Hall, City Clerk

APPROVED THIS 19TH DAY OF JUNE, 2023.

_____
Raymond R. Soliman, Mayor

ATTEST:

_____
Christine Vershay-Hall, City Clerk

DRAFT

EXHIBIT A

DRAFT

INTERGOVERNMENTAL AGREEMENT FOR THE MAINTENANCE AND ENERGY OF TRAFFIC SIGNALS AT THE INTERSECTION OF WEBER ROAD (CH 88) AND RYAN DRIVE IN THE COUNTY OF WILL

WHEREAS, the County of Will is a body corporate and politic (hereinafter referred to as the "COUNTY"); and

WHEREAS, the City of Crest Hill is a Municipal Corporation and situated in Will County, (hereinafter referred to as "CREST HILL") under and by virtue of the Constitution and laws of the State of Illinois, and has acted in the exercise of its legal authority with regard to this Agreement; and

WHEREAS, Article VII, Section 10, of the Constitution of the State of Illinois of 1970 provides that units of local government may contract or otherwise associate among themselves to obtain or share services and to exercise, combine or transfer any power or function in any manner not prohibited by law or by ordinance; and

WHEREAS, The Illinois Intergovernmental Cooperation Act, (Illinois Compiled Statutes, Chapter 5, Section 220/1 et seq.), authorizes municipalities to exercise jointly with any public agency of the State, including other units of local government, any power, privilege, or authority which may be exercised by a unit of local government individually, and to enter into contracts for the performance of governmental services, activities, and undertakings; and

WHEREAS, the COUNTY, and CREST HILL, in order to facilitate the free flow of traffic and ensure safety to the motoring public, previously agreed to the construction and maintenance of the improved, signalized intersection at County Highway 88 (Weber Road) and Ryan Drive, which was memorialized by an Intergovernmental Agreement dated August 21, 2003 governing the intersection improvements consisting of the traffic signal and other appurtenances (hereinafter referred to as "IMPROVEMENT"); and

WHEREAS, the previous intergovernmental agreement governing the maintenance of the IMPROVEMENT is set to expire on August 21, 2023, necessitating action to establish a new intergovernmental agreement between CREST HILL and the COUNTY governing said maintenance of the IMPROVEMENT; and

WHEREAS, County Highway 88 (Weber Road) is under the jurisdiction of the COUNTY; and

WHEREAS, Ryan Drive at this intersection is under the jurisdiction of CREST HILL;

NOW THEREFORE, in consideration of the mutual promises, obligations and undertakings set forth herein, the COUNTY, and CREST HILL (hereinafter collectively referred to as "PARTIES") AGREE AS FOLLOWS:

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1. All PARTIES agree and recognize that the IMPROVEMENT was previously constructed in a manner approved by all PARTIES. All PARTIES also agree and recognize the need for a new agreement and that such a need arose from the previous agreement pertaining to this IMPROVEMENT expiring on August 21, 2023.

2. All PARTIES agree that the COUNTY shall be responsible for the performance of routine maintenance of the IMPROVEMENTS in accordance with COUNTY'S standard maintenance contract and shall invoice CREST HILL for said routine maintenance costs on a semiannual basis. Routine maintenance shall initially be invoiced to the CREST HILL at a total rate of $150.00 per month. Future maintenance costs shall be invoiced at the same unit price as paid by the COUNTY pursuant to the then effective traffic signal maintenance contract(s). Should the unit price as paid by the COUNTY for COUNTY traffic signal maintenance contracts increase, the COUNTY shall provide (30) days written notice of the maintenance contract price increase to CREST HILL.

3. All PARTIES agree that the COUNTY shall repair or cause to be repaired damage to the IMPROVEMENTS caused by motor vehicles, weather, or any other "Act of God" and shall invoice CREST HILL for all said costs of repair, less any reimbursement received by the COUNTY from insurance or otherwise, which the COUNTY agrees to use reasonable efforts to pursue.

4. CREST HILL shall be responsible for the energy costs required by the IMPROVEMENTS, for which the COUNTY shall invoice CREST HILL on a semiannual basis. Energy costs invoiced to CREST HILL shall be the same unit price as paid by the COUNTY under the COUNTY energy cost contract in effect at that time. Should the unit price as paid by the COUNTY under the COUNTY energy cost contracts increase, the COUNTY shall provide thirty (30) days' written notice of the energy cost contract price increase to CREST HILL.

5. CREST HILL shall, at its sole expense, be responsible for all future maintenance of the emergency vehicle preemption system installed or to be installed with the IMPROVEMENTS.

6. The COUNTY shall retain jurisdiction of Weber Road.

7. CREST HILL shall retain jurisdiction of Ryan Drive.

8. If the State of Illinois adopts any amendment, addition, deletion, or other change to the "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", "ILLINOIS SUPPLEMENT TO THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", or IDOT design standards, district-specific or otherwise, pertaining to traffic signals, CREST HILL, at its sole expense, shall make the necessary alterations to the IMPROVEMENT to bring it into conformance with current standards.

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9. The COUNTY shall have no obligations or responsibilities relating to the IMPROVEMENT other than as explicitly provided in this Agreement.

10. This document shall be the final embodiment of the Agreement by and between the COUNTY and CREST HILL. No oral changes or modifications to this Agreement shall be permitted or allowed. Changes or modification to this Agreement shall be made only in writing and upon the necessary and proper signature of duly authorized representative(s) of the COUNTY and CREST HILL.

11. In the event that a court of competent jurisdiction shall hold any provisions of this Agreement invalid or unenforceable, such holdings shall not invalidate or render unenforceable any other provision hereto.

12. This Agreement shall be binding upon and inure to the benefits of the parties hereto, their successors and assigns.

13. Venue for any legal action arising out of this Agreement shall be in the courts of the Twelfth Judicial Circuit, Will County, Illinois.

14. Any notices under this Agreement shall be sent as follows:

    If to the County:

    Will County Engineer
    Will County Division of Transportation
    16841 West Laraway Road
    CREST HILL, IL 60433

    Will County State's Attorney
    Attention: Civil Division
    57 N. Ottawa Street, 5th Floor
    CREST HILL, Illinois 60432

    If to the City of CREST HILL:

    City of CREST HILL
    Attention: Mark Siefert
    Director of Public Works
    2090 Oakland Avenue
    CREST HILL, IL 60403

    City of CREST HILL
    City Attorney
    _____
    _____
    _____

    The PARTIES agree that each shall be responsible to notify the other of any changes in notification procedures.

15. This AGREEMENT may be executed in one or more counterparts, each of which will be deemed an original, but all of which will constitute one instrument.

DRAFT

Dated at CREST HILL, Illinois this ____ day of _____, 2023.

WILL COUNTY **ATTEST**

_____ _____

Will County Executive Will County Clerk

(Seal)

Dated at CREST HILL, Illinois, this _____ day of _____, 2023.

CITY OF CREST HILL **ATTEST**

_____ _____

Mayor City Clerk

DRAFT

Agenda Memo

Crest Hill, IL

Meeting Date:	July 17, 2023
Submitter:	Ronald J Wiedeman
Department:	Engineering
Agenda Item:	Award the contract to Gallagher Asphalt Corporation. in the amount of $354,545.22 for the Prairie Avenue and Borio Drive Resurfacing Project.

Summary: Bids were advertised and solicited for qualified contractors to provide unit price costs the Prairie Avenue and Borio Drive Resurfacing Project.

The city solicited bids through IDOT's construction bulletin looking for qualified contractors. A total of five (6) local prequalified contractors picked up bids and five (5) submitted bids. The bids were received for the improvement at Crest Hill City Hall until 10:00 AM local time on Tuesday, July 11, 2023. Bids were opened and read aloud on Tuesday, July 11, 2023, at 10:00 AM in the Council Chambers. The following is a list of the bids received:

Results

1. Gallagher Asphalt Corporation $354,545.22
2. D Construction, Inc. $384,692.79
3. P.T Ferro Construction Co. $427,779.96
4. McGill Construction LLC $478,319.60
5. Austin Tyler Construction Co. $494,934.02

I have reviewed the quotes and found them to be correct and in order, and I feel that the bids do reflect the market as it exists today.

Recommended Council Action: Award the contract to Gallagher Asphalt Corporation in the amount of $354,545.22 for the Prairie Avenue and Borio Drive Resurfacing Project.

Financial Impact:

Funding Source: Illinois Rebuild and General Fund

Budgeted Amount: $182,832.00 (Illinois Rebuild) and $1,400,000.00 (General Fund)

Cost: $354,545.22

Attachments:

LOR Wiedeman Bid Award Recommendation_2023_0711

CHRISTOPHER B. BURKE ENGINEERING, LTD.
16221 W. 159th Street Suite 201 Lockport, Illinois 60441 TEL (815) 770-2850

July 11, 2023

City of Crest Hill
20600 City Center Blvd.
Crest Hill, Illinois 60403

Attention: Ronald Wiedeman, PE – City Engineer

Subject: City of Crest Hill
Prairie Avenue, Borio Drive & Essex Court Resurfacing Project
(CBBEL No: 230120)
Engineer's Award Recommendation

Dear Mr. Wiedeman:

On Tuesday, July 11, 2023 at 10:00 A.M. bids were received and opened for the subject project. Five bids were received for this project. Christopher B. Burke Engineering, Ltd. (CBBEL) has reviewed the contract proposals for the Prairie Avenue, Borio Drive & Essex Court Resurfacing Project and all documents were in compliance with City and contract requirements except for the proposal received from McGill Construction LLC. McGill Construction did not acknowledge Addendum #1 and used the incorrect schedule of prices form resulting in a missing pay item and corresponding unit price. The bids have been reviewed and tabulated and are as follows:

Engineer's Estimate	**$**	**359,233.50**
Gallagher Asphalt Co.	$	354,545.22
D. Construction, Inc.	$	384,692.76
PT Ferro Construction Co.	$	427,779.96
McGill Construction LLC	$	478,319.60
Austin Tyler Construction, Inc.	$	494,934.02

Gallagher Asphalt was the low bidder with a proposal of $354,545.22. We have reviewed Gallagher Asphalt's bid documents and found them to be in order. Therefore, CBBEL recommends awarding the project to Gallagher Asphalt Co. in the amount of $354,545.22.

Enclosed for your reference are the bid tabulation and bid summary. Should you have any questions, please do not hesitate to contact me.

Sincerely,

Alex Schaefer, PE
Project Manager

Enclosure as Noted

Prairie Avenue, Borio Drive & Essex Court Resurfacing Project
BID SUMMARY

CBBEL Project No. 230120

Bids Opened July 11, 2023

CONTRACTOR	BID	
ENGINEEER'S ESTIMATE	$	359,233.50
GALLAGHER ASPHALT CORPORATION	$	354,545.22
D. CONSTRUCTION, INC.	$	384,692.76
P.T. FERRO CONSTRUCTION CO.	$	427,779.96
MCGILL CONSTRUCTION LLC	$	478,319.60
AUSTIN-TYLER CONSTRUCTION, INC.	$	494,934.02

Prairie Avenue, Borio Drive & Essex Court Resurfacing Project
Bid Tabulation
CBBEL Project No. 230120

Bids Opened July 11, 2023

						ENGINEEER'S ESTIMATE		GALLAGHER ASPHALT CORPORATION		D. CONSTRUCTION, INC.		P.T. FERRO CONSTRUCTION CO.		MCGILL CONSTRUCTION LLC		AUSTIN-TYLER CONSTRUCTION, INC.	
ITEM NO	SP	PAY CODE	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
1		20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS	CU YD	47	$50.00	$ 2,350.00	$ 45.00	$ 2,115.00	$ 50.00	$ 2,350.00	$ 75.00	$ 3,525.00	$ 85.00	$ 3,995.00	$ 18.00	$ 846.00
2	#	20700220	POROUS GRANULAR EMBANKMENT	CU YD	47	$50.00	$ 2,350.00	$ 55.00	$ 2,585.00	$ 60.00	$ 2,820.00	$ 75.00	$ 3,525.00	$ 50.00	$ 2,350.00	$ 56.00	$ 2,632.00
3		28000510	INLET FILTERS	EACH	23	$150.00	$ 3,450.00	$ 150.00	$ 3,450.00	$ 250.00	$ 5,750.00	$ 0.01	$ 0.23	$ 475.00	$ 10,925.00	$ 200.00	$ 4,600.00
4		40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	7652	$0.50	$ 3,826.00	$ 0.01	$ 76.52	$ 0.01	$ 76.52	$ 0.01	$ 76.52	$ 0.30	$ 2,295.60	$ 0.01	$ 76.52
5		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	191	$10.00	$ 1,910.00	$ 21.00	$ 4,011.00	$ 0.01	$ 1.91	$ 0.01	$ 1.91	$ 15.00	$ 2,865.00	$ 23.00	$ 4,393.00
6		40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	200	$115.00	$ 23,000.00	$ 125.00	$ 25,000.00	$ 150.00	$ 30,000.00	$ 130.00	$ 26,000.00	$ 165.00	$ 33,000.00	$ 138.00	$ 27,600.00
7		40604060	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50	TON	1270	$88.00	$ 111,760.00	$ 86.00	$ 109,220.00	$ 85.00	$ 107,950.00	$ 85.00	$ 107,950.00	$ 103.50	$ 131,445.00	$ 100.00	$ 127,000.00
8	#	44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	4406	$2.50	$ 11,015.00	$ 2.80	$ 12,336.80	$ 4.00	$ 17,624.00	$ 3.50	$ 15,421.00	$ 4.25	$ 18,725.50	$ 5.00	$ 22,030.00
9	#	44201713	CLASS D PATCHES, 6 INCH (SPECIAL)	SQ YD	1400	$45.00	$ 63,000.00	$ 40.00	$ 56,000.00	$ 53.00	$ 74,200.00	$ 65.00	$ 91,000.00	$ 65.00	$ 91,000.00	$ 61.00	$ 85,400.00
10	#	60266600	VALVE BOXES TO BE ADJUSTED	EACH	5	$300.00	$ 1,500.00	$ 410.00	$ 2,050.00	$ 390.00	$ 1,950.00	$ 200.00	$ 1,000.00	$ 700.00	$ 3,500.00	$ 1,400.00	$ 7,000.00
11	#	60404300	FRAMES AND GRATES, TYPE 3	EACH	4	$600.00	$ 2,400.00	$ 440.00	$ 1,760.00	$ 850.00	$ 3,400.00	$ 600.00	$ 2,400.00	$ 1,000.00	$ 4,000.00	$ 1,050.00	$ 4,200.00
12	#	60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	7	$500.00	$ 3,500.00	$ 450.00	$ 3,150.00	$ 500.00	$ 3,500.00	$ 400.00	$ 2,800.00	$ 650.00	$ 4,550.00	$ 760.00	$ 5,320.00
13	#	60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	1	$500.00	$ 500.00	$ 470.00	$ 470.00	$ 500.00	$ 500.00	$ 475.00	$ 475.00	$ 650.00	$ 650.00	$ 760.00	$ 760.00
14	#	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	$15,000.00	$ 15,000.00	$ 17,500.00	$ 17,500.00	$ 7,500.00	$ 7,500.00	$ 57,000.00	$ 57,000.00	$ 20,000.00	$ 20,000.00	$ 24,000.00	$ 24,000.00
15		78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	7	$15.00	$ 105.00	$ 15.50	$ 108.50	$ 16.55	$ 115.85	$ 15.00	$ 105.00	$ 75.00	$ 525.00	$ 15.00	$ 105.00
16		78009001	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1272	$1.50	$ 1,908.00	$ 2.60	$ 3,307.20	$ 2.75	$ 3,498.00	$ 3.50	$ 4,452.00	$ 1.25	$ 1,590.00	$ 2.50	$ 3,180.00
17		78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	640	$4.00	$ 2,560.00	$ 3.90	$ 2,496.00	$ 4.15	$ 2,656.00	$ 5.00	$ 3,200.00	$ 3.00	$ 1,920.00	$ 3.75	$ 2,400.00
18		78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	224	$10.00	$ 2,240.00	$ 15.50	$ 3,472.00	$ 16.50	$ 3,696.00	$ 8.00	$ 1,792.00	$ 15.00	$ 3,360.00	$ 15.00	$ 3,360.00
19		78300201	PAVEMENT MARKING REMOVAL - GRINDING	SQ FT	472	$1.00	$ 472.00	$ 0.60	$ 283.20	$ 5.00	$ 2,360.00	$ 1.00	$ 472.00		$ -	$ 2.50	$ 1,180.00
20	#	X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	6	$950.00	$ 5,700.00	$ 580.00	$ 3,480.00	$ 950.00	$ 5,700.00	$ 850.00	$ 5,100.00	$ 3,500.00	$ 21,000.00	$ 1,430.00	$ 8,580.00
21	#	Z00184000	DRAINAGE STRUCTURES TO BE ADJUSTED	EACH	5	$500.00	$ 2,500.00	$ 420.00	$ 2,100.00	$ 750.00	$ 3,750.00	$ 270.00	$ 1,350.00	$ 650.00	$ 3,250.00	$ 690.00	$ 3,450.00
22	#	Z0018600	DRAINAGE STRUCTURES TO BE RECONSTRUCTED	EACH	1	$1,100.00	$ 1,100.00	$ 1,250.00	$ 1,250.00	$ 1,250.00	$ 1,250.00	$ 1,000.00	$ 1,000.00	$ 1,750.00	$ 1,750.00	$ 1,630.00	$ 1,630.00
23	#	LR400520	HOT IN-PLACE RECYCLING - SURFACE RECYCLING	SQ YD	9583	$5.50	$ 52,706.50	$ 5.60	$ 53,664.80	$ 6.16	$ 59,031.28	$ 5.60	$ 53,664.80	$ 6.00	$ 57,498.00	$ 11.00	$ 105,413.00
24	#	LR443100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	4406	$4.00	$ 17,624.00	$ 2.50	$ 11,015.00	$ 4.20	$ 18,505.20	$ 2.75	$ 12,116.50	$ 3.75	$ 16,522.50	$ 2.75	$ 12,116.50
25	#	NA	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	190	$50.00	$ 9,500.00	$ 95.00	$ 18,050.00	$ 50.00	$ 9,500.00	$ 60.00	$ 11,400.00	$ 115.00	$ 21,850.00	$ 56.00	$ 10,640.00
26	#	NA	PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL & REPLACEMENT	SQ FT	200	$25.00	$ 5,000.00	$ 22.00	$ 4,400.00	$ 28.00	$ 5,600.00	$ 30.00	$ 6,000.00	$ 25.00	$ 5,000.00	$ 17.00	$ 3,400.00
27	#	NA	HOT-MIX ASPHALT DRIVEWAY PAVEMENT REMOVAL & REPLACEMENT, 4" (SPECIAL)	SQ YD	14	$100.00	$ 1,400.00	$ 115.00	$ 1,610.00	$ 205.00	$ 2,870.00	$ 260.00	$ 3,640.00	$ 100.00	$ 1,400.00	$ 114.00	$ 1,596.00
28	#	NA	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH - EDGE GRIND 1.25" MAX. DEPTH	SQ YD	3411	$3.00	$ 10,233.00	$ 2.20	$ 7,504.20	$ 2.00	$ 6,822.00	$ 3.00	$ 10,233.00	$ 3.00	$ 10,233.00	$ 6.00	$ 20,466.00
29	#	NA	PARKWAY RESTORATION - SEEDING	SQ YD	52	$12.00	$ 624.00	$ 40.00	$ 2,080.00	$ 33.00	$ 1,716.00	$ 40.00	$ 2,080.00	$ 60.00	$ 3,120.00	$ 30.00	$ 1,560.00
# DENOTES SPECIAL PROVISION						**TOTAL**	**$ 359,233.50**		**$ 354,545.22**		**$ 384,692.76**		**$ 427,779.96**		**$ 478,319.60**		**$ 494,934.02**

City Council Agenda Memo
July 17, 2023
Crest Hill, IL

Meeting Date:	July 17, 2023
Submitter:	Maura Rigoni, AICP, Interim Planner
Department:	Community & Economic Development
Agenda Item:	Crest Hill Business Park Property, commonly referred to as Indeck Property

Summary At the June 21, 2023 meeting, the Plan Commission gave a favorable recommendation for a special use for the Planned Unit Development for the proposal to develop the 37-acre property at the southwest corner of Lidice Parkway and Enterprise Blvd. The proposal includes the construction of a 577,000-square-foot speculative industrial warehouse/office building with associated parking, trailer parking, and loading docks. The proposed project will also include a new parking lot with 340 automobile parking stalls, 151 trailer parking stalls, and approximately 112 loading docks. The building is proposed as speculative and could be leased to a single user or multiple tenants.

The attached Exhibit A outlines the conditions included in the Ordinance for your consideration.

At the June 26, 2023 City Council Work Session, Midwest Industrial Funds appeared before Council to discuss the cost-sharing agreement for the cash contribution for future roadway improvements in the Crest Hill Business Park associated with the proposed development. At that time, the city council reviewed staff's recommendation of a total cash contribution of $550,000 for the Enterprise Drive extension and the future Weber Road extension along with the requested fify percent reduction in the tap on fee.

In addition to the cash contribution, the applicant will dedicate the northern 30' of this property for additional public ROW for Lidice Pkwy and the east 33' of this property for additional public ROW for Enterprise Blvd. Both of these dedications will assist in providing additional ROW and road width for the planned improvements on Chernovic Lane, Lidice Pkwy. and Enterprise Blvd. The development will also include the improvements to Lidice Pkwy to three lanes.

Recommended Council Action:

- If the Mayor and City Council are amenable to the MIF Crest Hill Business Park special use permit for a Planned Unit development, I would ask that you approve the special use Ordinance subject to the Findings of Fact and conditions provided in the Ordinance.

- If the Mayor and City Council are amenable to the MIF Crest Hill Business Park cost sharing agreement, I would ask that you approve the agreement as presented.

Financial Impact:

Funding Source: N/A

Budgeted Amount: N/A

Attachments:

City Council
July 17, 2023
Indeck Property-Crest Hill Business Park

Exhibit A

Conditions outlined in the Ordinance

1. The maximum number of loading docks permitted for the speculative industrial warehouse/office building shall not exceed 112 and the maximum number of trailer parking stalls for the speculative industrial warehouse/office building shall not exceed 151 for the PUD. Any increase in the number of loading docks above 112 will require a new public hearing and a new approval for an amendment to the PUD.
2. Submission and approval of a Landscape Plan by the City: Evergreen trees shall be a minimum of 8' in height and deciduous shade trees shall be a minimum of 2.5" caliper at the time of planting. Additional landscaping and/or earth berming shall be provided on the southwest side of the property facing the residential properties for additional screening and buffering.
3. Finalization, approval, and execution of a cost sharing agreement between the applicant and the City.
4. Improvements to Lidice Parkway as indicated on the preliminary engineering plans, which will be finalized during final engineering review and approval.
5. Final approval of the PUD is subject to final civil engineering plan, photometric, landscape plan and plat of dedication approvals.
6. The building height shall not exceed that as permitted in the M-1 Zoning District.
7. All sign proposals shall comply with applicable sign code regulations of the Crest Hill Code of Ordinances.
8. Compliance with Plans: The development, maintenance, and operation of the Property shall be in substantial compliance with the plans and documents as submitted, except for minor changes approved by the Community & Economic Development Director or his or her designee.
9. The Applicant may assign the approvals and the aforementioned cost-sharing agreement so long as the assignee shall agree in writing to carry out all of the foregoing conditions and to carry out and observe all of the Applicant's obligations and agreements contained in the cost-sharing agreement.
10. In the event that the Applicant, or its assignee, does not acquire the property or obtain a Building Permit for the Project, on or before _____then there shall be no obligation to move forward with the Project and the obligations and agreements with respect to the Special Use Permit for the Planned Unit Development and the obligations to make the one-time contribution for roadway improvements and pay the reduced tap-on fee shall terminate.

ORDINANCE NO. _____

AN ORDINANCE GRANTING A SPECIAL USE PERMIT WITH RESPECT TO CERTAIN REAL PROPERTY LOCATED WITHIN THE CORPORATE BOUNDARIES OF CREST HILL (APPLICATION OF MIF CREST HILL BUSINESS PARK)

WHEREAS, the Illinois Municipal Code, 65 ILCS 5/11-3.1.1 (the "Code") authorizes the corporate authorities of any municipality to enact ordinances to provide for the classification of special uses, including, but not limited to, public and quasi-public uses affected with the public interest, uses which may have a unique, special, or unusual impact upon the use or enjoyment of neighboring property, and planned developments; and

WHEREAS, the Code states that a special use shall be permitted only upon evidence that such use meets standards, established for such classification in the ordinances, and the granting of permission may be subject to conditions reasonably necessary to meet such standards; and

WHEREAS, the City of Crest Hill ("City") has enacted said ordinance in Section 12.7 of the Crest Hill Zoning Ordinance, specifying the requirements for special use permits; and

WHEREAS, MIF Crest Hill Business Park ("Applicant"), has properly filed and prosecuted before the Crest Hill Plan Commission an application seeking the granting of a special use permit for a planned unit development (the "Application") for certain property within the city limits of the City of Crest Hill, Will County, Illinois, located at the southwest corner of Lidice Parkway and Enterprise Blvd., Crest Hill, Illinois, being part of PIN: 11-04-30-102-002-0000 (the "Property"), as legally described in Exhibit "A" with proper notice thereof given; and

WHEREAS, said Property is zoned M-1 under the Crest Hill Zoning Ordinance and the Applicant has requested that the zoning be changed to a M-1 special use permit; and

WHEREAS, the Crest Hill Plan Commission, by formal vote taken June 21, 2023, recommended approval of the special use permit sought in the Application after holding a public hearing, with proper notice thereof given; and

WHEREAS, the City Council has examined the June 21, 2023, Findings and Decision of the Plan Commission hereto attached as Exhibit "B" and has considered the presentations and arguments of the Applicant in a regularly scheduled open meeting; and

WHEREAS, the City Council finds that it is in the best interest of the City that the Recommendation of the Plan Commission be accepted, and the Application be granted.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Crest Hill, Will County, Illinois, as follows:

SECTION 1: The Preambles of this Ordinance are incorporated herein by reference.

SECTION 2: That the City Council hereby accepts, adopts, and ratifies the Findings and Decision of the Plan Commission, attached hereto as "Exhibit B", and incorporated by reference herein, as the Findings and Decision of the City Council in relation to the Application for a special use permit.

SECTION 3: That a special use permit is hereby granted to MIF Crest Hill Business Park to allow an M-1 special use for a planned unit development to develop the property at the southwest corner of Lidice Parkway and Enterprise Blvd, in Crest Hill, Illinois, being part of PIN: 11-04-30-102-002-0000 (the "Property"), as legally described in Exhibit "A", in accordance with reviewed plans and the definitions of the zoning classifications currently in use in the Crest Hill Zoning Ordinance, hereinafter described and subject to the following conditions:

1. The maximum number of loading docks permitted for the speculative industrial warehouse/office building shall not exceed 112 and the maximum number of trailer parking stalls for the speculative industrial warehouse/office building shall not exceed 151 for the PUD. Any increase in the number of loading docks above 112 will require a new public hearing and a new approval for an amendment to the PUD.
2. Submission and approval of a Landscape Plan by the City: Evergreen trees shall be a minimum of 8' in height and deciduous shade trees shall be a minimum of 2.5" caliper at the time of planting. Additional landscaping and/or earth berming shall be provided on the southwest side of the property facing the residential properties for additional screening and buffering.
3. Finalization, approval, and execution of a cost sharing agreement between the applicant and the City.
4. Improvements to Lidice Parkway as indicated on the preliminary engineering plans, which will be finalized during final engineering review and approval.
5. Final approval of the PUD is subject to final civil engineering plan, photometric, landscape plan and plat of dedication approvals.
6. The building height shall not exceed that as permitted in the M-1 Zoning District.
7. All sign proposals shall comply with applicable sign code regulations of the Crest Hill Code of Ordinances.
8. Compliance with Plans: The development, maintenance, and operation of the Property shall be in substantial compliance with the plans and documents as submitted and those attached as Exhibit "C", except for minor changes approved by the Community & Economic Development Director or his or her designee.
9. The Applicant may assign the approvals and the aforementioned cost-sharing agreement so long as the assignee shall agree in writing to carry out all of the foregoing conditions and to carry out and observe all of the Applicant's obligations and agreements contained in the cost-sharing agreement.
10. In the event that Midwest Industrial Funds, or its assignee, does not acquire the property or obtain a Building Permit for the Project, within one year of the execution of this Ordinance, there shall be no obligation to move forward with the Project and the obligations and agreements with respect to the Special Use Permit for the Planned Unit Development and the obligations to make the one-time contribution for roadway improvements and pay the reduced tap-on fee shall terminate. Upon the written request of Midwest Industrial Funds for an extension of the one-year time limitation imposed in this Section, the City Council, in its sole discretion, may extend the period in which to acquire the property or obtain a Building Permit.

Territory Described. See attached legal description "Exhibit A."

SECTION 4: This Ordinance shall take effect upon its passage and publication according to law.

PASSED THIS 17th DAY OF July 2023.

	Aye	Nay	Absent	Abstain
Alderman John Vershay	_____	_____	_____	_____
Alderman Scott Dyke	_____	_____	_____	_____
Alderwoman Claudia Gazal	_____	_____	_____	_____
Alderman Mark Cipiti	_____	_____	_____	_____
Alderperson Tina Oberlin	_____	_____	_____	_____
Alderman Darrell Jefferson	_____	_____	_____	_____
Alderman Nate Albert	_____	_____	_____	_____
Alderman Joe Kubal	_____	_____	_____	_____
Mayor Ray Soliman	_____	_____	_____	_____

_____
Christine Vershay-Hall, City Clerk

APPROVED THIS 17th DAY OF July, 2023.

_____
Raymond R Soliman, Mayor

ATTEST:

_____
Christine Vershay-Hall, City Clerk

"Exhibit A"

LEGAL DESCRIPTION

PERMANENT INDEX NO: 11-04-30-102-002-0000

LEGAL DESCRIPTION: Lot 2 Crest Hill Industrial Park Planned Unit Development – Phase I, A Part of the North ½ of Section 30, Township 36 North, Range 10 East of the Third Principal Meridian, According to the Plat thereof Recorded December 17, 2003 As Document Number R2003-304665, in Will County, Illinois.

"Exhibit B"

BEFORE THE PLAN COMMISSION
OF THE CITY OF CREST HILL, ILLINOIS

IN RE:	)	
	)	
The application MIF Crest Hill Business Park.	)	No. PUD-23-1-6-1
	)	
For a special use permit.	)	

FINDINGS AND DECISION OF THE
PLAN COMMISSION AS TO CASE NO. PUD-23-1-6-1
THE APPLICATIONOF MIF CREST HILL BUSINESS PARK
FOR A SPECIAL USE AT LIDICE PARKWAY AND ENTERPRISE BLVD

THIS APPLICATION, coming before for a decision by the Plan Commission, and the Plan Commission having heard the evidence in support and opposition to the application at a regularly scheduled meeting held on June 21, 2023, being fully advised in the premises, THE COMMISSION DOES MAKE THE FOLLOWING FINDINGS:

A. That the applicant, MIF Crest Hill Business Park. is the contract purchaser of the real estate, upon approval of the PUD, as described in the application. The property owner has signed off on the application.

B. That the application seeks a M-1 special use for the property described in the application, located at the southwest corner of Lidice Parkway and Enterprise Blvd, Crest Hill, Illinois, being part of PIN: 11-04-30-102-002 (the "Property"), as described in Exhibit "A"

C. That the Property is currently zoned M-1

D. That the application seeks approval of a special use to allow a planned unit development on the property;

E. That the proposed use is not allowed on the property as currently zoned;

F. That the property described in the application is currently zoned as a manufacturing use, with commercial and manufacturing uses adjacent thereto;

G. That the application for the special use was properly submitted and notice of the application and the public hearing were properly published;

H. That no interested parties filed their appearances herein;

I. That the public hearing was called into order, the applicant allowed to present its evidence and arguments in support of its application, and that the public hearing was duly transcribed by a certified shorthand reporter of the State of Illinois;

J. That the rules adopted by the Plan Commission for the conduct of public Hearings by the Plan Commission were duly followed and observed;

K. That the proposed special use, as considered under section 12.7 of the zoning code, meets the standards for the granting of the special use under section 12.7-6 as the proposed development meets all of the criteria set forth in subsections 10.6 and 12.7-6(1), (2), (3), (4), (5) and (6); the Plan Commission noting that subsection 12.7-6(7) is inapplicable.

THEREFORE, it is the decision of the Plan Commission of the City of Crest Hill, Illinois, based upon the evidence heard by same and arguments and suggestions heard at the public hearing, and having duly considered the mandates and standards as set forth in the City of Crest Hill, Illinois zoning ordinance for the granting of special uses, as follows:

1. That the application of MIF Crest Hill Business Park to allow an M-1 special use for a planned unit development to develop the property in accordance with the reviewed plans at the property at the southwest corner of Lidice Parkway and Enterprise Blvd, in Crest Hill, Illinois, being part of PIN: 11-04-30-102-002 (the "Property"), as legally described in Exhibit "A", in a M-1 zoning district was recommended to be approved and is supported by the evidence adduced;

2. It is therefore the recommendation of the City of Crest Hill Plan Commission that the application for the special use be granted.

[***Left Intentionally Blank***]

Adopted by the Plan Commission of the City of Crest Hill, Illinois, this 21st Day of June, 2023 upon the following voice vote:

	Aye	Nay	Absent	Abstain
Commissioner Bill Thomas	_____	_____	_____	_____
Commissioner Ken Carroll	_____	_____	_____	_____
Commissioner Cheryl Slabozeski	_____	_____	_____	_____
Commissioner Angelo Deserio	_____	_____	_____	_____
Commissioner Jan Plettau	_____	_____	_____	_____
Commissioner Jeff Peterson	_____	_____	_____	_____
Commissioner John Stanton	_____	_____	_____	_____

Approved:

_____

Bill Thomas, Chairman

Attest:

_____

Christine Vershay-Hall, City Clerk

EXHIBIT “C”

Traffic Impact Study
Proposed Warehouse/Distribution Development

Crest Hill, Illinois

Prepared For:

MIDWEST INDUSTRIAL FUNDS
REAL ESTATE INVESTMENT & DEVELOPMENT

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

May 26, 2023

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed warehouse/distribution development to be located in Crest Hill, Illinois. The site, which is currently vacant, is located on the south side of Lidice Parkway. As proposed, the site will be developed with an approximately 579,000 square-foot warehouse/distribution building with access provided via three full movement access drives on the south side of Lidice Parkway.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

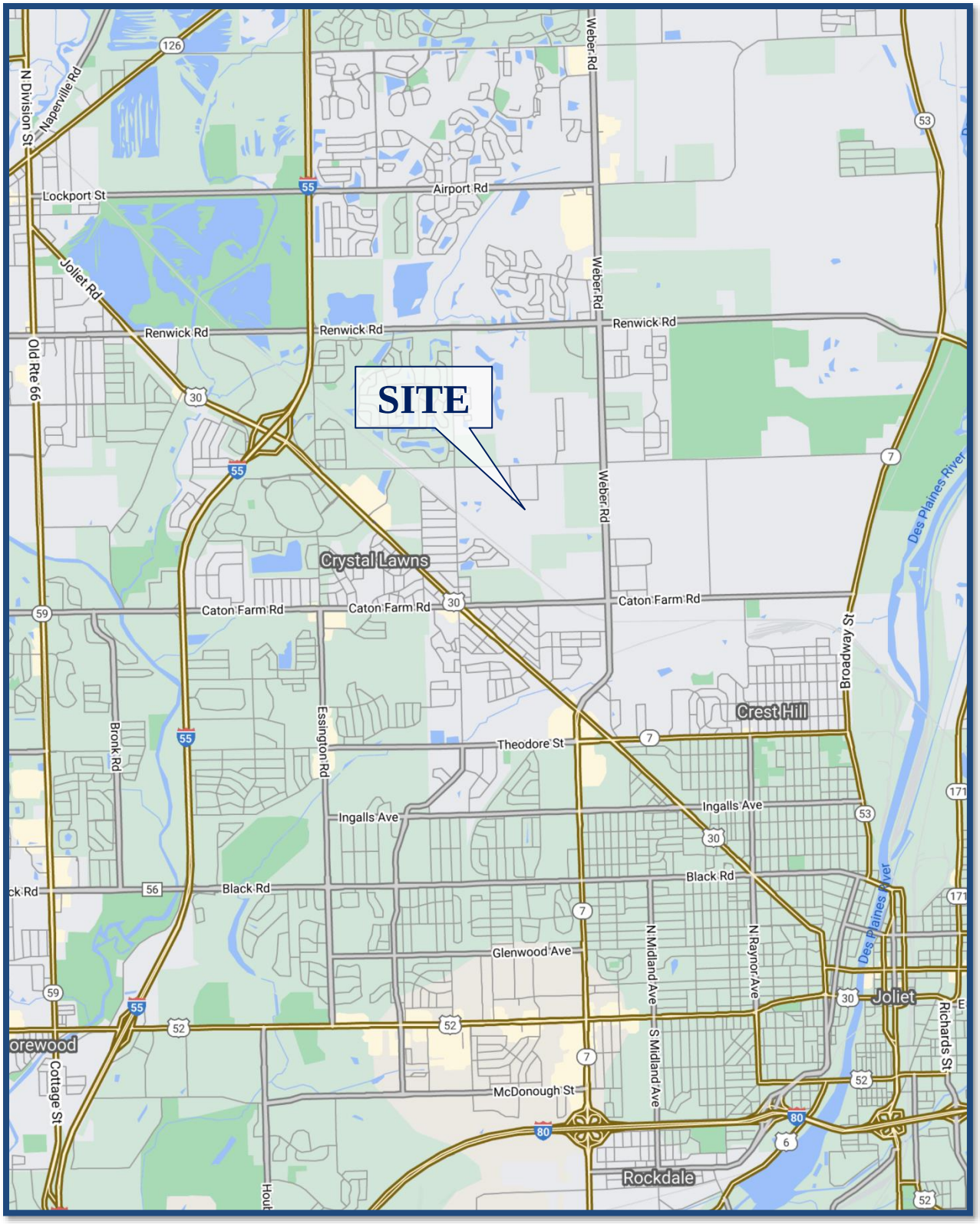
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system

Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

1. Base Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes provided by the City of Crest Hill.

2. Year 2029 No-Build Conditions – Analyzes the capacity of the future roadway system using base traffic volumes increased by an ambient area growth factor as well as the traffic expected to be generated by area developments.

3. Year 2029 Total Projected Conditions – Analyzes the capacity of the future roadway system using Year 2029 no-build traffic volumes plus the traffic estimated to be generated by the proposed development.



Site Location **Figure 1**

Aerial View of Site **Figure 2**

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

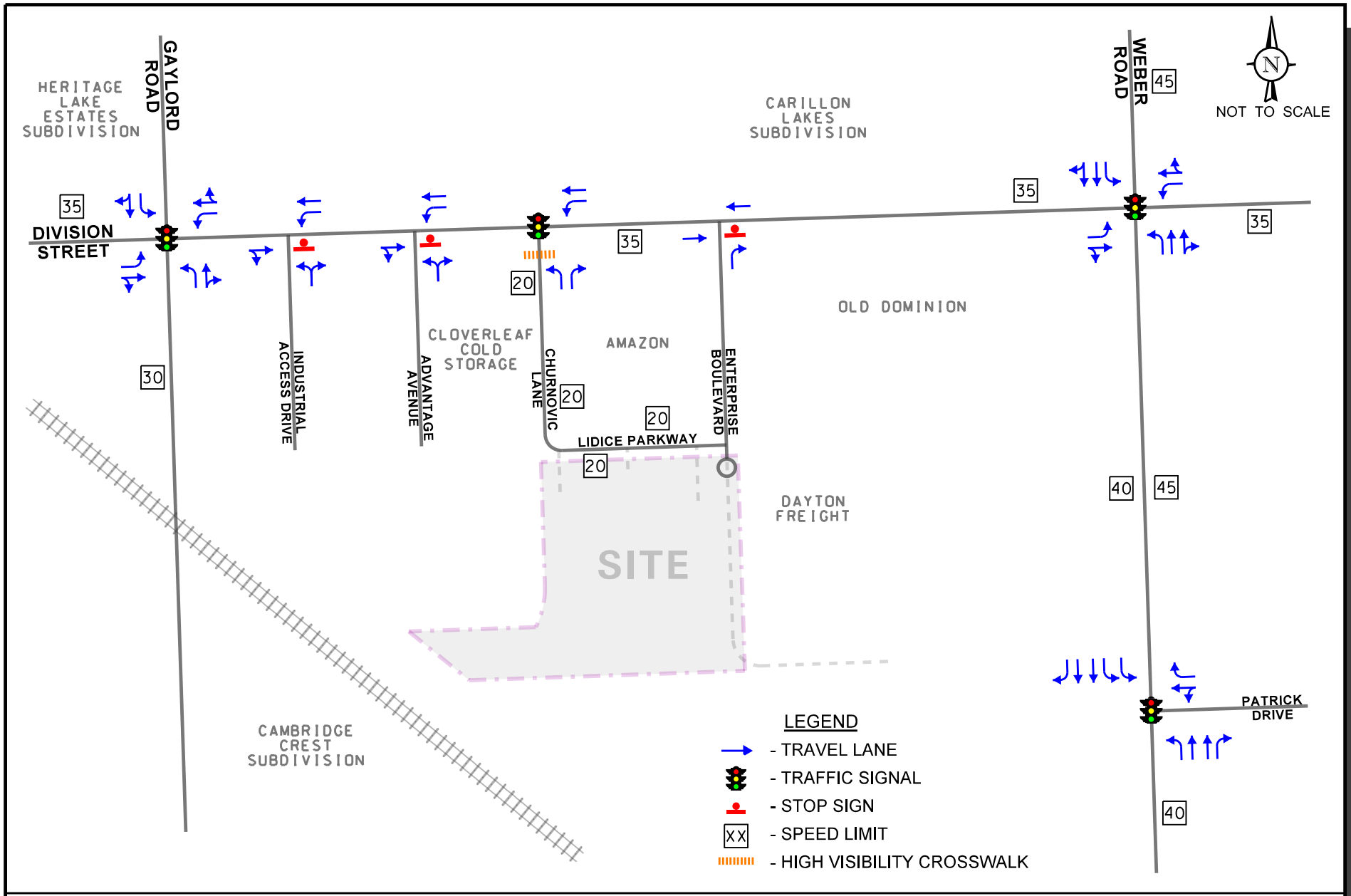
Site Location

The site of the development is bounded by Lidice Parkway to the north, Enterprise Boulevard and Dayton Freight to the east, and agricultural/undeveloped land to the west and south. Land uses in the vicinity of the site are primarily industrial along the south side of Division Street and include an Amazon Fulfillment Center, Old Dominion and Dayton Freight truck terminals, and Cloverleaf Cold Storage. Land uses on the north side of Division Street and along Gaylord Road are primarily residential.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below and illustrated in **Figure 3**.

Weber Road is a north-south, arterial roadway that in the vicinity of the site provides two through lanes in each direction. At its signalized intersection with Division Street, Weber Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on both approaches. At its signalized intersection with Patrick Drive, Weber Road provides dual left-turn lanes, two through lanes, and an exclusive right-turn lane on the southbound approach and an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the northbound approach. While this intersection currently operates as a T-intersection, the Weber Road improvements for the west leg have been constructed. Weber Road is under the jurisdiction of the Will County Division of Transportation (WCDOT), is classified as a strategic regional arterial (SRA), carries an annual average daily traffic (AADT) volume of 20,400 vehicles (IDOT 2019), and has a posted speed limit of 45 miles per hour.



Lidice Parkway Development
Crest Hill, Illinois

Existing Roadway Characteristics

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 22-168

Figure: 3

Division Street is an east-west, collector roadway that provides one lane in each direction. Between Advantage Avenue and the industrial access road located approximately 700 feet east of Gaylord Avenue, Division Street is divided by a two-way left-turn lane. At its signalized intersection with Weber Road, Division Street provides an exclusive left-turn lane and a shared through/right-turn lane on both approaches. At its signalized intersection with Gaylord Road, Division Street provides an exclusive left-turn lane and a shared through/right-turn lane on both approaches. At its signalized intersection with Churnovic Lane, Division Street provides a shared left-turn/through/right-turn lane on the eastbound approach and an exclusive left-turn lane and a shared through/right-turn lane on the westbound approach. At its unsignalized intersection with Advantage Avenue, Division Street provides a shared left-turn/through/right-turn lane on the eastbound approach and an exclusive left-turn lane and a shared through/right-turn lane on the westbound approach. At its unsignalized intersection with Enterprise Boulevard, left-turn and right-turn movements are prohibited from Division Street to Enterprise Boulevard. Division Street is under the jurisdiction of the City of Crest Hill, carries an AADT volume of 3,300 vehicles west of Weber Road (IDOT 2019), and has a posted speed limit of 35 miles per hour.

Gaylord Road is a north-south, major collector roadway that provides one lane in each direction. At its signalized intersection with Division Street, Gaylord Road provides an exclusive left-turn lane and a shared through/right-turn lane on both approaches. Gaylord Road is under the jurisdiction of the City of Crest Hill, carries an AADT volume of 7,650 vehicles north of Division Street (IDOT 2019), and has a posted speed limit of 30 miles per hour.

Advantage Avenue is a north-south, local roadway that extends south from Division Street and provides one lane in each direction. At its unsignalized intersection with Division Street, Advantage Avenue provides a shared left-turn/right-turn lane on the northbound approach and is under stop sign control. Advantage Avenue is under the jurisdiction of the City of Crest Hill.

Churnovic Lane is a north-south, local roadway that extends between Division Street and Lidice Parkway and provides one lane in each direction generally divided by a striped median (40-foot width). At its signalized intersection with Division Street, Churnovic Lane is aligned opposite a private access drive and provides and exclusive left-turn lane and an exclusive right-turn lane. The private access drive has a single lane approach. Churnovic Lane is under the jurisdiction of the City of Crest Hill and has a posted speed limit of 20 mph.

Enterprise Boulevard is an east-west, local roadway that extends between Division Street and just south of Lidice Parkway and provides one lane in each direction. At its unsignalized intersection with Division Street, Enterprise Drive is restricted to right-turn movements only and is under stop sign control. Further, left-turn and right-turn movements from Division Street to Enterprise Boulevard are prohibited. Enterprise Boulevard is under the jurisdiction of the City of Crest Hill

Lidice Parkway is an east-west, local roadway that extends between Churnovic Lane and Enterprise Boulevard and provides one lane in each direction. The road is under stop sign control at its intersection with Enterprise Boulevard. Lidice Parkway is under the jurisdiction of the City of Crest Hill and has a posted speed limit of 20 mph.

Existing Traffic Volumes

Per the direction of the City of Crest Hill, previous weekday morning and weekday evening peak hour traffic counts performed by Christopher B. Burke Engineering, Ltd. for the City were utilized for this study. The traffic counts were performed on November 9, 2021 at the following intersections:

- Weber Road with Division Street
- Weber Road with Patrick Drive
- Division Street with Gaylord Road
- Division Street with the industrial access road
- Division Street with Advantage Avenue
- Division Street with Churnovic Lane
- Division Street with Enterprise Boulevard
- IL 53 with Emerald Drive

Per the traffic counts, the weekday morning peak hour of traffic occurred from 7:15 A.M. to 8:15 A.M. and the weekday evening peak hour of traffic occurred from 3:45 P.M. to 4:45 P.M. **Figure 4** illustrates the existing peak hour vehicle traffic volumes, inclusive of heavy vehicles. **Figure 5** illustrates the existing heavy vehicle peak hour traffic volumes. Copies of the traffic counts are included in the Appendix.

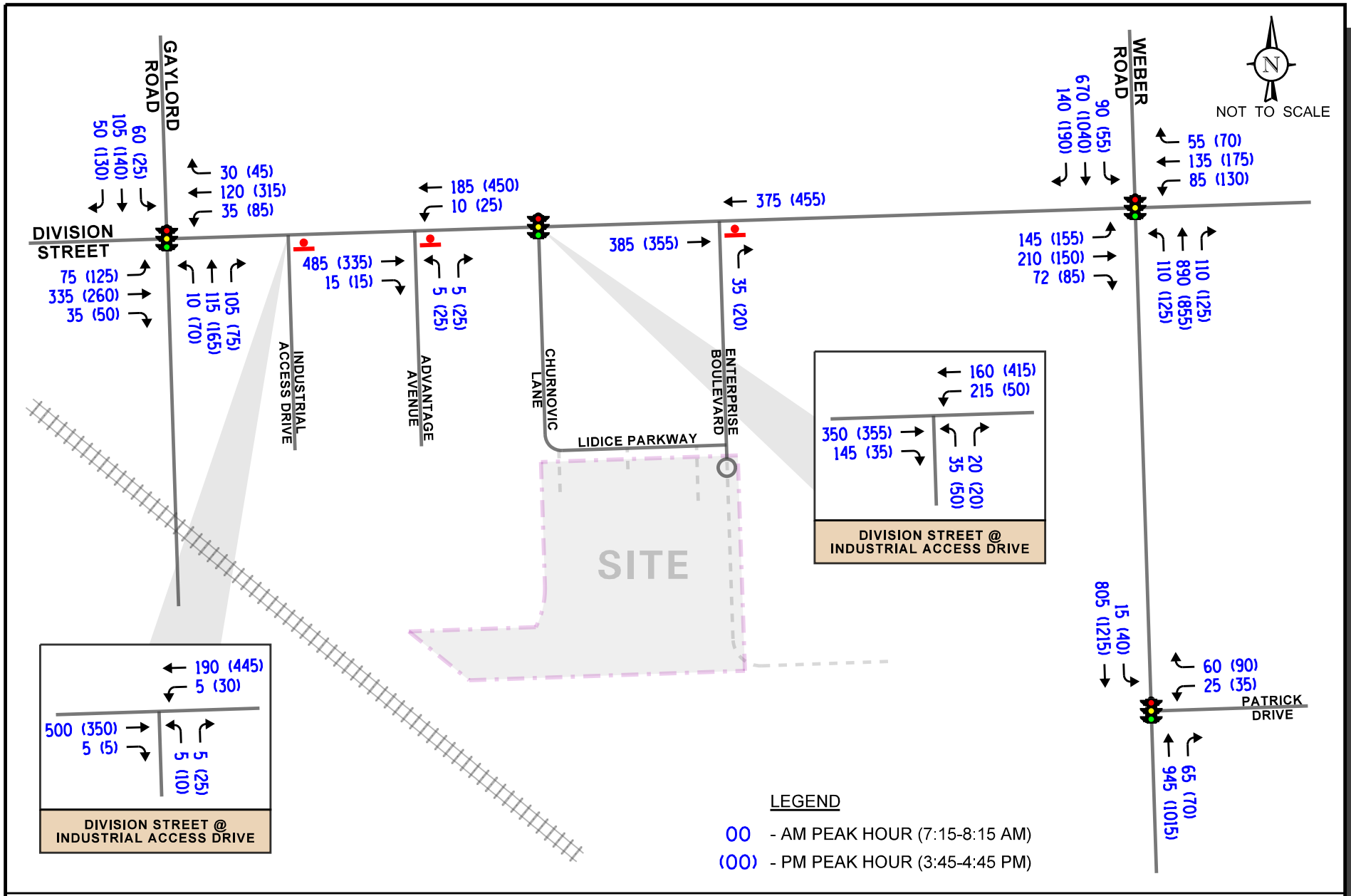
Crash Analysis

KLOA, Inc. obtained currently available crash data from IDOT for a five-year period (Years 2017 through 2021) for the intersections of Weber Road with Division Street, Weber Road with Patrick Drive, Division Street with Gaylord Road, Division Street with the industrial access road, Division Street with Advantage Avenue, Division Street with Churnovic Lane, and Division Street with Enterprise Boulevard.[1] A review of the crash data indicated the following:

- There were six crashes at the Weber Road/Patrick Dive intersection (two each in 2018 and 2021, one each in 2019 and 2020)
- There were no crashes at the Division Street/industrial access road intersection
- There was one crash at the Division Street/Advantage Avenue intersection (2020)
- There were three crashes at the Division Street/Churnovic Lane intersection (one in 2020 and two in 2021)
- There was one crash at the Division Street/Enterprise Boulevard intersection (2017)

The crash data for the remaining two intersections is summarized in **Tables 1** and **2.** Further, there were no fatalities reported at any of the studied intersections during the review period.

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.



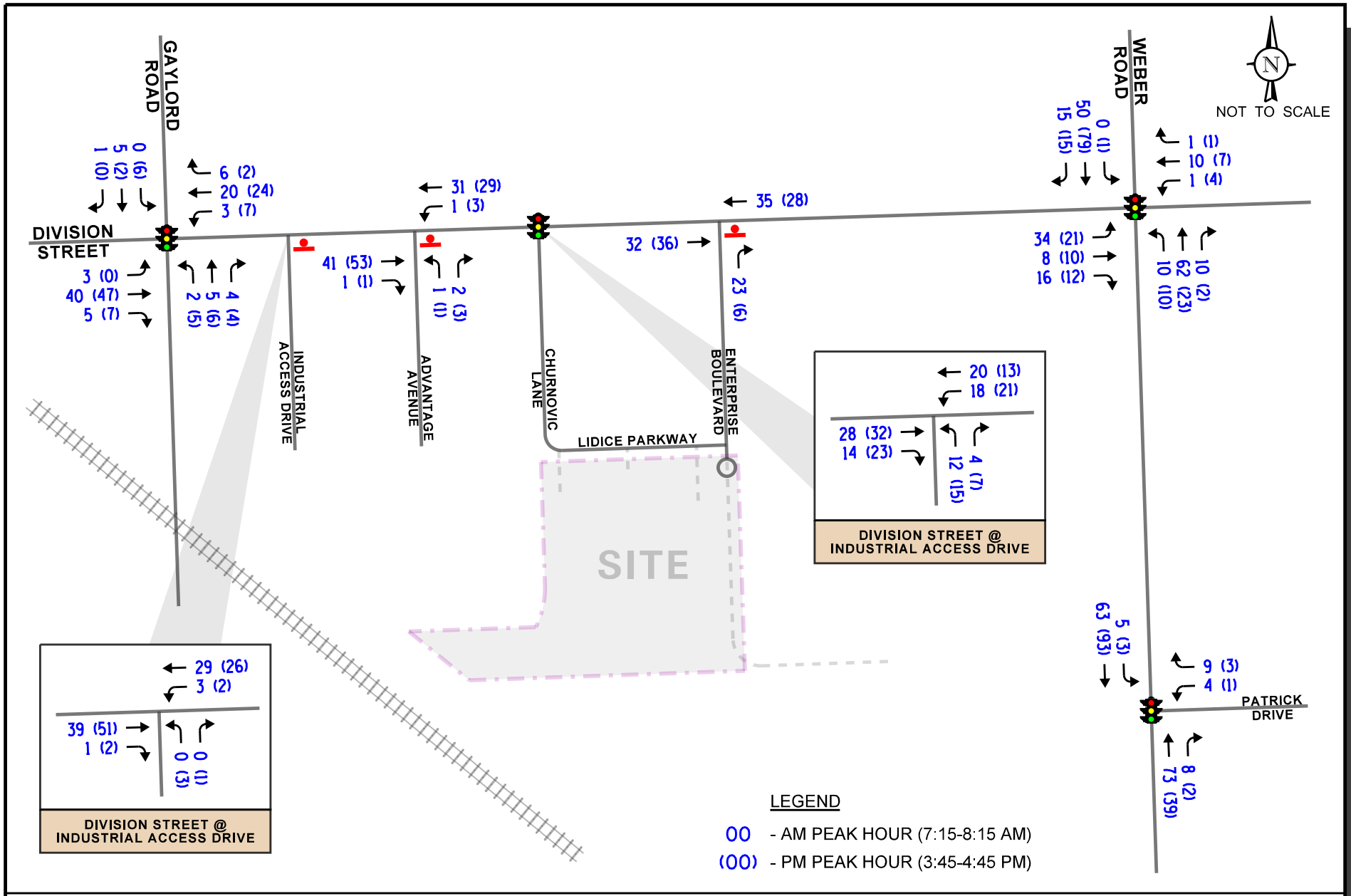
Lidice Parkway Development
Crest Hill, Illinois

Year 2022 Base Traffic Volumes
Passenger Vehicles

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 22-168

Figure: 4



Lidice Parkway Development
Crest Hill, Illinois

Year 2022 Base Traffic Volumes
Trucks

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 22-168

Figure: 5

Table 1
WEBER ROAD WITH DIVISION STREET – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	8	0	5	0	13
2018	1	0	0	4	1	5	0	11
2019	2	0	1	4	0	4	0	11
2020	0	0	0	4	0	3	0	7
2021	1	0	1	6	1	7	2	18
Total	**4**	**0**	**2**	**26**	**2**	**24**	**2**	**60**
Average	**<1.0**	**0**	**<1.0**	**5.2**	**<1.0**	**4.8**	**<1.0**	**12.0**

Table 2
DIVISION STREET WITH GAYLORD ROAD – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	4	0	0	1	0	1	0	6
2018	1	0	0	4	0	1	0	6
2019	3	0	0	1	0	1	0	5
2020	1	0	0	3	0	0	0	4
2021	2	0	0	0	0	1	0	3
Total	**11**	**0**	**0**	**9**	**0**	**4**	**0**	**24**
Average	**2.2**	**0**	**0**	**1.8**	**0**	**<1.0**	**0**	**4.8**

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the development is to consist of a single building with approximately 579,000 square feet of warehouse/distribution space and 113 truck docks. In addition, 333 employee parking spaces will be located on the north and south sides of the site and 151 truck parking spaces will be located on the east and west sides of the site. Access to the development will be provided via the following three access drives to be located on the south side of Lidice Parkway:

- The western access drive will be located on the south side of the road just east of Churnovic Lane. This access drive will serve employees and trucks.

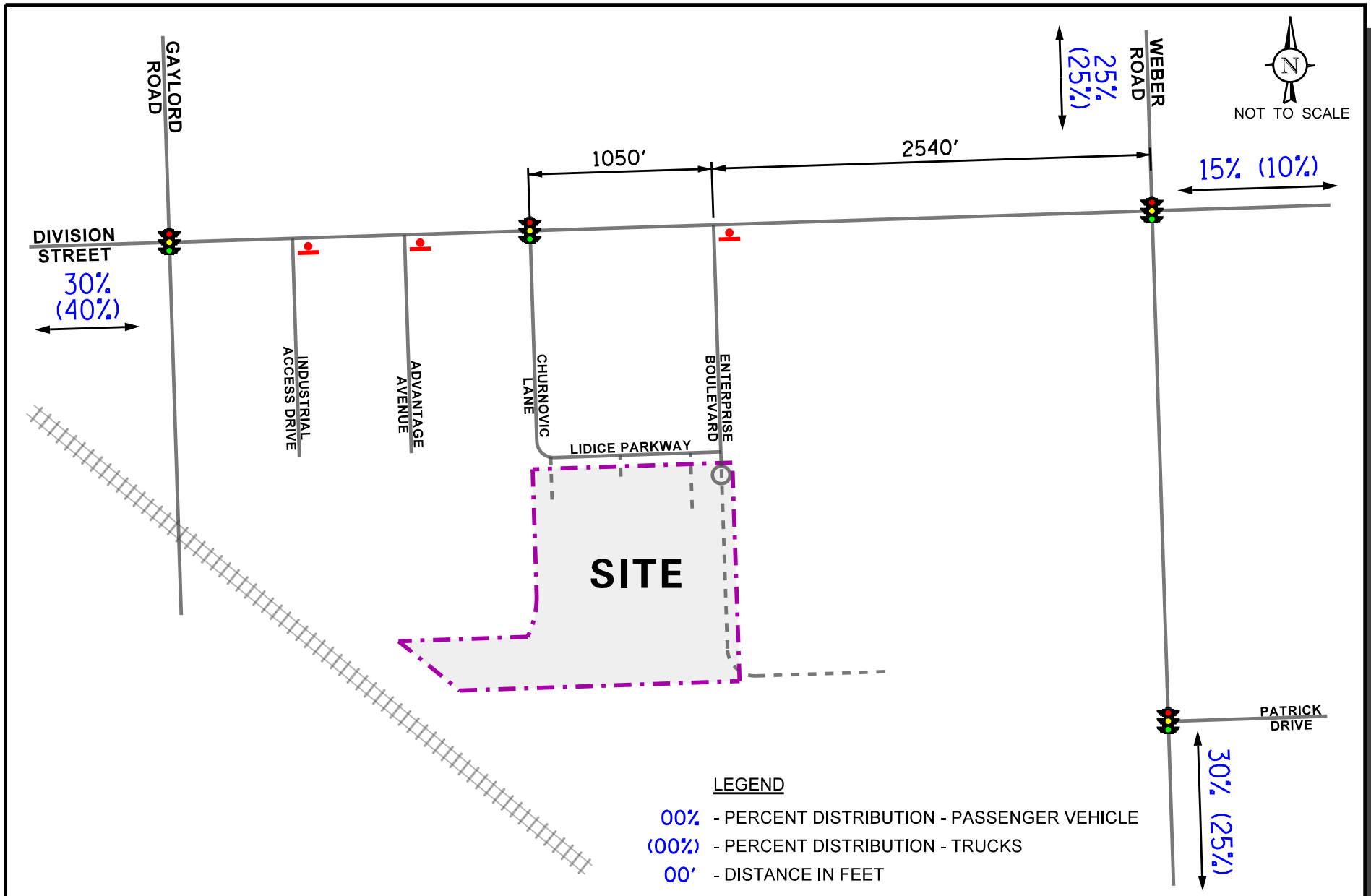
- The middle access drive will be located on the south side of the road approximately 555 feet west of Enterprise Boulevard opposite the western access drive serving the Amazon distribution facility located on the north side of Lidice Parkway. This access drive will serve employees only.

- The eastern access drive will be located on the south side of the road approximately 200 feet west of Enterprise Boulevard opposite the eastern access drive serving the Amazon distribution facility located on the north side of Lidice Parkway. This access drive will serve employees and trucks.

All three access drives are proposed to provide one inbound lane and one outbound lane with outbound lanes under stop sign control. A copy of the preliminary site plan is included in the Appendix.

Directional Distribution

The directions from which employees and trucks will approach and depart the development were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 6** illustrates the directional distribution of the development-generated traffic.



Lidice Parkway
Development
Crest Hill, Illinois

Directional Distribution

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 22-168

Figure: 6

Development-Generated Traffic Volumes

The total number of peak hour vehicle trips estimated to be generated by the proposed development was based on vehicle trip generation rates contained in *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE) for Land-Use Code 150 (Warehouse). **Table 3** summarizes the trips projected to be generated by the development during the peak hours and on a daily basis. **Table 4** summarizes the truck trips projected to be generated by the development throughout the day. Copies of the ITE trip generation sheets are included in the Appendix.

Table 3
ESTIMATED PEAK HOUR AND DAILY TRIP GENERATION

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips	
		In	Out	Total	In	Out	Total	In	Out
150	**Warehouse (579,000 s.f.)**	72	21	93	27	69	96	477	477
Truck Trips		5	13	18	12	10	22	160	160
Passenger Vehicle Trips		67	8	75	15	59	74	317	317

Table 4
ESTIMATED 24-HOUR TRUCK TRIP GENERATION

Hour	Warehouse (ITE Land-Use Code 150) – 579,000 s.f.					
	Weekday Morning			Weekday Evening		
	In	Out	Total	In	Out	Total
12:00	0	1	**1**	13	8	**21**
1:00	0	0	**0**	13	12	**25**
2:00	2	2	**4**	10	9	**19**
3:00	3	1	**4**	17	12	**29**
4:00	3	5	**8**	12	10	**22**
5:00	6	6	**12**	6	7	**13**
6:00	8	6	**14**	1	2	**3**
7:00	5	13	**18**	1	1	**2**
8:00	7	11	**18**	3	2	**5**
9:00	20	12	**32**	0	2	**2**
10:00	13	19	**32**	0	0	**0**
11:00	17	19	**36**	0	0	**0**

Based on daily truck trips (Table 1) and ITE's Hourly Distribution of Entering and Exiting Truck Trips tables.

4. Projected Traffic Conditions

The total projected traffic volumes take into consideration the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

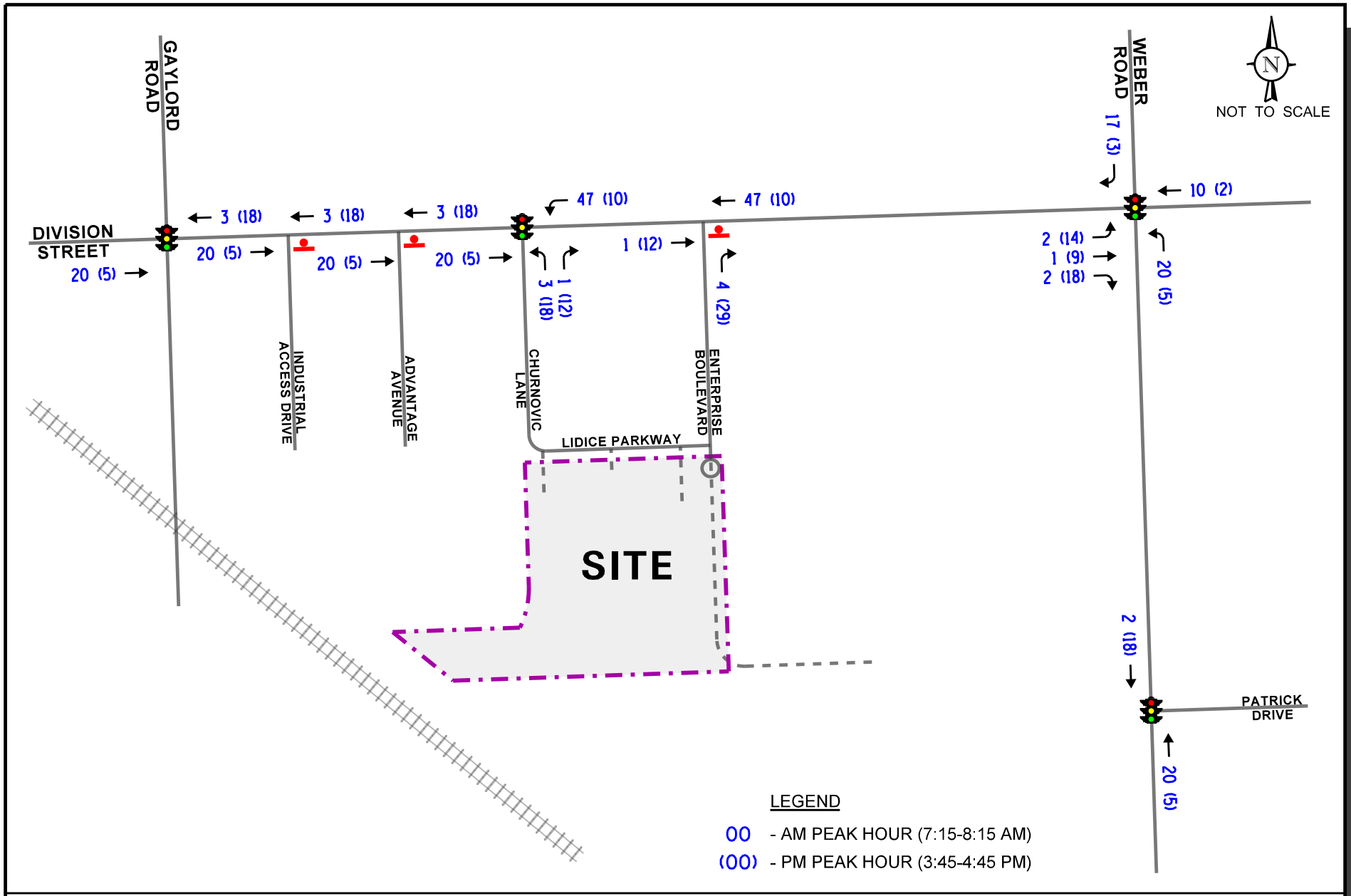
The estimated weekday morning and weekday evening traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 6). **Figure 7** illustrates the traffic assignment of the new passenger vehicle trips and **Figure 8** illustrates the traffic assignment of the new truck trips.

Year 2029 No-Build Traffic Volumes

The base traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of 1.5 percent per year for seven years (buildout year plus five years) for a total of 9.8 percent. A copy of the CMAP 2050 projections letter is included in the Appendix.

In addition, the traffic estimated to be generated by a proposed mixed-use development to be located in the northwest quadrant of the intersection of Weber Road with Division Street was included in the Year 2029 no-build traffic volumes. As proposed, the mixed-use development is to consist of the following uses:

- A fuel center with 14 passenger vehicle fueling positions, three truck fueling positions, an approximately 8,020 square-foot convenience store including an approximately 1,000 square-foot coffee/donut shop with drive-through facility, and a car wash.
- A 12,600 square-foot building that is to contain 6,800 square feet of commercial space, a 4,000 square-foot sit-down restaurant, and an 1,800 square-foot quick service restaurant with drive-through facility.
- A 12,000 square-foot building that is to contain commercial space.
- Two 2,500 square-foot quick service restaurants with drive-through facilities.
- Thirty-eight (38) townhome buildings with a total of 154 units.
- 135 single-family homes.



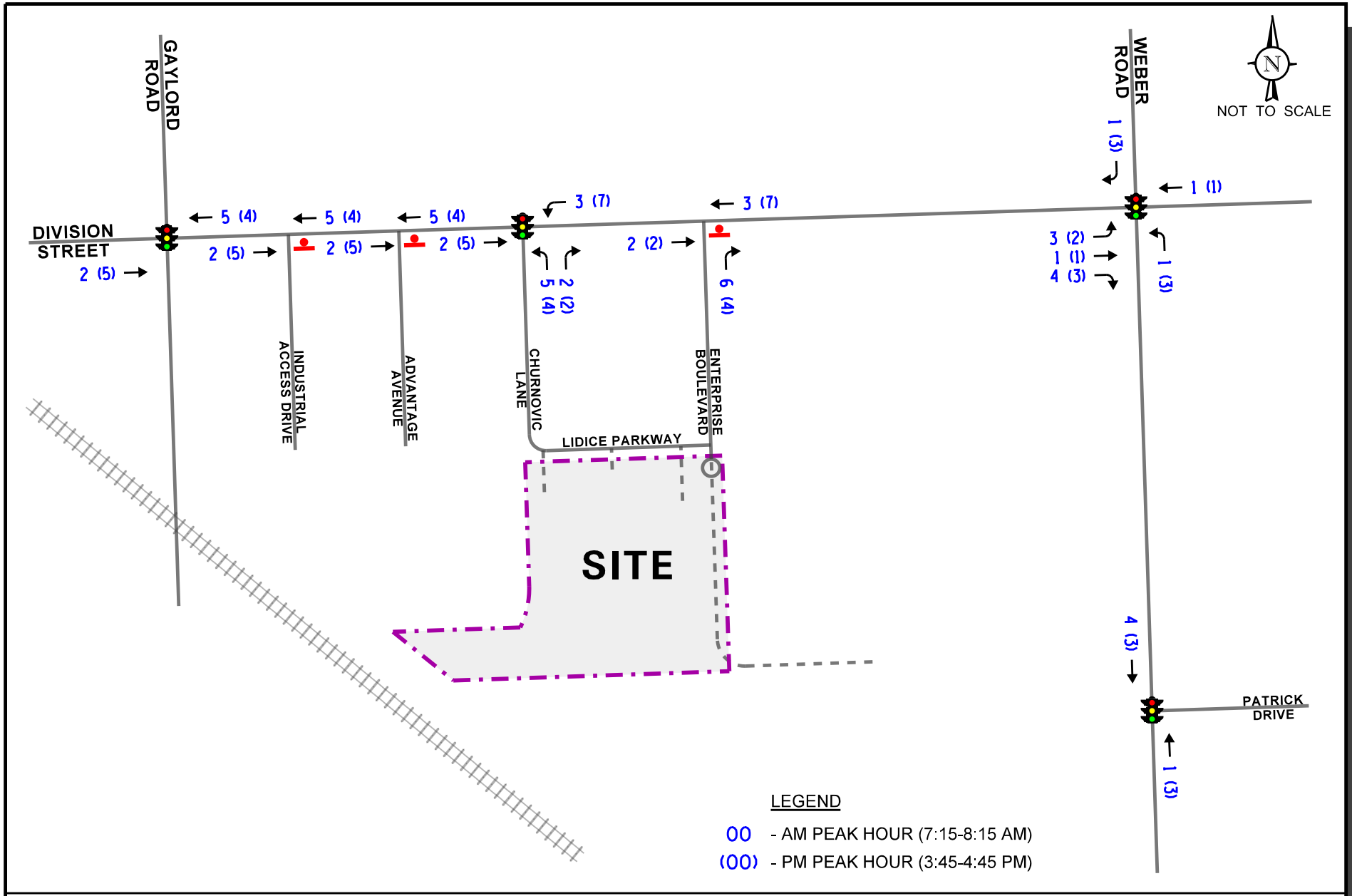
Lidice Parkway Development
Crest Hill, Illinois

Site-Generated Traffic Volumes - Passenger Vehicles

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 22-168

Figure: 7



Lidice Parkway Development
Crest Hill, Illinois

Site-Generated Traffic Volumes - Trucks

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 22-168

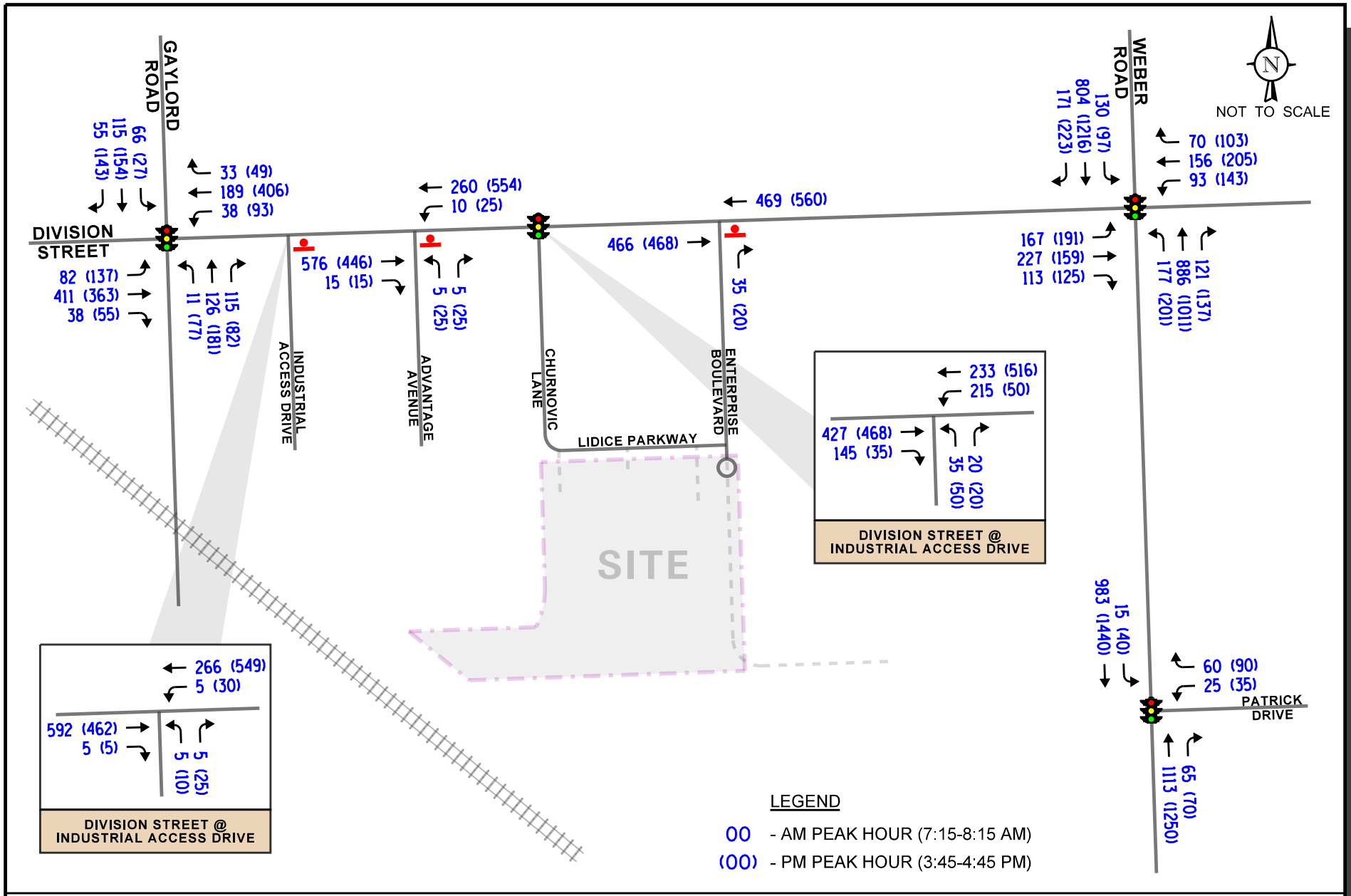
Figure: 8

Access to the mixed-use development will be provided a full access road on Weber Road that will form the fourth leg of the signalized intersection of Weber Road with Randich Road, two right-in/right-out access drives on Weber Road, a proposed right-in/right-out access drive and a proposed full movement access drive on Division Street, and a proposed access drive on Zausa Drive. As part of this development, a southbound right-turn lane will be provided at the signalized intersection of Weber Road with Division Street.

Figure 9 illustrates the Year 2029 no-build traffic volumes, which include the base traffic volumes increased by the ambient growth factor and the traffic estimated to be generated by the mixed-use development.

Year 2029 Total Projected Conditions

The Year 2029 total projected traffic volumes include the Year 2029 no-build traffic volumes (Figure 9) plus the traffic estimated to be generated by the proposed development which are illustrated in **Figure 10**.



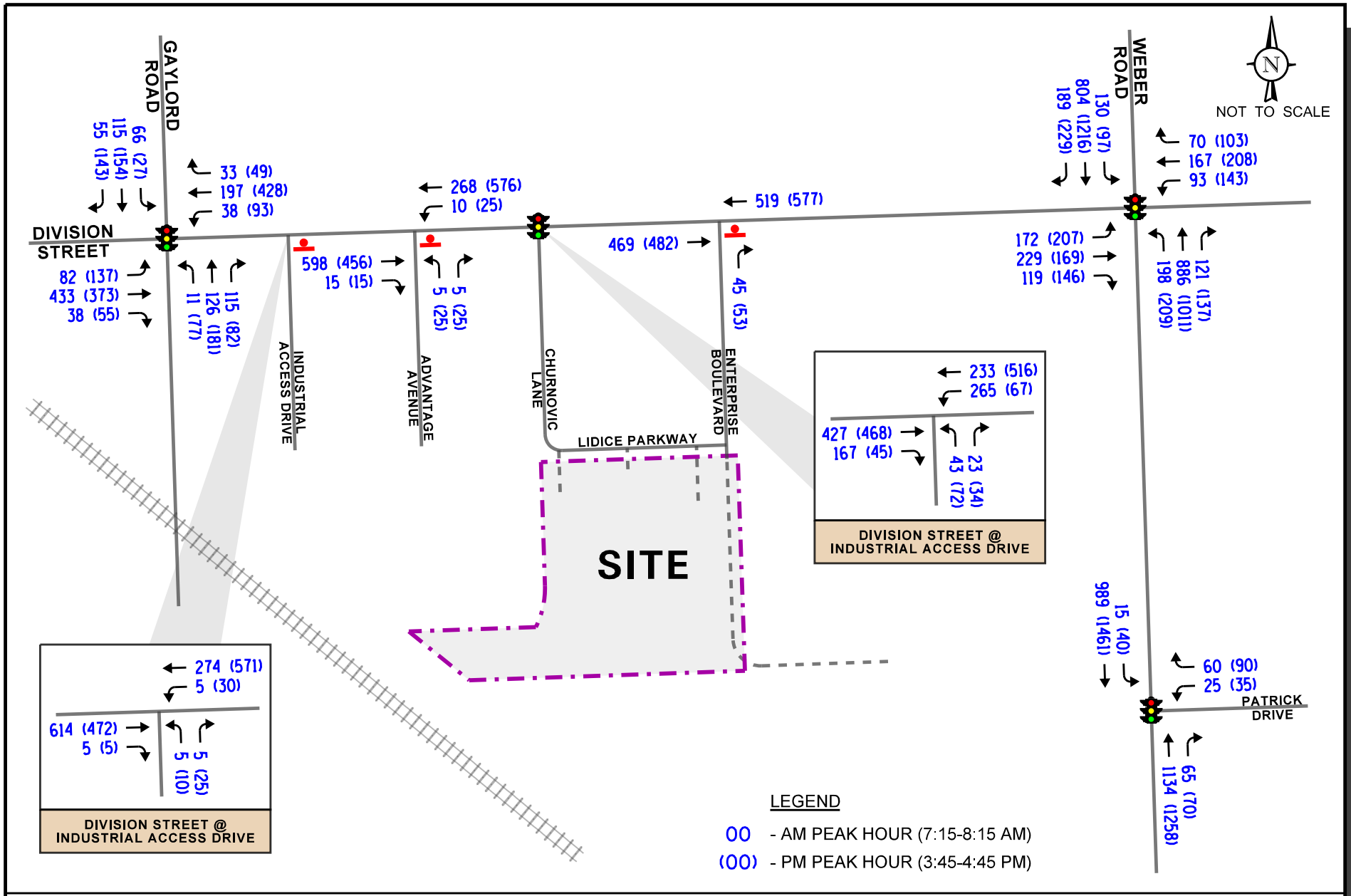
Lidice Parkway Development
Crest Hill, Illinois

Year 2028 No-Build Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 22-168

Figure: 9



Lidice Parkway Development
Crest Hill, Illinois

Year 2028 Total Projected Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 22-168 Figure: 10

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the base, no-build, and total traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6th Edition and analyzed using Synchro/SimTraffic 11 software. The analysis for the intersection of Weber Road with Division Street were accomplished using actual cycle lengths and phasings, the analysis for the intersection of Weber Road with Patrick Drive were accomplished using estimated cycle lengths and phasings, and the analysis for the intersections of Division Street with Gaylord Road and Churnovic Lane were accomplished using field measured cycle lengths and phasings.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the Year 2022 base, Year 2029 no-build, and Year 2029 total projected conditions are presented in **Tables 5** through **11**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 5
CAPACITY ANALYSIS RESULTS – WEBER ROAD WITH DIVISION STREET – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Base Conditions	Weekday Morning Peak Hour	D 47.3	E 67.3		D 40.1	E 57.3		B 13.3	C 21.9		B 13.6	C 24.2		C 31.5
		E – 60.6			D – 52.0			C – 21.0			C – 23.2			
	Weekday Evening Peak Hour	E 66.7	F 84.0		D 47.8	E 65.4		B 15.5	B 16.3		B 10.9	C 26.6		C 32.8
		E – 77.2			E – 59.3			B – 16.2			C – 26.0			
Year 2029 No-Build Conditions[1]	Weekday Morning Peak Hour	E 61.4	F 97.3		D 46.8	E 64.1		B 18.1	C 22.8		B 16.1	C 25.2	A 4.1	D 35.7
		F – 85.5			D – 59.0			C – 22.1			C – 20.8			
	Weekday Evening Peak Hour	F 99+	F 99+		D 53.6	F 82.6		D 45.0	C 20.1		B 14.0	C 25.9	A 7.7	D 44.7
		E – 99+			E – 73.4			C – 23.9			C – 22.5			
Year 2029 Total Projected Conditions[1]	Weekday Morning Peak Hour	E 67.0	F 99+		D 47.6	E 67.1		C 21.6	C 22.8		B 16.1	C 25.6	A 4.1	D 37.5
		F – 92.5			D – 61.6			C – 22.6			C – 20.9			
	Weekday Evening Peak Hour	F 99+	F 99+		D 53.6	F 84.8		E 55.2	C 20.1		B 14.0	C 25.9	A 7.7	D 52.0
		E – 99+			E – 74.9			C – 25.5			C – 22.4			

1 – Includes future southbound right-turn lane
Letter denotes Level of Service
Delay is measured in seconds.

L – Left Turns
R – Right Turns
T – Through

Table 6
CAPACITY ANALYSIS RESULTS – WEBER ROAD WITH PATRICK DRIVE – SIGNALIZED

	Peak Hour	Westbound		Northbound		Southbound		Overall
		L	R	T	R	L	T	
Base Conditions	Weekday Morning Peak Hour	E 73.4	B 15.1	A 4.5	A 1.2	E 56.0	A 1.3	A 4.6
		C – 32.2		A – 4.2		A – 2.3		
	Weekday Evening Peak Hour	E 73.7	B 12.3	A 5.7	A 1.3	F 94.9	A 0.6	A 5.7
		C – 29.5		A – 5.4		A – 3.6		
Year 2029 No-Build Conditions	Weekday Morning Peak Hour	E 73.4	B 14.4	A 5.2	A 1.7	E 54.9	A 1.3	A 4.7
		C – 31.7		A – 5.0		A – 2.1		
	Weekday Evening Peak Hour	E 73.7	C 24.6	A 6.5	A 1.8	F 95.3	A 1.3	A 6.4
		D – 38.3		A – 6.3		A – 3.8		
Year 2029 Total Projected Conditions	Weekday Morning Peak Hour	E 73.4	B 14.4	A 5.2	A 1.7	E 55.6	A 1.3	A 4.8
		C – 31.7		A – 5.1		A – 2.1		
	Weekday Evening Peak Hour	E 73.7	C 25.1	A 6.6	A 1.8	F 94.2	A 1.3	A 6.4
		D – 38.7		A – 6.3		A – 3.8		

Letter denotes Level of Service
Delay is measured in seconds.

L – Left Turns
R – Right Turns
T – Through

Table 7
CAPACITY ANALYSIS RESULTS – DIVISION STREET WITH GAYLORD ROAD – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Base Conditions	Weekday Morning Peak Hour	A 7.6	B 15.7		A 6.8	B 13.5		B 19.3	D 40.9		B 19.2	C 24.9		C 21.2
		B – 14.2			B – 12.2			D – 39.9			C – 23.3			
	Weekday Evening Peak Hour	A 7.6	B 18.1		A 7.2	B 19.8		C 22.4	D 38.7		C 21.0	E 75.6		C 31.0
		B – 15.1			B – 17.4			D – 35.0			E – 71.0			
Year 2029 No-Build Conditions	Weekday Morning Peak Hour	A 6.3	B 17.3		A 6.2	B 14.4		C 22.2	E 58.6		C 23.1	C 29.9		C 25.6
		B – 15.6			B – 13.2			E – 56.9			C – 28.0			
	Weekday Evening Peak Hour	A 7.6	B 19.4		A 7.1	B 20.4		C 26.0	D 48.8		C 24.0	F 99+		D 41.4
		B – 16.5			B – 18.1			D – 43.6			F – 99+			
Year 2029 Total Projected Conditions[1]	Weekday Morning Peak Hour	A 6.2	B 17.6		A 6.2	B 14.4		C 22.6	E 60.0		C 23.6	C 30.4		C 25.8
		B – 15.9			B – 13.3			E – 58.3			C – 28.5			
	Weekday Evening Peak Hour	A 7.6	B 19.3		A 7.0	B 20.7		C 26.9	D 51.1		C 24.8	F 99+		D 42.9
		B – 16.5			B – 18.5			D – 45.6			F – 99+			

Letter denotes Level of Service
Delay is measured in seconds.

L – Left Turns
R – Right Turns
T – Through

Table 8
CAPACITY ANALYSIS RESULTS – DIVISION STREET WITH CHURNOVIC LANE – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Overall
		T	R	L	T	L	R	
Base Conditions	Weekday Morning Peak Hour	B 14.4		A 4.9	A 4.1	C 29.0	B 13.9	B 10.9
				A – 4.5		C – 23.5		
	Weekday Evening Peak Hour	B 10.9		A 4.1	A 5.3	C 24.0	B 12.3	A 8.8
				A – 5.1		C – 20.7		
Year 2029 No-Build Conditions	Weekday Morning Peak Hour	B 14.4		A 5.3	A 4.1	C 29.9	B 13.9	B 11.5
				A – 4.6		C – 24.1		
	Weekday Evening Peak Hour	B 11.3		A 3.9	A 5.4	C 26.8	B 13.1	A 9.0
				A – 5.2		C – 22.9		
Year 2029 Total Projected Conditions	Weekday Morning Peak Hour	B 17.6		A 6.4	A 4.0	C 31.5	B 14.2	B 12.7
				A – 5.3		C – 25.5		
	Weekday Evening Peak Hour	B 14.6		A 4.7	A 6.6	C 28.9	B 11.1	B 11.4
				A – 6.4		C – 23.2		

Letter denotes Level of Service
Delay is measured in seconds.

L – Left Turns
R – Right Turns
T – Through

Table 9
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED
DIVISION STREET WITH THE INDUSTRIAL ACCESS ROAD

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Base Conditions				
• Westbound Left Turn	A	9.5	A	8.2
• Northbound Approach	B	13.1	B	13.3
Year 2029 No-Build Conditions				
• Westbound Left Turn	A	10.0	A	8.5
• Northbound Approach	B	14.9	C	15.9
Year 2029 Total Projected Conditions				
• Westbound Left Turn	B	10.1	A	8.6
• Northbound Approach	C	15.3	C	16.3

LOS = Level of Service
Delay is measured in seconds.

Table 10
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED
DIVISION STREET WITH ADVANTAGE AVENUE

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Base Conditions				
• Westbound Left Turn	A	8.6	A	8.2
• Northbound Approach	B	12.9	B	12.7
Year 2029 No-Build Conditions				
• Westbound Left Turn	A	9.0	A	8.6
• Northbound Approach	B	14.0	B	14.3
Year 2029 Total Projected Conditions				
• Westbound Left Turn	A	9.0	A	8.6
• Northbound Approach	B	14.3	B	14.0

LOS = Level of Service
Delay is measured in seconds.

Table 11
CAPACITY ANALYSIS RESULTS - UNSIGNALIZED
DIVISION STREET WITH ENTERPRISE BOULEVARD

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Base Conditions				
• Northbound Approach	B	12.3	B	11.1
Year 2029 No-Build Conditions				
• Northbound Approach	B	13.3	B	12.2
Year 2029 Total Projected Conditions				
• Northbound Approach	B	13.6	B	12.5

LOS = Level of Service
Delay is measured in seconds.

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

Weber Road with Division Street

The results of the capacity analysis indicate that this signalized intersection is currently operating at Level of Service (LOS) C during the weekday morning and weekday evening peak hours. Further, northbound and southbound through/right-turn movements on Weber Road currently operate at LOS C or better during both peak hours. The Division Street eastbound and westbound through/right-turn movements and the eastbound left-turn movement currently operate at LOS D or E during the peak hours. This is due in part to the fact that Weber Road functions as the major roadway at this intersection and, as such, the traffic signal is programmed so that Weber Road has priority over Division Street. Further, this intersection has a long cycle length of 150 seconds during the weekday peak hours.

Assuming Year 2029 no-build volumes and the addition of the southbound right-turn lane on Weber Road, the intersection is projected to operate at LOS D during the weekday morning and evening peak hours. Further, the Weber Road northbound and southbound through movements are projected to continue to operate at LOS C during both peak hours. If the Year 2027 total traffic volumes are realized, the Division Street eastbound and westbound through/right-turn movements and the eastbound left-turn movement are projected to operate at LOS E or F during both peak hours. This is due in part to the reduced amount of green time that these movements currently receive and the long traffic signal cycle length (150 seconds).

Assuming the Year 2029 total projected volumes, the intersection is projected to operate at LOS D during the weekday morning and weekday evening peak hours. The Weber Road northbound and southbound through movements are projected to continue to operate at LOS C during both peak hours. The Division Street eastbound and westbound through/right-turn movements and the eastbound left-turn movement are projected to continue to operate at LOS E or F during both peak hours. This is due in part to the reduced amount of green time that these movements currently receive and the long traffic signal cycle length. With some modifications to the current traffic signal phasing and reallocation of green time, the Division Street movements will operate better during both peak hours and the Weber Road through movements are projected to operate at LOS C during both peak hours. Overall, the proposed development is projected to increase the volume of traffic traversing this intersection by two percent or less. As such, the proposed development will have a limited impact on the existing operations of this intersection.

Weber Road with Patrick Drive

The results of the capacity analysis indicate that this signalized intersection is currently operating at LOS A during the weekday morning and weekday evening peak hours. Further, northbound and southbound through movements on Weber Road currently operate at LOS A during both peak hours. The westbound and southbound left turn movements currently operate at LOS E or F during the peak hours. This is due to the reduced green time these movements receive and the long cycle length (150 seconds) during the weekday peak hours. These movements currently operate well below the capacity of their lanes.

Assuming Year 2029 no-build and Year 2029 total projected volumes, this intersection is projected to continue to operate at LOS A during the weekday morning and weekday evening peak hours. Further, all movements are generally projected to operate at the same levels of service as existing conditions. As such, this intersection has sufficient reserve capacity to accommodate the traffic to be generated by the development and no roadway improvements or traffic control modifications are required.

Division Street with Gaylord Road

The results of the capacity analysis indicate that this signalized intersection is currently operating at LOS C during the weekday morning and weekday evening peak hours. Further, all the movement are currently operating at LOS D or better except the southbound through/right-turn movement which operates at LOS E during the weekday evening peak hour. This is due in part to the limited green time given to this movements (15 seconds). However, the timings at this intersection were determined based on field observations under existing conditions. While the southbound approach was only observed to receive only 15 seconds of green time, it is possible that more green time can be allotted to this movement by the controller during times of higher traffic volumes such as the base conditions.

Assuming Year 2029 no-build volumes, this intersection is projected to operate at LOS C during the weekday morning peak hour and at LOS D during the weekday evening peak hour All the movements are projected to operate at LOS D or better except the northbound and southbound through movements. The southbound through movement is projected to operate at LOS F during the evening peak hour and the northbound movement is projected to operate on the threshold of LOS D/E during the morning peak hour.

Assuming the Year 2029 total projected volumes, this intersection is projected to continue to operate at LOS C during the weekday morning peak hour and LOS D during the weekday evening peak hour. All the movements are projected to operate at LOS D or better except the northbound and southbound through movements. The southbound through movement is projected to continue to operate at LOS F during the evening peak hour and the northbound movement is projected to operate at LOS E during the morning peak. It should be noted that proposed development is not projected to increase the volume of northbound or southbound traffic at this intersection.

With the reallocation of five seconds of green time to the northbound and southbound through movements during the weekday evening peak hour, the southbound through movement is able to operate at LOS E and the Division Street through movements are projected to operate at LOS C. As such, the implemented timings at this intersection should be verified to determine the maximum green time allotted to the southbound through movement and, if required, increase the allotted green time in order to better accommodate existing southbound volumes. As such, the intersection has sufficient reserve capacity to accommodate the traffic to be generated by the development. and no roadway improvements or traffic control modifications are required.

Division Street with Churnovic Lane

The results of the capacity analysis indicate that this signalized intersection is currently operating at LOS B during the weekday morning and weekday evening peak hours. Further, all movements operate at LOS C or better during both peak hours.

Assuming Year 2029 no-build volumes, this intersection is projected to continue to operate at LOS B during the weekday morning peak hour and at LOS A during the weekday evening peak hour. Further, all movements are projected to operate at LOS C or better during both peak hours.

Assuming the Year 2029 total projected volumes, this intersection is projected to operate at LOS B during the weekday morning and weekday evening peak hours. Further, all movement are projected to continue to operate at LOS C or better. As such, the intersection has sufficient reserve capacity to accommodate the traffic to be generated by the development. and no roadway improvements or traffic control modifications are required.

Division Street with the Industrial Access Road

The results of the capacity analysis indicate that the critical movements at this intersection currently operate at LOS B or better. Assuming the Year 2029 no-build traffic volumes, the critical movements at this intersection are projected to operate at LOS C or better. Assuming the Year 2029 total projected traffic volumes, the critical movements at this intersection are projected to continue to operate at LOS C or better. As such, the intersection has sufficient reserve capacity to accommodate the traffic to be generated by the development. and no roadway improvements or traffic control modifications are required.

Division Street with Advantage Avenue

The results of the capacity analysis indicate that the critical movements at this intersection currently operate at LOS B or better. Assuming the Year 2029 no-build traffic volumes, the critical movements at this intersection are projected to continue to operate at LOS B or better. Assuming the Year 2029 total projected traffic volumes, the critical movements at this intersection are projected to continue to operate at LOS B or better. As such, the intersection has sufficient reserve capacity to accommodate the traffic to be generated by the development. and no roadway improvements or traffic control modifications are required.

Division Street with Enterprise Boulevard

The results of the capacity analysis indicate that the northbound approach at this intersection currently operates at a LOS B during the weekday morning and weekday evening peak hours. Assuming Year 2029 no-build volumes, the northbound approach is projected to continue to operate at LOS B during both peak hours. Assuming the Year 2029 total projected volumes, this northbound approach is projected to operate at LOS B during the weekday morning and weekday evening peak hours. As such, the intersection has sufficient reserve capacity to accommodate the traffic to be generated by the development. and no roadway improvements or traffic control modifications are required.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The proposed development will consist of an approximately 579,000 square-foot warehouse/distribution building with 113 docks and will be located on the south side of Lidice Parkway

- Access to the development will be provided via the following three access drives on Lidice Parkway:

  - The western access drive will be located on the south side of the road just east of Churnovic Lane. This access drive will serve employees and trucks.

  - The middle access drive will be located on the south side of the road approximately 555 feet west of Enterprise Boulevard opposite the western access drive serving the Amazon distribution facility located on the north side of Lidice Parkway. This access drive will serve employees only.

  - The eastern access drive will be located on the south side of the road approximately 200 feet west of Enterprise Boulevard opposite the eastern access drive serving the Amazon distribution facility located on the north side of Lidice Parkway. This access drive will serve employees and trucks.

- All three access drives are proposed to provide one inbound lane and one outbound lane with outbound lanes under stop sign control.

- The proposed access system and the intersections of Division Street with Churnovic Lane and Division Street with Enterprise Boulevard will be adequate in accommodating the traffic projected to be generated by the proposed development and will provide efficient and flexible access.

- The area roadway system generally has sufficient capacity to accommodate the traffic t be generated by the proposed development. However, the signal timings at the intersections of Weber Road with Division Street and Division Street with Gaylord Road should be evaluated and modified to better accommodate the existing and projected traffic volumes.

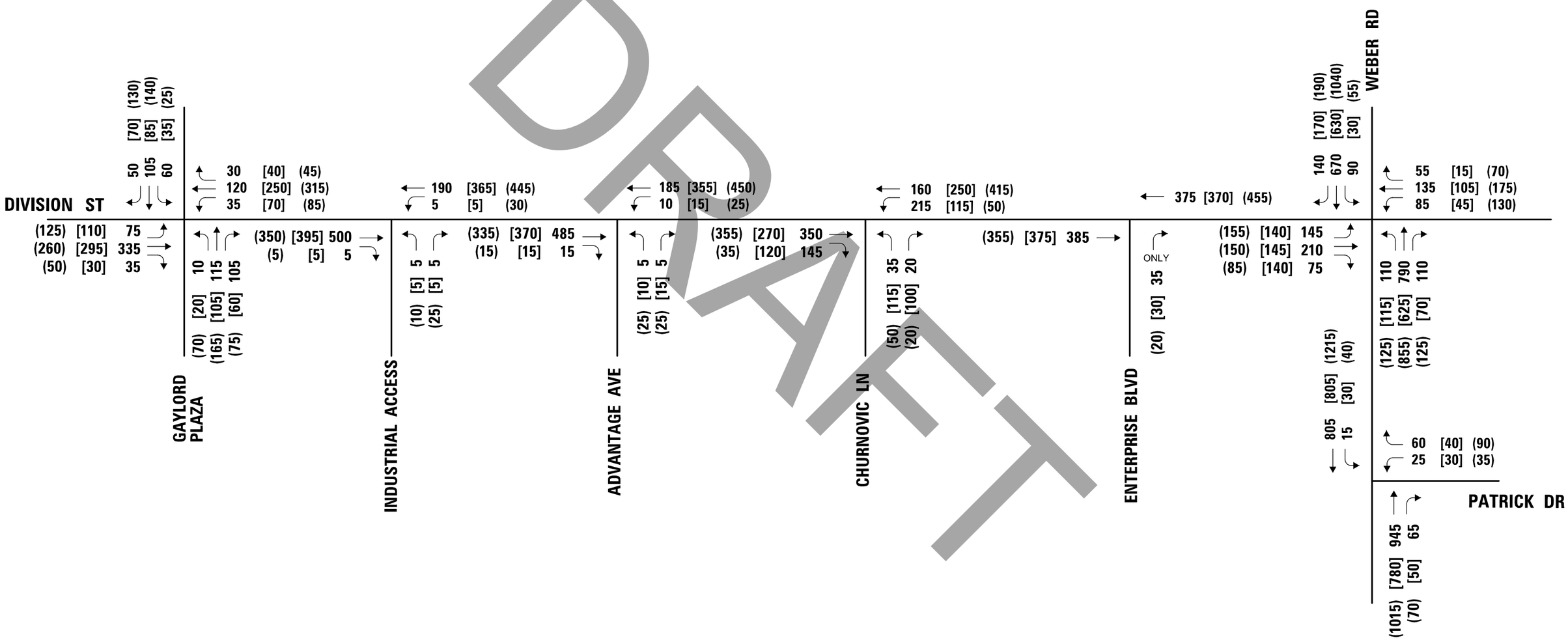
Appendix

Traffic Count Sheets
Preliminary Site Plan
ITE Trip Generation Worksheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Sheets

NOTE:
COUNTED VEHICLES INCLUDE CARS,
MEDIUM TRUCKS AND ARTICULATED TRUCKS.

N.T.S.



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[##] = MIDDAY PEAK HOUR VOLUMES (12:30 PM - 1:30 PM)
(##) = P.M. PEAK HOUR VOLUMES (3:45 PM - 4:45 PM)
COUNTS CONDUCTED NOVEMBER 9, 2021

CHRISTOPHER B. BURKE
ENGINEERING, LTD.
9575 West Higgins Road
Suite 600, Rosemont, Illinois 60018
(847) 823-0500

CITY OF CREST HILL, ILLINOIS

EXISTING PEAK HOUR TRAFFIC VOLUMES

DESIGN	FN	PROJECT NO. 210222
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CHECKED	GMZ	SHEET OF 6
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DATE:	1/5/2022	

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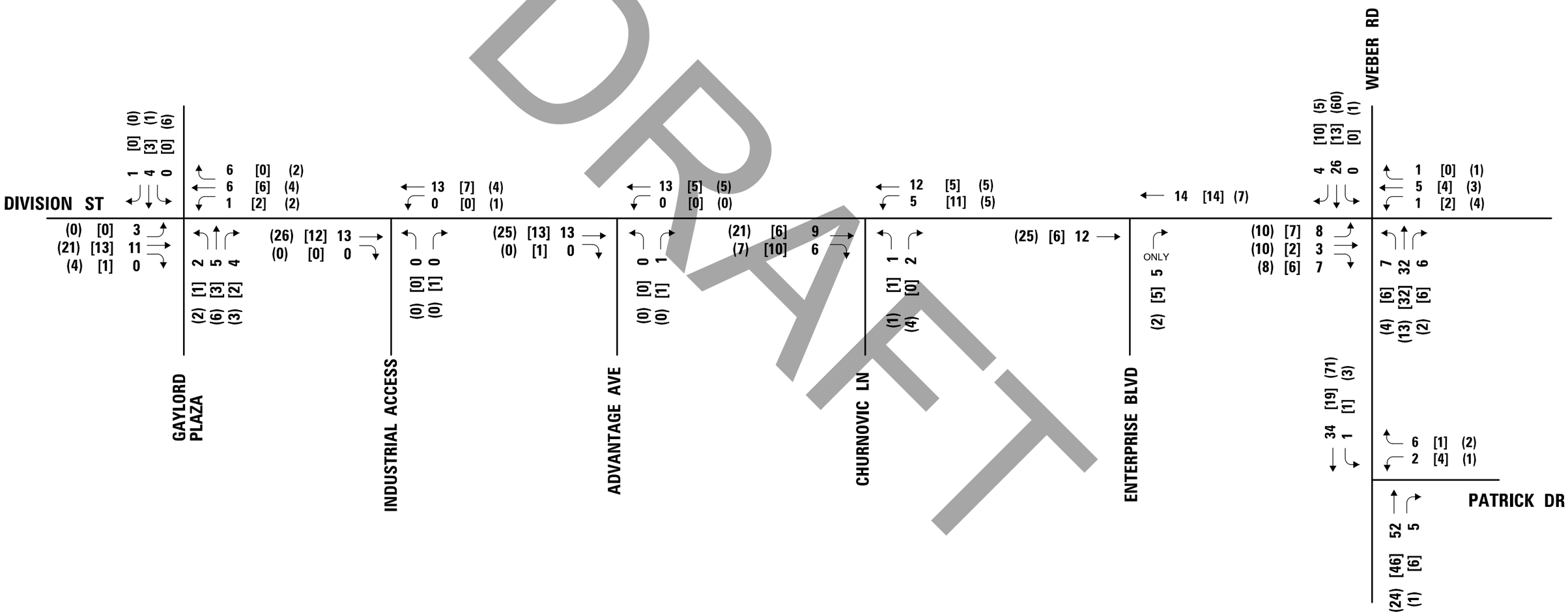
NOTE:
COUNTED VEHICLES INCLUDE MEDIUM TRUCKS.

N.T.S.



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(##) = P.M. PEAK HOUR VOLUMES (3:45 PM - 4:45 PM)
COUNTS CONDUCTED NOVEMBER 9, 2021

CHRISTOPHER B. BURKE
ENGINEERING, LTD.
9575 West Higgins Road
Suite 600, Rosemont, Illinois 60018
(847) 823-0500

CITY OF CREST HILL, ILLINOIS

EXISTING PEAK HOUR TRUCK VOLUMES
MEDIUM TRUCKS

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CHECKED	GMZ	DRAWING NO.	EXH-2
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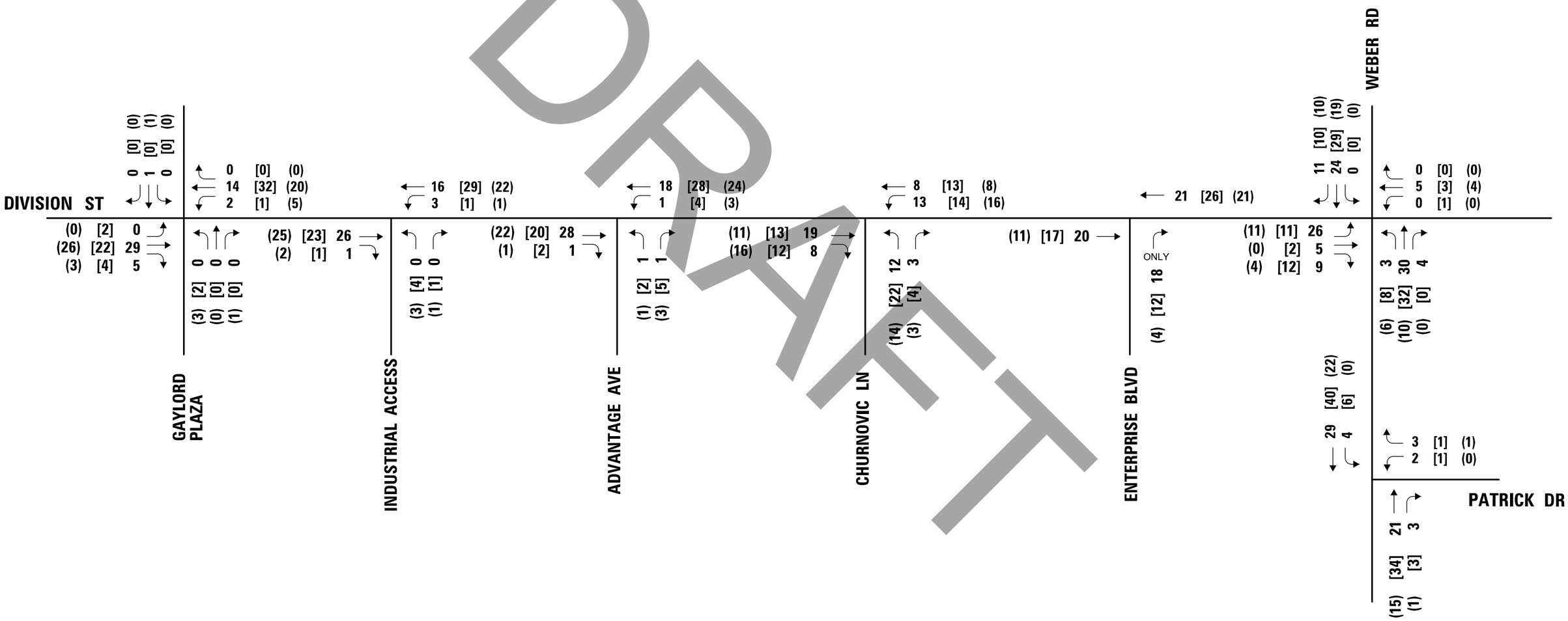
NOTE:
COUNTED VEHICLES INCLUDE ARTICULATED TRUCKS.

N.T.S.



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(##) = P.M. PEAK HOUR VOLUMES (3:45 PM - 4:45 PM)
COUNTS CONDUCTED NOVEMBER 9, 2021

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Suite 600, Rosemont, Illinois 60018
(847) 823-0500

CITY OF CREST HILL, ILLINOIS

EXISTING PEAK HOUR TRUCK VOLUMES
ARTICULATED TRUCKS

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CHECKED	GMZ	DRAWING NO.	EXH-3
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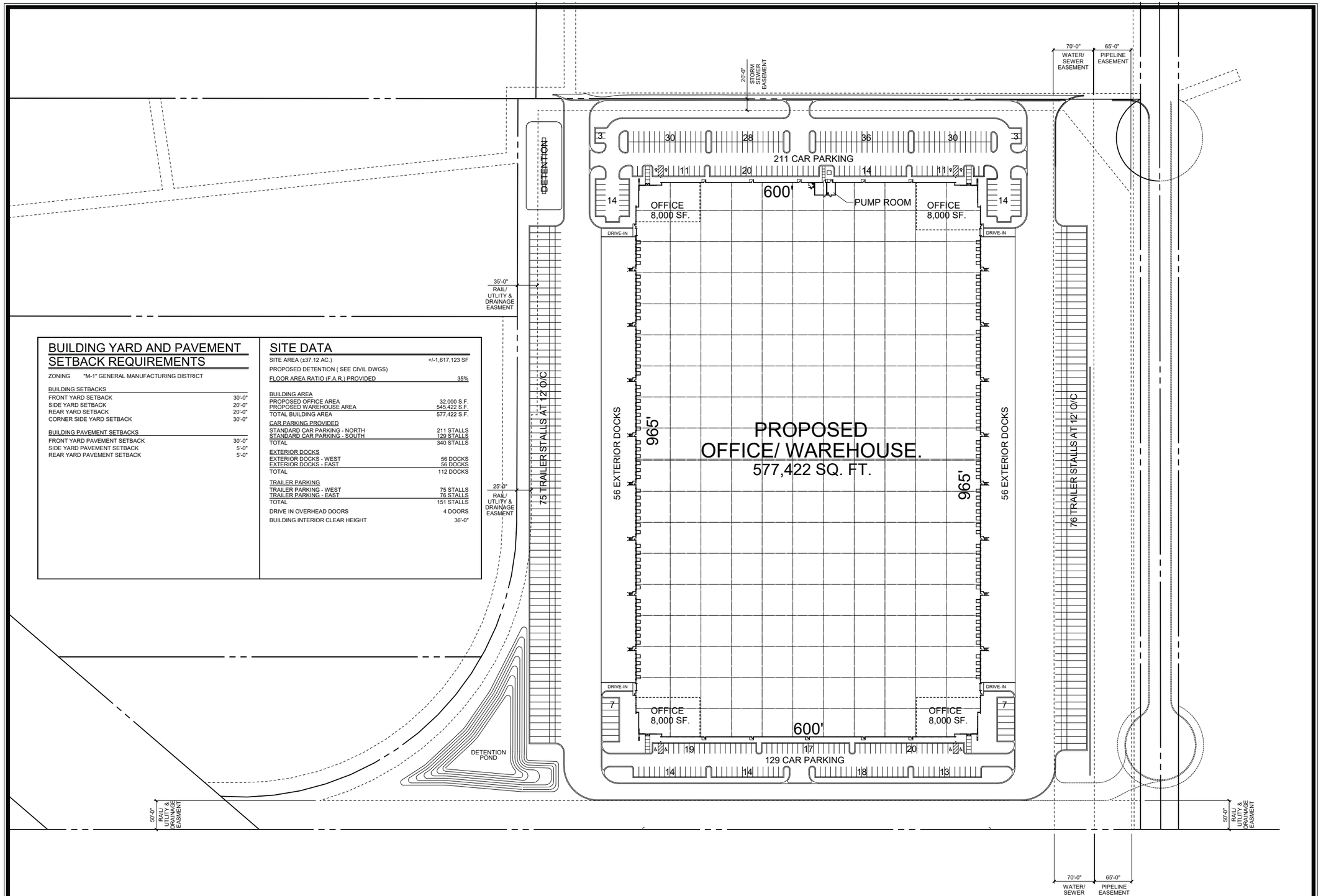
Preliminary Site Plan



BUILDING YARD AND PAVEMENT SETBACK REQUIREMENTS

ZONING "M-1" GENERAL MANUFACTURING DISTRICT

BUILDING SETBACKS	
FRONT YARD SETBACK	30'-0"
SIDE YARD SETBACK	20'-0"
REAR YARD SETBACK	20'-0"
CORNER SIDE YARD SETBACK	30'-0"
BUILDING PAVEMENT SETBACKS	
FRONT YARD PAVEMENT SETBACK	30'-0"
SIDE YARD PAVEMENT SETBACK	5'-0"
REAR YARD PAVEMENT SETBACK	5'-0"

SITE DATA

SITE AREA (±37.12 AC.)	+/-1,617,123 SF
PROPOSED DETENTION (SEE CIVIL DWGS)	
FLOOR AREA RATIO (F.A.R.) PROVIDED	35%
BUILDING AREA	
PROPOSED OFFICE AREA	32,000 S.F.
PROPOSED WAREHOUSE AREA	545,422 S.F.
TOTAL BUILDING AREA	577,422 S.F.
CAR PARKING PROVIDED	
STANDARD CAR PARKING - NORTH	211 STALLS
STANDARD CAR PARKING - SOUTH	129 STALLS
TOTAL	340 STALLS
EXTERIOR DOCKS	
EXTERIOR DOCKS - WEST	56 DOCKS
EXTERIOR DOCKS - EAST	56 DOCKS
TOTAL	112 DOCKS
TRAILER PARKING	
TRAILER PARKING - WEST	75 STALLS
TRAILER PARKING - EAST	76 STALLS
TOTAL	151 STALLS
DRIVE IN OVERHEAD DOORS	4 DOORS
BUILDING INTERIOR CLEAR HEIGHT	36'-0"

PROJECT SITE PLAN

SCALE: 1" = 100'-0"

1 A1.0

NORTH

MIDWEST INDUSTRIAL FUNDS
REAL ESTATE INVESTMENT & DEVELOPMENT

HARRIS ARCHITECTS INC.
5474 E. WOODFIELD ROAD SUITE 815 SCHAUMBURG, ILLINOIS 60173 847.303.1199
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PROPOSED 577,422 SF SPECULATIVE OFFICE/WAREHOUSE AT:
MIDWEST CREST HILL PARK
CREST HILL, ILLINOIS

05-17-2023
ISSUED FOR CITY REVIEW

PROJECT NO. 223134
DRAWN BY: MF
DATABASE: 223134M.DB

SHEET NO.
A1.0

CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

June 23, 2021

Elise Purguette
Traffic Engineer
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Weber Road @ Division Street
IDOT

Dear Ms. Purguette:

In response to a request made on your behalf and dated June 22, 2021, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Weber Rd, @ Division St (N of)	20,400	28,300
Division St west of Weber Rd	3,300	6,000
Division St east of Weber Rd	5,200	7,100

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2020 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
2021_CY_TrafficForecast\CrestHill\wi-24-21\wi-24-21.docx

ITE Trip Generation Worksheets

Warehousing
(150)

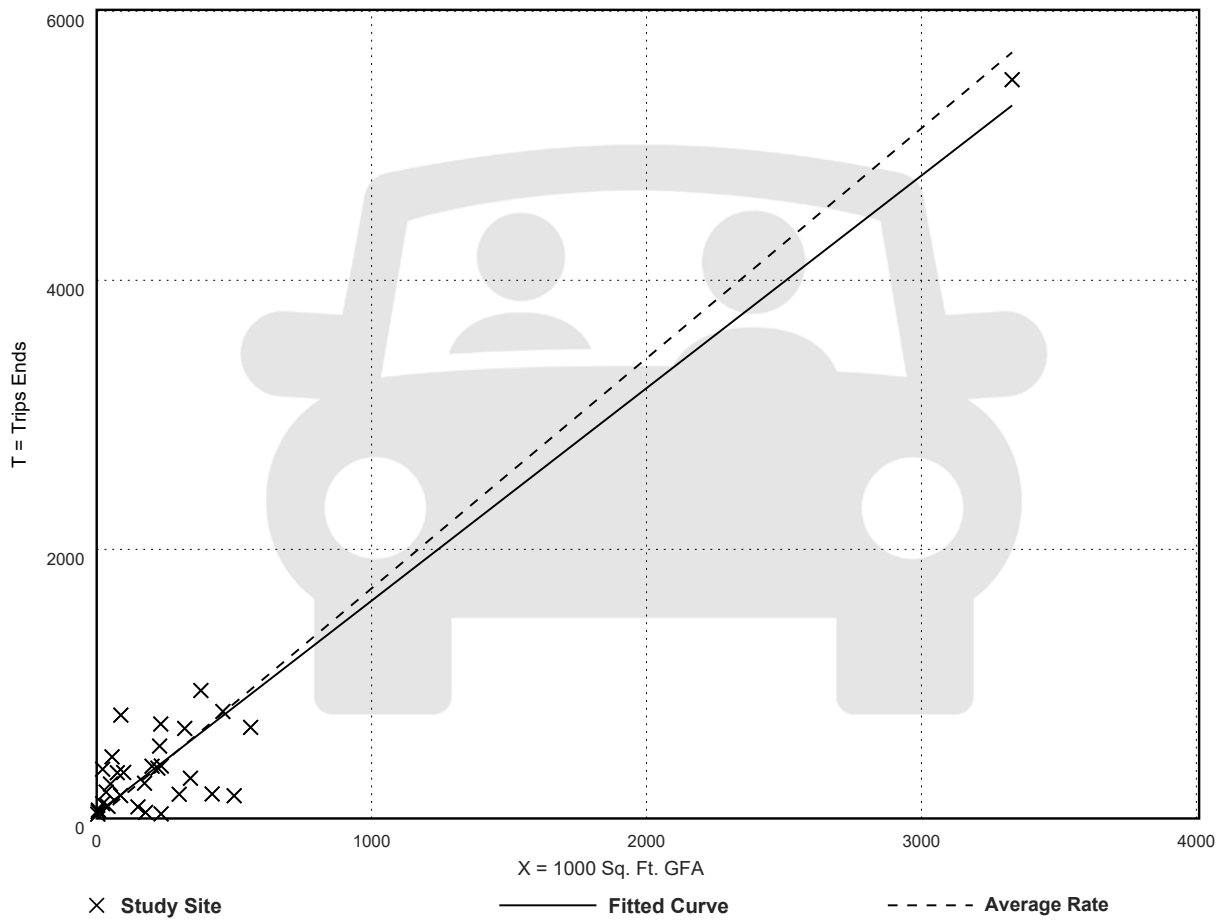
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. 1000 Sq. Ft. GFA: 292
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.15 - 16.93	1.48

Data Plot and Equation



Fitted Curve Equation: T = 1.58(X) + 38.29

R^2= 0.92

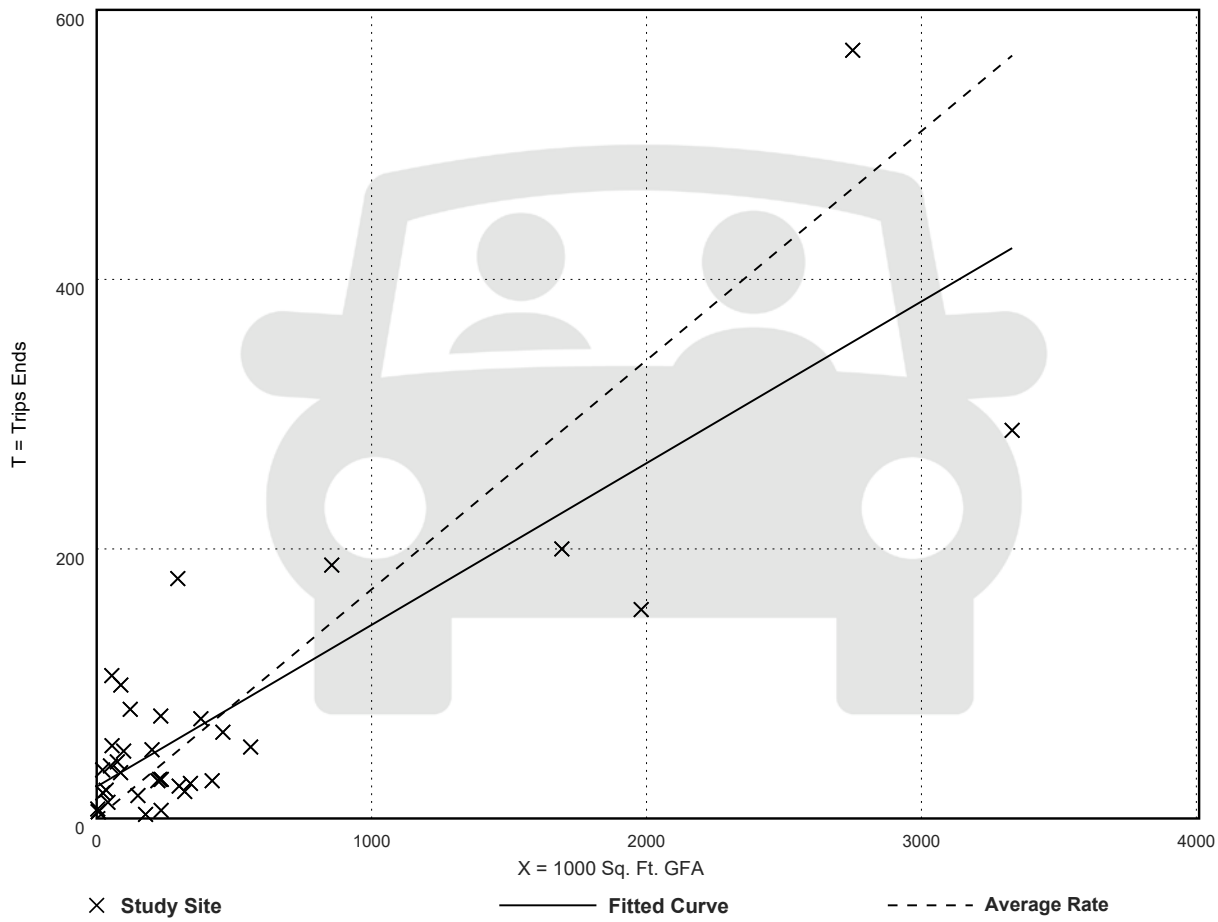
Warehousing
(150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 36
Avg. 1000 Sq. Ft. GFA: 448
Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19

Data Plot and Equation



Fitted Curve Equation: T = 0.12(X) + 23.62

R^2= 0.69

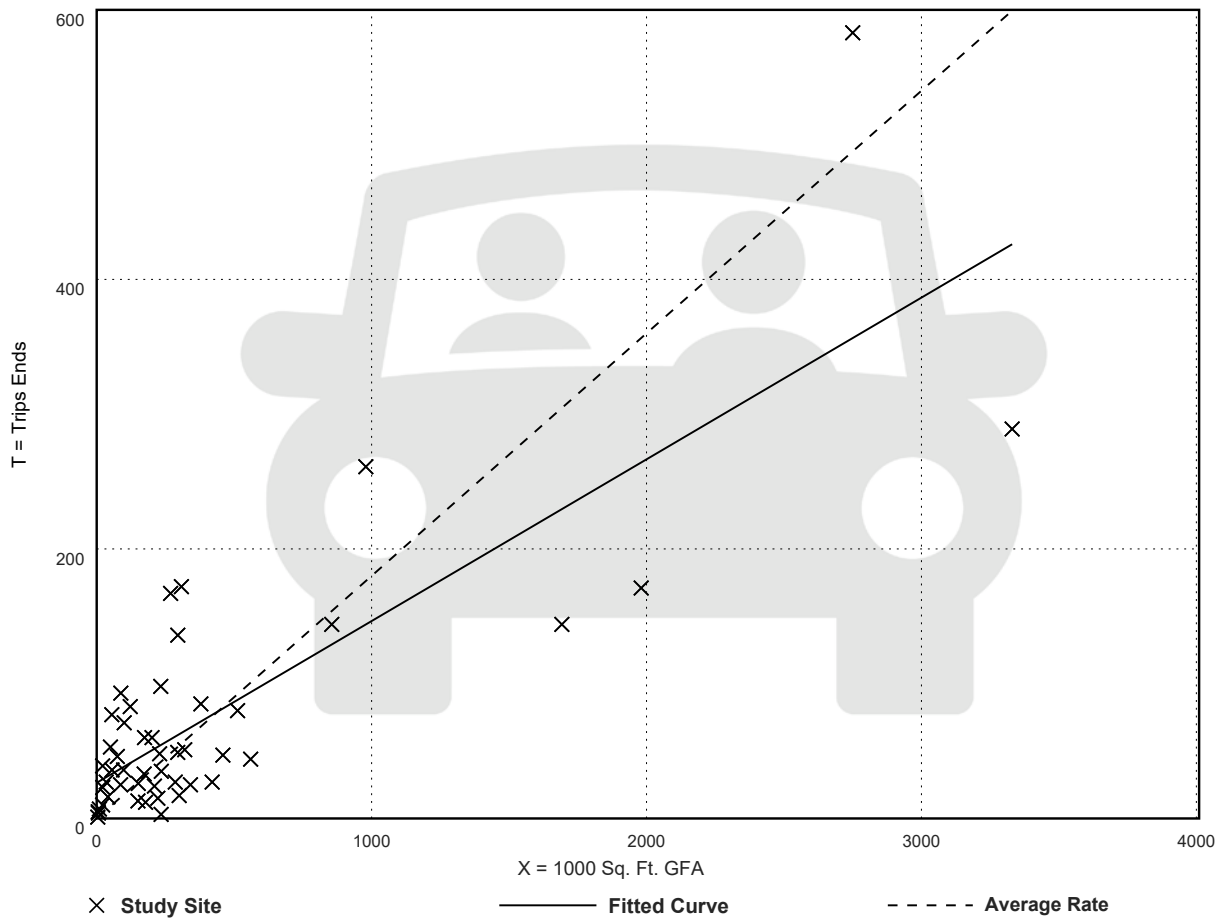
Warehousing
(150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 49
Avg. 1000 Sq. Ft. GFA: 400
Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

Data Plot and Equation



Fitted Curve Equation: T = 0.12(X) + 26.48

R^2= 0.65

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0

Unsignalized Intersections	
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Base Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings
1: Weber Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	210	75	85	135	55	110	790	110	90	670	140
Future Volume (vph)	145	210	75	85	135	55	110	790	110	90	670	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	220		0	120		0	155		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	160			155			135			270		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.960			0.956			0.982			0.974	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1467	1681	0	1787	1721	0	1656	3279	0	1805	3265	0
Flt Permitted	0.417			0.308			0.249			0.221		
Satd. Flow (perm)	644	1681	0	579	1721	0	434	3279	0	420	3265	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			12			15			24	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		2553			2127			2930			1292	
Travel Time (s)		49.7			41.4			44.4			19.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	23%	4%	21%	1%	7%	2%	9%	8%	9%	0%	7%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	300	0	89	200	0	116	948	0	95	852	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	9.5	22.0		9.5	24.0		7.0	26.0		7.0	26.0	
Total Split (s)	15.0	30.0		18.0	33.0		18.0	84.0		18.0	84.0	
Total Split (%)	10.0%	20.0%		12.0%	22.0%		12.0%	56.0%		12.0%	56.0%	
Yellow Time (s)	3.0	4.5		3.0	4.5		3.0	4.5		3.0	4.5	
All-Red Time (s)	0.5	1.5		0.5	1.5		0.5	1.5		0.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	48.9	33.9		44.5	31.2		90.0	77.8		87.8	76.7	
Actuated g/C Ratio	0.33	0.23		0.30	0.21		0.60	0.52		0.59	0.51	

Lanes, Volumes, Timings
1: Weber Road & Division Street

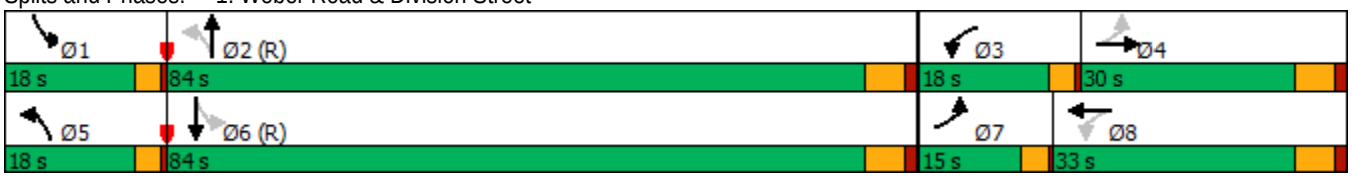
07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.54	0.78		0.35	0.54		0.34	0.56		0.29	0.51	
Control Delay	47.3	67.3		40.1	57.3		13.3	21.9		13.6	24.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	47.3	67.3		40.1	57.3		13.3	21.9		13.6	24.2	
LOS	D	E		D	E		B	C		B	C	
Approach Delay		60.6			52.0			21.0			23.2	
Approach LOS		E			D			C			C	
Queue Length 50th (ft)	107	261		59	166		25	333		38	290	
Queue Length 95th (ft)	#189	#516		112	263		63	220		54	278	
Internal Link Dist (ft)		2473			2047			2850			1212	
Turn Bay Length (ft)	150			220			120			155		
Base Capacity (vph)	284	387		302	367		385	1742		392	1726	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.54	0.78		0.29	0.54		0.30	0.54		0.24	0.49	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 31.5 Intersection LOS: C
Intersection Capacity Utilization 67.3% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Weber Road & Division Street



Lanes, Volumes, Timings
2: Weber Road & Patrick Drive

07/27/2022

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	60	945	65	15	805
Future Volume (vph)	25	60	945	65	15	805
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	2000
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	210		180	275	
Storage Lanes	1	1		1	2	
Taper Length (ft)	25				200	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1556	1404	3519	1442	2633	3519
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1556	1404	3519	1442	2633	3519
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		63		67		
Link Speed (mph)	30		45			45
Link Distance (ft)	812		4281			2930
Travel Time (s)	18.5		64.9			44.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	16%	15%	8%	12%	33%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	63	995	68	16	847
Turn Type	Prot	pm+ov	NA	Perm	Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8		2		
Detector Phase	8	1	2	2	1	6
Switch Phase						
Minimum Initial (s)	8.0	3.0	15.0	15.0	3.0	15.0
Minimum Split (s)	14.0	7.5	21.0	21.0	7.5	21.0
Total Split (s)	33.0	18.0	99.0	99.0	18.0	117.0
Total Split (%)	22.0%	12.0%	66.0%	66.0%	12.0%	78.0%
Yellow Time (s)	4.5	3.5	4.5	4.5	3.5	4.5
All-Red Time (s)	1.5	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	6.0	4.5	6.0
Lead/Lag		Lag	Lead	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	9.4	16.8	125.9	125.9	7.0	136.6
Actuated g/C Ratio	0.06	0.11	0.84	0.84	0.05	0.91

Lanes, Volumes, Timings
2: Weber Road & Patrick Drive

07/27/2022

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
v/c Ratio	0.27	0.30	0.34	0.06	0.13	0.26
Control Delay	73.4	15.1	4.5	1.2	56.0	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.4	15.1	4.5	1.2	56.0	1.3
LOS	E	B	A	A	E	A
Approach Delay	32.2		4.2			2.3
Approach LOS	C		A			A
Queue Length 50th (ft)	25	0	130	0	6	46
Queue Length 95th (ft)	57	43	196	13	m15	60
Internal Link Dist (ft)	732		4201			2850
Turn Bay Length (ft)		210		180	275	
Base Capacity (vph)	280	239	2953	1221	236	3205
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.26	0.34	0.06	0.07	0.26

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 144 (96%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.34
Intersection Signal Delay: 4.6 Intersection LOS: A
Intersection Capacity Utilization 41.5% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Weber Road & Patrick Drive

Lanes, Volumes, Timings
3: Gaylord Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	335	35	35	120	30	10	115	105	60	105	50
Future Volume (vph)	75	335	35	35	120	30	10	115	105	60	105	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	215		0	120		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	215			215			155			180		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.986			0.970			0.928			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1670	0	1656	1567	0	1504	1695	0	1805	1739	0
Flt Permitted	0.609			0.485			0.653			0.418		
Satd. Flow (perm)	1113	1670	0	845	1567	0	1034	1695	0	794	1739	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			19			41			21	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2085			739			2627			2703	
Travel Time (s)		40.6			14.4			59.7			61.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	12%	14%	9%	17%	20%	20%	4%	4%	0%	5%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	390	0	37	158	0	11	232	0	63	164	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	5.0		2.5	5.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	11.0		6.5	11.0	
Total Split (s)	15.0	48.0		15.0	48.0		12.0	15.0		12.0	15.0	
Total Split (%)	16.7%	53.3%		16.7%	53.3%		13.3%	16.7%		13.3%	16.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	31.4	26.2		29.7	23.7		15.9	10.0		18.3	14.3	
Actuated g/C Ratio	0.54	0.45		0.51	0.41		0.27	0.17		0.31	0.24	

Lanes, Volumes, Timings
3: Gaylord Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.12	0.52		0.07	0.24		0.03	0.72		0.17	0.37	
Control Delay	6.9	15.7		6.8	13.5		19.3	40.9		19.2	24.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.9	15.7		6.8	13.5		19.3	40.9		19.2	24.9	
LOS	A	B		A	B		B	D		B	C	
Approach Delay		14.2			12.2			39.9			23.3	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	14	90		6	39		2	65		14	35	
Queue Length 95th (ft)	30	206		17	80		16	#255		54	#160	
Internal Link Dist (ft)		2005			659			2547			2623	
Turn Bay Length (ft)	215			215			120			200		
Base Capacity (vph)	747	1267		640	1191		377	324		412	442	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.31		0.06	0.13		0.03	0.72		0.15	0.37	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 58.5
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 21.2 Intersection LOS: C
Intersection Capacity Utilization 55.6% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Gaylord Road & Division Street

Lanes, Volumes, Timings
4: Churnovic Lane & Division Street

07/27/2022

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	350	145	215	160	35	20
Future Volume (vph)	350	145	215	160	35	20
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	200		190	0
Storage Lanes		0	1		1	1
Taper Length (ft)			220		135	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.960					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1680	0	1671	1770	1347	1346
Flt Permitted			0.341		0.950	
Satd. Flow (perm)	1680	0	600	1770	1347	1346
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	31					21
Link Speed (mph)	35			35	20	
Link Distance (ft)	720			1049	1235	
Travel Time (s)	14.0			20.4	42.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	10%	8%	13%	34%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	521	0	226	168	37	21
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases			6			8
Detector Phase	2		1	6	8	8
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	5.0	5.0
Minimum Split (s)	21.0		6.5	21.0	11.0	11.0
Total Split (s)	47.0		23.0	70.0	20.0	20.0
Total Split (%)	52.2%		25.6%	77.8%	22.2%	22.2%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	1.5		0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		3.5	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None		None	None	None	None
Act Effct Green (s)	31.1		46.7	48.0	12.7	12.7
Actuated g/C Ratio	0.52		0.78	0.81	0.21	0.21

Lanes, Volumes, Timings
4: Churnovic Lane & Division Street

07/27/2022

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.58		0.36	0.12	0.13	0.07
Control Delay	14.4		4.9	4.1	29.0	13.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	14.4		4.9	4.1	29.0	13.9
LOS	B		A	A	C	B
Approach Delay	14.4			4.5	23.5	
Approach LOS	B			A	C	
Queue Length 50th (ft)	144		27	22	14	0
Queue Length 95th (ft)	272		54	46	43	19
Internal Link Dist (ft)	640			969	1155	
Turn Bay Length (ft)			200		190	
Base Capacity (vph)	1224		882	1602	371	386
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.43		0.26	0.10	0.10	0.05

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 59.5	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 10.9	Intersection LOS: B
Intersection Capacity Utilization 56.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: Churnovic Lane & Division Street

HCM 6th TWSC
5: Access Road & Division Street

07/27/2022

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	500	5	5	190	5	5
Future Vol, veh/h	500	5	5	190	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	8	20	60	15	0	0
Mvmt Flow	526	5	5	200	5	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	531	0	739	529
Stage 1	-	-	-	-	529	-
Stage 2	-	-	-	-	210	-
Critical Hdwy	-	-	4.7	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.74	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	799	-	388	554
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	830	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	799	-	386	554
Mov Cap-2 Maneuver	-	-	-	-	386	-
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	825	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	455	-	-	799	-
HCM Lane V/C Ratio	0.023	-	-	0.007	-
HCM Control Delay (s)	13.1	-	-	9.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	485	15	10	185	5	5
Future Vol, veh/h	485	15	10	185	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	8	7	10	17	20	40
Mvmt Flow	511	16	11	195	5	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	527	0	736	519
Stage 1	-	-	-	-	519	-
Stage 2	-	-	-	-	217	-
Critical Hdwy	-	-	4.2	-	6.6	6.6
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	-	-	2.29	-	3.68	3.66
Pot Cap-1 Maneuver	-	-	1000	-	361	489
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	778	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1000	-	357	489
Mov Cap-2 Maneuver	-	-	-	-	451	-
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	769	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	12.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	469	-	-	1000	-
HCM Lane V/C Ratio	0.022	-	-	0.011	-
HCM Control Delay (s)	12.9	-	-	8.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↗
Traffic Vol, veh/h	385	0	0	375	0	35
Future Vol, veh/h	385	0	0	375	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	8	0	0	9	0	66
Mvmt Flow	405	0	0	395	0	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	405
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.86
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.894
Pot Cap-1 Maneuver	-	0	0	-	0	528
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	528
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	528	-	-
HCM Lane V/C Ratio	0.07	-	-
HCM Control Delay (s)	12.3	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Capacity Analysis Summary Sheets

Base Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings
1: Weber Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	150	85	130	175	70	125	855	125	55	1040	190
Future Volume (vph)	155	150	85	130	175	70	125	855	125	55	1040	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	220		0	120		0	155		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	160			155			135			270		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.946			0.957			0.981			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1583	1641	0	1752	1763	0	1671	3443	0	1770	3266	0
Flt Permitted	0.380			0.238			0.115			0.216		
Satd. Flow (perm)	633	1641	0	439	1763	0	202	3443	0	402	3266	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			12			17			21	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		2553			2127			2930			1292	
Travel Time (s)		49.7			41.4			44.4			19.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	7%	14%	3%	4%	1%	8%	3%	2%	2%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	247	0	137	258	0	132	1032	0	58	1295	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	9.5	22.0		9.5	24.0		7.0	26.0		7.0	26.0	
Total Split (s)	13.0	22.0		27.0	36.0		15.0	86.0		15.0	86.0	
Total Split (%)	8.7%	14.7%		18.0%	24.0%		10.0%	57.3%		10.0%	57.3%	
Yellow Time (s)	3.0	4.5		3.0	4.5		3.0	4.5		3.0	4.5	
All-Red Time (s)	0.5	1.5		0.5	1.5		0.5	1.5		0.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	37.1	25.1		44.6	30.0		96.9	86.1		91.5	81.7	
Actuated g/C Ratio	0.25	0.17		0.30	0.20		0.65	0.57		0.61	0.54	

Lanes, Volumes, Timings
1: Weber Road & Division Street

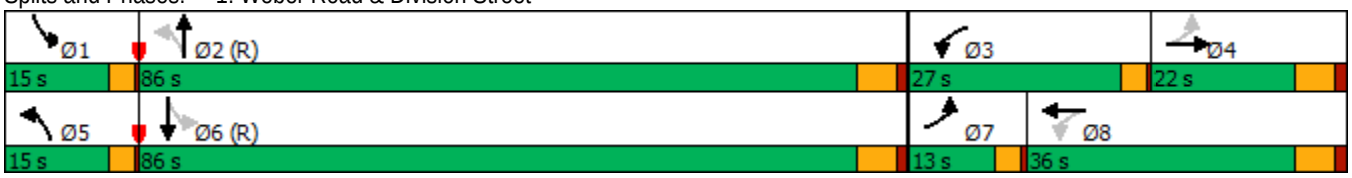
07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.75	0.86		0.54	0.71		0.58	0.52		0.19	0.72	
Control Delay	66.7	84.0		47.8	65.4		15.5	16.3		10.9	26.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	66.7	84.0		47.8	65.4		15.5	16.3		10.9	26.6	
LOS	E	F		D	E		B	B		B	C	
Approach Delay		77.2			59.3			16.2			26.0	
Approach LOS		E			E			B			C	
Queue Length 50th (ft)	124	225		102	228		43	315		19	368	
Queue Length 95th (ft)	#191	#441		161	331		43	398		36	590	
Internal Link Dist (ft)		2473			2047			2850			1212	
Turn Bay Length (ft)	150			220			120			155		
Base Capacity (vph)	216	286		338	362		243	1983		360	1788	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.75	0.86		0.41	0.71		0.54	0.52		0.16	0.72	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 32.8 Intersection LOS: C
Intersection Capacity Utilization 80.5% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Weber Road & Division Street



Lanes, Volumes, Timings
2: Weber Road & Patrick Drive

07/27/2022

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	90	1015	70	40	1215
Future Volume (vph)	35	90	1015	70	40	1215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	210		180	275	
Storage Lanes	1	1		1	2	
Taper Length (ft)	25				200	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	1568	3471	1568	3242	3343
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	1568	3471	1568	3242	3343
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		95		68		
Link Speed (mph)	30		30			30
Link Distance (ft)	812		4281			2930
Travel Time (s)	18.5		97.3			66.6
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	4%	3%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	95	1068	74	42	1279
Turn Type	Prot	pm+ov	NA	Perm	Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8		2		
Detector Phase	8	1	2	2	1	6
Switch Phase						
Minimum Initial (s)	8.0	3.0	15.0	15.0	3.0	15.0
Minimum Split (s)	14.0	7.5	21.0	21.0	7.5	21.0
Total Split (s)	36.0	15.0	99.0	99.0	15.0	114.0
Total Split (%)	24.0%	10.0%	66.0%	66.0%	10.0%	76.0%
Yellow Time (s)	4.5	3.5	4.5	4.5	3.5	4.5
All-Red Time (s)	1.5	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	6.0	4.5	6.0
Lead/Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	9.9	20.4	119.1	119.1	7.4	132.1
Actuated g/C Ratio	0.07	0.14	0.79	0.79	0.05	0.88

Lanes, Volumes, Timings
2: Weber Road & Patrick Drive

07/27/2022

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
v/c Ratio	0.32	0.32	0.39	0.06	0.27	0.43
Control Delay	73.7	12.3	5.7	1.3	94.9	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.7	12.3	5.7	1.3	94.9	0.6
LOS	E	B	A	A	F	A
Approach Delay	29.5		5.4			3.6
Approach LOS	C		A			A
Queue Length 50th (ft)	35	0	154	1	20	5
Queue Length 95th (ft)	73	52	216	14	m28	13
Internal Link Dist (ft)	732		4201			2850
Turn Bay Length (ft)		210		180	275	
Base Capacity (vph)	350	326	2755	1259	226	2944
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.29	0.39	0.06	0.19	0.43

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 99 (66%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.43
Intersection Signal Delay: 5.7 Intersection LOS: A
Intersection Capacity Utilization 50.3% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Weber Road & Patrick Drive

Lanes, Volumes, Timings
3: Gaylord Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	260	50	85	315	45	70	165	75	25	140	130
Future Volume (vph)	125	260	50	85	315	45	70	165	75	25	140	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	215		0	120		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	215			215			155			180		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.976			0.981			0.953			0.928	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1580	0	1671	1734	0	1687	1736	0	1456	1754	0
Flt Permitted	0.414			0.514			0.280			0.602		
Satd. Flow (perm)	787	1580	0	904	1734	0	497	1736	0	922	1754	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			11			20			41	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2085			739			2627			2703	
Travel Time (s)		40.6			14.4			59.7			61.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	18%	14%	8%	8%	4%	7%	4%	5%	24%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	327	0	89	379	0	74	253	0	26	284	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	5.0		2.5	5.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	11.0		6.5	11.0	
Total Split (s)	15.0	48.0		15.0	48.0		12.0	15.0		12.0	15.0	
Total Split (%)	16.7%	53.3%		16.7%	53.3%		13.3%	16.7%		13.3%	16.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	35.7	26.7		34.0	25.9		19.8	14.3		17.5	9.8	
Actuated g/C Ratio	0.54	0.41		0.52	0.39		0.30	0.22		0.27	0.15	

Lanes, Volumes, Timings
3: Gaylord Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.24	0.50		0.16	0.55		0.26	0.64		0.09	0.96	
Control Delay	7.6	18.1		7.2	19.8		22.4	38.7		21.0	75.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.6	18.1		7.2	19.8		22.4	38.7		21.0	75.6	
LOS	A	B		A	B		C	D		C	E	
Approach Delay		15.1			17.4			35.0			71.0	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)	23	100		15	123		22	80		7	~119	
Queue Length 95th (ft)	45	175		32	210		64	#313		30	#333	
Internal Link Dist (ft)		2005			659			2547			2623	
Turn Bay Length (ft)	215			215			120			200		
Base Capacity (vph)	640	1055		652	1156		318	393		338	297	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.21	0.31		0.14	0.33		0.23	0.64		0.08	0.96	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 65.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 31.0 Intersection LOS: C
Intersection Capacity Utilization 62.1% ICU Level of Service B
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Gaylord Road & Division Street

Lanes, Volumes, Timings
4: Churnovic Lane & Division Street

07/27/2022

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	355	35	50	415	50	20
Future Volume (vph)	355	35	50	415	50	20
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	200		190	0
Storage Lanes		0	1		1	1
Taper Length (ft)			220		135	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.988					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1645	0	1271	1942	1388	1196
Flt Permitted			0.445		0.950	
Satd. Flow (perm)	1645	0	595	1942	1388	1196
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7					21
Link Speed (mph)	35			35	20	
Link Distance (ft)	720			1049	1235	
Travel Time (s)	14.0			20.4	42.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	66%	42%	3%	30%	35%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	411	0	53	437	53	21
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases			6			8
Detector Phase	2		1	6	8	8
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	5.0	5.0
Minimum Split (s)	21.0		6.5	21.0	11.0	11.0
Total Split (s)	47.0		23.0	70.0	20.0	20.0
Total Split (%)	52.2%		25.6%	77.8%	22.2%	22.2%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	1.5		0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		3.5	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None		None	None	None	None
Act Effct Green (s)	34.0		36.7	38.6	14.3	14.3
Actuated g/C Ratio	0.68		0.74	0.78	0.29	0.29

Lanes, Volumes, Timings
4: Churnovic Lane & Division Street

07/27/2022

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.37		0.10	0.29	0.13	0.06
Control Delay	10.9		4.1	5.3	24.0	12.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	10.9		4.1	5.3	24.0	12.3
LOS	B		A	A	C	B
Approach Delay	10.9			5.1	20.7	
Approach LOS	B			A	C	
Queue Length 50th (ft)	102		6	69	16	0
Queue Length 95th (ft)	189		16	122	53	18
Internal Link Dist (ft)	640			969	1155	
Turn Bay Length (ft)			200		190	
Base Capacity (vph)	1266		799	1862	514	456
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.32		0.07	0.23	0.10	0.05

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 49.7
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.37
Intersection Signal Delay: 8.8 Intersection LOS: A
Intersection Capacity Utilization 41.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: Churnovic Lane & Division Street

HCM 6th TWSC
5: Access Road & Division Street

07/27/2022

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	350	5	30	445	10	25
Future Vol, veh/h	350	5	30	445	10	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	15	40	7	6	30	4
Mvmt Flow	368	5	32	468	11	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	373	0	903	371
Stage 1	-	-	-	-	371	-
Stage 2	-	-	-	-	532	-
Critical Hdwy	-	-	4.17	-	6.7	6.24
Critical Hdwy Stg 1	-	-	-	-	5.7	-
Critical Hdwy Stg 2	-	-	-	-	5.7	-
Follow-up Hdwy	-	-	2.263	-	3.77	3.336
Pot Cap-1 Maneuver	-	-	1159	-	275	670
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	536	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1159	-	267	670
Mov Cap-2 Maneuver	-	-	-	-	267	-
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	521	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	468	-	-	1159	-
HCM Lane V/C Ratio	0.079	-	-	0.027	-
HCM Control Delay (s)	13.3	-	-	8.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	335	15	25	450	25	25
Future Vol, veh/h	335	15	25	450	25	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	16	7	12	6	4	12
Mvmt Flow	353	16	26	474	26	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	369	0	887	361
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	526	-
Critical Hdwy	-	-	4.22	-	6.44	6.32
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.308	-	3.536	3.408
Pot Cap-1 Maneuver	-	-	1137	-	312	662
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	589	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1137	-	305	662
Mov Cap-2 Maneuver	-	-	-	-	425	-
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	575	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	518	-	-	1137	-
HCM Lane V/C Ratio	0.102	-	-	0.023	-
HCM Control Delay (s)	12.7	-	-	8.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	355	0	0	455	0	20
Future Vol, veh/h	355	0	0	455	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	10	0	0	6	0	30
Mvmt Flow	374	0	0	479	0	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	374
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.57
Pot Cap-1 Maneuver	-	0	0	-	0	614
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	614
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	614	-	-
HCM Lane V/C Ratio	0.034	-	-
HCM Control Delay (s)	11.1	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Capacity Analysis Summary Sheets

2029 No-Build Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings
1: Weber Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	167	227	113	93	156	70	177	886	121	130	804	171
Future Volume (vph)	167	227	113	93	156	70	177	886	121	130	804	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	220		0	120		0	155		175
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	160			155			135			270		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.950			0.953			0.982				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1444	1661	0	1787	1711	0	1671	3279	0	1805	3374	1442
Flt Permitted	0.341			0.160			0.245			0.183		
Satd. Flow (perm)	518	1661	0	301	1711	0	431	3279	0	348	3374	1442
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			13			15				162
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		2553			2127			2930			1292	
Travel Time (s)		49.7			41.4			44.4			19.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	25%	4%	18%	1%	8%	1%	8%	8%	9%	0%	7%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	358	0	98	238	0	186	1060	0	137	846	180
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	20.0		3.0	20.0	20.0
Minimum Split (s)	9.5	22.0		9.5	24.0		7.0	26.0		7.0	26.0	26.0
Total Split (s)	15.0	30.0		18.0	33.0		18.0	84.0		18.0	84.0	84.0
Total Split (%)	10.0%	20.0%		12.0%	22.0%		12.0%	56.0%		12.0%	56.0%	56.0%
Yellow Time (s)	3.0	4.5		3.0	4.5		3.0	4.5		3.0	4.5	4.5
All-Red Time (s)	0.5	1.5		0.5	1.5		0.5	1.5		0.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Act Effct Green (s)	46.3	32.1		43.8	30.1		92.4	77.7		88.0	75.5	75.5
Actuated g/C Ratio	0.31	0.21		0.29	0.20		0.62	0.52		0.59	0.50	0.50

Lanes, Volumes, Timings
1: Weber Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.73	0.98		0.49	0.67		0.51	0.62		0.46	0.50	0.22
Control Delay	61.4	97.3		46.8	64.1		18.1	22.8		16.1	25.2	4.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	61.4	97.3		46.8	64.1		18.1	22.8		16.1	25.2	4.1
LOS	E	F		D	E		B	C		B	C	A
Approach Delay		85.5			59.0			22.1			20.8	
Approach LOS		F			E			C			C	
Queue Length 50th (ft)	139	~402		72	212		66	209		47	261	8
Queue Length 95th (ft)	#218	#642		121	#327		96	242		74	283	48
Internal Link Dist (ft)		2473			2047			2850			1212	
Turn Bay Length (ft)	150			220			120			155		175
Base Capacity (vph)	241	365		237	353		388	1759		355	1771	833
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.73	0.98		0.41	0.67		0.48	0.60		0.39	0.48	0.22

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 35.7 Intersection LOS: D
Intersection Capacity Utilization 76.2% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Weber Road & Division Street

Lanes, Volumes, Timings
2: Weber Road & Patrick Drive

07/27/2022

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	60	1113	65	15	983
Future Volume (vph)	25	60	1113	65	15	983
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	2000
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	210		180	275	
Storage Lanes	1	1		1	2	
Taper Length (ft)	25				200	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1556	1404	3519	1442	2633	3551
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1556	1404	3519	1442	2633	3551
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		63		57		
Link Speed (mph)	30		45			45
Link Distance (ft)	812		4281			2930
Travel Time (s)	18.5		64.9			44.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	16%	15%	8%	12%	33%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	63	1172	68	16	1035
Turn Type	Prot	pm+ov	NA	Perm	Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8		2		
Detector Phase	8	1	2	2	1	6
Switch Phase						
Minimum Initial (s)	8.0	3.0	15.0	15.0	3.0	15.0
Minimum Split (s)	14.0	7.5	21.0	21.0	7.5	21.0
Total Split (s)	33.0	18.0	99.0	99.0	18.0	117.0
Total Split (%)	22.0%	12.0%	66.0%	66.0%	12.0%	78.0%
Yellow Time (s)	4.5	3.5	4.5	4.5	3.5	4.5
All-Red Time (s)	1.5	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	6.0	4.5	6.0
Lead/Lag		Lag	Lead	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	9.4	17.5	125.2	125.2	7.7	136.6
Actuated g/C Ratio	0.06	0.12	0.83	0.83	0.05	0.91

Lanes, Volumes, Timings
2: Weber Road & Patrick Drive

07/27/2022

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
v/c Ratio	0.27	0.29	0.40	0.06	0.12	0.32
Control Delay	73.4	14.4	5.2	1.7	54.9	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.4	14.4	5.2	1.7	54.9	1.3
LOS	E	B	A	A	D	A
Approach Delay	31.7		5.0			2.1
Approach LOS	C		A			A
Queue Length 50th (ft)	25	0	165	2	8	58
Queue Length 95th (ft)	57	41	271	17	m15	m58
Internal Link Dist (ft)	732		4201			2850
Turn Bay Length (ft)		210		180	275	
Base Capacity (vph)	280	247	2937	1213	236	3234
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.26	0.40	0.06	0.07	0.32

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 144 (96%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 4.7 Intersection LOS: A
Intersection Capacity Utilization 45.9% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Weber Road & Patrick Drive

Lanes, Volumes, Timings
3: Gaylord Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	411	38	38	189	33	11	126	115	66	115	55
Future Volume (vph)	82	411	38	38	189	33	11	126	115	66	115	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	215		0	120		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	215			215			155			180		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.987			0.978			0.929			0.951	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1687	0	1671	1627	0	1530	1705	0	1805	1748	0
Flt Permitted	0.565			0.407			0.644			0.335		
Satd. Flow (perm)	1032	1687	0	716	1627	0	1037	1705	0	636	1748	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			13			40			21	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2085			739			2627			2703	
Travel Time (s)		40.6			14.4			59.7			61.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	11%	13%	8%	13%	21%	18%	4%	3%	0%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	473	0	40	234	0	12	254	0	69	179	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	5.0		2.5	5.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	11.0		6.5	11.0	
Total Split (s)	15.0	48.0		15.0	48.0		12.0	15.0		12.0	15.0	
Total Split (%)	16.7%	53.3%		16.7%	53.3%		13.3%	16.7%		13.3%	16.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	37.6	31.1		35.3	27.7		16.0	10.1		18.3	14.2	
Actuated g/C Ratio	0.58	0.48		0.54	0.42		0.25	0.15		0.28	0.22	

Lanes, Volumes, Timings
3: Gaylord Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.13	0.59		0.08	0.34		0.04	0.86		0.22	0.45	
Control Delay	6.3	17.3		6.2	14.4		22.2	58.6		23.1	29.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.3	17.3		6.2	14.4		22.2	58.6		23.1	29.9	
LOS	A	B		A	B		C	E		C	C	
Approach Delay		15.6			13.2			56.9			28.0	
Approach LOS		B			B			E			C	
Queue Length 50th (ft)	15	162		7	66		4	~114		23	58	
Queue Length 95th (ft)	32	263		17	119		18	#295		60	#189	
Internal Link Dist (ft)		2005			659			2547			2623	
Turn Bay Length (ft)	215			215			120			200		
Base Capacity (vph)	752	1175		613	1135		341	296		348	396	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.40		0.07	0.21		0.04	0.86		0.20	0.45	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 65.2
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 25.6 Intersection LOS: C
Intersection Capacity Utilization 61.3% ICU Level of Service B
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Gaylord Road & Division Street

Lanes, Volumes, Timings
4: Churnovic Lane & Division Street

07/27/2022

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	427	145	215	233	35	20
Future Volume (vph)	427	145	215	233	35	20
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	200		190	0
Storage Lanes		0	1		1	1
Taper Length (ft)			220		135	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.966					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1691	0	1671	1802	1347	1346
Flt Permitted			0.293		0.950	
Satd. Flow (perm)	1691	0	515	1802	1347	1346
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	25					21
Link Speed (mph)	35			35	20	
Link Distance (ft)	720			1049	1235	
Travel Time (s)	14.0			20.4	42.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	10%	8%	11%	34%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	602	0	226	245	37	21
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases			6			8
Detector Phase	2		1	6	8	8
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	5.0	5.0
Minimum Split (s)	21.0		6.5	21.0	11.0	11.0
Total Split (s)	47.0		23.0	70.0	20.0	20.0
Total Split (%)	52.2%		25.6%	77.8%	22.2%	22.2%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	1.5		0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		3.5	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None		None	None	None	None
Act Effct Green (s)	34.2		49.6	50.7	12.6	12.6
Actuated g/C Ratio	0.55		0.79	0.81	0.20	0.20

Lanes, Volumes, Timings
4: Churnovic Lane & Division Street

07/27/2022

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.64		0.40	0.17	0.14	0.07
Control Delay	15.7		5.3	4.1	29.9	13.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	15.7		5.3	4.1	29.9	13.9
LOS	B		A	A	C	B
Approach Delay	15.7			4.6	24.1	
Approach LOS	B			A	C	
Queue Length 50th (ft)	183		27	34	16	0
Queue Length 95th (ft)	342		54	66	43	19
Internal Link Dist (ft)	640			969	1155	
Turn Bay Length (ft)			200		190	
Base Capacity (vph)	1210		823	1597	346	361
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.50		0.27	0.15	0.11	0.06

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 62.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 11.5	Intersection LOS: B
Intersection Capacity Utilization 60.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: Churnovic Lane & Division Street

HCM 6th TWSC
5: Access Road & Division Street

07/27/2022

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	592	5	5	266	5	5
Future Vol, veh/h	592	5	5	266	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	8	20	60	13	0	0
Mvmt Flow	623	5	5	280	5	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	628	0	916	626
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	290	-
Critical Hdwy	-	-	4.7	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.74	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	728	-	305	488
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	764	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	728	-	303	488
Mov Cap-2 Maneuver	-	-	-	-	303	-
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	759	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	374	-	-	728	-
HCM Lane V/C Ratio	0.028	-	-	0.007	-
HCM Control Delay (s)	14.9	-	-	10	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	576	15	10	260	5	5
Future Vol, veh/h	576	15	10	260	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	8	7	10	14	20	40
Mvmt Flow	606	16	11	274	5	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	622	0	910	614
Stage 1	-	-	-	-	614	-
Stage 2	-	-	-	-	296	-
Critical Hdwy	-	-	4.2	-	6.6	6.6
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	-	-	2.29	-	3.68	3.66
Pot Cap-1 Maneuver	-	-	921	-	283	429
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	921	-	280	429
Mov Cap-2 Maneuver	-	-	-	-	391	-
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	706	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	409	-	-	921	-
HCM Lane V/C Ratio	0.026	-	-	0.011	-
HCM Control Delay (s)	14	-	-	9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	466	0	0	469	0	35
Future Vol, veh/h	466	0	0	469	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	8	0	0	9	0	66
Mvmt Flow	491	0	0	494	0	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	491
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.86
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.894
Pot Cap-1 Maneuver	-	0	0	-	0	468
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	468
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	468	-	-
HCM Lane V/C Ratio	0.079	-	-
HCM Control Delay (s)	13.3	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Capacity Analysis Summary Sheets

2029 No-Build Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings
1: Weber Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	159	125	143	205	103	201	1011	137	97	1216	223
Future Volume (vph)	191	159	125	143	205	103	201	1011	137	97	1216	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	220		0	120		0	155		175
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	160			155			135			270		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.934			0.950			0.982				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1583	1617	0	1752	1752	0	1687	3480	0	1787	3551	1482
Flt Permitted	0.226			0.145			0.115			0.152		
Satd. Flow (perm)	377	1617	0	267	1752	0	204	3480	0	286	3551	1482
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			15			15				143
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		2553			2127			2930			1292	
Travel Time (s)		49.7			41.4			44.4			19.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	8%	12%	3%	4%	1%	7%	2%	1%	1%	7%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	201	299	0	151	324	0	212	1208	0	102	1280	235
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	20.0		3.0	20.0	20.0
Minimum Split (s)	9.5	22.0		9.5	24.0		7.0	26.0		7.0	26.0	26.0
Total Split (s)	13.0	22.0		27.0	36.0		15.0	86.0		15.0	86.0	86.0
Total Split (%)	8.7%	14.7%		18.0%	24.0%		10.0%	57.3%		10.0%	57.3%	57.3%
Yellow Time (s)	3.0	4.5		3.0	4.5		3.0	4.5		3.0	4.5	4.5
All-Red Time (s)	0.5	1.5		0.5	1.5		0.5	1.5		0.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Act Effct Green (s)	36.1	24.1		44.9	30.0		96.5	82.8		91.2	80.0	80.0
Actuated g/C Ratio	0.24	0.16		0.30	0.20		0.64	0.55		0.61	0.53	0.53

Lanes, Volumes, Timings
1: Weber Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.21	1.08		0.65	0.90		0.87	0.63		0.39	0.68	0.27
Control Delay	176.2	130.3		53.6	82.6		45.0	20.1		14.0	25.9	7.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	176.2	130.3		53.6	82.6		45.0	20.1		14.0	25.9	7.7
LOS	F	F		D	F		D	C		B	C	A
Approach Delay		148.7			73.4			23.9			22.5	
Approach LOS		F			E			C			C	
Queue Length 50th (ft)	~168	~306		113	300		73	416		35	368	42
Queue Length 95th (ft)	#365	#565		176	#478		#230	512		58	405	92
Internal Link Dist (ft)		2473			2047			2850			1212	
Turn Bay Length (ft)	150			220			120			155		175
Base Capacity (vph)	166	276		313	362		245	1928		294	1893	857
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	1.21	1.08		0.48	0.90		0.87	0.63		0.35	0.68	0.27

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.21
Intersection Signal Delay: 44.7 Intersection LOS: D
Intersection Capacity Utilization 87.4% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Weber Road & Division Street

Lanes, Volumes, Timings
2: Weber Road & Patrick Drive

07/27/2022

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	90	1250	70	40	1440
Future Volume (vph)	35	90	1250	70	40	1440
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	210		180	275	
Storage Lanes	1	1		1	2	
Taper Length (ft)	25				200	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	1568	3471	1568	3242	3374
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	1568	3471	1568	3242	3374
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		64		55		
Link Speed (mph)	30		30			30
Link Distance (ft)	812		4281			2930
Travel Time (s)	18.5		97.3			66.6
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	4%	3%	8%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	95	1316	74	42	1516
Turn Type	Prot	pm+ov	NA	Perm	Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8		2		
Detector Phase	8	1	2	2	1	6
Switch Phase						
Minimum Initial (s)	8.0	3.0	15.0	15.0	3.0	15.0
Minimum Split (s)	14.0	7.5	21.0	21.0	7.5	21.0
Total Split (s)	36.0	15.0	99.0	99.0	15.0	114.0
Total Split (%)	24.0%	10.0%	66.0%	66.0%	10.0%	76.0%
Yellow Time (s)	4.5	3.5	4.5	4.5	3.5	4.5
All-Red Time (s)	1.5	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	6.0	4.5	6.0
Lead/Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	9.9	20.4	119.1	119.1	7.4	132.1
Actuated g/C Ratio	0.07	0.14	0.79	0.79	0.05	0.88

Lanes, Volumes, Timings
2: Weber Road & Patrick Drive

07/27/2022

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
v/c Ratio	0.32	0.35	0.48	0.06	0.27	0.51
Control Delay	73.7	24.6	6.5	1.8	95.3	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.7	24.6	6.5	1.8	95.3	1.3
LOS	E	C	A	A	F	A
Approach Delay	38.3		6.3			3.8
Approach LOS	D		A			A
Queue Length 50th (ft)	35	27	212	4	21	13
Queue Length 95th (ft)	73	80	293	17	m29	m17
Internal Link Dist (ft)	732		4201			2850
Turn Bay Length (ft)		210		180	275	
Base Capacity (vph)	350	300	2755	1256	226	2972
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.32	0.48	0.06	0.19	0.51

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 99 (66%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 6.4 Intersection LOS: A
Intersection Capacity Utilization 56.5% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Weber Road & Patrick Drive

Lanes, Volumes, Timings
3: Gaylord Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	363	55	93	406	49	77	181	82	27	154	143
Future Volume (vph)	137	363	55	93	406	49	77	181	82	27	154	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	215		0	120		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	215			215			155			180		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.980			0.984			0.953			0.928	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1619	0	1656	1753	0	1703	1736	0	1433	1754	0
Flt Permitted	0.337			0.401			0.280			0.501		
Satd. Flow (perm)	640	1619	0	699	1753	0	502	1736	0	755	1754	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			9			20			41	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2085			739			2627			2703	
Travel Time (s)		40.6			14.4			59.7			61.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	15%	15%	9%	7%	4%	6%	4%	5%	26%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	440	0	98	479	0	81	277	0	28	313	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	5.0		2.5	5.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	11.0		6.5	11.0	
Total Split (s)	15.0	48.0		15.0	48.0		12.0	15.0		12.0	15.0	
Total Split (%)	16.7%	53.3%		16.7%	53.3%		13.3%	16.7%		13.3%	16.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	41.6	32.5		40.0	31.7		19.9	14.3		17.6	9.8	
Actuated g/C Ratio	0.58	0.45		0.56	0.44		0.28	0.20		0.24	0.14	

Lanes, Volumes, Timings
3: Gaylord Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.28	0.60		0.20	0.62		0.30	0.77		0.11	1.14	
Control Delay	7.6	19.4		7.1	20.4		26.0	48.8		24.0	129.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.6	19.4		7.1	20.4		26.0	48.8		24.0	129.8	
LOS	A	B		A	C		C	D		C	F	
Approach Delay		16.5			18.1			43.6			121.1	
Approach LOS		B			B			D			F	
Queue Length 50th (ft)	26	153		17	173		28	107		10	~179	
Queue Length 95th (ft)	48	252		35	279		72	#359		33	#385	
Internal Link Dist (ft)		2005			659			2547			2623	
Turn Bay Length (ft)	215			215			120			200		
Base Capacity (vph)	588	1018		582	1096		293	362		283	275	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.24	0.43		0.17	0.44		0.28	0.77		0.10	1.14	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 71.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.14
Intersection Signal Delay: 41.4 Intersection LOS: D
Intersection Capacity Utilization 69.7% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Gaylord Road & Division Street

Lanes, Volumes, Timings
4: Churnovic Lane & Division Street

07/27/2022

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	468	35	50	516	50	20
Future Volume (vph)	468	35	50	516	50	20
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	200		190	0
Storage Lanes		0	1		1	1
Taper Length (ft)			220		135	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.991					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1680	0	1271	1942	1388	1196
Flt Permitted			0.370		0.950	
Satd. Flow (perm)	1680	0	495	1942	1388	1196
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	6					21
Link Speed (mph)	35			35	20	
Link Distance (ft)	720			1049	1235	
Travel Time (s)	14.0			20.4	42.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	66%	42%	3%	30%	35%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	530	0	53	543	53	21
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases			6			8
Detector Phase	2		1	6	8	8
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	5.0	5.0
Minimum Split (s)	21.0		6.5	21.0	11.0	11.0
Total Split (s)	47.0		23.0	70.0	20.0	20.0
Total Split (%)	52.2%		25.6%	77.8%	22.2%	22.2%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	1.5		0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		3.5	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None		None	None	None	None
Act Effct Green (s)	38.8		41.5	43.5	14.6	14.6
Actuated g/C Ratio	0.71		0.76	0.80	0.27	0.27

Lanes, Volumes, Timings
4: Churnovic Lane & Division Street

07/27/2022

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.44		0.11	0.35	0.14	0.06
Control Delay	11.3		3.9	5.4	26.8	13.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	11.3		3.9	5.4	26.8	13.1
LOS	B		A	A	C	B
Approach Delay	11.3			5.2	22.9	
Approach LOS	B			A	C	
Queue Length 50th (ft)	148		6	95	19	0
Queue Length 95th (ft)	263		16	160	54	18
Internal Link Dist (ft)	640			969	1155	
Turn Bay Length (ft)			200		190	
Base Capacity (vph)	1233		754	1787	473	422
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.43		0.07	0.30	0.11	0.05

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 54.6
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.44
Intersection Signal Delay: 9.0 Intersection LOS: A
Intersection Capacity Utilization 47.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: Churnovic Lane & Division Street

HCM 6th TWSC
5: Access Road & Division Street

07/27/2022

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	462	5	30	549	10	25
Future Vol, veh/h	462	5	30	549	10	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	13	40	7	6	30	4
Mvmt Flow	486	5	32	578	11	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	491	0	1131	489
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	642	-
Critical Hdwy	-	-	4.17	-	6.7	6.24
Critical Hdwy Stg 1	-	-	-	-	5.7	-
Critical Hdwy Stg 2	-	-	-	-	5.7	-
Follow-up Hdwy	-	-	2.263	-	3.77	3.336
Pot Cap-1 Maneuver	-	-	1047	-	199	575
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	475	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1047	-	193	575
Mov Cap-2 Maneuver	-	-	-	-	193	-
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	460	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	15.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	367	-	-	1047	-
HCM Lane V/C Ratio	0.1	-	-	0.03	-
HCM Control Delay (s)	15.9	-	-	8.5	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	446	15	25	554	25	25
Future Vol, veh/h	446	15	25	554	25	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	14	7	12	6	4	12
Mvmt Flow	469	16	26	583	26	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	485	0	1112	477
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	635	-
Critical Hdwy	-	-	4.22	-	6.44	6.32
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.308	-	3.536	3.408
Pot Cap-1 Maneuver	-	-	1028	-	229	568
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	524	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1028	-	223	568
Mov Cap-2 Maneuver	-	-	-	-	356	-
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	511	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	14.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	438	-	-	1028	-
HCM Lane V/C Ratio	0.12	-	-	0.026	-
HCM Control Delay (s)	14.3	-	-	8.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	468	0	0	560	0	20
Future Vol, veh/h	468	0	0	560	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	0	0	6	0	30
Mvmt Flow	493	0	0	589	0	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	493
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.57
Pot Cap-1 Maneuver	-	0	0	-	0	523
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	523
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	523	-	-
HCM Lane V/C Ratio	0.04	-	-
HCM Control Delay (s)	12.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Capacity Analysis Summary Sheets

2029 Projected Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings
1: Weber Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	229	119	93	167	70	198	886	121	130	804	189
Future Volume (vph)	172	229	119	93	167	70	198	886	121	130	804	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	220		0	120		0	155		175
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	160			155			135			270		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.949			0.956			0.982				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1433	1637	0	1787	1715	0	1671	3279	0	1805	3374	1455
Flt Permitted	0.307			0.146			0.240			0.185		
Satd. Flow (perm)	463	1637	0	275	1715	0	422	3279	0	352	3374	1455
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			12			15				179
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		2553			2127			2930			1292	
Travel Time (s)		49.7			41.4			44.4			19.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	26%	5%	20%	1%	8%	1%	8%	8%	9%	0%	7%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	366	0	98	250	0	208	1060	0	137	846	199
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	20.0		3.0	20.0	20.0
Minimum Split (s)	9.5	22.0		9.5	24.0		7.0	26.0		7.0	26.0	26.0
Total Split (s)	15.0	30.0		18.0	33.0		18.0	84.0		18.0	84.0	84.0
Total Split (%)	10.0%	20.0%		12.0%	22.0%		12.0%	56.0%		12.0%	56.0%	56.0%
Yellow Time (s)	3.0	4.5		3.0	4.5		3.0	4.5		3.0	4.5	4.5
All-Red Time (s)	0.5	1.5		0.5	1.5		0.5	1.5		0.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Act Effct Green (s)	46.3	32.1		43.4	29.6		93.1	77.7		87.3	74.8	74.8
Actuated g/C Ratio	0.31	0.21		0.29	0.20		0.62	0.52		0.58	0.50	0.50

Lanes, Volumes, Timings
1: Weber Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.78	1.01		0.51	0.72		0.56	0.62		0.46	0.50	0.24
Control Delay	67.0	105.1		47.6	67.1		21.6	22.8		16.1	25.6	4.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	67.0	105.1		47.6	67.1		21.6	22.8		16.1	25.6	4.1
LOS	E	F		D	E		C	C		B	C	A
Approach Delay		92.5			61.6			22.6			20.9	
Approach LOS		F			E			C			C	
Queue Length 50th (ft)	143	~421		72	226		74	208		47	265	9
Queue Length 95th (ft)	#248	#663		121	#355		129	241		74	283	51
Internal Link Dist (ft)		2473			2047			2850			1212	
Turn Bay Length (ft)	150			220			120			155		175
Base Capacity (vph)	231	361		231	348		383	1759		355	1762	845
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.78	1.01		0.42	0.72		0.54	0.60		0.39	0.48	0.24

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 37.5 Intersection LOS: D
Intersection Capacity Utilization 76.7% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Weber Road & Division Street

Lanes, Volumes, Timings
1: Weber Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	229	119	93	167	70	198	886	121	130	804	189
Future Volume (vph)	172	229	119	93	167	70	198	886	121	130	804	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	220		0	120		0	155		175
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	160			155			135			270		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.949			0.956			0.982				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1433	1637	0	1787	1715	0	1671	3279	0	1805	3374	1455
Flt Permitted	0.250			0.264			0.246			0.188		
Satd. Flow (perm)	377	1637	0	497	1715	0	433	3279	0	357	3374	1455
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			12			14				169
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		2553			2127			2930			1292	
Travel Time (s)		49.7			41.4			44.4			19.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	26%	5%	20%	1%	8%	1%	8%	8%	9%	0%	7%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	366	0	98	250	0	208	1060	0	137	846	199
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	20.0		3.0	20.0	20.0
Minimum Split (s)	9.5	22.0		9.5	24.0		7.0	26.0		7.0	26.0	26.0
Total Split (s)	19.0	44.0		8.0	33.0		18.0	80.0		18.0	80.0	80.0
Total Split (%)	12.7%	29.3%		5.3%	22.0%		12.0%	53.3%		12.0%	53.3%	53.3%
Yellow Time (s)	3.0	4.5		3.0	4.5		3.0	4.5		3.0	4.5	4.5
All-Red Time (s)	0.5	1.5		0.5	1.5		0.5	1.5		0.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Act Effct Green (s)	47.9	35.9		34.7	26.2		94.3	79.1		89.0	76.4	76.4
Actuated g/C Ratio	0.32	0.24		0.23	0.17		0.63	0.53		0.59	0.51	0.51

Lanes, Volumes, Timings
1: Weber Road & Division Street

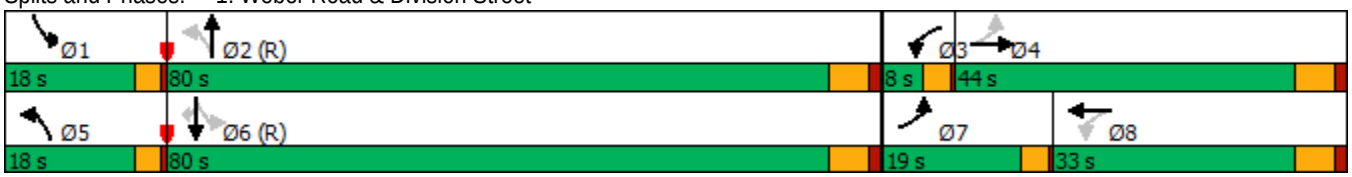
07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.79	0.91		0.59	0.81		0.55	0.61		0.44	0.49	0.24
Control Delay	64.4	78.9		57.9	76.5		21.3	22.4		16.1	25.4	5.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	64.4	78.9		57.9	76.5		21.3	22.4		16.1	25.4	5.1
LOS	E	E		E	E		C	C		B	C	A
Approach Delay		74.1			71.3			22.2			20.9	
Approach LOS		E			E			C			C	
Queue Length 50th (ft)	137	330		69	226		79	225		51	284	15
Queue Length 95th (ft)	#207	#504		#126	#355		137	259		81	297	60
Internal Link Dist (ft)		2473			2047			2850			1212	
Turn Bay Length (ft)	150			220			120			155		175
Base Capacity (vph)	232	427		166	318		393	1734		361	1718	824
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.78	0.86		0.59	0.79		0.53	0.61		0.38	0.49	0.24

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 35.3 Intersection LOS: D
Intersection Capacity Utilization 76.7% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Weber Road & Division Street



Lanes, Volumes, Timings
2: Weber Road & Patrick Drive

07/27/2022

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	60	1134	65	15	989
Future Volume (vph)	25	60	1134	65	15	989
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	2000
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	210		180	275	
Storage Lanes	1	1		1	2	
Taper Length (ft)	25				200	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1556	1404	3551	1442	2633	3519
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1556	1404	3551	1442	2633	3519
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		63		56		
Link Speed (mph)	30		45			45
Link Distance (ft)	812		4281			2930
Travel Time (s)	18.5		64.9			44.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	16%	15%	7%	12%	33%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	63	1194	68	16	1041
Turn Type	Prot	pm+ov	NA	Perm	Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8		2		
Detector Phase	8	1	2	2	1	6
Switch Phase						
Minimum Initial (s)	8.0	3.0	15.0	15.0	3.0	15.0
Minimum Split (s)	14.0	7.5	21.0	21.0	7.5	21.0
Total Split (s)	33.0	18.0	99.0	99.0	18.0	117.0
Total Split (%)	22.0%	12.0%	66.0%	66.0%	12.0%	78.0%
Yellow Time (s)	4.5	3.5	4.5	4.5	3.5	4.5
All-Red Time (s)	1.5	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	6.0	4.5	6.0
Lead/Lag		Lag	Lead	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	9.4	17.5	125.2	125.2	7.7	136.6
Actuated g/C Ratio	0.06	0.12	0.83	0.83	0.05	0.91

Lanes, Volumes, Timings
2: Weber Road & Patrick Drive

07/27/2022

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
v/c Ratio	0.27	0.29	0.40	0.06	0.12	0.32
Control Delay	73.4	14.4	5.2	1.7	55.6	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.4	14.4	5.2	1.7	55.6	1.3
LOS	E	B	A	A	E	A
Approach Delay	31.7		5.1			2.1
Approach LOS	C		A			A
Queue Length 50th (ft)	25	0	168	2	8	59
Queue Length 95th (ft)	57	41	277	17	m14	m58
Internal Link Dist (ft)	732		4201			2850
Turn Bay Length (ft)		210		180	275	
Base Capacity (vph)	280	247	2964	1213	236	3205
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.26	0.40	0.06	0.07	0.32

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 144 (96%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 4.8 Intersection LOS: A
Intersection Capacity Utilization 46.4% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Weber Road & Patrick Drive

Lanes, Volumes, Timings
3: Gaylord Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	433	38	38	197	33	11	126	115	66	115	55
Future Volume (vph)	82	433	38	38	197	33	11	126	115	66	115	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	215		0	120		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	215			215			155			180		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.988			0.978			0.929			0.951	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1689	0	1671	1604	0	1530	1705	0	1805	1748	0
Flt Permitted	0.557			0.387			0.644			0.329		
Satd. Flow (perm)	1018	1689	0	681	1604	0	1037	1705	0	625	1748	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			13			40			21	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2085			739			2627			2703	
Travel Time (s)		40.6			14.4			59.7			61.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	11%	13%	8%	15%	21%	18%	4%	3%	0%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	496	0	40	242	0	12	254	0	69	179	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	5.0		2.5	5.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	11.0		6.5	11.0	
Total Split (s)	15.0	48.0		15.0	48.0		12.0	15.0		12.0	15.0	
Total Split (%)	16.7%	53.3%		16.7%	53.3%		13.3%	16.7%		13.3%	16.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	38.4	31.8		36.1	28.4		16.0	10.1		18.3	14.2	
Actuated g/C Ratio	0.58	0.48		0.55	0.43		0.24	0.15		0.28	0.22	

Lanes, Volumes, Timings
3: Gaylord Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.13	0.61		0.08	0.35		0.04	0.86		0.22	0.46	
Control Delay	6.2	17.6		6.2	14.4		22.6	60.0		23.6	30.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.2	17.6		6.2	14.4		22.6	60.0		23.6	30.4	
LOS	A	B		A	B		C	E		C	C	
Approach Delay		15.9			13.3			58.3			28.5	
Approach LOS		B			B			E			C	
Queue Length 50th (ft)	15	174		7	69		4	~117		23	59	
Queue Length 95th (ft)	32	280		17	124		18	#295		60	#189	
Internal Link Dist (ft)		2005			659			2547			2623	
Turn Bay Length (ft)	215			215			120			200		
Base Capacity (vph)	750	1168		599	1111		338	294		343	392	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.42		0.07	0.22		0.04	0.86		0.20	0.46	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 66
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 25.8 Intersection LOS: C
Intersection Capacity Utilization 62.4% ICU Level of Service B
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Gaylord Road & Division Street

Lanes, Volumes, Timings
4: Churnovic Lane & Division Street

07/27/2022

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	427	167	265	233	43	23
Future Volume (vph)	427	167	265	233	43	23
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	200		190	0
Storage Lanes		0	1		1	1
Taper Length (ft)			220		135	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.962					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1684	0	1671	1802	1289	1282
Flt Permitted			0.275		0.950	
Satd. Flow (perm)	1684	0	484	1802	1289	1282
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	29					24
Link Speed (mph)	35			35	20	
Link Distance (ft)	720			1049	1235	
Travel Time (s)	14.0			20.4	42.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	10%	8%	11%	40%	26%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	625	0	279	245	45	24
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases			6			8
Detector Phase	2		1	6	8	8
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	5.0	5.0
Minimum Split (s)	21.0		6.5	21.0	11.0	11.0
Total Split (s)	47.0		23.0	70.0	20.0	20.0
Total Split (%)	52.2%		25.6%	77.8%	22.2%	22.2%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	1.5		0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		3.5	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None		None	None	None	None
Act Effct Green (s)	35.3		51.6	52.8	12.8	12.8
Actuated g/C Ratio	0.55		0.80	0.82	0.20	0.20

Lanes, Volumes, Timings
4: Churnovic Lane & Division Street

07/27/2022

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.67		0.50	0.17	0.18	0.09
Control Delay	17.6		6.4	4.0	31.5	14.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	17.6		6.4	4.0	31.5	14.2
LOS	B		A	A	C	B
Approach Delay	17.6			5.3	25.5	
Approach LOS	B			A	C	
Queue Length 50th (ft)	204		36	36	20	0
Queue Length 95th (ft)	399		66	65	52	21
Internal Link Dist (ft)	640			969	1155	
Turn Bay Length (ft)			200		190	
Base Capacity (vph)	1175		795	1567	318	335
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.53		0.35	0.16	0.14	0.07

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 64.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 12.7 Intersection LOS: B
Intersection Capacity Utilization 64.8% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 4: Churnovic Lane & Division Street

HCM 6th TWSC
5: Access Road & Division Street

07/27/2022

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	614	5	5	274	5	5
Future Vol, veh/h	614	5	5	274	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	8	20	60	15	0	0
Mvmt Flow	646	5	5	288	5	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	651	0	947	649
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	298	-
Critical Hdwy	-	-	4.7	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.74	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	712	-	292	473
Stage 1	-	-	-	-	524	-
Stage 2	-	-	-	-	758	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	712	-	290	473
Mov Cap-2 Maneuver	-	-	-	-	290	-
Stage 1	-	-	-	-	524	-
Stage 2	-	-	-	-	753	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	15.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	360	-	-	712	-
HCM Lane V/C Ratio	0.029	-	-	0.007	-
HCM Control Delay (s)	15.3	-	-	10.1	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	598	15	10	268	5	5
Future Vol, veh/h	598	15	10	268	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	8	7	10	16	20	40
Mvmt Flow	629	16	11	282	5	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	645	0	941	637
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	304	-
Critical Hdwy	-	-	4.2	-	6.6	6.6
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	-	-	2.29	-	3.68	3.66
Pot Cap-1 Maneuver	-	-	903	-	271	416
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	709	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	903	-	268	416
Mov Cap-2 Maneuver	-	-	-	-	380	-
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	700	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	14.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	397	-	-	903	-
HCM Lane V/C Ratio	0.027	-	-	0.012	-
HCM Control Delay (s)	14.3	-	-	9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	469	0	0	519	0	45
Future Vol, veh/h	469	0	0	519	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	0	0	8	0	64
Mvmt Flow	494	0	0	546	0	47

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	494
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.84
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.876
Pot Cap-1 Maneuver	-	0	0	-	0	468
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	468
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	468	-	-
HCM Lane V/C Ratio	0.101	-	-
HCM Control Delay (s)	13.6	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Capacity Analysis Summary Sheets

2029 Projected Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings
1: Weber Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	207	169	146	143	208	103	209	1011	137	97	1216	229
Future Volume (vph)	207	169	146	143	208	103	209	1011	137	97	1216	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	220		0	120		0	155		175
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	160			155			135			270		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.930			0.950			0.982				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1583	1608	0	1752	1741	0	1656	3480	0	1787	3551	1468
Flt Permitted	0.219			0.145			0.115			0.152		
Satd. Flow (perm)	365	1608	0	267	1741	0	200	3480	0	286	3551	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			15			15				147
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		2553			2127			2930			1292	
Travel Time (s)		49.7			41.4			44.4			19.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	8%	12%	3%	5%	1%	9%	2%	1%	1%	7%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	218	332	0	151	327	0	220	1208	0	102	1280	241
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	20.0		3.0	20.0	20.0
Minimum Split (s)	9.5	22.0		9.5	24.0		7.0	26.0		7.0	26.0	26.0
Total Split (s)	13.0	22.0		27.0	36.0		15.0	86.0		15.0	86.0	86.0
Total Split (%)	8.7%	14.7%		18.0%	24.0%		10.0%	57.3%		10.0%	57.3%	57.3%
Yellow Time (s)	3.0	4.5		3.0	4.5		3.0	4.5		3.0	4.5	4.5
All-Red Time (s)	0.5	1.5		0.5	1.5		0.5	1.5		0.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Act Effct Green (s)	36.1	24.1		44.9	30.0		96.5	82.8		91.2	80.0	80.0
Actuated g/C Ratio	0.24	0.16		0.30	0.20		0.64	0.55		0.61	0.53	0.53

Lanes, Volumes, Timings
1: Weber Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.33	1.20		0.65	0.91		0.92	0.63		0.39	0.68	0.28
Control Delay	219.2	167.1		53.6	84.8		55.2	20.1		14.0	25.9	7.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	219.2	167.1		53.6	84.8		55.2	20.1		14.0	25.9	7.7
LOS	F	F		D	F		E	C		B	C	A
Approach Delay		187.8			74.9			25.5			22.4	
Approach LOS		F			E			C			C	
Queue Length 50th (ft)	~207	~372		113	303		87	416		35	368	43
Queue Length 95th (ft)	#406	#639		176	#488		#256	512		58	405	94
Internal Link Dist (ft)		2473			2047			2850			1212	
Turn Bay Length (ft)	150			220			120			155		175
Base Capacity (vph)	164	277		313	360		240	1928		294	1893	851
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	1.33	1.20		0.48	0.91		0.92	0.63		0.35	0.68	0.28

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.33
Intersection Signal Delay: 52.0 Intersection LOS: D
Intersection Capacity Utilization 88.9% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Weber Road & Division Street

Lanes, Volumes, Timings
1: Weber Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	207	169	146	143	208	103	209	1011	137	97	1216	229
Future Volume (vph)	207	169	146	143	208	103	209	1011	137	97	1216	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	220		0	120		0	155		175
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	160			155			135			270		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.930			0.950			0.982				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1583	1608	0	1752	1741	0	1656	3480	0	1787	3551	1468
Flt Permitted	0.167			0.378			0.090			0.145		
Satd. Flow (perm)	278	1608	0	697	1741	0	157	3480	0	273	3551	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			15			14				132
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		2553			2127			2930			1292	
Travel Time (s)		49.7			41.4			44.4			19.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	8%	12%	3%	5%	1%	9%	2%	1%	1%	7%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	218	332	0	151	327	0	220	1208	0	102	1280	241
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	20.0		3.0	20.0	20.0
Minimum Split (s)	9.5	22.0		9.5	24.0		7.0	26.0		7.0	26.0	26.0
Total Split (s)	19.0	47.0		10.0	38.0		15.0	83.0		10.0	78.0	78.0
Total Split (%)	12.7%	31.3%		6.7%	25.3%		10.0%	55.3%		6.7%	52.0%	52.0%
Yellow Time (s)	3.0	4.5		3.0	4.5		3.0	4.5		3.0	4.5	4.5
All-Red Time (s)	0.5	1.5		0.5	1.5		0.5	1.5		0.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Act Effct Green (s)	52.1	39.6		39.6	30.6		90.9	78.2		81.2	72.0	72.0
Actuated g/C Ratio	0.35	0.26		0.26	0.20		0.61	0.52		0.54	0.48	0.48

Lanes, Volumes, Timings
1: Weber Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.94	0.75		0.66	0.89		0.98	0.66		0.47	0.75	0.31
Control Delay	85.0	57.2		54.7	81.5		79.1	23.7		19.9	33.0	11.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	85.0	57.2		54.7	81.5		79.1	23.7		19.9	33.0	11.0
LOS	F	E		D	F		E	C		B	C	B
Approach Delay		68.2			73.0			32.2			28.9	
Approach LOS		E			E			C			C	
Queue Length 50th (ft)	159	271		104	298		~150	455		41	405	57
Queue Length 95th (ft)	#306	391		162	#464		#317	540		68	478	117
Internal Link Dist (ft)		2473			2047			2850			1212	
Turn Bay Length (ft)	150			220			120			155		175
Base Capacity (vph)	231	460		229	383		224	1822		215	1704	773
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.94	0.72		0.66	0.85		0.98	0.66		0.47	0.75	0.31

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 40.6 Intersection LOS: D
Intersection Capacity Utilization 88.9% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Weber Road & Division Street

Lanes, Volumes, Timings
2: Weber Road & Patrick Drive

07/27/2022

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	90	1258	70	40	1461
Future Volume (vph)	35	90	1258	70	40	1461
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	210		180	275	
Storage Lanes	1	1		1	2	
Taper Length (ft)	25				200	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	1568	3471	1568	3242	3374
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	1568	3471	1568	3242	3374
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		63		55		
Link Speed (mph)	30		30			30
Link Distance (ft)	812		4281			2930
Travel Time (s)	18.5		97.3			66.6
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	4%	3%	8%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	95	1324	74	42	1538
Turn Type	Prot	pm+ov	NA	Perm	Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8		2		
Detector Phase	8	1	2	2	1	6
Switch Phase						
Minimum Initial (s)	8.0	3.0	15.0	15.0	3.0	15.0
Minimum Split (s)	14.0	7.5	21.0	21.0	7.5	21.0
Total Split (s)	36.0	15.0	99.0	99.0	15.0	114.0
Total Split (%)	24.0%	10.0%	66.0%	66.0%	10.0%	76.0%
Yellow Time (s)	4.5	3.5	4.5	4.5	3.5	4.5
All-Red Time (s)	1.5	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	6.0	4.5	6.0
Lead/Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	9.9	20.4	119.1	119.1	7.4	132.1
Actuated g/C Ratio	0.07	0.14	0.79	0.79	0.05	0.88

Lanes, Volumes, Timings
2: Weber Road & Patrick Drive

07/27/2022

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
v/c Ratio	0.32	0.36	0.48	0.06	0.27	0.52
Control Delay	73.7	25.1	6.6	1.8	94.2	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.7	25.1	6.6	1.8	94.2	1.3
LOS	E	C	A	A	F	A
Approach Delay	38.7		6.3			3.8
Approach LOS	D		A			A
Queue Length 50th (ft)	35	28	214	4	21	15
Queue Length 95th (ft)	73	81	296	17	m28	m19
Internal Link Dist (ft)	732		4201			2850
Turn Bay Length (ft)		210		180	275	
Base Capacity (vph)	350	299	2755	1256	226	2972
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.32	0.48	0.06	0.19	0.52

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 99 (66%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 6.4 Intersection LOS: A
Intersection Capacity Utilization 57.1% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Weber Road & Patrick Drive

Lanes, Volumes, Timings
3: Gaylord Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	373	55	93	428	49	77	181	82	27	154	143
Future Volume (vph)	137	373	55	93	428	49	77	181	82	27	154	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	215		0	120		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	215			215			155			180		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.981			0.984			0.953			0.928	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1609	0	1656	1738	0	1703	1736	0	1433	1754	0
Flt Permitted	0.321			0.395			0.280			0.480		
Satd. Flow (perm)	610	1609	0	689	1738	0	502	1736	0	724	1754	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			9			20			41	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2085			739			2627			2703	
Travel Time (s)		40.6			14.4			59.7			61.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	16%	15%	9%	8%	4%	6%	4%	5%	26%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	451	0	98	503	0	81	277	0	28	313	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	5.0		2.5	5.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	11.0		6.5	11.0	
Total Split (s)	15.0	48.0		15.0	48.0		12.0	15.0		12.0	15.0	
Total Split (%)	16.7%	53.3%		16.7%	53.3%		13.3%	16.7%		13.3%	16.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	43.3	34.2		41.7	33.4		19.9	14.3		17.7	9.8	
Actuated g/C Ratio	0.59	0.46		0.57	0.45		0.27	0.19		0.24	0.13	

Lanes, Volumes, Timings
3: Gaylord Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.29	0.60		0.20	0.64		0.31	0.78		0.12	1.16	
Control Delay	7.6	19.3		7.0	20.7		26.9	51.1		24.8	138.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.6	19.3		7.0	20.7		26.9	51.1		24.8	138.5	
LOS	A	B		A	C		C	D		C	F	
Approach Delay		16.5			18.5			45.6			129.2	
Approach LOS		B			B			D			F	
Queue Length 50th (ft)	27	160		18	187		30	112		10	~189	
Queue Length 95th (ft)	48	262		35	300		72	#359		33	#385	
Internal Link Dist (ft)		2005			659			2547			2623	
Turn Bay Length (ft)	215			215			120			200		
Base Capacity (vph)	575	999		580	1068		287	354		273	269	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.25	0.45		0.17	0.47		0.28	0.78		0.10	1.16	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 73.6
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 42.9 Intersection LOS: D
Intersection Capacity Utilization 70.9% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Gaylord Road & Division Street

Lanes, Volumes, Timings
3: Gaylord Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	373	55	93	428	49	77	181	82	27	154	143
Future Volume (vph)	137	373	55	93	428	49	77	181	82	27	154	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	215		0	120		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	215			215			155			180		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.981			0.984			0.953			0.928	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1609	0	1656	1738	0	1703	1736	0	1433	1754	0
Flt Permitted	0.265			0.396			0.233			0.497		
Satd. Flow (perm)	504	1609	0	690	1738	0	418	1736	0	749	1754	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			8			21			44	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2085			739			2627			2703	
Travel Time (s)		40.6			14.4			59.7			61.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	16%	15%	9%	8%	4%	6%	4%	5%	26%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	451	0	98	503	0	81	277	0	28	313	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	5.0		2.5	5.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	11.0		6.5	11.0	
Total Split (s)	15.0	43.0		15.0	43.0		12.0	20.0		12.0	20.0	
Total Split (%)	16.7%	47.8%		16.7%	47.8%		13.3%	22.2%		13.3%	22.2%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	45.2	35.7		42.2	32.0		24.6	18.9		22.3	14.4	
Actuated g/C Ratio	0.57	0.45		0.53	0.40		0.31	0.24		0.28	0.18	

Lanes, Volumes, Timings
3: Gaylord Road & Division Street

07/27/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.34	0.62		0.21	0.72		0.32	0.65		0.10	0.89	
Control Delay	10.0	23.0		9.0	27.1		24.9	38.1		21.9	59.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.0	23.0		9.0	27.1		24.9	38.1		21.9	59.0	
LOS	B	C		A	C		C	D		C	E	
Approach Delay		19.8			24.1			35.1			56.0	
Approach LOS		B			C			D			E	
Queue Length 50th (ft)	32	182		21	213		31	116		11	150	
Queue Length 95th (ft)	57	299		42	342		67	#303		30	#327	
Internal Link Dist (ft)		2005			659			2547			2623	
Turn Bay Length (ft)	215			215			120			200		
Base Capacity (vph)	487	787		540	835		269	427		294	353	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.30	0.57		0.18	0.60		0.30	0.65		0.10	0.89	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 79.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 30.6 Intersection LOS: C
Intersection Capacity Utilization 70.9% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Gaylord Road & Division Street

Lanes, Volumes, Timings
4: Churnovic Lane & Division Street

07/27/2022

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	468	45	67	516	72	34
Future Volume (vph)	468	45	67	516	72	34
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	200		190	0
Storage Lanes		0	1		1	1
Taper Length (ft)			220		135	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.988					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1666	0	1271	1942	1433	1282
Flt Permitted			0.337		0.950	
Satd. Flow (perm)	1666	0	451	1942	1433	1282
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7					36
Link Speed (mph)	35			35	20	
Link Distance (ft)	720			1049	1235	
Travel Time (s)	14.0			20.4	42.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	62%	42%	3%	26%	26%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	540	0	71	543	76	36
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases			6			8
Detector Phase	2		1	6	8	8
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	5.0	5.0
Minimum Split (s)	21.0		6.5	21.0	11.0	11.0
Total Split (s)	47.0		23.0	70.0	20.0	20.0
Total Split (%)	52.2%		25.6%	77.8%	22.2%	22.2%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	1.5		0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		3.5	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None		None	None	None	None
Act Effct Green (s)	37.3		44.3	44.7	14.6	14.6
Actuated g/C Ratio	0.60		0.71	0.72	0.24	0.24

Lanes, Volumes, Timings
4: Churnovic Lane & Division Street

07/27/2022

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.54		0.17	0.39	0.22	0.11
Control Delay	14.6		4.7	6.6	28.9	11.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	14.6		4.7	6.6	28.9	11.1
LOS	B		A	A	C	B
Approach Delay	14.6			6.4	23.2	
Approach LOS	B			A	C	
Queue Length 50th (ft)	161		9	100	29	0
Queue Length 95th (ft)	276		21	160	72	24
Internal Link Dist (ft)	640			969	1155	
Turn Bay Length (ft)			200		190	
Base Capacity (vph)	1099		662	1761	415	397
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.49		0.11	0.31	0.18	0.09

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 62
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 11.4 Intersection LOS: B
Intersection Capacity Utilization 48.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: Churnovic Lane & Division Street

HCM 6th TWSC
5: Access Road & Division Street

07/27/2022

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	472	5	30	571	10	25
Future Vol, veh/h	472	5	30	571	10	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	14	40	7	6	30	4
Mvmt Flow	497	5	32	601	11	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	502	0	1165	500
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	665	-
Critical Hdwy	-	-	4.17	-	6.7	6.24
Critical Hdwy Stg 1	-	-	-	-	5.7	-
Critical Hdwy Stg 2	-	-	-	-	5.7	-
Follow-up Hdwy	-	-	2.263	-	3.77	3.336
Pot Cap-1 Maneuver	-	-	1037	-	189	567
Stage 1	-	-	-	-	556	-
Stage 2	-	-	-	-	463	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1037	-	183	567
Mov Cap-2 Maneuver	-	-	-	-	183	-
Stage 1	-	-	-	-	556	-
Stage 2	-	-	-	-	449	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	16.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	354	-	-	1037	-
HCM Lane V/C Ratio	0.104	-	-	0.03	-
HCM Control Delay (s)	16.3	-	-	8.6	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	456	15	25	576	25	25
Future Vol, veh/h	456	15	25	576	25	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	14	7	12	7	4	12
Mvmt Flow	480	16	26	606	26	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	496	0	1146	488
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	658	-
Critical Hdwy	-	-	4.22	-	6.44	6.32
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.308	-	3.536	3.408
Pot Cap-1 Maneuver	-	-	1018	-	218	560
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	511	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1018	-	212	560
Mov Cap-2 Maneuver	-	-	-	-	346	-
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	498	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	14.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	428	-	-	1018	-
HCM Lane V/C Ratio	0.123	-	-	0.026	-
HCM Control Delay (s)	14.6	-	-	8.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	482	0	0	577	0	53
Future Vol, veh/h	482	0	0	577	0	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	0	0	7	0	19
Mvmt Flow	507	0	0	607	0	56

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	507
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.39
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.471
Pot Cap-1 Maneuver	-	0	0	-	0	533
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	533
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

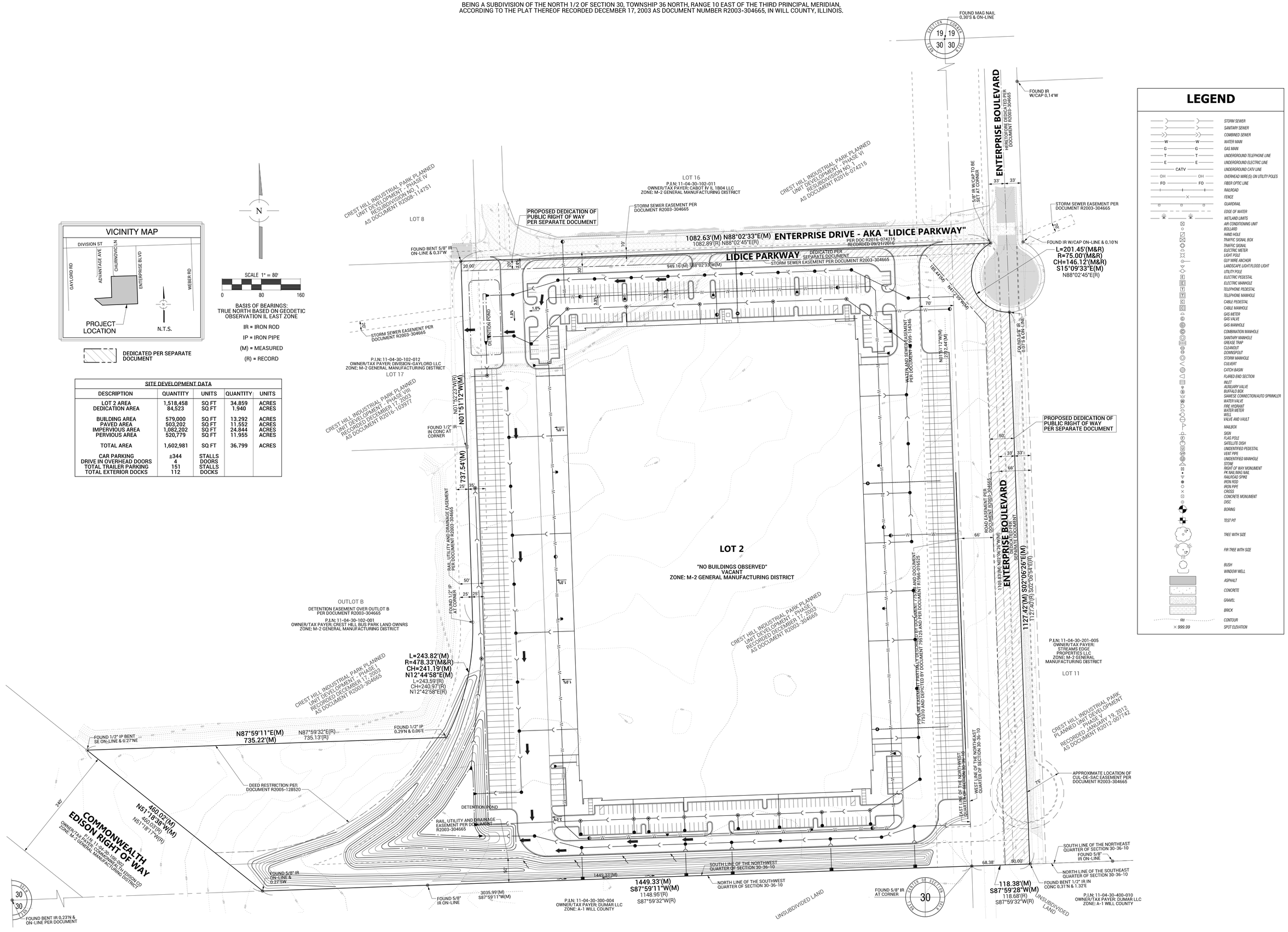
Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	533	-	-
HCM Lane V/C Ratio	0.105	-	-
HCM Control Delay (s)	12.5	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-

FINAL PLAT OF PLANNED UNIT DEVELOPMENT OF
CREST HILL INDUSTRIAL PARK - LOT 2 OF PHASE 1

P.I.N.
11-04-30-102-002

BEING A SUBDIVISION OF THE NORTH 1/2 OF SECTION 30, TOWNSHIP 36 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 17, 2003 AS DOCUMENT NUMBER R2003-304665, IN WILL COUNTY, ILLINOIS.



SITE DEVELOPMENT DATA				
DESCRIPTION	QUANTITY	UNITS	QUANTITY	UNITS
LOT 2 AREA	1,518,458	SQ FT	34.859	ACRES
DEDICATION AREA	84,523	SQ FT	1.940	ACRES
BUILDING AREA	579,000	SQ FT	13.292	ACRES
PAVED AREA	503,202	SQ FT	11.552	ACRES
IMPERVIOUS AREA	1,082,202	SQ FT	24.844	ACRES
PERVIOUS AREA	520,779	SQ FT	11.955	ACRES
TOTAL AREA	1,602,981	SQ FT	36.799	ACRES
CAR PARKING	±344	STALLS		
DRIVE IN OVERHEAD DOORS	4	DOORS		
TOTAL TRAILER PARKING	151	STALLS		
TOTAL EXTERIOR DOCKS	112	DOCKS		

PREPARED FOR:
MIDWEST INDUSTRIAL FUNDS, INC.
1211 22ND ST.
SUITE 800
OAK BROOK, IL 60523

FOR REVIEW PURPOSES ONLY

REVISIONS:
05/10/2023
05/23/2023

SPACECO INC.
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

DATE: 08/01/2022
JOB NO: 11998
FILENAME: 11998CONN_PRESUB-01
SHEET 1 OF 2

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P.I.N.
11-04-30-102-002

FINAL PLAT OF PLANNED UNIT DEVELOPMENT OF
CREST HILL INDUSTRIAL PARK - LOT 2 OF PHASE 1

BEING A SUBDIVISION OF THE NORTH 1/2 OF SECTION 30, TOWNSHIP 36 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN,
ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 17, 2003 AS DOCUMENT NUMBER R2003-304665, IN WILL COUNTY, ILLINOIS.

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

THIS IS TO CERTIFY THAT_____, IS THE FEE SIMPLE OF THE UNDERLYING PROPERTY SHOWN HEREON, DOES HEREBY GRANT CONVEY AND DEDICATES THE PROPERTY DESCRIBED HEREIN TO THE CITY OF CREST HILL, WILL COUNTY, ILLINOIS, FOR PUBLIC ROADWAY AND UTILITIES.

DATED THIS_____DAY OF_____, A.D. 20_____.

_____
SIGNED

_____
PRINTED NAME AND TITLE

ADDRESS:
_____
_____
_____
_____

NOTARY PUBLIC CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

I, _____, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT

_____, TITLE _____

OF _____, PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE FOREGOING CERTIFICATE, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE/THEY DID SIGN THIS PLAT OF DEDICATION AS A FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES HEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL

THIS _____ DAY OF _____, A.D. 20 _____ .

NOTARY PUBLIC _____

MY COMMISSION EXPIRES: _____

CREST HILL PLAN COMMISSION

STATE OF ILLINOIS)
)SS
COUNTY OF WILL)

APPROVED BY THE CITY OF CREST HILL. ILLINOIS PLAN COMMISSION AT A MEETING HELD ON

THE _____ DAY OF _____, 20 _____ .

_____
CHAIRMAN

_____
SECRETARY

CREST HILL CITY COUNCIL

STATE OF ILLINOIS)
)SS
COUNTY OF WILL)

APPROVED BY THE CITY OF CREST HILL, ILLINOIS CITY COUNCIL AT A MEETING HELD ON

THE _____ DAY OF _____, 20 _____ .

_____
MAYOR

_____
CLERK

TAX MAPPING CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF WILL)

I, _____, DIRECTOR OF THE TAX MAPPING AND PLATTING OFFICE, DO HEREBY CERTIFY THAT I HAVE CHECKED THE PROPERTY DESCRIPTION ON THIS PLAT AGAINST AVAILABLE COUNTY RECORDS AND FIND SAID DESCRIPTION TO BE TRUE AND CORRECT.

THE PROPERTY HEREIN DESCRIBED IS LOCATED ON TAX MAP _____

AND IDENTIFIED AS PERMANENT REAL ESTATE TAX INDEX NUMBER (PIN) _____

DATED THIS _____ DAY OF _____, 20 _____ .

_____
DIRECTOR

COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

I, _____, COUNTY CLERK OF WILL COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE PLAT HEREIN DRAWN. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE PLAT HEREIN DRAWN.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK AT

_____, ILLINOIS.

THIS _____ DAY OF _____, A.D. 20 _____ .

_____
COUNTY CLERK

WILL COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

THIS INSTRUMENT _____, WAS FILED FOR RECORD IN

THE RECORDER'S OFFICE OF WILL COUNTY, ILLINOIS, ON THE _____ DAY

OF _____, A.D., 20 _____ AT _____ O'CLOCK ___ M, AND

WAS RECORDED IN PLAT ENVELOPE NO. _____

_____
COUNTY RECORDER

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

I, JERRY P. CHRISTOPH, ILLINOIS PROFESSIONAL LAND SURVEYOR, NO. 35-3540, DO HEREBY CERTIFY THAT AT THE REQUEST OF THE OWNER, THEREOF, I HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

LOT 2 CREST HILL INDUSTRIAL PARK PLANNED UNIT DEVELOPMENT-PHASE I, A PART OF THE NORTH 1/2 OF SECTION 30, TOWNSHIP 36 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 17, 2003 AS DOCUMENT NUMBER R2003-304665, IN WILL COUNTY, ILLINOIS.

I FURTHER CERTIFY THAT THE PLAT HEREON DROWN IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION WHICH WAS PREPARED IN COMPLIANCE WITH THE LAWS OF THE STATE OF ILLINOIS.

I FURTHER CERTIFY THAT THE PROPERTY DESCRIBED AND SHOWN ON THE PLOT HEREON DRAWN IS WITHIN THE CORPORATE LIMITS OF THE CITY OF CREST HILL, ILLINOIS.

I FURTHER CERTIFY THAT ACCORDING TO THE FIRM FLOOD INSURANCE RATE MAP. MAP NUMBER 17197C0134G, WITH REVISED DATE OF FEBRUARY, 2019, THIS SITE APPEARS TO BE LOCATED IN ZONE X (AREAS DETERMINED TO BE OUTSIDE 500-YEAR FLOODPLAIN).
DATED THIS _____ TH DAY OF _____ IN THE YEAR 20 _____ .

_____
JERRY P. CHRISTOPH, I.P.L.S. No. 035-3540
LICENSE EXPIRES: 11-30-2022
(VALID ONLY IF EMBOSSED SEAL AFFIXED)

COMPARE ALL DIMENSIONS BEFORE BUILDING
AND REPORT ANY DISCREPANCIES AT ONCE.
REFER TO DEED OR TITLE POLICY FOR
BUILDING LINES AND EASEMENTS.

EASEMENT PROVISIONS

AN EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND COMMUNICATIONS SERVICE IS HEREBY RESERVED FOR AND GRANTED TO;

CITY OF CREST HILL
COMMONWEALTH EDISON COMPANY
AND
AMERITECH ILLINOIS A.K.A. ILLINOIS BELL TELEPHONE COMPANY, GRANTEES

THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY, TO CONSTRUCT, OPERATE, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE, FROM TIME TO TIME, POLES, GUYS, ANCHORS, WIRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS, EQUIPMENT CABINETS OR OTHER FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, COMMUNICATIONS, SOUNDS AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED LINES MARKED "PUBLIC UTILITY EASEMENT HEREBY GRANTED", AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHTS TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS AND SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DASHED LINES MARKED "PUBLIC UTILITY EASEMENT HEREBY GRANTED" WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO NORTHERN ILLINOIS GAS COMPANY, ITS SUCCESSORS AND ASSIGNS ("NICOR") TO INSTALL, OPERATE, MAINTAIN, REPAIR, REPLACE AND REMOVE FACILITIES USED IN CONNECTION WITH THE TRANSMISSION AND DISTRIBUTION OF NATURAL GAS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN ON THIS PLAT MARKED "PUBLIC UTILITY EASEMENT HEREBY GRANTED" AND STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, AND THE PROPERTY DESIGNATED TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND TO SERVE OTHER PROPERTY ADJACENT OR OTHERWISE, AND THE RIGHT TO REMOVE OBSTRUCTIONS, INCLUDING BUT NOT LIMITED TO, TREES, BUSHES, ROOTS AND FENCES AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER NICOR FACILITIES OR IN, UPON OR OVER THE PROPERTY IDENTIFIED ON THIS PLOT FOR SUCH PURPOSES WITHOUT THE PRIOR WRITTEN CONSENT OF NICOR AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

RELOCATION OF FACILITIES AT THE WRITTEN REQUEST OF GRANTOR/LOT OWNER WILL BE DONE BY GRANTEES AT COST OF GRANTOR/LOT OWNER.

WATERMAIN EASEMENT PROVISIONS

A PERPETUAL, NON-EXCLUSIVE EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE CITY OF CREST HILL, ILLINOIS, ITS SUCCESSORS AND ASSIGNS, WITHIN THE AREAS SHOWN ON THE HEREON PLAT BY DASHED LINES AND MARKED "WATERMAIN EASEMENT" TO INSTALL, CONSTRUCT, RENEW, OPERATE, MAINTAIN, RELOCATE, AND EXTEND WATERMAINS, VAULTS AND OTHER APPURTENANCES AND EQUIPMENT REQUIRED FOR THE PURPOSE OF SERVING THE SUBDIVISION AND ADJACENT PROPERTY WITH WATER SERVICE. THE RIGHT IS GRANTED TO CUT, TRIM OR REMOVE TREES, BUSHES AND FENCES AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN , AND THE RIGHT TO ENTER UPON SAID PROPERTY FOR ALL SUCH PURPOSES STATED HEREIN. NO PERMANENT BUILDINGS SHALL BE PLACED ON SAID EASEMENT; HOWEVER, THE SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING, PARKING IMPROVEMENTS, DRIVEWAYS, WALKWAYS AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR THE RIGHTS HEREIN GRANTED.

STORM SEWER EASEMENT PROVISIONS

A PERPETUAL, NON-EXCLUSIVE EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE CITY OF CREST HILL, ILLINOIS, THE ASSOCIATION, AS DEFINED IN THAT CERTAIN DECLARATION OF COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS FOR THE CREST HILL BUSINESS PARK RECORDED ON DECEMBER 17, 2003, AS DOCUMENT NUMBER R2003304673, AS SUPPLEMENTED AND EXTENDED BY EXTENSION OF DECLARATION OF COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS TO ADDITIONAL PROPERTY RECORDED ON SEPTEMBER 30, 2015, AS DOCUMENT NO. R2015083961 (AS HERETOFORE AND HEREAFTER AMENDED, SUPPLEMENTED OR EXTENDED, THE "DECLARATION") AND EACH OWNER OF PROPERTY NOW OR HEREAFTER SUBJECTED TO THE DECLARATION, AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, WITHIN THE AREAS SHOWN ON THE HEREON PLAT BY DASHED LINES AND MARKED "STORM SEWER EASEMENT HEREBY GRANTED" TO INSTALL, CONSTRUCT, RENEW, OPERATE, MAINTAIN, RELOCATE, AND EXTEND STORM SEWERS AND OTHER APPURTENANCES AND EQUIPMENT REQUIRED FOR THE PURPOSE OF SERVING THE SUBDIVISION AND ADJACENT PROPERTY SUBJECT TO THE DECLARATION. THE RIGHT IS GRANTED TO CUT, TRIM OR REMOVE TREES, BUSHES AND FENCES AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON SAID PROPERTY FOR ALL SUCH PURPOSES STATED HEREIN. NO PERMANENT BUILDINGS SHALL BE PLACED ON SAID EASEMENTS; HOWEVER, THE SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING, PARKING IMPROVEMENTS, DRIVEWAYS, WALKWAYS AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR THE RIGHTS HEREIN GRANTED.

PROPERTY DESCRIPTION:

LOT 2 CREST HILL INDUSTRIAL PARK PLANNED UNIT DEVELOPMENT-PHASE I, A PART OF THE NORTH 1/2 OF SECTION 30, TOWNSHIP 36 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 17, 2003 AS DOCUMENT NUMBER R2003-304665, IN WILL COUNTY, ILLINOIS.

SOURCE BENCHMARK:
NATIONAL GEODETIC SURVEY
DESIGNATION: WRI 013
PID: DP5468
ELEVATION = 649.47 NAVD88

NOTES:

UNDERGROUND UTILITIES ARE SHOWN BY USING PHYSICAL EVIDENCE FOUND ON THE SURFACE AND/OR FROM UTILITY COMPANY FIELD STAKES, AND/OR ENGINEERING DESIGN PLANS. THEREFORE, THEIR LOCATIONS ARE APPROXIMATE AND SUSPECTED AND MAY NOT BE COMPLETELY ACCURATE. FOR MORE ACCURATE LOCATION, FIELD EXCAVATE. OTHER UTILITIES NOT SHOWN MAY EXIST. NO UNDERGROUND UTILITIES WERE LOCATED. BEFORE DIGGING CALL J.U.L.I.E. AT 1-800-892-0123.

NO DISTANCES OR ANGLES SHOWN HEREON MAY BE ASSUMED BY SCALING.

TAX P.I.N.s: 11-04-30-102-002

BASED UPON A REVIEW OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) MAP NUMBER 17197C134G WITH AN EFFECTIVE DATE OF FEBRUARY 15, 2019, IT IS OUR CONSIDERED OPINION THAT THIS PROPERTY LIES IN ZONE X (UNSHADED) - AREA OF MINIMAL FLOOD HAZARD AS IDENTIFIED BY SAID F.I.R.M. MAP.

LAST DAY OF FIELD WORK PERFORMED: APRIL, 2022.

ENTRANCES TO THIS SUBDIVISION ON ENTERPRISE DRIVE IS TO BE SUBJECT TO CITY OF CREST HILL SUBDIVISION REGULATIONS.

MAINTENANCE OF THE PERMANENT DETENTION AREA SHALL BE THE RESPONSIBILITY OF ALL PROPERTY OWNERS WITHIN THE SUBDIVISION AND CREST HILL INDUSTRIAL PARK. MAINTENANCE SHALL INCLUDE BANK STABILIZATION, BANK MAINTENANCE, FUTURE SEDIMENT REMOVAL OR DREDGING, STABILIZATION OF WATER LEVELS, OUTFALL STRUCTURES AND STORM SEWER PIPES WITHIN THE DETENTION EASEMENT.

LOT 2 IS SUBJECT TO AND MEMBER OF CREST HILL INDUSTRIAL PARK ASSOCIATION.

DRAINAGE: RUNOFF CURVE NUMBER EQUALS _____ .

IF INDIVIDUAL LOT'S RUNOFF IS EXCEEDED, ADDITIONAL ON SITE DETENTION WILL BE PROVIDED. LOTS WILL CONFORM TO THE CREST HILL LANDSCAPING ORDINANCE.

SAMPLE PROVISIONS
SAMPLE PROVISIONS

PREPARED FOR:
MIDWEST INDUSTRIAL FUNDS, INC.
1211 22ND ST.
SUITE 800
OAK BROOK, IL 60523

FOR REVIEW PURPOSES ONLY

REVISIONS:
05/10/2023
05/23/2023

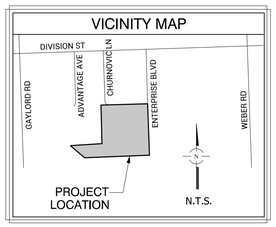
SPACECO INC.
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

DATE: 08/01/2022
JOB NO: 11998
FILENAME: 11998CONN_PRESUB-01
SHEET 2 OF 2

N:\Projects 2022\11998\SURVEY\11998CONN_PRESUB-01.dgn Default User=jchristoph

PLAT OF DEDICATION
FOR ROADWAY & UTILITY PURPOSES
TO THE CITY OF CREST HILL
WILL COUNTY, ILLINOIS

P.I.N.
11-04-30-102-002



HEREBY DEDICATED AS PUBLIC RIGHT OF WAY

N

SCALE 1" = 80'
0 80 160

BASIS OF BEARINGS:
TRUE NORTH BASED ON GEODETIC OBSERVATION IL EAST ZONE

IR = IRON ROD

IP = IRON PIPE

(M) = MEASURED

(R) = RECORD

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

THIS IS TO CERTIFY THAT _____ IS THE FEE SIMPLE OF THE UNDERLYING PROPERTY SHOWN HEREON, DOES HEREBY GRANT CONVEY AND DEDICATES THE PROPERTY DESCRIBED HEREIN TO THE CITY OF CREST HILL, WILL COUNTY, ILLINOIS, FOR PUBLIC ROADWAY AND UTILITIES.

DATED THIS_____DAY OF_____, A.D. 20_____.

_____
SIGNED

_____
PRINTED NAME AND TITLE

ADDRESS:
_____
_____
_____

NOTARY PUBLIC CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

I, _____, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT

_____, TITLE _____

OF _____ PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE FOREGOING CERTIFICATE, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE/THEY DID SIGN THIS PLAT OF DEDICATION AS A FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES HEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL

THIS _____ DAY OF _____, A.D. 20 _____ .

NOTARY PUBLIC _____

MY COMMISSION EXPIRES: _____

MORTGAGE'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

_____, HOLDER OF A MORTGAGE ON THE PROPERTY

DESCRIBED HEREIN, HEREBY CONSENTS TO THE EXECUTION AND RECORDING OF THE ABOVE AND FOREGOING PLAT OF EASEMENT AND HEREBY SUBMITS ITS MORTGAGE

RECORDED _____ AS DOCUMENT NUMBER _____
DATE

IN THE OFFICE OF THE RECORDER OF DEEDS, _____ COUNTY, ILLINOIS, TO ALL OF THE PROVISIONS THEREOF.

IN WITNESS WHEREOF, THE SAID _____ HAS CAUSED

THIS INSTRUMENT TO BE SIGNED BY ITS DULY AUTHORIZED OFFICERS ON ITS BEHALF

AT _____ , _____ , THIS _____ DAY OF _____ , 20 _____ .
TOWN STATE

NAME: _____

ADDRESS
_____
_____
_____

BY: _____
PRINTED NAME AND TITLE

ATTEST: _____
PRINTED NAME AND TITLE

MORTGAGEE'S NOTARY PUBLIC

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

I, _____, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT

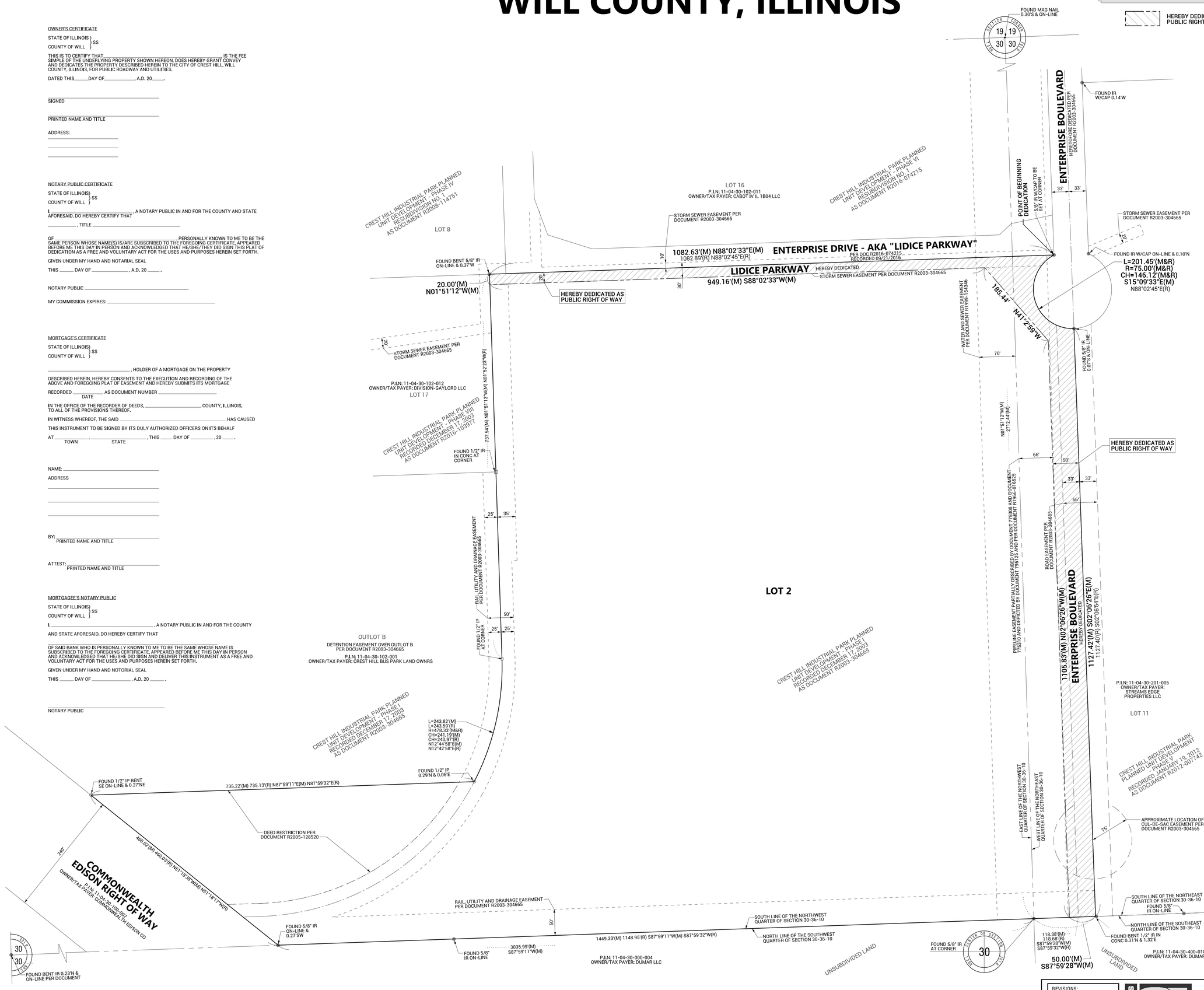
_____

OF SAID BANK WHO IS PERSONALLY KNOWN TO ME TO BE THE SAME WHOSE NAME IS SUBSCRIBED TO THE FOREGOING CERTIFICATE, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE DID SIGN AND DELIVER THIS INSTRUMENT AS A FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES HEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL

THIS _____ DAY OF _____, A.D. 20 _____ .

_____
NOTARY PUBLIC



DEDICATION DESCRIPTION:

THAT PART OF LOT 2 IN THE FINAL PLAT OF CREST HILL INDUSTRIAL PARK PLANNED UNIT DEVELOPMENT PHASE I BEING A PLANNED UNIT DEVELOPMENT OF PART OF THE NORTH HALF OF SECTION 30, TOWNSHIP 36 NORTH RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 17, 2003 AS DOCUMENT R2003-304665, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 2; THENCE SOUTHERLY 201.45 FEET ALONG THE ARC OF A NON-TANGENT CIRCLE TO THE LEFT HAVING A RADIUS OF 75.00 FEET AND WHOSE CHORD BEARS SOUTH 15 DEGREES 09 MINUTES 33 SECONDS EAST 146.12 FEET TO A POINT ON THE EAST LINE OF SAID LOT 2; THENCE SOUTH 02 DEGREES 06 MINUTES 26 SECONDS EAST ALONG THE EAST LINE OF SAID LOT 2 A DISTANCE OF 1127.42 FEET TO THE SOUTHEAST CORNER OF SAID LOT 2; THENCE SOUTH 87 DEGREES 59 MINUTES 28 SECONDS WEST ALONG THE SOUTH LINE OF SAID LOT 2 A DISTANCE OF 50.00 FEET; THENCE NORTH 02 DEGREES 06 MINUTES 26 SECONDS WEST PARALLEL WITH THE EAST LINE OF SAID LOT 2 A DISTANCE OF 1105.83 FEET TO A KINK POINT; THENCE NORTH 41 DEGREES 02 MINUTES 59 SECONDS WEST 185.44 FEET TO A POINT ON A LINE 20.00 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID LOT 2; THENCE SOUTH 88 DEGREES 02 MINUTES 33 SECONDS WEST ALONG SAID PARALLEL LINE 949.16 FEET TO THE WEST LINE OF SAID LOT 2; THENCE NORTH 01 DEGREES 51 MINUTES 12 SECONDS WEST ALONG SAID WEST LINE 20.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 2; THENCE NORTH 88 DEGREES 02 MINUTES 33 SECONDS EAST ALONG SAID NORTH LINE 1082.63 FEET, TO THE POINT OF BEGINNING, IN WILL COUNTY, ILLINOIS.

CONTAINING 1.940 ACRES OR 84,523 SQUARE FEET MORE OR LESS.

CITY ENGINEER

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

I, _____ CITY ENGINEER FOR THE CITY OF CREST HILL, DO HEREBY CERTIFY THAT THE REQUIRED IMPROVEMENTS HAVE BEEN INSTALLED OR THE REQUIRED GUARANTEE COLLATERAL HAS BEEN POSTED FOR THE COMPLETION OF ALL REQUIRED IMPROVEMENTS.

DATED AT CREST HILL, WILL COUNTY, ILLINOIS

THIS _____ DAY OF _____, 20 _____ .

_____
CITY ENGINEER

CITY BOARD CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

APPROVED BY THE PRESIDENT AND THE BOARD OF TRUSTEES OF THE CITY OF CREST HILL, ILLINOIS, THIS _____ DAY OF _____, A.D. 20 _____ .

SIGNED: _____
MAYOR

ATTEST: _____
CITY CLERK

COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

I, _____, COUNTY CLERK OF WILL COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE PLAT HEREIN DRAWN. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE PLAT HEREIN DRAWN.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK AT

_____, ILLINOIS.

THIS _____ DAY OF _____, A.D. 20 _____ .

_____
COUNTY CLERK

WILL COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

THIS INSTRUMENT _____, WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF WILL COUNTY, ILLINOIS, ON THE _____ DAY OF _____, A.D., 20 _____ AT _____ O'CLOCK ___ M, AND WAS RECORDED IN PLAT ENVELOPE NO. _____

_____
COUNTY RECORDER

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

WE, SPACECO, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-001157, DO HEREBY DECLARE THAT THIS PLAT IS PREPARED IN ACCORDANCE WITH OFFICIAL RECORDS HAVE SURVEYED, AND PLATTED THE ABOVE DESCRIBED PROPERTY FOR THE PURPOSES OF ROADWAY DEDICATION.

ALL DIMENSIONS ARE IN FEET AND DECIMAL PARTS THEREOF.
NO DISTANCES OR ANGLES SHOWN HEREON MAY BE ASSUMED BY SCALING.

GIVEN UNDER OUR HAND AND SEAL THIS _____ DAY OF _____, 20 _____ IN ROSEMONT, ILLINOIS.

_____
JERRY P. CHRISTOPH, I.P.L.S. No. 035-3540
LICENSE EXPIRES: 11-30-2022
(VALID ONLY IF EMBOSSED SEAL AFFIXED)

COMPARE ALL DIMENSIONS BEFORE BUILDING AND REPORT ANY DISCREPANCIES AT ONCE. REFER TO DEED OR TITLE POLICY FOR BUILDING LINES AND EASEMENTS.

PREPARED FOR:
MIDWEST INDUSTRIAL FUNDS, INC.
1211 22ND ST.
SUITE 800
OAK BROOK, IL 60523

FOR REVIEW PURPOSES ONLY

REVISIONS:
05/10/2023

SPACECO INC.

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

DATE:	08/01/2022
JOB NO:	11998
FILENAME:	11998DED-01
SHEET	1 OF 1

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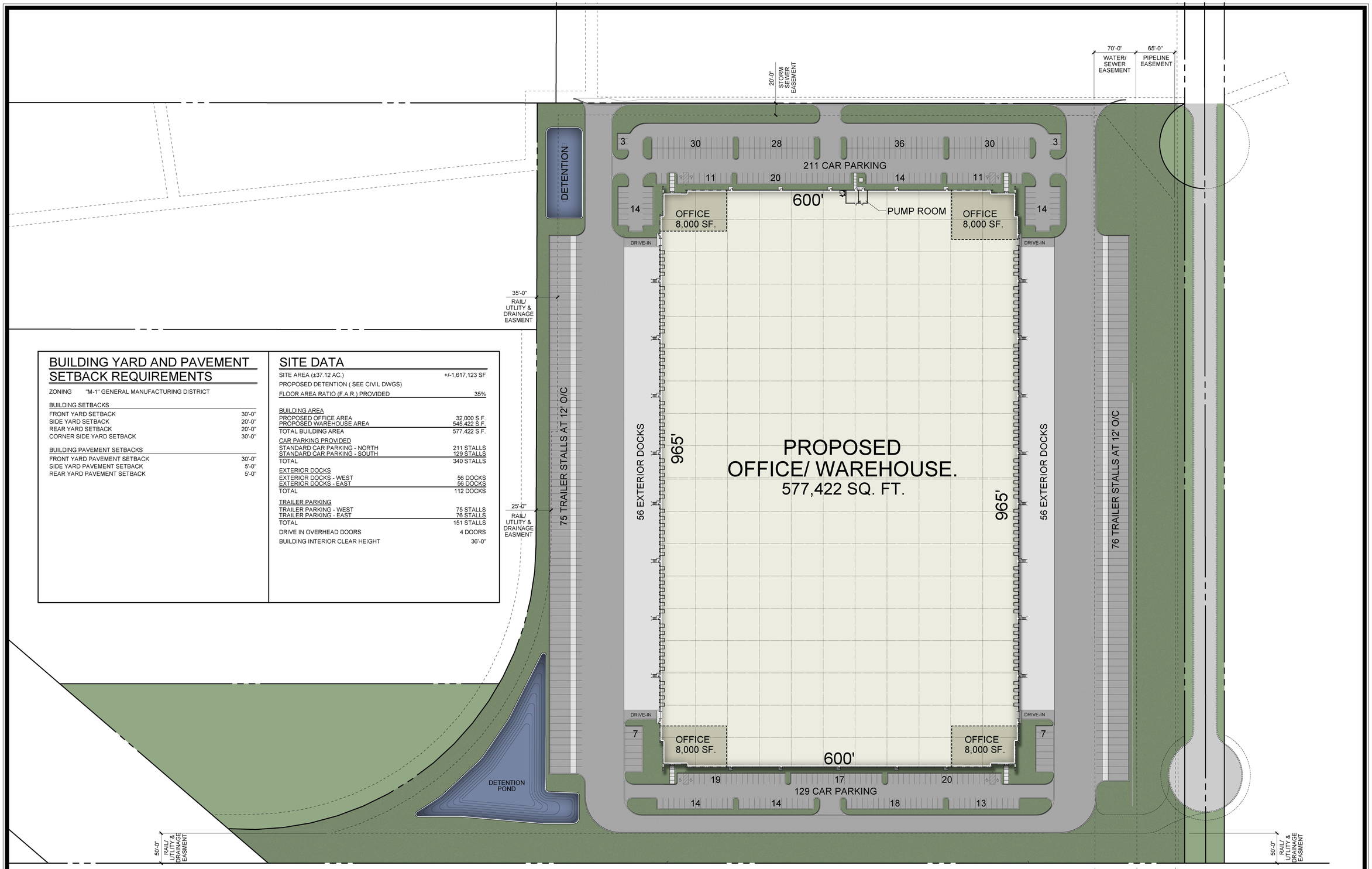


BUILDING YARD AND PAVEMENT SETBACK REQUIREMENTS

ZONING "M-1" GENERAL MANUFACTURING DISTRICT

BUILDING SETBACKS	
FRONT YARD SETBACK	30'-0"
SIDE YARD SETBACK	20'-0"
REAR YARD SETBACK	20'-0"
CORNER SIDE YARD SETBACK	30'-0"
BUILDING PAVEMENT SETBACKS	
FRONT YARD PAVEMENT SETBACK	30'-0"
SIDE YARD PAVEMENT SETBACK	5'-0"
REAR YARD PAVEMENT SETBACK	5'-0"

SITE DATA

SITE AREA (±37.12 AC.)	+/-1,617,123 SF
PROPOSED DETENTION (SEE CIVIL DWGS)	
FLOOR AREA RATIO (F.A.R.) PROVIDED	35%
BUILDING AREA	
PROPOSED OFFICE AREA	32,000 S.F.
PROPOSED WAREHOUSE AREA	545,422 S.F.
TOTAL BUILDING AREA	577,422 S.F.
CAR PARKING PROVIDED	
STANDARD CAR PARKING - NORTH	211 STALLS
STANDARD CAR PARKING - SOUTH	129 STALLS
TOTAL	340 STALLS
EXTERIOR DOCKS	
EXTERIOR DOCKS - WEST	56 DOCKS
EXTERIOR DOCKS - EAST	56 DOCKS
TOTAL	112 DOCKS
TRAILER PARKING	
TRAILER PARKING - WEST	75 STALLS
TRAILER PARKING - EAST	76 STALLS
TOTAL	151 STALLS
DRIVE IN OVERHEAD DOORS	4 DOORS
BUILDING INTERIOR CLEAR HEIGHT	36'-0"

PROJECT SITE PLAN

SCALE: 1" = 100'-0"

1 A1.0 NORTH

MIDWEST INDUSTRIAL FUNDS
REAL ESTATE INVESTMENT & DEVELOPMENT

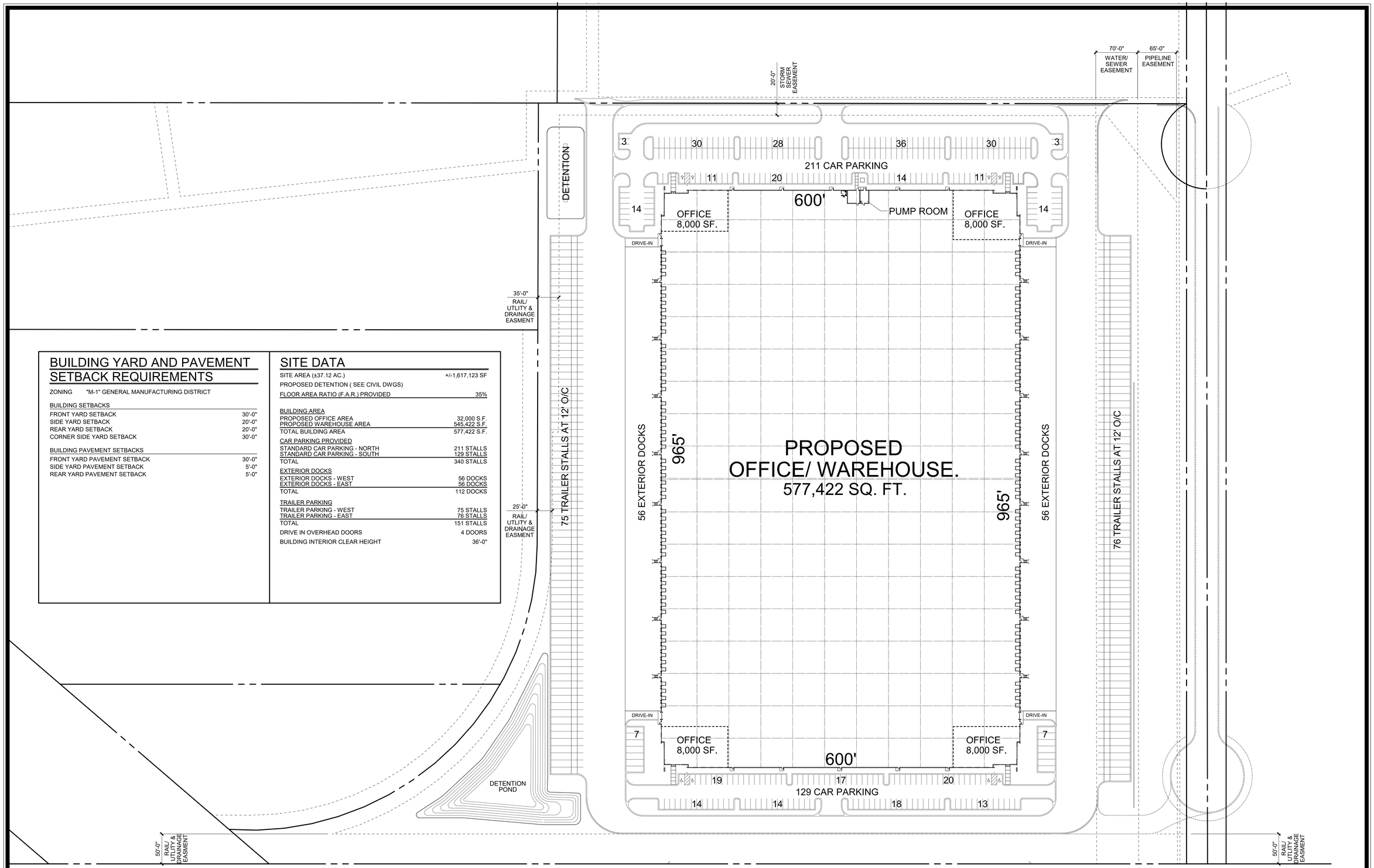
HARRIS ARCHITECTS INC.
1475 E. WOODFIELD ROAD, SUITE 600 SCHAUMBURG, ILLINOIS 60173 847.303.1199
COPYRIGHT ©2022 BY HARRIS ARCHITECTS, INC.

PROPOSED 577,422 SF SPECULATIVE OFFICE/WAREHOUSE AT:
MIDWEST CREST HILL PARK
CREST HILL, ILLINOIS

05-17-2023
ISSUED FOR CITY REVIEW

PROJECT NO. 223134
DRAWN BY: MF
DATABASE: 223134M.DB

SHEET NO.
A1.0



BUILDING YARD AND PAVEMENT SETBACK REQUIREMENTS

ZONING "M-1" GENERAL MANUFACTURING DISTRICT

BUILDING SETBACKS	
FRONT YARD SETBACK	30'-0"
SIDE YARD SETBACK	20'-0"
REAR YARD SETBACK	20'-0"
CORNER SIDE YARD SETBACK	30'-0"
BUILDING PAVEMENT SETBACKS	
FRONT YARD PAVEMENT SETBACK	30'-0"
SIDE YARD PAVEMENT SETBACK	5'-0"
REAR YARD PAVEMENT SETBACK	5'-0"

SITE DATA

SITE AREA (±37.12 AC.)	+/-1,617,123 SF
PROPOSED DETENTION (SEE CIVIL DWGS)	
FLOOR AREA RATIO (F.A.R.) PROVIDED	35%
BUILDING AREA	
PROPOSED OFFICE AREA	32,000 S.F.
PROPOSED WAREHOUSE AREA	545,422 S.F.
TOTAL BUILDING AREA	577,422 S.F.
CAR PARKING PROVIDED	
STANDARD CAR PARKING - NORTH	211 STALLS
STANDARD CAR PARKING - SOUTH	129 STALLS
TOTAL	340 STALLS
EXTERIOR DOCKS	
EXTERIOR DOCKS - WEST	56 DOCKS
EXTERIOR DOCKS - EAST	56 DOCKS
TOTAL	112 DOCKS
TRAILER PARKING	
TRAILER PARKING - WEST	75 STALLS
TRAILER PARKING - EAST	76 STALLS
TOTAL	151 STALLS
DRIVE IN OVERHEAD DOORS	4 DOORS
BUILDING INTERIOR CLEAR HEIGHT	36'-0"

PROJECT SITE PLAN

SCALE: 1" = 100'-0"

1 A1.0

NORTH

MIDWEST INDUSTRIAL FUNDS
REAL ESTATE INVESTMENT & DEVELOPMENT

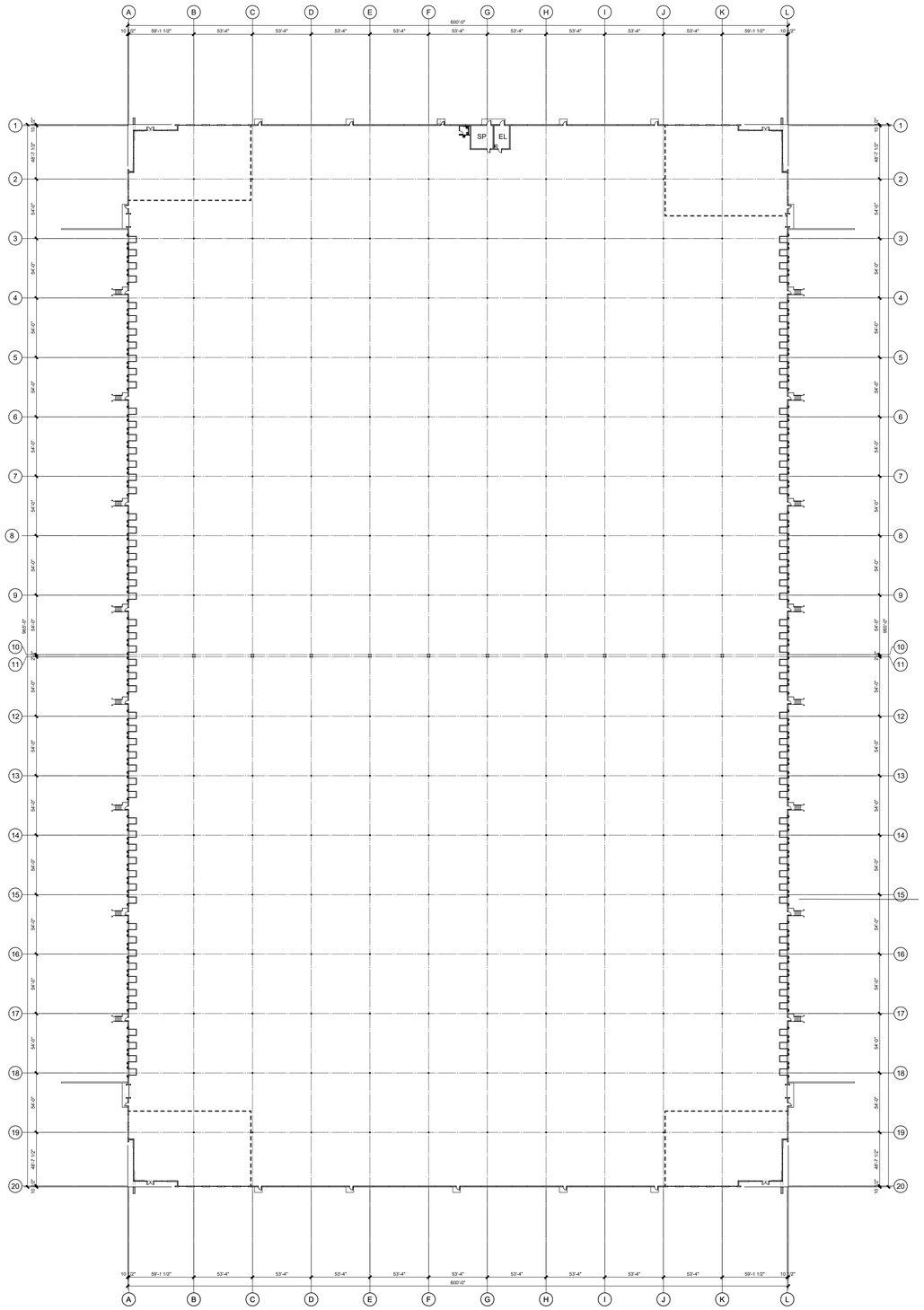
HARRIS ARCHITECTS INC.
1415 E. WOODFIELD ROAD SUITE 870 SCHAUMBURG, ILLINOIS 60173 847.303.1195
COPYRIGHT ©2022 BY HARRIS ARCHITECTS, INC.

PROPOSED 577,422 SF SPECULATIVE OFFICE/WAREHOUSE AT:
MIDWEST CREST HILL PARK
CREST HILL, ILLINOIS

05-17-2023
ISSUED FOR CITY REVIEW

PROJECT NO. 223134
DRAWN BY: MF
DATABASE: 223134M.DB

SHEET NO.
A1.0



OVERALL BUILDING FLOOR PLAN

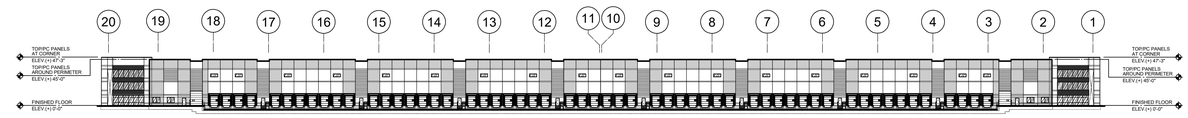
SCALE: 1" = 50'-0"

1 A2.0

NORTH

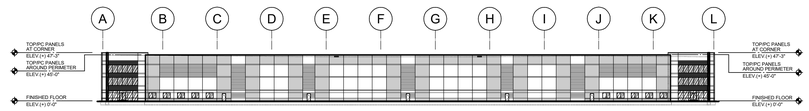
NORTH ELEVATION

SCALE: 1" = 60'-0"



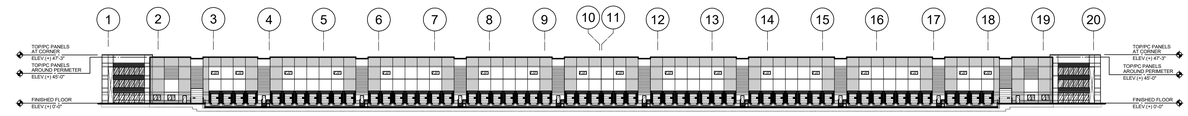
EAST ELEVATION

SCALE: 1" = 60'-0"



SOUTH ELEVATION

SCALE: 1" = 60'-0"



WEST ELEVATION

SCALE: 1" = 60'-0"

COLOR LEGEND

EXTERIOR PRECAST TO BE COLORED WITH LOXON VERTICAL CONCRETE STAIN BY SHERWIN WILLIAMS. GENERAL CONTRACTOR TO MATCH SHERWIN WILLIAMS COLORS SELECTED BELOW.

- SABLE (PLD-6) CUSTOM COLOR
- STAMPED CONCRETE - (SW7655) SHERWIN WILLIAMS
- IRON ORE - (SW 7069) SHERWIN WILLIAMS
- GREY TINTED SPANDREL GLASS IN CLEAR ANOD. ALUMINUM FRAMES

METAL COPING (STONE WHITE BY PAC-CLAD)

CURTAINWALL AND ENTRANCE DOOR SYSTEM
FRAMES - CLEAR ANODIZED ALUMINUM
INSUL. GLASS - GREY TINTED

PUNCHESDCLERSTORY WINDOWS
FRAME - CLEAR ANODIZED ALUMINUM
INSUL. GLASS - GREY TINTED

INSUL. MTL. DOORSFRAMES
FRAME - INCREDIBLE WHITE - SW7028
DOOR - INCREDIBLE WHITE - SW7028

OVERHEAD DOORS
FRAMES - PREFINISHED WHITE
DOOR DOORS - PREFINISHED WHITE

PIPE BOLLARDS
SAFETY YELLOW

MIDWEST INDUSTRIAL FUNDS
REAL ESTATE INVESTMENT & DEVELOPMENT

HARRIS ARCHITECTS INC.
1415 E. WOODFIELD ROAD, SUITE 820, SCHAUMBURG, ILLINOIS 60173 847.320.1155
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PROPOSED 57,442 S.F. SPECULATIVE OFFICE/WAREHOUSE AT:

MIDWEST CREST HILL PARK

CREST HILL, ILLINOIS

05-17-2023

ISSUED FOR CITY REVIEW

PROJECT NO. 223134
DRAWN BY: DJK
DATABASE: 223134M.DB

SHEET NO.
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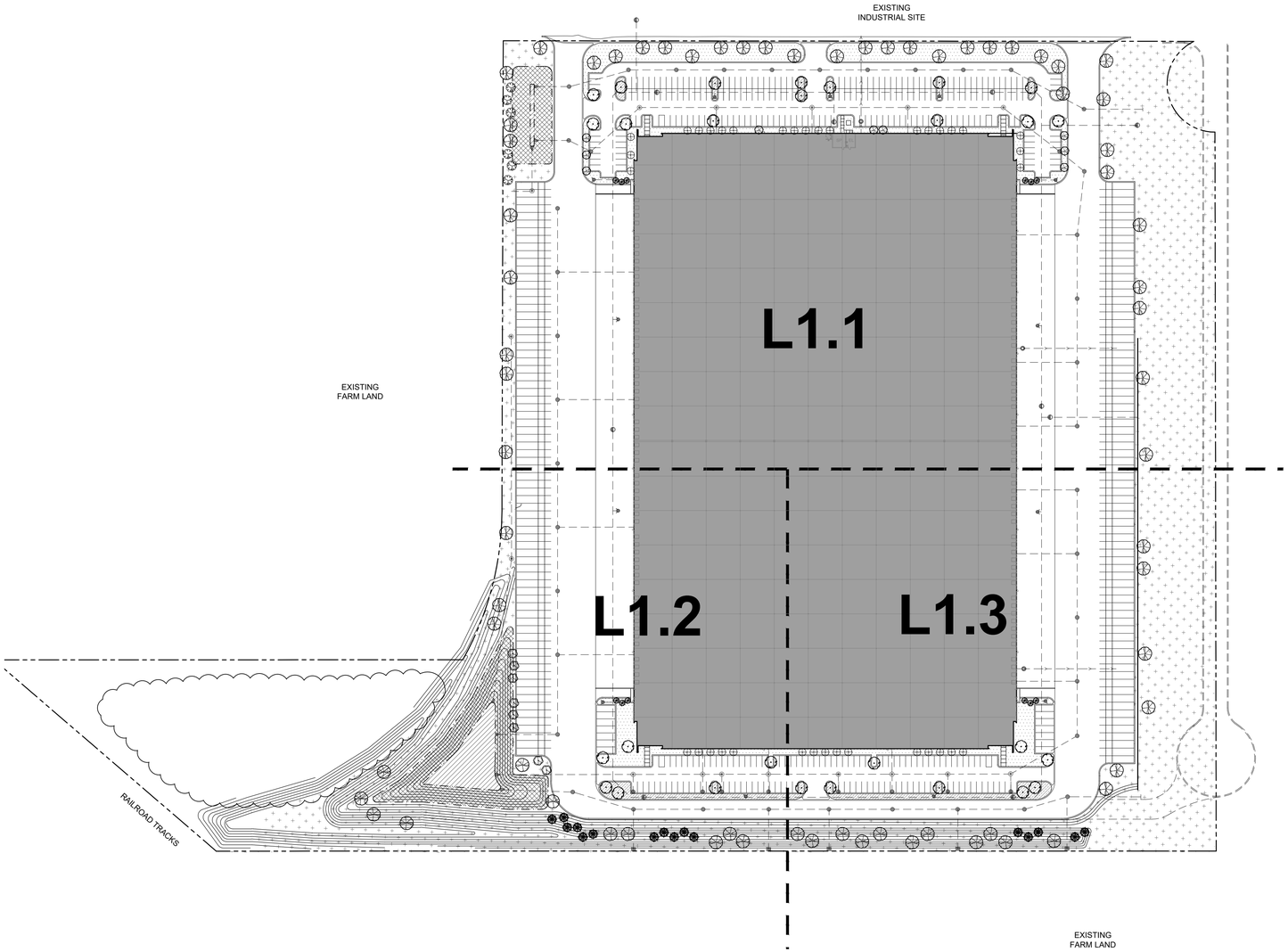
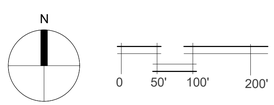
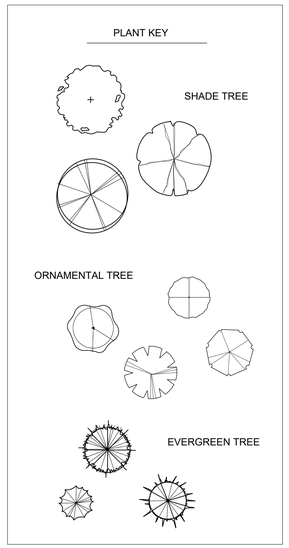


OVERALL LANDSCAPE PLAN KEY

SCALE: 1" = 100'-0"





SEED MIX & GROUND TREATMENT KEY

BASE OF DETENTION AREAS BELOW THE NWL

Areas below the NWL to be planted with emergent plugs. See sheet L2.1 for schedule and preferred installation method.

DETENTION AREAS BETWEEN THE NWL & HWL

Area of detention between the NWL & HWL to be seeded with "Swale Seed Mix" as supplied by Cardno Native Plant Nursery. See Sheet L2.1 for schedule.

OPEN AREAS - NO MOW

All open areas, not including detention, to be planted with "Low-Profile Prairie Seed Mix" as specified on planting schedule. See Sheet L2.1 for preferred installation method.

TURF GRASS - MOWED LAWN

All areas of restoration, not designated to be planted or mulched, are to be seeded with standard turf seed grass and covered with an erosion control blanket.

NOTE: All other areas disturbed by construction activities, excluding shrub beds, to be restored with turf grass seed and covered with an erosion control blanket.

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REGISTERED LANDSCAPE ARCHITECT
KATHRYN MAXWELL TALTY
157-002111
STATE OF ILLINOIS

no.	revision description	initial	date
	ISSUED FOR REVIEW	KMT	07-29-22
	ISSUED FOR REVIEW	KMT	05-24-23

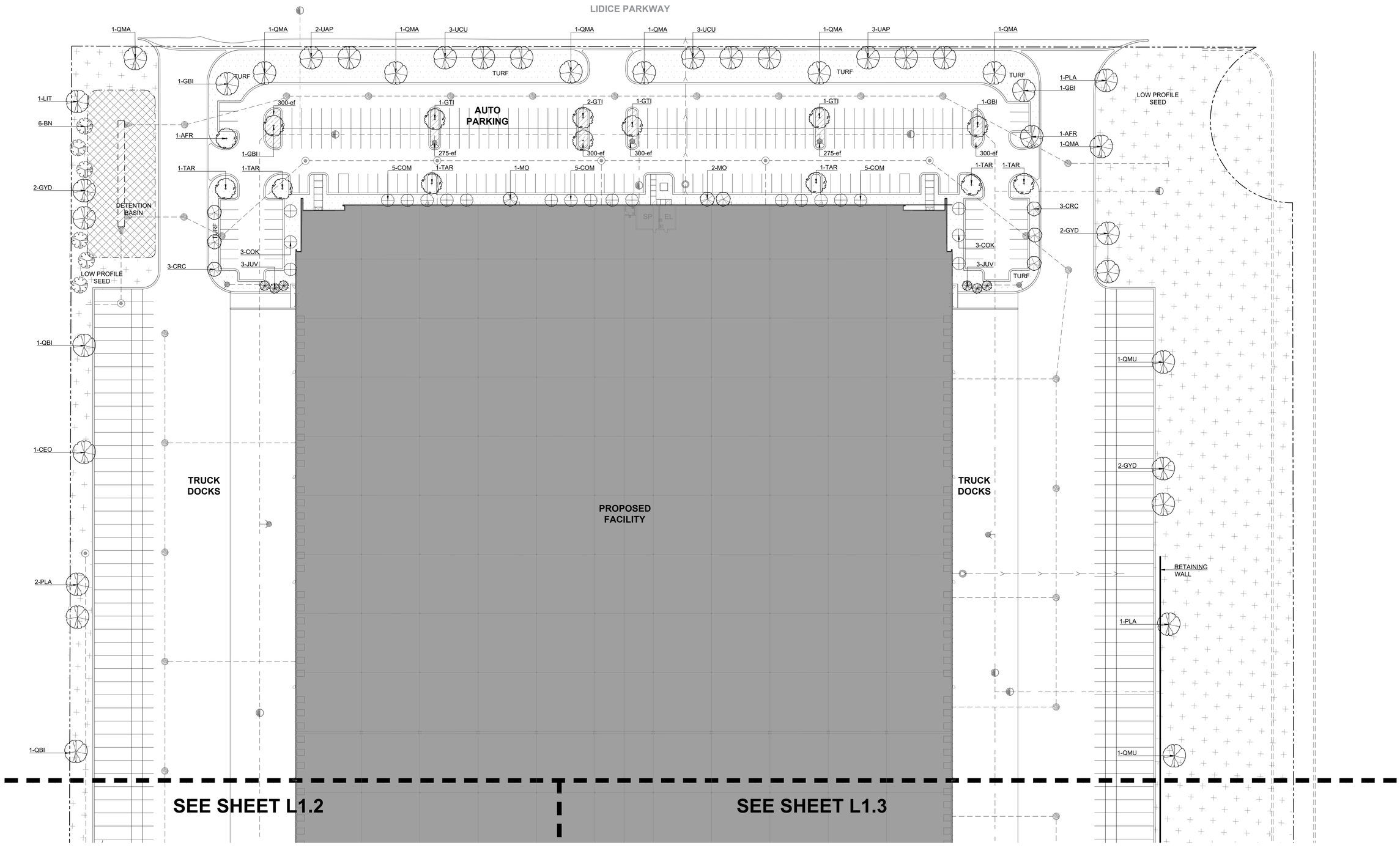
PROPOSED FACILITY
CREST HILL, ILLINOIS

PRELIMINARY LANDSCAPE PLAN
LANDSCAPE REQUIREMENTS

date 07-25-22
drawn DW
checked KMT

job no. 22300

sheet no. L 1.0



PRELIMINARY LANDSCAPE PLAN - NORTH

SCALE: 1" = 100'-0"

N

0 50' 100' 200'

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REGISTERED LANDSCAPE ARCHITECT
KATHRYN MAXWELL TALTY
157-002119
STATE OF ILLINOIS

no.	revision description	initial	date
	ISSUED FOR REVIEW	KMT	07-29-22
	ISSUED FOR REVIEW	KMT	05-24-23

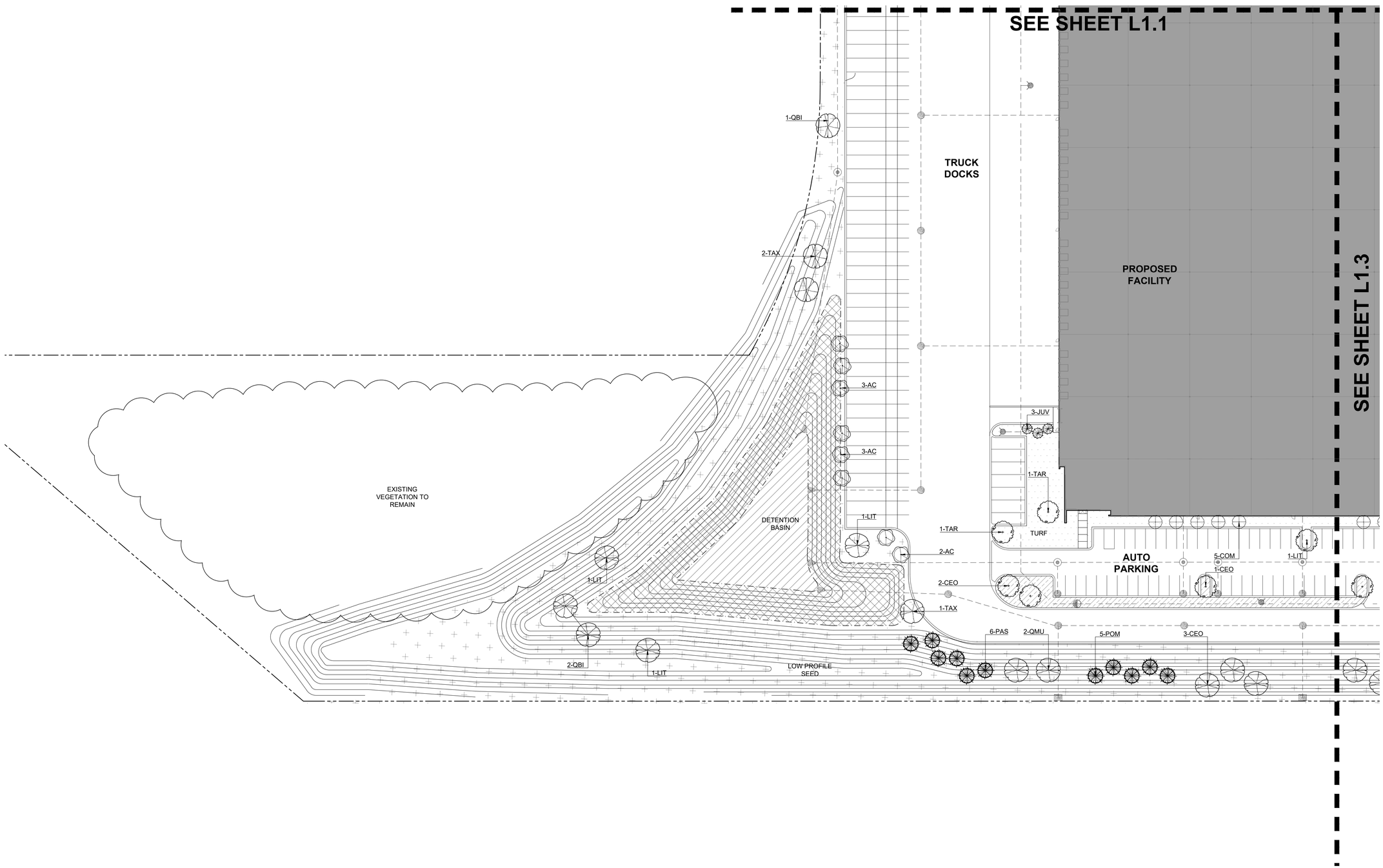
PROPOSED FACILITY
CREST HILL, ILLINOIS

PRELIMINARY LANDSCAPE PLAN
NORTH

date 07-25-22
drawn DW
checked KMT

job no.
22300

sheet no.
L 1.1



PRELIMINARY LANDSCAPE PLAN - WEST

SCALE: 1" = 100'-0"

N

0 50' 100' 200'

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	ISSUED FOR REVIEW	KMT	05-24-23

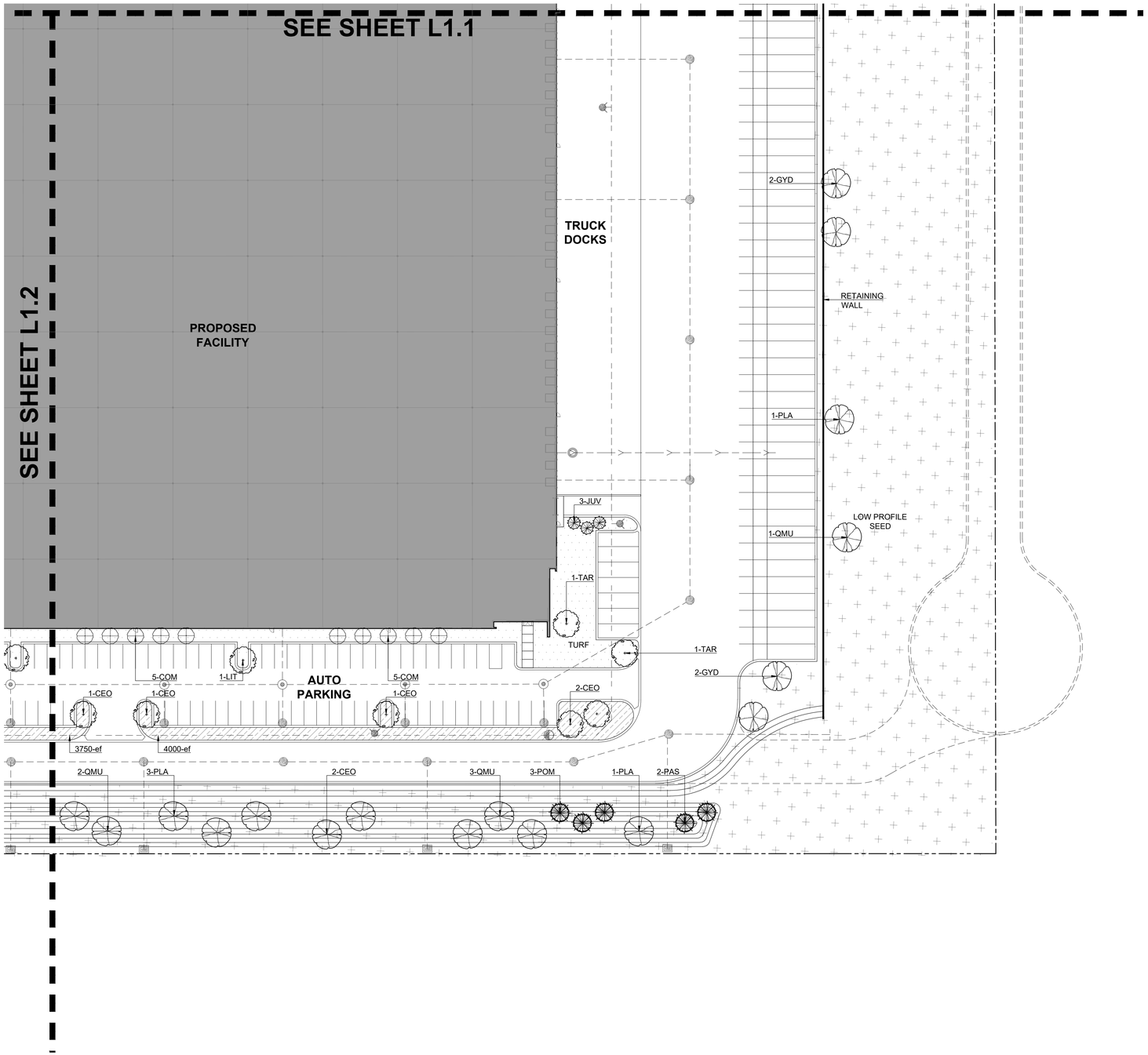
PROPOSED FACILITY
CREST HILL, ILLINOIS

PRELIMINARY LANDSCAPE PLAN
WEST

date 07-25-22
drawn DW
checked KMT

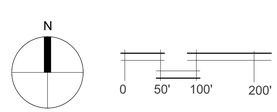
job no.
22300

sheet no.
L 1.2



PRELIMINARY LANDSCAPE PLAN - EAST

SCALE: 1" = 100'-0"



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REGISTERED LANDSCAPE ARCHITECT
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STATE OF ILLINOIS

no.	revision description	initial	date
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	ISSUED FOR REVIEW	KMT	05-24-23

PROPOSED FACILITY
CREST HILL, ILLINOIS

PRELIMINARY LANDSCAPE PLAN
EAST

date 07-25-22
drawn DW
checked KMT

job no.
22300

sheet no.
L 1.3

1 2 3 4 5 6 7 8

Item 10.

Master Plant List

Symbol	Quantity	Botanical Name	Common Name	Size	Origin	Notes
Shade Trees						
AFR	2	ACER X FREEMANII 'AUTUMN BLAZE'	AUTUMN BLAZE FREEMAN MAPLE	3" BB		MOIST
CEO	14	CELTUS OCCIDENTALIS	HACKBERRY	3" BB		URBAN, MOIST
GBI	4	GINKGO BILOBA	GINKGO	3" BB		URBAN, MALE SPEC. ON
GTI	5	GLEDITSIA TRIACANTHOS F. INERMIS	THORNLESS HONEYLOCUST	3" BB		URBAN, MOIST
GYD	10	GYMNOCLADUS DIOICUS	KENTUCKY COFFEETREE	3" BB	NATIVE	MOIST
LIT	6	LIRODENDRON TULIPIFERA	TULIP TREE	3" BB	NATIVE	MOIST
PLA	9	PLATANUS x ACERIFOLIA 'MORTON CIRCLE'	EXCLAMATION LONDON PLANETREE	3" BB		URBAN, MOIST
QBI	5	QUERCUS BICOLOR	SWAMP WHITE OAK	3" BB	NATIVE	
QMA	8	QUERCUS MACROCARPA	BUR OAK	3" BB	NATIVE	URBAN
QMU	10	QUERCUS MUEHLENBERGII	CHINKAPIN OAK	3" BB	NATIVE	URBAN
TAX	3	TAXODIUM DISTICHUM	BALD CYPRESS	3" BB		URBAN, MOIST
TAR	10	TILIA AMERICANA 'REDMOND'	REDMOND AMERICAN LINDEN	3" BB	NATIVE	URBAN, MOIST
UAP	5	ULMUS AMERICANA 'PRINCETON'	PRINCETON ELM	3" BB		URBAN
UCU	6	ULMUS CULTIVAR 'ACCOLADE' 'TRIUMPH'	ACCOLADE ELM	3" BB		URBAN
Evergreen Trees						
JUV	12	JUNIPERUS VIRGINIANA	EASTERN RED CEDAR	8' BB	NATIVE	
PAS	8	PICEA AIBES	NORWAY SPRUCE	8' BB		
POM	8	PICEA OMORIKA	SERBIAN SPRUCE	8' BB		URBAN
Ornamental Trees						
AC	8	AMELANCHIER CANADENSIS	SHADBLOW SERVICEBERRY	6' BB	NATIVE	MOIST SOIL
BN	6	BETULA NIGRA	RIVER BIRCH	8' BB	NATIVE	MOIST SOIL
COK	6	CORNUS KOUSA	KOUSA DOGWOOD	6' BB		
COM	30	CORNUS MAS	CORNELIANCHERRY DOGWOOD	6' BB		URBAN
CRC	6	CRATAEGUS CRUSGALLI VAR. INERMIS	THORNLESS HAWTHORN	6' BB		
MO	3	MAGNOLIA X SOULANGIANA	SAUCER MAGNOLIA	8' BB		
Groundcover						
ef	9500	EUONYMOUS FORTUNEI 'COLORATUS'	PURPLELEAF WINTERCREEPER	3" POTS		

Swale Seed Mix

Botanical Name	Common Name	PLS Ounces/Acre
Permanent Grasses/Sedges:		
Andropogon gerardii	Big Bluestem	4.00
Carex cristatella	Crested Oval Sedge	0.50
Carex lurida	Bottlebrush Sedge	3.00
Carex spp.	Prairie Sedge Species	8.00
Carex vulpinoidea	Brown Fox Sedge	3.00
Elymus canadensis	Canada Wild Rye	16.00
Elymus virginicus	Virginia Wild Rye	16.00
Juncus canadensis	Canadian Rush	1.00
Panicum virgatum	Switch Grass	3.00
Scirpus atrovirens	Dark Green Rush	2.00
Scirpus cyperinus	Wool Grass	0.50
Spartina pectinata	Prairie Cord Grass	3.00
	Total	**60.00**
Temporary Cover:		
Avena sativa	Common Oat	512.00
	Total	**512.00**
Forbs:		
Alisma subcordatum	Common Water Plantain	1.00
Asclepias incarnata	Swamp Milkweed	2.00
Coreopsis tripteris	Tall Coreopsis	1.00
Euthamia graminifolia	Common Grass-Leaved Goldenrod	0.50
Eutrochium maculatum	Spotted Joe-Pye Weed	1.00
Iris virginica v. shrevei	Blue Flag	4.00
Liatris spicata	Marsh Blazing Star	1.00
Lycopus americanus	Common Water Horehound	0.50
Mimulus ringens	Monkey Flower	0.50
Penthorum sedoides	Ditch Stonecrop	1.00
Pycnanthemum virginianum	Common Mountain Mint	0.50
Rudbeckia triloba	Brown-Eyed Susan	1.00
Senna hebecarpa	Wild Senna	1.00
Silphium terebinthinaceum	Prairie Dock	1.00
Symphyotrichum novae-angliae	New England Aster	0.50
Verbena hastata	Blue Vervain	1.50
Zizia aurea	Golden Alexanders	2.00
	Total	**20.00**

Mix Statistics

Native Component	PLS lbs./Acre	PLS Seeds/Acre	PLS Seeds/Sq. Ft.	% of Native Mix
Forbs	1.25	1,181,855	27.13	31.09%
Grasses	3.75	2,619,949	60.15	68.91%
Total Natives	5.00	3,801,804	87.28	100.00%
Cover	32.00	576,000	13.22	
Totals	37.00	4,377,804	100.50	

Emergent Plugs

Symbol	Quantity	Botanical Name	Common Name	Size	Mean height	Notes
	8	ASCLEPIAS INCARNATA	SWAMP MILKWEED	3" PLUG	4'	36" O.C. - FORB
	8	BOLTONIA ASTEROIDES	FALSE ASTER	3" PLUG	3'	36" O.C. - FORB
	8	CAREX STRICTA	COMMON TUSSOCK SEDGE	3" PLUG	3'	36" O.C. - GSR
	8	CAREX VULPINOIDEA	FOX SEDGE	3" PLUG	3'	36" O.C. - GSR
	4	CHELONE GLABRA	WHITE TURTLEHEAD	3" PLUG	5'	48" O.C. - FORB
	4	HIBISCUS LAEVIS	ROSEMALLOW	3" PLUG	5'	48" O.C. - FORB
	4	IRIS VERSICOLOR	BLUE FLAG IRIS	3" PLUG	3'	48" O.C. - FORB
	8	LIATRIS PYCNOSTACHYA	PRAIRIE BLAZING STAR	3" PLUG	4'	36" O.C. - FORB
	8	LOBELIA CARDINALIS	CARDINAL FLOWER	3" PLUG	4'	36" O.C. - FORB
	4	SCHOENOPLECTUS ACUTUS	HARD-STEMMED BULRUSH	3" PLUG	6'	48" O.C. - GSR
	8	SOLIDAGO OHIOENSIS	OHIO GOLDENROD	3" PLUG	3'	36" O.C. - FORB
	8	SPARGANIUM EURYCARPUM	GREAT BUR REED	3" PLUG	4'	36" O.C. - FORB
	4	SPARTINA PECTINATA	PRAIRIE CORDGRASS	3" PLUG	7'	48" O.C. - GSR
	4	VERBENA HASTATA	BLUE VERVAIN	3" PLUG	5'	48" O.C. - FORB

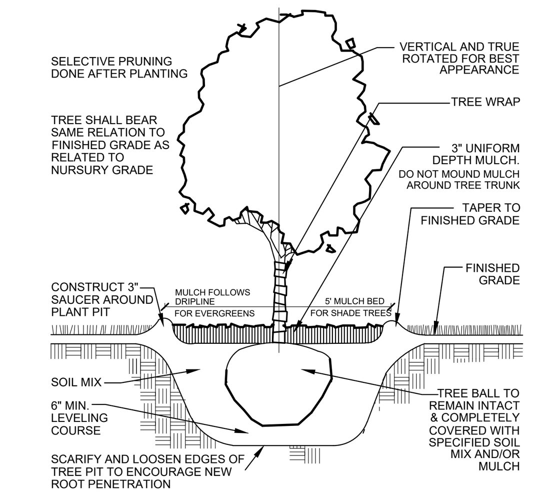
Notes: Plant quantites are estimated based on spacing recommended. Quantity reflects 1,000 SF
Plugs to be planted in groupings of "like species"
Final layout to be approved by Landscape Architect

Low-Profile Prairie Seed Mix

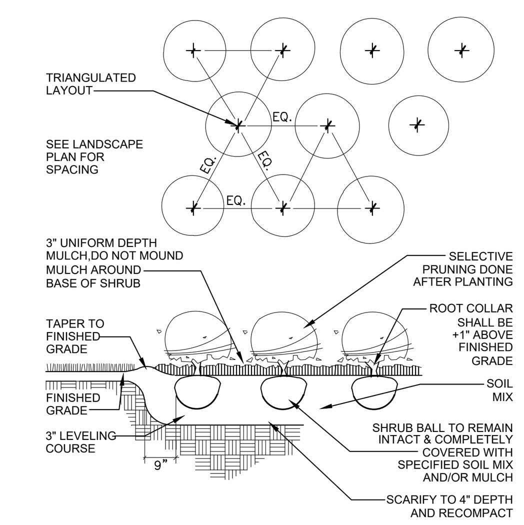
Botanical Name	Common Name	PLS Ounces/Acre
Permanent Grasses:		
Bouteloua curtipendula	Side-Oats Grama	16.00
Carex spp.	Prairie Sedge Species	4.00
Elymus canadensis	Canada Wild Rye	32.00
Koeleria macrantha	June Grass	1.00
Panicum virgatum	Switch Grass	1.00
Schizachyrium scoparium	Little Bluestem	36.00
	Total	**90.00**
Temporary Cover:		
Avena sativa	Common Oat	512.00
	Total	**512.00**
Forbs:		
Amorpha canescens	Lead Plant	0.50
Asclepias syriaca	Common Milkweed	2.00
Asclepias tuberosa	Butterfly Weed	2.00
Baptisia alba	White Wild Indigo	2.00
Chamaecrista fasciculata	Partridge Pea	10.00
Coreopsis lanceolata	Sand Coreopsis	5.00
Coreopsis palmata	Prairie Coreopsis	1.00
Dalea candida	White Prairie Clover	1.50
Dalea purpurea	Purple Prairie Clover	1.50
Desmanthus illinoensis	Illinois Sensitive Plant	3.00
Echinacea purpurea	Broad-Leaved Purple Coneflower	8.00
Eryngium yuccifolium	Rattlesnake Master	2.00
Lespedeza capitata	Round-Headed Bush Clover	2.00
Liatris aspera	Rough Blazing Star	0.50
Lupinus perennis v. occidentalis	Wild Lupine	4.00
Monarda fistulosa	Wild Bergamot	0.50
Oligoneuron rigidum	Stiff Goldenrod	1.00
Parthenium integrifolium	Wild Quinine	1.00
Penstemon digitalis	Foxglove Beard Tongue	0.50
Penstemon hirsutus	Hairy Beard Tongue	1.00
Ratibida pinnata	Yellow Coneflower	4.00
Rudbeckia hirta	Black-Eyed Susan	5.00
Rudbeckia subtomentosa	Sweet Black-Eyed Susan	1.00
Silphium terebinthinaceum	Prairie Dock	1.00
Solidago speciosa	Showy Goldenrod	0.50
Symphyotrichum ericoides	Heath Aster	0.25
Symphyotrichum laeve	Smooth Blue Aster	1.00
Symphyotrichum novae-angliae	New England Aster	0.50
Tradescantia ohiensis	Common Spiderwort	1.00
Verbena stricta	Hoary Vervain	1.00
Vernonia gigantea	Smooth Tall Ironweed	1.50
Veronicastrum virginicum	Culver's Root	0.25
	Total	**66.00**

Mix Statistics

Native Component	PLS lbs./Acre	PLS Seeds/Acre	PLS Seeds/Sq. Ft.	% of Native Mix
Forbs	4.13	1,731,814	39.76	66.02%
Grasses	5.63	891,416	20.46	33.98%
Total Natives	9.75	2,623,230	60.22	100.00%
Cover	32.00	576,000	13.22	
Totals	41.75	3,199,230	73.44	



1 L2.1 TREE PLANTING DETAIL
SCALE: NO SCALE



2 L2.1 SHRUB PLANTING DETAIL
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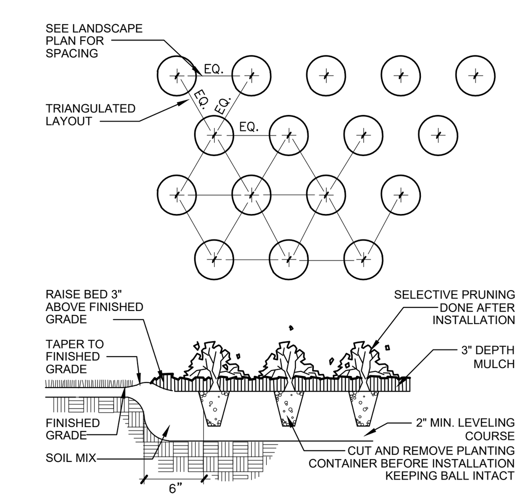

3 L2.1 GROUNDCOVER DETAIL
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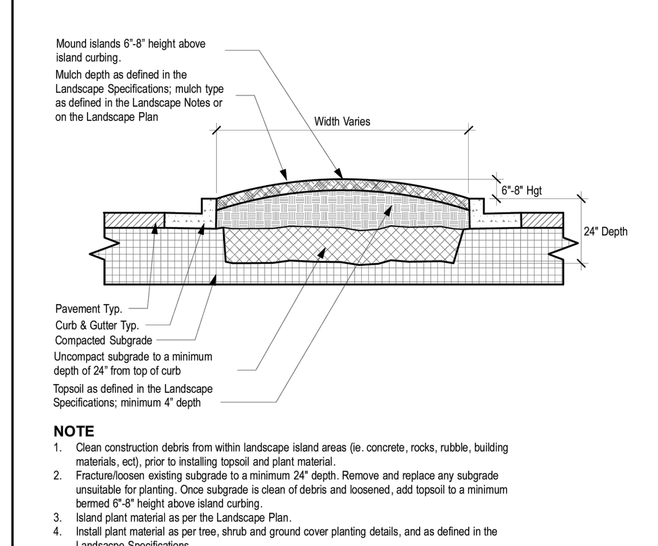
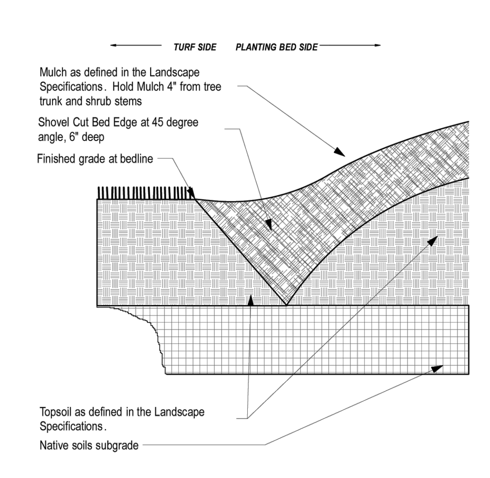


4 L2.1 PARKING LOT ISLAND
SCALE:



5 L2.1 SPADED PLANTING BED EDGE
SCALE:

GENERAL CONSTRUCTION NOTES

1. REQUIRED LANDSCAPE MATERIAL SHALL SATISFY AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND BE STAKED, WRAPPED, WATERED AND MULCHED PER ORDINANCE.

2. BEFORE ANY EXCAVATION ON THE SITE, CALL TO LOCATE ANY EXISTING UTILITIES ON THE SITE. THE CONTRACTOR SHALL FAMILIARIZE HIM/HERSELF WITH THE LOCATIONS OF ALL BURIED UTILITIES IN THE AREAS OF WORK BEFORE STARTING OPERATIONS. THE CONTRACTOR SHALL BE LIABLE FOR THE COST OF REPAIRING OR REPLACING ANY BURIED CONDUITS, CABLES OR PIPING DAMAGED DURING THE INSTALLATION OF THIS WORK.

3. FOUR FOOT HIGH FENCING OR OTHER RIGID MATERIAL IS TO BE ERECTED AROUND THE DRIP-LINE OF ALL TREES TO BE SAVED.

4. PLANT QUANTITIES ON PLANT LIST INTENDED TO BE A GUIDE. ALL QUANTITIES SHALL BE CHECKED AND VERIFIED ON PLANTING PLAN. ANY DISCREPANCIES SHALL BE DISCUSSED WITH THE LANDSCAPE ARCHITECT.

5. ANY DEVIATIONS FROM OR MODIFICATIONS TO THIS PLAN SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

6. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT UPON DELIVERY OF PLANT MATERIAL TO THE SITE. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL THAT DOESN'T MEET STANDARDS OR SPECIFICATIONS OF THE PROJECT.

7. ALL PLANT MATERIAL TO BE INSTALLED PER THE PLANTING DETAILS PROVIDED ON THIS PLAN SET.

8. ALL BED EDGES TO BE WELL SHAPED, SPADE CUT, WITH LINES AND CURVES AS SHOWN ON THIS PLAN SET.

9. ALL PLANTING BEDS TO BE PREPARED WITH PLANTING MIX: 50% TOPSOIL, 50% SOIL AMENDMENTS (3 PARTS PEATMOSS, 1 PART COMPOST, 1 PART SAND)

10. ALL PARKING LOT ISLANDS SHALL BE BACKFILLED WITH THE FOLLOWING: 2' OF BLENDED GARDEN SOIL MIX (60% TOPSOIL, 30% COMPOST, 10% SAND) OR 6" OF *ONE STEP* BY MIDWEST TRADING, TOP DRESSED AND TILLED INTO 18" OF TOPSOIL.

11. ALL SPECIFIED LANDSCAPE MATERIAL INDICATED ON THE CONSTRUCTION DOCUMENTS WILL BE REQUIRED TO BE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT AND MUST BE REPLACED SHOULD IT DIE OR BECOME DAMAGED.

12. ALL PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE FROM SUBSTANTIAL COMPLETION AS DETERMINED BY THE LANDSCAPE ARCHITECT, AND SHALL BE REPLACED SHOULD IT DIE WITHIN THAT PERIOD.

13. PROTECT STRUCTURES, SIDEWALKS, PAVEMENTS AND UTILITIES TO REMAIN FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUTS AND OTHER HAZARDS CAUSED BY SITE IMPROVEMENT OPERATIONS.

14. ALL LAWN AREAS TO BE SEEDED WITH STANDARD TURF GRASS SEED AND COVERED WITH EROSION CONTROL BLANKET. UNLESS OTHERWISE SPECIFIED ON THE PLAN.

15. CAREFULLY MAINTAIN PRESENT GRADE AT BASE OF ALL EXISTING TREES TO REMAIN. PREVENT ANY DISTURBANCE OF EXISTING TREES INCLUDING ROOT ZONES. USE TREE PROTECTION BARRICADES WHERE INDICATED. PROTECT EXISTING TREES TO REMAIN AGAINST UNNECESSARY CUTTING, BREAKING OR SKINNING OF ROOTS, BRUISING OF BARK OR SMOTHERING OF TREES. DRIVING, PARKING, DUMPING, STOCKPILING AND/OR STORAGE OF VEHICLES, EQUIPMENT, SUPPLIES, MATERIALS OR DEBRIS ON TOP THE ROOT ZONES AND/OR WITHIN THE DRIPLINE OF EXISTING TREES OR OTHER PLANT MATERIAL TO REMAIN IS STRICTLY PROHIBITED.

16. THE CONTRACTOR AT ALL TIMES SHALL KEEP THE PREMISES ON WHICH WORK IS BEING DONE, CLEAR OF RUBBISH AND DEBRIS. ALL PAVEMENT AND DEBRIS REMOVED FROM THE SITE SHALL BE DISPOSED OF LEGALLY.

17. ALL WORK AND OPERATIONS SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES AND ORDINANCES.

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REGISTERED LANDSCAPE ARCHITECT
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STATE OF ILLINOIS

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1	ISSUED FOR REVIEW	KMT	07-29-22
	ISSUED FOR REVIEW	KMT	05-24-23

PROPOSED FACILITY
CREST HILL, ILLINOIS

LANDSCAPE NOTES
MASTER PLANT LIST
PLANTING SPECIFICATIONS
DETAILS

date 07-25-22 | drawn DW | checked KMT

job no. 22300

sheet no. L 2.1

NATIVE PLANT & SEED INSTALLATION MANAGEMENT AND MONITORING PLAN

All native planting and seeding installation, management and monitoring to be conducted by a qualified, experienced contractor specializing in restoring and managing natural landscapes in the Midwest.

The selected contractor is to be held accountable for the appropriate installation methods and management and monitoring of all native areas.

PLANT MATERIAL INSTALLATION - NATIVE SEEDING

Prepare area for seeding - prepare the soil and create optimal plant conditions, before disturbing any ground:

- Check for any buried utilities
- Clear area of debris that would interfere with planting
- Mow any excess existing vegetation growth
- Apply broad-spectrum or targeted herbicide, depending on species present
- De-compact any areas of special concern
  - Lightly de-compact tilled or loose soil with a roller, cultipacker, or similar equipment. If using a no-till seed drill, tilling can usually be omitted.
  - If ground is wet, tilling should not occur until the soil dries enough to break apart when tilled.

Follow the appropriate timing:

- The optimal time to install seed is from the fall (November 1) to late spring (June 15).
- Wetlands should be seeded in the winter while the site is frozen and equipment can more easily access the site.

Method for seeding and erosion control:

- Broadcasting:
  - For small (typically two acres or less) or irregularly shaped areas, seed can be planted by hand broadcasting. To aid seed distribution, combine the seed mix with filler materials, such as dry sawdust, sand, or vermiculite.
  - Using a hand-crank or tow-behind broadcaster, start with half of the seed and try to cover the entire area with that amount of seed. Take the remaining half of the seed, go to the opposite end of the site and cover it again. After broadcasting is complete, it is important to use a cultipacker or roller over the area to make good seed-to-soil contact. Do not cover seed more than 1/4-inch deep.
- No-Till Drill:
  - For larger areas and sites with existing vegetation, use a no-till seed drill, which does not require the soil to be tilled before planting, resulting in minimal soil disturbance. No-till drills plant seed in rows by opening silts in the soil, into which seed is deposited. If using a no-till drill, seed should not be buried below 1/8" depth per specific manufacturer's recommendations. Because the diversity of seed sizes makes drill calibration a challenge, perform a few test areas first to help prevent running out of seed.
- Erosion control method:
  - Install biodegradable erosion control blanket (NAG S75BN or equal) until seed has germinated.

PLANT MATERIAL MANAGEMENT - NATIVE SEEDING - 5-YEAR PERIOD

To help ensure success, projects need a maintenance and monitoring plan that is flexible and supports site development goals. While native plants tend to germinate and develop at a slower rate than ornamental perennials or turf grass, regular maintenance during the establishment period greatly improves project success. Regular maintenance and monitoring controls invasive species, ensures optimal moisture levels are present, and identifies other necessary management actions.

- Native areas need between 3 to 5 years to establish.
- Preferred planting late fall (any time after November 1; if the soil surface is dry and cold enough to prevent germination and seed can be worked into soil.
- Let seed germinate and grow for one full season. **Do not** apply herbicides for weed control within the first growing season. If large weeds are unsightly, clip off; **do not pull** weeds to keep growth down. **Do not** allow seed heads to form.
- Mow first time when established in first season to 12"-18" high, to scatter seed heads. If clumping occurs lightly rake to disburse seed.
- Mow 2-3 additional times to maintain 6-9 inches in height.
- Some perennial seeds may not germinate until the following year.
- If fall planting is not possible, spring seeding can be done (weather permitting) as early as January - preferably before April 15.
- Second season mow 3-4 times to maintain 8-10 inches in height.
- At the end of the third season a controlled burn program to be performed.
- 4 (four) annual weed control events (selective herbicide and mechanical) to be performed throughout all native plan communities starting once the seed is sown until sign-off is granted.

MINIMUM PERFORMANCE STANDARDS AND MONITORING ACTIVITIES

NATIVE PLANT MATERIALS

Performance standards are established for all proposed projects involving naturalized areas so that the relative success of creation and enhancement efforts may be evaluated. If the performance standards are not achieved by the end of the five-year management and monitoring program, acceptance meetings shall be held to determine the future course of action. It is likely that in such a case that the maintenance and monitoring period will be extended.

- Notification - The developer shall notify [MUNICIPALITY] upon completion of plantings.
  - The Owner's Environmental Specialist shall inspect the plantings upon completion of all maintenance procedures and notify Mundelein of the remedial actions taken.
- Native areas are to be monitored for a minimum of 5 (five) years from date of installation.
  - Monitor all native areas 2 (two) times annually at a time of year when plants are evident and identifiable. Visits should occur at spaced intervals throughout the growing season.
  - Conduct monitoring visits utilizing systematic field techniques. Traverse entire native area, document flora and note top 3 dominant species.
- Within 3 months of seed installation, at least 90% of the seeded areas ("Low Profile", "Stormwater" and "Swale" seed mix), as measured by aerial coverage, shall be vegetated. A minimum 100% vegetative coverage shall be maintained throughout, and at the end of, the five-year period for these areas.
  - This standard does not apply to the emergent zones.
- The naturalized areas shall not contain any rills greater than 4 inches wide and 4 inches deep throughout, and at the end, of the three-year period.
- At the end of the second growing season, 30% seed mix presence for the "Low Profile", "Stormwater" and "Swale" seed mixes shall be achieved. At the end of the third growing season, 50% seed mix presence for the "Low Profile", "Stormwater" and "Swale" seed mixes shall be achieved.
  - Seed mix presence shall be evaluated separately for these three mixes.
- No area over the entire native planted site greater than 1 square meter will be devoid of vegetation (as measured by aerial coverage/ocular estimation), unless specified on approved plans.
  - This annual performance standard does not apply to emergent and aquatic communities.
- The native planted areas will meet the following annual standards for the presence of native, non-invasive perennial species (as measured by aerial coverage/ocular estimation): Year 1 - 15%, Year 2 - 50%, Year 3 - 75%, Year 4 & 5 - 85%
  - This standard to be measured separately for each seed mix zone.
- At the end of the third growing season, none of the three most dominant species within the planted areas will be invasive or non-native species as inspected annually. The project manager will determine the appropriate target invasive or non-native species. They will typically include, but are not limited to, the following: Ragweed (Ambrosia spp.), Cattail (Typha spp.), Reed Canary Grass (Phalaris arundinacea), Purple Loosestrife (Lythrum salicaria), Common Reed (Phragmites australis), Canadian Thistle (Cirsium arvense), Sandbar Willow (Salix interior), Kentucky Blue Grass (Poa pratensis), Yellow Sweet-Clover (Melilotus officinalis), Teasel (Dipsacus spp.), Japanese-Knotweed (Reynoutria japonica), and Asian Bittersweet (Celastrus orbiculatus), Buckthorn (Rhamnus spp.).
  - This standard to be measured separately for each seed mix zone.
- Seed: At the end of the third growing season, 50% vegetative coverage shall be achieved (as measured by aerial coverage/ocular estimation).
- Emergents: Relative coverage of cattails (as measured by aerial coverage/ocular estimation) shall be less than 5% throughout, and at the end of, the three year monitoring period.
- Plugs: 90% of the plants will be alive, in healthy condition, and representative of the individual species at the end of each growing season. Replanting will take place until this standard is achieved.
- Woody plants: 100% of the planted trees and shrubs will be alive, in healthy condition, and representative of the individual species at the end of the 3rd growing season.
  - Annual replacements are required to achieve this standard.
- Relative coverage (determined by ocular estimation) of invasive species (i.e., common reed, reed canary grass, purple loosestrife, etc.) in aggregate shall be less than 5% throughout, and at the end of, the three-year period.
  - This standard shall be evaluated separately for each seed and plant mix zone (i.e., "Low Profile", "Stormwater" and "Swale" seed mix, emergent).
- Native Mean C value > 3.0 and Native FQI value > 20.0 for all native plant communities.
  - This standard shall be evaluated separately for each seed and plant mix zone (i.e., "Low Profile", "Stormwater" and "Swale" seed mix, emergent).
- Soil erosion and sediment control measures shall be regularly maintained. Any erosion observed on-site shall be repaired to the designed condition within 30 days of observation.

SEED MIX & GROUND TREATMENT KEY

BASE OF DETENTION AREAS BELOW THE NWL

Areas below the NWL to be planted with emergent plugs. See sheet L2.1 for schedule and preferred installation method.

DETENTION AREAS BETWEEN THE NWL & HWL

Area of detention between the NWL & HWL to be seeded with "Swale Seed Mix" as supplied by Cardno Native Plant Nursery. See Sheet L2.1 for schedule.

OPEN AREAS - NO MOW

All open areas, not including detention, to be planted with "Low-Profile Prairie Seed Mix" as specified on planting schedule. See Sheet L2.1 for preferred installation method.

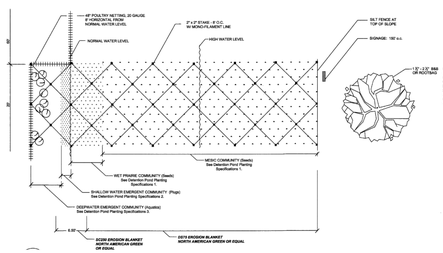
TURF GRASS - MOWED LAWN

All areas of restoration, not designated to be planted or mulched, are to be seeded with standard turf seed grass and covered with an erosion control blanket.

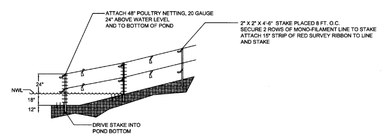
NOTE: All other areas disturbed by construction activities, excluding shrub beds, to be restored with turf grass seed and covered with an erosion control blanket.

PLANTING NOTES FOR DETENTION AREAS

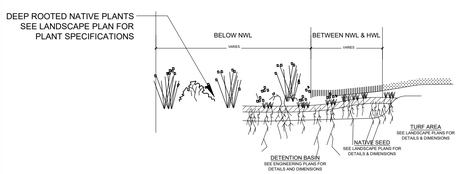
1. REFER TO CIVIL ENGINEERING DRAWINGS FOR CONSTRUCTION DETAILS OF DETENTION AREAS
2. REQUIRED LANDSCAPE MATERIAL SHALL SATISFY AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND BE WATERED AND MULCHED PER CONSTRUCTION DOCUMENTS.
3. ALL PROPOSED PLANT SUBSTITUTIONS WITHIN DETENTION AREAS MUST BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
4. ALL REQUIRED LANDSCAPE MATERIAL INDICATED ON THE APPROVED PLANS WILL BE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT AND MUST BE REPLACED SHOULD IT DIE.
5. CONTRACTOR RESPONSIBLE FOR THE MAINTENANCE ALL PLANT MATERIAL WITHIN DETENTION AREAS AS SPECIFIED BY THE LANDSCAPE ARCHITECT FOR THE FIRST YEAR AFTER INSTALLATION.
6. ALL PLANT MATERIAL WITHIN DETENTION AREAS TO HAVE A 1 YEAR WARRANTEE STARTING UPON LANDSCAPE ARCHITECT ISSUING "SUBSTANTIAL COMPLETION".
7. WATER FOWL BARRIER CONTROL TO BE INSTALLED AT 8" O.C. IN ALL DETENTION AREAS PLANTED WITH PLUGS.
8. METAL SIGNS (12"x18") TO BE INSTALLED AT 150' INTERVALS AROUND ALL NATIVE AREAS STATING "NATIVE PLANTING DO NOT MOW".
9. ALL WORK AND OPERATIONS SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES AND ORDINANCES.



6 L2.1 GOOSE BARRIER PLAN
SCALE: NO SCALE



7 L2.1 GOOSE BARRIER SECTION
SCALE: NO SCALE



8 L2.1 BIODETENTION PLANTING DETAIL
SCALE: NO SCALE

LANDSCAPE MAINTENANCE SPECIFICATIONS

LANDSCAPE MAINTENANCE SPECIFICATIONS

The Contractor shall provide as a separate bid, maintenance for a period of 1 year after final acceptance of the project landscaping. The Contractor must be able to provide continued maintenance if requested by the Owner or provide the name of a reputable landscape contractor who can provide maintenance.

STANDARDS

All landscape maintenance services shall be performed by trained personnel using current, acceptable horticultural practices.

All work shall be performed in a manner that maintains the original intent of the landscape design.

All chemical applications shall be performed in accordance with current county, state and federal laws, using EPA registered materials and methods of application. These applications shall be performed under the supervision of a Licensed Certified applicator.

APPROVALS

Any work performed in addition to that which is outlined in the contract shall only be done upon written approval by the Owner's Representative.

All seasonal color selections shall be approved by the Owner's Representative prior to ordering and installation.

SOIL TESTING

The maintenance contractor shall perform soil tests as needed to identify imbalances or deficiencies causing plant material decline. The owner shall be notified of the recommendation for approval, and the necessary corrections made at an additional cost to the owner.

Acceptable Soil Test Results:

	Landscape Trees & Shrubs	Turf
pH Range	5.0-7.0	6.0-7.0
Organic Matter	>1.5%	>2.5%
Magnesium (Mg)	100+lbs./acre	100+lbs./acre
Phosphorus (P2O5)	150+lbs./acre	150+lbs./acre
Potassium (K2O)	120+lbs./acre	120+lbs./acre
Soluble salts	Not to exceed 900ppm/1.9 mmhos/cm in soil; not to exceed 1400 ppm/2.5 mmhos/cm in high organic mix	Not to exceed 750ppm/0.75 mmhos/cm in soil; not to exceed 2000 ppm/2.0 mmhos/cm in high organic mix

For unusual soil conditions, the following optional tests are recommended with levels not to exceed:

Boron	3 pounds per acre
Manganese	50 pounds per acre
Potassium (K2O)	450 pounds per acre
Sodium	20 pounds per acre

WORKMANSHIP

During landscape maintenance operations, all areas shall be kept neat and clean. Precautions shall be taken to avoid damage to existing structures. All work shall be performed in a safe manner to the operators, the occupants and any pedestrians.

Upon completion of maintenance operations, all debris and waste material shall be cleaned up and removed from the site, unless provisions have been granted by the owner to use on-site trash receptacles.

Any damage to the landscape, the structure, or the irrigation system caused by the maintenance contractor, shall be repaired by the maintenance contractor without charge to the owner.

TURF

GENERAL CLEAN UP

Prior to mowing, all trash, sticks, and other unwanted debris shall be removed from lawns, plant beds, and paved areas.

MOWING

Turf grasses, including blue grass, tall fescue, perennial ryegrass, etc., shall be maintained at a height of 2" to 3" in spring and fall. From June through September, mowing height shall be maintained at no less than 3".

The mowing operation includes trimming around all obstacles, raking excessive grass clippings and removing debris from walks, curbs, and parking areas. Caution: Mechanical weeders should NOT be used around trees because of potential damage to the bark.

EDGING

Edging of all sidewalks, curbs and other paved areas shall be performed once every other mowing. Debris from the edging operations shall be removed and the areas swept clean. Caution shall be used to avoid flying debris.

FERTILIZING

Seasonally stepped fertilizer shall be applied in areas based on the existing turf species.

LAWN WEED CONTROL: HERBICIDES

Selection and proper use of herbicides shall be the landscape contractor's responsibility. All chemical applications shall be performed under the supervision of a Licensed Certified Applicator. Read the label prior to applying any chemical.

INSECT & DISEASE CONTROL FOR TURF

The contractor shall be responsible for monitoring the site conditions on each visit to determine if any insect pest or disease problems exist. The contractor shall identify the insect pest or disease, as well as the host plant, and then consult the most current edition of the Cooperative Extension Service's "Commercial Insecticide Recommendation for Turf" for control. The licensed applicator shall be familiar with the label provided for the selected product prior to application.

Inspection and treatment to control insect pests shall be included in the contract price.

TREES, SHRUBS, & GROUND COVER

PRUNING

All ornamental trees, shrubs and ground cover shall be pruned when appropriate to remove dead or damaged branches, develop the natural shapes. Do not shear trees or shrubs. If previous maintenance practice has been to shear and ball, then a natural shape will be restored gradually.

Pruning Guidelines:

1. Prune plants that flower before the end of June (spring blooming) immediately after flowering. Flower buds develop during the previous growing season. Fall, winter or spring pruning would reduce the spring flowering display.
2. Prune plants that flower in July – September (summer or autumn blooming) in winter or spring before new growth begins, since these plants develop flowers on new growth.
3. Delay pruning plants grown for ornamental fruits, such as Cotoneasters and Viburnums.
4. Hollies and other evergreens may be pruned during winter in order to use their branches for seasonal decoration. However, severe pruning of evergreens should be done in early spring only.
5. Broadleaf evergreen shrubs shall be hand-pruned to maintain their natural appearance after the new growth hardens off.
6. Hedges or shrubs that require shearing to maintain a formal appearance shall be pruned as required. Dead wood shall be removed from sheared plants before the first shearing of the season.
7. Conifers shall be pruned, if required, according to their genus.
   - A. Yews, Junipers, Hemlocks and Arborvitae may be pruned after new growth has hardened off in late summer. If severe pruning is necessary, it must be done in early spring.
   - B. Firs and spruces may be lightly pruned in late summer, fall, or winter after completing growth. Leave side buds. Never cut central leader.
   - C. Pines may be lightly pruned in early June by reducing candles.
8. Groundcover shall be edged and pruned as needed to contain it within its borders.
9. Thinning: Remove branches and water sprouts by cutting them back to their point of origin on parent stems. This method results in a more open plant, without stimulating excessive growth. Thinning is used on Crab Apples, Lilacs, Viburnums, etc.
10. Renewal pruning: Remove oldest branches of shrub at ground, leaving the younger, more vigorous branches. Also remove weak stems. On overgrown plants, this method may be best done over a three-year period. Renewal pruning may be used on Forsythia, Hydrangea, Spiraea, etc.

Plants overhanging passageways and parking areas and damaged plants shall be pruned as needed.

Shade trees that cannot be adequately pruned from the ground shall not be included in the Maintenance Contract. A certified arborist under a separate contract shall perform this type of work.

SPRING CLEANUP

Plant beds shall receive a general cleanup before fertilizing and mulching. Cleanup includes removing debris and trash from beds and cutting back herbaceous perennials left standing through winter, e.g. ornamental grasses, Sedum Autumn Joy.

FERTILIZING

For trees, the rate of fertilization depends on the tree species, tree vigor, area available for fertilization, and growth stage of the tree. Mature specimens benefit from fertilization every 3 to 4 years; younger trees shall be fertilized more often during rapid growth stages.

The current recommendation is based on the rate of 1000 square feet of area under the tree to be fertilized. For deciduous trees, 2 to 6 pounds of Nitrogen per 1000 square feet; for
narrow-leaf evergreens, 1 to 4 pounds of Nitrogen per 1000 square feet; for broadleaf evergreens, 1 to 3 pounds of Nitrogen per 1000 square feet.

Shrubs and groundcover shall be top-dressed with compost 1" deep or fertilized once in March with 10-6-4 analysis fertilizer at the rate of 3 pounds per 100 square feet of bed area.
Ericaceous material shall be fertilized with an ericaceous fertilizer at the manufacturer's recommendation rate. If plants are growing poorly, a soil sample should be taken.

TREES, SHRUBS, & GROUND COVER (CONT.)

MULCHING

Annually, all tree and shrub beds will be prepared and mulched, to a minimum depth of 3" with quality mulch to match existing. Bed preparation shall include removing all weeds, cleaning up said bed, edging and cultivating decayed mulch into the soil. Debris from edging is to be removed from beds where applicable. If deemed necessary, a pre-emergent herbicide may be applied to the soil to inhibit the growth of future weeds.

Organically maintained gardens shall not receive any pre-emergent herbicides. Mulch in excess of 4" will be removed from the bed areas. SPECIAL CARE shall be taken in the mulching operation not to over-mulch or cover the base of trees and shrubs. This can be detrimental to the health of the plants.

WEEDING

All beds shall be weeded on a continuous basis throughout the growing season to maintain a neat appearance at all times.

Pre-emergent (soil-applied) and post-emergent (foliar-applied) herbicides shall be used where and when applicable and in accordance with the product's label.

INSECT & DISEASE CONTROL: TREES, SHRUBS & GROUNDCOVER

The maintenance contractor shall be responsible for monitoring the landscape site on a regular basis. The monitoring frequency shall be monthly except for growing season, which will be every other week. Trained personnel shall monitor for plant damaging insect activity, plant pathogenic diseases and potential cultural problems in the landscape. The pest or cultural problem will be identified under the supervision of the contractor.

For plant damaging insects and mites identified in the landscape, the contractor shall consult and follow the recommendations of the most current edition of the state Cooperative Service publication on insect control on landscape plant material.

Plant pathogenic disease problems identified by the contractor that can be resolved by pruning or physical removal of damaged plant parts will be performed as part of the contract. For an additional charge, plant pathogenic diseases that can be resolved through properly timed applications of fungicides shall be made when the owner authorizes it.

If the contractor notes an especially insect-or disease-prone plant species in the landscape, he/she will suggest replacement with a more pest-resistant cultivar or species that is consistent with the intent of the landscape design.

NOTE: For identification of plant-damaging insects and mites, a reference textbook that can be used is Insects that feed on Trees and Shrubs by Johnson and Lyon, Comstock Publishing Associates. For plan pathogenic diseases, two references are suggested: Scouting and Controlling Woody Ornamental Diseases in Landscapes and Nurseries, authorized by Gary Moorman, published by Penn State College of Agricultural Sciences, and Diseases of Trees and Shrubs by Sinclair and Lyon, published by Comstock Publishing Press.

TRASH REMOVAL

The maintenance contractor shall remove trash from all shrub and groundcover beds with each visit.

LEAF REMOVAL

All fallen leaves shall be removed from the site in November and once in December. If requested by the owner, the maintenance contractor, at an additional cost to the owner shall perform supplemental leaf removals.

WINTER CLEAN-UP

The project shall receive a general clean-up once during each of the winter months, i.e., January, February, and March.

Clean-up includes:

- Cleaning curbs and parking areas
- Removing all trash and unwanted debris
- Turning mulch where necessary
- Inspection of grounds

SEASONAL COLOR: PERENNIALS, ANNUALS, AND BULBS

The installation of perennials, annuals, and bulbs, unless specified herein, shall be reviewed with the owner, and, if accepted, installed and billed to the owner.

SEASONAL COLOR MAINTENANCE

Perennialization of Bulbs:

1. After flowering, cut off spent flower heads.
2. Allow leaves of daffodils and hyacinths to remain for six weeks after flowers have faded. Cut off at base.
3. Allow leaves of other bulbs to yellow naturally and then cut off at base.
4. Apply fertilizer after flowering in spring, possibly again in fall. Apply 10-10-10 at the rate of 2 pounds per 1000 square feet or top-dress with compost 1" deep. Fall fertilization with a bulb fertilizer or mulching with 1" of compost is optional.

Flower Rotation:

1. Bulbs: Remove the entire plant and bulb after flowers have faded or at the direction of the owner and install new plants if included in contract.
2. Summer Annuals or Fall Plants:
   - A. Dead heading: Pinch and remove dead flowers on annuals as necessary.
   - B. Fertilizing Summer Annuals: Fertilize using one or two methods: Apply a slow-release fertilizer in May following manufacturer's recommendations. A booster such as 10-10-10 may be necessary in late summer. Or, apply liquid fertilizations of 20-20-20 water-soluble fertilizers, not to exceed 2 pounds of 20-20-20 per 100 gallons of water, monthly; or mulch with compost 1" deep.
   - C. Removal: If fall plants are to be installed, summer annuals shall be left in the ground until the first killing frost and then removed, unless otherwise directed by the owner.

Perennials:

1. After initial installation, if a time-released fertilizer has been incorporated during plant installation, no more fertilizer need be applied the first growing season.
2. The following year:
   - A. Fertilize perennials with a slow-release fertilizer or any 50% organic fertilizer, or mulch perennials with compost 1" deep.
   - B. Cut all deciduous perennials flush to the ground by March 1, if this was not done the previous fall, to allow new growth to develop freely.
   - C. Mulch the perennial bed once in early spring at 1"-2" depth. If soil is bared in late fall, re-mulch lightly after ground is frozen to protect perennials.
   - D. Inspect for insect or disease problems on perennials. Monitor and control slugs on hostas and ligularias. Powdery mildew on phlox, monardas, and asters can be prevented with properly timed fungicides or use of disease-resistant varieties.
   - E. Weed perennial bed as specified in "WEEDING" above.
   - F. Prune branching species to increase density. Cut only the flowering stems after blooming. Do not remove the foliage.
3. The following fall cut back deteriorating plant parts unless instructed to retain for winter interest, e.g. Sedum Autumn Joy and ornamental grasses.
4. Long-term Care:
   - A. Divide plants that overcrowd the space provided. Divide according to the species. Some need frequent dividing, e.g. asters and yarrow every two years; other rarely, if ever, e.g. peonies, hostas, and astilbe.
   - B. For detailed information regarding the care of specific perennials, refer to All About Perennials by Ortho; Perennials: How to Select, Grow and Enjoy by Pamela Harper and Frederick McGouty, Hp Books Publisher; Herbaceous Perennial Plants: A Treatise on their Identification, Culture and Garden Attributes by Allan Armitage, Stipes Pub LLC.

SUMMARY OF MAINTENANCE

LAWN MAINTENANCE

1. Soil analysis performed annually to determine pH. If pH does not fall within specified range, adjust according to soil test recommendations.
2. Maintain proper fertility and pH levels of the soil to provide an environment conducive to turf vitality for turf grasses.
3. Mow turf on a regular basis and as season and weather dictates. Remove no more than the top 1/3 of leaf blade. Clippings on paved and bed areas will be removed.
4. Aerate warm season turf areas to maintain high standards of turf appearance.
5. Apply pre-emergent to turf in two applications in early February and early April to extend barrier.
6. Apply post emergent as needed to control weeds.
7. Mechanically edge curbs and walks.
8. Apply non-selective herbicide, to mulched bed areas and pavement and remove excess runners to maintain clean defined beds.

TREE, GROUNDCOVER AND SHRUB BED MAINTENANCE

1. Prune shrubs, trees and groundcover to encourage healthy growth and create a natural appearance.
2. Mulch to be applied in February/March with a half rate in late summer to top dress.
3. Apply pre-emergent herbicides in February and April.
4. Manual weed control to maintain clean bed appearance.
5. Apply fungicides and insecticides as needed to control insects and disease.
6. Ornamental shrubs, trees and groundcovers to be fertilized three (3) times per year with a balanced material (January/February, April/May, and October/November)
7. Edge all mulched beds.
8. Remove all litter and debris.

GENERAL MAINTENANCE

1. Remove all man-made debris, blow edges.
2. Inspect grounds on a monthly basis and schedule inspection with Unit Operator.

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Glenview, Illinois 60025
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REGISTERED LANDSCAPE ARCHITECT
KATHRYN MAXWELL TALTY
157-00111
STATE OF ILLINOIS

no.	revision description	initial	date
1	ISSUED FOR REVIEW	KMT	07-29-22
2	ISSUED FOR REVIEW	KMT	05-24-23

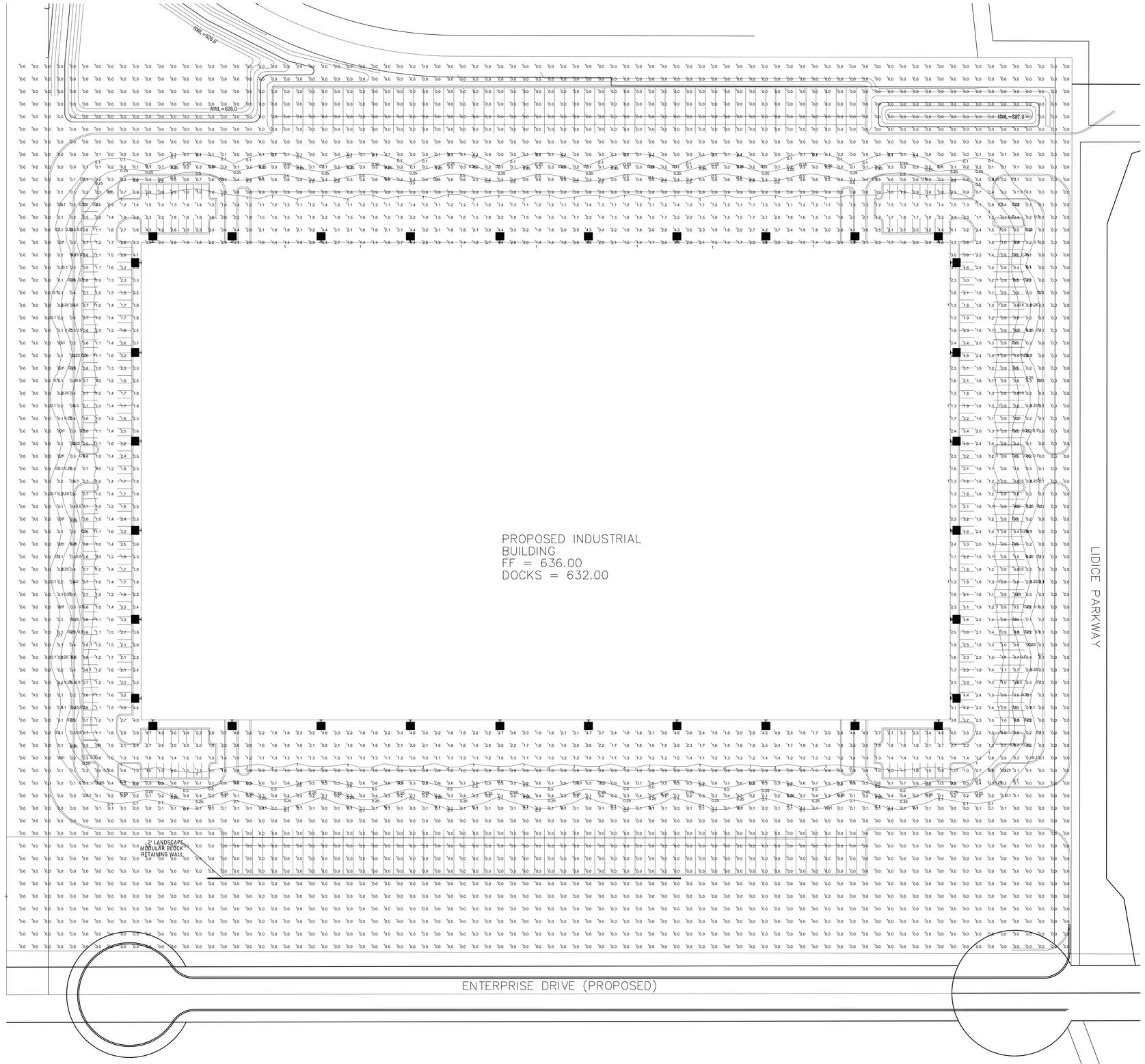
PROPOSED FACILITY
CREST HILL, ILLINOIS

LANDSCAPE INSTALLATION AND MONITORING SPECIFICATIONS DETENTION AREA DETAILS

date 07-25-22
drawn DW
checked KMT

job no. 22300

sheet no. L 2.2



PHOTOMETRIC CALC:

AVG.:	0.6	FC
MAX.:	4.9	FC
MIN.:	0.0	FC

SITE PLAN - LIGHT PHOTOMETRICS

SCALE: 1" = 50'-0"

NORTH

ABCO
Electrical Construction and Design L.L.C.
877 S. Wood St.
Chicago, Illinois 60624
P: 773.826.2600
F: 773.826.2620
www.abcoelectric.com

DESIGN REGISTRATION NO.
184.005394

PROJECT:

Crest Hill Industrial
Crest Hill, Illinois

REGISTRATION:

JOSE A. DUARTE
62-054908
REGISTERED
PROFESSIONAL
ENGINEER
ILLINOIS

Expiration: 11/30/23

REVISION:

NO.:	DATE:	DESCRIPTION:
	08/01/22	ISSUE FOR PERMIT

CHECKED BY:	J.D.
DRAWN BY:	A.O.
SCALE:	AS NOTED
DATE:	-

SHEET TITLE:

Site Plan - Light Photometrics

SHEET NUMBER:

EP.1

RSX1 LED
Area Luminaire

Catalog Number
Notes
Type

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

Introduction

The new RSX LED Area family delivers maximum value by providing significant energy savings, long life and outstanding photometric performance at an affordable price. The RSX1 delivers 7,000 to 17,000 lumens allowing it to replace 70W to 400W HID luminaires.

The RSX features an integral universal mounting mechanism that allows the luminaire to be mounted on most existing drill hole patterns. This "no-drill" solution provides significant labor savings. An easy-access door on the bottom of mounting arm allows for wiring without opening the electrical compartment. A mast arm adaptor and an adjustable integral slip-fitter are also available.

Specifications

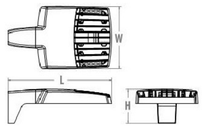
EPA (ft²@0°): 0.57 ft² (0.05 m²)

Length: 21.8" (55.4 cm) (SPA mount)

Width: 13.3" (33.8 cm)

Height: 3.0" (7.6 cm) Main Body, 7.2" (18.4 cm) Arm

Weight (max): 25.0 lbs (11.3 kg)



Ordering Information

EXAMPLE: RSX1 LED P4 40K R3 MVOLT SPA DDBXD

RSX1 LED

Series	Performance Package	Color Temperature	Distribution	Voltage	Mounting
RSX1 LED	P1 P2 P3 P4	**30K** 3000K **40K** 4000K **50K** 5000K	**R3** Type 3 Wide **R4** Type 4 Wide **R5** Type 5 Wide **RSS** Type 5 Short **AFR** Automotive Front Row	**MVOLT** (120V-277V) [1] **HVOLT** (347V-480V) [2] **(use specific voltage for options as noted)** 120 [3] 277 [3] 208 [3] 347 [3] 240 [3] 480 [3]	**SPA** Square pole mounting (Min. 3.0" SO for 1 at 90°, Min. 3.5" SO for 2, 3, 4 at 90°) **RPA** Round pole mounting (3.2" min pole d.i. for 1,2,3 or 4 at 90°) **MA** Mast arm adaptor (Fits 2-3/8" OD horizontal tenons) **IS** Adjustable slipfitter (Fits 2-3/8" OD tenon) [4] **WBA** Wall bracket

Options

Shipped Installed

HS	House-side shield
PE	Photocontrol, button style [5,7]
PER	Photocontrol external threaded, adjustable [5,7]
PER7	Seven-wire twist-lock receptacle only (no controls) [7,8,9]
CE34	Conduit entry 3/4" NPT (Qty 2)
SF	Single fuse (120, 277, 347) [3]
DF	Double fuse (208, 240, 480) [3]
SPD20KV	20KV Surge pack (10KV standard)
FAO	Field adjustable output
DMG	0-10V lead wires extended (no controls)

Shipped Separately (requires some field assembly)

EGS	External glare shield
EGFV	External glare full visor (360° around light aperture)
BS	Bird spikes. [10]

Shipped Installed

***Standalone Sensors Controls (factory default settings, see table page 5)**

PIRS	Motion/ambient sensor for 8-20 mounting heights [5,6,11]
PIRHS	Motion/ambient sensor for 20-40' mounting heights [5,6,11]

***Networked Sensors/Controls**

NLTAIR2	nLight AIR generation 2 [6,12]
PIRHN	Networked, Bi-Level motion/ambient sensor (for use with NLTAIR2) [5,11,6,12]

***Note: Sensor coverage pattern is affected when luminaire is tilted.**

Finish

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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LIGHT FIXTURE SPECIFICATION

ABCO Electrical Construction and Design L.L.C.
817 S. Kildare Ave.
Chicago, IL 60624
P: 773.826.2600
F: 773.326.2620
www.abcoelectric.com
DESIGN REGISTRATION NO. 184.005.5841

PROJECT:
Crest Hill Industrial
Crest Hill, Illinois

REGISTRATION:
JOSE A. DUARTE 62-054909 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
Expiration: 11/30/23

REVISION:

NO.:	DATE:	DESCRIPTION:
	08/01/22	ISSUE FOR PERMIT

CHECKED BY:	J.D.
DRAWN BY:	A.O.
SCALE:	AS NOTED
DATE:	-

SHEET TITLE:
Specs & Details

SHEET NUMBER:
EP.2

RESOLUTION NO. _____

A RESOLUTION APPROVING A COST SHARING AGREEMENT BY AND BETWEEN THE CITY OF CREST HILL, WILL COUNTY, ILLINOIS, AND MIDWEST INDUSTRIAL FUNDS, INC.

WHEREAS, the Corporate Authorities of the City of Crest Hill, Will County, Illinois, have the authority to adopt resolutions and to promulgate rules and regulations that pertain to the City's government and affairs and protect the public health, safety, and welfare of its citizens; and

WHEREAS, pursuant to Section 2-2-12 of the Illinois Municipal Code (65 ILCS 5/2-2-12), the City Council possesses the authority to enter into contracts that serve the legitimate corporate purposes of the City; and

WHEREAS, MIDWEST INDUSTRIAL FUNDS, INC. (the "Company"), has submitted an application for a special use permit to allow a planned unit development on property located in the City of Crest Hill; and

WHEREAS, the application for a special use permit has passed through the Crest Hill Plan Commission with a favorable recommendation, subject to certain conditions; and

WHEREAS, the City Council has on July 17, 2023 passed Ordinance No: _____adopting and accepting the Plan Commission Recommendation and approving the application, subject to certain conditions; and

WHEREAS, one of the conditions of said Ordinance No. _____is that Midwest Industrial Funds, Inc. execute and approve a Cost Sharing Agreement with the City of Crest Hill; and

WHEREAS, City Staff have negotiated said Cost Sharing Agreement (the "Agreement") with the Company (a copy of the Agreement is attached hereto as Exhibit A and fully incorporated herein); and

WHEREAS, the City Council has reviewed the Agreement and determined that the conditions, terms, and provisions of the Agreement are fair, reasonable, and acceptable to the City; and

WHEREAS, the City Council has determined that it is in the best interests of the City and its citizens to enter into the Agreement with the Company.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Crest Hill, Illinois, pursuant to its statutory authority, as follows:

SECTION 1: PREAMBLE. The City Council hereby finds that all of the recitals contained in the preamble to this Resolution are true, correct and complete and are hereby incorporated by reference hereto and made a part hereof.

SECTION 2: AGREEMENT APPROVED. The City Council hereby finds and declares that the conditions, terms, and provisions of the Agreement (Exhibit A) are fair, reasonable, and acceptable to the City and that the same is hereby approved in form and substance. Therefore, the City Council hereby authorizes and directs the Mayor to execute and deliver, and the Clerk to attest, the Agreement, and further to take any and all other actions, including without limitation the execution and delivery of any and all documents, necessary and appropriate to effectuate the intent of this Resolution, which is to enter into the Agreement with the Company.

SECTION 3: SEVERABILITY. If any section, paragraph, clause or provision of this Resolution is held invalid, the invalidity of such section, paragraph, clause or provision shall not affect any other provision of this Resolution.

SECTION 4: REPEALER. All ordinances, resolutions or orders, or parts thereof, which conflict with the provisions of this Resolution, are to the extent of such conflict hereby repealed.

SECTION 5: EFFECTIVE DATE. This Resolution shall be in full force and effect immediately upon its passage and publication according to law.

[*Intentionally Blank*]

PASSED THIS 17TH DAY OF JULY, 2023.

	Aye	Nay	Absent	Abstain
Alderman John Vershay	_____	_____	_____	_____
Alderman Scott Dyke	_____	_____	_____	_____
Alderwoman Claudia Gazal	_____	_____	_____	_____
Alderman Darrell Jefferson	_____	_____	_____	_____
Alderperson Tina Oberlin	_____	_____	_____	_____
Alderman Mark Cipiti	_____	_____	_____	_____
Alderman Nate Albert	_____	_____	_____	_____
Alderman Joe Kubal	_____	_____	_____	_____
Mayor Raymond R. Soliman	_____	_____	_____	_____

_____
Christine Vershay-Hall, City Clerk

APPROVED THIS 17TH DAY OF JULY, 2023.

_____
Raymond R. Soliman, Mayor

ATTEST:

_____
Christine Vershay-Hall, City Clerk

EXHIBIT A

COST SHARING AGREEMENT BY AND BETWEEN THE CITY OF CREST HILL AND MIDWEST INDUSTRIAL FUNDS, INC.

This Agreement is made this __Day of _____, 20__, by and between the City of Crest Hill, an Illinois Municipal Corporation (hereinafter referred to as "Crest Hill" or "City"), and Midwest Industrial Funds, Inc. (hereinafter referred to as "Midwest").

WITNESSETH:

WHEREAS, the Corporate Authorities of the City of Crest Hill, Will County, Illinois, have the authority to adopt resolutions and ordinances and to promulgate rules and regulations that pertain to the City's government and affairs and protect the public health, safety, and welfare of its citizens; and

WHEREAS, pursuant to Section 2-2-12 of the Illinois Municipal Code (65 ILCS 5/2-2-12), the City Council possesses the authority to enter into contracts that serve the legitimate corporate purposes of the City; and

WHEREAS, Midwest has submitted to the City detailed plans for a Planned Unit Development which includes the construction of a new +/- 577,000 square foot speculative industrial warehouse/office structure, and parking lot (the "Project") on a currently vacant 37- acre parcel within the City limits of Crest Hill, which property is located at the southwest corner of Lidice Parkway/Enterprise Boulevard and immediately south of the Amazon building and currently owned by Indeck-Crest Hill, L.L.C., an Illinois limited liability company. The proposed location of the development is on property with PIN: 11-04-30-102-002-0000 (the "Property"), as more fully described in Exhibit "A" attached hereto; and

WHEREAS, said construction project ("the Project") was the subject of a properly filed application to City for a Planned Unit Development, which application was noticed for public hearing, heard by the Crest Hill Plan Commission, and received the Plan Commission's recommendation of approval; and

WHEREAS, the Corporate Authorities of the City of Crest Hill on _____, 20_ passed Ordinance #_____ ("Ordinance"), which accepted, approved and adopted the Plan Commission recommendation and approved the Planned Unit Development, subject to certain conditions, including the execution of a Cost Sharing Agreement regarding the payment of tap-on fees and a contribution with respect to the extension of Enterprise Boulevard along the eastern property line of the subject property as more fully described in the Conceptual Engineer's Opinion of Probable Construction Cost, which is attached hereto as "Exhibit B", (the "Enterprise Boulevard South Extension") and any future extension of Enterprise Drive to Weber Road; and

DRAFT

WHEREAS, the City and Midwest now desire to set forth and memorialize the terms and conditions of the Cost-Sharing Agreement as reflected in the PUD Ordinance, including each Party's duties and responsibilities with respect to the road improvements, as follows:

NOW, THEREFORE, for and in consideration of the above promises, and the terms and conditions set forth below, the Parties hereby mutually agree as follows:

1. Midwest shall pay to the City, a one-time contribution of Five Hundred and Fifty Thousand and 00/100 Dollars ($550,000.00) toward the cost of the Enterprise Boulevard South Extension and any future extension of Enterprise Drive to Weber Road;
2. The payment referred to in Paragraph 1 shall be Midwest's full and final contribution to the Enterprise Boulevard South Extension and any future extension of Enterprise Drive to Weber Road, and shall be made prior to the issuance of a Building Permit for the Project;
3. The funds referred to in Paragraph 1 shall be deposited in a segregated fund to be used solely for the costs and expenses incurred by the City for engineering, design, right-of-way acquisition, and construction of either the Enterprise Boulevard South Extension or any future extension of Enterprise Drive to Weber Road;
4. The City of Crest Hill shall bear all responsibility and all costs and expenses for the Enterprise Boulevard South Extension and any future extension of Enterprise Drive to Weber Road, including, but not limited to, all responsibility for the design, engineering, bidding and selection of all contractors and construction management companies or individuals for the Enterprise Boulevard South Extension or any future extension of Enterprise Drive to Weber Road, but this Agreement shall in no way impair, prevent or impede the City's right and ability to require or receive contribution from other developers (other than Midwest or its assignee) or property owners (other than owners of the Property) benefited by the Enterprise Boulevard South Extension or the extension of Enterprise Drive to Weber Road.
5. Midwest shall bear the sole cost and expense of any and all roadway and drainage improvements to widen Lidice Parkway as indicated in Midwest's Preliminary Engineering Plans submitted to the City. All of the foregoing improvements shall be completed by a mutually agreeable date, weather permitting.
6. The City agrees to forego Fifty Percent (50%) of the $167,157.66 tap-on fee for the Project. The total amount of tap-on fees to be paid by Midwest shall be $83,578.83.
7. The payment referred to in Paragraph 6 shall be Midwest's full and final payment to the City for any and all tap-on fees pertaining to the Project and such amount shall be paid to the City prior to the issuance of a Building Permit for the Project. Said tap-on fee was calculated on 42 PE. Any future improvements for expansion on the Property may be subject to additional tap-on fees.
8. Except as otherwise provided in this Agreement and the Ordinance, Midwest shall not be required to contribute any other amounts or otherwise incur any other obligations as a condition of the City's approval of the Planned Unit Development. Midwest shall not be required to pay any other amounts to the City or be obligated by the City to incur any other obligations with respect to the Project except as provided in the City's

DRAFT

Municipal Code of Ordinances.

9. Notwithstanding anything contained herein to the contrary, in the event Midwest does not obtain a Building Permit for the Project or otherwise acquire the Property, then Midwest shall not be obligated to pay the amounts set forth in Paragraph 1 above (i.e. road contribution amount) and Paragraph 6 above (i.e. tap-on fee).
10. The Parties hereby acknowledge and agree that the Recitals set forth above are true and correct, and are incorporated into this Agreement.
11. No alterations, modifications, variations or amendments of the terms of this Agreement shall be valid unless made in writing and signed by duly authorized representatives of the City and Midwest.
12. The terms and conditions of this Agreement, subject to the provision as to assignment, shall be binding on the successors and/or assigns of the Parties hereto.
13. Midwest may assign this Agreement, without the prior consent of City, provided any such assignee shall agree in a written notice to the City to carry out and observe Midwest's agreements hereunder.
14. This Agreement may be executed in several counterparts, and all so executed shall constitute one agreement binding on all Parties hereto, notwithstanding that all Parties are not signatories to the original or the same counterpart.
15. The Parties to this Agreement by their signatures acknowledge they have read and understand this Agreement and intend to be bound by the terms herein.

Approved:

Midwest Industrial Funds, Inc.
an Illinois corporation

By: _____

Its: _____

Date: _____

Approved:

City of Crest Hill,
an Illinois Municipal Corporation

By: _____
Raymond Soliman
Mayor

Attest:

By: _____
Christine Vershay-Hall
City Clerk

Date: _____

DRAFT

EXHIBIT A
PROPERTY LEGAL DESCRIPTION

LOT 2 CREST HILL INDUSTRIAL PARK PLANNED UNIT DEVELOPMENT-PHASE I, A PART OF THE NORTH 1/2 OF SECTION 30, TOWNSHIP 36 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 17, 2003 AS DOCUMENT NUMBER R2003-304665, IN WILL COUNTY, ILLINOIS.

[END]

EXHIBIT B
CONCEPTUAL ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

[SEE ATTACHED]

City Council Agenda Memo

Crest Hill, IL

Meeting Date:	July 10, 2023
Submitter:	Lisa Banovetz, Director of Finance / Glen Conklin, Treasurer
Department:	Treasurer's Office
Agenda Item:	Approval to amend the City's Employee Handbook

Summary: At the July 3, 2023 City Council Work Session, the City discussed the current policy for use of City vehicles by City employees in addition to having a discussion regarding taxation of employee benefits and specifically discussed taxing employees for benefits received for a clothing allowance or a clothing stipend.

The City has amended its current Employee Handbook to not allow personal use of a City owned vehicle and also to tax all employee benefits an employee would receive from the City.

The sections that have been amended add a new subsection 4.16 to Section 4 (Hours of Work and Overtime) regarding Taxation of Clothing Allowances and Clothing Stipends and a revision to Section 9.2 (City Vehicles, Equipment & Facilities) to make clear that no personal use of City Vehicles would be allowed**.**

The language of the new section and amendment to 9.2 is contained in the Resolution. As Section 4.16 is new, there is no corresponding section in the current Employee Handbook. The current version of Section 9.2 is attached as a separate pdf for the Council's review and comparison.

Recommended Council Action: Approval of the amended Employee Handbook, as presented.

Financial Impact:	N/A
Funding Source:	N/A
Budgeted Amount:	N/A
Cost:	N/A

Attachments: Resolution and pdf of current section 9.2

RESOLUTION NO._____

A RESOLUTION AMENDING SECTION 4 (HOURS OF WORK AND OVERTIME) AND SECTION 9.2 (CITY VEHICLES, EQUIPMENT & FACILITIES) OF THE CITY OF CREST HILL EMPLOYEE HANDBOOK

WHEREAS, the City Council of Crest Hill, Will County, Illinois, has the authority to adopt resolutions and to promulgate rules and regulations that pertain to its government and affairs and protect the public health, safety, and welfare; and

WHEREAS, in 2018 the City Council of Crest Hill, Will County, Illinois adopted a Crest Hill Employee Handbook which applies to the City's non-union and exempt employees, and which is administered and periodically reviewed by the City's Employee Relations Manager under the direction of the City Treasurer; and

WHEREAS, Section 1.1(b) of the Crest Hill Employee Handbook provides for additions, deletions, suspension, or discontinuation of the Handbook Policies as may be necessary through changes in legislation, business, or economic conditions; and

WHEREAS, Section 1.6 of the Crest Hill Employee Handbook provides specifically for amendment and updating of its provisions through regular review by the City's Employee Relations Manager with substantive changes being brought to the City Council for approval; and

WHEREAS, the City Council has determined that it desires to amend the Crest Hill Employee Handbook to redefine the approved usage of City owned vehicles and provide language to address taxing of benefits received by employees for clothing stipends or clothing allowances which will be taxed through the employee's payroll and will ensure that the City is following IRS publication 15-B for all taxable benefits by amending Sections 4 and 9.2 of the Employee Handbook; and

WHEREAS, the City Council has determined that such an amendment of the Employee Handbook is fair, equitable, and in keeping with past City practice.

NOW THEREFORE, BE IT RESOLVED by the City Council of Crest Hill, Will County, Illinois, pursuant to its statutory authority, as follows:

SECTION 1: That the City Council hereby finds that all the recitals contained in the preamble to this Resolution are true, correct, and complete and are hereby incorporated by reference hereto and made a part hereof.

SECTION 2: That Section 4 (Hours of Work and Overtime) of the Crest Hill Employee Handbook shall be amended by adding a new paragraph 4.16 and Section 9.2 (City Vehicles, Equipment & Facilities) of the Crest Hill Employee Handbook shall be amended shall be repealed and replaced, as follows:

4.16 <u>TAXATION OF CLOTHING ALLOWANCES AND CLOTHING STIPENDS</u>

The City follows IRS Publication 15-B for all taxable employee benefits. Employees who receive such benefits will be taxed according to IRS publication 15-B for all taxable benefits. Examples include, but are not limited to, clothing

allowances made on behalf of the City for City employees and clothing stipends paid. The respective employee will be taxed through payroll when the taxable benefit occurs.

9.2 CITY VEHICLES, EQUIPMENT & FACILITIES

On Duty

All vehicles, equipment, and facilities shall be utilized appropriately, safely, and in a manner that will not damage any particular item. Any willful negligence or avoidable accident resulting in damage to City property may be cause for disciplinary action. Vehicles, equipment, and facilities shall only be used for City business and activities, or as authorized by the City Administrator, or by the conditions of an individual City employment agreement. They shall not be used for personal errands or other personal reasons. Only City employees shall ride as passengers in City vehicles or use City equipment or facilities except as may be necessary in conducting City business or as specifically approved by the City Administrator, or as authorized by the respective Department Head.

Off Duty

There shall be no use of City vehicles, equipment, or facilities during off duty hours. When a vehicle is in the possession of an employee during off duty hours, it shall be used only for City business when the need arises. It shall not be used for personal errands or other activities. No other passengers besides the authorized employee(s) shall be allowed in the vehicle during off duty hours.

Accidents

Any damage resulting to City vehicles, equipment, and/or facilities shall be reported immediately, but in no event later than the end of the work shift, to the employee's supervisor who shall submit a written report to the Personnel Officer. Damage to a City vehicle shall also be reported to the Police Department.

SECTION 3. In the event that any provision or provisions, portion or portions, or clause or clauses of this Resolution shall be declared to be invalid or unenforceable by a Court of competent jurisdiction, such adjudication shall in no way affect or impair the validity or enforceability of any of the remaining provisions, portions, or clauses of this Resolution that may be given effect without such invalid or unenforceable provision or provisions, portion or portions, or clause or clauses.

SECTION 4. That all ordinances, resolutions, motions, or parts thereof, conflicting with any of the provisions of this Resolution, are hereby repealed to the extent of the conflict.

SECTION 5. That the City Clerk is hereby directed to publish this Resolution in pamphlet form.

SECTION 6. That this Resolution shall be in full force and effect from and after its passage, approval and publication in pamphlet form as provided by law.

PASSED THIS 17TH DAY OF JULY, 2023.

	Aye	Nay	Absent	Abstain
Alderman John Vershay	_____	_____	_____	_____
Alderman Scott Dyke	_____	_____	_____	_____
Alderwoman Claudia Gazal	_____	_____	_____	_____
Alderman Darrell Jefferson	_____	_____	_____	_____
Alderperson Tina Oberlin	_____	_____	_____	_____
Alderman Mark Cipiti	_____	_____	_____	_____
Alderman Nate Albert	_____	_____	_____	_____
Alderman Joe Kubal	_____	_____	_____	_____
Mayor Raymond R. Soliman	_____	_____	_____	_____

_____
Christine Vershay-Hall, City Clerk

APPROVED THIS 17TH DAY OF JULY, 2023.

_____
Raymond R. Soliman, Mayor

ATTEST:

_____
Christine Vershay-Hall, City Clerk

SECTION 9
SAFETY & EQUIPMENT USE

9.1 SAFETY

Employees shall abide by all safety directives contained within Department Policies, and as issued orally or in writing by their supervisors. These directives may pertain to the safe and proper method for operating vehicles and equipment, utilizing City facilities and safety gear, and other safe work practices. Failure to proceed or act in a safe manner, and thereby causing danger to oneself, other employees, or City property shall be cause for disciplinary action up to and including termination. Unsafe working conditions, injuries or damage to equipment or property, regardless of cause, must be reported immediately by employees in accordance with established procedures to their immediate supervisor or Department Head.

9.2 CITY VEHICLES, EQUIPMENT & FACILITIES

On Duty

All vehicles, equipment, and facilities shall be utilized appropriately, safely, and in a manner that will not damage any particular item. Any willful negligence or avoidable accident resulting in damage to City property may be cause for disciplinary action. Vehicles, equipment, and facilities shall only be used for City business and activities, or as authorized by the City Administrator, or by the conditions of an individual City employment agreement. These shall not generally be used for personal errands or other personal reasons. Only City employees shall ride as passengers in City vehicles or use City equipment or facilities except as may be necessary in carrying out City business or as specifically approved by the City Administrator, or as authorized by the Department Head.

Off Duty

There shall be no use of City vehicles, equipment or facilities during off duty hours. The only exception to this rule is the granting of City vehicles to employees for the purposes of conducting City business when such arises or by the conditions of an individual City employment agreement. When a vehicle is in the possession of an employee during off duty hours, it shall be used for City business when the need arises. It shall not be used for personal errands or other activities, except for personal errands on the way to and back from work (provided this time is not compensated). No other passengers besides the authorized employee(s) shall use the vehicle during such hours.

Accidents

Any damage resulting to City vehicles, equipment, and/or facilities shall be reported immediately, but in no event later than the end of the work shift, to the employee's supervisor who shall submit a written report to the Personnel Officer. Damage to a City vehicle shall also be reported to the Police Department.

9.3 PHYSICAL & PSYCHOLOGICAL FITNESS FOR DUTY

When the City has reasonable suspicion to believe an employee is unfit to continue working in his assigned position, the City may require any employee to undergo physical, medical and/or psychological examinations to be performed by an independent medical examiner or psychologist to establish the fitness of the individual to continue work within his assigned position, with said cost being the City's responsibility and in accordance with applicable law. Upon advice of the independent medical examiner, the City may impose a health maintenance program, as a condition of continued employment, with said cost being the employee's responsibility, to the extent not covered by his insurance.

9.4 SUBSTANCE ABUSE POLICIES

Substance abuse by City employees creates an unacceptably dangerous work environment, results in unproductive work days, sick leave abuse, and generally creates a risk to the safety and well-being of all employees and the residents the City serves. The City also believes the residents of our community are entitled to expect employees who serve them obey the law, are reasonably fit, healthy, and free from the effects of substance abuse.

The City has established a Code of Conduct, Section 5.2 (l), regarding substance abuse. Screening and treatment programs exist for employees and potential employees of the City in addition to all Commercial Driver's License (CDL) drug and alcohol testing policy requirements.

9.5 WORKPLACE VIOLENCE

The City will make every reasonable effort to provide a safe working environment for all employees and for all persons who conduct business with the City. Any employee that has experienced or witnessed an act of violence, or a threat of such, in a City workplace is to immediately advise his supervisor and/or the Personnel Officer. Violence is defined as, but not limited to, the following:

a) Any physical behavior that involves pushing, fighting, spitting, kicking, squeezing, pinching, scratching, twisting, biting, throwing objects or intentional behavior that would injure another or attempt to injure another.

City Council Agenda Memo

Crest Hill, IL

Meeting Date:	July 17, 2023
Submitter:	Lisa Banovetz, Director of Finance / Glen Conklin, Treasurer
Department:	Treasurer's Office
Agenda Item:	Approval of the List of Bills through July 18, 2023 in the amount of $927,609.10.

Summary: Attached is the List of Bills through July 18, 2023 in the amount of $927,609.10.

Recommended Council Action: Approval of the List of Bills through July 18, 2023 in the amount of $927,609.10.

Financial Impact:

Funding Source: Expenditures will be paid from the respective fund from which the expenditure originated.

Budgeted Amount:

Cost:

Attachments Approval of the List of Bills through July 18, 2023 in the amount of $927,609.10.pdf

Item 14.

Report Criteria:
Detail report type printed
[Report].Check Issue Date = 07/01/2023,07/18/2023

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Amount	Check Number	Check Issue Date	GL Period	GL Account
26	Aflac	June 2023	AFLAC 06-2023	06/28/2023	1,604.52	1,604.52	20643	07/18/2023	623	01002439
Total 26:					1,604.52	1,604.52				
46	Republic Ser	0721-007589	20 CUBIC YARD WAST	06/15/2023	745.00	745.00	20698	07/18/2023	623	01105300
Total 46:					745.00	745.00				
82	Aramark	603000494	CREDIT FOR MATS	11/11/2022	176.68-	176.68-	20646	07/18/2023	623	01045300
		6030174881	UNFORMS FOR PW	06/30/2023	310.89	310.89	20646	07/18/2023	623	01035300
		6030175549	MATS FOR CITY HALL/	07/04/2023	37.46	37.46	20646	07/18/2023	623	01045300
		6030175550	UNIFORMS FOR WATE	07/04/2023	21.79	21.79	20646	07/18/2023	623	07065300
		6030175550	UNIFORMS FOR EAST	07/04/2023	37.38	37.38	20646	07/18/2023	623	07085300
		6030177088	UNFORMS FOR PW	07/07/2023	192.46	192.46	20646	07/18/2023	623	01035300
Total 82:					423.30	423.30				
102	AT&T 831-00	7453710806	FIBER NETWWORK P	06/19/2023	2,474.42	2,474.42	20647	07/18/2023	623	01105350
Total 102:					2,474.42	2,474.42				
103	AT&T 831-00	0109379702	MONTHLY STATEMENT	06/19/2023	68.37	68.37	20648	07/18/2023	623	07065350
		0109379702	MONTHLY STATEMENT	06/19/2023	68.37	68.37	20648	07/18/2023	623	07075350
Total 103:					136.74	136.74				
108	AT&T 831-00	9516899709	INTERNET SERVICES	06/11/2023	690.02	690.02	20649	07/18/2023	623	01105350
Total 108:					690.02	690.02				
118	Autozone	4405533418	FLEET - DEXRON 3 FL	06/16/2023	53.98	53.98	20651	07/18/2023	623	01075410
Total 118:					53.98	53.98				
120	AVI Systems	88889233	BROADCASTING EQUI	06/30/2023	16,167.60	16,167.60	20652	07/18/2023	623	13007311
Total 120:					16,167.60	16,167.60				
133	Barrett Hard	3256720	NIFTY NABBER	06/21/2023	221.22	221.22	20653	07/18/2023	623	01045400
Total 133:					221.22	221.22				
171	Brent Hasser	June 2023	CONSULTING SERVIC	07/01/2023	2,500.00	2,500.00	20654	07/18/2023	623	01105300
Total 171:					2,500.00	2,500.00				
187	Christopher	184420	MFT BRIDGE AND CUL	07/05/2023	440.00	440.00	20656	07/18/2023	623	05005330
		184421	PARKROSE DESIGN S	07/05/2023	19,268.75	19,268.75	20656	07/18/2023	623	12007602
		184422	THEODORE AND BORI	07/05/2023	4,257.50	4,257.50	20656	07/18/2023	623	13005330
		184423	DESIGN SERVICES ILL	07/05/2023	4,471.25	4,471.25	20656	07/18/2023	623	05005330
		184424	ENGINEERING SERVIC	07/05/2023	2,193.75	2,193.75	20656	07/18/2023	623	05005330
		184425	CITY CENTER ROADW	07/05/2023	575.00	575.00	20656	07/18/2023	623	13007311
		184426	CORA AND HIGHLAND	07/05/2023	590.00	590.00	20656	07/18/2023	623	13007640

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Amount	Check Number	Check Issue Date	GL Period	GL Account
		184427	THEODORE AT GAYLO	07/05/2023	210.00	210.00	20656	07/18/2023	623	01035300
		184428	MFT BRIDGE AND CUL	07/05/2023	1,210.00	1,210.00	20656	07/18/2023	623	05005330
		184429	DESIGN SERVICES CO	07/05/2023	1,190.00	1,190.00	20656	07/18/2023	623	01035330
Total 187:					34,406.25	34,406.25				
285	Cintas Fire P	0F94684880	ANNUAL FIRE & SPRIN	05/11/2023	3,537.28	3,537.28	20657	07/18/2023	623	07085300
		0F94685563	FIRE EXTINGUISHER I	05/18/2023	304.47	304.47	20657	07/18/2023	623	01045300
Total 285:					3,841.75	3,841.75				
320	ComEd 1494	June 2023	VALVE STATION 1912	06/23/2023	19.33	19.33	20662	07/18/2023	623	07065353
Total 320:					19.33	19.33				
327	ComEd 2148	June 2023	ELECTRIC FOR LIFT A	06/29/2023	184.17	184.17	20663	07/18/2023	623	07075353
Total 327:					184.17	184.17				
385	Critical Reac	2490	CRITICAL REACH	12/07/2022	415.00	415.00	20665	07/18/2023	623	01065301
Total 385:					415.00	415.00				
400	D&I Electroni	373931	ALARM CITY CENTER	07/01/2023	197.97	197.97	20666	07/18/2023	623	13007311
		374035	ALARM CITY CENTER	06/29/2023	255.00	255.00	20666	07/18/2023	623	13007311
Total 400:					452.97	452.97				
518	Experian	CD24030305	JUNE 2023 MONTHLY I	06/30/2023	27.00	27.00	20667	07/18/2023	623	01025310
Total 518:					27.00	27.00				
532	Ferro Asphalt	8457	SURFACE - ROAD PAT	06/23/2023	930.00	930.00	20669	07/18/2023	623	01035400
		8488	SURFACE - ROAD PAT	06/28/2023	248.00	248.00	20669	07/18/2023	623	01035400
Total 532:					1,178.00	1,178.00				
569	Funks Trailer	June 2023	BUILDING MAINTENAN	06/21/2023	2,617.00	2,617.00	20670	07/18/2023	623	01045400
Total 569:					2,617.00	2,617.00				
591	Geotech Inc	51981	SURVEY SERVICES W	07/10/2023	500.00	500.00	20671	07/18/2023	623	01035330
		51984	SURVEY SERVICES W	07/10/2023	500.00	500.00	20671	07/18/2023	623	01035330
Total 591:					1,000.00	1,000.00				
610	Grainger	9711308354	MATS FOR CITY CENT	05/18/2023	112.06	112.06	20672	07/18/2023	623	13007311
		9711741463	MATS FOR CITY CENT	05/18/2023	112.06	112.06	20672	07/18/2023	623	13007311
		9716144390	SIGNS FOR CITY CEN	05/23/2023	87.84	87.84	20672	07/18/2023	623	13007311
		9716466215	MATS FOR CITY CENT	05/23/2023	112.06	112.06	20672	07/18/2023	623	13007311
		9716466223	TRASH BAGS	05/23/2023	40.38	40.38	20672	07/18/2023	623	01045400
		9716466223	TRASH BAGS	05/23/2023	24.81	24.81	20672	07/18/2023	623	01045400
		9716466223	PAPER TOWELS	05/23/2023	55.69	55.69	20672	07/18/2023	623	01045400
		9716466223	2-CYCLE ENGINE OIL	05/23/2023	45.55	45.55	20672	07/18/2023	623	01045400
		9718966303	JANITORIAL SUPPLIES	05/24/2023	148.39	148.39	20672	07/18/2023	623	01045400
		9721312511	CHAIR MATS	05/26/2023	112.06	112.06	20672	07/18/2023	623	13007311
		9756761129	CHAIR MATS FOR CIT	06/29/2023	3,566.32	3,566.32	20672	07/18/2023	623	13007311

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Amount	Check Number	Check Issue Date	GL Period	GL Account
		9761238824	TRASH BAGS	07/06/2023	115.04	115.04	20672	07/18/2023	623	01045400
		9761238824	PAPER TOWELS	07/06/2023	86.05	86.05	20672	07/18/2023	623	01045400
Total 610:					4,618.31	4,618.31				
640	Hawkins Inc	6499830	CHLORINE CYLINDAR	06/15/2023	260.00	260.00	20674	07/18/2023	623	07065421
		6518156	CHLORINE CYLINDAR	07/07/2023	805.00	805.00	20674	07/18/2023	623	07065421
		6519285	CHLORINE	07/10/2023	3,195.05	3,195.05	20674	07/18/2023	623	07065421
Total 640:					4,260.05	4,260.05				
644	Core & Main	T069379	METERS	06/21/2023	80,730.00	80,730.00	20664	07/18/2023	623	07095470
Total 644:					80,730.00	80,730.00				
664	Highland Plu	6639	LABOR AND MATERIAL	06/26/2023	644.51	644.51	20675	07/18/2023	623	01045400
Total 664:					644.51	644.51				
667	Hillcrest Clea	Jan-June 202	CLEANING SERVICES	07/11/2023	157.50	157.50	20676	07/18/2023	623	01025344
Total 667:					157.50	157.50				
736	ILEAS	DUES12213	ILEAS 2023 ANNUAL D	07/01/2023	120.00	120.00	20677	07/18/2023	623	01015345
Total 736:					120.00	120.00				
846	Kimball Midw	101193997	SHACKLES	06/27/2023	263.16	263.16	20679	07/18/2023	623	01045400
		101194724	SAW BLADES	06/27/2023	90.86	90.86	20679	07/18/2023	623	01045400
		101194724	DRILL BITS	06/27/2023	389.28	389.28	20679	07/18/2023	623	01045400
		101196259	WASHER, SCREWS, N	06/28/2023	198.92	198.92	20679	07/18/2023	623	07085366
Total 846:					942.22	942.22				
927	Quadient Lea	N10010449	LEASE AGREEMENT	07/02/2023	516.99	516.99	20692	07/18/2023	623	01115300
Total 927:					516.99	516.99				
956	McMaster Ca	99490694	BUILDING CONDENSE	06/14/2023	100.52	100.52	20684	07/18/2023	623	01045400
Total 956:					100.52	100.52				
958	Meade, Inc.	704882	TRAFFIC SIGNAL MAIN	06/30/2023	200.00	200.00	20685	07/18/2023	623	01035300
		704882	TRAFFIC SIGNAL CAT	06/30/2023	200.00	200.00	20685	07/18/2023	623	01035300
		704882	TRAFFIC SIGNAL MAIN	06/30/2023	200.00	200.00	20685	07/18/2023	623	01035300
Total 958:					600.00	600.00				
961	Menards	54476	WATER- METER STAN	06/08/2023	200.00	200.00	20686	07/18/2023	623	07065430
		54476	WATER- METER STAN	06/08/2023	14.07	14.07	20686	07/18/2023	623	07065430
		55199	FLOOR CLEANER	06/22/2023	79.88	79.88	20686	07/18/2023	623	01045400
		55199	SPRAY BOTTLE	06/22/2023	8.94	8.94	20686	07/18/2023	623	01045400
		55239	BROOM HANDLE	06/23/2023	6.49	6.49	20686	07/18/2023	623	01045400
		55356	PW SUPPLIES	06/26/2023	123.91	123.91	20686	07/18/2023	623	01035400
		55372	PW SUPPLIES	06/26/2023	37.49	37.49	20686	07/18/2023	623	01035400
		55399	BUILDING MAINTENAN	06/27/2023	111.61	111.61	20686	07/18/2023	623	01045400
		55603	BUILDING MAINTENAN	06/30/2023	28.97	28.97	20686	07/18/2023	623	01045400

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Amount	Check Number	Check Issue Date	GL Period	GL Account
Total 961:					611.36	611.36				
965	M.E. Simpso	40589	LEAK LOCATION	06/30/2023	545.00	545.00	20681	07/18/2023	623	07065430
Total 965:					545.00	545.00				
991	MOE Fringe	August 2023	08-2023 LOCAL 150	07/01/2023	8,931.60	8,931.60	365	07/01/2023	623	01034200
		August 2023	08-2023 LOCAL 150	07/01/2023	3,690.00	3,690.00	365	07/01/2023	623	01044200
		August 2023	08-2023 LOCAL 150	07/01/2023	5,628.00	5,628.00	365	07/01/2023	623	01074200
		August 2023	08-2023 LOCAL 150	07/01/2023	2,251.20	2,251.20	365	07/01/2023	623	01114200
		August 2023	08-2023 LOCAL 150	07/01/2023	923.00	923.00	365	07/01/2023	623	01124200
		August 2023	08-2023 LOCAL 150	07/01/2023	1,846.00	1,846.00	365	07/01/2023	623	01164200
		August 2023	08-2023 LOCAL 150	07/01/2023	5,222.30	5,222.30	365	07/01/2023	623	07064200
		August 2023	08-2023 LOCAL 150	07/01/2023	3,155.70	3,155.70	365	07/01/2023	623	07074200
		August 2023	08-2023 LOCAL 150	07/01/2023	5,864.00	5,864.00	365	07/01/2023	623	07084200
		August 2023	08-2023 LOCAL 150	07/01/2023	6,224.20	6,224.20	365	07/01/2023	623	07094200
Total 991:					43,736.00	43,736.00				
1102	Ottosen DiNo	156258	PROFESSIONAL SERV	06/30/2023	2,807.40	2,807.40	20689	07/18/2023	623	01105302
Total 1102:					2,807.40	2,807.40				
1148	Physicians I	4333704	PREEMPLOYMENT SC	07/05/2023	115.00	115.00	20690	07/18/2023	623	01105300
		4333704	CDL PHYSICAL AND D	07/05/2023	153.00	153.00	20690	07/18/2023	623	01105300
Total 1148:					268.00	268.00				
1174	PreCise MR	200-1043358	PRECISE GPS SUBSC	06/30/2023	306.00	306.00	20691	07/18/2023	623	01035300
Total 1174:					306.00	306.00				
1195	Quill LLC	33178124	PAPER TOWELS	06/23/2023	79.98	79.98	20693	07/18/2023	623	01035400
		33186691	GARBAGE BAGS	06/26/2023	92.99	92.99	20693	07/18/2023	623	01045400
Total 1195:					172.97	172.97				
1207	Rapid Lands	24146	VEGETATION CUTTIN	06/27/2023	240.00	240.00	20694	07/18/2023	623	01165300
Total 1207:					240.00	240.00				
1219	Red Wing	706-1-93800	CLOTHING ALLOWAN	06/29/2023	224.99	224.99	20697	07/18/2023	623	01035344
Total 1219:					224.99	224.99				
1243	Ray OHerron	2281709	UNIFORM EQUIPMENT	07/10/2023	349.38	349.38	20695	07/18/2023	623	01025344
Total 1243:					349.38	349.38				
1249	Rush Truck C	3032673187	FLEET UNIT# 100 BRA	05/25/2023	700.00	700.00	20699	07/18/2023	623	01075400
		3032673187	FLEET UNIT# 100 BRA	05/25/2023	320.00	320.00	20699	07/18/2023	623	01075400
Total 1249:					1,020.00	1,020.00				
1289	Service Indus	135393	1.5" HOSE	06/19/2023	128.00	128.00	20701	07/18/2023	623	01035400
		135485	SUCTION HOSE AND P	06/27/2023	768.00	768.00	20701	07/18/2023	623	01035400

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Amount	Check Number	Check Issue Date	GL Period	GL Account
Total 1289:					896.00	896.00				
1295	Shaw Media	0623100852	CREST HILL PAGE	06/30/2023	460.00	460.00	20702	07/18/2023	623	01105321
Total 1295:					460.00	460.00				
1302	Shorewood H	03-366155	FLEET- UNIT #307 MAI	06/12/2023	219.66	219.66	20703	07/18/2023	623	01075400
Total 1302:					219.66	219.66				
1326	Ray Soliman	July 2023	MONTHLY GAS MILEA	07/03/2023	50.00	50.00	20696	07/18/2023	623	01015342
Total 1326:					50.00	50.00				
1332	Spaceco Inc	93571	SPACECO-PUBLIC WO	07/05/2023	6,945.85	6,945.85	20704	07/18/2023	623	13007310
Total 1332:					6,945.85	6,945.85				
1351	Stage Right	23100	CITY COUNCIL & PLAN	07/10/2023	500.00	500.00	20705	07/18/2023	623	01105300
Total 1351:					500.00	500.00				
1379	Suburban La	215696	DRINKING WATER TES	06/30/2023	1,917.92	1,917.92	20706	07/18/2023	623	07065306
		215850	WEST AND EAST NPD	06/30/2023	1,307.53	1,307.53	20706	07/18/2023	623	07085306
Total 1379:					3,225.45	3,225.45				
1392	SWAHM	July 2023	SWAHM 07-2023	07/01/2023	98,339.17	98,339.17	366	07/01/2023	623	01002438
Total 1392:					98,339.17	98,339.17				
1452	TransUnion	306605-2023	PERSON SEARCH JUN	07/01/2023	99.10	99.10	20708	07/18/2023	623	01065301
Total 1452:					99.10	99.10				
1502	Underground	061187-01	CURB & VALVE BOX K	07/07/2023	550.00	550.00	20709	07/18/2023	623	07065430
		061304	VALVE & CURB BOX C	07/06/2023	990.00	990.00	20709	07/18/2023	623	07065430
		061412	PLUG	06/27/2023	258.00	258.00	20709	07/18/2023	623	07065430
Total 1502:					1,798.00	1,798.00				
1506	United Rental	221038991-0	DROP TRAILER FOR T	06/19/2023	128.52	128.52	20711	07/18/2023	623	01075300
Total 1506:					128.52	128.52				
1508	United Meter	4254	METER AND MXU INST	06/26/2023	7,725.00	7,725.00	20710	07/18/2023	623	07095470
		4260	METER INSTALS	07/05/2023	5,445.00	5,445.00	20710	07/18/2023	623	07095470
Total 1508:					13,170.00	13,170.00				
1589	Wescom	20230806	WESCOM DISPATCH S	07/01/2023	25,898.22	25,898.22	20715	07/18/2023	623	01025307
Total 1589:					25,898.22	25,898.22				
1702	Village of Sh	0064431	GRAND PRAIRIE WATE	05/16/2023	110,000.00	110,000.00	20713	07/18/2023	623	07065332

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Amount	Check Number	Check Issue Date	GL Period	GL Account
Total 1702:					110,000.00	110,000.00				
1732	Fab Werks, I	51846	BUILDING LETTERS	06/21/2023	670.00	670.00	20668	07/18/2023	623	01045400
Total 1732:					670.00	670.00				
1746	Western First	76274	AED ELROSE	07/11/2023	340.00	340.00	20716	07/18/2023	623	01045400
		b013452	AEDCPR KIT FOR CITY	02/22/2023	42.68	42.68	20716	07/18/2023	623	13007311
		b013490	CITY CENTER AED HE	03/01/2023	3,454.89	3,454.89	20716	07/18/2023	623	13007311
		ORD5-00948	REPLENISH FIRST AID	06/28/2023	210.79	210.79	20716	07/18/2023	623	07085402
Total 1746:					4,048.36	4,048.36				
1751	Civic System	CVC23396	CIVIC SYSTEM SOFTW	06/26/2023	11,990.00	11,990.00	20659	07/18/2023	623	01065301
Total 1751:					11,990.00	11,990.00				
1755	Comcast 877	June 2023	MONTHLY SERVICE JU	06/14/2023	10.52	10.52	20660	07/18/2023	623	01025310
Total 1755:					10.52	10.52				
1853	Buckeye Pow	PSV333236	PW GENERATOR MAIN	07/11/2023	755.00	755.00	20655	07/18/2023	623	01035300
		PSV333237	WELL 1 GEN MAINT	07/11/2023	755.00	755.00	20655	07/18/2023	623	07065300
		PSV333238	WELL 11 GEN MAINT	07/11/2023	680.00	680.00	20655	07/18/2023	623	07065300
		PSV333239	WELL 10 GEN MAINT	07/11/2023	670.00	670.00	20655	07/18/2023	623	07065300
		PSV333240	WELL 7 GEN MAINT	07/11/2023	675.00	675.00	20655	07/18/2023	623	07065300
		PSV333241	CITY CENTER GEN MA	07/11/2023	1,150.00	1,150.00	20655	07/18/2023	623	01045300
		PSV333242	CITY CENTER GEN MA	07/11/2023	1,100.00	1,100.00	20655	07/18/2023	623	01045300
Total 1853:					5,785.00	5,785.00				
1867	Jim's Truck In	197172-1	FLEET- DOT INSPECTI	05/04/2023	499.00	499.00	20678	07/18/2023	623	01075300
		197487	FLEET UNIT #45 DOT I	05/25/2023	43.00	43.00	20678	07/18/2023	623	01075300
		197544	FLEET- UNIT #2 DOT I	05/31/2023	41.00	41.00	20678	07/18/2023	623	01075300
Total 1867:					583.00	583.00				
1873	Mahoney Silv	64371	PROFESSIONAL SERV	07/10/2023	1,177.50	1,177.50	20682	07/18/2023	623	01105302
Total 1873:					1,177.50	1,177.50				
1900	Matco Tools	158362	WATER TRUCK 1/2 INC	06/16/2023	313.90	313.90	20683	07/18/2023	623	07065430
Total 1900:					313.90	313.90				
1903	Ryan LLC	807798	PROFESSIONAL SERV	07/07/2023	2,175.00	2,175.00	20700	07/18/2023	623	01105312
Total 1903:					2,175.00	2,175.00				
1914	AT&T 831-00	0446079700	ETHERNET NETWORK	06/07/2023	1,306.94	1,306.94	20650	07/18/2023	623	01065350
Total 1914:					1,306.94	1,306.94				
1916	Citadel	21795	LOCKER PADLOCKS C	05/23/2023	1,100.93	1,100.93	20658	07/18/2023	623	13007311
		21796	LOCKS AND SECURIT	05/23/2023	628.00	628.00	20658	07/18/2023	623	13007311
		21806	KEYS	05/23/2023	131.70	131.70	20658	07/18/2023	623	13007311

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Amount	Check Number	Check Issue Date	GL Period	GL Account
		21952	LOCKS AND SECURIT	06/30/2023	77.85	77.85	20658	07/18/2023	623	13007311
Total 1916:					1,938.48	1,938.48				
1917	Nu Veterans	749-1	STAIR TREADS CITY C	05/24/2023	28,228.23	28,228.23	20687	07/18/2023	623	13007311
Total 1917:					28,228.23	28,228.23				
1924	V3 Companie	623244	CHANEY AND CENTER	07/05/2023	20,609.12	20,609.12	20712	07/18/2023	623	13007642
Total 1924:					20,609.12	20,609.12				
1934	Lakeside Co	June 2023	LAKESIDE CONSULTA	07/03/2023	1,320.00	1,320.00	20680	07/18/2023	623	01165300
Total 1934:					1,320.00	1,320.00				
1953	Amazon Capi	11DQ-L7JK-	SIGNATURE STAMP	07/06/2023	25.90	25.90	20645	07/18/2023	623	01035401
		13FX-YHRG	CREDIT CARD SCANN	07/04/2023	67.39	67.39	20645	07/18/2023	623	01025400
		13FX-YHRG	FLASHLIGHT BATTERI	07/05/2023	22.86	22.86	20645	07/18/2023	623	01025400
		14LF-1QXJ-	PORTABLE LIGHTS	06/28/2023	306.96	306.96	20645	07/18/2023	623	01035400
		Credit Memo	CLOTHING ALLOWAN	06/29/2023	30.49-	30.49-	20645	07/18/2023	623	01045344
		Credit Memo	CLOTHING ALLOWAN	06/29/2023	30.49-	30.49-	20645	07/18/2023	623	01045344
		111G-QLD4-	PAPAER PLATES	07/11/2023	22.44	22.44	20645	07/18/2023	623	01025401
		13MN-3F9K-	WORK GLOVES	06/28/2023	19.98	19.98	20645	07/18/2023	623	01035344
		1C33-F1FK-	REPLACEMENT BELT	07/05/2023	11.99	11.99	20645	07/18/2023	623	01045400
		1C33-F1FK-	LIGHT BULBS	07/05/2023	47.99	47.99	20645	07/18/2023	623	01045400
		1FPN-GFL9-	HIGHLIGHTERS	06/27/2023	5.29	5.29	20645	07/18/2023	623	01105401
		1FPN-GFL9-	COLORED PENS	06/27/2023	20.26	20.26	20645	07/18/2023	623	01105401
		1FPN-GFL9-	STAPLER FOR COPY R	06/27/2023	26.99	26.99	20645	07/18/2023	623	01105401
		1FPN-GFL9-	SCANNER	06/27/2023	99.99	99.99	20645	07/18/2023	623	01105401
		1FVC-FJVM-	STAPLER FOR COPY R	07/03/2023	28.99	28.99	20645	07/18/2023	623	01105401
		1JQ6-H4CD-	SOCKET SET FOR PW	06/30/2023	56.58	56.58	20645	07/18/2023	623	01035400
		1LHQ-KJXJ-	DIGITAL WALL CLOCK	06/29/2023	89.95	89.95	20645	07/18/2023	623	01105401
		1LHQ-KJXJ-	HANGING DESK FILES	06/29/2023	49.62	49.62	20645	07/18/2023	623	01115401
		1LHQ-KJXJ-	JUMBO PAPERCLIPS	06/29/2023	7.85	7.85	20645	07/18/2023	623	01105401
		1LXQ-TLTX-	WOOD CLOCK FOR FR	06/23/2023	48.98	48.98	20645	07/18/2023	623	01115401
		1LXQ-TLTX-	BINDER DIVIDERS	06/23/2023	7.72	7.72	20645	07/18/2023	623	01115401
		1LXQ-TLTX-	KEYBOARD MOUSE W	06/23/2023	57.14	57.14	20645	07/18/2023	623	01125401
		1LXQ-TLTX-	10 PCS 16GB FLASH D	06/23/2023	25.99	25.99	20645	07/18/2023	623	01115401
		1LXQ-TLTX-	50 PACK 256 MB FLAS	06/23/2023	59.99	59.99	20645	07/18/2023	623	01115401
		1LXQ-TLTX-	3 RING BINDERS	06/23/2023	16.41	16.41	20645	07/18/2023	623	01115401
		1LXQ-TLTX-	SMALL COMMAND HO	06/23/2023	12.32	12.32	20645	07/18/2023	623	01115401
		1LXQ-TLTX-	2 IN BINDERS	06/23/2023	24.99	24.99	20645	07/18/2023	623	01115401
		1NXX-9JFV-	MAGENTA TONER FOR	06/30/2023	119.24	119.24	20645	07/18/2023	623	01165401
		1NXX-9JFV-	PENS	06/30/2023	6.74	6.74	20645	07/18/2023	623	01165401
		1NXX-9JFV-	MOUSE PAD FOR FRO	06/30/2023	7.93	7.93	20645	07/18/2023	623	01165401
		1NXX-9JFV-	ENVELOPES	06/30/2023	21.34	21.34	20645	07/18/2023	623	01165401
		Credit Memo	CLOTHING ALLOWAN	06/29/2023	30.49-	30.49-	20645	07/18/2023	623	01045344
		Credit Memo	STAPLER FOR COPY R	07/11/2023	26.99-	26.99-	20645	07/18/2023	623	01105401
		Credit Memo	CLOTHING ALLOWAN	06/29/2023	30.49-	30.49-	20645	07/18/2023	623	01045344
		Credit Memo	RETURN WORK BOOK	07/07/2023	124.70-	124.70-	20645	07/18/2023	623	01035344
Total 1953:					1,046.17	1,046.17				
1971	Graybar Fina	14944599	PHONE SYSTEM MON	06/25/2023	2,110.85	2,110.85	20673	07/18/2023	623	01105350

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Amount	Check Number	Check Issue Date	GL Period	GL Account
Total 1971:					2,110.85	2,110.85				
1977	AIS Inc	81658	IT BLK HRS	07/11/2023	15,000.00	15,000.00	20644	07/18/2023	623	01065301
		81659	DATA SERVICES	07/11/2023	2,020.00	2,020.00	20644	07/18/2023	623	01065301
Total 1977:					17,020.00	17,020.00				
1980	NuToys Leisu	54385	TRASH RECEPTACLES	06/22/2023	4,430.00	4,430.00	20688	07/18/2023	623	01045400
Total 1980:					4,430.00	4,430.00				
1990	Weathershiel	0148838-IN	SALLY PORT FLOOR J	02/28/2023	752.75	752.75	20714	07/18/2023	623	13007311
		0149029-IN	FIRE CAULK	03/21/2023	1,250.00	1,250.00	20714	07/18/2023	623	13007311
Total 1990:					2,002.75	2,002.75				
2007	Swallow Con	Pay App #3	SHALLOW-CHANEY A	06/17/2023	333,815.95	333,815.95	20707	07/18/2023	623	13007642
Total 2007:					333,815.95	333,815.95				
2024	Comcast Bus	175717295	ROUTER EQUIPMENT	06/15/2023	13,167.89	13,167.89	20661	07/18/2023	623	13007311
Total 2024:					13,167.89	13,167.89				
Grand Totals:					927,609.10	927,609.10				

Report Criteria:
Detail report type printed
[Report].Check Issue Date = 07/01/2023,07/18/2023