City Council Work Session
Crest Hill, IL
January 26, 2026
7:00 PM
Council Chambers
20600 City Center Boulevard, Crest Hill, IL 60403

Agenda

MAYOR

1. Knapp Dr. Traffic Study Presentation

CLERK

TREASURER

CITY ADMINISTRATOR

1. Discussion of Known Storm Drainage Issue Areas in Crest Hill
2. Council Chambers – Audio Upgrade Recommendation
3. Recommendations of New Committees
4. Discuss City Newsletter Options

ECONOMIC DEVELOPMENT DEPARTMENT

1. 1812 N Larkin Ave, Extra Space Storage - Plat of Subdivision, Special Use, City Code and Zoning Ordinance Variation

ENGINEERING DEPARTMENT

1. A Resolution for a Professional Services Agreement for a PFAS Treatment Equipment and Pilot Testing Study by and Between the City of Crest Hill, Will County, Illinois and Strand and Associates, Inc. in the amount of $10,000.00.
2. Award the Contract to P.T. Ferro Construction Company in the amount of $2,023,482.72 for the Division Roadway Reconstruction Improvement.
3. A Resolution Approving a Revision to the Construction Agreement for the Caton Farm Rd. Water Main Extension by and between the City of Crest Hill, Will County, Illinois and M.J. Underground, Inc. to Increase the Contract Amount to $775,874.88.

POLICE DEPARTMENT

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.

PUBLIC WORKS DEPARTMENT

PUBLIC COMMENT(Limit 3 minutes per person)

EXECUTIVE SESSION:

1. 5ILCS 120/2 (c)(6): The setting of a price for sale or lease of property owned by the public body.

ADJOURNMENT

Agenda Memo

Crest Hill, IL

Meeting Date:	January 26, 2026
Submitter:	Ronald J Wiedeman
Department:	Engineering
Agenda Item:	Knapp Dr. Traffic Study Presentation

Summary: See attached presentation of highlights of the Traffic study of possible traffic calming alternatives for Knapp Dr. between Larkin Ave and Theodore.

The staff recommendation is to move forward with Alternative 1-All Way Stop Control at Knapp Street and Willow Circle Drive South and install a barrier median at Il Rte.7 (Theodore Street) and signage at Knapp Street restricting hours that a left turn movements can be made.

Recommended Council Action: Provide staff direction on which Knapp Dr. Traffic Calming the city would like to implement.

Financial Impact:

Funding Source: n/a

Budgeted Amount: n/a

Cost: n/a

Attachments:

Knapp Dr. Presentation

Draft Knapp Dr_Street_Calming Memorandum_Jan 2026

TRAFFIC CALMING STUDY

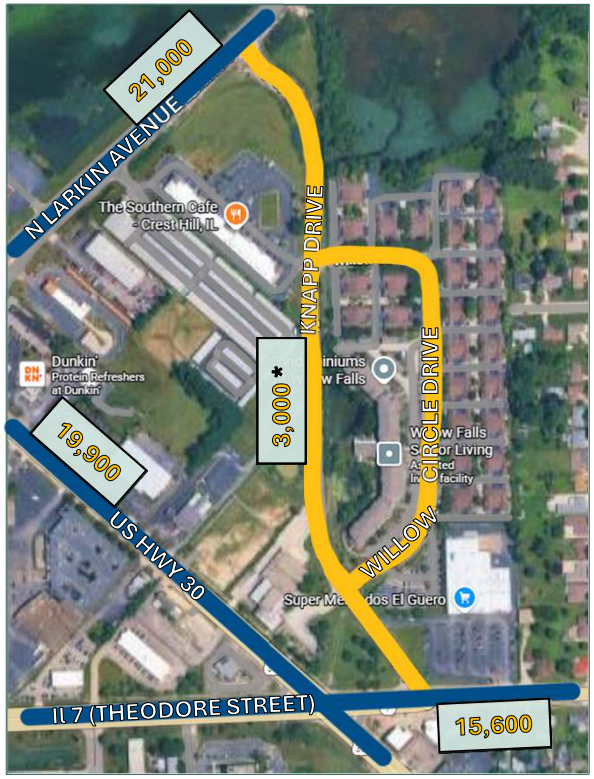
KNAPP DRIVE: IL 7 (THEODORE STREET) TO NORTH LARKIN AVENUE / WEBER ROAD

CREST HILL, WILL COUNTY

JANUARY 2026

PROJECT AREA AND AVERAGE DAILY TRAFFIC DATA

- Study purpose:
  Evaluate cut-through traffic on Knapp Drive between IL Route 7 (Theodore Street) and Larkin Avenue with the purpose of developing alternatives to reduce cut-through traffic by drivers seeking to avoid the triangle area (Larkin/Rte 7/Rte 30) and address concerns with the proposed QuikTrip development.



- Study area has 2 major and 2 minor intersections:
  1. Knapp Drive and Larkin Avenue/Weber Road
  2. Knapp Drive and IL Route 7 (Theodore Street)
  3. Knapp Drive and Willow Circle Drive (North)
  4. Knapp Drive and Willow Circle Drive (South)

LEGEND

- PROJECT AREA
- MAJOR STREETS
- ADT, 2025
- * ADT estimated based on June 2025 counts

EXISTING TRAFFIC DATA

LEGEND:

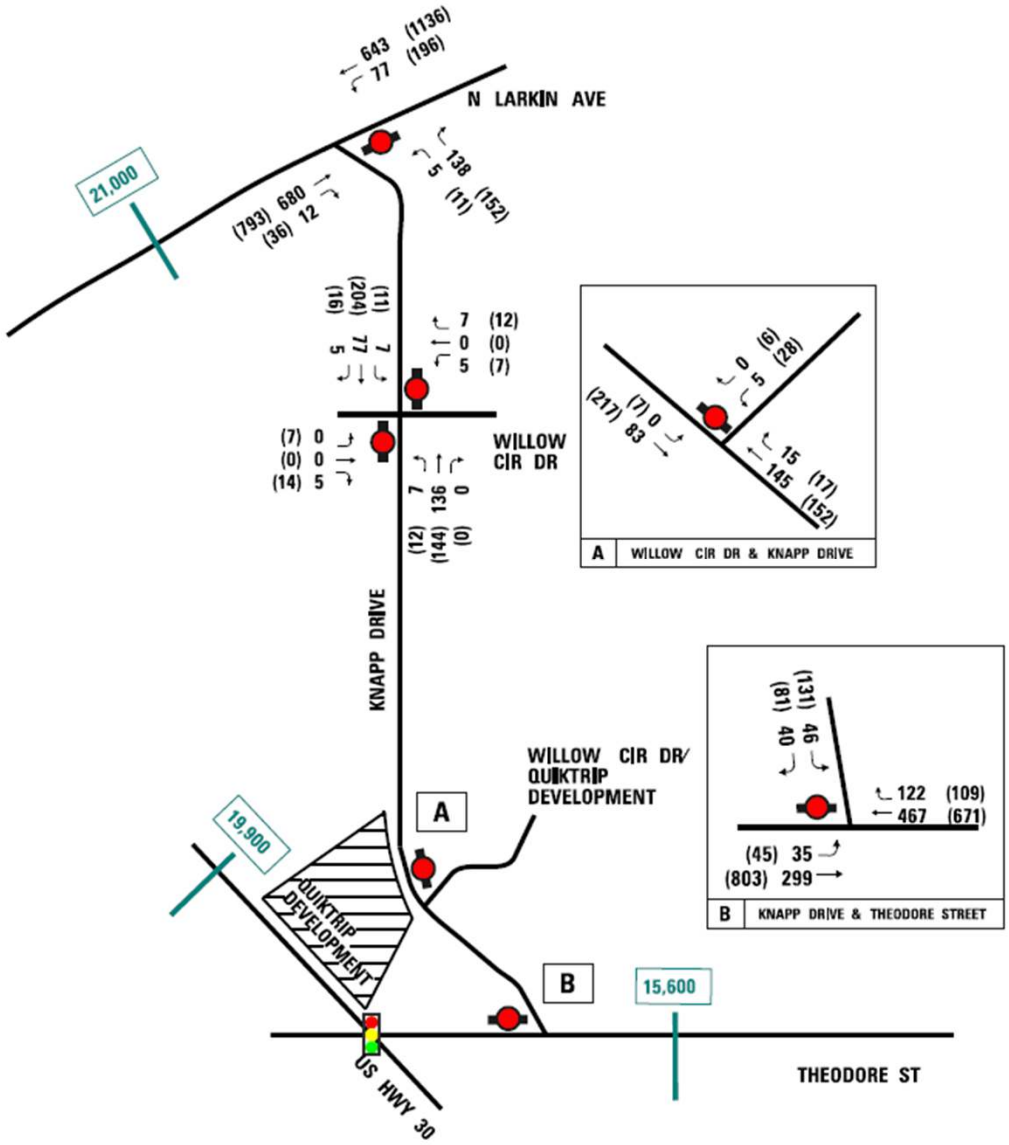
= AM PEAK HOUR VOLUME (7:30 - 8:30 AM)

(##) = PM PEAK HOUR VOLUME (3:30 - 4:30 PM)

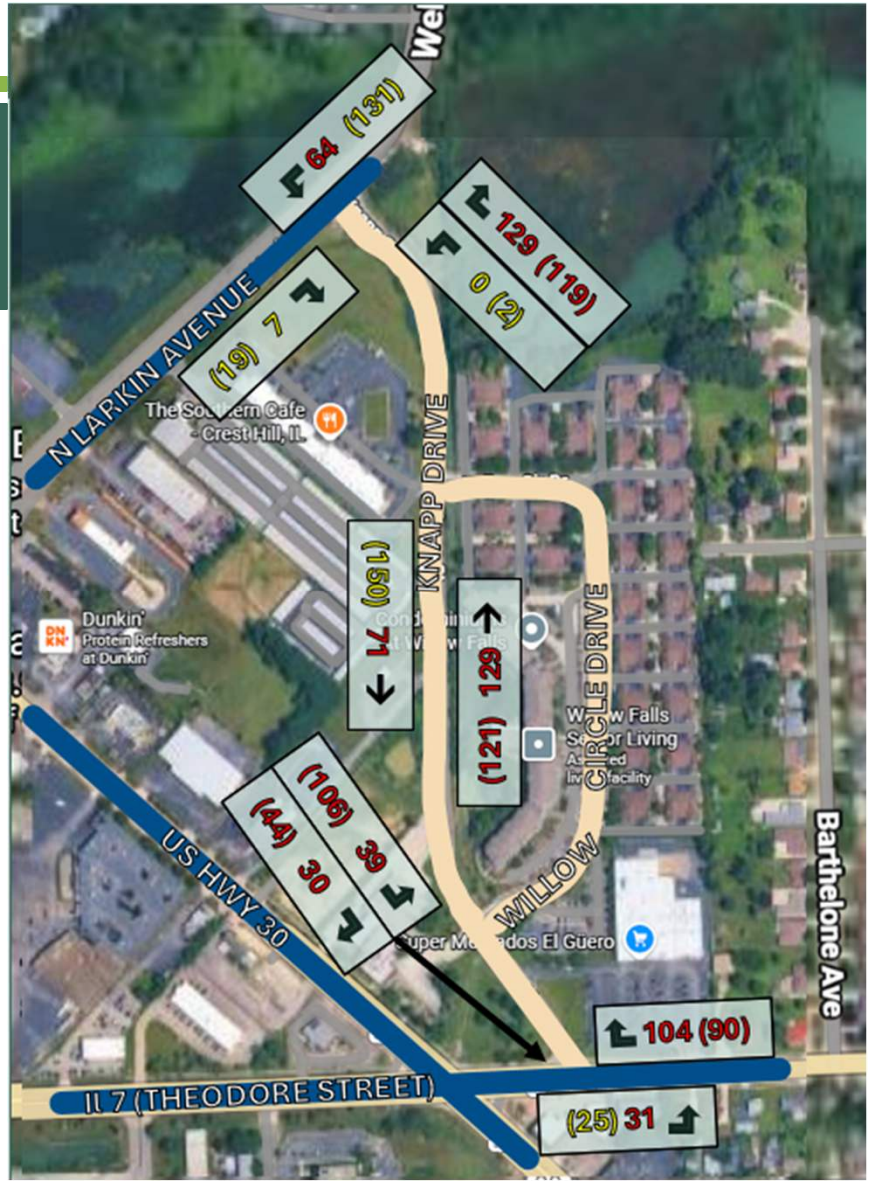
= SIGNALIZED INTERSECTION

= EXISTING STOP SIGN

COUNTS CONDUCTED JUNE 2025



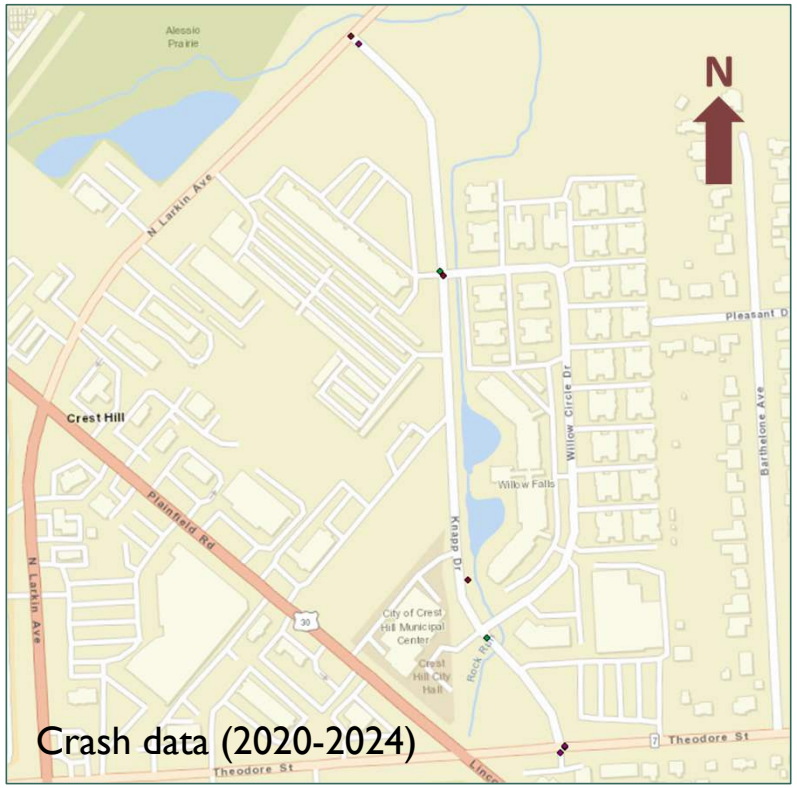
CUT-THROUGH TRAFFIC DATA



LEGEND

- GREATER THAN 75% CUT-THROUGH VOLUME
- BETWEEN 51% TO 75% CUT-THROUGH VOLUME
- LESS THAN 50% CUT-THROUGH VOLUME
- ## AM PEAK HOUR CUT-THROUGH VOLUME
- (##) PM PEAK HOUR CUT-THROUGH VOLUME

CRASH DATA & SPEED DATA ON KNAPP DRIVE

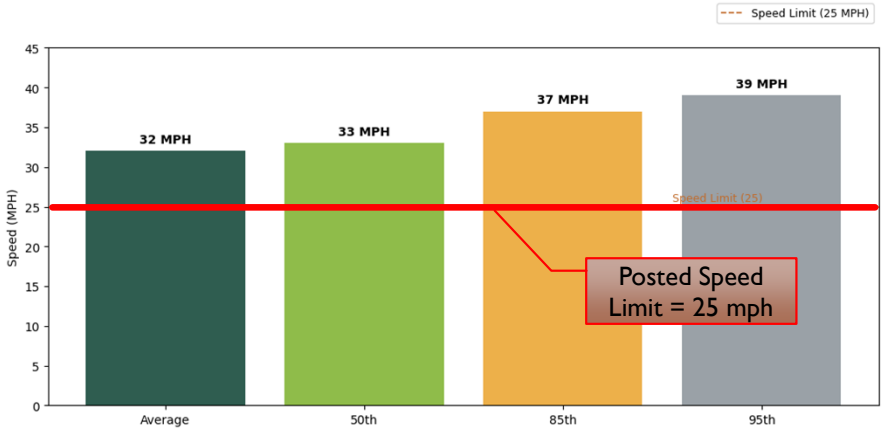


Crash Data:

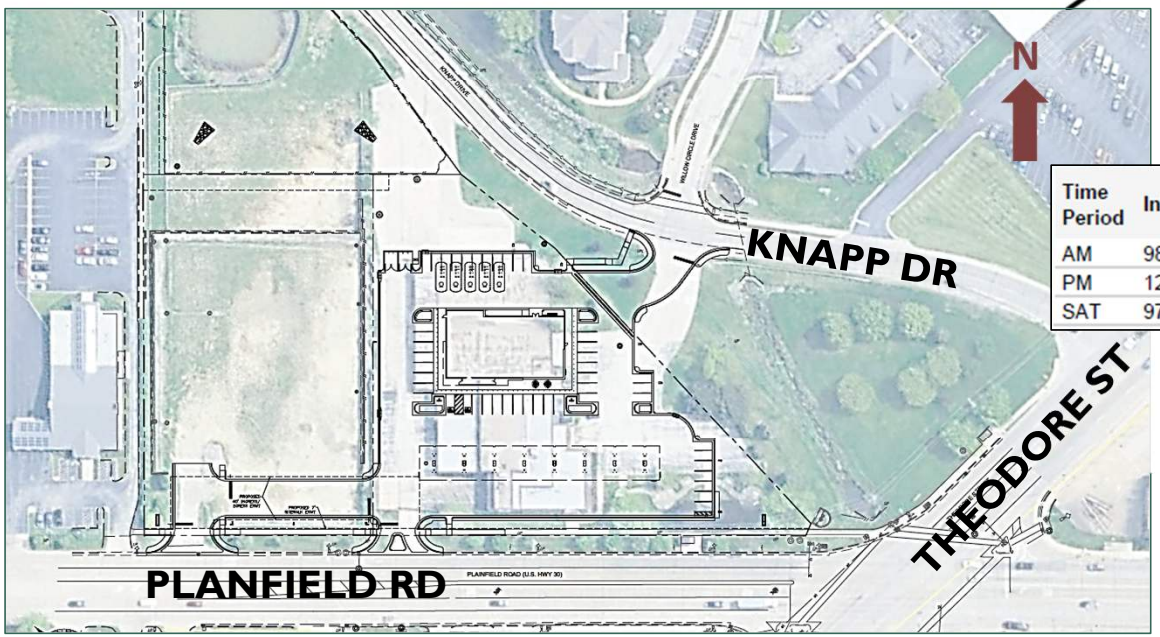
- 79 Total Crashes – 2020 to 2024
  - 74 (93.7%) at TWSC/AWSC Intersections
  - 5 (6.3%) at Midblock

Speed Data:

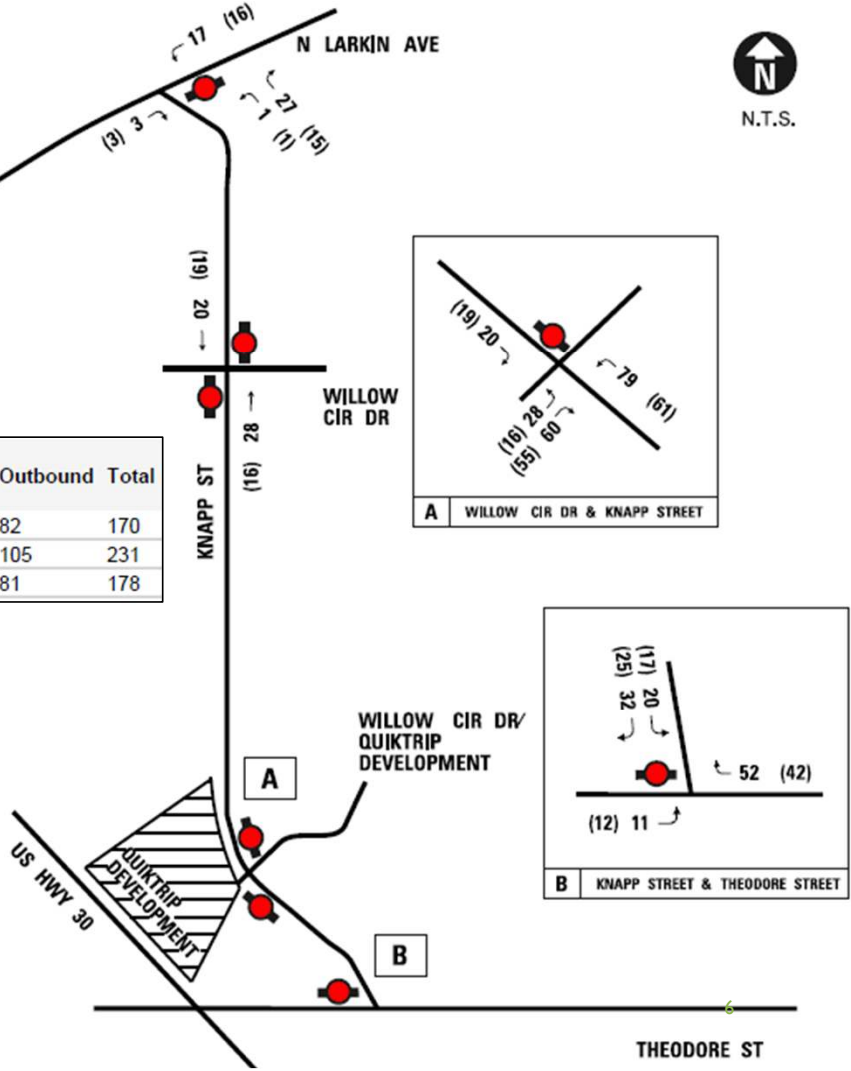
- ~32 mph average speed of vehicles
- ~37 mph 85th %ile
- Posted Speed Limit = 25 mph



QUIKTRIP DEVELOPMENT



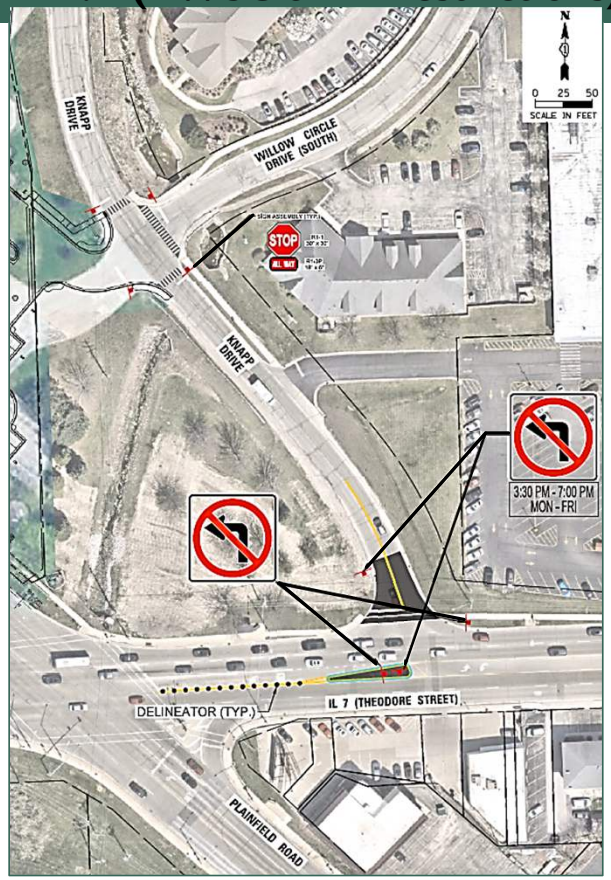
Time Period	Inbound	Outbound	Total
AM	98	82	170
PM	126	105	231
SAT	97	81	178



Source: *KLOA TIS dated July 31, 2025*

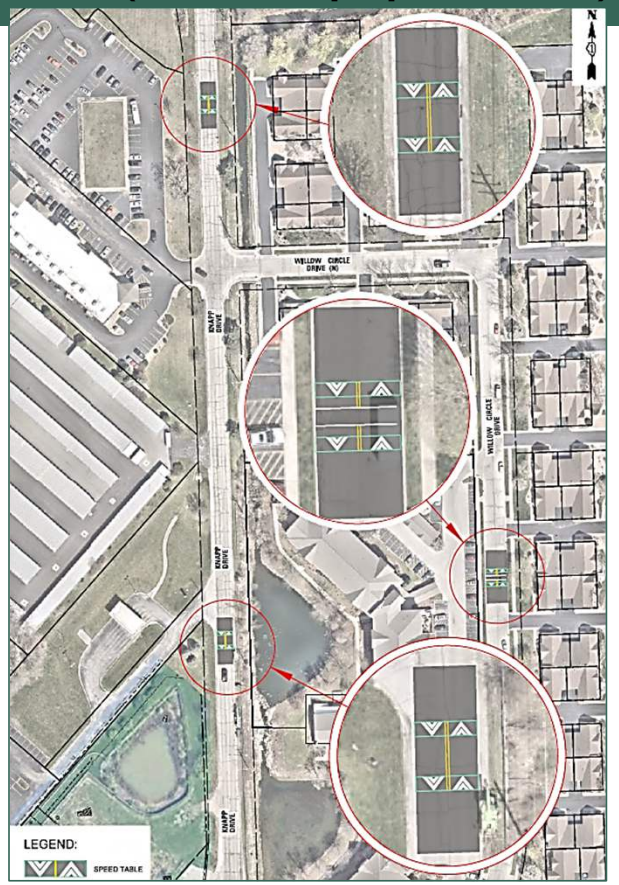
TRAFFIC CALMING SUMMARY – INITIAL IMPLEMENTATIONS ALTERNATIVES:

ALT. 1 (AWSC & LT Restrictions)



Alt 1:
Install all-way stop control at Willow Circle (south) with left turn restrictions at IL 7 (Theodore St)

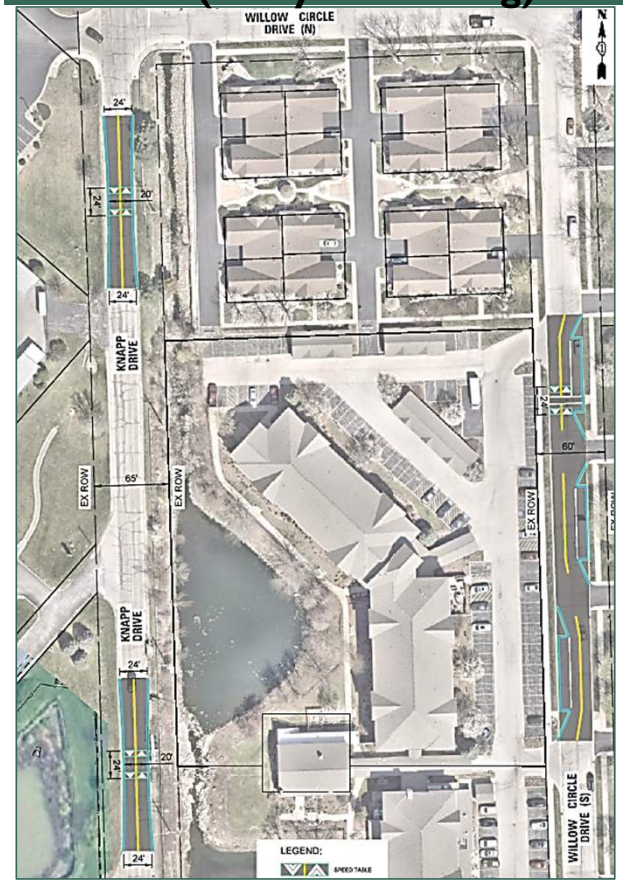
ALT. 2 (Perm/Temp Speed Tables)



Alt 2:
Install permanent or temporary speed tables along Knapp Drive

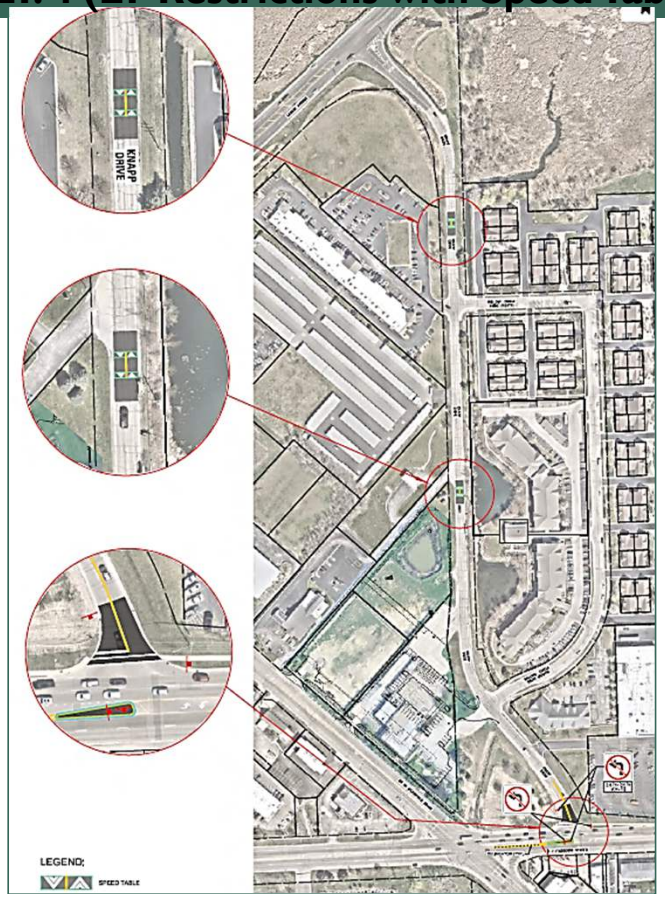
TRAFFIC CALMING SUMMARY – INITIAL IMPLEMENTATIONS ALTERNATIVES:

ALT. 3 (Rdwy Narrowing)



Alt 3:
Install roadway narrowing along Knapp Drive and consider curb extensions and parking for Willow Circle Drive

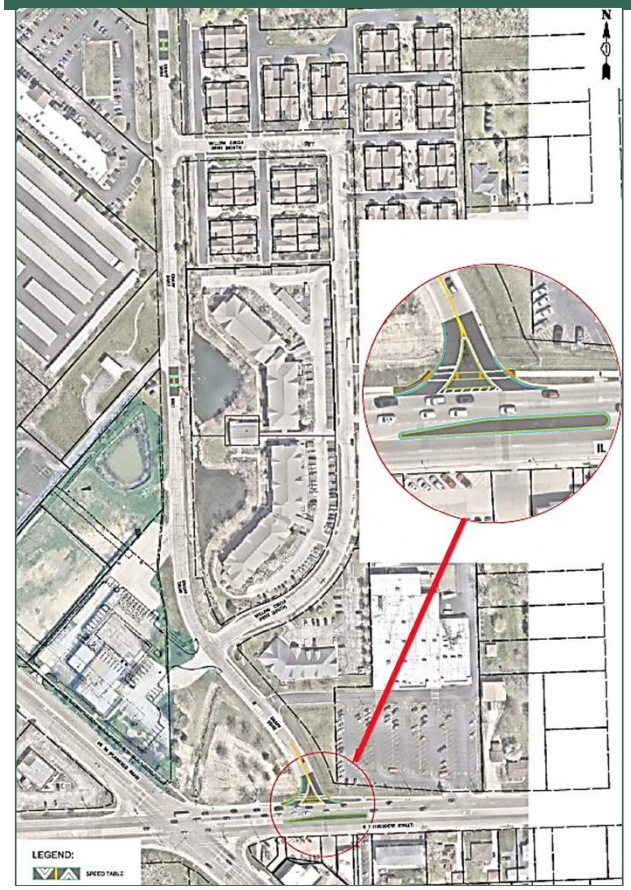
ALT. 4 (LT Restrictions with Speed Tables)



Alt 4:
Install left turn restrictions at IL 7 (Theodore St) with speed tables along Knapp Drive

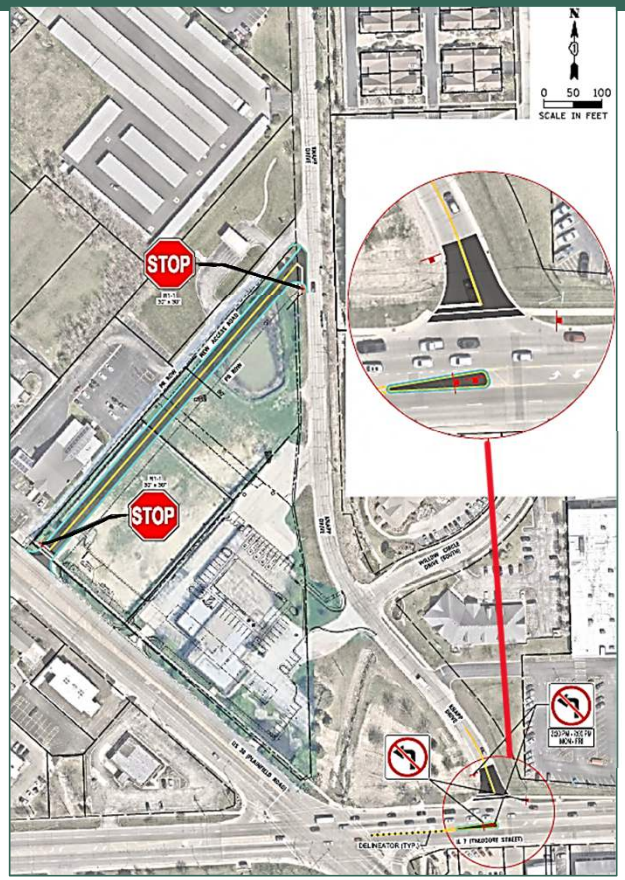
TRAFFIC CALMING SUMMARY – SECONDARY IMPLEMENTATION ALTERNATIVES:

ALT. 5 (RIRO at IL 7)



Alt 5:
Install a right-in, right-out at IL 7 (Theodore Street) with speed tables along Knapp Drive.

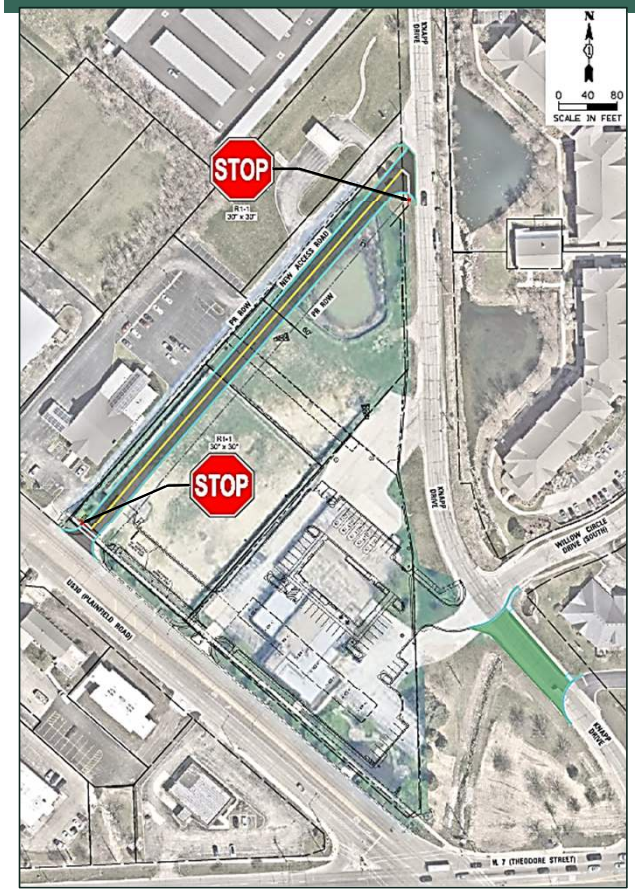
ALT. 6.A (New Access Road)



Alt 6A:
Construct a new access road at US 30 along the west side of the development to connect to Knapp Drive and install left turn restrictions at IL 7 (Theodore Street).

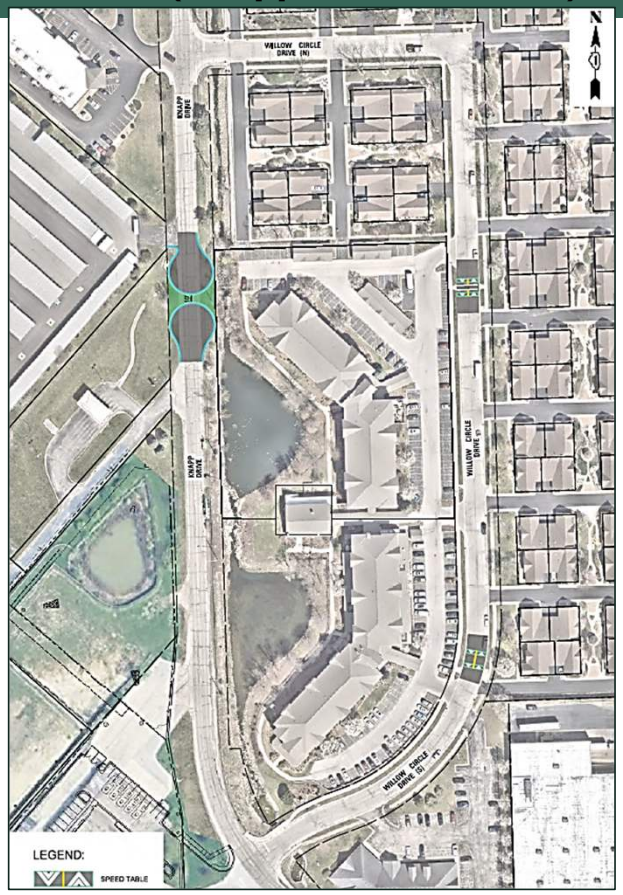
TRAFFIC CALMING SUMMARY – SECONDARY IMPLEMENTATION ALTERNATIVES (…CONTINUED)

ALT. 6.B (New Access Rd with Closure)



Alt 6B:
Construct a new access road at US 30 along the west side of the development to connect to Knapp Drive and close Knapp Drive south of Willow Circle Drive south.

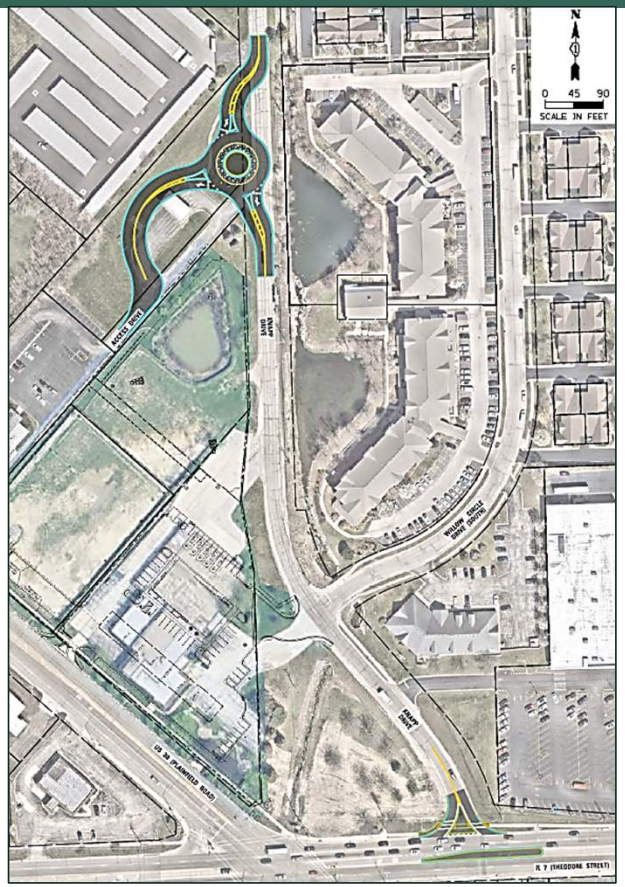
ALT. 7 (Knapp Drive Closure)



Alt 7:
Construct a road closure on Knapp Drive located in between Willow Circle Drive north and Willow Circle Drive south. Install supplemental speed tables on Willow Circle Drive.

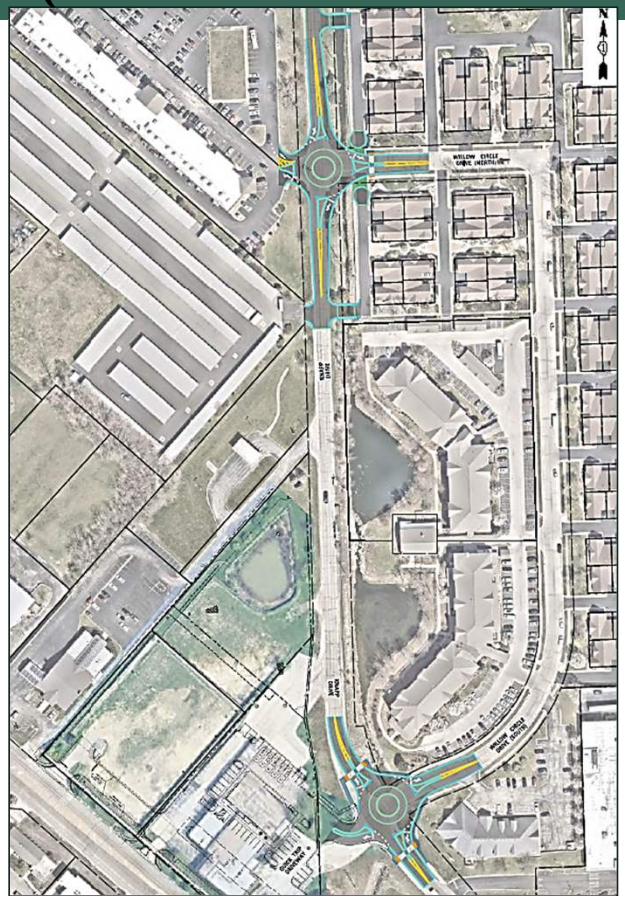
TRAFFIC CALMING SUMMARY – SECONDARY IMPLEMENTATION ALTERNATIVES (…CONTINUED)

ALT. 8 (Roundabout with RIRO at IL 7)



Alt 8:
Construct a roundabout to slow traffic on Knapp Drive located in between Willow Circle Drive north and Willow Circle Drive south and install a right-in, right-out at IL 7 (Theodore St).

ALT. 9 (Two Roundabouts at Willow Circle Dr)



Alt 9:
Construct two roundabouts located at Willow Circle Drive north and Willow Circle Drive south.

RECOMMENDATION



Recommendation is to implement Traffic Calming measures using an iterative approach beginning with the initial improvements:

- Curb Bumpouts/Road narrowing
- Speed Tables
- Barrier Median
- Stop Control

If initial measures do not yield expected results, the secondary improvements should be implemented:

- RIRO
- New Roadway Access
- Roadway Closures
- Roundabout

APPENDIX - EXAMPLES

EXAMPLE OF PERMANENT CLOSURE:

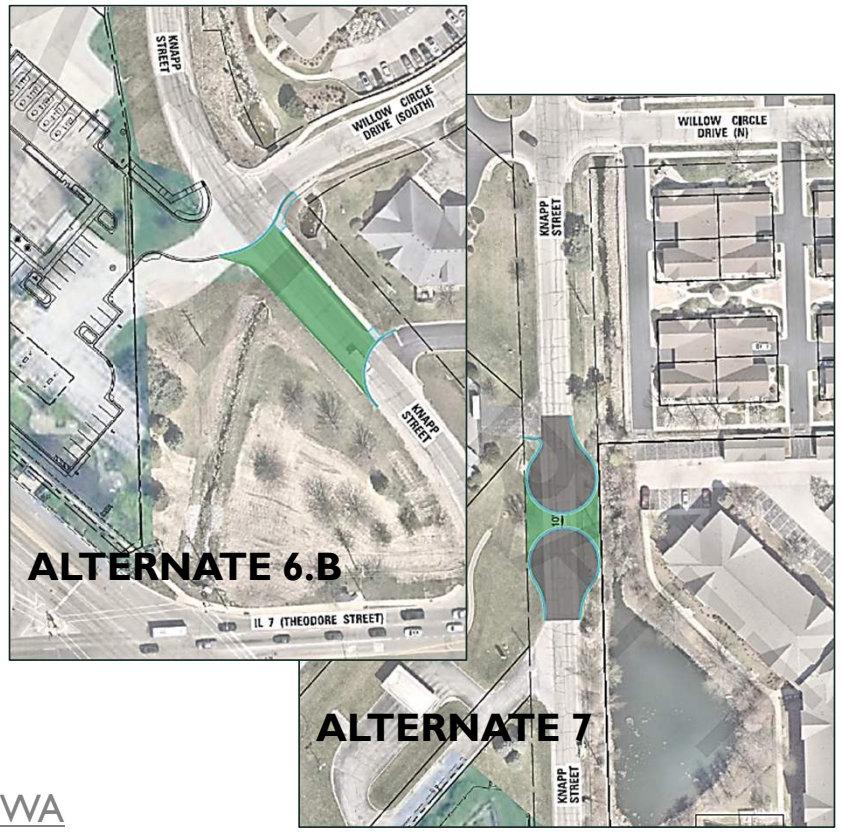
Reduces volume of cut-thru traffic.

Suggested location: South of Willow Circle Drive North and Knapp Drive

Full Closure



- Dead end street with one ingress/egress
- Created to eliminate through traffic



Module 3: Toolbox of Individual Traffic Calming Measures Part 3 | FHWA

EXAMPLE OF CURB EXTENSIONS / BUMPOUTS AT INTERSECTIONS:

Visually & physically narrow the roadway, reducing volume and speed of cut-thru traffic. Raised crossing to make pedestrians more visible to motorists.

Suggested location: Willow Circle Drive







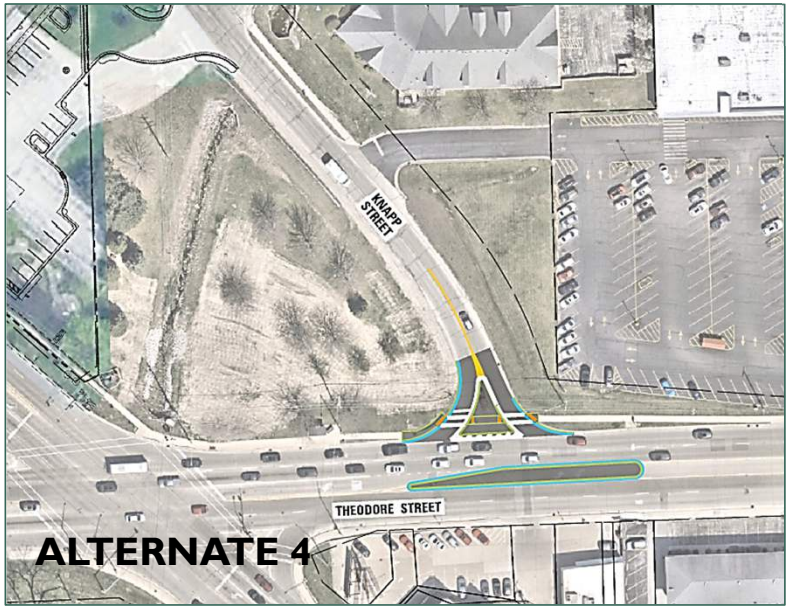
15

EXAMPLE OF RIGHT IN/RIGHT OUT (RIRO) AT INTERSECTIONS:

Physically restricting access at the intersection, reducing the volume of cut through traffic.

Suggested location: IL 7 (Theodore St) and Knapp Dr





16

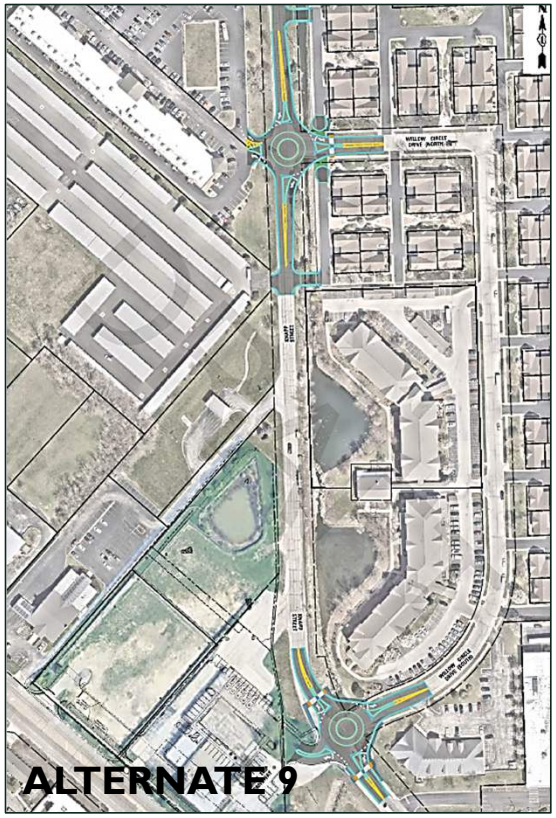
EXAMPLE OF ROUNDABOUTS:

Reduces speed of all traffic and volume of cut through traffic.

Suggested location: Knapp Dr and Access Dr
Knapp Dr and North and South Willow Circle Dr

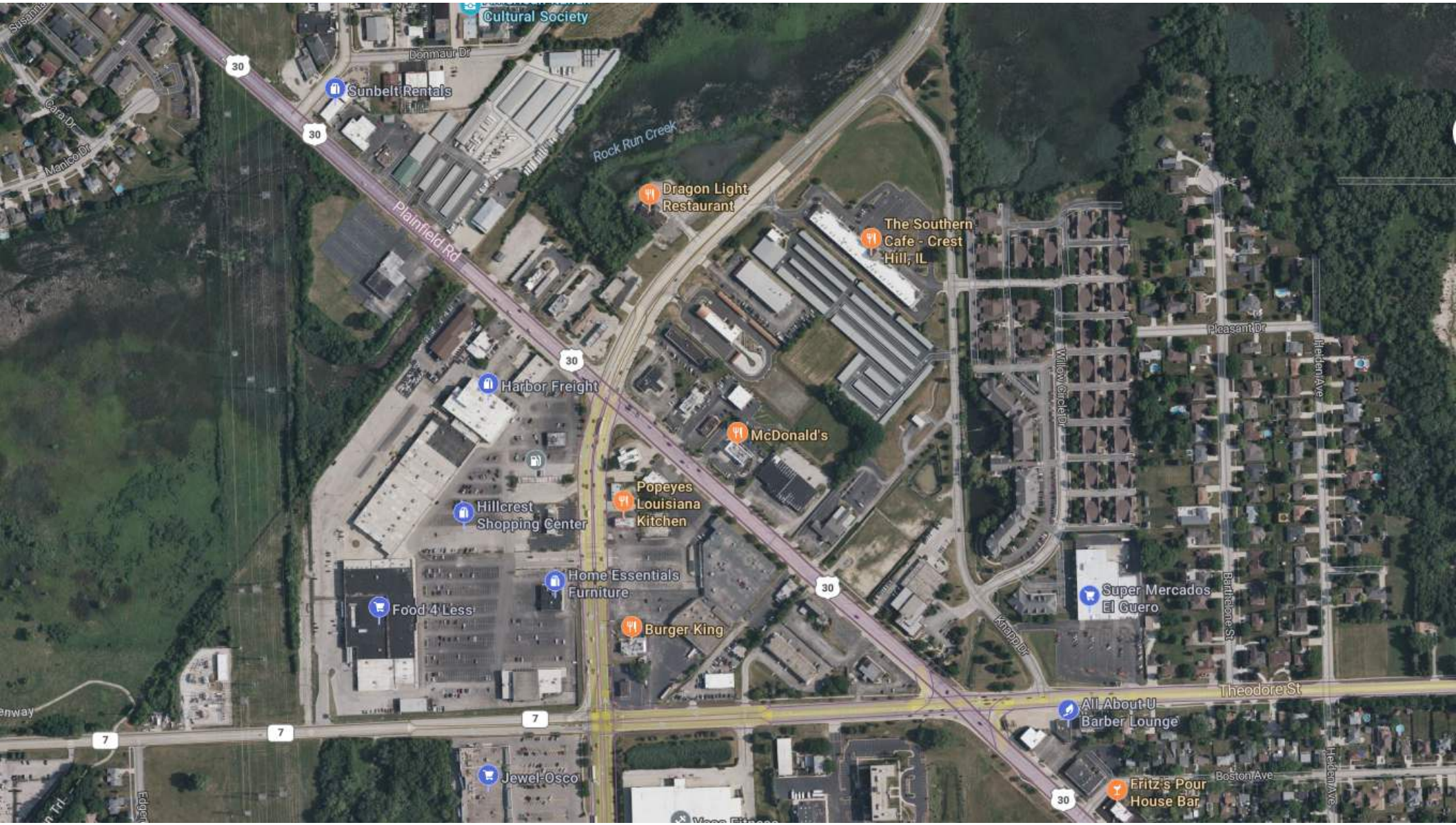






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17


Cultural Society
Donmaur Dr
Sunbelt Rentals
Cara Dr
Manico Dr
30
Rock Run Creek
Plainfield Rd
Dragon Light Restaurant
The Southern Cafe - Crest Hill, IL
Pleasant Dr
Willow Circle Dr
Hebert Ave
Harbor Freight
McDonald's
Popeyes Louisiana Kitchen
Hillcrest Shopping Center
Home Essentials Furniture
Food 4 Less
Burger King
Super Mercados El Guero
Bartolone St
Knapp Dr
Theodore St
All About U Barber Lounge
7
Jewel-Osco
Boston Ave
Fritz's Pour House Bar

MEMORANDUM

December 12, 2025
Revised: January 16, 2026

TO: Ron Wiedeman, City of Crest Hill

FROM: Liz Jensen, CBBEL
Frank Nemes, CBBEL
Pragya Subedi, CBBEL

SUBJECT: Old City Hall Area Crest Hill Traffic Analysis – Crest Hill
(CBBEL Project #250180)

Christopher B. Burke Engineering, Ltd. (CBBEL) was retained by the City of Crest Hill to assess the level of non-resident vehicular traffic on Knapp Drive between IL Route 7 (Theodore Street) and Larkin Avenue and to develop alternatives to reduce or eliminate this cut-through traffic along Knapp Drive by drivers seeking to avoid the triangle area (Larkin/Rt 7/ Rt 30). The City seeks to discourage cut-through traffic using traffic calming strategies. See Exhibit 1 for the Project Location map.

EXISTING CONDITIONS

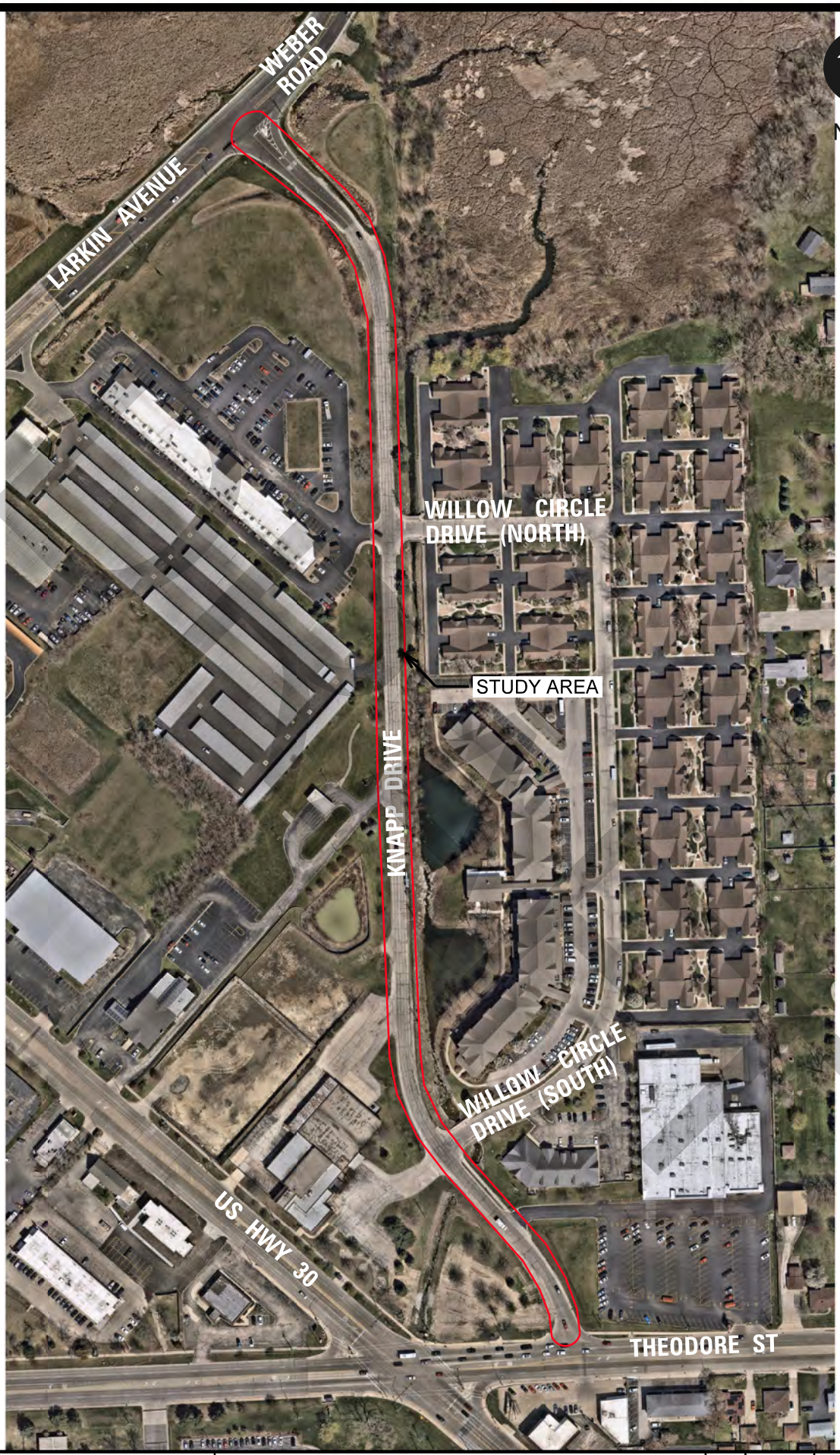
The study area is located along Knapp Drive between IL Route 7 (Theodore Street) on the south and North Larkin Avenue / Weber Road on the north. The posted speed limit on Knapp Drive is 25 mph and the 85th Percentile speed of traffic is 37 mph. Knapp Drive consists of northbound and southbound two-way traffic, one lane in each direction and provides access to the Willow Falls senior living community consisting of townhomes and condos at Willow Circle Drive located on the east side of Knapp Drive. Knapp Drive also provides access points to the former Crest Hill City Hall site, the Chase bank site, and the northern strip plaza. The City requested the scope be revised to focus only on Knapp Drive between IL Route 7 (Theodore Street) and North Larkin Avenue/Weber Road and not include the other intersections in the triangle area.

Study Area Intersections

The study area has two major unsignalized intersections along Knapp Drive, one on the north end at Larkin Avenue/Weber Road and one on the south end at IL Route 7 (Theodore Street). The study area also includes two minor intersections along Knapp Drive, at Willow Circle Drive North and at Willow Circle Drive South. See Exhibit 2 for the existing lane configurations.

<u>Knapp Drive and Larkin Avenue/Weber Road</u>
The intersection of Knapp Drive and Larkin Avenue/Weber Road is a three-legged intersection. The intersection of Larkin Avenue/Weber Road was recently improved by Will

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N.T.S.

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

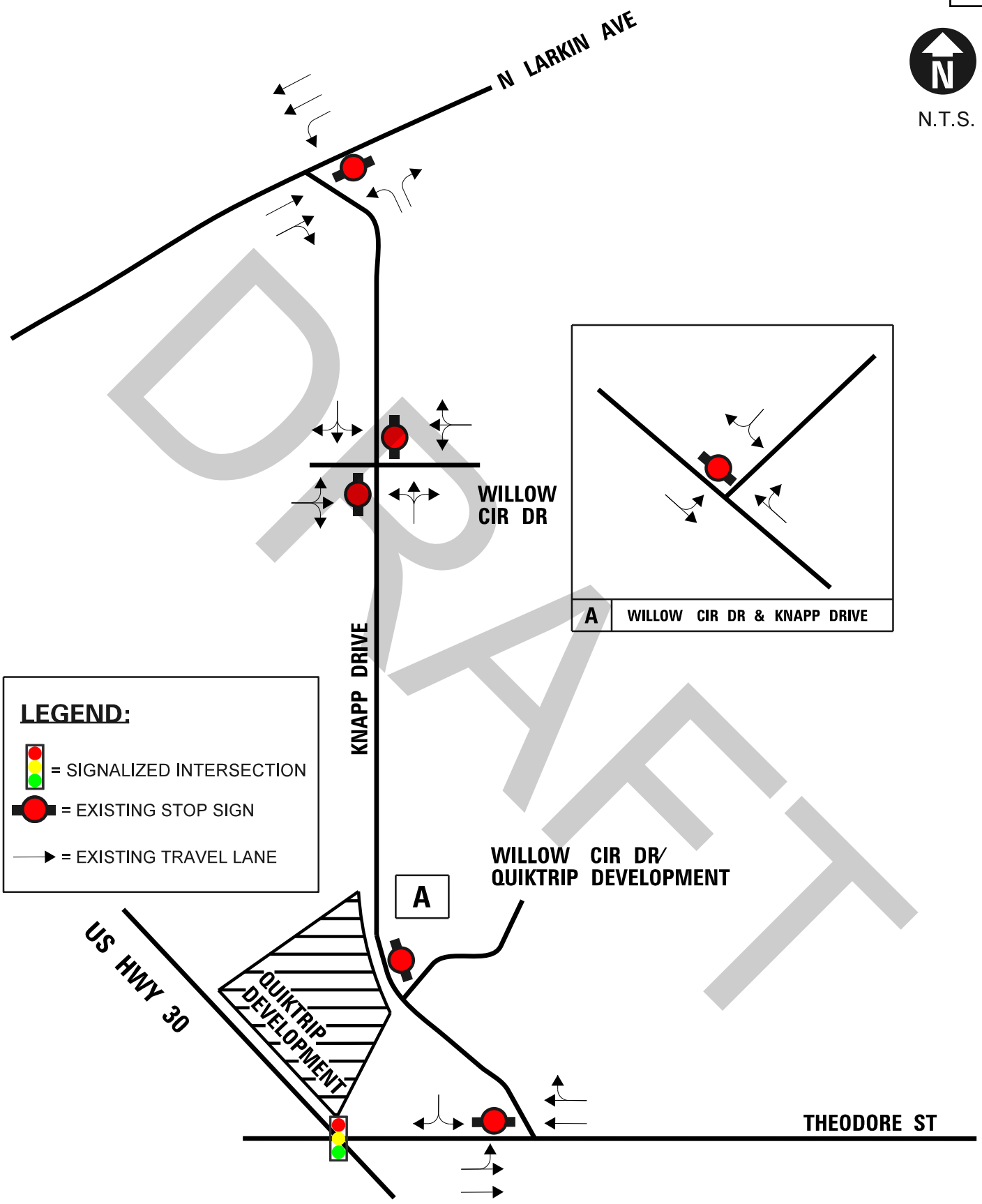
LOCATION MAP
KNAPP DRIVE FROM THEODORE STREET TO LARKIN AVENUE / WEBER ROAD

DESIGN	PS
DRAWN	FPB
CHECKED	EAJ
SCALE:	1" = 2'
DATE:	1/23/2026

PROJECT NO. 250180

EXHIBIT NO. 1

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

TITLE:

EXISTING LANE CONFIGURATION

PROJECT NO. 250180
DATE: 9/9/2025
EXHIBIT NO. 1

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County Division of Transportation. The revised geometry has five (5) lanes, two-way traffic with a new southwest-bound left turn lane. Knapp Drive is stop-controlled at its intersection with Larkin Avenue/Weber Road. The Knapp Drive approach has an exclusive right turn lane and left turn lane. Larkin Avenue/Weber Road falls under the jurisdiction of Will County.

Knapp Drive and IL Route 7 (Theodore Street)
The intersection of Knapp Drive and IL Route 7 (Theodore Street) is a three-legged intersection. IL Route 7 (Theodore Street) has five (5) lanes, two-way traffic with a flush median. Knapp Drive is a two-lane, two-way road. Knapp Drive has one shared lane with no exclusive turn lanes. Illinois Route 7 (Theodore Street) is under the jurisdiction of IDOT.

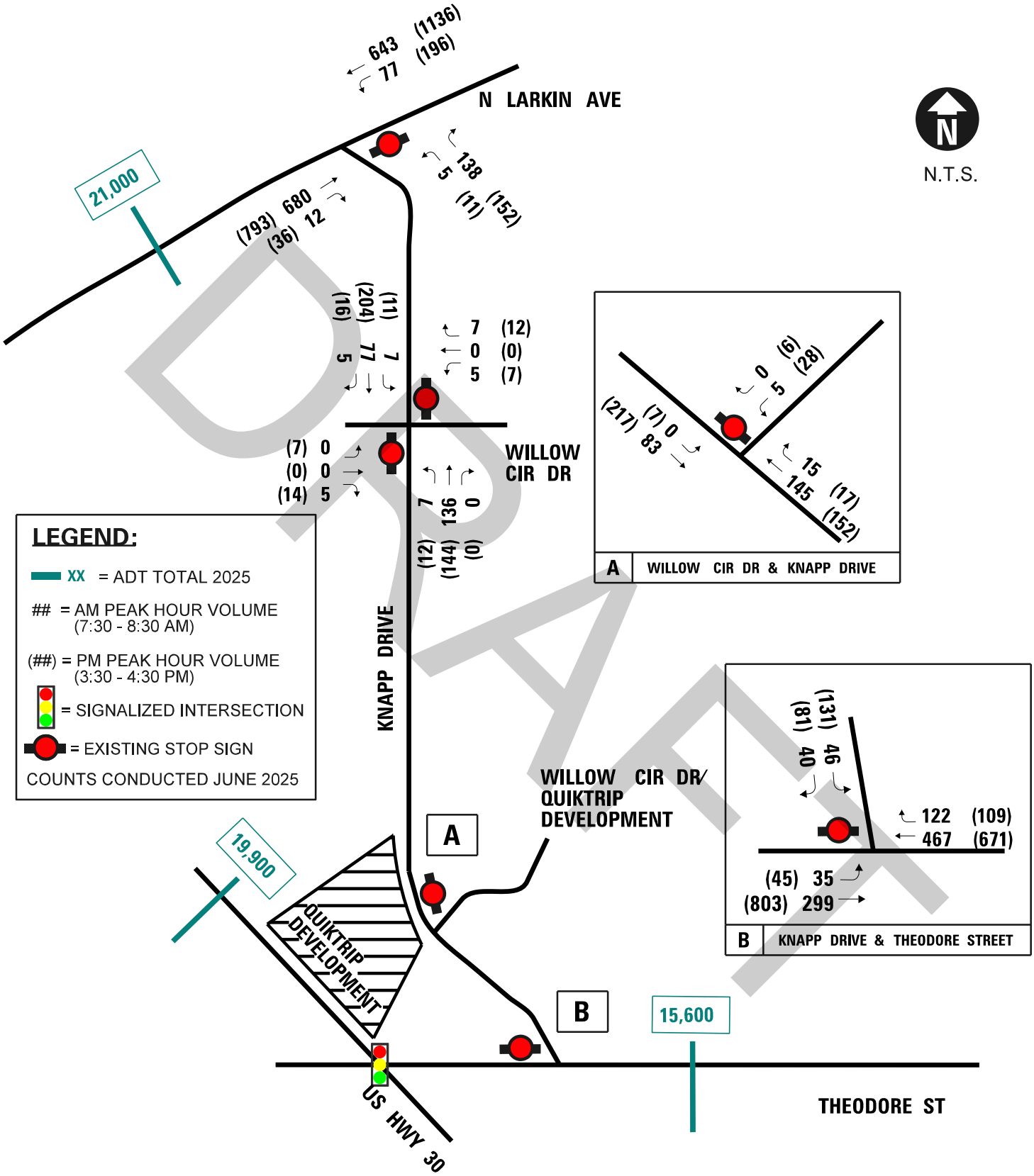
Knapp Drive and Willow Circle Drive (North)
The intersection of Knapp Drive and Willow Circle Drive (North) is a four-legged intersection with Knapp Drive on north-south direction and Willow Circle Drive leading to the Willow Falls senior living community on the east side of Knapp Drive and access to the strip plaza on the west side of Knapp Drive. Both Knapp Drive and Willow Circle Drive are under the jurisdiction of the City of Crest Hill.

Knapp Drive and Willow Circle Drive (South)
The intersection of Knapp Drive and Willow Circle Drive (South) is a four-legged intersection with Knapp Drive in the north-south direction and Willow Circle Drive leading to the Willow Falls senior living community on the east side of Knapp Drive and access to the former Crest Hill City Hall on the west side of Knapp Drive.

QUIKTRIP PLANNED DEVELOPMENT

The study area includes the old City Hall site located on the northeast quadrant of US 30 (Plainfield Road) and IL Route 7 (Theodore Street). The old City Hall site, which is approximately 5.85 acres, will be redeveloped into a proposed 16 fueling position QuikTrip gas station with a 5,312 square foot convenience store, and an approximate 3,000 square foot drive through (future) restaurant. The proposed site will provide three access points, two of them along US Route 30 (Plainfield Road) and one full access at Knapp Drive and Willow Circle Drive (south). The Traffic Impact Study (TIS) dated July 31, 2025, by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA), indicates that the proposed QuikTrip development would generate 187 vehicle trips in the AM peak period, 151 vehicle trips in the PM peak period and 152 vehicle trips on Saturday on Knapp Drive. These vehicle trips represent approximately 33% of the total trip generation of the proposed development with half being inbound to the site and half being outbound from the site during each of the three peak periods: weekday AM, weekday PM and Saturday. Table 1 below provides a summary of the expected trip generation of the proposed development at the Knapp Drive and Willow Circle Drive (south) site access. See Exhibit 4 for projected Quiktrip volumes. The volumes in Exhibit 3 were added to Exhibit 4 and resulted in the volumes in Exhibit 5, Total Volumes. The

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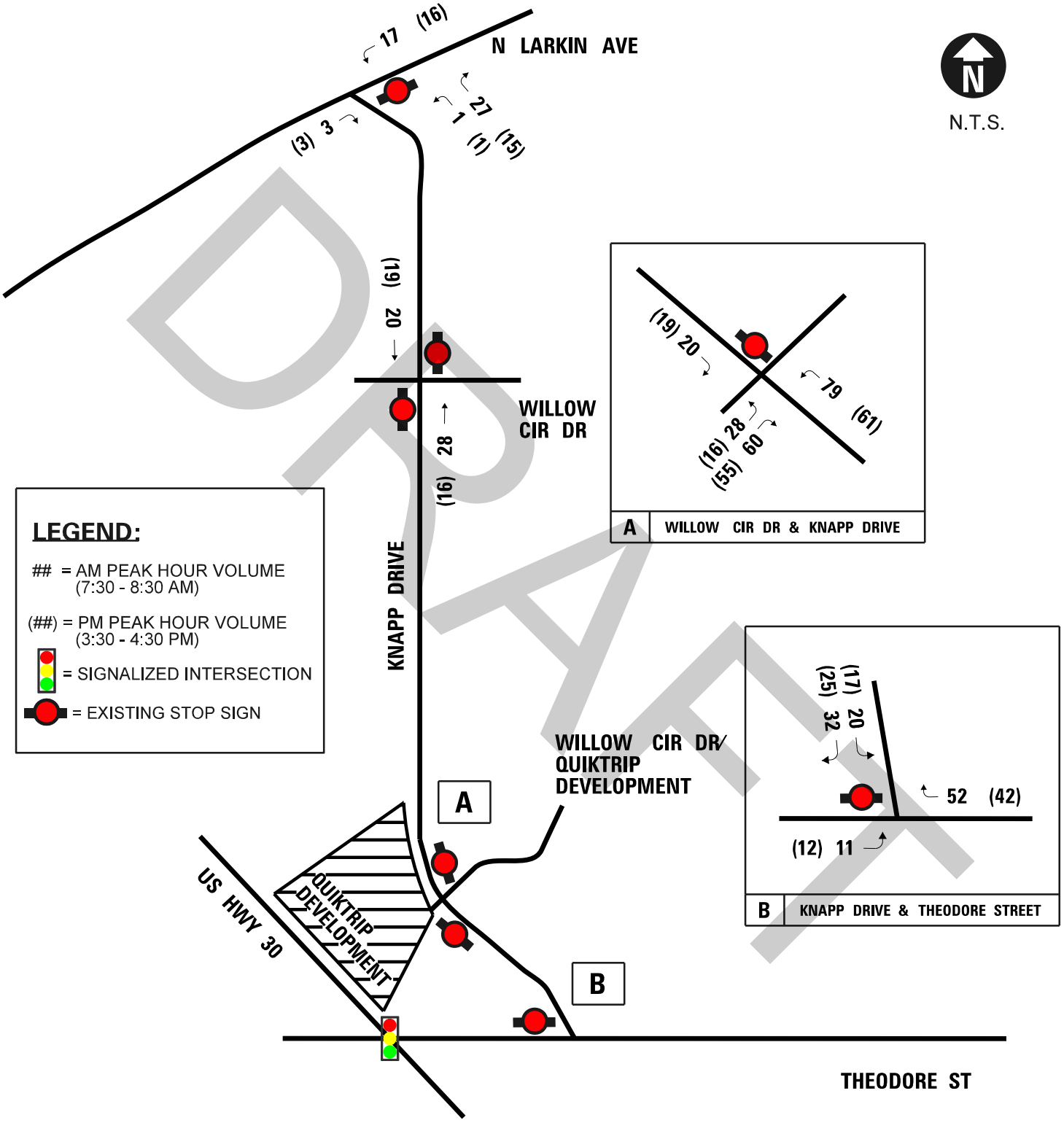
CHRISTOPHER B. BURKE
ENGINEERING, LTD.
9575 West Higgins Road
Suite 600, Rosemont, Illinois 60018
(847) 823-0500

TITLE:

EXISTING VOLUMES

PROJECT NO. 250180
DATE: 9/9/2025
EXH 26

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* QUIKTRIP SITE GENERATED VOLUMES FROM KLOA TIS DATED JULY 31, 2025

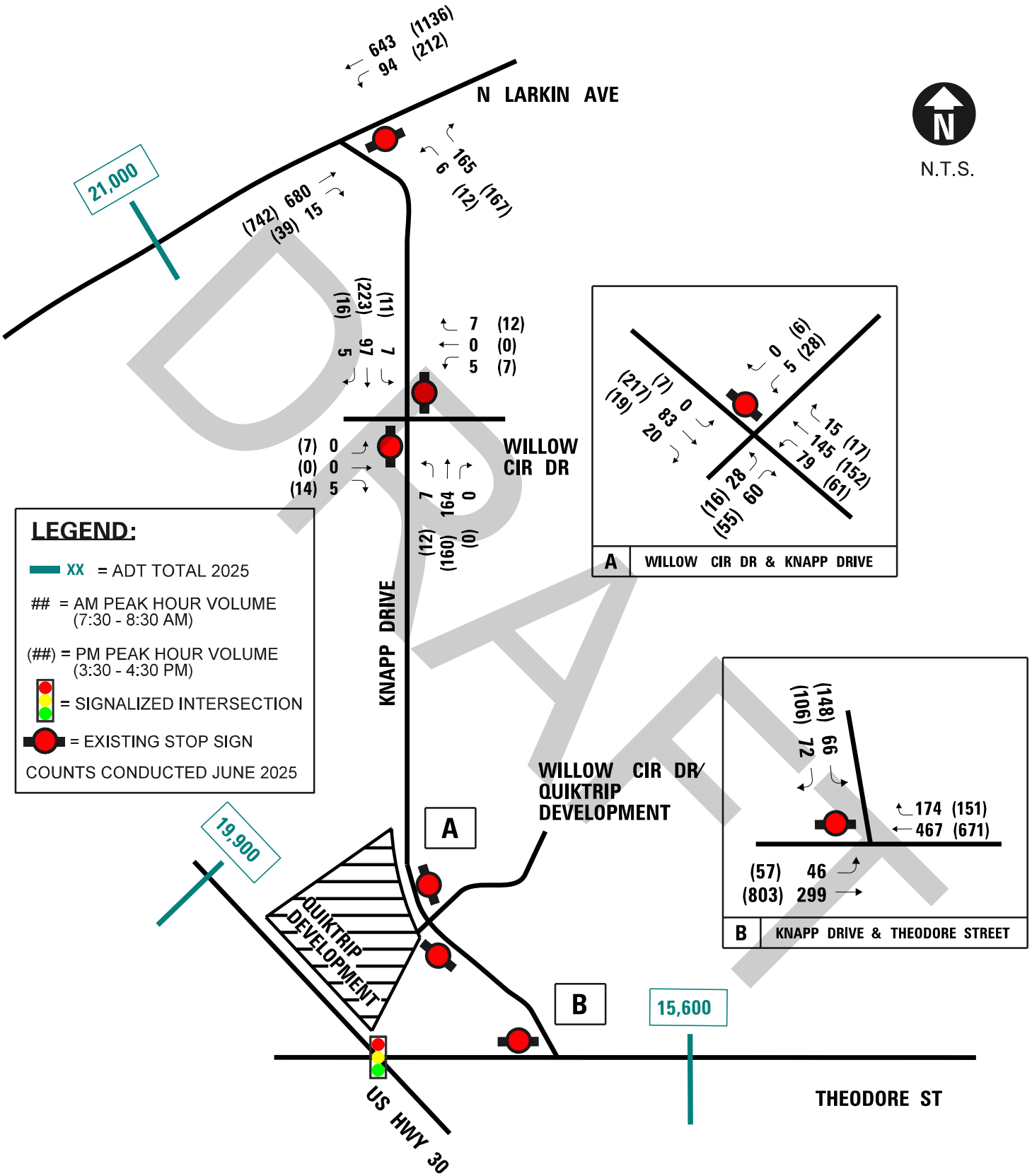
CHRISTOPHER B. BURKE
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Suite 600, Rosemont, Illinois 60018
(847) 823-0500

TITLE:

QUIKTRIP GENERATED VOLUMES

PROJECT NO. 250180
DATE: 9/9/2025
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ENGINEERING, LTD.
9575 West Higgins Road
Suite 600, Rosemont, Illinois 60018
(847) 823-0500

TITLE:

TOTAL VOLUMES

PROJECT NO. 250180
DATE: 9/9/2025
EXH 28

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appendix contains additional data from the KLOA TIS regarding the proposed development's traffic generation.

WILLOW FALLS TOWNHOME ASSOCIATION

The City is in receipt of communication on behalf of the Willow Falls Townhome Association (HOA) on September 16, 2025 regarding concerns about the proposed Quik Trip development. The HOA is specifically requesting that all access to the proposed Quik Trip development be limited to US Route 30. This would eliminate any Quik Trip access to Knapp Drive. The HOA concerns are the potential increased traffic, cut-through traffic and the perceived safety impacts including speeding along Knapp Drive which could be exacerbated due to the proposed Quik Trip development. Several alternatives have been developed in this traffic analysis with the goal of reducing cut-through traffic volumes, reducing speeds and improving safety along Knapp Drive between IL Route 7 (Theodore Street) and Larkin Avenue/Weber Road.

CBBEL estimated the vehicle trips using the land uses proposed in the Quik Trip development at the intersection of Knapp Drive and Willow Circle Drive (south), which is shown in the table below:

Table 1: QuikTrip - Trip Generation at Knapp Drive & Willow Circle Drive (south)
(Includes gas station/convenience store plus 5,500 sq ft total restaurant space)

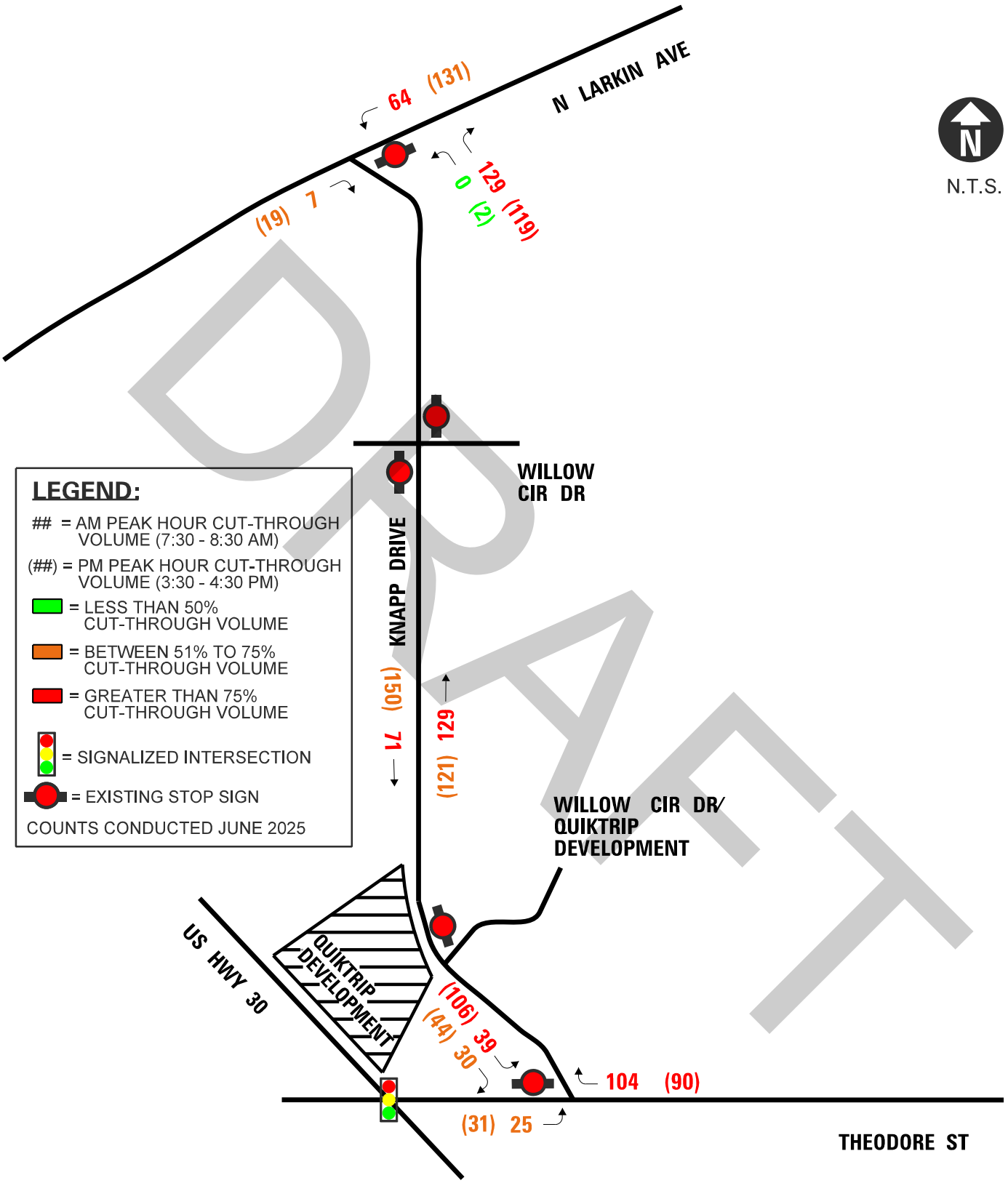
Time Period	Inbound	Outbound	Total
AM	98	82	170
PM	126	105	231
SAT	97	81	178

DATA COLLECTION

CBBEL conducted turning movement counts and an origin-destination study, referred to as an O-D Study, on June 25, 2025, from 7 am to 7 pm along Knapp Drive including the intersections of IL Route 7 (Theodore Street), Willow Circle Drive (north and south intersections), and Larkin Avenue. See Exhibit 3 for the existing traffic volumes and Exhibit 6 for the volume of peak hour cut through traffic. The raw count data and the O-D data are included in the Appendix.

CBBEL performed field observations to observe general traffic characteristics during a typical day during the AM peak period on August 28, 2025, and the PM peak period on August 27, 2025.

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TITLE:

EXISTING CUT-THROUGH VOLUMES

PROJECT NO. 250180
DATE: 9/23/2025
EXH 30

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Field Data

The field observations and the O-D study revealed that during the AM period (7 am to 10 am) approximately 78% of the northbound/southbound traffic along Knapp Drive was cut-through. The cut-through percentage decreased to approximately 71% during the PM period (4 pm to 7 pm). During the rest of the daytime (10 am to 4 pm) the percentage of cut-through traffic on Knapp Drive was approximately 67%. During the AM and PM Peak periods, it was observed that only a few vehicles on Knapp Drive had their destination along Knapp Drive. The only time that queues were noted on Knapp Drive was in the PM Peak for the southbound movement at the IL Route 7 (Theodore Street) intersection due primarily to the southbound left turn movement.

CRASH ANALYSIS

CBBEL retrieved the five (5) year crash history along the project study area, the intersection at the north end, Knapp Drive and Larkin Avenue/Weber Road, along Knapp Drive and the intersection at the south end, Knapp Drive and IL Route 7 (Theodore Street) for the period of five (5) years from 2020 to 2024 were studied.

Knapp Drive at Larkin Avenue/Weber Road

There were 21 (52.5%) front to rear, 7 (17.5%) sideswipe same direction, 6 (15.0%) fixed object crashes, 4 (10.0%) angle and turning type crashes, one (2.5%) front to front, one (2.5%) other non-collision type crashes among 40 total crashes at Knapp Drive and Larkin Avenue/Weber Road. 11 (27.5%) of the total crashes occurred during wet conditions and 9 (22.5%) occurred during the nighttime.

Knapp Drive Segment

There was a total of 5 crashes along Knapp Drive including the two intersections with Willow Circle Drive. There was one (1) turning type, one (1) overturning type, one (1) pedestrian crash with a fatal injury at the North Willow Circle Intersection and, one (1) sideswipe opposite direction at the South Willow Circle Intersection. There was one (1) fixed object type crash north of the South Willow Circle Intersection. 1 (20.0%) of these crashes occurred during wet conditions and 1 (20.0%) occurred during the nighttime.

Knapp Drive at IL Route 7 (Theodore Street)

There were 23 (67.7%) angle and turning type crashes, 4 (11.8%) front to rear crashes, 4 (11.8%) sideswipe same direction crashes, 2 (5.8%) fixed object crashes, and one (2.9%) sideswipe opposite direction crashes, among 34 total crashes at Knapp Drive and IL Route 7 (Theodore Street). Among the 23 angle and turning type crashes at Knapp Drive and IL Route 7 (Theodore Street), 11 (32.4%) were angle type crashes and 12 (35.3%) were turning type crashes. 6 (17.6%) of these crashes occurred during wet conditions and 8 (23.5%) occurred during the nighttime.

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MEMORANDUM

ALL WAY STOP WARRANT ANALYSIS

All way stop warrant analyses were performed for the intersection of Knapp Drive and Willow Circle Drive South according to the criteria set by the *Manual on Uniform Traffic Control Devices (MUTCD - 11th edition).* The following warrants were evaluated: Warrant A (Crash Experience), Warrant B (Sight Distance), Warrant C (Transition to Signal Control or Transition to Yield Control at a Circular Intersection), Warrant D (8-Hour Volume, vehicles, pedestrians, bicycles), Warrant E (Other Factors).

The all-way stop warrant analysis results are provided in Appendix 6. A summary of the 5 warrants evaluated is provided below.

Warrant A: Crash Experience
According to the criteria outlined in Section 2B.13 (A) of the MUTCD, this warrant would be satisfied if an engineering study indicates there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that can be corrected by the installation of all-way stop control.

At the intersection of Knapp Drive & Willow Circle Drive (south) Warrant A: Crash Experience is not satisfied because there are not 5 or more crashes in a 12-month period, or 6 or more crashes in a 36-month period.

Warrant B: Sight Distance
According to the criteria outlined in Section 2B.14 of the MUTCD, this warrant would be satisfied if an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major road.

At the intersection of Knapp Drive & Willow Circle Drive (south) Warrant B: Sight Distance is not satisfied because there are no obstructions limiting sight distance from either minor-street approach.

Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection
According to the criteria outlined in Section 2B.15 of the MUTCD, this warrant would be satisfied if traffic signal warrants from MUTCD, Chapter 4C) are met for the installation of a traffic signal and the all-way stop control is installed as an interim measure, or this warrant could be satisfied for the installation of yield control at a circular intersection.

Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection is not satisfied at Knapp Drive & Willow Circle Drive (south) because there is no traffic signal being proposed nor is this intersection an existing circular intersection.

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Warrant D: 8-hour volume

According to the criteria outlined in Section 2B.16 of the MUTCD, this warrant would be satisfied where the combined volume (vehicle/bicycle/pedestrian) entering the intersection from the major street approaches is at least 300 units per hour for each of any 8 hours of a typical day; and the combined volume (vehicle/bicycle/pedestrian) volume entering the intersection from the minor-street approaches is at least 200 units per hour for each of any of the same 8 hours. If the posted speed limit or the 85th percentile approach speed exceeds 40 mph, these volume requirements may be reduced to 70 percent. See table 2 for a summary of all hours for warrant D.

At the intersection of Knapp Drive & Willow Circle Drive (south) Warrant D: 8-hour volume is not satisfied because the volumes for the major street and minor street do not satisfy the volume thresholds for eight hours. Table 2 includes the generated trips from the proposed Quik Trip development.

Warrant E: Other Factors

According to the criteria outlined in Section 2B.17 of the MUTCD, this warrant may be satisfied where an engineering study indicates that all-way stop control is needed due to other factors not addressed in other all-way stop control warrants. Some of these other factors may include: the need to control left turn conflicts, intersection of two residential neighborhood collector streets, where there is pedestrian and/or bicyclist demand that would benefit from an all-way stop.

At the intersection of Knapp Drive & Willow Circle Drive (south) Warrant E: Other factors may potentially apply in the future, based on field observations and concerns with traffic impacts of the new proposed development. The City will be reviewing intersection operations as the Quik Trip development becomes operational to evaluate if the all-way stop requirements are satisfied through Warrant E.

Traffic Control Summary

Even though warrants for all-way stop are currently not forecasted to be met at this intersection, based on the field observations, concerns with traffic impacts of the proposed Quik Trip development, and engineering judgement, we understand that the City will be recommending the implementation of all-way stop control at the intersection of Knapp Drive/Willow Circle Drive South.

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Table 2: All Way Stop Warrant D Summary at Knapp Dr & Willow Circle Dr (south)

Hours	Major Street Volume (veh/hr)	Major Required	Minor Street Volume (veh/hr)	Minor Required	Peds/hr	Warrant D
7:00 - 8:00	343	300	88	200	20	No
8:00 - 9:00	334	300	99	200	20	No
9:00 - 10:00	331	300	103	200	20	No
10:00 - 11:00	311	300	106	200	20	No
11:00 - 12:00	433	300	151	200	20	No
12:00 - 13:00	478	300	187	200	20	**Yes**
13:00 - 14:00	508	300	140	200	20	No
14:00 - 15:00	455	300	139	200	20	No
15:00 - 16:00	509	300	135	200	20	No
16:00 - 17:00	515	300	144	200	20	No
17:00 - 18:00	465	300	139	200	20	No
18:00 - 19:00	437	300	122	200	20	No
			Total Number of Hours Satisfied			1
				Warrant Satisfied?		No

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CONCLUSIONS AND ALTERNATIVES

CBBEL evaluated traffic on Knapp Drive between Larkin Avenue and IL Route 7 (Theodore Street) and determined the cut-through traffic on Knapp Drive (northbound and southbound) by time period is: 78% (AM), 67% (midday), and 71% (PM). Due to the high percentage of cut-through traffic and average vehicle speeds +12 mph over the posted speed limit, CBBEL does not recommend traffic calming measures which do not introduce physical roadway improvements, such as police enforcement, advisory signage or pavement markings because they will not be an effective solution to reduce the percentage or volume of cut-through traffic along Knapp Drive. The following is a list of CBBEL's recommended traffic calming measures and implementation approach. CBBEL recommends implementing traffic calming measures using an iterative approach beginning with one or more of the Interim Improvements. If one or more of these alternatives do not yield the desired results, the City should consider implementing one or more of the Secondary Alternatives, which generally involve engineering design, construction, and annual maintenance.

Initial Implementation- Interim Improvements

Alternative 1 – All Way Stop Control at Knapp Drive and Willow Circle Drive South Barrier Median at IL 7 (Theodore Street) and Signage at Knapp Drive

Alternative 1 consists of converting one intersection to all-way stop control and constructing a barrier median with enhanced signage near a second intersection, specifically:

- Convert the intersection of Knapp Drive and Willow Circle Drive south to an all-way-stop-control. *Even though warrants are not currently forecasted to be met at this intersection, based on the field observations, concerns with traffic impacts of the new development, and engineering judgement, we understand that the City will be recommending the implementation of all-way stop control at the intersection.*
- Construct a barrier median at IL Route 7 (Theodore Street) and add a "NO LEFT TURNS – 3:30 - 7:00 PM, MON - FRI" signage to remove the left turning vehicles from entering the IL 7 (Theodore Street) and a "NO LEFT TURN" signage on IL Route 7 (Theodore Street) to prevent the left turning vehicles from IL Route 7 (Theodore Street) to enter Knapp Drive. This alternative will eliminate a portion of northbound Knapp Drive cut through traffic and the southbound cut through traffic in the evening. Two seasonal/temporary speed tables could also be installed on Knapp Drive near Willow Circle Drive north and near Willow Circle Drive south. See Exhibit 14 for the Overall Conceptual Geometry and Exhibit 9 for a typical Section of speed table for Alternative 4. See Appendix 2 for an example of seasonal/temporary speed table by Traffic Logix.

See Exhibit 7 for the Overall Conceptual Geometry of Alternative 1.

Pros – This alternative will reduce northbound Knapp Drive cut-through traffic and eliminate eastbound queuing along IL Route 7 (Theodore Street) due to restricting the left turn movement onto Knapp Drive.
Cons – This alternative is the least restrictive flow reduction traffic calming measure since it may allow some northbound Knapp Drive cut-through traffic which rely primarily on right turns at IL Route 7 (Theodore Street). To reduce speeds, this alternative could be paired with additional traffic calming measures like the recommended permanent or seasonal speed tables. This alternative will also require permits from IDOT at IL Route 7 (Theodore Street) to construct the barrier median.

Impact on Knapp Drive Cut-Through Traffic - Up to 25% reduction in northbound volume, up to 55% reduction in southbound volume; up to 50% reduction in average speed if paired with additional traffic calming measures along Knapp Drive.

Alternative 2(a) – Temporary Speed Tables

Install a minimum of two seasonal/temporary speed tables along Knapp Drive and one speed table along Willow Circle Drive. See Exhibit 17 for details of speed table. The recommended locations along Knapp Drive are: approximately 100 feet north of Willow Circle Drive North and in middle of Willow Circle Drive North and Willow Circle Drive South. The recommended location along Willow Circle Drive is near the center entrance for the Willow Falls Senior living

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condominium complex at 1691 Willow Circle Drive. See Exhibit 8 for the Overall Conceptual Geometry and Exhibit 9 for a typical Section of speed table for Alternative 2(a). See Appendix 2 for an example of seasonal/temporary speed table by Traffic Logix.

Pros – This alternative is provided as the easiest to construct/install with a lower overall cost.
Cons – This alternative may require annual removal and installation including maintenance/replacement of the speed tables to be effective. Heavier vehicles will degrade their performance or could damage and shorten the service life of the speed tables.

Impact on Knapp Drive Cut-Through Traffic - Up to 20% reduction in volume (multiple installations), up to 40% reduction in average speed.

Alternative 2(b) – Permanent Speed Tables
Install a minimum of two permanent speed tables along Knapp Drive and one speed table along Willow Circle Drive. The recommended locations along Knapp Drive are: approximately 100 feet north of Willow Circle Drive North and in middle of Willow Circle Drive North and Willow Circle Drive South. The recommended location along Willow Circle Drive is near the center entrance for the Willow Falls Senior living condominium complex at 1691 Willow Circle Drive. See Exhibit 8 for the Overall Conceptual Geometry for the Section of Road for Alternative 2(b).

Pros – This alternative is provided as one of the easiest to construct/install with one of the lower overall costs.
Cons – Installation of speed tables may impact roadway drainage if not properly designed and emergency vehicle response times could be an average of 3 seconds longer per speed table, as these vehicles traverse the speed tables at lower speeds.

Impact on Knapp Drive Cut-Through Traffic - Up to 20% reduction in volume (multiple installations), up to 40% reduction in average speed.

Alternative 3 – Curb "Bump Outs"/Roadway Narrowing with Speed Tables
Construct a minimum of two curb bump outs with on-street parking along Willow Circle Drive. Input from local residents should be used to determine the specific locations and lengths of the curb bump outs. Construct a minimum of two road narrowing locations with speed tables along Knapp Drive. The recommended locations along Knapp Drive are: approximately 100 feet south of Willow Circle Drive North and approximately 450 feet north of Willow Circle Drive South. See Exhibit 10 for the Overall Conceptual Geometry and Exhibit 11 and Exhibit 12 for the sections of road of Alternative 3. See Appendix 2 for an example of seasonal/temporary speed table by Traffic Logix.

Pros – This alternative is one of the least expensive to construct but this will not eliminate cut-through traffic along Knapp Drive. The effectiveness of this alternative will depend on both the volume and arrival pattern of the northbound and southbound Knapp Drive cut-through traffic.

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Cons – This alternative will require traffic calming measures to be implemented along both Knapp Drive and Willow Circle Drive to be effective. It can cause issues in drainage if not constructed properly.

Impact on Knapp Drive Cut-Through Traffic - Up to 50% reduction in volume, up to 50% reduction in average speed with multiple installations.

Alternative 4 – Barrier Median at IL 7 (Theodore Street) and Signage at Knapp Drive
Construct a barrier median at IL Route 7 (Theodore Street) and add a "NO LEFT TURNS – 3:30 - 7:00 PM, MON - FRI" signage to remove the left turning vehicles from entering the IL 7 (Theodore Street) and a "NO LEFT TURN" signage on IL Route 7 (Theodore Street) to prevent the left turning vehicles from IL Route 7 (Theodore Street) to enter Knapp Drive. This alternative will eliminate a portion of northbound Knapp Drive cut through traffic and the southbound cut through traffic in the evening. Two seasonal/temporary speed tables could also be installed on Knapp Drive near Willow Circle Drive north and near Willow Circle Drive south. See Exhibit 14 for the Overall Conceptual Geometry and Exhibit 9 for a typical Section of speed table for Alternative 4. See Appendix 2 for an example of seasonal/temporary speed table by Traffic Logix.

Pros – This alternative will reduce northbound Knapp Drive cut-through traffic and eliminate eastbound queuing along IL Route 7 (Theodore Street) due to restricting the left turn movement onto Knapp Drive.
Cons – This alternative will still allow some northbound Knapp Drive cut-through traffic which rely primarily on right turns at IL Route 7 (Theodore Street). To reduce speeds, this alternative could be paired with additional traffic calming measures like the recommended permanent or seasonal speed tables. This alternative will also require permits from IDOT at IL Route 7 (Theodore Street) to construct the barrier median.

Impact on Knapp Drive Cut-Through Traffic - Up to 25% reduction in northbound volume, up to 55% reduction in southbound volume; up to 50% reduction in average speed if paired with additional traffic calming measures along Knapp Drive.

Secondary Implementations (As Necessary)

Alternative 5 – Right In-Right Out with Speed Tables
Construct a barrier curb median at the intersection of Knapp Drive and IL Route 7 (Theodore Street) to remove the left turning vehicles and reduce the conflict points at the intersection. The right in-right out feature will reduce/eliminate the turning and angle type crashes and significantly reduce the level of northbound Knapp Drive cut through traffic. Two permanent or seasonal/temporary speed tables could also be installed on Knapp Drive near Willow Circle Drive north and near Willow Circle Drive south. See Exhibit 13 for the Overall Conceptual Geometry and Exhibit 9 for a typical Section of speed table for Alternative 5. See Appendix 2 for an example of seasonal/temporary speed table by Traffic Logix.

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Pros – This alternative will significantly reduce southbound Knapp Drive cut-through traffic.
Cons – This alternative will still allow northbound Knapp Drive cut-through traffic which rely primarily on right turns at IL Route 7 (Theodore Street) and at Larkin Avenue/Weber Road. This alternative could increase vehicles using the El Güero grocery store parking lot as a cut-through route. To reduce speeds, this alternative could be paired with additional traffic calming measures like the recommended permanent or seasonal speed tables. This alternative will also require permit from IDOT at IL Route 7 (Theodore Street).

Impact on Knapp Drive Cut-Through Traffic - Up to 50% reduction in volume, up to 50% reduction in average speed.

Alternative 6(a) – New Access Road and Restrict Turning Movements on IL 7 (Theodore Street) and Knapp Drive
Install new access on US Route 30 (Plainfield Rd) through "New Access Road" with a right of way (ROW) width of 60 feet. In addition, construct a barrier curb median at IL 7 (Theodore Street) remove the left turning vehicles from the intersection and reduce the conflict points at the intersection. The RIRO feature will reduce/eliminate the turning and angle type crashes and significantly reduce the level of northbound Knapp Drive cut through traffic. See Exhibit 15 for the Overall Conceptual Geometry and Exhibit 9 and Exhibit 10 for the Section of Road for Alternative 6(a). See Appendix 2 for an example of seasonal/temporary speed table by Traffic Logix.

Pros – This alternative will significantly reduce southbound Knapp Drive cut-through traffic originating and ending at IL 7 (Theodore Street).
Cons – This alternative may create cut through traffic originating at US Route 30 (Plainfield Road). Also, this alternative may require additional traffic calming measures along Willow Circle Drive like curb bump outs, permanent/seasonal speed tables or roadway narrowing to further discourage determined cut-through drivers.

Impact on Knapp Drive Cut-Through Traffic - Up to 25% reduction in northbound volume, up to 55% reduction in southbound volume; up to 50% reduction in average with additional traffic calming measures along Knapp Drive.

Alternative 6(b) – New Knapp Drive Access Road and Cul-de-sac at Knapp Drive south of Willow Circle Drive South
Construct a new Knapp Drive Access Road with a ROW width of 60 feet to access US Route 30 (Plainfield Road). Construct a cul-de-sac about 100 feet south of the Willow Circle Drive South. The cul-de-sacs will essentially close Knapp Drive to through traffic from IL Route 7 (Theodore Street). See Exhibit 16 for the Overall Conceptual Geometry and Exhibit 9 and Exhibit 10 for the Section of Road for Alternative 6(b). See Appendix 2 for an example of seasonal/temporary speed table by Traffic Logix.

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Pros – This alternative will virtually eliminate Knapp Drive cut-through traffic originating and ending at IL 7 (Theodore Street).
Cons – This alternative may create cut through traffic originating at US Route 30 (Plainfield Road). This alternative would substantially impact Willow Falls residents by limiting access to IL Route 7 (Theodore Street).

Impact on Knapp Drive Cut-Through Traffic - Up to 100% reduction in volume and also average speed at IL Route 7 (Theodore Street) & Knapp Drive. Along Knapp Drive north of Willow Circle (south) it is estimated up to a 50% reduction in volume since the only way to access Knapp Drive from the south is through the proposed gas station or through the new access road. Up to 50% reduction in average speed if additional traffic calming measures are installed along Knapp Drive north of Willow Circle (south).

Alternative 7 – Two Cul-de-sacs and Speed Table
Construct two cul-de-sacs to restrict traffic from Larkin Avenue/Weber Street and IL Route 7 (Theodore Street). The cul-de-sacs will essentially close Knapp Drive to through traffic in between Willow Circle Drive North and Willow Circle Drive South, which would significantly add travel time for the cut through traffic. See Exhibit 17 for the Overall Conceptual Geometry and Exhibit 9 for a typical Section of speed table for Alternative 7. See Appendix 2 for an example of seasonal/temporary speed table by Traffic Logix.

Pros – This alternative would reduce Knapp Drive cut-through traffic.
Cons – This alternative is the most restrictive flow reduction traffic calming measure and may require coordination with the residents and emergency services. Also, this alternative may require additional traffic calming measures along Willow Circle Drive like curb bump outs, permanent/seasonal speed tables or roadway narrowing to further discourage determined cut-through drivers. This alternative is expected to increase traffic volumes, including cut-through traffic on Willow Circle Drive.

Impact on Knapp Drive Cut-Through Traffic - Up to 100% reduction in volume and up to 100% reduction in speed of cut-through traffic depending on the effectiveness of the traffic calming measures along Willow Circle Drive.

Alternative 8 – Single Roundabout at Knapp Drive with Barrier Curb at IL Route 7 (Theodore Street)
Construct a roundabout on Knapp Drive 200 ft south of Willow Circle Drive North to slow down the traffic and discourage the cut through traffic. In addition, construct a barrier curb median at the intersection of Knapp Drive and IL Route 7 (Theodore Street) to remove the left turning vehicles and reduce the conflict points at the intersection. The right in-right out feature will reduce/eliminate the turning and angle type crashes and significantly reduce the level of northbound Knapp Drive cut through traffic. See Exhibit 18 for the Overall Conceptual Geometry of Alternative 8.

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Pros – The roundabout can add character to the neighborhood and should slow down traffic. The barrier curb median and right in-right out feature will significantly reduce southbound Knapp Drive cut-through traffic
Cons – This alternative is expensive and may not discourage determined drivers from utilizing Knapp Drive as a cut-through route. Lighting is required at the roundabout. Extensive right-of-way acquisition would be required.

Impact on Knapp Drive Cut-Through Traffic - up to 50% reduction in volume and up to 50% reduction in speed of cut-through traffic.

Alternative 9 – Two Roundabouts
Construct two roundabouts along Knapp Drive, one at Willow Circle Drive North and another at Willow Circle Drive South to slow down the traffic and discourage the cut through traffic. See Exhibit 19 for the Overall Conceptual Geometry of Alternative 9.

Pros – This alternative can add character to the neighborhood and should slow down traffic which can reduce traffic speeds and a portion cut-through volume.
Cons – This alternative is expensive and may not discourage determined drivers from utilizing Knapp Drive as a cut-through route. Extensive improvements would be required to cross the large existing ditch. Lighting is required at roundabouts. Extensive right-of-way acquisition and access modifications would be required.

Impact on Knapp Drive Cut-Through Traffic - Up to 75% reduction in volume and up to 75% reduction in speed of cut-through traffic.

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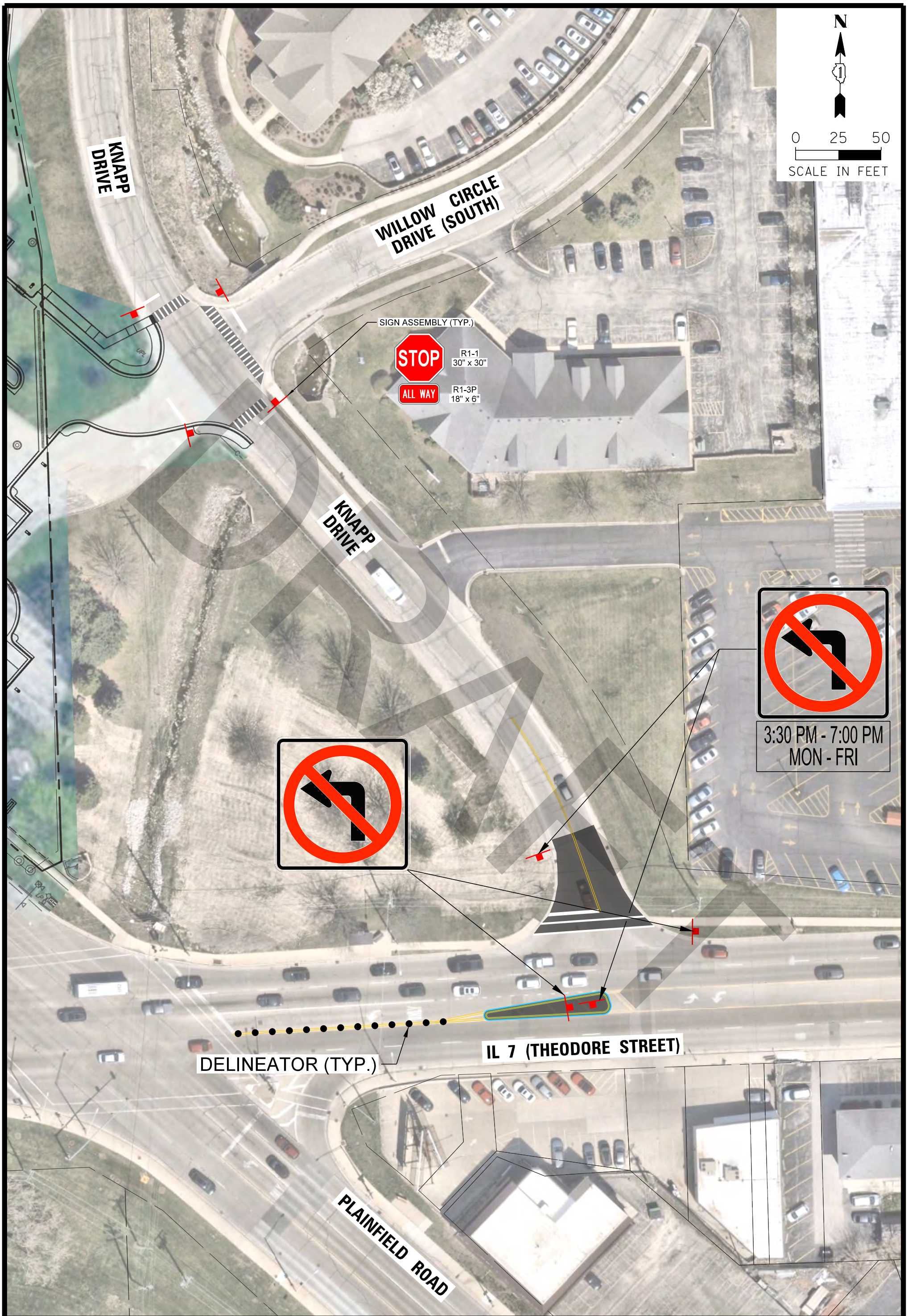
List of Appendix:

1. Traffic Calming Alternatives Concept Geometry
2. Speed Table by Traffic Logix
3. Turning Movement Counts
4. Origin-Destination Hourly Summary
5. Warrant Analysis
6. Crash Data
7. KLOA July 2025 TIS - Trip Generation Data

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Appendix 1
(Turning Calming Alternatives Concept Geometry)



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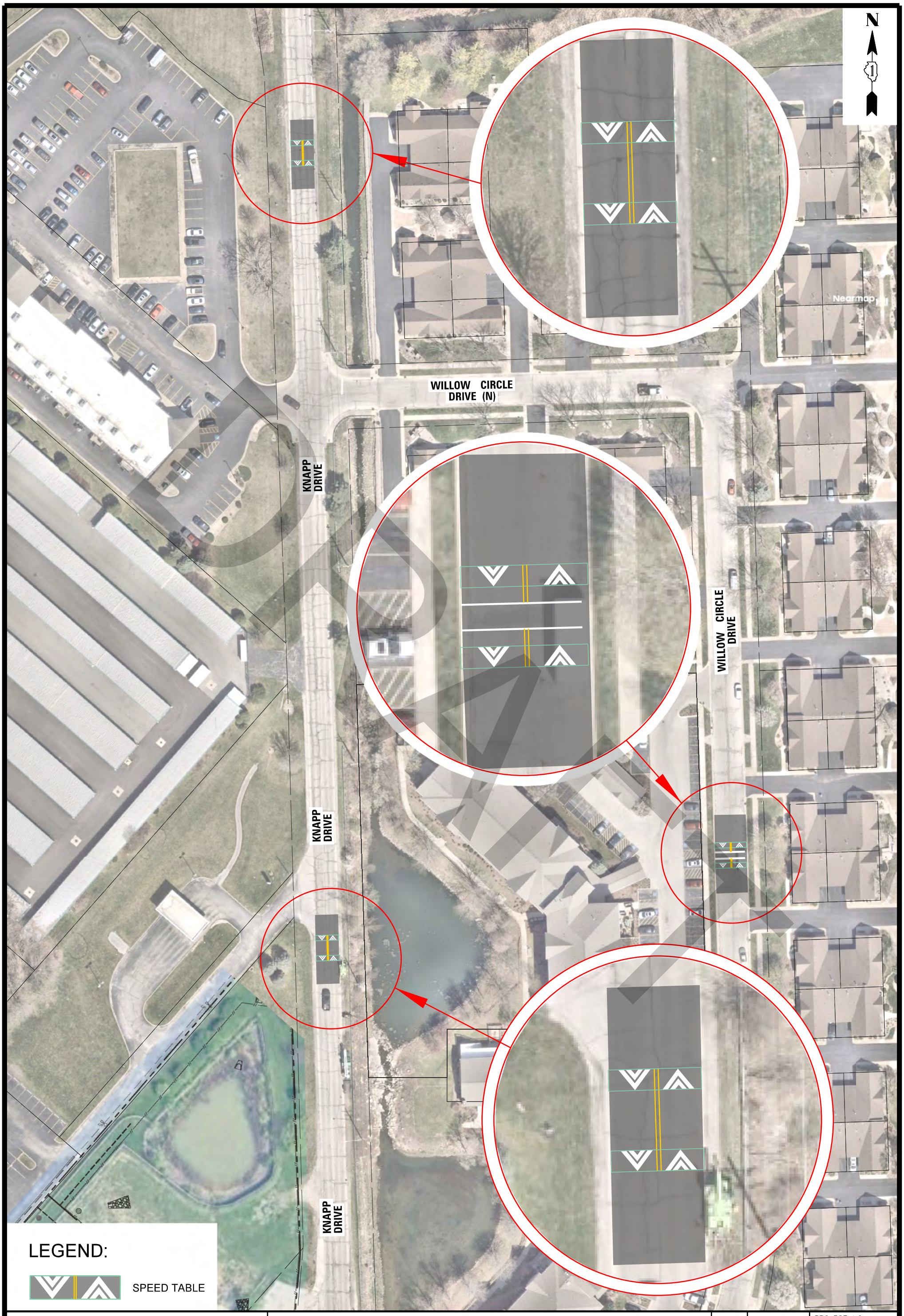
OVERALL CONCEPTUAL GEOMETRY ALTERNATIVE 1
KNAPP DRIVE FROM THEODORE STREET TO LARKIN AVENUE / WEBER ROAD

DESIGN	PS
DRAWN	FPB
CHECKED	EAJ
SCALE:	1" = 50'
DATE:	1/23/2026

PROJECT NO. 250180

EXHIBIT NO. 7

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OVERALL CONCEPTUAL GEOMETRY ALTERNATIVE 2
KNAPP DRIVE FROM THEODORE STREET TO LARKIN AVENUE / WEBER ROAD

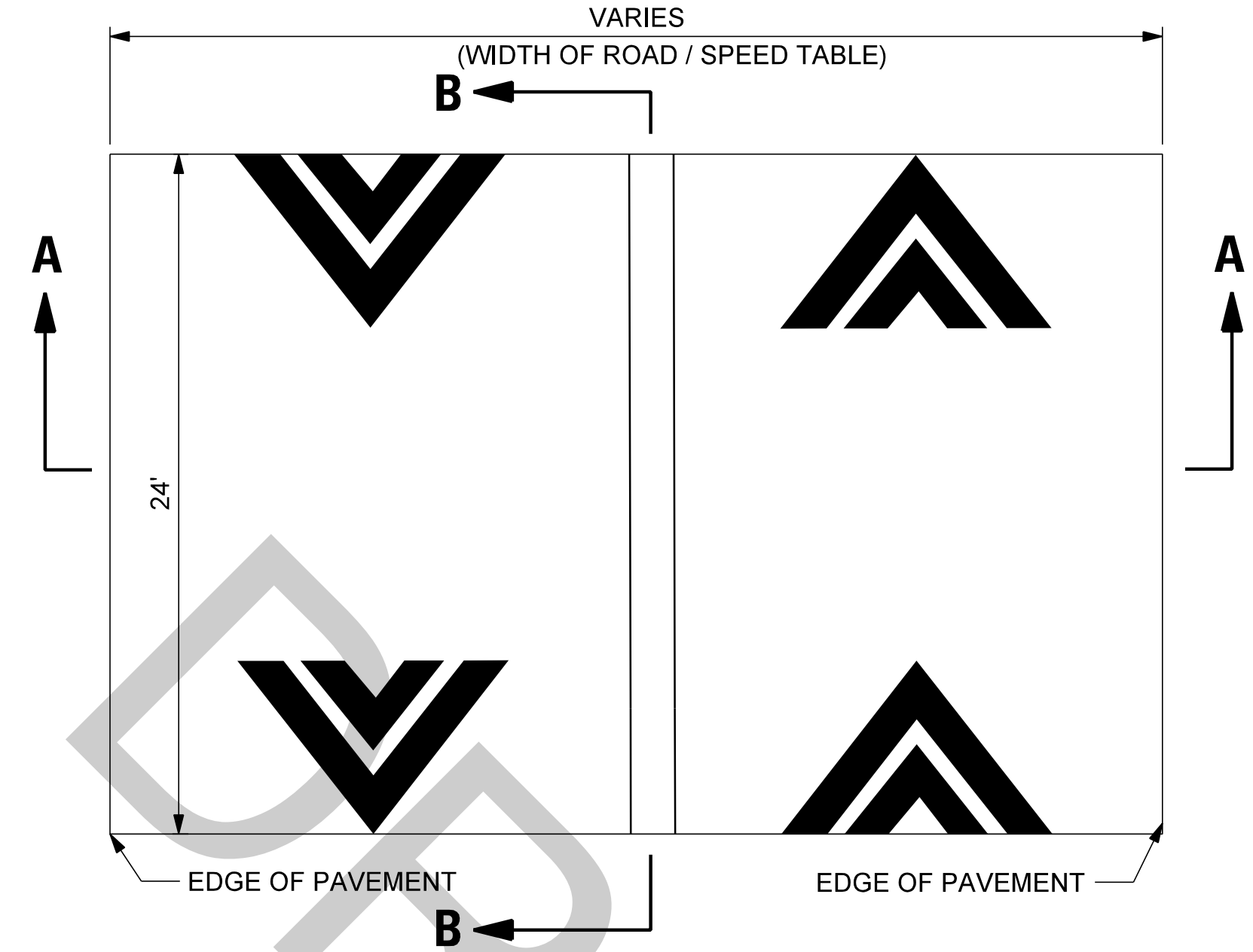
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CHECKED	EAJ
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DATE:	1/23/2026

PROJECT NO. 250180

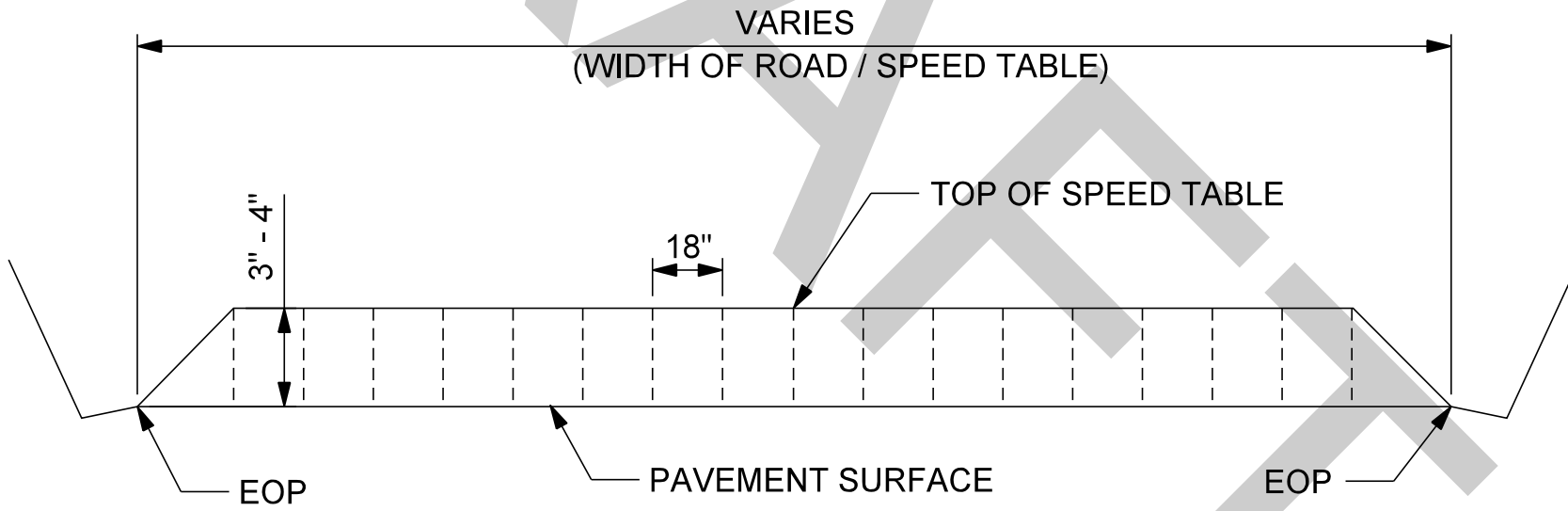
EXHIBIT NO. 8

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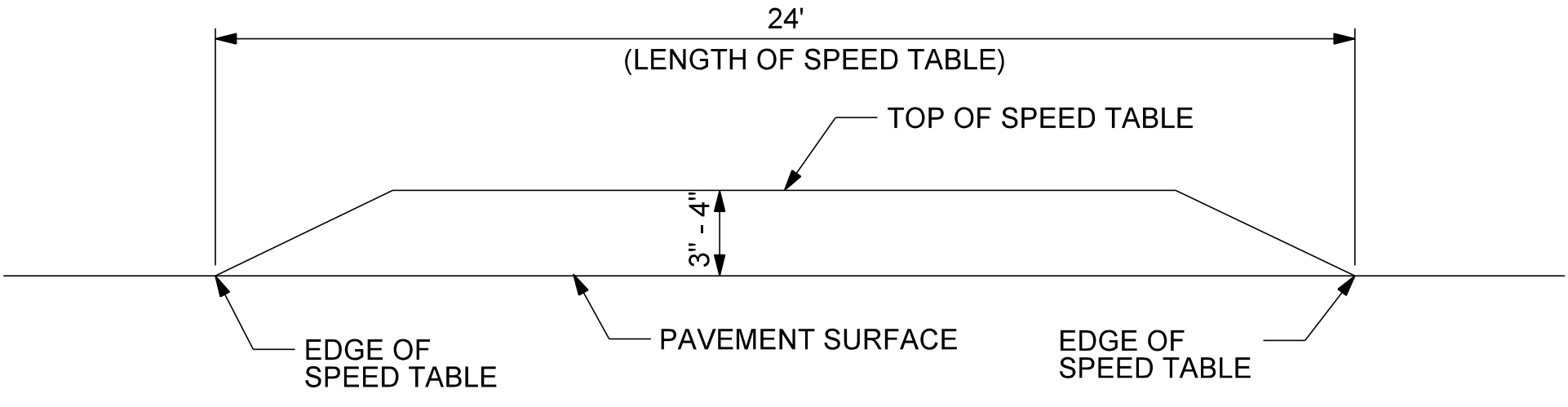
SPEED TABLE



PLAN VIEW



SECTION A–A



SECTION B–B

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**TYPICAL SECTION
SPEED TABLE**

DESIGN	PS
DRAWN	FPB
CHECKED	EAJ
SCALE:	N. T. S.
DATE:	1/23/2026

PROJECT NO. 250180

EXHIBIT NO. 9

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WILLOW CIRCLE DRIVE (N)

N

24'

24'

20'

24'

KNAPP DRIVE

EX ROW

65'

EX ROW

KNAPP DRIVE

24'

24'

20'

24'

24'

60'

EX ROW

EX ROW

WILLOW CIRCLE DRIVE (S)

LEGEND:

SPEED TABLE

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(847) 823-0500

OVERALL CONCEPTUAL GEOMETRY ALTERNATIVE 3
KNAPP DRIVE FROM THEODORE STREET TO LARKIN AVENUE / WEBER ROAD

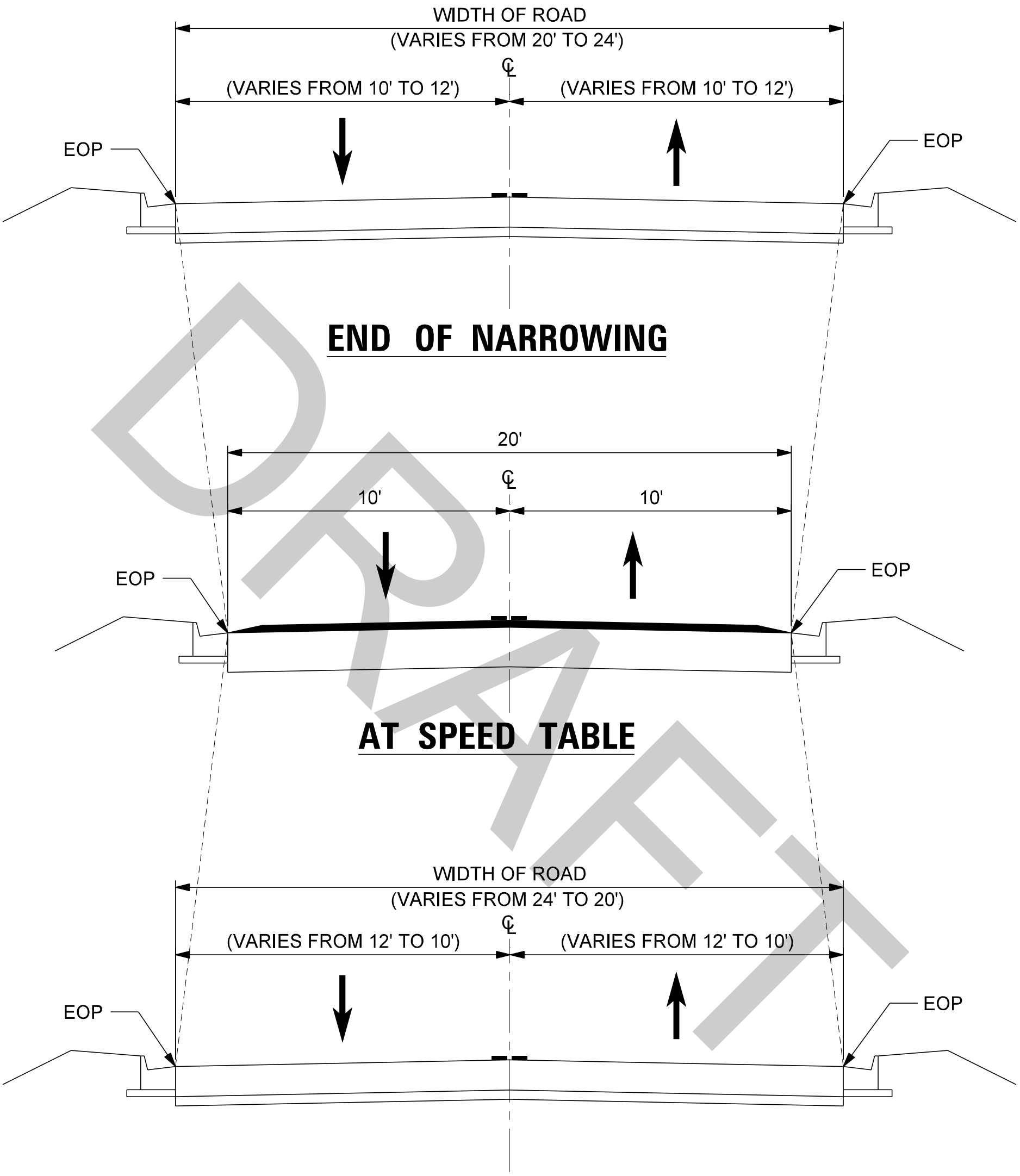
DESIGN	PS
DRAWN	FPB
CHECKED	EAJ
SCALE:	1"= 50'
DATE:	1/23/2026

PROJECT NO. 250180

EXHIBIT NO. 10

N:\CRESTHILL\250180\Traffic\EXH-10_CURB BUMP OUT.dgn

KNAPP DRIVE
NORTHBOUND



END OF NARROWING

AT SPEED TABLE

START OF NARROWING

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ALTERNATIVE 3
TYPICAL SECTION – ROADWAY NARROWING
KNAPP DRIVE

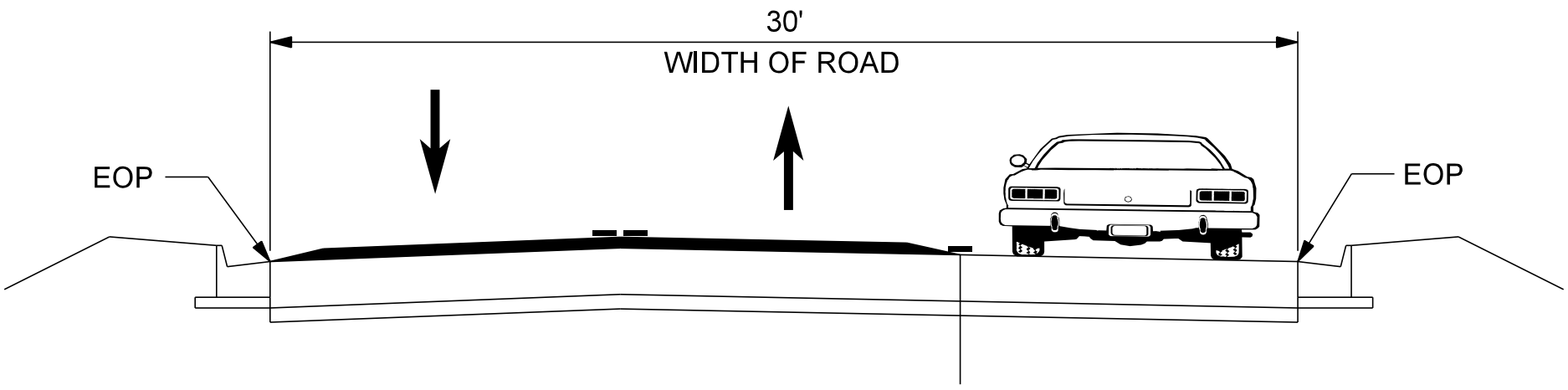
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DRAWN	FPB
CHECKED	EAJ
SCALE:	N. T. S.
DATE:	1/23/2026

PROJECT NO. 250180

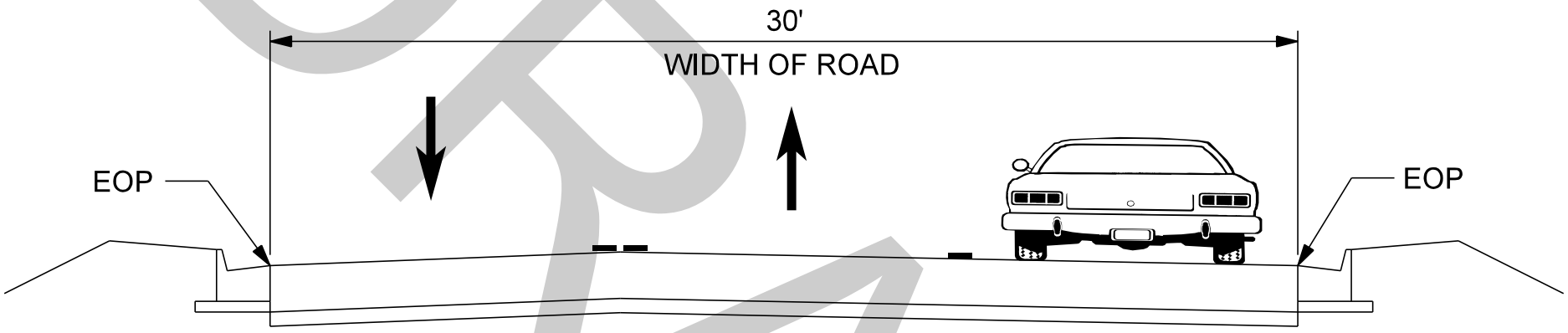
EXHIBIT NO. 11

N:\CRESTHILL\250180\Traffic\EXH-11_TYP Knapp Street.dgn

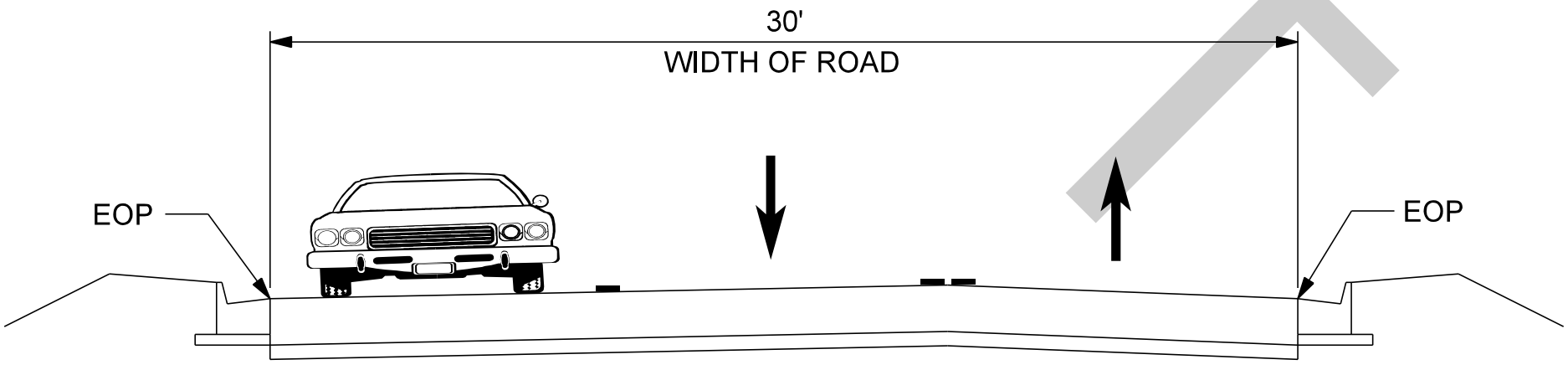
WILLOW CIRCLE DRIVE (S)
NORTHBOUND



PARKING ON RIGHT SIDE
WITH SPEED TABLE



PARKING ON RIGHT SIDE



PARKING ON LEFT SIDE

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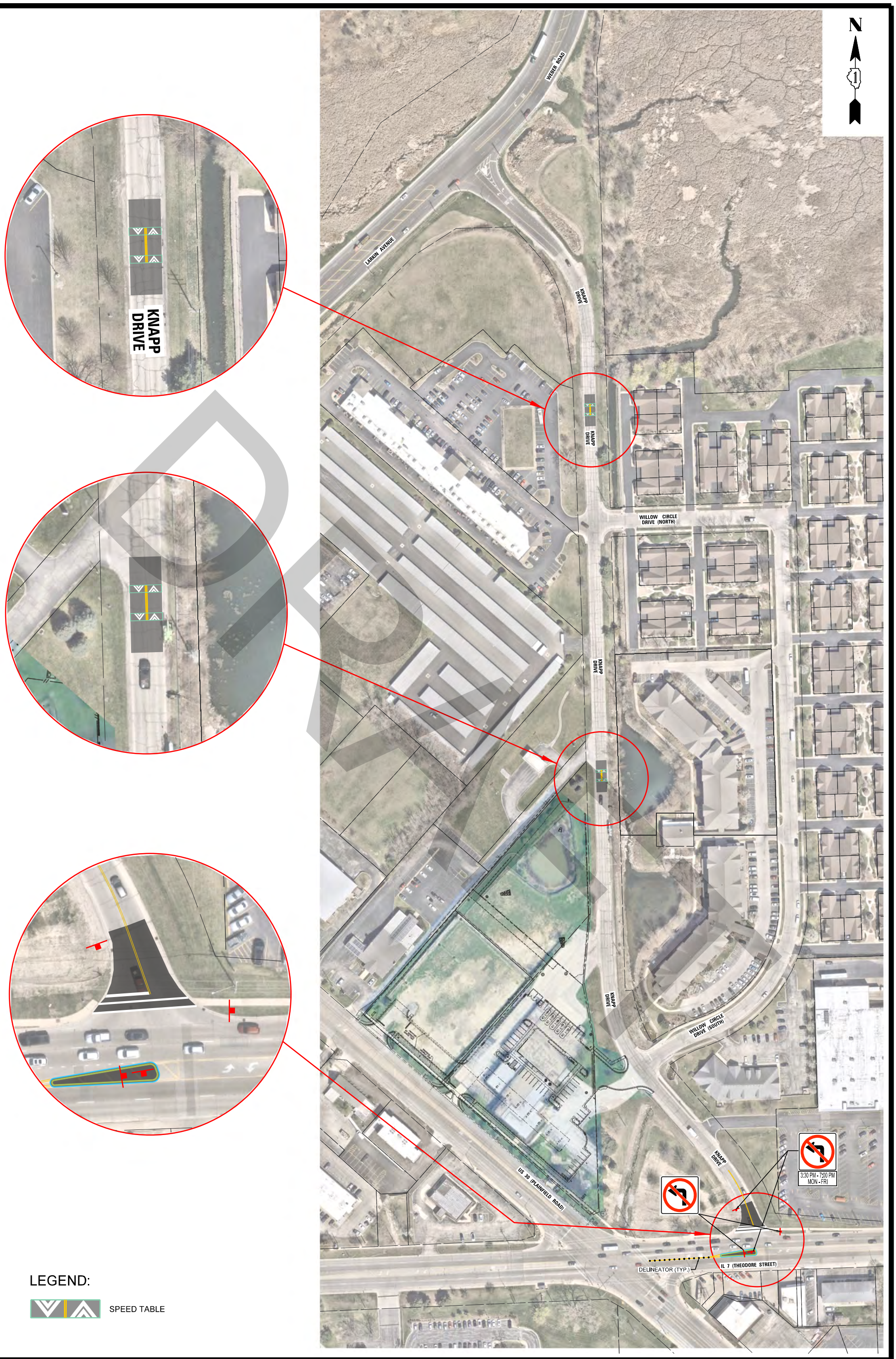
ALTERNATIVE 3 TYPICAL SECTION
WILLIOW CIRCLE DRIVE (S)

DESIGN	PS
DRAWN	FPB
CHECKED	EAJ
SCALE:	N. T. S.
DATE:	1/23/2026

PROJECT NO. 250180

EXHIBIT NO. 12

N:\CRESTHILL\250180\Traffic\EXH-12_TYP Willow Circle (S).dgn



LEGEND:

SPEED TABLE

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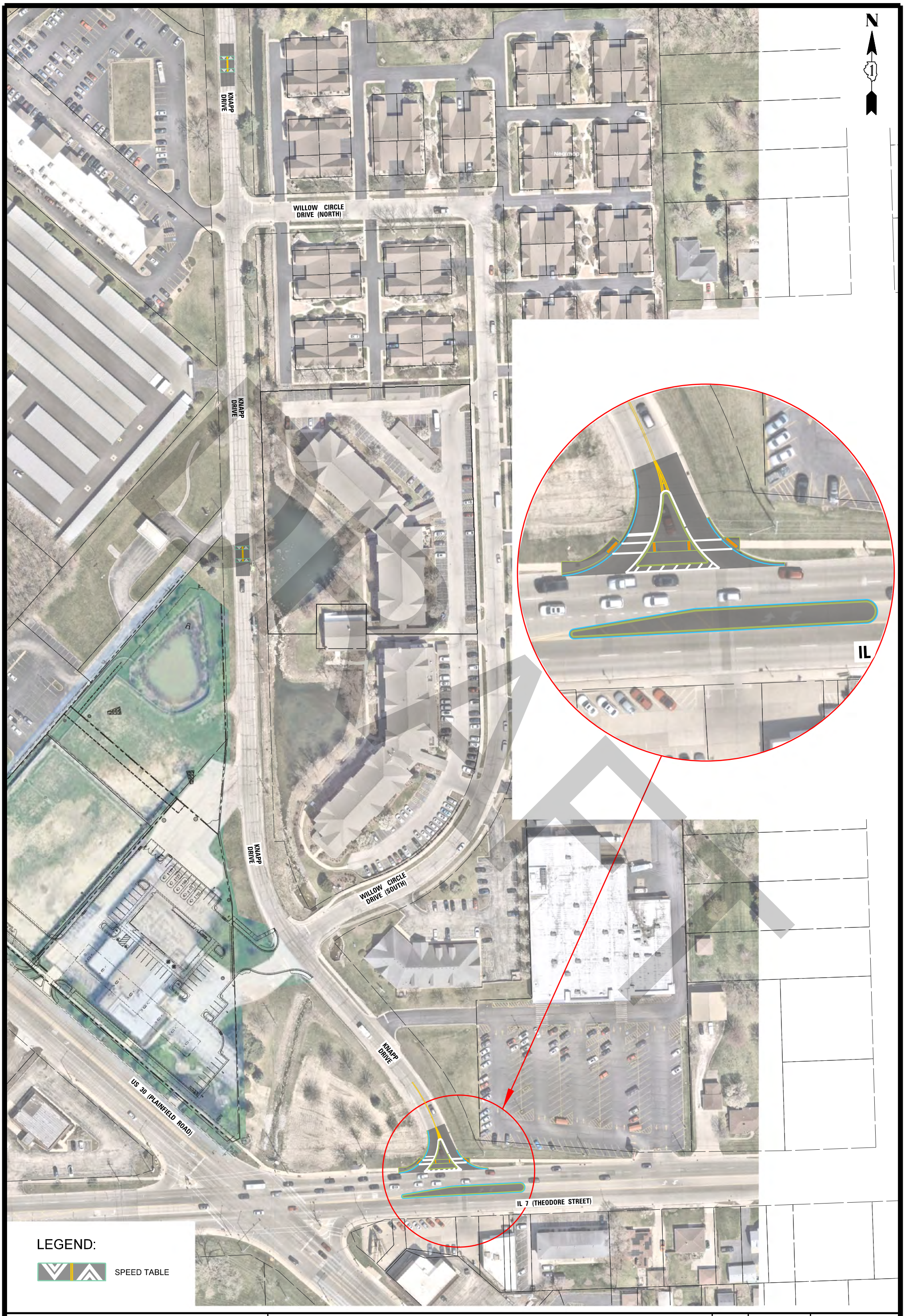
OVERALL CONCEPTUAL GEOMETRY ALTERNATIVE 4
KNAPP DRIVE FROM THEODORE STREET TO LARKIN AVENUE / WEBER ROAD

DESIGN	PS
DRAWN	FPB
CHECKED	EAJ
SCALE:	1"= 180'
DATE:	1/23/2026

PROJECT NO. 250180

EXHIBIT NO. 13

N:\CRESTHILL\250180\Traffic\EXH-13_RTO w HUMPS.dgn



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CONCEPTUAL GEOMETRY ALTERNATIVE 5
KNAPP DRIVE FROM THEODORE STREET TO LARKIN AVENUE / WEBER ROAD

DESIGN	PS
DRAWN	FPB
CHECKED	EAJ
SCALE:	1"= 130'
DATE:	1/23/2026

PROJECT NO. 250180

EXHIBIT NO. 14

N:\CRESTHILL\250180\Traffic\EXH-14_RT-IN RT-OUT_South.dgn

N

1

0 50 100

SCALE IN FEET

KNAPP DRIVE

STOP

R1-1
30" x 30"

NEW ACCESS ROAD

PR ROW

PR ROW

60'

R1-1
30" x 30"

STOP

KNAPP DRIVE

WILLOW CIRCLE DRIVE (SOUTH)

KNAPP DRIVE

3:30 PM - 7:00 PM
MON - FRI

US 30 (PLAINFIELD ROAD)

DELINEATOR (TYP.)

IL 7 (THEODORE STREET)

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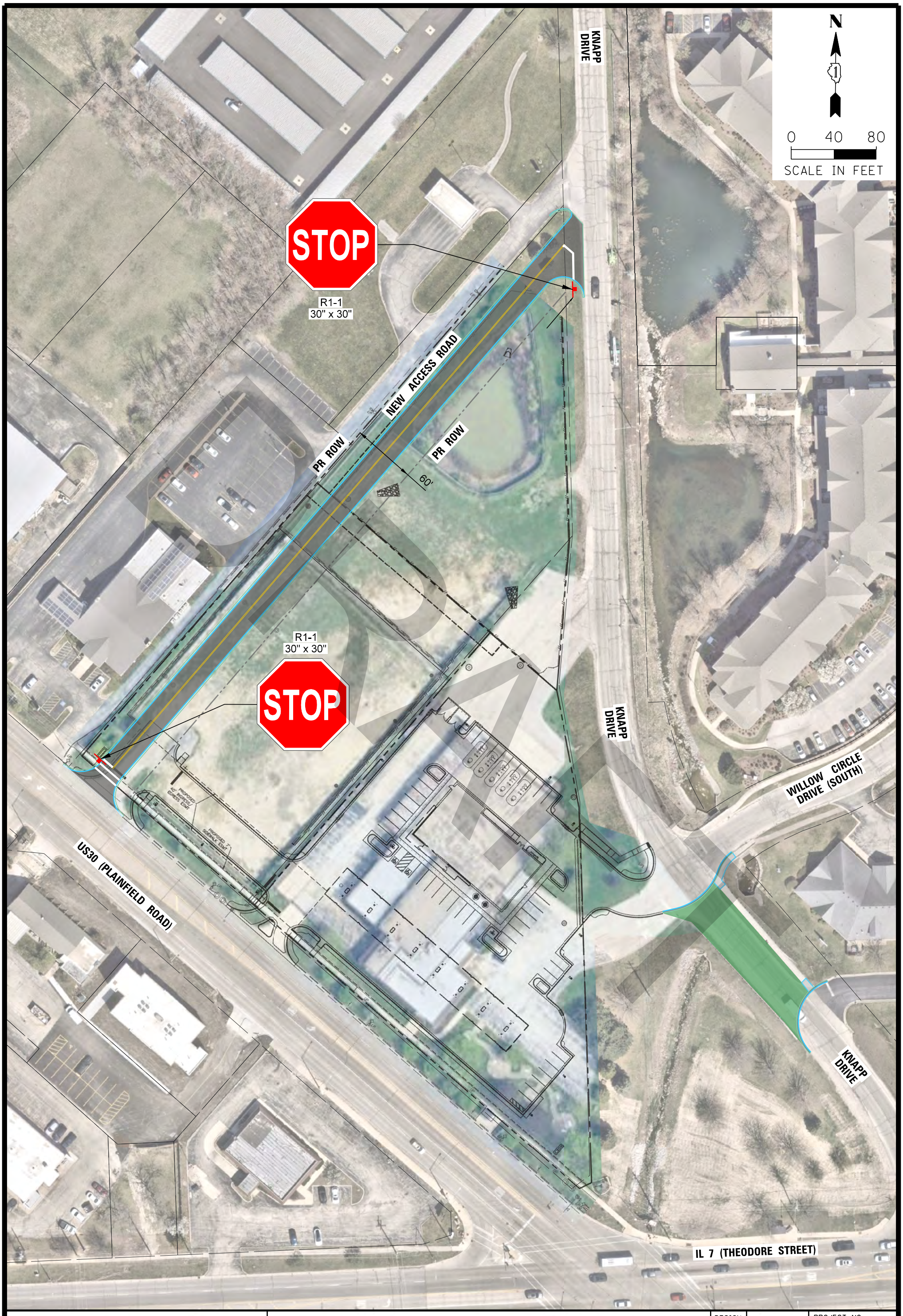
OVERALL CONCEPTUAL GEOMETRY ALTERNATIVE 6.a
KNAPP DRIVE FROM THEODORE STREET TO LARKIN AVENUE / WEBER ROAD

DESIGN	PS
DRAWN	FPB
CHECKED	EAJ
SCALE:	1"= 100'
DATE:	1/23/2026

PROJECT NO. 250180

EXHIBIT NO. 15

N:\CRESTHILL\250180\Traffic\EXH-15_Knapp-2 ALT2.dgn



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OVERALL CONCEPTUAL GEOMETRY ALTERNATIVE 6.b
KNAPP DRIVE FROM THEODORE STREET TO LARKIN AVENUE / WEBER ROAD

DESIGN	PS
DRAWN	FPB
CHECKED	EAJ
SCALE:	1"= 80'
DATE:	1/23/2026

PROJECT NO. 250180

EXHIBIT NO. 16

N:\CRESTHILL\250180\Traffic\EXH-16_Knapp-2 ALT.dgn



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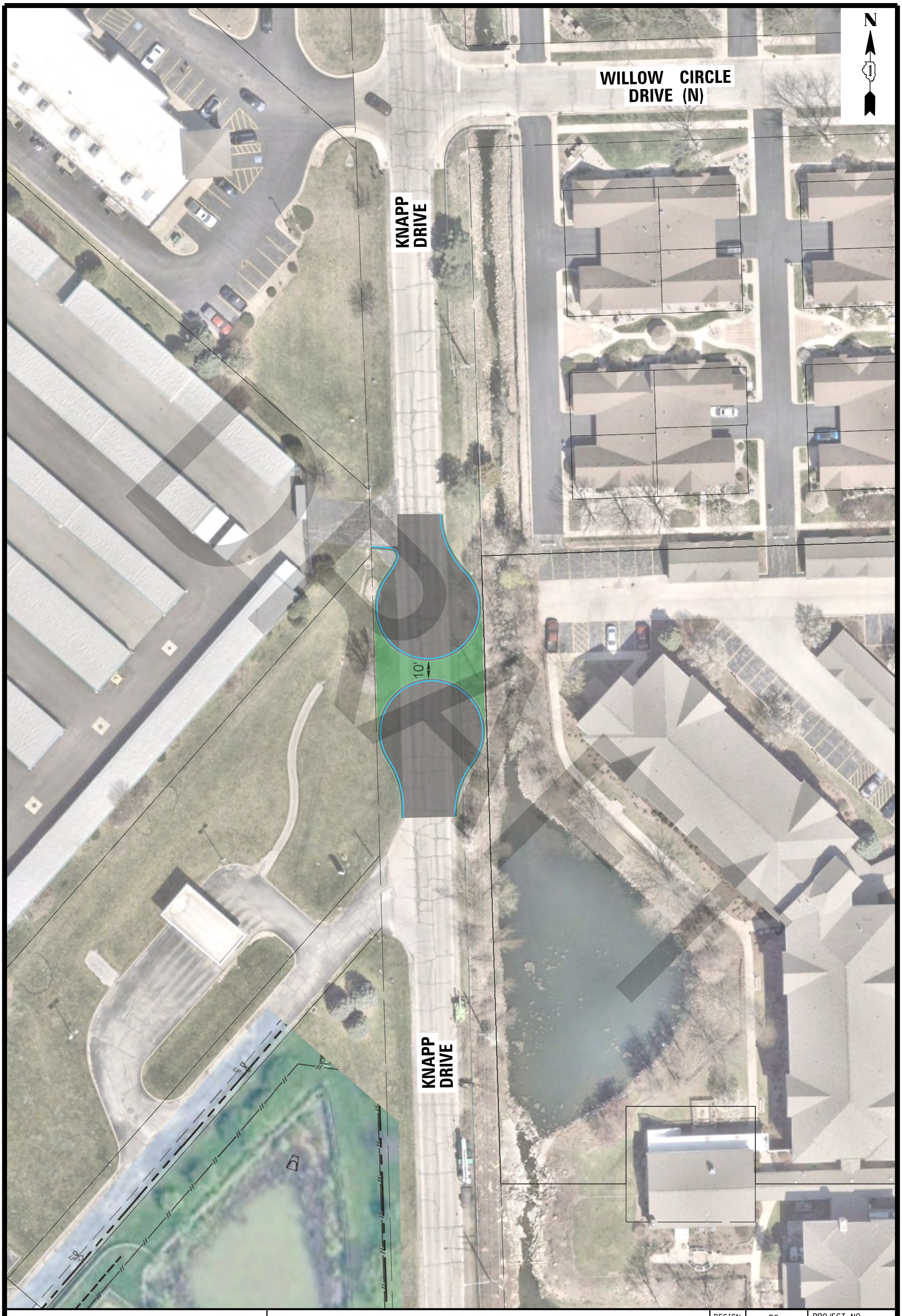
OVERALL CONCEPTUAL GEOMETRY ALTERNATIVE 7
KNAPP DRIVE FROM THEODORE STREET TO LARKIN AVENUE / WEBER ROAD

DESIGN	PS
DRAWN	FPB
CHECKED	EAJ
SCALE:	1" = 80'
DATE:	1/23/2026

PROJECT NO. 250180

EXHIBIT NO. 17

N:\CRESTHILL\250180\Traffic\EXH-17_CULDESAC w HUMPS.dgn



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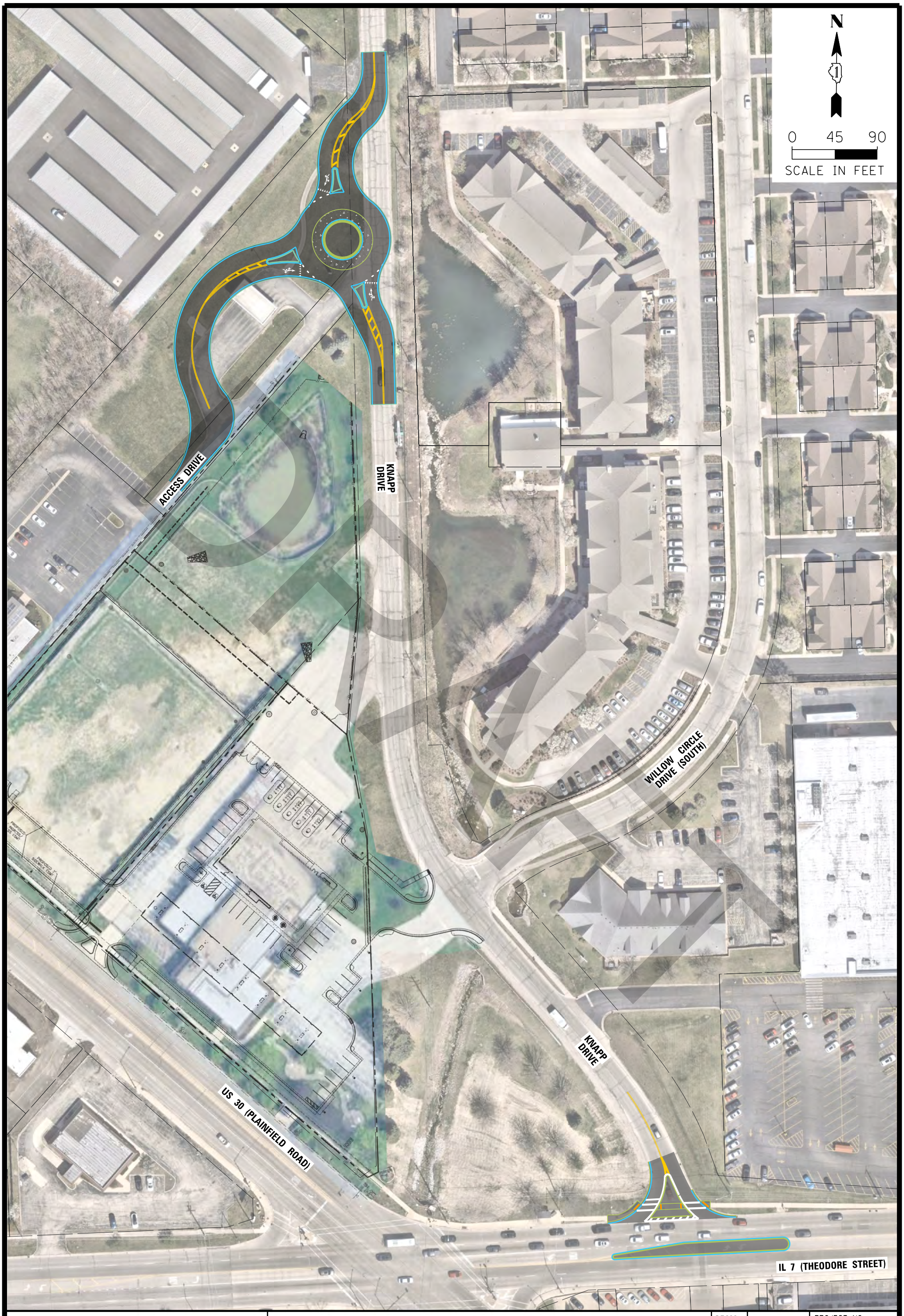
CONCEPTUAL GEOMETRY ALTERNATIVE 7
KNAPP DRIVE FROM THEODORE STREET TO LARKIN AVENUE / WEBER ROAD

DESIGN	PS
DRAWN	FPB
CHECKED	EAJ
SCALE:	1"= 50'
DATE:	1/23/2026

PROJECT NO. 250180

EXHIBIT NO. **17–a**

N:\CRESTHILL\250180\Traffic\EXH-17a_CULDESAC.dgn



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OVERALL CONCEPTUAL GEOMETRY ALTERNATIVE 8
KNAPP DRIVE FROM THEODORE STREET TO LARKIN AVENUE / WEBER ROAD

DESIGN	PS
DRAWN	FPB
CHECKED	EAJ
SCALE:	1"= 90'
DATE:	1/23/2026

PROJECT NO. 250180

EXHIBIT NO. 18

N:\CRESTHILL\250180\Traffic\EXH18_RAB-Mid Alt8.dgn



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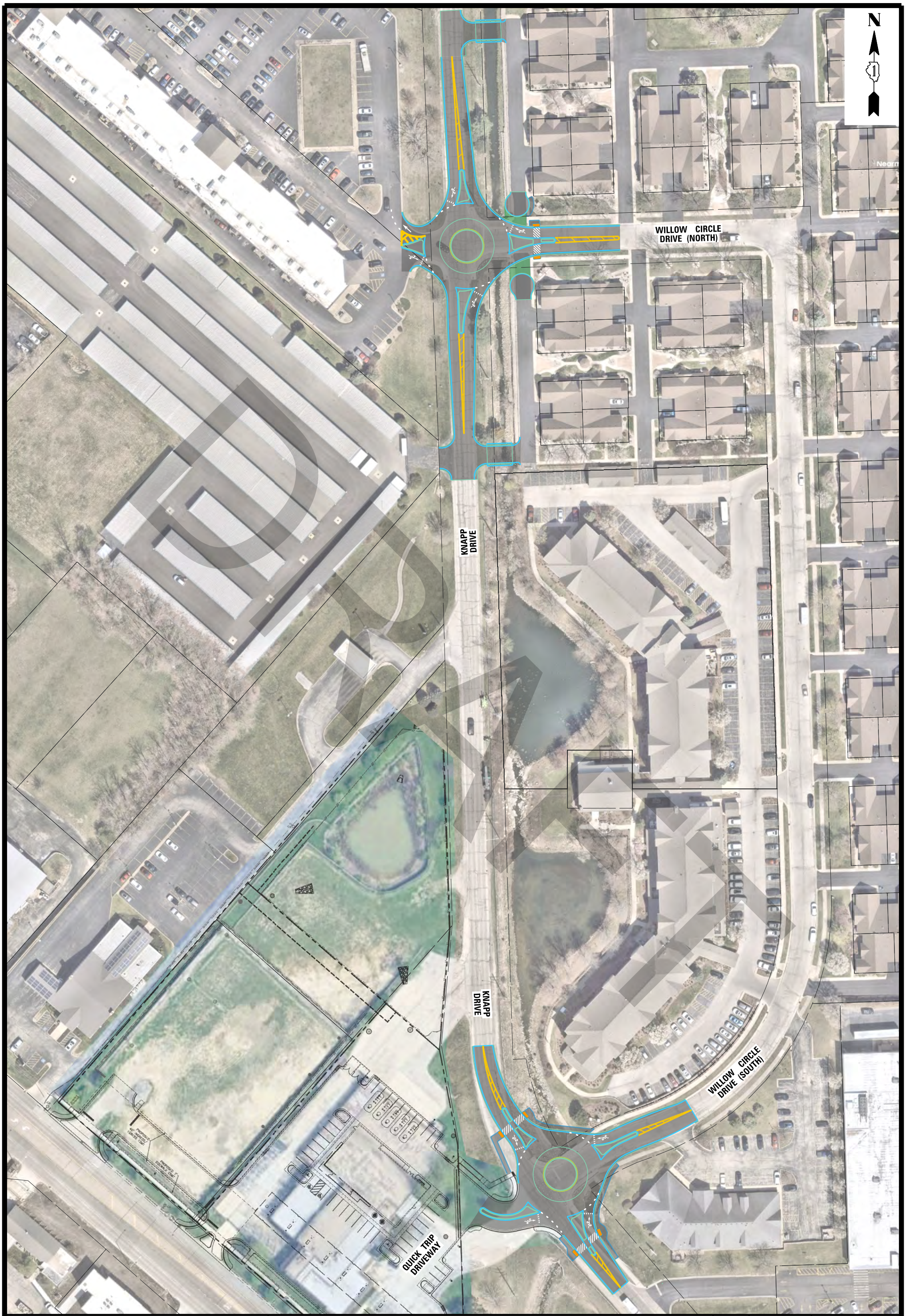
OVERALL CONCEPTUAL GEOMETRY ALTERNATIVE 8
KNAPP DRIVE FROM THEODORE STREET TO LARKIN AVENUE / WEBER ROAD

DESIGN	PS
DRAWN	FPB
CHECKED	EAJ
SCALE:	1"= 40'
DATE:	1/23/2026

PROJECT NO. 250180

EXHIBIT NO. **18–a**

N:\CRESTHILL\250180\Traffic\EXH18a_RAB-Mid Alt8.dgn

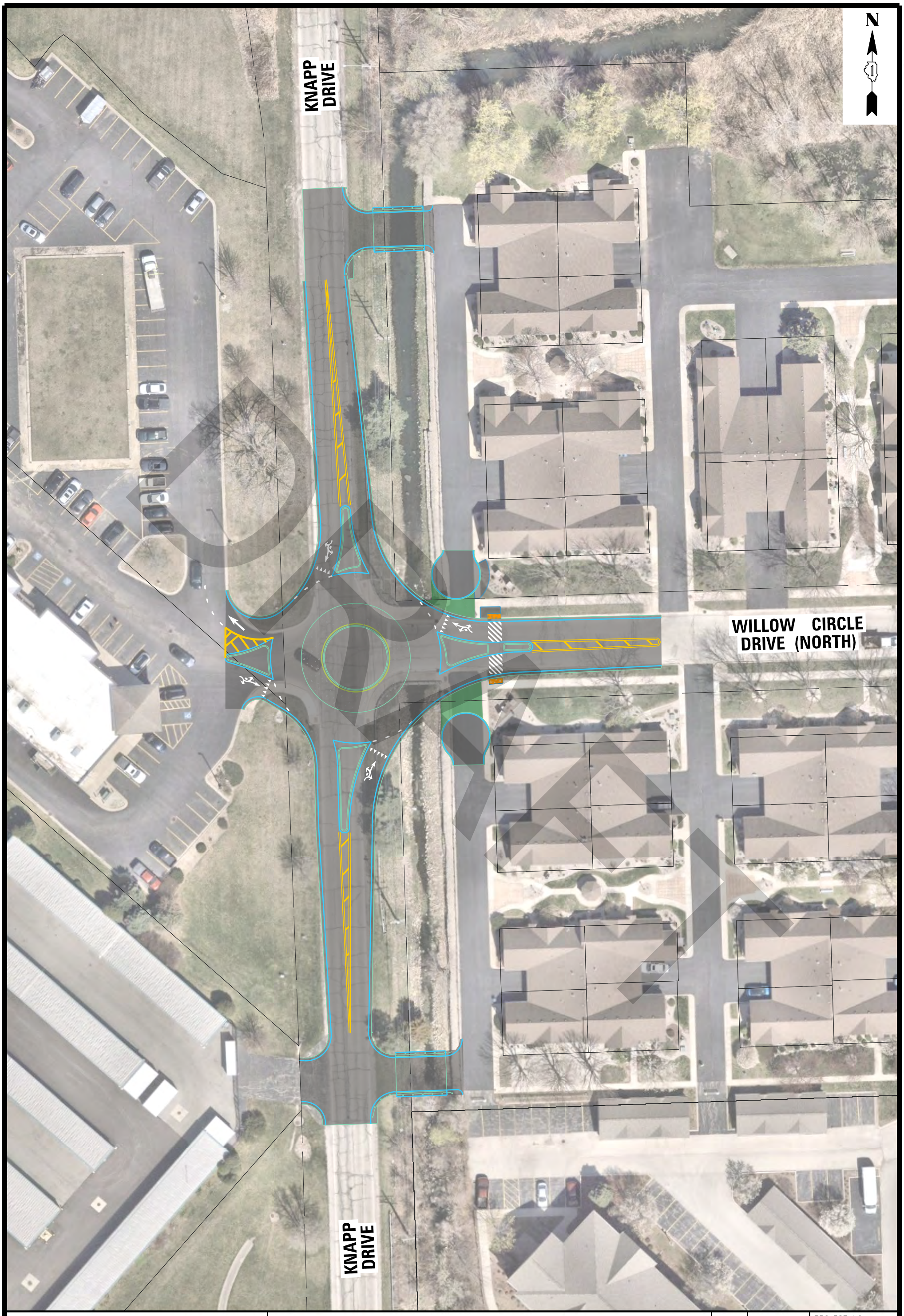


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OVERALL CONCEPTUAL GEOMETRY ALTERNATIVE 9
KNAPP DRIVE FROM THEODORE STREET TO LARKIN AVENUE / WEBER ROAD

DESIGN	PS	PROJECT NO.	250180
DRAWN	FPB		
CHECKED	EAJ	EXHIBIT NO.	19
SCALE:	1"= 100'		
DATE:	1/23/2026		

N:\CRESTHILL\250180\Traffic\EXH-19_2RABS Alt9.dgn



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(847) 823-0500

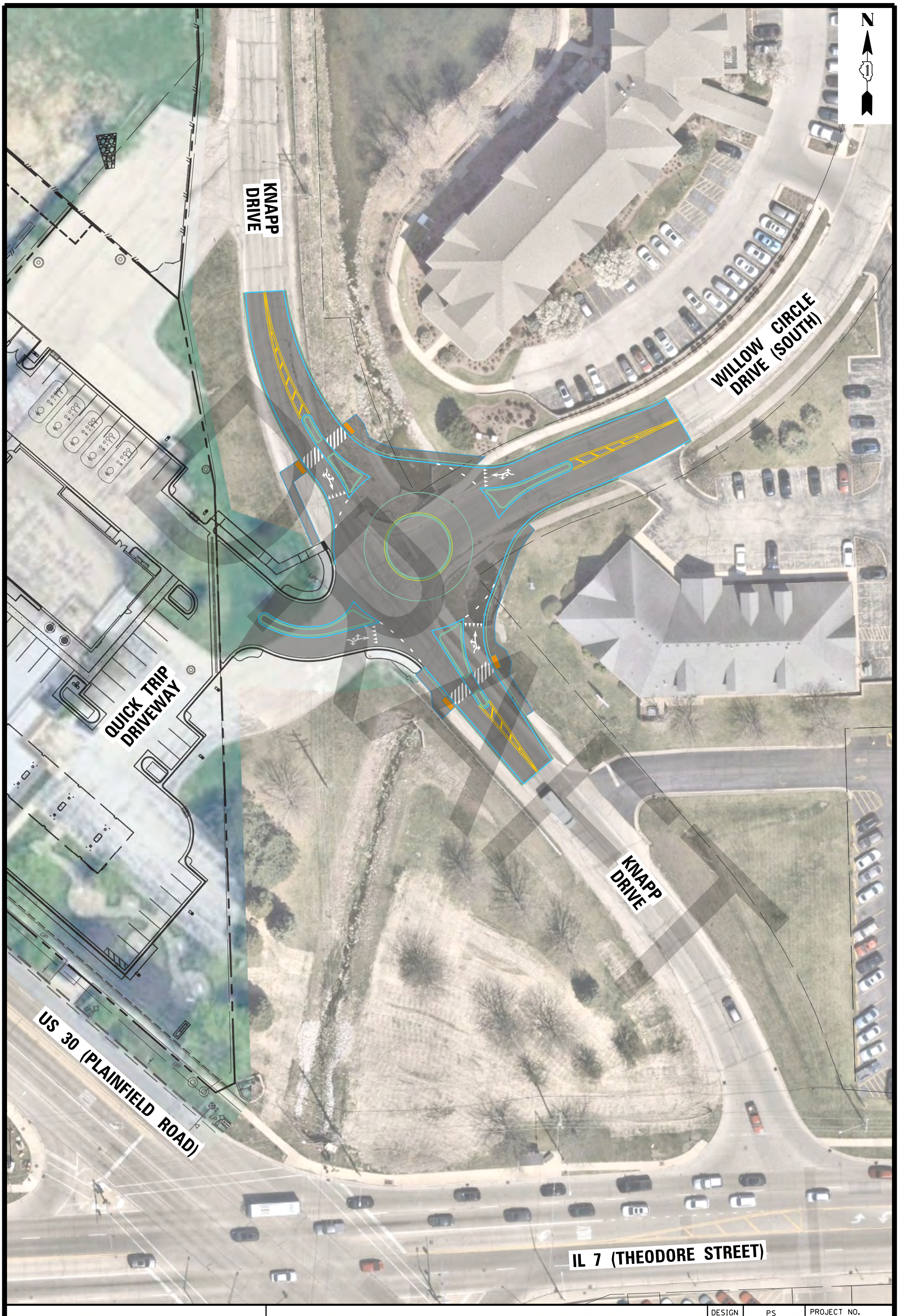
CONCEPTUAL GEOMETRY ALTERNATIVE 9
KNAPP DRIVE FROM THEODORE STREET TO LARKIN AVENUE / WEBER ROAD

DESIGN	PS
DRAWN	FPB
CHECKED	EAJ
SCALE:	1" = 50'
DATE:	1/23/2026

PROJECT NO. 250180

EXHIBIT NO. **19–a**

N:\CRESTHILL\250180\Traffic\EXH-19a_RABIAlt9.dgn



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(847) 823-0500

CONCEPTUAL GEOMETRY ALTERNATIVE 9
KNAPP DRIVE FROM THEODORE STREET TO LARKIN AVENUE / WEBER ROAD

DESIGN	PS
DRAWN	FPB
CHECKED	EAJ
SCALE:	1"= 50'
DATE:	1/23/2026

PROJECT NO. 250180

EXHIBIT NO. **19–b**

N:\CRESTHILL\250180\Traffic\EXH-19b_RAB2 Alt9.dgn

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Appendix 2
(Speed Table by Traffic Logix, Speed Study)



TRAFFICLOGIX

Rubber Speed Tables

Speed tables are flat-topped speed humps, long enough to allow an entire vehicle wheelbase to rest on top. The flat top design slows vehicles more gradually than speed humps, allowing traffic to pass at speeds of 20-30 mph. Speed tables are an ideal solution for residential roads where the goal is to maintain traffic flow while reducing speeding.



14’ Table Profile



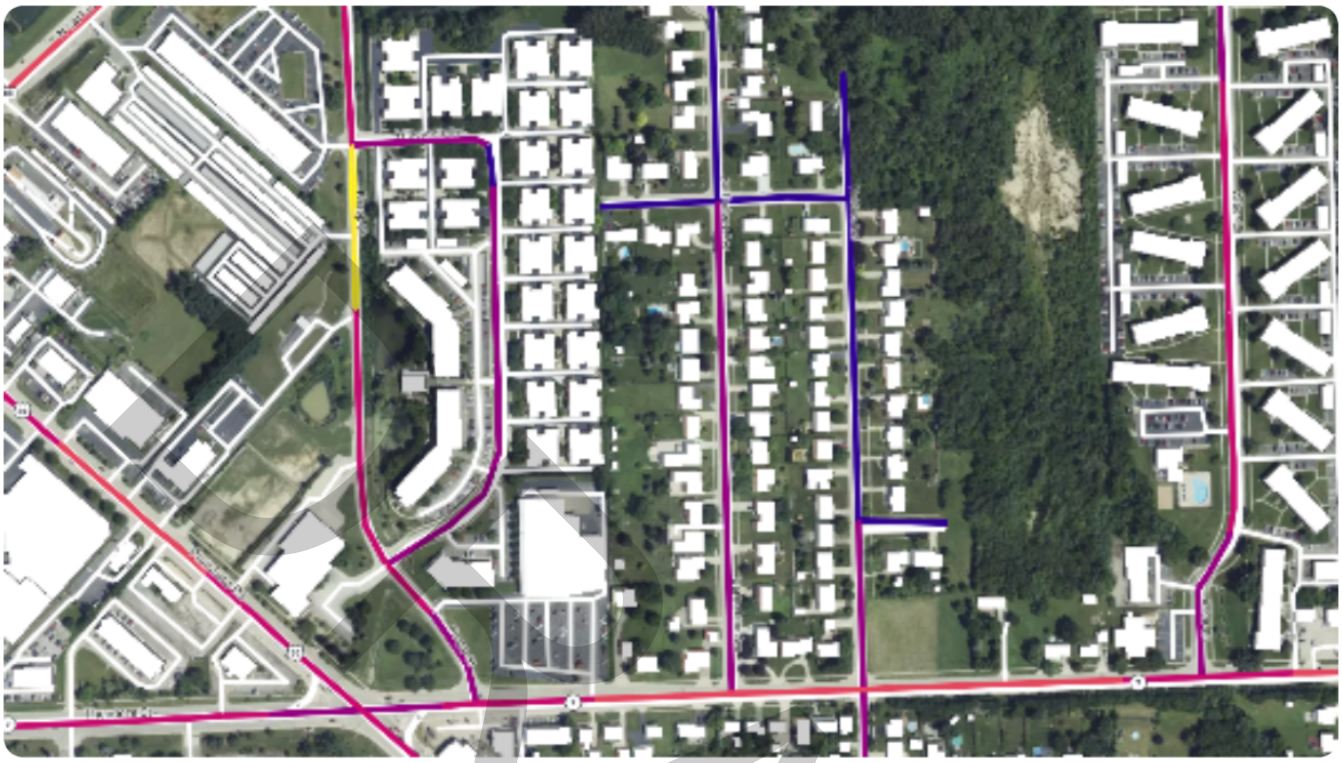


Features

- The flat top of speed tables slows cars **less aggressively than speed humps** to 20-25 mph.
- Traffic Logix speed cushions are constructed of patented interlocking units that **snap together like puzzle pieces**.
- The 18” x 42” units that can be constructed to create speed cushions of **any width or length**.
- Choice of **bright yellow or white highway tape** is embedded into each unit so that cushions are highly visible to drivers.
- Customizable with choice of **squares and/or multiple chevron arrows or multiple MUTCD markings.**
- Environmentally friendly tables are made of **100% recycled rubber.**
- Speed tables can be **removed and reinstalled** for road resurfacing or snow.
- Cost effective rubber tables are **long lasting and durable**, and do not require frequent replacements like asphalt ones do.
- Rubber units are already molded to specifications for uniform installations and **better driver acceptance**.
- **Quick and easy to install** without any road closures or skilled labor required.

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Insights



DRAFT

Traffic Analysis Report

Knapp Dr (1249272614), Knapp Dr (1249277659)

Organization: **Crest Hill, IL**

This report analyzes Avg. Speed for Knapp Dr (1249272614), Knapp Dr (1249277659) during 2025-11. The data is aggregated and without specific hourly breakdowns, using direction 'Aggregated'.

Road Segment ID	Multiple Segment IDs
Location	Will, Illinois
Road Class	5
Length	0.08 miles
Road Name	Multiple Road Names
Speed Limit	25 MPH
Speed Limit Source	Default

Insights

Overview

This report analyzes Avg. Speed for Knapp Dr (1249272614), Knapp Dr (1249277659) during 2025-11. The data is aggregated and without specific hourly breakdowns, using direction 'Aggregated'.

Report Metrics

SPEED LIMIT 25 MPH	/ / DIFF
Average	32 / +7
50th	33 / +8
85th	37 / +12
95th	39 / +14

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Insights

Trends & Summary

The traffic data for Knapp Dr in Crest Hill, IL, during November 2025 reveals several noteworthy trends regarding average speeds across different days of the week and time periods.

Average Speed Insights

The overall average speed recorded is approximately 32 MPH, which exceeds the posted speed limit of 25 MPH. This indicates a consistent trend of vehicles traveling above the speed limit, with the 50th percentile speed at 33 MPH and the 85th percentile speed at 37 MPH. The 95th percentile speed reaches 39 MPH, suggesting that a significant portion of drivers are exceeding safe operating speeds.

Daily Patterns

Analyzing the average speeds by day of the week shows relatively stable patterns:

- **Weekdays (Monday to Friday)**: Average speeds hover around 30 to 35 MPH, with slight variations. The highest average speed is observed on Wednesday (35 MPH), while Monday and Friday show slightly lower averages (30-31 MPH).
- **Weekends (Saturday and Sunday)**: Speeds are slightly lower, averaging around 31-33 MPH. This suggests that traffic may be lighter during weekends, leading to reduced speeds.

Time-Based Trends

The data is segmented into various periods throughout the day:

- **Overnight (Period 1)**: Speeds are lower, averaging around 31 MPH.
- **Early Morning (Period 2)**: Speeds increase slightly to 30-34 MPH.
- **AM Peak (Period 3)**: Speeds peak at around 34-35 MPH, indicating increased traffic flow during morning commutes.
- **Midday and Early Afternoon (Periods 4 and 5)**: Speeds stabilize around 32-33 MPH.
- **PM Peak (Period 6)**: Speeds remain consistent, averaging around 32-33 MPH.
- **Evening (Period 7)**: Speeds drop back to approximately 30-32 MPH.

Conclusion

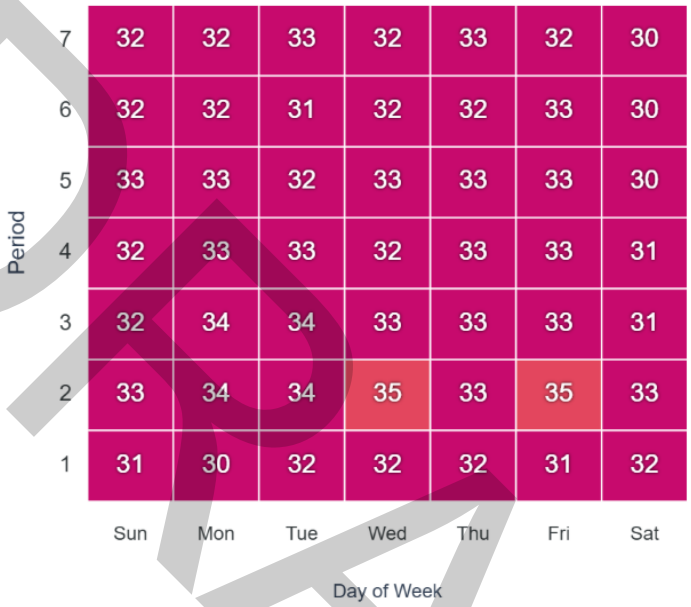
The data indicates a consistent trend of vehicles exceeding the speed limit on Knapp Dr, particularly during peak traffic hours. The average speeds are relatively stable throughout the week, with slight increases during weekdays compared to weekends. This information can be pivotal for future traffic management and planning initiatives aimed at improving safety and compliance with speed regulations.

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Insights

Trends

Average Speed Breakdown



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PERIOD LEGEND

1. Overnight: 12:00am-3:59am
2. Early Morning: 4:00am-6:59am
3. AM Peak: 7:00am-9:59am
4. Midday: 10:00am-12:59pm
5. Early Afternoon: 1:00pm-3:59pm
6. PM Peak: 4:00pm-6:59pm
7. Evening: 7:00pm-11:59pm

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Appendix 3
(Turning Movement Counts)

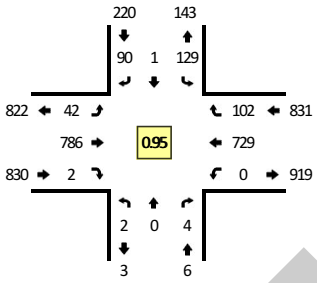
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering

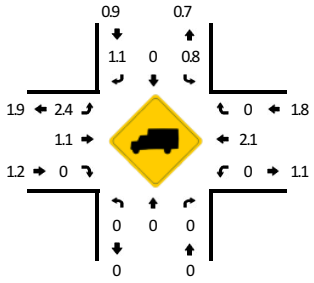
LOCATION: Knapp Dr -- Theodore St
CITY/STATE: Crest Hill, IL

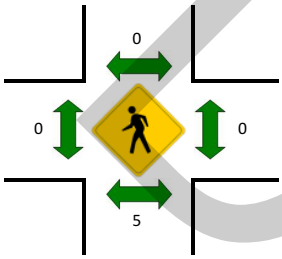
QC JOB #: 17095004
DATE: Wed, Jun 25 2025

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

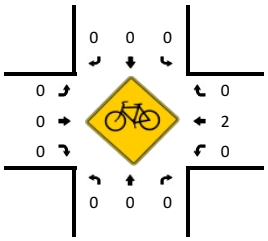


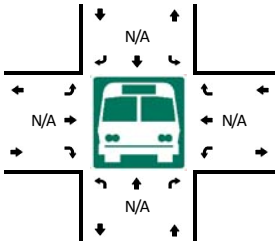
TRUE DATA TO IMPROVE MOBILITY



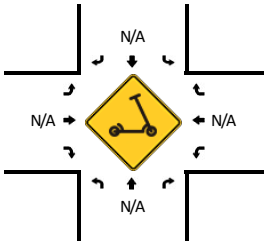












15-Min Count Period Beginning At	Knapp Dr (Northbound)				Knapp Dr (Southbound)				Theodore St (Eastbound)				Theodore St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	8	0	7	0	12	68	0	0	0	86	18	0	199	
7:15 AM	0	0	0	0	10	0	8	0	6	65	0	0	0	120	27	0	236	
7:30 AM	0	0	0	0	17	0	8	0	11	76	0	0	0	113	32	0	257	
7:45 AM	0	0	0	0	7	0	13	0	10	73	2	0	0	132	36	0	273	965
8:00 AM	0	1	0	0	8	1	12	0	6	68	5	0	0	111	28	0	240	1006
8:15 AM	1	0	0	0	14	1	7	0	8	82	1	0	1	111	26	0	252	1022
8:30 AM	0	0	0	0	8	0	14	0	11	75	1	0	0	138	34	0	281	1046
8:45 AM	0	0	0	0	14	0	8	0	7	99	0	0	0	130	19	0	277	1050
9:00 AM	0	0	0	0	1	0	12	0	6	81	1	0	1	101	17	0	220	1030
9:15 AM	1	0	0	0	12	0	10	0	10	73	1	0	0	137	35	0	279	1057
9:30 AM	0	0	0	0	6	0	16	0	11	85	0	0	0	129	22	0	269	1045
9:45 AM	0	0	0	0	11	0	23	0	15	93	2	1	0	106	28	0	279	1047
10:00 AM	0	0	0	0	14	1	11	0	10	108	1	0	0	93	24	0	262	1089
10:15 AM	1	0	1	0	16	0	10	0	12	113	1	0	0	116	18	0	288	1098
10:30 AM	0	0	0	0	7	0	18	0	10	122	1	0	0	155	12	0	325	1154
10:45 AM	1	0	2	0	13	0	21	0	7	134	1	0	0	119	18	0	316	1191
11:00 AM	0	1	1	0	13	0	26	0	12	111	0	0	0	114	26	0	304	1233
11:15 AM	0	0	0	0	15	0	18	0	10	112	0	0	1	125	24	0	305	1250
11:30 AM	1	0	0	0	13	0	20	0	9	123	1	0	0	142	20	0	329	1254
11:45 AM	2	0	0	0	20	0	15	0	12	148	0	0	0	138	32	0	367	1305
12:00 PM	3	1	2	0	10	0	20	0	8	145	0	0	1	166	28	0	384	1385
12:15 PM	0	0	0	0	13	0	29	0	17	143	2	0	2	138	29	0	373	1453
12:30 PM	0	0	1	0	9	1	19	0	15	137	0	0	0	147	27	0	356	1480
12:45 PM	0	0	0	0	21	0	21	0	9	126	1	0	2	121	23	0	324	1437
1:00 PM	0	0	0	0	23	0	18	0	16	148	0	0	0	118	18	0	341	1394
1:15 PM	0	0	0	0	21	0	14	0	19	168	2	0	0	145	29	0	398	1419
1:30 PM	1	0	0	0	20	0	21	0	16	145	0	0	1	146	39	0	389	1452
1:45 PM	0	0	0	0	20	0	27	0	14	114	0	0	0	134	31	0	340	1468
2:00 PM	1	0	0	0	15	0	26	0	17	151	1	0	1	151	25	0	388	1515
2:15 PM	1	0	1	0	26	0	17	0	10	125	0	0	0	136	28	0	344	1461
2:30 PM	1	0	0	0	26	0	12	0	7	157	0	0	1	183	25	0	412	1484
2:45 PM	1	0	4	0	35	0	18	0	10	151	3	0	1	160	18	0	401	1545
3:00 PM	0	0	1	0	25	0	11	0	12	186	0	0	0	150	25	0	410	1567
3:15 PM	1	0	0	0	22	0	22	0	12	174	0	0	0	145	27	0	403	1626
3:30 PM	0	0	3	0	30	0	22	0	13	192	1	0	0	145	33	0	439	1653
3:45 PM	0	0	0	0	36	0	16	0	12	182	0	0	0	163	34	0	443	1695
4:00 PM	1	0	1	0	29	0	21	0	8	200	1	0	0	192	19	0	472	1757
4:15 PM	0	0	1	0	36	0	22	0	12	229	1	0	0	171	23	0	495	184

DRAFT

15-Min Count Period Beginning At	Knapp Dr (Northbound)				Knapp Dr (Southbound)				Theodore St (Eastbound)				Theodore St (Westbound)				Total	Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:30 PM	0	0	1	0	38	0	23	0	11	181	0	0	0	187	31	0	472	1882
4:45 PM	1	0	1	0	26	1	24	0	10	176	0	1	0	179	29	0	448	1887
5:00 PM	7	2	2	0	33	0	15	0	3	183	3	0	0	183	19	0	450	1865
5:15 PM	1	0	0	0	33	0	25	0	12	176	1	0	0	178	21	0	447	1817
5:30 PM	1	0	0	0	19	0	17	0	8	183	0	0	0	180	19	0	427	1772
5:45 PM	1	0	1	0	31	0	20	0	9	165	1	0	0	167	26	0	421	1745
6:00 PM	0	0	0	0	22	0	17	0	10	180	0	0	0	142	20	0	391	1686
6:15 PM	0	0	0	0	28	0	18	0	13	169	0	1	0	139	32	0	400	1639
6:30 PM	0	0	0	0	28	0	13	0	8	165	0	0	0	145	16	0	375	1587
6:45 PM	0	0	0	0	21	0	12	0	6	143	0	0	0	135	13	0	330	1496

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	4	0	144	0	88	0	48	916	4	0	0	684	92	0	1980
Heavy Trucks	0	0	0		0	0	0		4	4	0		0	16	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4
Scooters																	

Comments:

Report generated on 7/11/2025 2:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

DRAFT

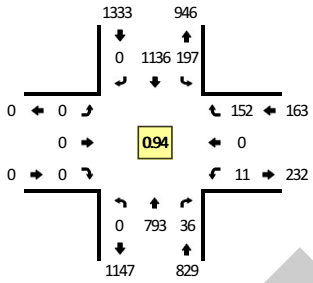
Type of peak hour being reported: Intersection Peak

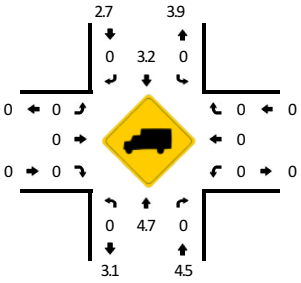
Method for determining peak hour: Total Entering

LOCATION: Larkin Ave -- Knapp Dr
CITY/STATE: Crest Hill, IL

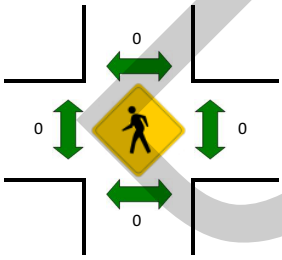
QC JOB #: 17095007
DATE: Wed, Jun 25 2025

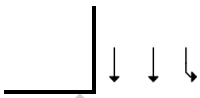
Peak-Hour: 3:30 PM -- 4:30 PM
Peak 15-Min: 3:30 PM -- 3:45 PM

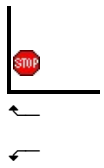


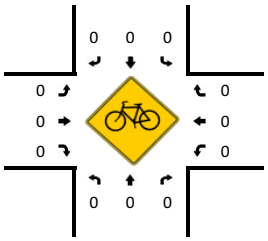


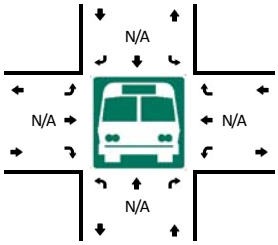
TRUE DATA TO IMPROVE MOBILITY



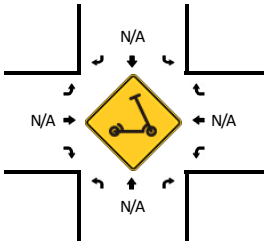












15-Min Count Period Beginning At	Larkin Ave (Northbound)				Larkin Ave (Southbound)				Knapp Dr (Eastbound)				Knapp Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	129	1	0	13	124	0	0	0	0	0	0	1	0	30	0	298	
7:15 AM	0	162	3	0	13	130	0	0	0	0	0	0	0	0	31	0	339	
7:30 AM	0	188	4	0	22	148	0	0	0	0	0	0	2	0	39	0	403	
7:45 AM	0	163	4	0	15	161	0	0	0	0	0	0	0	0	37	0	380	1420
8:00 AM	0	170	0	0	20	169	0	0	0	0	0	0	1	0	31	0	391	1513
8:15 AM	0	159	4	0	20	165	0	0	0	0	0	0	2	0	31	0	381	1555
8:30 AM	0	138	4	0	19	133	0	0	0	0	0	0	1	0	39	0	334	1486
8:45 AM	0	140	1	0	18	169	0	0	0	0	0	0	1	0	20	0	349	1455
9:00 AM	0	145	3	0	15	151	0	0	0	0	0	0	0	0	14	0	328	1392
9:15 AM	0	138	4	0	21	187	0	0	0	0	0	0	2	0	33	0	385	1396
9:30 AM	0	142	4	0	24	126	0	2	0	0	0	0	3	0	20	0	321	1383
9:45 AM	0	141	11	0	26	148	0	0	0	0	0	0	3	0	31	0	360	1394
10:00 AM	0	150	3	0	17	138	0	0	0	0	0	0	3	0	27	0	338	1404
10:15 AM	0	152	8	0	20	149	0	0	0	0	0	0	2	0	29	0	360	1379
10:30 AM	0	149	3	0	21	134	0	0	0	0	0	0	3	0	20	0	330	1388
10:45 AM	0	153	10	0	21	161	0	0	0	0	0	0	3	0	23	0	371	1399
11:00 AM	0	141	12	0	32	150	0	0	0	0	0	0	5	0	31	0	371	1432
11:15 AM	0	152	9	0	17	180	0	0	0	0	0	0	1	0	30	0	389	1461
11:30 AM	0	180	9	0	16	161	0	0	0	0	0	0	8	0	25	0	399	1530
11:45 AM	0	184	9	0	30	174	0	0	0	0	0	0	2	0	42	1	442	1601
12:00 PM	0	169	8	0	22	158	0	0	0	0	0	0	7	0	37	0	401	1631
12:15 PM	0	180	7	0	25	171	0	0	0	0	0	0	5	0	42	0	430	1672
12:30 PM	0	163	5	0	17	163	0	0	0	0	0	0	5	0	39	0	392	1665
12:45 PM	0	184	11	0	20	155	0	0	0	0	0	0	4	0	22	0	396	1619
1:00 PM	0	190	9	0	38	201	0	0	0	0	0	0	2	0	23	0	463	1681
1:15 PM	0	184	12	0	29	191	0	0	0	0	0	0	9	0	40	0	465	1716
1:30 PM	0	180	8	0	35	217	0	0	0	0	0	0	4	0	42	0	486	1810
1:45 PM	0	174	8	0	32	205	0	0	0	0	0	0	2	0	40	0	461	1875
2:00 PM	0	193	6	0	25	177	0	0	0	0	0	0	3	0	42	0	446	1858
2:15 PM	0	206	6	0	35	188	0	0	0	0	0	0	3	0	32	1	471	1864
2:30 PM	0	197	3	0	31	188	0	0	0	0	0	0	2	0	35	0	456	1834
2:45 PM	0	188	8	0	46	226	0	0	0	0	0	0	4	0	29	0	501	1874
3:00 PM	0	165	7	0	35	225	0	0	0	0	0	0	2	0	36	0	470	1898
3:15 PM	0	183	5	0	30	212	0	0	0	0	0	0	3	0	38	0	471	1898
3:30 PM	0	210	11	0	45	304	0	0	0	0	0	0	4	0	46	0	620	2062
3:45 PM	0	184	7	0	47	275	0	0	0	0	0	0	2	0	38	0	553	2114
4:00 PM	0	197	8	0	52	273	0	0	0	0	0	0	3	0	28	0	561	2205
4:15 PM	0	202	10	0	52	284	0	1	0	0	0	0	2	0	40	0	591	23

DRAFT

15-Min Count Period Beginning At	Larkin Ave (Northbound)				Larkin Ave (Southbound)				Knapp Dr (Eastbound)				Knapp Dr (Westbound)				Total	Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:30 PM	0	201	9	0	41	257	0	0	0	0	0	0	5	0	35	0	548	2253
4:45 PM	0	182	6	0	44	228	0	0	0	0	0	0	4	0	35	0	499	2199
5:00 PM	0	224	16	0	28	265	0	0	0	0	0	0	3	0	31	0	567	2205
5:15 PM	0	189	12	0	42	257	0	0	0	0	0	0	2	0	34	0	536	2150
5:30 PM	0	163	7	0	31	240	0	0	0	0	0	0	1	0	22	0	464	2066
5:45 PM	0	163	9	0	31	203	0	0	0	0	0	0	3	0	35	0	444	2011
6:00 PM	0	146	10	0	32	193	0	1	0	0	0	0	2	0	30	0	414	1858
6:15 PM	0	130	8	0	31	173	0	0	0	0	0	0	2	0	43	0	387	1709
6:30 PM	0	163	5	0	37	174	0	0	0	0	0	0	0	0	22	0	401	1646
6:45 PM	0	119	9	0	26	163	0	0	0	0	0	0	3	0	22	0	342	1544

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	840	44	0	180	1216	0	0	0	0	0	0	16	0	184	0	2480
Heavy Trucks	0	32	0		0	32	0		0	0	0		0	0	0		64
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 7/11/2025 2:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

DRAFT

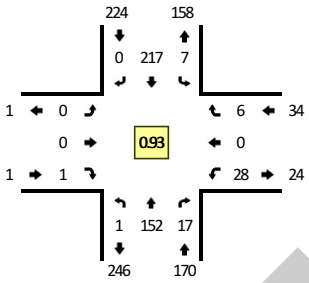
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering

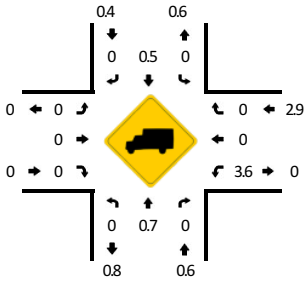
LOCATION: Knapp Dr -- Willow Cir Dr/Public Works Dwy
CITY/STATE: Crest Hill, IL

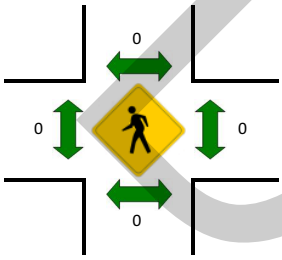
QC JOB #: 17095005
DATE: Wed, Jun 25 2025

Peak-Hour: 3:30 PM -- 4:30 PM
Peak 15-Min: 3:30 PM -- 3:45 PM

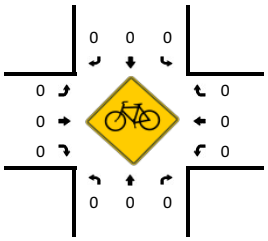


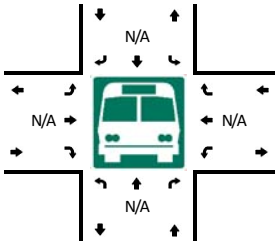




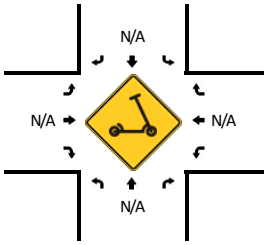












15-Min Count Period Beginning At	Knapp Dr (Northbound)				Knapp Dr (Southbound)				Willow Cir Dr/Public Works Dwy (Eastbound)				Willow Cir Dr/Public Works Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	27	3	0	0	16	0	0	0	0	0	0	1	0	0	0	47	
7:15 AM	0	30	2	0	0	18	0	0	0	0	0	0	2	0	0	0	52	
7:30 AM	0	41	3	0	1	21	0	0	0	0	0	0	3	0	0	0	69	
7:45 AM	0	42	4	0	0	19	0	0	0	0	0	0	1	0	1	0	67	235
8:00 AM	0	35	2	0	0	20	0	0	0	0	0	0	1	0	0	0	58	246
8:15 AM	0	27	6	0	1	23	0	0	0	0	0	0	0	0	0	0	57	251
8:30 AM	0	37	8	0	0	19	0	0	0	0	0	0	5	0	0	0	69	251
8:45 AM	0	25	3	0	0	20	0	0	0	0	0	0	2	0	1	0	51	235
9:00 AM	0	18	5	0	2	8	0	0	0	0	0	0	5	0	0	0	38	215
9:15 AM	0	39	6	0	1	20	0	0	0	0	0	0	3	0	2	0	71	229
9:30 AM	0	24	7	0	0	21	0	0	0	0	0	0	4	0	0	0	56	216
9:45 AM	1	37	8	0	4	33	0	0	1	0	0	0	6	0	1	0	91	256
10:00 AM	0	28	7	0	1	19	0	0	0	0	0	0	6	0	1	0	62	280
10:15 AM	0	25	7	0	1	23	0	0	0	0	0	0	6	0	2	0	64	273
10:30 AM	0	20	5	0	0	24	0	0	0	0	0	0	3	0	0	0	52	269
10:45 AM	0	29	2	0	2	23	0	0	0	0	0	0	9	0	0	0	65	243
11:00 AM	0	34	5	0	0	40	0	0	0	0	0	0	7	0	2	0	88	269
11:15 AM	0	28	7	0	0	30	0	0	0	0	0	0	5	0	1	0	71	276
11:30 AM	0	29	3	0	2	27	0	0	0	0	0	0	7	0	2	0	70	294
11:45 AM	0	42	4	0	1	39	0	0	0	0	0	0	6	0	2	0	94	323
12:00 PM	0	38	4	0	1	29	0	0	0	0	0	0	5	0	1	0	78	313
12:15 PM	0	40	7	0	2	33	0	0	0	0	0	0	9	0	1	0	92	334
12:30 PM	0	43	4	0	2	26	0	0	0	0	0	0	9	0	2	0	86	350
12:45 PM	0	27	6	0	1	35	0	0	0	0	0	0	8	0	2	0	79	335
1:00 PM	0	29	5	0	2	41	0	0	0	0	0	0	3	0	2	0	82	339
1:15 PM	0	41	9	0	1	39	0	0	0	0	0	0	1	0	0	0	91	338
1:30 PM	1	51	5	0	1	41	0	0	0	0	1	0	3	0	1	0	104	356
1:45 PM	0	37	10	0	1	48	0	0	0	0	0	0	6	0	1	0	103	380
2:00 PM	0	35	10	0	1	31	0	0	0	0	0	0	13	0	0	0	90	388
2:15 PM	0	40	2	0	2	40	0	0	0	0	0	0	8	0	0	0	92	389
2:30 PM	0	33	4	0	0	43	0	0	0	0	0	0	2	0	1	0	83	368
2:45 PM	0	25	5	0	1	54	1	0	0	0	0	0	6	0	2	0	94	359
3:00 PM	0	34	4	0	1	41	0	0	0	0	0	0	3	0	1	0	84	353
3:15 PM	0	42	1	0	1	43	1	0	0	0	1	0	5	0	0	0	94	355
3:30 PM	1	46	3	0	3	52	0	0	0	0	1	0	7	0	2	0	115	387
3:45 PM	0	44	4	0	2	56	0	0	0	0	0	0	6	0	1	0	113	406
4:00 PM	0	29	4	0	1	54	0	0	0	0	0	0	7	0	2	0	97	41

DRAFT

15-Min Count Period Beginning At	Knapp Dr (Northbound)				Knapp Dr (Southbound)				Willow Cir Dr/Public Works Dwy (Eastbound)				Willow Cir Dr/Public Works Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:15 PM	0	33	6	0	1	55	0	0	0	0	0	0	8	0	1	0	104	429
4:30 PM	0	36	9	0	0	58	0	0	0	0	0	0	10	0	1	0	114	428
4:45 PM	0	40	3	0	0	60	0	0	0	0	0	0	7	0	3	0	113	428
5:00 PM	0	28	0	0	1	40	0	0	0	0	0	0	7	0	0	0	76	407
5:15 PM	0	32	0	0	0	60	0	0	0	0	0	0	5	0	0	0	97	400
5:30 PM	1	25	3	0	0	39	0	0	0	0	1	0	3	0	0	0	72	358
5:45 PM	0	40	2	0	3	51	0	0	0	0	0	0	5	0	1	0	102	347
6:00 PM	0	30	3	0	0	42	0	0	0	0	0	0	3	0	1	0	79	350
6:15 PM	0	47	2	0	0	47	0	0	0	0	0	0	3	0	0	0	99	352
6:30 PM	0	22	2	0	1	46	0	0	0	0	0	0	2	0	0	0	73	353
6:45 PM	0	19	1	0	2	40	0	0	0	0	0	0	2	0	0	0	64	315

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	184	12	0	12	208	0	0	0	0	4	0	28	0	8	0	460
Heavy Trucks	0	0	0		0	4	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 7/11/2025 2:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

DRAFT

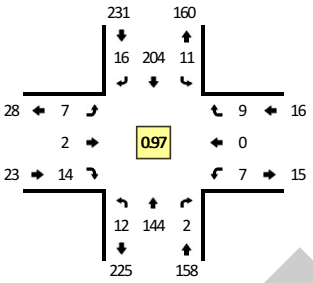
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering

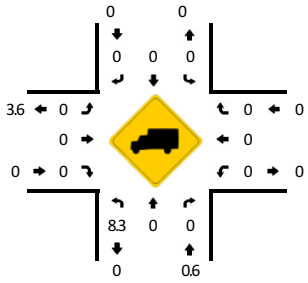
LOCATION: Knapp Dr -- Willow Cir Dr
CITY/STATE: Crest Hill, IL

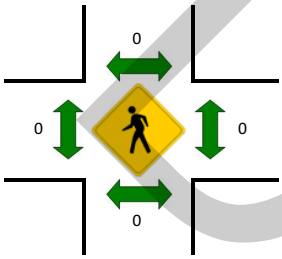
QC JOB #: 17095006
DATE: Wed, Jun 25 2025

Peak-Hour: 3:30 PM -- 4:30 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

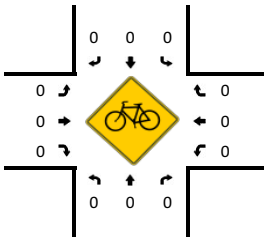


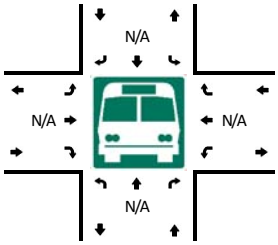
TRUE DATA TO IMPROVE MOBILITY



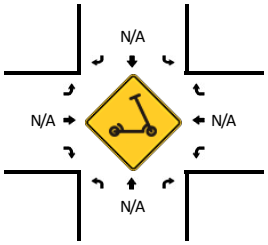












15-Min Count Period Beginning At	Knapp Dr (Northbound)				Knapp Dr (Southbound)				Willow Cir Dr (Eastbound)				Willow Cir Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	25	0	0	0	15	1	0	1	0	0	0	0	0	1	0	43	
7:15 AM	0	31	0	0	0	16	0	0	0	0	1	0	0	0	0	0	48	
7:30 AM	1	38	1	0	2	22	1	0	1	0	0	0	2	0	2	0	70	
7:45 AM	4	36	0	0	4	16	1	0	0	0	1	0	2	0	1	0	65	226
8:00 AM	2	33	0	0	1	17	2	0	1	0	1	0	0	0	0	0	57	240
8:15 AM	0	29	0	0	0	22	1	0	0	1	2	0	1	0	1	0	57	249
8:30 AM	2	38	0	0	4	20	0	0	0	0	1	0	0	0	2	0	67	246
8:45 AM	3	20	0	0	2	16	1	0	1	0	3	0	0	0	0	0	46	227
9:00 AM	2	13	0	0	4	7	7	0	1	0	1	0	0	0	0	0	35	205
9:15 AM	3	36	0	0	0	22	3	0	0	0	3	0	0	0	0	0	67	215
9:30 AM	3	20	1	0	2	20	7	0	1	0	3	0	1	0	2	0	60	208
9:45 AM	6	29	1	0	9	24	4	0	3	1	10	0	3	0	3	0	93	255
10:00 AM	5	23	0	0	3	12	4	0	4	1	6	0	1	0	2	0	61	281
10:15 AM	3	25	0	0	4	22	3	0	6	0	6	0	0	0	2	0	71	285
10:30 AM	4	18	0	0	2	16	5	0	1	1	6	0	2	0	1	0	56	281
10:45 AM	3	22	1	0	3	28	1	0	2	0	1	0	1	0	4	0	66	254
11:00 AM	5	33	2	0	4	30	9	0	2	0	9	0	3	0	0	0	97	290
11:15 AM	5	26	0	0	3	19	4	0	3	0	7	0	0	0	1	0	68	287
11:30 AM	4	25	0	0	3	22	1	0	10	1	9	0	1	0	1	0	77	308
11:45 AM	6	37	0	0	4	33	2	0	3	0	5	0	1	0	2	0	93	335
12:00 PM	3	37	2	0	4	22	4	0	8	1	11	0	0	2	1	0	95	333
12:15 PM	5	37	0	0	2	24	5	0	4	0	9	0	3	0	3	0	92	357
12:30 PM	4	38	0	0	4	15	4	0	4	1	11	0	1	0	2	0	84	364
12:45 PM	4	20	1	0	4	26	1	0	3	3	4	0	3	0	3	0	72	343
1:00 PM	5	21	0	0	5	36	6	0	2	0	5	0	2	1	2	0	85	333
1:15 PM	3	39	1	0	6	28	6	0	6	1	8	0	0	0	3	0	101	342
1:30 PM	1	43	0	0	7	33	4	0	3	0	10	0	1	0	2	0	104	362
1:45 PM	2	37	1	0	2	37	1	0	4	0	10	0	1	0	2	0	97	387
2:00 PM	0	37	0	0	1	28	2	0	3	0	5	0	1	0	4	0	81	383
2:15 PM	1	38	0	0	2	37	3	0	0	0	4	0	1	0	1	0	87	369
2:30 PM	3	31	1	0	0	31	3	0	2	0	6	0	1	0	1	0	79	344
2:45 PM	2	27	1	0	4	49	0	0	4	0	7	0	1	0	2	0	97	344
3:00 PM	1	34	0	0	3	36	3	0	3	0	4	0	0	0	2	0	86	349
3:15 PM	3	37	0	0	0	34	2	0	3	0	5	0	1	0	2	0	87	349
3:30 PM	1	43	0	0	3	48	4	0	2	1	1	0	3	0	2	0	108	378
3:45 PM	4	36	2	0	1	50	3	0	1	1	3	0	1	0	3	0	105	386
4:00 PM	4	28	0	0	2	53	6	0	3	0	6	0	1	0	2	0	105	405
4:15 PM	3	37	0	0	5	53	3	0	1	0	4	0	2	0	2	0	110	42

DRAFT

15-Min Count Period Beginning At	Knapp Dr (Northbound)				Knapp Dr (Southbound)				Willow Cir Dr (Eastbound)				Willow Cir Dr (Westbound)				Total	Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:30 PM	1	35	1	0	1	47	1	0	4	0	4	0	1	0	4	0	99	419
4:45 PM	2	32	2	0	2	43	5	0	5	0	8	0	3	0	0	0	102	416
5:00 PM	2	30	1	0	3	38	0	0	2	0	3	0	0	0	3	0	82	393
5:15 PM	2	31	1	0	2	53	2	0	2	0	10	0	0	0	2	0	105	388
5:30 PM	2	22	0	0	1	35	2	0	1	0	6	0	0	0	3	0	72	361
5:45 PM	1	32	0	0	1	37	1	0	2	1	5	0	0	0	2	0	82	341
6:00 PM	0	28	0	0	4	36	1	0	1	0	4	0	0	0	2	0	76	335
6:15 PM	3	42	0	0	3	36	0	0	1	1	7	0	2	0	0	0	95	325
6:30 PM	2	19	0	0	1	39	2	0	1	0	6	0	1	0	2	0	73	326
6:45 PM	0	20	0	0	3	32	0	0	3	0	5	0	0	0	2	0	65	309

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	148	0	0	20	212	12	0	4	0	16	0	8	0	8	0	440
Heavy Trucks	4	0	0		0	0	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 7/11/2025 2:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St (Cam 1 & Cam 2)	Timestamp at Larkin Ave & Knapp Dr (Cam 5 & 6)	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
Grey	SUV	7:00:33	X		EBL	X
Black	Sedan	7:00:40	7:01:53	0:01:13	EBL	WBR
Black	Sedan	7:00:48	7:02:01	0:01:13	WBR	WBR
Silver	Van	7:02:02	7:03:03	0:01:01	WBR	WBR
Black	Sedan	7:02:17	X		EBL	X
Grey	Crossover	7:02:40	X		EBL	X
Red	Sedan	7:03:07	7:03:58	0:00:51	EBL	WBR
Black	SUV	7:04:33	7:05:21	0:00:48	WBR	WBR
Silver	Crossover	7:06:18	7:07:16	0:00:58	EBL	WBR
Black	Sedan	7:07:11	7:08:02	0:00:51	WBR	WBR
Black	SUV	7:07:14	7:08:08	0:00:54	WBR	WBR
Blue	Truck	7:08:07	7:09:24	0:01:17	WBR	WBR
White	SUV	7:08:15	7:09:35	0:01:20	WBR	WBR
Grey	Sedan	7:08:48	7:09:38	0:00:50	WBR	WBR
Red	Minivan	7:08:51	7:09:41	0:00:50	WBR	WBR
Black	Truck	7:08:53	7:09:46	0:00:53	EBL	WBR
Black	Truck	7:09:10	7:10:04	0:00:54	WBR	WBR
Black	SUV	7:09:42	7:10:52	0:01:10	WBR	WBR
Grey	Crossover	7:10:10	7:11:04	0:00:54	WBR	WBR
Grey	Crossover	7:10:20	7:11:07	0:00:47	EBL	WBR
Blue	Crossover	7:11:54	7:12:49	0:00:55	WBR	WBR
White	SUV	7:11:56	7:12:54	0:00:58	WBR	WBR
Grey	SUV	7:12:18	X		WBR	X
White	Truck	7:12:23	X		EBL	X
Silver	Minivan	7:12:42	X		EBL	X
Silver	Crossover	7:12:44	7:13:34	0:00:50	EBL	WBR
Blue	Sedan	7:12:52	7:13:40	0:00:48	WBR	WBR
Black	Sedan	7:13:28	7:14:17	0:00:49	EBL	WBR
Silver	SUV	7:14:13	7:15:03	0:00:50	WBR	WBR
Silver	Sedan	7:14:40	7:15:32	0:00:52	WBR	WBR
Silver	SUV	7:16:20	7:17:11	0:00:51	WBR	WBR
Grey	Sedan	7:16:21	7:17:13	0:00:52	WBR	WBR
Black	Crossover	7:16:23	7:17:16	0:00:53	WBR	WBR
Black	SUV	7:16:42	7:17:25	0:00:43	WBR	WBR
Black	SUV	7:17:05	X		WBR	X
Silver	SUV	7:17:26	7:18:22	0:00:56	WBR	WBR
Black	Sedan	7:17:52	7:18:40	0:00:48	WBR	WBR
Black	Sedan	7:18:07	7:18:56	0:00:49	EBL	WBR
Black	Truck	7:18:45	7:19:52	0:01:07	WBR	WBR
Black	Truck	7:18:55	X		WBR	X
Black	Truck	7:19:27	X		EBL	X
Silver	Truck	7:19:37	7:20:29	0:00:52	EBL	WBR
White	SUV	7:20:14	7:21:13	0:00:59	EBL	WBR
Black	Sedan	7:20:30	7:21:36	0:01:06	WBR	WBR
Red	Crossover	7:21:24	7:22:16	0:00:52	WBR	WBR
Black	Sedan	7:21:36	7:22:30	0:00:54	WBR	WBR
Grey	SUV	7:21:41	7:22:33	0:00:52	WBR	WBR
White	Van	7:21:58	7:22:49	0:00:51	WBR	WBR
Black	Sedan	7:22:51	7:23:55	0:01:04	WBR	WBR
Grey	SUV	7:24:47	7:25:47	0:01:00	WBR	WBR
Grey	SUV	7:25:06	7:26:09	0:01:03	WBR	WBR
White	Jeep	7:26:30	7:27:23	0:00:53	EBL	WBR
Black	SUV	7:26:48	7:27:55	0:01:07	WBR	WBR
White	SUV	7:26:52	7:27:58	0:01:06	WBR	WBR

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

		Cam 1 & Cam 2	Cam 5 & 6			
Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St	Timestamp at Larkin Ave & Knapp Dr	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
Black	SUV	7:27:22	7:28:19	0:00:57	WBR	WBR
Grey	Sedan	7:27:29	7:28:38	0:01:09	WBR	WBR
Black	SUV	7:27:53	7:29:12	0:01:19	EBL	WBR
Yellow	Bus	7:27:58	7:29:39	0:01:41	WBR	WBR
Grey	Sedan	7:28:01	7:29:44	0:01:43	WBR	WBR
Black	Sedan	7:28:16	7:29:48	0:01:32	WBR	WBR
Yellow	Bus	7:28:47	7:29:53	0:01:06	WBR	WBR
Black	Crossover	7:29:18	7:30:14	0:00:56	WBR	WBR
Black	SUV	7:29:50	7:31:01	0:01:11	WBR	WBR
Red	Truck	7:29:59	7:31:10	0:01:11	WBR	WBR
Black	Truck	7:30:30	7:31:16	0:00:46	WBR	WBR
Black	Sedan	7:30:39	7:31:36	0:00:57	WBR	WBR
White	Truck	7:31:00	X		WBR	X
Red	SUV	7:31:04	7:32:00	0:00:56	WBR	WBR
Grey	Sedan	7:31:08	7:32:07	0:00:59	WBR	WBR
Grey	SUV	7:31:21	7:32:17	0:00:56	WBR	WBR
Grey	Sedan	7:31:23	7:32:20	0:00:57	WBR	WBR
Yellow	Van	7:31:37	7:33:08	0:01:31	EBL	WBR
Grey	SUV	7:32:41	X		WBR	X
Grey	Sedan	7:32:44	7:33:38	0:00:54	WBR	WBR
Silver	Sedan	7:32:57	7:33:49	0:00:52	WBR	WBR
White	SUV	7:33:30	7:34:39	0:01:09	WBR	WBR
Grey	Sedan	7:33:39	7:34:44	0:01:05	WBR	WBR
Blue	Sedan	7:33:54	7:34:58	0:01:04	WBR	WBR
Grey & Black	Jeep	7:34:01	7:35:02	0:01:01	WBR	WBR
Black	Sedan	7:34:31	7:35:23	0:00:52	WBR	WBR
White	Truck	7:34:55	X		EBL	X
Red	SUV	7:35:00	X		EBL	X
Black	Hatchback	7:36:23	7:37:17	0:00:54	WBR	WBR
Black	Sedan	7:36:29	7:37:20	0:00:51	WBR	WBR
White	SUV	7:36:45	7:37:38	0:00:53	WBR	WBR
Black	SUV	7:36:57	X		EBL	X
Brown	Sedan	7:37:05	7:38:08	0:01:03	WBR	WBR
Black	SUV	7:37:22	7:38:25	0:01:03	EBL	WBR
White	Truck	7:37:29	X		WBR	X
Blue	SUV	7:38:37	7:39:37	0:01:00	WBR	WBR
White	SUV	7:38:45	7:39:39	0:00:54	EBL	WBR
White	Sedan	7:39:01	7:39:58	0:00:57	EBL	WBR
Grey	SUV	7:39:09	7:40:05	0:00:56	WBR	WBR
White	Truck	7:39:17	7:40:26	0:01:09	WBR	WBR
Blue	SUV	7:39:33	7:40:30	0:00:57	EBL	WBR
Red	SUV	7:40:08	7:41:01	0:00:53	WBR	WBR
Grey	SUV	7:40:32	7:41:27	0:00:55	WBR	WBR
Red	Sedan	7:40:51	7:42:11	0:01:20	WBR	WBR
Black	Truck	7:40:53	7:42:19	0:01:26	WBR	WBR
Black	Sedan	7:40:58	7:42:23	0:01:25	WBR	WBR
Blue	Sedan	7:41:56	7:42:43	0:00:47	WBR	WBR
Brown	Truck	7:42:18	7:44:01	0:01:43	EBL	WBR
Black	SUV	7:42:56	7:44:04	0:01:08	WBR	WBR
Grey	Sedan	7:43:06	7:44:16	0:01:10	WBR	WBR
Black	Sedan	7:44:27	7:45:15	0:00:48	EBL	WBR
Grey	SUV	7:44:31	X		EBL	X
White	Van	7:45:31	7:46:27	0:00:56	WBR	WBR
Grey	SUV	7:45:44	7:46:51	0:01:07	EBL	WBR

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Cam 1 & Cam 2 Cam 5 & 6

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St	Timestamp at Larkin Ave & Knapp Dr	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
White	SUV	7:45:57	7:46:51	0:00:54	WBR	WBR
Grey	SUV	7:46:03	7:47:28	0:01:25	WBR	WBR
Blue	Sedan	7:46:12	7:47:31	0:01:19	EBL	WBR
Blue	Truck	7:46:32	7:47:38	0:01:06	WBR	WBR
Red	Truck	7:46:45	7:47:50	0:01:05	EBL	WBR
White	SUV	7:47:20	X		WBR	X
Grey	SUV	7:47:36	7:48:30	0:00:54	WBR	WBR
Black	Minivan	7:47:40	7:48:42	0:01:02	WBR	WBR
Black	Sedan	7:47:53	7:48:45	0:00:52	WBR	WBR
Black	SUV	7:47:55	7:48:47	0:00:52	WBR	WBR
White	Sedan	7:48:05	7:49:22	0:01:17	WBR	WBR
Black	Sedan	7:49:29	7:50:11	0:00:42	EBL	WBR
Black	Sedan	7:50:09	X		WBR	X
Black	Sedan	7:50:17	7:51:21	0:01:04	WBR	WBR
White	SUV	7:50:20	7:51:28	0:01:08	WBR	WBR
White	SUV	7:50:29	X		WBR	X
Blue	Sedan	7:51:58	7:52:49	0:00:51	WBR	WBR
Grey	Sedan	7:52:02	7:52:52	0:00:50	WBR	WBR
Blue	Sedan	7:52:03	7:52:56	0:00:53	EBL	WBR
Grey	SUV	7:53:52	7:54:47	0:00:55	WBR	WBR
Grey	SUV	7:53:54	7:55:03	0:01:09	WBR	WBR
White	Sedan	7:54:08	7:55:06	0:00:58	WBR	WBR
Grey	Sedan	7:54:14	7:55:16	0:01:02	EBL	WBR
Black	Sedan	7:54:32	7:55:32	0:01:00	WBR	WBR
Red	Sedan	7:54:48	X		WBR	X
Black	Sedan	7:54:52	7:55:45	0:00:53	WBR	WBR
Grey	Sedan	7:55:03	7:55:54	0:00:51	WBR	WBR
Silver	Sedan	7:55:23	7:56:13	0:00:50	WBR	WBR
Silver	SUV	7:55:31	X		WBR	X
Black	SUV	7:56:10	7:57:00	0:00:50	WBR	WBR
White	Sedan	7:56:49	7:57:36	0:00:47	WBR	WBR
Black	SUV	7:56:51	X		WBR	X
Grey	SUV	7:56:55	X		EBL	X
Black	Sedan	7:57:00	7:57:54	0:00:54	WBR	WBR
Grey	Sedan	7:57:24	7:58:16	0:00:52	WBR	WBR
White	Truck	7:57:31	7:58:27	0:00:56	WBR	WBR
White	Sedan	7:57:54	7:58:47	0:00:53	EBL	WBR
White	Sedan	7:58:04	7:58:56	0:00:52	EBL	WBR
Blue	Truck	7:58:19	X		WBR	X
Green	Jeep	7:58:22	X		WBR	X
Black	Sedan	7:58:30	X		WBR	X
White	Truck	7:58:33	7:59:37	0:01:04	WBR	WBR
Grey	Sedan	7:58:39	7:59:45	0:01:06	WBR	WBR
Black	Sedan	7:59:21	8:00:11	0:00:50	EBL	WBR
White	Sedan	8:00:34	8:01:24	0:00:50	WBR	WBR
Grey	SUV	8:01:20	8:02:20	0:01:00	WBR	WBR
Grey	Sedan	8:01:34	8:02:30	0:00:56	WBR	WBR
Blue	Coupe	8:01:36	8:02:32	0:00:56	WBR	WBR
White	SUV	8:01:38	8:02:39	0:01:01	WBR	WBR
Black	Sedan	8:01:40	X		EBL	X
Black	Sedan	8:02:33	8:03:21	0:00:48	WBR	WBR
White	Sedan	8:02:52	8:04:03	0:01:11	WBR	WBR
Black	SUV	8:03:04	8:04:06	0:01:02	WBR	WBR
Black	SUV	8:03:44	X		WBR	X

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Cam 1 & Cam 2 Cam 5 & 6

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St	Timestamp at Larkin Ave & Knapp Dr	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
Black	SUV	8:04:01	8:04:48	0:00:47	WBR	WBR
Black	SUV	8:04:20	8:05:07	0:00:47	EBL	WBR
Black	SUV	8:05:20	8:06:09	0:00:49	WBR	WBR
Green	Sedan	8:05:52	X		EBL	X
Brown	Sedan	8:06:47	8:07:43	0:00:56	WBR	WBR
White	Sedan	8:07:00	8:07:54	0:00:54	EBL	WBR
Black	SUV	8:07:35	8:08:28	0:00:53	EBL	WBR
Black	SUV	8:07:39	8:08:42	0:01:03	WBR	WBR
White	Bus	8:07:57	8:09:33	0:01:36	WBR	WBR
Blue	Sedan	8:07:59	8:09:37	0:01:38	WBR	WBR
Black	SUV	8:09:43	8:10:32	0:00:49	WBR	WBR
White	Van	8:10:06	8:11:14	0:01:08	WBR	WBR
Black	SUV	8:10:24	8:11:22	0:00:58	WBR	WBR
Grey	SUV	8:11:23	8:12:18	0:00:55	WBR	WBR
Silver	Sedan	8:11:26	8:12:26	0:01:00	WBR	WBR
Black	SUV	8:12:08	8:13:09	0:01:01	WBR	WBR
Red	Sedan	8:12:15	8:13:17	0:01:02	WBR	WBR
Black	Truck	8:12:26	8:13:21	0:00:55	WBR	WBR
Black	SUV	8:12:35	8:13:32	0:00:57	NBT	WBR
White	Sedan	8:13:06	8:13:56	0:00:50	WBR	WBR
Black	SUV	8:13:37	8:14:31	0:00:54	EBL	WBR
White	Sedan	8:13:59	8:15:03	0:01:04	WBR	WBR
Black	Truck	8:14:08	8:15:13	0:01:05	WBR	WBR
Green	SUV	8:14:11	8:15:22	0:01:11	WBR	WBR
Red	SUV	8:14:47	8:15:44	0:00:57	WBR	WBR
White	Heavy	8:15:21	8:16:15	0:00:54	EBL	WBR
Black	Minivan	8:17:01	8:17:55	0:00:54	WBR	WBR
Black	SUV	8:17:04	X		EBL	X
Brown	SUV	8:17:11	X		WBR	X
Black	SUV	8:17:16	8:18:45	0:01:29	WBR	WBR
Grey	Sedan	8:17:19	8:18:48	0:01:29	WBR	WBR
Black	Sedan	8:18:12	8:19:05	0:00:53	WBR	WBR
Grey	Sedan	8:18:33	8:19:19	0:00:46	EBL	WBR
Black	SUV	8:18:42	8:19:37	0:00:55	WBR	WBR
White	SUV	8:20:45	X		EBL	X
Green	Sedan	8:21:06	X		WBR	X
Black	SUV	8:22:00	8:22:56	0:00:56	WBR	WBR
Black	Sedan	8:23:06	8:24:11	0:01:05	WBR	WBR
White	SUV	8:23:15	8:24:24	0:01:09	WBR	WBR
Grey	SUV	8:23:27	8:24:26	0:00:59	WBR	WBR
Black	Crossover	8:23:31	8:24:28	0:00:57	WBR	WBR
Black	Sedan	8:23:54	8:24:41	0:00:47	EBL	WBR
Red	SUV	8:24:25	8:25:27	0:01:02	WBR	WBR
White	SUV	8:24:28	8:25:30	0:01:02	WBR	WBR
Black	SUV	8:24:32	8:25:33	0:01:01	WBR	WBR
White	Sedan	8:24:33	8:25:36	0:01:03	EBL	WBR
Black	SUV	8:25:16	8:26:15	0:00:59	WBR	WBR
White	Bus	8:25:30	X		WBR	X
White	Van	8:26:24	8:27:22	0:00:58	WBR	WBR
White	Truck	8:26:27	8:27:23	0:00:56	WBR	WBR
Red	SUV	8:26:30	8:27:30	0:01:00	EBL	WBR
Grey	Sedan	8:26:55	8:28:03	0:01:08	WBR	WBR
Grey	SUV	8:27:39	8:28:26	0:00:47	WBR	WBR
Black	SUV	8:28:10	X		WBR	X

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St (Cam 1 & Cam 2)	Timestamp at Larkin Ave & Knapp Dr (Cam 5 & 6)	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
Grey	Truck	8:28:34	8:29:42	0:01:08	WBR	WBR
Black	Sedan	8:28:50	X		EBL	X
Red	Sedan	8:29:45	8:30:44	0:00:59	WBR	WBR
Red	SUV	8:29:48	8:30:47	0:00:59	WBR	WBR
Grey	Truck	8:30:23	8:31:30	0:01:07	WBR	WBR
Black	Sedan	8:30:26	8:31:37	0:01:11	WBR	WBR
White	Truck	8:30:28	8:31:39	0:01:11	WBR	WBR
Black	Sedan	8:30:33	8:31:44	0:01:11	WBR	WBR
White	Sedan	8:31:04	8:31:54	0:00:50	WBR	WBR
White	SUV	8:31:08	X		WBR	X
Grey	Sedan	8:31:25	8:32:18	0:00:53	WBR	WBR
Black	Sedan	8:31:36	X		EBL	X
Red	Sedan	8:32:10	8:33:12	0:01:02	WBR	WBR
White	Sedan	8:32:13	8:33:18	0:01:05	WBR	WBR
White	Van	8:32:30	X		WBR	X
Black	SUV	8:33:22	8:34:21	0:00:59	WBR	WBR
Grey	SUV	8:34:01	8:35:08	0:01:07	WBR	WBR
Blue	SUV	8:34:03	8:35:11	0:01:08	WBR	WBR
Black	SUV	8:34:15	8:35:16	0:01:01	WBR	WBR
White	SUV	8:34:18	8:35:24	0:01:06	WBR	WBR
Red	SUV	8:34:26	8:35:29	0:01:03	WBR	WBR
Black	Sedan	8:34:28	8:35:32	0:01:04	WBR	WBR
Black	SUV	8:34:39	X		WBR	X
Black	Sedan	8:35:34	8:36:25	0:00:51	EBL	WBR
Black	Sedan	8:36:15	8:37:12	0:00:57	WBR	WBR
Red	SUV	8:36:35	8:37:24	0:00:49	WBR	WBR
Grey	Sedan	8:36:49	X		WBR	X
Black	Sedan	8:37:11	8:38:03	0:00:52	WBR	WBR
White	SUV	8:37:52	8:38:49	0:00:57	WBR	WBR
White	SUV	8:38:01	8:39:01	0:01:00	EBL	WBR
Black	Sedan	8:38:13	8:39:06	0:00:53	EBL	WBR
Black	Truck	8:38:26	X		EBL	X
Black	SUV	8:38:29	X		EBL	X
Grey	Sedan	8:38:31	8:39:33	0:01:02	EBL	WBR
White	Sedan	8:38:42	8:39:36	0:00:54	WBR	WBR
Grey	SUV	8:39:09	8:39:59	0:00:50	WBR	WBR
Red	Sedan	8:39:11	8:40:23	0:01:12	EBL	WBR
White	SUV	8:39:33	X		WBR	X
White	SUV	8:40:14	8:41:09	0:00:55	WBR	WBR
Green	Sedan	8:40:55	X		EBL	X
Black	Sedan	8:41:19	8:42:48	0:01:29	WBR	WBR
Black	SUV	8:41:30	8:42:54	0:01:24	EBL	WBR
White	SUV	8:42:12	8:43:11	0:00:59	WBR	WBR
Black	SUV	8:42:14	8:43:14	0:01:00	WBR	WBR
Black	SUV	8:43:12	8:44:15	0:01:03	WBR	WBR
Grey	SUV	8:43:17	8:44:21	0:01:04	WBR	WBR
Red	Van	8:44:08	X		WBR	X
Black	Sedan	8:44:28	8:45:26	0:00:58	WBR	WBR
White	SUV	8:45:43	X		EBL	X
White	SUV	8:45:53	X		EBL	X
Black	SUV	8:46:27	8:47:25	0:00:58	WBR	WBR
Black	Sedan	8:46:32	X		WBR	X
White	Truck	8:46:43	8:47:31	0:00:48	WBR	WBR
Blue	Sedan	8:46:57	8:47:59	0:01:02	WBR	WBR

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Cam 1 & Cam 2 Cam 5 & 6

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St	Timestamp at Larkin Ave & Knapp Dr	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
Red	Heavy	8:47:25	8:48:36	0:01:11	WBR	WBR
Black	Sedan	8:48:01	8:48:55	0:00:54	WBR	WBR
White	SUV	8:48:51	8:49:55	0:01:04	WBR	WBR
Black	SUV	8:49:06	8:50:09	0:01:03	WBR	WBR
Grey	Sedan	8:49:42	8:50:29	0:00:47	EBL	WBR
Black	SUV	8:50:36	8:51:19	0:00:43	EBL	WBR
Black	SUV	8:50:41	X		WBR	X
Black	SUV	8:53:19	8:54:12	0:00:53	WBR	WBR
Black	Sedan	8:53:24	8:54:16	0:00:52	WBR	WBR
Black	SUV	8:53:27	8:54:19	0:00:52	WBR	WBR
White	SUV	8:55:15	8:56:21	0:01:06	WBR	WBR
Grey	Sedan	8:55:43	8:56:32	0:00:49	EBL	WBR
Grey	Sedan	8:55:46	X		EBL	X
Red	SUV	8:57:17	X		WBR	X
Grey	Sedan	8:57:34	X		EBL	X
White	Sedan	8:57:58	8:59:13	0:01:15	WBR	WBR
Grey	SUV	8:58:35	8:59:38	0:01:03	WBR	WBR
White	SUV	8:58:51	X		WBR	X
Black	Truck	8:59:08	8:59:59	0:00:51	WBR	WBR
Sky Blue	Sedan	9:00:01	9:01:02	0:01:01	WBR	WBR
Red	SUV	9:00:46	9:01:41	0:00:55	WBR	WBR
Black	SUV	9:01:11	9:02:08	0:00:57	WBR	WBR
Black	Sedan	9:01:15	9:02:31	0:01:16	WBR	WBR
Black	SUV	9:03:29	9:04:29	0:01:00	WBR	WBR
Sky Blue	SUV	9:03:38	9:04:36	0:00:58	WBR	WBR
Red	SUV	9:04:03	X		WBR	X
White	SUV	9:04:30	X		EBL	X
Black	Sedan	9:04:48	X		EBL	X
Black	Sedan	9:04:57	X		WBR	X
Grey	SUV	9:05:37	9:06:42	0:01:05	WBR	WBR
Black	Sedan	9:06:56	X		WBR	X
Grey	SUV	9:09:04	9:10:05	0:01:01	WBR	WBR
Black	Sedan	9:10:13	9:11:04	0:00:51	WBR	WBR
White	SUV	9:10:30	X		EBL	X
Grey	SUV	9:11:15	9:12:20	0:01:05	WBR	WBR
White	Truck	9:11:20	X		EBL	X
White	Sedan	9:11:25	X		WBR	X
Silver	Truck	9:11:31	X		EBL	X
Black	Sedan	9:11:56	9:12:41	0:00:45	EBL	WBR
White	Truck	9:12:18	9:13:03	0:00:45	WBR	WBR
White	Sedan	9:13:28	9:14:24	0:00:56	WBR	WBR
White	SUV	9:13:36	X		WBR	X
Grey	Sedan	9:15:15	9:16:21	0:01:06	EBL	WBR
Yellow	Truck	9:15:58	9:16:55	0:00:57	WBR	WBR
Black	Sedan	9:16:02	X		WBR	X
Silver	SUV	9:16:20	9:17:26	0:01:06	WBR	WBR
White	SUV	9:16:34	X		WBR	X
Silver	Sedan	9:16:36	9:17:32	0:00:56	WBR	WBR
Red	SUV	9:16:53	9:18:06	0:01:13	WBR	WBR
Black	SUV	9:17:09	9:18:42	0:01:33	EBL	WBL
Black	Sedan	9:17:35	9:18:33	0:00:58	WBR	WBR
Grey	SUV	9:18:02	9:18:59	0:00:57	WBR	WBR
Silver	SUV	9:18:05	X		WBR	X
Black	SUV	9:18:26	9:19:30	0:01:04	WBR	WBR

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Cam 1 & Cam 2 Cam 5 & 6

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St	Timestamp at Larkin Ave & Knapp Dr	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
Black	Sedan	9:18:30	X		WBR	X
Black	SUV	9:18:33	9:19:40	0:01:07	WBR	WBR
Red	SUV	9:18:50	9:19:44	0:00:54	EBL	WBR
Black	SUV	9:19:20	X		WBR	X
Silver	SUV	9:19:22	9:20:22	0:01:00	WBR	WBR
White	SUV	9:19:26	9:20:25	0:00:59	WBR	WBR
White	Van	9:20:25	9:21:23	0:00:58	WBR	WBR
Grey	SUV	9:20:28	9:21:26	0:00:58	WBR	WBR
Red	Truck	9:20:30	9:21:28	0:00:58	WBR	WBR
Red	SUV	9:20:57	X		EBL	X
White	SUV	9:21:08	9:22:04	0:00:56	WBR	WBR
Sky Blue	Sedan	9:21:28	9:22:24	0:00:56	WBR	WBR
White	Sedan	9:21:41	9:22:34	0:00:53	WBR	WBR
Grey	SUV	9:22:28	9:23:15	0:00:47	WBR	WBR
Blue	SUV	9:24:27	9:25:21	0:00:54	EBL	WBR
Black	Sedan	9:24:37	9:25:34	0:00:57	WBR	WBR
Grey	SUV	9:24:41	9:25:38	0:00:57	WBR	WBR
Black	SUV	9:24:43	X		WBR	X
Grey	Van	9:24:59	9:25:59	0:01:00	EBL	WBR
Green	SUV	9:25:29	X		WBR	X
Black	Sedan	9:25:35	X		WBR	X
Grey	SUV	9:26:11	9:26:59	0:00:48	WBR	WBR
Black	Truck	9:26:15	9:27:07	0:00:52	WBR	WBR
Grey	SUV	9:26:18	X		WBR	X
Red	SUV	9:26:30	X		EBL	X
Red	Sedan	9:26:51	9:27:50	0:00:59	WBR	WBR
Black	SUV	9:27:06	X		EBL	X
Black	Sedan	9:27:26	9:28:12	0:00:46	EBL	WBR
White	Sedan	9:27:53	9:28:46	0:00:53	WBR	WBR
Black	Sedan	9:28:37	9:29:29	0:00:52	WBR	WBR
Grey	SUV	9:28:45	X		WBR	X
Red	Van	9:28:49	X		EBL	X
Black	Sedan	9:29:40	9:30:31	0:00:51	WBR	WBR
Silver	SUV	9:30:21	X		WBR	X
Grey	SUV	9:30:23	X		WBR	X
Black	SUV	9:30:33	9:32:06	0:01:33	WBR	WBR
Grey	Truck	9:31:09	9:32:09	0:01:00	EBL	WBR
White	SUV	9:31:23	9:32:18	0:00:55	WBR	WBR
Black	SUV	9:31:53	9:32:46	0:00:53	WBR	WBR
Grey	SUV	9:31:57	X		WBR	X
Grey	SUV	9:32:27	X		EBL	X
Black	Sedan	9:32:31	9:33:17	0:00:46	WBR	WBR
Black	SUV	9:32:35	9:33:27	0:00:52	WBR	WBR
Grey	Sedan	9:32:39	X		EBL	X
Black	Truck	9:33:26	9:34:30	0:01:04	WBR	WBL
White	Truck	9:33:38	9:34:32	0:00:54	WBR	WBR
Blue	SUV	9:34:26	9:35:26	0:01:00	WBR	WBR
White	SUV	9:35:05	X		EBL	X
Grey	SUV	9:35:09	X		EBL	X
Silver	Truck	9:38:22	X		EBL	X
Grey	SUV	9:41:02	X		EBL	X
Grey	SUV	9:41:19	9:42:26	0:01:07	WBR	WBR
Black	Truck	9:41:46	9:42:44	0:00:58	WBR	WBR
Black	Sedan	9:41:48	X		WBR	X

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St (Cam 1 & Cam 2)	Timestamp at Larkin Ave & Knapp Dr (Cam 5 & 6)	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
Grey	Truck	9:41:54	9:42:55	0:01:01	WBR	WBR
Black	Sedan	9:42:35	9:43:23	0:00:48	WBR	WBR
Silver	SUV	9:43:05	X		EBL	X
Grey	Sedan	9:43:30	9:44:23	0:00:53	WBR	WBR
Grey	Sedan	9:43:34	9:44:33	0:00:59	WBR	WBR
White	Van	9:43:43	9:44:38	0:00:55	WBR	WBR
Black	SUV	9:44:03	X		EBL	X
White	Sedan	9:44:22	9:45:20	0:00:58	EBL	WBR
White	SUV	9:44:26	X		WBR	X
Black	Sedan	9:44:28	9:45:22	0:00:54	WBR	WBR
Black	Sedan	9:44:30	9:45:32	0:01:02	WBR	WBR
Blue	Sedan	9:44:51	9:45:43	0:00:52	EBL	WBR
Grey	SUV	9:45:20	9:46:11	0:00:51	WBR	WBR
White	SUV	9:45:22	X		EBL	X
Black	SUV	9:45:44	9:46:38	0:00:54	WBR	WBR
White	Sedan	9:45:48	X		WBR	X
Grey	SUV	9:47:00	X		EBL	X
White	SUV	9:47:15	X		EBL	X
Black	Sedan	9:47:28	X		WBR	X
Red	SUV	9:48:22	9:49:18	0:00:56	WBR	WBR
Silver	Sedan	9:48:24	9:49:23	0:00:59	WBR	WBR
Black	SUV	9:48:26	X		WBR	X
Red	SUV	9:48:44	9:49:38	0:00:54	WBR	WBR
Blue	SUV	9:49:00	9:50:20	0:01:20	WBR	WBR
White	Van	9:49:05	X		WBR	X
Grey	SUV	9:49:13	X		EBL	X
Grey	Truck	9:49:18	9:50:25	0:01:07	WBR	WBR
Silver	Sedan	9:49:42	X		WBR	X
Brown	Sedan	9:50:23	X		WBR	X
Grey	Sedan	9:50:25	9:51:23	0:00:58	WBR	WBR
Black	SUV	9:50:31	X		EBL	X
White	SUV	9:50:38	X		EBL	X
Gold	SUV	9:50:53	9:51:50	0:00:57	EBL	WBR
Grey	Truck	9:51:03	X		WBR	X
Black	SUV	9:51:09	9:52:30	0:01:21	WBR	WBR
Red	Sedan	9:52:20	X		WBR	X
Black	SUV	9:52:24	X		EBL	X
White	SUV	9:52:35	9:53:53	0:01:18	WBR	WBL
Brown	Sedan	9:52:42	9:53:54	0:01:12	WBR	WBR
Black	Truck	9:52:56	X		WBR	X
White	SUV	9:53:17	9:54:08	0:00:51	WBR	WBR
Black	SUV	9:53:27	9:54:17	0:00:50	EBL	WBR
Grey	SUV	9:53:32	X		EBL	X
White	Sedan	9:53:43	X		WBR	X
Black	SUV	9:55:22	9:56:25	0:01:03	WBR	WBR
White	Sedan	9:56:10	X		EBL	X
Black	SUV	9:56:41	9:57:25	0:00:44	EBL	WBR
Black	SUV	9:56:49	9:57:51	0:01:02	WBR	WBR
Black	Truck	9:57:28	9:58:32	0:01:04	WBR	WBR
Silver	Sedan	9:57:31	X		EBL	X
White	Truck	9:58:16	X		WBR	X
White	Sedan	9:58:30	X		WBR	X
Grey	SUV	9:58:46	X		EBL	X
Red	Truck	9:59:02	10:00:01	0:00:59	EBL	WBR

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Cam 1 & Cam 2 Cam 5 & 6

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St	Timestamp at Larkin Ave & Knapp Dr	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
White	Sedan	9:59:18	10:00:31	0:01:13	WBR	WBR
White	Sedan	10:00:28	X		WBR	X
Grey	Sedan	10:00:35	10:01:28	0:00:53	WBR	WBR
White	Sedan	10:01:05	10:02:03	0:00:58	WBR	WBR
White	SUV	10:01:10	10:02:25	0:01:15	WBR	WBR
Black	SUV	10:01:31	10:02:35	0:01:04	WBR	WBR
Grey	SUV	10:02:26	10:03:14	0:00:48	WBR	WBR
Black	SUV	10:02:29	X		WBR	X
Grey	SUV	10:02:50	10:03:35	0:00:45	WBR	WBR
Grey	Sedan	10:02:54	X		EBL	X
Black	Sedan	10:03:22	10:04:29	0:01:07	WBR	WBR
White	SUV	10:03:29	X		WBR	X
White	SUV	10:03:46	10:04:40	0:00:54	WBR	WBR
Grey	SUV	10:04:25	X		WBR	X
Brown	SUV	10:04:32	X		EBL	X
Blue	SUV	10:04:40	10:05:50	0:01:10	WBR	WBR
Grey	SUV	10:04:50	X		EBL	X
Black	SUV	10:04:54	X		EBL	X
Silver	Sedan	10:05:06	X		WBR	X
Silver	Sedan	10:05:24	X		EBL	X
Red	Sedan	10:05:57	10:06:49	0:00:52	WBR	WBR
Brown	SUV	10:06:33	10:07:24	0:00:51	EBL	WBR
Black	SUV	10:06:49	X		WBR	X
Black	SUV	10:08:20	10:09:15	0:00:55	WBR	WBR
Black	SUV	10:08:27	10:09:21	0:00:54	WBR	WBR
Black	SUV	10:08:50	10:09:37	0:00:47	WBR	WBR
Black	Sedan	10:09:54	X		WBR	X
Black	Truck	10:10:15	X		WBR	X
White	SUV	10:11:00	X		EBL	X
White	SUV	10:11:03	X		EBL	X
Blue	SUV	10:11:05	10:12:18	0:01:13	EBL	WBR
White	SUV	10:11:30	X		WBR	X
Silver	Sedan	10:11:41	10:12:41	0:01:00	EBL	WBR
Red	SUV	10:12:13	X		WBR	X
Black	Sedan	10:12:28	10:13:18	0:00:50	WBR	WBR
Black	SUV	10:14:10	10:15:07	0:00:57	WBR	WBR
Blue	SUV	10:15:20	10:16:52	0:01:32	WBR	WBR
Grey	Sedan	10:16:03	X		EBL	X
White	SUV	10:16:18	X		EBL	X
Black	Sedan	10:16:30	10:17:17	0:00:47	WBR	WBR
Silver	SUV	10:16:44	10:17:35	0:00:51	WBR	WBR
Black	SUV	10:16:50	10:17:44	0:00:54	WBR	WBR
Black	SUV	10:17:23	10:18:23	0:01:00	WBR	WBR
Black	SUV	10:17:27	10:18:26	0:00:59	WBR	WBR
White	SUV	10:17:33	10:18:30	0:00:57	EBL	WBR
Black	SUV	10:17:52	X		WBR	X
White	Sedan	10:18:16	X		EBL	X
Black	SUV	10:19:40	X		EBL	X
Black	SUV	10:20:07	10:21:07	0:01:00	WBR	WBR
White	Sedan	10:20:23	X		WBR	X
Blue	Sedan	10:21:35	10:22:27	0:00:52	WBR	WBR
White	Sedan	10:21:51	10:22:59	0:01:08	EBL	WBR
White	Truck	10:22:17	10:23:04	0:00:47	EBL	WBR
White	SUV	10:22:40	10:23:30	0:00:50	WBR	WBR

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

		Cam 1 & Cam 2	Cam 5 & 6			
Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St	Timestamp at Larkin Ave & Knapp Dr	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
White	Sedan	10:23:01	10:24:13	0:01:12	EBL	WBR
Silver	SUV	10:23:06	X		WBR	x
Grey	SUV	10:23:08	10:24:19	0:01:11	EBL	WBR
Black	SUV	10:23:21	10:24:29	0:01:08	WBR	WBR
White	Van	10:24:03	10:25:13	0:01:10	WBR	WBR
Red	Sedan	10:24:53	X		EBL	X
Grey	SUV	10:25:13	X		WBR	X
Grey	SUV	10:28:31	X		EBL	X
Yellow	Sedan	10:28:37	10:29:29	0:00:52	WBR	WBR
Black	SUV	10:28:56	10:30:06	0:01:10	WBR	WBR
Grey	Sedan	10:28:59	10:30:16	0:01:17	EBL	WBR
Black	Truck	10:29:24	10:30:26	0:01:02	WBR	WBR
Black	Sedan	10:31:03	10:31:58	0:00:55	WBR	WBR
Black	Sedan	10:31:13	X		EBL	X
Grey	SUV	10:31:22	X		EBL	X
Black	Sedan	10:32:47	10:33:44	0:00:57	EBL	WBR
Black	Truck	10:33:41	10:34:44	0:01:03	WBR	WBR
White	SUV	10:34:33	10:35:33	0:01:00	WBR	WBR
Grey	SUV	10:35:22	X		EBL	X
Grey	SUV	10:36:24	10:37:32	0:01:08	WBR	WBR
Red	Sedan	10:36:52	10:38:11	0:01:19	WBR	WBR
White	SUV	10:37:23	10:38:26	0:01:03	EBL	WBL
White	Van	10:38:34	X		WBR	X
Black	SUV	10:38:45	10:40:06	0:01:21	WBR	WBR
Grey	Sedan	10:38:49	10:40:09	0:01:20	WBR	WBR
White	Truck	10:38:51	10:40:13	0:01:22	WBR	WBR
Blue	Sedan	10:38:53	X		WBR	X
Grey	SUV	10:39:11	10:40:27	0:01:16	EBL	WBR
Black	SUV	10:40:18	10:41:16	0:00:58	WBR	WBR
Red	SUV	10:40:33	X		EBL	X
Black	SUV	10:42:40	10:44:01	0:01:21	EBL	WBR
Grey	SUV	10:42:43	X		EBL	X
Black	Sedan	10:44:15	X		WBR	X
Grey	Sedan	10:44:35	X		EBL	X
Red	Sedan	10:45:32	10:46:30	0:00:58	WBR	WBR
White	Sedan	10:45:48	X		WBR	X
Grey	SUV	10:45:59	10:46:54	0:00:55	EBL	WBR
Black	Sedan	10:48:13	10:49:04	0:00:51	WBR	WBR
Grey	Truck	10:48:18	10:49:08	0:00:50	WBR	WBR
Grey	Sedan	10:49:08	X		WBR	X
Grey	Sedan	10:49:39	10:50:36	0:00:57	WBR	WBR
Silver	Sedan	10:49:42	10:50:39	0:00:57	WBR	WBR
Blue	Sedan	10:50:49	10:51:49	0:01:00	WBR	WBR
Silver	Sedan	10:51:05	10:51:51	0:00:46	WBR	WBR
Black	Truck	10:51:07	x		EBL	x
Black	Truck	10:51:27	x		EBL	x
Black	Sedan	10:51:46	x		WBR	x
Black	Truck	10:51:48	10:52:55	0:01:07	WBR	WBR
Black	Truck	10:52:39	10:53:25	0:00:46	EBL	WBR
White	Truck	10:52:55	10:53:55	0:01:00	WBR	WBR
White	SUV	10:53:07	10:53:58	0:00:51	WBR	WBR
Black	SUV	10:54:32	10:55:20	0:00:48	WBR	WBR
White	SUV	10:55:03	10:56:05	0:01:02	EBL	WBR
White	Sedan	10:55:11	X		EBL	X

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St (Cam 1 & Cam 2)	Timestamp at Larkin Ave & Knapp Dr (Cam 5 & 6)	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
Black	SUV	10:56:15	10:57:14	0:00:59	WBR	WBR
White	SUV	10:57:52	10:58:46	0:00:54	WBR	WBR
Grey	SUV	10:59:23	11:00:28	0:01:05	WBR	WBR
Grey	SUV	10:59:25	11:00:29	0:01:04	WBR	WBR
Brown	SUV	10:59:27	X		EBL	X
White	SUV	10:59:43	11:00:51	0:01:08	EBL	WBR
White	SUV	11:00:22	11:01:53	0:01:31	EBL	WBR
Grey	Sedan	11:00:25	11:02:00	0:01:35	EBL	WBR
White	SUV	11:00:27	X		EBL	X
Black	SUV	11:00:59	X		WBR	X
Black	SUV	11:01:23	11:02:19	0:00:56	WBR	WBR
White	Van	11:01:34	11:02:40	0:01:06	WBR	WBR
White	SUV	11:01:50	X		WBR	X
Grey	Sedan	11:03:07	X		WBR	X
Black	SUV	11:03:10	11:04:19	0:01:09	WBR	WBR
Red	SUV	11:03:46	11:04:42	0:00:56	WBR	WBR
Black	SUV	11:03:48	11:04:45	0:00:57	NBT	WBR
Black	SUV	11:04:24	11:05:58	0:01:34	WBR	WBR
Blue	Crossover	11:04:39	11:06:06	0:01:27	WBR	WBR
Black	SUV	11:04:53	11:06:20	0:01:27	WBR	WBR
Black	SUV	11:04:58	11:06:28	0:01:30	WBR	WBR
White	Sedan	11:05:01	11:06:32	0:01:31	WBR	WBR
Grey	SUV	11:05:44	11:06:36	0:00:52	WBR	WBR
Black	SUV	11:06:04	X		WBR	X
Grey	SUV	11:07:40	11:08:41	0:01:01	WBR	WBR
Black	Crossover	11:07:53	X		WBR	X
Grey	SUV	11:08:25	11:09:23	0:00:58	EBL	WBL
White	Van	11:09:03	11:10:01	0:00:58	EBL	WBR
Grey	Sedan	11:09:25	11:10:18	0:00:53	WBR	WBR
Meroon	SUV	11:09:28	11:10:21	0:00:53	EBL	WBR
Grey	SUV	11:09:36	11:10:45	0:01:09	WBR	WBR
Black	Sedan	11:09:42	X		EBL	X
White	Van	11:10:34	X		WBR	X
White	SUV	11:10:37	X		EBL	X
Grey	Van	11:11:03	11:12:17	0:01:14	EBL	WBR
Black	SUV	11:11:39	11:12:36	0:00:57	WBR	WBR
Grey	Sedan	11:12:48	X		WBR	X
Blue	SUV	11:13:07	11:14:11	0:01:04	WBR	WBR
Grey	Truck	11:13:15	11:14:18	0:01:03	WBR	WBR
White	SUV	11:13:18	X		EBL	X
Grey	SUV	11:13:44	11:14:40	0:00:56	WBR	WBR
Grey	SUV	11:14:25	11:15:13	0:00:48	WBR	WBR
White	Bus	11:14:38	11:16:07	0:01:29	WBR	WBR
White	Sedan	11:14:42	X		EBL	X
White	Truck	11:15:12	11:16:24	0:01:12	WBR	WBR
Black	Sedan	11:15:28	11:16:26	0:00:58	WBR	WBR
Black	SUV	11:16:44	11:18:18	0:01:34	WBR	WBR
White	SUV	11:16:58	11:18:23	0:01:25	EBL	WBR
Black	Heavy	11:17:00	11:18:26	0:01:26	EBL	WBR
White	Sedan	11:17:16	11:18:29	0:01:13	WBR	WBR
White	Truck	11:17:22	X		WBR	X
Black	Truck	11:17:27	11:18:35	0:01:08	WBR	WBR
Grey	Sedan	11:17:29	X		WBR	X
White	SUV	11:18:24	X		EBL	X

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Cam 1 & Cam 2 Cam 5 & 6

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St	Timestamp at Larkin Ave & Knapp Dr	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
White	SUV	11:18:51	11:20:13	0:01:22	WBR	WBR
Black	Sedan	11:19:09	11:20:17	0:01:08	WBR	WBR
Meroon	SUV	11:19:24	X		WBR	X
Black	Truck	11:19:39	X		WBR	X
Black	Sedan	11:20:19	X		WBR	X
White	Sedan	11:21:00	X		EBL	X
Grey	SUV	11:21:28	X		WBR	X
Black	Crossover	11:22:18	X		EBL	X
Black	Truck	11:22:48	11:23:37	0:00:49	WBR	WBR
Blue	SUV	11:23:04	11:24:11	0:01:07	EBL	WBR
Grey	SUV	11:24:09	11:25:08	0:00:59	WBR	WBR
Grey	Sedan	11:24:11	11:25:11	0:01:00	WBR	WBR
White	SUV	11:24:13	11:25:15	0:01:02	WBR	WBR
Meroon	SUV	11:24:19	X		EBL	X
Black	Sedan	11:24:28	11:25:27	0:00:59	WBR	WBR
Grey	Crossover	11:24:49	11:25:56	0:01:07	WBR	WBR
Meroon	SUV	11:24:53	X		EBL	X
Black	Truck	11:25:28	11:26:22	0:00:54	WBR	WBR
White	Sedan	11:26:35	X		WBR	X
Blue	Sedan	11:26:55	X		EBL	X
Grey	SUV	11:27:49	X		EBL	X
White	SUV	11:28:13	11:29:03	0:00:50	WBR	WBR
Grey	SUV	11:28:15	11:29:06	0:00:51	WBR	WBR
Black	SUV	11:28:20	11:29:16	0:00:56	WBR	WBR
White	SUV	11:30:04	11:31:03	0:00:59	WBR	WBR
Meroon	SUV	11:30:45	X		EBL	X
Grey	Sedan	11:31:25	11:32:25	0:01:00	WBR	WBR
Black	Crossover	11:31:36	11:32:28	0:00:52	WBR	WBR
White	Sedan	11:31:48	11:32:36	0:00:48	WBR	WBR
Grey	SUV	11:32:06	11:32:56	0:00:50	EBL	WBR
Black	Truck	11:33:02	11:33:51	0:00:49	WBR	WBR
White	Sedan	11:33:18	11:34:22	0:01:04	WBR	WBR
Meroon	Sedan	11:33:21	X		EBL	X
Black	Truck	11:34:50	X		WBR	X
White	SUV	11:35:45	X		EBL	X
Meroon	Truck	11:36:17	11:37:09	0:00:52	WBR	WBR
Black	Sedan	11:36:51	X		EBL	X
Grey	SUV	11:36:57	11:38:07	0:01:10	WBR	WBR
Grey	SUV	11:37:48	X		WBR	X
Grey	Truck	11:38:13	11:39:06	0:00:53	WBR	WBR
Grey	Sedan	11:38:25	11:39:20	0:00:55	EBL	WBR
Grey	Truck	11:38:40	11:39:23	0:00:43	EBL	WBR
Black	SUV	11:38:52	11:39:49	0:00:57	WBR	WBR
White	Sedan	11:38:58	11:40:04	0:01:06	WBR	WBR
Meroon	Sedan	11:39:28	11:40:38	0:01:10	WBR	WBR
Grey	Sedan	11:40:49	11:41:57	0:01:08	WBR	WBR
White	Truck	11:41:03	11:42:40	0:01:37	WBR	WBR
Black	Sedan	11:42:33	X		EBL	X
Black	Sedan	11:43:09	11:43:55	0:00:46	WBR	WBR
Grey	SUV	11:44:06	11:45:10	0:01:04	WBR	WBR
Blue	Truck	11:44:16	11:45:30	0:01:14	WBR	WBR
Grey	SUV	11:44:25	11:45:34	0:01:09	EBL	WBR
Meroon	SUV	11:44:32	11:46:01	0:01:29	WBR	WBR
Black	SUV	11:45:39	X		EBL	X

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

		Cam 1 & Cam 2	Cam 5 & 6			
Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St	Timestamp at Larkin Ave & Knapp Dr	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
White	SUV	11:46:05	11:46:59	0:00:54	WBR	WBR
Meroon	SUV	11:46:32	11:47:42	0:01:10	EBL	WBR
Grey	Sedan	11:46:59	X		WBR	X
Black	SUV	11:47:01	11:48:05	0:01:04	WBR	WBR
White	SUV	11:47:05	11:48:13	0:01:08	WBR	WBR
White	SUV	11:47:36	11:48:33	0:00:57	WBR	WBR
Blue	Sedan	11:47:43	11:48:37	0:00:54	EBL	WBR
White	SUV	11:48:50	X		WBR	X
Meroon	SUV	11:49:06	11:50:18	0:01:12	WBR	WBR
Grey	Sedan	11:49:12	11:50:23	0:01:11	WBR	WBR
Blue	SUV	11:49:23	11:50:29	0:01:06	EBL	WBR
Grey	SUV	11:49:26	X		EBL	X
Grey	SUV	11:49:35	X		EBL	X
Black	Crossover	11:49:53	11:50:42	0:00:49	WBR	WBR
White	SUV	11:50:44	11:52:24	0:01:40	WBR	WBR
Blue	SUV	11:50:59	11:52:28	0:01:29	EBL	WBR
Black	SUV	11:51:20	11:52:32	0:01:12	WBR	WBR
Black	Truck	11:51:23	X		WBR	X
White	Van	11:51:40	11:52:44	0:01:04	EBL	WBR
Grey	SUV	11:51:57	X		WBR	X
Grey	Sedan	11:52:37	11:53:31	0:00:54	WBR	WBR
Grey	Sedan	11:53:24	11:54:20	0:00:56	WBR	WBR
White	Van	11:53:40	X		WBR	X
Meroon	Sedan	11:53:43	X		WBR	X
Black	SUV	11:54:22	X		EBL	X
Grey	SUV	11:54:59	11:56:05	0:01:06	EBL	WBR
Black	Sedan	11:55:31	11:56:27	0:00:56	WBR	WBR
Red	Truck	11:55:50	11:56:53	0:01:03	WBR	WBR
Meroon	SUV	11:56:01	11:56:58	0:00:57	WBR	WBR
Grey	SUV	11:56:05	11:57:07	0:01:02	WBR	WBR
Grey	SUV	11:56:26	11:57:22	0:00:56	WBR	WBR
Black	SUV	11:56:59	11:58:11	0:01:12	EBL	WBR
Black	Sedan	11:57:23	11:58:18	0:00:55	WBR	WBR
Black	Sedan	11:57:38	11:58:30	0:00:52	WBR	WBR
Grey	SUV	11:57:43	11:58:40	0:00:57	WBR	WBR
Black	Sedan	11:58:14	X		WBR	X
Brown	SUV	11:58:28	11:59:24	0:00:56	WBR	WBR
Grey	Sedan	11:58:32	X		WBR	X
Black	SUV	11:59:15	X		WBR	X
Black	Crossover	11:59:22	X		WBR	X
Black	Truck	11:59:51	X		WBR	X
Black	Crossover	11:59:57	12:01:02	0:01:05	EBL	WBR
Black	Crossover	12:00:38	12:02:27	0:01:49	WBR	WBR
Blue	SUV	12:01:44	12:02:42	0:00:58	WBR	WBR
Black	Sedan	12:01:50	12:02:46	0:00:56	NBT	WBR
White	SUV	12:02:16	12:03:16	0:01:00	WBR	WBR
Grey	Sedan	12:02:30	X		EBL	X
Meroon	Sedan	12:03:05	12:04:03	0:00:58	WBR	WBR
White	Sedan	12:04:03	12:04:59	0:00:56	WBR	WBR
Grey	Crossover	12:04:32	12:05:22	0:00:50	EBL	WBR
Grey	Sedan	12:05:11	12:06:10	0:00:59	EBL	WBR
Grey	Sedan	12:05:20	12:06:13	0:00:53	WBR	WBR
Grey	Crossover	12:05:39	12:06:38	0:00:59	WBR	WBR
Yellow	Bus	12:06:08	12:07:21	0:01:13	WBR	WBR

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

		Cam 1 & Cam 2	Cam 5 & 6			
Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St	Timestamp at Larkin Ave & Knapp Dr	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
Grey	SUV	12:06:39	X		EBL	X
Black	Sedan	12:07:14	X		WBR	X
Meroon	Sedan	12:07:23	12:08:19	0:00:56	WBR	WBR
Meroon	Sedan	12:07:42	12:08:43	0:01:01	WBR	WBR
White	Truck	12:09:27	12:10:24	0:00:57	WBR	WBR
White	SUV	12:09:49	X		WBR	X
Black	Sedan	12:09:55	12:11:06	0:01:11	WBR	WBR
White	SUV	12:10:00	12:11:09	0:01:09	WBR	WBR
Black	Bus	12:10:11	12:11:12	0:01:01	WBR	WBR
White	Sedan	12:10:25	12:11:23	0:00:58	WBR	WBR
Grey	Sedan	12:10:35	X		EBL	X
White & Blue	Heavy	12:11:18	12:12:36	0:01:18	WBR	WBR
Black	Crossover	12:11:35	12:12:41	0:01:06	WBR	WBR
Black	SUV	12:12:09	12:13:08	0:00:59	WBR	WBR
Grey	Sedan	12:12:16	12:13:11	0:00:55	WBR	WBR
Black	SUV	12:12:26	12:13:16	0:00:50	WBR	WBR
Grey	Sedan	12:13:14	X		EBL	X
Meroon	Truck	12:13:24	12:14:27	0:01:03	WBR	WBR
Meroon	Sedan	12:13:49	12:14:43	0:00:54	EBL	WBR
Blue	Sedan	12:13:52	12:14:47	0:00:55	WBR	WBR
White	Sedan	12:14:01	X		EBL	X
White	SUV	12:14:21	12:15:12	0:00:51	WBR	WBR
White	Crossover	12:14:23	12:15:14	0:00:51	WBR	WBR
Grey	Crossover	12:14:25	12:15:23	0:00:58	WBR	WBR
Grey	Sedan	12:14:37	12:15:27	0:00:50	WBR	WBR
Black	Truck	12:15:14	12:16:24	0:01:10	WBR	WBR
White	Crossover	12:15:19	12:16:38	0:01:19	WBR	WBR
Grey	Sedan	12:15:31	12:16:44	0:01:13	WBR	WBR
Red	Sedan	12:15:35	12:16:47	0:01:12	WBR	WBR
White	Sedan	12:16:40	12:18:01	0:01:21	WBR	WBR
Black	Crossover	12:16:58	12:18:28	0:01:30	WBR	WBR
Black	Sedan	12:17:45	12:18:39	0:00:54	WBR	WBR
Grey	Sedan	12:17:54	X		WBR	X
Black	Crossover	12:18:55	12:19:46	0:00:51	EBL	WBR
White	Sedan	12:18:58	X		EBL	X
Blue	Crossover	12:19:33	X		WBR	X
Meroon	SUV	12:19:34	12:20:34	0:01:00	WBR	WBR
Grey	SUV	12:20:06	12:20:52	0:00:46	EBL	WBR
Grey	Truck	12:20:30	X		EBL	X
Red	Sedan	12:20:38	12:21:45	0:01:07	WBR	WBR
Black	Sedan	12:20:55	12:21:54	0:00:59	WBR	WBR
Red	Van	12:20:59	12:22:29	0:01:30	WBR	WBL
Black	SUV	12:21:01	12:21:57	0:00:56	WBR	WBR
Meroon	Crossover	12:21:07	12:22:21	0:01:14	WBR	WBR
Blue	Crossover	12:21:09	12:22:28	0:01:19	WBR	WBR
White	Van	12:21:14	X		EBL	X
Grey	Truck	12:21:18	12:22:42	0:01:24	EBL	WBR
Meroon	Truck	12:21:43	12:22:46	0:01:03	EBL	WBR
Grey	Crossover	12:21:51	12:22:49	0:00:58	WBR	WBR
Grey	Sedan	12:21:54	12:22:52	0:00:58	WBR	WBR
White	SUV	12:22:24	X		EBL	X
Black	SUV	12:22:50	12:24:01	0:01:11	WBR	WBR
White	Heavy	12:23:27	12:24:20	0:00:53	WBR	WBR
Grey	Truck	12:23:33	12:24:34	0:01:01	WBR	WBR

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St (Cam 1 & Cam 2)	Timestamp at Larkin Ave & Knapp Dr (Cam 5 & 6)	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
White	Sedan	12:23:41	X		EBL	X
Black	SUV	12:23:46	12:24:50	0:01:04	WBR	WBR
White	Van	12:23:50	X		EBL	X
Black	SUV	12:23:56	12:24:53	0:00:57	EBL	WBR
White	SUV	12:24:09	12:25:05	0:00:56	WBR	WBR
Grey	Crossover	12:24:31	X		EBL	X
White	Crossover	12:25:37	X		EBL	X
White	Sedan	12:26:01	X		WBR	X
Grey	Sedan	12:26:06	X		EBL	X
Meroon	Heavy	12:27:19	12:28:26	0:01:07	WBR	WBR
White	Van	12:27:59	12:28:54	0:00:55	WBR	WBR
White	SUV	12:28:22	12:29:31	0:01:09	EBL	WBR
Black	Sedan	12:28:29	12:29:36	0:01:07	WBR	WBR
Meroon	SUV	12:28:37	X		EBL	X
Black	SUV	12:29:28	12:30:24	0:00:56	WBR	WBR
Black	Crossover	12:29:37	X		EBL	X
Meroon	Truck	12:29:44	12:30:55	0:01:11	WBR	WBR
Black	SUV	12:29:52	X		EBL	X
Yellow	Bus	12:30:10	12:31:21	0:01:11	WBR	WBR
White	Van	12:30:33	12:31:38	0:01:05	WBR	WBR
Brown	Crossover	12:30:49	12:31:40	0:00:51	EBL	WBR
Grey	Sedan	12:31:25	X		WBR	X
White	Sedan	12:31:38	12:32:25	0:00:47	WBR	WBR
Black	SUV	12:33:36	X		WBR	X
Black	SUV	12:33:50	12:34:46	0:00:56	WBR	WBR
Black	Crossover	12:33:56	12:34:49	0:00:53	EBL	WBR
Black	SUV	12:34:43	12:35:34	0:00:51	WBR	WBR
White	Sedan	12:34:56	X		EBL	X
Black	SUV	12:35:22	12:36:14	0:00:52	WBR	WBR
Black	Sedan	12:35:37	12:36:25	0:00:48	WBR	WBR
Black	Sedan	12:35:39	X		EBL	X
White	Sedan	12:35:42	X		WBR	X
White	SUV	12:36:06	12:36:54	0:00:48	EBL	WBR
White	Truck	12:36:09	12:37:09	0:01:00	WBR	WBR
Grey	SUV	12:36:12	X		WBR	X
White	SUV	12:36:27	12:37:19	0:00:52	WBR	WBR
Grey	Sedan	12:36:48	12:37:53	0:01:05	WBR	WBR
Meroon	SUV	12:37:25	X		WBR	X
Grey	SUV	12:37:37	12:38:25	0:00:48	EBL	WBR
Black	Sedan	12:37:38	12:38:28	0:00:50	EBL	WBR
White	Van	12:38:45	12:39:58	0:01:13	EBL	WBR
White	Sedan	12:39:00	12:40:28	0:01:28	WBR	WBR
White	Sedan	12:39:27	X		WBR	X
White	SUV	12:39:29	12:40:33	0:01:04	WBR	WBR
White	SUV	12:40:14	X		EBL	X
Black	Sedan	12:40:22	12:41:16	0:00:54	WBR	WBR
White	Sedan	12:40:47	12:42:03	0:01:16	EBL	WBR
Black	Crossover	12:41:38	12:42:35	0:00:57	WBR	WBR
Grey	SUV	12:41:42	12:42:44	0:01:02	WBR	WBR
Meroon	Crossover	12:41:45	12:42:59	0:01:14	EBL	WBR
White	Sedan	12:41:47	12:43:02	0:01:15	EBL	WBR
Black	SUV	12:41:59	12:43:09	0:01:10	EBL	WBR
Black	SUV	12:42:31	12:43:28	0:00:57	WBR	WBR
Black	SUV	12:42:35	12:43:31	0:00:56	WBR	WBR

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

		Cam 1 & Cam 2	Cam 5 & 6			
Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St	Timestamp at Larkin Ave & Knapp Dr	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
White	SUV	12:42:47	12:43:46	0:00:59	EBL	WBR
Black	SUV	12:43:02	X		WBR	X
Grey	SUV	12:43:13	12:44:00	0:00:47	WBR	WBR
Black	Sedan	12:43:27	12:44:32	0:01:05	EBL	WBR
Black	Heavy	12:44:08	X		WBR	X
Black	Crossover	12:44:22	12:45:19	0:00:57	WBR	WBR
Grey	SUV	12:46:00	12:47:07	0:01:07	WBR	WBR
White	SUV	12:46:04	X		WBR	X
Meroon	Truck	12:46:25	X		EBL	X
Grey	SUV	12:46:34	X		EBL	X
Black	SUV	12:47:41	12:48:40	0:00:59	WBR	WBR
White	Sedan	12:47:44	X		WBR	X
Black	Sedan	12:47:45	X		EBL	X
Grey	SUV	12:48:32	12:49:23	0:00:51	EBL	WBR
Blue	SUV	12:50:41	12:51:43	0:01:02	WBR	WBR
Grey	SUV	12:50:54	12:52:25	0:01:31	WBR	WBR
Black	Crossover	12:51:05	X		EBL	X
Black	Truck	12:51:19	X		WBR	X
Black	Sedan	12:52:13	12:53:09	0:00:56	WBR	WBR
Black	Sedan	12:52:27	X		WBR	X
Black	Sedan	12:52:52	12:54:12	0:01:20	WBR	WBR
Black	Crossover	12:52:58	12:54:29	0:01:31	WBR	WBR
White	Truck	12:54:29	12:55:41	0:01:12	WBR	WBR
White	SUV	12:54:42	X		WBR	X
Black	Sedan	12:55:19	12:56:54	0:01:35	WBR	WBR
Black	SUV	12:55:27	12:56:34	0:01:07	EBL	WBR
Black	Crossover	12:55:40	X		WBR	X
Green	SUV	12:56:15	X		WBR	X
Grey	SUV	12:56:16	12:57:09	0:00:53	WBR	WBR
Black	Sedan	12:56:28	12:57:20	0:00:52	WBR	WBR
Black	SUV	12:56:30	X		EBL	X
Black	SUV	12:56:54	X		WBR	X
Grey	Sedan	12:57:02	12:58:00	0:00:58	WBR	WBR
Black	Truck	12:58:27	12:59:28	0:01:01	WBR	WBR
Grey	Sedan	12:58:33	X		WBR	X
Grey	SUV	12:58:43	X		EBL	X
Grey	Sedan	12:58:46	X		EBL	X
Meroon	SUV	12:59:22	13:00:20	0:00:58	WBR	WBR
White	SUV	13:00:01	X		EBL	X
Red	SUV	13:00:09	X		WBR	X
Grey	Sedan	13:00:18	13:01:22	0:01:04	EBL	WBR
White	Crossover	13:00:56	X		WBR	X
Red	SUV	13:02:20	X		EBL	X
Black	SUV	13:02:59	X		EBL	X
White	Sedan	13:03:19	X		EBL	X
Grey	SUV	13:03:43	13:04:45	0:01:02	WBR	WBR
Violet	Truck	13:04:29	X		EBL	X
Black	SUV	13:05:21	X		WBR	X
Silver	Sedan	13:05:29	13:06:23	0:00:54	WBR	WBR
White	Truck	13:05:54	13:06:39	0:00:45	WBR	WBR
Grey	SUV	13:06:05	X		WBR	X
Grey	SUV	13:06:14	X		EBL	X
White	SUV	13:06:16	13:07:16	0:01:00	EBL	WBR
Black	SUV	13:06:44	13:07:57	0:01:13	WBR	WBR

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St (Cam 1 & Cam 2)	Timestamp at Larkin Ave & Knapp Dr (Cam 5 & 6)	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
Silver	SUV	13:07:12	13:08:23	0:01:11	EBL	WBR
Black	SUV	13:07:42	13:08:33	0:00:51	WBR	WBR
Grey	SUV	13:08:02	X		WBR	X
Silver	Sedan	13:08:26	13:09:20	0:00:54	WBR	WBR
Meroon	Sedan	13:08:37	13:09:25	0:00:48	WBR	WBR
Grey	Sedan	13:09:12	X		WBR	X
Silver	Sedan	13:09:58	13:10:53	0:00:55	EBL	WBR
Black	SUV	13:10:19	X		WBR	X
White	SUV	13:10:52	13:11:48	0:00:56	EBL	WBR
Silver	Sedan	13:11:31	13:12:32	0:01:01	WBR	WBR
Red	SUV	13:12:33	13:13:17	0:00:44	EBL	WBR
Black	SUV	13:12:44	X		WBR	X
Black	SUV	13:13:24	13:14:26	0:01:02	EBL	WBR
Silver	Sedan	13:14:23	X		WBR	X
White	Sedan	13:14:39	13:16:14	0:01:35	WBR	WBR
Grey	Sedan	13:14:47	X		EBL	X
Black	SUV	13:14:50	13:16:28	0:01:38	EBL	WBL
Grey	SUV	13:14:52	13:16:47	0:01:55	EBL	WBL
Red	Sedan	13:15:34	13:16:26	0:00:52	WBR	WBR
Silver	Sedan	13:15:47	13:16:39	0:00:52	WBR	WBR
White	Sedan	13:15:51	13:16:42	0:00:51	WBR	WBR
Black	Sedan	13:16:04	X		EBL	X
Black	SUV	13:16:21	13:17:15	0:00:54	WBR	WBR
Silver	Sedan	13:16:41	13:17:31	0:00:50	WBR	WBR
White	Sedan	13:16:48	13:17:40	0:00:52	WBR	WBR
Violet	Truck	13:16:50	X		EBL	X
Black	SUV	13:16:52	13:18:06	0:01:14	EBL	WBR
Black	SUV	13:17:03	X		EBL	X
Blue	SUV	13:17:05	13:18:18	0:01:13	EBL	WBR
Silver	Minivan	13:17:08	13:18:40	0:01:32	EBL	WBL
Black	Sedan	13:17:27	13:18:26	0:00:59	WBR	WBR
Grey	Sedan	13:18:35	13:19:24	0:00:49	WBR	WBR
Black	Sedan	13:19:18	X		EBL	X
Silver	SUV	13:19:21	X		EBL	X
White	Crossover	13:19:53	13:20:38	0:00:45	WBR	WBL
Grey	Sedan	13:20:02	13:20:59	0:00:57	EBL	WBR
White	Sedan	13:20:04	13:21:01	0:00:57	EBL	WBR
Grey	Sedan	13:20:10	13:21:09	0:00:59	WBR	WBR
Black	SUV	13:20:25	13:21:12	0:00:47	WBR	WBR
Grey	SUV	13:20:38	X		EBL	X
Black	SUV	13:20:46	X		EBL	X
White	Bus	13:20:53	X		EBL	X
Grey	SUV	13:21:16	13:22:15	0:00:59	WBR	WBR
Meroon	Truck	13:21:49	13:22:46	0:00:57	EBL	WBR
Brown	Sedan	13:21:58	13:22:54	0:00:56	EBL	WBL
Blue	SUV	13:22:20	13:23:15	0:00:55	WBR	WBR
Grey	SUV	13:24:07	13:25:09	0:01:02	WBR	WBR
Grey	SUV	13:24:14	13:25:21	0:01:07	WBR	WBR
Black	SUV	13:24:16	13:25:25	0:01:09	WBR	WBR
Red	SUV	13:24:39	X		EBL	X
Red	SUV	13:24:49	13:25:54	0:01:05	EBL	WBR
Gold	SUV	13:25:03	13:26:04	0:01:01	WBR	WBR
White	Van	13:25:23	X		WBR	X
Blue	SUV	13:26:20	X		WBR	X

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Cam 1 & Cam 2 Cam 5 & 6

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St	Timestamp at Larkin Ave & Knapp Dr	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
Red	SUV	13:26:22	13:27:23	0:01:01	WBR	WBR
Black	Sedan	13:26:41	13:27:58	0:01:17	WBR	WBR
Black	Sedan	13:27:07	13:28:16	0:01:09	EBL	WBR
Red	Sedan	13:27:45	13:28:40	0:00:55	WBR	WBR
White	SUV	13:27:50	13:28:43	0:00:53	WBR	WBR
Red	Sedan	13:27:53	13:28:46	0:00:53	WBR	WBR
White	SUV	13:28:07	13:29:04	0:00:57	WBR	WBR
Black	Sedan	13:28:36	X		WBR	X
Black	SUV	13:28:52	X		EBL	X
Blue	SUV	13:29:54	13:30:47	0:00:53	WBR	WBR
Silver	SUV	13:29:57	13:30:53	0:00:56	WBR	WBR
Grey	SUV	13:30:34	X		WBR	X
Silver	SUV	13:30:38	13:31:51	0:01:13	WBR	WBR
Black	Sedan	13:30:41	13:31:54	0:01:13	WBR	WBR
Red	Sedan	13:30:45	X		EBL	X
Black	SUV	13:31:14	13:32:30	0:01:16	WBR	WBR
White	Sedan	13:31:45	13:32:43	0:00:58	EBL	WBR
White	Sedan	13:31:54	13:32:56	0:01:02	WBR	WBL
Black	Truck	13:32:08	13:32:58	0:00:50	WBR	WBR
Silver	Truck	13:32:14	13:33:20	0:01:06	WBR	WBR
Red	SUV	13:32:17	13:33:24	0:01:07	WBR	WBR
Brown	SUV	13:32:46	13:33:31	0:00:45	WBR	WBR
White	Sedan	13:32:58	13:33:54	0:00:56	WBR	WBR
Silver	Sedan	13:33:21	13:34:24	0:01:03	WBR	WBR
Blue	Sedan	13:34:08	X		WBR	X
White	SUV	13:34:14	13:35:11	0:00:57	WBR	WBR
Black	Sedan	13:34:36	X		EBL	X
Black	Minivan	13:34:41	X		EBL	X
Black	SUV	13:34:46	13:36:09	0:01:23	WBR	WBR
Black	SUV	13:35:20	X		WBR	X
White	Truck	13:35:44	13:36:40	0:00:56	WBR	WBR
Black	Sedan	13:36:04	13:37:00	0:00:56	WBR	WBR
Black	Sedan	13:36:06	13:37:05	0:00:59	WBR	WBR
Grey	SUV	13:36:37	13:37:22	0:00:45	WBR	WBR
Red	SUV	13:36:52	13:37:58	0:01:06	WBR	WBR
White	Heavy	13:36:57	X		EBL	X
Red	Sedan	13:39:22	X		WBR	X
Yellow	Truck	13:39:26	13:40:29	0:01:03	WBR	WBR
White	SUV	13:39:28	X		WBR	X
Red	Truck	13:39:31	13:40:33	0:01:02	WBR	WBR
Black	Truck	13:39:37	X		WBR	X
Blue	Truck	13:39:47	X		EBL	X
Black	Truck	13:39:50	13:40:50	0:01:00	EBL	WBR
Silver	SUV	13:40:08	13:41:21	0:01:13	WBR	WBR
Silver	SUV	13:40:14	X		EBL	X
Black	Sedan	13:41:31	13:42:36	0:01:05	EBL	WBR
Black	Sedan	13:41:37	13:42:45	0:01:08	WBR	WBR
White	Sedan	13:41:42	13:42:47	0:01:05	WBR	WBR
Grey	SUV	13:41:44	13:42:50	0:01:06	EBL	WBR
Blue	SUV	13:41:47	13:42:53	0:01:06	EBL	WBR
White	Sedan	13:41:57	13:43:03	0:01:06	EBL	WBR
Silver	SUV	13:42:20	13:43:16	0:00:56	WBR	WBR
Red	Sedan	13:42:39	X		EBL	X
Red	SUV	13:42:44	13:43:35	0:00:51	EBL	WBR

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Cam 1 & Cam 2 Cam 5 & 6

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St	Timestamp at Larkin Ave & Knapp Dr	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
Black	Sedan	13:42:50	13:43:45	0:00:55	WBR	WBR
Red	SUV	13:42:56	13:43:52	0:00:56	WBR	WBR
White	Heavy	13:43:16	13:44:21	0:01:05	WBR	WBR
White	Sedan	13:43:19	13:44:24	0:01:05	WBR	WBR
Black	Truck	13:43:30	13:44:43	0:01:13	WBR	WBR
White	SUV	13:44:25	13:45:08	0:00:43	WBR	WBR
Meroon	SUV	13:44:32	X		WBR	X
Red	Sedan	13:44:35	13:45:17	0:00:42	WBR	WBR
Black	Truck	13:44:37	13:45:33	0:00:56	WBR	WBR
Silver	Sedan	13:44:39	13:46:19	0:01:40	WBR	WBR
Black	Sedan	13:44:43	X		EBL	X
Black	Sedan	13:44:53	X		EBL	X
Silver	Sedan	13:45:14	X		EBL	X
Silver	Sedan	13:45:24	13:46:39	0:01:15	WBR	WBR
Black	SUV	13:45:44	13:46:46	0:01:02	EBL	WBR
Black	SUV	13:47:17	13:48:20	0:01:03	WBR	WBR
Black	SUV	13:47:21	13:48:23	0:01:02	WBR	WBR
Black	Sedan	13:47:52	13:48:39	0:00:47	WBR	WBR
White	Truck	13:49:26	13:50:31	0:01:05	WBR	WBR
Black	Sedan	13:49:29	X		WBR	X
Black	Sedan	13:49:33	13:50:41	0:01:08	WBR	WBR
Black	Minivan	13:49:52	13:50:45	0:00:53	WBR	WBR
Black	SUV	13:50:29	13:51:17	0:00:48	EBL	WBR
Silver	Sedan	13:50:45	13:52:20	0:01:35	EBL	WBR
Silver	SUV	13:51:27	13:52:35	0:01:08	WBR	WBR
Silver	SUV	13:51:32	13:52:42	0:01:10	WBR	WBR
Silver	Sedan	13:51:58	X		EBL	X
White	Van	13:52:00	13:52:55	0:00:55	EBL	WBR
Silver	Truck	13:52:03	13:52:59	0:00:56	EBL	WBR
Silver	SUV	13:52:23	13:53:13	0:00:50	WBR	WBR
Green	SUV	13:52:49	13:53:43	0:00:54	EBL	WBR
White	SUV	13:53:01	X		WBR	X
Red	SUV	13:53:26	13:54:28	0:01:02	WBR	WBR
Black	SUV	13:53:44	13:54:46	0:01:02	WBR	WBR
Silver	Sedan	13:53:49	X		WBR	X
Black	SUV	13:54:05	X		WBR	X
Black	Sedan	13:54:21	X		EBL	X
Red	Heavy	13:54:44	13:56:11	0:01:27	WBR	WBR
Blue	Truck	13:55:16	13:56:25	0:01:09	WBR	WBR
Black	Jeep	13:55:29	13:56:25	0:00:56	WBR	WBL
Black	Sedan	13:55:35	13:56:27	0:00:52	WBR	WBR
Black	SUV	13:55:41	13:56:32	0:00:51	WBR	WBR
Silver	SUV	13:55:52	X		WBR	X
Black	Sedan	13:55:58	13:56:57	0:00:59	WBR	WBR
Black	SUV	13:56:09	13:57:05	0:00:56	WBR	WBR
Red	Sedan	13:56:35	X		EBL	X
Silver	SUV	13:56:42	X		EBL	X
Silver	Sedan	13:58:22	13:59:13	0:00:51	WBR	WBR
Grey	Truck	13:58:25	X		WBR	X
Grey	SUV	13:58:38	X		WBR	X
Red	Sedan	13:58:47	X		EBL	X
Silver	SUV	13:59:10	14:00:06	0:00:56	WBR	WBR
Silver	SUV	13:59:16	14:00:13	0:00:57	WBR	WBR
Blue	Sedan	13:59:20	14:00:15	0:00:55	WBR	WBR

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Cam 1 & Cam 2 Cam 5 & 6

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St	Timestamp at Larkin Ave & Knapp Dr	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
Blue	Sedan	13:59:25	14:00:28	0:01:03	WBR	WBR
White	Van	13:59:36	X		EBL	X
Silver	Sedan	13:59:41	14:00:41	0:01:00	EBL	WBR
Black	SUV	14:00:42	X		EBL	X
Black	Sedan	14:00:48	14:01:56	0:01:08	WBR	WBR
White	Sedan	14:00:51	14:02:13	0:01:22	WBR	WBR
Red	SUV	14:00:53	14:02:23	0:01:30	EBL	WBR
Black	SUV	14:02:42	14:03:40	0:00:58	WBR	WBR
Black	SUV	14:02:44	14:03:47	0:01:03	WBR	WBR
Black	SUV	14:04:03	X		EBL	X
White	SUV	14:04:10	X		EBL	X
Black	SUV	14:04:22	X		WBR	X
Silver	SUV	14:04:56	14:05:50	0:00:54	WBR	WBR
White	SUV	14:04:59	X		EBL	X
Red	SUV	14:05:21	14:06:26	0:01:05	WBR	WBR
Grey	SUV	14:05:35	X		EBL	X
Black	Truck	14:05:37	14:06:37	0:01:00	EBL	WBR
Silver	SUV	14:05:57	14:06:50	0:00:53	WBR	WBR
Silver	Sedan	14:06:33	14:07:14	0:00:41	WBR	WBR
Red	SUV	14:06:39	14:07:40	0:01:01	EBL	WBR
Black	Truck	14:07:19	14:08:27	0:01:08	WBR	WBR
Silver	Sedan	14:07:21	X		WBR	X
Black	SUV	14:07:27	14:08:40	0:01:13	WBR	WBR
Silver	SUV	14:07:37	14:08:50	0:01:13	WBR	WBR
Red	Sedan	14:07:48	X		EBL	X
White	Jeep	14:07:52	14:08:55	0:01:03	WBR	WBR
Black	Sedan	14:09:11	14:10:12	0:01:01	WBR	WBR
Yellow	Van	14:09:20	X		EBL	X
Grey	Sedan	14:09:22	X		EBL	X
Red	Truck	14:09:28	14:10:45	0:01:17	WBR	WBR
White	SUV	14:09:33	14:10:48	0:01:15	WBR	WBR
Black	SUV	14:10:10	14:10:58	0:00:48	WBR	WBR
Silver	SUV	14:10:40	14:11:26	0:00:46	EBL	WBR
White	Van	14:10:48	X		WBR	X
Black	Truck	14:10:50	14:11:45	0:00:55	EBL	WBR
Silver	Sedan	14:10:56	14:11:48	0:00:52	EBL	WBR
Grey	Truck	14:11:43	14:13:00	0:01:17	EBL	WBR
Grey	Sedan	14:11:54	14:13:06	0:01:12	WBR	WBR
Red	Truck	14:12:23	14:13:20	0:00:57	EBL	WBR
Blue	Truck	14:12:24	14:13:23	0:00:59	EBL	WBR
White	Truck	14:13:04	X		WBR	X
Silver	Sedan	14:13:22	14:14:29	0:01:07	WBR	WBR
Silver	Sedan	14:13:53	14:14:51	0:00:58	WBR	WBR
Red	SUV	14:14:24	14:15:14	0:00:50	WBR	WBR
Silver	SUV	14:14:45	14:15:35	0:00:50	WBR	WBR
Red	SUV	14:15:08	14:16:17	0:01:09	WBR	WBR
Black	SUV	14:15:38	14:16:59	0:01:21	WBR	WBR
White	Sedan	14:15:40	14:17:08	0:01:28	EBL	WBR
Black	SUV	14:15:54	14:17:17	0:01:23	EBL	WBR
Grey	Truck	14:17:04	14:18:10	0:01:06	WBR	WBR
Grey	SUV	14:17:09	14:18:14	0:01:05	WBR	WBR
Grey	Truck	14:17:14	14:18:18	0:01:04	WBR	WBR
White	Sedan	14:17:29	14:18:20	0:00:51	WBR	WBR
White	Sedan	14:17:48	X		WBR	X

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Northbound - Starting from Knapp Dr & Theodore St

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St (Cam 1 & Cam 2)	Timestamp at Larkin Ave & Knapp Dr (Cam 5 & 6)	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
Black	SUV	14:17:56	X		WBR	X
Grey	SUV	14:18:31	14:19:33	0:01:02	EBL	WBR
Black	SUV	14:19:50	14:21:11	0:01:21	WBR	WBR
Red	SUV	14:20:15	14:21:21	0:01:06	WBR	WBR
White	Truck	14:20:20	X		WBR	X
White	SUV	14:20:27	14:21:31	0:01:04	WBR	WBR
Grey	SUV	14:20:45	14:21:38	0:00:53	EBL	WBR
Black	Sedan	14:21:08	14:21:58	0:00:50	WBR	WBR
Grey	SUV	14:21:11	14:22:00	0:00:49	WBR	WBR
White	Sedan	14:21:18	14:22:08	0:00:50	WBR	WBR
Red	Truck	14:21:25	14:22:16	0:00:51	WBR	WBR
Silver	Sedan	14:21:40	14:22:31	0:00:51	WBR	WBR
Silver	Sedan	14:22:53	14:23:43	0:00:50	EBL	WBR
Sandal	Sedan	14:23:22	X		EBL	X
Red	Heavy	14:23:40	14:24:54	0:01:14	WBR	WBR
White	Sedan	14:24:35	14:25:38	0:01:03	EBL	WBR
Red	SUV	14:24:45	14:25:54	0:01:09	EBL	WBR
Silver	Sedan	14:25:05	14:26:04	0:00:59	WBR	WBR
Black	Sedan	14:25:20	14:26:11	0:00:51	WBR	WBR
Black	Sedan	14:25:56	14:26:45	0:00:49	WBR	WBR
Black	Sedan	14:26:34	X		WBR	X
White	Van	14:27:15	14:28:20	0:01:05	WBR	WBR
Red	SUV	14:27:20	14:28:28	0:01:08	WBR	WBL
Red	Sedan	14:28:19	X		WBR	X
Black	Truck	14:28:59	14:30:13	0:01:14	WBR	WBR
Black	SUV	14:29:05	14:30:16	0:01:11	WBR	WBR
Red	Sedan	14:29:15	14:30:20	0:01:05	WBR	WBR
Grey	SUV	14:29:25	14:30:22	0:00:57	WBR	WBR
Black	SUV	14:29:28	14:30:25	0:00:57	EBL	WBR
White	SUV	14:29:52	14:30:51	0:00:59	WBR	WBR
Red	Truck	14:29:55	14:30:55	0:01:00	EBL	WBR
Red	Truck	14:30:13	14:31:16	0:01:03	WBR	WBR
White	Heavy	14:30:33	14:31:29	0:00:56	EBL	WBR
Brown	Heavy	14:30:44	X		WBR	X
White	Sedan	14:30:55	14:31:51	0:00:56	WBR	WBR
Grey	SUV	14:31:00	14:32:17	0:01:17	WBR	WBR
Black	SUV	14:31:13	14:32:20	0:01:07	WBR	WBR
White	SUV	14:31:23	14:32:28	0:01:05	WBR	WBR
White	SUV	14:31:56	14:33:00	0:01:04	WBR	WBR
Meroon	Sedan	14:32:02	14:33:03	0:01:01	EBL	WBR
Blue	Sedan	14:33:10	14:34:52	0:01:42	WBR	WBL
Red	SUV	14:33:22	X		WBR	X
Black	SUV	14:33:40	X		EBL	X
White	Heavy	14:34:29	14:35:32	0:01:03	EBL	WBR
Blue	Heavy	14:34:39	14:35:38	0:00:59	WBR	WBR
Black	SUV	14:35:03	14:36:16	0:01:13	WBR	WBR
Black	SUV	14:35:26	X		WBR	X
Grey	SUV	14:36:52	14:37:38	0:00:46	EBL	WBL
White	SUV	14:37:20	14:38:39	0:01:19	WBR	WBR
Black	SUV	14:38:11	14:39:02	0:00:51	WBR	WBR
Red	Sedan	14:38:14	14:39:13	0:00:59	WBR	WBR
Blue	SUV	14:38:46	14:39:36	0:00:50	WBR	WBR
Black	Truck	14:39:02	X		WBR	X
Red	Sedan	14:39:29	14:40:49	0:01:20	WBR	WBR

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Cam 1 & Cam 2 Cam 5 & 6

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St	Timestamp at Larkin Ave & Knapp Dr	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
Black	Sedan	14:39:32	14:40:52	0:01:20	EBL	WBR
Black	Sedan	14:41:13	14:42:08	0:00:55	WBR	WBR
White	Truck	14:41:20	14:42:25	0:01:05	WBR	WBR
Sky blue	SUV	14:41:46	14:42:45	0:00:59	WBR	WBR
Sandal	Sedan	14:42:18	14:43:10	0:00:52	WBR	WBR
White	Sedan	14:42:29	14:43:18	0:00:49	WBR	WBR
Grey	SUV	14:43:00	14:43:54	0:00:54	WBR	WBR
Grey	SUV	14:43:07	X		EBL	X
Blue	Sedan	14:44:12	X		WBR	X
Grey	Sedan	14:44:14	14:45:07	0:00:53	WBR	WBR
Black	SUV	14:45:16	14:46:09	0:00:53	WBR	WBR
White	Sedan	14:45:58	14:46:53	0:00:55	EBL	WBR
Black	Truck	14:48:00	X		EBL	X
Black	SUV	14:48:28	14:49:22	0:00:54	WBR	WBR
Grey	SUV	14:48:43	14:49:32	0:00:49	WBR	WBR
Silver	Minivan	14:49:11	X		WBR	X
White	Heavy	14:49:39	14:50:41	0:01:02	EBL	WBR
Black	SUV	14:49:41	14:50:44	0:01:03	EBL	WBR
Grey	SUV	14:50:20	14:51:29	0:01:09	EBL	WBR
Red	Sedan	14:50:29	14:51:49	0:01:20	WBR	WBR
White	SUV	14:52:16	14:53:09	0:00:53	WBR	WBR
White	Truck	14:52:26	14:53:30	0:01:04	WBR	WBR
Grey	Minivan	14:53:52	14:54:44	0:00:52	WBR	WBR
Black	Sedan	14:53:58	X		WBR	X
White	SUV	14:54:27	X		EBL	X
White	Sedan	14:55:02	X		WBR	X
Blue	SUV	14:55:22	14:56:21	0:00:59	WBR	WBR
Black	SUV	14:55:30	14:56:24	0:00:54	WBR	WBR
Black	Truck	14:55:42	14:56:47	0:01:05	WBR	WBR
Red	SUV	14:56:05	14:56:56	0:00:51	WBR	WBR
Grey	SUV	14:56:37	14:58:05	0:01:28	WBR	WBR
Red	SUV	14:56:45	X		WBR	X
Grey	Minivan	14:57:01	14:58:14	0:01:13	WBR	WBR
Grey	SUV	14:57:20	14:58:18	0:00:58	EBL	WBR
Black	SUV	14:57:57	X		EBL	X
Grey	SUV	14:58:44	X		WBR	X
White	SUV	14:59:01	X		EBL	X
Red	Jeep	14:59:02	15:00:13	0:01:11	EBL	WBR
Red	Truck	15:00:00	15:01:09	0:01:09	WBR	WBR
Grey	Crossover	15:00:11	15:01:12	0:01:01	EBL	WBR
Black	SUV	15:00:14	15:01:17	0:01:03	WBR	WBR
White	Sedan	15:01:17	X		EBL	X
Grey	Jeep	15:02:12	15:03:04	0:00:52	WBR	WBR
Grey	Truck	15:02:16	15:03:14	0:00:58	EBL	WBR
Blue	Truck	15:02:41	15:03:34	0:00:53	WBR	WBR
Grey	Crossover	15:02:49	15:03:41	0:00:52	WBR	WBR
Maroon	Sedan	15:03:55	15:04:45	0:00:50	WBR	WBR
Black	Sedan	15:04:15	15:05:10	0:00:55	WBR	WBR
Black	SUV	15:05:27	15:06:44	0:01:17	WBR	WBR
White	SUV	15:05:57	15:07:03	0:01:06	WBR	WBR
White	Sedan	15:06:21	15:07:20	0:00:59	WBR	WBR
Grey	Sedan	15:06:59	15:07:50	0:00:51	WBR	WBR
Black	Truck	15:07:28	X		EBL	X
Grey	SUV	15:07:36	15:08:22	0:00:46	WBR	WBR

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Cam 1 & Cam 2 Cam 5 & 6

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St	Timestamp at Larkin Ave & Knapp Dr	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
Grey	Sedan	15:07:46	15:08:42	0:00:56	WBR	WBR
White	Sedan	15:07:52	15:08:52	0:01:00	WBR	WBR
Black	SUV	15:07:59	15:09:05	0:01:06	EBL	WBR
White	Sedan	15:08:47	X		WBR	X
Blue	Sedan	15:08:48	15:09:41	0:00:53	EBL	WBR
Grey	SUV	15:09:02	15:09:59	0:00:57	WBR	WBR
Blue	Truck	15:09:08	15:10:02	0:00:54	WBR	WBR
White	Truck	15:09:11	15:10:06	0:00:55	EBL	WBR
Red	SUV	15:09:20	15:10:12	0:00:52	WBR	WBR
Black	Truck	15:09:32	15:10:16	0:00:44	EBL	WBR
Black	Crossover	15:10:33	X		WBR	X
Black	SUV	15:10:37	15:11:30	0:00:53	WBR	WBR
White	Van	15:11:02	X		EBL	X
White	Sedan	15:11:55	15:13:11	0:01:16	WBR	WBR
Black	SUV	15:12:15	15:13:17	0:01:02	WBR	WBR
Black	Sedan	15:13:33	15:14:22	0:00:49	WBR	WBR
White	Jeep	15:13:37	X		EBL	X
Red	SUV	15:13:47	X		WBR	X
White	Truck	15:14:08	15:16:06	0:01:58	EBL	WBL
Black	SUV	15:14:21	15:15:13	0:00:52	WBR	WBR
Grey	SUV	15:14:25	X		EBL	X
Black	Crossover	15:15:17	15:16:08	0:00:51	WBR	WBR
White	SUV	15:15:47	15:16:45	0:00:58	WBR	WBR
Grey	SUV	15:16:21	15:17:24	0:01:03	EBL	WBR
Black	Sedan	15:17:03	15:17:54	0:00:51	WBR	WBR
Black	SUV	15:17:07	15:17:58	0:00:51	WBR	WBR
Grey	Sedan	15:17:14	15:18:10	0:00:56	WBR	WBR
Grey	Crossover	15:17:18	15:18:13	0:00:55	EBL	WBR
Grey	SUV	15:18:23	15:19:33	0:01:10	WBR	WBR
Grey	SUV	15:18:47	15:19:46	0:00:59	WBR	WBR
Grey	Sedan	15:18:49	15:19:50	0:01:01	WBR	WBR
Black	Sedan	15:18:56	15:19:55	0:00:59	EBL	WBR
White	Crossover	15:20:18	15:21:06	0:00:48	EBL	WBR
Maroon	Truck	15:21:21	X		WBR	X
Grey	Sedan	15:21:44	15:22:39	0:00:55	WBR	WBR
Black	Sedan	15:21:45	15:22:42	0:00:57	WBR	WBR
Black	Sedan	15:23:16	15:24:24	0:01:08	WBR	WBR
Black	Sedan	15:23:53	15:24:53	0:01:00	WBR	WBR
White	Truck	15:24:17	15:25:11	0:00:54	EBL	WBR
Red	SUV	15:24:23	X		WBR	X
White	Sedan	15:24:44	15:25:40	0:00:56	WBR	WBR
Black	Sedan	15:25:00	X		WBR	X
Black	SUV	15:25:02	15:25:48	0:00:46	WBR	WBR
Grey	Sedan	15:25:04	15:26:13	0:01:09	EBL	WBR
Black	SUV	15:25:06	15:26:33	0:01:27	EBL	WBR
Red	Sedan	15:25:44	15:26:45	0:01:01	WBR	WBR
Grey	Truck	15:27:17	X		EBL	X
Grey	Sedan	15:27:38	15:28:32	0:00:54	WBR	WBR
Black	Truck	15:27:53	15:28:51	0:00:58	WBR	WBR
White	Truck	15:28:04	15:29:13	0:01:09	WBR	WBR
Grey	Sedan	15:28:08	15:29:19	0:01:11	WBR	WBR
Grey	SUV	15:28:16	15:29:22	0:01:06	EBL	WBR
Black	Sedan	15:28:38	15:29:32	0:00:54	WBR	WBR
White	Sedan	15:28:43	15:29:46	0:01:03	WBR	WBR

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St (Cam 1 & Cam 2)	Timestamp at Larkin Ave & Knapp Dr (Cam 5 & 6)	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
Grey	Sedan	15:28:54	15:29:50	0:00:56	WBR	WBR
White	Van	15:29:02	15:29:59	0:00:57	WBR	WBR
White	Van	15:29:05	15:30:14	0:01:09	WBR	WBR
Black	Sedan	15:29:11	X		WBR	X
Grey	Sedan	15:29:13	X		EBL	X
Grey	Sedan	15:29:19	15:30:18	0:00:59	EBL	WBR
Black	Jeep	15:29:29	15:30:40	0:01:11	EBL	WBR
Grey	SUV	15:30:23	15:31:51	0:01:28	WBR	WBR
Black	SUV	15:30:26	15:31:26	0:01:00	EBL	WBR
Black	Sedan	15:31:12	X		WBR	X
Red	SUV	15:31:46	15:32:54	0:01:08	WBR	WBR
Red	SUV	15:31:58	15:33:01	0:01:03	EBL	WBR
Black	SUV	15:32:00	15:33:43	0:01:43	EBL	WBL
Black	SUV	15:32:43	15:33:43	0:01:00	WBR	WBR
Grey	SUV	15:32:54	15:33:47	0:00:53	WBR	WBR
Black	Jeep	15:33:01	15:33:54	0:00:53	EBL	WBR
Black	SUV	15:33:03	15:33:59	0:00:56	EBL	WBR
Blue	Crossover	15:33:09	15:34:03	0:00:54	WBR	WBR
Black	SUV	15:33:11	15:34:07	0:00:56	EBL	WBR
Grey	Truck	15:33:20	X		WBR	X
Grey	SUV	15:33:29	X		WBR	X
Grey	SUV	15:33:36	15:34:23	0:00:47	WBR	WBR
Black	Sedan	15:33:56	15:34:51	0:00:55	WBR	WBR
Red	SUV	15:34:14	15:35:01	0:00:47	WBR	WBR
Grey	Sedan	15:34:19	15:35:15	0:00:56	WBR	WBR
Grey	Sedan	15:34:59	15:36:08	0:01:09	WBR	WBR
White	Sedan	15:35:12	15:36:15	0:01:03	EBL	WBR
Grey	SUV	15:35:24	X		WBR	X
White	Sedan	15:35:27	15:36:24	0:00:57	WBR	WBR
Black	SUV	15:35:36	15:36:43	0:01:07	WBR	WBR
Black	SUV	15:36:29	15:37:17	0:00:48	EBL	WBR
White	Sedan	15:37:30	15:38:14	0:00:44	WBR	WBR
White	Sedan	15:37:44	15:38:40	0:00:56	WBR	WBR
Black	SUV	15:37:52	15:39:08	0:01:16	WBR	WBR
Black	Sedan	15:37:54	X		EBL	X
Yellow	SUV	15:38:07	X		EBL	X
Red	Truck	15:38:26	X		WBR	X
Black	SUV	15:38:36	15:39:33	0:00:57	WBR	WBR
White	Sedan	15:38:39	15:39:35	0:00:56	WBR	WBR
White	SUV	15:38:40	15:39:38	0:00:58	WBR	WBR
Black	Sedan	15:39:02	15:39:50	0:00:48	WBR	WBR
White	SUV	15:39:57	15:40:47	0:00:50	WBR	WBR
Maroon	SUV	15:39:58	15:40:50	0:00:52	EBL	WBR
Black	Truck	15:40:33	15:41:34	0:01:01	WBR	WBR
Black	SUV	15:40:57	X		WBR	X
Grey	SUV	15:41:10	15:42:09	0:00:59	WBR	WBR
Black	SUV	15:41:26	15:42:21	0:00:55	WBR	WBR
Blue	Sedan	15:41:35	15:42:26	0:00:51	WBR	WBR
Black	Truck	15:41:38	15:42:32	0:00:54	EBL	WBR
Black	Sedan	15:42:04	15:42:52	0:00:48	WBR	WBR
White	Sedan	15:42:37	15:43:35	0:00:58	EBL	WBR
White	Truck	15:42:52	X		WBR	X
Black	SUV	15:44:29	15:45:32	0:01:03	WBR	WBR
Grey	Sedan	15:45:04	X		WBR	X

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

		Cam 1 & Cam 2	Cam 5 & 6			
Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St	Timestamp at Larkin Ave & Knapp Dr	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
Grey	SUV	15:45:07	15:46:10	0:01:03	WBR	WBR
Black	SUV	15:45:17	15:46:17	0:01:00	WBR	WBR
Black	SUV	15:45:26	X		WBR	X
Black	Sedan	15:45:39	15:46:36	0:00:57	WBR	WBR
Grey	Truck	15:46:00	15:47:02	0:01:02	EBL	WBR
Black	Truck	15:46:09	15:47:05	0:00:56	WBR	WBR
White	Sedan	15:46:35	X		EBL	X
Grey	SUV	15:47:27	15:48:20	0:00:53	WBR	WBR
White	SUV	15:47:29	15:48:28	0:00:59	WBR	WBR
Grey	SUV	15:47:35	X		WBR	X
Black	Sedan	15:47:38	15:48:36	0:00:58	WBR	WBR
White	Sedan	15:47:40	15:48:39	0:00:59	WBR	WBR
Silver	Sedan	15:47:42	15:48:42	0:01:00	EBL	WBR
Grey	SUV	15:47:43	15:48:47	0:01:04	EBL	WBR
White	Sedan	15:47:56	15:48:50	0:00:54	EBL	WBR
White	SUV	15:48:27	15:49:28	0:01:01	WBR	WBR
Maroon	SUV	15:48:48	15:50:12	0:01:24	WBR	WBR
White	Truck	15:49:31	15:50:25	0:00:54	EBL	WBR
Maroon	Sedan	15:49:38	X		EBL	X
White	SUV	15:49:45	15:50:41	0:00:56	WBR	WBR
White	Sedan	15:50:09	15:50:54	0:00:45	WBR	WBR
White	SUV	15:50:27	X		WBR	X
Maroon	Sedan	15:50:30	15:51:25	0:00:55	EBL	WBR
Grey	Sedan	15:50:51	15:51:58	0:01:07	WBR	WBR
Black	SUV	15:50:59	15:52:02	0:01:03	WBR	WBR
Black	SUV	15:51:35	15:52:38	0:01:03	WBR	WBR
Grey	Truck	15:51:39	X		WBR	X
Grey	Sedan	15:52:14	15:53:07	0:00:53	WBR	WBR
Red	Van	15:52:24	15:53:19	0:00:55	WBR	WBR
Black	Sedan	15:52:27	15:53:22	0:00:55	WBR	WBR
Grey	Sedan	15:53:33	15:54:28	0:00:55	WBR	WBR
Grey	SUV	15:54:02	15:55:05	0:01:03	WBR	WBR
Black	Sedan	15:55:41	X		WBR	X
White	SUV	15:55:55	15:56:42	0:00:47	EBL	WBR
Black	Truck	15:56:56	X		WBR	X
Silver	Sedan	15:57:02	15:59:05	0:02:03	WBR	WBL
White	Truck	15:57:14	15:58:06	0:00:52	WBR	WBR
White	SUV	15:57:15	X		WBR	X
Blue	SUV	15:57:27	15:58:49	0:01:22	WBR	WBR
Grey	Sedan	15:57:38	X		EBL	X
Silver	Sedan	15:57:56	X		WBR	X
Black	SUV	15:58:02	15:59:06	0:01:04	WBR	WBR
Black	SUV	15:58:05	X		EBL	X
Silver	SUV	15:58:11	15:59:11	0:01:00	WBR	WBR
Black	Truck	15:59:33	16:00:46	0:01:13	EBL	WBR
Black	Sedan	16:00:17	16:01:16	0:00:59	WBR	WBR
Silver	SUV	16:00:30	16:01:32	0:01:02	WBR	WBR
White	SUV	16:00:33	16:01:47	0:01:14	WBR	WBR
Black	SUV	16:01:00	16:01:58	0:00:58	WBR	WBR
Grey	SUV	16:01:05	16:02:01	0:00:56	WBR	WBR
Silver	Sedan	16:01:26	16:02:28	0:01:02	EBL	WBR
Black	SUV	16:02:00	16:03:04	0:01:04	WBR	WBR
Grey	Truck	16:02:28	16:03:18	0:00:50	WBR	WBR
Grey	Heavy	16:03:20	X		WBR	X

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Cam 1 & Cam 2 Cam 5 & 6

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St	Timestamp at Larkin Ave & Knapp Dr	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
Grey	SUV	16:03:51	16:05:09	0:01:18	WBR	WBR
White	SUV	16:04:57	16:05:44	0:00:47	WBR	WBR
Black	SUV	16:05:18	16:06:04	0:00:46	EBL	WBR
Black	Sedan	16:05:54	16:06:53	0:00:59	WBR	WBR
Black	SUV	16:05:56	16:06:56	0:01:00	WBR	WBR
Grey	Sedan	16:06:16	16:07:26	0:01:10	WBR	WBR
White	SUV	16:06:29	X		EBL	X
Black	SUV	16:06:47	16:07:51	0:01:04	WBR	WBR
Black	SUV	16:09:15	16:10:14	0:00:59	EBL	WBR
Black	Sedan	16:09:35	16:10:27	0:00:52	WBR	WBR
Meroon	SUV	16:10:19	X		EBL	X
Black	Sedan	16:10:22	16:11:15	0:00:53	WBR	WBR
Blue	Truck	16:10:38	X		WBR	X
Silver	Sedan	16:10:42	X		EBL	X
Meroon	SUV	16:12:05	16:13:03	0:00:58	WBR	WBR
Black	Sedan	16:12:58	16:13:52	0:00:54	WBR	WBR
Silver	Sedan	16:14:15	16:15:10	0:00:55	WBR	WBR
Red	SUV	16:14:42	16:15:30	0:00:48	EBL	WBR
White	Sedan	16:14:57	X		EBL	X
Silver	Truck	16:15:19	16:16:09	0:00:50	EBL	WBR
Black	Truck	16:16:14	16:17:10	0:00:56	EBL	WBR
Red	Sedan	16:16:20	16:17:14	0:00:54	EBL	WBR
Black	SUV	16:16:31	16:17:24	0:00:53	WBR	WBR
Red	SUV	16:16:34	16:17:28	0:00:54	WBR	WBR
Silver	SUV	16:16:52	X		EBL	X
White	Sedan	16:17:10	16:18:10	0:01:00	EBL	WBR
White	SUV	16:17:56	16:19:07	0:01:11	WBR	WBR
Black	SUV	16:18:53	16:19:50	0:00:57	EBL	WBR
Grey	SUV	16:19:02	16:20:34	0:01:32	WBR	WBR
Black	SUV	16:19:12	X		EBL	X
Silver	Sedan	16:19:27	16:20:39	0:01:12	WBR	WBR
Meroon	SUV	16:19:43	16:20:45	0:01:02	WBR	WBR
Black	Sedan	16:19:47	16:20:49	0:01:02	WBR	WBR
Black	Truck	16:20:18	16:21:07	0:00:49	WBR	WBR
Black	SUV	16:20:32	X		WBR	X
Black	Jeep	16:21:02	16:22:02	0:01:00	WBR	WBR
Black	SUV	16:21:11	16:22:05	0:00:54	WBR	WBR
Black	Sedan	16:21:30	16:22:26	0:00:56	WBR	WBR
Silver	SUV	16:21:53	16:22:46	0:00:53	WBR	WBR
Black	SUV	16:22:15	X		WBR	X
White	Heavy	16:22:49	X		EBL	X
White	Crossover	16:23:02	16:23:56	0:00:54	WBR	WBR
Silver	Sedan	16:23:15	16:24:29	0:01:14	WBR	WBR
Grey	SUV	16:23:21	16:24:48	0:01:27	WBR	WBR
White	SUV	16:23:24	X		EBL	X
White	SUV	16:25:18	16:26:18	0:01:00	WBR	WBR
Silver	SUV	16:25:21	16:26:36	0:01:15	WBR	WBR
Grey	Sedan	16:25:25	16:26:40	0:01:15	WBR	WBR
Meroon	SUV	16:25:35	X		EBL	X
Silver	Crossover	16:26:24	16:27:19	0:00:55	WBR	WBR
Red	Truck	16:27:40	16:29:09	0:01:29	WBR	WBR
Silver	SUV	16:28:55	16:29:49	0:00:54	EBL	WBR
White	SUV	16:29:27	16:30:21	0:00:54	WBR	WBR
Grey	Sedan	16:29:38	X		EBL	X

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St (Cam 1 & Cam 2)	Timestamp at Larkin Ave & Knapp Dr (Cam 5 & 6)	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
Black	Sedan	16:30:39	16:31:37	0:00:58	WBR	WBR
Silver	Truck	16:31:33	16:32:25	0:00:52	EBL	WBR
Black	Sedan	16:31:52	16:32:47	0:00:55	WBR	WBR
Grey	Sedan	16:32:20	16:33:20	0:01:00	WBR	WBR
Black	Sedan	16:32:21	16:33:33	0:01:12	WBR	WBR
White	Sedan	16:32:24	16:33:46	0:01:22	WBR	WBR
Black	SUV	16:32:37	X		EBL	X
Meroon	SUV	16:32:45	X		WBR	X
Grey	Sedan	16:33:23	16:34:13	0:00:50	WBR	WBR
Black	Truck	16:33:34	16:34:30	0:00:56	EBL	WBR
Black	SUV	16:33:46	X		EBL	X
Black	Jeep	16:33:55	16:34:59	0:01:04	WBR	WBL
Black	Sedan	16:34:08	X		WBR	X
Silver	SUV	16:34:31	X		EBL	X
Grey	Sedan	16:34:53	16:35:50	0:00:57	WBR	WBR
Black	SUV	16:35:01	X		WBR	X
White	Truck	16:35:09	X		WBR	X
Grey	Sedan	16:35:22	16:36:19	0:00:57	WBR	WBR
White	Crossover	16:35:44	X		EBL	X
Black	Truck	16:36:04	16:36:57	0:00:53	WBR	WBR
White	Sedan	16:36:11	16:37:03	0:00:52	WBR	WBR
White	Van	16:36:23	X		EBL	X
Grey	SUV	16:36:39	X		EBL	X
Black	SUV	16:37:16	16:38:06	0:00:50	WBR	WBR
Silver	Crossover	16:37:27	16:38:23	0:00:56	WBR	WBR
Red	Truck	16:38:42	X		WBR	X
White	Van	16:38:44	16:39:44	0:01:00	EBL	WBR
White	Sedan	16:39:14	16:41:08	0:01:54	WBR	WBL
Black	Truck	16:39:43	16:40:33	0:00:50	WBR	WBR
White	Sedan	16:41:09	16:42:11	0:01:02	WBR	WBR
Grey	SUV	16:41:22	16:42:22	0:01:00	WBR	WBR
Black	Truck	16:41:34	16:42:28	0:00:54	WBR	WBR
Black	SUV	16:41:38	X		WBR	X
Black	Sedan	16:41:43	16:42:31	0:00:48	WBR	WBR
Black	SUV	16:42:01	X		EBL	X
White	Van	16:42:06	16:43:01	0:00:55	EBL	WBR
Black	SUV	16:42:12	16:43:04	0:00:52	WBR	WBR
Black	Sedan	16:43:19	16:44:09	0:00:50	WBR	WBR
Black	SUV	16:43:22	16:44:12	0:00:50	WBR	WBR
Red	Truck	16:43:34	16:44:34	0:01:00	WBR	WBR
White	SUV	16:44:05	16:45:01	0:00:56	WBR	WBR
White	SUV	16:44:47	16:45:46	0:00:59	WBR	WBR
Black	Sedan	16:47:13	16:48:02	0:00:49	WBR	WBR
Black	SUV	16:47:22	16:48:24	0:01:02	WBR	WBR
Red	Truck	16:47:53	X		WBR	X
Red	Sedan	16:48:02	16:48:50	0:00:48	WBR	WBR
Meroon	Truck	16:48:17	16:49:04	0:00:47	WBR	WBR
White	Van	16:48:24	X		WBR	X
Black	Crossover	16:48:35	16:49:24	0:00:49	WBR	WBR
White	Crossover	16:48:58	X		EBL	X
Black	SUV	16:49:59	X		EBL	X
Black	Sedan	16:50:34	16:51:32	0:00:58	WBR	WBR
Grey	SUV	16:50:44	16:51:39	0:00:55	EBL	WBR
Grey	Jeep	16:51:22	X		WBR	X

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Cam 1 & Cam 2 Cam 5 & 6

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St	Timestamp at Larkin Ave & Knapp Dr	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
Meroon	Sedan	16:52:58	16:53:47	0:00:49	EBL	WBR
Green	Crossover	16:53:16	16:54:05	0:00:49	EBL	WBR
Grey	Sedan	16:53:26	16:54:19	0:00:53	WBR	WBR
White	Sedan	16:53:31	X		WBR	X
Meroon	Sedan	16:54:20	X		WBR	X
White	Truck	16:54:23	16:55:20	0:00:57	WBR	WBR
Grey	SUV	16:54:34	X		WBR	X
Black	Coupe	16:55:00	16:55:57	0:00:57	WBR	WBR
Black	SUV	16:55:33	16:56:36	0:01:03	WBR	WBR
Meroon	SUV	16:55:37	16:56:39	0:01:02	EBL	WBR
Silver	Coupe	16:55:46	X		WBR	X
Blue	Truck	16:55:53	16:57:03	0:01:10	WBR	WBR
Grey	SUV	16:55:58	X		WBR	X
Black	Truck	16:56:07	X		WBR	X
White	Coupe	16:56:15	16:57:13	0:00:58	WBR	WBR
Black	Truck	16:56:18	16:57:15	0:00:57	WBR	WBR
Silver	Sedan	16:56:58	16:57:49	0:00:51	WBR	WBR
Grey	SUV	16:57:18	16:58:08	0:00:50	WBR	WBR
Black	Truck	16:57:33	16:58:27	0:00:54	WBR	WBR
White	Sedan	16:58:07	16:59:28	0:01:21	WBR	WBR
White	Truck	16:58:15	X		WBR	X
Meroon	SUV	16:58:37	16:59:42	0:01:05	WBR	WBR
Black	SUV	16:58:40	16:59:47	0:01:07	EBL	WBR
Silver	Crossover	16:59:17	17:00:09	0:00:52	EBL	WBR
White	Truck	16:59:25	17:00:22	0:00:57	EBL	WBR
Black	SUV	16:59:30	17:00:25	0:00:55	EBL	WBR
Red	Sedan	16:59:43	17:00:34	0:00:51	WBR	WBR
Black	SUV	17:00:15	17:01:35	0:01:20	WBR	WBR
Blue	SUV	17:00:24	X		WBR	X
Grey	SUV	17:00:27	X		WBR	X
White	SUV	17:01:47	17:02:36	0:00:49	WBR	WBR
White	Sedan	17:02:03	17:02:51	0:00:48	EBL	WBR
Black	SUV	17:02:25	17:03:12	0:00:47	WBR	WBR
White	SUV	17:02:34	17:03:29	0:00:55	WBR	WBR
Black	Truck	17:03:19	17:04:24	0:01:05	WBR	WBR
White	Crossover	17:04:26	17:05:26	0:01:00	WBR	WBR
Sandal	SUV	17:04:28	17:05:35	0:01:07	WBR	WBR
Black	Sedan	17:06:50	17:07:48	0:00:58	WBR	WBR
Black	Sedan	17:06:59	17:07:52	0:00:53	EBL	WBR
Black	Sedan	17:07:18	17:08:27	0:01:09	NBT	WBR
Black	Sedan	17:10:07	17:10:58	0:00:51	NBT	WBR
White	SUV	17:10:20	17:11:09	0:00:49	WBR	WBR
Black	Sedan	17:10:22	X		EBL	X
White	Sedan	17:10:30	17:11:21	0:00:51	WBR	WBR
White	Van	17:11:13	17:12:21	0:01:08	WBR	WBR
Red	Sedan	17:11:57	17:12:58	0:01:01	WBR	WBR
Black	SUV	17:12:39	17:13:28	0:00:49	WBR	WBR
Black	Sedan	17:13:13	17:14:56	0:01:43	WBR	WBR
Black	SUV	17:13:44	17:15:15	0:01:31	WBR	WBR
Silver	Sedan	17:14:34	17:15:21	0:00:47	WBR	WBR
White	SUV	17:14:44	17:15:42	0:00:58	WBR	WBR
Grey	Sedan	17:15:29	17:16:45	0:01:16	WBR	WBR
White	SUV	17:15:33	17:16:54	0:01:21	WBR	WBR
Sky Blue	Sedan	17:16:28	17:17:19	0:00:51	WBR	WBR

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Cam 1 & Cam 2 Cam 5 & 6

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St	Timestamp at Larkin Ave & Knapp Dr	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
White	SUV	17:16:45	17:17:25	0:00:40	WBR	WBR
White	SUV	17:17:02	X		EBL	X
Black	SUV	17:17:06	17:18:07	0:01:01	EBL	WBR
White	Sedan	17:17:19	17:18:11	0:00:52	WBR	WBR
Brown	Truck	17:17:54	17:18:58	0:01:04	WBR	WBR
White	Truck	17:18:02	17:19:01	0:00:59	WBR	WBR
Red	SUV	17:18:59	17:19:47	0:00:48	EBL	WBR
Black	SUV	17:19:06	17:19:50	0:00:44	EBL	WBR
Black	Sedan	17:19:33	17:22:01	0:02:28	WBR	WBL
Blue	SUV	17:20:06	17:20:58	0:00:52	EBL	WBR
Red	SUV	17:20:20	17:21:12	0:00:52	WBR	WBR
White	SUV	17:20:25	17:21:32	0:01:07	EBL	WBR
Black	Sedan	17:20:27	17:21:35	0:01:08	EBL	WBR
Black	Minivan	17:20:33	17:21:37	0:01:04	WBR	WBR
Black	Truck	17:21:30	17:22:13	0:00:43	WBR	WBR
Sandal	Sedan	17:22:10	17:23:02	0:00:52	EBL	WBR
Black	Truck	17:22:34	17:23:25	0:00:51	WBR	WBR
Black	Truck	17:22:43	17:23:32	0:00:49	WBR	WBR
White	Van	17:22:47	X		WBR	X
White	SUV	17:23:07	17:23:55	0:00:48	EBL	WBR
Grey	SUV	17:23:50	X		WBR	X
White	Truck	17:24:32	17:25:43	0:01:11	WBR	WBR
White	SUV	17:24:35	X		EBL	X
Black	Truck	17:26:48	17:28:09	0:01:21	WBR	WBR
White	Sedan	17:28:00	17:28:49	0:00:49	WBR	WBR
Grey	Sedan	17:28:26	X		EBL	X
Black	Sedan	17:28:54	17:29:49	0:00:55	WBR	WBR
White	SUV	17:28:57	17:29:53	0:00:56	EBL	WBR
Black	Truck	17:29:10	17:30:06	0:00:56	WBR	WBR
Sandal	Sedan	17:29:17	X		WBR	X
Black	SUV	17:30:06	X		WBR	X
Black	Sedan	17:30:19	17:31:03	0:00:44	WBR	WBR
Red	Sedan	17:30:31	17:31:19	0:00:48	WBR	WBR
Blue	Sedan	17:30:43	X		EBL	X
Grey	SUV	17:30:53	X		WBR	X
Black	Sedan	17:30:56	X		EBL	X
Black	Truck	17:32:33	17:33:26	0:00:53	WBR	WBR
Black	SUV	17:32:42	17:33:30	0:00:48	WBR	WBR
Light Gray	Sedan	17:33:21	17:34:30	0:01:09	WBR	WBR
White	SUV	17:34:07	17:34:56	0:00:49	EBL	WBR
Black	SUV	17:34:14	17:35:04	0:00:50	EBL	WBR
Red	SUV	17:34:49	17:35:42	0:00:53	WBR	WBR
Grey	Truck	17:35:07	X		WBR	X
Brown	Truck	17:35:12	17:36:09	0:00:57	EBL	WBR
White	Sedan	17:35:17	17:36:11	0:00:54	WBR	WBR
Black	SUV	17:36:13	17:37:11	0:00:58	EBL	WBR
Red	Crossover	17:36:41	17:37:32	0:00:51	WBR	WBR
Black	Sedan	17:38:28	17:39:16	0:00:48	EBL	WBR
White	Sedan	17:38:43	17:39:42	0:00:59	WBR	WBR
Brown	Truck	17:40:20	X		WBR	X
Sandal	SUV	17:40:29	X		EBL	X
Sandal	SUV	17:41:19	17:42:17	0:00:58	WBR	WBR
Blue	Sedan	17:43:00	17:44:02	0:01:02	WBR	WBR
White	Truck	17:44:14	17:45:14	0:01:00	WBR	WBR

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Cam 1 & Cam 2 Cam 5 & 6

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St	Timestamp at Larkin Ave & Knapp Dr	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
Grey	SUV	17:44:19	17:45:17	0:00:58	WBR	WBR
Grey	SUV	17:44:22	17:45:19	0:00:57	WBR	WBR
Sandal	Sedan	17:44:45	17:45:41	0:00:56	WBR	WBR
Black	SUV	17:45:36	X		WBR	X
White	SUV	17:46:01	17:47:26	0:01:25	EBL	WBR
Red	Sedan	17:46:34	X		WBR	X
White	SUV	17:47:25	17:48:19	0:00:54	WBR	WBR
White	Sedan	17:48:03	17:48:56	0:00:53	WBR	WBR
Red	SUV	17:48:35	17:49:32	0:00:57	WBR	WBR
Grey	SUV	17:49:04	17:49:53	0:00:49	WBR	WBR
Brown	SUV	17:49:17	17:50:07	0:00:50	EBL	WBR
White	Sedan	17:49:44	17:50:34	0:00:50	WBR	WBR
Black	Sedan	17:50:08	X		EBL	X
White	Sedan	17:50:38	17:51:28	0:00:50	EBL	WBR
Blue	Van	17:50:45	17:51:42	0:00:57	WBR	WBR
Black	Sedan	17:50:48	X		WBR	X
Red	Truck	17:51:02	17:52:00	0:00:58	WBR	WBR
Grey	SUV	17:51:17	17:52:04	0:00:47	WBR	WBR
Black	Sedan	17:51:19	17:52:10	0:00:51	WBR	WBR
White	Sedan	17:51:51	X		WBR	X
Black	Sedan	17:52:32	17:53:24	0:00:52	WBR	WBR
Black	SUV	17:52:58	X		WBR	X
Grey	SUV	17:53:30	17:54:20	0:00:50	EBL	WBR
Grey	SUV	17:53:58	17:54:47	0:00:49	WBR	WBR
Sandal	Sedan	17:54:00	17:54:52	0:00:52	WBR	WBR
Black	Sedan	17:54:02	X		WBR	X
Sandal	Sedan	17:54:25	17:55:12	0:00:47	WBR	WBR
Grey	Sedan	17:54:38	17:55:57	0:01:19	EBL	WBR
Sandal	SUV	17:54:49	X		EBL	X
Black	SUV	17:55:08	17:56:04	0:00:56	WBR	WBR
Sandal	Truck	17:55:10	17:55:59	0:00:49	WBR	WBR
Grey	SUV	17:55:56	17:57:02	0:01:06	WBR	WBR
White	Truck	17:56:26	X		EBL	X
Light Green	SUV	17:57:05	17:58:06	0:01:01	WBR	WBR
Sandal	Van	17:57:09	17:58:09	0:01:00	WBR	WBR
Grey	SUV	17:57:53	17:58:44	0:00:51	WBR	WBR
White	Sedan	17:58:55	17:59:59	0:01:04	WBR	WBR
Black	SUV	17:58:58	18:00:01	0:01:03	EBL	WBR
Brown	SUV	17:59:38	18:00:24	0:00:46	WBR	WBR
Black	SUV	18:00:39	18:01:34	0:00:55	WBR	WBR
Grey	SUV	18:02:19	18:03:07	0:00:48	WBR	WBR
Grey	Truck	18:02:55	18:03:48	0:00:53	WBR	WBR
White	SUV	18:03:04	X		WBR	X
Black	SUV	18:03:06	18:04:24	0:01:18	WBR	WBR
White	SUV	18:03:12	18:04:28	0:01:16	WBR	WBR
Gold	SUV	18:03:31	18:04:38	0:01:07	WBR	WBR
Black	Sedan	18:03:58	18:04:51	0:00:53	WBR	WBR
Black	Sedan	18:04:08	18:04:56	0:00:48	EBL	WBR
Black	Sedan	18:04:29	18:05:18	0:00:49	WBR	WBR
Silver	SUV	18:04:55	18:05:48	0:00:53	EBL	WBR
Grey	Minivan	18:05:05	18:06:19	0:01:14	WBR	WBR
Black	Sedan	18:05:09	X		EBL	X
Black	SUV	18:05:17	18:06:31	0:01:14	WBR	WBR
Black	SUV	18:05:20	18:06:35	0:01:15	EBL	WBR

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

Cam 1 & Cam 2 Cam 5 & 6

Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St	Timestamp at Larkin Ave & Knapp Dr	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
Blue	Sedan	18:05:52	18:06:47	0:00:55	WBR	WBR
White	Sedan	18:06:41	18:07:44	0:01:03	EBL	WBR
Blue	Truck	18:07:03	18:08:06	0:01:03	WBR	WBR
White	Sedan	18:07:24	18:08:49	0:01:25	WBR	WBR
Blue	Sedan	18:07:52	18:09:08	0:01:16	EBL	WBL
White	Sedan	18:09:50	18:11:06	0:01:16	EBL	WBR
Black	Minivan	18:09:58	18:11:14	0:01:16	EBL	WBR
Grey	SUV	18:11:17	18:12:08	0:00:51	WBR	WBR
Black	SUV	18:11:51	18:12:38	0:00:47	EBL	WBR
Grey	SUV	18:12:05	X		WBR	X
Black	SUV	18:13:22	X		WBR	X
Black	SUV	18:14:10	X		EBL	X
White	Sedan	18:14:20	18:15:55	0:01:35	WBR	WBL
Grey	Sedan	18:14:45	X		WBR	X
White	Sedan	18:14:57	18:15:59	0:01:02	WBR	WBR
Black	SUV	18:14:59	18:16:03	0:01:04	WBR	WBR
Black	SUV	18:15:06	18:16:05	0:00:59	WBR	WBR
Black	Sedan	18:15:12	18:16:13	0:01:01	WBR	WBR
White	SUV	18:15:36	18:16:36	0:01:00	WBR	WBR
Brown	SUV	18:16:54	18:17:52	0:00:58	WBR	WBR
Black	Sedan	18:17:04	X		WBR	X
Grey	Sedan	18:17:11	18:18:15	0:01:04	WBR	WBR
Black	Truck	18:17:27	18:18:26	0:00:59	WBR	WBR
Grey	SUV	18:17:51	18:18:42	0:00:51	EBL	WBR
Black	Minivan	18:17:58	18:18:59	0:01:01	EBL	WBR
White	SUV	18:18:12	X		EBL	X
Green	Sedan	18:18:56	18:19:55	0:00:59	WBR	WBR
Grey	Sedan	18:19:49	18:20:36	0:00:47	WBR	WBR
Black	Sedan	18:19:53	18:20:40	0:00:47	WBR	WBR
White	Sedan	18:20:05	18:20:57	0:00:52	WBR	WBR
Red	Sedan	18:20:12	18:21:09	0:00:57	WBR	WBR
Black	Sedan	18:20:17	18:21:20	0:01:03	EBL	WBR
White	SUV	18:20:35	18:21:27	0:00:52	WBR	WBR
Black	SUV	18:20:47	18:22:02	0:01:15	WBR	WBR
White	Truck	18:20:51	18:22:05	0:01:14	WBR	WBR
Silver	Sedan	18:20:58	18:22:08	0:01:10	WBR	WBR
Black	Sedan	18:21:11	18:22:11	0:01:00	EBL	WBR
White	Sedan	18:21:44	18:22:41	0:00:57	WBR	WBR
Red	SUV	18:21:48	18:22:49	0:01:01	EBL	WBR
Black	SUV	18:22:43	18:23:39	0:00:56	EBL	WBR
Black	SUV	18:23:01	X		WBR	X
Red	SUV	18:23:28	X		EBL	X
Blue	Van	18:23:41	18:24:43	0:01:02	EBL	WBR
Red	Sedan	18:23:57	18:24:52	0:00:55	WBR	WBR
Grey	Sedan	18:24:04	18:24:55	0:00:51	WBR	WBR
Red	Truck	18:24:29	18:25:25	0:00:56	EBL	WBR
Grey	Sedan	18:24:30	18:25:28	0:00:58	EBL	WBR
Grey	SUV	18:25:18	18:26:26	0:01:08	WBR	WBR
White	Sedan	18:25:23	18:26:29	0:01:06	WBR	WBR
Black	Sedan	18:25:31	18:26:33	0:01:02	WBR	WBR
Black	SUV	18:25:43	18:26:47	0:01:04	EBL	WBR
Red	SUV	18:25:58	X		WBR	X
Black	SUV	18:26:09	18:27:03	0:00:54	WBR	WBR
Blue	SUV	18:26:24	18:27:23	0:00:59	WBR	WBR

DRAFT

Northbound - Starting from Knapp Dr & Theodore St

		Cam 1 & Cam 2	Cam 5 & 6			
Color of Vehicle	Vehicle Type	Timestamp at Knapp Dr & Theodore St	Timestamp at Larkin Ave & Knapp Dr	Duration	Knapp Dr & Theodore St Movement (EBL, NBT, or WBR)	Larkin Ave & Knapp Dr Movement (WBR or WBL)
White	SUV	18:26:30	18:27:28	0:00:58	WBR	WBR
Black	Sedan	18:26:45	18:27:33	0:00:48	EBL	WBR
White	SUV	18:27:26	X		WBR	X
Grey	Sedan	18:28:44	18:29:33	0:00:49	WBR	WBR
Blue	SUV	18:29:00	X		WBR	X
Blue	Sedan	18:29:38	18:30:44	0:01:06	WBR	WBR
Blue	Sedan	18:30:09	18:31:14	0:01:05	WBR	WBR
Black	Sedan	18:31:31	18:32:33	0:01:02	WBR	WBR
White	Heavy	18:32:22	18:33:20	0:00:58	EBL	WBR
Grey	SUV	18:33:08	X		EBL	X
Red	Sedan	18:33:41	X		EBL	X
Black	Jeep	18:33:43	X		EBL	X
Grey	SUV	18:34:01	18:35:01	0:01:00	WBR	WBR
White	Truck	18:34:46	18:35:36	0:00:50	EBL	WBR
Black	Sedan	18:35:30	X		WBR	X
Black	Crossover	18:37:50	18:38:42	0:00:52	EBL	WBR
Red	Sedan	18:38:21	X		WBR	X
White	SUV	18:38:56	18:39:51	0:00:55	EBL	WBR
Red	Sedan	18:39:51	18:41:22	0:01:31	WBR	WBR
Black	SUV	18:40:08	18:41:37	0:01:29	WBR	WBR
Red	Sedan	18:41:54	18:42:47	0:00:53	WBR	WBR
Grey	Sedan	18:41:55	X		EBL	X
White	Truck	18:42:30	18:43:37	0:01:07	WBR	WBR
White	Crossover	18:42:33	X		WBR	X
Black	Sedan	18:42:53	18:43:47	0:00:54	WBR	WBR
Grey	Sedan	18:43:24	18:44:11	0:00:47	WBR	WBR
White	SUV	18:43:39	18:44:35	0:00:56	WBR	WBR
White	SUV	18:44:04	18:44:56	0:00:52	WBR	WBR
Black	Sedan	18:44:38	X		WBR	X
Black	SUV	18:44:41	18:45:48	0:01:07	WBR	WBR
White	Sedan	18:46:10	18:47:02	0:00:52	WBR	WBR
White	SUV	18:46:37	18:47:47	0:01:10	WBR	WBR
White	Crossover	18:46:43	18:47:50	0:01:07	WBR	WBR
Black	Truck	18:46:56	18:47:54	0:00:58	WBR	WBR
Blue	Sedan	18:47:30	18:48:16	0:00:46	EBL	WBR
White	SUV	18:48:28	18:49:15	0:00:47	WBR	WBR
Black	Sedan	18:48:37	18:49:43	0:01:06	EBL	WBR
Grey	Sedan	18:49:17	18:50:14	0:00:57	WBR	WBR
Black	Sedan	18:49:29	18:50:16	0:00:47	WBR	WBR
Red	SUV	18:49:36	18:50:38	0:01:02	EBL	WBR
Red	Sedan	18:49:59	18:50:49	0:00:50	WBR	WBL
Grey	SUV	18:51:08	X		WBR	X
Grey	SUV	18:52:30	18:53:27	0:00:57	EBL	WBR
Grey	Truck	18:54:11	18:55:09	0:00:58	EBL	WBR
White	Truck	18:56:34	X		WBR	X
White	Sedan	18:56:40	18:57:36	0:00:56	WBR	WBR
White	Sedan	18:56:54	18:57:44	0:00:50	WBR	WBR
Blue	SUV	18:58:05	X		EBL	X
White	SUV	18:58:50	18:59:50	0:01:00	WBR	WBR
White	Sedan	18:59:56	End of the survey		WBR	End of the survey

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

		Cam 5 & 6	Cam 1 & Cam 2			
Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr	Timestamp at Knapp Dr & Theodore St	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Blue	Truck	7:00:32	7:01:23	0:00:51	SBL	SBL
White	Sedan	7:00:39	7:01:37	0:00:58	SBL	SBL
Black	Truck	7:01:08	X		SBL	X
White	Sedan	7:03:04	X		NBR	X
Black	SUV	7:03:45	7:04:33	0:00:48	SBL	SBL
Red	Sedan	7:04:41	7:05:30	0:00:49	SBL	SBR
Grey	SUV	7:06:13	7:07:34	0:01:21	SBL	SBL
Black	Coupe	7:06:25	7:07:38	0:01:13	SBL	SBL
White	Van	7:06:30	7:07:42	0:01:12	SBL	SBL
Black	SUV	7:09:56	X		SBL	X
Red	Sedan	7:09:59	7:10:56	0:00:57	SBL	SBR
Black	Sedan	7:10:52	7:11:47	0:00:55	SBL	SBR
Grey	SUV	7:11:07	7:12:24	0:01:17	SBL	SBL
White	Sedan	7:12:55	7:13:49	0:00:54	SBL	SBR
Black	Sedan	7:15:45	7:16:49	0:01:04	SBL	SBR
Grey	Sedan	7:15:48	7:16:51	0:01:03	SBL	SBR
Grey	Sedan	7:19:03	X		SBL	X
Grey	SUV	7:19:59	7:21:02	0:01:03	NBR	SBL
White	SUV	7:21:38	7:22:56	0:01:18	SBL	SBL
Grey	SUV	7:21:53	7:23:10	0:01:17	SBL	SBL
Blue	SUV	7:23:38	7:24:47	0:01:09	SBL	SBL
White	Sedan	7:23:55	7:24:57	0:01:02	SBL	SBL
White	Truck	7:25:48	7:26:36	0:00:48	SBL	SBR
Blue	Sedan	7:25:50	7:26:38	0:00:48	SBL	SBL
White	Sedan	7:25:56	7:27:11	0:01:15	NBR	SBR
White	Truck	7:26:00	7:27:14	0:01:14	SBL	SBL
Grey	Sedan	7:28:00	7:29:20	0:01:20	SBL	SBR
Black	Sedan	7:28:23	7:29:28	0:01:05	SBL	SBL
White	Truck	7:28:27	7:29:35	0:01:08	SBL	SBL
White	SUV	7:29:26	7:30:06	0:00:40	NBR	SBL
Black	Sedan	7:30:52	7:31:58	0:01:06	NBR	SBL
Black	SUV	7:31:41	7:33:05	0:01:24	NBR	SBL
Black	SUV	7:33:18	7:34:07	0:00:49	SBL	SBL
Grey	SUV	7:33:49	7:34:59	0:01:10	SBL	SBL
Grey	Sedan	7:34:47	X		NBR	X
Black	Sedan	7:34:57	7:35:42	0:00:45	NBR	SBL
White	Heavy	7:36:42	X		SBL	X
Red	Sedan	7:36:46	7:37:46	0:01:00	SBL	SBL
Grey	Sedan	7:36:53	7:37:55	0:01:02	SBL	SBL
Black & White	Truck	7:38:27	X		SBL	X
White	Sedan	7:38:38	X		SBL	X
White	SUV	7:39:03	7:39:56	0:00:53	SBL	SBR
Black	Sedan	7:40:05	7:40:59	0:00:54	SBL	SBR
Grey	SUV	7:40:24	7:41:17	0:00:53	SBL	SBL
Grey	Truck	7:40:27	7:41:21	0:00:54	SBL	SBR
Silver	SUV	7:41:00	7:42:00	0:01:00	SBL	SBL
White	Sedan	7:41:32	7:42:24	0:00:52	SBL	SBL
Silver	Sedan	7:42:17	7:43:14	0:00:57	SBL	SBR
Red	Sedan	7:42:19	7:43:18	0:00:59	SBL	SBR
Black	Sedan	7:42:22	7:43:21	0:00:59	SBL	SBR
Black	Truck	7:42:23	7:43:23	0:01:00	SBL	SBL
Orange	Van	7:42:27	7:43:30	0:01:03	SBL	SBL
Grey	Heavy	7:42:43	X		SBL	X
Grey	Sedan	7:43:11	7:44:13	0:01:02	SBL	SBL

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr (Cam 5 & 6)	Timestamp at Knapp Dr & Theodore St (Cam 1 & Cam 2)	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Grey	SUV	7:44:49	7:45:42	0:00:53	SBL	SBL
Brown	Sedan	7:45:00	7:46:03	0:01:03	SBL	SBL
Grey	SUV	7:45:51	X		NBR	X
Red	SUV	7:45:53	7:47:02	0:01:09	SBL	SBL
White	Sedan	7:46:27	7:47:42	0:01:15	SBL	SBR
Grey	SUV	7:47:17	X		NBR	X
White	SUV	7:47:49	X		SBL	X
Black	SUV	7:48:30	7:49:29	0:00:59	SBL	SBL
White	SUV	7:51:04	7:51:58	0:00:54	SBL	SBR
Grey	Sedan	7:51:28	7:52:22	0:00:54	SBL	SBL
Grey	SUV	7:51:49	7:52:45	0:00:56	SBL	SBR
Blue	SUV	7:53:19	7:54:13	0:00:54	SBL	SBR
Black	Sedan	7:53:28	X		SBL	X
Grey	Truck	7:53:33	7:54:36	0:01:03	SBL	SBL
Grey	SUV	7:53:55	X		NBR	X
Black	Truck	7:55:26	7:56:29	0:01:03	SBL	SBR
Black	SUV	7:56:27	7:57:23	0:00:56	SBL	SBR
Black	Truck	7:57:44	7:58:51	0:01:07	SBL	SBL
Black	Sedan	7:58:58	X		NBR	X
Black	SUV	7:59:19	8:00:32	0:01:13	SBL	SBL
Black	Truck	7:59:38	8:00:37	0:00:59	SBL	SBL
White	SUV	8:01:04	X		SBL	X
Red	Sedan	8:01:15	8:02:20	0:01:05	SBL	SBL
Maroon	Truck	8:01:37	8:02:41	0:01:04	SBL	SBR
White	Truck	8:02:41	8:03:39	0:00:58	SBL	SBL
Black	SUV	8:02:55	8:04:05	0:01:10	SBL	SBL
Black	SUV	8:03:02	8:04:20	0:01:18	SBL	SBR
Grey	Sedan	8:04:04	8:05:02	0:00:58	SBL	SBL
Maroon	Sedan	8:06:08	X		SBL	X
White	SUV	8:06:19	8:07:45	0:01:26	SBL	SBR
Grey	Sedan	8:07:43	8:08:44	0:01:01	SBL	SBR
Grey	Sedan	8:08:18	X		SBL	X
Red	SUV	8:08:28	8:09:22	0:00:54	SBL	SBR
Grey	SUV	8:08:30	8:09:27	0:00:57	SBL	SBR
Grey	Heavy	8:10:07	8:11:20	0:01:13	SBL	SBR
Black	SUV	8:10:36	8:11:36	0:01:00	SBL	SBR
Black	Sedan	8:10:49	8:11:40	0:00:51	SBL	SBT
Grey	SUV	8:11:23	8:12:16	0:00:53	SBL	SBR
Black	Sedan	8:11:25	8:12:28	0:01:03	SBL	SBL
White	SUV	8:11:37	8:12:32	0:00:55	SBL	SBR
Black	Truck	8:13:47	8:14:43	0:00:56	SBL	SBR
White	Sedan	8:15:13	8:16:37	0:01:24	SBL	SBR
Black	SUV	8:16:01	8:17:04	0:01:03	SBL	SBR
Silver	Van	8:17:35	8:18:52	0:01:17	SBL	SBL
Blue	SUV	8:17:44	8:18:55	0:01:11	SBL	SBL
Black	SUV	8:18:45	X		SBL	X
Black	Sedan	8:18:47	8:19:42	0:00:55	SBL	SBT
White	SUV	8:19:16	8:20:07	0:00:51	SBL	SBL
Grey	SUV	8:19:23	X		SBL	X
White	SUV	8:19:53	8:20:44	0:00:51	NBR	SBR
Red	SUV	8:20:04	8:20:55	0:00:51	NBR	SBL
White	SUV	8:20:30	8:21:13	0:00:43	NBR	SBL
White	SUV	8:20:38	X		SBL	X
Grey	SUV	8:20:57	8:21:52	0:00:55	SBL	SBR

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

		Cam 5 & 6	Cam 1 & Cam 2			
Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr	Timestamp at Knapp Dr & Theodore St	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
White	Sedan	8:21:23	8:22:17	0:00:54	SBL	SBL
Grey	SUV	8:21:25	8:22:33	0:01:08	SBL	SBL
Silver	Sedan	8:22:42	8:23:36	0:00:54	SBL	SBR
Grey	Truck	8:22:56	8:23:46	0:00:50	SBL	SBR
Grey	SUV	8:24:24	8:25:19	0:00:55	SBL	SBL
Blue	SUV	8:24:26	8:25:34	0:01:08	SBL	SBL
Black	SUV	8:24:41	X		NBR	X
Grey	Sedan	8:25:02	8:26:07	0:01:05	SBL	SBL
Yellow	Bus	8:28:03	8:29:14	0:01:11	SBL	SBL
Black	Sedan	8:28:06	8:29:03	0:00:57	SBL	SBR
Grey	Sedan	8:29:42	X		SBL	X
Silver	SUV	8:30:14	X		SBL	X
Black	SUV	8:30:38	8:31:34	0:00:56	SBL	SBR
White	Heavy	8:32:16	8:33:35	0:01:19	SBL	SBL
White	SUV	8:32:31	X		NBR	X
Red	Sedan	8:32:48	X		SBL	X
Blue	Truck	8:37:53	8:39:09	0:01:16	NBR	SBR
Grey	SUV	8:37:58	8:39:18	0:01:20	SBL	SBR
Blue	Truck	8:38:02	8:39:32	0:01:30	SBL	SBR
Gold	SUV	8:38:07	8:39:33	0:01:26	SBL	SBL
Grey	SUV	8:38:08	X		SBL	X
Black	SUV	8:38:11	8:39:41	0:01:30	SBL	SBL
Black	SUV	8:38:12	8:39:53	0:01:41	SBL	SBL
Black	SUV	8:38:19	8:39:52	0:01:33	SBL	SBR
Black	Truck	8:38:37	8:40:20	0:01:43	SBL	SBL
Black	Sedan	8:40:08	X		SBL	X
White	Heavy	8:40:25	X		SBL	X
Grey	Sedan	8:41:08	X		SBL	X
White	Truck	8:41:10	8:42:14	0:01:04	SBL	SBR
Black	Sedan	8:41:25	8:42:48	0:01:23	SBL	SBR
Silver	Sedan	8:42:34	8:44:07	0:01:33	NBR	SBL
Red	SUV	8:42:48	8:43:58	0:01:10	SBL	SBR
Silver	Sedan	8:43:47	8:44:33	0:00:46	SBL	SBR
Silver	Van	8:44:13	X		NBR	X
White	Truck	8:45:28	8:47:12	0:01:44	SBL	SBR
Red	Sedan	8:45:56	X		NBR	X
Red	Sedan	8:45:58	8:46:53	0:00:55	SBL	SBR
Grey	Sedan	8:46:05	X		SBL	X
White	SUV	8:47:49	8:48:38	0:00:49	SBL	SBL
White	Sedan	8:48:03	8:49:26	0:01:23	SBL	SBL
Grey	SUV	8:48:07	8:49:32	0:01:25	SBL	SBL
White	Van	8:50:16	8:51:12	0:00:56	SBL	SBL
Black	SUV	8:50:39	X		SBL	X
Black	Truck	8:51:30	8:52:40	0:01:10	SBL	SBL
Silver	Sedan	8:52:42	8:53:42	0:01:00	SBL	SBL
Black	Sedan	8:52:57	8:54:30	0:01:33	SBL	SBL
Maroon	SUV	8:53:32	8:54:44	0:01:12	SBL	SBL
Black	SUV	8:53:48	8:54:48	0:01:00	SBL	SBL
Black	Truck	8:55:32	8:56:21	0:00:49	SBL	SBR
Black	SUV	8:55:36	8:56:50	0:01:14	SBL	SBL
Silver	SUV	8:56:13	8:57:03	0:00:50	SBL	SBL
Grey	SUV	8:58:07	8:59:12	0:01:05	SBL	SBL
Grey	SUV	8:59:21	9:00:42	0:01:21	SBL	SBR
Black	SUV	9:00:18	9:01:24	0:01:06	SBL	SBR

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

		Cam 5 & 6	Cam 1 & Cam 2			
Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr	Timestamp at Knapp Dr & Theodore St	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Black	Sedan	9:00:30	X		SBL	X
Grey	Sedan	9:01:19	X		NBR	X
Black	Sedan	9:01:22	X		SBL	X
White	SUV	9:03:21	X		SBL	X
Black	SUV	9:03:24	X		SBL	X
White	SUV	9:04:37	X		SBL	X
Grey	Sedan	9:05:22	X		SBL	X
Black	Truck	9:06:21	X		SBL	X
Black	SUV	9:06:23	X		SBL	X
Black	Sedan	9:08:05	9:09:07	0:01:02	SBL	SBL
Grey	SUV	9:09:27	X		NBR	X
Grey	SUV	9:10:42	9:12:26	0:01:44	SBL	SBR
White	Sedan	9:10:53	9:12:28	0:01:35	SBL	SBR
Black	SUV	9:11:10	9:12:32	0:01:22	SBL	SBR
White	Sedan	9:11:17	X		SBL	X
White	Sedan	9:12:20	X		NBR	X
White	Truck	9:14:04	9:15:00	0:00:56	SBL	SBR
Grey	Sedan	9:15:06	9:16:39	0:01:33	NBR	SBL
Black	Truck	9:15:11	9:16:43	0:01:32	SBL	SBL
Black	Sedan	9:16:08	9:17:09	0:01:01	SBL	SBR
White	Sedan	9:16:38	X		SBL	X
Black	Truck	9:16:40	9:18:35	0:01:55	SBL	SBL
Black	SUV	9:16:43	9:18:41	0:01:58	SBL	SBL
Grey	SUV	9:17:23	9:18:48	0:01:25	NBR	SBR
Black	SUV	9:18:29	9:19:27	0:00:58	SBL	SBR
Red	SUV	9:18:31	X		SBL	X
Black	Sedan	9:18:34	9:19:46	0:01:12	SBL	SBL
Grey	SUV	9:19:12	9:20:11	0:00:59	SBL	SBL
Blue	SUV	9:19:19	9:21:14	0:01:55	SBL	SBL
Grey	SUV	9:19:23	X		SBL	X
Black	Truck	9:20:53	X		SBL	X
Blue	SUV	9:22:23	X		SBL	X
Black	Truck	9:23:08	9:24:21	0:01:13	NBR	SBR
White	SUV	9:23:29	X		SBL	X
Black	SUV	9:23:57	X		SBL	X
White	SUV	9:24:06	9:24:59	0:00:53	SBL	SBR
Red	SUV	9:25:23	X		SBL	X
Black	SUV	9:25:26	X		SBL	X
Silver	Sedan	9:25:59	9:27:07	0:01:08	SBL	SBL
Red	SUV	9:26:07	9:27:29	0:01:22	SBL	SBL
White	Truck	9:27:22	9:28:49	0:01:27	NBR	SBL
Grey	SUV	9:27:27	9:29:18	0:01:51	SBL	SBL
White	SUV	9:30:24	X		SBL	X
Brown	SUV	9:30:47	9:31:44	0:00:57	NBR	SBR
Grey	SUV	9:31:13	9:32:45	0:01:32	SBL	SBL
Black	Truck	9:33:31	9:34:48	0:01:17	SBL	SBL
White	SUV	9:34:25	X		SBL	X
White	Sedan	9:34:51	9:35:48	0:00:57	SBL	SBR
Black	SUV	9:36:01	9:37:02	0:01:01	SBL	SBR
Black	Sedan	9:37:10	X		SBL	X
Grey	SUV	9:37:14	9:38:19	0:01:05	SBL	SBR
Blue	Sedan	9:38:08	9:38:59	0:00:51	SBL	SBR
White	SUV	9:39:05	X		NBR	X
White	SUV	9:39:08	9:40:17	0:01:09	SBL	SBL

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

		Cam 5 & 6	Cam 1 & Cam 2			
Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr	Timestamp at Knapp Dr & Theodore St	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Grey	SUV	9:39:11	X		SBL	X
White	Truck	9:39:25	9:40:22	0:00:57	SBL	SBL
White	Sedan	9:41:02	X		SBL	X
White	Truck	9:42:02	9:42:56	0:00:54	SBL	SBR
Grey	SUV	9:42:11	9:43:02	0:00:51	NBR	SBR
White	SUV	9:42:26	9:43:20	0:00:54	SBL	SBR
Grey	SUV	9:42:28	9:43:49	0:01:21	SBL	SBL
Black	Sedan	9:42:30	X		SBL	X
Grey	SUV	9:43:09	X		SBL	X
Black	SUV	9:43:12	X		SBL	X
Red	Truck	9:43:24	X		SBL	X
Red	Sedan	9:43:52	9:44:46	0:00:54	SBL	SBR
White	SUV	9:43:55	X		SBL	X
Grey	Sedan	9:44:03	9:45:08	0:01:05	NBR	SBL
Grey	SUV	9:44:23	X		SBL	X
White	SUV	9:44:25	9:45:50	0:01:25	SBL	SBL
Grey	SUV	9:44:33	X		NBR	X
White	SUV	9:45:08	9:45:54	0:00:46	NBR	SBL
White	Sedan	9:46:20	X		NBR	X
White	Sedan	9:46:27	X		SBL	X
Grey	Sedan	9:46:33	X		SBL	X
Black	SUV	9:46:43	X		SBL	X
White	Sedan	9:46:46	X		SBL	X
White	Sedan	9:47:20	X		SBL	X
Red	Truck	9:47:58	9:48:59	0:01:01	SBL	SBR
Red	Sedan	9:48:16	9:49:12	0:00:56	SBL	SBR
White	Truck	9:48:19	9:49:17	0:00:58	SBL	SBR
Grey	SUV	9:50:21	9:51:27	0:01:06	SBL	SBR
White	Sedan	9:50:23	9:51:30	0:01:07	SBL	SBL
Grey	Truck	9:52:07	X		SBL	X
Black	Sedan	9:52:12	X		NBR	X
Grey	Truck	9:52:19	X		SBL	X
Blue	Sedan	9:52:36	X		SBL	X
Grey	Sedan	9:52:46	X		SBL	X
Silver	Sedan	9:52:53	X		NBR	X
Red	Sedan	9:52:57	X		NBR	X
Silver	SUV	9:53:10	X		NBR	X
Grey	Sedan	9:53:15	X		SBL	X
White	Sedan	9:53:49	X		NBR	X
White	Sedan	9:54:22	9:55:22	0:01:00	SBL	SBL
White	SUV	9:54:32	X		SBL	X
White	Truck	9:54:45	9:55:51	0:01:06	SBL	SBR
Black	SUV	9:55:43	X		NBR	X
Black	Truck	9:55:46	X		NBR	X
Grey	SUV	9:56:52	9:58:02	0:01:10	SBL	SBR
Black	SUV	9:58:30	X		NBR	X
Grey	Sedan	9:58:52	X		SBL	X
Black	SUV	9:58:55	X		SBL	X
Black	Truck	9:59:03	X		SBL	X
White	SUV	9:59:05	10:00:06	0:01:01	SBL	SBR
Red	Van	9:59:08	X		SBL	X
Silver	Sedan	9:59:10	X		SBL	X
Gold	Sedan	9:59:27	10:00:28	0:01:01	NBR	SBL
Black	Sedan	9:59:29	10:00:36	0:01:07	SBL	SBL

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

		Cam 5 & 6	Cam 1 & Cam 2			
Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr	Timestamp at Knapp Dr & Theodore St	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Black	SUV	10:00:04	X		SBL	X
Grey	SUV	10:00:06	X		SBL	X
Red	SUV	10:00:54	X		NBR	X
Black	Sedan	10:00:57	10:02:05	0:01:08	SBL	SBL
White	Sedan	10:01:14	X		NBR	X
Black	SUV	10:02:26	10:04:01	0:01:35	NBR	SBT
Blue	SUV	10:02:36	X		SBL	X
White	Truck	10:04:45	X		SBL	X
Blue	Sedan	10:04:47	X		SBL	X
White	SUV	10:06:17	X		SBL	X
Grey	SUV	10:07:33	10:08:31	0:00:58	SBL	SBL
White	Sedan	10:07:35	X		SBL	X
White	SUV	10:09:02	10:10:04	0:01:02	SBL	SBL
Black	Sedan	10:10:24	X		SBL	X
White	SUV	10:11:27	10:12:31	0:01:04	SBL	SBL
White	Sedan	10:12:08	10:13:05	0:00:57	SBL	SBL
Grey	SUV	10:12:39	10:13:37	0:00:58	SBL	SBL
Black	Sedan	10:13:29	10:14:13	0:00:44	SBL	SBR
Black	Sedan	10:13:37	10:14:22	0:00:45	SBL	SBL
Black	Sedan	10:14:54	10:15:59	0:01:05	SBL	SBL
White	SUV	10:15:06	X		SBL	X
Black	SUV	10:16:39	X		NBR	X
Black	SUV	10:16:44	X		NBR	X
Red	SUV	10:17:21	10:18:34	0:01:13	NBR	SBL
Grey	Sedan	10:17:55	X		SBL	X
White	Van	10:18:24	10:19:52	0:01:28	SBL	SBL
Red	SUV	10:19:10	10:20:03	0:00:53	SBL	SBL
White	SUV	10:19:27	10:20:36	0:01:09	SBL	SBL
Brown	Sedan	10:20:05	10:21:53	0:01:48	SBL	SBL
Red	Truck	10:20:08	10:21:59	0:01:51	SBL	SBL
Grey	SUV	10:21:07	10:22:17	0:01:10	NBR	SBR
Silver	SUV	10:21:37	X		NBR	X
Grey	SUV	10:21:39	X		NBR	X
Black	Truck	10:22:36	10:23:38	0:01:02	SBL	SBL
White	SUV	10:23:26	10:24:34	0:01:08	SBL	SBL
Black	Sedan	10:24:28	10:25:26	0:00:58	SBL	SBL
Black	SUV	10:25:04	X		SBL	X
Grey	SUV	10:25:08	10:26:06	0:00:58	SBL	SBL
Black	Sedan	10:25:11	10:26:16	0:01:05	SBL	SBL
Red	Truck	10:25:43	10:26:34	0:00:51	SBL	SBL
Grey	SUV	10:26:25	X		SBL	X
Black	Truck	10:26:40	X		NBR	X
White	Sedan	10:26:42	10:27:41	0:00:59	SBL	SBL
Red	SUV	10:26:49	10:27:45	0:00:56	SBL	SBR
Red	SUV	10:26:52	X		SBL	X
White	SUV	10:28:29	10:29:28	0:00:59	SBL	SBL
Silver	Sedan	10:28:47	X		NBR	X
Silver	SUV	10:29:31	X		SBL	X
Grey	Sedan	10:30:25	10:31:19	0:00:54	SBL	SBR
White	Truck	10:30:39	X		SBL	X
White	Truck	10:31:55	10:32:57	0:01:02	SBL	SBR
Grey	Truck	10:32:58	10:33:55	0:00:57	SBL	SBL
Black	Sedan	10:33:18	X		SBL	X
White	Van	10:33:25	10:34:45	0:01:20	SBL	SBL

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr (Cam 5 & 6)	Timestamp at Knapp Dr & Theodore St (Cam 1 & Cam 2)	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Black	SUV	10:33:43	10:34:46	0:01:03	SBL	SBR
White	SUV	10:34:22	10:35:29	0:01:07	SBL	SBL
White	Truck	10:34:33	10:35:33	0:01:00	SBL	SBL
Red	Truck	10:35:28	X		SBL	X
Blue	SUV	10:35:32	10:37:01	0:01:29	SBL	SBL
Blue	SUV	10:38:09	10:40:04	0:01:55	NBR	SBR
Red	Truck	10:39:50	X		NBR	X
Black	Sedan	10:39:54	X		SBL	X
White	Truck	10:40:05	X		SBL	X
White	SUV	10:40:08	10:41:42	0:01:34	SBL	SBR
Black	Sedan	10:40:28	X		SBL	X
White	SUV	10:40:37	X		SBL	X
Black	SUV	10:42:09	10:43:00	0:00:51	SBL	SBR
Black	SUV	10:42:17	10:43:21	0:01:04	NBR	SBR
Gold	SUV	10:42:24	10:43:28	0:01:04	SBL	SBR
Grey	SUV	10:43:29	10:44:35	0:01:06	SBL	SBL
Black	Truck	10:44:20	10:45:36	0:01:16	SBL	SBL
White	SUV	10:44:41	X		SBL	X
White	Van	10:45:37	X		NBR	X
Grey	SUV	10:45:58	10:46:47	0:00:49	SBL	SBR
Black	SUV	10:46:23	10:47:08	0:00:45	SBL	SBR
Grey	Truck	10:46:34	X		NBR	X
White	Sedan	10:46:37	10:47:43	0:01:06	SBL	SBL
Grey	SUV	10:46:40	X		SBL	X
White	Sedan	10:46:49	10:47:49	0:01:00	SBL	SBR
Red	SUV	10:47:27	X		NBR	X
White	SUV	10:47:46	X		NBR	X
Black	SUV	10:48:07	10:48:54	0:00:47	NBR	SBL
Red	Sedan	10:50:32	X		NBR	X
Black	Sedan	10:50:47	10:51:58	0:01:11	SBL	SBL
Grey	SUV	10:50:53	10:52:00	0:01:07	SBL	SBR
White	Truck	10:50:56	10:52:03	0:01:07	SBL	SBR
Black	Truck	10:51:02	10:52:19	0:01:17	SBL	SBL
Grey	SUV	10:51:04	10:52:53	0:01:49	SBL	SBL
White	Truck	10:51:34	10:52:59	0:01:25	NBR	SBL
Black	Truck	10:51:49	10:53:13	0:01:24	SBL	SBL
White	Truck	10:53:05	10:54:54	0:01:49	SBL	SBL
Grey	Sedan	10:54:41	10:55:47	0:01:06	SBL	SBR
Black	SUV	10:55:07	X		NBR	X
White	SUV	10:55:21	X		NBR	X
White	SUV	10:55:22	X		SBL	X
White	SUV	10:55:25	10:56:36	0:01:11	SBL	SBR
White	SUV	10:55:27	10:56:40	0:01:13	SBL	SBR
Black	SUV	10:56:11	X		NBR	X
Grey	SUV	10:57:19	10:58:17	0:00:58	SBL	SBL
Grey	SUV	10:57:32	10:58:33	0:01:01	SBL	SBL
Red	SUV	10:59:19	11:00:15	0:00:56	SBL	SBR
Black	Sedan	10:59:22	X		SBL	X
White	SUV	10:59:25	11:00:21	0:00:56	SBL	SBR
Grey	SUV	11:00:03	X		NBR	X
White	Sedan	11:00:32	X		SBL	X
Black	Truck	11:00:35	11:01:43	0:01:08	SBL	SBR
Red	SUV	11:00:43	X		SBL	X
Red	Truck	11:00:51	X		SBL	X

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

		Cam 5 & 6	Cam 1 & Cam 2			
Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr	Timestamp at Knapp Dr & Theodore St	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Grey	SUV	11:01:01	X		SBL	X
Red	Sedan	11:01:55	X		SBL	X
Grey	Sedan	11:02:17	X		SBL	X
Grey	SUV	11:02:24	11:03:32	0:01:08	SBL	SBR
Grey	Sedan	11:03:52	X		SBL	X
White	Sedan	11:03:57	X		SBL	X
Sandal	Truck	11:03:59	11:04:57	0:00:58	SBL	SBR
Black	Sedan	11:04:05	11:05:09	0:01:04	SBL	SBL
Silver	Sedan	11:04:18	X		SBL	X
Black	Truck	11:04:25	11:05:43	0:01:18	SBL	SBL
Grey	Minivan	11:05:19	X		NBR	X
Red	SUV	11:05:23	X		NBR	X
White	SUV	11:05:42	X		NBR	X
Silver	Truck	11:05:58	X		SBL	X
Red	SUV	11:06:06	X		SBL	X
Black	SUV	11:06:33	X		SBL	X
Silver	Sedan	11:06:35	11:07:41	0:01:06	SBL	SBL
Blue	Sedan	11:06:37	11:07:42	0:01:05	SBL	SBR
Red	SUV	11:07:03	X		NBR	X
White	Truck	11:07:33	11:09:30	0:01:57	SBL	SBL
Black	SUV	11:08:17	11:09:33	0:01:16	SBL	SBR
Red	Sedan	11:08:19	X		SBL	X
White	SUV	11:08:28	11:09:43	0:01:15	SBL	SBL
Grey	Sedan	11:08:56	X		SBL	X
Grey	SUV	11:08:59	11:09:52	0:00:53	SBL	SBL
Red	Sedan	11:10:04	11:11:20	0:01:16	NBR	SBL
Sky Blue	SUV	11:10:41	X		NBR	X
White	Van	11:10:52	11:11:56	0:01:04	NBR	SBR
Black	SUV	11:10:57	11:12:12	0:01:15	NBR	SBL
Silver	SUV	11:11:01	11:12:31	0:01:30	SBL	SBL
Blue	Sedan	11:11:35	11:12:58	0:01:23	NBR	SBR
Black	Sedan	11:12:16	X		NBR	X
Black	Sedan	11:12:18	X		SBL	X
Blue	SUV	11:12:36	X		SBL	X
White	SUV	11:13:04	X		NBR	X
Grey	Sedan	11:14:20	11:15:42	0:01:22	SBL	SBL
White	SUV	11:14:31	11:15:39	0:01:08	SBL	SBR
Red	SUV	11:14:34	11:15:42	0:01:08	SBL	SBR
Silver	Sedan	11:14:44	11:15:47	0:01:03	SBL	SBL
Silver	Sedan	11:15:13	X		SBL	X
Silver	SUV	11:16:46	X		NBR	X
Blue	SUV	11:16:59	11:17:49	0:00:50	SBL	SBL
White	SUV	11:17:04	X		NBR	X
Blue	SUV	11:17:07	X		SBL	X
White	SUV	11:17:11	X		SBL	X
White	Sedan	11:17:35	11:18:35	0:01:00	NBR	SBR
Blue	SUV	11:18:53	X		NBR	X
Black	SUV	11:18:55	X		NBR	X
Silver	Minivan	11:19:22	11:20:29	0:01:07	SBL	SBL
White	SUV	11:20:43	11:21:47	0:01:04	SBL	SBL
White	Van	11:21:09	11:22:02	0:00:53	SBL	SBL
Silver	Truck	11:21:22	X		SBL	X
Blue	SUV	11:21:30	X		SBL	X
White	Sedan	11:22:20	X		NBR	X

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

		Cam 5 & 6	Cam 1 & Cam 2			
Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr	Timestamp at Knapp Dr & Theodore St	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
White	Van	11:22:46	11:24:04	0:01:18	NBR	SBR
Red	Coupe	11:22:59	11:24:10	0:01:11	NBR	SBL
Black	Sedan	11:23:20	11:24:18	0:00:58	SBL	SBR
Black	SUV	11:24:13	X		SBL	X
White	Bus	11:24:28	X		NBR	X
White	Heavy	11:25:58	11:27:12	0:01:14	SBL	SBL
Silver	SUV	11:26:01	11:27:16	0:01:15	SBL	SBL
Grey	Sedan	11:26:02	11:27:24	0:01:22	SBL	SBL
White	SUV	11:28:20	11:29:17	0:00:57	SBL	SBR
Black	Truck	11:28:22	11:29:21	0:00:59	SBL	SBR
White	Truck	11:29:43	11:30:45	0:01:02	SBL	SBR
Black	Sedan	11:31:02	11:31:53	0:00:51	NBR	SBL
Black	SUV	11:31:49	X		SBL	X
White	Truck	11:32:48	11:33:43	0:00:55	SBL	SBL
White	SUV	11:32:57	11:33:47	0:00:50	SBL	SBL
Grey	SUV	11:34:36	11:35:24	0:00:48	SBL	SBL
Green	Jeep	11:34:38	11:35:32	0:00:54	SBL	SBL
Silver	SUV	11:34:44	X		NBR	X
Black	SUV	11:35:44	X		SBL	X
Silver	SUV	11:35:53	X		NBR	X
Black	SUV	11:36:20	X		SBL	X
Red	SUV	11:36:31	11:38:04	0:01:33	SBL	SBL
Black	SUV	11:36:36	X		SBL	X
White	Truck	11:37:12	11:38:35	0:01:23	NBR	SBL
Black	Sedan	11:37:51	X		NBR	X
Maroon	SUV	11:37:55	X		NBR	X
Silver	Sedan	11:38:26	11:39:32	0:01:06	SBL	SBL
Silver	SUV	11:38:50	11:39:54	0:01:04	SBL	SBL
Silver	Sedan	11:39:18	X		NBR	X
Black	SUV	11:39:23	X		SBL	X
Silver	Sedan	11:40:51	11:42:03	0:01:12	SBL	SBL
Blue	Sedan	11:41:24	11:42:46	0:01:22	SBL	SBR
White	Sedan	11:41:59	11:43:36	0:01:37	SBL	SBL
Silver	Sedan	11:42:36	11:43:40	0:01:04	NBR	SBL
Silver	SUV	11:44:23	11:45:40	0:01:17	NBR	SBL
White	Sedan	11:44:34	X		SBL	X
Black	SUV	11:45:07	11:46:32	0:01:25	SBL	SBL
White	Truck	11:45:20	11:46:39	0:01:19	SBL	SBL
Grey	Sedan	11:45:28	11:46:39	0:01:11	SBL	SBR
Black	Truck	11:45:31	11:47:22	0:01:51	SBL	SBL
White	Truck	11:45:34	X		SBL	X
Grey	SUV	11:46:30	X		SBL	X
Black	Sedan	11:46:35	X		NBR	X
White	Sedan	11:46:52	11:47:43	0:00:51	SBL	SBL
Silver	SUV	11:49:11	X		SBL	X
Blue	Sedan	11:49:42	X		NBR	X
Black	Sedan	11:50:05	11:51:08	0:01:03	SBL	SBL
Black	SUV	11:50:23	X		SBL	X
Black	Sedan	11:50:38	11:52:10	0:01:32	NBR	SBR
Gold	SUV	11:52:11	11:53:09	0:00:58	NBR	SBL
White	SUV	11:52:19	11:53:29	0:01:10	SBL	SBL
Blue	Truck	11:52:26	11:53:33	0:01:07	SBL	SBL
Silver	Sedan	11:52:44	X		NBR	X
Blue	SUV	11:53:30	11:54:34	0:01:04	SBL	SBL

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr (Cam 5 & 6)	Timestamp at Knapp Dr & Theodore St (Cam 1 & Cam 2)	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Grey	SUV	11:53:40	X		NBR	X
White	Truck	11:54:23	11:55:46	0:01:23	SBL	SBL
Black	SUV	11:54:25	X		SBL	X
Red	Sedan	11:54:27	11:55:53	0:01:26	SBL	SBL
Black	Sedan	11:54:31	11:56:00	0:01:29	SBL	SBL
White	SUV	11:54:36	X		NBR	X
Grey	SUV	11:54:51	11:55:51	0:01:00	SBL	SBR
Silver	Truck	11:55:16	11:56:18	0:01:02	SBL	SBR
White	SUV	11:55:22	X		SBL	X
Silver	Truck	11:55:52	11:56:36	0:00:44	SBL	SBL
Black	SUV	11:56:27	11:57:30	0:01:03	SBL	SBR
Black	SUV	11:56:28	11:57:48	0:01:20	SBL	SBL
Red	Sedan	11:56:32	11:57:52	0:01:20	SBL	SBL
Grey	Truck	11:56:34	11:58:36	0:02:02	SBL	SBL
Silver	Sedan	11:57:11	X		SBL	X
Black	Sedan	11:57:19	11:58:40	0:01:21	NBR	SBL
Black	Sedan	11:58:25	12:00:00	0:01:35	SBL	SBL
Red	SUV	11:58:28	12:00:08	0:01:40	SBL	SBR
Blue	Truck	11:58:32	12:00:03	0:01:31	SBL	SBL
Silver	Sedan	11:58:42	X		SBL	X
Silver	Sedan	11:59:52	X		NBR	X
Silver	Sedan	12:01:05	X		SBL	X
Green	SUV	12:02:14	X		SBL	X
White	SUV	12:02:28	X		SBL	X
White	Sedan	12:02:44	X		SBL	X
Gold	SUV	12:03:02	X		NBR	X
Silver	SUV	12:03:04	X		NBR	X
Red	SUV	12:03:14	12:04:34	0:01:20	SBL	SBL
Silver	SUV	12:04:02	X		NBR	X
Grey	Sedan	12:04:53	X		SBL	X
Silver	Sedan	12:04:58	12:06:21	0:01:23	SBL	SBL
Black	SUV	12:06:41	X		SBL	X
Silver	SUV	12:06:56	12:07:59	0:01:03	SBL	SBR
Grey	Sedan	12:07:15	12:08:20	0:01:05	NBR	SBR
Gold	Sedan	12:07:48	X		SBL	X
Gold	SUV	12:08:21	X		SBL	X
Red	SUV	12:08:23	X		SBL	X
Silver	Sedan	12:08:26	X		SBL	X
White	SUV	12:08:54	X		SBL	X
White	Heavy	12:09:13	12:10:41	0:01:28	SBL	SBL
White	Sedan	12:09:45	X		NBR	X
White	Sedan	12:09:57	X		SBL	X
Grey	Sedan	12:10:14	X		SBL	X
White	Heavy	12:11:03	12:12:11	0:01:08	SBL	SBR
Grey	Sedan	12:11:40	12:12:51	0:01:11	NBR	SBR
Grey	SUV	12:12:11	X		SBL	X
Black	Truck	12:12:47	12:14:42	0:01:55	SBL	SBL
Maroon	SUV	12:13:09	12:14:53	0:01:44	SBL	SBL
Black	SUV	12:13:58	X		SBL	X
Grey	SUV	12:14:36	12:15:45	0:01:09	NBR	SBL
Red	Sedan	12:14:44	X		NBR	X
Silver	Sedan	12:15:03	X		SBL	X
Silver	Truck	12:15:32	12:17:00	0:01:28	SBL	SBR
Black	SUV	12:16:25	12:17:41	0:01:16	SBL	SBL

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr (Cam 5 & 6)	Timestamp at Knapp Dr & Theodore St (Cam 1 & Cam 2)	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Black	SUV	12:16:50	12:18:19	0:01:29	SBL	SBR
Black	SUV	12:17:28	12:19:01	0:01:33	SBL	SBL
White	SUV	12:18:03	12:19:05	0:01:02	SBL	SBL
Red	SUV	12:18:09	X		NBR	X
Black	SUV	12:18:18	X		NBR	X
Blue	Sedan	12:18:45	X		SBL	X
Grey	Truck	12:19:53	12:21:26	0:01:33	SBL	SBL
Red	SUV	12:20:27	X		NBR	X
Silver	Sedan	12:21:43	X		SBL	X
Silver	SUV	12:21:44	12:22:54	0:01:10	SBL	SBR
White	Sedan	12:21:46	12:22:57	0:01:11	SBL	SBR
White	SUV	12:22:22	X		SBL	X
Black	Truck	12:23:32	12:24:34	0:01:02	SBL	SBR
Grey	SUV	12:23:49	X		NBR	X
Blue	Truck	12:24:07	12:25:04	0:00:57	NBR	SBR
Black	SUV	12:24:10	12:25:22	0:01:12	NBR	SBR
Grey	SUV	12:24:14	X		NBR	X
Silver	SUV	12:24:18	X		SBL	X
Black	Sedan	12:24:20	12:25:50	0:01:30	SBL	SBR
Red	SUV	12:26:07	12:27:32	0:01:25	SBL	SBL
White	SUV	12:26:17	12:27:43	0:01:26	SBL	SBR
Black	Sedan	12:26:27	12:27:39	0:01:12	SBL	SBL
White	Sedan	12:26:30	X		SBL	X
Black	Sedan	12:27:12	12:28:00	0:00:48	SBL	SBL
White	Sedan	12:28:02	X		SBL	X
Silver	SUV	12:28:15	12:29:12	0:00:57	SBL	SBL
Black	SUV	12:28:44	12:29:55	0:01:11	SBL	SBL
Red	SUV	12:28:56	12:29:54	0:00:58	SBL	SBR
Black	Sedan	12:29:42	12:30:56	0:01:14	SBL	SBL
Grey	SUV	12:30:22	X		SBL	X
Silver	SUV	12:31:40	X		SBL	X
Blue	Truck	12:32:23	X		SBL	X
Red	SUV	12:32:51	12:34:50	0:01:59	SBL	SBR
Silver	Sedan	12:33:02	X		SBL	X
Gold	SUV	12:33:15	X		SBL	X
Grey	SUV	12:33:26	12:35:53	0:02:27	SBL	SBL
Black	Sedan	12:34:05	12:36:04	0:01:59	SBL	SBT
Grey	SUV	12:34:33	X		SBL	X
Red	Sedan	12:34:38	X		NBR	X
Grey	Truck	12:35:07	12:36:07	0:01:00	SBL	SBL
Black	Heavy	12:35:52	12:36:51	0:00:59	SBL	SBL
Black	SUV	12:36:24	X		SBL	X
Grey	SUV	12:36:34	X		NBR	X
Silver	SUV	12:36:43	X		NBR	X
Silver	Sedan	12:38:09	X		SBL	X
White	Truck	12:38:40	X		SBL	X
White	SUV	12:39:14	12:40:32	0:01:18	SBL	SBR
Black	Sedan	12:41:09	X		NBR	X
White	SUV	12:41:18	X		SBL	X
Silver	SUV	12:43:09	X		NBR	X
Blue	SUV	12:44:17	12:45:19	0:01:02	SBL	SBL
Black	SUV	12:45:15	X		NBR	X
Grey	SUV	12:45:52	X		NBR	X
Silver	Sedan	12:46:10	12:47:03	0:00:53	NBR	SBL

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

		Cam 5 & 6	Cam 1 & Cam 2			
Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr	Timestamp at Knapp Dr & Theodore St	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Black	SUV	12:46:14	X		SBL	X
Grey	SUV	12:46:53	X		NBR	X
Blue	Sedan	12:47:27	X		SBL	X
Black	SUV	12:48:21	12:49:17	0:00:56	SBL	SBR
White	Sedan	12:48:29	12:49:26	0:00:57	NBR	SBR
Blue	SUV	12:48:31	12:49:38	0:01:07	SBL	SBR
Silver	Sedan	12:50:19	12:51:37	0:01:18	SBL	SBL
Silver	SUV	12:50:26	12:51:40	0:01:14	SBL	SBR
White	SUV	12:50:39	12:51:47	0:01:08	SBL	SBL
Black	SUV	12:51:44	12:52:47	0:01:03	SBL	SBL
Blue	SUV	12:52:11	12:53:02	0:00:51	SBL	SBL
Black	Sedan	12:52:25	12:53:08	0:00:43	NBR	SBL
Silver	Heavy	12:52:26	12:53:11	0:00:45	SBL	SBL
Silver	SUV	12:53:15	X		NBR	X
Blue	SUV	12:53:23	12:54:35	0:01:12	SBL	SBL
Black	SUV	12:54:01	12:54:58	0:00:57	SBL	SBL
Brown	SUV	12:54:12	12:55:01	0:00:49	SBL	SBR
Grey	Sedan	12:54:28	X		NBR	X
Silver	SUV	12:54:57	12:56:55	0:01:58	SBL	SBL
Silver	SUV	12:55:55	X		NBR	X
Black	SUV	12:56:35	12:57:46	0:01:11	SBL	SBL
Red	SUV	12:56:37	12:57:48	0:01:11	SBL	SBL
Grey	SUV	12:56:39	12:57:52	0:01:13	SBL	SBL
Black	Van	12:56:53	12:58:44	0:01:51	SBL	SBR
White	SUV	12:57:12	12:58:47	0:01:35	NBR	SBR
Silver	Sedan	12:58:02	X		SBL	X
Red	Sedan	12:58:32	12:59:34	0:01:02	NBR	SBL
Grey	Jeep	12:58:52	12:59:41	0:00:49	SBL	SBL
Black	Sedan	13:00:21	13:01:14	0:00:53	SBL	SBR
White	SUV	13:00:35	13:01:34	0:00:59	SBL	SBL
Black	SUV	13:00:36	X		SBL	X
White	SUV	13:00:38	X		SBL	X
Brown	SUV	13:00:44	13:01:52	0:01:08	NBR	SBL
Grey	Sedan	13:01:16	13:02:51	0:01:35	SBL	SBL
White	Crossover	13:01:26	13:03:10	0:01:44	SBL	SBL
Red	Truck	13:02:07	13:03:28	0:01:21	NBR	SBL
Maroon	Sedan	13:02:26	13:03:40	0:01:14	SBL	SBL
Black	SUV	13:02:27	X		SBL	X
White	Truck	13:02:37	X		SBL	X
Grey	SUV	13:03:10	13:03:56	0:00:46	SBL	SBL
Black	Truck	13:03:23	X		NBR	X
White	Van	13:03:26	13:04:33	0:01:07	SBL	SBL
Black	SUV	13:04:28	X		SBL	X
Black	Sedan	13:05:25	13:06:13	0:00:48	SBL	SBR
Blue	Truck	13:05:31	13:06:46	0:01:15	SBL	SBL
Black	Sedan	13:06:25	13:07:43	0:01:18	SBL	SBL
White	Sedan	13:07:31	X		SBL	X
Grey	Truck	13:07:58	13:08:53	0:00:55	SBL	SBL
Grey	Sedan	13:08:17	13:09:05	0:00:48	SBL	SBL
Red	Sedan	13:08:42	13:10:04	0:01:22	SBL	SBL
Grey	SUV	13:08:55	13:09:43	0:00:48	SBL	SBR
Blue	Sedan	13:09:22	13:10:07	0:00:45	SBL	SBR
White	Truck	13:09:41	X		NBR	X
White	Bus	13:09:49	X		NBR	X

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

		Cam 5 & 6	Cam 1 & Cam 2			
Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr	Timestamp at Knapp Dr & Theodore St	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
White	Sedan	13:09:52	13:10:50	0:00:58	SBL	SBL
Grey	Sedan	13:10:01	13:11:14	0:01:13	SBL	SBR
Grey	Truck	13:10:14	13:11:41	0:01:27	SBL	SBL
Grey	Sedan	13:10:51	13:11:44	0:00:53	NBR	SBR
White	Sedan	13:11:49	13:12:52	0:01:03	SBL	SBL
Grey	Sedan	13:12:13	X		SBL	X
Blue	SUV	13:12:25	13:13:34	0:01:09	SBL	SBL
Red	SUV	13:12:27	X		SBL	X
White	SUV	13:12:29	13:13:41	0:01:12	SBL	SBL
Blue	SUV	13:12:31	13:13:46	0:01:15	SBL	SBL
Black	Truck	13:12:36	13:13:58	0:01:22	SBL	SBL
Black	SUV	13:12:40	X		SBL	X
White	Sedan	13:13:01	X		SBL	X
Grey	Sedan	13:13:09	13:14:56	0:01:47	NBR	SBR
Red	Crossover	13:13:53	13:15:01	0:01:08	NBR	SBR
Blue	SUV	13:13:55	X		SBL	X
Grey	SUV	13:14:09	X		NBR	X
Blue	SUV	13:14:18	13:15:17	0:00:59	SBL	SBR
Black	Truck	13:14:24	13:15:29	0:01:05	SBL	SBL
Black	SUV	13:14:29	X		SBL	X
Black	SUV	13:14:37	X		SBL	X
Maroon	SUV	13:15:29	13:16:56	0:01:27	NBR	SBL
White	SUV	13:15:58	X		NBR	X
White	SUV	13:16:19	X		SBL	X
White	Truck	13:16:23	X		SBL	X
Black	Sedan	13:16:25	X		SBL	X
White	Truck	13:17:13	13:18:09	0:00:56	NBR	SBR
Black	SUV	13:17:36	13:18:52	0:01:16	SBL	SBL
Black	Sedan	13:18:28	13:20:04	0:01:36	SBL	SBL
Black	SUV	13:18:40	X		SBL	X
Black	SUV	13:18:54	X		NBR	X
Grey	Crossover	13:18:57	X		SBL	X
White	SUV	13:19:00	X		SBL	X
Maroon	SUV	13:19:49	X		SBL	X
Black	Truck	13:20:26	13:21:26	0:01:00	SBL	SBL
Black	Truck	13:20:56	X		NBR	X
Grey	SUV	13:21:01	X		SBL	X
White	SUV	13:21:54	13:22:49	0:00:55	NBR	SBL
White	Sedan	13:22:22	13:23:17	0:00:55	SBL	SBL
Grey	SUV	13:22:37	13:23:46	0:01:09	SBL	SBL
Black	Crossover	13:22:47	13:23:46	0:00:59	SBL	SBR
White	Sedan	13:22:48	X		SBL	X
Grey	SUV	13:22:51	13:23:49	0:00:58	SBL	SBR
Grey	Sedan	13:23:03	13:24:07	0:01:04	SBL	SBL
Grey	SUV	13:23:43	X		NBR	X
Black	SUV	13:24:25	X		SBL	X
Grey	Crossover	13:24:36	13:25:34	0:00:58	SBL	SBL
Red	Sedan	13:24:44	13:25:57	0:01:13	SBL	SBL
Black	SUV	13:24:47	13:25:57	0:01:10	SBL	SBR
Black	Sedan	13:25:05	X		NBR	X
Black	Sedan	13:26:05	X		NBR	X
Grey	SUV	13:26:24	13:28:31	0:02:07	SBL	SBL
White	SUV	13:26:38	X		SBL	X
Grey	Crossover	13:26:55	X		SBL	X

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr (Cam 5 & 6)	Timestamp at Knapp Dr & Theodore St (Cam 1 & Cam 2)	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Grey	SUV	13:26:57	13:28:45	0:01:48	SBL	SBL
Maroon	Crossover	13:27:19	X		NBR	X
White	Van	13:27:20	13:28:23	0:01:03	SBL	SBR
White	SUV	13:28:15	X		NBR	X
Black	SUV	13:28:28	X		SBL	X
Black	Sedan	13:28:31	X		SBL	X
Grey	Sedan	13:29:15	13:30:09	0:00:54	SBL	SBR
Blue	SUV	13:29:44	X		NBR	X
Black	Sedan	13:30:36	13:31:47	0:01:11	NBR	SBR
White	Sedan	13:30:41	X		SBL	X
Grey	SUV	13:30:55	13:32:02	0:01:07	NBR	SBR
Black	SUV	13:31:18	X		SBL	X
Black	Sedan	13:31:20	13:32:30	0:01:10	SBL	SBR
Grey	Sedan	13:31:22	X		SBL	X
Grey	SUV	13:31:24	13:32:36	0:01:12	SBL	SBL
Grey	SUV	13:31:27	13:33:48	0:02:21	SBL	SBL
Blue	Sedan	13:32:24	13:33:56	0:01:32	NBR	SBL
Grey	SUV	13:34:08	13:35:03	0:00:55	SBL	SBR
Grey	Sedan	13:34:25	X		SBL	X
Grey	SUV	13:34:27	13:35:36	0:01:09	SBL	SBL
Maroon	Sedan	13:34:30	13:36:09	0:01:39	SBL	SBL
White	SUV	13:34:37	X		NBR	X
White	Sedan	13:35:02	X		SBL	X
White	Sedan	13:35:23	X		SBL	X
Black	Sedan	13:35:29	X		SBL	X
Black	Truck	13:35:33	X		SBL	X
White	Truck	13:35:58	X		SBL	X
White	SUV	13:36:11	X		SBL	X
Black	SUV	13:36:14	X		SBL	X
Grey	SUV	13:36:27	13:37:34	0:01:07	SBL	SBL
Black	Truck	13:36:29	13:37:34	0:01:05	SBL	SBR
Grey	Sedan	13:36:37	13:37:37	0:01:00	NBR	SBR
Black	SUV	13:37:59	13:38:53	0:00:54	SBL	SBL
Black	Truck	13:38:01	13:38:57	0:00:56	SBL	SBL
Black	Sedan	13:38:07	13:39:29	0:01:22	SBL	SBL
White	SUV	13:38:20	X		SBL	X
Grey	SUV	13:40:00	13:40:47	0:00:47	SBL	SBR
Black	SUV	13:40:23	13:41:50	0:01:27	SBL	SBL
Red	Sedan	13:40:30	13:41:50	0:01:20	SBL	SBR
Black	Sedan	13:40:32	13:41:53	0:01:21	SBL	SBR
Grey	Sedan	13:41:00	X		NBR	X
Black	SUV	13:41:30	13:42:59	0:01:29	SBL	SBL
White	SUV	13:41:48	X		NBR	X
Maroon	Heavy	13:42:09	13:43:39	0:01:30	SBL	SBL
Grey	Sedan	13:42:37	X		SBL	X
Black	SUV	13:42:46	X		SBL	X
Grey	Sedan	13:42:47	X		SBL	X
Black	SUV	13:42:51	13:43:56	0:01:05	SBL	SBR
Maroon	Sedan	13:42:55	13:43:57	0:01:02	SBL	SBL
Red	Crossover	13:43:21	X		NBR	X
White	Van	13:44:10	X		SBL	X
Black	Truck	13:46:00	13:47:01	0:01:01	NBR	SBL
Black	SUV	13:46:20	X		SBL	X
White	SUV	13:46:56	13:47:58	0:01:02	SBL	SBL

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

		Cam 5 & 6	Cam 1 & Cam 2			
Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr	Timestamp at Knapp Dr & Theodore St	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Black	SUV	13:47:10	X		SBL	X
Grey	Sedan	13:48:15	X		SBL	X
Black	Sedan	13:48:27	13:49:35	0:01:08	SBL	SBR
Black	Sedan	13:48:36	13:49:59	0:01:23	SBL	SBR
White	Van	13:48:44	13:50:05	0:01:21	SBL	SBR
White	SUV	13:48:58	13:50:13	0:01:15	SBL	SBL
Maroon	Crossover	13:50:07	X		SBL	X
White	Sedan	13:50:11	13:51:04	0:00:53	SBL	SBR
White	SUV	13:50:41	13:52:10	0:01:29	NBR	SBL
White	Truck	13:51:03	13:52:42	0:01:39	SBL	SBL
Purple	Crossover	13:51:05	13:52:53	0:01:48	SBL	SBL
Black	Sedan	13:52:07	13:53:20	0:01:13	SBL	SBR
Red	SUV	13:52:22	X		SBL	X
Maroon	Sedan	13:52:24	X		SBL	X
Grey	Sedan	13:52:56	13:54:11	0:01:15	SBL	SBL
Grey	Truck	13:53:07	13:54:13	0:01:06	SBL	SBR
White	Truck	13:53:16	13:54:51	0:01:35	SBL	SBL
Black	SUV	13:53:31	X		SBL	X
Black	Truck	13:53:43	X		SBL	X
Maroon	SUV	13:54:23	X		NBR	X
Grey	SUV	13:54:36	X		NBR	X
Grey	SUV	13:55:02	13:56:04	0:01:02	SBL	SBL
Green	Van	13:55:04	13:56:11	0:01:07	SBL	SBL
Black	SUV	13:55:10	X		NBR	X
White	SUV	13:55:51	13:56:48	0:00:57	SBL	SBR
White	Sedan	13:56:55	X		NBR	X
Maroon	Sedan	13:57:01	13:58:01	0:01:00	SBL	SBL
Grey	Sedan	13:57:03	13:58:02	0:00:59	SBL	SBR
Black	Truck	13:57:11	13:58:14	0:01:03	NBR	SBR
White	SUV	13:57:16	13:58:31	0:01:15	NBR	SBR
White	Truck	13:57:22	X		SBL	X
Black	SUV	13:57:22	13:58:57	0:01:35	SBL	SBL
Grey	SUV	13:58:11	13:59:05	0:00:54	SBL	SBL
Grey	SUV	13:59:04	14:00:04	0:01:00	SBL	SBL
Green	Crossover	13:59:14	14:00:05	0:00:51	SBL	SBR
Black	SUV	13:59:25	14:00:55	0:01:30	SBL	SBL
Green	Sedan	13:59:26	14:00:57	0:01:31	SBL	SBL
Blue	Sedan	14:00:07	14:01:04	0:00:57	SBL	SBL
White	Heavy	14:01:23	14:02:31	0:01:08	NBR	SBR
Black	SUV	14:01:25	14:02:33	0:01:08	SBL	SBR
Black	Sedan	14:01:28	X		SBL	X
Maroon	SUV	14:01:56	14:02:52	0:00:56	SBL	SBL
Black	Truck	14:01:59	X		SBL	X
Grey	SUV	14:02:17	X		SBL	X
Red	Sedan	14:02:43	X		NBR	X
Grey	Sedan	14:02:57	14:04:24	0:01:27	SBL	SBL
Black	Sedan	14:03:42	14:05:03	0:01:21	SBL	SBR
Black	SUV	14:03:45	14:05:06	0:01:21	SBL	SBR
Grey	SUV	14:04:00	14:05:39	0:01:39	SBL	SBL
Grey	Sedan	14:05:14	X		NBR	X
Red	Sedan	14:05:51	X		SBL	X
Black	Sedan	14:05:53	X		SBL	X
Grey	SUV	14:06:00	X		SBL	X
White	SUV	14:06:38	14:07:43	0:01:05	SBL	SBR

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr (Cam 5 & 6)	Timestamp at Knapp Dr & Theodore St (Cam 1 & Cam 2)	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Maroon	Sedan	14:07:08	14:08:04	0:00:56	SBL	SBL
Grey	SUV	14:08:27	14:10:22	0:01:55	SBL	SBL
Maroon	Sedan	14:08:29	14:10:49	0:02:20	SBL	SBL
Grey	SUV	14:08:51	14:11:11	0:02:20	SBL	SBL
Grey	Sedan	14:08:55	14:11:14	0:02:19	SBL	SBR
White	Heavy	14:09:33	X		NBR	X
White	Sedan	14:10:03	X		NBR	X
Black	SUV	14:10:15	14:11:15	0:01:00	SBL	SBL
White	Truck	14:10:34	14:11:42	0:01:08	SBL	SBR
White	SUV	14:10:47	14:12:27	0:01:40	SBL	SBL
Grey	SUV	14:10:51	X		SBL	X
Black	Crossover	14:12:58	X		NBR	X
Black	SUV	14:13:26	14:14:17	0:00:51	SBL	SBL
Grey	Sedan	14:14:34	14:15:49	0:01:15	SBL	SBL
Black	SUV	14:15:12	14:16:25	0:01:13	SBL	SBL
Grey	Sedan	14:15:13	14:16:33	0:01:20	SBL	SBL
Black	Crossover	14:15:15	X		SBL	X
White	Van	14:15:55	14:16:53	0:00:58	SBL	SBL
Maroon	Truck	14:16:02	14:16:59	0:00:57	SBL	SBR
Black	SUV	14:16:12	14:17:18	0:01:06	SBL	SBL
Black	Crossover	14:16:14	X		SBL	X
Black	Sedan	14:16:56	14:18:02	0:01:06	SBL	SBR
Black	Sedan	14:16:58	14:18:16	0:01:18	SBL	SBL
White	SUV	14:17:17	14:18:45	0:01:28	SBL	SBL
Black	Sedan	14:17:19	14:18:32	0:01:13	SBL	SBR
Black	SUV	14:18:04	X		NBR	X
White	Sedan	14:18:47	X		SBL	X
Black	Sedan	14:18:51	X		NBR	X
Black	Crossover	14:19:31	14:20:28	0:00:57	SBL	SBL
White	SUV	14:19:33	14:20:32	0:00:59	SBL	SBL
Yellow	Bus	14:19:36	14:20:38	0:01:02	SBL	SBL
Red	Truck	14:20:11	X		SBL	X
Black	SUV	14:21:12	14:22:07	0:00:55	SBL	SBR
White	Truck	14:21:18	X		SBL	X
Black	SUV	14:21:39	14:22:44	0:01:05	SBL	SBL
Grey	Sedan	14:21:45	14:22:56	0:01:11	SBL	SBL
Black	SUV	14:21:53	X		NBR	X
Black	SUV	14:22:00	14:23:49	0:01:49	SBL	SBL
Black	SUV	14:22:02	X		SBL	X
Grey	Sedan	14:22:10	14:23:52	0:01:42	NBR	SBL
Grey	Sedan	14:22:14	14:24:00	0:01:46	SBL	SBL
Grey	Sedan	14:23:33	14:25:29	0:01:56	SBL	SBL
Grey	Truck	14:24:12	14:25:33	0:01:21	SBL	SBL
Grey	SUV	14:24:49	14:25:56	0:01:07	SBL	SBL
White	SUV	14:25:55	14:27:00	0:01:05	SBL	SBL
Black	Truck	14:26:17	14:27:28	0:01:11	NBR	SBR
Black	SUV	14:26:46	X		SBL	X
Grey	Sedan	14:27:00	14:27:45	0:00:45	SBL	SBL
Black	SUV	14:27:54	14:29:31	0:01:37	SBL	SBL
White	Truck	14:27:58	14:28:55	0:00:57	SBL	SBL
Black	Truck	14:28:21	14:30:03	0:01:42	SBL	SBL
Black	Sedan	14:28:23	14:29:49	0:01:26	SBL	SBR
Grey	Truck	14:28:30	X		SBL	X
Maroon	SUV	14:28:49	X		NBR	X

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

		Cam 5 & 6	Cam 1 & Cam 2			
Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr	Timestamp at Knapp Dr & Theodore St	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
White	SUV	14:29:05	X		SBL	X
White	Sedan	14:31:43	14:32:51	0:01:08	SBL	SBL
White	SUV	14:31:53	X		SBL	X
Grey	Crossover	14:32:17	14:33:02	0:00:45	NBR	SBL
Maroon	Sedan	14:32:20	14:33:25	0:01:05	SBL	SBL
Grey	SUV	14:32:22	X		SBL	X
Black	SUV	14:33:24	14:35:13	0:01:49	SBL	SBL
White	Truck	14:34:19	X		SBL	X
Black	Sedan	14:34:34	X		SBL	X
Black	Crossover	14:34:43	14:35:36	0:00:53	NBR	SBL
Black	Sedan	14:34:47	14:36:08	0:01:21	SBL	SBL
Black	Sedan	14:34:50	14:35:41	0:00:51	SBL	SBR
Black	Sedan	14:34:53	14:36:11	0:01:18	SBL	SBL
Black	SUV	14:35:47	X		SBL	X
Black	Sedan	14:36:17	X		SBL	X
Black	SUV	14:36:28	X		SBL	X
Black	SUV	14:36:30	14:37:36	0:01:06	SBL	SBL
Black	Sedan	14:36:32	X		SBL	X
Silver	SUV	14:36:33	X		SBL	X
Grey	SUV	14:38:44	14:39:49	0:01:05	SBL	SBL
Black	SUV	14:39:04	14:39:55	0:00:51	SBL	SBL
Black	SUV	14:39:06	14:40:33	0:01:27	SBL	SBL
Black	Sedan	14:39:15	14:41:11	0:01:56	SBL	SBL
Black	SUV	14:39:18	14:40:50	0:01:32	SBL	SBR
Red	Sedan	14:39:19	X		SBL	X
White	Van	14:39:52	X		SBL	X
White	SUV	14:39:58	14:42:08	0:02:10	NBR	SBL
Silver	SUV	14:40:48	14:41:49	0:01:01	SBL	SBR
Maroon	SUV	14:40:51	14:42:30	0:01:39	SBL	SBL
White	SUV	14:41:05	14:42:30	0:01:25	SBL	SBR
White	SUV	14:41:11	14:42:46	0:01:35	SBL	SBR
Grey	Truck	14:42:39	14:43:54	0:01:15	SBL	SBL
Black	Sedan	14:42:43	14:44:17	0:01:34	SBL	SBL
Black	Truck	14:43:11	14:44:23	0:01:12	SBL	SBR
White	SUV	14:43:20	14:44:19	0:00:59	SBL	SBR
Black	SUV	14:46:02	14:47:04	0:01:02	SBL	SBL
Grey	Truck	14:46:04	14:47:57	0:01:53	SBL	SBR
Grey	SUV	14:46:07	14:47:08	0:01:01	SBL	SBL
Black	SUV	14:46:20	X		NBR	X
Grey	Truck	14:46:29	14:48:16	0:01:47	SBL	SBL
Black	SUV	14:46:38	X		NBR	X
White	Truck	14:46:56	14:49:17	0:02:21	SBL	SBL
Grey	SUV	14:47:20	14:49:27	0:02:07	SBL	SBL
White	SUV	14:47:27	X		SBL	X
Black	Sedan	14:47:32	14:49:37	0:02:05	SBL	SBL
Silver	Sedan	14:47:37	14:49:40	0:02:03	SBL	SBR
Black	Sedan	14:47:39	14:50:04	0:02:25	SBL	SBL
Silver	SUV	14:47:41	14:50:12	0:02:31	SBL	SBR
Black	Truck	14:47:46	X		SBL	X
Red	Sedan	14:47:57	X		SBL	X
Black	Truck	14:47:59	14:50:41	0:02:42	SBL	SBL
Black	SUV	14:48:34	X		SBL	X
Silver	Truck	14:49:22	X		SBL	X
White	Sedan	14:49:31	X		SBL	X

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

		Cam 5 & 6	Cam 1 & Cam 2			
Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr	Timestamp at Knapp Dr & Theodore St	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Red	SUV	14:49:34	X		SBL	X
Grey	Sedan	14:49:38	14:51:25	0:01:47	NBR	SBL
Grey	SUV	14:49:47	14:51:40	0:01:53	SBL	SBR
Black	SUV	14:49:50	X		SBL	X
Silver	SUV	14:49:51	14:51:42	0:01:51	SBL	SBL
Black	Sedan	14:49:54	14:51:45	0:01:51	SBL	SBL
Black	SUV	14:49:58	14:51:49	0:01:51	SBL	SBL
Silver	SUV	14:50:01	14:51:53	0:01:52	SBL	SBL
White	SUV	14:50:12	14:51:06	0:00:54	SBL	SBL
Grey	Sedan	14:51:30	14:52:33	0:01:03	NBR	SBL
Maroon	SUV	14:51:38	X		SBL	X
Black	Sedan	14:51:43	14:52:33	0:00:50	SBL	SBR
Silver	SUV	14:52:02	14:53:06	0:01:04	SBL	SBL
White	Sedan	14:52:11	14:53:08	0:00:57	SBL	SBL
Silver	SUV	14:53:25	X		NBR	X
Silver	Truck	14:53:57	14:55:08	0:01:11	SBL	SBL
Blue	Sedan	14:54:05	14:55:09	0:01:04	SBL	SBR
Grey	Sedan	14:54:12	14:55:16	0:01:04	SBL	SBL
Grey	Sedan	14:54:14	14:56:18	0:02:04	SBL	SBR
Silver	SUV	14:54:16	14:55:37	0:01:21	SBL	SBL
Black	Sedan	14:54:20	X		NBR	X
Sandal	Sedan	14:54:23	14:55:44	0:01:21	SBL	SBL
Grey	SUV	14:54:33	14:55:48	0:01:15	SBL	SBL
Silver	SUV	14:54:35	X		SBL	X
White	Heavy	14:54:42	14:55:52	0:01:10	SBL	SBL
White	Sedan	14:55:23	X		NBR	X
Black	SUV	14:55:26	14:57:47	0:02:21	SBL	SBL
Grey	SUV	14:55:48	14:57:50	0:02:02	SBL	SBL
Black	SUV	14:56:09	14:57:57	0:01:48	SBL	SBL
Black	SUV	14:56:12	14:58:02	0:01:50	SBL	SBL
Black	Sedan	14:56:22	14:58:09	0:01:47	SBL	SBL
White	Heavy	14:57:25	14:58:23	0:00:58	SBL	SBL
Orange	Truck	14:58:14	14:59:16	0:01:02	SBL	SBL
Red	Truck	14:58:16	14:59:20	0:01:04	SBL	SBL
White	SUV	14:59:52	X		NBR	X
Grey	Coupe	15:00:16	15:01:03	0:00:47	SBL	SBL
Black	Coupe	15:00:21	X		NBR	X
Grey	SUV	15:00:24	15:01:32	0:01:08	SBL	SBL
Blue	Sedan	15:00:38	15:01:34	0:00:56	SBL	SBR
White	Truck	15:00:40	15:01:39	0:00:59	SBL	SBR
White	Truck	15:00:43	15:01:45	0:01:02	SBL	SBL
Grey	Sedan	15:00:46	X		SBL	X
Black	Sedan	15:00:48	X		SBL	X
Black	SUV	15:00:57	15:01:49	0:00:52	SBL	SBL
Grey	Sedan	15:01:43	15:03:39	0:01:56	NBR	SBL
Grey	Sedan	15:02:04	X		NBR	X
Grey	SUV	15:02:39	15:04:41	0:02:02	SBL	SBL
Black	SUV	15:02:48	15:03:54	0:01:06	SBL	SBR
Black	Sedan	15:04:38	15:05:33	0:00:55	SBL	SBL
White	SUV	15:04:44	15:05:36	0:00:52	SBL	SBL
Grey	Sedan	15:04:47	15:06:32	0:01:45	SBL	SBL
Grey	SUV	15:05:12	15:06:35	0:01:23	SBL	SBR
Grey	SUV	15:05:27	15:06:42	0:01:15	NBR	SBR
White	SUV	15:06:46	X		SBL	X

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr (Cam 5 & 6)	Timestamp at Knapp Dr & Theodore St (Cam 1 & Cam 2)	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Red	Truck	15:06:56	15:07:59	0:01:03	SBL	SBL
White	Truck	15:07:09	15:08:04	0:00:55	SBL	SBL
Black	SUV	15:07:11	X		SBL	X
White	Sedan	15:07:20	15:08:28	0:01:08	NBR	SBL
Blue	Sedan	15:10:55	X		SBL	X
Grey	SUV	15:10:57	15:12:29	0:01:32	SBL	SBL
Black	Truck	15:11:22	15:12:17	0:00:55	SBL	SBR
Grey	Crossover	15:11:29	15:12:47	0:01:18	SBL	SBL
Grey	SUV	15:11:32	15:12:57	0:01:25	SBL	SBL
Black	SUV	15:11:35	X		SBL	X
Maroon	SUV	15:11:37	15:13:01	0:01:24	SBL	SBL
Red	SUV	15:11:55	X		NBR	X
White	SUV	15:12:16	X		SBL	X
Grey	Sedan	15:12:42	15:13:33	0:00:51	SBL	SBL
White	SUV	15:13:14	15:14:33	0:01:19	SBL	SBL
Black	Sedan	15:13:16	15:14:04	0:00:48	SBL	SBR
Silver	Sedan	15:13:27	X		SBL	X
Silver	SUV	15:13:28	15:15:02	0:01:34	SBL	SBL
White	Truck	15:13:43	X		NBR	X
Blue	SUV	15:13:49	15:15:08	0:01:19	SBL	SBR
Black	Sedan	15:14:30	X		SBL	X
White	SUV	15:14:32	X		SBL	X
White	SUV	15:14:56	X		SBL	X
Black	SUV	15:15:15	15:16:11	0:00:56	SBL	SBL
Black	Sedan	15:15:55	15:17:37	0:01:42	SBL	SBL
Grey	Truck	15:16:06	15:17:53	0:01:47	SBL	SBL
White	Sedan	15:16:43	15:18:10	0:01:27	SBL	SBL
Grey	SUV	15:17:41	15:19:15	0:01:34	SBL	SBL
Blue	Sedan	15:17:58	15:19:21	0:01:23	SBL	SBL
Black	Truck	15:18:11	X		SBL	X
Black	Sedan	15:18:13	15:19:26	0:01:13	SBL	SBR
Silver	Sedan	15:18:17	15:19:30	0:01:13	SBL	SBR
Blue	SUV	15:18:44	X		NBR	X
Black	SUV	15:19:49	15:20:37	0:00:48	SBL	SBL
Blue	Jeep	15:20:06	X		SBL	X
White	SUV	15:20:14	X		SBL	X
Maroon	SUV	15:20:34	X		SBL	X
Black	SUV	15:20:55	15:21:57	0:01:02	NBR	SBR
Grey	Crossover	15:21:06	15:22:03	0:00:57	SBL	SBR
Blue	Truck	15:21:09	15:22:32	0:01:23	SBL	SBR
Black	SUV	15:21:16	15:23:57	0:02:41	SBL	SBL
Black	SUV	15:21:40	15:24:01	0:02:21	SBL	SBR
Black	Sedan	15:22:04	15:24:04	0:02:00	SBL	SBL
Maroon	Coupe	15:22:06	15:24:07	0:02:01	SBL	SBR
Maroon	SUV	15:22:18	X		SBL	X
Pink	Coupe	15:22:20	15:24:17	0:01:57	SBL	SBL
White	Van	15:22:45	X		SBL	X
Grey	Sedan	15:23:01	X		SBL	X
Silver	Sedan	15:24:09	15:25:17	0:01:08	SBL	SBL
Black	Truck	15:24:10	15:25:04	0:00:54	SBL	SBR
Maroon	Truck	15:24:14	15:25:19	0:01:05	SBL	SBL
White	Sedan	15:24:17	15:25:20	0:01:03	SBL	SBR
Black	SUV	15:24:37	15:26:03	0:01:26	NBR	SBL
Black	Sedan	15:25:15	15:26:15	0:01:00	NBR	SBR

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

		Cam 5 & 6	Cam 1 & Cam 2			
Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr	Timestamp at Knapp Dr & Theodore St	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Black	SUV	15:26:01	15:26:59	0:00:58	SBL	SBL
Red	Crossover	15:26:39	X		NBR	X
White	SUV	15:27:51	X		SBL	X
Blue	SUV	15:28:34	15:29:43	0:01:09	SBL	SBL
Grey	Sedan	15:30:27	15:31:17	0:00:50	SBL	SBR
Maroon	SUV	15:30:53	X		SBL	X
White	Sedan	15:30:56	X		SBL	X
Grey	SUV	15:31:00	15:31:57	0:00:57	SBL	SBR
Red	Sedan	15:31:03	X		SBL	X
White	Sedan	15:31:05	15:32:08	0:01:03	SBL	SBL
Grey	SUV	15:31:17	15:32:07	0:00:50	SBL	SBR
Red	SUV	15:31:38	15:32:59	0:01:21	NBR	SBR
White	Sedan	15:31:49	15:33:11	0:01:22	NBR	SBL
White	Sedan	15:31:56	X		NBR	X
Red	SUV	15:32:54	15:33:46	0:00:52	SBL	SBL
Grey	Truck	15:32:56	15:34:35	0:01:39	SBL	SBL
Red	Sedan	15:33:03	15:34:42	0:01:39	SBL	SBL
Grey	Sedan	15:33:05	15:34:45	0:01:40	SBL	SBL
White	Sedan	15:33:09	X		SBL	X
Red	Truck	15:33:11	15:34:49	0:01:38	SBL	SBL
White	SUV	15:33:13	15:35:41	0:02:28	SBL	SBL
Grey	Sedan	15:33:25	15:35:44	0:02:19	SBL	SBL
White	Van	15:33:27	15:35:46	0:02:19	SBL	SBL
Grey	SUV	15:33:43	15:35:48	0:02:05	SBL	SBR
White	Truck	15:34:23	X		NBR	X
Grey	Crossover	15:34:36	X		NBR	X
White	Crossover	15:34:49	X		SBL	X
Grey	SUV	15:34:54	X		SBL	X
Red	Truck	15:35:03	15:36:12	0:01:09	SBL	SBR
Grey	Sedan	15:35:12	15:36:38	0:01:26	NBR	SBL
Black	Sedan	15:35:15	X		SBL	X
Grey	Sedan	15:35:16	15:36:40	0:01:24	SBL	SBL
Black	Crossover	15:35:18	15:37:03	0:01:45	SBL	SBL
Grey	Sedan	15:36:09	15:36:53	0:00:44	SBL	SBR
White	Truck	15:36:37	15:38:06	0:01:29	NBR	SBR
Grey	Sedan	15:36:43	X		SBL	X
Black	Sedan	15:36:47	15:38:17	0:01:30	SBL	SBL
White	SUV	15:37:09	15:38:09	0:01:00	NBR	SBR
Black	Sedan	15:37:19	15:38:21	0:01:02	SBL	SBL
Red	SUV	15:37:32	X		SBL	X
White	SUV	15:37:33	15:38:48	0:01:15	SBL	SBL
Maroon	SUV	15:37:36	15:38:52	0:01:16	SBL	SBL
White	Crossover	15:37:53	X		NBR	X
Black	Sedan	15:38:18	15:39:15	0:00:57	SBL	SBR
Maroon	SUV	15:38:33	X		SBL	X
Black	Truck	15:40:44	15:41:41	0:00:57	SBL	SBL
Silver	Sedan	15:41:17	15:43:12	0:01:55	SBL	SBL
Maroon	SUV	15:41:20	15:43:24	0:02:04	SBL	SBL
Silver	SUV	15:41:38	X		NBR	X
Black	SUV	15:41:50	X		NBR	X
White	Sedan	15:41:53	15:43:26	0:01:33	SBL	SBL
Grey	Sedan	15:42:22	X		SBL	X
Black	SUV	15:42:35	X		SBL	X
White	Sedan	15:43:24	15:44:14	0:00:50	SBL	SBR

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

		Cam 5 & 6	Cam 1 & Cam 2			
Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr	Timestamp at Knapp Dr & Theodore St	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Black	Sedan	15:43:26	15:44:24	0:00:58	SBL	SBL
Red	SUV	15:43:56	X		SBL	X
Grey	Sedan	15:43:59	15:44:51	0:00:52	SBL	SBL
White	Van	15:44:01	15:45:06	0:01:05	SBL	SBR
Silver	Truck	15:44:30	15:45:26	0:00:56	SBL	SBR
Maroon	Sedan	15:44:59	15:46:31	0:01:32	SBL	SBR
White	Truck	15:45:11	15:46:38	0:01:27	SBL	SBR
White	SUV	15:45:13	X		SBL	X
Grey	SUV	15:45:23	15:46:45	0:01:22	SBL	SBL
White	Sedan	15:45:46	X		SBL	X
Silver	SUV	15:45:48	15:48:06	0:02:18	SBL	SBL
Silver	Truck	15:45:59	15:48:15	0:02:16	SBL	SBL
Black	Sedan	15:46:13	X		SBL	X
White	Sedan	15:46:15	15:48:31	0:02:16	SBL	SBL
Black	Jeep	15:46:31	X		NBR	X
Grey	Sedan	15:48:06	15:49:09	0:01:03	SBL	SBL
Black	Sedan	15:48:13	15:49:15	0:01:02	SBL	SBL
Black	Truck	15:49:05	15:50:16	0:01:11	SBL	SBR
White	SUV	15:49:07	15:50:26	0:01:19	SBL	SBR
Red	Jeep	15:49:19	15:51:00	0:01:41	SBL	SBL
Black	SUV	15:49:55	X		NBR	X
Maroon	SUV	15:50:27	15:52:26	0:01:59	SBL	SBL
Silver	Sedan	15:50:34	15:52:31	0:01:57	SBL	SBL
Black	SUV	15:50:42	15:52:39	0:01:57	SBL	SBL
Silver	SUV	15:50:54	X		SBL	X
Black	Sedan	15:50:55	X		SBL	X
Grey	SUV	15:51:15	X		SBL	X
Red	Sedan	15:51:19	X		SBL	X
Grey	SUV	15:52:20	15:53:12	0:00:52	SBL	SBL
White	SUV	15:52:56	15:53:54	0:00:58	NBR	SBR
White	SUV	15:53:00	15:54:12	0:01:12	SBL	SBL
Grey	SUV	15:53:02	15:54:16	0:01:14	SBL	SBL
Red	Truck	15:53:05	15:54:19	0:01:14	SBL	SBL
Silver	Sedan	15:53:06	15:54:24	0:01:18	SBL	SBR
White	SUV	15:53:17	15:54:30	0:01:13	SBL	SBL
Black	Sedan	15:53:22	15:54:33	0:01:11	SBL	SBL
Grey	SUV	15:53:30	15:54:37	0:01:07	NBR	SBL
White	Sedan	15:53:32	X		SBL	X
White	Van	15:53:34	15:54:37	0:01:03	SBL	SBR
Silver	Sedan	15:53:42	X		SBL	X
White	Sedan	15:53:46	15:54:47	0:01:01	SBL	SBL
White	SUV	15:53:47	15:55:21	0:01:34	SBL	SBL
Grey	Sedan	15:53:50	15:55:27	0:01:37	SBL	SBL
White	Sedan	15:55:26	15:56:23	0:00:57	SBL	SBL
Black	SUV	15:55:28	15:56:30	0:01:02	SBL	SBL
White	Sedan	15:55:32	15:56:35	0:01:03	SBL	SBL
Black	SUV	15:55:35	15:56:54	0:01:19	SBL	SBL
Black	SUV	15:55:38	15:57:23	0:01:45	SBL	SBR
Black	SUV	15:55:41	X		SBL	X
Black	Sedan	15:55:50	15:57:48	0:01:58	SBL	SBL
White	Sedan	15:57:53	15:59:08	0:01:15	SBL	SBL
White	SUV	15:57:59	15:59:13	0:01:14	SBL	SBL
White	SUV	15:58:07	15:59:26	0:01:19	NBR	SBL
Silver	Sedan	15:58:10	15:59:46	0:01:36	SBL	SBL

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr (Cam 5 & 6)	Timestamp at Knapp Dr & Theodore St (Cam 1 & Cam 2)	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Sky Blue	Sedan	15:58:12	X		SBL	X
Black	SUV	15:58:34	16:00:38	0:02:04	SBL	SBL
Silver	Sedan	15:58:57	16:00:41	0:01:44	SBL	SBL
Maroon	Sedan	15:58:59	16:00:45	0:01:46	SBL	SBL
Black	SUV	15:59:31	X		NBR	X
Black	SUV	15:59:59	16:00:47	0:00:48	NBR	SBR
Maroon	SUV	16:00:05	X		SBL	X
Red	SUV	16:00:13	X		SBL	X
Black	SUV	16:00:22	16:01:53	0:01:31	SBL	SBL
Red	Sedan	16:00:54	16:01:53	0:00:59	SBL	SBR
Silver	Sedan	16:00:56	16:02:37	0:01:41	SBL	SBL
Black	SUV	16:01:18	X		NBR	X
Blue	Sedan	16:01:20	16:02:43	0:01:23	SBL	SBR
Red	Sedan	16:01:22	16:02:47	0:01:25	SBL	SBL
Maroon	Sedan	16:01:27	16:02:50	0:01:23	SBL	SBL
Black	Sedan	16:01:29	16:02:41	0:01:12	SBL	SBL
White	Sedan	16:01:32	16:02:58	0:01:26	SBL	SBR
White	SUV	16:02:14	X		NBR	X
Silver	SUV	16:02:41	X		SBL	X
Blue	Sedan	16:02:54	X		NBR	X
Blue	Sedan	16:03:05	X		SBL	X
Black	Sedan	16:03:07	X		SBL	X
White	Truck	16:03:13	16:04:47	0:01:34	SBL	SBL
Silver	Sedan	16:03:26	X		SBL	X
Grey	SUV	16:03:33	16:05:08	0:01:35	SBL	SBL
White	Sedan	16:03:39	16:05:17	0:01:38	SBL	SBL
White	Sedan	16:03:42	X		SBL	X
Black	Sedan	16:03:55	X		SBL	X
Blue	Sedan	16:04:02	16:05:24	0:01:22	SBL	SBL
White	SUV	16:04:23	X		SBL	X
Black	SUV	16:05:32	16:06:20	0:00:48	SBL	SBL
Maroon	SUV	16:05:43	16:06:41	0:00:58	SBL	SBR
Maroon	Sedan	16:05:55	X		SBL	X
Silver	Sedan	16:05:58	16:07:07	0:01:09	SBL	SBL
White	Van	16:06:15	16:07:11	0:00:56	SBL	SBL
White	SUV	16:06:22	16:07:17	0:00:55	SBL	SBL
White	SUV	16:06:25	X		SBL	X
Black	SUV	16:06:29	16:07:21	0:00:52	SBL	SBL
Black	SUV	16:06:38	X		SBL	X
White	SUV	16:06:57	X		SBL	X
Grey	SUV	16:07:52	X		SBL	X
Maroon	Sedan	16:08:01	X		SBL	X
Blue	Sedan	16:08:06	X		SBL	X
Silver	Sedan	16:08:15	16:10:15	0:02:00	SBL	SBR
White	Van	16:08:29	16:09:33	0:01:04	SBL	SBL
Black	Sedan	16:08:33	X		SBL	X
White	Sedan	16:08:47	16:11:26	0:02:39	SBL	SBR
White	SUV	16:10:25	16:11:30	0:01:05	SBL	SBR
Red	SUV	16:10:27	16:11:30	0:01:03	SBL	SBL
Grey	Sedan	16:10:29	16:11:33	0:01:04	SBL	SBL
Silver	Sedan	16:10:52	16:12:19	0:01:27	SBL	SBL
Silver	SUV	16:10:54	16:12:41	0:01:47	SBL	SBL
Grey	Sedan	16:11:12	16:13:20	0:02:08	SBL	SBL
White	Van	16:11:17	X		SBL	X

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr (Cam 5 & 6)	Timestamp at Knapp Dr & Theodore St (Cam 1 & Cam 2)	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Black	Truck	16:11:46	16:13:42	0:01:56	NBR	SBL
Black	SUV	16:12:51	16:14:52	0:02:01	SBL	SBR
Black	Truck	16:13:09	16:14:56	0:01:47	SBL	SBL
Black	Truck	16:13:17	16:14:58	0:01:41	NBR	SBR
Grey	SUV	16:13:21	X		SBL	X
Grey	SUV	16:13:27	16:15:06	0:01:39	NBR	SBR
Black	SUV	16:13:42	X		NBR	X
Silver	Sedan	16:13:54	X		SBL	X
Silver	SUV	16:14:04	X		SBL	X
Grey	SUV	16:14:13	X		SBL	X
White	SUV	16:14:19	16:15:41	0:01:22	SBL	SBL
Black	SUV	16:14:32	X		NBR	X
Grey	SUV	16:15:32	16:17:05	0:01:33	SBL	SBL
Black	SUV	16:15:39	16:17:21	0:01:42	SBL	SBL
Blue	SUV	16:15:57	X		NBR	X
Silver	Sedan	16:15:59	16:18:05	0:02:06	SBL	SBR
Silver	Sedan	16:16:31	16:18:09	0:01:38	SBL	SBR
White	Truck	16:16:33	16:18:14	0:01:41	SBL	SBL
Black	SUV	16:16:37	X		SBL	X
Black	Sedan	16:16:39	16:18:19	0:01:40	SBL	SBL
Black	SUV	16:16:45	16:18:23	0:01:38	SBL	SBL
Black	SUV	16:17:36	X		SBL	X
Black	SUV	16:18:41	16:19:53	0:01:12	SBL	SBL
Black	Sedan	16:18:45	16:20:01	0:01:16	SBL	SBL
Grey	Sedan	16:18:47	16:20:06	0:01:19	SBL	SBL
White	Truck	16:18:51	X		SBL	X
Orange	Sedan	16:18:52	16:20:18	0:01:26	SBL	SBL
Silver	SUV	16:18:57	16:20:36	0:01:39	NBR	SBL
Black	SUV	16:19:10	X		SBL	X
White	Sedan	16:19:12	X		SBL	X
Black	Sedan	16:19:50	16:20:53	0:01:03	NBR	SBR
Silver	Sedan	16:19:50	16:21:17	0:01:27	SBL	SBL
White	SUV	16:20:20	X		SBL	X
Silver	Sedan	16:20:41	16:22:02	0:01:21	SBL	SBL
White	SUV	16:20:43	16:22:04	0:01:21	SBL	SBL
Black	SUV	16:20:48	16:22:32	0:01:44	SBL	SBL
White	Sedan	16:20:57	16:22:14	0:01:17	SBL	SBR
Black	Sedan	16:21:01	16:22:36	0:01:35	SBL	SBL
White	Sedan	16:21:07	16:22:44	0:01:37	NBR	SBR
Black	SUV	16:21:11	16:23:52	0:02:41	SBL	SBL
Black	SUV	16:21:18	16:23:03	0:01:45	NBR	SBR
White	Truck	16:21:20	X		SBL	X
Black	SUV	16:21:53	X		SBL	X
Grey	Truck	16:22:48	16:23:43	0:00:55	SBL	SBR
Black	Sedan	16:22:59	16:24:30	0:01:31	SBL	SBL
Black	Sedan	16:23:03	16:24:31	0:01:28	SBL	SBR
White	Sedan	16:23:05	16:24:35	0:01:30	SBL	SBL
Red	Sedan	16:23:23	X		SBL	X
White	SUV	16:23:45	16:24:40	0:00:55	NBR	SBR
Black	Sedan	16:23:48	16:24:45	0:00:57	SBL	SBL
Black	Sedan	16:23:52	16:24:47	0:00:55	SBL	SBR
Grey	SUV	16:23:55	X		SBL	X
Silver	SUV	16:25:22	X		SBL	X
Black	Truck	16:25:24	16:26:30	0:01:06	SBL	SBL

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr (Cam 5 & 6)	Timestamp at Knapp Dr & Theodore St (Cam 1 & Cam 2)	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Black	SUV	16:25:36	X		SBL	X
White	SUV	16:25:38	16:26:34	0:00:56	SBL	SBL
Black	SUV	16:25:41	X		SBL	X
Grey	Sedan	16:25:43	16:26:44	0:01:01	SBL	SBL
White	SUV	16:25:45	16:26:46	0:01:01	SBL	SBR
Red	SUV	16:25:52	16:26:49	0:00:57	SBL	SBR
Blue	Sedan	16:25:56	16:26:54	0:00:58	SBL	SBL
Silver	SUV	16:26:01	16:27:03	0:01:02	SBL	SBL
Black	SUV	16:26:03	X		SBL	X
Black	Sedan	16:26:49	16:27:57	0:01:08	NBR	SBL
Red	Sedan	16:27:00	X		NBR	X
Blue	SUV	16:28:12	16:29:02	0:00:50	SBL	SBL
Grey	SUV	16:28:36	16:29:57	0:01:21	NBR	SBL
Red	Sedan	16:28:57	16:29:59	0:01:02	SBL	SBL
White	Truck	16:29:11	16:30:13	0:01:02	SBL	SBL
Grey	Sedan	16:29:14	16:30:17	0:01:03	SBL	SBL
Silver	Truck	16:29:16	16:30:21	0:01:05	SBL	SBL
White	SUV	16:29:23	16:30:24	0:01:01	SBL	SBR
White	Sedan	16:29:26	16:30:53	0:01:27	SBL	SBL
Silver	Sedan	16:29:36	16:31:00	0:01:24	NBR	SBL
Black	SUV	16:30:24	16:31:17	0:00:53	SBL	SBL
Black	SUV	16:30:39	16:31:23	0:00:44	SBL	SBL
Grey	Sedan	16:30:58	X		SBL	X
White & Pink	SUV	16:31:00	16:32:13	0:01:13	SBL	SBL
Black	SUV	16:31:02	16:32:04	0:01:02	SBL	SBR
Black	SUV	16:31:13	16:32:28	0:01:15	SBL	SBL
Maroon	SUV	16:31:28	X		SBL	X
Black	Truck	16:31:48	16:33:07	0:01:19	NBR	SBL
White	Sedan	16:31:52	16:34:16	0:02:24	NBR	SBL
Blue	SUV	16:32:12	16:34:30	0:02:18	NBR	SBL
Black	SUV	16:32:53	16:34:15	0:01:22	NBR	SBR
White	SUV	16:34:14	16:36:16	0:02:02	NBR	SBL
Silver	Truck	16:34:28	16:35:41	0:01:13	NBR	SBR
Black	SUV	16:34:36	16:35:47	0:01:11	SBL	SBL
White	SUV	16:35:00	16:36:49	0:01:49	SBL	SBL
Black	SUV	16:35:49	16:37:26	0:01:37	SBL	SBR
Grey	SUV	16:35:52	16:38:11	0:02:19	SBL	SBL
Silver	Truck	16:35:54	X		SBL	X
White	Truck	16:35:56	16:38:14	0:02:18	SBL	SBL
Black	SUV	16:35:59	16:38:17	0:02:18	SBL	SBL
Red	Truck	16:36:03	16:38:38	0:02:35	SBL	SBL
Grey	Sedan	16:36:18	X		SBL	X
White	SUV	16:36:20	16:38:41	0:02:21	SBL	SBR
White	Heavy	16:36:46	16:38:49	0:02:03	NBR	SBR
Red	SUV	16:37:57	16:39:53	0:01:56	SBL	SBR
Black	SUV	16:38:36	X		SBL	X
Grey	SUV	16:38:38	X		SBL	X
Maroon	SUV	16:38:41	16:39:58	0:01:17	SBL	SBL
Silver	Sedan	16:38:43	16:40:01	0:01:18	SBL	SBL
Black	Sedan	16:38:45	16:40:03	0:01:18	SBL	SBL
Black	Sedan	16:39:55	16:40:52	0:00:57	NBR	SBL
Silver	SUV	16:40:10	16:41:15	0:01:05	SBL	SBL
Maroon	SUV	16:40:22	16:41:45	0:01:23	SBL	SBL
White	SUV	16:40:37	16:41:49	0:01:12	NBR	SBL

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr (Cam 5 & 6)	Timestamp at Knapp Dr & Theodore St (Cam 1 & Cam 2)	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Blue	SUV	16:40:39	X		SBL	X
Black & Red	Crossover	16:40:41	16:41:46	0:01:05	SBL	SBR
Red	SUV	16:40:50	X		SBL	X
White	Van	16:41:00	X		SBL	X
Black	Sedan	16:41:02	16:42:18	0:01:16	SBL	SBL
Black	Sedan	16:41:07	16:42:22	0:01:15	SBL	SBR
Black	Sedan	16:42:22	16:43:27	0:01:05	SBL	SBL
Black	Sedan	16:43:06	16:44:00	0:00:54	SBL	SBR
White	Sedan	16:43:10	16:44:07	0:00:57	SBL	SBR
Maroon	SUV	16:43:26	16:44:22	0:00:56	SBL	SBR
Black	Sedan	16:43:27	16:44:24	0:00:57	SBL	SBL
Black	Sedan	16:43:33	X		SBL	X
Black	Sedan	16:43:59	16:44:53	0:00:54	SBL	SBR
White	Van	16:44:02	16:44:57	0:00:55	SBL	SBR
Grey	SUV	16:44:13	16:45:06	0:00:53	SBL	SBL
Black	SUV	16:45:40	X		SBL	X
Maroon	SUV	16:46:03	X		SBL	X
Blue	Truck	16:46:05	16:47:05	0:01:00	SBL	SBR
Grey	Sedan	16:46:32	16:47:22	0:00:50	SBL	SBR
Silver	SUV	16:46:35	16:47:36	0:01:01	SBL	SBL
Silver	Truck	16:46:46	X		SBL	X
Blue	Crossover	16:46:49	X		SBL	X
White	Truck	16:47:23	16:48:28	0:01:05	SBL	SBL
White	Truck	16:47:47	X		SBL	X
Red	SUV	16:48:19	X		NBR	X
Grey	SUV	16:48:26	16:50:18	0:01:52	SBL	SBL
Red	Truck	16:48:27	16:50:20	0:01:53	SBL	SBL
Black	SUV	16:48:50	16:50:57	0:02:07	SBL	SBL
White	SUV	16:48:53	X		SBL	X
Red	Truck	16:49:04	16:51:08	0:02:04	SBL	SBL
Black	SUV	16:49:07	16:51:30	0:02:23	SBL	SBL
Black	Sedan	16:49:09	16:51:32	0:02:23	SBL	SBL
Silver	Truck	16:49:57	16:52:21	0:02:24	NBR	SBL
Silver	SUV	16:50:11	X		SBL	X
White	Sedan	16:50:41	16:52:57	0:02:16	SBL	SBT
White	Sedan	16:50:44	16:53:42	0:02:58	SBL	SBL
Blue	Sedan	16:51:11	X		SBL	X
Grey	Van	16:52:39	X		SBL	X
Black	Sedan	16:53:11	16:54:46	0:01:35	SBL	SBR
Black	Sedan	16:53:13	16:54:49	0:01:36	SBL	SBR
Black	SUV	16:53:16	16:54:46	0:01:30	SBL	SBL
Grey	SUV	16:54:19	X		NBR	X
Silver	SUV	16:55:03	X		NBR	X
White	SUV	16:55:05	16:56:38	0:01:33	SBL	SBR
White	Van	16:55:08	16:56:41	0:01:33	SBL	SBR
Silver	Sedan	16:55:15	X		SBL	X
Black	SUV	16:55:24	16:56:30	0:01:06	SBL	SBL
White	SUV	16:55:36	X		SBL	X
Grey	Sedan	16:56:00	16:57:06	0:01:06	SBL	SBR
Black	Sedan	16:56:02	16:57:27	0:01:25	SBL	SBL
Black	Sedan	16:56:28	X		SBL	X
White	Sedan	16:56:37	16:57:42	0:01:05	SBL	SBR
Silver	Sedan	16:56:40	16:59:11	0:02:31	SBL	SBL
Grey	Truck	16:58:04	X		NBR	X

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

		Cam 5 & 6	Cam 1 & Cam 2			
Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr	Timestamp at Knapp Dr & Theodore St	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
White	Sedan	16:58:07	16:59:34	0:01:27	SBL	SBL
Black	Sedan	16:58:10	16:59:37	0:01:27	SBL	SBL
Silver	Sedan	16:58:12	X		SBL	X
Black	Sedan	16:58:26	16:59:40	0:01:14	NBR	SBR
Red	SUV	16:58:35	16:59:49	0:01:14	SBL	SBR
White	Van	16:58:37	X		SBL	X
Black	SUV	16:58:43	17:01:03	0:02:20	SBL	SBL
Silver	SUV	16:58:46	17:00:41	0:01:55	SBL	SBR
Black	SUV	16:58:47	17:01:21	0:02:34	SBL	SBL
Blue	SUV	16:58:50	17:01:24	0:02:34	SBL	SBL
White	SUV	16:59:01	17:01:27	0:02:26	SBL	SBL
Silver	Van	17:00:09	X		SBL	X
Black	SUV	17:00:17	17:02:23	0:02:06	SBL	SBR
Grey	Sedan	17:00:36	17:02:26	0:01:50	SBL	SBL
Black	Sedan	17:00:40	17:02:38	0:01:58	SBL	SBL
Black	Minivan	17:00:47	17:02:49	0:02:02	SBL	SBL
White	SUV	17:00:49	17:03:20	0:02:31	SBL	SBL
White	Sedan	17:02:14	17:03:30	0:01:16	SBL	SBL
Grey	Crossover	17:02:57	17:04:29	0:01:32	SBL	SBR
Blue	Sedan	17:03:07	17:04:31	0:01:24	SBL	SBL
Black	SUV	17:03:14	17:04:37	0:01:23	SBL	SBL
Brown	SUV	17:03:17	17:04:39	0:01:22	SBL	SBL
Blue	SUV	17:04:18	X		NBR	X
Grey	Sedan	17:05:01	17:05:45	0:00:44	NBR	SBL
Grey	Sedan	17:05:56	17:07:02	0:01:06	SBL	SBL
Blue	Sedan	17:06:00	17:07:11	0:01:11	SBL	SBL
Grey	SUV	17:06:13	X		NBR	X
Grey	SUV	17:06:17	X		NBR	X
Black	Sedan	17:06:20	17:07:18	0:00:58	SBL	SBL
White	Heavy	17:06:48	17:08:02	0:01:14	NBR	SBL
Brown	SUV	17:07:04	17:08:45	0:01:41	NBR	SBR
Red	Sedan	17:07:06	17:08:12	0:01:06	NBR	SBL
White	Sedan	17:07:24	17:08:51	0:01:27	NBR	SBR
Black	Sedan	17:07:27	17:08:58	0:01:31	SBL	SBL
Red	Truck	17:07:51	17:09:09	0:01:18	SBL	SBR
Red	Sedan	17:08:14	X		SBL	X
Black	Sedan	17:08:22	17:09:29	0:01:07	SBL	SBR
Black	Sedan	17:08:27	17:09:31	0:01:04	SBL	SBL
Silver	Sedan	17:08:49	17:09:36	0:00:47	SBL	SBL
Black	SUV	17:09:40	17:10:45	0:01:05	SBL	SBL
Black	SUV	17:10:50	X		NBR	X
Blue	Sedan	17:11:11	17:12:04	0:00:53	NBR	SBR
Black	SUV	17:11:14	17:12:16	0:01:02	SBL	SBL
White	SUV	17:11:19	17:12:22	0:01:03	SBL	SBL
Grey	SUV	17:11:20	17:12:33	0:01:13	SBL	SBL
Black	Sedan	17:12:54	17:13:55	0:01:01	NBR	SBL
Black	SUV	17:12:58	X		NBR	X
Grey	Truck	17:13:01	17:14:19	0:01:18	NBR	SBL
White	SUV	17:13:05	X		NBR	X
Red	SUV	17:13:12	17:14:19	0:01:07	SBL	SBR
White	Sedan	17:13:33	X		NBR	X
Grey	SUV	17:13:36	17:14:45	0:01:09	SBL	SBL
Black	Sedan	17:14:50	X		NBR	X
Black	SUV	17:14:58	17:15:55	0:00:57	SBL	SBL

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

		Cam 5 & 6	Cam 1 & Cam 2			
Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr	Timestamp at Knapp Dr & Theodore St	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Blue	SUV	17:15:00	17:16:32	0:01:32	SBL	SBL
Black	SUV	17:15:17	17:17:31	0:02:14	SBL	SBL
Black	Sedan	17:15:21	17:17:40	0:02:19	SBL	SBL
Grey	Truck	17:15:40	X		NBR	X
Black	SUV	17:15:44	17:17:02	0:01:18	SBL	SBR
White	SUV	17:16:43	17:17:39	0:00:56	NBR	SBR
Grey	Sedan	17:16:57	X		SBL	X
Grey	SUV	17:16:59	17:18:08	0:01:09	SBL	SBR
Grey	Truck	17:17:01	X		SBL	X
Black	Truck	17:17:22	X		SBL	X
Grey	Sedan	17:18:01	17:18:55	0:00:54	SBL	SBR
Black	SUV	17:18:13	17:18:58	0:00:45	SBL	SBR
Brown	Sedan	17:18:15	17:19:02	0:00:47	SBL	SBR
Grey	Sedan	17:18:21	17:19:11	0:00:50	SBL	SBR
Black	SUV	17:18:45	17:19:46	0:01:01	NBR	SBL
Black	Sedan	17:18:57	17:20:34	0:01:37	SBL	SBL
Black	SUV	17:19:01	17:20:38	0:01:37	SBL	SBL
White	Sedan	17:19:04	17:20:43	0:01:39	SBL	SBL
White	Minivan	17:19:29	17:20:46	0:01:17	NBR	SBL
Black	SUV	17:20:25	17:21:40	0:01:15	NBR	SBL
White	Truck	17:21:01	17:21:56	0:00:55	SBL	SBL
Silver	Sedan	17:21:05	17:21:59	0:00:54	NBR	SBR
Black	SUV	17:21:13	17:22:02	0:00:49	SBL	SBL
White	SUV	17:21:15	17:22:17	0:01:02	SBL	SBL
Grey	Sedan	17:21:31	17:22:26	0:00:55	NBR	SBL
Black	Sedan	17:21:36	17:23:01	0:01:25	SBL	SBL
Black	Sedan	17:21:54	17:23:13	0:01:19	SBL	SBL
Red	SUV	17:21:59	17:23:19	0:01:20	SBL	SBL
Black	SUV	17:22:02	17:23:29	0:01:27	SBL	SBL
Black	SUV	17:22:45	17:24:31	0:01:46	SBL	SBL
Black	SUV	17:22:57	X		NBR	X
Black	SUV	17:23:27	X		SBL	X
Black	SUV	17:23:29	17:24:38	0:01:09	SBL	SBL
White	SUV	17:23:36	17:24:54	0:01:18	SBL	SBL
White	SUV	17:23:40	17:24:59	0:01:19	SBL	SBL
Red	Truck	17:23:46	17:25:02	0:01:16	SBL	SBR
White	Van	17:24:07	X		SBL	X
Black	Sedan	17:25:25	17:26:14	0:00:49	SBL	SBL
Black	SUV	17:25:45	X		SBL	X
White	Sedan	17:25:48	17:27:01	0:01:13	SBL	SBL
Grey	Sedan	17:25:52	17:27:21	0:01:29	SBL	SBL
Red	Sedan	17:26:01	17:27:24	0:01:23	NBR	SBL
Silver	SUV	17:26:09	17:27:28	0:01:19	SBL	SBL
Black	Truck	17:26:31	X		SBL	X
Green	Jeep	17:26:43	X		NBR	X
White	SUV	17:27:38	X		SBL	X
Black	Truck	17:28:02	17:29:30	0:01:28	SBL	SBL
Black	SUV	17:28:11	17:29:37	0:01:26	SBL	SBR
Grey	SUV	17:28:15	17:29:45	0:01:30	NBR	SBL
Grey	Sedan	17:28:17	17:29:50	0:01:33	SBL	SBL
White	SUV	17:28:20	X		SBL	X
Black	SUV	17:28:21	17:29:48	0:01:27	SBL	SBR
Red	Van	17:28:24	X		SBL	X
Blue	Sedan	17:28:40	X		SBL	X

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

		Cam 5 & 6	Cam 1 & Cam 2			
Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr	Timestamp at Knapp Dr & Theodore St	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Black	Sedan	17:29:20	X		NBR	X
Black	SUV	17:30:02	X		NBR	X
Red	Truck	17:30:31	X		SBL	X
White	Sedan	17:30:33	17:31:37	0:01:04	SBL	SBR
White	SUV	17:30:46	X		SBL	X
Brown	Sedan	17:30:48	17:31:51	0:01:03	SBL	SBL
White	Truck	17:30:51	17:31:56	0:01:05	SBL	SBL
Black	SUV	17:31:08	X		SBL	X
Silver	Sedan	17:31:19	X		SBL	X
White	Sedan	17:32:31	17:33:33	0:01:02	SBL	SBL
White	SUV	17:35:37	X		SBL	X
Blue	SUV	17:35:39	17:36:32	0:00:53	SBL	SBL
White	Truck	17:36:06	17:37:15	0:01:09	SBL	SBL
White	Truck	17:36:11	17:37:55	0:01:44	SBL	SBL
Brown	Sedan	17:37:21	17:38:13	0:00:52	SBL	SBL
Blue	SUV	17:38:09	17:39:10	0:01:01	SBL	SBL
Grey	Jeep	17:38:22	17:39:16	0:00:54	SBL	SBL
Grey	SUV	17:38:26	X		NBR	X
Black	SUV	17:38:32	X		NBR	X
Grey	SUV	17:38:36	X		SBL	X
Red	SUV	17:38:38	17:40:04	0:01:26	SBL	SBL
White	Sedan	17:38:40	17:40:34	0:01:54	SBL	SBL
White	Truck	17:38:42	X		SBL	X
Grey	SUV	17:39:00	X		SBL	X
Black	SUV	17:39:42	17:40:37	0:00:55	NBR	SBL
Black	Sedan	17:40:20	17:41:19	0:00:59	NBR	SBL
Black	Sedan	17:40:24	17:41:20	0:00:56	SBL	SBR
Black	SUV	17:40:42	X		SBL	X
Grey	Jeep	17:40:44	17:41:42	0:00:58	SBL	SBL
White	Sedan	17:40:57	17:41:59	0:01:02	NBR	SBR
Black	SUV	17:41:29	17:42:23	0:00:54	NBR	SBL
Black	Truck	17:42:06	17:43:01	0:00:55	SBL	SBL
Black	Sedan	17:43:11	17:44:48	0:01:37	SBL	SBL
Black	Sedan	17:43:14	17:44:23	0:01:09	SBL	SBR
Black	SUV	17:43:15	17:44:51	0:01:36	SBL	SBL
White	SUV	17:43:37	17:44:41	0:01:04	SBL	SBR
Silver	Truck	17:43:43	17:44:56	0:01:13	SBL	SBR
Black	Truck	17:43:47	X		SBL	X
Blue	Truck	17:44:39	17:45:47	0:01:08	SBL	SBL
Grey	SUV	17:45:28	X		NBR	X
Black	SUV	17:45:31	17:46:34	0:01:03	SBL	SBL
Red	SUV	17:45:33	17:46:39	0:01:06	SBL	SBL
Black	SUV	17:45:43	17:46:42	0:00:59	SBL	SBL
Brown	SUV	17:45:56	17:46:50	0:00:54	SBL	SBL
Grey	Sedan	17:47:25	17:48:44	0:01:19	NBR	SBL
Black	SUV	17:47:42	17:49:14	0:01:32	SBL	SBL
Grey	Sedan	17:47:58	17:49:19	0:01:21	SBL	SBL
Grey	SUV	17:48:01	17:49:29	0:01:28	SBL	SBL
White	Sedan	17:48:37	X		SBL	X
Red	SUV	17:49:32	17:50:23	0:00:51	NBR	SBL
White	Sedan	17:49:34	X		SBL	X
White	Truck	17:50:09	17:51:34	0:01:25	SBL	SBL
Black	SUV	17:50:21	17:51:38	0:01:17	SBL	SBL
Grey	Sedan	17:50:27	17:51:39	0:01:12	SBL	SBR

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

		Cam 5 & 6	Cam 1 & Cam 2			
Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr	Timestamp at Knapp Dr & Theodore St	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Black	Sedan	17:50:52	17:53:00	0:02:08	SBL	SBL
Black	SUV	17:51:15	X		SBL	X
Blue	Sedan	17:51:19	17:53:07	0:01:48	SBL	SBR
White	SUV	17:51:27	17:53:42	0:02:15	SBL	SBL
White	Truck	17:51:44	17:53:46	0:02:02	SBL	SBL
Blue	Minivan	17:52:40	X		SBL	X
Yellow	Truck	17:52:48	17:54:22	0:01:34	NBR	SBL
Black	Truck	17:52:57	17:54:04	0:01:07	SBL	SBR
Red	SUV	17:53:25	17:54:24	0:00:59	SBL	SBR
Black	Sedan	17:54:11	17:55:29	0:01:18	NBR	SBL
Black	SUV	17:55:58	17:56:49	0:00:51	SBL	SBL
White	Van	17:56:00	X		SBL	X
Red	Sedan	17:56:03	17:57:11	0:01:08	SBL	SBL
Black	Sedan	17:56:05	17:57:24	0:01:19	SBL	SBR
White	Sedan	17:56:07	17:57:26	0:01:19	SBL	SBL
Red	SUV	17:56:09	X		SBL	X
White	SUV	17:56:10	17:57:19	0:01:09	SBL	SBL
Brown	Motorcycle	17:56:49	17:57:52	0:01:03	NBR	SBL
Red	SUV	17:57:32	X		NBR	X
Grey	SUV	17:57:38	X		NBR	X
Grey	SUV	17:57:51	X		SBL	X
Black	Sedan	17:58:02	X		SBL	X
Grey	SUV	17:58:25	17:59:30	0:01:05	SBL	SBL
Black	SUV	17:59:10	X		NBR	X
Black	Sedan	17:59:29	18:01:00	0:01:31	SBL	SBL
Black	SUV	18:00:34	X		NBR	X
Black	SUV	18:00:59	18:01:56	0:00:57	SBL	SBL
Grey	SUV	18:01:11	18:02:08	0:00:57	SBL	SBL
Black	SUV	18:01:22	18:02:26	0:01:04	SBL	SBL
White	Sedan	18:01:28	18:02:29	0:01:01	NBR	SBR
Grey	SUV	18:01:57	18:02:41	0:00:44	NBR	SBL
Grey	Truck	18:03:03	18:03:56	0:00:53	SBL	SBL
Black	SUV	18:03:17	18:04:10	0:00:53	SBL	SBL
Grey	Sedan	18:03:20	18:04:16	0:00:56	SBL	SBR
Black	Truck	18:03:23	18:04:16	0:00:53	SBL	SBL
Silver	SUV	18:04:06	X		SBL	X
White	Sedan	18:04:32	18:05:20	0:00:48	NBR	SBR
Grey	SUV	18:04:39	18:05:34	0:00:55	SBL	SBR
White	SUV	18:05:03	X		NBR	X
Black	SUV	18:05:05	X		NBR	X
Black	Sedan	18:05:27	18:06:26	0:00:59	SBL	SBL
Black	Sedan	18:05:31	X		SBL	X
Silver	Sedan	18:05:37	18:06:32	0:00:55	SBL	SBL
Maroon	SUV	18:05:39	18:06:33	0:00:54	SBL	SBR
Black	SUV	18:05:55	X		SBL	X
Silver	SUV	18:06:21	X		SBL	X
Silver	Sedan	18:06:24	X		SBL	X
Grey	SUV	18:06:27	18:07:47	0:01:20	SBL	SBL
Red	Truck	18:07:22	18:08:31	0:01:09	NBR	SBR
White	SUV	18:07:38	X		SBL	X
Black	Sedan	18:07:55	X		SBL	X
Black	SUV	18:07:57	18:08:58	0:01:01	SBL	SBL
Silver	SUV	18:08:34	X		NBR	X
Black	SUV	18:08:49	18:10:10	0:01:21	SBL	SBL

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

		Cam 5 & 6	Cam 1 & Cam 2			
Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr	Timestamp at Knapp Dr & Theodore St	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Maroon	SUV	18:08:51	18:09:45	0:00:54	SBL	SBR
Black	SUV	18:09:04	X		SBL	X
White	Truck	18:09:07	18:10:28	0:01:21	SBL	SBL
Grey	SUV	18:09:30	18:10:24	0:00:54	SBL	SBR
White	SUV	18:10:41	X		NBR	X
Red	Truck	18:11:06	18:12:14	0:01:08	SBL	SBL
Grey	SUV	18:11:08	18:12:21	0:01:13	SBL	SBL
Black	Sedan	18:12:42	18:13:30	0:00:48	SBL	SBL
White	Sedan	18:12:45	18:13:50	0:01:05	SBL	SBL
Black	Sedan	18:12:46	18:13:55	0:01:09	SBL	SBL
Black	SUV	18:12:50	X		SBL	X
White	SUV	18:13:01	X		NBR	X
Black	Sedan	18:13:31	18:14:47	0:01:16	SBL	SBL
Silver	SUV	18:15:24	X		SBL	X
Black	SUV	18:15:25	18:16:39	0:01:14	SBL	SBL
Black	SUV	18:15:33	18:16:42	0:01:09	SBL	SBR
Red	Sedan	18:15:35	X		SBL	X
Silver	Sedan	18:15:43	18:16:47	0:01:04	NBR	SBL
White	Sedan	18:15:51	18:17:03	0:01:12	SBL	SBL
Black	SUV	18:15:54	18:17:11	0:01:17	SBL	SBL
Black	Truck	18:17:11	18:18:49	0:01:38	SBL	SBL
White	Sedan	18:17:27	18:18:39	0:01:12	SBL	SBL
White	Sedan	18:17:53	18:19:08	0:01:15	NBR	SBL
Black	SUV	18:18:01	18:19:04	0:01:03	NBR	SBR
Grey	SUV	18:18:10	X		NBR	X
White	Sedan	18:18:33	18:19:25	0:00:52	SBL	SBL
Grey	SUV	18:18:37	18:19:43	0:01:06	SBL	SBL
White	Truck	18:18:43	18:19:46	0:01:03	SBL	SBR
Silver	Sedan	18:19:23	18:20:14	0:00:51	SBL	SBR
Grey	SUV	18:20:08	18:21:20	0:01:12	SBL	SBL
Grey	SUV	18:20:13	X		SBL	X
Grey	SUV	18:20:20	X		SBL	X
Grey	SUV	18:20:23	18:21:29	0:01:06	SBL	SBR
White	Truck	18:22:04	18:22:56	0:00:52	NBR	SBR
Black	Truck	18:22:42	18:23:41	0:00:59	SBL	SBL
Black	SUV	18:22:50	18:23:41	0:00:51	SBL	SBR
Blue	Sedan	18:22:52	18:23:51	0:00:59	SBL	SBL
Blue	Sedan	18:22:53	18:23:49	0:00:56	SBL	SBR
Black	Sedan	18:23:11	18:24:06	0:00:55	NBR	SBR
White	SUV	18:23:26	18:24:28	0:01:02	SBL	SBR
Silver	SUV	18:23:29	18:24:38	0:01:09	SBL	SBL
Silver	Sedan	18:24:07	18:25:43	0:01:36	SBL	SBL
Black	Sedan	18:24:09	18:25:49	0:01:40	SBL	SBL
Grey	SUV	18:24:11	18:25:54	0:01:43	SBL	SBL
Maroon	Truck	18:24:19	18:26:15	0:01:56	SBL	SBL
Grey	SUV	18:24:38	X		NBR	X
Grey	Truck	18:25:00	18:26:19	0:01:19	SBL	SBL
White	SUV	18:25:04	18:26:24	0:01:20	SBL	SBL
Black	Sedan	18:25:15	18:26:35	0:01:20	SBL	SBR
Black	SUV	18:25:25	18:26:43	0:01:18	SBL	SBR
Grey	Sedan	18:25:48	18:26:48	0:01:00	NBR	SBR
Grey	SUV	18:28:29	18:29:15	0:00:46	SBL	SBL
Grey	SUV	18:30:10	18:31:02	0:00:52	SBL	SBL
Black	Sedan	18:30:15	18:31:18	0:01:03	NBR	SBL

DRAFT

Southbound - Starting from Larkin Ave & Knapp Dr

		Cam 5 & 6	Cam 1 & Cam 2			
Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr	Timestamp at Knapp Dr & Theodore St	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Black	Sedan	18:30:45	18:31:35	0:00:50	SBL	SBL
White	Sedan	18:30:47	18:31:40	0:00:53	SBL	SBR
Silver	Sedan	18:30:59	18:31:57	0:00:58	SBL	SBL
Black	SUV	18:31:01	18:32:00	0:00:59	SBL	SBL
Black	Sedan	18:31:03	18:32:04	0:01:01	SBL	SBL
Grey	Sedan	18:31:10	X		NBR	X
Silver	SUV	18:31:15	18:32:51	0:01:36	SBL	SBL
Black	Truck	18:31:18	18:33:49	0:02:31	SBL	SBL
Grey	SUV	18:32:20	18:33:51	0:01:31	SBL	SBL
Grey	SUV	18:33:01	18:34:04	0:01:03	SBL	SBR
Black	SUV	18:33:13	X		SBL	X
Black	SUV	18:33:33	18:34:28	0:00:55	SBL	SBL
White	Sedan	18:33:48	18:34:38	0:00:50	SBL	SBL
Red	SUV	18:34:55	X		NBR	X
Black	Sedan	18:35:04	18:36:12	0:01:08	NBR	SBL
Gold	Sedan	18:35:08	X		SBL	X
Silver	SUV	18:35:25	X		SBL	X
Silver	SUV	18:35:44	18:36:38	0:00:54	SBL	SBL
Silver	SUV	18:36:04	18:37:12	0:01:08	SBL	SBL
Silver	Sedan	18:37:38	18:38:45	0:01:07	SBL	SBL
Silver	Sedan	18:37:45	18:38:46	0:01:01	SBL	SBR
Silver	Truck	18:37:46	18:38:47	0:01:01	SBL	SBL
Black	SUV	18:37:48	18:38:56	0:01:08	SBL	SBL
Red	SUV	18:37:59	18:38:57	0:00:58	SBL	SBR
Grey	Truck	18:38:01	18:39:00	0:00:59	SBL	SBL
Grey	SUV	18:38:22	18:39:32	0:01:10	SBL	SBL
Black	Sedan	18:38:45	18:40:07	0:01:22	SBL	SBL
Grey	Sedan	18:38:54	X		NBR	X
Black	SUV	18:40:28	X		SBL	X
Black	SUV	18:41:24	18:42:55	0:01:31	SBL	SBL
White	SUV	18:41:37	18:43:04	0:01:27	SBL	SBL
White	Truck	18:41:40	X		SBL	X
Black	SUV	18:42:01	18:43:03	0:01:02	SBL	SBR
Grey	SUV	18:43:07	18:44:06	0:00:59	SBL	SBL
Red	SUV	18:43:09	18:44:26	0:01:17	SBL	SBL
Red	Sedan	18:43:15	X		SBL	X
Grey	Sedan	18:43:38	18:44:31	0:00:53	SBL	SBL
Red	SUV	18:43:40	18:44:31	0:00:51	SBL	SBR
White	Sedan	18:43:43	18:45:00	0:01:17	SBL	SBR
White	Sedan	18:44:10	X		SBL	X
Black	Truck	18:45:28	X		SBL	X
White	Sedan	18:45:31	18:46:44	0:01:13	SBL	SBL
Black	SUV	18:45:49	X		SBL	X
White	Truck	18:45:51	18:47:13	0:01:22	SBL	SBL
Grey	Sedan	18:46:12	X		NBR	X
Grey	Sedan	18:47:26	18:48:22	0:00:56	SBL	SBL
Black	SUV	18:47:48	18:48:45	0:00:57	SBL	SBL
Red	SUV	18:47:59	18:48:49	0:00:50	SBL	SBR
Grey	SUV	18:48:10	X		SBL	X
Black	SUV	18:48:15	18:49:45	0:01:30	NBR	SBL
Black	Jeep	18:48:19	18:49:42	0:01:23	SBL	SBR
Red	Truck	18:48:22	18:49:49	0:01:27	SBL	SBL
Grey	Sedan	18:48:24	18:49:53	0:01:29	SBL	SBL
White	SUV	18:48:29	18:50:01	0:01:32	SBL	SBL

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Southbound - Starting from Larkin Ave & Knapp Dr

Color of Vehicle	Vehicle Type	Timestamp at Larkin Ave & Knapp Dr (Cam 5 & 6)	Timestamp at Knapp Dr & Theodore St (Cam 1 & Cam 2)	Duration	Larkin Ave & Knapp Dr Movement (NBR or SBL)	Knapp Dr & Theodore St Movement (SBR, SBT, or SBL)
Black	Sedan	18:48:46	X		NBR	X
Black	SUV	18:49:44	X		SBL	X
White	Sedan	18:49:51	18:50:48	0:00:57	SBL	SBL
Grey	SUV	18:50:57	18:51:54	0:00:57	SBL	SBL
Silver	SUV	18:51:38	18:52:46	0:01:08	NBR	SBL
White	Sedan	18:53:00	18:53:53	0:00:53	NBR	SBL
Grey	SUV	18:53:21	18:54:19	0:00:58	NBR	SBL
Grey	Truck	18:53:23	18:54:58	0:01:35	SBL	SBL
Red	Sedan	18:53:25	X		SBL	X
White	SUV	18:53:27	18:55:01	0:01:34	SBL	SBL
Red	Sedan	18:53:30	X		SBL	X
Black	SUV	18:53:32	X		SBL	X
Blue	Sedan	18:54:03	X		NBR	X
White	Sedan	18:54:49	18:56:56	0:02:07	SBL	SBL
Black	SUV	18:56:01	18:57:15	0:01:14	SBL	SBL
Grey	SUV	18:56:16	18:57:29	0:01:13	SBL	SBL
Orange	Sedan	18:57:36	18:58:33	0:00:57	SBL	SBR
White	SUV	18:57:41	18:58:35	0:00:54	SBL	SBR
Black	Sedan	18:58:30	X		NBR	X
White	SUV	18:58:59	End of the survey		SBL	End of the survey
Grey	Sedan	18:59:08	End of the survey		NBR	End of the survey

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Appendix 4
(Origin-Destination Hourly Summary)



Larkin & Theodore - Crest Hill, IL Origin-Destination Study

Date: 6/25/2025

Origin & Destination Northbound		From: Knapp Dr & Theodore St To: Larkin Ave & Knapp Dr						
Time	Origin Volume	Destination Volume	Matches	Median Travel Time	Average Travel Time	Percent of Destination Volume	Percent of Origin Volume	Weighted Avg % Destination
7:00 AM - 7:00 PM	**1720**	**1675**	**1252**	**0:58**	**1:01**	**74.75%**	**72.79%**	
7:00 AM	152	140	125	0:56	1:00	89.29%	82.2%	
AM Peak *7:30 to 8:30*	*158*	*143*	*130*	*0:57*	*1:00*	*90.91%*	*82.3%*	**86%**
8:00 AM	140	126	110	0:59	1:00	87.30%	78.6%	
9:00 AM	144	106	82	0:58	0:59	77.36%	56.9%	
10:00 AM	150	146	69	0:59	1:01	47.26%	46.0%	
11:00 AM	107	108	98	1:03	1:05	90.74%	91.6%	
12:00 PM	157	161	109	0:59	1:03	67.70%	69.4%	**74%**
1:00 PM	182	162	118	0:59	1:02	72.84%	64.8%	
2:00 PM	140	150	113	1:01	1:02	75.33%	80.7%	
3:00 PM	168	169	133	0:57	1:00	78.7%	79.2%	
PM Peak *3:30 to 4:30*	*154*	*163*	*121*	*0:58*	*1:01*	*74.2%*	*78.6%*	
4:00 PM	143	152	102	0:57	0:59	67.11%	71.3%	**73%**
5:00 PM	119	131	97	0:54	0:58	74.05%	81.5%	
6:00 PM	118	124	96	0:58	1:00	77.42%	81.4%	

Origin & Destination Southbound		From: Knapp Dr & Theodore St To: Larkin Ave & Knapp Dr						
Time	Origin Volume	Destination Volume	Matches	Median Travel Time	Average Travel Time	Percent of Destination Volume	Percent of Origin Volume	Weighted Avg % Destination
7:00 AM - 7:00 PM	**1695**	**1745**	**1095**	**1:09**	**1:16**	**62.75%**	**64.60%**	
7:00 AM	75	78	58	1:00	1:01	74.4%	77.3%	
AM Peak *7:30 to 8:30*	*89*	*88*	*71*	*0:59*	*1:00*	*80.7%*	*79.8%*	**70%**
8:00 AM	86	87	68	1:04	1:07	78.2%	79.1%	
9:00 AM	108	91	48	1:06	1:12	52.7%	44.4%	
10:00 AM	147	150	62	1:04	1:08	41.3%	42.2%	
11:00 AM	90	101	72	1:08	1:11	71.3%	80.0%	
12:00 PM	115	143	62	1:11	1:16	43.4%	53.9%	**60%**
1:00 PM	171	164	94	1:08	1:12	57.3%	55.0%	
2:00 PM	160	175	112	1:17	1:25	64.0%	70.0%	
3:00 PM	187	184	125	1:15	1:21	67.9%	66.8%	
PM Peak *3:30 to 4:30*	*232*	*212*	*150*	*1:21*	*1:24*	*70.8%*	*64.7%*	
4:00 PM	222	220	149	1:22	1:27	67.7%	67.1%	**69%**
5:00 PM	176	193	130	1:13	1:19	67.4%	73.9%	
6:00 PM	158	159	115	1:03	1:08	72.3%	72.8%	

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Appendix 5
(Warrant Analysis)

TEAPAC[Ver 9.50.02] - Warrant Analysis for Multi-way Stop

Warrant A Analysis - Crash Experience

Number of correctable accidents (must be 5 or more per year) 1

> WARRANT A IS NOT MET <<

Warrant B Analysis - Sight Distance

Non-adequate sight distance for vehicle to turn NOT MET

>> WARRANT B IS NOT MET <<

Warrant C Analysis - Interim Measure for Signal

If signal warrants are met, a temporary multi-way stop is allowed

> WARRANT C IS NOT MET <<

Warrant D Analysis - 8-Hour Vehicular Volume

Start Time	1130	1030	1530	1230	1330	1630	1430	1730	Req.
Minor Volume	187	151	144	140	139	139	135	122	200
Major Volume	478	433	515	508	455	465	509	437	300
Warrant Met?	No	No	No	No	No	No	No	No	8

Average minor volume for 8 highest minor hours	145
Average major volume for 8 highest minor hours	475
Delay for all minor approaches (must be at least 30 sec/veh)	26

> WARRANT D IS NOT MET <<

Warrant E Analysis - Other Factors

Control left-turn conflicts	NOT MET
Intersection of two collector streets	NOT MET
Pedestrian/Bicyclist volume	NOT MET

> WARRANT E IS NOT MET <<

Summary of MUTCD Multi-way Stop Warrant Analysis

Warrant A Crash Experience	NOT MET
Warrant B Sight Distance	NOT MET
Warrant C Interim Measure for Signal	NOT MET
Warrant D 8-Hour Vehicular Volume	NOT MET
Warrant E Other Factors	NOT MET

>> Multi-way Stop Warrant is NOT MET <<

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Appendix 6
(Crash Data)

Project: Knapp Dr (Larkin Ave to Theodore St)

Town: Crest Hill

County: Will

YEAR	Rear End			Angle			SSSD			SSOD			Turning			Fixed Object			Over-turned			Head On			Pedestrian			Other Object			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	**Crash Count**	**Injury Count**
2020	2						3			1			5			1	1 - B	1 - BI													12	1 - BI
2021	7	2 - C	4 - CI	1			5			1			5	1 - B	1 - BI	3						1	1 - B	1 - BI	1	1 - K	1 - KI	1	1 - B	2 - BI	25	1 - KI 4 - BI 4 - CI
2022	4	1 - C	1 - CI										7	1 - B 1 - C	1 - BI 1 - CI	4	1 - B	1 - BI													15	2 - BI 2 - CI
2023	9	2 - B	3 - BI				1						2	1 - C	1 - CI	1	1 - B	1 - BI													13	4 - BI 1 - CI
2024	3						2						8	2 - B 1 - C	4 - BI 1 - CI				1												14	4 - BI 1 - CI
TOTAL	**25**	**2 - B 3 - C**	**3 - BI 5 - CI**	**1**			**11**			**2**			**27**	**4 - B 3 - C**	**6 - BI 3 - CI**	**9**	**3 - B**	**3 - BI**	**1**			**1**	**1 - B**	**1 - BI**	**1**	**1 - K**	**1 - KI**	**1**	**1 - B**	**2 - BI**	**79**	**1 - KI 15 - BI 8 - CI**
%	**31.6%**			**1.3%**			**13.9%**			**2.5%**			**34.2%**			**11.4%**			**1.3%**			**1.3%**			**1.3%**			**1.3%**				

	INJURY TYPE					CRASH CONDITIONS						TOTAL
YEAR	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2020			1		11			1	8%	3	25%	12
2021	1		3	2	19	8	32%	2	8%	6	24%	25
2022			2	2	11	4	27%	2	13%	3	20%	15
2023			3	1	9	4	31%	1	8%	3	23%	13
2024			2	1	11	2	14%	2	14%	3	21%	14
TOTAL	**1**		**11**	**6**	**61**	**18**	**22.8%**	**8**	**10.1%**	**18**	**22.8%**	**79**

* Note that the law regarding the crash reporting threshold for Property Damage Only crashes was amended effective January 1, 2009, to the following: When all drivers involved in a crash are insured, the amount of damage to the property of any one person that must be reported increased from $500 to $1,500. If any driver does not have insurance, the threshold remains at $500. (This change in law precludes comparison of 2009 and later Property Damage Only crashes and Total crashes with such crashes for previous years. The change did NOT affect the reporting of injury or fatal crashes.)

Crash Data Knapp Dr and IL Route 7 (Theodore St)

CASE_ID	OBJECTID	ROUTE	MILE	YEAR	MONTH	DAY	HOUR	DAY_O_WEEK	NUM_VEH	INJURIES	FATALITIES
202301030768	7927		0.00	23	01	26	07	Thu	2	1	0
202201024581	10285		0.00	22	01	18	15	Tue	2	0	0
202201095454	58841	IL007	4.05	22	03	22	21	Tue	2	0	0
202201096507	60825		0.00	22	03	11	00	Fri	1	0	0
202201144594	92580		0.00	22	05	09	13	Mon	2	0	0
202201189805	124916		0.00	22	06	16	05	Thu	2	1	0
202201236434	158361	IL007	4.05	22	07	26	01	Tue	1	0	0
202201262748	175020		0.00	22	08	19	08	Fri	2	1	0
202201338960	226827		0.00	22	10	21	13	Fri	2	0	0
202201399647	269327		0.00	22	12	09	03	Fri	2	0	0
202001126701	79179		0.00	20	05	24	08	Sun	2	0	0
202001126733	79333		0.00	20	05	24	14	Sun	2	0	0
202001189443	121382		0.00	20	07	28	06	Tue	2	0	0
202001193281	122895		0.00	20	08	01	12	Sat	2	0	0
202001208378	135290		0.00	20	08	16	09	Sun	2	0	0
202001214132	139759		0.00	20	08	21	15	Fri	2	0	0
202001352036	232712		0.00	20	12	29	15	Tue	2	0	0
202101018870	4838		0.00	21	01	14	18	Thu	2	0	0
202101020939	7544		0.00	21	01	17	15	Sun	2	0	0
202101026561	11319		0.00	21	01	24	02	Sun	2	0	0
202101048186	27251		0.00	21	02	13	10	Sat	4	0	0
202101091155	57407		0.00	21	03	29	17	Mon	2	0	0
202101119290	79359		0.00	21	04	25	02	Sun	2	0	0
202101336950	225401		0.00	21	10	24	13	Sun	2	0	0
202101344082	230768		0.00	21	10	28	15	Thu	2	0	0
202101344088	230772		0.00	21	10	28	15	Thu	2	0	0
202101398759	268262		0.00	21	12	10	13	Fri	2	1	0
202401369871	0	TS71	0.31	24	11	12	15	Tue	2	0	0
202401416384	0	TS71	0.31	24	12	19	17	Thu	2	0	0
202401080209	0	TS71	0.31	24	03	11	15	Mon	2	1	0
202401112194	0	TS71	0.31	24	04	12	20	Fri	2	0	0
202401248828	0	TS71	0.31	24	08	06	20	Tue	2	0	0
202401276080	0	TS71	0.31	24	08	28	17	Wed	2	1	0
202401284075	0	TS71	0.31	24	09	04	14	Wed	2	0	0

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Crash Data Knapp Dr and IL Route 7 (Theodore St)

CASE_ID	COLL_TYPE	WEATHER	LIGHTING	SURF_COND	RD_DEFECT	RD_FEATURE
202301030768	Turning	Snow	Daylight	Snow or Slush	No Defects	Not Applicable
202201024581	Turning	Clear	Daylight	Dry		Not Applicable
202201095454	Turning	Rain	Darkness, Lighted Road	Wet	No Defects	Not Applicable
202201096507	Fixed Object	Snow	Darkness, Lighted Road	Snow or Slush	No Defects	Not Applicable
202201144594	Turning	Clear	Daylight	Dry		Not Applicable
202201189805	Turning	Clear	Daylight	Dry	No Defects	Not Applicable
202201236434	Fixed Object	Clear	Darkness, Lighted Road	Dry	No Defects	Not Applicable
202201262748	Turning	Clear	Daylight	Dry		Not Applicable
202201338960	Turning	Clear	Daylight	Dry	No Defects	Not Applicable
202201399647	Turning	Cloudy/Overcast	Daylight	Wet	No Defects	Not Applicable
202001126701	Turning	Clear	Daylight	Dry	No Defects	Not Applicable
202001126733	Turning	Clear	Daylight	Dry	No Defects	Not Applicable
202001189443	Sideswipe Same Direction	Clear	Daylight	Dry	No Defects	Not Applicable
202001193281	Sideswipe Same Direction	Clear	Daylight	Dry	No Defects	Not Applicable
202001208378	Turning	Clear	Daylight	Dry	No Defects	Not Applicable
202001214132	Turning	Clear	Daylight	Dry	No Defects	Not Applicable
202001352036	Sideswipe Opposite Direction	Snow	Daylight	Snow or Slush	No Defects	Not Applicable
202101018870	Turning	Rain	Darkness, Lighted Road	Wet	No Defects	Not Applicable
202101020939	Front to Rear	Snow	Daylight	Wet	No Defects	Not Applicable
202101026561	Front to Rear	Clear	Daylight	Dry	No Defects	Not Applicable
202101048186	Turning	Snow	Daylight	Snow or Slush	No Defects	Not Applicable
202101091155	Front to Rear	Clear	Daylight	Dry	No Defects	Not Applicable
202101119290	Turning	Clear	Daylight	Dry	No Defects	Not Applicable
202101336950	Sideswipe Same Direction	Rain	Daylight	Wet	No Defects	Not Applicable
202101344082	Sideswipe Same Direction	Rain	Daylight	Wet	No Defects	Not Applicable
202101344088	Angle	Rain	Daylight	Wet	No Defects	Not Applicable
202101398759	Turning	Clear	Daylight	Dry	No Defects	Not Applicable
202401369871	Turning	Clear	Daylight	Dry	No Defects	Not Applicable
202401416384	Turning	Snow	Darkness, Lighted Road	Wet	No Defects	Not Applicable
202401080209	Turning	Clear	Daylight	Dry	No Defects	Not Applicable
202401112194	Turning	Clear	Darkness, Lighted Road	Dry	No Defects	Not Applicable
202401248828	Front to Rear	Clear	Darkness, Lighted Road	Dry		Not Applicable
202401276080	Turning	Clear	Daylight	Dry	No Defects	Not Applicable
202401284075	Turning	Clear	Daylight	Dry	No Defects	Not Applicable

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Crash Data Knapp Dr and IL Route 7 (Theodore St)

TRAF_CNTRL	CASE_ID	COUNTY	TOWNSHIP	TS_ROUTE	CITY	DRIVER_1	VEH1_TYPE	VEH1_SPECL
Stop Sign	202301030768	099	00	0000	Crest Hill	Normal	Passenger	Personal
Stop Sign	202201024581	099	00	0000	Crest Hill	Normal	Passenger	Personal
Stop Sign	202201095454	099	10	5007	Joliet	Other/Unknown	Passenger	Unknown
No Controls	202201096507	099	00	0000	Crest Hill	Normal	Passenger	Personal
Stop Sign	202201144594	099	00	0000	Crest Hill	Normal	Passenger	Personal
Stop Sign	202201189805	099	00	0000	Crest Hill	Normal	Passenger	Personal
No Controls	202201236434	099	10	5007	Joliet	Had Been Drinking	Passenger	Personal
Stop Sign	202201262748	099	00	0000	Crest Hill	Normal	Passenger	Personal
Stop Sign	202201338960	099	00	0000	Crest Hill	Emotional	Passenger	Personal
Stop Sign	202201399647	099	00	0000	Crest Hill	Normal	SUV	Personal
Stop Sign	202001126701	099	00	0000	Crest Hill	Normal	Passenger	Personal
Stop Sign	202001126733	099	00	0000	Joliet	Normal	Passenger	Personal
No Controls	202001189443	099	00	0000	Crest Hill	Normal	SUV	Personal
Delineators	202001193281	099	00	0000	Joliet	Other/Unknown	Passenger	Personal
Stop Sign	202001208378	099	00	0000	Joliet	Normal	Passenger	Personal
No Controls	202001214132	099	00	0000	Joliet	Normal	SUV	Other
Stop Sign	202001352036	099	00	0000	Crest Hill	Normal	Passenger	Personal
Stop Sign	202101018870	099	00	0000	Joliet	Normal	SUV	Personal
Stop Sign	202101020939	099	00	0000	Crest Hill	Normal	Passenger	Personal
Stop Sign	202101026561	099	00	0000	Crest Hill	Normal	Pickup	Construction/Maintenance
Stop Sign	202101048186	099	00	0000	Crest Hill	Normal	Passenger	Personal
No Controls	202101091155	099	00	0000	Joliet	Normal	SUV	Personal
Stop Sign	202101119290	099	00	0000	Crest Hill	Normal	Passenger	Personal
Stop Sign	202101336950	099	00	0000	Crest Hill	Normal	Passenger	Personal
Stop Sign	202101344082	099	00	0000	Crest Hill	Normal	Passenger	Personal
Stop Sign	202101344088	099	00	0000	Crest Hill	Other/Unknown	Passenger	Unknown
Stop Sign	202101398759	099	00	0000	Crest Hill	Normal	Passenger	Personal
Stop Sign	202401369871	099	10	871	Crest Hill	Normal	Pickup	Personal
No Controls	202401416384	099	10	871	Crest Hill	Normal	Passenger	Personal
No Controls	202401080209	099	10	871	Crest Hill	Normal	Pickup	Personal
Stop Sign	202401112194	099	10	871	Crest Hill	Normal	Pickup	Personal
Stop Sign	202401248828	099	10	871	Crest Hill	Emotional	SUV	Personal
Stop Sign	202401276080	099	10	871	Joliet	Normal	SUV	Personal
Stop Sign	202401284075	099	10	871	Joliet	Normal	Passenger	Personal

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Crash Data Knapp Dr and IL Route 7 (Theodore St)

CASE_ID	VEH1_DIR	VEH1_MANUV	VEH1_EVNT1	VEH1_LOC1	VEH1_EVNT2	VEH1_LOC2	VEH1_EVNT3
202301030768	Northwest	Turning Right	Motor Vehicle In Traffic	On Pavement (Roadway)			
202201024581	South	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)			
202201095454	East	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)			
202201096507	Northwest	Turning Right	Traffic Signal	Intersection			
202201144594	East	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)			
202201189805	South	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)			
202201236434	East	Straight Ahead	Curb	On Pavement (Roadway)			
202201262748	Southeast	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)			
202201338960	South	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)			
202201399647	South	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)			
202001126701	South	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)			
202001126733	South	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)			
202001189443	West	Changing Lanes	Motor Vehicle In Traffic	On Pavement (Roadway)			
202001193281	West	Changing Lanes	Motor Vehicle In Traffic	On Pavement (Roadway)			
202001208378	South	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)			
202001214132	North	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)			
202001352036	North	Skidding/Control Loss	Motor Vehicle In Traffic	On Pavement (Roadway)			
202101018870	Southeast	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)			
202101020939	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)			
202101026561	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)			
202101048186	West	Turning Right	Motor Vehicle In Traffic	On Pavement (Roadway)			
202101091155	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)			
202101119290	South	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)			
202101336950	West	Changing Lanes	Motor Vehicle In Traffic	On Pavement (Roadway)			
202101344082	West	Changing Lanes	Motor Vehicle In Traffic	On Pavement (Roadway)			
202101344088	West	Skidding/Control Loss	Motor Vehicle In Traffic	On Pavement (Roadway)			
202101398759	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)			
202401369871	West	Turning Right	Motor Vehicle In Traffic	Intersection			
202401416384	West	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)			
202401080209	Northwest	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)			
202401112194	East	Turning Left	Motor Vehicle In Traffic	Intersection			
202401248828	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)			
202401276080	South	Turning Left	Motor Vehicle In Traffic	Intersection			
202401284075	East	Turning Left	Motor Vehicle In Traffic	Intersection			

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Crash Data Knapp Dr and IL Route 7 (Theodore St)

CASE_ID	VEH1_LOC3	DRIVER_2	VEH2_TYPE	VEH2_SPECL	VEH2_DIR	VEH2_MANUV	VEH2_EVNT1
202301030768		Normal	Other	Other	Southwest	Slow/Stop In Traffic	Motor Vehicle In Traffic
202201024581		Normal	Passenger	Personal	East	Straight Ahead	Motor Vehicle In Traffic
202201095454		Normal	SUV	Personal	North	Turning Left	Motor Vehicle In Traffic
202201096507							
202201144594		Normal	Passenger	Personal	North	Turning Left	Motor Vehicle In Traffic
202201189805		Normal	SUV	Personal	West	Straight Ahead	Motor Vehicle In Traffic
202201236434							
202201262748		Normal	SUV	Personal	West	Straight Ahead	Motor Vehicle In Traffic
202201338960		Normal	Passenger	Personal	West	Slow/Stop In Traffic	Motor Vehicle In Traffic
202201399647		Normal	SUV	Personal	West	Straight Ahead	Motor Vehicle In Traffic
202001126701		Normal	Passenger	Personal	East	Slow/Stop In Traffic	Motor Vehicle In Traffic
202001126733		Normal	Passenger	Personal	East	Turning Left	Motor Vehicle In Traffic
202001189443		Normal	Passenger	Unknown	West	Straight Ahead	Motor Vehicle In Traffic
202001193281		Normal	Passenger	Personal	West	Straight Ahead	Motor Vehicle In Traffic
202001208378		Normal	Van/Mini-Van	Personal	West	Straight Ahead	Motor Vehicle In Traffic
202001214132		Normal	Pickup	Lawn Care/Landscaping	West	Straight Ahead	Motor Vehicle In Traffic
202001352036		Normal	Passenger	Personal	South	Slow/Stop In Traffic	Motor Vehicle In Traffic
202101018870		Normal	Passenger	Personal	West	Straight Ahead	Motor Vehicle In Traffic
202101020939		Normal	Passenger	Personal	South	Slow/Stop In Traffic	Motor Vehicle In Traffic
202101026561		Normal	Passenger	Personal	South	Straight Ahead	Motor Vehicle In Traffic
202101048186		Normal	Passenger	Personal	South	Slow/Stop In Traffic	Motor Vehicle In Traffic
202101091155		Normal	Passenger	Personal	West	Slow/Stop In Traffic	Motor Vehicle In Traffic
202101119290		Normal	Passenger	Personal	West	Straight Ahead	Motor Vehicle In Traffic
202101336950		Normal	Passenger	Personal	West	Straight Ahead	Motor Vehicle In Traffic
202101344082		Other/Unknown	Unknown	Unknown	West	Unknown	Motor Vehicle In Traffic
202101344088		Normal	SUV	Personal	South	Slow/Stop In Traffic	Motor Vehicle In Traffic
202101398759		Normal	Passenger	Personal	West	Turning Left	Motor Vehicle In Traffic
202401369871		Normal	Passenger	Personal	South	Straight Ahead	Motor Vehicle In Traffic
202401416384		Normal	Passenger	Personal	Northwest	Straight Ahead	Motor Vehicle In Traffic
202401080209		Normal	SUV	Personal	West	Straight Ahead	Motor Vehicle In Traffic
202401112194		Normal	SUV	Personal	North	Turning Left	Motor Vehicle In Traffic
202401248828		Normal	Passenger	Personal	South	Slow/Stop In Traffic	Motor Vehicle In Traffic
202401276080		Other/Unknown	Passenger	Personal	West	Straight Ahead	Motor Vehicle In Traffic
202401284075		Normal	Passenger	Personal	West	Straight Ahead	Motor Vehicle In Traffic

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Crash Data Knapp Dr and IL Route 7 (Theodore St)

CASE_ID	VEH2_LOC1	VEH2_EVNT2	VEH2_LOC2	VEH2_EVNT3	VEH2_LOC3	DRIVER_3	VEH3_TYPE	VEH3_SPECL
202301030768	On Pavement (Roadway)							
202201024581	On Pavement (Roadway)							
202201095454	On Pavement (Roadway)							
202201096507								
202201144594	On Pavement (Roadway)							
202201189805	On Pavement (Roadway)							
202201236434								
202201262748	On Pavement (Roadway)							
202201338960	On Pavement (Roadway)							
202201399647	On Pavement (Roadway)							
202001126701	On Pavement (Roadway)							
202001126733	On Pavement (Roadway)							
202001189443	On Pavement (Roadway)							
202001193281	On Pavement (Roadway)							
202001208378	On Pavement (Roadway)							
202001214132	On Pavement (Roadway)							
202001352036	On Pavement (Roadway)							
202101018870	On Pavement (Roadway)							
202101020939	On Pavement (Roadway)							
202101026561	On Pavement (Roadway)							
202101048186	Intersection					Normal	SUV	Personal
202101091155	On Pavement (Roadway)							
202101119290	On Pavement (Roadway)							
202101336950	On Pavement (Roadway)							
202101344082	On Pavement (Roadway)							
202101344088	On Pavement (Roadway)							
202101398759	On Pavement (Roadway)							
202401369871	Intersection							
202401416384	On Pavement (Roadway)							
202401080209	On Pavement (Roadway)							
202401112194	Intersection							
202401248828	On Pavement (Roadway)							
202401276080	Intersection							
202401284075	Intersection							

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Crash Data Knapp Dr and IL Route 7 (Theodore St)

CASE_ID	VEH3_DIR	VEH3_MANUV	VEH3_EVNT1	VEH3_LOC1	VEH3_EVNT2	VEH3_LOC2	VEH3_EVNT3	VEH3_LOC3
202301030768								
202201024581								
202201095454								
202201096507								
202201144594								
202201189805								
202201236434								
202201262748								
202201338960								
202201399647								
202001126701								
202001126733								
202001189443								
202001193281								
202001208378								
202001214132								
202001352036								
202101018870								
202101020939								
202101026561								
202101048186	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	Intersection				
202101091155								
202101119290								
202101336950								
202101344082								
202101344088								
202101398759								
202401369871								
202401416384								
202401080209								
202401112194								
202401248828								
202401276080								
202401284075								

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Crash Data Knapp Dr and IL Route 7 (Theodore St)

CASE_ID	DRIVER_4	VEH4_TYPE	VEH4_SPECL	VEH4_DIR	VEH4_MANUV	VEH4_EVNT1	VEH4_LOC1	VEH4_EVNT2
202301030768								
202201024581								
202201095454								
202201096507								
202201144594								
202201189805								
202201236434								
202201262748								
202201338960								
202201399647								
202001126701								
202001126733								
202001189443								
202001193281								
202001208378								
202001214132								
202001352036								
202101018870								
202101020939								
202101026561								
202101048186	Normal	SUV	Personal	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	Intersection	
202101091155								
202101119290								
202101336950								
202101344082								
202101344088								
202101398759								
202401369871								
202401416384								
202401080209								
202401112194								
202401248828								
202401276080								
202401284075								

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Crash Data Knapp Dr and IL Route 7 (Theodore St)

CASE_ID	VEH4_LOC2	VEH4_EVNT3	VEH4_LOC3	DUP_CD	REC_TYPE	XCOORD	YCOORD	INTERSEC
202301030768				0990000000.00	C-Injury	2856775.67889000000	1785848.41179000000	Y
202201024581				0990000000.00	PD	2856775.67889000000	1785848.41179000000	Y
202201095454				0995007004.05	PD	2856788.72699000000	1785867.29572000000	Y
202201096507				0990000000.00	PD	2856775.67889000000	1785848.41179000000	Y
202201144594				0990000000.00	PD	2856775.67889000000	1785848.41179000000	Y
202201189805				0990000000.00	B-Injury	2856775.67889000000	1785848.41179000000	Y
202201236434				0995007004.05	PD	2856788.40916000000	1785868.02386000000	N
202201262748				0990000000.00	C-Injury	2856775.67889000000	1785848.41179000000	N
202201338960				0990000000.00	PD	2856775.67889000000	1785848.41179000000	Y
202201399647				0990000000.00	PD	2856775.67889000000	1785848.41179000000	Y
202001126701				0990000000.00	PD	2856775.67889000000	1785848.41179000000	Y
202001126733				0990000000.00	PD	2856775.67889000000	1785848.41179000000	Y
202001189443				0990000000.00	PD	2856775.67889000000	1785848.41179000000	N
202001193281				0990000000.00	PD	2856775.67889000000	1785848.41179000000	Y
202001208378				0990000000.00	PD	2856775.67889000000	1785848.41179000000	Y
202001214132				0990000000.00	PD	2856775.67889000000	1785848.41179000000	Y
202001352036				0990000000.00	PD	2856775.67889000000	1785848.41179000000	Y
202101018870				0990000000.00	PD	2856775.67889000000	1785848.41179000000	Y
202101020939				0990000000.00	PD	2856775.67889000000	1785848.41179000000	Y
202101026561				0990000000.00	PD	2856775.67889000000	1785848.41179000000	Y
202101048186				0990000000.00	PD	2856775.67889000000	1785848.41179000000	Y
202101091155				0990000000.00	PD	2856775.67889000000	1785848.41179000000	N
202101119290				0990000000.00	PD	2856775.67889000000	1785848.41179000000	Y
202101336950				0990000000.00	PD	2856775.67889000000	1785848.41179000000	Y
202101344082				0990000000.00	PD	2856775.67889000000	1785848.41179000000	Y
202101344088				0990000000.00	PD	2856775.67889000000	1785848.41179000000	Y
202101398759				0990000000.00	B-Injury	2856775.67889000000	1785848.41179000000	Y
202401369871				099871000.31	PD	2856788.79510000000	1785867.05134000000	Y
202401416384				099871000.31	PD	2856787.16070000000	1785866.95007000000	Y
202401080209				099871000.31	B-Injury	2856779.30265000000	1785866.32718000000	Y
202401112194				099871000.31	PD	2856788.69116000000	1785867.04490000000	Y
202401248828				099871000.31	PD	2856788.80787000000	1785867.05214000000	Y
202401276080				099871000.31	C-Injury	2856788.75466000000	1785867.04884000000	Y
202401284075				099871000.31	PD	2856788.73133000000	1785867.04739000000	Y

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Crash Data Knapp Dr and IL Route 7 (Theodore St)

CASE_ID	SFE	AGENCY_NUM	RUNDATE	WorkZone	WorkZoneTy	WorkersPre	ExceedSpee	CellPhoneU	CASE_ID
202301030768	X002905688	11295	2024062404	N	(N/A)	N	N	N	202301030768
202201024581	X002508861	11295	2023090404	N	(N/A)	N	N	N	202201024581
202201095454	X002575140	11295	2023090404	N	(N/A)	N	N	N	202201095454
202201096507	X002576042	11295	2023090404	N	(N/A)	N	N	N	202201096507
202201144594	X002621247	11295	2023090404	N	(N/A)	N	N	N	202201144594
202201189805	X002662730	11295	2023090404	N	(N/A)	N	N	N	202201189805
202201236434	X002705027	20099	2023090404	N	(N/A)	N	N	N	202201236434
202201262748	X002729410	11295	2023090404	N	(N/A)	N	N	N	202201262748
202201338960	X002800062	11295	2023090404	N	(N/A)	N	N	N	202201338960
202201399647	X002856477	11295	2023090404	N	(N/A)	N	N	N	202201399647
202001126701	X001913970	11295	2023080704	N	(N/A)	N	N	N	202001126701
202001126733	X001914003	11295	2023080704	N	(N/A)	N	N	N	202001126733
202001189443	X001970887	11295	2023080704	N	(N/A)	N	N	N	202001189443
202001193281	X001974447	11295	2023080704	N	(N/A)	N	N	N	202001193281
202001208378	X001988442	11295	2023080704	N	(N/A)	N	N	N	202001208378
202001214132	X001993669	11295	2023080704	N	(N/A)	N	N	N	202001214132
202001352036	X002110978	11295	2023080704	N	(N/A)	N	N	N	202001352036
202101018870	X002124007	11295	2023080704	N	(N/A)	N	N	N	202101018870
202101020939	X002126076	11295	2023080704	N	(N/A)	N	N	N	202101020939
202101026561	X002131950	11295	2023080704	N	(N/A)	N	N	N	202101026561
202101048186	X002153243	11295	2023080704	N	(N/A)	N	N	N	202101048186
202101091155	X002194752	11295	2023080704	N	(N/A)	N	N	N	202101091155
202101119290	X002218303	11295	2023080704	N	(N/A)	N	N	N	202101119290
202101336950	X002414504	11295	2023080704	N	(N/A)	N	N	N	202101336950
202101344082	X002420313	11295	2023080704	N	(N/A)	N	N	N	202101344082
202101344088	X002420319	11295	2023080704	N	(N/A)	N	N	N	202101344088
202101398759	X002468882	11295	2023080704	N	(N/A)	N	N	N	202101398759
202401369871	X003621485	11295	2025072804	N	(N/A)	N	N	N	202401369871
202401416384	X003665227	11295	2025072804	N	(N/A)	N	N	N	202401416384
202401080209	X003348368	11295	2025072804	N	(N/A)	N	N	N	202401080209
202401112194	X003379648	11295	2025072804	N	(N/A)	N	N	N	202401112194
202401248828	X003508379	11295	2025072804	N	(N/A)	N	N	N	202401248828
202401276080	X003533530	11295	2025072804	N	(N/A)	N	N	N	202401276080
202401284075	X003540616	11295	2025072804	N	(N/A)	N	N	N	202401284075

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Crash Data Knapp Dr and IL Route 7 (Theodore St)

TSCrashLat	TSCrashLon	CrashDateT
41.55180000000	-88.12000000000	20230126070500.00000000000
41.55180000000	-88.12000000000	20220118152900.00000000000
41.55185094670	-88.11995072350	20220322210800.00000000000
41.55180000000	-88.12000000000	20220311004300.00000000000
41.55180000000	-88.12000000000	20220509133000.00000000000
41.55180000000	-88.12000000000	20220616052500.00000000000
41.55185296450	-88.11995182100	20220726015600.00000000000
41.55180000000	-88.12000000000	20220819082100.00000000000
41.55180000000	-88.12000000000	20221021132100.00000000000
41.55180000000	-88.12000000000	20221209030500.00000000000
41.55180000000	-88.12000000000	20200524085700.00000000000
41.55180000000	-88.12000000000	20200524140000.00000000000
41.55180000000	-88.12000000000	20200728061700.00000000000
41.55180000000	-88.12000000000	20200801120500.00000000000
41.55180000000	-88.12000000000	20200816095900.00000000000
41.55180000000	-88.12000000000	20200821154000.00000000000
41.55180000000	-88.12000000000	20201229155200.00000000000
41.55180000000	-88.12000000000	20210114185700.00000000000
41.55180000000	-88.12000000000	20210117154000.00000000000
41.55180000000	-88.12000000000	20210124023000.00000000000
41.55180000000	-88.12000000000	20210213100000.00000000000
41.55180000000	-88.12000000000	20210329170600.00000000000
41.55180000000	-88.12000000000	20210425025300.00000000000
41.55180000000	-88.12000000000	20211024134100.00000000000
41.55180000000	-88.12000000000	20211028153500.00000000000
41.55180000000	-88.12000000000	20211028154500.00000000000
41.55180000000	-88.12000000000	20211210131000.00000000000
41.55185027200	-88.11995049600	20241112154800.00000000000
41.55185010050	-88.11995647240	20241219172000.00000000000
41.55184890300	-88.11998521810	20240311153800.00000000000
41.55185026110	-88.11995087600	20240412201500.00000000000
41.55185027340	-88.11995044930	20240806205200.00000000000
41.55185026780	-88.11995064380	20240828174900.00000000000
41.55185026530	-88.11995072920	20240904142700.00000000000

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Crash Data Knapp Dr at Larkin Ave To Theodore St

CASE_ID	OBJECTID	ROUTE	MILE	YEAR	MONTH	DAY	HOUR	DAY_O_WEEK	NUM_VEH	INJURIES
202001152820	96254		0.00	20	06	21	22	Sun	1	1
202001260912	169178	I 8	0.16	20	10	07	14	Wed	2	0
202101324304	216705	I 8	0.38	21	10	11	14	Mon	2	0
202101351295	235191		0.00	21	10	20	12	Wed	1	1
202401390945	0		0.00	24	11	29	09	Fri	1	0

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Crash Data Knapp Dr at Larkin Ave To Theodore St

CASE_ID	FATALITIES	COLL_TYPE	WEATHER	LIGHTING	SURF_COND	RD_DEFECT
202001152820	0	Fixed Object	Rain	Darkness, Lighted Road	Dry	No Defects
202001260912	0	Turning	Clear	Daylight	Dry	No Defects
202101324304	0	Sideswipe Opposite Direction	Rain	Daylight	Wet	No Defects
202101351295	1	Pedestrian	Clear	Daylight	Dry	No Defects
202401390945	0	Overturned	Snow	Daylight	Snow or Slush	No Defects

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Crash Data Knapp Dr at Larkin Ave To Theodore St

CASE_ID	RD_FEATURE	TRAF_CNTRL	COUNTY	TOWNSHIP	TS_ROUTE	CITY	DRIVER_1	VEH1_TYPE
202001152820	Not Applicable		099	00	0000	Crest Hill	Removed By EMS	Passenger
202001260912	Not Applicable	Stop Sign	099	00	98	Crest Hill	Normal	Passenger
202101324304	Not Applicable	No Controls	099	00	98	Crest Hill	Normal	Passenger
202101351295	Not Applicable	Other	099	11	0000	Crest Hill	Removed By EMS	Passenger
202401390945	Not Applicable	Delineators	099	00	0000	Crest Hill	Removed By EMS	SUV

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Crash Data Knapp Dr at Larkin Ave To Theodore St

CASE_ID	VEH1_SPECL	VEH1_DIR	VEH1_MANUV	VEH1_EVNT1	VEH1_LOC1	VEH1_EVNT2
202001152820	Personal	North	Turning Left	Other Fixed Object	Other	
202001260912	Personal	South	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	
202101324304	Personal	North	Negotiating A Curve	Motor Vehicle In Traffic	On Pavement (Roadway)	
202101351295	Personal	West	Skidding/Control Loss	Pedestrian	On Pavement (Roadway)	Other Fixed Object
202401390945	Personal	Southeast	Skidding/Control Loss	Ran Off Roadway	Off Pavement - Left	Overturn

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Crash Data Knapp Dr at Larkin Ave To Theodore St

CASE_ID	VEH1_LOC2	VEH1_EVNT3	VEH1_LOC3	DRIVER_2	VEH2_TYPE	VEH2_SPECL	VEH2_DIR
202001152820							
202001260912				Normal	Passenger	Personal	West
202101324304				Normal	Pickup	Personal	South
202101351295	On Pavement (Roadway)			N/A	N/A	N/A	N/A
202401390945	Off Pavement - Left						

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Crash Data Knapp Dr at Larkin Ave To Theodore St

CASE_ID	VEH2_MANUV	VEH2_EVNT1	VEH2_LOC1	VEH2_EVNT2	VEH2_LOC2	VEH2_EVNT3
202001152820						
202001260912	Turning Right	Motor Vehicle In Traffic	On Pavement (Roadway)			
202101324304	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)			
202101351295	N/A	N/A	N/A	N/A	N/A	N/A
202401390945						

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Crash Data Knapp Dr at Larkin Ave To Theodore St

CASE_ID	VEH2_LOC3	DRIVER_3	VEH3_TYPE	VEH3_SPECL	VEH3_DIR	VEH3_MANUV	VEH3_EVNT1	VEH3_LOC1
202001152820								
202001260912								
202101324304								
202101351295	N/A							
202401390945								

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Crash Data Knapp Dr at Larkin Ave To Theodore St

CASE_ID	VEH3_EVNT2	VEH3_LOC2	VEH3_EVNT3	VEH3_LOC3	DRIVER_4	VEH4_TYPE	VEH4_SPECL	VEH4_DIR
202001152820								
202001260912								
202101324304								
202101351295								
202401390945								

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Crash Data Knapp Dr at Larkin Ave To Theodore St

CASE_ID	VEH4_MANUV	VEH4_EVNT1	VEH4_LOC1	VEH4_EVNT2	VEH4_LOC2	VEH4_EVNT3	VEH4_LOC3
202001152820							
202001260912							
202101324304							
202101351295							
202401390945							

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Crash Data Knapp Dr at Larkin Ave To Theodore St

CASE_ID	DUP_CD	REC_TYPE	XCOORD	YCOORD	INTERSEC	SFE	AGENCY_NUM
202001152820	0990000000.00	B-Injury	2856489.00505000000	1786388.51206000000	N	X001936579	11295
202001260912	09998000.16	PD	2856411.81608000000	1787334.63281000000	Y	X002036858	11295
202101324304	09998000.38	PD	2856548.06569000000	1786207.61348000000	N	X002402070	11295
202101351295	0990000000.00	Fatal	2856402.31522000000	1787350.55077000000	N	X002412223	11295
202401390945	0990000000.00	PD	2856441.72167000000	1787296.04814000000	N	X003641615	11295

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Crash Data Knapp Dr at Larkin Ave To Theodore St

CASE_ID	RUNDATE	WorkZone	WorkZoneTy	WorkersPre	ExceedSpee	CellPhoneU	TSCrashLat	TSCrashLon
202001152820	2023080704	N	(N/A)	N	N	N	41.55330000000	-88.12100000000
202001260912	2023080704	N	(N/A)	N	N	N	41.55590000000	-88.12120000000
202101324304	2023080704	N	(N/A)	N	N	N	41.55280000000	-88.12080000000
202101351295	2023080704	N	(N/A)	N	N	N	41.55594427750	-88.12123331530
202401390945	2025072804	N	(N/A)	N	N	N	41.55580000000	-88.12110000000

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Crash Data Knapp Dr at Larkin Ave To Theodore St

CASE_ID	CrashDateT	Crash Location
202001152820	20200621222000.00000000000	north of south willow Intersection
202001260912	20201007143500.00000000000	north willow Intersection
202101324304	20211011141500.00000000000	south willow Intersection
202101351295	20211020125800.00000000000	north willow Intersection
202401390945	20241129092600.00000000000	north willow Intersection

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Crash Data Knapp Dr and Larkin Ave/ Weber Rd

CASE_ID	OBJECTID	ROUTE	MILE	YEAR	MONTH	DAY	HOUR	DAY_O_WEEK	NUM_VEH	INJURIES	FATALITIES	COLL_TYPE
202301077165	28481		0.00	23	03	09	16	Thu	2	0	0	Turning
202301110917	41320		0.00	23	04	12	09	Wed	2	0	0	Sideswipe Same Direction
202301282965	48143		0.00	23	09	07	08	Thu	3	1	0	Front to Rear
202301271330	73161		0.00	23	08	28	14	Mon	2	0	0	Front to Rear
202301057195	77763	I 8	0.01	23	02	20	13	Mon	2	0	0	Front to Rear
202301254860	84451		0.00	23	08	14	12	Mon	4	2	0	Front to Rear
202301114798	103949		0.00	23	04	16	15	Sun	2	0	0	Front to Rear
202301403610	147015		0.00	23	12	13	19	Wed	2	0	0	Front to Rear
202301348591	210965		0.00	23	10	30	14	Mon	2	0	0	Front to Rear
202301420587	262821	TS56	12.21	23	12	27	19	Wed	2	0	0	Front to Rear
202301396406	266582		0.00	23	12	07	16	Thu	1	1	0	Fixed Object
202301234501	294848		0.00	23	07	28	07	Fri	2	0	0	Front to Rear
202201029001	13281	I 8	0.01	22	01	23	07	Sun	1	0	0	Fixed Object
202201034585	19259	I 8	0.01	22	01	27	09	Thu	1	1	0	Fixed Object
202201112944	70743	I 8	0.01	22	04	08	13	Fri	3	0	0	Front to Rear
202201139965	91875	I 8	0.01	22	05	05	14	Thu	2	0	0	Front to Rear
202201319071	214884	I 8	0.01	22	10	06	09	Thu	2	0	0	Front to Rear
202201391214	267382	I 8	0.01	22	12	03	15	Sat	2	1	0	Front to Rear
202001021463	9716		0.00	20	01	15	18	Wed	2	0	0	Front to Rear
202001292509	190118	I 8	0.01	20	11	04	10	Wed	2	0	0	Front to Rear
202001299397	195632	I 8	0.01	20	11	11	14	Wed	2	0	0	Sideswipe Same Direction
202101031067	14049	I 8	0.01	21	01	28	10	Thu	1	0	0	Fixed Object
202101143024	91280	I 8	0.01	21	05	15	15	Sat	2	0	0	Turning
202101240195	159129	I 8	0.01	21	08	03	18	Tue	2	0	0	Front to Rear
202101254166	167857	I 8	0.01	21	08	16	03	Mon	2	0	0	Sideswipe Same Direction
202101263424	177539	I 8	0.01	21	08	24	14	Tue	2	0	0	Front to Rear
202101271146	182481	I 8	0.01	21	08	30	21	Mon	1	0	0	Fixed Object
202101277735	185986	I 8	0.01	21	09	03	17	Fri	2	3	0	Front to Rear
202101281295	187105	I 8	0.01	21	09	07	15	Tue	2	1	0	Front to Front
202101353644	235416	I 8	0.01	21	10	31	03	Sun	1	0	0	Fixed Object
202101373693	254101	I 8	0.01	21	11	19	18	Fri	2	0	0	Sideswipe Same Direction
202101388580	262880	I 8	0.01	21	12	02	15	Thu	1	2	0	Other Non-Collision
202101402274	273574	I 8	0.01	21	12	13	10	Mon	3	0	0	Sideswipe Same Direction
202101417193	282463	I 8	0.01	21	12	24	17	Fri	2	1	0	Front to Rear
202401022464	0		0.00	24	01	16	13	Tue	2	3	0	Turning
202401077847	0		0.00	24	03	08	13	Fri	2	0	0	Turning
202401077849	0	TS56	12.21	24	03	08	13	Fri	2	0	0	Front to Rear
202401098178	0		0.00	24	03	30	12	Sat	2	0	0	Sideswipe Same Direction
202401192391	0		0.00	24	06	17	11	Mon	2	0	0	Sideswipe Same Direction
202401225231	0		0.00	24	07	16	17	Tue	2	0	0	Front to Rear

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Crash Data Knapp Dr and Larkin Ave/ Weber Rd

CASE_ID	WEATHER	LIGHTING	SURF_COND	RD_DEFECT	RD_FEATURE	TRAF_CNTRL	COUNTY	TOWNSHIP	TS_ROUTE
202301077165	Clear	Daylight	Dry	No Defects	Not Applicable	Stop Sign	099	00	0000
202301110917	Clear	Daylight	Dry	No Defects	Not Applicable	Stop Sign	099	00	0000
202301282965	Rain	Daylight	Wet	No Defects	Not Applicable	No Controls	099	00	0000
202301271330	Clear	Daylight	Dry	No Defects	Not Applicable	No Controls	099	00	0000
202301057195	Clear	Daylight	Dry		Not Applicable	No Controls	099	00	98
202301254860	Rain	Daylight	Wet	No Defects	Not Applicable	No Controls	099	00	0000
202301114798	Rain	Daylight	Wet	No Defects	Not Applicable	Delineators	099	00	0000
202301403610	Clear	Darkness	Dry	No Defects	Not Applicable	Stop Sign	099	00	0000
202301348591	Clear	Daylight	Dry		Not Applicable	Stop Sign	099	00	0000
202301420587	Clear	Darkness	Dry	No Defects	Not Applicable	Stop Sign	099	11	856
202301396406	Clear	Darkness, Lighted Road	Dry	No Defects	Not Applicable	Stop Sign	099	00	0000
202301234501	Rain	Daylight	Wet		Not Applicable	No Controls	099	00	0000
202201029001	Snow	Daylight	Snow or Slush	No Defects	Not Applicable	No Controls	099	00	98
202201034585	Clear	Daylight	Dry		Not Applicable	Other Warning Sign	099	00	98
202201112944	Rain	Daylight	Wet	No Defects	Not Applicable	Delineators	099	00	98
202201139965	Rain	Daylight	Wet		Not Applicable	No Controls	099	00	98
202201319071	Clear	Daylight	Dry		Not Applicable	Stop Sign	099	00	98
202201391214	Clear	Daylight	Dry	No Defects	Not Applicable	No Controls	099	00	98
202001021463	Clear	Darkness, Lighted Road	Dry	No Defects	Not Applicable	Stop Sign	099	11	0000
202001292509	Clear	Daylight	Dry		Not Applicable	No Controls	099	00	98
202001299397	Clear	Daylight	Dry	No Defects	Not Applicable	No Controls	099	00	98
202101031067	Clear	Darkness, Lighted Road	Dry	No Defects	Not Applicable	No Controls	099	00	98
202101143024	Rain	Daylight	Wet	No Defects	Not Applicable	Stop Sign	099	00	98
202101240195	Clear	Daylight	Dry	No Defects	Not Applicable	Stop Sign	099	00	98
202101254166	Clear	Daylight	Dry	No Defects	Not Applicable	No Controls	099	00	98
202101263424	Clear	Daylight	Dry	No Defects	Not Applicable	No Controls	099	00	98
202101271146	Clear	Darkness, Lighted Road	Dry	No Defects	Not Applicable	Stop Sign	099	00	98
202101277735	Clear	Daylight	Dry	No Defects	Not Applicable	No Controls	099	00	98
202101281295	Rain	Daylight	Wet	No Defects	Not Applicable	No Controls	099	00	98
202101353644	Clear	Darkness, Lighted Road	Dry	No Defects	Not Applicable	Stop Sign	099	00	98
202101373693	Clear	Darkness, Lighted Road	Dry	No Defects	Not Applicable	No Controls	099	00	98
202101388580	Clear	Daylight	Dry	No Defects	Not Applicable	No Controls	099	00	98
202101402274	Clear	Daylight	Dry	No Defects	Not Applicable	Stop Sign	099	00	98
202101417193	Cloudy/Overcast	Darkness	Wet	No Defects	Not Applicable	Other	099	00	98
202401022464	Clear	Daylight	Dry	No Defects	Not Applicable	No Controls	099	00	0000
202401077847	Rain	Daylight	Wet	No Defects	Not Applicable	No Controls	099	00	0000
202401077849	Rain	Daylight	Wet	No Defects	Not Applicable	No Controls	099	11	856
202401098178	Clear	Daylight	Dry	No Defects	Not Applicable	No Controls	099	00	0000
202401192391	Clear	Daylight	Dry	No Defects	Not Applicable	No Controls	099	00	0000
202401225231	Clear	Daylight	Dry	Other	Not Applicable	No Controls	099	00	0000

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Crash Data Knapp Dr and Larkin Ave/ Weber Rd

CASE_ID	CITY	DRIVER_1	VEH1_TYPE	VEH1_SPECL	VEH1_DIR	VEH1_MANUV	VEH1_EVNT1
202301077165	Crest Hill	Normal	Passenger	Personal	North	Turning Right	Motor Vehicle In Traffic
202301110917	Crest Hill	Normal	Passenger	Personal	North	Slow/Stop In Traffic	Motor Vehicle In Traffic
202301282965	Crest Hill	Normal	Passenger	Personal	South	Straight Ahead	Motor Vehicle In Traffic
202301271330	Crest Hill	Normal	Passenger	Personal	South	Straight Ahead	Motor Vehicle In Traffic
202301057195	Crest Hill	Normal	Passenger	Personal	South	Straight Ahead	Motor Vehicle In Traffic
202301254860	Crest Hill	Normal	Passenger	Personal	South	Straight Ahead	Motor Vehicle In Traffic
202301114798	Crest Hill	Normal	Passenger	Personal	South	Slow/Stop In Traffic	Motor Vehicle In Traffic
202301403610	Crest Hill	Normal	Passenger	Personal	North	Straight Ahead	Motor Vehicle In Traffic
202301348591	Crest Hill	Normal	Passenger	Other	West	Straight Ahead	Motor Vehicle In Traffic
202301420587	Crest Hill	Normal	Passenger	Personal	North	Straight Ahead	Motor Vehicle In Traffic
202301396406	Crest Hill	Normal	Passenger	Personal	West	Turning Left	Ran Off Roadway
202301234501	Crest Hill	Normal	Pickup	Personal	South	Unknown	Motor Vehicle In Traffic
202201029001	Crest Hill	Normal	Passenger	Personal	South	Skidding/Control Loss	Ran Off Roadway
202201034585	Crest Hill	Normal	Passenger	Personal	North	Negotiating A Curve	Ran Off Roadway
202201112944	Crest Hill	Other/Unknown	Passenger	Unknown	South	Straight Ahead	Motor Vehicle In Traffic
202201139965	Crest Hill	Normal	Van/Mini-Van	Personal	South	Straight Ahead	Motor Vehicle In Traffic
202201319071	Crest Hill	Normal	Passenger	Personal	West	Straight Ahead	Motor Vehicle In Traffic
202201391214	Crest Hill	Removed By EMS	SUV	Personal	South	Straight Ahead	Motor Vehicle In Traffic
202001021463	Crest Hill	Normal	SUV	Personal	West	Slow/Stop In Traffic	Motor Vehicle In Traffic
202001292509	Crest Hill	Normal	Passenger	Personal	South	Straight Ahead	Motor Vehicle In Traffic
202001299397	Crest Hill	Normal	Pickup	Personal	South	Changing Lanes	Motor Vehicle In Traffic
202101031067	Crest Hill	Other/Unknown	Pickup	Personal	South	Turning Left	Snowbank
202101143024	Crest Hill	Normal	Passenger	Personal	Northeast	Turning Left	Motor Vehicle In Traffic
202101240195	Crest Hill	Normal	Pickup	Personal	Northwest	Straight Ahead	Motor Vehicle In Traffic
202101254166	Crest Hill	Other/Unknown	Tractor Without Semi-Trailer	Commercial-Single Unit	South	Changing Lanes	Motor Vehicle In Traffic
202101263424	Crest Hill	Normal	Passenger	Personal	South	Straight Ahead	Motor Vehicle In Traffic
202101271146	Crest Hill	Normal	Passenger	Personal	South	Turning Left	Curb
202101277735	Crest Hill	Normal	Passenger	Personal	South	Straight Ahead	Motor Vehicle In Traffic
202101281295	Crest Hill	Normal	Passenger	Personal	North	Straight Ahead	Motor Vehicle In Traffic
202101353644	Crest Hill	Other/Unknown	Passenger	Personal	Unknown	Unknown	Curb
202101373693	Crest Hill	Normal	Passenger	Personal	South	Merging	Motor Vehicle In Traffic
202101388580	Crest Hill	Normal	Motorcycle	Personal	North	Skidding/Control Loss	Fell/Jumped from Vehicle
202101402274	Crest Hill	Normal	Passenger	Personal	South	Changing Lanes	Motor Vehicle In Traffic
202101417193	Crest Hill	Normal	Passenger	Personal	South	Straight Ahead	Motor Vehicle In Traffic
202401022464	Crest Hill	Emotional	Passenger	Personal	South	Straight Ahead	Motor Vehicle In Traffic
202401077847	Crest Hill	Normal	SUV	Personal	West	Turning Right	Motor Vehicle In Traffic
202401077849	Crest Hill	Normal	SUV	Personal	South	Straight Ahead	Motor Vehicle In Traffic
202401098178	Crest Hill	Normal	Passenger	Personal	South	Changing Lanes	Motor Vehicle In Traffic
202401192391	Crest Hill	Other/Unknown	Passenger	Unknown	South	Other	Motor Vehicle In Traffic
202401225231	Crest Hill	Normal	SUV	Personal	South	Straight Ahead	Motor Vehicle In Traffic

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Crash Data Knapp Dr and Larkin Ave/ Weber Rd

CASE_ID	VEH1_LOC1	VEH1_EVNT2	VEH1_LOC2	VEH1_EVNT3	VEH1_LOC3	DRIVER_2	VEH2_TYPE	VEH2_SPECL
202301077165	On Pavement (Roadway)					Normal	Passenger	Personal
202301110917	On Pavement (Roadway)					Normal	Passenger	Personal
202301282965	On Pavement (Roadway)					Normal	Passenger	Personal
202301271330	On Pavement (Roadway)					Normal	Passenger	Personal
202301057195	On Pavement (Roadway)					Normal	Passenger	Personal
202301254860	Intersection	Motor Vehicle In Traffic	Intersection			Normal	Passenger	Personal
202301114798	Intersection					Normal	Passenger	Personal
202301403610	On Pavement (Roadway)					Normal	SUV	Personal
202301348591	On Pavement (Roadway)					Normal	Passenger	Personal
202301420587	Intersection					Normal	SUV	Personal
202301396406	Off Pavement - Right	Ditch/Embankment	Off Pavement - Right					
202301234501	On Pavement (Roadway)					Normal	Passenger	Personal
202201029001	Off Pavement - Right	Ditch/Embankment	End Departure					
202201034585	Off Pavement - Right	Utility Pole	Off Pavement - Right	Traffic Signal	Off Pavement - Right			
202201112944	On Pavement (Roadway)					Normal	Passenger	Personal
202201139965	On Pavement (Roadway)					Normal	Passenger	Personal
202201319071	On Pavement (Roadway)					Normal	Passenger	Personal
202201391214	On Pavement (Roadway)					Normal	Pickup	Personal
202001021463	On Pavement (Roadway)					Normal	Passenger	Personal
202001292509	On Pavement (Roadway)					Normal	Passenger	Personal
202001299397	On Pavement (Roadway)					Normal	Passenger	Personal
202101031067	Intersection							
202101143024	Intersection					Normal	SUV	Personal
202101240195	On Pavement (Roadway)					Normal	Passenger	Personal
202101254166	On Pavement (Roadway)					Normal	SUV	Personal
202101263424	On Pavement (Roadway)					Normal	SUV	Personal
202101271146	Off Pavement - Right							
202101277735	On Pavement (Roadway)					Normal	Passenger	Personal
202101281295	On Pavement (Roadway)					Normal	Passenger	Personal
202101353644	Off Pavement - Right							
202101373693	On Pavement (Roadway)					Normal	Pickup	Personal
202101388580	On Pavement (Roadway)							
202101402274	On Pavement (Roadway)					Normal	Passenger	Personal
202101417193	On Pavement (Roadway)					Normal	Passenger	Personal
202401022464	Intersection					Normal	Passenger	Personal
202401077847	Intersection					Normal	Truck Single Unit	Other
202401077849	On Pavement (Roadway)					Normal	SUV	Personal
202401098178	On Pavement (Roadway)					Normal	SUV	Personal
202401192391	On Pavement (Roadway)					Normal	Passenger	Personal
202401225231	On Pavement (Roadway)					Normal	SUV	Personal

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Crash Data Knapp Dr and Larkin Ave/ Weber Rd

CASE_ID	VEH2_DIR	VEH2_MANUV	VEH2_EVNT1	VEH2_LOC1	VEH2_EVNT2	VEH2_LOC2	VEH2_EVNT3
202301077165	North	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)			
202301110917	North	Starting In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)			
202301282965	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)			
202301271330	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)			
202301057195	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)			
202301254860	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	Intersection			
202301114798	South	Straight Ahead	Motor Vehicle In Traffic	Intersection			
202301403610	North	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)			
202301348591	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)			
202301420587	North	Slow/Stop In Traffic	Motor Vehicle In Traffic	Intersection			
202301396406							
202301234501	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)			
202201029001							
202201034585							
202201112944	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	Motor Vehicle In Traffic	On Pavement (Roadway)	
202201139965	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)			
202201319071	West	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)			
202201391214	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)			
202001021463	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)			
202001292509	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)			
202001299397	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)			
202101031067							
202101143024	Northwest	Straight Ahead	Motor Vehicle In Traffic	Intersection			
202101240195	Northwest	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)			
202101254166	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)			
202101263424	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)			
202101271146							
202101277735	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)			
202101281295	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)			
202101353644							
202101373693	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)			
202101388580							
202101402274	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)			
202101417193	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)			
202401022464	South	Turning Left	Motor Vehicle In Traffic	Intersection			
202401077847	South	Straight Ahead	Motor Vehicle In Traffic	Intersection			
202401077849	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)			
202401098178	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)			
202401192391	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	Intersection			
202401225231	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)			

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Crash Data Knapp Dr and Larkin Ave/ Weber Rd

CASE_ID	VEH2_LOC3	DRIVER_3	VEH3_TYPE	VEH3_SPECL	VEH3_DIR	VEH3_MANUV	VEH3_EVNT1	VEH3_LOC1
202301077165								
202301110917								
202301282965		Normal	Passenger	Personal	South	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)
202301271330								
202301057195								
202301254860		Normal	Passenger	Personal	North	Straight Ahead	Motor Vehicle In Traffic	Intersection
202301114798								
202301403610								
202301348591								
202301420587								
202301396406								
202301234501								
202201029001								
202201034585								
202201112944		Normal	Van/Mini-Van	Other	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)
202201139965								
202201319071								
202201391214								
202001021463								
202001292509								
202001299397								
202101031067								
202101143024								
202101240195								
202101254166								
202101263424								
202101271146								
202101277735								
202101281295								
202101353644								
202101373693								
202101388580								
202101402274		Normal	Passenger	Personal	South	Changing Lanes	Motor Vehicle In Traffic	On Pavement (Roadway)
202101417193								
202401022464								
202401077847								
202401077849								
202401098178								
202401192391								
202401225231								

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Crash Data Knapp Dr and Larkin Ave/ Weber Rd

CASE_ID	VEH3_EVNT2	VEH3_LOC2	VEH3_EVNT3	VEH3_LOC3	DRIVER_4	VEH4_TYPE	VEH4_SPECL
202301077165							
202301110917							
202301282965							
202301271330							
202301057195							
202301254860	Motor Vehicle In Traffic	On Pavement (Roadway)			Normal	Tractor Without Semi-Trailer	Commercial-Multi-Unit
202301114798							
202301403610							
202301348591							
202301420587							
202301396406							
202301234501							
202201029001							
202201034585							
202201112944							
202201139965							
202201319071							
202201391214							
202001021463							
202001292509							
202001299397							
202101031067							
202101143024							
202101240195							
202101254166							
202101263424							
202101271146							
202101277735							
202101281295							
202101353644							
202101373693							
202101388580							
202101402274							
202101417193							
202401022464							
202401077847							
202401077849							
202401098178							
202401192391							
202401225231							

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Crash Data Knapp Dr and Larkin Ave/ Weber Rd

CASE_ID	VEH4_DIR	VEH4_MANUV	VEH4_EVNT1	VEH4_LOC1	VEH4_EVNT2	VEH4_LOC2	VEH4_EVNT3	VEH4_LOC3
202301077165								
202301110917								
202301282965								
202301271330								
202301057195								
202301254860	North	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)				
202301114798								
202301403610								
202301348591								
202301420587								
202301396406								
202301234501								
202201029001								
202201034585								
202201112944								
202201139965								
202201319071								
202201391214								
202001021463								
202001292509								
202001299397								
202101031067								
202101143024								
202101240195								
202101254166								
202101263424								
202101271146								
202101277735								
202101281295								
202101353644								
202101373693								
202101388580								
202101402274								
202101417193								
202401022464								
202401077847								
202401077849								
202401098178								
202401192391								
202401225231								

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Crash Data Knapp Dr and Larkin Ave/ Weber Rd

CASE_ID	DUP_CD	REC_TYPE	XCOORD	YCOORD	INTERSEC	SFE	AGENCY_NUM	RUNDATE	WorkZone
202301077165	0990000000.00	PD	2856148.22134000000	1788057.58101000000	Y	X002949561	11295	2024062404	N
202301110917	0990000000.00	PD	2856148.22134000000	1788057.58101000000	Y	X002982573	11295	2024062404	N
202301282965	0990000000.00	B-Injury	2856149.89299000000	1788054.78689000000	N	X003143563	11295	2024062404	N
202301271330	0990000000.00	PD	2856149.89299000000	1788054.78689000000	N	X003132713	11295	2024062404	N
202301057195	09998000.01	PD	2856148.22134000000	1788057.58101000000	Y	X002931852	11295	2024062404	N
202301254860	0990000000.00	B-Injury	2856149.89299000000	1788054.78689000000	Y	X003117050	11295	2024062404	N
202301114798	0990000000.00	PD	2856148.22134000000	1788057.58101000000	Y	X002986455	11295	2024062404	N
202301403610	0990000000.00	PD	2856149.89299000000	1788054.78689000000	Y	X003256726	11295	2024062404	N
202301348591	0990000000.00	PD	2856149.89299000000	1788054.78689000000	Y	X003204467	11295	2024062404	N
202301420587	099856012.21	PD	2856123.00234000000	1788082.52249000000	Y	X003271617	11295	2024062404	N
202301396406	0990000000.00	B-Injury	2856149.89299000000	1788054.78689000000	Y	X003249719	11295	2024062404	N
202301234501	0990000000.00	PD	2856148.22134000000	1788057.58101000000	N	X003098415	11295	2024062404	N
202201029001	09998000.01	PD	2856148.22134000000	1788057.58101000000	N	X002513380	11295	2023090404	N
202201034585	09998000.01	B-Injury	2856148.22134000000	1788057.58101000000	N	X002518923	11295	2023090404	N
202201112944	09998000.01	PD	2856148.22134000000	1788057.58101000000	Y	X002591428	11295	2023090404	N
202201139965	09998000.01	PD	2856148.22134000000	1788057.58101000000	Y	X002617050	11295	2023090404	N
202201319071	09998000.01	PD	2856148.22134000000	1788057.58101000000	Y	X002782074	11295	2023090404	N
202201391214	09998000.01	C-Injury	2856148.22134000000	1788057.58101000000	Y	X002849094	11295	2023090404	N
202001021463	0990000000.00	PD	2856122.98424000000	1788082.50462000000	Y	X001815132	11295	2023080704	N
202001292509	09998000.01	PD	2856148.22134000000	1788057.58101000000	Y	X002063912	11295	2023080704	N
202001299397	09998000.01	PD	2856148.22134000000	1788057.58101000000	Y	X002069632	11295	2023080704	N
202101031067	09998000.01	PD	2856148.22134000000	1788057.58101000000	N	X002136309	11295	2023080704	N
202101143024	09998000.01	PD	2856148.22134000000	1788057.58101000000	Y	X002238534	11295	2023080704	N
202101240195	09998000.01	PD	2856148.22134000000	1788057.58101000000	Y	X002325144	11295	2023080704	N
202101254166	09998000.01	PD	2856148.22134000000	1788057.58101000000	N	X002338923	11295	2023080704	N
202101263424	09998000.01	PD	2856148.22134000000	1788057.58101000000	Y	X002347163	11295	2023080704	Y
202101271146	09998000.01	PD	2856148.22134000000	1788057.58101000000	Y	X002353688	11295	2023080704	N
202101277735	09998000.01	C-Injury	2856148.22134000000	1788057.58101000000	Y	X002359347	11295	2023080704	N
202101281295	09998000.01	B-Injury	2856148.22134000000	1788057.58101000000	N	X002362614	11295	2023080704	N
202101353644	09998000.01	PD	2856148.22134000000	1788057.58101000000	N	X002428230	11295	2023080704	N
202101373693	09998000.01	PD	2856148.22134000000	1788057.58101000000	Y	X002447003	11295	2023080704	N
202101388580	09998000.01	B-Injury	2856148.22134000000	1788057.58101000000	N	X002460251	11295	2023080704	N
202101402274	09998000.01	PD	2856148.22134000000	1788057.58101000000	Y	X002472172	11295	2023080704	N
202101417193	09998000.01	C-Injury	2856148.22134000000	1788057.58101000000	Y	X002485083	11295	2023080704	N
202401022464	0990000000.00	B-Injury	2856149.89299000000	1788054.78689000000	Y	X003291181	11295	2025072804	N
202401077847	0990000000.00	PD	2856149.89299000000	1788054.78689000000	Y	X003346086	11295	2025072804	N
202401077849	099856012.21	PD	2856123.31792000000	1788082.83410000000	N	X003346088	11295	2025072804	N
202401098178	0990000000.00	PD	2856149.03003000000	1788091.22604000000	N	X003366130	11295	2025072804	N
202401192391	0990000000.00	PD	2856149.03003000000	1788091.22604000000	Y	X003455089	11295	2025072804	Y
202401225231	0990000000.00	PD	2856149.03003000000	1788091.22604000000	N	X003485680	11295	2025072804	Y

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Crash Data Knapp Dr and Larkin Ave/ Weber Rd

CASE_ID	WorkZoneTy	WorkersPre	ExceedSpee	CellPhoneU	TSCrashLat	TSCrashLon	CrashDateT
202301077165	(N/A)	N	N	N	41.55790000000	-88.12210000000	20230309164600.00000000000
202301110917	(N/A)	N	N	N	41.55790000000	-88.12210000000	20230412095600.00000000000
202301282965	(N/A)	N	N	N	41.55790000000	-88.12210000000	20230907084200.00000000000
202301271330	(N/A)	N	N	N	41.55790000000	-88.12210000000	20230828141800.00000000000
202301057195	(N/A)	N	N	N	41.55790000000	-88.12210000000	20230220135000.00000000000
202301254860	(N/A)	N	N	N	41.55790000000	-88.12210000000	20230814122300.00000000000
202301114798	(N/A)	N	N	N	41.55790000000	-88.12210000000	20230416151700.00000000000
202301403610	(N/A)	N	N	N	41.55790000000	-88.12210000000	20231213192600.00000000000
202301348591	(N/A)	N	N	N	41.55790000000	-88.12210000000	20231030141400.00000000000
202301420587	(N/A)	N	N	N	41.55797004750	-88.12218993330	20231227191600.00000000000
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202301234501	(N/A)	N	N	N	41.55790000000	-88.12210000000	20230728070800.00000000000
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202201034585	(N/A)	N	N	N	41.55790000000	-88.12210000000	20220127090000.00000000000
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202201139965	(N/A)	N	N	N	41.55790000000	-88.12210000000	20220505142500.00000000000
202201319071	(N/A)	N	N	N	41.55790000000	-88.12210000000	20221006093100.00000000000
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202001292509	(N/A)	N	N	N	41.55790000000	-88.12210000000	20201104103000.00000000000
202001299397	(N/A)	N	N	N	41.55790000000	-88.12210000000	20201111143700.00000000000
202101031067	(N/A)	N	N	N	41.55790000000	-88.12210000000	20210128102400.00000000000
202101143024	(N/A)	N	N	N	41.55790000000	-88.12210000000	20210515150700.00000000000
202101240195	(N/A)	N	N	N	41.55790000000	-88.12210000000	20210803182500.00000000000
202101254166	(N/A)	N	N	N	41.55790000000	-88.12210000000	20210816031500.00000000000
202101263424	Construction Work Zone	Y	N	N	41.55790000000	-88.12210000000	20210824143200.00000000000
202101271146	(N/A)	N	N	N	41.55790000000	-88.12210000000	20210830214600.00000000000
202101277735	(N/A)	N	N	N	41.55790000000	-88.12210000000	20210903174000.00000000000
202101281295	(N/A)	N	N	N	41.55790000000	-88.12210000000	20210907152600.00000000000
202101353644	(N/A)	N	N	N	41.55790000000	-88.12210000000	20211031031000.00000000000
202101373693	(N/A)	N	N	N	41.55790000000	-88.12210000000	20211119181600.00000000000
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202101402274	(N/A)	N	N	N	41.55790000000	-88.12210000000	20211213105200.00000000000
202101417193	(N/A)	N	N	N	41.55790000000	-88.12210000000	20211224173700.00000000000
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202401192391	Construction Work Zone	N	N	N	41.55800000000	-88.12210000000	20240617110500.00000000000
202401225231	Construction Work Zone	N	N	N	41.55800000000	-88.12210000000	20240716172200.00000000000

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Appendix 7
(KLOA July 2025 TIS - Trip Generation Data)

Traffic Impact Study
Proposed QuikTrip Convenience Store
Crest Hill, Illinois

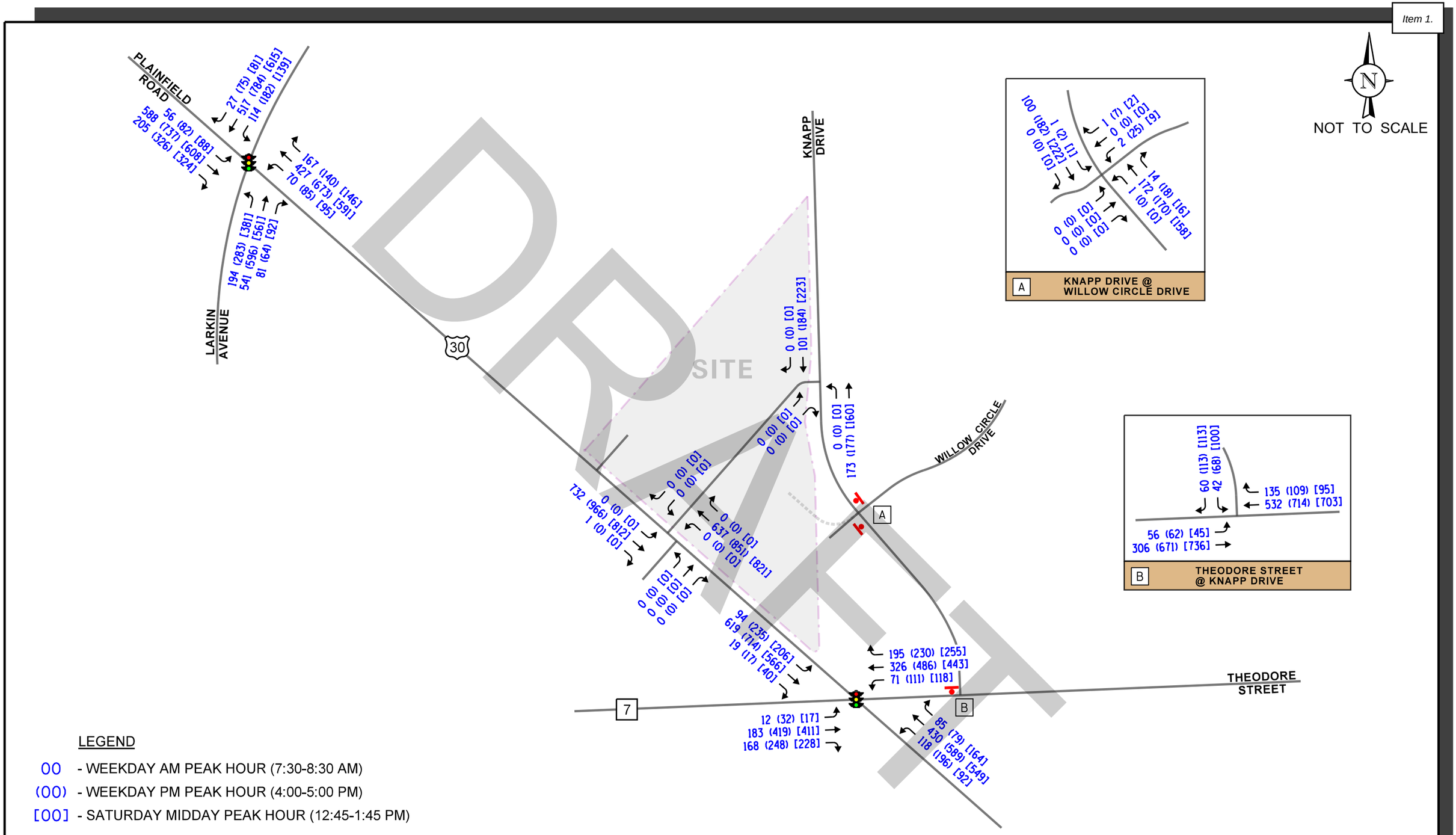


Prepared For:

QuikTrip

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

July 31, 2025



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LEGEND

OO - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)

(OO) - WEEKDAY PM PEAK HOUR (4:00-5:00 PM)

[OO] - SATURDAY MIDDAY PEAK HOUR (12:45-1:45 PM)

QUIKTRIP CONVENIENCE STORE
CREST HILL, ILLINOIS

EXISTING TRAFFIC VOLUMES

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

Job No: 24-200 Figure: 4

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 Development Plan

As proposed, the site is proposed to be developed with a QuikTrip Convenience Store that is to contain the following:

- Sixteen (16) passenger vehicle fueling positions
- An approximately 5,312 square-foot convenience store

In addition, the north parcel of the site will be developed in the future with a retail use. For the purposes of this study, it was assumed that the parcel will contain an approximately 3,000 square-foot fast-food restaurant with a drive-through lane. It should be noted that a fast-food restaurant typically generates a higher volume of traffic than other retail uses that could occupy this site, and, as such, provides for a conservative analysis. A copy of the proposed site plan is included in the Appendix.

Site Access

Access to the development site will be provided via the following two access drives:

- A full movement access drive on Plainfield Road located approximately 665 feet west of Theodore Street.
    - The access drive will provide one inbound lane and one outbound lane.
    - Outbound movements should be placed under stop sign control.
    - Inbound left-turn movements can be accommodated within the existing two-way left-turn lane median on Plainfield Road.
    - This access drive will be part of a permanent access easement between the south parcel (convenience store site) and the north parcel (future commercial use).
    - The access drive is located as far west as practically possible within the site area.
- A right-in/right-out access drive on Plainfield Road located approximately 465 feet west of Theodore Street.
    - The access drive will provide one inbound lane and one outbound lane
    - Left-turn movements will be restricted via striping, signage, and channelization.
    - Outbound movements should be placed under stop sign control.

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- A full movement access drive on Knapp Drive located approximately 440 feet north of Theodore Street aligned opposite Willow Circle Drive.
    - The access drive will continue to provide one inbound lane and two outbound lanes striped for a shared left-turn/through lane and an exclusive right-turn lane.
    - Outbound movements will continue to be under stop sign control.

It should be noted that the proposed access system will replace the existing access system serving the site which consists of two full movement access drives on Plainfield Road and two full movement access drives on Knapp Drive.

Directional Distribution

The directional distribution of future site-generated trips on the roadway system is a function of several variables, including the operational characteristics of the roadway system and the ease with which drivers can travel over various sections of the roadway system. This is particularly true for pass-by traffic. The directions from which patrons and employees of the proposed development will approach and depart the site are illustrated in **Figure 5.** Figure 5 also shows the distances between the existing and proposed access intersections.

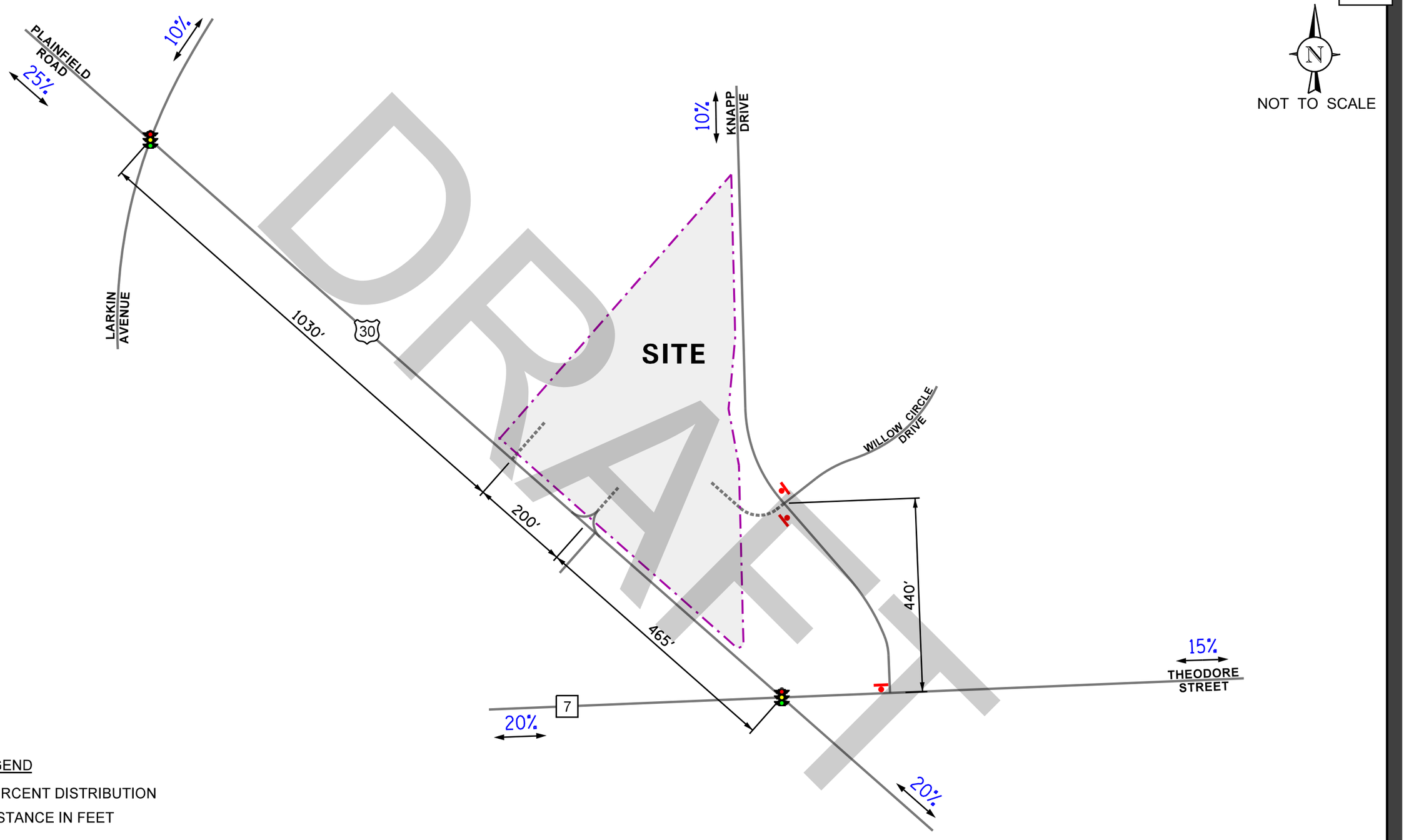
Peak Hour Traffic Volumes

The number of peak hour 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). The "Convenience Store/Gas Station" (Land-Use Code 945) rate was used for the passenger vehicle fueling positions and convenience store and the "Fast-Food Restaurant with Drive-Through Window" (Land-Use Code 934) rate was used for the restaurant.

It is important to note that surveys conducted by ITE have shown that approximately 60 percent of trips made to gas stations, fuel centers, and convenience stores are diverted from the existing traffic on the roadway system as well as approximately 50 percent of trips made to fast-food restaurants with drive-throughs. This is particularly true during the weekday morning and weekday evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. As such, the number of new trips to be generated by the development were reduced to account for pass-by traffic.

Table 4 summarizes the trips projected to be generated by the proposed development during the peak hours.

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00% - PERCENT DISTRIBUTION

00' - DISTANCE IN FEET

QUIKTRIP CONVENIENCE STORE
CREST HILL, ILLINOIS

DIRECTIONAL DISTRIBUTION

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

Job No: 24-200 Figure: 5

Table 4
ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
945	Convenience Store (16 positions, 5,312 s.f. Store)	216	217	433	182	182	364	167	160	327
Pass-By Reduction (60%)		-130	-130	-260	-109	-109	-218	-98	-98	-196
New Convenience Store Trips		**86**	**87**	**173**	**73**	**73**	**146**	**69**	**62**	**131**
934	Fast-Food Restaurant (3,000 s.f)	68	66	134	52	47	99	85	81	166
Pass-By Reduction (50%)		-34	-34	-68	-35	-35	-50	-42	-42	-84
New Restaurant Trips		**34**	**32**	**66**	**27**	**22**	**49**	**43**	**39**	**82**
Development New Trips		120	119	239	100	95	195	112	101	213
Development Pass-by Trips		164	164	328	144	144	268	140	140	280
Total Development Trips		**284**	**283**	**567**	**234**	**229**	**463**	**252**	**241**	**493**

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4. Projected Traffic Conditions

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

Site 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 5). **Figure 6** illustrates the traffic assignment of new vehicle trips and the pass-by traffic assignment is illustrated in **Figure 7**. To provide a conservative analysis of the site access drives, no traffic was assumed to use the cross access connection.

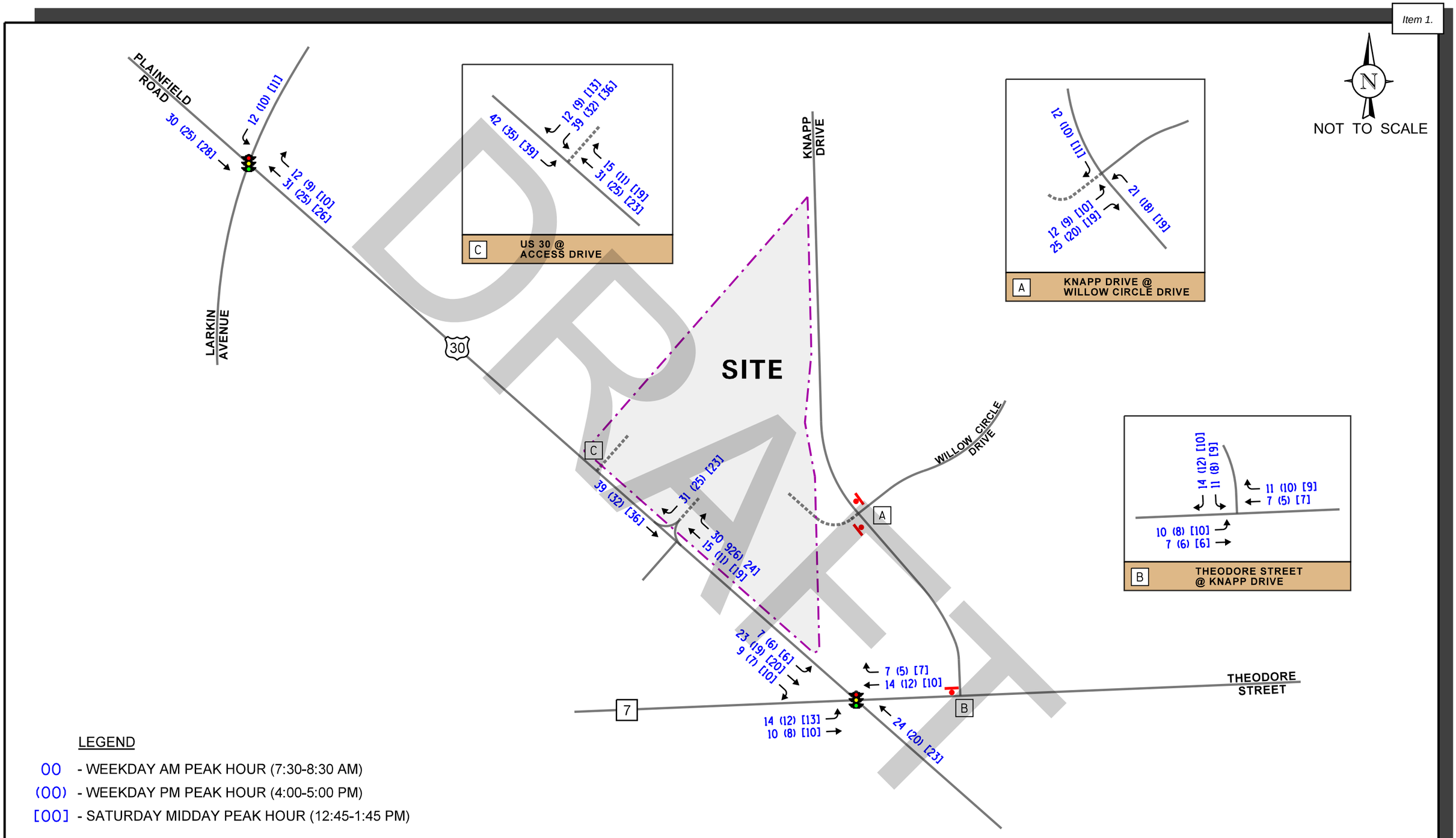
Background (No-Build) Traffic Volumes

Under no-build and total projected conditions, the existing 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 area roadways are projected to experience a compounded growth rate of approximately 0.6 percent per year. As such, a total background growth of 3.7 was added to project Year 2030 conditions. A copy of the CMAP projections letter is included in the Appendix. The Year 2030 no-build traffic volumes are illustrated in **Figure 8.**

Total Projected Traffic Volumes

The total projected traffic volumes include the existing Year 2030 volumes (Figure 8) and the volume of traffic expected to be generated by the proposed development (Figures 6 and 7). The Year 2030 total projected traffic volumes are illustrated in **Figure 9.**

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LEGEND

00 - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)

(00) - WEEKDAY PM PEAK HOUR (4:00-5:00 PM)

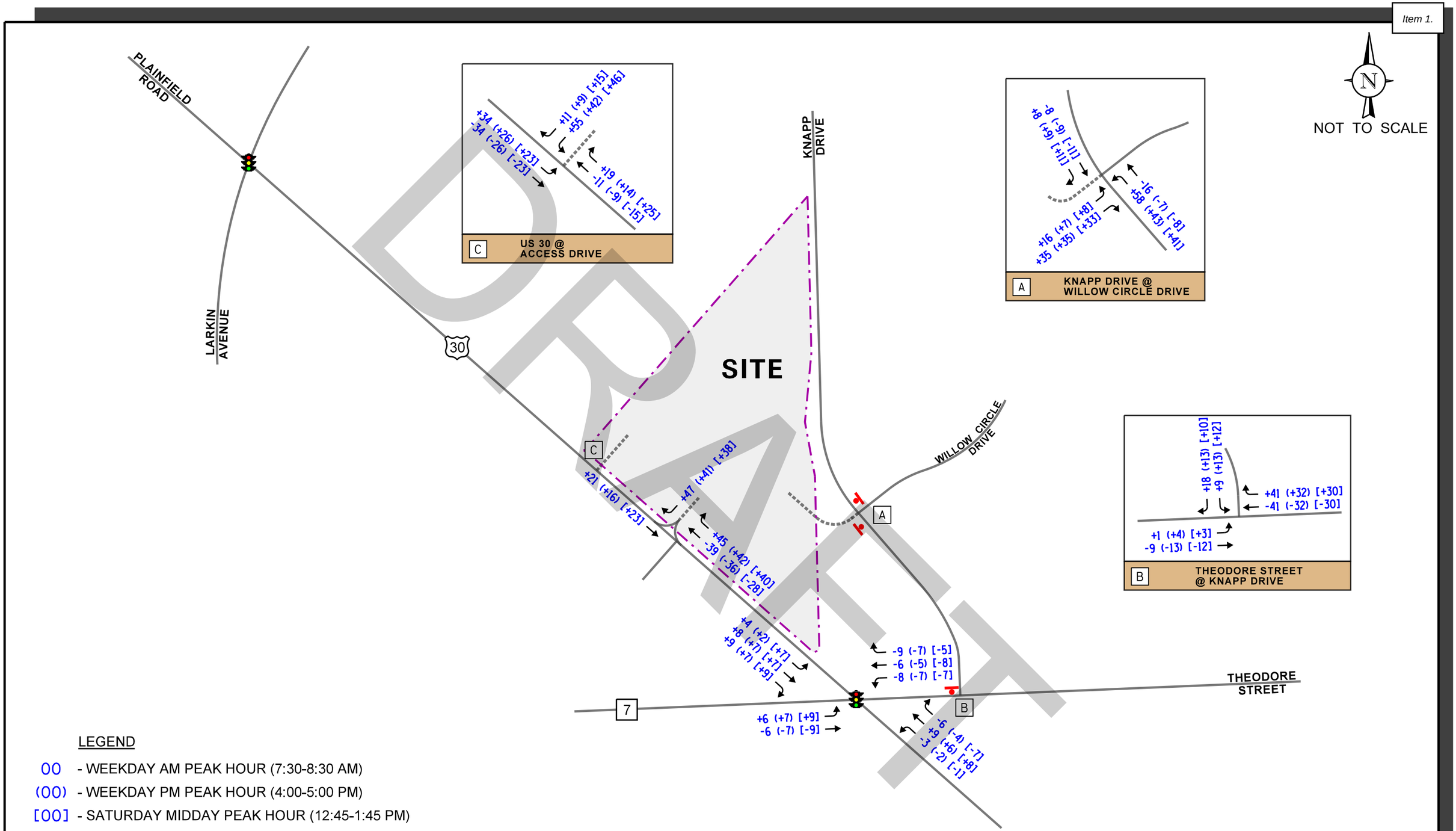
[00] - SATURDAY MIDDAY PEAK HOUR (12:45-1:45 PM)

QUIKTRIP CONVENIENCE STORE
CREST HILL, ILLINOIS

NEW SITE TRAFFIC VOLUMES

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

Job No: 24-200 Figure: 6



LEGEND

00 - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)

(00) - WEEKDAY PM PEAK HOUR (4:00-5:00 PM)

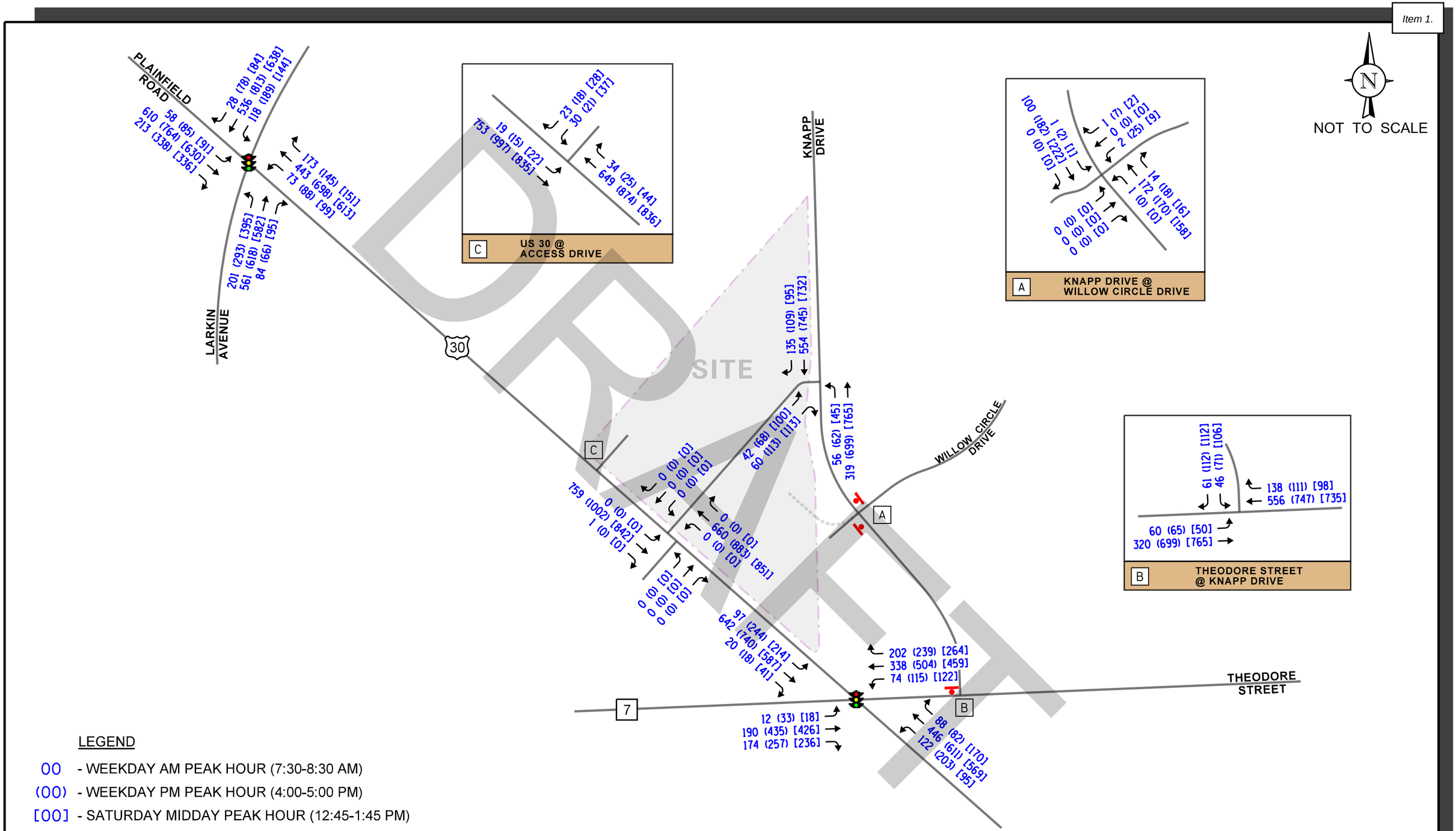
[00] - SATURDAY MIDDAY PEAK HOUR (12:45-1:45 PM)

QUIKTRIP CONVENIENCE STORE
CREST HILL, ILLINOIS

PASS-BY TRAFFIC VOLUMES

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

Job No: 24-200 Figure: 7



LEGEND

OO - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)

(OO) - WEEKDAY PM PEAK HOUR (4:00-5:00 PM)

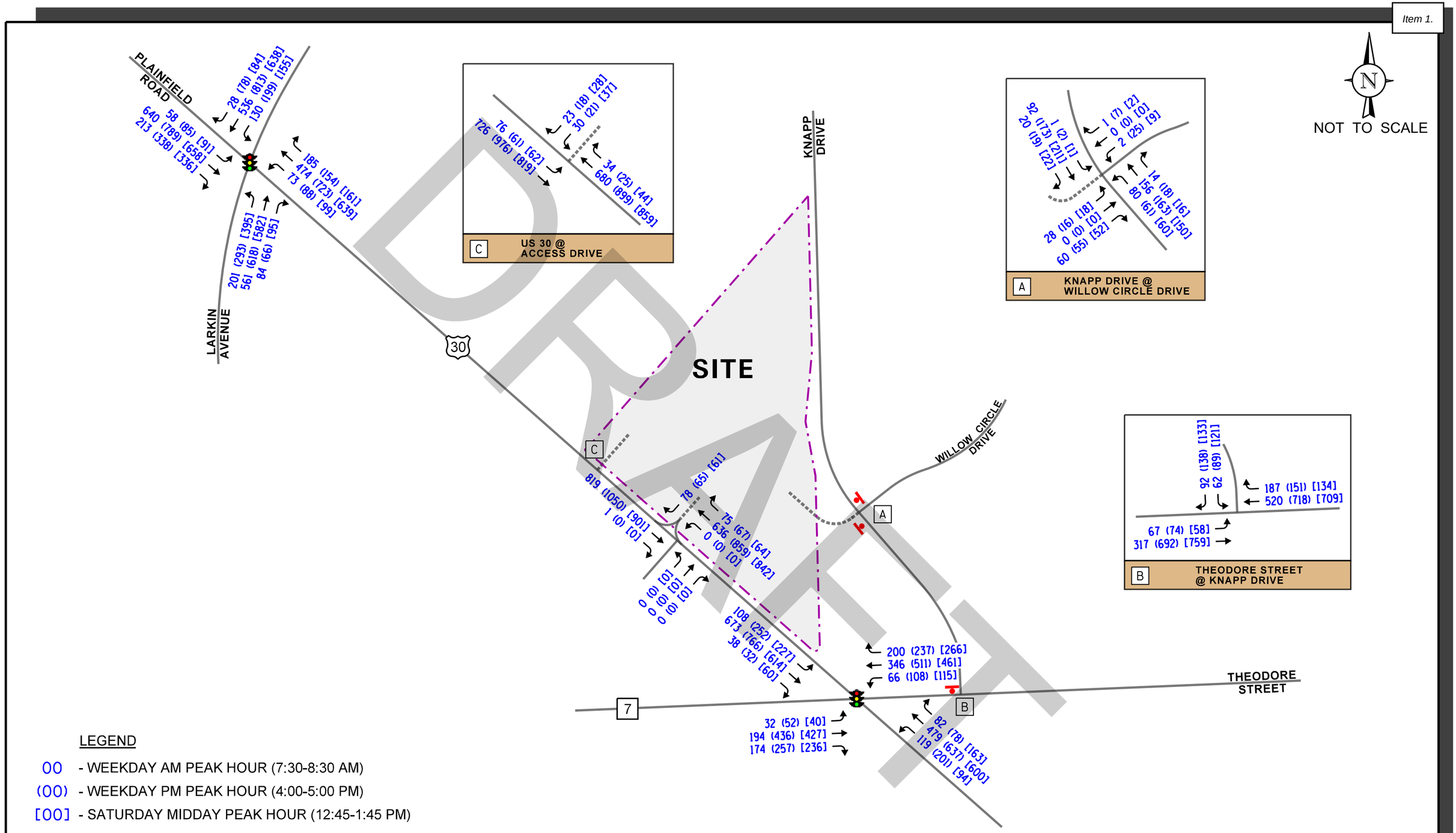
[OO] - SATURDAY MIDDAY PEAK HOUR (12:45-1:45 PM)

QUIKTRIP CONVENIENCE STORE
CREST HILL, ILLINOIS

YEAR 2030 NO-BUILD TRAFFIC VOLUMES

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

Job No: 24-200 Figure: 8



LEGEND

OO - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)

(OO) - WEEKDAY PM PEAK HOUR (4:00-5:00 PM)

[OO] - SATURDAY MIDDAY PEAK HOUR (12:45-1:45 PM)

QUIKTRIP CONVENIENCE STORE
CREST HILL, ILLINOIS

YEAR 2030 TOTAL TRAFFIC VOLUMES

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

Job No: 24-200 Figure: 9

DRAFT

Site Plan

KNAPP DRIVE

WILLOW CIRCLE DRIVE

PROPOSED 40' INGRESS/ EGRESS ESMT

PROPOSED 7' SIDEWALK ESMT

THEODORE STREET

PLAINFIELD ROAD (U.S. HWY 30)

N

40 20 0 40 80

QuikTrip No. 4452

1610 PLAINFIELD ROAD
CREST HILL, WILL COUNTY, ILLINOIS 60403

PROJECT NO.: 89-4452

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PROTOTYPE:	P-121
DIVISION:	89
VERSION:	001
DESIGNED BY:	DKH
DRAWN BY:	CSH
REVIEWED BY:	CJC

REV	DATE	DESCRIPTION
		ORIGINAL ISSUE DATE: 02/27/2025

SHEET TITLE:

SITE PLAN

SHEET NUMBER:

C100

FILE LOCATION:C:\Civil 3D Projects\QT4452 Crest Hill, IL\89-4452 Civil.dwg TAB NAME:Site TIS USER:dkhol SAVED:4/22/2025 6:04 PM PLOTTED:4/22/2025 10:4 /22/2025 6:11 PM

DRAFT

CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

August 13, 2024

Ryan May
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Plainfield Road @ Larkin Avenue and @ Theodore Street
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated August 9, 2024, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT (2023)	Year 2050 ADT
Larkin Ave E of Plainfield Rd	21,100	26,100
Larkin Ave W of Plainfield Rd	24,800	30,700
Plainfield Rd, @ Larkin Ave	19,900	23,000
Theodore St east of Plainfield Rd	15,600	18,000
Theodore St wast of Plainfield Rd	12,600	14,500

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2024 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 or email me at jrodriguez@cmap.illinois.gov

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

cc: Rios (IDOT)
\2024_TrafficForecasts\CrestHill\wi-33-24\wi-33-24.docx

DRAFT

KEOUGH MOODY

NAPERVILLE
114 East Van Buren Avenue
Naperville, IL 60540
phone 630 369 2700
facsimile 630 369 9279

CHICAGO
181 W. Madison, Suite 4700
Chicago, IL 60601
phone 312 899 9989
www.kmlegal.com

Writer's Direct Dial (630) 369-2700
Writer's Email rrb@kmlegal.com

Correspondence response to be sent to the Naperville office.

September 16, 2025

VIA EMAIL, REGULAR AND CERTIFIED MAIL
rsoliman@cityofcresthill.com

Mayor Raymond R. Soliman
City of Crest Hill
20600 City Center Blvd.
Crest Hill, IL 60403

Re: Quick Trip Development – Knapp Corridor

Dear Mayor Soliman:

Our firm represents the Willow Falls Townhome Association (the "Association"), which consists of 104 Townhomes located near the intersection of Knapp Drive and Willow Circle Drive in Crest Hill. This correspondence is sent on behalf of the Association to formally express its position regarding the proposed Quick Trip Development between U.S. Route 30 and Knapp Drive.

While the Association is encouraged by the City of Crest Hill's continued efforts to support economic development, it has significant concerns regarding the increased vehicular and pedestrian traffic, and the resulting safety impacts, that the proposed development is likely to bring to the surrounding residential area. These concerns, however, would likely be substantially mitigated by restricting vehicle access to the development from Knapp Drive. Accordingly, the Association respectfully requests that all vehicular access to the Quick Trip Development be limited to U.S. Route 30.

As you are aware, Knapp Drive currently experiences a high volume of non-local traffic using the corridor to bypass major intersections, including those at Larkin/Weber, IL Route 7, and U.S. Route 30. Residents have frequently observed this non-local traffic, as well as patrons of local businesses, disregarding the clearly posted 25 mph speed limit, creating serious safety concerns for other vehicles and pedestrians within the area. It is our understanding, however, that the City is seeking to reduce or eliminate the issues caused by this cut-through traffic, as evidenced by the recently approved resolution authorizing a Traffic Impact and Calming Analysis along the Knapp Corridor, from IL Route 7 (Theodore Street) to Larkin Avenue/Weber Road. The Association appreciates and supports this proactive initiative as it has been a cause of concern for quite some time.

To further support the City's initiative to reduce cut-through traffic, the Association urges the City to restrict vehicular access to the Quick Trip Development from Knapp Drive and require all ingress and egress to be routed exclusively via U.S. Route 30. Allowing access from Knapp Drive will likely undermine the City's efforts to mitigate cut-through traffic by providing another route for non-local traffic – thereby exacerbating congestion and safety concerns along the Knapp Corridor.

Conversely, directing all traffic to and from the development through U.S. Route 30 would provide patrons with efficient access immediately after the intersection of IL Route 7 and U.S. Route 30. Given the already elevated traffic volumes and speeding issues along Knapp Drive, the introduction of commercial traffic from a high-volume establishment such as Quick Trip would only intensify the existing challenges.

Accordingly, the Association strongly urges the City to restrict access to the development from Knapp Drive and to require all ingress and egress be routed exclusively through U.S. Route 30. Doing so would not only help preserve the character of the Knapp Corridor and the safety of its residents but may also support the City's broader goals of mitigating cut-through traffic.

We would like to be notified of any updates related to the Traffic Study and the Quick Trip Development. Please direct all notifications and correspondences regarding this matter via email to rrb@kmlegal.com.

Thank you for your attention to this matter.

Very truly yours,

REBECKA R. BRONKEMA
Attorney at Law

cc: Willow Falls Townhome Association

RECEIVED
DEC 17 2025
CLERK'S OFFICE

URGENT SAFETY PETITION

Dangerous Traffic Conditions Endangering Residents

Date: 12/17/2025
To: City of Crest Hill, City Council
From: Residents of Willow Falls, Crest Hill, IL

Dear City Officials,

We, the residents of Willow Falls, are submitting this urgent petition to express our serious concern regarding the dangerous traffic conditions on Knapp Street affecting our senior Willow Falls community. Knapp Street is the residential street to enter our community. Our community is a 55 and older community of senior citizens, with 104 townhomes, independent and assisted living apartments and a memory unit facility.

Petition Summary and Background

There is an immediate public safety risk to the residents of our community as well as those visiting our community, businesses servicing our community and emergency vehicles. Heavy commercial vehicles and large semi-trucks have been traveling Knapp Street at unsafe speeds, despite the posted 25 mph speed limit. The semi-trucks and large vehicles are using the south entrance of Knapp Street as a cut through street to avoid the traffic light where Route 30 intersects with Theodore Street and Larkin Street. As well as using the north entrance of Knapp Street as a cut through street from Weber Road in order to avoid the same intersection. Please see attached Google image and photographs of the heavy commercial vehicles and semi-trucks traveling Knapp Street.

The volume of traffic has made it extremely difficult and unsafe for residents to enter or exit Knapp Street in order to drive to their homes. These vehicles, and the speed at which these vehicles are traveling, is unlawful for a residential area and are putting our elderly residents, visitors, and service providers at daily risk. There is growing fear of accidents and injuries occurring to the residents of our community.

Action Petitioned For

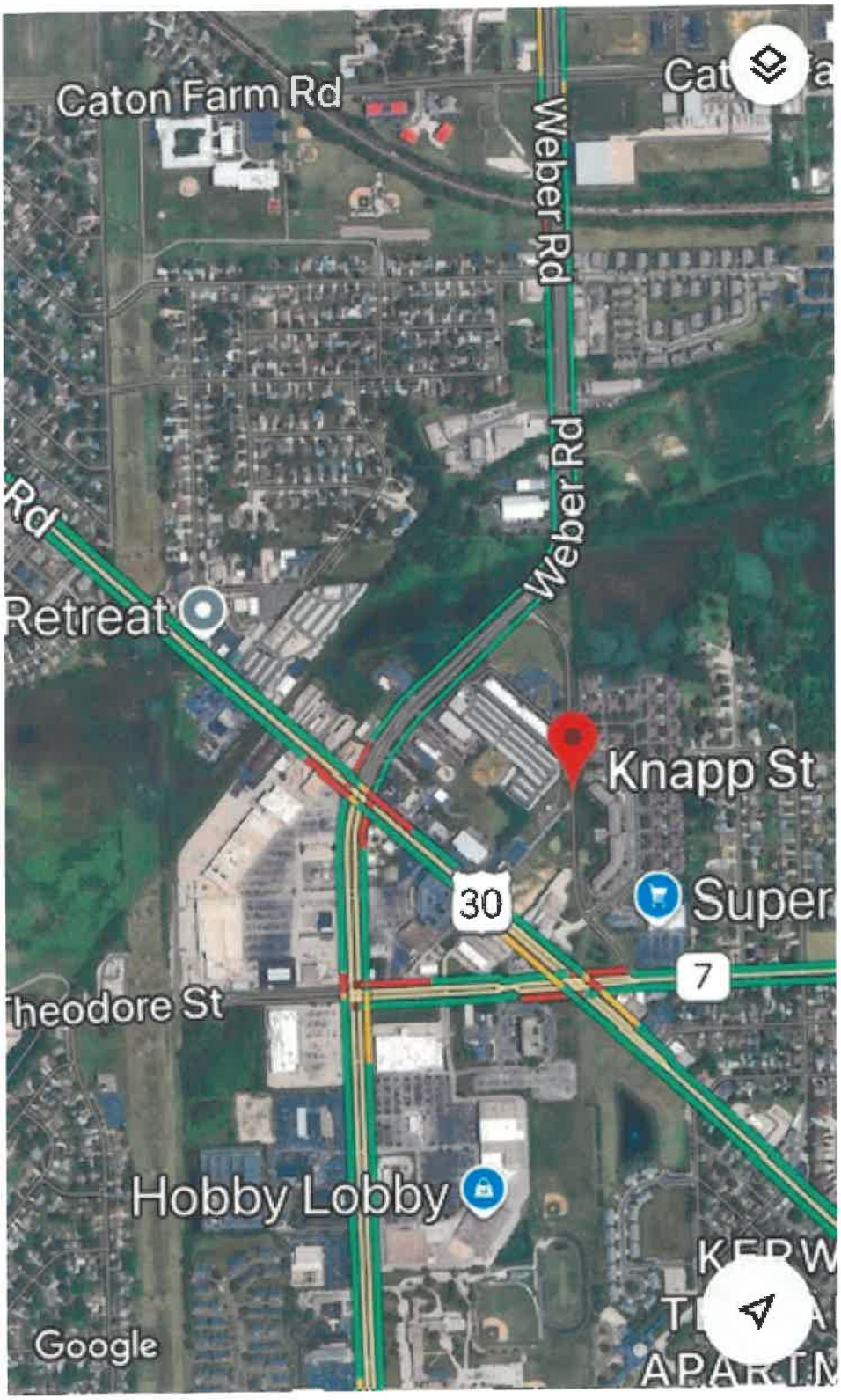
Knapp Street is not a major commercial or industrial road. We respectfully request the City to take immediate corrective action by (1) rerouting truck traffic and large vehicle traffic to safer, more appropriate roads; and (2) the enforcement of the 25 mph speed limit on Knapp Road. These vehicle are not to be traveling on Knapp Road and there are several alternative routes suited for use by large commercial vehicles and semi-trucks.

We respectfully request immediate review and any and all assistance in creating safer conditions on Knapp Street for the Willow Falls community, visitors to our community, businesses servicing our community and emergency vehicles before a serious accident occurs.

Thank you for your urgent attention and support in protecting the safety of our community. If you have any questions, please feel free to contact Lupe Relles at 815-735-4328, 1892 Willow Circle Drive, Crest Hill, IL, 60403; email: laloop2@hotmail.com.

Sincerely,

The Residents of Willow Falls


Caton Farm Rd
Weber Rd
Weber Rd
Retreat
Knapp St
30
7
Hobby Lobby
Google

9/30/25 9:32 Am



9/30/25 9:46AM



10/3/25 10:40 Am



9/25/25 4:02pm



9/17/25 10:38AM



9/17/25 10:25AM



10/14/25 9:05AM



10/14/25 8:53AM



10/13/25 11:40 AM



10/13/25 3:38 PM



10/10/25 2:57 PM



Agenda Memo

Crest Hill, IL

Meeting Date:	January 26, 2026
Submitter:	Blaine Wing, City Administrator
Department:	Administration
Agenda Item:	Discussion of Known Storm Drainage Issue Areas in Crest Hill

Summary: Council member Mark Cipiti requested this topic be brought up for discussion.

Shortly after I started working for the City of Crest Hill, I was informed of a few storm water areas that residents have complained about flooding, high vegetation, and some animal issues. I was informed that the City had addressed these issues in the past and it was determined that the City was not the owner of most of it, except a portion directly under the road. Legal, Engineering, Public Works, and Administration all had documentation. I had staff review the past records, some of which I am attaching. Others, I am not, as it was from our attorney and I will allow him to choose what he can disclose.

Later in the summer, while the City was still trying to obtain a contractor and pricing, the City received substantial rainfall, and residents contacted the City because of flooding and at least one because of property damage. I filled a claim with our insurance (SWARM) and connected a resident directly with the claim adjusters. While that might address the immediate situation, I continued to press staff to come up with possible long-term solutions and/or options. As of last week, staff (Public Works, Engineering, Legal, and Administration) do not yet have recommendations.

.

Recommended Council Action: Further discussion with recommendations to be brought to City Council by March 23, 2026.

Financial Impact:

Funding Source: General Fund

Budgeted Amount: None

Cost: Unknown

City of CREST HILL
Illinois

To: Mayor & City Council

From: Tom Migatz, Director of Public Works

cc: Heather McGuire, City Administrator
Megan Fulara, Assistant City Administrator/Director of Human Resources

Date: October 23, 2019

Re: Jasmine Creek Maintenance SSA

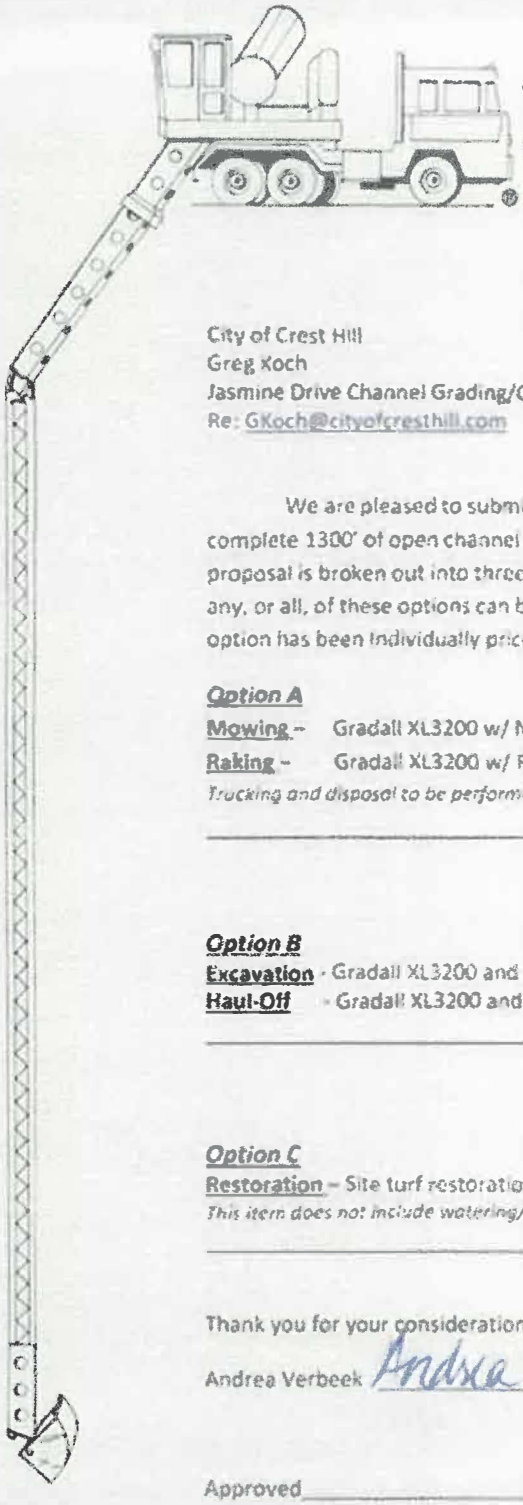
Running underneath Jasmine Drive from Gaylord Road to the west city limits, the area commonly known as Jasmine Creek represents an oasis of maintenance uncertainty. County documents list Canterberry Homes, a defunct developer as the owner of record as they never transferred ownership to a home owner's association (HOA). Maintenance is severely lacking, and the resulting weeds, reeds, and trees affect the flow of storm water through the area. Additionally, the channel's inability to convey storm water effectively results in some localized flooding onto certain neighboring properties.

Responding to a request to address maintenance concerns within the area, staff solicited an informational quote for initial maintenance to remove the causal material as well as a price for ongoing maintenance. As both represented substantial cost and given the fact that the property in question does not fall under public ownership, staff began the process of determining the steps necessary, and parameters involved in establishing a Special Service Assessment (SSA) for the area in cooperation with Dana Ludwig of Robinson Engineering and Chris Spesia of Spesia & Taylor.

Under an SSA, properties reasonably considered to contribute storm water to the creek would pay an assessment to the City based on actual maintenance costs for that year. The City would administer a maintenance program through a contractor on behalf of the HOAs to provide service to the area. Conversations between the three parties mentioned led to an agreement on the most logical area of assessment based on several factors. Both Ms. Ludwig and Mr. Spesia will attend the Work Session on October 28 to further discuss the affected area and process of establishing the SSA.

Various cost estimates, impact to property owners, and maps of the proposed SSA are included at the end of this memorandum for your information.

Staff seeks Council direction whether to proceed with initiating the formal process of establishing an SSA for this area.



THORNTON EQUIPMENT SERVICES, INC.

(708) 479-7531 Fax (708) 479-7591

Gradall Rental • Specialized Excavating

City of Crest Hill
Greg Koch
Jasmine Drive Channel Grading/Cleaning
Re: GKoch@cityofcresthill.com

July 30th, 2018

We are pleased to submit our proposal to furnish equipment and operators to complete 1300' of open channel grading/cleaning project at Jasmine Drive. This proposal is broken out into three phases; it is understood by Thornton Equipment that any, or all, of these options can be selected by the client at their discretion. Each option has been individually priced for this purpose.

Option A

Mowing –	Gradall XL3200 w/ Mower Attachment -	2 Days -	$5,000.00
Raking –	Gradall XL3200 w/ Rake Attachment -	2 Days -	$5,000.00

Trucking and disposal to be performed by Public Works

Mowing and Raking Total - $10,000.00

Option B

Excavation	- Gradall XL3200 and Komatsu Track Truck -	6 Days -	$24,000.00
Haul-Off	- Gradall XL3200 and Semi Dump Trucks -	3 Days -	$ 8,500.00

Excavation/Haul-off Total - $32,000.00

Option C

Restoration – Site turf restoration includes seed, blanket and installation.
This item does not include watering/continued maintenance

Restoration Total - $ 4,800.00

Thank you for your consideration,

Andrea Verbeek Andrea Verbeek - Thornton Equipment Services, Inc.

Approved _____ - City of Crest Hill

12515 West Frontage Road • Mokena, IL 60448

City Of Crest Hill



1/23/2026, 9:59:41 AM

City Limits

Parcels

Home Owner Association

Caton Crest Homeowners Association

Crest Brooke Townhome Association

Crest Estates Townhome Association

Village Homeowners Association I & II

Storm Outfalls

Storm Culverts

Storm Pipes

Storm Main

Storm Service

Service (less than 12")

1:4,514

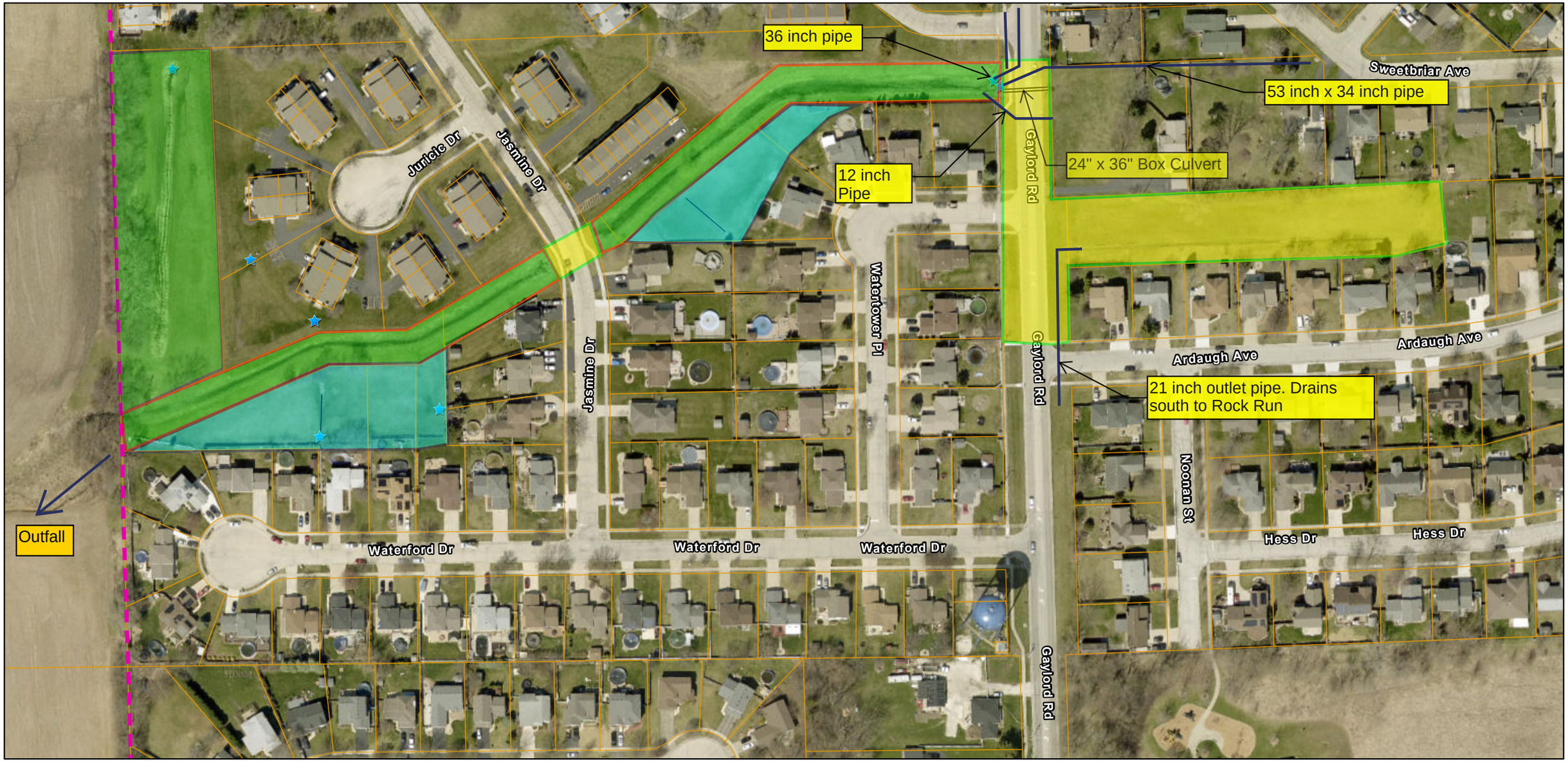
0 0.04 0.07 0.15 mi

0 0.05 0.1 0.2 km

County of Will, Vantor, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

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City Of Crest Hill



1/23/2026, 9:17:40 AM

City Limits

Parcels

Storm Outfalls

Storm Culverts

Public Right of Way or City Ownership

Currently not owned by City or under City Control

Private Ownership

1:2,257

0 0.02 0.04 0.07 mi

0 0.03 0.06 0.12 km

County of Will, Microsoft, Vantor, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

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City Of Crest Hill



1/23/2026, 9:04:45 AM

- City Limits
- Parcels
- Storm Outfalls
- Storm Culverts

1:4,514

0 0.04 0.07 0.15 mi

0 0.05 0.1 0.2 km

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Agenda Memo

Crest Hill, IL

Meeting Date:	January 26, 2026
Submitter:	Blaine Wing, City Administrator
Department:	Administration
Agenda Item:	Council Chambers – Audio Upgrade

Summary: This project focuses on upgrading Crest Hill's Council Chambers audio system to deliver improved functionality, flexibility, and audio quality for meetings and broadcasts. The current system routes all microphones through the TV sound board, causing adjustments for broadcast audio to negative impact in-room and recorded performance. The proposed solutions address these deficiencies by implementing a more robust and isolated audio signal management architecture and reprogrammed audio DSP.

Only 2 of 3 vendors provided proposals. The large cost difference is mainly because of the hybrid solution of Forte, with both wired and wireless, along with higher labor costs.

ACP CreativIT:	Proposed cost: $29,429
Forte:	Proposed cost: $81,448

I talked with both vendors since their proposals to better understand what they would do and how it would resolve the City's issues. I am comfortable with both, but due to the cost difference, I am recommending ACP CreativIT's solution.

Recommended Council Action: Approve the ACP CreativIT audio upgrade proposal in the amount not to exceed $30,000.

Financial Impact:

Funding Source: General Fund

Budgeted Amount: None

Cost: $30,000

Driven by technology, powered by creativity

Council Chambers - Audio Upgrade

City of Crest Hill

Blaine Wing
City Administrator
bwing@cityofcresthill.com



Our Mission:
To provide world-class technology solutions with an unwavering commitment to our Customers, Vendor Partners and Employees while providing an environment that encourages profitable growth, learning and fun!

Site Address:
City of Crest Hill
20600 City Center Blvd

Crest Hill IL 60403

Billing Address:
City of Crest Hill
20600 City Center Blvd

Crest Hill IL 60403

ACP CreativIT LLC (d/b/a Camera Corner Connecting Point or CCCP)

529 N. Monroe
Green Bay, WI 54301

851 Commerce Ct
Buffalo Grove, IL 60089

Website: www.cccp.com www.acpcreativit.com

Project #: OPP159913
Modified Date: 11/25/2025
Revision: 1
Acct. Manager David Lupa

Project OPP159913 Description:

Integration of Services Statement of Work

ACP CreativIT will provide professional, courteous, and top-notch Integrated Audio-Visual Services, labor, and materials for the Council Chambers - Audio Upgrade per this estimate and scope. Please note: Pricing is subject to change in response to external factors including tariffs. Changes to pricing will be clearly communicated prior to order placement.

I. This project focuses on upgrading the Cities Council Chambers audio system to deliver improved functionality, flexibility, and audio quality for meetings and broadcasts. The current system routes all microphones through the TV sound board, causing adjustments for broadcast audio to negative impact in-room and recorded performance. The proposed solution addresses these deficiencies by implementing a more robust and isolated audio signal management architecture and reprogrammed audio DSP.

   A. Objectives
      1. Replace eight (8) wireless boundary microphones with eight (8) gooseneck microphones for staff.
         a. Pull new wires from DIAS to AV room
      2. Reuse four (4) existing wireless microphones
         a. 1-Goosneck for lectern
         b. 2-Boundry for counsel tables
         c. 1-Handheld for general use.
      3. Add microphone splitters to isolate signals between in-house audio, recording and TV systems.
      4. Expand DSP capabilities with additional AEC inputs, Dante bridging, and USB for webcasting/streaming.
         a. Reprogram DSP to create five independent audio mixes:
            i In-room amplification (retaining current volume control)
            ii Assistive Listening System (ALS)
            iii Clerk recording system
            iv Webcast/streaming
            v TV broadcast

   B. Benefits
      1. Independent audio mixes ensure adjustments for one system do not affect others.
      2. Proper auto-leveling and gating for microphones improve clarity and intelligibility.
      3. Enhanced flexibility for hybrid meetings, streaming, and broadcast requirements.

II. PROJECT TIMELINE (*Project Dependent*):

   A. KICKOFF (*Estimated 1-2 Weeks*)
      1. Triggered upon successful award of the project (receipt of PO) and clearance of credit hold.
      2. ACP Project Manager will schedule and host a kickoff meeting via Microsoft Teams with key project stakeholders.
      3. Objectives:
         a. Establish open communication channels
         b. Set expectations and timelines
         c. Identify key personnel and roles
         d. Conduct risk assessments
         e. Define chain of command and coordination items
         f. Determine project timeline and estimated installation dates

   B. PROGRESS MEETINGS (*Project dependent, if needed*)

1. Recurring virtual meetings (via Teams) will be held as needed leading up to on-site installation.
2. These meetings support communication, issue resolution, and progress tracking.
3. Weekly meetings may be scheduled during the installation phase.
4. On-site meetings are available upon request (additional fee may apply).

C. SITE WALK THROUGHS (*Project dependent, if needed*)
1. ACP CreativIT will assess site conditions throughout the project lifecycle.
2. Includes pre-installation visits, infrastructure coordination, and AV integration planning.
3. On-site presence will be provided as needed to ensure optimal project performance.

D. SHOP CONFIGURATION, PROGRAMMING AND TESTING (*Estimated 4-6 weeks*)
1. Includes equipment setup, rack build, programming, and thorough system testing.
2. Ensure system functionality and readiness.
3. Site readiness will be confirmed.
4. Final installation dates will be scheduled and confirmed.

E. ON SITE INSTALLATION PHASE (*Estimated 1 week*)
1. Delivery & Pre-Staging
   a. Equipment, tools, and materials will be delivered and securely stored on-site near workspaces.
2. System Installation
   a. Installers will be on-site daily at agreed-upon start times until installation is complete.
3. System Commissioning
   a. Technicians will collaborate with AV and IT teams to ensure proper connectivity and configuration.
   b. Troubleshooting will be performed as needed.
   c. Once fully commissioned and tested, user training will be scheduled.

4. KNOWLEDGE TRANSFER/TRAINING (*Immediately Following System Commissioning*)
   a. Commencing immediately following system commissioning.
   b. Conducted in a “Train-the-Trainer” format.
   c. Customer Sign-off

5. SYSTEM ACCEPTANCE & CLOSE-OUT
   a. Final sign-off upon successful completion.
   b. Close-out documentation provided after final invoice payment, including:
      i As-built drawings
      ii DSP files
      iii Uncompiled control system code

III. CUSTOMER/OWNER RESPONSIBILITES
A. The following work to be completed by Owner before AV installation.
B. All required backing and any other wall reinforcement required to safely accommodate wall mounted devices withstand the weight of the device with a safety factor of at least 5:1
C. All AC power at the equipment locations, including hardwired power connections
D. Any required conduit for low voltage cable paths to AV equipment
E. All ceiling work required to accommodate the projectors, projection screens, or other equipment
F. Any required millwork modifications to tables or other millwork
G. Proper heat dissipation venting for the equipment in this system utilizing powered venting utilizing thermostatically controlled quiet fans in enclosed spaces where convection cooling is not possible.
H. Any network connections to the client network
I. Configuration of any network connection to the client network
J. Configuration of any required accounts
K. Any licensing not specifically provided in this scope of work or associated bill of materials
L. Where VoIP is utilized, provide all required configuration information to ACP CreativIT prior to installation
M. Cable/Satellite/Over-the-Air connections, and all associated hardware
N. Equipment furnished or provided by other (PBO) than ACP CreativIT is presumed to be complete and in working condition
   1. Any additional time for configuration, repair, or wait for replacement, of equipment PBO, an additional site

visit may be required. Additional visits will be billed at the standard contracted labor rate, and scheduling will be done on a best effort basis.

2. If ACP CreativIT is unable to properly commission and test the system at the time of installation due to issues with equipment PBO, an additional site visit may be required. Any additional visits will be billed at the standard contracted labor rate, and scheduling will be done on a best effort basis.

O. Network
   1. Networked Audio-Visual hardware can consist of many different devices and systems with varying network requirements, impacts, and security considerations. ACP CreativIT will work with the stakeholders to discover the network requirements and hardware capabilities.
   2. ACP CreativIT will design the system to meet network requirements and provide construction drawings and a list of devices to be integrated into the Customer's network. At the time of installation, ACP CreativIT will connect devices based on the design and requirements to begin verification.
   3. Owner to provide and provision all network connections, routing and addressing.
   4. When installing equipment (control systems, VoIP interfaces, etc.) operating on the Customer network, coordination between client IT and the ACP CreativIT project team is critical. ACP CreativIT will provide a list of A/V network appliances along with their MAC addresses. The client will provide ACP CreativIT with a static IP address range for those devices. Careful attention should be paid to the network architecture that will be supporting the video data. An improperly configured network, or one that does not always have adequate bandwidth to support a stable conference, will have a negative impact on the conference experience.
   5. Configuration of Microsoft Teams or Zoom Room devices with its own resource account.
   6. Preparing your corporate network for Teams/Zoom Rooms
   7. Creating resources accounts for your Teams/Zoom rooms and understanding licenses requirements
   8. Enabling the Pro Management/Web Portal
   9. Configuring Intune for your Teams Devices.

P. Asset management

Q. Software & Licensing
   1. The Customer is responsible for providing system credentials as needed for a properly provisioned and licensed account no less than two (2) weeks prior to system deployment.
   2. Should the customer decide NOT to provide credentials to ACP CreativIT, and to provision the installed hardware themselves. In this case ACP CreativIT will be unable to fully test the system before receiving sign-off for the installation. All system components will be tested individually to ensure proper stand-alone function, and project sign-off will be requested before technicians leave site. Any additional visits will be billed at the standard contracted labor rate, and scheduling will be done on a best effort basis.
   3. If ACP CreativIT is unable to properly commission and test the system at the time of installation due to issues with the supplied credentials, an additional site visit may be required. Any additional visits will be billed at the standard contracted labor rate, and scheduling will be done on a best effort basis.

IV. ACP CreativIT RESPONSIBILITIES
   A. Provide and install all low voltage cabling to support the Audio Video equipment specified in this proposal, excluding any network connections to the client network
   B. Labor to install Audio Video equipment specified with work being performed on consecutive days during normal business hours
   C. Any computer interface provided shall provide EDID information to the connected PC and all digital video connections shall support HDCP as applicable

V. EXCLUSIONS: The following work is **not included** in our Scope of Work:
   A. All conduits and raceways
   B. High voltage, wiring panels, breakers, relays, boxes, receptacles, etc.
   C. Concrete saw cutting and/or core drilling.
   D. Fire walls, ceilings, roofs, and floor penetrations.
   E. Necessary drywall replacement and/or repair.
   F. Necessary ceiling, tile or T-bar modifications, replacements and/or repair.
   G. All millwork (moldings, trim, cut outs, etc.).
   H. Patching and Painting.
   I. Permits (unless specifically provided for and identified within the contract).

VI. CONSTRUCTION CONSIDERATIONS:

A. The room should have a measured ambient noise level of no more than NC 35. For new spaces, the design parameters for the mechanical engineering within the room should have a target NC of 35 or less. Ambient noise includes noise from the air handling systems, mechanical systems and noises outside the building. Noise levels above this specification adversely affect the meeting environment and may degrade the overall audio quality and intelligibility. This is especially important when ceiling microphones are utilized. If a problem is identified with ambient noise levels, ACP CreativIT can work with your mechanical engineer to identify possible solutions to lower the NC rating and improve meeting experience.

B. Reverberation time (T60) for typical conference rooms should be less than 0.6 seconds in the 125 - 4000 Hz octave bands to provide an optimum meeting experience and acceptable audio quality in a conference call. A significant number of hard surfaces in a room (glass, drywall or other surfaces) can adversely affect audio intelligibility and the meeting experience overall. Acoustic treatment is advised for rooms with higher T60 levels. If the room requires acoustic treatment, ACP CreativIT can provide direction and solutions to overcome this issue and enhance the meeting experience for the participants.

C. Evenly distributed lighting is important for videoconferencing applications. Lighting on the faces of the participants should be at least 40-foot candles and should be evenly distributed throughout the camera's field of view. Where the camera's field of view includes windows, recommended window treatment should be employed to provide an acceptable background for the camera to view the participants.

D. When microphones are used for local voice reinforcement, the amount of available gain before feedback is dependent on the microphone's location within the room. Placement of the microphone immediately below a ceiling speaker may adversely affect the overall required audio level and cause feedback. Care should be taken to reduce the volume level of the microphone or locate the microphone(s) correctly to minimize the possibility of feedback.

E. To accomplish the outlined goals of this project, the Customer will be responsible for contracting with an outside entity to make the necessary modifications to the space as directed by ACP CreativIT. The costs associated with these modifications are not included in this proposal.

VII. AV PROFESSIONAL SERVICES SUMMARY

A. DEVELOPMENT, DESIGN & ENGINEERING: Pro AV design, engineering services, field construction documentation, and drawings including signal flows, rack elevations, projection distance calculations.

B. PROJECT MANAGEMENT: Coordination Services related to executing the scope of work & equipment. O&M Manuals, Specification Sheets and closing documentation for all phases.

C. IT COORDINATION

1. It is our objective to work closely with AV, IT Managers and Stakeholders, to review and understand applicable standards, and to communicate proactively the needs of the Information Technology Team.
2. Owner to acquire and configure Microsoft Teams Rooms devices with its own resource account.
    a. The resource account is the account the Teams Rooms device logs into and is what is used to invite and book the Teams Room.

D. PROGRAMMING: Audio DSP and Control System Programming, GUI Design Submittal, submittal reviews, refinements and approvals, onsite loading/testing/debugging. Design and submittal services will provide intent, collaboration with the end user on use case, and refinements prior to on-site loading/testing/debugging.

1. The user interface design will utilize 'Best Practices' along with the basic ACP CreativIT layout theme. The most appropriate theme shall be determined at the post award customer kick-off scope of the programming work meeting.
2. An Initial meeting and design discussion regarding the owners desired workflow may be required. Access to any owner specific branding material, such as logos and usage guidelines, shall be provided by the owner to enable ACP CreativIT to apply those branding standards to the GUI. Creation of custom fonts or owner specific graphics is not included in this SoW or the responsibility of ACP CreativIT.
3. ACP CreativIT will present no more than two (2) preliminary GUI design submittals to the owner for review and mark up before completing the final GUI design during system commissioning. This provides the owner with two opportunities for comments, mark ups, and revision requests before programming begins. The design shall determine the device controls needed on the user interface, required workflows, and the specific text and icons used on individual buttons.
4. If, during the process, it is determined by the owner that more revisions will be required to achieve an

approved final document, ACP CreativIT will provide a Change Order with the estimate required to provide the revision for approval.

5. The GUI submittals and finalized User Guide Document will illustrate the use of the system with mode-by-mode pages and descriptions about each button's functionality.

E. OFF-SITE PRE-FABRICATION SERVICES: AV Equipment firmware updates. All AV equipment racks will be pre-built in our shop and tested prior to arrival for on-site installation.
F. ON-SITE LABOR: ACP CreativIT badged lead technician, unless otherwise noted, ACP CreativIT Non-Union installation labor. Unless otherwise noted, Work to be performed during normal working hours (7a-4p).
G. ON-SITE SYSTEM COMISSIONING, Onsite Quality Control/Quality Assurance to make sure systems are working as specificized, installed to industry best practices and meets agreed scope of work and expectations.
H. ON-SITE KNOWLEDGE TRANSFER (TRAINING): Train-the-Trainer style. Reoccurring, or additional training available, billed additional in ½ day rates plus travel.
I. LOGISTICS: Offsite Secure Warehousing, Storage, and Logistical Services from ACP CreativIT to Job site.

VIII. LEAD TIMES, TARIFFS & DISCONTINUATION OF PRODUCTS:

A. The AV Industry as a whole, amongst many others, is still experiencing longer than normal lead-times due to shortages in raw material, production material, semiconductor, and microchip shortages, as well as other geopolitical supply chain issues. Equipment and material lead times and prices are subject to change and/or product discontinuance, without notice. ACP CreativIT is not responsible for pricing impacts or delays related to equipment, or that is on allocation or may become discontinued throughout the duration of this phased project. Lead times are as good as the information we are provided by our vendor partners.
B. ACP CreativIT has its fingers on the pulse of the industry and the challenges we are all facing with getting equipment and solutions for our customers, even in a comparable capacity. Anything proposed in this design along with any alternatives that are included or not proposed that are similar in functionality are anticipated to face considerable challenges with allocation throughout the duration of this project and into 2026. This assessment is gathered through news media, industry publications, and extensive discussions with leading industry manufacturers.
C. Our Vendor Partners are working on other means to get subcomponents from their suppliers, which are unfortunately facing similar challenges. Some vendors have begun to change assembly and manufacturing sites, where some are changing products entirely which use different subcomponents. These changes may influence its published features and use cases. Any changes to manufacturing require additional time to do Quality Control to ensure they are still delivering a working product.
D. Lead times if they may have been identified or included is effective as of the proposal submittal date. A considerable effort to secure a working system within specification under scheduled timelines may be made to help reduce project delays due to product lead times, however, matters outlined above are simply unavoidable and at times unpredictable. The ACP CreativIT project team will work alongside the Stakeholders to discover and suggest alternatives to reduce project delays due to allocation or discontinuation. Any costs associated with these changes not excluding the equipment or design engineering charges may be billed on a change order.
E. ACP CreativIT does not pre-order equipment without a purchase order or NTP and highly advises, as it is by most vendors/manufacturers, to secure and procure a contract as soon as possible. The same advice we as integrators are given is being passed on to our clients and partners.
F. All current and future pricing is subject to change in response to the new tariffs. This current situation is very fluid, but please be assured our price will only change if our cost increases due to the tariffs. Any change in price will be clearly communicated prior to the order being placed with our distributors. We appreciate your patience and understanding as this situation plays out.

Project Resources:

Account Manager:	D Lupa	Solutions Architect:	S Soifer
Control Programmer:	N/A (Existing AMX)	DSP Programmer:	ACP (Biamp)
Project Manager:	S Soifer	Trainer:	ACP
Corp. Network Engr:	Owner	AV Network Engr:	ACP
UC Platform:	N/A	Other:	

DIAS

	Quantity	Description	Unit Price	Price
	8	**Shure A412B** Gooseneck Desktop Microphone Base	$75.00	$600.00
	8	**Shure MX418/C** 18'' Gooseneck Condenser Microphone, w Cardioid Mic, Preamp & Snap-Fit Foam Windscreen	$260.00	$2,080.00

RACK

	Quantity	Description	Unit Price	Price
	1	**Biamp Tesira EX-USB** PoE AVB/USB expander.	$490.00	$490.00
	1	**Biamp TesiraCONNECT TC-5D** 5-port expansion device with AVB to Dante Bridging	$1,166.00	$1,166.00
	1	**Biamp TesiraFORTE DAN CI** Fixed I/O DSP w 12 AEC Inputs, 8 Outputs, 32 x 32 Channels Dante	$2,785.00	$2,785.00
	3	**Whirlwind SPC82** Rack mount passive microphone splitter. 1 direct and 1 isolated output, passes phantom power from direct in to direct out.	$735.00	$2,205.00

PRO AV SERVICES

	Quantity	Description	Unit Price	Price
	1	**CCCP Ship** Ground Shipping and Handling Estimate	$199.00	$199.00

	950	**CCCP CBL-22/1** Mic/Line audio cable. 22AWG shielded twisted pair with ground wire.	$0.26	$247.0
	1	**CCCP InstallMaterials** Project Install Cable, Wire, Connectors & Miscellaneous Install Hardware	$750.00	$750.00
	6	**Comprehensive CAT6-3BLK** Cat6 550 Mhz Snagless Patch Cable 3ft Black	$4.00	$24.00
	1	**Comprehensive USB2-AB-3ST** USB 2.0 A Male To B Male Cable 3ft.	$4.00	$4.00
	1	**Extron 60-740-01** Passive Audio Summing Adapter with Captive Screw Plug Input and Balanced Output	$57.00	$57.00
	29	**Windy City Wire MCC -XLR3MBR-10F** 10' XLR Male to bare end	$18.00	$522.00

Equipment Subtotal:	**$11,129.00**
Labor Subtotal:	**$18,300.00**
Project Subtotal:	**$29,429.00**

Equipment:	$11,129.00
Labor:	$18,300.00
Grand Total:	**$29,429.00**

Payment Schedule	Amount	Billing Date
Initial Deposit	$14,714.50	
As Product Delivers	$0.00	
Final Acceptance	$14,714.50	

Assumptions

The list of assumptions below was used to develop this Statement of Work and Quote. If any of these assumptions are not correct or if additional, unanticipated information was uncovered during the project, it may affect the SOW and Quote relative to the installation timeline and/or price. If so, a change order (discussed below) will be written and signed off by the customer before this additional work is performed.

1. The room(s) match(es) the drawings provided
2. Site preparation by the Customer and their contractors includes electrical and data placement per ACP CreativIT specification.
3. Site preparation will be verified by ACP CreativIT project manager or representative before scheduling of the installation. All work areas should be clean and dust free prior to the beginning of on-site integration of electronic equipment.
4. Customer communication of readiness will be considered accurate and executable by ACP CreativIT project manager.
5. In the event of any arrival to site that ACP CreativIT is not able to execute work and definable progress, the Customer will be charged a $115/hr per installer Fee to offset the lost time due to the lack of readiness. The Fee will be presented as a Contract Change Order and will/may halt work until acceptance by the Customer and rescheduling of the integration effort is agreed upon.
6. Rescheduling and redeployment of ACP CreativIT technicians due to unacceptable site preparation may cause scheduling delays of up to 10 business days.
7. There is ready access to the building / facility and the room(s) for equipment and materials.
8. There is secure storage for equipment during a multiple-day integration.
9. If Customer furnished equipment and existing cabling is to be used, ACP CreativIT assumes that these items are in good working condition at this time and will integrate into the designed solution. Any repair, replacement and/or configuration of these items that may be necessary will be made at an additional cost.
10. All Network configurations including IP addresses are to be provided, operational and functional before ACP CreativIT integration begins. ACP CreativIT will not be responsible for testing the LAN connections.
11. Cable or Satellite drops must be in place with converter boxes operational before the completion of integration. Any delay resulting in extra work caused by late arrival of these items will result in a change order for time and materials.
12. Document review / feedback on drawings / correspondence will be completed by the Customer within two business days (unless otherwise noted)
13. The documented Change Control process will be used to the maximum extent possible – the Customer will have an assigned person with the authority to communicate/approve project Field Directed Change Orders and Contract Change Orders
14. In developing a comprehensive proposal for equipment and integration services ACP CreativIT's Account Managers and Engineering teams must make some assumptions regarding the physical construction of your facility, the availability of technical infrastructure and site conditions for installation. If any of the conditions we have indicated in the site survey form are incorrect or have changed for your particular project or project site, please let your Sales representative know as soon as possible. Conditions of the site found during integration effort which are different from those documented may have an effect on the price of the system solution, integration or services. To ensure that you have an accurate proposal based on your facility and specific to the conditions of your project, please review all project documentation carefully.

Customer Responsibilities

Customer, at its expense, shall:

A. Provide employees or agents of ACP CreativIT LLC:
   - reasonable access to the premises and facilities
   - suitable and easily accessible floor space that's close to the project area
   - necessary power and grounding
   - an environment that prevents equipment from over-heating and/or exposure to moisture
   - floor plans
   - any other information as needed

B. Communicate all project related issues with ACP CreativIT LLC in a timely basis such that the project timeline is not imperiled.

C. Provide all required licensing and software needed to ensure the timely backup of data as well as protection from viruses and other

risks at all levels of the network.
D. Confirm all drop ship items have arrived.
E. Do not write on original packaging or boxes. Save all boxes and packing material as they are required for returns/rebates and repairs.
F. Cover the cost of lift rentals, if necessary to access and/or install all equipment included in this project.
G. Upon request and prior to scheduling, provide photographic confirmation of the completed customer responsibilities.
H. Upon project completion, review and verify the system implemented by ACP CreativIT LLC.

Work Schedule/Billing Rate

Rates - Regular billing hours are 7:30am – 5:30pm Monday through Friday. Any work performed outside that range is billed at the after-hours rate. Refer to the Billing Rate Schedule below.

ACP CreativIT LLC will work with the customers schedule when after-hours work is required. ACP CreativIT LLC will confirm the installation timeframe with the customer.

Time	Rate per Hour
7:30am – 5:30pm (M-F)	Published Rate
5:30pm – 7:30am (M-F)	1.5x Published Rate
Saturdays (7:30am-5:30pm)	1.5x Published Rate
Saturdays (5:30pm-12:00am Sunday)	2x Published Rate
Sundays (until 7:30am Monday)	2x Published Rate
Holidays	3x Published Rate

Travel – For any customer within 60 miles of its corporate offices ACP CreativIT LLC charges for service from the time we leave our corporate office until the time our work is complete (i.e., we charge travel to the customer's location, but not from). In addition, for all service calls greater than 60 miles from our offices, ACP CreativIT LLC reserves the right to charge an additional fee for zone travel charges. In addition, gas prices may at times, require us to include a small surcharge on dispatched trips from our technical team. Your account rep can explain how these charges may apply to you.

Labor – Labor for this project is to be billed as follows:

- ☐ **Time and Materials billed off Sales Order**
- ☐ **Time and Materials billed off Block**
- ☐ **Project Based** *(flat fee no matter how long it takes – excluding costs associated with change orders)*

Billing Rate – The billing rate for this project is based on current published rates:

Installation:	$115/hr
Programming:	$175/hr
Project Management:	$150/hr
Design/Engineering:	$175/hr
Network Engineer:	$190 to $285/hr (certification dependent)

Equipment Billing: All equipment associated with this project will be invoiced upon delivery or shipment.

Labor Billing: Labor will be billed progressively on a monthly basis, reflecting the estimated percentage of work completed during each billing period, until the project is complete.

Down Payment Application: If a down payment has been made, invoice balances will be deducted from the down payment amount until it is fully applied. Subsequent invoices will be due according to the standard payment terms outlined in this agreement.

Special Notes on Billing:

All current and future pricing is subject to change in response to tariffs. Please be assured our price will only change if our cost increases

due to the tariffs. Any change in price will be clearly communicated prior to the order being placed with our distributors. We ap
your patience and understanding as this situation plays out.

Terms

Consulting	Product	Labor
% to be Pre-Paid:	% to be Pre-Paid:	% to be Pre-Paid (from b
% to be Paid n/30:	% to be Paid n/30:	% to be Paid n/30:
% Special Terms:	% Special Terms:	% Special Terms:

Change Management

ACP CreativIT LLC will review change requests to this Statement of Work by you. As part of this review, ACP CreativIT LLC will prepare a Change Order (available upon request) that documents the request and, if applicable, any impact on the project schedule and pricing. ACP CreativIT LLC will incorporate the change into the project schedule and scope of work upon receipt of your signed Change Order. Changes requested can affect the implementation schedule and services quoted. The following personnel at your company are authorized to make change orders:

Name **Title**

Name **Title**

Planned Down Time

ACP CreativIT LLC will provide prior notice of any necessary system outages during the implementation. In case of unforeseen issues during the installation and cutover, ACP CreativIT LLC will make every effort to minimize any interruption.

Testing

ACP CreativIT LLC will verify that the system and features meet the customer's expectations, as laid out in this document. This includes ensuring that the present functionality of the system is still available unless directed otherwise.

First day of Service

On the first day of service, ACP CreativIT LLC will be available for the customer to discuss questions or issues they may have. We will document all issues and work quickly to resolve them.

Return Policies

We strive to provide our customers with the highest level of service possible. From first visit to order delivery and installation, we want you to be completely satisfied with your experience.

Unless specified, the manufacturer's product warranty does not cover the labor to fix defective product(s).

Unless specified otherwise, all products are covered by the manufacturer's warranty. Please identify any concerns that you have within 30 days of the invoice date. Any issues after the first 30 days will be subject to the restrictions and limitations imposed by our vendors.

All cancelled orders/returns are subject to a 15% restocking fee. Opened software is not returnable. Special order/non-stock items may not be returnable or may be subject to a higher restock fee. Vendor approval will be required prior to the return of opened hardware. Defective hardware may be returned for exchange only. Support blocks are non-refundable. Refund checks will be mailed.

A RETURN AUTHORIZATION ("R.A") REQUEST must be placed by filling out our online Return Authorization Request and is required for ALL returns. (Go to www.cccp.com and click on the Return Authorization Request Form link under Policies & Terms.). You will get a response within 48 hours of your request. Merchandise must be returned within 7 days of the issuance of the R.A.

Please do not write on original packaging or boxes. In addition, save all boxes and packing material as they are required for returns/rebates and repairs.

ACP CreativIT LLC inspects all returns and reserves the right to return merchandise that does not meet manufacturers return authorization criteria.

If you have additional questions, please email returns@cccp.com.

Programming

Programming performed by ACP CreativIT LLC is subject to a limited warranty. ACP CreativIT LLC warrants that the physical medium on which this programming is located is free from defects and that the products impacted by this programming will perform as outlined in this SOW. This limited warranty is good for 60 days from the date of invoice. See Programming Addendum to the SOW if applicable.

Supply Chain

Many of the industries we serve are experiencing considerably longer-than-normal lead times due to COVID-19 related shortages in raw material, production material, semiconductor and microchips, as well as other supply chain issues. As a result of these issues, equipment, material lead times and prices of products we use in the design of projects and customer proposals are subject to change, and may unexpectedly be discontinued without notice. ACP CreativIT/Camera Corner Connecting Point is not responsible for any hardship to our customers caused by these issues, though we will work diligently with the customer and our vendor partners to resolve these issues as quickly and as cost effectively as possible.

Disclaimers and Limitations of Liability

ACP CreativIT LLC WILL NOT UNDER ANY CIRCUMSTANCES BE LIABLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES INCLUDING, BUT NOT LIMITED TO, PROPERTY DAMAGE, LOST TIME, LOSS OF USE OF ANY EQUIPMENT OR ANY OTHER DAMAGES RESULTING FROM THE BREAKDOWN OR FAILURE OF ANY EQUIPMENT OR FROM DELAYS IN SERVICING OR THE INABILITY TO RENDER SERVICE ON ANY EQUIPMENT. ACP CreativIT LLC LIABILITY FOR DAMAGES RESULTING FROM ANY CAUSE WHATSOEVER, INCLUDING, BUT NOT LIMITED TO, ACP CreativIT LLC NEGLIGENCE OR INSTALLATION OF DEFECTIVE PARTS OR COMPONENTS, WHETHER OR NOT SUCH DEFECT WAS KNOWN OR DISCOVERABLE, SHALL NOT EXCEED THE ACTUAL PRICE PAID TO ACP CreativIT LLC BY CLIENT FOR THE EQUIPMENT OR PARTS, WHICHEVER IS LESS.

Contact for Service

When you need to place a service call to ACP CreativIT LLC, please call us at (920) 438-0333. We will take your name, a brief description of the trouble, and a call back number. We will then contact one of our qualified associates to follow up on your request.

Statement of Confidentiality

This Statement of Work and proposal is the proprietary and confidential property of ACP CreativIT LLC. By accepting possession of this document, the company named in this document agrees to keep the contents in confidence and not to use, duplicate, or disclose for any purpose other than the purpose of evaluating ACP CreativIT LLC ability to provide the services herein, unless otherwise agreed to in writing by ACP CreativIT. On request by ACP CreativIT, the company named in this document agrees to return the copies of the Statement

of Work to ACP CreativIT, together with the other materials supplied by ACP CreativIT.

Non-Solicitation of Personnel

Client agrees not to solicit, directly or indirectly (through individuals, subsidiaries, holding companies, partnerships, subcontractors, employment agencies or any other financially related firms), nor to tender an offer for employment nor place on their payrolls any present ACP CreativIT LLC employee who becomes known to Client in connection with the proper performance of this Agreement during the term of this Agreement and for a period of one (1) year after its termination. In the event Client hires or contracts with a ACP CreativIT LLC employee in violation of the terms of this paragraph, the Client agrees to pay ACP CreativIT LLC as liquidated damages, and not as a penalty, an amount equal to one half of the employee's annual compensation, including but not limited to wages, bonuses and fringe benefits.

Post Installation Review

ACP CreativIT LLC wants to get your feedback to understand how we could serve you better, and improve our relationship with you. We may also ask for referrals or testimonials. Please feel free to contact us with any questions you may have.

Approval for Acceptance and Authorization of Project Completion

ACP CreativIT LLC will work with you to resolve any problems and answer any questions you have regarding the system implementation. Your signature of acceptance will be asked for upon completion of the project.

Approval for Contact Information/Logo Placement

ACP CreativIT LLC will place our logo and contact information on a 1U blank rack panel to provide you convenient contact information.

Approval for Pictures of Completed Project

ACP CreativIT LLC may take pictures of the equipment upon completion of the project. They will be primarily used to document the installation work and reference in the future if design changes or troubleshooting is required. Your signature of acceptance will be asked for upon completion of the project.

Other Approvals

Throughout this project, ACP CreativIT LLC may provide the customer with other documents requiring approval before we begin a particular phase of the project. Such documents are addendums of this document and are subject to all of the same guidelines stated in this document. A non-exhaustive list of examples would include a Programming Addendum to the SOW and a Custom Plate Addendum to the SOW.

Subcontractors

ACP CreativIT LLC may use subcontractors to assist on this project. All work by subcontractors will be directed and/or supervised by ACP CreativIT LLC staff. Tasks that subcontractors may be utilized for include the following:

- Low voltage cabling – including Cat. 6 cabling
- Conduit and raceway work as required
- Physical installation of devices and equipment

Remote Access

Unless specifically directed otherwise, ACP CreativIT LLC will install TeamViewer software on the any provided servers and create a ACP CreativIT LLC account on the system. This access will be used to facilitate service and repair issues as well as programming changes as directed by the owner.

Acceptance and Authorization of SOW

IN WITNESS WHEREOF, the parties hereto each acting with proper authority Accept this Statement of work

Project Name: Council Chambers - Audio Upgrade

Blaine Wing	David Lupa	Stuart Soifer
Customer Printed Full Name	ACP CreativIT LLC Acct Rep Full Name	ACP CreativIT LLC Engineer Full Name
City Administrator	Account Manager	Designer
Title	Title	Title
Signature	Signature	Signature
Date	Date	Date

An authorized signature on this document acknowledges that the customer has read our Return Policy located on the Company Info page of the ACP CreativIT LLC website www.cccp.com.

After all parties have signed, please provide original to customer and a copy to ACP CreativIT LLC.

Acceptance and Authorization of Project Completion

IN WITNESS WHEREOF, the parties hereto each acting with proper authority Accept this Statement of work

Project Name: Council Chambers - Audio Upgrade

Blaine Wing	David Lupa	Stuart Soifer
Customer Printed Full Name	ACP CreativIT LLC Acct Rep Full Name	ACP CreativIT LLC Engineer Full Name
City Administrator	Account Manager	Designer
Title	Title	Title
Signature	Signature	Signature
Date	Date	Date

Can we use you as a reference or testimonial for the work just completed? Yes _____ No_____

If no, may we ask why?

_____

After all parties have signed, please provide original to customer and a copy to ACP CreativIT LLC.

Retail Sales Agreement

Reference Number: 1410376
Date: November 25, 2025

Boardroom Microphone Upgrade D-Cerno R2

Prepared By: Thomas Burns
Phone: (630)477-2354
Email: thomas.burns@ourforte.com

FORTÉ
703 West Algonquin Road, Arlington Heights, IL 60005
Phone: (630)477-2300
Fax: (630)477-2301

COMPANY	PROJECT SITE	INVOICE TO
Crest Hill, City Of 20600 City Center Blvd Crest Hill, IL 60403	Crest Hill, City Of 20600 City Center Blvd Crest Hill, IL 60403	Crest Hill, City Of 20600 City Center Blvd Crest Hill, IL 60403
Contact: Blaine Wing Phone: 815-741-5108 Email: bwing@cityofcresthill.com Account Number: CHC0016	Contact: Blaine Wing Phone: 815-741-5108 Email: bwing@cityofcresthill.com Account Number: CHC0016	Contact: Invoice Submission Phone: (815)741-5100 Email: ggehrke@cityofcresthill.com Account Number: CHC0016

COMMENTS

PRODUCTS AND SERVICES SUMMARY

Equipment	$37,736.00
Integration	$38,112.00
PRO Support	$5,000.00
Shipping & Handling	$600.00
Tax	$0.00
Grand Total	$81,448.00

Unless otherwise specified. The prices quoted reflect a discount for a cash payment (i.e., check, wire transfer) made by Customer in full within the time stated for payment on each invoice. Discount only applies to new items included on the invoice, and only applies if the balance on the invoice is paid in full.

All returned equipment is subject to a restocking charge. The prices are valid for 15 days and may be locked in by signing this Retail Sales Agreement.

FORTÉ's prices/rates provided in this quote and/or agreement do not reflect any applicable tariffs imposed by foreign or domestic governmental authorities. FORTÉ's prices are subject to change should applicable tariffs result in any price increase to the equipment purchased under this agreement.

Overdue balances are subject to a finance charge of 1.5% per month, or interest at the highest rate permitted by applicable law. In the event FORTÉ must pursue collection of unpaid invoices, Customer agrees to pay all of FORTÉ's costs of collection, including its attorneys' fees.

INVOICING AND PAYMENT TERMS

Customer and FORTÉ have agreed on the payment method of CHECK. Payment must be remitted by stated method. To the extent Customer seeks the use of any payment methods other than stated, and that payment method results in an increased transaction cost to FORTÉ, the new payment must be approved in writing. The Customer shall be responsible for paying the increased transaction cost to FORTÉ associated with the change in payment method. Payments shall be made 30 days from invoice date. So long as the invoice has been sent and the Customer's payment is made within the terms work will continue.

FORTÉ uses progress billing, and invoices for equipment and services allocated to the contract on a monthly basis. Unless otherwise specified, all items quoted (goods and services) as well as applicable out of pocket expenses (permits, licenses, shipping, etc.) are invoiced in summary (including applicable sales taxes due for each category of invoiced items).

Customer is to make payments to the following "Remit to" address:

FORTÉ
PO Box 842607
Kansas City, MO 64184-2607

If Payment Method is ACH: Customer must make all payments in the form of bank wire transfers or electronic funds transfers through an automated clearinghouse with electronic remittance detail, in accordance with the payment instructions FORTÉ provides on its invoice to Customer.

A monthly summary of detailed equipment received is available upon request. Equipment received may be different than equipment billed based on agreed billing method.

TAXES AND DELIVERY

Unless stated otherwise in the Products and Services Summary above, FORTÉ will add and include all applicable taxes, permit fees, license fees, and delivery charges to the amount of each invoice. Taxes will be calculated according to the state law(s) in which the product(s) and/or service(s) are provided. Unless Customer provides a valid tax exemption certificate for any tax exemption(s) claimed, FORTÉ shall invoice for and collect all applicable taxes in accordance with state law(s), and Customer will be responsible for seeking a tax credit/refund from the applicable taxing authority.

AGREEMENT TO QUOTE AND DOCUMENTS CONSTITUTING YOUR CONTRACT WITH FORTÉ

Customer hereby accepts the above quote for goods and/or services from FORTÉ. When duly executed and returned to FORTÉ, FORTÉ's Credit Department will check Customer's credit and approve the terms. After approval by FORTÉ's Credit Department and signature by FORTÉ, this Retail Sales Agreement will, together with the FORTÉ General Terms & Conditions (which can be found at https://www.ourforte.com/terms-and-conditions) form a binding agreement between Customer and FORTÉ. This Retail Sales Agreement and the FORTÉ General Terms & Conditions of Sale (the T&Cs) are referred to collectively as the Agreement. If not defined in this Agreement, all capitalized terms shall have the meaning given to them in the T&Cs. Should FORTÉ's Credit Department determine at any point prior to FORTÉ commencing work that Customer's credit is not adequate, or should it otherwise disapprove of the commercial terms, FORTÉ reserves the right to terminate the Agreement without cause and without penalty to FORTÉ.

AGREED AND ACCEPTED BY

	FORTÉ
Company	Company
Signature	Signature
Printed Name	Printed Name
Date	Date

CONFIDENTIAL INFORMATION

The company listed in the "Prepared For" line has requested this confidential price quotation, and shall be deemed "Confidential Information" as that term is defined in the T&Cs. This information and document is confidential and is intended solely for the private use of the customer identified above. Customer agrees it will not disseminate copies of this quote to any third party without the prior written consent of FORTÉ. Sharing a copy of this quote, or any portion of the Agreement with any competitor of FORTÉ is a violation of this confidentiality provision. If you are not the intended recipient of this quote (i.e., the customer), you are not properly in possession of this document and you should immediately destroy all copies of it.

PRODUCTS AND SERVICES DETAIL

PRODUCTS:

Mfg	Description	Qty	Price	Extended
	Tariff Surcharge Adjustment	1	$0.00	$0.00
	Sub-Total:			**$0.00**
	Boardroom Microphones			

TELEVIC	D-Cerno AE	1	$1,945.00	$1,945.00
TELEVIC	1x D-Cerno C SL Digital Delegate Discussion unit+2x D-Cerno D SL Digital Delegate Discussion unit	1	$1,630.00	$1
TELEVIC	3x D-Cerno D SL Digital Delegate Discussion unit	5	$1,543.00	$7,715.00
TELEVIC	D-Cerno D SL - Digital Delegate Discussion unit with removeable microphone	1	$355.00	$355.00
TELEVIC	D-Mic 40SL - GSM immune gooseneck microphone of 40 cm with screwlock.	1	$160.00	$160.00
TELEVIC	D-Cerno Advanced License	1	$1,821.00	$1,821.00
TELEVIC	TELEVIC CONFIDEA WAP G4	1	$4,036.00	$4,036.00
TELEVIC	CONFIDEA WAP PS G4	1	$100.00	$100.00
TELEVIC	ADDL BATTERY PACKS FOR 24H TALK TIME	5	$186.00	$930.00
TELEVIC	CHARGING STATION FOR 10 BATTERIES	1	$1,357.00	$1,357.00
TELEVIC	Confidea FLEX GO G4	5	$1,085.00	$5,425.00
TELEVIC	MIKE PLM401F-GSM immune gooseneck microphone of 40 cm with push & lock mechanism	5	$217.00	$1,085.00
TELEVIC	Complimentary 1hr online project review by a Televic Representative. To be scheduled before system	1	$0.00	$0.00
TELEVIC	1-Year Service Level Agreement	1	$1,500.00	$1,500.00
	TELEVIC MISC Discount	1	($1,128.00)	($1,128.00)
	Sub-Total: Boardroom Microphones			**$26,931.00**
	Audio Processor			
QSC	Q-SYS X-Class Server Core for AV&C processing built on enterprise-grade IT server hardware	1	$6,330.00	$6,330.00
QSC	Q-SYS Software-based Dante 64x64 Channel (32x32 Flows) License, Perpetual	1	$1,398.00	$1,398.00
QSC	Q-SYS peripheral providing 4 mic/line inputs. Up to 4 devices daisy-chainable. 1U-1/4W, powered over Ethernet or +24 VDC. Surface mountable, rack kit sold separately.	1	$573.00	$573.00
QSC	Q-SYS peripheral providing 4 line outputs. Up to 4 devices daisy-chainable. 1U-1/4W, powered over Ethernet or +24 VDC. Surface mountable, rack kit sold separately.	2	$440.00	$880.00
QSC	Power Supply Accessory to support up to 4 QIO units with external power.	1	$145.00	$145.00
QSC	Rack mount tray and blanking panels to mount up to four QIO units in a 1U 19" standard rack format.	1	$145.00	$145.00
AVI SYSTEMS	Cable-Connector-Mounting Hardware	1	$1,334.00	$1,334.00
	Sub-Total: Audio Processor			**$10,805.00**
	AV Rack			
OWNER	Existing Presonus 32RMai Mxer (REUSE)	1	$0.00	$0.00
OWNER	Existing AMX DVX-3266-4K Presentation Switcher (REUSE)	1	$0.00	$0.00
OWNER	Existing Biamp TesiraForte DAN VT (REMOVE)	1	$0.00	$0.00
OWNER	Existing LEA Connect 352 Network Amplifier (REUSE)	1	$0.00	$0.00
OWNER	Owner Furnished Equipment	1	$0.00	$0.00
	Sub-Total: AV Rack			**$0.00**
	Lectern			
OWNER	Existing AMX DX-TX-4K60 Transmitter (REUSE)	1	$0.00	$0.00
	Sub-Total: Lectern			**$0.00**
	Installation Labor & Programming			
	Project Management			
	In Shop Fabrication			
	On Site Integration			
	Training			
	Travel Expense			
	Engineering & Drawings			

Programming	
Professional Services	
Testing & Acceptance	
Integration Allowance	
Integration Cables & Connectors	
Sub-Total: Installation Labor & Programming	**$38,112.00**
Total:	**$75,848.00**

PRO SUPPORT:

Model #	Mfg	Description	Qty	Price	Extended
AVISSACUSTOM	AVI SYSTEMS	1 Year System Support Agreement	1	$5,000.00	$5,000.00

Refer to Page 1 for the Grand Total that includes Taxes, and Shipping & Handling.

SERVICES TO BE PROVIDED

INTEGRATION SCOPE OF WORK

A. SUMMARY:

B. SYSTEM DESCRIPTION: The City of Crest Hill would like to replace the microphones utilized in their boardroom. The Dias microphones are wired Shure units and the staff tables utilize Clearone wireless units. The Clearone microphones do not pick up audio from the seated members adequately and cannot be heard in the amplified speaker system within the room. FORTE is suggesting a wired/wireless microphone discussion platform from Televic. The platform microphones incorporate a gooseneck microphone attached to a base. In addition, the platform incorporates a voting feature that can tie back to the villages meeting data base and recorded agenda and also can record the audio mix within the audio processor for later archive and publishing. Additionally, the city would like the existing AMX HDMI transmitter located at the lectern to be tested and if needed, configured to pass signal to their AMX router.

- Functionality Description: FORTE proposes to replace the microphones on the boardroom Dais and the side staff tables with the Televic wired/wireless discussion microphones and an associated signal processor. The microphones will enhance the user experience with superior audio pickup from the extended gooseneck microphone and voice lift to each user station through the built in speaker. In addition, the Televic platform can provide optional features such as voting and audio recordings. FORTE will install the system processor within the AV IDF and run cabling through the existing conduit to the Dais and extend wiring to each microphone station. As cable pathway will need to be provided by the City from the Dais to the side staff tables.

CUSTOMER RESPONSIBILITIES:

- Provide site access during standard business hours (Monday-Friday, 7:00AM-6:00PM) as well as concurrent access to all spaces defined in this RSA.
- Provide on premises parking at no expense for the duration of the project.
- Provide electrical services as detailed below per room and device.
- Provide network connectivity, potentially Power over Ethernet, as detailed below per room and device.
- Provide low voltage infrastructure wiring as detailed below per room and device.

- Provide cooling capabilities as detailed below per the Equipment Location requirements.
- Provide to FORTE a current version of the AMX code that is loaded to the processor in the idf. This will FORTE to modify and update the controls for the new equipment.

CUSTOMER SITE REQUIREMENTS: All on-site employees will:

- Be escorted by a customer representative while on-site.
- Be paid based upon prevailing wage labor rates published in the county.

Project initiation and completion dates are based on date of PO receipt. Material lead times, non-expedited, are typically 4-12 weeks, labor subsequently scheduled based on verified arrival date of all material.

Microphone – (19) wired Gooseneck Discussion Stations

- (19) wired desk mounted 40 cm gooseneck discussion stations are designed for pickup of individual board members with optimal performance, based on manufacturer specifications, up to 3 feet. Microphone pickup beyond this range will provide lower speech intelligibility and quality.
- The Confidea FLEX is a touch enabled tabletop conference unit including: - Multifunctional button for delegate, chairman and dual use - Screw lock microphone connector - Loudspeaker – 5.2" capacitive touch screen - Tactile reference - Haptic feedback - Anti-fingerprint coating - NFC card reader - 2 x Headphone connector
- Planned installation location(s) will be desk mounted at each of the Dais seated positions, staff tables, and lectern. Pickup coverage of the seated area. Improper usage and positioning of the microphone may cause degradation of audio quality and coverage. Final location to be defined in project deliverables/drawings approved by customer during project initiation (i.e. post PO).



Microphone – (5) wireless Gooseneck Discussion Stations

- (5) wired desk mounted 40 cm gooseneck discussion stations are designed for pickup of individual board members with optimal performance, based on manufacturer specifications, up to 3 feet. Microphone pickup beyond this range will provide lower speech intelligibility and quality.
- The Confidea FLEX is a touch enabled tabletop conference unit including: - Multifunctional button for delegate, chairman and dual use - Screw lock microphone connector - Loudspeaker – 5.2" capacitive touch screen - Tactile reference - Haptic feedback - Anti-fingerprint coating - NFC card reader - 2 x Headphone connector
- Planned installation location(s) will be desk mounted at two staff tables facing the Dais and the presentation lectern. Pickup coverage of the seated area. Improper usage and positioning of the microphone may cause degradation of audio quality and coverage. Final location to be defined in project deliverables/drawings approved by customer during project initiation (i.e. post PO).

Audio Processing

- An audio DSP will be installed to provide per microphone acoustic echo cancelling and allow for program and conferencing volume controls. The DPS will intake all Dais microphones, wireless microphones, and lectern gooseneck and process out to room amplifiers and conferencing codecs.



Product Descriptions

Televic Plixus AE-R + Dante

- The Televic Plixus AE-R + Dante is a versatile audio engine that supports up to 240 conference units and integrates with Dante audio networking.
- It offers high-quality audio processing, advanced voting and interpretation features, and seamless integration with third-party devices and software.
- It can be controlled via a web interface, a touchscreen, or the Televic CoCon software.
- It supports up to 32 audio channels, 8 analog inputs and outputs, and 64 Dante inputs and outputs.
- It has a compact and robust design, with a fanless cooling system and a redundant power supply.

Televic Confidea Flex

- The Televic Confidea Flex is a modular and flexible conference system that adapts to any meeting scenario.
- It consists of a base unit, a microphone unit, and a touchscreen unit, which can be combined in various configurations to suit different needs and preferences.
- It offers crystal-clear audio quality, intuitive operation, and wireless connectivity via Wi-Fi or Bluetooth.
- It supports up to 4 audio channels, 2 voting buttons, and 2 headphone outputs.
- It has a sleek and elegant design, with a low-profile microphone and a high-resolution touchscreen.

C. EXCLUSIONS: The following work is **not included** in our Scope of Work: All conduits, high voltage, wiring panels, breakers, relays, boxes, receptacles, etc.

- Concrete saw cutting and/or core drilling
- Fire wall, ceiling, roof and floor penetration
- Necessary gypsum board replacement and/or repair
- Necessary ceiling tile or T-bar modifications, replacements and/or repair
- Structural support of equipment *FORTE Systems not responsible for building related vibrations

- Installation of ceiling mounted projection screen
- All millwork (moldings, trim, cut outs, etc.)
- Patching and Painting
- Permits (unless specifically provided for and identified within the contract)
- Unless specifically noted lifts, scaffolding and exterior building hoists are not included

D. CONSTRUCTION CONSIDERATIONS:

In order to accomplish the outlined goals of this project, the Customer will be responsible for contracting with an outside entity to make the necessary modifications to the space as directed by FORTE Systems. The costs associated with these modifications are not included in this proposal.

E. NOTICE: THIS SCOPE OF WORK IS DELIVERED ON THE BASIS OF THE FOLLOWING ASSUMPTIONS: The room(s) match(es) the drawings provided.

- Site preparation by the Customer and their contractors includes electrical and data placement per FORTE Systems specification.
- Site preparation will be verified by FORTE Systems project manager or representative before scheduling of the installation. All work areas should be clean and dust free prior to the beginning of on-site integration of electronic equipment.
- Customer communication of readiness will be considered accurate and executable by FORTE Systems project manager.
- In the event of any arrival to site that FORTE Systems is not able to execute work efficiently and definably progress, the Customer will be charged a fee to reimburse FORTE Systems for all lost time and inefficiencies. At this time, the Customer will be presented a Contract Change Order and will/may halt work until acceptance by the Customer and rescheduling of the integration effort is agreed upon.
- Rescheduling and redeployment of FORTE Systems technicians due to unacceptable site preparation may cause scheduling delays of up to 10 business days.
- There is ready access to the building / facility and the room(s) for equipment and materials.
- There is secure storage for equipment during a multi-day integration.
- If Customer furnished equipment and existing cabling is to be used, FORTE Systems assumes that these items are in good working condition at this time and will integrate into the designed solution. Any repair, replacement and/or configuration of these items that may be necessary will be made at an additional cost.
- All Network configurations including IP addresses are to be provided, operational and functional before FORTE Systems integration begins. FORTE Systems will not be responsible for testing the LAN connections.
- Cable or Satellite drops must be in place with converter boxes operational before the completion of integration. Any delay resulting in extra work caused by late arrival of these items will result in a change order for time and materials.
- Document review / feedback on drawings / correspondence will be completed by the Customer within two business days (unless otherwise noted).
- The documented Change Control process will be used to the maximum extent possible – the Customer will have an assigned person with the authority to communicate/approve project Field Directed Change Orders and Contract Change Orders (see Appendix).
- In developing a comprehensive proposal for equipment and integration services FORTE Systems' Sales Representatives and Engineering teams must make some assumptions regarding the physical construction of your facility, the availability of technical infrastructure and site conditions for installation. If any of the conditions we have indicated in the site survey form are incorrect or have changed for your particular project or project site, please let your Sales representative know as soon as possible. Conditions of the site found during integration effort which are different from those documented may have an effect on the price of the system

solution, integration or services. To ensure that you have an accurate proposal based on your facility and specific to the conditions of your project, please review all project documentation carefully.

F. INTEGRATION PROJECT MANAGEMENT PROCESSES

FORTE Systems will follow a foundational project management process which may include the following actions/deliverables (based on the size/complexity/duration of the integration project):

- Site Survey – performed prior to Retail Sales Agreement and attached
- Project Welcome Notice – emailed upon receipt of Purchase Order
- Project Kick-Off meeting with Customer Representative(s) – either by phone or in-person
- Project Status reviews – informal or formal – either by phone or in-person (based on the size/complexity/duration of the project)
- Project Change Control – comprised of Field Directed Change Order and/or Contract Change Order submittals (see Appendix)
- Notice of Substantial Completion (see Appendix) – at Customer walk-through – prior to Service transition

G. KNOWLEDGE TRANSFER (TRAINING)

This is geared specifically towards the end-user / operator. The purpose of this knowledge transfer is to provide operators with the necessary knowledge to confidently and comfortably operate all aspects of the integrated system. Areas covered include the following:

- Equipment and system overview
- Equipment operation and function
- Equipment start up, stop, and shut down
- Equipment automatic and manual operation
- Discussion and documentation relating to control system operation
- Discussion and documentation relating to system processor and its control applications
- Powering up, powering down AV system via control system
- Manual operation of display systems, audio system and all other related components
- Use/operation of patch panels, when and where to be used
- Who to call when help is required

H. FORTE SYSTEMS INTEGRATION SERVICES RESPONSIBILITIES

FORTE Systems will provide services/work for the project as described above in the Scope of Work or per the attached separate Scope of Work document detailing the scope of work to be performed.

- Provide equipment, materials and service items per the contract products and services detail.
- Provide systems equipment integration and supervisory responsibility of the equipment integration.
- Provide systems configuration, checkout and testing.
- Provide project timeline schedules.
- Provide necessary information, as requested, to the owner or other parties involved with this project to ensure that proper AC electrical power and cableways and/or conduits are provided to properly integrate the equipment within the facilities.
- Provide manufacturer supplied equipment documentation.
- Provide final documentation and “as built” system drawings (CAD) - if purchased.
- Provide system training following integration to the designated project leader or team.

I. CUSTOMER INTEGRATION SERVICES RESPONSIBILITIES

- Provide for the construction or modification of the facilities for soundproofing, lighting, electrical, HVAC, structural support of equipment, and decorating as appropriate. Includes installation of ceiling mounted projection screen.

- Provide for the ordering, provisioning, installation, wiring and verification of any Data Network (LAN, WAN, T1, ISDN, etc.) and Telephone Line (Analog or Digital) equipment and services prior to on-site integration.
- Provide all necessary cableways and/or conduits required to facilitate AV systems wiring.
- Provide all necessary conduit, wiring and devices for technical power to the AV systems equipment.
- Provide reasonable accesses of FORTE Systems personnel to the facilities during periods of integration, testing and training, including off hours and weekends.
- Provide a secure area to house all integration materials and equipment.
- Provide a project leader who will be available for consultation and meetings.
- Provide timely review and approval of all documentation (Technical Reports, Drawings, Contracts, etc.).

SYSTEM SUPPORT

CUSTOMER CARE

CUSTOMER CARE SERVICES TO BE PROVIDED

Customer Care is the ongoing care and maintenance services delivered to keep your System(s) functioning as originally designed and installed. FORTE Systems will perform the services below, as further described in Definitions, for covered Systems.

Customer Care Entitlement Matrix

Entitlement	Definition	System Support	Unified Communi-cations	Digital Media	Service Level
Incident Management	FORTE Systems provides Priority Support to troubleshoot, remediate, and escalate all Incidents through to resolution.	Included	Included	Included	Remote initiation within two (2) business hours, Monday through Friday during standard hours (8am-5pm local time, excluding holidays)
Remote Support	FORTE Systems provides remote Priority Support for supported systems to diagnose and resolve incidents.	Included	Included	Included	Remote response within (8) business hours, Monday through Friday during standard hours (8am-5pm local time, excluding holidays)
Onsite Support	FORTE Systems provides Priority Support for technician dispatch to the client location to diagnose and resolve an Incident.	Included	Not Included	Not Included	Onsite response within eight (8) business hours, Monday through Friday during standard hours (8am-5pm local time, excluding holidays)
Advanced Parts Replacement	FORTE Systems provides advanced replacement of failed hardware components. Does not include consumables or obsolete equipment.	Included	Included	Included	Repair and/or replacement is manufacturer dependent. Loaner Equipment on Best Effort basis
Software Update Assistance	FORTE Systems provides labor to implement updates of existing software to correct	Included	Included	Included	

	software errors and/or resolve incidents				
System Training	FORTE Systems conducts user training to cover operation of the system and how to contact FORTE Systems for support. Technical, Administrative, or Product Specific training is available separate from this agreement.	Included	Not Included	Not Included	Remote user training, scheduled at least one (1) week in advance
System Health Checks	FORTE Systems personnel perform preventative maintenance. Includes cleaning, adjustments, functional tests, and replacement of parts to keep the system equipment in efficient operating condition.	Included	Not Included	Not Included	One (1) System Health Checks per year, each scheduled at least one (1) week in advance
Asset Management	FORTE Systems tracks asset information for Systems.	Included	Included	Included	

CUSTOMER CARE DEFINITIONS

System – Defined as the items listed in the Products and Services Detail section of this Agreement or listed on an attached Equipment List with the exception of Consumables, Owner Furnished Equipment, and Obsolete Equipment.
Priority Support – Means all work under FORTE Systems support agreements with Customers is scheduled ahead of any other on-demand work.

Remote Support – Means a service whereby remote calls made to communications and terminal equipment via Customer provided IP connection to determine failures and remedies. Only available where equipment is capable and configured by FORTE Systems to provide same.

Onsite Support - Service level response assumes client location is within 60 miles of an FORTE Systems Service Center. Additional travel costs may apply if the client location is beyond 60 miles of an FORTE Systems Service Center.

Consumables – Means parts such as recording media, batteries, projection lamps and bulbs, etc. Consumables are parts that are not included under this Agreement.

Obsolete Equipment – Defined as items (though possibly still in use) that are outdated with no manufacturer support or parts availability, or products with formal end of life as defined by their manufacturer. Obsolete Equipment are parts that are not included under this Agreement.

Loaner Equipment – Defined as table top LCD projectors and flat screen monitors under 50". Table top projectors are not integrated into a system. Flat screen monitors will be installed onto a wall if reasonably possible.

Best Effort – Means FORTE Systems strives to provide the Service or repair any Incident in an appropriate and generally accepted manner using the resources available but makes no promise in this reference.

Advanced Parts Replacement - Provides for recycling of equipment covered in a system or consumables with no additional fees. Includes coverage for shipping to/from manufacturer for equipment sent to for warranty diagnosis, repair or exchange

Software Update Assistance – Defined as revisions of existing software which provide maintenance to correct software errors. Assumes software is provided at no charge by the manufacturer or covered under a valid manufacturer maintenance contract. Cascading software dependencies may impact ability to issue updates. Software and features which require additional licensing are not included under this Agreement. Changes to custom templates or scripts after initial deployment are available separate from this agreement.

CUSTOMER CARE – LOCAL BRANCH SUPPORT

Remote-Onsite Technical Support

- Help Desk phone number: 855-521-0012
- Help Desk email: support@fortesystems.com

SYSTEM SUPPORT TERMS

Coverage Dates – Unless otherwise stated, the service coverage date will be effective as of substantial completion or System Support Agreement invoice date; whichever is applicable. Coverage will extend for the duration specified by the corresponding line item description found in the Product and Services Detail section of this Agreement. FORTE Systems reserves the right to withhold services until the invoice is paid in full.

Exclusions – For situations where FORTE Systems is providing service or support under this Agreement, no cost service, maintenance or repair shall not apply to the Equipment if any person other than an FORTE Systems technician or other person authorized by FORTE Systems, without FORTE Systems prior written consent, improperly wires, integrates, repairs, modifies or adjusts the Equipment or performs any maintenance service on it during the term of this Agreement. Furthermore, any Equipment service, maintenance or repair shall not apply if FORTE Systems determines, in its sole discretion, that the problems with the Equipment were caused by (a) Customer's negligence; or (b) theft, abuse, fire, flood, wind, lighting, unreasonable power line surges or brownouts, or acts of God or public enemy; or (c) use of any equipment for other than the ordinary use for which such equipment was designed or the purpose for which such equipment was intended, or (d) operation of equipment within an unsuitable operating environment, or (e) failure to provide a suitable operating environment as prescribed by equipment manufacturer specifications, including, without limitation, with respect to electrical power, air conditioning and humidity control. Existing equipment provided by client will not be warranted by FORTE under this agreement. Requests for service related to older existing equipment as part of an FORTE integration shall be treated on a time & material billed basis.

Systems Support Terms are in addition to FORTE Systems' General Terms and Conditions of Sale.

Agenda Memo

Crest Hill, IL

Meeting Date:	January 26, 2026
Submitter:	Blaine Wing, City Administrator
Department:	Administration
Agenda Item:	Recommendations of New Committees

Summary: A few Council members have recently brought the ideas of some former committees to my attention and as we are getting thick into the budget season and will soon start preparing for negotiations, I feel now is a good time to discuss the addition of these committees.

I looked at the current makeup of the current committees and tried to balance the membership as well as match some interest and skills. Of course, my recommendations are just suggestions, but I truly feel that having these additional committees and direct input from two (2) council members on these important topics would be very valuable.

Recommended Council Action: Further discussion with recommendations to be brought to City Council in February 2026.

Financial Impact:

Funding Source: General Fund

Budgeted Amount: None

Cost: Unknown

COMMITTEES/LIAISONS

1) Beautification		Alderman Scott Dyke Alderman Angelo Deserio
2) Economic Development		Alderwoman Claudia Gazal Mayor Ray Soliman
3) Events Committee		Alderwoman Claudia Gazal Alderman Darrell Jefferson
4) Veterans/Police Memorial		Mayor Ray Soliman
5) Lidice Memorial		Alderperson Tina Oberlin
6) Lockport Township Park District Liaison		Alderman Joe Kubal
7) Forest Preserve District Liaison		Alderman Nate Albert
8) Wescom Liaison		Mayor Ray Soliman
9) Communications		Alderperson Tina Oberlin Alderman Nate Albert
10.) Finance*	**Recommended:** **Recommended:**	**Alderman Scott Dyke** **Alderman Angelo Deserio**
11.) Negotiation Prep*	**Recommended:** **Recommended:**	**Alderman Mark Cipiti** **Alderman Darrell Jefferson**

*** = Proposed New Committee.**

The purpose of the Finance Committee is to provide short- and long-term financial oversight. This includes budgeting and financial planning, financial reporting, and the creation and monitoring of internal controls and accountability policies and practices. The finance committee is responsible for reviewing the current operating budget, comparing actual to budgeted revenues and expenses, and providing comments and recommendations to the Council and Treasurer based on information received from city staff. They also assist city staff in preparing recommendations for the fiscal year budget to be presented to the Council for review and approval. The full City Council is still responsible for approving policies and the City's budget.

The purpose of the Negotiation Prep Committee is to work with the City Administrator, Labor Attorney(s), and other staff to prepare for negotiations and to consult with the City's management team from time to time. The full City Council is still responsible for providing final direction, guidance and approving CBAs and MOUs.

Agenda Memo

Crest Hill, IL

Meeting Date:	January 26, 2026
Submitter:	Blaine Wing, City Administrator
Department:	Administration
Agenda Item:	Discuss City Newsletter Options

Summary: I want to check-in with Council regarding the purpose and offer a few cost saving options regarding the City's newsletter. The focus of the next newsletter will be providing info on the Civil Service, so voters are educated about the topic. As such, getting the newsletter created, printed and mailed as quickly as possible is important. Ideally the City would have a communication person who knows the community and has regular articles to update and rotate through, but in the meantime, we do have our new consultants to assist, but they are still learning the City and can only be so helpful at this point. Below are a few cost saving ideas:

1. Reduce the number of newsletters created. For example, instead of issuing a spring newsletter, combine it and make a spring/summer newsletter.

2. Reduce the number of pages of the newsletter. This will reduce the weight, printing cost, and postage.

3. Sell advertisements in the newsletter to offset the cost. This will add to the time to create newsletters, as spaces need to be sold, ads created, etc. Also, it does detract from the informational messages and might not represent the image the City wants.

4. Only print certain newsletters and go digital only with others. With the City's demographics, I do recommend printed newsletters that are also pushed out and promoted digitally.

5. Print, fold, and stuff the newsletters with the water bills. Staff can get the actual costs, but typically the folding and stuffing costs are similar to directly mailing without needing to fold and stuff in the water bill envelope.

Recommended Council Action: Further discussion with recommendations to be brought to City Council in February 2026.

Financial Impact:

Funding Source: General Fund

Budgeted Amount: None

Cost: Unknown

Work Session Agenda Memo

Crest Hill, IL

Meeting Date: January 26, 2026

Submitter: Daniel Ritter, AICP, Community and Economic Development Director
Atefa Ghaznawi, AICP, LEED AP, City Planner

Department: Community Development

Agenda Item: Plan Commission recommendation on application of Extra Space Storage LLC for Preliminary and Final Plat of Subdivision, Special Use for an existing and a new self-service storage facilities (Case # SU-26-1-1-1), and Variation from the Crest Hill Zoning Ordinance and Crest Hill Code of Ordinances (Case # V-26-1-1-1) with respect to real property located at 1812 N Larkin Avenue in Crest Hill, Illinois

Summary:

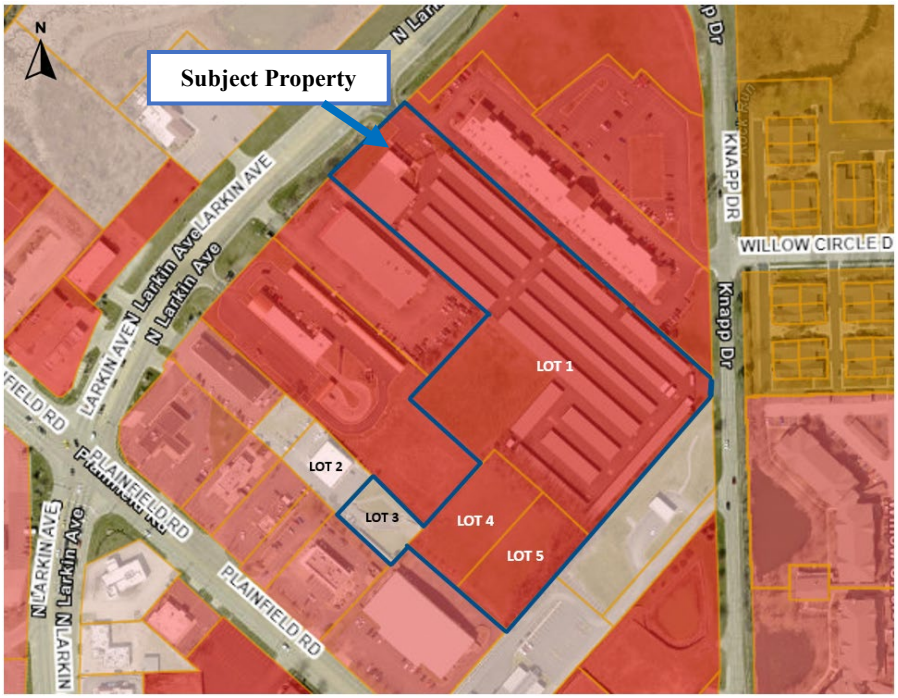
Extra Space Storage LLC (the "Applicant") has requested approval of the following items:

1. Preliminary and Final Plat of Subdivision
2. Amended Special Use in the B-1 and B-3 Zoning Districts for an existing and a new self-service storage facilities
3. A variation from Section 8.7-2 Building Façade of the Crest Hill Zoning Ordinance, and Section 15.04.040 Standards for Structural Appearance and Site Location Plans Sub-section (I)-(1) Building Façades of the Crest Hill Code of Ordinance that would waive the masonry requirement for exterior façade of the new self-service storage facility

Extra Space Storage is an existing self-service storage facility located at 1812 N Larkin Avenue, which was established through a Special Use permit in 2002. The total existing property is 5.83-acres with 79,640 SF of existing drive-up self-storage buildings. Extra Space Storage is looking to purchase an additional 1.74-acre vacant property on the southwest of 1812 N Larkin Ave to expand the existing self-service storage facility. The vacant property has no public roadway access or visibility and has remained vacant for many years.

The proposal will consolidate all four (4) lots into one lot, revise drainage and utility easements, remove the existing driveway and retaining walls on Lot 3; request a special use approval for the existing self-service storage facility and addition of a new self-service storage facility; and request variation from the Crest Hill Zoning Ordinance and Code of Ordinances to waive the masonry requirement for exterior façades of the new self-service storage facility. The exterior of the proposed building will be clad with metal panels matching the existing self-service storage buildings. Adequate screening and landscaping are proposed along the perimeter of the Subject Property to buffer the new self-service storage facility from the adjacent properties. Considering that the new structure will match the existing metal exterior facades, Staff supports the variation request to waive the masonry requirement.

The Subject Property, including the existing business and new lots is illustrated below:



The property's location severely limits building configuration, construction logistics, and overall site efficiency. With no visibility, access or public frontage, it is likely this land remains undeveloped if this special use is not approved. Use of the land by one of the adjacent existing uses, as proposed here, is the highest and best use for this land. Given the limited operational impacts, compliance with applicable development standards, and the nature of the use, the proposed special use is not expected to interfere with the reasonable use and enjoyment of nearby properties or adversely affect the character or orderly appearance of the neighborhood.

The Plan Commission conducted the required public hearing for this application at its January 8, 2026, meeting and recommended unanimous but conditional approval of the requested Preliminary and Final Plat of Subdivision, Special Use, and Variation from the Crest Hill Zoning Ordinance and the Crest Hill Code of Ordinances subject to the project being implemented in substantial conformance with eight (8) conditions referenced in the Staff Report. A copy of the draft approval Ordinance is included with the agenda backup materials for this item.

Council Action Requested: Direction to include the draft approval Ordinance for Extra Space Storage addition on the February 2, 2026, Regular City Council Agenda for final consideration.

Attachments:

- Attachment A – January 8, 2026, Plan Commission Meeting Transcript
- Attachment B – An Ordinance Approving Preliminary and Final Plat of Subdivision, Amended Special Use Permit, and Variation to the Crest Hill Zoning Ordinance and Crest Hill Code of Ordinances with Respect to Certain Real Property Located at 1812 N Larkin Ave in Crest Hill, Illinois - Application of Extra Space Storage LLC (with associated Exhibits)

CREST HILL PLAN COMMISSION

JANUARY 8, 2026

REPORT OF PROCEEDINGS had in the above-entitled matter, at 20600 City Center Boulevard, Crest Hill, Illinois, commencing at 7:00 o'clock p.m. on the 8th day of January, 2026.

BEFORE:

Bill Thomas, Chairman
John Stanton, Commissioner
Gordon Butler, Commissioner
Jeff Peterson, Commissioner
Cheryl Slabozeski, Commissioner
Daniel Ritter, Community/Economic Development Director
Samantha Tilley, Executive Secretary
Atefa Ghaznawi, City Planner

PRESENT:

Clint Kleppe
Jeremy Highland
Alexa Falbo
Mike Aufderheide

* * * * *

CHAIRMAN THOMAS: Okay. Good evening and thank you for coming out on this not so nice weather evening. It's 7:00 p.m. and I would like to call the January 8th, 2026 Plan Commission meeting to order.

Please rise, if you are able, for the Pledge of Allegiance.

(Pledge of Allegiance)

CHAIRMAN THOMAS: Thank you.

Roll call, please.

SAMANTHA TILLEY: Bill Thomas?

CHAIRMAN THOMAS: Here.

SAMANTHA TILLEY: Ken Carroll?

(No response.)

SAMANTHA TILLEY: Gordon Butler?

COMMISSIONER BUTLER: Here.

SAMANTHA TILLEY: Marty Flynn?

(No response.)

SAMANTHA TILLEY: John Stanton?

COMMISSIONER STANTON: Here.

SAMANTHA TILLEY: Cheryl Slabozeski?

COMMISSIONER SLABOZESKI: Here.

SAMANTHA TILLEY: And Jeff Peterson?

COMMISSIONER PETERSON: Here.

CHAIRMAN THOMAS: Okay. Thank you.

Also sitting up here tonight is our City Planner, Atefa, and our Community and Economic Development Director Daniel Ritter as well as our executive secretary, Samantha Tilley.

First order of business is I would like to have a motion to approve the minutes from the Plan Commission meeting that was held on December 11th, 2025.

COMMISSIONER PETERSON: I'll make that motion.

CHAIRMAN THOMAS: Motion by Commissioner Peterson.

Do we have a second?

COMMISSIONER BUTLER: Second.

CHAIRMAN THOMAS: Commissioner Butler seconded.

Roll call, please.

SAMANTHA TILLEY: Jeff Peterson?

COMMISSIONER PETERSON: Yes.

SAMANTHA TILLEY: Gordon Butler?

COMMISSIONER BUTLER: Yes.

SAMANTHA TILLEY: John Stanton?

COMMISSIONER STANTON: Yes.

SAMANTHA TILLEY: Cheryl Slabozeski?

COMMISSIONER SLABOZESKI: Abstain.

SAMANTHA TILLEY: And Bill Thomas?

CHAIRMAN THOMAS: Yes.

SAMANTHA TILLEY: Motion carried.

CHAIRMAN THOMAS: Okay. So, again, welcome for coming out. If I was a betting man I'd say, well, we'll probably have two people, and I know who the two people are going to be, but it's very nice of you to come out to a Plan Commission meeting on this kind of weather.

So we have one item on the agenda for tonight that actually involves two cases, and the published definition is we are going to hold a public hearing and consideration of petitions plat of subdivision Case SU-26-1-1-1 and Case V-26-1-1-1, a request of Extra Space Storage LLC seeking special use approvals from the City of Crest Hill Subdivision Zoning Ordinance and City Code to consolidate four lots into one lot and dedicate utility and drainage easements and amended special use for an existing self-storage facility -- self-service storage facility and addition of a new self-service storage facility

and a variation from Section 8.7-2 Building Facade of the Crest Hill Zoning Ordinance and Section 15.04.040, standards for structural appearance and site location plans, subsection I-1, Building Facades of Crest Hill Code of Ordinance that would decrease the masonry requirement for exterior facade of a new self-service storage facility to zero percent and for an existing and new self-service storage facilities located on the 7.5 acre B3 business service district zoned property located at 1812 North Larkin Avenue Crest Hill, Illinois.

Samantha, is all the paperwork in order?

SAMANTHA TILLEY: Yes. All the necessary paperwork is in order.

CHAIRMAN THOMAS: All right. Thank you.

In that case I would like to have a motion to open the public hearing for case SU-26-1-1-1 and V-26-1-1-1.

Motion, please.

COMMISSIONER PETERSON: I'll make that motion.

COMMISSIONER SLABOZESKI: Second.

CHAIRMAN THOMAS: Motion by Commissioner

Peterson. Second by Commissioner Slabozeski.

Roll call, please.

SAMANTHA TILLEY: Jeff Peterson?

COMMISSIONER PETERSON: Yes.

SAMANTHA TILLEY: Cheryl Slabozeski?

COMMISSIONER SLABOZESKI: Yes.

SAMANTHA TILLEY: Gordon Butler?

COMMISSIONER BUTLER: Yes.

SAMANTHA TILLEY: John Stanton?

COMMISSIONER STANTON: Yes.

SAMANTHA TILLEY: Bill Thomas?

CHAIRMAN THOMAS: Yes.

SAMANTHA TILLEY: Motion carried.

CHAIRMAN THOMAS: Okay. Public hearing opened at 7:04 p.m.

Again, the subject of our hearing this evening is to discuss the two cases that are involved in a request by Extra Space Storage LLC seeking special use approvals and variances from the City of Crest Hill Subdivision Zoning Ordinance and City Code. So I would like to ask Atefa, our city planner, to present the specifics of the cases.

ATEFA GHAZNAWI: Thank you, Mr. Chairman.

Extra Space Storage is an existing self-service storage facility located at 1812 North Larkin Avenue, which was established through a special use permit in 2002. Extra Space Storage is looking to purchase an additional 1.74 acre vacant property in the southwest of the existing property to expand the existing facility. The proposed project includes removal of 980 square foot of an existing storage building on the southwest end of the existing property and construction of a one-story building, stormwater management, landscaping and utilities to service a new building on the vacant property.

The vacant property --

CHAIRMAN THOMAS: Sam, can you hear her? I can't hear her.

Thank you.

Sorry about that.

ATEFA GHAZNAWI: The vacant property has no public roadway access or visibility and has remained vacant for many years.

Adequate screening and landscaping are proposed along the perimeter of the subject property to buffer the new self-service storage

facility from the adjacent properties. The proposal will consolidate all four lots into one lot, revise drainage and utility easements, remove the existing roadway and retaining walls on Lot 3 and use the entire Lot 3 as stormwater retention, request a special use approval for the existing and the new self-service storage facilities and request variation from the Crest Hill Zoning Ordinance and Code of Ordinances to waive the masonry requirement for exterior facades of the new facility. The exterior of the proposed building will be cladded with metal panels matching the existing storage buildings.

Overall the subject property represents a unique circumstance within the B3 Zoning District due to the unique circumstance related to the subject property and proposed use rather than to general conditions in the Zoning District. The vacant property is landlocked and accessed only by private access easements. The location severely limits building configuration, construction logistics and overall site efficiency. With no visibility access or public frontage it is likely that this lot remains undeveloped if this special

use is not approved. Considering that the existing facility has metal exterior facades, Staff do not oppose the variation request to waive the masonry requirement for the new building.

Given the limited operational impacts, compliance with applicable development standards, and the nature of the use, the proposed special use is not expected to interfere with the reasonable use and enjoyment of the nearby properties or adversely affect the character or orderly appearance of the neighborhood.

If Staff recommends approval of the preliminary and final plat of subdivision, a special use for the existing and new self-service storage facilities and variation request to waive the masonry requirements for the new development, subject to the project being implemented in substantial conformance with the conditions for approval and application documents referenced in the January 8, 2026, Plan Commission Staff Report for petitions preliminary and final plat of subdivision, Case No. SU-26-1-1-1 and Case No. V-26-1-1-1.

I would like to request the applicant to

come to the podium and present their application.

CHAIRMAN THOMAS: Okay. I think there's a place for you to sign in and then state your name and then raise your right hand and I will swear you in.

ALEXA FALBO: Okay.

If anyone else is going to speak should they come at this time?

CHAIRMAN THOMAS: When they come up they can.

ALEXA FALBO: Okay.

DANIEL RITTER: Do you want to swear them all in at once?

CHAIRMAN THOMAS: Yeah, I could.

If you're going to speak, you can at least stand and raise your right hand and I will swear in you.

(Individuals duly sworn.)

CHAIRMAN THOMAS: Okay. Now, I am not going to make any jokes, but the last thing I did when I left home tonight was tell Alexa to close my door. Nobody has ever teased you about that, right?

ALEXA FALBO: Oh, I think I get a joke

daily. Covid times were really hard working from home when everyone's systems would light up any time my name was mentioned on a conference call.

CHAIRMAN THOMAS: Yeah, I can imagine.

All right. I apologize for teasing you.

DANIEL RITTER: They're a Google household, right --

ALEXA FALBO: We are a --

DANIEL RITTER: -- no Amazon?

ALEXA FALBO: -- fully Google household. I think Amazon owes me free Prime for life, but that's just my opinion.

Thank you all so much for having us today. I'm Alexa Falbo. I'm with Kimley-Horn. We're the civil engineer for the project. Just want to thank both Daniel and Atefa so much for answering all of our questions and lots of phone calls, emails, and time spent meeting with us to get this project where it is today. They have done a phenomenal job helping us through this process, so thank you both very much.

So, yes, we are here today for the expansion project. Extra Space Storage, as Atefa mentioned, owns the larger parcel. They currently

own and operate those self-storage drive-up buildings that are there today, and we are looking at expanding on the three lots on the screen here.

Lot 3 is a detention pond parcel and Lot 4 and 5 are both empty lots that are, you know, they're all landlocked, there's no access to them, and there's not high visibility from any streets, so we feel the expansion of this property, extending it to the back, makes the most sense for this property.

The existing property has street frontage access from Larkin Avenue and Knapp Road, and those will continue to be the only access points for the property.

So as part of our site plan proposal and as part of the Plat of Subdivision and the conditional use request, we're proposing a 26,000 square foot one-story climate controlled building for the self-storage. We are proposing to remove small portions of the existing building that's right in front of it on the screen in order to have adequate access drive aisles to get to the back of the property.

As part of this we will be putting in new

utility taps for fire protection, for water line, storm sewer lines, and electric as needed.

We have had a lot of work that is being done on the existing detention pond parcel. We have worked Staff heavily with this over the last couple of weeks to kind of nail down the stormwater management plan. So we will be modifying the existing pond that is out there today. There are old retaining walls that are not in the best of shape so we will be removing that and putting -- and grading out a fresh new pond as part of this redevelopment.

In addition to that, although there isn't high visibility, we are beefing up the landscape plan including a variety of evergreen and ornamental trees and shrubs around the new building and around the property line limits to comply with the landscape code requirements.

And, with that, I will pass it over to our architect.

MIKE AUFDERHEIDE: Hi. Good evening. I'm Mike Aufderheide. I'm with the architecture firm, SGW Architects. Excuse me.

Okay. So I would like to walk you

through the architecture portion of the project.

As Alexa mentioned, it's a climate controlled self-storage building. There will be some exterior accessed units, which you can see on the right side of the plan. Those will face the interior of the site. As you see, there's three loading doors, each of them will have canopies on them, but, beside those, on the right margin the -- all of the building will be enclosed.

The elevations. The top elevation shows you those exterior accessed storage lockers, the other three elevations, you can see, the one below, the second from the top, is the one that would face the majority of the exterior exposure. The other two elevations are the sides. You can see there are sliding access doors for folks to bring their things into the building.

These are just views. So the top left you can see that's our loading area. In the center there are the exterior lockers. The top right is one of our side loading doors and the bottom left is the other, and the bottom right is a detailed view of the main loading area, and you can see there's a canopy there that protects the

doors for folks to bring their things in. I think that's it. So...

CHAIRMAN THOMAS: Is that -- are you going to say anything, Tim, or you're waiting for the questions if we have some?

CLINT KLEPPE: Yeah. Absolutely.

CHAIRMAN THOMAS: Okay. Is there anybody else in the audience that would like to come to the podium? Please state your name and I think there's a place to sign in and then I will swear you in.

CONSTANCE JAROS: Okay. My name is Constance Jaros. I live in Willow Falls subdivision which is right across from where the property is going to be.

CHAIRMAN THOMAS: All right. Will you raise your right hand, please?

CONSTANCE JAROS: Yes, sir.

(Constance Jaros duly sworn.)

CHAIRMAN THOMAS: Okay.

CONSTANCE JAROS: My concern was when -- the other day I was reading the description. It first sounded like she said there was no access to Knapp Road from that plot or from that, you know,

storage thing. So if there is going to be an access, could they identify that for us?

CHAIRMAN THOMAS: I believe it's there already, isn't it?

ALEXA FALBO: It's existing access.

CONSTANCE JAROS: Oh, it's the one that's already there and you're not putting a new one?

CLINT KLEPPE: No, there's no new access.

CONSTANCE JAROS: Okay. That was my concern.

ATEFA GHAZNAWI: So, yeah, just to clarify. When I said "no access," I meant the three smaller parcels, they don't have direct access to the street, but the existing self-storage facility has already two existing access, one from Larkin Avenue and one from Knapp Drive.

CONSTANCE JAROS: Okay. Well, it's pretty well hidden on Knapp, so that's the only reason I was wondering. I think that was it. Thank you very much.

CHAIRMAN THOMAS: Okay. Thank you for asking.

Is there anyone else that would like to

come to the podium? All right.

How about Commissioners? Do we have any questions for them?

COMMISSIONER PETERSON: No, I have a comment, though. I did stop over on Saturday and talk to Steven and then I snooped around by the back and went in the back by the retention pond and, personally, I think it's an excellent idea. It will clean that area up real nice for the bank and for all the other businesses around there, so good job.

CHAIRMAN THOMAS: Commissioner Stanton, any questions?

COMMISSIONER STANTON: No.

CHAIRMAN THOMAS: Well, I have a few.

First of all, a curiosity question. There are all kinds of self-storage units it seems like within the last year and some in the surrounding areas. You obviously must have some data that says that there is still a significant need for extra storage. Can you just make a few comments about the economic picture?

CLINT KLEPPE: Absolutely. Yeah. There is quite a bit of storage activity, and this

particular facility is not like a lot of facilities we have that are almost completely occupied and, when I say that, we're about 95 percent occupied and we have been at that stage for quite some time. And, interestingly enough, it was the property owner that had this parcel available, they approached us and they were -- they wanted to see if we were interested in expanding at the time and -- because they were obviously having a difficult time with marketing that property and doing something with it and wanted to do something with it, so that's when we took a bigger look at this particular property and noticed its strong occupancy trends and that's what kind of led us to this point with you guys, but it does seem to be that real estate, overall, that a lot of people are kind of jumping on this bandwagon. Extra Space has been around since 1977, so we're not, you know, newbies to this industry, but there are a lot of other people that have kind of jumped on and gotten with doing this sort of thing that we have been doing for quite some time.

CHAIRMAN THOMAS: So if someone rents a

space, then you give them some kind of an access code that allows them during your 6:00 a.m. to 10:00 p.m., on their own they can come in and get to their unit?

CLINT KLEPPE: Yeah. Absolutely. Yeah. When they come and they sign a rental agreement, which allows them that access during that time, and, on our newer facilities, especially like, for instance, this building, we'll have access control that if they rent a unit inside that particular building it will grant them access into that building, but anybody else that doesn't have a unit within that building won't be granted access to that building to provide even a higher level of security for that -- for the newer building.

CHAIRMAN THOMAS: Now, what if I wanted to enter off of Knapp Road? Can I use a code? Is there a gate that has a code that we can come in that way?

CLINT KLEPPE: So right now the Knapp Road entrance is more or less an emergency egress, and what the plan is now that we're expanding more on the east side of the property, we're going to make that an active entrance with a code that you

can enter in with an automatic gate that will lift up and grant you access, and then when you exit the exit, it's called "free exit" there's going to be a loop detector in the ground that will detect a vehicle and the gate will just open automatically without having to reenter your code.

CHAIRMAN THOMAS: Okay. I was also kind of interested in knowing that -- and I have talked to the City Staff about this. You know, Larkin is not a city road so we don't control some of the rules, but I'm kind of curious, has anybody complained that the only way they can enter in is from the south and if they want to go back south they can't do that, they can only exit north?

CLINT KLEPPE: That hasn't come up. You know, I have spent some time with the store manager and the GM and that's not an issue that is brought up by our tenants at this point.

CHAIRMAN THOMAS: I mean, the tenants to the south of you, when they -- when you exit there, even a car, you can go either way. I'm just surprised that -- is there a reason why they would do that for a self-storage unit, right, and not the other businesses that are there?

DANIEL RITTER: I think it's more of an engineer side of things. That's a county road and that access does control the shopping center traffic as well, so I think that might be part of why they limited that. Plus, it's a little newer than some of the other ones might have had existing, so when this one went in the county is usually pretty restrictive with giving full access. They want those pretty limited, especially on Larkin and Weber. They're fairly restrictive with those.

CHAIRMAN THOMAS: Well, that's pretty good if nobody has complained, so guess it's a non-issue. But now if Knapp was able to be used to get to the back units eventually I think that will help.

CLINT KLEPPE: It's definitely going to help with fire access back there, and the fire department was very pleased with what our plan is going to be for that new building.

CHAIRMAN THOMAS: Let's see. Yeah. I think -- I think you -- between you and Alexa you answered everything else, so, yeah. All right. Thank you.

CLINT KLEPPE: All right. Thank you.

CHAIRMAN THOMAS: Let's see. Okay. So looking over my notes, maybe I -- I think I missed this.

So any recommendation that we would end up giving is going to be contingent on the eight conditions, which I think they have -- our City Staff has discussed those and you're in complete agreement with those eight conditions?

CLINT KLEPPE: Yes.

ALEXA FALBO: Yes.

CHAIRMAN THOMAS: Okay. Thank you.

Okay. City Staff, any more comments you want to make on this before we close the hearing?

DANIEL RITTER: I'll just thank -- I think some of this got kicked off by Ron Mentzer who I think contacted -- the owner was maybe talking with him and they were trying to figure out what to do with this parcel and I think he said well, maybe call one of the existing businesses because it's just kind of a dead space piece of land that really is tough to develop, so we're glad to see a good use. You know, no offense, nobody gets super excited about

self-storage, but it's kind of the highest and best use here and it is a good location for it. So just want to thank Ron for kind of, you know, helping move this project along.

CHAIRMAN THOMAS: Okay. Well, okay, if there are no further questions or comments I would like to ask for a motion to close the public hearing.

COMMISSIONER PETERSON: I'll make that motion.

COMMISSIONER BUTLER: Second.

CHAIRMAN THOMAS: Motion by Commissioner Peterson. Second by Commissioner Butler.

Roll call, please.

SAMANTHA TILLEY: Jeff Peterson?

COMMISSIONER PETERSON: Yes.

SAMANTHA TILLEY: Gordon Butler?

COMMISSIONER BUTLER: Yes.

SAMANTHA TILLEY: John Stanton?

COMMISSIONER STANTON: Yes.

SAMANTHA TILLEY: Cheryl Slabozeski?

COMMISSIONER SLABOZESKI: Yes.

SAMANTHA TILLEY: And Bill Thomas?

CHAIRMAN THOMAS: Yes.

SAMANTHA TILLEY: Motion carried.

CHAIRMAN THOMAS: Public hearing closed at 7:24.

Okay. Commissioners, have we got any concerns that we want to address before I propose a motion?

(No response.)

CHAIRMAN THOMAS: So can I have a motion to approve the request of Extra Space Storage LLC for the special approvals they are seeking from the City of Crest Hill Subdivision Zoning Ordinance and City Code as stated in the January 8th, 2026 City of Crest Hill Staff Report.

COMMISSIONER PETERSON: I'll make that motion.

COMMISSIONER SLABOZESKI: Second.

CHAIRMAN THOMAS: Motion by Commissioner Peterson. Second by Commissioner Slabozeski.

Roll call, please.

SAMANTHA TILLEY: Jeff Peterson?

COMMISSIONER PETERSON: Yes.

SAMANTHA TILLEY: Cheryl Slabozeski?

COMMISSIONER SLABOZESKI: Yes.

SAMANTHA TILLEY: Gordon Butler?

COMMISSIONER BUTLER: Yes.

SAMANTHA TILLEY: John Stanton?

COMMISSIONER STANTON: Yes.

SAMANTHA TILLEY: And Bill Thomas?

CHAIRMAN THOMAS: Yes.

SAMANTHA TILLEY: Motion carried.

CHAIRMAN THOMAS: Okay. Before I give you the motion -- and I think maybe tell me -- or Steve said it, but I would like to just personally on behalf of the City of Crest Hill thank Extra Space Storage for being a Crest Hill business for almost 24 years.

CLINT KLEPPE: It has been there a while.

CHAIRMAN THOMAS: That's incredible and really for having the confidence in the City of Crest Hill and surrounding areas that there's still some economic opportunities to be taken. Again, we really appreciate that. And, as our director said, if somebody would have said "is there any land back there? I would have said "I have no idea. I can't see back there. How would I know?" And to think that we could take land that's not really totally unusable, but it's kind of like who in the world would want to build

something back there, it's so hard to get to, we want to thank you for investing in that and thinking about that, and I think it's going to turn out to be very beneficial for Extra Space and, of course, for the City of Crest Hill as well.

So you have to understand that before the Plan Commission is allowed to make a positive recommendation on a subject that comes before us, Section 12.6-2 of the City of Crest Hill Zoning Ordinance states that a list of standards must be complied with. The January 8th staff report that has been alluded to that was sent to us on the Plan Commission indicated that all of the required standards have been met and as a result of that and tonight's public hearing, the Plan Commission unanimously recommends city council conditional approval of the preliminary and final plat of subdivision to consolidate four lots into one lot and dedicate utility and drainage easements as special use for an existing self-service storage facility and addition of a new self-service storage facility, a variation from Section 8.7-2, Building Facade of the Crest Hill Zoning Ordinance

and Section 15.04.040 Standards for Structural Appearance and Site Location Plans Subdivision I-1 building facades of the Crest Hill Code of Ordinance that deceases the masonry requirement for the exterior facade of the new self-service storage facility to zero percent subject to the project being implemented in substantial conformance with the eight conditions for approval and application documents referenced in the January 8th, 2026 Plan Commission Staff Report for petitions preliminary and final plat of subdivision for Case SU-26-1-1-1 and Case V-26-1-1-1.

Now why didn't I put that -- we have to do a roll call, don't we?

Roll call, please.

SAMANTHA TILLEY: We did a roll call for the motion.

CHAIRMAN THOMAS: Oh, we did that already. So I'm just stating the motion.

All right. Alexa, it just kind of got to me here.

So our recommendation will be forwarded to the City Council keeping in mind that the Plan

Commission is a recommending body only, and I believe that the city council workshop will hear this on --

ATEFA GHAZNAWI: January 26th.

CHAIRMAN THOMAS: -- January 26th followed by the actual city council meeting on February --

ATEFA GHAZNAWI: 2nd.

CHAIRMAN THOMAS: February 2nd unless the ground hog sees his shadow. No. It has been a long night.

Okay. Congratulations, Extra Space. Thank you for a wonderful presentation. Again, thank you for being a business in the City of Crest Hill. We do not take that lightly and we wish you nothing but success going forward and thank you again. Great job tonight.

CLINT KLEPPE: Thank you.

CHAIRMAN THOMAS: Is there any other business we need to bring up?

Okay. Is there anyone in the audience that wants to make a public comment about anything other than this case?

(No response.)

CHAIRMAN THOMAS: That being the case, can I have a motion to adjourn?

COMMISSIONER PETERSON: I'll make that one, too.

COMMISSIONER SLABOZESKI: I'll second.

CHAIRMAN THOMAS: Motion by Commissioner Peterson. Second by Commissioner Slabozeski.

Roll call, please.

SAMANTHA TILLEY: Jeff Peterson?

COMMISSIONER PETERSON: Yes.

SAMANTHA TILLEY: Cheryl Slabozeski?

COMMISSIONER SLABOZESKI: Yes.

SAMANTHA TILLEY: Gordon Butler?

COMMISSIONER BUTLER: Yes.

SAMANTHA TILLEY: John Stanton?

COMMISSIONER STANTON: Yes.

SAMANTHA TILLEY: Bill Thomas?

CHAIRMAN THOMAS: Yes.

SAMANTHA TILLEY: Motion carried.

CHAIRMAN THOMAS: Meeting adjourned at 7:31. Thank you, everybody, for coming. Be safe going home.

(Meeting adjourned at 7:31 p.m. on January 8th, 2026.)

STATE OF ILLINOIS)
) SS:
COUNTY OF WILL)

Hailey Schoot, CSR, RPR, being first duly sworn, on oath says that she is a court reporter doing business in the State of Illinois; and that she reported in shorthand the proceedings of said meeting and that the foregoing is a true and correct transcript of her shorthand notes so taken as aforesaid, and contains the proceedings given at said meeting.

Hailey Schoot

Hailey Schoot, CSR, RPR
Illinois CSR License 084-004897

A

a.m 19:2
able 2:6 21:14
above-entitled 1:6
Absolutely 15:6 17:23 19:5
Abstain 4:2
access 7:20 8:20,23 12:6,12,13,22 14:16 15:23 16:2 16:5,8,12,14,16 19:1,7,9,11,13 20:2 21:3,9,18
accessed 8:19 14:4 14:11
acre 5:10 7:6
active 19:24
activity 17:24
actual 28:6
addition 4:24 13:13 26:22
additional 7:5
address 24:5
adequate 7:22 12:22
adjacent 8:1
adjourn 29:2
adjourned 29:20 29:23
adversely 9:10
affect 9:10
aforesaid 30:10
agenda 4:12
agreement 19:6 22:9
aisles 12:22
Alexa 1:19 10:6,11 10:21,24 11:8,10 11:14 14:2 16:5 21:22 22:11 27:21
Allegiance 2:7,8
allowed 26:8
allows 19:2,7
alluded 26:13
Amazon 11:9,11
amended 4:22
answered 21:23
answering 11:17
anybody 15:7 19:12 20:11
apologize 11:5
appearance 5:3 9:11 27:2
applicable 9:6
applicant 9:24
application 9:19 10:1 27:9
appreciate 25:18
approached 18:7
approval 8:6 9:12 9:19 26:18 27:8
approvals 4:18 6:19 24:10
approve 3:7 24:9
approved 9:1
architect 13:20
Architects 13:23
architecture 13:22 14:1
area 14:19,23 17:9
areas 17:19 25:16
asking 16:23
Atefa 1:15 3:3 6:22 6:24 7:19 11:16 11:23 16:11 28:4 28:8
audience 15:8 28:21
Aufderheide 1:19 13:21,22
automatic 20:1
automatically 20:6
available 18:7
Avenue 5:11 7:3 12:12 16:16

B

B3 5:10 8:15
back 12:9,23 17:7,7 20:13 21:15,18 25:20,21 26:1
bandwagon 18:18
bank 17:9
beefing 13:14
behalf 25:10
believe 16:3 28:2
beneficial 26:4
best 13:10 23:2
betting 4:7
bigger 18:13
Bill 1:11 2:11 4:3 6:11 23:23 25:4 29:17
bit 17:24
body 28:1
bottom 14:22,22
Boulevard 1:7
bring 14:17 15:1 28:20
brought 20:18
buffer 7:24
build 25:24
building 5:1,4 7:9 7:11,13 8:12,21 9:4 12:18,20 13:17 14:3,9,17 19:9,11,12,13,14 19:15 21:20 26:24 27:3
buildings 8:13 12:2
business 3:6 5:10 25:11 28:14,20 30:6
businesses 17:10 20:24 22:21
Butler 1:12 2:15,16 3:15,16,21,22 6:7 6:8 23:11,13,17 23:18 24:24 25:1 29:13,14

C

call 2:4,10 3:18 6:2 11:3 22:20 23:14 24:19 27:15,16,17 29:8
called 20:3
calls 11:18
canopies 14:7
canopy 14:24
car 20:21
carried 4:5 6:13 24:1 25:6 29:19
Carroll 2:13
case 4:16,16 5:17 5:18 9:22,22 27:12,12 28:23 29:1
cases 4:13 6:17,23
center 1:6 14:20 21:3
Chairman 1:11 2:1 2:9,12 3:1,12,16 4:4,6 5:16,24 6:12 6:14,24 7:15 10:2 10:9,14,19 11:4 15:3,7,16,20 16:3 16:22 17:12,15 18:24 19:16 20:7 20:19 21:12,21 22:2,12 23:5,12 23:24 24:2,8,17 25:5,7,14 27:19 28:5,9,19 29:1,6 29:18,20
character 9:10
Cheryl 1:13 2:21 4:1 6:5 23:21 24:22 29:11
circumstance 8:15 8:16
city 1:6,15 3:2 4:18 4:19 6:20,21,22 20:9,10 22:7,13 24:11,12,13 25:10 25:15 26:5,10,17 27:24 28:2,6,14
civil 11:15
cladded 8:12
clarify 16:12
clean 17:9
climate 12:18 14:2
Clint 1:18 15:6 16:8 17:23 19:5 19:20 20:15 21:17 22:1,10 25:13 28:18
close 10:21 22:14 23:7
closed 24:2
code 4:20 5:5 6:21 8:9 13:18 19:2,17 19:18,24 20:6 24:12 27:3
come 4:10 10:1,8,9 15:8 17:1 19:3,6 19:18 20:15
comes 26:9
coming 2:2 4:7 29:21
commencing 1:7
comment 17:5 28:22
comments 17:22 22:13 23:6
Commission 1:1 2:4 3:8 4:11 9:20 26:8,14,16 27:10 28:1
Commissioner 1:11 1:12,12,13 2:16 2:20,22,24 3:10 3:12,15,16,20,22 3:24 4:2 5:21,23 5:24 6:1,4,6,8,10 17:4,12,14 23:9 23:11,12,13,16,18 23:20,22 24:14,16 24:17,18,21,23 25:1,3 29:3,5,6,7 29:10,12,14,16
Commissioners 17:2 24:4
Community 3:3
Community/Eco... 1:13
complained 20:12 21:13
complete 22:8
completely 18:2
compliance 9:6
complied 26:12
comply 13:18
concern 15:21 16:10
concerns 24:5
conditional 12:17 26:17
conditions 8:18 9:18 22:7,9 27:8
conference 11:3
confidence 25:15
configuration 8:21
conformance 9:18 27:8

Congratulations 28:12
consideration 4:15
Considering 9:1
consolidate 4:20 8:2 26:19
Constance 15:12 15:13,18,19,21 16:6,9,18
construction 7:11 8:21
contacted 22:17
contains 30:11
contingent 22:6
continue 12:13
control 19:9 20:10 21:3
controlled 12:18 14:3
correct 30:9
council 26:17 27:24 28:2,6
county 21:2,7 30:2
couple 13:6
course 26:5
court 30:5
Covid 11:1
Crest 1:1,7 4:19 5:2 5:5,11 6:20 8:8 24:11,13 25:10,11 25:16 26:5,10,24 27:3 28:15
CSR 30:4,15,16
curiosity 17:16
curious 20:11
currently 11:24

D

daily 11:1
Daniel 1:13 3:4 10:12 11:6,9,16 21:1 22:15
data 17:20
day 1:8 15:22
dead 22:21
deceases 27:4
December 3:9
decrease 5:6
dedicate 4:21 26:20
definitely 21:17
definition 4:14
department 21:19
description 15:22
detailed 14:23
detect 20:4
detector 20:4
detention 12:4 13:4
develop 22:22
development 1:13 3:4 9:6,16
difficult 18:10
direct 16:13
director 1:14 3:4 25:19
discuss 6:17
discussed 22:8
district 5:10 8:15 8:18
documents 9:19 27:9
doing 18:11,21,22 30:6
door 10:22
doors 14:7,16,21 15:1
drainage 4:21 8:3 26:20
drive 12:22 16:17
drive-up 12:1
due 8:16
duly 10:18 15:19 30:4

E

easements 4:21 8:3 8:20 26:20
east 19:23
economic 3:3 17:22 25:17
efficiency 8:22
egress 19:21
eight 22:6,9 27:8
either 20:21
electric 13:2
elevation 14:10
elevations 14:10,12 14:15
emails 11:18
emergency 19:21
empty 12:5
enclosed 14:9
engineer 11:15 21:2
enjoyment 9:9
enter 19:17 20:1,12
entire 8:5
entrance 19:21,24
especially 19:8 21:10
established 7:3
estate 18:16
evening 2:1,3 6:17 13:21
eventually 21:15
evergreen 13:15
everybody 29:21
everyone's 11:2
excellent 17:8
excited 22:24
Excuse 13:23
executive 1:14 3:5
existing 4:22 5:8 7:1,7,7,9,10 8:4,6 8:13 9:2,14 12:11 12:20 13:4,8 16:5 16:14,15 21:7 22:20 26:21
exit 20:2,3,3,14,20
expand 7:7
expanding 12:3 18:9 19:22
expansion 11:23 12:8
expected 9:8
exposure 14:14
extending 12:9
exterior 5:6 8:10,11 9:2 14:4,11,14,20 27:5
extra 4:17 6:18 7:1 7:4 11:23 17:21 18:18 24:9 25:10 26:4 28:12

F

facade 5:1,7 26:24 27:5
facades 5:5 8:10 9:2 27:3
face 14:5,14
facilities 5:9 8:7 9:15 18:2 19:8
facility 4:23,23,24 5:7 7:2,7 8:1,11 9:2 16:15 18:1 26:22,23 27:6
fairly 21:10
Falbo 1:19 10:6,11 10:24 11:8,10,14 16:5 22:11
Falls 15:13
February 28:7,9
feel 12:8
figure 22:18
final 9:13,21 26:18 27:11
fire 13:1 21:18,18
firm 13:23
first 3:6 15:23 17:16 30:4
Flynn 2:17
folks 14:16 15:1
followed 28:6
foot 7:9 12:18
foregoing 30:9
forward 28:16
forwarded 27:23
four 4:20 8:2 26:19
free 11:11 20:3
fresh 13:11
front 12:21
frontage 8:23 12:11
full 21:8
fully 11:10
further 23:6

G

gate 19:18 20:1,5
general 8:18
Ghaznawi 1:15 6:24 7:19 16:11 28:4,8
give 19:1 25:7
given 9:5 30:11
giving 21:8 22:6
glad 22:23
GM 20:17
go 20:13,21
going 4:9,14 10:7 10:15,20 15:4,15 16:1 19:23 20:3 21:17,20 22:6 26:3 28:16 29:22
good 2:1 13:21 17:11 21:13 22:23 23:2
Google 11:6,10
Gordon 1:12 2:15 3:21 6:7 23:17 24:24 29:13
gotten 18:21
grading 13:11
grant 19:11 20:2
granted 19:13
Great 28:17
ground 20:4 28:10
guess 21:13
guys 18:15

H

Hailey 30:4,15
hand 10:4,16 15:17
hard 11:1 26:1
hear 7:15,16 28:2
hearing 4:15 5:18 6:14,16 22:14 23:8 24:2 26:16
heavily 13:5
held 3:8
help 21:16,18
helping 11:20 23:4
Hi 13:21
hidden 16:19
high 12:7 13:14
higher 19:14
highest 23:1
Highland 1:18
Hill 1:1,7 4:19 5:2 5:5,11 6:20 8:8 24:11,13 25:10,11 25:16 26:5,10,24 27:3 28:15
hog 28:10
hold 4:14
home 10:21 11:2

29:22
household 11:7,10

I

I-1 5:4 27:2
idea 17:8 25:21
identify 16:2
Illinois 1:7 5:12 30:1,7,16
imagine 11:4
impacts 9:5
implemented 9:17 27:7
includes 7:8
including 13:15
incredible 25:14
indicated 26:14
Individuals 10:18
industry 18:20
inside 19:10
instance 19:9
interested 18:8 20:8
interestingly 18:5
interfere 9:8
interior 14:6
investing 26:2
involved 6:18
involves 4:13
issue 20:17
item 4:12

J

January 1:2,8 2:4 9:20 24:12 26:12 27:10 28:4,5 29:24
Jaros 15:12,13,18 15:19,21 16:6,9 16:18
Jeff 1:12 2:23 3:19 6:3 23:15 24:20 29:9
Jeremy 1:18
job 11:20 17:11 28:17
John 1:11 2:19 3:23 6:9 23:19 25:2 29:15
joke 10:24
jokes 10:20
jumped 18:21
jumping 18:17

K

keeping 27:24
Ken 2:13
kicked 22:16
Kimley-Horn 11:14
kind 4:11 13:6 18:15,17,21 19:1 20:7,11 22:21 23:1,3 25:23 27:21
kinds 17:17
Kleppe 1:18 15:6 16:8 17:23 19:5 19:20 20:15 21:17 22:1,10 25:13 28:18
Knapp 12:12 15:24 16:16,19 19:17,20 21:14
know 4:9 12:6 15:24 18:19 20:9 20:16 22:23 23:3 25:22
knowing 20:8

L

land 22:22 25:20 25:22
landlocked 8:19 12:6
landscape 13:14,18
landscaping 7:12 7:22
larger 11:24
Larkin 5:11 7:3 12:12 16:16 20:9 21:10
led 18:15
left 10:21 14:18,22
Let's 21:21 22:2
level 19:14
License 30:16
life 11:11
lift 20:1
light 11:2
lightly 28:15
limited 9:5 21:5,9
limits 8:21 13:17
line 13:1,17
lines 13:2
list 26:11
little 21:5
live 15:13
LLC 4:17 6:18 24:9
loading 14:7,19,21 14:23
located 5:9,11 7:2
location 5:4 8:20 23:2 27:2
lockers 14:11,20
logistics 8:22
long 28:11
look 18:13
looking 7:5 12:2 22:3
loop 20:4
lot 4:20 8:3,4,5,24 12:4,5 13:3 18:1 18:17,20 26:19
lots 4:20 8:2 11:17 12:3,5 26:19

M

main 14:23
majority 14:14
man 4:7
management 7:12 13:7
manager 20:17
margin 14:8
marketing 18:10
Marty 2:17
masonry 5:6 8:10 9:4,16 27:4
matching 8:13
matter 1:6
mean 20:19
meant 16:12
meeting 2:5 3:8 4:11 11:18 28:6 29:20,23 30:8,12
mentioned 11:3,24 14:2
Mentzer 22:16
met 26:15
metal 8:12 9:2
Mike 1:19 13:21,22
mind 27:24
minutes 3:7
missed 22:3
modifying 13:8
motion 3:7,11,12 4:5 5:18,20,22,24 6:13 23:7,10,12 24:1,6,8,15,17 25:6,8 27:18,20 29:2,6,19
move 23:4

N

nail 13:6
name 10:4 11:3 15:9,12
nature 9:7
nearby 9:9
necessary 5:14
need 17:21 28:20
needed 13:2
neighborhood 9:11
new 4:24 5:7,8 7:13 7:24 8:7,11 9:4,14 9:16 12:24 13:11 13:16 16:7,8 21:20 26:22 27:5
newbies 18:19
newer 19:8,15 21:5
nice 2:2 4:10 17:9
night 28:11
non-issue 21:14
north 5:11 7:3 20:14
notes 22:3 30:10
noticed 18:14

O

o'clock 1:8
oath 30:5
obviously 17:19 18:10
occupancy 18:14
occupied 18:3,4
offense 22:24
Oh 10:24 16:6 27:19
okay 2:1 3:1 4:6 6:14 10:2,6,11,19 13:24 15:7,12,20 16:9,18,22 20:7 22:2,12,13 23:5,5 24:4 25:7 28:12 28:21
old 13:9
once 10:13
one-story 7:11 12:18
ones 21:6
open 5:18 20:5
opened 6:15
operate 12:1
operational 9:5
opinion 11:12
opportunities 25:17
oppose 9:3
order 2:5 3:6 5:13 5:15 12:21
orderly 9:11
Ordinance 4:19 5:2 5:5 6:21 8:9 24:12 26:11,24 27:4
Ordinances 8:9
ornamental 13:16
overall 8:14,22 18:16
owes 11:11
owner 18:6 22:17
owns 11:24

P

p.m 1:8 2:3 6:15 19:3 29:23
panels 8:12
paperwork 5:13,15
parcel 11:24 12:4 13:4 18:6 22:19
parcels 16:13
part 12:15,16,24 13:12 21:4
particular 18:1,13 19:10
pass 13:19
people 4:8,9 18:17

18:20
percent 5:8 18:4 27:6
perimeter 7:23
permit 7:4
personally 17:8 25:9
Peterson 1:12 2:23 2:24 3:10,13,19 3:20 5:21 6:1,3,4 17:4 23:9,13,15 23:16 24:14,18,20 24:21 29:3,7,9,10
petitions 4:15 9:21 27:11
phenomenal 11:20
phone 11:17
picture 17:22
piece 22:22
place 10:3 15:10
plan 1:1 2:4 3:8 4:10 9:20 12:15 13:7,15 14:5 19:22 21:19 26:8 26:14,16 27:10,24
planner 1:15 3:3 6:22
plans 5:4 27:2
plat 4:15 9:13,21 12:16 26:18 27:11
please 2:6,10 3:18 5:20 6:2 15:9,17 23:14 24:19 27:16 29:8
pleased 21:19
Pledge 2:7,8
plot 15:24
Plus 21:5
podium 10:1 15:9 17:1
point 18:15 20:18
points 12:13
pond 12:4 13:4,8 13:11 17:7
portion 14:1
portions 12:20
positive 26:8
preliminary 9:13 9:21 26:18 27:11
present 1:17 6:22 10:1
presentation 28:13
pretty 16:19 21:8,9 21:12
Prime 11:11
private 8:20
probably 4:8
proceedings 1:5 30:8,11
process 11:21
project 7:8 9:17 11:15,19,23 14:1 23:4 27:7
properties 8:1 9:10
property 5:10 7:6,7 7:10,13,14,19,24 8:14,17,19 12:9 12:10,11,14,23 13:17 15:15 18:6 18:11,13 19:23
proposal 8:2 12:15
propose 24:5
proposed 7:8,23 8:11,17 9:7
proposing 12:17,19
protection 13:1
protects 14:24
provide 19:14
public 4:15 5:18 6:14 7:20 8:23 23:7 24:2 26:16 28:22
published 4:14
purchase 7:5
put 27:14
putting 12:24 13:11 16:7

Q

question 17:16
questions 11:17 15:5 17:3,13 23:6
quite 17:24 18:5,22

R

raise 10:4,16 15:17
reading 15:22
real 17:9 18:16
really 11:1 22:22 25:15,18,23
reason 16:20 20:22
reasonable 9:9
recommendation 22:5 26:9 27:23
recommending 28:1
recommends 9:12 26:17
redevelopment 13:12
reenter 20:6
referenced 9:19 27:9
related 8:16
remained 7:21
remains 8:24
removal 7:8
remove 8:3 12:19
removing 13:10
rent 19:10
rental 19:6
rents 18:24
report 1:5 9:20 24:13 26:12 27:10
reported 30:7
reporter 30:6
represents 8:14
request 4:17 6:18 8:6,8 9:3,15,24 12:17 24:9
required 26:14
requirement 5:6 8:10 9:4 27:4
requirements 9:16 13:18
response 2:14,18 24:7 28:24
restrictive 21:8,11
result 26:15
retaining 8:4 13:9
retention 8:5 17:7
revise 8:3
right 5:16 10:4,16 10:23 11:5,7 12:21 14:5,8,21 14:22 15:14,16,17 17:1 19:20 20:23 21:23 22:1 27:21
rise 2:6
Ritter 1:13 3:4 10:12 11:6,9 21:1 22:15
road 12:12 15:24 19:17,21 20:10 21:2
roadway 7:20 8:4
roll 2:10 3:18 6:2 23:14 24:19 27:15 27:16,17 29:8
Ron 22:16 23:3
RPR 30:4,15
rules 20:11

S

safe 29:21
Sam 7:15
Samantha 1:14 2:11,13,15,17,19 2:21,23 3:5,19,21 3:23 4:1,3,5 5:13 5:14 6:3,5,7,9,11 6:13 23:15,17,19 23:21,23 24:1,20 24:22,24 25:2,4,6 27:17 29:9,11,13 29:15,17,19
Saturday 17:5
says 17:20 30:5
Schoot 30:4,15
screen 12:3,21
screening 7:22
second 3:14,15 5:23 6:1 14:13 23:11,13 24:16,18 29:5,7
seconded 3:17
secretary 1:14 3:5
Section 5:1,2 26:10 26:23 27:1
security 19:15
see 14:4,6,12,16,19 14:24 18:8 21:21 22:2,23 25:21
seeking 4:18 6:19 24:10
sees 28:10
self-service 4:23,24 5:7,9 7:2,24 8:7 9:14 26:21,22 27:5
self-storage 4:22 12:1,19 14:3 16:15 17:17 20:23 23:1
sense 12:10
sent 26:13
service 5:10 7:12
severely 8:20
sewer 13:2
SGW 13:23
shadow 28:10
shape 13:10
shopping 21:3
shorthand 30:7,10
shows 14:10
shrubs 13:16
side 14:5,21 19:23 21:2
sides 14:15
sign 10:3 15:10 19:6
significant 17:20
sir 15:18
site 5:4 8:22 12:15 14:6 27:2
sitting 3:2
Slabozeski 1:13 2:21,22 4:1,2 5:23 6:1,5,6 23:21,22 24:16,18,22,23 29:5,7,11,12
sliding 14:16
small 12:20
smaller 16:13
snooped 17:6
somebody 25:19
Sorry 7:18
sort 18:22
sounded 15:23
south 20:13,13,20
southwest 7:6,10
space 4:17 6:18 7:1 7:4 11:23 18:18 19:1 22:21 24:9 25:11 26:4 28:12
speak 10:7,15

special 4:18,22 6:19 7:4 8:6,24 9:7,14 24:10 26:21
specifics 6:22
spent 11:18 20:16
square 7:9 12:18
SS 30:1
staff 9:3,12,20 13:5 20:9 22:8,13 24:13 26:12 27:10
stage 18:4
stand 10:16
standards 5:3 9:6 26:11,15 27:1
Stanton 1:11 2:19 2:20 3:23,24 6:9 6:10 17:12,14 23:19,20 25:2,3 29:15,16
state 10:3 15:9 30:1 30:6
stated 24:12
states 26:11
stating 27:20
Steve 25:9
Steven 17:6
stop 17:5
storage 4:17,23,24 5:7,9 6:18 7:1,2,5 7:9,24 8:7,13 9:15 11:23 14:11 16:1 17:21,24 24:9 25:11 26:21,23 27:6
store 20:16
storm 13:2
stormwater 7:11 8:5 13:7
street 12:11 16:14
streets 12:8
strong 18:14
structural 5:3 27:1
SU-26-1-1-1 4:16 5:19 9:22 27:12
subdivision 4:16,19 6:20 9:13,22 12:16 15:14 24:11 26:19 27:2,12
subject 6:16 7:23 8:14,17 9:17 26:9 27:6
subsection 5:4
substantial 9:18 27:7
success 28:16
super 22:24
surprised 20:22
surrounding 17:19 25:16
swear 10:5,12,17 15:10
sworn 10:18 15:19 30:5
systems 11:2

T

take 25:22 28:15
taken 25:17 30:10
talk 17:6
talked 20:8
talking 22:18
taps 13:1
teased 10:22
teasing 11:5
tell 10:21 25:8
tenants 20:18,19
thank 2:2,9 3:1 5:16 6:24 7:17 11:13,16,21 16:21 16:22 21:24 22:1 22:12,15 23:3 25:10 26:2 28:13 28:14,17,18 29:21
thing 10:20 16:1 18:22
things 14:17 15:1 21:2
think 10:2,24 11:11 15:1,9 16:20 17:8 21:1,4,15,22,22 22:3,7,16,17,19 25:8,22 26:3
thinking 26:3
Thomas 1:11 2:1,9 2:11,12 3:1,12,16 4:3,4,6 5:16,24 6:11,12,14 7:15 10:2,9,14,19 11:4 15:3,7,16,20 16:3 16:22 17:12,15 18:24 19:16 20:7 20:19 21:12,21 22:2,12 23:5,12 23:23,24 24:2,8 24:17 25:4,5,7,14 27:19 28:5,9,19 29:1,6,17,18,20
three 12:3 14:6,12 16:13
Tilley 1:14 2:11,13 2:15,17,19,21,23 3:5,19,21,23 4:1,3 4:5 5:14 6:3,5,7,9 6:11,13 23:15,17 23:19,21,23 24:1 24:20,22,24 25:2 25:4,6 27:17 29:9 29:11,13,15,17,19
Tim 15:4
time 10:8 11:3,18 18:5,9,10,23 19:7 20:16
times 11:1
today 11:14,19,22 12:2 13:9
tonight 3:2 4:13 10:21 28:17
tonight's 26:16
top 14:10,13,18,20
totally 25:23
tough 22:22
traffic 21:4
transcript 30:9
trees 13:16
trends 18:14
true 30:9
trying 22:18
turn 26:4
two 4:8,9,13 6:17 14:15 16:15

U

unanimously 26:17
understand 26:7
undeveloped 8:24
unique 8:15,16
unit 19:4,10,13 20:23
units 14:4 17:17 21:15
unusable 25:23
use 4:18,22 6:19 7:4 8:5,6,17 9:1,7 9:8,9,14 12:17 19:17 22:23 23:2 26:21
usually 21:8
utilities 7:12
utility 4:21 8:3 13:1 26:20

V

V-26-1-1-1 4:17 5:19 9:23 27:13
vacant 7:6,13,14,19 7:21 8:19
variances 6:19
variation 5:1 8:8 9:3,15 26:23
variety 13:15
vehicle 20:5
view 14:23
views 14:18
visibility 7:20 8:23 12:7 13:14

W

waiting 15:4
waive 8:9 9:3,15
walk 13:24
walls 8:4 13:9
want 10:12 11:16 20:13 21:9 22:14 23:3 24:5 25:24 26:2
wanted 18:8,12 19:16
wants 28:22
water 13:1
way 19:19 20:12,21
we'll 4:8 19:9
we're 11:15 12:17 18:3,19 19:22,23 22:23
weather 2:3 4:11
Weber 21:10
weeks 13:6
welcome 4:7
went 17:7 21:7
Willow 15:13
wish 28:16
wonderful 28:13
wondering 16:20
work 13:3
worked 13:5
working 11:1
workshop 28:2
world 25:24

X

Y

yeah 10:14 11:4 15:6 16:11 17:23 19:5,5 21:21,23
year 17:18
years 7:21 25:12

Z

zero 5:8 27:6
zoned 5:10
Zoning 4:19 5:2 6:20 8:8,15,18 24:11 26:10,24

0

084-004897 30:16

1

1.74 7:5
10:00 19:3
11th 3:9
12.6-2 26:10
15.04.040 5:3 27:1
1812 5:11 7:3
1977 18:19

2

2002 7:4
2025 3:9
2026 1:2,8 2:4 9:20 24:13 27:10 29:24
20600 1:6
24 25:12
26,000 12:17
26th 28:4,5
2nd 28:8,9

3
3 8:4,5 12:4

4
4 12:5

5
5 12:5

6
6:00 19:2

7
7.5 5:9
7:00 1:8 2:3
7:04 6:15
7:24 24:3
7:31 29:21,23

8
8 1:2 9:20
8.7-2 5:1 26:23
8th 1:8 2:4 24:13 26:12 27:10 29:24

9
95 18:4
980 7:8

ORDINANCE NO. _____

AN ORDINANCE APPROVING FINAL PLAT OF SUBDIVISION, AMENDED SPECIAL USE PERMIT, AND VARIATION TO THE CREST HILL ZONING ORDINANCE AND CREST HILL CODE OF ORDINANCES WITH RESPECT TO CERTAIN REAL PROPERTY LOCATED AT 1812 N LARKIN AVE IN CREST HILL, ILLINOIS (APPLICATION OF EXTRA SPACE STORAGE LLC)

WHEREAS, the Illinois Municipal Code, 65 ILCS 5/11-13-5 (the "Code") authorizes the corporate authorities to vary the application of its local Zoning Requirements "in harmony with their general purpose and intent and in accordance with general or specific rules therein contained in cases where there are practical difficulties or particular hardship in the way of carrying out the strict letter of any of those regulations relating to the use, construction, or alteration of buildings or structures or the use of land;" and

WHEREAS, the Code states that subdivision of land, special use, and variation requests shall be permitted only upon the finding of certain requirements listed in the Code; and

WHEREAS, the City of Crest Hill ("City") has enacted procedures, requirements, and standards for variations from its Zoning Requirements in Section 12.6-2 of the Crest Hill Zoning Ordinance; and

WHEREAS, the City has enacted procedures, requirements, and standards for special uses in Section 12.7-6 of the Crest Hill Zoning Ordinance; and

WHEREAS, the City has enacted procedures, requirements, and standards for subdivision of land in Section 15.32 Subdivision Regulations of the Crest Hill Code of Ordinances; and

WHEREAS, Extra Space Storage LLC (the "Applicant") is the owner of real property located at 1812 N Larkin Avenue in the City of Crest Hill, Illinois, bearing PIN 11-04-31-405-049-0000, and the Applicant entered into a real estate contract to purchase the real property in the City of Crest Hill, Illinois, bearing PINs 11-04-31-407-008-0000, 11-04-31-407-009-0000, and 11-04-31-407-010-0000, and legally described in Exhibit 1 of the attached Exhibit A (the "Property"), has filed an application requesting approval of Preliminary and Final Plat of Subdivision, amended Special Use for an existing self-service storage facility and addition of a new self-service storage facility; and Variation from the Crest Hill Zoning Ordinance and the Crest Hill Code of Ordinances on the Property (the "Application"); and

WHEREAS, Ordinance 1248A was passed by the Crest Hill City Council on June 3, 2002, approving a rezoning and special use for Extra Space Storage to operate a self-service storage facility on part of the subject property; and

WHEREAS, the Crest Hill Plan Commission, after proper notice thereof given, conducted a public hearing on the Application on January 8, 2026; and

DRAFT

WHEREAS, based on the evidence presented at the public hearing and upon making the following findings, which are more fully detailed in the Findings and Decision attached hereto as Exhibit A, the Plan Commission recommended unanimous but conditional approval of the requested Preliminary and Final Plat of Subdivision, Special Use, and Variation outlined on Exhibit 2 of the attached Exhibit A at its January 8, 2026, meeting:

A. The Preliminary and Final Plat of Subdivision, Special Use and Variation are in harmony with the general purpose and intent of the Zoning Ordinance; and

B. The establishment, maintenance, or operation of the Special Use will not be detrimental to or endanger the public health, safety, or general welfare, and the special use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood; and

C. The plight of the owner is due to unique circumstances and thus strict enforcement of the Zoning Ordinance would result in practical difficulties or impose exceptional hardships due to the special and unusual conditions that are not generally found on other properties in the same zoning district; and

D. The Property cannot yield a reasonable return if permitted to be used only under the conditions allowed by the Zoning Ordinance; and

E. The Preliminary and Final Plat of Subdivision, Special Use and Variation, if granted, will not alter the essential character of the locality and will not be a substantial detriment to adjacent properties; and

WHEREAS, the Plan Commission's recommendation to approve the Preliminary and Final Plat of Subdivision, Special Use, and Variation listed on Exhibit 2 of the attached Exhibit A was made subject to the project being implemented in substantial conformance with the eight (8) conditions for approval and application documents referenced in the January 8, 2026, Community Development Department Staff Report attached hereto as Exhibit B (the "Staff Report"); and

WHEREAS, the City Council has examined the January 8, 2026, Findings and Decision of the Plan Commission and has considered the presentations and arguments of the Owner in an open meeting regularly scheduled; and

WHEREAS, the City Council finds that it is in the best interests of the City that the recommendation of the Plan Commission be adopted and that the Application be granted subject to the project being implemented in substantial conformance with the eight (8) conditions for approval and application documents referenced in the attached Exhibit B; and

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.

DRAFT

SECTION 2: That the City Council hereby adopts and ratifies the Findings and Decision of the Plan Commission, attached hereto and incorporated by reference herein as Exhibit A, as the findings and decision of the City Council in relation to the Application.

SECTION 3: The Plat of Subdivision prepared by Kimberly-Horn & Associates, Inc., last revised December 30, 2025, Special Use, and Variation listed in Exhibit 2 of the attached Exhibit A are hereby granted and approved subject to the project being implemented in substantial conformance with the following eight (8) conditions for approval and application documents referenced in Exhibit B:

1. All required final engineering plans, stormwater report, and related supporting project information shall be submitted for final engineering review and approval in conjunction with the formal building permit application submitted with this project.
2. The development shall substantially comply with the Architectural Plans (Kimberly-Horn & Associates, Inc., dated 2025-06-09) and Plat of Subdivision and Preliminary Engineering Plans (Kimberly-Horn & Associates, Inc., last revised 2025-12-30) as presented.
3. The existing and proposed water lines are proposed to be private and not located in public easements. These shall be owned and maintained by the property owner in the future. Shut-off valves shall be installed (unless existing and in good order) at two ends of the City-owned water mains in locations approved by the City Engineer with final engineering approval.
4. The existing fire hydrant at the west corner of lot 3 shall be relocated and reinstalled within the existing utility easement on Lot 2, as approved by the City Engineer and in compliance with all Fire requirements.
5. A Photometric Plan shall be provided at the time of submitting a building permit to ensure compliance with applicable codes and regulations.
6. A copy of the recorded Plat of Subdivision shall be submitted to the City Clerk's Office as part of the record for this Special Use. This Plat of Subdivision shall be recorded prior to issuing any Certificate of Occupancy.
7. All new shade trees, ornamental trees, and evergreen trees associated with this project shall be planted with a minimum height of six (6) feet and a minimum caliber of two (2) inches at the time of planting.
8. All conditions made with this Special Use and the approved site plan shall run covenant with the land and transferred to any new property owner.

SECTION 4: The City Clerk is hereby authorized and directed to record a copy of this Ordinance and Plat of Subdivision referenced in Section 3 against the Subject Property in the office of the Will County Recorder, and further to annotate the Special Use permit granted hereby on the Crest Hill Official Zoning Map.

SECTION 5: This Ordinance shall take effect upon its passage according to law.

[*Left Intentionally Blank*]

DRAFT

PASSED THIS 2ND DAY OF FEBRUARY, 2026

	Aye	Nay	Absent	Abstain
Alderman Scott Dyke	_____	_____	_____	_____
Alderman Angelo Deserio	_____	_____	_____	_____
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 2ND DAY OF FEBRUARY, 2026.

_____

Raymond R Soliman, Mayor

ATTEST:

_____

Christine Vershay-Hall, City Clerk

DRAFT

EXHIBIT A

FINDINGS AND DECISION OF THE PLAN COMMISSION AS TO PRELIMINARY AND FINAL PLAT OF SUBDIVISION, CASE NO. SU-26-1-1-1 AND CASE NO. V-26-1-1-1 THE APPLICATION OF EXTRA SPACE STORAGE LLC FOR PRELIMINARY AND FINAL PLAT OF SUBDIVISION, AMENDED SPECIAL USE FOR AN EXISTING SELF-SERVICE STORAGE FACILITY AND ADDITION OF A NEW SELF-SERVICE STORAGE FACILITY, AND VARIATION FROM THE CREST HILL ZONING ORDINANCE AND CREST HILL CODE OF ORDINANCES AT PROPERTY LOCATED AS 1812 N LARKIN AVENUE IN THE CITY OF CREST HILL, ILLINOIS.

THIS APPLICATION, coming before the Plan Commission for hearing and decision, and the Plan Commission having heard the evidence in support and opposition to the application at a regularly scheduled meeting held on January 8, 2026, being fully advised on the premises, THE COMMISSION DOES MAKE THE FOLLOWING FINDINGS:

A. That the applicant, Extra Space Storage LLC, is the owner of real property located at 1812 N Larkin Avenue in the City of Crest Hill, Illinois, bearing PIN 11-04-31-405-049-0000, and the Applicant entered into a real estate contract to purchase the real property in the City of Crest Hill, Illinois, bearing PINs 11-04-31-407-008-0000, 11-04-31-407-009-0000, and 11-04-31-407-010-0000.

B. That the application seeks special approvals from the City of Crest Hill Subdivision, Zoning Ordinance, and City Code to consolidate four (4) lots into one (1) lot, and dedicate utility and drainage easements; amended Special Use for an existing self-service storage facility and addition of a new self-service storage facility; and Variation from the Crest Hill Zoning Ordinance and Code of Ordinances for the property described in the application, commonly known as 1812 N Larkin Avenue in Crest Hill, Illinois (the "Property"), which is legally described in Exhibit A-1, attached hereto and incorporated herein by reference;

C. That the Property is zoned B-1 and B-3;

D. That the application seeks approval of Preliminary and Final Plat of Subdivision; amended Special Use for an existing self-service storage facility and addition of a new self-service storage facility; and variation request from Section 8.7-2 Building Façade of the Crest Hill Zoning Ordinance, and Section 15.04.040 Standards for Structural Appearance and Site Location Plans Sub-section (I)-(1) Building Façades of the Crest Hill Code of Ordinance to waive the masonry requirement for the new self-service storage facility. All requested Variations are listed in the attached Exhibit A-2 and relate to the property located at 1812 N Larkin Avenue in Crest Hill, Illinois, with PINs 11-04-31-405-049-0000, 11-04-31-407-008-0000, 11-04-31-407-009-0000, and 11-04-31-407-010-0000.

E. That the requested variation involves waiving the masonry requirement for the new self-service storage facility on the Property;

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F. That the application for the Preliminary and Final Plat of Subdivision, Special Use for an existing self-service storage facility and addition of a new self-service storage facility, and variation request was properly submitted and notice of the application and the public hearing were properly made;

G. That no interested parties filed their appearances herein;

H. That the public hearing was opened and called to order on January 8, 2026, and the applicant presented evidence and arguments in support of its application on January 8, 2026.

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

J. That the proposed Preliminary and Final Plat of Subdivision, Special Use for an existing self-service storage facility and addition of a new self-service storage facility and variation request, as considered under section 12.6 and section 12.7 of the Zoning Ordinance, meet the eight (8) standards for special use under section 12.7-6, and three (3) standards for the granting of a variation under section 12.6-2 as well as the supplemental considerations set forth in subsections 12.6-2(1)-(8).

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 PRELIMINARY AND FINAL PLAT OF SUBDIVISION, SPECIAL USE AND VARIANCE, AS FOLLOWS:

1. That the approval of the application of Extra Space Storage LLC for Preliminary and Final Plat of Subdivision, Special Use for an existing self-service storage facility and addition of a new self-service storage facility, and variation as listed in attached Exhibit A-2 for property located at 1812 N Larkin Avenue in Crest Hill, Illinois with PINs 11-04-31-405-049-0000, 11-04-31-407-008-0000, 11-04-31-407-009-0000, and 11-04-31-407-010-0000 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 Preliminary and Final Plat of Subdivision, Special Use for an existing self-service storage facility and addition of a new self-service storage facility, and variation request be granted subject to the project being implemented in substantial conformance with the following eight (8) conditions for approval and application documents referenced in the January 8, 2026, Community Development Staff Report for this request:

1. All required final engineering plans, stormwater report, and related supporting project information shall be submitted for final engineering review and approval in conjunction with the formal building permit application submitted with this project.
2. The development shall substantially comply with the Architectural Plans (Kimberly-Horn & Associates, Inc., dated 2025-06-09) and Plat of Subdivision and Preliminary Engineering Plans (Kimberly-Horn & Associates, Inc., last revised 2025-12-30) as presented.

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3. The existing and proposed water lines are proposed to be private and not located in public easements. These shall be owned and maintained by the property owner in the future. Shut-off valves shall be installed (unless existing and in good order) at two ends of the City-owned water mains in locations approved by the City Engineer with final engineering approval.
4. The existing fire hydrant at the west corner of lot 3 shall be relocated and reinstalled within the existing utility easement on Lot 2, as approved by the City Engineer and in compliance with all Fire requirements.
5. A Photometric Plan shall be provided at the time of submitting a building permit to ensure compliance with applicable codes and regulations.
6. A copy of the recorded Plat of Subdivision shall be submitted to the City Clerk's Office as part of the record for this Special Use. This Plat of Subdivision shall be recorded prior to issuing any Certificate of Occupancy.
7. All new shade trees, ornamental trees, and evergreen trees associated with this project shall be planted with a minimum height of six (6) feet and a minimum caliber of two (2) inches at the time of planting.
8. All conditions made with this Special Use and the approved site plan shall run covenant with the land and transferred to any new property owner.

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Adopted by the Plan Commission of the City of Crest Hill, Illinois, this 8TH Day of January 2026 upon the following voice vote:

	Aye	Nay	Absent	Abstain
Commissioner Bill Thomas	___X___	_____	_____	_____
Commissioner Ken Carroll	_____	_____	___X___	_____
Commissioner Cheryl Slabozeski	___X___	_____	_____	_____
Commissioner Gordon Butler	___X___	_____	_____	_____
Commissioner Marty Flynn	_____	_____	___X___	_____
Commissioner Jeff Peterson	___X___	_____	_____	_____
Commissioner John Stanton	___X___	_____	_____	_____

Approved:

_____

Bill Thomas, Chairman

Attest:

_____

Christine Vershay-Hall, City Clerk

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EXHIBIT A-1

LEGAL DESCRIPTION

PROPERTY ADDRESS: 1812 N LARKIN AVE, CREST HILL, IL, 60403

PERMANENT INDEX NOs: 11-04-31-405-049-0000, 11-04-31-407-008-0000, 11-04-31-407-009-0000, AND 11-04-31-407-010-0000

LEGAL DESCRIPTION:

LOTS 3 THROUGH 5, BOTH INCLUSIVE, IN DINASO COMMERCIAL PARK, BEING A SUBDIVISION OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 36 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 21, 2000 AS DOCUMENT NUMBER R2000-102267, IN WILL COUNTY, ILLINOIS
THAT PART OF THE SOUTHEAST 1/4 OD SECTION 31, TOWNSHIP 36 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHERN MOST CORNER OF THAT PROPERTY CONVEYED BY DOCUMENT NO. R77-46808 THENCE NORTH 48 DEGREES 48 MINUTES 55 SECONDS EAST ALONG THE SOUTHEASTERLY LINE OF THAT PROPERTY TAKEN IN CONDEMNATION CASE NO. W73G1777 FOR THE LARKIN AVENUE SPUR EXTENSION A DISTANCE OF 165.00 FEET TO AN IRON ROD, SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE NORTH 48 DEGREES 48 MINUTES 55 SECONDS EAST ALONG SAID SOUTHEASTERLY LINE OF SAID LARKIN PROPERTY A DISTANCE OF 200.00 FEET TO AN IRON PIPE, THENCE SOUTH 46 DEGREES 49 MINUTES 26 SECONDS EAST A DISTANCE OF 798.18 FEET TO AN IRON PIPE ON THE WESTERLY RIGHT OF WALY LINE OF KNAPP ROAD; THENCE SOUTH 00 DEGREES 21 MINUTES 18 SECONDS WEST ALONG SAID WEST RIGHT OF WAY LINE A DISTANCE OF 37.70 FEET TO AN IRON ROD; THENCE SOUTH 43 DEGREES 01 MINUTES 52 SECONDS WEST ALONG THE NORTHEASTERLY EXTENSION OF THE NORTHEASTERLY LINE OF LOT 1 OF HILLCREST PLAZA SUBDIVISION. RECORDED AS DOCUMENT NO. R69-9124 A DISTANCE OF 341.14 FEET TO AN IRON ROD, THENCE NORTH 46 DEGREES 47 MINUTES 40 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF SAID LOT 2 A DISTANCE OF 249.89 FEET TO AN IRON ROD AT THE NORTHERN MOST CORNER OF SAID LOT 2; THENCE SOUTH 42 DEGREES 46 MINUTES 54 SECONDS WEST ALONG THE NORTHWESTERLY LINE OF SAID LOT 2, A DISTANCE OF 49.84 FEET TO AN IRON ROD AT THE EASTERN MOST CORNER OF LAND CONVEYED BY DOCUMENT NO. R76-6687, THENCE NORTH 46 DEGREES 46 MINUTES 27 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF LAND CONVEYED BY DOCUMENT NO. R76-6687 A DISTANCE OF 215.20 FEET TO AN IRON ROD AT THE SOUTHERN MOST CORNER OF LAND CONVEYED BY DOCUMENT NO. R77-46808, THENCE NORTH 43 DEGREES 00 MINUTES 55 SECONDS EAST ALONG THE SOUTHEASTERLY LINE OF THAT PROPERTY CONVEYED BY DOCUMENT NO. R77-46808 EXTENDED A DISTANCE OF 55.20 FEET TO A POINT ON THE NORTHEASTERLY LINE OF THAT PROPERTY CONVEYED BY DOCUMENT NO. R77-46808 THENCE NORTH 48 DEGREES 41 MINUTES 45 SECONDS EAST ALONG

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THE SOUTHEASTERLY LINE OF LAND CONVEYED BY DOCUMENT NO. R95-32307 A DISTANCE OF 164.97 FEET TO AN IRON ROD, SAID POINT ALSO BEING THE MOST EASTERLY CORNER OF SAID DOCUMENT NO. R95-32307; THENCE NORTH 46 DEGREES 49 MINUTES 26 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF LAND CONVEYED BY SAID DOCUMENT NO. R95-32307 A DISTANCE OF 395.30 FEET TO THE POINT OF BEGINNING, IN WILL COUNTY, ILLINOIS.

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EXHIBIT A-2

1812 N LARKIN AVE - LIST OF REQUESTED VARIATIONS

Crest Hill Zoning Ordinance (ZO) Section 8.7-2 Building Façade

a. A minimum of 20% of the total area exterior building wall facades for R-2, B-1, B-2, B-3, M-1, and M-2 construction shall be of masonry. For purposes of computing said 20%, the total area occupied by windows and doors is not included. *Exterior facades of the proposed self-storage facility are 100% metal panels.*
b. A minimum of one wall facade per building shall include a minimum of 80% masonry. For computing said 80%, the total area occupied by windows and doors is not included. *Exterior facades of the proposed self-storage facility are 100% metal panels.*
c. Any wall facade facing a public or private street shall be of a minimum area of 10% masonry. For purposes of computing said 10%, the total area occupied by windows and doors is not included. *Exterior facades of the proposed self-storage facility are 100% metal panels.*
d. The area of masonry may be reduced by 100% on any wall facade not facing a public or private street, provided that the total of 20% of the total area of all building wall facades, exclusive of areas for windows and doors, is provided on other walls of the same building with masonry. *Exterior facades of the proposed self-storage facility are 100% metal panels.*

Crest Hill Code of Ordinances Section 15.04.040 Standards for Structural Appearance and Site Location Plans Sub-Section (I)-(1) Building Façades of Chapter 15.04 Building Requirements

1. A minimum of 20% of the total area exterior building wall facades for R-2, B-1, B-2, B-3, M-1, and M-2 construction shall be of masonry. For purposes of computing said 20%, the total area occupied by windows and doors is not included. *Exterior facades of the proposed self-storage facility are 100% metal panels.*
2. A minimum of one wall facade per building shall include a minimum of 80% masonry. For computing said 80%, the total area occupied by windows and doors is not included. *Exterior facades of the proposed self-storage facility are 100% metal panels.*
3. Any wall facade facing a public or private street shall be of a minimum area of 10% masonry. For purposes of computing said 10%, the total area occupied by windows and doors is not included. *Exterior facades of the proposed self-storage facility are 100% metal panels.*
4. The area of masonry may be reduced by 100% on any wall facade not facing a public or private street, provided that the total of 20% of the total area of all building wall facades, exclusive of areas for windows and doors, is provided on other walls of the same building with masonry. *Exterior facades of the proposed self-storage facility are 100% metal panels.*

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EXHIBIT B

January 8, 2026 Community Development Department Staff Report

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Crest Hill
CITY OF NEIGHBORS

To: Plan Commission

From: Daniel Ritter, AICP, Community and Economic Development Director
Atefa Ghaznawi, AICP, LEED AP, City Planner

Date: January 8, 2026

Re: 1812 N Larkin Ave (Extra Space Self-Service Storage Facility) Preliminary and Final Plat of Subdivision; Special Use for an Existing and a New Self-Service Storage Facilities (Case # SU-26-1-1-1); and Variation Request from the Crest Hill Zoning Ordinance and the Crest Hill Code of Ordinances (Case # V-26-1-1-1)

Project Details

Project:	Preliminary and Final Plat of Subdivision; Special Use for an Existing and a New Self-Service Storage Facilities; and Variation Request from the Crest Hill Zoning Ordinance and the Crest Hill Code of Ordinances
Applicant:	Extra Space Storage LLC
Requests:	Special approvals from the City of Crest Hill Subdivision Regulations, Zoning Ordinance, and City Code to consolidate four (4) lots into one (1) lot, and dedicate utility and drainage easements; amended Special Use for an existing self-service storage facility and addition of a new self-service storage facility; and variation request from Section 8.7-2 Building Façade of the Crest Hill Zoning Ordinance, and Section 15.04.040 Standards for Structural Appearance and Site Location Plans Sub-section (I)-(1) Building Façades of the Crest Hill Code of Ordinance.
Location:	1812 N Larkin Ave (the "Subject Property")

Site Details

Lot Size:	Approximately 7.58 acres
Existing Zoning:	B-3 Business Service District and B-1 Limited Business District (Lot 3)
Existing Improvements:	Lot 1: 5.83 acres existing self-service storage facility with 79,640 SF of existing drive-up storage buildings Lot 3: Existing stormwater detention and driveway Lot 4 and 5: vacant land

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Surrounding Zoning and Land Use Summary

	Land Use	Comp Plan	Zoning
Subject Parcels	Self-Service Storage facility, stormwater detention, and vacant land	Local Commercial	B-3 and B-1
North	Retail/Commercial, Stormwater Detention, and Forest Preserve	Local Commercial, Detention, and Natural/Preserve Areas	B-1 and B-3
South	Retail/Commercial	Local Commercial	B-1 and B-2
East	Retail/Commercial, Stormwater Detention, Single-Family Attached Residence, and Multi-Family Residence	Single-Family Attached, Multi-Family Residential, Community Facilities	R-3, B-1, B-2, and B-3
West	Retail/Commercial, and Forest Preserve	Local Commercial, and Natural/Preserve Areas	B-1, B-2, and B-3

Exhibits

Application documents submitted by Applicant include:

1. Exhibit C – Application for Development 2025-10-30
2. Exhibit D – Legal Description 2025-12-12
3. Exhibit E – List of Requested Variations 2025-12-12
4. Exhibit F – Property Owner's Letter of Authorization 2025-10-14
5. Exhibit G – Project Narrative 2025-12-12
6. Exhibit H – Subject Property Photos of Existing Condition 2025-12-12
7. Exhibit I – Response to Standards for Special Use 2025-12-12
8. Exhibit J – Response to Standards for Variations 2025-12-12
9. Exhibit K –Architectural Plans, Elevations, and 3D Renderings Prepared by Kimberly-Horn & Associates, Inc. 2025-06-09
10. Exhibit L – Plat of Subdivision and Preliminary Engineering Plans, Prepared by Kimberly-Horn & Associates, Inc. last revised 2025-12-30
11. Exhibit M - Preliminary Stormwater Memo, Prepared by Kimberly-Horn & Associates, Inc. last revised 2025-12-30

Application Background and Project Summary

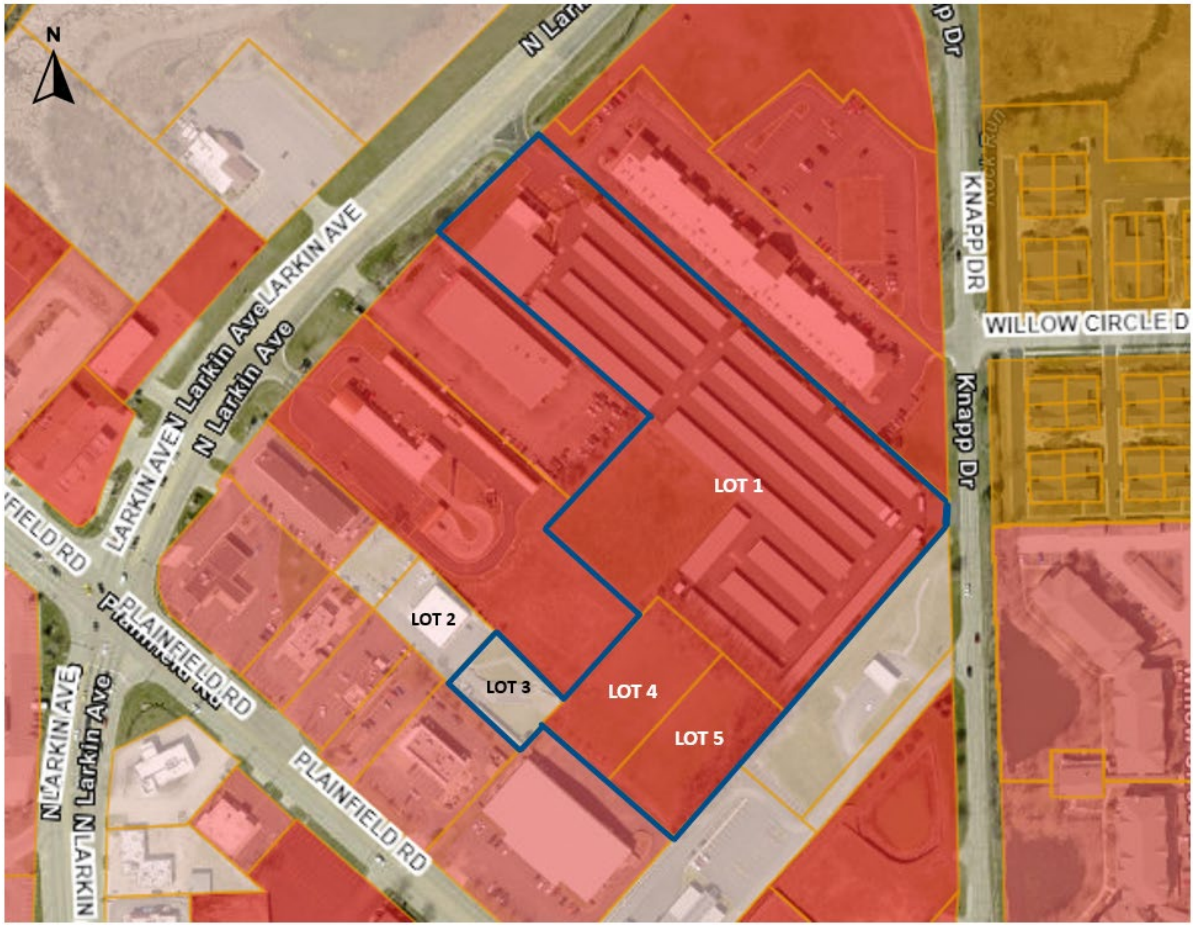
Extra Space Storage is an existing self-service storage facility located at 1812 N Larkin Avenue, which was established through a Special Use permit in 2002 (ORD #1248A). The total existing property is 5.83-acres with 79,640 SF of existing drive-up self-storage buildings.

Customers of Extra Space Storage typically store household goods in the existing drive-up self-storage buildings. The standard hours of the existing facility are 6:00 AM – 10:00 PM daily. These hours will remain the same for the proposed development. The existing access from N Larkin Avenue will remain the main entry point. There is also an existing entrance from Knapp Drive that will be accessible for customers and emergency vehicles.

Extra Space Storage is looking to purchase an additional 1.74-acre vacant property on the southwest of 1812 N Larkin Ave to expand the existing self-service storage facility. The proposed project includes the removal of 980 SF of an existing storage building on southwest end of 1812 N Larkin Ave and the construction of a 26,340 SF 1-story building, stormwater management, landscaping and utilities to service the new building on the 1.74-acre vacant property (Lots 3, 4, 5). The vacant property has no public roadway access or visibility and has remained vacant for many years. Adequate screening and landscaping are proposed along the perimeter of the Subject Property to buffer the new self-service storage facility from the adjacent properties. Stormwater drainage will be managed through on-site improvements designed in accordance with the City drainage and stormwater management regulations, preventing adverse impacts to the adjacent properties or public infrastructure.

The proposal will consolidate all four (4) lots into one lot, revise drainage and utility easements, remove the existing driveway and retaining walls on Lot 3 and use the entire Lot 3 as stormwater detention; request a special use approval for the existing self-service storage facility and addition of a new self-service storage facility; and request variation from the Crest Hill Zoning Ordinance and Code of Ordinances to waive the masonry requirement for exterior façades of the new self-service storage facility. The exterior of the proposed building will be cladded with metal panels matching the existing self-service storage buildings.

Figure 1: Arial View of 1812 N Larkin Ave (the Subject Property) and Its Surroundings



Summary of Requested Petitions

To consolidate the subject property into one lot and construct a new self-service storage facility, the Applicant is seeking approvals of the following petitions:

(i) Preliminary and Final Plat of Subdivision to consolidate four (4) lots into one (1) lot, and dedicate utility and drainage easements.
(ii) Amended Special Use for an existing self-service storage facility and addition of a new self-service storage facility.
(iii) A variation from Section 8.7-2 Building Façade of the Crest Hill Zoning Ordinance, and Section 15.04.040 Standards for Structural Appearance and Site Location Plans Sub-section (I)-(1) Building Façades of the Crest Hill Code of Ordinances that decrease the masonry requirement for exterior façades of the new self-service storage facility to zero percent.

Staff Analysis

Overall, the Subject Property represents a unique circumstance within the B-3 Business Service District due to unique circumstances related to the subject property and the proposed use, rather than to general conditions in the zoning district. The 1.74-acre vacant property (Lots 3, 4, 5) is landlocked and accessed solely by private access easements. The location severely limits building configuration, construction logistics, and overall site efficiency. With no visibility, access or public frontage, it is likely this land remains undeveloped if this special use is not approved. Use of the land by one of the adjacent existing uses, as proposed here, is the highest and best use for this land. In addition, the functional design requirements of a self-service storage facility –characterized by large interior floor plates, limited fenestration, and minimal on-site activity – differ from those of other commercial uses for which masonry construction standards were originally intended. These site-specific and use-specific conditions constitute unique circumstances that justify consideration of the requested variation. Considering that the existing self-service storage facility has metal exterior facades, Staff do not oppose the variation request to waive the masonry requirement for the new self-service storage facility (Refer to Exhibit H for photos of existing self-service storage facility).

Self-service storage facilities are generally low-intensity uses that do not generate continuous activity, outdoor storage, or significant truck traffic. Customer visits are typically short in duration and spread throughout the day, which limits congestion, noise, and operational impacts on nearby properties. The facility will be fully enclosed within a permanent structure and will not involve outdoor display, processing, or manufacturing activities. The proposed building placement, setbacks, and buffering/landscaping are in accordance with zoning requirements to minimize visual impacts and maintain compatibility with adjacent uses. Access to the landlocked parcels will be accommodated through the existing site entrances on Larkin Avenue and Knapp Drive, ensuring orderly and predictable circulation while avoiding disruption to surrounding properties. The proposed use is consistent with other permitted and special uses in the area and represents a less intensive alternative to many commercial or light industrial uses otherwise allowed by zoning.

Given the limited operational impacts, compliance with applicable development standards, and the nature of the use, the proposed special use is not expected to interfere with the reasonable use and enjoyment of nearby properties or adversely affect the character or orderly appearance of the neighborhood.

Staff feedback on specific aspects of the requested approvals:

- Crest Hill Zoning Ordinance (ZO) Section 8.7-2 Building Façade and Crest Hill Code of Ordinances Section 15.04.040 Standards for Structural Appearance and Site Location Plans Sub-section (I)-(1) Building Façades:

    1. A minimum of 20% of the total area exterior building wall facades for R-2, B-1, B-2, B-3, M-1, and M-2 construction shall be of masonry. For purposes of computing said 20%, the total area occupied by windows and doors is not included. *Exterior facades of the proposed self-storage facility are 100% metal panels.*
    2. ii. A minimum of one wall facade per building shall include a minimum of 80% masonry. For computing said 80%, the total area occupied by windows and doors is not included. *Exterior facades of the proposed self-storage facility are 100% metal panels.*
    3. iii. Any wall facade facing a public or private street shall be of a minimum area of 10% masonry. For purposes of computing said 10%, the total area occupied by windows and doors is not included. *Exterior facades of the proposed self-storage facility are 100% metal panels.*
    4. iv. The area of masonry may be reduced by 100% on any wall facade not facing a public or private street, provided that the total of 20% of the total area of all building wall facades, exclusive of areas for windows and doors, is provided on other walls of the same building with masonry. *Exterior facades of the proposed self-storage facility are 100% metal panels.*

Staff reviewed the proposed development with respect to the applicable City regulations. The Crest Hill Zoning Ordinance classifies self-service storage facilities as Special Use in B-3 Business Service District. To construct the new self-service storage facility, the existing 2002 Special Use for the existing self-service storage facility needs to be amended to include the proposed new self-service storage facility, the above-mentioned required variation(s), and approval of the Plat of Subdivision with revised utility, drainage, and access easements.

Variation Approval Standards and Findings

Section 12.6-2 of the Zoning Ordinance states the Plan Commission shall recommend, and the City Council shall grant a variation only when it shall have been determined, and recorded in writing, that all of the following standards are complied with. Staff has drafted the following findings of fact identified in bold italic font. These drafted findings can be modified or changed as the Plan Commission deems fit and based on the specific findings from the public hearing.

1. That the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.
   The Subject Property cannot yield a reasonable return if permitted to be used only under the conditions allowed by the masonry requirements of the Crest Hill Zoning Ordinance and Code of Ordinances. Strict application of the masonry façade requirement imposes a disproportionate construction cost relative to the low-intensity, limited-occupancy nature of a self-service storage facility, significantly increasing development costs without a corresponding increase in operational revenue. Given the site's constraints, including its landlocked condition with limited public visibility, requiring masonry material on applicable exterior building facades renders the proposed development financially impractical and discourages reinvestment in the property. The requested variation will allow the property to be developed in a functional and economically viable manner while maintaining

appropriate design quality and compatibility with surrounding development. Without the requested relief, the property will not be able to realize a reasonable return under the requirements of the Crest Hill Zoning Ordinance and Code of Ordinances.

2. That the plight of the owner is due to unique circumstances.
   The plight of the property owner is due to unique circumstances related to the Subject Property and the proposed use, rather than to general conditions in the zoning district. The 1.74-acre vacant property (Lots 3, 4, 5) is landlocked and accessed solely by easement, which limits building configuration, construction logistics, and overall site efficiency. In addition, the functional design requirements of a self-service storage facility –characterized by large interior floor plates, limited fenestration, and minimal on-site activity – differ from those of other commercial uses for which masonry construction standards were originally intended. Strict application of the masonry requirement, when applied to this specific site and use, results in an atypical and disproportionate economic burden not shared by similarly zoned properties with direct street frontage or greater development flexibility. These site-specific and use-specific conditions constitute unique circumstances that justify consideration of the requested variation.

3. That the variation, if granted, will not alter the essential character of the locality.
   The requested variation, if granted, will not alter the essential character of the locality. The proposed self-storage facility will maintain a scale, massing, and use pattern consistent with the existing self-service storage facility and existing commercial properties in the surrounding area. The variation pertains only to the elimination of masonry materials and does not affect the building's height, footprint, or use intensity. The building will continue to utilize durable, compatible exterior materials and incorporate architectural detailing and landscaping consistent with the surrounding context. The elimination of masonry coverage will not be visually prominent from public streets or adjacent properties due to the site's landlocked configuration and orientation. Therefore, granting variation request preserves the intent of the Crest Hill Zoning Ordinance and Code of Ordinances to ensure quality building design, while allowing reasonable flexibility for site-specific conditions, and will not compromise the character or orderly appearance of the neighborhood.

In addition, Section 12.6-2 Standards for Variations and Section 12.7-6 Standards for Special Use of the Zoning Ordinance further suggest that the Plan Commission supplement the above standards by taking into consideration the extent to which the facts listed on Exhibit A and Exhibit B have been established by the evidence presented during the public hearing process and further support the approval of the Applicant's requests. Please refer to Exhibit I and Exhibit J for the Applicant's response to Standards for Variations and Special Use.

Conditions of Approval

The plans submitted for building permits shall be in substantial compliance with the plans approved by the City Council and identified below, unless otherwise noted in the remaining conditions:

1. All required final engineering plans, stormwater report, and related supporting project information shall be submitted for final engineering review and approval in conjunction with the formal building permit application submitted with this project.
2. The development shall substantially comply with the Architectural Plans (Kimberly-Horn & Associates, Inc., dated 2025-06-09) and Plat of Subdivision and Preliminary Engineering Plans (Kimberly-Horn & Associates, Inc., last revised 2025-12-30) as presented.
3. The existing and proposed water lines are proposed to be private and not located in public easements. These shall be owned and maintained by the property owner in the future. Shut-off valves shall be installed (unless existing and in good order) at two ends of the City-owned water mains in locations approved by the City Engineer with final engineering approval.
4. The existing fire hydrant at the west corner of lot 3 shall be relocated and reinstalled within the existing utility easement on Lot 2, as approved by the City Engineer and in compliance with all Fire requirements.
5. A Photometric Plan shall be provided at the time of submitting a building permit to ensure compliance with applicable codes and regulations.
6. A copy of the recorded Plat of Subdivision shall be submitted to the City Clerk's Office as part of the record for this Special Use. This Plat of Subdivision shall be recorded prior to issuing any Certificate of Occupancy.
7. All new shade trees, ornamental trees, and evergreen trees associated with this project shall be planted with a minimum height of six (6) feet and a minimum caliber of two (2) inches at the time of planting.
8. All conditions made with this Special Use and the approved site plan shall run covenant with the land and transferred to any new property owner.

Staff Recommendation

Based on the drafted findings reflected in this staff report, Staff recommend the following motion to provide a recommendation to City Council. This motion may be amended by any Plan Commission member making the motion based upon the findings of the public hearing. Staff recommend any motion be made in the positive form to correspond with the applicant's request to avoid confusion.

The Plan Commission recommends City Council conditional approval of the Preliminary and Final Plat of Subdivision to consolidate four (4) lots into one (1) lot and dedicate utility and drainage easements; a Special Use for an existing self-service storage facility and addition of a new self-service storage facility; a variation from Section 8.7-2 Building Façade of the Crest Hill Zoning Ordinance, and Section 15.04.040 Standards for Structural Appearance and Site Location Plans Sub-section (I)-(1) Building Façades of the Crest Hill Code of Ordinance that decrease the masonry requirement for exterior façade of the new self-service storage facility to zero percent, subject to the project being implemented in substantial conformance with the conditions for approval and application documents referenced in the January 8, 2026, Plan Commission Staff Report for petitions Preliminary and Final Plat of Subdivision, Case # SU-26-1-1-1, and Case # V-26-1-1-1.

EXHIBIT A

Supplemental Variation Approval Facts to Consider Per Zoning Ordinance Section 12.6-2

1. *That the particular physical surroundings, shape, or topographical condition of the specific property involved will result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out.*

2. *The conditions upon which the petition for a variation is based are unique to the property owner for which the variation is sought and are not applicable, generally, to the other property within the same zoning classification.*

3. *That the alleged difficulty or hardship is caused by the Ordinance and has not been created by any person presently having an interest in the property.*

4. *That the proposed variation will not impair an adequate supply of light and air to adjacent property or substantially increase congestion in the public streets or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the adjacent neighborhood.*

5. *That the variation does not permit a use otherwise excluded from the particular zone except for uses authorized by the Plan Commission, subject to the approval of the City Council, as "similar and compatible uses."*

6. *That the variation granted is the minimum adjustment necessary for the reasonable use of the land.*

7. *That the granting of any variation is in harmony with the general purposes and intent of the Zoning Ordinance, and will not be injurious to the neighborhood, be detrimental to the public welfare, alter the essential character of the locality, or be in conflict with the Comprehensive Plan for development of the City.*

8. *That, for reasons fully set forth in the recommendations of the Plan Commission, and the report of the City Council, the aforesaid circumstances or conditions are such that the strict application of the provisions of the Zoning Ordinance deprives the applicant of any reasonable use of his land. Mere loss in value shall not justify a variation; there must be a deprivation of beneficial use of land.*

EXHIBIT B

Supplemental Special Use Approval Facts to Consider Per Zoning Ordinance Section 12.7-6

1. *That the establishment, maintenance, or operation of the special use will not be detrimental to or endanger the public health, safety, or general welfare.*

2. *That the special use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.*

3. *That the establishment of the special use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.*

4. *That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided.*

5. *That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.*

6. *That special use shall in all other respects conform to the applicable regulations of this Ordinance and other applicable City regulations, except as such regulations may in each instance be modified by the City Council pursuant to the recommendation of the Plan Commission.*

EXHIBIT C ***Application for Development***

For Office Use Only: **Case Number:**

Project Name: Extra Space Storage Expansion

Owner: Charles Dinaso Jr.

Correspondence To: Extra Space Storage LLC

Street address: [redacted]

Street address: [redacted]

City, St., Zip: [redacted]

City, St., Zip: [redacted]

Phone: [redacted]

Phone: [redacted]

Email: [redacted]m

Email: [redacted]

Property Address:

Street address: 1812 N Larkin Ave

City, St., Zip: Crest Hill, IL., 60403

PIN: 11-04-31-407-008-0000, 11-04-31-407-009-0000 11-04-31-407-010-0000

Property Information:

Lot Width: 250 ft

Lot Depth: 246 ft

Total Area: 61,500 sqft (1.41 Ac)

*Submit an electronic version of the legal description only in a Word document to: buildingdepartment@cityofcresthill.com

Existing Zoning: B-3

Existing Land Use: Undeveloped

Requested Zoning: B-3

Proposed Land Use: Self Service Storage Facility

Adjoining Properties Zoning and Uses:

North of Property: Self Storage Facility Zoned B-3

South of Property: Retail sales of goods greater than 15,000 sqft but less than 100,000 sqft Zoned B-1

East of Property: Banks (Financial Institutions) Zoned B-3

West of Property: Drive Through Zoned B-2

Purpose Statement (intended use and approval sought): Self Service Storage Facility

Development Request: Please check all that apply and describe:

[ ] Rezoning:_____

[X] Special Use:Current zoning defines self service storage as a special use.

[ ] Variance:_____

[ ] Planned Unit Development:_____

[ ] Annexation:_____

[X] Plat:This development will be an expansion of the storage facility northeast of the site.

[ ] Other:_____

Contact Information – If not yet known, please indicate as TBD. Check those parties in which copies of all correspondences should be forwarded.

[ ] Civil Engineer:Alexa Falbo Phone:[redacted]

Company:Kimley-Horn and Associates, Inc. Email:[redacted]

[ ] Contractor:TBD Phone:_____

Company:_____ Email:_____

[ ] Architect:Bill Fearon Phone:[redacted]

Company:Vissi Architecture + Design Email:_____

[ ] Builder:Extra Space Storage Phone:[redacted]

Company:Extra Space Storage Email:[redacted]

I agree to be present (in person or by counsel) when the Plan Commission and City Council hear this development request.

Clint Kleppe 10/30/2025

Signature of the Applicant Date

If you (the applicant) are not the owner of record, please provide the owner's signature.

Please reference attached letter of authorization.

Signature of the Owner Date

EXHIBIT D

1812 N LARKIN AVE - LEGAL DESCRIPTION

PROPERTY ADDRESS: 1812 N LARKIN AVE, CREST HILL, IL, 60403

PERMANENT INDEX NOs: 11-04-31-405-049-0000, 11-04-31-407-008-0000, 11-04-31-407-009-0000, and 11-04-31-407-010-0000

LEGAL DESCRIPTION:

LOTS 3 THROUGH 5, BOTH INCLUSIVE, IN DINASO COMMERCIAL PARK, BEING A SUBDIVISION OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 36 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 21, 2000 AS DOCUMENT NUMBER R2000-102267, IN WILL COUNTY, ILLINOIS

THAT PART OF THE SOUTHEAST 1/4 OD SECTION 31, TOWNSHIP 36 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHERN MOST CORNER OF THAT PROPERTY CONVEYED BY DOCUMENT NO. R77-46808 THENCE NORTH 48 DEGREES 48 MINUTES 55 SECONDS EAST ALONG THE SOUTHEASTERLY LINE OF THAT PROPERTY TAKEN IN CONDEMNATION CASE NO. W73G1777 FOR THE LARKIN AVENUE SPUR EXTENSION A DISTANCE OF 165.00 FEET TO AN IRON ROD, SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE NORTH 48 DEGREES 48 MINUTES 55 SECONDS EAST ALONG SAID SOUTHEASTERLY LINE OF SAID LARKIN PROPERTY A DISTANCE OF 200.00 FEET TO AN IRON PIPE, THENCE SOUTH 46 DEGREES 49 MINUTES 26 SECONDS EAST A DISTANCE OF 798.18 FEET TO AN IRON PIPE ON THE WESTERLY RIGHT OF WALY LINE OF KNAPP ROAD; THENCE SOUTH 00 DEGREES 21 MINUTES 18 SECONDS WEST ALONG SAID WEST RIGHT OF WAY LINE A DISTANCE OF 37.70 FEET TO AN IRON ROD; THENCE SOUTH 43 DEGREES 01 MINUTES 52 SECONDS WEST ALONG THE NORTHEASTERLY EXTENSION OF THE NORTHEASTERLY LINE OF LOT 1 OF HILLCREST PLAZA SUBDIVISION. RECORDED AS DOCUMENT NO. R69-9124 A DISTANCE OF 341.14 FEET TO AN IRON ROD, THENCE NORTH 46 DEGREES 47 MINUTES 40 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF SAID LOT 2 A DISTANCE OF 249.89 FEET TO AN IRON ROD AT THE NORTHERN MOST CORNER OF SAID LOT 2; THENCE SOUTH 42 DEGREES 46 MINUTES 54 SECONDS WEST ALONG THE NORTHWESTERLY LINE OF SAID LOT 2, A DISTANCE OF 49.84 FEET TO AN IRON ROD AT THE EASTERN MOST CORNER OF LAND CONVEYED BY DOCUMENT NO. R76-6687, THENCE NORTH 46 DEGREES 46 MINUTES 27 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF LAND CONVEYED BY DOCUMENT NO. R76-6687 A DISTANCE OF 215.20 FEET TO AN IRON ROD AT THE SOUTHERN MOST CORNER OF LAND CONVEYED BY DOCUMENT NO. R77-46808, THENCE NORTH 43 DEGREES 00 MINUTES 55 SECONDS EAST ALONG THE SOUTHEASTERLY LINE OF THAT PROPERTY CONVEYED BY DOCUMENT NO. R77-46808 EXTENDED A DISTANCE OF 55.20 FEET TO A POINT ON THE NORTHEASTERLY LINE OF THAT PROPERTY CONVEYED BY DOCUMENT NO. R77-46808 THENCE NORTH 48 DEGREES 41 MINUTES 45 SECONDS EAST ALONG THE SOUTHEASTERLY LINE OF LAND CONVEYED BY DOCUMENT NO. R95-32307 A DISTANCE OF 164.97 FEET TO AN IRON ROD, SAID POINT ALSO BEING THE MOST EASTERLY CORNER OF SAID DOCUMENT NO. R95-32307; THENCE NORTH 46 DEGREES 49 MINUTES 26 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF LAND CONVEYED BY SAID DOCUMENT NO. R95-32307 A DISTANCE OF 395.30 FEET TO THE POINT OF BEGINNING, IN WILL COUNTY, ILLINOIS.

EXHIBIT E
1812 N LARKIN AVE – LIST OF REQUESTED VARIATIONS

Crest Hill Zoning Ordinance (ZO) Section 8.7-2 Building Façade

a. A minimum of 20% of the total area exterior building wall facades for R-2, B-1, B-2, B-3, M-1, and M-2 construction shall be of masonry. For purposes of computing said 20%, the total area occupied by windows and doors is not included. Exterior facades of the proposed self-storage facility are 100% metal panels.
b. A minimum of one wall facade per building shall include a minimum of 80% masonry. For computing said 80%, the total area occupied by windows and doors is not included. Exterior facades of the proposed self-storage facility are 100% metal panels.
c. Any wall facade facing a public or private street shall be of a minimum area of 10% masonry. For purposes of computing said 10%, the total area occupied by windows and doors is not included. Exterior facades of the proposed self-storage facility are 100% metal panels.
d. The area of masonry may be reduced by 100% on any wall facade not facing a public or private street, provided that the total of 20% of the total area of all building wall facades, exclusive of areas for windows and doors, is provided on other walls of the same building with masonry. Exterior facades of the proposed self-storage facility are 100% metal panels.

Crest Hill Code of Ordinances Section 15.04.040 Standards for Structural Appearance and Site Location Plans Sub-section (I)-(1) Building Façades of Chapter 15.04 Building Requirements

1. A minimum of 20% of the total area exterior building wall facades for R-2, B-1, B-2, B-3, M-1, and M-2 construction shall be of masonry. For purposes of computing said 20%, the total area occupied by windows and doors is not included. Exterior facades of the proposed self-storage facility are 100% metal panels.
2. A minimum of one wall facade per building shall include a minimum of 80% masonry. For computing said 80%, the total area occupied by windows and doors is not included. Exterior facades of the proposed self-storage facility are 100% metal panels.
3. Any wall facade facing a public or private street shall be of a minimum area of 10% masonry. For purposes of computing said 10%, the total area occupied by windows and doors is not included. Exterior facades of the proposed self-storage facility are 100% metal panels.
4. The area of masonry may be reduced by 100% on any wall facade not facing a public or private street, provided that the total of 20% of the total area of all building wall facades, exclusive of areas for windows and doors, is provided on other walls of the same building with masonry. Exterior facades of the proposed self-storage facility are 100% metal panels.

EXHIBIT F

October 14, 2025

VIA CERTIFIED MAIL, RETURN RECEIPT REQUESTED

City of Crest Hill, Illinois
Community Development Department
20600 City Center Boulevard
Crest Hill, IL 60403
Attention: Dan Ritter
Email: webadmin@cityofcresthill.com

VIA FedEx and Email

RE: Notice of Pending Sale and Authorization to Seek Development Approvals – Lots 3, 4, and 5, Plainfield Rd., Crest Hill, IL 60403

Dear Mr. Ritter,

The purpose of this letter is to formally notify the City of Crest Hill, Illinois (the "**City**") of a purchase agreement entered into between Charles Dinaso Jr., ("**Seller**") and Extra Space Storage LLC ("**Purchaser**") for the purchase and sale of the self-storage facility located at Lots 3, 4, and 5 Plainfield Rd., Crest Hill, IL 60403 (the "**Facility**"), together with the underlying real property more particularly described in **Exhibit A** attached hereto. Purchaser intends to continue operating the Facility as a self-storage business, leasing individual storage units on a monthly basis, and may pursue additional development approvals related to these operations.

For purposes of the pending sale, Seller has granted Purchaser a thirty-six (36) month entitlement period to seek and obtain all entitlements, zoning rights, amendments, or changes necessary to further develop, construct, and maintain the property as a self-storage facility. This includes all municipal site plan approvals, building permits, and other authorizations required under applicable law. Seller has authorized Purchaser to meet with and communicate directly with the City and any other applicable governmental agencies or departments to obtain all necessary development-related approvals and entitlements. This includes the right to submit documentation, materials, and applications as may be required therewith.

Should you require any additional documentation or verification of this authorization, please contact Clint Kleppe, the authorized representative of Extra Space Storage LLC.

[Signature Page to Follow]

SELLER

CHARLES DINASO JR.

Beneficiary and hold of power of direction Of Chicago Title Land Trust Company as Successor trustee to Prairie Bank and Trust Company, an Illinois Banking Corporation, As Trustee under Trust Agreement Dated April 16, 2001 and Known as Trust Number 01-040

PURCHASER

EXTRA SPACE STORAGE LLC,
a Delaware limited liability company

By: _____
Name: _____
Title: _____

SELLER

CHARLES DINASO JR.

_____

Beneficiary and hold of power of direction Of Chicago Title Land Trust Company as Successor trustee to Prairie Bank and Trust Company, an Illinois Banking Corporation, As Trustee under Trust Agreement Dated April 16, 2001 and Known as Trust Number 01-040

PURCHASER

EXTRA SPACE STORAGE LLC,
a Delaware limited liability company

By: _____
Name: Kelly Chapman
Title: Manager

EXHIBIT A

LEGAL DESCRIPTION OF THE PROPERTY

LOTS 3, 4 and 5 Plainfield Rd., Crest Hill, IL 60403

(Parcels: 11-04-31-407-008-0000;11-04-31-407-009-0000; and 11-04-31-407-010-0000)

Parcel 1:

Lots 3, 4 and 5 in Dinaso Commercial Park, being a subdivision of that part of the Southeast 1/4 of Section 31, Township 36 North, Range 10 East of the Third Principal Meridian, according to the Plat thereof recorded September 21, 2000 as document number R2000-102267, in Will County, Illinois.

Parcel 2:

Easement for the benefit of Parcel 1 for Ingress and egress easement over, across and upon the ingress/egress easement area, as created by declaration of covenants, easements and restrictions recorded September 21, 2000 as document R2000-102268 and by Plat of Dinaso Commercial Park, aforesaid.

Kimley»Horn

December 12, 2025

City of Crest Hill
Planning and Zoning Department
20600 City Center Blvd
Crest Hill, IL 60403
(815) 741-5100

RE: Extra Space Storage LLC
1812 N Larkin Ave
Crest Hill, IL 60403

Project Summary Narrative:

Extra Space Storage is an existing self-storage facility located at 1812 N Larkin Avenue. The total existing property is 5.83-acres with 79,640 SF of existing drive-up storage building. Customers of Extra Space Storage typically store household goods in the existing drive-up self-storage buildings. ESS is looking to purchase a 1.74-acre vacant property that is located in the rear of the existing facility. The proposed project includes the removal of 980 SF of existing storage building and the construction of a 26,340 SF 1-story building, stormwater management, landscaping and utilities to service the new building. The project limits of disturbance include 1.64-acres.

The standard hours of the existing facility are 6:00 AM – 10:00 PM daily. These hours will remain for the proposed development. The existing access from N Larkin Avenue will remain the main entry point. There is also an existing entrance from Knapp Street that will be accessible for customers and emergency vehicles.

Request for Special Use:

The subject property is zoned B-3 (General Business District) where self-storage requires a special use permit. We are requesting the existing 2002 special use permit to be amended to include the additional parcel for the proposed project. The parcel being purchased is land locked with no frontage or access. There are very limited uses for this vacant land. Additionally, the 1-story building will have little to no visibility from public right of way. Since this lot abuts the existing lot, it will be an extension of the existing facility.

Request for Variations:

The proposed project building elevations and façade proposes 100% metal panel exterior. Therefore, we are requesting the following variations listed below from Section 15.04.040 Standards for Structural Appearance and Site Location Plans (I)-(1) Building Façades of the Crest Hill Code of Ordinance, and Section 8.7-2 Building Façade of the Crest Hill Zoning Ordinance.

- A minimum of 20% of the total area exterior building wall facades for R-2, B-1, B-2, B-3, M-1, and M-2 construction shall be of masonry. For purposes of computing said 20%, the total area occupied by windows and doors is not included.
- A minimum of one wall facade per building shall include a minimum of 80% masonry. For computing said 80%, the total area occupied by windows and doors is not included.
- Any wall facade facing a public or private street shall be of a minimum area of 10% masonry. For purposes of computing said 10%, the total area occupied by windows and doors is not included.
- The area of masonry may be reduced by 100% on any wall facade not facing a public or private street, provided that the total of 20% of the total area of all building wall facades, exclusive of areas for windows and doors, is provided on other walls of the same building with masonry.

Kimley»Horn

The proposed metal panel exterior matches the existing buildings located on the property. As mentioned in the narrative above, the proposed building will have little to no visibility from the right-of-way and Extra Space Storage wants to keep the continuity between the old and new portions of the property.

EXHIBIT H: 1812 N Larkin Ave (Subject Property) Photos of the Existing Condition









Photos of Existing Driveway and Retaining Walls on Lot 3 (Looking East)





EXHIBIT I City of Crest Hill Standards for Special Uses

12.7-6 STANDARDS FOR SPECIAL USES (ZONING ORDINANCE, p-134)

No special use, including Planned Unit Developments, shall be recommended by the Plan Commission unless said Commission shall find:

1. That the establishment, maintenance, or operation of the special use will not be detrimental to or endanger the public health, safety, or general welfare.
   RESPONSE: The special use request will not be detrimental to the community and endanger the public health, safety or general welfare.

2. That the special use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.
   RESPONSE: The special use request will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.

3. That the establishment of the special use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.
   RESPONSE: The special use request will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.

4. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided.
   RESPONSE: The proposed development has adequate utilities, access points, and necessary drainage facilities provided.

5. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.
   RESPONSE: The project provides adequate access and circulation within the proposed development. The site has two proposed access points for proper circulation to avoid traffic congestion. The secondary access currently there is an existing 25-feet ingress/egress easement for the secondary access.

6. That special use shall in all other respects conform to the applicable regulations of this Ordinance and other applicable City regulations, except as such regulations may in each instance be modified by the City Council pursuant to the recommendation of the Plan Commission.
   RESPONSE: The special use conforms to the City of Crest Hills Ordinances and will comply with any modifications made by the City Council and/or plan commission.

EXHIBIT J

City of Crest Hill Standards for Variations

12.6-2 STANDARDS FOR VARIATIONS (ZONING ORDINANCE, p-131)

The Plan Commission shall recommend, and the City Council shall grant a variation only when it shall have been determined, and recorded in writing, that all of the following standards are complied with:

1. That the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone;
   RESPONSE: The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in the General Business District.

2. That the plight of the owner is due to unique circumstances; and
   RESPONSE: The plight of the owner is due to unique circumstances.

3. That the variation, if granted, will not alter the essential character of the locality.
   RESPONSE: The variation, if granted, will not alter the essential character of the locality.

For the purpose of supplementing the above standards, the Plan Commission, in making the determination, whenever there are particular hardships, shall also take into consideration the extent to which the following facts, favorable to the applicant, have been established by the evidence:

4. That the particular physical surroundings, shape, or topographical condition of the specific property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out.
   RESPONSE: The physical surroundings, shape, or topographical condition of the property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out.

5. The conditions upon which the petition for a variation is based are unique to the property owner for which the variation is sought and are not applicable, generally, to the other property within the same zoning classification.
   RESPONSE: The conditions upon which the petition for a variation is based are unique to the property owner for which the variation is sought and are not applicable, generally, to the other property within the same zoning classification.

6. That the alleged difficulty or hardship is caused by the Ordinance and has not been created by any person presently having an interest in the property
   RESPONSE: The alleged difficulty or hardship is caused by the Ordinance and has not been created by any person presently having an interest in the property.

7. That the proposed variation will not impair an adequate supply of light and air to adjacent property or substantially increase congestion in the public streets or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the adjacent neighborhood.
   RESPONSE: The proposed variation will not impair an adequate supply of light and air to adjacent property or substantially increase congestion in the public streets or increase the

danger of fire, or endanger the public safety, or substantially diminish or impair property values within the adjacent neighborhood.

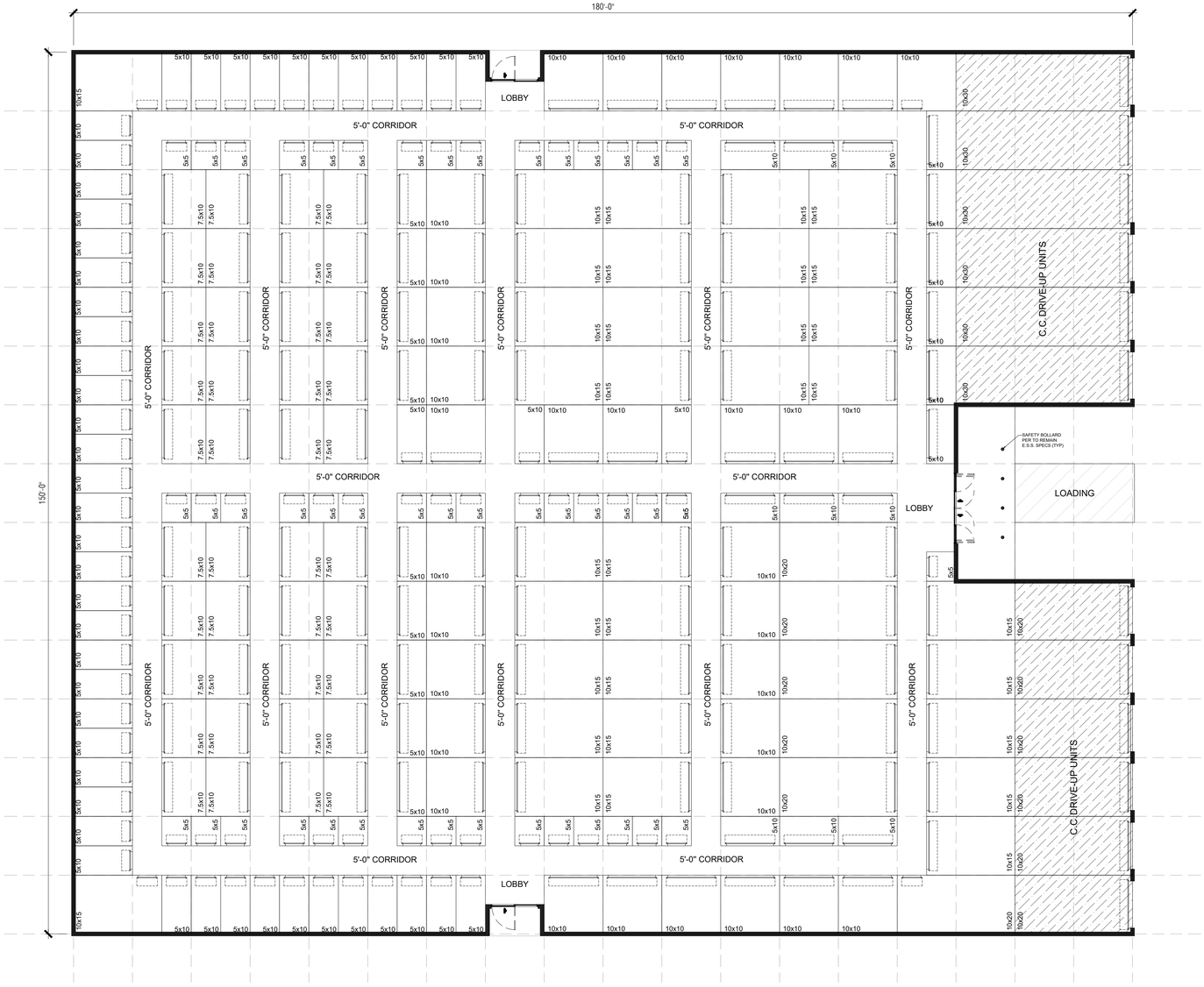
8. That the variation does not permit a use otherwise excluded from the particular zone except for uses authorized by the Plan Commission, subject to the approval of the City Council, as "similar and compatible uses.
   RESPONSE: The variation does not permit a use otherwise excluded from the particular zone except for uses authorized by the Plan Commission, subject to the approval of the City Council, as similar and compatible uses.

9. That the variation granted is the minimum adjustment necessary for the reasonable use of the land.
   RESPONSE: The variation granted is the minimum adjustment necessary for the reasonable use of the land.

10. That the granting of any variation is in harmony with the general purposes and intent of the Zoning Ordinance, and will not be injurious to the neighborhood, be detrimental to the public welfare, alter the essential character of the locality, or be in conflict with the Comprehensive Plan for development of the City.
    RESPONSE: The granting of any variation is in harmony with the general purposes and intent of the Zoning Ordinance, and will not be injurious to the neighborhood, be detrimental to the public welfare, alter the essential character of the locality, or be in conflict with the Comprehensive Plan for development of the City.

11. That, for reasons fully set forth in the recommendations of the Plan Commission, and the report of the City Council, the aforesaid circumstances or conditions are such that the strict application of the provisions of the Zoning Ordinance would deprive the applicant of any reasonable use of his land. Mere loss in value shall not justify a variation; there must be a deprivation of beneficial use of land.
    RESPONSE: For reasons fully set forth in the recommendations of the Plan Commission, and the report of the City Council, the aforesaid circumstances or conditions are such that the strict application of the provisions of the Zoning Ordinance would deprive the applicant of any reasonable use of his land. Mere loss in value shall not justify a variation; there must be a deprivation of beneficial use of land.

EXHIBIT K



1 A02 FIRST FLOOR - PROPOSED BUILDING
SCALE: 3/32"=1'-0"

TOTAL - UNIT MIX DATA

UNIT	DOWN OUT	C.C. DOWN OUT	DOWN IN	C.C. DOWN IN	UP IN	C.C. UP IN	TOTAL	% of UNITS	NET SQ.FT.
5x5	0	0	0	47	0	0	47	19	1,175
5x10	0	0	0	76	0	0	76	31	3,800
7.5x10	0	0	0	40	0	0	40	16	3,000
10x10	0	0	0	33	0	0	33	13	3,300
10x15	0	0	0	33	0	0	33	13	4,950
10x20	0	0	0	12	0	0	12	5	2,400
10x30	0	6	0	0	0	0	6	2	1,800
	0	6	0	241	0	0	247	100	20,425

NET RENTABLE	20,425
AVG. UNIT SIZE	83
GROSS SQ.FT.	26,340
EFFICIENCY	78%

2 A02 UNIT MIX SCHEDULE

THESE DRAWINGS ARE FOR REFERENCE USE ONLY AND ARE NOT FOR CONSTRUCTION. ARCHITECT TO USE THESE DRAWINGS FOR REFERENCE ONLY. ARCHITECT/ENGINEER IS RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CODE REQUIREMENTS AS REQUIRED BY LOCAL JURISDICTIONS.

Extra Space Storage®

EXTRA SPACE STORAGE, Inc..
2795 E COTTONWOOD PARKWAY, SUITE 400,
SALT LAKE CITY, UTAH 84121

PROJECT CONTACT

NAME: CLINT KLEPPE
PHONE: (480) 266 - 5263
EMAIL: ckleppe@extraspace.com

CONTACT ADDRESS

EXTRA SPACE STORAGE, Inc..
CORPORATE OFFICE
2795 E COTTONWOOD PARKWAY,
SUITE 400,
SALT LAKE CITY, UTAH 84121

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PROJECT NAME

ESS SITE #1108

PROJECT LOCATION

EXTRA SPACE STORAGE #1108
1812 N LARKIN AVE
CREST HILL, IL 60403

DATE

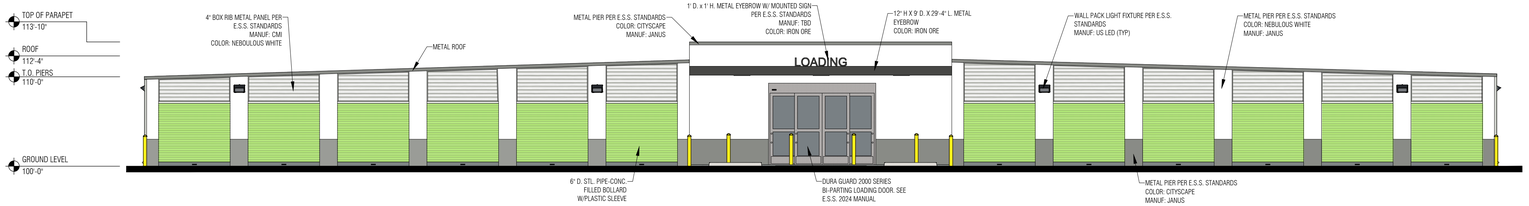
06/09/2025

SHEET TITLE

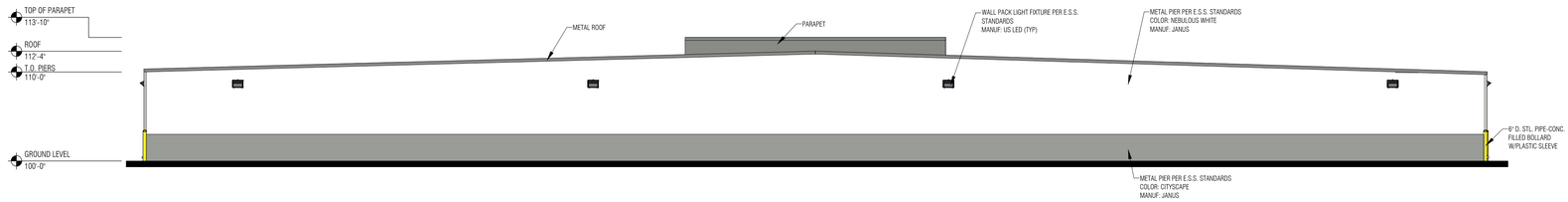
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SHEET NUMBER

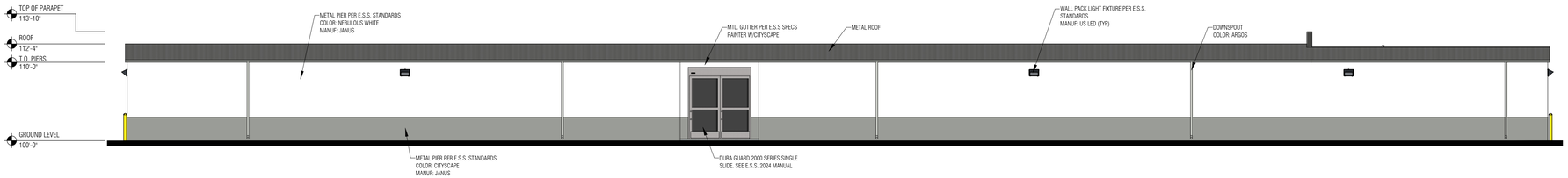
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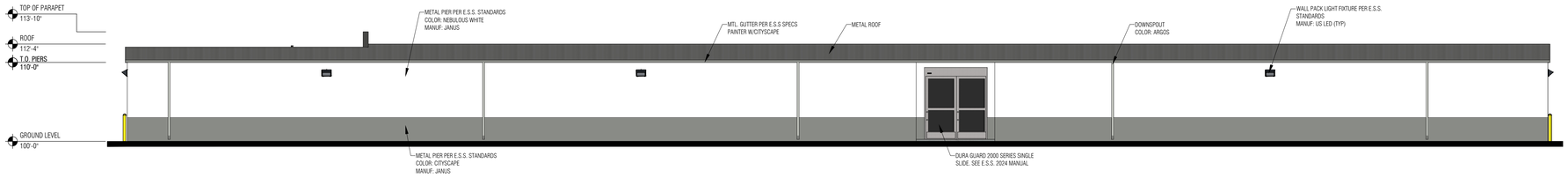
1 A03 NORTH-EAST ELEVATION
SCALE: 1/8"=1'-0"



2 A03 SOUTH-WEST ELEVATION
SCALE: 1/8"=1'-0"



3 A03 SOUTH-EAST ELEVATION
SCALE: 1/8"=1'-0"



4 A03 NORTH-WEST ELEVATION
SCALE: 1/8"=1'-0"

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PROJECT CONTACT

NAME: CLINT KLEPPE
PHONE: (480) 266 - 5263
EMAIL: ckleppe@extraspace.com

CONTACT ADDRESS

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SUITE 400,
SALT LAKE CITY, UTAH 84121

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PROJECT NAME

ESS SITE #1108

PROJECT LOCATION

EXTRA SPACE STORAGE #1108
1812 N LARKIN AVE
CREST HILL, IL 60403

DATE

06/09/2025

SHEET TITLE

ELEVATIONS

SHEET NUMBER

A-03



1 A04 VIEW DRIVE UP UNITS - NORTH EAST SIDE
SCALE: N.T.S.



2 A04 SECONDARY LOADING DOOR - SOUTH EAST SIDE
SCALE: N.T.S.



3 A04 SECONDARY LOADING DOOR - NORTH WEST SIDE
SCALE: N.T.S.



4 A04 LOADING AREA - NORTH EAST SIDE
SCALE: N.T.S.

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EXTRA SPACE STORAGE, Inc..
2795 E COTTONWOOD PARKWAY, SUITE 400,
SALT LAKE CITY, UTAH 84121

PROJECT CONTACT

NAME: CLINT KLEPPE
PHONE: (480) 266 - 5263
EMAIL: ckleppe@extraspace.com

CONTACT ADDRESS

EXTRA SPACE STORAGE, Inc..
CORPORATE OFFICE
2795 E COTTONWOOD PARKWAY,
SUITE 400,
SALT LAKE CITY, UTAH 84121

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PROJECT NAME

ESS SITE #1108

PROJECT LOCATION

EXTRA SPACE STORAGE #1108
1812 N LARKIN AVE
CREST HILL, IL 60403

DATE

06/09/2025

SHEET TITLE

RENDERINGS

SHEET NUMBER

A-04

EXHIBIT L

PRELIMINARY ENGINEERING PLANS

EXTRA SPACE STORAGE

1812 N LARKIN AVE
CREST HILL, IL 60403

Call Before You Dig JULIE 1-800-892-0123

UTILITY AND GOVERNING AGENCY CONTACTS

ENGINEERING DEPARTMENT
CITY OF CREST HILL PUBLIC WORKS
2090 OAKLAND AVENUE
CREST HILL, IL 60403
TEL: (815) 741-5108
CONTACT: RON WIEDEMAN

ROADWAY AUTHORITY
WILL COUNTY DIVISON OF TRANSPORTATION
16841 W. LARAWAY ROAD
JOLIET, IL 60433
TEL: (815) 727-8476
CONTACT: JEFF RONALDSON, P.E.

SANITARY SEWER SERVICE
CITY OF CREST HILL PUBLIC WORKS
2090 OAKLAND AVENUE
CREST HILL, IL 60403
TEL: (815) 741-5108

POWER COMPANY
COMED
1910 S BRIGGS ST
JOLIET, IL 60433
TEL: (800) 334-7661

STORM SEWER SERVICE
CITY OF CREST HILL PUBLIC WORKS
2090 OAKLAND AVENUE
CREST HILL, IL 60403
TEL: (815) 741-5108

NATURAL GAS COMPANY
NICOR
1844 FERRY RD
NAPERVILLE, ILLINOIS 60563
TEL: (888) 642-6748

WATER SERVICE
CITY OF CREST HILL PUBLIC WORKS
2090 OAKLAND AVENUE
CREST HILL, IL 60403
TEL: (815) 741-5108

TELEPHONE
AT&T
225 W RANDOLPH ST SUITE 2950
CHICAGO, IL 60606
TEL: (800) 288-2020

PROJECT TEAM

DEVELOPER
EXTRA SPACE STORAGE
2795 E COTTONWOOD PKWY STE #300
SALT LAKE CITY, UT 84121
TEL: (480) 256-5263
CONTACT: CLINT KLEPPE

GEOTECH
ECS MIDWEST, LLC
216 W JACKSON BLVD #1050
CHICAGO, IL 60606
TEL: (847) 279-0366
CONTACT: PENG WANG, PHD, P.E.

ARCHITECT
SGW ARCHITECTURE & DESIGN
444 N MICHIGAN AVE #1850
CHICAGO, IL 60611
TEL: (312) 237-1536
CONTACT: MIKE AUFDERHEIDE

CIVIL ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
111 W JACKSON BLVD, SUITE 1320
CHICAGO, IL 60604
TEL: (312) 726-9445
EMAIL: ALEXA.FLABO@KIMLEY-HORN.COM
CONTACT: ALEXA FALBO, P.E.

LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
111 W JACKSON BLVD, SUITE 1320
CHICAGO, IL 60604
TEL: (630) 487-5550
CONTACT: JOE COGSWELL, P.L.A.

SURVEYOR
WEAVER CONSULTANTS GROUP
1316 BOND STREET, STE #108
NAPERVILLE, IL 60563
TEL: (630) 717-4848
CONTACT: JAMES BERGER

LOCATION MAP

(NOT TO SCALE)



Sheet List Table	
Sheet Number	Sheet Title
C0.0	COVER SHEET
V0.0	SUBDIVISION PLAT
V0.1	SUBDIVISION PLAT
V0.2	ALTA SURVEY
V0.3	ALTA SURVEY
V0.4	ALTA SURVEY
C1.0	SITE PLAN
C1.1	FIRE TRUCK TURN PLAN
C2.0	GRADING AND DRAINAGE PLAN
C3.0	UTILITY PLAN
L1.0	LANDSCAPE PLAN
L2.0	LANDSCAPE NOTES & DETAILS

BENCHMARKS

REFER TO V0.4 FOR BENCHMARKS LISTED BY LICENSED LAND SURVEYOR

LEGAL DESCRIPTION

REFER TO V0.4 FOR ALTA LAND TITLE AND TOPOGRAPHIC SURVEY LEGAL DESCRIPTION.

PROFESSIONAL ENGINEER'S CERTIFICATION

I, ALEXANDRA FALBO, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THIS SUBMISSION, PERTAINING ONLY TO THE "C" SERIES CIVIL SHEETS LISTED ABOVE BUT EXCLUDING DETAILS PREPARED BY OTHERS, WAS PREPARED ON BEHALF OF EXTRA SPACE STORAGE BY KIMLEY-HORN AND ASSOCIATES, INC. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS 30TH DAY OF DECEMBER, A.D., 2025.

Alexandra Falbo

ILLINOIS LICENSED PROFESSIONAL ENGINEER 062-073907
MY LICENSE EXPIRES ON NOVEMBER 30, 2027
DESIGN FIRM REGISTRATION NUMBER: 184002012-0006

LICENSED PROFESSIONAL ENGINEER ALEXANDRA FALBO 062.073907 STATE OF ILLINOIS

Item 1.

No.	REVISIONS	DATE

Kimley»Horn

© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
111 WEST JACKSON BOULEVARD, STE 1320
CHICAGO, IL 60604
PHONE: 312-726-9445
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: JTW
DRAWN BY: JEA
CHECKED BY: ANF

NOT FOR CONSTRUCTION

Extra Space Storage

COVER SHEET

EXTRA SPACE STORAGE
1812 N LARKIN AVE
CREST HILL, IL 60403

ORIGINAL ISSUE: 10/30/2025
KHA PROJECT NO. 268783002
SHEET NUMBER
C0.0

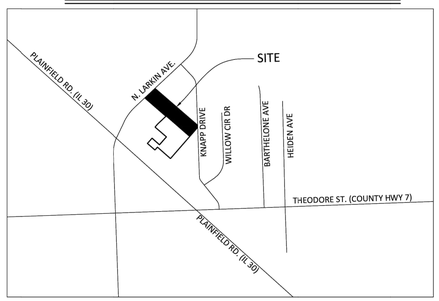
316

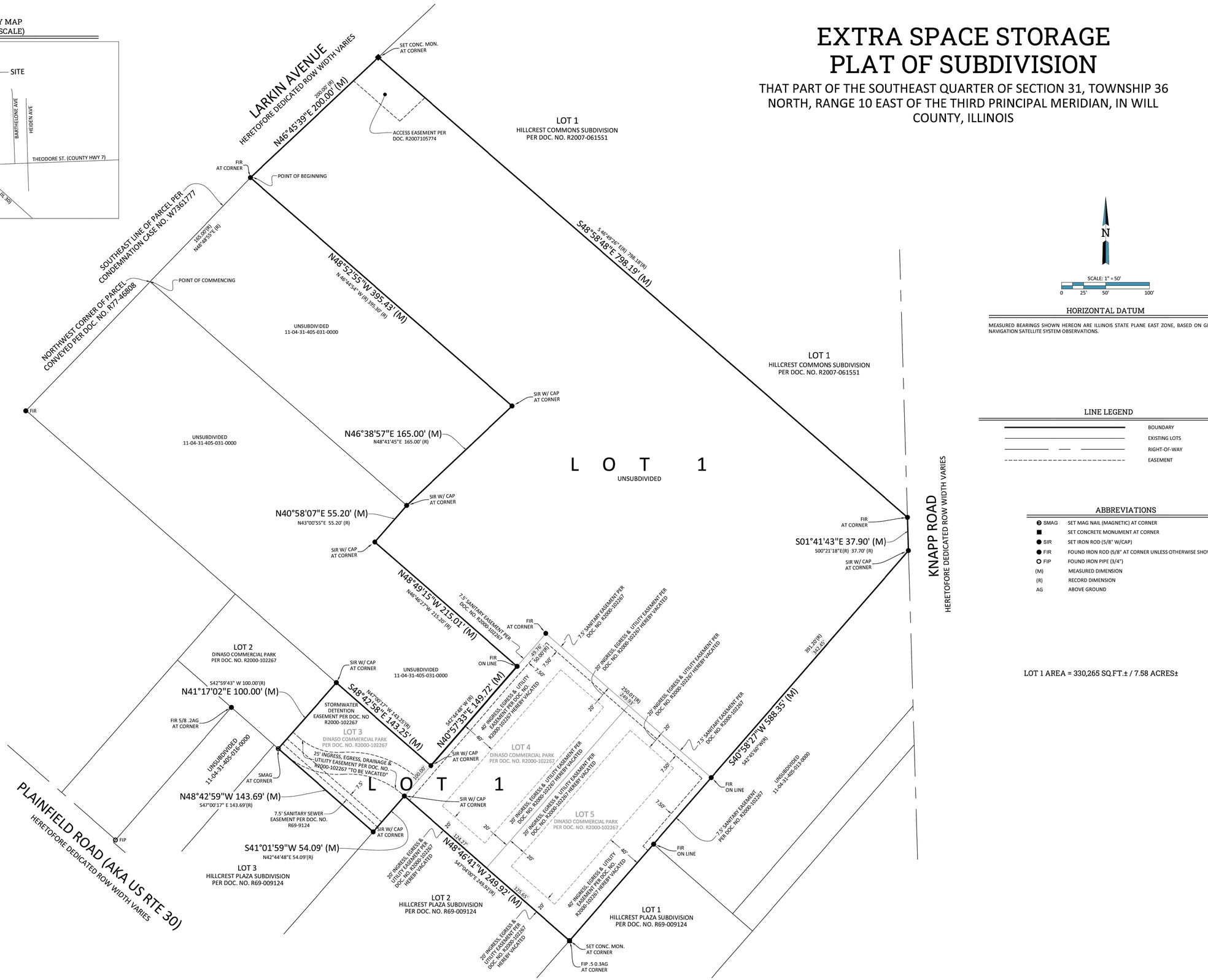
Drawing name: K:\CHI_LDEV\268783000_ES Storage_Crest Hill_IL\2 Design\CAD\PlanSheets\Preliminary Engineering Set\C0.0 - Cover Sheet.dwg C0.0 Dec 30, 2025 3:23pm by Josh.Williams
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EXTRA SPACE STORAGE
PLAT OF SUBDIVISION

THAT PART OF THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 36 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS

VICINITY MAP
(NOT TO SCALE)





HORIZONTAL DATUM

MEASURED BEARINGS SHOWN HEREON ARE ILLINOIS STATE PLANE EAST ZONE, BASED ON GLOBAL NAVIGATION SATELLITE SYSTEM OBSERVATIONS.

LINE LEGEND

- BOUNDARY
- EXISTING LOTS
- RIGHT-OF-WAY
- EASEMENT

ABBREVIATIONS

SMAG	SET MAG NAIL (MAGNETIC) AT CORNER
	SET CONCRETE MONUMENT AT CORNER
SIR	SET IRON ROD (5/8" W/CAP)
FIR	FOUND IRON ROD (5/8" AT CORNER UNLESS OTHERWISE SHOWN)
FIP	FOUND IRON PIPE (3/4")
(M)	MEASURED DIMENSION
(R)	RECORD DIMENSION
AG	ABOVE GROUND

LOT 1 AREA = 330,265 SQ.FT.± / 7.58 ACRES±

Kimley»Horn
111 W. JACKSON BLVD., SUITE 1320
CHICAGO, IL 60604

EXTRA SPACE STORAGE
PLAT OF SUBDIVISION
CREST HILL, IL

No.	DATE	REVISION DESCRIPTION
1	12/19/2025	REVISED PER REVIEW COMMENTS

Weaver Consultants Group
WEAVER CONSULTANTS GROUP
1316 BOND STREET SUITE 108
NAPERVILLE, ILLINOIS 60563
(630)-717-4848
www.wcgrp.com

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DRAWN BY:	CPIV/ATA
REVIEWED BY:	JTB
DATE:	10/23/2025
FILE:	8077-363-09
	2025 10 21 - SUB PLAT.dwg

SHEET 1 OF 2

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EXTRA SPACE STORAGE
PLAT OF SUBDIVISION

THAT PART OF THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 36 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS

ILLINOIS BELL TELEPHONE COMPANY CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

THE ABROGATED, RELEASED AND VACATED EASEMENT DEPICTED HEREON IS APPROVED AND ACCEPTED BY ILLINOIS BELL TELEPHONE COMPANY, THIS _____ DAY OF _____, 20____.

BY: _____

TITLE: _____

NICOR GAS COMPANY CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

THE ABROGATED, RELEASED AND VACATED EASEMENT DEPICTED HEREON IS APPROVED AND ACCEPTED BY NICOR GAS COMPANY, THIS _____ DAY OF _____, 20____.

BY: _____

TITLE: _____

COMCAST CABLE COMPANY CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

THE ABROGATED, RELEASED AND VACATED EASEMENT DEPICTED HEREON IS APPROVED AND ACCEPTED BY COMCAST CABLE COMPANY, THIS _____ DAY OF _____, 20____.

BY: _____

TITLE: _____

WIDE OPEN WEST ILLINOIS CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

THE ABROGATED, RELEASED AND VACATED EASEMENT DEPICTED HEREON IS APPROVED AND ACCEPTED BY WIDE OPEN WEST ILLINOIS, THIS _____ DAY OF _____, 20____.

BY: _____

TITLE: _____

CITY COUNCIL OF THE CITY OF CREST HILL

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

THIS PLAT WAS APPROVED BY THE CITY COUNCIL OF CREST HILL AT

THE MEETING HELD THIS _____ DAY OF

_____, 20___, A.D.

_____ _____
CITY CLERK MAYOR

WILL COUNTY CLERK

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

THIS IS TO CERTIFY THAT I FIND NO DELINQUENT OR UNPAID TAXES AGAINST ANY OF THE REAL ESTATE DESCRIBED IN THE FOREGOING

CERTIFICATES DATED THIS _____ DAY OF

_____, 20___, A.D.

_____
WILL COUNTY CLERK

WILL COUNTY TAX MAPPING AND PLATTING OFFICE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

I, _____ DIRECTOR OF THE TAX MAPPING AND PLATTING OFFICE OF WILL COUNTY, DO HEREBY CERTIFY THAT I HAVE CHECKED THE PROPERTY DESCRIPTION OF THE PLAT AGAINST AVAILABLE COUNTY RECORDS AND FIND SAID DESCRIPTION TO BE TRUE AND CORRECT. THE PROPERTY HEREIN DESCRIBED IS LOCATED ON TAX MAP# 04-31 D-E, AND IDENTIFIED AS PERMANENT REAL ESTATE TAX NUMBERs (PIN):
11-04-31-405-031-0000
11-04-31-407-008-0000
11-04-31-407-009-0000
11-04-31-407-010-0000

DATED THIS _____ DAY OF _____, 20___, A.D.

_____
DIRECTOR

WILL COUNTY RECORDER

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

THIS INSTRUMENT NO. _____ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF WILL COUNTY ON THIS

_____ DAY OF _____, 20___, A.D. AT _____

SURFACE WATER STATEMENT

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

TO THE BEST OF OUR KNOWLEDGE AND BELIEF THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE
CONSTRUCTION OF THE SUBDIVISION.

DATED THIS_____DAY OF _____,
DATE MONTH
20_____, A.D.

_____
ILLINOIS REGISTERED PROFESSIONAL ENGINEER

_____
STATE REGISTRATION NUMBER

_____
REGISTRATION EXPIRATION / RENEWAL DATE

OWNER COMPANY NAME: _____

BY: _____ ATTEST: _____
SIGNATURE SIGNATURE

TITLE:_____TITLE:_____
PRINT TITLE PRINT TITLE

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT _____,
IS THE OWNER OF THE PROPERTY DESCRIBED ABOVE AND AS SUCH OWNER, HAS CAUSED THE SAME TO BE PLATTED AS SHOWN HEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH AND AS ALLOWED AND PROVIDED BY STATUTES, AND SAID OWNER, DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE AFORESAID.

DATED AT _____, ILLINOIS, THIS _____ DAY OF
CITY DATE

_____, 20____.
MONTH

BY: _____ATTEST: _____
SIGNATURE SIGNATURE

BY: _____ TITLE:_____
PRINT TITLE PRINT TITLE

NOTARY'S CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC IN AND
PRINT NAME
FOR THE SAID COUNTY IN THE STATE AFORESAID, DO HEREBY

CERTIFY THAT _____, _____,
PRINT NAME TITLE
AND _____, _____,
PRINT NAME TITLE
OF SAID OWNER, WHO ARE PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FORGOING

INSTRUMENT AS SUCH _____ AND
TITLE
_____ RESPECTFULLY, APPEARED BEFORE
TITLE
ME THIS DAY IN PERSON AND JOINTLY AND SEVERALLY ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE SAID INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID OWNER FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL

THIS _____ DAY OF _____, 20___.
DATE MONTH

_____
NOTARY PUBLIC SIGNATURE

_____
PRINT NAME

MY COMMISSION EXPIRES ON _____ _____, 20___.
MONTH DATE

AUTHORIZATION TO RECORD

I, JAMES T. BERGER, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF ILLINOIS, DO HEREBY AUTHORIZE _____ TO RECORD THE SUBDIVISION TITLED "EXTRA SPACE STORAGE PLAT OF CONSOLIDATION" ON MY BEHALF.

SIGNED THIS ____ DAY OF _____, 20_____

_____
JAMES T. BERGER 035-004137

SURVEY NOTES

1. THIS SURVEY SHOULD NOT BE CONSIDERED AS AN EXCLUSIVE SOURCE OF INFORMATION REGARDING THE PROPERTY'S LIMITS, RIGHTS OR RESTRICTIONS. THE FINDINGS OF THIS SURVEY ARE LIMITED TO FIELD OBSERVATIONS AND MEASUREMENTS, THE EXAMINATION OF DOCUMENTS PROVIDED TO THE SURVEYOR AND THE SURVEYOR'S PROFESSIONAL OPINION. THERE MAY BE SETBACK LINES, EASEMENTS AND BUILDING RESTRICTIONS NOT SHOWN HEREON OF WHICH THE SURVEYOR HAS NOT BEEN ADVISED. ALWAYS REFER TO YOUR ABSTRACT, DEED AND GUARANTEE POLICY AND LOCAL ORDINANCES.
2. ALL AREAS ARE MORE OR LESS.
3. COMPARE ALL POINTS BEFORE BUILDING AND REPORT ANY DIFFERENCES AT ONCE.
4. ALL STATEMENTS AND INFORMATION SHOWN HEREON ARE TO THE SURVEYOR'S BEST KNOWLEDGE AND BELIEF.
5. THE SURVEYOR OFFERS NO OPINION REGARDING THE VALIDITY OF THE DEDICATION PROCESS OF ABUTTING RIGHTS-OF-WAY. ALL DEDICATIONS ARE DESCRIBED QUOTING THE LANGUAGE USED IN THE DOCUMENTS PROVIDED TO THE SURVEYOR.
6. THE MEASURED PROPERTY BOUNDARY SHOWN HEREON FORMS A MATHEMATICALLY CLOSED FIGURE. NO GAPS, GORES, OR OVERLAPS WITH THE ADJACENT PROPERTIES ARE APPARENT BASED ON RECORD DOCUMENTS PROVIDED TO THE SURVEYOR AND EVIDENCE LOCATED IN THE FIELD.
7. PER ILLINOIS STATUES, MONUMENTS SHALL BE PLACED WITHIN ONE YEAR OF RECORDING OF THIS PLAT.

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DU PAGE)

I, JAMES T. BERGER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT I HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY.

LOTS 3 THROUGH 5, BOTH INCLUSIVE, IN DINASO COMMERCIAL PARK, BEING A SUBDIVISION OF THAT PART OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 36 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 21, 2000 AS DOCUMENT NUMBER R2000-102267, IN WILL COUNTY, ILLINOIS.

AND ALSO:

THAT PART OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 36 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHERN MOST CORNER OF THAT PROPERTY CONVEYED BY DOCUMENT NO. R77-46808 THENCE NORTH 48 DEGREES 48 MINUTES 55 SECONDS EAST ALONG THE SOUTHEASTERLY LINE OF THAT PROPERTY TAKEN IN CONDEMNATION CASE NO. W73G1777 FOR THE LARKIN AVENUE SPUR EXTENSION A DISTANCE OF 165.00 FEET TO AN IRON ROD, SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE NORTH 48 DEGREES 48 MINUTES 55 SECONDS EAST ALONG SAID SOUTHEASTERLY LINE OF SAID LARKIN PROPERTY A DISTANCE OF 200.00 FEET TO AN IRON PIPE, THENCE SOUTH 46 DEGREES 49 MINUTES 26 SECONDS EAST A DISTANCE OF 798.18 FEET TO AN IRON PIPE ON THE WESTERLY RIGHT OF WAY LINE OF KNAPP ROAD; THENCE SOUTH 00 DEGREES 21 MINUTES 18 SECONDS WEST ALONG SAID WEST RIGHT OF WAY LINE A DISTANCE OF 37.70 FEET TO AN IRON ROD; THENCE SOUTH 43 DEGREES 01 MINUTES 52 SECONDS WEST ALONG THE NORTHEASTERLY EXTENSION OF THE NORTHWESTERLY LINE OF LOT 1 OF HILLCREST PLAZA SUBDIVISION. RECORDED AS DOCUMENT NO. R69-9124 A DISTANCE OF 341.14 FEET TO AN IRON ROD; THENCE NORTH 46 DEGREES 47 MINUTES 40 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF SAID LOT 2 A DISTANCE OF 249.89 FEET TO AN IRON ROD AT THE NORTHERN MOST CORNER OF SAID LOT 2; THENCE SOUTH 42 DEGREES 46 MINUTES 54 SECONDS WEST ALONG THE NORTHWESTERLY LINE OF SAID LOT 2, A DISTANCE OF 49.84 FEET TO AN IRON ROD AT THE EASTERN MOST CORNER OF LAND CONVEYED BY DOCUMENT NO. R76-6687; THENCE NORTH 46 DEGREES 46 MINUTES 27 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF LAND CONVEYED BY DOCUMENT NO. R76-6687 A DISTANCE OF 215.20 FEET TO AN IRON ROD AT THE SOUTHERN MOST CORNER OF LAND CONVEYED BY DOCUMENT NO. R77-46808, THENCE NORTH 43 DEGREES 00 MINUTES 55 SECONDS EAST ALONG THE SOUTHEASTERLY LINE OF THAT PROPERTY CONVEYED BY DOCUMENT NO. R77-46808 EXTENDED A DISTANCE OF 55.20 FEET TO A POINT ON THE NORTHEASTERLY LINE OF THAT PROPERTY CONVEYED BY DOCUMENT NO. R77-46808 THENCE NORTH 48 DEGREES 41 MINUTES 45 SECONDS EAST ALONG THE SOUTHEASTERLY LINE OF LAND CONVEYED BY DOCUMENT R95-32307 A DISTANCE OF 164.97 FEET TO AN IRON ROD, SAID POINT ALSO BEING THE MOST EASTERLY CORNER OF SAID DOCUMENT NO. R95-323D7; THENCE NORTH 46 DEGREES 49 MINUTES 26 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF LAND CONVEYED BY SAID DOCUMENT NO. R95-32307 A DISTANCE OF 395.30 FEET TO THE POINT OF BEGINNING, IN WILL COUNTY, ILLINOIS.

I FURTHER CERTIFY THAT UPON COMPLETION OF CONSTRUCTION BUT NOT LONGER THAT ONE YEAR FROM THE RECORDING OF THIS PLAT, CONCRETE MONUMENTS AS SHOWN, AND IRON PIPES AT ALL LOT CORNERS AND POINTS OF GEOMETRIC CHANGE WILL BE SET, AS REQUIRED BY THE PLAT ACT (765 ILCS205/0.01 ET SEQ.).

THIS IS TO FURTHER CERTIFY THAT THE LAND SHOWN HEREON IS WITHIN THE CORPORATE LIMITS OF THE CITY OF CREST HILL, WILL COUNTY, ILLINOIS WHICH HAS AN OFFICIAL COMPREHENSIVE PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY THE STATE OF ILLINOIS ACCORDING TO 65 ILCS 5/11-12-6 AS HERETOFORE AND HEREAFTER AMENDED.

DATE OF PLAT OR MAP 10/23/2025

PROFESSIONAL LAND SURVEYOR
JAMES T. BERGER
035-004137
NAPERVILLE
IL
STATE OF ILLINOIS

_____
JAMES T. BERGER, I
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-004137
WEAVER CONSULTANTS GROUP

ALL ILLINOIS PROFESSIONAL LAND SURVEYOR LICENSES EXPIRE NOVEMBER 30, 2026.
DESIGN FIRM #184004465
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DRAFT

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PLAT SUBMITTED BY:

Kimley»Horn
111 W. JACKSON BLVD., SUITE 1320
CHICAGO, IL 60604

EXTRA SPACE STORAGE
PLAT OF SUBDIVISION
CREST HILL, IL

No.	DATE	REVISION DESCRIPTION
1	12/19/2025	REVISED PER REVIEW COMMENTS

MAIL COPY TO:

Weaver Consultants Group
WEAVER CONSULTANTS GROUP
1316 BOND STREET SUITE 108
NAPERVILLE, ILLINOIS 60563
(630)-717-4848
www.wcgrp.com

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DRAWN BY: CPI/ATA
REVIEWED BY: JTB
DATE: 10/23/2025
FILE: 8077-363-09
2025 10 21 - SUB PLAT.dwg

SHEET 2 OF 2

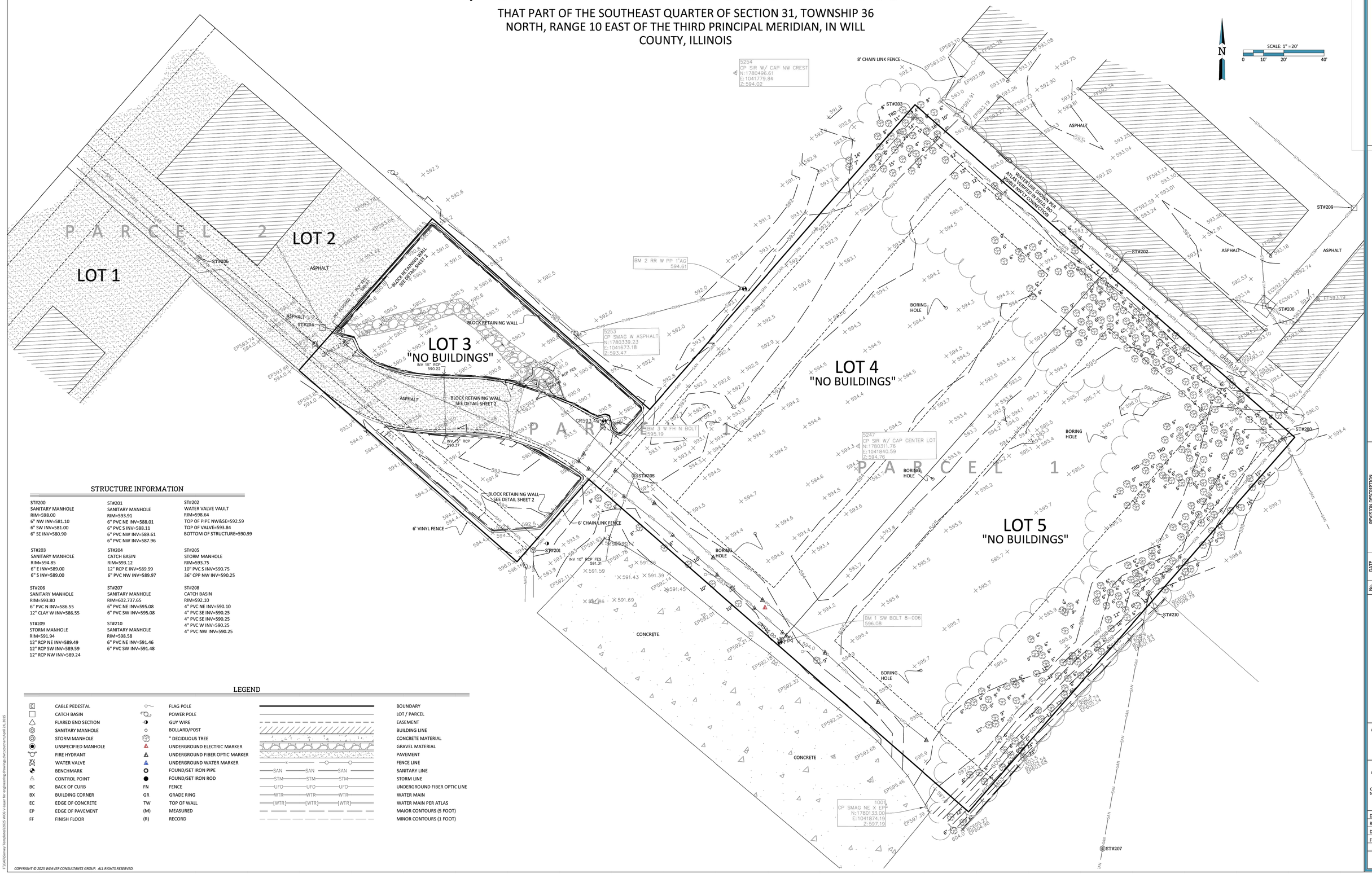
I:\projects\8077 - kimley-horn\363 - crest hill storage\00\dwg\2025 10 21 - sub plat.dwg

V0.1

ALTA/NSPS LAND TITLE & TOPOGRAPHIC SURVEY

THAT PART OF THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 36 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS

PARCEL 1 PIN: 11-04-31-405-045-0000
PARCEL 2 PIN: 11-04-31-407-007-0000
PARCEL 3 PIN: 11-04-31-407-008-0000
PARCEL 4 PIN: 11-04-31-407-009-0000
PARCEL 5 PIN: 11-04-31-407-010-0000



STRUCTURE INFORMATION

ST#200
SANITARY MANHOLE
RIM=598.00
6" NW INV=581.10
6" SW INV=581.00
6" SE INV=580.90

ST#201
SANITARY MANHOLE
RIM=593.91
6" PVC NE INV=588.01
6" PVC S INV=588.11
6" PVC NW INV=589.61
6" PVC NW INV=587.96

ST#202
WATER VALVE VAULT
RIM=598.64
TOP OF PIPE NW&SE=592.59
TOP OF VALVE=593.84
BOTTOM OF STRUCTURE=590.99

ST#203
SANITARY MANHOLE
RIM=594.85
6" E INV=589.00
6" S INV=589.00

ST#204
CATCH BASIN
RIM=593.12
12" RCP E INV=589.99
6" PVC NW INV=589.97

ST#205
STORM MANHOLE
RIM=593.75
10" PVC S INV=590.75
36" CPP NW INV=590.25

ST#206
SANITARY MANHOLE
RIM=593.80
6" PVC N INV=586.55
12" CLAY W INV=586.55

ST#207
SANITARY MANHOLE
RIM=602.737.65
6" PVC NE INV=595.08
6" PVC SW INV=595.08

ST#208
CATCH BASIN
RIM=592.10
4" PVC NE INV=590.10
4" PVC SE INV=590.25
4" PVC SE INV=590.25
4" PVC W INV=590.25
4" PVC NW INV=590.25

ST#209
STORM MANHOLE
RIM=591.94
12" RCP NE INV=589.49
12" RCP SW INV=589.59
12" RCP NW INV=589.24

ST#210
SANITARY MANHOLE
RIM=598.58
6" PVC NE INV=591.46
6" PVC SW INV=591.48

LEGEND

CABLE PEDESTAL	FLAG POLE	BOUNDARY
CATCH BASIN	POWER POLE	LOT / PARCEL
FLARED END SECTION	GUY WIRE	EASEMENT
SANITARY MANHOLE	BOLLARD/POST	BUILDING LINE
STORM MANHOLE	" DECIDUOUS TREE	CONCRETE MATERIAL
UNSPECIFIED MANHOLE	UNDERGROUND ELECTRIC MARKER	GRAVEL MATERIAL
FIRE HYDRANT	UNDERGROUND FIBER OPTIC MARKER	PAVEMENT
WATER VALVE	UNDERGROUND WATER MARKER	FENCE LINE
BENCHMARK	FOUND/SET IRON PIPE	SANITARY LINE
CONTROL POINT	FOUND/SET IRON ROD	STORM LINE
BC BACK OF CURB	FN FENCE	UNDERGROUND FIBER OPTIC LINE
BX BUILDING CORNER	GR GRADE RING	WATER MAIN
EC EDGE OF CONCRETE	TW TOP OF WALL	WATER MAIN PER ATLAS
EP EDGE OF PAVEMENT	(M) MEASURED	MAJOR CONTOURS (5 FOOT)
FF FINISH FLOOR	(R) RECORD	MINOR CONTOURS (1 FOOT)

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F:\CAD\Survey Templates\2025 WCG V-Layer for engineering drawings.dwt\ycustman April 24, 2015

PREPARED FOR: Kimley»Horn

ALTA/NSPS LAND TITLE & TOPOGRAPHIC SURVEY
EXTRA SPACE STORAGE
CREST HILL, IL

No.	DATE	REVISION DESCRIPTION

Weaver Consultants Group
WEAVER CONSULTANTS GROUP
1316 BOND STREET SUITE 108
NAPERVILLE, ILLINOIS 60563
(630)-717-4848
www.wcgrp.com

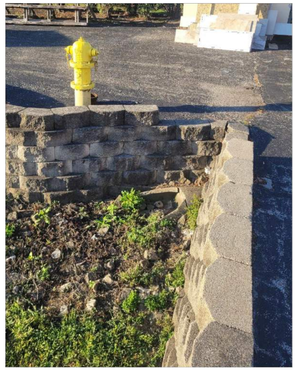
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REVIEWED BY:	JTB
DATE:	10/20/2025
FILE:	8077-363-09
	vp_8077-363 2025 09 29.dwg
SHEET	1 OF 3

ALTA/NSPS LAND TITLE & TOPOGRAPHIC SURVEY

THAT PART OF THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 36 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS

PARCEL 1 PIN: 11-04-31-405-045-0000
PARCEL 2 PIN: 11-04-31-407-007-0000
PARCEL 3 PIN: 11-04-31-407-008-0000
PARCEL 4 PIN: 11-04-31-407-009-0000
PARCEL 5 PIN: 11-04-31-407-010-0000



FES FROM STRUCTURE #204



STRUCTURE INFORMATION

ST#200
SANITARY MANHOLE
RIM=598.00
6" NW INV=581.10
6" SW INV=581.00
6" SE INV=580.90

ST#201
SANITARY MANHOLE
RIM=593.91
6" PVC NE INV=588.01
6" PVC S INV=588.11
6" PVC NW INV=589.61
6" PVC NW INV=587.96

ST#202
WATER VALVE VAULT
RIM=598.64
TOP OF PIPE NW&SE=592.59
TOP OF VALVE=593.84
BOTTOM OF STRUCTURE=590.99

ST#203
SANITARY MANHOLE
RIM=594.85
6" E INV=589.00
6" S INV=589.00

ST#204
CATCH BASIN
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6" PVC NW INV=589.97

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STORM MANHOLE
RIM=593.75
10" PVC S INV=590.75
36" CPP NW INV=590.25

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6" PVC N INV=586.55
12" CLAY W INV=586.55

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RIM=592.10
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STORM MANHOLE
RIM=591.94
12" RCP NE INV=589.49
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12" RCP NW INV=589.24

ST#210
SANITARY MANHOLE
RIM=598.58
6" PVC NE INV=591.46
6" PVC SW INV=591.48

LEGEND

	CABLE PEDESTAL		FLAG POLE		BOUNDARY
	CATCH BASIN		POWER POLE		LOT / PARCEL
	FLARED END SECTION		GUY WIRE		EASEMENT
	SANITARY MANHOLE		BOLLARD/POST		BUILDING LINE
	STORM MANHOLE		" DECIDUOUS TREE		CONCRETE MATERIAL
	UNSPECIFIED MANHOLE		UNDERGROUND ELECTRIC MARKER		GRAVEL MATERIAL
	FIRE HYDRANT		UNDERGROUND FIBER OPTIC MARKER		PAVEMENT
	WATER VALVE		UNDERGROUND WATER MARKER		FENCE LINE
	BENCHMARK		FOUND/SET IRON PIPE	SAN	SANITARY LINE
	CONTROL POINT		FOUND/SET IRON ROD	STM	STORM LINE
BC	BACK OF CURB	FN	FENCE	UFO	UNDERGROUND FIBER OPTIC LINE
BX	BUILDING CORNER	GR	GRADE RING	WTR	WATER MAIN
EC	EDGE OF CONCRETE	TW	TOP OF WALL	{WTR}	WATER MAIN PER ATLAS
EP	EDGE OF PAVEMENT	(M)	MEASURED		MAJOR CONTOURS (5 FOOT)
FF	FINISH FLOOR	(R)	RECORD		MINOR CONTOURS (1 FOOT)

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PREPARED FOR: Kimley»Horn

ALTA/NSPS LAND TITLE & TOPOGRAPHIC SURVEY
EXTRA SPACE STORAGE
CREST HILL, IL

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FILE:	8077-363-09
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SHEET	2 OF 2

ALTA/NSPS LAND TITLE & TOPOGRAPHIC SURVEY

THAT PART OF THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 36 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS

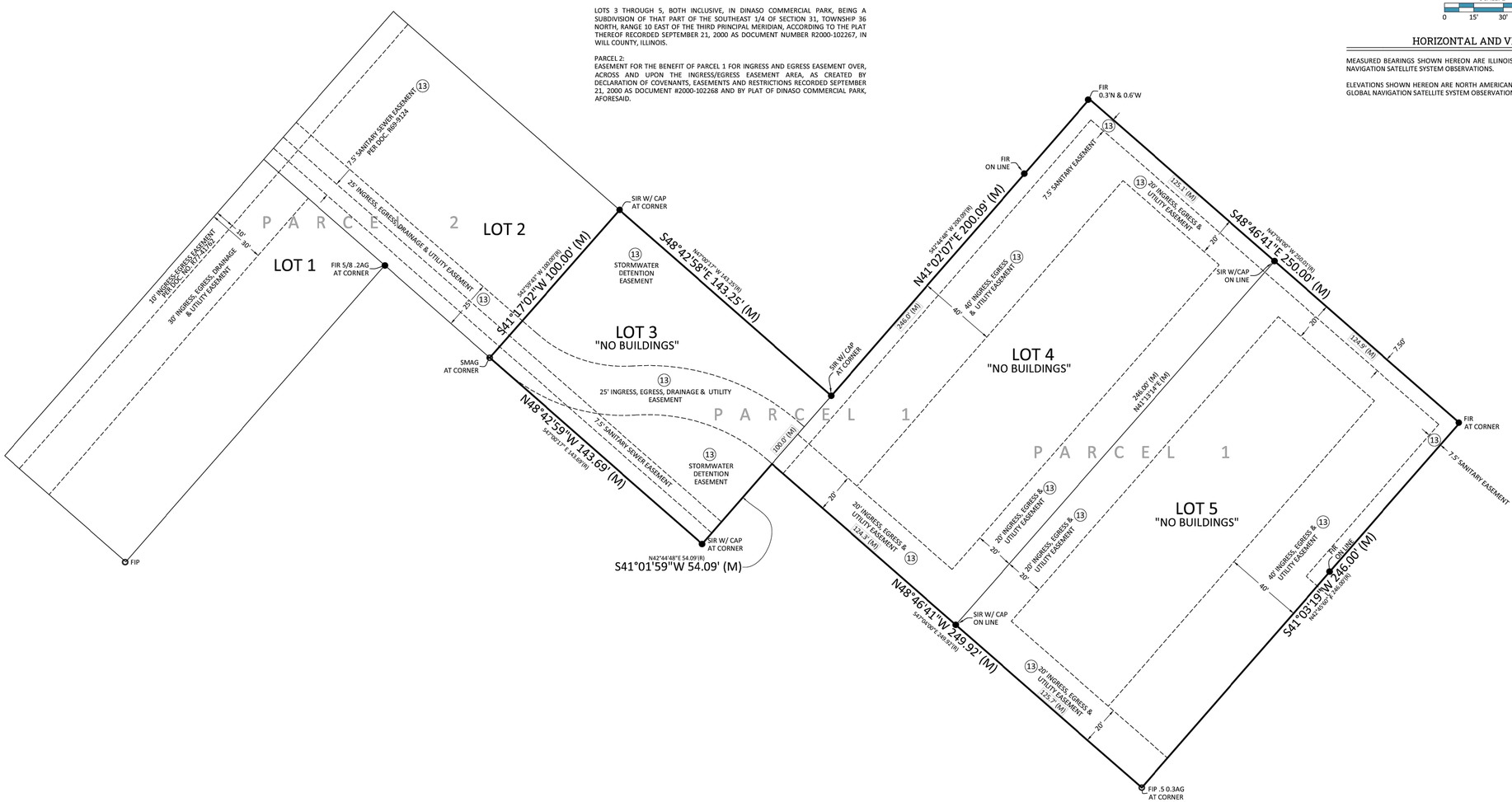
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PARCEL 2 PIN: 11-04-31-407-007-0000
PARCEL 3 PIN: 11-04-31-407-008-0000
PARCEL 4 PIN: 11-04-31-407-009-0000
PARCEL 5 PIN: 11-04-31-407-010-0000

LEGAL DESCRIPTION

PARCEL 1:

LOTS 3 THROUGH 5, BOTH INCLUSIVE, IN DINASO COMMERCIAL PARK, BEING A SUBDIVISION OF THAT PART OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 36 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 21, 2000 AS DOCUMENT NUMBER R2000-102267, IN WILL COUNTY, ILLINOIS.

PARCEL 2:
EASEMENT FOR THE BENEFIT OF PARCEL 1 FOR INGRESS AND EGRESS EASEMENT OVER, ACROSS AND UPON THE INGRESS/EGRESS EASEMENT AREA, AS CREATED BY DECLARATION OF COVENANTS, EASEMENTS AND RESTRICTIONS RECORDED SEPTEMBER 21, 2000 AS DOCUMENT #2000-102268 AND BY PLAT OF DINASO COMMERCIAL PARK, AFORESAID.



HORIZONTAL AND VERTICAL DATUM

MEASURED BEARINGS SHOWN HEREON ARE ILLINOIS STATE PLANE EAST ZONE, BASED ON GLOBAL NAVIGATION SATELLITE SYSTEM OBSERVATIONS.

ELEVATIONS SHOWN HEREON ARE NORTH AMERICAN VERTICAL DATUM 1988 (GEOID 18), BASED ON GLOBAL NAVIGATION SATELLITE SYSTEM OBSERVATIONS.

LEGEND

CABLE PEDESTAL		FLAG POLE		BOUNDARY
CATCH BASIN		POWER POLE		LOT / PARCEL
FLARED END SECTION		GUY WIRE		EASEMENT
SANITARY MANHOLE		BOLLARD/POST		BUILDING LINE
STORM MANHOLE		" DECIDUOUS TREE		CONCRETE MATERIAL
UNSPECIFIED MANHOLE		UNDERGROUND ELECTRIC MARKER		GRAVEL MATERIAL
FIRE HYDRANT		UNDERGROUND FIBER OPTIC MARKER		PAVEMENT
WATER VALVE		UNDERGROUND WATER MARKER		FENCE LINE
BENCHMARK		FOUND/SET IRON PIPE	SAN	SANITARY LINE
CONTROL POINT		FOUND/SET IRON ROD	STM	STORM LINE
BC BACK OF CURB	FN FENCE		UFO	UNDERGROUND FIBER OPTIC LINE
BX BUILDING CORNER	GR GRADE RING		WTR	WATER MAIN
EC EDGE OF CONCRETE	TW TOP OF WALL		{WTR}	WATER MAIN PER ATLAS
EP EDGE OF PAVEMENT	(M) MEASURED			MAJOR CONTOURS (5 FOOT)
FF FINISH FLOOR	(R) RECORD			MINOR CONTOURS (1 FOOT)

TITLE COMMITMENT SCHEDULE B

GRID151 TITLE INSURANCE COMPANY
COMMITMENT NUMBER: QS-EXT-IL-CP-1659094
COMMITMENT DATE: AUGUST 22, 2025 AT 8:00 AM

(XX) INDICATES ITEM PLOTTED ON DRAWING

SCHEDULE B, PART I, REQUIREMENTS: ITEMS 1 THROUGH 6
NOT SURVEY RELATED

SCHEDULE B, PART II, EXCEPTIONS: ITEMS 1 THROUGH 11
NOT SURVEY RELATED

(12) 12. THE TERMS, PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "DECLARATION OF COVENANTS, EASEMENTS AND RESTRICTIONS" RECORDED IN DOCUMENT NO. R200102268. ***NO PLOTTABLE ELEMENTS, DOCUMENT DESCRIBES TERMS, PROVISIONS FOR EASEMENTS AS PLATTED IN THE REFERENCED RECORDED DOCUMENT OF DINASO COMMERCIAL PARK PER DOCUMENT R2000-102267. SEE DOCUMENT FOR FURTHER PARTICULARS AND SEE ITEM 13 FOR PLOTTABLE ELEMENTS.***

(13) 13. THE TERMS, PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "PLAT MAP" RECORDED IN DOCUMENT NO.R2000102267
PLOTTABLE ELEMENTS SHOWN HEREON.

ALTA SURVEY STANDARDS - TABLE A NOTES

ITEM 1, FOUND AND SET BOUNDARY MONUMENTS SHOWN HEREON.

ITEM 2, NO BUILDINGS OBSERVED WHILE CONDUCTING THE FIELDWORK.

ITEM 3, THE SUBJECT PROPERTY IS WITHIN ZONE X (AREA OF MINIMAL FLOOD HAZARD) AS PER FEMA FLOOD INSURANCE RATE MAPS, MAP NUMBER 17197C0142G WITH A MAP EFFECTIVE DATE OF 02/15/2019.

ITEM 4, GROSS LAND AREA OF THE SUBJECT TRACT IS SHOWN HEREON.

ITEM 5, VERTICAL RELIEF SHOWN HEREON.

ITEMS 7(A), 7(B)(1), NO BUILDINGS EXIST AT TIME OF SURVEY OR MEASURED DIMENSIONS OF BUILDINGS SHOWN HEREON.

ITEM 8, SUBSTANTIAL IMPROVEMENTS OBSERVED AT THE TIME THE FIELDWORK WAS PERFORMED ARE SHOWN HEREON.

ITEM 11(A), UNDERGROUND UTILITIES SHOWN HEREON PER UTILITY ATLAS INFORMATION PER CITY OF CREST HILL.

ITEM 13, PARCEL OWNER INFORMATION IS SHOWN IS BASED ON PUBLICLY AVAILABLE ON-LINE TAX INFORMATION SOURCES.

ITEM 14, THE DISTANCE TO THE NEAREST INTERSECTING STREET IS SHOWN ON THE SITE MAP.

SURVEY NOTES

1. THIS SURVEY SHOULD NOT BE CONSIDERED AS AN EXCLUSIVE SOURCE OF INFORMATION REGARDING THE PROPERTY'S LIMITS, RIGHTS OR RESTRICTIONS. THE FINDINGS OF THIS SURVEY ARE LIMITED TO FIELD OBSERVATIONS AND MEASUREMENTS, THE EXAMINATION OF DOCUMENTS PROVIDED TO THE SURVEYOR AND THE SURVEYOR'S PROFESSIONAL OPINION. THERE MAY BE SETBACK LINES, EASEMENTS AND BUILDING RESTRICTIONS NOT SHOWN HEREON OF WHICH THE SURVEYOR HAS NOT BEEN ADVISED. ALWAYS REFER TO YOUR ABSTRACT, DEED AND GUARANTEE POLICY AND LOCAL ORDINANCES.
2. ALL AREAS ARE MORE OR LESS.
3. COMPARE ALL POINTS BEFORE BUILDING AND REPORT ANY DIFFERENCES AT ONCE.
4. NO STATEMENT IS MADE CONCERNING SUBSURFACE CONDITIONS, THE EXISTENCE OF UNDERGROUND OR OVERHEAD CONTAINERS OR FACILITIES WHICH MAY AFFECT THE USE OR DEVELOPMENT OF THIS TRACT.
5. THE UTILITIES SHOWN MAY NOT COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. UTILITY MARKS SHOWN HEREON WERE OBSERVED AT THE TIME OF SURVEY.
6. ALL STATEMENTS AND INFORMATION SHOWN HEREON ARE TO THE SURVEYOR'S BEST KNOWLEDGE AND BELIEF.
7. THE SURVEYOR OFFERS NO OPINION REGARDING THE VALIDITY OF THE DEDICATION PROCESS OF ABUTTING RIGHTS-OF-WAY. ALL DEDICATIONS ARE DESCRIBED QUOTING THE LANGUAGE USED IN THE DOCUMENTS PROVIDED TO THE SURVEYOR.
8. THE MEASURED PROPERTY BOUNDARY SHOWN HEREON FORMS A MATHEMATICALLY CLOSED FIGURE. NO GAPS, GORES, OR OVERLAPS WITH THE ADJACENT PROPERTIES ARE APPARENT BASED ON RECORD DOCUMENTS PROVIDED TO THE SURVEYOR AND EVIDENCE LOCATED IN THE FIELD.

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

TO:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 7 (A), 7 (B)(1), 8, 11(A), 13 AND 14 OF TABLE A THEREOF.

THE FIELD WORK WAS COMPLETED ON 09/27/2025.

DATE OF PLAT OR MAP 10/20/2025

JAMES T. BERGER 035-004137 NAPERVILLE IL PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS

JAMES T. BERGER, PLS
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-004137
WEAVER CONSULTANTS GROUP

ALL ILLINOIS PROFESSIONAL LAND SURVEYOR LICENSES EXPIRE NOVEMBER 30, 2026.
DESIGN FIRM #184004465
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY AND TOPOGRAPHIC SURVEY.

DRAFT

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PREPARED FOR: Kimley»Horn

ALTA/NSPS LAND TITLE & TOPOGRAPHIC SURVEY
EXTRA SPACE STORAGE
CREST HILL, IL

No.	DATE	REVISION DESCRIPTION
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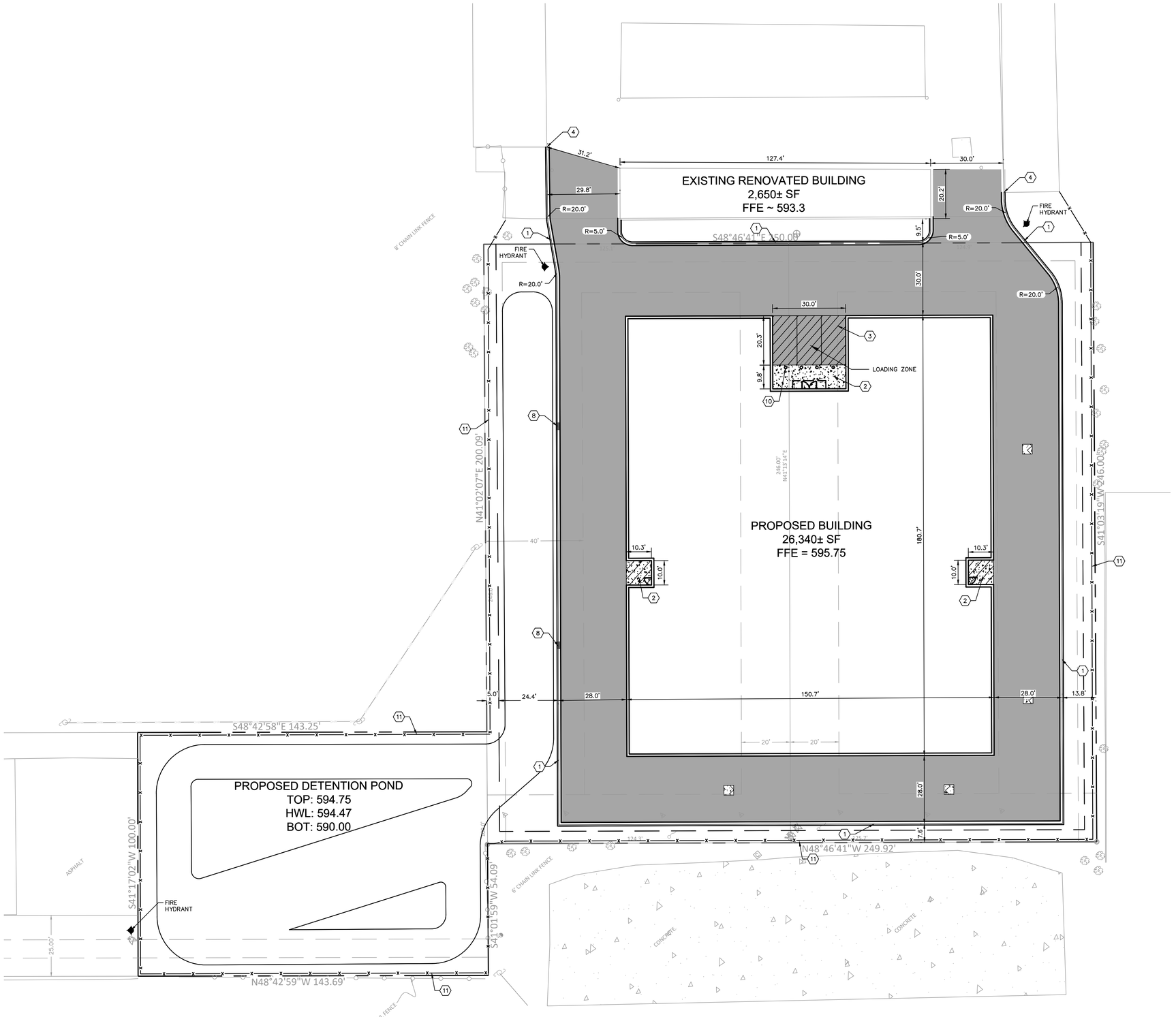
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FILE: 8077-363-09
vp_8077-363 2025 09 29.dwg

SHEET 3 OF 3

V0.4



KEY NOTES

1. B6.12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2. CONCRETE SIDEWALK, TYP. (SEE DETAILS)
3. 4" WIDE PAINTED SOLID LINE, TYP.
4. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
5. TRANSFORMER PAD (FOR REFERENCE ONLY)
6. LIGHT POLES SHOWN FOR COORDINATION ONLY (NOT USED)
7. 3-FT TRANSITION CURB
8. CURB CUT WITH RIP-RAP
9. EXISTING SITE SITE RETAINING WALL (NOT USED)
10. BOLLARD, TYP. (SEE ARCHITECTURAL PLAN FOR DETAILS)
11. 6-FEET TALL PVC PRIVACY FENCE (SEE DETAILS)

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

SITE DATA TABLE

EXISTING PROPERTY		
PARCEL NUMBER: 11-04-31-405-049-0000		
PROPERTY AREA: 253,820± SF (5.83± AC)		
ZONING: B-3 - GENERAL BUSINESS DISTRICT		
EXISTING USE: SELF STORAGE		
PROPOSED USE: SELF STORAGE		
EXISTING BUILDING AREA: 79,640± SF		
PROPOSED BUILDING AREA: 78,660± SF		
TOTAL DISTURBANCE AREA: 7,790± SF		
PROPOSED PROPERTY		
PARCEL NUMBER: 11-04-31-407-010-0000 & 11-04-31-407-009-0000		
PROPERTY AREA: 75,840± SF (1.74± AC)		
ZONING: B-3 - GENERAL BUSINESS DISTRICT		
EXISTING USE: VACANT		
PROPOSED USE: SELF STORAGE		
PROPOSED BUILDING AREA: 26,340± SF		
PROPOSED IMPERVIOUS COVER: 52,535± SF (1.21± AC)		
PROPOSED PERVIOUS COVER: 23,305± SF (0.53± AC)		
TOTAL PROPERTY		
TOTAL AREA: 329,660± SF (7.57± AC)		
TOTAL BUILDING AREA: 104,774± SF		
TOTAL DISTURBED AREA: 71,300± SF (1.64± AC)		
PROPOSED PROPERTY ZONING	REQUIRED:	PROPOSED:
LANDSCAPE SETBACK:	5'	7.6'
EXISTING IMPERVIOUS PERCENTAGE:	85.0%	0.10± AC (5.8%)
PROPOSED IMPERVIOUS PERCENTAGE:	85.0%	1.21± AC (69.3%) (NET INCREASE)

FEMA NOTE

PER FLOOD INSURANCE RATE MAP PANEL NO. 17197C0161G, THE SITE OR A PORTION OF THE SITE IS LOCATED IN ZONE X, AREAS OF MINIMAL FLOOD HAZARD

PAVING AND CURB LEGEND

- HEAVY DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- CONCRETE SIDEWALK — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- STANDARD PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER

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No.	REVISIONS	DATE

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CHICAGO, IL 60604
PHONE: 312-862-2445
WWW.KIMLEY-HORN.COM

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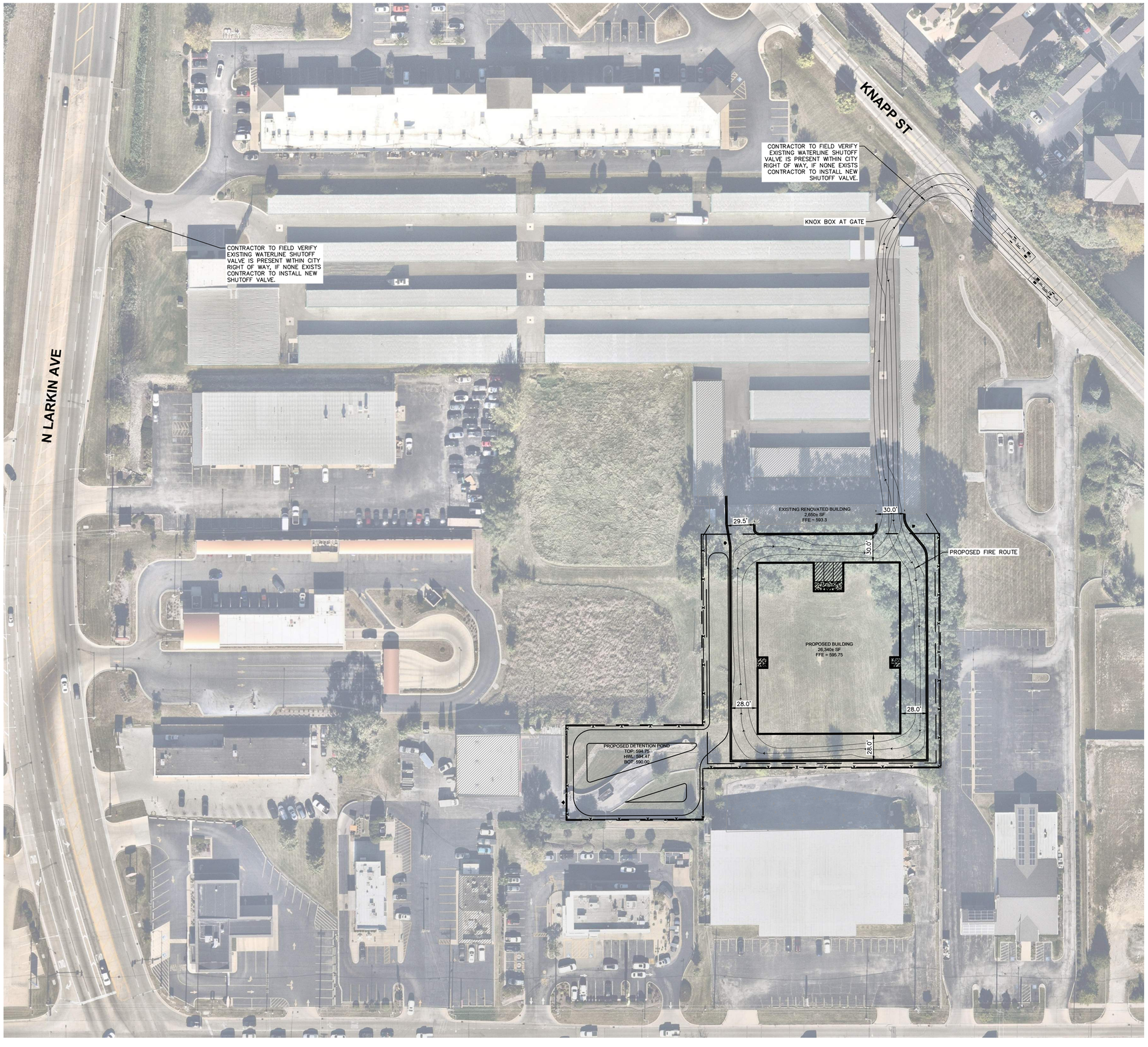
Extra Space Storage

SITE PLAN

EXTRA SPACE STORAGE
1812 N LARKIN AVE
CREST HILL, IL 60403

ORIGINAL ISSUE: 10/30/2025
KHA PROJECT NO. 268783002
SHEET NUMBER
C1.0

Drawing name: K:\CHI_LDE\V\268783000_ES Storage_Crest Hill_IL\V.2 Design\CAD\PlanSheets\Preliminary Engineering Set\C1.0 - Site Plan.dwg C1.0 Dec 30, 2025 3:24pm by: Josh.Williams
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0 25 50 100

NORTH

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GENERAL NOTES

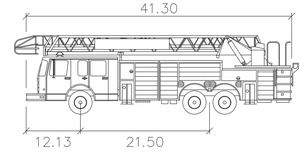
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5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

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EXISTING USE: SELF STORAGE		
PROPOSED USE: SELF STORAGE		
EXISTING BUILDING AREA: 79,640± SF		
PROPOSED BUILDING AREA: 78,660± SF		
TOTAL DISTURBANCE AREA: 7,790± SF		
PROPOSED PROPERTY		
PARCEL NUMBER: 11-04-31-407-010-0000 & 11-04-31-407-009-0000		
PROPERTY AREA: 75,840± SF (1.74± AC)		
ZONING: B-3 - GENERAL BUSINESS DISTRICT		
EXISTING USE: VACANT		
PROPOSED USE: SELF STORAGE		
PROPOSED BUILDING AREA: 26,340± SF		
PROPOSED IMPERVIOUS COVER: 52,535± SF (1.21± AC)		
PROPOSED PERVIOUS COVER: 23,305± SF (0.53± AC)		
TOTAL PROPERTY		
TOTAL AREA: 329,660± SF (7.57± AC)		
TOTAL BUILDING AREA: 104,774± SF		
TOTAL DISTURBED AREA: 71,300± SF (1.64± AC)		
PROPOSED PROPERTY ZONING	REQUIRED:	PROPOSED:
LANDSCAPE SETBACK:	5'	7.6'
EXISTING IMPERVIOUS PERCENTAGE:	85.0%	0.10± AC (5.8%)
PROPOSED IMPERVIOUS PERCENTAGE:	85.0%	1.21± AC (69.3%) (NET INCREASE)

FEMA NOTE

PER FLOOD INSURANCE RATE MAP PANEL NO. 17197C0161G, THE SITE OR A PORTION OF THE SITE IS LOCATED IN ZONE X, AREAS OF 100-YEAR FLOODING WITH A BASE FLOOD ELEVATION OF XXX.



Crest Hill, IL - Fire Truck

	feet
Width	: 9.88
Track	: 6.91
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

CREST HILL TRUCK PROFILE
N.T.S.

No.	REVISIONS	DATE

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SCALE: AS NOTED
DESIGNED BY: JTW
DRAWN BY: JEA
CHECKED BY: ANF

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Extra Space Storage

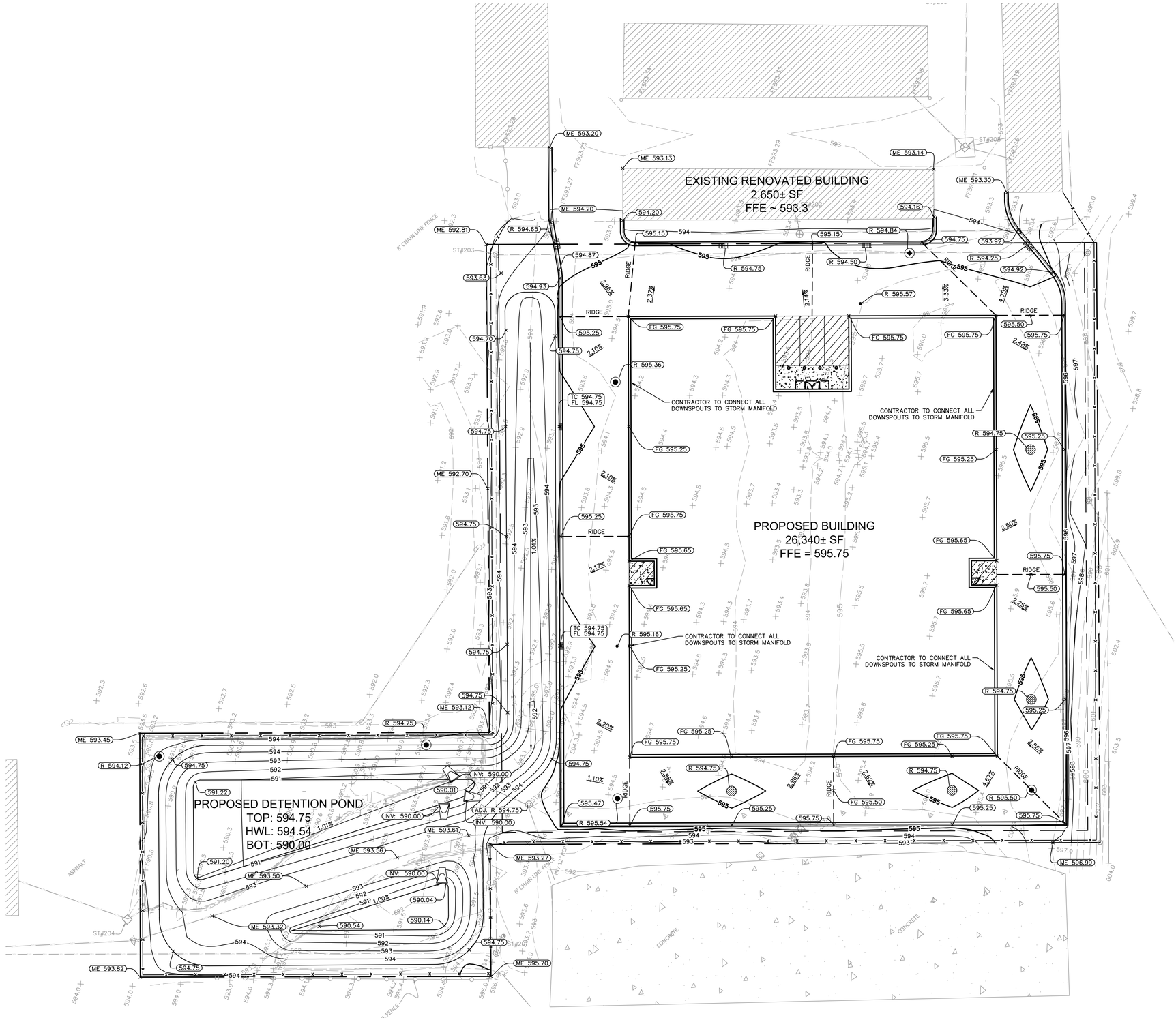
FIRE TRUCK TURN PLAN

EXTRA SPACE STORAGE
1812 N LARKIN AVE
CREST HILL, IL 60403

ORIGINAL ISSUE: 10/30/2025
KHA PROJECT NO. 268783002
SHEET NUMBER
C1.1

Drawing name: K:\CHI_LDEV\268783000_ES Storage_Crest Hill_IL\2 Design\CAD\PlanSheets\TRUCK TURN EXHIBIT.dwg C1.1 Dec 30, 2025 3:25pm by Josh.Williams
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Drawing name: K:\DHL_LDEV\268783000_ES Storage_Crest Hill_IL\2 Design\CAD\PlanSheets\Preliminary Engineering Set\C2.0 – Grading and Drainage Plan.dwg C2.0 Dec 30, 2025 3:25pm by Josh.Williams
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GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

Call Before You Dig
JULIE
1-800-892-0123

GRADING NOTES

1. CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
2. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO FLOW LINE ELEVATIONS UNLESS OTHERWISE NOTED.
3. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. GENERAL CONTRACTOR TO COORDINATE WITH EXCAVATION, LANDSCAPE AND PAVING SUBCONTRACTORS REGARDING TOPSOIL THICKNESS FOR LANDSCAPE AREAS AND PAVEMENT SECTION THICKNESS FOR PAVED AREAS TO PROPERLY ENSURE ADEQUATE CUT TO ESTABLISH SUBGRADE ELEVATIONS.
4. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
5. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
6. MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES.
7. WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
8. MATCH EXISTING ELEVATIONS AT THE PROPERTY LIMITS.

GRADING LEGEND

TP = TOP OF PAVEMENT
EP = EDGE OF PAVEMENT
FL = FLOW LINE
TC = TOP OF CURB
TF = TOP OF FOUNDATION
R = RIM ELEVATION
TW = TOP OF WALL
FG = FINISHED GRADE
TS = TOP OF STAIRS
BS = BOTTOM OF STAIRS
ME = MATCH ELEVATION

(CONTRACTOR TO VERIFY ALL MATCH EXISTING SPOT GRADE ELEVATIONS AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES.)

- XXX — PROPOSED CONTOUR
- XXX — EXISTING CONTOUR
- RIDGE — RIDGE LINE
- X.XX% — SLOPE AND FLOW DIRECTION
- 100-YEAR OVERLAND OVERFLOW ROUTE
- DETENTION BASIN 100-YEAR EMERGENCY OVERLAND OVERFLOW ROUTE
- PROPOSED SWALE
- REVERSED PITCH CURB AND GUTTER
- AR — ACCESSIBLE ROUTE
- RIP RAP (SEE DETAILS)

Item 1.

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SCALE: AS NOTED
DESIGNED BY: JTW
DRAWN BY: JEA
CHECKED BY: ANF

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ExtraSpace Storage

GRADING AND DRAINAGE PLAN

EXTRA SPACE STORAGE
1812 N LARKIN AVE
CREST HILL, IL 60403

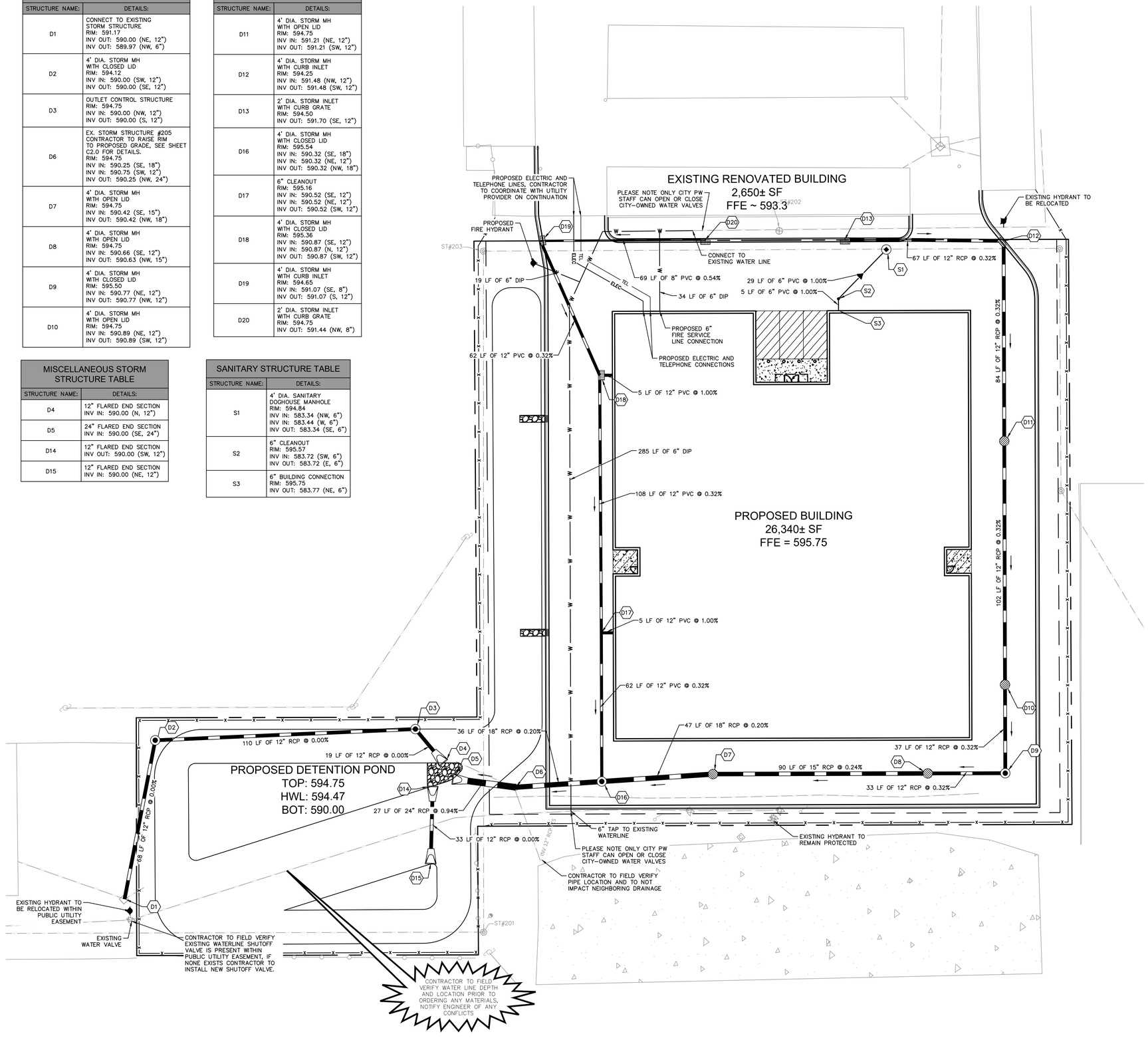
ORIGINAL ISSUE: 10/30/2025
KHA PROJECT NO. 268783002
SHEET NUMBER
C2.0

STORM STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
D1	CONNECT TO EXISTING STORM STRUCTURE RIM: 591.17 INV OUT: 590.00 (NE, 12") INV OUT: 589.97 (NW, 6")
D2	4' DIA. STORM MH WITH CLOSED LID RIM: 594.12 INV IN: 590.00 (SW, 12") INV OUT: 590.00 (SE, 12")
D3	OUTLET CONTROL STRUCTURE RIM: 594.75 INV IN: 590.00 (NW, 12") INV OUT: 590.00 (S, 12")
D6	EX. STORM STRUCTURE #205 CONTRACTOR TO RAISE RIM TO PROPOSED GRADE, SEE SHEET C2.0 FOR DETAILS. RIM: 594.75 INV IN: 590.25 (SE, 18") INV IN: 590.75 (SW, 12") INV OUT: 590.25 (NW, 24")
D7	4' DIA. STORM MH WITH OPEN LID RIM: 594.75 INV IN: 590.42 (SE, 15") INV OUT: 590.42 (NW, 18")
D8	4' DIA. STORM MH WITH OPEN LID RIM: 594.75 INV IN: 590.66 (SE, 12") INV OUT: 590.63 (NW, 15")
D9	4' DIA. STORM MH WITH CLOSED LID RIM: 595.50 INV IN: 590.77 (NE, 12") INV OUT: 590.77 (NW, 12")
D10	4' DIA. STORM MH WITH OPEN LID RIM: 594.75 INV IN: 590.89 (NE, 12") INV OUT: 590.89 (SW, 12")

STORM STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
D11	4' DIA. STORM MH WITH OPEN LID RIM: 594.75 INV IN: 591.21 (NE, 12") INV OUT: 591.21 (SW, 12")
D12	4' DIA. STORM MH WITH CURB INLET RIM: 594.25 INV IN: 591.48 (NW, 12") INV OUT: 591.48 (SW, 12")
D13	2' DIA. STORM INLET WITH CURB GRATE RIM: 594.50 INV OUT: 591.70 (SE, 12")
D16	4' DIA. STORM MH WITH CLOSED LID RIM: 595.54 INV IN: 590.32 (SE, 18") INV IN: 590.32 (NE, 12") INV OUT: 590.32 (NW, 18")
D17	6" CLEANOUT RIM: 595.16 INV IN: 590.52 (SE, 12") INV IN: 590.52 (NE, 12") INV OUT: 590.52 (SW, 12")
D18	4' DIA. STORM MH WITH CLOSED LID RIM: 595.36 INV IN: 590.87 (SE, 12") INV IN: 590.87 (N, 12") INV OUT: 590.87 (SW, 12")
D19	4' DIA. STORM MH WITH CURB INLET RIM: 594.65 INV IN: 591.07 (SE, 8") INV OUT: 591.07 (S, 12")
D20	2' DIA. STORM INLET WITH CURB GRATE RIM: 594.75 INV OUT: 591.44 (NW, 8")

MISCELLANEOUS STORM STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
D4	12" FLARED END SECTION INV IN: 590.00 (N, 12")
D5	24" FLARED END SECTION INV IN: 590.00 (SE, 24")
D14	12" FLARED END SECTION INV OUT: 590.00 (SW, 12")
D15	12" FLARED END SECTION INV IN: 590.00 (NE, 12")

SANITARY STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
S1	4' DIA. SANITARY DOGHOUSE MANHOLE RIM: 594.84 INV IN: 583.34 (NW, 6") INV IN: 583.44 (W, 6") INV OUT: 583.34 (SE, 6")
S2	6" CLEANOUT RIM: 595.57 INV IN: 583.72 (SW, 6") INV OUT: 583.72 (E, 6")
S3	6" BUILDING CONNECTION RIM: 595.75 INV OUT: 583.77 (NE, 6")



GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

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JULIE
1-800-892-0123

UTILITY NOTES

1. ALL WATER LINES ≥ 3" SHALL BE DUCTILE IRON PIPE, CLASS 52.
2. ALL SANITARY SEWER LINES SHALL BE PVC MEETING, ASTM D-3034 SDR 26 EXCEPT FOR SANITARY SEWER THAT CROSSES ABOVE WATER MAIN, THIS PIPE SHALL BE AWWA C900 (UNLESS WATER MAIN CASING IS UTILIZED). PROVIDE 42" MINIMUM COVER.
3. CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
4. ALL ELECTRIC AND TELEPHONE EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE DESIGNATED UTILITY COMPANIES.
5. CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED BY THE ENGINEER FROM THE APPROPRIATE GOVERNING AUTHORITY AND CONTRACTOR HAS BEEN NOTIFIED BY THE ENGINEER.
6. CONTRACTOR TO CALL "JULIE" (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
7. PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OTHER UTILITIES, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND INFORM THE ENGINEER AND THE OWNER/DEVELOPER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION. THE ENGINEER AND ITS CLIENTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION. THE MUNICIPALITY SHALL BE NOTIFIED OF ANY AND ALL CHANGES TO THE DESIGN PLANS.
8. CONTRACTOR SHALL COMPLY COMPLETELY WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS IS TO INCLUDE, BUT NOT LIMITED FOR ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH PERFORMANCE CRITERIA AS REQUIRED BY OSHA.
9. CONTRACTOR TO AVOID DISRUPTION OF ANY ADJACENT TENANT'S TRAFFIC OPERATIONS DURING INSTALLATION OF UTILITIES.
10. ALL DIMENSIONS ARE TO CENTERLINE OF PIPE OR CENTER OF MANHOLE UNLESS NOTED OTHERWISE.
11. SEE ARCHITECTURAL AND MEP PLANS FOR EXACT UTILITY CONNECTION LOCATIONS AT BUILDING.
12. LIGHT POLES SHOWN FOR COORDINATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE SITE LIGHTING PLANS BY OTHERS FOR MORE INFORMATION.
13. SEE DETAILS FOR LOCATING STORM STRUCTURES WITHIN THE CURB LINE.
14. STORMWATER FACILITIES MUST BE FUNCTIONAL BEFORE BUILDING CONSTRUCTION BEGINS IF REQUIRED BY AUTHORITY HAVING JURISDICTION.

UTILITY LEGEND

- EX. WATER LINE
- EX. HYDRANT
- EX. WATER VALVE
- EX. SANITARY SEWER LINE
- EX. SANITARY SEWER MANHOLE
- EX. STORM DRAIN LINE
- EX. STORM MANHOLE
- EX. STORM STRUCTURE/INLET
- EX. OVERHEAD ELECTRIC LINE
- EX. UNDERGROUND TELEPHONE LINE
- ELEC — PROPOSED UNDERGROUND ELECTRIC LINE
- GAS — GAS LINE (BY GAS COMPANY)
- TEL — PROPOSED PHONE LINE
- PROPOSED STORM SEWER LINE
- PROPOSED OPEN LID STORM STRUCTURE (PAVEMENT USE NEENAH R-2540) (GRASS USE NEENAH R-4340-B BEEHIVE)
- PROPOSED CLOSED LID STORM STRUCTURE (PAVEMENT USE NEENAH R-1713) (GRASS USE NEENAH R-1786)
- PROPOSED COMBINATION CURB INLET (B6.12 C&G USE NEENAH R-3281-A)
- PROPOSED FLARED END SECTION
- PROPOSED SANITARY SEWER LINE
- PROPOSED SANITARY MANHOLE
- PROPOSED STORM/SANITARY CLEANOUT
- W — W — PROPOSED WATER LINE
- PROPOSED VALVE VAULT
- PROPOSED VALVE BOX
- PROPOSED FIRE HYDRANT
- PROPOSED LIGHT POLE
- PROPOSED TRANSFORMER PAD (FOR REFERENCE ONLY)
- RIP RAP (SEE DETAILS)

NO.	REVISIONS	DATE

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ExtraSpace Storage

UTILITY PLAN

EXTRA SPACE STORAGE
1812 N LARKIN AVE
CREST HILL, IL 60403

ORIGINAL ISSUE: 10/30/2025
KHA PROJECT NO. 268783002
SHEET NUMBER
C3.0

Drawing name: K:\CHI_LIDEV\268783000_ES Storage_Crest Hill_IL\2 Design\CAD\PlanSheets\Preliminary Engineering Set\C3.0 Utility Plan.dwg C3.0 Dec 30, 2025 3:25pm by: Josh.Williams
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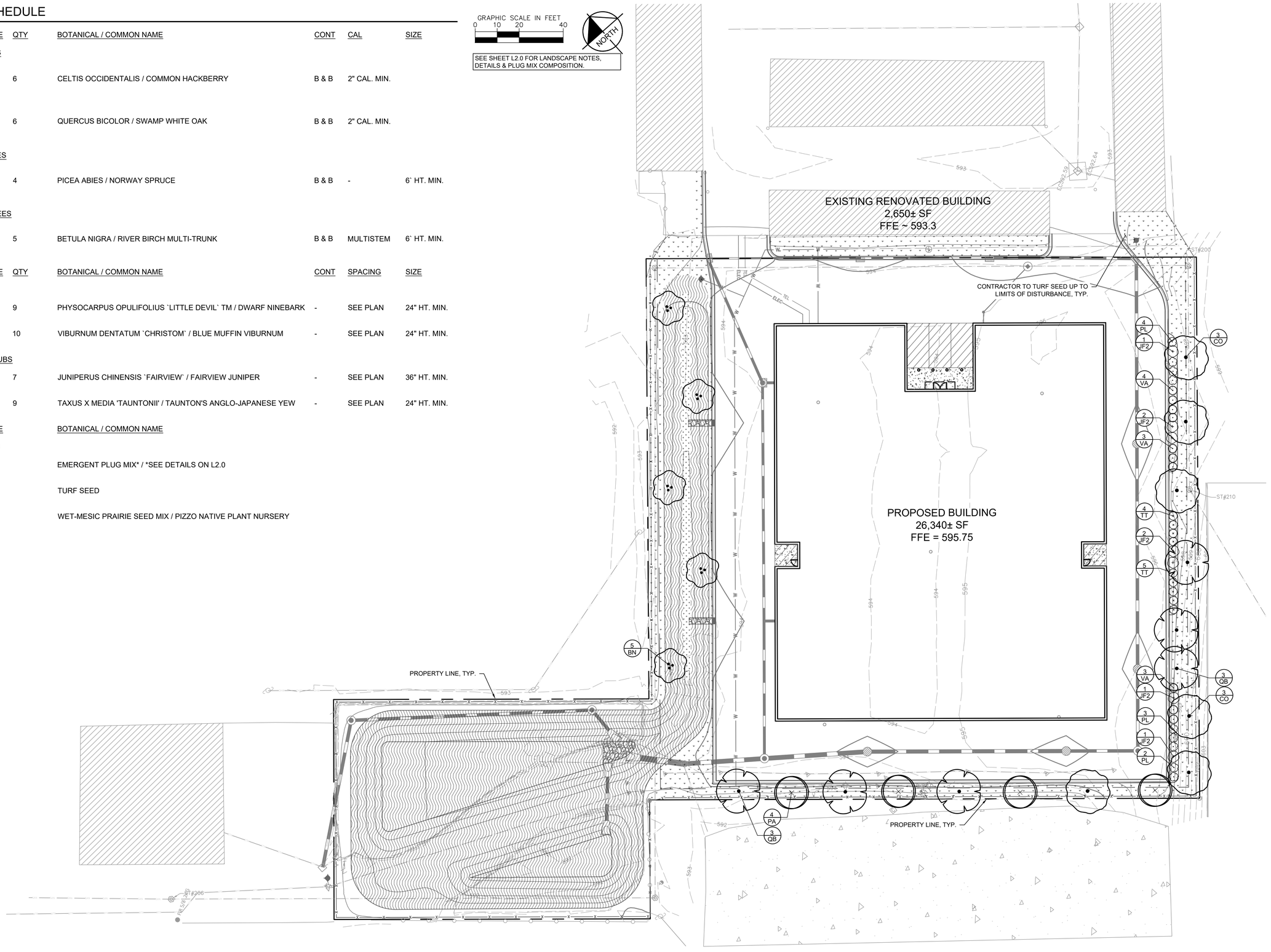
PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
DECIDIOUS TREES						
	CO	6	CELTIS OCCIDENTALIS / COMMON HACKBERRY	B & B	2" CAL. MIN.	
	QB	6	QUERCUS BICOLOR / SWAMP WHITE OAK	B & B	2" CAL. MIN.	
EVERGREEN TREES						
	PA	4	PICEA ABIES / NORWAY SPRUCE	B & B	-	6` HT. MIN.
ORNAMENTAL TREES						
	BN	5	BETULA NIGRA / RIVER BIRCH MULTI-TRUNK	B & B	MULTISTEM	6` HT. MIN.
SYMBOL	**CODE**	**QTY**	**BOTANICAL / COMMON NAME**	**CONT**	**SPACING**	**SIZE**
SHRUBS						
	PL	9	PHYSOCARPUS OPULIFOLIUS `LITTLE DEVIL` TM / DWARF NINEBARK	-	SEE PLAN	24" HT. MIN.
	VA	10	VIBURNUM DENTATUM `CHRISTOM` / BLUE MUFFIN VIBURNUM	-	SEE PLAN	24" HT. MIN.
EVERGREEN SHRUBS						
	JF2	7	JUNIPERUS CHINENSIS `FAIRVIEW` / FAIRVIEW JUNIPER	-	SEE PLAN	36" HT. MIN.
	TT	9	TAXUS X MEDIA 'TAUNTONII' / TAUNTON'S ANGLO-JAPANESE YEW	-	SEE PLAN	24" HT. MIN.
SYMBOL	**CODE**		**BOTANICAL / COMMON NAME**			
GROUND COVERS						
	EP		EMERGENT PLUG MIX* / *SEE DETAILS ON L2.0			
	TS		TURF SEED			
	WP		WET-MESIC PRAIRIE SEED MIX / PIZZO NATIVE PLANT NURSERY			

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NORTH

SEE SHEET L2.0 FOR LANDSCAPE NOTES, DETAILS & PLUG MIX COMPOSITION.



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LANDSCAPE PLAN

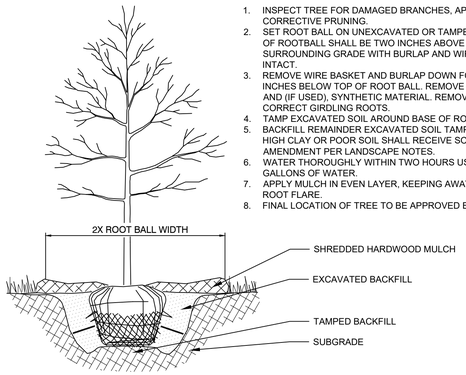
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L1.0

Drawing name: K:\OH_LDEV\268783000_ES Storage_Crest Hill_IL\2 Design\040-PlanSheets\Preliminary Engineering Set\L1.0 - Landscape Plan.dwg Dec 30, 2025, 3:25pm by Josh Williams
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NOTES:

1. INSPECT TREE FOR DAMAGED BRANCHES, APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL SHALL BE TWO INCHES ABOVE SURROUNDING GRADE WITH BURLAP AND WIRE BASKET INTACT.
3. REMOVE WIRE BASKET AND BURLAP DOWN FOUR TO SIX INCHES BELOW TOP OF ROOT BALL. REMOVE ALL TWINE AND (IF USED), SYNTHETIC MATERIAL. REMOVE OR CORRECT GIRDLING ROOTS.
4. TAMP EXCAVATED SOIL AROUND BASE OF ROOTBALL.
5. BACKFILL REMAINDER EXCAVATED SOIL TAMPED LIGHTLY. HIGH CLAY OR POOR SOIL SHALL RECEIVE SOIL AMENDMENT PER LANDSCAPE NOTES.
6. WATER THOROUGHLY WITHIN TWO HOURS USING 10 TO 15 GALLONS OF WATER.
7. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE.
8. FINAL LOCATION OF TREE TO BE APPROVED BY OWNER.

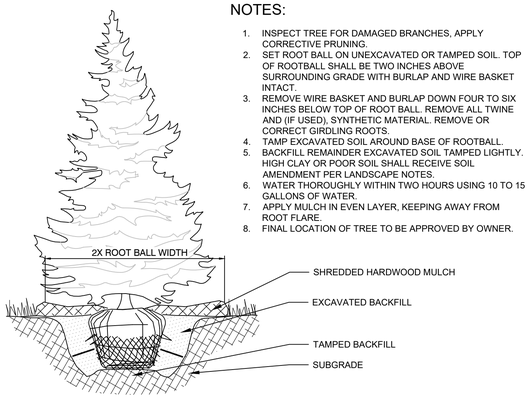


1 TREE PLANTING

NTS

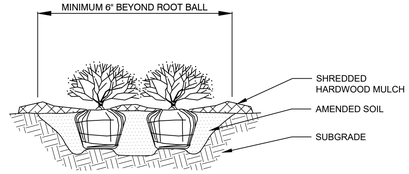
NOTES:

1. INSPECT TREE FOR DAMAGED BRANCHES, APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL SHALL BE TWO INCHES ABOVE SURROUNDING GRADE WITH BURLAP AND WIRE BASKET INTACT.
3. REMOVE WIRE BASKET AND BURLAP DOWN FOUR TO SIX INCHES BELOW TOP OF ROOT BALL. REMOVE ALL TWINE AND (IF USED), SYNTHETIC MATERIAL. REMOVE OR CORRECT GIRDLING ROOTS.
4. TAMP EXCAVATED SOIL AROUND BASE OF ROOTBALL.
5. BACKFILL REMAINDER EXCAVATED SOIL TAMPED LIGHTLY. HIGH CLAY OR POOR SOIL SHALL RECEIVE SOIL AMENDMENT PER LANDSCAPE NOTES.
6. WATER THOROUGHLY WITHIN TWO HOURS USING 10 TO 15 GALLONS OF WATER.
7. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE.
8. FINAL LOCATION OF TREE TO BE APPROVED BY OWNER.



2 EVERGREEN TREE PLANTING

NTS



NOTES:

1. APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL OR CONTAINER ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL (CONTAINER) SHALL BE ONE INCH ABOVE SURROUNDING GRADE. FOR LARGER SHRUBS WITHIN PLANTING BED DIG A DEEPER PIT ONLY FOR THOSE SHRUBS.
3. REMOVE BURLAP FROM TOP HALF THE LENGTH OF ROOTBALL. TWINE AND (IF USED) SYNTHETIC MATERIAL SHALL BE REMOVED FROM PLANTING BED. FOR CONTAINER GROWN SHRUBS, REMOVE CONTAINER AND LOOSEN ROOTS PRIOR TO INSTALLATION.
4. REMOVE OR CORRECT GIRDLING ROOTS.
5. PLUMB AND BACKFILL WITH AMENDED SOIL PER LANDSCAPE NOTES. WATER THOROUGHLY WITHIN TWO HOURS.
6. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR SHRUBS EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.

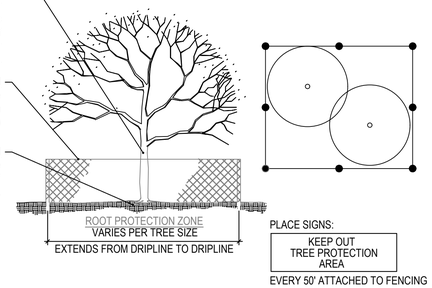
3 SHRUB PLANTING

NTS

TRUNK PROTECTION
If for any reason construction equipment is in close proximity to a trunk that is intended for protection, additional critical root zone protection is to be installed for the duration of impact.Either filter fabric covered by 6" of washed gravel OR 6" of mulch covered by an Alturna (or approved equal) mat.

BRANCH PROTECTION
Protect lower branches of tree canopy. provide construction fencing or equal at dripline (min.)

ROOT ZONE PROTECTION
Any root pruning should take place no deeper than the depth of adjacent excavation.



PLACE SIGNS:
KEEP OUT
TREE PROTECTION
AREA
EVERY 50' ATTACHED TO FENCING

TREE PROTECTION NOTES

1. **TREE PROTECTION FENCING IS TO BE INSTALLED PRIOR TO ANY DEMOLITION ACTIVITIES. WHERE POSSIBLE TREE PROTECTION FENCING SHOULD BE CONTIGUOUS TO CREATE AN ENVELOPE TO MINIMIZE THE POSSIBILITY OF ROOT ZONE IMPACT OR INTRUSION INTO PRESERVATION AREAS.**
2. **NO MATERIALS ARE TO BE STORED IN THE TREE PROTECTION AREA, NO CONSTRUCTION ACCESS SHOULD TAKE PLACE WITHIN THE TREE PROTECTION AREA UNLESS PRIOR APPROVAL IS GRANTED BY THE VILLAGE. NO PARKING SHOULD TAKE PLACE IN TREE PROTECTION AREAS.**
3. **ALL TREES TO BE PROTECTED AND PRESERVED SHALL BE PER DETAIL. GROUPING OF MORE THAN ONE TREE MAY OCCUR.**
2. **TREES TO BE PROTECTED AND PRESERVED SHALL BE IDENTIFIED ON THE TRUNK WITH WHITE SURVEY TAPE.**
3. **TO PREVENT ROOT SMOTHERING, SOIL STOCKPILES, SUPPLIES, EQUIPMENT OR ANY OTHER MATERIAL SHALL NOT BE PLACED OR STORED WITHIN THE DRIP LINE OR WITHIN 15 FEET OF A TREE TRUNK, WHICHEVER IS GREATER.**
4. **TREE ROOTS SHALL NOT BE CUT UNLESS CUTTING IS UNAVOIDABLE.**
6. **WHEN ROOT CUTTING IS UNAVOIDABLE, A CLEAN SHARP CUT SHALL BE MADE TO AVOID SHREDDING OR SMASHING. ROOT CUTS SHOULD BE MADE BACK TO A LATERAL ROOT. WHENEVER POSSIBLE, ROOTS SHOULD BE CUT BETWEEN LATE FALL AND BUD OPENING, WHEN ROOT ENERGY SUPPLIES ARE HIGH AND CONDITIONS ARE LEAST FAVORABLE FOR DISEASE CAUSING AGENTS. EXPOSED ROOTS SHALL BE COVERED IMMEDIATELY TO PREVENT DEHYDRATION. ROOTS SHALL BE COVERED WITH SOIL OR BURLAP AND KEPT MOIST.**
7. **WATERING OF PROTECTED TREES IN WHICH ROOTS WERE CUT SHALL BE PROVIDED BY THE CONTRACTOR.**
8. **AUGER TUNNELING RATHER THAN TRENCHING SHOULD BE USED FOR UTILITY PLACEMENT WITHIN DRIP LINE.**
9. **FENCING MATERIAL SHALL ENCIRCLE ANY TREE OR SHRUB WHOSE OUTER DRIP LINE EDGE IS WITHIN 20 FEET OF ANY CONSTRUCTION ACTIVITIES.**
10. **FENCING MATERIAL SHALL BE BRIGHT, CONTRASTING COLOR, DURABLE, AND A MINIMUM OF FOUR FEET IN HEIGHT.**
11. **FENCING MATERIAL SHALL BE SET AT THE LIMITS OF CONSTRUCTION TO MAXIMIZE CRITICAL ROOT ZONE.**
12. **ANY GRADE CHANGES (SUCH AS THE REMOVAL OF TOPSOIL OR ADDITION OF FILL MATERIAL) WITHIN THE LIMITS OF CONSTRUCTION SHOULD BE AVOIDED FOR EXISTING TREES TO REMAIN. RETAINING WALLS AND TREE WELLS ARE ACCEPTABLE ONLY WHEN CONSTRUCTED PRIOR TO GRADE CHANGE.**
13. **REFER TO PLANS FOR FENCE STAKING LOCATIONS.**

4 TREE PROTECTION

NTS

LANDSCAPE NOTES

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING MATERIALS AND PLANTS SHOWN ON THE LANDSCAPE PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT LANDSCAPE, PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION OR DURING THE SPECIFIED MAINTENANCE PERIOD. CALL FOR UTILITY LOCATIONS PRIOR TO ANY EXCAVATION.
2. THE CONTRACTOR SHALL REPORT ANY DISCREPANCY IN PLAN VS. FIELD CONDITIONS IMMEDIATELY TO THE LANDSCAPE ARCHITECT, PRIOR TO CONTINUING WITH THAT PORTION OF WORK.
3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.
5. ALL PLANTS TO BE SPECIMEN GRADE, WELL BRANCHED, HEALTHY, FULL, PRE-INOCULATED AND FERTILIZED. PLANTS SHALL BE FREE FROM DISEASE, PESTS, WOUNDS, AND SCARS. PLANTS SHALL BE FREE FROM NOTICEABLE GAPS, HOLES, OR DEFORMITIES. PLANTS SHALL BE FREE FROM BROKEN OR DEAD BRANCHES. TRUNKS WILL BE WRAPPED IF NECESSARY TO PREVENT SUN SCALD AND INSECT DAMAGE. THE LANDSCAPE CONTRACTOR SHALL REMOVE THE WRAP AT THE PROPER TIME AS PART OF THIS CONTRACT.
6. THE OWNER'S REPRESENTATIVE MAY REJECT ANY PLANT MATERIALS THAT ARE DISEASED, DEFORMED, OR OTHERWISE NOT EXHIBITING SUPERIOR QUALITY.
7. ALL NURSERY STOCK SHALL BE GUARANTEED, BY THE CONTRACTOR, FOR ONE YEAR FROM DATE OF FINAL INSPECTION. THE GUARANTEE BEGINS ON THE DATE OF THE LANDSCAPE ARCHITECT'S OR OWNERS WRITTEN ACCEPTANCE OF THE INITIAL PLANTING. REPLACEMENT PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE COMMENCING UPON PLANTING.
8. PLANTS TO MEET AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014 OR MOST CURRENT VERSION) REQUIREMENTS FOR SIZE AND TYPE SPECIFIED.
9. PRUNE PLANTS AS NECESSARY- PER STANDARD NURSERY PRACTICE AND TO CORRECT POOR BRANCHING OF EXISTING AND PROPOSED TREES.
10. TOPSOIL SHALL BE PROVIDED AND GRADED BY THE GENERAL CONTRACTOR UP TO 6 INCHES BELOW FINISHED GRADE IN TURF AREAS AND 18 INCHES IN PLANTING AREAS.
11. PLANTING AREA TOPSOIL SHALL BE AMENDED WITH 25% SPHAGNUM PEATMOSS, 5% HUMUS AND 70% PULVERIZED SOIL FOR ALL NON TURF SEED MIX AREAS, SHRUB, ORNAMENTAL GRASS, PERENNIAL AND ANNUAL BEDS.
12. SEED/SOD LIMIT LINES ARE APPROXIMATE. CONTRACTOR SHALL SEED/SOD ALL AREAS WHICH ARE DISTURBED BY GRADING WITH THE SPECIFIED SEED/SOD MIXES.
13. EDGING TO BE A SPADED EDGE UNLESS INDICATED OTHERWISE ON THE PLANS. SPADED EDGE TO PROVIDE V-SHAPED DEPTH AND WIDTH TO CREATE SEPARATION BETWEEN MULCH AND GRASS. A SPADED BED EDGE SHALL SEPARATE MULCH BEDS FROM TURF OR SEEDED AREAS. A SPADED EDGE IS NOT REQUIRED ALONG CURBED EDGES.
14. CONTRACTOR SHALL INSTALL SHREDDED HARDWOOD MULCH AT A 3" DEPTH TO ALL TREES, SHRUB, PERENNIAL, AND GROUNDCOVER AREAS. TREES PLACED IN AREA COVERED BY TURF SHALL RECEIVE A 4 FT WIDE MAXIMUM TREE RING WITH 3" DEPTH SHREDDED HARDWOOD MULCH.
15. INSTALLATION OF TREES WITHIN PARKWAYS SHALL BE COORDINATED IN THE FIELD WITH LOCATIONS OF UNDERGROUND UTILITIES. TREES SHALL NOT BE LOCATED CLOSER THAN 5' FROM UNDERGROUND UTILITY LINES AND NO CLOSER THAN 10' FROM UTILITY STRUCTURES.
16. DO NOT DISTURB THE EXISTING PAVING, LIGHTING, OR LANDSCAPING THAT EXISTS ADJACENT TO THE SITE UNLESS OTHERWISE NOTED ON PLAN.
17. ALL DISTURBED AREAS TO BE SODDED OR SEEDED, UNLESS OTHERWISE NOTED. SOD/SEED SHALL BE LOCAL HARDY TURF GRASS MIX UNLESS, OTHERWISE NOTED.
18. PLANT QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE OWNER AND JURISDICTIONAL REVIEW AGENCIES. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES AS DRAWN.
19. THE CONTINUED MAINTENANCE OF ALL REQUIRED LANDSCAPING SHALL BE THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY ON WHICH SAID MATERIALS ARE REQUIRED. ALL PLANT MATERIALS REQUIRED BY THIS SECTION SHALL BE MAINTAINED AS LIVING VEGETATION AND SHALL BE PROMPTLY REPLACED IF THE PLANT MATERIAL HAS DIED PRIOR TO FINAL ACCEPTANCE. PLANTING AREAS SHALL BE KEPT FREE OF TRASH, LITTER, AND WEEDS AT ALL TIMES.

EMERGENT PLUG MIX

BOTANICAL NAME	COMMON NAME	QTY / ACRE	% OF TOTAL
Carex stipata	Fox sedge	175	5%
Carex vulpinoidea	Brown fox's sedge	350	10%
Schoenoplectus (Scirpus) pungens	Chair-maker's rush	350	10%
Spartina pectinata	Prairie cordgrass	525	15%
Rudbeckia subtomentosa	Sweet Balck-eyed susan	315	9%
Scirpus atrovirens	Dark green rush	350	10%
Lobelia cardinalis	Cardinal flower	315	9%
Andropogon gerardii	Big bluestem	455	13%
Heliopsis helianthoides	False sunflower	315	9%
Panicum virgatum	Switchgrass	350	10%
	TOTAL PLUGS PER ACRE:	**3,500**	

Item 1.

No.	REVISIONS	DATE

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CHICAGO, IL 60604
PHONE: 312-726-3445
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED | DESIGNED BY: HL | DRAWN BY: HL | CHECKED BY: JGC

NOT FOR CONSTRUCTION

ExtraSpace Storage

LANDSCAPE NOTES & DETAILS

EXTRA SPACE STORAGE
1812 N LARKIN AVE
CREST HILL, IL 60403

ORIGINAL ISSUE: 10/30/2025
KHA PROJECT NO. 268783002
SHEET NUMBER
L2.0

EXHIBIT M

Kimley»Horn

MEMORANDUM

To: City of Crest Hill

From: Alexa Falbo
Kimley-Horn and Associates, Inc.

Date: October 31st, 2025
Revised On: December 30, 2025

Re: ***Proposed Extra Space Development***
1812 N Larkin Ave
Crest Hill, IL 60403

Introduction

Kimley-Horn and Associates, Inc., serves as the engineering consultant for Extra Space Storage. They are proposing to expand the existing storage facility in the southeast vacant lot of 1812 N Larkin Ave. The total combined property area is 5.83 acres, and the total project disturbance area is 1.77 acres. The total drainage area for the site, including offsite tributary area, is 1.83 acres. The sitework includes construction of a new 26,340 SF self-storage building with associated utilities, pavement installation and landscape improvements.

Existing Conditions

The current site is a vacant rural lot. Per the Existing Drainage Plan **(Exhibit 1)**, the existing impervious area within the total drainage area is 0.14 acres while the remaining 1.69 acres is pervious. The site was previously designed for a separate development that was never fully constructed. As part of this previous design, stormwater detention was provided in the southwest area of the property area, contained by a retaining wall. The existing detention system has 0.402 AC-FT of volume and has the capacity to convey the 2 yr, 24-hour storm event, while the 100-year storm event is conveyed through a break in the existing retaining wall. The existing detention pond has an outlet control structure with a 2.25” orifice that discharges runoff northwest to N Larkin Ave. See **Table 1** below for pre-development runoff rates.

Proposed Conditions

The proposed runoff will be directed to storm sewer via sheet flow to the parking lot inlets, leading to the same existing outfall structure, where it ultimately discharges to both the existing modified detention pond as well as the proposed detention pond. The existing detention pond and the existing outlet control structure is to be replaced in proposed

conditions. There is a proposed outlet control structure with a 2" orifice to restrict flows and discharge runoff northwest to N Larkin Ave. Per the Proposed Drainage Plan **(Exhibit 2)**, the total impervious area within the drainage area is 1.18 acres. The total pervious area within the drainage area is 0.65 acres.

The existing retaining walls will be fully removed and replaced with a proposed detention pond to meet the post-development requirements. The proposed detention pond will provide a total volume of 1.142 Ac-Ft and will convey both the 2-yr and 100-yr, 24-hour storm event, see **Exhibit 4** for details.

Per City of Crest Hill Stormwater Drainage and Detention, the peak discharge from events less than or equal to the two-year event shall not be greater than 0.04 cfs per acre. The peak 100-year discharge shall not be greater than 0.15 cfs per acre. Per the HydroCAD calculations provided, see **Exhibit 3** and **Exhibit 4**, the site has a peak runoff of 0.17 cfs for the 2-year, 24-hour storm event and 0.22 cfs for the 100-year, 24-hour storm event. The post-development release rates can also be found in **Table 1** below.

Table 1: Peak Runoffs

	Tributary Area (ac)	2-Yr Allowed Flow (cfs)	2-Yr Flow (cfs)	100-yr Allowed Flow (cfs)	100-Yr Flow (cfs)
Pre-Development	1.83	0.07	0.14	0.27	6.30
Post-Development	1.83	0.07	0.17	0.27	0.22

The proposed stormwater management on site will meet the requirements for the 100-year release rate. The site cannot meet the 2-year release rate, due to the limited disturbed area and maintenance concerns of a smaller orifice.

Attachments

- Exhibit 1: Existing Drainage Plan
- Exhibit 2: Proposed Drainage Plan
- Exhibit 3: Pre-Development HydroCAD Calculations
- Exhibit 4: Post-Development HydroCAD Calculations

Drawing name: K:\CHI_LIDEV\268783000_ES Storage_Crest Hill_IL\2 Design\CAD\Exhibits\EDP.dwg C2.0 Dec 30, 2025 2:22pm by: Josh.Williams
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GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

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JULIE
1-800-892-0123

DRAINAGE LEGEND

- IMPERVIOUS AREA — AREA = 1.69 AC
- PERVIOUS AREA — AREA = 0.14 AC
- 915 — EXISTING CONTOUR
- 915 — PROPOSED CONTOUR
- DRAINAGE BASIN BOUNDARY
- X.XX% — SLOPE AND FLOW DIRECTION
- OVERLAND FLOW ROUTE
- FLOW PATH
- EXISTING STORM SEWER
- EXISTING STORM STRUCTURE

Item 1.

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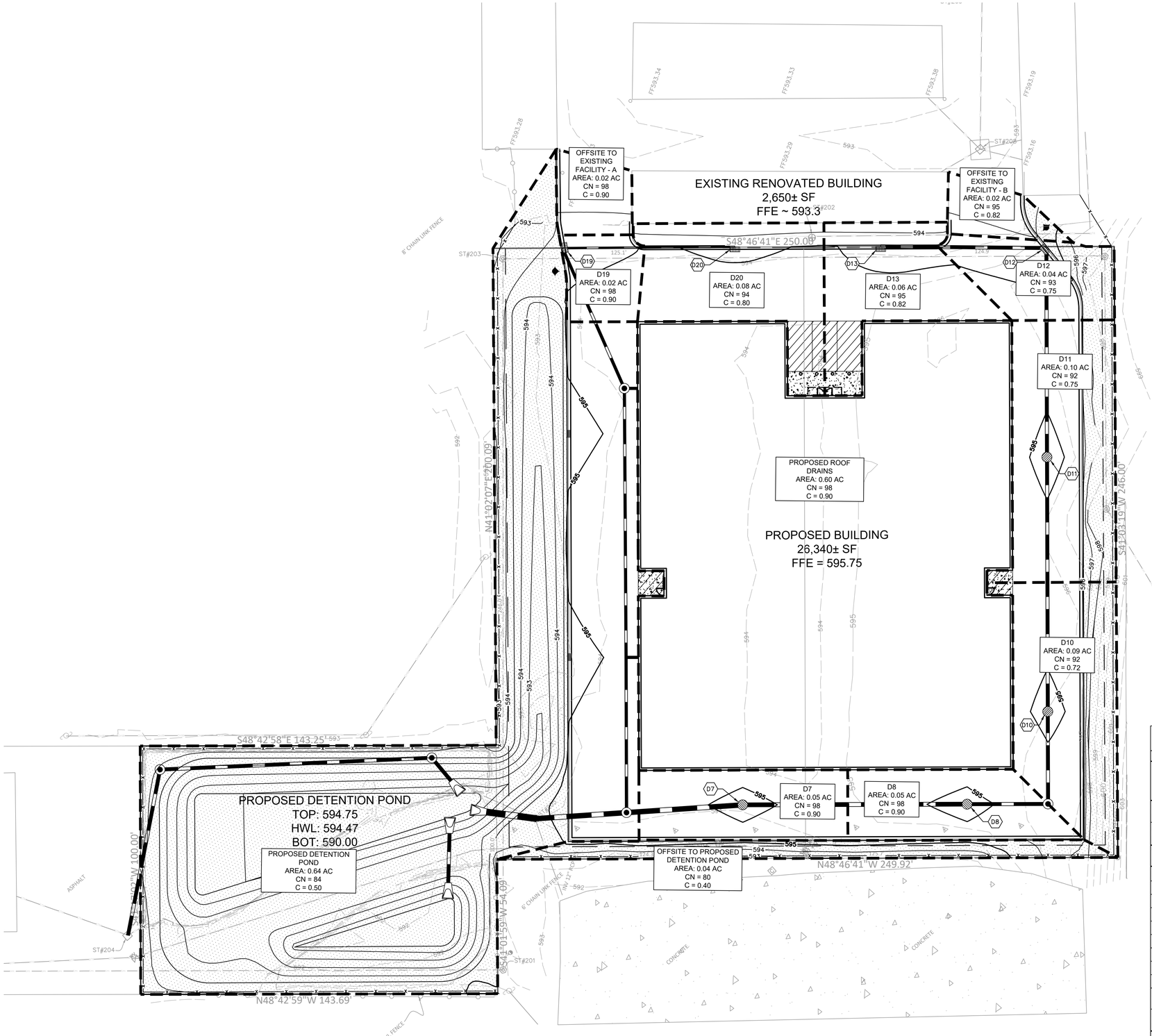
ExtraSpace Storage

EXISTING DRAINAGE PLAN

EXTRA SPACE STORAGE
1812 N LARKIN AVE
CREST HILL, IL 60403

ORIGINAL ISSUE: 10/30/2025
KHA PROJECT NO. 268783002
SHEET NUMBER
EXH. 1

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GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

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DRAINAGE LEGEND

- IMPERVIOUS AREA — AREA = 1.18 AC
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- EXISTING STORM SEWER
- EXISTING STORM STRUCTURE
- PROPOSED STORM SEWER
- PROPOSED STORM STRUCTURE

PROPOSED DRAINAGE AREAS

PROPOSED DRAINAGE AREA CALCULATIONS

DRAINAGE AREA	TRIBUTARY AREA (ac)	IMPERVIOUS AREA (ac)	PERVIOUS AREA (ac)	CN	C	TC (min)	10-YR, 15 MIN DURATION INTENSITY (IN/HR)	10-Yr Flow (cfs)
OFFSITE TO EXISTING FACILITY - A	0.02	0.02	0.00	98	0.90	15.00	4.36	0.08
OFFSITE TO EXISTING FACILITY - B	0.02	0.02	0.00	95	0.82	15.00	4.36	0.07
TOTAL OFFSITE TO EXISTING FACILITY	**0.04**	**0.04**	**0.00**	**95**	0.86	-	**4.36**	**0.15**
D7	0.05	0.05	0.00	98	0.90	15.00	4.36	0.22
D8	0.05	0.05	0.00	98	0.90	15.00	4.36	0.21
D10	0.09	0.06	0.03	92	0.72	15.00	4.36	0.29
D11	0.10	0.07	0.03	92	0.75	15.00	4.36	0.33
D12	0.04	0.03	0.01	93	0.75	15.00	4.36	0.14
D13	0.06	0.05	0.01	95	0.82	15.00	4.36	0.22
PROPOSED ROOF DRAINS	0.60	0.60	0.00	98	0.90	15.00	4.36	2.35
D19	0.02	0.02	0.00	98	0.90	15.00	4.36	0.10
D20	0.08	0.06	0.02	94	0.80	15.00	4.36	0.27
PROPOSED DETENTION POND	0.64	0.14	0.50	84	0.51	15.00	4.36	1.42
OFFSITE TO EXISTING FACILITY - C	0.04	0.00	0.04	80	0.40	15.00	4.36	0.07
TOTAL	**1.83**	**1.18**	**0.64**	**92**	**0.72**	-	-	-

NOTES

RUNOFF COEFFICIENTS

	CN	C
PERVIOUS	80	0.40
IMPERVIOUS	98	0.90

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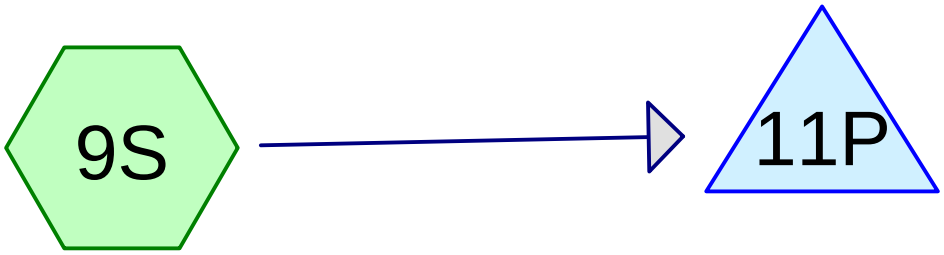
Extra Space Storage

PROPOSED DRAINAGE PLAN

EXTRA SPACE STORAGE
1812 N LARKIN AVE
CREST HILL, IL 60403

ORIGINAL ISSUE: 10/30/2025
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EXHIBIT 3



Existing Area

Existing Pond
(COMBINED)

PRE-DEVELOPMENT

Subcat Reach Pond Link

Routing Diagram for 2025-1031 Post Development
Prepared by Kimley-Horn & Associates, Printed 10/31/2025
HydroCAD® 10.20-5c s/n 02344 © 2023 HydroCAD Software Solutions LLC

Rainfall Events Listing

Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	2YR 24HR	Type II 24-hr		Default	24.00	1	3.34	2
2	100YR 24HR	Type II 24-hr		Default	24.00	1	8.57	2

Area Listing (selected nodes)

Area (acres)	CN	Description (subcatchment-numbers)
1.690	80	>75% Grass cover, Good, HSG D (9S)
0.140	98	Paved parking, HSG D (9S)

Summary for Subcatchment 9S: Existing Area

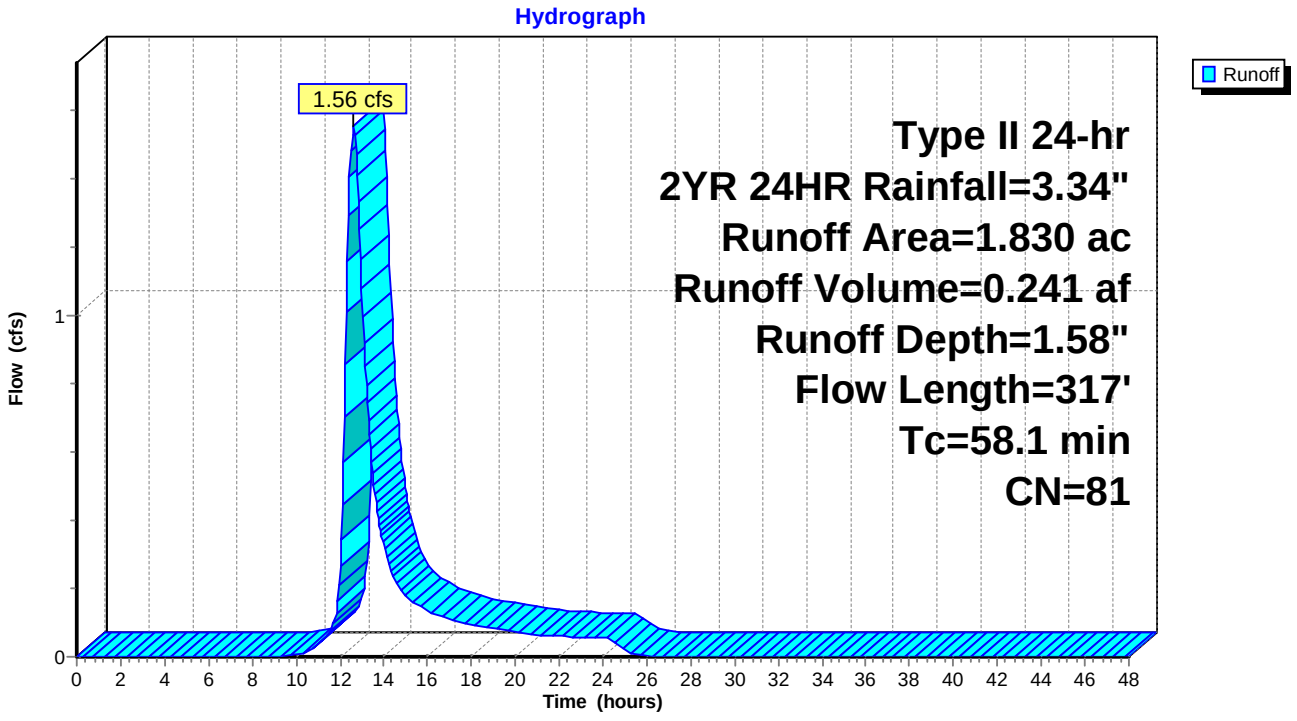
Runoff = 1.56 cfs @ 12.61 hrs, Volume= 0.241 af, Depth= 1.58"
Routed to Pond 11P : Existing Pond (COMBINED)

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type II 24-hr 2YR 24HR Rainfall=3.34"

Area (ac)	CN	Description
1.690	80	>75% Grass cover, Good, HSG D
0.140	98	Paved parking, HSG D
1.830	81	Weighted Average
1.690		92.35% Pervious Area
0.140		7.65% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
58.0	300	0.0020	0.09		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.34"
0.1	17	0.0250	3.21		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
58.1	317	Total			

Subcatchment 9S: Existing Area



Summary for Pond 11P: Existing Pond (COMBINED)

Inflow Area = 1.830 ac, 7.65% Impervious, Inflow Depth = 1.58" for 2YR 24HR event
Inflow = 1.56 cfs @ 12.61 hrs, Volume= 0.241 af
Outflow = 0.14 cfs @ 15.84 hrs, Volume= 0.239 af, Atten= 91%, Lag= 193.6 min
Primary = 0.14 cfs @ 15.84 hrs, Volume= 0.239 af

Routing by Sim-Route method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 591.63' @ 15.84 hrs Surf.Area= 0.151 ac Storage= 0.141 af

Plug-Flow detention time= 522.7 min calculated for 0.239 af (99% of inflow)
Center-of-Mass det. time= 518.9 min (1,401.4 - 882.5)

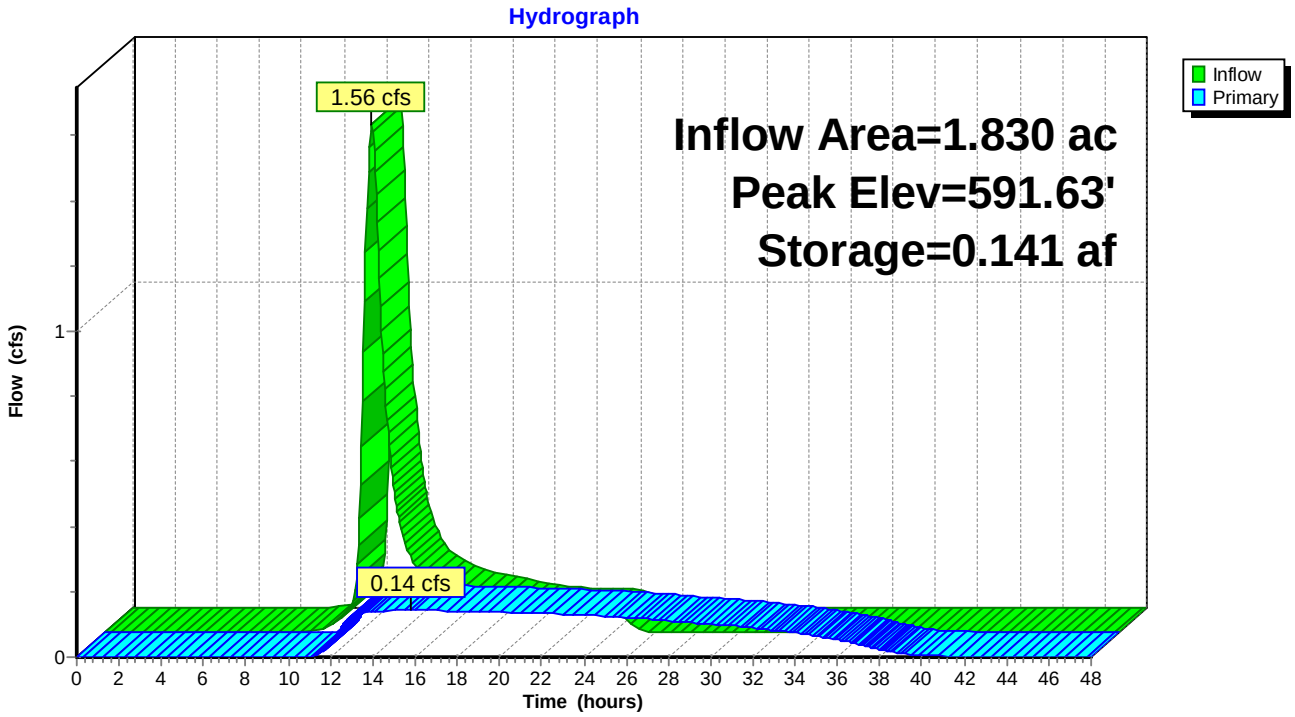
Volume	Invert	Avail.Storage	Storage Description
#1	590.10'	0.527 af	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (acres)	Inc.Store (acre-feet)	Cum.Store (acre-feet)
590.10	0.002	0.000	0.000
590.20	0.006	0.000	0.000
590.30	0.018	0.001	0.002
590.40	0.035	0.003	0.004
590.50	0.050	0.004	0.008
590.60	0.059	0.005	0.014
590.80	0.094	0.015	0.029
591.00	0.130	0.022	0.052
591.50	0.147	0.069	0.121
592.00	0.160	0.077	0.198
592.50	0.162	0.080	0.278
593.00	0.162	0.081	0.359
593.10	0.165	0.016	0.375
593.20	0.169	0.017	0.392
594.00	0.169	0.135	0.527

Device	Routing	Invert	Outlet Devices
#1	Primary	590.28'	**2.2" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	593.00'	**10.0' long + 10.0 '/' SideZ x 5.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.34 2.50 2.70 2.68 2.68 2.66 2.65 2.65 2.65 2.65 2.67 2.66 2.68 2.70 2.74 2.79 2.88
#3	Primary	593.20'	**50.0' long Sharp-Crested Rectangular Weir** 2 End Contraction(s)

Primary OutFlow Max=0.14 cfs @ 15.84 hrs HW=591.63' (Free Discharge)
- **1=Orifice/Grate** (Orifice Controls 0.14 cfs @ 5.41 fps)
- **2=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)
- **3=Sharp-Crested Rectangular Weir** (Controls 0.00 cfs)

Pond 11P: Existing Pond (COMBINED)



Summary for Subcatchment 9S: Existing Area

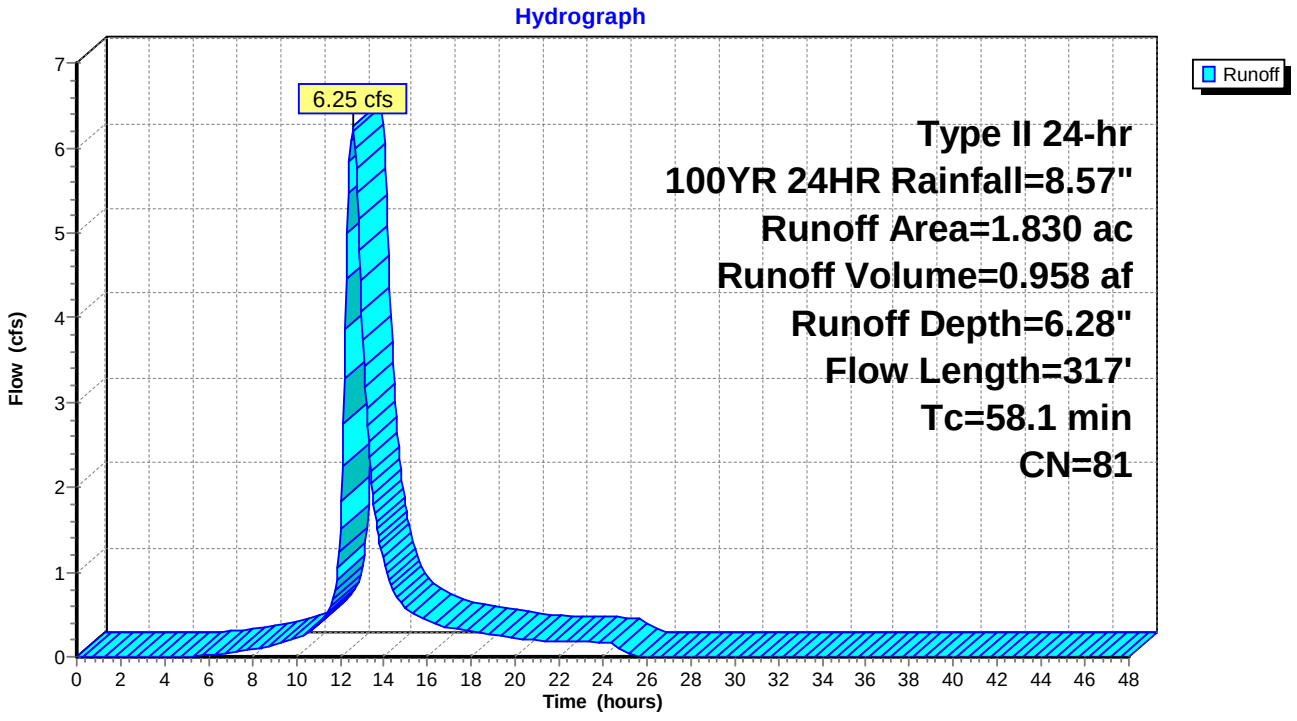
Runoff = 6.25 cfs @ 12.59 hrs, Volume= 0.958 af, Depth= 6.28"
Routed to Pond 11P : Existing Pond (COMBINED)

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type II 24-hr 100YR 24HR Rainfall=8.57"

Area (ac)	CN	Description
1.690	80	>75% Grass cover, Good, HSG D
0.140	98	Paved parking, HSG D
1.830	81	Weighted Average
1.690		92.35% Pervious Area
0.140		7.65% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
58.0	300	0.0020	0.09		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.34"
0.1	17	0.0250	3.21		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
58.1	317	Total			

Subcatchment 9S: Existing Area



Summary for Pond 11P: Existing Pond (COMBINED)

Inflow Area = 1.830 ac, 7.65% Impervious, Inflow Depth = 6.28" for 100YR 24HR event
Inflow = 6.25 cfs @ 12.59 hrs, Volume= 0.958 af
Outflow = 6.30 cfs @ 12.90 hrs, Volume= 0.903 af, Atten= 0%, Lag= 19.1 min
Primary = 6.30 cfs @ 12.90 hrs, Volume= 0.903 af

Routing by Sim-Route method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 593.26' @ 12.91 hrs Surf.Area= 0.169 ac Storage= 0.402 af

Plug-Flow detention time= 508.4 min calculated for 0.903 af (94% of inflow)
Center-of-Mass det. time= 475.9 min (1,319.2 - 843.2)

Volume	Invert	Avail.Storage	Storage Description
#1	590.10'	0.527 af	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (acres)	Inc.Store (acre-feet)	Cum.Store (acre-feet)
590.10	0.002	0.000	0.000
590.20	0.006	0.000	0.000
590.30	0.018	0.001	0.002
590.40	0.035	0.003	0.004
590.50	0.050	0.004	0.008
590.60	0.059	0.005	0.014
590.80	0.094	0.015	0.029
591.00	0.130	0.022	0.052
591.50	0.147	0.069	0.121
592.00	0.160	0.077	0.198
592.50	0.162	0.080	0.278
593.00	0.162	0.081	0.359
593.10	0.165	0.016	0.375
593.20	0.169	0.017	0.392
594.00	0.169	0.135	0.527

Device	Routing	Invert	Outlet Devices
#1	Primary	590.28'	**2.2" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	593.00'	**10.0' long + 10.0 '/' SideZ x 5.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.34 2.50 2.70 2.68 2.68 2.66 2.65 2.65 2.65 2.65 2.67 2.66 2.68 2.70 2.74 2.79 2.88
#3	Primary	593.20'	**50.0' long Sharp-Crested Rectangular Weir** 2 End Contraction(s)

Primary OutFlow Max=6.01 cfs @ 12.90 hrs HW=593.25' (Free Discharge)
- **1=Orifice/Grate** (Orifice Controls 0.22 cfs @ 8.18 fps)
- **2=Broad-Crested Rectangular Weir** (Weir Controls 3.69 cfs @ 1.15 fps)
- **3=Sharp-Crested Rectangular Weir** (Weir Controls 2.10 cfs @ 0.77 fps)

Pond 11P: Existing Pond (COMBINED)

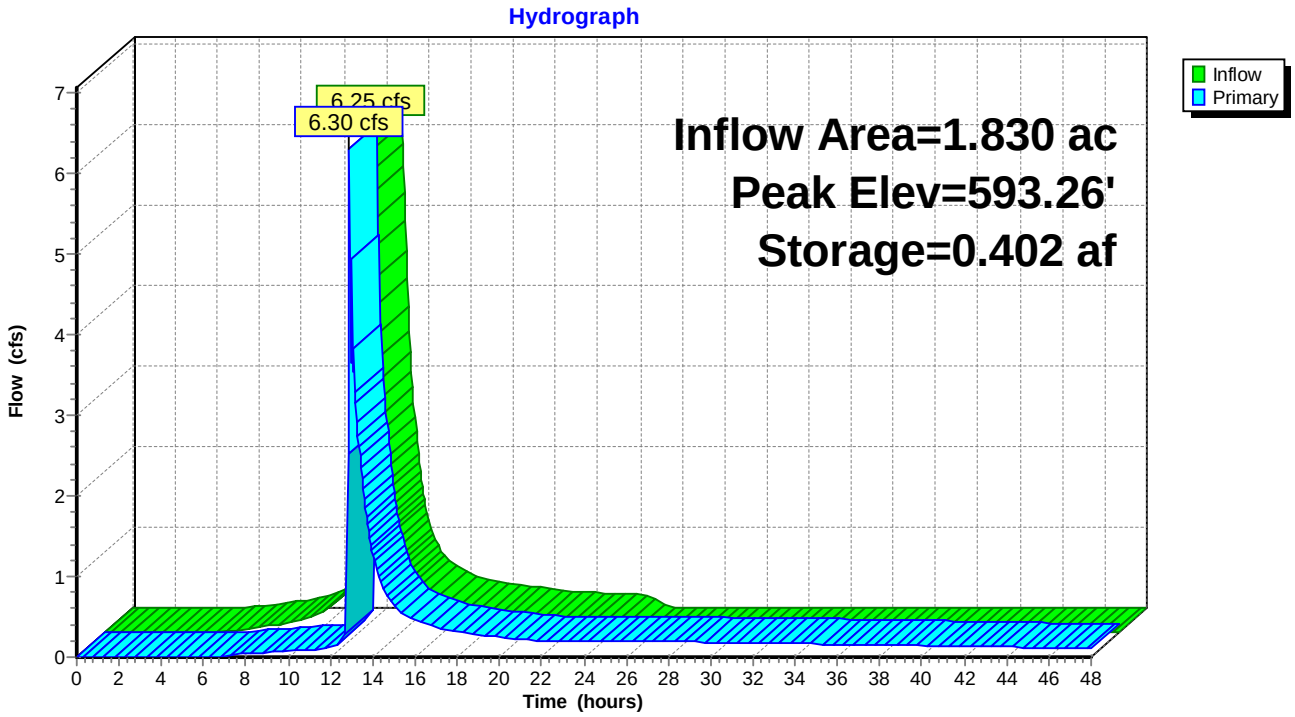
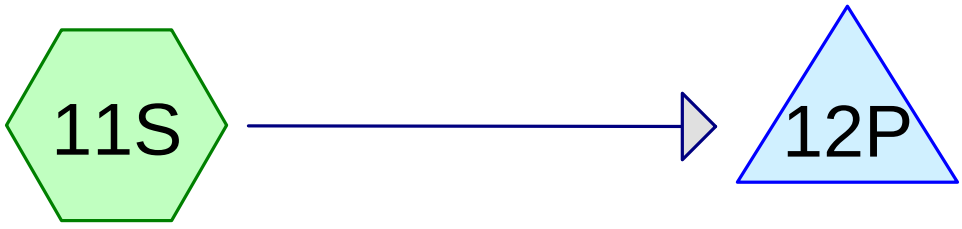


EXHIBIT 4



Proposed Detention Pond

Proposed Pond

POST-DEVELOPMENT

Subcat Reach Pond Link

Routing Diagram for 2025-1222 Post Development
Prepared by Kimley-Horn & Associates, Printed 12/30/2025
HydroCAD® 10.20-5c s/n 02344 © 2023 HydroCAD Software Solutions LLC

Rainfall Events Listing

Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	2YR 24HR	Type II 24-hr		Default	24.00	1	3.34	2
2	100YR 24HR	Type II 24-hr		Default	24.00	1	8.57	2

Area Listing (selected nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.650	80	>75% Grass cover, Good, HSG D (11S)
1.180	98	Paved parking, HSG D (11S)

Summary for Subcatchment 11S: Proposed Detention Pond

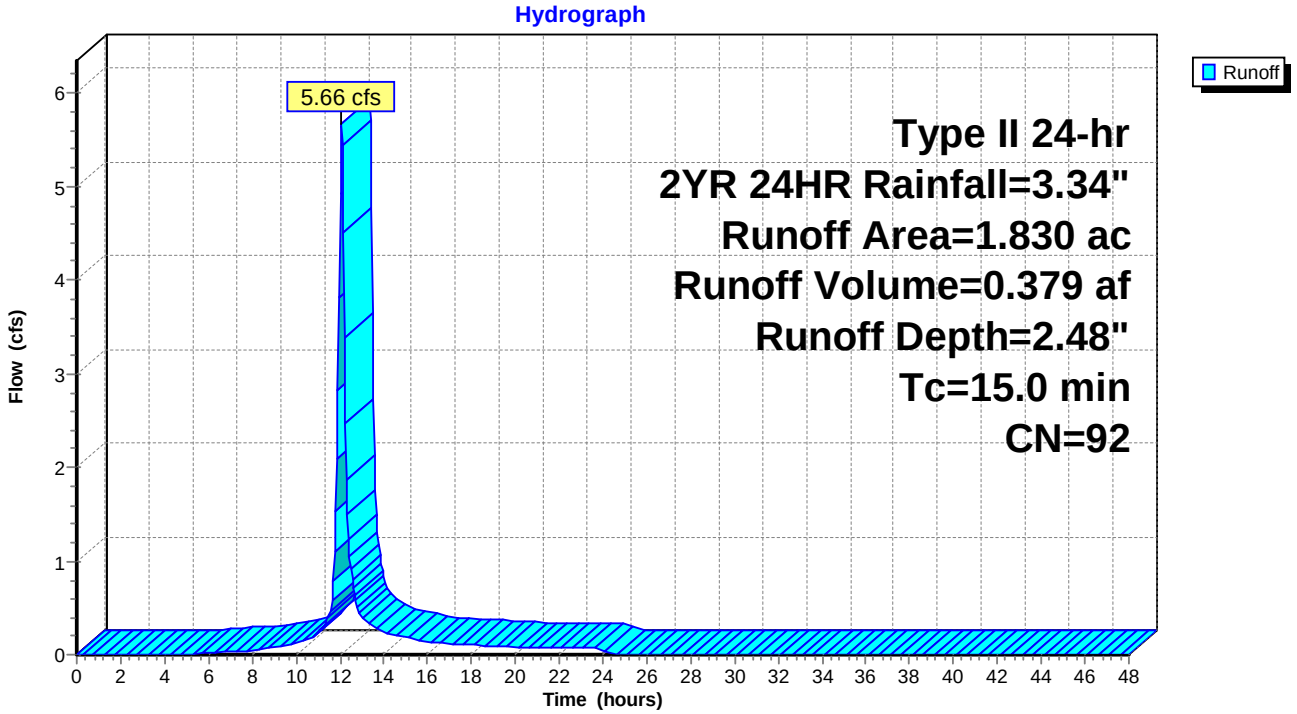
Runoff = 5.66 cfs @ 12.06 hrs, Volume= 0.379 af, Depth= 2.48"
Routed to Pond 12P : Proposed Pond

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type II 24-hr 2YR 24HR Rainfall=3.34"

Area (ac)	CN	Description
0.650	80	>75% Grass cover, Good, HSG D
1.180	98	Paved parking, HSG D
1.830	92	Weighted Average
0.650		35.52% Pervious Area
1.180		64.48% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
15.0					**Direct Entry,**

Subcatchment 11S: Proposed Detention Pond



Summary for Pond 12P: Proposed Pond

Inflow Area = 1.830 ac, 64.48% Impervious, Inflow Depth = 2.48" for 2YR 24HR event
Inflow = 5.66 cfs @ 12.06 hrs, Volume= 0.379 af
Outflow = 0.17 cfs @ 15.39 hrs, Volume= 0.379 af, Atten= 97%, Lag= 199.4 min
Primary = 0.17 cfs @ 15.39 hrs, Volume= 0.379 af

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 592.63' @ 15.39 hrs Surf.Area= 0.171 ac Storage= 0.237 af

Plug-Flow detention time= 674.5 min calculated for 0.379 af (100% of inflow)
Center-of-Mass det. time= 674.4 min (1,475.8 - 801.4)

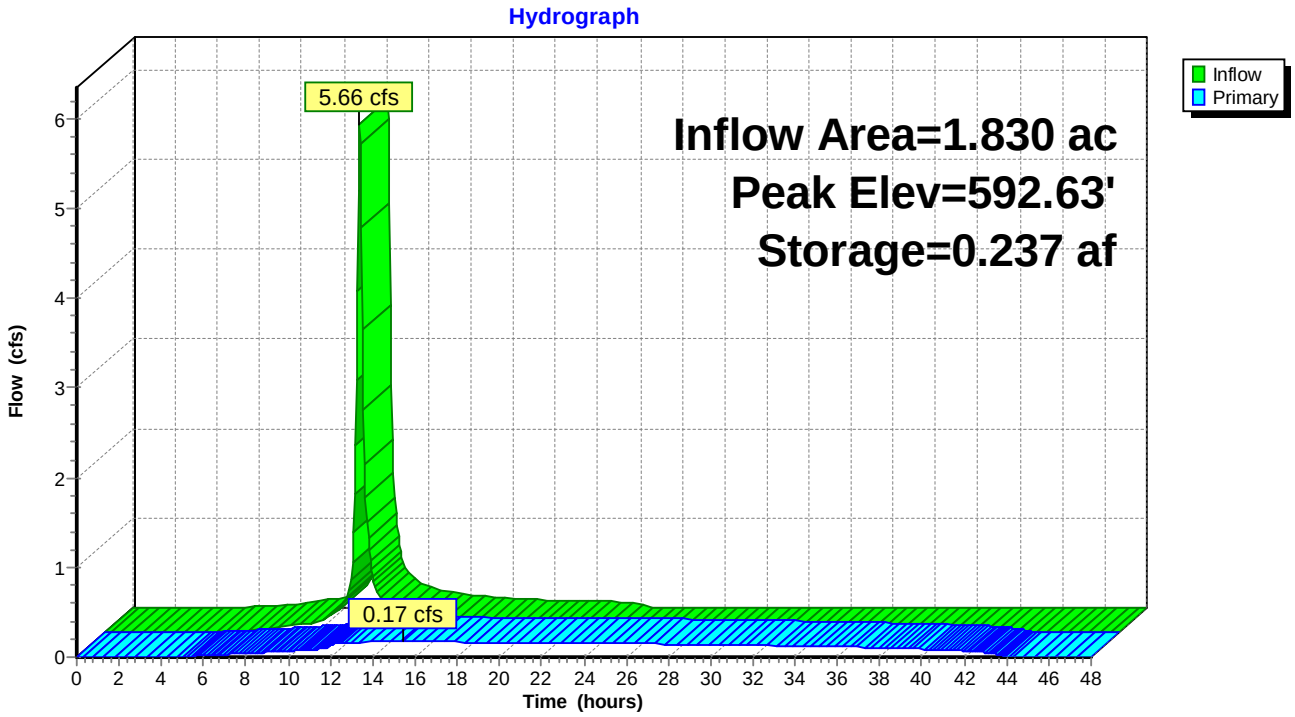
Volume	Invert	Avail.Storage	Storage Description
#1	590.00'	1.142 af	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (acres)	Inc.Store (acre-feet)	Cum.Store (acre-feet)
590.00	0.000	0.000	0.000
590.10	0.004	0.000	0.000
590.50	0.032	0.007	0.007
591.00	0.076	0.027	0.034
591.50	0.111	0.047	0.081
592.00	0.133	0.061	0.142
593.00	0.193	0.163	0.305
593.50	0.251	0.111	0.416
593.75	0.287	0.067	0.483
594.75	1.030	0.659	1.142

Device	Routing	Invert	Outlet Devices
#1	Primary	590.00'	**2.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.17 cfs @ 15.39 hrs HW=592.63' (Free Discharge)
1=Orifice/Grate (Orifice Controls 0.17 cfs @ 7.68 fps)

Pond 12P: Proposed Pond



Summary for Subcatchment 11S: Proposed Detention Pond

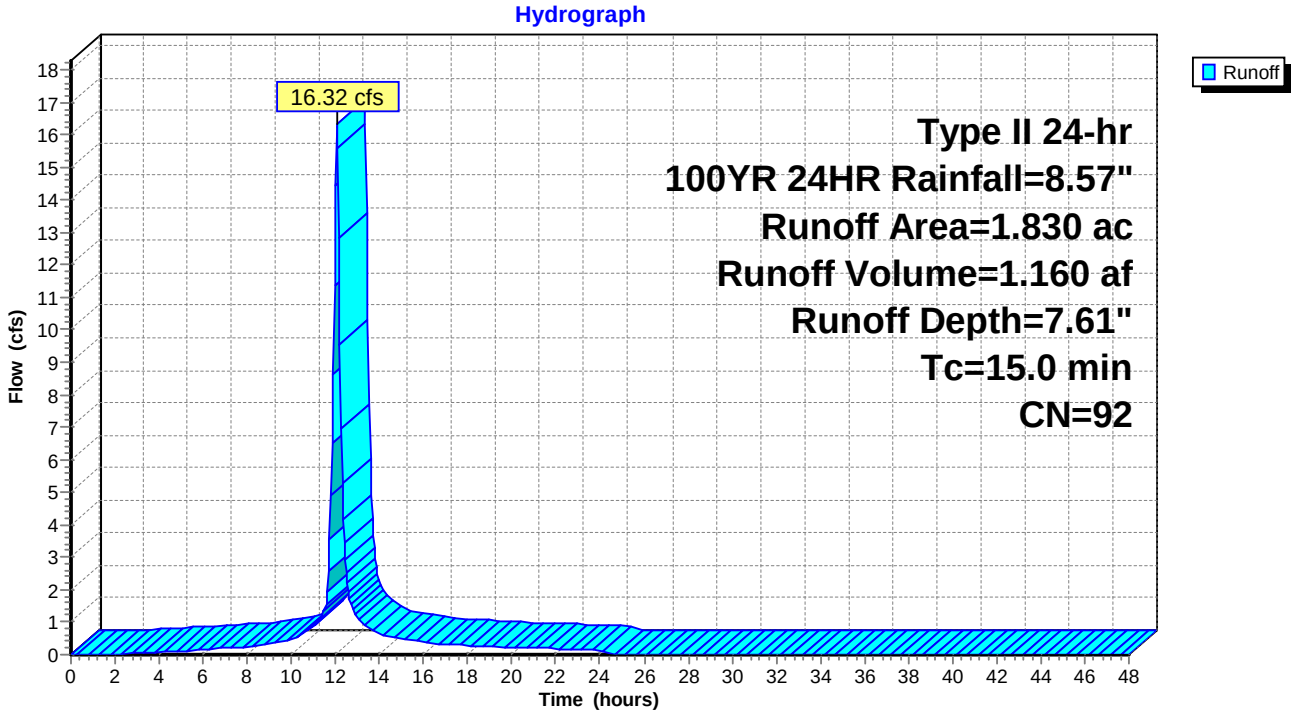
Runoff = 16.32 cfs @ 12.06 hrs, Volume= 1.160 af, Depth= 7.61"
Routed to Pond 12P : Proposed Pond

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type II 24-hr 100YR 24HR Rainfall=8.57"

Area (ac)	CN	Description
0.650	80	>75% Grass cover, Good, HSG D
1.180	98	Paved parking, HSG D
1.830	92	Weighted Average
0.650		35.52% Pervious Area
1.180		64.48% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
15.0					**Direct Entry,**

Subcatchment 11S: Proposed Detention Pond



Summary for Pond 12P: Proposed Pond

Inflow Area = 1.830 ac, 64.48% Impervious, Inflow Depth = 7.61" for 100YR 24HR event
Inflow = 16.32 cfs @ 12.06 hrs, Volume= 1.160 af
Outflow = 0.22 cfs @ 19.81 hrs, Volume= 0.706 af, Atten= 99%, Lag= 465.2 min
Primary = 0.22 cfs @ 19.81 hrs, Volume= 0.706 af

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 594.47' @ 19.81 hrs Surf.Area= 0.819 ac Storage= 0.880 af

Plug-Flow detention time= 990.9 min calculated for 0.705 af (61% of inflow)
Center-of-Mass det. time= 885.9 min (1,657.9 - 772.0)

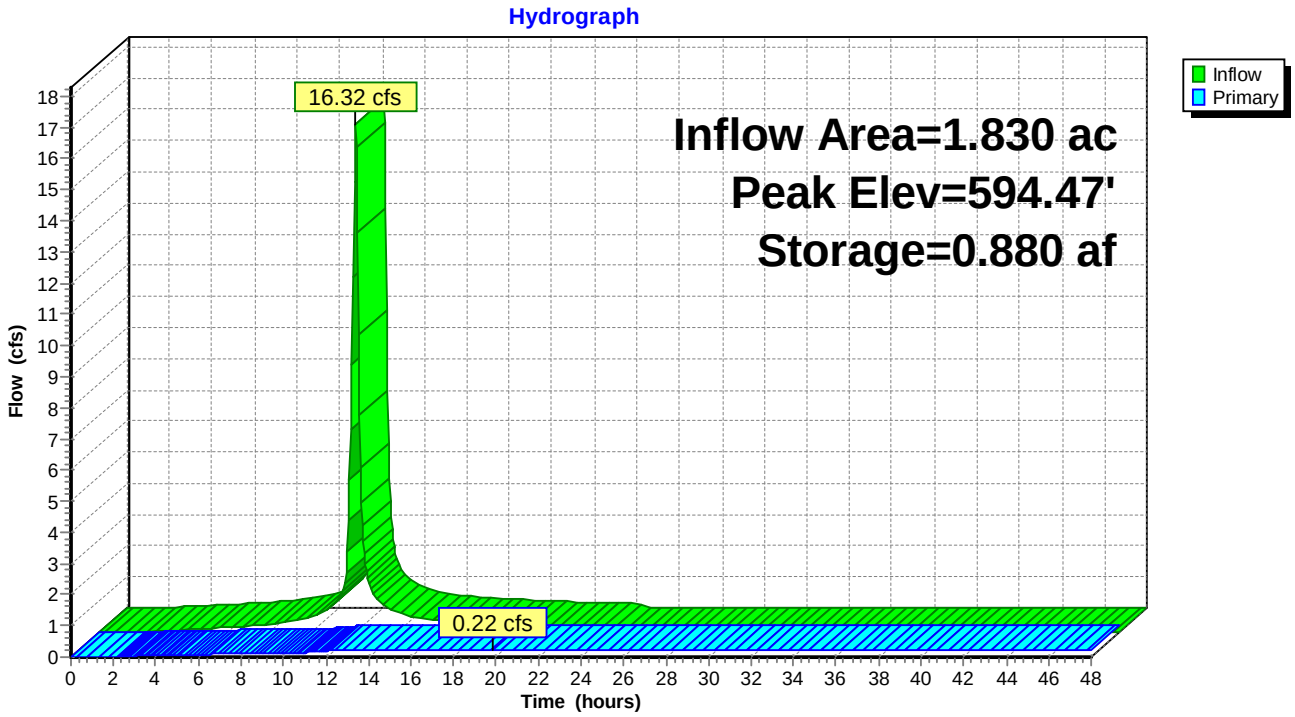
Volume	Invert	Avail.Storage	Storage Description
#1	590.00'	1.142 af	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (acres)	Inc.Store (acre-feet)	Cum.Store (acre-feet)
590.00	0.000	0.000	0.000
590.10	0.004	0.000	0.000
590.50	0.032	0.007	0.007
591.00	0.076	0.027	0.034
591.50	0.111	0.047	0.081
592.00	0.133	0.061	0.142
593.00	0.193	0.163	0.305
593.50	0.251	0.111	0.416
593.75	0.287	0.067	0.483
594.75	1.030	0.659	1.142

Device	Routing	Invert	Outlet Devices
#1	Primary	590.00'	**2.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.22 cfs @ 19.81 hrs HW=594.47' (Free Discharge)
↑—**1=Orifice/Grate** (Orifice Controls 0.22 cfs @ 10.08 fps)

Pond 12P: Proposed Pond



Agenda Memo

Crest Hill, IL

Meeting Date:	January 26,2026
Submitter:	Ronald J Wiedeman
Department:	Engineering
Agenda Item:	A Resolution for a Professional Services Agreement for a PFAS Treatment Equipment and Pilot Testing Study by and Between the City of Crest Hill, Will County, Illinois and Strand and Associates, Inc. in the amount of $10,000.00.

Summary: At the city's October 27th workshop meeting staff presented potential short-term solutions to control PFAS levels in the city's water supply until the City receives the Lake Michigan Water. Five alternatives were presented along with timelines for implementation and cost comparison. The council made a decision to begin reducing and eliminating the contribution from selected wells with higher PFAS reading under a 24-hour operation (Alternative 1). Staff along with the city's water operators were directed to begin working on a plan to eliminate or reduce the use of affective wells. It is anticipated that this elimination of wells will begin in spring of 2026.

As part of this work the city will continue to test for PFAS at different times of the year to make sure that PFAS levels are being reduced due to the elimination or blending of the water supplies from each well.

The council also directed staff to begin discussion on Alternative 2 Treatment System (Granular Activated Carbon) at selected well locations. Staff work with Strand and Associates to prepare a scope of work to coordinate with the IEPA to develop and complete a pilot program for a Granular Activated Carbon system and prepared a request for proposal (RFP) from Vendors to provide the equipment and perform testing based on required testing criteria.

The consultant's scope of work is as follows:

- Perform field reviews to determine the feasibility to perform the testing at Wells 7 and 10.
- Work with the IEPA to determine the required pilot testing criteria.
- Prepare an RFP that will set the parameters of the selected Vendor or Venders to complete the pilot study. This RFP will include

- Project background and objectives
- Pilot experiment and scope and performance metrics.
- City Submittal and selection process.
- City's required safety standards.
- Specifications and quantity of brands of granular activated carbon media.

The city will solicit at least three vendors to submit for this RFP.

If council approves a pilot program it will take approximately a year to complete once a vendor is in place.

Engineering services during the time of the pilot program has not been negotiated, but will be once the details of the pilot program are known. Once the scope and fee are determined an agreement will be presented to the City Council for review and approval.

Recommended Council Action: A Resolution for a Professional Services Agreement for a PFAS Treatment Equipment and Pilot Testing Study by and Between the City of Crest Hill, Will County, Illinois and Strand and Associates, Inc. in the amount of $10,000.00.

Financial Impact:

Funding Source: Water Fund (07-06-5330)

Budgeted Amount: $115,000.00

Cost: 10,000.00

Attachments:

Resolution-Strand Pilot Study

Exhibit A-Agreement for General Services PFAA Treatment Equipment and Pilot Testing Services.

Ulm_Crest Hill_PFAS Treatment Evaluation_20251027.v2

RESOLUTION NO. _____

A RESOLUTION FOR A PROFESSIONAL SERVICES AGREEMENT FOR A PFAS TREATEMENT EQUIPMENT AND PILOT TESTING STUDY BY AND BETWEEN THE CITY OF CREST HILL, WILL COUNTY, ILLINOIS AND STRAND ASSOCIATES, INC IN THE AMOUNT OF $10,000.00

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 and, 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, Strand Associates, Inc. (the "COMPANY"), is an entity that is in the business of providing design engineering services, including preparation of a request for proposals and creation and coordination of PFAS pilot study for granular activated carbon, and all collateral work (the "Services"); and

WHEREAS, the City Council desires to engage the Company to provide the Services and the Company is ready, willing to perform the Services for the City; and

WHEREAS, City Staff have negotiated an AGREEMENT FOR PFAS Treatment Equipment and Pilot Testing Study (the "Agreement") with the Company for the purposes of engaging the Company to perform the Services (a copy of the Agreement is attached hereto as Exhibit A and fully incorporated herein); and

WHEREAS, the Staff and 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 interest 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 statuary 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 part hereof.

SECTION 2: AGREEMENT APPROVED. The City Council hereby finds and declares that the conditions, terms, and provisions of this Agreement (Exhibit A) in the amount of 10,000.00 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 provisions 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 herby 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 2ND DAY FEBUARY, 2026.

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

APPROVED THIS 2ND DAY OF FEBRUARY, 2026.

_____
Raymond R. Soliman, Mayor

ATTEST:

_____
Christine Vershay-Hall, City Clerk

EXHIBIT A

STRAND ASSOCIATES®
Excellence in Engineering℠

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

Exhibit A

December 16, 2025

City of Crest Hill
2090 Oakland Avenue
Crest Hill, IL 60403

Attention: Mr. Julius Hansen, Interim Director of Public Works

Re: Agreement for General Services
Per-and Polyfluoroalkyl Substances (PFAS) Treatment Equipment and Pilot Testing Services

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 engineering services (Services) for the PFAS Pilot Experiment process at Wells No. 7 and No. 10. This Agreement shall be in accordance with the following elements.

Scope of Services

ENGINEER will provide the following Services to OWNER.

1. Review the Wells No. 7 and No. 10 sites for pilot testing.

2. Communicate with the Illinois Environmental Protection Agency (IEPA) and up to three potential PFAS pilot equipment vendors (Vendors) including Desotec US, LLC; Atec Water Systems, LLC; and Water Surplus, Inc. regarding pilot testing criteria.

3. Gather and review product data sheets for each Vendor's pilot testing equipment and summarize the general pilot design criteria and OWNER's spatial site constraints.

4. Prepare a request for proposal (RFP) that includes:
   a. Project background and objectives.
   b. Pilot experiment scope and performance metrics.
   c. OWNER's submittal and selection process.
   d. OWNER's safety standards.
   e. Specifications and quantity of brands of granular activated carbon media.

5. Review the RFP with OWNER and submit to the IEPA for concurrence.

6. Distribute the RFP to the three Vendors. Respond to Vendor inquiries during the proposal period.

7. Review proposals from Vendors.

8. Participate in a proposal review meeting with OWNER. OWNER shall select and hire its preferred Vendor.

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 with OWNER.

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

2. Bidding- and Construction-Related Services: Any services involved in performing bidding- and construction-related services.

3. Drawings and Specifications: Design services including drawings and specifications.

4. PFAS Testing Assistance: Any services related to PFAS testing assistance.

5. Pilot Testing Report: Review of any reports from Vendors or the IEPA.

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

Compensation

OWNER shall compensate ENGINEER for Services under this Agreement on an hourly rate basis plus expenses an estimated fee of $10,000.

Expenses incurred such as those for travel, meals, printing, postage, copies, computer, electronic communication, and long distance telephone calls will be billed at actual cost plus ten percent.

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 estimated fee 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 estimated fee that reflects any wage scale adjustments made.

The estimated fee 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 February 5, 2026. Services are scheduled for completion on April 5, 2026.

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.

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. Provide PFAS testing, as required.

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, ILLINOIS
Joseph M. Bunker 12/19/25	
Joseph M. Bunker Date	Julius Hansen Date
Corporate Secretary	Interim Director of Public Works



*Excellence in Engineering*SM

Strand Associates, Inc.®

Per- and Polyfluoroalkyl Substances (PFAS) Treatment Evaluation

Presentation for City Council Work Session

October 27, 2025

Crest Hill
CITY OF NEIGHBORS

STRAND ASSOCIATES®

Today's Agenda

- City's Water Supply and Current PFAS Regulations
- Review of Five Possible PFAS Treatment Alternatives
  - Alternative 1 – Remove Affected Wells from Supply
  - Alternative 2 – Install Treatment Systems to Reduce PFAS in Affected Wells
  - Alternative 3 – Provide Point-of-use Treatment Systems to Residents
  - Alternative 4 – Purchase Water from Another System
  - Alternative 5 – Drill Deeper Wells in Sandstone Aquifer (Currently PFAS Free)
- Anticipated Implementation Schedules
- Opinion of Probable Cost Comparison

STRAND ASSOCIATES®

Crest Hills Current Well Supply Source

- Crest Hill's source for water is from the Silurian Dolomite aquifer
- 8 shallow wells
- Two pressure zones (3-High zone wells, 4-low zone wells, 1 well serves both zones)
- Silurian Dolomite is rapidly recharged from surface water run-off making it susceptible to contamination
- The City is in the process of switching to treated Lake Michigan water supply from the Grand Prairie Water Commission
- Anticipated switch in mid 2030

Well #	Drill Year	Well Depth (ft)	Typical Pumpage (gpm)
Well No. 1	1963	303	400 to 450
Well No. 4	1951	300	400 to 450
Well No.7	1979	296	350 to 400
Well No. 8	1995	320	400 to 450
Well No. 9	1999	301	250 to 300
Well No. 10	2002	325	250 to 300
Well No. 11	2002	301	200 to 300
Well No. 12	2014	300	400

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Changes to Drinking Water Regulations Confirm Past Decisions and Prompt Consideration for Temporary Action

- United States Environmental Protection Agency (USEPA) proposed enforceable regulations for six PFAS compounds in drinking water as of April 10, 2024

PFAS Compound	Acronym	MCL	Units
Perfluorobutanesulfonic acid	PFBS	2000	ppt or ng/L
Perfluorohexanesulfonic acid	PFHxS	10	ppt or ng/L
Perfluorononanoic acid	PFNA	10	ppt or ng/L
Perfluorooctanoic acid[b]	PFOA	4	ppt or ng/L
Perfluorooctanesulfonic acid[b]	PFOS	4	ppt or ng/L
Hexafluoropropylene oxide dimer acid (GenX)	HFPO-DA	10	ppt or ng/L

*MCL = Maximum Contaminant Level ppt = Part Per Trillion ng/L = nanogram per liter

- Illinois Environmental Protection Agency (IEPA) adopted the USEPA limits in March 2025
- The municipality must provide routine notification to the public with information on the levels of these compounds in drinking water starting in 2027
- Current regulations require compliance with MCLs (Maximum Contaminant Levels) by April 2029

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Historical Sampling Shows Four of the City's Wells Have Exceeded Recently Established Maximum Contaminant Levels (MCLs)

- Based on data provided by City from testing conducted between March 2021 and July 2025
- Results shown are not chronological. Data Reflects the lowest and highest sample results.

PFAS Compound	MCL	Units	Well 1	Well 4	Well 7	Well 10
PFOA	4	ppt or ng/L	9.0-15.0	ND–2.5	3.0-8.0	4.6-13.0
PFHxS	10	ppt or ng/L	4.0-6.4	9-11	ND	1.9-5.0

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Five Alternative Approaches to Treating for PFAS in Crest Hills Water Supply Were Evaluated Conceptually

Alternative #1: Remove Wells Affected by PFAS from Operation

Alternative #2: Install Systems to Treat for PFAS in Affected Wells

Alternative #3: Provide Residents Point-of-Use Treatment Systems for PFAS

Alternative #4: Purchase Treated Water From a Neighboring Water Supply

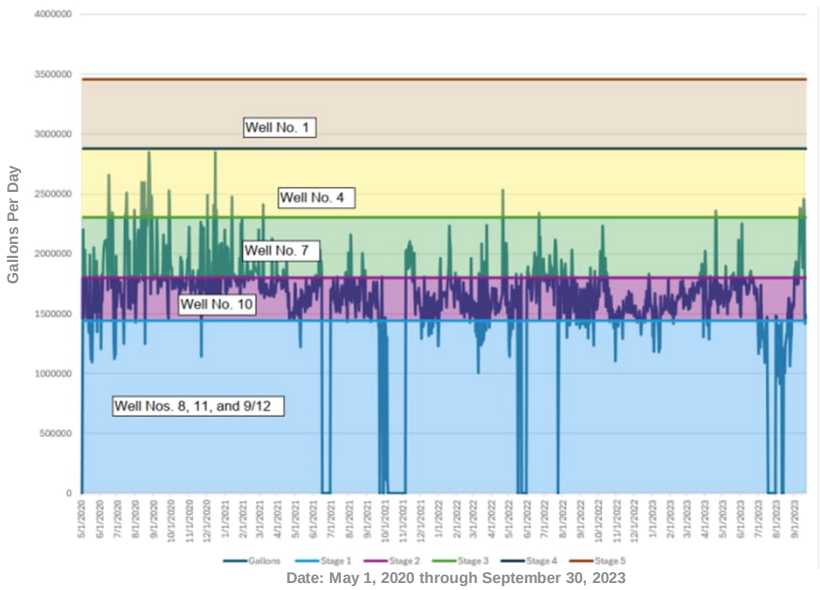
Alternative #5: Drill New Deep Sandstone Wells and Remove PFAS Affected Wells from Supply

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Alternative #1: Remove Wells Affected by PFAS from Operation

- Reducing or eliminating the contribution from selected wells under a 24-hour pumping operation
  - **Stage 1:** Wells Nos. 8, 11, and 9/12 operated at all times
  - **Stage 2:** add Well No. 10
  - **Stage 3:** add Well No. 7
  - **Stage 4:** add Well No. 4
  - **Stage 5:** add Well No. 1
- Wells No. 7 and 10 were chosen as Stage 2 and 3 based on available space for treatment and historical record of less PFAS in the system
- Anticipated cost: $50,000 to $200,000 and includes PFAS monitoring within the distribution system

24-Hour Well Operation



Date: May 1, 2020 through September 30, 2023

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Alternative #2: Install Systems to Treat PFAS in Affected Wells

- Provide short term treatment options until treated water from Lake Michigan is available
- Investigated four treatment approaches, including:
  - Reverse Osmosis (RO)
  - Anion Exchange (AIX)
  - Flourosorb
  - Granular Activated Carbon (GAC)
- All are likely to be considered as emerging technologies for PFAS treatment and will require Pilot Studies prior to permit approval

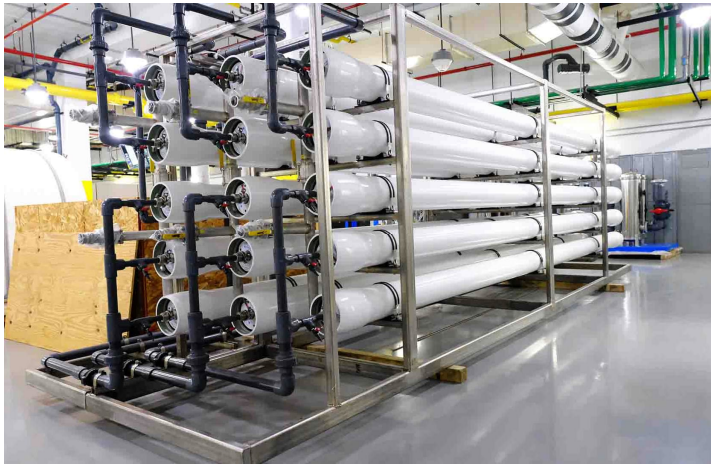
ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

Crest Hill
CITY OF NEIGHBORS

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Treatment Technology Options

- 2A – Reverse Osmosis (RO):
  - Treats water by using a semi-permeable membrane that separates water molecules from unwanted substances
  - Pretreatment likely required
  - Significant water quality changes will trigger a Corrosion Control Treatment (CCT) Study in addition to Pilot Study
  - Waste stream contains concentrated PFAS which must be handled with treatment
  - This treatment approach at the affected wells is not recommended



Source: Surplus Management, Inc. dba WaterSurplus

Treatment Technology Options

- 2B – Anion Exchange (AIX):
  - Uses positively charge anion exchange resins to treat negatively charged containments like PFAS in exchange for introducing additional chlorides ions into the treated water
  - Many negatively charged ions, in addition to PFAS will be treated
  - Media must be replaced when exhausted
  - PFAS ownership on spent media currently in question/under review
  - If treatment is chosen, this approach should be further discussed



Source: Surplus Management, Inc. dba WaterSurplus

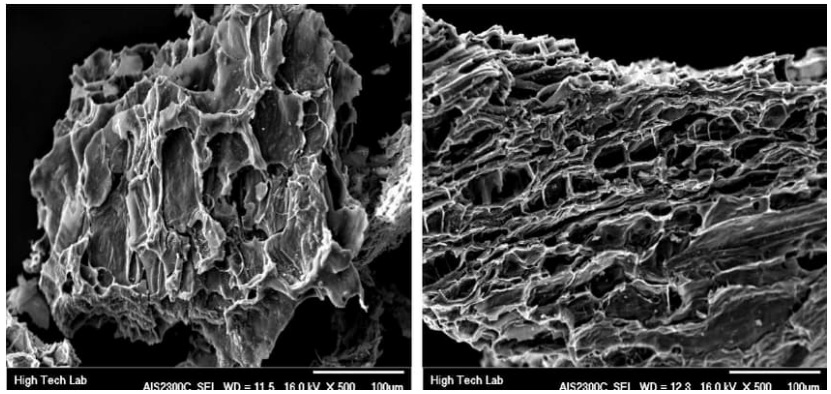
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Treatment Technology Options

- 2C – Fluoro-Sorb:
  - Surface Modified Clay absorbent that specifically targets only Fluorinated Compounds
  - No competing contaminants results in longer media life, less media exchanges
  - Piloting in other areas showing spike breakthroughs and other issues
  - If treatment is chosen, this approach should be further discussed

Treatment Technology Options

- 2D – Granular Activated Carbon (GAC):
  - Adsorption media derived from coal or coconut shells that are activated using high pressure and head to create a pore structure
  - PFAS and many other contaminants will be adsorbed
  - Exhausted media change out is required, but can be reactivated
  - Incineration destroys the PFAS, but saves about 90% of the GAC for reuse
  - Recommend treatment approach



Source: Thermo Fisher Scientific

Treatment Technology Manufacturers

Equipment Manufacturers	
Desotec: GAC Supplier	• Rental Units • Set up the site to insert and swap units • Can reactivate and reuse
Atec: provides effective treatment using media for adsorption performance across a wide range of PFAS compounds	• Purchase units and sell(?) after switch • Multiple treatment approaches: AIX, GAC, and Fluoro-sorb, all require media exchange • Require pretreatment
WaterSurplus: provides effective treatment using media for adsorption performance across a wide range of PFAS compounds	• Purchase units and sell(?) after switch • Multiple treatment approaches: AIX and GAC, both required media exchange • Would need to rebuy resin roughly 1-2 years • Require pretreatment



Source: www.desotec.com



Source: Surplus Management, Inc. dba WaterSurplus

- Cost is estimated at **$1,000,000 to $2,000,000** for each site

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Alternative #3: Provide Residents Point-of-Use Treatment Systems for PFAS

- Two point-of-use treatment options
- City to install and maintain and routinely test at each location
- Not likely to achieve compliance with the IEPA

Point-of-Use Treatment Options	
RO Systems	**Carbon Filters**
• Whole house systems • Under the sink systems	• Whole house systems • GAC pitcher filters
• Opinion of cost: **$6,000,000 including install only** • This option is not recommended	• Opinion of cost: **$2,000,000 including replacement filters every three months for five years** • Distribution issues need to be addressed for this option

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Alternative #4: Purchase Treated Water From a Neighboring Water Supply

- City of Joliet is the only viable neighboring water supply
  - Will require future discussions with City of Joliet to understand available supply capacity and willingness to sell
- IEPA will not typically allow a blended water distribution system. Similar situations have required 100% switch to one water source or blending before entering the system.
- CCT Study would be required
- Two Interconnects
  - Gaylord Road and Division Street
  - Intersection of Theodore Street and Plainfield Road
- Total cost with contingency is estimated at **$8,250,000**
- Annual cost to purchase water would be about **$11,600,000** in 2025 dollars and could increase annually

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Alternative #5: Drill New Deep Sandstone Wells and Remove PFAS Affected Wells from Supply

- 1000 gpm deep well into the deep sandstone, Iron-Galesville aquifer, which contains no PFAS
- Wells 1,4,7, and 10 could be placed on standby and only used in peak demand periods
- Water treatment will be needed to reduce naturally occurring radium from the deep well supply
- Deep well and shallow well water would not be able to blend in the distribution system
- Raw water mains and centralized treatment would be necessary
- IEPA will require a CCT study for the impacts of blending of shallow and deep well water
- Total probable cost, including the CCT study and raw water main, is estimated at **$21,750,000**

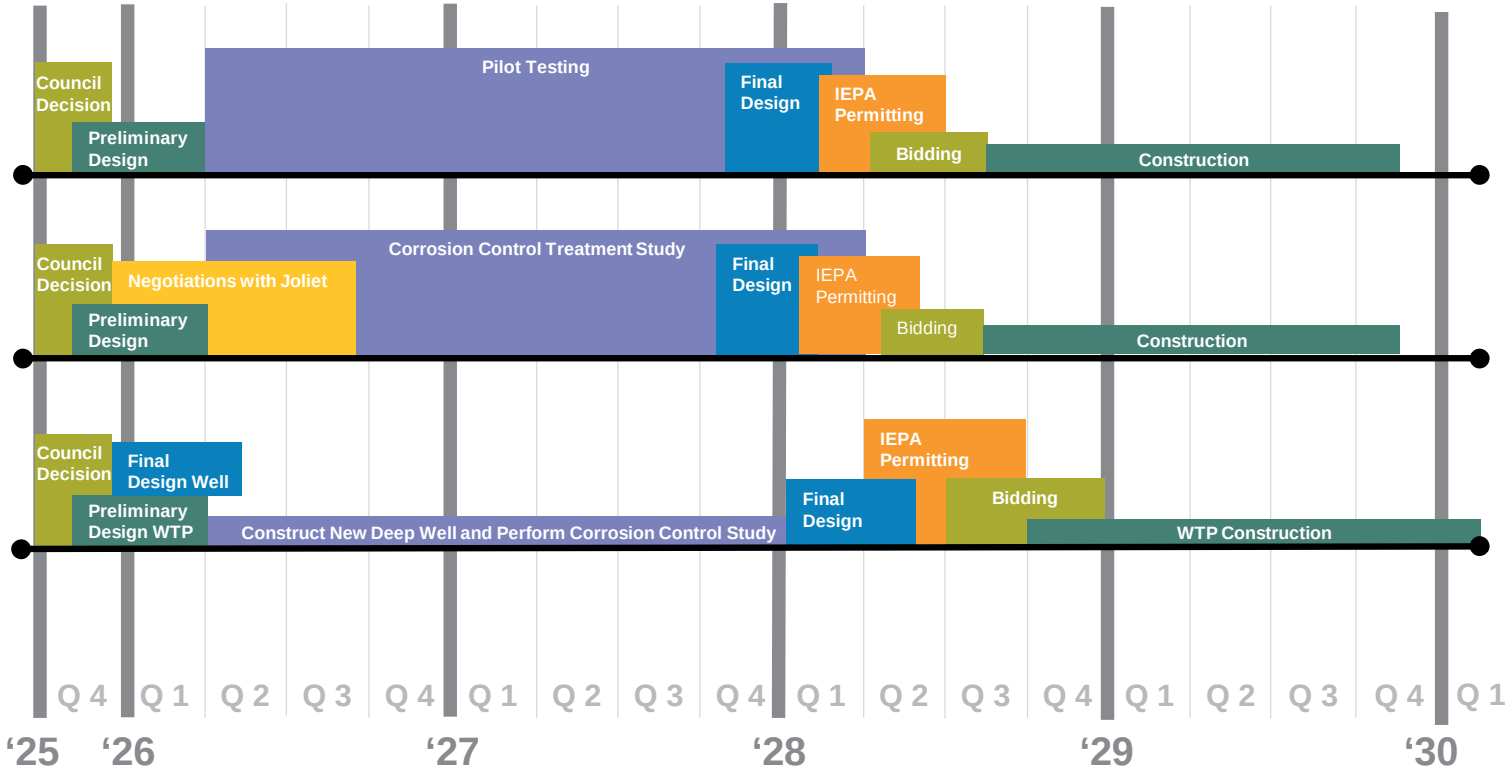
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Anticipated Implementation Schedules

Alternative 2: Install Treatment at Wells 7 & 10

Alternative 4: Install City of Joliet Interconnection

Alternative 5: Construct New Deep Well and WTP



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Cost Comparison

Cost Comparison		
Alternative	**Opinion of Probable Cost (2025 Dollars)**	**Staff Recommended**
1. Staging of Well Supply	$50,000 to $200,000 per year	Yes
2. Short Term Treatment	$2,000,000 to $4,000,000	Discuss further action
3. Point-of-Use Treatment	$2,000,000	Discuss further action
4. Alternate Water Supplier	$8,250,000 then $11.6M annually to purchase water	No, time restraint
5. Deep Well Installation	$21,750,000	No, time restraint

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Questions?



Source: © marish – vectorstock.com

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Agenda Memo

Crest Hill, IL

Meeting Date:	January 26, 2026
Submitter:	Ronald J Wiedeman
Department:	Engineering
Agenda Item:	Award the contract to P.T. Ferro Construction Company in the amount of $2,023,482.72 for the Division Roadway Reconstruction Improvement.

Summary: Bids were advertised and solicited for qualified contractors to provide unit price costs for the Division Roadway Reconstruction Improvement.

The city solicited bids through the newspaper and IDOT construction bulletin looking for qualified contractors. A total of five (7) local prequalified contractors picked up bids and seven (7) submitted bids. The bids were received for the improvement at Crest Hill City Hall until 10:00 AM local time on Friday, December 5, 2025. Bids were opened and read aloud on Tuesday, December 5, 2025, at 10:00 AM in the Council Chambers. The following is a list of the bids received:

Results

1.	P.T. Ferro Construction Company	$2,023,482.72
2.	Austin Tyler Construction, Inc.	$2,083,897.42
3.	Gallagher Asphalt	$2,162,748.70
4.	D Construction	$2,286,047.77
5.	Building Paving, LLC	$2,336,338.00
6.	K-Five Construction	$2,432,479.55
7.	Performance Construction & Engineering, LLC.	$3,044,012.00

The Design Engineering Estimate $2,755,283.56.

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

As part of this improvement, V3 companies, Ltd will be hired to provide full-time construction inspection services. Their proposal will be provided for council approval at a later date.

Recommended Council Action: Award the contract to P.T. Ferro Construction Company in the amount of $2,023,482.72 for the Division Roadway Reconstruction Improvement.

Financial Impact:

Funding Source: General Fund

Budgeted Amount: $2,200,000.00 (2027 Budget)

Cost: $2,023,482.7225 plus CE $100,000.00

Attachments:

Division Bid Tab.pdf

January 12, 2026

Mr. Ronald Wiedeman P.E.
City Engineer
City of Crest Hill
2090 Oakland Ave
Crest Hill, Illinois 60403

RE: Division Street Improvements
Crest Hill, Illinois

Dear Mr. Wiedeman,

We have evaluated the bids received and read aloud on December 5, 2025 for the Division Street Improvement Project. The project includes, but is not limited to, complete roadway reconstruction, milling and resurfacing, new curb and gutter, sidewalks and storm sewer. The contractor was requested to provide a cost for alternate work as well.

Bids were received from the following contractors:

- K-Five Construction ($2,259,873.05 Base), ($172,606,50 Alt)
- PT Ferro Construction Company (1,854,145,43 Base), ($169,337.29 Alt)
- D Construction Inc ($2,097,383.78 Base), ($188,663.99 Alt)
- Gallagher Asphalt ($1,967,336.46 Base), ($195,412.24 Alt)
- Builders Paving LLC ($2,141,749.00 Base), ($194,589.00 Alt)
- Performance Construction & Engineering LLC ($2,783,234.00 Base), ($260,788.00 Alt)
- Austin Tyler Construction Inc ($1,929,036.74 Base), ($154,860.68 Alt)

The engineer's estimate was $2,552,171.56 base bid and $203,112.00 for Alt Bid. The apparent low bid was submitted by PT Ferro Construction Company (1,854,145,43 Base), ($169,337.29 Alt). PT Ferro Construction Company bid was reviewed, and no arithmetic errors were found.

We recommend the award of the contract for construction of the Division Street Improvement Project go to PT Ferro Construction Company. If you have any questions or require further information, please contact me at 630.254.1522 or by email at jholy@v3co.com

7325 Janes Ave, Woodridge, IL 60517 • 630.724.9200

Mr. Ronald Wiedeman
City Engineer
City of Crest Hill
January 12, 2026

Sincerely,

V3 COMPANIES, LTD.



Jason Holy, P.E.

Senior Project Manager

								K-Five Construction		PT Ferro Construction Company		"D" Construction, Inc.		Gallagher Asphalt		Builders Paving LLC		Performance Construction & Eng		Austin Tyler Construction, Inc.	
0	SP	PAY ITEM	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL COST	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total
		20200100	EARTH EXCAVATION	CU YD	$ 40.00	4,989	$ 199,560.00	$ 32.80	$ 163,639.20	$ 30.00	$ 149,670.00	$ 31.00	$ 154,659.00	$ 31.00	$ 154,659.00	$ 47.50	$ 236,977.50			$ 31.00	$ 154,659.00
		20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS	CU YD	$ 35.00	1,019	$ 35,665.00	$ 32.80	$ 33,423.20	$ 42.00	$ 42,798.00	$ 31.00	$ 31,589.00	$ 0.01	$ 10.19	$ 40.00	$ 40,760.00		$ -	$ 60.00	$ 61,140.00
		21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	$ 2.50	1,791	$ 4,477.50	$ 5.27	$ 9,438.57	$ 3.50	$ 6,268.50	$ 3.00	$ 5,373.00	$ 0.01	$ 17.91	$ 2.00	$ 3,582.00		$ -	$ 2.00	$ 3,582.00
		28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	$ 5.00	130	$ 650.00	$ 6.00	$ 780.00	$ 6.00	$ 780.00	$ 6.60	$ 858.00	$ 6.50	$ 845.00	$ 7.00	$ 910.00		$ -	$ 6.00	$ 780.00
		28000400	PERIMETER EROSION BARRIER	FOOT	$ 2.50	5,318	$ 13,295.00	$ 2.50	$ 13,295.00	$ 2.50	$ 13,295.00	$ 2.75	$ 14,624.50	$ 2.50	$ 13,295.00	$ 2.00	$ 10,636.00		$ -	$ 2.50	$ 13,295.00
		28000500	INLET AND PIPE PROTECTION	EACH	$ 250.00	5	$ 1,250.00	$ 150.00	$ 750.00	$ 150.00	$ 750.00	$ 165.00	$ 825.00	$ 90.00	$ 450.00	$ 260.00	$ 1,300.00		$ -	$ 150.00	$ 750.00
		28000510	INLET FILTERS	EACH	$ 150.00	20	$ 3,000.00	$ 250.00	$ 5,000.00	$ 0.01	$ 0.20	$ 275.00	$ 5,500.00	$ 220.00	$ 4,400.00	$ 260.00	$ 5,200.00		$ -	$ 250.00	$ 5,000.00
		28100105	STONE RIPRAP, CLASS A3	SQ YD	$ 350.00	3	$ 1,050.00	$ 136.11	$ 408.33	$ 200.00	$ 600.00	$ 500.00	$ 1,500.00	$ 815.00	$ 2,445.00	$ 300.00	$ 900.00		$ -	$ 250.00	$ 750.00
		30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	$ 40.00	597	$ 23,880.00	$ 45.98	$ 27,450.06	$ 40.00	$ 23,880.00	$ 50.00	$ 29,850.00	$ 80.00	$ 47,760.00	$ 50.00	$ 29,850.00		$ -	$ 35.00	$ 20,895.00
*		30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	$ 25.00	14,464	$ 361,600.00	$ 14.83	$ 214,501.12	$ 12.50	$ 180,800.00	$ 15.40	$ 222,745.60	$ 13.60	$ 196,710.40	$ 19.50	$ 282,048.00		$ -	$ 13.50	$ 195,264.00
		35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	$ 8.00	663	$ 5,304.00	$ 4.00	$ 2,652.00	$ 8.50	$ 5,635.50	$ 3.96	$ 2,625.48	$ 14.50	$ 9,613.50	$ 10.70	$ 7,094.10		$ -	$ 20.00	$ 13,260.00
		35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	$ 12.00	318	$ 3,816.00	$ 6.00	$ 1,908.00	$ 12.50	$ 3,975.00	$ 10.00	$ 3,180.00	$ 26.50	$ 8,427.00	$ 16.50	$ 5,247.00		$ -	$ 34.00	$ 10,812.00
		35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	$ 35.00	11,872	$ 415,520.00	$ 36.00	$ 427,392.00	$ 33.00	$ 391,776.00	$ 33.00	$ 391,776.00	$ 34.00	$ 403,648.00	$ 32.50	$ 385,840.00		$ -	$ 31.00	$ 368,032.00
		40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	$ 0.01	27,067	$ 270.67	$ 0.01	$ 270.67	$ 0.01	$ 270.67	$ 0.01	$ 270.67	$ 0.01	$ 270.67	$ 0.01	$ 270.67		$ -	$ 0.01	$ 270.67
		40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	$ 0.01	8,539	$ 85.39	$ 0.01	$ 85.39	$ 0.01	$ 85.39	$ 0.01	$ 85.39	$ 0.01	$ 85.39	$ 0.01	$ 85.39		$ -	$ 0.01	$ 85.39
		40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	$ 95.00	1,569	$ 149,055.00	$ 87.00	$ 136,503.00	$ 73.00	$ 114,537.00	$ 83.00	$ 130,227.00	$ 82.00	$ 128,658.00	$ 73.50	$ 115,321.50		$ -	$ 69.00	$ 108,261.00
		40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	$ 100.00	1,405	$ 140,500.00	$ 82.00	$ 115,210.00	$ 83.00	$ 116,615.00	$ 84.00	$ 118,020.00	$ 89.00	$ 125,045.00	$ 80.00	$ 112,400.00		$ -	$ 79.00	$ 110,995.00
		42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	$ 10.00	5,969	$ 59,690.00	$ 8.95	$ 53,422.55	$ 8.00	$ 47,752.00	$ 9.90	$ 59,093.10	$ 7.00	$ 41,783.00	$ 9.00	$ 53,721.00		$ -	$ 7.50	$ 44,767.50
*		42400800	DETECTABLE WARNINGS	SQ FT	$ 35.00	44	$ 1,540.00	$ 40.00	$ 1,760.00	$ 20.00	$ 880.00	$ 27.50	$ 1,210.00	$ 21.50	$ 946.00	$ 40.00	$ 1,760.00		$ -	$ 30.00	$ 1,320.00
		44000100	PAVEMENT REMOVAL	SQ YD	$ 14.00	9,376	$ 131,264.00	$ 7.00	$ 65,632.00	$ 8.00	$ 75,008.00	$ 10.80	$ 101,260.80	$ 7.50	$ 70,320.00	$ 9.00	$ 84,384.00		$ -	$ 8.00	$ 75,008.00
		44000164	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4"	SQ YD	$ 5.00	595	$ 2,975.00	$ 21.00	$ 12,495.00	$ 10.00	$ 5,950.00	$ 10.00	$ 5,950.00	$ 5.50	$ 3,272.50	$ 13.00	$ 7,735.00		$ -	$ 7.00	$ 4,165.00
		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	$ 12.00	1,408	$ 16,896.00	$ 5.29	$ 7,448.32	$ 7.50	$ 10,560.00	$ 10.00	$ 14,080.00	$ 12.75	$ 17,952.00	$ 8.00	$ 11,264.00		$ -	$ 8.00	$ 11,264.00
		44000600	SIDEWALK REMOVAL	SQ FT	$ 3.00	119	$ 357.00	$ 5.66	$ 673.54	$ 5.00	$ 595.00	$ 5.00	$ 595.00	$ 12.00	$ 1,428.00	$ 9.50	$ 1,130.50		$ -	$ 5.50	$ 654.50
		44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	$ 45.00	19	$ 855.00	$ 50.00	$ 950.00	$ 90.00	$ 1,710.00	$ 170.00	$ 3,230.00	$ 190.00	$ 3,610.00	$ 250.00	$ 4,750.00		$ -	$ 86.00	$ 1,634.00
		48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	$ 35.00	35	$ 1,225.00	$ 70.21	$ 2,457.35	$ 40.00	$ 1,400.00	$ 70.00	$ 2,450.00	$ 95.00	$ 3,325.00	$ 75.00	$ 2,625.00		$ -	$ 75.00	$ 2,625.00
		50105220	PIPE CULVERT REMOVAL	FOOT	$ 25.00	78	$ 1,950.00	$ 13.93	$ 1,086.54	$ 36.00	$ 2,808.00	$ 10.00	$ 780.00	$ 18.50	$ 1,443.00	$ 6.25	$ 487.50		$ -	$ 35.00	$ 2,730.00
		54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	$ 1,000.00	2	$ 2,000.00	$ 1,857.34	$ 3,714.68	$ 1,500.00	$ 3,000.00	$ 1,500.00	$ 3,000.00	$ 2,000.00	$ 2,000.00	$ 1,120.00	$ 2,240.00		$ -	$ 1,600.00	$ 3,200.00
		54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	$ 1,250.00	1	$ 1,250.00	$ 2,005.99	$ 2,005.99	$ 1,600.00	$ 1,600.00	$ 1,700.00	$ 1,700.00	$ 3,000.00	$ 3,000.00	$ 1,180.00	$ 1,180.00		$ -	$ 1,700.00	$ 1,700.00
		54214719	PRECAST REINFORCED CONCRETE FLARED END SECTIONS - ELLIPTICAL, EQUIVALENT ROUND-SIZE 24"	EACH	$ 1,950.00	1	$ 1,950.00	$ 4,192.13	$ 4,192.13	$ 2,400.00	$ 2,400.00	$ 2,300.00	$ 2,300.00	$ 3,700.00	$ 3,700.00	$ 1,950.00	$ 1,950.00		$ -	$ 2,500.00	$ 2,500.00
		550A2320	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 12"	FOOT	$ 75.00	2,151	$ 161,325.00	$ 73.83	$ 158,808.33	$ 59.00	$ 126,909.00	$ 75.00	$ 161,325.00	$ 68.00	$ 146,268.00	$ 56.50	$ 121,531.50		$ -	$ 58.00	$ 124,758.00
		550A2330	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 15"	FOOT	$ 100.00	210	$ 21,000.00	$ 80.55	$ 16,915.50	$ 61.00	$ 12,810.00	$ 80.00	$ 16,800.00	$ 85.00	$ 17,850.00	$ 69.70	$ 14,637.00		$ -	$ 66.00	$ 13,860.00
		550A4100	STORM SEWERS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 24"	FOOT	$ 130.00	42	$ 5,460.00	$ 166.65	$ 6,999.30	$ 145.00	$ 6,090.00	$ 156.00	$ 6,552.00	$ 240.00	$ 10,080.00	$ 203.00	$ 8,526.00		$ -	$ 182.00	$ 7,644.00
*		55100500	STORM SEWER REMOVAL 12"	FOOT	$ 15.00	594	$ 8,910.00	$ 13.48	$ 8,007.12	$ 34.00	$ 20,196.00	$ 10.00	$ 5,940.00	$ 18.50	$ 10,989.00	$ 19.75	$ 11,731.50		$ -	$ 29.00	$ 17,226.00
		60108106	PIPE UNDERDRAINS, TYPE 1, 6"	FOOT	$ 50.00	262	$ 13,100.00	$ 30.94	$ 8,106.28	$ 38.00	$ 9,956.00	$ 30.00	$ 7,860.00	$ 32.00	$ 8,384.00	$ 37.55	$ 9,838.10		$ -	$ 28.00	$ 7,336.00
*		60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	$ 5,500.00	1	$ 5,500.00	$ 3,818.61	$ 3,818.61	$ 3,300.00	$ 3,300.00	$ 3,400.00	$ 3,400.00	$ 3,850.00	$ 3,850.00	$ 3,165.00	$ 3,165.00		$ -	$ 3,000.00	$ 3,000.00
*		60201330	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	$ 5,500.00	2	$ 11,000.00	$ 3,715.44	$ 7,430.88	$ 3,350.00	$ 6,700.00	$ 3,400.00	$ 6,800.00	$ 3,850.00	$ 7,700.00	$ 3,610.00	$ 7,220.00		$ -	$ 3,000.00	$ 6,000.00
*		60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	$ 5,500.00	5	$ 27,500.00	$ 3,802.59	$ 19,012.95	$ 3,350.00	$ 16,750.00	$ 3,400.00	$ 17,000.00	$ 3,850.00	$ 19,250.00	$ 3,645.00	$ 18,225.00		$ -	$ 3,000.00	$ 15,000.00
*		60206905	CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID	EACH	$ 3,000.00	2	$ 6,000.00	$ 1,935.89	$ 3,871.78	$ 1,650.00	$ 3,300.00	$ 2,000.00	$ 4,000.00	$ 3,000.00	$ 6,000.00	$ 1,590.00	$ 3,180.00		$ -	$ 2,000.00	$ 4,000.00
*		60208230	CATCH BASINS, TYPE C, TYPE 23 FRAME AND GRATE	EACH	$ 3,000.00	1	$ 3,000.00	$ 1,974.90	$ 1,974.90	$ 1,700.00	$ 1,700.00	$ 2,000.00	$ 2,000.00	$ 3,000.00	$ 3,000.00	$ 1,775.00	$ 1,775.00		$ -	$ 2,000.00	$ 2,000.00
*		60208240	CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE	EACH	$ 3,000.00	5	$ 15,000.00	$ 1,978.11	$ 9,890.55	$ 1,750.00	$ 8,750.00	$ 2,000.00	$ 10,000.00	$ 3,000.00	$ 15,000.00	$ 1,833.25	$ 9,166.25		$ -	$ 2,000.00	$ 10,000.00
*		60251740	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 24 FRAME AND GRATE	EACH	$ 1,500.00	1	$ 1,500.00	$ 1,031.56	$ 1,031.56	$ 800.00	$ 800.00	$ 1,400.00	$ 1,400.00	$ 750.00	$ 750.00	$ 765.00	$ 765.00		$ -	$ 900.00	$ 900.00
		60261540	INLETS TO BE ADJUSTED WITH NEW TYPE 24 FRAME AND GRATE	EACH	$ 1,500.00	1	$ 1,500.00	$ 1,208.90	$ 1,208.90	$ 800.00	$ 800.00	$ 1,400.00	$ 1,400.00	$ 750.00	$ 750.00	$ 765.00	$ 765.00		$ -	$ 900.00	$ 900.00
		60600095	CLASS SI CONCRETE (OUTLET)	CU YD	$ 750.00	6	$ 4,500.00	$ 400.00	$ 2,400.00	$ 600.00	$ 3,600.00	$ 1,100.00	$ 6,600.00	$ 300.00	$ 1,800.00	$ 400.00	$ 2,400.00		$ -	$ 750.00	$ 4,500.00
		60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	$ 40.00	1,130	$ 45,200.00	$ 32.00	$ 36,160.00	$ 29.00	$ 32,770.00	$ 40.00	$ 45,200.00	$ 25.00	$ 28,250.00	$ 32.00	$ 36,160.00		$ -	$ 31.00	$ 35,030.00
		60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	$ 50.00	4,037	$ 201,850.00	$ 34.30	$ 138,469.10	$ 39.00	$ 157,443.00	$ 42.00	$ 169,554.00	$ 29.50	$ 119,091.50	$ 34.30	$ 138,469.10		$ -	$ 33.00	$ 133,221.00
		70107025	CHANGEABLE MESSAGE SIGN	CAL DA	$ 55.00	480	$ 26,400.00	$ 30.00	$ 14,400.00	$ 30.00	$ 14,400.00	$ 50.00	$ 24,000.00	$ 29.50	$ 14,160.00	$ 30.00	$ 14,400.00		$ -	$ 15.00	$ 7,200.00
		78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	$ 5.00	109	$ 545.00	$ 5.75	$ 626.75	$ 6.00	$ 654.00	$ 6.33	$ 689.97	$ 4.00	$ 436.00	$ 6.00	$ 654.00		$ -	$ 4.40	$ 479.60
		78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	$ 0.75	11,479	$ 8,609.25	$ 0.90	$ 10,331.10	$ 0.75	$ 8,609.25	$ 0.99	$ 11,364.21	$ 0.75	$ 8,609.25	$ 0.95	$ 10,905.05		$ -	$ 0.70	$ 8,035.30
		78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	$ 1.25	519	$ 648.75	$ 1.35	$ 700.65	$ 1.50	$ 778.50	$ 1.49	$ 773.31	$ 1.10	$ 570.90	$ 1.45	$ 752.55		$ -	$ 1.11	$ 576.09
		78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	$ 2.50	644	$ 1,610.00	$ 3.32	$ 2,138.08	$ 3.00	$ 1,932.00	$ 3.65	$ 2,350.60	$ 2.20	$ 1,416.80	$ 2.90	$ 1,867.60		$ -	$ 2.21	$ 1,423.24
		78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	$ 5.00	64	$ 320.00	$ 5.75	$ 368.00	$ 6.00	$ 384.00	$ 6.33	$ 405.12	$ 4.40	$ 281.60	$ 6.00	$ 384.00		$ -	$ 4.40	$ 281.60
		78011030	GROOVING FOR RECESSED PAVEMENT MARKING, 7"	FOOT	$ 1.00	519	$ 519.00	$ 0.95	$ 493.05	$ 1.75	$ 908.25	$ 1.05	$ 544.95	$ 3.25	$ 1,686.75	$ 7.50	$ 3,892.50		$ -	$ 3.25	$ 1,686.75
		78011125	GROOVING FOR RECESSED PAVEMENT MARKING, 25"	FOOT	$ 3.50	64	$ 224.00	$ 3.35	$ 214.40	$ 25.00	$ 1,600.00	$ 3.69	$ 236.16	$ 38.50	$ 2,464.00	$ 25.00	$ 1,600.00		$ -	$ 38.50	$ 2,464.00
		78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	$ 15.00	100	$ 1,500.00	$ 1.00	$ 100.00	$ 0.01	$ 1.00	$ 10.00	$ 1,000.00	$ 0.01	$ 1.00	$ 32.00	$ 3,200.00		$ -	$ 50.00	$ 5,000.00
		85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	$ 5,000.00	1	$ 5,000.00	$ 11,717.30	$ 11,717.30	$ 6,070.00	$ 6,070.00	$ 18,150.00	$ 18,150.00	$ 61,000.00	$ 61,000.00	$ 6,000.00	$ 6,000.00		$ -	$ 6,100.00	$ 6,100.00
		88600100	DETECTOR LOOP, TYPE I	FOOT	$ 30.00	400	$ 12,000.00	$ 38.90	$ 15,560.00	$ 30.00	$ 12,000.00	$ 46.20	$ 18,480.00	$ 30.00	$ 12,000.00	$ 30.00	$ 12,000.00		$ -	$ 30.00	$ 12,000.00
*		X2080250	TRENCH BACKFILL, SPECIAL	CU YD	$ 50.00	507	$ 25,350.00	$ 44.76	$ 22,693.32	$ 0.01	$ 5.07	$ 45.00	$ 22,815.00	$ 25.00	$ 12,675.00	$ 96.80	$ 49,077.60		$ -	$ 60.00	$ 30,420.00
*		X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	$ 50.00	500	$ 25,000.00	$ 37.59	$ 18,795.00	$ 0.01	$ 5.00	$ 0.01	$ 5.00	$ 14.00	$ 7,000.00	$ 31.25	$ 15,625.00		$ -	$ 0.01	$ 5.00
*		X7010216	TRAFFIC CONTROL & PROTECTION (SPECIAL)	L SUM	$ 80,000.00	1	$ 80,000.00	$ 252,500.00	$ 252,500.00	$ 46,275.00	$ 46,275.00	$ 75,000.00	$ 75,000.00	$ 65,000.00	$ 65,000.00	$ 60,649.59	$ 60,649.59		$ -	$ 90,000.00	$ 90,000.00
*		X7810300	RECESSED REFLECTIVE PAVEMENT MARKER	EACH	$ 50.00	147	$ 7,350.00	$ 45.00	$ 6,615.00	$ 35.00	$ 5,145.00	$ 49.50	$ 7,276.50	$ 48.00	$ 7,056.00	$ 61.00	$ 8,967.00		$ -	$ 38.00	$ 5,586.00
*		Z0013798	CONSTRUCTION LAYOUT	L SUM	$ 35,000.00	1	$ 35,000.00	$ 50,000.00	$ 50,000.00	$ 25,000.00	$ 25,000.00	$ 30,000.00	$ 30,000.00	$ 17,500.00	$ 17,500.00	$ 15,000.00	$ 15,000.00		$ -	$ 46,000.00	$ 46,000.00

								K-Five Construction		PT Ferro Construction Company		"D" Construction, Inc.		Gallagher Asphalt		Builders Paving LLC		Performance Construction & Eng		Austin Tyler Construction, Inc.	
0	SP	PAY ITEM	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL COST	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total
	*	Z0018700	DRAINAGE STRUCTURE TO BE REMOVED	EACH	$ 1,000.00	9	$ 9,000.00	$ 316.00	$ 2,844.00	$ 400.00	$ 3,600.00	$ 1,000.00	$ 9,000.00	$ 850.00	$ 7,650.00	$ 846.50	$ 7,618.50		$ -	$ 600.00	$ 5,400.00
	*		CASH ALLOWANCE	UNITS	$ 1.00	50,000	$ 50,000.00	$ 1.00	$ 50,000.00	$ 1.00	$ 50,000.00	$ 1.00	$ 50,000.00	$ 1.00	$ 50,000.00	$ 1.00	$ 50,000.00		$ -	$ 1.00	$ 50,000.00
	*		CATCH BASIN (SPECIAL)	EACH	$ 7,500.00	1	$ 7,500.00	$ 9,838.00	$ 9,838.00	$ 7,500.00	$ 7,500.00	$ 8,000.00	$ 8,000.00	$ 7,500.00	$ 7,500.00	$ 8,670.00	$ 8,670.00		$ -	$ 7,300.00	$ 7,300.00
	*		CITY CONSTRUCTION SIGN	SQ FT	$ 25.00	60	$ 1,500.00	$ 35.00	$ 2,100.00	$ 30.00	$ 1,800.00	$ 30.00	$ 1,800.00	$ 20.00	$ 1,200.00	$ 35.00	$ 2,100.00		$ -	$ 35.00	$ 2,100.00
	*		DETOUR SIGNAGE, PHASE 1	EACH	$ 25,000.00	1	$ 25,000.00	$ 8,500.00	$ 8,500.00	$ 14,000.00	$ 14,000.00	$ 0.01	$ 0.01	$ 8,900.00	$ 8,900.00	$ 8,500.00	$ 8,500.00		$ -	$ 5,000.00	$ 5,000.00
	*		DETOUR SIGNAGE, PHASE 2	EACH	$ 15,000.00	1	$ 15,000.00	$ 8,500.00	$ 8,500.00	$ 3,500.00	$ 3,500.00	$ 0.01	$ 0.01	$ 2,500.00	$ 2,500.00	$ 8,500.00	$ 8,500.00		$ -	$ 5,000.00	$ 5,000.00
	*		PARKWAY RESTORATION - SEEDING	SQ YD	$ 20.00	4,616	$ 92,320.00	$ 6.50	$ 30,004.00	$ 6.50	$ 30,004.00	$ 7.15	$ 33,004.40	$ 6.00	$ 27,696.00	$ 9.50	$ 43,852.00		$ -	$ 6.50	$ 30,004.00
	*		SANITARY MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	$ 1,500.00	2	$ 3,000.00	$ 1,342.00	$ 2,684.00	$ 1,350.00	$ 2,700.00	$ 2,000.00	$ 4,000.00	$ 950.00	$ 1,900.00	$ 865.00	$ 1,730.00		$ -	$ 1,100.00	$ 2,200.00
	*		TEMPORARY ACCESS	TON	$ 50.00	110	$ 5,500.00	$ 50.00	$ 5,500.00	$ 0.01	$ 1.10	$ 30.00	$ 3,300.00	$ 0.01	$ 1.10	$ 60.00	$ 6,600.00		$ -	$ 0.01	$ 1.10
						Total	$ 2,552,171.56	Total	$2,259,873.05	Total	$ 1,854,145.43	Total	$ 2,097,383.78	Total	$1,967,336.46	Total	$2,141,749.00	Total	$ -	Total	$ 1,929,036.74
			Alt Bid																		
		40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	$ 0.01	3,575	$ 35.75	$ 0.01	$ 35.75	$ 0.01	$ 35.75	$ 0.01	$ 35.75	$ 0.01	$ 35.75	$ 0.01	$ 35.75	$ 0.01	$ 35.75	$ 0.01	$ 35.75
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	$ 20.00	49	$ 980.00	$ 50.00	$ 2,450.00	$ 0.01	$ 0.49	$ 0.01	$ 0.49	$ 0.01	$ 0.49	$ 50.00	$ 2,450.00	$ 50.00	$ 2,450.00	$ 0.01	$ 0.49
		40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	$ 95.00	667	$ 63,365.00	$ 77.00	$ 51,359.00	$ 73.00	$ 48,691.00	$ 83.00	$ 55,361.00	$ 82.00	$ 54,694.00	$ 73.50	$ 49,024.50	$ 85.00	$ 56,695.00	$ 69.00	$ 46,023.00
		40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	$ 100.00	445	$ 44,500.00	$ 93.00	$ 41,385.00	$ 83.00	$ 36,935.00	$ 84.00	$ 37,380.00	$ 89.00	$ 39,605.00	$ 80.00	$ 35,600.00	$ 90.00	$ 40,050.00	$ 74.00	$ 32,930.00
		44000164	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4"	SQ YD	$ 5.00	5,207	$ 26,035.00	$ 2.75	$ 14,319.25	$ 4.25	$ 22,129.75	$ 4.00	$ 20,828.00	$ 5.50	$ 28,638.50	$ 6.00	$ 31,242.00	$ 5.50	$ 28,638.50	$ 2.00	$ 10,414.00
		44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	$ 55.00	351	$ 19,305.00	$ 50.00	$ 17,550.00	$ 75.00	$ 26,325.00	$ 65.00	$ 22,815.00	$ 74.00	$ 25,974.00	$ 70.00	$ 24,570.00	$ 70.00	$ 24,570.00	$ 85.00	$ 29,835.00
		48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	$ 35.00	316	$ 11,060.00	$ 51.00	$ 16,116.00	$ 34.00	$ 10,744.00	$ 40.00	$ 12,640.00	$ 58.00	$ 18,328.00	$ 35.00	$ 11,060.00	$ 50.00	$ 15,800.00	$ 25.00	$ 7,900.00
		70107025	CHANGEABLE MESSAGE SIGN	CAL DA	$ 55.00	480	$ 26,400.00	$ 30.00	$ 14,400.00	$ 0.01	$ 4.80	$ 50.00	$ 24,000.00	$ 29.50	$ 14,160.00	$ 30.00	$ 14,400.00	$ 30.00	$ 14,400.00	$ 22.50	$ 10,800.00
		78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	$ 0.75	5,475	$ 4,106.25	$ 0.90	$ 4,927.50	$ 0.75	$ 4,106.25	$ 0.99	$ 5,420.25	$ 1.15	$ 6,296.25	$ 1.65	$ 9,033.75	$ 1.00	$ 5,475.00	$ 1.15	$ 6,296.25
		78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	$ 15.00	25	$ 375.00	$ 1.00	$ 25.00	$ 0.01	$ 0.25	$ 10.00	$ 250.00	$ 0.01	$ 0.25	$ 35.00	$ 875.00	$ 40.00	$ 1,000.00	$ 50.00	$ 1,250.00
		X7010216	TRAFFIC CONTROL & PROTECTION (SPECIAL)	L SUM	$ 5,000.00	1	$ 5,000.00	$ 10,000.00	$ 10,000.00	$ 19,000.00	$ 19,000.00	$ 5,000.00	$ 5,000.00	$ 3,000.00	$ 3,000.00	$ 11,033.00	$ 11,033.00	$ 66,993.75	$ 66,993.75	$ 5,000.00	$ 5,000.00
		X7810300	RECESSED REFLECTIVE PAVEMENT MARKER	EACH	$ 50.00	39	$ 1,950.00	$ 1.00	$ 39.00	$ 35.00	$ 1,365.00	$ 126.50	$ 4,933.50	$ 120.00	$ 4,680.00	$ 135.00	$ 5,265.00	$ 120.00	$ 4,680.00	$ 112.21	$ 4,376.19
						Total	$ 203,112.00	Total	$ 172,606.50	Total	$ 169,337.29	Total	$ 188,663.99	Total	$ 195,412.24	Total	$ 194,589.00	Total	$ 260,788.00	Total	$ 154,860.68

Agenda Memo

Crest Hill, IL

Meeting Date:	January 26, 2026
Submitter:	Ronald J Wiedeman
Department:	Engineering
Agenda Item:	A Resolution approving a revision to the construction agreement for the Caton Farm Rd. water main extension by and between the City of Crest Hill, Will County, Illinois and M.J. Underground, Inc. to increase the contract amount to $775,874.88.

Summary:

Over the last couple of months staff along with the city attorney have been working to get an executed utility easement along Caton Farm Rd across the Christofaro parcel, see attached exhibit.

This particular parcel is in a trust with many different people located across the United States. Because of this it is taking much longer to acquire this utility easement.

To keep the project moving forward without disrupting the contractor or causing delays in the improvement that will cost the city additional funds, staff have asked our consultant and contractor for a solution.

It has been determined that if the new water is moved to the north about 5 ft or so it can be installed within the existing easement the city already has, but do to existing ComEd power poles the work will need to be performed by directionally drilling instead of by open cut. This method of construction comes at a higher cost than traditional open cut. The additional cost to perform the installation with this method is $51,038.88.

The contractor is on schedule to be ready to install this section of water main by the week of January 26th.

To date we have not heard back from anyone from the Chrisofaro Trust and if the contractor stops work until we secure the utility easement the city will be responsible for additional costs due to the delay. These costs are estimated at $15k to $25k depending on the amount of time it takes to acquire the easement.

Therefore, it is staff recommendation to move forward with the relocation of the water main to have it installed in the existing utility easement and have the installation completed by directional boring.

Recommended Council Action: A Resolution approving a revision to the construction agreement for the Caton Farm Rd. water main extension by and between the City of Crest Hill, Will County, Illinois and M.J. Underground, Inc. to increase the contract amount to $775,874.88.

Financial Impact:

Funding Source: Water Fund

Budgeted Amount: $3,602,608.40

Cost Approved to Date:

Award Construction Amount $724,836.00

Plus Change Order No.2 $51,038.88

New Cost Approved to Date $775,874.88

With this Change order Account No 12-00-7620 is still **under** budget by over $200,000 for the 2026 budget.

Attachments

M.J. Underground, Inc CO 1 Resolution

Crest Hill-Caton Farm Rd-Change Order #2

CO 2 Exhibit

RESOLUTION NO. _____

A RESOLUTION APPROVING A REVISION TO THE CONSTRUCTION AGREEMENT FOR CATON FARM RD WATER MAIN EXTENSION BY AND BETWEEN THE CITY OF CREST HILL, WILL COUNTY, ILLINOIS AND M.J. UNDERGROUND, INC , LTD. TO INCREASE THE CONTRACT AMOUNT TO $775,874.88

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 and, 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, M.J Underground, Inc. (the "COMPANY"), is an entity that is in the business of providing Construction Services for the Caton Farm Rd. Water Main Extension. (the "Services"); and

WHEREAS, the City Council desires to engage the Company to provide the Services and the Company is ready, willing to perform the Services for the City; and

WHEREAS, City Staff have negotiated an AGREEMENT FOR Construction Services for the Caton Farm Rd. Water Main Extension. (the "Agreement") with the Company for the purposes of engaging the Company to perform the Services (a copy of the Agreement is attached hereto as Exhibit A and fully incorporated herein); and

WHEREAS, the Staff and 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 interest 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 statuary 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 part hereof.

SECTION 2: AGREEMENT APPROVED. The City Council hereby finds and declares that the conditions, terms, and provisions of this Agreement (Exhibit A) in the amount of $775,874.88 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 provisions 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 herby 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 2ND DAY FEBRUARY, 2026.

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

APPROVED THIS 2ND DAY OF FEBRUARY, 2026.

_____
Raymond R. Soliman, Mayor

ATTEST:

_____
Christine Vershay-Hall, City Clerk

EXHIBIT A

M&J Underground, Inc.

Phone (708) 534-6434
Fax (708) 534-6521

PO Box 164
Monee, IL 60449

www.mjunderground.com
info@mjunderground.com

To:	Crest Hill, City Of	**Contact:**	
Address:	20600 City Center Blvd.	**Phone:**	
	Crest Hill, IL 60403	**Fax:**	
CO Name:	HDD Water Main 8"	**CO ID:**	CO2.0
Project Location:	Caton Farm Rd & Len Kubinski Dr, Crest Hill, IL	**CO Date:**	1/9/2026

- **Change order for installing water main by HDD methods from station 413.75 to 421.00**
- **Change order includes potholing existing gas and water main in 50' increments plus all utility crossings**

Line #	Item #	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
CO2.0	CO2.0	Water Main, 8-IN DIA, DI, Open Cut (CREDIT)	725.00	LF	($109.00)	($79,025.00)
CO2.1	CO2.1	Water Main, 8-IN DIA, DI, HDD	725.00	LF	$221.00	$160,225.00
CO2.2	CO2.2	Pavement Patch, Class D (CREDIT)	66.23	SY	($144.00)	($9,537.12)
CO2.3	CO2.3	Combination Concrete Curb And Gutter Removal And Replacement (CREDIT)	60.00	LF	($181.00)	($10,860.00)
CO2.4	CO2.4	Furnish Pine Tree Sapling (CREDIT)	19.00	EACH	($80.00)	($1,520.00)
CO2.5	CO2.5	Furnish Bush (CREDIT)	18.00	EACH	($107.00)	($1,926.00)
CO2.6	CO2.6	Trench Backfill (CREDIT)	58.50	CY	($108.00)	($6,318.00)

Total Bid Price: $51,038.88

Notes:

- **Due to volatile market prices this proposal is valid for 30 days.**
- **Proposed items can not be removed from total proposal package without prior written consent.**
- Any additional work not included in this proposal requires signed authorization from the project owner or a representative of the project owner before the additional work can proceed. Additional work shall be billed on a time and material basis or agreed unit price.
- If there should exist any other contract document, these terms and conditions shall be in addition to the contract. Due to the specific nature of the work, if there are conflicts or discrepancies, these terms and conditions shall preempt any and all other documents.
- The above prices do not include any permit fees, licensing fees or bonds if required.
- Upon the commencement of our scope of work, it is agreed that the Job Site Subgrade will be within a tenth of one foot of proposed subgrade, unless otherwise deemed acceptable in writing by M & J Underground, Inc / Sunset Sewer & Water Inc
- M&J Underground / Sunset Sewer & Water will perform one punch list, which is to be received by M&J Underground / Sunset Sewer & Water from the local government agency within 30 days of final invoice. Any subsequent punch list will be invoiced on a time and material basis.
- Not responsible for dewatering which cannot be accomplished by use of standard 3" trash-pump. All construction staking/layout to be performed by others. We are not responsible for changes due to conflicting grades, utilities and/or elevations. We are not responsible for the determination of design crossing conflictions.
- M&J Underground / Sunset Sewer & Water will not be responsible for any delays or additional cost due to: Labor disputes, unavailability of materials, weather conditions, emergencies or damage to utility services that occur during the installation.
- A crew rate of $900.00/hour will be charge for any downtime caused due to utility conflicts beyond M&J Underground, Inc / Sunset Sewer & Water Inc control. We are not responsible for damages or losses from hits of unmarked underground utilities. Locating privately owned utility lines will be the responsibility of the owner.
- Not responsible for damage to existing trees, bushes, shrubs, flowers, sod, etc. Said installation shall not include any landscape replacement of any kind. No removal of excess dirt. Dirt is to be mounded over and next to trenches. If the contract contains material/spoil removal, we are never responsible for the removal of contaminated material/soil. No asphalt and/or pavement and/or concrete replacement. No sawcutting is included in this proposal.

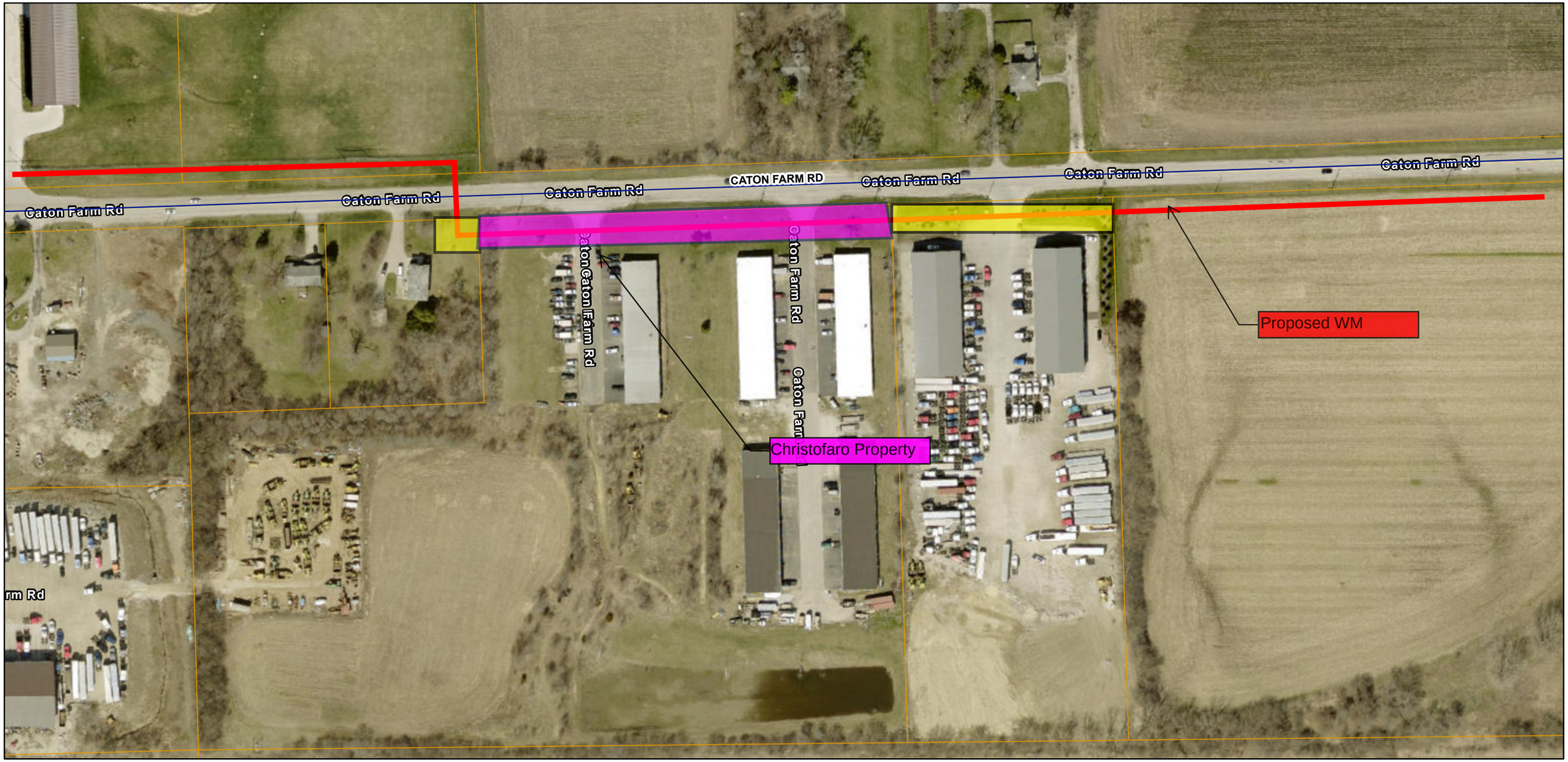
- Soil condition/changes in conditions (if applicable): Proposed auger boring is based on machine boring in suitable, dry sand or clay soils. In the event that rock, boulders, debris, flowing materials or other unsuitable materials are encountered, which in our opinion prohibit boring, owner agrees to reimburse M&J Underground, Inc / Sunset Sewer & Water, Inc for costs incurred attempting to accomplish the crossing. M&J Underground, Inc / Sunset Sewer & Water Inc will not be responsible for any voids created outside the casing while boring or tunneling through gravel, cobbles or unstable soil. If owner requests that a crossing be completed by means other than auger boring, a change in price will be negotiated which is mutually agreeable to both parties. If occasional cobbles are encountered and impassable by boring, additional cost for removal or attempted removal of the same will be billed at an hourly rate. If crossing waterway, owner will ensure that there is sufficient cover to prevent any infiltration of water or loss of overburden. Prices do not include provisions for working in or adjacent to contaminated or hazardous materials.
- No traffic control is included in this contract proposal. Unless otherwise stated.
- No erosion control is included in this contract proposal. Unless otherwise stated.
- Not responsible for testing or compaction for sewer or water. Not responsible for QC or QA of concrete, asphalt and or aggregates. Not responsible for soil testing for CCDD disposal facilities unless otherwise stated.
- Not Responsible for UPI Forms or flushing of Watermain for fire protection flow test.
- One mobilization to jobsite is included. Additional mobilizations (Not due to this contractors schedule) will be charged at $2000/each.
- Structural Improvements (Not present at the time of this proposal) that hinders work performance will subject the project to additional charges.
- Any delays incurred after the commencement of this contract, through no fault of M & J Underground, Inc / Sunset Sewer & Water, Inc may require an adjustment to the prices in this proposal.
- If a portion of this contract is found to be illegal or unenforceable, it shall not make void or voidable the entire contract.
- M & J Underground, Inc / Sunset Sewer & Water, Inc shall provide Certificates of Insurance and include others as additional insured upon request only. Any other insurance requirements above and beyond our current coverage required by for the project not specifically mentioned in our proposal will be an addition to our proposed contract amount.

Payment Terms:

We reserve the right to reject this proposal unless accepted and work and payment in full within 15 days. If payment is not made per terms of Note #1, there will be a $500.00 service charge added to the contract to cover the cost of securing our lien rights. Customer will pay all attorney's fees and court costs incurred to collect past due balance.

ACCEPTED: The above prices, specifications and conditions are satisfactory and hereby accepted. **Buyer:** _____ **Signature:** _____ **Date of Acceptance:** _____	**CONFIRMED:** **M&J Underground, Inc.** **Authorized Signature:** _____ **Estimator:** Aaron Noonan (708) 263-5865 aaron@mjunderground.com

City Of Crest Hill



1/12/2026, 10:20:48 AM

City Limits

Street Labels

Parcels

1:2,257

0 0.02 0.04 0.07 mi

0 0.03 0.06 0.12 km

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