



## **United City of Yorkville**

800 Game Farm Road

Yorkville, Illinois 60560

Telephone: 630-553-4350

[www.yorkville.il.us](http://www.yorkville.il.us)

**AGENDA**  
**CITY COUNCIL MEETING**  
**Tuesday, May 10, 2022**  
**7:00 p.m.**

City Hall Council Chambers  
800 Game Farm Road, Yorkville, IL

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**Call to Order:**

**Pledge of Allegiance:**

**Roll Call by Clerk:** WARD I

Ken Koch

Dan Transier

WARD II

Arden Joe Plocher

Craig Soling

WARD III

Chris Funkhouser

Matt Marek

WARD IV

Seaver Tarulis

Jason Peterson

**Establishment of Quorum:**

**Amendments to Agenda:**

**Presentations:**

**Public Hearings:**

**Citizen Comments on Agenda Items:**

**Consent Agenda:**

1. Minutes of the Regular City Council – April 12, 2022
2. Minutes of the Regular City Council – April 26, 2022
3. Bill Payments for Approval
  - \$ 662,756.81 (vendors – FY 22)
  - \$ 61,284.36 (vendors – FY 23)
  - \$ 361,395.30 (payroll period ending 04/29/2022)
  - \$ 1,085,436.47 (total)

**Mayor's Report:**

1. CC 2022-05 Ordinance Approving an Agreement by and Among the United City of Yorkville, Yorkville-Bristol Sanitary District and Illinois Greenhouse, LLC (Bright Farms)
2. CC 2022-18 Resolution Approving the Purchase of a 2022 Ford Escape for the Parks & Recreation Department

**Public Works Committee Report:**

**Economic Development Committee Report:**

**Public Safety Committee Report:**

**Administration Committee Report:**

**Park Board:**

**Planning and Zoning Commission:**

**City Council Report:**

**City Clerk's Report:**

**Community and Liaison Report:**

**Staff Report:**

**Mayor's Report (cont'd):**

3. CC 2021-04 City Buildings Updates
4. CC 2021-38 Water Study Update

**Additional Business:**

**Citizen Comments:**

**Executive Session:**

1. For collective negotiating matters between the public body and its employees or their representatives, or deliberations concerning salary schedules for one or more classes of employees.

**Adjournment:**

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COMMITTEES, MEMBERS AND RESPONSIBILITIES

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**ADMINISTRATION: May 18, 2022 – 6:00 p.m. – City Hall Conference Room**

<u>Committee</u>	<u>Departments</u>	<u>Liaisons</u>
Chairman: Alderman Soling	Finance	Library
Vice-Chairman: Alderman Funkhouser	Administration	
Committee: Alderman Transier		
Committee: Alderman Tarulis		

**ECONOMIC DEVELOPMENT: June 7, 2022 – 6:00 p.m. – City Hall Conference Room**

<u>Committee</u>	<u>Departments</u>	<u>Liaisons</u>
Chairman: Alderman Peterson	Community Development	Planning & Zoning Commission
Vice-Chairman: Alderman Koch	Building Safety & Zoning	Kendall Co. Plan Commission
Committee: Alderman Plocher		
Committee: Alderman Funkhouser		

COMMITTEES, MEMBERS AND RESPONSIBILITIES cont'd:

**PUBLIC SAFETY: July 7, 2022 – 6:00 p.m. – City Hall Conference Room**

<u>Committee</u>	<u>Departments</u>	<u>Liaisons</u>
Chairman: Alderman Transier	Police	School District
Vice-Chairman: Alderman Tarulis		
Committee: Alderman Soling		
Committee: Alderman Marek		

**PUBLIC WORKS: May 17, 2022 – 6:00 p.m. – City Hall Conference Room**

<u>Committee</u>	<u>Departments</u>	<u>Liaisons</u>
Chairman: Alderman Marek	Public Works	Park Board
Vice-Chairman: Alderman Plocher	Engineering	YBSD
Committee: Alderman Koch	Parks and Recreation	
Committee: Alderman Peterson		

UNITED CITY OF YORKVILLE  
WORKSHEET  
CITY COUNCIL  
**Tuesday, May 10, 2022**  
7:00 PM  
CITY COUNCIL CHAMBERS

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**AMENDMENTS TO AGENDA:**

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**CITIZEN COMMENTS ON AGENDA ITEMS:**

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**CONSENT AGENDA:**

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1. Minutes of the Regular City Council – April 12, 2022

☐ Approved: Y \_\_\_\_\_ N \_\_\_\_\_ ☐ Subject to \_\_\_\_\_

☐ Removed \_\_\_\_\_

☐ Notes \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_



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2. Minutes of the Regular City Council – April 26, 2022

☐ Approved: **Y** \_\_\_\_\_ **N** \_\_\_\_\_    ☐ Subject to \_\_\_\_\_

☐ Removed \_\_\_\_\_

☐ Notes \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

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3. Bill Payments for Approval

☐ Approved \_\_\_\_\_

☐ As presented

☐ As amended

☐ Notes \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

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**MAYOR'S REPORT:**

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1. CC 2022-05 Ordinance Approving an Agreement by and Among the United City of Yorkville, Yorkville-Bristol Sanitary District and Illinois Greenhouse, LLC (Bright Farms)

☐ Approved: **Y** \_\_\_\_\_ **N** \_\_\_\_\_    ☐ Subject to \_\_\_\_\_

☐ Removed \_\_\_\_\_

☐ Notes \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

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2. CC 2022-18 Resolution Approving the Purchase of a 2022 Ford Escape for the Parks & Recreation Department

☐ Approved: Y \_\_\_\_\_ N \_\_\_\_\_    ☐ Subject to \_\_\_\_\_

☐ Removed \_\_\_\_\_

☐ Notes \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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**MAYOR'S REPORT (CONT'D):**

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3. CC 2021-04 City Buildings Updates

☐ Approved: Y \_\_\_\_\_ N \_\_\_\_\_    ☐ Subject to \_\_\_\_\_

☐ Removed \_\_\_\_\_

☐ Notes \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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4. CC 2021-38 Water Study Update

☐ Approved: Y \_\_\_\_\_ N \_\_\_\_\_    ☐ Subject to \_\_\_\_\_

☐ Removed \_\_\_\_\_

☐ Notes \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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**ADDITIONAL BUSINESS:**

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**CITIZEN COMMENTS:**

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Reviewed By:	
Legal	<input type="checkbox"/>
Finance	<input type="checkbox"/>
Engineer	<input type="checkbox"/>
City Administrator	<input type="checkbox"/>
Community Development	<input type="checkbox"/>
Purchasing	<input type="checkbox"/>
Police	<input type="checkbox"/>
Public Works	<input type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>

Agenda Item Number

Consent Agenda #1

Tracking Number

### Agenda Item Summary Memo

**Title:** Minutes of the Regular City Council – April 12, 2022

**Meeting and Date:** City Council – May 10, 2022

**Synopsis:** Approval of Minutes

#### Council Action Previously Taken:

Date of Action: \_\_\_\_\_ Action Taken: \_\_\_\_\_

Item Number: \_\_\_\_\_

**Type of Vote Required:** Majority

**Council Action Requested:** Approval

**Submitted by:** Jori Behland Administration  
Name Department

#### Agenda Item Notes:

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**MINUTES OF THE REGULAR MEETING OF THE CITY COUNCIL**  
**OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS,**  
**HELD IN THE CITY COUNCIL CHAMBERS,**  
**800 GAME FARM ROAD ON**  
**TUESDAY, APRIL 12, 2022**

Mayor Purcell called the meeting to order at 7:00 p.m. and led the Council in the Pledge of Allegiance.

Mayor Purcell stated that he has determined that under the Governor's orders the meeting can be held with electronic attendance for the safety of the council members and the public and to help prevent the spread of the coronavirus.

**ROLL CALL**

City Clerk Behland called the roll.

Ward I	Koch	Present
	Transier	Present
Ward II	Plocher	Present
	Soling	Present
Ward III	Funkhouser	Present
	Marek	Absent
Ward IV	Tarulis	Present
	Peterson	Present

Staff in attendance at City Hall: City Clerk Behland, City Administrator Olson, Chief of Police Jensen, Attorney Orr, Public Works Director Dhuse, Community Development Director Barksdale-Noble, Finance Director Fredrickson, Parks and Recreation Director Evans, Assistant City Administrator Willrett, Attorney Gardiner, and EEI Engineer Sanderson.

Clerk's Note: Due to COVID-19, in accordance with Public Act 101-0640 and Gubernatorial Disaster Proclamation issued by Governor Pritzker pursuant to the powers vested in the Governor under the Illinois Emergency Management Act, the United City of Yorkville encouraged social distancing by allowing remote attendance to the City Council meeting.

Members of the public were able to attend this meeting in person while practicing social distancing as well as being able to access the meeting remotely via Zoom which allowed for video, audio, and telephonic participation.

A meeting notice was posted on the City's website on the agenda, minutes, and packets webpage with instructions regarding remote meeting access and a link was included for the public to participate in the meeting remotely: <https://us02web.zoom.us/j/83815654678?pwd=MXVrOFIIMHIKWVVUR1pYaG55NnN3dz09>. The Zoom meeting ID was 838 1565 4678.

**QUORUM**

A quorum was established.

**AMENDMENTS TO THE AGENDA**

None.

**PRESENTATIONS**

**Yorkville Christian High School**  
**Wrestling Team Class 1A IHSA State Championship**

Mayor Purcell presented a certificate of recognition to the Yorkville Christian High School Wrestling Team for their Class 1A IHSA State Championship.

**Yorkville Christian High School**  
**Basketball Team Class 1A IHSA State Championship**

Mayor Purcell presented a certificate of recognition to the Yorkville Christian High School Basketball Team for their Class 1A IHSA State Championship.

**PUBLIC HEARINGS**

1. Ordinance Approving the Second Amendment to the Annexation and Planned Unit Development Agreement for a Portion of the Windmill Farms Development (BW Properties Holdings, LLC/Bricolage Wellness PLLC)

Please see attached transcript from the court reporter regarding the public hearing portion of the meeting.

**CITIZEN COMMENTS ON AGENDA ITEMS**

Michael Svanovick, a resident that lives on River Road, addressed the Council with concerns about Bright Farms. Mr. Svanovick is worried for people on wells in the area Bright Farms is proposing their well.

**CONSENT AGENDA**

1. Minutes of the Regular City Council – March 8, 2022
2. Bill Payments for Approval
  - \$ 1,227,481.71 (vendors)
  - \$ 134,486.59 (wire payments)
  - \$ 667,885.46 (payroll period ending 3/18/2022 & 04/01/2022)
  - \$ 2,029,853.76 (total)

Mayor Purcell entertained a motion to approve the consent agenda. So moved by Alderman Peterson; seconded by Alderman Funkhouser.

Motion approved by a roll call vote. Ayes-7 Nays-0  
Koch-aye, Plocher-aye, Funkhouser-aye, Tarulis-aye,  
Transier-aye, Soling-aye, Peterson-aye

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**REPORTS**

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**MAYOR’S REPORT**

**Springfield**

Mayor Purcell shared that Administrator Olson, City Attorney Orr, some of the alderman, and himself attended the drive down to Springfield and met with Governor Pritzker. Mayor Purcell mentioned they discussed the water commission.

**Parks and Recreation Events**

Mayor Purcell asked Parks and Recreation Director Evans how the Easter Egg-Stravaganza went on Saturday, April 2<sup>nd</sup>. Director Evans said they had 425 participants in the Yorkville High School gym. Mayor Purcell thanked the staff and school district. Mayor Purcell also reminded everyone that Margaritas En Mayo would take place on Thursday, May 26<sup>th</sup>, in Downtown Yorkville and at Riverfront Park from 5:30 – 9:30 pm.

**Bright Farms  
(CC 2022-05)**

Administrator Olson reported on the Bright Farms draft development agreement and went through his memo that is within the packet. The final item within the agreement is regarding the building permit fees, which the City’s current estimate is more than \$350,000. City staff is currently reviewing other towns’ permit fees, Bright Farms request for a fee reduction, and how much time we think it will take staff to plan, review, and inspect these buildings. Mr. Olson said they would later provide a more detailed update and recommendation to the City Council. Alderman Funkhouser requested not to take a significant cut on the building permit fees. Alderman Plocher requested to go with the bonding regarding Corniels Road. Alderman Transier agreed with the bonding and wants to hear more about the water impact of surrounding wells. Alderman Peterson agreed and would like to know more about the inspection fees. Alderman Soling would like to hear more about the recapturing of the water.

City Engineer Sanderson said they reviewed Bright Farms’ information and conducted an independent analysis of the data. Mr. Sanderson said the Bright Farms project would not affect the City’s wells in the area. There are three miles between the Bright Farms well and the closest City well. EEI anticipates three to four wells near the Bright Farms well that could possibly be affected, and they plan to go door to door to speak to the residents.

Sean O’Neil with Bright Farms shared the well analysis and water update slides. (*see attached*) In the presentation, Mayor Purcell said it showed they would be using 75 million gallons per year at full build-out and wanted to know much of that is coming from rainwater or well water. Mr. O’Neil said the total they expect from rainwater would be roughly a quarter of the 75 million gallons. The other three quarters would be coming from the expected reused and recycled water.

**Ordinance 2022-12**

**Amending Title 3, Chapter 3 of the Code of Ordinances  
Amending a Liquor License Class (Microwinery/Winery)  
(CC 2022-13)**

Mayor Purcell entertained a motion to approve an Ordinance Amending Title 3, Chapter 3 of the Code of Ordinances amending a Liquor License Class (Microwinery/Winery) and authorize the Mayor and City Clerk to execute. So moved by Alderman Transier; seconded by Alderman Peterson.

Alderman Funkhouser made a motion to amend letter “e” of the proposed code change to read e) permit a patron to remove one unsealed, partially consumed bottle of wine for off-premises consumption; seconded by Alderman Plocher.

Motion to amend unanimously approved by a viva voce vote.

Original Motion approved by a roll call vote. Ayes-7 Nays-0  
Plocher-aye, Funkhouser-aye, Tarulis-aye, Transier-aye,  
Soling-aye, Peterson-aye, Koch-aye

**PUBLIC WORKS COMMITTEE REPORT**

No report.

**ECONOMIC DEVELOPMENT COMMITTEE REPORT**

**Aging-in-Community Memorandum of Understanding  
(EDC 2022-19)**

Alderman Peterson made a motion to approve the Memorandum of Understanding Between the Metropolitan Mayors Caucus, Planning/Aging, and Yorkville for Aging in a Changing Region and authorize the Mayor and City Clerk to execute; seconded by Alderman Koch.

Motion approved by a roll call vote. Ayes-7 Nays-0  
Funkhouser-aye, Tarulis-aye Transier-aye, Soling-aye,  
Peterson-aye, Koch-aye, Plocher-aye

**PUBLIC SAFETY COMMITTEE REPORT**

No report.

**ADMINISTRATION COMMITTEE REPORT**

No report.

**PARK BOARD**

No report.

**PLANNING AND ZONING COMMISSION**

No report.

**CITY COUNCIL REPORT**

No report.

**CITY CLERK’S REPORT**

No report.

**COMMUNITY & LIAISON REPORT**

No report.

**STAFF REPORT**

No report.

**MAYOR’S REPORT (cont’d)**

**City Buildings Updates  
(CC 2021-04)**

City Administrator Olson stated construction has begun at the Prairie Pointe building. Updates will be forwarded as they come in.

**Water Study Update  
(CC 2021-38)**

City Administrator Olson shared with the Council that the bill did pass for representation on the DuPage Water Commission Board. The bill is now in front of the Governor for signature.

**Ordinance 2022-13**

**Approving the 2022-2023 Fiscal Budget for the  
United City of Yorkville  
(CC 2022-14)**

Mayor Purcell entertained a motion to approve an Ordinance Approving the 2022-2023 Fiscal Budget, incorporating budget adjustments #1 through #15 and authorize the Mayor and City Clerk to execute. So moved by Alderman Transier; seconded by Alderman Peterson.

Motion approved by a roll call vote. Ayes-7 Nays-0  
Tarulis-aye, Transier-aye, Soling-aye, Peterson-aye,  
Koch-aye, Plocher-aye, Funkhouser-aye

**ADDITIONAL BUSINESS**

None.

**CITIZEN COMMENTS**

**Route 47**

Alderman Koch asked about Route 47, and if there was any updated regarding how damaged the road is and how bad the patchwork was. City Administrator Olson said they should start restoration next week and finalize quickly after.

**EXECUTIVE SESSION**

Mayor Purcell entertained a motion to go into executive session for the following:

- For litigation, when an action against, affecting, or on behalf of the particular public body has been filed and is pending before a court or administrative tribunal, or when the public body finds that an action is probable or imminent, in which case the basis for the finding shall be recorded and entered into the minutes of the closed meeting.
- For the purchase or lease of real property for the use of the public body.
- For the discussion of minutes of meetings lawfully closed under the Open Meetings Act, whether for purposes of approval by the body of the minutes or semi-annual review of the minutes.

So moved by Alderman Plocher; seconded by Alderman Soling.

Motion approved by a roll call vote. Ayes-7 Nays-0  
Transier-aye, Soling-aye, Peterson-aye, Koch-aye,  
Plocher-aye, Funkhouser-aye, Tarulis-aye,

The City Council entered executive session at 8:57 p.m.

The City Council returned to regular session at 9:40 p.m.

**ADJOURNMENT**

Mayor Purcell entertained a motion to adjourn the City Council meeting. So moved by Alderman Plocher; seconded by Alderman Peterson.

Motion unanimously approved by a viva voce vote.

Meeting adjourned at 9:41 p.m.

Minutes submitted by:

Jori Behland,  
City Clerk, City of Yorkville, Illinois



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6 UNITED CITY OF YORKVILLE  
7 KENDALL COUNTY, ILLINOIS  
8

9 CITY COUNCIL MEETING

10 PUBLIC HEARING  
11  
12  
13

14 800 Game Farm Road  
15 Yorkville, Illinois  
16  
17

18 Tuesday, April 12, 2022

19 7:00 p.m.  
20  
21  
22  
23  
24

1           PRESENT (in person and via Zoom):

2           Mr. John Purcell, Mayor;

3           Mr. Ken Koch, Alderman;

4           Mr. Dan Transier, Alderman;

5           Mr. Arden Joe Plocher, Mayor Pro-Tem;

6           Mr. Craig Soling, Alderman;

7           Mr. Chris Funkhouser, Alderman;

8           Mr. Seaver Tarulis, Alderman;

9           Mr. Jason Peterson, Alderman.

10          ALSO PRESENT (in person and via Zoom):

11          Mr. Bart Olson, City Administrator;

12          Ms. Jori Behland, City Clerk;

13          Ms. Erin Willrett, Assistant City

14          Administrator;

15          Ms. Kathleen Field-Orr, City Attorney;

16          Mr. Brad Sanderson, City Engineer;

17          Mr. Eric Dhuse, Public Works Director;

18          Ms. Krysti Barksdale-Noble, Community

19          Development Director;

20          Mr. Rob Fredrickson, Finance Director;

21          Mr. Tim Evans, Parks and Recreation

22          Director;

23          Chief James Jensen, Yorkville Police

24          Department.

1 (WHEREUPON, the following  
2 proceedings were had in  
3 public hearing portion  
4 of the meeting:)

5 MAYOR PURCELL: I will open now the  
6 public hearing for the ordinance to approve the  
7 Second Amendment to the Annexation and Planned  
8 Unit Development Agreement for a portion of the  
9 Windmill Farms Development, BW Properties  
10 Holdings, LLC, Bricolage -- I don't know if I  
11 pronounced that right -- Wellness, PLLC.

12 Krysti, is this something you want  
13 to talk about at all?

14 MS. NOBLE: Sure, I can do it now.

15 MAYOR PURCELL: I know this is  
16 technically the public hearing, but tell us what  
17 it's about.

18 MS. NOBLE: Windmill Farms is a  
19 subdivision that the City approved in 2006. It  
20 had a land plan attached to it for several  
21 parcels.

22 The development never occurred and  
23 the developer at the time had not secured all the  
24 parcels, so there was never a final plat attached

1 to the PUD plan, and all they had was the  
2 Annexation Agreement.

3 This particular property is one of  
4 several properties that has changed hands since  
5 that time, and they are looking to establish a  
6 professional office setting within the existing  
7 single-family home that's there. The underlying  
8 zoning is B-3.

9 This property would go through the  
10 public hearing process to rezone it, and that's  
11 at tomorrow's Planning and Zoning Commission.  
12 Tonight's request is just for them to be removed  
13 from the land plan that's attached to it.

14 MAYOR PURCELL: Excellent. So now that  
15 I have opened the public hearing, thank you for  
16 the comments, are there any members of the public  
17 here in person that would like to comment at this  
18 public hearing?

19 (No response.)

20 MAYOR PURCELL: Are there any members in  
21 Zoomland who would like to comment on the public  
22 hearing?

23 (No response.)

24 MAYOR PURCELL: This public hearing is

1       now closed.   Thank you very much.

2                               (Which were all the  
3                               proceedings had in the  
4                               public hearing portion  
5                               of the meeting.)

6                               ---o0o---

1 STATE OF ILLINOIS )  
2 ) SS.  
3 COUNTY OF LASALLE )

4 I, Christine M. Vitosh, a Certified Shorthand  
5 Reporter, do hereby certify that I transcribed  
6 the proceedings had at the public hearing and that  
7 the foregoing, Pages 1 through 6, inclusive, is a  
8 true, correct and complete computer-generated  
9 transcript of the proceedings had at the time and  
10 place aforesaid.

11 I further certify that my certificate annexed  
12 hereto applies to the original transcript and  
13 copies thereof, signed and certified under my  
14 hand only. I assume no responsibility for the  
15 accuracy of any reproduced copies not made under  
16 my control or direction.

17 As certification thereof, I have hereunto set  
18 my hand this 13th day of April, A.D., 2022.

19 *Christine M Vitosh*

20 Christine M. Vitosh, CSR  
21 Illinois CSR No. 084-002883  
22  
23  
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## City Council - Public Hearing - April 12, 2022

<b>0</b>	<b>B</b>	<b>Dhuse</b> [1] - 2:17 <b>direction</b> [1] - 6:15 <b>Director</b> [4] - 2:17, 2:19, 2:20, 2:22	<b>J</b>	<b>P</b>
<b>084-002883</b> [1] - 6:20	<b>B-3</b> [1] - 4:8 <b>Barksdale</b> [1] - 2:18 <b>Barksdale-Noble</b> [1] - 2:18 <b>Bart</b> [1] - 2:11 <b>Behland</b> [1] - 2:12 <b>Brad</b> [1] - 2:16 <b>Bricolage</b> [1] - 3:10 <b>BW</b> [1] - 3:9	<b>E</b>	<b>James</b> [1] - 2:23 <b>Jason</b> [1] - 2:9 <b>Jensen</b> [1] - 2:23 <b>Joe</b> [1] - 2:5 <b>John</b> [1] - 2:2 <b>Jori</b> [1] - 2:12	<b>p.m</b> [1] - 1:19 <b>Pages</b> [1] - 6:6 <b>parcels</b> [2] - 3:21, 3:24 <b>Parks</b> [1] - 2:21 <b>particular</b> [1] - 4:3 <b>person</b> [3] - 2:1, 2:10, 4:17 <b>Peterson</b> [1] - 2:9 <b>place</b> [1] - 6:9 <b>plan</b> [3] - 3:20, 4:1, 4:13 <b>Planned</b> [1] - 3:7 <b>Planning</b> [1] - 4:11 <b>plat</b> [1] - 3:24 <b>PLLC</b> [1] - 3:11 <b>Plocher</b> [1] - 2:5 <b>Police</b> [1] - 2:23 <b>portion</b> [3] - 3:3, 3:8, 5:4 <b>PRESENT</b> [2] - 2:1, 2:10 <b>Pro</b> [1] - 2:5 <b>Pro-Tem</b> [1] - 2:5 <b>proceedings</b> [4] - 3:2, 5:3, 6:5, 6:8 <b>process</b> [1] - 4:10 <b>professional</b> [1] - 4:6 <b>pronounced</b> [1] - 3:11 <b>properties</b> [1] - 4:4 <b>Properties</b> [1] - 3:9 <b>property</b> [2] - 4:3, 4:9 <b>pubic</b> [1] - 6:5 <b>PUBLIC</b> [1] - 1:10 <b>Public</b> [1] - 2:17 <b>public</b> [10] - 3:3, 3:6, 3:16, 4:10, 4:15, 4:16, 4:18, 4:21, 4:24, 5:4 <b>PUD</b> [1] - 4:1 <b>PURCELL</b> [5] - 3:5, 3:15, 4:14, 4:20, 4:24 <b>Purcell</b> [1] - 2:2
<b>1</b>		<b>Engineer</b> [1] - 2:16 <b>Eric</b> [1] - 2:17 <b>Erin</b> [1] - 2:13 <b>establish</b> [1] - 4:5 <b>Evans</b> [1] - 2:21 <b>excellent</b> [1] - 4:14 <b>existing</b> [1] - 4:6	<b>K</b>	
<b>1</b> [1] - 6:6 <b>12</b> [1] - 1:18 <b>13th</b> [1] - 6:17	<b>C</b>	<b>F</b>	<b>Kathleen</b> [1] - 2:15 <b>Ken</b> [1] - 2:3 <b>KENDALL</b> [1] - 1:7 <b>Koch</b> [1] - 2:3 <b>Krysti</b> [2] - 2:18, 3:12	
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## City Council - Public Hearing - April 12, 2022

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*Vitosh Reporting Service*

815.993.2832      cms.vitosh@gmail.com



**BRIGHT  FARMS®**

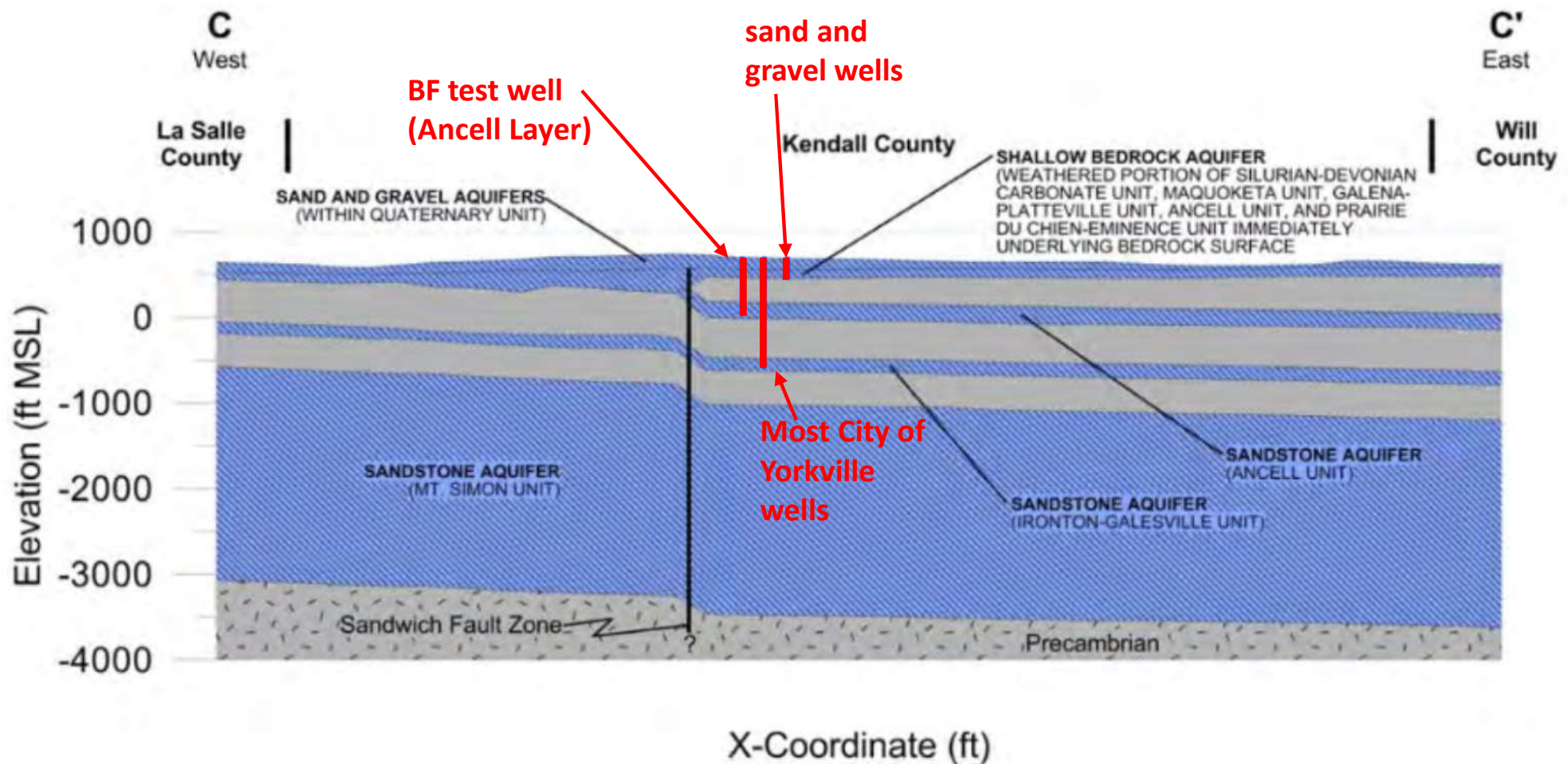
**GROWN *for* LOCALS!®**

# Well Analysis and Water Update: Yorkville IL

4/12/2022

Confidential and Proprietary

BrightFarms initial well draws from a sandstone layer that very few other area wells utilize.



BrightFarms has worked with City's engineers to ensure no net impact on City or area farms.

### Existing sandstone well

- BrightFarms to notify 4 area wells that might be affected.
- Will cover costs of lowering pumps if necessary.

### Additional Well

- BrightFarms likely to seek an additional well in the sand and gravel. Water is abundant, less energy to pump.
- The same process will be followed, ensuring minimal impact.

# Conservative estimates of BrightFarms water balance – goal is water neutrality.

EXISTING CONDITION (GAL/YEAR)	72,000,000
-------------------------------	------------

Hybrid corn  
uses 600,000  
gal/year/acre.

	1 module (phase 1)	4 modules (full build-out)
Plant Uptake	84,000	336,000
Process/Washdown	23,000	92,000
Cooling Tower Make-up	2,500	10,000
Domestic Water	5,800	23,200
<b>Total Usage</b>	<b>115,300</b>	<b>461,200</b>
Wastewater recycling	23,000	92,000
Rainwater capture (est)	25,500	102,000
Condensate Recovery (transpiration)	15,000	60,000
Condensate Recovery (boilers)	TBD	TBD
<b>Total Recycled</b>	<b>63,500</b>	<b>254,000</b>
<b>NET GALLONS/DAY</b>	<b>51,800</b>	<b>207,200</b>

Does not reflect water  
returned to the ground  
via stormwater detention  
(10 acres) and unutilized  
land (20 acres).  
Rainwater capture covers  
2.5 acres.

BRIGHTFARMS TOTAL (GAL/YEAR)	75,628,000
------------------------------	------------

Assumes corn gets  
all water from  
overburden as  
opposed to water  
that would  
otherwise run off

**Net Balance 3,628,000**







Reviewed By:	
Legal	<input type="checkbox"/>
Finance	<input type="checkbox"/>
Engineer	<input type="checkbox"/>
City Administrator	<input type="checkbox"/>
Community Development	<input type="checkbox"/>
Purchasing	<input type="checkbox"/>
Police	<input type="checkbox"/>
Public Works	<input type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>

Agenda Item Number

Consent Agenda #2

Tracking Number

### Agenda Item Summary Memo

**Title:** Minutes of the Regular City Council – April 26, 2022

**Meeting and Date:** City Council – May 10, 2022

**Synopsis:** Approval of Minutes

### Council Action Previously Taken:

Date of Action: \_\_\_\_\_ Action Taken: \_\_\_\_\_

Item Number: \_\_\_\_\_

**Type of Vote Required:** Majority

**Council Action Requested:** Approval

**Submitted by:** Jori Behland Administration  
Name Department

### Agenda Item Notes:

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**MINUTES OF THE REGULAR MEETING OF THE CITY COUNCIL**  
**OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS.**  
**HELD IN THE CITY COUNCIL CHAMBERS,**  
**800 GAME FARM ROAD ON**  
**TUESDAY, APRIL 26, 2022**

Mayor Purcell called the meeting to order at 7:02 p.m. and led the Council in the Pledge of Allegiance.

Mayor Purcell stated that he has determined that under the Governor’s orders the meeting can be held with electronic attendance for the safety of the council members and the public and to help prevent the spread of the coronavirus.

**ROLL CALL**

City Clerk Behland called the roll.

Ward I	Koch	Present
	Transier	Absent
Ward II	Plocher	Present
	Soling	Present
Ward III	Funkhouser	Present
	Marek	Present
Ward IV	Tarulis	Absent
	Peterson	Present

Staff in attendance at City Hall: City Clerk Behland, City Administrator Olson, Chief of Police Jensen, Public Works Director Dhuse, Community Development Director Barksdale-Noble, Finance Director Fredrickson, Parks and Recreation Director Evans, Assistant City Administrator Willrett, and EEI Engineer Sanderson.

Clerk’s Note: Due to COVID-19, in accordance with Public Act 101-0640 and Gubernatorial Disaster Proclamation issued by Governor Pritzker pursuant to the powers vested in the Governor under the Illinois Emergency Management Act, the United City of Yorkville encouraged social distancing by allowing remote attendance to the City Council meeting.

Members of the public were able to attend this meeting in person while practicing social distancing as well as being able to access the meeting remotely via Zoom which allowed for video, audio, and telephonic participation.

A meeting notice was posted on the City’s website on the agenda, minutes, and packets webpage with instructions regarding remote meeting access and a link was included for the public to participate in the meeting remotely: <https://us02web.zoom.us/j/83270629713?pwd=WUNxRTJpWGVGSGkdaWG5qMElnZG1Hdz09>. The Zoom meeting ID was 832 7062 9713.

**QUORUM**

A quorum was established.

**AMENDMENTS TO THE AGENDA**

None.

**PRESENTATIONS**

**Yorkville Intermediate School Recognizing  
School Resource Officer Goldsmith**

Heather Miragliotta and Scott Beavers, both teachers with the Yorkville Intermediate School, recognized Officer Goldsmith for his dedication to their after-school program.

**PUBLIC HEARINGS**

None.

**CITIZEN COMMENTS ON AGENDA ITEMS**

**Groot Industries –  
New Citywide Refuse Service Provider**

Even though Groot Industries is not on tonight’s agenda, Mayor Purcell explained that he would still allow any residents to address the Council regarding this topic. Mayor Purcell introduced Kiel Pennington with Groot Industries, participating via Zoom to give an update on the rollout. Groot currently has all refuse carts and has multiple crews out delivering cans. Groot has promised everyone within the City should have their carts no later than Saturday. All seniors will be getting a 35-gallon cart during the initial delivery. Once everyone in the City has their cart, Groot will start exchanging carts with the requested

size. Mr. Pennington said it should be a quick turnaround to swap them out. Alderman Peterson asked if people do not have cans by Monday and it's their garbage day, will their bags still be picked up. Mr. Pennington clarified that they would grab everything these first few weeks, even if there were no stickers to help the transition. They will not grab items over 50 lbs. Alderman Funkhouser asked if Groot could push the \$30 bin change fee out another month. Mr. Pennington explained that they have been waiving the \$30 fee on a case-by-case basis.

**CONSENT AGENDA**

- 1. Minutes of the Regular City Council – March 22, 2022
- 2. Bill Payments for Approval
  - \$ 664,209.21 (vendors)
  - \$ 327,282.83 (payroll period ending 4/15/2022)
  - \$ 991,492.04 (total)

Mayor Purcell entertained a motion to approve the consent agenda. So moved by Alderman Peterson; seconded by Alderman Soling.

Motion approved by a roll call vote. Ayes-6 Nays-0  
Koch-aye, Plocher-aye, Funkhouser-aye,  
Soling-aye, Marek-aye, Peterson-aye

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**REPORTS**

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**MAYOR’S REPORT**

**Ordinance Approving an Agreement by and Among the  
United City of Yorkville, Yorkville-Bristol Sanitary District  
and Illinois Greenhouse, LLC  
(CC 2022-05)**

City Administrator Olson mentioned that everything is within the packet but the agreement. The agreement should hopefully be ready by the May 10<sup>th</sup> City Council meeting. City Administrator Olson explained that Corneils Road entrance had not been finalized. After discussion, the council agreed to change the contract to the 400’ at the entrance has to be done to receive an occupancy permit; then, three years after occupancy, the second part of the road needs to be finished, and a bond has to be put into place to cover the three years. Alderman Plocher asked about the shallow well. Mr. O’Neil mentioned they would have to come back to the City with that request and do the same process over again as they did with the deeper well. Alderman Funkhouser asked if the deeper well would work; why try a smaller well, and Mr. O’Neil said this could be a backup option, and the shallower the well, the less money and carbon footprint.

**Poppy Days Proclamation  
(CC 2022-15)**

Mayor Purcell proclaimed May 9 – 15, 2022, may serve as Poppy Awareness Days in the United City of Yorkville (*see attached*).

**Motorcycle Awareness Month Proclamation  
(CC 2022-16)**

Mayor Purcell proclaimed the month of May 2022 as Motorcycle Awareness Month in the United City of Yorkville (*see attached*).

**Appointments to Boards and Commission  
(PW 2022-17)**

Mayor Purcell entertained a motion to approve the Mayor’s appointments of Ryan Forristall to the Library Board to a term ending May 2025; Jackie Milschewski to the Library Board to a term ending May 2025; Keri Pesola to the Library Board to a term ending May 2025; Greg Millen to the Planning and Zoning and Commission to a term ending May 2026; Jeff Olson to the Planning and Zoning Commission to a term ending May 2026; and Richard Vinyard to the Planning and Zoning Commission to a term ending May 2026. So moved by Alderman Funkhouser; seconded by Alderman Marek.

Motion approved by a roll call vote. Ayes-6 Nays-0  
Plocher-aye, Funkhouser-aye, Soling-aye,  
Marek-aye, Peterson-aye Koch-aye

**PUBLIC WORKS COMMITTEE REPORT**

No report.

**ECONOMIC DEVELOPMENT COMMITTEE REPORT**

**Ordinance 2022-14**

**Approving the Second Amendment to the Annexation  
and Planned Unit Development Agreement for a Portion  
of the Windmill Farms Development (BW Properties  
Holdings, LLC/Bricolage Wellness, PLLC)  
(PZC 2022-03 & EDC 2022-21)**

Alderman Peterson made a motion to approve an Ordinance Approving the Second Amendment to the Annexation and Planned Unit Development Agreement for a Portion of the Windmill Farms Development (BW Properties Holdings, LLC/Bricolage Wellness, PLLC) and authorize the Mayor and City Clerk to execute; seconded by Alderman Koch.

Motion approved by a roll call vote. Ayes-6 Nays-0  
Funkhouser-aye, Soling-aye, Marek-aye,  
Peterson-aye, Koch-aye, Plocher-aye

**PUBLIC SAFETY COMMITTEE REPORT**

No report.

**ADMINISTRATION COMMITTEE REPORT**

No report.

**PARK BOARD**

No report.

**PLANNING AND ZONING COMMISSION**

**Ordinance 2022-15**

**Approving the Rezoning to the B-3 General Business Zoning  
District of the Property Located at 8721 Route 126 and Repeal  
of the Ordinance 2008-42 as it Applies to the Property  
(BW Properties Holdings, LLC/Bricolage Wellness, PLLC)  
(PZC 2022-02 & EDC 2022-20)**

Alderman Plocher made a motion to approve an Ordinance Approving the Rezoning to the B-3 General Business Zoning District of the Property Located at 8721 Route 126 and Repeal of the Ordinance 2008-42 as it Applies to the Property (BW Properties Holdings, LLC/Bricolage Wellness, PLLC) and authorize the Mayor and City Clerk to execute; seconded by Alderman Marek.

Motion approved by a roll call vote. Ayes-6 Nays-0  
Soling-aye, Marek-aye, Peterson-aye,  
Koch-aye, Plocher-aye, Funkhouser-aye

**Ordinance 2022-16**

**Approving the Final Plat of Resubdivision  
for Bristol Bay P.U.D. Unit 3  
(PZC 2022-06 & EDC 2022-22)**

Alderman Peterson made a motion to approve an Ordinance Approving the Final Plat of Resubdivision for Bristol Bay P.U.D. Unit 3 and authorize the Mayor and City Clerk to execute; seconded by Alderman Funkhouser.

Motion approved by a roll call vote. Ayes-6 Nays-0  
Marek-aye, Peterson-aye, Koch-aye,  
Plocher-aye, Funkhouser-aye, Soling-aye

**Ordinance 2022-17**

**Approving the Final Plat of Subdivision  
for Bristol Bay P.U.D. Unit 13  
(PZC 2022-07 & EDC 2022-23)**

Alderman Marek made a motion to approve an Ordinance Approving the Final Plat of Subdivision for Bristol Bay P.U.D. Unit 13 and authorize the Mayor and City Clerk to execute; seconded by Alderman Koch.

Motion approved by a roll call vote. Ayes-6 Nays-0  
Peterson-aye, Koch-aye, Plocher-aye,  
Funkhouser-aye, Soling-aye, Marek-aye

**CITY COUNCIL REPORT**

No report.

**CITY CLERK'S REPORT**

No report.



**COMMUNITY & LIAISON REPORT**

No report.

**STAFF REPORT**

No report.

**MAYOR’S REPORT (cont’d)**

**City Buildings Updates**

(CC 2021-04)

City Administrator Olson shared that the contractors are working on wall construction and demolition of the new building. They have demoed the entire ceiling in the council chambers and discussed possibly being able to pivot some of the HVAC pipes to have a higher ceiling than they previously thought. Mr. Olson said they would eventually give some options to the Council to see if they would like to move the pipes or leave it as is. Mr. Olson said the site design and budget discussion will be at the May Public Works meeting regarding the new Public Works building.

**Water Study Update**

(CC 2021-38)

City Administrator Olson reported to the Council that, along with leaders from Oswego and Montgomery, he had toured the water commission in DuPage. The DuPage Water Commission seems willing to work with the City and appears flexible. City staff will start high-level planning regarding the entire process and funding for this project. The DuPage Water Commission mentioned they would start their own planning, and everyone would meet again and compare notes.

**ADDITIONAL BUSINESS**

None.

**CITIZEN COMMENTS**

None.

**EXECUTIVE SESSION**

Mayor Purcell entertained a motion to go into executive session for litigation. So moved by Alderman Peterson; seconded by Alderman Marek.

Motion approved by a roll call vote. Ayes-6 Nays-0  
Koch-aye, Plocher-aye, Funkhouser-aye,  
Soling-aye, Marek-aye, Peterson-aye

The City Council entered executive session at 8:14 p.m.

The City Council returned to regular session at 8:29 p.m.

**ADJOURNMENT**

Mayor Purcell entertained a motion to adjourn the City Council meeting. So moved by Alderman Plocher; seconded by Alderman Funkhouser.

Motion unanimously approved by a viva voce vote.

Meeting adjourned at 8:30 p.m.

Minutes submitted by:

Jori Behland,  
City Clerk, City of Yorkville, Illinois

## UNITED CITY OF YORKVILLE

### *Proclamation*

Whereas, America is the land of freedom, preserved and protected willingly and freely by citizen soldiers;

Whereas, millions who have answered the call to arms have died on the field of battle;

Whereas, a nation of peace must be reminded of the price of war and the debt owed to those who have died in war;

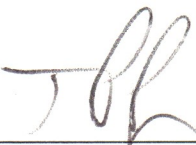
Whereas, the red poppy has been designated as a symbol of sacrifice of lives in all wars;

Whereas, the America Legion Post 489 and America Legion Auxiliary Unit 489 have pledged to remind America annually of this debt through the distribution of the memorial flower, so that May 9 - 15, 2022 may serve as "Poppy Awareness Days".

Therefore, I, John Purcell, Mayor of the United City of Yorkville, do hereby proclaim "Poppy Awareness Days" in the United City of Yorkville, and request all citizens to observe these days by wearing a Poppy and making contributions for this worthy cause.

Dated this 26<sup>th</sup> day of April, 2022, A.D.



  
\_\_\_\_\_  
John Purcell, Mayor



## UNITED CITY OF YORKVILLE

### *Motorcycle Awareness Month Proclamation*

**WHEREAS**, safety is the highest priority for the highways and streets of our City and State; and

**WHEREAS**, the great State of Illinois is proud to be a national leader in motorcycle safety, education and awareness; and

**WHEREAS**, motorcycles are a common and economical means of transportation that reduces fuel consumption and road wear, and contributes in a significant way to the relief of traffic and parking congestion; and

**WHEREAS**, it is especially meaningful that the citizens of our City and State be aware of motorcycles on the roadways and recognize the importance of motorcycle safety; and

**WHEREAS**, the members of A.B.A.T.E. of Illinois, Inc. (A Brotherhood Aimed Toward Education), continually promote motorcycle safety, education and awareness in high school drivers' education programs and to the general public in our City and State, presenting motorcycle awareness programs to over 120,000 participants in Illinois over the past seven years; and

**WHEREAS**, all motorcyclists should join A.B.A.T.E. of Illinois, Inc. in actively promoting the safe operation of motorcycles as well as promoting motorcycle safety, education, awareness and respect of the citizens of our City and State; and

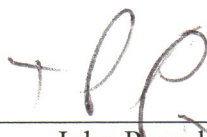
**WHEREAS**, the motorcyclists of Illinois have contributed extensive volunteerism and money to national and community charitable organizations; and

**WHEREAS**, during the month of May, all roadway users should unite in the safe sharing of the roadways within the United City of Yorkville and throughout the State of Illinois.

**NOW, THEREFORE**, I, John Purcell, Mayor of the United City of Yorkville, in the great state of Illinois, in recognition of 35 years of A.B.A.T.E. of Illinois, Inc., and over 352,318 registered motorcyclists statewide, and in recognition of the continued role Illinois serves as a leader in motorcycle safety, education and awareness, do hereby proclaim the Month of May 2022 as Motorcycle Awareness Month in the United City of Yorkville, and urge all motorists to join in an effort to improve safety and awareness on our roadways.

Dated this 26<sup>th</sup> day of April, 2022, A.D.



  
\_\_\_\_\_  
John Purcell, Mayor



Reviewed By:	
Legal	<input type="checkbox"/>
Finance	<input checked="" type="checkbox"/>
Engineer	<input type="checkbox"/>
City Administrator	<input type="checkbox"/>
Community Development	<input type="checkbox"/>
Purchasing	<input type="checkbox"/>
Police	<input type="checkbox"/>
Public Works	<input type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>

Agenda Item Number

Consent Agenda #3

Tracking Number

### Agenda Item Summary Memo

**Title:** Bills for Payment

**Meeting and Date:** City Council – May 10, 2022

**Synopsis:** \_\_\_\_\_  
\_\_\_\_\_

#### Council Action Previously Taken:

Date of Action: \_\_\_\_\_ Action Taken: \_\_\_\_\_

Item Number: \_\_\_\_\_

**Type of Vote Required:** Majority

**Council Action Requested:** Approval

**Submitted by:** Amy Simmons Finance  
Name Department

#### Agenda Item Notes:

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CHECK #	VENDOR # INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	CHECK DATE	ACCOUNT #	ITEM AMT
900116	FNBO	FIRST NATIONAL BANK OMAHA			04/25/22		
	042522-A.HERNANDEZ	03/31/22	01	CONSERV FS#6413548-CHALK		79-790-56-00-5646	7,830.00
			02	CENTRAL SOD-SOD		79-790-56-00-5640	247.00
			03	AUTO ZONE-BATTERY DEPOSIT		79-790-56-00-5640	-10.00
			04	AUTO ZONE-BATTERY		79-790-56-00-5640	100.29
			05	RURAL KING-CABLE TIES		79-790-56-00-5646	194.85
			06	PIONEER-SOCCER NETS		79-790-56-00-5646	1,170.00
			07	BERLANDS-BANDSAW		79-790-56-00-5630	889.00
			08	MASTER HALCO-BRACE BAND, RAIL		79-790-56-00-5646	63.80
			09	ENDS, ALUM TIES		** COMMENT **	
			10	U OF I CROP SCIENCE-MAR 2022		79-790-54-00-5412	25.00
			11	TURFGRASS TRAIING CLASS		** COMMENT **	
			12	REGISTRATION		** COMMENT **	
				INVOICE TOTAL:			10,509.94 *
	042522-A.SIMMONS	03/31/22	01	QUILL-STORAGE BOXES		01-110-56-00-5610	54.99
			02	QUILL-STORAGE BOXES		01-120-56-00-5610	54.99
			03	ADS- APR 2022 ALARM		24-216-54-00-5446	208.63
			04	MONITORING AT 800 GAME FARM RD		** COMMENT **	
			05	ADS- MAY & JUNE 2022 ALARM		01-000-14-00-1400	417.86
			06	MONITORING AT 800 GAME FARM RD		** COMMENT **	
			07	ADS- ADS- FEB-APR 2022 ALARM		24-216-54-00-5446	800.75
			08	MONITORING AND MAINTENANCE AT		** COMMENT **	
			09	651 PRAIRIE POINTE		** COMMENT **	
			10	VERIZON-FEB 2021 IN CAR UNITS		01-210-54-00-5440	576.16
			11	VERIZON-MAR 2022 MOBILE PHONES		01-220-54-00-5440	243.78
			12	VERIZON-MAR 2022 MOBILE PHONES		01-110-54-00-5440	126.87
			13	VERIZON-MAR 2022 MOBILE PHONES		01-210-54-00-5440	839.52
			14	VERIZON-MAR 2022 HOT SPOT		79-790-54-00-5440	36.01
			15	VERIZON-MAR 2022 MOBILE PHONES		79-795-54-00-5440	156.71
			16	VERIZON-MAR 2022 MOBILE PHONES		51-510-54-00-5440	235.81
			17	VERIZON-MAR 2022 HOT SPOT		82-820-54-00-5440	36.01
			18	VERIZON-MAR 2022 HOT SPOT		52-520-54-00-5440	36.01
			19	COMCAST-02/20-03/19INTERNET AT		24-216-54-00-5440	288.32
			20	651 PRAIRIE POINTE		** COMMENT **	
			21	WINDHAM-METRO WEST DRIVE DOWN		01-110-54-00-5415	129.96
			22	LODGING-OLSON		** COMMENT **	
			23	WINDHAM-METRO WEST DRIVE DOWN		01-110-54-00-5415	129.96
			24	LODGING-PURCELL		** COMMENT **	
			25	WINDHAM-METRO WEST DRIVE DOWN		01-110-54-00-5415	129.96
			26	LODGING-SOLING		** COMMENT **	
				INVOICE TOTAL:			4,502.30 *
	042522-B.BEHRENS	03/31/22	01	AMAZON-GLOVES, OVERALLS, PANTS		01-410-56-00-5600	81.38
			02	AMAZON-T-SHIRTS		01-410-56-00-5600	108.20
				INVOICE TOTAL:			189.58 *

CHECK #	VENDOR # INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	CHECK DATE	ACCOUNT #	ITEM AMT
900116	FNBO	FIRST NATIONAL BANK OMAHA			04/25/22		
	042522-B.OLSON	03/31/22	01	ZOOM-02/23-03/22 USAGE FEES		01-110-54-00-5462	209.96
						INVOICE TOTAL:	209.96 *
	042522-B.PFIZENMAIER	03/31/22	01	MENARDS-SYNTHETIC OIL		01-210-56-00-5620	43.45
			02	GRAND RENTAL-DUNK TANK		01-210-56-00-5650	51.00
			03	NAPA#305837-WIPER BLADES		01-210-56-00-5620	75.10
			04	NAPA#303479-BEAM BLADES		01-210-56-00-5620	28.02
			05	WALMART-SANDWICHES		01-210-56-00-5650	68.66
			06	GJOVIK#413709-TRANS REPAIR		01-210-54-00-5495	2,362.42
			07	GJOVIK#413744-REPLACE TIRES		01-210-54-00-5495	115.02
			08	FBI LEEDA-MPR TRAINING		01-210-54-00-5412	795.00
			09	COMMERCIAL TIRE-NEW TIRES		01-210-54-00-5495	864.44
			10	ILACP-2022 MEMBERSHIP RENEWAL		01-210-54-00-5460	115.00
			11	HOME DEPO-STORAGE TOES,		01-210-56-00-5620	2,994.78
			12	UTILITY CARTS		** COMMENT **	
			13	AXON STORE-LIVE SMART		01-210-56-00-5696	2,491.57
			14	CARTRIDGES		** COMMENT **	
						INVOICE TOTAL:	10,004.46 *
	042522-D.BROWN	03/31/22	01	O'REILLY#5613-236489-FILTER		51-510-56-00-5628	2.99
			02	AZ POOL SUPPLY-CHEMICALS		51-510-56-00-5638	23.90
			03	AMAZON-PHONE CASE		51-510-56-00-5620	27.58
			04	AMAZON-LEAD PAINT TEST KIT		51-510-56-00-5620	25.68
			05	AMAZON-PRINTER INK		52-520-56-00-5610	69.00
			06	AMAZON-HOODIE, JEANS, PANTS		51-510-56-00-5600	193.20
						INVOICE TOTAL:	342.35 *
	042522-D.DEBOARD	03/31/22	01	AMAZON PRIME MONTHLY FEE		82-820-54-00-5460	12.99
						INVOICE TOTAL:	12.99 *
	042522-D.HENNE	03/31/22	01	HOME DEPO-TRAFFIC SIGNAL		01-410-54-00-5435	268.48
			02	CABINET FILTERS		** COMMENT **	
						INVOICE TOTAL:	268.48 *
	042522-E.DHUSE	03/31/22	01	NAPA#307450-OIL DRY		01-410-56-00-5628	23.38
			02	NAPA#307450-OIL DRY		01-410-56-00-5620	23.38
			03	NAPA#307894-FUSES		01-410-56-00-5628	2.69
			04	NAPA#308813-FILTERS, WAX,		01-410-56-00-5620	96.64
			05	BRAKE CLEANER		** COMMENT **	
			06	NAPA#309009-LIGHTS, ID BAR		01-410-56-00-5628	48.32
			07	TARGET-IPAD KEYBOARD		52-520-56-00-5630	326.24
			08	NAPA#309087-FLUID		01-410-56-00-5628	14.98
			09	NAPA#309283-LIGHTBULBS		01-410-56-00-5628	14.26
			10	NAPA#309123-WIPER BLADES		01-410-56-00-5628	40.74
			11	APWA-MEMBERSHIP RENEWAL		51-510-54-00-5460	246.67

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900116	FNBO	FIRST NATIONAL BANK OMAHA			04/25/22		
	042522-E.DHUSE	03/31/22	12	APWA-MEMBERSHIP RENEWAL		52-520-54-00-5462	246.67
			13	APWA-MEMBERSHIP RENEWAL		01-410-54-00-5462	246.66
			14	AWWA-MEMBERSHIP RENEWAL		51-000-14-00-1400	372.00
			15	NORTHER SAFETY-RAIN SUITS		01-410-56-00-5600	205.52
			16	NORTHER SAFETY-RAIN SUITS		51-510-56-00-5600	205.52
			17	NORTHER SAFETY-RAIN SUITS		52-520-56-00-5600	205.52
				INVOICE TOTAL:			2,319.19 *
	042522-E.SCHREIBER	03/31/22	01	AMAZON-CAR TOYS, MASKING		79-795-56-00-5606	333.23
			02	TAPE, LUNCH BAGS, FOOD		** COMMENT **	
			03	COLORING, GLASS JARS, GLUE,		** COMMENT **	
			04	VOTIVE CANDLES, JAR LIDS,		** COMMENT **	
			05	PARTY FAVOR BAGS		** COMMENT **	
			06	TARGET-SPRITZ		79-795-56-00-5606	3.00
			07	AMAZON-BUBBLE WANDS, SIPPER		79-795-56-00-5606	104.76
			08	CUPS, LUNCH BAGS, BOOKS, GIFT		** COMMENT **	
			09	WRAPPING, COFFEE FILTERS		** COMMENT **	
			10	TARGET-CEREAL		79-795-56-00-5606	7.58
			11	AMAZON-FREEZER BAGS, PARTY		79-795-56-00-5606	90.12
			12	FAVOR BAGS, WIGGLE EYES, PAPER		** COMMENT **	
			13	PLATES, DIY CRAFTS		** COMMENT **	
				INVOICE TOTAL:			538.69 *
	042522-E.WILLRETT	03/31/22	01	PHYSICIANS CARE-DRUG SCREEN		79-795-54-00-5462	45.00
			02	PHYSICIANS CARE-DRUG SCREEN		01-220-54-00-5462	45.00
			03	PHYSICIANS CARE-DRUG SCREEN		82-820-54-00-5462	45.00
			04	PHYSICIANS CARE-DRUG SCREEN		52-520-54-00-5462	58.00
			05	PHYSICIANS CARE-DRUG SCREEN		01-110-54-00-5462	45.00
			06	INFO TRACT-COUNCIL PHOTOS		01-110-54-00-5462	385.00
			07	ELEMENT FOUR-MAR 2022 OFFSITE		01-640-54-00-5450	1,228.89
			08	BACKUP SERVICES		** COMMENT **	
				INVOICE TOTAL:			1,851.89 *
	042522-G.JOHNSON	03/31/22	01	FULL SOURCE-HARD HAT		51-510-56-00-5600	34.12
				INVOICE TOTAL:			34.12 *
	042522-G.NELSON	03/31/22	01	WAREHOUSE-LEGAL PADS, PENS,		01-220-56-00-5610	130.83
			02	PENCILS, PENCIL SHARPENER		** COMMENT **	
				INVOICE TOTAL:			130.83 *
	042522-G.STEFFENS	03/31/22	01	HOME DEPO-VACUUM CKLEANING		52-520-56-00-5630	85.79
			02	ACCESSORY TOOLS		** COMMENT **	
			03	CARROLL#AU055711-SONOTUBES		52-520-56-00-5620	67.04
				INVOICE TOTAL:			152.83 *
	042522-J.BAUER	03/31/22	01	AMAZON-PHONE CASE		51-510-56-00-5620	36.08

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900116	FNBO	FIRST NATIONAL BANK OMAHA			04/25/22		
	042522-J.BAUER	03/31/22	02	AMAZON-LAMINATOR & POUCH		52-520-56-00-5610	65.56
			03	BUNDLE		** COMMENT **	
						INVOICE TOTAL:	101.64 *
	042522-J.BEHLAND	03/31/22	01	AMAZON-PENS		01-110-56-00-5610	23.94
			02	TRIBUNE-ITB FOR STREET LIGHT		23-230-60-00-6005	157.86
			03	HEADS, ARMS & POLES		** COMMENT **	
			04	TRIBUNE-BID FOR E. MAIN		51-510-54-00-5426	194.29
			05	STREET IMPROVEMENTS		** COMMENT **	
			06	TRIBUNE-BID FOR KENNEDY &		23-230-60-00-6012	208.86
			07	MILL RD INTERSECTION		** COMMENT **	
			08	IMPROVEMENTS		** COMMENT **	
			09	TRIBUNE-ANNUAL BUDGET		01-110-54-00-5426	85.00
						INVOICE TOTAL:	669.95 *
	042522-J.DYON	03/31/22	01	WALMART-PRINTER INK		01-120-56-00-5610	16.60
			02	WALMART-PRINTER INK		51-510-56-00-5620	25.06
			03	WALMART-PRINTER INK		52-520-56-00-5610	7.23
						INVOICE TOTAL:	48.89 *
	042522-J.ENGBERG	03/31/22	01	ADOBE-CREATIVE CLOUD MONTHLY		01-220-54-00-5462	52.99
			02	FEE		** COMMENT **	
						INVOICE TOTAL:	52.99 *
	042522-J.GALAUNER	03/31/22	01	BSN SPORTS#916257180-SOCKS		79-795-56-00-5606	95.40
			02	BSN SPORTS#916393864-SOCCER		79-795-56-00-5606	884.00
			03	COACHING SHIRTS		** COMMENT **	
			04	BSN SPORTS#916439913-PITCHING		79-790-56-00-5646	1,357.75
			05	MOUNDS		** COMMENT **	
			06	AMAZON-REFEREE JERSEYS		79-795-56-00-5606	99.63
						INVOICE TOTAL:	2,436.78 *
	042522-J.JACKSON	03/31/22	01	HOME DEPO-BATTERY PACK, SEARCH		52-520-56-00-5630	268.00
			02	LIGHT		** COMMENT **	
						INVOICE TOTAL:	268.00 *
	042522-J.JENSEN	03/31/22	01	NATIONAL MINORITY		01-210-54-00-5411	195.00
			02	UPDATE-ONLINE PUBLIC SAFETY		** COMMENT **	
			03	ADVERTISING		** COMMENT **	
			04	FOX VALLEY BUSINESS		01-210-54-00-5412	2,100.00
			05	CONSULTING-MONTHLY COACHING		** COMMENT **	
			06	PACKAGE FOR 3 DEPUTY CHIEFS		** COMMENT **	
			07	ILACP-2022 ANNUAL CONFERENCE		01-210-54-00-5412	299.00
			08	REGISTRATIONAPR 27-29-JENSEN		** COMMENT **	
			09	AMAZON-STAINLESS STEEL TABLE		01-210-56-00-5620	388.99
						INVOICE TOTAL:	2,982.99 *



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900116	FNBO	FIRST NATIONAL BANK OMAHA			04/25/22		
	042522-J.SLEEZER	03/31/22	01	STEVENS-PW STAFF SHIRTS		01-410-56-00-5600	463.03
			02	STEVENS-PW STAFF SHIRTS		51-510-56-00-5600	396.88
			03	STEVENS-PW STAFF SHIRTS		52-520-56-00-5600	198.44
			04	STEVENS-PW STAFF SHIRTS		24-216-56-00-5600	66.15
			05	AMAZON-RETURNED SHOE CREDIT		01-410-56-00-5600	-56.18
			06	AMAZON-WORK SHOES		01-410-56-00-5600	117.23
			07	AMAZON-WORK SHOES		01-410-56-00-5600	56.18
				INVOICE TOTAL:			1,241.73 *
	042522-J.WEISS	03/31/22	01	DOLLAR TREE-CLAY POTS, SEEDS,		82-000-24-00-2480	23.50
			02	SAND, FILTERS, CUPS, FOIL		** COMMENT **	
				INVOICE TOTAL:			23.50 *
	042522-K.BALOG	03/31/22	01	ACCURINT-JAN-FEB 2022 SEARCHES		01-210-54-00-5462	300.00
			02	AMAZON-REPORT COVERS		01-210-56-00-5610	37.98
			03	AMAZON-CATALOG ENVELOPES,		01-210-56-00-5610	190.93
			04	STAMP PADS		** COMMENT **	
			05	COMCAST-02/13-03/14 KENCOM		01-640-54-00-5449	1,163.48
			06	INTERNET		** COMMENT **	
			07	AMAZON-RECORDER		01-210-56-00-5610	70.62
			08	SHAW-EMPLOYMENT AD		01-210-54-00-5411	929.00
			09	AMAZON-PAPER		01-210-56-00-5610	29.98
			10	SHRED IT-FEB 2022 SHREDDING		01-210-54-00-5462	224.06
			11	COMCAST-03/08-04/07 CABLE		01-210-54-00-5440	4.22
				INVOICE TOTAL:			2,950.27 *
	042522-K.BARKSDALE	03/31/22	01	WAREHOUSE-PHONE BOOK, TISSUE		01-220-56-00-5610	51.44
			02	LEOS-NAME PLATE		01-220-54-00-5462	18.00
			03	IACE-MEMBERSHIP RENEWAL		01-220-54-00-5460	100.00
				INVOICE TOTAL:			169.44 *
	042522-K.GREGORY	03/31/22	01	GJOVIKS#413768-TRANSMISSION &		51-510-54-00-5490	4,314.80
			02	BRAKE REPAIR		** COMMENT **	
			03	AMAZON-PENS, POCKET ORGANIZER,		01-110-56-00-5610	76.33
			04	ETHERNET CABLE & ADAPTER		** COMMENT **	
			05	CNA SURETY-NOTARY		01-110-54-00-5462	30.00
			06	BOND-WOOLSEY		** COMMENT **	
			07	AMAZON-PROJECT ORGANIZER		01-110-56-00-5610	33.16
				INVOICE TOTAL:			4,454.29 *
	042522-M.CARYLE	03/31/22	01	ON TARGET-MAR 17-19		01-210-54-00-5412	275.00
			02	RECRUITING AND APPLICANT		** COMMENT **	
			03	BACKGROUND INVESTIGATION		** COMMENT **	
			04	SEMINAR REGISTRATION-GOLDSMITH		** COMMENT **	
			05	GALLS-SIDE ZIPDUTY BOOTS		01-210-56-00-5600	153.80
				INVOICE TOTAL:			428.80 *

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900116	FNBO	FIRST NATIONAL BANK OMAHA			04/25/22		
	042522-M.MCGREGORY	03/31/22	01	FLATSOS#22749-2 TIRES PATCHED		01-410-54-00-5490	70.00
						INVOICE TOTAL:	70.00 *
	042522-P.MCAHON	03/31/22	01	NEST-FEB & MAR 2022 MONTHLY		01-210-54-00-5460	12.00
			02	FEE		** COMMENT **	
						INVOICE TOTAL:	12.00 *
	042522-P.RATOS	03/31/22	01	BFC-PLUMBING CODE		01-220-54-00-5412	100.00
			02	SEMINAR-RATOS		** COMMENT **	
			03	BFC-BUILDING CODE		01-220-54-00-5412	350.00
			04	SEMINAR-RATOS		** COMMENT **	
			05	AMAZON-HARD HAT		01-220-56-00-5620	37.06
			06	AMAZON-HARD HAT, SHOE COVERS		01-220-56-00-5620	72.84
			07	AMAZON-LAPTOP BATTERY		01-220-56-00-5620	40.94
			08	IDPH-PLUMBING LICENSE RENEWAL		01-220-54-00-5460	153.38
						INVOICE TOTAL:	754.22 *
	042522-R.FREDRICKSON	03/31/22	01	COMCAST-02/12-03/11 CABLE AT		01-110-54-00-5440	21.06
			02	800 GAME FARM RD		** COMMENT **	
			03	COMCAST-03/13-04/12 INTERNET		51-510-54-00-5440	111.85
			04	AT 610 TOWER PLANT		** COMMENT **	
			05	COMCAST-02/15-03/14 INTERNET		79-795-54-00-5440	193.60
			06	& CABLE AT 102 E VAN EMMON		** COMMENT **	
			07	NEWTEK-03/11-04/11 WEB HOSTING		01-640-54-00-5450	16.59
			08	COMCAST-02/24-03/23 INTERNET		79-790-54-00-5440	86.77
			09	AT 201 W HYDRAULIC		** COMMENT **	
			10	COMCAST-02/24-03/23 INTERNET		79-795-54-00-5440	65.08
			11	AT 201 W HYDRAULIC		** COMMENT **	
			12	COMCAST-02/24-03/23 INTERNET		01-110-54-00-5440	52.59
			13	AT 800 GAME FARM RD		** COMMENT **	
			14	COMCAST-02/24-03/23 INTERNET		01-220-54-00-5440	61.36
			15	AT 800 GAME FARM RD		** COMMENT **	
			16	COMCAST-02/24-03/23 INTERNET		01-120-54-00-5440	35.06
			17	AT 800 GAME FARM RD		** COMMENT **	
			18	COMCAST-02/24-03/23 INTERNET		01-210-54-00-5440	227.89
			19	AT 800 GAME FARM RD		** COMMENT **	
			20	COMCAST-03/01-03/28 INTERNET,		79-790-54-00-5440	232.96
			21	PHONE & CABLE AT 185 WOLF		** COMMENT **	
			22	COMCAST-03/01-03/29 INTERNET		52-520-54-00-5440	71.39
			23	AT 610 TOWER		** COMMENT **	
			24	COMCAST-03/01-03/29 INTERNET		51-510-54-00-5440	142.79
			25	AT 610 TOWER		** COMMENT **	
			26	COMCAST-03/01-03/29 INTERNET		01-410-54-00-5440	142.79
			27	AT 610 TOWER		** COMMENT **	
			28	COMCAST-03/01-03/29 INTERNET		52-520-54-00-5440	24.98

CHECK #	VENDOR # INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	CHECK DATE	ACCOUNT #	ITEM AMT
900116	FNBO	FIRST NATIONAL BANK OMAHA			04/25/22		
	042522-R.FREDRICKSON	03/31/22	29	AT 610 TOWER OFC 2		** COMMENT **	
			30	COMCAST-03/01-03/29 INTERNET		51-510-54-00-5440	49.96
			31	AT 610 TOWER OFC 2		** COMMENT **	
			32	COMCAST-03/01-03/29 INTERNET		01-410-54-00-5440	49.96
			33	AT 610 TOWER OFC 2		** COMMENT **	
				INVOICE TOTAL:			1,586.68 *
	042522-R.HORNER	03/31/22	01	AMAZON-TRUCK FLAG POLES		79-790-56-00-5640	119.92
			02	AMAZON-TABLET CASE		79-790-56-00-5620	29.98
				INVOICE TOTAL:			149.90 *
	042522-R.WOOLSEY-1	03/31/22	01	ARAMARK#610000255226-MATS		01-410-54-00-5485	43.07
			02	ARAMARK#610000252445-MATS		52-520-54-00-5485	43.07
			03	ARAMARK#610000255226-MATS		01-410-54-00-5485	43.07
			04	WATER PRODUCTS#0307898-BAND		51-510-56-00-5640	285.00
			05	REPAIR CLAMP		** COMMENT **	
			06	WATER PRODUCTS#0307899-BAND		51-510-56-00-5640	177.00
			07	REPAIR CLAMP		** COMMENT **	
			08	MINER#333579-MAR 2022 MANAGED		01-410-54-00-5462	366.85
			09	SERVICES RADIO		** COMMENT **	
			10	MINER#333579-MAR 2022 MANAGED		51-510-54-00-5462	430.65
			11	SERVICES RADIO		** COMMENT **	
			12	MINER#333579-MAR 2022 MANAGED		52-520-54-00-5462	287.10
			13	SERVICES RADIO		** COMMENT **	
			14	MINER#333579-MAR 2022 MANAGED		79-790-54-00-5462	510.40
			15	SERVICES RADIO		** COMMENT **	
			16	ARNESON#196193-FEB 2022 GAS		01-410-56-00-5695	266.44
			17	ARNESON#196193-FEB 2022 GAS		51-510-56-00-5695	266.44
			18	ARNESON#196193-FEB 2022 GAS		52-520-56-00-5695	266.44
			19	ARNESON#196194-FEB 2022 DIESEL		01-410-56-00-5695	83.26
			20	ARNESON#196194-FEB 2022 DIESEL		51-510-56-00-5695	83.26
			21	ARNESON#196194-FEB 2022 DIESEL		52-520-56-00-5695	83.26
			22	ARNESON#196814-FEB 2022 DIESEL		01-410-56-00-5695	504.52
			23	ARNESON#196814-FEB 2022 DIESEL		51-510-56-00-5695	504.52
			24	ARNESON#196814-FEB 2022 DIESEL		52-520-56-00-5695	504.53
			25	ARNESON#197162-FEB 2022 GAS		01-410-56-00-5695	369.93
			26	ARNESON#197162-FEB 2022 GAS		51-510-56-00-5695	369.94
			27	ARNESON#197162-FEB 2022 GAS		52-520-56-00-5695	369.94
			28	ARNESON#197163-FEB 2022 DIESEL		01-410-56-00-5695	547.82
			29	ARNESON#197163-FEB 2022 DIESEL		51-510-56-00-5695	547.83
			30	ARNESON#197163-FEB 2022 DIESEL		52-520-56-00-5695	547.83
			31	BEACON-SUBSCRIPTION RENEWAL		01-110-54-00-5460	49.10
			32	THROUGH 05/09		** COMMENT **	
			33	TRIBUNE-COMMUNITY DEVELOPMENT		01-110-54-00-5426	201.58
			34	BLOCK GRANT PUBLIC HEARING		** COMMENT **	

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CHECK #	VENDOR # INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	CHECK DATE	ACCOUNT #	ITEM AMT
900116	FNBO	FIRST NATIONAL BANK OMAHA			04/25/22		
	042522-R.WOOLSEY-1	03/31/22	35	TRIBUNE-NEW CITY HALL BID POST		01-110-54-00-5426	150.58
			36	TRIBUNE-NORTH CENTRAL TANK		51-510-60-00-6015	235.58
			37	REHAB BID POST		** COMMENT **	
			38	AMAZON-MEMORY PIN FOR PD		01-210-56-00-5610	146.00
			39	WATCHGUARD SERVER		** COMMENT **	
			40	WATER PRODUCTS#037918-BAND		51-510-56-00-5640	401.20
			41	REPAIR CLAMP		** COMMENT **	
			42	WATER PRODUCTS#037946-BAND		51-510-56-00-5640	150.00
			43	REPAIR CLAMP		** COMMENT **	
			44	WATER PRODUCTS#0307993-BELL		51-510-56-00-5640	1,705.00
			45	SLEEVE		** COMMENT **	
			46	WATER PRODUCTS#0307993-IRON		01-000-24-00-2440	665.10
			47	PIPE COST TO BE REFUNDED		** COMMENT **	
			48	WATER PRODUCTS#0308093-COPPER		51-510-56-00-5640	1,543.91
			49	TUBE, TOOL REROUNDER, COUPLING		** COMMENT **	
			50	WATER PRODUCTS#0308094-COPPER		51-510-56-00-5640	768.85
			51	TUBE, TOOL REROUNDER		** COMMENT **	
			52	WATER		51-510-56-00-5640	92.92
			53	PRODUCTS#0308095-COUPLING		** COMMENT **	
			54	ARAMARK#610000258078-MATS		51-510-54-00-5485	43.07
			55	ARNESON#564430-WASHER FLUID		01-410-56-00-5620	53.33
			56	ARNESON#564430-WASHER FLUID		51-510-56-00-5620	53.33
			57	ARNESON#564430-WASHER FLUID		52-520-56-00-5620	53.33
			58	ARNESON#197258-FEB 2022 GAS		01-410-56-00-5695	273.05
			59	ARNESON#197258-FEB 2022 GAS		51-510-56-00-5695	273.05
			60	ARNESON#197258-FEB 2022 GAS		52-520-56-00-5695	273.05
			61	ARNESON#197259-FEB 2022 DIESEL		01-410-56-00-5695	285.82
			62	ARNESON#197259-FEB 2022 DIESEL		51-510-56-00-5695	285.81
			63	ARNESON#197259-FEB 2022 DIESEL		52-520-56-00-5695	285.81
			64	ARNESON#197285-FEB 2022 GAS		01-410-56-00-5695	138.39
			65	ARNESON#197285-FEB 2022 GAS		51-510-56-00-5695	138.38
			66	ARNESON#197285-FEB 2022 GAS		52-520-56-00-5695	138.39
			67	ARNESON#197284-FEB 2022 DIESEL		01-410-56-00-5695	326.10
			68	ARNESON#197284-FEB 2022 DIESEL		51-510-56-00-5695	326.10
			69	ARNESON#197284-FEB 2022 DIESEL		52-520-56-00-5695	326.10
			70	ARNESON#197222-FEB 2022 GAS		01-410-56-00-5695	280.76
			71	ARNESON#197222-FEB 2022 GAS		51-510-56-00-5695	280.76
			72	ARNESON#197222-FEB 2022 GAS		52-520-56-00-5695	280.76
			73	ARNESON#197221-FEB 2022 DIESEL		01-410-56-00-5695	114.84
			74	ARNESON#197221-FEB 2022 DIESEL		51-510-56-00-5695	114.84
			75	ARNESON#197221-FEB 2022 DIESEL		52-520-56-00-5695	114.84
			76	ARNESON#565037-GAS NOZZLE		01-410-56-00-5620	33.11
			77	ARNESON#565037-GAS NOZZLE		51-510-56-00-5620	33.10
			78	ARNESON#565037-GAS NOZZLE		52-520-56-00-5620	33.10
			79	WELDSTAR#2039856-NITROGEN		01-410-54-00-5485	21.80

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900116	FNBO	FIRST NATIONAL BANK OMAHA			04/25/22		
	042522-R.WOOLSEY-1	03/31/22	80	WELDSTAR#2041217-CYLINDER		01-410-54-00-5485	46.50
			81	RENTAL		** COMMENT **	
			82	ARAMARK#610000264290-MATS		52-520-54-00-5485	43.07
			83	ARAMARK#610000267298-MATS		51-510-54-00-5485	43.07
			84	SMITHEREEN-MAR 2022 PEST		24-216-54-00-5446	92.00
			85	SERVICE		** COMMENT **	
			86	WATER PRODUCTS#0308136-		51-510-56-00-5640	192.60
			87	COUPLING		** COMMENT **	
			88	O'MALLEY#20252-REPAIR WELDING		01-410-54-00-5462	210.00
			89	AMPERAGE#1266115-IN-LAMPS		24-216-56-00-5656	71.70
			90	AMPERAGE#1266763-IN-PHOTO		23-230-56-00-5642	168.38
			91	CONTROL, INSULATING BOOTS,		** COMMENT **	
			92	FUSES, WIRE NUT BOX		** COMMENT **	
			93	PLAINFIELD SIGN-REPAIR DAMAGE		01-410-54-00-5462	475.00
			94	TO GREENBRIAR SIGN		** COMMENT **	
			95	FOX RIDGE #5703-GRAVEL		51-510-56-00-5620	946.47
			96	TRIBUNE-YBSD EXPANSION PUBLIC		01-220-54-00-5462	315.72
			97	HEARING NOTICE		** COMMENT **	
				INVOICE TOTAL:			20,797.52 *
	042522-R.WOOLSEY-2	03/31/22	01	MINER#33440-APR 2022 MANAGED		01-410-54-00-5462	366.85
			02	SERVICES RADIO		** COMMENT **	
			03	MINER#33440-APR 2022 MANAGED		51-510-54-00-5462	430.65
			04	SERVICES RADIO		** COMMENT **	
			05	MINER#33440-APR 2022 MANAGED		52-520-54-00-5462	287.10
			06	SERVICES RADIO		** COMMENT **	
			07	MINER#33440-APR 2022 MANAGED		79-790-54-00-5462	510.40
			08	SERVICES RADIO		** COMMENT **	
			09	ARNESON#199334-MAR 2022 DIESEL		01-410-54-00-5485	452.39
			10	ARNESON#199334-MAR 2022 DIESEL		51-510-54-00-5485	452.40
			11	ARNESON#199334-MAR 2022 DIESEL		52-520-54-00-5485	452.40
			12	ARNESON#199335-MAR 2022 GAS		01-410-54-00-5485	456.36
			13	ARNESON#199335-MAR 2022 GAS		51-510-54-00-5485	456.36
			14	ARNESON#199335-MAR 2022 GAS		52-520-54-00-5485	456.36
			15	ARNESON#199386-MAR 2022 GAS		01-410-54-00-5485	437.47
			16	ARNESON#199386-MAR 2022 GAS		51-510-54-00-5485	437.48
			17	ARNESON#199386-MAR 2022 GAS		52-520-54-00-5485	437.48
			18	ARNESON#199385-MAR 2022 DIESEL		01-410-54-00-5485	305.77
			19	ARNESON#199385-MAR 2022 DIESEL		51-510-54-00-5485	305.77
			20	ARNESON#199385-MAR 2022 DIESEL		52-520-54-00-5485	305.78
			21	ARNESON#570202-OIL		01-410-56-00-5620	128.15
			22	ARNESON#570202-OIL		51-510-56-00-5620	128.15
			23	ARNESON#570202-OIL		52-520-56-00-5620	128.15
			24	GJOVIK#413324-TRANS REPAIR		01-410-54-00-5490	721.39
			25	WAREHOUSE-FOLDERS, PAPER		01-110-56-00-5610	38.53

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900116	FNBO	FIRST NATIONAL BANK OMAHA			04/25/22		
	042522-R.WOOLSEY-2	03/31/22	26	TCP#110629-LUBRICANT		23-230-56-00-5642	48.00
			27	TCP#111045-STREET SIGNS		23-230-56-00-5642	56.40
			28	TCP#110735-STREET SIGNS		23-230-54-00-5482	163.10
			29	LAWSON#9309369230-CABLE TIES		01-410-56-00-5620	194.46
			30	WATER PRODUCTS#0308343-STEMS,		51-510-56-00-5640	897.94
			31	SEATS, BAND REPAIR CLAMPS,		** COMMENT **	
			32	VALVE PLATES		** COMMENT **	
				INVOICE TOTAL:			9,055.29 *
	042522-S.AUGUSTINE	03/31/22	01	QUILL-TONER		82-820-56-00-5610	304.99
			02	QUILL-BULLETIN BOARD		82-820-56-00-5610	241.77
			03	AMPERAGE#1259411-IN-BALLAST		82-820-56-00-5621	43.38
			04	SWANK#3155989-COPYRIGHT		82-000-14-00-1400	421.00
			05	COMPLIANCE SITE LICENSE		** COMMENT **	
			06	RENEWAL		** COMMENT **	
			07	MENARDS-CLEANING SUPPLIES		82-820-56-00-5621	45.16
			08	ZOOM-MAR 2022 USER FEES		82-820-54-00-5460	108.10
			09	AMAZON-CARDSTOCK		82-820-56-00-5610	18.49
			10	AMAZON-PAPER, ENVELOPES,		82-820-56-00-5610	392.76
			11	LABELS, CARDSTOCK, GLUE		** COMMENT **	
			12	STICKS, CHALK MARKERS,		** COMMENT **	
			13	CRAYONS, TAPE, GLUE GUN		** COMMENT **	
			14	AMAZON-BOOKS		82-000-24-00-2480	77.87
			15	TELEFLORAL-SYMPATHY		82-820-56-00-5676	55.94
			16	BOUQUET-BAHR		** COMMENT **	
			17	QUILL-PAPER TOWELS, BOWL		82-820-56-00-5621	368.44
			18	CLEANER, TISSUE		** COMMENT **	
			19	QUILL-GARBAGE BAGS, PAPER		82-820-56-00-5621	271.62
			20	TOWELS, TISSUE, CLEANING		** COMMENT **	
			21	SUPPLIES, GLOVES, SOAP		** COMMENT **	
			22	QUILL-CLOCK		82-820-56-00-5610	19.02
			23	CHAMBER-MAR 2022 LUNCH		82-820-54-00-5412	20.00
			24	QUILL-CLEANING SPRAY		82-820-56-00-5621	164.10
			25	AMAZON-BOOK REFUND		82-000-24-00-2480	-20.00
			26	QUILL-INK CARTRIDGES		82-820-56-00-5610	43.11
			27	METRONET-MAR 2022 INTERNET		82-820-54-00-5440	124.97
			28	4IMPRINT-LIBRARY PROMOTIONAL		82-820-54-00-5426	1,165.24
			29	ITEMS		** COMMENT **	
			30	QUILL-MONITOR		82-000-24-00-2480	174.00
			31	ILA 2022 MAY CONFERENCE		82-000-14-00-1400	320.00
			32	REGISTRATION FOR IWANSKI & HIX		** COMMENT **	
			33	AMPERAGE#1266352-IN-LAMPS		82-820-56-00-5621	98.88
			34	TRIBUNE-SUBSCRIPTION RENEWAL		82-820-54-00-5460	143.06
			35	BEACON-SUBSCRIPTION RENEWAL		82-820-54-00-5460	294.46
			36	AMAZON-SPOT REMOVER		82-820-56-00-5621	74.00
				INVOICE TOTAL:			4,970.36 *

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900116	FNBO	FIRST NATIONAL BANK OMAHA			04/25/22		
	042522-S.GAYLE	03/31/22	01	SIGNS BY TOMORROW-FLAGS		24-216-56-00-5656	671.75
			02	ACCESSORY 1-PHONE CASES		01-110-56-00-5610	399.00
						INVOICE TOTAL:	1,070.75 *
	042522-S.IWANSKI	03/31/22	01	YORKVILLE POST-POSTAGE		82-820-54-00-5452	212.73
						INVOICE TOTAL:	212.73 *
	042522-S.RAASCH	03/31/22	01	AMAON-HARD HATS, SAFETY GLASSES		24-216-54-00-5446	224.24
			02	EXHAUST WORKS-EXHAUST REPAIR		01-410-54-00-5490	804.29
						INVOICE TOTAL:	1,028.53 *
	042522-S.REDMON	03/31/22	01	PARTY CITY-SALES TAX REFUND		79-795-56-00-5606	-8.25
			02	SMITHEREEN#2658230-FEB 2022		79-795-54-00-5495	70.00
			03	PEST CONTROL		** COMMENT **	
			04	ARAMARK#610000255225-MATS		79-790-54-00-5495	28.85
			05	ARAMARK#610000249352-MATS		79-790-54-00-5495	28.50
			06	ARAMARK#610000246182-MATS		79-790-54-00-5495	28.50
			07	ARAMARK#610000243274-MATS		79-790-54-00-5495	28.50
			08	ARAMARK#610000258069-MATS		79-790-54-00-5495	28.85
			09	ARAMARK#610000252441-MATS		79-790-54-00-5495	28.85
			10	ARNESON#197165-FEB 2022 GAS		79-790-56-00-5695	267.54
			11	ARNESON#197164-FEB 2022 DIESEL		79-790-56-00-5695	84.79
			12	ARNESON#196815-FEB 2022 GAS		79-790-56-00-5695	147.34
			13	ARNESON#196813-FEB 2022 GAS		79-790-56-00-5695	1,012.15
			14	ARNESON#195239-JAN 2022 GAS		79-790-56-00-5695	293.20
			15	ARNESON#195238-JAN 2022 DIESEL		79-790-56-00-5695	74.09
			16	ARNESON#195237-JAN 2022 GAS		79-790-56-00-5695	313.53
			17	ARNESON#560819-OIL		79-790-56-00-5695	479.99
			18	AT&T-03/24-04/23 INTERNET FOR		79-795-54-00-5440	78.53
			19	TOWN SQUARE PARK SIGN		** COMMENT **	
			20	AMAZON-SHEET PROTECTORS,		79-795-56-00-5606	32.84
			21	WIGGLE EYS, BINDER RINGS		** COMMENT **	
			22	PLU & PAY-FEB 2022 FEES		79-795-54-00-5460	38.70
			23	RUNCO#859703-0-FOLDERS		79-795-56-00-5606	41.98
			24	AMAZON-ST PATS DAY SUPPLIES		79-795-56-00-5606	80.08
			25	RUNCO#859968-0-PAPER, TAPE		79-795-56-00-5610	237.97
			26	RUNCO#859968-0-SOAP		79-795-56-00-5640	23.80
			27	AMAZON-STING RELIEF WIPES		79-795-56-00-5606	12.88
			28	AMAZON-FIGURINES		79-795-56-00-5606	51.92
			29	AMAZON-FIRST AID SUPPLIES		79-795-56-00-5606	339.32
			30	SHAW-SUBSCRIPTION RENEWAL		79-795-54-00-5460	39.00
			31	AMAZON-SALES TAX REFUND		79-795-56-00-5606	-10.06
			32	AMAZON-MINI-GOLF SUPPLIES		79-795-56-00-5606	24.48
			33	AMAZON-IPAD CHARGER		79-790-56-00-5620	16.99
			34	AMAZON-MINI-GOLF SUPPLIES		79-795-56-00-5606	72.87



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900116	FNBO	FIRST NATIONAL BANK OMAHA			04/25/22		
	042522-S.REDMON	03/31/22	35	HOMEbase-SCHEDULING		79-795-56-00-5607	168.00
			36	SUBSCRIPTION		** COMMENT **	
			37	RUNCO#862264-0-GLASS CLEANER		79-795-56-00-5607	13.71
			38	RAINOUT-RAINOUT LINE RENEWAL		79-795-54-00-5462	399.00
			39	RUNCO#862262-0-CONCESSION		79-795-56-00-5607	252.83
			40	RESTROOM SUPPLIES		** COMMENT **	
			41	RUNCO#862262-0-CLOROX, CUPS		79-795-56-00-5606	165.32
			42	AMAZON-EASTER SUPPLIES		79-795-56-00-5606	119.39
				INVOICE TOTAL:			5,105.98 *
	042522-S.REMUS	03/31/22	01	BLACKBERRY OAKS-GOLF OUTING		79-795-56-00-5606	250.00
			02	DEPOSIT		** COMMENT **	
				INVOICE TOTAL:			250.00 *
	042522-S.SLEEZER	03/31/22	01	RUSO-TAMPER, RAPTOR TRIMER		79-790-56-00-5630	186.95
			02	LINE		** COMMENT **	
			03	CYLINDERS INC-CYLINDER REPAIR		79-790-54-00-5495	1,484.08
			04	SHORWOOD HOME & AUTO-FILTERS		79-790-56-00-5640	165.32
			05	RURAL KING-HITCH PINS		79-790-56-00-5630	58.36
			06	MCCANN-ATACHMENT ARMS		79-790-56-00-5640	59.19
			07	HOME DEPO-GRINDER, GRINDER		79-790-56-00-5630	1,177.64
			08	BITS, SOCKET SET, HAMMER DRILL		** COMMENT **	
			09	KIT		** COMMENT **	
				INVOICE TOTAL:			3,131.54 *
	042522-S.STROUP	03/31/22	01	AURORA UNIVERSITY-SPRING 2022		01-210-54-00-5410	1,206.00
			02	TUITION		** COMMENT **	
				INVOICE TOTAL:			1,206.00 *
	042522-T.HOULE	03/31/22	01	U OF I CROP SCIENCE-ACCESS TO		79-790-54-00-5412	45.00
			02	STANDARDS TRAINING		** COMMENT **	
			03	REGISTRATION-HERNANDEZ		** COMMENT **	
			04	U OF I CROP SCIENCE-ACCESS TO		79-790-54-00-5412	45.00
			05	STANDARDS TRAINING		** COMMENT **	
			06	REGISTRATION-SCOTT		** COMMENT **	
			07	U OF I CROP SCIENCE-ACCESS TO		79-790-54-00-5412	45.00
			08	STANDARDS TRAINING		** COMMENT **	
			09	REGISTRATION-KLEEFISCH		** COMMENT **	
			10	U OF I CROP SCIENCE-ACCESS TO		79-790-54-00-5412	45.00
			11	STANDARDS TRAINING		** COMMENT **	
			12	REGISTRATION-HORNER		** COMMENT **	
			13	U OF I CROP SCIENCE-ACCESS TO		79-790-54-00-5412	45.00
			14	STANDARDS TRAINING		** COMMENT **	
			15	REGISTRATION-SMITH		** COMMENT **	
			16	U OF I CROP SCIENCE-ACCESS TO		79-790-54-00-5412	45.00



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900116	FNBO	FIRST NATIONAL BANK OMAHA			04/25/22		
	042522-T.HOULE	03/31/22	17	STANDARDS TRAINING		** COMMENT **	
			18	REGISTRATION-HERNANDEZ		** COMMENT **	
			19	U OF I CROP SCIENCE-ACCESS TO	79-790-54-00-5412		45.00
			20	STANDARDS TRAINING		** COMMENT **	
			21	REGISTRATION-HOULE		** COMMENT **	
			22	U OF I CROP SCIENCE-ACCESS TO	79-790-54-00-5412		25.00
			23	STANDARDS TRAINING		** COMMENT **	
			24	REGISTRATION-WOLFE		** COMMENT **	
			25	HOME DEPO-PAINT, MINERAL	79-790-56-00-5640		209.86
			26	SPIRITS, TRAY LINER		** COMMENT **	
			27	NEWSTRIPE-SWITCH, GUAGE,	79-790-56-00-5640		216.50
			28	STARTER SOLENOID		** COMMENT **	
			29	DEKANE-REPAIRED GEROTOR PUMP,	79-790-54-00-5495		783.28
			30	REPAIRED TIRE, TIGHTENED DRAIN		** COMMENT **	
			31	AMAZON-FIRST AID KITS	79-790-56-00-5620		137.61
			32	RIVEVIEW FORD-PATCH	79-790-56-00-5640		5.58
			33	ROCK AUTO-EXHAUST SYSTEM KIT	79-790-56-00-5640		257.76
			34	AMAZON-FABRIC PROTECTANTS	79-790-56-00-5640		271.77
				INVOICE TOTAL:			2,222.36 *
	042522-T.MILSCHEWSKI	03/31/22	01	HOME DEPO-SLEDGE HAMMER	01-410-56-00-5630		101.94
				INVOICE TOTAL:			101.94 *
	042522-UCOY	03/31/22	01	WASTE MANAGEMENT-FEB 2022	01-540-54-00-5442		121,075.50
			02	REFUSE SERVICE		** COMMENT **	
			03	WASTE MANAGEMENT-FEB 2022	01-540-54-00-5441		3,984.81
			04	SENIOR REFUSE SERVICE		** COMMENT **	
				INVOICE TOTAL:			125,060.31 *
	042522-d.smith	03/31/22	01	RIVERVIEW FORD-STARTER MOTOR	79-790-56-00-5640		210.91
			02	GROUND EFFECTS-STRAW BLANKET	79-790-56-00-5620		72.58
				INVOICE TOTAL:			283.49 *
				CHECK TOTAL:			223,966.48
				TOTAL AMOUNT PAID:			223,966.48

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CHECK #	VENDOR # INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT
D002476	YBSD	YORKVILLE BRISTOL					
	22-MAR	04/27/22	01	MAR 2022 SANITARY FEES	95-000-24-00-2450		308,792.43
						INVOICE TOTAL:	308,792.43 *
					DIRECT DEPOSIT TOTAL:		308,792.43

TOTAL CHECKS PAID: 0.00  
TOTAL DIRECT DEPOSITS PAID: 308,792.43  
TOTAL AMOUNT PAID: 308,792.43

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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CHECK #	VENDOR # INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT
536447	AACVB	AURORA AREA CONVENTION					
	02/22-HAMPTON	04/25/22	01	FEB 2022 HAMPTON INN HOTEL TAX	01-640-54-00-5481		3,348.12
					INVOICE TOTAL:		3,348.12 *
	03/22-ALL	04/19/22	01	MAR 2022 ALL SEASON HOTEL TAX	01-640-54-00-5481		49.61
					INVOICE TOTAL:		49.61 *
	03/22-HAMPTON	04/21/22	01	MAR 2022 HAMPTON HOTEL TAX	01-640-54-00-5481		4,510.17
					INVOICE TOTAL:		4,510.17 *
	03/22-SUNSET	04/19/22	01	MAR 2022 SUNSET HOTEL TAX	01-640-54-00-5481		49.50
					INVOICE TOTAL:		49.50 *
	3/22-SUPER	04/26/22	01	MAR 2022 SUPER 8 HOTEL TAX	01-640-54-00-5481		1,380.66
					INVOICE TOTAL:		1,380.66 *
	5/21-SUNSET	04/25/22	01	MAY 2021 SUNSET HOTEL TAX	01-640-54-00-5481		54.00
					INVOICE TOTAL:		54.00 *
					CHECK TOTAL:		9,392.06
536448	ALLSTAR	ALL STAR SPORTS INSTRUCTION					
	223001	04/26/22	01	04/09-05/24 SPORTS INSTRUCTION	79-795-54-00-5462		4,823.00
					INVOICE TOTAL:		4,823.00 *
					CHECK TOTAL:		4,823.00
536449	AMEHOIST	AMERICAN HOIST & MANLIFT, INC					
	21467	04/11/22	01	APR 2022 ELEVATOR MAINTENANCE	24-216-54-00-5446		160.00
			02	AT 651 PRAIRIE POINTE	** COMMENT **		
					INVOICE TOTAL:		160.00 *
	21468	04/11/22	01	APR 2022 ELEVATOR MAINTENANCE	24-216-54-00-5446		160.00

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536449	AMEHOIST	AMERICAN HOIST & MANLIFT, INC					
	21468	04/11/22	02	AT 102 E VAN EMMON	** COMMENT **		
					INVOICE TOTAL:		160.00 *
	21470	04/11/22	01	APR 2022 MONTHLY ELEVATOR	24-216-54-00-5446		212.34
			02	MAINTENANCE, OIL AND REPLACED	** COMMENT **		
			03	BATTERY @ 800 GAME FARM RD	** COMMENT **		
					INVOICE TOTAL:		212.34 *
				CHECK TOTAL:			532.34
536450	AMERHIGH	AMERICAN HIGHWAY PRODUCTS LTD					
	31122	04/14/22	01	MANHOLE RISERS	52-520-56-00-5640		127.55
					INVOICE TOTAL:		127.55 *
				CHECK TOTAL:			127.55
536451	ATT	AT&T					
	6305536805-0422	04/25/22	01	03/26-04/25 RIVERFRONT	79-795-54-00-5440		51.67
			02	03/26-04/25 RIVERFRONT	79-790-54-00-5440		51.67
					INVOICE TOTAL:		103.34 *
				CHECK TOTAL:			103.34
536452	BATTERY S	BATTERY SERVICE CORPORATION					
	0085196	04/06/22	01	BATERIES	01-410-56-00-5628		247.00
					INVOICE TOTAL:		247.00 *
				CHECK TOTAL:			247.00
536453	BFCNST R	B&F CONSTRUCTION CODE SERVICES					
	15829	04/14/22	01	MAR 2022 INSPECTIONS	01-220-54-00-5459		7,670.00
					INVOICE TOTAL:		7,670.00 *
				CHECK TOTAL:			7,670.00

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536454	BOROWSKK	KYLE BOROWSKI					
	04/18/22-PER DIEM	04/25/22	01	NEMRT FIELD TRAINING MEAL PER	01-210-54-00-5415		80.00
			02	DIEM	** COMMENT **		
					INVOICE TOTAL:		80.00 *
					CHECK TOTAL:		80.00
536455	BOUSKAT	TIMOTHY BOUSKA					
	04/25-04/26	04/27/22	01	UMPIRE	79-795-54-00-5462		65.00
					INVOICE TOTAL:		65.00 *
					CHECK TOTAL:		65.00
D002477	BROWND	DAVID BROWN					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	51-510-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					DIRECT DEPOSIT TOTAL:		45.00
536456	CENTRALL	CENTRAL LIMESTONE COMPANY, INC					
	28426	03/07/22	01	GRAVEL	51-510-56-00-5620		84.07
					INVOICE TOTAL:		84.07 *
					CHECK TOTAL:		84.07
536457	COFFMAN	COFFMAN TRUCK SALES					
	312782	02/16/22	01	INSPECTION	01-410-54-00-5490		40.00
					INVOICE TOTAL:		40.00 *
	312792	02/16/22	01	INSPECTION	01-410-54-00-5490		39.00
					INVOICE TOTAL:		39.00 *

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536457	COFFMAN	COFFMAN TRUCK SALES					
	314823	02/23/22	01	STICKER	01-410-54-00-5490		1.00
					INVOICE TOTAL:		1.00 *
					CHECK TOTAL:		80.00
D002478	CONARDR	RYAN CONARD					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	51-510-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					DIRECT DEPOSIT TOTAL:		45.00
536458	COREMAIN	CORE & MAIN LP					
	681811	04/15/22	01	SMART MODE METERS	51-510-56-00-5664		7,688.66
					INVOICE TOTAL:		7,688.66 *
	Q574666	03/25/22	01	METERS, WIRE	51-510-56-00-5664		817.98
					INVOICE TOTAL:		817.98 *
	Q623447	04/04/22	01	HYDRO REPAIR KIT	51-510-56-00-5640		382.92
					INVOICE TOTAL:		382.92 *
	Q631054	04/06/22	01	WIRE, SCREWS	51-510-56-00-5664		321.37
					INVOICE TOTAL:		321.37 *
	Q642102	04/06/22	01	REPAIR KIT, VALVE PLATES	51-510-56-00-5664		1,245.47
					INVOICE TOTAL:		1,245.47 *
	Q688060	04/15/22	01	METER	51-510-56-00-5664		121.62
					INVOICE TOTAL:		121.62 *
	Q697096	04/15/22	01	METERS	51-510-56-00-5664		486.48
					INVOICE TOTAL:		486.48 *

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536458	COREMAIN	CORE & MAIN LP					
	Q698868	04/15/22	01	CHAMBER	51-510-56-00-5664		1,242.18
					INVOICE TOTAL:		1,242.18 *
				CHECK TOTAL:			12,306.68
536459	DELAGE	DLL FINANCIAL SERVICES INC					
	76136290	04/23/22	01	MAR 2022 COPIER LEASE	01-110-54-00-5485		113.46
			02	MAR 2022 COPIER LEASE	01-120-54-00-5485		75.64
			03	MAR 2022 COPIER LEASE	01-220-54-00-5485		189.10
			04	MAR 2022 COPIER LEASE	01-210-54-00-5485		299.10
			05	MAR 2022 COPIER LEASE	79-795-54-00-5485		94.55
			06	MAR 2022 COPIER LEASE	79-790-54-00-5485		94.55
			07	MAR 2022 COPIER LEASE	51-510-54-00-5485		44.67
			08	MAR 2022 COPIER LEASE	01-410-54-00-5485		44.67
			09	MAR 2022 COPIER LEASE	52-520-54-00-5485		44.66
					INVOICE TOTAL:		1,000.40 *
				CHECK TOTAL:			1,000.40
D002479	DHUSEE	DHUSE, ERIC					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	01-410-54-00-5440		15.00
			02	REIMBURSEMENT	** COMMENT **		
			03	APR 2022 MOBILE EMAIL	52-520-54-00-5440		15.00
			04	REIMBURSEMENT	** COMMENT **		
			05	APR 2022 MOBILE EMAIL	51-510-54-00-5440		15.00
			06	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
				DIRECT DEPOSIT TOTAL:			45.00
536460	DIRENRGY	DIRECT ENERGY BUSINESS					
	1704707-221110048853	04/21/22	01	03/18-04/18 RT47 & KENNEDY	23-230-54-00-5482		1,186.40
					INVOICE TOTAL:		1,186.40 *

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536460	DIRENRGY	DIRECT ENERGY BUSINESS					
	1704711-221030048771	04/25/22	01	03/10-04/08 KENNEDY RD	23-230-54-00-5482		16.56
					INVOICE TOTAL:		16.56 *
	1704717-221050048807	03/31/22	01	03/15-04/12 RT47 & ROSENWINKLE	23-230-54-00-5482		28.42
					INVOICE TOTAL:		28.42 *
	1704718-221040048793	04/14/22	01	03/08-04/06 RT34 & CANNONBALL	23-230-54-00-5482		17.71
					INVOICE TOTAL:		17.71 *
	1704724-221110048853	04/21/22	01	03/18-04/17 3299 LEHMAN CR	51-510-54-00-5480		8,599.61
					INVOICE TOTAL:		8,599.61 *
					CHECK TOTAL:		9,848.70
D002480	DLK	DLK, LLC					
	244	04/29/22	01	APR 2022 ECONOMIC DEVEOPMENT	01-640-54-00-5486		9,620.00
			02	HOURS	** COMMENT **		
					INVOICE TOTAL:		9,620.00 *
					DIRECT DEPOSIT TOTAL:		9,620.00
D002481	EVANST	TIM EVANS					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	79-790-54-00-5440		22.50
			02	REIMBURSEMENT	** COMMENT **		
			03	APR 2022 MOBILE EMAIL	79-795-54-00-5440		22.50
			04	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					DIRECT DEPOSIT TOTAL:		45.00
536461	FOXVALLE	FOX VALLEY TROPHY & AWARDS					
	37015	04/25/22	01	SOCCER MEDALS	79-795-56-00-5606		1,350.00
					INVOICE TOTAL:		1,350.00 *
					CHECK TOTAL:		1,350.00

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARAY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT



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D002482	FREDRICR	ROB FREDRICKSON					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	01-120-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					DIRECT DEPOSIT TOTAL:		45.00
D002483	GALAUNEJ	JAKE GALAUNER					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	79-795-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					DIRECT DEPOSIT TOTAL:		45.00
D002484	GARCIAL	LUIS GARCIA					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	51-510-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					DIRECT DEPOSIT TOTAL:		45.00
536462	GARDKOCH	GARDINER KOCH & WEISBERG					
	55037.01-A	04/18/22	01	04/14/22 COMMERCIAL MEDIATION	01-640-54-00-5461		4,983.50
			02	FEES	** COMMENT **		
					INVOICE TOTAL:		4,983.50 *
					CHECK TOTAL:		4,983.50
D002485	HENNED	DURK HENNE					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	01-410-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					DIRECT DEPOSIT TOTAL:		45.00

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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D002486	HERNANDA	ADAM HERNANDEZ					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	79-790-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
				INVOICE TOTAL:			45.00 *
				DIRECT DEPOSIT TOTAL:			45.00
536463	HERNANDN	NOAH HERNANDEZ					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	79-790-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
				INVOICE TOTAL:			45.00 *
				CHECK TOTAL:			45.00
D002487	HORNERR	RYAN HORNER					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	79-790-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
				INVOICE TOTAL:			45.00 *
				DIRECT DEPOSIT TOTAL:			45.00
D002488	HOULEA	ANTHONY HOULE					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	79-790-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
				INVOICE TOTAL:			45.00 *
				DIRECT DEPOSIT TOTAL:			45.00
536464	HUITROND	DIEGO HUITRAN					
	042022	04/20/22	01	UMPIRE	79-795-54-00-5462		35.00
				INVOICE TOTAL:			35.00 *

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536464	HUITROND	DIEGO HUITRAN					
	042322	04/23/22	01	UMPIRE	79-795-54-00-5462		70.00
					INVOICE TOTAL:		70.00 *
				CHECK TOTAL:			105.00
536465	HUMBERS	CARTER HUMBERS					
	04/25-04/26	04/27/22	01	UMPIRE	79-795-54-00-5462		45.00
					INVOICE TOTAL:		45.00 *
				CHECK TOTAL:			45.00
536466	ILPD4778	ILLINOIS STATE POLICE					
	033122-4790	03/31/22	01	LIQUOR BACKGROUND CHECKS	01-110-54-00-5462		56.50
					INVOICE TOTAL:		56.50 *
				CHECK TOTAL:			56.50
536467	ILPD4811	ILLINOIS STATE POLICE					
	033122-4811	03/31/22	01	SOLICITOR BACKGROUND CHECKS	01-110-54-00-5462		28.25
			02	MESSAGE BACKGROUND CHECKS	01-110-54-00-5462		56.50
			03	BACKGROUND CHECKS	79-795-54-00-5462		1,638.50
					INVOICE TOTAL:		1,723.25 *
				CHECK TOTAL:			1,723.25
536468	INGEMUNS	INGEMUNSON LAW OFFICES LTD					
	9902	03/01/22	01	01/19, 01/20 & 02/07 ADMIN	01-210-54-00-5467		450.00
			02	HEARINGS	** COMMENT **		
					INVOICE TOTAL:		450.00 *
	9994	04/01/22	01	MAR 2022 ADMIN HEARINGS	01-210-54-00-5467		300.00
					INVOICE TOTAL:		300.00 *
				CHECK TOTAL:			750.00

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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D002489	JACKSONJ	JAMIE JACKSON					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	52-520-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					DIRECT DEPOSIT TOTAL:		45.00
D002490	JOHNGEOR	GEORGE JOHNSON					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	51-510-54-00-5440		22.50
			02	REIMBURSEMENT	** COMMENT **		
			03	APR 2022 MOBILE EMAIL	52-520-54-00-5440		22.50
			04	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					DIRECT DEPOSIT TOTAL:		45.00
536469	JUSTSAFE	JUST SAFETY, LTD					
	37318	04/25/22	01	FIRST AID SUPPLIES	52-520-56-00-5610		65.55
					INVOICE TOTAL:		65.55 *
					CHECK TOTAL:		65.55
536470	KENDCPA	KENDALL COUNTY CHIEFS OF					
	889	04/20/22	01	APR 2022 MONTHLY MEETING FEE	01-210-54-00-5415		80.00
					INVOICE TOTAL:		80.00 *
					CHECK TOTAL:		80.00
536471	KENDCROS	KENDALL CROSSING, LLC					
	AMU REBATE 03-22	04/19/22	01	MAR 2022 NCG AMSEMENT TAX	01-640-54-00-5439		2,502.93
			02	REBATE	** COMMENT **		
					INVOICE TOTAL:		2,502.93 *

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536471	KENDCROS	KENDALL CROSSING, LLC					
	AMU REBATE 11-21 OVE	04/25/22	01	NOV 2021 AMUSEMENT TAX REBATE	01-640-54-00-5439		-47.25
			02	CORRECTION FOR OVERPAYMENT	** COMMENT **		
				INVOICE TOTAL:			-47.25 *
				CHECK TOTAL:			2,455.68
536472	KENDTREA	KENDALL COUNTY					
	21-11	05/20/21	01	KAT 2021 1ST BI-ANNUAL	01-640-54-00-5473		11,775.00
			02	CONTRIBUTION	** COMMENT **		
				INVOICE TOTAL:			11,775.00 *
	22-01	04/01/22	01	KAT 1ST BI-ANNUAL CONTRIBUTION	01-640-54-00-5473		11,775.00
				INVOICE TOTAL:			11,775.00 *
				CHECK TOTAL:			23,550.00
D002491	KLEEFISG	GLENN KLEEFISCH					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	79-790-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
				INVOICE TOTAL:			45.00 *
				DIRECT DEPOSIT TOTAL:			45.00
536473	KOLOWSKI	TIMOTHY KOLOWSKI					
	03/25/22-PER DIEM	04/19/22	01	03/25/22 NEMRT TRAINING MEAL	01-210-54-00-5415		15.73
			02	PER DIEM	** COMMENT **		
				INVOICE TOTAL:			15.73 *
				CHECK TOTAL:			15.73
536474	LANEMUCH	LANER, MUCHIN, LTD					

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536474	LANEMUCH	LANER, MUCHIN, LTD					
	616553	03/01/22	01	2021 PW NEGOTIATIONS	01-640-54-00-5463		495.00
					INVOICE TOTAL:		495.00 *
	617799	04/01/22	01	2022 GENERAL COUNSELING	01-640-54-00-5463		360.00
					INVOICE TOTAL:		360.00 *
					CHECK TOTAL:		855.00
536475	LOHERL	LIAM LOHER					
	04/25-04/26	04/27/22	01	UMPIRE	79-795-54-00-5462		90.00
					INVOICE TOTAL:		90.00 *
					CHECK TOTAL:		90.00
536476	MCGREGOM	MATTHEW MCGREGORY					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	01-410-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					CHECK TOTAL:		45.00
536477	MEADE	MEADE ELECTRIC COMPANY, INC.					
	700240	04/20/22	01	REPAIR AT US34 & CANNONBALL TR	01-410-54-00-5435		449.97
					INVOICE TOTAL:		449.97 *
	700266	04/25/22	01	REPAIR AT RT47 & US34	01-410-54-00-5435		2,152.51
					INVOICE TOTAL:		2,152.51 *
					CHECK TOTAL:		2,602.48
536478	MENLAND	MENARDS - YORKVILLE					

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536478	MENLAND	MENARDS - YORKVILLE					
	38668	03/24/22	01	PADLOCK, SCREWS	01-210-56-00-5620		12.25
					INVOICE TOTAL:		12.25 *
	38979	03/28/22	01	WIRE DISCONNECT SET	01-410-56-00-5620		15.98
					INVOICE TOTAL:		15.98 *
	38981	03/28/22	01	HANDSPLIT RAIL, PAINT	79-790-56-00-5640		199.06
					INVOICE TOTAL:		199.06 *
	38983	03/28/22	01	FENCE PICKET	24-216-56-00-5656		2.59
					INVOICE TOTAL:		2.59 *
	39057	03/29/22	01	WIRE DISCONNECT SET	01-410-56-00-5620		7.99
					INVOICE TOTAL:		7.99 *
	39064	03/29/22	01	CONCRETE MIX	52-520-56-00-5620		44.80
					INVOICE TOTAL:		44.80 *
	39084	03/29/22	01	BLACK NIPPLE	79-790-56-00-5640		5.78
					INVOICE TOTAL:		5.78 *
	39086	03/29/22	01	MULCH	52-520-56-00-5620		14.94
					INVOICE TOTAL:		14.94 *
	39093	03/29/22	01	PACKING TAPE	52-520-56-00-5620		7.99
					INVOICE TOTAL:		7.99 *
	39143	03/30/22	01	PVC PLUG	01-410-56-00-5620		1.11
					INVOICE TOTAL:		1.11 *
	39147	03/30/22	01	KNOCK OUT SEALS, BOX SPACER,	01-410-56-00-5620		313.65
			02	PVC CAP, CONDUIT, COUPLER,	** COMMENT **		
			03	WIRE	** COMMENT **		
					INVOICE TOTAL:		313.65 *

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536478	MENLAND	MENARDS - YORKVILLE					
	39154	03/30/22	01	BIT SETS, VELCRO, TAPE, TOOL	51-510-56-00-5630		41.48
			02	BAG	** COMMENT **		
					INVOICE TOTAL:		41.48 *
	39162	03/30/22	01	ELECTRICAL BOX, PLUG	24-216-56-00-5656		15.30
					INVOICE TOTAL:		15.30 *
	39164	03/30/22	01	FILTERS	24-216-56-00-5656		11.99
					INVOICE TOTAL:		11.99 *
	39176	03/30/22	01	NIPPLES	01-410-56-00-5620		4.89
					INVOICE TOTAL:		4.89 *
	39187	03/30/22	01	TRANSFER PUMP	79-790-56-00-5630		7.99
					INVOICE TOTAL:		7.99 *
	39224	03/31/22	01	NUTS, WASHERS	79-790-56-00-5640		17.14
					INVOICE TOTAL:		17.14 *
	39226	03/31/22	01	BATTERY, DRILL PUMP, SIPHON	79-790-56-00-5630		18.97
			02	PUMP	** COMMENT **		
					INVOICE TOTAL:		18.97 *
	39240	03/31/22	01	BATTERIES	52-520-56-00-5620		25.56
					INVOICE TOTAL:		25.56 *
	39242	03/31/22	01	WORKTUNES EARMUFFS, SPRAYER,	79-790-56-00-5620		173.83
			02	GLOVES	** COMMENT **		
					INVOICE TOTAL:		173.83 *
	39244	03/31/22	01	HINGES	01-410-56-00-5620		14.97
					INVOICE TOTAL:		14.97 *
	39289	04/01/22	01	SCREWDRIVER, CONTRACTOR BAGS,	51-510-56-00-5630		26.46

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT



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536478	MENLAND	MENARDS - YORKVILLE					
	39289	04/01/22	02	WIRE STRIPPER	** COMMENT **		
					INVOICE TOTAL:		26.46 *
	39306	04/01/22	01	HINGES	01-410-56-00-5620		23.97
					INVOICE TOTAL:		23.97 *
	39315	04/01/22	01	PADLOCKS	79-790-56-00-5620		28.98
					INVOICE TOTAL:		28.98 *
	39316	04/01/22	01	BUNGEE, SCREW	52-520-56-00-5620		7.95
					INVOICE TOTAL:		7.95 *
	39527	04/04/22	01	ANCHORS, LAG SHIELD	01-410-56-00-5620		7.87
					INVOICE TOTAL:		7.87 *
	39541	04/04/22	01	BUNGEE CORDS	52-520-56-00-5620		9.99
					INVOICE TOTAL:		9.99 *
	39548	04/04/22	01	TRANSPORT CHAIN	79-790-56-00-5620		29.99
					INVOICE TOTAL:		29.99 *
	39558	04/04/22	01	LIGHT BULB	23-230-56-00-5642		8.96
					INVOICE TOTAL:		8.96 *
	39666	04/06/22	01	CULTIVATOR	01-410-56-00-5630		14.99
					INVOICE TOTAL:		14.99 *
	39670-22	04/06/22	01	EXHAUST FLUID	52-520-56-00-5628		38.98
			02	BLEACH	52-520-56-00-5620		27.92
					INVOICE TOTAL:		66.90 *
	39672-22	04/06/22	01	SPRAY PAINT, ROLLERS, BRUSH	79-790-56-00-5640		33.81
					INVOICE TOTAL:		33.81 *
	39681	04/06/22	01	CONCRETE MIX	01-410-56-00-5620		8.40
					INVOICE TOTAL:		8.40 *

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536478	MENLAND	MENARDS - YORKVILLE					
	39695	04/06/22	01	CLEVIS PIN, D-RING, MEASURE	79-790-56-00-5640		39.94
			02	TAPE	** COMMENT **		
					INVOICE TOTAL:		39.94 *
	39737	04/07/22	01	DOWNSPOUTS, ELBOWS, GUTTERS,	24-216-56-00-5656		101.49
			02	COUPLING, BATTERIES, FILTERS	** COMMENT **		
					INVOICE TOTAL:		101.49 *
	39745	04/07/22	01	PAPER TOWEL	79-790-56-00-5620		118.50
					INVOICE TOTAL:		118.50 *
	39746	04/07/22	01	DRILLBITS, GRINDING WHEEL	01-410-56-00-5630		48.95
					INVOICE TOTAL:		48.95 *
	39767	04/27/22	01	POLE BREAKERS, OUTLETS,	24-216-56-00-5656		147.23
			02	CONNECTORS, POLY LINE	** COMMENT **		
					INVOICE TOTAL:		147.23 *
		*** VOID---LEADER CHECK ***					
536479	MENLAND	MENARDS - YORKVILLE					
	39801	04/08/22	01	ELBOW, DOWNSPOUT	24-216-56-00-5656		6.57
					INVOICE TOTAL:		6.57 *
	39810	04/08/22	01	ROPE	79-790-56-00-5640		22.99
					INVOICE TOTAL:		22.99 *
	39821	04/08/22	01	COMPACT DRILL KIT, SCREWDRIVER	51-510-56-00-5630		168.12
			02	CABLE TIES, DRIVE GUIDE SET	** COMMENT **		
					INVOICE TOTAL:		168.12 *
	39837-22	04/08/22	01	POLE-BREAKER, BOLTS, SEALS,	79-790-56-00-5640		75.67

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536479	MENLAND	MENARDS - YORKVILLE					
	39837-22	04/08/22	02	LUG	** COMMENT **		
					INVOICE TOTAL:		75.67 *
	39852	04/08/22	01	REBAR, WHEEL COATING SPRAY	79-790-56-00-5640		112.63
					INVOICE TOTAL:		112.63 *
	39988	04/09/22	01	ROPE, SPLICE, COUPLER, PVC	23-230-56-00-5642		87.97
			02	CEMENT, CONDUIT	** COMMENT **		
					INVOICE TOTAL:		87.97 *
	40086	04/11/22	01	WIRE STRIPPER, PROPANE	01-410-56-00-5630		19.18
					INVOICE TOTAL:		19.18 *
	40204	04/13/22	01	CARTRIDGE FILTER	01-410-54-00-5435		10.29
					INVOICE TOTAL:		10.29 *
	40209	04/13/22	01	ANT BAIT	01-410-54-00-5435		21.88
					INVOICE TOTAL:		21.88 *
	40213	04/13/22	01	CARABINER	52-520-56-00-5620		9.88
					INVOICE TOTAL:		9.88 *
	40215	04/13/22	01	SOCKET ADAPTER	01-410-56-00-5620		5.97
					INVOICE TOTAL:		5.97 *
	40217	04/13/22	01	ELBOW, CAM CAP, CORDS,	24-216-56-00-5656		66.30
			02	DOWNSPOUT	** COMMENT **		
					INVOICE TOTAL:		66.30 *
	40235	04/13/22	01	SEEL WHEEL	52-520-56-00-5628		21.99
					INVOICE TOTAL:		21.99 *
	40296	04/14/22	01	FLEX TUBING, SPLICE, WIRE,	52-520-56-00-5620		61.85
			02	TAPE, CLAMPS	** COMMENT **		
					INVOICE TOTAL:		61.85 *

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536479	MENLAND	MENARDS - YORKVILLE					
	40655	04/19/22	01	SPRAY PAINT, LAUNDRY SOAP	52-520-56-00-5620		28.86
					INVOICE TOTAL:		28.86 *
	40670-22	04/19/22	01	BUG BAITS, PVC PIPE, PVC CAP	24-216-56-00-5656		28.94
					INVOICE TOTAL:		28.94 *
	40681	04/19/22	01	CONTRACTOR BAGS, SCREWS,	51-510-56-00-5620		149.27
			02	ANCHORS, SCREWDRIVER, DRILL	** COMMENT **		
			03	BIT SETS, DUCT SEALING	** COMMENT **		
			04	COMPOUND, CABLE TIES, HACKSAW	** COMMENT **		
					INVOICE TOTAL:		149.27 *
	40756-22	04/20/22	01	CONCRETE MIX, SUPER GLUE	79-790-56-00-5620		196.35
					INVOICE TOTAL:		196.35 *
	40825	04/21/22	01	PVC PIPE, STAKES	79-790-56-00-5620		35.80
					INVOICE TOTAL:		35.80 *
	40903	04/22/22	01	BATTERY	79-790-56-00-5640		44.99
					INVOICE TOTAL:		44.99 *
	40904	04/22/22	01	BATTERY DEPOSIT REFUND	79-790-56-00-5640		-10.00
					INVOICE TOTAL:		-10.00 *
					CHECK TOTAL:		2,848.14
536480	MESIMPSON	M.E. SIMPSON CO, INC					
	38323	02/28/22	01	LEAK LOCATION AT 201 SOMONAUKE	51-510-54-00-5462		275.00
					INVOICE TOTAL:		275.00 *
	38450	03/31/22	01	LEAK LOCATION AT 206 MAIN ST	51-510-54-00-5462		695.00
					INVOICE TOTAL:		695.00 *
					CHECK TOTAL:		970.00

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536481	METIND	METROPOLITAN INDUSTRIES, INC.					
	INV038018	04/15/22	01	APR 2022 LIFT STATION METRO	52-520-54-00-5444		270.00
			02	CLOUD DATA SERVICE	** COMMENT **		
				INVOICE TOTAL:			270.00 *
				CHECK TOTAL:			270.00
536482	METROWES	METRO WEST COG					
	4665	04/06/22	01	MAR 2022 LEGISLATIVE DRIVEDOWN	01-110-54-00-5412		300.00
			02	FOR 3 PEOPLE	** COMMENT **		
				INVOICE TOTAL:			300.00 *
				CHECK TOTAL:			300.00
536483	MIDWSALT	MIDWEST SALT					
	0221490	04/21/22	01	BULK ROCK SALT	51-510-56-00-5638		2,822.40
				INVOICE TOTAL:			2,822.40 *
				CHECK TOTAL:			2,822.40
D002492	MILSCHET	TED MILSCHEWSKI					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	24-216-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
				INVOICE TOTAL:			45.00 *
				DIRECT DEPOSIT TOTAL:			45.00
536484	MOHMS	MIDWEST OCCUPATIONAL HEALTH MS					
	210544	03/23/22	01	2022 DOT RANDOM MGMT FEE	79-790-54-00-5462		200.00
			02	2022 DOT RANDOM MGMT FEE	01-410-54-00-5462		150.00
			03	2022 DOT RANDOM MGMT FEE	51-510-54-00-5462		112.50

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536484	MOHMS	MIDWEST OCCUPATIONAL HEALTH MS					
	210544	03/23/22	04	2022 DOT RANDOM MGMT FEE	52-520-54-00-5462		62.50
					INVOICE TOTAL:		525.00 *
					CHECK TOTAL:		525.00
536485	NICOR	NICOR GAS					
	16-00-27-3553 4-0322	04/12/22	01	03/14-04/12 1301 CAROLYN CT	01-110-54-00-5480		53.77
					INVOICE TOTAL:		53.77 *
	31-61-67-2493 10322	04/11/22	01	03/11-04/11 276 WINDHAM CR	01-110-54-00-5480		55.72
					INVOICE TOTAL:		55.72 *
	37-35-53-1941 1-0322	04/07/22	01	03/09-04/07 185 WOLF ST	01-110-54-00-5480		471.91
					INVOICE TOTAL:		471.91 *
	45-12-25-4081 3-0322	04/12/22	01	03/11-04/11 201 W HYDRAULIC	01-110-54-00-5480		336.97
					INVOICE TOTAL:		336.97 *
	46-69-47-6727 1-0322	04/07/22	01	03/09-04/07 1975 N BRIDGE	01-110-54-00-5480		158.40
					INVOICE TOTAL:		158.40 *
	66-70-44-6742 9-0322	04/07/22	01	03/09-04/07 1908 RAINTREE RD	01-110-54-00-5480		175.63
					INVOICE TOTAL:		175.63 *
	80-56-05-1157 0-0322	04/07/22	01	03/09-04/07 2512 ROSEMONT DR	01-110-54-00-5480		76.58
					INVOICE TOTAL:		76.58 *
					CHECK TOTAL:		1,328.98
536486	OLEARYC	CYNTHIA O'LEARY					
	REC SPRING 2022	04/10/22	01	SOCCER OFFICIALS ASSIGNING FEE	79-795-54-00-5462		300.00
					INVOICE TOTAL:		300.00 *
					CHECK TOTAL:		300.00

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536487	PARADISE	PARADISE CAR WASH					
	224472	04/08/22	01	MAR 2022 CAR WASHES	79-790-54-00-5495		20.00
					INVOICE TOTAL:		20.00 *
				CHECK TOTAL:			20.00
536488	PESOLA	PESOLA MEDIA GROUP					
	204748	04/12/22	01	2022 SPONSOR BANNERS	79-795-56-00-5606		2,400.00
					INVOICE TOTAL:		2,400.00 *
				CHECK TOTAL:			2,400.00
536489	PFIZENMB	BEHR PFIZENMAIER					
	021022-PER DIEM	02/10/22	01	I LETSBEI TRAINING MEAL PER	01-210-54-00-5415		45.00
			02	DIEM	** COMMENT **		
					INVOICE TOTAL:		45.00 *
	03/03/22-PER DIEM	04/25/22	01	I LETSBEI TRAINING MEAL PER	01-210-54-00-5415		45.00
			02	DIEM	** COMMENT **		
					INVOICE TOTAL:		45.00 *
	04/07/22-PER DIEM	04/25/22	01	I LETSBEI TRAINING MEAL PER	01-210-54-00-5415		45.00
			02	DIEM	** COMMENT **		
					INVOICE TOTAL:		45.00 *
				CHECK TOTAL:			135.00
D002493	PIAZZA	AMY SIMMONS					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	01-120-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
				DIRECT DEPOSIT TOTAL:			45.00

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536490	POSMEDIA	POSTIVE MEDIA SOLUTIONS, INC.					
	22-002-2	04/12/22	01	BALANCE FOR 2022 COMMUNITY	79-795-54-00-5426		1,000.00
			02	GUIDE	** COMMENT **		
					INVOICE TOTAL:		1,000.00 *
					CHECK TOTAL:		1,000.00
536491	PURCELLJ	JOHN PURCELL					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	01-110-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					CHECK TOTAL:		45.00
536492	R0000989	JEFF MURRY					
	STCKR RFND	04/25/22	01	REFUND FOR 13 GARBAGE STICKERS	01-000-44-00-4400		13.00
					INVOICE TOTAL:		13.00 *
					CHECK TOTAL:		13.00
536493	R0002510	VANESSA SULLIVAN					
	02/01 REFUND	04/27/22	01	REFUND DOUBLE 02/01 CHARGE	79-795-56-00-5606		162.00
					INVOICE TOTAL:		162.00 *
					CHECK TOTAL:		162.00
536494	R0002511	JOHN KOCK					
	MLBX RPLC	01/25/22	01	MAILBOX REPLACEMENT	01-410-56-00-5640		75.00
					INVOICE TOTAL:		75.00 *
					CHECK TOTAL:		75.00

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT



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D002494	RATOSP	PETE RATOS					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	01-220-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					DIRECT DEPOSIT TOTAL:		45.00
D002495	REDMONST	STEVE REDMON					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	79-795-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					DIRECT DEPOSIT TOTAL:		45.00
536495	REIL	TEAM REIL INC.					
	165805-BAL	05/02/22	01	REMAINING BALANCE FOR FOX HILL	25-225-60-00-6010		1,000.00
			02	PARK PLAYGROUND	** COMMENT **		
					INVOICE TOTAL:		1,000.00 *
					CHECK TOTAL:		1,000.00
D002496	ROSBOROS	SHAY REMUS					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	79-795-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					DIRECT DEPOSIT TOTAL:		45.00
D002497	SCHREIBE	EMILY J. SCHREIBER					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	79-790-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					DIRECT DEPOSIT TOTAL:		45.00

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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D002498	SCODROP	PETER SCODRO					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	51-510-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					DIRECT DEPOSIT TOTAL:		45.00
D002499	SCOTTTR	TREVOR SCOTT					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	79-790-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					DIRECT DEPOSIT TOTAL:		45.00
536496	SEBIS	SEBIS DIRECT					
	37835	04/08/22	01	MAR 2022 UB BILLING	01-120-54-00-5430		325.98
			02	MAR 2022 UB BILLING	51-510-54-00-5430		436.74
			03	MAR 2022 UB BILLING	52-520-54-00-5430		203.73
			04	MAR 2022 UB BILLING	79-795-54-00-5426		500.55
					INVOICE TOTAL:		1,467.00 *
					CHECK TOTAL:		1,467.00
D002500	SENGM	MATT SENG					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	52-520-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					DIRECT DEPOSIT TOTAL:		45.00
D002501	SLEEZERJ	JOHN SLEEZER					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	01-410-54-00-5440		45.00

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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D002501	SLEEZERJ	JOHN SLEEZER					
	050122	05/01/22	02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
	UA-REIMB	04/16/22	01	REIMBURSEMENT FOR UNDER	01-410-56-00-5600		167.72
			02	ARMOUR SHORTS, TANKS, SHIRTS	** COMMENT **		
					INVOICE TOTAL:		167.72 *
					DIRECT DEPOSIT TOTAL:		212.72
D002502	SLEEZERS	SCOTT SLEEZER					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	79-790-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					DIRECT DEPOSIT TOTAL:		45.00
D002503	SMITHD	DOUG SMITH					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	79-790-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					DIRECT DEPOSIT TOTAL:		45.00
D002504	SOELKET	TOM SOELKE					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	52-520-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					DIRECT DEPOSIT TOTAL:		45.00
536497	STANDARD	STANDARD & ASSOCIATES, INC.					

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536497	STANDARD	STANDARD & ASSOCIATES, INC.					
	SA000050077	04/07/22	01	04/03/22 ENTRY LEVEL POLICE	01-210-54-00-5411		147.22
			02	OFFICER TRAINING ADMINISTRATOR	** COMMENT **		
			03	TRAVEL EXPENSES	** COMMENT **		
				INVOICE TOTAL:			147.22 *
				CHECK TOTAL:			147.22
536498	STANDE	STANDARD EQUIPMENT CO					
	P35379	04/08/22	01	SONETICS REPAIR	51-510-54-00-5462		206.88
				INVOICE TOTAL:			206.88 *
				CHECK TOTAL:			206.88
D002505	STEFFANG	GEORGE A STEFFENS					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	52-520-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
				INVOICE TOTAL:			45.00 *
				DIRECT DEPOSIT TOTAL:			45.00
D002506	THOMASL	LORI THOMAS					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	01-120-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
				INVOICE TOTAL:			45.00 *
				DIRECT DEPOSIT TOTAL:			45.00
536499	TRAFFIC	TRAFFIC CONTROL CORPORATION					
	135581	04/25/22	01	BUS INTERFACE UNITS, LEDS	01-410-54-00-5435		2,189.00
				INVOICE TOTAL:			2,189.00 *
				CHECK TOTAL:			2,189.00

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536500	TRCONTPR	TRAFFIC CONTROL & PROTECTION					
	111403	04/26/22	01	SIGN	01-410-54-00-5435		238.25
					INVOICE TOTAL:		238.25 *
					CHECK TOTAL:		238.25
536501	UPS5361	DDEDC #3, INC					
	1472	02/01/22	01	PACKAGE SHIPPED TO WATER	51-510-54-00-5452		6.50
			02	RESOURCES	** COMMENT **		
					INVOICE TOTAL:		6.50 *
	1473	02/01/22	01	PACKAGE SHIPPED TO WATER	51-510-54-00-5452		11.91
			02	RESOURCES	** COMMENT **		
					INVOICE TOTAL:		11.91 *
	187	03/21/22	01	PACKAGE SHIPPED TO WATER	51-510-54-00-5452		18.11
			02	RESOURCES	** COMMENT **		
					INVOICE TOTAL:		18.11 *
	27	02/01/22	01	PACKAGE SHIPPED TO WATER	51-510-54-00-5452		6.50
			02	RESOURCES	** COMMENT **		
					INVOICE TOTAL:		6.50 *
	28	02/01/22	01	PACKAGE SHIPPED TO WATER	51-510-54-00-5452		11.91
			02	RESOURCES	** COMMENT **		
					INVOICE TOTAL:		11.91 *
	842	11/24/21	01	PACKAGE SHIPPED TO WATER	51-510-54-00-5452		10.73
			02	RESOURCES	** COMMENT **		
					INVOICE TOTAL:		10.73 *
					CHECK TOTAL:		65.66
536502	VALLASB	BRYAN VALLES-MATA					

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536502	VALLASB	BRYAN VALLES-MATA					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	01-410-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					CHECK TOTAL:		45.00
536503	VITOSH	CHRISTINE M. VITOSH					
	CMV 2046	03/28/22	01	MAR 2022 ADMIN HEARINGS	01-210-54-00-5467		500.00
					INVOICE TOTAL:		500.00 *
					CHECK TOTAL:		500.00
536504	WALDEB	BRYAN WALDE					
	041922	04/19/22	01	REFEREE	79-795-54-00-5462		70.00
					INVOICE TOTAL:		70.00 *
	042522	04/25/22	01	REFEREE	79-795-54-00-5462		35.00
					INVOICE TOTAL:		35.00 *
					CHECK TOTAL:		105.00
536505	WATCHGRD	WATCHGUARD VIDEO					
	4BOINV0008862	02/17/22	01	VAAS MANAGED INSTALL AND	25-205-54-00-5495		5,000.00
			02	ONSITE TRAINING	** COMMENT **		
					INVOICE TOTAL:		5,000.00 *
					CHECK TOTAL:		5,000.00
536506	WATERSYS	WATER SOLUTIONS UNLIMITED, INC					
	102239	04/11/22	01	CHLORINE	51-510-56-00-5638		517.00
					INVOICE TOTAL:		517.00 *
					CHECK TOTAL:		517.00

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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D002507	WEBERR	ROBERT WEBER					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	01-410-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					DIRECT DEPOSIT TOTAL:		45.00
536507	WERDERW	WALLY WERDERICH					
	040422-MAR 20022	04/04/22	01	MAR 2022 ADMIN HEARINGS	01-210-54-00-5467		300.00
					INVOICE TOTAL:		300.00 *
					CHECK TOTAL:		300.00
536508	WERTZC	CAMERON WERTZ					
	04/25-04/26	04/27/22	01	UMPIRE	79-795-54-00-5462		65.00
					INVOICE TOTAL:		65.00 *
					CHECK TOTAL:		65.00
536509	WEX	WEX BANK					
	80676004	04/30/22	01	APR 2022 GASOLINE	01-210-56-00-5695		6,985.73
			02	APR 2022 GASOLINE	01-220-56-00-5695		493.78
					INVOICE TOTAL:		7,479.51 *
					CHECK TOTAL:		7,479.51
536510	WHITEC	CONNOR WHITE					
	04/25-04/26	04/27/22	01	UMPIRE	79-795-54-00-5462		65.00
					INVOICE TOTAL:		65.00 *
					CHECK TOTAL:		65.00

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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D002508	WILLRETE	ERIN WILLRETT					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	01-110-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					DIRECT DEPOSIT TOTAL:		45.00
536511	WOLFB	BRANDON WOLF					
	050122	05/01/22	01	APR 2022 MOBILE EMAIL	79-790-54-00-5440		45.00
			02	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		45.00 *
					CHECK TOTAL:		45.00
536512	WSTRACTO	WEST SIDE TRACTOR SALES CO.					
	V03259	04/12/22	01	REPAIRED BLOWN HYD LINE	01-410-54-00-5490		629.17
					INVOICE TOTAL:		629.17 *
					CHECK TOTAL:		629.17
536513	YORKACE	YORKVILLE ACE & RADIO SHACK					
	174739	01/04/22	01	KEYS, KEY RING	79-790-56-00-5620		3.58
					INVOICE TOTAL:		3.58 *
	175243	04/13/22	01	PIN	01-410-56-00-5620		5.20
					INVOICE TOTAL:		5.20 *
	175260	04/14/22	01	EXCHANGE LP TANK	01-410-56-00-5620		24.99
					INVOICE TOTAL:		24.99 *
	175279	04/19/22	01	SCREWS, NUTS	01-410-56-00-5620		0.70
					INVOICE TOTAL:		0.70 *

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARAY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT



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536513	YORKACE	YORKVILLE	ACE & RADIO SHACK				
	175284	04/19/22	01	MASTERLINKS	01-410-56-00-5630		14.00
					INVOICE TOTAL:		14.00 *
	175286	04/19/22	01	SCISSORS, KEYS	79-795-56-00-5607		12.97
					INVOICE TOTAL:		12.97 *
	175289	04/20/22	01	CHAIN LOOPS	01-410-56-00-5630		62.97
					INVOICE TOTAL:		62.97 *
	175292	04/21/22	01	CHAIN LOOPS	01-410-56-00-5630		53.98
					INVOICE TOTAL:		53.98 *
	175299	04/22/22	01	BUMPER RECESS, STARTER FLUID	52-520-56-00-5620		9.75
					INVOICE TOTAL:		9.75 *
				CHECK TOTAL:			188.14
536514	YOUNGM	MARLYS J. YOUNG					
	033122	04/20/22	01	03/31/22 MEETING MINUTES	01-110-54-00-5462		85.00
					INVOICE TOTAL:		85.00 *
	040522	04/24/22	01	04/05/22 EDC MEETING MINUTES	01-110-54-00-5462		85.00
					INVOICE TOTAL:		85.00 *
				CHECK TOTAL:			170.00
TOTAL CHECKS PAID:							118,815.18
TOTAL DIRECT DEPOSITS PAID:							11,182.72
TOTAL AMOUNT PAID:							129,997.90

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARAY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

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536516	AMEHOIST	AMERICAN HOIST & MANLIFT, INC					
	21467-B		04/11/22	01	MAY - JUN 2022 ELEVATOR	24-216-54-00-5446	320.00
				02	MAINTENANCE AT 651 PRAIRIE	** COMMENT **	
				03	POINTE DR	** COMMENT **	
					INVOICE TOTAL:		320.00 *
	21468-B		04/11/22	01	MAY - JUN 2022 ELEVATOR	24-216-54-00-5446	320.00
				02	MAINTENANCE AT 102 E VAN EMMON	** COMMENT **	
					INVOICE TOTAL:		320.00 *
	21470-B		04/11/22	01	MAY-JUN 2022 ELEVATOR	24-216-54-00-5446	408.00
				02	MAINTENANCE AT 800 GAME FARM	** COMMENT **	
				03	RD	** COMMENT **	
					INVOICE TOTAL:		408.00 *
					CHECK TOTAL:		1,048.00
536517	DELAGE	DLL FINANCIAL SERVICES INC					
	76087421		04/18/22	01	JUN 2022 LIB COPIER LEASE	82-820-54-00-5462	185.00
					INVOICE TOTAL:		185.00 *
	76090446		04/18/22	01	JUN 2022 MANAGED PRINT SRVCS	01-410-54-00-5485	112.33
				02	JUN 2022 MANAGED PRINT SRVCS	01-120-54-00-5485	37.44
				03	JUN 2022 MANAGED PRINT SRVCS	01-210-54-00-5485	112.33
				04	JUN 2022 MANAGED PRINT SRVCS	51-510-54-00-5485	50.18
				05	JUN 2022 MANAGED PRINT SRVCS	52-520-54-00-5485	12.36
				06	JUN 2022 MANAGED PRINT SRVCS	01-410-54-00-5485	12.36
					INVOICE TOTAL:		337.00 *
					CHECK TOTAL:		522.00
536518	GLATFELT	GLATFELTER UNDERWRITING SRVS.					
	139910125-5		12/23/21	01	LIABILITY INS INSTALL #5	01-640-52-00-5231	13,201.42

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

CHECK DATE: 05/10/22

FY 23

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT
536518	GLATFELT	GLATFELTER UNDERWRITING SRVS.					
	139910125-5		12/23/21	02	LIABILITY INS INSTALL #5-P	01-640-52-00-5231	2,744.89
				03	LIABILITY INS INSTALL #5	51-510-52-00-5231	1,455.69
				04	LIABILITY INS INSTALL #5	52-520-52-00-5231	697.80
				05	LIABILITY INS INSTALL #5	82-820-52-00-5231	1,094.20
					INVOICE TOTAL:		19,194.00 *
					CHECK TOTAL:		19,194.00
536519	ILTREASU	STATE OF ILLINOIS TREASURER					
	116		05/01/22	01	RT47 EXPANSION PYMT #116	15-155-60-00-6079	6,148.89
				02	RT47 EXPANSION PYMT #116	51-510-60-00-6079	3,780.98
				03	RT47 EXPANSION PYMT #116	52-520-60-00-6079	1,873.48
				04	RT47 EXPANSION PYMT #116	88-880-60-00-6079	624.01
					INVOICE TOTAL:		12,427.36 *
					CHECK TOTAL:		12,427.36
536520	IPRF	ILLINOIS PUBLIC RISK FUND					
	76218		04/18/22	01	JUNE 2022 WORKER COMP INS	01-640-52-00-5231	11,481.69
				02	JUNE 2022 WORKER COMP INS-P	01-640-52-00-5231	2,335.65
				03	JUNE 2022 WORKER COMP INS-P	51-510-52-00-5231	1,088.80
				04	JUNE 2022 WORKER COMP INS-P	52-520-52-00-5231	491.82
				05	JUNE 2022 WORKER COMP INS-P	82-820-52-00-5231	928.04
					INVOICE TOTAL:		16,326.00 *
					CHECK TOTAL:		16,326.00
536521	KCSHERIF	KENDALL CO. SHERIFF'S OFFICE					
	YOR-DRO22		04/18/22	01	DRONE INSURANCE RENEWAL	01-210-54-00-5460	500.00
				02	04/22/22-04/22/23	** COMMENT **	
					INVOICE TOTAL:		500.00 *
					CHECK TOTAL:		500.00

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT

CHECK DATE: 05/10/22

FY 23

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT
536522	NEOPOST	QUADIENT FINANCE USA, INC					
	050122		05/01/22	01	POSTAGE MACHINE REFILL	01-000-14-00-1410	500.00
					INVOICE TOTAL:		500.00 *
					CHECK TOTAL:		500.00
536523	R0001975	RYAN HOMES					
	2056 SQUIRE		04/19/22	01	SECURITY GUARANTEE REFUND	01-000-24-00-2415	5,000.00
					INVOICE TOTAL:		5,000.00 *
	2058 SQUIRE		04/19/22	01	SECURITY GUARANTEE REFUND	01-000-24-00-2415	5,000.00
					INVOICE TOTAL:		5,000.00 *
					CHECK TOTAL:		10,000.00
536524	RIS	RECORD INFORMATION SYSTEMS INC					
	51606		04/08/22	01	KENDALL COUNTY DATABASE ACCESS	01-220-54-00-5462	575.00
				02	RENEWAL	** COMMENT **	
					INVOICE TOTAL:		575.00 *
					CHECK TOTAL:		575.00
536525	VITOSH	CHRISTINE M. VITOSH					
	2047		04/18/22	01	4/13/22 PLANNING AND ZONING	90-180-00-00-0011	192.00
					INVOICE TOTAL:		192.00 *
					CHECK TOTAL:		192.00
					TOTAL AMOUNT PAID:		61,284.36

01-110	ADMINISTRATION	01-112	SUNFLOWER ESTATES	25-225	PARK & REC CAPITAL	82-820	LIBRARY OPERATIONS
01-120	FINANCE	15-155	MOTOR FUEL TAX	42-420	DEBT SERVICE	84-840	LIBRARY CAPITAL
01-210	POLICE	23-216	MUNICIPAL BUILDING	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-220	COMMUNITY DEVELOPMENT	23-230	CITY-WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-410	STREETS OPERATION	24-216	BUILDING & GROUNDS	72-720	LAND CASH	89-890	DOWNTOWN TIF II
01-640	ADMINISTRATIVE SERVICES	25-205	POLICE CAPITAL	79-790	PARKS DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	79-795	RECREATION DEPARTMENT	950-XXX	ESCROW DEPOSIT



## UNITED CITY OF YORKVILLE PAYROLL SUMMARY April 29, 2022

	REGULAR	OVERTIME	TOTAL	IMRF	FICA	TOTALS
ADMINISTRATION	21,322.54	-	21,322.54	1,897.70	1,629.72	24,849.96
FINANCE	11,519.60	-	11,519.60	1,025.24	879.64	13,424.48
POLICE	142,252.51	3,667.48	145,919.99	544.18	11,122.60	157,586.77
COMMUNITY DEV.	23,838.16	-	23,838.16	2,121.60	1,800.51	27,760.27
STREETS	20,770.60	284.31	21,054.91	1,873.86	1,599.79	24,528.56
BUILDING & GROUNDS	2,095.20	98.21	2,193.41	195.21	167.79	2,556.41
WATER	21,394.05	543.17	21,937.22	1,952.41	1,664.24	25,553.87
SEWER	9,594.36	102.57	9,696.93	863.03	741.81	11,301.77
PARKS	27,334.09	350.91	27,685.00	2,414.10	2,117.89	32,216.99
RECREATION	18,397.97	-	18,397.97	1,440.16	1,407.50	21,245.63
LIBRARY	18,036.17	-	18,036.17	954.63	1,379.79	20,370.59
<b>TOTALS</b>	<b>\$ 316,555.25</b>	<b>\$ 5,046.65</b>	<b>\$ 321,601.90</b>	<b>\$ 15,282.12</b>	<b>\$ 24,511.28</b>	<b>\$ 361,395.30</b>

**TOTAL PAYROLL      \$ 361,395.30**



## UNITED CITY OF YORKVILLE

### BILL LIST SUMMARY

Tuesday, May 10, 2022

#### ACCOUNTS PAYABLE

#### DATE

##### FY 22

City MasterCard Bill Register - FY 22 (*Pages 1 - 13*)

04/25/2022 \$ 223,966.48

Manual City Check Register - FY 22 (*Page 14*)

04/29/2022 308,792.43

City Check Register - FY 22 (*Pages 15 - 45*)

05/10/2022 129,997.90

**SUB-TOTAL:**

**\$ 662,756.81**

##### FY 23

City Check Register - FY 23 (*Pages 46 - 48*)

05/10/2022 \$ 61,284.36

**SUB-TOTAL:**

**\$61,284.36**

#### PAYROLL

Bi - Weekly (*Page 49*)

04/29/2022 \$ 361,395.30

**SUB-TOTAL:**

**\$ 361,395.30**

**TOTAL DISBURSEMENTS:**

**\$ 1,085,436.47**



Reviewed By:	
Legal	<input type="checkbox"/>
Finance	<input type="checkbox"/>
Engineer	<input type="checkbox"/>
City Administrator	<input checked="" type="checkbox"/>
Community Development	<input type="checkbox"/>
Purchasing	<input type="checkbox"/>
Police	<input type="checkbox"/>
Public Works	<input type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>

Agenda Item Number

Mayor's Report #1

Tracking Number

CC 2022-05

### Agenda Item Summary Memo

**Title:** Bright Farms Development Agreement

**Meeting and Date:** City Council – May 10, 2022

**Synopsis:** \_\_\_\_\_  
\_\_\_\_\_

#### Council Action Previously Taken:

Date of Action: \_\_\_\_\_ Action Taken: \_\_\_\_\_

Item Number: \_\_\_\_\_

**Type of Vote Required:** Majority

**Council Action Requested:** Approval  
\_\_\_\_\_

**Submitted by:** Bart Olson Administration  
Name Department

#### Agenda Item Notes:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



# Memorandum

To: City Council  
From: Bart Olson, City Administrator  
CC:  
Date: May 5, 2022  
Subject: Bright Farms development status update

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## **Summary**

Consideration of a development and recapture agreement with BrightFarms covering construction of the greenhouse operation buildings, use of a private well, phased completion of Corneils Road improvements, and funding and construction of a public sewer extension.

## **Background**

This item was last discussed by the City Council at the April 26th meeting. At that meeting, the City Council reviewed the draft development agreement and discussed terms related to Corneils Rd. Since that meeting, the development agreement has been finalized and BrightFarms has signed the agreement. The summary of the agreement is included within the April 12<sup>th</sup> City Council memo (attached), with updates generally as follows:

- 1) The private water well sections have been updated to make it clear that the City Council is only approving a water well in the 640' range, which is within the St. Peter Sandstone of the Ancell Group formation. Any change to this water well or any new well will go through the normal county/state permitting processes (if required) and will require supplemental City Council approval. The process for the City Council approval of a new well or a changed well is not explicit in the agreement, which would give the City Council flexibility to demand information and studies at the time of the request. If that request comes in front of the City Council in the near future, we would recommend the same process as recently completed – BrightFarms would drill a test well and provide the information to staff; the staff would analyze the information and present the findings to City Council; and the City Council would review this information and consider the request publicly.
- 2) The Corneils Road paragraph (2.7) has been reformatted and specific language on the bond amount and bond posting process has been included. The improvement deadlines have been modified to reflect the verbal discussion at the April 26<sup>th</sup> City Council meeting. i.e. completion of the section between Eldamain Rd and the project entrance before occupancy permit, and the remaining section within three years.
- 3) The sewer project payment section (2.5) has been heavily modified in paragraphs iii and iv, to reflect the choice of Bright Farms to forego a payment bond option and instead post the value of the entire project at time of contract bidding. Along these lines, the agreement has been drafted so that BrightFarms is responsible for any



overages or change orders (subject to recapture depending on the nature of the change) and stands to benefit from any balancing change orders at the end of the project.

The verbal presentation from Brad Sanderson regarding the private water well information has been compiled into a memo with exhibits, for the City Council's use in considering the development agreement. None of the conclusions have changed since the City Council's last meeting.

Sean O'Neill has provided two narrative memos related to their water stewardship water reuse plan, per questions posed by the City Council at the last meeting. The first document is titled "BrightFarms Water Stewardship" and it discusses the gross and net usage of water on the property during initial buildout and full buildout. The figures attached in the table are generally in line with the exhibits presented via slide at the last meeting by BrightFarms. In this memo, however, the water balance is shown on for a sample day, as opposed to annual figures. The second document is titled "Bright Farms Water Reuse Plan" and it discusses the various systems they will use to collect and reuse water throughout their operation. Any systems installed in Yorkville would be subject to our normal building plan review and inspection processes, if required.

Finally, staff did reach out to the resident who attended the last City Council meeting to verify some well information. The result of that visit and the corresponding analysis is addressed in the water well informational memo from EEL.

### **Recommendation**

Staff recommends approval of the ordinance and the development agreement for Bright Farms.



# Memorandum

To: Bart Olson, City Administrator  
From: Brad Sanderson, EEI  
CC: Eric Dhuse, Director of Public Works  
Jori Behland, City Clerk  
Krysti Barksdale Noble, Community Development Director

Date: April 21, 2022  
Subject: Bright Farms – Review of Impact of Proposed Well

---

## **Overview**

We have reviewed the information provided by BrightFarms and Resource Consulting, Inc. concerning the potential impact of a new groundwater well (see attached well cross section and construction details) located on the BrightFarms site near the northeast corner of Eldamain Road and Corneils Road. This information was provided in a series of emails between March 22<sup>nd</sup> and April 6<sup>th</sup>.

Based on the information provided and detailed analysis conducted by EEI staff, we have concluded the following:

- We do not believe that the City's wells will be adversely affected by the proposed well. Only one City well (#4) is open to this formation and there is sufficient distance between them as to not have interference.
- We are concerned that this well will have adverse effects on neighboring individual wells within the Ancell formation, potentially within a mile of the proposed well. Our concerns are further detailed below.
- We have reviewed the long-term sustainability of the well against the study conducted by the Illinois State Water Survey in 2013. Based on our analysis of the study, we have concluded that the proposed well will not have a significant impact on the sustainability of the Ancell sandstone aquifer (see attached EEI Memo).

## **Analysis**

EEI used the raw data provided by the consultant to complete our own independent analysis.

The water level data collected from the pumping test of the BrightFarms well can be used to estimate transmissivity of the water bearing formations using an empirical method documented by Driscoll (1986). The 24-hour pumping test conducted by BrightFarms resulted in 151 feet of drawdown at the pumping rate of 200 gallons per minute. Thus, the specific capacity (pumping rate divided by drawdown) of the well is 1.32 gallon per minute (gpm) / foot of drawdown. The method developed by Driscoll estimates transmissivity by multiplying the specific capacity in gpm / foot by 2000. Applying this method results in an estimate of transmissivity of 2,640 gallons per day / foot, which converts to 353 feet<sup>2</sup>/day. Given that the sandstone in the BrightFarms well was encountered between 518 and 640 feet bgs, the aquifer thickness is taken as 122 feet. Dividing transmissivity by aquifer thickness yields hydraulic conductivity of 2.9 feet / day. This value for hydraulic conductivity is consistent with published studies for the region (Roadcap, 2013). A storativity value of 0.0001 is assumed based on specific storage values presented in Meyer, 2009.

The estimated hydraulic parameters described above were used to estimate the drawdown created by the BrightFarms well. The estimates are based on continuous pumping of the well at 200 gallons per minute

using the solution developed by Theis (1935). The table below summarizes the results of the analysis, showing the drawdown (in feet) as a function of time (days of continuous pumping) and distance from the well (feet).

		Distance from Pumping Well (feet)		
		5,000	10,000	15,000
Days of Continuous Pumping	30	19	10	4
	365	40	31	22
	1,825 (5 yrs.)	55	43	36
	3,650 (10 yrs.)	60	49	42

Based on the analysis presented above, it is reasonable to expect that the BrightFarms well will create 40 to 60 feet of additional drawdown in farm wells located within 15,000 feet of the BrightFarms well over the long-term. The additional drawdown may not affect the operation of individual wells around the BrightFarms well, depending on the pump setting of the well in question. However, if an individual well is operated in a manner that currently lowers the water level in the well to less than 40 feet above the pump intake, the BrightFarms well may impact the operation of the well. In that case, the pump in the affected individual well may need to be lowered for the well to be operated as it was prior to the pumping of the BrightFarms well.

### **Recommendations**

It is our recommendation that BrightFarms conduct a detailed survey of the pump setting and operational characteristics of the individual wells within a mile of the proposed well. We would also recommend that the pumps be lowered in any wells that are operating with less than 40 feet of water above the pump. Based on our review of public records, there potentials are three to four individual wells within the suggested area. The cost to lower these wells is not expected to be exorbitant.

### **References**

Driscoll, F.G., 1986. Groundwater and Wells (2nd ed.), Johnson Filtration Systems, Inc., St. Paul, Minnesota, 1089p.

Roadcap, G. C., Meyer, S., Kelly, W. R., Wehrmann, H. A., & Lin, Y-F. (2013). Groundwater Studies for Water Supply Planning in Kendall County, IL. (ISWS Contract Report 2013-05; No. CR-2013-05).

Meyer, Scott & Roadcap, George & Lin, Yu-Feng & Walker, Douglas. (2009). Kane County Water Resources Investigations: Simulation of Groundwater Flow in Kane County and Northeastern Illinois.

Theis, C.V., 1935. The relation between the lowering of the piezometric surface and the rate and duration of discharge of a well using groundwater storage, Am. Geophys. Union Trans., vol. 16, pp. 519-524.

If you have any questions or require additional information, please let us know.

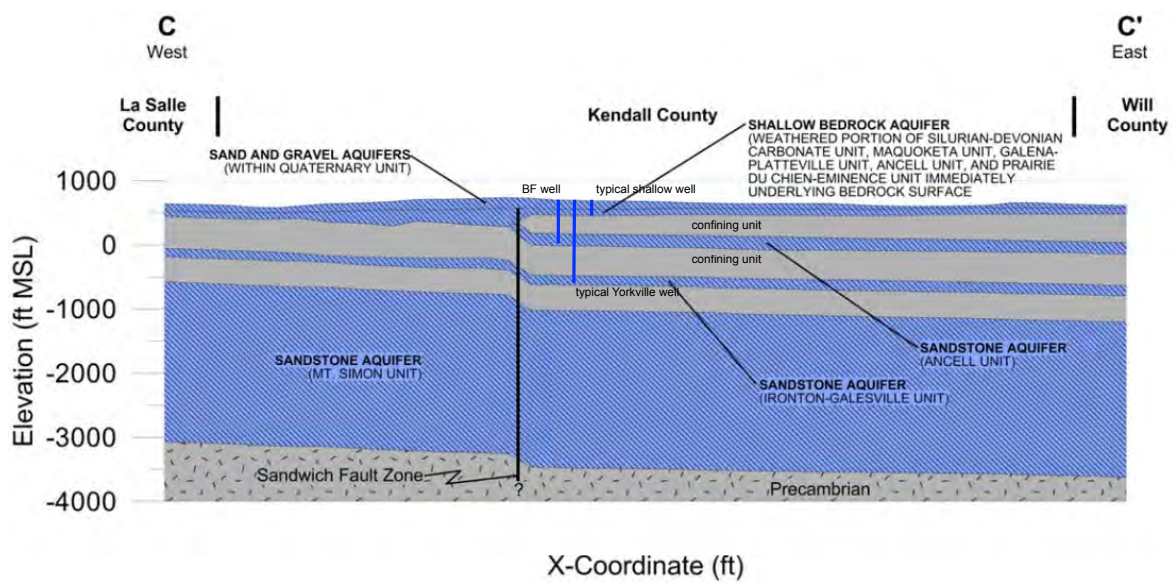
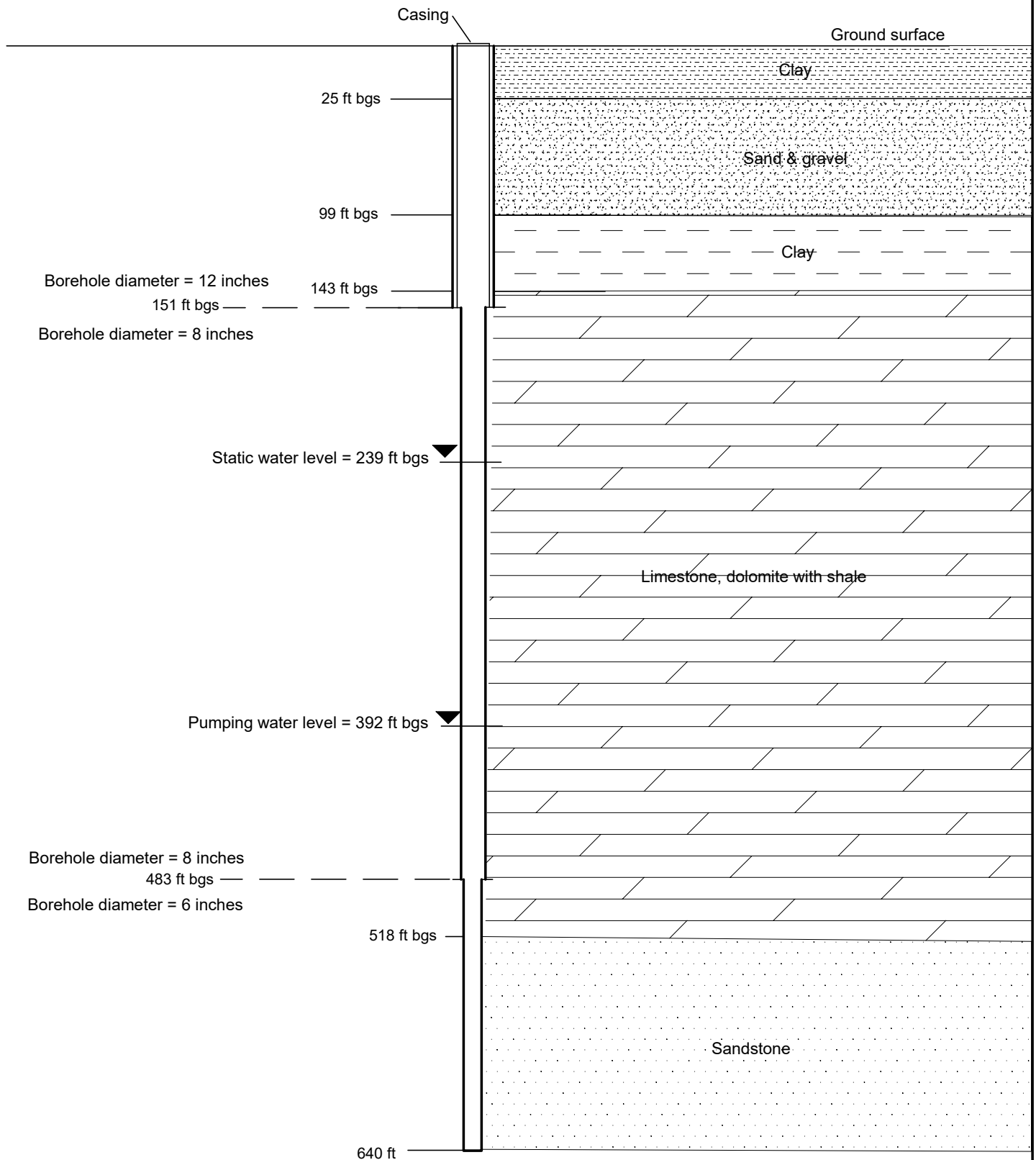


Figure 6. Detail from cross section C-C' (Figure 5) showing aquifers in Kendall County



## WELL CONSTRUCTION

Subject Property  
Northeast Corner of Corneills Road & Eldamain Road  
Yorkville, Illinois

21-1032 01 01

3/30/22

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To: Brad Sanderson, Chief Operating Officer / President

From: Tim Holdeman, Sr. Project Manager

Date: April 21, 2022

**Re: Sustainability and the BrightFarms Proposed Water Supply Well**

EEI Job #: YO2116-DR

---

Questions have been raised regarding the impact of the BrightFarms proposed water supply well on the sustainability of the Ancell Sandstone Aquifer. The following analysis is offered to address these questions. The primary conclusion of the analysis is that the water supply well proposed by Bright Farms will not have a significant impact on the sustainability of the Ancell Sandstone Aquifer.

The Illinois State Water Survey (ISWS) addresses the sustainability of the deep sandstone aquifers in Kendall County in Roadcap, 2013. The study uses a calibrated groundwater flow model to simulate groundwater conditions under various future groundwater pumping conditions to “gain insights on the hydraulic behavior of the aquifer system and the sustainability of increasing groundwater demands”.

A key criterion for evaluating sustainability of the deep sandstone aquifers in Kendall County is the head in the Ancell sandstone. Specifically, sustainability is exceeded where groundwater withdrawals cause the head in the Ancell sandstone to drop below the top of the aquifer. This criterion is used to evaluate the impact of the BrightFarms well on sustainability of the aquifers.

The figure to the right is Figure 75 from Roadcap, 2013. The location of the BrightFarms well has been added to the figure. It shows the estimated available head (in feet) above the top of the Ancell Sandstone in 2005 based on the groundwater flow model. At the BrightFarms Well, the estimated available head above the top of the Ancell Sandstone is approximately 180 feet.

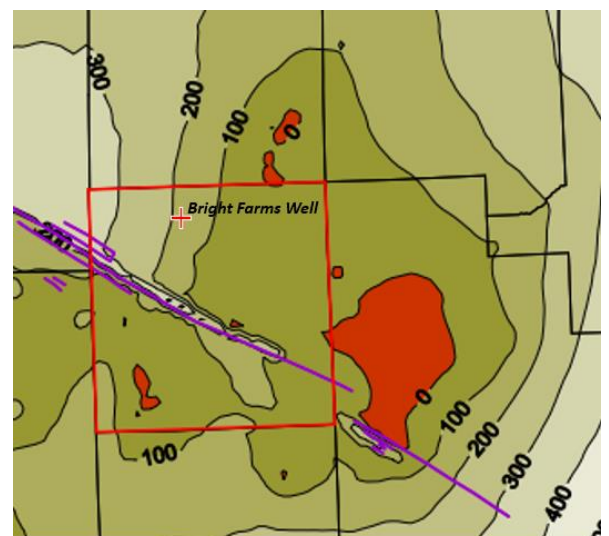


Figure 75. Available head (ft) above the top of the Ancell sandstone in 2005





Results of drilling the BrightFarms Well indicate a static head of 239 feet below ground surface (bgs). The top of the Ancell sandstone is 518 feet bgs in the well. Thus, the available head above the top of the Ancell Sandstone prior to pumping is 279 feet (518 minus 239). This is nearly 100 feet greater than predicted by the groundwater model. The discrepancy between the predicted and actual available head above the top of the Ancell Sandstone suggests that the groundwater flow model results are conservative (i.e. predicts less available head above the top of the Ancell Sandstone) at the location of the BrightFarms Well.

The figures below are Figures 92-95 from Roadcap, 2013. They show the available head above the top of the Ancell Sandstone in 2050 as predicted using the calibrated groundwater flow model under four different groundwater withdrawal scenarios.

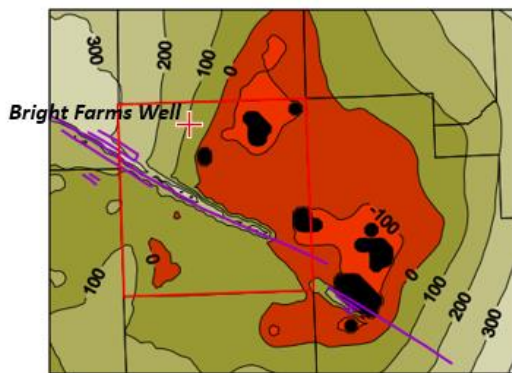


Figure 92. Predicted available head (ft) above the top of the Ancell sandstone in 2050 for the Baseline scenario. Black areas indicate dewatering

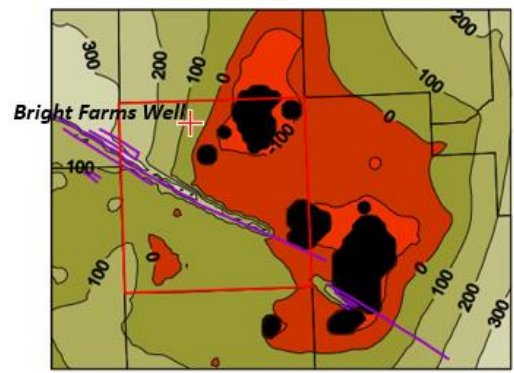


Figure 94. Predicted available head (ft) above the top of the Ancell sandstone in 2050 for the Most Resource Intensive scenario. Black areas indicate dewatering

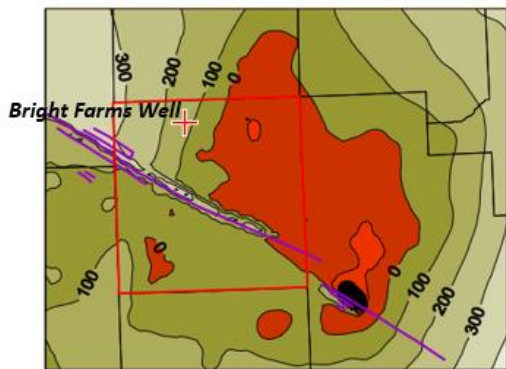


Figure 93. Predicted available head (ft) above the top of the Ancell sandstone in 2050 for the Least Resource Intensive scenario. Black areas indicate dewatering

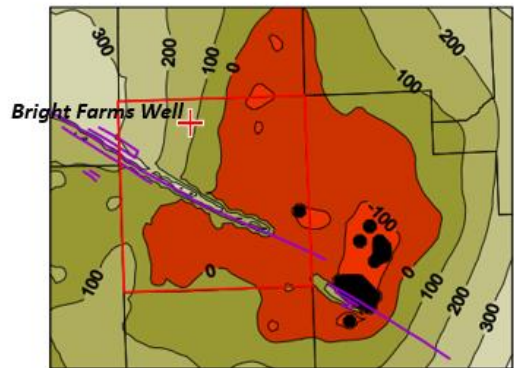


Figure 95. Predicted available head (ft) above the top of the Ancell sandstone in 2050 for the Modified Baseline scenario. Black areas indicate dewatering



The estimated available head above the top of the Ancell Sandstone at the BrightFarms Well (without the well pumping) in 2050 under each scenario is shown in the table below. In addition, the table shows the difference in available head (in feet) above the top of the Ancell Sandstone at the BrightFarms Well (without the well pumping) from 2005 (180 feet) to 2050.

Scenario	Figure	Estimated available head (in feet) above the top of the Ancell Sandstone at the BrightFarms Well (without the well pumping) in 2050	Difference in available head (in feet) above the top of the Ancell Sandstone at the BrightFarms Well (without the well pumping) from 2005 to 2050
Baseline	92	100	-80
Least Resource Intense	93	120	-60
Most Resource Intense	94	90	-90
Modified Baseline	95	110	-70

Several communities in Kendall County will be ceasing their use of the deep aquifer as the primary source of their water supply. Thus, it is reasonable to assume the Least Resource Intense scenario for predicting future head, which is a drop of 60 feet at the Bright Farms Well.

The pumping level in the BrightFarms Well after 24 hours of pumping at 200 gallons per minute was 392 feet bgs. This leaves 126 feet of available head above the Ancell Sandstone (518 minus 392). If the head drops by 60 feet as predicted in the Least Resource Intense scenario, that still leaves 66 feet of head above the top of the Ancell Sandstone. It is recognized that long-term pumping at the BrightFarms Well will likely reduce the head below 392 feet. However, it is not likely to be greater than 66 feet using the solution developed by Theis (1935). Thus, the BrightFarms Well under expected future conditions will not likely create the unsustainable condition of reducing the available head to below the top of the Ancell Sandstone.

#### Reference

Roadcap, G. C., Meyer, S., Kelly, W. R., Wehrmann, H. A., & Lin, Y-F. (2013). Groundwater Studies for Water Supply Planning in Kendall County, IL. (ISWS Contract Report 2013-05; No. CR-2013-05).

Theis, C.V., 1935. The relation between the lowering of the piezometric surface and the rate and duration of discharge of a well using groundwater storage, Am. Geophys. Union Trans., vol. 16, pp. 519-524.





## BrightFarms Water Stewardship, Initial Ancell Formation Well and Approach to Future Wells in Yorkville IL

From the beginning of its work in the Yorkville area, BrightFarms understood the importance of water and sustainable water use to the region. We chose the depth and the geologic formation of the initial well strategically so as to minimize impact on both the City of Yorkville and surrounding neighbors. We have engaged the State's leading water experts (the Illinois State Water Survey) to guide us in making careful decisions and will continue to do so.

### Context: Continuous Improvement and Sustainability Goals

BrightFarms parent company, Cox Enterprises, has ambitious goals for water neutrality for its core holdings. Over time BrightFarms will be integrated into Cox's climate and sustainability objectives. Even absent the complex hydrogeologic context of the Western suburbs of Chicago, corporate values and imperatives would compel BrightFarms toward good water stewardship in Yorkville.

### Initial Well and Water Balance

The initial BrightFarms well penetrates below the limestone that separates the sand and gravel aquifers from the sandstone aquifers, and penetrates roughly 120 feet into the Ancell unit. It does not reach the Ironton-Galesville unit, the formation from which Yorkville obtains the vast majority of its water supply. We do not request, nor do we anticipate requesting in the future, a well penetrating to the Ironton-Galesville. The City's engineers at EEI concur with our analysis that very few local wells utilize the Ancell unit. We have agreed to consult with the three or four well owners who might be impacted and cover the costs of lowering well pumps if that is necessary.

The water balance appears in the table below with comments reflecting anticipated future progress:

Water Usage in Gal/Day	1 module (phase 1)	4 modules (full build-out)	Comments
Plant Uptake	84,000	336,000	
Process/Washdown	23,000	92,000	BF is consistently improving these methods
Cooling Tower Make-up	2,500	10,000	
Domestic Water	5,800	23,200	Regs require use est of very high gal/day/employee
<b>Total Usage</b>	<b>115,300</b>	<b>461,200</b>	
Wastewater recycling	23,000	92,000	This number will increase over time
Rainwater capture (est)	25,500	102,000	
Condensate Recovery (transpiration)	15,000	60,000	
Condensate Recovery (boilers)	TBD	TBD	Initial est is 5,000 gal/day in summer, 15,000 in winter
<b>Total Recycled</b>	<b>63,500</b>	<b>254,000</b>	

Approaching this exercise from a regional perspective, our annual projected water usage of ~75,500,000 gallons compares favorably with the estimated water usage of 120 acres of hybrid corn at about 72,000,000 gallons per year (<https://agresearchmag.ars.usda.gov/2011/aug/water>). And, while

this comparison may underrepresent how much water that would reach sand and gravel layers (vs running off the site), it also does not account for the quantity of water BrightFarms will return to sand and gravel layers via infiltration basins (~10 acres) and undeveloped space (~20 acres).

### **Approach to Future Wells**

BrightFarms will probably seek a permit for one or more sand and gravel wells. We do not anticipate a change in the water balance shown above, i.e. sand and gravel wells are not indicative of an increase in usage. The sand and gravel wells will:

- Reduce the cost (and carbon footprint) of our water production when compared to pumping from deeper aquifers hundreds of feet below the sand and gravel;
- Provide redundancy in case of pump problems or other temporary water challenges;
- Balance impacts across aquifers;
- Utilize lower quality water – sand and gravel wells are more likely to have salts and pesticide residues – for uses that are not food- or growing-related.

Our initial pump test, and substantial research by the ISWS, suggests ample water in the sand and gravel layers. Those studies do not anticipate significant dewatering through 2050 and suggest that recharge via stormwater and the Fox River is the norm.

For those wells we would anticipate a process just like the one we pursued for the initial well.

BrightFarms would:

1. Permit and install a test well in the sand and gravel aquifer;
2. Perform a 24-hour drawdown test (or longer if necessary);
3. Use the results to estimate the cone of depression and the radius and extent of potential impacts on neighbors (if any);
4. Work with neighbors to the extent they could be impacted to ensure we mitigate any adverse effects.

We ask that approval of a sand and gravel well not be unreasonably withheld so long as this careful process is followed.



## **BrightFarms Water Reuse Plan for its new farm in Yorkville IL**

BrightFarms, a leader in Controlled Environment Agriculture (CEA), is preparing to break ground on its newest farm in Yorkville, IL. CEA optimizes the use of sunlight, water, and energy resources, to efficiently grow healthy nutritious green vegetables. How we use water to grow our products is described below.

The Yorkville farm will receive water from an on site well, and from rainwater harvesting.

**Incoming well water** will be filtered and softened to remove hard water minerals, in Illinois high bicarbonate concentrations are the chief impediment to good water for growing. The primary use of well water will be for germinating new seedlings and for irrigating the growing crops.

**Rainwater** will be collected from the building roof areas held in special lined ponds on the site. Pumps will deliver this water to the facility where it will be filtered for sediment and any possible harmful contaminants. After this filtration, this water is ready to use for agricultural purposes such as irrigation and cleaning processing areas.

**Condensate water** will also be collected from heat exchangers that cool process air and boiler exhaust gases. This water will be filtered for potential contaminants and pH-adjusted as needed for reuse in irrigation and cleaning.

**Floor drains** in the facility drain to a central collection sump. This water may contain soil particles, pieces of harvested plants, and fertilizers from irrigation water. This water is filtered and reused in first rinses of equipment, particularly those processes where heavy soil removal is required.

**Solids** from filtration processes will be composted with other residual plant and soils that are left over from the growing process.

BrightFarms prides itself on using technology to deliver the highest quality delicious, locally grown vegetables to its customers using sustainable practices.



# Memorandum

To: Bart Olson, City Administrator  
From: Brad Sanderson, EEI  
CC: Eric Dhuse, Director of Public Works  
Jori Behland, City Clerk  
Krysti Barksdale Noble, Community Development Director

Date: April 21, 2022  
Subject: Bright Farms – Review of Impact of Proposed Well (River Road Resident)

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This memo is to address the issue that was raised at the April 12<sup>th</sup> City Council meeting by a resident that lives on River Road.

After the meeting, EEI staff contacted the resident at 12340 River Road to gain an understanding of the construction of the property owners well. It was noted that the depth of the well approximately 350 feet.

Based on our review, the property owners well does not reach into the Ancell sandstone and it is 3.4 miles away from the proposed BrightFarms well. The primary zone contributing water to his well is the Galena-Platteville limestone/dolomite. In the BrightFarms proposed well, this zone is cased off, so no water from the Galena limestone/dolomite that supplies his well is being directly removed by the BrightFarms well. Therefore, we do not anticipate any well interference and/or disruption to the residents well from the BrightFarms project.



# Memorandum

To: City Council  
From: Bart Olson, City Administrator  
CC:  
Date: April 7, 2022  
Subject: Bright Farms development status update

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## **Summary**

Review of the development status of the Bright Farms development.

## **Background**

This item was last discussed by the City Council at the March 22<sup>nd</sup> City Council meeting, when the City Council reviewed a development status memo and Sean O'Neill was present to answer questions. Since that meeting, development negotiations have been ongoing.

## **Water Well**

Water well information has been sent to staff. The analysis is complete with some recommendations to be made for regional wells. This material will be presented at the City Council meeting by City staff.

## **Draft Development Agreement Status**

The current state of the draft development agreement is attached. Per prior status memos, we provide the following overview:

- 1) Bright Farms project commitment – 120 acres with 1.9m total square feet of buildings at final development. Phased construction of four greenhouses of approximately 400,000 square feet each connected to two central processing headhouses of 150,000 square feet each.
  - a. Section 1.2
- 2) Approval to drill their own water well (requires City Council review and approval during the development agreement phase).
  - a. Section 1.3 and Section 2.8.
- 3) Payment of Bright Farm's direct costs for the sewer project, estimated at \$500,000 for their share of the 12" and 16" sewer lines, \$507,000 for annexation fees into the sanitary district, and \$507,000 for infrastructure fees into the sanitary district
  - a. The \$507,000 for annexation fees do not go to the sewer project; the fees go to the sanitary district to offset the cost of the sanitary district's general expenses.
  - b. Section 2.3, 2.4 and 2.5

- 4) Payment of tributary properties direct costs for the sewer project, with recapture due to Bright Farms in an amount and method to be determined, based on the ongoing funding gap discussion.
  - a. Section 2.5 and 2.6
- 5) An exhibit with the recapture agreement and related provisions due to Bright Farms
  - a. To be provided later.
- 6) Reconciliation of design engineering costs and credits for Bright Farms based on their share of the engineering agreement and their deposits to keep the engineering work moving along
  - a. Implicit to the agreement (work continues until funding stops, then the entire project costs are calculated later according to Section 2.5 and 2.6)
- 7) Clarification that if the CDBG sewer grant application is awarded, that the money will be sent to Bright Farms (they have the burden of providing financial information and project commitments to the state, the City is the pass-through entity) and that the grant application will not be used to offset the share of what other properties will eventually have to pay as recapture
  - a. Section 2.1
- 8) Authorize the City to design and construct the sewer project, with YBSD input.
  - a. Section 2.2
- 9) Authorizes YBSD and Bright Farms to negotiate the timing of the YBSD annexation fees and IPF payments to the district, as long as the City is not at risk for project costs during construction
  - a. Not applicable.
- 10) Commitment to complete the sewer project by January 2023, and if that design is not met, a commitment from the City to Bright Farms to allow them to use temporary onsite septic and process water until the permanent sewer is constructed.
  - a. Section 2.8
- 11) Bright Farms is asking for some relief in scope and timing for required improvements to Corneils Road adjacent to their property. Improving a road adjacent to a large development is a standard development obligation but we will review their request with appropriate context and present a recommendation to the City Council in the future.
  - a. Section 2.7. Current proposal is Corneils between Eldamain and the development entrance must be completed before occupancy permits are issued. Security for the remaining portion of Corneil must be posted before occupancy, but work on this section must be complete within 2 years from occupancy permit issuance.
- 12) Bright Farms is asking for some consideration on timing of payments related to the sewer construction to more closely coincide with the actual payments the City will make to the contractor. We are working with them to work this language out via payment bond, other

form of security, or contractor contract language so the City's risk is eliminated or minimized in a scenario where the contract is approved and the developer doesn't fulfill the payment obligations.

a. This will be in Section 2.5, but language is still being negotiated.

13) Bright Farms has asked for some consideration on the building permit fees for the project, for which our current estimate is more than \$350,000. As you might recall, the project will consist of four greenhouses of ~370,000 square feet each, plus two headhouses at ~145,000 square feet each, plus a headhouse connector building of 34,500 square feet. All in, this will be more than 1.8m square feet of buildings; our current building permit fee is \$750 plus \$0.20 per square foot. Their initial request is that they accept that they have to pay the full building permit fee on the headhouses and headhouse connector building, as these are standard industrial buildings with many modern components; but, they are requesting waivers or reductions on the greenhouses since they are more simplistic in nature and there will be four identical buildings. They have provided other information that other towns have waived these building permit fees or reduced them given the agricultural nature of the greenhouse buildings. We are reviewing our commercial permit fees relative to other Chicagoland towns who have a more established commercial/industrial base. In some of these towns, commercial permits are charged as a percentage of the total cost of the project (a couple quick examples showed a 1.1% and 2% fee). We are reviewing this material from other towns, their request for a fee waiver or reduction, how much time we think it will take our staff to plan review and inspect these buildings, and will provide a more detailed update and recommendation to City Council at a later date.

a. This will be in a future section, but the analysis and the agreement language is still being negotiated.

### **Recommendation**

This is an informational item.

**AN ORDINANCE APPROVING AN AGREEMENT BY AND AMONG  
THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS,  
YORKVILLE-BRISTOL SANITARY DISTRICT AND ILLINOIS GREENHOUSE, LLC**

**WHEREAS**, United City of Yorkville, Kendall County, Illinois (the “City”), is a duly organized and validly existing non-home rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; the Yorkville-Bristol Sanitary District (“YBSD”) is an independent municipal corporation validly organized under the Illinois Sanitary District Act of 1917; and, Illinois Greenhouse, LLC, is a Delaware corporation d/b/a BrightFarms, is a hydroponic indoor farming company producing lettuce and herbs for shipping to local retailers (“BrightFarms”); and,

**WHEREAS**, BrightFarms submitted a proposal to the City to develop approximately forty (40) acres at the northeast corner of Eldamain and Corneils Roads (the “Development Site”) to construct a 860,000 square foot greenhouse as Phase I, followed by a second 860,000 square foot greenhouse as Phase II for an indoor lettuce and herb growing operation, however, the Development Site is not served by water or sewer service; and,

**WHEREAS**, BrightFarms has informed the Village that it would not require City water service for its operations due to the fact that the presence of chlorine in the City’s potable water supply impacts lettuce growth however it has requested the City to extend sewer services to the Development Site and has determined that the design of, land acquisition for, and construction of approximately 8,5000 linear feet of sanitary sewer interceptor from Rob Roy Creek to the Development Site (the “Project”), the acquisition of easements necessary for the sewer interceptor, permit fees and engineering design fees shall cost approximately \$3,000,000 to \$3,200,000 (the “Project Cost”); and,



**WHEREAS**, the City, YBSD and BrightFarms have come to an agreement with respect to the allocation of the Project Cost, and their respective responsibilities for the design and construction of the Project among them all as set forth in the Agreement attached hereto and made part hereof.

**NOW, THEREFORE, BE IT ORDAINED** by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois, as follows:

*Section 1.* All of the Preambles hereinabove set forth are incorporated herein as if restated.

*Section 2.* That the Agreement by and among the United City of Yorkville, Yorkville-Bristol Sanitary District and Illinois Greenhouse, LLC and in the form attached hereto and presented to this meeting is hereby approved and the Mayor is hereby authorized to execute same and to implement the terms thereof.

*Section 3:* This Ordinance shall be in full force and effect after its passage, publication, and approval as provided by law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this \_\_\_\_ day of \_\_\_\_\_, A.D. 2022.

\_\_\_\_\_  
CITY CLERK

KEN KOCH \_\_\_\_\_

DAN TRANSIER \_\_\_\_\_

ARDEN JOE PLOCHER \_\_\_\_\_

CRAIG SOLING \_\_\_\_\_

CHRIS FUNKHOUSER \_\_\_\_\_

MATT MAREK \_\_\_\_\_

SEAVER TARULIS \_\_\_\_\_

JASON PETERSON \_\_\_\_\_

**APPROVED** by me, as Mayor of the United City of Yorkville, Kendall County, Illinois this  
\_\_\_\_ day of \_\_\_\_\_, A.D. 2022.

\_\_\_\_\_  
MAYOR

*Attest:*

\_\_\_\_\_  
CITY CLERK

**AGREEMENT BY AND AMONG THE UNITED CITY OF YORKVILLE,  
KENDALL COUNTY, ILLINOIS, YORKVILLE-BRISTOL SANITARY DISTRICT  
AND BRIGHTFARMS**

**EFFECTIVE DATE: 5/10/2022**

**ARTICLE 1: RECITALS**

1.1 United City of Yorkville, Kendall County, Illinois (the “City”), is a duly organized and validly existing non-home rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State. The Yorkville-Bristol Sanitary District (“YBSD”) is an independent municipal corporation validly organized under the Illinois Sanitary District Act of 1917; and Illinois Greenhouse, LLC, a Delaware limited liability company and subsidiary of BrightFarms, Inc., a Delaware corporation, is a hydroponic indoor farming company producing lettuce and herbs for shipping to local retailers (collectively “BrightFarms”).

1.2 BrightFarms has submitted a proposal to the City to develop approximately one-hundred twenty (120) acres at the northeast corner of Eldamain and Corneils Roads (the “Development Site”) to construct a 860,000 square foot greenhouse as Phase I, followed by a second 860,000 square foot greenhouse as Phase II, for an indoor lettuce and herb growing operation; however, the Development Site is not served by water or sewer service.

1.3 BrightFarms has informed the City that it would not require City water service for its operations due to the fact that the presence of chlorine in the City’s potable water supply impacts lettuce growth and, therefore, has requested the City to permit it to drill a well at the Development Site and to approve such amendments to the City Code to permit the generation of a water supply from such wells at the Development Site, as specified below in Section 2.8. BrightFarms agrees to obtain any other permits required for the well from any other governmental entity having jurisdiction over the development site.

1.4 The City has investigated the route required to extend sewer services to the Development Site and has determined that the design of, land acquisition for, and construction of approximately 8,500 linear feet of 12”, 16” and 30” sanitary sewer interceptor(s) from Rob Roy Creek to the Development Site (the “Project”), and the acquisition of easements necessary for the sewer interceptor, permit fees and engineering design fees are collectively estimated to be a maximum amount of \$3,200,000 (the “Project Cost”). The City hereby agrees to obtain BrightFarms’ prior written consent before executing any proposed change orders that would increase the Project Cost.

1.5 The City, YBSD and BrightFarms agree that the Project Cost should be proportioned among the parties to this Agreement with each party having the right to recapture portions of the Project Cost, on a pro rata basis in accordance with the initial allocation of the Project Cost shared among the Parties, from future users.

1.6 BrightFarms has completed a traffic study, which has been reviewed and its recommendations validated by the City’s engineers.

## ARTICLE 2: RESPONSIBILITY OF THE PARTIES

2.1 The City has applied to the Community Development Block Grant (“CDBG”) Program as established by the U.S. Housing and Development Act of 1974 for a grant in the maximum amount of \$1,000,000 for the sewer extension to the Development Site and such other required public infrastructure for the sewer extension. The City further agrees to take all reasonably necessary steps to obtain the CDBG. In the event any funds are received by the City as the result of its CDBG application, the City agrees to remit the entire portion of the grant funds to BrightFarms within 60 days of its receipt.

2.2 BrightFarms and YBSD agree that the City shall be solely responsible for the design and construction of the Project and the acquisition of any necessary easements, subject to the conditions set forth in this Agreement. The parties hereby agree that, after construction and acceptance of the Project by YBSD, the City shall assign any and all easement rights relating to the 30” sanitary sewer interceptor portion of the Project to YBSD and convey the title to the 30” sanitary sewer interceptor portion of the Project to YBSD.

2.3 BrightFarms hereby agrees to pay YBSD all appropriate annexation fees and infrastructure participation fees at the time of the Project’s annexation into YBSD. Based on fees in effect in January 2022 and for illustrative purposes only, the current annexation fee is \$4,228 per acre. BrightFarms anticipates annexing all 120 acres of the Development Site immediately after the City’s and YBSD’s respective approvals of this Agreement and will be estimated to owe YBSD \$507,360 immediately after the City’s and YBSD’s approvals. Based on fees in effect of January 2022 and for illustrative purposes only, the current infrastructure participation fee is \$4,228 per acre. BrightFarms anticipates developing the Development Site on a phased basis but shall commit to paying the infrastructure participation fees for all 120 acres (i.e. \$507,360) to YBSD before the City acquires any easement necessary to construct the Project. YBSD agrees to remit the \$507,360 for BrightFarms’ infrastructure participation fees to the City (the “*BF Infrastructure Fees*”), and YBSD shall pay an estimated \$158,120 to the City for the purpose of paying YBSD’s proportionate share of the total Project Cost (the “*YBSD Sewer Interceptor Share*”) which shall be applied to the cost of the 30” portion of the sanitary sewer interceptor (collectively, the *BF Infrastructure Fees* and the *YBSD Sewer Interceptor Share* hereinafter referred to as the “*YBSD Contribution*”). YBSD acknowledges that the YBSD Sewer Interceptor Share is an estimated amount based on the Project Cost and agrees that the final amount of the YBSD Contribution will be calculated after bidding of the Project. In the event that the Project Cost is increased or decreased pursuant to change orders executed by the City, to pay to the City its proportionate share of any additional amounts that increase the Project Cost within thirty (30) calendar days after YBSD’s receipt of a written invoice from the City, or the City shall pay to YBSD its share of any additional change orders that decrease the Project Cost within thirty (30) calendar days after the City’s approval of the change order. YBSD shall pay the YBSD Contribution to the City within 30 days from its receipt of BrightFarms’ payment of the infrastructure participation fees.

2.4 BrightFarms agrees to contribute an amount equal to the total Project Cost (“*BrightFarms Funding Payments*”), less the total amount to be paid to the City by YBSD. The BrightFarms Funding Payments shall be payable to the City as stipulated in Paragraph 2.5.

2.5 A. In addition to the annexation fees and the infrastructure participation fees due to YBSD from BrightFarms as described above in Section 2.3, BrightFarms agrees to be responsible for all BrightFarms Funding Payments, which amounts shall be deposited by BrightFarms prior to the execution of a contract for the construction of the Project (the “*Construction Contract*”) into an escrow account to be managed by the City (the “*Construction Deposit*”). All payments for the Project shall be made by the City to its construction contractor from the Construction Deposit. The City shall work with BrightFarms in the preparation of the Request for Proposal of the Construction Contract in furtherance of successfully completing the Project by the Target Date (as hereinafter defined). The City shall deliver (i) an executed version of the Construction Contract to BrightFarms; (ii) executed copies of the agreement between the City and its engineering firm and/or design contractor(s) for the Project (the “*Engineering Contract*”); and, (iii) monthly reports to BrightFarms of all payments made from the Construction Deposit.

B. In the event of any change orders resulting in any decrease in the amount due from the City under the Construction Contract, the City shall pay to BrightFarms, from the Construction Deposit, the full amount of any such decrease of the Construction Contract within five (5) business days after the City’s receipt of a fully executed Change Order. In the event of any approved increase in the amount due from the City under the Construction Contract due to a change order, BrightFarms shall increase the Construction Deposit within five (5) business days after BrightFarms’ receipt of a fully executed Change Order in an amount equal to such increase of the Construction Contract.

C. The City agrees to reimburse BrightFarms an amount equal to \$150,000, which shall be paid to BrightFarms in four (4) equal annual payments of \$37,500. The City shall pay the first reimbursement payment to BrightFarms on the date of completion of the construction of the Project and approval thereof by the City and shall pay each of the remaining reimbursement payments to BrightFarms on the three (3) following anniversaries of such date of completion.

2.6 Upon execution of this Agreement and the calculation of the actual Project Cost after the Project has been completed and accepted, BrightFarms shall be entitled to recapture amount(s) as set forth in the Recapture Agreement, the form of which is attached hereto as *Exhibit A*. The parties hereby agree that the form of the Recapture Agreement may be modified by the City and BrightFarms, and YBSD agrees it has no rights under the Recapture Agreement.

2.7 BrightFarms shall improve Corneils Road from Eldamain Road to the eastern edge of the Development Site in accordance with the specifications attached hereto as *Exhibit B*. Prior to an issuance of a certificate of occupancy permit for the first phase of the BrightFarms facility at the Development Site, BrightFarms shall have:

- (i) Improved Corneils Road from Eldamain Road to the entrance of its facility; and,
- (ii) Delivered to the City a performance bond from a bonding company acceptable to the City in an amount equal to one hundred twenty percent (120%) of the estimated cost to improve Corneils Road, as provided by the City Engineer, from the entrance of the BrightFarms facility to the eastern edge of the Development Site (the “*Corneils Road Final Phase*”); it

being understood that the Corneils Road Final Phase shall be improved within three (3) years of the date of the certificate of occupancy for the first phase of BrightFarms facility at the Development Site.

2.8 The City agrees to undertake and agree to make amendments to the City Code which will be necessary to permit the drilling and use of a proposed well in the St. Peter Sandstone of the Ancell Group formation at a depth of approximately 640'. Any further changes to this well or a new well will require City Council approval, approval of which will not be unreasonably withheld.

2.9 The City and its contractors have assessed the Project and indicate that completion of the construction of the sewer by February 1, 2023 (the "*Target Date*") is feasible. The City and its contractors shall make every reasonable effort to achieve that deadline, reporting to BrightFarms on progress, reviewing any challenges that arise and collaborating fully with BrightFarms in an effort to achieve the Target Date. If the City fails to achieve the Target Date, it will allow temporary permits for alternative arrangements for onsite septic and/or holding tanks, comparable to those that would be permitted on a construction site, to be paid for at BrightFarms' sole cost, until the sewer construction is complete. It is noted that the City is not the permitting agency for septic systems, but the City will use commercially reasonable efforts to assist BrightFarms in securing any necessary permits from the Kendall County Health Department.

### **ARTICLE 3: IN GENERAL**

3.1 The term of this Agreement shall commence upon the Effective Date and shall terminate upon completion of the Project and the assignment of all easements and all infrastructure deemed part of the Project to YBSD and the City as follows:

- (a) Conveyance of the 30" sanitary sewer interceptor and all easements required for its maintenance, repair and replacement to YBSD; and,
- (b) Acceptance of the 16" and 12" sanitary sewer by the City and retention of all easements required for the maintenance, repair and replacement of said sewers.

3.2 In the event of a breach of this Agreement by any party that is not cured within thirty (30) days after its receipt of written notice of such breach, such breaching party shall be deemed to be in default of this Agreement. In such event, the defaulting party hereby agrees to pay and reimburse the non-defaulting parties for all costs and expenses incurred by them in connection with an action taken to enforce this Agreement, including reasonable attorney's fees and court costs.

3.3 Upon completion of the Project and the operation of the sanitary sewer main serving BrightFarms, BrightFarms agrees to pay the sanitary sewer service fees at the same rate of all other commercial users of sanitary sewer services provided by YBSD and the City.

3.4 This Agreement shall be binding upon and inure to the benefit of the successor of any of the parties hereto and any successor governmental legal entity (governmental or otherwise)

that may assume and perform the duties of any party hereto. Notwithstanding the foregoing, this Agreement shall not be assigned by a party hereto without the prior written consent of the other parties to this Agreement.

3.5 The invalidity of any provisions of this Agreement shall not impair the validity of any other provisions. If any provision of this Agreement is determined by a court of competent jurisdiction to be unenforceable, that provision shall be deemed severed from this Agreement or as otherwise modified by the court.

3.6 This Agreement sets forth the entire understanding of the parties, and may only be amended, modified or terminated by a written instrument signed by the parties.

3.7 This Agreement shall be interpreted and construed in accordance with the laws of the State of Illinois.

3.8 All notices hereunder shall be in writing and must be served either personally or by registered or certified mail, postage prepaid and return receipt requested, or by overnight courier to:

*To the City:* United City of Yorkville  
800 Game Farm Road  
Yorkville, Illinois 60560  
Attention: City Administrator

*To the District:* Yorkville-Bristol Sanitary District  
304 River Street  
Yorkville, Illinois 60560

*To BrightFarms:* Illinois Greenhouse, LLC  
c/o BrightFarms, Inc.  
6205-A Peachtree Dunwoody Road  
Atlanta, GA 30328  
Attn: Sean O'Neill, Director of Development

*With copies to:* Cox Enterprises, Inc.  
6205-A Peachtree Dunwoody Road  
Atlanta, GA 30328  
Attn: Steven Bradley, VP – Cox Cleantech

Cox Enterprises, Inc.  
6205-A Peachtree Dunwoody Road  
Atlanta, GA 30328  
Attn: Erin McCandless, VP – Legal Department, Commercial Operations

3.9 This Agreement is executed in multiple counterparts, each of which shall be deemed to be and shall constitute one and same instrument.

**[SIGNATURES ON FOLLOWING PAGE]**



**IN WITNESS WHEREOF**, the parties hereto have caused this Agreement to be executed by their duly authorized officers on the Effective Date.

United City of Yorkville, Kendall County,  
Illinois, a municipal corporation

By: \_\_\_\_\_  
Mayor

*Attest:*

\_\_\_\_\_  
City Clerk

Yorkville-Bristol Sanitary District

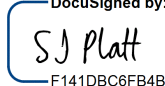
By: \_\_\_\_\_  
President

*Attest:*

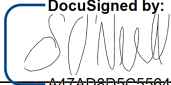
\_\_\_\_\_  
Secretary

Illinois Greenhouse, LLC and BrightFarms,  
Inc.

By:  \_\_\_\_\_  
BrightFarms, Inc., its Managing Member

By:  \_\_\_\_\_  
Name: Stephen Platt, Chief Executive Officer

*Attest:*

 \_\_\_\_\_  
Secretary



**EXHIBIT A**

**RECAPTURE AGREEMENT**

**[SEE ATTACHED]**

**EXHIBIT B**

**DEVELOPMENT PLAN / SURVEY**

**[SEE ATTACHED]**

## RECAPTURE AGREEMENT

**THIS RECAPTURE AGREEMENT** ("*Agreement*"), is made and entered as of the 10th day of May, 2022, by and between the United City of Yorkville, Kendall County, Illinois (the "*City*") and Illinois Greenhouse LLC, a Delaware limited liability company and subsidiary of BrightFarms, Inc., a Delaware corporation ("*BrightFarms*").

### RECITALS:

A. The City, BrightFarms and the Yorkville-Bristol Sanitary District, an independent municipal corporation organized under the Illinois Sanitary District Act of 1017 (the "*YBSD*") have shared the cost and expense to design and construct all mains, devices and any other equipment and appurtenances thereto required in connection with the extension of the City's sewer system (the "*Sewer System*"), as depicted on *Exhibit A* and serving the area legally described on *Exhibit B*, both Exhibits being attached hereto.

B. The City and BrightFarms desire to recapture their respective contributions to the costs of constructing the Sewer System which will provide sewer service from the City to properties along the route as depicted on *Exhibit A* and as identified by parcel number on *Exhibit C* attached hereto (the "*Benefitted Properties*").

C. The City and BrightFarms are desirous of entering into this Agreement to provide for the fair and allocable recapture from owners of the Benefitted Properties (each being an "Owner") of a proportion of their costs to provide the Benefitted Properties with the Sewer System, subject to the terms and conditions set forth in this Agreement.

**NOW, THEREFORE**, in consideration of the foregoing recitals and the mutual covenants hereinafter set forth, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the parties hereto, the parties hereby agree as follows:

*Section 1. Recapture Costs.* An estimate of the costs to construct the extension of the Sewer Service is set forth on *Exhibit D* attached hereto (the "*Recapture Costs*"). Upon completion of the construction of the Sewer System and acceptance by the City, an itemized list of the actual costs shall be attached hereto as *Exhibit E* (the "*Final Project Costs*").

*Section 2. Benefitted Properties.* Each Benefitted Property is eligible to connect to the Sewer System upon satisfaction of the conditions hereinafter set forth. It is understood that at any time any one of the Benefitted Properties is subdivided into two or more parcels, all of such parcels shall be deemed to be added to the list of Benefitted Properties for purpose of receiving any potential benefit from a connection to the Sewer System.

*Section 3. Condition Precedent to Connection.* A Benefitted Property shall not be eligible to connect to the Sewer System unless the Owner has either annexed to the City or entered into a pre-annexation agreement with the City.

*Section 4. Recapture Cost Allocation.* The City and BrightFarms shall establish the equitable share of the Recapture Costs to be allocated to each Benefitted Property based upon the Final Project Costs. The proportionate share of the cost of the Sewer System to be allocated to a Benefitted Property shall be based upon projected population equivalent (“PE”) for the use to be served. Once Final Project Costs are known and certified, a cost per PE shall be established and referred to herein as the “*Recapture Allocation*”. For purposes of this Agreement, and based on standard engineering practices, one PE shall be equal to 100 gallons of water per person per day.

*Section 5. Collection of Recapture Costs.* The City shall assess against and collect from the Owner of a Benefitted Property, or any portion thereof, his or her successors and assigns, the Recapture Costs as allocated to such Benefitted Property. At such time as an Owner annexes and/or subdivides a Benefitted Property, or any portion thereof, or subdivides the Benefitted Property from a larger parcel of land or applies to the City for issuance of a permit for connection to the Sewer System, whichever shall first occur, the City shall collect from such Owner, or its agent or representative, the applicable Recapture Costs, owed hereunder by such Benefitted Property. No Benefitted Property shall be issued a connection permit to the Sewer System until such Benefitted Property has fully paid the allocated Recapture Cost owed by such Benefitted Property under this Agreement.

*Section 6. Obligation of the City.* Upon annexation of any Benefitted Property to the City, the City’s officers, employees and agents shall make all commercially reasonable efforts to collect the Recapture Costs as calculated for each Benefitted Property payable to the City. The City and BrightFarms shall share the funds collected calculated upon their proportionate costs each contributed to the design and construction of Sewer System.

*Section 7. City’s Collection of other Fees and Charges.* Nothing contained in this Agreement shall limit or in any way affect the rights of the City to collect other fees and charges pursuant to City ordinances, resolutions, motions, and policies. The Recapture Costs provided for herein for each Benefitted Property are in addition to such other City fees and charges.

*Section 8. Term.* This Agreement shall remain in full force and effect for a period of twenty (20) years from the date hereof, unless sooner terminated. In the event no portion of a Benefitted Property and no connection permit as aforesaid is issued by the City for such Benefitted Property within twenty (20) years following the date of this Agreement, this Agreement, and each and every duty and undertaking set forth herein pertaining to such Benefitted Property, shall become null and void and of no further force and effect as to such Benefitted Property.

*Section 9. Lien.* This Agreement shall be recorded against the Benefitted Properties upon completion of the Sewer System and acceptance by the City and the attachment of *Exhibit E* with the actual costs of the Sewer System. The recordation by the City of this Agreement against the Benefitted Properties shall create and constitute a lien against each Benefitted Property, and each subdivided lot hereafter contained therein, in the amount of the Recapture Costs, plus interest, applicable hereunder to such Benefitted Property.

*Section 10. Miscellaneous Provisions.*

A. Agreement: This Agreement may be amended upon the mutual consent of the parties hereto from time to time by written instrument and in conformity with all applicable statutory and ordinance requirements and without the consent of any other person or corporation owning all or any portion of the Benefitted Properties.

B. Binding Effect: Except as otherwise herein provided, this Agreement shall inure to the benefit of and be binding upon the successors and assigns of the Owner of a Benefitted Property.

C. Enforcement: Each party to this Agreement, and their respective successors and assigns, may either in law or in equity, by suit, action, mandamus, or other proceeding in force and compel performance of this Agreement.

D. Recordation: A true and correct copy of this Agreement shall be recorded with the Stephenson County Recorder's office by the County at its sole cost. This Agreement shall constitute a covenant running with the land and shall be binding upon the Benefitted Properties in accordance with the terms and provisions set forth herein.

E. Notices: Any notice required or desired to be given under this Agreement, unless expressly provided to the contrary herein, shall be in writing and shall be deemed to have been given on the date of personal delivery, on the date of confirmed telefacsimile transmission provided a hard copy of such notice is deposited in the U.S. mail addressed to the recipient within twenty-four hours following the telefacsimile transmission, or on the date when deposited in the U.S. Mail, registered or certified mail, postage prepaid, return receipt requested, and addressed as follows:

With a copy to:

United City of Yorkville  
800 Game Farm Road  
Yorkville, Illinois 60560  
Attn: City Administrator

Kathleen Field Orr  
Kathleen Field Orr & Associates  
2024 Hickory Road, Suite 205  
Homewood, Illinois 60430

*with a copy to:*

Illinois Greenhouse, LLC  
c/o BrightFarms, Inc.  
6205-A Peachtree Dunwoody Road  
Atlanta, GA 30328  
Attn: Sean O'Neill,  
Director of Development

Cox Enterprises, Inc.  
6205-A Peachtree Dunwoody Road  
Atlanta, GA 30328  
Attn: Steven Bradley, VP – Cox Cleantech

Cox Enterprises, Inc.  
6205-A Peachtree Dunwoody Road  
Atlanta, GA 30328  
Attn: Erin McCandless, VP – Legal  
Department, Commercial Operations

F. Severability: The invalidity or unenforceability of any of the provisions hereof, or any charge imposed as to any portion of the Benefitted Properties, shall not affect the validity or enforceability of the remainder of this Agreement or the charges imposed hereunder.

G. Complete Agreement: This Agreement, including the Exhibits, contains all the terms and conditions agreed upon by the parties hereto with respect to the subject matter of this Agreement, and no other prior agreement regarding the subject matter of this Agreement shall be deemed to exist to bind the parties. This Agreement shall be governed by the laws of the State of Illinois.

H. Captions and Paragraph Headings: Captions and paragraph headings incorporated herein are for convenience only and are not part of this Agreement, and further shall not be used to construe the terms hereof.

I. Recitals and Attachments: The recitals set forth at the beginning of this Agreement and the exhibits attached hereto are hereby incorporated into this Agreement and made a part of the substance hereof.

J. Governing Law; Enforceability: This Agreement shall be interpreted and construed in accordance with the laws of the State of Illinois. This Agreement shall be enforceable in the Circuit Court of Kendall County, Illinois by any of the parties hereto by an appropriate action of law or in equity to secure the performance of the covenants herein contained.

[SIGNATURE PAGE TO FOLLOW]



**IN WITNESS WHEREOF**, the Parties have executed this Agreement as of the dates set forth below their respective signatures, to be effective as of the Effective Date.

**United City of Yorkville**

*Attest:*

By: \_\_\_\_\_  
Mayor

By: \_\_\_\_\_  
City Clerk

Date: \_\_\_\_\_, 2022

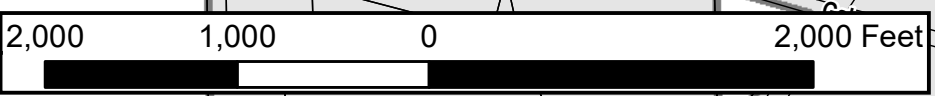
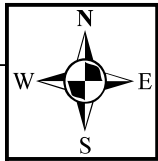
**Illinois Greenhouse, LLC**

*Attest:*

**By:** BrightFarms, Inc.,  
its Managing Member

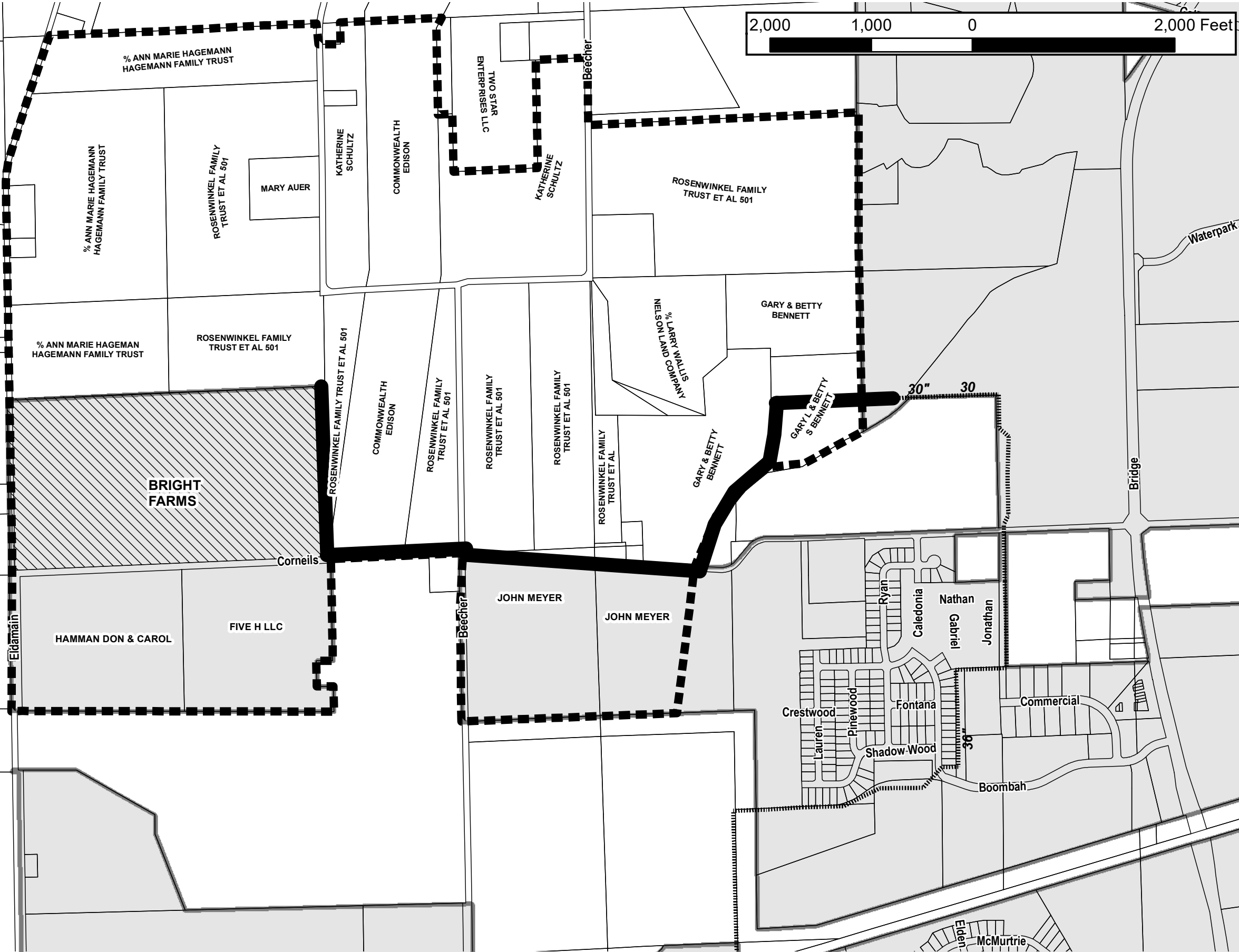
By:  \_\_\_\_\_  
F141DB0C6FB4B4EB...  
Stephen Platt,  
Chief Executive Officer

By:  \_\_\_\_\_  
A47AD8D5C5564BF...



### Legend

- PROPOSED SANITARY SEWER
- EXISTING SANITARY SEWER
- SERVICE AREA
- YORKVILLE LIMITS



**Engineering Enterprises, Inc.**  
CONSULTING ENGINEERS  
52 Wheeler Road  
Sugar Grove, Illinois 60554  
(630) 466-6700 / [www.eelweb.com](http://www.eelweb.com)

**United City of Yorkville**  
800 Game Farm Road  
Yorkville, IL 60560  
(630) 553-4350  
<http://www.yorkville.il.us>

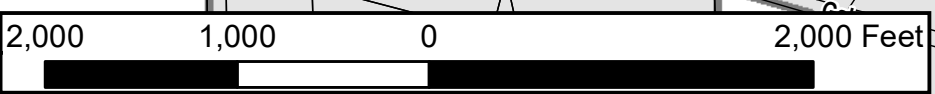
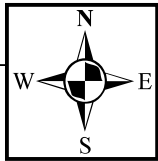
NO.	DATE	REVISIONS

DATE:	FEBRUARY 2022
PROJECT NO.:	YO2116
PATH:	H:\GIS\PUBLIC\YORKVILLE\2021\
FILE:	YO2116-Yorkville - Exhibit A Overall Ownership.BW

**CORNELLS ROAD  
INTERCEPTOR SEWER**  
UNITED CITY OF YORKVILLE  
KENDALL COUNTY, ILLINOIS

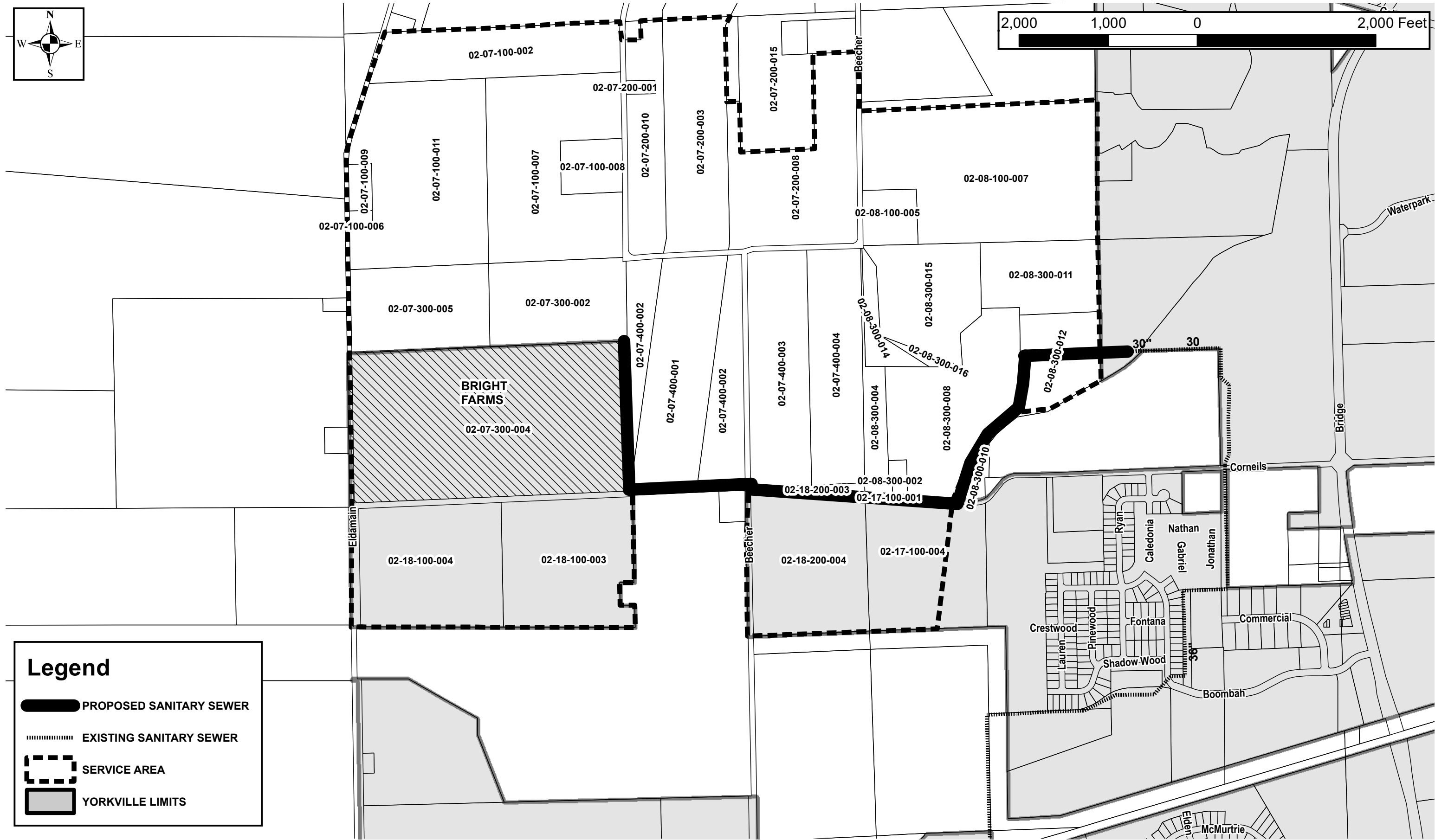
**EXHIBIT A  
PROJECT SERVICE AREA**

THAT PART OF SECTIONS 7, 8, 17 AND 18, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 18; THENCE SOUTH ALONG THE EAST LINE OF SAID NORTHWEST QUARTER, 926.62 FEET; THENCE WESTERLY AT AN ANGLE OF 89 DEGREES 52 MINUTES 45 SECONDS MEASURED COUNTERCLOCKWISE FROM THE LAST DESCRIBED COURSE, 163.69 FEET; THENCE SOUTHERLY, PERPENDICULAR TO THE LAST DESCRIBED COURSE, 252.72 FEET; THENCE EASTERLY, PERPENDICULAR TO THE LAST DESCRIBED COURSE, 164.12 FEET TO THE EAST LINE OF SAID NORTHWEST QUARTER; THENCE SOUTHERLY ALONG SAID EAST LINE, 249.67 FEET TO THE NORTH LINE OF THE COMMONWEALTH EDISON PARCEL HAVING A PIN OF 02-18-100-006; THENCE WESTERLY ALONG SAID NORTH LINE TO THE EAST LINE OF ELDAMAIN ROAD; THENCE NORTHERLY ALONG THE EAST LINE OF ELDAMAIN ROAD TO THE NORTH LINE OF SAID SECTION 7; THENCE EASTERLY ALONG SAID NORTH LINE TO THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 7; THENCE SOUTH ALONG SAID WEST LINE, 208.00 FEET; THENCE EAST PERPENDICULAR TO SAID WEST LINE, 208.00 FEET; THENCE NORTH PARALLEL TO SAID WEST LINE, 213.90 FEET TO THE NORTH LINE OF SAID SECTION 7: THENCE EAST ALONG THE NORTH LINE OF SAID SECTION 7 TO A POINT ON SAID NORTH LINE WHICH IS 85.68 FEET WESTERLY OF THE NORTHEAST CORNER OF THE WEST HALF OF SAID NORTHEAST QUARTER, SAID POINT BEING ON THE EAST LINE OF THE COMMONWEALTH EDISON PARCEL HAVING A PIN OF 02-07-200-003; THENCE SOUTHERLY ALONG SAID EAST LINE TO THE NORTHWEST CORNER OF A PARCEL OF LAND DESCRIBED AS PARCEL 3 IN DOCUMENT 201700012660; THENCE THE FOLLOWING (5) COURSES ALONG THE NORTH LINES OF SAID PARCEL; THENCE EASTERLY 137.17 FEET ALONG A LINE PERPENDICULAR TO THE WEST LINE OF THE EAST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 7 TO THE WEST LINE OF THE EAST HALF OF SAID NORTHEAST QUARTER; THENCE SOUTHERLY, 646.01 FEET ALONG SAID WEST LINE; THENCE EASTERLY PARALLEL TO THE SOUTH LINE OF SAID EAST HALF, 807.14 FEET; THENCE NORTHERLY PARALLEL WITH THE EAST LINE OF SAID EAST HALF, 1051.29 FEET; THENCE EASTERLY, PARALLEL WITH THE NORTH LINE OF SAID EAST HALF, 514.86 FEET TO THE WEST LINE OF SAID SECTION 8; THENCE SOUTH ALONG THE WEST LINE OF SAID SECTION 8 TO A POINT THAT IS 1126.52 SOUTH OF THE NORTHWEST CORNER OF SAID SECTION 8; THENCE EASTERLY 2655.97 FEET TO A POINT ON THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 8 THAT IS 1124.58 FEET SOUTH OF THE NORTHEAST CORNER OF SAID NORTHWEST QUARTER; THENCE SOUTH ALONG THE EAST LINE OF SAID NORTHWEST QUARTER AND THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 8 TO THE CENTERLINE OF ROB ROY CREEK; THENCE SOUTHWESTERLY ALONG SAID CENTERLINE TO A LINE BEING PERPENDICULAR TO THE WEST LINE OF SAID SECTION 17, AND LYING 11.66 CHAINS NORTH OF THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 17, AS MEASURED ALONG THE WEST LINE OF SAID SECTION 17; THENCE WESTERLY ALONG SAID PERPENDICULAR LINE TO THE EAST LINE OF SAID SECTION 18; THENCE WESTERLY TO A POINT IN THE CENTERLINE OF BEECHER ROAD, SAID POINT BEING 31.66 CHAINS NORTH OF THE SOUTHWEST CORNER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 18; THENCE NORTH ALONG SAID CENTER LINE TO THE NORTH LINE OF SAID SECTION 18; THENCE WEST ALONG THE NORTH LINE OF SAID SECTION 18 TO THE POINT OF BEGINNING ALL IN KENDALL COUNTY, ILLINOIS.



### Legend

- PROPOSED SANITARY SEWER
- EXISTING SANITARY SEWER
- SERVICE AREA
- YORKVILLE LIMITS





**Engineering Enterprises, Inc.**

52 Wheeler Road, Sugar Grove, IL 60554

<b>JOB NO:</b>	YO2116-DR
<b>DESIGNED:</b>	NLS
<b>DATE:</b>	January 19, 2022
<b>PROJECT TITLE:</b>	Bright Farms

Preliminary Cost Estimate - Sanitary					
ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
1	SEWER CONSTRUCTION - PIPE SEWERS, 12" PVC	LF	700	\$ 150.00	\$ 105,000.00
2	SEWER CONSTRUCTION - PIPE SEWERS, 16" PVC	LF	6,450	\$ 175.00	\$ 1,128,750.00
3	SEWER CONSTRUCTION - PIPE SEWERS, 30" PVC	LF	1,300	\$ 275.00	\$ 357,500.00
4	BORE AND JACK 42" STEEL CASING PIPE	LF	50	\$ 1,000.00	\$ 50,000.00
5	CONNECT TO EXISTING SANITARY SEWER	EACH	1	\$ 5,000.00	\$ 5,000.00
6	TYPE A SANITARY MANHOLE 4' DIAMETER, TYPE 1 FRAME CLOSED LID	EACH	2	\$ 6,000.00	\$ 12,000.00
7	TYPE A SANITARY MANHOLE 5' DIAMETER, TYPE 1 FRAME CLOSED LID	EACH	17	\$ 7,500.00	\$ 127,500.00
8	TYPE A SANITARY MANHOLE 6' DIAMETER, TYPE 1 FRAME CLOSED LID	EACH	3	\$ 9,000.00	\$ 27,000.00
9	FOUNDATION MATERIAL	CY	160	\$ 50.00	\$ 8,000.00
10	SELECT GRANULAR BACKFILL	CY	90	\$ 50.00	\$ 4,500.00
11	SANITARY SEWER AIR TEST	LS	1	\$ 25,000.00	\$ 25,000.00
12	SANITARY SEWER DEFLECTION TEST	LS	1	\$ 12,750.00	\$ 12,750.00
13	MANHOLE VACUUM TESTING	LS	1	\$ 9,000.00	\$ 9,000.00
14	TELEVISIONING SANITARY SEWER	LS	1	\$ 12,750.00	\$ 12,750.00
15	TOPSOIL, STRIP, STOCKPILE AND REPLACEMENT	LS	1	\$ 126,750.00	\$ 126,750.00
16	SOIL EROSION AND SEDIMENTATION CONTROL	LS	1	\$ 10,000.00	\$ 10,000.00
17	MISC. REMOVALS	LS	1	\$ 10,000.00	\$ 10,000.00
18	TRAFFIC CONTROL AND PROTECTION	LS	1	\$ 30,000.00	\$ 30,000.00
				<b>SUBTOTAL</b>	\$ 2,061,500.00
				<b>CONTINGENCY (20%)</b>	\$ 412,300.00
				<b>TOTAL</b>	\$ 2,473,800.00
				<b>DESIGN ENGINEERING (8%)</b>	\$ 198,000.00
				<b>CONSTRUCTION ENGINEERING (8%)</b>	\$ 198,000.00
				<b>TOTAL PRELIMINARY COST ESTIMATE</b>	<b>\$ 2,869,800.00</b>

**NOTES:**

- SANITARY MANHOLE EVERY 400'
- MINIMUM 3' COVER
- 6' WIDE UTILITY TRENCH BACKFILL
- BORE AND JACK UNDER ROB ROY CREEK
- SANITARY SEWER INSTALLED THROUGH EXISTING FARMFIELDS - EASEMENT TO BE OBTAINED
- SELECT GRANULAR BACKFILL UNDER AND WITHIN 2' OF STRUCTURE
- FOUNDATION MATERIAL IS ASSUMED QUANTITY

09/12



# Memorandum

To: Bart Olson, City Administrator  
From: Brad Sanderson, EEI  
CC: Eric Dhuse, Director of Public Works  
Jori Behland, City Clerk  
Krysti Barksdale Noble, Community Development Director

Date: April 6, 2022  
Subject: Bright Farms – Traffic Study Review

We have reviewed the Traffic Impact Study dated March 30, 2022 prepared by San Schwartz Consulting, LLC and find it to be in conformance with City standards.

The study reviewed the following projected traffic volumes from the development:

Land Use	Vehicle Type	Independent Variable	Daily	AM Peak Hour			PM Peak Hour		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Greenhouse <sup>1</sup> 1,803,100 SF	Cars	261 employees	1,080	75	20	95	75	45	120
	Trucks	4 modules	100	5	-	5	-	5	5
	<b>Total</b>		<b>1,180</b>	<b>80</b>	<b>20</b>	<b>100</b>	<b>75</b>	<b>50</b>	<b>125</b>

<sup>1</sup>Trips generated are based on counts from a similar existing facility in Rochelle, IL.

As shown, the proposed development is expected to generate 100 total trips during the morning peak hour of adjacent street traffic and 125 trips in the evening peak hour. Approximately five trucks are projected in or out of the site during these typical peak hours.

Based on the projected peak hour traffic and total volume of traffic, the following improvements are recommended:

- A northbound right-turn lane providing a 215-foot storage bay and a 220-foot taper should be constructed on Eldamain Road at its intersection with Corneils Road.

Note that this will require a permit from Kendall County.

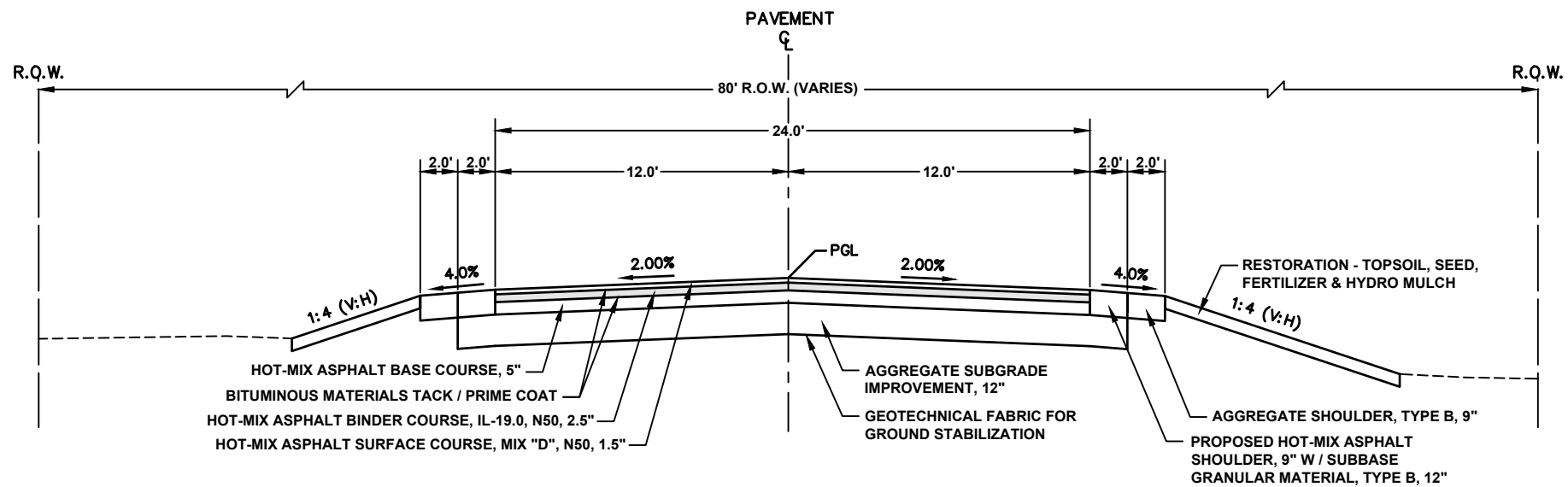
- The site access driveway should operate under minor-leg stop control and provide a single inbound lane and one outbound lane.

In addition, no additional turn lanes are necessary beyond what is existing on the Corneils leg at its intersection of Eldamain Road. Corneils Road should be reconstructed across the frontage of the property as required by City Code. A cross section of the proposed improvements required is attached.

If you have any questions or require additional information, please let us know.

Plotted: January 25, 2022 @ 8:46 AM By: Kris Pung - Tab: Exbt 4 - Area 4 - 8.5x11

## PROPOSED CORNELIS ROAD PAVEMENT SECTION



PROJECT NO. Y02116

UNITED CITY OF YORKVILLE  
KENDALL COUNTY, ILLINOIS

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## CROSS SECTION



**Engineering Enterprises, Inc.**

52 Wheeler Road  
Sugar Grove, Illinois 60554  
630.466.6700 - [www.eeiweb.com](http://www.eeiweb.com)

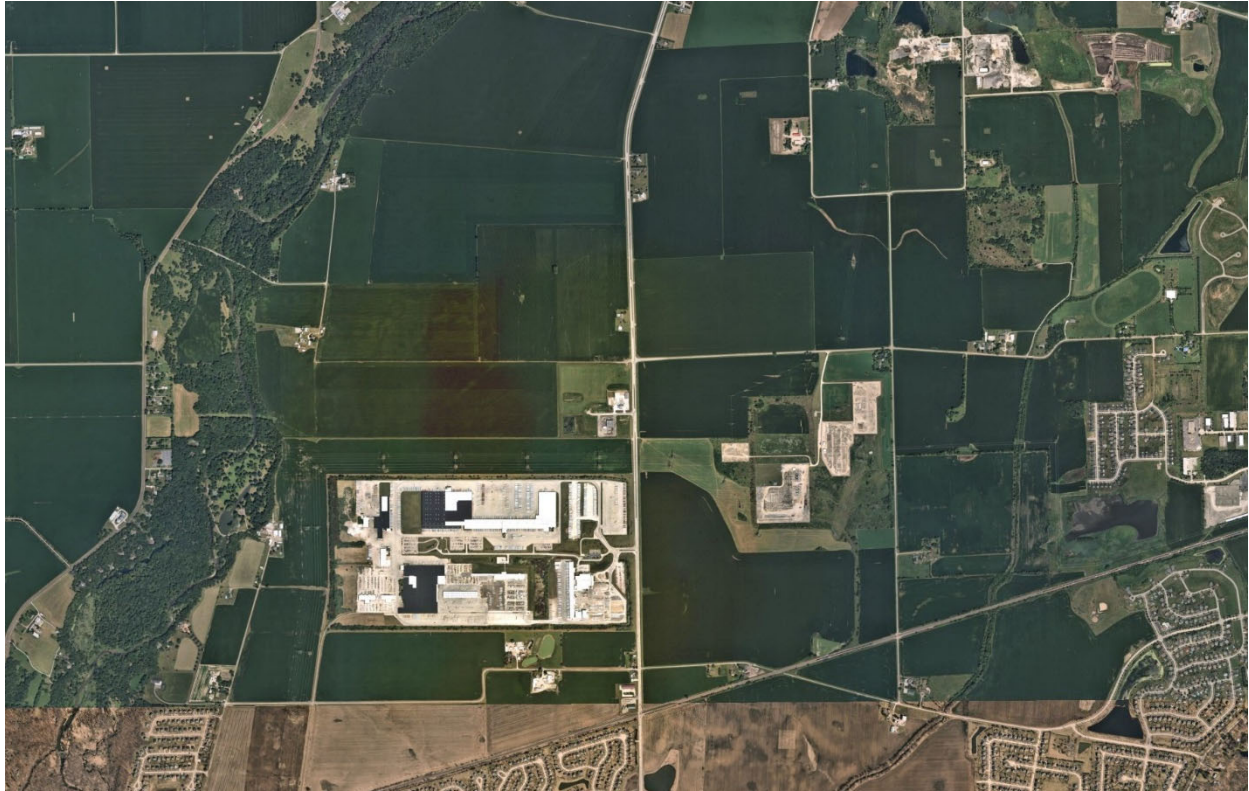
SCALE:  
NTS

DRAWN BY:  
CLN

DATE:  
01/20/22

REVISED:

Path: H:\SDSKPROJ\YO\_YORKVILLE\2021\Y02116\DWG EXHIBIT\Y02116-TYP SECTIONS



# TRAFFIC IMPACT STUDY

Proposed Industrial Greenhouse Building – Yorkville, Illinois

March 30, 2022

Jacob & Hefner Associates, Inc.  
1333 Butterfield Road, Suite 300  
Downers Grove, Illinois 60515

**Sam  
Schwartz**



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## 01. Introduction

Sam Schwartz Consulting, LLC (Sam Schwartz) was retained by Jacob & Hefner Associates to conduct a traffic impact study for an industrial greenhouse development proposed on the northeast corner of Eldamain Road at Corneils Road in Yorkville, Illinois. The site is currently used for agricultural purposes. An aerial view of the study area can be seen on **Figure 1**.

As proposed, a four-module greenhouse building would be constructed totaling approximately 1.80 million square feet. The greenhouse would be occupied by an end-user that grows produce for distribution to retail locations. Access to the greenhouse would be provided via a single access driveway along Corneils Road. A site plan is included in the Appendix.

The following report documents Sam Schwartz's methodology regarding data collection, traffic forecasting, and analyses for this study.





Not to Scale





## 02. Existing Conditions

Sam Schwartz conducted field visits to collect relevant information pertaining to the site, the surrounding street network, traffic volumes, traffic controls, lane geometry, and infrastructure at the study intersections. Based on these characteristics, existing intersection capacity was evaluated to establish baseline operational conditions for the study area. This section of the report provides a description of these existing conditions.

### 2.1. Area Land Uses & Connectivity

Located on the northeast quadrant of the intersection of Eldamain Road and Corneils Road, the subject parcel is currently used for agriculture. US Route 34 (US 34) is located approximately two miles south of the site and provides regional connectivity. Also providing regional connectivity, Illinois Route 47 (IL 47) is located approximately two miles east of the site. Interstate 88 (I-88) is located approximately 10 miles north of the site and can be accessed via interchanges with IL 47 (full access) and Illinois Route 56 (access to/from the east only).

Land uses in the area are generally agricultural and industrial in nature. There is a concrete and material supplier (Grundy Redi-Mix) located south of the subject site on the west side of Eldamain Road and a Menard's distribution center further south along Eldamain Road. Additionally, there is an electrical substation located on Corneils Road directly east of the site and a residential area approximately one and one-quarter miles south of the site.

### 2.2. Existing Street Characteristics

Field data collection was performed along the primary study roadways of Eldamain Road, Ashe Road, Corneils Road, US 34, Galena Road, and the private driveway to the Grundy Redi-Mix facility (hereafter referred to as "Existing Grundy Access") located on the southwest quadrant of Eldamain Road/Corneils Road. Descriptions of these roadways are provided below.

**Eldamain Road** is a north-south minor arterial roadway that provides one lane in each direction and a barrier median through the study area. At its signalized intersection with US 34, the northbound and southbound approaches each provide an exclusive left-turn lane, one through lane, and a dedicated right-turn lane. At its signalized intersection with Galena Road, the northbound approach provides a dedicated left-turn lane, a through lane, and an exclusive right-turn lane. The southbound approach at this intersection is Ashe Road, which is described further in the following paragraph. At its intersection with Corneils Road, the northbound and southbound approaches of Eldamain Road each provide a dedicated left-turn lane and a shared through/right-turn lane. Lastly, at its intersection with Existing Grundy Access, the northbound approach provides a dedicated left-turn lane and a through lane, while the southbound approach provides a through lane and an exclusive right-turn lane. A 45 MPH speed limit is posted on Eldamain Road in the study area. Eldamain Road is under the jurisdiction of the Kendall County Highway Department and its Annual Average Daily Traffic (AADT) is 7,900 vehicles, based on an Illinois Department of Transportation (IDOT) count from 2019.

**Ashe Road** is a north-south minor arterial roadway that provides one lane in each direction. Ashe Road serves as a continuation of Eldamain Road north of its terminus at Galena Road. At its signalized intersection with Galena Road, the southbound approach of Ashe Road provides an exclusive left-turn

lane, one through lane, and a dedicated right-turn lane. Ashe Road is under the jurisdiction of Bristol Township, and there is no speed limit posted. For the purposes of this study, it is assumed to operate with a speed limit of 45 MPH, which is the posted speed limit on Eldamain Road. AADT is 6,300 vehicles, based on an IDOT count from 2019.

**Corneils Road** is an east-west local roadway that intersects with Eldamain Road at the subject site and provides one lane in each direction near the study area. At its intersection with Eldamain Road, the westbound approach operates under minor-leg stop control and provides an exclusive left-turn lane and a shared through/right-turn lane. The eastbound approach at this intersection is used as an unpaved access to a farm on the west side of Eldamain Road; based on its functional operations and negligible traffic volumes, this driveway was assumed to provide one shared left-turn/through/right-turn lane and a single receiving lane. At this location, Corneils Road is under the jurisdiction of the United City of Yorkville and does not have a posted speed limit. For the purposes of this study, it is assumed to operate with a speed limit of 55 MPH, based on Section 11-601(d) of the Illinois Vehicle Code. There is signage posted along Corneils Road prohibiting trucks heavier than eight tons. The AADT on Corneils Road is 1,300 vehicles, based on an IDOT count from 2019.

**US Route 34** is an east-west principal arterial roadway that provides two lanes in each direction and intersects Eldamain Road approximately two miles south of the subject site. At its signalized intersection with Eldamain Road, the eastbound and westbound approaches of US 34 each provide a dedicated left-turn lane, two through lanes, and an exclusive right-turn lane. US 34 has a posted speed limit of 45 MPH and is under the jurisdiction of the Illinois Department of Transportation (IDOT). The AADT on US 34 in this area is 15,000 vehicles, based on an IDOT count from 2019.

**Galena Road** is an east-west minor arterial roadway that provides one lane in each direction and intersects Eldamain Road approximately one and a half miles north of the subject site. At its signalized intersection with Eldamain Road, the eastbound and westbound approaches each provide an exclusive left-turn lane, one through lane, and a dedicated right-turn lane. Galena Road is under the jurisdiction of the Kendall County Highway Department and does not have a posted speed limit. For the purposes of this study, it is assumed to operate with a speed limit of 55 MPH. Galena Road has an AADT of 6,800 vehicles, based on an IDOT count from 2019.

**Existing Grundy Access** is a private driveway serving the Grundy Redi-Mix facility on the southwest quadrant of Eldamain Road and Corneils Road. This driveway provides a shared left-turn/right-turn lane and operates under minor-leg stop control at its intersection with Eldamain Road.

## 2.3. Existing Traffic Volumes

The current state of area traffic conditions has been affected by the COVID-19 pandemic, resulting in changes to daily travel behaviors. Traffic volumes throughout the region have therefore been impacted and require a comparison against historical data to provide a more reliable basis for traffic analyses. This section describes how baseline traffic volumes were derived.

Sam Schwartz conducted intersection turning movement counts (TMCs) in July 2021 at the following locations:

- Eldamain Road/Ashe Road and Galena Road
- Eldamain Road and Corneils Road

- Eldamain Road and Existing Grundy Access
- Eldamain Road and US 34

Counts were performed during the weekday morning and weekday evening periods (6:00-9:00AM and 3:00-6:00PM) to coincide with the peak activity on the area roadway network. Counts for the three southern intersections were obtained on a Wednesday and counts at Eldamain Road and Galena Road were obtained on the following Tuesday. The counts showed only minor volume differences along Eldamain Road. Based on the resulting count data, peak hours occurred from 7:30-8:30AM and from 3:15-4:15PM during the weekday morning and weekday evening peak periods, respectively. The 2021 counts show that northbound and eastbound traffic volumes are generally higher in the morning peak hour, whereas southbound and westbound traffic volumes are higher in the evening peak hour, suggesting a commuter travel pattern for residential areas to the south and west. Overall traffic in the area is heavier in the evening peak hour than the morning peak hour, particularly along US 34.

To supplement the peak period counts and account for the current pandemic, Sam Schwartz obtained historical Average Daily Traffic (ADT) data on Ashe Road and US 34 from the IDOT website for the most recent reporting years (2018 for Ashe Road and 2019 for US 34). Sam Schwartz sorted the historical data by hour and selected the peak bidirectional traffic volumes during both the weekday morning and evening peak periods. These volumes were compared to the peak hour volumes collected as a part of this study's data collection effort during the morning and evening peak periods. The volumes are summarized in Table 1.

**Table 1. Bidirectional Traffic Volume Comparison**

Roadway	Peak Hour	Field-Collected Bidirectional Traffic Volume [A] <sup>1</sup>	Historical Bidirectional Traffic Volume [B] <sup>2</sup>	Variance $\frac{[A] - [B]}{[A]} \times 100$	Growth Factor
Ashe Road	AM	435	475	-9.2%	1.09
	PM	568	537	5.5%	0.95
US 34	AM	1,031	883	14.4%	0.86
	PM	1,739	1,682	3.3%	0.97

<sup>1</sup> Represents Bidirectional Volume data collected by Sam Schwartz, Year 2021.

<sup>2</sup> Represents IDOT Bidirectional Volume collected in 2018 and 2019.

As shown above, 2021 hourly weekday volumes on the analyzed roadways were generally found to be up to 14 percent higher than historical counts. The one exception is along Ashe Road during the morning peak hour.

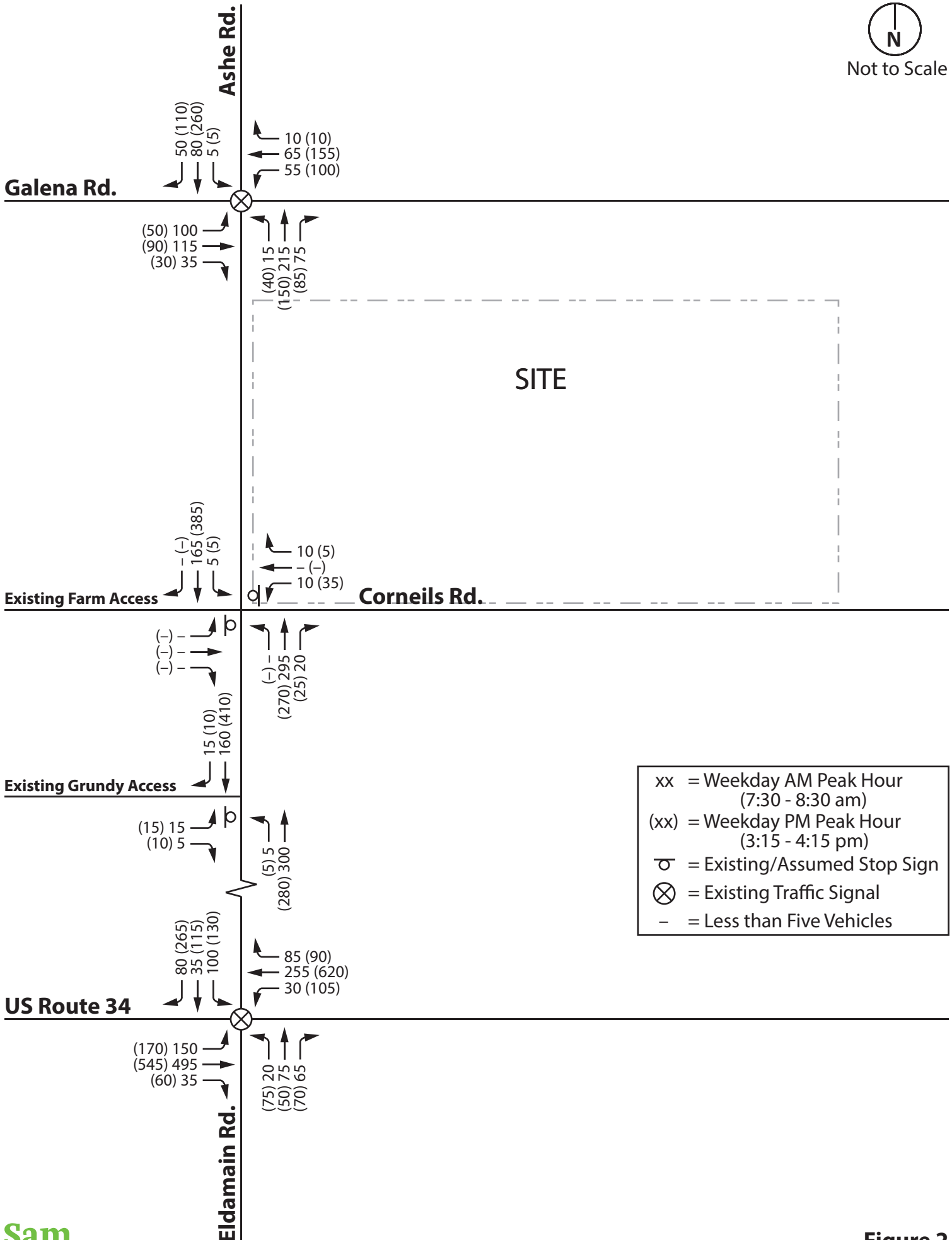
Given the results of the comparison in Table 1, the traffic volumes on most study roadways were not adjusted to account for pandemic-related reductions in travel. However, a 1.09 growth factor was applied to all movements to and from the north leg of Ashe Road at Galena Road in the morning peak hour. This same growth factor was also applied to all through movements along Eldamain Road, since historical hourly bidirectional counts were not available on this roadway.

The volume network was balanced where applicable throughout the study area. Based on these assumptions, a baseline Year 2021 volume network was established. The resulting traffic volumes at

each intersection during the weekday morning and weekday evening peak hours are illustrated in **Figure 2**. Summaries of the raw TMC counts and the historical IDOT ADT data are contained in the Appendix.



Not to Scale





## 2.4. Existing Intersection Operations

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

LOS at a signalized intersection is defined in terms of average control delay (measured in seconds per vehicle), which is the portion of total delay experienced by a motorist that is attributable to the traffic signal. LOS A describes operations with minimal delays (up to 10 seconds per vehicle on average), while LOS F describes operations with delays in excess of 80 seconds per vehicle. At intersections with long cycle lengths, the quantity of red time that is allocated to an approach or movement may near or exceed that 80-second threshold, increasing the likelihood of poor LOS. The LOS criteria for signalized intersections, as defined in the Highway Capacity Manual, Sixth Edition (HCM), are provided in **Table 2**.

**Table 2. LOS Criteria for Signalized Intersections**

Level of Service (LOS)	Average Delay	Volume-to-Capacity (v/c) Ratio
A	≤ 10.0 seconds	< 1.0
B	> 10.0 and ≤ 20.0 seconds	< 1.0
C	> 20.0 and ≤ 35.0 seconds	< 1.0
D	> 35.0 and ≤ 55.0 seconds	< 1.0
E	> 55.0 and ≤ 80.0 seconds	< 1.0
F	> 80.0 seconds	≥ 1.0

Transportation Research Board. Highway Capacity Manual, Sixth Edition.

For unsignalized intersections, total delay (measured in seconds per vehicle) is defined as the total elapsed time from the moment a vehicle stops at the back of the queue until the vehicle departs from the stop bar on the stop-sign controlled approach. This includes the time required for the vehicle to travel from the last-in-queue to the first-in-queue position. The LOS criteria for unsignalized intersections, as defined in the HCM, are summarized in **Table 3**.

**Table 3. LOS Criteria for Unsignalized Intersections**

Level of Service (LOS)	Average Delay	Volume-to-Capacity (v/c) Ratio
A	$\leq 10.0$ seconds	$< 1.0$
B	$> 10.0$ and $\leq 15.0$ seconds	$< 1.0$
C	$> 15.0$ and $\leq 25.0$ seconds	$< 1.0$
D	$> 25.0$ and $\leq 35.0$ seconds	$< 1.0$
E	$> 35.0$ and $\leq 50.0$ seconds	$< 1.0$
F	$> 50.0$ seconds	$\geq 1.0$

Transportation Research Board. Highway Capacity Manual, Sixth Edition.

Capacity analysis was performed to analyze the study intersections for the weekday peak hours using Synchro 10 capacity analysis software. For the signalized intersection, Synchro's *Lanes, Volumes, and Timings* reports were utilized. The HCM 6<sup>th</sup> Edition report was referenced for unsignalized study intersections. The results for each study intersection under existing conditions are summarized in **Table 4**.

**Table 4. Existing (Year 2021) Levels of Service**

Intersection	Weekday Morning Peak		Weekday Evening Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
<b>Eldamain Road / Galena Road<sup>1</sup></b>				
Eastbound	13.7	B	15.6	B
Westbound	14.5	B	18.7	B
Northbound	20.8	C	16.9	B
Southbound	16.9	B	25.3	C
<i>Intersection</i>	<i>17.0</i>	<i>B</i>	<i>20.0</i>	<i>C</i>
<b>Eldamain Road / Corneils Road<sup>2</sup></b>				
Eastbound	11.5	B	14.9	B
Westbound	11.3	B	17.7	C
Northbound Left Turn	7.5	A	8.2	A
Southbound Left Turn	7.9	A	8.2	A
<b>Eldamain Road / Existing Grundy Access<sup>2</sup></b>				
Eastbound	13.4	B	17.8	C
Northbound Left Turn	8.5	A	9.7	A
<b>Eldamain Road / US 34<sup>1</sup></b>				
Eastbound	25.0	C	25.9	C
Westbound	24.4	C	29.6	C
Northbound	17.2	B	21.6	C
Southbound	13.1	B	16.6	B
<i>Intersection</i>	<i>22.2</i>	<i>C</i>	<i>24.8</i>	<i>C</i>
<sup>1</sup> Signalized Intersection				
<sup>2</sup> Two-Way Stop-Controlled Intersection				

As shown above, existing traffic operations are shown to be acceptable at LOS D or better for all approaches.

## 03. Future Conditions

In order to evaluate future intersection operations, traffic volumes were forecasted for a “build-plus-five” design year. With the expectation that the proposed redevelopment would be completed by Year 2027, a Year 2032 design year was utilized. Future traffic forecasting was based on two main factors: background traffic growth and trips generated by the proposed development. Based on the resulting projections, capacity analyses were prepared to evaluate future operational conditions with and without completion of the greenhouse facility. The findings and resulting recommendations are discussed in this section of the report.

### 3.1. Eldamain Road Extension Plans

Eldamain Road was recently reconstructed from Galena Road to south of Corneils Road. Construction on a new Eldamain Road bridge to extend this roadway across the Fox River started in 2021 and is estimated to be complete in 2023. Both projects are part of a multi-phase regional Kendall County plan to extend Eldamain Road south to ultimately connect to Walker Road via Lisbon Road and provide a strategic north-south travel corridor through the County.

### 3.2. No-Build Traffic Volumes

In order to estimate future background traffic for the Year 2032 design horizon, Year 2050 Average Daily Traffic (ADT) projections were obtained from the Chicago Metropolitan Agency for Planning (CMAP) for the roadways within the study area. The CMAP traffic model projects Eldamain Road will carry approximately 12,700 vehicles per day past the site by 2050 when considering completion of the corridor extension project. Based on the projections provided, compounded annual growth rates were derived for each roadway, as summarized below:

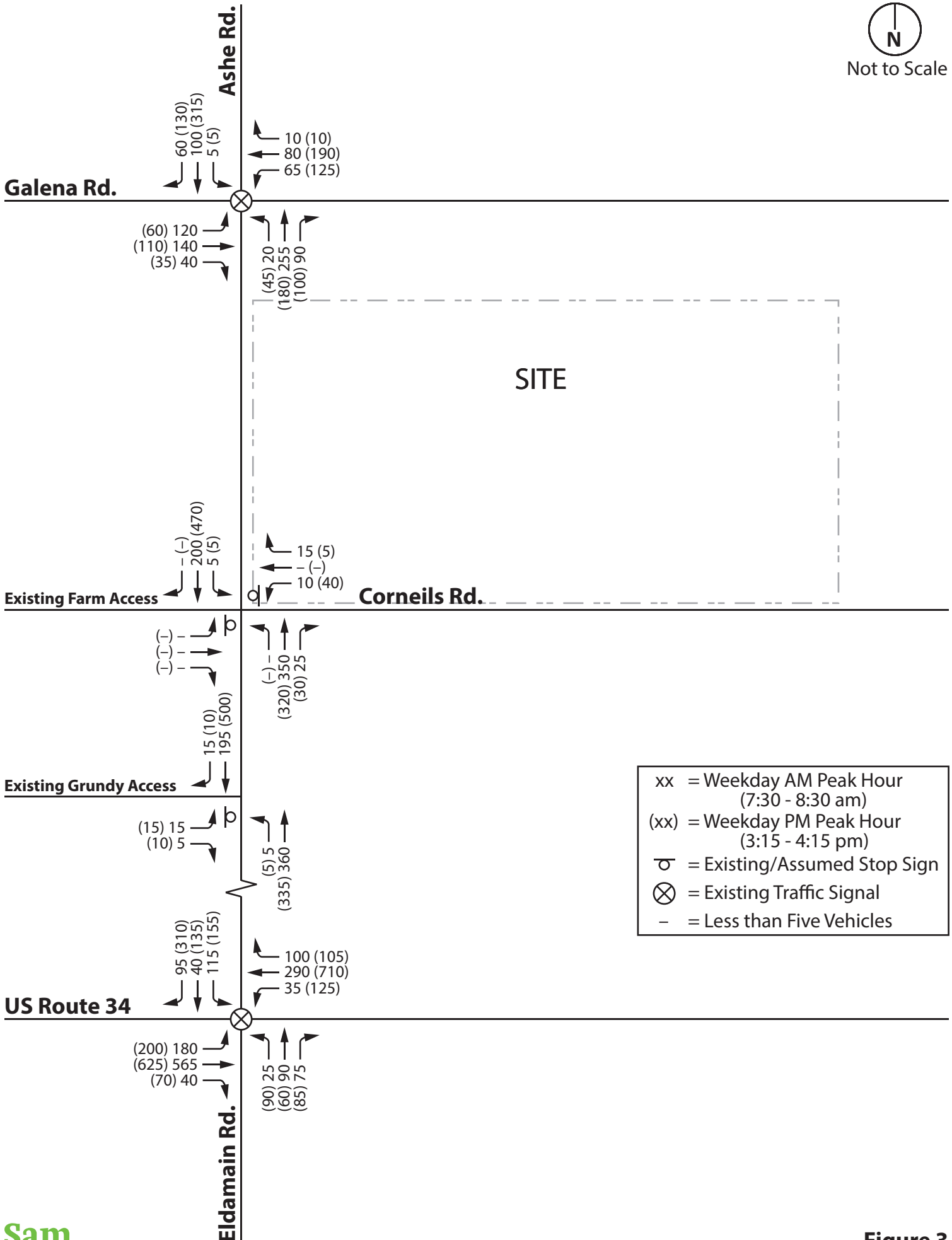
- Eldamain Road: 1.54%
- Galena Road: 1.87%
- Corneils Road: 1.56%
- US Route 34: 1.24%

The growth rate calculated for Eldamain Road was applied to all existing volumes on Eldamain Road, as well as all turning movements onto this roadway, over a period of 11 years. The growth rates calculated for Galena Road and US 34 were applied to their respective through movements. The resulting volumes were balanced across the study area and added to existing volumes to yield Year 2032 No-Build traffic projections, illustrated on **Figure 3**.

Previously the City of Plano indicated that there are plans to extend Miller Road to connect between Rock Creek Road and Eldamain Road at its existing intersection with Corneils Road. However, given there is no timeline or funding yet associated with this project, this planned improvement was not included in the future analysis. As such, no improvements other than those recommended as a part of this study are included in future Year 2032 conditions.



Not to Scale



### 3.3. Site Development Plan

As proposed, the site would contain a four-module industrial greenhouse building totaling approximately 1.80 million square feet with approximately 292 parking spaces. Access to the site is proposed via a single 25-foot-wide access drive to Corneils Road approximately 760 feet east of its intersection with Eldamain Road. Corneils Road will be reconstructed between Eldamain Road and the Site Access drive to consist of one 12-foot lane in each direction and a 4-foot shoulder on each side.

A conceptual site plan illustrating the access location and the internal traffic circulation can be found in the Appendix.

### 3.4. Trip Generation

Site-generated trip projections would typically be calculated using the Institute of Transportation Engineers (ITE) manual Trip Generation, 11<sup>th</sup> Edition. However, there is no similar land use code available for the proposed use in the ITE manual. Trip generation surveys were, therefore, performed at a comparable greenhouse facility currently occupied by the same prospective tenant in Rochelle, Illinois, and used to derive traffic projections for the proposed Yorkville facility. Data collection consisted of 72-hour bi-directional lane volume counts Tuesday through Thursday at the existing facility's access drives. Trip generation rates were derived from the survey data at this model site. Passenger vehicle trip rates were calculated using the employee count at the model site (40 employees). Based on information from the client, truck trip rates were derived per module using an assumption of 50 trucks daily (100 trips) for the proposed four-module site, which is similar to the rate of truck trips counted at the Rochelle site. Projected peak hour truck trip rates were then calculated according to the percentage of total daily truck traffic seen in each of these hours at the model site. A summary of the resulting trip rates is provided in **Table A** in the Appendix.

The proposed site in Yorkville is expected to have two different shifts for hourly workers, each with 120 employees, as well as 21 additional non-hourly employees. Since the model site in Rochelle has only one shift of 40 employees, peak hour passenger vehicle trips were calculated differently for the two peak hours. Weekday morning peak hour trips were calculated by applying the derived weekday morning passenger vehicle trip rate to an employee count of 141—assumed to be the first shift employee count of 120 and the 21 non-hourly workers. Weekday evening peak hour trips were calculated to account for the overlapping departure of the first shift and non-hourly workers and the arrival of the second shift. Trips generated using the weekday morning passenger vehicle trip rate for 120 employees (assumed to account for the employees arriving for the second shift) were therefore added to the trips generated using the weekday evening passenger vehicle trip rate for 141 employees (assumed to account for both the non-hourly employees and the hourly employees leaving after the first shift). **Table B** in the Appendix provides a summary of these calculations. The resulting projected site-generated traffic volumes are shown in **Table 5**. Vehicle trips were rounded to the nearest five vehicles.

**Table 5. Site-Generated Trips**

Land Use	Vehicle Type	Independent Variable	Daily	AM Peak Hour			PM Peak Hour		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Greenhouse <sup>1</sup> 1,803,100 SF	Cars	261 employees	1,080	75	20	95	75	45	120
	Trucks	4 modules	100	5	-	5	-	5	5
	<b>Total</b>		<b>1,180</b>	<b>80</b>	<b>20</b>	<b>100</b>	<b>75</b>	<b>50</b>	<b>125</b>

<sup>1</sup>Trips generated are based on counts from a similar existing facility in Rochelle, IL.

As shown, the proposed development is expected to generate 100 total trips during the morning peak hour of adjacent street traffic and 125 trips in the evening peak hour. Approximately five trucks are projected in or out of the site during these typical peak hours.

### 3.5. Directional Distribution

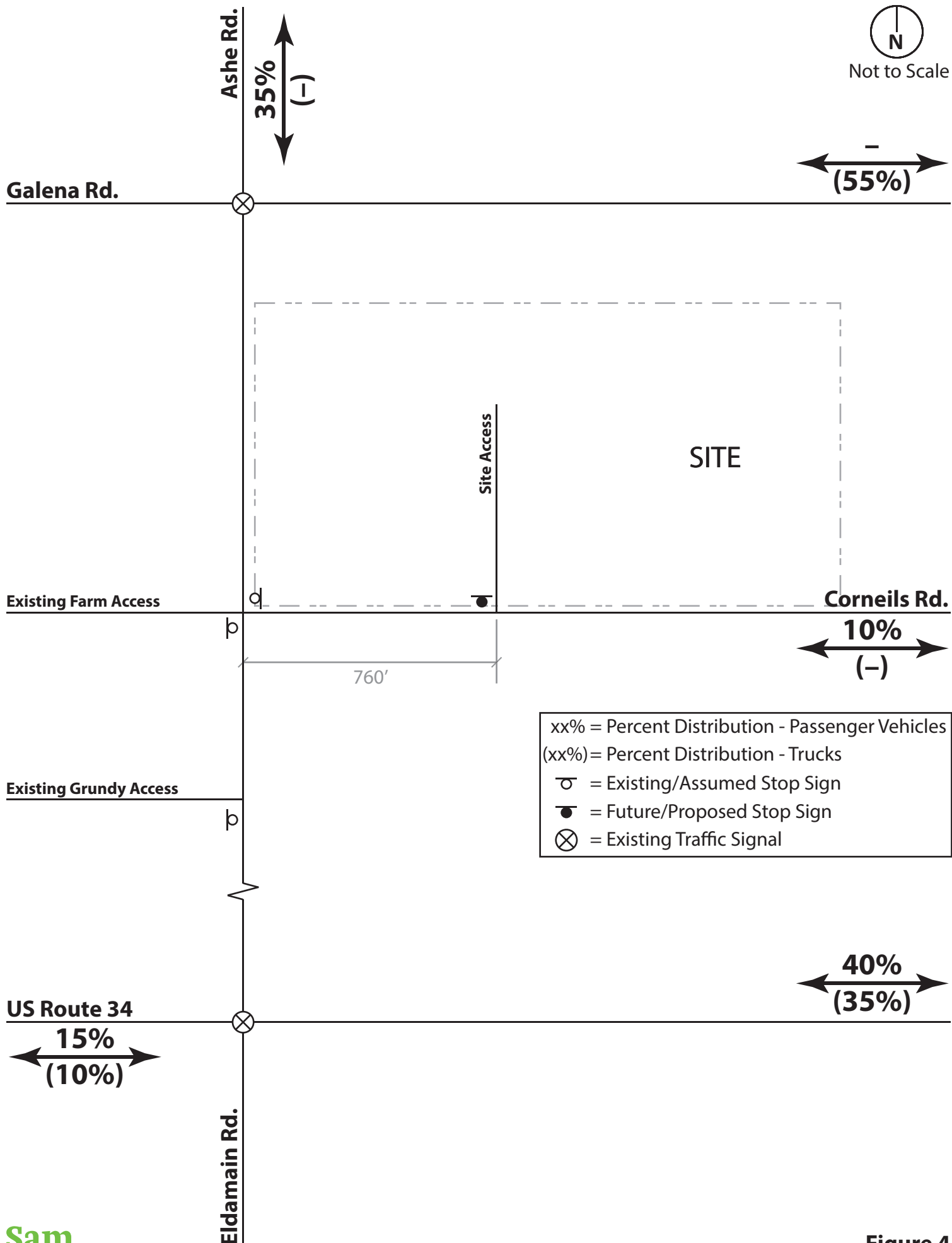
The directional distribution of site-generated traffic is a function of several variables, including existing travel patterns, characteristics of the area street network and traffic control, and peak hour congestion within the study area. The resulting percentages are a best estimate using engineering judgment, familiarity with the area, and logical travel paths to likely origins and destinations for site users. Due to the pavement section and condition of Corneils Road, limited site traffic is expected to route via Corneils Road. This results in a more conservative evaluation of traffic operation along Eldamain Road. The anticipated directional distribution for passenger vehicle and truck trips to and from the site is shown in **Figure 4**. It should be noted that there are truck restrictions on Ashe Road north of Galena Road which will prevent trucks from continuing to the north along this route.

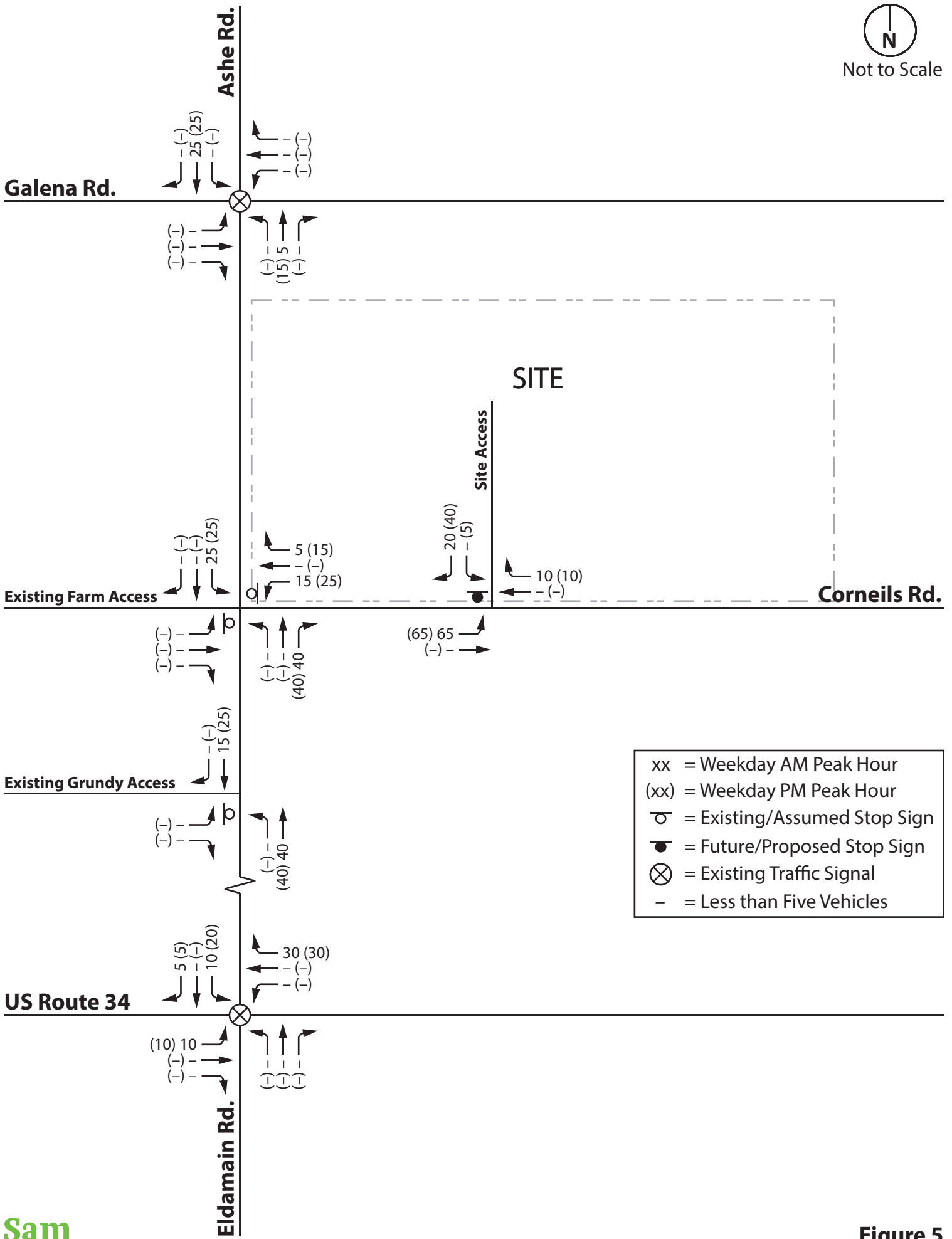
### 3.6. Trip Assignment & Build Traffic Volumes

Trips generated by the proposed development were assigned to the street network based on the total trip generation estimates and the estimated trip distribution. The resulting trip assignments for passenger vehicles and trucks are shown in **Figures 5 and 6**, respectively.

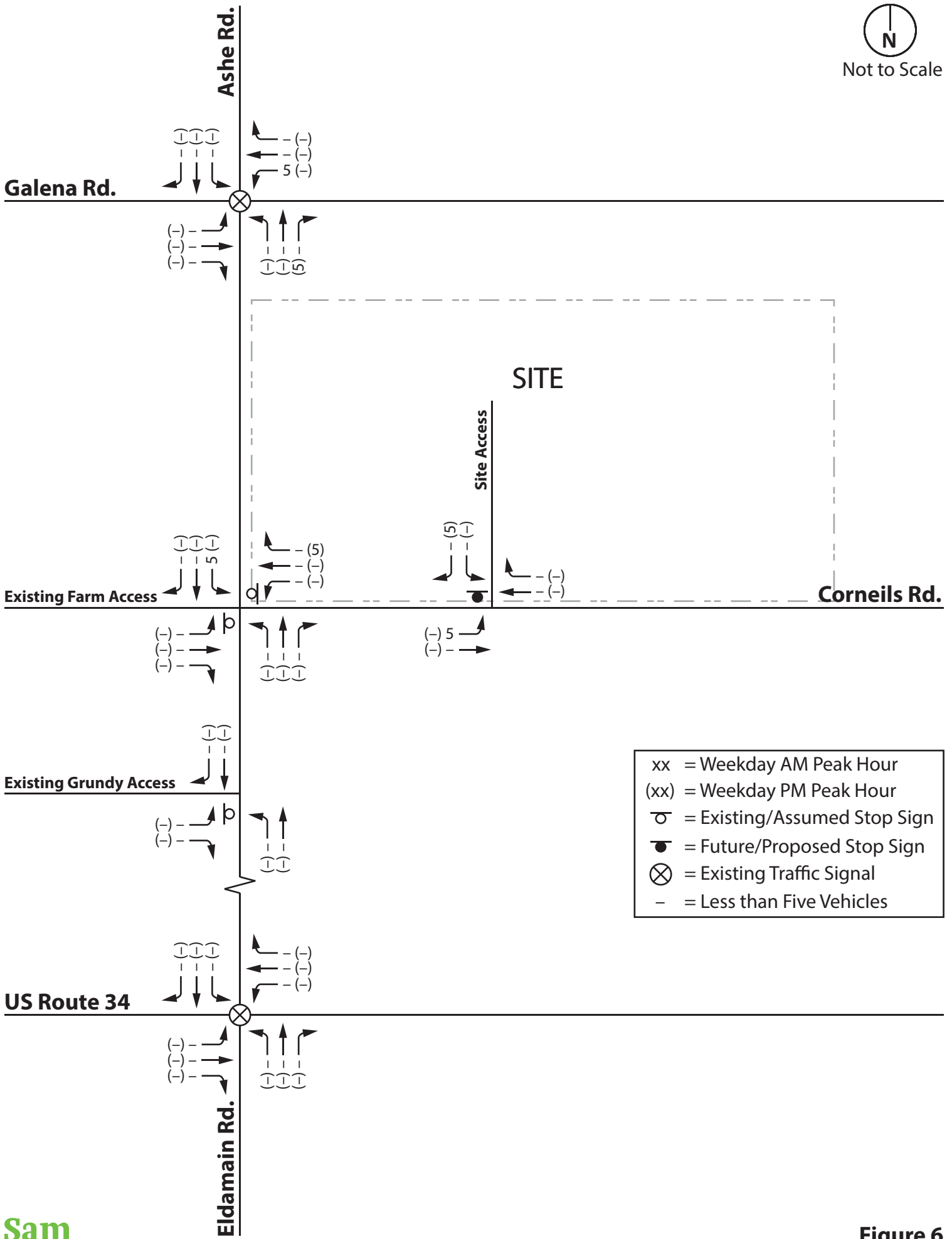
Site-generated trip projections were then added to the No-Build (Year 2032) conditions to obtain Build Year 2032 future traffic projections, illustrated in **Figure 7**.







**Figure 5**  
**Site Trips - Passenger Vehicles**





Not to Scale

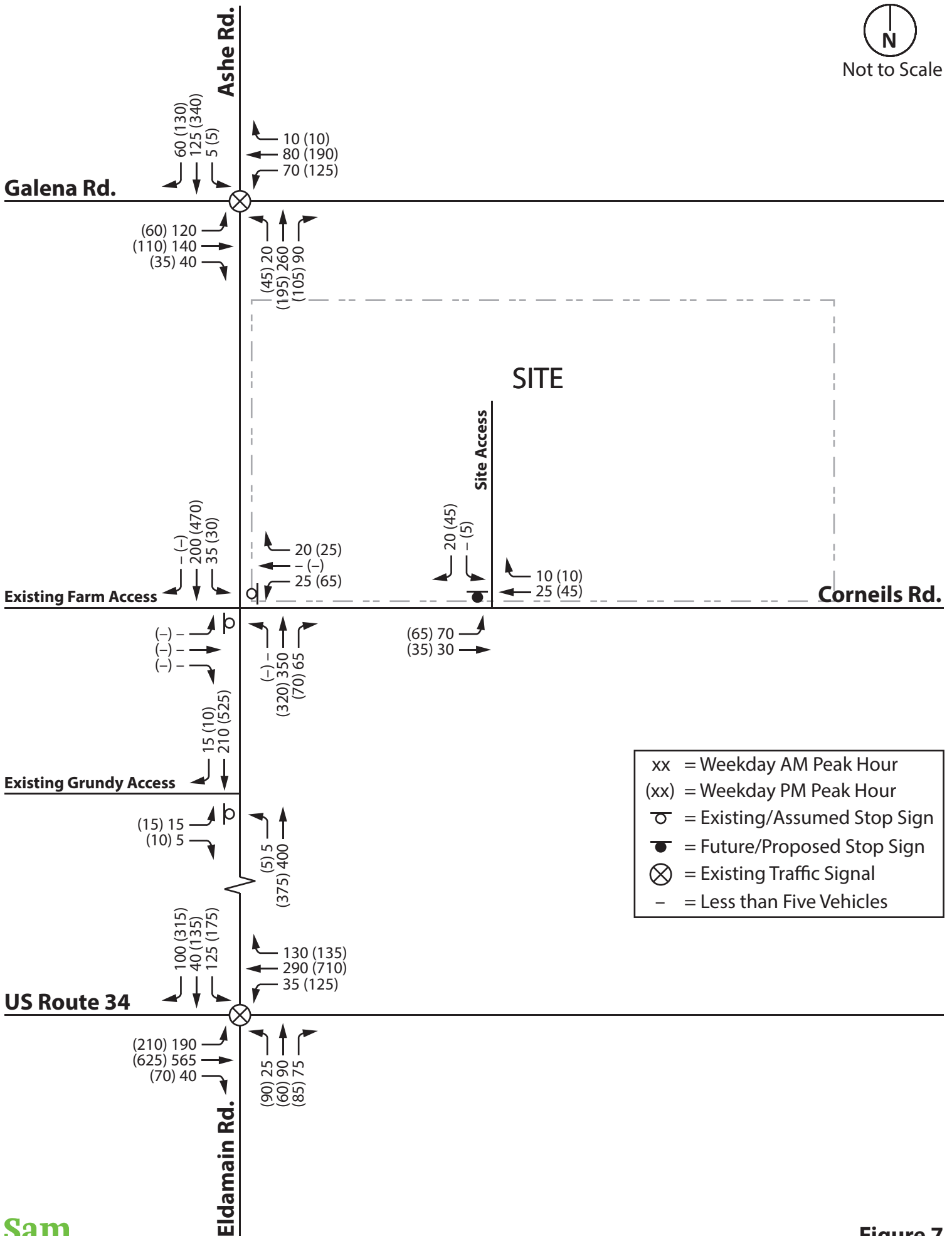


Figure 7  
Future Build (Year 2032) Traffic Volumes

### 3.7. Future Intersection Operations

Capacity analyses were conducted using Synchro 11 software to assess future traffic operation both with and without the proposed development. The results of these analyses for No-Build and Build conditions are detailed in the following sections.

#### No-Build (Year 2032) Conditions

To assess the impact of background traffic on operations within the study area, capacity analyses were performed for the Year 2032 No-Build conditions. As noted previously, no planned geometric improvements were incorporated into the analysis of Future No-Build conditions due to a lack of programmed funding and timeline for those improvements. Based on this assumption, area traffic operations for this scenario are projected as shown in **Table 6**.

**Table 6. No-Build (Year 2032) Levels of Service**

Intersection	Weekday Morning Peak		Weekday Evening Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
<b>Eldamain Road / Galena Road<sup>1</sup></b>				
Eastbound	14.7	B	16.5	B
Westbound	15.9	B	20.3	C
Northbound	22.4	C	17.6	B
Southbound	17.9	B	28.3	C
<i>Intersection</i>	<i>18.3</i>	<i>B</i>	<i>21.8</i>	<i>C</i>
<b>Eldamain Road / Corneils Road<sup>2</sup></b>				
Eastbound	12.7	B	17.4	C
Westbound	12.2	B	22.6	C
Northbound Left Turn	7.6	A	8.5	A
Southbound Left Turn	8.1	A	8.4	A
<b>Eldamain Road / Existing Grundy Access<sup>2</sup></b>				
Eastbound	15.2	C	21.6	C
Northbound Left Turn	8.7	A	10.3	B

Intersection	Weekday Morning Peak		Weekday Evening Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
<b>Eldamain Road / US 34<sup>1</sup></b>				
Eastbound	25.6	C	26.7	C
Westbound	25.2	C	30.8	C
Northbound	19.4	B	25.3	C
Southbound	14.0	B	22.1	C
<i>Intersection</i>	<i>23.0</i>	<i>C</i>	<i>27.0</i>	<i>C</i>
<sup>1</sup> Signalized Intersection				
<sup>2</sup> Two-Way Stop-Controlled Intersection				

As shown in the table, all intersection approaches are projected to continue to operate at LOS C or better during the morning and evening peak hours under Future No-Build conditions.

### Build (Year 2032) Conditions

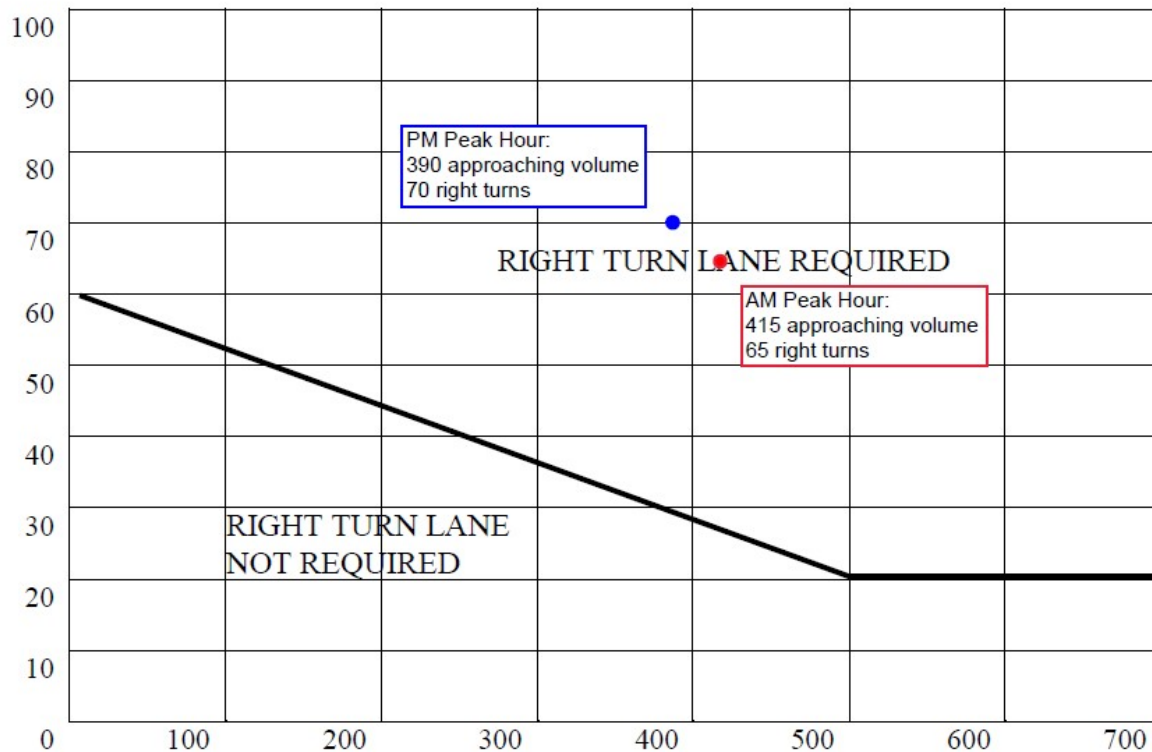
With construction of the proposed development project, some improvement measures were identified to promote safe and efficient traffic operation:

- A northbound right-turn lane should be constructed on Eldamain Road at its intersection with Corneils Road. The projected peak hour traffic volumes were plotted on the chart shown on “Exhibit 4. Right Turn Lane Requirements” of the Kendall County Highway Department’s Highway Access Regulation Ordinance. As shown in **Figure 8**, the projected volumes meet threshold criteria to warrant a northbound right-turn deceleration lane at this intersection. Based on a 45 MPH posted speed limit and 50 MPH design speed, the dedicated right-turn lane should provide a 215-foot storage bay and a 220-foot taper in accordance with Figure 36-3.I of IDOT’s BDE manual. The westbound approach at this intersection should continue to operate under minor-leg stop control.
- The Site Access driveway should operate under minor-leg stop control and provide a single inbound lane and one outbound lane.

The capacity analyses for Year 2032 Build traffic conditions based on these recommendations and assumptions are presented in **Table 7**.

**Figure 8. Northbound Right-Turn Lane Warrant for Eldamain Road and Corneils Road**

**EXHIBIT 4: RIGHT TURN LANE REQUIREMENTS**



**TOTAL PEAK HOUR APPROACH VOLUME, VPH**

"Exhibit 4: Right Turn Lane Requirements" chart is taken from the Kendall County Highway Department's Highway Access Regulation Ordinance.

**Table 7. Build (Year 2032) Levels of Service**

Intersection	Weekday Morning Peak		Weekday Evening Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
<b>Eldamain Road / Galena Road<sup>1</sup></b>				
Eastbound	14.8	B	16.7	B
Westbound	15.9	B	20.7	C
Northbound	22.6	C	17.9	B
Southbound	19.5	B	30.5	C
<i>Intersection</i>	<i>18.7</i>	<i>B</i>	<i>22.8</i>	<i>C</i>
<b>Eldamain Road / Corneils Road<sup>2</sup></b>				
Eastbound	14.0	B	18.1	C
Westbound	13.7	B	21.9	C
Northbound Left Turn	7.6	A	8.4	A
Southbound Left Turn	8.6	A	8.3	A
<b>Eldamain Road / Existing Grundy Access<sup>2</sup></b>				
Eastbound	16.1	C	21.7	C
Northbound Left Turn	8.8	A	10.2	B
<b>Eldamain Road / US 34<sup>1</sup></b>				
Eastbound	25.7	C	27.0	C
Westbound	24.2	C	30.5	C
Northbound	19.6	B	25.1	C
Southbound	14.0	B	21.3	C
<i>Intersection</i>	<i>22.8</i>	<i>C</i>	<i>26.8</i>	<i>C</i>
<b>Corneils Road / Site Access<sup>2</sup></b>				
Eastbound Left Turn	7.5	A	7.5	A
Southbound	8.7	A	9.1	A
<sup>1</sup> Signalized Intersection				
<sup>2</sup> Two-Way Stop-Controlled Intersection				

As shown in the table, all intersection approaches are projected to continue to operate at LOS C or better during the morning and evening peak hours after completion of the proposed development.



## **04. Recommendations and Conclusions**

Based on the analyses detailed in this report, the following recommendations were identified for the study intersections under Future Build (Year 2032) traffic conditions:

- A northbound right-turn lane providing a 215-foot storage bay and a 220-foot taper should be constructed on Eldamain Road at its intersection with Corneils Road.
- The Site Access driveway should operate under minor-leg stop control and provide a single inbound lane and one outbound lane.

With implementation of these recommendations, it is anticipated that site-generated traffic would be adequately accommodated within the study area.

## **APPENDIX**

**Concept Site Plan**

**2050 CMAP Traffic Projections**

**IDOT ADT Counts**

**Trip Generation Counts**

**Trip Generation Derived Rates**

**Capacity Analysis Results**

**Raw Traffic Data**

## **Concept Site Plan**



## **2050 CMAP Traffic Projections**

**From:** [Kathleen Murphy](#)  
**To:** [Jose Rodriguez](#)  
**Subject:** Traffic Projections Request - Plano, IL  
**Date:** Tuesday, August 3, 2021 5:13:00 PM  
**Attachments:** [image001.png](#)  
[Site Location Aerial.jpg](#)

---

Hello Jose –

We are working on a traffic study for a proposed industrial development in Plano, IL. I've attached an aerial showing the location of the site, which is at the northwest quadrant of Eldamain and Corneils Roads. In order to derive a growth rate for these roadways, we are requesting Year 2050 ADT projections for the following:

- Eldamain Road: 7,900 (Year 2019, IDOT)
- Galena Road: 6,800 (Year 2015, IDOT)
- Corneils Road: 1,300 (Year 2019, IDOT)
- US Route 34: 15,000 (Year 2019, IDOT)

Additionally, we are aware that there is a proposed extension of Eldamain Road south of our study area that includes a new bridge over the Fox River and is slated to be constructed in 2022/2023. We just want to make sure that is included in your model for determining growth projections.

Thanks you for your help and let me know if you need any additional information.

Thanks!  
Kathleen

---

**Kathleen Murphy, PE**  
Transportation Engineer  
*pronouns: she/her*

**Sam Schwartz**

[kmurphy@samschwartz.com](mailto:kmurphy@samschwartz.com)  
direct: 312.736.2539  
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## **TRAFFIC FORECAST RECORD**

**Record Number:** ke-04-21

**Type of Report:** Projection

**Year Sought:** 2050

**Analyst:** JAR

**Organization requesting forecast:** Sam Schwartz Engineering

**Contact:** Kathleen Murphy, P.E.

**Email or Phone** kmurphy@samschwartz.com

**Sponsor:** IDOT

**Date request was received:** August 3, 2021

**Date that response was emailed:** August 4, 2021

**Facility Location:** Eldamain Road @ Corneils Road

**Municipality:** Plano



Chicago Metropolitan  
Agency for Planning

433 West Van Buren Street  
Suite 450  
Chicago, IL 60607

312-454-0400  
cmap.illinois.gov

August 4, 2021

Kathleen Murphy, P.E.  
Transportation Engineering  
Sam Schwartz Engineering  
223 West Jackson Boulevard  
Suite 1101  
Chicago, IL 60606

**Subject: *Eldamain Road @ Corneils Road***  
IDOT

Dear Mr. Murphy:

In response to a request made on your behalf and dated August 3, 2021, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Eldamain Road	7,900	12,700
Galena Road	6,800	13,000
Corneils Road	1,300	2,100
US 34	15,000	22,000

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2021 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

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

Sincerely,

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



## **IDOT ADT Counts**

Location Info		Count Data Info	
Location ID	047 0177	Start Date	7/16/2019
Type	LINK	End Date	7/17/2019
Functional Class	3	Start Time	12:00 AM
Located On	SOUTH ST	End Time	12:00 AM
Between	NEEDHAM RD AND ELDAMAIN RD	Direction	2-WAY
Direction	2-WAY	Notes	
Community	PLANO	Count Source	US 34
MPO_ID		File Name	D3Submittal13a-047.mdb
HPMS ID		Weather	
Agency	Illinois DOT	Study	
		Owner	idotco
		QC Status	Accepted
Interval: 60 mins			
Time	Hourly Count		
00:00 - 01:00	128		
01:00 - 02:00	109		
02:00 - 03:00	71		
03:00 - 04:00	74		
04:00 - 05:00	233		
05:00 - 06:00	521		
06:00 - 07:00	661		
07:00 - 08:00	798		
08:00 - 09:00	883		
09:00 - 10:00	939		
10:00 - 11:00	1040		
11:00 - 12:00	1107		
12:00 - 13:00	1128		
13:00 - 14:00	1168		
14:00 - 15:00	1181		
15:00 - 16:00	1352		
16:00 - 17:00	1285		
17:00 - 18:00	1277		
18:00 - 19:00	1016		
19:00 - 20:00	817		
20:00 - 21:00	680		
21:00 - 22:00	548		
22:00 - 23:00	264		
23:00 - 24:00	179		
TOTAL	17459		

Location Info		Count Data Info	
Location ID	045 3408	Start Date	6/14/2018
Type	LINK	End Date	6/15/2018
Functional Class	4	Start Time	12:00 AM
Located On	Ashe Rd	End Time	12:00 AM
Between	Jericho Rd AND BASELINE RD	Direction	2-WAY
Direction	2-WAY	Notes	
Community	-	Count Source	ASHE RD
MPO_ID		File Name	D1Submittal13d-045.mdb
HPMS ID		Weather	
Agency	Illinois DOT	Study	
		Owner	idotco
		QC Status	Accepted
Interval: 60 mins			
Time	Hourly Count		
00:00 - 01:00	37		
01:00 - 02:00	25		
02:00 - 03:00	50		
03:00 - 04:00	40		
04:00 - 05:00	120		
05:00 - 06:00	259		
06:00 - 07:00	385		
07:00 - 08:00	475		
08:00 - 09:00	326		
09:00 - 10:00	211		
10:00 - 11:00	202		
11:00 - 12:00	196		
12:00 - 13:00	215		
13:00 - 14:00	223		
14:00 - 15:00	311		
15:00 - 16:00	458		
16:00 - 17:00	537		
17:00 - 18:00	577		
18:00 - 19:00	388		
19:00 - 20:00	189		
20:00 - 21:00	163		
21:00 - 22:00	136		
22:00 - 23:00	79		
23:00 - 24:00	52		
TOTAL	5654		

## **Trip Generation Counts**

# Sam Schwartz

Sam Schwartz  
223 W. Jackson Suite 1101

Chicago, Illinois, United States 60606  
773.305.0800 kmurphy@samschwartz.com

Count Name: S. Caron Rd.@East Access  
Site Code:  
Start Date: 07/27/2021  
Page No: 1

## Direction (Southbound)

Start Time	Lights	Mediums	Articulated Trucks	Total
07/27/2021 12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	2	0	0	2
3:00 AM	0	0	0	0
3:15 AM	1	0	0	1
3:30 AM	1	0	0	1
3:45 AM	2	0	0	2
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	1	0	0	1
5:00 AM	0	0	0	0
5:15 AM	1	0	0	1
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	2	0	0	2
7:45 AM	0	0	0	0
8:00 AM	1	0	0	1
8:15 AM	0	0	0	0
8:30 AM	6	0	0	6
8:45 AM	3	0	0	3
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0



07/28/2021 12:00 AM

0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
2	0	0	2
0	0	0	0
1	0	0	1
1	0	0	1
2	0	0	2
1	0	0	1
1	0	0	1
0	0	0	0
0	0	0	0
1	0	0	1
0	0	0	0
0	0	0	0
1	0	0	1
1	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	1
1	0	0	1
0	0	0	0
0	0	0	0
1	0	0	1
0	0	0	0
2	0	0	2
1	0	0	1
1	0	0	1
2	0	0	2
4	0	0	4
3	0	0	3
1	0	0	1
2	0	0	2
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	0	1
0	0	0	0
0	0	0	0
0	0	0	0

11:45 AM	2	0	0	2
12:00 PM	0	0	0	0
12:15 PM	1	0	0	1
12:30 PM	2	1	0	3
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	1	0	0	1
2:45 PM	1	0	0	1
3:00 PM	0	0	0	0
3:15 PM	0	1	0	1
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	1	0	0	1
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	1	0	0	1
6:15 PM	0	0	0	0
6:30 PM	1	0	0	1
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
07/29/2021 12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0



12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	1	0	0	1
3:00 AM	0	0	0	0
3:15 AM	1	0	0	1
3:30 AM	1	0	0	1
3:45 AM	2	0	0	2
4:00 AM	1	0	0	1
4:15 AM	1	0	0	1
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	1	0	0	1
6:15 AM	0	0	0	0
6:30 AM	1	0	0	1
6:45 AM	3	0	0	3
7:00 AM	2	0	0	2
7:15 AM	1	0	0	1
7:30 AM	0	0	0	0
7:45 AM	1	0	0	1
8:00 AM	0	0	0	0
8:15 AM	1	0	1	2
8:30 AM	6	0	0	6
8:45 AM	3	0	0	3
9:00 AM	1	0	0	1
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	1	0	0	1
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	1	0	0	1
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	2	0	0	2
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	2	0	0	2
1:30 PM	0	0	0	0

1:45 PM	1	0	0	1
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	1	0	0	1
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
Total	103	3	1	107
Total %	96.3	2.8	0.9	100.0
AM Times	8:30 AM	10:15 AM	7:30 AM	8:30 AM
AM Peaks	10	1	1	10
PM Times	12:30 PM	12:00 PM	12:00 PM	12:00 PM
PM Peaks	4	1	0	4

# Sam Schwartz

Sam Schwartz  
223 W. Jackson Suite 1101

Chicago, Illinois, United States 60606  
773.305.0800 kmurphy@samschwartz.com

Count Name: S. Caron Rd.@East Access  
Site Code:  
Start Date: 07/27/2021  
Page No: 7

## Direction (Northbound)

Start Time	Lights	Mediums	Articulated Trucks	Total
07/27/2021 12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	1	0	0	1
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	1	0	0	1
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	1	0	0	1
8:30 AM	1	0	0	1
8:45 AM	1	0	0	1
9:00 AM	1	0	0	1
9:15 AM	0	0	0	0
9:30 AM	1	0	0	1



07/28/2021 12:00 AM

[illegible]

11:45 AM	1	0	0	1
12:00 PM	1	0	0	1
12:15 PM	1	0	0	1
12:30 PM	5	1	0	6
12:45 PM	2	0	0	2
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	4	0	0	4
1:45 PM	1	1	0	2
2:00 PM	1	0	0	1
2:15 PM	0	0	0	0
2:30 PM	2	0	0	2
2:45 PM	2	0	0	2
3:00 PM	0	0	0	0
3:15 PM	2	1	0	3
3:30 PM	0	0	0	0
3:45 PM	2	0	0	2
4:00 PM	1	0	0	1
4:15 PM	1	0	0	1
4:30 PM	1	0	0	1
4:45 PM	1	0	0	1
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	1	0	0	1
5:45 PM	2	0	0	2
6:00 PM	0	0	0	0
6:15 PM	1	0	0	1
6:30 PM	0	0	0	0
6:45 PM	7	0	0	7
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	1	0	0	1
8:00 PM	1	0	0	1
8:15 PM	1	0	0	1
8:30 PM	0	0	0	0
8:45 PM	1	0	0	1
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	1	0	0	1
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
07/29/2021 12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0

12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	1	0	0	1
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	1	0	0	1
7:15 AM	1	0	0	1
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	2	0	0	2
8:45 AM	3	0	0	3
9:00 AM	1	0	0	1
9:15 AM	2	0	0	2
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	1	0	0	1
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	1	0	0	1
12:00 PM	2	1	0	3
12:15 PM	0	1	0	1
12:30 PM	4	0	0	4
12:45 PM	1	0	0	1
1:00 PM	0	0	0	0
1:15 PM	4	0	0	4
1:30 PM	2	0	0	2

1:45 PM	1	0	0	1
2:00 PM	2	0	0	2
2:15 PM	0	0	0	0
2:30 PM	2	0	0	2
2:45 PM	1	0	0	1
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	1	0	0	1
3:45 PM	0	0	0	0
4:00 PM	1	0	0	1
4:15 PM	2	0	0	2
4:30 PM	3	0	0	3
4:45 PM	0	0	0	0
5:00 PM	6	0	0	6
5:15 PM	2	0	0	2
5:30 PM	3	0	0	3
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	1	0	0	1
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	1	0	0	1
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	1	0	0	1
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
Total	163	9	0	172
Total %	94.8	5.2	0.0	100.0
AM Times	8:30 AM	10:15 AM	7:30 AM	8:30 AM
AM Peaks	9	1	0	9
PM Times	12:30 PM	12:00 PM	12:00 PM	12:00 PM
PM Peaks	9	1	0	10

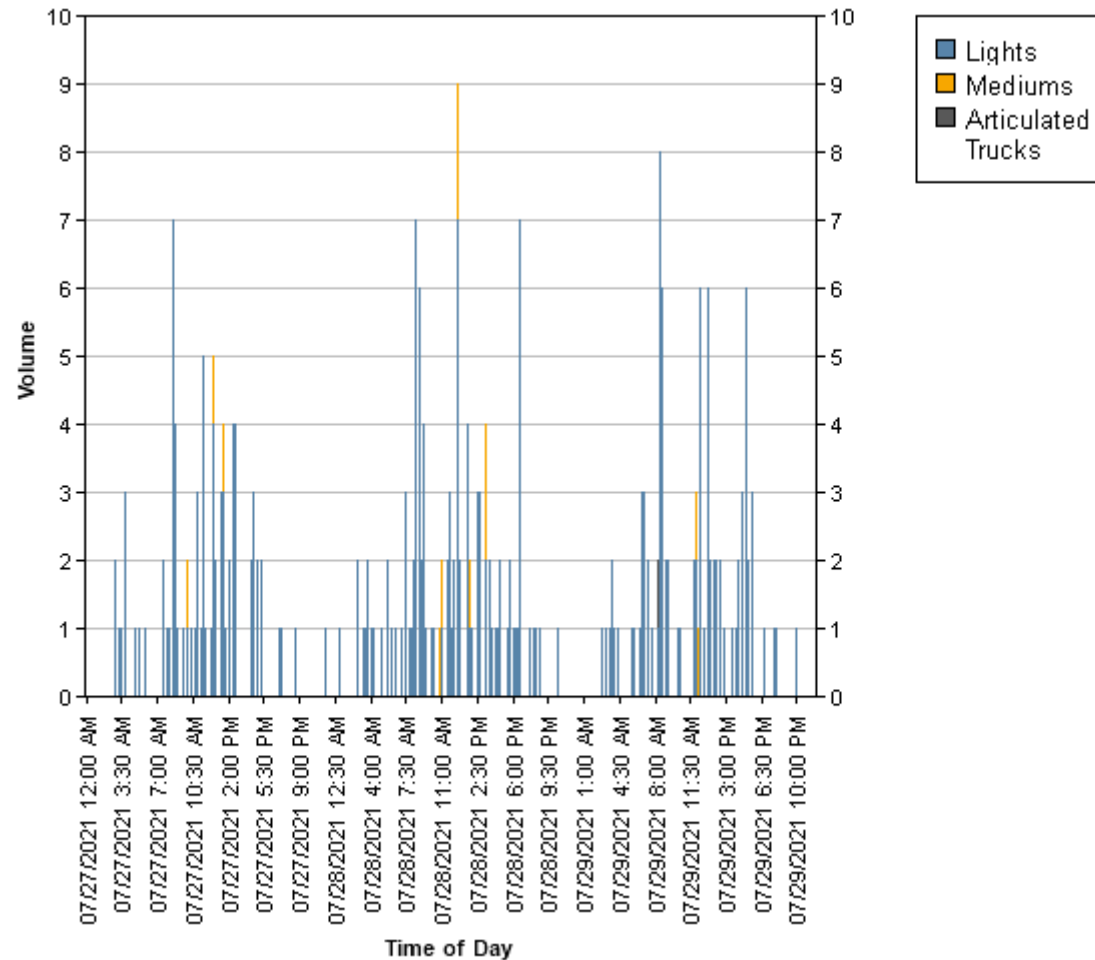


# Sam Schwartz

Sam Schwartz  
223 W. Jackson Suite 1101

Chicago, Illinois, United States 60606  
773.305.0800 kmurphy@samschwartz.com

Count Name: S. Caron Rd. @East Access  
Site Code:  
Start Date: 07/27/2021  
Page No: 13



# Sam Schwartz

Sam Schwartz  
223 W. Jackson Suite 1101

Chicago, Illinois, United States 60606  
773.305.0800 kmurphy@samschwartz.com

Count Name: S. Caron Rd.@West Access  
Site Code:  
Start Date: 07/27/2021  
Page No: 1

## Direction (Southbound)

Start Time	Lights	Mediums	Articulated Trucks	Total
07/27/2021 12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	1	0	0	1
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	3	0	0	3
4:00 AM	1	0	0	1
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	1	0	0	1
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	3	0	0	3
6:00 AM	0	1	0	1
6:15 AM	0	1	0	1
6:30 AM	0	0	0	0
6:45 AM	2	0	0	2
7:00 AM	1	0	0	1
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	2	0	0	2
8:15 AM	1	0	0	1
8:30 AM	2	0	0	2
8:45 AM	6	0	0	6
9:00 AM	0	0	0	0
9:15 AM	1	0	0	1
9:30 AM	1	0	0	1



10:45 PM  
11:00 PM  
11:15 PM  
11:30 PM  
11:45 PM  
07/28/2021 12:00 AM

12:15 AM  
12:30 AM  
12:45 AM  
1:00 AM  
1:15 AM  
1:30 AM  
1:45 AM  
2:00 AM  
2:15 AM  
2:30 AM  
2:45 AM  
3:00 AM  
3:15 AM  
3:30 AM  
3:45 AM  
4:00 AM  
4:15 AM  
4:30 AM  
4:45 AM  
5:00 AM  
5:15 AM  
5:30 AM  
5:45 AM  
6:00 AM  
6:15 AM  
6:30 AM  
6:45 AM  
7:00 AM  
7:15 AM  
7:30 AM  
7:45 AM  
8:00 AM  
8:15 AM  
8:30 AM  
8:45 AM  
9:00 AM  
9:15 AM  
9:30 AM  
9:45 AM  
10:00 AM  
10:15 AM  
10:30 AM  
10:45 AM  
11:00 AM  
11:15 AM  
11:30 AM

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	1
0	0	0	0
0	0	0	0
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0	0	0	0
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0	0	0	0
0	0	0	0
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0	0	0	0
2	0	0	2
0	0	0	0
1	0	0	1
0	1	0	1
2	0	0	2
0	0	0	0
1	0	0	1
1	0	0	1
2	0	0	2
6	0	0	6
6	0	0	6
1	0	0	1
1	0	0	1
0	0	0	0
2	0	0	2
2	0	0	2
0	0	0	0
1	1	0	2
0	0	0	0
0	0	0	0
1	1	0	2
2	0	0	2

11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	1	0	1	2
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	1	0	0	1
1:30 PM	0	0	0	0
1:45 PM	1	1	0	2
2:00 PM	2	0	0	2
2:15 PM	1	0	0	1
2:30 PM	2	0	0	2
2:45 PM	1	0	0	1
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	1	0	0	1
4:00 PM	0	0	0	0
4:15 PM	1	0	0	1
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	1	0	0	1
5:30 PM	1	0	0	1
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	1	0	0	1
6:30 PM	0	0	0	0
6:45 PM	1	0	0	1
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	2	0	0	2
8:15 PM	2	0	0	2
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	1	0	0	1
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
07/29/2021 12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0

12:45 AM  
1:00 AM  
1:15 AM  
1:30 AM  
1:45 AM  
2:00 AM  
2:15 AM  
2:30 AM  
2:45 AM  
3:00 AM  
3:15 AM  
3:30 AM  
3:45 AM  
4:00 AM  
4:15 AM  
4:30 AM  
4:45 AM  
5:00 AM  
5:15 AM  
5:30 AM  
5:45 AM  
6:00 AM  
6:15 AM  
6:30 AM  
6:45 AM  
7:00 AM  
7:15 AM  
7:30 AM  
7:45 AM  
8:00 AM  
8:15 AM  
8:30 AM  
8:45 AM  
9:00 AM  
9:15 AM  
9:30 AM  
9:45 AM  
10:00 AM  
10:15 AM  
10:30 AM  
10:45 AM  
11:00 AM  
11:15 AM  
11:30 AM  
11:45 AM  
12:00 PM  
12:15 PM  
12:30 PM  
12:45 PM  
1:00 PM  
1:15 PM  
1:30 PM

0	0	0	0
0	0	1	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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0	0	0	0
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0	0	0	0
0	1	0	1
0	0	0	0
0	0	0	0
2	0	1	3
0	0	0	0
0	0	0	0
0	0	0	0
0	1	0	1
1	0	0	1
2	1	0	3
0	2	0	2
0	0	0	0
2	0	0	2
0	0	0	0
1	0	0	1
0	0	0	0

1:45 PM	1	0	0	1
2:00 PM	0	0	0	0
2:15 PM	1	0	0	1
2:30 PM	1	0	0	1
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	1	0	0	1
4:00 PM	1	0	0	1
4:15 PM	1	0	0	1
4:30 PM	1	0	0	1
4:45 PM	2	0	0	2
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	1	0	0	1
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	1	0	0	1
10:00 PM	2	0	0	2
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
Total	148	18	5	171
Total %	86.5	10.5	2.9	100.0
AM Times	8:00 AM	11:00 AM	11:00 AM	8:00 AM
AM Peaks	15	2	1	15
PM Times	2:30 PM	12:00 PM	12:00 PM	12:00 PM
PM Peaks	4	3	1	7

# Sam Schwartz

Sam Schwartz  
223 W. Jackson Suite 1101

Chicago, Illinois, United States 60606  
773.305.0800 kmurphy@samschwartz.com

Count Name: S. Caron Rd.@West Access  
Site Code:  
Start Date: 07/27/2021  
Page No: 7

## Direction (Northbound)

Start Time	Lights	Mediums	Articulated Trucks	Total
07/27/2021 12:00 AM	0	1	0	1
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	1	0	0	1
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	1	0	0	1
6:30 AM	1	0	0	1
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	1	0	0	1
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0





07/28/2021 12:00 AM

[illegible]



12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	1	0	0	1
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	1	0	0	1
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	1	0	0	1
7:00 AM	1	0	0	1
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	1	0	0	1
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	1	1
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	1	0	1
10:15 AM	0	0	0	0
10:30 AM	0	0	1	1
10:45 AM	0	2	0	2
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	2	1	0	3
12:00 PM	0	0	0	0
12:15 PM	1	0	0	1
12:30 PM	1	1	0	2
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0

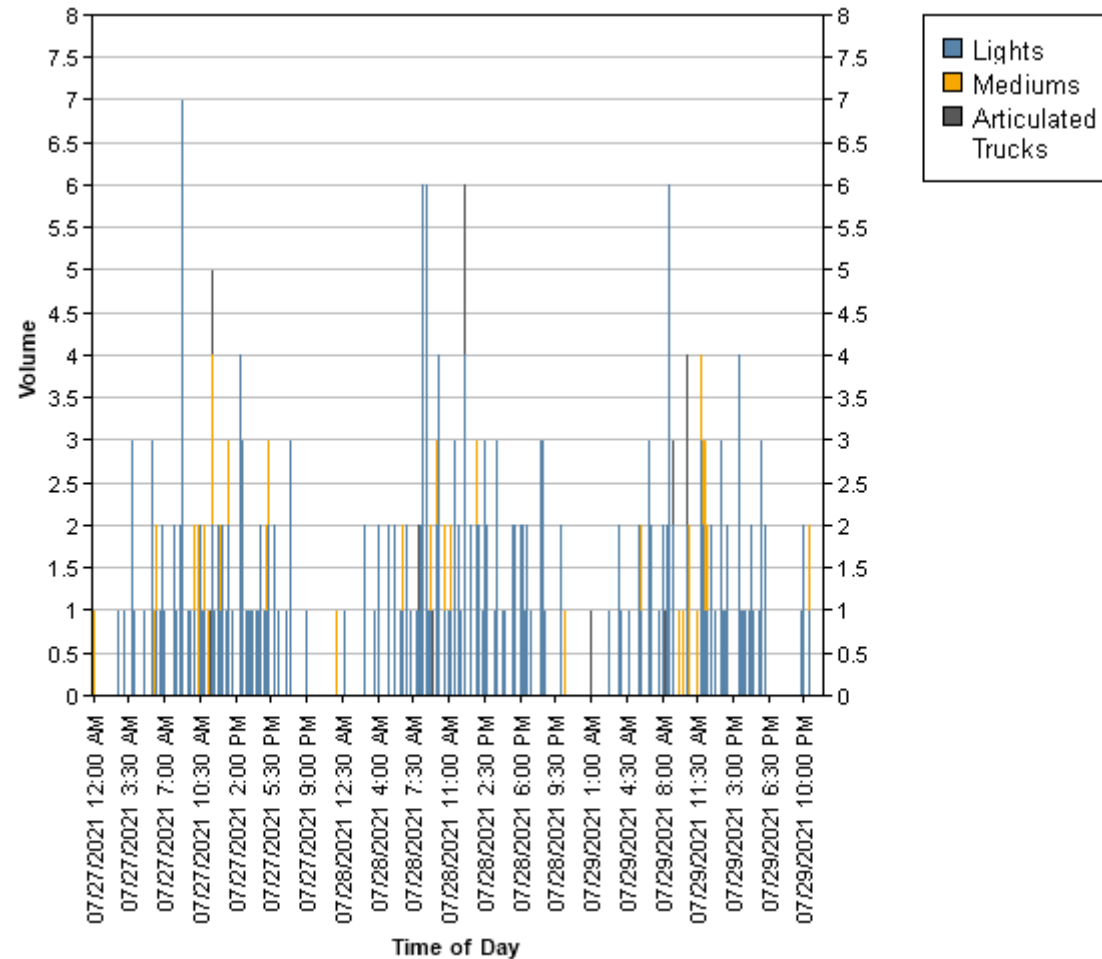
1:45 PM	2	0	0	2
2:00 PM	1	0	0	1
2:15 PM	0	0	0	0
2:30 PM	1	0	0	1
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	4	0	0	4
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	1	0	0	1
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	3	0	0	3
6:00 PM	0	0	0	0
6:15 PM	2	0	0	2
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
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9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	1	1	0	2
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
Total	82	16	6	104
Total %	78.8	15.4	5.8	100.0
AM Times	8:00 AM	11:00 AM	11:00 AM	8:00 AM
AM Peaks	0	2	1	1
PM Times	2:30 PM	12:00 PM	12:00 PM	12:00 PM
PM Peaks	5	1	1	3

# Sam Schwartz

Sam Schwartz  
223 W. Jackson Suite 1101

Chicago, Illinois, United States 60606  
773.305.0800 kmurphy@samschwartz.com

Count Name: S. Caron Rd. @West Access  
Site Code:  
Start Date: 07/27/2021  
Page No: 13



## **Trip Generation Derived Rates**

**Table A. Rochelle, IL Site Trip Generation Data**

Vehicle Type	Independent Variable	Daily	Weekday Morning Peak	Weekday Evening Peak
Passenger Vehicles	# of employees	T = 4.133 (X) 51% in / 49% out	T = 0.675 (X) 80% in / 20% out	T = 0.283 (X) 29% in / 71% out
Trucks	# of modules	T = 25 (X) 47% in / 53% out	T = 1.724 (X) 100 % in / 0% out	T = 0.862 (X) 50% in / 50% out

T = Trips generated

X = Independent Variable

**Table B. Yorkville, IL Site Trip Generation**

Vehicle Type	Independent Variable	Daily	Weekday Morning Peak	Weekday Evening Peak
Passenger Vehicles	261 total employees (141 first shift, 120 second shift)	T = 4.133 (261 employees) = <b>1,080</b> 51% in / 49% out	T = 0.675*(141 first shift employees) = <b>95</b> 80% in / 20% out	T = 0.283*(141 first shift employees) + 0.675*(120 second shift employees) = <b>120</b> 63% in / 37% out
Trucks	4 modules	T = 25*(4) = <b>100</b> 50% in / 50% out	T = 1.724*(4) = <b>5</b> 100 % in / 0% out	T = 0.862*(4) = <b>5</b> 50% in / 50% out

T = Trips generated

Trips generated are rounded to the nearest five.



























## **Capacity Analysis Results**

# Lanes, Volumes, Timings

## 1: Eldamain Rd/Ashe Rd & Galena Rd













03/16/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	115	35	55	65	10	15	195	75	5	70	45
Future Volume (vph)	90	115	35	55	65	10	15	195	75	5	70	45
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	14	12	13	13	12	12	12	12	11	12	12	11
Storage Length (ft)	290		260	145		155	145		155	150		240
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	195			200			165			135		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1906	1923	1574	1392	1961	1468	1703	2000	1084	1805	1923	1501
Flt Permitted	0.708			0.676			0.655			0.599		
Satd. Flow (perm)	1421	1923	1574	990	1961	1468	1174	2000	1084	1138	1923	1501
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			109			109
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		773			1094			1012			673	
Travel Time (s)		9.6			13.6			15.3			10.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	4%	6%	34%	2%	10%	6%	0%	44%	0%	4%	4%
Adj. Flow (vph)	99	126	38	60	71	11	16	214	82	5	77	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	126	38	60	71	11	16	214	82	5	77	49
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.94	0.96	0.96	0.94	1.00	1.00	0.94	1.04	1.00	0.94	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov

# Lanes, Volumes, Timings

## 1: Eldamain Rd/Ashe Rd & Galena Rd

03/16/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	25.0	6.0	6.0	25.0	6.0	6.0	15.0	6.0	6.0	15.0	6.0
Minimum Split (s)	12.0	31.0	12.0	12.0	31.0	12.0	12.0	24.0	12.0	12.0	21.0	12.0
Total Split (s)	13.0	34.0	13.0	13.0	34.0	13.0	13.0	30.0	13.0	13.0	30.0	13.0
Total Split (%)	14.4%	37.8%	14.4%	14.4%	37.8%	14.4%	14.4%	33.3%	14.4%	14.4%	33.3%	14.4%
Maximum Green (s)	7.0	28.0	7.0	7.0	28.0	7.0	7.0	24.0	7.0	7.0	24.0	7.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	Max	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	34.1	28.9	41.5	33.9	28.8	41.2	21.5	19.2	32.1	20.0	16.7	29.7
Actuated g/C Ratio	0.46	0.39	0.56	0.46	0.39	0.55	0.29	0.26	0.43	0.27	0.22	0.40
v/c Ratio	0.14	0.17	0.04	0.12	0.09	0.01	0.04	0.41	0.16	0.01	0.18	0.07
Control Delay	11.6	19.5	0.1	11.9	19.0	0.0	17.5	27.9	2.8	17.2	27.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	19.5	0.1	11.9	19.0	0.0	17.5	27.9	2.8	17.2	27.6	0.2
LOS	B	B	A	B	B	A	B	C	A	B	C	A
Approach Delay	13.7				14.5		20.8		16.9			
Approach LOS	B				B		C		B			
Queue Length 50th (ft)	24	43	0	14	24	0	5	78	0	2	33	0
Queue Length 95th (ft)	56	90	0	38	57	0	18	164	17	9	69	1
Internal Link Dist (ft)	693				1014		932		593			
Turn Bay Length (ft)	290		260		145		155		145		150	
Base Capacity (vph)	700	747	941	493	759	880	393	679	535	378	638	673
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.17	0.04	0.12	0.09	0.01	0.04	0.32	0.15	0.01	0.12	0.07

### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 74.3

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.41

Intersection Signal Delay: 17.0









Intersection LOS: B

Intersection Capacity Utilization 45.8%

ICU Level of Service A




















Analysis Period (min) 15

### Splits and Phases: 1: Eldamain Rd/Ashe Rd & Galena Rd

 Ø1	 Ø2	 Ø3	 Ø4
13 s	34 s	13 s	30 s
 Ø5	 Ø6	 Ø7	 Ø8
13 s	34 s	13 s	30 s








Lanes, Volumes, Timings  
2: Eldamain Rd & Farm Access/Corneils Rd

03/16/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	10	1	10	1	275	20	5	155	1
Future Volume (vph)	1	1	1	10	1	10	1	275	20	5	155	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	11	12	11	13	12	11	13	12
Storage Length (ft)	0		0	145		0	195		0	180		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			175			205			265		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.862			0.990			0.999	
Flt Protected		0.984		0.950			0.950			0.950		
Satd. Flow (prot)	0	1904	0	1805	1583	0	1745	1772	0	1745	1571	0
Flt Permitted		0.984		0.950			0.950			0.950		
Satd. Flow (perm)	0	1904	0	1805	1583	0	1745	1772	0	1745	1571	0
Link Speed (mph)		30			55			45			45	
Link Distance (ft)		963			1624			946			3769	
Travel Time (s)		21.9			20.1			14.3			57.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	10%	5%	0%	25%	0%
Adj. Flow (vph)	1	1	1	11	1	11	1	302	22	5	170	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	11	12	0	1	324	0	5	171	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.92	1.00	1.00	1.04	1.00	1.04	0.96	1.00	1.04	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	25.7%						ICU Level of Service A					
Analysis Period (min)	15											

HCM 6th TWSC  
2: Eldamain Rd & Farm Access/Corneils Rd

03/16/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	10	1	10	1	275	20	5	155	1
Future Vol, veh/h	1	1	1	10	1	10	1	275	20	5	155	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	145	-	-	195	-	-	180	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	10	5	0	25	0
Mvmt Flow	1	1	1	11	1	11	1	302	22	5	170	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	502	507	171	497	496	313	171	0	0	324	0	0
Stage 1	181	181	-	315	315	-	-	-	-	-	-	-
Stage 2	321	326	-	182	181	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	483	471	878	487	478	732	1418	-	-	1247	-	-
Stage 1	825	754	-	700	659	-	-	-	-	-	-	-
Stage 2	695	652	-	824	754	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	473	469	878	484	476	732	1418	-	-	1247	-	-
Mov Cap-2 Maneuver	473	469	-	484	476	-	-	-	-	-	-	-
Stage 1	824	751	-	699	658	-	-	-	-	-	-	-
Stage 2	683	651	-	818	751	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.5		11.3		0		0.2					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1418	-	-	557 484 698	1247	-	-					
HCM Lane V/C Ratio	0.001	-	-	0.006 0.023 0.017	0.004	-	-					
HCM Control Delay (s)	7.5	-	-	11.5 12.6 10.2	7.9	-	-					
HCM Lane LOS	A	-	-	B B B	A	-	-					
HCM 95th %tile Q(veh)	0	-	-	0 0.1 0.1	0	-	-					

# Lanes, Volumes, Timings

## 3: Eldamain Rd & Grundy Access

03/16/2022








Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	🚗		🚗	🚗	🚗	🚗
Traffic Volume (vph)	15	5	5	280	150	15
Future Volume (vph)	15	5	5	280	150	15
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	16	12	11	13	13	11
Storage Length (ft)	0	0	155			160
Storage Lanes	1	0	1			1
Taper Length (ft)	25		225			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968					0.850
Flt Protected	0.963		0.950			
Satd. Flow (prot)	1024	0	953	1968	1797	863
Flt Permitted	0.963		0.950			
Satd. Flow (perm)	1024	0	953	1968	1797	863
Link Speed (mph)	30			45	45	
Link Distance (ft)	736			9359	946	
Travel Time (s)	16.7			141.8	14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	83%	83%	5%	15%	81%
Adj. Flow (vph)	16	5	5	304	163	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	5	304	163	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			13	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	1.04	0.90	0.90	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type: Other						
Control Type: Unsignalized						
Intersection Capacity Utilization 24.0% ICU Level of Service A						
Analysis Period (min) 15						

# HCM 6th TWSC 3: Eldamain Rd & Grundy Access

03/16/2022

## Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	5	5	280	150	15
Future Vol, veh/h	15	5	5	280	150	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	155	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	83	83	5	15	81
Mvmt Flow	16	5	5	304	163	16

























Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	477	163	179
Stage 1	163	-	-
Stage 2	314	-	-
Critical Hdwy	7.4	7.03	4.93
Critical Hdwy Stg 1	6.4	-	-
Critical Hdwy Stg 2	6.4	-	-
Follow-up Hdwy	4.4	4.047	2.947
Pot Cap-1 Maneuver	405	708	1028
Stage 1	675	-	-
Stage 2	564	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	403	708	1028
Mov Cap-2 Maneuver	403	-	-
Stage 1	672	-	-
Stage 2	564	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1028	-	452	-	-
HCM Lane V/C Ratio	0.005	-	0.048	-	-
HCM Control Delay (s)	8.5	-	13.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Lanes, Volumes, Timings  
4: Eldamain Rd & US Rte 34













03/16/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	495	35	30	255	85	20	70	65	100	35	80
Future Volume (vph)	150	495	35	30	255	85	20	70	65	100	35	80
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	13	13	12	13	13	14	13	12	11	13	13	12
Storage Length (ft)	285		225	180		300	215		215	330		255
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	220			180			210			130		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98						
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1811	3812	1568	1696	3636	1267	1865	2000	1473	1492	2067	1495
Flt Permitted	0.461			0.459			0.733			0.599		
Satd. Flow (perm)	877	3812	1568	819	3636	1238	1439	2000	1473	941	2067	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			62			89			68			84
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1408			1708			1322			9359	
Travel Time (s)		21.3			25.9			20.0			141.8	
Confl. Peds. (#/hr)	3					3						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	10%	8%	36%	0%	0%	6%	25%	0%	8%
Adj. Flow (vph)	158	521	37	32	268	89	21	74	68	105	37	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	521	37	32	268	89	21	74	68	105	37	84
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			13			13	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.90	1.00	0.96	0.90	0.92	0.96	0.94	1.04	0.96	0.90	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												



Lanes, Volumes, Timings  
4: Eldmain Rd & US Rte 34

03/16/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	20.0	6.0	6.0	20.0	6.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	12.3	26.3	12.3	12.3	26.3	12.3	12.3	22.5	12.3	12.3	34.3	12.3
Total Split (s)	30.0	75.0	30.0	30.0	75.0	35.0	30.0	30.0	30.0	35.0	35.0	30.0
Total Split (%)	17.6%	44.1%	17.6%	17.6%	44.1%	20.6%	17.6%	17.6%	17.6%	20.6%	20.6%	17.6%
Maximum Green (s)	23.7	68.7	23.7	23.7	68.7	28.7	23.7	23.7	23.7	28.7	28.7	23.7
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	37.2	28.0	40.5	27.3	20.7	30.5	30.9	24.7	37.6	39.1	30.9	48.5
Actuated g/C Ratio	0.41	0.31	0.44	0.30	0.23	0.33	0.34	0.27	0.41	0.43	0.34	0.53
v/c Ratio	0.34	0.45	0.05	0.10	0.33	0.19	0.04	0.14	0.11	0.23	0.05	0.10
Control Delay	19.4	28.4	2.0	17.8	31.7	5.0	16.1	28.1	5.5	17.2	23.7	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.4	28.4	2.0	17.8	31.7	5.0	16.1	28.1	5.5	17.2	23.7	3.2
LOS	B	C	A	B	C	A	B	C	A	B	C	A
Approach Delay		25.0			24.4			17.2			13.1	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	57	133	0	11	68	0	7	32	0	35	15	0
Queue Length 95th (ft)	103	191	9	29	112	28	21	75	27	74	40	23
Internal Link Dist (ft)		1328			1628			1242			9279	
Turn Bay Length (ft)	285		225	180		300	215		215	330		255
Base Capacity (vph)	607	2863	1014	568	2731	717	751	538	906	591	696	1022
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.18	0.04	0.06	0.10	0.12	0.03	0.14	0.08	0.18	0.05	0.08
Intersection Summary												
Area Type:	Other											
Cycle Length: 170												
Actuated Cycle Length: 91.7												
Natural Cycle: 90												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.45												
Intersection Signal Delay: 22.2					Intersection LOS: C							
Intersection Capacity Utilization 52.9%					ICU Level of Service A							
Analysis Period (min) 15												

# Lanes, Volumes, Timings 4: Eldamain Rd & US Rte 34

03/16/2022


Splits and Phases: 4: Eldamain Rd & US Rte 34

 Ø1	 Ø2	 Ø3	 Ø4
30 s	75 s	30 s	35 s
 Ø5	 Ø6	 Ø7	 Ø8
30 s	75 s	35 s	30 s

# Lanes, Volumes, Timings

## 1: Eldamain Rd/Ashe Rd & Galena Rd













03/16/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	90	30	100	155	10	40	150	85	5	260	110
Future Volume (vph)	50	90	30	100	155	10	40	150	85	5	260	110
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	14	12	13	13	12	12	12	12	11	12	12	11
Storage Length (ft)	290		260	145		155	145		155	150		240
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	195			200			165			135		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1888	1980	1574	1516	1923	1615	1752	1961	1249	1805	1961	1561
Flt Permitted	0.651			0.689			0.381			0.654		
Satd. Flow (perm)	1293	1980	1574	1100	1923	1615	703	1961	1249	1243	1961	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			109			120
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		773			1094			1012			673	
Travel Time (s)		9.6			13.6			15.3			10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	1%	6%	23%	4%	0%	3%	2%	25%	0%	2%	0%
Adj. Flow (vph)	54	98	33	109	168	11	43	163	92	5	283	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	98	33	109	168	11	43	163	92	5	283	120
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.94	0.96	0.96	0.94	1.00	1.00	0.94	1.04	1.00	0.94	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov

# Lanes, Volumes, Timings

## 1: Eldamain Rd/Ashe Rd & Galena Rd

03/16/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	25.0	6.0	6.0	25.0	6.0	6.0	15.0	6.0	6.0	15.0	6.0
Minimum Split (s)	12.0	31.0	12.0	12.0	31.0	12.0	12.0	24.0	12.0	12.0	21.0	12.0
Total Split (s)	13.0	34.0	13.0	13.0	34.0	13.0	13.0	30.0	13.0	13.0	30.0	13.0
Total Split (%)	14.4%	37.8%	14.4%	14.4%	37.8%	14.4%	14.4%	33.3%	14.4%	14.4%	33.3%	14.4%
Maximum Green (s)	7.0	28.0	7.0	7.0	28.0	7.0	7.0	24.0	7.0	7.0	24.0	7.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	Max	None	None	Max	None	None	None	None	None	None	None
Act Effect Green (s)	33.9	28.9	41.9	34.4	29.2	41.6	27.0	24.5	37.6	23.8	19.3	32.3
Actuated g/C Ratio	0.42	0.36	0.53	0.43	0.37	0.52	0.34	0.31	0.47	0.30	0.24	0.40
v/c Ratio	0.09	0.14	0.04	0.21	0.24	0.01	0.13	0.27	0.14	0.01	0.60	0.17
Control Delay	13.5	21.9	0.1	14.8	22.5	0.0	17.6	24.5	3.2	16.2	34.4	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	21.9	0.1	14.8	22.5	0.0	17.6	24.5	3.2	16.2	34.4	4.2
LOS	B	C	A	B	C	A	B	C	A	B	C	A
Approach Delay	15.6				18.7				16.9		25.3	
Approach LOS	B				B				B		C	
Queue Length 50th (ft)	15	36	0	31	65	0	14	58	0	2	137	0
Queue Length 95th (ft)	37	78	0	67	124	0	35	126	22	8	217	32
Internal Link Dist (ft)	693				1014				932		593	
Turn Bay Length (ft)	290		260		145		155		145		155	
Base Capacity (vph)	607	718	887	511	702	913	332	670	650	433	609	711
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.14	0.04	0.21	0.24	0.01	0.13	0.24	0.14	0.01	0.46	0.17

### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 79.8

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 20.0









Intersection LOS: C

Intersection Capacity Utilization 64.4%

ICU Level of Service C




















Analysis Period (min) 15

Splits and Phases: 1: Eldamain Rd/Ashe Rd & Galena Rd

 Ø1	 Ø2	 Ø3	 Ø4
13 s	34 s	13 s	30 s
 Ø5	 Ø6	 Ø7	 Ø8
13 s	34 s	13 s	30 s








Lanes, Volumes, Timings  
2: Eldmain Rd & Farm Access/Corneils Rd

03/16/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	35	1	5	1	270	25	5	385	1
Future Volume (vph)	1	1	1	35	1	5	1	270	25	5	385	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	11	12	11	13	12	11	13	12
Storage Length (ft)	0		0	145		0	195		0	180		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			175			205			265		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.871			0.987				
Flt Protected		0.984		0.950			0.950			0.950		
Satd. Flow (prot)	0	1904	0	1805	1600	0	1745	1775	0	1491	1870	0
Flt Permitted		0.984		0.950			0.950			0.950		
Satd. Flow (perm)	0	1904	0	1805	1600	0	1745	1775	0	1491	1870	0
Link Speed (mph)		30			55			45			45	
Link Distance (ft)		963			1624			946			3769	
Travel Time (s)		21.9			20.1			14.3			57.1	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	10%	0%	17%	5%	0%
Adj. Flow (vph)	1	1	1	41	1	6	1	318	29	6	453	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	41	7	0	1	347	0	6	454	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.92	1.00	1.00	1.04	1.00	1.04	0.96	1.00	1.04	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	31.8%											
Analysis Period (min)	15											
	ICU Level of Service A											

HCM 6th TWSC  
2: Eldamain Rd & Farm Access/Corneils Rd

03/16/2022






Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	35	1	5	1	270	25	5	385	1
Future Vol, veh/h	1	1	1	35	1	5	1	270	25	5	385	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	145	-	-	195	-	-	180	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	10	0	17	5	0
Mvmt Flow	1	1	1	41	1	6	1	318	29	6	453	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	804	815	454	802	801	333	454	0	0	347	0	0
Stage 1	466	466	-	335	335	-	-	-	-	-	-	-
Stage 2	338	349	-	467	466	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.27	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.353	-	-
Pot Cap-1 Maneuver	304	314	610	305	320	713	1117	-	-	1133	-	-
Stage 1	581	566	-	683	646	-	-	-	-	-	-	-
Stage 2	681	637	-	580	566	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	299	312	610	302	318	713	1117	-	-	1133	-	-
Mov Cap-2 Maneuver	299	312	-	302	318	-	-	-	-	-	-	-
Stage 1	580	563	-	682	645	-	-	-	-	-	-	-
Stage 2	674	636	-	575	563	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.9		17.7		0		0.1					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1117	-	-	366	302	591	1133	-	-			
HCM Lane V/C Ratio	0.001	-	-	0.01	0.136	0.012	0.005	-	-			
HCM Control Delay (s)	8.2	-	-	14.9	18.8	11.2	8.2	-	-			
HCM Lane LOS	A	-	-	B	C	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0	0	-	-			

### Lanes, Volumes, Timings

#### 3: Eldamain Rd & Grundy Access

03/16/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	10	5	280	410	10
Future Volume (vph)	15	10	5	280	410	10
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	16	12	11	13	13	11
Storage Length (ft)	0	0	155			160
Storage Lanes	1	0	1			1
Taper Length (ft)	25		225			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947					0.850
Flt Protected	0.971		0.950			
Satd. Flow (prot)	1064	0	953	1968	2006	817
Flt Permitted	0.971		0.950			
Satd. Flow (perm)	1064	0	953	1968	2006	817
Link Speed (mph)	30			45	45	
Link Distance (ft)	736			9359	946	
Travel Time (s)	16.7			141.8	14.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	88%	83%	83%	5%	3%	91%
Adj. Flow (vph)	17	11	6	322	471	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	6	322	471	11
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			13	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	1.04	0.90	0.90	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	30.5%			ICU Level of Service A		
Analysis Period (min)	15					






# HCM 6th TWSC

## 3: Eldamain Rd & Grundy Access

03/16/2022

### Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	10	5	280	410	10
Future Vol, veh/h	15	10	5	280	410	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	155	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	88	83	83	5	3	91
Mvmt Flow	17	11	6	322	471	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	805	471	482
Stage 1	471	-	-
Stage 2	334	-	-
Critical Hdwy	7.28	7.03	4.93
Critical Hdwy Stg 1	6.28	-	-
Critical Hdwy Stg 2	6.28	-	-
Follow-up Hdwy	4.292	4.047	2.947
Pot Cap-1 Maneuver	256	457	764
Stage 1	482	-	-
Stage 2	568	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	254	457	764
Mov Cap-2 Maneuver	254	-	-
Stage 1	478	-	-
Stage 2	568	-	-

























Approach	EB	NB	SB
HCM Control Delay, s	17.8	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	764	-	309	-	-
HCM Lane V/C Ratio	0.008	-	0.093	-	-
HCM Control Delay (s)	9.7	-	17.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-















Lanes, Volumes, Timings  
4: Eldmain Rd & US Rte 34

03/16/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	545	60	105	620	90	75	50	70	130	115	265
Future Volume (vph)	170	545	60	105	620	90	75	50	70	130	115	265
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	13	13	12	13	13	14	13	12	11	13	13	12
Storage Length (ft)	285		225	180		300	215		215	330		255
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	220			180			210			130		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98						
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1811	3812	1615	1865	3888	1511	1865	1961	1516	1651	2046	1538
Flt Permitted	0.213			0.368			0.677			0.633		
Satd. Flow (perm)	406	3812	1615	723	3888	1480	1329	1961	1516	1100	2046	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			65			98			76			269
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1408			1708			1322			9359	
Travel Time (s)		21.3			25.9			20.0			141.8	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	0%	0%	1%	14%	0%	2%	3%	13%	1%	5%
Adj. Flow (vph)	185	592	65	114	674	98	82	54	76	141	125	288
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	592	65	114	674	98	82	54	76	141	125	288
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			13			13	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.90	1.00	0.96	0.90	0.92	0.96	0.94	1.04	0.96	0.90	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings  
4: Eldamain Rd & US Rte 34

03/16/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	20.0	6.0	6.0	20.0	6.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	12.3	26.3	12.3	12.3	26.3	12.3	12.3	22.5	12.3	12.3	34.3	12.3
Total Split (s)	30.0	75.0	30.0	30.0	75.0	35.0	30.0	30.0	30.0	35.0	35.0	30.0
Total Split (%)	17.6%	44.1%	17.6%	17.6%	44.1%	20.6%	17.6%	17.6%	17.6%	20.6%	20.6%	17.6%
Maximum Green (s)	23.7	68.7	23.7	23.7	68.7	28.7	23.7	23.7	23.7	28.7	28.7	23.7
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	49.9	36.4	51.4	41.2	32.1	44.3	34.2	25.6	41.1	41.4	29.2	49.2
Actuated g/C Ratio	0.46	0.33	0.47	0.38	0.29	0.41	0.31	0.24	0.38	0.38	0.27	0.45
v/c Ratio	0.51	0.46	0.08	0.31	0.59	0.15	0.18	0.12	0.12	0.29	0.23	0.34
Control Delay	21.6	29.7	3.9	18.5	35.3	3.6	24.2	38.6	6.9	25.0	35.3	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.6	29.7	3.9	18.5	35.3	3.6	24.2	38.6	6.9	25.0	35.3	4.4
LOS	C	C	A	B	D	A	C	D	A	C	D	A
Approach Delay		25.9			29.6			21.6			16.6	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	71	167	0	42	207	0	35	30	0	63	68	7
Queue Length 95th (ft)	122	237	22	78	296	28	80	76	35	130	142	62
Internal Link Dist (ft)		1328			1628			1242			9279	
Turn Bay Length (ft)	285		225	180		300	215		215	330		255
Base Capacity (vph)	502	2432	1015	595	2480	881	656	460	815	593	549	963
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductcn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.24	0.06	0.19	0.27	0.11	0.13	0.12	0.09	0.24	0.23	0.30
Intersection Summary												
Area Type: Other												
Cycle Length: 170												
Actuated Cycle Length: 108.9												
Natural Cycle: 90												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.59												
Intersection Signal Delay: 24.8 Intersection LOS: C												
Intersection Capacity Utilization 55.7% ICU Level of Service B												
Analysis Period (min) 15												

# Lanes, Volumes, Timings 4: Eldamain Rd & US Rte 34

03/16/2022

























Splits and Phases: 4: Eldamain Rd & US Rte 34

 Ø1	 Ø2	 Ø3	 Ø4
30 s	75 s	30 s	35 s
 Ø5	 Ø6	 Ø7	 Ø8
30 s	75 s	35 s	30 s

# Lanes, Volumes, Timings

## 1: Eldamain Rd/Ashe Rd & Galena Rd













03/16/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	140	40	65	80	10	20	255	90	5	100	60
Future Volume (vph)	120	140	40	65	80	10	20	255	90	5	100	60
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	14	12	13	13	12	12	12	12	11	12	12	11
Storage Length (ft)	290		260	145		155	145		155	150		240
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	195			200			165			135		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1906	1923	1574	1392	1961	1468	1703	2000	1084	1805	1923	1501
Flt Permitted	0.695			0.659			0.639			0.473		
Satd. Flow (perm)	1395	1923	1574	966	1961	1468	1145	2000	1084	899	1923	1501
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			109			109
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		773			1094			1012			673	
Travel Time (s)		9.6			13.6			15.3			10.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	4%	6%	34%	2%	10%	6%	0%	44%	0%	4%	4%
Adj. Flow (vph)	132	154	44	71	88	11	22	280	99	5	110	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	154	44	71	88	11	22	280	99	5	110	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.94	0.96	0.96	0.94	1.00	1.00	0.94	1.04	1.00	0.94	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov

# Lanes, Volumes, Timings

## 1: Eldamain Rd/Ashe Rd & Galena Rd

03/16/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	25.0	6.0	6.0	25.0	6.0	6.0	15.0	6.0	6.0	15.0	6.0
Minimum Split (s)	12.0	31.0	12.0	12.0	31.0	12.0	12.0	24.0	12.0	12.0	21.0	12.0
Total Split (s)	13.0	34.0	13.0	13.0	34.0	13.0	13.0	30.0	13.0	13.0	30.0	13.0
Total Split (%)	14.4%	37.8%	14.4%	14.4%	37.8%	14.4%	14.4%	33.3%	14.4%	14.4%	33.3%	14.4%
Maximum Green (s)	7.0	28.0	7.0	7.0	28.0	7.0	7.0	24.0	7.0	7.0	24.0	7.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	Max	None	None	Max	None	None	None	None	None	None	None
Act Effect Green (s)	34.3	29.1	41.8	34.1	28.9	41.3	22.7	20.4	33.4	21.1	17.8	31.0
Actuated g/C Ratio	0.45	0.38	0.55	0.45	0.38	0.55	0.30	0.27	0.44	0.28	0.24	0.41
v/c Ratio	0.19	0.21	0.05	0.15	0.12	0.01	0.06	0.52	0.18	0.02	0.24	0.10
Control Delay	12.8	20.6	0.1	13.0	20.2	0.0	17.2	29.2	4.0	16.6	27.8	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	20.6	0.1	13.0	20.2	0.0	17.2	29.2	4.0	16.6	27.8	1.4
LOS	B	C	A	B	C	A	B	C	A	B	C	A
Approach Delay	14.7			15.9			22.4			17.9		
Approach LOS	B			B			C			B		
Queue Length 50th (ft)	33	54	0	17	30	0	7	106	0	2	48	0
Queue Length 95th (ft)	76	113	0	47	70	0	22	212	25	8	92	9
Internal Link Dist (ft)	693			1014			932			593		
Turn Bay Length (ft)	290		260	145		155	145		155	150		240
Base Capacity (vph)	682	737	931	477	749	869	398	670	544	342	629	683
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.21	0.05	0.15	0.12	0.01	0.06	0.42	0.18	0.01	0.17	0.10

### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 75.7

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 18.3









Intersection LOS: B

Intersection Capacity Utilization 55.2%

ICU Level of Service B

Analysis Period (min) 15




















Splits and Phases: 1: Eldamain Rd/Ashe Rd & Galena Rd








 Ø1	 Ø2	 Ø3	 Ø4
13 s	34 s	13 s	30 s
 Ø5	 Ø6	 Ø7	 Ø8
13 s	34 s	13 s	30 s

# Lanes, Volumes, Timings

## 2: Eldamain Rd & Farm Access/Corneils Rd

03/16/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	10	1	15	1	350	25	5	200	1
Future Volume (vph)	1	1	1	10	1	15	1	350	25	5	200	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	11	12	11	13	12	11	13	12
Storage Length (ft)	0		0	145		0	195		0	180		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			175			205			265		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.859			0.990			0.999	
Flt Protected		0.984		0.950			0.950			0.950		
Satd. Flow (prot)	0	1904	0	1805	1578	0	1745	1772	0	1745	1571	0
Flt Permitted		0.984		0.950			0.950			0.950		
Satd. Flow (perm)	0	1904	0	1805	1578	0	1745	1772	0	1745	1571	0
Link Speed (mph)		30			55			45			45	
Link Distance (ft)		963			1624			946			3769	
Travel Time (s)		21.9			20.1			14.3			57.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	10%	5%	0%	25%	0%
Adj. Flow (vph)	1	1	1	11	1	16	1	385	27	5	220	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	11	17	0	1	412	0	5	221	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.92	1.00	1.00	1.04	1.00	1.04	0.96	1.00	1.04	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	29.9%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection													
Int Delay, s/veh	0.6												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	1	1	1	10	1	15	1	350	25	5	200	1	
Future Vol, veh/h	1	1	1	10	1	15	1	350	25	5	200	1	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	145	-	-	195	-	-	180	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	
Heavy Vehicles, %	0	0	0	0	0	0	0	10	5	0	25	0	
Mvmt Flow	1	1	1	11	1	16	1	385	27	5	220	1	
Major/Minor	Minor2		Minor1		Major1		Major2						
Conflicting Flow All	640	645	221	633	632	399	221	0	0	412	0	0	
Stage 1	231	231	-	401	401	-	-	-	-	-	-	-	
Stage 2	409	414	-	232	231	-	-	-	-	-	-	-	
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-	
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-	
Pot Cap-1 Maneuver	391	393	824	395	400	655	1360	-	-	1158	-	-	
Stage 1	776	717	-	630	604	-	-	-	-	-	-	-	
Stage 2	623	597	-	775	717	-	-	-	-	-	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	379	391	824	392	398	655	1360	-	-	1158	-	-	
Mov Cap-2 Maneuver	379	391	-	392	398	-	-	-	-	-	-	-	
Stage 1	775	714	-	629	603	-	-	-	-	-	-	-	
Stage 2	606	596	-	769	714	-	-	-	-	-	-	-	
Approach	EB		WB		NB		SB						
HCM Control Delay, s	12.7		12.2		0		0.2						
HCM LOS	B		B										
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR						
Capacity (veh/h)	1360	-	-	468	392	630	1158	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.007	0.028	0.028	0.005	-	-				
HCM Control Delay (s)	7.6	-	-	12.7	14.4	10.9	8.1	-	-				
HCM Lane LOS	A	-	-	B	B	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	0	-	-				

# Lanes, Volumes, Timings

## 3: Eldamain Rd & Grundy Access

03/16/2022








Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰		↰	↑	↑	↱
Traffic Volume (vph)	15	5	5	360	195	15
Future Volume (vph)	15	5	5	360	195	15
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	16	12	11	13	13	11
Storage Length (ft)	0	0	155			160
Storage Lanes	1	0	1			1
Taper Length (ft)	25		225			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968					0.850
Flt Protected	0.963		0.950			
Satd. Flow (prot)	1024	0	953	1968	1797	863
Flt Permitted	0.963		0.950			
Satd. Flow (perm)	1024	0	953	1968	1797	863
Link Speed (mph)	30			45	45	
Link Distance (ft)	736			9359	946	
Travel Time (s)	16.7			141.8	14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	83%	83%	5%	15%	81%
Adj. Flow (vph)	16	5	5	391	212	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	5	391	212	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			13	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	1.04	0.90	0.90	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	28.0%			ICU Level of Service A		
Analysis Period (min)	15					



HCM 6th TWSC  
3: Eldamain Rd & Grundy Access

03/16/2022

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	5	5	360	195	15
Future Vol, veh/h	15	5	5	360	195	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	155	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	83	83	5	15	81
Mvmt Flow	16	5	5	391	212	16

























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	613	212	228	0	-	0
Stage 1	212	-	-	-	-	-
Stage 2	401	-	-	-	-	-
Critical Hdwy	7.4	7.03	4.93	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.047	2.947	-	-	-
Pot Cap-1 Maneuver	330	661	980	-	-	-
Stage 1	637	-	-	-	-	-
Stage 2	507	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	328	661	980	-	-	-
Mov Cap-2 Maneuver	328	-	-	-	-	-
Stage 1	634	-	-	-	-	-
Stage 2	507	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.2	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	980	-	375	-	-
HCM Lane V/C Ratio	0.006	-	0.058	-	-
HCM Control Delay (s)	8.7	-	15.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-













Lanes, Volumes, Timings  
4: Eldmain Rd & US Rte 34

03/16/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	565	40	35	290	100	25	90	75	115	40	95
Future Volume (vph)	180	565	40	35	290	100	25	90	75	115	40	95
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	13	13	12	13	13	14	13	12	11	13	13	12
Storage Length (ft)	285		225	180		300	215		215	330		255
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	220			180			210			130		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98						
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1811	3812	1568	1696	3636	1267	1865	2000	1473	1492	2067	1495
Flt Permitted	0.425			0.414			0.730			0.566		
Satd. Flow (perm)	809	3812	1568	739	3636	1238	1433	2000	1473	889	2067	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			62			105			79			100
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1408			1708			1322			9359	
Travel Time (s)		21.3			25.9			20.0			141.8	
Confl. Peds. (#/hr)	3					3						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	10%	8%	36%	0%	0%	6%	25%	0%	8%
Adj. Flow (vph)	189	595	42	37	305	105	26	95	79	121	42	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	189	595	42	37	305	105	26	95	79	121	42	100
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			13			13	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.90	1.00	0.96	0.90	0.92	0.96	0.94	1.04	0.96	0.90	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings  
4: Eldmain Rd & US Rte 34

03/16/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	20.0	6.0	6.0	20.0	6.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	12.3	26.3	12.3	12.3	26.3	12.3	12.3	22.5	12.3	12.3	34.3	12.3
Total Split (s)	30.0	75.0	30.0	30.0	75.0	35.0	30.0	30.0	30.0	35.0	35.0	30.0
Total Split (%)	17.6%	44.1%	17.6%	17.6%	44.1%	20.6%	17.6%	17.6%	17.6%	20.6%	20.6%	17.6%
Maximum Green (s)	23.7	68.7	23.7	23.7	68.7	28.7	23.7	23.7	23.7	28.7	28.7	23.7
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	40.4	30.3	43.1	28.5	21.7	32.7	30.8	24.3	37.5	40.5	31.6	50.7
Actuated g/C Ratio	0.42	0.32	0.45	0.30	0.23	0.34	0.32	0.26	0.39	0.43	0.33	0.53
v/c Ratio	0.40	0.49	0.06	0.13	0.37	0.21	0.05	0.19	0.13	0.27	0.06	0.12
Control Delay	20.2	28.9	2.4	18.1	33.1	4.7	17.7	31.1	5.8	19.0	25.4	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.2	28.9	2.4	18.1	33.1	4.7	17.7	31.1	5.8	19.0	25.4	3.1
LOS	C	C	A	B	C	A	B	C	A	B	C	A
Approach Delay		25.6			25.2			19.4			14.0	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	70	156	0	13	81	0	8	44	0	42	17	0
Queue Length 95th (ft)	124	225	12	33	132	31	27	100	32	91	47	26
Internal Link Dist (ft)		1328			1628			1242			9279	
Turn Bay Length (ft)	285		225	180		300	215		215	330		255
Base Capacity (vph)	597	2768	1019	556	2640	715	736	512	878	572	686	1005
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.21	0.04	0.07	0.12	0.15	0.04	0.19	0.09	0.21	0.06	0.10
Intersection Summary												
Area Type:	Other											
Cycle Length: 170												
Actuated Cycle Length: 95.1												
Natural Cycle: 90												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.49												
Intersection Signal Delay: 23.0					Intersection LOS: C							
Intersection Capacity Utilization 55.4%					ICU Level of Service B							
Analysis Period (min) 15												

# Lanes, Volumes, Timings 4: Eldamain Rd & US Rte 34

03/16/2022

























Splits and Phases: 4: Eldamain Rd & US Rte 34

 Ø1	 Ø2	 Ø3	 Ø4
30 s	75 s	30 s	35 s
 Ø5	 Ø6	 Ø7	 Ø8
30 s	75 s	35 s	30 s

# Lanes, Volumes, Timings

## 1: Eldamain Rd/Ashe Rd & Galena Rd













03/16/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	110	35	125	190	10	45	180	100	5	315	130
Future Volume (vph)	60	110	35	125	190	10	45	180	100	5	315	130
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	14	12	13	13	12	12	12	12	11	12	12	11
Storage Length (ft)	290		260	145		155	145		155	150		240
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	195			200			165			135		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1888	1980	1574	1516	1923	1615	1752	1961	1249	1805	1961	1561
Flt Permitted	0.596			0.675			0.298			0.634		
Satd. Flow (perm)	1184	1980	1574	1077	1923	1615	550	1961	1249	1205	1961	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			109			141
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		773			1094			1012			673	
Travel Time (s)		9.6			13.6			15.3			10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	1%	6%	23%	4%	0%	3%	2%	25%	0%	2%	0%
Adj. Flow (vph)	65	120	38	136	207	11	49	196	109	5	342	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	120	38	136	207	11	49	196	109	5	342	141
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.94	0.96	0.96	0.94	1.00	1.00	0.94	1.04	1.00	0.94	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov

# Lanes, Volumes, Timings

## 1: Eldamain Rd/Ashe Rd & Galena Rd

03/16/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	25.0	6.0	6.0	25.0	6.0	6.0	15.0	6.0	6.0	15.0	6.0
Minimum Split (s)	12.0	31.0	12.0	12.0	31.0	12.0	12.0	24.0	12.0	12.0	21.0	12.0
Total Split (s)	13.0	34.0	13.0	13.0	34.0	13.0	13.0	30.0	13.0	13.0	30.0	13.0
Total Split (%)	14.4%	37.8%	14.4%	14.4%	37.8%	14.4%	14.4%	33.3%	14.4%	14.4%	33.3%	14.4%
Maximum Green (s)	7.0	28.0	7.0	7.0	28.0	7.0	7.0	24.0	7.0	7.0	24.0	7.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	Max	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	35.0	28.3	41.1	35.4	28.5	40.7	28.5	25.9	38.8	25.2	20.6	33.4
Actuated g/C Ratio	0.42	0.34	0.49	0.42	0.34	0.49	0.34	0.31	0.46	0.30	0.25	0.40
v/c Ratio	0.12	0.18	0.05	0.28	0.32	0.01	0.17	0.32	0.17	0.01	0.71	0.20
Control Delay	14.3	22.9	0.1	16.1	24.2	0.0	18.0	25.0	4.2	16.2	38.5	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.3	22.9	0.1	16.1	24.2	0.0	18.0	25.0	4.2	16.2	38.5	3.9
LOS	B	C	A	B	C	A	B	C	A	B	D	A
Approach Delay	16.5				20.3				17.6		28.3	
Approach LOS	B				C				B		C	
Queue Length 50th (ft)	19	48	0	42	87	0	16	71	0	2	173	0
Queue Length 95th (ft)	43	92	0	81	150	0	38	150	30	8	266	34
Internal Link Dist (ft)	693				1014				932		593	
Turn Bay Length (ft)	290		260		145		155		145		155	
Base Capacity (vph)	560	669	834	494	654	858	288	657	640	423	568	712
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.18	0.05	0.28	0.32	0.01	0.17	0.30	0.17	0.01	0.60	0.20

### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 83.8

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 21.8









Intersection LOS: C

Intersection Capacity Utilization 68.5%

ICU Level of Service C




















Analysis Period (min) 15

Splits and Phases: 1: Eldamain Rd/Ashe Rd & Galena Rd

 Ø1	 Ø2	 Ø3	 Ø4
13 s	34 s	13 s	30 s
 Ø5	 Ø6	 Ø7	 Ø8
13 s	34 s	13 s	30 s








Lanes, Volumes, Timings  
2: Eldamain Rd & Farm Access/Corneils Rd

03/16/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	40	1	5	1	320	30	5	470	1
Future Volume (vph)	1	1	1	40	1	5	1	320	30	5	470	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	11	12	11	13	12	11	13	12
Storage Length (ft)	0		0	145		0	195		0	180		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			175			205			265		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.871			0.987				
Flt Protected		0.984		0.950			0.950			0.950		
Satd. Flow (prot)	0	1904	0	1805	1600	0	1745	1775	0	1491	1870	0
Flt Permitted		0.984		0.950			0.950			0.950		
Satd. Flow (perm)	0	1904	0	1805	1600	0	1745	1775	0	1491	1870	0
Link Speed (mph)		30			55			45			45	
Link Distance (ft)		963			1624			946			3769	
Travel Time (s)		21.9			20.1			14.3			57.1	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	10%	0%	17%	5%	0%
Adj. Flow (vph)	1	1	1	47	1	6	1	376	35	6	553	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	47	7	0	1	411	0	6	554	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.92	1.00	1.00	1.04	1.00	1.04	0.96	1.00	1.04	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 37.0%				ICU Level of Service A								
Analysis Period (min) 15												

HCM 6th TWSC  
2: Eldamain Rd & Farm Access/Corneils Rd

03/16/2022

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	40	1	5	1	320	30	5	470	1
Future Vol, veh/h	1	1	1	40	1	5	1	320	30	5	470	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	145	-	-	195	-	-	180	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	10	0	17	5	0
Mvmt Flow	1	1	1	47	1	6	1	376	35	6	553	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	965	979	554	963	962	394	554	0	0	411	0	0
Stage 1	566	566	-	396	396	-	-	-	-	-	-	-
Stage 2	399	413	-	567	566	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.27	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.353	-	-
Pot Cap-1 Maneuver	236	252	536	237	258	659	1026	-	-	1072	-	-
Stage 1	513	511	-	633	607	-	-	-	-	-	-	-
Stage 2	631	597	-	512	511	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	232	250	536	234	256	659	1026	-	-	1072	-	-
Mov Cap-2 Maneuver	232	250	-	234	256	-	-	-	-	-	-	-
Stage 1	512	508	-	632	606	-	-	-	-	-	-	-
Stage 2	624	596	-	507	508	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	17.4		22.6		0		0.1					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1026	-	-	295	234	522	1072	-	-			
HCM Lane V/C Ratio	0.001	-	-	0.012	0.201	0.014	0.005	-	-			
HCM Control Delay (s)	8.5	-	-	17.4	24.2	12	8.4	-	-			
HCM Lane LOS	A	-	-	C	C	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0	0.7	0	0	-	-			



# Lanes, Volumes, Timings

## 3: Eldamain Rd & Grundy Access

03/16/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	🛑		🛑	🛑	🛑	🛑
Traffic Volume (vph)	15	10	5	335	500	10
Future Volume (vph)	15	10	5	335	500	10
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	16	12	11	13	13	11
Storage Length (ft)	0	0	155			160
Storage Lanes	1	0	1			1
Taper Length (ft)	25		225			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947					0.850
Flt Protected	0.971		0.950			
Satd. Flow (prot)	1064	0	953	1968	2006	817
Flt Permitted	0.971		0.950			
Satd. Flow (perm)	1064	0	953	1968	2006	817
Link Speed (mph)	30			45	45	
Link Distance (ft)	736			9359	946	
Travel Time (s)	16.7			141.8	14.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	88%	83%	83%	5%	3%	91%
Adj. Flow (vph)	17	11	6	385	575	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	6	385	575	11
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			13	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	1.04	0.90	0.90	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	35.0%			ICU Level of Service A		
Analysis Period (min)	15					






# HCM 6th TWSC

## 3: Eldamain Rd & Grundy Access

03/16/2022

### Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	10	5	335	500	10
Future Vol, veh/h	15	10	5	335	500	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	155	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	88	83	83	5	3	91
Mvmt Flow	17	11	6	385	575	11

























Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	972	575	586
Stage 1	575	-	-
Stage 2	397	-	-
Critical Hdwy	7.28	7.03	4.93
Critical Hdwy Stg 1	6.28	-	-
Critical Hdwy Stg 2	6.28	-	-
Follow-up Hdwy	4.292	4.047	2.947
Pot Cap-1 Maneuver	198	393	689
Stage 1	425	-	-
Stage 2	527	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	196	393	689
Mov Cap-2 Maneuver	196	-	-
Stage 1	421	-	-
Stage 2	527	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.6	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	689	-	245	-	-
HCM Lane V/C Ratio	0.008	-	0.117	-	-
HCM Control Delay (s)	10.3	-	21.6	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-













Lanes, Volumes, Timings  
4: Eldmain Rd & US Rte 34

03/16/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	625	70	125	710	105	90	60	85	155	135	310
Future Volume (vph)	200	625	70	125	710	105	90	60	85	155	135	310
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	13	13	12	13	13	14	13	12	11	13	13	12
Storage Length (ft)	285		225	180		300	215		215	330		255
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	220			180			210			130		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98						
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1811	3812	1615	1865	3888	1511	1865	1961	1516	1651	2046	1538
Flt Permitted	0.173			0.325			0.663			0.598		
Satd. Flow (perm)	330	3812	1615	638	3888	1480	1302	1961	1516	1039	2046	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76			114			92			228
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1408			1708			1322			9359	
Travel Time (s)		21.3			25.9			20.0			141.8	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	0%	0%	1%	14%	0%	2%	3%	13%	1%	5%
Adj. Flow (vph)	217	679	76	136	772	114	98	65	92	168	147	337
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	679	76	136	772	114	98	65	92	168	147	337
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			13			13	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.90	1.00	0.96	0.90	0.92	0.96	0.94	1.04	0.96	0.90	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings  
4: Eldamain Rd & US Rte 34









03/16/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	20.0	6.0	6.0	20.0	6.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	12.3	26.3	12.3	12.3	26.3	12.3	12.3	22.5	12.3	12.3	34.3	12.3
Total Split (s)	30.0	75.0	30.0	30.0	75.0	35.0	30.0	30.0	30.0	35.0	35.0	30.0
Total Split (%)	17.6%	44.1%	17.6%	17.6%	44.1%	20.6%	17.6%	17.6%	17.6%	20.6%	20.6%	17.6%
Maximum Green (s)	23.7	68.7	23.7	23.7	68.7	28.7	23.7	23.7	23.7	28.7	28.7	23.7
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	59.0	43.8	59.9	48.4	38.3	52.9	34.7	25.0	41.5	44.2	30.0	52.0
Actuated g/C Ratio	0.49	0.37	0.50	0.41	0.32	0.44	0.29	0.21	0.35	0.37	0.25	0.44
v/c Ratio	0.61	0.48	0.09	0.37	0.62	0.16	0.23	0.16	0.16	0.37	0.29	0.42
Control Delay	23.9	30.1	3.4	19.4	36.9	3.2	28.6	45.6	7.5	29.9	41.1	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	30.1	3.4	19.4	36.9	3.2	28.6	45.6	7.5	29.9	41.1	9.9
LOS	C	C	A	B	D	A	C	D	A	C	D	A
Approach Delay		26.7			30.8			25.3			22.1	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	87	203	0	52	256	0	47	40	0	86	90	49
Queue Length 95th (ft)	149	292	24	96	373	29	106	101	43	175	184	147
Internal Link Dist (ft)		1328			1628			1242			9279	
Turn Bay Length (ft)	285		225	180		300	215		215	330		255
Base Capacity (vph)	466	2234	1035	566	2279	894	607	411	755	551	514	892
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductcn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.30	0.07	0.24	0.34	0.13	0.16	0.16	0.12	0.30	0.29	0.38
Intersection Summary												
Area Type: Other												
Cycle Length: 170												
Actuated Cycle Length: 119.2												
Natural Cycle: 90												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.62												
Intersection Signal Delay: 27.0 Intersection LOS: C												
Intersection Capacity Utilization 66.0% ICU Level of Service C												
Analysis Period (min) 15												

# Lanes, Volumes, Timings 4: Eldamain Rd & US Rte 34

03/16/2022

























Splits and Phases: 4: Eldamain Rd & US Rte 34

 Ø1	 Ø2	 Ø3	 Ø4
30 s	75 s	30 s	35 s
 Ø5	 Ø6	 Ø7	 Ø8
30 s	75 s	35 s	30 s

# Lanes, Volumes, Timings

## 1: Eldamain Rd/Ashe Rd & Galena Rd













03/30/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	140	40	70	80	10	20	260	90	5	125	60
Future Volume (vph)	120	140	40	70	80	10	20	260	90	5	125	60
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	14	12	13	13	12	12	12	12	11	12	12	11
Storage Length (ft)	290		260	145		155	145		155	150		240
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	195			200			165			135		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1906	1923	1574	1342	1961	1468	1703	2000	1084	1805	1942	1501
Flt Permitted	0.697			0.659			0.624			0.462		
Satd. Flow (perm)	1399	1923	1574	931	1961	1468	1118	2000	1084	878	1942	1501
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			109			109
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		773			1094			1012			673	
Travel Time (s)		9.6			13.6			15.3			10.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	4%	6%	39%	2%	10%	6%	0%	44%	0%	3%	4%
Adj. Flow (vph)	132	154	44	77	88	11	22	286	99	5	137	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	154	44	77	88	11	22	286	99	5	137	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.94	0.96	0.96	0.94	1.00	1.00	0.94	1.04	1.00	0.94	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov

# Lanes, Volumes, Timings

## 1: Eldamain Rd/Ashe Rd & Galena Rd

03/30/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	25.0	6.0	6.0	25.0	6.0	6.0	15.0	6.0	6.0	15.0	6.0
Minimum Split (s)	12.0	31.0	12.0	12.0	31.0	12.0	12.0	24.0	12.0	12.0	21.0	12.0
Total Split (s)	13.0	34.0	13.0	13.0	34.0	13.0	13.0	30.0	13.0	13.0	30.0	13.0
Total Split (%)	14.4%	37.8%	14.4%	14.4%	37.8%	14.4%	14.4%	33.3%	14.4%	14.4%	33.3%	14.4%
Maximum Green (s)	7.0	28.0	7.0	7.0	28.0	7.0	7.0	24.0	7.0	7.0	24.0	7.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	Max	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	34.3	29.0	41.7	34.1	28.9	41.3	22.8	20.4	33.5	21.1	17.9	31.1
Actuated g/C Ratio	0.45	0.38	0.55	0.45	0.38	0.55	0.30	0.27	0.44	0.28	0.24	0.41
v/c Ratio	0.19	0.21	0.05	0.17	0.12	0.01	0.06	0.53	0.18	0.02	0.30	0.10
Control Delay	12.8	20.7	0.1	13.2	20.3	0.0	17.2	29.4	4.0	16.6	28.3	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	20.7	0.1	13.2	20.3	0.0	17.2	29.4	4.0	16.6	28.3	1.4
LOS	B	C	A	B	C	A	B	C	A	B	C	A
Approach Delay	14.8				15.9		22.6		19.5			
Approach LOS	B				B		C		B			
Queue Length 50th (ft)	33	54	0	19	30	0	7	109	0	2	61	0
Queue Length 95th (ft)	76	113	0	50	70	0	22	217	25	8	110	9
Internal Link Dist (ft)	693				1014		932		593			
Turn Bay Length (ft)	290		260		145		155		145		150	
Base Capacity (vph)	681	736	929	459	748	868	393	669	545	339	635	684
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.21	0.05	0.17	0.12	0.01	0.06	0.43	0.18	0.01	0.22	0.10

### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 75.7

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 18.7









Intersection LOS: B

Intersection Capacity Utilization 59.1%

ICU Level of Service B

Analysis Period (min) 15






















Splits and Phases: 1: Eldamain Rd/Ashe Rd & Galena Rd

 Ø1	 Ø2	 Ø3	 Ø4
13 s	34 s	13 s	30 s
 Ø5	 Ø6	 Ø7	 Ø8
13 s	34 s	13 s	30 s









## Lanes, Volumes, Timings

### 2: Eldamain Rd & Farm Access/Corneils Rd

03/30/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	25	1	20	1	350	65	35	200	1
Future Volume (vph)	1	1	1	25	1	20	1	350	65	35	200	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	11	12	11	13	12	11	13	12
Storage Length (ft)	0		0	145		0	195		215	180		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	265			175			205			265		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.857				0.850		0.999	
Flt Protected		0.984		0.950			0.950			0.950		
Satd. Flow (prot)	0	1904	0	1805	1574	0	1745	1879	1583	1531	1571	0
Flt Permitted		0.984		0.950			0.950			0.950		
Satd. Flow (perm)	0	1904	0	1805	1574	0	1745	1879	1583	1531	1571	0
Link Speed (mph)		30			55			45			45	
Link Distance (ft)		963			760			946			3769	
Travel Time (s)		21.9			9.4			14.3			57.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	10%	2%	14%	25%	0%
Adj. Flow (vph)	1	1	1	27	1	22	1	385	71	38	220	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	27	23	0	1	385	71	38	221	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.92	1.00	1.00	1.04	1.00	1.04	0.90	1.00	1.04	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type: Other												
Control Type: Unsignalized												
Intersection Capacity Utilization 34.3%												
ICU Level of Service A												
Analysis Period (min) 15												














Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	25	1	20	1	350	65	35	200	1
Future Vol, veh/h	1	1	1	25	1	20	1	350	65	35	200	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	145	-	-	195	-	215	180	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	10	2	14	25	0
Mvmt Flow	1	1	1	27	1	22	1	385	71	38	220	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	731	755	221	685	684	385	221	0	0	456	0	0
Stage 1	297	297	-	387	387	-	-	-	-	-	-	-
Stage 2	434	458	-	298	297	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.24	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.326	-	-
Pot Cap-1 Maneuver	340	340	824	365	374	667	1360	-	-	1044	-	-
Stage 1	716	671	-	641	613	-	-	-	-	-	-	-
Stage 2	604	570	-	715	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	319	327	824	353	360	667	1360	-	-	1044	-	-
Mov Cap-2 Maneuver	319	327	-	353	360	-	-	-	-	-	-	-
Stage 1	715	647	-	640	612	-	-	-	-	-	-	-
Stage 2	583	569	-	687	647	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14		13.7		0		1.3					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1360	-	-	405 353 641	1044	-	-					
HCM Lane V/C Ratio	0.001	-	-	0.008 0.078 0.036	0.037	-	-					
HCM Control Delay (s)	7.6	-	-	14 16.1 10.8	8.6	-	-					
HCM Lane LOS	A	-	-	B C B	A	-	-					
HCM 95th %tile Q(veh)	0	-	-	0 0.3 0.1	0.1	-	-					

### Lanes, Volumes, Timings

#### 3: Eldamain Rd & Grundy Access

03/30/2022






						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	5	5	400	210	15
Future Volume (vph)	15	5	5	400	210	15
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	16	12	11	13	13	11
Storage Length (ft)	0	0	155			160
Storage Lanes	1	0	1			1
Taper Length (ft)	25		225			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968					0.850
Flt Protected	0.963		0.950			
Satd. Flow (prot)	1024	0	953	1968	1813	863
Flt Permitted	0.963		0.950			
Satd. Flow (perm)	1024	0	953	1968	1813	863
Link Speed (mph)	30			45	45	
Link Distance (ft)	736			9359	946	
Travel Time (s)	16.7			141.8	14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	83%	83%	5%	14%	81%
Adj. Flow (vph)	16	5	5	435	228	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	5	435	228	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			13	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	1.04	0.90	0.90	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	30.0%			ICU Level of Service A		
Analysis Period (min)	15					

# HCM 6th TWSC 3: Eldamain Rd & Grundy Access

03/30/2022

## Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	5	5	400	210	15
Future Vol, veh/h	15	5	5	400	210	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	155	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	83	83	5	14	81
Mvmt Flow	16	5	5	435	228	16

























Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	673	228	244
Stage 1	228	-	-
Stage 2	445	-	-
Critical Hdwy	7.4	7.03	4.93
Critical Hdwy Stg 1	6.4	-	-
Critical Hdwy Stg 2	6.4	-	-
Follow-up Hdwy	4.4	4.047	2.947
Pot Cap-1 Maneuver	301	646	965
Stage 1	625	-	-
Stage 2	481	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	299	646	965
Mov Cap-2 Maneuver	299	-	-
Stage 1	622	-	-
Stage 2	481	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	965	-	345	-	-
HCM Lane V/C Ratio	0.006	-	0.063	-	-
HCM Control Delay (s)	8.8	-	16.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-













Lanes, Volumes, Timings  
4: Eldmain Rd & US Rte 34

03/30/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	565	40	35	290	130	25	90	75	125	40	100
Future Volume (vph)	190	565	40	35	290	130	25	90	75	125	40	100
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	13	13	12	13	13	14	13	12	11	13	13	12
Storage Length (ft)	285		225	180		300	215		215	330		255
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	220			180			210			130		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98						
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1811	3812	1568	1696	3636	1346	1865	2000	1473	1516	2067	1495
Flt Permitted	0.422			0.424			0.730			0.558		
Satd. Flow (perm)	803	3812	1568	757	3636	1315	1433	2000	1473	891	2067	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			62			137			79			105
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1408			1708			1322			9359	
Travel Time (s)		21.3			25.9			20.0			141.8	
Confl. Peds. (#/hr)	3					3						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	10%	8%	28%	0%	0%	6%	23%	0%	8%
Adj. Flow (vph)	200	595	42	37	305	137	26	95	79	132	42	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	200	595	42	37	305	137	26	95	79	132	42	105
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			13			13	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.90	1.00	0.96	0.90	0.92	0.96	0.94	1.04	0.96	0.90	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings  
4: Eldamain Rd & US Rte 34

03/30/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	20.0	6.0	6.0	20.0	6.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	12.3	26.3	12.3	12.3	26.3	12.3	12.3	22.5	12.3	12.3	34.3	12.3
Total Split (s)	30.0	75.0	30.0	30.0	75.0	35.0	30.0	30.0	30.0	35.0	35.0	30.0
Total Split (%)	17.6%	44.1%	17.6%	17.6%	44.1%	20.6%	17.6%	17.6%	17.6%	20.6%	20.6%	17.6%
Maximum Green (s)	23.7	68.7	23.7	23.7	68.7	28.7	23.7	23.7	23.7	28.7	28.7	23.7
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	40.8	30.5	43.3	28.2	21.4	32.8	30.6	24.2	37.3	41.1	31.9	51.5
Actuated g/C Ratio	0.43	0.32	0.45	0.29	0.22	0.34	0.32	0.25	0.39	0.43	0.33	0.54
v/c Ratio	0.41	0.49	0.06	0.13	0.38	0.25	0.05	0.19	0.13	0.29	0.06	0.12
Control Delay	20.6	29.1	2.4	18.4	33.8	4.4	17.7	31.5	5.9	19.2	25.2	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	29.1	2.4	18.4	33.8	4.4	17.7	31.5	5.9	19.2	25.2	3.0
LOS	C	C	A	B	C	A	B	C	A	B	C	A
Approach Delay		25.7			24.2			19.6			14.0	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	75	156	0	13	81	0	8	44	0	46	17	0
Queue Length 95th (ft)	133	227	12	33	135	35	27	100	32	98	47	26
Internal Link Dist (ft)		1328			1628			1242			9279	
Turn Bay Length (ft)	285		225	180		300	215		215	330		255
Base Capacity (vph)	595	2753	1017	557	2626	765	736	505	871	579	690	1007
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.22	0.04	0.07	0.12	0.18	0.04	0.19	0.09	0.23	0.06	0.10
Intersection Summary												
Area Type: Other												
Cycle Length: 170												
Actuated Cycle Length: 95.6												
Natural Cycle: 90												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.49												
Intersection Signal Delay: 22.8 Intersection LOS: C												
Intersection Capacity Utilization 56.5% ICU Level of Service B												
Analysis Period (min) 15												

Lanes, Volumes, Timings  
 4: Eldamain Rd & US Rte 34

03/30/2022

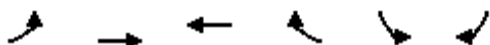
Splits and Phases: 4: Eldamain Rd & US Rte 34




 Ø1	 Ø2	 Ø3	 Ø4
30 s	75 s	30 s	35 s
 Ø5	 Ø6	 Ø7	 Ø8
30 s	75 s	35 s	30 s

# Lanes, Volumes, Timings

## 5: Corneils Rd & Site Access

03/30/2022






Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	70	30	25	10	1	20
Future Volume (vph)	70	30	25	10	1	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	265				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.962		0.869	
Flt Protected		0.966			0.998	
Satd. Flow (prot)	0	1730	1828	0	1648	0
Flt Permitted		0.966			0.998	
Satd. Flow (perm)	0	1730	1828	0	1648	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		760	911		450	
Travel Time (s)		9.4	11.3		10.2	
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles (%)	7%	4%	0%	0%	0%	0%
Adj. Flow (vph)	101	43	36	14	1	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	144	50	0	30	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.1%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC  
5: Corneils Rd & Site Access

03/30/2022

Intersection

Int Delay, s/veh 4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	70	30	25	10	1	20
Future Vol, veh/h	70	30	25	10	1	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	7	4	0	0	0	0
Mvmt Flow	101	43	36	14	1	29

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	50	0	0 288 43
Stage 1	-	-	- 43 -
Stage 2	-	-	- 245 -
Critical Hdwy	4.17	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.263	-	- 3.5 3.3
Pot Cap-1 Maneuver	1525	-	- 707 1033
Stage 1	-	-	- 985 -
Stage 2	-	-	- 800 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1525	-	- 659 1033
Mov Cap-2 Maneuver	-	-	- 659 -
Stage 1	-	-	- 918 -
Stage 2	-	-	- 800 -

Approach	EB	WB	SB
HCM Control Delay, s	5.3	0	8.7
HCM LOS			A

























Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1525	-	-	-	1006
HCM Lane V/C Ratio	0.067	-	-	-	0.03
HCM Control Delay (s)	7.5	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1



# Lanes, Volumes, Timings

## 1: Eldamain Rd/Ashe Rd & Galena Rd













03/30/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	110	35	125	190	10	45	195	105	5	340	130
Future Volume (vph)	60	110	35	125	190	10	45	195	105	5	340	130
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	14	12	13	13	12	12	12	12	11	12	12	11
Storage Length (ft)	290		260	145		155	145		155	150		240
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	195			200			165			135		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1888	1980	1574	1516	1923	1615	1752	1961	1210	1805	1961	1561
Flt Permitted	0.591			0.675			0.258			0.624		
Satd. Flow (perm)	1174	1980	1574	1077	1923	1615	476	1961	1210	1186	1961	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			115			143
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		773			1094			1012			673	
Travel Time (s)		9.6			13.6			15.3			10.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	1%	6%	23%	4%	0%	3%	2%	29%	0%	2%	0%
Adj. Flow (vph)	66	121	38	137	209	11	49	214	115	5	374	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	121	38	137	209	11	49	214	115	5	374	143
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.94	0.96	0.96	0.94	1.00	1.00	0.94	1.04	1.00	0.94	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov

# Lanes, Volumes, Timings

## 1: Eldamain Rd/Ashe Rd & Galena Rd

03/30/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	25.0	6.0	6.0	25.0	6.0	6.0	15.0	6.0	6.0	15.0	6.0
Minimum Split (s)	12.0	31.0	12.0	12.0	31.0	12.0	12.0	24.0	12.0	12.0	21.0	12.0
Total Split (s)	13.0	34.0	13.0	13.0	34.0	13.0	13.0	30.0	13.0	13.0	30.0	13.0
Total Split (%)	14.4%	37.8%	14.4%	14.4%	37.8%	14.4%	14.4%	33.3%	14.4%	14.4%	33.3%	14.4%
Maximum Green (s)	7.0	28.0	7.0	7.0	28.0	7.0	7.0	24.0	7.0	7.0	24.0	7.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	Max	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	35.1	28.4	41.1	35.5	28.6	40.7	29.1	26.5	39.5	25.8	21.3	34.1
Actuated g/C Ratio	0.42	0.34	0.49	0.42	0.34	0.48	0.34	0.31	0.47	0.31	0.25	0.40
v/c Ratio	0.12	0.18	0.05	0.28	0.32	0.01	0.19	0.35	0.18	0.01	0.76	0.20
Control Delay	14.5	23.1	0.1	16.4	24.6	0.0	18.1	25.2	4.2	16.0	40.9	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.5	23.1	0.1	16.4	24.6	0.0	18.1	25.2	4.2	16.0	40.9	3.9
LOS	B	C	A	B	C	A	B	C	A	B	D	A
Approach Delay	16.7			20.7			17.9			30.5		
Approach LOS	B			C			B			C		
Queue Length 50th (ft)	20	50	0	45	91	0	16	78	0	2	193	0
Queue Length 95th (ft)	44	92	0	82	151	0	38	162	31	8	293	34
Internal Link Dist (ft)	693			1014			932			593		
Turn Bay Length (ft)	290		260	145		155	145		155	150		240
Base Capacity (vph)	552	664	828	490	649	852	270	666	628	425	563	720
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.18	0.05	0.28	0.32	0.01	0.18	0.32	0.18	0.01	0.66	0.20

### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 84.5

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 22.8









Intersection LOS: C

Intersection Capacity Utilization 69.8%

ICU Level of Service C

Analysis Period (min) 15





















Splits and Phases: 1: Eldamain Rd/Ashe Rd & Galena Rd

 Ø1	 Ø2	 Ø3	 Ø4
13 s	34 s	13 s	30 s
 Ø5	 Ø6	 Ø7	 Ø8
13 s	34 s	13 s	30 s

# Lanes, Volumes, Timings









## 2: Eldamain Rd & Farm Access/Corneils Rd

03/30/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	65	1	25	1	320	70	30	470	1
Future Volume (vph)	1	1	1	65	1	25	1	320	70	30	470	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	11	12	11	13	12	11	13	12
Storage Length (ft)	0		0	145		0	195		215	180		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	265			175			205			265		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.855				0.850			
Flt Protected		0.984		0.950			0.950			0.950		
Satd. Flow (prot)	0	1904	0	1805	1316	0	1745	1879	1615	1694	1870	0
Flt Permitted		0.984		0.950			0.950			0.950		
Satd. Flow (perm)	0	1904	0	1805	1316	0	1745	1879	1615	1694	1870	0
Link Speed (mph)		30			55			45			45	
Link Distance (ft)		963			760			946			3769	
Travel Time (s)		21.9			9.4			14.3			57.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	20%	0%	10%	0%	3%	5%	0%
Adj. Flow (vph)	1	1	1	71	1	27	1	352	77	33	516	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	71	28	0	1	352	77	33	517	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.92	1.00	1.00	1.04	1.00	1.04	0.90	1.00	1.04	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	40.6%						ICU Level of Service A					
Analysis Period (min)	15											

HCM 6th TWSC  
2: Eldamain Rd & Farm Access/Corneils Rd

03/30/2022






Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	65	1	25	1	320	70	30	470	1
Future Vol, veh/h	1	1	1	65	1	25	1	320	70	30	470	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	145	-	-	195	-	215	180	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	20	0	10	0	3	5	0
Mvmt Flow	1	1	1	71	1	27	1	352	77	33	516	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	990	1014	517	938	937	352	517	0	0	429	0	0
Stage 1	583	583	-	354	354	-	-	-	-	-	-	-
Stage 2	407	431	-	584	583	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.4	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.48	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	227	240	562	247	267	653	1059	-	-	1125	-	-
Stage 1	502	502	-	667	634	-	-	-	-	-	-	-
Stage 2	625	586	-	501	502	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	212	233	562	240	259	653	1059	-	-	1125	-	-
Mov Cap-2 Maneuver	212	233	-	240	259	-	-	-	-	-	-	-
Stage 1	501	487	-	666	633	-	-	-	-	-	-	-
Stage 2	597	585	-	484	487	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	18.1		21.9		0		0.5					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1059	-	-	278 240 617	1125	-	-					
HCM Lane V/C Ratio	0.001	-	-	0.012 0.298 0.046	0.029	-	-					
HCM Control Delay (s)	8.4	-	-	18.1 26.2 11.1	8.3	-	-					
HCM Lane LOS	A	-	-	C D B	A	-	-					
HCM 95th %tile Q(veh)	0	-	-	0 1.2 0.1	0.1	-	-					

# Lanes, Volumes, Timings

## 3: Eldmain Rd & Grundy Access






03/30/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	10	5	375	525	10
Future Volume (vph)	15	10	5	375	525	10
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	16	12	11	13	13	11
Storage Length (ft)	0	0	155			160
Storage Lanes	1	0	1			1
Taper Length (ft)	25		225			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.945					0.850
Flt Protected	0.971		0.950			
Satd. Flow (prot)	1063	0	953	1987	2006	817
Flt Permitted	0.971		0.950			
Satd. Flow (perm)	1063	0	953	1987	2006	817
Link Speed (mph)	30			45	45	
Link Distance (ft)	736			9359	946	
Travel Time (s)	16.7			141.8	14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	88%	83%	83%	4%	3%	91%
Adj. Flow (vph)	16	11	5	408	571	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	5	408	571	11
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			13	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	1.04	0.90	0.90	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	36.3%			ICU Level of Service A		
Analysis Period (min)	15					

























HCM 6th TWSC  
3: Eldamain Rd & Grundy Access

03/30/2022

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	10	5	375	525	10
Future Vol, veh/h	15	10	5	375	525	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	155	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	88	83	83	4	3	91
Mvmt Flow	16	11	5	408	571	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	989	571	582	0	-	0
Stage 1	571	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Critical Hdwy	7.28	7.03	4.93	-	-	-
Critical Hdwy Stg 1	6.28	-	-	-	-	-
Critical Hdwy Stg 2	6.28	-	-	-	-	-
Follow-up Hdwy	4.292	4.047	2.947	-	-	-
Pot Cap-1 Maneuver	193	395	692	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	192	395	692	-	-	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	21.7	0.1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	692	-	242	-	-	
HCM Lane V/C Ratio	0.008	-	0.112	-	-	
HCM Control Delay (s)	10.2	-	21.7	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.4	-	-	













Lanes, Volumes, Timings  
4: Eldmain Rd & US Rte 34

03/30/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	625	70	125	710	135	90	60	85	175	135	315
Future Volume (vph)	210	625	70	125	710	135	90	60	85	175	135	315
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	13	13	12	13	13	14	13	12	11	13	13	12
Storage Length (ft)	285		225	180		300	215		215	330		255
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	220			180			210			130		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98						
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1811	3812	1615	1865	3888	1552	1865	1961	1516	1665	2046	1538
Flt Permitted	0.176			0.339			0.666			0.578		
Satd. Flow (perm)	335	3812	1615	666	3888	1517	1308	1961	1516	1013	2046	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			74			142			89			236
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1408			1708			1322			9359	
Travel Time (s)		21.3			25.9			20.0			141.8	
Confl. Peds. (#/hr)	3					3						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	0%	0%	1%	11%	0%	2%	3%	12%	1%	5%
Adj. Flow (vph)	221	658	74	132	747	142	95	63	89	184	142	332
Shared Lane Traffic (%)												
Lane Group Flow (vph)	221	658	74	132	747	142	95	63	89	184	142	332
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			13			13	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.90	1.00	0.96	0.90	0.92	0.96	0.94	1.04	0.96	0.90	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings  
4: Eldmain Rd & US Rte 34

03/30/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	20.0	6.0	6.0	20.0	6.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	12.3	26.3	12.3	12.3	26.3	12.3	12.3	22.5	12.3	12.3	34.3	12.3
Total Split (s)	30.0	75.0	30.0	30.0	75.0	35.0	30.0	30.0	30.0	35.0	35.0	30.0
Total Split (%)	17.6%	44.1%	17.6%	17.6%	44.1%	20.6%	17.6%	17.6%	17.6%	20.6%	20.6%	17.6%
Maximum Green (s)	23.7	68.7	23.7	23.7	68.7	28.7	23.7	23.7	23.7	28.7	28.7	23.7
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	58.0	42.7	58.7	46.8	36.8	52.2	34.2	24.7	41.1	45.2	30.6	52.9
Actuated g/C Ratio	0.49	0.36	0.50	0.39	0.31	0.44	0.29	0.21	0.35	0.38	0.26	0.45
v/c Ratio	0.61	0.48	0.09	0.36	0.62	0.19	0.23	0.15	0.15	0.39	0.27	0.41
Control Delay	24.5	30.5	3.6	19.7	37.6	3.0	28.0	45.6	7.5	29.6	39.9	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	30.5	3.6	19.7	37.6	3.0	28.0	45.6	7.5	29.6	39.9	8.7
LOS	C	C	A	B	D	A	C	D	A	C	D	A
Approach Delay		27.0			30.5			25.1			21.3	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	90	196	0	51	248	0	45	39	0	93	85	41
Queue Length 95th (ft)	156	286	24	95	366	32	103	98	42	188	177	133
Internal Link Dist (ft)		1328			1628			1242			9279	
Turn Bay Length (ft)	285		225	180		300	215		215	330		255
Base Capacity (vph)	468	2251	1027	571	2296	917	614	409	755	558	528	908
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.29	0.07	0.23	0.33	0.15	0.15	0.15	0.12	0.33	0.27	0.37
Intersection Summary												
Area Type: Other												
Cycle Length: 170												
Actuated Cycle Length: 118.5												
Natural Cycle: 90												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.62												
Intersection Signal Delay: 26.8 Intersection LOS: C												
Intersection Capacity Utilization 67.6% ICU Level of Service C												
Analysis Period (min) 15												



Lanes, Volumes, Timings  
 4: Eldamain Rd & US Rte 34

03/30/2022

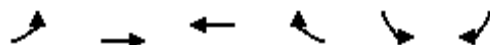
Splits and Phases: 4: Eldamain Rd & US Rte 34




 Ø1	 Ø2	 Ø3	 Ø4
30 s	75 s	30 s	35 s
 Ø5	 Ø6	 Ø7	 Ø8
30 s	75 s	35 s	30 s

# Lanes, Volumes, Timings

## 5: Corneils Rd & Site Access

03/30/2022






Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	65	35	45	10	5	45
Future Volume (vph)	65	35	45	10	5	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	265				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.976		0.878	
Flt Protected		0.969			0.995	
Satd. Flow (prot)	0	1822	1854	0	1510	0
Flt Permitted		0.969			0.995	
Satd. Flow (perm)	0	1822	1854	0	1510	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		760	911		450	
Travel Time (s)		9.4	11.3		10.2	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	3%	0%	0%	0%	11%
Adj. Flow (vph)	79	43	55	12	6	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	122	67	0	61	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.1%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC  
5: Corneils Rd & Site Access

03/30/2022

Intersection

Int Delay, s/veh 4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	65	35	45	10	5	45
Future Vol, veh/h	65	35	45	10	5	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	3	0	0	0	11
Mvmt Flow	79	43	55	12	6	55

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	67	0	0 262 61
Stage 1	-	-	- 61 -
Stage 2	-	-	- 201 -
Critical Hdwy	4.1	-	- 6.4 6.31
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.399
Pot Cap-1 Maneuver	1547	-	- 731 979
Stage 1	-	-	- 967 -
Stage 2	-	-	- 838 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1547	-	- 693 979
Mov Cap-2 Maneuver	-	-	- 693 -
Stage 1	-	-	- 917 -
Stage 2	-	-	- 838 -

Approach	EB	WB	SB
HCM Control Delay, s	4.8	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1547	-	-	-	940
HCM Lane V/C Ratio	0.051	-	-	-	0.065
HCM Control Delay (s)	7.5	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

## **Raw Traffic Data**

# Sam Schwartz

Sam Schwartz  
223 W. Jackson Suite 1101

Chicago, Illinois, United States 60606  
773.305.0800 kmurphy@samschwartz.com

Count Name: Eldamain Rd. @Galena Rd.  
Site Code:  
Start Date: 07/27/2021  
Page No: 1

## Turning Movement Data

Start Time	Eldamain Rd. Southbound						Galena Rd. Westbound						Eldamain Rd. Northbound						Galena Rd. Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	9	13	0	0	0	22	0	7	15	0	0	22	21	38	1	0	0	60	2	34	24	0	0	60	164
6:15 AM	6	18	1	0	0	25	0	14	13	0	0	27	18	54	3	0	0	75	8	31	17	0	0	56	183
6:30 AM	7	19	1	0	0	27	4	16	17	0	0	37	23	63	4	0	0	90	15	39	25	0	0	79	233
6:45 AM	10	29	0	0	0	39	1	24	18	0	0	43	19	43	7	0	0	69	8	36	27	0	0	71	222
Hourly Total	32	79	2	0	0	113	5	61	63	0	0	129	81	198	15	0	0	294	33	140	93	0	0	266	802
7:00 AM	9	13	0	0	0	22	1	18	8	0	0	27	14	50	3	0	0	67	5	26	27	0	0	58	174
7:15 AM	8	10	2	0	0	20	3	13	17	0	0	33	18	50	3	0	0	71	5	27	17	0	0	49	173
7:30 AM	12	21	3	0	0	36	1	15	21	0	0	37	25	50	3	0	0	78	7	32	30	0	0	69	220
7:45 AM	20	19	1	0	0	40	3	17	13	0	0	33	12	65	6	0	0	83	15	25	18	0	0	58	214
Hourly Total	49	63	6	0	0	118	8	63	59	0	0	130	69	215	15	0	0	299	32	110	92	0	0	234	781
8:00 AM	10	12	1	0	0	23	4	13	14	0	0	31	17	42	3	0	0	62	3	26	22	0	0	51	167
8:15 AM	5	24	0	0	0	29	2	18	14	0	0	34	25	50	4	0	0	79	11	30	20	0	0	61	203
8:30 AM	6	21	3	0	0	30	3	9	7	0	0	19	13	44	4	0	0	61	3	18	17	0	0	38	148
8:45 AM	9	14	3	0	0	26	3	18	11	0	0	32	12	34	1	0	0	47	7	18	15	0	0	40	145
Hourly Total	30	71	7	0	0	108	12	58	46	0	0	116	67	170	12	0	0	249	24	92	74	0	0	190	663
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	30	36	0	0	0	66	1	39	20	0	0	60	23	34	6	0	0	63	8	22	8	0	0	38	227
3:15 PM	16	50	1	0	0	67	1	33	24	0	0	58	29	34	10	0	0	73	9	23	9	0	0	41	239
3:30 PM	19	66	1	0	0	86	1	39	38	0	0	78	24	42	13	0	0	79	9	20	10	0	0	39	282
3:45 PM	39	62	0	0	0	101	7	44	20	0	0	71	19	39	9	0	0	67	7	27	15	0	0	49	288
Hourly Total	104	214	2	0	0	320	10	155	102	0	0	267	95	149	38	0	0	282	33	92	42	0	0	167	1036
4:00 PM	34	74	4	0	0	112	1	38	12	0	0	51	13	28	6	0	0	47	7	19	15	0	0	41	251
4:15 PM	33	55	1	0	0	89	3	37	17	0	0	57	16	22	6	0	0	44	14	27	10	0	0	51	241
4:30 PM	27	71	4	0	0	102	3	35	23	0	0	61	18	26	5	0	0	49	11	23	21	0	0	55	267
4:45 PM	43	67	3	0	0	113	5	37	17	0	0	59	11	26	5	0	0	42	6	36	18	0	0	60	274
Hourly Total	137	267	12	0	0	416	12	147	69	0	0	228	58	102	22	0	0	182	38	105	64	0	0	207	1033
5:00 PM	25	68	6	0	0	99	2	43	17	0	1	62	16	24	7	1	0	48	10	26	15	0	0	51	260
5:15 PM	31	69	6	0	0	106	1	41	16	0	0	58	8	24	7	0	0	39	7	17	22	0	0	46	249
5:30 PM	25	62	4	0	0	91	3	37	18	0	0	58	14	22	6	0	0	42	8	19	8	0	0	35	226
5:45 PM	18	51	3	0	0	72	2	36	25	0	0	63	17	19	4	0	0	40	8	20	16	0	0	44	219
Hourly Total	99	250	19	0	0	368	8	157	76	0	1	241	55	89	24	1	0	169	33	82	61	0	0	176	954
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	451	944	48	0	0	1443	55	641	415	0	1	1111	425	923	126	1	0	1475	193	621	426	0	0	1240	5269

[illegible]

### Turning Movement Data Plot

Start Time	Eldamain Rd. Southbound						Galena Rd. Westbound						Eldamain Rd. Northbound						Galena Rd. Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:15 AM	6	18	1	0	0	25	0	14	13	0	0	27	18	54	3	0	0	75	8	31	17	0	0	56	183
6:30 AM	7	19	1	0	0	27	4	16	17	0	0	37	23	63	4	0	0	90	15	39	25	0	0	79	233
6:45 AM	10	29	0	0	0	39	1	24	18	0	0	43	19	43	7	0	0	69	8	36	27	0	0	71	222
7:00 AM	9	13	0	0	0	22	1	18	8	0	0	27	14	50	3	0	0	67	5	26	27	0	0	58	174
Total	32	79	2	0	0	113	6	72	56	0	0	134	74	210	17	0	0	301	36	132	96	0	0	264	812
Approach %	28.3	69.9	1.8	0.0	-	-	4.5	53.7	41.8	0.0	-	-	24.6	69.8	5.6	0.0	-	-	13.6	50.0	36.4	0.0	-	-	-
Total %	3.9	9.7	0.2	0.0	-	13.9	0.7	8.9	6.9	0.0	-	16.5	9.1	25.9	2.1	0.0	-	37.1	4.4	16.3	11.8	0.0	-	32.5	-
PHF	0.800	0.681	0.500	0.000	-	0.724	0.375	0.750	0.778	0.000	-	0.779	0.804	0.833	0.607	0.000	-	0.836	0.600	0.846	0.889	0.000	-	0.835	0.871
Lights	32	78	2	0	-	112	6	66	34	0	-	106	51	209	16	0	-	276	30	126	96	0	-	252	746
% Lights	100.0	98.7	100.0	-	-	99.1	100.0	91.7	60.7	-	-	79.1	68.9	99.5	94.1	-	-	91.7	83.3	95.5	100.0	-	-	95.5	91.9
Mediums	0	0	0	0	-	0	0	3	3	0	-	6	6	0	0	0	-	6	1	4	0	0	-	5	17
% Mediums	0.0	0.0	0.0	-	-	0.0	0.0	4.2	5.4	-	-	4.5	8.1	0.0	0.0	-	-	2.0	2.8	3.0	0.0	-	-	1.9	2.1
Articulated Trucks	0	1	0	0	-	1	0	3	19	0	-	22	17	1	1	0	-	19	5	2	0	0	-	7	49
% Articulated Trucks	0.0	1.3	0.0	-	-	0.9	0.0	4.2	33.9	-	-	16.4	23.0	0.5	5.9	-	-	6.3	13.9	1.5	0.0	-	-	2.7	6.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



### Turning Movement Peak Hour Data Plot (6:15 AM)

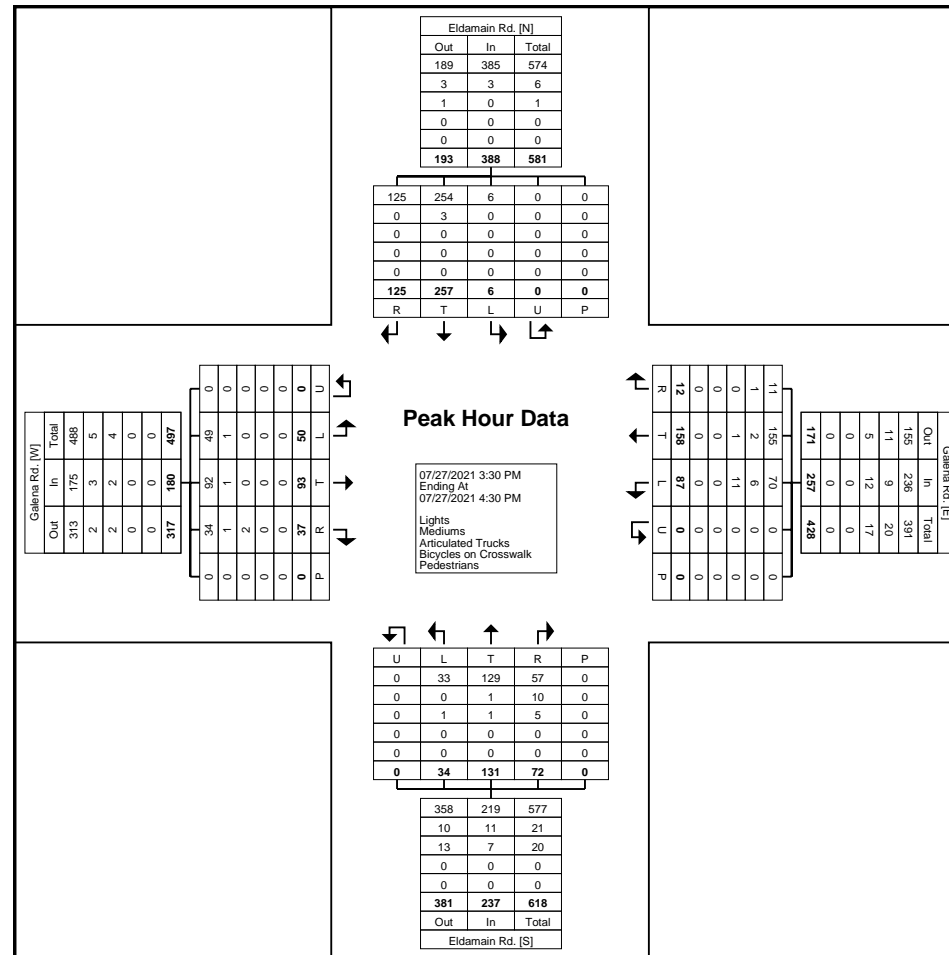
[illegible]

# Sam Schwartz

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Count Name: Eldamain Rd. @ Galena Rd.  
Site Code:  
Start Date: 07/27/2021  
Page No: 7



Turning Movement Peak Hour Data Plot (3:30 PM)

# Sam Schwartz

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Count Name: Eldemain Rd. @Corneils Rd.  
Site Code:  
Start Date: 07/21/2021  
Page No: 1

## Turning Movement Data

Start Time	Eldemain Rd. Southbound						Corneils Rd. Westbound						Eldemain Rd. Northbound						Private Access Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:00 PM	0	74	2	0	0	76	0	0	3	0	0	3	3	47	0	0	0	50	0	0	0	0	0	0	129
3:15 PM	0	102	2	0	0	104	2	0	10	0	0	12	6	71	0	0	0	77	0	0	0	0	0	0	193
3:30 PM	0	103	1	0	0	104	1	0	12	0	0	13	7	100	0	0	0	107	0	0	0	0	0	0	224
3:45 PM	0	117	2	0	0	119	3	0	4	0	0	7	3	58	0	0	0	61	0	0	0	0	0	0	187
Hourly Total	0	396	7	0	0	403	6	0	29	0	0	35	19	276	0	0	0	295	0	0	0	0	0	0	733
4:00 PM	0	86	1	0	0	87	1	0	7	0	0	8	7	54	0	0	0	61	0	0	0	0	0	0	156
4:15 PM	0	88	7	0	0	95	1	0	7	0	0	8	3	48	0	0	0	51	0	0	0	0	0	0	154
4:30 PM	0	127	6	0	0	133	4	0	5	0	0	9	3	40	0	0	0	43	0	0	0	0	0	0	185
4:45 PM	0	98	2	0	0	100	0	0	7	0	0	7	1	45	0	0	0	46	0	0	0	0	0	0	153
Hourly Total	0	399	16	0	0	415	6	0	26	0	0	32	14	187	0	0	0	201	0	0	0	0	0	0	648
5:00 PM	0	75	4	0	0	79	2	0	4	0	0	6	1	46	0	0	0	47	0	0	0	0	0	0	132
5:15 PM	0	112	2	0	0	114	0	0	8	0	0	8	2	51	0	0	0	53	0	0	0	0	0	0	175
5:30 PM	0	84	3	0	0	87	2	0	4	0	0	6	3	39	0	0	0	42	0	0	0	0	0	0	135
5:45 PM	0	75	5	0	0	80	1	0	6	0	0	7	2	46	0	0	0	48	0	0	0	0	0	0	135
Hourly Total	0	346	14	0	0	360	5	0	22	0	0	27	8	182	0	0	0	190	0	0	0	0	0	0	577
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
6:00 AM	0	25	1	0	0	26	0	0	0	0	0	0	11	63	0	0	0	74	0	0	0	0	0	0	100
6:15 AM	0	44	1	0	0	45	2	0	3	0	0	5	6	66	0	0	0	72	0	0	0	0	0	0	122
6:30 AM	0	61	0	0	0	61	2	0	2	0	0	4	5	82	0	0	0	87	0	0	0	0	0	0	152
6:45 AM	0	53	2	0	0	55	2	0	6	0	0	8	6	79	0	0	0	85	0	0	0	0	0	0	148
Hourly Total	0	183	4	0	0	187	6	0	11	0	0	17	28	290	0	0	0	318	0	0	0	0	0	0	522
7:00 AM	0	19	2	0	0	21	1	0	2	0	0	3	2	82	0	0	0	84	0	0	0	0	0	0	108
7:15 AM	0	32	1	0	0	33	2	0	2	0	2	4	3	81	0	0	0	84	0	0	0	0	0	0	121
7:30 AM	0	40	4	0	0	44	2	0	4	0	0	6	6	66	0	0	0	72	0	0	0	0	0	0	122
7:45 AM	0	30	2	0	0	32	2	0	3	0	0	5	3	80	0	0	0	83	0	0	0	0	0	0	120
Hourly Total	0	121	9	0	0	130	7	0	11	0	2	18	14	309	0	0	0	323	0	0	0	0	0	0	471
8:00 AM	0	35	0	0	0	35	3	0	1	0	0	4	4	59	0	0	0	63	0	0	0	0	0	0	102
8:15 AM	0	36	0	0	0	36	1	0	3	0	0	4	6	56	0	0	0	62	0	0	0	0	0	0	102
8:30 AM	0	36	1	0	0	37	1	0	5	0	0	6	3	54	0	0	0	57	0	0	0	0	0	0	100
8:45 AM	0	36	0	0	0	36	0	0	4	0	0	4	3	51	0	0	0	54	0	0	0	0	0	0	94
Hourly Total	0	143	1	0	0	144	5	0	13	0	0	18	16	220	0	0	0	236	0	0	0	0	0	0	398
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1588	51	0	0	1639	35	0	112	0	2	147	100	1464	0	0	0	1564	0	0	0	0	0	0	3350

[illegible]

### Turning Movement Data Plot

[illegible]

### Turning Movement Peak Hour Data Plot (3:15 PM)



Count Name: Eldemain Rd.@Corneils Rd.  
Site Code:  
Start Date: 07/21/2021  
Page No: 6

[illegible]

### Turning Movement Peak Hour Data Plot (6:15 AM)

# Sam Schwartz Engineering, D.P.C.

Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM

Site Code : 00000000

Start Date : 7/22/2021

Page No : 1

## Groups Printed- CARS - SINGLE UNIT - ARTICULATED

	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:00 AM	1	0	0	0	1	0	0	0	0	0	1	74	0	0	75	0	22	1	0	23	99
06:15 AM	2	0	1	0	3	0	0	0	0	0	2	63	0	0	65	0	50	2	0	52	120
06:30 AM	4	0	1	0	5	0	0	0	0	0	2	79	0	0	81	0	53	4	0	57	143
06:45 AM	4	0	0	0	4	0	0	0	0	0	1	76	0	0	77	0	52	5	0	57	138
Total	11	0	2	0	13	0	0	0	0	0	6	292	0	0	298	0	177	12	0	189	500
07:00 AM	5	0	0	0	5	0	0	0	0	0	1	72	0	0	73	0	16	4	0	20	98
07:15 AM	3	0	1	0	4	0	0	0	2	2	3	74	0	0	77	0	33	3	0	36	119
07:30 AM	6	0	1	0	7	0	0	0	0	0	1	61	0	0	62	0	33	6	0	39	108
07:45 AM	4	0	2	0	6	0	0	0	0	0	2	77	0	0	79	0	30	3	0	33	118
Total	18	0	4	0	22	0	0	0	2	2	7	284	0	0	291	0	112	16	0	128	443
08:00 AM	3	0	1	0	4	0	0	0	0	0	2	61	0	0	63	0	32	4	0	36	103
08:15 AM	2	0	2	0	4	0	0	0	0	0	1	61	0	0	62	0	38	3	0	41	107
08:30 AM	3	0	3	0	6	0	0	0	0	0	2	52	0	0	54	0	34	4	0	38	98
08:45 AM	4	0	2	0	6	0	0	0	0	0	2	47	0	0	49	0	39	2	0	41	96
Total	12	0	8	0	20	0	0	0	0	0	7	221	0	0	228	0	143	13	0	156	404
Grand Total	41	0	14	0	55	0	0	0	2	2	20	797	0	0	817	0	432	41	0	473	1347
Apprch %	74.5	0	25.5	0		0	0	0	100		2.4	97.6	0	0		0	91.3	8.7	0		
Total %	3	0	1	0	4.1	0	0	0	0.1	0.1	1.5	59.2	0	0	60.7	0	32.1	3	0	35.1	
CARS	2	0	2	0	4	0	0	0	0	0	9	746	0	0	755	0	373	10	0	383	1142
% CARS	4.9	0	14.3	0	7.3	0	0	0	0	0	45	93.6	0	0	92.4	0	86.3	24.4	0	81	84.8
SINGLE UNIT																					
% SINGLE UNIT	41.5	0	78.6	0	50.9	0	0	0	0	0	30	1.1	0	0	1.8	0	2.3	31.7	0	4.9	4.9
ARTICULATED																					
% ARTICULATED	53.7	0	7.1	0	41.8	0	0	0	100	100	25	5.3	0	0	5.8	0	11.3	43.9	0	14.2	10.3

# Sam Schwartz Engineering, D.P.C.

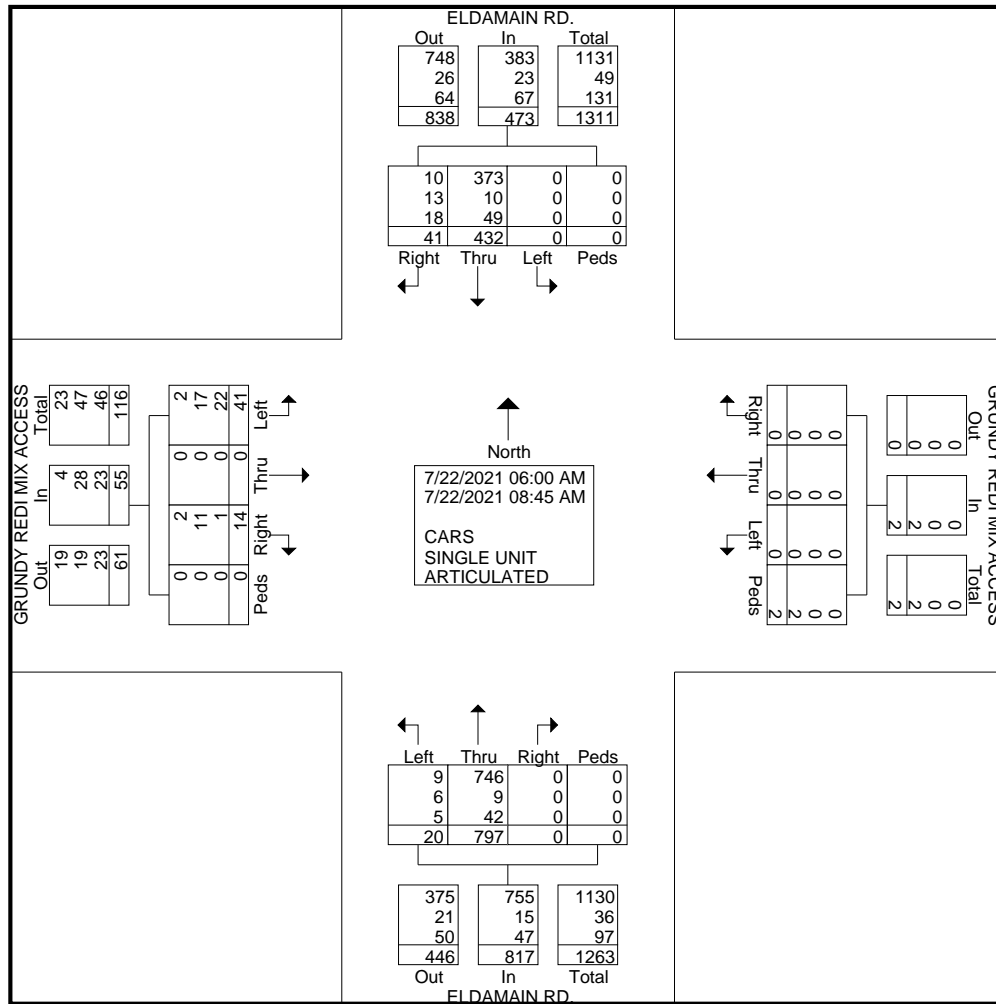
Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM

Site Code : 00000000

Start Date : 7/22/2021

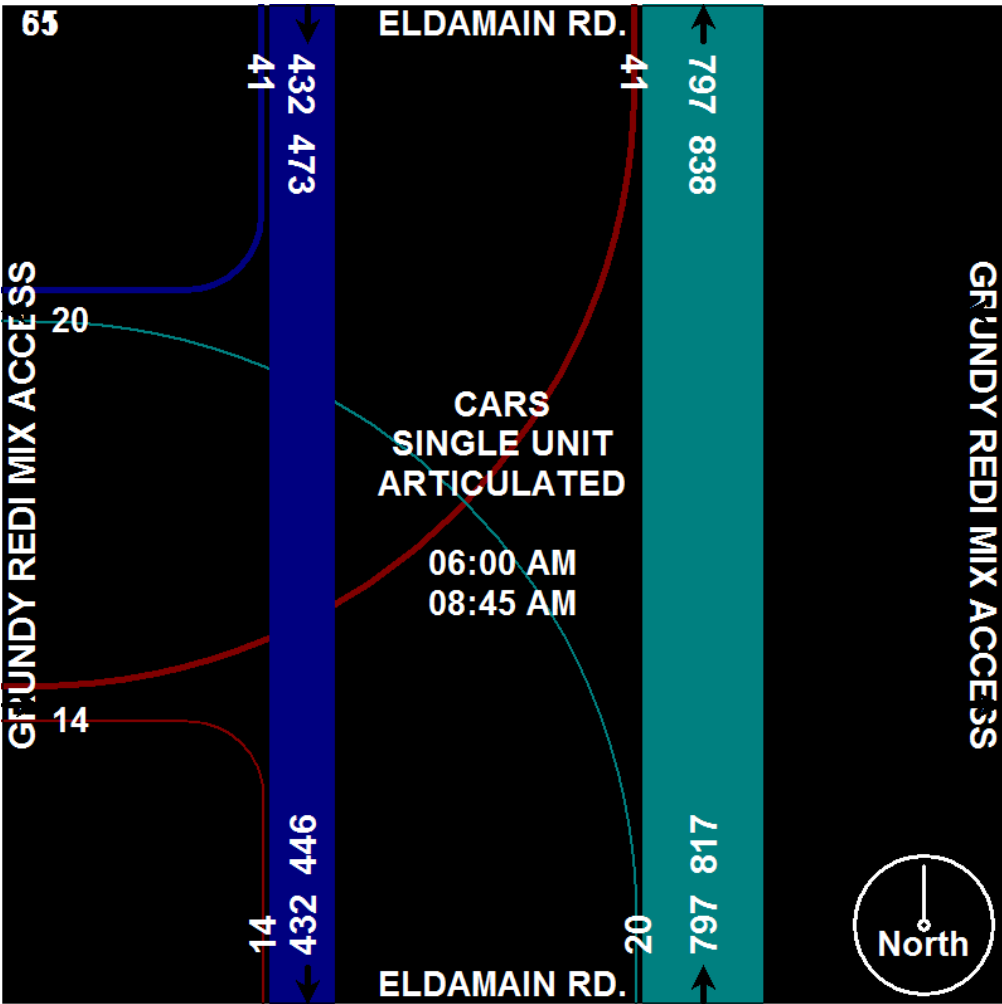
Page No : 2



# Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM  
Site Code : 00000000  
Start Date : 7/22/2021  
Page No : 3

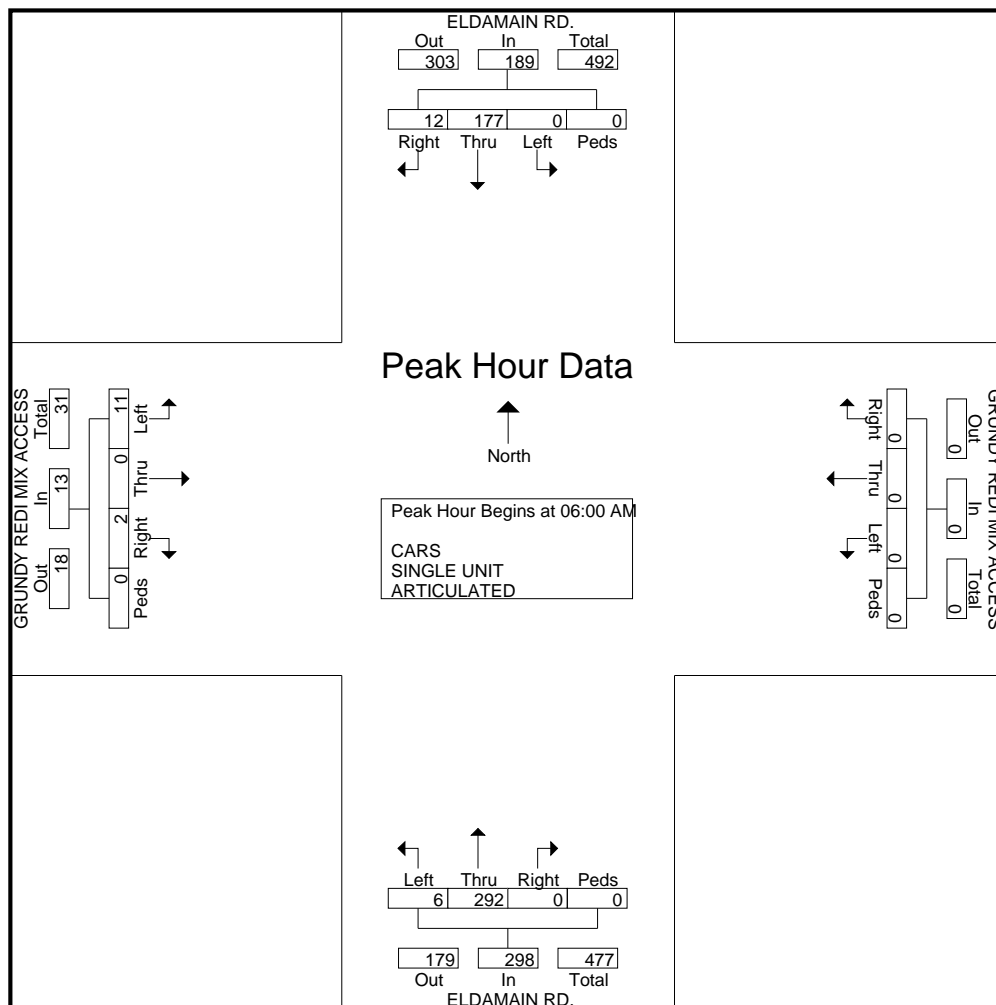


# Sam Schwartz Engineering, D.P.C.

## Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM  
 Site Code : 00000000  
 Start Date : 7/22/2021  
 Page No : 4

	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:00 AM																					
06:00 AM	1	0	0	0	1	0	0	0	0	0	1	74	0	0	75	0	22	1	0	23	99
06:15 AM	2	0	1	0	3	0	0	0	0	0	2	63	0	0	65	0	50	2	0	52	120
06:30 AM	4	0	1	0	5	0	0	0	0	0	2	79	0	0	81	0	53	4	0	57	143
06:45 AM	4	0	0	0	4	0	0	0	0	0	1	76	0	0	77	0	52	5	0	57	138
Total Volume	11	0	2	0	13	0	0	0	0	0	6	292	0	0	298	0	177	12	0	189	500
% App. Total	84.6	0	15.4	0		0	0	0	0		2	98	0	0		0	93.7	6.3	0		
PHF	.688	.000	.500	.000	.650	.000	.000	.000	.000	.000	.750	.924	.000	.000	.920	.000	.835	.600	.000	.829	.874



# Sam Schwartz Engineering, D.P.C.

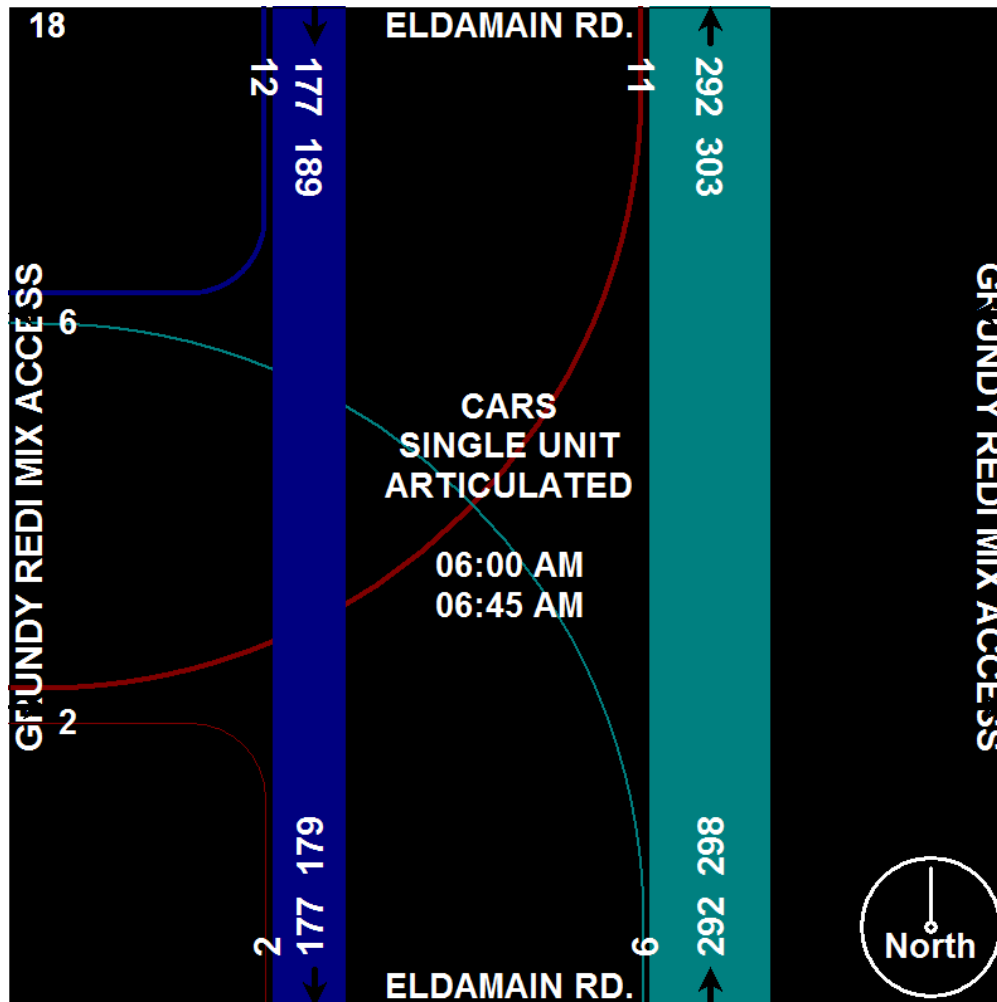
Eldmain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM

Site Code : 00000000

Start Date : 7/22/2021

Page No : 5



## Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

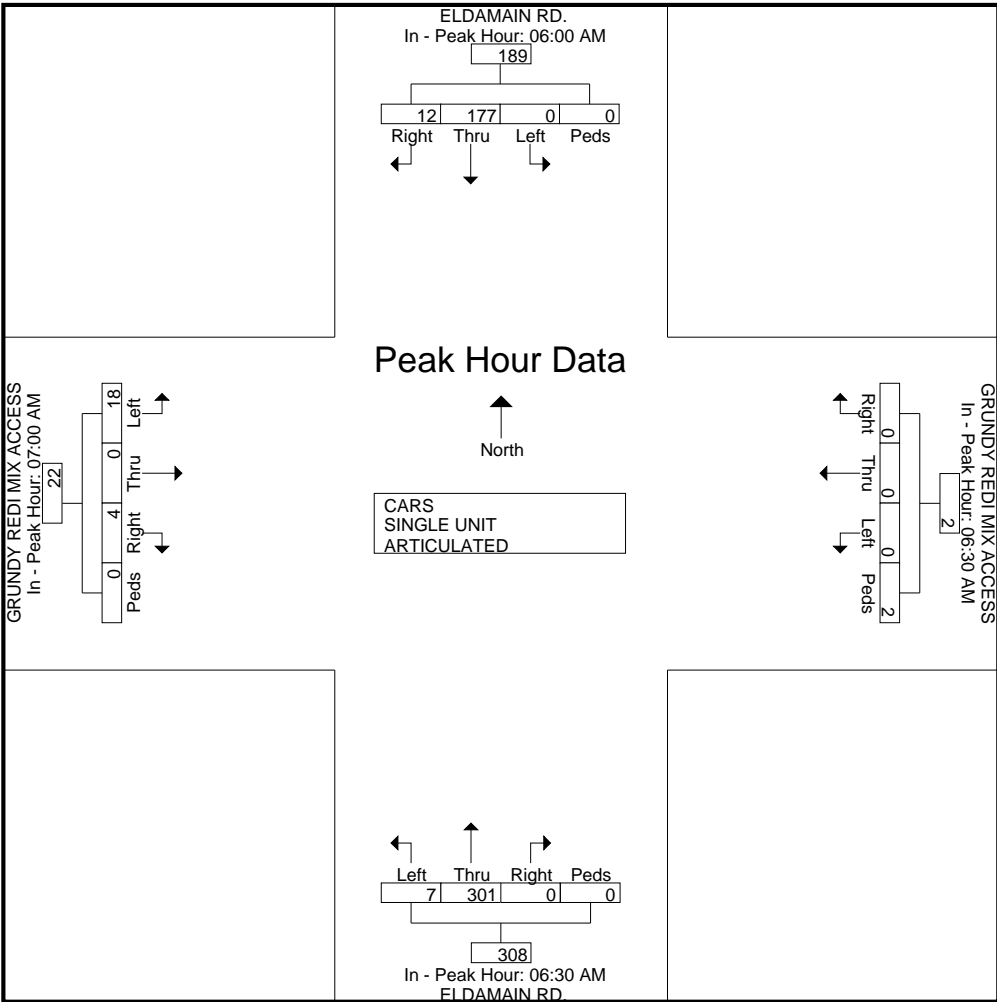
Peak Hour for Each Approach Begins at:

	07:00 AM					06:30 AM					06:30 AM					06:00 AM				
+0 mins.	5	0	0	0	5	0	0	0	0	0	2	79	0	0	81	0	22	1	0	23
+15 mins.	3	0	1	0	4	0	0	0	0	0	1	76	0	0	77	0	50	2	0	52
+30 mins.	6	0	1	0	7	0	0	0	0	0	1	72	0	0	73	0	53	4	0	57
+45 mins.	4	0	2	0	6	0	0	0	2	2	3	74	0	0	77	0	52	5	0	57
Total Volume	18	0	4	0	22	0	0	0	2	2	7	301	0	0	308	0	177	12	0	189
% App. Total	81.8	0	18.2	0		0	0	0	100		2.3	97.7	0	0		0	93.7	6.3	0	
PHF	.750	.000	.500	.000	.786	.000	.000	.000	.250	.250	.583	.953	.000	.000	.951	.000	.835	.600	.000	.829

# Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM  
Site Code : 00000000  
Start Date : 7/22/2021  
Page No : 6

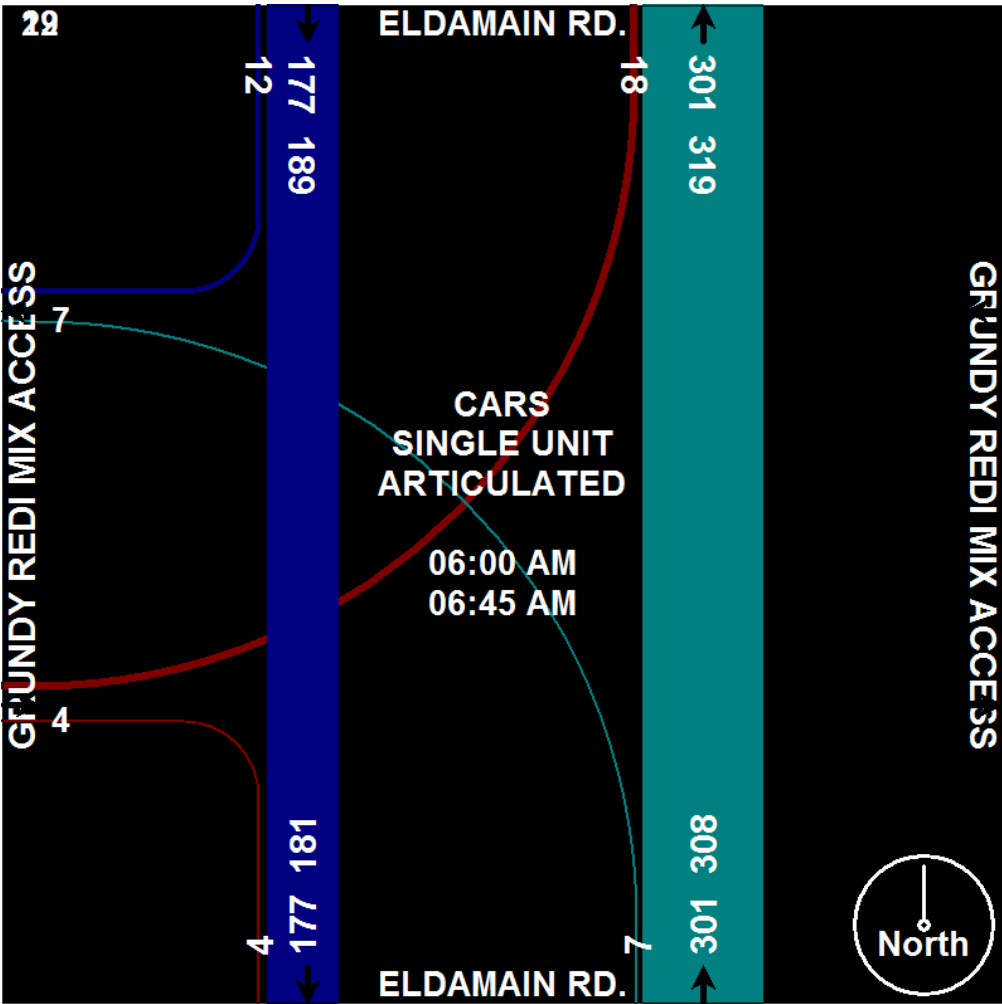




# Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM  
Site Code : 00000000  
Start Date : 7/22/2021  
Page No : 7



# Sam Schwartz Engineering, D.P.C.

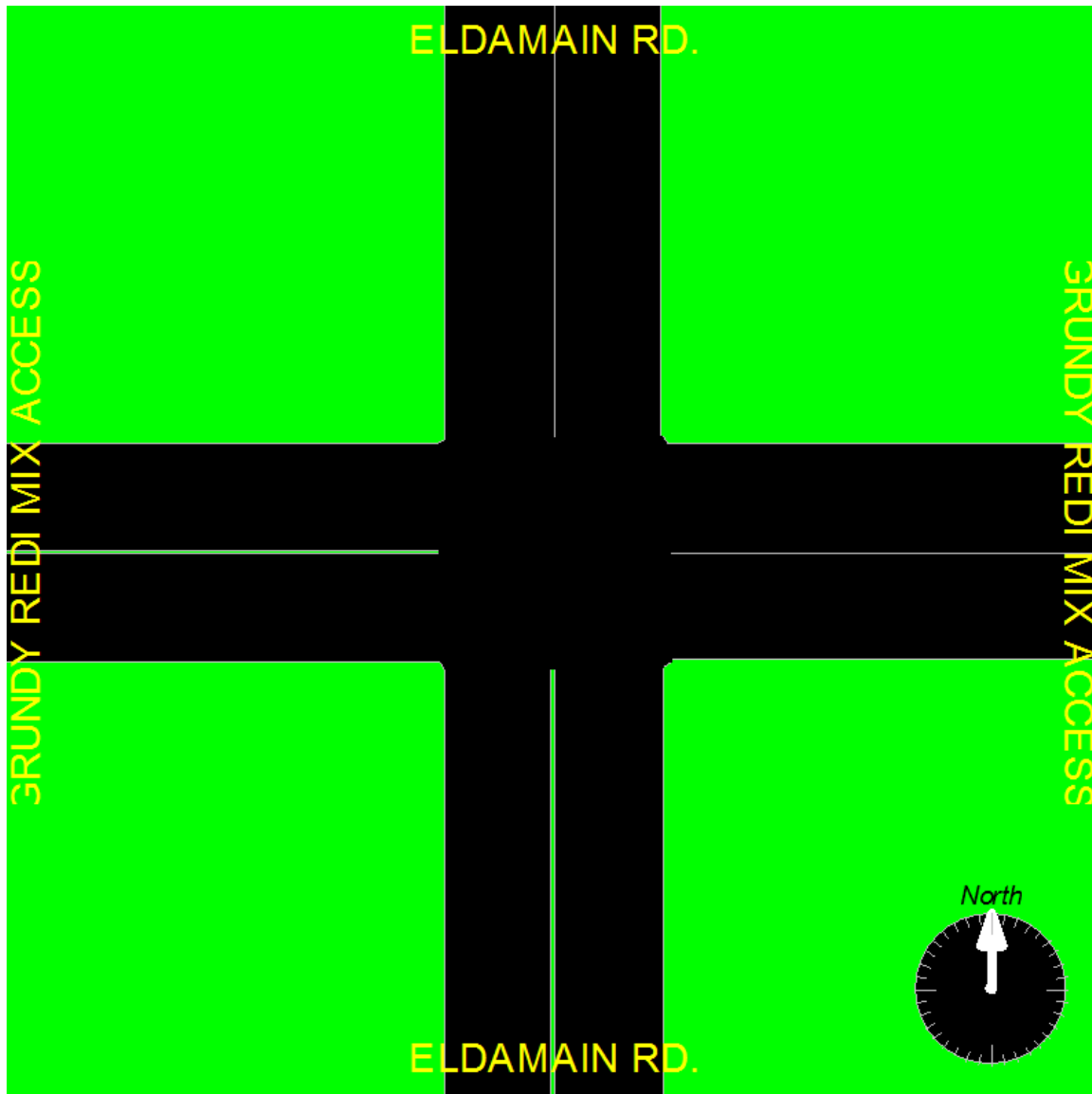
Eldmain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM

Site Code : 00000000

Start Date : 7/22/2021

Page No : 8



# Sam Schwartz Engineering, D.P.C.

Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM

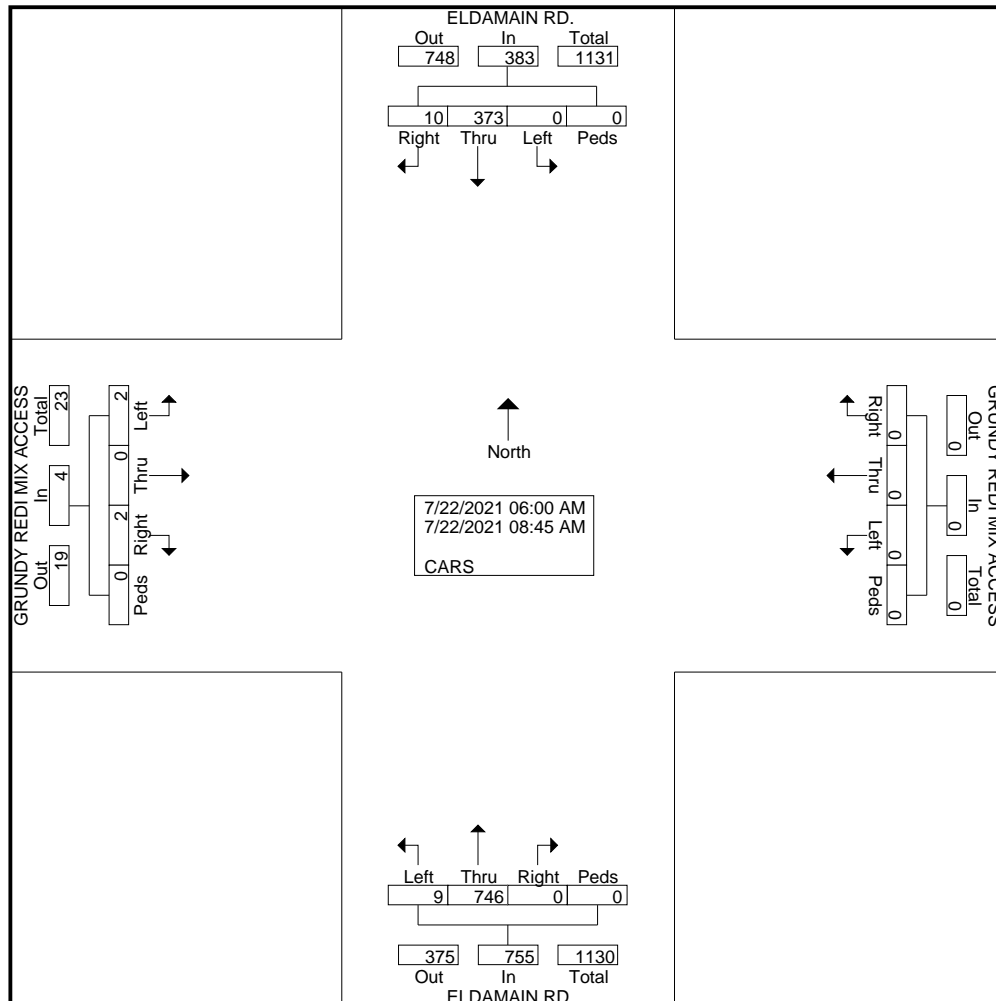
Site Code : 00000000

Start Date : 7/22/2021

Page No : 1

## Groups Printed- CARS

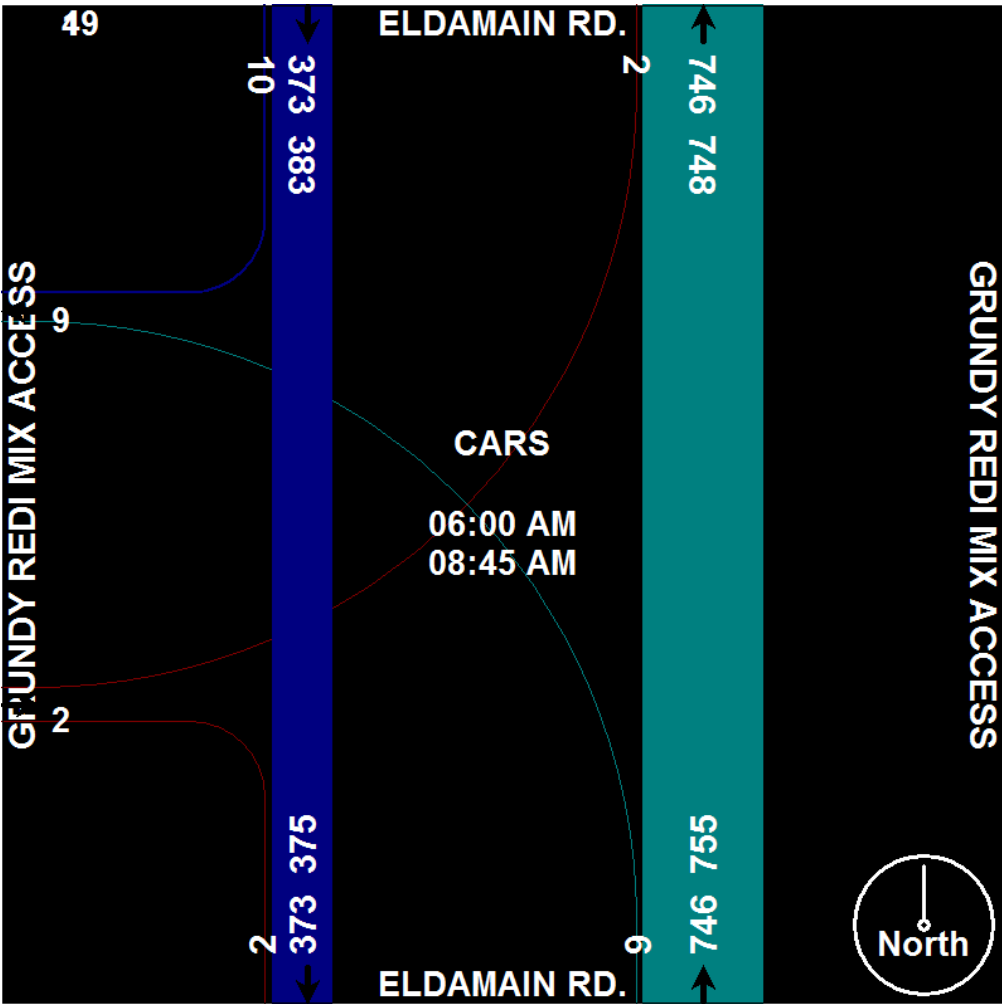
	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	68	0	0	68	0	19	0	0	19	87
06:15 AM	0	0	0	0	0	0	0	0	0	0	2	56	0	0	58	0	45	0	0	45	103
06:30 AM	1	0	0	0	1	0	0	0	0	0	1	75	0	0	76	0	48	4	0	52	129
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	70	0	0	70	0	48	1	0	49	119
Total	1	0	0	0	1	0	0	0	0	0	3	269	0	0	272	0	160	5	0	165	438
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	70	0	0	70	0	10	1	0	11	82
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	71	0	0	73	0	27	0	0	27	100
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	56	0	0	56	0	26	1	0	27	83
07:45 AM	0	0	1	0	1	0	0	0	0	0	1	77	0	0	78	0	29	0	0	29	108
Total	1	0	1	0	2	0	0	0	0	0	3	274	0	0	277	0	92	2	0	94	373
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	58	0	0	58	0	25	1	0	26	84
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	56	0	0	56	0	33	1	0	34	90
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	48	0	0	49	0	30	1	0	31	80
08:45 AM	0	0	1	0	1	0	0	0	0	0	2	41	0	0	43	0	33	0	0	33	77
Total	0	0	1	0	1	0	0	0	0	0	3	203	0	0	206	0	121	3	0	124	331
Grand Total	2	0	2	0	4	0	0	0	0	0	9	746	0	0	755	0	373	10	0	383	1142
Apprch %	50	0	50	0		0	0	0	0		1.2	98.8	0	0		0	97.4	2.6	0		
Total %	0.2	0	0.2	0	0.4	0	0	0	0	0	0.8	65.3	0	0	66.1	0	32.7	0.9	0	33.5	



# Sam Schwartz Engineering, D.P.C.

Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM  
Site Code : 00000000  
Start Date : 7/22/2021  
Page No : 2

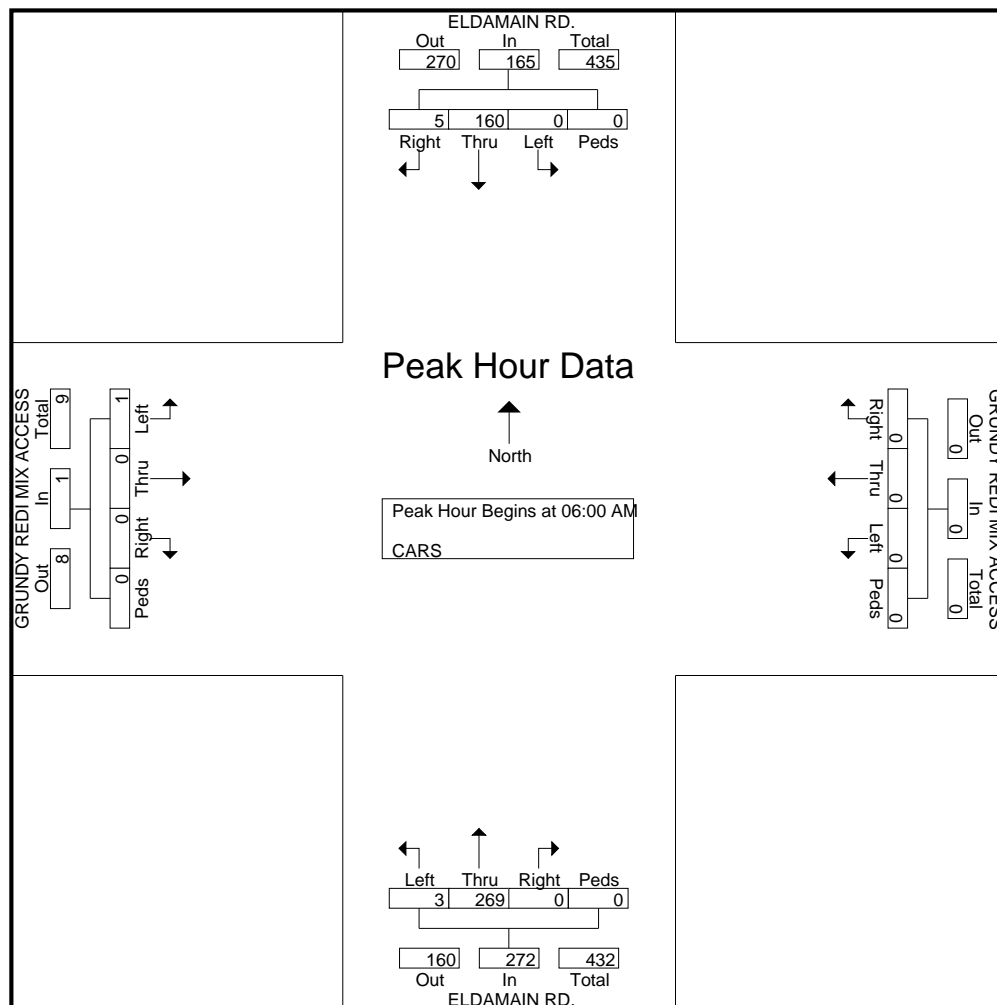


# Sam Schwartz Engineering, D.P.C.

## Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM  
 Site Code : 00000000  
 Start Date : 7/22/2021  
 Page No : 3

	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:00 AM																					
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	68	0	0	68	0	19	0	0	19	87
06:15 AM	0	0	0	0	0	0	0	0	0	0	2	56	0	0	58	0	45	0	0	45	103
06:30 AM	1	0	0	0	1	0	0	0	0	0	1	75	0	0	76	0	48	4	0	52	129
06:45 AM	0	0	0	0	0	0	0	0	0	0	3	70	0	0	70	0	48	1	0	49	119
Total Volume	1	0	0	0	1	0	0	0	0	0	3	269	0	0	272	0	160	5	0	165	438
% App. Total	100	0	0	0		0	0	0	0		1.1	98.9	0	0		0	97	3	0		
PHF	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.375	.897	.000	.000	.895	.000	.833	.313	.000	.793	.849



# Sam Schwartz Engineering, D.P.C.

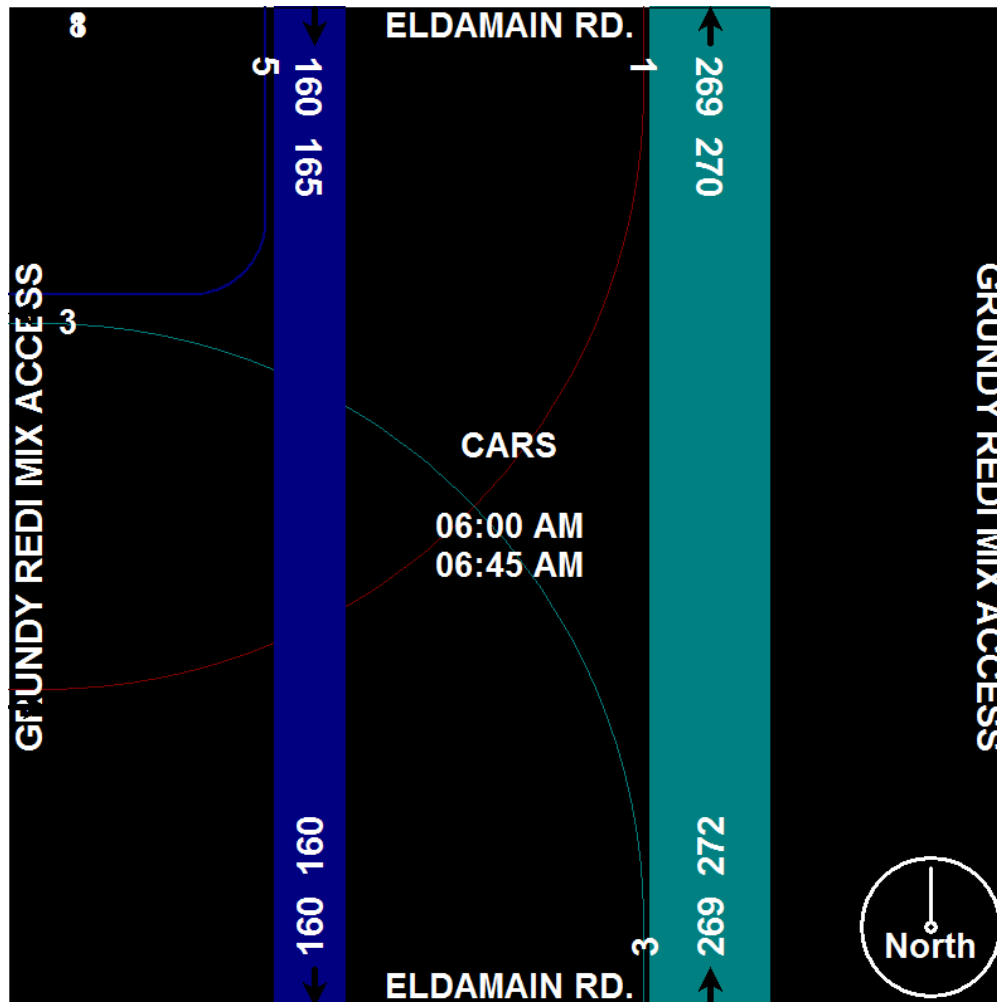
Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM

Site Code : 00000000

Start Date : 7/22/2021

Page No : 4



## Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

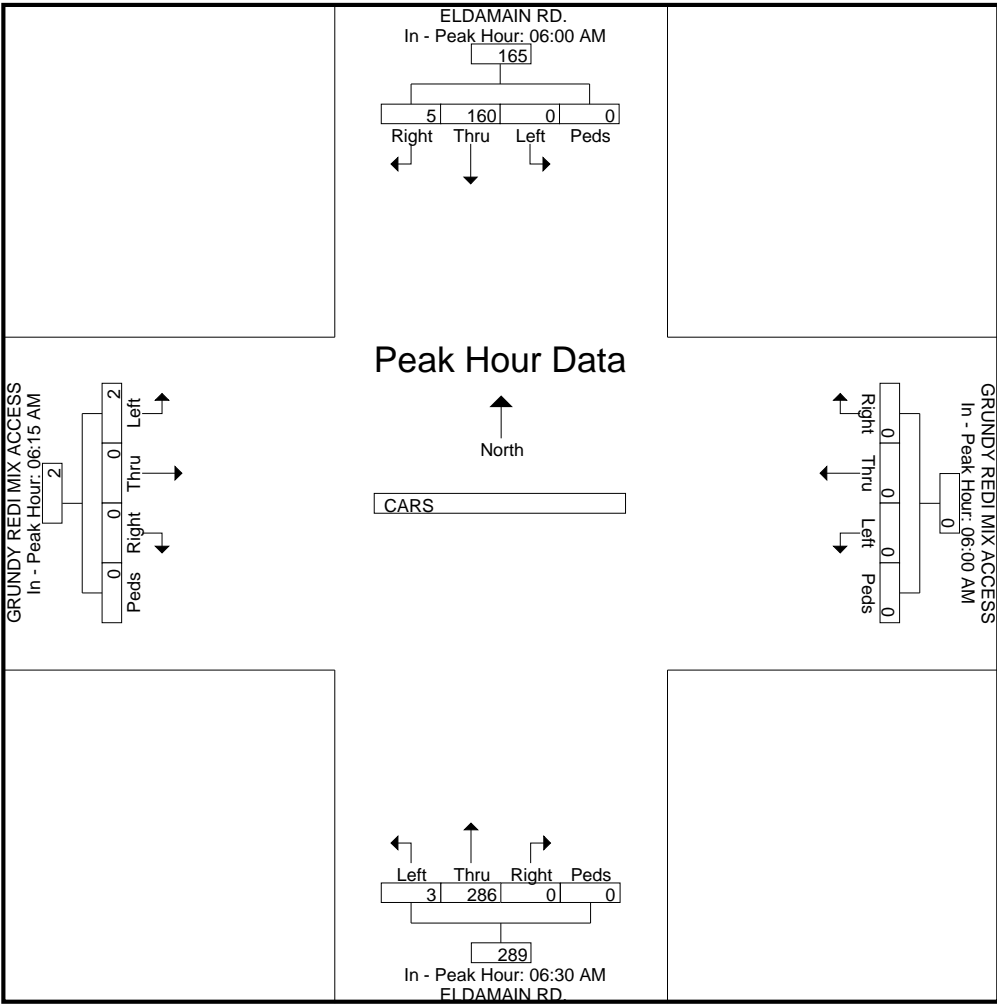
Peak Hour for Each Approach Begins at:

	06:15 AM					06:00 AM					06:30 AM					06:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	75	0	0	76	0	19	0	0	19
+15 mins.	1	0	0	0	1	0	0	0	0	0	0	70	0	0	70	0	45	0	0	45
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	70	0	0	70	0	48	4	0	52
+45 mins.	1	0	0	0	1	0	0	0	0	0	2	71	0	0	73	0	48	1	0	49
Total Volume	2	0	0	0	2	0	0	0	0	0	3	286	0	0	289	0	160	5	0	165
% App. Total	100	0	0	0	0	0	0	0	0	0	1	99	0	0	0	0	97	3	0	0
PHF	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.375	.953	.000	.000	.951	.000	.833	.313	.000	.793

# Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

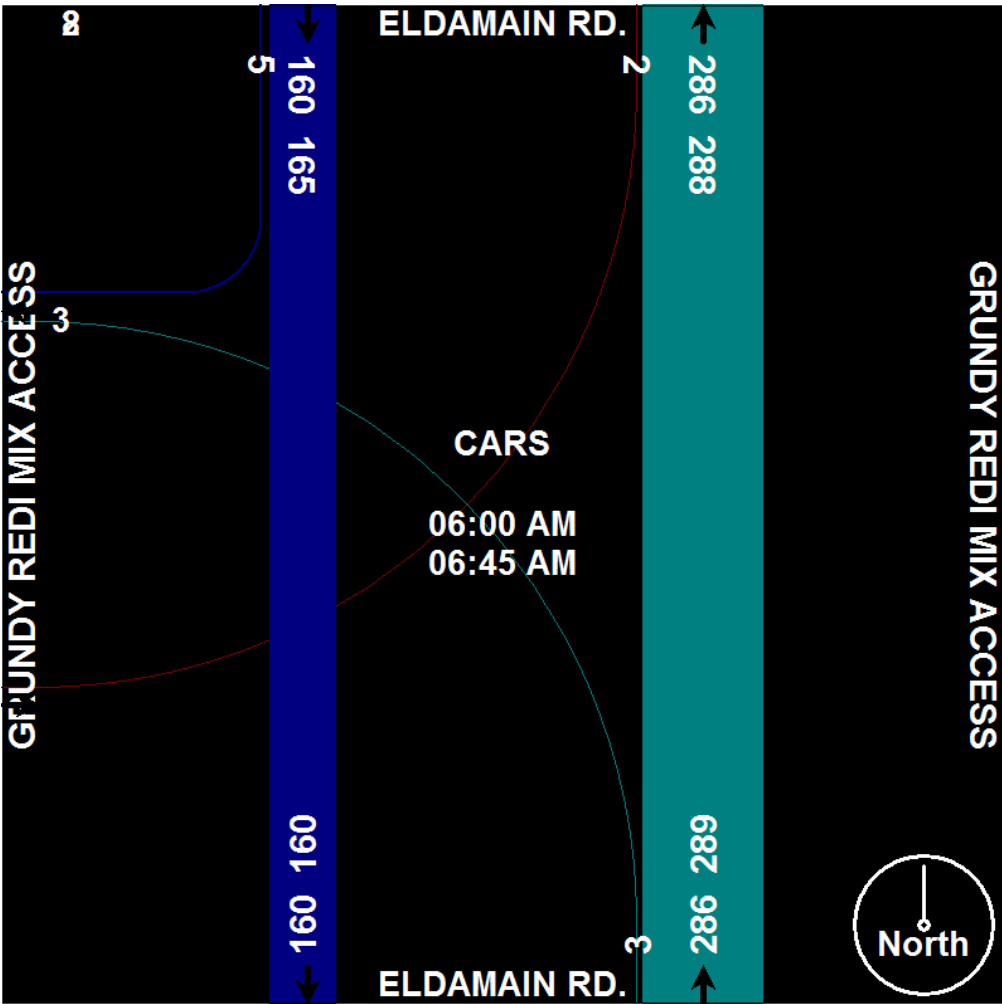
File Name : ELDAMAIN@GRUNDY.AM  
Site Code : 00000000  
Start Date : 7/22/2021  
Page No : 5



# Sam Schwartz Engineering, D.P.C.

Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM  
Site Code : 00000000  
Start Date : 7/22/2021  
Page No : 6





# Sam Schwartz Engineering, D.P.C.

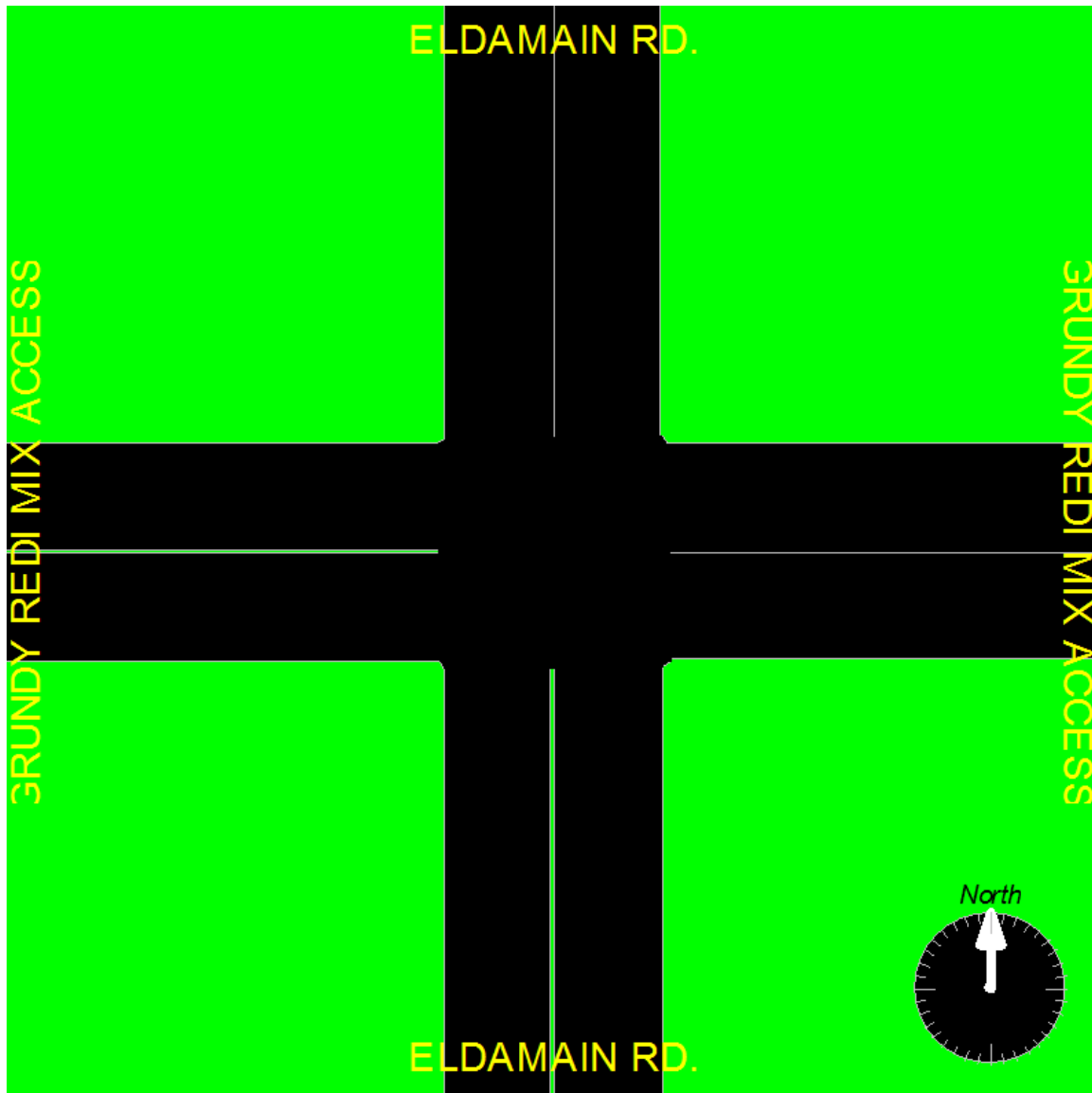
Eldmain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM

Site Code : 00000000

Start Date : 7/22/2021

Page No : 7



# Sam Schwartz Engineering, D.P.C.

Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM

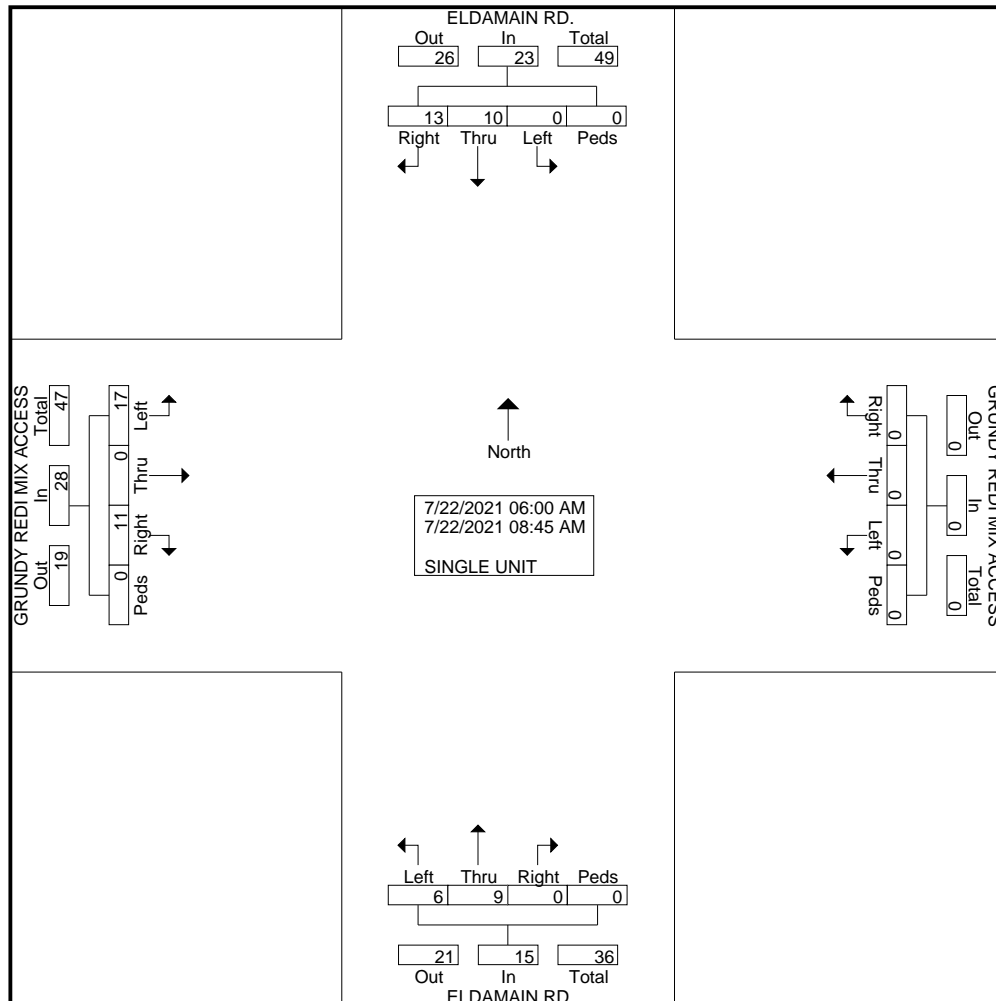
Site Code : 00000000

Start Date : 7/22/2021

Page No : 1

## Groups Printed- SINGLE UNIT

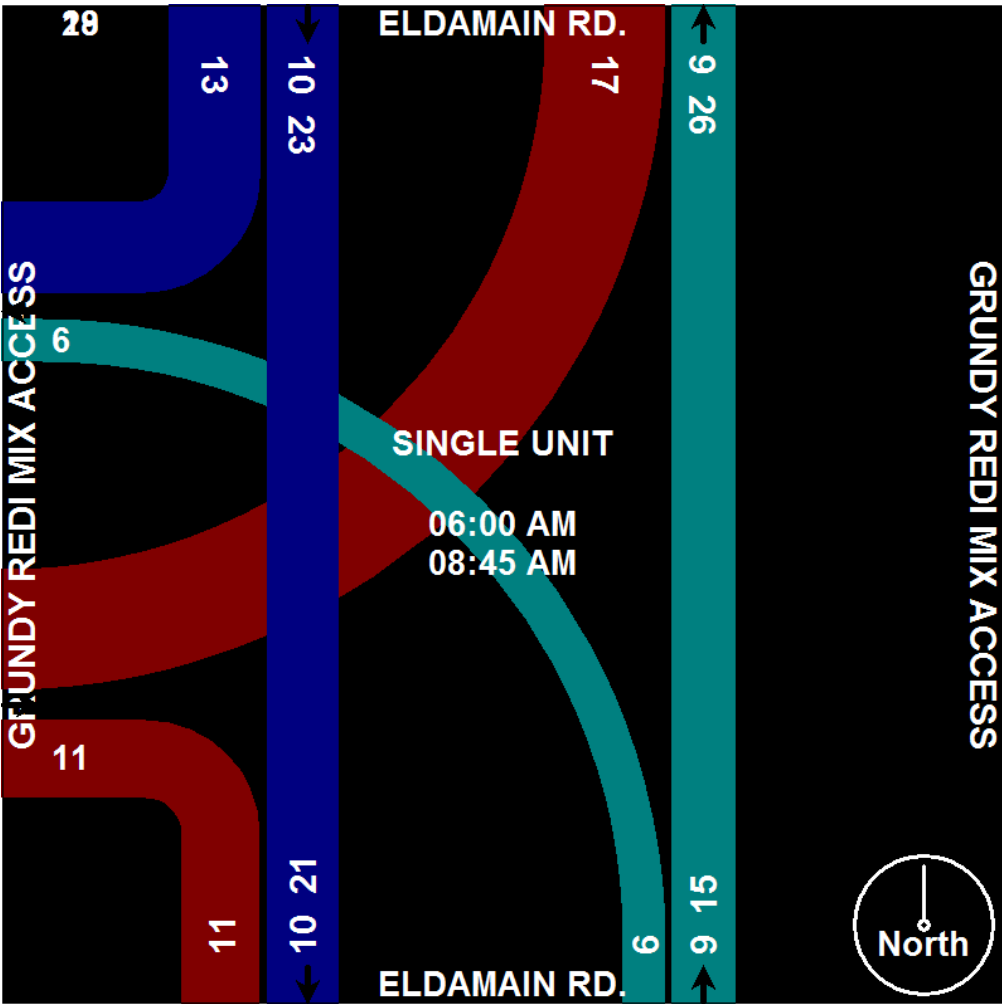
	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:00 AM	1	0	0	0	1	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	5
06:15 AM	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	2	2	0	4	7
06:30 AM	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	5
06:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	4	0	2	0	6	0	0	0	0	0	1	4	0	0	5	0	5	3	0	8	19
07:00 AM	4	0	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	7
07:15 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	4
07:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
07:45 AM	2	0	1	0	3	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	6
Total	8	0	2	0	10	0	0	0	0	0	2	1	0	0	3	0	2	5	0	7	20
08:00 AM	1	0	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
08:15 AM	1	0	2	0	3	0	0	0	0	0	1	1	0	0	2	0	0	2	0	2	7
08:30 AM	1	0	3	0	4	0	0	0	0	0	1	0	0	0	1	0	1	2	0	3	8
08:45 AM	2	0	1	0	3	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	9
Total	5	0	7	0	12	0	0	0	0	0	3	4	0	0	7	0	3	5	0	8	27
Grand Total	17	0	11	0	28	0	0	0	0	0	6	9	0	0	15	0	10	13	0	23	66
Apprch %	60.7	0	39.3	0		0	0	0	0		40	60	0	0		0	43.5	56.5	0		
Total %	25.8	0	16.7	0	42.4	0	0	0	0	0	9.1	13.6	0	0	22.7	0	15.2	19.7	0	34.8	



# Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM  
Site Code : 00000000  
Start Date : 7/22/2021  
Page No : 2

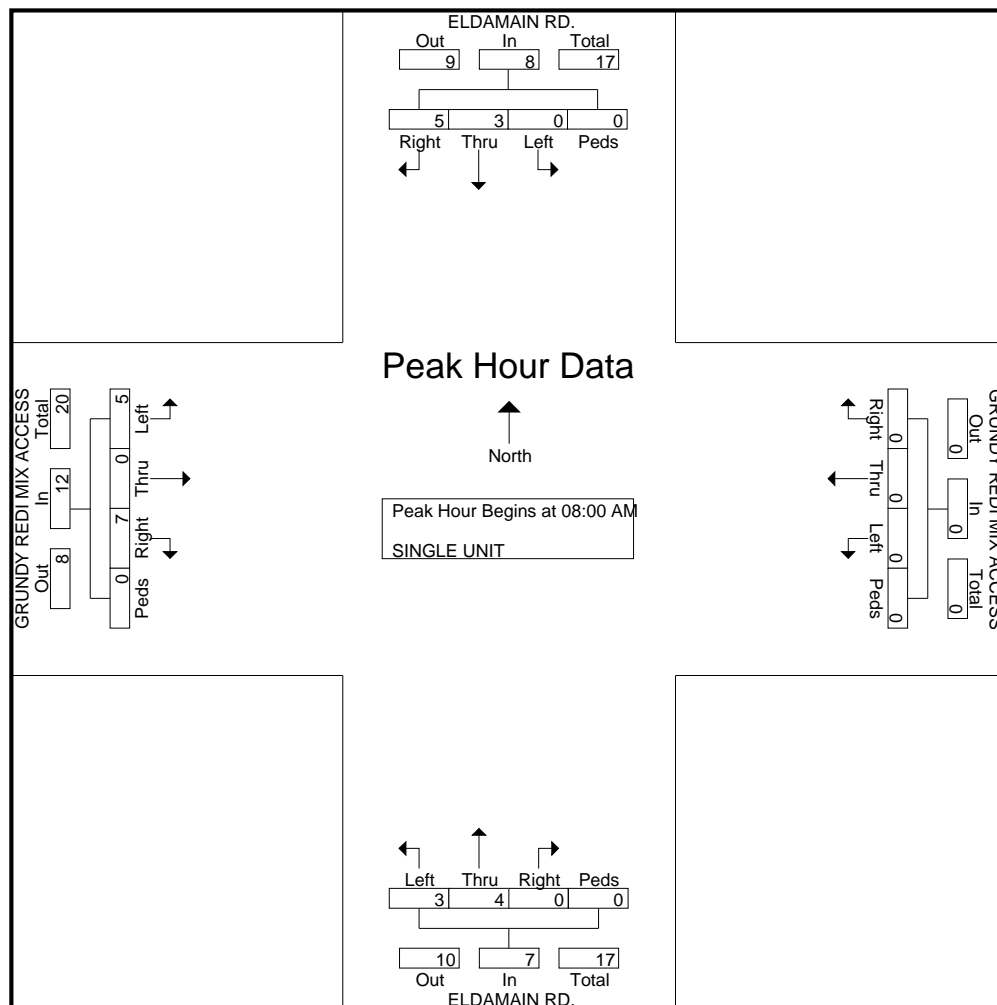


# Sam Schwartz Engineering, D.P.C.

## Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM  
 Site Code : 00000000  
 Start Date : 7/22/2021  
 Page No : 3

	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	0	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
08:15 AM	1	0	2	0	3	0	0	0	0	0	1	1	0	0	2	0	0	2	0	2	7
08:30 AM	1	0	3	0	4	0	0	0	0	0	1	0	0	0	1	0	1	2	0	3	8
08:45 AM	2	0	1	0	3	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	9
Total Volume	5	0	7	0	12	0	0	0	0	0	3	4	0	0	7	0	3	5	0	8	27
% App. Total	41.7	0	58.3	0		0	0	0	0		42.9	57.1	0	0		0	37.5	62.5	0		
PHF	.625	.000	.583	.000	.750	.000	.000	.000	.000	.000	.750	.333	.000	.000	.583	.000	.375	.625	.000	.667	.750



# Sam Schwartz Engineering, D.P.C.

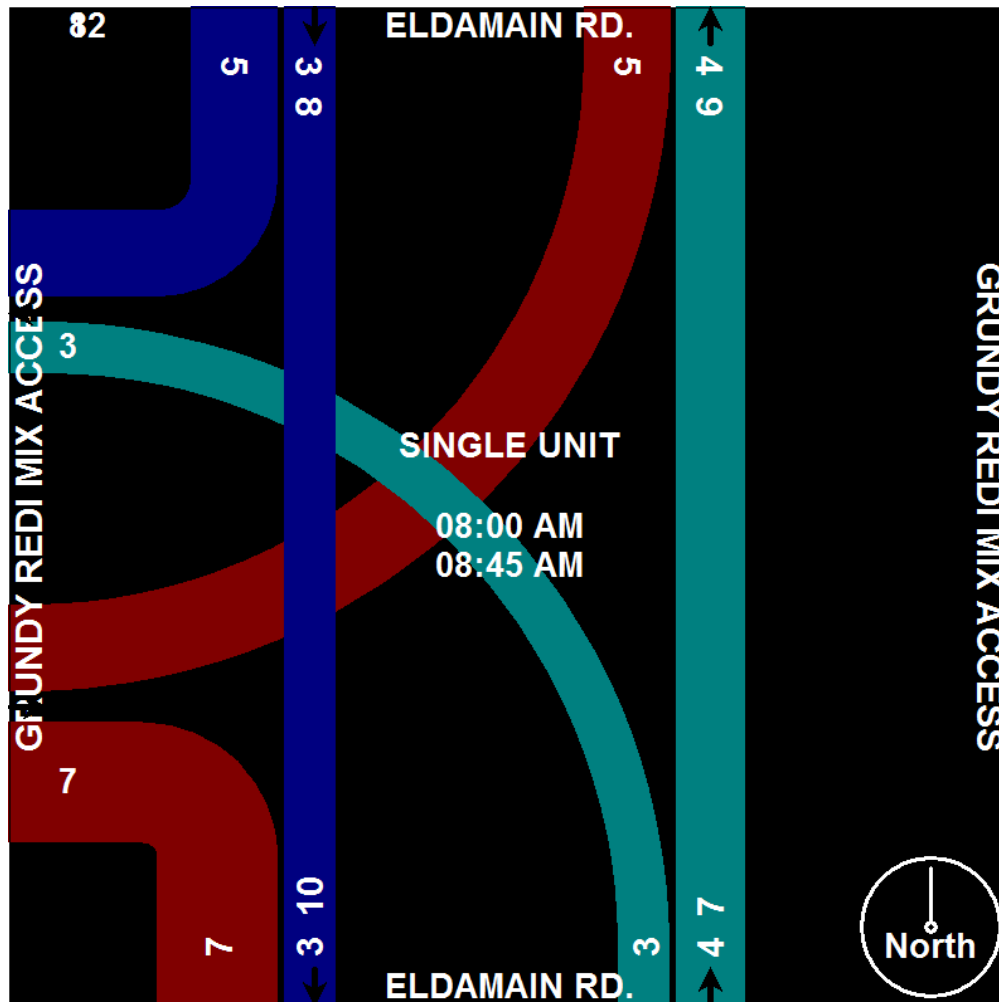
Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM

Site Code : 00000000

Start Date : 7/22/2021

Page No : 4



## Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

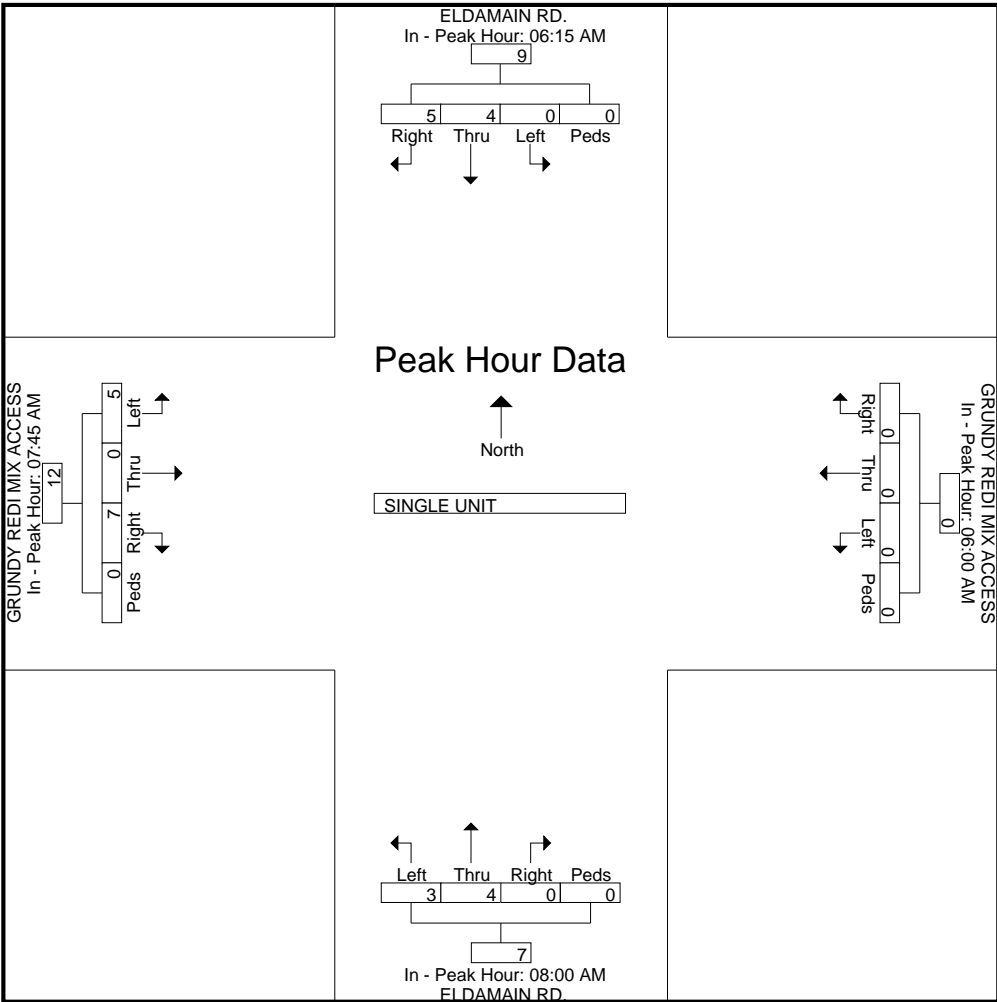
Peak Hour for Each Approach Begins at:

	07:45 AM					06:00 AM					08:00 AM					06:15 AM				
+0 mins.	2	0	1	0	3	0	0	0	0	0	1	0	0	0	1	0	2	2	0	4
+15 mins.	1	0	1	0	2	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2
+30 mins.	1	0	2	0	3	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1
+45 mins.	1	0	3	0	4	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2
Total Volume	5	0	7	0	12	0	0	0	0	0	3	4	0	0	7	0	4	5	0	9
% App. Total	41.7	0	58.3	0		0	0	0	0	0	42.9	57.1	0	0		0	44.4	55.6	0	
PHF	.625	.000	.583	.000	.750	.000	.000	.000	.000	.000	.750	.333	.000	.000	.583	.000	.500	.625	.000	.563

# Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

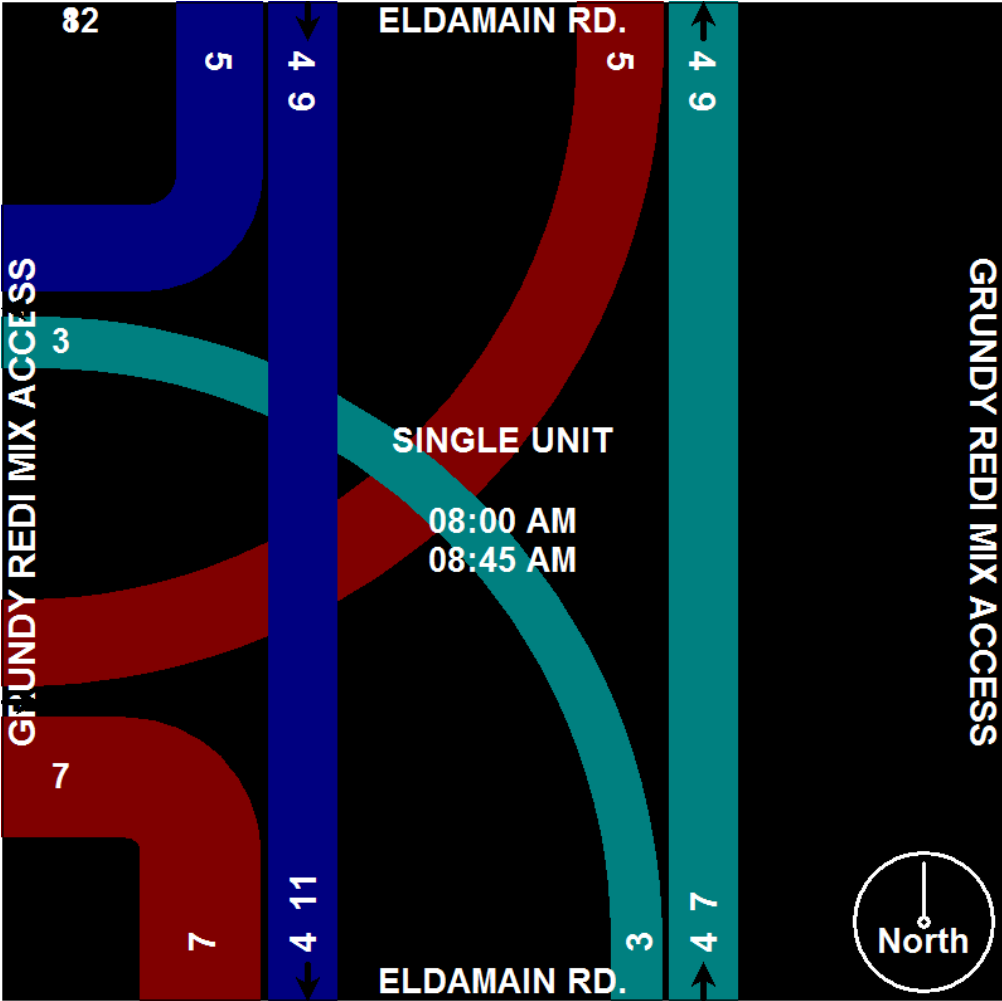
File Name : ELDAMAIN@GRUNDY.AM  
Site Code : 00000000  
Start Date : 7/22/2021  
Page No : 5



**Sam Schwartz Engineering, D.P.C.**

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM  
Site Code : 00000000  
Start Date : 7/22/2021  
Page No : 6



# Sam Schwartz Engineering, D.P.C.

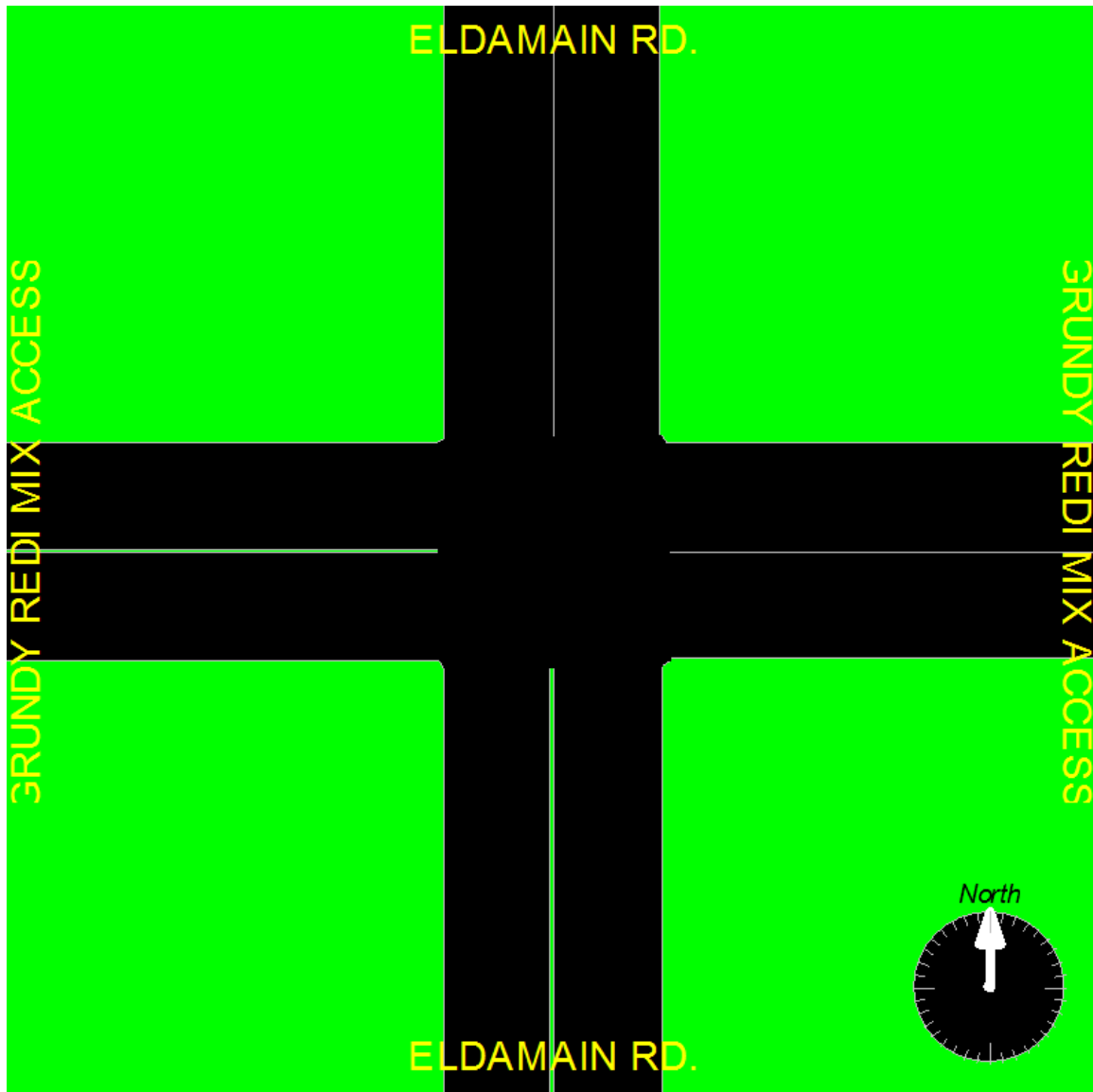
Eldmain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM

Site Code : 00000000

Start Date : 7/22/2021

Page No : 7





# Sam Schwartz Engineering, D.P.C.

Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM

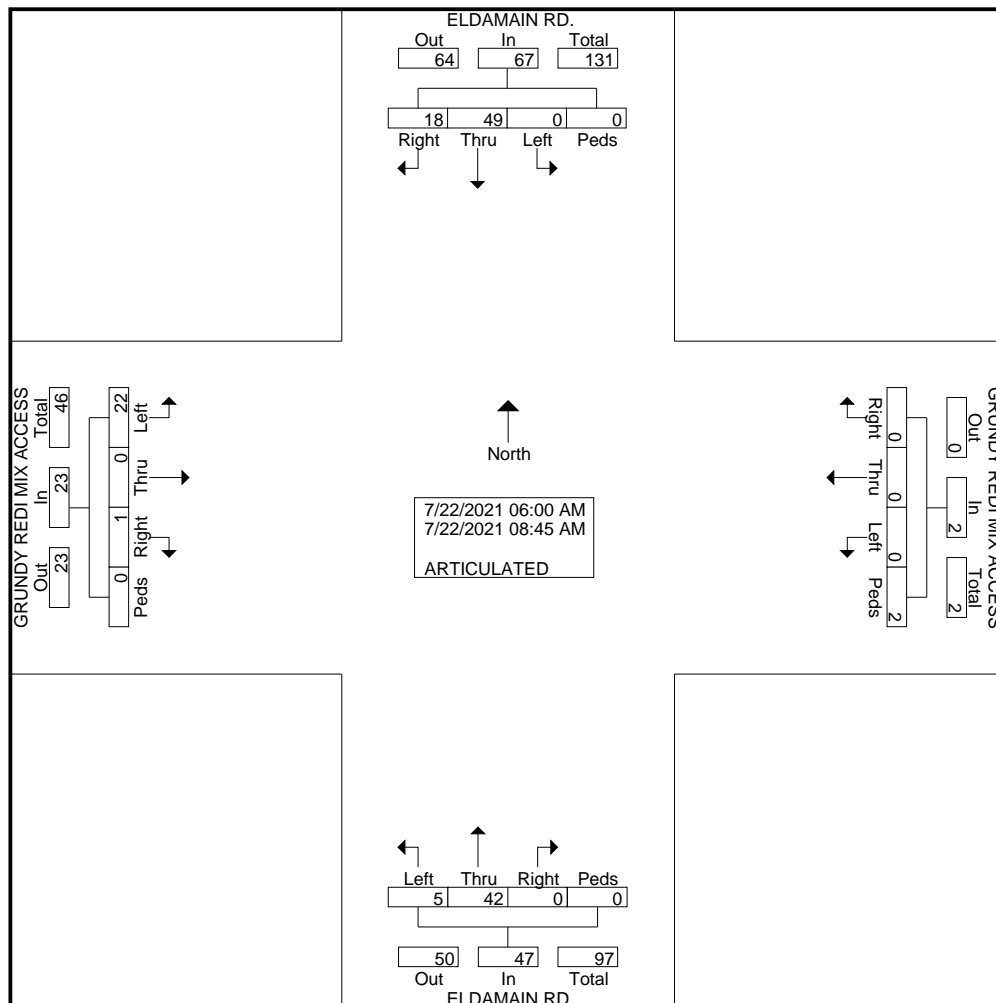
Site Code : 00000000

Start Date : 7/22/2021

Page No : 1

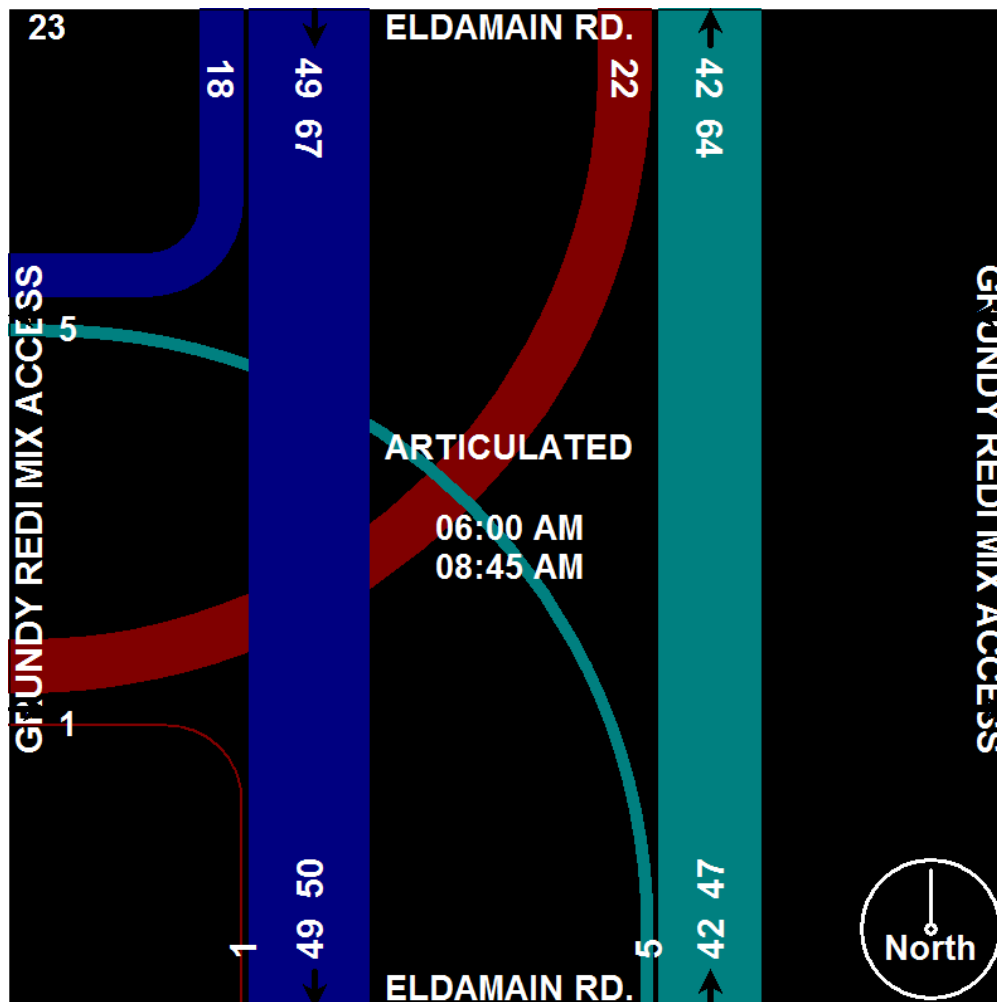
## Groups Printed- ARTICULATED

	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	1	0	3	7
06:15 AM	1	0	0	0	1	0	0	0	0	0	0	6	0	0	6	0	3	0	0	3	10
06:30 AM	2	0	0	0	2	0	0	0	0	0	1	3	0	0	4	0	3	0	0	3	9
06:45 AM	3	0	0	0	3	0	0	0	0	0	1	6	0	0	7	0	4	3	0	7	17
Total	6	0	0	0	6	0	0	0	0	0	2	19	0	0	21	0	12	4	0	16	43
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	6	1	0	7	9
07:15 AM	3	0	0	0	3	0	0	0	2	2	0	3	0	0	3	0	4	3	0	7	15
07:30 AM	4	0	1	0	5	0	0	0	0	0	1	5	0	0	6	0	7	4	0	11	22
07:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	4
Total	9	0	1	0	10	0	0	0	2	2	2	9	0	0	11	0	18	9	0	27	50
08:00 AM	2	0	0	0	2	0	0	0	0	0	1	3	0	0	4	0	7	3	0	10	16
08:15 AM	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	10
08:30 AM	2	0	0	0	2	0	0	0	0	0	0	4	0	0	4	0	3	1	0	4	10
08:45 AM	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	0	4	1	0	5	10
Total	7	0	0	0	7	0	0	0	0	0	1	14	0	0	15	0	19	5	0	24	46
Grand Total	22	0	1	0	23	0	0	0	2	2	5	42	0	0	47	0	49	18	0	67	139
Apprch %	95.7	0	4.3	0		0	0	0	100		10.6	89.4	0	0		0	73.1	26.9	0		
Total %	15.8	0	0.7	0	16.5	0	0	0	1.4	1.4	3.6	30.2	0	0	33.8	0	35.3	12.9	0	48.2	



Eldamain Rd.@ Grundy Redi Mix Access

Page No : 2

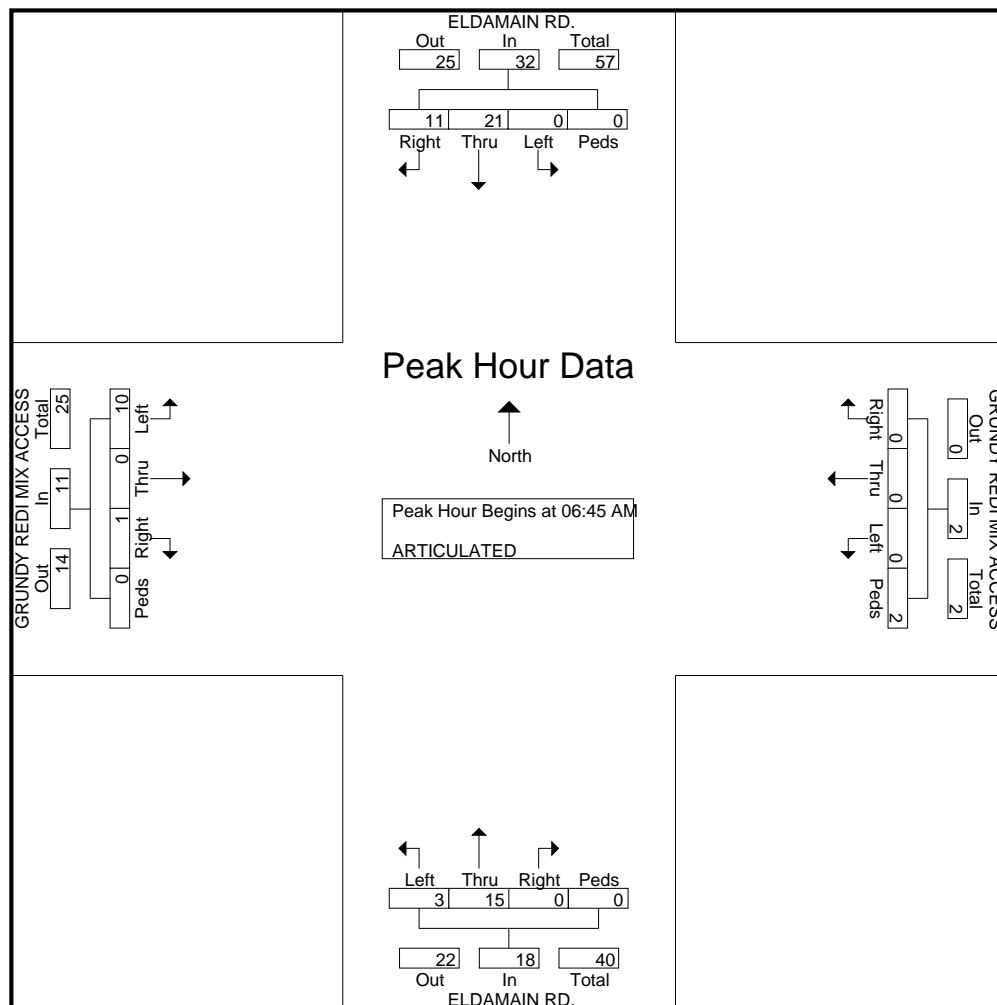


# Sam Schwartz Engineering, D.P.C.

## Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM  
 Site Code : 00000000  
 Start Date : 7/22/2021  
 Page No : 3

	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	3	0	0	0	3	0	0	0	0	0	1	6	0	0	7	0	4	3	0	7	17
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	6	1	0	7	9
07:15 AM	3	0	0	0	3	0	0	0	2	2	0	3	0	0	3	0	4	3	0	7	15
07:30 AM	4	0	1	0	5	0	0	0	0	0	1	5	0	0	6	0	7	4	0	11	22
Total Volume	10	0	1	0	11	0	0	0	2	2	3	15	0	0	18	0	21	11	0	32	63
% App. Total	90.9	0	9.1	0		0	0	0	100		16.7	83.3	0	0		0	65.6	34.4	0		
PHF	.625	.000	.250	.000	.550	.000	.000	.000	.250	.250	.750	.625	.000	.000	.643	.000	.750	.688	.000	.727	.716



# Sam Schwartz Engineering, D.P.C.

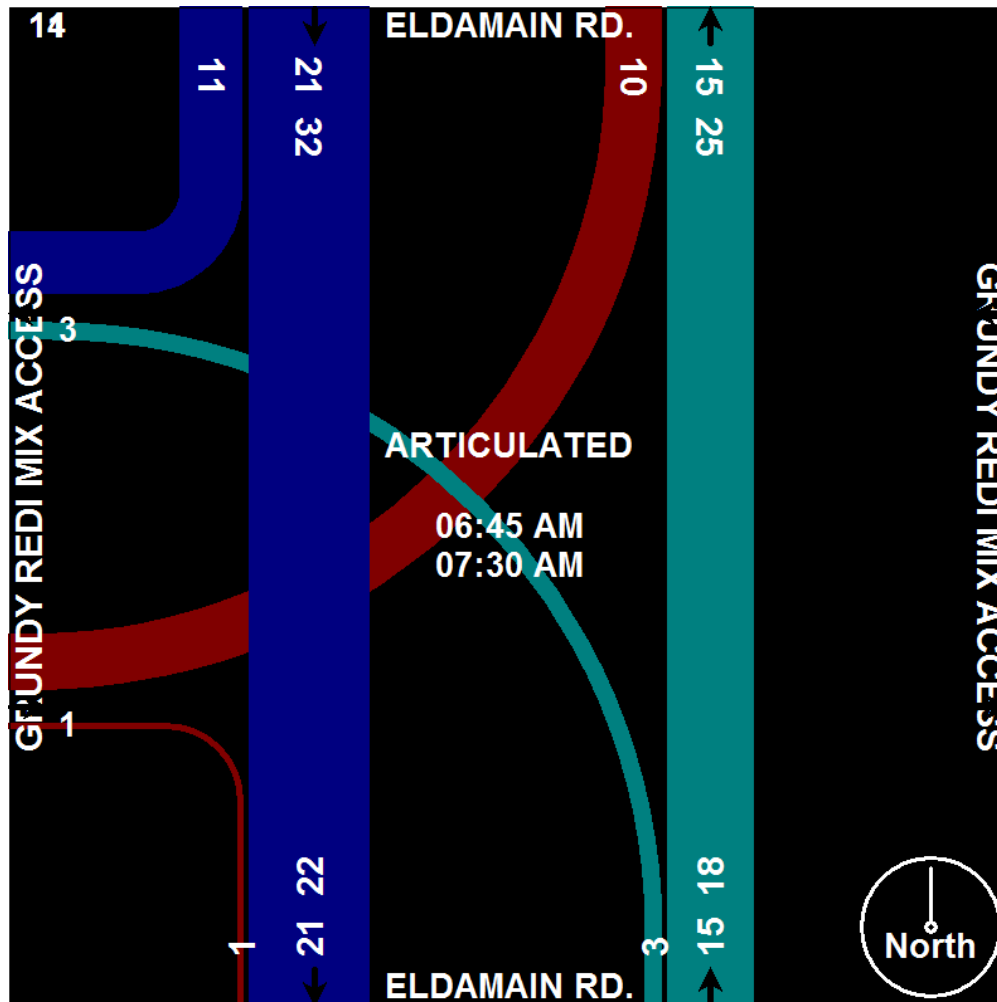
Eldmain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM

Site Code : 00000000

Start Date : 7/22/2021

Page No : 4



## Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

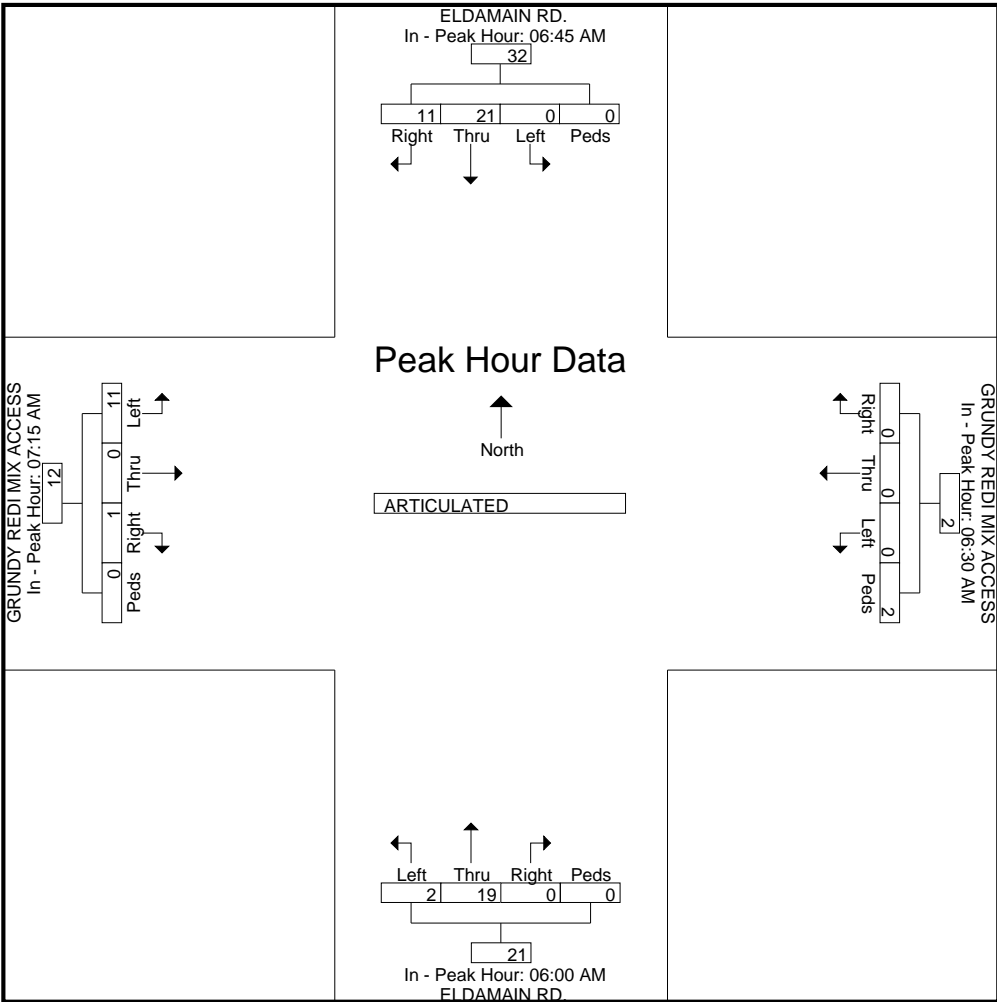
Peak Hour for Each Approach Begins at:

	07:15 AM					06:30 AM					06:00 AM					06:45 AM				
+0 mins.	3	0	0	0	3	0	0	0	0	0	0	4	0	0	4	0	4	3	0	7
+15 mins.	4	0	1	0	5	0	0	0	0	0	0	6	0	0	6	0	6	1	0	7
+30 mins.	2	0	0	0	2	0	0	0	0	0	1	3	0	0	4	0	4	3	0	7
+45 mins.	2	0	0	0	2	0	0	0	2	2	1	6	0	0	7	0	7	4	0	11
Total Volume	11	0	1	0	12	0	0	0	2	2	2	19	0	0	21	0	21	11	0	32
% App. Total	91.7	0	8.3	0		0	0	0	100		9.5	90.5	0	0		0	65.6	34.4	0	
PHF	.688	.000	.250	.000	.600	.000	.000	.000	.250	.250	.500	.792	.000	.000	.750	.000	.750	.688	.000	.727

# Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

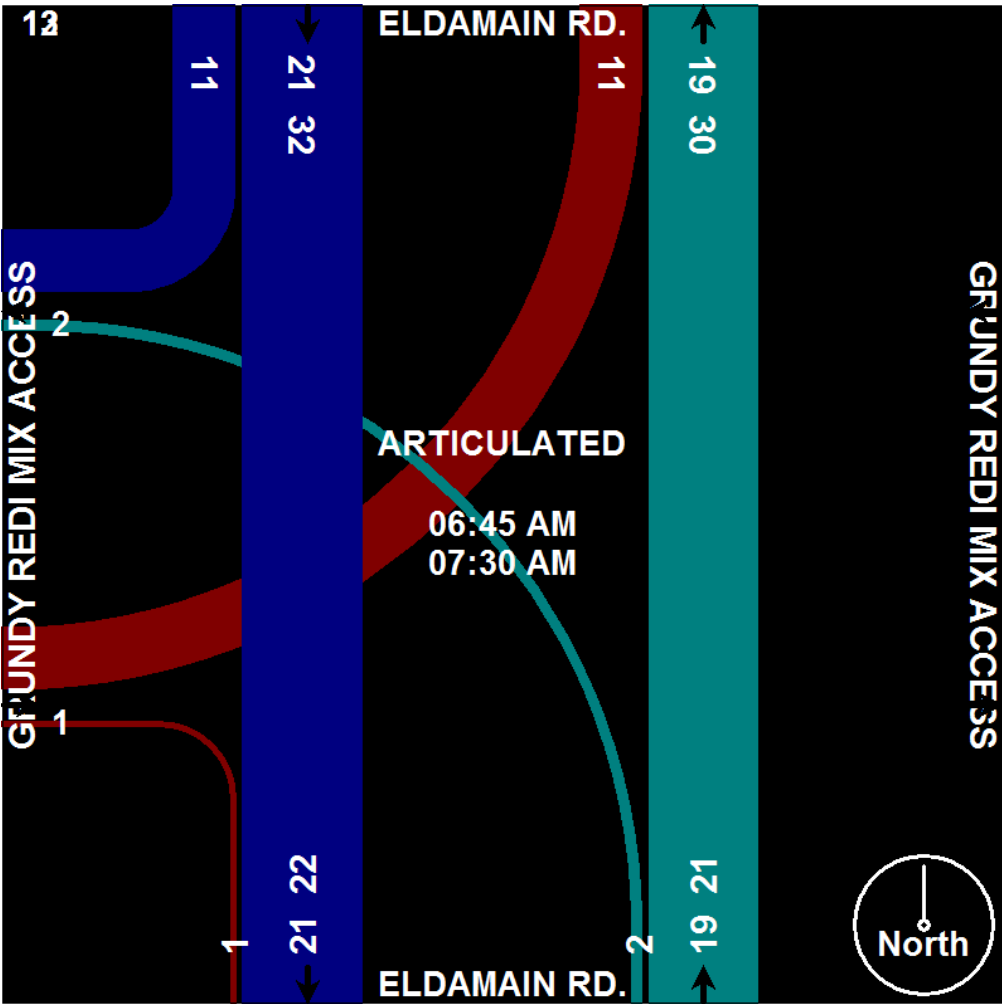
File Name : ELDAMAIN@GRUNDY.AM  
Site Code : 00000000  
Start Date : 7/22/2021  
Page No : 5



# Sam Schwartz Engineering, D.P.C.

Eldmain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM  
Site Code : 00000000  
Start Date : 7/22/2021  
Page No : 6



# Sam Schwartz Engineering, D.P.C.

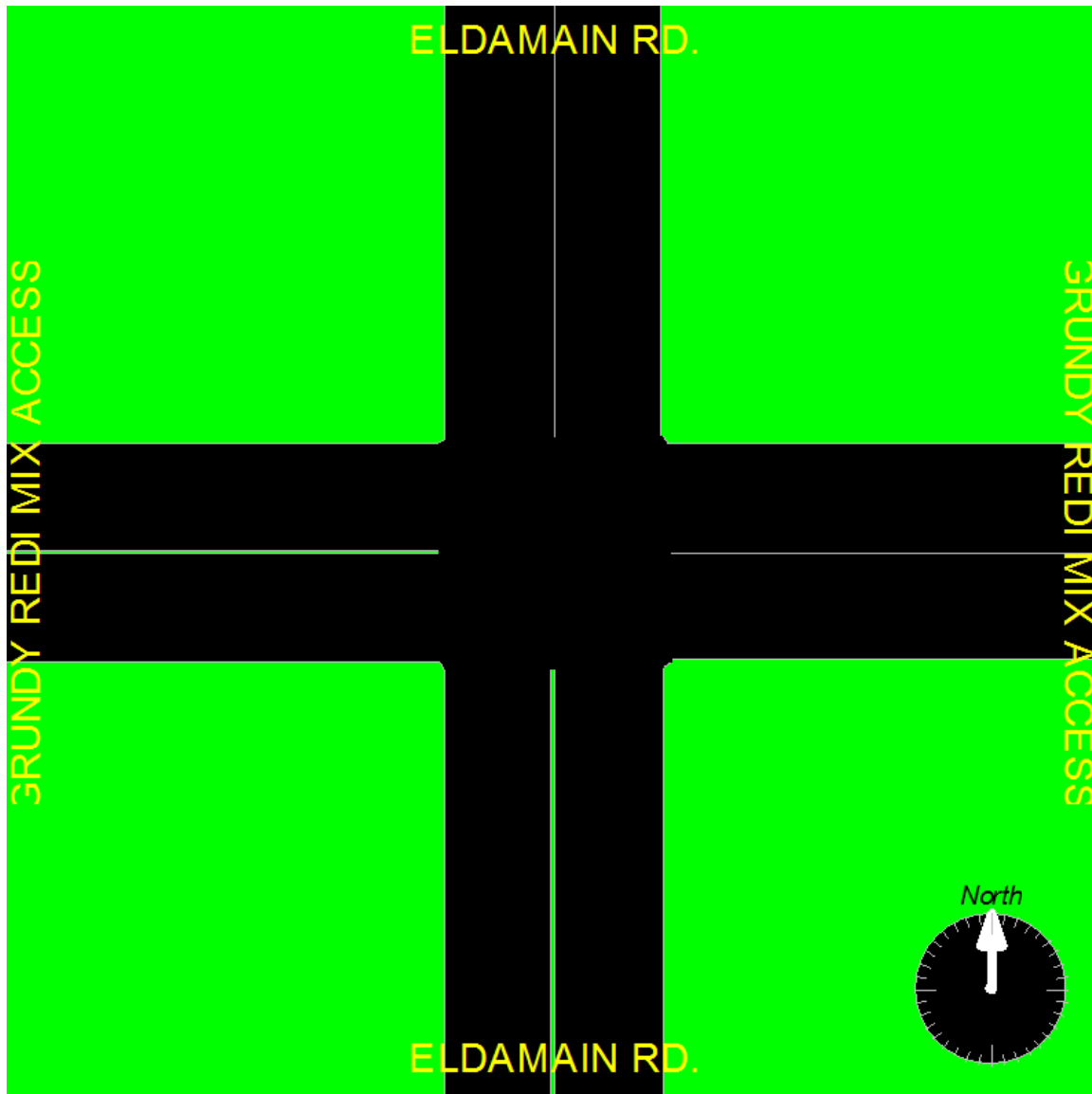
Eldmain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.AM

Site Code : 00000000

Start Date : 7/22/2021

Page No : 7



# Sam Schwartz Engineering, D.P.C.

Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM

Site Code : 00000000

Start Date : 7/21/2021

Page No : 1

## Groups Printed- CARS - SINGLE UNIT - ARTICULATED

	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:00 PM	5	0	2	0	7	0	0	0	0	0	1	44	0	0	45	0	65	5	0	70	122
03:15 PM	5	0	3	0	8	0	0	0	0	0	2	73	0	0	75	0	111	2	0	113	196
03:30 PM	3	0	3	0	6	0	0	0	0	0	3	98	0	0	101	0	105	5	0	110	217
03:45 PM	5	0	4	0	9	0	0	0	0	0	1	50	0	0	51	0	114	4	0	118	178
Total	18	0	12	0	30	0	0	0	0	0	7	265	0	0	272	0	395	16	0	411	713
04:00 PM	4	0	2	0	6	0	0	0	0	0	0	58	0	0	58	0	97	0	0	97	161
04:15 PM	0	0	1	0	1	0	0	0	0	0	0	52	0	0	52	0	95	0	0	95	148
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	40	0	0	40	0	120	1	0	121	162
04:45 PM	0	0	2	0	2	0	0	0	0	0	0	46	0	0	46	0	93	0	0	93	141
Total	5	0	5	0	10	0	0	0	0	0	0	196	0	0	196	0	405	1	0	406	612
05:00 PM	0	0	2	0	2	0	0	0	0	0	0	53	0	0	53	0	82	1	0	83	138
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	45	0	0	45	0	114	3	0	117	163
05:30 PM	1	0	1	0	2	0	0	0	0	0	0	40	0	0	40	0	90	1	0	91	133
05:45 PM	3	0	0	0	3	0	0	0	0	0	0	44	0	0	44	0	77	1	0	78	125
Total	5	0	3	0	8	0	0	0	0	0	0	182	0	0	182	0	363	6	0	369	559
Grand Total	28	0	20	0	48	0	0	0	0	0	7	643	0	0	650	0	1163	23	0	1186	1884
Apprch %	58.3	0	41.7	0		0	0	0	0		1.1	98.9	0	0		0	98.1	1.9	0		
Total %	1.5	0	1.1	0	2.5	0	0	0	0	0	0.4	34.1	0	0	34.5	0	61.7	1.2	0	63	
CARS	6	0	6	0	12	0	0	0	0	0	1	607	0	0	608	0	1127				
% CARS	21.4	0	30	0	25	0	0	0	0	0	14.3	94.4	0	0	93.5	0	96.9	4.3	0	95.1	92.8
SINGLE UNIT																					
% SINGLE UNIT	75	0	50	0	64.6	0	0	0	0	0	85.7	1.7	0	0	2.6	0	1.1	78.3	0	2.6	4.2
ARTICULATED																					
% ARTICULATED	3.6	0	20	0	10.4	0	0	0	0	0	0	3.9	0	0	3.8	0	2	17.4	0	2.3	3



# Sam Schwartz Engineering, D.P.C.

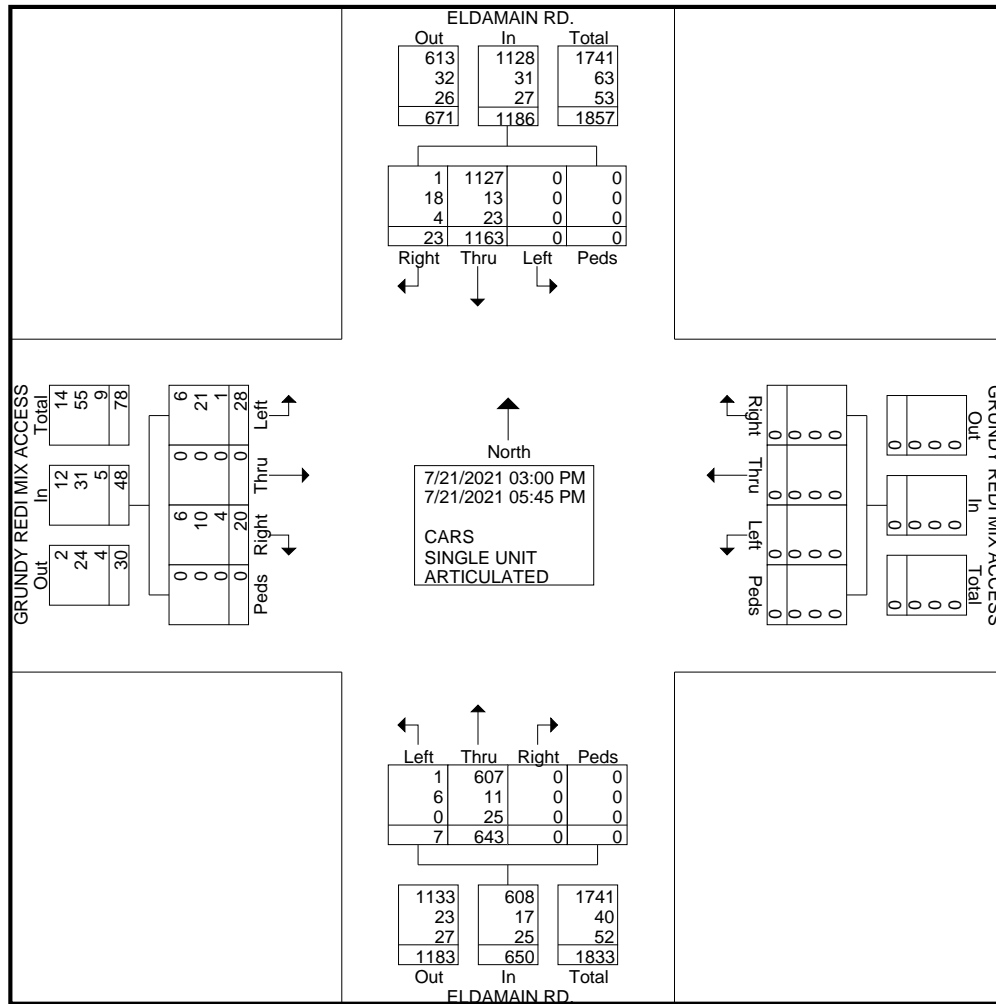
Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM

Site Code : 00000000

Start Date : 7/21/2021

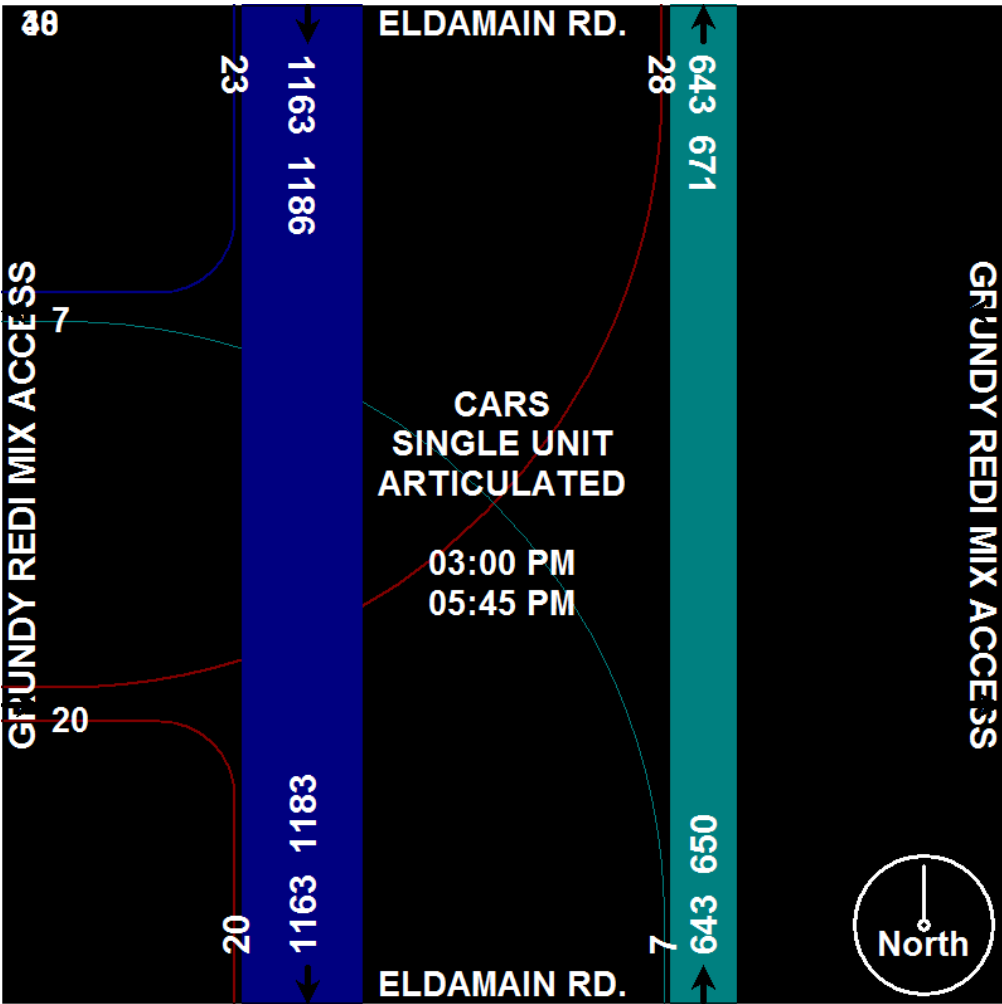
Page No : 2



# Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM  
Site Code : 00000000  
Start Date : 7/21/2021  
Page No : 3

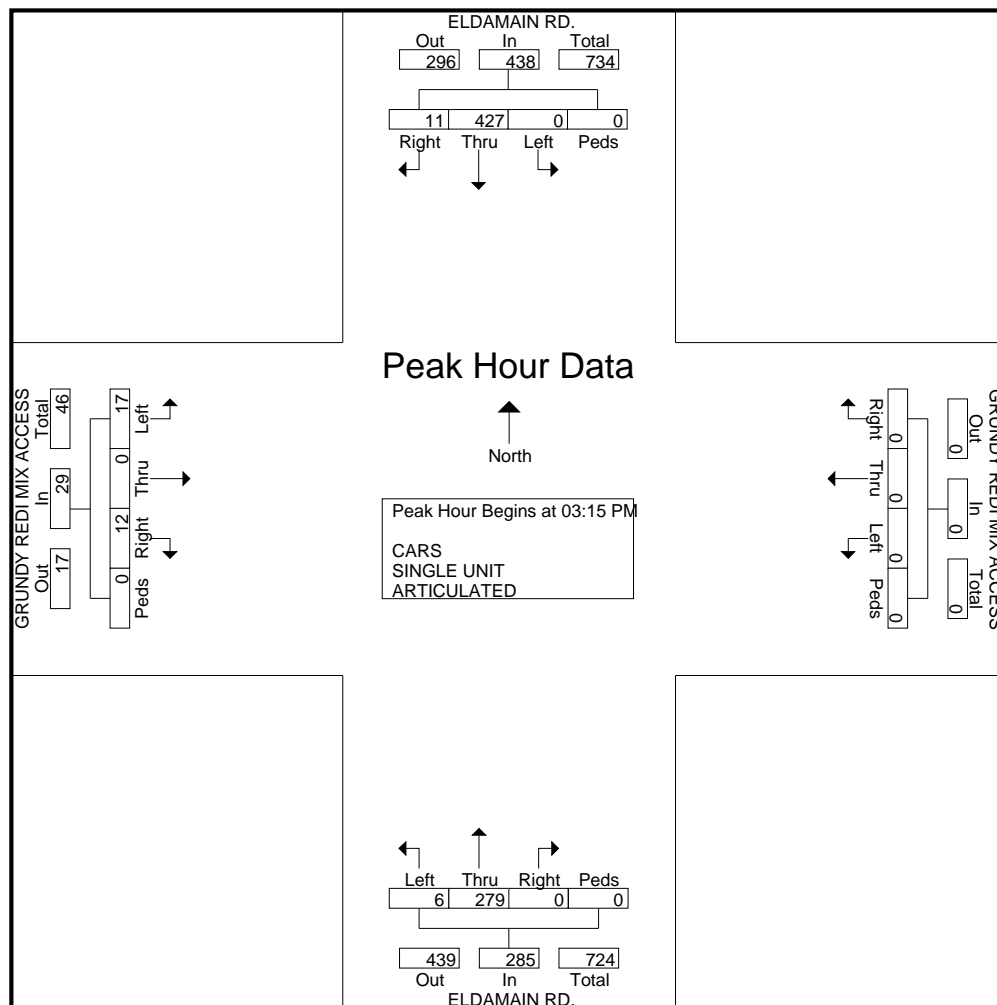


# Sam Schwartz Engineering, D.P.C.

## Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM  
 Site Code : 00000000  
 Start Date : 7/21/2021  
 Page No : 4

	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	5	0	3	0	8	0	0	0	0	0	2	73	0	0	75	0	111	2	0	113	196
03:30 PM	3	0	3	0	6	0	0	0	0	0	3	98	0	0	101	0	105	5	0	110	217
03:45 PM	5	0	4	0	9	0	0	0	0	0	1	50	0	0	51	0	114	4	0	118	178
04:00 PM	4	0	2	0	6	0	0	0	0	0	0	58	0	0	58	0	97	0	0	97	161
Total Volume	17	0	12	0	29	0	0	0	0	0	6	279	0	0	285	0	427	11	0	438	752
% App. Total	58.6	0	41.4	0		0	0	0	0		2.1	97.9	0	0		0	97.5	2.5	0		
PHF	.850	.000	.750	.000	.806	.000	.000	.000	.000	.000	.500	.712	.000	.000	.705	.000	.936	.550	.000	.928	.866



# Sam Schwartz Engineering, D.P.C.

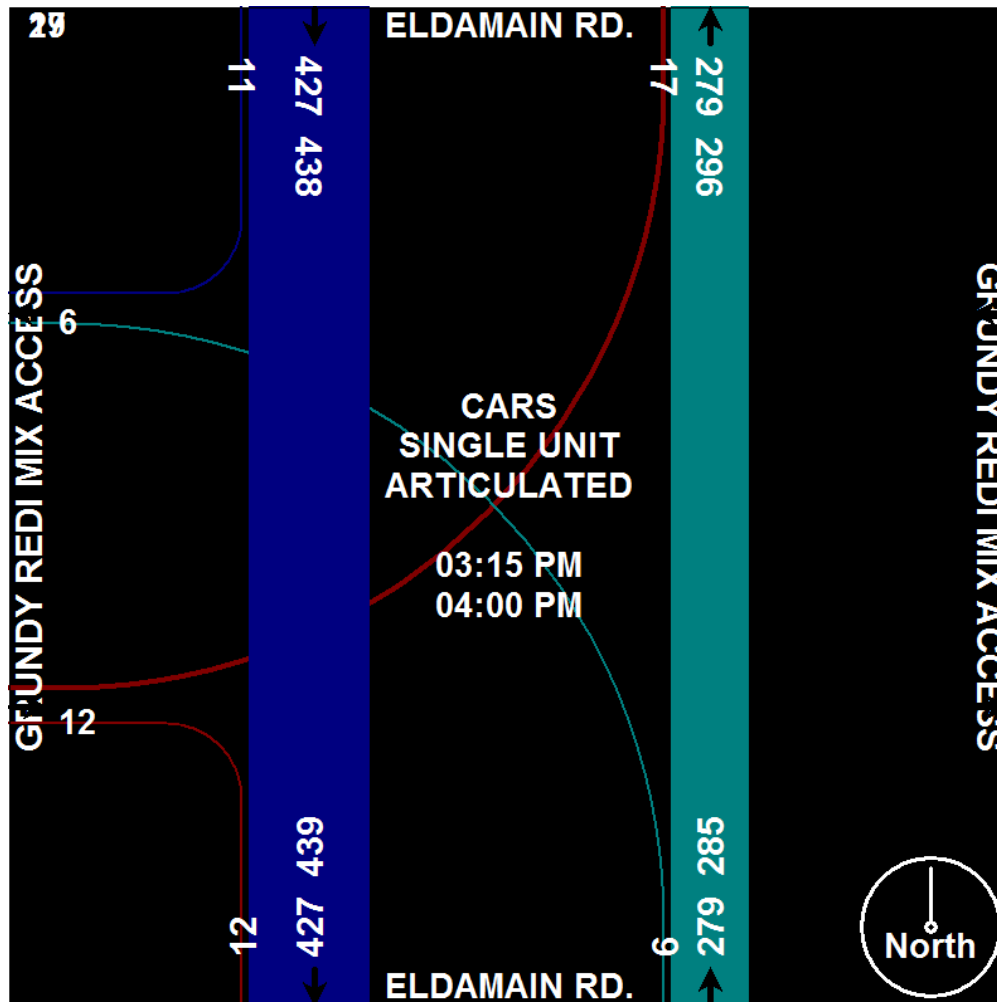
Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM

Site Code : 00000000

Start Date : 7/21/2021

Page No : 5



## Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

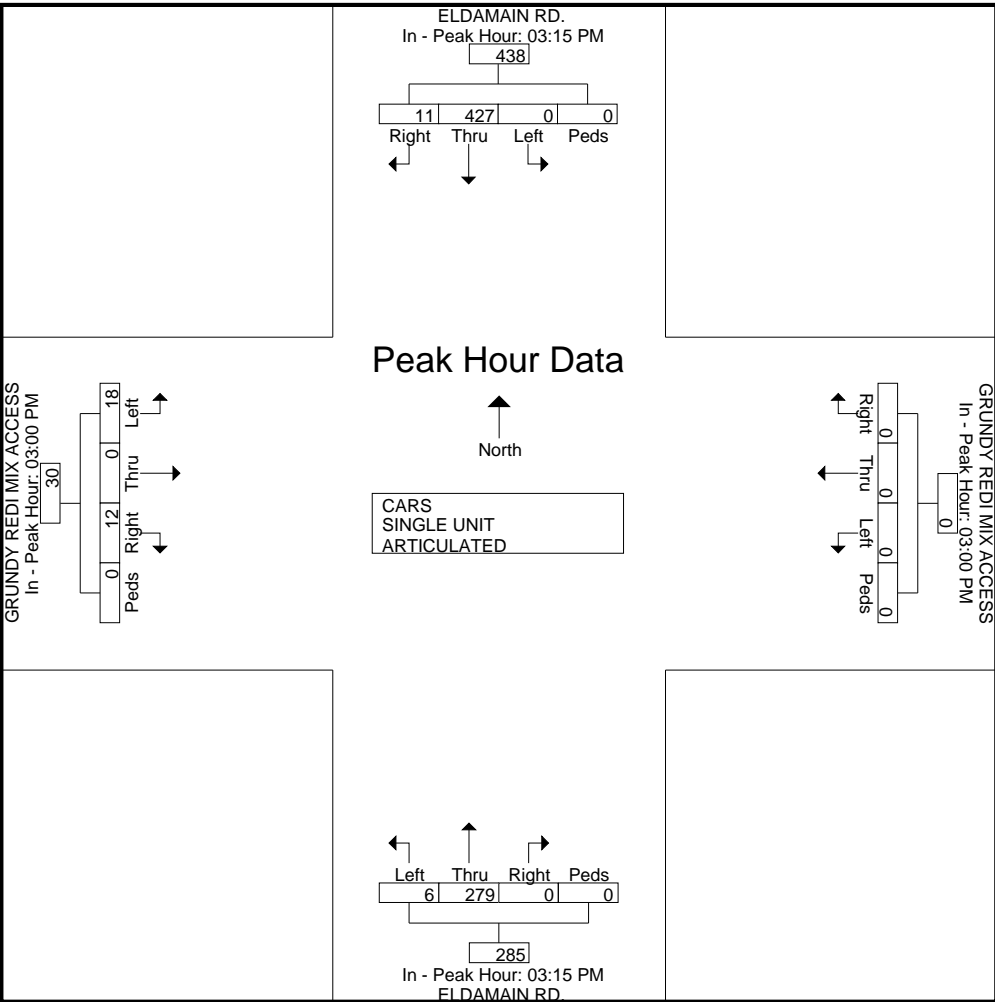
Peak Hour for Each Approach Begins at:

	03:00 PM					03:00 PM					03:15 PM					03:15 PM				
+0 mins.	5	0	2	0	7	0	0	0	0	0	2	73	0	0	75	0	111	2	0	113
+15 mins.	5	0	3	0	8	0	0	0	0	0	3	98	0	0	101	0	105	5	0	110
+30 mins.	3	0	3	0	6	0	0	0	0	0	1	50	0	0	51	0	114	4	0	118
+45 mins.	5	0	4	0	9	0	0	0	0	0	0	58	0	0	58	0	97	0	0	97
Total Volume	18	0	12	0	30	0	0	0	0	0	6	279	0	0	285	0	427	11	0	438
% App. Total	60	0	40	0		0	0	0	0	0	2.1	97.9	0	0		0	97.5	2.5	0	
PHF	.900	.000	.750	.000	.833	.000	.000	.000	.000	.000	.500	.712	.000	.000	.705	.000	.936	.550	.000	.928

# Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

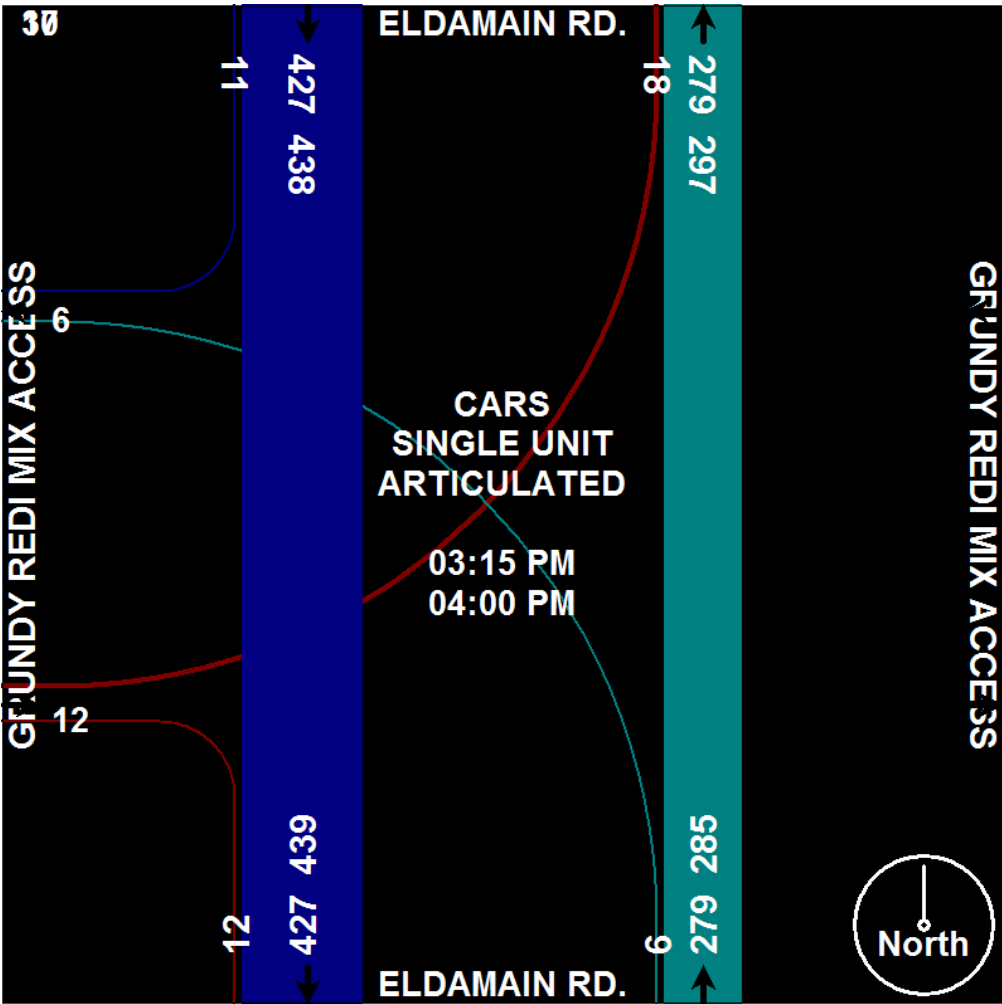
File Name : ELDAMAIN@GRUNDY.PM  
Site Code : 00000000  
Start Date : 7/21/2021  
Page No : 6



# Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM  
Site Code : 00000000  
Start Date : 7/21/2021  
Page No : 7



# Sam Schwartz Engineering, D.P.C.

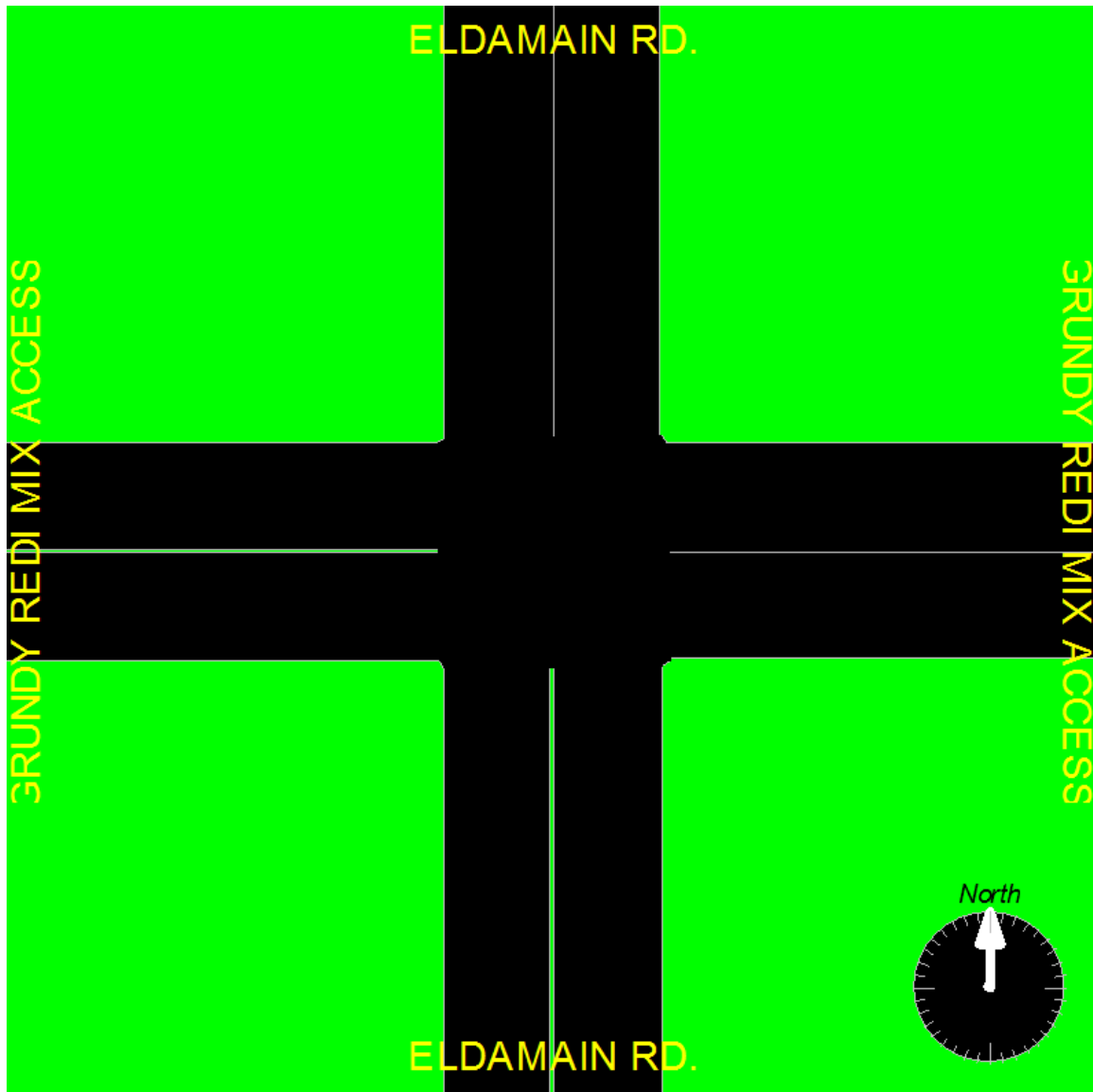
Eldmain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM

Site Code : 00000000

Start Date : 7/21/2021

Page No : 8



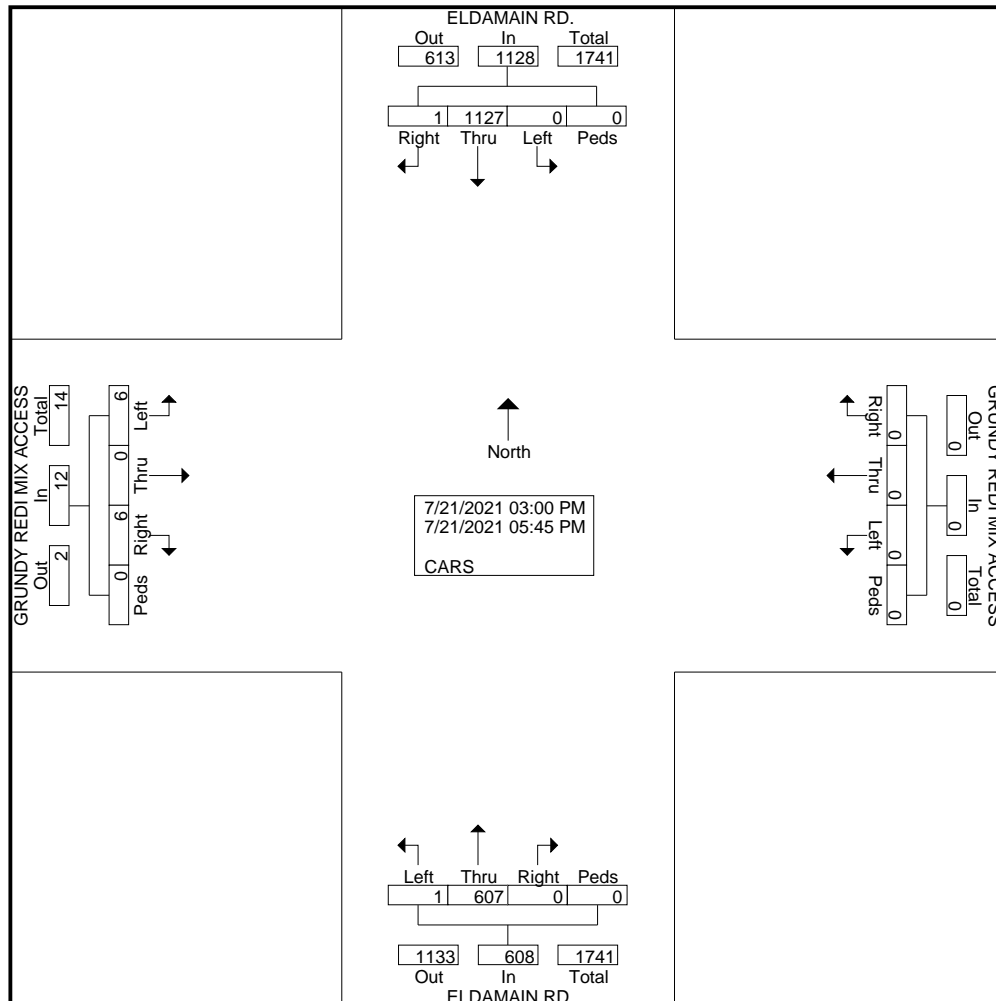
# Sam Schwartz Engineering, D.P.C.

## Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM  
 Site Code : 00000000  
 Start Date : 7/21/2021  
 Page No : 1

### Groups Printed- CARS

	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	42	0	0	42	0	61	0	0	61	103
03:15 PM	1	0	0	0	1	0	0	0	0	0	0	69	0	0	69	0	109	0	0	109	179
03:30 PM	0	0	0	0	0	0	0	0	0	0	1	93	0	0	94	0	103	1	0	104	198
03:45 PM	1	0	1	0	2	0	0	0	0	0	0	47	0	0	47	0	107	0	0	107	156
Total	2	0	1	0	3	0	0	0	0	0	1	251	0	0	252	0	380	1	0	381	636
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	55	0	0	55	0	96	0	0	96	152
04:15 PM	0	0	1	0	1	0	0	0	0	0	0	49	0	0	49	0	95	0	0	95	145
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	37	0	0	37	0	118	0	0	118	155
04:45 PM	0	0	2	0	2	0	0	0	0	0	0	42	0	0	42	0	92	0	0	92	136
Total	0	0	4	0	4	0	0	0	0	0	0	183	0	0	183	0	401	0	0	401	588
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	49	0	0	49	0	76	0	0	76	125
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	43	0	0	43	0	110	0	0	110	154
05:30 PM	1	0	1	0	2	0	0	0	0	0	0	39	0	0	39	0	85	0	0	85	126
05:45 PM	2	0	0	0	2	0	0	0	0	0	0	42	0	0	42	0	75	0	0	75	119
Total	4	0	1	0	5	0	0	0	0	0	0	173	0	0	173	0	346	0	0	346	524
Grand Total	6	0	6	0	12	0	0	0	0	0	1	607	0	0	608	0	1127	1	0	1128	1748
Apprch %	50	0	50	0		0	0	0	0		0.2	99.8	0	0		0	99.9	0.1	0		
Total %	0.3	0	0.3	0	0.7	0	0	0	0	0	0.1	34.7	0	0	34.8	0	64.5	0.1	0	64.5	

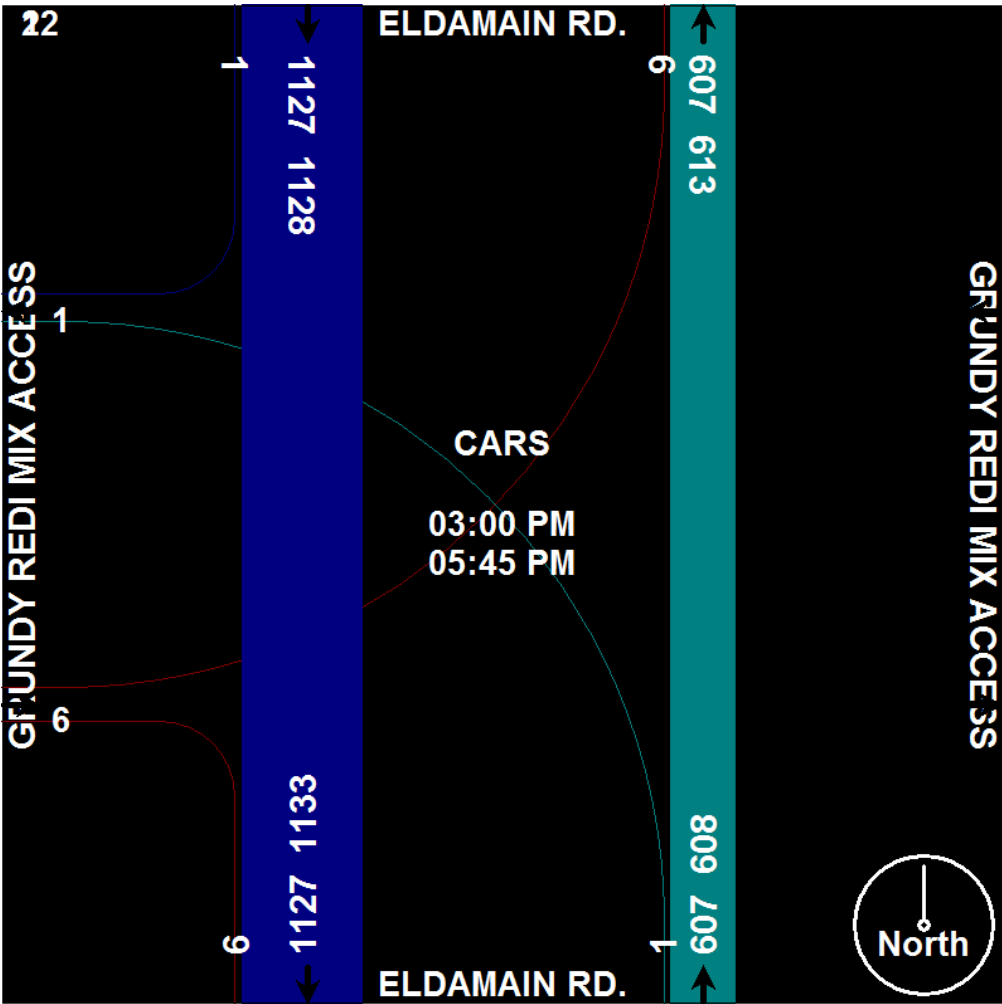




# Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM  
Site Code : 00000000  
Start Date : 7/21/2021  
Page No : 2



# Sam Schwartz Engineering, D.P.C.

Eldamain Rd. @ Grundy Redi Mix Access

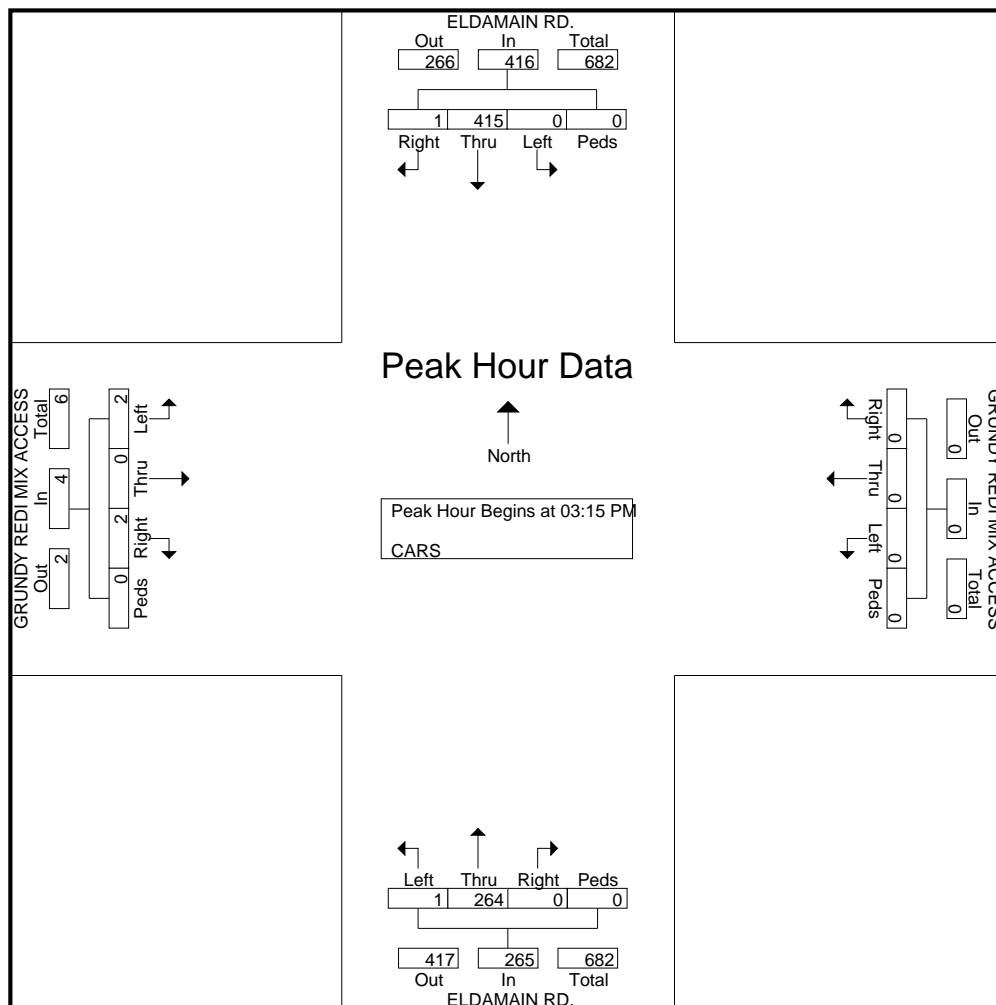
File Name : ELDAMAIN@GRUNDY.PM

Site Code : 00000000

Start Date : 7/21/2021

Page No : 3

	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	1	0	0	0	1	0	0	0	0	0	0	69	0	0	69	0	109	0	0	109	179
03:30 PM	0	0	0	0	0	0	0	0	0	0	1	93	0	0	94	0	103	1	0	104	198
03:45 PM	1	0	1	0	2	0	0	0	0	0	0	47	0	0	47	0	107	0	0	107	156
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	55	0	0	55	0	96	0	0	96	152
Total Volume	2	0	2	0	4	0	0	0	0	0	1	264	0	0	265	0	415	1	0	416	685
% App. Total	50	0	50	0		0	0	0	0		0.4	99.6	0	0		0	99.8	0.2	0		
PHF	.500	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.710	.000	.000	.705	.000	.952	.250	.000	.954	.865



# Sam Schwartz Engineering, D.P.C.

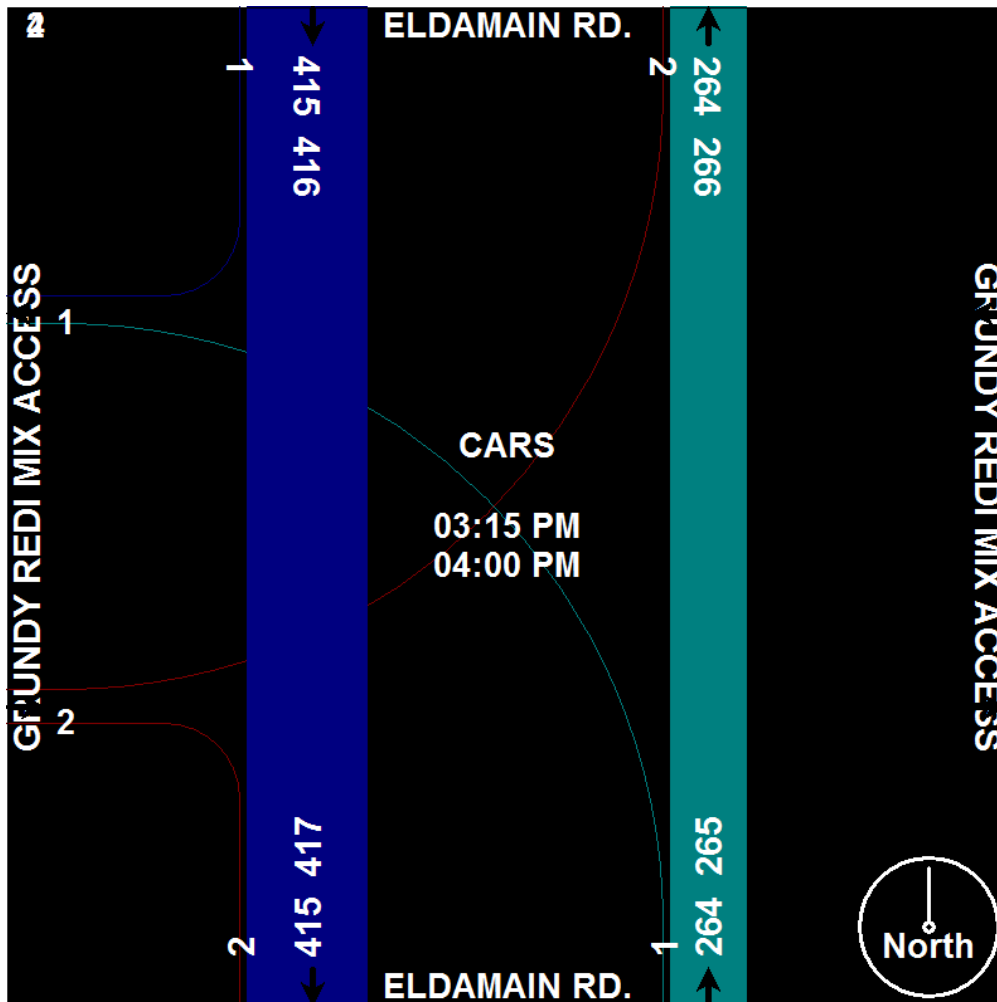
Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM

Site Code : 00000000

Start Date : 7/21/2021

Page No : 4



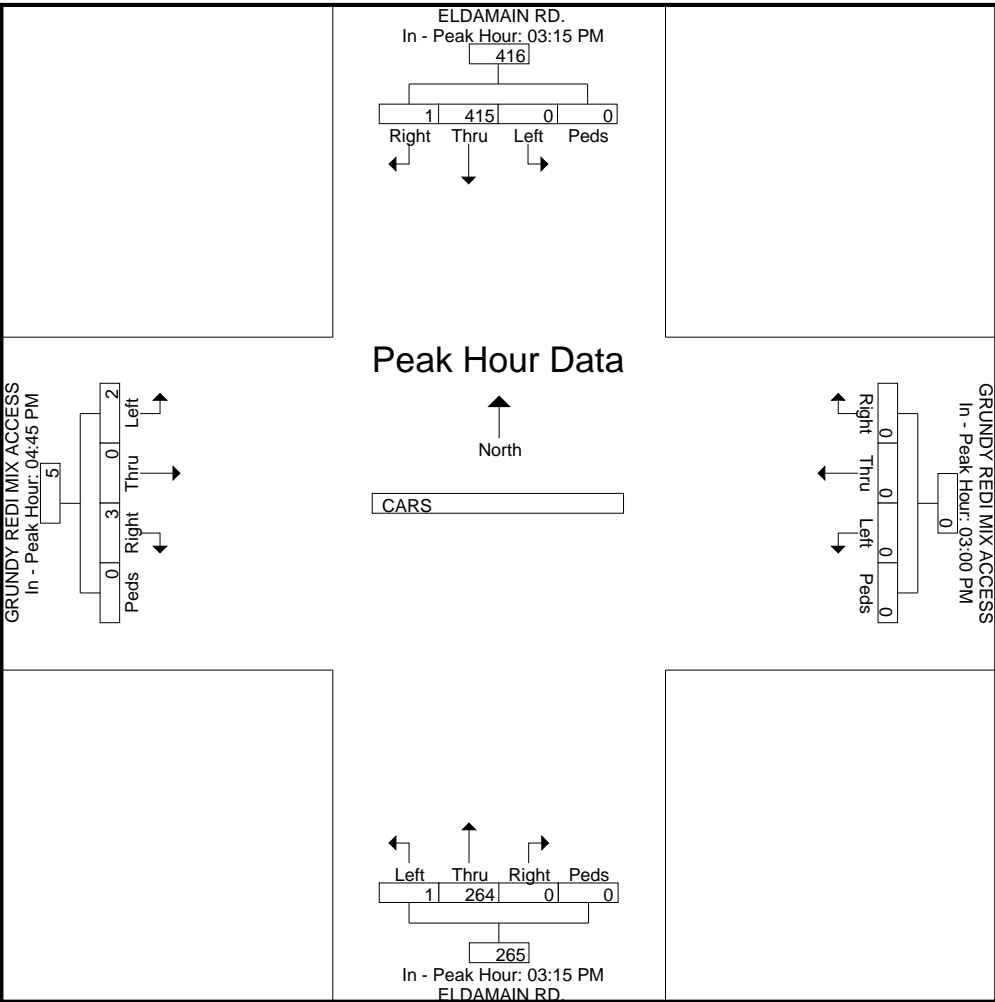
## Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					03:00 PM					03:15 PM					03:15 PM				
+0 mins.	0	0	2	0	2	0	0	0	0	0	0	69	0	0	69	0	109	0	0	109
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	93	0	0	94	0	103	1	0	104
+30 mins.	1	0	0	0	1	0	0	0	0	0	0	47	0	0	47	0	107	0	0	107
+45 mins.	1	0	1	0	2	0	0	0	0	0	0	55	0	0	55	0	96	0	0	96
Total Volume	2	0	3	0	5	0	0	0	0	0	1	264	0	0	265	0	415	1	0	416
% App. Total	40	0	60	0		0	0	0	0	0	0.4	99.6	0	0		0	99.8	0.2	0	
PHF	.500	.000	.375	.000	.625	.000	.000	.000	.000	.000	.250	.710	.000	.000	.705	.000	.952	.250	.000	.954

Sam Schwartz Engineering, D.P.C.  
Eldamain Rd.@ Grundy Redi Mix Access

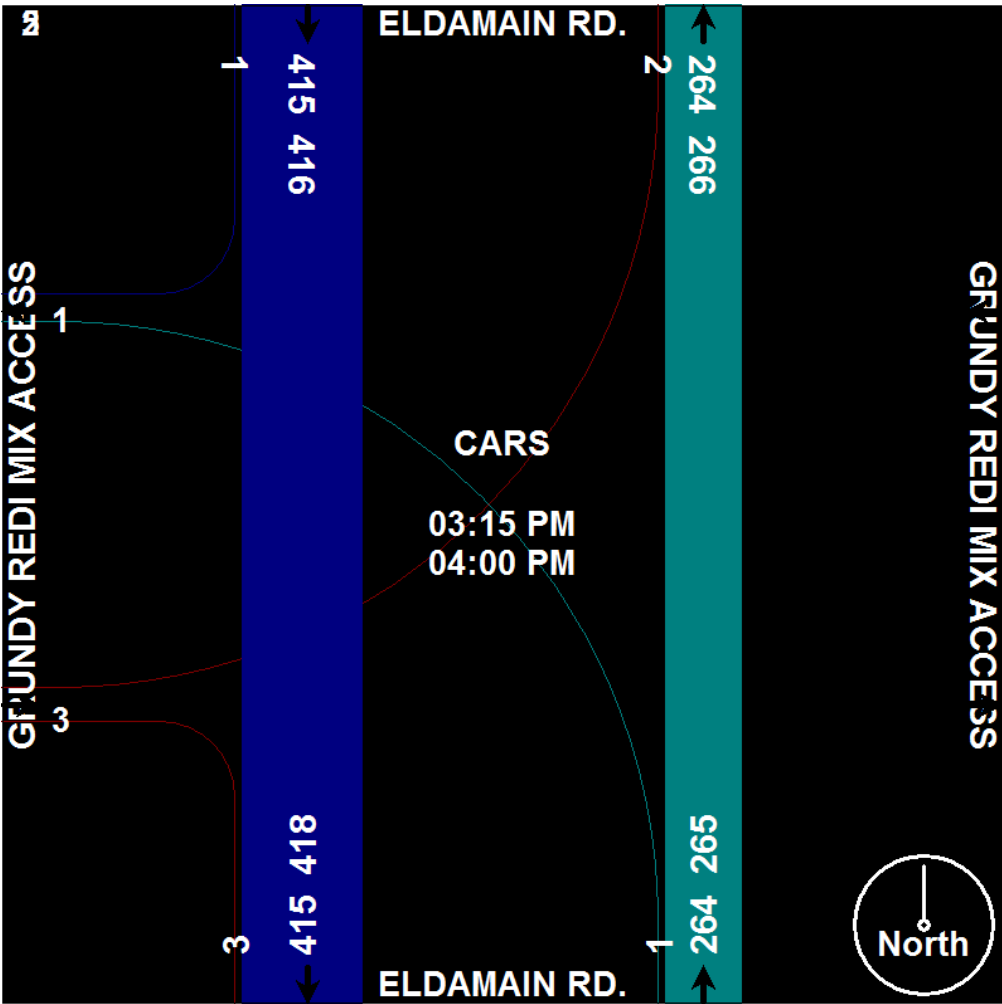
File Name : ELDAMAIN@GRUNDY.PM  
Site Code : 00000000  
Start Date : 7/21/2021  
Page No : 5



# Sam Schwartz Engineering, D.P.C.

Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM  
Site Code : 00000000  
Start Date : 7/21/2021  
Page No : 6



# Sam Schwartz Engineering, D.P.C.

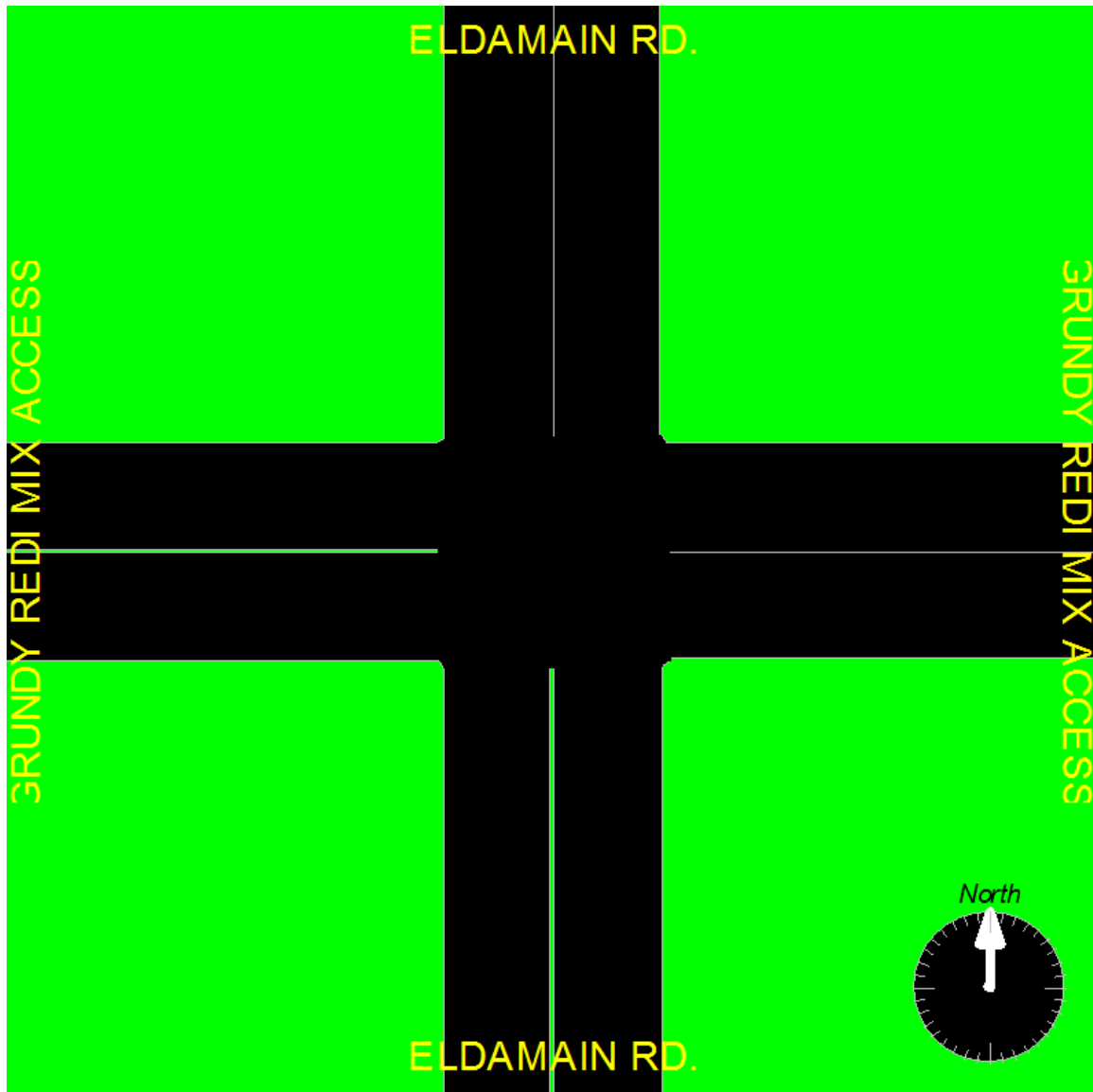
Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM

Site Code : 00000000

Start Date : 7/21/2021

Page No : 7



# Sam Schwartz Engineering, D.P.C.

Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM

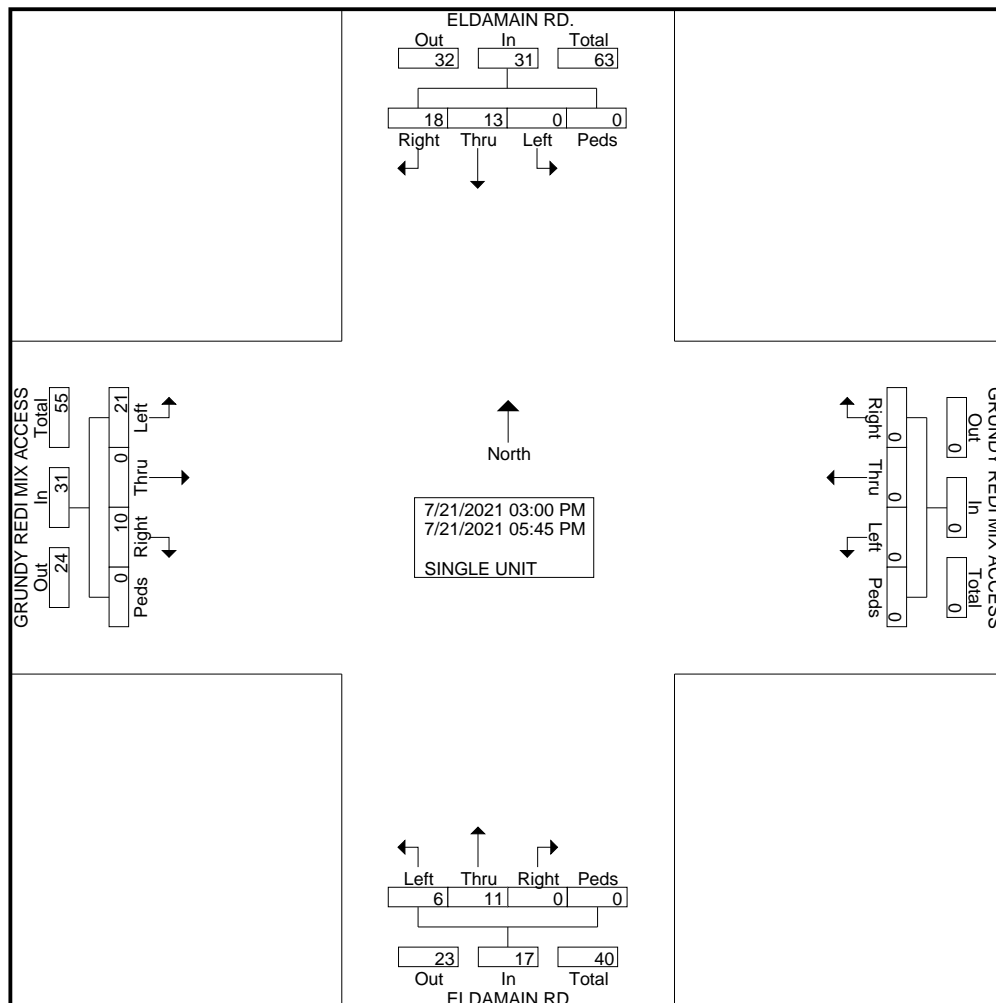
Site Code : 00000000

Start Date : 7/21/2021

Page No : 1

## Groups Printed- SINGLE UNIT

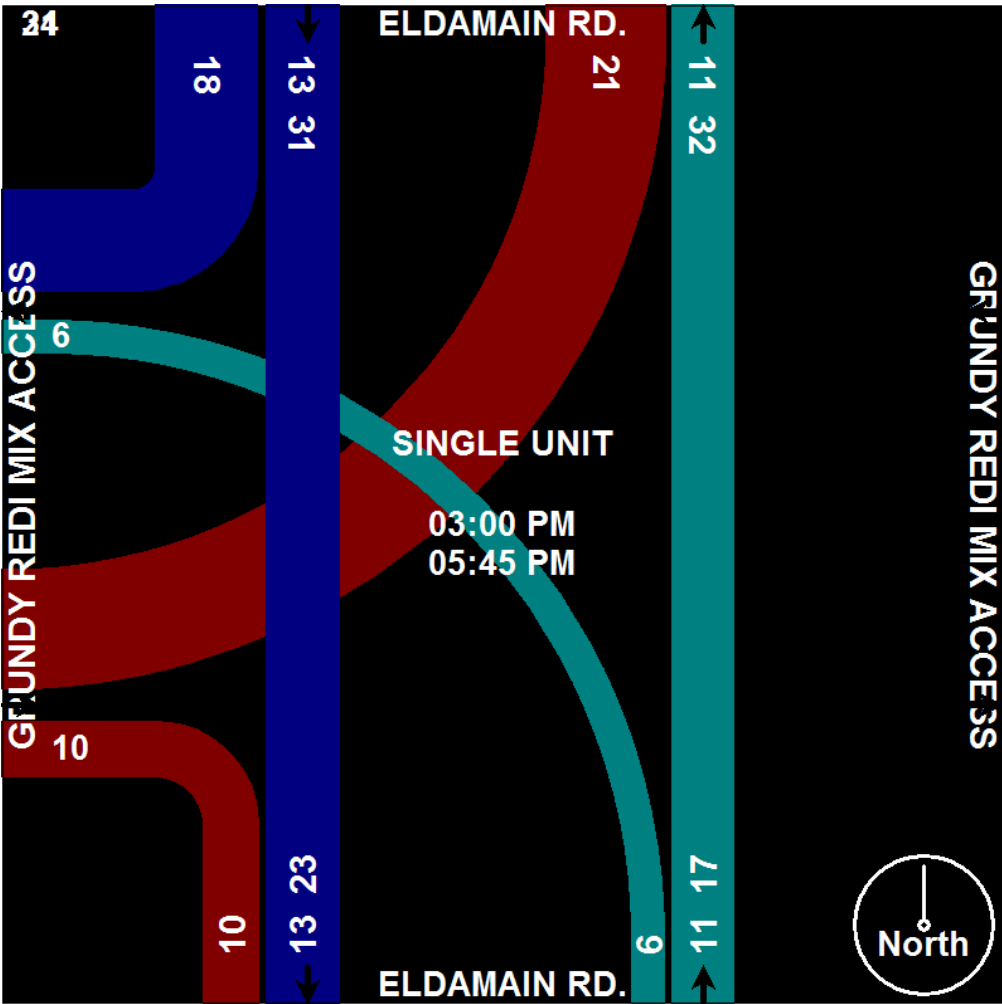
	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:00 PM	5	0	1	0	6	0	0	0	0	0	1	0	0	0	1	0	2	5	0	7	14
03:15 PM	4	0	3	0	7	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	10
03:30 PM	3	0	2	0	5	0	0	0	0	0	2	2	0	0	4	0	0	3	0	3	12
03:45 PM	4	0	2	0	6	0	0	0	0	0	1	1	0	0	2	0	0	3	0	3	11
Total	16	0	8	0	24	0	0	0	0	0	6	3	0	0	9	0	2	12	0	14	47
04:00 PM	4	0	1	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	1	0	5	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	10
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	3	0	6	7
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	5
Total	1	0	1	0	2	0	0	0	0	0	0	5	0	0	5	0	10	5	0	15	22
Grand Total	21	0	10	0	31	0	0	0	0	0	6	11	0	0	17	0	13	18	0	31	79
Apprch %	67.7	0	32.3	0		0	0	0	0		35.3	64.7	0	0		0	41.9	58.1	0		
Total %	26.6	0	12.7	0	39.2	0	0	0	0	0	7.6	13.9	0	0	21.5	0	16.5	22.8	0	39.2	



**Sam Schwartz Engineering, D.P.C.**

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM  
Site Code : 00000000  
Start Date : 7/21/2021  
Page No : 2



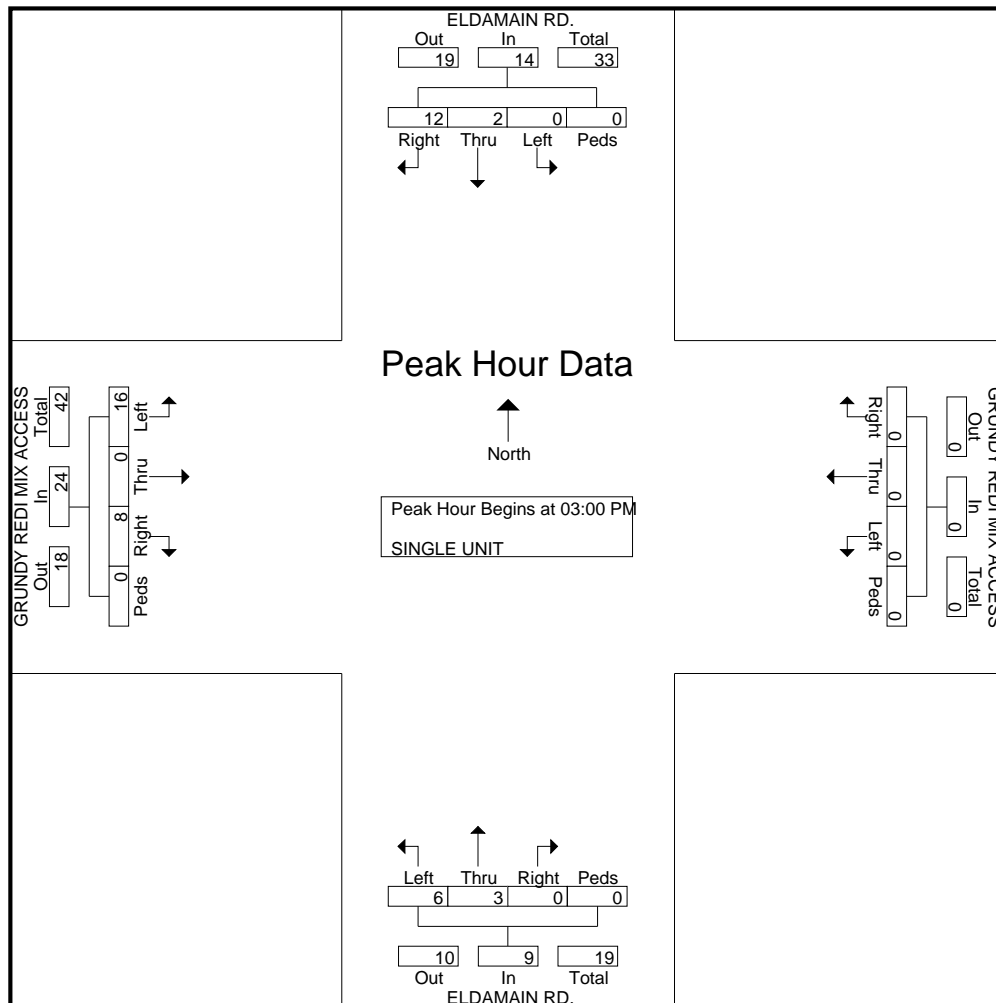


# Sam Schwartz Engineering, D.P.C.

## Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM  
 Site Code : 00000000  
 Start Date : 7/21/2021  
 Page No : 3

	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	5	0	1	0	6	0	0	0	0	0	1	0	0	0	1	0	2	5	0	7	14
03:15 PM	4	0	3	0	7	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	10
03:30 PM	3	0	2	0	5	0	0	0	0	0	2	2	0	0	4	0	0	3	0	3	12
03:45 PM	4	0	2	0	6	0	0	0	0	0	1	1	0	0	2	0	0	3	0	3	11
Total Volume	16	0	8	0	24	0	0	0	0	0	6	3	0	0	9	0	2	12	0	14	47
% App. Total	66.7	0	33.3	0		0	0	0	0		66.7	33.3	0	0		0	14.3	85.7	0		
PHF	.800	.000	.667	.000	.857	.000	.000	.000	.000	.000	.750	.375	.000	.000	.563	.000	.250	.600	.000	.500	.839



# Sam Schwartz Engineering, D.P.C.

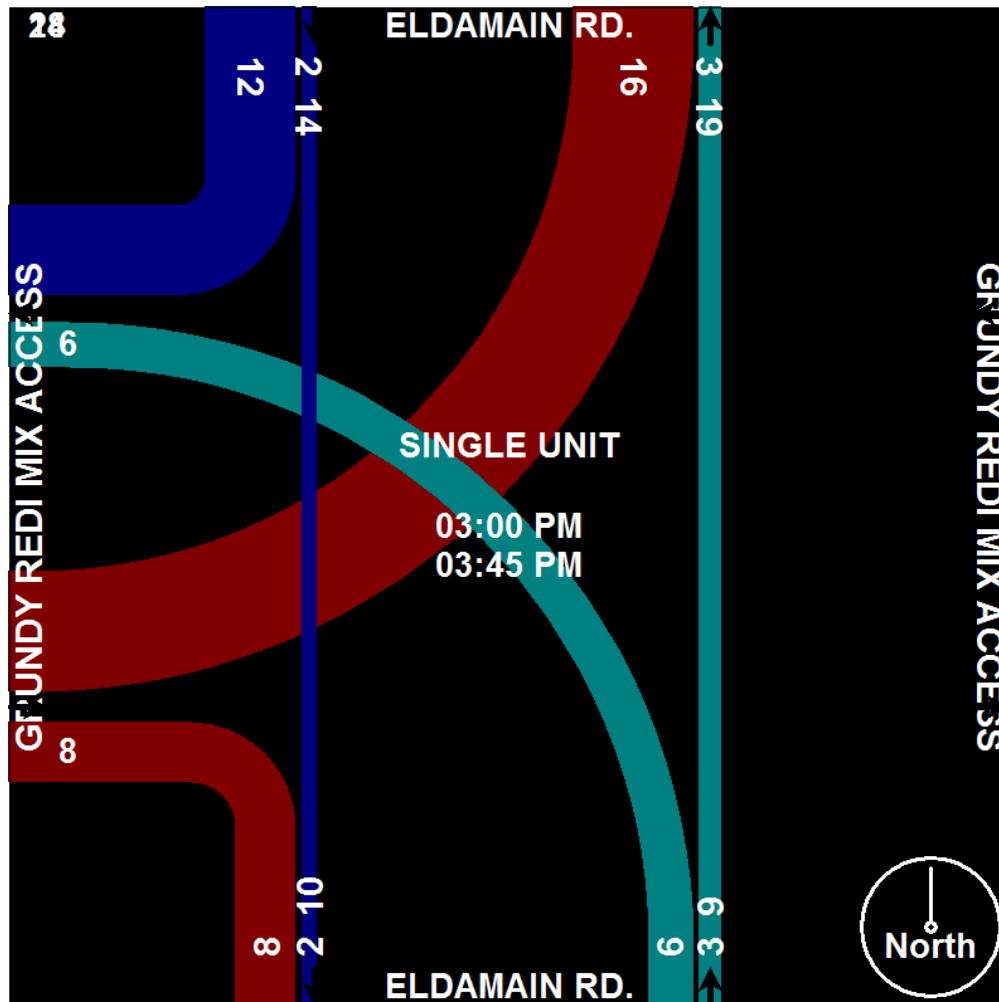
Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM

Site Code : 00000000

Start Date : 7/21/2021

Page No : 4



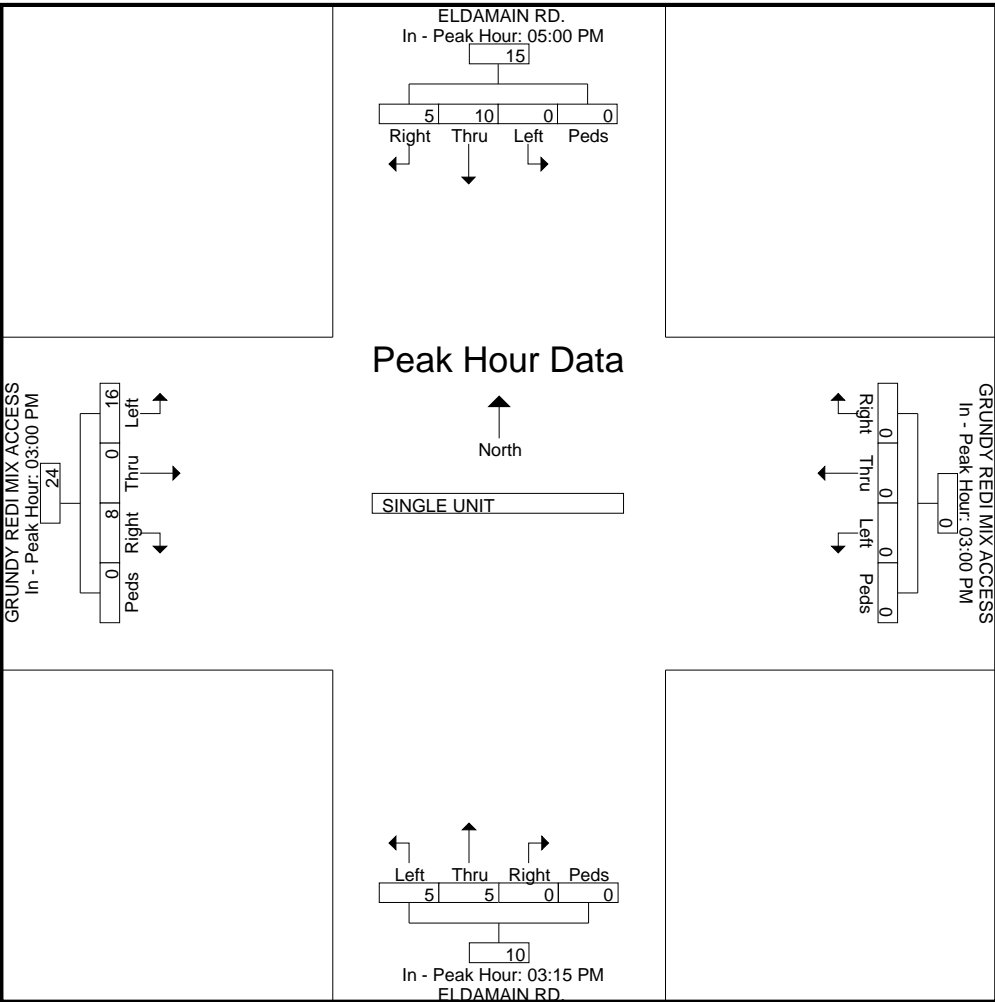
## Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM					03:00 PM					03:15 PM					05:00 PM				
+0 mins.	5	0	1	0	6	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2
+15 mins.	4	0	3	0	7	0	0	0	0	0	2	2	0	0	4	0	3	3	0	6
+30 mins.	3	0	2	0	5	0	0	0	0	0	1	1	0	0	2	0	3	1	0	4
+45 mins.	4	0	2	0	6	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3
Total Volume	16	0	8	0	24	0	0	0	0	0	5	5	0	0	10	0	10	5	0	15
% App. Total	66.7	0	33.3	0		0	0	0	0	0	50	50	0	0		0	66.7	33.3	0	
PHF	.800	.000	.667	.000	.857	.000	.000	.000	.000	.000	.625	.625	.000	.000	.625	.000	.833	.417	.000	.625

Sam Schwartz Engineering, D.P.C.  
Eldamain Rd.@ Grundy Redi Mix Access

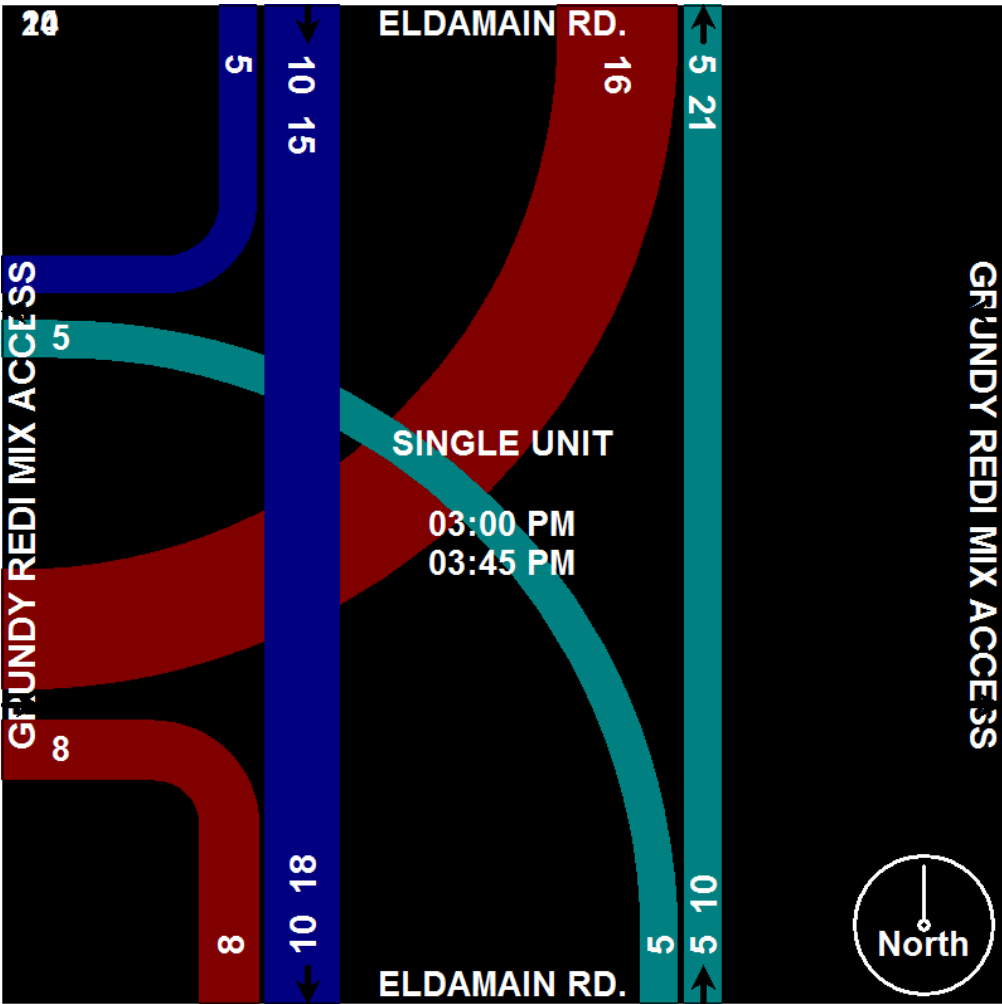
File Name : ELDAMAIN@GRUNDY.PM  
Site Code : 00000000  
Start Date : 7/21/2021  
Page No : 5



# Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM  
Site Code : 00000000  
Start Date : 7/21/2021  
Page No : 6



# Sam Schwartz Engineering, D.P.C.

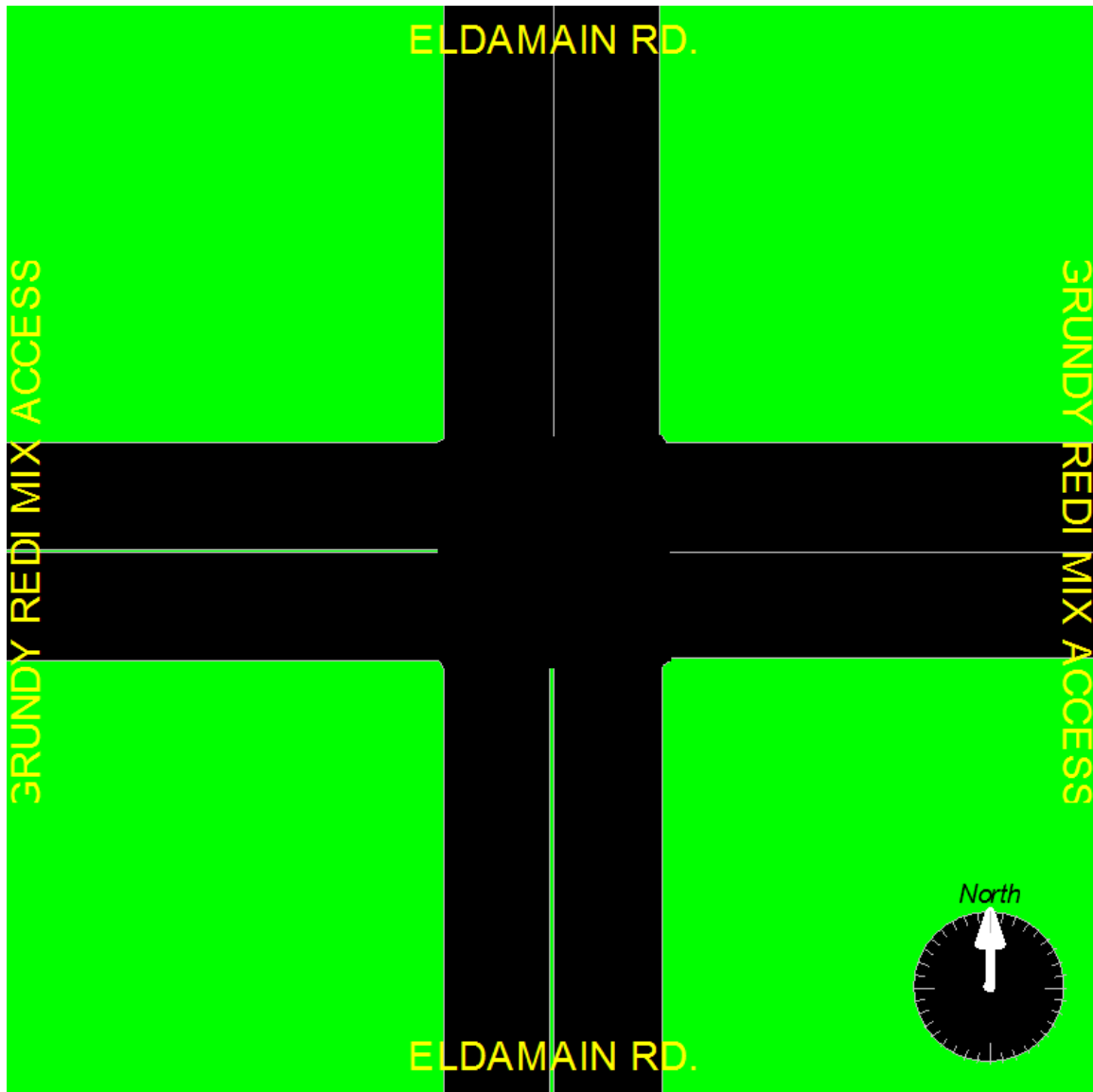
Eldmain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM

Site Code : 00000000

Start Date : 7/21/2021

Page No : 7



# Sam Schwartz Engineering, D.P.C.

Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM

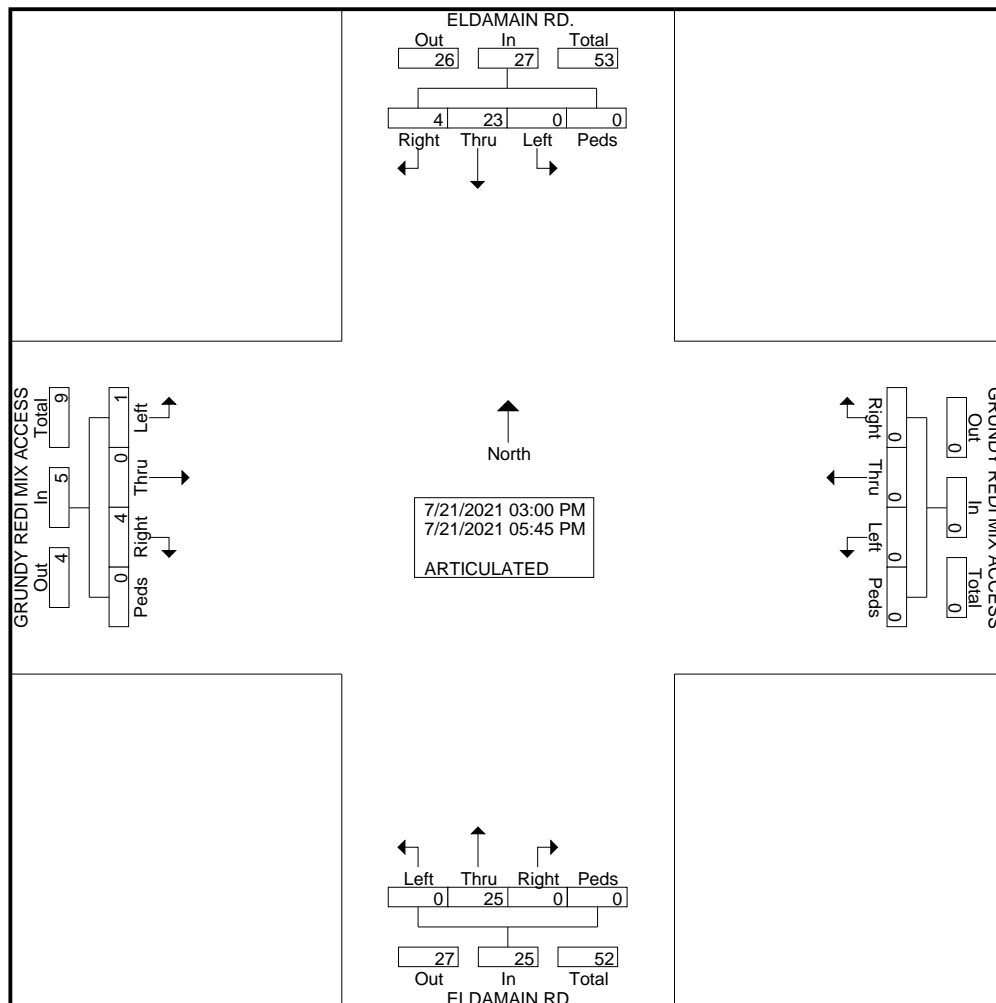
Site Code : 00000000

Start Date : 7/21/2021

Page No : 1

## Groups Printed- ARTICULATED

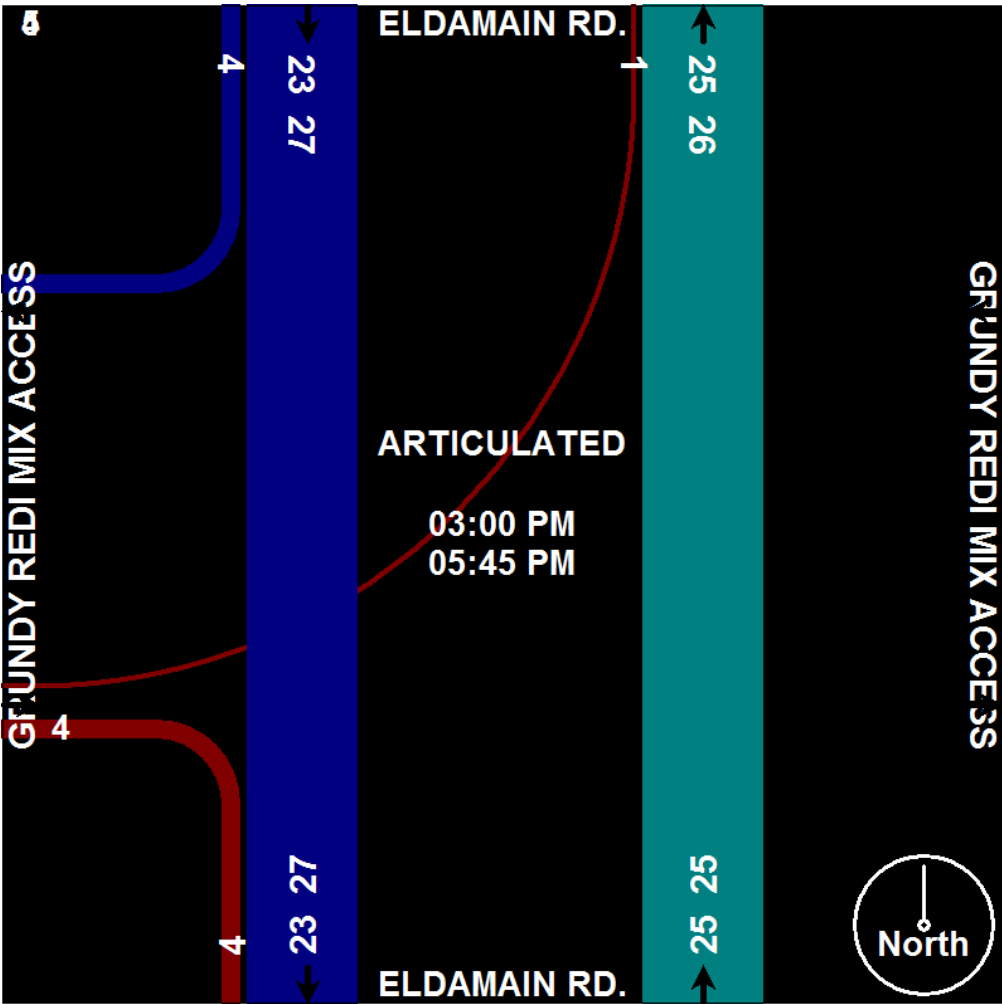
	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:00 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	1	0	3	7
03:30 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	7
03:45 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	7	1	0	8	11
Total	0	0	3	0	3	0	0	0	0	0	0	11	0	0	11	0	13	3	0	16	30
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	5
Total	1	0	0	0	1	0	0	0	0	0	0	10	0	0	10	0	3	0	0	3	14
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	4	1	0	5	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	7	1	0	8	13
Grand Total	1	0	4	0	5	0	0	0	0	0	0	25	0	0	25	0	23	4	0	27	57
Apprch %	20	0	80	0		0	0	0	0		0	100	0	0		0	85.2	14.8	0		
Total %	1.8	0	7	0	8.8	0	0	0	0	0	0	43.9	0	0	43.9	0	40.4	7	0	47.4	



# Sam Schwartz Engineering, D.P.C.

Eldmain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM  
Site Code : 00000000  
Start Date : 7/21/2021  
Page No : 2

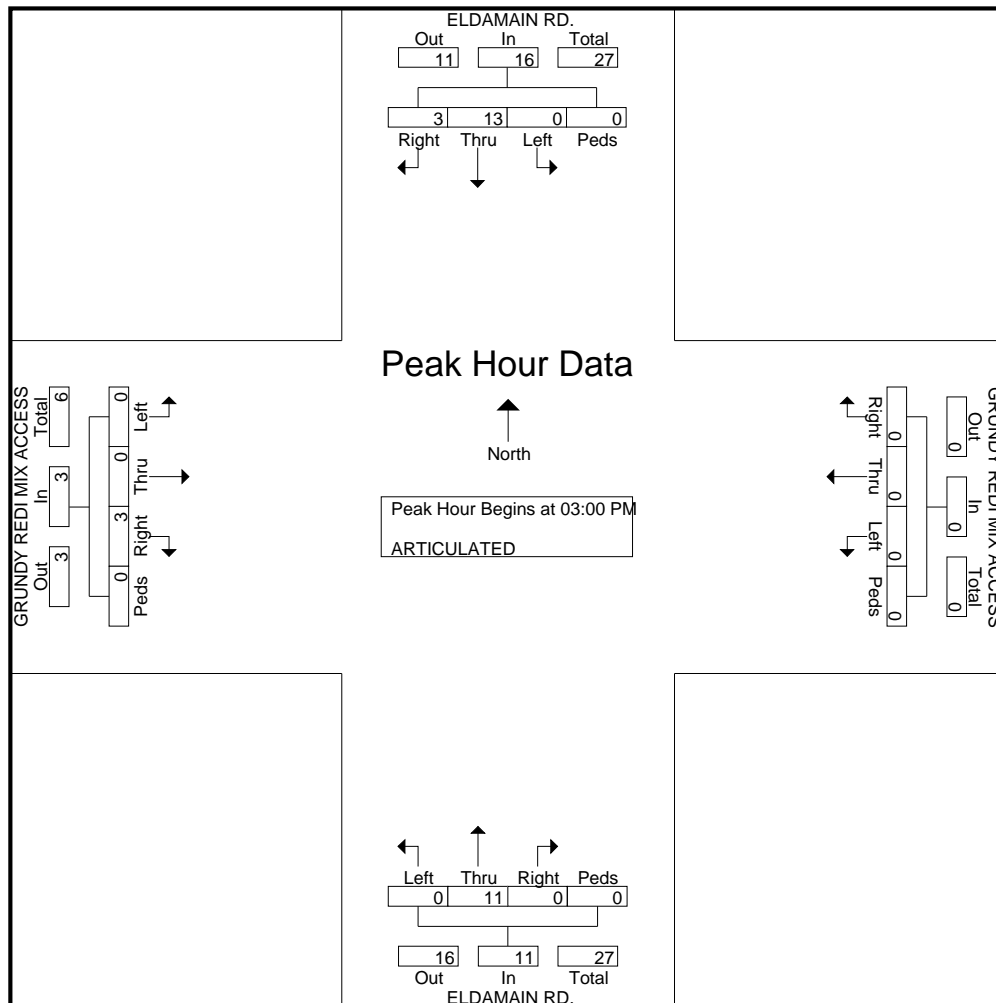


# Sam Schwartz Engineering, D.P.C.

## Eldamain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM  
 Site Code : 00000000  
 Start Date : 7/21/2021  
 Page No : 3

	GRUNDY REDI MIX ACCESS From West					GRUNDY REDI MIX ACCESS From East					ELDAMAIN RD. From South					ELDAMAIN RD. From North					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	1	0	3	7
03:30 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	7
03:45 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	7	1	0	8	11
Total Volume	0	0	3	0	3	0	0	0	0	0	0	11	0	0	11	0	13	3	0	16	30
% App. Total	0	0	100	0		0	0	0	0		0	100	0	0		0	81.2	18.8	0		
PHF	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.688	.000	.000	.688	.000	.464	.750	.000	.500	.682





# Sam Schwartz Engineering, D.P.C.

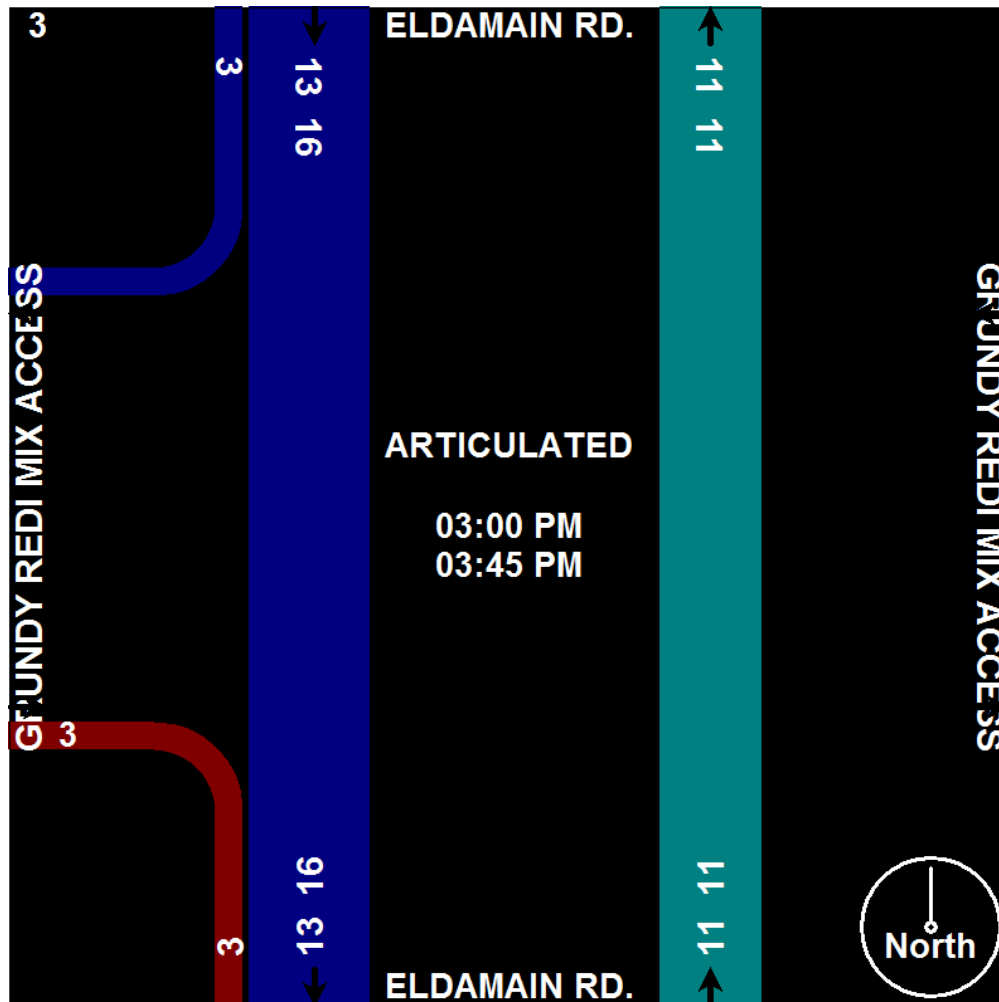
Eldmain Rd. @ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM

Site Code : 00000000

Start Date : 7/21/2021

Page No : 4



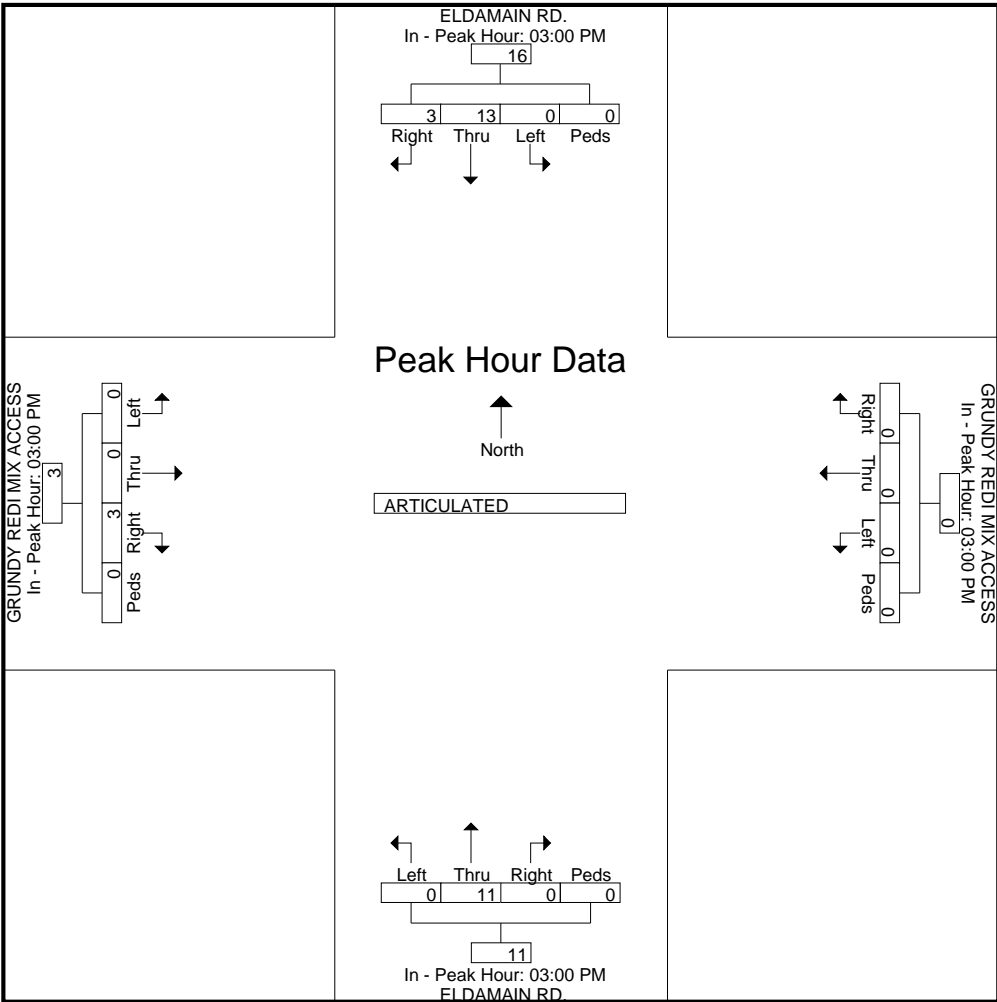
## Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM					03:00 PM					03:00 PM					03:00 PM				
+0 mins.	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	1	0	3
+30 mins.	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3
+45 mins.	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	7	1	0	8
Total Volume	0	0	3	0	3	0	0	0	0	0	0	11	0	0	11	0	13	3	0	16
% App. Total	0	0	100	0	0	0	0	0	0	0	0	100	0	0	0	0	81.2	18.8	0	0
PHF	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.688	.000	.000	.688	.000	.464	.750	.000	.500

Sam Schwartz Engineering, D.P.C.  
Eldamain Rd.@ Grundy Redi Mix Access

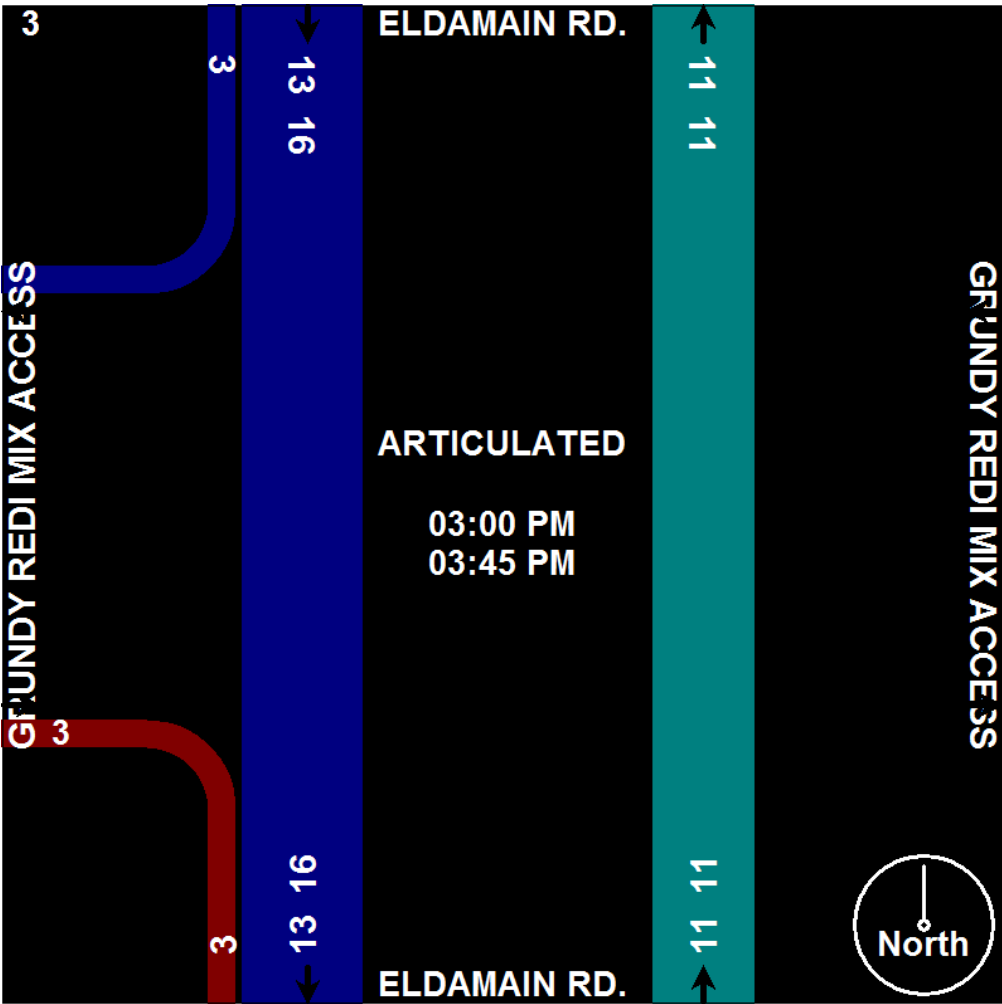
File Name : ELDAMAIN@GRUNDY.PM  
Site Code : 00000000  
Start Date : 7/21/2021  
Page No : 5



# Sam Schwartz Engineering, D.P.C.

Eldamain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM  
Site Code : 00000000  
Start Date : 7/21/2021  
Page No : 6



# Sam Schwartz Engineering, D.P.C.

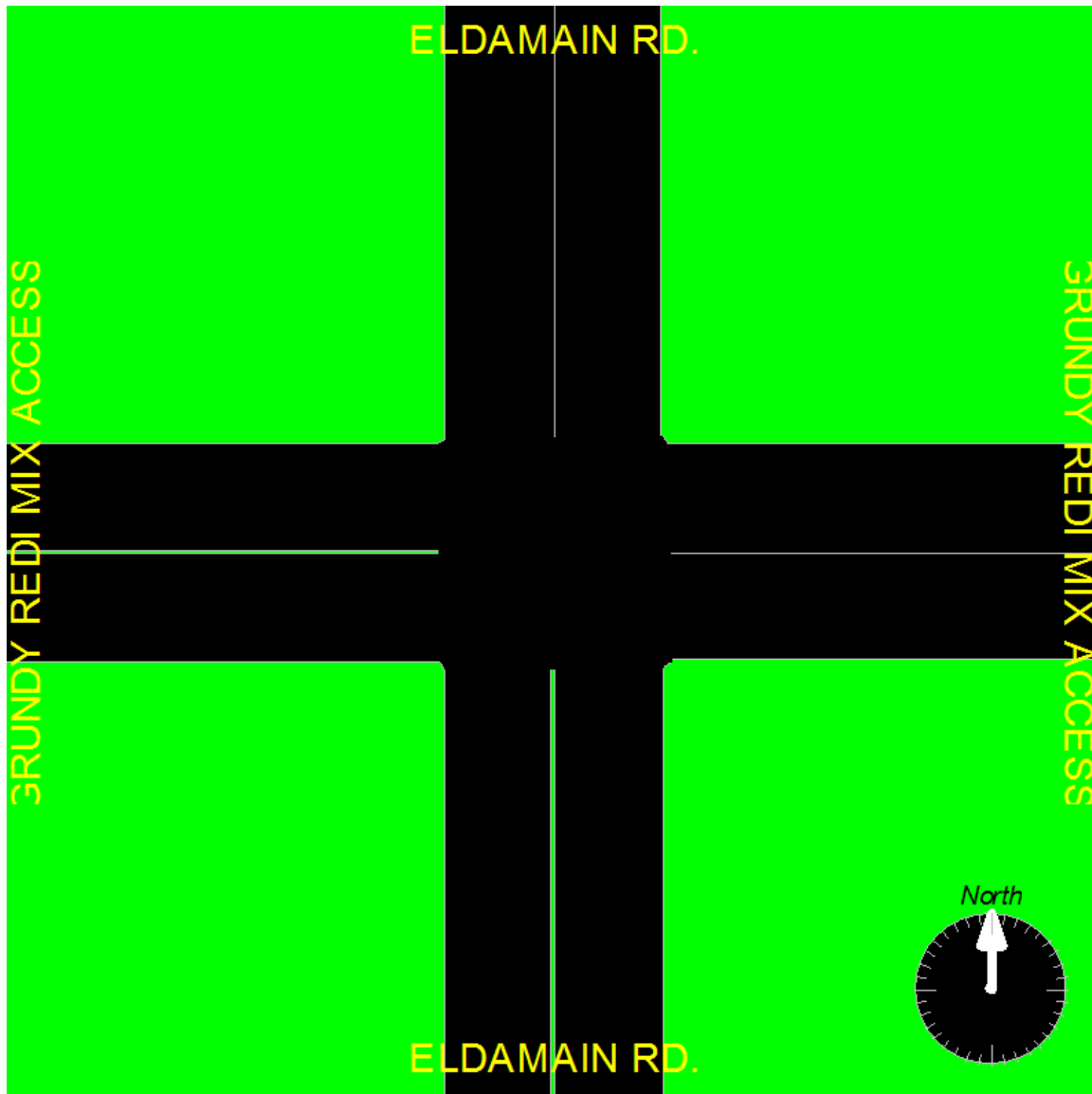
Eldmain Rd.@ Grundy Redi Mix Access

File Name : ELDAMAIN@GRUNDY.PM

Site Code : 00000000

Start Date : 7/21/2021

Page No : 7



# Sam Schwartz

Sam Schwartz  
223 W. Jackson Suite 1101

Chicago, Illinois, United States 60606  
773.305.0800 kmurphy@samschwartz.com

Count Name: Eldemain Rd. @US 34  
Site Code:  
Start Date: 07/21/2021  
Page No: 1

## Turning Movement Data

Start Time	Eldemain Rd. Southbound						US 34 Westbound						Eldemain Rd. Northbound						US 34 Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:00 PM	42	18	23	0	0	83	35	146	15	0	0	196	15	8	15	0	0	38	25	130	17	0	0	172	489
3:15 PM	71	28	31	0	0	130	22	134	28	0	0	184	11	12	13	0	0	36	15	114	47	0	0	176	526
3:30 PM	80	35	40	0	0	155	26	141	17	0	0	184	11	11	27	0	0	49	12	120	49	0	0	181	569
3:45 PM	57	26	28	0	1	111	24	184	22	0	0	230	25	14	20	0	0	59	19	162	42	0	0	223	623
Hourly Total	250	107	122	0	1	479	107	605	82	0	0	794	62	45	75	0	0	182	71	526	155	0	0	752	2207
4:00 PM	58	27	29	0	0	114	20	162	36	0	0	218	22	12	17	0	0	51	13	150	32	0	0	195	578
4:15 PM	46	18	27	0	0	91	28	175	28	0	0	231	10	15	20	0	0	45	14	155	23	0	0	192	559
4:30 PM	50	37	38	0	0	125	33	160	13	0	0	206	15	12	25	0	1	52	22	129	26	0	1	177	560
4:45 PM	49	22	47	0	1	118	40	161	24	0	0	225	20	14	14	0	0	48	18	123	29	0	0	170	561
Hourly Total	203	104	141	0	1	448	121	658	101	0	0	880	67	53	76	0	1	196	67	557	110	0	1	734	2258
5:00 PM	35	21	42	0	0	98	22	173	21	0	0	216	19	15	10	0	0	44	14	123	33	0	0	170	528
5:15 PM	55	31	39	0	0	125	28	203	26	0	0	257	20	19	13	0	0	52	16	154	25	0	0	195	629
5:30 PM	43	26	31	0	2	100	32	171	18	0	0	221	21	11	19	0	0	51	17	132	21	0	0	170	542
5:45 PM	41	18	25	0	1	84	28	153	19	0	0	200	12	9	6	0	0	27	14	125	19	0	0	158	469
Hourly Total	174	96	137	0	3	407	110	700	84	0	0	894	72	54	48	0	0	174	61	534	98	0	0	693	2168
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	14	10	15	0	1	39	9	23	1	0	0	33	9	15	4	0	0	28	9	66	59	0	9	134	234
6:15 AM	8	13	18	0	0	39	6	33	4	0	0	43	12	11	5	0	0	28	8	80	58	0	0	146	256
6:30 AM	17	3	7	0	0	27	19	28	2	0	0	49	11	14	3	0	0	28	7	85	66	0	0	158	262
6:45 AM	14	16	16	0	0	46	31	34	4	0	0	69	9	21	6	0	0	36	13	103	56	0	0	172	323
Hourly Total	53	42	56	0	1	151	65	118	11	0	0	194	41	61	18	0	0	120	37	334	239	0	9	610	1075
7:00 AM	4	4	16	0	1	24	13	51	4	0	0	68	12	11	5	0	0	28	9	98	35	0	0	142	262
7:15 AM	18	11	22	0	2	51	13	46	6	0	0	65	10	21	3	0	0	34	10	100	38	0	0	148	298
7:30 AM	18	7	23	0	0	48	19	80	7	0	0	106	19	14	4	0	0	37	8	121	37	0	0	166	357
7:45 AM	24	7	23	0	2	54	16	59	5	0	0	80	16	26	5	0	0	47	9	134	49	0	0	192	373
Hourly Total	64	29	84	0	5	177	61	236	22	0	0	319	57	72	17	0	0	146	36	453	159	0	0	648	1290
8:00 AM	17	11	19	0	1	47	26	66	5	0	0	97	12	16	7	0	0	35	10	121	29	0	0	160	339
8:15 AM	19	8	35	0	0	62	25	50	13	0	0	88	16	12	6	0	0	34	7	117	34	0	0	158	342
8:30 AM	22	11	36	0	1	69	25	78	6	0	0	109	10	20	9	0	0	39	7	140	29	0	0	176	393
8:45 AM	17	6	18	0	0	41	22	77	9	0	0	108	12	11	11	0	0	34	9	131	49	0	0	189	372
Hourly Total	75	36	108	0	2	219	98	271	33	0	0	402	50	59	33	0	0	142	33	509	141	0	0	683	1446
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	819	414	648	0	13	1881	562	2588	333	0	0	3483	349	344	267	0	1	960	305	2913	902	0	10	4120	10444
Approach %	43.5	22.0	34.4	0.0	-	-	16.1	74.3	9.6	0.0	-	-	36.4	35.8	27.8	0.0	-	-	7.4	70.7	21.9	0.0	-	-	-
Total %	7.8	4.0	6.2	0.0	-	18.0	5.4	24.8	3.2	0.0	-	33.3	3.3	3.3	2.6	0.0	-	9.2	2.9	27.9	8.6	0.0	-	39.4	-

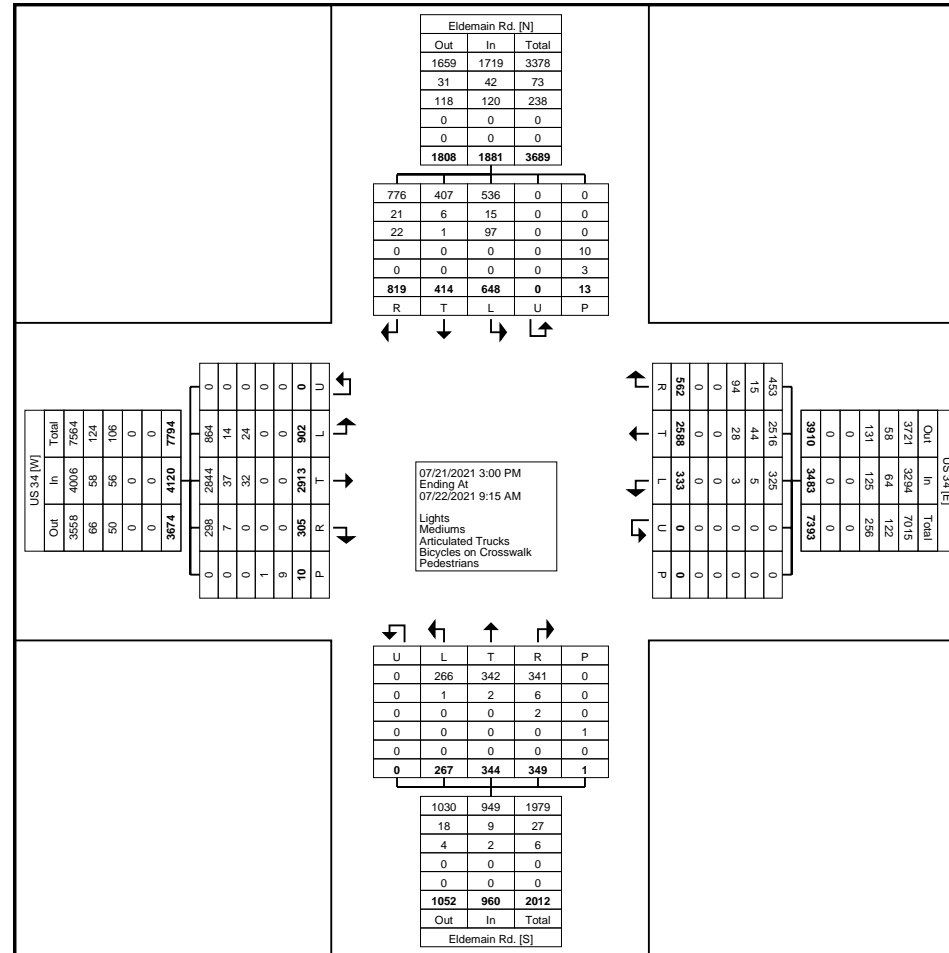
Lights	776	407	536	0	-	1719	453	2516	325	0	-	3294	341	342	266	0	-	949	298	2844	864	0	-	4006	9968
% Lights	94.7	98.3	82.7	-	-	91.4	80.6	97.2	97.6	-	-	94.6	97.7	99.4	99.6	-	-	98.9	97.7	97.6	95.8	-	-	97.2	95.4
Mediums	21	6	15	0	-	42	15	44	5	0	-	64	6	2	1	0	-	9	7	37	14	0	-	58	173
% Mediums	2.6	1.4	2.3	-	-	2.2	2.7	1.7	1.5	-	-	1.8	1.7	0.6	0.4	-	-	0.9	2.3	1.3	1.6	-	-	1.4	1.7
Articulated Trucks	22	1	97	0	-	120	94	28	3	0	-	125	2	0	0	0	-	2	0	32	24	0	-	56	303
% Articulated Trucks	2.7	0.2	15.0	-	-	6.4	16.7	1.1	0.9	-	-	3.6	0.6	0.0	0.0	-	-	0.2	0.0	1.1	2.7	-	-	1.4	2.9
Bicycles on Crosswalk	-	-	-	-	10	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	76.9	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	10.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	23.1	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	90.0	-	-

# Sam Schwartz

Sam Schwartz  
223 W. Jackson Suite 1101

Chicago, Illinois, United States 60606  
773.305.0800 kmurphy@samschwartz.com

Count Name: Eldemain Rd. @US 34  
Site Code:  
Start Date: 07/21/2021  
Page No: 3



Turning Movement Data Plot

[illegible]



### Turning Movement Peak Hour Data Plot (3:30 PM)

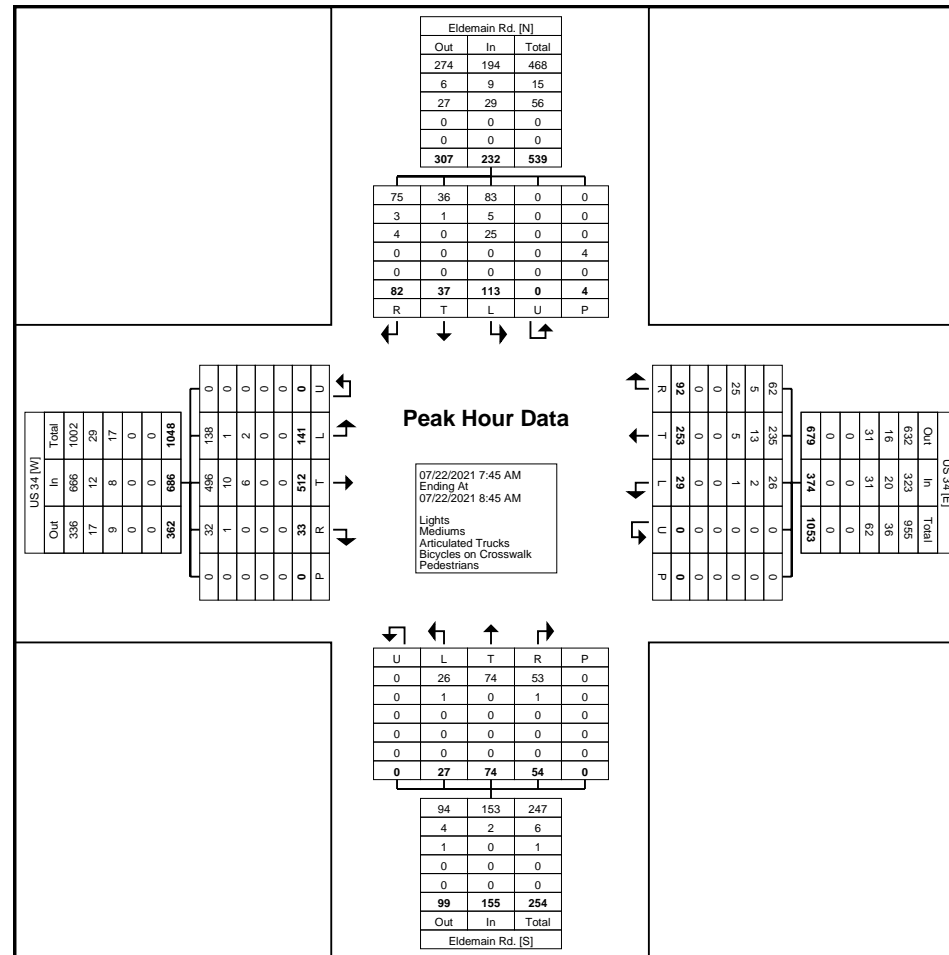
Start Time	Eldemain Rd. Southbound						US 34 Westbound						Eldemain Rd. Northbound						US 34 Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:45 AM	24	7	23	0	2	54	16	59	5	0	0	80	16	26	5	0	0	47	9	134	49	0	0	192	373
8:00 AM	17	11	19	0	1	47	26	66	5	0	0	97	12	16	7	0	0	35	10	121	29	0	0	160	339
8:15 AM	19	8	35	0	0	62	25	50	13	0	0	88	16	12	6	0	0	34	7	117	34	0	0	158	342
8:30 AM	22	11	36	0	1	69	25	78	6	0	0	109	10	20	9	0	0	39	7	140	29	0	0	176	393
Total	82	37	113	0	4	232	92	253	29	0	0	374	54	74	27	0	0	155	33	512	141	0	0	686	1447
Approach %	35.3	15.9	48.7	0.0	-	-	24.6	67.6	7.8	0.0	-	-	34.8	47.7	17.4	0.0	-	-	4.8	74.6	20.6	0.0	-	-	-
Total %	5.7	2.6	7.8	0.0	-	16.0	6.4	17.5	2.0	0.0	-	25.8	3.7	5.1	1.9	0.0	-	10.7	2.3	35.4	9.7	0.0	-	-	47.4
PHF	0.854	0.841	0.785	0.000	-	0.841	0.885	0.811	0.558	0.000	-	0.858	0.844	0.712	0.750	0.000	-	0.824	0.825	0.914	0.719	0.000	-	0.893	0.920
Lights	75	36	83	0	-	194	62	235	26	0	-	323	53	74	26	0	-	153	32	496	138	0	-	666	1336
% Lights	91.5	97.3	73.5	-	-	83.6	67.4	92.9	89.7	-	-	86.4	98.1	100.0	96.3	-	-	98.7	97.0	96.9	97.9	-	-	97.1	92.3
Mediums	3	1	5	0	-	9	5	13	2	0	-	20	1	0	1	0	-	2	1	10	1	0	-	12	43
% Mediums	3.7	2.7	4.4	-	-	3.9	5.4	5.1	6.9	-	-	5.3	1.9	0.0	3.7	-	-	1.3	3.0	2.0	0.7	-	-	1.7	3.0
Articulated Trucks	4	0	25	0	-	29	25	5	1	0	-	31	0	0	0	0	-	0	0	6	2	0	-	8	68
% Articulated Trucks	4.9	0.0	22.1	-	-	12.5	27.2	2.0	3.4	-	-	8.3	0.0	0.0	0.0	-	-	0.0	0.0	1.2	1.4	-	-	1.2	4.7
Bicycles on Crosswalk	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

# Sam Schwartz

Sam Schwartz  
223 W. Jackson Suite 1101

Chicago, Illinois, United States 60606  
773.305.0800 kmurphy@samschwartz.com

Count Name: Eldemain Rd. @US 34  
Site Code:  
Start Date: 07/21/2021  
Page No: 7



Turning Movement Peak Hour Data Plot (7:45 AM)



Reviewed By:	
Legal	<input type="checkbox"/>
Finance	<input type="checkbox"/>
Engineer	<input type="checkbox"/>
City Administrator	<input checked="" type="checkbox"/>
Community Development	<input type="checkbox"/>
Purchasing	<input checked="" type="checkbox"/>
Police	<input type="checkbox"/>
Public Works	<input type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>

Agenda Item Number

Mayor's Report #2

Tracking Number

CC 2022-18

### Agenda Item Summary Memo

**Title:** Parks and Recreation SUV Purchase – 2022 Ford Escape from Riverview Ford, Oswego Illinois

**Meeting and Date:** City Council – May 10, 2022

**Synopsis:** Parks and Recreation SUV Purchase – 2022 Ford Escape from Riverview Ford, Oswego, Illinois

#### Council Action Previously Taken:

Date of Action: \_\_\_\_\_ Action Taken: \_\_\_\_\_

Item Number: \_\_\_\_\_

**Type of Vote Required:** Majority

**Council Action Requested:** Approval

**Submitted by:** Tim Evans Parks and Recreation  
Name Department

#### Agenda Item Notes:

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# Memorandum



To: Yorkville City Council  
From: Tim Evans, Director of Parks and Recreation  
CC: Bart Olson, City Administrator  
Date: May 3, 2022  
Subject: Parks & Recreation Vehicle Purchase

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## Subject

Parks & Recreation Vehicle Purchase

## Background

As part of the of the approved FY 23 City budget, the City designated \$50,000 in capital funds for the Parks & Recreation Department to purchase a new vehicle. Over the past few weeks, P&R staff has been working with the City's Purchasing Manager, Shanel Gayle, on securing a new P&R vehicle. Initially the department had planned on purchasing a new cargo van, however after reviewing the current P&R vehicle fleet, staff has determined that it would be more effective to purchase a four (4) person van, SUV or truck. As part of the P&R vehicle and equipment replacement schedule, the department has secured the following two (2) quotes:

- 1) 2022 Ford Escape SEL AWD at \$35,557.24 from Riverview Ford.
- 2) 2022 Ford Explorer (K8B) Base 4WD, in the amount of \$33,648.46. Sourcewell Contract 091521-NAF, 2022.

Both vehicles would meet the current demands of the Parks and Recreation Department programming and maintenance needs, however the Riverview Ford Quote is about \$2,000 higher. The benefit to the Riverview Ford quote is that this vehicle is available to purchase with immediate delivery.

While this vehicle was scheduled to replace the current Parks & Recreation 2006 Dodge Caravan, there is currently a significant increase in the amount of recreation programming and parks maintenance, especially with the preschool and the rec. office moving into new locations. So, for the time being, the department will be keeping the Parks & Recreation van to meet the current demand of recreation programming and parks maintenance. Also, with the leftover funds, staff expects to purchase a new bed cap for one of the Parks & Recreation trucks and a new lawn mower.

## Recommendation

Staff seeks City Council approval to purchase one (1) 2022 Ford Escape for Parks & Recreation in the total amount of \$35,557.24 from Riverview Ford, Oswego, Illinois.

**A RESOLUTION OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS  
APPROVING THE PURCHASE OF A 2022 FORD ESCAPE FOR THE PARKS &  
RECREATION DEPARTMENT**

**WHEREAS**, the United City of Yorkville, Kendall County, Illinois (the “City”) is a duly organized and validly existing non home-rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; and,

**WHEREAS**, the City’s Parks and Recreation Department has demonstrated its need for a new vehicle and, therefore, the budget for fiscal year 2023 designated \$50,000 for a new vehicle; and,

**WHEREAS**, the City determined that the need for a new vehicle is immediate and, therefore, secured quotes for a four (4) person SUV, one of which being received from a dealership which could provide immediate delivery and, therefore, due to the urgent need, the Department of Parks & Recreation recommended the acquisition of a 2022 Ford Escape as hereinafter provided.

**NOW THEREFORE, BE IT RESOLVED** by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois, as follows:

*Section 1:* That all of the recitals set forth above are incorporated herein as if fully restated in this Section 1.

*Section 2:* That the City Council hereby approves the acquisition of a 2022 Ford Escape from Riverview Ford of Oswego, Illinois, for a purchase price of \$35,557.24 and hereby waive the public bidding requirements for City purchases in excess of \$25,000 as permitted by law.

*Section 3:* That this Resolution shall be in full force and effect upon its passage by a 2/3 vote of the Alderman now holding office and approval by the Mayor, all as provided by law.

*Passed* by the City Council of the United City of Yorkville, Kendall County, Illinois this  
\_\_\_\_ day of \_\_\_\_\_, A.D. 2022.

\_\_\_\_\_  
CITY CLERK

KEN KOCH \_\_\_\_\_

DAN TRANSIER \_\_\_\_\_

ARDEN JOE PLOCHER \_\_\_\_\_

CRAIG SOLING \_\_\_\_\_

CHRIS FUNKHOUSER \_\_\_\_\_

MATT MAREK \_\_\_\_\_

SEAVER TARULIS \_\_\_\_\_

JASON PETERSON \_\_\_\_\_

**APPROVED** by me, as Mayor of the United City of Yorkville, Kendall County, Illinois  
this \_\_\_\_ day of \_\_\_\_\_, A.D. 2022.

\_\_\_\_\_  
MAYOR

*Attest:*

\_\_\_\_\_  
CITY CLERK





HENNESSY'S 

888-994-1003

RIVER VIEW





# National Auto Fleet Group

A Division of Chevrolet of Watsonville  
490 Auto Center Drive, Watsonville, CA 95076  
(855) 289-6572 • (831) 480-8497 Fax  
Fleet@NationalAutoFleetGroup.com

5/3/2022

Quote ID: **20176**

Order Cut Off Date: **TBA**

Mr Scott Sleezer  
United City of Yorkville  
800 Game Farm Road  
Yorkville, Illinois, 60560

Dear Scott Sleezer,

National Auto Fleet Group is pleased to quote the following vehicle(s) for your consideration.

**One (1) New/Unused (2022 Ford Explorer (K8B) Base 4WD, Factory Order )** and delivered to your specified location, each for

	One Unit (MSRP)	One Unit	Total % Savings	Total Savings
Contract Price	\$37,400.00	\$33,648.46	10.031 %	\$3,751.54
Factory Order		\$0.00		
Tax (0.0000 %)		\$0.00		
Tire fee		\$0.00		
Total		\$33,648.46		

- per the attached specifications.

This vehicle(s) is available under the **Sourcewell Contract 091521-NAF** . Please reference this Contract number on all purchase orders to National Auto Fleet Group. Payment terms are Net 20 days after receipt of vehicle.

Thank you in advance for your consideration. Should you have any questions, please do not hesitate to call.

Sincerely,

Jesse Cooper  
Account Manager  
Email: Fleet@NationalAutoFleetGroup.com  
Office: (855) 289-6572  
Fax: (831) 480-8497

Quoting Department  
Account Manager  
Fleet@NationalAutoFleetGroup.com  
(855) 289-6572



## **Purchase Order Instructions & Resources**

In order to finalize your purchase please submit this purchase packet to your governing body for a purchase order approval and submit your purchase order in the following way:

Email: [Fleet@NationalAutoFleetGroup.com](mailto:Fleet@NationalAutoFleetGroup.com)

Fax: (831) 480-8497

Mail: National Auto Fleet Group

490 Auto Center Drive

Watsonville, CA 95076

**We will send a courtesy confirmation for your order and a W-9 if needed.**

### **Additional Resources**

Learn how to track your vehicle: [www.NAFGETA.com](http://www.NAFGETA.com)

Use the upfitter of your choice: [www.NAFGpartner.com](http://www.NAFGpartner.com)

Vehicle Status: [ETA@NationalAutoFleetGroup.com](mailto:ETA@NationalAutoFleetGroup.com)

General Inquiries: [Fleet@NationalAutoFleetGroup.com](mailto:Fleet@NationalAutoFleetGroup.com)

For general questions or assistance please contact our main office at:

**1-855-289-6572**

## Vehicle Configuration Options

<b>ENGINE</b>	
<b>Code</b>	<b>Description</b>
99H	ENGINE: 2.3L ECOBOOST I-4, -inc: auto start-stop technology (STD)
<b>TRANSMISSION</b>	
<b>Code</b>	<b>Description</b>
44T	TRANSMISSION: 10-SPEED AUTOMATIC, (STD)
<b>PRIMARY PAINT</b>	
<b>Code</b>	<b>Description</b>
YZ	OXFORD WHITE
<b>PAINT SCHEME</b>	
<b>Code</b>	<b>Description</b>
___	STANDARD PAINT
<b>SEAT TYPE</b>	
<b>Code</b>	<b>Description</b>
7N	SANDSTONE, CLOTH CAPTAIN'S CHAIRS, -inc: 8-way power driver's seat w/power function for tilt and recline, 4-way manual front passenger seat w/fore/aft and recline and 2-way manually adjustable driver and front passenger head restraints
<b>ADDITIONAL EQUIPMENT</b>	
<b>Code</b>	<b>Description</b>
153	FRONT LICENSE PLATE BRACKET
16A	FRONT & SECOND ROW FLOOR LINERS (16A), -inc: Deletes standard black carpet floor mats
<b>OPTION PACKAGE</b>	
<b>Code</b>	<b>Description</b>
100A	EQUIPMENT GROUP 100A

## 2022 Fleet/Non-Retail Ford Explorer Base 4WD

### WINDOW STICKER

2022 Ford Explorer Base 4WD		
CODE	MODEL	MSRP
K8B	2022 Ford Explorer Base 4WD	\$35,745.00
<b>OPTIONS</b>		
99H	ENGINE: 2.3L ECOBOOST I-4, -inc: auto start-stop technology (STD)	\$0.00
44T	TRANSMISSION: 10-SPEED AUTOMATIC, (STD)	\$0.00
YZ	OXFORD WHITE	\$0.00
—	STANDARD PAINT	\$0.00
7N	SANDSTONE, CLOTH CAPTAIN'S CHAIRS, -inc: 8-way power driver's seat w/power function for tilt and recline, 4-way manual front passenger seat w/fore/aft and recline and 2-way manually adjustable driver and front passenger head restraints	\$0.00
153	FRONT LICENSE PLATE BRACKET	\$0.00
16A	FRONT & SECOND ROW FLOOR LINERS (16A), -inc: Deletes standard black carpet floor mats	\$160.00
100A	EQUIPMENT GROUP 100A	\$0.00
Please note selected options override standard equipment		
<b>SUBTOTAL</b>		<b>\$35,905.00</b>
Advert/ Adjustments		\$0.00
Manufacturer Destination Charge		\$1,495.00
<b>TOTAL PRICE</b>		<b>\$37,400.00</b>
Est City: 19 MPG Est Highway: 17 MPG Est Highway Cruising Range: 353.60 mi		

Any performance-related calculations are offered solely as guidelines. Actual unit performance will depend on your operating conditions.

## Standard Equipment

### MECHANICAL

Engine: 2.3L EcoBoost I-4 -inc: auto start-stop technology
Transmission: 10-Speed Automatic
3.58 Non-Limited-Slip Rear Axle Ratio
GVWR: 6,160 lbs
50 State Emissions System Flexible Fuel Vehicle (FFV) system is standard equipment for vehicles with the 3.3L Ti-VCT V6 FFV engine.
Transmission w/Driver Selectable Mode
Automatic Full-Time Four-Wheel Drive
Battery w/Run Down Protection
Regenerative Alternator
Towing Equipment -inc: Trailer Sway Control
Gas-Pressurized Shock Absorbers
Front And Rear Anti-Roll Bars
Electric Power-Assist Speed-Sensing Steering
17.9 Gal. Fuel Tank
Quasi-Dual Stainless Steel Exhaust
Auto Locking Hubs
Strut Front Suspension w/Coil Springs
Multi-Link Rear Suspension w/Coil Springs
4-Wheel Disc Brakes w/4-Wheel ABS, Front And Rear Vented Discs, Brake Assist, Hill Descent Control, Hill Hold Control and Electric Parking Brake

### EXTERIOR

Wheels: 18" 5-Spoke Silver-Painted Aluminum
Tires: P255/65R18 AS BSW -inc: mini spare
Steel Spare Wheel
Spare Tire Mounted Inside Under Cargo
Clearcoat Paint
Body-Colored Front Bumper
Body-Colored Rear Bumper w/Black Rub Strip/Fascia Accent
Black Bodyside Cladding and Black Wheel Well Trim
Black Side Windows Trim, Black Front Windshield Trim and Black Rear Window Trim
Black Door Handles
Black Power Side Mirrors w/Manual Folding
Fixed Rear Window w/Fixed Interval Wiper, Heated Wiper Park and Defroster
Deep Tinted Glass
Speed Sensitive Variable Intermittent Wipers
Galvanized Steel/Aluminum Panels
Lip Spoiler
Black Grille
Power Liftgate Rear Cargo Access
Tailgate/Rear Door Lock Included w/Power Door Locks
Autolamp Auto On/Off Aero-Composite Led Low/High Beam Auto High-Beam Daytime Running Lights Preference Setting Headlamps w/Delay-Off
LED Brakelights
Headlights-Automatic Highbeams

### ENTERTAINMENT

Radio: AM/FM Stereo -inc: MP3 capability, 6 speakers, speed-compensated volume and SiriusXM radio w/a 3 month prepaid subscription, Service is not available in Alaska and Hawaii, SiriusXM audio and data services each require a subscription sold separately, or as a package, by Sirius XM radio inc, If you decide to continue service after your trial, the subscription plan you choose will automatically renew thereafter and you will be charged according to your chosen payment method at then-current rates, Fees and taxes apply, To cancel you must call SiriusXM at 1-866-635-2349, See SiriusXM customer agreement for complete terms at [www.siriusxm.com](http://www.siriusxm.com), All fees and programming subject to change, Trial subscriptions not available in Alaska and Hawaii

Radio w/Seek-Scan, Clock, Steering Wheel Controls and Internal Memory

Streaming Audio

Integrated Roof Antenna

SYNC 3 Communications & Entertainment System -inc: enhanced voice recognition, 8" LCD capacitive touchscreen in center stack w/swipe capability, AppLink, 911 Assist, Apple Car Play and Android Auto compatibility and 1 "A" and 1 "C" USB ports in the media hub,

Bluetooth Wireless Phone Connectivity

2 LCD Monitors In The Front

## INTERIOR

Bucket Front Seats w/Cloth Back Material

Driver Seat

Passenger Seat

35-30-35 Folding Split-Bench Front Facing Manual Reclining Fold Forward Seatback Cloth Rear Seat w/Manual Fore/Aft

Manual Tilt/Telescoping Steering Column

Gauges -inc: Speedometer, Odometer, Engine Coolant Temp, Tachometer, Oil Level, Trip Odometer and Trip Computer

Power Rear Windows and Fixed 3rd Row Windows

Fixed 50-50 Bench Cloth 3rd Row Seat Front, Manual Fold Into Floor, 2 Manual and Adjustable Head Restraints

Front Cupholder

Rear Cupholder

Compass

Remote Keyless Entry w/Integrated Key Transmitter, Illuminated Entry, Illuminated Ignition Switch and Panic Button

Remote Releases -Inc: Power Cargo Access

Cruise Control w/Steering Wheel Controls

Voice Activated Dual Zone Front Automatic Air Conditioning

Rear HVAC w/Separate Controls

HVAC -inc: Underseat Ducts and Headliner/Pillar Ducts

Locking Glove Box

Driver Foot Rest

Interior Trim -inc: Metal-Look/Piano Black Instrument Panel Insert, Metal-Look/Piano Black Door Panel Insert, Piano Black Console Insert and Chrome/Metal-Look Interior Accents

Full Cloth Headliner

Cloth Door Trim Insert

Cloth Captain's Chairs -inc: 8-way power driver's seat w/power function for tilt and recline, 4-way manual front passenger seat w/fore/aft and recline and 2-way manually adjustable driver and front passenger head restraints

Day-Night Rearview Mirror

Driver And Passenger Visor Vanity Mirrors w/Driver And Passenger Illumination, Driver And Passenger Auxiliary Mirror

Full Floor Console w/Covered Storage, Mini Overhead Console w/Storage and 5 12V DC Power Outlets

Front And Rear Map Lights

Fade-To-Off Interior Lighting

Full Carpet Floor Covering -inc: Carpet Front And Rear Floor Mats

Carpet Floor Trim

Trunk/Hatch Auto-Latch

Cargo Area Concealed Storage

Cargo Space Lights

FOB Controls -inc: Cargo Access

Smart Device Remote Engine Start

FordPass Connect -inc: 4G LTE Wi-Fi hotspot connects up to 10 devices w/wireless data trial that begins upon AT&T activation and expires at the end of 3 months or when 3GB of data is used, whichever comes first, but cannot extend beyond the trial subscription period for remote features. To activate, go to [www.att.com/ford](http://www.att.com/ford), remotely start, lock and unlock vehicle, schedule specific times to remotely start vehicle, locate parked vehicle and check vehicle status (FordPass Connect, the Ford Pass App, and Complimentary Connected Services are required for remote features (see FordPass terms for details), Connected Service and features depend on compatible AT&T network availability, Evolving technology/cellular networks/vehicle capability may limit functionality and prevent operation of connected features, Connected services excludes Wi-Fi hotspot.), Note: Ford Telematics and data services prep included for fleet only: FordPass Connect 4G Wi-Fi modem provides data to support telematics and data services including but not limited to vehicle location, speed, idle time, fuel, vehicle diagnostics and maintenance alerts, Device enables telematics services through Ford or authorized providers, Activate at [www.fleet.ford.com](http://www.fleet.ford.com) or call 833-FCS-Ford, (833-327-3673)

Driver / Passenger And Rear Door Bins

Power 1st Row Windows w/Driver And Passenger 1-Touch Up/Down

Delayed Accessory Power

Power Door Locks w/Autolock Feature

Systems Monitor

Trip Computer

Outside Temp Gauge

Analog Appearance

Manual Adjustable Rear Head Restraints

Front Center Armrest

2 Seatback Storage Pockets

Securilock Anti-Theft Ignition (pats) Engine Immobilizer

5 12V DC Power Outlets

Air Filtration

## SAFETY

AdvanceTrac w/Roll Stability Control Electronic Stability Control (ESC) And Roll Stability Control (RSC)

Terrain Management System ABS And Driveline Traction Control

Side Impact Beams

Dual Stage Driver And Passenger Seat-Mounted Side Airbags

Reverse Sensing System Rear Parking Sensors

Ford Co-Pilot360 - BLIS (Blind Spot Information System) Blind Spot

Ford Co-Pilot360 - Pre-Collision Assist with Pedestrian Detection and Cross-Traffic Alert

Lane Keeping Alert Lane Keeping Assist

Lane Keeping Alert Lane Departure Warning

Collision Mitigation-Front

Driver Monitoring-Alert

Tire Specific Low Tire Pressure Warning

Dual Stage Driver And Passenger Front Airbags

Safety Canopy System Curtain 1st, 2nd And 3rd Row Airbags

Airbag Occupancy Sensor

Driver And Passenger Knee Airbag

Mykey System -inc: Top Speed Limiter, Audio Volume Limiter, Early Low Fuel Warning, Programmable Sound Chimes and Beltminder w/Audio Mute

Rear Child Safety Locks

Outboard Front Lap And Shoulder Safety Belts -inc: Rear Center 3 Point, Height Adjusters and Pretensioners

Back-Up Camera w/Washer







Reviewed By:	
Legal	<input type="checkbox"/>
Finance	<input type="checkbox"/>
Engineer	<input type="checkbox"/>
City Administrator	<input checked="" type="checkbox"/>
Community Development	<input type="checkbox"/>
Purchasing	<input type="checkbox"/>
Police	<input type="checkbox"/>
Public Works	<input type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>

Agenda Item Number

Mayor's Report #3

Tracking Number

CC 2021-04

### Agenda Item Summary Memo

**Title:** City Buildings Updates

**Meeting and Date:** City Council – May 10, 2022

**Synopsis:** \_\_\_\_\_  
\_\_\_\_\_

### Council Action Previously Taken:

Date of Action: \_\_\_\_\_ Action Taken: \_\_\_\_\_

Item Number: \_\_\_\_\_

**Type of Vote Required:** None

**Council Action Requested:** Informational

**Submitted by:** Bart Olson Administration  
Name Department

### Agenda Item Notes:

If new information is available at the time of the meeting, then a discussion will be held.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



Reviewed By:	
Legal	<input type="checkbox"/>
Finance	<input type="checkbox"/>
Engineer	<input type="checkbox"/>
City Administrator	<input checked="" type="checkbox"/>
Community Development	<input type="checkbox"/>
Purchasing	<input type="checkbox"/>
Police	<input type="checkbox"/>
Public Works	<input type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>

Agenda Item Number

Mayor's Report #4

Tracking Number

CC 2021-38

### Agenda Item Summary Memo

**Title:** Water Study Update

**Meeting and Date:** City Council – May 10, 2022

**Synopsis:** \_\_\_\_\_  
\_\_\_\_\_

### Council Action Previously Taken:

Date of Action: \_\_\_\_\_ Action Taken: \_\_\_\_\_

Item Number: \_\_\_\_\_

**Type of Vote Required:** None

**Council Action Requested:** Informational

**Submitted by:** Bart Olson Administration  
Name Department

### Agenda Item Notes:

If new information is available at the time of the meeting, then a discussion will be held.  
\_\_\_\_\_  
\_\_\_\_\_  
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