United City of Yorkville
651 Prairie Pointe Drive
Yorkville, Illinois 60560
Telephone: 630-553-4350
www.yorkville.il.us

AGENDA
CITY COUNCIL MEETING
Tuesday, January 28, 2025
7:00 p.m.
City Hall Council Chambers
651 Prairie Pointe Drive, Yorkville, IL

Call to Order:

Pledge of Allegiance:

Roll Call by Clerk:

WARD I	WARD II	WARD III	WARD IV
Ken Koch	Arden Joe Plocher	Chris Funkhouser	Seaver Tarulis
Dan Transier	Craig Soling	Matt Marek	Rusty Corneils

Establishment of Quorum:

Amendments to Agenda:

Presentations:

1. Introduction of New Community Development Employee – David Hansen, Senior Planner
2. Introduction of Public Works Employee – John Sleezer, Assistant Director of Public Works

Public Hearings:

Citizen Comments on Agenda Items:

Consent Agenda:

1. Bill Payments for Approval
   - $ 3,099,206.07 (vendors)
   - $ 435,615.01 (payroll period ending 01/17/25)
   - $ 3,534,821.08 (total)
2. PW 2025-02 Water Reports for August 2024 – December 2024
3. PW 2025-05 Resolution Approving a Change Order Relating to the 2024 Local Road Program – *authorize the Mayor and City Clerk to execute*
4. PW 2025-06 Resolution Approving the Release of a Performance Guarantee Bond Related to Grande Reserve Unit 20 - *authorize the Mayor and City Clerk to execute*
5. PW 2025-08 Ordinance Amending the Traffic Schedule and Index (Matlock Drive and Berrywood Lane) – *authorize the Mayor and City Clerk to execute*

Mayor's Report:

1. CC 2025-05 Fireworks Display Contract
    a. Resolution Authorizing a Contract with Mad Bomber Fireworks Productions for the Purchase of Fireworks for a City-Sponsored Fireworks Display
    b. Ordinance Authorizing the Fourth Amendment to the Annual Budget of the United City of Yorkville, for the Fiscal Year Commencing on May 1, 2024 and Ending on April 30, 2025
2. CC 2025-06 Appointment to Planning and Zoning Commission – Chad Green
3. CC 2025-07 Resolution Approving a Sales Tax Revenue Sharing Agreement (Costco Wholesale Corporation

Public Works Committee Report:

1. PW 2025-07 Resolution Authorizing the Purchase of 500 Replacement Water Meters in an Amount Not to Exceed $130,000
2. PW 2025-09 Resolution Approving an Engineering Agreement with Engineering Enterprises, Inc. (Route 47 Utility Relocation – Carpenter St. to Waterpark Way)
3. PW 2025-10 Resolution Approving an Engineering Agreement with Engineering Enterprises, Inc. (Whispering Meadows Storm Sewer – Design Engineering Agreement)

Economic Development Committee Report:

Public Safety Committee Report:

Administration Committee Report:

Park Board:

Planning and Zoning Commission:

1. PZC 2024-30 & EDC 2025-07 Kendall County Petition 24-30 – 1.5 Mile Review (South of 9949 and 10021 Ament Road)
2. PZC 2024-33 & EDC 2025-10 Costco
    a. Ordinance Approving an Amendment to a Planned Unit Development for Yorkville Crossing (Costco Wholesale Corporation)
    b. Ordinance Approving a Special Use Permit Allowing the Operation of a Gasoline Service Station on Certain Territory Located at the Southeast Corner of East Countryside Parkway and McHugh Road, Yorkville, Illinois (Costco Wholesale Corporation)
    c. Ordinance Approving the Final Plat of Subdivisions for *Costco Wholesale*

City Council Report:

City Clerk's Report:

Community and Liaison Report:

Staff Report:

Mayor's Report (cont'd):

4. CC 2025-08 Public Works and Parks Department Facility Update
5. CC 2025-09 Lake Michigan Water Project Update

Additional Business:

Citizen Comments:

Executive Session:

1. 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.

Adjournment:

COMMITTEES, MEMBERS AND RESPONSIBILITIES

ADMINISTRATION: February 19, 2025 – 6:00 p.m. – East Conference Room #337

Committee		Departments	Liaisons
Chairman:	Alderman Marek	Finance	Library
Vice-Chairman:	Alderman Plocher	Administration	
Committee:	Alderman Koch		
Committee:	Alderman Corneils		

ECONOMIC DEVELOPMENT: February 4, 2025 – 6:00 p.m. – East Conference Room #337

Committee		Departments	Liaisons
Chairman:	Alderman Plocher	Community Development	Planning & Zoning Commission
Vice-Chairman:	Alderman Funkhouser	Building Safety & Zoning	Kendall Co. Plan Commission
Committee:	Alderman Transier		
Committee:	Alderman Tarulis		

PUBLIC SAFETY: March 6, 2025 – 6:00 p.m. – East Conference Room #337

Committee		Departments	Liaisons
Chairman:	Alderman Transier	Police	School District
Vice-Chairman:	Alderman Tarulis		
Committee:	Alderman Soling		
Committee:	Alderman Funkhouser		

COMMITTEES, MEMBERS AND RESPONSIBILITIES cont'd:

PUBLIC WORKS: February 18, 2025 – 6:00 p.m. – East Conference Room #337

Committee		Departments	Liaisons
Chairman:	Alderman Koch	Public Works	Park Board
Vice-Chairman:	Alderman Soling	Engineering	YBSD
Committee:	Alderman Marek	Parks and Recreation	
Committee:	Alderman Corneils		

UNITED CITY OF YORKVILLE
WORKSHEET
CITY COUNCIL
Tuesday, January 28, 2025
7:00 PM
CITY COUNCIL CHAMBERS

AMENDMENTS TO AGENDA:

PRESENTATIONS:

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1. Introduction of New Community Development Employee – David Hansen, Senior Planner

2. Introduction of Public Works Employee – John Sleezer, Assistant Director of Public Works

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CITIZEN COMMENTS ON AGENDA ITEMS:

CONSENT AGENDA:

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1. Bill Payments for Approval
   - ☐ Approved _____
     - ☐ As presented
     - ☐ As amended
   - ☐ Notes _____

     _____

     _____

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2. PW 2025-02 Water Reports for August 2024 – December 2024
   - ☐ Approved: **Y** _____ **N** _____ □ Subject to _____
   - ☐ Removed _____
   - ☐ Notes _____

     _____

     _____

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3. PW 2025-05 Resolution Approving a Change Order Relating to the 2024 Local Road Program

☐ Approved: **Y** _____ **N** _____ □ Subject to _____

☐ Removed _____

☐ Notes _____

_____

_____

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4. PW 2025-06 Resolution Approving the Release of a Performance Guarantee Bond Related to Grande Reserve Unit 20

☐ Approved: **Y** _____ **N** _____ □ Subject to _____

☐ Removed _____

☐ Notes _____

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_____

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5. PW 2025-08 Ordinance Amending the Traffic Schedule and Index (Matlock Drive and Berrywood Lane)

☐ Approved: **Y** _____ **N** _____ □ Subject to _____

☐ Removed _____

☐ Notes _____

_____

_____

MAYOR'S REPORT:

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1. CC 2025-05 Fireworks Display Contract

   a. Resolution Authorizing a Contract with Mad Bomber Fireworks Productions for the Purchase of Fireworks for a City-Sponsored Fireworks Display

   b. Ordinance Authorizing the Fourth Amendment to the Annual Budget of the United City of Yorkville, for the Fiscal Year Commencing on May 1, 2024 and Ending on April 30, 2025

   ☐ Approved: **Y** _____ **N** _____ □ Subject to _____

   ☐ Removed _____

   ☐ Notes _____

   _____

   _____

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2. CC 2025-06 Appointment to Planning and Zoning Commission – Chad Green

   ☐ Approved: **Y** _____ **N** _____ □ Subject to _____

   ☐ Removed _____

   ☐ Notes _____

   _____

   _____

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3. CC 2025-07 Resolution Approving a Sales Tax Revenue Sharing Agreement (Costco Wholesale Corporation)

   ☐ Approved: **Y** _____ **N** _____ □ Subject to _____

   ☐ Removed _____

   ☐ Notes _____

   _____

   _____

PUBLIC WORKS COMMITTEE REPORT:

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1. PW 2025-07 Resolution Authorizing the Purchase of 500 Replacement Water Meters in an Amount Not to Exceed $130,000

   ☐ Approved: **Y** _____ **N** _____ □ Subject to _____

   ☐ Removed _____

   ☐ Notes _____

   _____

   _____

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2. PW 2025-09 Resolution Approving an Engineering Agreement with Engineering Enterprises, Inc. (Route 47 Utility Relocation – Carpenter St. to Waterpark Way)

   ☐ Approved: **Y** _____ **N** _____ □ Subject to _____

   ☐ Removed _____

   ☐ Notes _____

   _____

   _____

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3. PW 2025-10 Resolution Approving an Engineering Agreement with Engineering Enterprises, Inc. (Whispering Meadows Storm Sewer – Design Engineering Agreement)

   ☐ Approved: **Y** _____ **N** _____ □ Subject to _____

   ☐ Removed _____

   ☐ Notes _____

   _____

   _____

PLANNING AND ZONING COMMISSION:

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1. PZC 2024-30 & EDC 2025-07 Kendall County Petition 24-30 – 1.5 Mile Review
   (South of 9949 and 10021 Ament Road)

☐ Approved: **Y** _____ **N** _____ □ Subject to _____

☐ Removed _____

☐ Notes _____

_____

_____

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2. PZC 2024-33 & EDC 2025-10 Costco

   a. Ordinance Approving an Amendment to a Planned Unit Development for Yorkville Crossing (Costco Wholesale Corporation)

☐ Approved: **Y** _____ **N** _____ □ Subject to _____

☐ Removed _____

   b. Ordinance Approving a Special Use Permit Allowing the Operation of a Gasoline Service Station on Certain Territory Located at the Southeast Corner of East Countryside Parkway and McHugh Road, Yorkville, Illinois (Costco Wholesale Corporation)

☐ Approved: **Y** _____ **N** _____ □ Subject to _____

☐ Removed _____

   c. Ordinance Approving the Final Plat of Subdivisions for *Costco Wholesale*

☐ Approved: **Y** _____ **N** _____ □ Subject to _____

☐ Removed _____

☐ Notes _____

_____

_____

MAYOR'S REPORT (CONT'D):

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4. CC 2025-08 Public Works and Parks Department Facility Update
   - ☐ Approved: **Y** _____ **N** _____ □ Subject to _____
   - ☐ Removed _____
   - ☐ Notes _____

     _____

     _____

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5. CC 2025-09 Lake Michigan Water Project Update
   - ☐ Approved: **Y** _____ **N** _____ □ Subject to _____
   - ☐ Removed _____
   - ☐ Notes _____

     _____

     _____

ADDITIONAL BUSINESS:

CITIZEN COMMENTS:

Reviewed By:	
Legal	☐
Finance	■
Engineer	☐
City Administrator	☐
Community Development	☐
Purchasing	☐
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

Consent Agenda #1

Tracking Number

Agenda Item Summary Memo

Title: Bills for Payment

Meeting and Date: City Council – January 28, 2025

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 (Name) Finance (Department)

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/320/City-Council

UNITED CITY OF YORKVILLE
MANUAL CHECK REGISTER

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	CHECK DATE	ACCOUNT #	ITEM AMT
131254	KCR	KENDALL COUNTY RECORDER'S			01/02/25		
	4017769	01/02/25	01	RELEASE UTILITY LIEN		51-510-54-00-5448	57.00
						INVOICE TOTAL:	57.00 *
						CHECK TOTAL:	57.00
						TOTAL AMOUNT PAID:	57.00

01-110	ADMIN
01-120	FINANCE
01-210	POLICE
01-220	COMMUNITY DEVELOPMENT
01-410	STREETS OPERATIONS
01-640	ADMINISTRATIVE SERVICES
11-111	FOX HILL SSA
12-112	SUNFLOWER SSA
15-155	MOTOR FUEL TAX (MFT)
23-230	CITY WIDE CAPITAL
24-216	BUILDING & GROUNDS
25-205	POLICE CAPITAL
25-212	GENERAL GOVERNMENT CAPITAL
25-215	PUBLIC WORKS CAPITAL
25-225	PARK & RECREATION CAPITAL
51-510	WATER OPERATIONS
52-520	SEWER OPERATIONS
79-790	PARKS DEPARTMENT
79-795	RECREATION DEPARTMENT
82-820	LIBRARY OPERATIONS
84-840	LIBRARY CAPITAL
87-870	COUNTRYSIDE TIF
88-880	DOWNTOWN TIF
89-890	DOWNTOWN II TIF
90-XXX	DEVELOPER ESCROW
95-000	ESCROW DEPOSIT

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 01/15/25

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
541918	COMEDNBD	COMED						
		011425-EASEMENT	01/14/25	01	ONE TIME FEE FOR EASEMENT	51-510-60-00-6024	24,835.47	
				02	SR6532041	** COMMENT **		
						INVOICE TOTAL:	24,835.47 *	
						CHECK TOTAL:		24,835.47
						TOTAL AMOUNT PAID:		24,835.47

01-110	ADMIN
01-120	FINANCE
01-210	POLICE
01-220	COMMUNITY DEVELOPMENT
01-410	STREETS OPERATIONS
01-640	ADMINISTRATIVE SERVICES
11-111	FOX HILL SSA
12-112	SUNFLOWER SSA
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88-880	DOWNTOWN TIF
89-890	DOWNTOWN II TIF
90-XXX	DEVELOPER ESCROW
95-000	ESCROW DEPOSIT

UNITED CITY OF YORKVILLE
CHECK REGISTER

INVOICES DUE ON/BEFORE 01/17/2025

CHECK #	VENDOR # / INVOICE #		INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT
D003928	EVANST	TIM EVANS						
	2025 IPRA PER DIEM		01/08/25	01	2025 IPRA 2025 CONFERENCE	79-795-54-00-5415		161.00
				02	MEAL PER DIEMS	** COMMENT **		
						INVOICE TOTAL:		161.00 *
						DIRECT DEPOSIT TOTAL:		161.00
D003929	GALAUNEJ	JAKE GALAUNER						
	2025 IPRA PER DIEM		01/08/25	01	2025 IPRA 2025 CONFERENCE	79-795-54-00-5415		322.00
				02	MEAL PER DIEMS	** COMMENT **		
						INVOICE TOTAL:		322.00 *
						DIRECT DEPOSIT TOTAL:		322.00
541915	GREGORYK	KATELYN GREGORY						
	2025 IPRA PER DIEM		01/08/25	01	2025 IPRA 2025 CONFERENCE	79-795-54-00-5415		230.00
				02	MEAL PER DIEMS	** COMMENT **		
						INVOICE TOTAL:		230.00 *
						CHECK TOTAL:		230.00
D003930	PRUITTC	CAYLA PRUITT						
	2025 IPRA PER DIEM		01/08/25	01	2025 IPRA 2025 CONFERENCE	79-795-54-00-5415		230.00
				02	MEAL PER DIEMS	** COMMENT **		
						INVOICE TOTAL:		230.00 *
						DIRECT DEPOSIT TOTAL:		230.00
D003931	REDMONST	STEVE REDMON						
	2025 IPRA PER DIEM		01/08/25	01	2025 IPRA 2025 CONFERENCE	79-795-54-00-5415		322.00
				02	MEAL PER DIEMS	** COMMENT **		
						INVOICE TOTAL:		322.00 *
						DIRECT DEPOSIT TOTAL:		322.00

01-110	ADMIN
01-120	FINANCE
01-210	POLICE
01-220	COMMUNITY DEVELOPMENT
01-410	STREETS OPERATIONS
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11-111	FOX HILL SSA
12-112	SUNFLOWER SSA
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88-880	DOWNTOWN TIF
89-890	DOWNTOWN II TIF
90-XXX	DEVELOPER ESCROW
95-000	ESCROW DEPOSIT

UNITED CITY OF YORKVILLE
CHECK REGISTER

INVOICES DUE ON/BEFORE 01/17/2025

CHECK #	VENDOR # / INVOICE #		INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT
D003932	ROSBOROS	SHAY REMUS						
	2025 IPRA PER DIEM		01/08/25	01	2025 IPRA 2025 CONFERENCE	79-795-54-00-5415		322.00
				02	MEAL PER DIEMS	** COMMENT **		
						INVOICE TOTAL:		322.00 *
						DIRECT DEPOSIT TOTAL:		322.00
541916	SENDRAS	SAMANTHA SENDRA						
	2025 IPRA PER DIEM		01/08/25	01	2025 IPRA 2025 CONFERENCE	79-795-54-00-5415		230.00
				02	MEAL PER DIEMS	** COMMENT **		
						INVOICE TOTAL:		230.00 *
						CHECK TOTAL:		230.00

TOTAL CHECKS PAID: 460.00

TOTAL DIRECT DEPOSITS PAID: 1,357.00

TOTAL AMOUNT PAID: 1,817.00

01-110	ADMIN
01-120	FINANCE
01-210	POLICE
01-220	COMMUNITY DEVELOPMENT
01-410	STREETS OPERATIONS
01-640	ADMINISTRATIVE SERVICES
11-111	FOX HILL SSA
12-112	SUNFLOWER SSA
15-155	MOTOR FUEL TAX (MFT)
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51-510	WATER OPERATIONS
52-520	SEWER OPERATIONS
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87-870	COUNTRYSIDE TIF
88-880	DOWNTOWN TIF
89-890	DOWNTOWN II TIF
90-XXX	DEVELOPER ESCROW
95-000	ESCROW DEPOSIT

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	CHECK DATE	ACCOUNT #	ITEM AMT
900157	FNBO FIRST NATIONAL BANK OMAHA				01/25/25		
	012525-A.SIMMONS	12/31/24	01	GO TO-DEC 2024 PHONE SERVICE		01-110-54-00-5440	161.33
			02	GO TO-DEC 2024 PHONE SERVICE		01-220-54-00-5440	172.08
			03	GO TO-DEC 2024 PHONE SERVICE		01-120-54-00-5440	118.31
			04	GO TO-DEC 2024 PHONE SERVICE		79-795-54-00-5440	172.08
			05	GO TO-DEC 2024 PHONE SERVICE		01-210-54-00-5440	860.40
			06	NICOR-11/1-12/3 651 PRIAIRIE		01-110-54-00-5480	162.02
			07	POINTE DR		** COMMENT **	
			08	ADS-BEECHER FIRE ALARM		24-216-60-00-6020	3,926.50
			09	VERIZON-NOV 2024 IN CAR UNITS		01-210-54-00-5440	756.21
			10	COMCAST-11/20-12/19 651 PP		01-110-54-00-5440	82.02
			11	INTERNET		** COMMENT **	
			12	COMCAST-11/20-12/19 651 PP		01-220-54-00-5440	87.48
			13	INTERNET		** COMMENT **	
			14	COMCAST-11/20-12/19 651 PP		01-120-54-00-5440	60.15
			15	INTERNET		** COMMENT **	
			16	COMCAST-11/20-12/19 651 PP		79-790-54-00-5440	87.48
			17	INTERNET		** COMMENT **	
			18	COMCAST-11/20-12/19 651 PP		01-210-54-00-5440	437.42
			19	INTERNET		** COMMENT **	
			20	COMCAST-11/20-12/19 651 PP		79-795-54-00-5440	87.49
			21	INTERNET		** COMMENT **	
						INVOICE TOTAL:	7,170.97 *
	012525-B.BEHRENS	12/31/24	01	MENARDS#112724-FLANGE, PLUGS		01-410-56-00-5620	13.08
			02	MENARDS#120224-INSULATION		01-410-56-00-5620	127.99
			03	MENARDS#121024-CASTERS		01-410-56-00-5620	9.99
			04	MENARDS#121624-KNEE PADS		01-410-56-00-5620	9.99
			05	MENARDS#122724-CLEANER		01-410-56-00-5620	19.96
			06	MENARDS#120524-THERMOSTAT		01-410-56-00-5620	32.93
						INVOICE TOTAL:	213.94 *
	012525-B.BLYSTONE	12/31/24	01	AMAZON-PENS, CALCULATOR, POST		01-110-56-00-5610	133.79
			02	IT NOTES, GLUE, BATTERIES		** COMMENT **	
			03	AMAZON-POSTAGE METER TAPES,		01-110-56-00-5610	43.74
			04	KLEENEX		** COMMENT **	
			05	AMAZON-1099-R TAX FORMS		01-120-56-00-5610	36.96
			06	AMAZON-COPY PAPER		01-110-56-00-5610	172.40
						INVOICE TOTAL:	386.89 *
	012525-B.CREADEUR	12/31/24	01	ICC-RESIDENTIAL ELECTRICAL		01-220-54-00-5412	309.00
			02	INSPECTOR STUDY GUIDE AND EXAM		** COMMENT **	
						INVOICE TOTAL:	309.00 *
	012525-B.OLSON	12/31/24	01	VIBRANT.ORG-MEMORIAL DONATION		01-110-56-00-5610	105.79
			02	IN LIEU OF FLOWERS		** COMMENT **	

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	CHECK DATE	ACCOUNT #	ITEM AMT
900157	FNBO FIRST NATIONAL BANK OMAHA				01/25/25		
	012525-B.OLSON	12/31/24	03	ZOOM-12/23-01/22 USER FEES		01-110-54-00-5462	189.95
						INVOICE TOTAL:	295.74 *
	012525-B.WEBER	12/31/24	01	NAPA#380055-CHAIN CABLE		01-410-56-00-5620	38.93
			02	AUTO ZONE-CHAIN LUBE		01-410-56-00-5620	38.94
			03	ACE-THREADLOCKERS		01-410-56-00-5620	38.42
						INVOICE TOTAL:	116.29 *
	012525-B.WOLF	12/31/24	01	MENARDS#112624-PADLOCKS		79-790-56-00-5620	29.98
			02	MENARDS#121324-PAINT, LINERS		79-790-56-00-5646	113.91
			03	FLATSOS#34024-VALVE STEM		79-790-54-00-5495	25.00
						INVOICE TOTAL:	168.89 *
	012525-D.BROWN	12/31/24	01	AMAZON-PRINTER INK		52-520-56-00-5610	67.25
			02	ILAWWA-SMALL SYSTEMS WEBINAR		51-510-54-00-5412	70.00
			03	FLATSOS#34152-4 NEW TIRES		51-510-56-00-5628	1,257.12
			04	AMAZON-REPLACEMENT BATTERY		51-510-56-00-5620	65.44
			05	MENARDS3121724-REFLECTIVE TAPE		51-510-56-00-5620	53.95
			06	GRAINGER-LABEL TAPE CARTRIDGE		52-520-56-00-5610	25.37
			07	AMAZON-REGULATOR		51-510-56-00-5638	155.00
			08	MENARDS#120524-BATTERIES, SOAP		51-510-56-00-5620	20.33
			09	MENARDS#122724-CLEANERS		51-510-56-00-5638	27.85
			10	MENARDS#121124-COUPLER,		51-510-56-00-5638	58.27
			11	NIPPLES, PLUGS, AIR CHUCK		** COMMENT **	
						INVOICE TOTAL:	1,800.58 *
	012525-D.HENNE	12/31/24	01	ACE-SCREWS		01-410-56-00-5620	1.76
			02	MENARDS120624-SNOW FENCE		01-410-56-00-5620	31.87
			03	MENARDS#121024-THERMOSTAT		24-216-56-00-5656	29.98
			04	NAPA#379967-WIPER BLADE		01-410-56-00-5628	24.98
			05	NAPA#380045-BATTERY TERMINAL		01-410-56-00-5628	9.80
			06	NAPA#380051-RELAY		01-410-56-00-5628	10.96
			07	NAPA#380039-WINDSHIELD WASHER		01-410-56-00-5628	18.45
			08	NOZZLE		** COMMENT **	
			09	NAPA#380115-GROTE		01-410-56-00-5628	18.85
			10	RURAL KING-BUNG TANKS		01-410-56-00-5628	59.98
			11	MENARDS#121024-CABLES, POLE		51-510-56-00-5638	110.53
			12	BREAKERS, CONNECTORS, BLANK		** COMMENT **	
			13	COVER, WIRE		** COMMENT **	
			14	DUTEK-HOSES		01-410-56-00-5628	76.50
						INVOICE TOTAL:	393.66 *
	012525-D.SMITH	12/31/24	01	ADVANTAGE DRIVER TRAINING-CDL		79-790-54-00-5412	3,500.00
			02	TRAINING		** COMMENT **	
			03	NAPA#379407-FUEL TANK VALVE		79-790-56-00-5640	22.11

UNITED CITY OF YORKVILLE
MANUAL CHECK REGISTER

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	CHECK DATE	ACCOUNT #	ITEM AMT
900157	FNBO FIRST NATIONAL BANK OMAHA				01/25/25		
	012525-D.SMITH	12/31/24	04	160 DRIVING ACADEMY-CDL		79-790-54-00-5412	12,450.00
			05	TRAINING FOR LANDA, HODOUS &		** COMMENT **	
			06	LOMBARDO		** COMMENT **	
			07	MENARDS#120524-DRIVE BELT,		25-225-60-00-6020	141.01
			08	WIRELESS KEYPAD, PVC DOOR STOP		** COMMENT **	
			09	MENARDS#121624-FLANGE		79-790-56-00-5640	5.77
			10	MENARDS#121824-VINYL TUBING		79-790-56-00-5640	13.65
			11	MENARDS#120624-PROPANE		79-790-56-00-5640	38.75
			12	MENARDS#121324-PENETRANT		79-790-56-00-5620	18.65
			13	MENARDS#121024-TOTES		79-790-56-00-5640	108.85
			14	MENARDS#121224-HOSE CLAMP		79-790-56-00-5640	2.56
			15	MENARDS#120624-PROPANE REFILL		79-790-56-00-5620	-6.22
			16	CREDIT		** COMMENT **	
						INVOICE TOTAL:	16,295.13 *
	012525-D.YODER	12/31/24	01	MENARDS#121024-SPRAY PAINT,		01-410-56-00-5620	21.90
			02	BOLTS		** COMMENT **	
						INVOICE TOTAL:	21.90 *
	012525-E.DHUSE	12/31/24	01	AMAZON-PRINTER TONER		52-520-56-00-5610	219.94
			02	AMAZON-BINDER DIVIDERS		52-520-56-00-5610	11.28
			03	AMAZON-PRINTER TONER		52-520-56-00-5610	109.99
			04	N.SAFETY-UTILITY GLOVES		01-410-56-00-5600	187.19
			05	N.SAFETY-UTILITY GLOVES		51-510-56-00-5600	187.19
			06	N.SAFETY-UTILITY GLOVES		52-520-56-00-5600	187.20
						INVOICE TOTAL:	902.79 *
	012525-E.HERNANDEZ	12/30/24	01	MENARDS#120224-CABLE TIES		01-410-56-00-5620	29.99
			02	MENARDS#120424-EYE BOLTS		01-410-56-00-5620	12.05
			03	MENARDS#121624-PADDLOCK		01-410-56-00-5620	9.99
			04	ACE-PROPANE REFILL		01-410-56-00-5620	19.99
			05	MENARDS#121724-BATTERIES,		01-410-56-00-5620	156.05
			06	UTILITY BLADES, SCRAPERS		** COMMENT **	
			07	ILSOS-CDL LICENSE RENEWAL		01-410-54-00-5462	61.35
						INVOICE TOTAL:	289.42 *
	012525-E.WILLRETT	12/30/24	01	PARAGON-MALWAREBYTES		01-640-54-00-5450	158.97
			02	SUBSCRIPTION-1 DEVICE		** COMMENT **	
			03	PARAGON-DELL COMPUTER,		01-640-54-00-5450	1,939.96
			04	DOCKING STATION AND MONITORS		** COMMENT **	
			05	AMAZON-KEYBOARD, MONITORS		01-640-54-00-5450	566.52
			06	NIU-ILLINOIS FINACIAL FORUM		01-110-54-00-5412	109.00
			07	REGISTRATION		** COMMENT **	
			08	AMAZON-POWER STRIP		01-640-54-00-5450	50.98
			09	PARAGON-ADOBE ACROBAT FOR TEAM		01-640-54-00-5450	198.99
						INVOICE TOTAL:	3,024.42 *

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	CHECK DATE	ACCOUNT #	ITEM AMT
900157	FNBO FIRST NATIONAL BANK OMAHA				01/25/25		
	012525-G.JOHNSON	12/31/24	01	MENARDS#121224-DUCT TAPE,PEN		51-510-56-00-5620	11.96
			02	MENARDS#121324-PVC PARTS		51-510-56-00-5620	6.20
						INVOICE TOTAL:	18.16 *
	012525-G.KLEEFISCH	12/30/24	01	MENARDS#112624-SCREWS		79-790-56-00-5640	11.34
			02	MENARDS#121024-OUTDOOR LIGHT,		79-790-56-00-5640	122.13
			03	SCREWDRIVERS, OUTLETS		** COMMENT **	
			04	MENARDS#120324-CONTRACTOR		79-790-56-00-5640	27.70
			05	BAGS, LOCKNUTS, BUSHING		** COMMENT **	
			06	MENARDS#120524-COUPLER,		79-790-56-00-5640	156.31
			07	STRAPS, POLE BREAKERS,		** COMMENT **	
			08	OUTLETS, TOGGLE SWITCHES,		** COMMENT **	
			09	CONDUIT		** COMMENT **	
			10	MENARDS#121124-CAULK GUN,		79-790-56-00-5640	20.64
			11	BUSHING, NIPPLES, LOCKNUTS		** COMMENT **	
			12	MENARDS#121224-BALLASTS		79-790-56-00-5640	167.94
						INVOICE TOTAL:	506.06 *
	012525-G.NELSON	12/31/24	01	OSWEGO PRINTING-4,000		01-220-56-00-5620	437.50
			02	BUILDING INSPECTION FORMS		** COMMENT **	
			04	AMAZON-HOLIDAY DECOR		01-220-56-00-5620	81.84
			05	AMAZON-HEATER		01-220-56-00-5620	33.98
			06	AMAZON-HOLIDAY DECOR		01-220-56-00-5620	41.98
						INVOICE TOTAL:	595.30 *
	012525-G.STEFFENS	12/31/24	01	MENARDS#121624-BRAKELEEN,STRAW		52-520-56-00-5628	157.96
			02	, GREASE		** COMMENT **	
			03	MENARDS#121824-ANTIFREEZE		52-520-56-00-5628	92.88
						INVOICE TOTAL:	250.84 *
	012525-J.ANDERSON	12/31/24	01	NAPA#379098-EXTENSIONS		79-790-56-00-5640	24.98
			02	MENARDS#122724-UTILITY KNIFE		79-790-56-00-5640	24.98
						INVOICE TOTAL:	49.96 *
	012525-J.BAUER	12/31/24	01	SETCOM-WIRELESS HEADSETS		01-410-56-00-5620	2,022.25
			02	SETCOM-WIRELESS HEADSETS		51-510-56-00-5620	2,022.25
			03	SETCOM-WIRELESS HEADSETS		52-520-56-00-5620	2,022.25
						INVOICE TOTAL:	6,066.75 *
	012525-J.BEHLAND	12/31/24	01	INTOWNE STORAGE-MONTHLY UNIT		01-220-54-00-5485	308.00
			02	SHAW-PERMIT CLERK POSTING		01-220-54-00-5426	536.60
			03	SHAW-PW ASST. DIRECTOR POSTING		01-410-54-00-5462	251.66
			04	SHAW-PW ASST. DIRECTOR POSTING		51-510-54-00-5462	251.67
			05	SHAW-PW ASST. DIRECTOR POSTING		52-520-54-00-5462	251.67
			06	TRIBUNE-HRTLND MDWS PH NOTICE		90-232-00-00-0011	247.72

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900157	FNBO FIRST NATIONAL BANK OMAHA				01/25/25		
	012525-J.BEHLAND	12/31/24	07	TRIBUNE-DMYF LLLP PH NOTICE		90-234-00-00-0011	1,576.75
			08	TRIBUNE-DMYF LLLP PH NOTICE		90-234-00-00-0011	744.91
			09	TRIBUNE-ANNUAL TREASURER RPRT		01-110-54-00-5426	1,428.00
			10	IML-MEMBERSHIP DUES		01-110-54-00-5460	1,750.00
						INVOICE TOTAL:	7,346.98 *
	012525-J.GALAUNER	12/31/24	01	BSN#928363174-BASKETBALL		79-795-56-00-5606	1,140.00
			02	COACHES SHIRTS		** COMMENT **	
						INVOICE TOTAL:	1,140.00 *
	012525-J.JENSEN	12/31/24	01	IACP-LIFE ACTIVE MEMBERSHIP		01-210-54-00-5460	220.00
			02	DUES		** COMMENT **	
						INVOICE TOTAL:	220.00 *
	012525-J.NAVARRO	12/31/24	01	AMAZON-FILTERS		24-216-56-00-5656	18.63
			02	AMAZON-ROLL ADHESIVE		24-216-56-00-5656	14.34
			03	AMAZON-CEILING FIXTURE		24-216-56-00-5656	149.99
			04	AMAZON-PAPER TOWELS		24-216-56-00-5656	75.40
			05	FERGUSION-PAPER TOWELS		24-216-56-00-5656	218.15
			06	FOX VALLEY FIRE-FAID TESTING		24-216-54-00-5446	900.00
			07	AT CITY HALL		** COMMENT **	
			08	AMAZON-TRASH BAGS		24-216-56-00-5656	127.84
			09	AMAZON-CABINET CLIPS		24-216-56-00-5656	14.98
			10	TEE JAY SERVICE-CITY HALL		24-216-54-00-5446	450.00
			11	MAIN ENTERENCE DOOR REPAIR		** COMMENT **	
			12	GLOBAL-STEEL OUTDOOR ASHTRAY		24-216-54-00-5446	243.44
						INVOICE TOTAL:	2,212.77 *
	012525-J.WEISS	12/31/24	01	AMAZON-SENSORY WALL PANEL		82-820-56-00-5610	99.99
			02	AMAZON-DISPOSABLE COFFEE CUPS		82-000-24-00-2480	19.02
						INVOICE TOTAL:	119.01 *
	012525-K.BALOG	12/31/24	01	ACCURINT-NOV 2024 SEARCHES		01-210-54-00-5462	200.00
			02	COMCAST-11/15-12/14 INTERNET		24-216-54-00-5446	830.00
			03	AMAZON-KEY TAGS, CABINET, DESK		01-210-56-00-5610	157.22
			04	CALENDAR		** COMMENT **	
						INVOICE TOTAL:	1,187.22 *
	012525-K.BARKSDALE	12/31/24	01	ADOBE-MONTHLY CREATIVE CLOUD		01-220-54-00-5462	59.99
			02	FEE		** COMMENT **	
			03	AACE-MEMBERSHIP DUE RENEWAL		01-220-54-00-5460	100.00
						INVOICE TOTAL:	159.99 *
	012525-K.GREGORY	12/31/24	01	RED CROSS-BLOODBORNE PATHOGENS		79-795-54-00-5412	31.50
			02	TRAINING		** COMMENT **	
						INVOICE TOTAL:	31.50 *

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	CHECK DATE	ACCOUNT #	ITEM AMT
900157	FNBO FIRST NATIONAL BANK OMAHA				01/25/25		
	012525-K.IHRIG	12/31/24	01	SCHOLASTIC-HOLIDAY BOOKS		79-795-56-00-5606	55.21
			02	DOLLAR TREE-SENSORY ITEMS		79-795-56-00-5606	6.25
			03	AMAZON-ITEMS FOR CHRISTMAS		79-795-56-00-5606	116.73
			04	GIFT BAGS		** COMMENT **	
			05	DOLLAR TREE-MASON JARS, SNOW		79-795-56-00-5606	2.50
			06	DOLLAR TREE-SNOW		79-795-56-00-5606	100.00
			07	DOLLAR TREE-HOLIDAY ART ITEMS		79-795-56-00-5606	7.50
			08	AMAZON-CONSTRUCTION PAPER		79-795-56-00-5606	37.86
			09	TARGET-HOLIDAY WRAPPING		79-795-56-00-5606	28.24
			10	SUPPLIES		** COMMENT **	
			11	WALMART-CLASSROOM SUPPLIES		79-795-56-00-5606	9.44
			12	WALMART-REINDEER FOOD SUPPLIES		79-795-56-00-5606	16.16
			13	TARGET-COOKIES		79-795-56-00-5606	90.96
						INVOICE TOTAL:	470.85 *
	012525-K.JONES	12/31/24	01	ARNESON#256591-OCT 2024 GAS		01-410-56-00-5695	133.66
			02	ARNESON#256591-OCT 2024 GAS		51-510-56-00-5695	133.66
			03	ARNESON#256591-OCT 2024 GAS		52-520-56-00-5695	133.67
			04	ARNESON#262477-OCT 2024 DIESEL		01-410-56-00-5695	223.09
			05	ARNESON#262477-OCT 2024 DIESEL		51-510-56-00-5695	223.09
			06	ARNESON#262477-OCT 2024 DIESEL		52-520-56-00-5695	223.08
			07	ARNESON#262478-OCT 2024 GAS		01-410-56-00-5695	340.32
			08	ARNESON#262478-OCT 2024 GAS		51-510-56-00-5695	340.32
			09	ARNESON#262478-OCT 2024 GAS		52-520-56-00-5695	340.33
			10	AQUAFIX#15718-VITASTIM GREASE		52-520-56-00-5613	1,118.36
			11	METRO INDUSTRY#067602-BRUELL		52-520-54-00-5444	1,575.00
			12	PUMP FIELD SERVICE		** COMMENT **	
			13	WATER		51-510-56-00-5640	2,226.02
			14	PRODUCTS#0325939-WRENCH,		** COMMENT **	
			15	BUSHING, CAST IRON CLEANOUT		** COMMENT **	
			16	WATER PRODUCTS#0326096-BAND		51-510-56-00-5640	189.25
			17	REPAIR CLAMPS		** COMMENT **	
			18	WATER PRODUCTS#0326005-BAND		51-510-56-00-5640	429.75
			19	REPAIR CLAMPS		** COMMENT **	
			20	ARNESON#261671-NOV 2024 GAS		01-410-56-00-5695	167.13
			21	ARNESON#261671-NOV 2024 GAS		51-510-56-00-5695	167.13
			22	ARNESON#261671-NOV 2024 GAS		52-520-56-00-5695	167.14
			23	ARNESON#262541-NOV 2024 GAS		01-410-56-00-5695	176.56
			24	ARNESON#262541-NOV 2024 GAS		51-510-56-00-5695	176.56
			25	ARNESON#262541-NOV 2024 GAS		52-520-56-00-5695	176.57
			26	ARNESON#261672-NOV 2024 DIESEL		01-410-56-00-5695	514.97
			27	ARNESON#261672-NOV 2024 DIESEL		51-510-56-00-5695	514.96
			28	ARNESON#261672-NOV 2024 DIESEL		52-520-56-00-5695	514.97
			29	ARNESON#262540-NOV 2024 DIESEL		01-410-56-00-5695	528.46
			30	ARNESON#262540-NOV 2024 DIESEL		51-510-56-00-5695	528.46

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900157	FNBO FIRST NATIONAL BANK OMAHA				01/25/25		
	012525-K.JONES	12/31/24	31	ARNESON#262540-NOV 2024 DIESEL		52-520-56-00-5695	528.47
			32	AMPERAGE#2149755-UNIT HEATER		51-510-56-00-5638	2,877.75
			33	WATER PRODUCTS#0326259-BAND		51-510-56-00-5640	27.00
			34	REPAIR CLAMPS		** COMMENT **	
			35	WATER PRODUCTS#0326258-BAND		51-510-56-00-5640	161.25
			36	REPAIR CLAMPS		** COMMENT **	
			37	ARNESON#262842-NOV 2024 GAS		01-410-56-00-5695	112.41
			38	ARNESON#262842-NOV 2024 GAS		51-510-56-00-5695	112.42
			39	ARNESON#262842-NOV 2024 GAS		52-520-56-00-5695	112.42
			40	ARNESON#262843-NOV 2024 DIESEL		01-410-56-00-5695	561.09
			41	ARNESON#262843-NOV 2024 DIESEL		51-510-56-00-5695	561.09
			42	ARNESON#262843-NOV 2024 DIESEL		52-520-56-00-5695	561.09
			43	AURORA#237323-OCT 2024 WATER		51-510-54-00-5429	84.00
			44	TESTING		** COMMENT **	
			45	WELDSTAR-CYLINDER RENTAL		01-410-54-00-5485	79.36
			46	ARNESON#262911-NOV 2024 DIESEL		01-410-56-00-5695	164.26
			47	ARNESON#262911-NOV 2024 DIESEL		51-510-56-00-5695	164.26
			48	ARNESON#262911-NOV 2024 DIESEL		52-520-56-00-5695	164.27
			49	METRO INDUSTRY#068013-LIFT		52-520-54-00-5444	360.00
			50	STATION MONTHLY METRO CLOUD		** COMMENT **	
			51	DATA SERVICE		** COMMENT **	
			52	METRO		52-520-54-00-5444	780.00
			53	INDUSTRY#068195-COUNTRYSIDE LS		** COMMENT **	
			54	ALARM REPAIR		** COMMENT **	
			55	AMPERAGE#2156103-UNIT HEATER		51-510-56-00-5638	427.03
			56	AMPERAGE#2156113-LAMP, TORK		23-230-56-00-5642	369.00
			57	AMPERAGE#2157297-CIRCUIT		51-510-56-00-5638	45.05
			58	AMPERAGE#2153519-BULL HORN,		23-230-56-00-5642	1,981.38
			59	BRACKETS, PHOT CELLS, FIXTURE		** COMMENT **	
			60	AMPERAGE#2158443-TPI CORP		51-510-56-00-5638	98.27
			61	TRUGREEN-OCT 2024 GROUNDS		51-510-54-00-5445	1,086.00
			62	CARE		** COMMENT **	
			63	TRUGREEN-OCT 2024 GROUNDS		52-520-54-00-5495	280.00
			64	CARE		** COMMENT **	
			65	TRUGREEN-OCT 2024 GROUNDS		24-216-54-00-5446	592.00
			66	CARE		** COMMENT **	
			67	LINDCO#240984-RUBBER CUTTING		01-410-56-00-5628	511.61
			68	EDGE		** COMMENT **	
			69	WIRE		52-520-54-00-5444	138.00
			70	WIZ#363998-01/01/25-03/31/25		** COMMENT **	
			71	ALARM MONITORING FOR LIFT		** COMMENT **	
			72	STATIONS		** COMMENT **	
						INVOICE TOTAL:	24,201.99 *
	012525-M.BARBANENTE	12/31/24	01	FIVE BELOW-HOLIDAY TREE DECOR		79-795-56-00-5606	36.00

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	CHECK DATE	ACCOUNT #	ITEM AMT
900157	FNBO FIRST NATIONAL BANK OMAHA				01/25/25		
	012525-M.BARBANENTE	12/31/24	02	TARGET-STORAGE BINS		79-795-56-00-5606	11.95
						INVOICE TOTAL:	47.95 *
	012525-M.CARYLE	12/31/24	01	CONSTANT CONTACT-PROBABTION		01-210-54-00-5462	122.40
			02	SERVICES		** COMMENT **	
			03	GJOVIKS#449031-REPLACE TIRE		01-210-54-00-5495	289.85
			04	GJOVIKS#449072-OIL CHANGE,		01-210-54-00-5495	587.85
			05	BRAKE REPAIR		** COMMENT **	
			06	GJOVIKS#449093-OIL CHANGE		01-210-54-00-5495	58.43
			07	GJOVIKS#449107-OIL CHANGE		01-210-54-00-5495	59.09
			08	GJOVIKS#448728-REPLACE TIRES		01-210-54-00-5495	560.65
			09	GJOVIKS#449386-REPLACE BRAKES		01-210-54-00-5495	693.24
			10	GJOVIKS#449567-OIL CHANGE		01-210-54-00-5495	59.99
			11	GJOVIKS#446135-REPLACE BATTERY		01-210-54-00-5495	282.35
			12	JEWEL-NAPKINS,PLATES,ICE		01-210-56-00-5650	23.72
			13	MENARDS#121024-EXTREME STRIPS		01-210-56-00-5620	3.28
			14	ILLINOIS LAW-2025 ILEAS		01-210-54-00-5412	400.00
			15	CONFERENCE REGISTRATION		** COMMENT **	
						INVOICE TOTAL:	3,140.85 *
	012525-M.CISIJA	12/31/24	01	AMAZON-BANKERS BOXES, TISSUE,		01-110-56-00-5610	89.79
			02	BINDER CLIPS		** COMMENT **	
			03	KEND PRINT-NAME PLATES-CROUCH		01-110-56-00-5610	21.90
			04	KEND PRINT-NAME PLATES-CASTALD		01-110-56-00-5610	21.90
			05	KEND PRINT-NAME PLATES-HANSEN		01-110-56-00-5610	21.90
						INVOICE TOTAL:	155.49 *
	012525-M.CURTIS	12/31/24	01	AMAZON-PAINTING CANVAS		82-000-24-00-2480	19.13
						INVOICE TOTAL:	19.13 *
	012525-M.MCGREGORY	12/31/24	01	WELSTAR-NITROGEN		51-510-56-00-5638	34.02
			02	MENARDS#121124-TOOL BOX, TARPS		51-510-56-00-5630	127.26
			03	SIUE-VIRTUAL ERTC CLASS		51-510-54-00-5412	300.00
			04	MENARDS#120324-TORCH KIT		51-510-56-00-5630	74.99
			05	MENARDS#121224-DRIVE SET, TARP		51-510-56-00-5620	26.95
			06	MENARDS#121824-TREAD TAPE		51-510-56-00-5620	10.99
			07	MENARDS#122024-HOOK RAFTER		51-510-56-00-5620	8.33
						INVOICE TOTAL:	582.54 *
	012525-M.NELSON	12/31/24	01	MENARDS#121724-USB DRIVES		01-210-56-00-5620	12.13
			02	AMAZON-FLASH DRIVES		01-210-56-00-5620	49.04
						INVOICE TOTAL:	61.17 *
	012525-M.SENG	12/31/24	01	MENARDS#121024-PICK UP TOOLS,		01-410-56-00-5620	101.42
			02	PAINT MARKERS, PUTTY KNIFE,		** COMMENT **	

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	CHECK DATE	ACCOUNT #	ITEM AMT
900157	FNBO FIRST NATIONAL BANK OMAHA				01/25/25		
	012525-M.SENG	12/31/24	03	THREADLOCKERS, WRENCH		** COMMENT **	
			04	MENARDS#120224-WOOD BUNDLE		01-410-56-00-5620	21.58
			05	JX TRUCK CENTER-BULB TYPE TRIM		01-410-56-00-5628	403.58
						INVOICE TOTAL:	526.58 *
	012525-M.WARD	12/31/24	01	YORK POST-POSTAGE		82-820-54-00-5452	13.77
						INVOICE TOTAL:	13.77 *
	012525-P.LANDA	12/31/24	01	MENARDS#120424-SOCKET		79-790-56-00-5640	37.86
			02	EXTENSION, CLAMPS		** COMMENT **	
			03	MENARDS#121324-CLEANERS		79-790-56-00-5620	37.95
			04	RIVERVIEW-ALIGNMENT		79-790-54-00-5495	99.95
						INVOICE TOTAL:	175.76 *
	012525-P.LEGENDRE	12/31/24	01	CARROLL-WOOD BUNDLE		51-510-56-00-5665	224.00
			02	MENARDS#121924-SCRAPER,TAPE		51-510-56-00-5620	18.73
			03	MENARDS#120724-3 IN 1 TOOL,		51-510-56-00-5620	44.98
			04	FLASHLIGHT		** COMMENT **	
						INVOICE TOTAL:	287.71 *
	012525-P.MCMAHON	12/31/24	01	GALLS-SERVICE BOOTS		01-210-56-00-5600	161.49
			02	STEVENS-EMBROIDERY		01-210-56-00-5600	20.00
			03	PETTIBORNE-IDS		01-210-54-00-5430	57.00
			04	WASH HOUSE-PATCHES APPLIED		01-210-56-00-5600	118.56
			05	OHERRON-SERVICE UNIFORM		01-210-56-00-5600	649.35
			06	AMAZON-PATROL BAG		01-210-56-00-5620	60.00
			07	AMAZON-GEAR BELTS, FLASHLIGHT		01-210-56-00-5600	338.67
			08	HOLDERS		** COMMENT **	
						INVOICE TOTAL:	1,405.07 *
	012525-P.RATOS	12/31/24	01	AMAZON-PHONE CHARGER		01-220-56-00-5620	21.99
			02	AMAZON-HOT CHOCOLATE PODS		01-220-56-00-5620	20.99
			03	AREA 47 TOWING-ROADSIDE TOW		01-220-54-00-5490	100.00
						INVOICE TOTAL:	142.98 *
	012525-P.SCODRO	12/31/24	01	ILAWWA-VIRTUAL WATER		51-510-54-00-5412	343.00
			02	DISTRIBUTION TRAINING		** COMMENT **	
			03	MENARDS#121224-GLOVES		51-510-56-00-5600	13.96
			04	MENARDS#121024-PLIER, BLADES		51-510-56-00-5630	18.46
			05	MENARDS#120324-FAUCET COVER		51-510-56-00-5620	2.78
			06	MENARDS#121124-FAUCET COVER		51-510-56-00-5620	2.78
			07	HOME DEPO-METAL CUTOFF		51-510-56-00-5620	9.87
						INVOICE TOTAL:	390.85 *
	012525-R.BEDFORD	12/31/24	01	FARM&FLEET-UTILITY CLEVIS		01-410-56-00-5620	12.58

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	CHECK DATE	ACCOUNT #	ITEM AMT
900157	FNBO FIRST NATIONAL BANK OMAHA				01/25/25		
	012525-R.BEDFORD	12/31/24	02	MENARDS#121024-TRIM RESTORE		01-410-56-00-5620	32.83
			03	KIT, DETAILER, TOWELS		** COMMENT **	
			04	MENARDS#121324-CLEVIS LINK,		01-410-56-00-5620	141.53
			05	SALT ERASER		** COMMENT **	
			06	MENARDS#121724-CLEANERS		01-410-56-00-5620	16.92
			07	MENARDS#121724-CAMS, COUPLER		01-410-56-00-5620	59.94
			08	RURAL KING-NIPPLES		01-410-56-00-5620	8.97
			09	RURAL KING-HOSE		01-410-56-00-5620	78.24
			10	MENARDS#122624-ANTIFREEZE		01-410-56-00-5620	42.48
			11	MENARDS#121924-SHOVEL,HAMMER		01-410-56-00-5620	249.87
			12	PRY BAR		** COMMENT **	
			13	MENARDS#122624-BAR OIL		01-410-56-00-5620	19.98
						INVOICE TOTAL:	663.34 *
	012525-R.CONARD	12/31/24	01	MENARDS#112624-BLEACH, BAGS		51-510-56-00-5620	25.91
			02	MENARDS#120324-TORCH KIT		51-510-56-00-5630	54.99
			03	MENARDS#121124-PLUGS		51-510-56-00-5638	2.99
			04	DUTEK#1025350-HOSES		51-510-56-00-5628	89.50
			05	MENARDS#121624-ANCHORS, SUMP		51-510-56-00-5638	210.53
			06	PUMP		** COMMENT **	
			07	MENARDS#121924-PVC PIPE,UNIONS		51-510-56-00-5638	17.56
			08	MENARDS#122624-SHOP TOWELS		51-510-56-00-5620	11.98
						INVOICE TOTAL:	413.46 *
	012525-R.FREDRICKSON	12/31/24	01	COMCAST-11/13-12/12 610 TOWER		51-510-54-00-5440	119.85
			02	INTERNET		** COMMENT **	
			03	COMCAST-11/15-12/14 102 E VAN		79-795-54-00-5440	221.48
			04	EMMON INTERNERT, CABLE		** COMMENT **	
			05	GFOA-GFOA LMS WEBINAR		01-120-54-00-5412	75.00
			06	GFOA-OVERVIEW OF RECEIVABLES		01-120-54-00-5412	85.00
			07	FUNCTION IN TREASURY OFFICE		** COMMENT **	
			08	WEBINAR		** COMMENT **	
			09	GFOA-ANNUAL RENEWAL FEES		01-120-54-00-5460	170.00
			10	NEWTEK-12/11-1/11 WEB HOSTING		01-640-54-00-5450	17.90
			11	COMCAST-11/29-12/28 185 WOLF		79-790-54-00-5440	269.47
			12	INTERNET, CABLE AND VOICE		** COMMENT **	
			13	COMCAST-11/30-12/29 610 TOWER		52-520-54-00-5440	31.58
			14	INTERNET		** COMMENT **	
			15	COMCAST-11/30-12/29 610 TOWER		01-410-54-00-5440	126.32
			16	INTERNET		** COMMENT **	
			17	COMCAST-11/30-12/29 610 TOWER		51-510-54-00-5440	78.95
			18	INTERNET		** COMMENT **	
						INVOICE TOTAL:	1,195.55 *
	012525-R.HODOUS	12/31/24	01	MENARDS#121124-DUCT TAPE,		79-790-56-00-5640	165.83

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	CHECK DATE	ACCOUNT #	ITEM AMT
900157	FNBO FIRST NATIONAL BANK OMAHA				01/25/25		
	012525-R.HODOUS	12/31/24	02	COUPLER		** COMMENT **	
						INVOICE TOTAL:	165.83 *
	012525-R.HORNER	12/31/24	01	FLATSOS#34033-2 TIRES		79-790-54-00-5495	500.00
			02	AMAZON-COMPASS, FOLDERS,THREAD		79-790-56-00-5630	59.55
			03	CHECKER		** COMMENT **	
			04	MENARDS#122324-GAS CAN,D-RINGS		79-790-56-00-5640	80.93
						INVOICE TOTAL:	640.48 *
	012525-R.MIKOLASEK	12/31/24	01	3D LESSONS-DISPUTED CHRG CR		01-000-24-00-2440	-5.99
			02	3D LESSONS-DISPUTED CHRG CR		01-000-24-00-2440	-6.99
			03	3D LESSONS-DISPUTED CHRG CR		01-000-24-00-2440	-7.99
			04	3D LESSONS-DISPUTED CHRG		01-000-24-00-2440	6.99
						INVOICE TOTAL:	-13.98 *
	012525-R.WOOLSEY	12/31/24	01	AMAZON-DOOR KNOB BAGS		01-120-54-00-5462	13.56
			02	AMAZON-DOOR KNOB BAGS		51-510-54-00-5462	20.34
			03	AMAZON-DOOR KNOB BAGS		52-520-54-00-5462	5.99
						INVOICE TOTAL:	39.89 *
	012525-S.AUGUSTINE	12/31/24	01	AMAZON-MONITORS & STANDS		82-820-56-00-5635	310.74
			02	AMAZON-CHAIR MATS		82-820-56-00-5610	439.96
			03	TRIBUNE-SUBSCRIPTION BALANCE		82-820-54-00-5460	13.15
			04	TARGET-POWER STRIPS		82-820-56-00-5635	44.97
			05	AMAZON-HDMI ADAPTERS		82-820-56-00-5635	12.99
			06	AMAZON-TOILET BOWL CLEANER		82-820-56-00-5621	151.83
			07	AMAZON-HEAT GUN KIT		82-820-56-00-5610	24.99
			08	MACIANOS-STAFF MEAL		82-820-56-00-5676	113.62
			09	QUILL-TISSUE, PAPER TOWELS		82-820-56-00-5621	557.66
			10	QUILL-CHARCOAL, MATS		82-820-56-00-5620	396.60
			11	AMAZON-LABELS		82-000-24-00-2480	56.81
			12	QUILL-WALL MOUNT SANI NAP		82-820-56-00-5621	69.08
			13	QUILL-CHARCOAL		82-820-56-00-5620	487.20
			14	LIBRARIES FIRST-MUSEUM		82-820-54-00-5460	110.00
			15	ADVANTURE PASS		** COMMENT **	
			16	MOBILE CITIZEN-HOTSPOT RENEWAL		82-820-54-00-5440	960.00
			17	MOBILE CITIZEN-HOTSPOT		82-820-54-00-5440	70.00
			18	REACTIVATION		** COMMENT **	
			19	SALESFORCE-NO SMOKING POSTER		82-820-54-00-5462	45.42
						INVOICE TOTAL:	3,865.02 *
	012525-S.IWANSKI	12/31/24	01	AMAZON-KNITTING KIT		82-000-24-00-2480	0.75
			02	YORK POST-POSTAGE		82-820-54-00-5452	9.51
			03	AMAZON-THERMAL PAPER		82-820-56-00-5621	62.77
			04	AMAZON-BATTERIES,PENCILS		82-820-56-00-5610	45.75

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900157	FNBO FIRST NATIONAL BANK OMAHA				01/25/25		
	012525-S.IWANSKI	12/31/24	05	AMAZON-DAILY PLANNERS		82-820-56-00-5610	21.49
			06	YORK POST-POSTAGE		82-820-54-00-5452	13.91
			07	YORK POST-POSTAGE		82-820-54-00-5452	9.51
						INVOICE TOTAL:	163.69 *
	012525-S.MENDEZ	12/31/24	01	AMAZON-BADGE HOLDERS		01-220-56-00-5620	13.47
			02	AMAZON-PHONE CASE, DESK MAT		01-220-56-00-5620	40.63
						INVOICE TOTAL:	54.10 *
	012525-S.REDMON	12/31/24	01	AT&T-12/24-01/23 INTERNET FOR		79-795-54-00-5440	146.58
			02	TOWN SQUARE PARK SIGN		** COMMENT **	
			03	FUN EXPRESS-SANTA BREAKFAST		79-795-56-00-5606	64.73
			04	SUPPLIES		** COMMENT **	
			05	ARC-BLOOD BORNE PATHOGEN		79-795-54-00-5412	35.00
			06	TRAINING		** COMMENT **	
			07	RUNCO-KITCHEN SUPPLIES		79-795-56-00-5610	39.17
			08	RUNCO-LABELS, PAPER		79-795-56-00-5610	174.62
			09	AMAZON-CRICUT TRANSFER TAPE		79-795-56-00-5606	23.98
			10	RUNCO-CARDSTOCK		79-795-56-00-5610	60.39
			11	RUNCO-TP, PAPER TOWELS		79-795-56-00-5640	114.46
			12	IPRA-2025 SOARING TO NEW		79-795-54-00-5412	330.00
			13	HEIGHTS CONFERENCE		** COMMENT **	
			14	REGISTRATION-GREGORY		** COMMENT **	
			15	IPRA-2025 SOARING TO NEW		79-795-54-00-5412	330.00
			16	HEIGHTS CONFERENCE		** COMMENT **	
			17	REGISTRATION-SENDRA		** COMMENT **	
			18	LOMBARDI#50072400-SNOWGRINCH		79-795-54-00-5462	245.00
			19	WORKSHOP		** COMMENT **	
			20	SMITHEREEN-NOV 2024 PEST		79-790-54-00-5495	97.00
			21	CONTROL AT PARKS GARAGE		** COMMENT **	
			22	ARNESON#261669-NOV 2024 DIESEL		79-790-56-00-5695	128.60
			23	ARNESON#262476-OCT 2024 DIESEL		79-790-56-00-5695	135.02
			24	ARNESON#262913-NOV 2024 GAS		79-790-56-00-5695	367.09
			25	ARNESON#262112-DEC 2024 GAS		79-790-56-00-5695	380.75
			26	ARNESON#262912-NOV 2024 GAS		79-790-56-00-5695	507.37
			27	ARNESON#261670-NOV 2024 GAS		79-790-56-00-5695	573.02
			28	ARNESON#262475-OCT 2024 GAS		79-790-56-00-5695	965.45
			29	ARNESON#262841-NOV 2024 GAS		79-790-56-00-5695	382.02
			30	CUSTOM NEON-EXPERIENCE		25-225-60-00-6060	1,274.70
			31	YORKVILLE NEON SIGN		** COMMENT **	
						INVOICE TOTAL:	6,374.95 *
	012525-S.REMUS	12/31/24	01	DUNKIN-HOT CHOCOLATE		79-795-56-00-5606	49.98
			02	JEWEL-COOKIES		79-795-56-00-5606	34.94
			03	BSA TROOP 34-FIR TREES		79-795-56-00-5606	1,133.43

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900157	FNBO FIRST NATIONAL BANK OMAHA				01/25/25		
	012525-S.REMUS	12/31/24	04	DUNKIN-COFFEE		79-795-56-00-5606	23.99
			05	DUNKIN-COFFEE		79-795-56-00-5606	23.99
			06	ROSATIS-PIZZA		79-795-56-00-5606	64.48
						INVOICE TOTAL:	1,330.81 *
	012525-S.SENDRA	12/31/24	01	DUNKIN-HOT CHOCOLATE		79-795-56-00-5606	49.98
			02	TARGET-JUICE, WATER		79-795-56-00-5606	54.64
			03	WALMART-PRESCHOOL HOLIDAY		79-795-56-00-5606	190.20
			04	PARTY SUPPLIES		** COMMENT **	
			05	AMAZON-HOLIDAY PARTY SUPPLIES		79-795-56-00-5606	54.44
			06	AMAZON-HOLIDAY PARTY SUPPLIES		79-795-56-00-5606	58.22
			07	MENARDS#121224-TREE STANDS		79-795-56-00-5606	18.16
			08	AMAZON-BALLOON ARCHES		79-795-56-00-5606	20.98
			09	TARGET-COOKIES		79-795-56-00-5606	21.87
			10	DOLLAR TREE-TABLECOVERS		79-795-56-00-5606	5.00
						INVOICE TOTAL:	473.49 *
	012525-S.SLEEZER	12/31/24	01	MENARDS#120324-RETURNED LIGHTS		25-225-60-00-6010	-311.38
			02	MENARDS#122324-HOLIDAY DECOR		25-225-60-00-6010	574.72
			03	MENARDS#122324-GARLAND		25-225-60-00-6010	384.86
			04	HOME DEPO-BATTERY, TOOL SETS		79-790-56-00-5630	1,016.00
			05	STEVENS-STAFF SHIRTS-LOWRY		79-790-56-00-5620	29.90
			06	STEVENS-STAFF SHIRTS-CLEVER		79-790-56-00-5620	29.90
			07	STEVENS-STAFF SHIRTS-LOMBARDO		79-790-56-00-5620	84.75
			08	STEVENS-STAFF SHIRTS-SCOTT		79-790-56-00-5620	64.75
			09	STEVENS-STAFF SHIRTS-WOLF		79-790-56-00-5620	64.75
			10	STEVENS-STAFF SHIRTS-ANDERSON		79-790-56-00-5620	64.75
			11	STEVENS-STAFF SHIRTS-KLEEFISCH		79-790-56-00-5620	64.75
			12	STEVENS-STAFF SHIRTS-LANDA		79-790-56-00-5620	64.75
			13	STEVENS-STAFF SHIRTS-HODOUS		79-790-56-00-5620	64.75
			14	STEVENS-STAFF SHIRTS-HOULE		79-790-56-00-5620	64.75
			15	STEVENS-STAFF SHIRTS-SMITH		79-790-56-00-5620	64.75
			16	STEVENS-STAFF SHIRTS-HORNER		79-790-56-00-5620	64.75
			17	STEVENS-STAFF SHIRTS-SLEEZER		79-790-56-00-5620	64.75
						INVOICE TOTAL:	2,456.25 *
	012525-T.HOULE	12/31/24	01	MENARDS#112624-ROPE LIGGHT,		25-225-60-00-6010	35.13
			02	TIE DOWNS, MASONARY SCREWS		** COMMENT **	
			03	MENARDS#112624-ROPE LIGHT		25-225-60-00-6010	12.99
			04	MENARDS#112624-EXTERIOR TIMER		79-790-56-00-5640	19.98
			05	NAPA#379130-EXTENSIONS		79-790-56-00-5630	49.96
			06	NAPA#379145-EXTENSIONS		79-790-56-00-5630	24.98
			07	MENARDS#121724-POLE PUNER		79-790-56-00-5630	33.96
			08	BLADES		** COMMENT **	
			09	MENARDS#112724-ELECTRICAL TAPE		79-790-56-00-5620	36.74

UNITED CITY OF YORKVILLE
MANUAL CHECK REGISTER

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	CHECK DATE	ACCOUNT #	ITEM AMT	
900157	FNBO FIRST NATIONAL BANK OMAHA				01/25/25			
	012525-T.HOULE	12/31/24	10	GREASE		** COMMENT **		
						INVOICE TOTAL:	213.74 *	
	012525-T.LOWRY	12/31/24	01	MENARDS#120224-CLEANERS		79-790-56-00-5640	52.08	
			02	MENARDS#120224-RETURNED		79-790-56-00-5640	-254.97	
			03	SNOWFLAKE CREDIT		** COMMENT **		
						INVOICE TOTAL:	-202.89 *	
	012525-T.MILSCHEWSKI	12/31/24	01	ILLCO-BELT		24-216-56-00-5656	24.60	
			02	MENARDS#112724-RETURNED PLUG		24-216-56-00-5656	-12.78	
			03	MENARDS#120324-P TRAP, GLOVES		24-216-56-00-5656	16.98	
			04	MENARDS#112624-DISHWASHER		24-216-56-00-5656	18.49	
			05	SUPPLY LINE		** COMMENT **		
			06	HOME DEPO-COUNTER CLEANER		24-216-56-00-5656	19.96	
			07	HOME DEPO-SOCKET SET, HEATER		24-216-56-00-5656	116.88	
			08	MENARDS#121624-GARBAGE BAGS		24-216-56-00-5656	25.48	
			09	HOME DEPO-TOILET SEAT		82-820-54-00-5495	25.99	
			10	MENARDS#121624-SCREWS,		82-820-54-00-5495	64.51	
			11	WASGERS, TOILET SEAT, CASTER,		** COMMENT **		
			12	BOARDS		** COMMENT **		
			13	MENARDS#112724-BOLTS		82-820-54-00-5495	4.49	
			14	ACE-BOLTS,WASHERS		24-216-56-00-5656	13.61	
			15	MENARDS#120424-PAINT, SALT		24-216-56-00-5656	99.41	
			16	MENARDS#120524-REACH TOOL		24-216-56-00-5656	7.98	
			17	ILLCO-BELTS		24-216-56-00-5656	76.88	
			18	ILLCO-BELTS		24-216-56-00-5656	249.98	
			19	HOME DEPO-LIGHT BULBS		82-820-54-00-5495	68.82	
						INVOICE TOTAL:	821.28 *	
	012525-T.SCOTT	12/31/24	01	MENARDS#120924-SILT FENCE		79-790-56-00-5640	99.96	
			02	MENARDS#122624-JACK		79-790-56-00-5630	36.39	
			03	MENARDS#121224-WASHERS,		79-790-56-00-5640	24.09	
			04	BATTERIES		** COMMENT **		
			05	NAPA#379677-BATTERY DEPOSIT		79-790-56-00-5640	-22.00	
			06	NAPA#379671-BRAKE CYLINDER		79-790-56-00-5640	157.41	
			07	NAPA#379675-BRAKE FLUID		79-790-56-00-5640	8.49	
			08	NAPA#379570-STARTER		79-790-56-00-5640	145.78	
			09	MENARDS#121724-STUDS		25-225-60-00-6020	34.50	
			10	MENARDS#120624-SCREWS		25-225-60-00-6020	44.75	
						INVOICE TOTAL:	529.37 *	
						CHECK TOTAL:		102,101.23
						TOTAL AMOUNT PAID:		102,101.23

INVOICES DUE ON/BEFORE 01/28/2025

CHECK #	VENDOR # / INVOICE #		INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT	
541919	AACVB	AURORA AREA CONVENTION							
	12/24-ALL		01/08/25	01	DEC 2024 ALL SEASON HOTEL TAX	01-640-54-00-5481		54.72	
						INVOICE TOTAL:		54.72	*
						CHECK TOTAL:		54.72	
541920	ADVAAUTO	ADVANCED AUTOMATION & CONTROLS							
	24-4837		12/30/24	01	REPLACED PLC BATTERY AT RT47 &	51-510-54-00-5445		240.00	
				02	RT71	** COMMENT **			
						INVOICE TOTAL:		240.00	*
						CHECK TOTAL:		240.00	
541921	AEPENERG	AEP ENERGY							
	3025129010-010225		01/02/25	01	12/03-12/27 2224 TREMONT	51-510-54-00-5480		8,680.79	
						INVOICE TOTAL:		8,680.79	*
	3025129021-010225		01/02/25	01	11/04-12/04 610 TOWER WELL	51-510-54-00-5480		8,517.78	
						INVOICE TOTAL:		8,517.78	*
	3025129054-122324		12/23/24	01	11/15-12/16 2702 MILL RD	51-510-54-00-5480		9,404.29	
						INVOICE TOTAL:		9,404.29	*
	3025129065-010225		01/02/25	01	11/25-12/27 2921 BRISTOL RDG	51-510-54-00-5480		6,288.28	
						INVOICE TOTAL:		6,288.28	*
						CHECK TOTAL:		32,891.14	
541922	ALTORFER	ALTORFER INDUSTRIES, INC							
	PO630014778		12/19/24	01	REPAIRED WIRING AT GRANDE	51-510-54-00-5445		1,503.00	
				02	RESERVE PLANT	** COMMENT **			
						INVOICE TOTAL:		1,503.00	*
						CHECK TOTAL:		1,503.00	

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	84-840	LIBRARY CAPITAL
				87-870	COUNTRYSIDE TIF
				88-880	DOWNTOWN TIF
				89-890	DOWNTOWN II TIF
				90-XXX	DEVELOPER ESCROW
				95-000	ESCROW DEPOSIT

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CHECK #	VENDOR # / INVOICE #		INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT
541923	AMENGLLI	ERIC SUSZYNSKI						
	2025 HTD-DEPOSIT		01/02/25	01	2025 HTD BAND DEPOSIT	79-000-14-00-1400		2,375.00
						INVOICE TOTAL:		2,375.00 *
						CHECK TOTAL:		2,375.00
D003933	ANTPLACE	ANTHONY PLACE YORKVILLE LP						
	FEB 2025		01/01/25	01	CITY OF YORKVILLE HOUSING	01-640-54-00-5427		946.00
				02	ASSISTANCE PROGRAM RENT	** COMMENT **		
				03	REIMBURSEMENT FOR FEB 2025	** COMMENT **		
						INVOICE TOTAL:		946.00 *
						DIRECT DEPOSIT TOTAL:		946.00
541924	ATOMIC	ATOMIC MUSIC GROUP LLC						
	2025 HTD-DEPOSIT		01/07/25	01	2025 HTD BAND DEPOSIT	79-000-14-00-1400		2,000.00
						INVOICE TOTAL:		2,000.00 *
						CHECK TOTAL:		2,000.00
541925	ATT	AT&T						
	6305536805-1224		12/25/24	01	12/25-01/24 RIVERFRONT PARK	79-795-54-00-5440		231.27
						INVOICE TOTAL:		231.27 *
						CHECK TOTAL:		231.27
541926	BCBS	BLUE CROSS BLUE SHIELD						
	F015083-FEB 2025		01/08/25	01	DEARBORN/BCBS EAP-FEB 2025	01-110-52-00-5222		5.64
				02	DEARBORN/BCBS EAP-FEB 2025	01-120-52-00-5222		5.64
				03	DEARBORN/BCBS EAP-FEB 2025	01-210-52-00-5222		50.76
				04	DEARBORN/BCBS EAP-FEB 2025	01-220-52-00-5222		11.63

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	84-840	LIBRARY CAPITAL
				87-870	COUNTRYSIDE TIF
				88-880	DOWNTOWN TIF
				89-890	DOWNTOWN II TIF
				90-XXX	DEVELOPER ESCROW
				95-000	ESCROW DEPOSIT

UNITED CITY OF YORKVILLE
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INVOICES DUE ON/BEFORE 01/28/2025

CHECK #	VENDOR # / INVOICE #		INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT	
541926	BCBS	BLUE CROSS BLUE SHIELD							
	F015083-FEB 2025		01/08/25	05	DEARBORN/BCBS EAP-FEB 2025	01-410-52-00-5222		13.28	
				06	DEARBORN/BCBS EAP-FEB 2025	24-216-52-00-5222		2.82	
				07	DEARBORN/BCBS EAP-FEB 2025	51-510-52-00-5222		10.45	
				08	DEARBORN/BCBS EAP-FEB 2025	52-520-52-00-5222		4.82	
				09	DEARBORN/BCBS EAP-FEB 2025	79-790-52-00-5222		16.22	
				10	DEARBORN/BCBS EAP-FEB 2025	79-795-52-00-5222		11.28	
				11	DEARBORN/BCBS EAP-FEB 2025	82-820-52-00-5222		7.05	
						INVOICE TOTAL:		139.59	*
						CHECK TOTAL:		139.59	
D003934	BEAVERST	VERNNE L. HENNE							
	PYMT#2		01/01/25	01	1203 BADGER ST PYMT #2	51-510-54-00-5485		833.34	
				02	1203 BADGER ST PYMT #2	52-520-54-00-5485		833.33	
				03	1203 BADGER ST PYMT #2	01-410-54-00-5485		833.33	
						INVOICE TOTAL:		2,500.00	*
						DIRECT DEPOSIT TOTAL:		2,500.00	
541927	BENNETTG	BENNETT, GARY L.							
	122924		12/29/24	01	JAN-APR 2025 BRUSH DUMPING	01-540-54-00-5443		400.00	
				02	MAY-JUN 2025 BRUSH DUMPING	01-000-14-00-1400		200.00	
						INVOICE TOTAL:		600.00	*
						CHECK TOTAL:		600.00	
541928	BUILDERS	BUILDERS PAVING LLC							
	2407504		01/07/25	01	ENGINEERS PAYMENT ESTIMATE 4	23-230-60-00-6028		234,309.98	
				02	FOR 2024 ROAD PROGRAM	** COMMENT **			
						INVOICE TOTAL:		234,309.98	*
						CHECK TOTAL:		234,309.98	

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL		

84-840	LIBRARY CAPITAL
87-870	COUNTRYSIDE TIF
88-880	DOWNTOWN TIF
89-890	DOWNTOWN II TIF
90-XXX	DEVELOPER ESCROW
95-000	ESCROW DEPOSIT

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CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT
541929	CAMBRIA CAMBRIA SALES COMPANY INC.						
	44014	12/30/24	01	PAPER TOWEL, TOILET TISSUE	52-520-56-00-5610		196.38
					INVOICE TOTAL:		196.38 *
					CHECK TOTAL:		196.38
541930	CHLORINA CHLORINATING LTD, INC						
	824326	09/24/24	01	CHLORINATION CHARGE	51-510-54-00-5462		675.00
					INVOICE TOTAL:		675.00 *
					CHECK TOTAL:		675.00
541931	COMED COMMONWEALTH EDISON						
	0228182000-1024	12/30/24	01	09/27-10/28 102 VAN EMMON LOT	23-230-54-00-5482		23.16
					INVOICE TOTAL:		23.16 *
	0228182000-11242	01/07/25	01	10/28-11/25 120 VAN EMMON LOT	01-110-54-00-5480		22.44
					INVOICE TOTAL:		22.44 *
	1135300100-1224	12/30/24	01	11/25-12/27 456 KENNEDY RD	52-520-54-00-5480		153.01
					INVOICE TOTAL:		153.01 *
	1870344000-1224	12/31/24	01	11/27-12/31 105 COUNTRYSIDE PK	79-795-54-00-5480		38.48
					INVOICE TOTAL:		38.48 *
	1951034000-1224	01/03/25	01	12/02-01/02 RT34 & BEECHER RD	23-230-54-00-5482		128.09
					INVOICE TOTAL:		128.09 *
	3131491222-1224	12/31/24	01	11/26-12/30 101 BRUELL ST	51-510-54-00-5480		742.79
					INVOICE TOTAL:		742.79 *
	3387801111-1224	12/27/24	01	11/23-12/26 872 PRAIRIE	23-230-54-00-5482		215.98
					INVOICE TOTAL:		215.98 *

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL	84-840	LIBRARY CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT	89-890	DOWNTOWN II TIF
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS	95-000	ESCROW DEPOSIT
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL				

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541931	COMED COMMONWEALTH EDISON							
	3741450787-1224	12/27/24	01	12/11-12/27 1201 BADGER UNIT B	51-510-54-00-5480		28.77	
					INVOICE TOTAL:		28.77	*
	3852534000-1224	12/26/24	01	11/23-12/26 RT126 & SCHLHS RD	23-230-54-00-5482		151.78	
					INVOICE TOTAL:		151.78	*
	3897838000-1224	01/02/25	01	11/26-12/30 609 N BRIDGE	51-510-54-00-5480		71.02	
					INVOICE TOTAL:		71.02	*
	6242447000-1224	01/08/25	01	12/05-01/07 RT34 & CANNONBALL	23-230-54-00-5482		23.37	
					INVOICE TOTAL:		23.37	*
	8273737000-1224	12/31/24	01	11/25-12/31 104 E VAN EMMON	01-110-54-00-5480		366.29	
					INVOICE TOTAL:		366.29	*
	8507242000-1224	12/31/24	01	11/26-12/30 7 COUNTRYSIDE PKWY	23-230-54-00-5482		246.20	
					INVOICE TOTAL:		246.20	*
	9810925111-1224	12/30/24	01	11/25-12/27 276 WINDHAM LIFT	52-520-54-00-5480		156.78	
					INVOICE TOTAL:		156.78	*
					CHECK TOTAL:		2,368.16	
541932	CONTELEC CONSTELLATION TELECOM							
	3419	01/01/25	01	JAN 2025 ADMIN LINES	01-110-54-00-5440		241.08	
			02	JAN 2025 PUBLIC WORKS LINES	51-510-54-00-5440		421.89	
			03	JAN 2025 SEWER DEPT. LINES	52-520-54-00-5440		241.08	
			04	JAN 2025 RECREATION. LINES	79-795-54-00-5440		241.08	
			05	JAN 2025 TRAFFIC SIGNAL	01-410-54-00-5435		60.27	
			06	MAINTENANCE	** COMMENT **			
					INVOICE TOTAL:		1,205.40	*
					CHECK TOTAL:		1,205.40	

01-110	ADMIN
01-120	FINANCE
01-210	POLICE
01-220	COMMUNITY DEVELOPMENT
01-410	STREETS OPERATIONS
01-640	ADMINISTRATIVE SERVICES
11-111	FOX HILL SSA
12-112	SUNFLOWER SSA
15-155	MOTOR FUEL TAX (MFT)
23-230	CITY WIDE CAPITAL
24-216	BUILDING & GROUNDS
25-205	POLICE CAPITAL
25-212	GENERAL GOVERNMENT CAPITAL
25-215	PUBLIC WORKS CAPITAL
25-225	PARK & RECREATION CAPITAL
51-510	WATER OPERATIONS
52-520	SEWER OPERATIONS
79-790	PARKS DEPARTMENT
79-795	RECREATION DEPARTMENT
82-820	LIBRARY OPERATIONS
84-840	LIBRARY CAPITAL
87-870	COUNTRYSIDE TIF
88-880	DOWNTOWN TIF
89-890	DOWNTOWN II TIF
90-XXX	DEVELOPER ESCROW
95-000	ESCROW DEPOSIT

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541933	COREMAIN	CORE & MAIN LP						
	V901109		12/11/24	01	64 100CF METERS	51-510-56-00-5664		9,664.00
						INVOICE TOTAL:		9,664.00 *
						CHECK TOTAL:		9,664.00
541934	CREST	CRESTVIEW BUILDERS						
	20220129-628 WHITE O		01/10/25	01	REFUND SECURITY GUARANTEE	01-000-24-00-2415		600.00
						INVOICE TOTAL:		600.00 *
						CHECK TOTAL:		600.00
541935	DRHCAMBR	DR HORTON-MIDWEST						
	20200971-2588 ANNA M		01/09/25	01	REMAINING SECURITY GUARANTEE	01-000-24-00-2415		2,500.00
				02	REFUND	** COMMENT **		
						INVOICE TOTAL:		2,500.00 *
	2022-0742-3340 SEELE		01/14/25	01	SECURITY GUARANTEE REFUND	01-000-24-00-2415		2,500.00
				02	BALANCE	** COMMENT **		
						INVOICE TOTAL:		2,500.00 *
						CHECK TOTAL:		5,000.00
541936	DUTEK	THOMAS & JULIE FLETCHER						
	1025381		12/13/24	01	COUPLERS, NIPPLES	52-520-56-00-5628		232.50
						INVOICE TOTAL:		232.50 *
	1025423		12/19/24	01	HOSES	01-410-56-00-5628		72.50
						INVOICE TOTAL:		72.50 *
						CHECK TOTAL:		305.00
541937	EEI	ENGINEERING ENTERPRISES, INC.						

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL		

84-840	LIBRARY CAPITAL
87-870	COUNTRYSIDE TIF
88-880	DOWNTOWN TIF
89-890	DOWNTOWN II TIF
90-XXX	DEVELOPER ESCROW
95-000	ESCROW DEPOSIT

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541937	EEI ENGINEERING ENTERPRISES, INC.							
	82204	12/20/24	01	TRAFFIC CONTROL SIGNAGE AND	01-640-54-00-5465		3,255.00	
			02	MARKINGS ** COMMENT **				
						INVOICE TOTAL:	3,255.00	*
	82205	12/20/24	01	UTILITY PERMIT REVIEWS	01-640-54-00-5465		1,050.00	
						INVOICE TOTAL:	1,050.00	*
	82206	12/20/24	01	PRESTWICK	01-640-54-00-5465		329.00	
						INVOICE TOTAL:	329.00	*
	82207	12/20/24	01	GRANDE RESERVE-UNIT 8	01-640-54-00-5465		438.00	
						INVOICE TOTAL:	438.00	*
	82208	12/20/24	01	GRANDE RESERVE-UNIT 3	01-640-54-00-5465		1,690.00	
						INVOICE TOTAL:	1,690.00	*
	82209	12/20/24	01	GRANDE RESERVE-UNITS 26 & 27	90-147-00-00-0111		2,313.00	
						INVOICE TOTAL:	2,313.00	*
	82210	12/20/24	01	GRANDE RESERVE-UNIT 7	01-640-54-00-5465		2,550.00	
						INVOICE TOTAL:	2,550.00	*
	82211	12/20/24	01	GRANDE RESERVE-UNITS 15 & 22	01-640-54-00-5465		1,170.00	
						INVOICE TOTAL:	1,170.00	*
	82212	12/20/24	01	KENDALL MARKETPLACE-LOT 52	90-154-00-00-0111		697.50	
			02	PHASE 2 AND 3 RESUB ** COMMENT **				
						INVOICE TOTAL:	697.50	*
	82213	12/20/24	01	GRANDE RESERVE-UNIT 20	01-640-54-00-5465		648.00	
						INVOICE TOTAL:	648.00	*
	82214	12/20/24	01	GRANDE RESERVE-UNIT 9	01-640-54-00-5465		2,207.00	
						INVOICE TOTAL:	2,207.00	*

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL	84-840	LIBRARY CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT	89-890	DOWNTOWN II TIF
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS	95-000	ESCROW DEPOSIT
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL				

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541937	EEI	ENGINEERING ENTERPRISES, INC.						
	82215	12/20/24	01	BRIGHT FARMS	90-173-00-00-0111		936.50	
						INVOICE TOTAL:	936.50	*
	82216	12/20/24	01	KENDALLWOOD ESTATES-RALLY	90-174-00-00-0111		3,172.50	
						INVOICE TOTAL:	3,172.50	*
	82217	12/20/24	01	NORTH CENTRAL EWST REHAB	51-510-60-00-6015		522.00	
						INVOICE TOTAL:	522.00	*
	82218	12/20/24	01	BRISTOL BAY UNIT 13	90-179-00-00-0111		6,648.00	
						INVOICE TOTAL:	6,648.00	*
	82219	12/20/24	01	KENNEDY RD AND FREEDOM PLACE	23-230-60-00-6087		602.50	
			02	INTERSECTION IMPROVEMENTS	** COMMENT **			
						INVOICE TOTAL:	602.50	*
	82220	12/20/24	01	CALEDONIA UNIT 3	90-188-00-00-0111		2,246.00	
						INVOICE TOTAL:	2,246.00	*
	82221	12/20/24	01	GENERAL LAKE MICHIGAN/DWC	01-640-54-00-5465		1,375.50	
			02	COORDINATION	** COMMENT **			
						INVOICE TOTAL:	1,375.50	*
	82222	12/20/24	01	BRISTOL BAY UNIT 10	90-186-00-00-0111		47.00	
						INVOICE TOTAL:	47.00	*
	82223	12/20/24	01	BRISTOL BAY UNIT 12	90-186-00-00-0111		47.00	
						INVOICE TOTAL:	47.00	*
	82224	12/20/24	01	GRANDE RESERVE-UNIT 4	01-640-54-00-5465		868.00	
						INVOICE TOTAL:	868.00	*
	82225	12/20/24	01	GRANDE RESERVE-UNIT 6	01-640-54-00-5465		188.00	
						INVOICE TOTAL:	188.00	*

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL	84-840	LIBRARY CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT	89-890	DOWNTOWN II TIF
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS	95-000	ESCROW DEPOSIT
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL				

INVOICES DUE ON/BEFORE 01/28/2025

CHECK #	VENDOR # / INVOICE #		INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT
541937	EEI	ENGINEERING ENTERPRISES, INC.						
	82226		12/20/24	01	LAKE MICHIGAN	51-510-60-00-6011		542.25
				02	CONNECTION-CORROSION CONTROL	** COMMENT **		
				03	STUDY	** COMMENT **		
						INVOICE TOTAL:		542.25 *
						CHECK TOTAL:		33,542.75
541938	EEI	ENGINEERING ENTERPRISES, INC.						
	82227		12/20/24	01	PUBLIC WORKS SITE-BOOMBAH BLVD	24-216-60-00-6042		15,790.74
						INVOICE TOTAL:		15,790.74 *
						CHECK TOTAL:		15,790.74
541939	EEI	ENGINEERING ENTERPRISES, INC.						
	82228		12/20/24	01	WATER AUDIT AND NON-REVENUE	51-510-54-00-5465		58.50
				02	WATER REDUCTION	** COMMENT **		
						INVOICE TOTAL:		58.50 *
	82229		12/20/24	01	BOWMAN SUBDIVISION	90-194-00-00-0111		2,260.00
						INVOICE TOTAL:		2,260.00 *
	82230		12/20/24	01	NORTHPOINTE SUBDIVISION	90-195-00-00-0111		3,767.00
						INVOICE TOTAL:		3,767.00 *
	82231		12/20/24	01	WELL #10 & RAW WATER MAIN	51-510-60-00-6029		12,433.97
						INVOICE TOTAL:		12,433.97 *
	82232		12/20/24	01	GREEN DOOR KELAKA	90-191-00-00-0111		3,250.00
						INVOICE TOTAL:		3,250.00 *
	82233		12/20/24	01	2024 WATER MAIN REPLACEMENT-A	51-510-60-00-6025		9,497.50
						INVOICE TOTAL:		9,497.50 *

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL		

84-840	LIBRARY CAPITAL
87-870	COUNTRYSIDE TIF
88-880	DOWNTOWN TIF
89-890	DOWNTOWN II TIF
90-XXX	DEVELOPER ESCROW
95-000	ESCROW DEPOSIT

INVOICES DUE ON/BEFORE 01/28/2025

CHECK #	VENDOR # / INVOICE #		INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT	
541939	EEI	ENGINEERING ENTERPRISES, INC.							
	82234		12/20/24	01	2024 WATER MAIN REPLACEMENT-B	51-510-60-00-6025		976.00	
						INVOICE TOTAL:		976.00	*
	82235		12/20/24	01	ELDAMAIN WATER MAIN LOOP-LP	51-510-60-00-6024		77,091.49	
						INVOICE TOTAL:		77,091.49	*
	82236		12/20/24	01	SOUTHERN SANITARY SEWER	52-520-60-00-6024		20,688.06	
				02	CONNECTION-LP	** COMMENT **			
						INVOICE TOTAL:		20,688.06	*
	82237		12/20/24	01	CENTER ST WATER MAIN EXTENSION	51-510-60-00-6025		9,756.25	
						INVOICE TOTAL:		9,756.25	*
	82238		12/20/24	01	GRANDE RESERVE-UNITS 10 & 11	90-223-00-00-0111		28,585.75	
						INVOICE TOTAL:		28,585.75	*
	82239		12/20/24	01	FY 2026 BUDGET	01-640-54-00-5465		4,630.50	
						INVOICE TOTAL:		4,630.50	*
	82240		12/20/24	01	QUIK TRIP GAS STATION	90-208-00-00-0111		298.50	
						INVOICE TOTAL:		298.50	*
	82241		12/20/24	01	2024 ROAD PROGRAM	23-230-60-00-6025		915.00	
						INVOICE TOTAL:		915.00	*
	82242		12/20/24	01	KENDALL MARKETPLACE-LOT 52	90-154-00-00-0111		14,422.00	
				02	PHASE 4	** COMMENT **			
						INVOICE TOTAL:		14,422.00	*
	82243		12/20/24	01	LAKE MICHIGAN-WIFIA LOAN	51-510-60-00-6011		11,332.63	
				02	APPLICATION	** COMMENT **			
						INVOICE TOTAL:		11,332.63	*
	82244		12/20/24	01	RT47 WATER MAIN	51-510-60-00-6035		31,310.00	

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL		

84-840	LIBRARY CAPITAL
87-870	COUNTRYSIDE TIF
88-880	DOWNTOWN TIF
89-890	DOWNTOWN II TIF
90-XXX	DEVELOPER ESCROW
95-000	ESCROW DEPOSIT

INVOICES DUE ON/BEFORE 01/28/2025

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT
541939	EEI — ENGINEERING ENTERPRISES, INC.						
	82244	12/20/24	02	RELOCATION-WATER PARKWAY TO	** COMMENT **		
			03	BERTRAM DR	** COMMENT **		
					INVOICE TOTAL:		31,310.00 *
	82245	12/20/24	01	CITY OF YORKVILLE-GENERAL	01-640-54-00-5465		4,107.00
					INVOICE TOTAL:		4,107.00 *
	82246	12/20/24	01	MUNICIPAL ENGINEERING SERVICES	01-640-54-00-5465		1,900.00
					INVOICE TOTAL:		1,900.00 *
	82247	12/20/24	01	CORNEILS RD SOLAR/BEECHER RD	90-216-00-00-0111		906.00
			02	SOLAR	** COMMENT **		
					INVOICE TOTAL:		906.00 *
	82248	12/20/24	01	GRANDE RESERVE-UNIT 21	90-222-00-00-0111		210.00
					INVOICE TOTAL:		210.00 *
	82249	12/20/24	01	2024 LOCAL RD PROGRAM	23-230-60-00-6028		44,978.00
					INVOICE TOTAL:		44,978.00 *
	82250	12/20/24	01	GRANDE RESERVE - UNITS 18 & 25	90-228-00-00-0111		1,173.00
					INVOICE TOTAL:		1,173.00 *
	82251	12/20/24	01	PAVEMENT MANAGEMENT UPDATE	23-230-54-00-5465		4,925.00
					INVOICE TOTAL:		4,925.00 *
	82252	12/20/24	01	LM-NORTH RECEIVING STATION	51-510-60-00-6011		26,427.50
					INVOICE TOTAL:		26,427.50 *
	82253	12/20/24	01	LM-SOUTH RECEIVING STATION	51-510-60-00-6011		15,094.00
					INVOICE TOTAL:		15,094.00 *
	82254	12/20/24	01	LM-SOUTH RECEIVING STATION	51-510-60-00-6011		5,194.60
			02	STANDPIPE	** COMMENT **		
					INVOICE TOTAL:		5,194.60 *
					CHECK TOTAL:		336,188.25

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL	84-840	LIBRARY CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT	89-890	DOWNTOWN II TIF
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS	95-000	ESCROW DEPOSIT
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL				

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541940	EEI	ENGINEERING ENTERPRISES, INC.						
	82255		12/20/24	01	LM-NORTHWEST ELEVATED WATER	51-510-60-00-6011		57,090.25
				02	STORAGE TANK	** COMMENT **		
						INVOICE TOTAL:		57,090.25 *
						CHECK TOTAL:		57,090.25
541941	EEI	ENGINEERING ENTERPRISES, INC.						
	82256		12/20/24	01	LM-RT126 WATER MAIN	51-510-60-00-6011		5,355.50
				02	IMPROVEMENTS	** COMMENT **		
						INVOICE TOTAL:		5,355.50 *
	82257		12/20/24	01	LM-BLUESTEM WATER MAIN	51-510-60-00-6011		9,625.00
				02	IMPROVEMENTS	** COMMENT **		
						INVOICE TOTAL:		9,625.00 *
	82258		12/20/24	01	CYRUS ONE	90-227-00-00-0111		246.00
						INVOICE TOTAL:		246.00 *
	82259		12/20/24	01	2025 WATER MAIN REPLACEMENT	51-510-60-00-6025		67,080.47
						INVOICE TOTAL:		67,080.47 *
	82260		12/20/24	01	LM-LAND ACQUISITION SERVICES	51-510-60-00-6011		2,790.00
						INVOICE TOTAL:		2,790.00 *
	82261		12/20/24	01	FAXON RD RECONSTRUCTION	23-230-60-00-6046		5,491.42
						INVOICE TOTAL:		5,491.42 *
	82262		12/20/24	01	BEECHER RD RECONSTRUCTION	23-230-60-00-6046		5,542.08
						INVOICE TOTAL:		5,542.08 *
	82263		12/20/24	01	KENNEDY RD ROADWAY	23-230-60-00-6040		12,918.00
				02	IMPROVEMENTS	** COMMENT **		
						INVOICE TOTAL:		12,918.00 *

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL		

84-840	LIBRARY CAPITAL
87-870	COUNTRYSIDE TIF
88-880	DOWNTOWN TIF
89-890	DOWNTOWN II TIF
90-XXX	DEVELOPER ESCROW
95-000	ESCROW DEPOSIT

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CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT
541941	EEI — ENGINEERING ENTERPRISES, INC.						
	82264	12/20/24	01	2820 BEECHER SOLAR	90-231-00-00-0111		1,035.50
					INVOICE TOTAL:		1,035.50 *
	82265	12/20/24	01	WWS NEEDS ASSESSMENT	01-640-54-00-5465		855.25
			02	CALCULATIONS UPDATE	** COMMENT **		
					INVOICE TOTAL:		855.25 *
	82266	12/20/24	01	KENDALL COUNTY BLDG-FOX ST	01-640-54-00-5465		453.00
					INVOICE TOTAL:		453.00 *
	82267	12/20/24	01	QUIET ZONE STUDY-DOWNTOWN	01-640-54-00-5465		210.00
					INVOICE TOTAL:		210.00 *
	82268	12/20/24	01	PIONEER DEVELOPMENT	90-242-00-00-0111		984.00
					INVOICE TOTAL:		984.00 *
	82269	12/20/24	01	HEARTLAND MEADOWS WEST	90-232-00-00-0111		2,629.00
					INVOICE TOTAL:		2,629.00 *
	82270	12/20/24	01	DMYF, LLLP	90-234-00-00-0111		1,887.00
					INVOICE TOTAL:		1,887.00 *
	82271	12/20/24	01	2025 ROAD PROGRAM-MFT	23-230-60-00-6025		15,274.50
					INVOICE TOTAL:		15,274.50 *
	82272	12/20/24	01	COSTCO	90-239-00-00-0111		3,196.00
					INVOICE TOTAL:		3,196.00 *
	82273	12/20/24	01	1106 S BRIDGE ST	90-237-00-00-0111		637.50
					INVOICE TOTAL:		637.50 *
	82274	12/20/24	01	2024-2025 BRIDGE INSPECTION	01-640-54-00-5465		14,500.00
					INVOICE TOTAL:		14,500.00 *
	82298	11/26/24	01	2025 LOCAL ROAD PROGRAM	23-230-60-00-6028		46,793.50
					INVOICE TOTAL:		46,793.50 *
					CHECK TOTAL:		197,503.72

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL	84-840	LIBRARY CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT	89-890	DOWNTOWN II TIF
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS	95-000	ESCROW DEPOSIT
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL				

UNITED CITY OF YORKVILLE
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CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT	
541942	FIRSTNET AT&T MOBILITY							
	287313454005X0103202	12/25/24	01	11/26-12/25 MOBILE DEVICES	01-220-54-00-5440		42.20	
			02	11/26-12/25 MOBILE DEVICES	51-510-54-00-5440		42.20	
			03	11/26-12/25 MOBILE DEVICES	01-110-54-00-5440		42.20	
			04	11/26-12/25 MOBILE DEVICES	01-210-54-00-5440		838.04	
			05	11/26-12/25 MOBILE DEVICES	79-795-54-00-5440		42.20	
					INVOICE TOTAL:		1,006.84	*
					CHECK TOTAL:		1,006.84	
541943	FIRSTNET AT&T MOBILITY							
	287313454207X0103202	12/25/24	01	11/26-12/25 MOBILE DEVICES	01-220-54-00-5440		340.92	
			02	4 REPLACEMENT PHONES	01-220-56-00-5620		3.96	
			03	11/26-12/25 MOBILE DEVICES	79-790-54-00-5440		36.24	
			04	11/26-12/25 MOBILE DEVICES	79-795-54-00-5440		156.88	
			05	11/26-12/25 MOBILE DEVICES	51-510-54-00-5440		235.32	
			06	11/26-12/25 MOBILE DEVICES	52-520-54-00-5440		72.48	
					INVOICE TOTAL:		845.80	*
					CHECK TOTAL:		845.80	
541944	FLEEPRID FLEETPRIDE							
	121938482	12/06/24	01	WORK LAMP	01-410-56-00-5628		46.39	
					INVOICE TOTAL:		46.39	*
					CHECK TOTAL:		46.39	
541945	FOXVALLE FOX VALLEY TROPHY & AWARDS							
	T197	01/08/25	01	BASKETBALL MEDALS	79-795-56-00-5606		800.00	
					INVOICE TOTAL:		800.00	*
					CHECK TOTAL:		800.00	

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL	84-840	LIBRARY CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT	89-890	DOWNTOWN II TIF
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS	95-000	ESCROW DEPOSIT
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL				

UNITED CITY OF YORKVILLE
PRE-CHECK RUN EDIT

INVOICES DUE ON/BEFORE 01/28/2025

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541946	G&LCOUNT — G & L COUNTERTOPS, INC						
	10389	01/09/25	01	BALANCE OWED FOR COM/DEV	24-216-56-00-5656		250.00
			02	COUNTERTOP	** COMMENT **		
					INVOICE TOTAL:		250.00 *
					CHECK TOTAL:		250.00
541947	GARDKOCH — GARDINER KOCH & WEISBERG						
	22411	01/10/25	01	KIMBALL HILL I MATTERS	01-640-54-00-5461		360.00
					INVOICE TOTAL:		360.00 *
					CHECK TOTAL:		360.00
541948	GLATFELT — GLATFELTER UNDERWRITING SRVS.						
	218649131	01/09/25	01	ADDITION OF MACK DUMP TRUCK TO	01-640-52-00-5231		1,559.00
			02	INSURANCE	** COMMENT **		
					INVOICE TOTAL:		1,559.00 *
					CHECK TOTAL:		1,559.00
541949	HARRIS — HARRIS COMPUTER SYSTEMS						
	MSIXT0000589	12/31/24	01	MYGOVHUB FEES-DEC 2024	01-120-54-00-5462		105.06
			02	MYGOVHUB FEES-DEC 2024	51-510-54-00-5462		157.60
			03	MYGOVHUB FEES-DEC 2024	52-520-54-00-5462		46.35
					INVOICE TOTAL:		309.01 *
					CHECK TOTAL:		309.01
541950	HARTROB — ROBBIE HART						
	011425-TUITION	01/14/25	01	AURORAS MASTER CLASS ADV	01-210-54-00-5410		1,206.00
			02	CLINICAL SOCIAL WORK TIUTION	** COMMENT **		

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL	84-840	LIBRARY CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT	89-890	DOWNTOWN II TIF
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS	95-000	ESCROW DEPOSIT
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL				

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541950	HARTROB ROBBIE HART						
	011425-TUITION	01/14/25	03	REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		1,206.00 *
	011425-TUITION 2	01/14/24	01	AURORA MASTER'S CLASS SWK	01-210-54-00-5410		1,206.00
			02	POLICY TUITION REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		1,206.00 *
	011425-TUITION 3	01/14/25	01	AURORA MASTER'S CLASS FIELD	01-210-54-00-5410		1,206.00
			02	INSTRUCT TUITION REIMBURSEMENT	** COMMENT **		
					INVOICE TOTAL:		1,206.00 *
					CHECK TOTAL:		3,618.00
541951	ILPHLEBO ILLINOIS PHLEBOTOMY SERVICES						
	2168	12/27/24	01	PHLEBOTOMY SERVICES	01-210-54-00-5462		550.00
					INVOICE TOTAL:		550.00 *
					CHECK TOTAL:		550.00
541952	IMPERINV IMPERIAL INVESTMENTS						
	NOV 2024-REBATE	01/09/25	01	NOV 2024 BUSINESS DIST REBATE	01-000-24-00-2488		2,356.61
					INVOICE TOTAL:		2,356.61 *
					CHECK TOTAL:		2,356.61
541953	JDEERE JOHN DEERE FINANCIAL						
	11983513	09/17/24	01	INSTALLED TEMPERATURE SWITCH	01-410-54-00-5490		1,155.62
					INVOICE TOTAL:		1,155.62 *
	12010410	10/17/24	01	REPLACED FUEL CHECK VALVE	01-410-54-00-5490		870.49
					INVOICE TOTAL:		870.49 *
					CHECK TOTAL:		2,026.11

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL	84-840	LIBRARY CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT	89-890	DOWNTOWN II TIF
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS	95-000	ESCROW DEPOSIT
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL				

UNITED CITY OF YORKVILLE
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INVOICES DUE ON/BEFORE 01/28/2025

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT
541954	JIMSTRCK JIM'S TRUCK INSPECTION LLC						
	207297	01/03/25	01	TRUCK INSPECTION	01-410-54-00-5490		43.00
					INVOICE TOTAL:		43.00 *
					CHECK TOTAL:		43.00
541955	KENDCROS KENDALL CROSSING, LLC						
	BD REBATE 11/24	01/08/25	01	NOV 2024 BUSINESS DIST REBATE	01-000-24-00-2487		5,881.91
					INVOICE TOTAL:		5,881.91 *
					CHECK TOTAL:		5,881.91
541956	KLUBER KLUBER, INC						
	9355	12/31/24	01	WORKED COMPLETED ON YORKVILLE	24-216-60-00-6042		194,489.95
			02	PUBLIC WORKS AND PARK	** COMMENT **		
			03	MAINTENANCE BUILDING	** COMMENT **		
					INVOICE TOTAL:		194,489.95 *
					CHECK TOTAL:		194,489.95
541957	LAUTAMEN LAUTERBACH & AMEN, LLP						
	95659	09/28/24	01	PROFESSIONAL SERVICES	01-120-54-00-5414		1,500.00
			02	RENDERED IN CONNECTION WITH	** COMMENT **		
			03	GASB 96	** COMMENT **		
					INVOICE TOTAL:		1,500.00 *
					CHECK TOTAL:		1,500.00
541958	LINDCO LINDCO EQUIPMENT SALES INC						
	230883C-SWL	11/20/24	01	WESTERN STAR CHASSIS	25-215-60-00-6070		130,450.00
					INVOICE TOTAL:		130,450.00 *

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL	84-840	LIBRARY CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT	89-890	DOWNTOWN II TIF
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS	95-000	ESCROW DEPOSIT
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL				

INVOICES DUE ON/BEFORE 01/28/2025

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541958	LINDCO	LINDCO EQUIPMENT SALES INC						
	2403361-SWL		12/23/24	01	MACK TRUCK FINAL BUILD OUT	25-215-60-00-6070		154,410.56
						INVOICE TOTAL:		154,410.56 *
						CHECK TOTAL:		284,860.56
541959	LITE	LITE CONSTRUCTION						
	APP 17		01/10/25	01	FINAL PAYMENT FOR YORKVILLE	24-216-60-00-6030		198,902.56
				02	CITY HALL AND POLICE FACILITY	** COMMENT **		
				03	RENOVATIONS	** COMMENT **		
						INVOICE TOTAL:		198,902.56 *
						CHECK TOTAL:		198,902.56
541960	LRS	LRS, LLC						
	PS624314		09/19/24	01	08/23-09/19 PORTOLET	79-795-56-00-5620		184.00
				02	UPKEEP-2775 GRANDE TR	** COMMENT **		
						INVOICE TOTAL:		184.00 *
	PS629251		10/17/24	01	10/18 PORTOLET UPKEEP- 427	79-795-56-00-5620		9.85
				02	BRISTOL BAY	** COMMENT **		
						INVOICE TOTAL:		9.85 *
	PS634941		11/14/24	01	11/15 PORTOLET UPKEEP-301 N	79-795-56-00-5620		7.49
				02	BRIDGE	** COMMENT **		
						INVOICE TOTAL:		7.49 *
	PS634942		11/14/24	01	11/15 PORTOLET UPKEEP-131 E	79-795-56-00-5620		452.00
				02	HYDRAULIC	** COMMENT **		
						INVOICE TOTAL:		452.00 *
	PS634944		11/14/24	01	11/15 PORTOLET UPKEEP- 374 E	79-795-56-00-5620		3.28
				02	VAN EMMON	** COMMENT **		
						INVOICE TOTAL:		3.28 *

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL	84-840	LIBRARY CAPITAL
				87-870	COUNTRYSIDE TIF
				88-880	DOWNTOWN TIF
				89-890	DOWNTOWN II TIF
				90-XXX	DEVELOPER ESCROW
				95-000	ESCROW DEPOSIT

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541960	LRS	LRS, LLC							
	PS634945		11/14/24	01	11/15 PORTOLET UPKEEP-1711	79-795-56-00-5620		3.28	
				02	JOHN ST	** COMMENT **			
						INVOICE TOTAL:		3.28	*
	PS634946		11/14/24	01	11/15 PORTOLET UPKEEP-1474	79-795-56-00-5620		3.28	
				02	SYCAMORE	** COMMENT **			
						INVOICE TOTAL:		3.28	*
	PS634947		11/14/24	01	11/15 PORTOLET UPKEEP-901	79-795-56-00-5620		10.78	
				02	GAME FARM RD	** COMMENT **			
						INVOICE TOTAL:		10.78	*
	PS634948		11/14/24	01	10/20-11/14 PORTOLET UPKEEP-	79-795-56-00-5620		98.57	
				02	2775 GRANDE TR	** COMMENT **			
						INVOICE TOTAL:		98.57	*
	PS634950		11/14/24	01	11/15 PORTOLET UPKEEP-3651	79-795-56-00-5620		6.57	
				02	KENNEDY	** COMMENT **			
						INVOICE TOTAL:		6.57	*
	PS634951		11/14/24	01	11/15 PORTOLET UPKEEP-872	79-795-56-00-5620		3.28	
				02	PRAIRIE CROSSING	** COMMENT **			
						INVOICE TOTAL:		3.28	*
	PS634953		11/14/24	01	11/15 PORTOLET UPKEEP-600	79-795-56-00-5620		6.57	
				02	HAYDEN DR	** COMMENT **			
						INVOICE TOTAL:		6.57	*
	PS634954		11/14/24	01	11/15-11/19 PORTOLET	79-795-56-00-5620		118.23	
				02	UPKEEP-BRISTOL BAY	** COMMENT **			
						INVOICE TOTAL:		118.23	*
	PS634956		11/14/24	01	11/15 PORTOLET	79-795-56-00-5620		3.28	
				02	UPKEEP-COUNTRYSIDE	** COMMENT **			
						INVOICE TOTAL:		3.28	*

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL		

84-840	LIBRARY CAPITAL
87-870	COUNTRYSIDE TIF
88-880	DOWNTOWN TIF
89-890	DOWNTOWN II TIF
90-XXX	DEVELOPER ESCROW
95-000	ESCROW DEPOSIT

INVOICES DUE ON/BEFORE 01/28/2025

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541960	LRS LRS, LLC						
	PS634957	11/14/24	01	11/15-12/12 PORTOLET	79-795-56-00-5620		92.00
			02	UPKEEP-RICE CONSTRUCTION SITE	** COMMENT **		
					INVOICE TOTAL:		92.00 *
	PS639131	12/12/24	01	12/13-01/09 PORTOLET	79-795-56-00-5620		302.00
			02	UPKEEP-131 E HYDRAULIC	** COMMENT **		
					INVOICE TOTAL:		302.00 *
	PS639136	12/12/24	01	11/15 PORTOLET UPKEEP-ROTARY	79-795-56-00-5620		3.28
					INVOICE TOTAL:		3.28 *
	PS642664	01/09/25	01	1/10-2/06 PORTOLET	79-795-56-00-5620		302.00
			02	UPKEEP-RIVERFRONT PARK	** COMMENT **		
					INVOICE TOTAL:		302.00 *
					CHECK TOTAL:		1,609.74
541961	MECHANIC MECHANICS LAB LLC						
	5876	10/21/24	01	REPLACE AIR DRYER	01-410-54-00-5490		258.03
					INVOICE TOTAL:		258.03 *
	5996	12/18/24	01	BALANCE DUE ON EXHAUST	01-410-54-00-5490		311.56
			02	MANIFOLD REPAIR	** COMMENT **		
					INVOICE TOTAL:		311.56 *
	6032	01/03/25	01	ABS MODULATOR REPAIR	01-410-54-00-5490		150.00
					INVOICE TOTAL:		150.00 *
					CHECK TOTAL:		719.59
541962	MENINC MENARDS INC						
	103124-STREBATE	01/01/25	01	AUG-OCT 2024 SALES TAX REBATE	01-640-54-00-5492		111,722.44
					INVOICE TOTAL:		111,722.44 *
					CHECK TOTAL:		111,722.44

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL	84-840	LIBRARY CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT	89-890	DOWNTOWN II TIF
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS	95-000	ESCROW DEPOSIT
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL				

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541963	MESIMPSO M.E. SIMPSON CO, INC						
	42730	07/25/24	01	LEAK DETECTION AT 407 MAIN ST	51-510-56-00-5640		645.00
					INVOICE TOTAL:		645.00 *
					CHECK TOTAL:		645.00
541964	MORTON MORTON SALT, INC						
	5403249549	12/27/24	01	SALT	15-155-56-00-5618		34,907.28
					INVOICE TOTAL:		34,907.28 *
					CHECK TOTAL:		34,907.28
541965	MOTOROLA MOTOROLA SOLUTIONS						
	8230480048	08/30/24	01	ANNUAL SERVICE CONTRACT	01-210-54-00-5495		1,550.00
			02	RENEWAL	** COMMENT **		
					INVOICE TOTAL:		1,550.00 *
					CHECK TOTAL:		1,550.00
541966	MROWCO MATHEWSON RIGHT OF WAY CO,						
	24-0387-03	12/31/24	01	LAKE MICHIGAN WATER SYSTEM	51-510-60-00-6011		6,000.00
			02	IMPROVEMENT PROJECT	** COMMENT **		
			03	NEGOTIATION SERVICES	** COMMENT **		
					INVOICE TOTAL:		6,000.00 *
					CHECK TOTAL:		6,000.00
541967	MUNCOLLE MUNICIPAL COLLECTION SERVICES						
	028580	11/30/24	01	COMMISSION ON COLLECTIONS	01-210-54-00-5467		35.00
					INVOICE TOTAL:		35.00 *
	028828	12/31/24	01	COMMISSION ON COLLECTIONS	01-210-54-00-5467		6.22
					INVOICE TOTAL:		6.22 *
					CHECK TOTAL:		41.22

01-110	ADMIN
01-120	FINANCE
01-210	POLICE
01-220	COMMUNITY DEVELOPMENT
01-410	STREETS OPERATIONS
01-640	ADMINISTRATIVE SERVICES
11-111	FOX HILL SSA
12-112	SUNFLOWER SSA
15-155	MOTOR FUEL TAX (MFT)
23-230	CITY WIDE CAPITAL
24-216	BUILDING & GROUNDS
25-205	POLICE CAPITAL
25-212	GENERAL GOVERNMENT CAPITAL
25-215	PUBLIC WORKS CAPITAL
25-225	PARK & RECREATION CAPITAL
51-510	WATER OPERATIONS
52-520	SEWER OPERATIONS
79-790	PARKS DEPARTMENT
79-795	RECREATION DEPARTMENT
82-820	LIBRARY OPERATIONS
84-840	LIBRARY CAPITAL
87-870	COUNTRYSIDE TIF
88-880	DOWNTOWN TIF
89-890	DOWNTOWN II TIF
90-XXX	DEVELOPER ESCROW
95-000	ESCROW DEPOSIT

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541968	MUNIWELL MUNICIPAL WELL & PUMP						
	23092	12/31/24	01	ENGINEERS PAYMENT ESTIMATE 2	51-510-60-00-6029		528,445.80
			02	FOR WELL 10 CONSTRUCTION	** COMMENT **		
					INVOICE TOTAL:		528,445.80 *
					CHECK TOTAL:		528,445.80
541969	NARVICK NARVICK BROS. LUMBER CO, INC						
	95092	12/16/24	01	CONCRETE	51-510-56-00-5640		538.00
					INVOICE TOTAL:		538.00 *
					CHECK TOTAL:		538.00
541970	NICOR NICOR GAS						
	00-41-22-8748 4-1224	01/02/25	01	12/02-01/02 1107 PRAIRIE	01-110-54-00-5480		66.79
					INVOICE TOTAL:		66.79 *
	15-64-61-3532 5-1224	01/02/25	01	12/02-01/02 1991 CANNONBALL	01-110-54-00-5480		55.93
					INVOICE TOTAL:		55.93 *
	16-00-27-3553 4-1224	01/10/25	01	12/10-01/10 1301 CAROLYN CT	01-110-54-00-5480		53.64
					INVOICE TOTAL:		53.64 *
	20-52-56-2042 1-1224	12/30/24	01	11/27-12/30 420 FAIRHAVEN	01-110-54-00-5480		148.52
					INVOICE TOTAL:		148.52 *
	23-45-91-4862 5-1224	01/03/25	01	12/03-01/03 101 BRUELL	01-110-54-00-5480		149.31
					INVOICE TOTAL:		149.31 *
	31-61-67-2493 1-1224	01/09/25	01	12/09-01/09 276 WINDHAM	01-110-54-00-5480		52.46
					INVOICE TOTAL:		52.46 *
	37-35-53-1941 1-1224	01/07/25	01	12/06-01/07 185 WOLF ST	01-110-54-00-5480		415.01
					INVOICE TOTAL:		415.01 *

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL	84-840	LIBRARY CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT	89-890	DOWNTOWN II TIF
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS	95-000	ESCROW DEPOSIT
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL				

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541970	NICOR	NICOR GAS							
	40-52-64-8356 1-1224		01/06/25	01	12/04-01/04 02 E VAN EMMON	01-110-54-00-5480		449.75	
						INVOICE TOTAL:		449.75	*
	46-69-47-6727 1-1224		01/07/25	01	12/06-01/07 1975 N BRIDGE	01-110-54-00-5480		148.83	
						INVOICE TOTAL:		148.83	*
	61-60-41-1000 9-1224		01/03/25	01	12/03-01/03 610 TOWER	01-110-54-00-5480		852.99	
						INVOICE TOTAL:		852.99	*
	66-70-44-6942 9-1224		01/07/25	01	12/06-01/07 1908 RAINTREE RD	01-110-54-00-5480		155.74	
						INVOICE TOTAL:		155.74	*
	80-56-05-1157 0-1224		01/07/25	01	12/06-01/07 2512 ROSEMONT	01-110-54-00-5480		67.70	
						INVOICE TOTAL:		67.70	*
	83-80-00-1000 7-1224		01/03/25	01	12/03-01/03 610 TOWER UNIT B	01-110-54-00-5480		306.44	
						INVOICE TOTAL:		306.44	*
	86-91-67-3104 4-1224		01/07/25	01	12/13-01/07 1203 BADGER ST	01-110-54-00-5480		125.68	
						INVOICE TOTAL:		125.68	*
	91-85-68-4012 8-1224		01/06/25	01	12/02-01/02 902 GAME FARM RD	82-820-54-00-5480		2,502.76	
						INVOICE TOTAL:		2,502.76	*
						CHECK TOTAL:			5,551.55
541971	NUTOYS	NUTOYS LEISURE PRODUCTS							
	120524		12/05/24	01	10 SWING SEATS	79-790-56-00-5640		1,898.00	
						INVOICE TOTAL:		1,898.00	*
						CHECK TOTAL:			1,898.00
541972	OLEARYC	CYNTHIA O'LEARY							

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL		

84-840	LIBRARY CAPITAL
87-870	COUNTRYSIDE TIF
88-880	DOWNTOWN TIF
89-890	DOWNTOWN II TIF
90-XXX	DEVELOPER ESCROW
95-000	ESCROW DEPOSIT

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541972	OLEARYC	CYNTHIA O'LEARY							
	REC FALL BASKETBALL		12/15/24	01	BASKETBALL LEAGUE ASSIGNING	79-795-54-00-5462		420.00	
				02	FEE	** COMMENT **			
						INVOICE TOTAL:		420.00	*
						CHECK TOTAL:		420.00	
541973	OMALLEY	O'MALLEY WELDING & FABRICATING							
	21472		12/19/24	01	MODIFY ALUM RAMP	79-790-54-00-5495		225.00	
						INVOICE TOTAL:		225.00	*
						CHECK TOTAL:		225.00	
541974	PLAYIL	PLAY ILLINOIS LLC							
	2111		11/25/24	01	PLAYGROUND REPLACEMENT PARTS	79-790-56-00-5640		265.80	
						INVOICE TOTAL:		265.80	*
	824470		12/20/24	01	ROPE CONNECTORS, BRASS SPACERS	79-790-56-00-5640		1,052.40	
						INVOICE TOTAL:		1,052.40	*
						CHECK TOTAL:		1,318.20	
541975	PRINTSRC	LAMBERT PRINT SOURCE, LLC							
	4435		01/07/25	01	AGENCY SHOWCASE TABLE COVER	79-795-56-00-5606		127.50	
						INVOICE TOTAL:		127.50	*
						CHECK TOTAL:		127.50	
541976	R0001975	RYAN HOMES							
	20221413-4432 TAMPA		01/06/25	01	SECURITY GUARANTEE REFUND	01-000-24-00-2415		2,500.00	
				02	362 BISCAYNE OVRPYMT	01-000-24-00-2415		-50.00	
						INVOICE TOTAL:		2,450.00	*
						CHECK TOTAL:		2,450.00	

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL		

84-840	LIBRARY CAPITAL
87-870	COUNTRYSIDE TIF
88-880	DOWNTOWN TIF
89-890	DOWNTOWN II TIF
90-XXX	DEVELOPER ESCROW
95-000	ESCROW DEPOSIT

UNITED CITY OF YORKVILLE
PRE-CHECK RUN EDIT

INVOICES DUE ON/BEFORE 01/28/2025

CHECK #	VENDOR # / INVOICE #		INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT	
541977	R0002208	HARI DEVELOPMENT YORKVILLE LLC							
	103124-STREBATE		01/01/25	01	AUG-OCT 2024 SALES TAX REBATE	01-640-54-00-5492		979.68	
						INVOICE TOTAL:		979.68	*
						CHECK TOTAL:		979.68	
541978	R0002288	LENNAR							
	20230249-851 WINDETT		01/10/25	01	SECURITY GUARANTEE REFUND	01-000-24-00-2415		5,000.00	
						INVOICE TOTAL:		5,000.00	*
						CHECK TOTAL:		5,000.00	
541979	STANDARD	STANDARD & ASSOCIATES, INC.							
	SA000059997		12/18/24	01	LAW ENFORCEMENT APPLICATION	01-210-54-00-5411		45.00	
						INVOICE TOTAL:		45.00	*
						CHECK TOTAL:		45.00	
541980	TRAFFIC	TRAFFIC CONTROL CORPORATION							
	155868		12/30/24	01	REPLACED INVERTERS	01-410-54-00-5435		5,855.00	
						INVOICE TOTAL:		5,855.00	*
						CHECK TOTAL:		5,855.00	
541981	TRICO	TRICO MECHANICAL , INC							
	15212		12/31/24	01	HVAC MAINTENANCE INSPECTION	24-216-54-00-5446		300.00	
				02	AT 610 TOWER	** COMMENT **			
						INVOICE TOTAL:		300.00	*
	15216		12/31/24	01	HVAC MAINTENANCE AT 102 VAN	24-216-54-00-5446		300.00	
				02	EMMON	** COMMENT **			
						INVOICE TOTAL:		300.00	*

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL		

84-840	LIBRARY CAPITAL
87-870	COUNTRYSIDE TIF
88-880	DOWNTOWN TIF
89-890	DOWNTOWN II TIF
90-XXX	DEVELOPER ESCROW
95-000	ESCROW DEPOSIT

UNITED CITY OF YORKVILLE
PRE-CHECK RUN EDIT

INVOICES DUE ON/BEFORE 01/28/2025

CHECK #	VENDOR # / INVOICE #		INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT
541981	TRICO	TRICO MECHANICAL , INC						
	24-1284		12/31/24	01	HVAC REPAIR AT 901 GAME FARM	24-216-54-00-5446		750.00
				02	RD-BEECHER CENTER	** COMMENT **		
						INVOICE TOTAL:		750.00 *
	24-1289		12/31/24	01	HVAC REPAIR AT 901 GAME FARM	24-216-54-00-5446		985.83
				02	RD-BEECHER CENTER	** COMMENT **		
						INVOICE TOTAL:		985.83 *
						CHECK TOTAL:		2,335.83
541982	TROTSKY	TROTSKY INVESTIGATIVE						
	YORKVILLE PD 24-04		11/27/24	01	POLYGRAPH EXAM FOR 3	01-210-54-00-5410		585.00
				02	APPLICANTS	** COMMENT **		
						INVOICE TOTAL:		585.00 *
						CHECK TOTAL:		585.00
541983	UMBBANK	UMB BANK						
	103124-STREBATE		12/01/24	01	AUG-OCT 2024 SALES TAX REBATE	01-640-54-00-5492		146,740.69
						INVOICE TOTAL:		146,740.69 *
						CHECK TOTAL:		146,740.69
541984	VITOSH	CHRISTINE M. VITOSH						
	2263		11/18/24	01	11/04 & 11/18 ADMIN HEARINGS	01-210-54-00-5467		350.00
						INVOICE TOTAL:		350.00 *
	2276		12/31/24	01	12/11/24 PLANNING & ZONING	01-220-54-00-5462		240.00
						INVOICE TOTAL:		240.00 *
	2277		12/16/24	01	DEC 2024 ADMIN HEARINGS	01-210-54-00-5467		350.00
						INVOICE TOTAL:		350.00 *
						CHECK TOTAL:		940.00

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL		

84-840	LIBRARY CAPITAL
87-870	COUNTRYSIDE TIF
88-880	DOWNTOWN TIF
89-890	DOWNTOWN II TIF
90-XXX	DEVELOPER ESCROW
95-000	ESCROW DEPOSIT

UNITED CITY OF YORKVILLE
PRE-CHECK RUN EDIT

INVOICES DUE ON/BEFORE 01/28/2025

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT
541985	VSHOREWO VILLAGE OF SHOREWOOD						
	0073180	12/01/24	01	ILEAS MOBILE FIELD FORCE	01-210-54-00-5460		300.00
			02	REGION 3C 2025 ANNUAL TEAM	** COMMENT **		
			03	DUES RENEWAL	** COMMENT **		
					INVOICE TOTAL:		300.00 *
					CHECK TOTAL:		300.00
541986	WAUBONSE WAUBONSEE COMMUNITY COLLEGE						
	113868	12/02/24	01	OSHA 10 TRAINING	52-520-54-00-5412		177.00
			02	OSHA 10 TRAINING	51-510-54-00-5412		472.00
			03	OSHA 10 TRAINING	01-410-54-00-5412		531.00
			04	OSHA 10 TRAINING	79-790-54-00-5412		590.00
					INVOICE TOTAL:		1,770.00 *
					CHECK TOTAL:		1,770.00
541987	WERDERW WALLY WERDERICH						
	121124-AUGUST	12/11/24	01	AUG 2024 ADMIN HEARINGS	01-210-54-00-5467		150.00
					INVOICE TOTAL:		150.00 *
	121124-DEC 2024	12/15/24	01	DEC 2024 ADMIN HEARINGS	01-210-54-00-5467		150.00
					INVOICE TOTAL:		150.00 *
	121124-JULY	12/11/24	01	JUL 2024 ADMIN HEARINGS	01-210-54-00-5467		150.00
					INVOICE TOTAL:		150.00 *
	121124-JUNE	12/11/24	01	JUN 2024 ADMIN HEARINGS	01-210-54-00-5467		150.00
					INVOICE TOTAL:		150.00 *
	121124-MAY	12/11/24	01	MAY 2024 ADMIN HEARINGS	01-210-54-00-5467		150.00
					INVOICE TOTAL:		150.00 *
	121124-NOVEMBER	12/11/24	01	NOV 2024 ADMIN HEARINGS	01-210-54-00-5467		150.00
					INVOICE TOTAL:		150.00 *

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL	84-840	LIBRARY CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT	89-890	DOWNTOWN II TIF
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS	95-000	ESCROW DEPOSIT
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL				

UNITED CITY OF YORKVILLE
PRE-CHECK RUN EDIT

INVOICES DUE ON/BEFORE 01/28/2025

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT	
541987	WERDERW WALLY WERDERICH							
	121124-OCTOBER	12/11/24	01	OCT 2024 ADMIN HEARINGS	01-210-54-00-5467		150.00	
					INVOICE TOTAL:		150.00	*
	121124-SEPTEMBER	12/11/24	01	SEPT 2024 ADMIN HEARINGS	01-210-54-00-5467		150.00	
					INVOICE TOTAL:		150.00	*
					CHECK TOTAL:		1,200.00	
541988	YBSD YORKVILLE BRISTOL							
	2025.001	01/02/25	01	JAN 2025 LANDFILL EXPENSES	51-510-54-00-5445		22,197.86	
					INVOICE TOTAL:		22,197.86	*
	24-DEC	01/07/25	01	DEC 2024 SANITARY FEES	95-000-24-00-2450		446,310.90	
					INVOICE TOTAL:		446,310.90	*
					CHECK TOTAL:		468,508.76	
541989	YORKBIGB YORKVILLE BIG BAND							
	2025 HTD-DEPOSIT	01/15/25	01	2025 HTD BAND DEPOSIT	79-000-14-00-1400		300.00	
					INVOICE TOTAL:		300.00	*
					CHECK TOTAL:		300.00	
541990	YOUNGM MARLYS J. YOUNG							
	010225 PS	01/07/25	01	01/02/25 PS MEETING MINUTES	01-110-54-00-5462		85.00	
					INVOICE TOTAL:		85.00	*
	112624-JRB	12/31/24	01	11/26/24 JRB MEETING MINUTES	87-870-54-00-5462		28.34	
			02	11/26/24 JRB MEETING MINUTES	88-880-54-00-5462		28.33	
			03	11/26/24 JRB MEETING MINUTES	89-890-54-00-5462		28.33	
					INVOICE TOTAL:		85.00	*

01-110	ADMIN	12-112	SUNFLOWER SSA	25-225	PARK & RECREATION CAPITAL	84-840	LIBRARY CAPITAL
01-120	FINANCE	15-155	MOTOR FUEL TAX (MFT)	51-510	WATER OPERATIONS	87-870	COUNTRYSIDE TIF
01-210	POLICE	23-230	CITY WIDE CAPITAL	52-520	SEWER OPERATIONS	88-880	DOWNTOWN TIF
01-220	COMMUNITY DEVELOPMENT	24-216	BUILDING & GROUNDS	79-790	PARKS DEPARTMENT	89-890	DOWNTOWN II TIF
01-410	STREETS OPERATIONS	25-205	POLICE CAPITAL	79-795	RECREATION DEPARTMENT	90-XXX	DEVELOPER ESCROW
01-640	ADMINISTRATIVE SERVICES	25-212	GENERAL GOVERNMENT CAPITAL	82-820	LIBRARY OPERATIONS	95-000	ESCROW DEPOSIT
11-111	FOX HILL SSA	25-215	PUBLIC WORKS CAPITAL				

UNITED CITY OF YORKVILLE
PRE-CHECK RUN EDIT

INVOICES DUE ON/BEFORE 01/28/2025

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	PROJECT CODE	ITEM AMT	
541990	YOUNGM MARLYS J. YOUNG							
	121224-PC	12/29/24	01	12/12/24 PC MEETING MINUTES	90-236-00-00-0011		28.34	
			02	12/12/24 PC MEETING MINUTES	90-238-00-00-0011		28.33	
			03	12/12/24 PC MEETING MINUTES	90-239-00-00-0011		28.33	
					INVOICE TOTAL:		85.00	*
	121724-PW	01/03/25	01	12/17/24 PW MEETING MINUTES	01-110-54-00-5462		85.00	
					INVOICE TOTAL:		85.00	*
					CHECK TOTAL:		340.00	

TOTAL CHECKS PAID: 2,966,949.37

TOTAL DEPOSITS PAID: 3,446.00

TOTAL AMOUNT PAID: 2,970,395.37

01-110	ADMIN
01-120	FINANCE
01-210	POLICE
01-220	COMMUNITY DEVELOPMENT
01-410	STREETS OPERATIONS
01-640	ADMINISTRATIVE SERVICES
11-111	FOX HILL SSA
12-112	SUNFLOWER SSA
15-155	MOTOR FUEL TAX (MFT)
23-230	CITY WIDE CAPITAL
24-216	BUILDING & GROUNDS
25-205	POLICE CAPITAL
25-212	GENERAL GOVERNMENT CAPITAL
25-215	PUBLIC WORKS CAPITAL
25-225	PARK & RECREATION CAPITAL
51-510	WATER OPERATIONS
52-520	SEWER OPERATIONS
79-790	PARKS DEPARTMENT
79-795	RECREATION DEPARTMENT
82-820	LIBRARY OPERATIONS
84-840	LIBRARY CAPITAL
87-870	COUNTRYSIDE TIF
88-880	DOWNTOWN TIF
89-890	DOWNTOWN II TIF
90-XXX	DEVELOPER ESCROW
95-000	ESCROW DEPOSIT

UNITED CITY OF YORKVILLE
PAYROLL SUMMARY
January 17, 2025

	REGULAR	OVERTIME	TOTAL	IMRF	FICA	TOTALS
MAYOR & LIQ. COM.	$ 1,457.34	$ -	$ 1,457.34	$ -	$ 111.49	$ 1,568.83
ALDERMAN	4,940.00	-	4,940.00	-	377.92	5,317.92
ADMINISTRATION	19,683.51	-	19,683.51	1,306.98	1,447.39	22,437.88
FINANCE	16,040.76	-	16,040.76	1,065.10	1,194.57	18,300.43
POLICE	155,333.70	9,996.08	165,329.78	461.65	12,311.34	178,102.77
COMMUNITY DEV.	29,554.06	-	29,554.06	1,906.61	2,182.30	33,642.97
STREETS	28,341.83	1,133.53	29,475.36	1,957.17	2,180.47	33,613.00
BUILDING & GROUNDS	6,356.06	-	6,356.06	422.04	473.41	7,251.51
WATER	22,852.14	711.66	23,563.80	1,522.51	1,809.29	26,895.60
SEWER	16,141.93	-	16,141.93	1,071.82	1,186.84	18,400.59
PARKS	36,205.99	-	36,205.99	2,342.97	2,691.41	41,240.37
RECREATION	26,259.79	-	26,259.79	1,485.99	1,952.40	29,698.18
LIBRARY	17,117.58	-	17,117.58	770.10	1,257.28	19,144.96
TOTALS	$ 380,284.69	$ 11,841.27	$ 392,125.96	$ 14,312.94	$ 29,176.11	$ 435,615.01

TOTAL PAYROLL **$ 435,615.01**

UNITED CITY OF YORKVILLE

BILL LIST SUMMARY

Tuesday, January 28, 2025

ACCOUNTS PAYABLE	**DATE**		
Clerk's Check #131254 Kendall County Recorder *(Page 1)*	01/02/2025	$	57.00
Manual City Check Register (Page 2)	01/15/2025		24,835.47
Manual City Check Register (Pages 3 - 4)	01/17/2025		1,817.00
City MasterCard Bill Register *(Pages 5 - 18)*	01/25/2025		102,101.23
City Check Register *(Pages 19 - 47)*	01/28/2025		2,970,395.37
SUB-TOTAL:			**$3,099,206.07**
PAYROLL			
Bi - Weekly *(Page 48)*	01/17/2025	$	435,615.01
SUB-TOTAL:		**$**	**435,615.01**
TOTAL DISBURSEMENTS:		**$**	**3,534,821.08**

Reviewed By:	
Legal	☐
Finance	☐
Engineer	☐
City Administrator	■
Community Development	☐
Purchasing	☐
Police	☐
Public Works	■
Parks and Recreation	☐

Agenda Item Number

Consent Agenda #2

Tracking Number

PW 2025-02

Agenda Item Summary Memo

Title: Water Reports for August 2024 to December 2024

Meeting and Date: City Council – January 28, 2025

Synopsis: IEPA water reports for Aug, Sept, Oct, Nov, and Dec of 2024. Reports need to be Accepted by City Council.

Council Action Previously Taken:

Date of Action: PW – 1/21/25 Action Taken: Moved forward to CC consent agenda.

Item Number: PW 2025-02

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Eric Dhuse (Name) Public Works (Department)

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/320/City-Council

United City of Yorkville
WATER DEPARTMENT REPORT

August
2024
MONTH / YEAR

WELLS

NO	WELL DEPTH (FEET)	PUMP DEPTH (FEET)	WATER ABOVE PUMP (FEET)	THIS MONTH'S PUMPAGE (GALLONS)
4	1394	795	386	20,082,000
7	1527	1125	522	17,651,100
8	1384	840	291	17,299,000
9	1368	861	349	14,558,000
			TOTAL PUMPED	69,590,100

CURRENT MONTH'S PUMPAGE IS 1,587,000 GALLONS **MORE THAN LAST MONTH**

4,775,900 GALLONS **LESS THAN LAST YEAR**

DAILY AVERAGE PUMPED: 2,244,842 GALLONS

DAILY MAXIMUM PUMPED: 2,878,000 GALLONS

DAILY AVERAGE PER CAPITA USE: 91.42 GALLONS (Population 23,000)

WATER TREATMENT:

CHLORINE: 1591 LBS. FED CALCULATED CONCENTRATION: 2.93 MG/L

FLUORIDE: 0 LBS. FED MEASURED CONCENTRATION: 0.66 MG/L

POLYPHOSPHATE: 1704 LBS. FED CALCULATED CONCENTRATION: 1.10 MG/L

WATER QUALITY:

BACTERIOLOGICAL SAMPLES ANALYZED BY ILLINOIS ENVIRONMENTAL PROTECTION AGENCY:
30 SATISFACTORY _____ UNSATISFACTORY (EXPLAIN)

FLOURIDE: 3 SAMPLE(S) TAKEN CONCENTRATION: 0.66 MG/L

MAINTENANCE:

NUMBER OF METERS REPLACED: 15 NUMBER OF LEAKS OR BREAKS REPAIRED: _____

MXU'S: 11 BATTERIES REPLACED: _____

NEW CUSTOMERS:

RESIDENTIAL: 37 COMMERCIAL: 2 INDUSTRIAL/GOVERNMENTAL: 0

COMMENTS:

United City of Yorkville
WATER DEPARTMENT REPORT

September
2024
MONTH / YEAR

WELLS

NO	WELL DEPTH (FEET)	PUMP DEPTH (FEET)	WATER ABOVE PUMP (FEET)	THIS MONTH'S PUMPAGE (GALLONS)
4	1394	795	386	20,110,000
7	1527	1125	522	18,386,000
8	1384	840	291	20,009,000
9	1368	861	349	15,536,000
			TOTAL PUMPED	74,041,000

CURRENT MONTH'S PUMPAGE IS 4,450,900 GALLONS **MORE THAN LAST MONTH**
9,069,000 GALLONS **MORE THAN LAST YEAR**

DAILY AVERAGE PUMPED: 2,2468,033 GALLONS

DAILY MAXIMUM PUMPED: 3,154,000 GALLONS

DAILY AVERAGE PER CAPITA USE: 100.41 GALLONS (Population 23,000)

WATER TREATMENT:

CHLORINE: 1970 LBS. FED — CALCULATED CONCENTRATION: 3.41 MG/L

FLUORIDE: 0 LBS. FED — MEASURED CONCENTRATION: 0.69 MG/L

POLYPHOSPHATE: 1832 LBS. FED — CALCULATED CONCENTRATION: 1.11 MG/L

WATER QUALITY:

BACTERIOLOGICAL SAMPLES ANALYZED BY ILLINOIS ENVIRONMENTAL PROTECTION AGENCY:
30 SATISFACTORY _____ UNSATISFACTORY (EXPLAIN)

FLOURIDE: 3 SAMPLE(S) TAKEN — CONCENTRATION: 0.69 MG/L

MAINTENANCE:

NUMBER OF METERS REPLACED: 8 NUMBER OF LEAKS OR BREAKS REPAIRED: _____

MXU'S: 25 BATTERIES REPLACED: _____

NEW CUSTOMERS:

RESIDENTIAL: 42 COMMERCIAL: 1 INDUSTRIAL/GOVERNMENTAL: 0

COMMENTS:

United City of Yorkville
WATER DEPARTMENT REPORT

October
2024
MONTH / YEAR

WELLS

NO	WELL DEPTH (FEET)	PUMP DEPTH (FEET)	WATER ABOVE PUMP (FEET)	THIS MONTH'S PUMPAGE (GALLONS)
4	1394	795	386	15,269,000
7	1527	1125	513	18,971,000
8	1384	840	291	16,345,000
9	1368	861	351	13,761,000
			TOTAL PUMPED	64,346,000

CURRENT MONTH'S PUMPAGE IS 9,695,000 GALLONS **LESS THAN LAST MONTH**
6,595,500 GALLONS **MORE THAN LAST YEAR**

DAILY AVERAGE PUMPED: 2,144,867 GALLONS

DAILY MAXIMUM PUMPED: 2,914,000 GALLONS

DAILY AVERAGE PER CAPITA USE: 87.52 GALLONS (Population 23,000)

WATER TREATMENT:

CHLORINE: 1530 LBS. FED — CALCULATED CONCENTRATION: 3.04 MG/L

FLUORIDE: 0 LBS. FED — MEASURED CONCENTRATION: 0.69 MG/L

POLYPHOSPHATE: 1569 LBS. FED — CALCULATED CONCENTRATION: 1.09 MG/L

WATER QUALITY:

BACTERIOLOGICAL SAMPLES ANALYZED BY ILLINOIS ENVIRONMENTAL PROTECTION AGENCY:
30 SATISFACTORY _____ UNSATISFACTORY (EXPLAIN)

FLOURIDE: 3 SAMPLE(S) TAKEN — CONCENTRATION: 0.64 MG/L

MAINTENANCE:

NUMBER OF METERS REPLACED: 5 NUMBER OF LEAKS OR BREAKS REPAIRED: _____

MXU'S: 25 BATTERIES REPLACED: _____

NEW CUSTOMERS:

RESIDENTIAL: 24 COMMERCIAL: _____ INDUSTRIAL/GOVERNMENTAL: 0

COMMENTS:

United City of Yorkville
WATER DEPARTMENT REPORT

November
2024
MONTH / YEAR

WELLS

NO	WELL DEPTH (FEET)	PUMP DEPTH (FEET)	WATER ABOVE PUMP (FEET)	THIS MONTH'S PUMPAGE (GALLONS)
4	1394	795	395	10,868,000
7	1527	1125	513	17,626,500
8	1384	840	314	14,427,000
9	1368	861	356	9,979,000
			TOTAL PUMPED	52,900,500

CURRENT MONTH'S PUMPAGE IS 11,445,500 GALLONS **LESS THAN LAST MONTH**
1,753,500 GALLONS **LESS THAN LAST YEAR**

DAILY AVERAGE PUMPED: 1,763,350 GALLONS

DAILY MAXIMUM PUMPED: 2,027,000 GALLONS

DAILY AVERAGE PER CAPITA USE: 72.32 GALLONS (Population 23,000)

WATER TREATMENT:

CHLORINE: 1219 LBS. FED — CALCULATED CONCENTRATION: 2.93 MG/L

FLUORIDE: 0 LBS. FED — MEASURED CONCENTRATION: 0.62 MG/L

POLYPHOSPHATE: 1238 LBS. FED — CALCULATED CONCENTRATION: 1.04 MG/L

WATER QUALITY:

BACTERIOLOGICAL SAMPLES ANALYZED BY ILLINOIS ENVIRONMENTAL PROTECTION AGENCY:
30 SATISFACTORY _____ UNSATISFACTORY (EXPLAIN)

FLOURIDE: 3 SAMPLE(S) TAKEN — CONCENTRATION: 0.62 MG/L

MAINTENANCE:

NUMBER OF METERS REPLACED: 10 — NUMBER OF LEAKS OR BREAKS REPAIRED: 1

MXU'S: 6 — BATTERIES REPLACED: _____

NEW CUSTOMERS:

RESIDENTIAL: 10 — COMMERCIAL: _____ — INDUSTRIAL/GOVERNMENTAL: 0

COMMENTS:

United City of Yorkville
WATER DEPARTMENT REPORT

December
2024
MONTH / YEAR

WELLS

NO	WELL DEPTH (FEET)	PUMP DEPTH (FEET)	WATER ABOVE PUMP (FEET)	THIS MONTH'S PUMPAGE (GALLONS)
4	1394	795	416	13,794,000
7	1527	1125	494	16,109,000
8	1384	840	303	13,871,000
9	1368	861	349	11,437,000
			TOTAL PUMPED	52,900,500

CURRENT MONTH'S PUMPAGE IS 2,311,100 GALLONS **MORE THAN LAST MONTH**
2,527,400 GALLONS **LESS THAN LAST YEAR**

DAILY AVERAGE PUMPED: 1,763,350 GALLONS

DAILY MAXIMUM PUMPED: 2,027,000 GALLONS

DAILY AVERAGE PER CAPITA USE: 72.32 GALLONS (Population 23,000)

WATER TREATMENT:

CHLORINE: 1310 LBS. FED CALCULATED CONCENTRATION: 3.02 MG/L

FLUORIDE: 0 LBS. FED MEASURED CONCENTRATION: 0.72 MG/L

POLYPHOSPHATE: 1270 LBS. FED CALCULATED CONCENTRATION: 1.02 MG/L

WATER QUALITY:

BACTERIOLOGICAL SAMPLES ANALYZED BY ILLINOIS ENVIRONMENTAL PROTECTION AGENCY:
30 SATISFACTORY _____ UNSATISFACTORY (EXPLAIN)

FLOURIDE: 3 SAMPLE(S) TAKEN CONCENTRATION: 0.72 MG/L

MAINTENANCE:

NUMBER OF METERS REPLACED: 7 NUMBER OF LEAKS OR BREAKS REPAIRED: 1

MXU'S: 0 BATTERIES REPLACED: _____

NEW CUSTOMERS:

RESIDENTIAL: 11 COMMERCIAL: _____ INDUSTRIAL/GOVERNMENTAL: 0

COMMENTS:

Reviewed By:	
Legal	■
Finance	☐
Engineer	■
City Administrator	☐
Community Development	☐
Purchasing	☐
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

Consent Agenda #3

Tracking Number

PW 2025-05

Agenda Item Summary Memo

Title: 2024 Local Road Program – Change Order No. 2 (Balancing)

Meeting and Date: City Council – January 28, 2025

Synopsis: Recommendation to Approve Request for Approval of Change of Plans

Council Action Previously Taken:

Date of Action: PW – 1/21/25 Action Taken: Moved forward to CC consent agenda.

Item Number: PW 2025-05

Type of Vote Required: Majority

Council Action Requested: Approval of Request for Change of Plans

Submitted by: Brad Sanderson (Name) Engineering (Department)

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/gov_officials.php

Memorandum

To: Bart Olson, City Administrator
From: Brad Sanderson, EEI
CC: Eric Dhuse, Director of Public Works
Erin Willrett, Assistant City Administrator
Rob Fredrickson, Finance Director
Jori Behland, City Clerk

Date: January 3, 2025
Subject: 2024 Local Road Program

The purpose of this memo is to present Change Order No. 2 and Final for the above referenced project.

A Change Order, as defined by in the General Conditions of the Contract Documents, is a written order to the Contractor authorizing an addition, deletion or revision in the work within the general scope of the Contract Documents or authorizing an adjustment in the Contract Price or Contract Time.

Background:

The City awarded the work for the 2024 Local Road Program to Builders Paving, LLC in the amount of **$3,162,000**. After the project was awarded the City received funds for the completion of improvements on Faxon Road from High Ridge Lane to Twinleaf Trail. The City approved Change Order No. 1 with Builders Paving, LLC in the amount of **$596,828.00**, which increased the contract value to **$3,758,836.00**.

Question Presented:

Should the City approve Change Order No. 2 and Final which would **decrease** the contract value by **$30,571.28**?

Discussion:

The change order would decrease the contract value to $3,728,264.72. The final construction value for the additional work on Faxon Road was $556,685.88.

We are recommending approval of the change order.

Action Required:

Consideration of approval of Change Order No. 2 and Final.

Resolution No. 2025-_____

A RESOLUTION OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS APPROVING A CHANGE ORDER RELATING TO THE 2024 LOCAL ROAD PROGRAM

WHEREAS, the United City of Yorkville (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 had approved a contract in the amount of $3,162,000 with Builders Paving, LLC ("*Builders Paving*"), for a project commonly known as the 2024 Local Road Program; and

WHEREAS, the City had previously approved a Change Order increasing the value of this Project by $596,828, to $3,758,836; and

WHEREAS, the price of the Project has since decreased in the amount of $30,571.28 (the "*Change Order*") after completion of the Project and final balancing of the Project cost; and

WHEREAS, all change orders increasing or decreasing the cost of a public contract by at least $25,000 must meet the required findings that circumstances necessitating the change were not reasonably foreseeable at the time the contract was signed; or the change is germane to the original contract as signed; or the Change Order is in the best interest of the City as required by Section 33E-9 of the Illinois Criminal Code (720 ILCS 5/33E-9); and

WHEREAS, it has been recommended to the Mayor and City Council (the "*Corporate Authorities*") that a Change Order decreasing the total contract price to the amount of $3,728,264.72 is necessary, as set forth in the proposal from Builders Paving.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois:

Section 1. The foregoing recitals are hereby incorporated in this Resolution as the findings of the Corporate Authorities.

Section 2. The Corporate Authorities hereby find and declare that Change Order No. 2 to the 2024 Local Road Program contract with Builders Paving, LLC, which results in a total decrease of $30,571.28, is required and that such decrease is germane to the original contract as signed.

Section 3. The Change Order is hereby approved, and the City Administrator is authorized to execute the Change Order as hereinabove identified.

Section 4. That this resolution shall be in full force and effect from and after its passage and approval according to law.

[Remainder of Page Intentionally Blank; Roll Call Vote to Follow]

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2025.

_____

CITY CLERK

KEN KOCH	_____	DAN TRANSIER	_____
ARDEN JOE PLOCHER	_____	CRAIG SOLING	_____
CHRIS FUNKHOUSER	_____	MATT MAREK	_____
SEAVER TARULIS	_____	RUSTY CORNEILS	_____

APPROVED by me, as Mayor of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2025.

_____

MAYOR

Attest:

_____

CITY CLERK

Illinois Department of Transportation

Request for Approval of Change of Plans

Local Public Agency	County	Route	Section Number
United City of Yorkville	Kendall	Various Local Roads	N/A

Request Number: 2 ☒ Final

Contractor: Builder's Paving, LLC

Address	City	State	Zip Code
4401 Roosevelt Road	Hillside	IL	60162

Date: 1/2/2025

I recommend that this Deduction be made from the above contract.

The estimated quantities are shown below and the contractor agrees to furnish the materials and do the work at the unit prices.

	Item Description	Unit of Measure	Quantity	Unit Price	Addition (A) or Deduction (D)	Total Addition	Total Deduction
-	Partial Depth Patching (Special)	Sq Yd	485	$30.0000	D	$0.0000	$14,550.0000
-	Hot-Mix Asphalt Surface Removal - Butt Joint	Sq Yd	156.5	$30.0000	A	$4,695.0000	$0.0000
-	Hot-Mix Asphalt Surface Removal, Variable Depth, Type 1	Sq Yd	1881	$2.1000	A	$3,950.1000	$0.0000
-	Hot-Mix Asphalt Surface Removal, Variable Depth, Type 2	Sq Yd	1326	$2.8500	A	$3,779.1000	$0.0000
-	Hot-Mix Asphalt Surface Removal, 3"	Sq Yd	3899	$3.2000	A	$12,476.8000	$0.0000
-	Bituminous Materials (Tack Coat)	Pound	4950	$0.0100	A	$49.5000	$0.0000
-	Hot-Mix Asphalt Binder Course, IL-9.5, N50	Ton	176	$80.0000	A	$14,080.0000	$0.0000
-	Hot-Mix Asphalt Surface Course, IL-9.5, Mix "D", N50	Ton	655	$80.0000	A	$52,400.0000	$0.0000
-	Combination Concrete Curb and Gutter Removal and Replacement	Foot	1687	$36.0000	D	$0.0000	$60,732.0000
-	Sidewalk Removal	Sq Ft	2674	$1.0000	D	$0.0000	$2,674.0000
-	Portland Cement Concrete Sidewalk, 5 Inch	Sq Ft	2031	$10.2500	D	$0.0000	$20,817.7500
-	Detectable Warnings	Sq Ft	161	$32.0000	A	$5,152.0000	$0.0000
-	Inlets to be Adjusted	Each	31	$538.0000	A	$16,678.0000	$0.0000
-	Inlets to be Reconstructed	Each	2	$611.0000	D	$0.0000	$1,222.0000
-	Manholes to be Reconstructed	Each	1	$1,345.0000	D	$0.0000	$1,345.0000
-	Sanitary Manholes to be Adjusted	Each	1	$1,975.0000	A	$1,975.0000	$0.0000
-	Domestic Water Service Boxes to be Adjusted	Each	1	$357.0000	D	$0.0000	$357.0000
-	Type 1 Frame, Open Lid	Each	3	$794.0000	A	$2,382.0000	$0.0000
-	Type 1 Frame, Closed Lid	Each	1	$817.0000	D	$0.0000	$817.0000
-	Type 3 Frame and Grate	Each	5	$974.0000	D	$0.0000	$4,870.0000
-	Type 6 Frame and Grate	Each	5	$1,113.0000	D	$0.0000	$5,565.0000
-	Thermoplastic Pavement Markings - Letters & Symbols	Sq Ft	3.8	$5.0000	A	$19.0000	$0.0000

	Item Description	Unit of Measure	Quantity	Unit Price	Addition (A) or Deduction (D)	Total Addition	Total Deduction
-	Thermoplastic Pavement Markings - Line 4"	Foot	470	$0.8500	A	$399.5000	$0.0000
-	Thermoplastic Pavement Markings - Line 6"	Foot	2251	$1.2500	A	$2,813.7500	$0.0000
-	Thermoplastic Pavement Markings - Line 12"	Foot	749	$2.5000	A	$1,872.5000	$0.0000
-	Thermoplastic Pavement Markings - Line 24"	Foot	341	$5.0000	A	$1,705.0000	$0.0000
-	Short Term Pavement Marking	Foot	456	$1.0000	D	$0.0000	$456.0000
-	Short Term Pavement Marking Removal	Sq Ft	152	$5.0000	D	$0.0000	$760.0000
-	Portland Cement Concrete Driveway Removal and Replacement	Sq Ft	17	$125.0000	D	$0.0000	$2,125.0000
-	Brick Paver Driveway Removal and Reset	Sq Ft	222	$17.0000	D	$0.0000	$3,774.0000
-	Bike Path Removal	Sq Ft	102	$1.0000	D	$0.0000	$102.0000
-	Hot-Mix Asphalt Bike Path Removal and Replacement	Sq Yd	17.4	$35.0000	D	$0.0000	$609.0000
-	Sodding, Special	Sq Yd	117.5	$17.0000	D	$0.0000	$1,997.5000
-	Supplemental Watering	Unit	100	$1.0000	D	$0.0000	$100.0000
-	Routing and Sealing Cracks	Foot	24598	$0.6400	A	$15,742.7200	$0.0000
-	Preparation of Base	Sq Yd	8500	$1.5000	D	$0.0000	$12,750.0000
-	Hot-Mix Asphalt Surface Removal, 4.5"	Sq Yd	560	$5.0000	D	$0.0000	$2,800.0000
-	Hot-Mix Asphalt Binder Course, IL-19.0, N50	Ton	460	$78.0000	D	$0.0000	$35,880.0000
-	Hot-Mix Asphalt Driveway Removal and Replacement	Sq Yd	0.2	$40.0000	D	$0.0000	$8.0000
-	AUP #1 - Additional Striping Mobilization	L Sum	1	$1,500.0000	A	$1,500.0000	$0.0000
-	AUP #2 - Concrete Median Removal	Sq Ft	345	$6.0000	A	$2,070.0000	$0.0000
					Total Changes	$143,739.97	$174,311.25

Add Row

Total Net Change	($30,571.28)
Amount of Original Contract	$3,758,836.00
Amount of Previous Change Orders	
Amount of adjusted/final contract	$3,728,264.72

Total net deduction to date ($30,571.28) which is -0.81% of the contract price.

State fully the nature and reason for the change

As completed per field measurements. See attached for explanation.

When the net increase or decrease in the cost of the contract is $10,000.00 or more, or the time of completion is increased or decreased by 30 days or more, one of the following statements must be checked:

- ☐ The Local Public Agency has determined that the circumstances which necessitate this change were not reasonably foreseeable at the time the contract was signed.
- ☒ The Local Public Agency has determined that the change is germane to the original contract as signed.
- ☐ The Local Public Agency has determined that this change is in the best interest of the Local Public Agency and is authorized by law.

Prepared By	Title of Preparer
Christopher Ott	Project Manager

Submitted/Approved

Local Public Agency Signature & Date

BY:

Title:

For a Road District project County Engineer signature required.

County Engineer/Superintendent of HighwaysSignature & Date

Approved:
Illinois Department of Transportation

Regional Engineer Signature & Date

IDOT Department Use Only

Received Location	Received Date	Additional Location?
		☐

WMFT Entry By	Entry Date

Reviewed By:	
Legal	■
Finance	☐
Engineer	■
City Administrator	☐
Community Development	☐
Purchasing	☐
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

Consent Agenda #4

Tracking Number

PW 2025-06

Agenda Item Summary Memo

Title: Grande Reserve Unit 20 – Performance Guarantee Release

Meeting and Date: City Council – January 28, 2025

Synopsis: Release of Guarantee

Council Action Previously Taken:

Date of Action: PW – 1/21/25 Action Taken: Moved forward to CC consent agenda.

Item Number: PW 2025-06

Type of Vote Required: Majority

Council Action Requested: Consideration of Approval

Submitted by: Brad Sanderson (Name) Engineering (Department)

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/320/City-Council

Memorandum

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

Date: December 18, 2024
Subject: Grande Reserve Unit 20

The developer has completed the remaining punch list items from the one-year warranty period. We are now recommending a full release of their remaining performance guarantee bond. The value of the guarantee to be released is $141,750.90.

The public improvements were accepted on January 17, 2024.

Please let us know if you have any questions.

Resolution No. 2025-_____

A RESOLUTION OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS APPROVING THE RELEASE OF A PERFORMANCE GUARANTEE BOND RELATED TO GRANDE RESERVE UNIT 20

WHEREAS, the United City of Yorkville (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, Grande Reserve (Chicago) ASLI VI, L.L.L.P., an Illinois limited liability limited partnership ("Developer") submitted a Performance Guarantee Bond in the amount of $141,750.90 to the City, related to the development of Grande Reserve Unit 20 (the "Project"); and

WHEREAS, the Developer has completed the Project and all punch-list items from the Project's one year warranty period; and

WHEREAS, City staff and engineering consultants recommend the release of the Performance Guarantee Bond to the Developer.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois:

Section 1: That the foregoing recitals are hereby incorporated in this Resolution as the findings of the Corporate Authorities.

Section 2: That the full Performance Guarantee Bond in the amount of $141,750.90 be released to Grande Reserve (Chicago) ASLI VI, L.L.L.P., as recommended by the City's engineering consultants, Engineering Enterprises, Inc.

Section 4: That this resolution shall be in full force and effect from and after its passage and approval according to law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2025.

_____

CITY CLERK

KEN KOCH	_____	DAN TRANSIER	_____
ARDEN JOE PLOCHER	_____	CRAIG SOLING	_____
CHRIS FUNKHOUSER	_____	MATT MAREK	_____
SEAVER TARULIS	_____	RUSTY CORNEILS	_____

APPROVED by me, as Mayor of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2025.

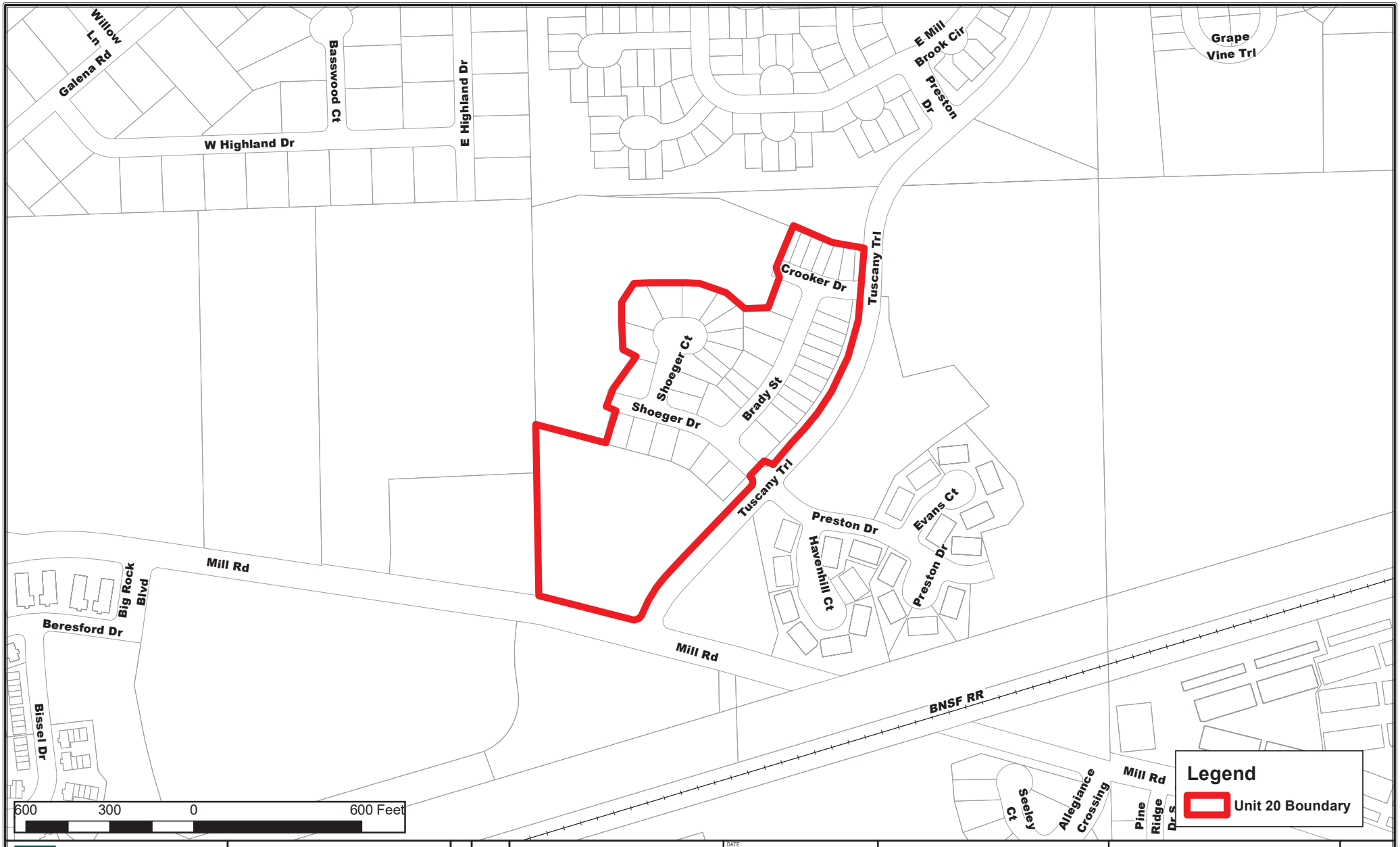
_____

MAYOR

Attest:

_____

CITY CLERK



Engineering Enterprises, Inc.
CONSULTING ENGINEERS
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700 / www.eeiweb.com

United City of Yorkville
651 Prairie Pointe Dr.
Yorkville, IL 60560
(630) 553-4350
http://www.yorkville.il.us

NO.	DATE	REVISIONS

DATE: NOVEMBER 2023
PROJECT NO.: YO2111
PATH: H:/GIS/PUBLIC/YORKVILLE/2021/
FILE: H:\GIS\Public\Yorkville\2021\YO2111\YO2111_ Grande Reserve Unit 20.mxd

UNIT 20
UNITED CITY OF YORKVILLE
KENDALL COUNTY, ILLINOIS

GRANDE RESERVE
LOCATION MAP

NORTH

Reviewed By:	
Legal	■
Finance	☐
Engineer	■
City Administrator	☐
Community Development	☐
Purchasing	☐
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

Consent Agenda #5

Tracking Number

PW 2025-08

Agenda Item Summary Memo

Title: Grande Reserve Traffic Control Signage Analysis

Meeting and Date: City Council – January 28, 2025

Synopsis: Review of Recommendations

Council Action Previously Taken:

Date of Action: PW – 1/21/25 Action Taken: Moved forward to CC consent agenda.

Item Number: PW 2025-08

Type of Vote Required: Majority

Council Action Requested: Consideration of Recommendations

Submitted by: Brad Sanderson (Name) Engineering (Department)

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/320/City-Council

Memorandum

To: Bart Olson, City Administrator
From: Brad Sanderson, EEI
CC: Eric Dhuse, Director of Public Works
Krysti Barksdale-Noble, Community Dev. Dir.
Jori Behland, City Clerk
James Jensen, Chief of Police
Date: December 27, 2024
Subject: Grande Reserve Intersection Analyses

As requested, we investigated the possible installation of yield and stop signs at various intersections in Grande Reserve:

In Units 23, 26, and 27, the following intersections were studied:

1. East Millbrook Circle and Blackhawk Boulevard
2. East Millbrook Circle and Silver Springs Court
3. East Millbrook Circle and Ketchum Court
4. East Millbrook Circle and Sheridan Court
5. East Millbrook Circle and Gains Court
6. East Millbrook Circle and Owen Court
7. Millbrook Circle and Preston Drive
8. West Millbrook Circle and Nickerson Court
9. West Millbrook Circle and Hatch Court
10. West Millbrook Circle and Sutherland Court
11. West Millbrook Circle and Potter Court
12. West Millbrook Circle and Kellogg Court
13. West Millbrook Circle and Ellory Court
14. West Millbrook Circle and Gould Court
15. West Millbrook Circle and Curtis Court
16. West Millbrook Circle and Waterman Lane
17. West Millbrook Circle and Big Grove Lane
18. West Millbrook Circle and Royal Court

In Units 9 and 10, the following intersection was studied:

19. Matlock Drive and Berrywood Lane

Our findings were as follows:

- All intersections are currently uncontrolled and without pavement markings on all approaches.
- There appear to be no sight distance constraints or left-turn conflicts at any intersection.
- The United City of Yorkville Police Department reported a single accident in Grande Reserve in the previous thirty-six months. The accident, which was a single vehicle accident, did not occur at any of the intersections.
- The observed bi-directional vehicle, bicycle, and pedestrian volume entering was less than 100 vehicles per hour for all intersections.

- The speed limit for the neighborhood was posted at 30 mph. Observed traffic closely followed posted limits.
- All streets examined were designated as local roads.
- School buses were observed to stop at several of the intersections; however, no safety or flow issues were identified.
- At this time, none of the intersections in Units 23, 26, and 27 appear to be a good candidate for a yield, stop, or multi-way stop.
- **In anticipation of future development and traffic demands, we recommend the installation of a stop sign at the northeast corner of Matlock Drive and Berrywood Lane for westbound traffic.**

The following pages of this memorandum describe the methodology outlined in the MUTCD for traffic control devices. Additionally, the data that was collected for all intersections is attached.

Ordinance No. 2025-_____

**ORDINANCE OF THE UNITED CITY OF YORKVILLE,
KENDALL COUNTY, ILLINOIS
AMENDING THE TRAFFIC SCHEDULE AND INDEX**

WHEREAS, the United City of Yorkville, Kendall County, Illinois, has designated certain intersections within the City as stop intersections and has identified the corner for placement of stop signs at such intersections; and,

WHEREAS, after extensive investigation and study of traffic patterns, it has been determined that additional intersections should be designated as stop intersections; and,

WHEREAS, the additional stop intersections, as hereinafter set forth, have been determined to be in conformance with the current Manual on Uniform Traffic Control Devices.

NOW THEREFORE BE IT ORDAINED by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois, that the traffic schedule and index regarding stop-sign control is hereby amended by revising the following:

Section I. The Traffic Schedule and Index regarding Stop-Sign Control is hereby amended by adding the following as a One-Way Stop Intersection:

1) Northeast Corner of Matlock Drive and Berrywood Lane

Section II. This Ordinance shall be in full force and effect from and after its passage 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. 2025.

_____

CITY CLERK

KEN KOCH	_____	DAN TRANSIER	_____
ARDEN JOE PLOCHER	_____	CRAIG SOLING	_____
CHRIS FUNKHOUSER	_____	MATT MAREK	_____
SEAVER TARULIS	_____	RUSTY CORNEILS	_____

APPROVED by me, as Mayor of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2025.

_____

MAYOR

Attest:

_____

CITY CLERK

MUTCD Intersection Control Guidelines

The governing entity on traffic control signage and right-of-way intersection control is the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). The 11th Edition of the Manual, updated in December 2023, provides the following guidance when considering intersection control at unsignalized intersections:

Guidance:

The type of traffic control used at an unsignalized intersection should be the least restrictive that provides appropriate levels of safety and efficiency for all road users.

Guidance:

A. *When selecting a form of intersection control, the following factors should be considered: a. Motor vehicle, bicycle, and pedestrian traffic volumes on all approaches; where the term units/day or units/hour is indicated, it should be the total of motor vehicle, bicycle, and pedestrian volume;*
B. *Driver yielding behavior with regard to all modes of conflicting traffic, including bicyclists and pedestrians;*
C. *Number and angle of approaches;*
D. *Approach speeds;*
E. *Sight distance available on each approach;*
F. *Reported crash experience; and*
G. *The presence of a grade crossing near the intersection.*

Standard:

YIELD or STOP signs shall not be used for speed control.

Section 2B.10 of the MUTCD details the following for the installation of yield control at an intersection:

Guidance:

At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs.

Yield control should be considered when engineering judgment indicates that all of the following conditions exist:

A. *Intersection sight distance is adequate on the approaches to be controlled by YIELD signs.*
B. *All approaches to the intersection are a single lane and there are no separate turn lanes.*
C. *One of the following crash-related criteria applies:*
D. *For changing from no intersection control to yield control, there have been two or more reported crashes in the previous 12 months that are susceptible to correction by the installation of a YIELD sign.*
E. *For changing from minor road stop control to yield control, there have been two or fewer reported crashes in the previous 12 months.*
F. *The combined motor vehicle, bicycle, and pedestrian volume entering the intersection averages less than 1,800 units per day or 140 units in the peak hour.*
G. *The angle of intersection is between 90 and 75 degrees.*

H. The functional classification of the intersecting streets is either the intersection of two local streets or the intersection of a local street with a collector street.

Option:

YIELD signs may be installed at an intersection when any of the following conditions apply:

A. At the second intersection of a divided highway crossing or median break functioning as two separate intersections (see Figure 2B-19). In this case, a YIELD sign may be installed at the entrance to the second intersection.
B. For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a STOP sign.
C. At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.
D. Facing the entering roadway for a merge-type movement if engineering judgment indicates that control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation.
E. On low-volume rural roads if engineering judgment indicates that a YIELD sign would provide adequate control.
F. On an approach to an intersection where the only permissible movement is a right-turn movement with an intersection geometry similar to a channelized right-turn lane or an approach to a roundabout.

Section 2B.11 of the MUTCD details the following for the installation of minor road stop control at an intersection:

Guidance:

Stop control on the minor-road approach or approaches to an intersection should be considered when engineering judgment indicates that one or more of the following conditions exist:

A. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway.
B. Crash records indicate that:
    1. For a four-leg intersection, there are three or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.
    2. For a three-leg intersection, there are three or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.
C. The intersection is of a lower functional classification road with a higher functional classification road.
D. Conditions that previously supported the installation of all-way stop control no longer exist.

On low-volume rural roads, a STOP sign should be considered at an intersection where engineering judgment indicates that Item C in Paragraph 1 of this Section is applicable or where the intersection has inadequate sight distance for the operating vehicle speeds.

Section 2B.12 of the MUTCD details the following for the installation of an All-Way Stop Control intersection:

Support:

The provisions in the following sections describe warrants for the recommended engineering study to determine all-way stop control. Warrants are not a substitute for engineering judgment. The fact that a warrant for a particular traffic control device is met is not conclusive justification to install or not install all-way stop control. Because each intersection will have unique characteristics that affect its operational performance or safety, it is the engineering study for a given intersection that is ultimately the basis for a decision to install or not install all-way stop control.

All-way stop controls at intersections with substantially differing approach volumes can reduce the effectiveness of these devices for all roadway users.

Guidance:

The decision to establish all-way stop control at an unsignalized intersection should be based on an engineering study. The engineering study for all-way stop control should include an analysis of factors related to the existing operation and safety at the intersection, the potential to improve these conditions, and the applicable factors contained in the following all-way stop control warrants:

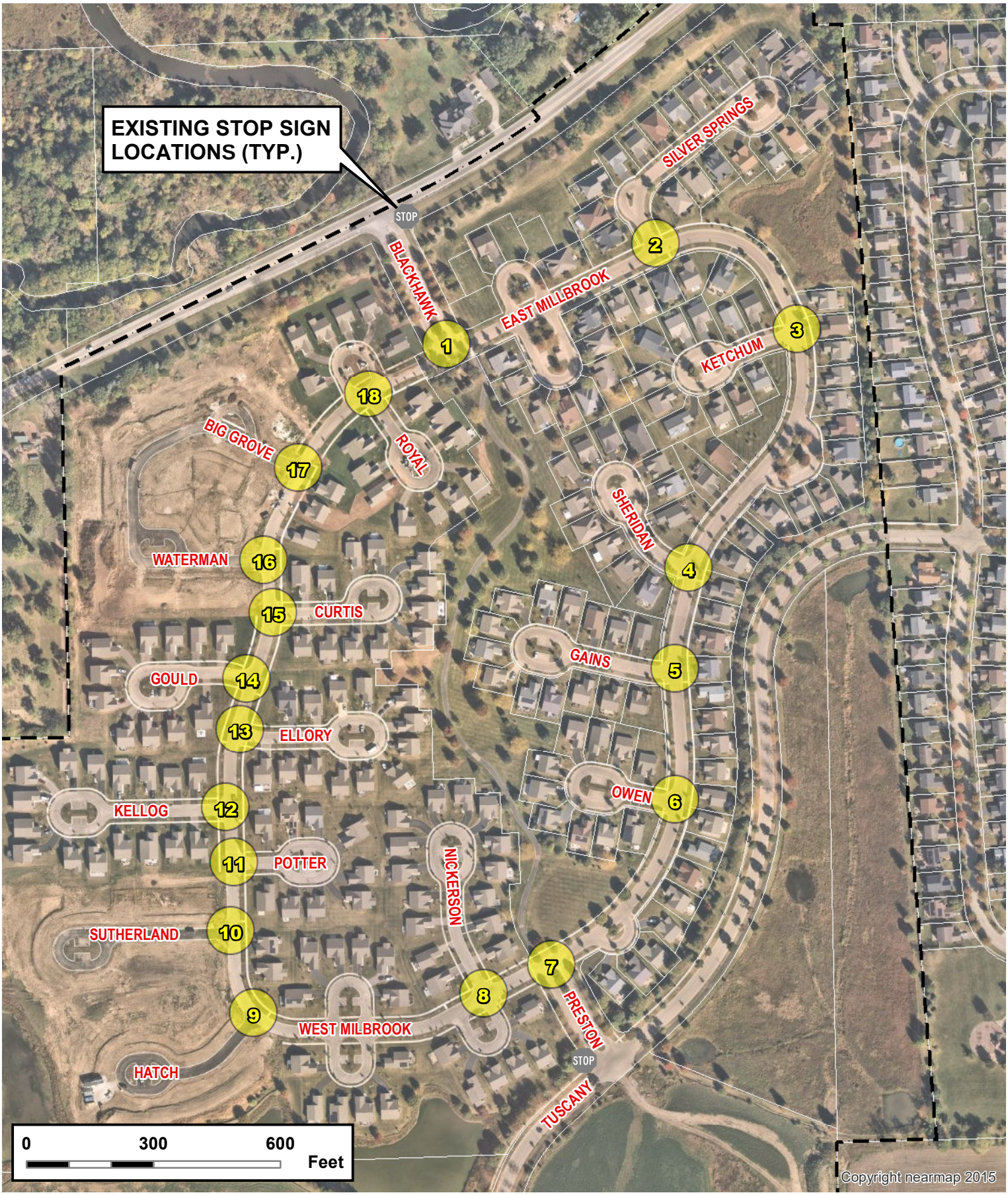
A. All-Way Stop Control Warrant A: Crash Experience (see Section 2B.13)
B. All-Way Stop Control Warrant B: Sight Distance (see Section 2B.14)
C. All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection (see Section 2B.15)
D. All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles) (see Section 2B.16)
E. All-Way Stop Control Warrant E: Other Factors (see Section 2B.17)

Option:

The decision to install all-way stop control on site roadways open to public travel may be based on engineering judgment.

Standard:

The satisfaction of an all-way stop control warrant or warrants shall not in itself require the installation of all-way stop control at an unsignalized intersection.



Engineering Enterprises
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

DATE:	DECEMBER 2024
PROJECT NO.:	YO1107
BY:	KKP
PATH:	H:\GIS\PUBLIC\YORKVILLE\2011\
FILE:	YO1107-Millbrook Circle.mxd

GRANDE RESERVE UNITS 23, 26, & 27 INTERSECTION ANALYSES

N

Engineering Enterprises
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

DATE:	DECEMBER 2024
PROJECT NO.:	YO1107
BY:	KKP
PATH:	H:\GIS\PUBLIC\YORKVILLE\2011\
FILE:	YO1107-Matlock Drive.mxd

GRANDE RESERVE UNITS 9 & 10 INTERSECTION ANALYSES

N

UNITED CITY OF YORKVILLE
TWO-WAY YIELD
PRELIMINARY ENGINEERING EVALUATION*

Location: Millbrook Cir & Blackhawk Blvd, Silver Springs Court, Ketchum Court, Sheridan Court, Gains Court, Owen Court, Preston Drive, Nickerson Court, Hatch Court, Sutherland Court, Potter Court, Kellogg Court, Ellory Court, Gould Court, Curtis Court, Waterman Lane, Big Grove Lane, and Royal Court

Guidance: The type of traffic control used at an unsignalized intersection should be the least restrictive that provides appropriate levels of safety and efficiency for all road users.

Standard: YIELD or STOP signs shall not be used for speed control.

Criteria Met			Criteria**	
Yes	**Additional Study Required**	**No**		
			I.	**Yield control should be considered when engineering judgment indicates that all of the following conditions exist:**
■	☐	☐	A.	Intersection sight distance is adequate on the approaches to be controlled by YIELD signs.
■	☐	☐	B.	All approaches to the intersection are a single lane and there are no separate turn lanes.
☐	☐	■	C.	One of the following crash-related criteria applies:
☐	☐	■	1.	For changing from no intersection control to yield control, there have been two or more reported crashes in the previous 12 months that are susceptible to correction by the installation of a YIELD sign.
☐	☐	■	2.	For changing from minor road stop control to yield control, there have been two or fewer reported crashes in the previous 12 months.
■	☐	☐	D.	The combined motor vehicle, bicycle, and pedestrian volume entering the intersection averages less than 1,800 units per day or 140 units in the peak hour.
■	☐	☐	E.	The angle of intersection is between 90 and 75 degrees.
■	☐	☐	F.	The functional classification of the intersecting streets is either the intersection of two local streets or the intersection of a local street with a collector street.
			II.	**YIELD signs may be installed at an intersection when any of the following conditions apply:**
☐	☐	■	A.	At the second intersection of a divided highway crossing or median break functioning as two separate intersections. In this case, a YIELD sign may be installed at the entrance to the second intersection.
☐	☐	■	B.	For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a STOP sign.
☐	☐	■	C.	At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.
☐	☐	■	D.	Facing the entering roadway for a merge-type movement if engineering judgment indicates that control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation.
☐	☐	■	E.	On low-volume rural roads if engineering judgment indicates that a YIELD sign would provide adequate control.
☐	☐	■	F.	On an approach to an intersection where the only permissible movement is a right-turn movement with an intersection geometry similar to a channelized right-turn lane or an approach to a roundabout.

Based on a preliminary review of the criteria for a yield sign the following action is recommended:

☐ Criteria are clearly met recommending installation of a yield sign.

■ Criteria are not clearly met at this time - no further action recommended.

☐ Criteria may or may not be met - additional engineering study required.

By: Gabriel Braboy, P.E. Date: 12/17/2024

Senior Project Engineer I
Title

By: _____ Date: _____

_____
Title

Updated 10/11/2024

* Based upon Professional Engineer's Review
** Manual on Uniform Traffic Control Devices (MUTCD) 11th Edition Section 2B.06-2B.10

UNITED CITY OF YORKVILLE
TWO-WAY STOP
PRELIMINARY ENGINEERING EVALUATION*

Location: Millbrook Cir & Blackhawk Blvd, Silver Springs Court, Ketchum Court, Sheridan Court, Gains Court, Owen Court, Preston Drive, Nickerson Court, Hatch Court, Sutherland Court, Potter Court, Kellogg Court, Ellory Court, Gould Court, Curtis Court, Waterman Lane, Big Grove Lane, and Royal Court

Guidance: The type of traffic control used at an unsignalized intersection should be the least restrictive that provides appropriate levels of safety and efficiency for all road users.

Standard: YIELD or STOP signs shall not be used for speed control.

Criteria Met				Criteria**
Yes	**Additional Study Required**	**No**		
			I.	**Stop control on the minor-road approach or approaches to an intersection should be considered when judgment indicates that one or more of the following conditions exist:**
☐	☐	■	A.	A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway.
☐	☐	■	B.	Crash records indicate that:
☐	☐	■	1.	For a four-leg intersection, there are three or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.
☐	☐	■	2.	For a three-leg intersection, there are three or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.
☐	☐	■	C.	The intersection is of a lower functional classification road with a higher functional classification road.
☐	☐	■	D.	Conditions that previously supported the installation of all-way stop control no longer exist.

Based on a preliminary review of the criteria for a 2-way stop sign the following action is recommended:

☐ Criteria are clearly met recommending installation of a stop sign.

■ Criteria are not clearly met at this time - no further action recommended.

☐ Criteria may or may not be met - additional engineering study required.

By: Gabriel Braboy, P.E. Date: 12/17/2024

Senior Project Engineer I
Title

By: _____ Date: _____

_____
Title

Updated 10/11/2024

* Based upon Professional Engineer's Review
** Manual on Uniform Traffic Control Devices (MUTCD) 11th Edition Section 2B.06, 2B.11

UNITED CITY OF YORKVILLE
MULTI-WAY STOP
PRELIMINARY ENGINEERING EVALUATION*

Location: Millbrook Cir & Blackhawk Blvd, Silver Springs Court, Ketchum Court, Sheridan Court, Gains Court, Owen Court, Preston Drive, Nickerson Court, Hatch Court, Sutherland Court, Potter Court, Kellogg Court, Ellory Court, Gould Court, Curtis Court, Waterman Lane, Big Grove Lane, and Royal Court

Guidance: The type of traffic control used at an unsignalized intersection should be the least restrictive that provides appropriate levels of safety and efficiency for all road users.
Guidance: The decision to establish all-way stop control at an unsignalized intersection should be based on an engineering study.

Standard: YIELD or STOP signs shall not be used for speed control.
Standard: The satisfaction of an all-way stop control warrant or warrants shall not in itself require the installation of all-way stop control at an unsignalized intersection.

Criteria Met			Criteria**
Yes	**Additional Study Required**	**No**	
			A. Crash Experience:
☐	☐	■	1. For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.
☐	☐	■	2. For a three-leg intersection, there are four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.
			B. Sight Distance:
☐	☐	■	1. An engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road. At such a location, the road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.
			C. Transition to Signal Control or Transition to Yield Control at a Circular Intersection:
☐	☐	■	1. At locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal at the intersection or for the installation of yield control at a circular intersection.
			D. 8-Hour Volume: (Any Major-Street Speed)
☐	☐	■	1. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major-street approaches is at least 300 units per hour for each of any 8 hours of a typical day; and
☐	☐	■	2. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor-street approaches is at least 200 units per hour for each of any of the same 8 hours.
			(85th Percentile Major-Street Speed > 40 mph)
☐	☐	■	1. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major-street approaches is at least 210 units per hour for each of any 8 hours of a typical day; and
☐	☐	■	2. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor-street approaches is at least 140 units per hour for each of any of the same 8 hours.
			E. Other Factors:
☐	☐	■	1. The need to control left-turn conflicts.
☐	☐	■	2. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection.
☐	☐	■	3. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.

Based on a preliminary review of the criteria for a multi-way stop sign the following action is recommended:

☐ Criteria are clearly met recommending installation of a multi-way stop.

■ Criteria are not clearly met at this time - no further action recommended.

☐ Criteria may or may not be met - additional engineering study required.

By: Gabriel Braboy, P.E. Date: 12/17/2024

Senior Project Engineer I
Title

By: _____ Date: _____

_____
Title

Updated 10/11/2024

* Based upon Professional Engineer's Review
** Manual on Uniform Traffic Control Devices (MUTCD) 11th Edition Section 2B.12-2B.17

UNITED CITY OF YORKVILLE
TWO-WAY YIELD
PRELIMINARY ENGINEERING EVALUATION*

Location: Matlock Dr & Berrywood Ln

Guidance: The type of traffic control used at an unsignalized intersection should be the least restrictive that provides appropriate levels of safety and efficiency for all road users.

Standard: YIELD or STOP signs shall not be used for speed control.

Criteria Met				Criteria**
Yes	Additional Study Required	No		
			I.	**Yield control should be considered when engineering judgment indicates that all of the following conditions exist:**
■	☐	☐	A.	Intersection sight distance is adequate on the approaches to be controlled by YIELD signs.
■	☐	☐	B.	All approaches to the intersection are a single lane and there are no separate turn lanes.
☐	☐	■	C.	One of the following crash-related criteria applies:
☐	☐	■	1.	For changing from no intersection control to yield control, there have been two or more reported crashes in the previous 12 months that are susceptible to correction by the installation of a YIELD sign.
☐	☐	■	2.	For changing from minor road stop control to yield control, there have been two or fewer reported crashes in the previous 12 months.
☐	☐	■	D.	The combined motor vehicle, bicycle, and pedestrian volume entering the intersection averages less than 1,800 units per day or 140 units in the peak hour.
■	☐	☐	E.	The angle of intersection is between 90 and 75 degrees.
■	☐	☐	F.	The functional classification of the intersecting streets is either the intersection of two local streets or the intersection of a local street with a collector street.
			II.	**YIELD signs may be installed at an intersection when any of the following conditions apply:**
☐	☐	■	A.	At the second intersection of a divided highway crossing or median break functioning as two separate intersections. In this case, a YIELD sign may be installed at the entrance to the second intersection.
☐	☐	■	B.	For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a STOP sign.
☐	☐	■	C.	At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.
☐	☐	■	D.	Facing the entering roadway for a merge-type movement if engineering judgment indicates that control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation.
☐	☐	■	E.	On low-volume rural roads if engineering judgment indicates that a YIELD sign would provide adequate control.
☐	☐	■	F.	On an approach to an intersection where the only permissible movement is a right-turn movement with an intersection geometry similar to a channelized right-turn lane or an approach to a roundabout.

Based on a preliminary review of the criteria for a two-way stop sign the following action is recommended:

☐ Criteria are clearly met recommending installation of a yield sign.

■ Criteria are not clearly met at this time - no further action recommended.

☐ Criteria may or may not be met - additional engineering study required.

By: Gabriel Braboy, P.E. Date: 12/17/2024

Senior Project Engineer I
Title

By: _____ Date: _____

_____
Title

Updated 10/11/2024

* Based upon Professional Engineer's Review
** Manual on Uniform Traffic Control Devices (MUTCD) 11th Edition Section 2B.06-2B.10

UNITED CITY OF YORKVILLE
TWO-WAY STOP
PRELIMINARY ENGINEERING EVALUATION*

Location: Matlock Dr & Berrywood Ln

Guidance: The type of traffic control used at an unsignalized intersection should be the least restrictive that provides appropriate levels of safety and efficiency for all road users.

Standard: YIELD or STOP signs shall not be used for speed control.

Criteria Met				Criteria**
Yes	**Additional Study Required**	**No**		
			I.	**Stop control on the minor-road approach or approaches to an intersection should be considered when engineering judgment indicates that one or more of the following conditions exist:**
☐	☐	■	A.	A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway.
☐	☐	■	B.	Crash records indicate that:
☐	☐	■	1.	For a four-leg intersection, there are three or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.
☐	☐	■	2.	For a three-leg intersection, there are three or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.
☐	☐	■	C.	The intersection is of a lower functional classification road with a higher functional classification road.
☐	☐	■	D.	Conditions that previously supported the installation of all-way stop control no longer exist.

Based on a preliminary review of the criteria for a yield sign the following action is recommended:

☐ Criteria are clearly met recommending installation of a stop sign.

☐ Criteria are not clearly met at this time - no further action recommended.

■ Criteria not met at this time; but, is anticipated to be in the future. Stop sign installation recommended.

By: Gabriel Braboy, P.E. Date: 12/17/2024

Senior Project Engineer I
Title

By: _____ Date: _____

_____
Title

Updated 10/11/2024

* Based upon Professional Engineer's Review
** Manual on Uniform Traffic Control Devices (MUTCD) 11th Edition Section 2B.06, 2B.11

UNITED CITY OF YORKVILLE
MULTI-WAY STOP
PRELIMINARY ENGINEERING EVALUATION*

Location: Matlock Dr & Berrywood Ln

Guidance: The type of traffic control used at an unsignalized intersection should be the least restrictive that provides appropriate levels of safety and efficiency for all road users.
Guidance: The decision to establish all-way stop control at an unsignalized intersection should be based on an engineering study.

Standard: YIELD or STOP signs shall not be used for speed control.
Standard: The satisfaction of an all-way stop control warrant or warrants shall not in itself require the installation of all-way stop control at an unsignalized intersection.

Criteria Met			Criteria**
Yes	Additional Study Required	No	
			A. Crash Experience:
☐	☐	■	1. For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.
☐	☐	■	2. For a three-leg intersection, there are four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.
			B. Sight Distance:
☐	☐	■	1. An engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road. At such a location, the road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.
			C. Transition to Signal Control or Transition to Yield Control at a Circular Intersection:
☐	☐	■	1. At locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal at the intersection or for the installation of yield control at a circular intersection.
			D. 8-Hour Volume:
			(Any Major-Street Speed)
☐	☐	■	1. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major-street approaches is at least 300 units per hour for each of any 8 hours of a typical day; and
☐	☐	■	2. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor-street approaches is at least 200 units per hour for each of any of the same 8 hours.
			(85th Percentile Major-Street Speed > 40 mph)
☐	☐	■	1. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major-street approaches is at least 210 units per hour for each of any 8 hours of a typical day; and
☐	☐	■	2. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor-street approaches is at least 140 units per hour for each of any of the same 8 hours.
			E. Other Factors:
☐	☐	■	1. The need to control left-turn conflicts.
☐	☐	■	2. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection.
☐	☐	■	3. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.

Based on a preliminary review of the criteria for a multi-way stop sign the following action is recommended:

☐ Criteria are clearly met recommending installation of a multi-way stop.

■ Criteria are not clearly met at this time - no further action recommended.

☐ Criteria may or may not be met - additional engineering study required.

By: Gabriel Braboy, P.E. Date: 12/17/2024

Senior Project Engineer I
Title

By: _____ Date: _____

_____
Title

Updated 10/11/2024

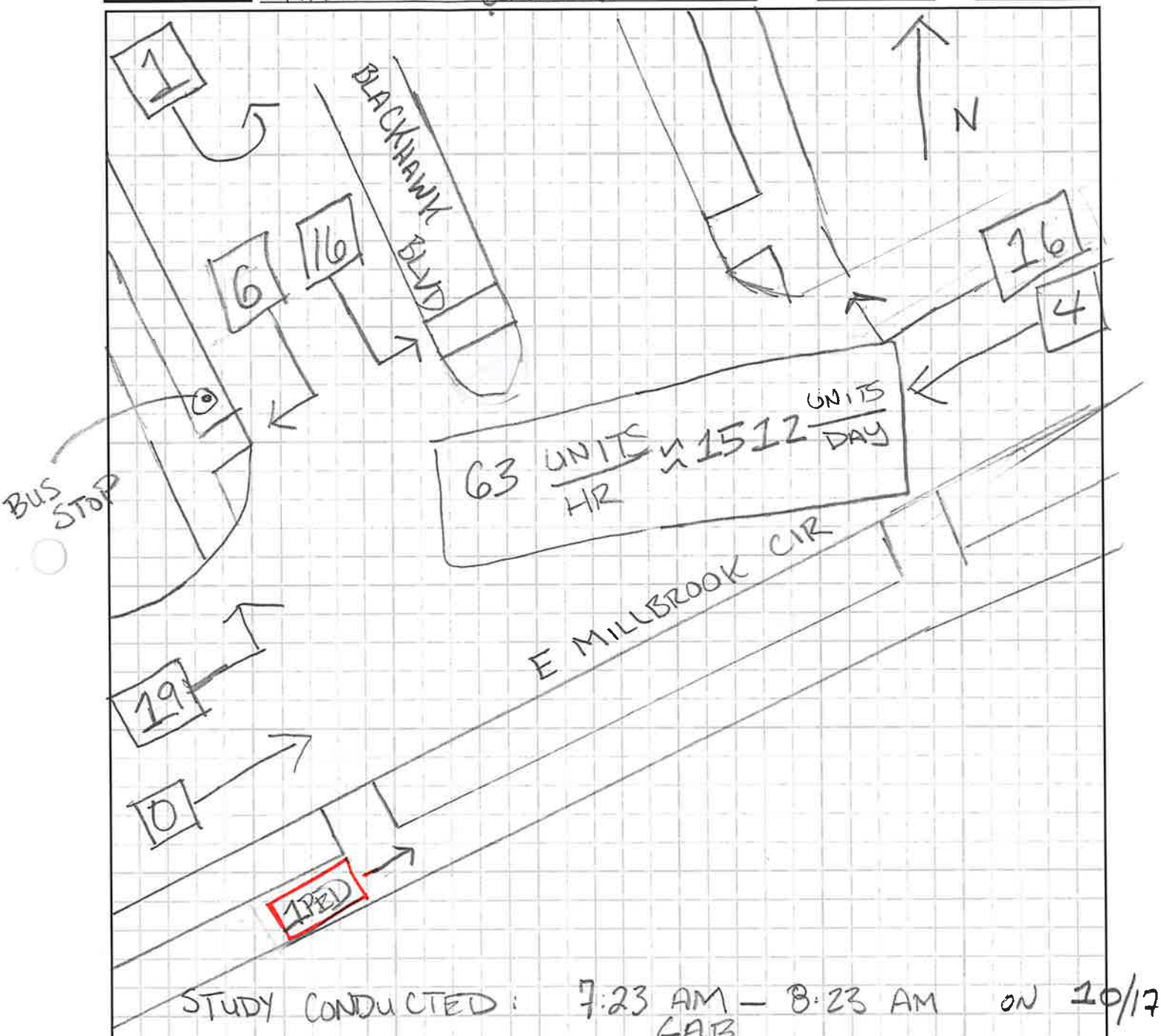
* Based upon Professional Engineer's Review
** Manual on Uniform Traffic Control Devices (MUTCD) 11th Edition Section 2B.12-2B.17

INTERSECTION #1

MILLBROOK CIR & BLACKHAWK BLVD

Engineering Enterprises, Inc.
52 Wheeler Road • Sugar Grove, Illinois 60554
TEL: (630) 466-6700
FAX: (630) 466-6701

PROJECT GRANDE RESERVE
PROJECT NUMBER 161107
SUBJECT INTERSECTION ANALYSIS
MILLBROOK + BLACKHAWK
BY GAB DATE 10/17
PAGE 1 OF 1



STUDY CONDUCTED: 7:23 AM – 8:23 AM ON 10/17
GAB

4 BUS OBSERVED

	WEST MILLBROOK CIRCLE – EASTBOUND APPROACH LOOKING NORTH
	WEST MILLBROOK CIRCLE – EASTBOUND APPROACH LOOKING EAST

	EAST MILLBROOK CIRCLE – WESTBOUND APPROACH LOOKING WEST
	EAST MILLBROOK CIRCLE – WESTBOUND APPROACH LOOKING NORTH

	BLACKHAWK BOULEVARD – SOUTHBOUND APPROACH LOOKING WEST
	BLACKHAWK BOULEVARD – SOUTHBOUND APPROACH LOOKING EAST

BLACKHAWK BOULEVARD –
SOUTHBOUND APPROACH

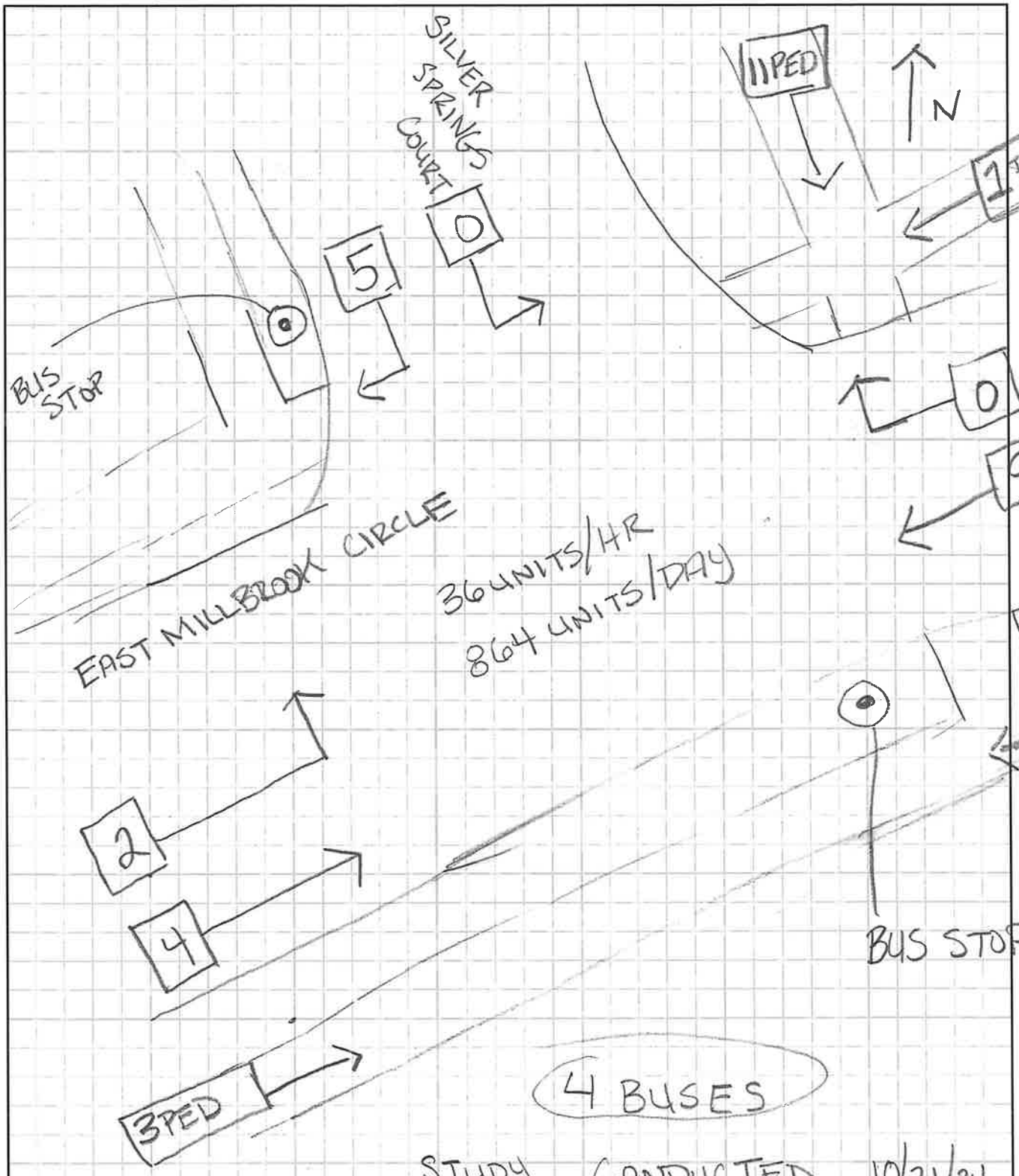
LOOKING SOUTH

INTERSECTION #2

MILLBROOK CIR & SILVER SPRINGS CT

Engineering Enterprises, Inc.
52 Wheeler Road • Sugar Grove, Illinois 60554
TEL: (630) 466-6700
FAX: (630) 466-6701

PROJECT GRANDE RESERVE PROJECT NUMBER 061107
SUBJECT INTERSECTION ANALYSIS BY GAB DATE 10/21/24
E MILLBROOK + SILVER SPRINGS CT PAGE 1 OF 1



4 BUSES

STUDY CONDUCTED 10/21/24
7:24 AM – 8:24 AM

	EAST MILLBROOK CIRCLE – EASTBOUND APPROACH LOOKING EAST
	EAST MILLBROOK CIRCLE – EASTBOUND APPROACH LOOKING NORTH

	EAST MILLBROOK CIRCLE – WESTBOUND APPROACH LOOKING WEST
	EAST MILLBROOK CIRCLE – WESTBOUND APPROACH LOOKING NORTH

	SILVER SPRINGS COURT – SOUTHBOUND APPROACH LOOKING SOUTH
	SILVER SPRINGS COURT – SOUTHBOUND APPROACH LOOKING EAST

SILVER SPRINGS COURT –
SOUTHBOUND APPROACH

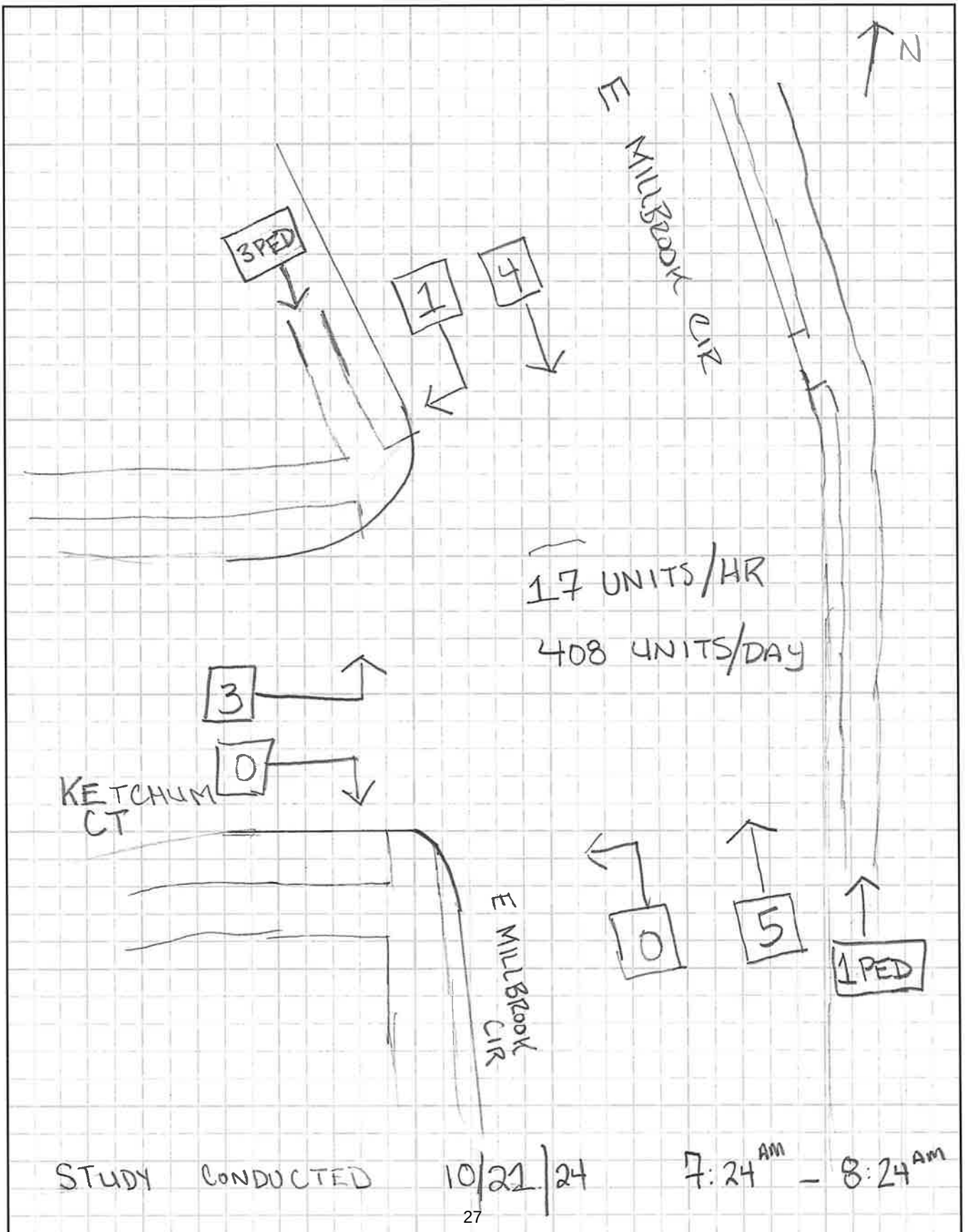
LOOKING WEST

INTERSECTION #3

MILLBROOK CIR & KETCHUM CT

Engineering Enterprises, Inc.
52 Wheeler Road • Sugar Grove, Illinois 60554
TEL: (630) 466-6700
FAX: (630) 466-6701

PROJECT GRANDE RESERVE PROJECT NUMBER Y01107
SUBJECT INTERSECTION ANALYSIS BY GAB DATE OCT 21, 2024
E MILLBROOK CIR & KETCHUM CT PAGE 1 OF 1



STUDY CONDUCTED 10/21/24 7:24 AM – 8:24 AM

	EAST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING NORTH
	EAST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING WEST

	EAST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING WEST
	EAST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING SOUTH

	KETCHUM COURT – EASTBOUND APPROACH LOOKING NORTH
	KETCHUM COURT – EASTBOUND APPROACH LOOKING EAST

KETCHUM COURT – EASTBOUND APPROACH

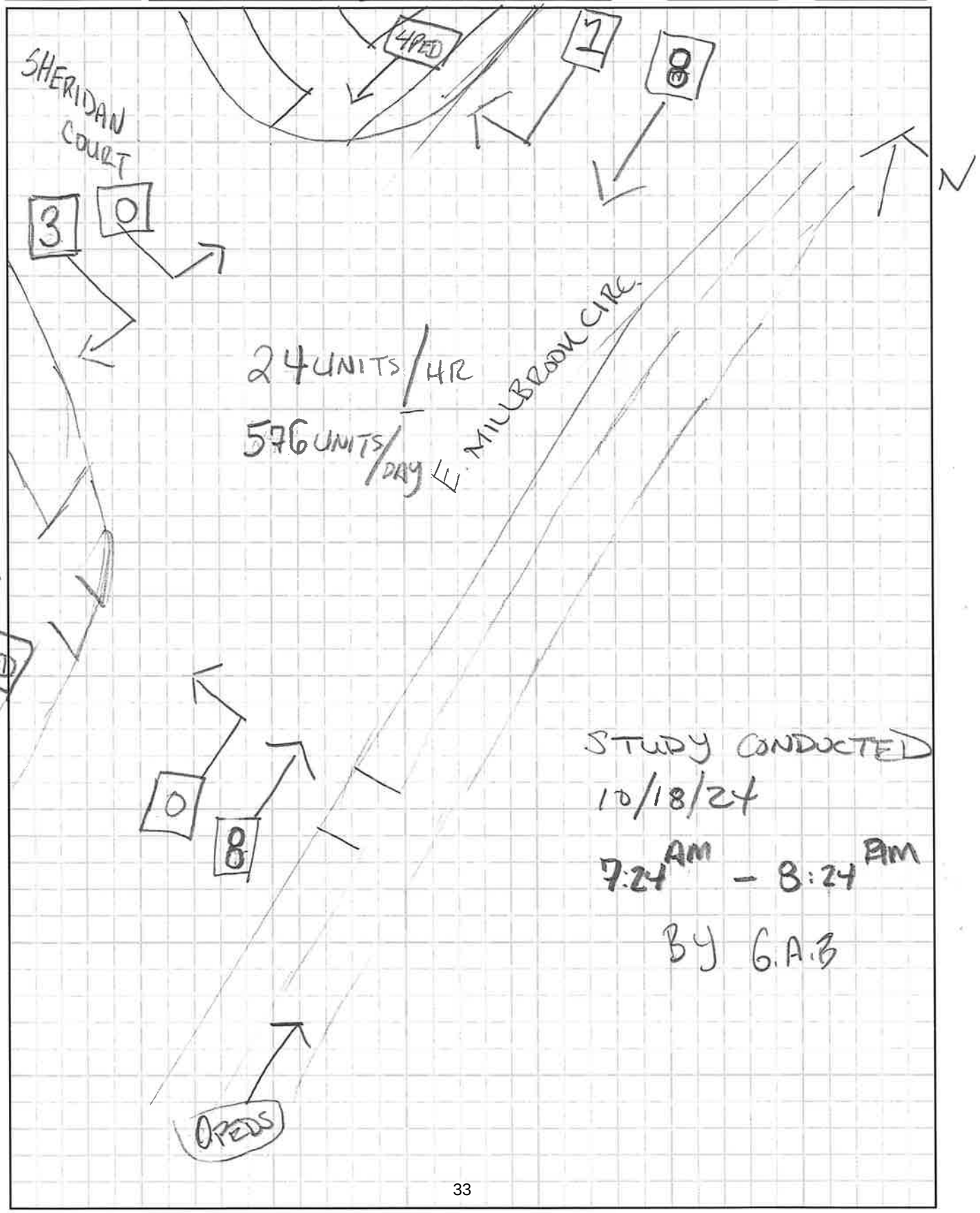
LOOKING SOUTH

INTERSECTION #4

MILLBROOK CIR & SHERIDAN CT

Engineering Enterprises, Inc.
52 Wheeler Road • Sugar Grove, Illinois 60554
TEL: (630) 466-6700
FAX: (630) 466-6701

PROJECT GRANDE RESERVE PROJECT NUMBER 901107
SUBJECT INTERSECTION ANALYSIS BY GAB DATE 10/18/24
SHERIDAN & E MILLBROOK CIR. PAGE 1 OF 1



	EAST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING NORTH
	EAST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING WEST

	EAST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING WEST
	EAST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING SOUTH

	SHERIDAN COURT – EASTBOUND APPROACH LOOKING NORTH
	SHERIDAN COURT – EASTBOUND APPROACH LOOKING SOUTH

SHERIDAN COURT – EASTBOUND APPROACH

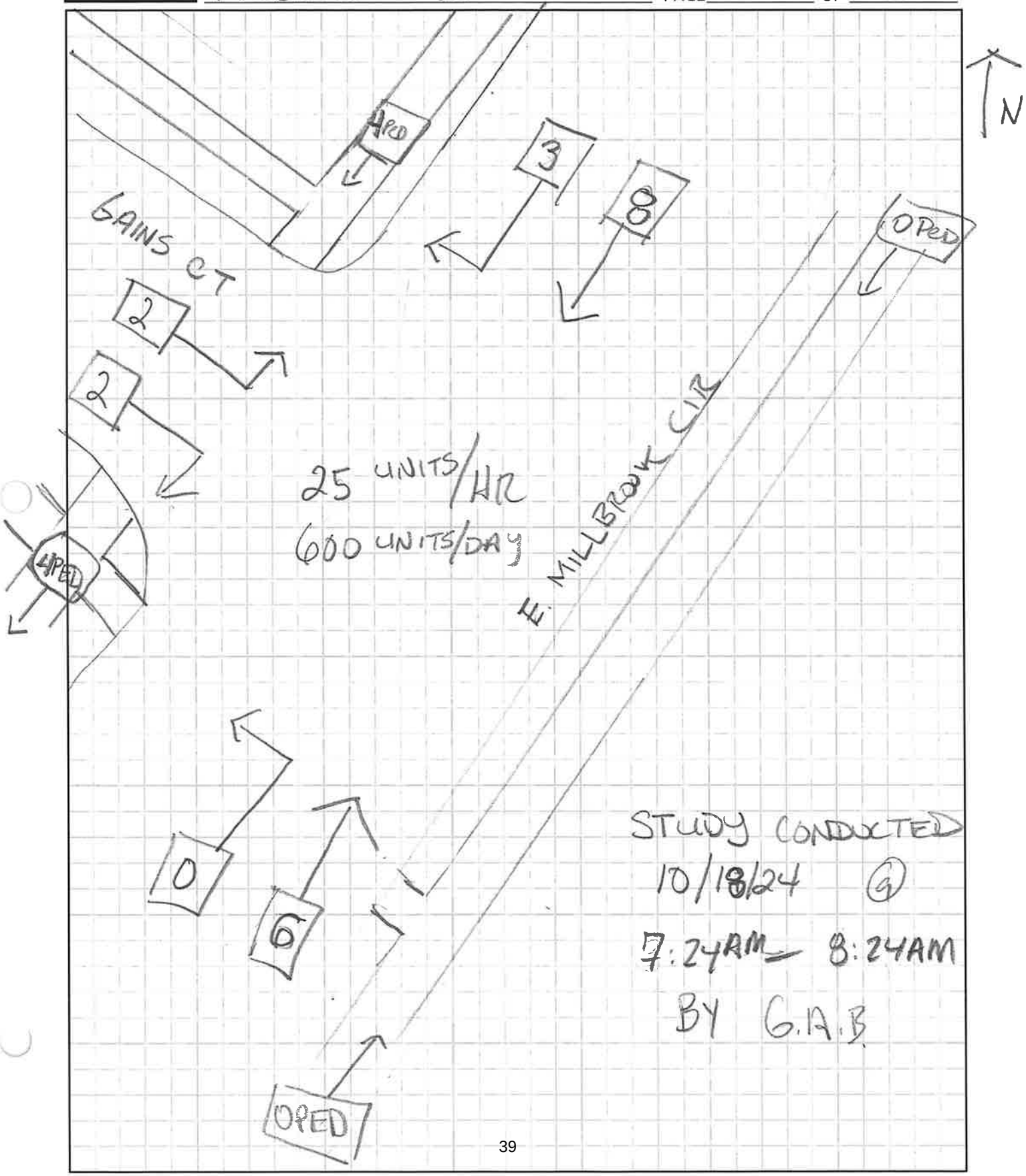
LOOKING EAST

INTERSECTION #5

MILLBROOK CIR & GAINS CT

Engineering Enterprises, Inc.
52 Wheeler Road • Sugar Grove, Illinois 60554
TEL: (630) 466-6700
FAX: (630) 466-6701

PROJECT GRANDE RESERVE PROJECT NUMBER 401107
SUBJECT INTERSECTION ANALYSIS BY GAB DATE 10/18
MILLBROOK + GAINS PAGE 1 OF 1



	EAST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING NORTH
	EAST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING WEST

	EAST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING WEST
	EAST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING SOUTH

	GAINS COURT – EASTBOUND APPROACH LOOKING NORTH
	GAINS COURT – EASTBOUND APPROACH LOOKING SOUTH

GAINS COURT – EASTBOUND APPROACH

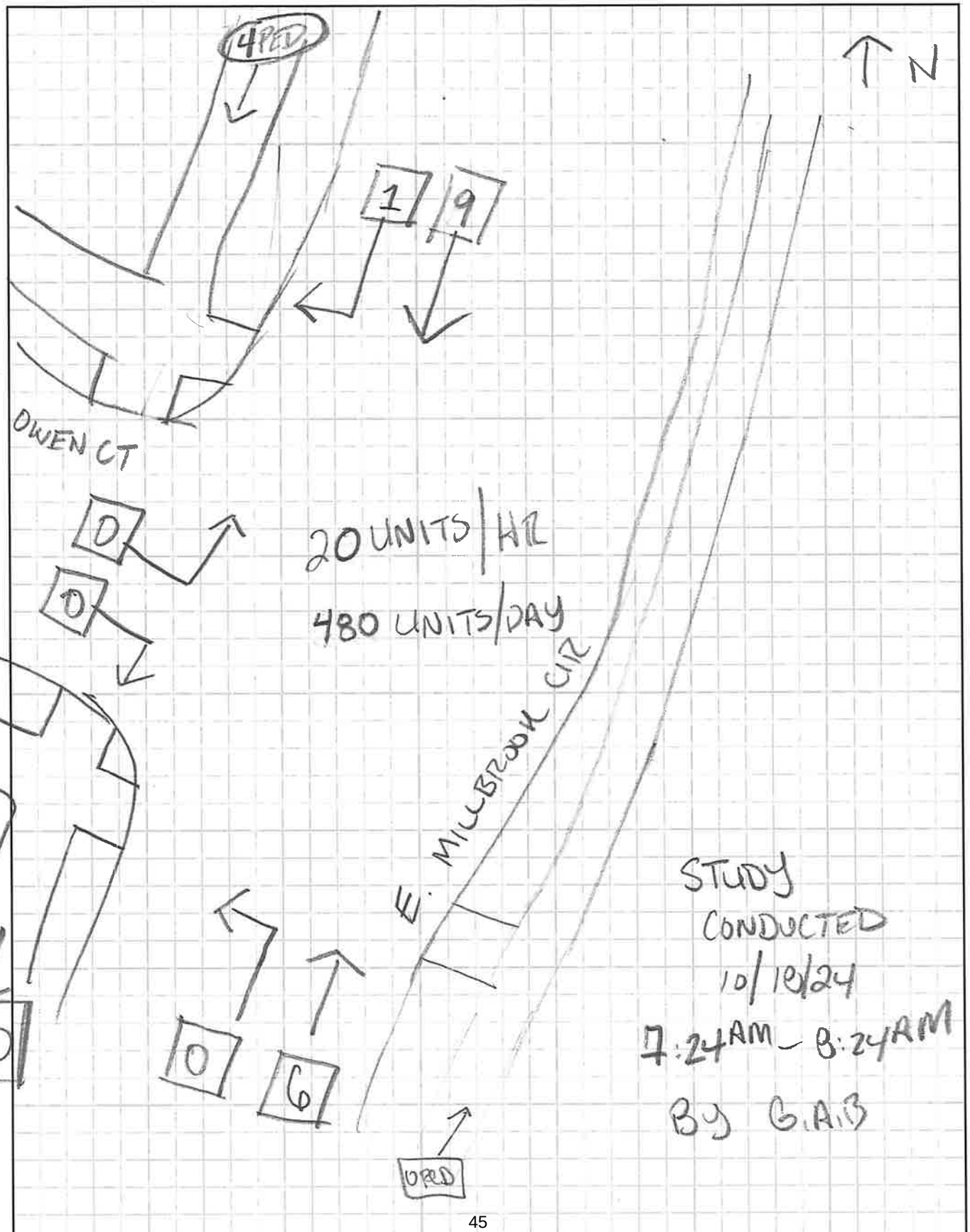
LOOKING EAST

INTERSECTION #6

MILLBROOK CIR & OWEN CT

Engineering Enterprises, Inc.
52 Wheeler Road • Sugar Grove, Illinois 60554
TEL: (630) 466-6700
FAX: (630) 466-6701

PROJECT GRANDE RESERVE PROJECT NUMBER 401107
SUBJECT INTERSECTION ANALYSIS BY GAB DATE 10/18
MILLBROOK + OWEN PAGE 1 OF 1



	EAST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING NORTH
	EAST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING WEST

	EAST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING WEST
	EAST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING SOUTH

	OWEN COURT – EASTBOUND APPROACH LOOKING NORTH
	OWEN COURT – EASTBOUND APPROACH LOOKING EAST

OWEN COURT – EASTBOUND APPROACH

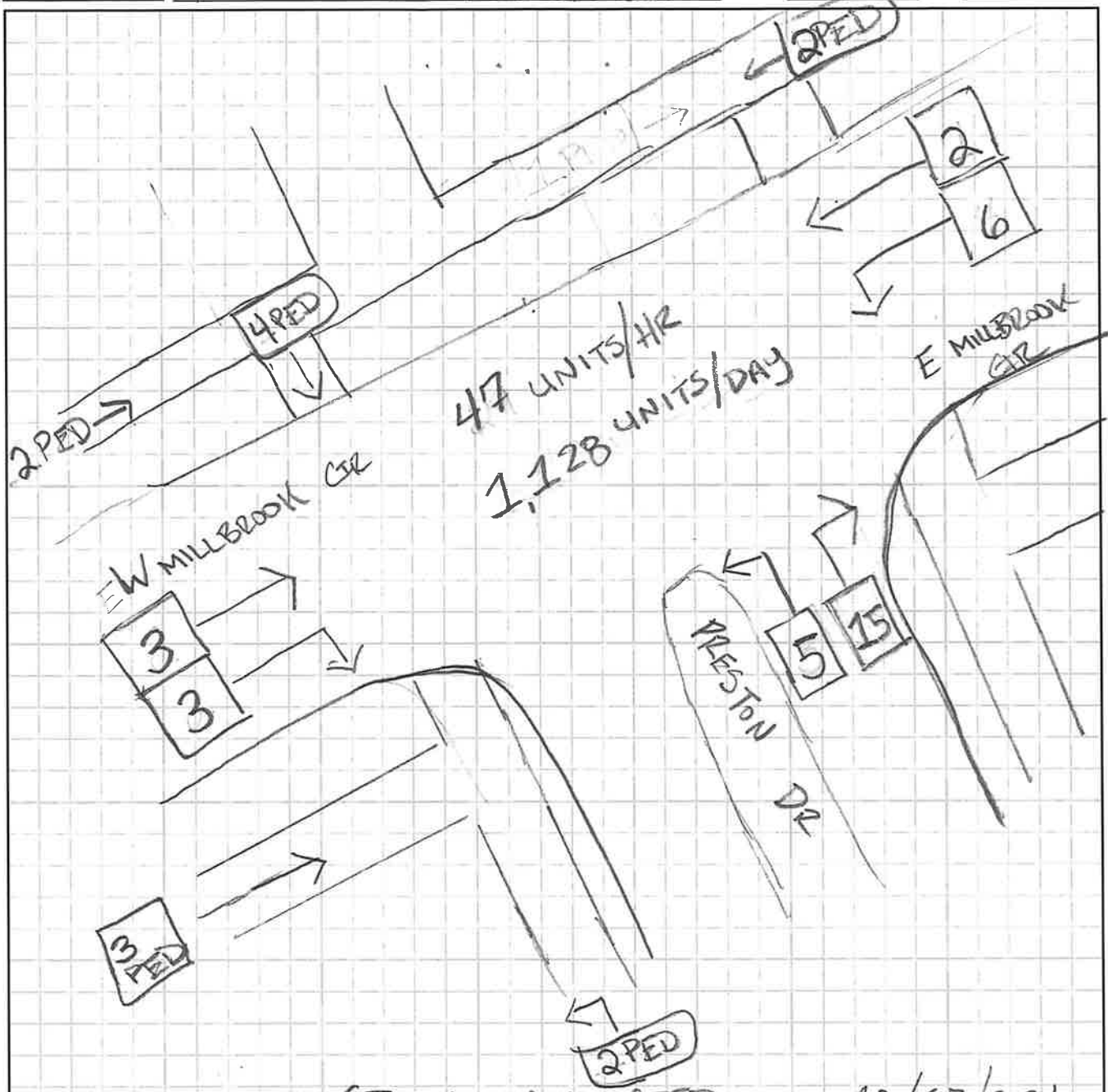
LOOKING SOUTH

INTERSECTION #7

MILLBROOK CIR & PRESTON DR

Engineering Enterprises, Inc.
52 Wheeler Road • Sugar Grove, Illinois 60554
TEL: (630) 466-6700
FAX: (630) 466-6701

PROJECT GRANDE RESERVE PROJECT NUMBER 401107
SUBJECT INTERSECTION ANALYSIS BY GAB DATE 10/17/24
PRESTON DR & MILLBROOK CIR PAGE 1 OF 1



STUDY CONDUCTED 10/17/2024
3:19 PM – 4:19 PM
G.A.B.

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	PRESTON DRIVE – NORTHBOUND APPROACH LOOKING EAST

	WEST MILLBROOK CIRCLE – EASTBOUND APPROACH LOOKING EAST
	EAST MILLBROOK CIRCLE – WESTBOUND APPROACH LOOKING WEST

EAST MILLBROOK CIRCLE –
WESTBOUND APPROACH

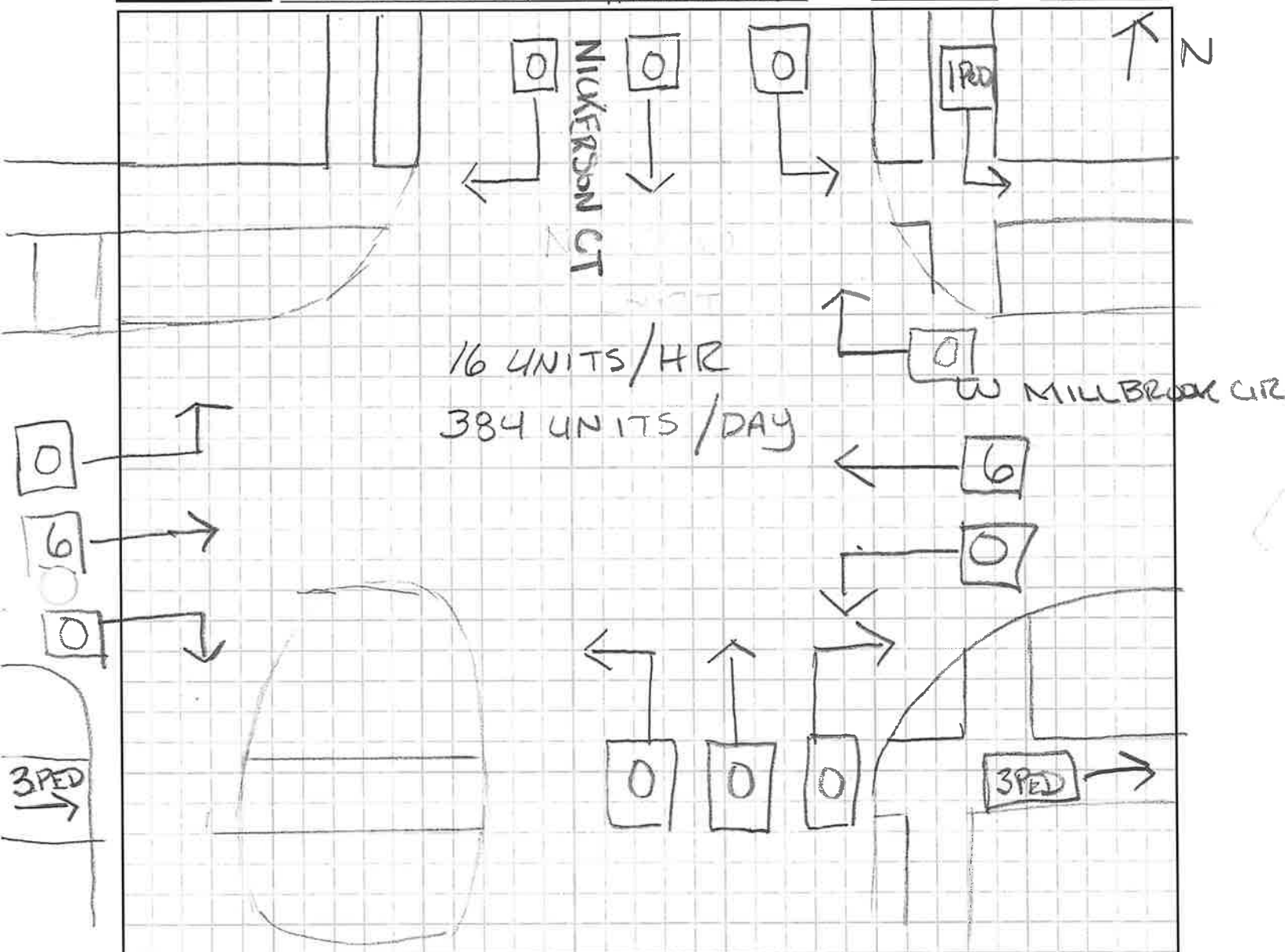
LOOKING SOUTH

INTERSECTION #8

MILLBROOK CIR & NICKERSON CT

Engineering Enterprises, Inc.
52 Wheeler Road • Sugar Grove, Illinois 60554
TEL: (630) 466-6700
FAX: (630) 466-6701

PROJECT GRANDE RESERVE PROJECT NUMBER 401107
SUBJECT INTERSECTION ANALYSIS BY GAB DATE 10/17/24
NICKERSON CT + W MILLBROOK PAGE 1 OF 1



16 UNITS/HR
384 UNITS/DAY

STUDY CONDUCTED 10/17/24

3:19 PM – 4:19 PM

0 BUSES OBSERVED

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	WEST MILLBROOK CIRCLE – EASTBOUND APPROACH LOOKING SOUTH

	WEST MILLBROOK CIRCLE – EASTBOUND APPROACH LOOKING NORTH
	NICKERSON COURT – SOUTHBOUND APPROACH LOOKING WEST

	NICKERSON COURT – SOUTHBOUND APPROACH LOOKING EAST
	NICKERSON COURT – SOUTHBOUND APPROACH LOOKING SOUTH

	WEST MILLBROOK CIRCLE – WESTBOUND APPROACH LOOKING WEST
	WEST MILLBROOK CIRCLE – WESTBOUND APPROACH LOOKING NORTH

	WEST MILLBROOK CIRCLE – WESTBOUND APPROACH LOOKING SOUTH
	WEST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING WEST

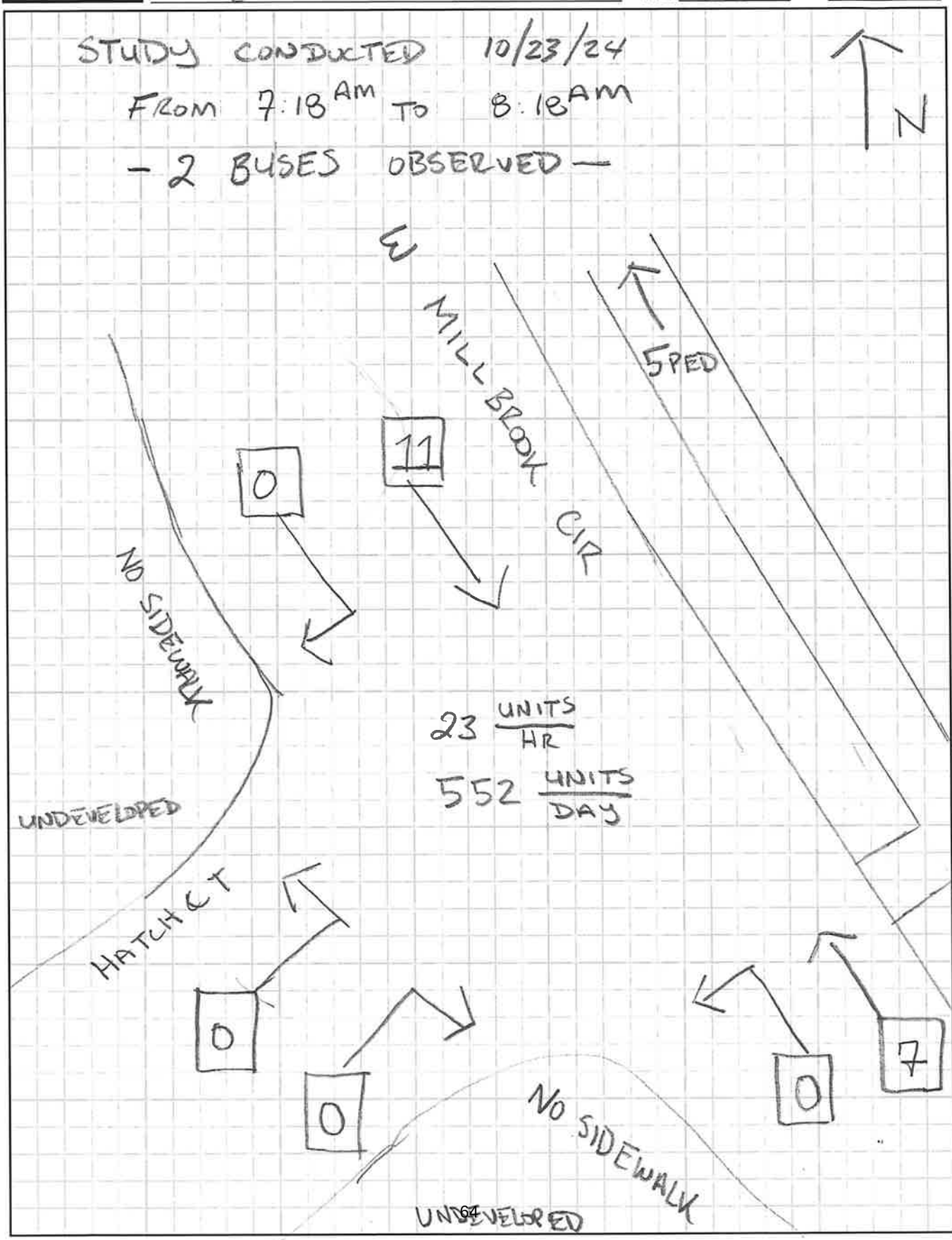
	WEST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING NORTH
	WEST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING EAST

INTERSECTION #9

MILLBROOK CIR & HATCH CT

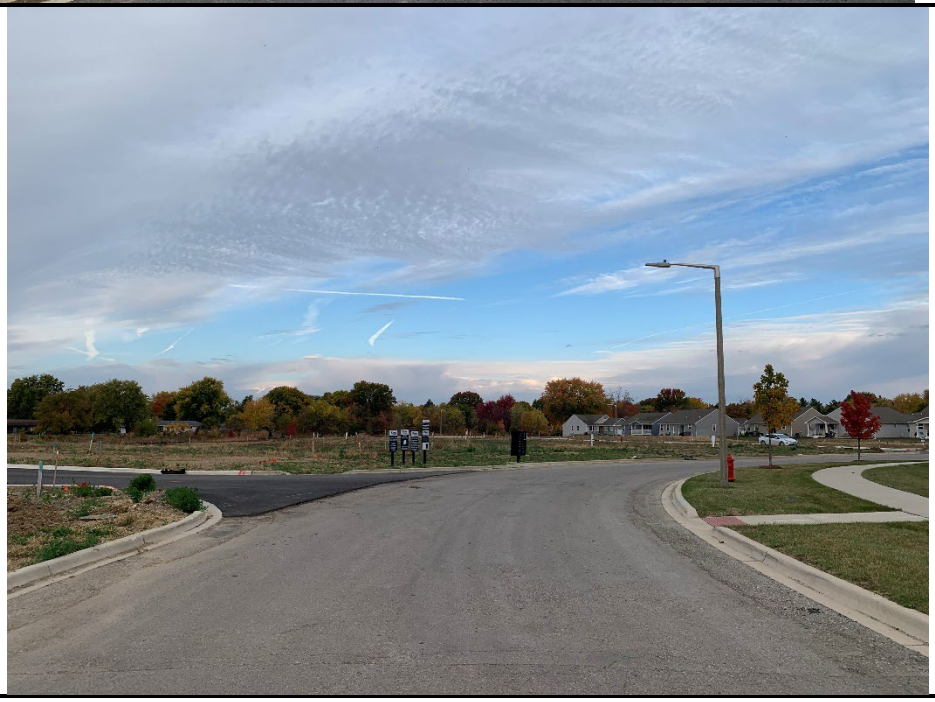
Engineering Enterprises, Inc.
52 Wheeler Road • Sugar Grove, Illinois 60554
TEL: (630) 466-6700
FAX: (630) 466-6701

PROJECT GRANDE RESERVE PROJECT NUMBER 401107
SUBJECT INTERSECTION ANALYSIS BY GAB DATE 10/23/24
MILLBROOK + HATCH CT PAGE 1 OF



	WEST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING SOUTH
	WEST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING WEST

	HATCH COURT – EASTBOUND APPROACH LOOKING EAST
	HATCH COURT – EASTBOUND APPROACH LOOKING SOUTH

	HATCH COURT – EASTBOUND APPROACH LOOKING NORTH
	WEST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING NORTH

WEST MILLBROOK CIRCLE –
NORTHBOUND APPROACH

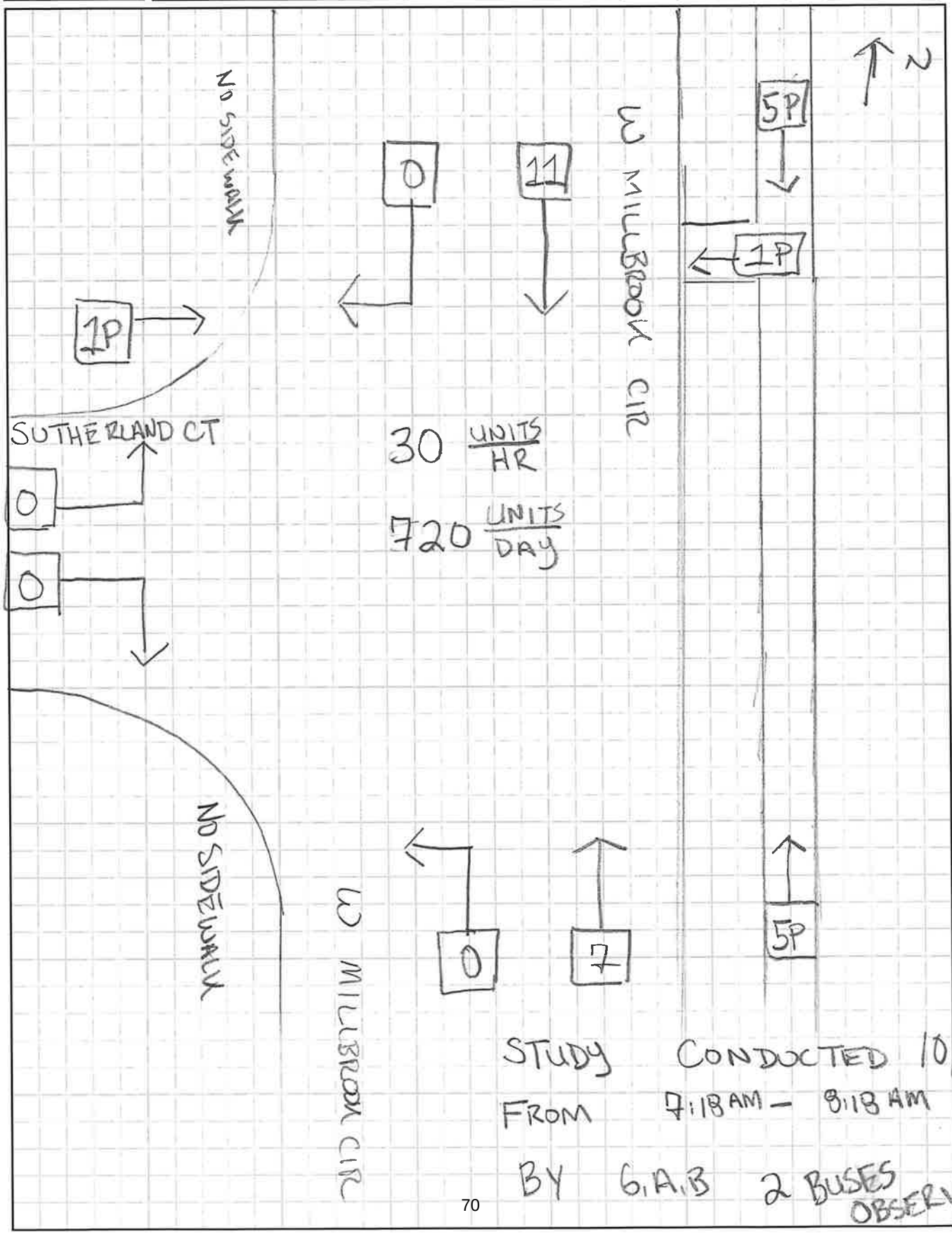
LOOKING WEST

INTERSECTION #10

MILLBROOK CIR & SUTHERLAND CT

Engineering Enterprises, Inc.
52 Wheeler Road • Sugar Grove, Illinois 60554
TEL: (630) 466-6700
FAX: (630) 466-6701

PROJECT GRANDE RESERVE PROJECT NUMBER 401107
SUBJECT INTERSECTION ANALYSIS BY GAB DATE 10/23/24
MILLBROOK + SUTHERLAND CT PAGE 1 OF 1



STUDY CONDUCTED 10/23
FROM 7:18 AM – 8:18 AM
BY G.A.B 2 BUSES OBSERVED

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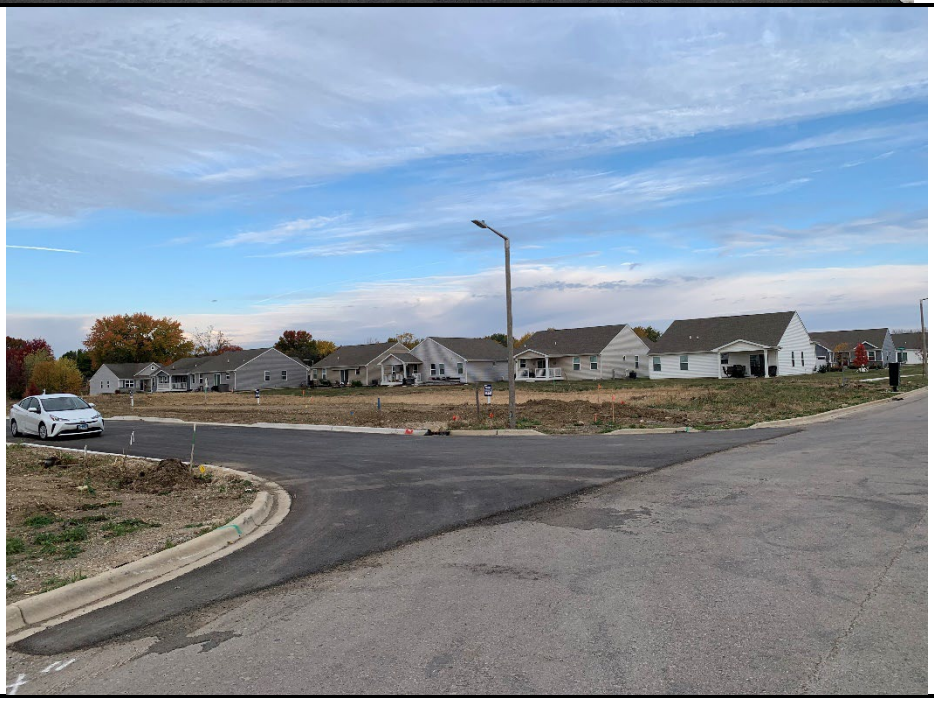
	WEST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING WEST

	SUTHERLAND COURT – EASTBOUND APPROACH LOOKING NORTH
	SUTHERLAND COURT – EASTBOUND APPROACH LOOKING SOUTH

	SUTHERLAND COURT – EASTBOUND APPROACH LOOKING EAST
	WEST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING WEST

WEST MILLBROOK CIRCLE –
NORTHBOUND APPROACH

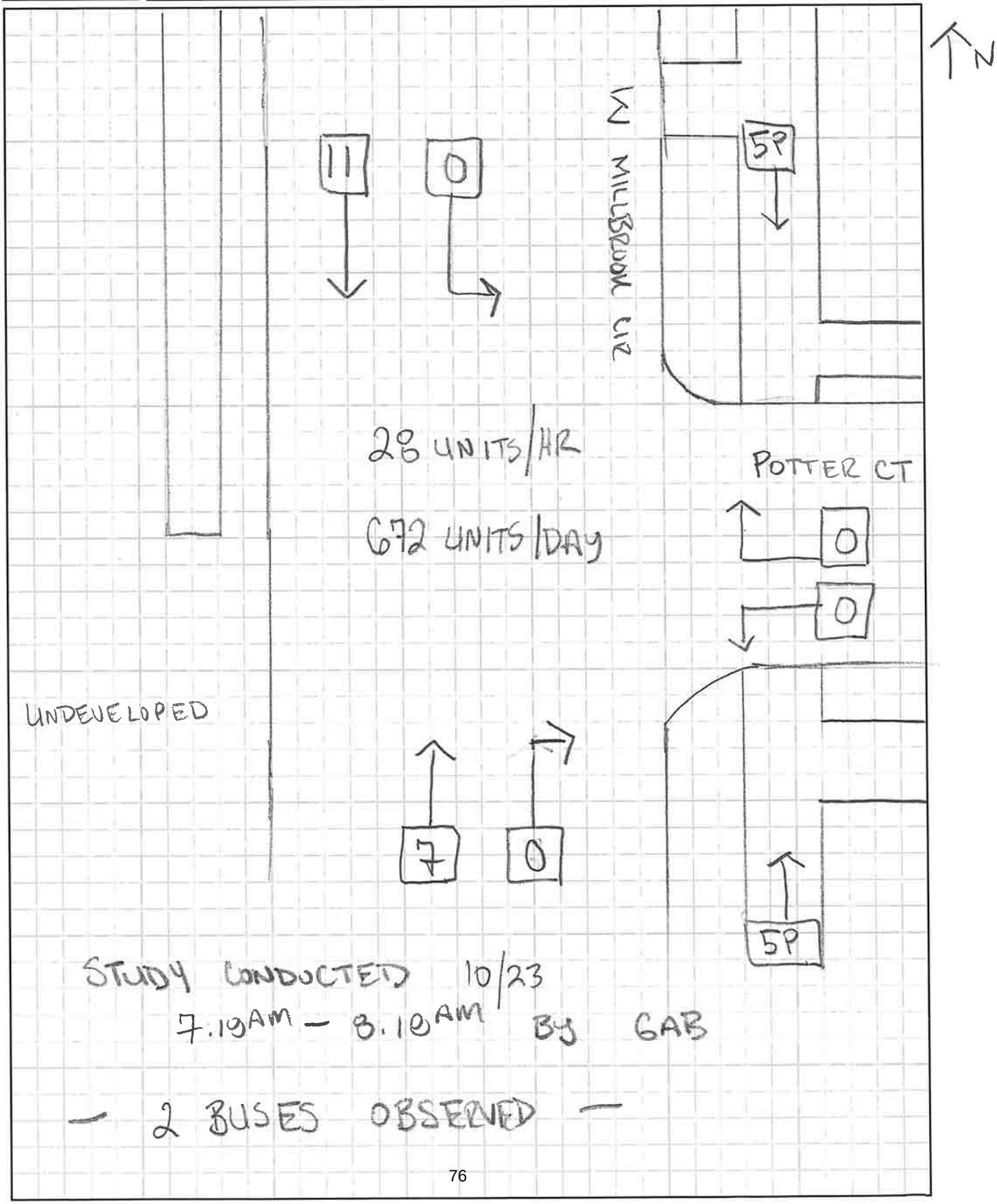
LOOKING NORTH

INTERSECTION #11

MILLBROOK CIR & POTTER CT

Engineering Enterprises, Inc.
52 Wheeler Road • Sugar Grove, Illinois 60554
TEL: (630) 466-6700
FAX: (630) 466-6701

PROJECT GRANDE RESERVE PROJECT NUMBER 401107
SUBJECT INTERSECTION ANALYSIS BY GAB DATE 10/23/24
MILLBROOK + POTTER CT PAGE 1 OF 1



STUDY CONDUCTED 10/23
7.19AM – 8.19AM BY GAB

– 2 BUSES OBSERVED –

	WEST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING NORTH
	WEST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING EAST

	WEST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING EAST
	WEST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING SOUTH

	POTTER COURT – WESTBOUND APPROACH LOOKING NORTH
	POTTER COURT – WESTBOUND APPROACH LOOKING SOUTH

POTTER COURT – WESTBOUND APPROACH

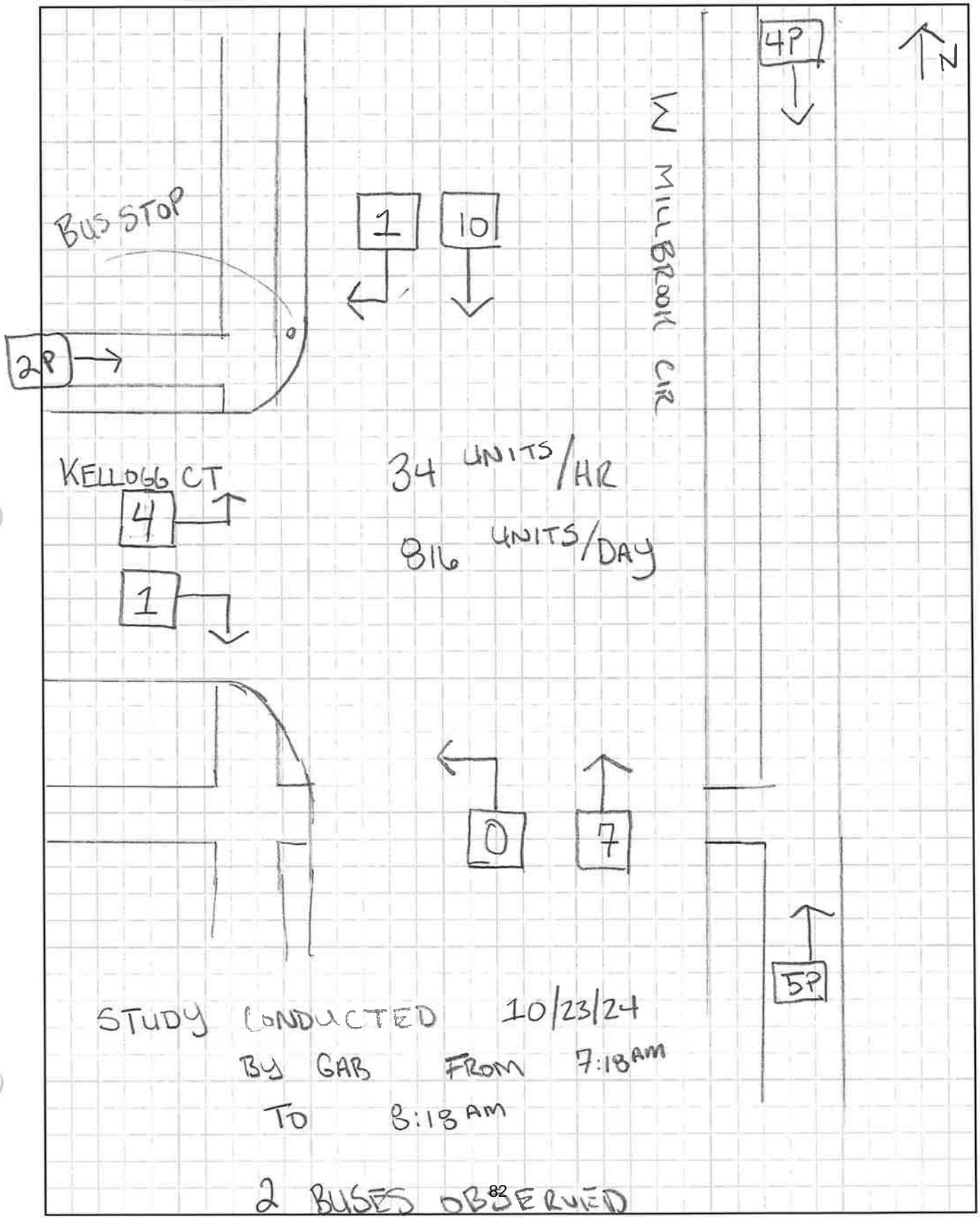
LOOKING WEST

INTERSECTION #12

MILLBROOK CIR & KELLOGG CT

Engineering Enterprises, Inc.
52 Wheeler Road • Sugar Grove, Illinois 60554
TEL: (630) 466-6700
FAX: (630) 466-6701

PROJECT GRANDE RESERVE PROJECT NUMBER 401107
SUBJECT INTERSECTION ANALYSIS BY GAB DATE 10/23/24
MILLBROOK + KELLOGG CT PAGE 1 OF 1



STUDY CONDUCTED 10/23/24
BY GAB FROM 7:18AM
TO 8:18 AM

2 BUSES OBSERVED

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	WEST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING WEST

	WEST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING WEST
	WEST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING SOUTH

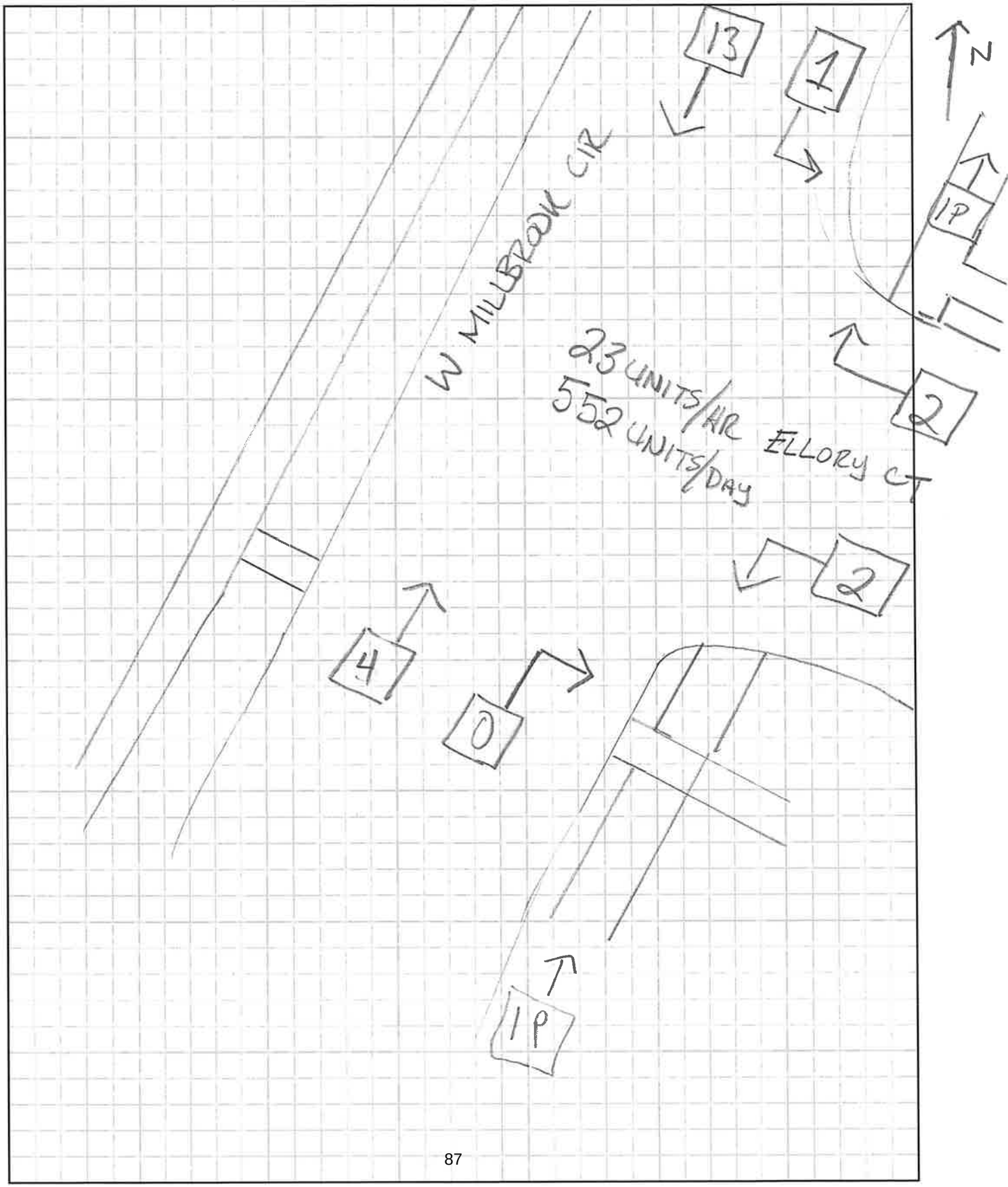
	KELLOGG COURT – EASTBOUND APPROACH LOOKING NORTH
	KELLOGG COURT – EASTBOUND APPROACH LOOKING SOUTH

INTERSECTION #13

MILLBROOK CIR & ELLORY CT

Engineering Enterprises, Inc.
52 Wheeler Road • Sugar Grove, Illinois 60554
TEL: (630) 466-6700
FAX: (630) 466-6701

PROJECT GRANDE RESERVE PROJECT NUMBER 4007
SUBJECT INTERSECTION ANALYSIS BY GAB DATE 10/24
ELLORY CT + MILLBROOK PAGE 1 OF 1



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	WEST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING EAST

	WEST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING EAST
	WEST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING SOUTH

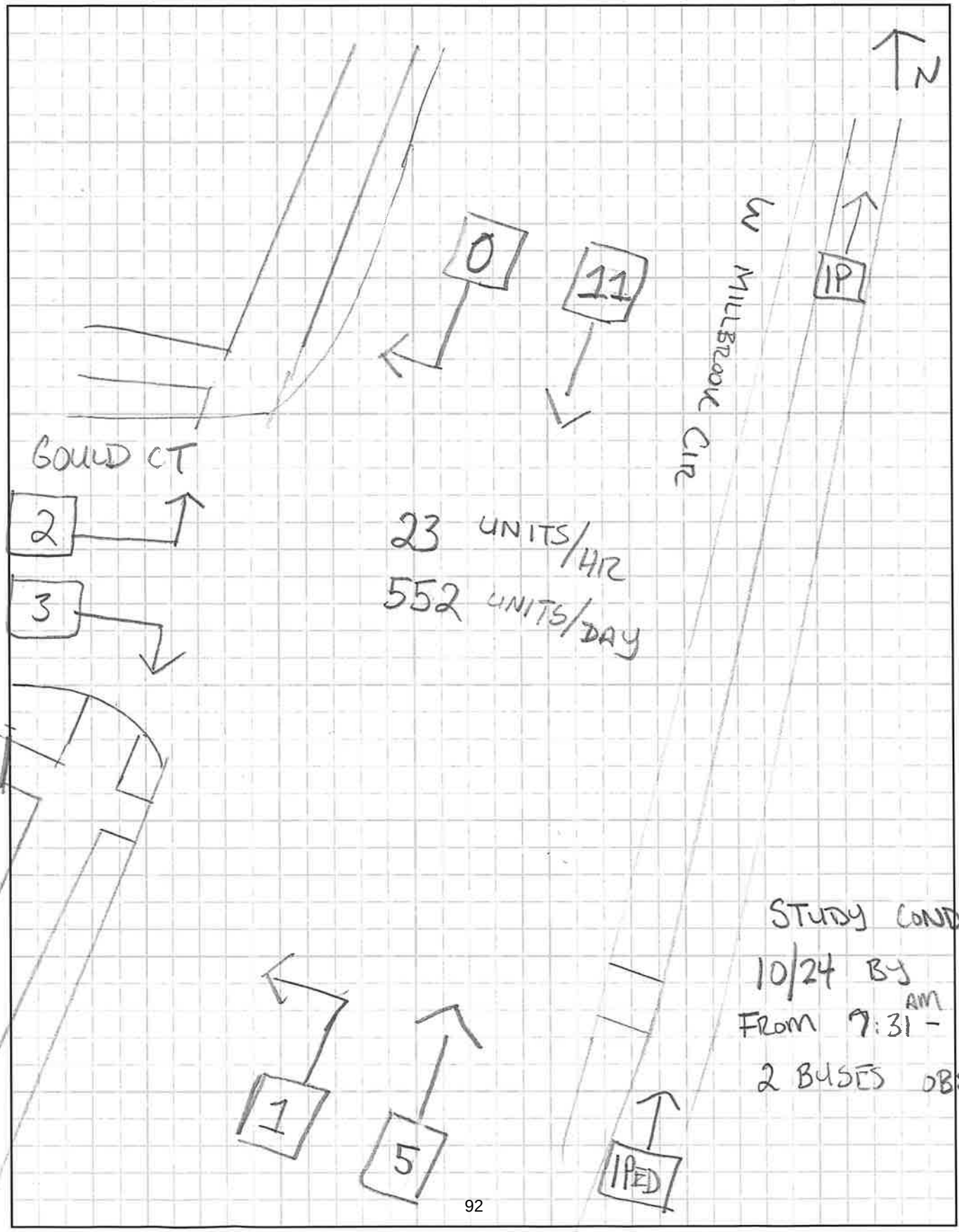
	ELLORY COURT – WESTBOUND APPROACH LOOKING NORTH
	ELLORY COURT – WESTBOUND APPROACH LOOKING SOUTH

INTERSECTION #14

MILLBROOK CIR & GOULD CT

Engineering Enterprises, Inc.
52 Wheeler Road • Sugar Grove, Illinois 60554
TEL: (630) 466-6700
FAX: (630) 466-6701

PROJECT GRANDE RESERVE
PROJECT NUMBER 40107
SUBJECT INTERSECTION ANALYSIS
BY GAB
DATE 10/24
GOULD CT + MILLBROOK
PAGE 1 OF 1



	WEST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING NORTH
	WEST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING WEST

	WEST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING WEST
	WEST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING SOUTH

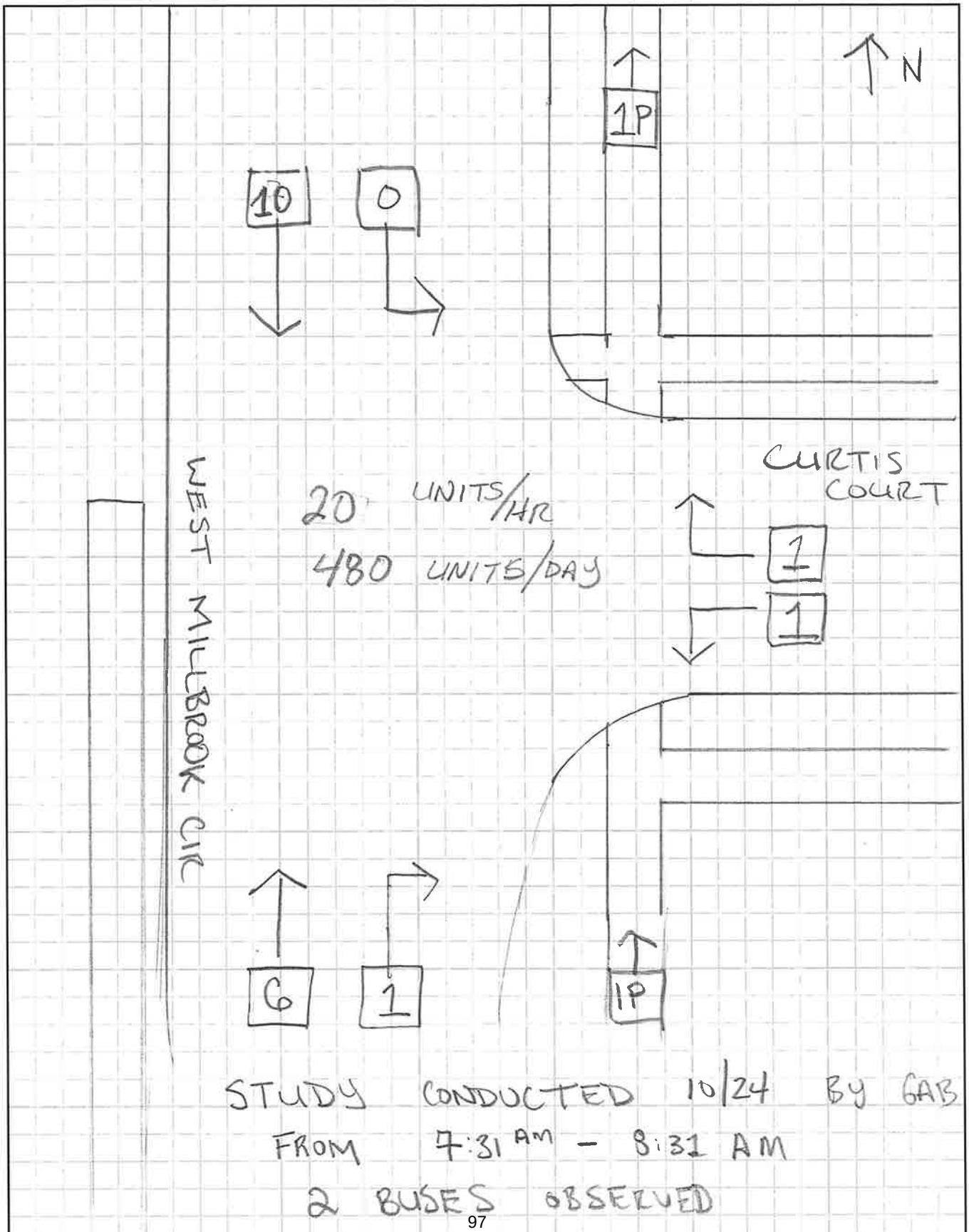
	GOULD COURT – EASTBOUND APPROACH LOOKING NORTH
	GOULD COURT – EASTBOUND APPROACH LOOKING SOUTH

INTERSECTION #15

MILLBROOK CIR & CURTIS CT

Engineering Enterprises, Inc.
52 Wheeler Road • Sugar Grove, Illinois 60554
TEL: (630) 466-6700
FAX: (630) 466-6701

PROJECT GRANDE RESERVE PROJECT NUMBER 401107
SUBJECT INTERSECTION ANALYSIS BY GAB DATE 10/24
CURTIS COURT + MILLBROOK PAGE 1 OF 1



STUDY CONDUCTED 10/24 BY GAB
FROM 7:31 AM - 8:31 AM
2 BUSES OBSERVED

WEST MILLBROOK CIRCLE – NORTHBOUND APPROACH

LOOKING NORTH

	WEST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING EAST
	WEST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING EAST

	WEST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING SOUTH
	CURTIS COURT – WESTBOUND APPROACH LOOKING NORTH

CURTIS COURT – WESTBOUND APPROACH

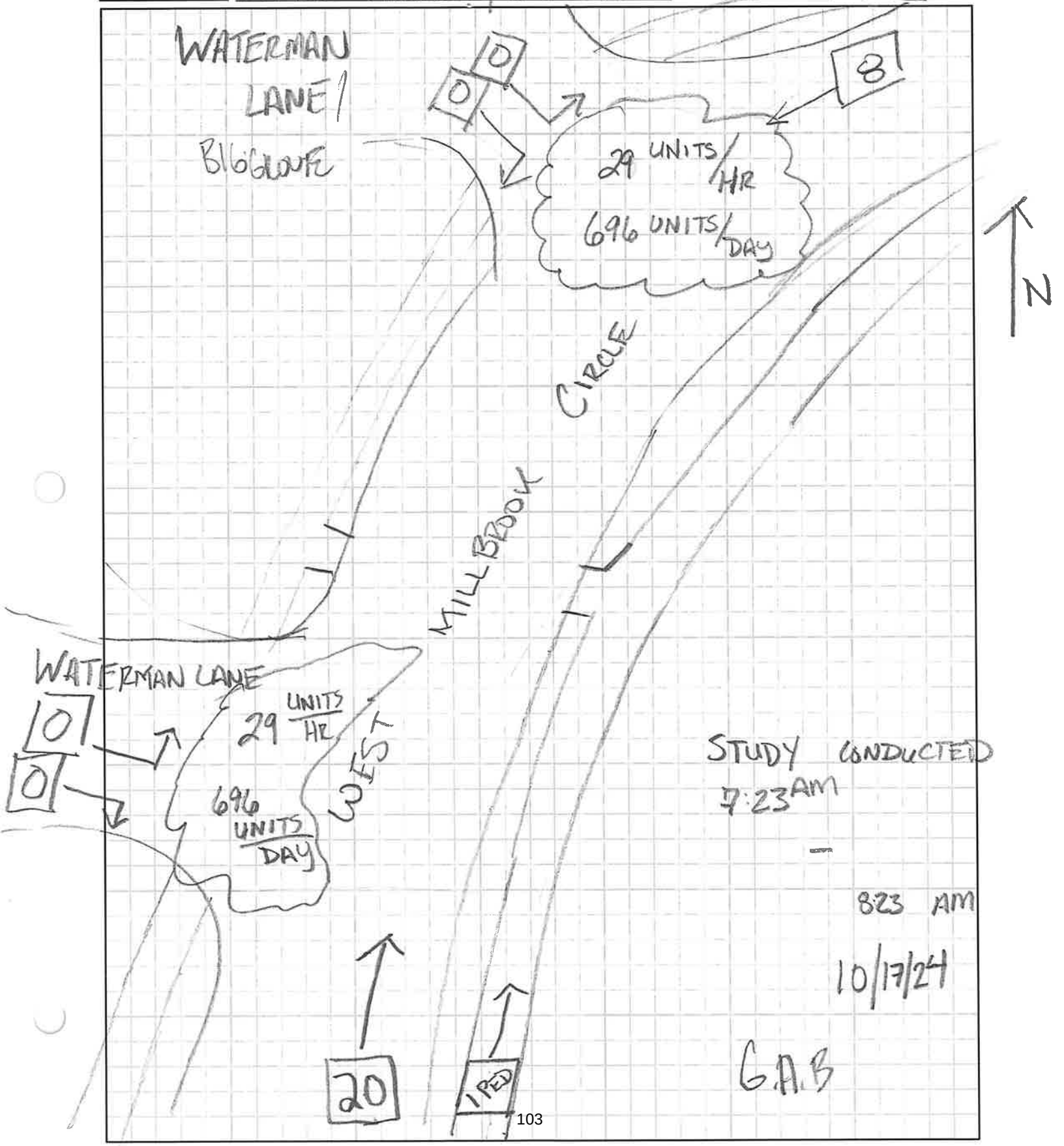
LOOKING SOUTH

INTERSECTION #16

MILLBROOK CIR & WATERMAN LN

Engineering Enterprises, Inc.
52 Wheeler Road • Sugar Grove, Illinois 60554
TEL: (630) 466-6700
FAX: (630) 466-6701

PROJECT GIRANDE RESERVE · PROJECT NUMBER 901109
SUBJECT INTERSECTION · BY GAB DATE 10/17
ANALYSIS - MILLBROOK / WATERMAN PAGE 1 OF 1



	WEST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING SOUTH
	WEST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING WEST

WATERMAN LANE – EASTBOUND APPROACH

LOOKING NORTH

WATERMAN LANE – EASTBOUND APPROACH

LOOKING SOUTH

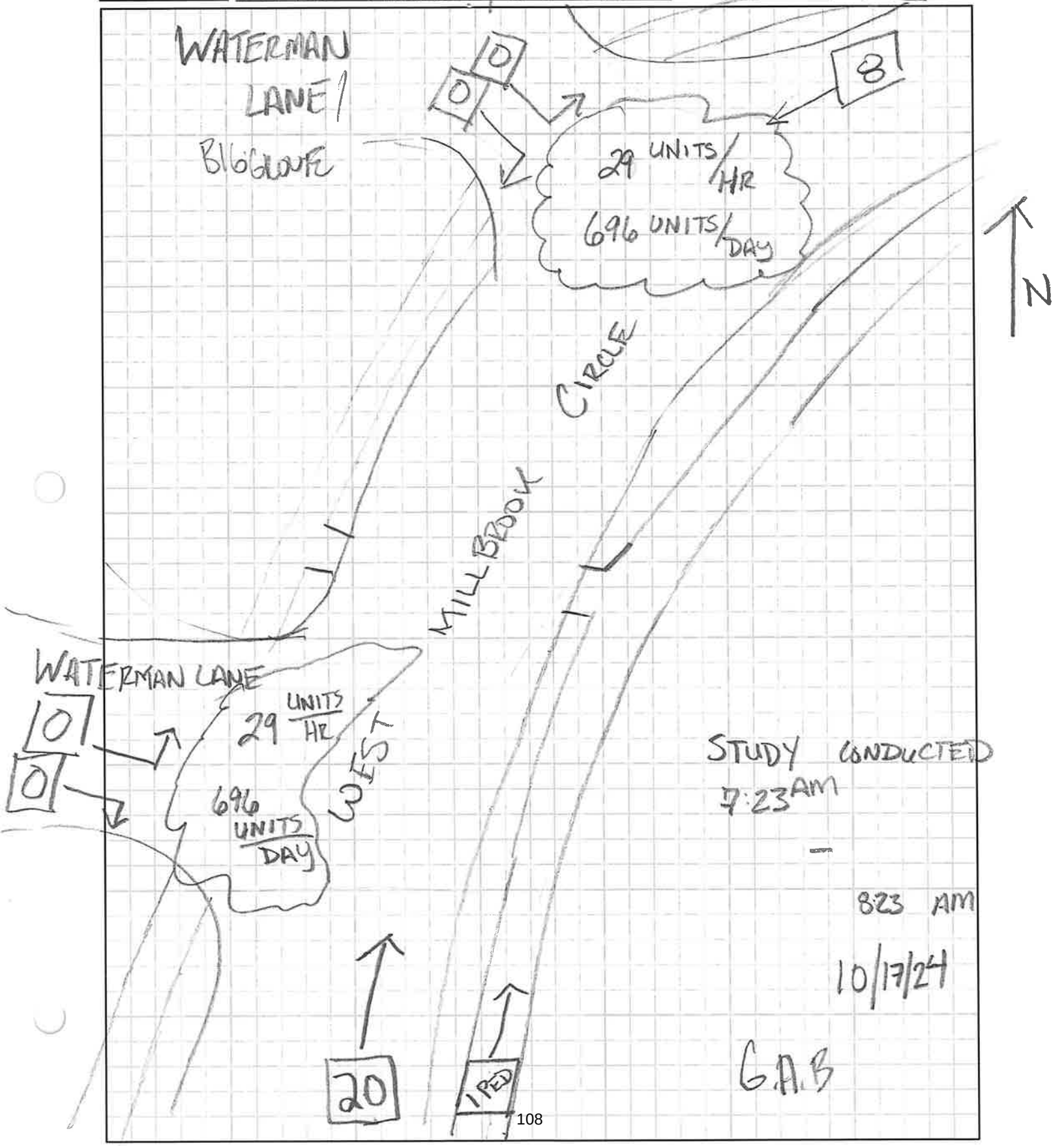
	WEST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING WEST
	WEST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING NORTH

INTERSECTION #17

MILLBROOK CIR & BIG GROVE LN

Engineering Enterprises, Inc.
52 Wheeler Road • Sugar Grove, Illinois 60554
TEL: (630) 466-6700
FAX: (630) 466-6701

PROJECT GIRANDE RESERVE · PROJECT NUMBER 901109
SUBJECT INTERSECTION · BY GAB DATE 10/17
ANALYSIS - MILLBROOK / WATERMAN PAGE 1 OF 1



	WEST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING SOUTH
	WEST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING WEST

	BIG GROVE LANE– EASTBOUND APPROACH LOOKING NORTH
	BIG GROVE LANE – EASTBOUND APPROACH LOOKING SOUTH

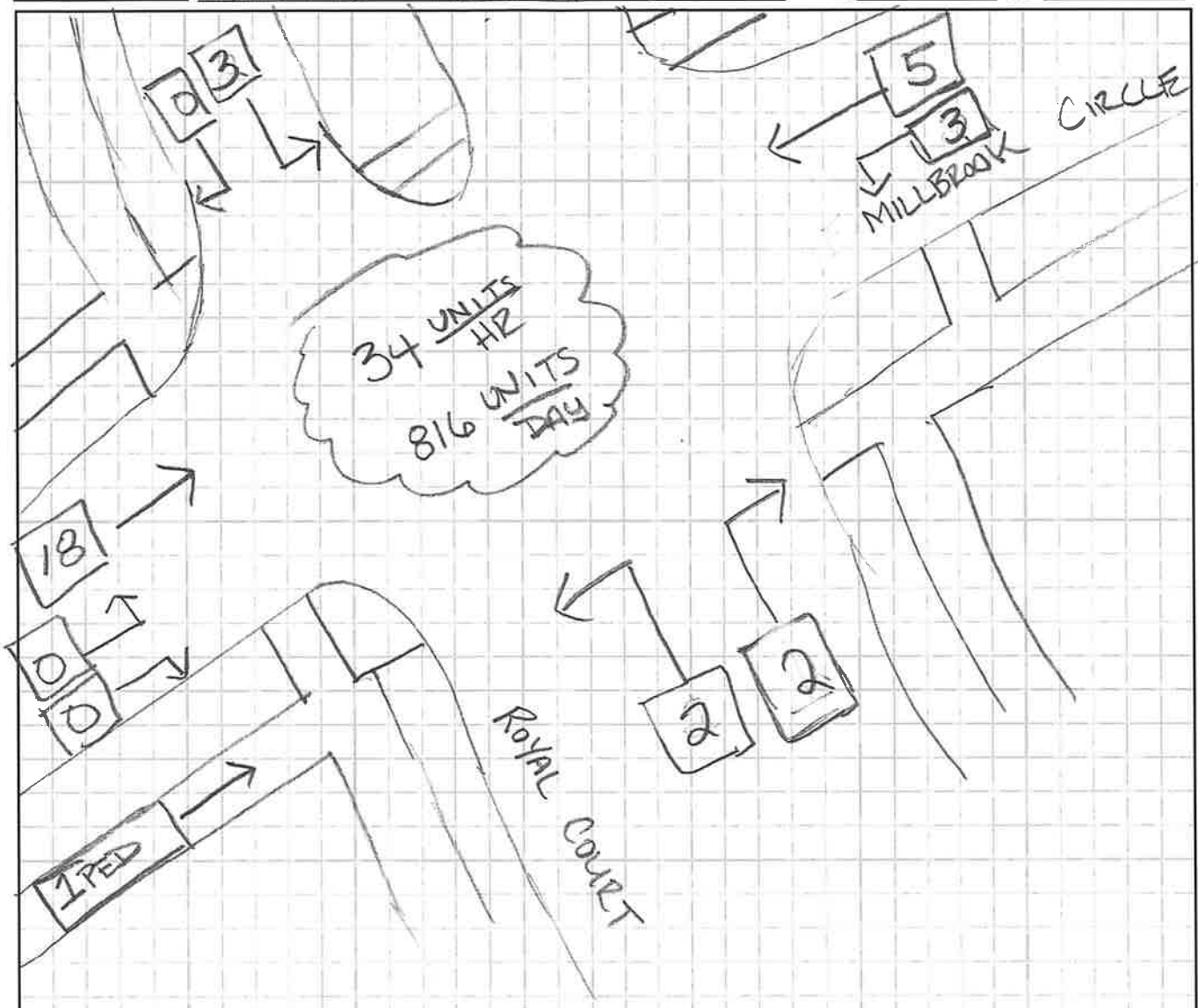
	WEST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING WEST
	WEST MILLBROOK CIRCLE – NORTHBOUND APPROACH LOOKING NORTH

INTERSECTION #18

MILLBROOK CIR & ROYAL CT

Engineering Enterprises, Inc.
52 Wheeler Road • Sugar Grove, Illinois 60554
TEL: (630) 466-6700
FAX: (630) 466-6701

PROJECT GRANDE RESERVE PROJECT NUMBER 401107
SUBJECT INTERSECTION ANALYSIS - MILLBROOK & ROYAL BY GAB DATE 10/17/24
PAGE 1 OF 1



2 BUSES OBSERVED

STUDY CONDUCTED 7:23 AM - 8:23 AM 10/17/24

BY G.A.B

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	WEST MILLBROOK CIRCLE – EASTBOUND APPROACH LOOKING EAST

	WEST MILLBROOK CIRCLE – EASTBOUND APPROACH LOOKING SOUTH
	WEST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING WEST

	WEST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING SOUTH
	WEST MILLBROOK CIRCLE – SOUTHBOUND APPROACH LOOKING EAST

	WEST MILLBROOK CIRCLE – WESTBOUND APPROACH LOOKING NORTH
	WEST MILLBROOK CIRCLE – WESTBOUND APPROACH LOOKING WEST

	WEST MILLBROOK CIRCLE – WESTBOUND APPROACH LOOKING SOUTH
	ROYAL COURT – NORTHBOUND APPROACH LOOKING NORTH

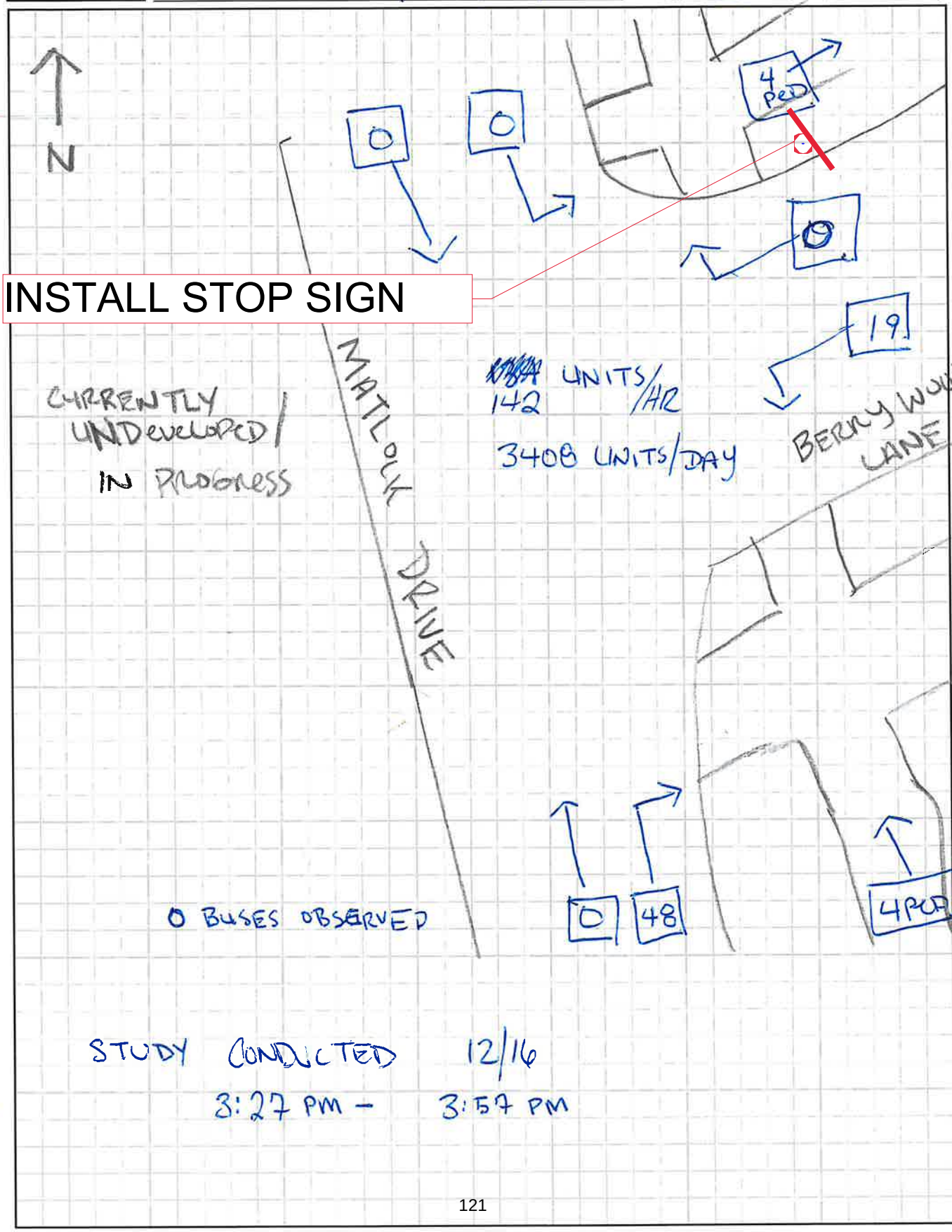
	ROYAL COURT – NORTHBOUND APPROACH LOOKING WEST
	ROYAL COURT – NORTHBOUND APPROACH LOOKING EAST

INTERSECTION #19

MATLOCK DR & BERRYWOOD LN

Engineering Enterprises, Inc.
52 Wheeler Road • Sugar Grove, Illinois 60554
TEL: (630) 466-6700
FAX: (630) 466-6701

PROJECT GRANDE RESERVE PROJECT NUMBER 301107
SUBJECT INTERSECTION ANALYSIS BY GAB DATE 12/17/24
MATLOCK DR & BERRYWOOD PAGE 1 OF 1



STUDY CONDUCTED 12/16
3:27 PM – 3:57 PM

	MATLOCK DRIVE – NORTHBOUND APPROACH LOOKING NORTH
	MATLOCK DRIVE – NORTHBOUND APPROACH LOOKING EAST

	MATLOCK DRIVE – SOUTHBOUND APPROACH LOOKING SOUTH
	MATLOCK DRIVE – SOUTHBOUND APPROACH LOOKING EAST

	BERRYWOOD LANE – WESTBOUND APPROACH LOOKING WEST
	BERRYWOOD LANE – WESTBOUND APPROACH LOOKING SOUTH

BERRYWOOD LANE –
WESTBOUND APPROACH

LOOKING NORTH

Reviewed By:	
Legal	■
Finance	■
Engineer	☐
City Administrator	■
Community Development	☐
Purchasing	☐
Police	☐
Public Works	☐
Parks and Recreation	■

Agenda Item Number

Mayor's Report #1

Tracking Number

CC 2025-05

Agenda Item Summary Memo

Title: Fireworks Contract with Mad Bomber Fireworks Production and Budget Amendment

Meeting and Date: City Council – January 28, 2025

Synopsis: Please see the attached memo.

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Supermajority (6 out of 9)

Council Action Requested: Approval

Submitted by: Tim Evans (Name) Parks & Recreation (Department)

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/320/City-Council

Memorandum

To: Yorkville City Council
From: Tim Evans, Director of Parks and Recreation
Rob Fredrickson, Finance Director
CC: Bart Olson, City Administrator
Date: January 15, 2025
Subject: July 4th Fireworks Display Contract Approval

Summary

Review and approval of the City's 2025 July 4th Fireworks Display Contract and corresponding budget amendment.

Background

Approximately thirteen (13) years ago, staff members of the City's Parks & Recreation Department began volunteering with the Yorkville Area 4th of July Celebration committee in organizing the annual Yorkville Area 4th of July event and fireworks show. The City graciously offered to continue, with police assistance, loaning equipment (such as barricades, cones, utility vehicles, port-a-lets etc.) as well as creating a "City 4th of July" account to collect revenues and pay expenses.

Since City staff started volunteering with the Yorkville Area 4th of July Celebration, the City has periodically held additional fireworks shows, such as St. Patrick's, Holiday Celebration and a Summer Kick Off, for residents to enjoy, especially during the pandemic.

As part of the currently scheduled 2025 City fireworks shows, staff will need to sign a 4th of July fireworks contract which will exceed $25,000. To receive the best purchase prices in 2021, Parks & Recreation staff released a fireworks Request for Proposal (RFP). One fireworks manufacturer submitted a proposal, Mad Bomber Fireworks Productions, which the City, Fire Department and the 4th of July Committee have contracted with for many years. It is important to note the outstanding relationship the City and Bristol Kendall Fire Department have with Mad Bomber Fireworks.

Since securing another fireworks company may be difficult as the City only had one company submit a contract proposal four years ago and with the original contract expiring in 2024, staff is bringing the 2025 July 4th fireworks contract to the Council for approval. In order to formally extend the contract for another year, we must amend the current year (FY 25) budget, as any contractual commitment of the City to expend funds must be followed by a subsequent appropriation per State Statute. Since the firework shows will not take place until next fiscal year, staff would roll the current year amended amount of $53,000 into FY 26, as part of the annual budget process. To keep the amendment as simple as possible, only the program supplies line item in the Recreation Department cost center of the (79) Parks & Recreation Fund has been adjusted. The actual financing mechanism(s) (i.e., program revenues, General Fund transfer, etc.) will be determined as part of the FY 26 budget process. On paper, this amendment will

reduce fund balance by $53,000 (by increasing Recreation program supplies from $280,000 to $333,000); however, in actuality this amendment will have no budgetary impact, since the actual expenditures will not be incurred until FY 26.

Recommendation

Staff seeks City Council approval of the attached resolution and budget amendment in order to execute the Mad Bomber Fireworks Productions contract proposal in the amount of $53,000 for the two City fireworks shows in 2025.

Resolution No. 2025-_____

A RESOLUTION OF THE UNITED CITY OF YORKVILLE, ILLINOIS, AUTHORIZING A CONTRACT WITH MAD BOMBER FIREWORKS PRODUCTIONS FOR THE PURCHASE OF FIREWORKS FOR A CITY-SPONSORED FIREWORKS DISPLAY

WHEREAS, the United City of Yorkville (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 Municipal Code provides that the City may approve contracts for supplies, materials and equipment that have not been competitively bid by a two-thirds affirmative vote of the City Council; and

WHEREAS, the City plans to host a fireworks show for the enjoyment of residents during calendar year 2025 on July 4, 2025; and

WHEREAS, the City released a Fireworks RFP in 2021, to which only one business responded, Mad Bomber Fireworks Productions ("Mad Bomber"); and

WHEREAS, the City has contracted with Mad Bomber for the supply of fireworks and related set up and production for fireworks shows that the City has hosted for at least four years, and the City and Bristol Kendall Fire Protection District maintain an outstanding relationship with Mad Bomber; and

WHEREAS, the City, therefore, desires to enter into a new contract with Mad Bomber for a fireworks show the City will be hosting during the 2025 calendar year; and

WHEREAS, the Mayor and City Council have determined that it is in the best interests of the health, safety and welfare of the City and its residents to authorize and approve a contract between the City and Mad Bomber for the purchase of a fireworks display and related set up and production of said display.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois:

Section 1. The foregoing recitals are hereby incorporated in this Resolution as the findings of the Corporate Authorities.

Section 2. In consideration of the foregoing recitals, the Corporate Authorities hereby waive the competitive bidding requirement, pursuant to the City's Municipal Code, and authorize

and direct the City Administrator to proceed with the execution of an agreement with Mad Bomber Fireworks Productions, in an amount not to exceed $53,000, for the production of a fireworks show to be hosted by the City.

Section 3. This Resolution shall be in full force and effect upon its passage 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. 2025.

_____

CITY CLERK

KEN KOCH	_____	DAN TRANSIER	_____
ARDEN JOE PLOCHER	_____	CRAIG SOLING	_____
CHRIS FUNKHOUSER	_____	MATT MAREK	_____
SEAVER TARULIS	_____	RUSTY CORNEILS	_____

APPROVED by me, as Mayor of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2025.

_____

MAYOR

Attest:

_____

CITY CLERK

MAD BOMBER

FIREWORKS PRODUCTIONS
3999 E. HUPP ROAD BLDG. R-3-1 LAPORTE, IN 46350
11N485 HUNTER TRAIL * ELGIN, IL 60124 * (847) 464-1442 **Fax** (847) 464-1388

THIS SPECIALLY PREPARED PROPOSAL
IS FOR THE

UNITED CITY OF YORKVILLE, IL

ANNUAL INDEPENDENCE DAY CELEBRATION

COUNTRYSIDE PARKWAY YORKVILLE, ILLINOIS

FRIDAY JULY 4th, 2025

Only the finest selection of assorted types of display fireworks have been submitted in this proposal, with an EMPHASIS on Multiple Break, and Special Effect Display Barrages. Plus a complete line on oriental & imported pattern products from China, Japan, and Taiwan. Also included are the latest brilliant Colored Effects from the leading manufactures in the United States.

TOTAL PRICE $53,000.00

INCLUDES THE FOLLOWING:

25 - Minutes of Intense Presentation

Ten Million Dollars Liability Insurance.

Same Crew of Experienced, Licensed Pyrotechnic Operators to Deliver, Set-up, and Execute the entire Display Production.

Clean-up of the firing area immediately following the display.

Crew of operators covered under Workman's Compensation.

D.O.T. Certified drivers with Five Million Dollars road liability.

Rain Dated during 2025 Year

Choreographed Display Production.

MAD BOMBER
FIREWORKS PRODUCTIONS
AGREEMENT

This contract entered into this 16th day of January, 2025 by and between Mad Bomber Fireworks Productions of Kingsbury, Indiana hereinafter to as Seller, and UNITED CITY OF YORKVILLE 651 Prairie Ponte Drive, Yorkville, IL Hereinafter referred to as Buyer, of UNITED CITY OF YORKVILLE, ILLINOIS 60560.

Witness: Seller agrees to provide and Buyer agrees to purchase certain Fireworks Displays in accordance with the Program. Buyer will pay Seller a sum of $53,000.00 for said Displays. Upon acceptance of this agreement Buyer will not pay Seller a sum of (waived) as an Earnest Money Deposit with the Balance due and payable within 30 days after the display date agreed upon. A late charge of 1½% per month will be assessed on accounts not paid within thirty days of display date. Buyer agrees to pay any and all collection costs, including reasonable attorney's fees and court cost incurred by Seller in the collection or attempted collection of any amount due under this agreement and invoice.

Both Seller and Buyer mutually agree to the following terms, conditions, and stipulations:

1. Seller will present said Fireworks Display on the evening of the FOURTH day of JULY, 2025, it being understood that should there be inclement weather the day of the display the Seller has sole discretion to cancel display. An alternate display date will be given within six months of the original date agreeable to both the Seller and Buyer.

2. For inclement weather or any other reason there will be a 15% Fee of the Agreement price when alternate date is scheduled within six months of original display date. If Buyer chooses not to reschedule an alternate date within six months of original date, there will be a 50% Fee of Agreement price for cancellation of Display.

3. Buyer will provide a sufficient area for the Display, including a minimum spectator set back of 350' feet at all points from the discharge area. Buyer will provide protection of the display by roping-off or other suitable means. Buyer will provide adequate police protection to prevent spectators from entering display area. Buyer agrees to search the fallout area at first light following a night display.

4. Seller reserves the right to terminate the Display in the event that persons enter the secured Danger Zone and Security is unable to secure the Danger Zone.

5. Seller agrees to provide Qualified Technicians to take charge of and present said Display.

6. Seller agrees to provide Liability Insurance in the amount of $10,000,000.00 for the benefit of both the Buyer and Seller All individual entities listed on the Certificate of Insurance will be deemed and additional insured per this contract.

7. Mad Bomber Firework Productions retains the right to substitute product of equal or greater value in the event of shortage. or unavailability of any particular item on the proposal.

8. Seller and Buyer agree to include Attachments, if any See Attachments: /Manual Fired Display_____
Display price does not include local fire protection permit fees. RAIN DATE _____2025.

Both Seller and Buyer hereto do mutually and severally guarantee terms, conditions, and payments of this contract, these articles to be binding upon the parties, themselves, their heirs, executors, administrators, successors and assigns.

MIAND, INC. MAD BOMBER FIREWORKS BUYER

By_____ By _____
Sr. Vice President (is duly authorized agent, who represents that he/she has full authority to bind the Buyer)

Date ----------01/16/25---------- Date; ----------

Ordinance No. 2025-_____

AN ORDINANCE AUTHORIZING THE FOURTH AMENDMENT TO THE ANNUAL BUDGET OF THE UNITED CITY OF YORKVILLE, FOR THE FISCAL YEAR COMMENCING ON MAY 1, 2024 AND ENDING ON APRIL 30, 2025

WHEREAS, the United City of Yorkville (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, pursuant to 65 ILCS 5/8-2-9.4, the City adopted Ordinance No. 2024-10 on March 26, 2024 adopting an annual budget for the fiscal year commencing on May 1, 2024 and ending on April 30, 2025; and,

WHEREAS, pursuant to 65 ILCS 5/8-2-9.6, by a vote of two-thirds of the members of the corporate authorities then holding office, the annual budget of the United City of Yorkville may be revised by deleting, adding to, changing or creating sub-classes within object classes and object classes themselves. No revision of the budget shall be made increasing the budget in the event funds are not available to effectuate the purpose of the revision; and,

WHEREAS, funds are available to effectuate the purpose of this revision.

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

Section 1. That the amounts shown in Schedule A, attached hereto and made a part hereof by reference, increasing and/or decreasing certain object classes and decreasing certain fund balances in the Parks and Recreation fund with respect to the United City of Yorkville's 2024-2025 Budget are hereby approved.

Section 2. This ordinance shall be in full force and effect from and after its passage and approval according to law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2025.

_____

CITY CLERK

KEN KOCH	_____	DAN TRANSIER	_____
ARDEN JOE PLOCHER	_____	CRAIG SOLING	_____
CHRIS FUNKHOUSER	_____	MATT MAREK	_____
SEAVER TARULIS	_____	RUSTY CORNEILS	_____

APPROVED by me, as Mayor of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2025.

_____

MAYOR

Attest:

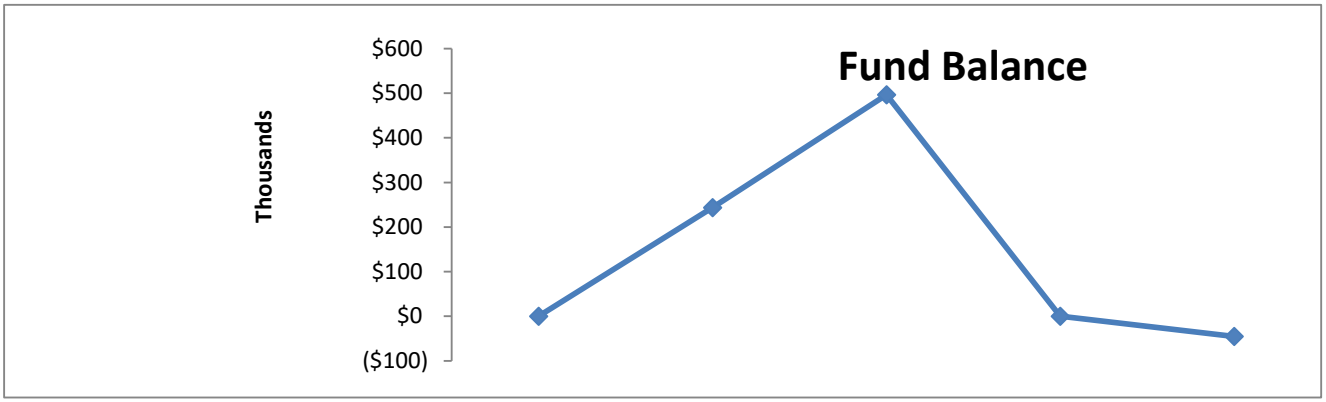
_____

CITY CLERK

Schedule A

PARKS & RECREATION FUND (79)

	FY 2022 Actual	FY 2023 Actual	FY 2024 Actual	FY 2025 Adopted Budget	FY 2025 Amended Budget
Revenue					
Charges for Service	$ 549,231	$ 695,128	$ 781,652	$ 740,825	$ 740,825
Investment Earnings	91	2,311	11,508	1,250	1,250
Reimbursements	3,991	21,125	6,451	-	-
Miscellaneous	239,222	270,844	304,076	265,844	265,844
Other Financing Sources	1,515,511	2,232,541	2,440,844	2,357,728	2,357,728
Total Revenue	**$ 2,308,046**	**$ 3,221,949**	**$ 3,544,531**	**$ 3,365,647**	**$ 3,365,647**
Expenditures					
Salaries	$ 1,122,835	$ 1,335,391	$ 1,507,914	$ 1,764,244	$ 1,764,244
Benefits	421,101	446,283	465,646	637,618	637,618
Contractual Services	284,725	517,297	600,405	721,051	721,051
Supplies	552,385	679,172	717,839	731,490	784,490
Total Expenditures	**$ 2,381,046**	**$ 2,978,143**	**$ 3,291,804**	**$ 3,854,403**	**$ 3,907,403**
Surplus (Deficit)	$ (73,000)	$ 243,806	$ 252,727	$ (488,756)	$ (541,756)
Ending Fund Balance	**$ -**	**$ 243,804**	**$ 496,532**	**$ -**	**$ (45,224)**
	0.0%	*8.2%*	*15.1%*	*0.0%*	*-1.2%*



United City of Yorkville
Parks and Recreation Fund

79

PARKS AND RECREATION FUND REVENUE

Account	Description	FY 2022 Actual	FY 2023 Actual	FY 2024 Actual	FY 2025 Adopted Budget	FY 2025 Amended Budget
Charges for Services						
79-000-44-00-4402	SPECIAL EVENTS	$ 73,124	$ 76,493	$ 75,873	$ 85,000	$ 85,000
79-000-44-00-4403	CHILD DEVELOPMENT	126,268	137,156	146,193	145,000	145,000
79-000-44-00-4404	ATHLETICS AND FITNESS	323,635	427,043	484,320	445,000	445,000
79-000-44-00-4441	CONCESSION REVENUE	26,204	39,436	60,266	50,000	50,000
79-000-44-00-4482	LIBRARY CHARGEBACK	-	15,000	15,000	15,825	15,825
	Total: Charges for Services	**$ 549,231**	**$ 695,128**	**$ 781,652**	**$ 740,825**	**$ 740,825**
Investment Earnings						
79-000-45-00-4500	INVESTMENT EARNINGS	$ 91	$ 2,311	$ 11,508	$ 1,250	$ 1,250
	Total: Investment Earnings	**$ 91**	**$ 2,311**	**$ 11,508**	**$ 1,250**	**$ 1,250**
Reimbursements						
79-000-46-00-4690	REIMB - MISCELLANEOUS	$ 3,991	$ 21,125	$ 6,451	$ -	$ -
	Total: Reimbursements	**$ 3,991**	**$ 21,125**	**$ 6,451**	**$ -**	**$ -**
Miscellaneous						
79-000-48-00-4820	RENTAL INCOME	$ 64,149	$ 73,650	$ 70,128	$ 73,844	$ 73,844
79-000-48-00-4825	PARK RENTALS	9,968	10,909	19,258	15,000	15,000
79-000-48-00-4843	HOMETOWN DAYS	145,676	165,729	167,648	150,000	150,000
79-000-48-00-4846	SPONSORSHIPS & DONATIONS	7,800	6,800	18,877	15,000	15,000
79-000-48-00-4850	MISCELLANEOUS INCOME	11,629	13,756	28,165	12,000	12,000
	Total: Miscellaneous	**$ 239,222**	**$ 270,844**	**$ 304,076**	**$ 265,844**	**$ 265,844**
Other Financing Sources						
79-000-49-00-4901	TRANSFER FROM GENERAL	$ 1,515,511	$ 2,232,541	$ 2,440,844	$ 2,357,728	$ 2,357,728
	Total: Other Financing Sources	**$ 1,515,511**	**$ 2,232,541**	**$ 2,440,844**	**$ 2,357,728**	**$ 2,357,728**
	Total: PARKS & REC REVENUE	**$ 2,308,046**	**$ 3,221,949**	**$ 3,544,531**	**$ 3,365,647**	**$ 3,365,647**

United City of Yorkville
Parks and Recreation Fund

795

RECREATION DEPARTMENT EXPENDITURES

Account	Description	FY 2022 Actual	FY 2023 Actual	FY 2024 Actual	FY 2025 Adopted Budget	FY 2025 Amended Budget
Salaries						
79-795-50-00-5010	SALARIES & WAGES	$ 369,077	$ 464,286	$ 503,726	$ 597,912	$ 597,912
79-795-50-00-5015	PART-TIME SALARIES	4,078	16,584	18,769	25,000	25,000
79-795-50-00-5045	CONCESSION WAGES	8,820	12,701	15,822	17,000	17,000
79-795-50-00-5046	PRE-SCHOOL WAGES	42,373	51,931	86,890	53,000	53,000
79-795-50-00-5052	INSTRUCTORS WAGES	12,468	28,880	46,281	50,000	50,000
	Total: Salaries	**$ 436,816**	**$ 574,382**	**$ 671,488**	**$ 742,912**	**$ 742,912**
Benefits						
79-795-52-00-5212	RETIREMENT PLAN CONTRIBUTION	$ 39,317	$ 39,905	$ 34,492	$ 39,014	$ 39,014
79-795-52-00-5214	FICA CONTRIBUTION	32,801	42,846	50,859	55,165	55,165
79-795-52-00-5216	GROUP HEALTH INSURANCE	69,510	82,352	86,444	143,278	143,278
79-795-52-00-5222	GROUP LIFE INSURANCE	607	862	862	1,039	1,039
79-795-52-00-5223	DENTAL INSURANCE	5,084	6,666	7,406	10,290	10,290
79-795-52-00-5224	VISION INSURANCE	797	1,006	1,061	1,338	1,338
	Total: Benefits	**$ 148,116**	**$ 173,637**	**$ 181,124**	**$ 250,124**	**$ 250,124**
Contractual Services						
79-795-54-00-5412	TRAINING & CONFERENCES	$ 1,952	$ 2,969	$ 3,028	$ 6,000	$ 6,000
79-795-54-00-5415	TRAVEL & LODGING	4	1,813	1,922	3,000	3,000
79-795-54-00-5424	COMPUTER REPLACEMENT CHARGEBACK	2,473	7,474	6,289	1,862	1,862
79-795-54-00-5426	PUBLISHING & ADVERTISING	11,356	12,621	8,270	55,000	55,000
79-795-54-00-5440	TELECOMMUNICATIONS	14,482	15,203	17,327	16,000	16,000
79-795-54-00-5447	SCHOLARSHIPS	-	-	-	2,000	2,000
79-795-54-00-5452	POSTAGE & SHIPPING	1,114	2,406	1,738	3,000	3,000
79-795-54-00-5460	DUES & SUBSCRIPTIONS	2,247	3,169	4,236	4,000	4,000
79-795-54-00-5462	PROFESSIONAL SERVICES	87,708	122,304	151,565	150,000	150,000
79-795-54-00-5480	UTILITIES	7,333	8,420	14,896	10,070	10,070
79-795-54-00-5485	RENTAL & LEASE PURCHASE	1,339	1,412	4,329	6,000	6,000
79-795-54-00-5488	OFFICE CLEANING	7,419	16,548	22,291	19,515	19,515
79-795-54-00-5495	OUTSIDE REPAIR & MAINTENANCE	976	43,292	988	10,000	10,000
	Total: Contractual Services	**$ 138,403**	**$ 237,631**	**$ 236,879**	**$ 286,447**	**$ 286,447**

United City of Yorkville
Parks and Recreation Fund

795

RECREATION DEPARTMENT EXPENDITURES

Account	Description	FY 2022 Actual	FY 2023 Actual	FY 2024 Actual	FY 2025 Adopted Budget	FY 2025 Amended Budget
Supplies						
79-795-56-00-5600	WEARING APPAREL	$ -	$ -	$ 3,750	$ 4,000	$ 4,000
79-795-56-00-5602	HOMETOWN DAYS SUPPLIES	127,875	156,063	151,535	150,000	150,000
79-795-56-00-5606	PROGRAM SUPPLIES	189,296	249,385	293,646	280,000	333,000
79-795-56-00-5607	CONCESSION SUPPLIES	13,014	20,133	26,451	23,000	23,000
79-795-56-00-5610	OFFICE SUPPLIES	2,395	3,229	2,649	3,000	3,000
79-795-56-00-5620	OPERATING SUPPLIES	23,430	30,604	28,244	35,000	35,000
79-795-56-00-5640	REPAIR & MAINTENANCE	1,363	1,699	496	2,000	2,000
	Total: Supplies	**$ 357,373**	**$ 461,113**	**$ 506,771**	**$ 497,000**	**$ 550,000**
	Total: RECREATION EXPENDITURES	**$ 1,080,708**	**$ 1,446,763**	**$ 1,596,262**	**$ 1,776,483**	**$ 1,829,483**

Reviewed By:	
Legal	☐
Finance	☐
Engineer	☐
City Administrator	☐
Community Development	☐
Purchasing	☐
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

Mayor's Report #2

Tracking Number

CC 2025-06

Agenda Item Summary Memo

Title: Planning and Zoning Commission Appointment – Chad Green

Meeting and Date: City Council – January 28, 2025

Synopsis:

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Mayor John Purcell

Name Department

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/320/City-Council

United City of Yorkville
800 Game Farm Road
Yorkville, Illinois 60560
Telephone: 630-553-4350
www.yorkville.il.us

United City of Yorkville Board & Commission Application

To be considered for a board or commission, please complete this application and return to the attention of Jori Behland, City Clerk at the address listed above or by email to jbehland@yorkville.il.us .

Name CHAD GREEN

Address [redacted]

Phone: Home _____ Work [redacted] Cell [redacted]

Email [redacted] Subdivision KYLAH'S RIDGE

Please indicate the Board/Commission(s) that you would like to participate on:

- ☐ Fire and Police Commission
- ☐ Library Board
- ☐ Park Board
- ☑ Planning and Zoning Commission
- ☐ Police Pension Fund Board

The following questions help in selection of board/commission members.

1. Indicate your experience (personal and/or work) that will help you in serving the residents of the United City of Yorkville.
   - I'VE RUN OUR FAMILY BUSINESS IN YORKVILLE FOR THE PAST 20 YEARS (PARADISE CAL WASH)
   - FORMER DIRECTOR ON THE YORKVILLE AREA CHAMBER OF COMMERCE
   - I CURRENTLY SIT ON BOTH CAMPUS 10 CARE BOARD & THE BOARD FOR SELAH HOME
   - LIFE LONG RESIDENT OF YORKVILLE * DUAL BACHELOR DEGREES FROM VIU - MANAGEMENT - MARKETING
2. Why do you want to serve on a Board/Commission for the United City of Yorkville?

   I HAVE LIVED HERE MY WHOLE LIFE. MY FAMILY HAS RUN BUSINESSES IN YORKVILLE FOR THREE GENERATIONS. MY KIDS ARE GROWING INTO YOUNG ADULTS AND ARE CURRENTLY PLANNING ON STAYING HERE. I WANT TO BE A PART OF YORKVILLE'S GROWTH.

Thank you for your interest in being a part of the development of the United City of Yorkville!

It is the policy of the United City of Yorkville to promote nondiscriminatory practices in its hiring, and its contractual undertakings. It is the policy of the City to conform with all aspects of Federal Civil Rights legislation including the Equal Employment Opportunity Act and all State Civil Rights Legislation.

****

I understand that as part of the process of being considered, it is the City's policy to perform a cursory background investigation on anyone being considered for appointment to one of the boards or commissions.

[signature] 1-5-25

Signature of Applicant *Date*

For office use only: Date Received_____ Initials_____

Reviewed By:	
Legal	■
Finance	☐
Engineer	☐
City Administrator	■
Community Development	☐
Purchasing	☐
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

Mayor's Report #3

Tracking Number

CC 2025-07

Agenda Item Summary Memo

Title: Costco Wholesale Corporation – Sales Tax Revenue Sharing Agreement

Meeting and Date: City Council – January 28, 2025

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 (Name) Administration (Department)

Agenda Item Notes:

The packet material was not compete at the time of packet creation. It will be distributed via a supplemental packet prior to or at the City Council meeting.

Resolution No. 2025-_____

A RESOLUTION OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS APPROVING A SALES TAX REVENUE SHARING AGREEMENT

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, Costco Wholesale Corporation, a Washington corporation ("*Costco*") is purchasing approximately thirty-four (34) acres for a proposed development of a members-only retail store and gasoline service station (the "*Project*") at the southeast corner of East Countryside Parkway and McHugh Road (the "*Subject Property*"), and has submitted, for approval, a Final Plat of Subdivision and a special use permit pursuant to the Yorkville Unified Development Ordinance (the "*UDO*") in order to proceed to construct the Project, and

WHEREAS, the City seeks to encourage the development of the Subject Property and the construction and operation of the Project and, in order to make the Project economically feasible, the City is prepared to rebate to Costco a portion of the sales tax revenue to be generated by the Project and received by the City as authorized by the Illinois Municipal Code Sections 8-11-20 (65 ILCS 5/8-11-20) and 8-1-2.5 (65 ILCS 5/8-1-2.5); and

WHEREAS, as required by Section 8-11-20, the City has made certain findings with regard to the Subject Property, the Project and Costco (collectively, the "*Findings*"), all as hereinafter set forth; and

WHEREAS, in light of the Findings by the City and reviewing the benefits the Project shall bring to the City and all of the affected taxing districts with an increase of the tax base, creation of new job opportunities and improvement to the welfare of the residents of the community, the City is prepared to affirm its Findings and approve the Sales Tax Revenue Sharing Agreement, a copy of which is attached hereto, all as hereinafter set forth.

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

Section 1. The above recitals are incorporated herein and made a part of this Ordinance.

Section 2. The Mayor and City Council hereby make the following Findings:

(a) that the Subject Property is vacant and has remained vacant for many years prior to the date hereof;

(b) that the Project shall create job opportunities within the City;

(c) that the Project will serve to further development of adjacent areas;

(d) that without the Sales Tax Revenue Sharing Agreement, the Project would not be possible;

(e) that Costco meets high standards of creditworthiness and financial strength as demonstrated by an "A" rating of its corporate debentures;

(f) that the Project will strengthen the City's commercial sector;

(g) that the Project will enhance the City's tax base; and

(h) that the Sales Tax Sharing Agreement is in the best interest of the City.

Section 3. The Sales Tax Revenue Sharing Agreement by and between the United City of Yorkville, Kendall County, Illinois and Costco Wholesale Corporation in the form attached hereto and made a part hereof, is hereby approved and the Mayor and City Clerk are hereby authorized to execute.

Section 4. The Mayor, City Administrator and the Finance Director are hereby authorized to implement the terms of the Sales Tax Sharing Agreement as may be required.

Section 5. That this Resolution shall be in full force and effect from and after its passage 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. 2025.

_____

CITY CLERK

KEN KOCH	_____	DAN TRANSIER	_____
ARDEN JOE PLOCHER	_____	CRAIG SOLING	_____
CHRIS FUNKHOUSER	_____	MATT MAREK	_____
SEAVER TARULIS	_____	RUSTY CORNEILS	_____

APPROVED by me, as Mayor of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2025.

_____

MAYOR

Attest:

_____

CITY CLERK

Reviewed By:	
Legal	■
Finance	■
Engineer	☐
City Administrator	■
Community Development	☐
Purchasing	☐
Police	☐
Public Works	■
Parks and Recreation	☐

Agenda Item Number

Public Works Committee #1

Tracking Number

PW 2025-07

Agenda Item Summary Memo

Title: Water Meter Purchase

Meeting and Date: City Council – January 28, 2025

Synopsis: Public Work is proposing to purchase and install 500 additional water meters and readers to assist in offsetting future costs.

Council Action Previously Taken:

Date of Action: PW – 1/21/25 Action Taken: Moved forward to City Council agenda.

Item Number: PW 2025-07

Type of Vote Required: Supermajority (6 out of 9)

Council Action Requested: Approval

Submitted by: Eric Dhuse (Name) Public Works (Department)

Agenda Item Notes:

Memorandum

To: Public Works Committee
From: Eric Dhuse, Director of Public Works
CC: Bart Olson, City Administrator
Date: January 15, 2025
Subject: Bulk Water Meter Purchase

Summary

PW is proposing to purchase 500 additional water meters to install throughout the year to assist in lowering the cost of future meter replacement programs.

Background

The City Council approved the purchase of 1243 replacement water meters and readers on 11/26/24. Because of the high number of meters and readers, we purchased at once, the vendor was able to give us a better price than normal. To save money where we can, I asked them if they would be willing to sell us 500 meters at the same price, to which they said yes, if we purchase them within a very short time frame because prices go up at the first of the year. The savings on 500 meters and readers is $30,000 compared to what we normally pay if we buy them in lesser amounts.

Our thought is to use the proposed 500 meters to replace older meters in town to reduce the total number of meters that still need to be replaced in the next phases of the meter replacement program. In addition to the $30,000 in savings, we would save the future cost of labor to install them if they were part of the next phase of the meter change out program. The labor savings would be approximately $86,500 on 500 meters. We did not have an opportunity to plan for this or put this in as a budget request, this is an idea that we had after we saw the prices for the meters and readers as they were quoted in the meter replacement program in November of 2024. This also will not wait until next fiscal year, they are holding the price for a month for us, after that the prices will go up.

The cost of the meters and readers is $130,000. While this expense would exceed the budget allocated for the Meters & Parts line item, Finance Director Fredrickson is confident that the additional cost can be absorbed within the overall Water Fund Expense Budget, eliminating the need for a budget amendment.

Recommendation

I recommend that we purchase the meters and readers as proposed from Core and Main at a price not to exceed $130,000. These meters need to be replaced and will be replaced within the meter replacement program at a higher cost. If we can find a way to replace them in this coming year, we will save money and have an additional 500 meters reading more accurately to capture all the water revenue accurately and precisely.

Resolution No. 2025-_____

A RESOLUTION OF THE UNITED CITY OF YORKVILLE, ILLINOIS, AUTHORIZING THE PURCHASE OF 500 REPLACEMENT WATER METERS IN AN AMOUNT NOT TO EXCEED $130,000

WHEREAS, the United City of Yorkville (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 Municipal Code provides that the City may approve contracts for supplies and equipment that have not been competitively bid by a two-thirds affirmative vote of the City Council; and

WHEREAS, the City is currently working toward sourcing water from Lake Michigan instead of local aquifers and a requirement for gaining access to Lake Michigan water is reducing the City's non-revenue water loss to less than 10%; and

WHEREAS, replacing old water meters with newer, more sensitive water meters will contribute to reducing the City's non-revenue water loss, and the City therefore desires to replace approximately 500 old meters; and

WHEREAS, the City's meter supplier, Core and Main, has provided a quote to supply and install new Sensus meter systems for 500 meters that need to be replaced, for a total price of $130,000.00, said Quote attached hereto as "Exhibit A"; and

WHEREAS, Core and Main is the only Sensus meter supplier in the area, the City has had a positive experience with Sensus meters, almost all the meters currently in the City's system are Sensus meters and dozens of comparable municipalities in the Chicago suburbs and throughout the Fox Valley area use this Sensus meter system; and

WHEREAS, along with reducing the City's non-revenue water loss, the new meters would increase the efficiency of the Public Works department as the new meters are faster and easier to read than the City's existing meters; and

WHEREAS, the Mayor and City Council have determined that it is in the best interests of the health and safety of the City and its residents to waive the competitive bidding requirement and to authorize and approve the purchase of the new meters from Core and Main in accordance with the provisions of the Quote.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois:

Section 1. The foregoing recitals are hereby incorporated in this Resolution as the findings of the Corporate Authorities.

Section 2. The Corporate Authorities hereby waive the competitive bidding requirements of the City's Municipal Code pursuant to the foregoing recitals, and the City Administrator is authorized and directed to proceed with the purchase of 500 replacement water meters, as described in the Quote, from Core and Main of Belvidere, Illinois.

Section 3. This Resolution shall be in full force and effect upon its passage 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. 2025.

_____

CITY CLERK

KEN KOCH	_____	DAN TRANSIER	_____
ARDEN JOE PLOCHER	_____	CRAIG SOLING	_____
CHRIS FUNKHOUSER	_____	MATT MAREK	_____
SEAVER TARULIS	_____	RUSTY CORNEILS	_____

APPROVED by me, as Mayor of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2025.

_____

MAYOR

Attest:

_____

CITY CLERK

Bid Proposal for Yorkville-Eric-Meters

CITY OF YORKVILLE
Job Location: Yorkville, IL
Bid Date: 12/20/2024
Core & Main Bid #: 3927284

Core & Main
6829 Irene Rd
Belvidere, IL 61008
Phone: 8155443458
Fax: 8155443474

Seq#	Qty	Description	Units	Price	Ext Price
10	500	3/4S IPERL .1CF 3-TERM SCREW 7.5"LL 7WHL I2X3FBXX	EA	130.00	65,000.00
20	500	510M S/POINT M2 WIRED SP HR & LD 5396353751202MI	EA	130.00	65,000.00
				Sub Total	**130,000.00**
				Tax	0.00
				Total	**130,000.00**

UNLESS OTHERWISE SPECIFIED HEREIN, PRICES QUOTED ARE VALID IF ACCEPTED BY CUSTOMER AND PRODUCTS ARE RELEASED BY CUSTOMER FOR MANUFACTURE WITHIN THIRTY (30) CALENDAR DAYS FROM THE DATE OF THIS QUOTATION. CORE & MAIN LP RESERVES THE RIGHT TO INCREASE PRICES TO ADDRESS FACTORS, INCLUDING BUT NOT LIMITED TO, GOVERNMENT REGULATIONS, TARIFFS, TRANSPORTATION, FUEL AND RAW MATERIAL COSTS. DELIVERY WILL COMMENCE BASED UPON MANUFACTURER LEAD TIMES. ANY MATERIAL DELIVERIES DELAYED BEYOND MANUFACTURER LEAD TIMES MAY BE SUBJECT TO PRICE INCREASES AND/OR APPLICABLE STORAGE FEES. THIS BID PROPOSAL IS CONTINGENT UPON BUYER'S ACCEPTANCE OF SELLER'S TERMS AND CONDITIONS OF SALE, AS MODIFIED FROM TIME TO TIME, WHICH CAN BE FOUND AT: https://coreandmain.com/TandC/

Packet materials from the 11/26/24 CC to follow

Reviewed By:	
Legal	■
Finance	☐
Engineer	☐
City Administrator	■
Community Development	☐
Purchasing	☐
Police	☐
Public Works	■
Parks and Recreation	☐

Agenda Item Number

Public Works Committee #2

Tracking Number

PW 2024-98

Agenda Item Summary Memo

Title: Meter Change Out Proposal

Meeting and Date: City Council – November 26, 2024

Synopsis: Proposed change out of certain meters to assist us in getting under 10%

Non-revenue water loss.

Council Action Previously Taken:

Date of Action: PW – 11/19/24 Action Taken: Moved forward to City Council agenda.

Item Number: PW 2024-98

Type of Vote Required: Supermajority (6 out of 9)

Council Action Requested: Approval

Submitted by: Eric Dhuse (Name) Public Works (Department)

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/320/City-Council

Memorandum

To: Public Works Committee
From: Eric Dhuse, Director of Public Works
CC: Bart Olson, City Administrator
Date: November 4, 2024
Subject: Water Meter Changeout Proposal

Summary
A proposal from our current water meter supplier to replace 1243 water meters with new meters and meter reading units that would allow us to use a fixed based meter reading system. The proposed cost for this service is $735,092.25. We currently have $800,000 budgeted for this project in the approved FY25 budget.

Background
Reducing our non-revenue water loss to less than 10% is a requirement of our Lake Michigan allocation and is a high priority for the City to come into compliance before we switch to lake water. Besides being a requirement, getting into compliance a year before we start to get water from Lake Michigan will potentially save us millions in the future. If we are under the 10% non-revenue water loss, we will not have to annually submit and implement a non-revenue water loss remediation plan. The plan would have to include upgrades to our system to bring us into compliance. As we know, replacing infrastructure is very expensive and any money we can save will help keep water rates as low as possible. At this time, we are replacing all water main that is not ductile iron, performing leak detection on our entire system each year, and replacing certain water meters that may no longer be accurate in an effort to come into compliance by October 2026.

The attached proposal is from Core and Main, our areas Sensus meter distributor, that breaks down the size and number of meters we are looking to replace along with the cost of the smart points, accessories, base station, analytics, integration, and hosting, along with labor. We have used Sensus meters longer than I have been with the city. When I started in 1995, we were updating meters that had been in use since the 60's and 70's and replacing them with Sensus meters. At that time, we had many different meters in place and read them all manually. Our next upgrade was installing touch pads on new and replacement meters which allowed us to walk up to the touch pad with a handheld unit and touch the pad to store a read. After that, we started installing MXU boxes along with our current iperl meter which allowed us to implement a drive by reading system on new installs and any replacement meters. Finally, we have started installing the latest meter readers which are called flexnets. All current meters with flexnet readers will be able to communicate with the new base station. Currently, we have 3614 flexnet meters in the system. With the upgrade, we will have roughly 54% of our meters on the radio read system with approximately 4000 left on the drive by system. The drive by meters and readers will be our next replacement group which can be broken down into several years if necessary to fit within our budget.

Changing out these certain water meters will not only improve our accuracy to assist in getting us under our 10% threshold, but it will also greatly improve our efficiency and allow us to serve the residents better by giving them almost real time usage reports, history of usage and being able to alert them if there is unusually high usage. Our efficiency will be improved in many ways. Below is a list of 3 items I believe will greatly improve our efficiency.

1. Eliminating our walking route. This route has manual meters that take an employee a week to complete. While that may not sound like much, that adds up to 6 weeks per year if everything goes smooth. 6 weeks is about 11.5% of an employee's work year. Removing that much time will improve the efficiency of the department.
2. We will be able to get final reads immediately instead of sending someone to the site to get a reading. At this time, we must send someone to get a reading for every new home and every existing home that is bought/sold. Year to date, we have had 672 final reads for new construction and move in/out. If we figure 30 minutes per read from the time the call comes in at city hall to the time we return the read to city hall we will save 336 hours of time by having the reads be instant. That is 16% of an employee's work year.
3. We will be getting rid of a hodge-podge system of reads and narrowing it down to the flexnet radio reads and the drive by radio reads. Currently, we have 151 touch pads and 573 manual meters that make up our walking route. In addition, we have 389 ITRON reads which were a trial meter that we used in Autumn Creek/Prairie Meadows/Grande Reserve areas that were supposed to be the "next great advance in meter technology". Those readers are now obsolete and no longer technically supported. We are currently using a program on our radio read computer to read each ITRON endpoint and manually add each read to a spreadsheet. You can imagine the time we will save if we can change these out for fixed base radio reads that are instant. Making sure every meter is loaded into the proper place, getting the reads, and downloading the reads all take time.

All these efficiency improvements are on the conservative side. I counted on everything going smoothly every time we use it. As we know, with old technology, that is not the case. I did not count for any delays or glitches in our system, nor did I count the re-reads that we have to do each time we read the whole town. There will always be meters that don't read, have an error, or have a very odd read that doesn't make sense. We then must go out and get the reads again either with the radio read system, or manually.

This program is basically a turnkey operation for the City. Our involvement would be limited to the initial announcement to let everyone that is in the program know that there will be a meter change out and that Core and Main have been hired to complete the work. From There, Core and Main will contact the residents, set up appointment, swap out the meter, program the meter, and enter it in the database. The support team would then assist in integrating the new meters into our system for billing. This may take some support from MSI as well, but Sensus has worked with us and many other municipalities, I am confident this will be a smooth process. During this process, our responsibilities will be to answer any questions that resident's may have regarding the program, assisting in integrating the new meters into our billing system, and assisting with with residents that do not want to make appointments with the contractor. In these cases, we may have to accompany the contractor, or in extreme cases, we may have to cut off water service

until such time as we can get in to change the meter. I say extreme, but it is so incredibly rare that I can only think on one time this has happened in my tenure with the City. We realize that this is a last resort, and we do everything possible not to use this tool. We expect this entire process to take 3-5 months. Core and Main is confident that 3 months will be adequate, but they build in extra time just in case.

I have attached a reference list of other local municipalities that have the Sensus FlexNet AMI (Advanced Metering Infrastructure) system that are in use. We are also happy with the Sensus meters, the support we get from them, and staying with Sensus meters will be the most cost-effective solution to upgrading our system to a full AMI system since almost all meters that are currently in our system are Sensus meters.

Once the initial change out is completed, staff will work on putting together a comprehensive plan to switch the rest of our meters over to the new fixed base system. With the remaining meter count being over 4,000 we have not yet determined if a multi-year program would be better than doing it all at once. We will have to look at all aspects before bringing anything forward for consideration.

Recommendation

Staff recommends approving the proposal from Core and Main of Belvidere, IL in the amount of $735,092.25. This will need to be a super majority approval since this is a sole source bid.

Resolution No. 2024-_____

A RESOLUTION OF THE UNITED CITY OF YORKVILLE, ILLINOIS, AUTHORIZING THE PURCHASE OF 1243 REPLACEMENT WATER METERS IN AN AMOUNT NOT TO EXCEED $735,093

WHEREAS, the United City of Yorkville (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 Municipal Code provides that the City may approve contracts for supplies and equipment that have not been competitively bid by a two-thirds affirmative vote of the City Council; and

WHEREAS, the City is currently working toward sourcing water from Lake Michigan instead of local aquifers and a requirement for gaining access to Lake Michigan water is reducing the City's non-revenue water loss to less than 10%; and

WHEREAS, replacing old water meters with newer, more sensitive water meters will contribute to reducing the City's non-revenue water loss, and the City therefore desires to replace approximately 1243 old meters; and

WHEREAS, the City's meter supplier, Core and Main, has provided a quote to supply and install new Sensus meter systems for 1243 meters that need to be replaced, for a total price of $735,092.25, said Quote attached hereto as "Exhibit A"; and

WHEREAS, Core and Main is the only Sensus meter supplier in the area, the City has had a positive experience with Sensus meters, almost all the meters currently in the City's system are Sensus meters and dozens of comparable municipalities in the Chicago suburbs and throughout the Fox Valley area use this Sensus meter system; and

WHEREAS, along with reducing the City's non-revenue water loss, the new meters would increase the efficiency of the Public Works department as the new meters are faster and easier to read than the City's existing meters; and

WHEREAS, the City has allocated $800,000 in the Fiscal Year End 2025 budget for this project; and

WHEREAS, the Mayor and City Council have determined that it is in the best interests of the health and safety of the City and its residents to waive the competitive bidding requirement and to authorize and approve the purchase of the new meters from Core and Main in accordance with the provisions of the Quote.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois:

Section 1. The foregoing recitals are hereby incorporated in this Resolution as the findings of the Corporate Authorities.

Section 2. The Corporate Authorities hereby waive the competitive bidding requirements of the City's Municipal Code pursuant to the foregoing recitals, and the City Administrator is authorized and directed to proceed with the purchase of 1243 replacement water meters, as described in the Quote, from Core and Main of Belvidere, Illinois.

Section 3. This Resolution shall be in full force and effect upon its passage 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. 2024.

_____

CITY CLERK

KEN KOCH	_____	DAN TRANSIER	_____
ARDEN JOE PLOCHER	_____	CRAIG SOLING	_____
CHRIS FUNKHOUSER	_____	MATT MAREK	_____
SEAVER TARULIS	_____	RUSTY CORNEILS	_____

APPROVED by me, as Mayor of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2024.

_____

MAYOR

Attest:

_____

CITY CLERK

CORE & MAIN™

6829 Irene Road, Belvidere IL., 61008

Date: October 31, 2024
Village: Yorkville
Attn: Jon Bauer

Subject: Yorkville 2025 Phase 1 Quotation for Sensus Meters/FlexNet System

Product	Quantity	Unit Price		Extension
New Water Meters				
5/8" Sensus iPERL Water Meter	0	$130.00	ea	$0.00
3/4"S Sensus iPERL Water Meter	1061	$130.00	ea	$137,930.00
3/4" Sensus iPERL Water Meter (9"LL)	0	$152.00	ea	$0.00
1" Sensus iPERL Water Meter	182	$205.00	ea	$37,310.00
3/4"S Sensus Ally Water Meter (7 1/2"LL)	0	$425.00	ea	$0.00
1" Sensus Ally Water Meter (7 1/2"LL)	0	$505.00	ea	$0.00
Section Total:	**1243**			**$175,240.00**
New 1 1/2" - 3" OMNI C2 Water Meters				
1 1/2" Sensus OMNI C2 Water Meter with Integral Strainer, AMR Output Pulse Output and Test Outlet	6	$1,250.00	ea	$7,500.00
2" Sensus OMNI C2 Water Meter with Integral Strainer, AMR Output Pulse Output and Test Outlet	1	$1,440.00	ea	$1,440.00
3" Sensus OMNI C2 Water Meter with Integral Strainer, AMR Output Pulse Output and Test Outlet	1	$1,825.00	ea	$1,825.00
Section Total:	8			**$10,765.00**
Labor				
Installation of 5/8" Meter	0	$170.00	ea	$0.00
Installation of 3/4" Meter	1061	$170.00	ea	$180,370.00
Installation of 1" Meter	182	$170.00	ea	$30,940.00
Installation of 1-1/2" Meter	6	$395.00	ea	$2,370.00
Installation of 2" Meter	1	$405.00	ea	$405.00
Installation of 3" Meter	1	$900.00	ea	$900.00
Installation of New Wire	0	$90.00	ea	$0.00
Installation of Ground Strap 5/8"-1"	0	$55.00	ea	$0.00
Correct Hard Plumbing	0	$265.00	ea	$0.00
Smartpoint only (outside sets)	0	$125.00	ea	$0.00
Installation of 3/4" Ball Valve (includes valve)	0	$250.00	ea	$0.00
Installation of 1" Ball valve (includes valve)	0	$285.00	ea	$0.00
Section Total:				**$214,985.00**
Smartpoints				
510M Single Port Touchcoupled Smartpoints	1251	$130.00	ea	$162,630.00
Section Total:	**1251**			**$162,630.00**
Meter Accessories				
22 Guage 3-Conductor Meter Wire (500' Spool)	3	$60.00	ea	$180.00
5/8"-1" Ground Clamps	2486	$4.25	ea	$10,565.50
Seal Wire (1000' Spool)	2	$110.00	ea	$220.00
#4 Solid Copper Ground Wire (200' Spool)	5	$325.00	ea	$1,625.00
TouchPad	0	$8.00	ea	$0.00
3/4" Meter Gaskets	2122	$0.00	ea	$0.00
Plastic Meter Seal	1243	$0.25	ea	$310.75
A23-NL 5/8"X3/4" to 3/4" Adaptor	0	$20.00	ea	$0.00
Section Total:				**$12,901.25**
Infrastructure				
M420B2 Tower Gateway Basestation includes installation.	2	$55,000.00	ea	$110,000.00
Section Total:				**$110,000.00**

Sensus Analytics SaaS Integration and Hosting Fees			
Sensus Analytics SA/RNI Set up Fee	1	$12,975.00 one time	$12,975.00
Sensus Analytics Billing Integration Fee	1	$8,095.00 one time	$8,095.00
Annual Sensus Analytics SA/RNI Hosting Fee 5K Services Year '25	1	$22,216.00 annual	$22,216.00
Annual Sensus Analytics SA/RNI Hosting Fee 6.5K Services Year '26	0	$26,645.00 annual	$0.00
Annual Sensus Analytics SA/RNI Hosting Fee 9K Services Year '27	0	$32,595.00 annual	$0.00
Annual Sensus Analytics SA/RNI Hosting Fee 9K Services Year '28	0	$33,573.00 annual	$0.00
Annual Sensus Analytics SA/RNI Hosting Fee 9K Services Year '29	0	$34,580.00 annual	$0.00
Section Total:			**$43,286.00**

Extended Warranties, Training, Management Fee			
Annual Walk by/Drive by Support	1	$3,700.00 annual	$3,700.00
Annual Infrastructure Maintenance Agreement (Year 2 per M400 TGB)	0	$2,200.00 annual	$0.00
RNI Training	1	$6,350.00 one time	$6,350.00
Project Management Fee	1	$6,000.00 one time	$6,000.00
Section Total:			**$16,050.00**

Subtotal:	**$735,092.25**

NOTE:
*** Propagation study determined (2) Basestation required inside smartpoint installation.**
*** Basestation Pricing Includes installation and startup.**
*** Basestation Pricing subject to change pending job site survey.**
*** Pricing and installation does not include communication link between Basestation to (RNI).**
*** Utility responsible to provide electric at Basestation.**
*** Pricing does not include software interface to billing system.**
*** Final project pricing shall be determined by actual meter quantities supplied and installed.**
*** Final Pricing subject to volatile market conditions.**
*** Pricing does not include Payment/Performance Bond.**
*** Installation pricing are for 'Labor Only" to replace meter with same lay length meter.**
*** Additional plumbing/pit set pricing determined case by case basis.**
*** Labor assumes no responsibility on ground wire sizing**

Prices are good until May 1, 2025. Delivery can be made from stock to within twelve (12) weeks from receipt of your purchase order. Our terms of payment are net thirty (30) days.

Sincerely,

Steve Cooper

Steve Cooper
Territory Manager

LOCAL REFERENCES:

Belvidere, Illinois
Brent Anderson (815) 544-6622 (asstpublicwksdir@ci.belvidere.il.us)
(4000) Sensus Water Meters with FlexNet AMI Network System
Completed – (2011)

Morton Grove, Illinois
Marty Durkin (847) 815-1688 (mdurkin@mortongroveil.org)
(8000) Sensus water Meters with FlexNet AMI System
Completed - 8000 total meters - (2011)

Wheeling, Illinois
Jeff Wolfgram (847) 279-6420 (jwolfgram@wheelingil.gov)
(8000) Sensus water Meters with FlexNet AMI System
Completed - (2013)

Bensenville, Illinois
Joe Caracci (630) 350-3431 (jcaracci@bensenville.il.us)
(5700) Sensus water Meters with FlexNet AMI System
Completed - (2013)

Homewood, Illinois
John Schaefer (708) 206-2901 (jschaefer@homesweethomewood.com)
(7000) Sensus water Meters with FlexNet AMI System
Completed - (2013)

Des Plaines, Illinois
Tim Watkins-(847) 391-5468 (twatkins@desplaines.org)
(16800) Sensus Water Meters with FlexNet AMI System
Completed- (2021)

Orland Park, Illinois
Ken Dado-(708) 403-6350 (KDado@orlandpark.org)
(24000) Sensus Water Meters with FlexNet AMI System
Currently Installing- (2015)

Calumet City, Illinois
Gerry Surufka-(708) 417-2233 (gsurufka@calumetcity.org)
(10000) Sensus Water Meters with FlexNet AMI System
Completed- (2017)

Glenview, Illinois
Joe Kenney-(847) 724-1700
(16000) Sensus Water Meters with FlexNet AMI System
Completed- (2015)

Palatine, Illinois
Matt Barry-(847) 705-5200 (mbarry@palatine.il.us)
(19000) Sensus Water Meters with FlexNet AMI System
Completed- (2015)

Aurora, Illinois
Eric Schoeny-(630) 256-3486(eschoeny@aurora-il.org)
(42000) Sensus Water Meters with FlexNet AMI System
Completed- (2018)

Tinley Park, Illinois
John Urbanski-(708) 444-5500(jurbanski@tinleypark.org)
(22000) Sensus Water Meters with FlexNet AMI System
Completed- (2018)

Oak Brook, Illinois
Tim O'Malley-(847) 827-4490 (tommaley@oak-brook.org)
(5400) Sensus Water Meters with FlexNet AMI System
Completed- (2019)

Dixon, Illinois
Matt Heckman-(815) 288-7474 (matt.heckman@discoverdixon.org)
(5400) Sensus Water Meters with FlexNet AMI System
Completed- (2018)

Chicago Ridge, Illinois
Stan Barwock-(708) 577-8920 (Sbarwock@chicagoridge.org)
(2200) Sensus Water Meters with FlexNet AMI System
Completed- (2018)

Broadview, Illinois
Matt Ames-(708) 681-3602 (mames@broadview-il.org)
(3800) Sensus Water Meters with FlexNet AMI System
Completed- (2018)

New Lenox, Illinois
Mark Brow-(815) 215-4500 (mbrow@newlenox.net)
(10000) Sensus Water Meters with FlexNet AMI System
Currently Installing- (2018)

Elk Grove Village, Illinois
Keith Conley-(847) 734-8049 (kconley@elkgrove.org)
(12500) Sensus Water Meters with FlexNet AMI System
Completed- (2019)

Lagrange Park, Illinois
Rick Radde-(708) 243-9550 (rradde@lagrangepark.org)
(4300) Sensus Water Meters with FlexNet AMI System
Completed- (2018)

Algonqin, Illinois
Jason Schutz-(847) 658-2700 (jasonschutz@algonquin.org)
(11000) Sensus Water Meters with FlexNet AMI System
Completed- (2020)

Glencoe, Illinois
Don Kirk-(847) 461-1154 (dkirk@villageofglencoe.org)
(3300) Sensus Water Meters with FlexNet AMI System
Completed- (2021)

Naperville, Illinois
Darrell Blenniss- (630) 305-5994 (BlennissD@naperville.il.us)
(42,500) Sensus Smartpoints with FlexNet AMI System
Completed- (2021)

Northfield, Illinois
Bill Wipperfurth-(847) 456-2590 (bwipperfurth@northfieldil.org)
(3000) Sensus Water Meters with FlexNet AMI System
Completed- (2022)

Itasca, Illinois
Mike Subers – 630 228-5663 (msubers@itasca.com)
(2,700) Sensus Smartpoints with FlexNet AMI System
Completed – (2024)

Bloomingdale, Illinois
Ken Lindhorn – 630-671-5833 (lindhornk@vil.bloomingdale.il.us)
(7000) Sensus Smartpoints with FlexNet AMI System
Completed – (2024)

Addison, Illinois
Shawn Campbell – 331-254-0427 (scampbell@addison-il.org)
(12,000) Sensus Smartpoints with FlexNet AMI System
Completed – (2023)

Additional references upon request

Reviewed By:	
Legal	☐
Finance	☐
Engineer	☐
City Administrator	■
Community Development	☐
Purchasing	☐
Police	☐
Public Works	■
Parks and Recreation	☐

Agenda Item Number

Public Works Committee #2

Tracking Number

PW 2025-09

Agenda Item Summary Memo

Title: Route 47 Utility Relocation – Carpenter St. to Waterpark Way

Meeting and Date: City Council – January 28, 2025

Synopsis: Please see the attached memo.

Council Action Previously Taken:

Date of Action: PW – 1/21/25 Action Taken: Moved forward to City Council agenda.

Item Number: PW 2025-09

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Eric Dhuse (Name) Public Works (Department)

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/320/City-Council

Memorandum

To: Public Works Committee
From: Eric Dhuse, Director of Public Works
CC: Bart Olson, City Administrator
Date: January 15, 2025
Subject: Route 47 Utility Relocation – Carpenter St. to Waterpark Way

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Summary

Proposed Engineering agreement from EEI for the design of the Rt. 47 Utility Relocation from Carpenter St. to Waterpark Way.

Background

Staff has been working with IDOT District III for some time on the widening of Rt. 47 from Carpenter St. to Waterpark Way. We are now at the stage where we know what utilities must be moved, and where they need to be moved to. EEI is proposing an engineering agreement for the relocation of approximately 4800 linear feet of water main improvements, 40 linear feet of sanitary force main, and 1725 linear feet of sanitary sewer improvements. Most of this work will be focused from Cannonball Trail to Wrigley Way and near Waterpark Way.

For a fixed fee of $107,484 EEI is proposing to coordinate, field survey, design, permit, bid, and execute contracts. Any direct expenses will be billed at the actual value and are estimated at $25,400. At this time, IDOT has not committed in writing to pay for this work, however, they have verbally said they think they will pay for it, but to date we have not received that in writing. However, we do have $180,000 budgeted in the City Wide Capital section of the approved FY 25 budget to be able to front fund the contract and seek reimbursement from IDOT.

At this time, we do not have a schedule of when any of this work will take place, but we know it will be sooner rather than later and we would like to have the planning and design completed as soon as possible to be able to work with IDOT to ensure there are no conflicts.

Recommendation

Staff recommends the approval of this Professional Service Agreement.

Resolution No. 2025-_____

RESOLUTION OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS APPROVING AN ENGINEERING AGREEMENT WITH ENGINEERING ENTERPRISES, INC.

WHEREAS, the United City of Yorkville, Kendall County, Illinois (the *"City")* is a non-home rule municipality duly organized and validly existing in accordance with the Constitution of the State of Illinois and the laws of this State*;* and

WHEREAS, the City's Public Works Department plans to conduct certain improvements from Carpenter Street to Waterpark Way, being water main improvements, sanitary force main improvements, and sanitary sewer improvements (the "Project"); and

WHEREAS, completion of the Project will require engineering services conducted by an outside engineering firm; and

WHEREAS, Engineering Enterprises, Inc., of Sugar Grove, Illinois ("EEI"), has prepared an agreement between EEI and the City for engineering services related to the Project (the "Agreement"), said Agreement being attached hereto as *Exhibit A*; and

WHEREAS, EEI has provided engineering services for various projects completed by the City, and the City administration has found that EEI is a qualified and experienced engineering firm; and

WHEREAS, the City administration recommends approval of the Agreement.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council (the "Corporate Authorities") of the United City of Yorkville, Kendall County, Illinois, as follows:

Section 1. The foregoing recitals are hereby incorporated in this Resolution as the findings of the Corporate Authorities.

Section 2. The Mayor and City Clerk are hereby authorized to execute an *Agreement*

for Professional Service – Route 47 Utility Relocation – Carpenter St. to Waterpark Way, attached hereto as *Exhibit A*.

Section 3. This Resolution shall be in full force and effect from and after its passage and approval according to law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2025.

_____

CITY CLERK

KEN KOCH	_____	DAN TRANSIER	_____
ARDEN JOE PLOCHER	_____	CRAIG SOLING	_____
CHRIS FUNKHOUSER	_____	MATT MAREK	_____
SEAVER TARULIS	_____	RUSTY CORNEILS	_____

APPROVED by me, as Mayor of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2025.

_____

MAYOR

Attest:

_____

City Clerk

Agreement for Professional Services
Route 47 Utility Relocation – Carpenter St. to Waterpark Way

THIS AGREEMENT, by and between the *United City of Yorkville*, hereinafter referred to as the "City" or “OWNER” and Engineering Enterprises, Inc. hereinafter referred to as the "Contractor" or “ENGINEER” agrees as follows:

A. Services:

The Engineer shall furnish the necessary personnel, materials, equipment and expertise to make the necessary investigations, analysis and calculations along with exhibits, cost estimates and narrative, to complete all necessary engineering services to the City as indicated on the included Attachment A. Design engineering will be provided for approximately 4,800 linear feet of water main improvements, 40 linear feet of sanitary force main improvements, and 1,725 linear feet of sanitary sewer improvements (See Attachment E for project limits). Engineering will be in accordance with all City, Standard Specifications for Water and Sewer Construction in Illinois, Illinois Department of Transportation, and Illinois Environmental Protection Agency requirements.

B. Term:

Services will be provided beginning on the date of execution of this agreement and continuing, until terminated by either party upon 7 days written notice to the non-terminating party or upon completion of the Services. Upon termination the Contractor shall be compensated for all work performed for the City prior to termination.

C. Compensation and maximum amounts due to Contractor:

ENGINEER shall receive as compensation for all work and services to be performed herein, an amount based on the Estimate of Level of Effort and Associated Cost included in Attachment C. Design Engineering will be paid for as a Fixed Fee (FF) in the amount of $107,484. Direct expenses will be billed at the actually value spent and are estimated at $25,400. The hourly rates for this project are shown in the attached 2024 Standard Schedule of Charges (Attachment F). All payments will be made according to the Illinois State Prompt Payment Act and not less than once every thirty days.

D. Changes in Rates of Compensation:

In the event that this contract is designated in Section B hereof as an Ongoing Contract, Contractor, on or before February 1st of any given year, shall provide written notice of any change in the rates specified in Section C hereof (or on any attachments hereto) and said changes shall only be effective on and after May 1st of that same year.

E. Ownership of Records and Documents:

Contractor agrees that all books and records and other recorded information developed specifically in connection with this agreement shall remain the property of the City. Contractor

agrees to keep such information confidential and not to disclose or disseminate the information to third parties without the consent of the City. This confidentiality shall not apply to material or information, which would otherwise be subject to public disclosure through the freedom of information act or if already previously disclosed by a third party. Upon termination of this agreement, Contractor agrees to return all such materials to the City. The City agrees not to modify any original documents produced by Contractor without contractors consent. Modifications of any signed duplicate original document not authorized by ENGINEER will be at OWNER's sole risk and without legal liability to the ENGINEER. Use of any incomplete, unsigned document will, likewise, be at the OWNER's sole risk and without legal liability to the ENGINEER.

F. Governing Law:

This contract shall be governed and construed in accordance with the laws of the State of Illinois. Venue shall be in Kendall County, Illinois.

G. Independent Contractor:

Contractor shall have sole control over the manner and means of providing the work and services performed under this agreement. The City's relationship to the Contractor under this agreement shall be that of an independent contractor. Contractor will not be considered an employee to the City for any purpose.

H. Certifications:

Employment Status: The Contractor certifies that if any of its personnel are an employee of the State of Illinois, they have permission from their employer to perform the service.

Anti-Bribery: The Contractor certifies it is not barred under 30 Illinois Compiled Statutes 500/50-5(a) - (d) from contracting as a result of a conviction for or admission of bribery or attempted bribery of an officer or employee of the State of Illinois or any other state.

Loan Default: If the Contractor is an individual, the Contractor certifies that he/she is not in default for a period of six months or more in an amount of $600 or more on the repayment of any educational loan guaranteed by the Illinois State Scholarship Commission made by an Illinois institution of higher education or any other loan made from public funds for the purpose of financing higher education (5 ILCS 385/3).

Felony Certification: The Contractor certifies that it is not barred pursuant to 30 Illinois Compiled Statutes 500/50-10 from conducting business with the State of Illinois or any agency as a result of being convicted of a felony.

Barred from Contracting: The Contractor certifies that it has not been barred from contracting as a result of a conviction for bid-rigging or bid rotating under 720 Illinois Compiled Statutes 5/33E or similar law of another state.

Drug Free Workplace: The Contractor certifies that it is in compliance with the Drug Free Workplace Act (30 Illinois Compiled Statutes 580) as of the effective date of this contract.

The Drug Free Workplace Act requires, in part, that Contractors, with 25 or more employees certify and agree to take steps to ensure a drug free workplace by informing employees of the dangers of drug abuse, of the availability of any treatment or assistance program, of prohibited activities and of sanctions that will be imposed for violations; and that individuals with contracts certify that they will not engage in the manufacture, distribution, dispensation, possession, or use of a controlled substance in the performance of the contract.

Non-Discrimination, Certification, and Equal Employment Opportunity: The Contractor agrees to comply with applicable provisions of the Illinois Human Rights Act (775 Illinois Compiled Statutes 5), the U.S. Civil Rights Act, the Americans with Disabilities Act, Section 504 of the U.S. Rehabilitation Act and the rules applicable to each. The equal opportunity clause of Section 750.10 of the Illinois Department of Human Rights Rules is specifically incorporated herein. The Contractor shall comply with Executive Order 11246, entitled Equal Employment Opportunity, as amended by Executive Order 11375, and as supplemented by U.S. Department of Labor regulations (41 C.F.R. Chapter 60). The Contractor agrees to incorporate this clause into all subcontracts under this Contract.

International Boycott: The Contractor certifies that neither it nor any substantially owned affiliated company is participating or shall participate in an international boycott in violation of the provisions of the U.S. Export Administration Act of 1979 or the regulations of the U.S. Department of Commerce promulgated under that Act (30 ILCS 582).

Record Retention and Audits: If 30 Illinois Compiled Statutes 500/20-65 requires the Contractor (and any subcontractors) to maintain, for a period of 3 years after the later of the date of completion of this Contract or the date of final payment under the Contract, all books and records relating to the performance of the Contract and necessary to support amounts charged to the City under the Contract. The Contract and all books and records related to the Contract shall be available for review and audit by the City and the Illinois Auditor General. If this Contract is funded from contract/grant funds provided by the U.S. Government, the Contract, books, and records shall be available for review and audit by the Comptroller General of the U.S. and/or the Inspector General of the federal sponsoring agency. The Contractor agrees to cooperate fully with any audit and to provide full access to all relevant materials.

United States Resident Certification: (This certification must be included in all contracts involving personal services by non-resident aliens and foreign entities in accordance with requirements imposed by the Internal Revenue Services for withholding and reporting federal income taxes.) The Contractor certifies that he/she is a: _x_ United States Citizen ___ Resident Alien ___ Non-Resident Alien The Internal Revenue Service requires that taxes be withheld on payments made to non-resident aliens for the performance of personal services at the rate of 30%.

Tax Payer Certification: Under penalties of perjury, the Contractor certifies that its Federal Tax Payer Identification Number or Social Security Number is (provided separately) and is doing business as a (check one): ___ Individual ___ Real Estate Agent ___ Sole Proprietorship ___ Government Entity ___ Partnership ___ Tax Exempt Organization (IRC 501(a) only) _x_ Corporation ___ Not for Profit Corporation ___ Trust or Estate ___ Medical and Health Care Services Provider Corp.

I. Indemnification:

Contractor shall indemnify and hold harmless the City and City's agents, servants, and employees against all loss, damage, and expense which it may sustain or for which it will become liable on account of injury to or death of persons, or on account of damage to or destruction of property resulting from the performance of work under this agreement by Contractor or its Subcontractors, or due to or arising in any manner from the wrongful act or negligence of Contractor or its Subcontractors of any employee of any of them. In the event that either party shall bring any suit, cause of action or counterclaim against the other party, the non-prevailing party shall pay to the prevailing party the cost and expenses incurred to answer and/or defend such action, including reasonable attorney fees and court costs. In no event shall either party indemnify any other party for the consequences of that party's negligence, including failure to follow the ENGINEER's recommendations.

J. Insurance:

The contractor agrees that it has either attached a copy of all required insurance certificates or that said insurance is not required due to the nature and extent of the types of services rendered hereunder. (Not applicable as having been previously supplied)

K. Additional Terms or Modification:

The terms of this agreement shall be further modified as provided in the attached Exhibits. Except for those terms included on the Exhibits, no additional terms are included as a part of this agreement. All prior understandings and agreements between the parties are merged into this agreement, and this agreement may not be modified orally or in any manner other than by an agreement in writing signed by both parties. In the event that any provisions of this agreement shall be held to be invalid or unenforceable, the remaining provisions shall be valid and binding on the parties. The list of Attachments are as follows:

Attachment A: Standard Terms and Conditions
Attachment B: Scope of Services
Attachment C: Estimated Level of Effort and Associated Cost
Attachment D: Anticipated Project Schedule
Attachment E: Project Location Map
Attachment F: 2024 Standard Schedule of Charges

L. Notices:

All notices required to be given under the terms of this agreement shall be given mail, addressed to the parties as follows:

For the *United City of Yorkville*:

City Administrator and City Clerk
United City of Yorkville
651 Prairie Pointe Drive
Yorkville, IL 60560

For the Contractor:

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove Illinois 60554

Either of the parties may designate in writing from time to time substitute addresses or persons in connection with required notices.

Agreed to this ___day of _____, 2025.

United City of Yorkville

_____
John Purcell
Mayor

_____
Jori Behland
City Clerk

Engineering Enterprises, Inc.:

_____
Brad Sanderson, PE
Chief Operating Officer / President

_____
Angie Smith
Executive Assistant

STANDARD TERMS AND CONDITIONS

Agreement: These Standard Terms and Conditions, together with the Professional Services Agreement, constitute the entire integrated agreement between the OWNER and Engineering Enterprises, Inc. (EEI) (hereinafter "Agreement"), and take precedence over any other provisions between the Parties. These terms may be amended, but only if both parties consent in writing. However, to the extent that the Scope of Work differs from the Standard Terms and Conditions, the Scope of Work document controls.

Standard of Care: In providing services under this Agreement, the ENGINEER will endeavor to perform in a matter consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing under same circumstances in the same locality. ENGINEER makes no other warranties, express or implied, written or oral under this Agreement or otherwise, in connection with ENGINEER'S service.

Construction Engineering and Inspection: The ENGINEER shall not supervise, direct, control, or have authority over any contractor work, nor have authority over or be responsible for the means, methods, techniques sequences, or procedures of construction selected or used by any contractor, or the safety precautions and programs incident thereto, for security or safety of the site, nor for any failure of a contractor to comply with laws and regulations applicable to such contractor's furnishing and performing of its work.

The ENGINEER neither guarantees the performance of any contractor nor assumes responsibility for contractor's failure to furnish and perform the work in accordance with the contract documents.

The ENGINEER is not responsible for the acts or omissions of any contractor, subcontractor, or supplies, or any of their agents or employees or any other person at the site or otherwise furnishing or performing any work.

Shop drawing and submittal review by the ENGINEER shall apply to only the items in the submissions and only for the purpose of assessing if upon installation or incorporation in the project work they are generally consistent with the construction documents. OWNER agrees that the contractor is solely responsible for the submissions and for compliance with the construction documents. OWNER further agrees that the ENGINEER'S review and action in relation to these submissions shall not constitute the provision of means, methods, techniques, sequencing or procedures of construction or extend or safety programs or precautions. The ENGINEER'S consideration of a component does not constitute acceptance of the assembled items.

The ENGINEER'S site observation during construction shall be at the times agreed upon in the Project Scope. Through standard, reasonable means the ENGINEER will become generally familiar with observable completed work. If the ENGINEER observes completed work that is inconsistent with the construction documents, that information shall be communicated to the contractor and OWNER for them to address.

Opinion of Probable Construction Costs: ENGINEER'S opinion of probable construction costs represents ENGINEER'S best and reasonable judgment as a professional engineer. OWNER acknowledges that ENGINEER has no control over construction costs of contractor's methods of determining pricing, or over competitive bidding by contractors, or of market conditions or changes thereto. ENGINEER cannot and does not guarantee that proposals, bids or actual construction costs will not vary from ENGINEER'S opinion of probable construction costs.

Copies of Documents & Electronic Compatibility: Copies of Documents that may be relied upon by OWNER are limited to the printed copies (also known as hard copies) that are signed or sealed by the ENGINEER. Files in electronic media format of text, data, graphics, or of other types that are furnished by ENGINEER to OWNER are only for convenience of OWNER. Any conclusion or information obtained or derived from such electronic files will be at the user's sole risk. When transferring documents in electronic media format, ENGINEER makes no representations as to long term compatibility, usability, or readability of documents resulting from the use of software application packages, operating systems, or computer hardware differing from those used by ENGINEER at the beginning of the project.

Changed Conditions: If, during the term of this Agreement, circumstances or conditions that were not originally contemplated by or known to the ENGINEER are revealed, to the extent that they affect the scope of services, compensation, schedule, allocation of risks, or other material terms of this Agreement, the ENGINEER may call for renegotiation of appropriate portions of this Agreement. The ENGINEER shall notify the OWNER of the changed conditions necessitating renegotiation, and the ENGINEER and the OWNER shall promptly and in good faith enter into renegotiation of this Agreement to address the changed conditions. If terms cannot be agreed to, the parties agree that either party has the absolute right to terminate this Agreement, in accordance with the termination provision hereof.

Hazardous Conditions: OWNER represents to ENGINEER that to the best of its knowledge no Hazardous Conditions (environmental or otherwise) exist on the project site. If a Hazardous Condition is encountered or alleged, ENGINEER shall have the obligation to notify OWNER and, to the extent of applicable Laws and Regulations, appropriate governmental officials. It is acknowledged by both parties that ENGINEER's scope of services does not include any services related to a Hazardous Condition. In the event ENGINEER or any other party encounters a Hazardous Condition, ENGINEER may, at its option and without liability for consequential or any other damages, suspend performance of services on the portion of the project affected thereby until OWNER: (i) retains appropriate specialist consultant(s) or contractor(s) to identify and, as appropriate, abate, remediate, or remove the Hazardous Condition; and (ii) warrants that the project site is in full compliance with applicable Laws and Regulations. ENGINEER agrees to cooperate with the OWNER, as necessary, to remediate a Hazardous Condition, but same may result in additional costs to the OWNER.

Consequential Damages: Notwithstanding any other provision of this Agreement, and to the fullest extent permitted by law, neither the OWNER nor the ENGINEER, their respective officers, directors, partners, employees, contractors, or subcontractors shall be liable to the other or shall make any claim for any incidental, indirect, or consequential damages arising out of or connected in any way to the Project or to this Agreement. This mutual waiver of consequential damages shall include, but is not limited to, loss of use, loss of profit, loss of business, loss of income, loss of reputation, or any other consequential damages that either party may have incurred from any cause of action including negligence, strict liability, breach of contract, and breach of strict or implied warranty. Both the OWNER and the ENGINEER shall require similar waivers of consequential damages protecting all the entities or persons named herein in all contracts and subcontracts with others involved in this project.

Termination: This Agreement may be terminated for convenience, without cause, upon fourteen (14) days written notice of either party. In the event of termination, the ENGINEER shall prepare a final invoice and be due compensation as set forth in the Professional Services Agreement for all costs incurred through the date of termination.

Either party may terminate this Agreement for cause upon giving the other party not less than seven (7) calendar days' written notice for the following reasons:

(a) Substantial failure by the other party to comply with or perform in accordance with the terms of the Agreement and through no fault of the terminating party;

(b) Assignment of the Agreement or transfer of the project without the prior written consent of the other party;

(c) Suspension of the project or the ENGINEER'S services by the OWNER for a period of greater than ninety (90) calendar days, consecutive or in the aggregate.

(d) Material changes in the conditions under which this Agreement was entered into, the scope of services or the nature of the project, and the failure of the parties to reach agreement on the compensation and schedule adjustments necessitated by such changes.

Payment of Invoices: Invoices are due and payable within 30 days of receipt unless otherwise agreed to in writing.

Third Party Beneficiaries: Nothing contained in this Agreement shall create a contractual relationship with or a cause of action in favor of a third party against either the OWNER or the ENGINEER. The ENGINEER'S services under this Agreement are being performed solely and exclusively for the OWNER'S benefit, and no other party or entity shall have any claim against the ENGINEER because of this Agreement or the performance or nonperformance of services hereunder. The OWNER and ENGINEER agree to require a similar provision in all contracts with contractors, subcontractors, vendors and other entities involved in this Project to carry out the intent of this provision.

Force Majeure: Each Party shall be excused from the performance of its obligations under this Agreement to the extent that such performance is prevented by force majeure (defined below) and the nonperforming party promptly provides notice of such prevention to the other party. Such excuse shall be continued so long as the condition constituting force majeure continues. The party affected by such force majeure also shall notify the other party of the anticipated duration of such force majeure, any actions being taken to avoid or minimize its effect after such occurrence, and shall take reasonable efforts to remove the condition constituting such force majeure. For purposes of this Agreement, "force majeure" shall include conditions beyond the control of the parties, including an act of God, acts of terrorism, voluntary or involuntary compliance with any regulation, law or order of any government, war, acts of war (whether war be declared or not), labor strike or lock-out, civil commotion, epidemic, failure or default of public utilities or common carriers, destruction of production facilities or materials by fire, earthquake, storm or like catastrophe. The payment of invoices due and owing hereunder shall in no event be delayed by the payer because of a force majeure affecting the payer.

Additional Terms or Modification: All prior understandings and agreements between the parties are merged into this Agreement, and this Agreement may not be modified orally or in any manner other than by an Agreement in writing signed by both parties. In the event that any provisions of this Agreement shall be held to be invalid or unenforceable, the remaining provisions shall be valid and binding on the parties.

Assignment: Neither party to this Agreement shall transfer or assign any rights or duties under or interest in this Agreement without the prior written consent of the other party. Subcontracting normally contemplated by the ENGINEER shall not be considered an assignment for purposes of this Agreement.

Waiver: A party's waiver of, or the failure or delay in enforcing any provision of this Agreement shall not constitute a waiver of the provision, nor shall it affect the enforceability of that provision or of the remainder of this Agreement.

Attorney's Fees: In the event of any action or proceeding brought by either party against the other under this Agreement, the prevailing party shall be entitled to recover from the other all costs and expenses including without limitation the reasonable fees of its attorneys in such action or proceeding, including costs of appeal, if any, in such amount as the Court may adjudge reasonable.

Fiduciary Duty: Nothing in this Agreement is intended to create, nor shall it be construed to create, a fiduciary duty owed to either party to the other party. EEI makes no warranty, express or implied, as to its professional services rendered.

Headings: The headings used in this Agreement are inserted only as a matter of convenience only, and in no way define, limit, enlarge, modify, explain or define the text thereof nor affect the construction or interpretation of this Agreement.

Route 47 Utility Relocation – Carpenter St. to Waterpark Way
United City of Yorkville, IL
Professional Services Agreement - Design Engineering

Attachment B – Scope of Services

DESIGN ENGINEERING

2.1 Project Management and Administration

- Budget Tracking
- Management of Personnel and the Engineering Contract
- Coordination with the City and Other Regulatory Agencies (IEPA)

2.2 Project Meetings

- Project Kick-Off Meeting Between the City and EEI
- Two (2) Design Progress Meetings Between the City and, EEI prior to Bidding
- One (1) Design Meeting Between the City, IDOT, and EEI prior to Bidding.

2.3 Topographic Survey

- Field Survey
- Drafting to Create Base File

2.4 Utility Coordination

- Design JULIE
- Plan Submission and Coordinate with Private Utilities

2.5 Final Plans, Specifications and Estimates

- Preparation of 60%, 90%, and 100% Engineering Plans
- Preparation of 90% and 100% Project Manual and Engineer's Opinion of Probable Construction Cost. Project Manual Shall Include Bidding and Contract Documents, General Conditions, and Special Provisions.

2.6 Permits

- Prepare IEPA Documentation for CCDD Management of Soils
- Prepare IEPA Construction Permit Application and Acquire Permit

2.7 Bidding and Contracting

- Prepare Bidders List and Ad for Bid
- Submit Ad for Bid to the Local Paper and Post Bidding Documents on QuestCDN
- Address Bid Questions and Prepare Addenda
- Attend Bid Opening
- Prepare Bid Tab, Bid Summary, and Recommendation of Award
- Execute Contract Documents

DIRECT EXPENSES

The following scope of services will be provided by EEI's sub-consultants:

Geotechnical and CCDD (Rubino Engineering, Inc.)

- Ten (10) Soil Borings
- Prepare Geotechnical Report and CCDD Analysis
- Prepare LPC 662/663 Permit

The above scope for "Route 47 Utility Relocation – Carpenter St. to Waterpark Way" summarizes the work items that will be completed for this contract. Additional work items, including additional meetings beyond the meetings defined in the above scope, shall be considered outside the scope of the base contract and will be billed in accordance with the Standard Schedule of Charges.

ATTACHMENT C: ESTIMATE OF LEVEL OF EFFORT AND ASSOCIATED COST
PROFESSIONAL ENGINEERING SERVICES

CLIENT	
United City of Yorkville	
PROJECT TITLE	**PREPARED BY**
Route 47 Utility Relocation - Carpenter St. to Waterpark Way	KDW

TASK NO.	TASK DESCRIPTION	ROLE	PIC	PM	SPE 2	PE	SPM	SPT 2	PT	SPT 2	SPT 1	ADMIN		HOURS	COST
		RATE	$246	$210	$200	$168	$234	$175	$140	$175	$164	$72			
PROJECT ADMINISTRATION															
2.1	Project Management and Administration		2	32	-	-	-	-	-	-	-	-		34	$ 7,212
2.2	Project Meetings		6	9	-	-	-	-	-	-	-	-		15	$ 3,366
2.3	Topographic Survey		-	-	-	-	30	24	24	-	-	-		78	$ 14,580
2.4	Utility Coordination		-	2	12	-	-	-	-	-	-	-		14	$ 2,820
2.5	Final Plans, Specifications, and Estimates		6	48	100	44	-	-	-	30	116	-		344	$ 63,222
2.6	Permits		-	4	30	-	-	-	-	-	-	-		34	$ 6,840
2.7	Bidding and Contracting		2	12	12	18	-	-	-	-	-	14		58	$ 9,444
	Insert Task Subtotal:		**16**	**107**	**154**	**62**	**30**	**24**	**24**	**30**	**116**	**14**	**-**	577	$ 107,484
	PROJECT TOTAL:		**16**	**107**	**154**	**62**	**30**	**24**	**24**	**30**	**116**	**14**	**-**	**577**	**107,484**

DIRECT EXPENSES		
Mileage =	$	-
Printing =	$	400
Legal Surveying =	$	10,000
Environmental Assessment =	$	15,000
DIRECT EXPENSES =	**$**	**25,400**

LABOR SUMMARY		
EEI Labor Expenses =	$	107,484
TOTAL LABOR EXPENSES	**$**	**107,484**

TOTAL COSTS	**$**	**132,884**

ATTACHMENT D: ESTIMATED SCHEDULE

CLIENT	PROJECT NUMBER	
United City of Yorkville	YO2344	
PROJECT TITLE	**DATE**	**PREPARED BY**
Route 47 Utility Relocation - Carpenter St. to Waterpark Way	1/14/25	KDW

TASK NO.	TASK DESCRIPTION	2025 JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
PROJECT ADMINISTRATION													
2.1	Project Management and Administration												
2.2	Project Meetings												
2.3	Topographic Survey												
2.4	Utility Coordination												
2.5	Final Plans, Specifications, and Estimates												
2.6	Permits												
2.7	Bidding and Contracting												

52 Wheeler Road Sugar Grove, IL 60554 Tel: 630.466.6700 Fax: 630.466.6701 www.eeiweb.com

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6756
www.eeiweb.com

United City of Yorkville

651 Prairie Pointe Dr
Yorkville, IL 60560

DATE:	OCTOBER 2024
PROJECT NO.:	YO2344
BY:	MJT
PATH:	H:\GIS\PUBLIC\YORKVILLE\2023\
FILE:	Untitled

RT 47 UTILITY RELOCATION - CARPENTER ST. TO WATERPARK WAY
LOCATION MAP

N

Engineering Enterprises, Inc.

STANDARD SCHEDULE OF CHARGES ~ JANUARY 1, 2024

EMPLOYEE DESIGNATION	CLASSIFICATION	HOURLY RATE
Senior Principal	E-4	$246.00
Principal	E-3	$241.00
Senior Project Manager	E-2	$234.00
Project Manager	E-1	$210.00
Senior Project Engineer/Surveyor II	P-6	$200.00
Senior Project Engineer/Surveyor I	P-5	$186.00
Project Engineer/Surveyor	P-4	$168.00
Senior Engineer/Surveyor	P-3	$155.00
Engineer/Surveyor	P-2	$140.00
Associate Engineer/Surveyor	P-1	$127.00
Senior Project Technician II	T-6	$175.00
Senior Project Technician I	T-5	$164.00
Project Technician	T-4	$153.00
Senior Technician	T-3	$140.00
Technician	T-2	$127.00
Associate Technician	T-1	$111.00
GIS Technician II	G-2	$125.00
GIS Technician I	G-1	$114.00
Engineering/Land Surveying Intern	I-1	$ 82.00
Executive Administrative Assistant	A-4	$ 77.00
Administrative Assistant	A-3	$ 72.00

VEHICLES. REPROGRAPHICS, DIRECT COSTS, DRONE AND EXPERT TESTIMONY

Vehicle for Construction Observation		$ 20.00
In-House Scanning and Reproduction	$0.25/Sq. Ft. (Black & White) $1.00/Sq. Ft. (Color)	
Reimbursable Expenses (Direct Costs)	Cost	
Services by Others (Direct Costs)	Cost + 10%	
Unmanned Aircraft System / Unmanned Aerial Vehicle / Drone		$ 225.00
Expert Testimony		$ 275.00

Reviewed By:	
Legal	☐
Finance	☐
Engineer	☐
City Administrator	■
Community Development	☐
Purchasing	☐
Police	☐
Public Works	■
Parks and Recreation	☐

Agenda Item Number

Public Work Committee #3

Tracking Number

PW 2025-10

Agenda Item Summary Memo

Title: Whispering Meadows Storm Sewer

Meeting and Date: City Council – January 28, 2025

Synopsis: Please see the attached memo.

Council Action Previously Taken:

Date of Action: PW – 1/21/25 Action Taken: Moved forward to City Council agenda.

Item Number: PW 2025-10

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Eric Dhuse (Name) Public Works (Department)

Agenda Item Notes:

Memorandum

To: Public Works Committee
From: Eric Dhuse, Director of Public Works
CC: Bart Olson, City Administrator
Date: January 15, 2025
Subject: Whispering Meadows Storm Sewer

Summary

Proposed Engineering agreement from EEI for the design of Whispering Meadows Storm Sewer Outfall.

Background

This is one of the work items that was contemplated as part of the TRG settlement and will be funded from those proceeds. This work was contemplated since the stormwater basins at the north end of Whispering meadows do not have an outfall to the Rob Roy Drainage Ditch, it was never finished when the developer went under during the great recession. Currently, there is just a hole in the middle of the field with a piece of pipe in it. Without an outfall, the basins cannot function properly. For example, water can become too high in heavy rains which can lead to a multitude of problems such as flooding and then stagnation when the water can't go anywhere. With the development of the balance of the lots imminent, it is an opportune time to finish this project. Currently, staff estimates the cost of construction for this project to be $250,000. This contract does not contemplate construction, just a piece of information for you.

EEI is proposing an engineering PSA to coordinate, design, permit, and bid the project as part of this agreement. The cost for these services is fixed fee of $26,936. Once the engineering is completed and bids received, staff will bring forward recommendations for construction and for a construction engineering agreement. The actual construction of the project is not slated until later this year, well into FY 26.

Recommendation

Staff recommends the approval of this Professional Service Agreement.

Resolution No. 2025-_____

RESOLUTION OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS APPROVING AN ENGINEERING AGREEMENT WITH ENGINEERING ENTERPRISES, INC.

WHEREAS, the United City of Yorkville, Kendall County, Illinois (the *"City")* is a non-home rule municipality duly organized and validly existing in accordance with the Constitution of the State of Illinois and the laws of this State*;* and

WHEREAS, the City's Public Works Department plans to conduct certain improvements to the storm sewer in the Whispering Meadows subdivision (the "Project"); and

WHEREAS, completion of the Project will require engineering services conducted by an outside engineering firm; and

WHEREAS, Engineering Enterprises, Inc., of Sugar Grove, Illinois ("EEI"), has prepared an agreement between EEI and the City for engineering services related to the Project (the "Agreement"), said Agreement being attached hereto as *Exhibit A*; and

WHEREAS, EEI has provided engineering services for various projects completed by the City, and the City administration has found that EEI is a qualified and experienced engineering firm; and

WHEREAS, the City administration recommends approval of the Agreement.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council (the "Corporate Authorities") of the United City of Yorkville, Kendall County, Illinois, as follows:

Section 1. The foregoing recitals are hereby incorporated in this Resolution as the findings of the Corporate Authorities.

Section 2. The Mayor and City Clerk are hereby authorized to execute an *Agreement for Professional Service – Whispering Meadows Storm Sewer*, attached hereto as *Exhibit A*.

Section 3. This Resolution shall be in full force and effect from and after its passage and approval according to law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2025.

_____

CITY CLERK

KEN KOCH	_____	DAN TRANSIER	_____
ARDEN JOE PLOCHER	_____	CRAIG SOLING	_____
CHRIS FUNKHOUSER	_____	MATT MAREK	_____
SEAVER TARULIS	_____	RUSTY CORNEILS	_____

APPROVED by me, as Mayor of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2025.

_____

MAYOR

Attest:

_____

City Clerk

Agreement for Professional Services
Whispering Meadows Storm Sewer

THIS AGREEMENT, by and between the United City of Yorkville, hereinafter referred to as the "City" or “OWNER” and Engineering Enterprises, Inc. hereinafter referred to as the "Contractor" or “ENGINEER” agrees as follows:

A. Services:

The Engineer shall furnish the necessary personnel, materials, equipment and expertise to make the necessary investigations, analysis and calculations along with exhibits, cost estimates and narrative, to complete all necessary engineering services to the City as indicated on the included Attachment B. Services to be provided include design engineering services for the Whispering Meadows Storm Sewer as indicated on Attachment C, with the schedule indicated on Attachment D, and in the location shown on Attachment F. All Engineering will be in accordance with all City, Yorkville Stormwater Management Ordinance, and Illinois Department of Natural Resources requirements.

B. Term:

Services will be provided beginning on the date of execution of this agreement and continuing, until terminated by either party upon 7 days written notice to the non-terminating party or upon completion of the Services. Upon termination the Contractor shall be compensated for all work performed for the City prior to termination.

C. Compensation and maximum amounts due to Contractor:

Contractor shall receive as compensation for all work and services to be performed herein an amount based on the Estimate of Level of Effort and Associated Cost included in Attachment C. Design Engineering will be paid for as a Fixed Fee (FF) in the amount of $21,336.00. Direct Expenses are estimated at $5,600.00. The total contract amount is **$26,936.00.** The hourly rates for this project are shown in the 2024 Standard Schedule of Charges included in Attachment E. All payments will be made accordingly to the Illinois State Prompt Payment Act and not less than once every thirty days.

D. Changes in Rates of Compensation:

In the event that this contract is designated in Section B hereof as an Ongoing Contract, Contractor, on or before February 1st of any given year, shall provide written notice of any change in the rates specified in Section C hereof (or on any attachments hereto) and said changes shall only be effective on and after May 1st of that same year.

E. Ownership of Records and Documents:

Contractor agrees that all books and records and other recorded information developed specifically in connection with this agreement shall remain the property of the City. Contractor agrees to keep such information confidential and not to disclose or disseminate the information to third parties without the consent of the City. This confidentiality shall not apply to material or information, which would otherwise be subject to public disclosure through the freedom of information act or if already previously disclosed by a third party. Upon termination of this agreement, Contractor agrees to return all such materials to the City. The City agrees not to modify any original documents produced by Contractor without contractors consent. Modifications of any signed duplicate original document not authorized by ENGINEER will be at OWNER's sole risk and without legal liability to the ENGINEER. Use of any incomplete, unsigned document will, likewise, be at the OWNER's sole risk and without legal liability to the ENGINEER.

F. Governing Law:

This contract shall be governed and construed in accordance with the laws of the State of Illinois. Venue shall be in Kendall County, Illinois.

G. Independent Contractor:

Contractor shall have sole control over the manner and means of providing the work and services performed under this agreement. The City's relationship to the Contractor under this agreement shall be that of an independent contractor. Contractor will not be considered an employee to the City for any purpose.

H. Certifications:

Employment Status: The Contractor certifies that if any of its personnel are an employee of the State of Illinois, they have permission from their employer to perform the service.

Anti-Bribery: The Contractor certifies it is not barred under 30 Illinois Compiled Statutes 500/50-5(a) - (d) from contracting as a result of a conviction for or admission of bribery or attempted bribery of an officer or employee of the State of Illinois or any other state.

Loan Default: If the Contractor is an individual, the Contractor certifies that he/she is not in default for a period of six months or more in an amount of $600 or more on the repayment of any educational loan guaranteed by the Illinois State Scholarship Commission made by an Illinois institution of higher education or any other loan made from public funds for the purpose of financing higher education (5 ILCS 385/3).

Felony Certification: The Contractor certifies that it is not barred pursuant to 30 Illinois Compiled Statutes 500/50-10 from conducting business with the State of Illinois or any agency as a result of being convicted of a felony.

Barred from Contracting: The Contractor certifies that it has not been barred from contracting as a result of a conviction for bid-rigging or bid rotating under 720 Illinois Compiled Statutes 5/33E or similar law of another state.

Drug Free Workplace: The Contractor certifies that it is in compliance with the Drug Free Workplace Act (30 Illinois Compiled Statutes 580) as of the effective date of this contract. The Drug Free Workplace Act requires, in part, that Contractors, with 25 or more employees certify and agree to take steps to ensure a drug free workplace by informing employees of the dangers of drug abuse, of the availability of any treatment or assistance program, of prohibited activities and of sanctions that will be imposed for violations; and that individuals with contracts certify that they will not engage in the manufacture, distribution, dispensation, possession, or use of a controlled substance in the performance of the contract.

Non-Discrimination, Certification, and Equal Employment Opportunity: The Contractor agrees to comply with applicable provisions of the Illinois Human Rights Act (775 Illinois Compiled Statutes 5), the U.S. Civil Rights Act, the Americans with Disabilities Act, Section 504 of the U.S. Rehabilitation Act and the rules applicable to each. The equal opportunity clause of Section 750.10 of the Illinois Department of Human Rights Rules is specifically incorporated herein. The Contractor shall comply with Executive Order 11246, entitled Equal Employment Opportunity, as amended by Executive Order 11375, and as supplemented by U.S. Department of Labor regulations (41 C.F.R. Chapter 60). The Contractor agrees to incorporate this clause into all subcontracts under this Contract.

International Boycott: The Contractor certifies that neither it nor any substantially owned affiliated company is participating or shall participate in an international boycott in violation of the provisions of the U.S. Export Administration Act of 1979 or the regulations of the U.S. Department of Commerce promulgated under that Act (30 ILCS 582).

Record Retention and Audits: If 30 Illinois Compiled Statutes 500/20-65 requires the Contractor (and any subcontractors) to maintain, for a period of 3 years after the later of the date of completion of this Contract or the date of final payment under the Contract, all books and records relating to the performance of the Contract and necessary to support amounts charged to the City under the Contract. The Contract and all books and records related to the Contract shall be available for review and audit by the City and the Illinois Auditor General. If this Contract is funded from contract/grant funds provided by the U.S. Government, the Contract, books, and records shall be available for review and audit by the Comptroller General of the U.S. and/or the Inspector General of the federal

sponsoring agency. The Contractor agrees to cooperate fully with any audit and to provide full access to all relevant materials.

United States Resident Certification: (This certification must be included in all contracts involving personal services by non-resident aliens and foreign entities in accordance with requirements imposed by the Internal Revenue Services for withholding and reporting federal income taxes.) The Contractor certifies that he/she is a: x United States Citizen ___ Resident Alien ___ Non-Resident Alien The Internal Revenue Service requires that taxes be withheld on payments made to non resident aliens for the performance of personal services at the rate of 30%.

Tax Payer Certification : Under penalties of perjury, the Contractor certifies that its Federal Tax Payer Identification Number or Social Security Number is (provided separately) and is doing business as a (check one): ___ Individual ___ Real Estate Agent ___ Sole Proprietorship ___ Government Entity ___ Partnership ___ Tax Exempt Organization (IRC 501(a) only) x Corporation ___ Not for Profit Corporation ___ Trust or Estate ___ Medical and Health Care Services Provider Corp.

I. Indemnification:

Contractor shall indemnify and hold harmless the City and City's agents, servants, and employees against all loss, damage, and expense which it may sustain or for which it will become liable on account of injury to or death of persons, or on account of damage to or destruction of property resulting from the performance of work under this agreement by Contractor or its Subcontractors, or due to or arising in any manner from the wrongful act or negligence of Contractor or its Subcontractors of any employee of any of them. In the event that the either party shall bring any suit, cause of action or counterclaim against the other party, the non-prevailing party shall pay to the prevailing party the cost and expenses incurred to answer and/or defend such action, including reasonable attorney fees and court costs. In no event shall the either party indemnify any other party for the consequences of that party's negligence, including failure to follow the ENGINEER's recommendations.

J. Insurance:

The contractor agrees that it has either attached a copy of all required insurance certificates or that said insurance is not required due to the nature and extent of the types of services rendered hereunder. (Not applicable as having been previously supplied)

K. Additional Terms or Modification:

The terms of this agreement shall be further modified as provided on the attached Exhibits. Except for those terms included on the Exhibits, no additional terms are

included as a part of this agreement. All prior understandings and agreements between the parties are merged into this agreement, and this agreement may not be modified orally or in any manner other than by an agreement in writing signed by both parties. In the event that any provisions of this agreement shall be held to be invalid or unenforceable, the remaining provisions shall be valid and binding on the parties. The list of Attachments are as follows:

Attachment A: Standard Terms and Conditions
Attachment B: Scope of Services
Attachment C: Estimated Level of Effort and Associated Cost
Attachment D: Anticipated Project Schedule
Attachment E: 2024 Standard Schedule of Charges
Attachment F: Location Map

L. Notices:

All notices required to be given under the terms of this agreement shall be given mail, addressed to the parties as follows:

For the City:

City Administrator and City Clerk
United City of Yorkville
651 Prairie Pointe Drive
Yorkville, IL 60560

For the Contractor:

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554

Either of the parties may designate in writing from time to time substitute addresses or persons in connection with required notices.

Agreed to this ___day of _____, 2025.

United City of Yorkville

_____
John Purcell
Mayor

_____
Jori Behland
City Clerk

Engineering Enterprises, Inc.:

_____
Brad Sanderson, P.E.
Chief Operating Officer/President

_____
Timothy Paulson, P.E.
Senior Project Manager

STANDARD TERMS AND CONDITIONS

Agreement: These Standard Terms and Conditions, together with the Professional Services Agreement, constitute the entire integrated agreement between the OWNER and Engineering Enterprises, Inc. (EEI) (hereinafter "Agreement"), and take precedence over any other provisions between the Parties. These terms may be amended, but only if both parties consent in writing. However, to the extent that the Scope of Work differs from the Standard Terms and Conditions, the Scope of Work document controls.

Standard of Care: In providing services under this Agreement, the ENGINEER will endeavor to perform in a matter consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing under same circumstances in the same locality. ENGINEER makes no other warranties, express or implied, written or oral under this Agreement or otherwise, in connection with ENGINEER'S service.

Construction Engineering and Inspection: The ENGINEER shall not supervise, direct, control, or have authority over any contractor work, nor have authority over or be responsible for the means, methods, techniques sequences, or procedures of construction selected or used by any contractor, or the safety precautions and programs incident thereto, for security or safety of the site, nor for any failure of a contractor to comply with laws and regulations applicable to such contractor's furnishing and performing of its work.

The ENGINEER neither guarantees the performance of any contractor nor assumes responsibility for contractor's failure to furnish and perform the work in accordance with the contract documents.

The ENGINEER is not responsible for the acts or omissions of any contractor, subcontractor, or supplies, or any of their agents or employees or any other person at the site or otherwise furnishing or performing any work.

Shop drawing and submittal review by the ENGINEER shall apply to only the items in the submissions and only for the purpose of assessing if upon installation or incorporation in the project work they are generally consistent with the construction documents. OWNER agrees that the contractor is solely responsible for the submissions and for compliance with the construction documents. OWNER further agrees that the ENGINEER'S review and action in relation to these submissions shall not constitute the provision of means, methods, techniques, sequencing or procedures of construction or extend or safety programs or precautions. The ENGINEER'S consideration of a component does not constitute acceptance of the assembled items.

The ENGINEER'S site observation during construction shall be at the times agreed upon in the Project Scope. Through standard, reasonable means the ENGINEER will become generally familiar with observable completed work. If the ENGINEER observes completed work that is inconsistent with the construction documents, that information shall be communicated to the contractor and OWNER for them to address.

Opinion of Probable Construction Costs: ENGINEER'S opinion of probable construction costs represents ENGINEER'S best and reasonable judgment as a professional engineer. OWNER acknowledges that ENGINEER has no control over construction costs of contractor's methods of determining pricing, or over competitive bidding by contractors, or of market conditions or changes thereto. ENGINEER cannot and does not guarantee that proposals, bids or actual construction costs will not vary from ENGINEER'S opinion of probable construction costs.

Copies of Documents & Electronic Compatibility: Copies of Documents that may be relied upon by OWNER are limited to the printed copies (also known as hard copies) that are signed or sealed by the ENGINEER. Files in electronic media format of text, data, graphics, or of other types that are furnished by ENGINEER to OWNER are only for convenience of OWNER. Any conclusion or information obtained or derived from such electronic files will be at the user's sole risk. When transferring documents in electronic media format, ENGINEER makes no representations as to long term compatibility, usability, or readability of documents resulting from the use of software application packages, operating systems, or computer hardware differing from those used by ENGINEER at the beginning of the project.

Changed Conditions: If, during the term of this Agreement, circumstances or conditions that were not originally contemplated by or known to the ENGINEER are revealed, to the extent that they affect the scope of services, compensation, schedule, allocation of risks, or other material terms of this Agreement, the ENGINEER may call for renegotiation of appropriate portions of this Agreement. The ENGINEER shall notify the OWNER of the changed conditions necessitating renegotiation, and the ENGINEER and the OWNER shall promptly and in good faith enter into renegotiation of this Agreement to address the changed conditions. If terms cannot be agreed to, the parties agree that either party has the absolute right to terminate this Agreement, in accordance with the termination provision hereof.

Hazardous Conditions: OWNER represents to ENGINEER that to the best of its knowledge no Hazardous Conditions (environmental or otherwise) exist on the project site. If a Hazardous Condition is encountered or alleged, ENGINEER shall have the obligation to notify OWNER and, to the extent of applicable Laws and Regulations, appropriate governmental officials. It is acknowledged by both parties that ENGINEER's scope of services does not include any services related to a Hazardous Condition. In the event ENGINEER or any other party encounters a Hazardous Condition, ENGINEER may, at its option and without liability for consequential or any other damages, suspend performance of services on the portion of the project affected thereby until OWNER: (i) retains appropriate specialist consultant(s) or contractor(s) to identify and, as appropriate, abate, remediate, or remove the Hazardous Condition; and (ii) warrants that the project site is in full compliance with applicable Laws and Regulations. ENGINEER agrees to cooperate with the OWNER, as necessary, to remediate a Hazardous Condition, but same may result in additional costs to the OWNER.

Consequential Damages: Notwithstanding any other provision of this Agreement, and to the fullest extent permitted by law, neither the OWNER nor the ENGINEER, their respective officers, directors, partners, employees, contractors, or subcontractors shall be liable to the other or shall make any claim for any incidental, indirect, or consequential damages arising out of or connected in any way to the Project or to this Agreement. This mutual waiver of consequential damages shall include, but is not limited to, loss of use, loss of profit, loss of business, loss of income, loss of reputation, or any other consequential damages that either party may have incurred from any cause of action including negligence, strict liability, breach of contract, and breach of strict or implied warranty. Both the OWNER and the ENGINEER shall require similar waivers of consequential damages protecting all the entities or persons named herein in all contracts and subcontracts with others involved in this project.

Termination: This Agreement may be terminated for convenience, without cause, upon fourteen (14) days written notice of either party. In the event of termination, the ENGINEER shall prepare a final invoice and be due compensation as set forth in the Professional Services Agreement for all costs incurred through the date of termination.

Either party may terminate this Agreement for cause upon giving the other party not less than seven (7) calendar days' written notice for the following reasons:

(a) Substantial failure by the other party to comply with or perform in accordance with the terms of the Agreement and through no fault of the terminating party;

(b) Assignment of the Agreement or transfer of the project without the prior written consent of the other party;

(c) Suspension of the project or the ENGINEER'S services by the OWNER for a period of greater than ninety (90) calendar days, consecutive or in the aggregate.

(d) Material changes in the conditions under which this Agreement was entered into, the scope of services or the nature of the project, and the failure of the parties to reach agreement on the compensation and schedule adjustments necessitated by such changes.

Payment of Invoices: Invoices are due and payable within 30 days of receipt unless otherwise agreed to in writing.

Third Party Beneficiaries: Nothing contained in this Agreement shall create a contractual relationship with or a cause of action in favor of a third party against either the OWNER or the ENGINEER. The ENGINEER'S services under this Agreement are being performed solely and exclusively for the OWNER'S benefit, and no other party or entity shall have any claim against the ENGINEER because of this Agreement or the performance or nonperformance of services hereunder. The OWNER and ENGINEER agree to require a similar provision in all contracts with contractors, subcontractors, vendors and other entities involved in this Project to carry out the intent of this provision.

Force Majeure: Each Party shall be excused from the performance of its obligations under this Agreement to the extent that such performance is prevented by force majeure (defined below) and the nonperforming party promptly provides notice of such prevention to the other party. Such excuse shall be continued so long as the condition constituting force majeure continues. The party affected by such force majeure also shall notify the other party of the anticipated duration of such force majeure, any actions being taken to avoid or minimize its effect after such occurrence, and shall take reasonable efforts to remove the condition constituting such force majeure. For purposes of this Agreement, "force majeure" shall include conditions beyond the control of the parties, including an act of God, acts of terrorism, voluntary or involuntary compliance with any regulation, law or order of any government, war, acts of war (whether war be declared or not), labor strike or lock-out, civil commotion, epidemic, failure or default of public utilities or common carriers, destruction of production facilities or materials by fire, earthquake, storm or like catastrophe. The payment of invoices due and owing hereunder shall in no event be delayed by the payer because of a force majeure affecting the payer.

Additional Terms or Modification: All prior understandings and agreements between the parties are merged into this Agreement, and this Agreement may not be modified orally or in any manner other than by an Agreement in writing signed by both parties. In the event that any provisions of this Agreement shall be held to be invalid or unenforceable, the remaining provisions shall be valid and binding on the parties.

Assignment: Neither party to this Agreement shall transfer or assign any rights or duties under or interest in this Agreement without the prior written consent of the other party. Subcontracting normally contemplated by the ENGINEER shall not be considered an assignment for purposes of this Agreement.

Waiver: A party's waiver of, or the failure or delay in enforcing any provision of this Agreement shall not constitute a waiver of the provision, nor shall it affect the enforceability of that provision or of the remainder of this Agreement.

Attorney's Fees: In the event of any action or proceeding brought by either party against the other under this Agreement, the prevailing party shall be entitled to recover from the other all costs and expenses including without limitation the reasonable fees of its attorneys in such action or proceeding, including costs of appeal, if any, in such amount as the Court may adjudge reasonable.

Fiduciary Duty: Nothing in this Agreement is intended to create, nor shall it be construed to create, a fiduciary duty owed to either party to the other party. EEI makes no warranty, express or implied, as to its professional services rendered.

Headings: The headings used in this Agreement are inserted only as a matter of convenience only, and in no way define, limit, enlarge, modify, explain or define the text thereof nor affect the construction or interpretation of this Agreement.

Whispering Meadows Storm Sewer
United City of Yorkville, IL
Professional Services Agreement - Design Engineering

Attachment B – Scope of Services

DESIGN ENGINEERING

1.0 Project Management and Administration

- Budget Tracking
- Management of Personnel and the Engineering Contract
- Coordination with the City and Other Regulatory Agencies

1.1 Project Meetings

- Project Kick-Off Meeting Between the City and EEI
- One (1) Design Progress Meeting Between the City and, EEI prior to Bidding

1.2 Topographic Survey

- Field Survey
- Drafting to Create Base File
- Boundary Survey for Easements

1.3 Utility Coordination

- Design JULIE
- Plan Submission and Coordinate with Private Utilities

1.4 Final Plans, Specifications and Estimates

- Confirm Storm Sewer Design and Sizing
- Preparation of Engineering Plans and Specifications
- Preparation of Project Manual and Engineer's Opinion of Probable Construction Cost. Project Manual Shall Include Bidding and Contract Documents, General Conditions, and Special Provisions.
- Preparation of Plat of Easement documents

1.5 Permitting

- Prepare Stormwater Permit Documentation
- Statewide Floodplain Permit Documentation
- Coordination for wetland permitting for outfall
- Coordination with Rob Roy Drainage District

1.6 Bidding and Contracting

- Prepare Bidders List and Ad for Bid
- Submit Ad for Bid to the Local Paper and Post Bidding Documents on QuestCDN
- Address Bid Questions and Prepare Addenda
- Attend Bid Opening
- Prepare Bid Tab, Bid Summary, and Recommendation of Award
- Execute Contract Documents

DIRECT EXPENSES

The following scope of services will be provided by EEI's subconsultants:

Hey & Associates

- Wetland Delineation and Permitting

Geotechnical and CCDD (Rubino Engineering, Inc.)

- Two (2) Soil Borings
- Prepare Geotechnical Report and CCDD Analysis
- Prepare LPC 662/663 Permit

EXCLUSIONS

The above scope of services for the Whispering Meadows Storm Sewer includes the following exclusions:

- Environmental Surveys
- Exploratory Digging
- Construction Engineering Services

The above scope for "Whispering Meadows Storm Sewer" summarizes the work items that will be completed for this contract. Additional work items, including additional meetings beyond the meetings defined in the above scope shall be considered outside the scope of the base contract and will be billed in accordance with the Standard Schedule of Charges.

ATTACHMENT C: ESTIMATE OF LEVEL OF EFFORT AND ASSOCIATED COST
PROFESSIONAL ENGINEERING SERVICES

CLIENT	PROJECT NUMBER	
UNITED CITY OF YORKVILLE	YO2462-P	
PROJECT TITLE	**DATE**	**PREPARED BY**
WHISPERING MEADOWS STORM SEWER	12/19/24	PGW2/TNP

TASK NO.	TASK DESCRIPTION	ROLE	PIC	SPM	SPE 2	PE	SPT 2	ST	ADMIN	HOURS	COST
		PERSON	BPS	TNP/MGS	PGW2		JMB	CAD			
		RATE	$246	$234	$200	$168	$175	$140	$72		
DESIGN ENGINEERING											
1.0	Project Management and Administration		1	2						3	$ 714
1.1	Project Meetings		1	1	1					3	$ 680
1.2	Topographic Survey			3			12			15	$ 2,802
1.3	Utility Coordination			1	8					9	$ 1,834
1.4	Final Plans, Specifications, and Estimates			13	24			16		53	$ 10,082
1.5	Permitting			2	8					10	$ 2,068
1.6	Bidding and Contracting			2	12				4	18	$ 3,156
	Insert Task Subtotal:		**2**	**24**	**53**	**-**	**12**	**16**	**4**	111	$ 21,336
	PROJECT TOTAL:		**2**	**24**	**53**	**-**	**12**	**16**	**4**	**111**	**21,336**

EEI STAFF

PIC	Principal in Charge
SPM	Senior Project Manager
SPE 2	Senior Project Engineer II
PE	Project Engineer
SPT 2	Senior Project Technician II
ST	Senior Technician
ADMIN	Administrative Assistant

DIRECT EXPENSES		
Printing/Scanning =	$	100
Wetlands =	$	3,000
Soils =	$	2,500
DIRECT EXPENSES =	**$**	**5,600**

LABOR SUMMARY		
EEI Labor Expenses =	$	21,336
TOTAL LABOR EXPENSES	**$**	**21,336**

TOTAL COSTS	**$**	**26,936**

ATTACHMENT D: ESTIMATED SCHEDULE

CLIENT	PROJECT NUMBER	
UNITED CITY OF YORKVILLE	YO2462	
PROJECT TITLE	**DATE**	**PREPARED BY**
WHISPERING MEADOWS STORM SEWER	12/19/24	PGW2/TNP

TASK NO.	TASK DESCRIPTION	2025											
		JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
DESIGN ENGINEERING													
1.0	Project Management and Administration												
1.1	Project Meetings												
1.2	Topographic Survey												
1.3	Utility Coordination												
1.4	Final Plans, Specifications and Estimates												
1.5	Permitting												
1.6	Bidding and Contracting												

Engineering Enterprises, Inc.

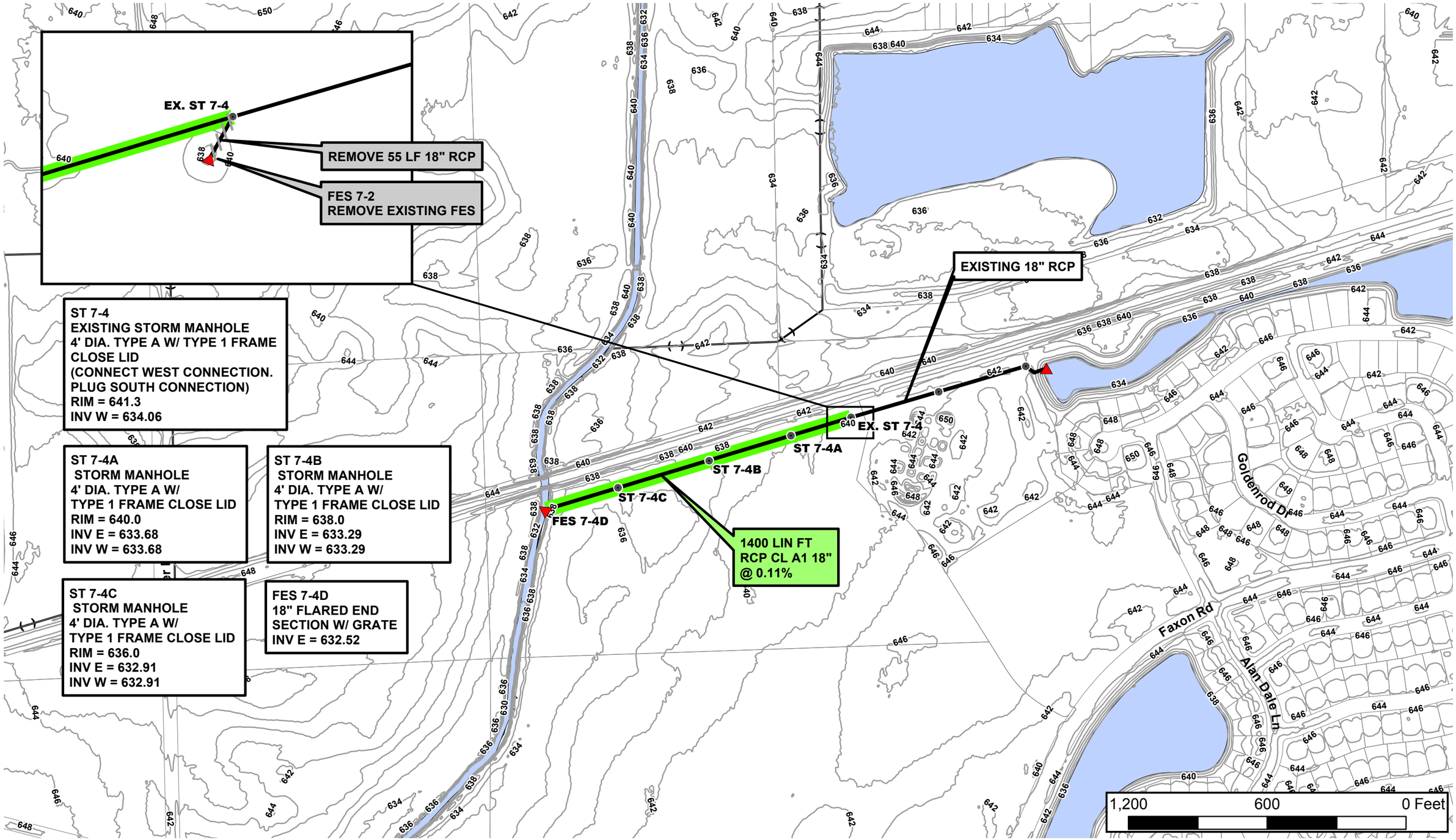
STANDARD SCHEDULE OF CHARGES ~ JANUARY 1, 2024

50 Years

EMPLOYEE DESIGNATION	CLASSIFICATION	HOURLY RATE
Senior Principal	E-4	$246.00
Principal	E-3	$241.00
Senior Project Manager	E-2	$234.00
Project Manager	E-1	$210.00
Senior Project Engineer/Surveyor II	P-6	$200.00
Senior Project Engineer/Surveyor I	P-5	$186.00
Project Engineer/Surveyor	P-4	$168.00
Senior Engineer/Surveyor	P-3	$155.00
Engineer/Surveyor	P-2	$140.00
Associate Engineer/Surveyor	P-1	$127.00
Senior Project Technician II	T-6	$175.00
Senior Project Technician I	T-5	$164.00
Project Technician	T-4	$153.00
Senior Technician	T-3	$140.00
Technician	T-2	$127.00
Associate Technician	T-1	$111.00
GIS Technician II	G-2	$125.00
GIS Technician I	G-1	$114.00
Engineering/Land Surveying Intern	I-1	$ 82.00
Executive Administrative Assistant	A-4	$ 77.00
Administrative Assistant	A-3	$ 72.00

VEHICLES. REPROGRAPHICS, DIRECT COSTS, DRONE AND EXPERT TESTIMONY

Vehicle for Construction Observation		$ 20.00
In-House Scanning and Reproduction	$0.25/Sq. Ft. (Black & White) $1.00/Sq. Ft. (Color)	
Reimbursable Expenses (Direct Costs)	Cost	
Services by Others (Direct Costs)	Cost + 10%	
Unmanned Aircraft System / Unmanned Aerial Vehicle / Drone		$ 225.00
Expert Testimony		$ 275.00



ST 7-4
EXISTING STORM MANHOLE
4' DIA. TYPE A W/ TYPE 1 FRAME
CLOSE LID
(CONNECT WEST CONNECTION.
PLUG SOUTH CONNECTION)
RIM = 641.3
INV W = 634.06

ST 7-4A
STORM MANHOLE
4' DIA. TYPE A W/
TYPE 1 FRAME CLOSE LID
RIM = 640.0
INV E = 633.68
INV W = 633.68

ST 7-4B
STORM MANHOLE
4' DIA. TYPE A W/
TYPE 1 FRAME CLOSE LID
RIM = 638.0
INV E = 633.29
INV W = 633.29

ST 7-4C
STORM MANHOLE
4' DIA. TYPE A W/
TYPE 1 FRAME CLOSE LID
RIM = 636.0
INV E = 632.91
INV W = 632.91

FES 7-4D
18" FLARED END
SECTION W/ GRATE
INV E = 632.52

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

United City of Yorkville
800 Game Farm Road
Yorkville, IL 60560
630-553-4350
www.yorkville.il.us

NO.	DATE	REVISIONS

DATE: August 2017
PROJECT NO.: YO1725
BY: MJT
PATH: H:\GIS\PUBLIC\YORKVILLE\2017\
FILE: YO1725_San_Gravity.MXD

WHISPERING MEADOWS
OFFSITE DRAINAGE IMPROVEMENTS

ATTACHMENT F
LOCATION MAP
STORM SEWER

N

Reviewed By:	
Legal	■
Finance	☐
Engineer	☐
City Administrator	■
Community Development	■
Purchasing	☐
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

Planning and Zoning Commission #1

Tracking Number

PZC 2024-30 & EDC 2025-07

Agenda Item Summary Memo

Title: Kendall County Petition 24-30 – 1.5-Mile Review (South of 9949 and 10021 Ament Rd)

Meeting and Date: City Council – January 28, 2025

Synopsis: Please see the attached memo.

Council Action Previously Taken:

Date of Action: PZC – 1/8/25 Action Taken: Moved forward to City Council agenda.

Item Number: PZC 2024-30 & EDC 2025-07

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Sara Mendez (Name) Community Development (Department)

Agenda Item Notes:

Nicholas S. Bellone on Behalf of Ament Road Solar 1, LLC (Tenant) and Janet M. Dhuse on Behalf of the Janet Dhuse Declaration of Family Trust Dated March 1, 2013 (Owner)

Memorandum

To: City Council
From: Sara Mendez, Planner I
Krysti Barksdale-Noble, Community Development Director
CC: Bart Olson, City Administrator
Date: January 13, 2025
Subject: **PZC 2024-30 – Nicholas S. Bellone on Behalf of Ament Road Solar 1, LLC (Tenant) and Janet M. Dhuse on Behalf of the Janet Dhuse Declaration of Family Trust Dated March 1, 2013 (Owner)**
1.5 Mile Review

SUMMARY:

Staff has reviewed a request from Kendall County Planning and Zoning Department along with the subsequent documents attached. This property is located within one and a half miles of the planning boundary for Yorkville, allowing the City the opportunity to review and provide comments to Kendall County. The petitioner, Nicholas S. Bellone on behalf of Ament Road Solar 1, LLC (Tenant) and Janet M. Dhuse on behalf of the Janet Dhuse Declaration of Family Trust Dated March 1, 2013 (Owner) are seeking a special use permit for a commercial solar energy facility and a variance to Section 36-282(17)(a) of the Kendall County Zoning Ordinance to allow a commercial solar energy facility on land within 1.5 miles of municipality without an annexation agreement.

The real property is located immediately south of Ament Road and approximately 0.33 miles west of Route 47 in unincorporated Kendall County.

PROPOSED MOTION

In consideration of the proposed mile and one-half review of Kendall County Petition 24-30 by Ament Road Solar 1, LLC, seeking a special use permit for a commercial solar energy system and variance to allow a commercial solar energy system on land within 1.5 miles of a municipality without an annexation agreement consisting of (2) parcels totaling ~93.4 acres, the Planning and Zoning Commission recommends to the City Council to not object to the request.

Action:

Linnane – aye; Vineyard – aye; Crouch – aye; Forristall – aye.

6 ayes; 0 nays

ATTACHMENTS

1. Application with Attachments

Memorandum

To: Planning and Zoning Commission
From: Sara Mendez, Planner I
Krysti Barksdale-Noble, Community Development Director

CC: Bart Olson, City Administrator
Date: January 2, 2024
Subject: **PZC 2024-30 – Nicholas S. Bellone on Behalf of Ament Road Solar 1, LLC (Tenant) and Janet M. Dhuse on Behalf of the Janet Dhuse Declaration of Family Trust Dated March 1, 2013 (Owner)**
1.5 Mile Review

SUMMARY:

Staff has reviewed a request from Kendall County Planning and Zoning Department along with the subsequent documents attached. This property is located within one and a half miles of the planning boundary for Yorkville, allowing the City the opportunity to review and provide comments to Kendall County. The petitioner, Nicholas S. Bellone on behalf of Ament Road Solar 1, LLC (Tenant) and Janet M. Dhuse on behalf of the Janet Dhuse Declaration of Family Trust Dated March 1, 2013 (Owner) are seeking a special use permit for a commercial solar energy facility and a variance to Section 36-282(17)(a) of the Kendall County Zoning Ordinance to allow a commercial solar energy facility on land within 1.5 miles of municipality without an annexation agreement.

The real property is located immediately south of Ament Road and approximately 0.33 miles west of Route 47 in unincorporated Kendall County.

PROPERTY BACKGROUND:

The property is located south of 9949 and 10021 Ament Road in unincorporated Kendall County and comprised of two (2) parcels totaling ~93.4 acres. The parcel located closest to the left (PIN #05-17-400005) consists of ~35.4 acres. The parcel closest to Route 47 (PIN #05-16-300-006) is larger in area at ~58 acres. Currently owned by Janet Dhuse Family Trust, the site is undeveloped and utilized for agricultural purposes. While the parcel is not immediately adjacent to incorporated Yorkville, it is approximately 0.82 miles (~4,000 feet) south of the Towns at Windett Reserve subdivision.

In August 2024, New Leaf Energy, dba Ament Road Solar 1, LLC, formally requested confirmation from the City Council on whether Yorkville wished to enter a pre-annexation agreement for the proposed solar energy facility on parcels #05-17-400-005 and #05-16-300-006. Although the site is unincorporated and not contiguous to the City of Yorkville, it falls within Yorkville's 1.5-mile planning jurisdiction. As such, New Leaf Energy sought guidance on the City's interest in pursuing a pre-annexation agreement.

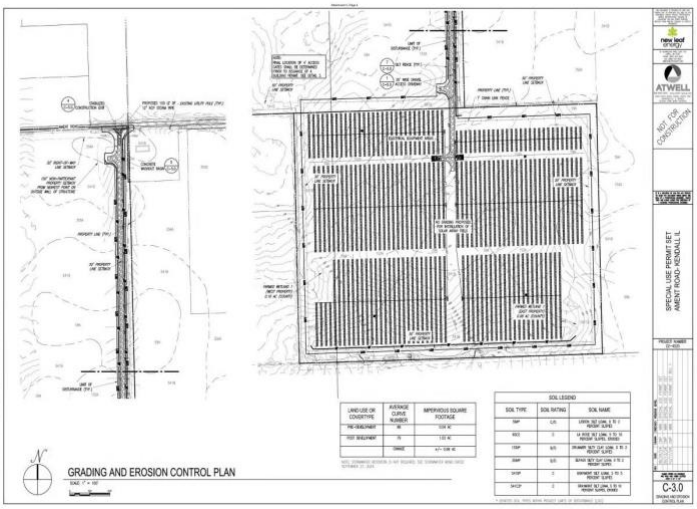
At the August 27, 2024, City Council meeting, the Council formally confirmed that Yorkville would not pursue a pre-annexation agreement for the proposed solar energy facility. Per Section 36-282(17)(a) of the Kendall County Zoning Ordinance: "All commercial solar energy facilities and test solar energy systems located within one and one-half (1½) miles of a municipality shall either annex to the municipality or obtain an annexation agreement with the municipality requiring the municipality's regulations to flow through the property."

Given Yorkville's decision not to enter a pre-annexation agreement, the applicant, Ament Road Solar 1, LLC, has filed for a variance to Section 36-282(17)(a) with Kendall County. This variance would allow the proposed solar energy facility to proceed without annexation or an annexation agreement.

PROPOSED DEVELOPMENT:

The property is currently zoned A-1 Agricultural District. Per Kendall County's Zoning Ordinance, all development proposed in the district must obtain site plan approval from the County Board. According to the application and site plans provided, the applicant is proposing a 5 MW AC community solar farm on two parcels (PIN #05-17-400-005 and #05-16-300-006) in Kendall County. The project encompasses an approximate 39.34-acre portion of the total 95.3 acres. Per Section 36-282 of Kendall County's Zoning Ordinance, construction and operation of Commercial Solar Energy Facilities are permitted in the Agricultural District by Special Use Permit.

The proposed setback of 1,442 feet from the Ament Road is consistent with the City of Yorkville's required setback of 1,000 feet from the nearest roadway network and Kendall County's required 50 feet from the nearest edge of public road rights-of-way.



YORKVILLE COMPREHENSIVE PLAN:

Yorkville's 2016 Comprehensive Plan designation for this property is Agricultural Zone (AZ). The agricultural zone future land use designation is primarily intended for lands expected to remain for agricultural uses, both general farming and restricted forms such as pastures, gardening, kennel, riding stables, nurseries, and greenhouses. The proposed commercial solar energy facility, along with the A-1 zoning in Kendall County is consistent with Yorkville's Comprehensive Plan.

STAFF COMMENTS

Staff is seeking input from the Planning and Zoning Commission as the one-and-a-half-mile review allows for the City to make comments and requests to the petitioner and County prior to their public meetings. This review will also be brought to City Council at the January 14, 2025 meeting. This item was delivered to the City on October 25, 2024.

ATTACHMENTS

1. Application with Attachments

DEPARTMENT OF PLANNING, BUILDING & ZONING
111 West Fox Street • Room 203
Yorkville, IL • 60560
(630) 553-4141 Fax (630) 553-4179

Petition 24-27
Steve W. Jeffers on Behalf of Revolution Investments, LLC
Plat of Vacation of a Drainage and Utility Easement in Whitetail Ridge Subdivision

INTRODUCTION

A ten foot (10') drainage and utility easement presently exists between Lots 110 and 111 in Whitetail Ridge Subdivision. The Petitioner own the subject lots and would like to construct a home in the center of the combined lots.

SITE INFORMATION

PETITIONER Steve W. Jeffers on Behalf of Revolution Investments, LLC

ADDRESS 5682 and 5834 Championship Court, Yorkville (Lots 110 and 111 of Whitetail Ridge)

LOCATION Approximately 0.10 Miles Northwest of the Intersection of Clubhouse Drive and Championship Court on the South Side of Championship Court

TOWNSHIP Na-Au-Say Township

PARCEL #s 06-07-374-004 and 06-07-374-005

LOT SIZE 1.5 +/- Acres

EXISTING LAND USE Residential/Vacant

ZONING RPD-2

LRMP

Current Land Use	Vacant One-Family Residential
Future Land Use	Rural Residential (Max 0.65 Du/Acre)
Roads	Championship Court is a Township Road classified as a Local Road
Trails	None
Floodplain/ Wetlands	None

REQUESTED ACTION: Vacate a Ten Foot (10') Drainage and Utility Easement Between Lots 110 and 111

APPLICABLE REGULATIONS: Section 7.06 (Subdivision Control Ordinance)

SURROUNDING LAND USE

Location	Adjacent Land Use	Adjacent Zoning	Land Resource Management Plan	Zoning within ½ Mile
North	Single-Family Residential	RPD-2	Rural Residential (Max 0.65 DU/Acre)	N/A
South	Open Space (Golf Course)	RPD-2 SU	Open Space (Golf Course)	N/A
East	Open Space (Golf Course)	RPD-2 SU	Open Space (Golf Course)	N/A
West	Single-Family Residential	RPD-2	Rural Residential	N/A

The RPD-2 special use is for a golf course.

ACTION SUMMARY

NA-AU-SAY TOWNSHIP

Na-Au-Say Township was emailed information on August 23, 2024.

UNITED CITY OF YORKVILLE

The United City of Yorkville was emailed information on August 23, 2024.

BRISTOL-KENDALL FIRE PROTECTION DISTRICT

The Bristol-Kendall Fire Protection District was emailed information on August 23, 2024.

GENERAL

The application materials are included as Attachment 1. The plat of vacation is included as Attachment 2. The topographic information is included as Attachment 3.

On August 22, 2024, Greg Chismark sent an email stating that he had no objections to the vacation from a drainage perspective. This email is included as Attachment 4.

On August 22, 2024, a representative from the Whitetail Ridge Homeowners' Association submitted an email stating the HOA had no objections to the requested easement vacation. This email is included as Attachment 5.

As of the date of this memo, the Petitioner was still obtaining approvals from the utilities.

RECOMMENDATION
Staff recommends approval of the requested easement vacation provided that Lots 110 and 111 remain under the same ownership.

ATTACHMENTS
1. Application Materials
2. Plat of Vacation
3. Topographic Information
4. August 22, 2024, Email from WBK Engineering
5. August 22, 2024, Email from Homeowners' Association

DEPARTMENT OF PLANNING, BUILDING & ZONING
111 West Fox Street • Yorkville, IL • 60560
(630) 553-4141 Fax (630) 553-4179

APPLICATION

PROJECT NAME Revolution Investments, LLC **FILE #:**_____

NAME OF APPLICANT (Including First, Middle Initial, and Last Name)
Steve W. Jeffers

CURRENT LANDOWNER/NAME(s)
Revolution Investments, LLC

SITE INFORMATION ACRES	SITE ADDRESS OR LOCATION	ASSESSOR'S ID NUMBER (PIN)
.0695 acres	Lots 110 and 111 Championship Court, Yorkville, IL 60560	06-07-374-004 06-07-374-005

EXISTING LAND USE	CURRENT ZONING	LAND CLASSIFICATION ON LRMP
vacant residential lots	PUD	PUD

REQUESTED ACTION (Check All That Apply):

_____SPECIAL USE
___ MAP AMENDMENT (Rezone to ____)
___ VARIANCE
____ADMINISTRATIVE VARIANCE
___A-1 CONDITIONAL USE for:_____
___ SITE PLAN REVIEW
___ TEXT AMENDMENT
___ PRELIMINARY PLAT
___ RPD (___Concept; ___ Preliminary; ___ Final)
___ FINAL PLAT
___ ADMINISTRATIVE APPEAL
X OTHER PLAT (Vacation, Dedication, etc.)
___ AMENDMENT TO A SPECIAL USE (____Major; ____Minor)

[1]PRIMARY CONTACT
Attorney Daniel J. Kramer

PRIMARY CONTACT MAILING ADDRESS [redacted]

PRIMARY CONTACT EMAIL [redacted]

PRIMARY CONTACT PHONE # [redacted]

PRIMARY CONTACT FAX # [redacted]

PRIMARY CONTACT OTHER #(Cell, etc.)

[2]ENGINEER CONTACT
Eric at Todd Surveying

ENGINEER MAILING ADDRESS [redacted]

ENGINEER EMAIL [redacted]

ENGINEER PHONE # [redacted]

ENGINEER FAX #

ENGINEER OTHER # (Cell, etc.)

I UNDERSTAND THAT BY SIGNING THIS FORM, THAT THE PROPERTY IN QUESTION MAY BE VISITED BY COUNTY STAFF & BOARD/ COMMISSION MEMBERS THROUGHOUT THE PETITION PROCESS AND THAT THE PRIMARY CONTACT LISTED ABOVE WILL BE SUBJECT TO ALL CORRESPONDANCE ISSUED BY THE COUNTY.

I CERTIFY THAT THE INFORMATION AND EXHIBITS SUBMITTED ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND THAT I AM TO FILE THIS APPLICATION AND ACT ON BEHALF OF THE ABOVE SIGNATURES. **THE APPLICANT ATTESTS THAT THEY ARE FREE OF DEBT OR CURRENT ON ALL DEBTS OWED TO KENDALL COUNTY AS OF THE DATE OF THE APPLICATION.**

SIGNATURE OF APPLICANT [redacted] **DATE** August 20, 2024

FEE PAID:$_____
CHECK #:_____

[1]*Primary Contact will receive all correspondence from County*
[2]*Engineering Contact will receive all correspondence from the County's Engineering Consultants*

Date Stamp Here If Checklist Is Complete

KENDALL COUNTY
DISCLOSURE OF BENEFICIARIES FORM

1 Applicant Revolution Investments, LLC

Address [redacted]

City [redacted] State IL Zip 60541

2. Nature of Benefit Sought Landowner

3. Nature of Applicant: (Please check one)
___ Natural Person (a)
___ Corporation (b)
___ Land Trust/Trustee (c)
___ Trust/Trustee (d)
___ Partnership (e)
___ Joint Venture (f)
x Limited Liability Company

4. If applicant is an entity other than described in Section 3, briefly state the nature and characteristics of the applicant:
A Limited Liability Company that owns the land

5. If your answer to Section 3 you have checked letter b, c, d, e, or f, identify by name and address each person or entity who is a 5% shareholder in case of a corporation, a beneficiary in the case of a trust or land trust, a joint venture in the case of a joint venture, or who otherwise has proprietary interest, interest in profits and losses or right to control such entity:

NAME	ADDRESS	INTEREST
Stephen Jeffers	[redacted]	50%
Angela Jeffers		50%

6. Name, address, and capacity of person making this disclosure on behalf of the applicant:
Dnaiel J. Kramer, Attorney for Applicant [redacted]

VERIFICATION

I, Colleen Hanson, being first duly sworn under oath that I am the person making this disclosure on behalf of the applicant, that I am duly authorized to make the disclosure, that I have read the above and foregoing Disclosure of Beneficiaries, and that the statements contained therein are true in both substance and fact.

Subscribed and sworn to before me this 21st day of August A.D. 2024

(seal) [redacted]
Notary Public

"OFFICIAL SEAL"
COLLEEN T HANSON
NOTARY PUBLIC, STATE OF ILLINOIS
COMMISSION NO. 979188
MY COMMISSION EXPIRES 10/6/2027

Office of the Secretary of State
ilsos.gov

Business Entity Search

Entity Information

Entity Name	REVOLUTION INVESTMENTS LLC		
Principal Address	8942 WILCOX CT NEWARK,IL 605419119		
File Number	11613802	**Status**	ACTIVE on 02-07-2024
Entity Type	LLC	**Type of LLC**	Domestic
Org. Date/Admission Date	03-23-2022	**Jurisdiction**	IL
Duration	PERPETUAL		
Annual Report Filing Date	02-07-2024	**Annual Report Year**	2024
Agent Information	ANGIE JEFFERS [redacted]	**Agent Change Date**	03-23-2022

Services and More Information

Choose a tab below to view services available to this business and more information about this business.

Managers	↑ Address
JEFFERS, ANGELA	[redacted]
JEFFERS, STEPHEN	

Showing 1 to 2 of 2 entries

Previous 1 Next

WHEATLAND
TITLE COMPANY

5/1/2024 12:01PM
Commitment for Title Insurance
[2021 v. 01.00 (07-01-2021)]

ALTA COMMITMENT FOR TITLE INSURANCE
issued by
Fidelity National Title Insurance Company

NOTICE

IMPORTANT—READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I—Requirements; Schedule B, Part II—Exceptions; and the Commitment Conditions, Fidelity National Title Insurance Company (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Amount of Insurance and the name of the Proposed Insured.

If all of the Schedule B, Part I—Requirements have not been met within 6 months after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.

Law Offices of Daniel J. Kramer

By [redacted]
Authorized Signatory

This page is only a part of a 2021 ALTA Commitment for Title Insurance issued by Fidelity National Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; and Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.
Registered Agent: Law Offices of Daniel J. Kramer [redacted]

WHEATLAND
TITLE COMPANY

5/1/2024 12:01PM
Commitment for Title Insurance
[2021 v. 01.00 (07-01-2021)]

Transaction Identification Data, for which the Company assumes no liability as set forth in Commitment Condition 5.e.:

ORIGINATING OFFICE:	FOR SETTLEMENT INQUIRIES, CONTACT:
Wheatland Title Company 105 W. Veterans Parkway Yorkville, IL 60560 Main Phone: (630) 892-2323 Email: closings@wheatlandtitle.com	Wheatland Title Company 105 W. Veteran's Parkway Yorkville, IL 60560 Main Phone: 630-892-2323 x 9989 Email: closings@wheatlandtitle.com

Name & Address of Title Insurance Agent: Law Offices of Daniel J. Kramer [redacted]

Issuing Office File Number: WTC-HC-2024KL-11233
Property Address: 5834 & 5862 Championship Court, Yorkville, IL 60560

SCHEDULE A

1. Commitment Date: April 25, 2024

2. Policy to be issued:
   a. 2021 ALTA® Owner's Policy
      Proposed Insured: Revolution Investments, LLC
      Proposed Amount of Insurance: $110,000.00
      The estate or interest to be insured: FEE SIMPLE

   b. 2021 ALTA® Lender's Policy
      Proposed Insured:
      Proposed Amount of Insurance:
      The estate or interest to be insured: FEE SIMPLE

3. The estate or interest in the Land at the Commitment Date is:

   FEE SIMPLE

4. The Title is, at the Commitment Date, vested in:

   Whitetail Developments, LLC

5. The Land is described as follows:

   See Exhibit A Attached

Fidelity National Title Insurance Company

Law Offices of Daniel J. Kramer [redacted]

By [redacted]
Authorized Signatory

This page is only a part of a 2021 ALTA Commitment for Title Insurance issued by Fidelity National Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; and Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.
Registered Agent: Law Offices of Daniel J. Kramer [redacted]

WHEATLAND
TITLE COMPANY

Exhibit A

LOTS 110 AND 111 OF WHITETAIL RIDGE SUBDIVISION OF PART OF SECTION 12, TOWNSHIP 36 NORTH, RANGE 7, PART OF SECTION 7, TOWNSHIP 36 NORTH, RANGE 8, AND PART OF THE FORMER WAISH-KEE-SHAW RESERVATION IN KENDALL AND NA-AU-SAY TOWNSHIPS, KENDALL COUNTY, ILLINOIS.

END OF SCHEDULE A

WHEATLAND
TITLE COMPANY

SCHEDULE B, PART I—Requirements

All of the following Requirements must be met:

1. The Proposed Insured must notify the Company in writing of the name of any party not referred to in this Commitment who will obtain an interest in the Land or who will make a loan on the Land. The Company may then make additional Requirements or Exceptions.
2. Pay the agreed amount for the estate or interest to be insured.
3. Pay the premiums, fees, and charges for the Policy to the Company.
4. Documents satisfactory to the Company that convey the Title or create the Mortgage to be insured, or both, must be properly authorized, executed, delivered, and recorded in the Public Records.
5. Notice: Please be aware that due to the conflict between federal and state laws concerning the cultivation, distribution, manufacture or sale of marijuana, the company is not able to close or insure any transaction involving Land that is associated with these activities.
6. The "Good Funds" section of the Title Insurance Act (215 ILCS 155/26) is effective January 1, 2010. This Act places limitations upon our ability to accept certain types of deposits into escrow. Please contact your local Title office regarding the application of this new law to your transaction.
7. Effective June 1, 2009, pursuant to Public Act 95-988, satisfactory evidence of identification must be presented for the notarization of any and all documents notarized by an Illinois notary public. Satisfactory identification documents are documents that are valid at the time of the notarial act; are issued by a state or federal government agency; bear the photographic image of the individual's face; and bear the individual's signature.
8. The Proposed Policy Amount(s) must be increased to the full value of the estate or interest being insured, and any additional premium must be paid at that time. An Owner's Policy should reflect the purchase price or full value of the Land. A Loan Policy should reflect the loan amount or value of the property as collateral. Proposed Policy Amount(s) will be revised and premiums charged consistent therewith when the final amounts are approved.
9. We should be furnished a properly executed ALTA statement and, unless the land insured is a condominium unit, a survey if available. Matters disclosed by the above documentation will be shown specifically.
10. Satisfy requirements for final utilities and any transfer stamps pursuant to the requirements set forth by municipality for which the subject property lies.
11. The company should be provided a statement from the borrower(s) relative to any mortgage shown on Schedule B disclosing whether the borrower(s) have entered into any forbearance or loan modification agreement with the lender relative to delayed or past postponed payments or other restructuring of the debt secured by the mortgage.
12. Any recorded lien shown in Schedule B-2 will appear as an exception in the policy unless a sufficient release of said lien is recorded in the county where the subject premises is located.

WHEATLAND
TITLE COMPANY

13. We should be furnished (A) a certification from the Illinois Secretary of State that Whitetail Developments, LLC has properly filed its articles of organization; (B) a copy of the articles of organization together with any amendments thereto; (C) a copy of the operating agreement together with any amendments thereto; (D) a list of incumbent managers or a roster of current members if managers have not been appointed; and (E) a certification that no event of dissolution has occurred.

    In the event of a sale of all or substantially all of the assets of said limited liability company, we should be furnished a copy of the resolution adopted by the members of said limited liability company authorizing the sale and the execution and delivery of the anticipated deed. This commitment is subject to such additional requirements and/or exceptions as may be deemed necessary upon our review of these exhibits.

14. Upon any conveyance or mortgage of the land, a statement from the Secretary of the Board of Managers that there are no unpaid assessment liens arising by reason of the nonpayment of assessments should be furnished.

END OF SCHEDULE B, Part I

WHEATLAND
TITLE COMPANY

SCHEDULE B, PART II—Exceptions

Some historical land records contain Discriminatory Covenants that are illegal and unenforceable by law. This Commitment and the Policy treat any Discriminatory Covenant in a document referenced in Schedule B as if each Discriminatory Covenant is redacted, repudiated, removed, and not republished or recirculated. Only the remaining provisions of the document will be excepted from coverage.

The Policy will not insure against loss or damage resulting from the terms and conditions of any lease or easement identified in Schedule A, and will include the following Exceptions unless cleared to the satisfaction of the Company:

1. Rights or claims of parties in possession not shown by the Public Records.

2. The effect on the Title of an encumbrance, violation, variation, adverse circumstance, boundary line overlap, or encroachment (including an encroachment of an improvement across the boundary lines of the Land), but only if the encumbrance, violation, variation, adverse circumstance, boundary line overlap, or encroachment would have been disclosed by an accurate and complete land title survey of the Land.

3. Easements, or claims of easements, not shown by the Public Records.

4. Any lien, or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the Public Records.

5. Taxes or special assessments which are not shown as existing liens by the Public Records.

6. Loss or damage by reason of there being recorded in the Public Records, any deeds, mortgages, lis pendens, liens or other title encumbrances subsequent to the Commitment date and prior to the effective date of the final Policy.

WHEATLAND
TITLE COMPANY

SCHEDULE B, PART II, CONTINUED

7. Taxes and assessments for the year 2023 and all subsequent years are a lien but not yet due and payable.

8. Tax Year: 2022

   Tax ID #: 06-07-374-005
   Taxes Assessed in the Name of: Whitetail Development LLC
   18 Stonehill Rd
   Oswego, IL 60543
   Total Annual Tax: $1.26
   First Installment Amount: $0.63
   First Installment Status: Paid
   Second Installment Amount: $0.63
   Second Installment Status: Paid

   Note: Property is subject to a Special Assessment.

   Tax Year: 2022

   Tax ID #: 06-07-374-004
   Taxes Assessed in the Name of: Whitetail Development LLC
   18 Stonehill Rd
   Oswego, IL 60543
   Total Annual Tax: $1.26
   First Installment Amount: $0.63
   First Installment Status: Paid
   Second Installment Amount: $0.63
   Second Installment Status: Paid

   Note: Property is subject to a Special Assessment.

9. Intentionally Left Blank

10. Building setback line of 30 feet from the northwesterly lot line, 10 feet from the northeasterly and southwesterly lot line, and 50 feet from the southeasterly lot line as shown on the Plat of Subdivision recorded June 9, 2005 as Document No. 200500015985.

11. Easement for public utilities and drainage over and across the northwesterly 15 feet, northeasterly and southwesterly 5 feet, and southeasterly 10 feet of subject property as shown on the Plat of Subdivision recorded June 9, 2005 as Document No. 200500015985.

12. Easement for golf course over and across the southeasterly 40 feet of subject property as shown on the Plat of Subdivision recorded June 9, 2005 as Document No. 200500015985.

WHEATLAND
TITLE COMPANY

13. Building Lines and Easements as shown on the Plat of Subdivision recorded June 9, 2005 as Document No. 200500015985; Document No. 200500015985.

14. Covenants, conditions, restrictions and easements contained in Declaration of Protective Covenants for Whitetail Ridge Homeowners Association, recorded on June 9, 2005 as Document No. 200500015992; Document No. 200500015992.

    Note: See document copy for particulars.

15. Amendment to Declaration of Protective Covenants for Whitetail Ridge Subdivision Homeowners' Association recorded September 16, 2020 as Document Number 202000017966

    Note: See document copy for particulars.

16. Terms and conditions contained in By-Laws for Whitetail Ridge Subdivision Homeowners' Association recorded July 1, 2011 as Document No. 201100010720 in the Kendall County Recorder's Office.

17. Terms and conditions contained in Consent to Creation of Special Service Tax Area dated March 16, 2005 and recorded June 9, 2005 as Document No. 200500015986 made by Whitetail Development, LLC recorded in the Kendall County Recorder's Office.

18. Terms and conditions contained in an Ordinance establishing a back-up Special Tax Service Area Number 2005-32 for Whitetail Ridge Subdivision recorded June 9, 2005 as Document No. 200500015987 recorded in the Kendall County Recorder's Office.

19. Terms and conditions contained in an Ordinance Establishing a back-up Special Tax Service Area Number 2005-33 recorded June 9, 2005 as Document No. 200500015988 made by the County of Kendall, recorded in the Kendall County Recorder's Office.

20. Terms and conditions contained in an Ordinance Establishing Back Up Special Tax Service Area 2005-30 recorded June 9, 2005 in Document No. 200500015990 made by County of Kendall, recorded in the Kendall County Recorder's Office.

21. Terms and conditions contained in an Ordinance enabling creation of Special Service Area 2005-31 recorded June 9, 2005 in Document No. 200500015991 made by County of Kendall, recorded in the Kendall County Recorder's Office.

22. Terms and conditions contained in a Grant of Conservation Easement dated May 16, 2005 and recorded June 9, 2005 as Document No. 200500015993 made by Whitetail Development, LLC to Whitetail Ridge Homeowners Association LLC recorded in the Kendall County Recorder's Office.

WHEATLAND
TITLE COMPANY

23. Terms, conditions and provisions contained in Grant of Conservation Easement dated May 16, 2005 and recorded June 9, 2005 in Document No. 200500015994 made by Whitetail Development, LLC to Whitetail Ridge Golf Club, LLC recorded in the Kendall County Recorder's Office.

24. Rights of the public, the State of Illinois, the County, the Township and the Municipality in and to that part of the land, if any, taken or used for road purposes.

25. Rights of way for drainage ditches, tiles, feeders and laterals, if any.

END OF SCHEDULE B, Part II

WHEATLAND
TITLE COMPANY

COMMITMENT CONDITIONS

1. DEFINITIONS
   a. "Discriminatory Covenant": Any covenant, condition, restriction, or limitation that is unenforceable under applicable law because it illegally discriminates against a class of individuals based on personal characteristics such as race, color, religion, sex, sexual orientation, gender identity, familial status, disability, national origin, or other legally protected class.
   b. "Knowledge" or "Known": Actual knowledge or actual notice, but not constructive notice imparted by the Public Records.
   c. "Land": The land described in Item 5 of Schedule A and improvements located on that land that by State law constitute real property. The term "Land" does not include any property beyond that described in Schedule A, nor any right, title, interest, estate, or easement in any abutting street, road, avenue, alley, lane, right-of-way, body of water, or waterway, but does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.
   d. "Mortgage": A mortgage, deed of trust, trust deed, security deed, or other real property security instrument, including one evidenced by electronic means authorized by law.
   e. "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.
   f. "Proposed Amount of Insurance": Each dollar amount specified in Schedule A as the Proposed Amount of Insurance of each Policy to be issued pursuant to this Commitment.
   g. "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.
   h. "Public Records": The recording or filing system established under State statutes in effect at the Commitment Date under which a document must be recorded or filed to impart constructive notice of matters relating to the Title to a purchaser for value without Knowledge. The term "Public Records" does not include any other recording or filing system, including any pertaining to environmental remediation or protection, planning, permitting, zoning, licensing, building, health, public safety, or national security matters.
   i. "State": The state or commonwealth of the United States within whose exterior boundaries the Land is located. The term "State" also includes the District of Columbia, the Commonwealth of Puerto Rico, the U.S. Virgin Islands, and Guam.
   j. "Title": The estate or interest in the Land identified in Item 3 of Schedule A.

2. If all of the Schedule B, Part I—Requirements have not been met within the time period specified in the Commitment to Issue Policy, this Commitment terminates and the Company's liability and obligation end.

3. The Company's liability and obligation is limited by and this Commitment is not valid without:
   a. the Notice;
   b. the Commitment to Issue Policy;
   c. the Commitment Conditions;
   d. Schedule A;
   e. Schedule B, Part I—Requirements; and
   f. Schedule B, Part II—Exceptions; and
   g. a counter-signature by the Company or its issuing agent that may be in electronic form.

4. COMPANY'S RIGHT TO AMEND
   The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company is not liable for any other amendment to this Commitment.

WHEATLAND
TITLE COMPANY

5. LIMITATIONS OF LIABILITY
   a. The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:
      i. comply with the Schedule B, Part I—Requirements;
      ii. eliminate, with the Company's written consent, any Schedule B, Part II—Exceptions; or
      iii. acquire the Title or create the Mortgage covered by this Commitment.
   b. The Company is not liable under Commitment Condition 5.a. if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.
   c. The Company is only liable under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.
   d. The Company's liability does not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Condition 5.a. or the Proposed Amount of Insurance.
   e. The Company is not liable for the content of the Transaction Identification Data, if any.
   f. The Company is not obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I—Requirements have been met to the satisfaction of the Company.
   g. The Company's liability is further limited by the terms and provisions of the Policy to be issued to the Proposed Insured.

6. LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT; CHOICE OF LAW AND CHOICE OF FORUM
   a. Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.
   b. Any claim must be based in contract under the State law of the State where the Land is located and is restricted to the terms and provisions of this Commitment. Any litigation or other proceeding brought by the Proposed Insured against the Company must be filed only in a State or federal court having jurisdiction.
   c. This Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.
   d. The deletion or modification of any Schedule B, Part II—Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.
   e. Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.
   f. When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. IF THIS COMMITMENT IS ISSUED BY AN ISSUING AGENT
   The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for closing, settlement, escrow, or any other purpose.

8. PRO-FORMA POLICY
   The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

WHEATLAND
TITLE COMPANY

9. CLAIMS PROCEDURES
This Commitment incorporates by reference all Conditions for making a claim in the Policy to be issued to the Proposed Insured. Commitment Condition 9 does not modify the limitations of liability in Commitment Conditions 5 and 6.

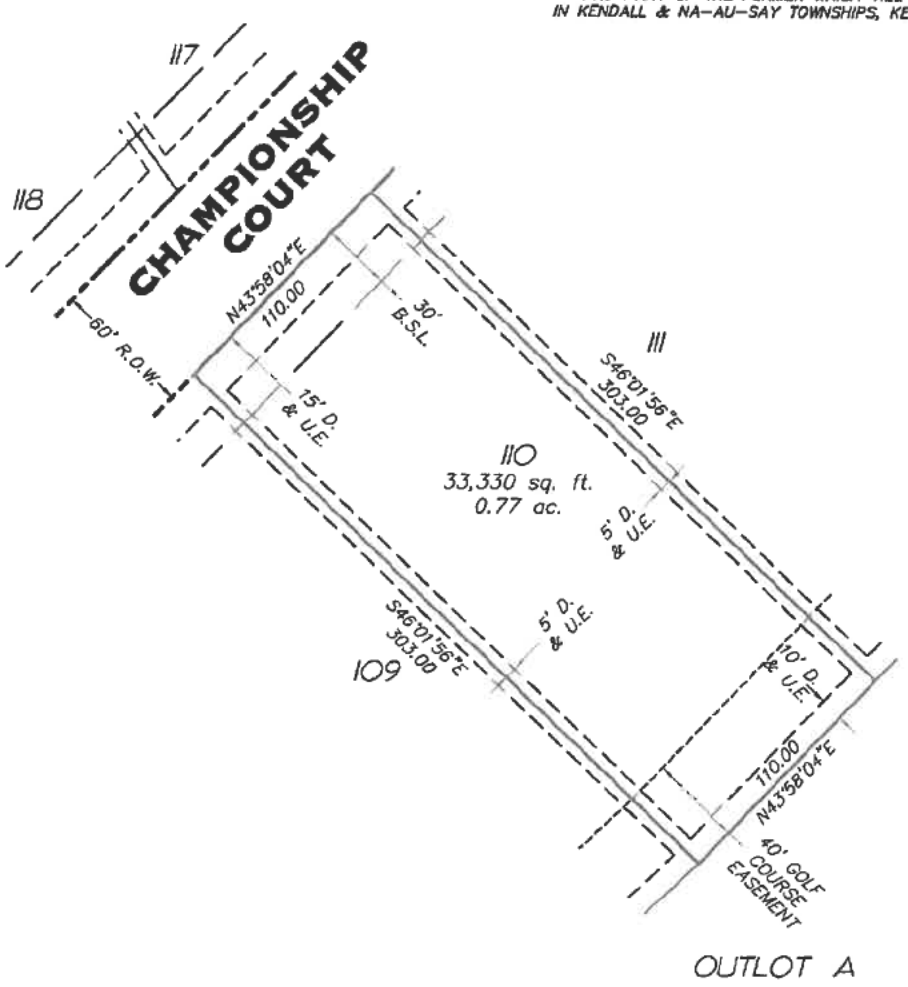
10. CLASS ACTION
ALL CLAIMS AND DISPUTES ARISING OUT OF OR RELATING TO THIS COMMITMENT, INCLUDING ANY SERVICE OR OTHER MATTER IN CONNECTION WITH ISSUING THIS COMMITMENT, ANY BREACH OF A COMMITMENT PROVISION, OR ANY OTHER CLAIM OR DISPUTE ARISING OUT OF OR RELATING TO THE TRANSACTION GIVING RISE TO THIS COMMITMENT, MUST BE BROUGHT IN AN INDIVIDUAL CAPACITY. NO PARTY MAY SERVE AS PLAINTIFF, CLASS MEMBER, OR PARTICIPANT IN ANY CLASS OR REPRESENTATIVE PROCEEDING. ANY POLICY ISSUED PURSUANT TO THIS COMMITMENT WILL CONTAIN A CLASS ACTION CONDITION.

11. ARBITRATION
The Policy contains an arbitration clause. All arbitrable matters when the Proposed Amount of Insurance is $2,000,000 or less may be arbitrated at the election of either the Company or the Proposed Insured as the exclusive remedy of the parties. A Proposed Insured may review a copy of the arbitration rules at http://www.alta.org/arbitration.

PLAT OF SURVEY

LOT 110 OF WHITETAIL RIDGE SUBDIVISION
ACCORDING TO THE PLAT THEREOF RECORDED JUNE 8, 2005 AS DOCUMENT NUMBER 200500015985, BEING A SUBDIVISION OF PART OF SECTION 12-36-7, PART OF SECTION 7-36-8, AND PART OF THE FORMER WAISH-KEE-SHAW RESERVATION, IN KENDALL & NA-AU-SAY TOWNSHIPS, KENDALL COUNTY, ILLINOIS

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/ENVIRONMENTAL ENGINEERING AND SURVEYING



ADDITIONAL NOTE:
Side yard building set back lines are 10' or 10% of the distance between side lot lines at the building setback line, as determined by the Kendall County Planning, Building and Zoning Department, whichever is greater.

STATE OF ILLINOIS)
) S.S
COUNTY OF KENDALL)

This is to certify that we have surveyed the premises above described, and that the plat hereon is a representation of the said survey.

Dated at Yorkville, Kendall County, Illinois, July 14, A.D. 2005.

Smith Engineering Consultants, Inc.

Illinois Professional Land Surveyor No. 3359
License Expiration 11/30/06

D.E. = PUBLIC DRAINAGE EASEMENT
L.E. = LANDSCAPE EASEMENT
M.E. = MAINTENANCE AND CONSTRUCTION EASEMENT
S.E. = SIDEWALK EASEMENT
U.E. = PUBLIC UTILITY EASEMENT
B.S.L. = BUILDING SETBACK LINE

NOTE:
5/8" STEEL REBAR TO BE SET AT ALL LOT CORNERS UNLESS OTHERWISE NOTED PER RECORDED PLAT OF SUBDIVISION.

NOTE: Only those Building Line Restrictions or Easements shown on a Recorded Subdivision Plat are shown hereon unless the description ordered to be surveyed contains a proper description of the required building lines or easements.
* Basis of bearings: Geodetic North [Recorded Whitetail Ridge Plat of Subdivision]
* No distance should be assumed by scaling.
* No underground improvements have been located unless shown and noted.
* No representation as to ownership, use, or possession should be hereon implied.
* This Survey and Plat of Survey are void without original embossed or red colored seal and signature affixed.
* Field work completed: Under construction at time of survey.
* This professional service conforms to the current Illinois minimum standards for a boundary survey and was performed for:

Whitetail LLC

Compare your description and site markings with this plat and AT ONCE report any discrepancies which you may find.

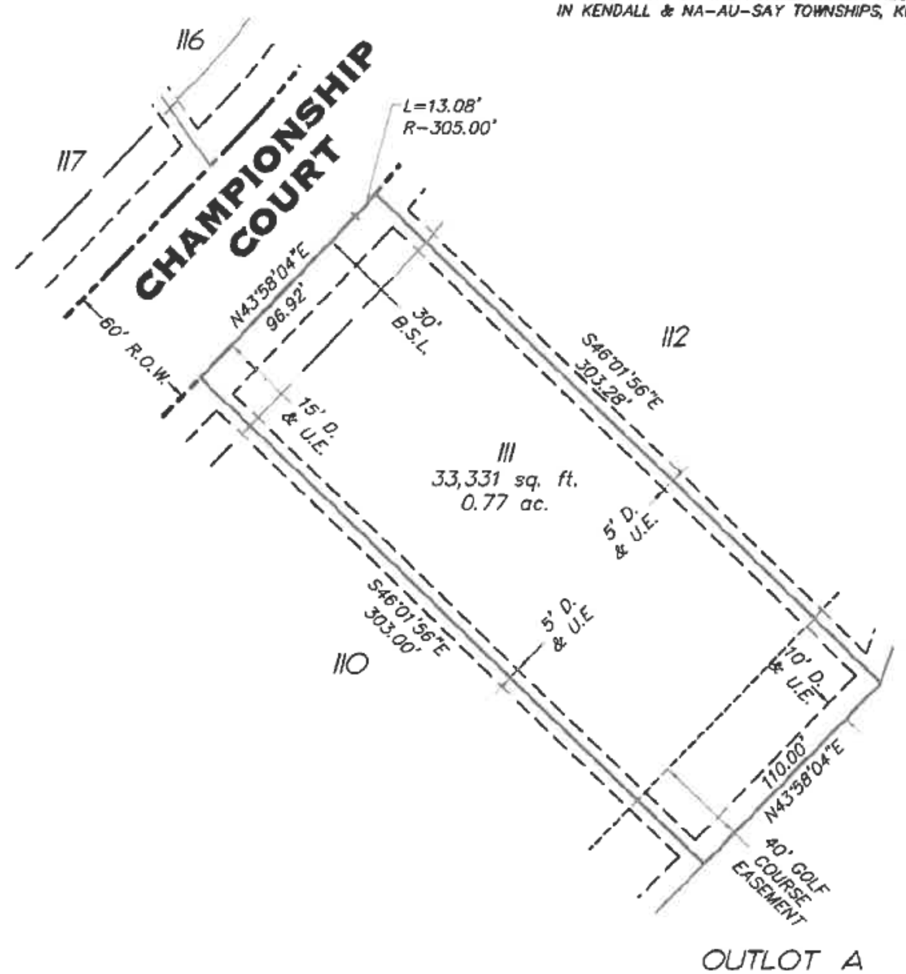
LOT 110 OF WHITETAIL RIDGE SUBDIVISION, KENDALL COUNTY, ILLINOIS

	DRAWN BY: NTD	DATE: 7/14/05	PROJECT NO. 040038.08	
	CHECKED BY: CLD	HORZ. SCALE: 1"=50'	SHEET NO. 1	
		VERT. SCALE: N/A		

PLAT OF SURVEY

LOT 111 OF WHITETAIL RIDGE SUBDIVISION
ACCORDING TO THE PLAT THEREOF RECORDED JUNE 8, 2005 AS DOCUMENT NUMBER 200500015985, BEING A SUBDIVISION OF PART OF SECTION 12-36-7, PART OF SECTION 7-36-8, AND PART OF THE FORMER WAISH-KEE-SHAW RESERVATION, IN KENDALL & NA-AU-SAY TOWNSHIPS, KENDALL COUNTY, ILLINOIS

SMITH ENGINEERING CONSULTANTS, INC.



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STATE OF ILLINOIS)
) S.S
COUNTY OF KENDALL)

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Illinois Professional Land Surveyor No. 3359
License Expiration 11/30/06

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Whitetail LLC

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D.E. = PUBLIC DRAINAGE EASEMENT
L.E. = LANDSCAPE EASEMENT
M.E. = MAINTENANCE AND CONSTRUCTION EASEMENT
S.E. = SIDEWALK EASEMENT
U.E. = PUBLIC UTILITY EASEMENT
B.S.L. = BUILDING SETBACK LINE

NOTE:
5/8" STEEL REBAR TO BE SET AT ALL LOT CORNERS UNLESS OTHERWISE NOTED PER RECORDED PLAT OF SUBDIVISION.

LOT 111 OF WHITETAIL RIDGE SUBDIVISION, KENDALL COUNTY, ILLINOIS

← BACK

|revolution investments **Results: 8**

Document No	Document Type	Recorded Date	Party1	Party2	Legals
P202400006...	PTAX	6/18/2024 1...	WHITETAIL ...	REVOLUTIO...	Sub: WHITET...
2024000068...	WARRANTY ...	6/18/2024 1...	WHITETAIL ...	REVOLUTIO...	Sub: WHITET...

202400006856
6/18/2024 12:37:41 PM
WARRANTY DEED
Purchase more information and the image for this document

Parties
Party 1:
WHITETAIL DEVELOPMENT LLC
Party 2:
REVOLUTION INVESTMENTS LLC

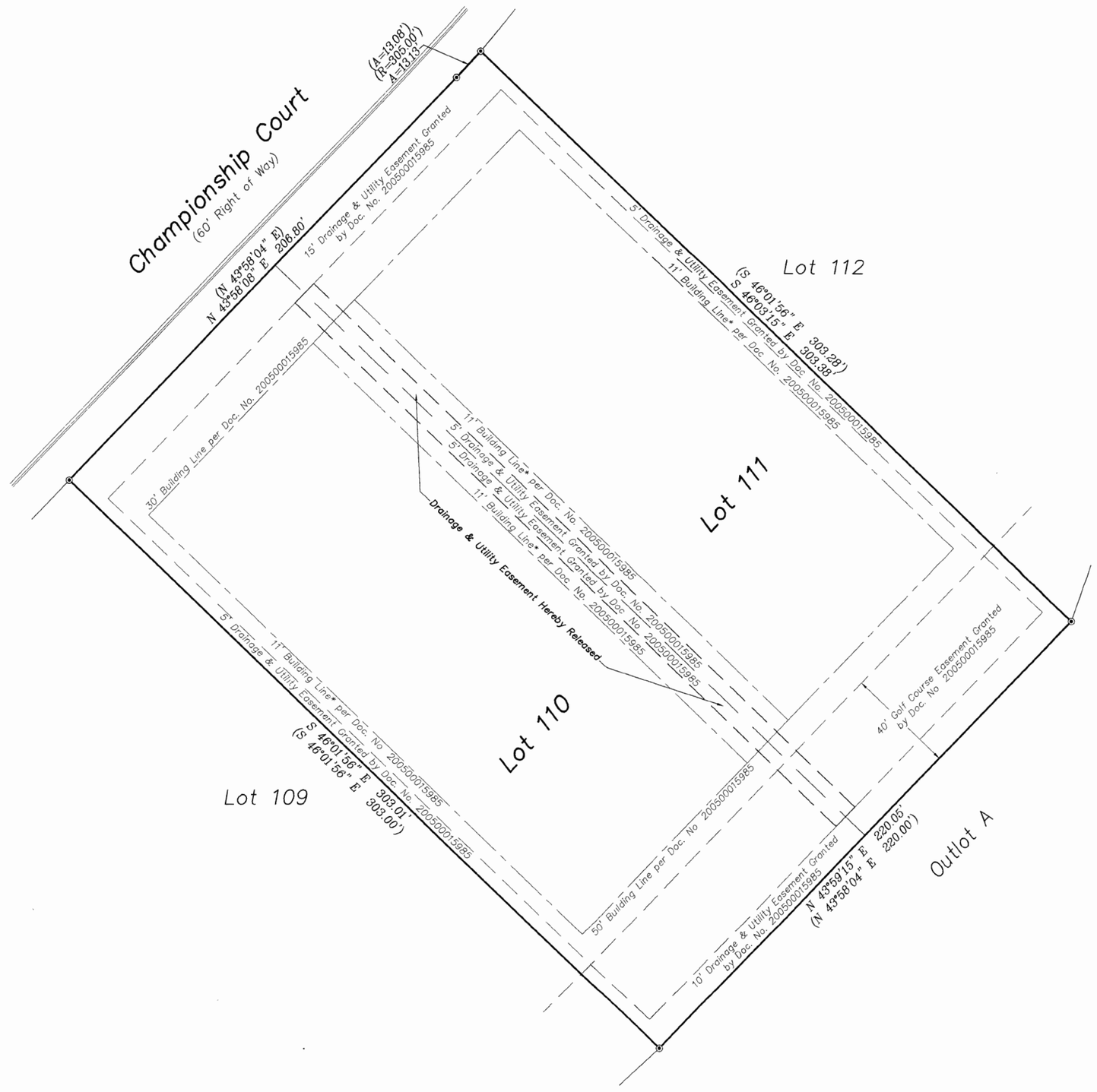
Legals
WHITETAIL RIDGE L: 110
WHITETAIL RIDGE L: 111

Additional

P202400002...	PTAX	3/7/2024 12:...	WIENCKOW...	REVOLUTIO...	Sub: WHITET...
2024000024...	WARRANTY ...	3/7/2024 12:...	WIENCKOW...	REVOLUTIO...	Sub: WHITET...
2023000015...	WARRANTY ...	2/14/2023 8:...	CAK INVEST...	REVOLUTIO...	Sub: 181 WO...
2022000085...	ASSIGNMEN...	5/16/2022 1...	REVOLUTIO...	BUSEY BANK	Sub: 181 WO...
2022000085...	MORTGAGE	5/16/2022 1...	REVOLUTIO...	BUSEY BANK	
2022000085...	WARRANTY ...	5/16/2022 1...	CAK INVEST...	REVOLUTIO...	

Contact FAQ

PLAT OF EASEMENT RELEASE
PART OF LOTS 110 AND 111 WHITETAIL RIDGE
KENDALL & NA-AU-SAY TOWNSHIPS KENDALL COUNTY ILLINOIS



Scale: 1" = 30'

PROPERTY LOCATION:

PIN: 06-07-374-004
06-07-374-005

5834 & 5862 CHAMPIONSHIP COURT
YORKVILLE, ILLINOIS 60560

SURVEYOR'S NOTE:

* 10% OF LOT WIDTH

COMMONWEALTH EDISON COMPANY

THE RELEASE OF THE EASEMENTS SHOWN HEREON ARE APPROVED AND ACCEPTED,

THIS _____ DAY OF _____, A.D. 20____.

BY: _____
SIGNATURE

BY: _____
PRINT NAME

TITLE: _____

AT&T

THE RELEASE OF THE EASEMENTS SHOWN HEREON ARE APPROVED AND ACCEPTED,

THIS _____ DAY OF _____, A.D. 20____.

BY: _____
SIGNATURE

BY: _____
PRINT NAME

TITLE: _____

COMCAST

THE RELEASE OF THE EASEMENTS SHOWN HEREON ARE APPROVED AND ACCEPTED,

THIS _____ DAY OF _____, A.D. 20____.

BY: _____
SIGNATURE

BY: _____
PRINT NAME

TITLE: _____

NICOR

THE RELEASE OF THE EASEMENTS SHOWN HEREON ARE APPROVED AND ACCEPTED,

THIS _____ DAY OF _____, A.D. 20____.

BY: _____
SIGNATURE

BY: _____
PRINT NAME

TITLE: _____

**SURVEYOR'S NOTE:
SIDEYARD SETBACK LINES ARE 10' OR 10% OF WIDTH PER DETAIL ON WHITETAIL RIDGE SUBDIVISION PLAT.

LEGAL DESCRIPTION OF EASEMENT TO BE RELEASED:

THE SOUTHWESTERLY 5.0 FEET OF LOT 111 (EXCEPT THE SOUTHEASTERLY 10.0 FEET AND THE NORTHWESTERLY 15.0 FEET THEREOF) AND THE NORTHEASTERLY 5.0 FEET OF LOT 110 (EXCEPT THE SOUTHEASTERLY 10.0 FEET AND THE NORTHWESTERLY 15.0 FEET THEREOF) ALL IN WHITETAIL RIDGE SUBDIVISION, BEING A SUBDIVISION OF PART OF SECTION 12, TOWNSHIP 36 NORTH, RANGE 7, PART OF SECTION 7, TOWNSHIP 36, RANGE 8, AND PART OF THE FORMER WAISH-KEE-SHAW RESERVATION, IN KENDALL AND NA-AU-SAY TOWNSHIPS, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 9, 2005 AS DOCUMENT NO. 200500015985, IN KENDALL COUNTY, ILLINOIS.

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

WE, CORNERSTONE SURVEYING, P.C., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYOR CORPORATION NO. 184.006522, DO HEREBY STATE THAT WE HAVE PREPARED THIS PLAT OF EASEMENT RELEASE FOR THE PROPERTY DESCRIBED HEREON.

DATED AT YORKVILLE, ILLINOIS ON JULY 31, 2024.

_____
ERIC POKORNY P.L.S. NO. [redacted]

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

THIS IS TO CERTIFY THAT WE, _____ AND _____ ARE THE OWNERS OF THE PROPERTY DESCRIBED HEREON, AND DO WILLINGLY ACCEPT AND APPROVE THE EASEMENT RELEASE DESCRIBED HEREON.

DATED AT _____, ILLINOIS

THIS _____ DAY OF _____, A.D. 20____.

_____
(OWNER'S NAME)

_____
(OWNER'S NAME)

NOTARY'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

I, _____, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, TO HEREBY CERTIFY THAT _____ AND _____, WHO ARE PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING OWNER'S CERTIFICATE, APPEARED BEFORE ME THIS DAY, IN PERSON, AND ACKNOWLEDGED THE EXECUTION OF THE ANNEXED PLAT AND ACCOMPANYING INSTRUMENTS FOR USES AND PURPOSES THEREIN SET FORTH AS THEIR FREE AND VOLUNTARY ACT.

GIVEN UNDER MY HAND AND NOTARIAL SEAL,

THIS _____ DAY OF _____, A.D. 20 _____.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES _____.

COUNTY BOARD CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF KENDALL)

APPROVED BY THE COUNTY BOARD OF KENDALL COUNTY, ILLINOIS,

ON THIS _____ DAY OF _____, A.D. 20_____.

_____
CHAIRMAN OF COUNTY BOARD

_____
COUNTY CLERK

COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF KENDALL)

THIS INSTRUMENT NO. _____ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF KENDALL COUNTY, ILLINOIS, AFORESAID,

ON THIS _____ DAY OF _____,

A.D. 20____, AT _____ O'CLOCK ____.M.

_____
KENDALL COUNTY RECORDER

Legend

○=Found 3/4" Dia. Iron Pipe
◉=Found 1/2" Dia. Iron Rod
⊘=Found 5/8" Dia. Iron Rod
(XX.XX')= Record Distance
XX.XX'= Measured Distance
N= North E= East
S= South W= West
R= Radius A= Arc Length
-X-X-X- = Fence
[ ] = Concrete/Asphalt

Michel C. Ensalaco, P.L.S. [redacted] Exp. 11/30/2024
Eric C. Pokorny, P.L.S. [redacted] Exp. 11/30/2024

TODD SURVEYING
Professional Land Surveying Services
"Cornerstone Surveying PC"
759 John Street, Suite D
Yorkville, IL 60560
Phone: 630-892-1309

Survey is only valid if original seal is shown in red.

Client:	Revolution Builders
Book #: sheets	Drawn By: JG, JJH / Plat #: 7249
Reference:	
Field Work Completed:	7/19/2024
Rev. Date	Rev. Description
Project Number:	2024-0533 Release

Topographic Exhibit

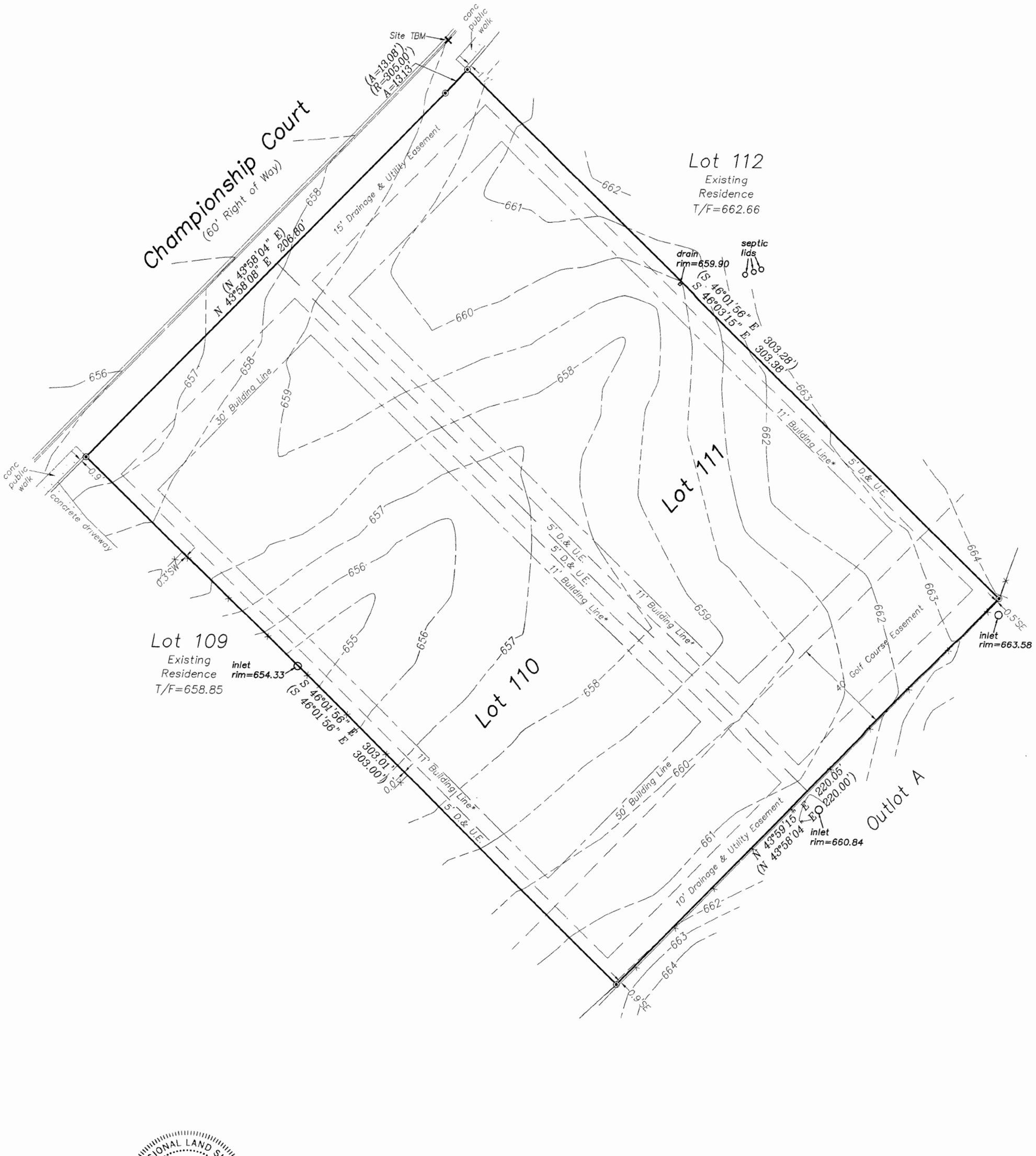
LOTS 110 AND 111 OF WHITETAIL RIDGE SUBDIVISION, A SUBDIVISION OF PART OF SECTION 12, TOWNSHIP 36, RANGE 7, PART OF SECTION 7, TOWNSHIP 36, RANGE 8, AND PART OF THE FORMER WAISH-KEE-SHAW RESERVATION, IN KENDALL AND NA-AU-SAY TOWNSHIPS, KENDALL COUNTY, ILLINOIS.

COMMONLY KNOWN AS: 5862 & 5834 CHAMPIONSHIP COURT, YORKVILLE, ILLINOIS.

PROPERTY CONTAINS: 1.53 ACRES / 66,667.6 SQUARE FEET, MORE OR LESS

SURVEYOR'S NOTE:

* 10% OF LOT WIDTH



PREPARED ON JULY 25, 2024 BY:

[redacted]

ERIC C. POKORNY
I.P.L.S. NO. [redacted]

PROFESSIONAL LAND SURVEYOR
ERIC C. POKORNY [redacted]
YORKVILLE, IL
STATE OF ILLINOIS

Scale: 1" = 30'

⊙=Found 5/8" Dia. Iron Rod
(XX.XX')= Record Distance
XX.XX'= Measured Distance
N= North E= East
S= South W= West
R= Radius A= Arc Length
-X-X-X- = Fence
[ ] = Concrete/Asphalt
D.&U.E.= Drainage & Utility Easement

Michel C. Ensalaco, P.L.S. [redacted] Exp. 11/30/2024
Eric C. Pokorny, P.L.S. [redacted] Exp. 11/30/2024

TODD SURVEYING
Professional Land Surveying Services
"Cornerstone Surveying PC"
759 John Street, Suite D
Yorkville, IL 60560
Phone: 630-892-1309

Survey is only valid if original seal is shown in red.

Client: Revolution Builders
Book #: sheets | Drawn By: JG.JJH | Plot #: 7249
Reference:
Field Work Completed: 7/19/2024

Rev. Date	Rev. Description

Project Number: 2024-0533

Matt Asselmeier

From: Greg Chismark <gchismark@bodwegroup.com>
Sent: Thursday, August 22, 2024 7:06 AM
To: Matt Asselmeier
Subject: [External]RE: Kendall County Petition 24-27

Matt,
I have no concerns. I checked the original subdivision plans and see no utilities. Drainage patterns should remain unaffected. Let me know if you want something more than this e-mail.
Greg

Greg Chismark, PE
Mobile 847-344-5619 | Office 630-338-8527 | gchismark@bodwegroup.com

From: Matt Asselmeier <masselmeier@kendallcountyil.gov>
Sent: Wednesday, August 21, 2024 1:08 PM
To: Greg Chismark <gchismark@bodwegroup.com>
Subject: Kendall County Petition 24-27

Greg:

The County received a request to vacated the public utility and drainage easement between lots 110 and 111 in Whitetail Ridge.

The topo is attached.

Do you have any concerns regarding this vacation from a stormwater perspective?

Thanks,

Matthew H. Asselmeier, AICP, CFM
Director
Kendall County Planning, Building & Zoning
111 West Fox Street
Yorkville, IL 60560-1498
PH: 630-553-4139
Fax: 630-553-4179

Matt Asselmeier

From: Debbie Mika <[redacted]
Sent: Thursday, August 22, 2024 7:53 AM
To: Matt Asselmeier
Subject: [External]Re: 5862 Championship Court

Hi Matt,

The HOA has no issues.

Thanks,

Debbie Mika

From: Matt Asselmeier <masselmeier@kendallcountyil.gov>
Sent: Wednesday, August 21, 2024 1:09:48 PM
To: Debbie Mika <tdmika@live.com>
Subject: 5862 Championship Court

Debbie:

The County received a request from Steve Jeffers on Behalf of Revolution Investment, LLC to vacate a public utility and drainage easement between Lots 110 and 111 in Whitetail Ridge in order to be able to construct a house in the middle of the combined lots.

Does the HOA have any objections to this vacation?

Thanks,

Matthew H. Asselmeier, AICP, CFM
Director
Kendall County Planning, Building & Zoning
111 West Fox Street
Yorkville, IL 60560-1498
PH: 630-553-4139
Fax: 630-553-4179

Reviewed By:	
Legal	■
Finance	□
Engineer	■
City Administrator	■
Community Development	■
Purchasing	□
Police	■
Public Works	■
Parks and Recreation	□

Agenda Item Number

Planning and Zoning Commission #2

Tracking Number

PZC 2024-33 & EDC 2025-10

Agenda Item Summary Memo

Title: Costco Wholesale Corp. (PUD Amendment, Special Use & Final Plat)

Meeting and Date: City Council – January 28, 2025

Synopsis: Proposed Planned Unit Development (PUD) Amendment, Special Use and Final Plat for a wholesale retail warehouse, fuel station, and commercial outlots.

Council Action Previously Taken:

Date of Action: PZC – 1/8/25 Action Taken: Moved forward to City Council agenda.

Item Number: PZC 2024-33 & EDC 2025-10

Type of Vote Required: Majority

Council Action Requested: Vote

Submitted by: Krysti J. Barksdale-Noble, AICP (Name) Community Development (Department)

Agenda Item Notes:

See attached memorandum.

Memorandum

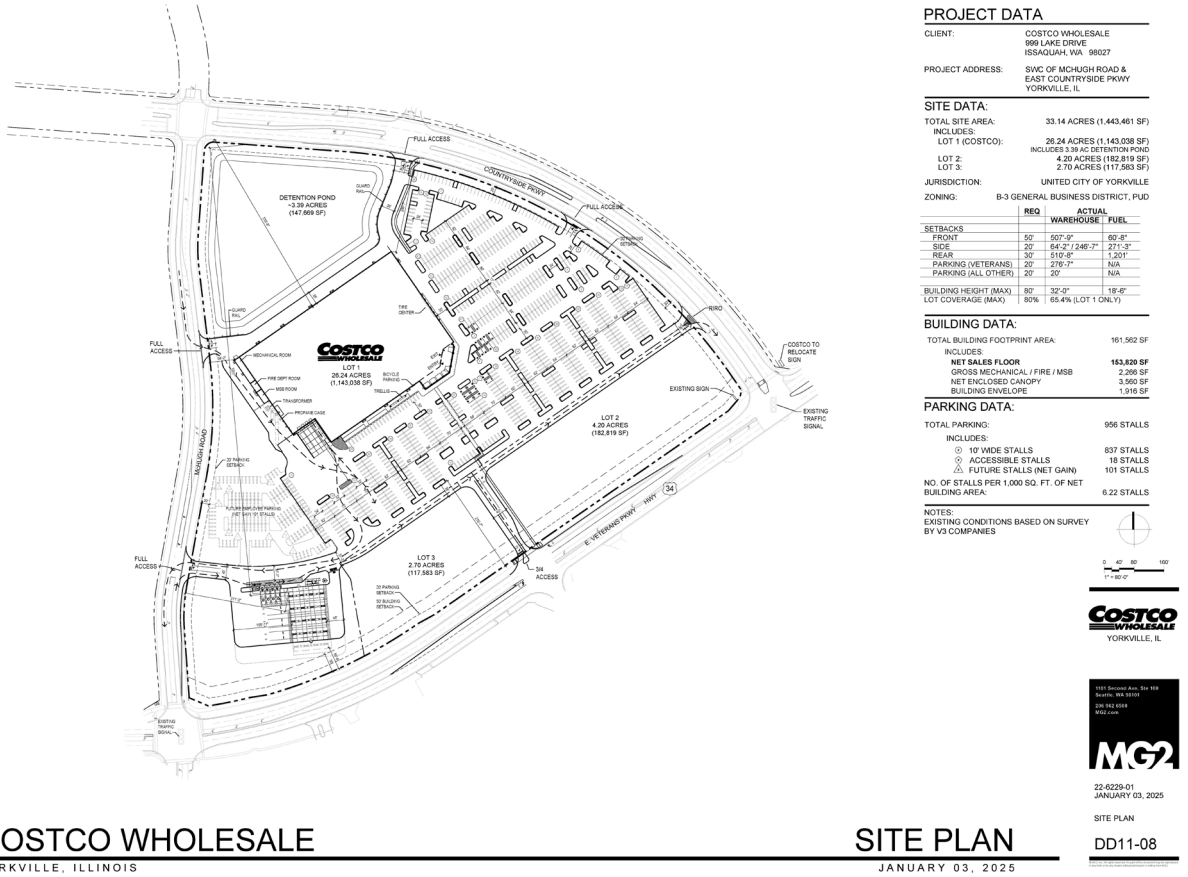
To: Planning & Zoning Commission
From: Krysti J. Barksdale-Noble, Community Development Director
CC: Bart Olson, City Administrator
Sara Mendez, Planner I
Date: January 17, 2025
Subject: **PZC 2024-33 Costco (PUD Amendment, Special Use & Final Plat)**
Proposed Wholesale Retail Warehouse, Fuel Station and Outlots

REQUEST SUMMARY:

Stephen Cross, an authorized representative of Costco, on behalf of Costco Wholesale Corporation, the contract purchaser and petitioner, and Joda Land Holding, LLC, the property owner, are requesting approval to develop a members-only retail store spanning approximately 160,000 square feet, establish and operate a standalone fueling facility, and obtain final plat approval to subdivide the existing two parcels, totaling nearly 34 acres, into three new parcels. The Costco development, including the fueling facility, will occupy approximately 33.14 acres (Lot 1), with an additional 7 acres designated for two perimeter lots (Lot 2 and Lot 3) along Veteran's Parkway and about 3.4 acres reserved for stormwater management at the northwest corner of the property.

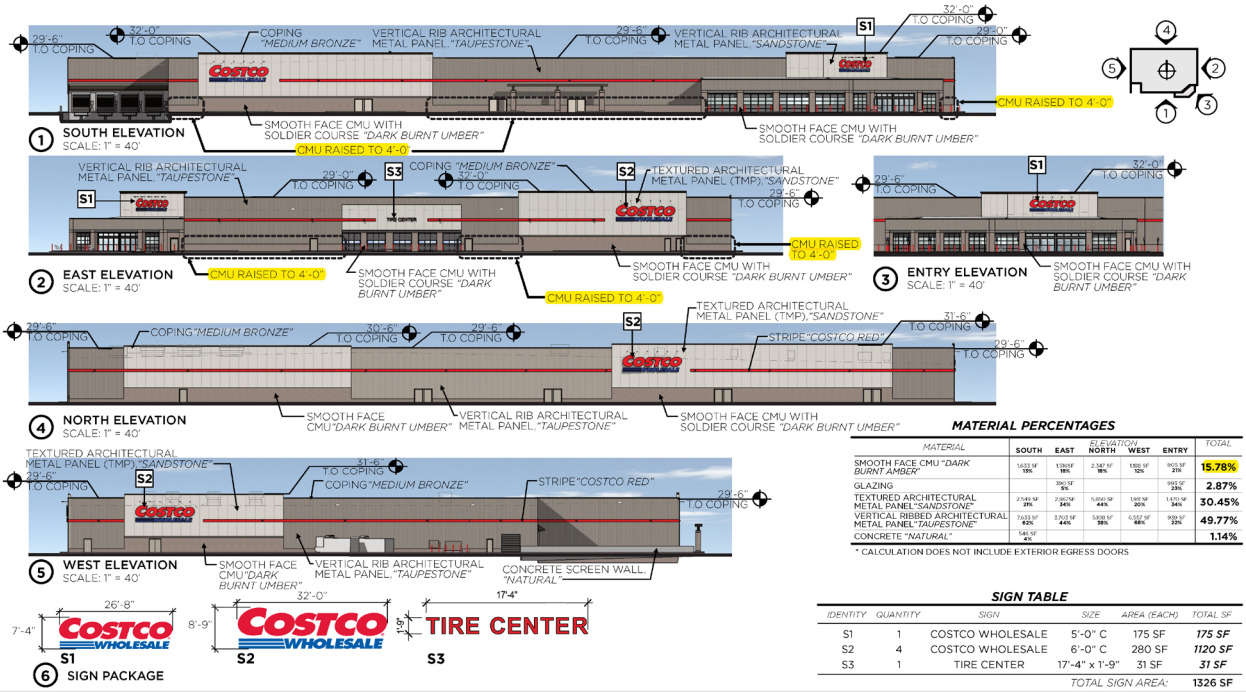
UPDATE:

At the January 7, 2025, Economic Development Committee meeting, the petitioner presented an updated site plan and elevation rendering. The updated site plan now aligns with the revised Traffic Impact Study's recommendation to modify the Veterans Parkway / Costco / Tuma intersection from full access to 3/4 access. The site plan, prepared by MG2 and dated January 3, 2025, also updates parking details, showing a total of 956 stalls (855 initially and 101 future) compared to the 980 stalls (856 initially and 124 future) noted in prior staff memos. These updates were reviewed at both the EDC and PZC meetings.



Below are the updated building elevation renderings, highlighting a minor color change in the CMU block material. The previous "Buff" color has been updated to "Dark Burnt Umber," which is a deeper tone. Costco has recently adopted this as the new standard color for all new buildings, and the petitioner wanted to ensure the renderings accurately reflect this update.

Additionally, the petitioner has increased the proposed amount of masonry materials (CMU) on the building elevations from the originally proposed ~14.61% (1,424 sq. ft.) overall and 32% on the front façade (south elevation and entry) to approximately 15.78% (2,538 sq. ft.) overall and 34% on the front façade as illustrated on the plans and tables below:



MATERIAL	ELEVATION SOUTH	EAST	NORTH	WEST	ENTRY	TOTAL
SMOOTH FACE CMU "DARK BURNT AMBER"	1633 SF 15%	1396 SF 18%	2347 SF 18%	1188 SF 12%	905 SF 21%	15.78%
GLAZING		396 SF 5%			995 SF 23%	2.87%
TEXTURED ARCHITECTURAL METAL PANEL "SANDSTONE"	2549 SF 39%	2867 SF 36%	5850 SF 44%	1911 SF 20%	1431 SF 34%	30.45%
VERTICAL RIBBED ARCHITECTURAL METAL PANEL "TAUPESTONE"	2633 SF 40%	3703 SF 46%	5308 SF 39%	6557 SF 68%	909 SF 22%	49.77%
CONCRETE "NATURAL"	146 SF 4%					1.14%

IDENTITY	QUANTITY	SIGN	SIZE	AREA (EACH)	TOTAL SF
S1	1	COSTCO WHOLESALE	5'-0" C	175 SF	175 SF
S2	4	COSTCO WHOLESALE	6'-0" C	280 SF	1120 SF
S3	1	TIRE CENTER	17'-4" x 1'-9"	31 SF	31 SF
			TOTAL SIGN AREA:		1326 SF

ORIGINAL

MATERIAL PERCENTAGES

MATERIAL	ELEVATION SOUTH	EAST	NORTH	WEST	ENTRY	TOTAL
SMOOTH FACE CMU *"BUFF"*	1,403 SF 13%	1,515SF 14%	2,547 SF 18%	1,388 SF 12%	905 SF 21%	14.61%
GLAZING		390 SF 5%			993 SF 23%	2.89%
TEXTURED ARCHITECTURAL METAL PANEL*"SANDSTONE"*	2,549 SF 21%	2,867SF 34%	5,850 SF 44%	1,391 SF 20%	1,470 SF 34%	30.60%
VERTICAL RIBBED ARCHITECTURAL METAL PANEL*"TAUPE"*	7,765 SF 65%	3,925 SF 47%	5,308 SF 38%	6,557 SF 68%	939 SF 22%	50.76%
CONCRETE *"NATURAL"*	546 SF 4%					1.14%

* CALCULATION DOES NOT INCLUDE EXTERIOR EGRESS DOORS

REVISED

MATERIAL PERCENTAGES

MATERIAL	ELEVATION SOUTH	EAST	NORTH	WEST	ENTRY	TOTAL
SMOOTH FACE CMU *"DARK BURNT AMBER"*	1,633 SF 13%	1,565SF 18%	2,347 SF 18%	1,388 SF 12%	905 SF 21%	15.78%
GLAZING		390 SF 5%			993 SF 23%	2.87%
TEXTURED ARCHITECTURAL METAL PANEL*"SANDSTONE"*	2,549 SF 21%	2,867SF 34%	5,850 SF 44%	1,391 SF 20%	1,470 SF 34%	30.45%
VERTICAL RIBBED ARCHITECTURAL METAL PANEL*"TAUPESTONE"*	7,633 SF 62%	3,703 SF 44%	5,308 SF 38%	6,557 SF 68%	939 SF 22%	49.77%
CONCRETE *"NATURAL"*	546 SF 4%					1.14%

* CALCULATION DOES NOT INCLUDE EXTERIOR EGRESS DOORS

Planning & Zoning Commission Action:

The Planning and Zoning Commission reviewed the requests for PUD Amendment, Special Use, and Final Plat of Subdivision approval at a meeting held on January 8, 2025 and made the following actions on the motions below:

1. *Planned Unit Development (PUD) Amendment*

   In consideration of testimony presented during a Public Hearing on January 8, 2025, the Planning and Zoning Commission recommends approval to the City Council of a request for an amendment to the Yorkville Crossing Planned Unit Development Agreement to facilitate the development of an approximately 160,000-square-foot members-only retail store, a fuel facility, and two (2) commercial outlots with an underlying zoning designation of B-3 General Business District for an approximately 34 acre parcel located at the northwest corner of Veterans Parkway (US 34) and Countryside Parkway, subject to the conditions enumerated in a staff memorandum dated January 2, 2025 and review comments prepared by the City's engineering consultant, EEI, Inc., in a letter dated December 5, 2024 and any subsequent reviews related to the Site Plan and Aerial Site Plan prepared by MG2 dated January 3, 2025 and Traffic Study prepared by V3 Companies updated December 30, 2024.

   Action:
   Crouch – aye; Vinyard – aye; Forristall – aye; Linnane – aye: **4 ayes; 0 no**.

2. *Special Use*

   In consideration of testimony presented during a Public Hearing on January 8, 2025 and approval of the findings of fact, the Planning and Zoning Commission recommends approval to the City Council of a request for Special Use authorization for a fuel facility as part of the Costco Wholesale Warehouse development to be located at the northwest corner of Veterans Parkway (US 34) and Countryside Parkway within the Yorkville Crossing PUD subject to engineering review comments provided by the City's engineering consultant, EEI, Inc., in a letter dated December 5, 2024 and any subsequent reviews related to the Site Plan and Aerial

Site Plan prepared by MG2 dated January 3, 2025 and Traffic Study prepared by V3 Companies updated December 30, 2024.

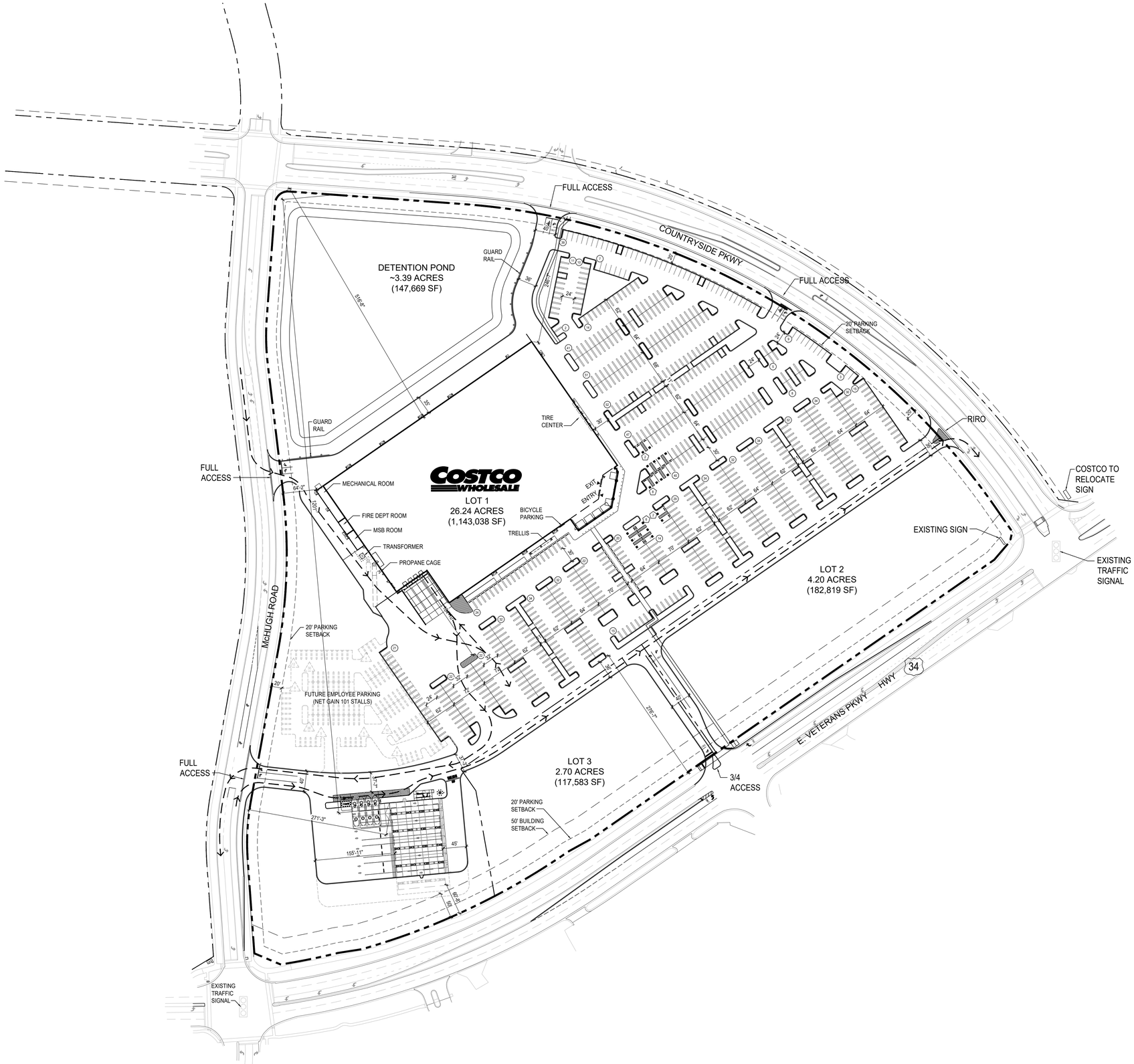
Action:
Crouch – aye; Vinyard – aye; Forristall – aye; Linnane – aye: **4 ayes; 0 no**.

3. *Final Plat of Subdivision*
The Planning and Zoning Commission recommends approval to the City Council of the Final Plat of Subdivision of Costco Wholesale, dated last revised 12/18/24 and prepared by V3 Companies, Ltd. subject to review comments prepared by City's engineering consultant, EEI, Inc., in a letter dated December 5, 2024 and any subsequent reviews related to said Final Plat of Subdivision.

Action:
Crouch – aye; Vinyard – aye; Forristall – aye; Linnane – aye: **4 ayes; 0 no**.

Attachments:

1. Updated Site Plan & Aerial Site Plan dated January 3, 2025 and prepared by MG2
2. Updated Building Elevations & Renderings dated January 10, 2025 and prepared by MG2
3. Draft Ordinance Approving Costco PUD Amendment
4. Draft Ordinance Granting Special Use
5. Draft Ordinance Approving Final Plat
6. PZC Memo
7. Applications for Special Use, PUD Amendment, and Final Plat
8. Costco Site Plan Narrative, dated November 15, 2024 and prepared by Costco Wholesale Corporation
9. Written responses to review comments prepared by Cross Engineering & Associates dated December 30, 2024.
10. Costco ALTA Survey, dated last revised 11-13-24 and prepared by V3 Companies, Ltd.
11. Costco Site Plan, dated December 20, 2024 and prepared by MG2
12. Costco Aerial Site Plan, dated December 20, 2024 and prepared by MG2
13. Final Plat of Subdivision of Costco Wholesale, dated last revised 12/18/24 and prepared by V3 Companies, Ltd.
14. Preliminary Civil/Engineering Plans for Costco Wholesale, dated 11-13-24 and prepared by MG2
15. Costco Landscape Plan, dated last revised 11-15-24 and prepared by Kimley Horn
16. Costco Warehouse Floor Plan, dated November 15, 2024 and prepared by MG2
17. Costco Architectural Elevations, dated November 15, 2024 and prepared by MG2
18. Costco Renderings, dated November 15, 2024 and prepared by MG2
19. Costco Fuel Facility Plan, dated November 15, 2024 and prepared by MG2
20. Costco Lighting Plan, dated July 2024 and prepared by T.E., Inc.
21. Costco Traffic Impact Study, dated November 13, 2024 and Updated December 30, 2024 as prepared by V3 Companies, Ltd.
22. Costco Preliminary Stormwater Management Report, dated November 13, 2024 and prepared by V3 Companies, Ltd.
23. Plan Council Packet dated 12-12-24
24. EEI Review Letter dated December 5, 2024
25. Public Hearing Notice



PROJECT DATA

CLIENT:	COSTCO WHOLESALE 999 LAKE DRIVE ISSAQUAH, WA 98027
PROJECT ADDRESS:	SWC OF MCHUGH ROAD & EAST COUNTRYSIDE PKWY YORKVILLE, IL

SITE DATA:

TOTAL SITE AREA:	33.14 ACRES (1,443,461 SF)
INCLUDES:	
LOT 1 (COSTCO):	26.24 ACRES (1,143,038 SF) INCLUDES 3.39 AC DETENTION POND
LOT 2:	4.20 ACRES (182,819 SF)
LOT 3:	2.70 ACRES (117,583 SF)
JURISDICTION:	UNITED CITY OF YORKVILLE
ZONING:	B-3 GENERAL BUSINESS DISTRICT, PUD

	REQ	ACTUAL	
		WAREHOUSE	FUEL
SETBACKS			
FRONT	50'	507'-9"	60'-8"
SIDE	20'	64'-2" / 246'-7"	271'-3"
REAR	30'	510'-8"	1,201'
PARKING (VETERANS)	20'	276'-7"	N/A
PARKING (ALL OTHER)	20'	20'	N/A
BUILDING HEIGHT (MAX)	80'	32'-0"	18'-6"
LOT COVERAGE (MAX)	80%	65.4% (LOT 1 ONLY)	

BUILDING DATA:

TOTAL BUILDING FOOTPRINT AREA:	161,562 SF
INCLUDES:	
NET SALES FLOOR	**153,820 SF**
GROSS MECHANICAL / FIRE / MSB	2,266 SF
NET ENCLOSED CANOPY	3,560 SF
BUILDING ENVELOPE	1,916 SF

PARKING DATA:

TOTAL PARKING:	956 STALLS
INCLUDES:	
④ 10' WIDE STALLS	837 STALLS
⑤ ACCESSIBLE STALLS	18 STALLS
⚠ FUTURE STALLS (NET GAIN)	101 STALLS
NO. OF STALLS PER 1,000 SQ. FT. OF NET BUILDING AREA:	6.22 STALLS

NOTES:
EXISTING CONDITIONS BASED ON SURVEY BY V3 COMPANIES

0 40' 80' 160'
1" = 80'-0"

COSTCO WHOLESALE
YORKVILLE, IL

1101 Second Ave, Ste 100
Seattle, WA 98101
206 962 6500
MG2.com

22-6229-01
JANUARY 03, 2025

SITE PLAN

DD11-08

COSTCO WHOLESALE

YORKVILLE, ILLINOIS

SITE PLAN

JANUARY 03, 2025

PROJECT DATA

CLIENT:	COSTCO WHOLESALE 999 LAKE DRIVE ISSAQUAH, WA 98027
PROJECT ADDRESS:	SWC OF MCHUGH ROAD & EAST COUNTRYSIDE PKWY YORKVILLE, IL

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ZONING:	B-3 GENERAL BUSINESS DISTRICT, PUD

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		WAREHOUSE	FUEL
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PARKING (ALL OTHER)	20'	20'	N/A
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NO. OF STALLS PER 1,000 SQ. FT. OF NET BUILDING AREA:	6.22 STALLS

NOTES:
EXISTING CONDITIONS BASED ON SURVEY BY V3 COMPANIES

0 75' 150' 300'
1" = 150'

COSTCO WHOLESALE
YORKVILLE, IL

1101 Second Ave. Ste 100
Seattle, WA 98101
206 962 6500
MG2.com
MG2

22-6229-01
JANUARY, 03, 2025

AERIAL SITE PLAN

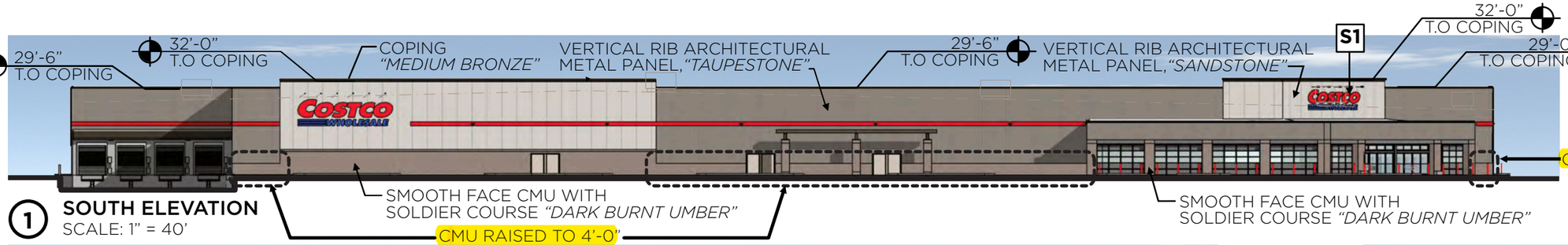
DD12-08

COSTCO WHOLESALE

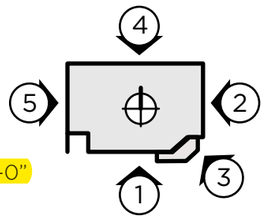
YORKVILLE, ILLINOIS

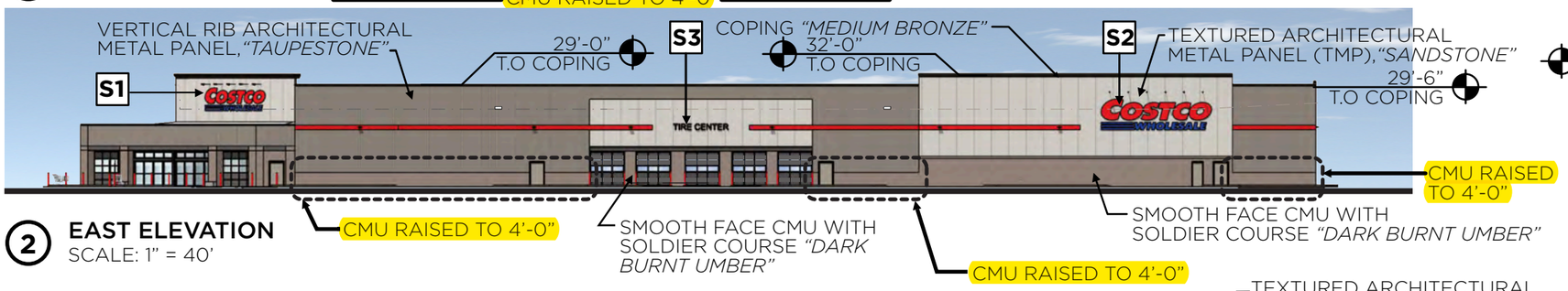
AERIAL SITE PLAN

JANUARY 03, 2025



1 SOUTH ELEVATION
SCALE: 1" = 40'

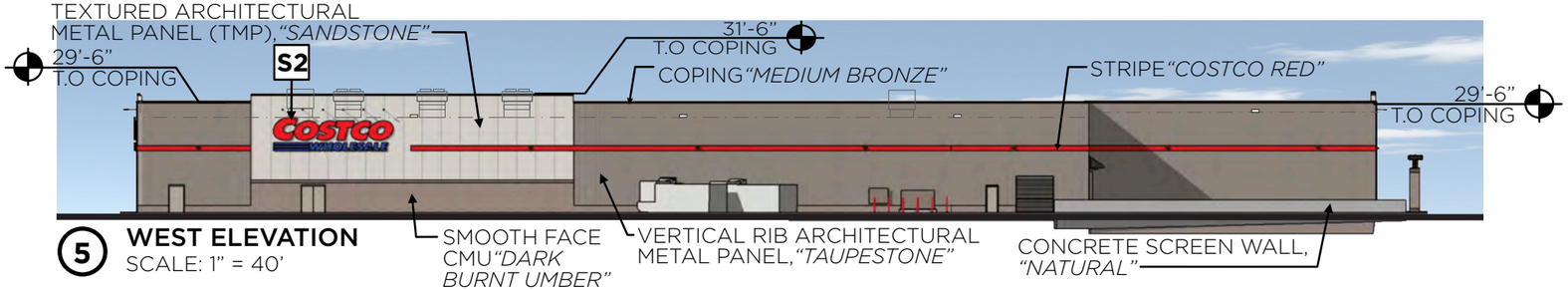




2 EAST ELEVATION
SCALE: 1" = 40'

3 ENTRY ELEVATION
SCALE: 1" = 40'

4 NORTH ELEVATION
SCALE: 1" = 40'



5 WEST ELEVATION
SCALE: 1" = 40'

6 SIGN PACKAGE

MATERIAL PERCENTAGES

MATERIAL	ELEVATION SOUTH	EAST	NORTH	WEST	ENTRY	TOTAL
SMOOTH FACE CMU "*DARK BURNT AMBER*"	1,633 SF **13%**	1,516SF **18%**	2,347 SF **18%**	1,188 SF **12%**	905 SF **21%**	**15.78%**
GLAZING		390 SF **5%**			993 SF **23%**	**2.87%**
TEXTURED ARCHITECTURAL METAL PANEL"*SANDSTONE*"	2,549 SF **21%**	2,867SF **34%**	5,850 SF **44%**	1,911 SF **20%**	1,470 SF **34%**	**30.45%**
VERTICAL RIBBED ARCHITECTURAL METAL PANEL"*TAUPESTONE*"	7,633 SF **62%**	3,703 SF **44%**	5,108 SF **38%**	6,557 SF **68%**	939 SF **22%**	**49.77%**
CONCRETE "*NATURAL*"	546 SF **4%**					**1.14%**

* CALCULATION DOES NOT INCLUDE EXTERIOR EGRESS DOORS

SIGN TABLE

IDENTITY	QUANTITY	SIGN	SIZE	AREA (EACH)	TOTAL SF
S1	1	COSTCO WHOLESALE	5'-0" C	175 SF	***175 SF***
S2	4	COSTCO WHOLESALE	6'-0" C	280 SF	***1120 SF***
S3	1	TIRE CENTER	17'-4" x 1'-9"	31 SF	***31 SF***
				TOTAL SIGN AREA:	**1326 SF**

ELEVATIONS

COSTCO WHOLESALE

VERTICAL METAL PANEL

PROFILE: “MEGA RIB”
COLOR: “TAUPESTONE”

CMU

PROFILE: SMOOTHFACE
COLOR: “DARK BURNT UMBER ”

INSULATED METAL PANEL

PROFILE: “GRANITESTONE”
COLOR: “SANDSTONE”

METAL TRIM

PROFILE: COPING/CORNICE
COLOR: “MEDIUM BRONZE”

SIGNAGE & ACCENT BAND

MANUFACTURER: METAL SALES
COLOR: “SAFETY RED” AND “LAPIS LAZULI”

MG2

JANUARY 10, 2025
22-6229-01
YORKVILLE, IL

MATERIAL BOARD

COSTCO WHOLESALE

MG2

JANUARY 10, 2025
22-6229-01
YORKVILLE, IL
PG: 3

ENTRY CANOPY PERSPECTIVE

COSTCO WHOLESALE

MG2

JANUARY 10, 2025
22-6229-01
YORKVILLE, IL

NORTHWEST PERSPECTIVE

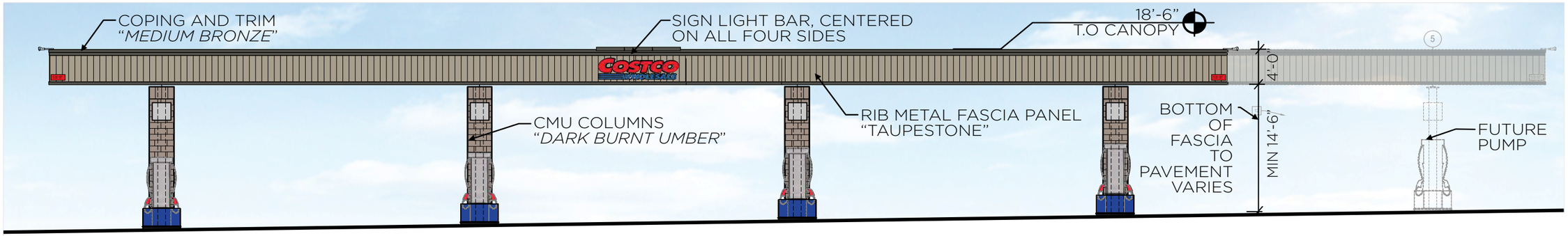
COSTCO WHOLESALE

MG2

JANUARY 10, 2025
22-6229-01
YORKVILLE, IL

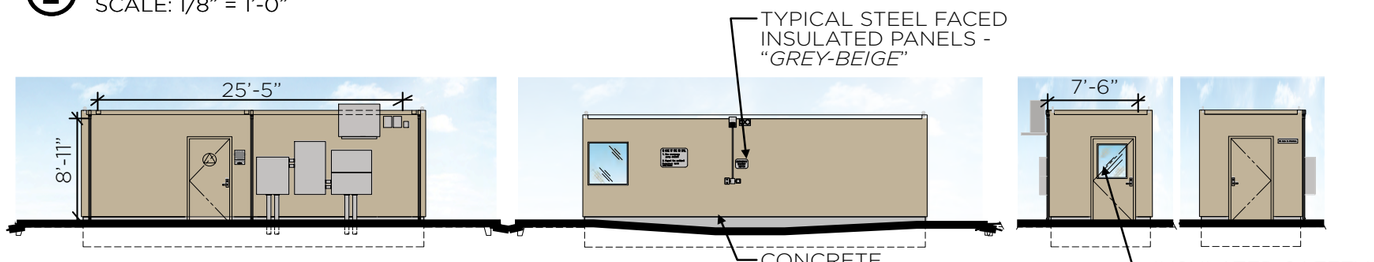
SOUTHEAST PERSPECTIVE

COSTCO WHOLESALE

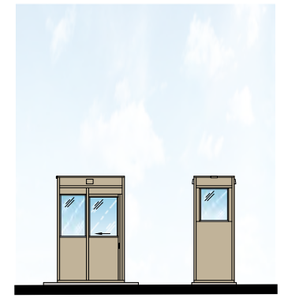


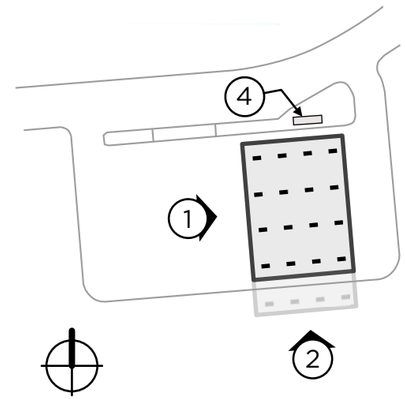
1 EAST/WEST ELEVATIONS
SCALE: 1/8" = 1'-0"

2 NORTH/SOUTH ELEVATIONS
SCALE: 1/8" = 1'-0"



4 CONTROLLER ENCLOSURE ELEVATIONS
SCALE: 1/8" = 1'-0"





2 WARMING HUT ELEVATIONS
SCALE: 1/8" = 1'-0"

S4

SIGN AREA TABULATION (CANOPY SIGNS)

QUANTITY	*SIGN*	*SIZE*	*AREA (EACH)*	*TOTAL SF*
4	COSTCO WHOLESALE	2'-5 1/4" "C"	21 SF	***84 SF***
			TOTAL SIGNAGE AREA:	**84 SF**

Ordinance No. 2025-_____

AN ORDINANCE OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS APPROVING AN AMENDMENT TO A PLANNED UNIT DEVELOPMENT FOR YORKVILLE CROSSING (COSTCO WHOLESALE CORPORATION)

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 Mayor and City Council approved by Ordinance Number 2000-34 dated July 13, 2000, AN ORDINANCE AUTHORIZING THE EXECUTION OF A PLANNED UNIT DEVELOPMENT AND ANNEXATION AGREEMENT OF DONALD J. HAMMAN AND CAROL S. HAMMAN, establishing the Yorkville Crossings Planned Unit Development ("PUD") which was recorded in the office of the Kendall County Recorder as document 200000012564 on September 15, 2000; and

WHEREAS, the Mayor and City Council approved by Ordinance Number 2008-21 dated March 11, 2008, AN ORDINANCE AUTHORIZING THE EXECUTION OF A MODIFICAION TO THE PLANNED UNIT DEVELOPMENT AND ANNEXATION AGREEMENT OF DONALD J. HAMMAN AND CAROL S. HAMMON, ORDINANCE 2000-34, approving certain modifications to the PUD which was recorded in the office of the Kendall County Recorder as document 200800012052 on May 13, 2008; and

WHEREAS, Costco Wholesale Corporation (the "*Petitioner*") desires to develop an approximately 34-acre site that is located within the PUD, at the southeast corner of East Countryside Parkway and McHugh Road (the "*Parcel*") with a members-only retail store (the "*Warehouse*") and a fueling facility (collectively, the "*Project*"); and

WHEREAS, the Petitioner has filed an application to amend the Planned Unit Development for Yorkville Crossing (the "*Amended PUD*"), seeking to include the Petitioner's site development plans, along with requesting certain deviations from the City's Unified Development Ordinances (the "*UDO*"); and

WHEREAS, a legal notice of publication regarding a public hearing before the Planning and Zoning Commission (the "*PZC*") on the proposed Amended PUD was duly published in a newspaper of general circulation in the City, not more than thirty (30) nor less than fifteen (15) days prior to the public hearing; and

WHEREAS, the PZC convened and held a public hearing on January 8, 2025, for the consideration of the Amended PUD; and

WHEREAS, the PZC reviewed the standards set forth in Sections 10-8-5D and 10-8-8E of the UDO; and

WHEREAS, upon conclusion of said public hearing, the PZC made findings of fact and a recommendation to the Mayor and City Council (the "*Corporate Authorities*") to approve the Amended PUD; and

WHEREAS, the Corporate Authorities have reviewed the findings and recommendation of the PZC and therefore agree to amend the Planned Unit Development for Yorkville Crossing to accommodate the Petitioner's request, said Amended PUD being substantially in the form attached hereto.

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

Section 1. The above recitals are incorporated herein and made a part of this Ordinance.

Section 2. The Amended PUD is hereby approved substantially in the form attached hereto as "*Exhibit A*", subject to certain conditions set forth in Section 4 of this Ordinance.

Section 4. The Parcel shall be constructed, operated, and maintained as a members-only wholesale retail store known as "Costco" pursuant to the Amended PUD and in accordance with the following conditions:

a. Yorkville UDO Modification Standard #2, "Sustainable Design" shall apply specifically to the Warehouse proposed for the Parcel. The sustainable design elements shall include:

    1. The building structure's steel system and architectural metal panes shall be comprised of 80% recycled content, with the associated batt insulation comprised of greater than 50% recycled content.

    2. The roof shall maintain reflectance, emittance and SRI rates that lessen heat gain, and the premanufactured building system shall provide erection efficiency to reduce impacts to the carbon footprint.

    3. Landscaping shall be designed to create a high impact with seasonal interest, and shall incorporate many native and drought tolerant species, which shall minimize irrigation and maintenance needs.

    4. All site and building lighting systems shall utilize LED technology.

    5. A water management system shall be implemented to lower wastewater and sewer use.

    6. Any refrigeration systems shall use carbon dioxide as a refrigerant, as opposed to hydrofluorocarbons, as carbon dioxide is widely considered a more environmentally conscious refrigerant.

b. The Subject Parcel is currently zoned B-3 General Business District. A "general retail store, greater than one (1) acre" accurately describes the Costco member-only retail

store Petitioner wishes to develop and is permitted in a B-3 General Business District. A "gasoline service station" is a special use in the B-3 General Business District. The Petitioner shall apply for a Special Use permit for the gasoline service station special use. Petitioner contemplates a "tire center" on the Parcel, which is not an identified use in the City's UDO. City staff has identified this use as similar to "automobile repair" or "automobile service", both permitted uses in B-3 General Business District.

c. The Subject Parcel shall be allowed the following deviations to the Yorkville Unified Development Ordinance (UDO):

    1. Per Section 10-5-1 of the UDO, the maximum required parking for the Subject Parcel is 386 spaces, The Petitioner is permitted to install 855 parking spaces initially to serve the Project, with an additional 101 future parking spaces planned, for an overall 956 parking spaces to be permitted on the Parcel as depicted in the "Costco Wholesale Site Plan" prepared by MG2 dated January 3, 2025, attached hereto as *"Exhibit B"*.

    2. Per Section 10-5-1K-1 of the UDO, the infrastructure for a minimum of 8 electric vehicle charging stations is required for the Project based upon the maximum required parking. The Petitioner shall not be required to install infrastructure for vehicle charging stations on the Parcel.

    3. Per Table 10-5-7-E of the UDO, the maximum height for outdoor light standards in the B-3 General Business District is 35 feet. The Petitioner is permitted to install light fixtures with a maximum height of 36 feet, six (6) inches.

    4. Per Sections 10-5-3 C and 10-5-3-E of the UDO, building foundation plantings and parking area interior landscaping shall be provided. The Petitioner is not required to install building foundation plantings and is permitted relief from the placement of parking lot medians for every third bay of parking in front or to the side of the Costco building and the requirement for a parking island for every 10 parking spaces, as depicted in the "Costco Wholesale Overall Landscape Plan" prepared by Kimley Horn dated November 15, 2024, attached hereto as *"Exhibit C"*.

    5. Per Section 10-5-8-C-3.b of the UDO, Commercial, Office and Institutional Uses, Masonry products or precast concrete shall be incorporated on at least fifty percent (50%) of the total building, broken down as follows: The front facade shall itself incorporate masonry products or precast concrete on at least fifty percent (50%) of the façade and loading bays shall not be located in the front of a building or in the area abutting a public right-of-way. Petitioner may install loading bays on the front of the proposed Warehouse and may incorporate masonry/cementitious materials into approximately 15% of the

total building and 34% of the front elevation of the Warehouse, as depicted in the "Costco Wholesale Building Elevations and Material Board" prepared by MG2 dated January 10, 2025, attached hereto as *"Exhibit D"*.

d. The Parcel shall have a minimum of five (5) access points: three (3) along East Countryside Parkway, including two (2) full-access points and one (1) right-in, right-out access point, as well as two (2) full-access points along McHugh Road. A sixth access point, proposed as a three-quarter (3/4) access along East Veterans Parkway, is subject to approval by the Illinois Department of Transportation ("IDOT") and compliance with the Traffic Study prepared by V3 Companies, updated on December 30, 2024, and attached as "Exhibit E.".

e. Existing center medians along East Countryside Parkway shall be adjusted to accommodate necessary off-site road enhancements and left-turn lanes shall be created at the intersections of East Countryside Parkway and McHugh Road.

f. New right-turn lanes shall be installed at the fueling facility entrance on McHugh Road and at Veteran's Parkway.

g. Petitioner will provide a cross-access agreement with any future out lot developers.

h. Petitioner shall provide at least one (1) pedestrian connection to the public way off East Veterans Parkway at the intersection with Tuma Road.

i. Section 10-5-3 of the UDO establishes landscape standards for new developments.

    1. Due to the site's unique location being surrounded by public roadways, special attention will be required during landscape installation to ensure clear visibility at driveway and right-of-way intersections. In accordance with Section 10-5-6 of the Unified Development Ordinance, this may necessitate minor adjustments to the approved Landscape Plan, such as relocating or removing certain plant materials. Plants, trees, or any vegetation placed in the medians shall be the responsibility of the City to maintain.

j. Section 10-5-4 of the UDO requires all mechanical units that are visible from any public right of way be screened from public view, and the area to be screened shall be no more than 20% visible through the screening material. Evergreen hedges or non-transparent walls are permitted screening materials per the UDO. Petitioner may screen two proposed ground-mounted compactors located on the west elevation adjacent to McHugh road with landscaping material, such as evergreen trees, ornamental trees and shrubbery located to the west of the compactors in landscape bed edge.

k. The Petitioner may install six (6) wall mounted signs on the exterior elevations of the Warehouse, as depicted in the "Costco Wholesale Elevations" prepared by MG2 dated January 10, 2025, attached hereto as "*Exhibit D*".

l. All plans are subject to review comments prepared by the City Engineer, EEI, Inc., in a letter dated December 5, 2024 and any subsequent reviews related to the Site Plan prepared by MG2 dated January 3, 2025 and a Traffic Study prepared by V3 Companies updated December 30, 2024, attached hereto as *"Exhibit F"*.

Section 5. 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. 2025.

_____

CITY CLERK

KEN KOCH	_____	DAN TRANSIER	_____
ARDEN JOE PLOCHER	_____	CRAIG SOLING	_____
CHRIS FUNKHOUSER	_____	MATT MAREK	_____
SEAVER TARULIS	_____	RUSTY CORNEILS	_____

APPROVED by me, as Mayor of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2025.

_____

MAYOR

Attest:

_____

CITY CLERK

EXHIBIT A

200800012052
Filed for Record in
KENDALL COUNTY, ILLINOIS
BENNETTA S NICKELSON
05-13-2008 At 10:06 am.
ORDINANCE 99.00
RHSP Surcharge 10.00

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

ORDINANCE NO. 2008-21

AN ORDINANCE AUTHORIZING THE EXECUTION OF A MODIFICATION TO THE PLANNED UNIT DEVELOPMENT AND ANNEXATION AGREEMENT OF DONALD J. HAMMAN AND CAROL S. HAMMAN, ORDINANCE 2000-34

WHEREAS, it is in the best interest of the UNITED CITY OF YORKVILLE (the CITY), Kendall County, Illinois, and the property owner, that modifications and clarifications to that certain Planned Unit Development and Annexation Agreement of Donald J. Hamman and Carol S. Hamman and the CITY dated July 13, 2000 (the "Annexation Agreement") pertaining to the development of the real estate described in the Annexation Agreement be entered into by the UNITED CITY OF YORKVILLE; and

WHEREAS, said Modifications to Planned Unit Development and Annexation Agreement has been memorialized in that certain document entitled "Modifications to Annexation Agreement with Yorkville Crossings LLC and the United City of Yorkville Concerning Yorkville Crossings" (the "Modification") which Modification has been considered by the City Council; and

WHEREAS, the legal owners of record of the real property which is the subject of said Modification (the "Subject Property") and the CITY are ready, willing and able to enter into said Modification and to perform the obligations as required under the Modification and the Annexation Agreement; and

WHEREAS, the statutory procedures provided in 65 ILCS 5/11-15.1-1, as amended, for the approval and execution of the amendments to annexation agreements have been fully complied with in relation to the Modification; and

WHEREAS, the Subject Property is annexed to and within the corporate boundaries of the United City of Yorkville.

NOW THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS AS FOLLOWS:

Section 1: That the Mayor and City Clerk are herewith authorized and directed to execute, on behalf of the CITY, the Modification to Annexation Agreement with Yorkville Crossings LLC, a copy of which is attached hereto and made a part hereof.

Section 2: That this Ordinance shall be in full force and effect from and after its passage and approval and publication as provided by law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this 11 day of MARCH, A.D. 2008.

CITY CLERK

ROBYN SUTCLIFF	Yes	JOSEPH BESCO	Yes
ARDEN JOE PLOCHER	Yes	WALLY WERDERICH	Yes
GARY GOLINSKI	Yes	MARTY MUNNS	Yes
ROSE SPEARS	Yes	JASON LESLIE	Yes

Approved by me, as Mayor of the United City of Yorkville, Kendall County, Illinois, this 11 day of MARCH, A.D. 2008.

Valerie Burd

MAYOR

MODIFICATION TO
ANNEXATION AGREEMENT
WITH
YORKVILLE CROSSINGS LLC
AND
THE UNITED CITY OF YORKVILLE
Concerning
YORKVILLE CROSSINGS

WHEREAS, on July 13, 2000, Donald J. Hamman and Carol S. Hamman, referred to in the Annexation Agreement as the OWNERS/DEVELOPERS and the CITY entered a Planned Unit Development and Annexation Agreement pursuant to Ordinance No 2000-34 which was recorded with the Kendall County Recorder on September 15, 2000 as document 200000012564, (the Annexation Agreement) for the property described in the Annexation Agreement as Exhibit "A" to that agreement (the Annexed Property) which property was thereby annexed to the CITY; and

WHEREAS, pursuant to the Annexation Agreement, the real property described in the Annexation Agreement (the "Original Subject Property") was annexed to the CITY; and

WHEREAS, since the date of the Annexation Agreement, the Owners/Developers have conveyed the following three portions of the of the Original Subject Property, specifically: (1) the 4.24 acre Kalant parcel at the northwest corner of McHugh and Countryside Parkway and legally described on Exhibit "A-1" attached hereto and made a part hereof, and (2) the 6.21 acre United States Postal Service parcel at the northeast corner of McHugh and Countryside Parkway and legally described on Exhibit "A-2" attached hereto and made a part hereof, and (3) the 11.66 acre Prairie Pointe Subdivision parcel north and east of the United States Postal Service Parcel and northerly of Crimson Lane and legally described on Exhibit "A-3" attached hereto and made a part hereof, which parcels are not subject to this modification; and

WHEREAS, there is pending in another proceeding involving part of the Annexed Property, the Yorkville Crossings Unit One project (herein referred to as the Wal-Mart Parcel), the rezoning for which, and the final plat and plan for which includes the dedication of and improvements for Crimson Lane to connect Countryside Parkway with Autumn Creek Subdivision, which proceeding is not subject to this modification. The legal description for the Wal-Mart Parcel is on Exhibit "A-4" which is attached hereto and made a part hereof; and

WHEREAS, there is a portion of the Original Subject Property subject to a sale agreement with Wal-Mart, which portion is legally described on Exhibit "A-4" hereto; and

WHEREAS, the three parcels previously conveyed (the Kalant, USPS, and the Prairie Pointe parcels) and the Wal-Mart Parcel will hereinafter be collectively referred to as the "Excluded Parcels"; and

WHEREAS, except as specifically provided herein, the Excluded Parcels are not subject to this Modification; and

WHEREAS, the Donald Hamman and Carol Hamman have conveyed the Annexed Property except for the Excluded Parcels including any or all rights, duties and obligations under the Annexation Agreement to Yorkville Crossings LLC, an Illinois Limited Liability Company, which will hereinafter be referred to as OWNER/DEVELOPER; and

WHEREAS, that part of the Original Subject Property that remains after excluding the Excluded Parcels, which parcel is legally described on Exhibit "A-5" to this Modification, shall be referred to herein as the "Subject Property"; and

WHEREAS, development of the Subject Property has progressed and all parties to this Modification are desirous of setting forth certain clarifications and modifications to the terms and conditions upon which the Subject Property was annexed to the CITY; and further to provide clarifications and modifications as to how the Subject Property will be developed within the CITY in an orderly manner (all, the "Proposed Modifications"); and

WHEREAS, the Proposed Modifications have been considered by the City and the OWNER/DEVELOPER; and

WHEREAS, at the request of the OWNER/DEVELOPER and the CITY, the Plan Commission has considered and heretofore approved the Proposed Modification, including the land use and zoning changes contained in the Proposed Modifications; and

WHEREAS, the OWNER/DEVELOPER and their representatives have discussed the Proposed for the development of the Subject Property and have had public meeting with the City Council; and prior to the execution hereof, notice was duly published and a public hearing was held to consider this Modification to the Annexation Agreement, as required by the statutes of the State of Illinois in such case made and provided; and,

WHEREAS, except as specifically modified herein, the Annexation Agreement aforesaid shall remain in full force and effect,

NOW THEREFORE, for and in consideration of the mutual promises and covenants herein contained, the parties agree, under the terms and authority provided in 65 ILCS 5/11-15.1-1 through 65 ILCS 5/11-15.1-5, as amended, as follows:

1. REZONING OF PORTIONS OF THE SUBJECT PROPERTY:

A. The CITY has separately considered and approved certain modifications to the Wal-Mart Parcel, including a final plat of subdivision, referred to herein as

"Yorkville Crossings Unit One", which final plat includes the dedication and certain improvements to Crimson Lane. None of the City approvals for the Wal-Mart Parcel shall be modified or affected by this Amendment.

B. None of the Excluded Parcels shall be affected by or subject to the provisions of this Modification.

C. The Annexation Agreement is hereby amended to zone the Subject Property as Planned Unit Development (hereinafter PUD) and the zoning of the portion of that property described on Exhibit "C", shall allow all of the uses permitted in the B-3 Service Business District. That property shall include all of the property southerly of Crimson Lane and easterly of the Wal-Mart Parcel, thereby extending the allowable uses of the B-3 Service Business District from its present delineation approximately 900 feet northerly of US Route 34 to the southerly boundary of Crimson Lane.

Said zoning shall allow the size, density, areas, coverage, and maximum building heights as set forth on Exhibit "D" of the Annexation Agreement, B-3, Service Business District, and said real property shall be used as developed in accordance with 65 ILCS 5/11-15-1 through 65 ILCS 5/11-15.1-5, and in accordance with all City Ordinances, provided that the uses of the Commercial Component of the Subject Property shall be consistent with the uses as stated in Exhibit "D-1".

D. The portion of the PUD that includes the Residential Component and the Office Component, is north of Crimson Lane and easterly of the Prairie Pointe Subdivision parcel, includes the Detention Facility consisting of the Pond, two sedimentation forebays on the west and east of the Pond, and two Open Space/Drainage Corridors, (the Detention Pond) and is depicted on Exhibit "K".

The Annexation Agreement is hereby amended to zone the Subject Property as Planned Unit Development (hereinafter PUD) depicted on Exhibit "K" and identified as the Office Component being that portion of the Residential Component northerly of Crimson Drive and southerly of the Detention Pond, which is currently zoned R-2 Single Family Residential District and described on Exhibit "O", shall allow all of the uses permitted in the O-Office District as stated in Exhibit "D-1".

Said zoning shall allow the uses, size, density, areas, coverage, and maximum building heights as set forth on Exhibit "O-1" of the Annexation Agreement, O-Office District, except for those O Office uses deleted on the O Office portion of Exhibit "D-1" hereto and said real property shall be used as developed in accordance with 65 ILCS 5/11-15-1 through 65 ILCS 5/11-15.1-5, and in accordance with all CITY ordinances.

2. The CITY acknowledges that OWNER/DEVELOPER having annexed the Original Subject Property pursuant to the Annexation Agreement and having developed the real property described therein, and the CITY and OWNER/DEVELOPER further acknowledge that the parties have completed, or will each undertake the following duties, covenants, and obligations as applicable:

A.

i. OWNER/DEVELOPER has satisfied the Annexation Agreement requirement to dedicate certain property for the purpose of extending Countryside Parkway and McHugh Road to the south to their intersections with US Route 34, all as depicted on the Plat of Dedication of Right-of-Way attached hereto as Exhibit "G" all as contemplated by the Annexation Agreement (the dedicated ROW). The Plat of Dedication of attached hereto as Exhibit "G" was recorded with the Kendall County Recorder of Deeds on July 19, 2000 as Document Number #20009644 (F-F 7-89) (the Plat of Dedication).

OWNER/DEVELOPER has dedicated to the CITY the easement required by Section 2 A iv of the Annexation Agreement to serve the real property to the East (Autumn Creek Subdivision) with sanitary sewer, and Crimson Lane of Yorkville Crossing Unit One has been designed to incorporate this municipal utility easement south and adjacent to this right of way.

The OWNER/DEVELOPER agrees to provide the easement to the CITY necessary for the water main along the north side of Crimson Lane.

The OWNER/DEVELOPER agrees to provide an easement to the CITY in the final Plat of Subdivision for the Residential and /or the Office component shown on the Conceptual PUD Plan to access the Detention Pond for any proper governmental purpose relating to emergencies or relating to the SSA. Until acceptance of the Final Plat of Subdivision for either the Residential and/or the Office Component of the Conceptual PUD Plan, the CITY's easement for this purpose shall extend to any undeveloped area encompassed by the Office/Residential components of the Conceptual PUD Plan reasonably necessary for said access (Exhibits O and F), The final easement for this purpose will be memorialized on the Final Plat of Subdivision for the first of either the Residential and/or the Office Component of the Exhibit "K" Conceptual PUD Plan in an area reasonably suitable for this purpose, which First Final Plat of Subdivision will also include the final designation of the Detention Pond parcel, including the areas indicated as forebays and the lake on Exhibit "K"

Conceptual PUD Plan.

B. Menard, Inc. (Menard) and OWNER/DEVELOPER have cooperated and all authority has been granted by OWNER/DEVELOPER to Menard to:

i. Enter upon the Dedicated Right-of-Way to construct at Menard's expense, the subject roadways and to obtain temporary construction easements in addition to the roadways if any temporary construction easements were necessary to complete all work contemplated to be performed by Menard, pursuant to the Annexation Agreement

ii. Authorize and permit the extension of all CITY, Yorkville-Bristol Sanitary District, and public utilities including, but not limited to telephone, electric and gas through said area.

iii. Consent to the rebate of sales tax revenue to Menard under its Development and Annexation Agreement with the CITY, as to sales tax revenues generated on all the areas zoned B-3 Service Business District within the Original Subject Property and in the Subject Property, in order for Menard to recover the costs advanced by Menard for the construction of Countryside Parkway and McHugh Street.

iv. OWNER/DEVELOPER provided easements to the CITY for CITY Roadways on the Original Subject Property and Subject Property to drain into the Detention Pond,

v. Sections 2.B.vi, ix, x and xi of the Annexation Agreement are unaffected by this Modification.

2. B.viii of the Annexation Agreement is hereby amended by replacing said section with the following provisions:

The CITY agrees that in consideration of sums advanced by OWNER/DEVELOPER for engineering, bonding and construction (the Costs) of:

(a) Costs of Roadway Constructions, including

(a.i) the main collector road, commonly known as Crimson Lane, between the commercial and residential sections of the development from Countryside Parkway to the northeasterly boundary of the property to its connection with Autumn Creek Subdivision, and part of the final plat of subdivision of Yorkville Crossings Unit One; and

(a.ii) the construction and/or reconstruction of the intersections at US Route 34 (a/k/a

Veterans Parkway) per the State of Illinois Department of Transportation (IDOT) requirements (including traffic signalization and all of the other IDOT approved roadway modifications to US Route 34, the improvements and intersections for modification of Countryside Parkway, and

(a.iii) any or all changes needed in Countryside Parkway including the modifications to intersections, the construction of median breaks and turn lanes,

the foregoing to be hereinafter collectively referred to as "Roadway Constructions" and

(b) Costs of the public utilities within the non-residential portions of the Subdivision, including: watermain, sanitary sewer and public storm sewer, any Best Management Practices (BMPs) that facilitate the functionality of the public storm sewers for the Subject Property and all rights of way and the IDOT Improvements, the foregoing to be hereinafter collectively referred to as "Public Utilities" and

(c) the CITY will reimburse OWNER/DEVELOPER, with a fixed interest rate of 4.2%, one-half (1/2) of the CITY's share of the Illinois Retailers Occupation Tax ("Sales Tax") receipts as received by the CITY from any and all commercial or business located on the Original Subject Property, for any and all of the Costs both before and after this Modification for the Roadway Constructions and the Public Utilities, provided that Menard, Inc. shall be first reimbursed from said fund, if not previously reimbursed from the reimbursement on the Menard property, for reimbursements provided for in Paragraph 2.E of the Development and Annexation Agreement to the United City of Yorkville Route 47 and Kennedy Road (Menard, inc.) dated July 13, 2000 and recorded on November 21, 2001 with the Kendall County Recorder as document 200100022565. It is understood by the parties that the amount owed to Menards, Inc. at the date of this agreement is estimated to be $10,346,434.42.

The 50% sales tax rebate will commence on the sooner of 1) the date Menard, Inc. is reimbursed for all expenses committed to by the Annexation Agreement and the Menard, Inc. Development and Annexation Agreement as approved by the CITY July 13, 2000 or 2) the expiration of the Menard, Inc. Annexation Agreement, and will continue until the sooner of 1) all funds advanced by or on behalf of OWNER/DEVELOPER for the improvements listed herein are repaid, or 2) until a date 15 years following the date of commencement of the rebate. It is understood by the parties that the amount owed to Menards, inc. at the date of this agreement is estimated to be $10,346,434.42.

OWNER/DEVELOPER may enter an agreement with Wal-Mart to share the obligation to advance funds for the above referenced public improvements and to allocate the Sales Tax Reimbursement between OWNER/DEVELOPER and Wal-Mart.

C. Section 2.C. relating to permission to OWNER/DEVELOPER to locate a temporary

Concrete Batch Plant, is deleted from the Annexation Agreement by this Modification.

D. The CITY is concerned that in order to prevent sedimentation of the primary infiltration component of the overall stormwater Detention Pond (without an outlet sewer to the Fox River), the overall stormwater Detention Pond design will require that OWNER/DEVELOPER construct sedimentation basin forebays as a necessary component of the overall facility design. The overall stormwater Detention Pond design, including the emergency relief mechanism in a separate plan, i.e. for backflow through the large diameter conduit connecting the pond with the existing overflow location for the subject property at a low point across US Route 34, as prepared by Atwell-Hicks Dated December 11, 2007, entitled Crimson Lane Stormwater Management Facility, Atwell-Hicks project No 06000418.33 as modified by its substituted Tab 7 of January 18, 2008, its Report of January 21, 2008 to the City of Yorkville entitled "Re: Yorkville Crossing P.U.D Infiltration Basin and Stormwater Management Review (Crimson Lane Stormwater Management Facility) United City of Yorkville, Kendall County, Illinois, and as modified by Atwell-Hicks report of February 26, 2008 concerning off-site flows, and the Items 1 through 4 of the Staff Conclusions in the Crimson Lane Stormwater Basin Review of February 26, 2008 by Laura Haake, and Atwell-Hicks March 7, 2008 revisions and response thereto, is approved for this purpose, and the CITY acknowledges that this overall stormwater Detention Pond has sufficient capacity for all of the existing or proposed development of the Original Subject Property being approximately 257.68 acres, including the Subject Property, the Residential and Office Components of the PUD northerly of Crimson Lane, the CITY right-of-ways that are currently draining into the Detention Pond with, in addition, capacity sufficient for the additions to the IDOT ROW contemplated by this Modification.

OWNER/DEVELOPER agrees to construct at its expense the forebay system as illustrated schematically on the attached design (Exhibit "I"). These sedimentation forebays and the two Emergency Outfall Pipes are in lieu of an outfall sewer to the Fox River.

OWNER/DEVELOPER agrees to commence construction of the Improvements described by Exhibit "I" (Crimson Lane Stormwater Management Facility plans with a latest revision date of February 7, 2008) immediately upon the transfer of title to Wal-Mart for the Wal-Mart Parcel. The OWNER/DEVELOPER agrees to provide bonding in compliance with the city Subdivision Control Ordinance. The city agrees to consider reductions in bonding upon OWNER/DEVELOPER'S requests based on work substantially completed at the time of said requests.

OWNER/DEVELOPER will indemnify and hold the CITY harmless from any and all liability that results from the construction, maintenance or operation of the Detention Pond.

E. In the event that the CITY determines that the Detention Pond has capacity in excess of all of the existing or proposed development of the Subject Property and the CITY right-of-ways that are currently draining into the Detention Pond, the CITY may enter an Intergovernmental Agreement with IDOT to permit IDOT to use the Detention Pond for stormwater detention and/or retention for US Route 34 (Veterans Parkway). Any such Intergovernmental Agreement shall provide that IDOT will, at its expense, construct and maintain such BMPs as are necessary to protect the water quality of the Detention Pond, and it will construct any storm sewers in US Route 34 as are necessary to convey Stormwater to the Detention Pond. In the event that the CITY receives payment from IDOT pursuant to any such Intergovernmental Agreement, such payments shall be paid to OWNER/DEVELOPER and credited against the Costs for Roadway Construction and Public Utilities to be reimbursed by the CITY pursuant to Section 2. B.viii above.

3, 4 ,7 and 8.
Sections 3, 4, 7 and 8 of the Annexation Agreement are not affected by this Modification, except that Paragraphs 3.F.iii to 3.F.vi are deleted, and OWNER/DEVELOPER shall instead contribute cash calculated in conformity with existing Ordinances dealing with land cash donations for schools. As its land cash donation for parks, the OWNER/DEVELOPER's agrees to donate $707,000 to the CITY within 30 days of closing on the Wal-Mart Parcel for use on Capital Improvement Costs for the Park and Recreation Department.

5. BINDING EFFECT AND TERM:

A. The Annexation Agreement and this Modification thererto shall be binding upon and inure to the benefit of the parties hereto, and their successors and owners of record of the land which is the subject of the Annexation Agreement and/or this Modification, all assignees, lessees, and any successor municipal authorities of said CITY; for any development having commenced within a period of twenty years from the date of execution of the Annexation Agreement by the CITY.

B. CITY and OWNER/DEVELOPER agree that OWNER/DEVELOPER and CITY have completed all conduct and cooperation with Menard for all joint obligations contemplated by the Annexation Agreement affecting the Original Subject Property and therefore no Joint Development Agreement among OWNER/DEVELOPER, the CITY and Menard is required.

6. NOTICES:

Any notices required hereunder shall be in writing and shall be served upon any other party in writing and shall be faxed and delivered personally or sent by registered or certified mail, return receipt requested, postage prepaid, and addressed as follows:

If to the CITY: Mayor and City Clerk
United City of Yorkville
800 Game Farm Road
Yorkville, IL 60560
(630) 553-4350
Fax: (630) 553-7575

With a copy to: Kathleen Field Orr
Attorney for the City of Yorkville
800 Game Farm Road
Yorkville, IL 60560
(630) 553-4350
Fax: (630) 553-7575

If to OWNER/DEVELOPER Yorkville Crossings LLC
c/o Donald J. Hamman, Manager
13351 B Faxon Road
Plano, IL 60545
(630) 554-9101
Fax: (630) 554-9181

With a copy to: John P. Duggan
Duggan Law Offices
181 S. Lincolnway
North Aurora, IL 60542
(630) 264-7893
Fax: (630) 264-1310

If to Walmart Wal-Mart Stores, Inc.
Attention Realty Management, State of Illinois
Re: Yorkville, IL #4462
2001 S.E. 10TH Street
Bentonville, AR 72716-0050

With a copy to Wal-Mart Stores, Inc.
Attention: Adele Lucas
Re: Yorkville, IL #4462
2001 S.E. 10TH Street
Bentonville, AR 72716-0050

And with a copy to

Katie Cunningham

Drinker Biddle & Reath LLP
191 N. Wacker Drive
Chicago, Illinois 60606
(312) 569-1219
FAX (312) 569-3219

or to such other addresses as any party from time to time designate in a written notice to the other parties.

9. OWNER/DEVELOPER has organized and incorporated the Yorkville Crossing Property Owners Association, Inc., (the "Association") a property owners association created to own, maintain and assess expenses for maintenance of the common areas located on the Residential or Office Components of the Subject Property. Currently, the only common area is part of the Detention Pond. It is contemplated that when the Detention Pond is completed, the entirety of the Detention Pond and any portion of the Detention System, including the Detention Pond, Storm Water collection or discharge sewers not on private property except for those owned and maintained by the CITY, the sedimentation forebays, and all other open space associated with the Residential or Office Components will be conveyed to the Association. The Association's Declaration of Covenants Conditions and Restrictions (the "Declaration") provide that assessments will be levied against all property that becomes subject to the Declaration to maintain the Common Areas. Property becomes subject to the Declaration by executing a Detention System Easement with the Association that entitles the property to use the Detention Pond for its detention/retention needs. The OWNER/DEVELOPER consent to the creation of a back-up or dormant Special Service Area on the Subject Property and the Wal-Mart Parcel referred to in this Modification Agreement, to maintain the Common Areas in the event that the Association fails to do so. The City agrees to consider alternative legal instruments, in lieu of the dormant Special Service Area of the Wal-Mart Parcel and approve such alternative method as the City deems appropriate.

10. The OWNER/DEVELOPER and the CITY shall require that, as a prerequisite to use of the Detention Pond, stormwater best management practices (BMPs), such as catch basin filters, separators, bio-swales and similar engineering practices to protect the water quality of storm water before it passes into the sedimentation forebays prior to the pond shall be required of all property subject to the Modification to the Annexation Agreement to be developed as a requirement to utilize the Detention Pond. All storm water shall pass through filtration devices and/or bioswales prior to reaching the Detention Pond to remove the suspended particles along with treatment for chemical removal such as hydrocarbons. A long term maintenance plan for the entire Stormwater basin parcel shall be created and adopted by the Association and its performance shall be within the contemplated scope of the special service area.

IN WITNESS WHEREOF, the undersigned have hereunto set their hands and seals this 1st day of MAY, 2008.

CITY: THE UNITED CITY OF YORKVILLE By: Valerie Burd Mayor Attest: City Clerk	OWNER/DEVELOPER: Yorkville Crossing LLC, an Illinois Limited Liability Company By Donald J Hamman Donald J Hamman, its Manager

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, DO HEREBY CERTIFY, that Valerie Burd, Mayor of the City of Yorkville and Jackie Milschewski, City Clerk of said City, personally known to me to be the same persons whose names are subscribed to the foregoing instrument acknowledged that they signed and delivered the foregoing instrument as their own free and voluntary act and as the free and voluntary act of said CITY, for the uses and purposes therein set forth; and the said City Clerk then and there acknowledged that she, as custodian of the corporate seal of the CITY, did affix the corporate seal of said CITY to said instrument as her own free and voluntary act and as the free and voluntary act of said CITY, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial Seal this 1st day of MAY, 2008

Lisa Pickering
Notary Public

OFFICIAL SEAL
LISA PICKERING
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:12/13/08

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, DO HEREBY CERTIFY, that Donald J. Hamman, who is personally known to me to be the same persons whose names are subscribed to the foregoing instrument acknowledged that he is the sole Manager of Yorkville Crossings LLC and that he signed and delivered the foregoing instrument as its own free and voluntary act of said company, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial Seal this 16 day of April, 2008.

Notary Public

OFFICIAL SEAL
JOHN P DUGGAN
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:02/13/09

EXHIBIT LIST

Exhibit "A"	Legal Description of the Original Subject Property
Exhibit "A-1"	Legal Description of the Kalant parcel
Exhibit "A-2"	Legal Description of the USPS parcel
Exhibit "A-3"	Legal Description of the Prairie Pointe Subdivision parcel
Exhibit "A-4"	Legal Description of the Wal-Mart Parcel
Exhibit "A-5"	Legal Description of the Subject Property, that is the Original Subject Property except the Excluded Parcels, the Kalant Parcel, the USPS Parcel, the Prairie Pointe Subdivision parcel and the Wal-Mart Parcel.
Exhibit "A-6"	Depiction of Subject Property and Excluded Parcels
Exhibit "B"	Plat of Annexation, no change from Annexation Agreement
Exhibit "C"	Legal Description of B-3 Service Business District zoned area subject to this Modification Agreement.
Exhibit "D"	B-3 Service Business District of the Zoning Ordinance
Exhibit "D-1"	current B-3 Service District uses applicable to the B-3 and O Office components of the Subject Property
Exhibit "E"	Legal Description of PUD B.R-2 One Family Resident District zoned area subject to this Modification Agreement
Exhibit "F"	Article B.R-2 One Family Resident District of the Zoning Ordinance
Exhibit "G"	Right-of-Way Plat of Dedication, no change from Annexation Agreement
Exhibit "H"	Legal Description of the Menard, Inc. Parcel; no change from the Annexation Agreement
Exhibit "I"	Stormwater Detention Pond – Engineering Plan Set
Exhibit "J"	Identification Sign Drawing, no change from Annexation Agreement
Exhibit "K"	Subject Property Conceptual PUD Plan

Exhibit "O"	Legal Description of O-Office District zoned area subject to this Modification Agreement
Exhibit "O-1"	O Office District Zoning Ordinance

Exhibit "A"

LEGAL DESCRIPTION

That part of the Southeast Quarter of Section 21, part of the Southwest Quart of Section 22, part of the Northwest Quarter of Section 27 and part of the Northeast Quarter of Section 28, Township 37 North, Range 7 East of the Third Principal Meridian described as follows: Commencing at an existing iron pipe stake said to be over the original location of a stone in the center line of the Original Bristol and Oswego Road previously described as being 23.05 chains West and thence 35°30' West, 11.02 chains from the Southeast corner of said Section 22; thence Northerly along a line forming an angle of 93°23'07" with the center line of U.S. Route No. 34, measured from the Northeast to the Northwest, this line hereinafter referred to as line "A", 30.05 feet to the Northerly right-of-way line of said Route 34; thence Northwesterly along line "A" aforesaid 798.60 feet; thence Southwesterly, parallel with said center line, 332.0 feet for a point of beginning; thence Northeasterly along the last described course, 332.0 feet to said line "A" thence Northwesterly along said line "A", 1,225.95 feet to a point measured along said line "A", 2,054.60 feet Northwesterly of said center line; thence Southwesterly along a line forming an angle of 87°07'00" with the last described course, measured clockwise therefrom, 825.40 feet; thence Northwesterly along a line which forms an angle of 269°46'00" with the last described course, measured clockwise therefrom, 508.20 feet; thence Southwesterly along a line forming an angle of 91°07'35" with the last described course, measured clockwise therefrom, 3,369.33 feet; thence Northwesterly along a line forming an angle of 130°01'22" with the last described course, measured counter-clockwise therefrom, 56.76 feet; thence Southerly along a line forming an angle of 90°21'26" with the last described course, measured clockwise therefrom, 1,362.93 to the Northwest corner of a tract conveyed to Vijay K. and Promila Marawaha by a Warranty Deed recorded June 17, 1994 as Document 9406488; thence Easterly along the North line of said tract at right angles to the last described course, 349.64 feet; thence Southerly along the East line of said tract 731.78 feet to the Northerly right-of-way of said Route 34; thence Easterly along said Northerly right-of-way line, 162.55 feet; thence Easterly along said Northerly right-of-way line being along a tangential curve to the left having a radius of 1,402.39 feet, an arc distance of 976.52 feet; thence Northeasterly along said Northerly right-of-way line being tangent to the last described curve at the last described point, 4,268.99 feet to a line drawn parallel with line "A" Southeasterly from the point of beginning; thence Northwesterly along said parallel line, 798.60 feet to the point of beginning; together with that part of U.S. Route 34 lying Southerly of and adjacent to the property hereon described, in Bristol Township, Kendall County, Illinois and containing a total of 257.68 Acres of land, more or less.

TICOR TITLE INSURANCE COMPANY

ORDER NUMBER: 2000 000096267 KA
STREET ADDRESS: NW CORNER OF COUNTRTSIDE PKWY & MCHUGH
CITY: YORKVILLE **COUNTY:** KENDALL COUNTY
TAX NUMBER: 02-28-226-002-0000 PIN: 02-21-400-009 and 02-28-226-007

LEGAL DESCRIPTION:

THAT PART OF THE SOUTHEAST QUARTER OF SECTION 21, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF LOT 3 IN MENARDS COMMERCIAL COMMONS, ACCORDING TO THE PLAT THEREOF RECORDED MAY 13, 2002 AS DOCUMENT NO. 02-11411, SAID POINT ALSO BEING ON THE NORTHERLY RIGHT-OF-WAY LINE OF COUNTRYSIDE PARKWAY, ACCORDING TO THE PLAT OF DEDICATION OF SAID COUNTRYSIDE PARKWAY AND MCHUGH ROAD, RECORDED JULY 19, 2000 AS DOCUMENT 0009655; THENCE ALONG THE BOUNDARY OF SAID LOT 3 THE FOLLOWING THREE COURSES; NORTH 10 DEGREES 10 MINUTES 19 SECONDS EAST A DISTANCE OF 428.32 FEET; THENCE SOUTH 80 DEGREES 14 MINUTES 48 SECONDS EAST A DISTANCE OF 57.05 FEET; THENCE NORTH 49 DEGREES 50 MINUTES 06 SECONDS EAST A DISTANCE OF 280.19 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF SAID MCHUGH ROAD; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE THE FOLLOWING SIX COURSES; SOUTH 03 DEGREES 16 MINUTES 50 SECONDS EAST A DISTANCE OF 62.86 FEET; THENCE 110.80 FEET ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 540.00 FEET, THE CHORD OF WHICH BEARS SOUTH 09 DEGREES 09 MINUTES 38 SECONDS EAST A CHORD DISTANCE OF 110.61 FEET; THENCE SOUTH 15 DEGREES 02 MINUTES 19 SECONDS EAST A DISTANCE OF 231.13 FEET; THENCE 153.39 FEET ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 460.00 FEET, THE CHORD OF WHICH BEARS SOUTH 05 DEGREES 29 MINUTES 09 SECONDS EAST A CHORD DISTANCE OF 152.68 FEET; THENCE SOUTH 04 DEGREES 04 MINUTES 00 SECONDS WEST A DISTANCE OF 51.84 FEET; THENCE 39.27 FEET ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 25.00 FEET, THE CHORD OF WHICH BEARS SOUTH 49 DEGREES 04 MINUTES 00 SECONDS WEST A CHORD DISTANCE OF 35.36 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF SAID COUNTRYSIDE PARKWAY; THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY LINE NORTH 85 DEGREES 56 MINUTES 00 SECONDS WEST A DISTANCE OF 412.41 FEET TO THE POINT OF BEGINNING, IN THE UNITED CITY OF YORKVILLE, BRISTOL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

EX A TO WARRANTY DEED
HAMMANS TO USPS

TICOR TITLE INSURANCE COMPANY

ORDER NUMBER: 2000 000095603 KA
STREET ADDRESS: CORNER OF MCHUGH AND COUNTRYSIDE
CITY: YORKVILLE COUNTY: KENDALL COUNTY
TAX NUMBER: ~~02-19-300-013-0000~~ PIN 02-28-226-005

LEGAL DESCRIPTION:

THAT PART OF THE SOUTHEAST QUARTER OF SECTION 21, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF LOT 3 IN MENARDS COMMERCIAL COMMONS, ACCORDING TO THE PLAT THEREOF RECORDED MAY 13, 2002 AS DOCUMENT 02-11411, SAID POINT ALSO BEING THE NORTHERLY RIGHT-OF-WAY LINE OF COUNTRYSIDE PARKWAY, ACCORDING TO THE PLAT OF DEDICATION OF SAID COUNTRYSIDE PARKWAY AND MCHUGH ROAD, RECORDED JULY 19, 2000 AS DOCUMENT 0009655; THENCE ALONG THE BOUNDARY OF SAID LOT 3 THE FOLLOWING THREE COURSES; NORTH 10 DEGREES 10 MINUTES 19 SECONDS EAST A DISTANCE OF 428.32 FEET; THENCE SOUTH 80 DEGREES 14 MINUTES 48 SECONDS EAST A DISTANCE OF 57.05 FEET; THENCE NORTH 49 DEGREES 50 MINUTES 06 SECONDS EAST A DISTANCE OF 380.30 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF SAID MCHUGH ROAD; THENCE ALONG SAID EASTERLY RIGHT-OF-WAY LINE SOUTH 03 DEGREES 16 MINUTES 56 SECONDS EAST A DISTANCE OF 95.39 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 85 DEGREES 56 MINUTES 00 SECONDS EAST A DISTANCE OF 536.47 FEET; THENCE SOUTH 04 DEGREES 04 MINUTES 00 SECONDS WEST A DISTANCE OF 591.61 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF COUNTRYSIDE PARKWAY; THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY LINE THE FOLLOWING THREE COURSES; 42.80 FEET ALONG A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 1500.00 FEET, THE CHORD OF WHICH BEARS NORTH 85 DEGREES 06 MINUTES 57 SECONDS WEST A CHORD DISTANCE OF 42.79 FEET; THENCE NORTH 85 DEGREES 56 MINUTES 00 SECONDS WEST A DISTANCE OF 338.21 FEET; THENCE 39.27 FEET ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 25.00 FEET, THE CHORD OF WHICH BEARS NORTH 40 DEGREES 56 MINUTES 00 SECONDS WEST A CHORD DISTANCE OF 35.36 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF SAID MCHUGH ROAD; THENCE ALONG SAID EASTERLY RIGHT-OF-WAY LINE THE FOLLOWING FIVE COURSES; NORTH 04 DEGREES 04 MINUTES 00 SECONDS EAST A DISTANCE OF 51.84 FEET; THENCE 180.06 FEET ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 540.00 FEET, THE CHORD OF WHICH BEARS NORTH 05 DEGREES 29 MINUTES 09 SECONDS WEST A CHORD DISTANCE OF 179.23 FEET; THENCE NORTH 15 DEGREES 02 MINUTES 19 SECONDS WEST A DISTANCE OF 231.13 FEET; THENCE 94.38 FEET ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 460.00 FEET, THE CHORD OF WHICH BEARS NORTH 09 DEGREES 09 MINUTES 38 SECONDS WEST A CHORD DISTANCE OF 94.22 FEET; THENCE NORTH 03 DEGREES 16 MINUTES 56 SECONDS WEST A DISTANCE OF 27.53 FEET TO THE POINT OF BEGINNING, IN THE UNITED CITY OF YORKVILLE, BRISTOL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

PINs: 02-21-482-001
02-21-482-002
02-21-482-003
02-28-226-010

Prairie Pointe Subdivision, Yorkville, Kendall County, Illinois

Legal Description prior to subdivision:

That part of the Southeast Quarter of Section 21, and that part of the Northeast Quarter of Section 28, Township 37 North, Range 7 East of the Third Principal Meridian, described as follows: Commencing at the Southeast corner of Lot 3 in Menards Commercial Commons, according to the plat thereof recorded May 13, 2002 as Document No. 02-11411, said point also being on the northerly Right-of-Way line of Countryside Parkway, according to the plat of dedication of said Countryside Parkway and McHugh Road, recorded July 19, 2000 as Document No. 0009655; thence along the boundary of said Lot 3 the following three (3) courses; North 10 degrees 10 minutes 19 seconds East, a distance of 428.32 feet; thence South 80 degrees 14 minutes 48 seconds East, a distance of 57.05 feet; thence North 49 degrees 50 minutes 06 seconds East, a distance of 380.30 feet to a point on the easterly Right-of-Way line of said McHugh Road, said point also being the most southerly corner of Lot 167 of Prairie Meadows Subdivision, for the Point of Beginning; thence continuing North 49 degrees 50 minutes 06 seconds East, along the southeasterly line of said Lot 167, 331.38 feet to a bend in said southeasterly line; thence North 49 degrees 50 minutes 23 seconds East, along said southeasterly line, 422.19 feet; thence South 38 degrees 18 minutes 57 seconds east, 725.52 feet to the westerly line of an existing Drainage Easement; thence South 21 degrees 49 minutes 59 seconds East, along the westerly line of said existing Drainage Easement, 202.47 feet to the northwesterly line of the proposed Crimson Lane; thence South 55 degrees 13 minutes 02 seconds West, along said northwesterly line, 189.48 feet to a point of curvature in said line; thence southwesterly along a curve to the left with a radius of 440.00 feet and a chord bearing of South 32 degrees 09 minutes 20 seconds West, an arc length of 354.20 feet; thence South 09 degrees 05 minutes 39 seconds West, along the westerly line of said proposed Crimson Lane, 41.31 feet; thence South 52 degrees 19 minutes 11 seconds West, along said westerly line, 35.25 feet to a point on the northerly right of way line of Countryside Parkway; thence westerly along said northerly right of way line, being along a curve to the left with a radius of 1393.64 feet and a chord bearing of North 82 degrees 44 minutes 37 seconds West, an arc length of 78.84 feet to the southeast corner of the United Stated Postal Service lands; thence North 04 degrees 04 minutes 00 seconds East, along the easterly line of said United Stated Postal Service lands, 591.61 feet to the northeast corner thereof; thence North 85 degrees 56 minutes 00 seconds West, along the northerly line of said United Stated Postal Service lands, 536.47 feet to the northwest corner thereof, said northwest corner being on the easterly right of way line of said McHugh Road; thence North 03 degrees 16 minutes 56 seconds West, along the easterly right of way line of said McHugh Road, 95.39 feet to the point of beginning, in the United City of Yorkville, Kendall County, Illinois.

PART OF SECTIONS 21, 22, 27 AND 28, ALL IN TOWNSHIP 37 NORTH, RANGE 7 EAST, OF THE THIRD PRINCIPAL MERIDIAN, KENDALL COUNTY, ILLINOIS, BEING BOUNDED AS FOLLOWS:

COMMENCING AT THE SOUTHWESTERN CORNER OF LOT 211 IN AUTUMN CREEK P.U.D. UNIT 1 SUBDIVISION, BEING A SUBDIVISION OF PART OF SECTION 15 AND PART OF SECTION 22, ALL IN TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 3, 2006, AS DOCUMENT 200600000144 IN THE OFFICE OF THE RECORDER, KENDALL COUNTY, ILLINOIS; THENCE NORTH 38 DEGREES 09 MINUTES 10 SECONDS WEST (ASSUMED BEARINGS) ALONG THE SOUTHWESTERN LINE OF LOTS 211, 212 AND 213, A DISTANCE OF 333.67 FEET TO THE **POINT OF BEGINNING** OF THIS DESCRIPTION, SAID POINT LYING SOUTH 38 DEGREES 09 MINUTES 10 SECONDS EAST 7.00 FEET FROM THE INTERSECTION OF THE SOUTHWESTERN LINE OF SAID LOT 213 AND THE SOUTHEASTERN RIGHT-OF-WAY LINE OF CRIMSON LANE AS DEDICATED ON SAID AUTUMN CREEK PLAT, SAID POINT ALSO LYING ON A NON-TANGENT CURVE BEING CONCAVE TO THE NORTHWEST, SAID POINT LYING SOUTH 38 DEGREES 09 MINUTES 10 SECONDS EAST 440.00 FEET FROM THE RADIUS POINT OF SAID CURVE; THENCE SOUTHWESTERLY AND WESTERLY ALONG SAID CURVE TO THE RIGHT 234.72 FEET TO A POINT OF REVERSE CURVATURE OF A CURVE BEING CONCAVE TO THE SOUTHEAST, SAID POINT LYING SOUTH 07 DEGREES 35 MINUTES 15 SECONDS EAST 440.00 FEET FROM THE RADIUS POINT OF THE FIRST CURVE, SAID POINT ALSO LYING NORTH 07 DEGREES 35 MINUTES 15 SECONDS WEST 360.00 FEET FROM THE RADIUS POINT OF THE REVERSE CURVE, THE CHORD OF THE FIRST CURVE BEING SOUTH 67 DEGREES 07 MINUTES 48 SECONDS WEST 231.95 FEET; THENCE WESTERLY AND SOUTHWESTERLY ALONG SAID REVERSE CURVE TO THE LEFT 170.78 FEET TO ITS POINT OF TANGENCY, SAID POINT LYING NORTH 34 DEGREES 46 MINUTES 04 SECONDS WEST 360.00 FEET FROM THE RADIUS POINT OF SAID CURVE, THE CHORD OF SAID REVERSE CURVE BEING SOUTH 68 DEGREES 49 MINUTES 21 SECONDS WEST 169.18 FEET; THENCE SOUTH 55 DEGREES 13 MINUTES 56 SECONDS WEST 1937.37 FEET; THENCE SOUTH 34 DEGREES 46 MINUTES 19 SECONDS EAST PERPENDICULAR TO THE EXISTING NORTHWESTERN RIGHT-OF-WAY LINE OF U.S. ROUTE 34, A DISTANCE OF 1210.98 FEET TO A POINT LYING 69.89 FEET NORTHWESTERLY OF (MEASURED PERPENDICULAR TO) THE EXISTING NORTHWESTERN RIGHT-OF-WAY LINE OF U.S. ROUTE 34, SAID RIGHT-OF-WAY LINE RECORDED IN A WARRANTY DEED ON APRIL 1, 2002, AS DOCUMENT 200200007755 IN THE OFFICE OF THE RECORDER, KENDALL COUNTY, ILLINOIS; THENCE SOUTH 60 DEGREES 44 MINUTES 34 SECONDS EAST 44.37 FEET TO A

POINT LYING 30.00 FEET NORTHWESTERLY OF (MEASURED PERPENDICULAR TO) THE AFORESAID EXISTING NORTHWESTERN RIGHT-OF-WAY LINE OF U.S. ROUTE 34; THENCE SOUTH 34 DEGREES 46 MINUTES 19 SECONDS EAST PERPENDICULAR TO THE AFORESAID NORTHWESTERN RIGHT-OF-WAY LINE OF U.S. ROUTE 34 A DISTANCE OF 30.00 FEET TO THE AFORESAID EXISTING NORTHWESTERN RIGHT-OF-WAY LINE OF U.S. ROUTE 34 (THE FOLLOWING TWO (2) COURSES ARE ALONG THE NORTHWESTERN AND NORTHERN LINE OF SAID U.S. ROUTE 34); 1) THENCE SOUTH 55 DEGREES 13 MINUTES 41 SECONDS WEST 1011.59 FEET; 2) THENCE NORTH 82 DEGREES 23 MINUTES 54 SECONDS WEST 77.16 FEET TO A CORNER OF SAID EXISTING NORTHERN RIGHT-OF-WAY LINE OF U.S. ROUTE 34, SAID POINT ALSO LYING ON THE NORTHEASTERN RIGHT-OF-WAY LINE OF COUNTRYSIDE PARKWAY AS DEDICATED ON JULY 19, 2000, AS DOCUMENT 0009655 IN THE OFFICE OF THE RECORDER, KENDALL COUNTY, ILLINOIS (THE FOLLOWING TWO (2) COURSES ARE ALONG THE NORTHEASTERN AND NORTHERN LINE OF SAID COUNTRYSIDE PARKWAY); 1) THENCE NORTH 34 DEGREES 46 MINUTES 19 SECONDS WEST 54.37 FEET TO THE POINT OF CURVATURE OF A CURVE BEING CONCAVE TO THE SOUTHWEST, SAID POINT LYING NORTH 55 DEGREES 13 MINUTES 41 SECONDS EAST 1500.00 FEET FROM THE RADIUS POINT OF SAID CURVE; 2) THENCE NORTHWESTERLY AND WESTERLY ALONG SAID CURVE TO THE LEFT 1087.82 FEET TO THE SOUTHEASTERN CORNER OF CRIMSON LANE AS DEDICATED ON A PLAT PREPARED BY SMITH ENGINEERING CONSULTANTS AND LAST REVISED ON JULY 11, 2007, SAID POINT LYING NORTH 13 DEGREES 40 MINUTES 35 SECONDS EAST 1500.00 FEET FROM THE RADIUS POINT OF SAID CURVE, THE CHORD OF SAID CURVE BEING NORTH 55 DEGREES 32 MINUTES 52 SECONDS WEST 1064.14 FEET (THE FOLLOWING FIVE (5) COURSES ARE ALONG THE DEDICATION OF SAID CRIMSON LANE; 1) THENCE NORTH 33 DEGREES 31 MINUTES 12 SECONDS WEST 37.32 FEET; 2) THENCE NORTH 09 DEGREES 06 MINUTES 33 SECONDS EAST 44.20 FEET TO THE POINT OF CURVATURE OF A CURVE BEING CONCAVE TO THE SOUTHEAST, SAID POINT OF CURVATURE LYING NORTH 80 DEGREES 53 MINUTES 27 SECONDS WEST 360.00 FEET FROM THE RADIUS POINT OF SAID CURVE; 3) THENCE NORTHERLY AND NORTHEASTERLY ALONG SAID CURVE TO THE RIGHT 289 80 FEET TO ITS POINT OF TANGENCY, SAID POINT OF TANGENCY LYING NORTH 34 DEGREES 46 MINUTES 04 SECONDS WEST 360.00 FEET FROM THE RADIUS POINT OF SAID CURVE, THE CHORD OF SAID CURVE BEING NORTH 32 DEGREES 10 MINUTES 15 SECONDS EAST 282.04 FEET; 4) THENCE NORTH 55 DEGREES 13 MINUTES 56 SECONDS EAST 189.48 FEET; 5) THENCE NORTH 34 DEGREES 46 MINUTES 04 SECONDS WEST 80.00 FEET; THENCE NORTH 55 DEGREES 13 MINUTES 56 SECONDS EAST 2883.55 FEET TO THE POINT OF CURVATURE OF A CURVE BEING CONCAVE TO THE SOUTHEAST, SAID POINT OF CURVATURE LYING NORTH 34 DEGREES 46 MINUTES 04 SECONDS WEST 440.00 FEET FROM THE RADIUS POINT OF SAID CURVE;

THENCE NORTHEASTERLY AND EASTERLY ALONG SAID CURVE TO THE RIGHT 208.73 FEET TO A POINT OF REVERSE CURVATURE OF A CURVE BEING CONCAVE TO THE NORTHWEST, SAID POINT OF REVERSE CURVATURE LYING NORTH 07 DEGREES 35 MINUTES 15 SECONDS WEST 440.00 FEET FROM THE FIRST CURVE, SAID POINT ALSO LYING SOUTH 07 DEGREES 35 MINUTES 15 SECONDS EAST 360.00 FEET FROM THE RADIUS POINT OF SAID REVERSE CURVE, THE CHORD OF THE FIRST CURVE BEING NORTH 68 DEGREES 49 MINUTES 21 SECONDS EAST 206.78 FEET; THENCE EASTERLY AND NORTHEASTERLY ALONG SAID REVERSE CURVE TO THE LEFT 192.05 FEET TO THE WESTERN LINE OF LOT 227 IN THE AFORESAID AUTUMN CREEK SUBDIVISION, SAID POINT LYING SOUTH 38 DEGREES 09 MINUTES 10 SECONDS EAST 360.00 FEET FROM THE RADIUS POINT OF SAID REVERSE CURVE, THE CHORD OF THE REVERSE CURVE BEING NORTH 67 DEGREES 07 MINUTES 48 SECONDS EAST 189.78 FEET; THENCE SOUTH 38 DEGREES 09 MINUTES 10 SECONDS EAST ALONG THE SOUTHWESTERN LINE OF SAID LOT 227 AND ALONG THE SOUTHWESTERN LINE OF SAID DEDICATED CRIMSON LANE AND ALONG THE SOUTHWESTERN LINE OF SAID LOT 213, A DISTANCE OF 80.00 FEET TO THE **POINT OF BEGINNING**, CONTAINING 40.848 ACRES, MORE OR LESS.

Exhibit "A"

LEGAL DESCRIPTION

That part of the Southeast Quarter of Section 21, part of the Southwest Quart of Section 22, part of the Northwest Quarter of Section 27 and part of the Northeast Quarter of Section 28, Township 37 North, Range 7 East of the Third Principal Meridian described as follows: Commencing at an existing iron pipe stake said to be over the original location of a stone in the center line of the Original Bristol and Oswego Road previously described as being 23.05 chains West and thence 35°30' West, 11.02 chains from the Southeast corner of said Section 22; thence Northerly along a line forming an angle of 93°23'07" with the center line of U.S. Route No. 34, measured from the Northeast to the Northwest, this line hereinafter referred to as line "A", 30.05 feet to the Northerly right-of-way line of said Route 34; thence Northwesterly along line "A" aforesaid 798.60 feet; thence Southwesterly, parallel with said center line, 332.0 feet for a point of beginning; thence Northeasterly along the last described course, 332.0 feet to said line "A" thence Northwesterly along said line "A", 1,225.95 feet to a point measured along said line "A", 2,054.60 feet Northwesterly of said center line; thence Southwesterly along a line forming an angle of 87°07'00" with the last described course, measured clockwise therefrom, 825.40 feet; thence Northwesterly along a line which forms an angle of 269°46'00" with the last described course, measured clockwise therefrom, 508.20 feet; thence Southwesterly along a line forming an angle of 91°07'35" with the last described course, measured clockwise therefrom, 3,369.33 feet; thence Northwesterly along a line forming an angle of 130°01'22" with the last described course, measured counter-clockwise therefrom, 56.76 feet; thence Southerly along a line forming an angle of 90°21'26" with the last described course, measured clockwise therefrom, 1,362.93 to the Northwest corner of a tract conveyed to Vijay K. and Promila Marawaha by a Warranty Deed recorded June 17, 1994 as Document 9406488; thence Easterly along the North line of said tract at right angles to the last described course, 349.64 feet; thence Southerly along the East line of said tract 731.78 feet to the Northerly right-of-way of said Route 34; thence Easterly along said Northerly right-of-way line, 162.55 feet; thence Easterly along said Northerly right-of-way line being along a tangential curve to the left having a radius of 1,402.39 feet, an arc distance of 976.52 feet; thence Northeasterly along said Northerly right-of-way line being tangent to the last described curve at the last described point, 4,268.99 feet to a line drawn parallel with line "A" Southeasterly from the point of beginning; thence Northwesterly along said parallel line, 798.60 feet to the point of beginning; together with that part of U.S. Route 34 lying Southerly of and adjacent to the property hereon described, in Bristol Township, Kendall County, Illinois and containing a total of 257.68 Acres of land, more or less.

Except the Kalant parcel, Exhibit A-2

TICOR TITLE INSURANCE COMPANY

ORDER NUMBER: 2000 000096267 KA
STREET ADDRESS: NW CORNER OF COUNTRTSIDE PKWY & MCHUGH
CITY: YORKVILLE **COUNTY:** KENDALL COUNTY
TAX NUMBER: 02-28-226-002-0000 PIN: 02-21-400-009 and 02-28-226-007

LEGAL DESCRIPTION:

THAT PART OF THE SOUTHEAST QUARTER OF SECTION 21, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHEAST CORNER OF LOT 3 IN MENARDS COMMERCIAL COMMONS, ACCORDING TO THE PLAT THEREOF RECORDED MAY 13, 2002 AS DOCUMENT NO. 02-11411, SAID POINT ALSO BEING ON THE NORTHERLY RIGHT-OF-WAY LINE OF COUNTRYSIDE PARKWAY, ACCORDING TO THE PLAT OF DEDICATION OF SAID COUNTRYSIDE PARKWAY AND MCHUGH ROAD, RECORDED JULY 19, 2000 AS DOCUMENT 0009655; THENCE ALONG THE BOUNDARY OF SAID LOT 3 THE FOLLOWING THREE COURSES; NORTH 10 DEGREES 10 MINUTES 19 SECONDS EAST A DISTANCE OF 428.32 FEET; THENCE SOUTH 80 DEGREES 14 MINUTES 48 SECONDS EAST A DISTANCE OF 57.05 FEET; THENCE NORTH 49 DEGREES 50 MINUTES 06 SECONDS EAST A DISTANCE OF 280.19 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF SAID MCHUGH ROAD; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE THE FOLLOWING SIX COURSES; SOUTH 03 DEGREES 16 MINUTES 50 SECONDS EAST A DISTANCE OF 62.86 FEET; THENCE 110.80 FEET ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 540.00 FEET, THE CHORD OF WHICH BEARS SOUTH 09 DEGREES 09 MINUTES 38 SECONDS EAST A CHORD DISTANCE OF 110.61 FEET; THENCE SOUTH 15 DEGREES 02 MINUTES 19 SECONDS EAST A DISTANCE OF 231.13 FEET; THENCE 153.39 FEET ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 460.00 FEET, THE CHORD OF WHICH BEARS SOUTH 05 DEGREES 29 MINUTES 09 SECONDS EAST A CHORD DISTANCE OF 152.68 FEET; THENCE SOUTH 04 DEGREES 04 MINUTES 00 SECONDS WEST A DISTANCE OF 51.84 FEET; THENCE 39.27 FEET ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 25.00 FEET, THE CHORD OF WHICH BEARS SOUTH 49 DEGREES 04 MINUTES 00 SECONDS WEST A CHORD DISTANCE OF 35.36 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF SAID COUNTRYSIDE PARKWAY; THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY LINE NORTH 85 DEGREES 56 MINUTES 00 SECONDS WEST A DISTANCE OF 412.41 FEET TO THE POINT OF BEGINNING, IN THE UNITED CITY OF YORKVILLE, BRISTOL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

EX A TO WARRANTY DEED
HAMMANS TO USPS

and Except the USPS Parcel, Exhibit A-2

TICOR TITLE INSURANCE COMPANY

ORDER NUMBER: 2000 000095603 KA
STREET ADDRESS: CORNER OF MCHUGH AND COUNTRYSIDE
CITY: YORKVILLE COUNTY: KENDALL COUNTY
PIN: 02-28-226-005
TAX NUMBER: ~~02-15-300-013-0000~~

LEGAL DESCRIPTION:

THAT PART OF THE SOUTHEAST QUARTER OF SECTION 21, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF LOT 3 IN MENARDS COMMERCIAL COMMONS, ACCORDING TO THE PLAT THEREOF RECORDED MAY 13, 2002 AS DOCUMENT 02-11411, SAID POINT ALSO BEING THE NORTHERLY RIGHT-OF-WAY LINE OF COUNTRYSIDE PARKWAY, ACCORDING TO THE PLAT OF DEDICATION OF SAID COUNTRYSIDE PARKWAY AND MCHUGH ROAD, RECORDED JULY 19, 2000 AS DOCUMENT 0009655; THENCE ALONG THE BOUNDARY OF SAID LOT 3 THE FOLLOWING THREE COURSES; NORTH 10 DEGREES 10 MINUTES 19 SECONDS EAST A DISTANCE OF 428.32 FEET; THENCE SOUTH 80 DEGREES 14 MINUTES 48 SECONDS EAST A DISTANCE OF 57.05 FEET; THENCE NORTH 49 DEGREES 50 MINUTES 06 SECONDS EAST A DISTANCE OF 380.30 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF SAID MCHUGH ROAD; THENCE ALONG SAID EASTERLY RIGHT-OF-WAY LINE SOUTH 03 DEGREES 16 MINUTES 56 SECONDS EAST A DISTANCE OF 95.39 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 85 DEGREES 56 MINUTES 00 SECONDS EAST A DISTANCE OF 536.47 FEET; THENCE SOUTH 04 DEGREES 04 MINUTES 00 SECONDS WEST A DISTANCE OF 591.61 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF COUNTRYSIDE PARKWAY; THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY LINE THE FOLLOWING THREE COURSES; 42.80 FEET ALONG A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 1500.00 FEET, THE CHORD OF WHICH BEARS NORTH 85 DEGREES 06 MINUTES 57 SECONDS WEST A CHORD DISTANCE OF 42.79 FEET; THENCE NORTH 85 DEGREES 56 MINUTES 00 SECONDS WEST A DISTANCE OF 338.21 FEET; THENCE 39.27 FEET ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 25.00 FEET, THE CHORD OF WHICH BEARS NORTH 40 DEGREES 56 MINUTES 00 SECONDS WEST A CHORD DISTANCE OF 35.36 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF SAID MCHUGH ROAD; THENCE ALONG SAID EASTERLY RIGHT-OF-WAY LINE THE FOLLOWING FIVE COURSES; NORTH 04 DEGREES 04 MINUTES 00 SECONDS EAST A DISTANCE OF 51.84 FEET; THENCE 180.06 FEET ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 540.00 FEET, THE CHORD OF WHICH BEARS NORTH 05 DEGREES 29 MINUTES 09 SECONDS WEST A CHORD DISTANCE OF 179.23 FEET; THENCE NORTH 15 DEGREES 02 MINUTES 19 SECONDS WEST A DISTANCE OF 231.13 FEET; THENCE 94.38 FEET ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 460.00 FEET, THE CHORD OF WHICH BEARS NORTH 09 DEGREES 09 MINUTES 38 SECONDS WEST A CHORD DISTANCE OF 94.22 FEET; THENCE NORTH 03 DEGREES 16 MINUTES 56 SECONDS WEST A DISTANCE OF 27.53 FEET TO THE POINT OF BEGINNING, IN THE UNITED CITY OF YORKVILLE, BRISTOL TOWNSHIP, KENDALL COUNTY, ILLINOIS.

and except the Prairie Point Subdivision, Exhibit A-3

PINs: 02-21-482-001
02-21-482-002
02-21-482-003
02-28-226-010

Prairie Pointe Subdivision, Yorkville, Kendall County, Illinois

Legal Description prior to subdivision:

That part of the Southeast Quarter of Section 21, and that part of the Northeast Quarter of Section 28, Township 37 North, Range 7 East of the Third Principal Meridian, described as follows: Commencing at the Southeast corner of Lot 3 in Menards Commercial Commons, according to the plat thereof recorded May 13, 2002 as Document No. 02-11411, said point also being on the northerly Right-of-Way line of Countryside Parkway, according to the plat of dedication of said Countryside Parkway and McHugh Road, recorded July 19, 2000 as Document No. 0009655; thence along the boundary of said Lot 3 the following three (3) courses; North 10 degrees 10 minutes 19 seconds East, a distance of 428.32 feet; thence South 80 degrees 14 minutes 48 seconds East, a distance of 57.05 feet; thence North 49 degrees 50 minutes 06 seconds East, a distance of 380.30 feet to a point on the easterly Right-of-Way line of said McHugh Road, said point also being the most southerly corner of Lot 167 of Prairie Meadows Subdivision, for the Point of Beginning; thence continuing North 49 degrees 50 minutes 06 seconds East, along the southeasterly line of said Lot 167, 331.38 feet to a bend in said southeasterly line; thence North 49 degrees 50 minutes 23 seconds East, along said southeasterly line, 422.19 feet; thence South 38 degrees 18 minutes 57 seconds east, 725.52 feet to the westerly line of an existing Drainage Easement; thence South 21 degrees 49 minutes 59 seconds East, along the westerly line of said existing Drainage Easement, 202.47 feet to the northwesterly line of the proposed Crimson Lane; thence South 55 degrees 13 minutes 02 seconds West, along said northwesterly line, 189.48 feet to a point of curvature in said line; thence southwesterly along a curve to the left with a radius of 440.00 feet and a chord bearing of South 32 degrees 09 minutes 20 seconds West, an arc length of 354.20 feet; thence South 09 degrees 05 minutes 39 seconds West, along the westerly line of said proposed Crimson Lane, 41.31 feet; thence South 52 degrees 19 minutes 11 seconds West, along said westerly line, 35.25 feet to a point on the northerly right of way line of Countryside Parkway; thence westerly along said northerly right of way line, being along a curve to the left with a radius of 1393.64 feet and a chord bearing of North 82 degrees 44 minutes 37 seconds West, an arc length of 78.84 feet to the southeast corner of the United Stated Postal Service lands; thence North 04 degrees 04 minutes 00 seconds East, along the easterly line of said United Stated Postal Service lands, 591.61 feet to the northeast corner thereof; thence North 85 degrees 56 minutes 00 seconds West, along the northerly line of said United Stated Postal Service lands, 536.47 feet to the northwest corner thereof, said northwest corner being on the easterly right of way line of said McHugh Road; thence North 03 degrees 16 minutes 56 seconds West, along the easterly right of way line of said McHugh Road, 95.39 feet to the point of beginning, in the United City of Yorkville, Kendall County, Illinois.

and except the Wal-Mart Parcel, Exhibit A-4

PART OF SECTIONS 21, 22, 27 AND 28, ALL IN TOWNSHIP 37 NORTH, RANGE 7 EAST, OF THE THIRD PRINCIPAL MERIDIAN, KENDALL COUNTY, ILLINOIS, BEING BOUNDED AS FOLLOWS:

COMMENCING AT THE SOUTHWESTERN CORNER OF LOT 211 IN AUTUMN CREEK P.U.D. UNIT 1 SUBDIVISION, BEING A SUBDIVISION OF PART OF SECTION 15 AND PART OF SECTION 22, ALL IN TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 3, 2006, AS DOCUMENT 200600000144 IN THE OFFICE OF THE RECORDER, KENDALL COUNTY, ILLINOIS; THENCE NORTH 38 DEGREES 09 MINUTES 10 SECONDS WEST (ASSUMED BEARINGS) ALONG THE SOUTHWESTERN LINE OF LOTS 211, 212 AND 213, A DISTANCE OF 333.67 FEET TO THE **POINT OF BEGINNING** OF THIS DESCRIPTION, SAID POINT LYING SOUTH 38 DEGREES 09 MINUTES 10 SECONDS EAST 7.00 FEET FROM THE INTERSECTION OF THE SOUTHWESTERN LINE OF SAID LOT 213 AND THE SOUTHEASTERN RIGHT-OF-WAY LINE OF CRIMSON LANE AS DEDICATED ON SAID AUTUMN CREEK PLAT, SAID POINT ALSO LYING ON A NON-TANGENT CURVE BEING CONCAVE TO THE NORTHWEST, SAID POINT LYING SOUTH 38 DEGREES 09 MINUTES 10 SECONDS EAST 440.00 FEET FROM THE RADIUS POINT OF SAID CURVE; THENCE SOUTHWESTERLY AND WESTERLY ALONG SAID CURVE TO THE RIGHT 234.72 FEET TO A POINT OF REVERSE CURVATURE OF A CURVE BEING CONCAVE TO THE SOUTHEAST, SAID POINT LYING SOUTH 07 DEGREES 35 MINUTES 15 SECONDS EAST 440.00 FEET FROM THE RADIUS POINT OF THE FIRST CURVE, SAID POINT ALSO LYING NORTH 07 DEGREES 35 MINUTES 15 SECONDS WEST 360.00 FEET FROM THE RADIUS POINT OF THE REVERSE CURVE, THE CHORD OF THE FIRST CURVE BEING SOUTH 67 DEGREES 07 MINUTES 48 SECONDS WEST 231.95 FEET; THENCE WESTERLY AND SOUTHWESTERLY ALONG SAID REVERSE CURVE TO THE LEFT 170.78 FEET TO ITS POINT OF TANGENCY, SAID POINT LYING NORTH 34 DEGREES 46 MINUTES 04 SECONDS WEST 360.00 FEET FROM THE RADIUS POINT OF SAID CURVE, THE CHORD OF SAID REVERSE CURVE BEING SOUTH 68 DEGREES 49 MINUTES 21 SECONDS WEST 169.18 FEET; THENCE SOUTH 55 DEGREES 13 MINUTES 56 SECONDS WEST 1937.37 FEET; THENCE SOUTH 34 DEGREES 46 MINUTES 19 SECONDS EAST PERPENDICULAR TO THE EXISTING NORTHWESTERN RIGHT-OF-WAY LINE OF U.S. ROUTE 34, A DISTANCE OF 1210.98 FEET TO A POINT LYING 69.89 FEET NORTHWESTERLY OF (MEASURED PERPENDICULAR TO) THE EXISTING NORTHWESTERN RIGHT-OF-WAY LINE OF U.S. ROUTE 34, SAID RIGHT-OF-WAY LINE RECORDED IN A WARRANTY DEED ON APRIL 1, 2002, AS DOCUMENT 200200007755 IN THE OFFICE OF THE RECORDER, KENDALL COUNTY, ILLINOIS; THENCE SOUTH 60 DEGREES 44 MINUTES 34 SECONDS EAST 44.37 FEET TO A

POINT LYING 30.00 FEET NORTHWESTERLY OF (MEASURED PERPENDICULAR TO) THE AFORESAID EXISTING NORTHWESTERN RIGHT-OF-WAY LINE OF U.S. ROUTE 34; THENCE SOUTH 34 DEGREES 46 MINUTES 19 SECONDS EAST PERPENDICULAR TO THE AFORESAID NORTHWESTERN RIGHT-OF-WAY LINE OF U.S. ROUTE 34 A DISTANCE OF 30.00 FEET TO THE AFORESAID EXISTING NORTHWESTERN RIGHT-OF-WAY LINE OF U.S. ROUTE 34 (THE FOLLOWING TWO (2) COURSES ARE ALONG THE NORTHWESTERN AND NORTHERN LINE OF SAID U.S. ROUTE 34); 1) THENCE SOUTH 55 DEGREES 13 MINUTES 41 SECONDS WEST 1011.59 FEET; 2) THENCE NORTH 82 DEGREES 23 MINUTES 54 SECONDS WEST 77.16 FEET TO A CORNER OF SAID EXISTING NORTHERN RIGHT-OF-WAY LINE OF U.S. ROUTE 34, SAID POINT ALSO LYING ON THE NORTHEASTERN RIGHT-OF-WAY LINE OF COUNTRYSIDE PARKWAY AS DEDICATED ON JULY 19, 2000, AS DOCUMENT 0009655 IN THE OFFICE OF THE RECORDER, KENDALL COUNTY, ILLINOIS (THE FOLLOWING TWO (2) COURSES ARE ALONG THE NORTHEASTERN AND NORTHERN LINE OF SAID COUNTRYSIDE PARKWAY), 1) THENCE NORTH 34 DEGREES 46 MINUTES 19 SECONDS WEST 54.37 FEET TO THE POINT OF CURVATURE OF A CURVE BEING CONCAVE TO THE SOUTHWEST, SAID POINT LYING NORTH 55 DEGREES 13 MINUTES 41 SECONDS EAST 1500.00 FEET FROM THE RADIUS POINT OF SAID CURVE; 2) THENCE NORTHWESTERLY AND WESTERLY ALONG SAID CURVE TO THE LEFT 1087.82 FEET TO THE SOUTHEASTERN CORNER OF CRIMSON LANE AS DEDICATED ON A PLAT PREPARED BY SMITH ENGINEERING CONSULTANTS AND LAST REVISED ON JULY 11, 2007, SAID POINT LYING NORTH 13 DEGREES 40 MINUTES 35 SECONDS EAST 1500.00 FEET FROM THE RADIUS POINT OF SAID CURVE, THE CHORD OF SAID CURVE BEING NORTH 55 DEGREES 32 MINUTES 52 SECONDS WEST 1064.14 FEET (THE FOLLOWING FIVE (5) COURSES ARE ALONG THE DEDICATION OF SAID CRIMSON LANE; 1) THENCE NORTH 33 DEGREES 31 MINUTES 12 SECONDS WEST 37.32 FEET; 2) THENCE NORTH 09 DEGREES 06 MINUTES 33 SECONDS EAST 44.20 FEET TO THE POINT OF CURVATURE OF A CURVE BEING CONCAVE TO THE SOUTHEAST, SAID POINT OF CURVATURE LYING NORTH 80 DEGREES 53 MINUTES 27 SECONDS WEST 360.00 FEET FROM THE RADIUS POINT OF SAID CURVE; 3) THENCE NORTHERLY AND NORTHEASTERLY ALONG SAID CURVE TO THE RIGHT 289.80 FEET TO ITS POINT OF TANGENCY, SAID POINT OF TANGENCY LYING NORTH 34 DEGREES 46 MINUTES 04 SECONDS WEST 360.00 FEET FROM THE RADIUS POINT OF SAID CURVE, THE CHORD OF SAID CURVE BEING NORTH 32 DEGREES 10 MINUTES 15 SECONDS EAST 282.04 FEET; 4) THENCE NORTH 55 DEGREES 13 MINUTES 56 SECONDS EAST 189.48 FEET; 5) THENCE NORTH 34 DEGREES 46 MINUTES 04 SECONDS WEST 80.00 FEET; THENCE NORTH 55 DEGREES 13 MINUTES 56 SECONDS EAST 2883.55 FEET TO THE POINT OF CURVATURE OF A CURVE BEING CONCAVE TO THE SOUTHEAST, SAID POINT OF CURVATURE LYING NORTH 34 DEGREES 46 MINUTES 04 SECONDS WEST 440.00 FEET FROM THE RADIUS POINT OF SAID CURVE;

THENCE NORTHEASTERLY AND EASTERLY ALONG SAID CURVE TO THE RIGHT 208.73 FEET TO A POINT OF REVERSE CURVATURE OF A CURVE BEING CONCAVE TO THE NORTHWEST, SAID POINT OF REVERSE CURVATURE LYING NORTH 07 DEGREES 35 MINUTES 15 SECONDS WEST 440.00 FEET FROM THE FIRST CURVE, SAID POINT ALSO LYING SOUTH 07 DEGREES 35 MINUTES 15 SECONDS EAST 360.00 FEET FROM THE RADIUS POINT OF SAID REVERSE CURVE, THE CHORD OF THE FIRST CURVE BEING NORTH 68 DEGREES 49 MINUTES 21 SECONDS EAST 206.78 FEET; THENCE EASTERLY AND NORTHEASTERLY ALONG SAID REVERSE CURVE TO THE LEFT 192.05 FEET TO THE WESTERN LINE OF LOT 227 IN THE AFORESAID AUTUMN CREEK SUBDIVISION, SAID POINT LYING SOUTH 38 DEGREES 09 MINUTES 10 SECONDS EAST 360.00 FEET FROM THE RADIUS POINT OF SAID REVERSE CURVE, THE CHORD OF THE REVERSE CURVE BEING NORTH 67 DEGREES 07 MINUTES 48 SECONDS EAST 189.78 FEET; THENCE SOUTH 38 DEGREES 09 MINUTES 10 SECONDS EAST ALONG THE SOUTHWESTERN LINE OF SAID LOT 227 AND ALONG THE SOUTHWESTERN LINE OF SAID DEDICATED CRIMSON LANE AND ALONG THE SOUTHWESTERN LINE OF SAID LOT 213, A DISTANCE OF 80 00 FEET TO THE **POINT OF BEGINNING**, CONTAINING 40.848 ACRES, MORE OR LESS.

EXHIBIT A-6

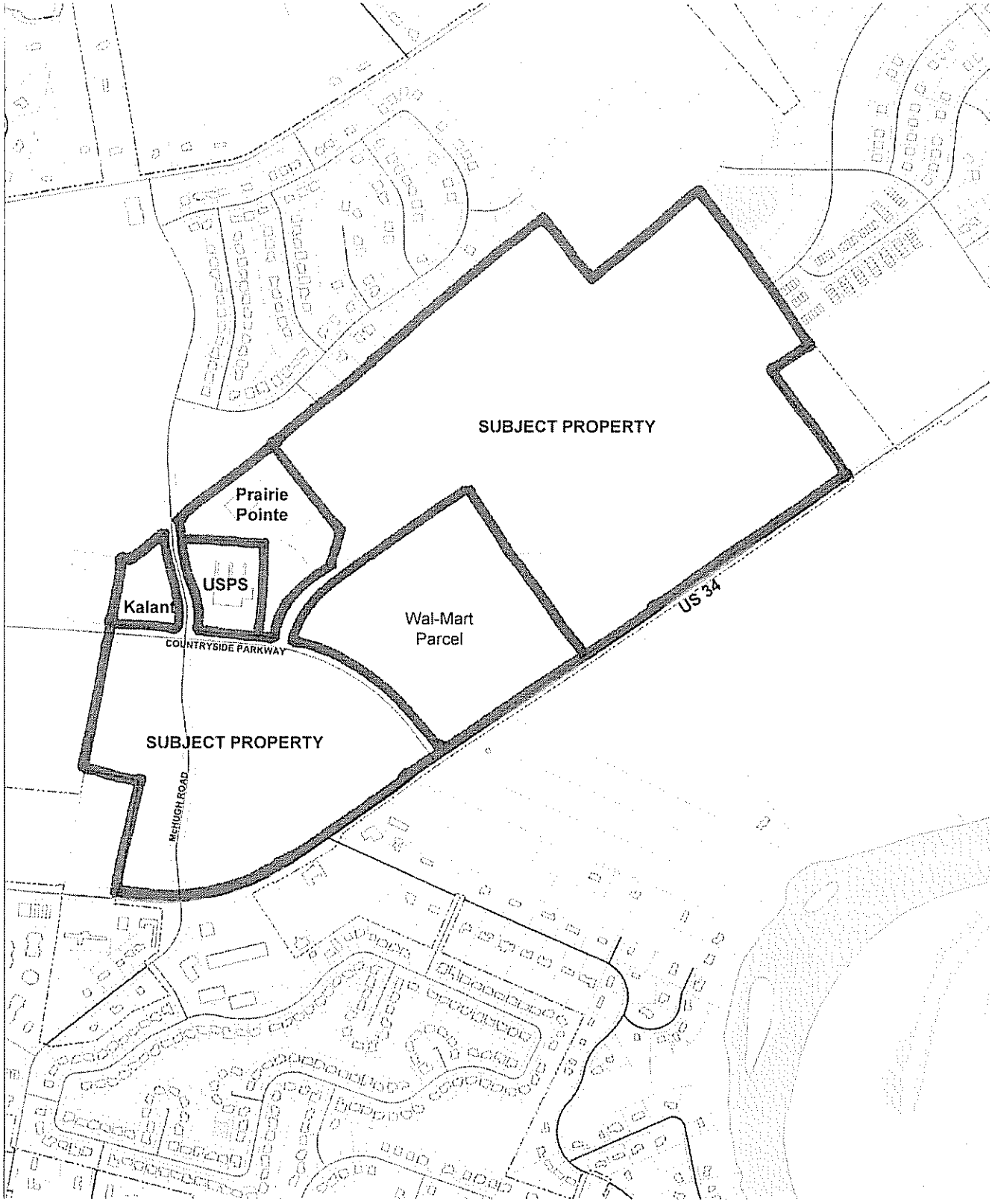
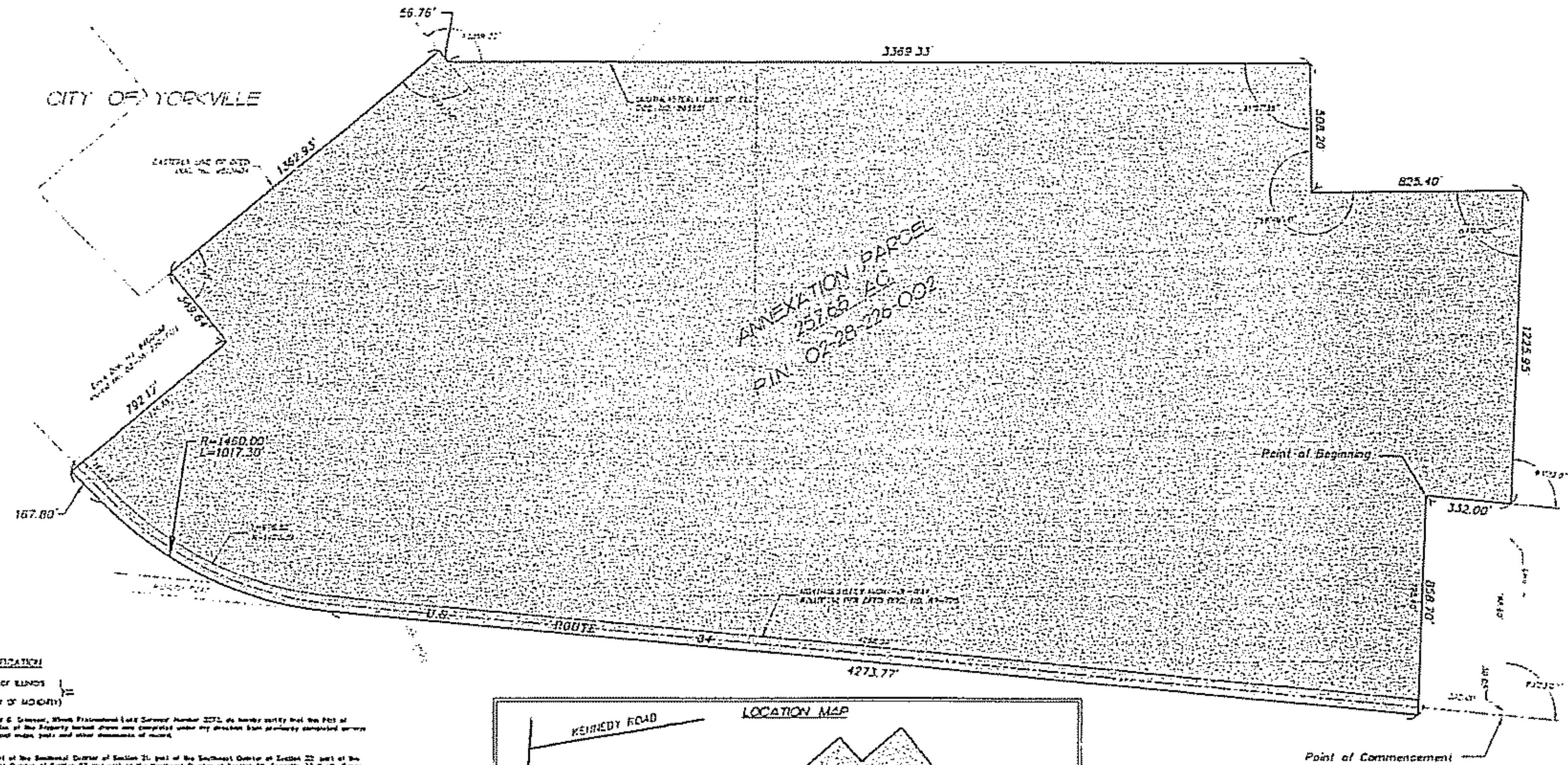

SUBJECT PROPERTY
Prairie Pointe
USPS
Kalant
COUNTRYSIDE PARKWAY
Wal-Mart Parcel
US 34
SUBJECT PROPERTY
McHUGH ROAD

EXHIBIT B

SMITH ENGINEERING CONSULTANTS, INC.

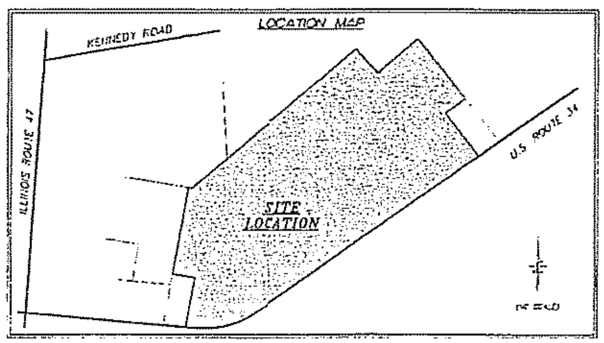
PLAT OF ANNEXATION

Part of the Southeast Quarter of Section 21, part of the Southwest Quarter of Section 22, part of the Northwest Quarter of Section 27 and part of the Northeast Quarter of Section 28, Township 37 North, Range 7 East of the Third Principal Meridian, in Kendall County, Illinois



CERTIFICATION

STATE OF ILLINOIS)
COUNTY OF MCHENRY)



GRAPHIC SCALE

CITY OF YORKVILLE
PLAT OF ANNEXATION
ROUTE 34

SHEET NO. 1 OF 1

Exhibit C Legal Description of B-3 Service Business District zoned area subject to this Modification Agreement

THAT PART OF SECTIONS 21, 22, 27 AND 28 IN TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN LYING NORTHWESTERLY OF AND ADJACENT TO THE NORTHWESTERLY RIGHT OF WAY LINE OF U.S. ROUTE 34, SOUTHEASTERLY OF AND ADJACENT TO THE SOUTHEASTERLY RIGHT OF WAY LINE OF CRIMSON LANE, NORTHEASTERLY OF AND ADJACENT TO THE NORTHEASTERLY RIGHT OF WAY LINE OF COUNTRYSIDE PARKWAY AND SOUTHWESTERLY OF AND ADJACENT TO THE SOUTHWESTERLY LINE OF AUTUMN CREEK P.U.D. UNIT 1, (EXCEPT THE EASTERLY 330.0 FEET OF THE SOUTHERLY 740' THEREOF) IN THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS, AND CONTAINING 98.1 ACRES OF LAND MORE OR LESS.

Also:

That part of the Northeast Quarter of Section 28, Township 37 North, Range 7 East of the Third Principal Meridian described as follows: Beginning at the Northeast corner of Lot 4 of Menards Commercial Commons, recorded as Document 02-11411; thence South 85 degrees 56 minutes 00 seconds East, along the South right of way line of Countryside Parkway, 424.17 feet; thence Southeasterly along said South right of way line, being along a curve concave to the Southwest, with a radius of 25.00 feet and a chord bearing of South 40 degrees 56 minutes 00 seconds East, an arc length of 39.27 feet to a point on the Westerly right of way line of McHugh Road; thence South 04 degrees 04 minutes 00 seconds West, along said Westerly right of way line, 226.43 feet; thence southerly along said Westerly right of way line, being along a curve concave to the East, with a radius of 540.00 feet and a chord bearing of South 01 degrees 24 minutes 19 seconds East, an arc length of 103.15 feet; thence South 06 degrees 52 minutes 38 seconds East, along said Westerly right of way line, 250.39 feet; thence southerly along said Westerly right of way line, being along a curve concave to the West, with a radius of 960.00 feet and a chord bearing of South 01 degrees 38 minutes 51 seconds West, an arc length of 285.66 feet; thence South 10 degrees 10 minutes 20 seconds West, along said Westerly right of way line, 300.40 feet; thence Southerly along said Westerly right of way line, being along a curve, concave to the East, with a radius of 540.00 feet and a chord bearing of South 03 degrees 01 minutes 21 seconds West, an arc length of 134.77 feet; thence South 04 degrees 07 minutes 38 seconds East, along said Westerly right of way line, 184.24 feet to the Northerly right of way line of U.S. Route 34, per document numbers 2002-00008973 and 2002-00007755; thence South 58 degrees 43 minutes 04 seconds West, along said Northerly right of way line, 96.06 feet; thence Westerly along said Northerly right of way line, being along a curve concave to the North, with a radius of 1390.00 feet and a chord bearing of North 86 degrees 56 minutes 15 seconds West, an arc length of 97.51 feet; thence North 84 degrees 55 minutes 40 seconds West, along said Northerly right of way line, 154.24 feet to a point on the East line of a tract of land conveyed to Vijay K. and Promila Marawaha by a Warranty Deed recorded June 17, 1994 as Document 9406488; thence North 10 degrees 10 minutes 20 seconds East along the Easterly line of said Document 9406488, 701.56 feet to the Northeast corner thereof; thence North 79 degrees 49 minutes 41 seconds West, along the Northerly line of said Document 9406488, 349.64 feet to a point on the Easterly line of Lot 4 of said Menards Commercial Commons, recorded as Document 02-11411; thence North 10 degrees 10 minutes 19 seconds East, along said Easterly line, 823.98 feet to the point of beginning, in the Township of Bristol, Kendall County, Illinois and containing 14.61 acres of land more or less.

Also:

Triangular Parcel legal description:
THAT PART OF THE NORTHWEST QUARTER OF SECTION 27, AND PART OF THE NORTHEAST QUARTER OF SECTION 28 TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTHERLY RIGHT OF WAY LINE OF COUNTRYSIDE PARKWAY PER PLAT OF DEDICATION DOCUMENT NO. 2000-00009655, WITH THE NORTHERLY RIGHT OF WAY LINE OF U.S. ROUTE NO. 34 PER DOCUMENT NUMBERS 2002-00008973 AND 2002-00007755; THENCE SOUTH 12 DEGREES 50 MINUTES 13 SECONDS WEST, ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID U.S. ROUTE NO. 34, 77.16 FEET; THENCE SOUTH 55 DEGREES 12 MINUTES 38 SECONDS WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 976.51 FEET; THENCE WESTERLY ALONG SAID NORTHERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1390.00' AND A CHORD BEARING OF SOUTH 67 DEGREES 53 MINUTES 14 SECONDS WEST, AN ARC LENGTH OF 616.39 FEET; THENCE NORTH 67 DEGREES 09 MINUTES 38 SECONDS WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 97.31 FEET; THENCE SOUTH 85 DEGREES 58 MINUTES 01 SECONDS WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 1.41 FEET TO THE EASTERLY RIGHT OF WAY LINE OF MC HUGH ROAD PER PLAT OF DEDICATION DOCUMENT NO. 2000-00009655; THENCE NORTH 04 DEGREES 07 MINUTES 38 SECONDS WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 183.64 FEET; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 460.00 FEET AND A CHORD BEARING OF NORTH 03 DEGREES 01 MINUTES 21 SECONDS EAST, AN ARC LENGTH OF 114.80 FEET; THENCE NORTH 10 DEGREES 10 MINUTES 20 SECONDS EAST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 300.40 FEET; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE LEFT WITH A RADIUS OF 1040.00 FEET AND A CHORD BEARING OF NORTH 01 DEGREES 38 MINUTES 51 SECONDS EAST, AN ARC LENGTH OF 309.47 FEET; THENCE NORTH 06 DEGREES 52 MINUTES 38 SECONDS WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 250.39 FEET; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 460.00 FEET AND A CHORD BEARING OF NORTH 01 DEGREES 24 MINUTES 19 SECONDS WEST, AN ARC LENGTH OF 87.86 FEET; THENCE NORTH 04 DEGREES 04 MINUTES 00 SECONDS EAST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 226.43 FEET; THENCE NORTHEASTERLY ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 25.00 FEET AND A CHORD BEARING OF NORTH 49 DEGREES 04 MINUTES 00 SECONDS EAST, AN ARC LENGTH OF 39.27 FEET TO A POINT ON SAID SOUTHERLY RIGHT OF WAY LINE OF COUNTRYSIDE PARKWAY; THENCE SOUTH 85 DEGREES 56 MINUTES 00 SECONDS EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 338.21 FEET; THENCE SOUTHEASTERLY ALONG SAID SOUTHERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1390.03 FEET AND A CHORD BEARING OF SOUTH 60 DEGREES 21 MINUTES 36 SECONDS EAST, AN ARC LENGTH OF 1240.81 FEET TO A POINT DRAWN NORTH 34 DEGREES 47 MINUTES 13 SECONDS WEST, 54.08 FEET FROM THE POINT OF BEGINNING; THENCE SOUTH 34 DEGREES 47 MINUTES 13 SECONDS EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 54.08 FEET TO THE POINT OF BEGINNING, ALL IN KENDALL COUNTY, ILLINOIS, AND CONTAINING 34.13 ACRES MORE OR LESS.

Legal Description of property southerly of Countryside Parkway, westerly of McHugh and northerly of Route 34:

That part of the Northeast Quarter of Section 28, Township 37 North, Range 7 East of the Third Principal Meridian described as follows: Beginning at the Northeast corner of Lot 4 of Menards Commercial Commons, recorded as Document 02-11411; thence South 85 degrees 56 minutes 00 seconds East, along the South right of way line of Countryside Parkway, 424 17 feet; thence Southeasterly along said South right of way line, being along a curve concave to the Southwest, with a radius of 25.00 feet and a chord bearing of South 40 degrees 56 minutes 00 seconds East, an arc length of 39 27 feet to a point on the Westerly right of way line of McHugh Road; thence South 04 degrees 04 minutes 00 seconds West, along said Westerly right of way line, 226 43 feet; thence southerly along said Westerly right of way line, being along a curve concave to the East, with a radius of 540 00 feet and a chord bearing of South 01 degrees 24 minutes 19 seconds East, an arc length of 103.15 feet; thence South 06 degrees 52 minutes 38 seconds East, along said Westerly right of way line, 250 39 feet; thence southerly along said Westerly right of way line, being along a curve concave to the West, with a radius of 960.00 feet and a chord bearing of South 01 degrees 38 minutes 51 seconds West, an arc length of 285 66 feet; thence South 10 degrees 10 minutes 20 seconds West, along said Westerly right of way line, 300 40 feet; thence Southerly along said Westerly right of way line, being along a curve, concave to the East, with a radius of 540 00 feet and a chord bearing of South 03 degrees 01 minutes 21 seconds West, an arc length of 134.77 feet; thence South 04 degrees 07 minutes 38 seconds East, along said Westerly right of way line, 184 24 feet to the Northerly right of way line of U.S. Route 34, per document numbers 2002-00008973 and 2002-00007755; thence South 58 degrees 43 minutes 04 seconds West, along said Northerly right of way line, 96 06 feet; thence Westerly along said Northerly right of way line, being along a curve concave to the North, with a radius of 1390 00 feet and a chord bearing of North 86 degrees 56 minutes 15 seconds West, an arc length of 97 51 feet; thence North 84 degrees 55 minutes 40 seconds West, along said Northerly right of way line, 154.24 feet to a point on the East line of a tract of land conveyed to Vijay K. and Promila Marawaha by a Warranty Deed recorded June 17, 1994 as Document 9406488; thence North 10 degrees 10 minutes 20 seconds East along the Easterly line of said Document 9406488, 701 56 feet to the Northeast corner thereof; thence North 79 degrees 49 minutes 41 seconds West, along the Northerly line of said Document 9406488, 349 64 feet to a point on the Easterly line of Lot 4 of said Menards Commercial Commons, recorded as Document 02-11411; thence North 10 degrees 10 minutes 19 seconds East, along said Easterly line, 823 98 feet to the point of beginning, in the Township of Bristol, Kendall County, Illinois and containing 14 61 acres of land more or less.

ARTICLE D. B-3 SERVICE BUSINESS DISTRICT

10-7D-1: PERMITTED USES:

All uses permitted in the B-2 district.

Agricultural implement sales and service.

Appliance - service only.

Automotive sales and service.

~~Boat sales~~.

Building material sales.

Business machine repair.

Car wash without mechanical repair on the premises.

Catering service.

Drive-in restaurant.

Electrical equipment sales.

Feed and grain sales.

Frozen food locker.

Furniture repair and refinishing.

Golf driving range.

Greenhouse.

Kennel.

Miniature golf.

Motorcycle sales and service.

Nursery.

Orchard.

Park - commercial recreation.

Plumbing supplies and fixture sales.

Pump sales.

Recreational vehicle sales and service.

~~Skating rink.~~

~~Sports arena.~~

~~Taxicab garage.~~

Tennis court - indoor.

~~Trailer rental.~~

Truck rental.

~~Truck sales and service.~~

Upholstery shop.

Veterinary clinic. (Ord. 1973-56A, 3-28-1974; amd. Ord. 1986-1, 1-9-1986; Ord. 1988-7, 4-14-1988; Ord. 1995-19, 8-10-1995; Ord. 1998-21, 6-25-1998; Ord. 2005-58, 7-12-2005)

10-7D-2: SPECIAL USES:

All special uses permitted in the B-2 district.

Amusement park.

Boat launching ramp.

Boat rental and storage.

Daycare centers.

Stadium. (Ord. 1973-56A, 3-28-1974; amd. Ord. 1995-19, 8-10-1995; Ord. 1995-20, 8-10-1995)

10-7D-3: LOT AREA:

No lot shall have an area less than ten thousand (10,000) square feet. (Ord. 1986-1, 1-9-1986)

10-7D-4: YARD AREAS:

No building shall be erected or enlarged unless the following yards are provided and maintained in connection with such building, structure or enlargement:

A. Front Yard: A front yard of not less than fifty feet (50'). (Ord. 1973-56A, 3-28-1974)

B. Side Yards:

1. A minimum side yard shall be required between buildings within the B-3 district of twenty feet (20') between a building constructed thereon and the side lot line, except in any existing B-3 zoning district within the corporate boundaries where no minimum side yard shall be required between buildings, except where a side yard adjoins a street, wherein a minimum yard of not less than thirty feet (30') shall be required.

2. The zoning board of appeals may, upon application, grant a variance to any petitioner seeking to vary the side yard requirements in a B-3 district if the variance is sought for a parcel of real estate that is sought to be developed as a planned unit development because of the unique nature of the parcel or development sought thereon. (Ord. 1986-1, 1-9-1986; amd. 1994 Code)

C. Rear Yard: A rear yard of not less than twenty feet (20'). (Ord. 1973-56A, 3-28-1974)

D. Transitional Yards: Where a side or rear lot line coincides with a residential district zone, a yard of not less thirty feet (30') shall be required. A transitional yard shall be maintained only when the adjoining residential district is zoned R-1 or R-2 one-family residential. (Ord. 1973-56A, 3-28-1974; amd. Ord. 1987-1, 2-12-1987)

E. Parking Lot Setback Requirements:

1. Arterial Roadways: When a parking lot located in the B-3 zoning district is located next to an arterial roadway, as defined in the city's comprehensive plan, a twenty foot (20') setback from the property line is required.

2. Nonarterial Roadways: When a parking lot located in the B-3 zoning district is located next to a nonarterial roadway, as defined in the city's comprehensive plan, a ten foot (10') setback from the property line is required. (Ord. 1998-32, 11-5-1998)

10-7D-5: LOT COVERAGE:

No more than fifty percent (50%) of the area of the zoning lot may be occupied by buildings and structures, including accessory buildings. (Ord. 1973-56A, 3-28-1974)

10-7D-6: MAXIMUM BUILDING HEIGHT:

A. No building or structure shall be erected or altered to exceed a maximum height of six (6) stories or eighty feet (80'), whichever is lower.

B. No building or structure shall be erected or altered to exceed a maximum height of three (3) stories or thirty five feet (35') within the "downtown area" as described by exhibit A, attached to the ordinance codified herein. (Ord. 2006-67, 8-8-2006)

10-7D-7: OFF STREET PARKING AND LOADING:

All in accordance with regulations set forth in chapter 11 of this title. (Ord. 1973-56A, 3-28-1974)

EXHIBIT "D-1"
Permitted Uses

This exhibit lists all permitted uses as they exist in the current Zoning Ordinance. Uses excluded and not permitted by this Agreement are crossed out as follows: (~~not permitted use~~)

OFFICE DISTRICT (O)
Advertising agency.
Bank.
Barber shop.
Beauty shop.
Bookkeeping service.
~~Club - private indoor.~~
Coffee shop.
College, university or junior college.
Commercial school, trade school - offering training in classroom study.
Credit union.
Detective agency.
Employment office.
Engineering office.
Government office.
Income tax service.
Insurance office.
Library.
Manufacturing agent's office.
Medical clinic.
Park.
Professional offices.
Public accountant.
Real estate office.
Savings and loan association.
Stenographic service.
Stock broker.
Telegraph office.
~~Ticket office.~~
Title company.
Travel agency.
Utility office. (Ord. 1973-56A, 3-28-74)

Special Uses
~~Solid waste disposal site (Ord. 1973-56A, 3-28-1974; amd. Ord. 1995-20, 8-10-1995)~~

LIMITED BUSINESS DISTRICT (B-1)
All uses permitted in the O district.
Antique sales.

~~Apartments, single family, located in business buildings.~~
Bakery - retail.
Barbershop.
Beauty shop.
Bookstore.
Cafeteria (diner).
Camera shop.
Church or other place of worship.
~~Cigar, cigarette and tobacco store.~~
Clothes - pressing and repair.
~~Club - private indoor.~~
~~Club - private outdoor.~~
Community center.
Dressmaker - seamstress.
Drugstore.
Florist sales.
Fruit and vegetable market - retail.
Gift shop.
Grocery store - supermarket.
Gymnasium.
Health food store.
Hobby shop.
Hospital (general).
Hospital or treatment center.
Household furnishing shop.
Ice cream shop.
Jewelry - retail.
Laundry, cleaning and dyeing - retail.
Library.
~~Magazine and newsstand.~~
Meat market.
Medical clinic.
Mortuary - funeral home.
Park.
Photography studio.
Playground.
Post office.
Professional building.
Recreation center.
Restaurant.
Shoe and hat repair.
~~Substation.~~
Swimming pool - indoor.
Tennis club - private or daily fee.
~~Trailer. (Ord. 1973-56A, 3-28-1974; amd. 1994 Code; Ord. 1994-1A, 2-10-1994; Ord. 2003-41, 7-22-2003)~~

GENERAL BUSINESS DISTRICT (B-2)

All uses permitted in the O and B-1 Districts.
Appliances - sales.
Army/Navy surplus sales.
Art gallery - art studio sales.
Art supply store.
~~Auditorium.~~
Automatic food service.
Automobile accessory store.
Automobile rental.
Bicycle shop.
Billiard parlor.
Blueprint and photostat shop.
~~Bowling alley.~~
Carry-out food service.
Catalog sales office.
Clothing store - all types.
~~Dance hall.~~
Department store.
Discount store.
Drygoods store - retail.
Floor covering sales.
Furniture sales - new/used.
Hardware store.
Health club or gymnasium.
Hotel.
Interior decorating studio.
Junior department store.
Leather goods.
Locksmith
Motel.
Music, instrument and record store.
Newspaper publishing.
Office equipment and supply sales.
Paint/wallpaper store.
~~Pawnshop.~~
Personal loan agency.
Pet store.
Picture frame store.
Radio and television studios.
~~Reducing salon, masseur and steam bath~~.
Sporting goods.
Stationery.
Taxidermist.
Theater.

Toy store.
Typewriter - sales and repair.
Variety store.
Watch and clock sales and repair.
Weaving and mending - custom. (Ord. 1973-56A, 3-28-1974; amd. 1994 Code)

SERVICE BUSINESS DISTRICT (B-3)

All uses permitted in the B-2 district.
Agricultural implement sales and service.
Appliance - service only.
Automotive sales and service.
~~Boat sales.~~
Building material sales.
Business machine repair.
Car wash without mechanical repair on the premises.
Catering service.
Drive-in restaurant.
Electrical equipment sales.
Feed and grain sales.
Frozen food locker.
Furniture repair and refinishing.
Golf driving range.
Greenhouse.
~~Kennel.~~
Miniature golf.
Motorcycle sales and service.
Nursery.
Orchard.
Park - commercial recreation.
Plumbing supplies and fixture sales.
Pump sales.
Recreational vehicle sales and service.
~~Skating rink.~~
~~Sports arena.~~
~~Taxicab garage.~~
Tennis court - indoor.
~~Trailer rental.~~
~~Truck rental.~~
~~Truck sales and service.~~
Upholstery shop.
Veterinary clinic. (Ord. 1973-56A, 3-28-1974; amd. Ord. 1986-1, 1-9-1986; Ord. 1988-7, 4-14-1988; Ord. 1995-19, 8-10-1995; Ord. 1998-21, 6-25-1998; Ord. 2005-58, 7-12-2005)

Exhibit E Legal Description of PUD B.R-2 One Family District component of the Subject Property

THAT PART OF SECTIONS 21 AND 22, IN TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTHEASTERLY OF AND ADJACENT TO PRAIRIE POINTE SUBDIVISION, SOUTHEASTERLY OF AND ADJACENT TO THE SOUTHEASTERLY LINE (AND ITS NORTHEASTERLY EXTENSION) OF PRAIRIE MEADOWS SUBDIVISION, NORTHWESTERLY OF AND ADJACENT TO THE NORTHWESTERLY RIGHT OF WAY LINE OF CRIMSON LANE, AND SOUTHWESTERLY OF THE SOUTHWESTERLY LINE (AND ITS NORTHWESTERLY EXTENSION) OF AUTUMN CREEK SUBDIVISION, (EXCEPT THAT DESCRIBED AS FOLLOWS: THAT PART OF SAID SECTIONS 21 AND 22 LYING NORTHEASTERLY OF AND ADJACENT TO PRAIRIE POINTE SUBDIVISION, NORTHWESTERLY OF AND ADJACENT TO THE NORTHWESTERLY RIGHT OF WAY LINE OF CRIMSON LANE, SOUTHEASTERLY OF AND ADJACENT TO A LINE THAT IS 235.0' NORTHWESTERLY OF AND PARALLEL WITH THE NORTHWESTERLY RIGHT OF WAY LINE OF SAID CRIMSON LANE, AND SOUTHWESTERLY OF A LINE THAT IS 445.0 FEET SOUTHWESTERLY OF AND PARALLEL WITH THE SOUTHEASTERLY EXTENSION OF THE NORTHEASTERLY LINE OF PRAIRIE MEADOWS SUBDIVISION, AND EXCEPT THAT PART OF SAID SECTION 22 DESIGNATED AS A SCHOOL PARCEL) IN THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS, AND CONTAINING 42.0 ACRES OF LAND MORE OR LESS.

ARTICLE C. R-2 ONE-FAMILY RESIDENCE DISTRICT

10-6C-1: USES PERMITTED:

The following uses are permitted:

Any permitted use in the Estate District or the R-1 One-Family Residence District. (Ord. 2000-1, 1-27-2000)

10-6C-2: SPECIAL USES:

The following uses may be allowed by special use permit in accordance with the provisions of Section 10-14-6 of this Title:

Any use permitted as a special use in the Estate District or the R-1 One-Family Residence District, except that planned developments may be considered where the zoning lot proposed for development has a gross area of not less than ten (10) acres.

Bed and breakfast inns. (Ord. 1973-56A, 3-28-1974; amd. Ord. 1994-36, 10-13-1994; Ord. 2000-1, 1-27-2000)

10-6C-3: LOT AREA AND ALLOWABLE DENSITY:

A. Lots with private wells and/or private sewage treatment facilities:

1. One acre with a width at the building line not less than one hundred twenty five feet (125'). Density shall not exceed one dwelling unit per each acre. (Ord. 1973-56A, 3-28-1974; amd. 1994 Code; Ord. 2000-1, 1-27-2000)

2. This subsection shall apply within the one and one-half (1 1/2) mile planning limits of the City, only upon application and obtaining a special use from the City Plan Commission and approved by the City Council. The standards for approval of a special use permit shall be only upon:

a. A showing by the petitioner that an undue hardship exists to establish a connection to the City water and/or sewer mains.

b. That no sewer or water lines exist within two hundred fifty feet (250') of the proposed development of petitioner.

c. That due to unique size, terrain or character of the petitioner's development, it is necessary to allow individual private wells and private sewage treatment facilities so as to facilitate the orderly growth of a particular development.

d. That the City is unable to provide capacity in its water or sewer mains; or the petitioner is unable to secure sufficient capacity of the Yorkville-Bristol Sanitary District Plant for disposal of sewage. (Ord. 1988-2, 1-28-1988; amd. Ord. 2000-1, 1-27-2000)

B. Lots served by both public sewerage and water facilities shall have an area of not less than

twelve thousand (12,000) square feet and a width at the building line of not less than eighty feet (80'). Density shall not exceed three and three-tenths (3.3) dwelling units per each acre.

C. All nonresidential principal uses of buildings as permitted in this Article shall be located on a tract of land having an area of not less than two (2) acres, except Municipal projects and developments.

D. Lot size for special uses shall not be less than two (2) acres. (Ord. 1973-56A, 3-28-1974; amd. 1994 Code; Ord. 2000-1, 1-27-2000)

10-6C-4: YARD AREAS:

No building shall be erected or enlarged unless the following yards are provided and maintained in connection with such building, structure or enlargement:

A. Front Yard: A front yard of not less than thirty feet (30').

B. Side Yards: A side yard on each side of the zoning lot of not less than ten feet (10'), or ten percent (10%), whichever is greater, except where a side yard adjoins a street, the minimum width shall be increased to thirty feet (30').

C. Rear Yard: A rear yard of not less than forty feet (40'). (Ord. 1973-56A, 3-28-1974; amd. Ord. 2000-1, 1-27-2000)

10-6C-5: LOT COVERAGE:

Not more than thirty percent (30%) of the area of a zoning lot may be covered by buildings or structures including accessory buildings. (Ord. 2000-1, 1-27-2000)

10-6C-6: MAXIMUM BUILDING HEIGHT:

Same regulations shall apply as permitted or required in the R-1 One-Family Residence District. (Ord. 1973-56A, 3-28-1974; amd. Ord. 2000-1, 1-27-2000)

PLAT OF DEDICATION FOR ROADWAY PURPOSES

SMITH ENGINEERING CONSULTANTS, INC.

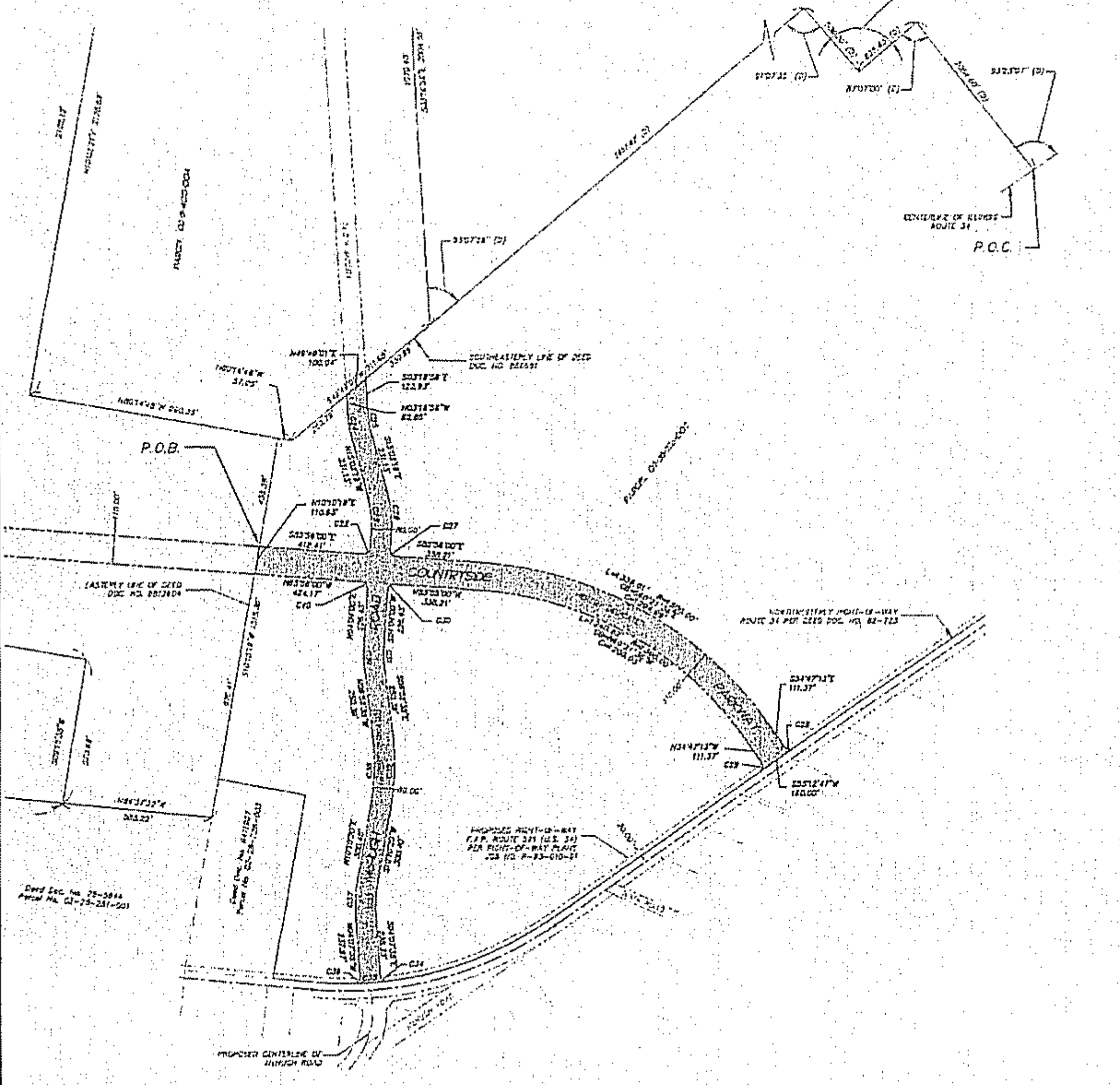


EXHIBIT G

NOTES:

1. ANNOTATION ABBREVIATIONS –
   P.O.B. = POINT OF BEGINNING
   P.O.C. = POINT OF COMMENCEMENT

2. ALL BEARINGS AND DISTANCES ARE BASED ON A LOCAL COORDINATE SYSTEM.

3. THE EXISTING RIGHTS-OF-WAY SHOWN HEREIN ARE AS MONUMENTED AND OCCUPIED AND MAYBE MORE ACCURATELY DEFINED BY SUPPORTING DOCUMENTATION RELATIVE TO THE SUBJECT PROPERTY, WHICH WAS NOT SUPPLIED AT THE TIME OF SURVEY.

4. ALL RIGHTS-OF-WAY DEDICATED HEREON ARE HEREBY DEDICATED TO THE CITY OF YORKVILLE FOR PUBLIC STREET PURPOSES.

CENTERLINE CURVE DATA

CURVE #	DELTA	RADIUS	LENGTH	CHORD	CHORD BEARING	TANGENT
22	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
23	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
24	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
25	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
26	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
27	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
28	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
29	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
30	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
32	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
33	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
34	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
35	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
36	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
37	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
38	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
39	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
40	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

PLAT OF DEDICATION
COUNTRYSIDE PARKWAY AND
McHUGH ROAD
YORKVILLE, ILLINOIS

HORIZ. SCALE: 1"=200'

SHEET NO. 1 OF 2

PLAT OF DEDICATION FOR ROADWAY PURPOSES

SMITH ENGINEERING CONSULTANTS, INC
ENGINEERS SURVEYORS PLANNERS
[illegible]

[illegible] CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

This is to certify that ______________________, is the owner of the property herein described and has caused said property to be platted for the uses and purposes herein set forth.

Dated this _____ day of ________________________ A.D. 2000

By: ________________________

NOTARY PUBLIC CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF ________)

I, ____________________ a notary public in and for the County and State aforesaid, do hereby certify that ________________________ personally known to me to be the same person(s) whose names are subscribed to the foregoing instrument appeared before me this day in person and acknowledged that they signed, sealed and delivered the foregoing instrument as their free and voluntary act for uses and purposes therein set forth.

Given under my hand and notarial seal at ____________________, Illinois this ____ day of ______________ 2000.

____
NOTARY PUBLIC

KENDALL COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

This is to certify that I, ______________________________ County Clerk, in and for the County and State aforesaid, find no redeemable tax sales, no unpaid forfeiture taxes, no delinquent general taxes, and no unpaid current general taxes against any of the real estate described in the foregoing surveyor's certificate.

Dated at Yorkville, Illinois this _____ day of ____________________ 2000

____
Kendall County Clerk

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

Approved by the Plan Commission of the United City of Yorkville, Kendall County, Illinois this _____ day of ______________ 2000.

____
Chairman

CITY ADMINISTRATOR CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

Approved by the City Administrator of the City of Yorkville, Kendall County, Illinois this _____ day of ______________ 2000.

____
City Administrator

CERTIFICATION

STATE OF ILLINOIS)
) SS
COUNTY OF MCHENRY)

I, Donald G. Graeser, Illinois Professional Land Surveyor Number 3273, do hereby certify that the Plat of Dedication hereon drawn was prepared using previous survey information and maps, plats and other instruments of record for the uses and purposes herein set forth, of the following described property:

That part of the Southeast Quarter of Section 21, Township 37 North, Range 7 East of the Third Principal Meridian described as follows: Commencing at an existing iron pipe stake said to be over the original location of a stone in the center of original Bristol and Oswego Road previously described as being 13.05 chains West and North 35° 30' West 11.02 chains from the Southeast corner of said Section 21; thence Northwesterly along a line forming an angle of 93° 23' 07" with the center line of U.S. Route No. 34, measured from Northeast to Northwest, 2204.13 feet; thence Southwesterly along a line forming an angle of 87° 07' 00" with the last described course, measured clockwise therefrom, 872.40 feet; thence Northwesterly along a line forming an angle of 359° 46' 07" with the last described course, measured clockwise (00° 14'00" counter-clockwise) therefrom, 508.20 feet; thence Southwesterly along a line which forms an angle of 81° 07' 35" with the last described course, measured clockwise therefrom, 2857.83 feet to the southeast corner of a parcel of land conveyed to Earl D. Kirk and Delores Kirk according to the deed thereof recorded December 17, 1986 as document number [illegible]; thence along the southeasterly and southerly lines of said parcel of land the following two courses: South 40 degrees 49 minutes 01 seconds West (assumed), a distance of 711.68 feet; thence North 80 degrees 14 minutes 48 seconds West, a distance of 87.05 feet to an easterly corner of a parcel of land granted to Robert C. Fisher according to the deed thereof recorded September 14, 1998 as document number [illegible]; thence along the easterly line of said parcel South 10 degrees 10 minutes 18 seconds West, a distance of 438.38 feet to the point of beginning; thence South 85 degrees 56 minutes 00 seconds East, a distance of 412.41 feet; thence 39.27 feet along a curve to the left, having a radius of 25.00 feet, the chord of which bears North 49 degrees 04 minutes 00 seconds East a distance of 35.36 feet; thence 153.28 feet along a curve to the left, having a radius 460.00 feet, the chord of which bears North 05 degrees 29 minutes 09 seconds West a distance of 152.58 feet; thence North 15 degrees 02 minutes 18 seconds West, a distance of 231.13 feet; 110.00 feet along a curve to the right, having a radius of 540.00 feet, the chord of which bears North 09 degrees 09 minutes 38 seconds West a distance of 110.81 feet; thence North 03 degrees 18 minutes 56 seconds West, a distance of 83.88 feet to the aforesaid southeasterly line of of a parcel of land conveyed to Earl D. Kirk and Delores Kirk; thence along said southeasterly line North 40 degrees 49 minutes 01 seconds East, a distance of 100.04 feet; thence South 03 degrees 18 minutes 56 seconds East, a distance of 123.93 feet; 84.18 feet along a curve to the left, having a radius of 460.00 feet, the chord of which bears South 08 degrees 09 minutes 38 seconds East a distance of 94.37 feet; thence South 15 degrees 02 minutes 19 seconds East, a distance of 231.13 feet; thence 180.00 feet along a curve to the right, having a radius of 540.00 feet, the chord of which bears South 05 degrees 29 minutes 09 seconds East a distance of 179.23 feet; thence 39.27 feet along a curve to the left, having a radius of 25.00 feet, the chord of which bears South 40 degrees 56 minutes 00 seconds East a distance of 35.36 feet; thence South 85 degrees 56 minutes 00 seconds East, a distance of 338.21 feet; thence 1332.01 feet along a curve to the right, having a radius of 1200.00 feet, the chord of which bears South 50 degrees 21 minutes 36 seconds East, a distance of 1264.88 feet; thence South 34 degrees 47 minutes 13 seconds East, a distance of 111.37 feet; thence 39.27 feet along a curve to the left, having a radius of 25.00 feet, the chord of which bears South 79 degrees 47 minutes 13 seconds East a distance of 35.36 feet to the Northwesterly right-of-way line of U.S. Route 34, according to deed document recorded March 1, 1982 as document 82-[illegible]; thence along said Northwesterly right-of-way line South 55 degrees 12 minutes 47 seconds West, a distance of 150.00 feet; thence 39.27 feet along a curve to the left, having a radius of 25.00 feet, the chord of which bears North 10 degrees 12 minutes 47 seconds East a distance of 35.36 feet; thence North 34 degrees 47 minutes 13 seconds West, a distance of 111.37 feet; thence 1240.83 feet along a curve to the left, having a radius of 1150.00 feet, the chord of which bears North 60 degrees 21 minutes 36 seconds West a distance of 1207.23 feet; thence North 85 degrees 56 minutes 00 seconds West, a distance of 338.21 feet; thence 39.27 feet along a curve to the left, having a radius of 25.00 feet, the chord of which bears South 49 degrees 04 minutes 00 seconds West a distance of 35.36 feet; thence South 04 degrees 04 minutes 00 seconds West, a distance of 228.43 feet; thence 87.65 feet along a curve to the left, having a radius of 460.00 feet, the chord of which bears South 01 degrees 24 minutes 19 seconds East a distance of 87.73 feet; thence South 06 degrees 52 minutes 36 seconds East, a distance of 250.39 feet; thence 329.47 feet along a curve to the right, having a radius of 1040.00 feet, the chord of which bears South 01 degrees 28 minutes 21 seconds West a distance of 308.33 feet; thence South 10 degrees 10 minutes 30 seconds West, a distance of 300.40 feet; thence 114.60 feet along a curve to the left, having a radius of 460.00 feet, the chord of which bears South 03 degrees 01 minutes 21 seconds West a distance of 114.31 feet; thence South 04 degrees 07 minutes 38 seconds East, a distance of 238.32 feet; thence 40.35 feet along a curve to the left, having a radius of 25.00 feet, the chord of which bears South 50 degrees 24 minutes 03 seconds East a distance of 36.13 feet to the aforesaid Northwesterly right-of-way line of U.S. Route 34; thence along said right-of-way line 132.41 feet along a curve to the right; having a radius of 1402.39 feet, the chord of which bears South 84 degrees 31 minutes 50 seconds West a distance of 132.38 feet; thence 40.57 feet along a curve to the left, having a radius of 25.00 feet, the chord of which bears North 42 degrees 18 minutes 13 seconds East a distance of 36.22 feet; thence North 04 degrees 07 minutes 38 seconds West, 237.67 feet; thence 134.77 feet along a curve to the right, having a radius of 540.00 feet, the chord of which bears North 03 degrees 01 minutes 21 seconds East a distance of 134.42 feet; thence North 10 degrees 10 minutes 30 seconds East, a distance of 300.40 feet; thence 293.64 feet along a curve to the left, having a radius of 960.00 feet, the chord of which bears North 01 degrees 28 minutes 51 seconds East a distance of 224.61 feet; thence North 06 degrees 52 minutes 38 seconds West, a distance of 250.39 feet; thence 103.13 feet along a curve to the right, having a radius of 540.00 feet, the chord of which bears North 01 degrees 24 minutes 19 seconds West a distance of 102.93 feet; thence North 04 degrees 04 minutes 00 seconds East, a distance of 225.43 feet; thence 39.27 feet along a curve to the left, having a radius of 25.00 feet, the chord of which bears North 40 degrees 56 minutes 00 seconds West a distance of 35.36 feet; thence North 85 degrees 56 minutes 00 seconds West, a distance of 424.17 feet to the aforesaid easterly line of a parcel of land granted to Robert C. Fisher; thence along said easterly line North 10 degrees 10 minutes 18 seconds East, a distance of 110.83 feet to the point of beginning, in Bristol Township, Kendall County, Illinois, containing 10.01 acres of land, more or less.

Dated at McHenry, McHenry County Illinois June 13, A.D. 2000

[signature]
Illinois Professional Land Surveyor No. 3273

KENDALL COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

This instrument No. ______________________ was filed for record in the Recorder's Office of Kendall County, Illinois, on the _______ day of ______________ 2000 at ________ O'Clock ____ .M. and was recorded in Envelope ________ of Plats at Slot ________

____
Kendall County Recorder

EXHIBIT G

PLAT OF DEDICATION
COUNTRYSIDE PARKWAY AND
McHUGH ROAD
YORKVILLE, ILLINOIS

REVISIONS			DWN BY: DCC/MRJ	DATE:	DATE: 04/[illegible]/00	PROJECT NO. [illegible]
1	[illegible]	[illegible]/00	DSN BY: DCC	DATE:	HORZ SCALE: 1"=200'	SHEET NO.
2	[illegible]	[illegible]/00	CHK BY: DCC	DATE:	VERT SCALE: -	2 OF 2
3						
4						
5						

LEGAL DESCRIPTION

"Holdiman Parcel"

That part of the East half of Section 20, part of the West half of Section 21 and part of the North half of Section 28, Township 37 North, Range 7 East of the Third Principal Meridian described as follows: Beginning at the intersection of the present center line of Illinois State Route 47 with the center line extended Westerly of Kennedy Road; thence Easterly along said extended center line and said center line of Kennedy Road 878.41 feet; thence Southerly along a line which forms an angle of 72 degrees 32 minutes 08 seconds with the last described course, measured counterclockwise therefrom, 2,863.64 feet; thence Easterly along a line which forms an angle of 91 degrees 56 minutes 56 seconds with the last described course, measured clockwise therefrom, 997.26 feet; thence Southerly along a line which forms an angle of 90 degrees 21 minutes 54 seconds with the last described course, measured counterclockwise therefrom, 573.68 feet; thence Westerly along a line which forms an angle of 93 degrees 53 minutes 56 seconds with the last described course, measured counterclockwise therefrom, 1,042.49 feet to the Southeast corner of a tract of land conveyed to the Old Second National Bank of Aurora, as Trustee under the provisions of a Trust Agreement dated May 29, 1979, and known as Trust No. 3072, by a Warranty Deed in Trust recorded June 7, 1979, as Document 79-3006; thence Northerly along the East line of said tract 458.96 feet to the Northeast corner thereof; thence Westerly along the North line of said tract 584.10 feet to said Route 47 center line; thence Northerly along said Route 47 center line 1,773.96 feet to the Northeast corner of Countryside Center, Unit No. 4, Yorkville, Kendall County, Illinois; thence Northwesterly along the North line of said Unit No. 4, 1,369.78 feet to an angle point therein; thence Westerly along the North line, the North line of Countryside Center, Unit No. 2, Yorkville, Kendall County, Illinois, and said North line extended, 1,390.06 to the Easterly line of a tract of land conveyed to Robert J. Mahoney by Quit Claim Deed recorded June 15, 1971, as Document 71-2019; thence Northeasterly along said Easterly line 41.95 feet to an angle pint therein; thence Northeasterly along said Easterly line 505.39 feet to the southerly line of a tract of land conveyed to Harold B. Spackman by a Warranty Deed recorded July 25, 1953, as Document 105980; thence Easterly along said Southerly line 1,222.09 feet to a Southeast corner of said Spackman tract; thence Northerly along an Easterly line of said Spackman tract 419.50 feet to a Southeast corner of said Spackman track; thence Easterly along a Southerly line of said Spackman tract 687.50 feet to said Route 47 center line; thence Southerly along said center line to the point of beginning, excepting therefrom that part of the Southwest Quarter of said Section 21 described as follows: Beginning at the intersection of the present center line of Illinois State Route No. 47 with the center line extended Westerly of Kennedy Road; thence Southerly along said Route 47 center line 275.0 feet; thence Westerly at right angles to said center line 685.0 feet; thence Northerly parallel with said center line 770.66 feet; thence Easterly at right angles to the last described course 645.51 feet to said Route 47 center line; thence Southerly along said center line, being along a curve to the right having a radius of 1,998.90 feet, 397.98 feet; thence Southerly along said center line 100.31 feet to the point of beginning, in Bristol Township, Kendall County, Illinois; and further excepting that part of the Northwest Quarter of Section 28, Township 37 North, Range 7 East of the Third Principal Meridian described as follows: Beginning at the Northwest corner of Hatcher Commercial Development, Yorkville, Kendall County, Illinois, being a point in the center line of Illinois State Route No. 47; thence North 06 degrees 11 minutes 23 seconds East along said center line 543.66 feet; thence Easterly at right angles to said center line, 631.96 feet; thence Southerly along a line which forms an angle of 88 degrees 26 minutes 36 seconds with the last described course, measured counterclockwise therefrom, 557.68 feet to the North line of said Hatcher Commercial Development extended Easterly; thence Westerly along said extended North line and said North line, 597.47 feet to the point of beginning in the United City of the Village of Yorkville, Kendall County, Illinois and containing 7.765 acres.

"Conover Parcel"

Commencing at the Northeast corner of Countryside Center Subdivision, Unit No. One, thence 06°11'23" East a distance of 2241.20 feet to the intersection of the centerlines of Illinois Route 47 and Kennedy Road, thence North 82°16'57" East along the centerline of Kennedy Road a distance of 869.30 feet to the Point of Beginning, thence South 09°44'49" West a distance of 2863.64 feet, thence South 78°18'15" East a distance of 997.26 feet, thence South 11°19'51" West a distance of 573.68 feet, thence South 82°34'05" East a distance of 588.06 feet, thence North 12°17'10" East a distance of 1515.36 feet, thence North 78°04'16" West a distance of 990.35 feet, thence North 12°08'16" East a distance of 2128.69 feet to the centerline of Kennedy Road, thence continuing North 12°08'16" East to the North right-of-way line of Kennedy Road, thence South 82°16'57" West along the North right-of-way line of Kennedy Road to a point on a line extended North 09°44'49" East from the Point of Beginning, thence South 09°44'49" West to the Point of Beginning, containing 75.708 acres.

"Kirk Parcel"

That part of the Southeast Quarter of Section 21, Township 37 North, Range 7 East of the Third Principal Meridian described as follows: Commencing at an existing iron pipe stake said to be over the original location of a stone in the center of original Bristol and Oswego Road previously described as being 23.05 chains West and North 35°30' West 11.02 chains from the Southeast corner of said Section 22; thence Northwesterly along a line forming an angle of 93°23'07" with the center line of U.S. Route No. 34, measured from Northeast to Northwest, 2054.60 feet; thence Southwesterly along a line forming an angle of 87°07'00" with the last described course, measured clockwise therefrom, 825.40 feet; thence Northwesterly along a line forming an angle of 269°46'00" with the last described course, measured clockwise therefrom, 508.20 feet; thence Southwesterly along a line, which line is hereinafter referred to as "Line A" and forms an angle of 91°07'35" with the last described course, measured clockwise therefrom, 2657.62 feet; thence North along a line forming an angle of 53°07'29" with the last described course measured counterclockwise therefrom, 2004.69 feet to a point in the center line of Kennedy Road for the point of beginning; thence South along the last described course 2004.69 feet to said Line A; thence Southwesterly along the extension of said Line A; 711.71 feet; thence Northwesterly along a line forming an angle of 130°01'22" with the last described course, measured counterclockwise therefrom, 1047.11 feet; thence Northeasterly along a line forming an angle of 89°47'39" with the last described course, measured counterclockwise therefrom, 2128.69 feet to a point in the center line of Kennedy Road which is a Northeast corner of a tract of land conveyed to John G. Conover by a Warranty Deed dated October 27, 1972 and recorded November 2, 1972 as Document No. 72-5301; thence Easterly along said center line, 1106.04 feet to the point of beginning in Bristol Township, Kendall County, Illinois.

Together with that part of Kennedy Road lying Northerly of and adjacent to the subject Property described as follows:

Beginning at the Northwest corner of the subject property, being the Northeast corner of a tract of land per Warrantee deed 72-5301 recorded November 2, 1972; thence North 10 degrees 02 minutes 21 seconds East 26.57 feet to the North Line of said Kennedy road; thence along said North line North 80 degrees 16 minutes 09 seconds East, 1099.88 feet; thence South 03 degrees 16 minutes 56 seconds East, 25.16 feet to the Northeast corner of the subject property, being a point on the centerline of said Kennedy Road; thence along said centerline South 80 degrees 16 minutes 09 seconds East, 1106.04 feet to the point of beginning.

All in Kendall County and containing a total of 69.19 acres of land more or less.

EXHIBIT I

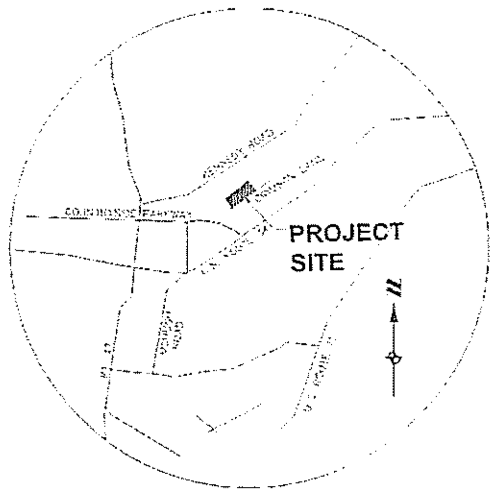
CRIMSON LANE STORMWATER MANAGEMENT FACILITY

COUNTRYSIDE PARKWAY AND CRIMSON LANE
YORKVILLE, ILLINOIS 60560
KENDALL COUNTY

FINAL ENGINEERING PLANS

ENGINEER
ATWELL-HICKS
1245 EAST DIEHL ROAD, SUITE 100
NAPERVILLE, ILLINOIS 60563
TELEPHONE: (630) 577-0800
FAX: (630) 577-0900

OWNER
HAMMAN PROPERTIES
13351B FAXON ROAD
PLANO, ILLINOIS 60654
TELEPHONE: (630) 554-9109
FAX: (630) 554-9181



SITE LOCATION MAP

NOT TO SCALE

SHEET INDEX

811 Know what's below. Call before you dig.

NOTICE:

ATWELL-HICKS
1245 E. DIEHL ROAD, SUITE 100
NAPERVILLE, ILLINOIS 60563
630 577 0800

Engineering Surveying Planning | Environmental Ecological Water Resources

HAMMAN PROPERTIES
CRIMSON LANE STORMWATER MANAGEMENT FACILITY
YORKVILLE, IL
COVER SHEET

BRISTOL TOWNSHIP
KENDALL COUNTY, ILLINOIS

SOURCE BENCHMARKS

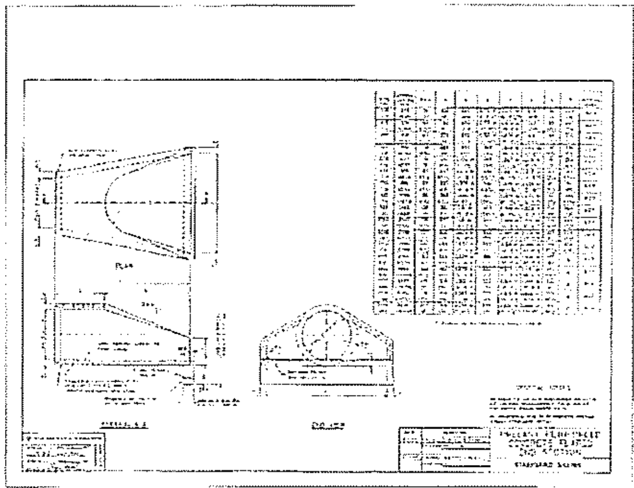
NOTE: NAVD 88 = NGVD 29 − 0.2393'

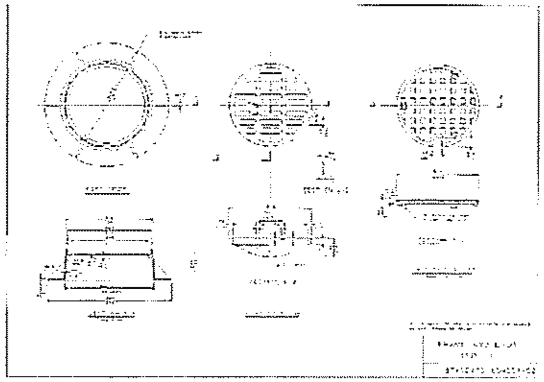
SP-01

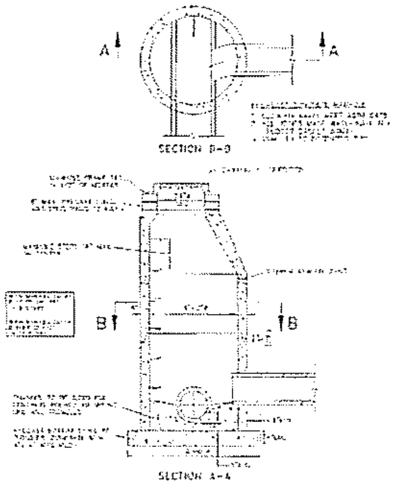
EXHIBIT I

GENERAL CONSTRUCTION NOTES

UTILITY NOTES







PRECAST CONCRETE STORM MANHOLE

ATWELL-HICKS

www.atwell-hicks.com

1245 E. DIEHL ROAD, SUITE 100
NAPERVILLE, ILLINOIS 60563

Engineering
Surveying
Planning

Environmental
Ecological
Water Resources

KENDALL COUNTY, ILLINOIS

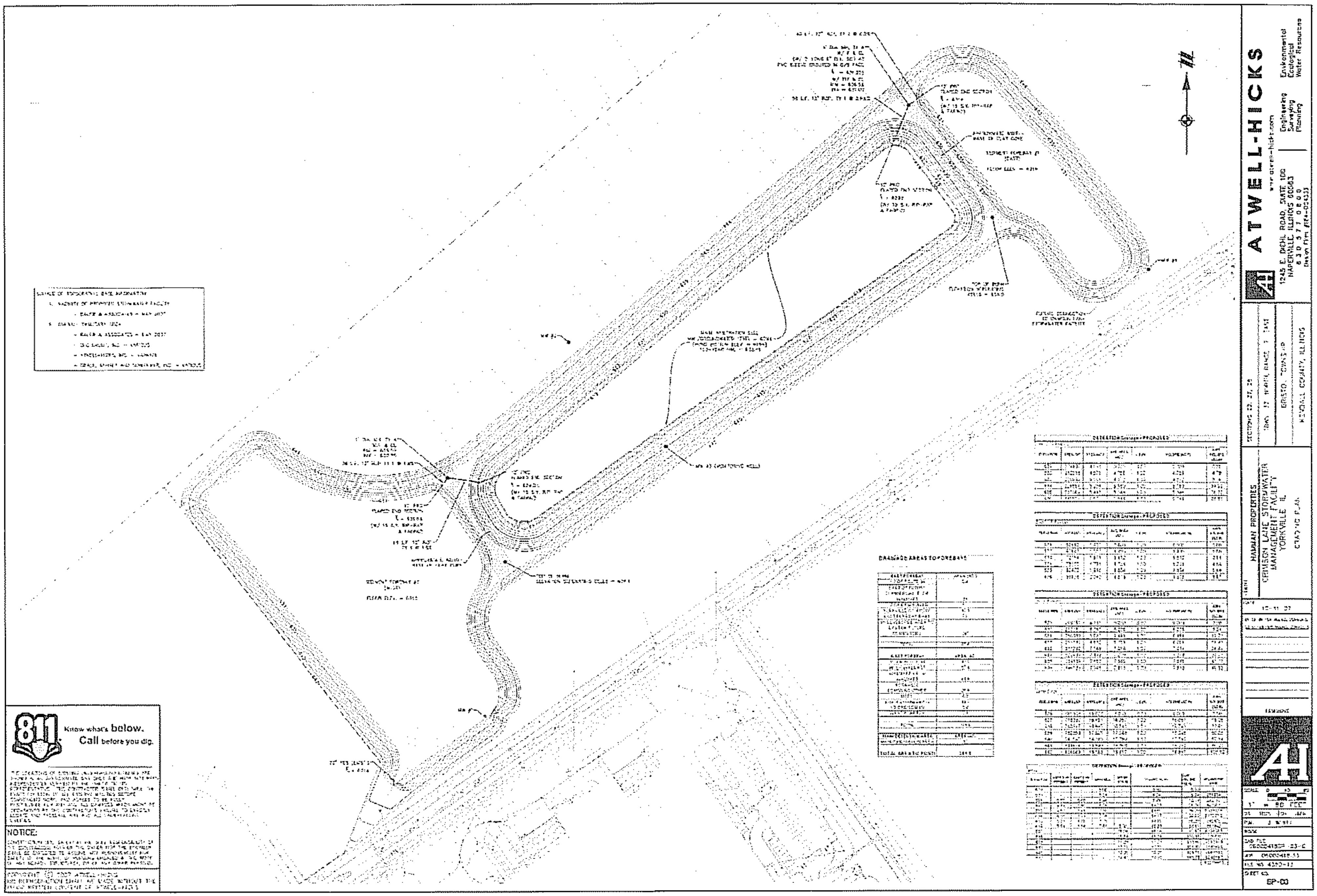
HAMMAN PROPERTIES

CRIMSON LANE STORMWATER MANAGEMENT FACILITY
YORKVILLE, IL

REVISIONS

SHEET NO.
SP-02

EXHIBIT I



DRAINAGE AREAS TO FOREBAYS
811 Know what's below. Call before you dig.
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NAPERVILLE, ILLINOIS 60563
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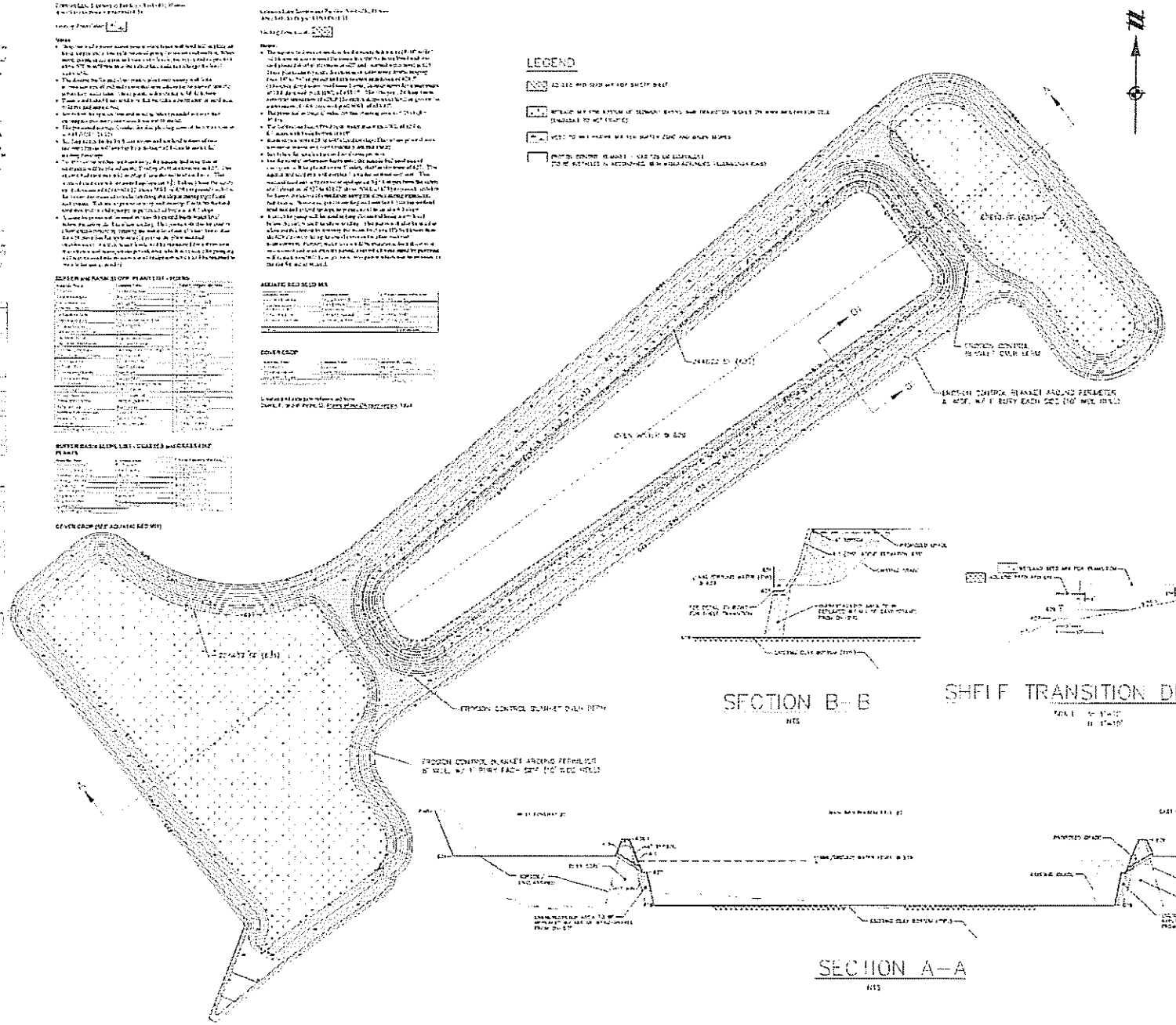
Environmental
Ecological
Water Resources
KENDALL COUNTY, ILLINOIS
HAMMAN PROPERTIES
CRIMSON LANE STORMWATER
MANAGEMENT FACILITY
YORKVILLE, IL
GRADING PLAN

EXHIBIT I



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NAPERVILLE, ILLINOIS 60563
630 577 0800
Design Firm #184-004433

HAWANI PROPERTIES
OF NYSEN LANE STORMWATER MANAGEMENT FACILITY
YORKVILLE, IL

NATIVE PLANTING PLAN

SP-04

EXHIBIT I

Crimson Lane Stormwater Facility - Yorkville, Illinois
Planting Plan Notes

General

1. Contractor shall have an experienced crew on site at all times during the planting operations. Contractor shall have on site at all times during the planting operations a complete set of approved planting plans. Work shall not proceed without these plans. FURTHER, the contractor understands that the native plant species and seed mixtures specified on the plans are the result of careful consideration and selection by the landscape architect and the Village of Yorkville. Substitutions of species and seed mixtures will not be allowed without the written approval of the landscape architect.
2. Contractor is responsible for all public utilities. All utilities shall be located by the contractor prior to any excavation. Contractor shall be responsible for any damage to utilities resulting from his operations.
3. Contractor shall verify all quantities shown on the plans. In the event of discrepancy between the plan and the plant list, the plan shall govern.
4. Contractor shall be responsible for the layout of all planting areas. Layout shall be approved by the landscape architect prior to any planting. Contractor shall stake out all trees and shrubs for review by the landscape architect prior to any planting. Contractor shall be responsible for any damage to utilities resulting from his operations.
5. Contractor shall be responsible for the layout of all planting areas. Layout shall be approved by the landscape architect prior to any planting. Contractor shall stake out all trees and shrubs for review by the landscape architect prior to any planting. Contractor shall be responsible for any damage to utilities resulting from his operations.
6. Contractor shall be responsible for the layout of all planting areas. Layout shall be approved by the landscape architect prior to any planting. Contractor shall stake out all trees and shrubs for review by the landscape architect prior to any planting. Contractor shall be responsible for any damage to utilities resulting from his operations.
7. Contractor shall be responsible for the layout of all planting areas. Layout shall be approved by the landscape architect prior to any planting. Contractor shall stake out all trees and shrubs for review by the landscape architect prior to any planting. Contractor shall be responsible for any damage to utilities resulting from his operations.
8. Contractor shall be responsible for the layout of all planting areas. Layout shall be approved by the landscape architect prior to any planting. Contractor shall stake out all trees and shrubs for review by the landscape architect prior to any planting. Contractor shall be responsible for any damage to utilities resulting from his operations.
9. Contractor shall be responsible for the layout of all planting areas. Layout shall be approved by the landscape architect prior to any planting. Contractor shall stake out all trees and shrubs for review by the landscape architect prior to any planting. Contractor shall be responsible for any damage to utilities resulting from his operations.
10. Contractor shall be responsible for the layout of all planting areas. Layout shall be approved by the landscape architect prior to any planting. Contractor shall stake out all trees and shrubs for review by the landscape architect prior to any planting. Contractor shall be responsible for any damage to utilities resulting from his operations.
11. Contractor shall be responsible for the layout of all planting areas. Layout shall be approved by the landscape architect prior to any planting. Contractor shall stake out all trees and shrubs for review by the landscape architect prior to any planting. Contractor shall be responsible for any damage to utilities resulting from his operations.
12. Contractor shall be responsible for the layout of all planting areas. Layout shall be approved by the landscape architect prior to any planting. Contractor shall stake out all trees and shrubs for review by the landscape architect prior to any planting. Contractor shall be responsible for any damage to utilities resulting from his operations.

Seeding Installation

1. Seed mixtures and planting locations shall be as shown on the plans. Substitutions of species and seed mixtures will not be allowed without the written approval of the landscape architect. Seed shall be delivered to the site in the original unopened containers bearing the manufacturer's guaranteed analysis. Seed shall be stored in a cool, dry location and protected from excessive heat and humidity.

Maintenance

Maintenance activities and schedules shall be implemented after initial establishment and continue as follows. Mowing shall be performed by a qualified contractor and may be done by hand or by power equipment. Mowing shall not be performed when the ground is excessively wet or when conditions otherwise exist which may cause damage to the turf or underlying soil.

1. Maintenance mowing shall occur a minimum of two times per growing season. Mowing shall occur at a height of 6 inches or higher. Mowing may be performed in August, September, or early October.
2. Mowing shall not be performed during periods of excessive wetness and shall be performed in such a manner and at such times as will not damage turf or prevent subsequent use by pedestrians. Wheel tracks and ruts shall be repaired immediately. Clippings shall be removed from paved areas and from the native seed areas when they are considered objectionable.
3. The mowing height shall be as follows:
   a. the height of all vegetation around trees, shrubs, structures, and other obstructions shall be 6 inches;
   b. all planting beds shall be mowed around the edges of the beds;
   c. the first mowing shall not occur prior to July 15th of any year;
   d. the second mowing shall occur prior to September 15th of any year;
   e. the maximum mowing height shall be 12 inches;
   f. the mowing shall occur in such a manner that will not damage the desirable species within the seeded areas;
   g. mowing shall not occur during periods of excessive wetness, drought, or other detrimental planting conditions;
   h. weed control shall be the responsibility of the contractor;
   i. weeds shall not damage the native plantings; and
   j. mowing shall be performed in accordance with the following schedule:

Year	Mowing Schedule
Year 1	Mow to 6 inches in July and August
Year 2	Mow to 6 inches in July and August
Year 3	Mow to 6 inches in July and August

4. Within the first growing season after the planting of the native plants, the following maintenance activities shall be applied to control weeds and to promote the establishment of the native plants for the duration of the maintenance period:
   a. Any re-seeding of the disturbed areas shall be done in accordance with the Illinois Urban Manual.
   b. Erosion control measures shall be maintained in accordance with the Illinois Urban Manual.
   c. Mowing of areas not to be planted with native plants shall be performed.
   d. Removal of undesirable plants and their seeds.
   e. Control of insects in the form of spraying, hand picking, and any necessary removal of nuisance insects per approved soil.
   f. Any weeds or grasses found to have been missed.
5. If damage occurs to the seeded areas, the repair will be done to the satisfaction of and at no additional cost to the Village.

Short-Term Management

Short-term management activities shall include only the restrictive forest harvesting and removal before pasturing that is necessary to the survival and growth of the native plantings and management of the aquatic bed habitat, as well as the following activities. Management practices are limited to those necessary and appropriate to establish the desired native plant species and to control undesirable species. Management practices may include, but are not limited to, the following. Adjustments and modifications to these practices, and additional activities, may be appropriate. The owner, the designated management agent, will be responsible for the short-term and long-term management activities needed to achieve and maintain the management goals for the property.

1. Upon a two-year establishment period:
   a. Supplemental watering will be provided, as needed, during extended periods of dry weather.
   b. Dead and dying trees, plants, shrubs, and vines may be removed, except where they provide habitat for wildlife.
   c. Other measures, as determined necessary by the owner, to maintain the health and vigor of the native plantings.
   d. Mowing or weed control shall be performed as needed to maintain the health and vigor of the native plantings. Mowing shall not occur between May 15 and August 15 of any year. Mowing shall occur at a height of 12 inches or higher. Mowing may be performed in August, September, or early October.
   e. Supplemental watering will be provided, as needed, during extended periods of dry weather.
   f. Dead and dying trees, plants, shrubs, and vines may be removed, except where they provide habitat for wildlife.
   g. Other measures, as determined necessary by the owner, to maintain the health and vigor of the native plantings.
2. Typical Forest/Tree Management Actions:
   a. Invasive species shall be removed from the forest preserve by cutting and the cut stump painted or treated. Removal of invasive species, such as trees, shrubs and vines will be performed during mid-March to the first frost, with the main height for invasive IDs 12 inches. However, it is important to know the life cycle and how to remove for growing season.
   b. Approximately 10% of the total area of the forest preserve will be planted with native trees and shrubs. Planting will occur in the spring, during the months of April and May. Planting will be performed during mid-March to the first frost, with the main height for invasive IDs 12 inches. However, it is important to know the life cycle and how to remove for growing season.
   c. Prescribed burning shall be used periodically to maintain the native plant community and control undesirable species. Burning shall occur in the spring, during the months of April and May. Burning will be performed during mid-March to the first frost, with the main height for invasive IDs 12 inches. However, it is important to know the life cycle and how to remove for growing season.
   d. Prescribed burning shall be used periodically to maintain the native plant community and control undesirable species. Burning shall occur in the spring, during the months of April and May. Burning will be performed during mid-March to the first frost, with the main height for invasive IDs 12 inches. However, it is important to know the life cycle and how to remove for growing season.
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Removable Plants

1. During the maintenance and management period when the trees must be maintained, it is the responsibility of the owner to fix any problems with the trees and the health of the plants, however, if the owner is not able to do so, the owner will be responsible for the repair and replacement of the trees.
2. Contractor shall be responsible for the removal of all debris and trash from the site. Contractor shall be responsible for the removal of all debris and trash from the site. Contractor shall be responsible for the removal of all debris and trash from the site. Contractor shall be responsible for the removal of all debris and trash from the site.

ATWELL-HICKS
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Engineering
Surveying
Planning
www.atwell-hicks.com
1245 E. DIEHL ROAD, SUITE 100
NAPERVILLE, ILLINOIS 60563
630 577 0800
Design Firm #184-006333

SECTION 22, T37N, R8E, 3RD P.M. KENDALL COUNTY, ILLINOIS
TOWNSHIP 37 NORTH, RANGE 7 EAST
BRISTOL TOWNSHIP
KENDALL COUNTY, ILLINOIS

CLIENT
HAWMAN PROPERTIES
CRIMSON LANE STORMWATER MANAGEMENT FACILITY
YORKVILLE, IL

PLANTING PLAN NOTES

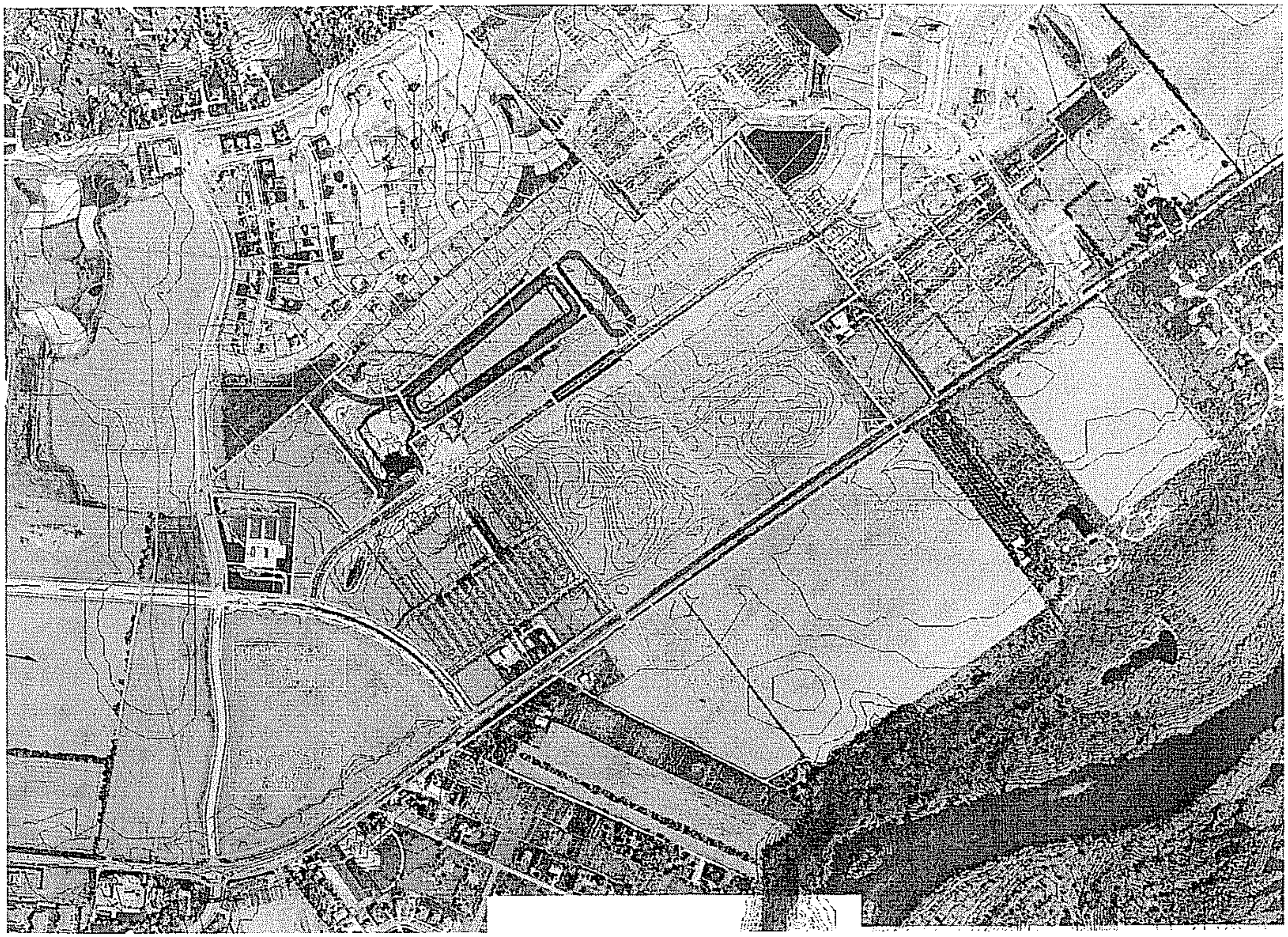
DATE
12-31-07

DESIGNED KJL
DRAWN JCH
CHECKED KJL
APPROVED

SCALE
0" 1" FEET

JOB NO. 06000419.33
FILE NO. 6000419
SHEET NO.
SP-05

EXHIBIT I



Know what's **below.**
Call before you dig.

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ATWELL-HICKS
1245 E. DIEHL ROAD, SUITE 100
NAPERVILLE, ILLINOIS 60563
Engineering
Surveying
Planning
Environmental
Ecological
Water Resources

HAMMAN PROPERTIES
CRIMSON LANE STORMWATER MANAGEMENT FACILITY
YORKVILLE, IL
OVERALL TRIBUTARY AREA EXHIBIT

KENDALL COUNTY, ILLINOIS

1" = 300 FEET

SP-06

EXHIBIT I

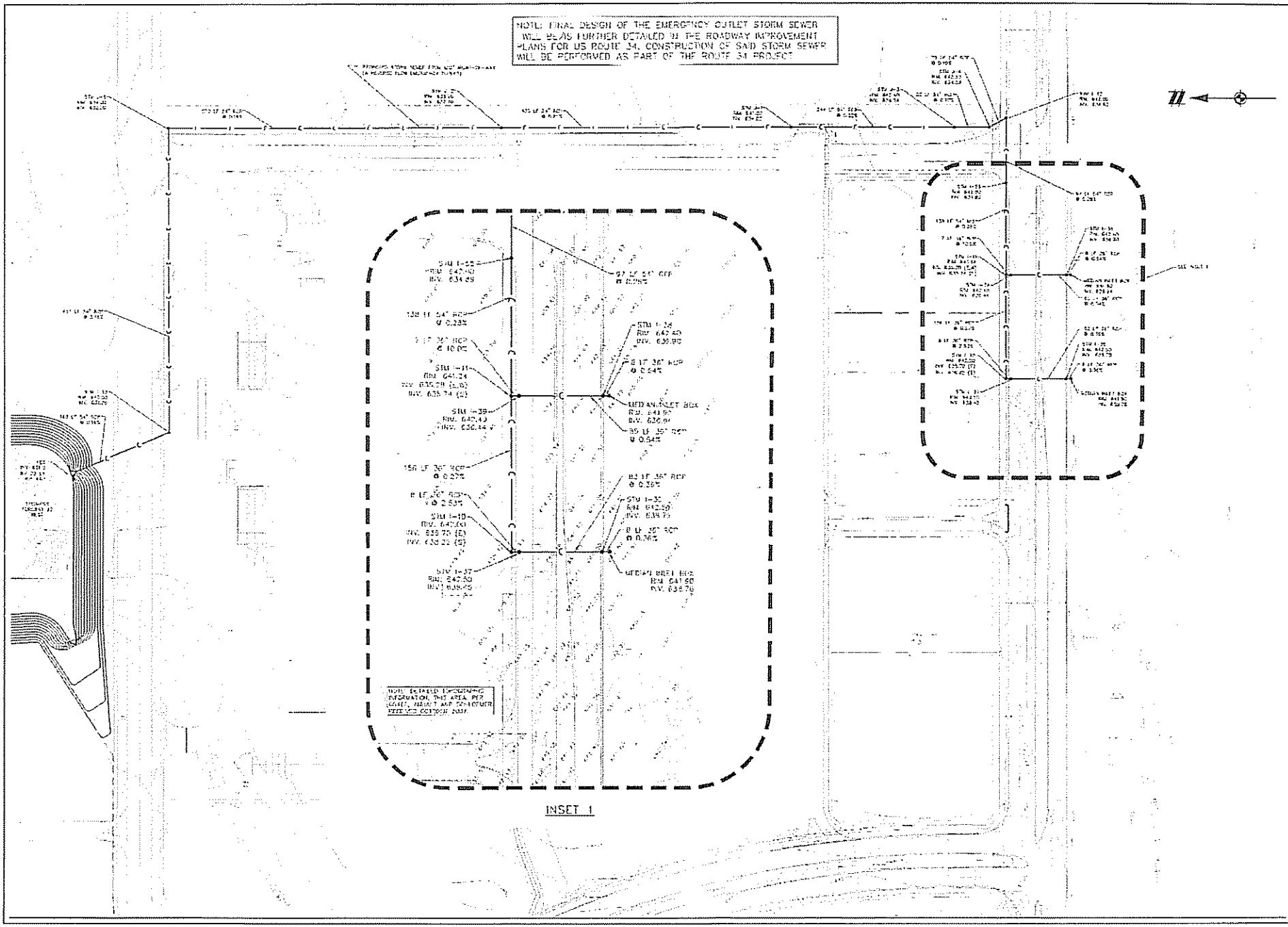
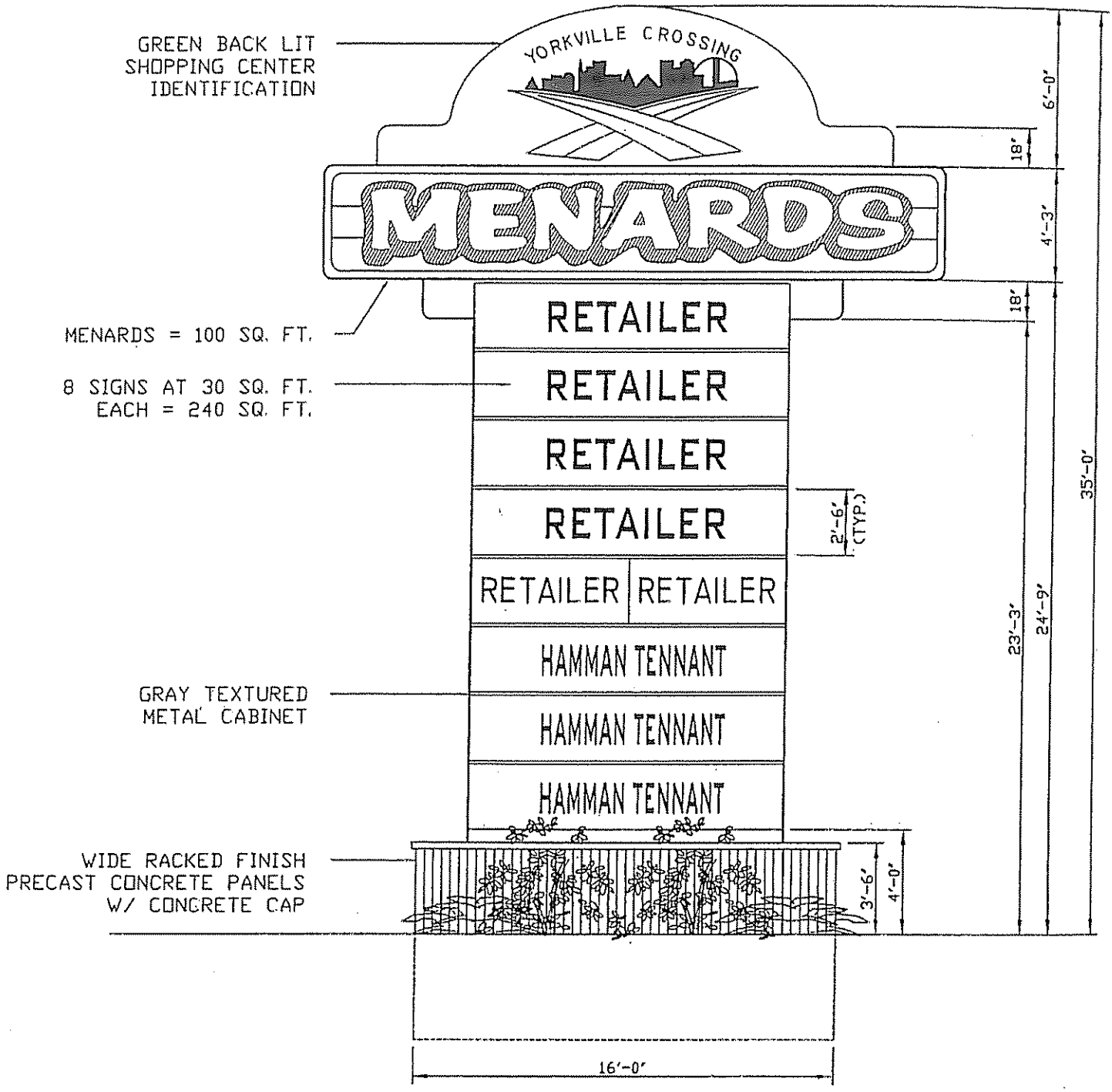

NOTE: FINAL DESIGN OF THE EMERGENCY OUTLET STORM SEWER WILL BE AS FURTHER DETAILED IN THE ROADWAY IMPROVEMENT PLANS FOR US ROUTE 34. CONSTRUCTION OF SAID STORM SEWER WILL BE PERFORMED AS PART OF THE ROUTE 34 PROJECT
INSET 1
ATWELL-HICKS
Engineering
Surveying
Planning
Environmental
Ecological
Water Resources
1245 E. DIEHL ROAD, SUITE 100
NAPERVILLE, ILLINOIS 60563
630 577 0800
HANNAH PROPERTIES
CRIMSON LAKES STORMWATER MANAGEMENT FACILITY
YORKVILLE, IL
OFFSITE STORM SEWER PLAN (WEST)
SECTION 22, 23, 26
T37N - R7E - RANGE 7 - 3rd
BRISTOL TOWNSHIP
KENDALL COUNTY, ILLINOIS
12-11-01
SP-07

EXHIBIT J



PROPOSED SHOPPING CENTER IDENTIFICATION SIGN LOCATED AT COUNTRYSIDE PARKWAY & HWY. 34

TOTAL SIGNAGE SQUARE FOOTAGE = 340 SQ. FT.

SCALE: 3/16" = 1'-0"

YORKVILLE CROSSING

YORKVILLE, ILLINOIS

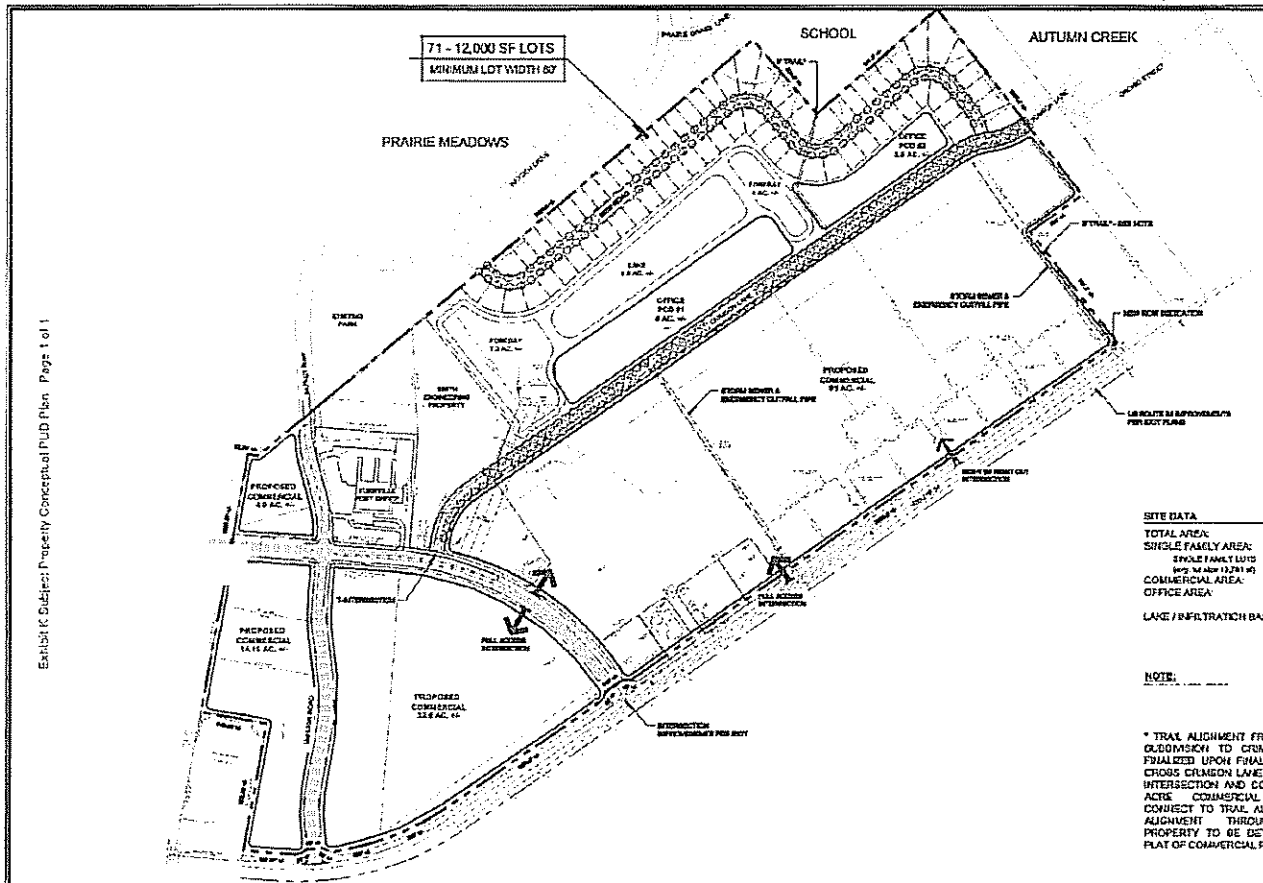


Exhibit K Subject Property Conceptual PUD Plan Page 1 of 1

SITE DATA	
TOTAL AREA:	242.78 Ac.
SINGLE FAMILY AREA:	27.53 Ac.
SINGLE FAMILY LOTS	71 UNITS
COMMERCIAL AREA:	185.75 Ac.
OFFICE AREA:	11.5 Ac.
LAKE / INFILTRATION BASIN	29.5 Ac.

NOTE:

* TRAIL ALIGNMENT FROM AUTUMN CREEK SUBDIVISION TO CRIMSON LANE TO BE FINALIZED UPON FINAL PLAT. TRAIL WILL CROSS CRIMSON LANE AT A DRIVEWAY OR INTERSECTION AND CONTINUE ACROSS 95 ACRE COMMERCIAL PROPERTY TO CONNECT TO TRAIL ALONG US 34. TRAIL ALIGNMENT THROUGH COMMERCIAL PROPERTY TO BE DETERMINED AT FINAL PLAT OF COMMERCIAL PORTION

CONCEPTUAL PUD PLAN

EXHIBIT K

REV'D: 03-13-2008
DATE: 04-27-2007

PREPARED FOR:
Hamman Property Ventures
8110 Route 71
Oswego, IL. 60543

PREPARED BY:
sda
Schlaga Design Associates, Inc.

Exhibit O Legal Description of O-Office District zoned area subject to this Modification Agreement

THAT PART OF SECTIONS 21 AND 22, IN TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTHEASTERLY OF AND ADJACENT TO PRAIRIE POINTE SUBDIVISION, NORTHWESTERLY OF AND ADJACENT TO THE NORTHWESTERLY RIGHT OF WAY LINE OF CRIMSON LANE, SOUTHEASTERLY OF AND ADJACENT TO A LINE THAT IS 235.0' NORTHWESTERLY OF AND PARALLEL WITH THE NORTHWESTERLY RIGHT OF WAY LINE OF SAID CRIMSON LANE, AND SOUTHWESTERLY OF A LINE THAT IS 445.0 FEET SOUTHWESTERLY OF AND PARALLEL WITH THE SOUTHEASTERLY EXTENSION OF THE NORTHEASTERLY LINE OF PRAIRIE MEADOWS SUBDIVISION, IN THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS, AND CONTAINING 18.5 ACRES OF LAND MORE OR LESS

ARTICLE A. O OFFICE DISTRICT

10-7A-1: USES PERMITTED:

Advertising agency.

Bank.

Barber shop.

Beauty shop.

Bookkeeping service.

Club - private indoor.

Coffee shop.

College, university or junior college.

Commercial school, trade school - offering training in classroom study.

Credit union.

Detective agency.

Employment office.

Engineering office.

Government office.

Income tax service.

Insurance office.

Library.

Manufacturing agent's office.

Medical clinic.

Park.

Professional offices.

Public accountant.

Real estate office.

Savings and loan association.

Stenographic service.

Stock broker.

Telegraph office.

~~Ticket office~~.

Title company.

Travel agency.

Utility office. (Ord. 1973-56A, 3-28-74)

10-7A-2: SPECIAL USES:

Daycare centers.

Planned developments.

~~Solid waste disposal site.~~ (Ord. 1973-56A, 3-28-1974; amd. Ord. 1995-20, 8-10-1995)

10-7A-3: LOT AREA:

No lot shall have an area less than twenty thousand (20,000) square feet. (Ord. 1973-56A, 3-28-1974)

10-7A-4: YARD AREAS:

No building shall be erected or enlarged unless the following yards are provided and maintained in connection with such building, structure or enlargement:

A. Front Yard: A front yard of not less than thirty feet (30').

B. Side Yards: A side yard on each side of the zoning lot of not less than ten feet (10'), except where a side yard adjoins a street, the minimum width shall be increased to twenty feet (20').

C. Rear Yard: A rear yard of not less than twenty feet (20'). (Ord. 1973-56A, 3-28-1974)

10-7A-5: LOT COVERAGE:

Not more than fifty percent (50%) of the area of the zoning lot may be occupied by buildings and structures, including accessory buildings. (Ord. 1973-56A, 3-28-1974)

10-7A-6: MAXIMUM BUILDING HEIGHT:

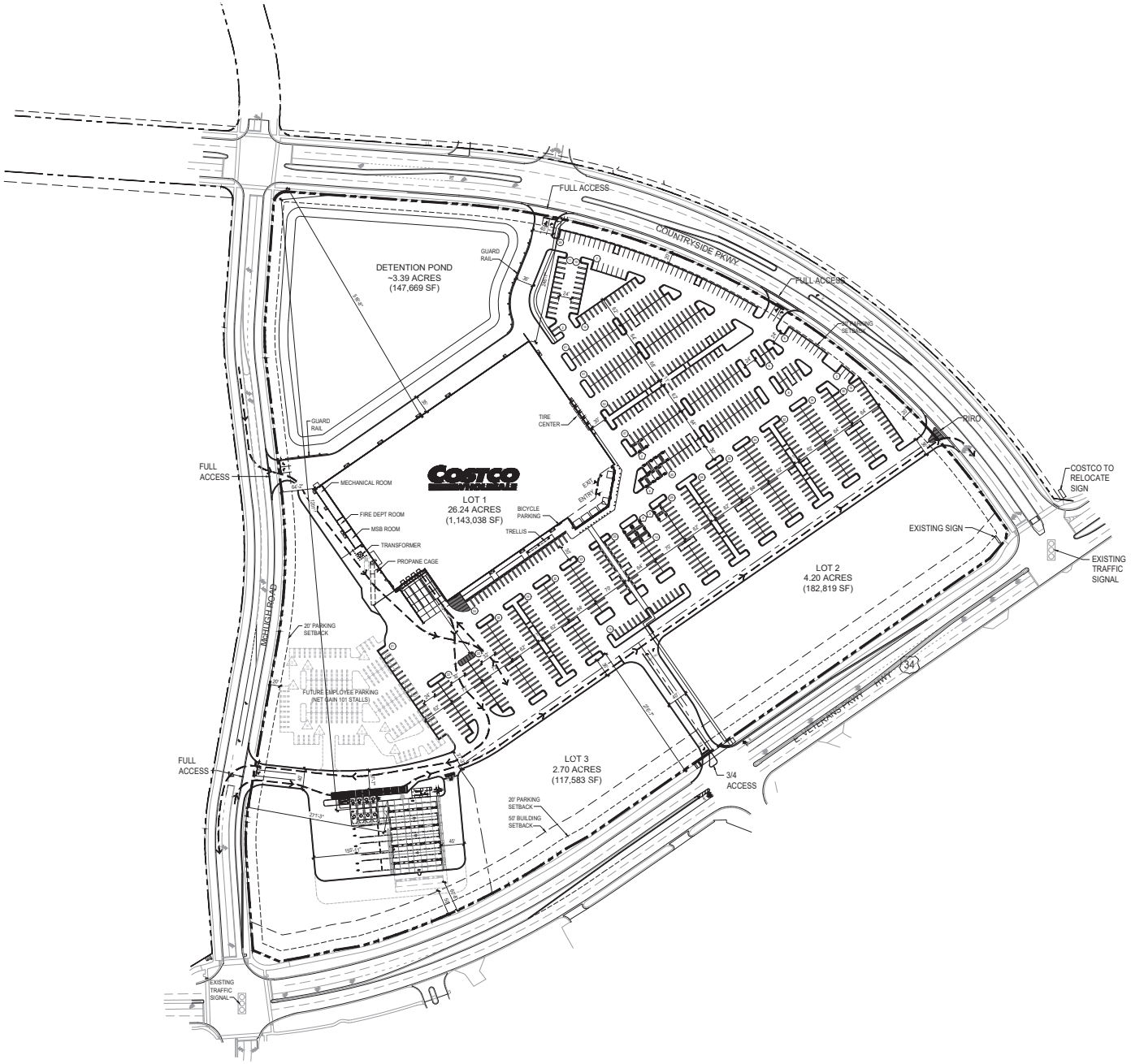
A.No building or structure shall be erected or altered to exceed a maximum height of six (6) stories or eighty feet (80'), whichever is lower.

B.No building or structure shall be erected or altered to exceed a maximum height of three (3) stories or thirty five feet (35') within the "downtown area" as described by exhibit A, attached to the ordinance codified herein. (Ord. 2006-67, 8-8-2006)

10-7A-7: OFF STREET PARKING AND LOADING:

All in accordance with regulations set forth in chapter 11 of this title. (Ord. 1973-56A, 3-28-1974)

EXHIBIT B



PROJECT DATA

CLIENT:	COSTCO WHOLESALE 999 LAKE DRIVE ISSAQUAH, WA 98027
PROJECT ADDRESS:	SWC OF MCHUGH ROAD & EAST COUNTRYSIDE PKWY YORKVILLE, IL

SITE DATA:

TOTAL SITE AREA:	33.14 ACRES (1,443,461 SF)
INCLUDES:	
LOT 1 (COSTCO):	26.24 ACRES (1,143,038 SF) INCLUDES 3.39 AC DETENTION POND
LOT 2:	4.20 ACRES (182,819 SF)
LOT 3:	2.70 ACRES (117,583 SF)
JURISDICTION:	UNITED CITY OF YORKVILLE
ZONING:	B-3 GENERAL BUSINESS DISTRICT, PUD

	REQ	ACTUAL	
		WAREHOUSE	FUEL
SETBACKS			
FRONT	50'	507'-9"	60'-8"
SIDE	20'	64'-2" / 246'-7"	271'-3"
REAR	30'	510'-8"	1,201'
PARKING (VETERANS)	20'	276'-7"	N/A
PARKING (ALL OTHER)	20'	20'	N/A
BUILDING HEIGHT (MAX)	80'	32'-0"	18'-6"
LOT COVERAGE (MAX)	80%	65.4% (LOT 1 ONLY)	

BUILDING DATA:

TOTAL BUILDING FOOTPRINT AREA:	161,562 SF
INCLUDES:	
NET SALES FLOOR	**153,820 SF**
GROSS MECHANICAL / FIRE / MSB	2,266 SF
NET ENCLOSED CANOPY	3,560 SF
BUILDING ENVELOPE	1,916 SF

PARKING DATA:

TOTAL PARKING:	956 STALLS
INCLUDES:	
⊙ 10' WIDE STALLS	837 STALLS
⬠ ACCESSIBLE STALLS	18 STALLS
△ FUTURE STALLS (NET GAIN)	101 STALLS
NO. OF STALLS PER 1,000 SQ. FT. OF NET BUILDING AREA:	6.22 STALLS

NOTES:
EXISTING CONDITIONS BASED ON SURVEY BY V3 COMPANIES

0 40' 80' 160'
1" = 80'-0"

YORKVILLE, IL

22-6229-01
JANUARY 03, 2025

SITE PLAN

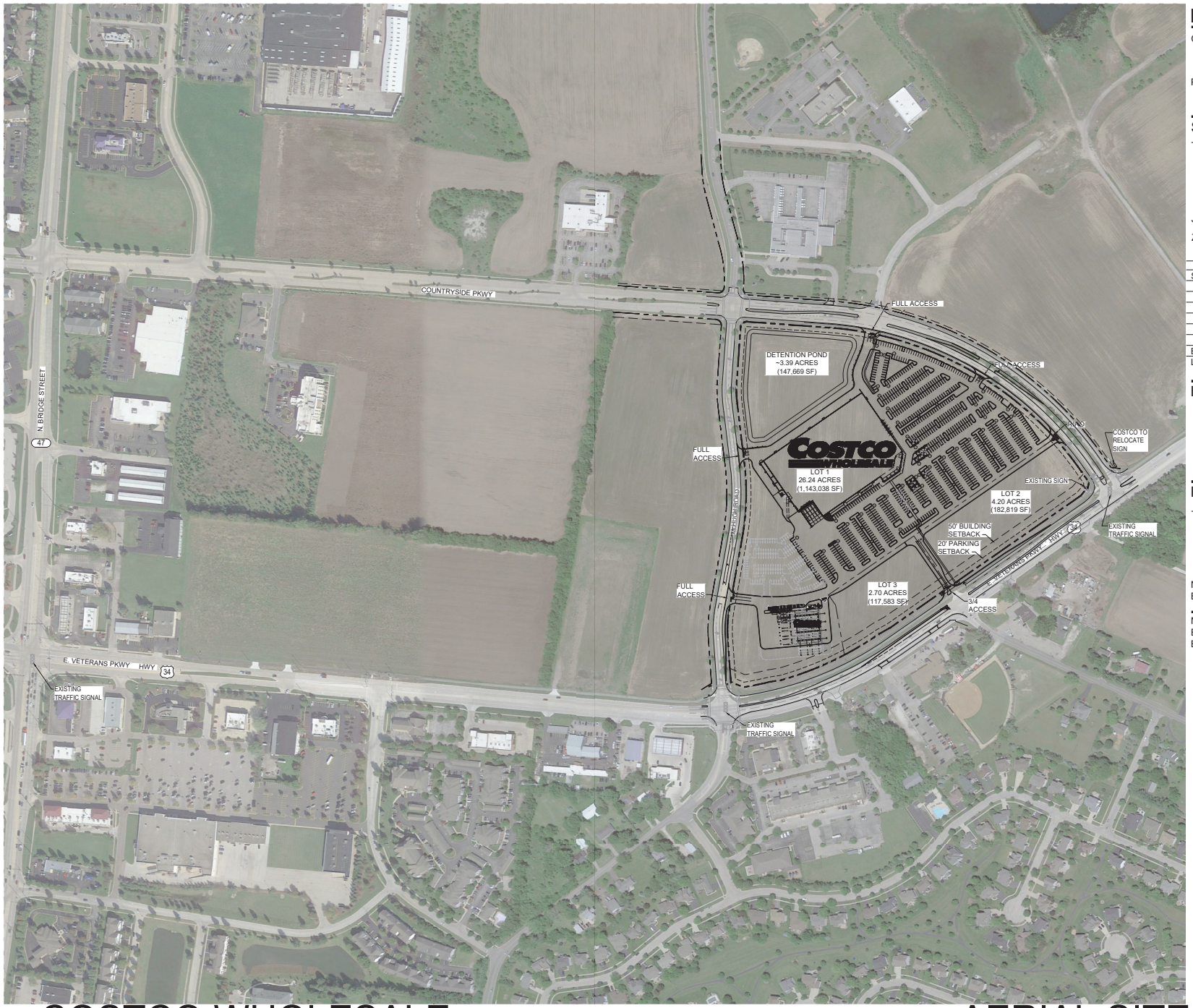
DD11-08

COSTCO WHOLESALE

YORKVILLE, ILLINOIS

SITE PLAN

JANUARY 03, 2025



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INCLUDES:	
10' WIDE STALLS	837 STALLS
ACCESSIBLE STALLS	18 STALLS
FUTURE STALLS (NET GAIN)	101 STALLS
NO. OF STALLS PER 1,000 SQ. FT. OF NET BUILDING AREA:	6.22 STALLS

NOTES:
EXISTING CONDITIONS BASED ON SURVEY BY V3 COMPANIES

0 75' 150' 300'
1" = 150'

YORKVILLE, IL

22-6229-01
JANUARY, 03, 2025

AERIAL SITE PLAN

DD12-08

COSTCO WHOLESALE

YORKVILLE, ILLINOIS

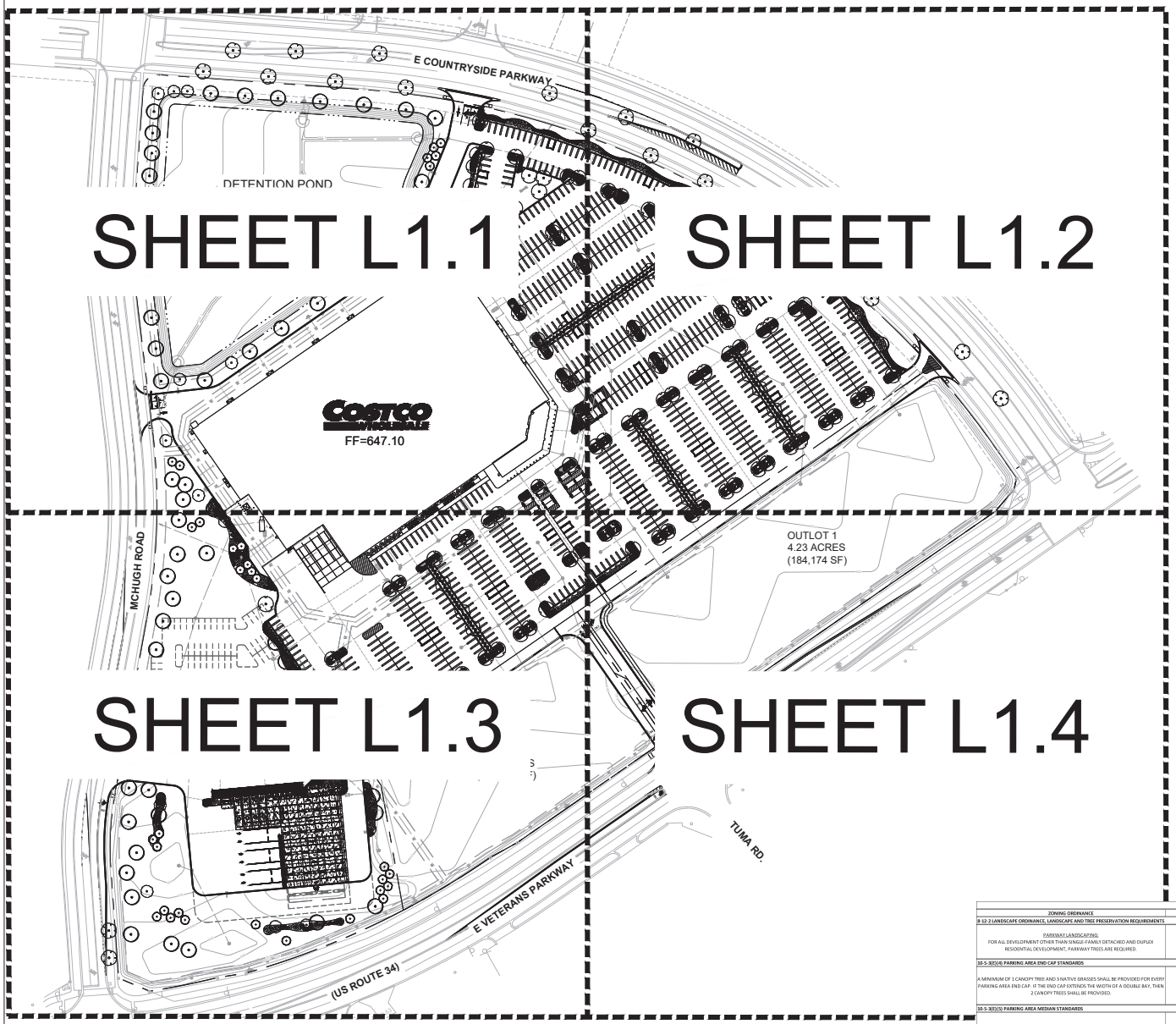
AERIAL SITE PLAN

JANUARY 03, 2025

EXHIBIT C

NOTE: NOT FOR CONSTRUCTION

NOTE: ALL INTERIOR ISLANDS AND FOUNDATION LANDSCAPE TO BE MULCHED WITH ROCK MULCH.



CONCEPT PLANT SCHEDULE

CANOPY TREE 2.5" DBH MINIMUM	63
CANOPY TREE - PARKWAY 2.5" DBH MINIMUM	21
CANOPY TREE - PARKING AREA 2.5" DBH MINIMUM	112
CANOPY TREE - PARKING AREA MEDIAN 2.5" DBH MINIMUM	16
EVERGREEN TREE 6` HT MINIMUM	32
ORNAMENTAL TREE 1.5" DBH MINIMUM FOR SINGLE STEM 6` HT. MINIMUM FOR MULTI-STEM	20
LARGE DECIDUOUS SHRUB	190
LARGE DECIDUOUS SHRUB - PARKING AREA PERIMETER	30
LARGE EVERGREEN SHRUB	83
LARGE EVERGREEN SHRUB - PARKING AREA PERIMETER	58
MEDIUM DECIDUOUS SHRUB	769
MEDIUM DECIDUOUS SHRUB - PARKING AREA MEDIAN	203
MEDIUM DECIDUOUS SHRUB - PARKING AREA PERMIETER	136
SMALL DECIDUOUS SHRUB	1,575
SMALL DECIDUOUS SHRUB - PARKING AREA MEDIAN	40
SMALL DECIDUOUS SHRUB - PARKING AREA PERIMETER	78
ORNAMENTAL GRASS	283
ORNAMENTAL GRASS - PARKING AREA PERIMETER	31
PERENNIALS	
TURF SOD	
NO-MOW TURF SEED MIX	
NATURALIZED PLANTINGS	

YORKVILLE, IL LANDSCAPE CODE REQUIREMENTS

ZONING ORDINANCE	REQUIRED	PROVIDED
9-12-2 LANDSCAPE ORDINANCE, LANDSCAPE AND TREE PRESERVATION REQUIREMENTS		
PARKWAY LANDSCAPING: FOR ALL DEVELOPMENT OTHER THAN SINGLE-FAMILY DETACHED AND DUPLEX RESIDENTIAL DEVELOPMENT, PARKWAY TREES ARE REQUIRED.	**PARKWAY TREES REQUIRED ALONG FRONTAGE ROADS**	MCHUGH ROAD = EXISTING PARKWAY TREES TO REMAIN E COUNTRYSIDE PARKWAY = PARKWAY TREES PROVIDED WITHIN PARKWAY AND MEDIAN E VETERANS PARKWAY = PARKWAY TREES NOT PROVIDED (IDOT ROAD)
10-5-3(D)(4) PARKING AREA END CAP STANDARDS		
A MINIMUM OF 1 CANOPY TREE AND 3 NATIVE GRASSES SHALL BE PROVIDED FOR EVERY PARKING AREA END CAP. IF THE END CAP EXTENDS THE WIDTH OF A DOUBLE BAY, THEN 2 CANOPY TREES SHALL BE PROVIDED.	**1 CANOPY TREE AND 3 NATIVE GRASSES PER PARKING AREA END CAP REQUIRED**	PARKING LOT TREES AND SHRUBS/GRASSES PROVIDED WITHIN PARKING LOT ISLANDS
10-5-3(D)(5) PARKING AREA MEDIAN STANDARDS		
A MINIMUM OF 1 CANOPY TREE AND 35 SHRUBS OR NATIVE GRASSES SHALL BE PLANTED FOR EACH 50LF OF PARKING AREA MEDIAN.	LENGTH OF PARKING AREA MEDIANS = 773 LF 773 LF / 50 LF = 15.5 15.5 x 1 CANOPY TREE = 16 = **16 CANOPY TREES REQUIRED** 15.5 x 35 SHRUBS OR NATIVE GRASSES = 231.9 = **232 SHRUBS OR NATIVE GRASSES REQUIRED**	16 CANOPY TREES AND 243 SHRUBS PROVIDED WITHIN PARKING AREA MEDIANS
10-5-3(D)(6) PARKING AREA ISLAND STANDARDS		
A MINIMUM OF 1 UNDERSTORY TREE SHALL BE PROVIDED FOR EVERY PARKING AREA ISLAND. IF THE ISLAND EXTENDS THE WIDTH OF A DOUBLE BAY, THEN 2 UNDERSTORY TREES SHALL BY PROVIDED.	**1 UNDERSTORY TREE PER PARKING AREA ISLAND REQUIRED.**	1 CANOPY TREE PER PARKING AREA ISLAND PROVIDED
10-5-3(C) BUILDING FOUNDATION LANDSCAPE		
FIVE (5) SQUARE FEET OF LANDSCAPE AREA SHALL BE PROVIDED PER LINEAR FOOT OF BUILDING FRONTAGE FACING THE FRONT AND EXTERIOR SIDE YARDS AND SHALL BE DISPERSED ALONG THE BUILDING FOUNDATION.	LENGTH OF BUILDING FOUNDATION = 748.05 LF 748.05 LF x 5 SQ FT = 3,740.25 SQ FT **3,740 SQ FT OF LANDSCAPING REQUIRED ALONG FRONT AND EXTERIOR SIDE OF BUILDING**	2,276.95 SQ FT OF LANDSCAPING PROVIDED ALONG FRONT OF BUILDING (SOUTH) 3,687.41 SQ FT OF LANDSCAPING PROVIDED ALONG EXTERIOR SIDE (WEST)
10-5-3(D) PARKING AREA PERIMETER LANDSCAPE		
ONE (1) SHRUB OR NATIVE GRASSES SHALL BE PLANTED FOR EVERY THREE (3) FEET OF LANDSCAPE AREA LENGTH.	LENGTH OF COUNTRYSIDE PARKWAY (NOT INCLUDING DRIVEWAYS) = 792.13 LF 792.13 LF / 3 LF = 264.04 **264 SHRUBS OR NATIVE GRASSES REQUIRED**	333 SHRUBS AND NATIVE GRASSES PROVIDED ALONG COUNTRYSIDE PARKWAY

CONSULTANT

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NORTH ARROW AND SCALE

NORTH

GRAPHIC SCALE IN FEET
0 35 70 140

SEAL AND SIGNATURES

COSTCO WHOLESALE
WAREHOUSE SITE
SWC OF MCHUGH ROAD &
EAST COUNTRYSIDE PKWY
YORKVILLE, IL

DATE	ISSUED FOR	REV
09/20/2024	GREEN INK	
11/15/2024	CITY SUBMITTAL	

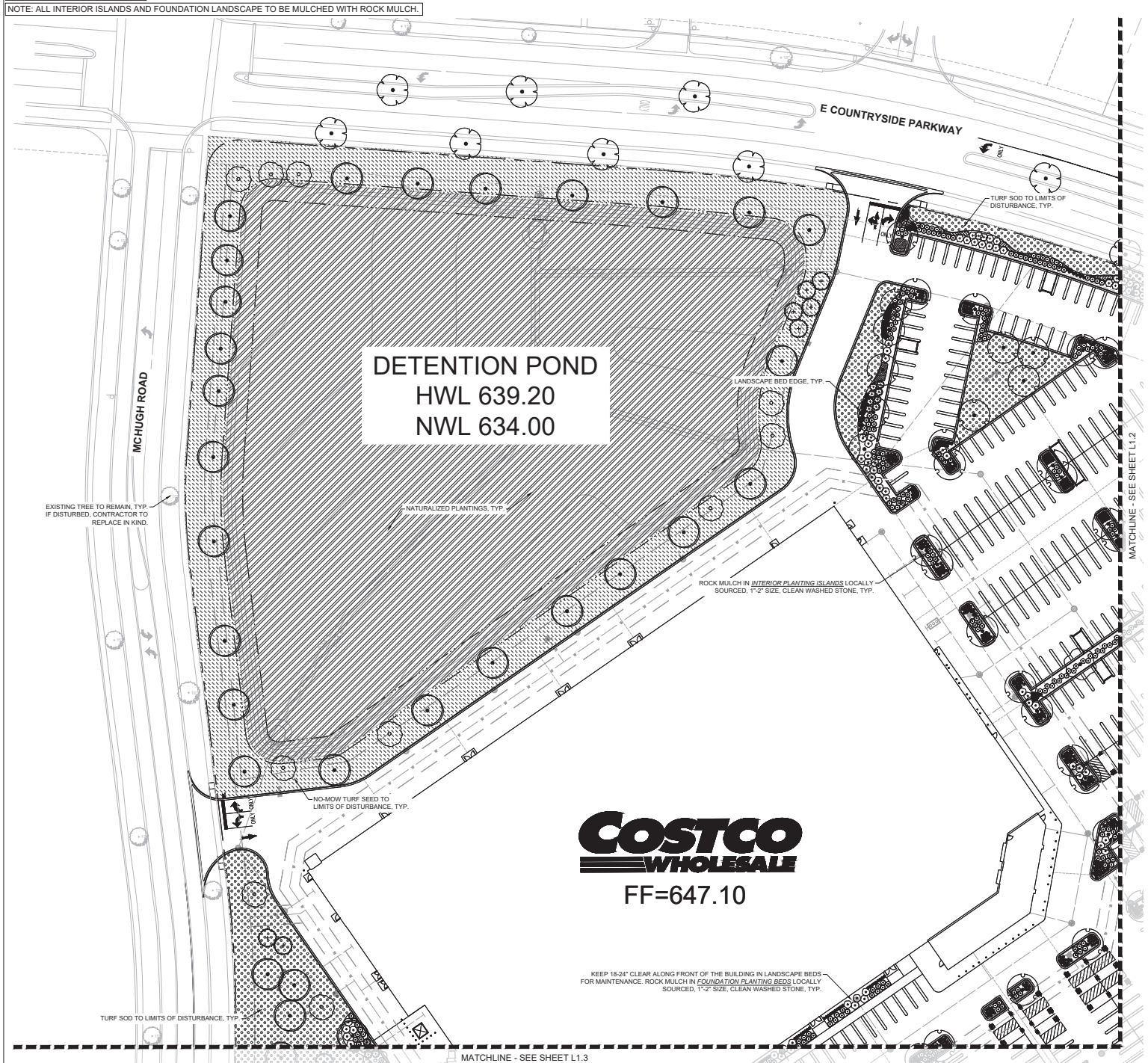
L1.0

OVERALL LANDSCAPE PLAN

AS INDICATED

NOTE: NOT FOR CONSTRUCTION

NOTE: ALL INTERIOR ISLANDS AND FOUNDATION LANDSCAPE TO BE MULCHED WITH ROCK MULCH.



CONCEPT PLANT SCHEDULE

- CANOPY TREE — 2.5" DBH MINIMUM
- CANOPY TREE - PARKWAY — 2.5" DBH MINIMUM
- CANOPY TREE - PARKING AREA — 2.5" DBH MINIMUM
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- LARGE DECIDUOUS SHRUB - PARKING AREA PERIMETER
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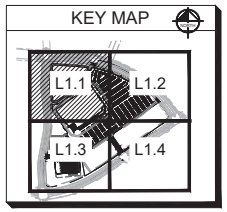
- ORNAMENTAL GRASS - PARKING AREA PERIMETER
- PERENNIALS
- TURF SOD
- NO-MOW TURF SEED MIX
- NATURALIZED PLANTINGS

KEY MAP



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NORTH ARROW AND SCALE

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

SEAL AND SIGNATURES

COSTCO WHOLESALE
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YORKVILLE, IL

DATE	ISSUED FOR	REV
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11/15/2024	CITY SUBMITTAL	

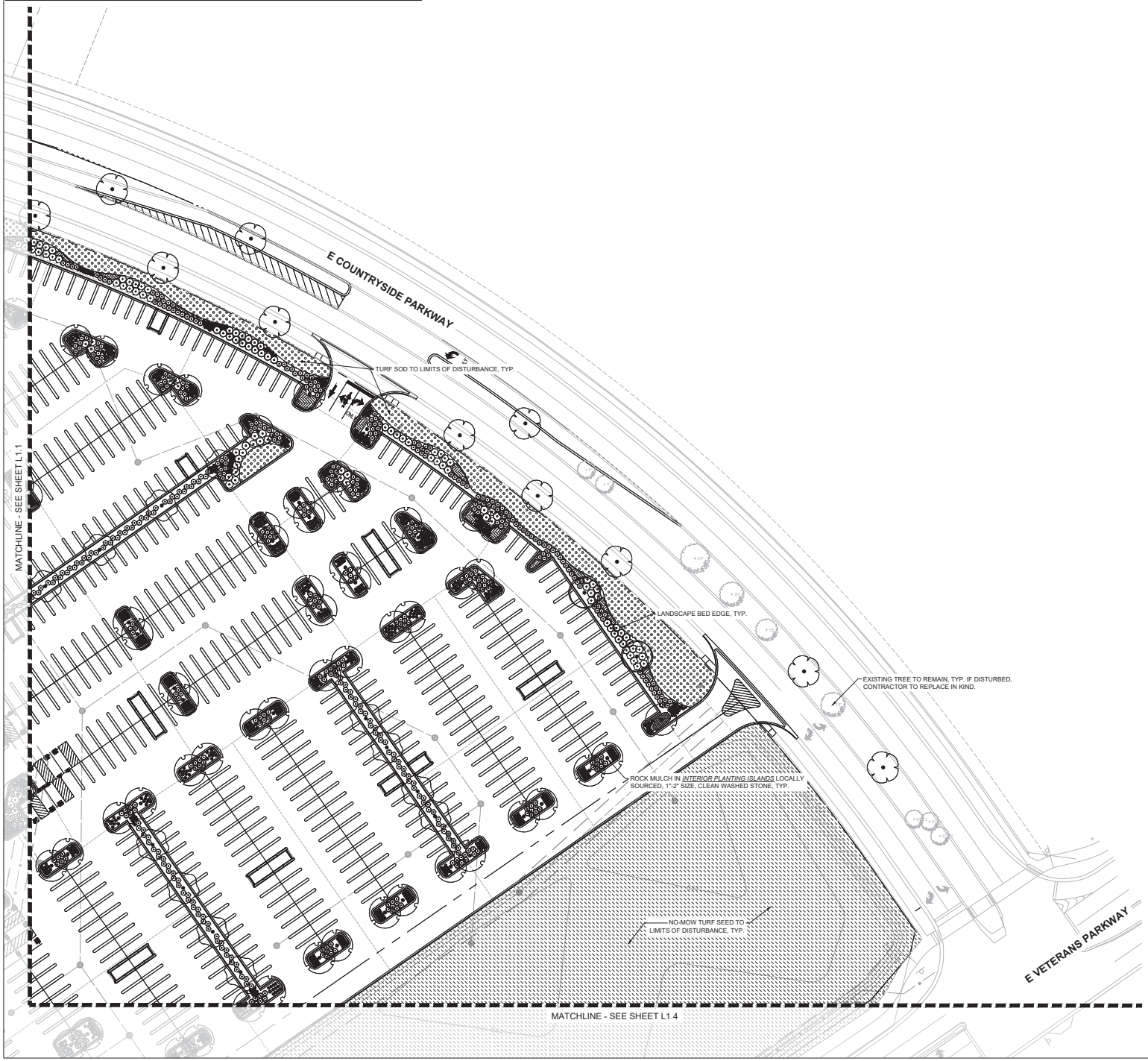
L1.1

LANDSCAPE PLAN

AS INDICATED

NOTE: NOT FOR CONSTRUCTION

NOTE: ALL INTERIOR ISLANDS AND FOUNDATION LANDSCAPE TO BE MULCHED WITH ROCK MULCH.



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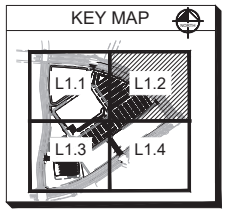

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NORTH ARROW AND SCALE

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

SEAL AND SIGNATURES

COSTCO WHOLESALE
WAREHOUSE SITE
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YORKVILLE, IL

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11/15/2024	CITY SUBMITTAL	

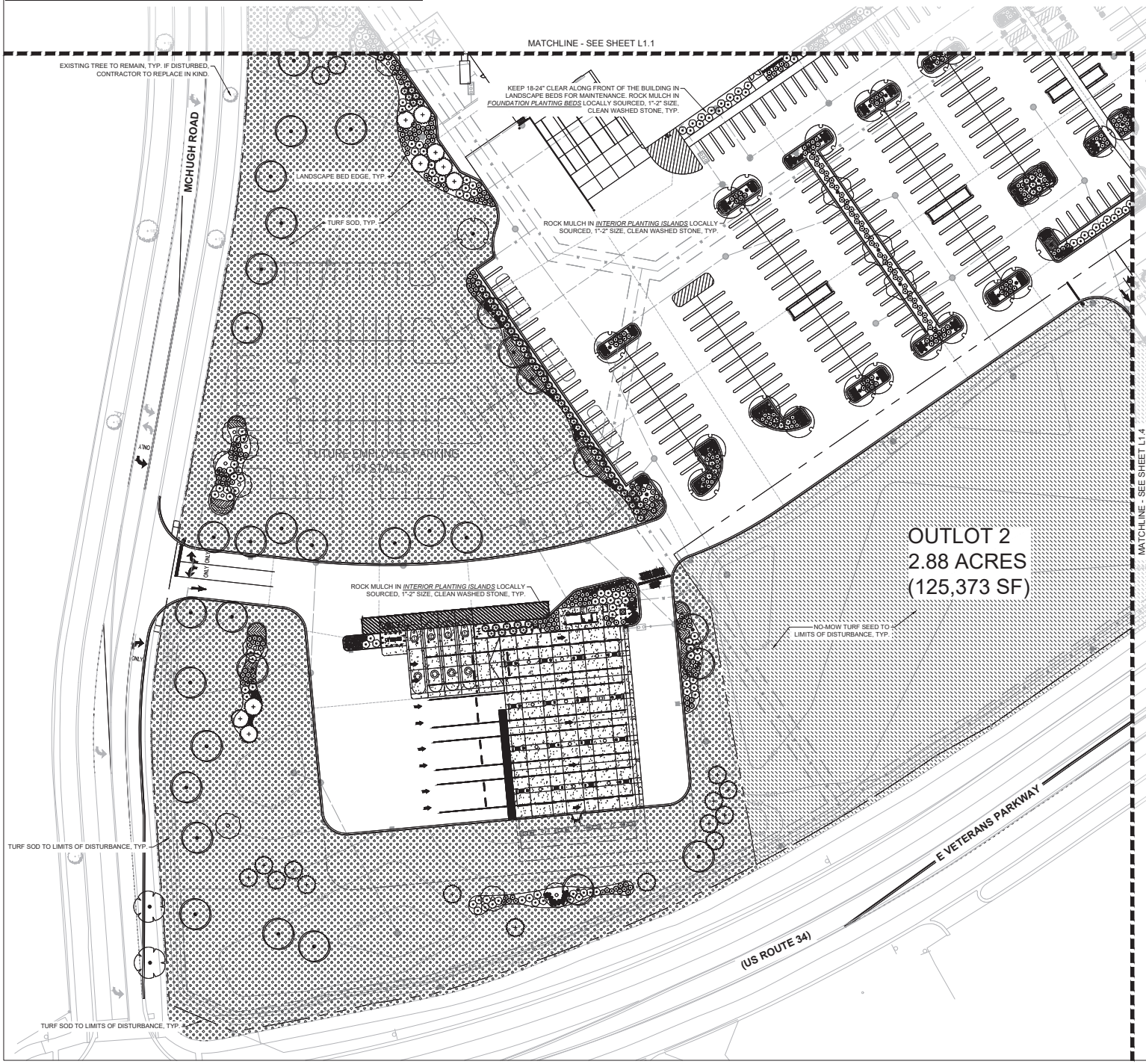
L1.2

LANDSCAPE PLAN

AS INDICATED

NOTE: NOT FOR CONSTRUCTION

NOTE: ALL INTERIOR ISLANDS AND FOUNDATION LANDSCAPE TO BE MULCHED WITH ROCK MULCH.



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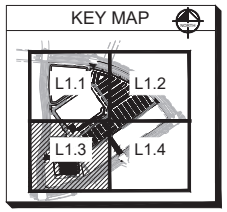

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11/15/2024	CITY SUBMITTAL	

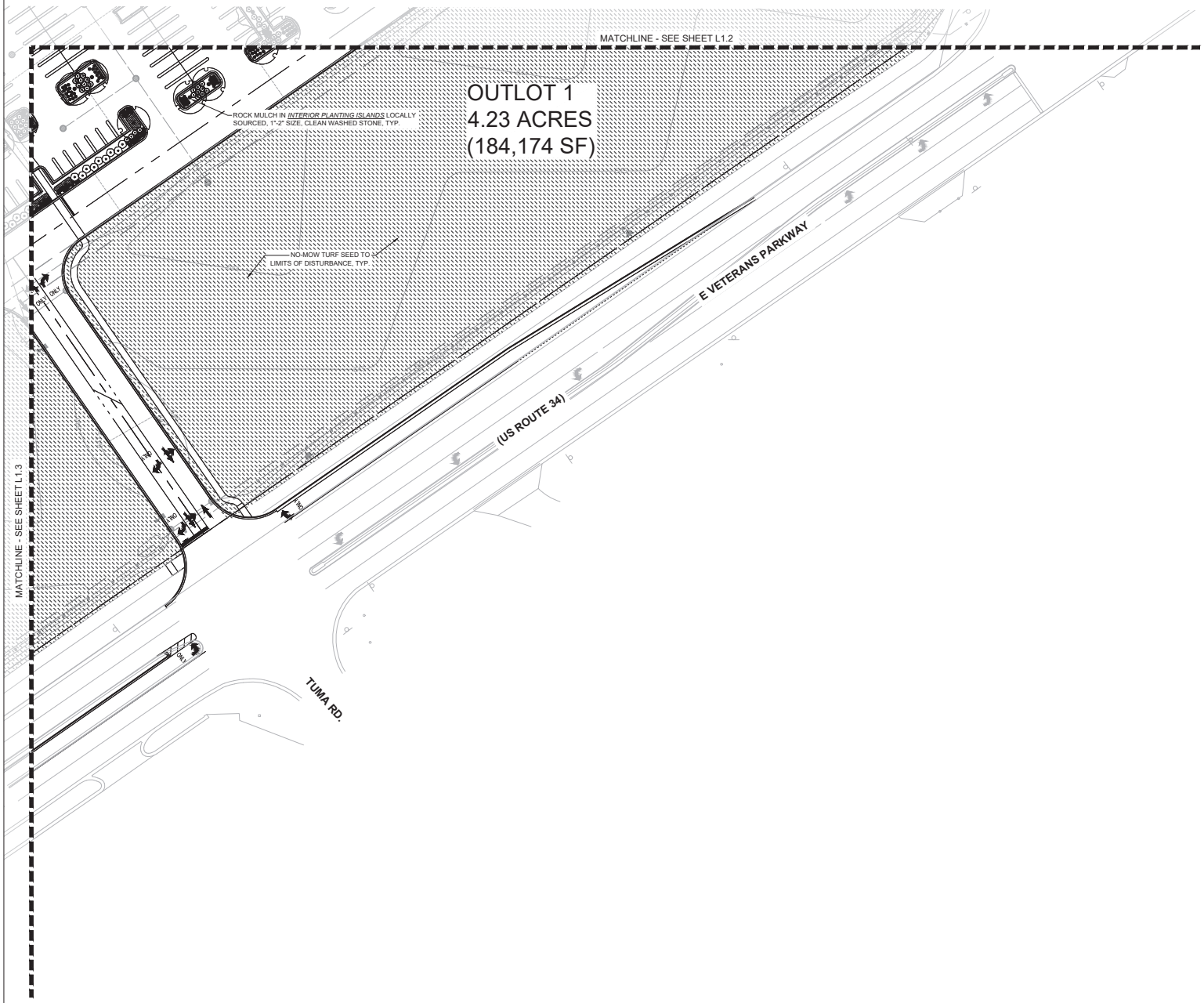
L1.3

LANDSCAPE PLAN

AS INDICATED

NOTE: NOT FOR CONSTRUCTION

NOTE: ALL INTERIOR ISLANDS AND FOUNDATION LANDSCAPE TO BE MULCHED WITH ROCK MULCH.



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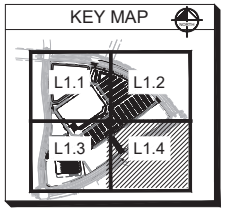

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11/15/2024	CITY SUBMITTAL	

L1.4

LANDSCAPE PLAN

AS INDICATED

NOTE: NOT FOR CONSTRUCTION

NOTE: ALL INTERIOR ISLANDS AND FOUNDATION LANDSCAPE TO BE MULCHED WITH ROCK MULCH.

PLANT SCHEDULE

BOTANICAL / COMMON NAME

TREES
ACER MIYABEI 'MORTON' / STATE STREET™ MIYABE MAPLE
ACER X FREEMANII 'AUTUMN BLAZE' / AUTUMN BLAZE MAPLE
CELTIS OCCIDENTALIS / COMMON HACKBERRY
GINKGO BILOBA 'AUTUMN GOLD' / AUTUMN GOLD MAIDENHAIR TREE
GLEDITSIA TRIACANTHOS INERMIS 'SKYLINE' / SKYLINE HONEY LOCUST
GYMNOCLADUS DIOICUS 'ESPRESSO' / KENTUCKY COFFEETREE
OSTRYA VIRGINIANA / AMERICAN HOPHORNBEAM
QUERCUS BICOLOR / SWAMP WHITE OAK
QUERCUS MACROCARPA / BURR OAK
TAXODIUM DISTICHUM 'SHAWNEE BRAVE' / SHAWNEE BRAVE BALD CYPRESS
TILIA AMERICANA 'BOULEVARD' / BOULEVARD AMERICAN LINDEN
ULMUS AMERICANA 'PRINCETON' / PRINCETON AMERICAN ELM
ULMUS X 'FRONTIER' / FRONTIER ELM
ULMUS X 'MORTON' / ACCOLADE™ ELM
ZELKOVA SERRATA 'GREEN VASE' / GREEN VASE JAPANESE ZELKOVA

EVERGREEN TREES
ABIES CONCOLOR / WHITE FIR
PICEA ABIES / NORWAY SPRUCE
PICEA OMORIKA / SERBIAN SPRUCE
PINUS FLEXILIS 'VANDERWOLF'S PYRAMID' / VANDERWOLF'S PYRAMID LIMBER PINE
PSEUDOTSUGA MENZIESII / DOUGLAS FIR

ORNAMENTAL TREES
AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' / AUTUMN BRILLIANCE APPLE SERVICEBERRY
MALUS X 'PRAIRIFIRE' / PRAIRIFIRE CRABAPPLE
SYRINGA RETICULATA 'IVORY SILK' / IVORY SILK JAPANESE TREE LILAC

SHRUBS
ARONIA MELANOCARPA 'MORTON' / IROQUOIS BEAUTY™ BLACK CHOKEBERRY
ARONIA MELANOCARPA 'UCONNAM165' / LOW SCAPE MOUND CHOKEBERRY
CEANOTHUS AMERICANUS / NEW JERSEY TEA
CORNUS ALBA 'BAILHALO' / IVORY HALO® TATARIAN DOGWOOD
CORNUS SANGUINEA 'CATO' / ARCTIC SUN® BLOODTWIG DOGWOOD
DEUTZIA X 'NCDX1' / YUKI SNOWFLAKE® DEUTZIA
DIERVILLA X 'G2X88544' / KODIAK® ORANGE DIERVILLA
FORSYTHIA X INTERMEDIA 'NIMBUS' / SHOW OFF® SUGAR BABY® DWARF FORSYTHIA
HYDRANGEA PANICULATA 'JANE' / LITTLE LIME® PANICLE HYDRANGEA
PHYSOCARPUS OPULIFOLIUS 'DONNA MAY' / LITTLE DEVIL™ DWARF NINEBARK
PHYSOCARPUS OPULIFOLIUS 'SEWARD' / SUMMER WINE® NINEBARK
POTENTILLA FRUTICOSA 'JACKMANII' / JACKMAN'S BUSH CINQUEFOIL
SPIRAEA BETULIFOLIA 'TOR GOLD' / GLOW GIRL® BIRCHLEAF SPIREA
SPIRAEA JAPONICA 'NEON FLASH' / NEON FLASH JAPANESE SPIREA
SPIRAEA JAPONICA 'WALBUMA' / MAGIC CARPET JAPANESE SPIREA
VIBURNUM DENTATUM 'BLUE MUFFIN' / BLUE MUFFIN ARROWWOOD VIBURNUM
WEIGELA FLORIDA 'ALEXANDRA' / WINE & ROSES® WEIGELA
WEIGELA FLORIDA 'BRAMWELL' / FINE WINE® WEIGELA
WEIGELA FLORIDA 'VERWEIG' / MY MONET® WEIGELA

EVERGREEN SHRUBS
JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER
TAXUS X MEDIA 'TAUNTONII' / TAUNTON'S ANGLO-JAPANESE YEW

ORNAMENTAL GRASSES
CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS
PANICUM VIRGATUM 'CHEYENNE SKY' / CHEYENNE SKY PRAIRIE WINDS® SWITCH GRASS
PANICUM VIRGATUM 'HEAVY METAL' / HEAVY METAL SWITCH GRASS
PENNISETUM ALOPECUROIDES 'BURGUNDY BUNNY' / BURGUNDY BUNNY DWARF FOUNTAIN GRASS
PENNISETUM ALOPECUROIDES 'HAMELN' / HAMELN FOUNTAIN GRASS
PENNISETUM ALOPECUROIDES 'PIGLET' / PIGLET DWARF FOUNTAIN GRASS
SPOROBOLUS HETEROLEPIS / PRAIRIE DROPSEED

PERENNIALS
ALLIUM X 'SUMMER BEAUTY' / SUMMER BEAUTY ORNAMENTAL ONION
AMSONIA TABERNAEMONTANA 'BLUE ICE' / BLUE ICE EASTERN BLUESTAR
ECHINACEA X 'BUTTERFLY KISSES' / BUTTERFLY KISSES CONEFLOWER
HEMEROCALLIS X 'ROSY RETURNS' / ROSY RETURNS DAYLILY
RUDBECKIA FULGIDA 'LITTLE GOLDSTAR' / LITTLE GOLDSTAR BLACK-EYED SUSAN
SEDUM X 'AUTUMN JOY' / AUTUMN JOY SEDUM

NATURALIZED POND PLANTINGS, POND DESIGN AND EXACT SEED MIXES TO BE DETERMINED AT A LATER DATE:

Pizzo
NATIVE PLANT NURSERY

Pizzo Native Plant Nursery, LLC • 10729 Pine Road • Leland, IL 60531 • Phone : 815-981-8000 • www.pizzonursery.com

Economy Prairie Seed Mix (Dry-Mesic Soils)

MIX STATISTICS

Average Mix Height (ft)	3.0
Median Mix Height (ft)	3.0
Species Heights (# of Occurrences in Mix)	**2' (11)**, 3' (8), 4' (8), 5' (3)
Number of Native Species in Mix	20
Native FQI	18.8
Native Mean C Value	4.2
Native Mean W Value	2.5
National Wetland Category	FACU+
Lbs/Acre of Native Seed	15.0
Seeds per Square Foot	90.7
Percent of Mix (by Seed Count) Requiring Stratification	#REF!

Designed as the most economical way to establish an ecologically functional prairie while maintaining the highest aesthetic value. This mix includes prairie species that quickly establish for a more immediate naturalized setting in sunny areas that remain mesic to dry for the most of the growing season. Over 55% of this mix is composed of wildflowers that provide an array of blooms from April through October. When installed and managed correctly, this mix typically begins flowering in its second growing season, starting with the yellow blooms of annual Partridge Pea and biennial Black-Eyed Susan. An additional colorful matrix of perennial species appears in the succeeding 3 to 5 years. This is a medium-short height prairie with an average height of 2.9' by seed count.

Grasses, Sedges, & Rushes

CODE	SCIENTIFIC NAME	COMMON NAME	C-VALUE	W-VALUE	WETNESS	HEIGHT Min-Max	HEIGHT Typical	BLOOM COLOR	BLOOM TIME A	M	J	J	A	S	O	SEEDS/OZ	OZ/ACRE	LB/ACRE	% OF MIX by Weight	% OF MIX by Seed Count	GERMINATION	TOP SOW
BOUCUR	*Bouteloua curtipendula*	Side-oats Grama	8	5	UPL	1.5-2.5'	2	N/A								6,000	32.00	2.00	13.29%	4.86%	N/A	
CXBREV	*Carex brevior*	Plains Oval Sedge	4	0	FAC	1-3'	2	N/A								29,000	2.00	0.13	0.83%	1.47%	CM-60	
SORNUT	*Sorghastrum nutans*	Indian Grass	5	3	FACU	3-7'	6	N/A								12,000	16.00	1.00	6.65%	4.86%	N/A	
ELYCAN	*Elymus canadensis*	Canada Wild Rye	4	3	FACU	3-5'	5	N/A								5,200	48.00	3.00	19.94%	6.32%	N/A	
PANVIR	*Panicum virgatum*	Switch Grass	5	0	FAC	3-6'	4	N/A								14,000	32.00	2.00	13.29%	11.34%	N/A	
SCHSCO	*Schizachyrium scoparium*	Little Bluestem	5	3	FACU	2-3'	3	N/A								15,000	32.00	2.00	13.29%	12.15%	N/A	
																Grass/Sedge Subtotals		**10.125**	**67.29%**	**40.99%**		

Wildflowers

CODE	SCIENTIFIC NAME	COMMON NAME	C-VALUE	W-VALUE	WETNESS	HEIGHT Min-Max	HEIGHT Typical	BLOOM COLOR	BLOOM TIME A	M	J	J	A	S	O	SEEDS/OZ	OZ/ACRE	LB/ACRE	% OF MIX by Weight	% OF MIX by Seed Count	GERMINATION	TOP SOW
ASCSYR	*Asclepias syriaca*	Common Milkweed	0	3	FACU	2-6'	3	Pink								4,000	4.00	0.25	1.66%	0.40%	CM-30	
CHAFAS	*Chamaecrista fasciculata*	Partridge Pea	5	3	FACU	6"-2'	2	Yellow								2,700	16.00	1.00	6.65%	1.09%	CM-10, H, I	
CORLAN	*Coreopsis lanceolata*	Sand Coreopsis	5	3	FACU	1.5-3'	2	Yellow								20,000	4.00	0.25	1.66%	2.02%	CM-30	
DESCAA	*Desmodium canadense*	Showy Tick Trefoil	4	3	FACU	3-6'	4	Purple								5,500	2.50	0.16	1.04%	0.35%	J, I	
ECHPUR	*Echinacea purpurea*	Purple Coneflower	3	5	UPL	2-5'	4	Purple								6,600	12.00	0.75	4.98%	2.00%	N/A	
HELHEL	*Heliopsis helianthoides*	Early Sunflower	5	3	FACU	3-5'	5	Yellow								6,300	8.00	0.50	3.32%	1.28%	CM-30	
MONFIS	*Monarda fistulosa*	Wild Bergamot	4	3	FACU	2.5-4'	4	Purple								70,000	2.00	0.13	0.83%	3.54%	N/A	
PENDIG	*Penstemon digitalis*	Foxglove Beardtongue	4	0	FAC	2-3'	3	White								130,000	1.75	0.11	0.73%	5.76%	CM-30, G	
RUDHIR	*Rudbeckia hirta*	Black-eyed Susan	1	3	FACU	2-3'	2	Yellow								92,000	16.00	1.00	6.65%	37.25%	CM-30	
SILINT	*Silphium integrifolium*	Rosin Weed	5	5	UPL	2-6'	5	Yellow								1,200	3.00	0.19	1.25%	0.09%	CM-60	
SYMNOV	*Symphyotrichum novae-angliae*	New England Aster	4	-3	FACW	3-5'	4	Purple								66,000	1.00	0.06	0.42%	1.67%	CM-60	
TRAOHI	*Tradescantia ohiensis*	Ohio Spiderwort	2	3	FACU	2-4'	3	Blue								8,000	1.50	0.09	0.62%	0.30%	CM-120 or M, G	
VERSTR	*Verbena stricta*	Hoary Vervain	4	5	UPL	1-3'	2	Blue								28,000	3.00	0.19	1.25%	2.13%	CM-60	
ZIZAUR	*Zizia aurea*	Golden Alexanders	7	0	FAC	1-2.5'	2	Yellow								11,000	4.00	0.25	1.66%	1.11%	CM-60 or M, G	
																Wildflower Subtotals		**4.922**	**32.71%**	**59.01%**		
																Mix TOTALS		**15.047**	**100.00%**	**100.00%**		

NO-MOW TURF SEED MIX

BOTANICAL NAME	COMMON NAME	LBS / ACRE	% OF TOTAL
GRASSES, SEDGES, & RUSHES			
Lolium perenne	Perennial Rye	25.0	13%
Agrostis gigantea	Red Top	15.0	8%
Festuca rubra	Creeping Red Fescue	80.0	40%
Festuca arundinacea	Tall Fescue	20.0	10%
Festuca ovina	Sheep's Fescue	20.0	10%
Poa pratensis	Kentucky Bluegrass	40.0	20%
SEED MIX TOTAL LBS PER ACRE:		200	

CONSULTANT

Kimley»Horn

570 LAKE COOK ROAD, SUITE 200
DEERFIELD, IL 60015
PHONE: 847-260-7804
WWW.KIMLEY-HORN.COM

NORTH ARROW AND SCALE

SEAL AND SIGNATURES

COSTCO WHOLESALE
WAREHOUSE SITE
SWC OF MCHUGH ROAD &
EAST COUNTRYSIDE PKWY
YORKVILLE, IL

DATE	ISSUED FOR	REV
09/20/2024	GREEN INK	
11/15/2024	CITY SUBMITTAL	

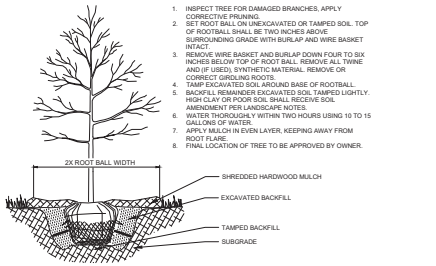
L2.0

LANDSCAPE NOTES AND DETAILS

AS INDICATED

NOTE: NOT FOR CONSTRUCTION

NOTE: ALL INTERIOR ISLANDS AND FOUNDATION LANDSCAPE TO BE MULCHED WITH ROCK MULCH.



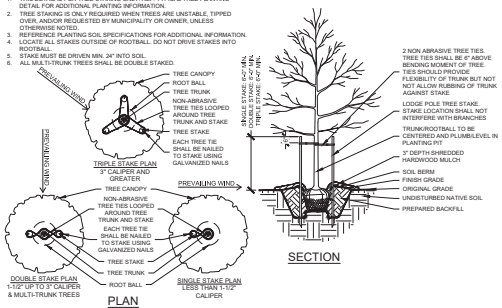
NOTES:

1. INSPECT TREE FOR DAMAGED BRANCHES, APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL SHALL BE TWO INCHES ABOVE SURROUNDING GRADE WITH BURLAP AND WIRE BASKET INTACT.
3. REMOVE WIRE BASKET AND BURLAP DOWN FOUR TO SIX INCHES BELOW TOP OF ROOT BALL. REMOVE ALL TWINE AND (IF USED), SYNTHETIC MATERIAL. REMOVE OR CORRECT GIRDLING ROOTS.
4. TAMP EXCAVATED SOIL AROUND BASE OF ROOTBALL.
5. BACKFILL REMAINDER EXCAVATED SOIL TAMPED LIGHTLY. HIGH CLAY OR POOR SOIL SHALL RECEIVE SOIL AMENDMENT PER LANDSCAPE NOTES.
6. WATER THOROUGHLY WITHIN TWO HOURS USING 10 TO 15 GALLONS OF WATER.
7. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE.
8. FINAL LOCATION OF TREE TO BE APPROVED BY OWNER.

1 TREE PLANTING — NTS

NOTES:

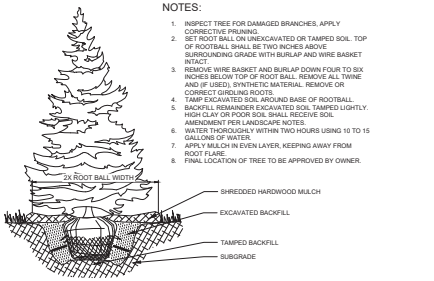
1. THIS DETAIL IS FOR TREE STAKING ONLY. REF. TYPICAL TREE PLANTING DETAIL FOR ADDITIONAL PLANTING INFORMATION.
2. TREE STAKING IS ONLY REQUIRED WHEN TREES ARE UNSTABLE, TIPPED OVER, AND/OR REQUESTED BY MUNICIPALITY OR OWNER, UNLESS OTHERWISE NOTED.
3. REFERENCE PLANTING SOIL SPECIFICATIONS FOR ADDITIONAL INFORMATION.
4. LOCATE ALL STAKES OUTSIDE OF ROOTBALL. DO NOT DRIVE STAKES INTO ROOTBALL.
5. STAKE MUST BE DRIVEN MIN. 24" INTO SOIL.
6. ALL MULTI-TRUNK TREES SHALL BE DOUBLE STAKED.



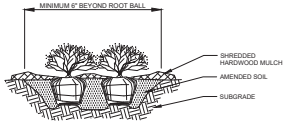
2 TREE STAKING — N.T.S.

NOTES:

1. INSPECT TREE FOR DAMAGED BRANCHES, APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL SHALL BE TWO INCHES ABOVE SURROUNDING GRADE WITH BURLAP AND WIRE BASKET INTACT.
3. REMOVE WIRE BASKET AND BURLAP DOWN FOUR TO SIX INCHES BELOW TOP OF ROOT BALL. REMOVE ALL TWINE AND (IF USED), SYNTHETIC MATERIAL. REMOVE OR CORRECT GIRDLING ROOTS.
4. TAMP EXCAVATED SOIL AROUND BASE OF ROOTBALL.
5. BACKFILL REMAINDER EXCAVATED SOIL TAMPED LIGHTLY. HIGH CLAY OR POOR SOIL SHALL RECEIVE SOIL AMENDMENT PER LANDSCAPE NOTES.
6. WATER THOROUGHLY WITHIN TWO HOURS USING 10 TO 15 GALLONS OF WATER.
7. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE.
8. FINAL LOCATION OF TREE TO BE APPROVED BY OWNER.



3 EVERGREEN TREE PLANTING — NTS



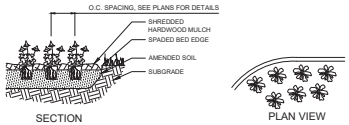
NOTES:

1. APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL OR CONTAINER ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL (CONTAINER) SHALL BE ONE INCH ABOVE SURROUNDING GRADE. FOR LARGER SHRUBS WITHIN PLANTING BED DIG A DEEPER PIT ONLY FOR THOSE SHRUBS.
3. REMOVE BURLAP FROM TOP HALF THE LENGTH OF ROOTBALL. TWINE AND (IF USED) SYNTHETIC MATERIAL SHALL BE REMOVED FROM PLANTING BED. FOR CONTAINER GROWN SHRUBS, REMOVE CONTAINER AND LOOSEN ROOTS PRIOR TO INSTALLATION.
4. REMOVE OR CORRECT GIRDLING ROOTS.
5. PLUMB AND BACKFILL WITH AMENDED SOIL PER LANDSCAPE NOTES. WATER THOROUGHLY WITHIN TWO HOURS.
6. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR SHRUBS EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.

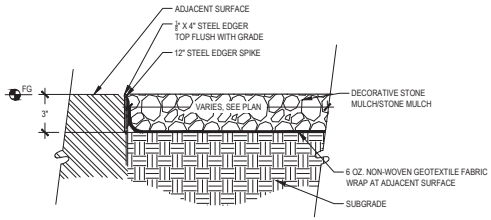
4 SHRUB PLANTING — NTS

NOTES:

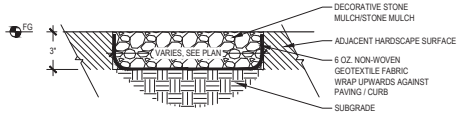
1. EXCAVATE PLANTING BED.
2. BED HEIGHT IS TO BE 2" ABOVE FINISH GRADE AND WELL DRAINED.
3. REMOVE CONTAINER, SCORE SOIL MASS TO REDIRECT AND PREVENT CIRCLING ROOTS. CORRECT GIRDLING ROOTS.
2. PLANT MATERIAL SHALL BE LAID OUT BY FOLLOWING THE BED EDGE, WORKING TOWARDS THE CENTER OF THE BED USING TRIANGULAR (STAGGERED) SPACING AS PLAUSIBLE.
3. PLUMB AND BACKFILL WITH PLANTING MIX AS SPECIFIED IN LANDSCAPE NOTES.
4. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR PERENNIAL/SIGROUNDCOVER EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.
5. SPACING TO BE AS SPECIFIED IN THE PLANT LIST. PERENNIALS SHALL BE PLACED WITH THEIR CENTER 24" FROM EDGE OF BED.



5 PERENNIAL PLANTING — NTS



6 STONE MULCH — 3" = 1'-0"



7 STONE MULCH ADJACENT TO HARDSCAPE — 3" = 1'-0"

YORKVILLE, IL PARKWAY TREE NOTES:

1. NO TREE SHALL BE PLANTED CLOSER THAN THIRTY FEET (30') OF THE RIGHT=OF-WAY INTERSECTION.
2. IF A STOP OF YIELD SIGN IS LOCATED AT AN INTERSECTION, NO TREE, WHEN APPROACHING THE INTERSECTION, SHALL BE PLANTED CLOSER THAN 50 LINEAL FEET IN FRONT OF A SIGN.
3. TREES SHALL HAVE A MINIMUM SPACING OF TWENTY FEET (20') FROM LIGHT POLES, STREET SIGNS, FIRE HYDRANTS AND ANY OTHER SUCH ITEMS THAT MAY, IN THE OPINION OF THE CITY PLANNER OR PUBLIC WORKS DIRECTOR, REQUIRE SIMILAR INTERVALS.

LANDSCAPE NOTES

SPECIFICATIONS SHALL SUPERCEDE LANDSCAPE NOTES.

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING MATERIALS AND PLANTS SHOWN ON THE LANDSCAPE PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT LANDSCAPE, PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION OR DURING THE SPECIFIED MAINTENANCE PERIOD. CALL FOR UTILITY LOCATIONS PRIOR TO ANY EXCAVATION.
2. THE CONTRACTOR SHALL REPORT ANY DISCREPANCY IN PLAN VS. FIELD CONDITIONS IMMEDIATELY TO THE LANDSCAPE ARCHITECT, PRIOR TO CONTINUING WITH THAT PORTION OF WORK. ACTUAL LOCATION OF PLANT MATERIAL IS SUBJECT TO FIELD AND SITE CONDITIONS.
3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.
5. CONFORM TO AMERICAN ASSOCIATION OF NURSERYMEN'S SPECIFICATIONS TRUE TO NAME. PLANTS TO BE FIRST QUALITY, WELL FOLIATED WITH WELL-DEVELOPED ROOT SYSTEMS AND A NORMAL, WELL-SHAPED TRUNK AND LEADER, LIMBS, STEMS AND A HEAD. PLANTS DEEMED UNSUITABLE MAY BE REJECTED BEFORE OR AFTER DELIVERY. PLANT MATERIAL IS REQUIRED TO BE FREE OF EVIDENCE OF DISEASE, INSECTS, INSECT EGGS, AND LARVAE. OVERSIZE PLANTS MAY BE USED WITH APPROVAL, BUT AT NO INCREASE IN PRICE. BALLS THAT ARE CRACKED, BROKEN OR DRY TO THE CENTER WILL BE REJECTED.
6. THE OWNER'S REPRESENTATIVE MAY REJECT ANY PLANT MATERIALS THAT ARE DISEASED, DEFORMED, OR OTHERWISE NOT EXHIBITING SUPERIOR QUALITY.
7. GUARANTEE TREES, SHRUBS AND GROUND COVER FOR A PERIOD OF ONE YEAR AFTER DATE OF ACCEPTANCE AGAINST DEFECTS INCLUDING DEATH AND UNSATISFACTORY GROWTH, EXCEPT FOR DEFECTS RESULTING FROM NEGLECT BY OWNER, ABUSE OR DAMAGE BY OTHERS, OR UNUSUAL PHENOMENA OR INCIDENTS WHICH ARE BEYOND LANDSCAPE CONTRACTOR'S CONTROL.
8. AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014 OR MOST CURRENT VERSION) REQUIREMENTS FOR SIZE AND TYPE.
9. PLANTS TO BE INSTALLED AS PER ANSI STANDARD PLANTING PRACTICES.
10. PRIOR TO PLANTING, FIELD VERIFY THAT THE ROOT COLLAR/ROOT FLAIR IS LOCATED AT THE TOP OF THE BALLED & BURLAP TREE. IF THIS IS NOT THE CASE, SOIL SHALL BE REMOVED DOWN TO THE ROOT COLLAR/ROOT FLAIR. WHEN THE BALLED & BURLAP TREE IS PLANTED, THE ROOT COLLAR/ROOT FLAIR SHALL BE EVEN OR SLIGHTLY ABOVE FINISHED GRADE.
11. OPEN TOP OF BURLAP CN BB MATERIALS; REMOVE POT ON POTTED PLANTS; SPLIT AND BREAK APART PEAT POTS.
12. PRUNE PLANTS AS NECESSARY - PER STANDARD NURSERY PRACTICE AND TO CORRECT POOR BRANCHING OF EXISTING AND PROPOSED TREES.
13. WRAP ALL SMOOTH-BARKED TREES - FASTEN TOP AND BOTTOM. REMOVE BY APRIL 1ST.
14. STAKING OF TREES AS NEEDED; REPOSITION, PLUMB AND STAKE IF NOT PLUMB AFTER ONE YEAR.
15. THE NEED FOR SOIL AMENDMENTS SHALL BE DETERMINED UPON SITE SOIL CONDITIONS PRIOR TO PLANTING. LANDSCAPE CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT FOR THE NEED OF ANY SOIL AMENDMENTS.
16. TOPSOIL SHALL BE HIGH-QUALITY, AMENDED PER AGRONOMICAL SOIL REPORT AND BE AND GRADED BY GENERAL CONTRACTOR TO THE FOLLOWING MINIMUM DEPTHS BELOW FINISHED GRADE. REFER TO SOIL SPECIFICATION FOR MORE DETAIL.
    - PLANTING AREAS WITHIN 10 FEET OF BUILDINGS: 6 INCHES
    - OTHER PLANTING AREAS: 4 INCHES
    - LANDSCAPE ISLANDS: 6 INCHES
    - TURF AREAS: 4 INCHES
17. SEED/SOD LIMIT LINES ARE APPROXIMATE. CONTRACTOR SHALL SEED/SOD ALL AREAS WHICH ARE DISTURBED BY GRADING WITH THE SPECIFIED SEED/SOD MIXES. ALL DISTURBED AREAS TO BE SODDED OR SEEDED, UNLESS OTHERWISE NOTED. SOD/SEED SHALL BE LOCAL HARDY TURF GRASS MIX UNLESS, OTHERWISE NOTED.
18. EDGING TO BE A SPADED EDGE UNLESS INDICATED OTHERWISE ON THE PLANS. SPADED EDGE TO PROVIDE V-SHAPED DEPTH AND WIDTH TO CREATE SEPARATION BETWEEN MULCH AND GRASS. A SPADED BED EDGE SHALL SEPARATE MULCH BEDS FROM TURF OR SEEDED AREAS. A SPADED EDGE IS NOT REQUIRED ALONG CURBED EDGES.
19. CONTRACTOR SHALL INSTALL NATURAL BROWN SHREDDED HARDWOOD MULCH AT A 3" DEPTH TO ALL TREES, SHRUB, PERENNIAL AND GROUNDCOVER AREAS. TREES PLACED IN AREA COVERED BY TURF SHALL RECEIVE A 4 FT WIDE MAXIMUM TREE RING WITH 3" DEPTH SHREDDED HARDWOOD MULCH. ALL FOUNDATION PLANTING AREAS AND INTERIOR PARKING ISLANDS SHALL BE INSTALLED WITH DECORATIVE ROCK MULCH.
20. INSTALLATION OF TREES WITHIN PARKWAYS SHALL BE COORDINATED IN THE FIELD WITH LOCATIONS OF UNDERGROUND UTILITIES. TREES SHALL NOT BE LOCATED CLOSER THAN 5' FROM UNDERGROUND UTILITY LINES AND NO CLOSER THAN 10' FROM UTILITY STRUCTURES.
21. REPAIR, REPLACE, OR PROVIDE SOD/SEED AS REQUIRED FOR ANY ROADWAY BOULEVARD AREAS ADJACENT TO THE SITE DISTURBED DURING CONSTRUCTION.
22. REPAIR ALL DAMAGE TO PROPERTY FROM PLANTING OPERATIONS AT NO COST TO OWNER.
23. DO NOT DISTURB THE EXISTING PAVING, LIGHTING, OR LANDSCAPING THAT EXISTS ADJACENT TO THE SITE UNLESS OTHERWISE NOTED ON PLAN.
24. PLANT QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE OWNER AND JURISDICTIONAL REVIEW AGENCIES. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES AS DRAWN.
25. SEE IRRIGATION PLANS FOR IRRIGATION AND IRRIGATION NOTES.
26. SEE ELECTRICAL PLANS FOR SITE LIGHTING.

CONSULTANT

Kimley»Horn

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DEERFIELD, IL 60015
PHONE: 847-250-7604
WWW.KIMLEY-HORN.COM

NORTH ARROW AND SCALE

SEAL AND SIGNATURES

COSTCO WHOLESALE

WAREHOUSE SITE

SWC OF MCHUGH ROAD &
EAST COUNTRYSIDE PKWY
YORKVILLE, IL

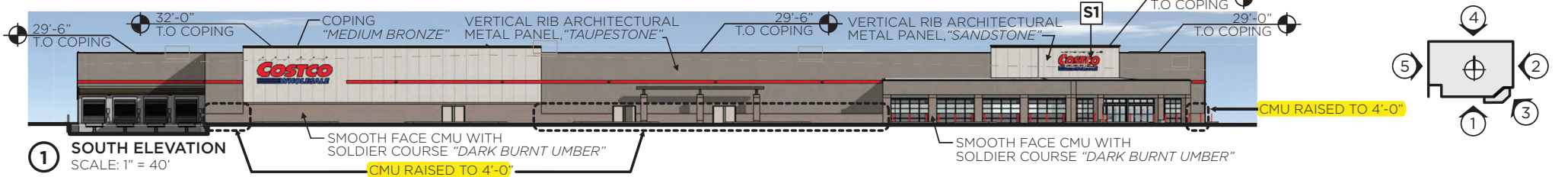
DATE	ISSUED FOR	REV
09/20/2024	GREEN INK	
11/15/2024	CITY SUBMITTAL	

L2.1

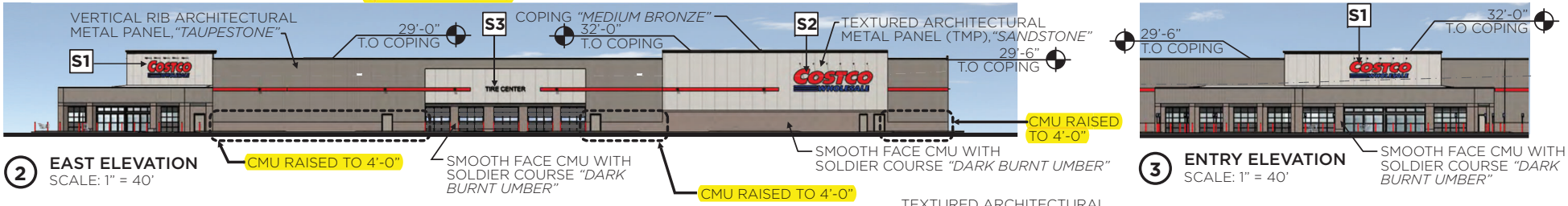
LANDSCAPE NOTES AND DETAILS

AS INDICATED

EXHIBIT D

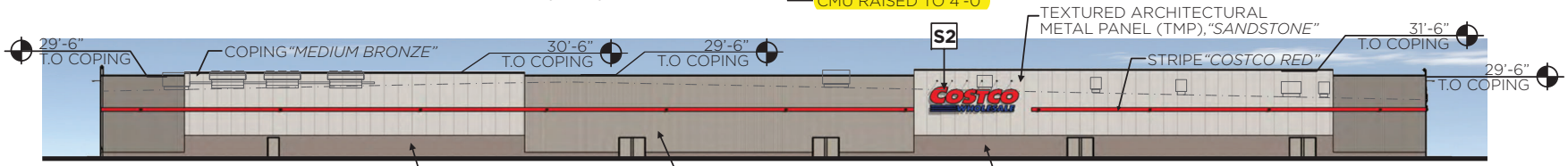


1 SOUTH ELEVATION
SCALE: 1" = 40'



2 EAST ELEVATION
SCALE: 1" = 40'

3 ENTRY ELEVATION
SCALE: 1" = 40'



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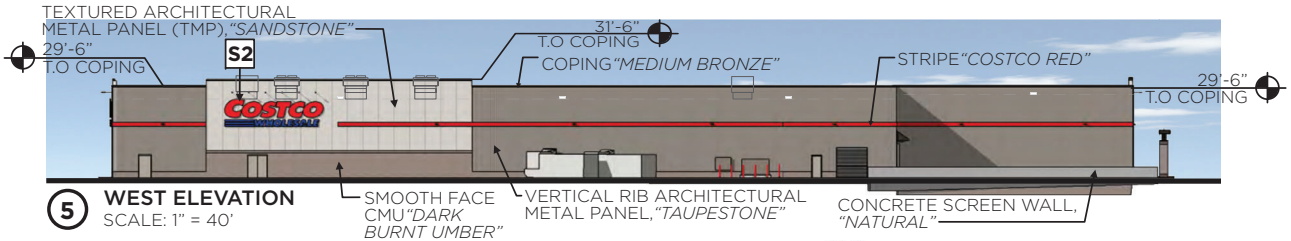


5 WEST ELEVATION
SCALE: 1" = 40'

6 SIGN PACKAGE

MATERIAL PERCENTAGES

MATERIAL	ELEVATION SOUTH	EAST	NORTH	WEST	ENTRY	TOTAL
SMOOTH FACE CMU "DARK BURNT AMBER"	1,633 SF 13%	1,516SF 18%	2,347 SF 18%	1,188 SF 12%	905 SF 21%	**15.78%**
GLAZING		390 SF 5%			993 SF 23%	**2.87%**
TEXTURED ARCHITECTURAL METAL PANEL "SANDSTONE"	2,549 SF 21%	2,867SF 34%	5,850 SF 44%	1,911 SF 20%	1,470 SF 34%	**30.45%**
VERTICAL RIBBED ARCHITECTURAL METAL PANEL "TAUPESTONE"	7,633 SF 62%	3,703 SF 44%	5,108 SF 38%	6,557 SF 68%	939 SF 22%	**49.77%**
CONCRETE "NATURAL"	546 SF 4%					**1.14%**

* CALCULATION DOES NOT INCLUDE EXTERIOR EGRESS DOORS

SIGN TABLE

IDENTITY	QUANTITY	SIGN	SIZE	AREA (EACH)	TOTAL SF
S1	1	COSTCO WHOLESALE	5'-0" C	175 SF	***175 SF***
S2	4	COSTCO WHOLESALE	6'-0" C	280 SF	***1120 SF***
S3	1	TIRE CENTER	17'-4" x 1'-9"	31 SF	***31 SF***
				TOTAL SIGN AREA:	**1326 SF**

MG2

JANUARY 10, 2025
22-6229-01
YORKVILLE, IL
PG: 1

ELEVATIONS

COSTCO WHOLESALE

VERTICAL METAL PANEL

PROFILE: "MEGA RIB"
COLOR: "TAUPESTONE"

CMU

PROFILE: SMOOTHFACE
COLOR: "DARK BURNT UMBER "

INSULATED METAL PANEL

PROFILE: "GRANITESTONE"
COLOR: "SANDSTONE"

METAL TRIM

PROFILE: COPING/CORNICE
COLOR: "MEDIUM BRONZE"

SIGNAGE & ACCENT BAND

MANUFACTURER: METAL SALES
COLOR: "SAFETY RED" AND "LAPIS LAZULI"

MATERIAL BOARD

MG2

JANUARY 10, 2025
22-6229-01
YORKVILLE, IL
PG: 3

ENTRY CANOPY PERSPECTIVE

COSTCO WHOLESALE

MG2

JANUARY 10, 2025
22-6229-01
YORKVILLE, IL
PG: 4

NORTHWEST PERSPECTIVE

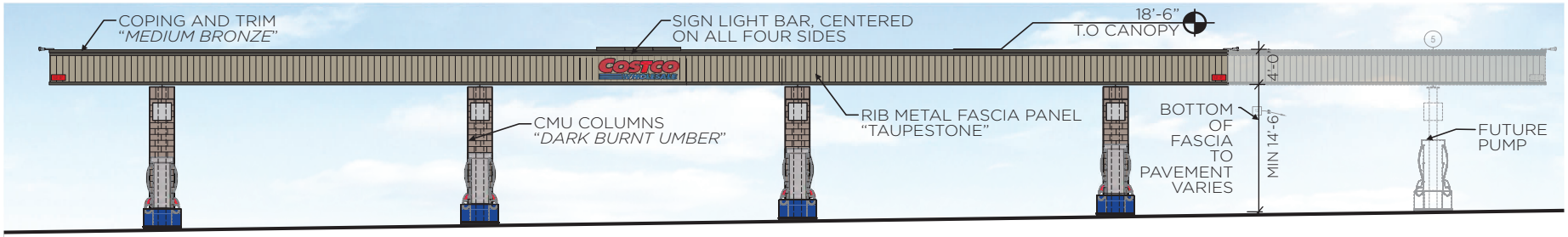
COSTCO WHOLESALE

MG2

JANUARY 10, 2025
22-6229-01
YORKVILLE, IL
PG: 5

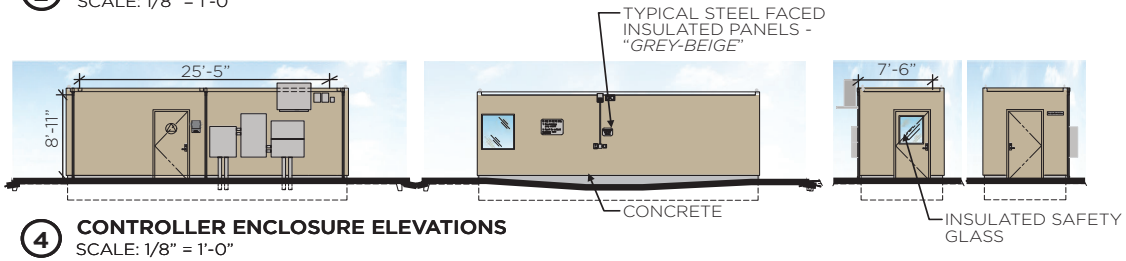
SOUTHEAST PERSPECTIVE

COSTCO WHOLESALE

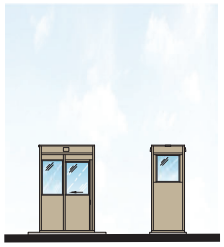


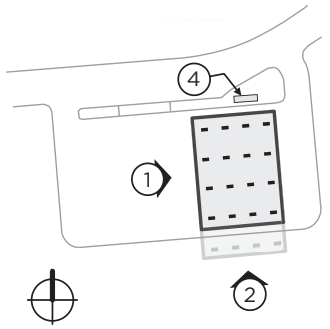
1 EAST/WEST ELEVATIONS
SCALE: 1/8" = 1'-0"

2 NORTH/SOUTH ELEVATIONS
SCALE: 1/8" = 1'-0"



4 CONTROLLER ENCLOSURE ELEVATIONS
SCALE: 1/8" = 1'-0"





2 WARMING HUT ELEVATIONS
SCALE: 1/8" = 1'-0"

S4

SIGN AREA TABULATION (CANOPY SIGNS)

QUANTITY	*SIGN*	*SIZE*	*AREA (EACH)*	*TOTAL SF*
4	COSTCO WHOLESALE	2'-5 1/4" "C"	21 SF	***84 SF***
			TOTAL SIGNAGE AREA:	**84 SF**

MG2

JANUARY 10, 2025
22-6229-01
YORKVILLE, IL
PG: 6

FUEL ELEVATIONS

COSTCO WHOLESALE

EXHIBIT E

TRAFFIC IMPACT STUDY

REPORT FOR:

Costco Wholesale, Yorkville

US 34/VETERANS PARKWAY & COUNTRYSIDE PARKWAY
YORKVILLE, ILLINOIS

PREPARED BY:

V3 Companies
7325 Janes Avenue
Woodridge, Illinois 60517

V3 Project No. 240757

November 13, 2024
Updated December 30, 2024

TABLE OF CONTENTS

FIGURES

TABLES

APPENDICES

I. INTRODUCTION

V3 Companies has been retained by Costco Wholesale Corporation to conduct a traffic impact study for a proposed Costco Warehouse located at the northeast corner of US 34/Veterans Parkway and McHugh Road in the City of Yorkville, Illinois. The site is bounded by Countryside Parkway to the north, US 34/Veterans Parkway to the southeast, and McHugh Road to the west. A location map is included as Figure 1.

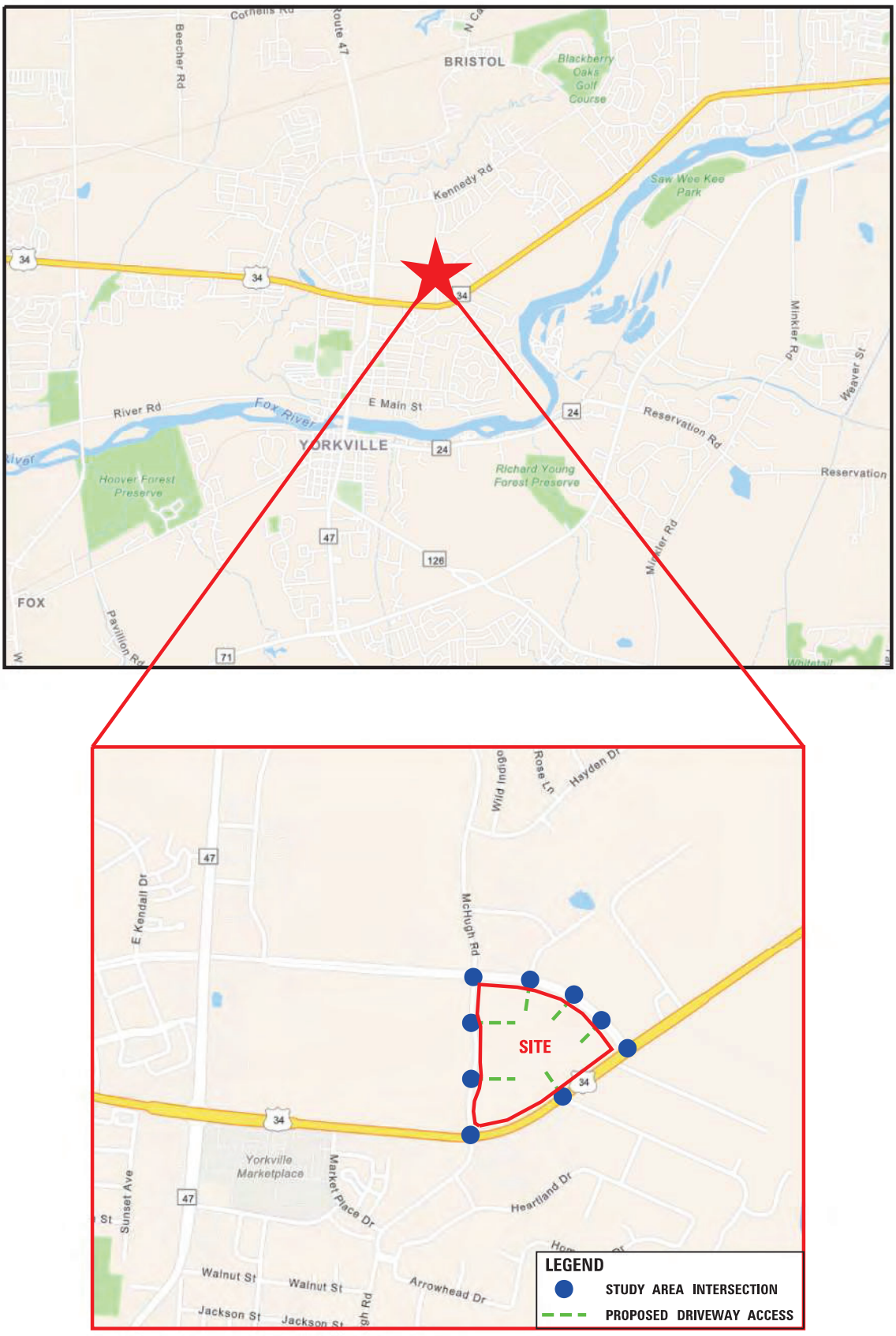
The proposed development consists of a Costco Wholesale building with approximately 161,064 square feet and a members-only gas station with 32 fueling positions when the store opens. The site plan illustrates the future expansion of the gas station to provide an additional eight fueling positions. The proposed access plan includes a right-in/right-out/left-in access driveway on US 34 that aligns with Tuma Road, two full access driveways on McHugh Road, a full access driveway on Countryside Parkway that aligns with Crimson Lane, a second full access driveway on Countryside Parkway, and a right in/right out driveway on Countryside Parkway. The site plan proposes 859 parking stalls. Figure 2 illustrates the proposed site plan with driveway locations.

The purpose of this study is to evaluate the potential traffic impacts of the proposed Costco Wholesale warehouse and the members-only gas station. Traffic estimates are projected to 2031, which is five years beyond the potential build out in 2026, based on traffic projections from CMAP.

The study area includes the following intersections as well as the proposed driveways to the site.

- Countryside Parkway and McHugh Road (unsignalized)
- Countryside Parkway and Crimson Lane/Costco Driveway 1 (unsignalized)
- Countryside Parkway and Costco Driveway 2 (unsignalized)
- Countryside Parkway and Costco Driveway 3 (unsignalized)
- US Route 34/Veterans Parkway and Countryside Parkway (signalized)
- US Route 34/Veterans Parkway and Tuma Road/Costco Driveway 4 (unsignalized)
- US Route 34/Veterans Parkway and McHugh Road (signalized)
- McHugh Road and Costco Driveway 5 (unsignalized)
- McHugh Road and Costco Driveway 6 (unsignalized)

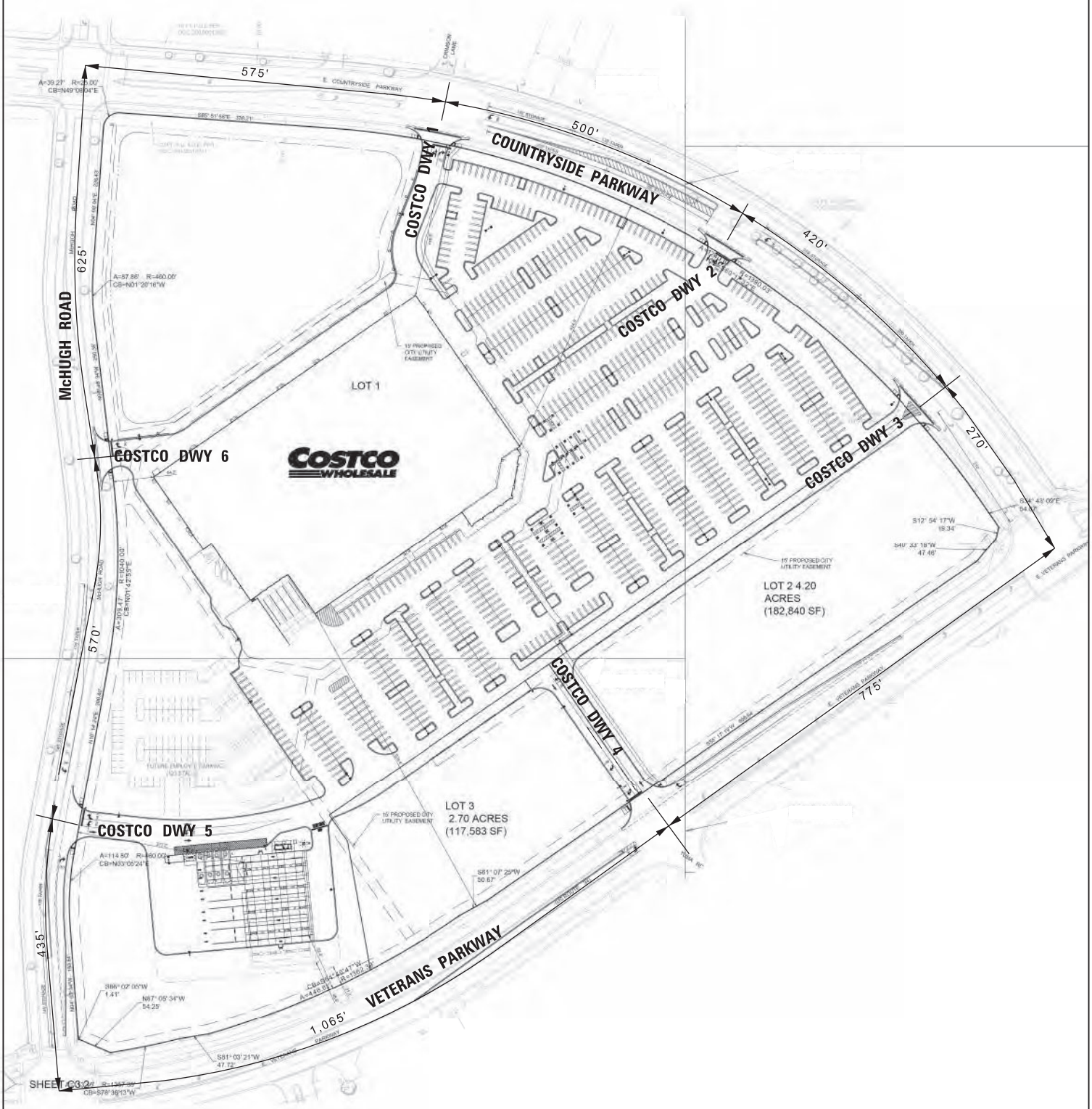
This report includes a description of existing conditions, data collection and capacity analysis, evaluation of data, traffic signal warrant analysis and turn lane warrant analysis, and conclusions.



COSTCO WHOLESALE CORPORATION YORKVILLE, IL

FIGURE 1
SITE LOCATION MAP

YORKVILLE ILLINOIS



NOT TO SCALE

COSTCO WHOLESALE CORPORATION YORKVILLE, IL

FIGURE 2 CONCEPTUAL SITE PLAN

YORKVILLE ILLINOIS

II. PROJECT CONDITIONS

Land Uses

The land uses near the project site primarily consist of residential and retail uses as well as undeveloped land. The surrounding land uses are illustrated in Figure 3.

Roadway System

The characteristics of the roadways in the vicinity of the site are presented below. The existing lane configurations in the study area are illustrated in Figure 4.

Roadway Descriptions

US 34/Veterans Parkway is an east/west roadway classified as a Strategic Regional Arterial (SRA) with a posted speed limit of 45 mph adjacent to the proposed development. US 34 provides two travel lanes in each direction that widens to include a striped median that facilitates auxiliary turn lanes at intersections. US 34 is under jurisdiction of the Illinois Department of Transportation. The average daily traffic (ADT) volume on US 34 to the east of McHugh Road was 16,200 vehicles per day in 2023, while the west side was 14,00 vehicles per day based on the IDOT database.

Countryside Parkway is an east/west roadway classified as a minor collector with a posted speed of 40 mph that curves to intersect US 34. Countryside Parkway consists of a five-lane boulevard section that includes turn lanes at intersections. There are raised concrete and landscaped medians along the Countryside Parkway corridor. Countryside Parkway is under municipal jurisdiction. The average daily traffic (ADT) volume on Countryside Parkway to the east of McHugh Road was 1,600 vehicles per day in 2019, while the west side was 3,600 vehicles per day based on the IDOT database.

McHugh Road is a north/south roadway classified as a major collector with one travel lane in each direction and a striped median as a two-way left turn lane that facilitates auxiliary turn lanes at major intersections. McHugh Road is under municipal jurisdiction and has a posted speed limit of 35 mph. McHugh Road has a 2019 ADT of 2,000 vehicles per day north of US 34 while the south side was 2,950 vehicles per day based on the IDOT database.

Tuma Road is an east/west roadway classified as a local road with one travel lane in each direction. Tuma Road provides access to the existing residential development south of US 34. The posted speed limit is 30 mph and is under township jurisdiction with a 2019 ADT of 1,100 vehicles per day based on the IDOT database.

Crimson Lane is a north/south roadway classified as a local road with one travel lane in each direction and a striped median as a two-way left turn lane that facilitates auxiliary turn lanes at major intersections.

Crimson Lane provides access to the existing Children of America Yorkville, the Police Station, and City Hall facilities north of Countryside Parkway. Crimson Lane is under municipal jurisdiction.

Intersection Descriptions

US 34/Veterans Parkway and Countryside Parkway is a coordinated signalized three-leg intersection. The northeast-bound approach of US 34 consists of one left turn lane and two through lanes while the southwest-bound approach consists of two through lanes and one right turn lane. The southbound approach on Countryside Parkway consists of one left turn lane and one right turn lane. All approaches operate with a protected/permitted left turn movement. The traffic signal was observed during the peak hours and found that the cycle length for the weekday am is 110 seconds, the weekday pm is 120 seconds and Saturday midday is 100 seconds.

US 34/Veterans Parkway and McHugh Road is a coordinated signalized intersection. The northbound approach of McHugh Road consists of one left turn lane, one through lane, and one right turn lane while the southbound approach consists of one left turn lane and one shared through/right turn lane. The eastbound and westbound approaches of US 34 consist of one left turn lane, one through lane, and one shared through/right turn lane. All approaches operate with a protected/permitted left turn movement. The traffic signal was observed during the peak hours and found that the cycle length for the weekday am is 110 seconds, the weekday pm is 120 seconds and Saturday midday is 100 seconds.

McHugh Road and Countryside Parkway is an unsignalized all-way stop-controlled intersection. The northbound and southbound approaches of McHugh Road consist of one left turn lane and one shared through/right turn lane. The eastbound and westbound approaches of Countryside Parkway consists of one left turn lane and one shared through/right turn lane.

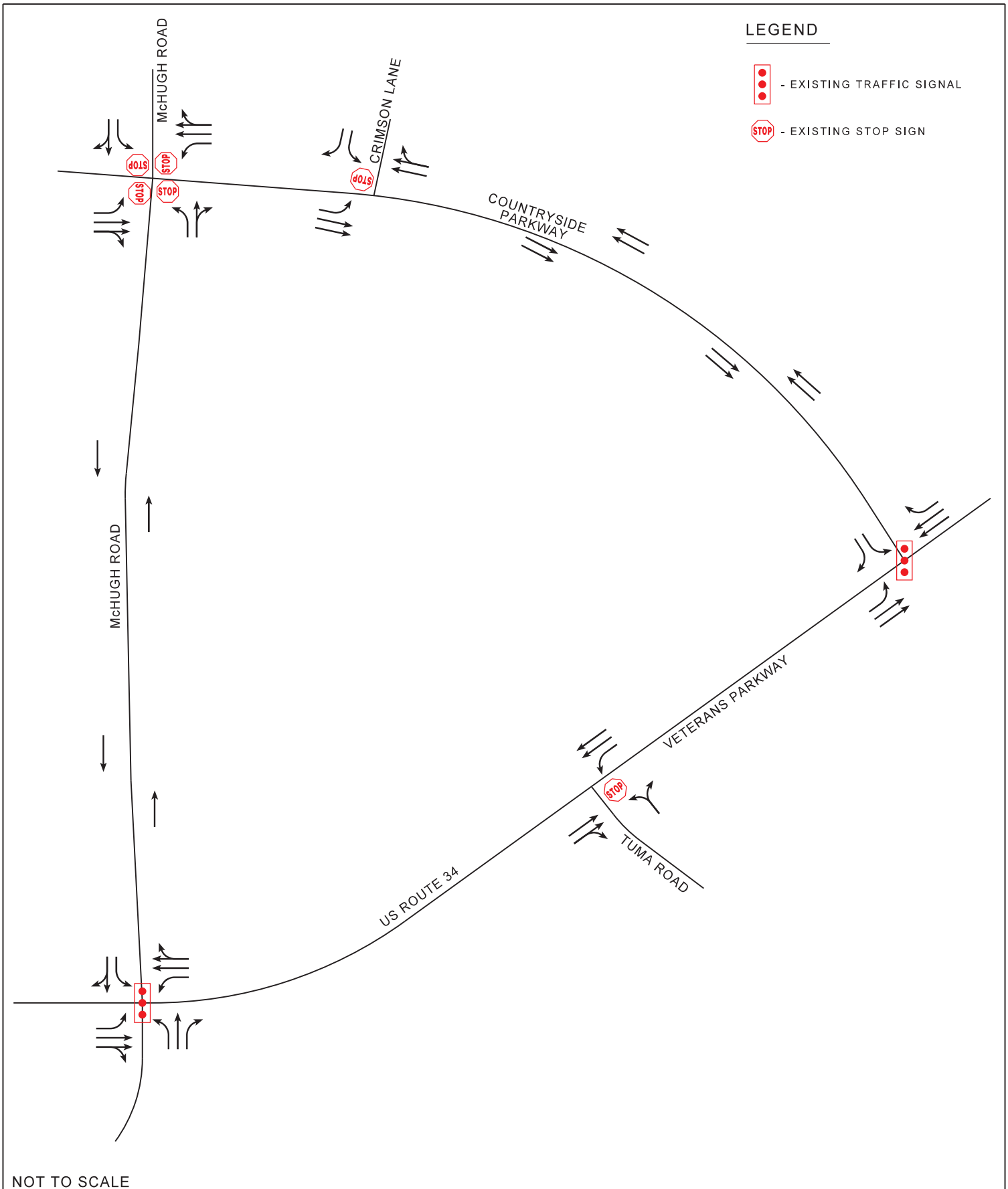
US 34/Veterans Parkway and Tuma Road is a minor leg stop-controlled t-intersection with the northbound approach of Tuma Road signed as the stop approach. The northeast-bound approach of US 34 consists of one through lane and one shared through/right turn lane while the southwest-bound approach consists of one left turn lane and two through lanes. The northbound approach of Tuma Road consists of one shared left turn/right turn lane.

Countryside Parkway and Crimson Lane is a minor leg stop-controlled t-intersection with the southbound approach of Crimson Lane signed as the stop approach. The eastbound approach of Countryside Parkway consists of one left turn lane and two through lanes while the westbound approach of Countryside Parkway consists of one through lane and one shared through/right turn lane. The southbound approach of Crimson Lane consists of one left turn lane and right turn lane.

COSTCO WHOLESALE CORPORATION YORKVILLE, IL

FIGURE 3
LAND USE MAP

YORKVILLE ILLINOIS



NOT TO SCALE

COSTCO WHOLESALE CORPORATION YORKVILLE, IL

FIGURE 4
EXISTING LANE CONFIGURATION

YORKVILLE ILLINOIS

Traffic Volumes

To assist in the evaluation of the traffic impact on the roadway system resulting from the proposed development, existing vehicular volumes were collected at the study area intersections.

Existing traffic counts were collected on Saturday, September 14, 2024, Tuesday, September 17, 2024, and Wednesday, September 18, 2024. The weekday am peak hour traffic counts were collected from 7:00 am to 9:00 am, the weekday pm peak hour traffic counts were collected from 4:00 pm to 6:00 pm, and the Saturday midday counts were collected from 11:00 am to 3:00 pm. The time periods of the traffic counts were selected to coincide with the typical peak hours of the arterial roadways like US 34/Veterans Parkway, as well as the typical peak hours for a retail development.

It should be noted that due to complications with the traffic data collection equipment, the study area intersections were counted on two consecutive weekdays. The intersections of Countryside Parkway and McHugh Road, US 34 and Countryside Parkway, and US 34 and Tuma Road were collected on Tuesday, September 17, 2024, and the intersections of US 34 and McHugh Road and Countryside Parkway and Crimson Lane were collected on Wednesday, September 18, 2024. The weekday peak hour traffic volumes were balanced with the approach and departure volumes along McHugh Road between US 34 and Countryside Parkway and along Countryside Parkway between Crimson Lane and US 34 adjusted by taking the higher approach traffic volume and distributing it based on the existing turning distribution.

The weekday am peak hour occurs between 7:00 am – 8:00 am, the weekday pm peak hour occurs between 4:30 pm – 5:30 pm, and the Saturday midday peak hour occurs 12:45 pm – 1:45 pm, respectively. The existing peak hour volumes at the study area intersections are illustrated in Figure 5. A summary of the traffic volumes collected in fifteen-minute increments is provided in Appendix A.

Proposed Development

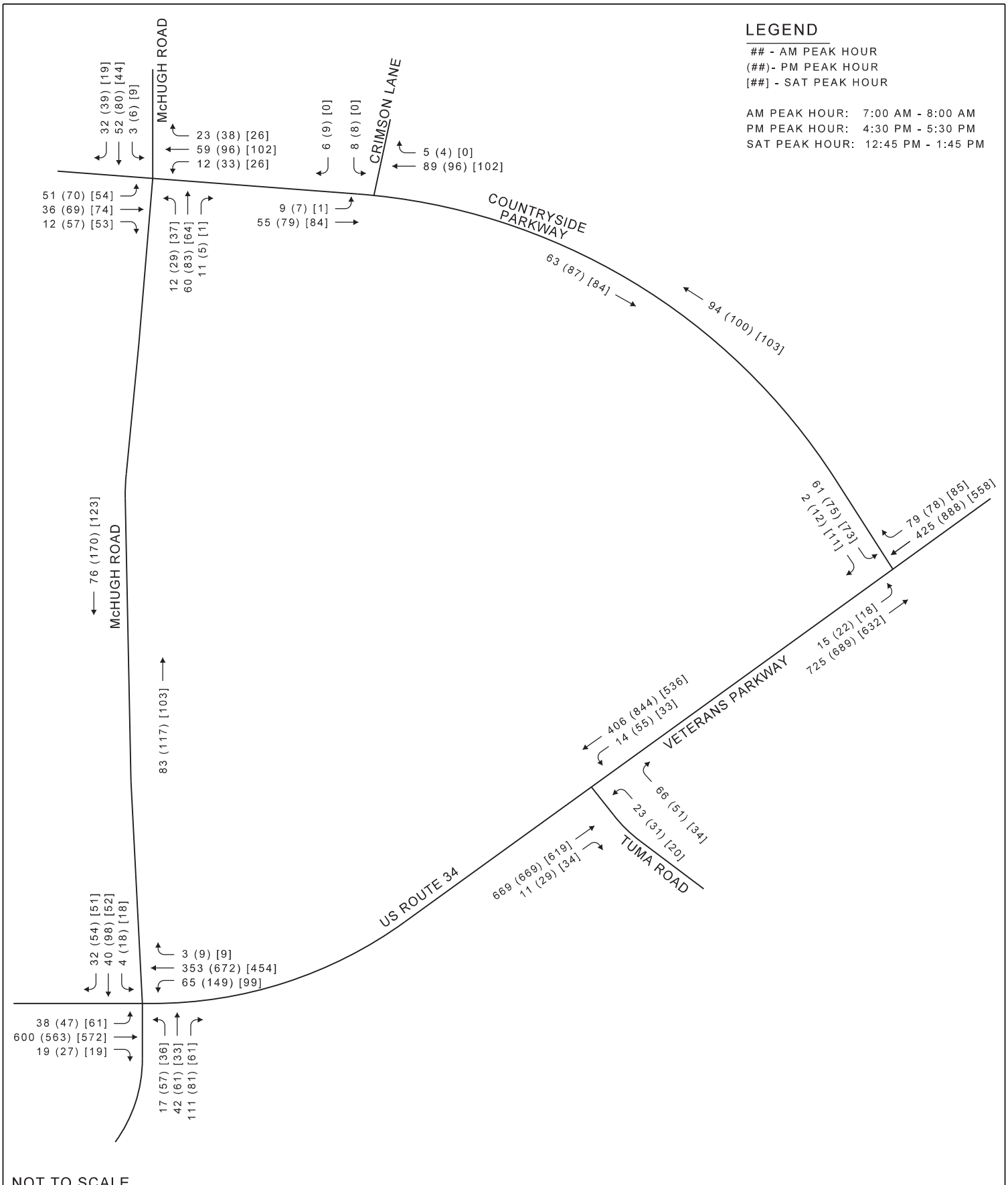
Land Use Development

It is our understating that there are no known development plans within the immediate study area that are likely to alter traffic patterns in the near future. It should be noted that the properties on the west side of McHugh Road and the east side of Countryside Parkway will likely be developed in the future. At this time, there are no specific development plans for those sites.

Roadway Development

It is our understanding that there are no other known planned roadway developments that will impact traffic patterns in the study area.

The proposed access plan includes a right-in/right-out/left-in access driveway on US 34 that aligns with Tuma Road, two full access driveways on McHugh Road, a full access driveway on Countryside Parkway that aligns with Crimson Lane, a full access driveway on Countryside Parkway, and a right in/right out driveway on Countryside Parkway north of the US 34 intersection.



NOT TO SCALE

COSTCO WHOLESALE CORPORATION
YORKVILLE, IL

FIGURE 5
EXISTING TRAFFIC VOLUMES

YORKVILLE ILLINOIS

III. TRAFFIC FORECASTS

Project Traffic Volumes

Trip Generation

The proposed site plan consists of an approximately 161,064 square foot Costco Wholesale building and a members-only gas station with 40 pumps. Project traffic is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. The following land use category is used to determine project traffic:

> Discount Club (ITE Land Use Code 857) – A discount club is a discount store or warehouse where shoppers pay a membership fee in order to take advantage of discounted prices on a wide variety of items such as food, clothing, tires, and appliances; many items are sold in large quantities or bulk. Some sites may include on-site fueling pumps.
>
> Gasoline/Service Station (ITE Land Use Code 944) – This land use includes gasoline/service stations where the primary business is the fueling of motor vehicles. The sites included generally have a small building (less than 2,000 gross square feet) that houses a cashier and limited space for motor vehicle maintenance supplies and general convenience products. A gasoline/service station may also have ancillary facilities for servicing and repairing motor vehicles and may have a car wash.

The *Trip Generation Manual, 11th Edition* assigns trip generation estimates based on a regression equation for each peak period and an independent variable. In this case, the gross building area is applicable for the discount club and vehicle fueling positions for the gas station. The weekday am and weekday pm peak hour trip generation equations are selected for weekday, peak hour of adjacent street traffic for one hour from 7 am to 9 am and 4 pm to 6 pm. The Saturday midday peak hour equations are selected for the Saturday peak hour of generator for both uses.

Trip generation is estimated based on the operational areas, which are summarized in Table 1. The Costco store will not be open during the weekday am peak hour as warehouse stores typically open after the morning commuter peak hour. A nominal number of trips are assumed for the weekday am peak hour to account for deliveries and employee trips to the store. The gas station is expected to be open to members only during the weekday am peak hour.

It is unlikely that the ITE *Trip Generation Handbook* methodology for internal capture is applicable since both the discount club and gas station are members only. The discount club operator stated that for locations in the Midwest, typically 65 to 75 percent of all gas station trips also include a trip into the discount club. In order to maintain a conservative analysis, it is assumed that 65 percent of gas station trips are internally captured, resulting in an overall internal capture of 22 percent during the weekday pm peak hour and 15 percent during the Saturday midday peak hour. Weekday daily and Saturday volumes

were calculated using a ten percent reduction for internal capture and a pass by reduction similar to the peak hour for the gas station and discount club.

As documented in the ITE *Trip Generation Handbook*, some land uses do not typically generate all new traffic on the roadway system. The total traffic generation is a combination of pass-by trips, or traffic drawn from the existing traffic flow on the adjacent streets, and primary trips, which represent new traffic drawn to the roadway network. In order to assess the pass-by trips, the data published in the ITE *Trip Generation Handbook* was utilized to estimate the pass-by percentages for the applicable land uses. It should be noted that pass-by trip reductions do not reduce the total number of trips into and out of the site, but decrease the number of new trips on the roadway network. A 34 percent pass-by rate was used for the discount club land use during the weekday pm peak hour and a 25 percent pass-by rate during the Saturday midday peak hour. Similarly, a 63 percent pass-by rate was applied for the gas station during the weekday am peak hour, while a 57 percent and 49 percent was used for the weekday pm and Saturday midday peak hours, respectively.

The new and pass-by trips will be assigned to the site driveways and local roadway network based on a trip distribution of these trips. The assignment of traffic to the driveways will likely follow a similar distribution to the existing condition, with adjustments made to account for modifications to the internal roadway network and the gas station location.

Table 1: Costco Trip Generation

LUC	LAND USE	SIZE	Weekday	Weekday AM			Weekday PM			Saturday	Saturday MD		
			Daily	In	Out	Total	In	Out	Total	Daily	In	Out	Total
857	Discount Club	161,064 SF	**6,836**	5	5	**10**	337	338	**675**	**8,657**	503	523	**1,026**
	Internal Capture Reduction:		*-686*	0	0	0	-90	-91	-181	-719	-81	-85	-166
	Pass-By Trips:		*-2,276*	0	0	0	-84	-84	-168	-2,381	-108	-108	-216
944	Gasoline/Service Station	40 Fueling Position	**6,880**	206	205	**411**	278	278	**556**	**5,736**	255	256	**511**
	Internal Capture Reduction:		*-686*	0	0	0	-91	-90	-181	-719	-85	-81	-166
	Pass-By Trips:		*-2,602*	-129	-129	-258	-107	-107	-214	-2,107	-85	-85	-170
	Total Trip Generation:		**13,716**	**211**	**210**	**421**	**615**	**616**	**1,231**	**14,393**	**758**	**779**	**1,537**
	Less Internal Capture:		*-1,371*	*0*	*0*	*0*	*-181*	*-181*	*-362*	*-1,438*	*-166*	*-166*	*-332*
	Internal Capture Rate:		*10%*	*0%*			*29%*			*10%*	*22%*		
	Total External Trips		***12,345***	***211***	***210***	***421***	***434***	***435***	***869***	***12,955***	***592***	***613***	***1,205***
	Less Pass-by:		*-4,878*	*-129*	*-129*	*-258*	*-191*	*-191*	*-382*	*-4,488*	*-193*	*-193*	*-386*
	Total New Traffic Generated on Network:		***7,467***	***82***	***81***	***163***	***243***	***244***	***487***	***8,467***	***399***	***420***	***819***

Overall, 163, 487, and 819 total new trips are estimated during the weekday am, weekday pm, and Saturday midday peak hours, respectively. An additional 258, 382, and 386 pass-by trips are anticipated during the weekday am, weekday pm, and Saturday midday peak hour, respectively.

It should be noted that the gasoline/service station land use includes ancillary uses on the site, including convenience and car wash. The Costco gas stations do not have any ancillary uses. Therefore, the 163 new

trips generated by the 40 fueling positions may be overestimated as it is unlikely that over 80 vehicles will make a home-to-gas station only trip during the weekday am peak hour.

Pages from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* are included in Appendix I for reference.

Trip Distribution and Assignment

The direction from which traffic approaches and departs a site is a function of numerous variables, including location of residences, location of employment centers, location of commercial/retail centers, available roadway systems, location and number of access points, and level of congestion on adjacent road systems.

The distribution of discount club and gasoline/service station is based on the location of schools, employment centers, and commercial/retail areas. Traffic is primarily assigned to US 34 and Countryside Parkway due to the high-volume arterial nature of these streets. Much lower volumes are assigned to McHugh Road. The overall trip distribution is summarized in Table 2.

Table 2: Trip Distribution

Cordon Location	Distribution
Veterans Parkway/US 34 - East of Countryside Parkway	45%
Veterans Parkway/US 34 - West of McHugh Road	25%
Countryside Parkway - West of McHugh Road	20%
McHugh Road - North of Countryside Parkway	5%
McHugh Road - South of Veterans Parkway/US 34	5%

The assignment of traffic to the driveways follows a similar distribution to the existing condition, with adjustments made to account for modifications to the internal roadway network and the location of the gas station. The proposed access plan includes a full access driveway on US 34 that aligns with Tuma Road, two full access driveways and one right in/right out driveway on Countryside Parkway, and two full access driveways on McHugh Road. Therefore, approximately 40 percent of the total Costco trips are assigned to the driveway on US 34, 35 percent of the Costco trips are assigned to the Countryside driveways, and 25 percent to the driveways along McHugh Road. The distribution and assignment of proposed primary trips is illustrated in Figure 6.

It is assumed that most pass-by and diverted trips will be along US 34, Countryside Parkway, and McHugh Road. The directional split favors the westbound vehicles utilize the driveways to access the site via right

turns to and from US 34. The distribution and assignment of proposed pass by trips is illustrated in Figure 7.

The proposed primary trips are added to the proposed pass by trips to obtain the total proposed trips, which are illustrated in Figure 8.

Background Traffic Volumes

Background traffic volumes are estimated for the year 2031 which is five years beyond the anticipated build out in 2026. These volumes account for future non-project related growth in the area. The AADT for the study area roadways were obtained from the IDOT database. A summary of the CMAP growth rates is provided in Table 3. CMAP correspondence is provided in Appendix B.

Table 3: CMAP Growth Rates

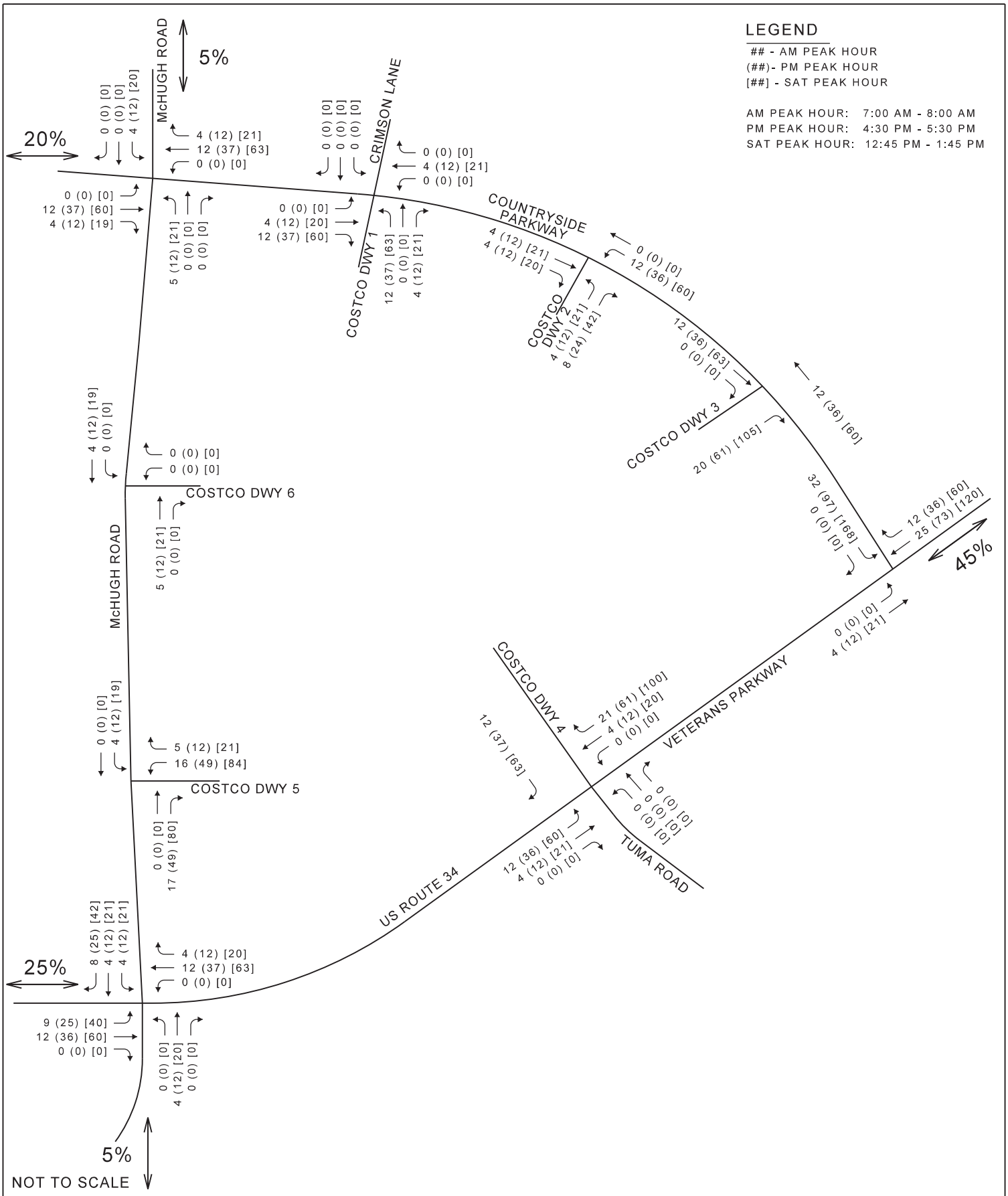
Street	AADT		Total Growth from Count Year to 2050	Compounded Yearly Rate	Total Growth from 2024 to 2031	Total Growth from 2024 to 2050
	Existing AADT (Year)	2050 Proj.				
US Route 34 east of McHugh Road	16,200 (2023)	21,000	29.6%	1.0%	7.0%	28.4%
US Route 34 west of McHugh Road	14,000 (2023)	18,100	29.3%	1.0%	6.9%	28.1%
Countryside Parkway between US 34 and McHugh Road	1,600 (2019)	2,000	25.0%	0.7%	5.2%	20.6%
Countryside Parkway west of McHugh Road	3,600 (2019)	4,500	25.0%	0.7%	5.2%	20.6%
McHugh Road south of US 34	2,950 (2019)	3,700	25.4%	0.7%	5.2%	20.9%
McHugh Road north of US 34	2,000 (2019)	2,500	25.0%	0.7%	5.2%	20.6%
Tuma Road south of US 34	1,100 (2019)	1,380	25.5%	0.7%	5.3%	20.9%

Overall, the CMAP projections indicate that there will be overall growth in traffic along the study area roadways around the proposed development. For the purposes of this study, a uniform total growth factor of 7.0 percent is applied to all movements throughout the study area to accommodate non-project related growth.

The 2031 background traffic volumes are illustrated in Figure 9.

Future Traffic Volumes

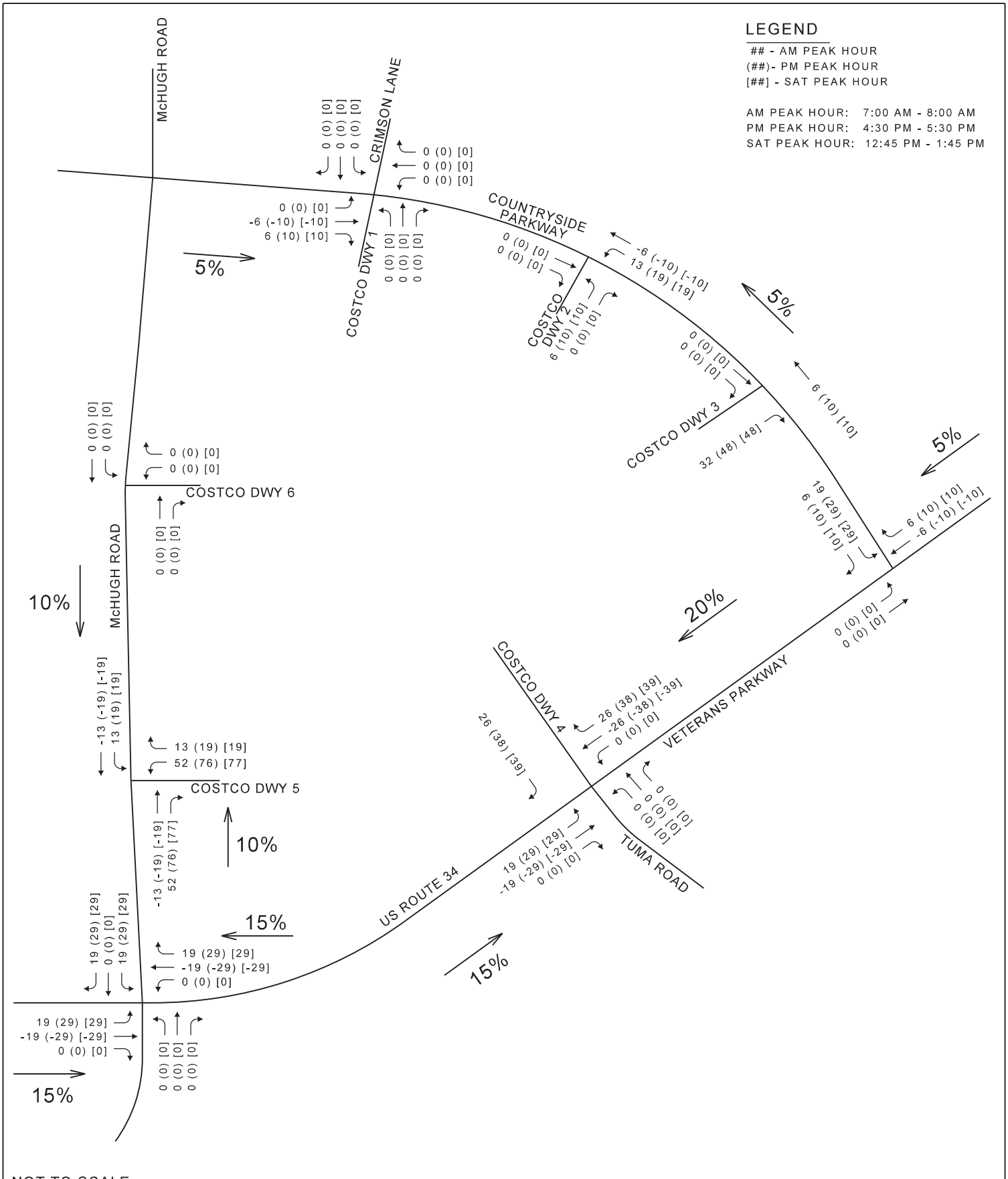
The total project trips are added to the background volume to obtain the future with project traffic volumes for the study area intersections. Future with project traffic volumes are depicted in Figure 10.



COSTCO WHOLESALE CORPORATION YORKVILLE, IL

FIGURE 6 NEW PROJECT TRAFFIC VOLUMES

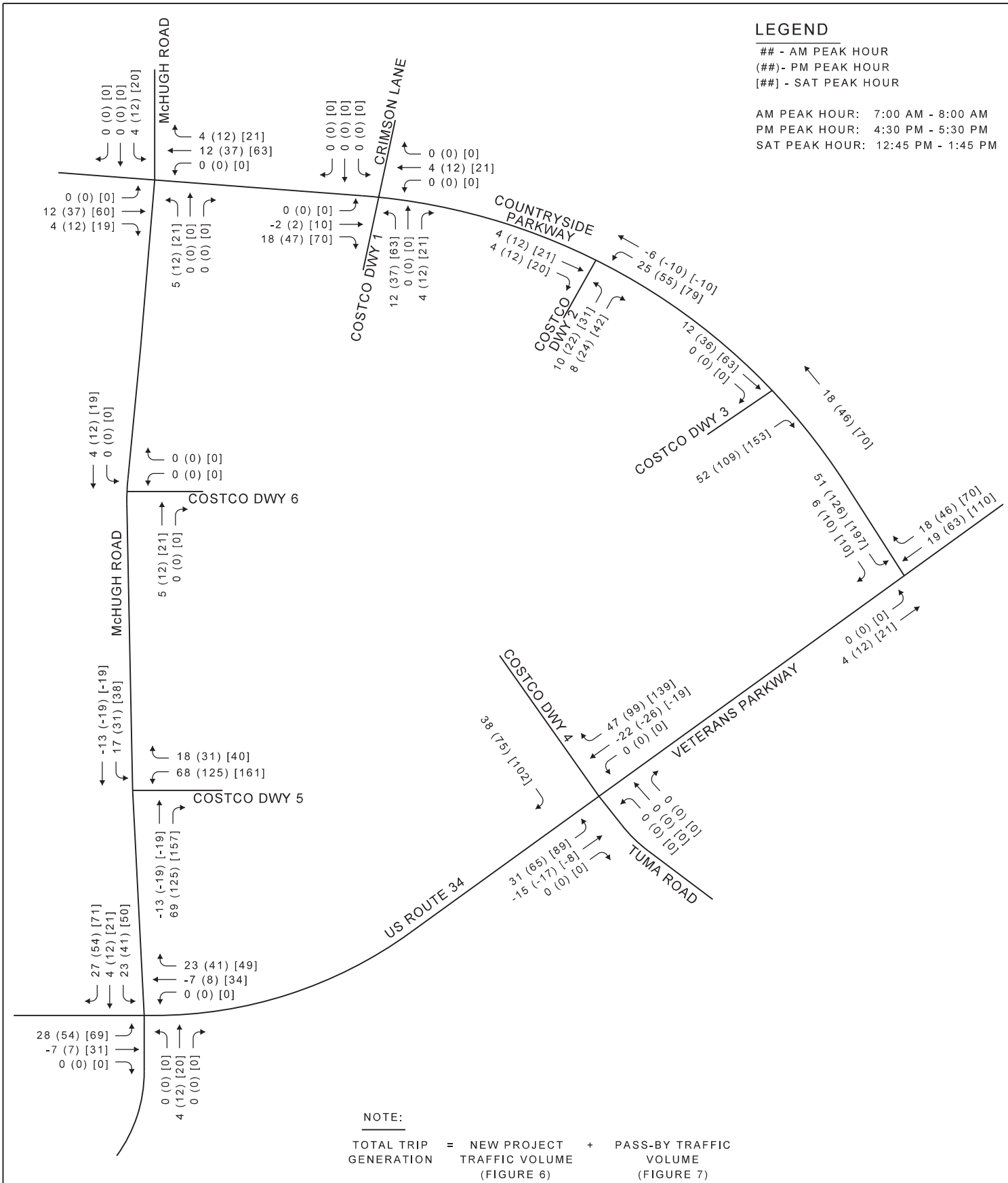
YORKVILLE ILLINOIS



COSTCO WHOLESALE CORPORATION
YORKVILLE, IL

FIGURE 7
PASS BY TRAFFIC VOLUMES

YORKVILLE ILLINOIS



NOTE:

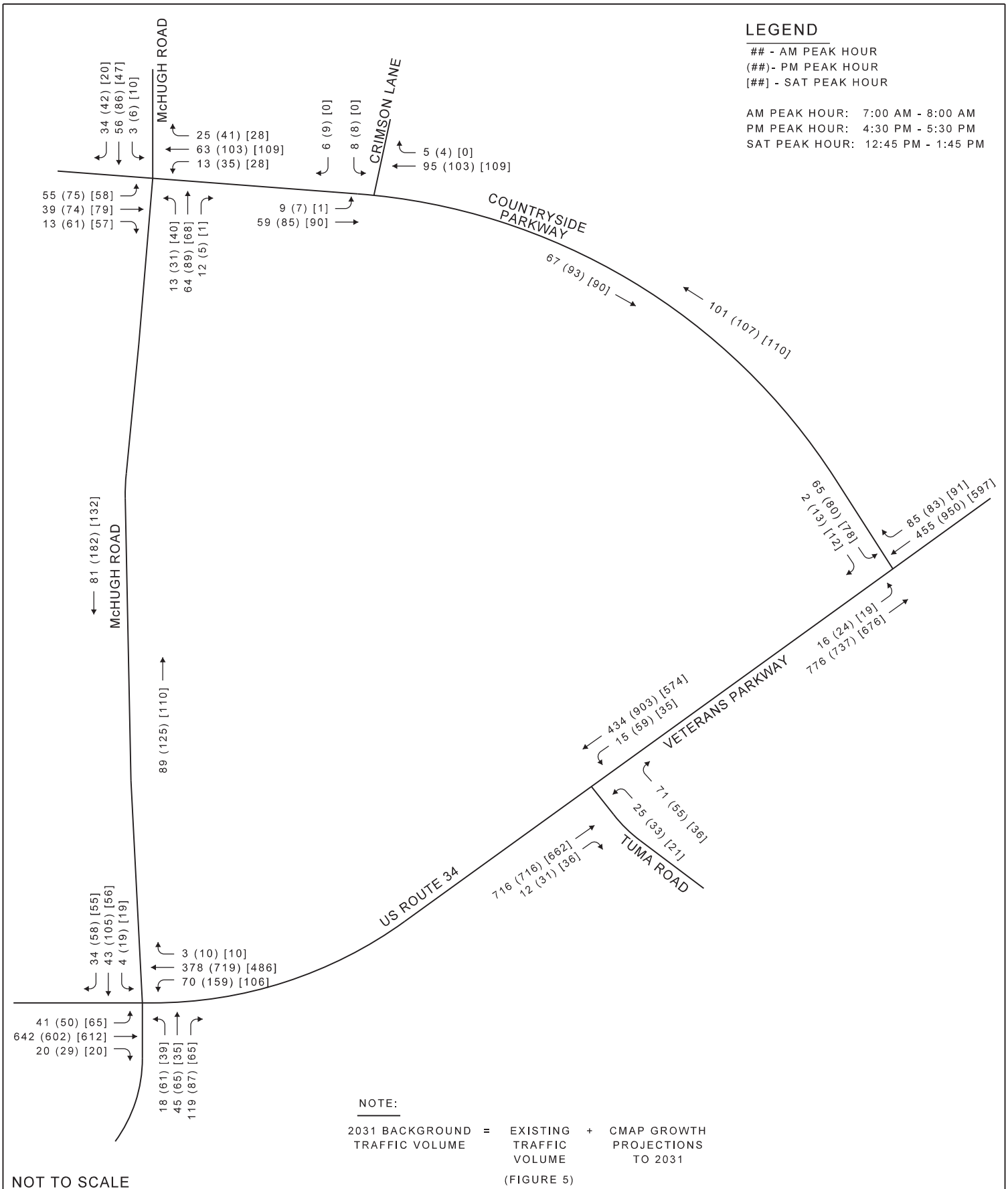
TOTAL TRIP GENERATION = NEW PROJECT TRAFFIC VOLUME (FIGURE 6) + PASS-BY TRAFFIC VOLUME (FIGURE 7)

NOT TO SCALE

COSTCO WHOLESALE CORPORATION YORKVILLE, IL

FIGURE 8 TOTAL TRAFFIC VOLUMES

YORKVILLE ILLINOIS



NOTE:

2031 BACKGROUND TRAFFIC VOLUME = EXISTING TRAFFIC VOLUME + CMAP GROWTH PROJECTIONS TO 2031

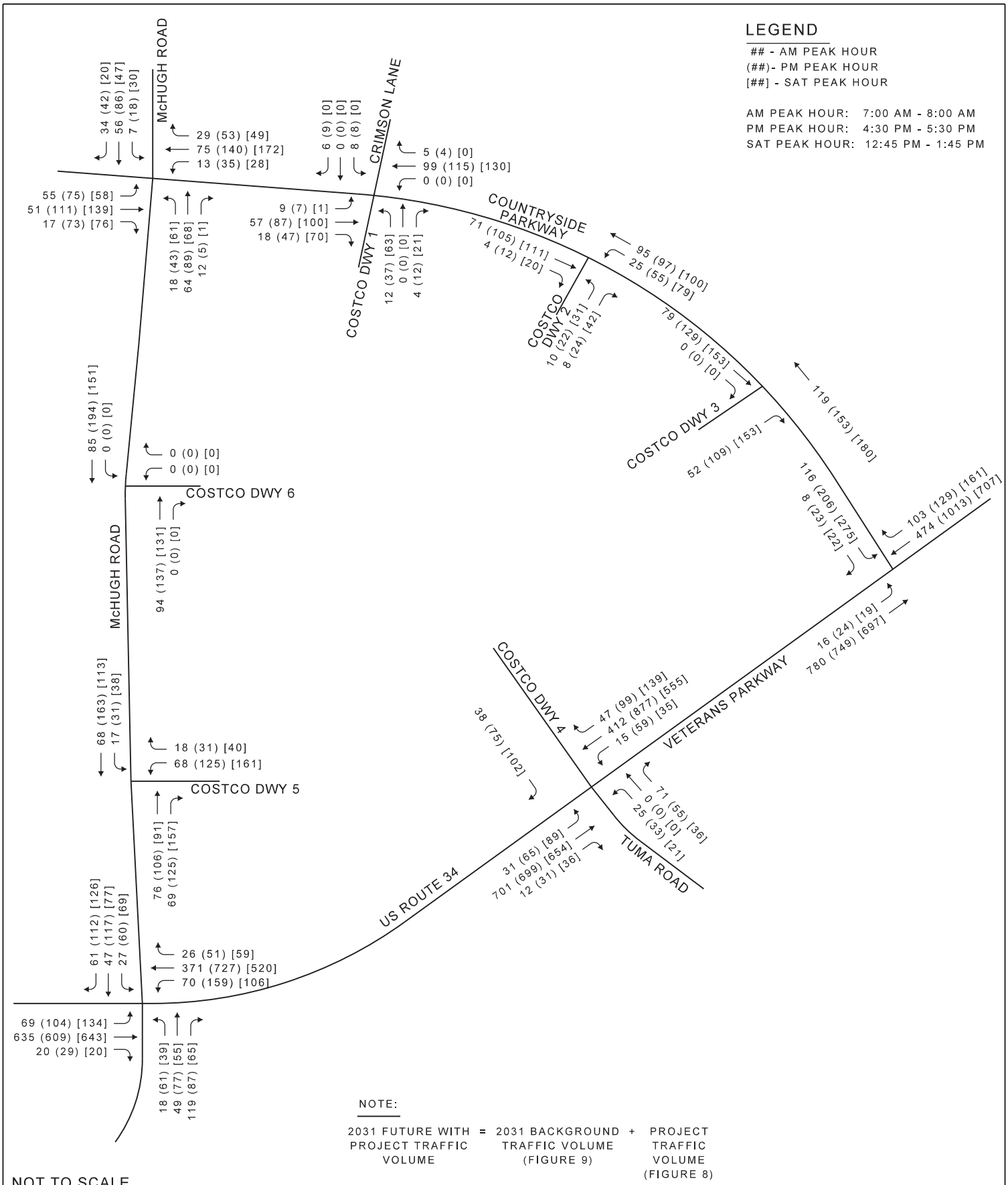
(FIGURE 5)

NOT TO SCALE

COSTCO WHOLESALE CORPORATION YORKVILLE, IL

FIGURE 9
2031 BACKGROUND TRAFFIC VOLUMES

YORKVILLE ILLINOIS



NOTE:

2031 FUTURE WITH PROJECT TRAFFIC VOLUME = 2031 BACKGROUND TRAFFIC VOLUME (FIGURE 9) + PROJECT TRAFFIC VOLUME (FIGURE 8)

NOT TO SCALE

COSTCO WHOLESALE CORPORATION YORKVILLE, IL

FIGURE 10
2031 FUTURE WITH PROJECT TRAFFIC VOLUMES

YORKVILLE ILLINOIS

IV. TRAFFIC ANALYSIS

Auxiliary Lane Analysis

This study evaluated whether additional auxiliary lanes are warranted at the study area intersections. The warrant analysis follows the methodology detailed in IDOT's *Bureau of Design and Environmental Manual* (BDE). Warrants are determined based on factors such as through volume, opposing volume, and percentage of turning vehicles. Different warrants are used for left and right turn lanes, and factors such as design speed. Worksheets displaying all right and left turn lane warrants are included in Appendix C.

Overall, it is found that the westbound right turn movement at Costco Driveway 4 on US 34 and the northbound right turn movement at Costco Driveway 5 on McHugh Road meet the right turn lane warrant based on the BDE chart comparing right turn and approach volumes and should therefore be considered. This warrant is intended to identify areas with high right turn volumes that can unduly impair the through movements. In this case, the through volumes along US 34 are relatively high. Based on the results of the auxiliary warrants, it is recommended that right turn lanes are provided on the westbound approach of US 34 at Costco Driveway 4 and the northbound approach of McHugh Road at Costco Driveway 5.

Left turn lanes are not currently provided at Costco Driveways 1, 2, and 4. It is found that the westbound approach of Countryside Parkway at Costco Driveway 1 and Driveway 2 and the eastbound approach of US 34 at Costco Driveway 4 meet the warrant of uniformity of intersection design for auxiliary left turn lanes. Currently, the striped median along McHugh Road provides a two-way left turn lane which will accommodate the southbound left turns at Driveways 5 and 6. Based on the results of the auxiliary lane warrants, it is recommended that left turn lanes are provided on the westbound approach of Countryside Parkway at Costco Driveway 1 and Costco Driveway 2 and on the eastbound approach of US 34 at the Costco Driveway 4.

Traffic Signal Warrant Analysis

Based on the projected traffic volumes at the intersections of US 34 and Costco Driveway 4/Tuma Road and Countryside Parkway and McHugh Road, a traffic signal warrant analysis has been conducted at each intersection. The investigation for the need for a traffic control signal is based on the methodology established in the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD establishes nine individual warrants. The installation of a traffic signal should be further investigated at locations that meet one or more warrants. However, warrant 1, the eight-hour vehicular volume warrant, is typically the only vehicular volume/delay warrant that is considered for intersections on designated SRA routes.

Warrant 1 is met if a total of eight hours in the day exceeds the thresholds established in the MUTCD. Traditionally, this warrant requires more than eight hours of data collection and substantial projections of future trips. However, additional guidance from IDOT states that in cases involving future volumes, the eight-hour vehicular volume hour can be estimated as 55 percent of the peak hour volumes.

The IDOT methodology also requires a reduction of the minor approach right turn volume based on factors such as lane configuration and conflicting volumes. Additionally, the minor street threshold volumes are typically increased for intersections located on SRA's to reflect more rigid warranting requirements. The policy for new traffic signals along an SRA route are described in Section 10.4.2 of the *Strategic Regional Arterial Design Concept Report*, February 1994.

Based on the projected weekday pm peak hour traffic volumes and utilizing the IDOT guidance to estimate the eighth hour volumes, the intersections of US 34 and Costco Driveway 4/Tuma Road and Countryside Parkway and McHugh Road do not meet the eight-hour warrants. Therefore, for the purposes of this study, the intersections of US 34 and Costco Driveway 4/Tuma Road was analyzed as a two-way stop-controlled intersection and the intersection of Countryside Parkway and McHugh Road was analyzed as the existing all-way stop-controlled configuration. The supporting Signal Warrant Review Sheet and Right Turn Factorization Sheet are included in Appendix E.

Capacity Analysis

The operation of a facility is evaluated based on level of service (LOS) calculations obtained by analytical methods defined in the Transportation Research Board's *Highway Capacity Manual (HCM), 7th Edition*. The concept of LOS is defined as a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

There are six LOS letter designations, from A to F, with LOS A representing the best operating conditions and LOS F the worst.

The LOS of an intersection is based on the average control delay per vehicle. For a signalized intersection, the delay is calculated for each lane group and then aggregated for each approach and for the intersection as a whole. Generally, the LOS is reported for the intersection as a whole. For an unsignalized intersection, the delay is only calculated and reported for each minor movement. An overall intersection LOS is not calculated.

There are different LOS criteria for signalized and unsignalized intersections primarily due to driver perceptions of transportation facilities. The perception is that a signalized intersection is expected to carry higher traffic volumes and experience a greater average delay than an unsignalized intersection. The LOS criteria for signalized and unsignalized intersections are provided in Table 4.

Table 4: Level of Service Definitions for Signalized and Unsignalized Intersections

Level of Service	Signalized Intersection Control Delay (seconds/vehicle)	Unsignalized Intersection Control Delay (seconds/vehicle)
A	≤ 10	≤ 10.0
B	> 10.0 and ≤ 20.0	> 10.0 and ≤ 15.0
C	> 20.0 and ≤ 35.0	> 15.0 and ≤ 25.0
D	> 35.0 and ≤ 55.0	> 25.0 and ≤ 35.0
E	> 55.0 and ≤ 80.0	> 35.0 and ≤ 50.0
F	> 80.0	> 50.0

Source: Transportation Research Board, *Highway Capacity Manual 6th Edition*, National Research Council, 2016.

Typically, various state and local governments adopt standards varying between LOS C and LOS E, depending on the area's size and roadway characteristics.

The study area includes the existing signalized intersections of US 34/Veterans Parkway and Countryside Parkway and US 34/Veterans Parkway and McHugh Road, the existing unsignalized intersections of McHugh Road and Countryside Parkway, Crimson Lane and Countryside Parkway, and US 34/Veterans Parkway and Tuma Road, and the proposed connections on US 34/Veterans Parkway, McHugh Road, and Countryside Parkway. Capacity analysis was performed with Synchro 11.1. Models were created for the weekday am, weekday pm, and Saturday midday peak hours for the existing, 2031 background, and 2031 future with project scenarios.

The capacity analysis results at the signalized intersections are summarized in Table 5 and at the unsignalized intersections in Table 6. The traffic signal timing plans were obtained from videos captured during the traffic counts and utilized for this analysis. Supporting capacity analysis worksheets are provided in Appendices E, F, and G, respectively.

Table 5: Capacity Analysis of Signalized Intersections

Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound		Intersection	
			Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Veterans Parkway (US 34) & Countryside Parkway	Weekday AM	Existing (2024)	2.5	A	4.5	A	-	-	46.9	D	5.4	A
		Background (2031)	2.5	A	4.6	A	-	-	47.4	D	5.5	A
		Future with Project (2031)	2.7	A	4.5	A	-	-	53.5	D	7.6	A
	Weekday PM	Existing (2024)	1.4	A	6.0	A	-	-	50.3	D	6.4	A
		Background (2031)	1.5	A	6.3	A	-	-	50.8	D	6.5	A
		Future with Project (2031)	2.4	A	6.2	A	-	-	114.7	F	16.4	B
		FwP (2031) w/ Mitigation	9.1	A	17.3	B	-	-	33.8	C	16.1	B
	Saturday MD	Existing (2024)	1.4	A	5.4	A	-	-	39.3	D	5.6	A
		Background (2031)	1.4	A	5.4	A	-	-	39.6	D	5.6	A
		Future with Project (2031)	2.2	A	5.4	A	-	-	136.1	F	24.8	C
		FwP (2031) w/ Mitigation	12.8	B	16.1	B	-	-	25.0	C	16.2	B
Veterans Parkway (US 34) & McHugh Road	Weekday AM	Existing (2024)	14.2	B	10.6	B	15.9	B	28.0	C	14.1	B
		Background (2031)	14.5	B	11.3	B	15.7	B	29.0	C	14.5	B
		Future with Project (2031)	14.2	B	11.4	B	18.2	B	27.9	C	15.1	B
	Weekday PM	Existing (2024)	17.9	B	15.2	B	23.5	C	41.3	D	19.4	B
		Background (2031)	18.4	B	15.5	B	23.4	C	42.6	D	19.9	B
		Future with Project (2031)	17.9	B	17.0	B	26.6	C	45.2	D	22.0	C
	Saturday MD	Existing (2024)	20.2	C	17.3	B	15.2	B	20.3	C	18.7	B
		Background (2031)	20.7	C	18.1	B	15.3	B	20.9	C	19.3	B
		Future with Project (2031)	20.5	C	21.0	C	18.9	B	23.1	C	20.9	C

Table 6: Capacity Analysis of Unsignalized Intersections

Intersection / Approach	Weekday AM						Weekday PM						Saturday MD					
	Existing (2024)		Background (2031)		Future w/ Project (2031)		Existing (2024)		Background (2031)		Future w/ Project (2031)		Existing (2024)		Background (2031)		Future w/ Project (2031)	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
McHugh Road & Countryside Parkway																		
NB Left	9.0	A	9.1	A	9.4	A	9.7	A	9.8	A	10.5	B	9.3	A	9.5	A	10.6	B
NB Thru/right	9.2	A	9.4	A	9.7	A	9.9	A	10.2	B	10.8	B	9.1	A	9.3	A	10.1	B
EB Left	9.7	A	9.8	A	10.1	B	10.1	B	10.4	B	10.8	B	9.3	A	9.5	A	10.1	B
EB Thru	8.6	A	8.7	A	9.0	A	9.1	A	9.3	A	10.1	B	8.7	A	8.8	A	10.0	A
EB Thru/right	8.3	A	8.5	A	8.7	A	8.9	A	9.1	A	10.0	A	8.4	A	8.5	A	9.8	A
WB Left	9.0	A	9.1	A	9.3	A	9.6	A	9.8	A	10.1	B	9.0	A	9.2	A	9.7	A
WB Thru	8.8	A	9.0	A	9.3	A	9.5	A	9.7	A	10.5	B	9.0	A	9.1	A	10.4	B
WB Thru/right	8.6	A	8.8	A	9.1	A	9.0	A	9.3	A	10.0	A	8.6	A	8.7	A	9.9	A
SB Left	10.0	A	10.1	B	10.4	B	9.3	A	9.4	A	10.1	B	9.1	A	9.2	A	10.2	B
SB Thru/right	9.2	A	9.5	A	9.8	A	10.1	B	10.5	B	11.2	B	8.9	A	9.1	A	9.9	A
Countryside Parkway & Crimson Lane/Costco Driveway 1																		
NB Left/thru	-	-	-	-	10.2	B	-	-	-	-	10.4	B	-	-	-	-	10.7	B
NB Right	-	-	-	-	8.6	A	-	-	-	-	8.8	A	-	-	-	-	8.9	A
EB Left	7.8	A	7.9	A	7.9	A	7.5	A	7.5	A	7.5	A	7.4	A	7.5	A	7.5	A
WB Left	-	-	-	-	0.0	A	-	-	-	-	0.0	A	-	-	-	-	0.0	A
SB Left	10.0	B	10.1	B	10.4	B	9.6	A	9.7	A	10.1	B	0.0	A	0.0	A	0.0	A
SB Right	8.7	A	8.8	A	8.8	A	8.6	A	8.7	A	8.7	A	0.0	A	0.0	A	0.0	A
Countryside Parkway & Costco Driveway 2																		
NB Left	-	-	-	-	9.6	A	-	-	-	-	10.8	B	-	-	-	-	11.6	B
NB Right	-	-	-	-	8.6	A	-	-	-	-	8.7	A	-	-	-	-	8.9	A
WB Left	-	-	-	-	7.4	A	-	-	-	-	7.6	A	-	-	-	-	7.7	A
Countryside Parkway & Costco Driveway 3 (RIRO)																		
EB Right	-	-	-	-	8.7	A	-	-	-	-	9.2	A	-	-	-	-	9.5	A
Veterans Parkway (US 34) & Tuma Road/Costco Driveway 4																		
NE Left	-	-	-	-	7.9	A	-	-	-	-	8.9	A	-	-	-	-	8.5	A
NW Appr.	15.4	C	16.8	C	18.4	C	24.1	C	29.4	D	56.3	F	16.6	C	18.0	C	27.2	D
SE Right	-	-	-	-	9.0	A	-	-	-	-	10.6	B	-	-	-	-	9.8	A
SW Left	9.4	A	9.6	A	9.6	A	9.4	A	9.7	A	9.7	A	9.1	A	9.3	A	9.3	A
McHugh Road & Costco Driveway 5																		
WB Left	-	-	-	-	10.1	B	-	-	-	-	11.9	B	-	-	-	-	12.0	B
WB Right	-	-	-	-	8.8	A	-	-	-	-	9.0	A	-	-	-	-	8.9	A
SB Left	-	-	-	-	7.6	A	-	-	-	-	7.8	A	-	-	-	-	7.9	A
McHugh Road & Costco Driveway 6																		
WB Left	-	-	-	-	0.0	A	-	-	-	-	0.0	A	-	-	-	-	0.0	A
WB Right	-	-	-	-	0.0	A	-	-	-	-	0.0	A	-	-	-	-	0.0	A
SB Left	-	-	-	-	0.0	A	-	-	-	-	0.0	A	-	-	-	-	0.0	A

Existing Scenario

Based on the analysis results at the signalized intersections, the major approaches operate with LOS D or lower at the study area intersections. At the signalized intersection of US 34/Veterans Parkway and Countryside Parkway, the overall intersection operates at LOS A for all three time periods, while the signalized intersection of US 34/Veterans Parkway and McHugh Road operates at LOS B for all three time periods.

All movements at the unsignalized intersections operate adequately with LOS C or better.

Background Scenario

For the 2031 background scenario, delays tend to increase slightly at the signalized intersections. The addition of background traffic results in similar delay times for each approach and the overall intersection. It is worth noting that slight delay improvements are observed on some minor street approaches. This is due to the increased side street volumes placing more calls on the intersection approach which extends the effective green times for the side street and results in a decreased average delay for that approach.

All movements at the unsignalized intersections continue to operate adequately. The northwest approach of Tuma Road is projected to operate at LOS D during the weekday pm peak hour.

Future with Project Scenario

Delays again tend to slightly increase with the addition of project related traffic for the weekday am, weekday pm, and Saturday midday peak hours. Based on the projected analysis, the southbound approach at Countryside Parkway and US 34/Veterans Parkway operates at LOS F during the weekday pm and Saturday midday peak hours and the overall intersection delay drops from LOS A to LOS B for the weekday pm and from LOS A to LOS C for the Saturday midday peak hour. At the signalized intersection of US 34/Veterans Parkway and McHugh Road, all approaches operate at LOS D or better for all three time periods. The overall intersection delay drops from LOS B to LOS C for both the weekday pm and Saturday midday peak hours.

All movements at the unsignalized intersections continue to operate adequately, with all levels of service remaining at LOS D or better with the exception of the northwest approach of Tuma Road which is projected to operate at LOS F during the weekday pm peak hour. Higher delays are typical at stop-controlled approaches on minor streets and driveways at intersections with arterial roadways during peak periods. Additionally, it should be noted that the volume-to-capacity ratio of the minor approaches are less than one, indicating available capacity. While left-turn movements from driveways onto arterials may experience delays during peak hours, they are expected to operate adequately at all other hours of the day.

Potential Mitigation Scenario

As described, the southbound approach at the intersection of Countryside Parkway and US 34/Veterans Parkway is projected to operate at LOS F during the weekday pm and Saturday midday peak hour using the existing traffic signal timing plan. One option to reduce the southbound approach delay would be to retime the existing signal timing plan by shifting 22 seconds of green time from the US 34/Veterans Parkway eastbound/westbound through movement to the southbound approach during the weekday pm and 23 seconds of green time during the Saturday midday peak hours. As illustrated in Table 5, retiming the traffic signal would result in the southbound approach operating at LOS C with minimal impact on the eastbound and westbound approaches, with the US 34 approaches both operating at LOS B during both

peak hours. The signal retiming would have to be approved by IDOT. The capacity worksheets for this mitigation can be found in Appendix H.

Queue Length Analysis

A queue length analysis was conducted at each of the study area intersections. A summary of this analysis is provided in Table 7. This data is comprised of the 95th percentile queue output from the Synchro analysis.

For the existing, background, and future with project scenarios, all left and right turning queue lengths do not exceed the provided storage lengths with the exception of the southbound left turn at the signalized US 34 and Countryside Parkway intersection. This southbound movement exceeds the existing storage during the weekday pm peak hour and Saturday midday peak hours with a queue of 341 feet and 381 feet, respectively. It should be noted that this is a trap lane and the queues do not spill back into the main travel lanes, however, it is anticipated that this queue will back up to the proposed Costco Driveway 4 (right in/right out). Based on the proposed mitigation scenario, the southbound queues will decrease to 208 feet during the weekday pm peak hour and 211 feet during the Saturday midday peak hour.

No queuing issues are anticipated at any of the unsignalized intersections.

It should be noted that based on the location of the proposed Costco Driveway 5 at McHugh Road, north of the US 34/Veterans Parkway intersection with McHugh Road, the southbound left turn storage and taper will be reduced to accommodate this Costco Driveway. Proposed storage and taper lengths are included in Table 7. As illustrated in Table 7, the reduction of the existing storage and taper will likely not impact the 95th percentile queue length for any of the three time periods.

It is concluded that no queue storage mitigation is required at any of the intersections and site driveways.

Table 7: 95th Percentile Queue Lengths

Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound	
			Left	Right	Left	Right	Left	Right	Left	Right
McHugh Road & Countryside Parkway (All-Way Stop Controlled)	Weekday AM	Existing (2024)	10	-	3	-	3	-	0	-
		Background (2031)	13	-	3	-	3	-	0	-
		Future with Project (2031)	13	-	3	-	3	-	3	-
	Weekday PM	Existing (2024)	13	-	5	-	5	-	0	-
		Background (2031)	13	-	5	-	5	-	0	-
		Future with Project (2031)	15	-	5	-	8	-	3	-
	Saturday MD	Existing (2024)	8	-	3	-	5	-	3	-
		Background (2031)	10	-	5	-	5	-	3	-
		Future with Project (2031)	10	-	5	-	10	-	5	-
		Storage Length (ft)	**150**	**-**	**150**	**-**	**160**	**-**	**120**	**-**
		Taper Length (ft)	**160**	**-**	**145**	**-**	**175**	**-**	**115**	**-**
Countryside Parkway & Crimson Lane / Costco Driveway 1 (Two-Way Stop Controlled)	Weekday AM	Existing (2024)	0	-	-	-	-	-	3	0
		Background (2031)	0	-	-	-	-	-	3	0
		Future with Project (2031)	0	-	0	-	3	0	3	0
	Weekday PM	Existing (2024)	0	-	-	-	-	-	0	0
		Background (2031)	0	-	-	-	-	-	0	0
		Future with Project (2031)	0	-	0	-	5	0	0	0
	Saturday MD	Existing (2024)	0	-	-	-	-	-	0	0
		Background (2031)	0	-	-	-	-	-	0	0
		Future with Project (2031)	0	-	0	-	8	3	0	0
		Storage Length (ft)	**150**	**-**	**140***	**-**	**30***	**30***	**100**	**100**
		Taper Length (ft)	**145**	**-**	**130***	**-**	**-**	**-**	**100**	**-**
Countryside Parkway & Costco Driveway 2 (Two-Way Stop Controlled)	Weekday AM	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	-	3	-	0	0	-	-
	Weekday PM	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	-	3	-	3	3	-	-
	Saturday MD	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	-	5	-	5	3	-	-
		Storage Length (ft)	**-**	**-**	**185***	**-**	**30***	**30***	**-**	**-**
		Taper Length (ft)	**-**	**-**	**200***	**-**	**-**	**-**	**-**	**-**
Countryside Parkway & Costco Driveway 3 (Two-Way Stop Controlled)	Weekday AM	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	5	-	-	-	-	-	-
	Weekday PM	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	10	-	-	-	-	-	-
	Saturday MD	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	15	-	-	-	-	-	-
		Storage Length (ft)	**-**	**90***	**-**	**-**	**-**	**-**	**-**	**-**
		Taper Length (ft)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Veterans Parkway/US 34 & Countryside Parkway (Signalized)	Weekday AM	Existing (2024)	3	-	-	5	-	-	84	8
		Background (2031)	3	-	-	5	-	-	89	8
		Future with Project (2031)	4	-	-	5	-	-	144	15
	Weekday PM	Existing (2024)	4	-	-	5	-	-	110	20
		Background (2031)	4	-	-	5	-	-	114	21
		Future with Project (2031)	6	-	-	6	-	-	341	26
		FwP (2031) w/ Mitigation	13	-	-	6	-	-	208	21
	Saturday MD	Existing (2024)	2	-	-	5	-	-	90	16
		Background (2031)	2	-	-	6	-	-	94	18
		Future with Project (2031)	3	-	-	7	-	-	381	23
		FwP (2031) w/ Mitigation	11	-	-	8	-	-	211	16
		Storage Length (ft)	**180**	**-**	**-**	**250**	**-**	**-**	**210**	**210**
		Taper Length (ft)	**160**	**-**	**-**	**190**	**-**	**-**	**-**	**-**

Table 7: 95th Percentile Queue Lengths (cont.)

Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound	
			Left	Right	Left	Right	Left	Right	Left	Right
Veterans Parkway/US 34 & Tuma Road/Costco Driveway 4 (Two-Way Stop Controlled))	Weekday AM	Existing (2024)	-	-	3	-	20		-	-
		Background (2031)	-	-	3	-	25		-	-
		Future with Project (2031)	3	-	3	0	28		-	3
	Weekday PM	Existing (2024)	-	-	5	-	35		-	-
		Background (2031)	-	-	8	-	45		-	-
		Future with Project (2031)	5	-	5	0	80		-	10
	Saturday MD	Existing (2024)	-	-	3	-	15		-	-
		Background (2031)	-	-	3	-	18		-	-
		Future with Project (2031)	8	-	3	0	28		-	10
		Storage Length (ft)	**215***	**-**	**275**	**215***	**-**	**-**	**-**	**110***
		Taper Length (ft)	**220***	**-**	**170**	**220***	**-**	**-**	**-**	**-**
Veterans Parkway/US 34 & McHugh Road (Signalized)	Weekday AM	Existing (2024)	21	-	31	-	29	43	11	-
		Background (2031)	22	-	33	-	30	44	11	-
		Future with Project (2031)	33	-	33	-	30	46	40	-
	Weekday PM	Existing (2024)	28	-	73	-	68	35	29	-
		Background (2031)	30	-	77	-	72	36	30	-
		Future with Project (2031)	54	-	77	-	72	38	71	-
	Saturday MD	Existing (2024)	36	-	57	-	37	23	23	-
		Background (2031)	38	-	68	-	40	25	24	-
		Future with Project (2031)	69	-	60	-	40	26	61	-
		Storage Length (ft)	**170**	**-**	**180**	**-**	**105**	**105**	**245/145***	**-**
		Taper Length (ft)	**180**	**-**	**180**	**-**	**110**	**110**	**150/175***	**-**
McHugh Road & Costco Driveway 5 (Two-Way Stop Controlled)	Weekday AM	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	-	8	3	-	0	0	-
	Weekday PM	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	-	20	3	-	0	3	-
	Saturday MD	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	-	25	3	-	0	3	-
		Storage Length (ft)	**-**	**-**	**75***	**75***	**-**	**145***	**145***	**-**
		Taper Length (ft)	**-**	**-**	**-**	**-**	**-**	**145***	**175***	**-**
McHugh Road & Costco Driveway 6 (Two-Way Stop Controlled)	Weekday AM	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	-	0	0	-	-	0	-
	Weekday PM	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	-	0	0	-	-	0	-
	Saturday MD	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	-	0	0	-	-	0	-
		Storage Length (ft)	**-**	**-**	**25***	**25***	**-**	**-**	**-**	**-**
		Taper Length (ft)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Notes:
1. All values in feet
2. * Proposed Storage and taper lengths.

Site Circulation

In the proposed site plan, Costco Driveway 3, Costco Driveway 4, and Costco Driveway 5 will serve as the access point to the main internal road through the site. Costco Driveway 3 will be connected to Countryside Parkway providing access from the east side of the site while Costco Driveway 5 will connect

to McHugh Road facilitating access from the west. This connection will also provide convenient access to the proposed gas station and access points to the Costco parking fields. For the purpose of the discussion below, the internal roadway is described as an east-west street. Overall, it is expected that the internal roadway configuration, with the limited access points and stop controlled intersections, will operate effectively.

Internal Intersection Summary

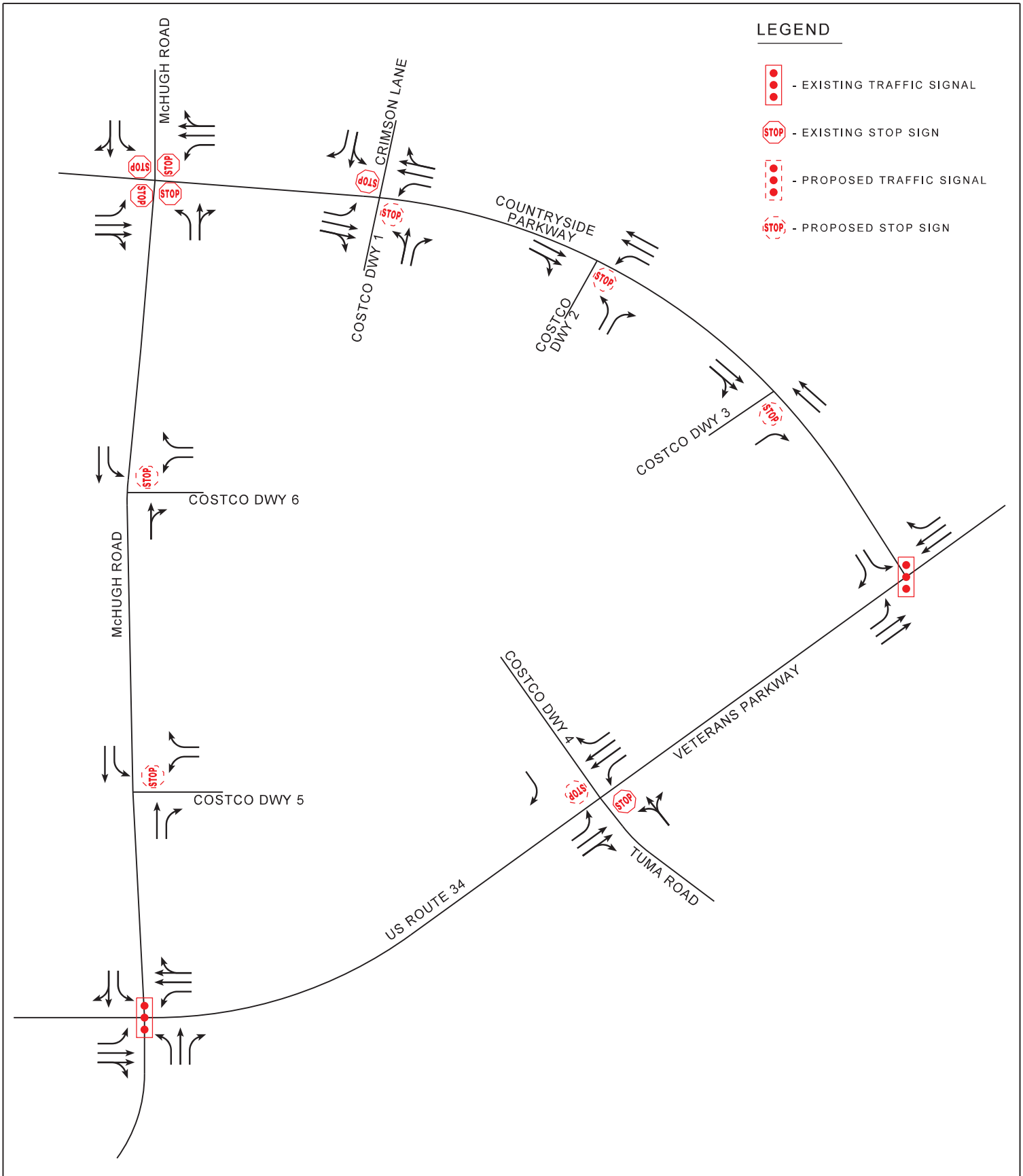
- Intersection 1 – Located approximately 390 feet east of McHugh Road
  - Three leg intersection
  - Stop controlled on the northbound approach exit from the gas station
- Intersection 2 – Costco Driveway 4 Located approximately 460 feet east of Intersection 1
  - Three leg intersection
  - Stop Controlled on the eastbound and westbound approaches
  - Free flow traffic for inbound traffic from US 34/Veterans Parkway

Each driveway connected to the roadway network is anticipated to contain two existing lanes and one departing lane with the exception of the right in/right out driveway.

The entrance for the gas station is located on Costco Driveway 5. The opening day gas station configuration consists of eight individual drive aisles with four fueling positions each. Conservatively, each drive aisle has space for approximately for six vehicles to queue waiting to pull up to the pump. Therefore, a minimum of 80 vehicles can be accommodated within the gas station area. The future expansion of the gas station by eight fueling positions includes additional queuing area.

Proposed Lane Configuration

Based on the auxiliary lane, capacity, and queue length analysis, it is recommended that no geometric changes are needed at any of the study area intersections. The proposed lane configuration is illustrated in Figure 11.



NOT TO SCALE

COSTCO WHOLESALE CORPORATION YORKVILLE, IL

FIGURE 11 PROPOSED LANE CONFIGURATION

YORKVILLE ILLINOIS

V. CONCLUSIONS

The purpose of this study is to evaluate the potential traffic impacts of the proposed Costco Warehouse located along the north side of US Route 34 at the northwest corner of Route 34 and Countryside Parkway in the City of Yorkville, Illinois. The proposed development consists of approximately 161,064 square foot Costco Wholesale building and a members-only gas station with 40 gas pumps.

The proposed access plan includes a right in/right out/left in access driveway on US 34 that aligns with Tuma Road, two full access driveways on McHugh Road, a full access driveway on Countryside Parkway that aligns with Crimson Lane, a full access driveway on Countryside Parkway, and a right in/right out driveway on Countryside Parkway. The site plan proposes 859 parking stalls.

Traffic estimates are projected to 2031, which is five years beyond the anticipated build out in 2026, utilizing growth rates from CMAP that projected traffic volumes to 2050. The study area includes the existing signalized intersections of US 34/Veterans Parkway and Countryside Parkway and US 34/Veterans Parkway and McHugh Road, the existing unsignalized intersections of McHugh Road and Countryside Parkway, Crimson Lane and Countryside Parkway, and US 34/Veterans Parkway and Tuma Road, and the proposed connections on US 34/Veterans Parkway, McHugh Road, and Countryside Parkway.

This study evaluated whether additional auxiliary lanes are warranted at the study area intersections, the westbound approach of US 34/Veterans Parkway at Costco Driveway 4 and the northbound approach of McHugh Road at Costco Driveway 5 meet the warrant based on the chart comparing right turn and approach volumes and were therefore considered. Similarly, the westbound approach of Countryside Parkway at Costco Driveway 1 and Costco Driveway 2 and on the eastbound approach of US 34/Veterans Parkway at the Costco Driveway 4 meet the warrant based on uniformity of intersection design and were therefore considered. Therefore, it is recommended that right turn and left turn lanes are considered at these driveways.

As part of this study would be the installation of a traffic signal following the methodology established in the MUTCD and IDOT SRA criteria. Warrant 1, the eight-hour vehicular volume warrant, is typically the only vehicular volume/delay warrant that is considered for intersections on designated SRA routes. Traditionally, this warrant requires more than eight hours of data collection and substantial projections of future trips. However, additional guidance from IDOT states that in cases involving future volumes, the eight-hour vehicular volume hour can be estimated as 55 percent of the peak hour volumes.

Based on the projected weekday pm peak hour traffic volumes and utilizing the IDOT guidance to estimate the eighth hour volumes, the intersections of US 34 and Costco Driveway 4/Tuma Road and Countryside Parkway and McHugh Road do not meet the eight-hour warrants. Therefore, for the purposes of this study, the intersection of US 34 and Costco Driveway 4/Tuma Road was analyzed as a two-way stop-controlled intersection and the intersection of Countryside Parkway and McHugh Road was analyzed as the existing all-way stop-controlled configuration.

Results of the capacity analysis for the existing scenario indicate that all approaches are experiencing low delays at the signalized and unsignalized intersections. Delays increased in the background scenario and all movements operate adequately. In the future with project scenario, both signalized intersections continue to operate at adequate LOS, however the southbound approach at Countryside Parkway and US 34/Veterans Parkway operates at LOS F during the weekday pm and Saturday midday peak hours. One potential mitigation option to reduce the southbound approach delay would be to retime the existing signal timing plan by shifting 22 seconds of green time from the US 34/Veterans Parkway eastbound/ westbound through movement to the southbound approach during the weekday pm and 23 seconds of green time during the Saturday midday peak hours. As illustrated in Table 5, retiming the traffic signal would result in the southbound approach operating at LOS C with minimal impact on the eastbound and westbound approaches, with the US 34 approaches both operating at LOS B during both peak hours. The signal retiming would have to be approved by IDOT.

The results of the capacity analysis for the unsignalized intersections during the existing as well as the background scenario are projected to operate with low delays. In the future with project scenario, all movements at the unsignalized intersections continue to operate adequately, with all levels of service remaining at LOS D or better with the exception of the northwest approach of Tuma Road which is projected to operate at LOS F during the weekday pm peak hour. Higher delays are typical at stop-controlled approaches on minor streets and driveways at intersections with arterial roadways during peak periods. Additionally, it should be noted that the volume-to-capacity ratio of the minor approaches are less than one, indicating available capacity. While left turn movements from driveways onto arterials may experience delays during peak hours, they are expected to operate adequately at all other hours of the day.

Additionally, a 95th percentile queue analysis was conducted at each of the study area driveways. No major queues were observed at the turning movements with the exception of the southbound left turn at the Countryside Parkway and US 34/Veterans Parkway intersection. This southbound movement exceeds the existing storage during the weekday pm peak hour and Saturday midday peak hours with a queue of 341 feet and 381 feet, respectively. It should be noted that this is a trap lane and the queues do not spill back into the main travel lanes, however, it is anticipated that this queue will back up to the proposed Costco Driveway 4 (right in/right out). Based on the proposed mitigation scenario, the southbound queues will decrease to 208 feet during the weekday pm peak hour and 211 feet during the Saturday midday peak hour. Therefore, it is concluded that no queue storage mitigation is required at any of the intersections and site driveways.

Site circulation will be aided by a limited access internal roadway which is configured with traditional stop-controlled intersections and no direct access to parking aisles. The gas station is configured such that 80 vehicles can be held within the gas station area.

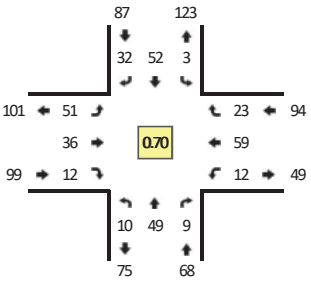
APPENDIX A

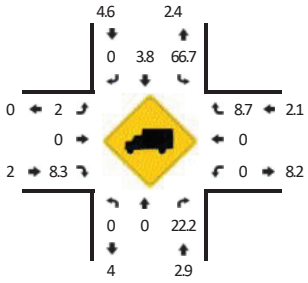
EXISTING TRAFFIC COUNTS

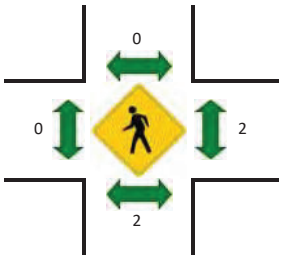
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

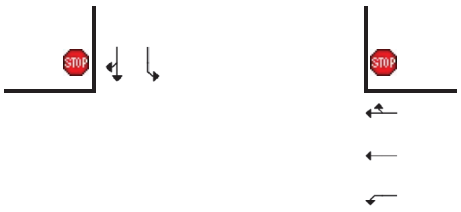
LOCATION: McHugh Rd -- E Countryside Pkwy | **QC JOB #:** 16749101
CITY/STATE: Yorkville, IL | **DATE:** Tue, Sep 17 2024

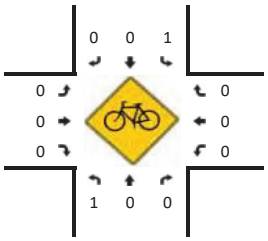
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

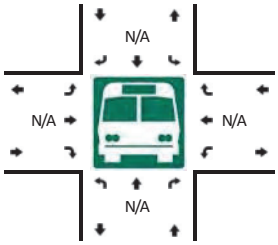


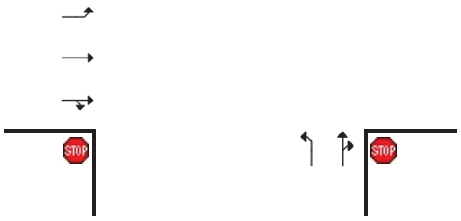


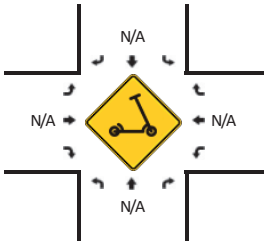












15-Min Count Period Beginning At	McHugh Rd (Northbound)				McHugh Rd (Southbound)				E Countryside Pkwy (Eastbound)				E Countryside Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	10	1	0	0	16	10	0	8	7	1	0	2	9	3	0	69	
7:15 AM	1	13	0	0	0	8	3	0	5	9	3	0	1	11	5	0	59	
7:30 AM	2	14	4	0	3	8	10	0	15	10	5	0	3	16	4	1	95	
7:45 AM	5	12	4	0	0	20	9	0	23	10	3	0	5	23	11	0	125	348
8:00 AM	0	21	0	0	2	13	2	0	11	9	1	0	4	12	2	1	78	357
8:15 AM	1	21	3	0	1	10	9	0	10	14	3	0	3	10	7	2	94	392
8:30 AM	3	7	3	0	1	22	13	0	13	8	3	0	4	5	6	0	88	385
8:45 AM	6	7	0	0	0	14	5	0	14	7	4	0	6	17	3	1	84	344

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	48	16	0	0	80	36	0	92	40	12	0	20	92	44	0	500
Heavy Trucks	0	0	8		0	4	0		4	0	0		0	0	0		16
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

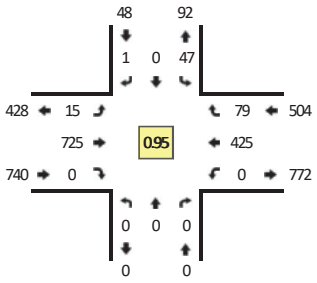
Comments:

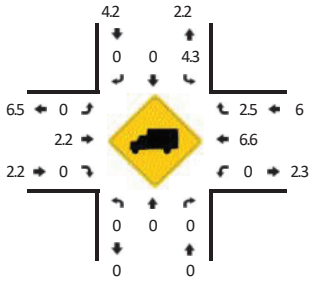
Report generated on 10/11/2024 7:18 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

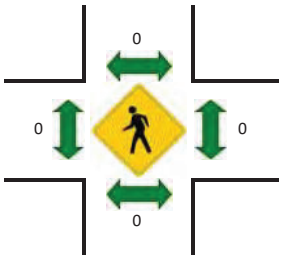
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

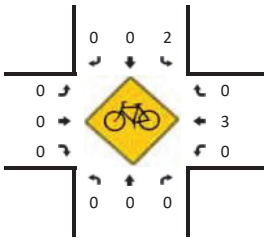
LOCATION: E Countryside Pkwy -- E Veterans Pkwy/US 34 | **QC JOB #:** 16749104
CITY/STATE: Yorkville, IL | **DATE:** Tue, Sep 17 2024

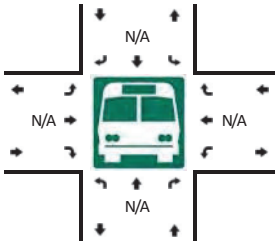
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:00 AM -- 7:15 AM

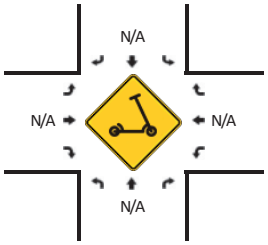












15-Min Count Period Beginning At	E Countryside Pkwy (Northbound)				E Countryside Pkwy (Southbound)				E Veterans Pkwy/US 34 (Eastbound)				E Veterans Pkwy/US 34 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	8	0	0	0	3	184	0	0	0	133	11	0	339	
7:15 AM	0	0	0	0	12	0	0	0	3	217	0	2	0	84	14	0	332	
7:30 AM	0	0	0	0	15	0	0	0	4	181	0	0	0	85	17	0	302	
7:45 AM	0	0	0	0	12	0	1	0	3	143	0	0	0	123	37	0	319	1292
8:00 AM	0	0	0	0	9	0	3	0	2	156	0	0	0	105	8	0	283	1236
8:15 AM	0	0	0	0	14	0	4	0	2	167	0	3	0	110	12	0	312	1216
8:30 AM	0	0	0	0	12	0	1	0	0	148	0	0	0	106	9	0	276	1190
8:45 AM	0	0	0	0	9	0	0	0	1	124	0	0	0	101	14	0	249	1120

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	32	0	0	0	12	736	0	0	0	532	44	0	1356
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	32	0		40
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4
Scooters																	

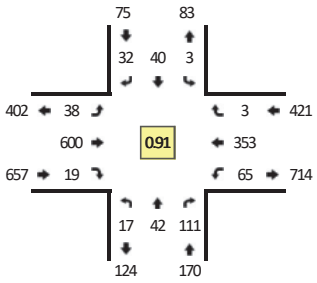
Comments:

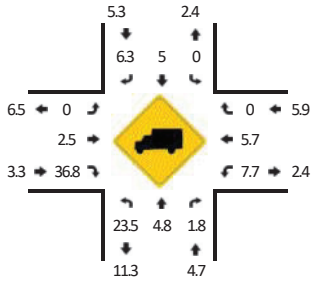
Report generated on 10/11/2024 7:18 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

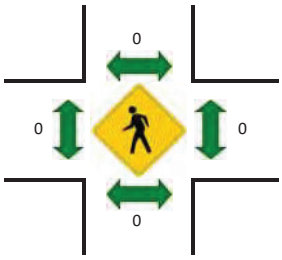
LOCATION: McHugh Rd -- E Veterans Pkwy/US 34 | **QC JOB #:** 16749107
CITY/STATE: Yorkville, IL | **DATE:** Wed, Sep 18 2024

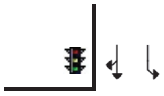
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:15 AM -- 7:30 AM

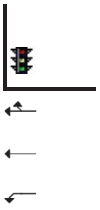


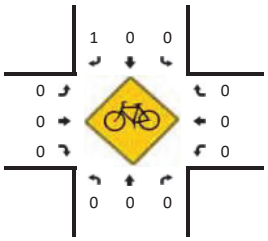


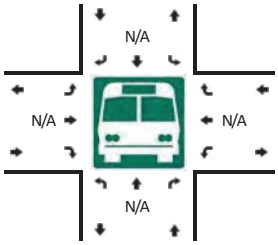
TRUE DATA TO IMPROVE MOBILITY

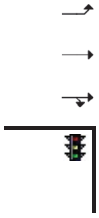


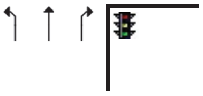


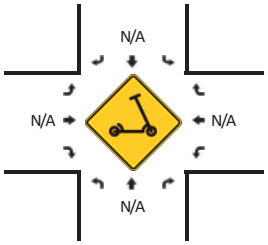












15-Min Count Period Beginning At	McHugh Rd (Northbound)				McHugh Rd (Southbound)				E Veterans Pkwy/US 34 (Eastbound)				E Veterans Pkwy/US 34 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	9	27	0	1	7	9	0	12	137	8	0	19	107	0	0	338	
7:15 AM	6	10	42	0	1	7	8	0	7	199	2	0	14	69	0	0	365	
7:30 AM	6	8	22	0	0	11	9	0	10	140	3	0	17	91	0	0	317	
7:45 AM	3	15	20	0	1	15	6	0	9	124	6	0	15	86	3	0	303	1323
8:00 AM	5	13	31	0	2	3	4	0	10	114	3	0	17	91	2	0	295	1280
8:15 AM	7	11	31	0	2	5	15	0	18	144	8	0	13	91	1	0	346	1261
8:30 AM	7	7	19	0	1	21	16	0	16	104	1	0	23	106	0	0	321	1265
8:45 AM	4	9	26	0	2	12	10	0	9	93	6	0	15	104	2	0	292	1254

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	40	168	0	4	28	32	0	28	796	8	0	56	276	0	0	1460
Heavy Trucks	4	0	0		0	0	4		0	12	4		0	12	0		36
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

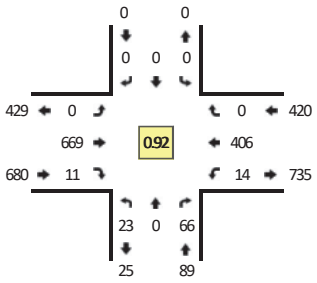
Comments:

Report generated on 10/11/2024 7:18 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

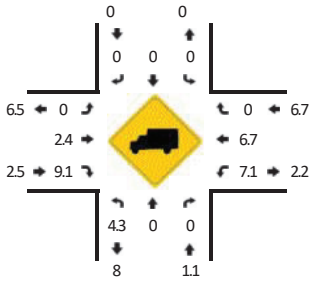
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

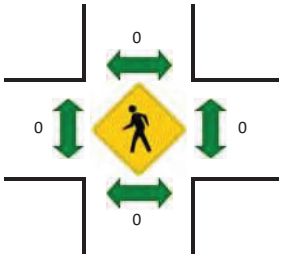
LOCATION: Tuma Rd -- E Veterans Pkwy/US 34 | **QC JOB #:** 16749110
CITY/STATE: Yorkville, IL | **DATE:** Tue, Sep 17 2024

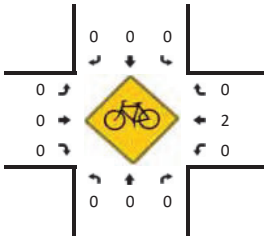
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:00 AM -- 7:15 AM

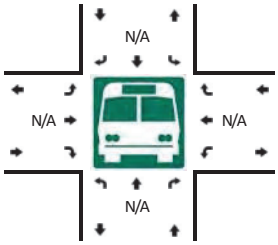


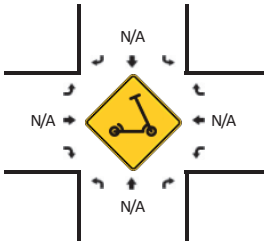
TRUE DATA TO IMPROVE MOBILITY











15-Min Count Period Beginning At	Tuma Rd (Northbound)				Tuma Rd (Southbound)				E Veterans Pkwy/US 34 (Eastbound)				E Veterans Pkwy/US 34 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	0	23	0	0	0	0	0	0	160	0	0	7	125	0	0	322	
7:15 AM	4	0	15	0	0	0	0	0	0	205	2	0	2	82	0	0	310	
7:30 AM	4	0	17	0	0	0	0	0	0	166	6	0	3	85	0	0	281	
7:45 AM	8	0	11	0	0	0	0	0	0	138	3	0	2	114	0	0	276	1189
8:00 AM	10	0	13	0	0	0	0	0	0	144	3	0	10	106	0	0	286	1153
8:15 AM	3	0	17	0	0	0	0	0	0	155	4	0	7	108	0	0	294	1137
8:30 AM	5	0	7	0	0	0	0	0	0	138	4	0	5	103	0	0	262	1118
8:45 AM	7	0	6	0	0	0	0	0	0	122	1	0	8	90	0	0	234	1076

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	0	92	0	0	0	0	0	0	640	0	0	28	500	0	0	1288
Heavy Trucks	4	0	0		0	0	0		0	12	0		0	32	0		48
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

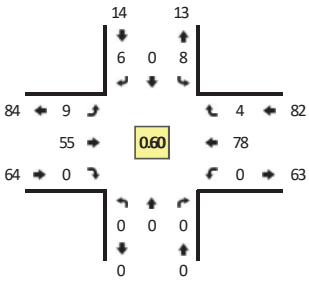
Report generated on 10/11/2024 7:18 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

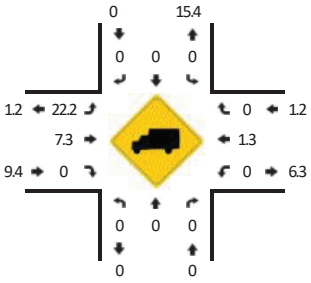
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

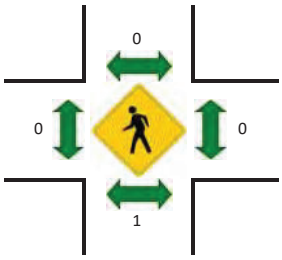
LOCATION: Prairie Pointe Dr -- E Countryside Pkwy
CITY/STATE: Yorkville, IL

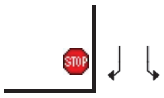
QC JOB #: 16749113
DATE: Wed, Sep 18 2024

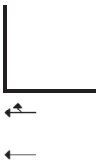
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

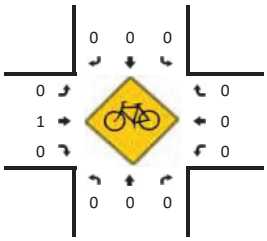


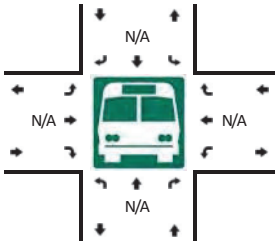


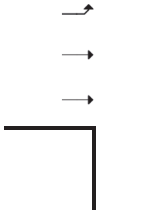


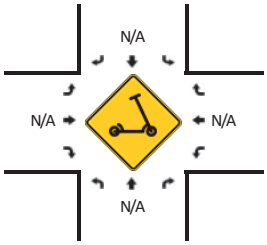












15-Min Count Period Beginning At	Prairie Pointe Dr (Northbound)				Prairie Pointe Dr (Southbound)				E Countryside Pkwy (Eastbound)				E Countryside Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	2	0	1	0	1	10	0	0	0	8	0	0	22	
7:15 AM	0	0	0	0	5	0	2	0	1	17	0	0	0	19	1	0	45	
7:30 AM	0	0	0	0	0	0	1	0	0	11	0	0	0	12	2	0	26	
7:45 AM	0	0	0	0	1	0	2	0	7	17	0	0	0	39	1	0	67	160
8:00 AM	0	0	0	0	2	0	1	0	0	10	0	0	0	14	1	0	28	166
8:15 AM	0	0	0	0	0	0	2	0	3	10	0	0	0	18	2	0	35	156
8:30 AM	0	0	0	0	1	0	2	0	1	11	0	0	0	12	1	0	28	158
8:45 AM	0	0	0	0	1	0	2	0	3	10	0	0	0	19	4	0	39	130

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	4	0	8	0	28	68	0	0	0	156	4	0	268
Heavy Trucks	0	0	0		0	0	0		8	0	0		0	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 10/11/2024 7:18 AM

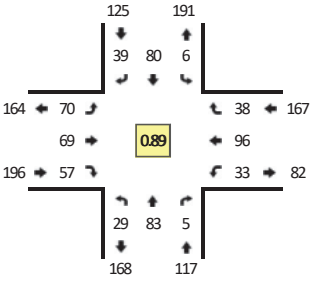
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

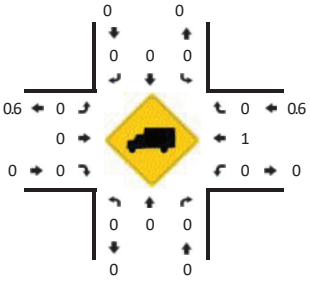
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

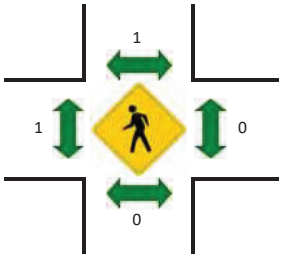
LOCATION: McHugh Rd -- E Countryside Pkwy
CITY/STATE: Yorkville, IL

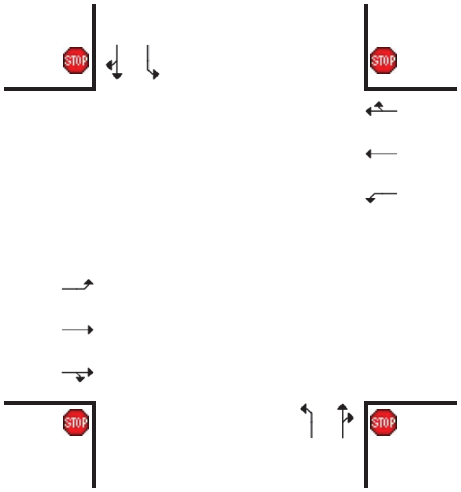
QC JOB #: 16749102
DATE: Tue, Sep 17 2024

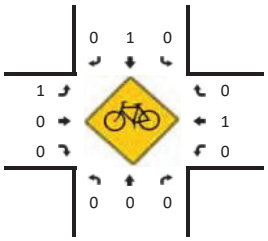
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

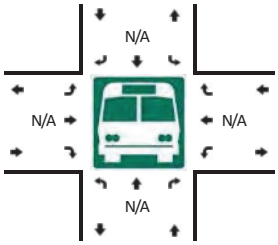


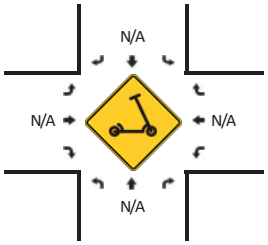












15-Min Count Period Beginning At	McHugh Rd (Northbound)				McHugh Rd (Southbound)				E Countryside Pkwy (Eastbound)				E Countryside Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	23	1	0	2	17	9	0	11	12	14	0	10	20	5	4	134	
4:15 PM	4	17	1	0	4	11	8	0	15	17	9	0	8	29	9	4	136	
4:30 PM	6	26	2	0	0	13	11	0	11	23	12	0	8	27	11	1	151	
4:45 PM	8	18	0	0	4	26	10	0	22	16	19	0	8	29	9	0	169	590
5:00 PM	7	20	2	0	2	20	12	0	21	15	14	0	6	17	6	1	143	599
5:15 PM	8	19	1	0	0	21	6	0	16	15	12	0	9	23	12	0	142	605
5:30 PM	5	13	0	0	3	15	13	0	12	12	17	0	6	26	7	1	130	584
5:45 PM	9	15	0	0	3	13	6	0	11	17	14	0	7	32	6	0	133	548

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	32	72	0	0	16	104	40	0	88	64	76	0	32	116	36	0	676
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	4	0		4	0	0		0	0	0		8
Scooters																	

Comments:

Report generated on 10/11/2024 7:30 AM

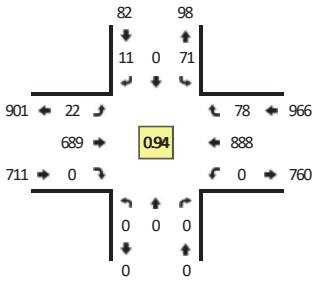
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

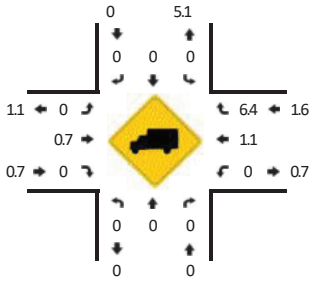
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

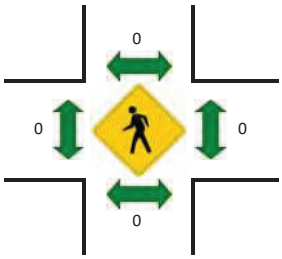
LOCATION: E Countryside Pkwy -- E Veterans Pkwy/US 34
CITY/STATE: Yorkville, IL

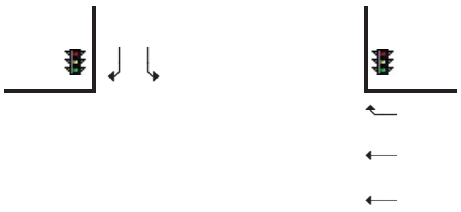
QC JOB #: 16749105
DATE: Tue, Sep 17 2024

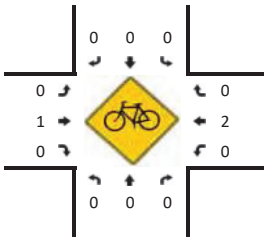
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

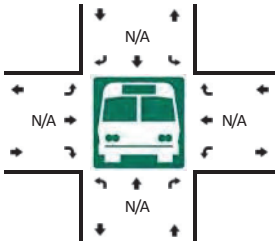


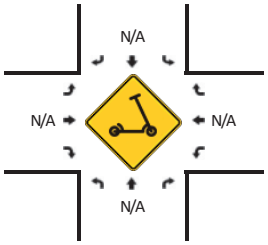












15-Min Count Period Beginning At	E Countryside Pkwy (Northbound)				E Countryside Pkwy (Southbound)				E Veterans Pkwy/US 34 (Eastbound)				E Veterans Pkwy/US 34 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	20	0	2	0	9	147	0	0	0	219	18	0	415	
4:15 PM	0	0	0	0	18	0	10	0	5	148	0	4	0	223	31	0	439	
4:30 PM	0	0	0	0	21	0	3	0	7	182	0	1	0	186	23	0	423	
4:45 PM	0	0	0	0	19	0	1	0	2	154	0	0	0	209	23	0	408	1685
5:00 PM	0	0	0	0	14	0	4	0	4	171	0	1	0	251	15	0	460	1730
5:15 PM	0	0	0	0	17	0	3	0	7	182	0	0	0	242	17	0	468	1759
5:30 PM	0	0	0	0	12	0	4	0	5	154	0	0	0	237	22	0	434	1770
5:45 PM	0	0	0	0	15	0	5	0	5	150	0	1	0	201	29	0	406	1768

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	68	0	12	0	28	728	0	0	0	968	68	0	1872
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	8	4		20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

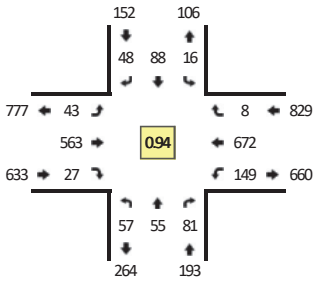
Report generated on 10/11/2024 7:30 AM

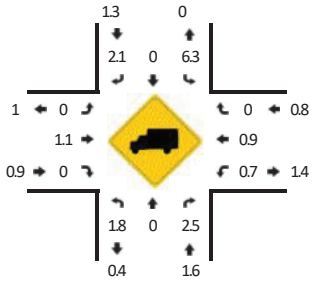
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

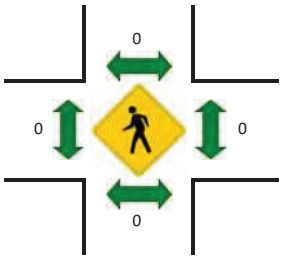
LOCATION: McHugh Rd -- E Veterans Pkwy/US 34 | **QC JOB #:** 16749108
CITY/STATE: Yorkville, IL | **DATE:** Wed, Sep 18 2024

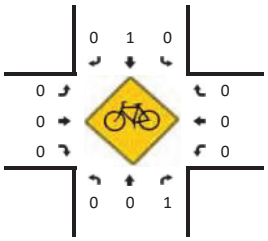
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

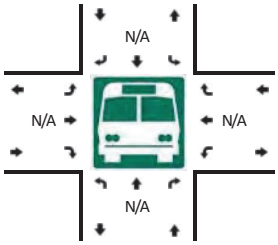


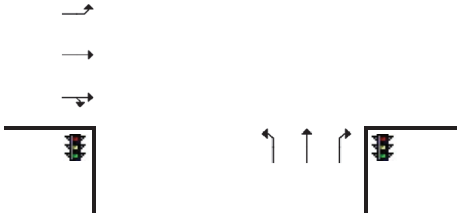


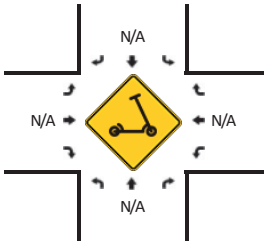
TRUE DATA TO IMPROVE MOBILITY











15-Min Count Period Beginning At	McHugh Rd (Northbound)				McHugh Rd (Southbound)				E Veterans Pkwy/US 34 (Eastbound)				E Veterans Pkwy/US 34 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	21	9	17	0	4	18	11	0	16	137	6	0	37	166	2	0	444	
4:15 PM	12	9	18	0	2	14	6	0	11	99	6	0	28	146	3	0	354	
4:30 PM	12	12	21	0	3	18	14	0	13	121	9	0	40	178	1	0	442	
4:45 PM	14	22	23	0	6	28	14	0	10	127	5	0	32	151	4	0	436	1676
5:00 PM	16	11	13	0	4	20	7	0	12	149	3	0	37	173	2	0	447	1679
5:15 PM	15	10	24	0	3	22	13	0	8	166	10	0	40	170	1	0	482	1807
5:30 PM	20	11	23	0	1	15	13	0	14	144	4	0	27	165	2	0	439	1804
5:45 PM	11	9	17	0	4	27	8	0	10	116	12	0	20	122	1	0	357	1725

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	60	40	96	0	12	88	52	0	32	664	40	0	160	680	4	0	1928
Heavy Trucks	4	0	4		4	0	0		0	4	0		0	4	0		20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	4		0	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

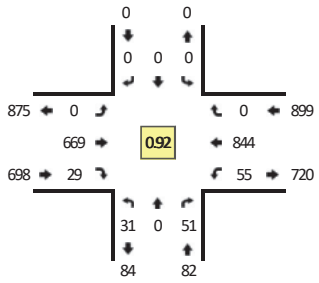
Report generated on 10/11/2024 7:30 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

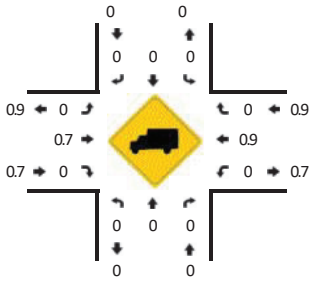
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

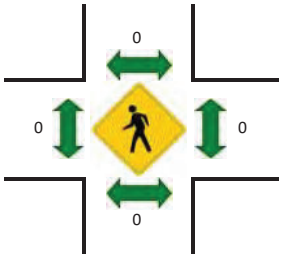
LOCATION: Tuma Rd -- E Veterans Pkwy/US 34
CITY/STATE: Yorkville, IL

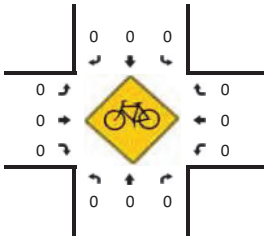
QC JOB #: 16749111
DATE: Tue, Sep 17 2024

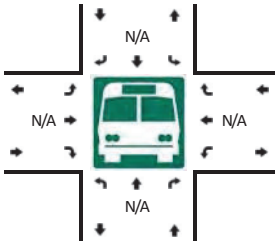
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

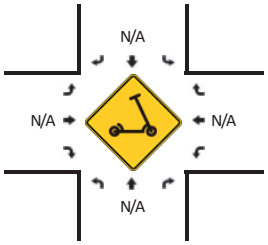












15-Min Count Period Beginning At	Tuma Rd (Northbound)				Tuma Rd (Southbound)				E Veterans Pkwy/US 34 (Eastbound)				E Veterans Pkwy/US 34 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	0	12	0	0	0	0	0	0	153	13	0	9	204	0	0	393	
4:15 PM	5	0	10	0	0	0	0	0	0	135	12	0	16	222	0	0	400	
4:30 PM	2	0	15	0	0	0	0	0	0	176	5	0	12	177	0	0	387	
4:45 PM	8	0	7	0	0	0	0	0	0	153	5	0	6	206	0	0	385	1565
5:00 PM	8	0	14	0	0	0	0	0	0	163	11	0	19	237	0	0	452	1624
5:15 PM	13	0	15	0	0	0	0	0	0	177	8	0	18	224	0	0	455	1679
5:30 PM	5	0	12	0	0	0	0	0	0	146	6	0	13	204	0	0	386	1678
5:45 PM	3	0	13	0	0	0	0	0	0	141	5	0	15	185	0	0	362	1655

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	52	0	60	0	0	0	0	0	0	708	32	0	72	896	0	0	1820
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	8	0		16
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 10/11/2024 7:30 AM

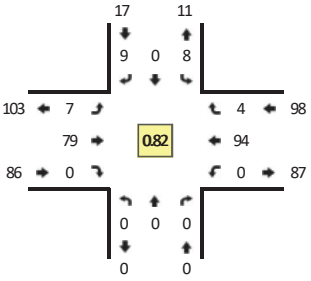
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

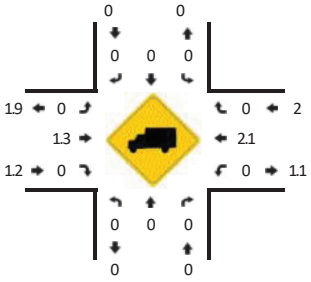
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

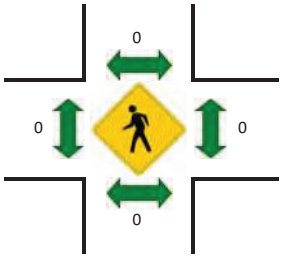
LOCATION: Prairie Pointe Dr -- E Countryside Pkwy
CITY/STATE: Yorkville, IL

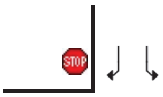
QC JOB #: 16749114
DATE: Wed, Sep 18 2024

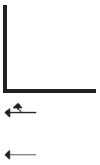
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

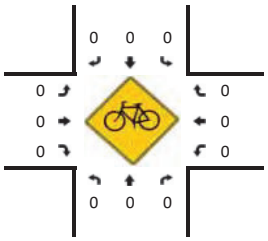


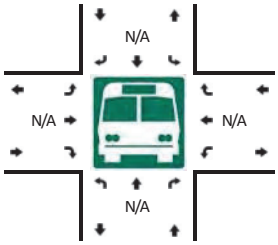


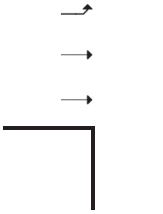


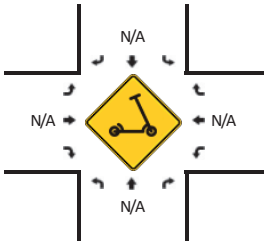












15-Min Count Period Beginning At	Prairie Pointe Dr (Northbound)				Prairie Pointe Dr (Southbound)				E Countryside Pkwy (Eastbound)				E Countryside Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	2	0	3	23	0	0	0	21	3	0	52	
4:15 PM	0	0	0	0	3	0	2	0	1	20	0	0	0	25	0	0	51	
4:30 PM	0	0	0	0	3	0	4	0	3	11	0	0	0	26	0	0	47	
4:45 PM	0	0	0	0	2	0	1	0	0	20	0	0	0	20	1	0	44	194
5:00 PM	0	0	0	0	1	0	2	0	1	19	0	0	0	25	1	0	49	191
5:15 PM	0	0	0	0	2	0	2	0	3	29	0	0	0	23	2	0	61	201
5:30 PM	0	0	0	0	2	0	0	0	1	17	0	0	0	13	0	0	33	187
5:45 PM	0	0	0	0	1	0	0	0	1	18	0	0	0	21	0	0	41	184

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	8	0	8	0	12	116	0	0	0	92	8	0	244
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 10/11/2024 7:30 AM

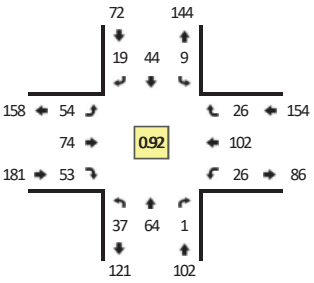
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

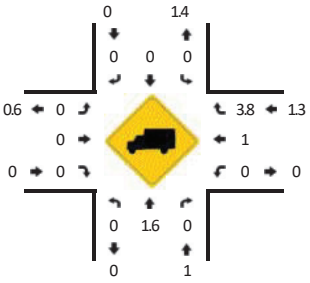
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

LOCATION: McHugh Rd -- E Countryside Pkwy
CITY/STATE: Yorkville, IL

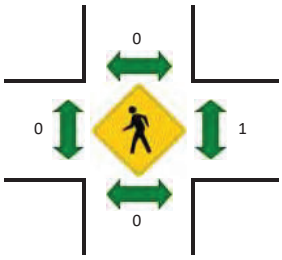
QC JOB #: 16749103
DATE: Sat, Sep 14 2024

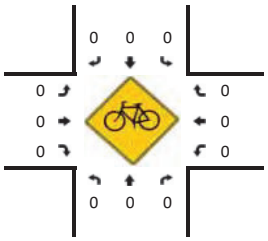
Peak-Hour: 12:45 PM -- 1:45 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

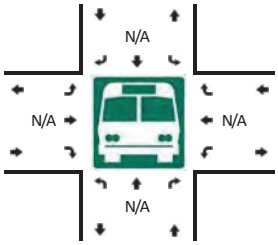


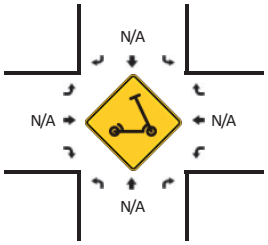


TRUE DATA TO IMPROVE MOBILITY









15-Min Count Period Beginning At	McHugh Rd (Northbound)				McHugh Rd (Southbound)				E Countryside Pkwy (Eastbound)				E Countryside Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	10	17	0	0	4	11	10	0	13	15	7	0	9	25	9	2	132	
11:15 AM	10	18	0	0	2	7	8	0	24	20	9	0	7	23	11	2	141	
11:30 AM	6	17	0	0	1	15	15	0	10	13	18	0	8	20	9	1	133	
11:45 AM	9	16	1	0	3	16	8	0	21	8	13	0	8	22	10	1	136	542
12:00 PM	16	14	0	0	0	11	6	0	16	12	10	0	6	26	6	2	125	535
12:15 PM	8	15	0	0	5	6	9	0	13	24	12	0	4	37	9	0	142	536
12:30 PM	13	11	0	0	3	10	6	0	10	14	17	0	3	28	12	1	128	531
12:45 PM	9	17	1	0	1	16	3	0	12	28	17	0	6	24	5	0	139	534
1:00 PM	10	13	0	0	4	6	5	0	12	12	7	0	4	26	10	1	110	519
1:15 PM	9	19	0	0	2	11	4	0	19	14	14	0	7	24	5	1	129	506
1:30 PM	9	15	0	0	2	11	7	0	11	20	15	0	7	28	6	0	131	509
1:45 PM	10	12	0	0	1	11	2	0	13	24	8	0	7	17	8	1	114	484
2:00 PM	8	12	0	0	0	11	9	0	14	16	8	0	0	14	11	0	103	477
2:15 PM	4	13	0	0	4	9	8	0	4	17	13	0	3	24	5	0	104	452
2:30 PM	9	13	0	0	3	12	3	0	9	14	9	0	5	21	8	0	106	427
2:45 PM	4	11	0	0	2	9	4	0	8	13	6	0	2	16	4	0	79	392

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	68	4	0	4	64	12	0	48	112	68	0	24	96	20	0	556
Heavy Trucks	0	4	0		0	0	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 10/11/2024 7:31 AM

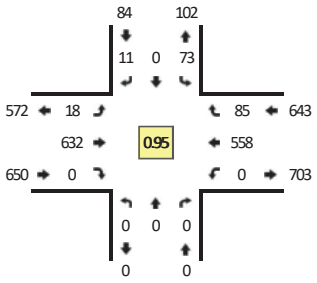
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

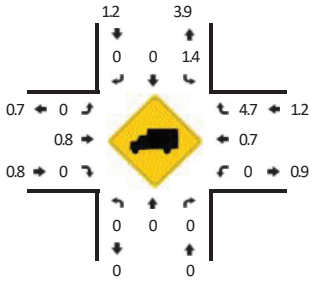
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

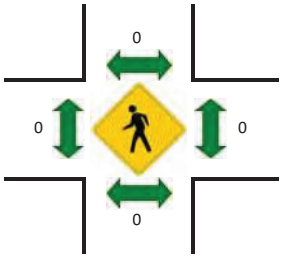
LOCATION: E Countryside Pkwy -- E Veterans Pkwy/US 34
CITY/STATE: Yorkville, IL

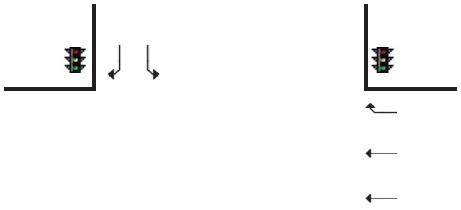
QC JOB #: 16749106
DATE: Sat, Sep 14 2024

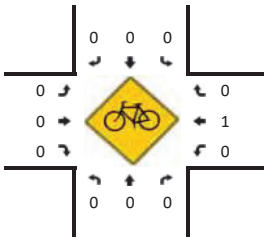
Peak-Hour: 12:45 PM -- 1:45 PM
Peak 15-Min: 1:30 PM -- 1:45 PM

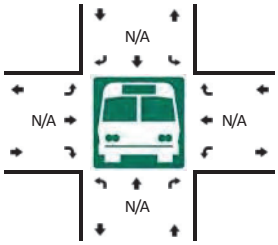


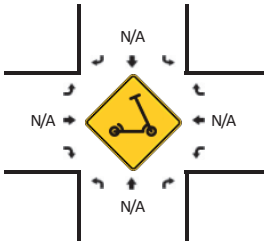












15-Min Count Period Beginning At	E Countryside Pkwy (Northbound)				E Countryside Pkwy (Southbound)				E Veterans Pkwy/US 34 (Eastbound)				E Veterans Pkwy/US 34 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	0	0	0	24	0	2	0	2	145	0	1	0	144	20	0	338	
11:15 AM	0	0	0	0	20	0	3	0	1	171	0	0	0	113	20	0	328	
11:30 AM	0	0	0	0	15	0	1	0	1	153	0	0	0	132	19	0	321	
11:45 AM	0	0	0	0	9	0	1	0	0	131	0	0	0	144	15	0	300	1287
12:00 PM	0	0	0	0	13	0	2	0	2	144	0	0	0	136	22	0	319	1268
12:15 PM	0	0	0	0	27	0	1	0	4	141	0	0	0	159	30	0	362	1302
12:30 PM	0	0	0	0	19	0	1	0	2	136	0	0	0	130	25	0	313	1294
12:45 PM	0	0	0	0	25	0	3	0	2	151	0	1	0	136	22	0	340	1334
1:00 PM	0	0	0	0	13	0	3	0	4	144	0	1	0	142	27	0	334	1349
1:15 PM	0	0	0	0	11	0	3	0	3	158	0	1	0	144	20	0	340	1327
1:30 PM	0	0	0	0	22	0	2	2	6	179	0	0	0	136	16	0	363	1377
1:45 PM	0	0	0	0	14	0	6	0	11	157	0	3	0	137	12	0	340	1377
2:00 PM	0	0	0	0	17	0	3	0	1	146	0	0	0	128	20	0	315	1358
2:15 PM	0	0	0	0	20	0	2	0	3	133	0	0	0	146	25	0	329	1347
2:30 PM	0	0	0	0	16	0	2	0	3	141	0	0	0	137	20	0	319	1303
2:45 PM	0	0	0	0	12	0	4	0	1	136	0	0	0	123	17	0	293	1256

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	88	0	8	8	24	716	0	0	0	544	64	0	1452
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	0	4		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

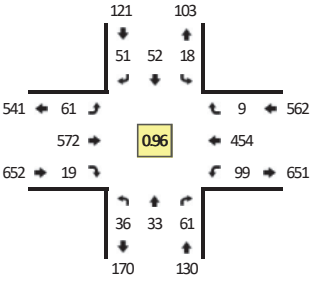
Report generated on 10/11/2024 7:31 AM

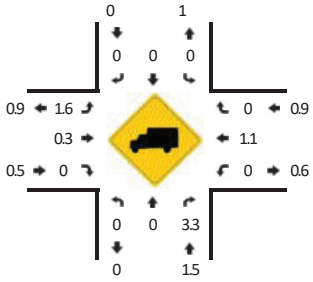
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

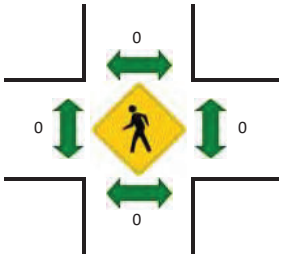
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

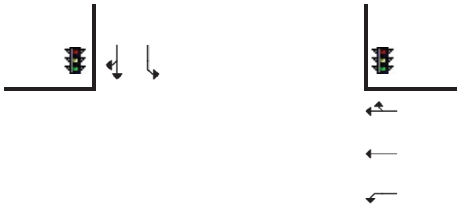
LOCATION: McHugh Rd -- E Veterans Pkwy/US 34 | **QC JOB #:** 16749109
CITY/STATE: Yorkville, IL | **DATE:** Sat, Sep 14 2024

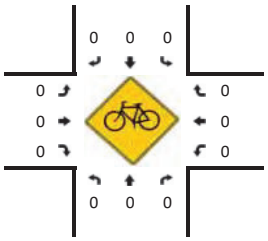
Peak-Hour: 12:45 PM -- 1:45 PM
Peak 15-Min: 1:30 PM -- 1:45 PM

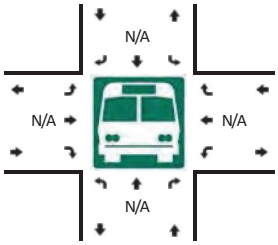


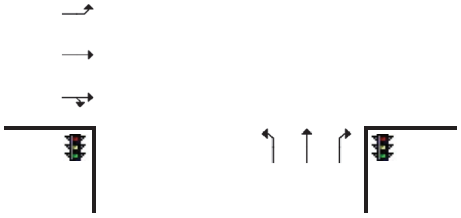


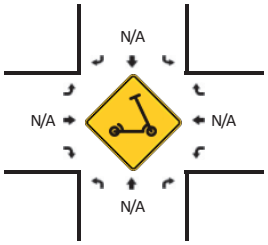












15-Min Count Period Beginning At	McHugh Rd (Northbound)				McHugh Rd (Southbound)				E Veterans Pkwy/US 34 (Eastbound)				E Veterans Pkwy/US 34 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	10	9	20	0	1	14	10	0	13	130	3	0	11	134	1	0	356	
11:15 AM	8	11	16	0	4	8	9	0	14	162	6	0	16	96	1	0	351	
11:30 AM	8	8	18	0	4	24	12	0	13	134	6	0	13	115	2	0	357	
11:45 AM	9	12	18	0	5	21	15	0	16	114	11	0	24	108	1	0	354	1418
12:00 PM	21	20	10	0	3	8	14	0	10	130	9	0	18	119	0	0	362	1424
12:15 PM	11	16	16	0	1	14	6	0	6	125	4	0	18	128	0	0	345	1418
12:30 PM	19	8	17	0	0	19	12	0	12	113	7	0	17	116	2	0	342	1403
12:45 PM	7	8	19	0	3	19	17	0	17	148	3	0	19	114	2	0	376	1425
1:00 PM	9	10	12	0	4	8	6	0	12	133	6	0	23	115	2	0	340	1403
1:15 PM	7	9	16	0	4	13	14	0	20	138	3	0	27	114	1	0	366	1424
1:30 PM	13	6	14	0	7	12	14	0	12	153	7	0	30	111	4	0	383	1465
1:45 PM	11	10	19	0	5	10	10	0	9	130	7	0	27	127	3	0	368	1457
2:00 PM	8	9	11	0	2	8	6	0	10	137	8	0	21	102	1	0	323	1440
2:15 PM	13	11	9	0	6	15	6	0	5	118	7	0	18	127	1	0	336	1410
2:30 PM	13	10	12	0	2	16	7	0	10	120	9	0	29	112	1	0	341	1368
2:45 PM	8	8	11	0	2	10	5	0	6	130	5	0	16	119	1	0	321	1321

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	52	24	56	0	28	48	56	0	48	612	28	0	120	444	16	0	1532
Heavy Trucks	0	0	4		0	0	0		0	0	0		0	4	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

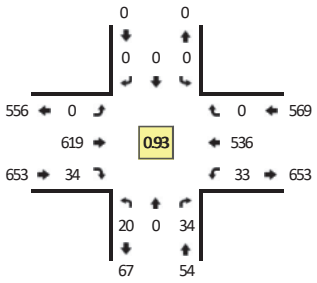
Report generated on 10/11/2024 7:31 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

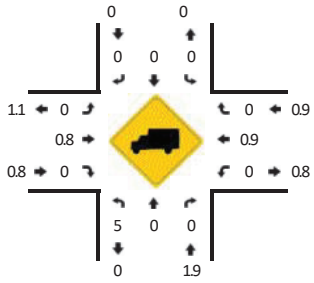
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Tuma Rd -- E Veterans Pkwy/US 34
CITY/STATE: Yorkville, IL

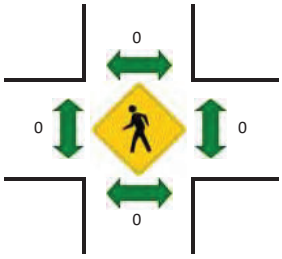
QC JOB #: 16749112
DATE: Sat, Sep 14 2024

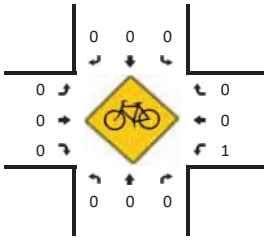
Peak-Hour: 12:45 PM -- 1:45 PM
Peak 15-Min: 1:30 PM -- 1:45 PM

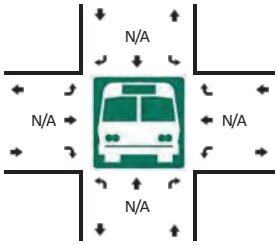


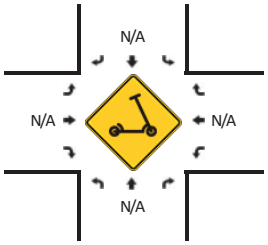


TRUE DATA TO IMPROVE MOBILITY









15-Min Count Period Beginning At	Tuma Rd (Northbound)				Tuma Rd (Southbound)				E Veterans Pkwy/US 34 (Eastbound)				E Veterans Pkwy/US 34 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	7	0	7	0	0	0	0	0	0	140	4	0	10	139	0	0	307	
11:15 AM	7	0	10	0	0	0	0	0	0	163	6	0	16	101	0	0	303	
11:30 AM	9	0	9	0	0	0	0	0	0	138	11	0	7	125	0	0	299	
11:45 AM	6	0	3	0	0	0	0	0	0	131	3	0	7	137	0	0	287	1196
12:00 PM	4	0	8	0	0	0	0	0	0	137	5	0	4	131	0	0	289	1178
12:15 PM	7	0	7	0	0	0	0	0	0	134	8	0	13	144	0	0	313	1188
12:30 PM	10	0	4	0	0	0	0	0	0	131	3	0	8	125	0	0	281	1170
12:45 PM	5	0	3	0	0	0	0	0	0	153	8	0	5	131	0	0	305	1188
1:00 PM	4	0	10	0	0	0	0	0	0	138	8	0	12	133	0	0	305	1204
1:15 PM	4	0	10	0	0	0	0	0	0	152	8	0	6	144	0	0	324	1215
1:30 PM	7	0	11	0	0	0	0	0	0	176	10	0	10	128	0	0	342	1276
1:45 PM	6	0	15	0	0	0	0	0	0	153	5	0	11	129	0	0	319	1290
2:00 PM	4	0	6	0	0	0	0	0	0	143	5	0	10	126	0	0	294	1279
2:15 PM	7	0	8	0	0	0	0	0	0	126	5	0	9	138	0	0	293	1248
2:30 PM	3	0	11	0	0	0	0	0	0	134	7	0	7	126	0	0	288	1194
2:45 PM	7	0	9	0	0	0	0	0	0	127	7	0	7	126	0	0	283	1158

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	0	44	0	0	0	0	0	0	704	40	0	40	512	0	0	1368
Heavy Trucks	4	0	0		0	0	0		0	4	0		0	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 10/11/2024 7:31 AM

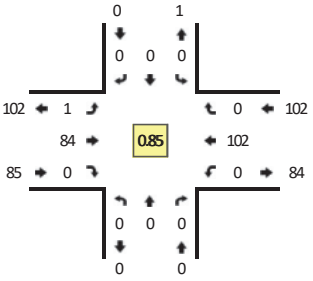
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

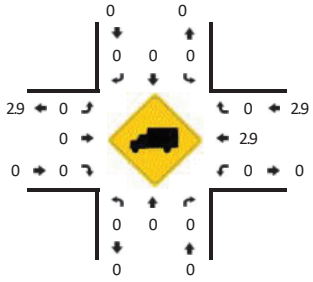
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

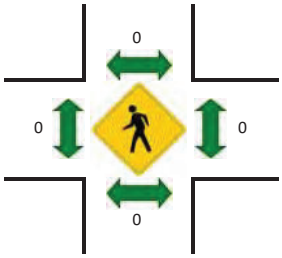
LOCATION: Prairie Pointe Dr -- E Countryside Pkwy
CITY/STATE: Yorkville, IL

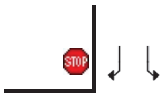
QC JOB #: 16749115
DATE: Sat, Sep 14 2024

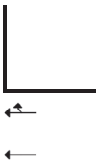
Peak-Hour: 12:45 PM -- 1:45 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

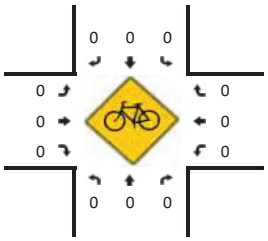


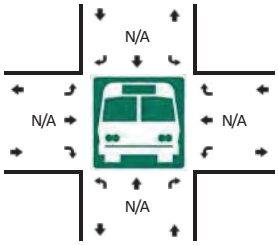


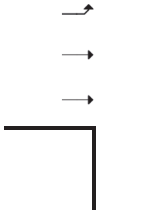


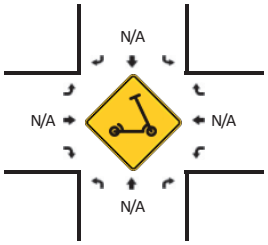












15-Min Count Period Beginning At	Prairie Pointe Dr (Northbound)				Prairie Pointe Dr (Southbound)				E Countryside Pkwy (Eastbound)				E Countryside Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	0	0	0	0	0	1	0	0	22	0	0	0	22	1	0	46	
11:15 AM	0	0	0	0	0	0	0	0	0	25	0	0	0	21	0	0	46	
11:30 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	20	0	0	35	
11:45 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	16	0	0	27	154
12:00 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	23	0	0	39	147
12:15 PM	0	0	0	0	0	0	0	0	0	28	0	0	0	35	0	0	63	164
12:30 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	27	0	0	45	174
12:45 PM	0	0	0	0	0	0	0	0	0	30	0	0	0	25	0	0	55	202
1:00 PM	0	0	0	0	0	0	0	0	1	17	0	0	0	30	0	0	48	211
1:15 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	24	0	0	40	188
1:30 PM	0	0	0	0	0	0	0	0	0	21	0	0	0	23	0	0	44	187
1:45 PM	0	0	0	0	0	0	0	0	0	26	0	0	0	22	0	0	48	180
2:00 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	21	0	0	38	170
2:15 PM	0	0	0	0	0	0	0	0	0	21	0	0	0	28	1	0	50	180
2:30 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	22	0	0	39	175
2:45 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	19	0	0	34	161

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	120	0	0	0	100	0	0	220
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 10/11/2024 7:31 AM

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

APPENDIX B

CMAP CORRESPONDENCE

Chicago Metropolitan Agency for Planning

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

October 24, 2024

Peter Reinhofer, P.E.
Chicago Traffic Services Leader/Senior Planner Manager
V3 Companies
7325 Janes Avenue
Woodridge, IL 60517

Subject: US34 and Countryside Parkway
IDOT

Dear Mr. Reinhofer:

In response to a request made on your behalf and dated October 18, 2024, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
US Route 34 east of McHugh Road	16,200	**21,000**
US Route 34 west of McHugh Road	14,000	**18,100**
Countryside Parkway between US 34 and McHugh Road	1,600	**2,000**
Countryside Parkway west of McHugh Road	3,600	**4,500**
McHugh Road south of US 34	2,950	**3,700**
McHugh Road north of US 34	2,000	**2,500**
Tuma Road south of US 34	1,100	**1,380**

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2024 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

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

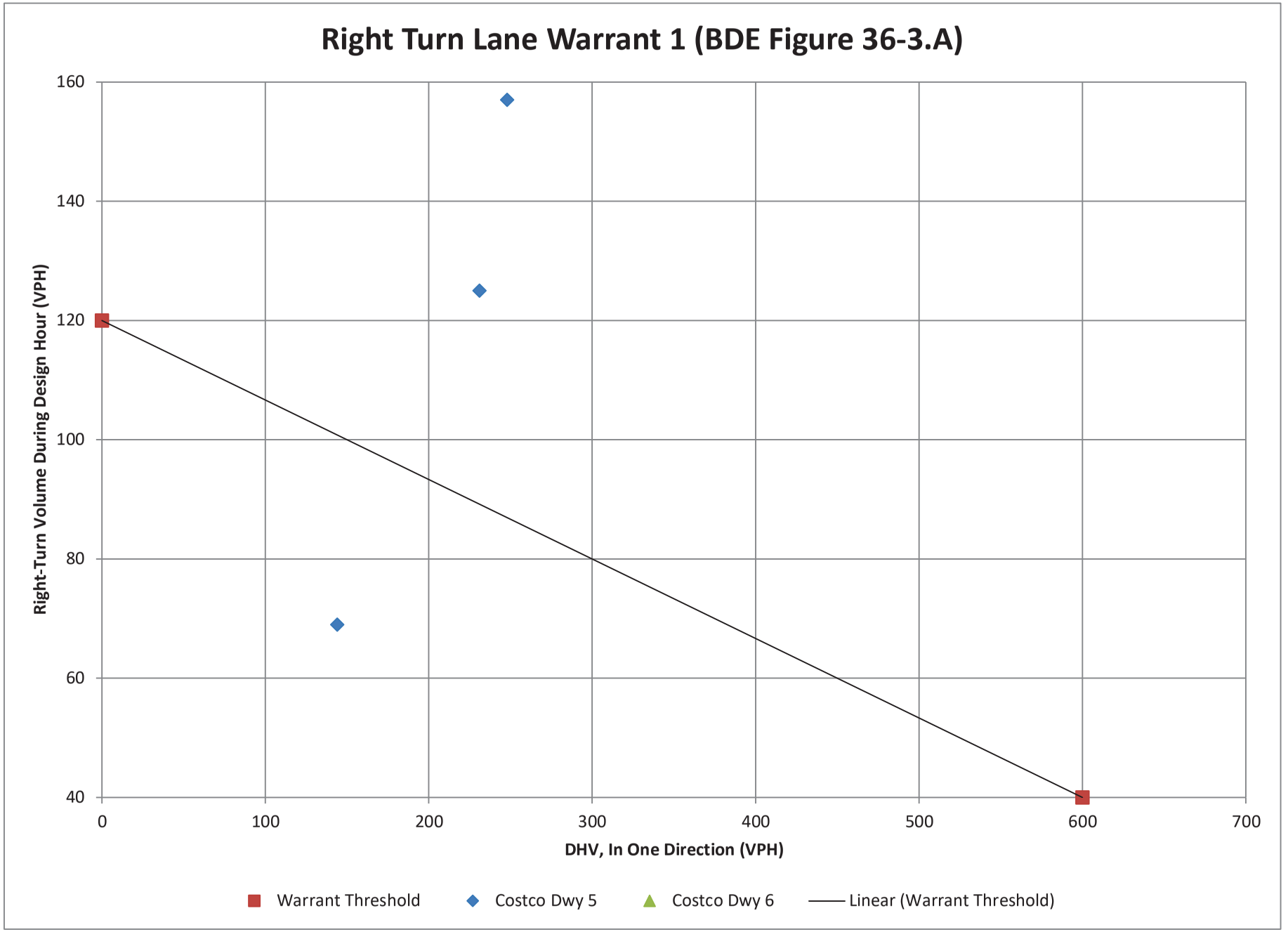
Cc: Rios (IDOT)
S:\AdminGroups\ResearchAnalysis\2024_TrafficForecasts\Yorkville\ke-06-24\ke-06-24.docx

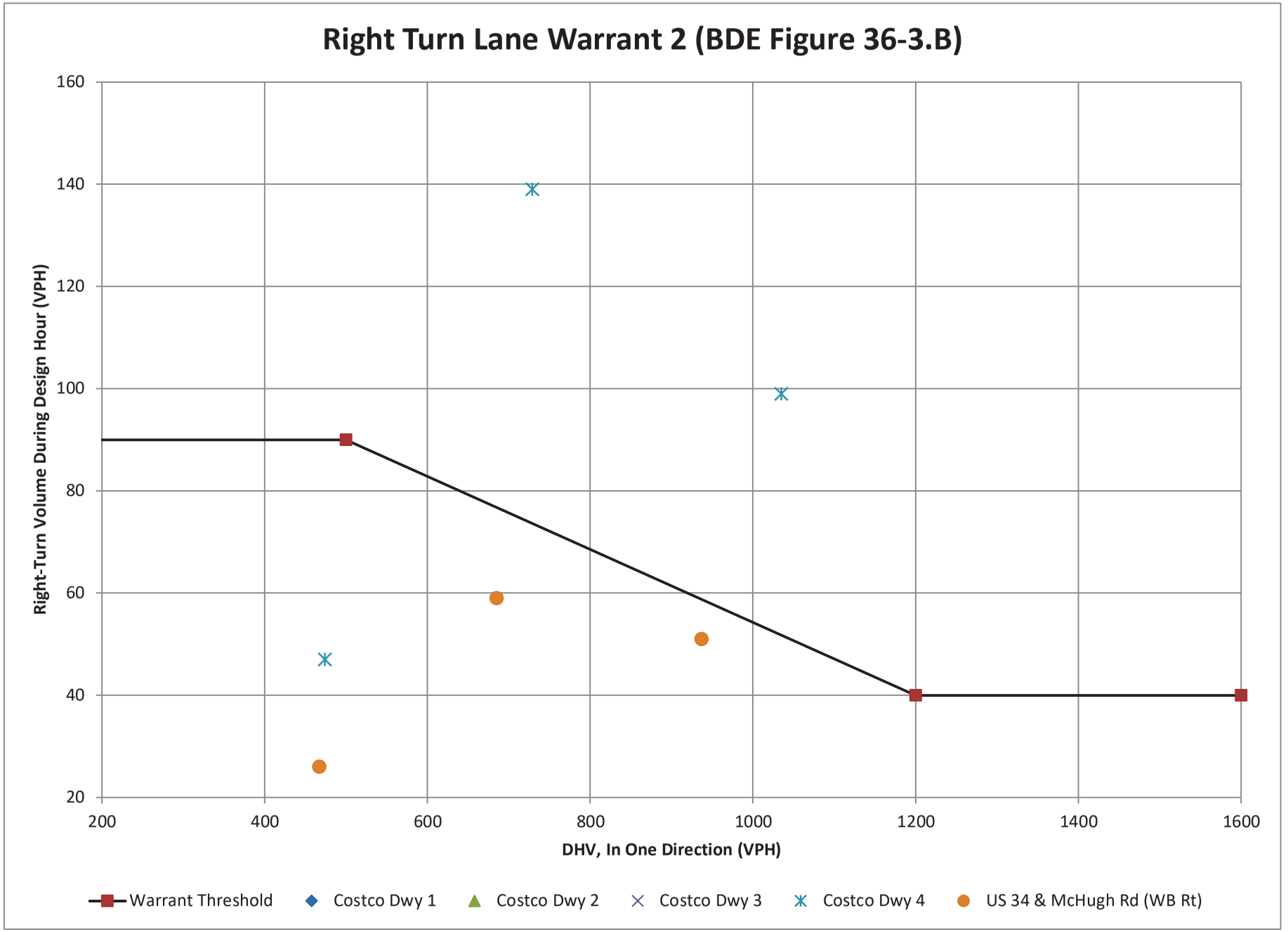
APPENDIX C

AUXILIARY LANE ANALYSIS

Criteria	Right-Turn Lane Warrants	Criteria Met?						Comments
		Costco Dwy 1	Costco Dwy 2	Costco Dwy 3	Costco Dwy 4	Costco Dwy 5	Costco Dwy 6	
1	Unsignalized intersection on a two lane highway that satisfies the criteria in BDE Figures	N/A	N/A	N/A	N/A	Yes	No	Costco Dwy 1 thru 4 are not a two-lane Highway. Costco Dwy 5 meets criteria to consider a right turn lane.
2	Unsignalized intersection on a four lane highway that satisfies the criteria in BDE Figures	No	No	No	Yes	N/A	N/A	Costco Dwy 4 meets the criteria to consider a right turn lane.
3	On expressways where the side street ADT is over 250	No	No	No	No	No	No	Not on an expressway.
4	Any intersection where a capacity analysis determines a right-turn lane is necessary to meet the LOS criteria	No	No	No	No	No	No	All movements operate at acceptable LOS.
5	At any intersection where the right-turning volume is greater than 150 vph and where there is greater than 300 vplph on the mainline	No	No	No	No	No	No	Right-turn lane volumes are less than 150 vph.
6	Uniformity of intersection design along the highway if other intersections have right-turn lanes	No	No	No	No	No	No	No unsignalized intersections in the area have right turn lanes
7	Any intersection where the mainline is curved to the left and the mainline curve requires superelevation	No	No	No	No	No	No	Roads are not on superelevated curves
8	At railroad crossings where the railroad is located close to the intersection and a right turn lane would be desirable to efficiently move through traffic on the parallel roadway	No	No	No	No	No	No	Not near a railroad.
9	Any intersection where the crash experience, traffic operations, sight distance restrictions, or engineering judgement indicates a significant conflict related to right-turning vehicles.	No	No	No	No	No	No	No additional indicators mandating right-turn lanes.

Criteria	Left-Turn Lane Warrants	Criteria Met?						Comments
		Costco Dwy 1	Costco Dwy 2	Costco Dwy 3	Costco Dwy 4	Costco Dwy 5	Costco Dwy 6	
1	Unsignalized intersection on a two lane highway that satisfies the criteria in BDE Figures	N/A	N/A	N/A - RIRO Only	N/A	N/A - Already Provided	N/A - Already Provided	Not a two-lane Highway.
2	Signalized intersetion where the left-turning volume is equal to or greater than 75 vph	N/A	N/A	N/A - RIRO Only	N/A	N/A - Already Provided	N/A - Already Provided	Not Signalized intersections
3	Any intersection where a capacity analysis determines a left-turn lane is necessary to meet the LOS criteria	N/A	N/A	N/A - RIRO Only	N/A	N/A - Already Provided	N/A - Already Provided	All movements operate at acceptable LOS
4	Uniformity of intersection design along the highway if other intersections have left-turn lanes	Yes	Yes	N/A - RIRO Only	Yes	N/A - Already Provided	N/A - Already Provided	Intersections to the west of Costco Dwy 1 and 2 and east and west of Costco Dwy 4 provide left turn lanes.
5	Any intersection where the crash experience, traffic operations, sight distance restrictions, or engineering judgement indicates a significant conflict related to left-turning vehicles.	No	No	N/A - RIRO Only	No	N/A - Already Provided	N/A - Already Provided	No additional indicators mandating left-turn lanes.


Right Turn Lane Warrant 1 (BDE Figure 36-3.A)
Right-Turn Volume During Design Hour (VPH)
160
140
120
100
80
60
40
0
100
200
300
400
500
600
700
DHV, In One Direction (VPH)
Warrant Threshold
Costco Dwy 5
Costco Dwy 6
Linear (Warrant Threshold)


Right Turn Lane Warrant 2 (BDE Figure 36-3.B)
Right-Turn Volume During Design Hour (VPH)
160
140
120
100
80
60
40
20
200
400
600
800
1000
1200
1400
1600
DHV, In One Direction (VPH)
Warrant Threshold
Costco Dwy 1
Costco Dwy 2
Costco Dwy 3
Costco Dwy 4
US 34 & McHugh Rd (WB Rt)

APPENDIX D

TRAFFIC SIGNAL WARRANT ANALYSIS

Date	12/26/2024

Location Information

Intersection	Countryside Parkway & McHugh Road
City	Yorkville
County	Kendall
District	3

Street Information

Major Street (EB/WB)	Countryside Parkway
Minor Street (NB/SB)	McHugh Road

Review Information

Counts Used	Quality Counts - 2031 FwP Volumes
Count Dates	9/17/2024
Date Reviewed	12/26/2024
Reviewed By	MFM

Warrant Information

Speed Limit of Major Street	40
Number of Lanes on Major	2
Number of Lanes on Minor	1
Isolated Community?	No
SRA Route Number	No

Countryside Parkway & McHugh Road
City: **Yorkville**
County: **Kendall**
District: **3**

Major Countryside Parkway
Minor McHugh Road

State Of Illinois
Department of Transportation
Bureau of Traffic

Date: 12/26/2024

SUMMARY OF TRAFFIC SURVEY

Route:	TRAFFIC FROM NORTH McHugh Road N. of: Countryside Parkway Going				TRAFFIC FROM SOUTH McHugh Road S. of: Countryside Parkway Going				TOTAL NORTH AND SOUTH	TRAFFIC FROM EAST Countryside Parkway E. of: McHugh Road Going				TRAFFIC FROM WEST Countryside Parkway W. of: McHugh Road Going				TOTAL EAST AND WEST	GRAND TOTAL
START TIME	EAST	SOUTH	WEST	TOTAL	WEST	NORTH	EAST	TOTAL		SOUTH	WEST	NORTH	TOTAL	NORTH	EAST	SOUTH	TOTAL		
AM	7	56	34	97	18	64	12	94	**191**	13	75	29	117	55	51	17	123	**240**	**431**
PM	18	86	42	146	43	89	5	137	**283**	35	140	53	228	73	111	75	259	**487**	**770**
SAT	30	47	20	97	61	68	1	130	**227**	28	172	49	249	58	139	76	273	**522**	**749**
55th % AM	4	31	19	54	10	36	7	53	**107**	7	41	16	64	30	28	9	67	**131**	**238**
55th % PM	10	47	23	80	24	50	3	77	**157**	19	77	29	125	40	61	41	142	**267**	**424**
55th % Sat	17	26	11	54	34	38	1	73	**127**	15	95	27	137	32	76	42	150	**287**	**414**

REVIEW INFORMATION

COUNTS USED: Quality Counts - 2031 FwP Volumes
COUNT DATE(S): 9/17/2024
DATA REVIEWED: 12/26/2024
REVIEWED BY: MFM

RIGHT TURN FACTORIZATION SHEET

INTERSECTION: Countryside Parkway & McHugh Road
MUNCIPALITY: Yorkville COUNTY: Kendall

DIR	PEAK HOUR	MINOR STREET STREET NAME		McHugh Road		CRITICAL MAINLINE APPROACH VOLUME PER LANE	BASE RIGHT TURN REDUCTION %	MAINLINE CONGESTION FACTOR %	ADJUSTED RIGHT TURN REDUCTION %	ADJUSTED RIGHT TURNS	ADJUSTED MINOR STREET VOLUME
		CONFIG. #		2							
		CRIT. MAINLINE LANE #		2							
		LEFT	THROUGH	RIGHT	APP. TOTAL						
SB	AM	7	56	34	97	38	40%	0%	40%	20	83
SB	PM	18	86	42	146	70	40%	0%	40%	25	129
SB	SAT	30	47	20	97	86	40%	0%	40%	12	89
SB	55th AM	4	31	19	54	21	40%	0%	40%	11	46
SB	55th PM	10	47	23	80	39	40%	0%	40%	14	71
SB	55th Sat	17	26	11	54	48	40%	0%	40%	7	49

MAINLINE CONGESTION FACTORS	
VOLUMES	FACTOR %
0-399	0%
400-499	5%
500-599	10%
600-699	15%
700-799	20%
800-899	25%
900-999	30%
1000-1099	35%
1100-1199	40%
1200-1299	45%
1300-1399	50%
1400-1499	55%

REVIEW INFORMATION
COUNTS USED: Quality Counts - 2031 FwP Volumes
COUNT DATE(S): 9/17/2024
DATE REVIEWED: 12/26/2024
REVIEWED BY: MFM

RIGHT TURN FACTORIZATION SHEET (CONT.)

LANE CONFIGURATIONS

Any configuration with an exclusive right turn lane (usually up to 600 ft. long)

PH	LEFT	THROUGH	RIGHT	TOTAL (A)	0.7A	0.35A	3T	T/3	(T+L)	(T+R)	3R	3L	T/2	T/4	L=T=R (+/-)
AM	7	56	34	97	68	34	168	19	63	90	102	21	28	14	NO
PM	18	86	42	146	102	51	258	29	104	128	126	54	43	22	NO
SAT	30	47	20	97	68	34	141	16	77	67	60	90	24	12	NO
55th AM	4	31	19	54	38	19	93	10	35	50	57	12	16	8	NO
55th PM	10	47	23	80	56	28	141	16	57	70	69	30	24	12	NO
55th Sat	17	26	11	54	38	19	78	9	43	37	33	51	13	7	NO

PH	BASE REDUCTION				
	CONFIG 1	CONFIG 2	CONFIG 3	CONFIG 4	CONFIG 5
AM	40%	40%	75%	30%	50%
PM	20%	40%	75%	30%	30%
SAT	20%	40%	75%	30%	30%
55th AM	40%	40%	75%	30%	50%
55th PM	20%	40%	75%	30%	30%
55th Sat	20%	40%	75%	30%	30%

SIGNAL WARRANT REVIEW SHEET

District #3

SRA: No / YES (NO)

INTERSECTION: Countryside Parkway & McHugh Road
MUNCIPALITY: Yorkville
COUNTY: Kendall

Speed Limit of Major Route 40
Number of Lanes of Major Approach 2
Isolated Community with Population< 10, No
Number of Lanes of Minor Approach 1

	MAJOR	ADJ. MINOR	Check any hours which meet the following Warrants			
			WARRANT 1			
HOUR BEGIN	STREET VOLUME (both approaches)	STREET VOLUME (higher volume approaches)	A	B	WARRANT 1 A/B: 8 hrs of both	
			100%	100%	80% of A	80% of B
AM	240	83				
PM	487	129			X	
SAT	522	89				
55th % AM	131	46				
55th % PM	267	71				
55th % SAT	287	49				
Met:			No	No	No	No
Volume Requirements:	MAJOR:		600	900	480	630
	MINOR:		150	100	120	80

REVIEW INFORMATION

COUNTS USED: Quality Counts - 2031 FwP Volumes
COUNT DATE(S): 9/17/2024
DATE REVIEWED: 12/26/2024
REVIEWED BY: MFM

Comments

WARRANT 1 YES (NO) N/A
Warrant 1 is met if any of the following Conditions are met:

- CONDITION A — Minmum Vehicular Volume — YES (NO) N/A
- CONDITION B — Interruption of Continuous Traffic — YES (NO) N/A
- CONDITION A/B — Combination of Warranrts — YES (NO) N/A

WARRANT 2 Four Hour Volume — YES NO (N/A)

WARRANT 3 Peak Hour Volume — YES NO (N/A)

WARRANT 4 Pedestrian Volume — YES NO (N/A)

WARRANT 5 School Crossing — YES NO (N/A)

WARRANT 6 Coordinated Signal System — YES NO (N/A)

WARRANT 7 Accidents Experience — YES NO (N/A)

WARRANT 8 Roadway Network — YES NO (N/A)

WARRANT 9 Intersection Near a Grade Crossing — YES NO (N/A)

Date	12/26/2024

Location Information

Intersection	US Route 34 & Tuma Road/Costco Dwy 4
City	Yorkville
County	Kendall
District	3

Street Information

Major Street (EB/WB)	US 34
Minor Street (NB/SB)	Tuma Road/Costco Dwy 4

Review Information

Counts Used	Quality Counts extrapolated to 2031
Count Dates	9/17/2024
Date Reviewed	12/26/2024
Reviewed By	MFM

Warrant Information

Speed Limit of Major Street	45
Number of Lanes on Major	2
Number of Lanes on Minor	1
Isolated Community?	No
SRA Route Number	513

US Route 34 & Tuma Road/Costco Dwy 4
City: **Yorkville**
County: **Kendall**
District: **3**

State Of Illinois
Department of Transportation
Bureau of Traffic

Date: 12/26/2024

Major US 34
Minor Tuma Road/Costco Dwy 4

SUMMARY OF TRAFFIC SURVEY

Route:	TRAFFIC FROM NORTH Tuma Road/Costco Dwy 4 N. of: US 34 Going				TRAFFIC FROM SOUTH Tuma Road/Costco Dwy 4 S. of: US 34 Going				TOTAL NORTH AND SOUTH	TRAFFIC FROM EAST US 34 E. of: Tuma Road/Costco Dwy 4 Going				TRAFFIC FROM WEST US 34 W. of: Tuma Road/Costco Dwy 4 Going				TOTAL EAST AND WEST	GRAND TOTAL
START TIME	EAST	SOUTH	WEST	TOTAL	WEST	NORTH	EAST	TOTAL		SOUTH	WEST	NORTH	TOTAL	NORTH	EAST	SOUTH	TOTAL	
AM	0	0	38	38	25	0	71	96	**134**	15	412	47	474	31	701	12	744	**1,218**	**1,352**
PM	0	0	75	75	33	0	55	88	**163**	59	877	99	1,035	65	699	31	795	**1,830**	**1,993**
SAT	0	0	102	102	21	0	36	57	**159**	35	555	139	729	89	654	36	779	**1,508**	**1,667**
55th % AM	0	0	21	21	14	0	40	54	**75**	8	227	26	261	17	386	7	410	**671**	**746**
55th % PM	0	0	41	41	18	0	31	49	**90**	32	482	54	568	36	384	17	437	**1,005**	**1,095**
55th % Sat	0	0	56	56	12	0	20	32	**88**	19	305	76	400	49	360	20	429	**829**	**917**

REVIEW INFORMATION

COUNTS USED: Quality Counts extrapolated to 2031
COUNT DATE(S): 9/17/2024
DATA REVIEWED: 12/26/2024
REVIEWED BY: MFM

RIGHT TURN FACTORIZATION SHEET

INTERSECTION: US Route 34 & Tuma Road/Costco Dwy 4
MUNCIPALITY: Yorkville COUNTY: Kendall

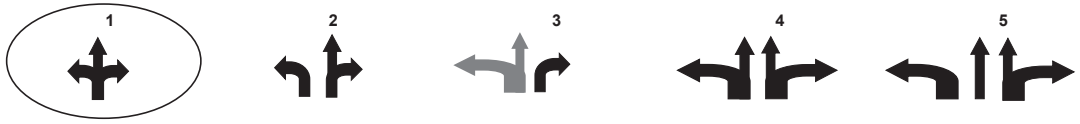
DIR	PEAK HOUR	MINOR STREET STREET NAME			Tuma Road/Costco Dwy 4	CRITICAL MAINLINE APPROACH VOLUME PER LANE	BASE RIGHT TURN REDUCTION %	MAINLINE CONGESTION FACTOR %	ADJUSTED RIGHT TURN REDUCTION %	ADJUSTED RIGHT TURNS	ADJUSTED MINOR STREET VOLUME
		CONFIG. #			1						
		CRIT. MAINLINE LANE #			2						
		LEFT	THROUGH	RIGHT	APP. TOTAL						
NB	AM	25	0	71	96	351	60%	0%	60%	28	53
NB	PM	33	0	55	88	350	40%	0%	40%	33	66
NB	SAT	21	0	36	57	327	40%	0%	40%	22	43
NB	55th AM	14	0	40	54	193	60%	0%	60%	16	29
NB	55th PM	18	0	31	49	192	40%	0%	40%	19	36
NB	55th Sat	12	0	20	32	180	40%	0%	40%	12	24

MAINLINE CONGESTION FACTORS	
VOLUMES	FACTOR %
0-399	0%
400-499	5%
500-599	10%
600-699	15%
700-799	20%
800-899	25%
900-999	30%
1000-1099	35%
1100-1199	40%
1200-1299	45%
1300-1399	50%
1400-1499	55%

REVIEW INFORMATION
COUNTS USED: Quality Counts extrapolated to 2031
COUNT DATE(S): 9/17/2024
DATE REVIEWED 12/26/2024
REVIEWED BY: MFM

RIGHT TURN FACTORIZATION SHEET (CONT.)

LANE CONFIGURATIONS



Any configuration with an exclusive right turn lane (usually up to 600 ft. long)

PH	LEFT	THROUGH	RIGHT	TOTAL (A)	0.7A	0.35A	3T	T/3	(T+L)	(T+R)	3R	3L	T/2	T/4	L=T=R (+/-)
AM	25	0	71	96	67	34	0	0	25	71	213	75	0	0	NO
PM	33	0	55	88	62	31	0	0	33	55	165	99	0	0	NO
SAT	21	0	36	57	40	20	0	0	21	36	108	63	0	0	NO
55th AM	14	0	40	54	38	19	0	0	14	40	120	42	0	0	NO
55th PM	18	0	31	49	34	17	0	0	18	31	93	54	0	0	NO
55th Sat	12	0	20	32	22	11	0	0	12	20	60	36	0	0	NO

PH	BASE REDUCTION				
	CONFIG 1	CONFIG 2	CONFIG 3	CONFIG 4	CONFIG 5
AM	60%	60%	75%	65%	75%
PM	40%	60%	75%	65%	75%
SAT	40%	60%	75%	65%	75%
55th AM	60%	60%	75%	65%	75%
55th PM	40%	60%	75%	65%	75%
55th Sat	40%	60%	75%	65%	75%

SIGNAL WARRANT REVIEW SHEET

District #1

SRA: 513 (YES) NO

INTERSECTION: US Route 34 & Tuma Road/Costco Dwy 4
MUNCIPALITY: Yorkville

COUNTY: Kendall

Speed Limit of Major Route 45
Number of Lanes of Major Approach 2

Isolated Community with Population< 10, No
Number of Lanes of Minor Approach 1

	MAJOR	ADJ. MINOR	Check any hours which meet the following Warrants			
			WARRANT 1			
	STREET	STREET	A	B	WARRANT 1 A/B: 8 hrs of both	
HOUR BEGIN	VOLUME (both approaches)	VOLUME (higher volume approaches)	100%	100%	80% of A	80% of B
AM	1,218	53				
PM	1,830	66				
SAT	1,508	43				
55th % AM	671	29				
55th % PM	1,005	36				
55th % SAT	829	24				
Met:			No	No	No	No
Volume Requirements:		MAJOR:	600	900	480	630
		MINOR:	150	125	120	80

REVIEW INFORMATION

COUNTS USED: Quality Counts extrapolated to 2031
COUNT DATE(S): 9/17/2024
DATE REVIEWED: 12/26/2024
REVIEWED BY: MFM

Comments

WARRANT 1 YES (NO) N/A
Warrant 1 is met if any of the following Conditions are met:

- CONDITION A — Minmum Vehicular Volume — YES (NO) N/A
- CONDITION B — Interruption of Continuous Traffic — YES (NO) N/A
- CONDITION A/B — Combination of Warranrts — YES (NO) N/A

WARRANT 2 Four Hour Volume — YES NO (N/A)

WARRANT 3 Peak Hour Volume — YES NO (N/A)

WARRANT 4 Pedestrian Volume — YES NO (N/A)

WARRANT 5 School Crossing — YES NO (N/A)

WARRANT 6 Coordinated Signal System — YES NO (N/A)

WARRANT 7 Accidents Experience — YES NO (N/A)

WARRANT 8 Roadway Network — YES NO (N/A)

WARRANT 9 Intersection Near a Grade Crossing — YES NO (N/A)

APPENDIX E

CAPACITY ANALYSIS WORKSHEETS
2024 EXISTING

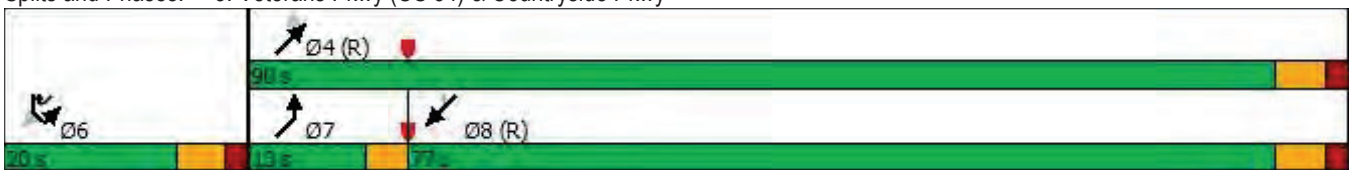
Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	61	2	15	725	425	79
Future Volume (vph)	61	2	15	725	425	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	180			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1615	1805	3539	3374	1568
Flt Permitted	0.950		0.472			
Satd. Flow (perm)	1736	1615	897	3539	3374	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		2				83
Link Speed (mph)	40			45	45	
Link Distance (ft)	1242			771	839	
Travel Time (s)	21.2			11.7	12.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	0%	0%	2%	7%	3%
Adj. Flow (vph)	64	2	16	763	447	83
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	2	16	763	447	83
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	32			12	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
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	6		7	4	8	6

Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Permitted Phases		6	4			8
Detector Phase	6	6	7	4	8	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.5	24.0	24.0	20.0
Total Split (s)	20.0	20.0	13.0	90.0	77.0	20.0
Total Split (%)	18.2%	18.2%	11.8%	81.8%	70.0%	18.2%
Maximum Green (s)	14.0	14.0	9.5	84.0	71.0	14.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	C-Max	C-Max	Max
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	14.0	14.0	86.5	84.0	80.2	103.8
Actuated g/C Ratio	0.13	0.13	0.79	0.76	0.73	0.94
v/c Ratio	0.29	0.01	0.02	0.28	0.18	0.06
Control Delay	47.5	29.5	1.5	2.5	5.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.5	29.5	1.5	2.5	5.3	0.3
LOS	D	C	A	A	A	A
Approach Delay	46.9			2.5	4.5	
Approach LOS	D			A	A	
90th %ile Green (s)	14.0	14.0	6.1	84.0	74.4	14.0
90th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
70th %ile Green (s)	14.0	14.0	5.8	84.0	74.7	14.0
70th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
50th %ile Green (s)	14.0	14.0	0.0	84.0	84.0	14.0
50th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
30th %ile Green (s)	14.0	14.0	0.0	84.0	84.0	14.0
30th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
10th %ile Green (s)	14.0	14.0	0.0	84.0	84.0	14.0
10th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
Queue Length 50th (ft)	42	0	1	34	37	0
Queue Length 95th (ft)	84	8	m3	37	76	5
Internal Link Dist (ft)	1162			691	759	
Turn Bay Length (ft)	200		180			250
Base Capacity (vph)	220	207	783	2702	2460	1484
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.01	0.02	0.28	0.18	0.06

Intersection Summary

Area Type:	Other	
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Green		
Natural Cycle: 55		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.29		
Intersection Signal Delay: 5.4		Intersection LOS: A
Intersection Capacity Utilization 34.2%		ICU Level of Service A
Analysis Period (min) 15		
m Volume for 95th percentile queue is metered by upstream signal.		

Splits and Phases: 5: Veterans Pkwy (US 34) & Countryside Pkwy



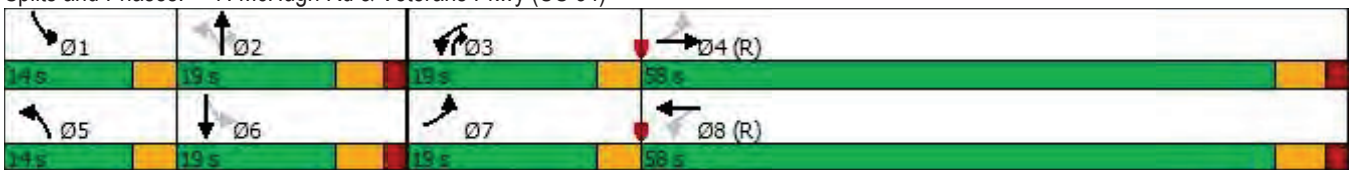
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	600	19	65	353	3	17	42	111	4	40	32
Future Volume (vph)	38	600	19	65	353	3	17	42	111	4	40	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	180		0	110		110	245		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	170			180			105			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.999				0.850		0.934	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3452	0	1671	3404	0	1456	1810	1583	1805	1683	0
Flt Permitted	0.521			0.328			0.655			0.727		
Satd. Flow (perm)	990	3452	0	577	3404	0	1004	1810	1583	1381	1683	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			1				122		30	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		892			1073			856			727	
Travel Time (s)		13.5			16.3			19.5			14.2	
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 (%)	0%	3%	37%	8%	6%	0%	24%	5%	2%	0%	5%	6%
Adj. Flow (vph)	42	659	21	71	388	3	19	46	122	4	44	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	680	0	71	391	0	19	46	122	4	79	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0	9.5	10.5	24.0	
Total Split (s)	19.0	58.0		19.0	58.0		14.0	19.0	19.0	14.0	19.0	
Total Split (%)	17.3%	52.7%		17.3%	52.7%		12.7%	17.3%	17.3%	12.7%	17.3%	
Maximum Green (s)	15.5	52.0		15.5	52.0		10.5	13.0	15.5	10.5	13.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max	None	None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	69.3	60.4		72.0	64.8		29.2	25.0	38.1	27.4	22.5	
Actuated g/C Ratio	0.63	0.55		0.65	0.59		0.27	0.23	0.35	0.25	0.20	
v/c Ratio	0.06	0.36		0.16	0.19		0.06	0.11	0.19	0.01	0.22	
Control Delay	6.6	14.6		7.4	11.2		30.6	36.5	5.8	29.8	27.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	6.6	14.6		7.4	11.2		30.6	36.5	5.8	29.8	27.9	
LOS	A	B		A	B		C	D	A	C	C	
Approach Delay		14.2			10.6			15.9			28.0	
Approach LOS		B			B			B			C	
90th %ile Green (s)	7.4	58.9		8.6	60.1		8.4	17.2	8.6	6.3	15.1	
90th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Ped	Gap	Gap	Ped	
70th %ile Green (s)	6.7	59.8		7.7	60.8		7.3	27.0	7.7	0.0	16.2	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Skip	Ped	
50th %ile Green (s)	6.3	60.4		7.1	61.2		0.0	27.0	7.1	0.0	27.0	
50th %ile Term Code	Gap	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
30th %ile Green (s)	0.0	61.0		6.5	71.0		0.0	27.0	6.5	0.0	27.0	
30th %ile Term Code	Skip	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
10th %ile Green (s)	0.0	61.9		5.6	71.0		0.0	27.0	5.6	0.0	27.0	
10th %ile Term Code	Skip	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
Queue Length 50th (ft)	9	134		16	67		10	25	0	2	27	
Queue Length 95th (ft)	21	180		31	90		29	63	43	11	78	
Internal Link Dist (ft)		812			993			776			647	
Turn Bay Length (ft)	180			180			110		110	245		
Base Capacity (vph)	776	1897		539	2006		312	412	740	406	367	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.05	0.36		0.13	0.19		0.06	0.11	0.16	0.01	0.22	

Intersection Summary

Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 14.1		Intersection LOS: B	
Intersection Capacity Utilization 42.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: McHugh Rd & Veterans Pkwy (US 34)



Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	36	12	12	59	23	12	60	11	3	52	32
Future Vol, veh/h	51	36	12	12	59	23	12	60	11	3	52	32
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	2	0	8	0	0	9	0	0	22	67	4	0
Mvmt Flow	73	51	17	17	84	33	17	86	16	4	74	46
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	9.1	8.7	9.2	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	85%	0%	100%	50%	0%	100%	46%	0%	62%
Vol Right, %	0%	15%	0%	0%	50%	0%	0%	54%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	71	51	24	24	12	39	43	3	84
LT Vol	12	0	51	0	0	12	0	0	3	0
Through Vol	0	60	0	24	12	0	39	20	0	52
RT Vol	0	11	0	0	12	0	0	23	0	32
Lane Flow Rate	17	101	73	34	34	17	56	61	4	120
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.029	0.152	0.122	0.052	0.05	0.029	0.086	0.09	0.009	0.177
Departure Headway (Hd)	6.018	5.409	6.031	5.493	5.278	6.027	5.523	5.297	7.15	5.312
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	592	658	591	647	673	591	645	672	499	671
Service Time	3.788	3.18	3.805	3.268	3.052	3.798	3.295	3.069	4.918	3.08
HCM Lane V/C Ratio	0.029	0.153	0.124	0.053	0.051	0.029	0.087	0.091	0.008	0.179
HCM Control Delay	9	9.2	9.7	8.6	8.3	9	8.8	8.6	10	9.2
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.4	0.2	0.2	0.1	0.3	0.3	0	0.6

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	55	89	5	8	6
Future Vol, veh/h	9	55	89	5	8	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	22	7	1	0	0	0
Mvmt Flow	15	92	148	8	13	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	156	0	-	0	228	78
Stage 1	-	-	-	-	152	-
Stage 2	-	-	-	-	76	-
Critical Hdwy	4.54	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.42	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1287	-	-	-	745	973
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1287	-	-	-	736	973
Mov Cap-2 Maneuver	-	-	-	-	736	-
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	944	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1287	-	-	-	736	973
HCM Lane V/C Ratio	0.012	-	-	-	0.018	0.01
HCM Control Delay (s)	7.8	-	-	-	10	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.3

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	23	66	669	11	14	406
Future Vol, veh/h	23	66	669	11	14	406
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	-	-	-	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	2	2	9	7	7
Mvmt Flow	25	72	727	12	15	441

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	984	370	0	0	739	0
Stage 1	733	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Critical Hdwy	6.88	6.94	-	-	4.24	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-
Follow-up Hdwy	3.54	3.32	-	-	2.27	-
Pot Cap-1 Maneuver	242	627	-	-	831	-
Stage 1	431	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	238	627	-	-	831	-
Mov Cap-2 Maneuver	238	-	-	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	748	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	15.4	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	441	831	-
HCM Lane V/C Ratio	-	-	0.219	0.018	-
HCM Control Delay (s)	-	-	15.4	9.4	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

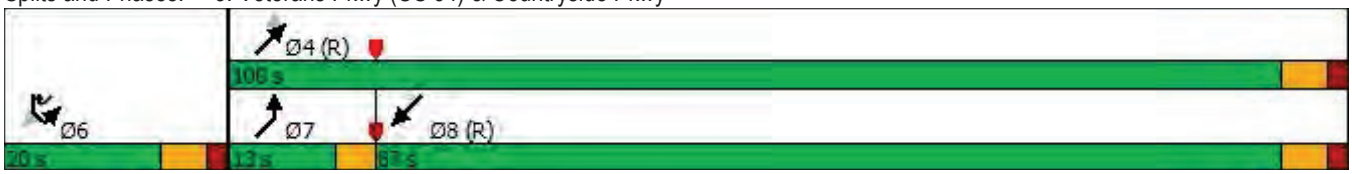
Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	75	12	22	689	888	78
Future Volume (vph)	75	12	22	689	888	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	180			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1805	3574	3574	1524
Flt Permitted	0.950		0.269			
Satd. Flow (perm)	1805	1615	511	3574	3574	1524
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		13				83
Link Speed (mph)	40			45	45	
Link Distance (ft)	1242			771	839	
Travel Time (s)	21.2			11.7	12.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	6%
Adj. Flow (vph)	80	13	23	733	945	83
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	13	23	733	945	83
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	32			12	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
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	6		7	4	8	6

Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Permitted Phases		6	4			8
Detector Phase	6	6	7	4	8	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.5	24.0	24.0	20.0
Total Split (s)	20.0	20.0	13.0	100.0	87.0	20.0
Total Split (%)	16.7%	16.7%	10.8%	83.3%	72.5%	16.7%
Maximum Green (s)	14.0	14.0	9.5	94.0	81.0	14.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	C-Max	C-Max	Max
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	14.0	14.0	96.5	94.0	88.3	110.7
Actuated g/C Ratio	0.12	0.12	0.80	0.78	0.74	0.92
v/c Ratio	0.38	0.07	0.05	0.26	0.36	0.06
Control Delay	54.8	22.2	1.2	1.4	6.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.8	22.2	1.2	1.4	6.5	0.3
LOS	D	C	A	A	A	A
Approach Delay	50.3			1.4	6.0	
Approach LOS	D			A	A	
90th %ile Green (s)	14.0	14.0	6.2	94.0	84.3	14.0
90th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
70th %ile Green (s)	14.0	14.0	5.9	94.0	84.6	14.0
70th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
50th %ile Green (s)	14.0	14.0	5.8	94.0	84.7	14.0
50th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
30th %ile Green (s)	14.0	14.0	0.0	94.0	94.0	14.0
30th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
10th %ile Green (s)	14.0	14.0	0.0	94.0	94.0	14.0
10th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
Queue Length 50th (ft)	58	0	1	20	137	0
Queue Length 95th (ft)	110	20	4	34	172	5
Internal Link Dist (ft)	1162			691	759	
Turn Bay Length (ft)	200		180			250
Base Capacity (vph)	210	199	513	2799	2630	1412
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.07	0.04	0.26	0.36	0.06

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay: 6.4		Intersection LOS: A	
Intersection Capacity Utilization 38.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Veterans Pkwy (US 34) & Countryside Pkwy



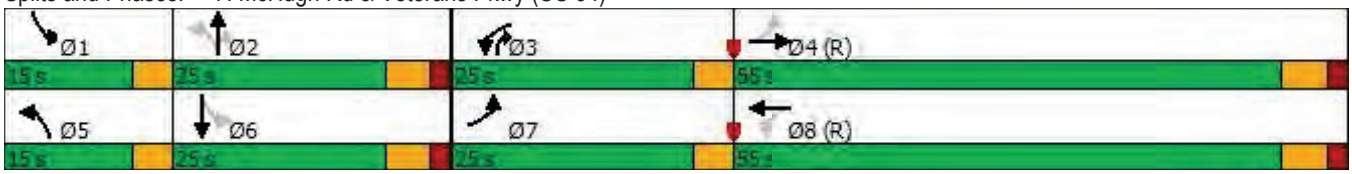
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	563	27	149	672	9	57	61	81	18	98	54
Future Volume (vph)	47	563	27	149	672	9	57	61	81	18	98	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	180		0	110		110	245		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	170			180			105			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.998				0.850		0.947	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3551	0	1787	3568	0	1770	1900	1568	1703	1787	0
Flt Permitted	0.343			0.338			0.500			0.715		
Satd. Flow (perm)	652	3551	0	636	3568	0	931	1900	1568	1282	1787	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			1				86		20	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		892			1073			856			727	
Travel Time (s)		13.5			16.3			19.5			14.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	1%	1%	0%	2%	0%	3%	6%	0%	2%
Adj. Flow (vph)	50	599	29	159	715	10	61	65	86	19	104	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	628	0	159	725	0	61	65	86	19	161	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0	9.5	10.5	24.0	
Total Split (s)	25.0	55.0		25.0	55.0		15.0	25.0	25.0	15.0	25.0	
Total Split (%)	20.8%	45.8%		20.8%	45.8%		12.5%	20.8%	20.8%	12.5%	20.8%	
Maximum Green (s)	21.5	49.0		21.5	49.0		11.5	19.0	21.5	11.5	19.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max	None	None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	69.9	60.7		76.2	65.6		36.3	29.6	45.4	31.8	23.9	
Actuated g/C Ratio	0.58	0.51		0.64	0.55		0.30	0.25	0.38	0.26	0.20	
v/c Ratio	0.11	0.35		0.32	0.37		0.18	0.14	0.13	0.05	0.43	
Control Delay	9.0	18.6		10.6	16.2		31.6	38.7	6.2	30.1	42.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	9.0	18.6		10.6	16.2		31.6	38.7	6.2	30.1	42.6	
LOS	A	B		B	B		C	D	A	C	D	
Approach Delay		17.9			15.2			23.5			41.3	
Approach LOS		B			B			C			D	
90th %ile Green (s)	8.0	58.0		12.5	62.5		11.3	22.5	12.5	8.0	19.2	
90th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
70th %ile Green (s)	7.2	59.7		10.8	63.3		9.6	23.5	10.8	7.0	20.9	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
50th %ile Green (s)	6.7	60.8		9.7	63.8		8.4	34.0	9.7	0.0	22.1	
50th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Skip	MaxR	
30th %ile Green (s)	6.2	61.8		8.7	64.3		7.3	34.0	8.7	0.0	23.2	
30th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Skip	MaxR	
10th %ile Green (s)	0.0	63.3		7.2	74.0		0.0	34.0	7.2	0.0	34.0	
10th %ile Term Code	Skip	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
Queue Length 50th (ft)	13	146		46	159		34	37	0	10	98	
Queue Length 95th (ft)	28	199		73	191		68	84	35	29	174	
Internal Link Dist (ft)		812			993			776			647	
Turn Bay Length (ft)	180			180			110		110	245		
Base Capacity (vph)	622	1799		611	1950		363	468	791	419	371	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.08	0.35		0.26	0.37		0.17	0.14	0.11	0.05	0.43	

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay: 19.4		Intersection LOS: B	
Intersection Capacity Utilization 54.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: McHugh Rd & Veterans Pkwy (US 34)



Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	69	57	33	96	38	29	83	5	6	80	39
Future Vol, veh/h	70	69	57	33	96	38	29	83	5	6	80	39
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	79	78	64	37	108	43	33	93	6	7	90	44
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	9.4	9.3	9.9	10.1
HCM LOS	A	A	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	94%	0%	100%	29%	0%	100%	46%	0%	67%
Vol Right, %	0%	6%	0%	0%	71%	0%	0%	54%	0%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	88	70	46	80	33	64	70	6	119
LT Vol	29	0	70	0	0	33	0	0	6	0
Through Vol	0	83	0	46	23	0	64	32	0	80
RT Vol	0	5	0	0	57	0	0	38	0	39
Lane Flow Rate	33	99	79	52	90	37	72	79	7	134
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.059	0.164	0.139	0.084	0.133	0.066	0.118	0.121	0.012	0.214
Departure Headway (Hd)	6.514	5.973	6.349	5.844	5.341	6.417	5.93	5.529	6.503	5.773
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	551	601	566	614	672	559	605	649	551	623
Service Time	4.241	3.701	4.073	3.569	3.065	4.143	3.656	3.255	4.231	3.501
HCM Lane V/C Ratio	0.06	0.165	0.14	0.085	0.134	0.066	0.119	0.122	0.013	0.215
HCM Control Delay	9.7	9.9	10.1	9.1	8.9	9.6	9.5	9	9.3	10.1
HCM Lane LOS	A	A	B	A	A	A	A	A	A	B
HCM 95th-tile Q	0.2	0.6	0.5	0.3	0.5	0.2	0.4	0.4	0	0.8

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	79	96	4	8	9
Future Vol, veh/h	7	79	96	4	8	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	9	96	117	5	10	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	122	0	-	0	186	61
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	66	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1478	-	-	-	791	998
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	955	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1478	-	-	-	786	998
Mov Cap-2 Maneuver	-	-	-	-	786	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	955	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1478	-	-	-	786	998
HCM Lane V/C Ratio	0.006	-	-	-	0.012	0.011
HCM Control Delay (s)	7.5	-	-	-	9.6	8.6
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	1.5

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	31	51	669	11	55	844
Future Vol, veh/h	31	51	669	11	55	844
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	-	-	-	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	34	55	727	12	60	917

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1312	370	0	0	739	0
Stage 1	733	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	153	633	-	-	876	-
Stage 1	442	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	143	633	-	-	876	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	442	-	-	-	-	-
Stage 2	493	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	24.1	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	276	876	-
HCM Lane V/C Ratio	-	-	0.323	0.068	-
HCM Control Delay (s)	-	-	24.1	9.4	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.4	0.2	-

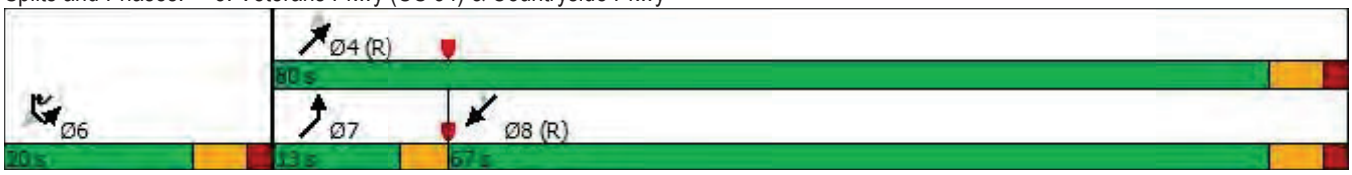
Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	73	11	18	632	558	85
Future Volume (vph)	73	11	18	632	558	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	180			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1787	1615	1805	3574	3574	1538
Flt Permitted	0.950		0.406			
Satd. Flow (perm)	1787	1615	771	3574	3574	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		12				89
Link Speed (mph)	40			45	45	
Link Distance (ft)	1242			771	839	
Travel Time (s)	21.2			11.7	12.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	1%	1%	5%
Adj. Flow (vph)	77	12	19	665	587	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	77	12	19	665	587	89
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	32			12	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
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	6		7	4	8	6

Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Permitted Phases		6	4			8
Detector Phase	6	6	7	4	8	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.5	24.0	24.0	20.0
Total Split (s)	20.0	20.0	13.0	80.0	67.0	20.0
Total Split (%)	20.0%	20.0%	13.0%	80.0%	67.0%	20.0%
Maximum Green (s)	14.0	14.0	9.5	74.0	61.0	14.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	C-Max	C-Max	Max
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	14.0	14.0	76.5	74.0	70.2	93.8
Actuated g/C Ratio	0.14	0.14	0.76	0.74	0.70	0.94
v/c Ratio	0.31	0.05	0.03	0.25	0.23	0.06
Control Delay	42.4	19.4	0.9	1.4	6.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	19.4	0.9	1.4	6.1	0.4
LOS	D	B	A	A	A	A
Approach Delay	39.3			1.4	5.4	
Approach LOS	D			A	A	
90th %ile Green (s)	14.0	14.0	6.2	74.0	64.3	14.0
90th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
70th %ile Green (s)	14.0	14.0	5.9	74.0	64.6	14.0
70th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
50th %ile Green (s)	14.0	14.0	0.0	74.0	74.0	14.0
50th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
30th %ile Green (s)	14.0	14.0	0.0	74.0	74.0	14.0
30th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
10th %ile Green (s)	14.0	14.0	0.0	74.0	74.0	14.0
10th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
Queue Length 50th (ft)	45	0	1	15	51	0
Queue Length 95th (ft)	90	16	m2	25	101	5
Internal Link Dist (ft)	1162			691	759	
Turn Bay Length (ft)	200		180			250
Base Capacity (vph)	250	236	688	2644	2508	1448
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.05	0.03	0.25	0.23	0.06

Intersection Summary

Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay: 5.6		Intersection LOS: A	
Intersection Capacity Utilization 31.6%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 5: Veterans Pkwy (US 34) & Countryside Pkwy



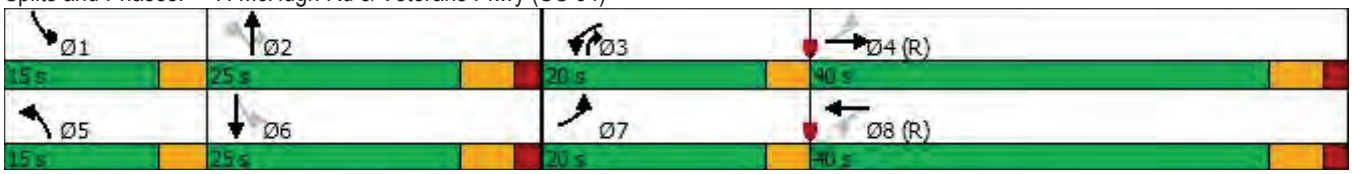
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	572	19	99	454	9	36	33	61	18	52	51
Future Volume (vph)	61	572	19	99	454	9	36	33	61	18	52	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	180		0	110		110	245		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	170			180			105			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.997				0.850		0.926	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3592	0	1805	3564	0	1805	1900	1568	1805	1759	0
Flt Permitted	0.461			0.328			0.646			0.735		
Satd. Flow (perm)	859	3592	0	623	3564	0	1227	1900	1568	1396	1759	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			2				71		44	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		892			1073			856			727	
Travel Time (s)		13.5			16.3			19.5			14.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	0%	0%	1%	0%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	64	596	20	103	473	9	38	34	64	19	54	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	616	0	103	482	0	38	34	64	19	107	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0	9.5	10.5	24.0	
Total Split (s)	20.0	40.0		20.0	40.0		15.0	25.0	20.0	15.0	25.0	
Total Split (%)	20.0%	40.0%		20.0%	40.0%		15.0%	25.0%	20.0%	15.0%	25.0%	
Maximum Green (s)	16.5	34.0		16.5	34.0		11.5	19.0	16.5	11.5	19.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max	None	None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	52.0	42.4		54.6	45.2		35.5	29.8	43.9	33.8	27.3	
Actuated g/C Ratio	0.52	0.42		0.55	0.45		0.36	0.30	0.44	0.34	0.27	
v/c Ratio	0.13	0.40		0.24	0.30		0.08	0.06	0.09	0.04	0.21	
Control Delay	10.6	21.2		12.4	18.4		21.2	28.3	4.6	20.8	20.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	10.6	21.2		12.4	18.4		21.2	28.3	4.6	20.8	20.3	
LOS	B	C		B	B		C	C	A	C	C	
Approach Delay		20.2			17.3			15.2			20.3	
Approach LOS		C			B			B			C	
90th %ile Green (s)	8.8	40.2		10.3	41.7		8.6	23.1	10.3	7.4	21.9	
90th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
70th %ile Green (s)	7.8	41.5		9.0	42.7		7.5	23.9	9.0	6.6	23.0	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
50th %ile Green (s)	7.1	42.4		8.1	43.4		6.8	34.0	8.1	0.0	23.7	
50th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Skip	MaxR	
30th %ile Green (s)	6.4	43.3		7.2	44.1		0.0	34.0	7.2	0.0	34.0	
30th %ile Term Code	Gap	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
10th %ile Green (s)	0.0	44.4		6.1	54.0		0.0	34.0	6.1	0.0	34.0	
10th %ile Term Code	Skip	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
Queue Length 50th (ft)	17	139		28	97		16	14	0	8	32	
Queue Length 95th (ft)	36	193		57	132		37	43	23	23	79	
Internal Link Dist (ft)		812			993			776			647	
Turn Bay Length (ft)	180			180			110		110	245		
Base Capacity (vph)	635	1524		547	1611		514	566	853	554	512	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.10	0.40		0.19	0.30		0.07	0.06	0.08	0.03	0.21	

Intersection Summary

Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 18.7		Intersection LOS: B	
Intersection Capacity Utilization 43.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: McHugh Rd & Veterans Pkwy (US 34)



Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	74	53	26	102	26	37	64	1	9	44	19
Future Vol, veh/h	54	74	53	26	102	26	37	64	1	9	44	19
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, %	0	0	0	0	1	4	0	2	0	0	0	0
Mvmt Flow	59	80	58	28	111	28	40	70	1	10	48	21
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	8.8	8.8	9.2	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	98%	0%	100%	32%	0%	100%	57%	0%	70%
Vol Right, %	0%	2%	0%	0%	68%	0%	0%	43%	0%	30%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	65	54	49	78	26	68	60	9	63
LT Vol	37	0	54	0	0	26	0	0	9	0
Through Vol	0	64	0	49	25	0	68	34	0	44
RT Vol	0	1	0	0	53	0	0	26	0	19
Lane Flow Rate	40	71	59	54	84	28	74	65	10	68
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.068	0.111	0.097	0.081	0.116	0.047	0.113	0.095	0.017	0.104
Departure Headway (Hd)	6.116	5.639	5.928	5.425	4.945	5.98	5.494	5.241	6.197	5.485
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	582	631	601	656	719	595	648	679	574	648
Service Time	3.892	3.415	3.696	3.193	2.712	3.749	3.263	3.009	3.978	3.266
HCM Lane V/C Ratio	0.069	0.113	0.098	0.082	0.117	0.047	0.114	0.096	0.017	0.105
HCM Control Delay	9.3	9.1	9.3	8.7	8.4	9	9	8.6	9.1	8.9
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.4	0.3	0.3	0.4	0.1	0.4	0.3	0.1	0.3

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	84	102	0	0	0
Future Vol, veh/h	1	84	102	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	1	99	120	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	120	0	-	0	172	60
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1480	-	-	-	807	999
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	970	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1480	-	-	-	806	999
Mov Cap-2 Maneuver	-	-	-	-	806	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	970	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1480	-	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	-
HCM Control Delay (s)	7.4	-	-	-	0	0
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	20	34	619	34	33	536
Future Vol, veh/h	20	34	619	34	33	536
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	-	-	-	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	0	1	0	0	1
Mvmt Flow	22	37	666	37	35	576

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1043	352	0	0	703	0
Stage 1	685	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Critical Hdwy	6.9	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	220	650	-	-	904	-
Stage 1	454	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	211	650	-	-	904	-
Mov Cap-2 Maneuver	211	-	-	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	643	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	16.6	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	367	904	-
HCM Lane V/C Ratio	-	-	0.158	0.039	-
HCM Control Delay (s)	-	-	16.6	9.1	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

APPENDIX F

CAPACITY ANALYSIS WORKSHEETS
2031 BACKGROUND

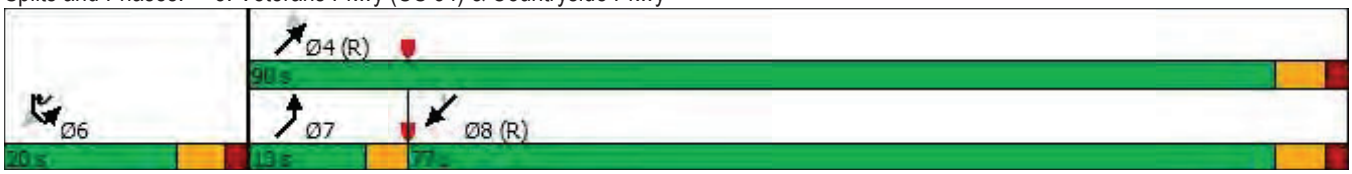
Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	65	2	16	776	455	85
Future Volume (vph)	65	2	16	776	455	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	180			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1615	1805	3539	3374	1568
Flt Permitted	0.950		0.458			
Satd. Flow (perm)	1736	1615	870	3539	3374	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		2				89
Link Speed (mph)	40			45	45	
Link Distance (ft)	1242			771	839	
Travel Time (s)	21.2			11.7	12.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	0%	0%	2%	7%	3%
Adj. Flow (vph)	68	2	17	817	479	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	2	17	817	479	89
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	32			12	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
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	6		7	4	8	6

Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Permitted Phases		6	4			8
Detector Phase	6	6	7	4	8	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.5	24.0	24.0	20.0
Total Split (s)	20.0	20.0	13.0	90.0	77.0	20.0
Total Split (%)	18.2%	18.2%	11.8%	81.8%	70.0%	18.2%
Maximum Green (s)	14.0	14.0	9.5	84.0	71.0	14.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	C-Max	C-Max	Max
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	14.0	14.0	86.5	84.0	80.2	103.8
Actuated g/C Ratio	0.13	0.13	0.79	0.76	0.73	0.94
v/c Ratio	0.31	0.01	0.02	0.30	0.19	0.06
Control Delay	47.9	29.5	1.6	2.6	5.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.9	29.5	1.6	2.6	5.4	0.3
LOS	D	C	A	A	A	A
Approach Delay	47.4			2.5	4.6	
Approach LOS	D			A	A	
90th %ile Green (s)	14.0	14.0	6.1	84.0	74.4	14.0
90th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
70th %ile Green (s)	14.0	14.0	5.8	84.0	74.7	14.0
70th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
50th %ile Green (s)	14.0	14.0	0.0	84.0	84.0	14.0
50th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
30th %ile Green (s)	14.0	14.0	0.0	84.0	84.0	14.0
30th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
10th %ile Green (s)	14.0	14.0	0.0	84.0	84.0	14.0
10th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
Queue Length 50th (ft)	44	0	1	36	41	0
Queue Length 95th (ft)	89	8	m3	40	81	5
Internal Link Dist (ft)	1162			691	759	
Turn Bay Length (ft)	200		180			250
Base Capacity (vph)	220	207	764	2702	2460	1485
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.01	0.02	0.30	0.19	0.06

Intersection Summary

Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay: 5.5		Intersection LOS: A	
Intersection Capacity Utilization 35.6%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 5: Veterans Pkwy (US 34) & Countryside Pkwy



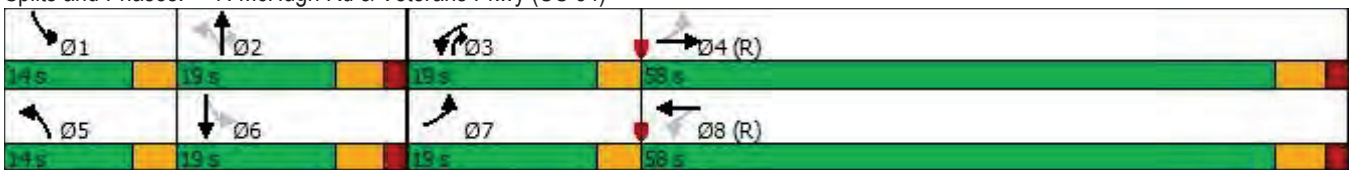
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	642	20	70	378	3	18	45	119	4	43	34
Future Volume (vph)	41	642	20	70	378	3	18	45	119	4	43	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	180		0	110		110	245		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	170			180			105			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.999				0.850		0.934	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3453	0	1671	3404	0	1456	1810	1583	1805	1683	0
Flt Permitted	0.507			0.312			0.649			0.725		
Satd. Flow (perm)	963	3453	0	549	3404	0	994	1810	1583	1377	1683	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			1				131		29	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		892			1073			856			727	
Travel Time (s)		13.5			16.3			19.5			14.2	
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 (%)	0%	3%	37%	8%	6%	0%	24%	5%	2%	0%	5%	6%
Adj. Flow (vph)	45	705	22	77	415	3	20	49	131	4	47	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	727	0	77	418	0	20	49	131	4	84	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0	9.5	10.5	24.0	
Total Split (s)	19.0	58.0		19.0	58.0		14.0	19.0	19.0	14.0	19.0	
Total Split (%)	17.3%	52.7%		17.3%	52.7%		12.7%	17.3%	17.3%	12.7%	17.3%	
Maximum Green (s)	15.5	52.0		15.5	52.0		10.5	13.0	15.5	10.5	13.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max	None	None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	69.2	60.3		71.4	62.9		29.2	25.0	38.3	27.4	22.4	
Actuated g/C Ratio	0.63	0.55		0.65	0.57		0.27	0.23	0.35	0.25	0.20	
v/c Ratio	0.07	0.38		0.18	0.21		0.07	0.12	0.21	0.01	0.23	
Control Delay	6.6	15.0		7.6	12.0		30.7	36.6	5.6	29.8	28.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	6.6	15.0		7.6	12.0		30.7	36.6	5.6	29.8	28.9	
LOS	A	B		A	B		C	D	A	C	C	
Approach Delay		14.5			11.3			15.7			29.0	
Approach LOS		B			B			B			C	
90th %ile Green (s)	7.5	58.7		8.8	60.0		8.5	17.2	8.8	6.3	15.0	
90th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Ped	Gap	Gap	Ped	
70th %ile Green (s)	6.8	59.7		7.8	60.7		7.3	27.0	7.8	0.0	16.2	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Skip	Ped	
50th %ile Green (s)	6.4	60.3		7.2	61.1		0.0	27.0	7.2	0.0	27.0	
50th %ile Term Code	Gap	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
30th %ile Green (s)	6.0	60.9		6.6	61.5		0.0	27.0	6.6	0.0	27.0	
30th %ile Term Code	Gap	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
10th %ile Green (s)	0.0	61.8		5.7	71.0		0.0	27.0	5.7	0.0	27.0	
10th %ile Term Code	Skip	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
Queue Length 50th (ft)	10	146		17	72		10	27	0	2	30	
Queue Length 95th (ft)	22	195		33	94		30	66	44	11	83	
Internal Link Dist (ft)		812			993			776			647	
Turn Bay Length (ft)	180			180			110		110	245		
Base Capacity (vph)	762	1893		524	1945		310	412	745	405	366	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.06	0.38		0.15	0.21		0.06	0.12	0.18	0.01	0.23	

Intersection Summary

Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay: 14.5		Intersection LOS: B	
Intersection Capacity Utilization 43.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: McHugh Rd & Veterans Pkwy (US 34)



Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	39	13	13	63	25	13	64	12	3	56	34
Future Vol, veh/h	55	39	13	13	63	25	13	64	12	3	56	34
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	2	0	8	0	0	9	0	0	22	67	4	0
Mvmt Flow	79	56	19	19	90	36	19	91	17	4	80	49
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	9.2	8.9	9.4	9.5
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	84%	0%	100%	50%	0%	100%	46%	0%	62%
Vol Right, %	0%	16%	0%	0%	50%	0%	0%	54%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	76	55	26	26	13	42	46	3	90
LT Vol	13	0	55	0	0	13	0	0	3	0
Through Vol	0	64	0	26	13	0	42	21	0	56
RT Vol	0	12	0	0	13	0	0	25	0	34
Lane Flow Rate	19	109	79	37	37	19	60	66	4	129
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.031	0.166	0.133	0.057	0.055	0.032	0.093	0.098	0.009	0.193
Departure Headway (Hd)	6.101	5.49	6.111	5.573	5.357	6.108	5.604	5.375	7.232	5.396
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	583	648	582	637	662	581	634	660	492	660
Service Time	3.881	3.271	3.897	3.358	3.143	3.894	3.39	3.161	5.011	3.174
HCM Lane V/C Ratio	0.033	0.168	0.136	0.058	0.056	0.033	0.095	0.1	0.008	0.195
HCM Control Delay	9.1	9.4	9.8	8.7	8.5	9.1	9	8.8	10.1	9.5
HCM Lane LOS	A	A	A	A	A	A	A	A	B	A
HCM 95th-tile Q	0.1	0.6	0.5	0.2	0.2	0.1	0.3	0.3	0	0.7

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	59	95	5	8	6
Future Vol, veh/h	9	59	95	5	8	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	22	7	1	0	0	0
Mvmt Flow	15	98	158	8	13	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	166	0	-	0	241	83
Stage 1	-	-	-	-	162	-
Stage 2	-	-	-	-	79	-
Critical Hdwy	4.54	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.42	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1275	-	-	-	732	966
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	941	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1275	-	-	-	723	966
Mov Cap-2 Maneuver	-	-	-	-	723	-
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	941	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1275	-	-	-	723	966
HCM Lane V/C Ratio	0.012	-	-	-	0.018	0.01
HCM Control Delay (s)	7.9	-	-	-	10.1	8.8
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.4

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	25	71	716	12	15	434
Future Vol, veh/h	25	71	716	12	15	434
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	-	-	-	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	2	2	9	7	7
Mvmt Flow	27	77	778	13	16	472

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1053	396	0	0	791	0
Stage 1	785	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.88	6.94	-	-	4.24	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-
Follow-up Hdwy	3.54	3.32	-	-	2.27	-
Pot Cap-1 Maneuver	218	603	-	-	793	-
Stage 1	405	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	214	603	-	-	793	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	405	-	-	-	-	-
Stage 2	732	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	16.8	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	409	793	-
HCM Lane V/C Ratio	-	-	0.255	0.021	-
HCM Control Delay (s)	-	-	16.8	9.6	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1	0.1	-

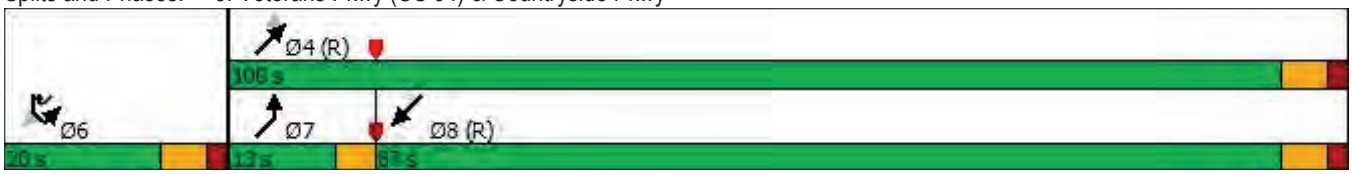
Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	80	13	24	737	950	83
Future Volume (vph)	80	13	24	737	950	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	180			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1805	3574	3574	1524
Flt Permitted	0.950		0.248			
Satd. Flow (perm)	1805	1615	471	3574	3574	1524
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		14				88
Link Speed (mph)	40			45	45	
Link Distance (ft)	1242			771	839	
Travel Time (s)	21.2			11.7	12.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	6%
Adj. Flow (vph)	85	14	26	784	1011	88
Shared Lane Traffic (%)						
Lane Group Flow (vph)	85	14	26	784	1011	88
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	32			12	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
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	6		7	4	8	6

Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Permitted Phases		6	4			8
Detector Phase	6	6	7	4	8	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.5	24.0	24.0	20.0
Total Split (s)	20.0	20.0	13.0	100.0	87.0	20.0
Total Split (%)	16.7%	16.7%	10.8%	83.3%	72.5%	16.7%
Maximum Green (s)	14.0	14.0	9.5	94.0	81.0	14.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	C-Max	C-Max	Max
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	14.0	14.0	96.5	94.0	88.3	110.7
Actuated g/C Ratio	0.12	0.12	0.80	0.78	0.74	0.92
v/c Ratio	0.40	0.07	0.06	0.28	0.38	0.06
Control Delay	55.5	22.1	1.3	1.5	6.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	22.1	1.3	1.5	6.8	0.3
LOS	E	C	A	A	A	A
Approach Delay	50.8			1.5	6.3	
Approach LOS	D			A	A	
90th %ile Green (s)	14.0	14.0	6.3	94.0	84.2	14.0
90th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
70th %ile Green (s)	14.0	14.0	6.0	94.0	84.5	14.0
70th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
50th %ile Green (s)	14.0	14.0	5.8	94.0	84.7	14.0
50th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
30th %ile Green (s)	14.0	14.0	0.0	94.0	94.0	14.0
30th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
10th %ile Green (s)	14.0	14.0	0.0	94.0	94.0	14.0
10th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
Queue Length 50th (ft)	62	0	1	22	151	0
Queue Length 95th (ft)	114	21	4	37	188	5
Internal Link Dist (ft)	1162			691	759	
Turn Bay Length (ft)	200		180			250
Base Capacity (vph)	210	200	484	2799	2629	1412
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.07	0.05	0.28	0.38	0.06

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 6.5		Intersection LOS: A	
Intersection Capacity Utilization 40.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Veterans Pkwy (US 34) & Countryside Pkwy



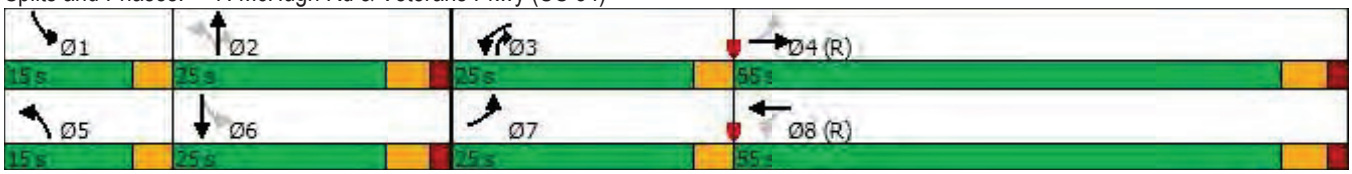
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	602	29	159	719	10	61	65	87	19	105	58
Future Volume (vph)	50	602	29	159	719	10	61	65	87	19	105	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	180		0	110		110	245		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	170			180			105			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.998				0.850		0.947	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3551	0	1787	3568	0	1770	1900	1568	1703	1787	0
Flt Permitted	0.318			0.316			0.474			0.712		
Satd. Flow (perm)	604	3551	0	594	3568	0	883	1900	1568	1276	1787	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			1				93		20	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		892			1073			856			727	
Travel Time (s)		13.5			16.3			19.5			14.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	1%	1%	0%	2%	0%	3%	6%	0%	2%
Adj. Flow (vph)	53	640	31	169	765	11	65	69	93	20	112	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	671	0	169	776	0	65	69	93	20	174	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0	9.5	10.5	24.0	
Total Split (s)	25.0	55.0		25.0	55.0		15.0	25.0	25.0	15.0	25.0	
Total Split (%)	20.8%	45.8%		20.8%	45.8%		12.5%	20.8%	20.8%	12.5%	20.8%	
Maximum Green (s)	21.5	49.0		21.5	49.0		11.5	19.0	21.5	11.5	19.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max	None	None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	69.7	60.4		76.3	65.5		36.3	29.6	45.6	31.7	23.7	
Actuated g/C Ratio	0.58	0.50		0.64	0.55		0.30	0.25	0.38	0.26	0.20	
v/c Ratio	0.13	0.37		0.35	0.40		0.20	0.15	0.14	0.06	0.47	
Control Delay	9.1	19.1		11.1	16.5		31.9	38.8	6.0	30.2	44.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	9.1	19.1		11.1	16.5		31.9	38.8	6.0	30.2	44.1	
LOS	A	B		B	B		C	D	A	C	D	
Approach Delay		18.4			15.5			23.4			42.6	
Approach LOS		B			B			C			D	
90th %ile Green (s)	8.1	57.6		12.9	62.4		11.5	22.5	12.9	8.0	19.0	
90th %ile Term Code	Gap	Coord		Gap	Coord		Max	MaxR	Gap	Gap	MaxR	
70th %ile Green (s)	7.3	59.4		11.1	63.2		9.8	23.4	11.1	7.1	20.7	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
50th %ile Green (s)	6.8	60.5		10.0	63.7		8.6	34.0	10.0	0.0	21.9	
50th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Skip	MaxR	
30th %ile Green (s)	6.2	61.6		8.9	64.3		7.5	34.0	8.9	0.0	23.0	
30th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Skip	MaxR	
10th %ile Green (s)	0.0	63.1		7.4	74.0		0.0	34.0	7.4	0.0	34.0	
10th %ile Term Code	Skip	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
Queue Length 50th (ft)	14	160		49	171		36	40	0	11	108	
Queue Length 95th (ft)	30	216		77	204		72	89	36	30	188	
Internal Link Dist (ft)		812			993			776			647	
Turn Bay Length (ft)	180			180			110		110	245		
Base Capacity (vph)	600	1791		592	1948		353	468	794	416	369	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.09	0.37		0.29	0.40		0.18	0.15	0.12	0.05	0.47	

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 19.9		Intersection LOS: B	
Intersection Capacity Utilization 56.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: McHugh Rd & Veterans Pkwy (US 34)



Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	74	61	35	103	41	31	89	5	6	86	42
Future Vol, veh/h	75	74	61	35	103	41	31	89	5	6	86	42
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	84	83	69	39	116	46	35	100	6	7	97	47
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	9.6	9.6	10.1	10.5
HCM LOS	A	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	95%	0%	100%	29%	0%	100%	46%	0%	67%
Vol Right, %	0%	5%	0%	0%	71%	0%	0%	54%	0%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	94	75	49	86	35	69	75	6	128
LT Vol	31	0	75	0	0	35	0	0	6	0
Through Vol	0	89	0	49	25	0	69	34	0	86
RT Vol	0	5	0	0	61	0	0	41	0	42
Lane Flow Rate	35	106	84	55	96	39	77	85	7	144
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.064	0.179	0.151	0.092	0.146	0.071	0.13	0.133	0.012	0.236
Departure Headway (Hd)	6.642	6.103	6.466	5.961	5.458	6.538	6.05	5.648	6.629	5.898
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	540	588	555	601	657	548	593	635	540	610
Service Time	4.377	3.839	4.198	3.693	3.189	4.273	3.785	3.382	4.362	3.631
HCM Lane V/C Ratio	0.065	0.18	0.151	0.092	0.146	0.071	0.13	0.134	0.013	0.236
HCM Control Delay	9.8	10.2	10.4	9.3	9.1	9.8	9.7	9.3	9.4	10.5
HCM Lane LOS	A	B	B	A	A	A	A	A	A	B
HCM 95th-tile Q	0.2	0.6	0.5	0.3	0.5	0.2	0.4	0.5	0	0.9

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	85	103	4	8	9
Future Vol, veh/h	7	85	103	4	8	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	9	104	126	5	10	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	131	0	-	0	199	66
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	70	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1467	-	-	-	777	991
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	950	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1467	-	-	-	772	991
Mov Cap-2 Maneuver	-	-	-	-	772	-
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	950	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1467	-	-	-	772	991
HCM Lane V/C Ratio	0.006	-	-	-	0.013	0.011
HCM Control Delay (s)	7.5	-	-	-	9.7	8.7
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	33	55	716	31	59	903
Future Vol, veh/h	33	55	716	31	59	903
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	-	-	-	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	36	60	778	34	64	982

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1414	406	0	0	812	0
Stage 1	795	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	131	600	-	-	823	-
Stage 1	410	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	121	600	-	-	823	-
Mov Cap-2 Maneuver	121	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	466	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	29.4	0	0.6
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	241	823	-
HCM Lane V/C Ratio	-	-	0.397	0.078	-
HCM Control Delay (s)	-	-	29.4	9.7	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	1.8	0.3	-

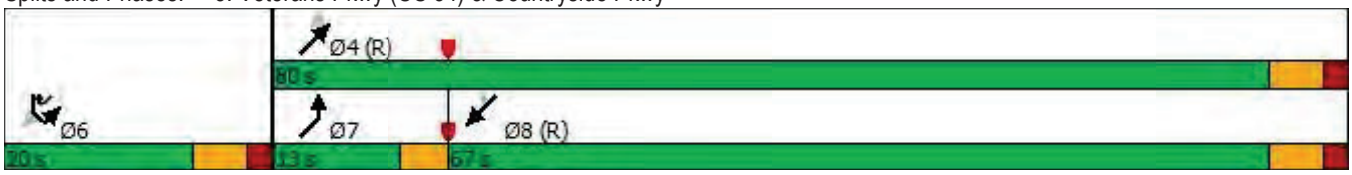
Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	78	12	19	676	597	91
Future Volume (vph)	78	12	19	676	597	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	180			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1787	1615	1805	3574	3574	1538
Flt Permitted	0.950		0.387			
Satd. Flow (perm)	1787	1615	735	3574	3574	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		13				96
Link Speed (mph)	40			45	45	
Link Distance (ft)	1242			771	839	
Travel Time (s)	21.2			11.7	12.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	1%	1%	5%
Adj. Flow (vph)	82	13	20	712	628	96
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	13	20	712	628	96
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	32			12	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
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	6		7	4	8	6

Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Permitted Phases		6	4			8
Detector Phase	6	6	7	4	8	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.5	24.0	24.0	20.0
Total Split (s)	20.0	20.0	13.0	80.0	67.0	20.0
Total Split (%)	20.0%	20.0%	13.0%	80.0%	67.0%	20.0%
Maximum Green (s)	14.0	14.0	9.5	74.0	61.0	14.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	C-Max	C-Max	Max
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	14.0	14.0	76.5	74.0	70.2	93.8
Actuated g/C Ratio	0.14	0.14	0.76	0.74	0.70	0.94
v/c Ratio	0.33	0.05	0.03	0.27	0.25	0.07
Control Delay	42.9	18.8	1.1	1.4	6.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.9	18.8	1.1	1.4	6.2	0.4
LOS	D	B	A	A	A	A
Approach Delay	39.6			1.4	5.4	
Approach LOS	D			A	A	
90th %ile Green (s)	14.0	14.0	6.2	74.0	64.3	14.0
90th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
70th %ile Green (s)	14.0	14.0	5.9	74.0	64.6	14.0
70th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
50th %ile Green (s)	14.0	14.0	0.0	74.0	74.0	14.0
50th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
30th %ile Green (s)	14.0	14.0	0.0	74.0	74.0	14.0
30th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
10th %ile Green (s)	14.0	14.0	0.0	74.0	74.0	14.0
10th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
Queue Length 50th (ft)	48	0	1	16	55	0
Queue Length 95th (ft)	94	18	m2	26	109	6
Internal Link Dist (ft)	1162			691	759	
Turn Bay Length (ft)	200		180			250
Base Capacity (vph)	250	237	663	2644	2508	1448
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.05	0.03	0.27	0.25	0.07

Intersection Summary

Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay: 5.6		Intersection LOS: A	
Intersection Capacity Utilization 33.0%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 5: Veterans Pkwy (US 34) & Countryside Pkwy



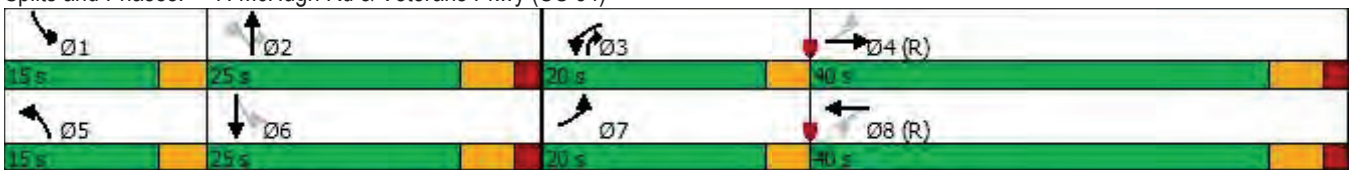
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	612	20	106	486	10	39	35	65	19	56	55
Future Volume (vph)	65	612	20	106	486	10	39	35	65	19	56	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	180		0	110		110	245		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	170			180			105			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.997				0.850		0.926	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3592	0	1805	3564	0	1805	1900	1568	1805	1759	0
Flt Permitted	0.438			0.302			0.639			0.734		
Satd. Flow (perm)	816	3592	0	574	3564	0	1214	1900	1568	1395	1759	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			2				71		44	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		892			1073			856			727	
Travel Time (s)		13.5			16.3			19.5			14.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	0%	0%	1%	0%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	68	638	21	110	506	10	41	36	68	20	58	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	659	0	110	516	0	41	36	68	20	115	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0	9.5	10.5	24.0	
Total Split (s)	20.0	40.0		20.0	40.0		15.0	25.0	20.0	15.0	25.0	
Total Split (%)	20.0%	40.0%		20.0%	40.0%		15.0%	25.0%	20.0%	15.0%	25.0%	
Maximum Green (s)	16.5	34.0		16.5	34.0		11.5	19.0	16.5	11.5	19.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max	None	None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	51.9	42.2		54.7	45.1		35.6	29.8	44.1	33.8	27.2	
Actuated g/C Ratio	0.52	0.42		0.55	0.45		0.36	0.30	0.44	0.34	0.27	
v/c Ratio	0.14	0.43		0.26	0.32		0.09	0.06	0.09	0.04	0.23	
Control Delay	10.7	21.8		13.7	19.0		21.3	28.3	4.9	20.8	21.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	10.7	21.8		13.7	19.0		21.3	28.3	4.9	20.8	21.0	
LOS	B	C		B	B		C	C	A	C	C	
Approach Delay		20.7			18.1			15.3			20.9	
Approach LOS		C			B			B			C	
90th %ile Green (s)	8.9	39.9		10.6	41.6		8.8	23.1	10.6	7.4	21.7	
90th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
70th %ile Green (s)	7.9	41.3		9.2	42.6		7.7	23.8	9.2	6.7	22.8	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
50th %ile Green (s)	7.2	42.2		8.3	43.3		6.9	34.0	8.3	0.0	23.6	
50th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Skip	MaxR	
30th %ile Green (s)	6.5	43.1		7.4	44.0		0.0	34.0	7.4	0.0	34.0	
30th %ile Term Code	Gap	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
10th %ile Green (s)	0.0	44.3		6.2	54.0		0.0	34.0	6.2	0.0	34.0	
10th %ile Term Code	Skip	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
Queue Length 50th (ft)	18	152		31	104		17	15	0	8	36	
Queue Length 95th (ft)	38	209		68	146		40	44	25	24	86	
Internal Link Dist (ft)		812			993			776			647	
Turn Bay Length (ft)	180			180			110		110	245		
Base Capacity (vph)	618	1516		527	1608		511	566	853	554	511	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.11	0.43		0.21	0.32		0.08	0.06	0.08	0.04	0.23	

Intersection Summary

Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay: 19.3		Intersection LOS: B	
Intersection Capacity Utilization 45.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: McHugh Rd & Veterans Pkwy (US 34)



Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	79	57	28	109	28	40	68	1	10	47	20
Future Vol, veh/h	58	79	57	28	109	28	40	68	1	10	47	20
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, %	0	0	0	0	1	4	0	2	0	0	0	0
Mvmt Flow	63	86	62	30	118	30	43	74	1	11	51	22
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	8.9	9	9.4	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	99%	0%	100%	32%	0%	100%	56%	0%	70%
Vol Right, %	0%	1%	0%	0%	68%	0%	0%	44%	0%	30%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	69	58	53	83	28	73	64	10	67
LT Vol	40	0	58	0	0	28	0	0	10	0
Through Vol	0	68	0	53	26	0	73	36	0	47
RT Vol	0	1	0	0	57	0	0	28	0	20
Lane Flow Rate	43	75	63	57	91	30	79	70	11	73
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.075	0.119	0.105	0.087	0.126	0.051	0.122	0.103	0.019	0.113
Departure Headway (Hd)	6.199	5.723	6.001	5.497	5.016	6.054	5.568	5.312	6.286	5.576
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	573	621	593	647	708	587	638	669	565	636
Service Time	3.984	3.508	3.778	3.274	2.792	3.834	3.348	3.093	4.075	3.366
HCM Lane V/C Ratio	0.075	0.121	0.106	0.088	0.129	0.051	0.124	0.105	0.019	0.115
HCM Control Delay	9.5	9.3	9.5	8.8	8.5	9.2	9.1	8.7	9.2	9.1
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.4	0.4	0.3	0.4	0.2	0.4	0.3	0.1	0.4

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	90	109	0	0	0
Future Vol, veh/h	1	90	109	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	1	106	128	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	128	0	-	0	183	64
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	55	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1470	-	-	-	795	994
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	967	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1470	-	-	-	794	994
Mov Cap-2 Maneuver	-	-	-	-	794	-
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	967	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1470	-	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	-
HCM Control Delay (s)	7.5	-	-	-	0	0
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection	
Int Delay, s/veh	1

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	21	36	662	36	35	574
Future Vol, veh/h	21	36	662	36	35	574
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	-	-	-	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	0	1	0	0	1
Mvmt Flow	23	39	712	39	38	617

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1117	376	0	0	751	0
Stage 1	732	-	-	-	-	-
Stage 2	385	-	-	-	-	-
Critical Hdwy	6.9	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	197	627	-	-	868	-
Stage 1	429	-	-	-	-	-
Stage 2	648	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	188	627	-	-	868	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	429	-	-	-	-	-
Stage 2	619	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	18	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	337	868	-
HCM Lane V/C Ratio	-	-	0.182	0.043	-
HCM Control Delay (s)	-	-	18	9.3	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

APPENDIX G

CAPACITY ANALYSIS WORKSHEETS
2031 FUTURE WITH PROJECT

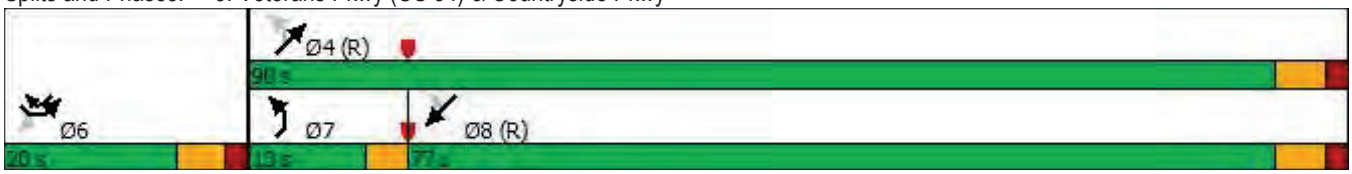
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	116	8	16	780	474	103
Future Volume (vph)	116	8	16	780	474	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	180			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1615	1805	3539	3374	1568
Flt Permitted	0.950		0.449			
Satd. Flow (perm)	1736	1615	853	3539	3374	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		8				108
Link Speed (mph)	40			45	45	
Link Distance (ft)	288			771	839	
Travel Time (s)	4.9			11.7	12.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	0%	0%	2%	7%	3%
Adj. Flow (vph)	122	8	17	821	499	108
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	8	17	821	499	108
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	32			12	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
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	6		7	4	8	6

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Permitted Phases		6	4			8
Detector Phase	6	6	7	4	8	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.5	24.0	24.0	20.0
Total Split (s)	20.0	20.0	13.0	90.0	77.0	20.0
Total Split (%)	18.2%	18.2%	11.8%	81.8%	70.0%	18.2%
Maximum Green (s)	14.0	14.0	9.5	84.0	71.0	14.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	C-Max	C-Max	Max
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	14.0	14.0	86.5	84.0	80.2	103.8
Actuated g/C Ratio	0.13	0.13	0.79	0.76	0.73	0.94
v/c Ratio	0.55	0.04	0.02	0.30	0.20	0.07
Control Delay	55.5	23.5	1.8	2.7	5.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	23.5	1.8	2.7	5.4	0.3
LOS	E	C	A	A	A	A
Approach Delay	53.5			2.7	4.5	
Approach LOS	D			A	A	
90th %ile Green (s)	14.0	14.0	6.1	84.0	74.4	14.0
90th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
70th %ile Green (s)	14.0	14.0	5.8	84.0	74.7	14.0
70th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
50th %ile Green (s)	14.0	14.0	0.0	84.0	84.0	14.0
50th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
30th %ile Green (s)	14.0	14.0	0.0	84.0	84.0	14.0
30th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
10th %ile Green (s)	14.0	14.0	0.0	84.0	84.0	14.0
10th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
Queue Length 50th (ft)	82	0	1	44	43	0
Queue Length 95th (ft)	144	15	m4	49	85	5
Internal Link Dist (ft)	208			691	759	
Turn Bay Length (ft)	200		180			250
Base Capacity (vph)	220	212	752	2702	2460	1486
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.04	0.02	0.30	0.20	0.07

Intersection Summary

Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 7.6		Intersection LOS: A	
Intersection Capacity Utilization 38.0%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 5: Veterans Pkwy (US 34) & Countryside Pkwy



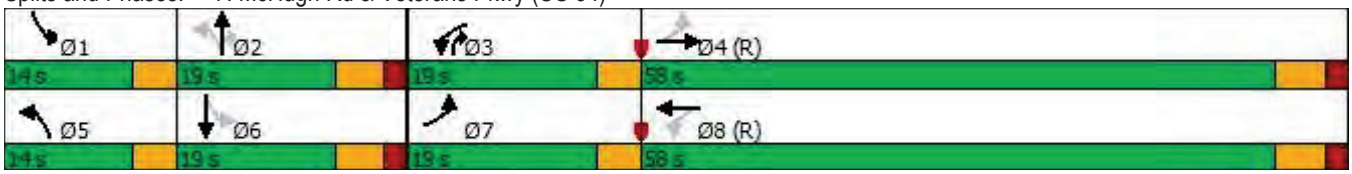
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	635	20	70	371	26	18	49	119	27	47	61
Future Volume (vph)	69	635	20	70	371	26	18	49	119	27	47	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	180		0	110		110	195		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	170			180			105			120		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.990				0.850		0.916	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3453	0	1671	3384	0	1456	1810	1583	1805	1649	0
Flt Permitted	0.497			0.320			0.681			0.677		
Satd. Flow (perm)	944	3453	0	563	3384	0	1043	1810	1583	1286	1649	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			9				131		48	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		892			1073			856			449	
Travel Time (s)		13.5			16.3			19.5			8.7	
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%	3%	37%	8%	6%	0%	24%	5%	2%	0%	5%	6%
Adj. Flow (vph)	76	698	22	77	408	29	20	54	131	30	52	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	720	0	77	437	0	20	54	131	30	119	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0	9.5	10.5	24.0	
Total Split (s)	19.0	58.0		19.0	58.0		14.0	19.0	19.0	14.0	19.0	
Total Split (%)	17.3%	52.7%		17.3%	52.7%		12.7%	17.3%	17.3%	12.7%	17.3%	
Maximum Green (s)	15.5	52.0		15.5	52.0		10.5	13.0	15.5	10.5	13.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max	None	None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	69.9	60.3		70.8	62.3		27.3	20.3	33.5	28.2	22.4	
Actuated g/C Ratio	0.64	0.55		0.64	0.57		0.25	0.18	0.30	0.26	0.20	
v/c Ratio	0.12	0.38		0.18	0.23		0.07	0.16	0.23	0.08	0.32	
Control Delay	6.8	15.0		7.4	12.2		30.8	42.3	6.5	30.8	27.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	6.8	15.0		7.4	12.2		30.8	42.3	6.5	30.8	27.1	
LOS	A	B		A	B		C	D	A	C	C	
Approach Delay		14.2			11.4			18.3			27.9	
Approach LOS		B			B			B			C	
90th %ile Green (s)	8.5	58.7		8.8	59.0		8.5	14.8	8.8	8.7	15.0	
90th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Ped	Gap	Gap	Ped	
70th %ile Green (s)	7.6	59.7		7.8	59.9		7.3	15.9	7.8	7.6	16.2	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Ped	Gap	Gap	Ped	
50th %ile Green (s)	7.1	60.3		7.2	60.4		0.0	16.7	7.2	6.8	27.0	
50th %ile Term Code	Gap	Coord		Gap	Coord		Skip	Ped	Gap	Gap	MaxR	
30th %ile Green (s)	6.5	60.9		6.6	61.0		0.0	27.0	6.6	0.0	27.0	
30th %ile Term Code	Gap	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
10th %ile Green (s)	0.0	61.8		5.7	71.0		0.0	27.0	5.7	0.0	27.0	
10th %ile Term Code	Skip	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
Queue Length 50th (ft)	17	144		17	74		10	34	0	16	40	
Queue Length 95th (ft)	33	193		33	97		30	73	46	40	105	
Internal Link Dist (ft)		812			993			776			369	
Turn Bay Length (ft)	180			180			110		110	195		
Base Capacity (vph)	752	1893		532	1919		315	333	682	390	374	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.10	0.38		0.14	0.23		0.06	0.16	0.19	0.08	0.32	

Intersection Summary

Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 43.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: McHugh Rd & Veterans Pkwy (US 34)



Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	51	17	13	75	29	18	64	12	7	56	34
Future Vol, veh/h	55	51	17	13	75	29	18	64	12	7	56	34
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	2	0	8	0	0	9	0	0	22	67	4	0
Mvmt Flow	79	73	24	19	107	41	26	91	17	10	80	49
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	9.4	9.2	9.6	9.8
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	84%	0%	100%	50%	0%	100%	46%	0%	62%
Vol Right, %	0%	16%	0%	0%	50%	0%	0%	54%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	76	55	34	34	13	50	54	7	90
LT Vol	18	0	55	0	0	13	0	0	7	0
Through Vol	0	64	0	34	17	0	50	25	0	56
RT Vol	0	12	0	0	17	0	0	29	0	34
Lane Flow Rate	26	109	79	49	49	19	71	77	10	129
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.045	0.173	0.138	0.078	0.075	0.033	0.115	0.12	0.021	0.202
Departure Headway (Hd)	6.345	5.734	6.318	5.779	5.563	6.316	5.812	5.587	7.477	5.66
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	566	626	569	621	645	568	619	643	480	638
Service Time	4.068	3.457	4.041	3.502	3.286	4.038	3.533	3.308	5.197	3.36
HCM Lane V/C Ratio	0.046	0.174	0.139	0.079	0.076	0.033	0.115	0.12	0.021	0.202
HCM Control Delay	9.4	9.7	10.1	9	8.7	9.3	9.3	9.1	10.4	9.8
HCM Lane LOS	A	A	B	A	A	A	A	A	B	A
HCM 95th-tile Q	0.1	0.6	0.5	0.3	0.2	0.1	0.4	0.4	0.1	0.8

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	57	18	0	99	5	12	0	4	8	0	6
Future Vol, veh/h	9	57	18	0	99	5	12	0	4	8	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	140	-	-	-	-	0	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	92	92	60	60	92	92	92	60	92	60
Heavy Vehicles, %	22	7	2	2	1	0	2	2	2	0	2	0
Mvmt Flow	15	95	20	0	165	8	13	0	4	13	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	173	0	0	115	0	0	218	308	58	247	-	87
Stage 1	-	-	-	-	-	-	135	135	-	169	-	-
Stage 2	-	-	-	-	-	-	83	173	-	78	-	-
Critical Hdwy	4.54	-	-	4.14	-	-	7.54	6.54	6.94	7.5	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.5	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.5	-	-
Follow-up Hdwy	2.42	-	-	2.22	-	-	3.52	4.02	3.32	3.5	-	3.3
Pot Cap-1 Maneuver	1267	-	-	1472	-	-	719	605	996	692	0	961
Stage 1	-	-	-	-	-	-	854	784	-	822	0	-
Stage 2	-	-	-	-	-	-	916	755	-	928	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1267	-	-	1472	-	-	705	598	996	683	-	961
Mov Cap-2 Maneuver	-	-	-	-	-	-	705	598	-	683	-	-
Stage 1	-	-	-	-	-	-	844	775	-	812	-	-
Stage 2	-	-	-	-	-	-	906	755	-	913	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0	9.8	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	705	996	1267	-	-	1472	-	-	683	961
HCM Lane V/C Ratio	0.019	0.004	0.012	-	-	-	-	-	0.02	0.01
HCM Control Delay (s)	10.2	8.6	7.9	-	-	0	-	-	10.4	8.8
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	0	0	-	-	0	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	71	4	25	95	10	8
Future Vol, veh/h	71	4	25	95	10	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	120	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	4	27	103	11	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	81	0	185	41
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	106	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1515	-	787	1021
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	907	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1515	-	773	1021
Mov Cap-2 Maneuver	-	-	-	-	773	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	891	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	773	1021	-	-	1515	-
HCM Lane V/C Ratio	0.014	0.009	-	-	0.018	-
HCM Control Delay (s)	9.7	8.6	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	52	79	0	0	119
Future Vol, veh/h	0	52	79	0	0	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	57	86	0	0	129

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	43	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	1018	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	1018	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NWT	EBLn1	SET	SER
Capacity (veh/h)	-	1018	-	-
HCM Lane V/C Ratio	-	0.056	-	-
HCM Control Delay (s)	-	8.7	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	38	25	0	71	31	701	12	15	412	47
Future Vol, veh/h	0	0	38	25	0	71	31	701	12	15	412	47
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	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	215	-	-	275	-	215
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	2	2	2	2	9	7	7	2
Mvmt Flow	0	0	41	27	0	77	34	762	13	16	448	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	224	1093	1368	388	499	0	0	775	0	0
Stage 1	-	-	-	837	837	-	-	-	-	-	-	-
Stage 2	-	-	-	256	531	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	7.58	6.54	6.94	4.14	-	-	4.24	-	-
Critical Hdwy Stg 1	-	-	-	6.58	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.58	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	3.54	4.02	3.32	2.22	-	-	2.27	-	-
Pot Cap-1 Maneuver	0	0	*938	*192	159	611	1277	-	-	805	-	-
Stage 1	0	0	-	*323	380	-	-	-	-	-	-	-
Stage 2	0	0	-	*880	669	-	-	-	-	-	-	-
Platoon blocked, %			1	1	1		1	-	-		-	-
Mov Cap-1 Maneuver	-	-	*938	*177	151	611	1277	-	-	805	-	-
Mov Cap-2 Maneuver	-	-	-	*177	151	-	-	-	-	-	-	-
Stage 1	-	-	-	*314	370	-	-	-	-	-	-	-
Stage 2	-	-	-	*825	655	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	9	18.4	0.3	0.3
HCM LOS	A	C		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1277	-	-	373	938	805	-	-
HCM Lane V/C Ratio	0.026	-	-	0.28	0.044	0.02	-	-
HCM Control Delay (s)	7.9	-	-	18.4	9	9.6	-	-
HCM Lane LOS	A	-	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.1	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	68	18	75	69	17	68
Future Vol, veh/h	68	18	75	69	17	68
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	0	-	145	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	20	82	75	18	74

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	192	82	0	0	157	0
Stage 1	82	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	797	978	-	-	1423	-
Stage 1	941	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	787	978	-	-	1423	-
Mov Cap-2 Maneuver	779	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	903	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	1.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	779	978	1423	-
HCM Lane V/C Ratio	-	-	0.095	0.02	0.013	-
HCM Control Delay (s)	-	-	10.1	8.8	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	94	0	0	85
Future Vol, veh/h	0	0	94	0	0	85
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	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	102	0	0	92

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	194	102	0	0	102	0
Stage 1	102	-	-	-	-	-
Stage 2	92	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	795	953	-	-	1490	-
Stage 1	922	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	795	953	-	-	1490	-
Mov Cap-2 Maneuver	786	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	932	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1490	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	206	23	24	749	1013	129
Future Volume (vph)	206	23	24	749	1013	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	180			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1805	3574	3574	1524
Flt Permitted	0.950		0.228			
Satd. Flow (perm)	1805	1615	433	3574	3574	1524
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		24				137
Link Speed (mph)	40			45	45	
Link Distance (ft)	288			771	839	
Travel Time (s)	4.9			11.7	12.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	6%
Adj. Flow (vph)	219	24	26	797	1078	137
Shared Lane Traffic (%)						
Lane Group Flow (vph)	219	24	26	797	1078	137
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	32			12	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
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	6		7	4	8	6

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Permitted Phases		6	4			8
Detector Phase	6	6	7	4	8	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.5	24.0	24.0	20.0
Total Split (s)	20.0	20.0	13.0	100.0	87.0	20.0
Total Split (%)	16.7%	16.7%	10.8%	83.3%	72.5%	16.7%
Maximum Green (s)	14.0	14.0	9.5	94.0	81.0	14.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	C-Max	C-Max	Max
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	14.0	14.0	96.5	94.0	88.3	110.7
Actuated g/C Ratio	0.12	0.12	0.80	0.78	0.74	0.92
v/c Ratio	1.04	0.11	0.06	0.28	0.41	0.10
Control Delay	125.2	18.7	2.0	2.4	7.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	125.2	18.7	2.0	2.4	7.0	0.3
LOS	F	B	A	A	A	A
Approach Delay	114.7			2.4	6.2	
Approach LOS	F			A	A	
90th %ile Green (s)	14.0	14.0	6.3	94.0	84.2	14.0
90th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
70th %ile Green (s)	14.0	14.0	6.0	94.0	84.5	14.0
70th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
50th %ile Green (s)	14.0	14.0	5.8	94.0	84.7	14.0
50th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
30th %ile Green (s)	14.0	14.0	0.0	94.0	94.0	14.0
30th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
10th %ile Green (s)	14.0	14.0	0.0	94.0	94.0	14.0
10th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
Queue Length 50th (ft)	~183	0	2	36	165	0
Queue Length 95th (ft)	#341	26	6	54	206	6
Internal Link Dist (ft)	208			691	759	
Turn Bay Length (ft)	200		180			250
Base Capacity (vph)	210	209	456	2799	2629	1416
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.04	0.11	0.06	0.28	0.41	0.10

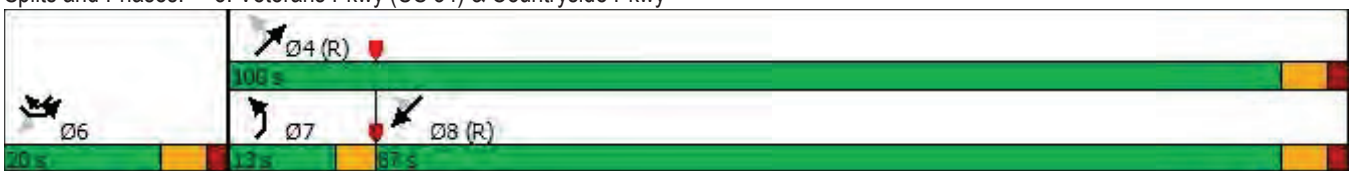
Intersection Summary

Area Type:	Other	
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Green		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.04		
Intersection Signal Delay: 16.4		Intersection LOS: B
Intersection Capacity Utilization 49.4%		ICU Level of Service A
Analysis Period (min) 15		

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

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

Splits and Phases: 5: Veterans Pkwy (US 34) & Countryside Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	609	29	159	727	51	61	77	87	60	117	112
Future Volume (vph)	104	609	29	159	727	51	61	77	87	60	117	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	180		0	110		110	195		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	170			180			105			120		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.990				0.850		0.927	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3551	0	1787	3541	0	1770	1900	1568	1703	1744	0
Flt Permitted	0.278			0.325			0.376			0.704		
Satd. Flow (perm)	528	3551	0	611	3541	0	700	1900	1568	1262	1744	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			7				93		34	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		892			1073			856			449	
Travel Time (s)		13.5			16.3			19.5			8.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	1%	1%	0%	2%	0%	3%	6%	0%	2%
Adj. Flow (vph)	111	648	31	169	773	54	65	82	93	64	124	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	679	0	169	827	0	65	82	93	64	243	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	

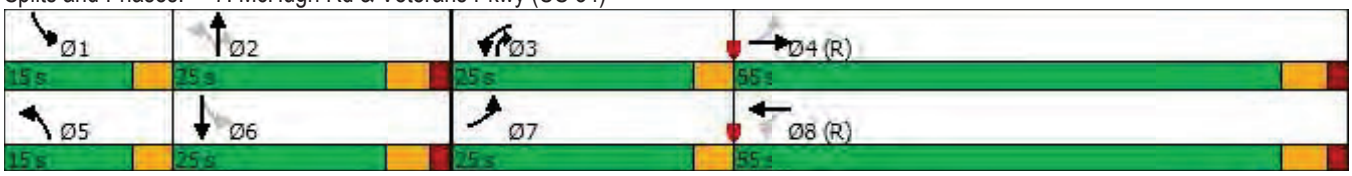
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0	9.5	10.5	24.0	
Total Split (s)	25.0	55.0		25.0	55.0		15.0	25.0	25.0	15.0	25.0	
Total Split (%)	20.8%	45.8%		20.8%	45.8%		12.5%	20.8%	20.8%	12.5%	20.8%	
Maximum Green (s)	21.5	49.0		21.5	49.0		11.5	19.0	21.5	11.5	19.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max	None	None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	71.3	60.4		74.7	62.2		33.7	23.7	39.7	33.7	23.7	
Actuated g/C Ratio	0.59	0.50		0.62	0.52		0.28	0.20	0.33	0.28	0.20	
v/c Ratio	0.28	0.38		0.35	0.45		0.24	0.22	0.16	0.17	0.65	
Control Delay	10.4	19.2		10.9	18.3		32.7	44.5	6.6	31.6	48.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	10.4	19.2		10.9	18.3		32.7	44.5	6.6	31.6	48.8	
LOS	B	B		B	B		C	D	A	C	D	
Approach Delay		17.9			17.0			26.6			45.2	
Approach LOS		B			B			C			D	
90th %ile Green (s)	10.4	57.6		12.9	60.1		11.5	19.0	12.9	11.5	19.0	
90th %ile Term Code	Gap	Coord		Gap	Coord		Max	MaxR	Gap	Max	MaxR	
70th %ile Green (s)	9.1	59.4		11.1	61.4		9.8	20.6	11.1	9.9	20.7	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
50th %ile Green (s)	8.3	60.5		10.0	62.2		8.6	21.8	10.0	8.7	21.9	
50th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
30th %ile Green (s)	7.5	61.6		8.9	63.0		7.5	23.0	8.9	7.5	23.0	
30th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
10th %ile Green (s)	6.4	63.1		7.4	64.1		0.0	34.0	7.4	0.0	34.0	
10th %ile Term Code	Gap	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
Queue Length 50th (ft)	31	162		49	182		36	55	0	36	154	
Queue Length 95th (ft)	54	219		77	220		72	106	38	71	#288	
Internal Link Dist (ft)		812			993			776			369	
Turn Bay Length (ft)	180			180			110		110	195		
Base Capacity (vph)	565	1791		600	1837		308	375	721	413	371	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.20	0.38		0.28	0.45		0.21	0.22	0.13	0.15	0.65	

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 22.0		Intersection LOS: C	
Intersection Capacity Utilization 61.3%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 7: McHugh Rd & Veterans Pkwy (US 34)



Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	111	73	35	140	53	43	89	5	18	86	42
Future Vol, veh/h	75	111	73	35	140	53	43	89	5	18	86	42
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	84	125	82	39	157	60	48	100	6	20	97	47
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	10.3	10.2	10.7	11.1
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	95%	0%	100%	34%	0%	100%	47%	0%	67%
Vol Right, %	0%	5%	0%	0%	66%	0%	0%	53%	0%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	94	75	74	110	35	93	100	18	128
LT Vol	43	0	75	0	0	35	0	0	18	0
Through Vol	0	89	0	74	37	0	93	47	0	86
RT Vol	0	5	0	0	73	0	0	53	0	42
Lane Flow Rate	48	106	84	83	124	39	105	112	20	144
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.094	0.19	0.158	0.144	0.198	0.075	0.185	0.185	0.039	0.251
Departure Headway (Hd)	7.03	6.491	6.751	6.245	5.774	6.823	6.334	5.939	7.016	6.284
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	509	551	530	573	619	524	565	602	509	570
Service Time	4.789	4.25	4.504	3.998	3.527	4.574	4.085	3.691	4.772	4.041
HCM Lane V/C Ratio	0.094	0.192	0.158	0.145	0.2	0.074	0.186	0.186	0.039	0.253
HCM Control Delay	10.5	10.8	10.8	10.1	10	10.1	10.5	10	10.1	11.2
HCM Lane LOS	B	B	B	B	A	B	B	A	B	B
HCM 95th-tile Q	0.3	0.7	0.6	0.5	0.7	0.2	0.7	0.7	0.1	1

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	87	47	0	115	4	37	0	12	8	0	9
Future Vol, veh/h	7	87	47	0	115	4	37	0	12	8	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	140	-	-	-	-	0	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	92	92	82	82	92	92	92	82	92	82
Heavy Vehicles, %	0	1	2	2	2	0	2	2	2	0	2	0
Mvmt Flow	9	106	51	0	140	5	40	0	13	10	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	145	0	0	157	0	0	220	295	79	214	-	73
Stage 1	-	-	-	-	-	-	150	150	-	143	-	-
Stage 2	-	-	-	-	-	-	70	145	-	71	-	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.54	6.54	6.94	7.5	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.5	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.5	-	-
Follow-up Hdwy	2.2	-	-	2.22	-	-	3.52	4.02	3.32	3.5	-	3.3
Pot Cap-1 Maneuver	1450	-	-	1420	-	-	717	615	965	729	0	981
Stage 1	-	-	-	-	-	-	837	772	-	851	0	-
Stage 2	-	-	-	-	-	-	932	776	-	936	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1450	-	-	1420	-	-	706	611	965	716	-	981
Mov Cap-2 Maneuver	-	-	-	-	-	-	706	611	-	716	-	-
Stage 1	-	-	-	-	-	-	832	767	-	846	-	-
Stage 2	-	-	-	-	-	-	922	776	-	918	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	10	9.4
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	706	965	1450	-	-	1420	-	-	716	981
HCM Lane V/C Ratio	0.057	0.014	0.006	-	-	-	-	-	0.014	0.011
HCM Control Delay (s)	10.4	8.8	7.5	-	-	0	-	-	10.1	8.7
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.2	0	0	-	-	0	-	-	0	0

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	105	12	55	97	22	24
Future Vol, veh/h	105	12	55	97	22	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	120	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	13	60	105	24	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	127	0	294	64
Stage 1	-	-	-	-	121	-
Stage 2	-	-	-	-	173	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1457	-	673	987
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	840	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1457	-	645	987
Mov Cap-2 Maneuver	-	-	-	-	645	-
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	806	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	645	987	-	-	1457	-
HCM Lane V/C Ratio	0.037	0.026	-	-	0.041	-
HCM Control Delay (s)	10.8	8.7	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	109	129	0	0	153
Future Vol, veh/h	0	109	129	0	0	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	118	140	0	0	166

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	70	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	978	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	978	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NWT	EBLn1	SET	SER
Capacity (veh/h)	-	978	-	-
HCM Lane V/C Ratio	-	0.121	-	-
HCM Control Delay (s)	-	9.2	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	75	33	0	55	65	699	31	59	877	99
Future Vol, veh/h	0	0	75	33	0	55	65	699	31	59	877	99
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	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	215	-	-	275	-	215
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	0	2	0	2	1	0	0	1	2
Mvmt Flow	0	0	82	36	0	60	71	760	34	64	953	108

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	477	1524	2108	397	1061	0	0	794	0	0
Stage 1	-	-	-	919	919	-	-	-	-	-	-	-
Stage 2	-	-	-	605	1189	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	7.5	6.54	6.9	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	6.5	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	3.5	4.02	3.3	2.22	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	*721	*91	52	608	1004	-	-	836	-	-
Stage 1	0	0	-	*296	348	-	-	-	-	-	-	-
Stage 2	0	0	-	*683	452	-	-	-	-	-	-	-
Platoon blocked, %			1	1	1		1	-	-		-	-
Mov Cap-1 Maneuver	-	-	*721	*72	44	608	1004	-	-	836	-	-
Mov Cap-2 Maneuver	-	-	-	*72	44	-	-	-	-	-	-	-
Stage 1	-	-	-	*275	323	-	-	-	-	-	-	-
Stage 2	-	-	-	*560	417	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	10.6	56.3	0.7	0.6
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1004	-	-	160	721	836	-	-
HCM Lane V/C Ratio	0.07	-	-	0.598	0.113	0.077	-	-
HCM Control Delay (s)	8.9	-	-	56.3	10.6	9.7	-	-
HCM Lane LOS	A	-	-	F	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	3.2	0.4	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	125	31	106	125	31	163
Future Vol, veh/h	125	31	106	125	31	163
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	0	-	145	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	136	34	115	136	34	177

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	360	115	0	0	251	0
Stage 1	115	-	-	-	-	-
Stage 2	245	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	639	937	-	-	1314	-
Stage 1	910	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	622	937	-	-	1314	-
Mov Cap-2 Maneuver	659	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	775	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	659	937	1314	-
HCM Lane V/C Ratio	-	-	0.206	0.036	0.026	-
HCM Control Delay (s)	-	-	11.9	9	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.1	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	137	0	0	194
Future Vol, veh/h	0	0	137	0	0	194
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	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	149	0	0	211

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	360	149	0	0	149	0
Stage 1	149	-	-	-	-	-
Stage 2	211	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	639	898	-	-	1432	-
Stage 1	879	-	-	-	-	-
Stage 2	824	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	639	898	-	-	1432	-
Mov Cap-2 Maneuver	679	-	-	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	824	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1432	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	275	22	19	697	707	161
Future Volume (vph)	275	22	19	697	707	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	180			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1787	1615	1805	3574	3574	1538
Flt Permitted	0.950		0.336			
Satd. Flow (perm)	1787	1615	638	3574	3574	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		23				169
Link Speed (mph)	40			45	45	
Link Distance (ft)	288			771	839	
Travel Time (s)	4.9			11.7	12.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	1%	1%	5%
Adj. Flow (vph)	289	23	20	734	744	169
Shared Lane Traffic (%)						
Lane Group Flow (vph)	289	23	20	734	744	169
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	32			12	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
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	6		7	4	8	6

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Permitted Phases		6	4			8
Detector Phase	6	6	7	4	8	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.5	24.0	24.0	20.0
Total Split (s)	20.0	20.0	13.0	80.0	67.0	20.0
Total Split (%)	20.0%	20.0%	13.0%	80.0%	67.0%	20.0%
Maximum Green (s)	14.0	14.0	9.5	74.0	61.0	14.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	C-Max	C-Max	Max
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	14.0	14.0	76.5	74.0	70.2	93.8
Actuated g/C Ratio	0.14	0.14	0.76	0.74	0.70	0.94
v/c Ratio	1.16	0.09	0.04	0.28	0.30	0.12
Control Delay	145.6	16.0	1.6	2.2	6.5	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	145.6	16.0	1.6	2.2	6.5	0.4
LOS	F	B	A	A	A	A
Approach Delay	136.1			2.2	5.4	
Approach LOS	F			A	A	
90th %ile Green (s)	14.0	14.0	6.2	74.0	64.3	14.0
90th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
70th %ile Green (s)	14.0	14.0	5.9	74.0	64.6	14.0
70th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
50th %ile Green (s)	14.0	14.0	0.0	74.0	74.0	14.0
50th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
30th %ile Green (s)	14.0	14.0	0.0	74.0	74.0	14.0
30th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
10th %ile Green (s)	14.0	14.0	0.0	74.0	74.0	14.0
10th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
Queue Length 50th (ft)	~219	0	1	29	68	0
Queue Length 95th (ft)	#381	23	m3	39	133	7
Internal Link Dist (ft)	208			691	759	
Turn Bay Length (ft)	200		180			250
Base Capacity (vph)	250	245	598	2644	2508	1453
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.16	0.09	0.03	0.28	0.30	0.12

Intersection Summary

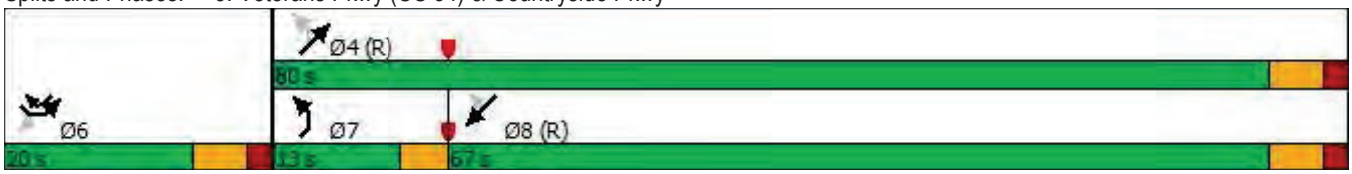
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay: 24.8	Intersection LOS: C
Intersection Capacity Utilization 44.8%	ICU Level of Service A
Analysis Period (min) 15	

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

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

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Veterans Pkwy (US 34) & Countryside Pkwy



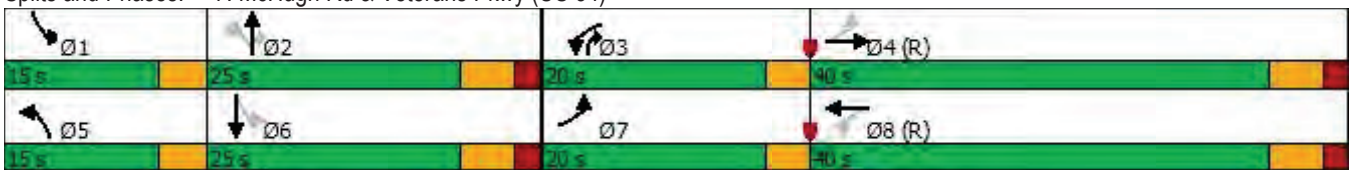
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	643	20	106	520	59	39	55	65	69	77	126
Future Volume (vph)	134	643	20	106	520	59	39	55	65	69	77	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	180		0	110		110	195		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	170			180			105			120		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.985				0.850		0.907	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3592	0	1805	3524	0	1805	1900	1568	1805	1723	0
Flt Permitted	0.342			0.311			0.592			0.659		
Satd. Flow (perm)	637	3592	0	591	3524	0	1125	1900	1568	1252	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			13				71		73	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		892			1073			856			449	
Travel Time (s)		13.5			16.3			19.5			8.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	0%	0%	1%	0%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	140	670	21	110	542	61	41	57	68	72	80	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	140	691	0	110	603	0	41	57	68	72	211	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0	9.5	10.5	24.0	
Total Split (s)	20.0	40.0		20.0	40.0		15.0	25.0	20.0	15.0	25.0	
Total Split (%)	20.0%	40.0%		20.0%	40.0%		15.0%	25.0%	20.0%	15.0%	25.0%	
Maximum Green (s)	16.5	34.0		16.5	34.0		11.5	19.0	16.5	11.5	19.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max	None	None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	53.9	42.2		52.1	41.2		32.6	24.2	38.5	35.3	27.2	
Actuated g/C Ratio	0.54	0.42		0.52	0.41		0.33	0.24	0.38	0.35	0.27	
v/c Ratio	0.31	0.46		0.27	0.41		0.10	0.12	0.11	0.15	0.40	
Control Delay	12.3	22.1		12.3	22.6		21.5	33.1	5.4	22.0	23.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	12.3	22.1		12.3	22.6		21.5	33.1	5.4	22.0	23.4	
LOS	B	C		B	C		C	C	A	C	C	
Approach Delay		20.5			21.0			18.9			23.1	
Approach LOS		C			C			B			C	
90th %ile Green (s)	12.0	39.9		10.6	38.5		8.8	19.8	10.6	10.7	21.7	
90th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
70th %ile Green (s)	10.3	41.3		9.2	40.2		7.7	21.4	9.2	9.1	22.8	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
50th %ile Green (s)	9.2	42.2		8.3	41.3		6.9	22.4	8.3	8.1	23.6	
50th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
30th %ile Green (s)	8.1	43.1		7.4	42.4		0.0	23.4	7.4	7.1	34.0	
30th %ile Term Code	Gap	Coord		Gap	Coord		Skip	MaxR	Gap	Gap	MaxR	
10th %ile Green (s)	6.7	44.3		6.2	43.8		0.0	34.0	6.2	0.0	34.0	
10th %ile Term Code	Gap	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
Queue Length 50th (ft)	40	161		31	122		17	29	0	30	73	
Queue Length 95th (ft)	69	221		60	181		40	65	26	61	148	
Internal Link Dist (ft)		812			993			776			369	
Turn Bay Length (ft)	180			180			110		110	195		
Base Capacity (vph)	546	1516		534	1460		479	459	770	518	522	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.26	0.46		0.21	0.41		0.09	0.12	0.09	0.14	0.40	

Intersection Summary

Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 20.9		Intersection LOS: C	
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: McHugh Rd & Veterans Pkwy (US 34)



Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	139	76	28	172	49	61	68	1	30	47	20
Future Vol, veh/h	58	139	76	28	172	49	61	68	1	30	47	20
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, %	0	0	0	0	1	4	0	2	0	0	0	0
Mvmt Flow	63	151	83	30	187	53	66	74	1	33	51	22
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	9.9	10.1	10.3	10
HCM LOS	A	B	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	99%	0%	100%	38%	0%	100%	54%	0%	70%
Vol Right, %	0%	1%	0%	0%	62%	0%	0%	46%	0%	30%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	61	69	58	93	122	28	115	106	30	67
LT Vol	61	0	58	0	0	28	0	0	30	0
Through Vol	0	68	0	93	46	0	115	57	0	47
RT Vol	0	1	0	0	76	0	0	49	0	20
Lane Flow Rate	66	75	63	101	133	30	125	116	33	73
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.127	0.133	0.114	0.168	0.206	0.056	0.21	0.186	0.063	0.127
Departure Headway (Hd)	6.885	6.408	6.524	6.019	5.58	6.568	6.08	5.806	6.988	6.278
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	520	559	550	596	644	546	591	618	513	571
Service Time	4.626	4.149	4.26	3.755	3.316	4.304	3.816	3.542	4.731	4.02
HCM Lane V/C Ratio	0.127	0.134	0.115	0.169	0.207	0.055	0.212	0.188	0.064	0.128
HCM Control Delay	10.6	10.1	10.1	10	9.8	9.7	10.4	9.9	10.2	9.9
HCM Lane LOS	B	B	B	A	A	A	B	A	B	A
HCM 95th-tile Q	0.4	0.5	0.4	0.6	0.8	0.2	0.8	0.7	0.2	0.4

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	100	70	0	130	0	63	0	21	0	0	0
Future Vol, veh/h	1	100	70	0	130	0	63	0	21	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	140	-	-	-	-	0	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	92	92	85	85	92	92	92	85	92	85
Heavy Vehicles, %	0	0	2	2	3	0	2	2	2	0	2	0
Mvmt Flow	1	118	76	0	153	0	68	0	23	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	153	0	0	194	0	0	235	311	97	214	-	77
Stage 1	-	-	-	-	-	-	158	158	-	153	-	-
Stage 2	-	-	-	-	-	-	77	153	-	61	-	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.54	6.54	6.94	7.5	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.5	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.5	-	-
Follow-up Hdwy	2.2	-	-	2.22	-	-	3.52	4.02	3.32	3.5	-	3.3
Pot Cap-1 Maneuver	1440	-	-	1377	-	-	700	602	940	729	0	975
Stage 1	-	-	-	-	-	-	828	766	-	840	0	-
Stage 2	-	-	-	-	-	-	923	770	-	949	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1440	-	-	1377	-	-	699	601	940	711	-	975
Mov Cap-2 Maneuver	-	-	-	-	-	-	699	601	-	711	-	-
Stage 1	-	-	-	-	-	-	827	765	-	839	-	-
Stage 2	-	-	-	-	-	-	923	770	-	925	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	10.3	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	699	940	1440	-	-	1377	-	-	-	-
HCM Lane V/C Ratio	0.098	0.024	0.001	-	-	-	-	-	-	-
HCM Control Delay (s)	10.7	8.9	7.5	-	-	0	-	-	0	0
HCM Lane LOS	B	A	A	-	-	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	0.1	0	-	-	0	-	-	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	111	20	79	100	31	42
Future Vol, veh/h	111	20	79	100	31	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	120	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	22	86	109	34	46

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	143	0	359	72
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	227	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1437	-	613	975
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1437	-	576	975
Mov Cap-2 Maneuver	-	-	-	-	576	-
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	742	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	576	975	-	-	1437	-
HCM Lane V/C Ratio	0.058	0.047	-	-	0.06	-
HCM Control Delay (s)	11.6	8.9	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.2	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	153	153	0	0	180
Future Vol, veh/h	0	153	153	0	0	180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	166	166	0	0	196

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	83	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	960	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	960	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NWT	EBLn1	SET	SER
Capacity (veh/h)	-	960	-	-
HCM Lane V/C Ratio	-	0.173	-	-
HCM Control Delay (s)	-	9.5	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0.6	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	102	21	0	36	89	654	36	35	555	139
Future Vol, veh/h	0	0	102	21	0	36	89	654	36	35	555	139
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	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	215	-	-	275	-	215
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	93	92	93	92	93	93	93	93	92
Heavy Vehicles, %	2	2	2	5	2	0	2	1	0	0	1	2
Mvmt Flow	0	0	111	23	0	39	97	703	39	38	597	151

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	299	1292	1741	371	748	0	0	742	0	0
Stage 1	-	-	-	917	917	-	-	-	-	-	-	-
Stage 2	-	-	-	375	824	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	7.6	6.54	6.9	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	6.6	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.6	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	3.55	4.02	3.3	2.22	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	*863	*135	91	632	1117	-	-	874	-	-
Stage 1	0	0	-	*287	349	-	-	-	-	-	-	-
Stage 2	0	0	-	*807	546	-	-	-	-	-	-	-
Platoon blocked, %			1	1	1		1	-	-		-	-
Mov Cap-1 Maneuver	-	-	*863	*106	80	632	1117	-	-	874	-	-
Mov Cap-2 Maneuver	-	-	-	*106	80	-	-	-	-	-	-	-
Stage 1	-	-	-	*262	319	-	-	-	-	-	-	-
Stage 2	-	-	-	*673	523	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	9.8	27.2	1	0.4
HCM LOS	A	D		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1117	-	-	223	863	874	-	-
HCM Lane V/C Ratio	0.087	-	-	0.275	0.128	0.043	-	-
HCM Control Delay (s)	8.5	-	-	27.2	9.8	9.3	-	-
HCM Lane LOS	A	-	-	D	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.1	0.4	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	161	40	91	157	38	113
Future Vol, veh/h	161	40	91	157	38	113
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	0	-	145	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	175	43	99	171	41	123

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	304	99	0	0	270	0
Stage 1	99	-	-	-	-	-
Stage 2	205	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	688	957	-	-	1293	-
Stage 1	925	-	-	-	-	-
Stage 2	829	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	666	957	-	-	1293	-
Mov Cap-2 Maneuver	689	-	-	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	802	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	689	957	1293	-
HCM Lane V/C Ratio	-	-	0.254	0.045	0.032	-
HCM Control Delay (s)	-	-	12	8.9	7.9	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	1	0.1	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	131	0	0	151
Future Vol, veh/h	0	0	131	0	0	151
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	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	142	0	0	164

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	306	142	0	0	142	0
Stage 1	142	-	-	-	-	-
Stage 2	164	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	686	906	-	-	1441	-
Stage 1	885	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	686	906	-	-	1441	-
Mov Cap-2 Maneuver	712	-	-	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	865	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1441	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

APPENDIX H

CAPACITY ANALYSIS WORKSHEETS
2031 FUTURE WITH PROJECT
WITH PROPOSED MITIGATION

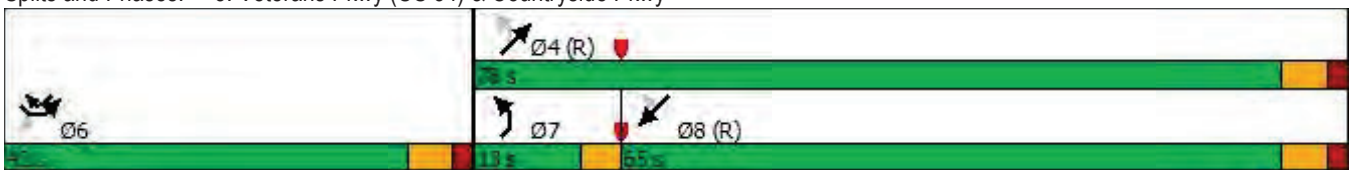
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	206	23	24	749	1013	129
Future Volume (vph)	206	23	24	749	1013	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	180			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1805	3574	3574	1524
Flt Permitted	0.950		0.176			
Satd. Flow (perm)	1805	1615	334	3574	3574	1524
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		24				137
Link Speed (mph)	40			45	45	
Link Distance (ft)	288			771	839	
Travel Time (s)	4.9			11.7	12.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	6%
Adj. Flow (vph)	219	24	26	797	1078	137
Shared Lane Traffic (%)						
Lane Group Flow (vph)	219	24	26	797	1078	137
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	32			12	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
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	6		7	4	8	6

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Permitted Phases		6	4			8
Detector Phase	6	6	7	4	8	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.5	24.0	24.0	20.0
Total Split (s)	42.0	42.0	13.0	78.0	65.0	42.0
Total Split (%)	35.0%	35.0%	10.8%	65.0%	54.2%	35.0%
Maximum Green (s)	36.0	36.0	9.5	72.0	59.0	36.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	C-Max	C-Max	Max
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	36.0	36.0	74.5	72.0	66.0	110.4
Actuated g/C Ratio	0.30	0.30	0.62	0.60	0.55	0.92
v/c Ratio	0.40	0.05	0.09	0.37	0.55	0.10
Control Delay	36.2	11.2	7.5	9.1	19.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	11.2	7.5	9.1	19.5	0.3
LOS	D	B	A	A	B	A
Approach Delay	33.8			9.1	17.3	
Approach LOS	C			A	B	
90th %ile Green (s)	36.0	36.0	7.1	72.0	61.4	36.0
90th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
70th %ile Green (s)	36.0	36.0	6.5	72.0	62.0	36.0
70th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
50th %ile Green (s)	36.0	36.0	6.1	72.0	62.4	36.0
50th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
30th %ile Green (s)	36.0	36.0	0.0	72.0	72.0	36.0
30th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
10th %ile Green (s)	36.0	36.0	0.0	72.0	72.0	36.0
10th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
Queue Length 50th (ft)	135	0	5	92	291	0
Queue Length 95th (ft)	208	21	13	118	364	6
Internal Link Dist (ft)	208			691	759	
Turn Bay Length (ft)	200		180			250
Base Capacity (vph)	541	501	323	2144	1964	1412
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.05	0.08	0.37	0.55	0.10

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 16.1		Intersection LOS: B	
Intersection Capacity Utilization 49.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Veterans Pkwy (US 34) & Countryside Pkwy



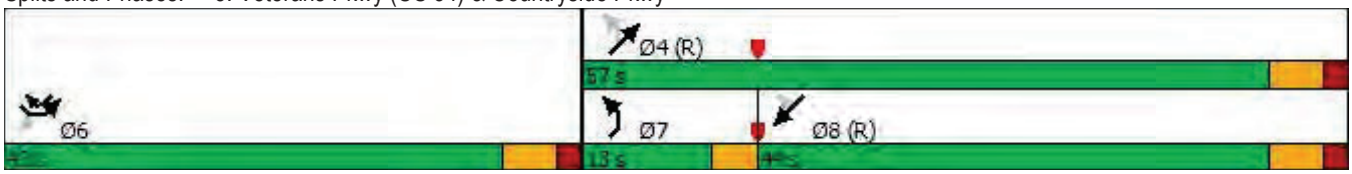
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	275	22	19	697	707	161
Future Volume (vph)	275	22	19	697	707	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	180			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1787	1615	1805	3574	3574	1538
Flt Permitted	0.950		0.271			
Satd. Flow (perm)	1787	1615	515	3574	3574	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		23				169
Link Speed (mph)	40			45	45	
Link Distance (ft)	288			771	839	
Travel Time (s)	4.9			11.7	12.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	1%	1%	5%
Adj. Flow (vph)	289	23	20	734	744	169
Shared Lane Traffic (%)						
Lane Group Flow (vph)	289	23	20	734	744	169
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	32			12	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
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	6		7	4	8	6

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Permitted Phases		6	4			8
Detector Phase	6	6	7	4	8	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.5	24.0	24.0	20.0
Total Split (s)	43.0	43.0	13.0	57.0	44.0	43.0
Total Split (%)	43.0%	43.0%	13.0%	57.0%	44.0%	43.0%
Maximum Green (s)	37.0	37.0	9.5	51.0	38.0	37.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	C-Max	C-Max	Max
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	37.0	37.0	53.5	51.0	47.0	93.6
Actuated g/C Ratio	0.37	0.37	0.54	0.51	0.47	0.94
v/c Ratio	0.44	0.04	0.06	0.40	0.44	0.12
Control Delay	26.3	8.3	9.7	12.8	19.7	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.3	8.3	9.7	12.8	19.7	0.4
LOS	C	A	A	B	B	A
Approach Delay	25.0			12.8	16.1	
Approach LOS	C			B	B	
90th %ile Green (s)	37.0	37.0	6.9	51.0	40.6	37.0
90th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
70th %ile Green (s)	37.0	37.0	6.3	51.0	41.2	37.0
70th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
50th %ile Green (s)	37.0	37.0	0.0	51.0	51.0	37.0
50th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
30th %ile Green (s)	37.0	37.0	0.0	51.0	51.0	37.0
30th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
10th %ile Green (s)	37.0	37.0	0.0	51.0	51.0	37.0
10th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
Queue Length 50th (ft)	137	0	4	89	147	0
Queue Length 95th (ft)	211	16	m11	144	238	8
Internal Link Dist (ft)	208			691	759	
Turn Bay Length (ft)	200		180			250
Base Capacity (vph)	661	612	398	1822	1678	1450
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.04	0.05	0.40	0.44	0.12

Intersection Summary

Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 16.2		Intersection LOS: B	
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 5: Veterans Pkwy (US 34) & Countryside Pkwy



APPENDIX I

ITE TRIP GENERATION MANUAL EXCERPTS

Land Use: 857
Discount Club

Description

A discount club is a discount store or warehouse where shoppers pay a membership fee in order to take advantage of discounted prices on a wide variety of items such as food, beverages, household items, clothing, tires, and appliances. Many items are sold in large quantities or bulk. Some sites may include on-site fueling pumps.

Additional Data

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alabama, Alberta (CAN), California, Connecticut, Delaware, Florida, Maryland, Massachusetts, Minnesota, Ohio, Oregon, Pennsylvania, and Washington.

To assist in the future analysis of this land use, it is important to collect and include information on the presence of vehicle fueling stations in trip generation data submissions.

Source Numbers

212, 245, 333, 344, 345, 346, 424, 438, 445, 580, 584, 700, 715, 719, 975, 1047

Discount Club
(857)

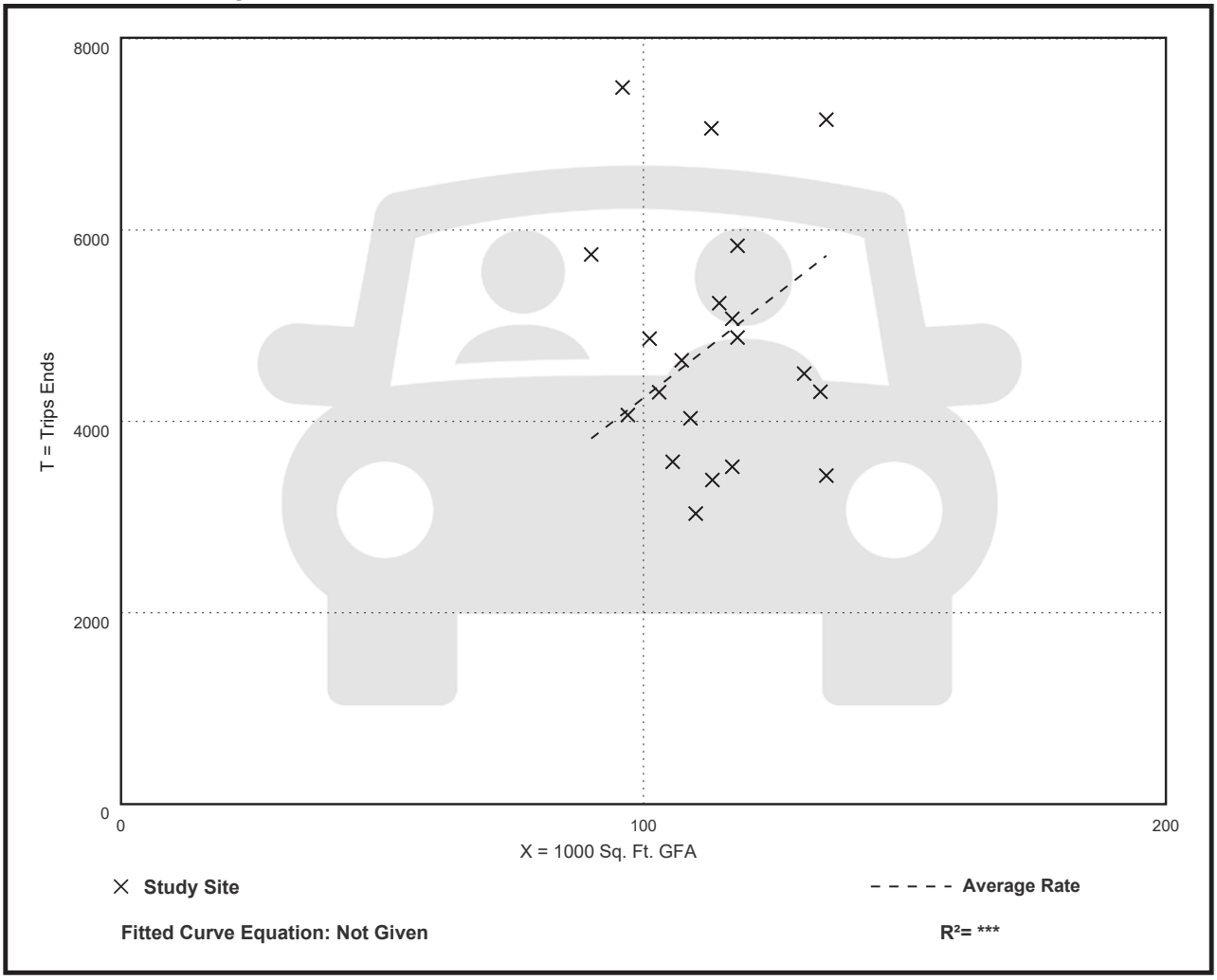
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 20
Avg. 1000 Sq. Ft. GFA: 113
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
42.46	25.44 - 78.02	13.04

Data Plot and Equation



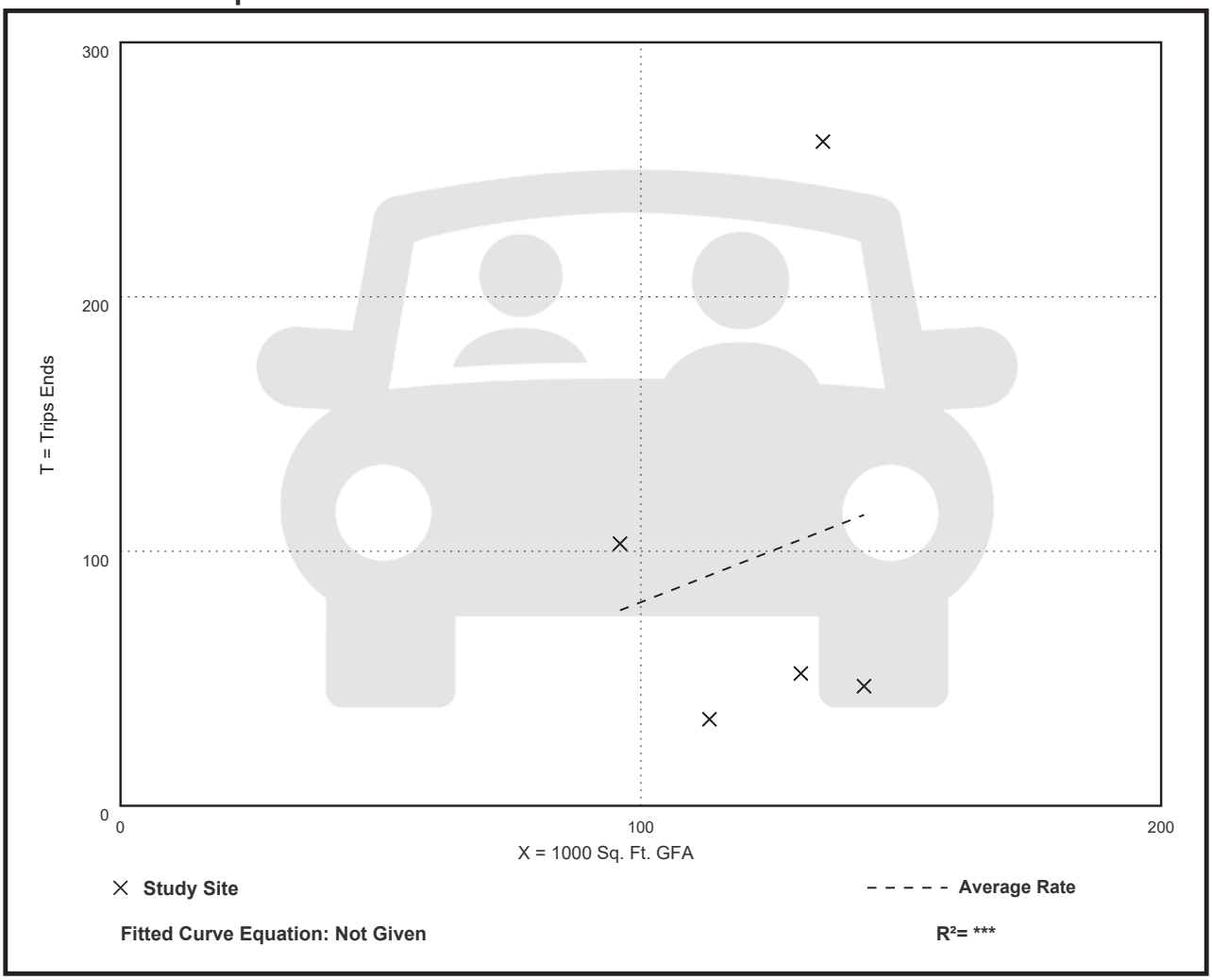
Discount Club
(857)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 124
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.80	0.30 - 1.93	0.73

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

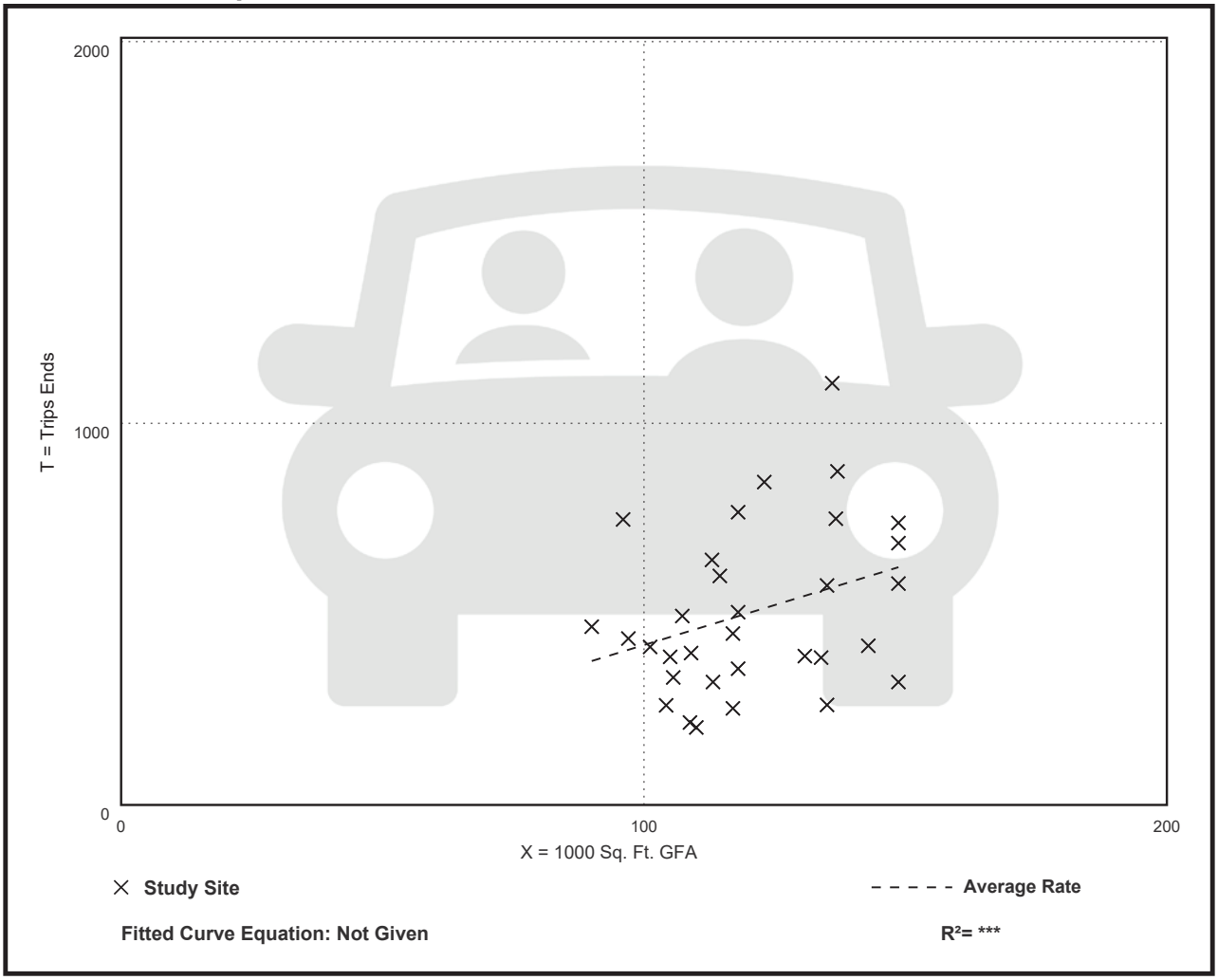
Discount Club
(857)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 32
Avg. 1000 Sq. Ft. GFA: 121
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.19	1.85 - 8.13	1.70

Data Plot and Equation



Discount Club
(857)

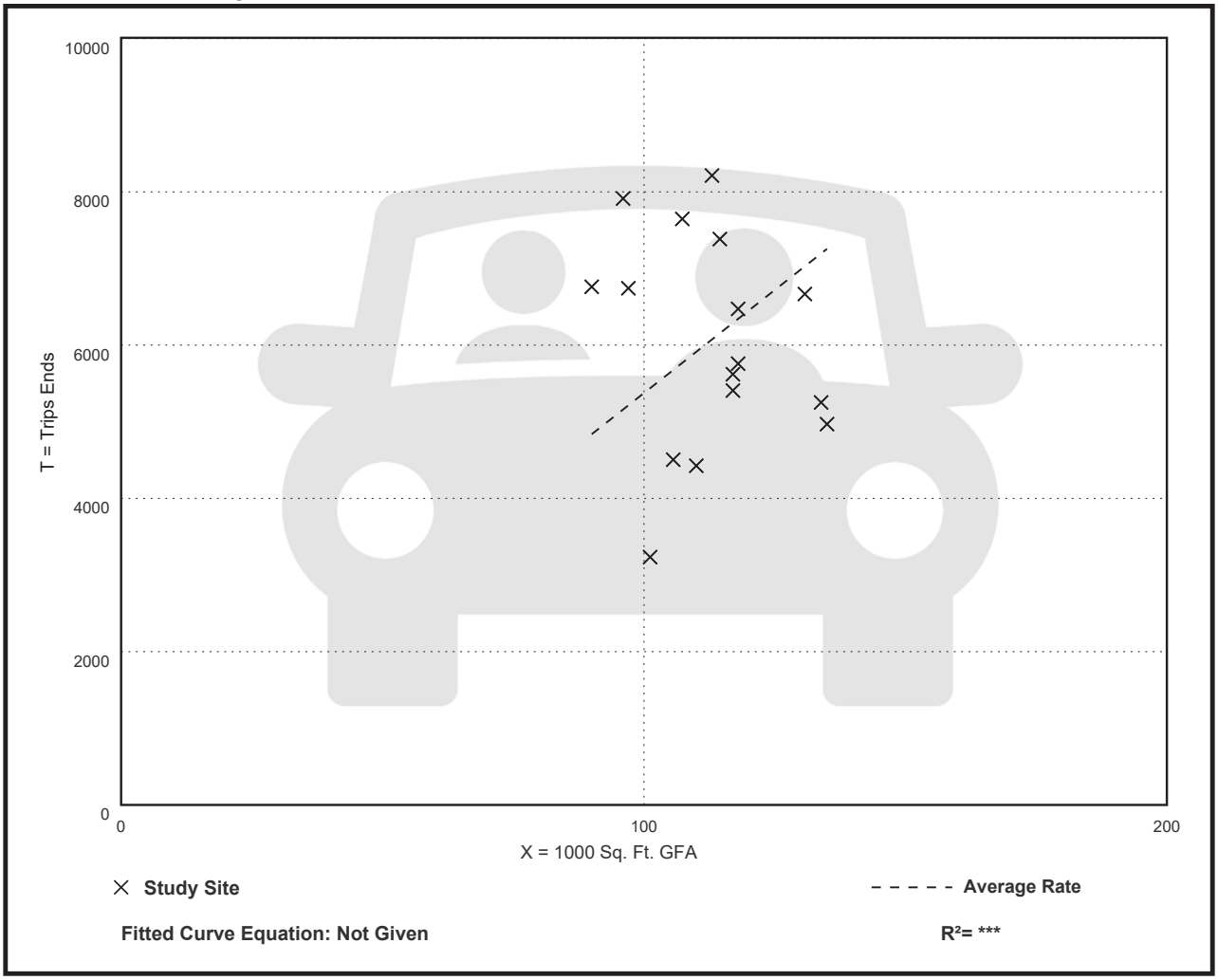
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday

Setting/Location: General Urban/Suburban
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 113
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
53.75	31.97 - 82.43	15.25

Data Plot and Equation



Discount Club
(857)

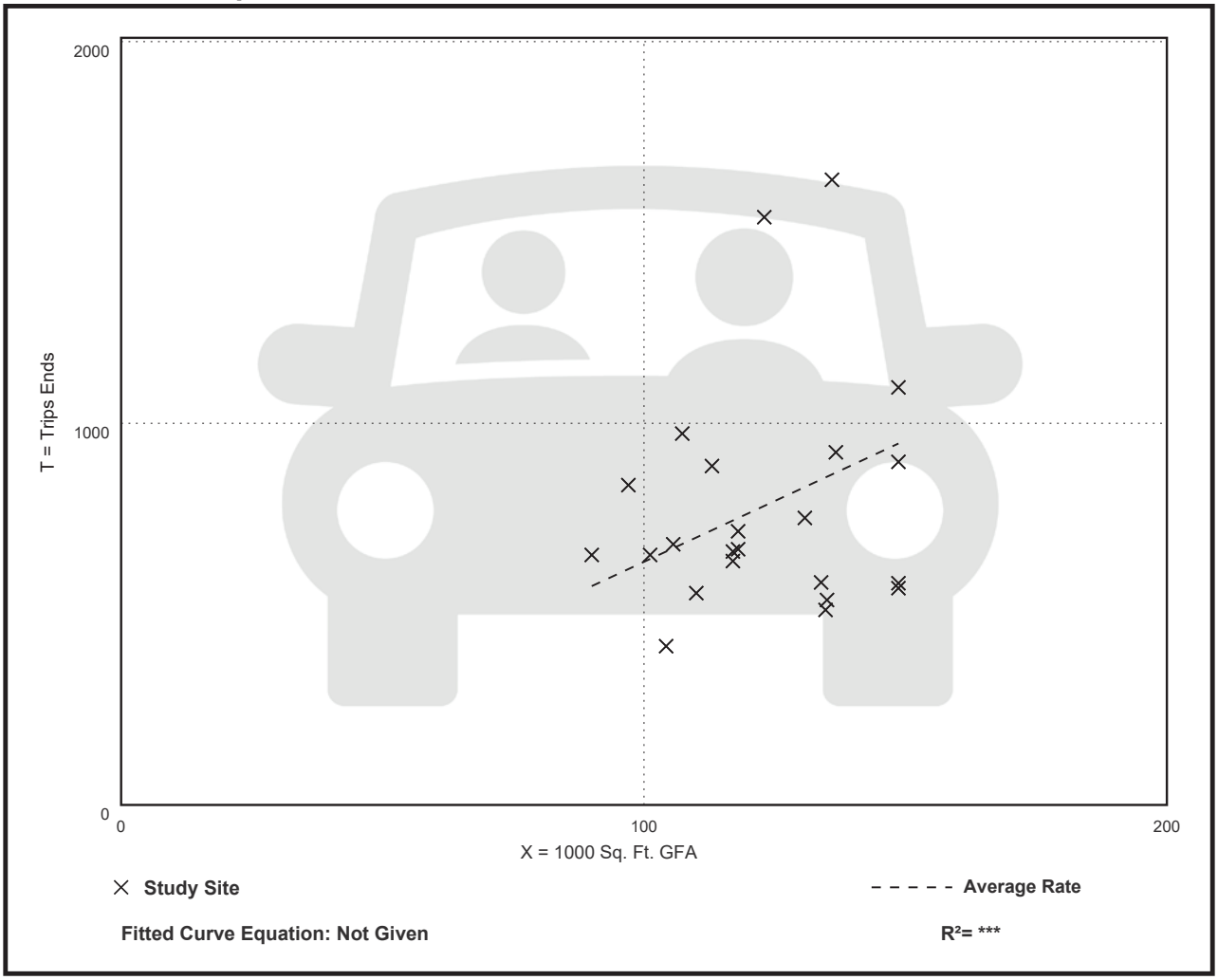
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 23
Avg. 1000 Sq. Ft. GFA: 123
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
6.37	3.79 - 12.52	2.43

Data Plot and Equation



Land Use: 944
Gasoline/Service Station

Description

This land use includes gasoline/service stations where the primary business is the fueling of motor vehicles. The sites included generally have a small building (less than 2,000 gross square feet) that houses a cashier and limited space for motor vehicle maintenance supplies and general convenience products. A gasoline/service station may also have facilities for servicing and repairing motor vehicles. The gasoline/service station may also have a car wash. Convenience store/gas station (Land Use 945) and truck stop (Land Use 950) are related uses.

Additional Data

The independent variable—vehicle fueling positions—is defined as the maximum number of vehicles that can be fueled simultaneously. The sites in this land use include both self-pump and attendant-pumped fueling positions and both pre-pay and post-pay operations.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Florida, Kentucky, Maryland, Massachusetts, Minnesota, New Hampshire, New Jersey, Ontario (CAN), Oregon, South Dakota, Texas, and Washington.

Specialized Land Use Data

A 2006 study provided data on four private fuel facilities in Florida (source 721). These facilities provide self-fuel service for any motorist with a pre-established membership account. The site is not open to the general public. The trip generation characteristics of these sites differ from sites included in this land use; therefore, trip generation information for these sites is excluded from the data plots. The four sites have an average of nine vehicle fueling positions, with an average of 12 vehicle trips during the weekday, AM peak hour of adjacent traffic and 7 vehicle trips during the weekday, PM peak hour of adjacent street traffic.

Source Numbers

221, 274, 278, 288, 340, 350, 351, 355, 359, 366, 440, 583, 617, 618, 631, 721, 867, 882, 883, 888, 954, 977

Gasoline/Service Station
(944)

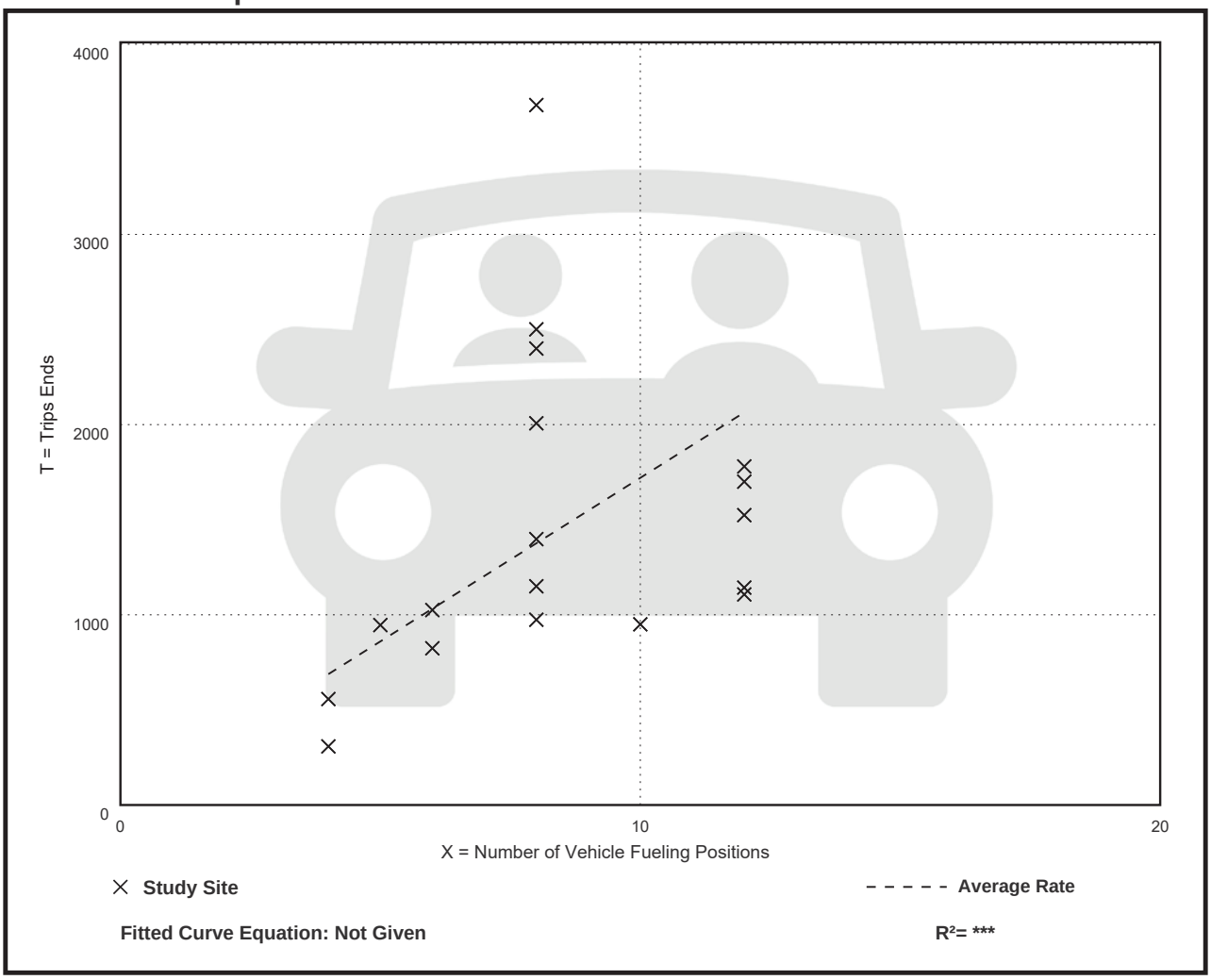
Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. Num. of Vehicle Fueling Positions: 8
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
172.01	77.00 - 460.00	96.45

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

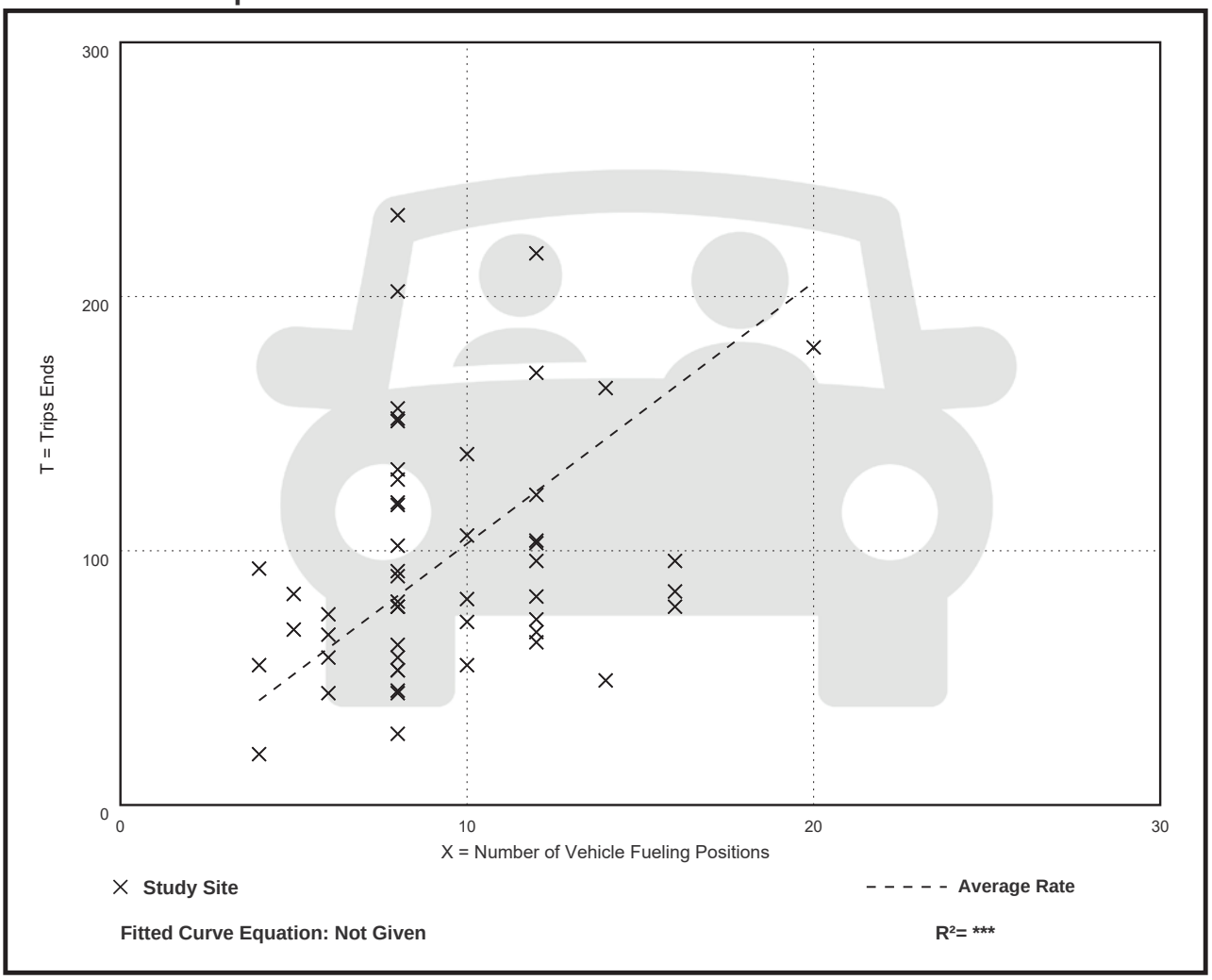
Gasoline/Service Station
(944)

Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 53
Avg. Num. of Vehicle Fueling Positions: 9
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
10.28	3.50 - 29.00	5.36

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

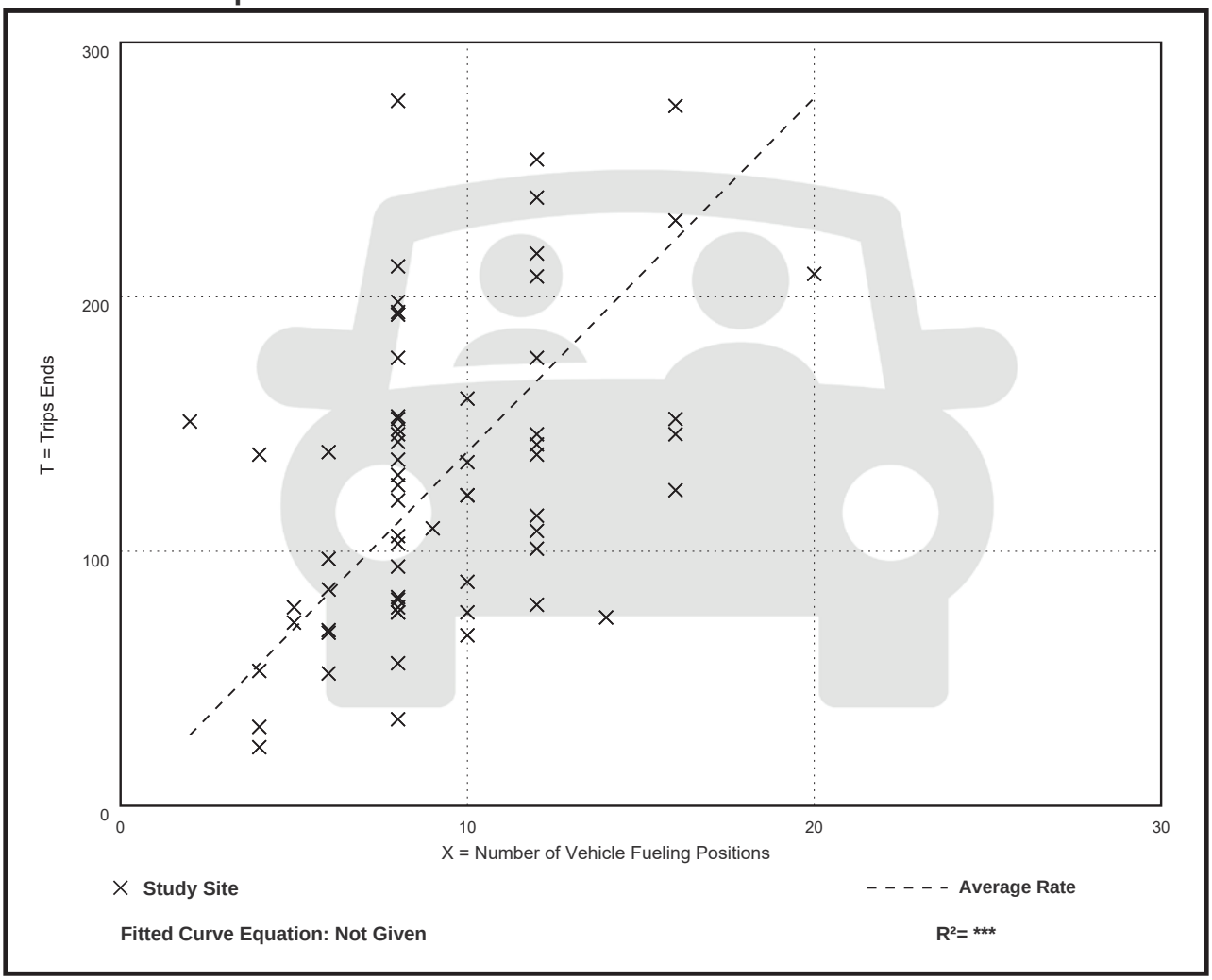
Gasoline/Service Station
(944)

Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 65
Avg. Num. of Vehicle Fueling Positions: 9
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
13.91	4.25 - 75.50	6.93

Data Plot and Equation



Gasoline/Service Station
(944)

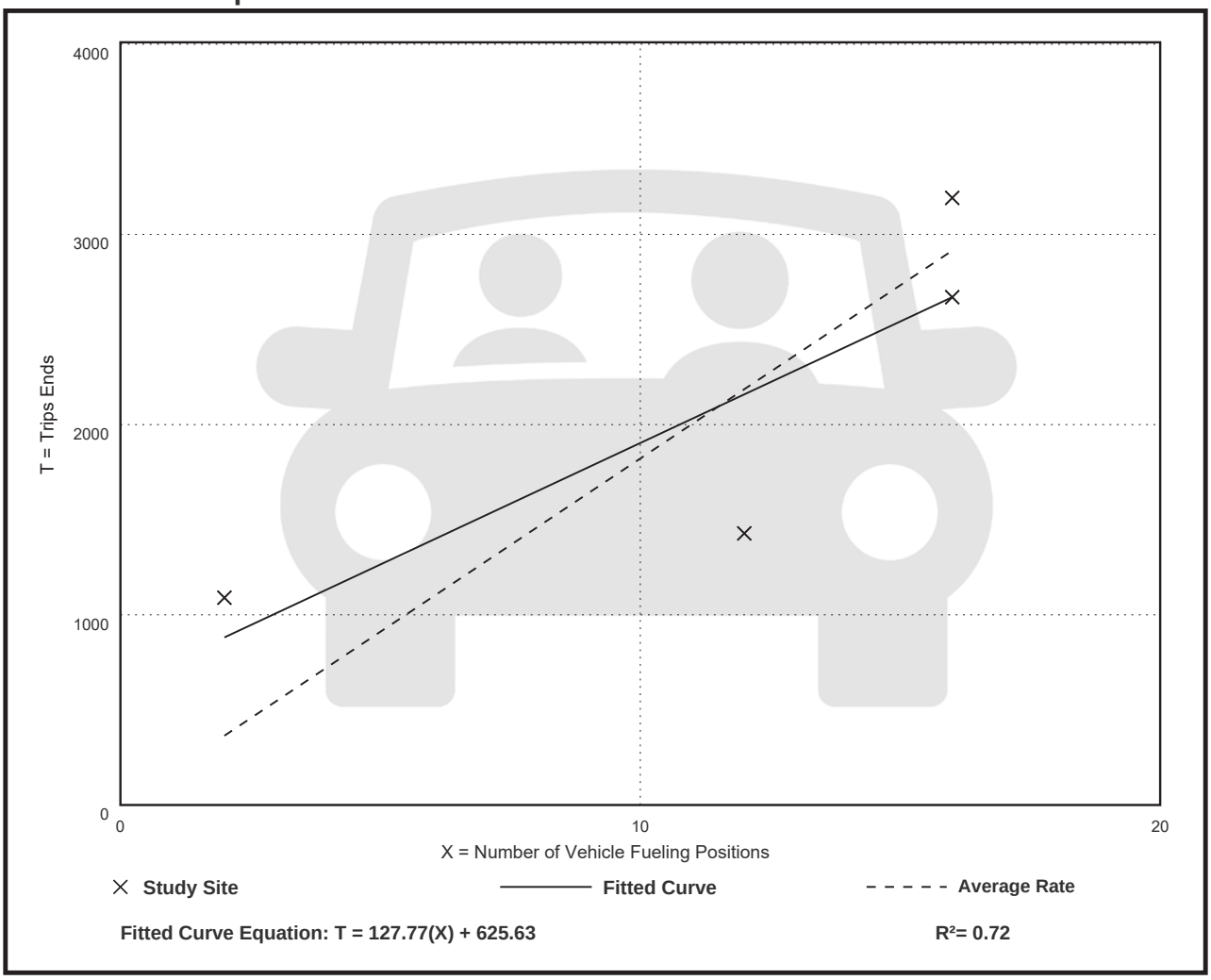
Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Saturday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. Num. of Vehicle Fueling Positions: 12
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
182.17	119.00 - 545.00	96.27

Data Plot and Equation



Fitted Curve Equation: T = 127.77(X) + 625.63

R^2= 0.72

Gasoline/Service Station
(944)

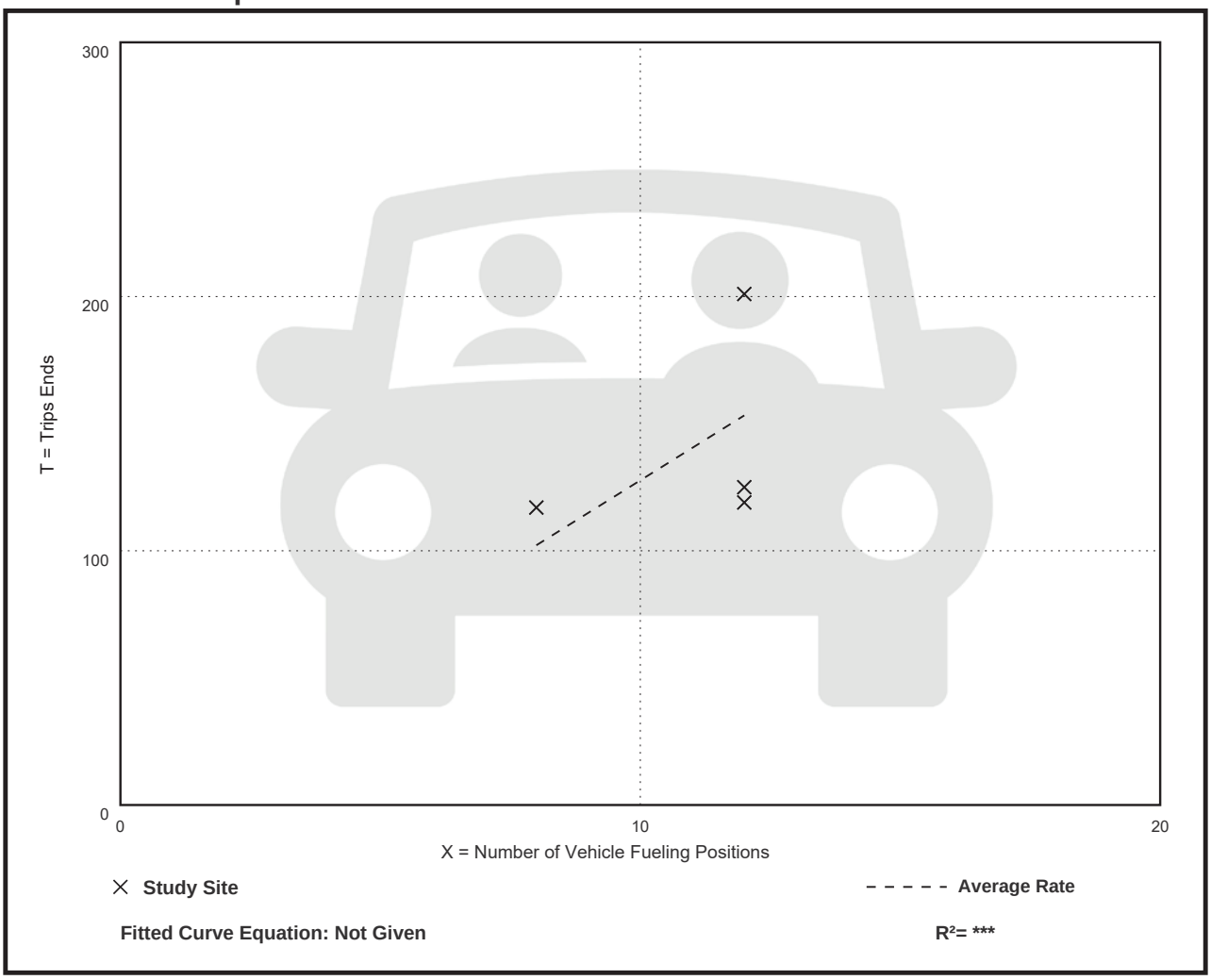
Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. Num. of Vehicle Fueling Positions: 11
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
12.77	9.92 - 16.75	3.40

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

EXHIBIT F

December 5, 2024

Ms. Krysti Barksdale-Noble
Community Development Director
United City of Yorkville
651 Prairie Pointe
Yorkville, IL 60560

Re: Costco
Preliminary Engineering – 1st Submittal
United City of Yorkville

Dear Krysti:

We have reviewed the following items for the above-referenced project:

- Preliminary Engineering Plans (5 sheets) dated November 13, 2024, and prepared by V3 Companies
- Final Plat of Subdivision (2 sheets) dated October 29, 2024, and prepared by V3 Companies.
- Photometric Plan dated July 22, 2024, and prepared by T.E. Inc.
- Preliminary Stormwater Management Report dated November 13, 2024, and prepared by V3 Companies
- Traffic Impact Study dated November 13, 2024, and prepared by V3 Companies
- Preliminary Landscape Plan dated November 15, 2024, and prepared by Kimley-Horn
- Other Supporting Documentation

Our review of these plans and reports are to generally determine their compliance with local ordinances and whether the improvements will conform to existing local systems and equipment. This review and our comments do not relieve the designer from his duties to conform to all required codes, regulations, and acceptable standards of engineering practice. Engineering Enterprises, Inc.'s review is not intended as an in-depth quality assurance review, we cannot and do not assume responsibility for design errors or omissions in the plans. As such, we offer the following comments:

General

1. The following permits may be required during final engineering and should be provided to the City when obtained. The City and EEI should be copied on all correspondence with the agencies.
    - IEPA NPDES General Construction Permit is required. The Notice of Intent must be filed with IEPA 30 days prior to start of construction.
    - IEPA Water and Sanitary Sewer Permits
    - Yorkville Bristol Sanitary District (YBSD) approval is needed for the connection of the proposed sanitary lines to the existing sanitary sewer.
    - IDOT for the connection to U.S. Route 34
    - United City of Yorkville Stormwater Management Permit

2. The following will need to be submitted with final engineering:
    a. An engineer's estimate needs to be provided and must include all public improvements within the ROW including all public utilities and connections, all soil erosion and sediment control items, and all permitted stormwater items. This cost estimate will be used to determine the construction guarantee amount. In addition, a cost estimate needs to be provided for all site improvements which will be used to calculate the building permit fees.
    b. Truck turning exhibits for delivery and emergency vehicles

3. Additional forms and information can be found at https://www.yorkville.il.us/333/Engineering-Department.

4. The comments in the attached review letter from the City's landscaping consultant must be addressed and a revised landscaping plan submitted with final engineering.

Preliminary Engineering Plans

We have completed a cursory review of the preliminary engineering plans and stormwater management report. A detailed review will be completed with the submittal of final engineering. The following comments should be considered when developing final engineering.

C0.0 - Cover Sheet

5. The plans should be signed and sealed by a Professional Engineer prior to final approval.

6. The JULIE logo or contact information should be included on the cover sheet.

7. Include contact information for the City and YBSD on the cover sheet.

C2.0 - Layout Plan

8. The City should confirm that the number of parking spaces is adequate.

C3.0 – Preliminary Grading Plan

9. Additional grading should be shown in the fueling area.

10. Include 1-ft contours in the non-paved area to the west (where the future employee parking will be).

C4.0 – Preliminary Utility Plan

11. All utility conflicts will need to be shown.

12. Water valves should be included on the water main.

13. Provide details of the water main connections.

14. The storm structures should be labeled with unique identifiers and the type of structure, frame, and lids/grates.

Photometric Plan

15. The photometric plan should include a summary table that includes average, average to minimum, and maximum to minimum light intensity data to confirm that the lighting plan meets the requirements of the Ordinance.

16. Light intensity shall be zero-foot candles at all property lines.

17. Light fixtures should be fully cut off and conform to the dark sky concept.

Preliminary Stormwater Management Report

18. A City of Yorkville Stormwater Permit Application should be submitted with Final Engineering.

19. The stormwater management report should be signed and sealed by a Professional Engineer prior to final approval.

20. Confirm that the detention basin design accounts for the future development of the fueling station and employee parking lot that is indicated on the plans.

21. The report includes a requirement to control the outlet to 0.08 cfs/acre for a 25-year storm. It has been determined that this will not be required for this project.

22. A full report with calculations, modeling, and exhibits as indicated in the permit application should be included with final engineering.

23. A certified wetland determination will need to be included with final engineering.

24. Confirm that the existing storm sewer that goes to the existing detention basin is installed.

25. Calculations for the drawdown time of the detention basin will be required due to the 5.8' bounce.

Traffic Study

The following roadway-related improvements are anticipated to accommodate the new development based on the submitted traffic study:

- A new full-access driveway on US 34 that aligns with Tuma Road.
    a. Eastbound dedicated left turn lane into Costco.
    b. Westbound dedicated right turn lane into Costco.
- Two new full-access driveways on McHugh Road.
    c. Restriping the existing two-way left turn lane into a dedicated left turn lane into the proposed Costco gas station.
    d. Widening McHugh Road near US 34 for a dedicated right-turn lane into the proposed Costco gas station.
- A new full-access driveway on Countryside Parkway that aligns with Crimson Lane.
    e. Restriping the unused, existing left turn lane in the paved, westbound Countryside Parkway median area.
- A new full-access driveway on Countryside Parkway.
    f. Removal of the existing landscaped and curbed median area.
    g. Adding dedicated left turn lane into the proposed Costco parking lot.
- A new Right-In Right-Out driveway on Countryside Parkway.

26. The traffic impact study should be submitted to IDOT for review. The City should be copied on all correspondence with IDOT.

27. IDOT should comment on the proposed mitigations at US 34 and Countryside. Note that the capacity analysis indicated an inadequate level of service without the proposed mitigations. Storage lengths were also exceeded in this area.

28. The storage length for the southbound Countryside Parkway at US 34 should meet the proposed mitigation queue length and avoid blocking the exit of Driveway 3.

29. The existing traffic volumes displayed in Figure 5 along McHugh Road do not balance with the volumes entering the intersections of US 34 / McHugh Road and McHugh Road / Countryside Parkway.

30. The existing traffic volumes displayed in Figure 5 along Countryside Parkway do not balance with those entering the intersections of US 34 / Countryside Parkway and Countryside Parkway / Crimson Lane.

31. The pages from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, should be included in the Appendix.

32. The size utilized in Table 1 for trip generation of the Gasoline/Service Station does not account for the future expansion of the gas station.

33. A traffic signal warrant analysis at the intersection of US 34/Veterans Parkway and Costco Driveway 4/Tuma Road found the installation of a traffic signal to be unwarranted. It is noted that an inadequate Level of Service at US 34 / Tuma Road / Driveway 4 is expected. A proposed mitigation plan should be provided.

    The safety of the eastbound left turn into Driveway 4 is of concern.

34. A traffic signal warrant analysis should be performed for McHugh Road and Countryside Parkway with the anticipated project traffic volumes.

35. The taper length for the left turn at Driveway 2 should meet minimum IDOT Bureau of Local Roads and Streets (BLRS) design requirements.

36. The shifting of driveway 5 further north should be considered. Ideally, the taper length for the southbound left turn at US 34 is extended as it should meet minimum IDOT BLRS design requirements.

    This would also allow the shifting of the dedicated right-turn lane for driveway 5 away from the intersection at US 34.

Final Plat of Subdivision

37. The legal description is the surveyor's certificate must describe the measured boundary.

38. The chord length should be added to all curve dimensions.

39. All easements must be dimensioned.

40. The water main easement should be changed to a C.U.E.

41. The S.S.E. should be changed to C.U.E.

42. Cross-access easements are needed over all lots.

43. The Public Utility Easement Provisions and the stand-alone Nicor Gas provisions should be removed.

44. The stormwater management easement and City Utility Easement C.U.E. provisions should be added.

45. The building setback line on the west line of Lot 1 needs to be labeled.

46. The area table must match the areas on the plat.

47. All fire hydrants, valves and emergency shut off must be inside the C.U.E.

48. The concrete monument symbols do not match the location labels on the plat.

49. Note 2 on the IDOT access notes contradicts the site plan.

The plans should be resubmitted for further review. If you have any questions or require additional information, please contact our office.

Respectfully Submitted,

ENGINEERING ENTERPRISES, INC.

Bradley P. Sanderson, P.E.
Chief Operating Officer / President

BPS/tnp/pgw2

pc: Mr. Bart Olson, City Administrator (via email)
Ms. Erin Willrett, Assistant City Administrator (via email)
Mr. Eric Dhuse, Director of Public Works (via email)
Mr. Pete Ratos, Building Department (via email)
Ms. Gina Nelson, Admin Assistant (via email)
Ms. Sara Mendez, City Planner (via email)
Building Department (via email) Bzpermits@yorkville.il.us
Ms. Jori Behland, City Clerk (via email)
Mr. Stephen Cross, Costco (via email)
Mr. Dan Free, V3 (via email)
TNP, PGW2, EEI (via e-mail)

Hey and Associates, Inc.
Engineering, Ecology and Landscape Architecture

8755 W. Higgins Road, Suite 835
Chicago, Illinois 60631
Phone (773) 693-9200
Fax (773) 693-9200

December 5, 2024

Pamela Whitfield, PE, CFM
Senior Project Engineer II
Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, IL 60554

Project No.: 21-0275 AO

Re: Landscape Plan Review
Costco

Dear Pamela:

We have completed our first landscape plan review of the proposed Costco development located southwest of McHugh Road and East Countryside Parkway in Yorkville.

Landscape Plan – NOT RECOMMENDED FOR APPROVAL

Because it is preliminary and lacks sufficient detail, and based upon comments below, this landscape plan is not recommended for approval at this time. A response letter from the petitioner which addresses all review comments should be provided with their next submittal.

Review Comments

Comments must be addressed before landscape plan approval can be recommended. If there are any changes to the proposed project, additional comments may be provided. Please note that the requirements of each section are in addition to the requirements of all other sections of the ordinance (i.e., trees and other plant materials cannot be "double counted" to meet multiple requirements).

Building Foundation Landscape Zone

A Building Foundation Landscape Zone, consisting of 5 square feet of landscape area per linear foot of building frontage, is required along front and side yards. No foundation landscaping is shown on the east and west sides of the building. Requirements are not met.

Parking Area Perimeter Landscape Zone

Requirements appear to be met and will be confirmed later after more detailed plans have been submitted. The City may require Parking Lot Perimeter Landscape along the southern edge of the main parking lot if Outlots 1 and 2 are to remain vacant.

Parking Area Interior Landscape Zone

Parking area medians are required every third bay of parking in front or side of building. Parking area islands spaced not more than 10 continuous spaces apart are also required . Requirements are not met.

Transition Zone

Requirements appear to be met and will be confirmed later after more detailed plans have been submitted.

Species Diversity Requirements

Compliance with species diversity requirements cannot be assessed at this time due to lack of information on the plan. Requirements are not met.

Minimum Plant Size Requirements

Compliance with minimum plant size requirements cannot be assessed at this time due to lack of information on the plan. Requirements are not met.

Tree Preservation and Removal

A review of Google Earth and Google Streetview imagery suggests there are a few parkway trees on the subject property, which are shown to be preserved. Requirements appear to be met and will be confirmed later after more detailed plans have been submitted

Street Trees

A minimum of 1 canopy tree is required per every 40 linear feet of parkway. Requirements are not met.

Wetlands

A review of Google Earth and Google Streetview imagery suggests there are no wetlands on the subject property.

SUMMARY

This review was based upon the following documents, pursuant to relevant landscape requirements of the City's Unified Development Ordinance and Wetland Regulations.

- Landscape Plans, 7 sheets, prepared by Kimley-Horn, most recently dated 11/15/2024

Let us know if there are any questions or comments.

Sincerely,

Tim Pollowy, RLA (IL & WI)
Senior Landscape Architect

Ordinance No. 2025-_____

AN ORDINANCE OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS, APPROVING A SPECIAL USE PERMIT ALLOWING THE OPERATION OF A GASOLINE SERVICE STATION ON CERTAIN TERRITORY LOCATED AT THE SOUTHEAST CORNER OF EAST COUNTRYSIDE PARKWAY AND MCHUGH ROAD, YORKVILLE, ILLINOIS (COSTCO WHOLESALE CORPORATION)

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, under section 11-13-1.1 of the Illinois Municipal Code (65 ILCS 5/1-1-1 *et seq.*) the Mayor and the City Council of the City (collectively, the *"Corporate Authorities"*) may provide for the classification of special uses in its zoning ordinance; and

WHEREAS, pursuant to the United City of Yorkville Unified Development Ordinance (the *"UDO"*), any person owning or having an interest in property may file an application to use such land for one or more of the special uses provided for in the zoning district in which the land is situated; and

WHEREAS, Costco Wholesale Corporation ("*the Petitioner*"), is purchasing approximately 34 acres for the proposed development of a members-only retail store and gasoline service station, located at the southeast corner of East Countryside Parkway and McHugh Road ("Subject Property") legally described in Section 2 of this Ordinance; and

WHEREAS, under the authority of the UDO, the Subject Property is located in a designated B-3 General Business District and gasoline service stations are allowed with a special use permit; and

WHEREAS, the Corporate Authorities have received a request from the Petitioner for a special use permit for the Subject Property to allow the operation of a gasoline service station; and

WHEREAS, a legal notice of publication regarding a public hearing before the Planning and Zoning Commission on the proposed special use permit was duly published in a newspaper of general circulation in the City, not more than thirty (30) nor less than fifteen (15) days prior to the public hearing; and

WHEREAS, notice to property owners within 500 feet of the Subject Property identified for the special use permit was sent by certified mail; and

WHEREAS, the Planning and Zoning Commission convened and held a public hearing on January 8, 2025, for the consideration of the special use application; and

WHEREAS, the Planning and Zoning Commission reviewed the standards set forth in Section 10-8-5D of the UDO; and

WHEREAS, upon conclusion of said public hearing, the Planning and Zoning Commission made findings of fact and recommendation to the Corporate Authorities to grant the special use for the Subject Property for a gasoline service station; and

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

Section 1. The above recitals are incorporated herein and made a part of this Ordinance.

Section 2. That the Corporate Authorities hereby approve the special use for the Subject Property, legally described as:

THAT PART OF THE NORTHWEST QUARTER OF SECTION 27, AND PART OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTHERLY RIGHT OF WAY LINE OF COUNTRYSIDE PARKWAY PER PLAT OF DEDICATION DOCUMENT NO. 2000-00009655, WITH THE NORTHERLY RIGHT OF WAY LINE OF U.S. ROUTE NO. 34 PER DOCUMENT NUMBERS 2002-00008973 AND 2002-00007755; THENCE SOUTH 12 DEGREES 50 MINUTES 13

SECONDS WEST, ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID U.S. ROUTE NO. 34, 77.16 FEET; THENCE SOUTH 55 DEGREES 12 MINUTES 38 SECONDS WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 976.51 FEET; THENCE WESTERLY ALONG SAID NORTHERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1390.00' AND A CHORD BEARING OF SOUTH 67 DEGREES 53 MINUTES 14 SECONDS WEST, AN ARC LENGTH OF 616.39 FEET; THENCE NORTH 67 DEGREES 09 MINUTES 38 SECONDS WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 97.31 FEET; THENCE SOUTH 85 DEGREES 58 MINUTES 01 SECONDS WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 1.41 FEET TO THE EASTERLY RIGHT OF WAY LINE OF MCHUGH ROAD PER PLAT OF DEDICATION DOCUMENT NO. 2000-00009655; THENCE NORTH 04 DEGREES 07 MINUTES 38 SECONDS WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 183.64 FEET; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 460.00 FEET AND A CHORD BEARING OF NORTH 03 DEGREES 01 MINUTES 21 SECONDS EAST, AN ARC LENGTH OF 114.80 FEET; THENCE NORTH 10 DEGREES 10 MINUTES 20 SECONDS EAST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 300.40 FEET; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE LEFT WITH A RADIUS OF 1040.00 FEET AND A CHORD BEARING OF NORTH 01 DEGREES 38 MINUTES 51 SECONDS EAST, AN ARC LENGTH OF 309.47 FEET; THENCE NORTH 06 DEGREES 52 MINUTES 38 SECONDS WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 250.39 FEET; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 460.00 FEET AND A CHORD BEARING OF NORTH 01 DEGREES 24 MINUTES 19 SECONDS WEST, AN ARC LENGTH OF 87.86 FEET; THENCE NORTH 04 DEGREES 04 MINUTES 00 SECONDS EAST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 226.43 FEET; THENCE NORTHEASTERLY ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 25.00 FEET AND A CHORD BEARING OF NORTH 49 DEGREES 04 MINUTES 00 SECONDS EAST, AN ARC LENGTH OF 39.27 FEET TO A POINT ON SAID SOUTHERLY RIGHT OF WAY LINE OF COUNTRYSIDE PARKWAY; THENCE SOUTH 85 DEGREES 56 MINUTES 00 SECONDS EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 338.21 FEET; THENCE SOUTHEASTERLY ALONG SAID SOUTHERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1390.03 FEET AND CHORD BEARING OF SOUTH 60 DEGREES 21 MINUTES 36 SECONDS EAST, AN ARC LENGTH OF 1240.81 FEET TO A POINT DRAWN NORTH 34 DEGREES 47 MINUTES 13 SECONDS WEST, 54.08 FEET FROM THE POINT OF BEGINNING; THENCE SOUTH 34 DEGREES 47 MINUTES 13 SECONDS EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 54.08 FEET TO THE POINT OF BEGINNING, ALL IN KENDALL COUNTY, ILLINOIS.

EXCEPTING THEREFROM: THAT PART TAKEN FOR ROAD PURPOSES BY ORDER VESTING TITLE ENTERED IN CASE NO. 15-ED-10, CIRCUIT COURT OF KENDALL COUNTY, ILLINOIS, RECORDED OCTOBER 28, 2015 AS DOCUMENT NO. 201500016982.

with Property Index Numbers 02-27-101-003 and 02-28-227-002, for use as a gasoline service station.

Section 3. That the special use granted herein shall be constructed, operated, and maintained in accordance with the following plans, diagrams and conditions:

a. Costco Wholesale Site Plan, prepared by MG2 and dated January 3, 2025.
b. Costco Wholesale Overall Landscape Plan, prepared by Kimley Horn and dated November 15, 2025.
c. Costco Wholesale Fuel Facility Plan, prepared by MG2 and dated November 15, 2024.
d. Costco Wholesale Fuel Elevations, prepared by MG2 and dated January 10, 2025.

Section 4. That this Ordinance shall be in full force and effect upon its passage, approval and publication as provided by law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2025.

_____

CITY CLERK

KEN KOCH	_____	DAN TRANSIER	_____
ARDEN JOE PLOCHER	_____	CRAIG SOLING	_____
CHRIS FUNKHOUSER	_____	MATT MAREK	_____
SEAVER TARULIS	_____	RUSTY CORNEILS	_____

APPROVED by me, as Mayor of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2025.

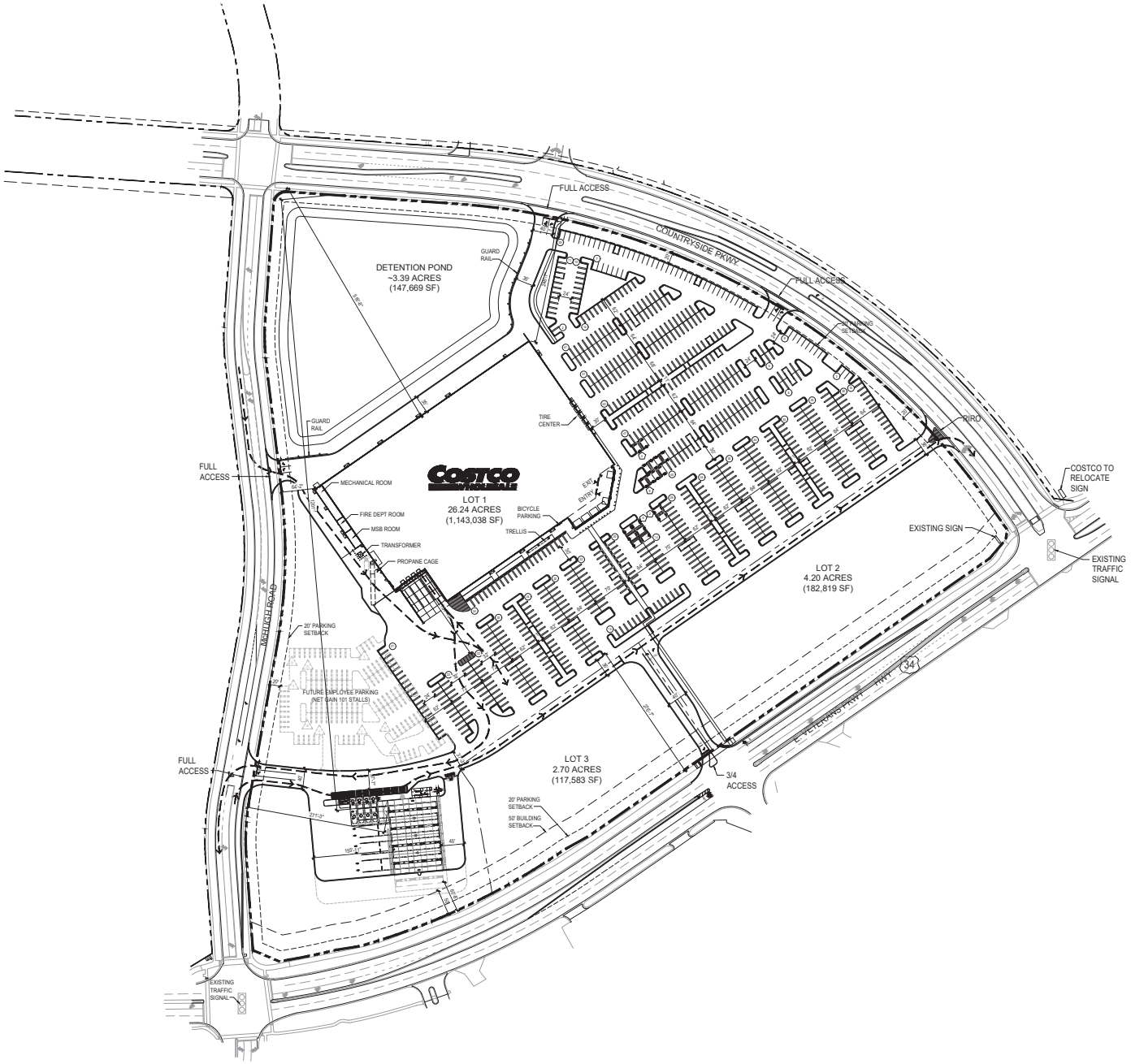
_____

MAYOR

Attest:

_____

CITY CLERK



PROJECT DATA

CLIENT:	COSTCO WHOLESALE 999 LAKE DRIVE ISSAQUAH, WA 98027
PROJECT ADDRESS:	SWC OF MCHUGH ROAD & EAST COUNTRYSIDE PKWY YORKVILLE, IL

SITE DATA:

TOTAL SITE AREA:	33.14 ACRES (1,443,461 SF)
INCLUDES:	
LOT 1 (COSTCO):	26.24 ACRES (1,143,038 SF) INCLUDES 3.39 AC DETENTION POND
LOT 2:	4.20 ACRES (182,819 SF)
LOT 3:	2.70 ACRES (117,583 SF)
JURISDICTION:	UNITED CITY OF YORKVILLE
ZONING:	B-3 GENERAL BUSINESS DISTRICT, PUD

	REQ	ACTUAL	
		WAREHOUSE	FUEL
SETBACKS			
FRONT	50'	507'-9"	60'-8"
SIDE	20'	64'-2" / 246'-7"	271'-3"
REAR	30'	510'-8"	1,201'
PARKING (VETERANS)	20'	276'-7"	N/A
PARKING (ALL OTHER)	20'	20'	N/A
BUILDING HEIGHT (MAX)	80'	32'-0"	18'-6"
LOT COVERAGE (MAX)	80%	65.4% (LOT 1 ONLY)	

BUILDING DATA:

TOTAL BUILDING FOOTPRINT AREA:	161,562 SF
INCLUDES:	
NET SALES FLOOR	**153,820 SF**
GROSS MECHANICAL / FIRE / MSB	2,266 SF
NET ENCLOSED CANOPY	3,560 SF
BUILDING ENVELOPE	1,916 SF

PARKING DATA:

TOTAL PARKING:	956 STALLS
INCLUDES:	
⊙ 10' WIDE STALLS	837 STALLS
⬠ ACCESSIBLE STALLS	18 STALLS
△ FUTURE STALLS (NET GAIN)	101 STALLS
NO. OF STALLS PER 1,000 SQ. FT. OF NET BUILDING AREA:	6.22 STALLS

NOTES:
EXISTING CONDITIONS BASED ON SURVEY BY V3 COMPANIES

0 40' 80' 160'
1" = 80'-0"

COSTCO WHOLESALE
YORKVILLE, IL

MG2

22-6229-01
JANUARY 03, 2025

SITE PLAN

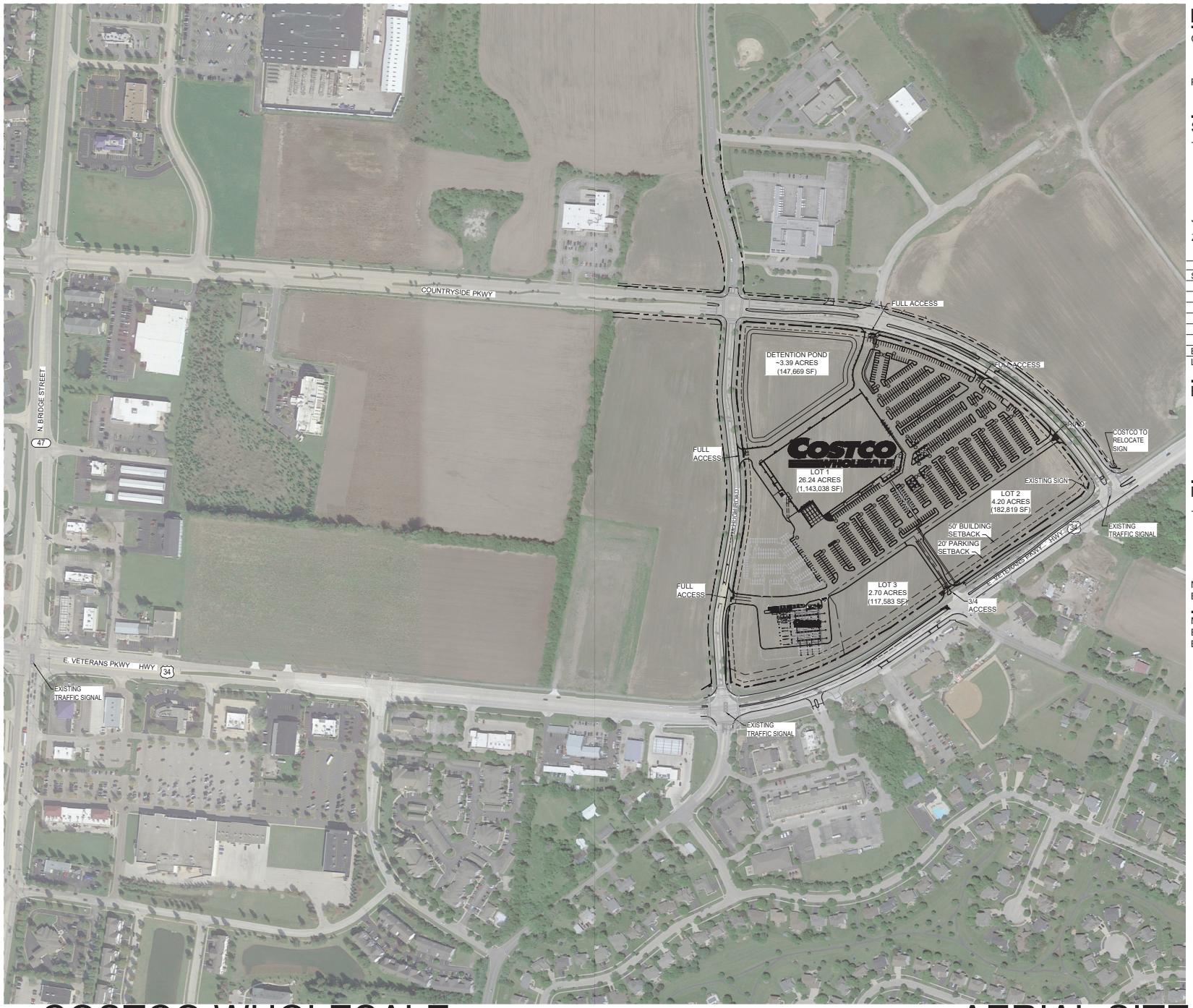
DD11-08

COSTCO WHOLESALE

YORKVILLE, ILLINOIS

SITE PLAN

JANUARY 03, 2025



PROJECT DATA

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ZONING:	B-3 GENERAL BUSINESS DISTRICT, PUD

	REQ	ACTUAL	
		WAREHOUSE	FUEL
SETBACKS			
FRONT	50'	507'-9"	60'-8"
SIDE	20'	64'-2" / 246'-7"	271'-3"
REAR	30'	510'-8"	1,201'
PARKING (VETERANS)	20'	276'-7"	N/A
PARKING (ALL OTHER)	20'	20'	N/A
BUILDING HEIGHT (MAX)	80'	32'-0"	18'-6"
LOT COVERAGE (MAX)	80%	65.4% (LOT 1 ONLY)	

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INCLUDES:	
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⊙ 10' WIDE STALLS	837 STALLS
⬠ ACCESSIBLE STALLS	18 STALLS
△ FUTURE STALLS (NET GAIN)	101 STALLS
NO. OF STALLS PER 1,000 SQ. FT. OF NET BUILDING AREA:	6.22 STALLS

NOTES:
EXISTING CONDITIONS BASED ON SURVEY BY V3 COMPANIES

0 75' 150' 300'
1" = 150'

YORKVILLE, IL

22-6229-01
JANUARY, 03, 2025

AERIAL SITE PLAN

DD12-08

COSTCO WHOLESALE

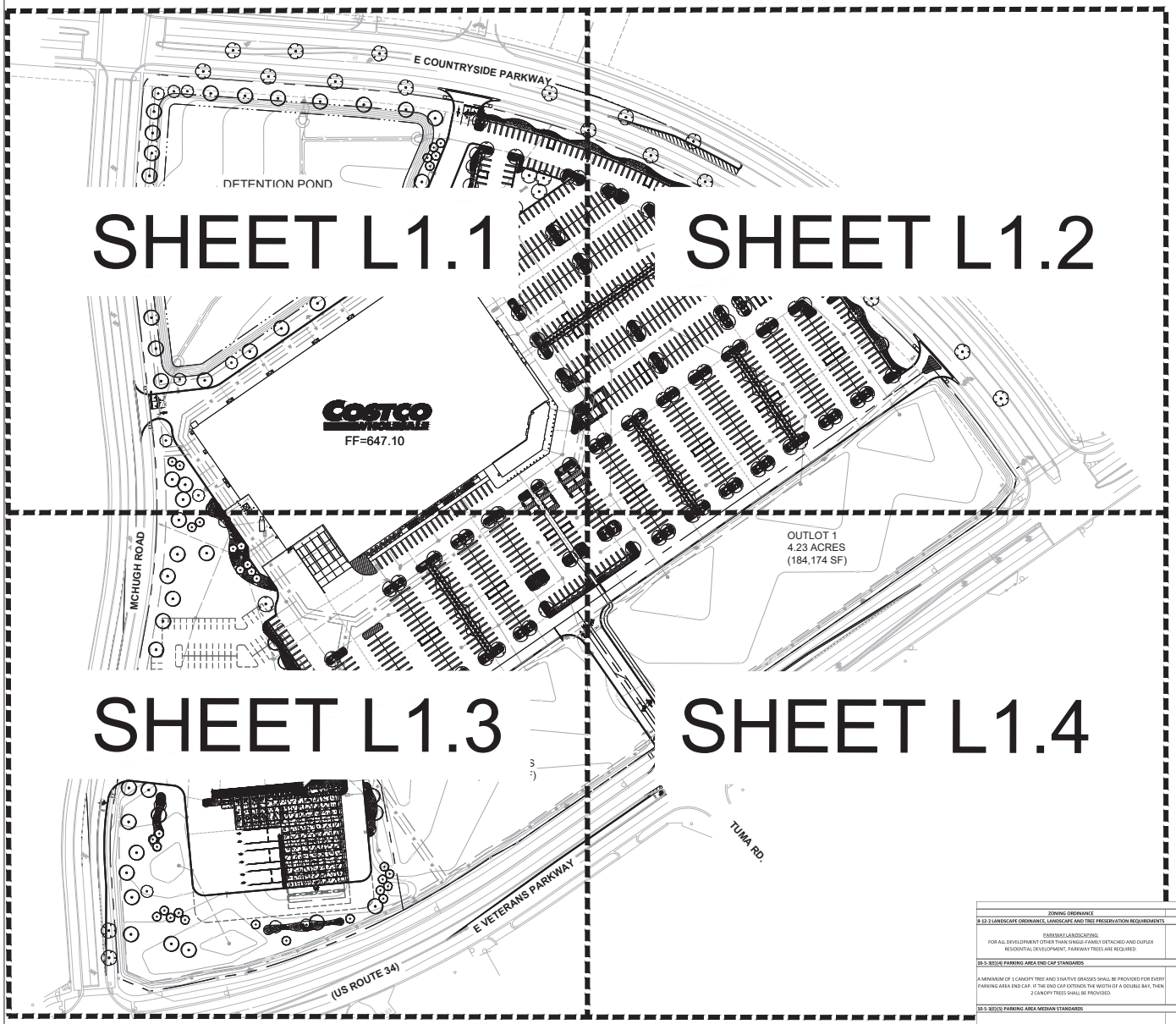
YORKVILLE, ILLINOIS

AERIAL SITE PLAN

JANUARY 03, 2025

NOTE: NOT FOR CONSTRUCTION

NOTE: ALL INTERIOR ISLANDS AND FOUNDATION LANDSCAPE TO BE MULCHED WITH ROCK MULCH.



CONCEPT PLANT SCHEDULE

CANOPY TREE 2.5" DBH MINIMUM		63
CANOPY TREE - PARKWAY 2.5" DBH MINIMUM		21
CANOPY TREE - PARKING AREA 2.5" DBH MINIMUM		112
CANOPY TREE - PARKING AREA MEDIAN 2.5" DBH MINIMUM		16
EVERGREEN TREE 6` HT MINIMUM		32
ORNAMENTAL TREE 1.5" DBH MINIMUM FOR SINGLE STEM 6` HT. MINIMUM FOR MULTI-STEM		20
LARGE DECIDUOUS SHRUB		190
LARGE DECIDUOUS SHRUB - PARKING AREA PERIMETER		30
LARGE EVERGREEN SHRUB		83
LARGE EVERGREEN SHRUB - PARKING AREA PERIMETER		58
MEDIUM DECIDUOUS SHRUB		769
MEDIUM DECIDUOUS SHRUB - PARKING AREA MEDIAN		203
MEDIUM DECIDUOUS SHRUB - PARKING AREA PERMIETER		136
SMALL DECIDUOUS SHRUB		1,575
SMALL DECIDUOUS SHRUB - PARKING AREA MEDIAN		40
SMALL DECIDUOUS SHRUB - PARKING AREA PERIMETER		78
ORNAMENTAL GRASS		283
ORNAMENTAL GRASS - PARKING AREA PERIMETER		31
PERENNIALS		
TURF SOD		
NO-MOW TURF SEED MIX		
NATURALIZED PLANTINGS		

YORKVILLE, IL LANDSCAPE CODE REQUIREMENTS		
ZONING ORDINANCE	REQUIRED	PROVIDED
8-12-2 LANDSCAPE ORDINANCE, LANDSCAPE AND TREE PRESERVATION REQUIREMENTS		
PARKWAY LANDSCAPING: FOR ALL DEVELOPMENT OTHER THAN SINGLE-FAMILY DETACHED AND DUPLEX RESIDENTIAL DEVELOPMENT, PARKWAY TREES ARE REQUIRED.	**PARKWAY TREES REQUIRED ALONG FRONTAGE ROADS**	MCHUGH ROAD = EXISTING PARKWAY TREES TO REMAIN E COUNTRYSIDE PARKWAY = PARKWAY TREES PROVIDED WITHIN PARKWAY AND MEDIAN E VETERANS PARKWAY = PARKWAY TREES NOT PROVIDED (IDOT ROAD)
10-5-3(D)(4) PARKING AREA END CAP STANDARDS		
A MINIMUM OF 1 CANOPY TREE AND 3 NATIVE GRASSES SHALL BE PROVIDED FOR EVERY PARKING AREA END CAP. IF THE END CAP EXTENDS THE WIDTH OF A DOUBLE BAY, THEN 2 CANOPY TREES SHALL BE PROVIDED.	**1 CANOPY TREE AND 3 NATIVE GRASSES PER PARKING AREA END CAP REQUIRED**	PARKING LOT TREES AND SHRUBS/GRASSES PROVIDED WITHIN PARKING LOT ISLANDS
10-5-3(D)(5) PARKING AREA MEDIAN STANDARDS		
A MINIMUM OF 1 CANOPY TREE AND 35 SHRUBS OR NATIVE GRASSES SHALL BE PLANTED FOR EACH 50LF OF PARKING AREA MEDIAN.	LENGTH OF PARKING AREA MEDIANS = 773 LF 773 LF / 50 LF = 15.5 15.5 x 1 CANOPY TREE = 16 = **16 CANOPY TREES REQUIRED** 15.5 x 35 SHRUBS OR NATIVE GRASSES = 231.9 = **232 SHRUBS OR NATIVE GRASSES REQUIRED**	16 CANOPY TREES AND 243 SHRUBS PROVIDED WITHIN PARKING AREA MEDIANS
10-5-3(D)(6) PARKING AREA ISLAND STANDARDS		
A MINIMUM OF 1 UNDERSTORY TREE SHALL BE PROVIDED FOR EVERY PARKING AREA ISLAND. IF THE ISLAND EXTENDS THE WIDTH OF A DOUBLE BAY, THEN 2 UNDERSTORY TREES SHALL BY PROVIDED.	**1 UNDERSTORY TREE PER PARKING AREA ISLAND REQUIRED.**	1 CANOPY TREE PER PARKING AREA ISLAND PROVIDED
10-5-3(C) BUILDING FOUNDATION LANDSCAPE		
FIVE (5) SQUARE FEET OF LANDSCAPE AREA SHALL BE PROVIDED PER LINEAR FOOT OF BUILDING FRONTAGE FACING THE FRONT AND EXTERIOR SIDE YARDS AND SHALL BE DISPERSED ALONG THE BUILDING FOUNDATION.	LENGTH OF BUILDING FOUNDATION = 748.05 LF 748.05 LF x 5 SQ FT = 3,740.25 SQ FT **3,740 SQ FT OF LANDSCAPING REQUIRED ALONG FRONT AND EXTERIOR SIDE OF BUILDING**	2,276.95 SQ FT OF LANDSCAPING PROVIDED ALONG FRONT OF BUILDING (SOUTH) 3,687.41 SQ FT OF LANDSCAPING PROVIDED ALONG EXTERIOR SIDE (WEST)
10-5-3(D) PARKING AREA PERIMETER LANDSCAPE		
ONE (1) SHRUB OR NATIVE GRASSES SHALL BE PLANTED FOR EVERY THREE (3) FEET OF LANDSCAPE AREA LENGTH.	LENGTH OF COUNTRYSIDE PARKWAY (NOT INCLUDING DRIVEWAYS) = 792.13 LF 792.13 LF / 3 LF = 264.04 **264 SHRUBS OR NATIVE GRASSES REQUIRED**	333 SHRUBS AND NATIVE GRASSES PROVIDED ALONG COUNTRYSIDE PARKWAY

CONSULTANT

Kimley»Horn

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570 LAKE COOK ROAD, SUITE 200
DEERFIELD, IL 60015
PHONE: 847-283-7804
WWW.KIMLEY-HORN.COM

NORTH ARROW AND SCALE

NORTH

GRAPHIC SCALE IN FEET
0 35 70 140

SEAL AND SIGNATURES

COSTCO WHOLESALE
WAREHOUSE SITE
SWC OF MCHUGH ROAD &
EAST COUNTRYSIDE PKWY
YORKVILLE, IL

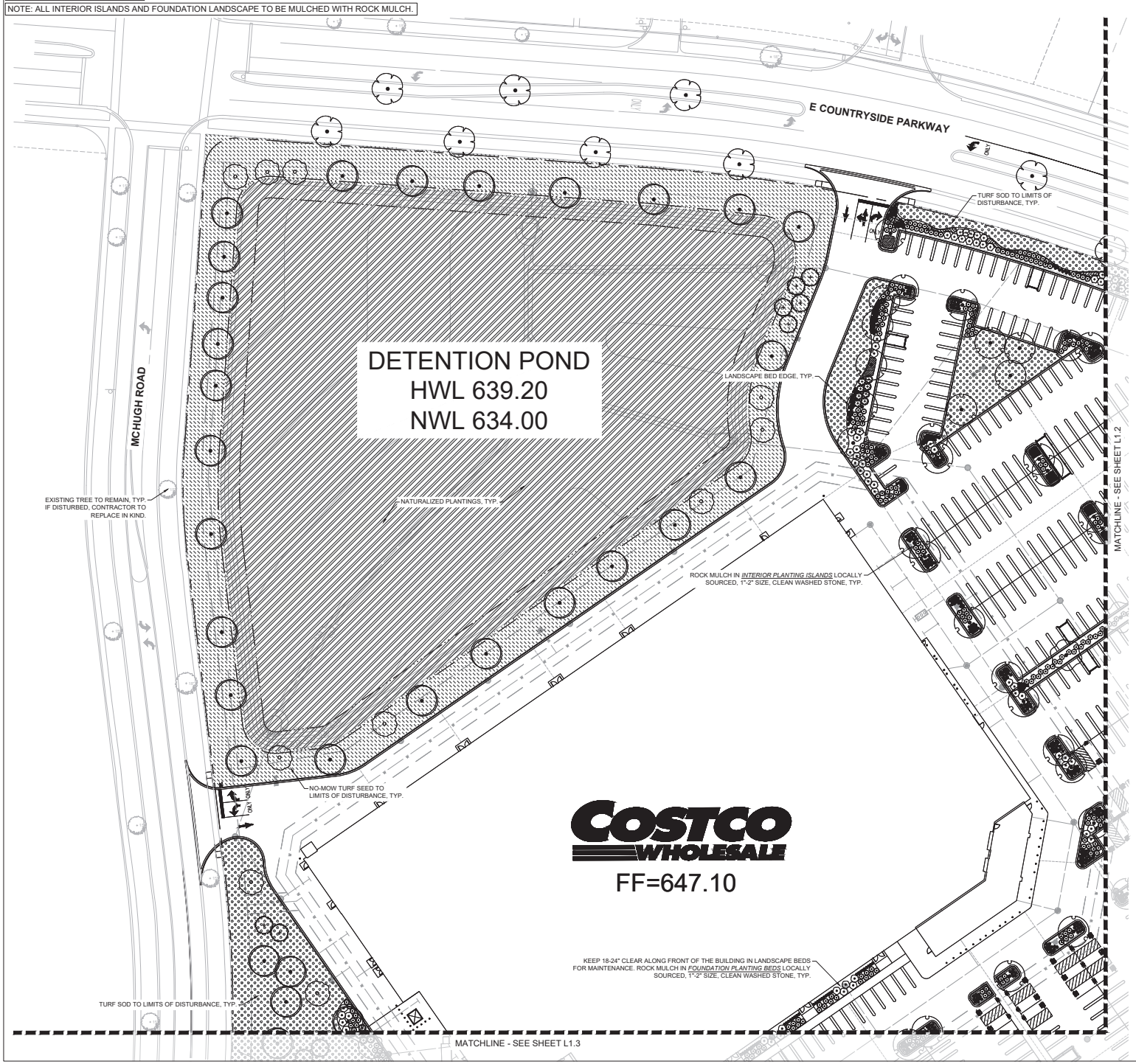
DATE	ISSUED FOR	REV
09/20/2024	GREEN INK	
11/15/2024	CITY SUBMITTAL	

L1.0
OVERALL LANDSCAPE PLAN

AS INDICATED

NOTE: NOT FOR CONSTRUCTION

NOTE: ALL INTERIOR ISLANDS AND FOUNDATION LANDSCAPE TO BE MULCHED WITH ROCK MULCH.



CONCEPT PLANT SCHEDULE

- CANOPY TREE — 2.5" DBH MINIMUM
- CANOPY TREE - PARKWAY — 2.5" DBH MINIMUM
- CANOPY TREE - PARKING AREA — 2.5" DBH MINIMUM
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- ORNAMENTAL TREE — 1.5" DBH MINIMUM FOR SINGLE STEM; 6' HT. MINIMUM FOR MULTI-STEM
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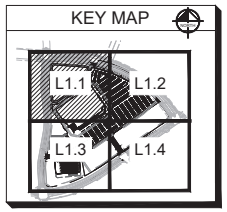
- ORNAMENTAL GRASS - PARKING AREA PERIMETER
- PERENNIALS
- TURF SOD
- NO-MOW TURF SEED MIX
- NATURALIZED PLANTINGS

KEY MAP



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NORTH ARROW AND SCALE

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

SEAL AND SIGNATURES

COSTCO WHOLESALE

WAREHOUSE SITE

SWC OF MCHUGH ROAD & EAST COUNTRYSIDE PKWY

YORKVILLE, IL

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L1.1

LANDSCAPE PLAN

AS INDICATED

NOTE: NOT FOR CONSTRUCTION

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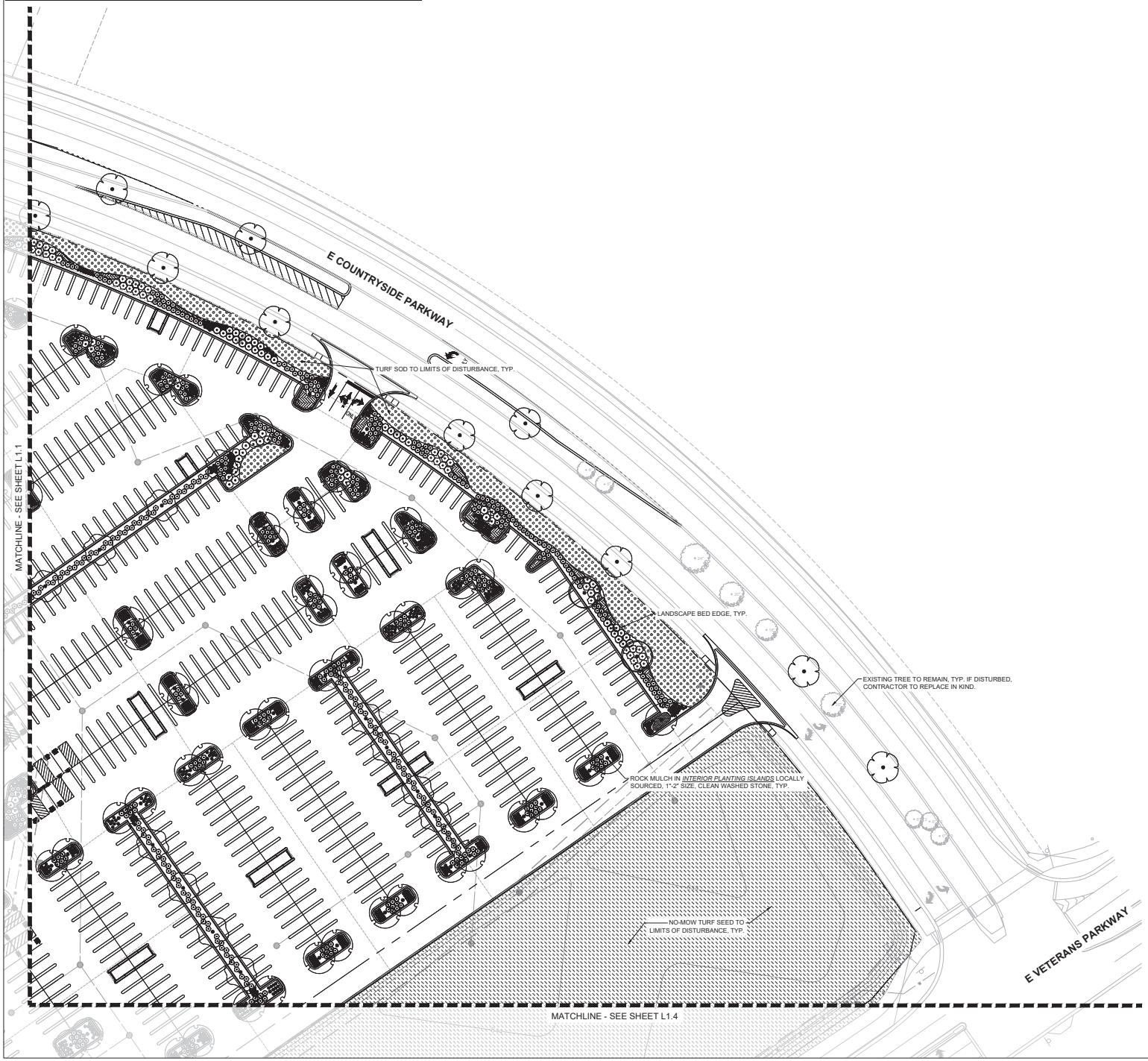

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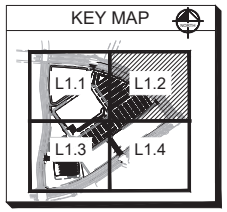

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NORTH ARROW AND SCALE

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

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L1.2

LANDSCAPE PLAN

AS INDICATED

NOTE: NOT FOR CONSTRUCTION

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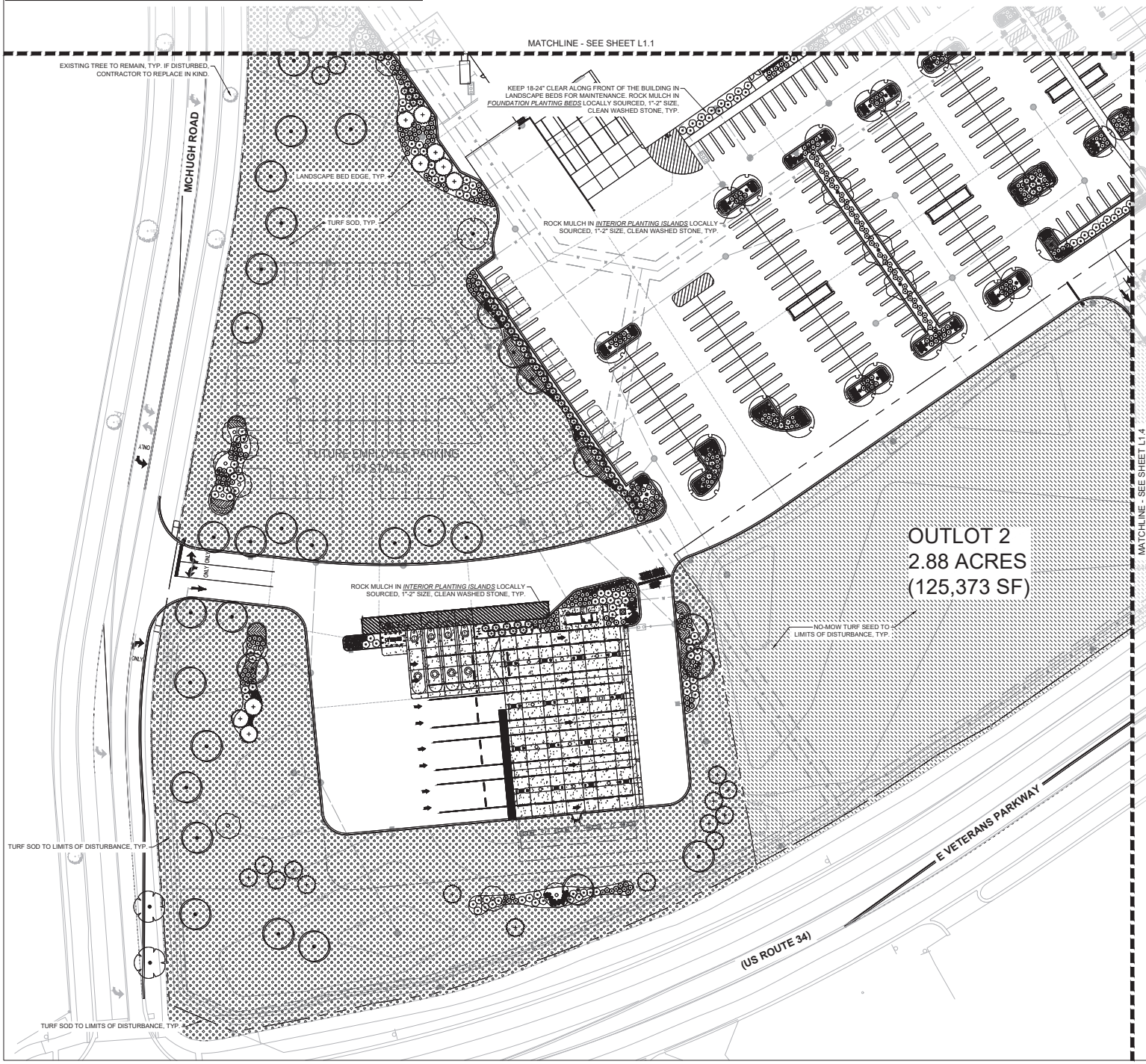

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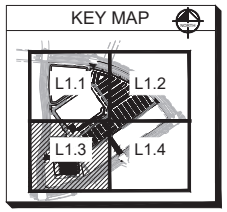

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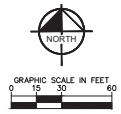
NORTH ARROW AND SCALE



SEAL AND SIGNATURES

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L1.3

LANDSCAPE PLAN

AS INDICATED

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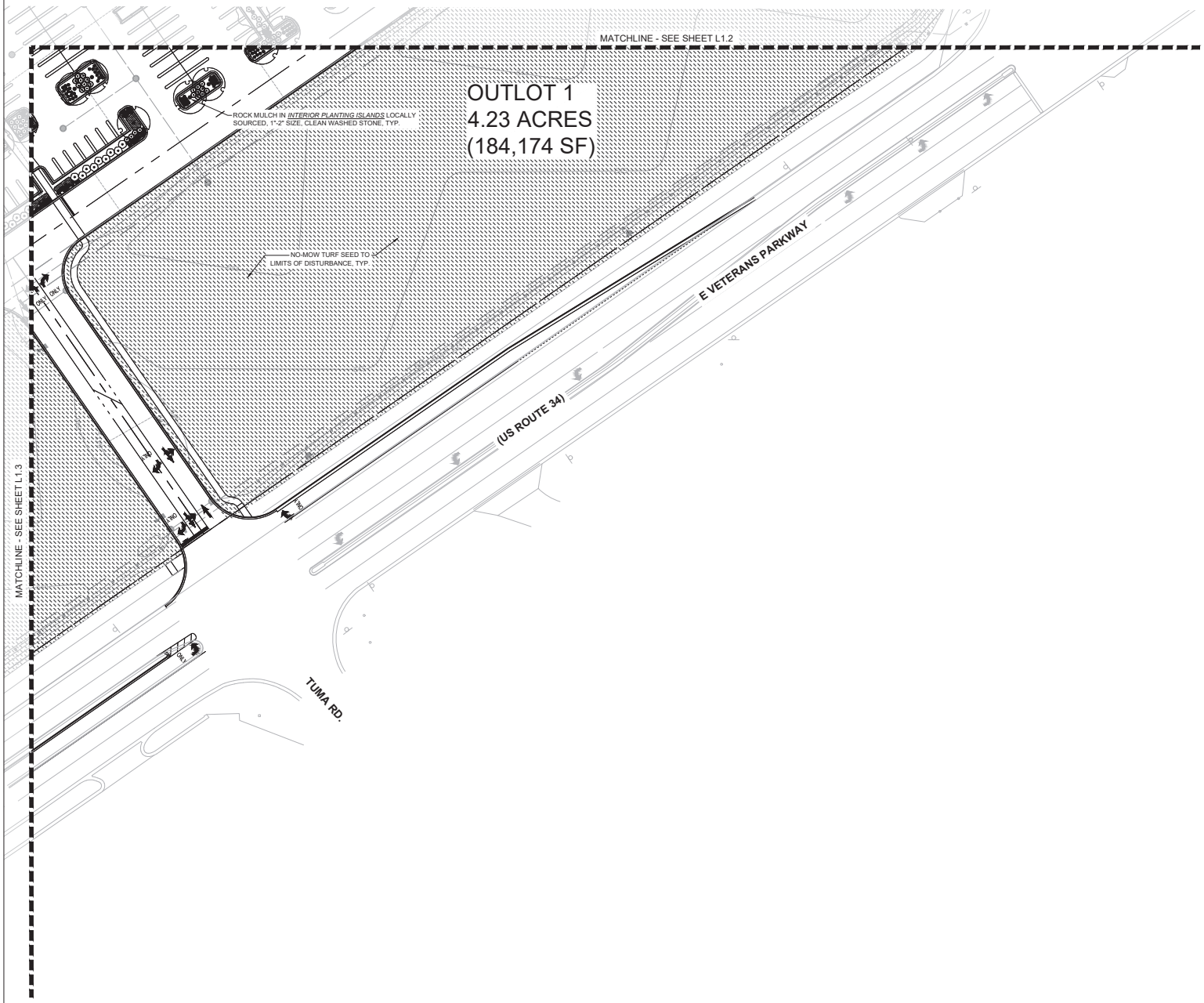

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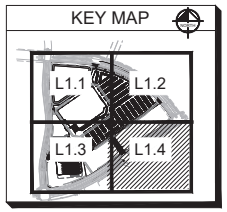

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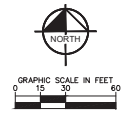
NORTH ARROW AND SCALE



SEAL AND SIGNATURES

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L1.4

LANDSCAPE PLAN

AS INDICATED

NOTE: NOT FOR CONSTRUCTION

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PLANT SCHEDULE

BOTANICAL / COMMON NAME

TREES
ACER MIYABEI 'MORTON' / STATE STREET™ MIYABE MAPLE
ACER X FREEMANII 'AUTUMN BLAZE' / AUTUMN BLAZE MAPLE
CELTIS OCCIDENTALIS / COMMON HACKBERRY
GINKGO BILOBA 'AUTUMN GOLD' / AUTUMN GOLD MAIDENHAIR TREE
GLEDITSIA TRIACANTHOS INERMIS 'SKYLINE' / SKYLINE HONEY LOCUST
GYMNOCLADUS DIOICUS 'ESPRESSO' / KENTUCKY COFFEETREE
OSTRYA VIRGINIANA / AMERICAN HOPHORNBEAM
QUERCUS BICOLOR / SWAMP WHITE OAK
QUERCUS MACROCARPA / BURR OAK
TAXODIUM DISTICHUM 'SHAWNEE BRAVE' / SHAWNEE BRAVE BALD CYPRESS
TILIA AMERICANA 'BOULEVARD' / BOULEVARD AMERICAN LINDEN
ULMUS AMERICANA 'PRINCETON' / PRINCETON AMERICAN ELM
ULMUS X 'FRONTIER' / FRONTIER ELM
ULMUS X 'MORTON' / ACCOLADE™ ELM
ZELKOVA SERRATA 'GREEN VASE' / GREEN VASE JAPANESE ZELKOVA

EVERGREEN TREES
ABIES CONCOLOR / WHITE FIR
PICEA ABIES / NORWAY SPRUCE
PICEA OMORIKA / SERBIAN SPRUCE
PINUS FLEXILIS 'VANDERWOLF'S PYRAMID' / VANDERWOLF'S PYRAMID LIMBER PINE
PSEUDOTSUGA MENZIESII / DOUGLAS FIR

ORNAMENTAL TREES
AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' / AUTUMN BRILLIANCE APPLE SERVICEBERRY
MALUS X 'PRAIRIFIRE' / PRAIRIFIRE CRABAPPLE
SYRINGA RETICULATA 'IVORY SILK' / IVORY SILK JAPANESE TREE LILAC

SHRUBS
ARONIA MELANOCARPA 'MORTON' / IROQUOIS BEAUTY™ BLACK CHOKEBERRY
ARONIA MELANOCARPA 'UCONNAM165' / LOW SCAPE MOUND CHOKEBERRY
CEANOTHUS AMERICANUS / NEW JERSEY TEA
CORNUS ALBA 'BAILHALO' / IVORY HALO® TATARIAN DOGWOOD
CORNUS SANGUINEA 'CATO' / ARCTIC SUN® BLOODTWIG DOGWOOD
DEUTZIA X 'NCDX1' / YUKI SNOWFLAKE® DEUTZIA
DIERVILLA X 'G2X88544' / KODIAK® ORANGE DIERVILLA
FORSYTHIA X INTERMEDIA 'NIMBUS' / SHOW OFF® SUGAR BABY® DWARF FORSYTHIA
HYDRANGEA PANICULATA 'JANE' / LITTLE LIME® PANICLE HYDRANGEA
PHYSOCARPUS OPULIFOLIUS 'DONNA MAY' / LITTLE DEVIL™ DWARF NINEBARK
PHYSOCARPUS OPULIFOLIUS 'SEWARD' / SUMMER WINE® NINEBARK
POTENTILLA FRUTICOSA 'JACKMANII' / JACKMAN'S BUSH CINQUEFOIL
SPIRAEA BETULIFOLIA 'TOR GOLD' / GLOW GIRL® BIRCHLEAF SPIREA
SPIRAEA JAPONICA 'NEON FLASH' / NEON FLASH JAPANESE SPIREA
SPIRAEA JAPONICA 'WALBUMA' / MAGIC CARPET JAPANESE SPIREA
VIBURNUM DENTATUM 'BLUE MUFFIN' / BLUE MUFFIN ARROWWOOD VIBURNUM
WEIGELA FLORIDA 'ALEXANDRA' / WINE & ROSES® WEIGELA
WEIGELA FLORIDA 'BRAMWELL' / FINE WINE® WEIGELA
WEIGELA FLORIDA 'VERWEIG' / MY MONET® WEIGELA

EVERGREEN SHRUBS
JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER
TAXUS X MEDIA 'TAUNTONII' / TAUNTON'S ANGLO-JAPANESE YEW

ORNAMENTAL GRASSES
CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS
PANICUM VIRGATUM 'CHEYENNE SKY' / CHEYENNE SKY PRAIRIE WINDS® SWITCH GRASS
PANICUM VIRGATUM 'HEAVY METAL' / HEAVY METAL SWITCH GRASS
PENNISETUM ALOPECUROIDES 'BURGUNDY BUNNY' / BURGUNDY BUNNY DWARF FOUNTAIN GRASS
PENNISETUM ALOPECUROIDES 'HAMELN' / HAMELN FOUNTAIN GRASS
PENNISETUM ALOPECUROIDES 'PIGLET' / PIGLET DWARF FOUNTAIN GRASS
SPOROBOLUS HETEROLEPIS / PRAIRIE DROPSEED

PERENNIALS
ALLIUM X 'SUMMER BEAUTY' / SUMMER BEAUTY ORNAMENTAL ONION
AMSONIA TABERNAEMONTANA 'BLUE ICE' / BLUE ICE EASTERN BLUESTAR
ECHINACEA X 'BUTTERFLY KISSES' / BUTTERFLY KISSES CONEFLOWER
HEMEROCALLIS X 'ROSY RETURNS' / ROSY RETURNS DAYLILY
RUDBECKIA FULGIDA 'LITTLE GOLDSTAR' / LITTLE GOLDSTAR BLACK-EYED SUSAN
SEDUM X 'AUTUMN JOY' / AUTUMN JOY SEDUM

NATURALIZED POND PLANTINGS, POND DESIGN AND EXACT SEED MIXES TO BE DETERMINED AT A LATER DATE:

Pizzo NATIVE PLANT NURSERY

Pizzo Native Plant Nursery, LLC • 10729 Pine Road • Leland, IL 60531 • Phone : 815-981-8000 • www.pizzonursery.com

Economy Prairie Seed Mix (Dry-Mesic Soils)

MIX STATISTICS	
Average Mix Height (ft)	3.0
Median Mix Height (ft)	3.0
Species Heights (# of Occurrences in Mix)	2' (11), 3' (8), 4' (8), 5' (3)
Number of Native Species in Mix	20
Native Cover Crop	10.0
Native Mean C Value	4.2
Native Mean W Value	2.5
National Wetland Category	FACU+
Lbs/Acre of Native Seed	15.0
Seeds per Square Foot	90.7
Percent of Mix (by Seed Count)Requiring Stratification	#REF!

Designed as the most economical way to establish an ecologically functional prairie while maintaining the highest aesthetic value. This mix includes prairie species that quickly establish for a more immediate naturalized setting in sunny areas that remain mesic to dry for the most of the growing season. Over 55% of this mix is composed of wildflowers that provide an array of blooms from April through October. When installed and managed correctly, this mix typically begins flowering in its second growing season, starting with the yellow blooms of annual Partridge Pea and biennial Black-Eyed Susan. An additional colorful matrix of perennial species appears in the succeeding 3 to 5 years. This is a medium-short height prairie with an average height of 2.9' by seed count.

Grasses, Sedges, & Rushes

CODE	SCIENTIFIC NAME	COMMON NAME	C-VALUE	W-VALUE	WITNESS	HEIGHT Min-Max	HEIGHT Typical	BLOOM COLOR	BLOOM TIME A	M	J	J	A	S	O	SEEDS/OZ	OZ/ACRE	LB/ACRE	% OF MIX by Weight	% OF MIX by Seed Coun	GERMINATION	TOP SOW
BOUCUR	*Bouteloua curtipendula*	Side-oats Grama	8	5	UPL	1.5-2.5'	2	N/A								6,000	32.0	2.00	13.29%	4.86%	N/A	
CXBREV	*Carex brevior*	Plains Oval Sedge	4	0	FAC	1-3'	2	N/A								29,000	2.0	0.13	0.83%	1.47%	CM-60	
SORNUT	*Sorghastrum nutans*	Indian Grass	5	3	tACU	3-7'	6	N/A								12,000	16.0	1.00	6.65%	4.86%	N/A	
ELYCAN	*Elymus canadensis*	Canada Wild Rye	4	3	tACU	3-5'	5	N/A								5,200	48.0	3.00	19.94%	6.32%	N/A	
PANVIR	*Panicum virgatum*	Switch Grass	5	0	FAC	3-6'	4	N/A								14,000	32.0	2.00	13.29%	11.34%	N/A	
SCHSCO	*Schizachyrium scoparium*	Little Bluestem	5	3	tACU	2-3'	3	N/A								15,000	32.0	2.00	13.29%	12.15%	N/A	
																	Grass/Sedge Subtotal:		10.125	67.29%	40.99%		

Wildflowers

CODE	SCIENTIFIC NAME	COMMON NAME	C-VALUE	W-VALUE	WITNESS	HEIGHT Min-Max	HEIGHT Typical	BLOOM COLOR	BLOOM TIME A	M	J	J	A	S	O	SEEDS/OZ	OZ/ACRE	LB/ACRE	% OF MIX by Weight	% OF MIX by Seed Coun	GERMINATION	TOP SOW
ASCSYR	*Asclepias syriaca*	Common Milkweed	0	3	tACU	2-6'	3	Pink								4,000	4.0	0.25	1.66%	0.40%	CM-30	
CHAFAS	*Chamaecrista fasciculata*	Partridge Pea	5	3	tACU	6"-2'	2	Yellow								2,700	16.0	1.00	6.65%	1.09%	CM-10, H, I	
CORLAN	*Coreopsis lanceolata*	Sand Coreopsis	5	3	tACU	1.5-3'	2	Yellow								20,000	4.0	0.25	1.66%	2.02%	CM-30	
DESCAA	*Desmodium canadense*	Showy Tick Trefoil	4	3	tACU	3-6'	4	Purple								5,500	2.5	0.16	1.04%	0.35%	J, I	
ECHPUR	*Echinacea purpurea*	Purple Coneflower	3	5	UPL	2-5'	4	Purple								6,600	12.0	0.75	4.98%	2.00%	N/A	
ERYYEL	*Eryngium yuccifolium*	Rattlesnake Master	5	3	tACU	3-5'	5	Yellow								6,500	8.0	0.50	3.32%	1.00%	CM-30	
MONFIS	*Monarda fistulosa*	Wild Bergamot	4	3	tACU	2.5-4'	4	Purple								70,000	2.0	0.13	0.83%	3.54%	N/A	
PENDIG	*Penstemon digitalis*	Foxglove Beardtongue	4	0	FAC	2-3'	3	White								130,000	1.7	0.11	0.73%	5.76%	CM-30, G	
RUDHIR	*Rudbeckia hirta*	Black-eyed Susan	1	3	tACU	2-3'	2	Yellow								92,000	16.0	1.00	6.65%	37.25%	CM-30	
SILINT	*Silphium integrifolium*	Rosin Weed	5	5	UPL	2-6'	5	Yellow								1,200	3.0	0.19	1.25%	0.09%	CM-60	
SYMNOV	*Symphyotrichum novae-angliae*	New EnglandAster	4	-3	tACW	3-5'	4	Purple								66,000	1.0	0.06	0.42%	1.67%	CM-60	
TRADHI	*Tradescantia ohiensis*	Ohio Spiderwort	2	3	tACU	2-4'	3	Blue								8,000	1.5	0.09	0.62%	0.30%	CM-120 or M, G	
VERSTR	*Verbena stricta*	Hoary Vervain	4	5	UPL	1-3'	2	Blue								28,000	3.0	0.19	1.25%	2.13%	CM-40	
ZIZAUR	*Zizia aurea*	Golden Alexanders	7	0	FAC	1-2.5'	2	Yellow								11,000	4.0	0.25	1.66%	1.11%	CM-60 or M, G	
																	Wildflower Subtotal:		4.922	32.71%	59.01%	
																	Mix TOTALS		15.047	100.00%	100.00%	

NO-MOW TURF SEED MIX

BOTANICAL NAME	COMMON NAME	LBS / ACRE	% OF TOTAL
GRASSES, SEDGES, & RUSHES			
Lolium perenne	Perennial Rye	25.0	13%
Agrostis gigantea	Red Top	15.0	8%
Festuca rubra	Creeping Red Fescue	80.0	40%
Festuca arundinacea	Tall Fescue	20.0	10%
Festuca ovina	Sheep's Fescue	20.0	10%
Poa pratensis	Kentucky Bluegrass	40.0	20%
SEED MIX TOTAL LBS PER ACRE:		200	

CONSULTANT

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WWW.KIMLEY-HORN.COM

NORTH ARROW AND SCALE

SEAL AND SIGNATURES

COSTCO WHOLESALE
WAREHOUSE SITE
SWC OF MCHUGH ROAD &
EAST COUNTRYSIDE PKWY
YORKVILLE, IL

DATE	ISSUED FOR	REV
09/20/2024	GREEN INK	
11/15/2024	CITY SUBMITTAL	

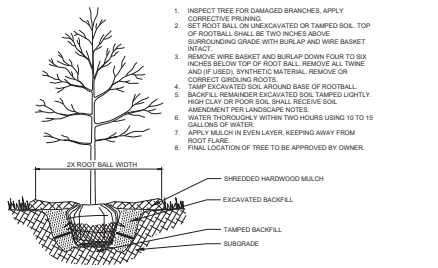
L2.0

LANDSCAPE NOTES AND DETAILS

AS INDICATED

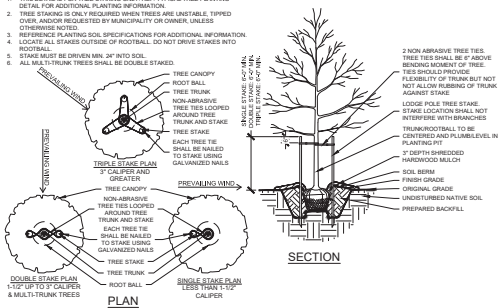
NOTE: NOT FOR CONSTRUCTION

NOTE: ALL INTERIOR ISLANDS AND FOUNDATION LANDSCAPE TO BE MULCHED WITH ROCK MULCH.



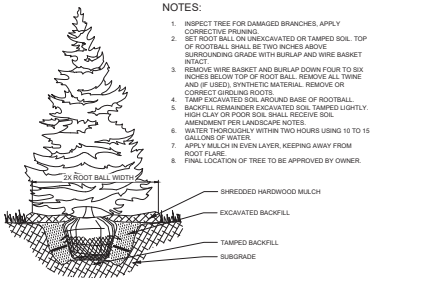
1 TREE PLANTING

NTS



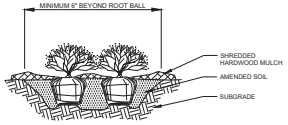
2 TREE STAKING

N.T.S.



3 EVERGREEN TREE PLANTING

NTS



NOTES:

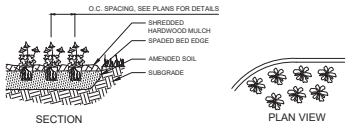
1. APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL OR CONTAINER ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL (CONTAINER) SHALL BE ONE INCH ABOVE SURROUNDING GRADE. FOR LARGER SHRUBS WITHIN PLANTING BED DIG A DEEPER PIT ONLY FOR THOSE SHRUBS.
3. REMOVE BURLAP FROM TOP HALF THE LENGTH OF ROOTBALL. TWINE AND (IF USED) SYNTHETIC MATERIAL SHALL BE REMOVED FROM PLANTING BED. FOR CONTAINER GROWN SHRUBS, REMOVE CONTAINER AND LOOSEN ROOTS PRIOR TO INSTALLATION.
4. REMOVE OR CORRECT GIRDLING ROOTS.
5. PLUMB AND BACKFILL WITH AMENDED SOIL PER LANDSCAPE NOTES. WATER THOROUGHLY WITHIN TWO HOURS.
6. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR SHRUBS EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.

4 SHRUB PLANTING

NTS

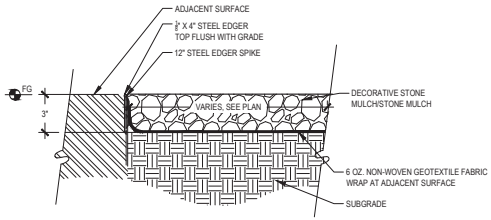
NOTES:

1. EXCAVATE PLANTING BED.
2. BED HEIGHT IS TO BE 2" ABOVE FINISH GRADE AND WELL DRAINED.
3. REMOVE CONTAINER, SCORE SOIL MASS TO REDIRECT AND PREVENT CIRCLING ROOTS. CORRECT GIRDLING ROOTS.
2. PLANT MATERIAL SHALL BE LAID OUT BY FOLLOWING THE BED EDGE, WORKING TOWARDS THE CENTER OF THE BED USING TRIANGULAR (STAGGERED) SPACING AS PLAUSIBLE.
3. PLUMB AND BACKFILL WITH PLANTING MIX AS SPECIFIED IN LANDSCAPE NOTES.
4. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR PERENNIAL SIGROUNDCOVER EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.
5. SPACING TO BE AS SPECIFIED IN THE PLANT LIST. PERENNIALS SHALL BE PLACED WITH THEIR CENTER 24" FROM EDGE OF BED.



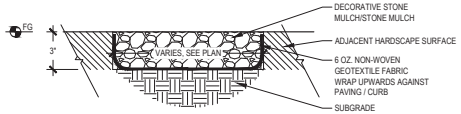
5 PERENNIAL PLANTING

NTS



6 STONE MULCH

3" = 1'-0"



7 STONE MULCH ADJACENT TO HARDSCAPE

3" = 1'-0"

YORKVILLE, IL PARKWAY TREE NOTES:

1. NO TREE SHALL BE PLANTED CLOSER THAN THIRTY FEET (30') OF THE RIGHT=OF-WAY INTERSECTION.
2. IF A STOP OF YIELD SIGN IS LOCATED AT AN INTERSECTION, NO TREE, WHEN APPROACHING THE INTERSECTION, SHALL BE PLANTED CLOSER THAN 50 LINEAL FEET IN FRONT OF A SIGN.
3. TREES SHALL HAVE A MINIMUM SPACING OF TWENTY FEET (20') FROM LIGHT POLES, STREET SIGNS, FIRE HYDRANTS AND ANY OTHER SUCH ITEMS THAT MAY, IN THE OPINION OF THE CITY PLANNER OR PUBLIC WORKS DIRECTOR, REQUIRE SIMILAR INTERVALS.

LANDSCAPE NOTES

SPECIFICATIONS SHALL SUPERCEDE LANDSCAPE NOTES.

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING MATERIALS AND PLANTS SHOWN ON THE LANDSCAPE PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT LANDSCAPE, PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION OR DURING THE SPECIFIED MAINTENANCE PERIOD. CALL FOR UTILITY LOCATIONS PRIOR TO ANY EXCAVATION.
2. THE CONTRACTOR SHALL REPORT ANY DISCREPANCY IN PLAN VS. FIELD CONDITIONS IMMEDIATELY TO THE LANDSCAPE ARCHITECT, PRIOR TO CONTINUING WITH THAT PORTION OF WORK. ACTUAL LOCATION OF PLANT MATERIAL IS SUBJECT TO FIELD AND SITE CONDITIONS.
3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.
5. CONFORM TO AMERICAN ASSOCIATION OF NURSERYMEN'S SPECIFICATIONS TRUE TO NAME. PLANTS TO BE FIRST QUALITY, WELL FOLIATED WITH WELL-DEVELOPED ROOT SYSTEMS AND A NORMAL, WELL-SHAPED TRUNK AND LEADER, LIMBS, STEMS AND A HEAD. PLANTS DEEMED UNSUITABLE MAY BE REJECTED BEFORE OR AFTER DELIVERY. PLANT MATERIAL IS REQUIRED TO BE FREE OF EVIDENCE OF DISEASE, INSECTS, INSECT EGGS, AND LARVAE. OVERSIZE PLANTS MAY BE USED WITH APPROVAL, BUT AT NO INCREASE IN PRICE. BALLS THAT ARE CRACKED, BROKEN OR DRY TO THE CENTER WILL BE REJECTED.
6. THE OWNER'S REPRESENTATIVE MAY REJECT ANY PLANT MATERIALS THAT ARE DISEASED, DEFORMED, OR OTHERWISE NOT EXHIBITING SUPERIOR QUALITY.
7. GUARANTEE TREES, SHRUBS AND GROUND COVER FOR A PERIOD OF ONE YEAR AFTER DATE OF ACCEPTANCE AGAINST DEFECTS INCLUDING DEATH AND UNSATISFACTORY GROWTH, EXCEPT FOR DEFECTS RESULTING FROM NEGLECT BY OWNER, ABUSE OR DAMAGE BY OTHERS, OR UNUSUAL PHENOMENA OR INCIDENTS WHICH ARE BEYOND LANDSCAPE CONTRACTOR'S CONTROL.
8. AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014 OR MOST CURRENT VERSION) REQUIREMENTS FOR SIZE AND TYPE.
9. PLANTS TO BE INSTALLED AS PER ANSI STANDARD PLANTING PRACTICES.
10. PRIOR TO PLANTING, FIELD VERIFY THAT THE ROOT COLLAR/ROOT FLAIR IS LOCATED AT THE TOP OF THE BALLED & BURLAP TREE. IF THIS IS NOT THE CASE, SOIL SHALL BE REMOVED DOWN TO THE ROOT COLLAR/ROOT FLAIR. WHEN THE BALLED & BURLAP TREE IS PLANTED, THE ROOT COLLAR/ROOT FLAIR SHALL BE EVEN OR SLIGHTLY ABOVE FINISHED GRADE.
11. OPEN TOP OF BURLAP ON BB MATERIALS; REMOVE POT ON POTTED PLANTS; SPLIT AND BREAK APART PEAT POTS.
12. PRUNE PLANTS AS NECESSARY - PER STANDARD NURSERY PRACTICE AND TO CORRECT POOR BRANCHING OF EXISTING AND PROPOSED TREES.
13. WRAP ALL SMOOTH-BARKED TREES - FASTEN TOP AND BOTTOM. REMOVE BY APRIL 1ST.
14. STAKING OF TREES AS NEEDED; REPOSITION, PLUMB AND STAKE IF NOT PLUMB AFTER ONE YEAR.
15. THE NEED FOR SOIL AMENDMENTS SHALL BE DETERMINED UPON SITE SOIL CONDITIONS PRIOR TO PLANTING. LANDSCAPE CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT FOR THE NEED OF ANY SOIL AMENDMENTS.
16. TOPSOIL SHALL BE HIGH-QUALITY, AMENDED PER AGRONOMICAL SOIL REPORT AND BE AND GRADED BY GENERAL CONTRACTOR TO THE FOLLOWING MINIMUM DEPTHS BELOW FINISHED GRADE. REFER TO SOIL SPECIFICATION FOR MORE DETAIL.
    - PLANTING AREAS WITHIN 10 FEET OF BUILDINGS: 6 INCHES
    - OTHER PLANTING AREAS: 4 INCHES
    - LANDSCAPE ISLANDS: 6 INCHES
    - TURF AREAS: 4 INCHES
17. SEED/SOD LIMIT LINES ARE APPROXIMATE. CONTRACTOR SHALL SEED/SOD ALL AREAS WHICH ARE DISTURBED BY GRADING WITH THE SPECIFIED SEED/SOD MIXES. ALL DISTURBED AREAS TO BE SODDED OR SEEDED, UNLESS OTHERWISE NOTED. SOD/SEED SHALL BE LOCAL HARDY TURF GRASS MIX UNLESS, OTHERWISE NOTED.
18. EDGING TO BE A SPADED EDGE UNLESS INDICATED OTHERWISE ON THE PLANS. SPADED EDGE TO PROVIDE V-SHAPED DEPTH AND WIDTH TO CREATE SEPARATION BETWEEN MULCH AND GRASS. A SPADED BED EDGE SHALL SEPARATE MULCH BEDS FROM TURF OR SEEDED AREAS. A SPADED EDGE IS NOT REQUIRED ALONG CURBED EDGES.
19. CONTRACTOR SHALL INSTALL NATURAL BROWN SHREDDED HARDWOOD MULCH AT A 3" DEPTH TO ALL TREES, SHRUB, PERENNIAL AND GROUNDCOVER AREAS. TREES PLACED IN AREA COVERED BY TURF SHALL RECEIVE A 4 FT WIDE MAXIMUM TREE RING WITH 3" DEPTH SHREDDED HARDWOOD MULCH. ALL FOUNDATION PLANTING AREAS AND INTERIOR PARKING ISLANDS SHALL BE INSTALLED WITH DECORATIVE ROCK MULCH.
20. INSTALLATION OF TREES WITHIN PARKWAYS SHALL BE COORDINATED IN THE FIELD WITH LOCATIONS OF UNDERGROUND UTILITIES. TREES SHALL NOT BE LOCATED CLOSER THAN 5' FROM UNDERGROUND UTILITY LINES AND NO CLOSER THAN 10' FROM UTILITY STRUCTURES.
21. REPAIR, REPLACE, OR PROVIDE SOD/SEED AS REQUIRED FOR ANY ROADWAY BOULEVARD AREAS ADJACENT TO THE SITE DISTURBED DURING CONSTRUCTION.
22. REPAIR ALL DAMAGE TO PROPERTY FROM PLANTING OPERATIONS AT NO COST TO OWNER.
23. DO NOT DISTURB THE EXISTING PAVING, LIGHTING, OR LANDSCAPING THAT EXISTS ADJACENT TO THE SITE UNLESS OTHERWISE NOTED ON PLAN.
24. PLANT QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE OWNER AND JURISDICTIONAL REVIEW AGENCIES. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES AS DRAWN.
25. SEE IRRIGATION PLANS FOR IRRIGATION AND IRRIGATION NOTES.
26. SEE ELECTRICAL PLANS FOR SITE LIGHTING.

CONSULTANT

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NORTH ARROW AND SCALE

SEAL AND SIGNATURES

COSTCO WHOLESALE

WAREHOUSE SITE

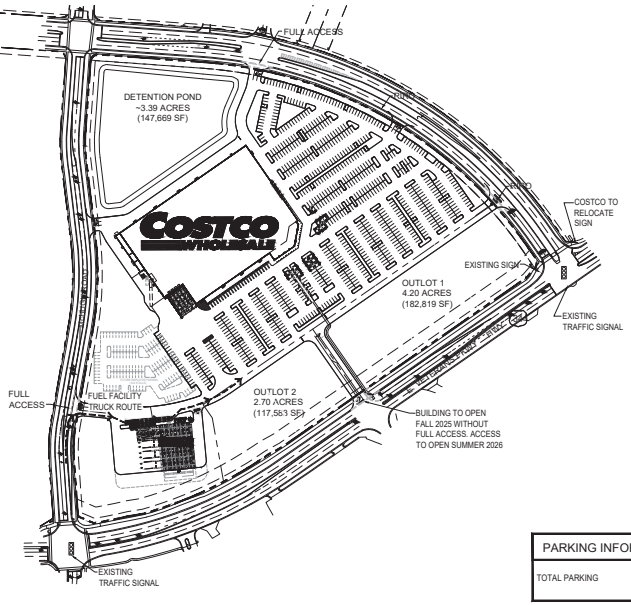
SWC OF MCHUGH ROAD &
EAST COUNTRYSIDE PKWY
YORKVILLE, IL

DATE	ISSUED FOR	REV
09/20/2024	GREEN INK	
11/15/2024	CITY SUBMITTAL	

L2.1

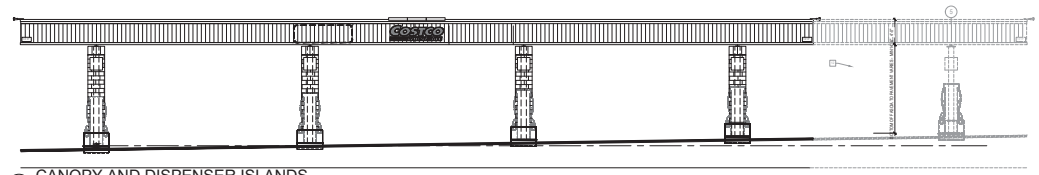
LANDSCAPE NOTES AND DETAILS

AS INDICATED

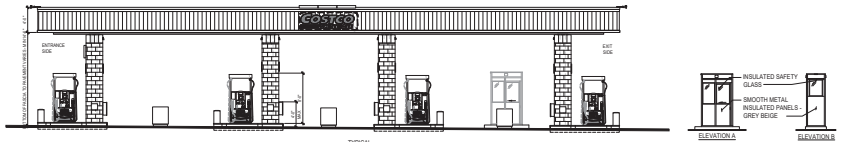


PARKING INFORMATION	
TOTAL PARKING	856

CONCEPT FUEL TRUCK ROUTE

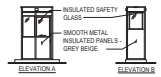


1 CANOPY AND DISPENSER ISLANDS
SCALE: 1/8" = 1'-0"



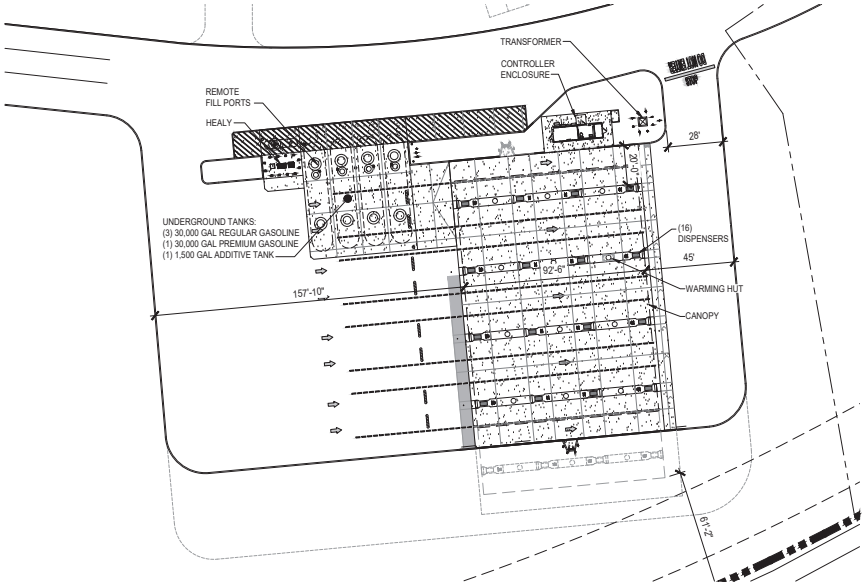
2 CANOPY AND DISPENSER ISLANDS
SCALE: 1/8" = 1'-0"

4 CONTROLLER ENCLOSURE ELEVATIONS
SCALE: 1/8" = 1'-0"



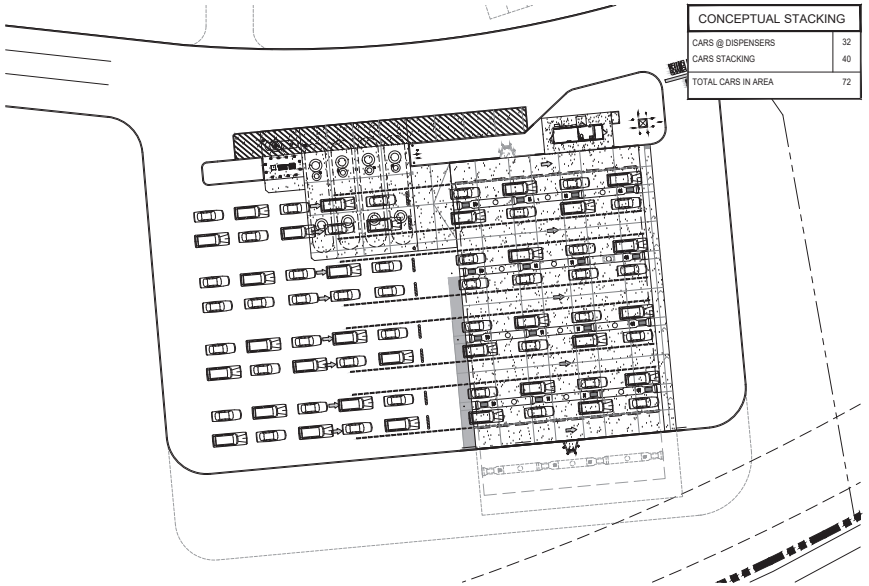
3 WARMING HUT ELEVATIONS
SCALE: 1/8" = 1'-0"

CONCEPT ELEVATIONS



NO DIESEL

DETAIL SITE PLAN



CONCEPTUAL STACKING	
CARS @ DISPENSERS	32
CARS STACKING	40
TOTAL CARS IN AREA	72

STACKING PLAN

COSTCO WHOLESALE

YORKVILLE, ILLINOIS

FUEL FACILITY PLAN

NOVEMBER 15, 2024

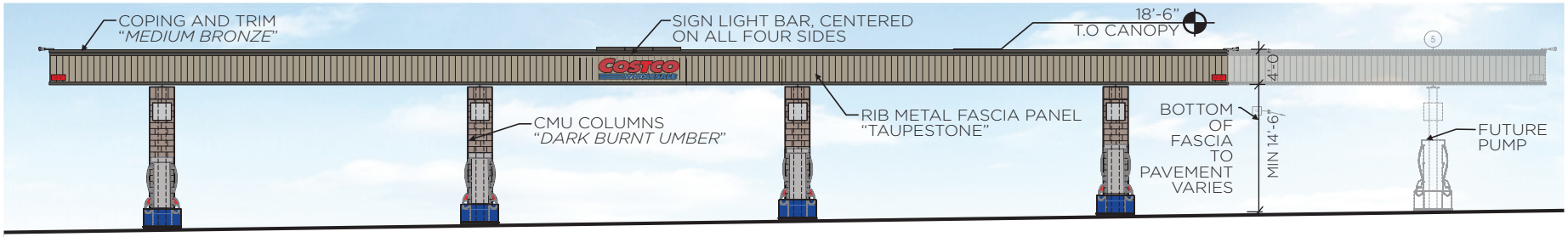
COSTCO WHOLESALE
YORKVILLE, IL

MG2

22-6229-01
NOVEMBER 15, 2024

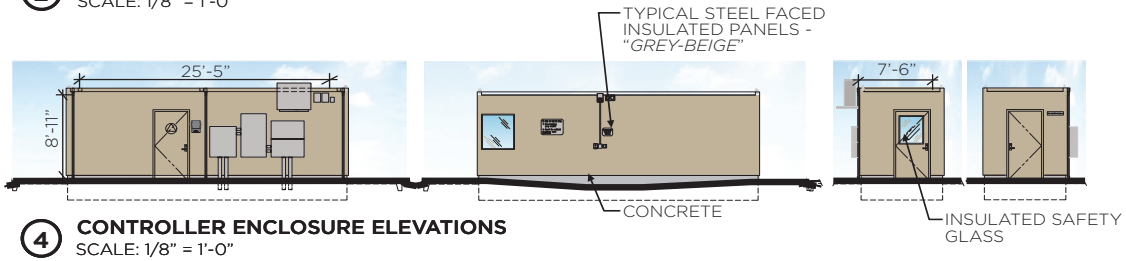
FUEL FACILITY
PLAN

DD41-02

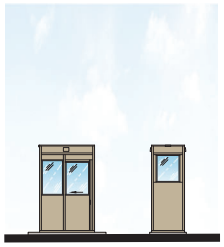


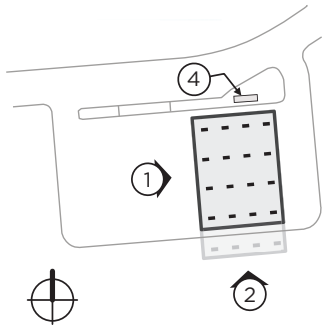
1 EAST/WEST ELEVATIONS
SCALE: 1/8" = 1'-0"

2 NORTH/SOUTH ELEVATIONS
SCALE: 1/8" = 1'-0"



4 CONTROLLER ENCLOSURE ELEVATIONS
SCALE: 1/8" = 1'-0"





2 WARMING HUT ELEVATIONS
SCALE: 1/8" = 1'-0"

S4

SIGN AREA TABULATION (CANOPY SIGNS)

QUANTITY	*SIGN*	*SIZE*	*AREA (EACH)*	*TOTAL SF*
4	COSTCO WHOLESALE	2'-5 1/4" "C"	21 SF	***84 SF***
			TOTAL SIGNAGE AREA:	**84 SF**

MG2

JANUARY 10, 2025
22-6229-01
YORKVILLE, IL
PG: 6

FUEL ELEVATIONS

COSTCO WHOLESALE

STATE OF ILLINOIS)
) ss.
COUNTY OF KENDALL)

Ordinance No. 2025-_____

AN ORDINANCE OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS, APPROVING THE FINAL PLAT OF SUBDIVISIONS FOR *COSTCO WHOLESALE*

WHEREAS, the United City of Yorkville (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, Costco Wholesale Company (the "*Petitioner*") has filed an application and petition for approval of the Final Plat of Subdivision of Costco Wholesale, generally located at the southeast corner of East Countryside Parkway and McHugh Road, for members-only retail store and a fueling facility on approximately 34 acres, along with two perimeter lots on an additional seven (7) acres and a stormwater management basin on approximately 3.4 acres; and

WHEREAS, the Planning and Zoning Commission convened and held a meeting on January 8, 2025, to consider the Final Plat of Subdivision of Costco Wholesale; and

WHEREAS, the Planning and Zoning Commission reviewed the standards set forth in Chapter 7 of Title 10 Subdivision Standards and Chapter 8 Section 8 of Title 10 Subdivision Procedures of the Yorkville Unified Development Ordinance and made a recommendation to the Mayor and City Council (the "*Corporate Authorities*") for approval of the Final Plat of Subdivision of Costco Wholesale subject to the review comments provided by the City Engineer, Engineering Enterprises, Inc. dated December 5, 2024; and

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

Section 1. The above recitals are incorporated herein and made a part of this Ordinance.

Section 2. That the Corporate Authorities hereby approve the Final Plat of Subdivision of Costco Wholesale, for the property legally described and attached hereto and made a part hereof by reference as "*Exhibit A".*

Section 3. That the Corporate Authorities hereby approve the Final Plat of Subdivision of Costco Wholesale as prepared by V3 Companies, Ltd., date last revised November 13, 2024, attached hereto and made a part hereof as "*Exhibit B"*, and authorize the Mayor, City Clerk, City Administrator and City Engineer to execute said Plat, subject to the review comments provided in letters from Engineering Enterprises, Inc., dated December 5, 2024, attached hereto and made a part hereof as "*Exhibit C"*.

Section 4. That the City Clerk is hereby authorized pursuant to Section 10-8-6-C-7.e of the Yorkville Unified Development Ordinance to file a copy of this ordinance and the Final Plat of Subdivision of Costco Wholesale with the Kendall County Recorder of Deeds.

Section 5. That this Ordinance shall be in full force and effect from and after its passage, approval, and publication in the manner provided by law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2025.

_____

CITY CLERK

KEN KOCH	_____	DAN TRANSIER	_____
ARDEN JOE PLOCHER	_____	CRAIG SOLING	_____
CHRIS FUNKHOUSER	_____	MATT MAREK	_____
SEAVER TARULIS	_____	RUSTY CORNEILS	_____

APPROVED by me, as Mayor of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, A.D. 2025.

_____

MAYOR

Attest:

_____

CITY CLERK

EXHIBIT A

The legal description is as follows:

THAT PART OF THE NORTHWEST QUARTER OF SECTION 27, AND PART OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTHERLY RIGHT OF WAY LINE OF COUNTRYSIDE PARKWAY PER PLAT OF DEDICATION DOCUMENT NO. 2000-00009655, WITH THE NORTHERLY RIGHT OF WAY LINE OF U.S. ROUTE NO. 34 PER DOCUMENT NUMBERS 2002-00008973 AND 2002-00007755; THENCE SOUTH 12 DEGREES 50 MINUTES 13 SECONDS WEST, ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID U.S. ROUTE NO. 34, 77.16 FEET; THENCE SOUTH 55 DEGREES 12 MINUTES 38 SECONDS WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 976.51 FEET; THENCE WESTERLY ALONG SAID NORTHERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1390.00' AND A CHORD BEARING OF SOUTH 67 DEGREES 53 MINUTES 14 SECONDS WEST, AN ARC LENGTH OF 616.39 FEET; THENCE NORTH 67 DEGREES 09 MINUTES 38 SECONDS WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 97.31 FEET; THENCE SOUTH 85 DEGREES 58 MINUTES 01 SECONDS WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 1.41 FEET TO THE EASTERLY RIGHT OF WAY LINE OF MCHUGH ROAD PER PLAT OF DEDICATION DOCUMENT NO. 2000-00009655; THENCE NORTH 04 DEGREES 07 MINUTES 38 SECONDS WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 183.64 FEET; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 460.00 FEET AND A CHORD BEARING OF NORTH 03 DEGREES 01 MINUTES 21 SECONDS EAST, AN ARC LENGTH OF 114.80 FEET; THENCE NORTH 10 DEGREES 10 MINUTES 20 SECONDS EAST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 300.40 FEET; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE LEFT WITH A RADIUS OF 1040.00 FEET AND A CHORD BEARING OF NORTH 01 DEGREES 38 MINUTES 51 SECONDS EAST, AN ARC LENGTH OF 309.47 FEET; THENCE NORTH 06 DEGREES 52 MINUTES 38 SECONDS WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 250.39 FEET; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 460.00 FEET AND A CHORD BEARING OF NORTH 01 DEGREES 24 MINUTES 19 SECONDS WEST, AN ARC LENGTH OF 87.86 FEET; THENCE NORTH 04 DEGREES 04 MINUTES 00 SECONDS EAST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 226.43 FEET; THENCE NORTHEASTERLY ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 25.00 FEET AND A CHORD BEARING OF NORTH 49 DEGREES 04 MINUTES 00 SECONDS EAST, AN ARC LENGTH OF 39.27 FEET TO A POINT ON SAID SOUTHERLY RIGHT OF WAY LINE OF COUNTRYSIDE PARKWAY; THENCE SOUTH 85 DEGREES 56 MINUTES 00 SECONDS EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 338.21 FEET; THENCE SOUTHEASTERLY ALONG SAID SOUTHERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1390.03 FEET AND CHORD BEARING OF SOUTH 60 DEGREES 21 MINUTES 36 SECONDS EAST, AN ARC LENGTH OF 1240.81 FEET TO A POINT DRAWN NORTH 34 DEGREES 47 MINUTES 13 SECONDS WEST, 54.08 FEET FROM THE POINT OF BEGINNING; THENCE SOUTH 34 DEGREES 47 MINUTES 13 SECONDS EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 54.08 FEET TO THE POINT OF BEGINNING, ALL IN KENDALL COUNTY, ILLINOIS.

EXCEPTING THEREFROM: THAT PART TAKEN FOR ROAD PURPOSES BY ORDER

VESTING TITLE ENTERED IN CASE NO. 15-ED-10, CIRCUIT COURT OF KENDALL COUNTY, ILLINOIS, RECORDED OCTOBER 28, 2015 AS DOCUMENT NO. 201500016982.

EXHIBIT B

VICINITY MAP
NOT TO SCALE

FINAL PLAT OF SUBDIVISION OF COSTCO WHOLESALE

PART OF THE NORTHWEST QUARTER OF SECTION 27, AND PART OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN KENDALL COUNTY, ILLINOIS.

STATE PLANE MERIDIAN

GRAPHIC SCALE

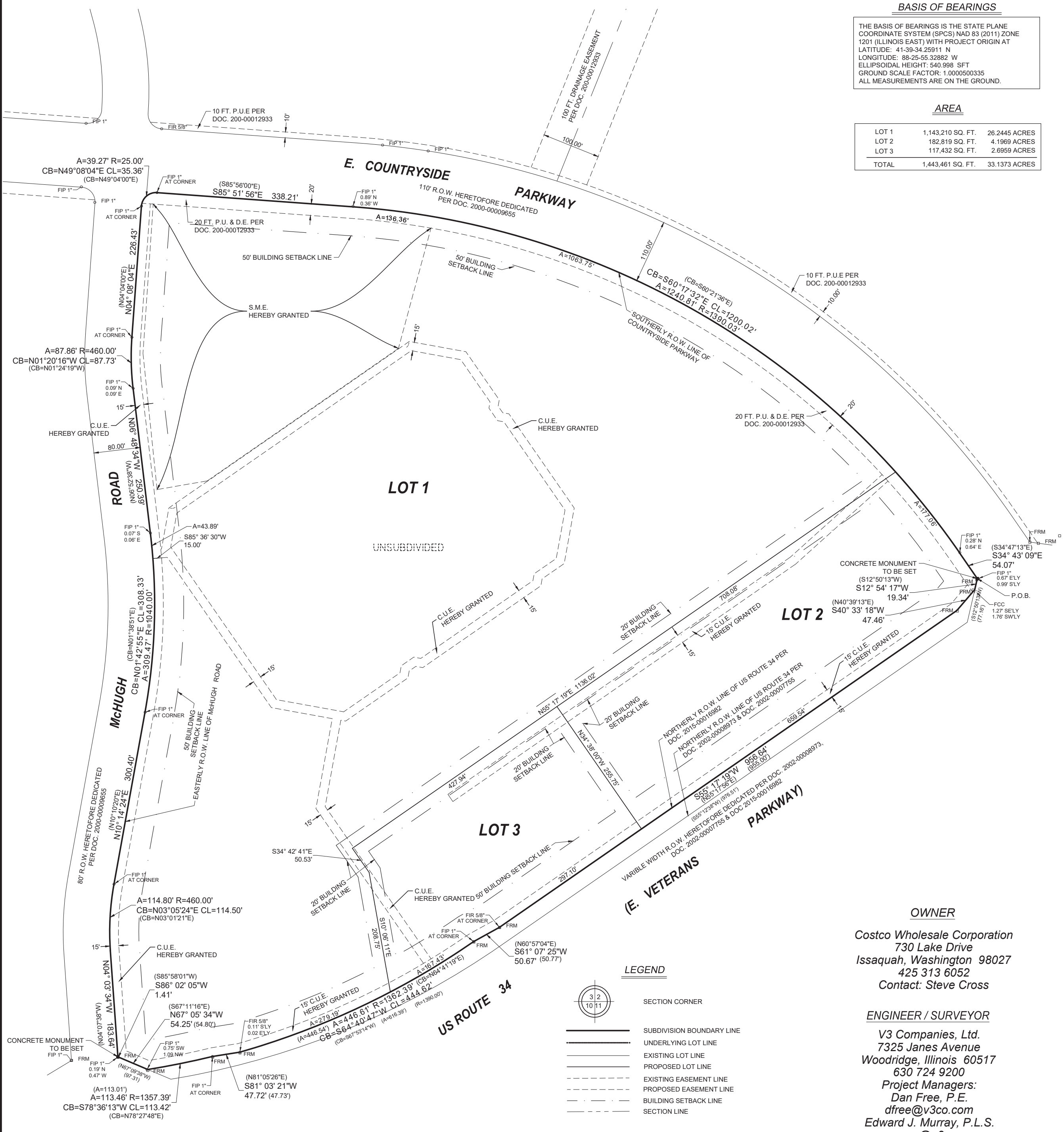
1" = 80'

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE STATE PLANE COORDINATE SYSTEM (SPCS) NAD 83 (2011) ZONE 1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT
LATITUDE: 41-39-34.25911 N
LONGITUDE: 88-25-55.32882 W
ELLIPSOIDAL HEIGHT: 540.998 SFT
GROUND SCALE FACTOR: 1.0000500335
ALL MEASUREMENTS ARE ON THE GROUND.

AREA

LOT 1	1,143,210 SQ. FT.	26.2445 ACRES
LOT 2	182,819 SQ. FT.	4.1969 ACRES
LOT 3	117,432 SQ. FT.	2.6959 ACRES
TOTAL	1,443,461 SQ. FT.	33.1373 ACRES



LEGEND

SECTION CORNER
SUBDIVISION BOUNDARY LINE
UNDERLYING LOT LINE
EXISTING LOT LINE
PROPOSED LOT LINE
EXISTING EASEMENT LINE
PROPOSED EASEMENT LINE
BUILDING SETBACK LINE
SECTION LINE

N	NORTH
S	SOUTH
E	EAST
W	WEST
CB	CHORD BEARING
CL	CHORD LENGTH
A	ARC LENGTH
R	RADIUS
PU&DE	PUBLIC UTILITY & DRAINAGE EASEMENT
D.E.	DRAINAGE EASEMENT
(0.00')	RECORD DATUM
0.00'	CALCULATED DATUM
■	SET CONCRETE MONUMENT
B.S.L.	BUILDING SETBACK LINE
○ FIP	FOUND IRON PIPE W/SIZE
S.S.E.	SANITARY SEWER EASEMENT

OWNER

Costco Wholesale Corporation
730 Lake Drive
Issaquah, Washington 98027
425 313 6052
Contact: Steve Cross

ENGINEER / SURVEYOR

V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630 724 9200
Project Managers:
Dan Free, P.E.
dfree@v3co.com
Edward J. Murray, P.L.S.
emurray@v3co.com

IDOT ACCESS NOTES

1. THERE SHALL BE AT MOST ONE (1) FULL VEHICULAR ACCESS POINT TO US ROUTE 34 (VETERANS PARKWAY) FROM LOT 2 AND 3 AS DEPICTED HEREON.
2. THERE SHALL BE NO DIRECT VEHICULAR ACCESS TO US ROUTE 34 (VETERANS PARKWAY) FROM LOT 1.
3. ALL OTHER ACCESS SHALL BE VIA INTERNAL CIRCULATION.

NOTES

1. ONCE THE PLAT SHOWN HEREON IS RECORDED AND UPON COMPLETION OF CONSTRUCTION, 5/8" IRON RODS WITH PLASTIC CAPS SHALL BE SET AT ALL LOT CORNERS AND CHANGES IN GEOMETRY, UNLESS SHOWN OTHERWISE.
2. ALL MEASUREMENTS AND DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF. ARC DISTANCES ARE ALONG ALL CURVES.

Engineers Scientists Surveyors
7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
Costco Wholesale Corporation
730 Lake Drive
Issaquah, WA 98027
425.313.6052

REVISIONS

NO.	DATE	DESCRIPTION
1.	11/11/24	REVISED CROSS ACCESS EASEMENT, ADD BSL
2.	11/13/24	REVISED PER COMMENTS
3.	12/18/24	REVISED PER VILLAGE COMMENT LETTER DATED 12/05/24

FINAL PLAT OF SUBDIVISION
COSTCO WHOLESALE, YORKVILLE, IL

DRAFTING COMPLETED:	10/29/24	DRAWN BY:	SPK	PROJECT MANAGER:	DEF
FIELD WORK COMPLETED:	N/A	CHECKED BY:	EJM	SCALE:	1" = 80'

Project No: 240757
Group No: VP04.1
SHEET NO. 1 of 3

N:\2024\240757\Drawings\ACAD\SYV\VP04.1\FNL240757_R3.dwg, 12/19/2024 8:49:20 AM, emurray

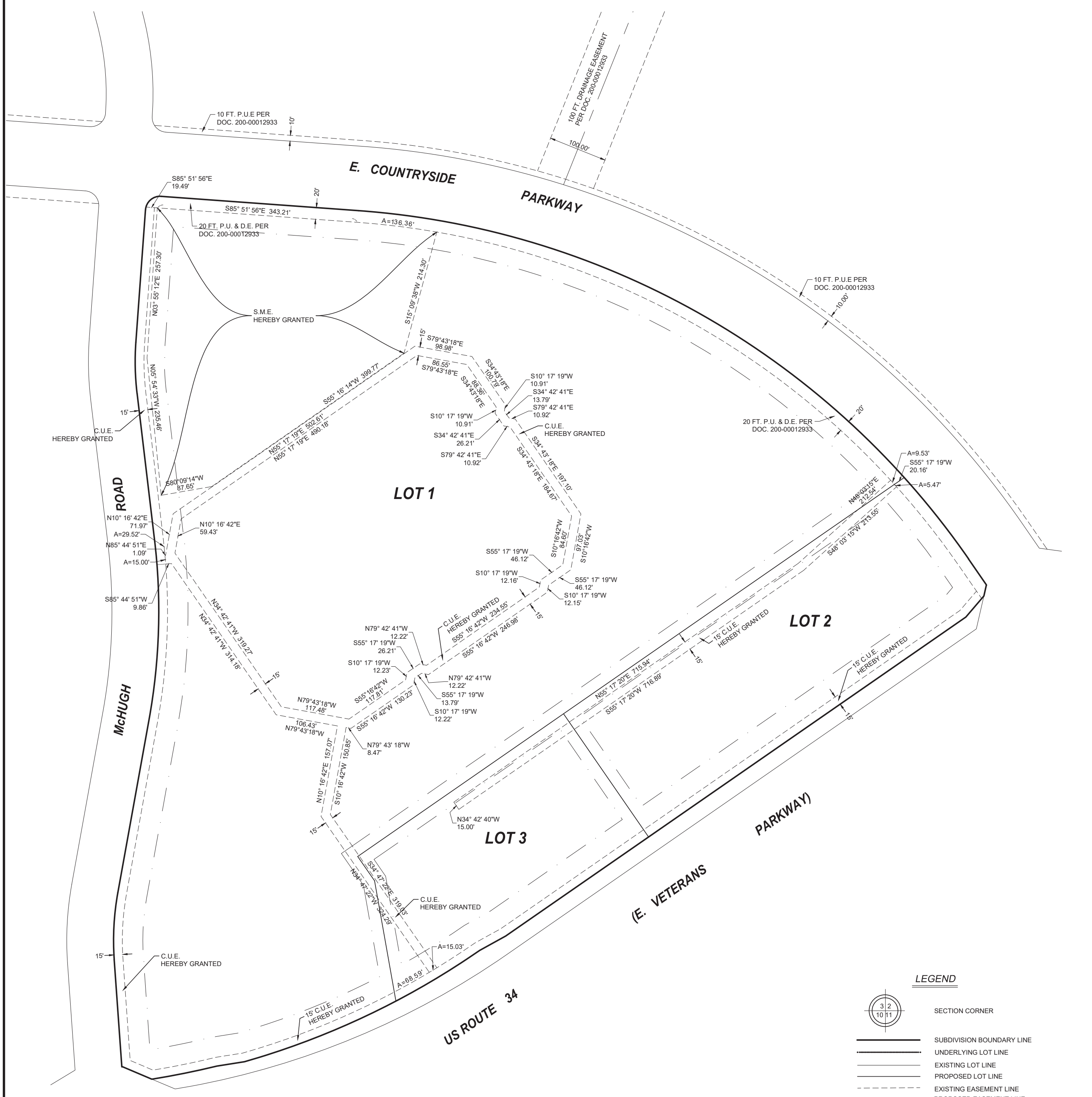
FINAL PLAT OF SUBDIVISION
OF
COSTCO WHOLESALE

PART OF THE NORTHWEST QUARTER OF SECTION 27, AND PART OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN KENDALL COUNTY, ILLINOIS.

STATE PLANE MERIDIAN

GRAPHIC SCALE

1" = 80'



LEGEND

3 2 / 10 11	SECTION CORNER
	SUBDIVISION BOUNDARY LINE
	UNDERLYING LOT LINE
	EXISTING LOT LINE
	PROPOSED LOT LINE
	EXISTING EASEMENT LINE
	PROPOSED EASEMENT LINE
	BUILDING SETBACK LINE
	SECTION LINE

N	NORTH
S	SOUTH
E	EAST
W	WEST
CB	CHORD BEARING
CL	CHORD LENGTH
A	ARC LENGTH
R	RADIUS
PU&DE	PUBLIC UTILITY & DRAINAGE EASEMENT
D.E.	DRAINAGE EASEMENT
(0.00')	RECORD DATUM
0.00'	CALCULATED DATUM
■	SET CONCRETE MONUMENT
B.S.L.	BUILDING SETBACK LINE
○ FIP	FOUND IRON PIPE W/SIZE
S.S.E.	SANITARY SEWER EASEMENT

Engineers
Scientists
Surveyors

7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
Costco Wholesale Corporation
730 Lake Drive
Issaquah, WA 98027
425.313.6052

REVISIONS

NO.	DATE	DESCRIPTION
1.	11/11/24	REVISED CROSS ACCESS EASEMENT, ADD BSL
2.	11/13/24	REVISED PER COMMENTS
3.	12/18/24	REVISED PER VILLAGE COMMENT LETTER DATED 12/05/24

FINAL PLAT OF SUBDIVISION

COSTCO WHOLESALE, YORKVILLE, IL

DRAFTING COMPLETED:	10/29/24	DRAWN BY:	SPK	PROJECT MANAGER:	DEF
FIELD WORK COMPLETED:	N/A	CHECKED BY:	EJM	SCALE:	1" = 80'

Project No: 240757
Group No: VP04.1
SHEET NO. 2 of 3

FINAL PLAT OF SUBDIVISION OF COSTCO WHOLESALE

P.I.N. 02-27-101-003
02-28-227-002

PART OF THE NORTHWEST QUARTER OF SECTION 27, AND PART OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN KENDALL COUNTY, ILLINOIS.

OWNERSHIP CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT _____, IS THE FEE SIMPLE OWNER OF THE PROPERTY DESCRIBED IN THE FOREGOING SURVEYOR'S CERTIFICATE AND HAS CAUSED THE SAME TO BE SURVEYED, SUBDIVIDED, AND PLATTED AS SHOWN HEREON FOR THE USES AND PURPOSES HEREIN SET FORTH AS ALLOWED AND PROVIDED FOR BY STATUTE, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

THE UNDERSIGNED HEREBY DEDICATES FOR PUBLIC USE THE LANDS SHOWN ON THIS PLAT FOR THOROUGHFARES, STREETS, ALLEYS AND PUBLIC SERVICES; AND HEREBY ALSO RESERVES FOR ANY ELECTRIC, GAS, TELEPHONE, CABLE TV OR OTHER TELECOMMUNICATIONS COMPANY UNDER FRANCHISE AGREEMENT WITH THE UNITED CITY OF YORKVILLE, THEIR SUCCESSORS AND ASSIGNS, THE EASEMENT PROVISIONS WHICH ARE STATED HEREON.

THE UNDERSIGNED FURTHER CERTIFY THAT ALL OF THE LAND INCLUDED IN THIS PLAT LIES WITHIN THE BOUNDARIES OF YORKVILLE COMMUNITY UNIT SCHOOL DISTRICT 115.

DATED AT _____, _____, THIS _____ DAY OF _____, 20__.

_____
CORPORATE NAME

_____
COMPLETE ADDRESS

BY: _____ _____
PRESIDENT Printed Name

_____ _____
SECRETARY Printed Name

NOTARY CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

I, _____ A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT _____ AND _____, PERSONALLY KNOWN TO ME TO BE THE PRESIDENT AND SECRETARY OF _____, AS SHOWN ABOVE, APPEARED BEFORE ME THIS DAY AND ACKNOWLEDGED THAT AS SUCH OFFICERS, THEY SIGNED AND DELIVERED THE SAID INSTRUMENT AND CAUSED THE CORPORATE SEAL TO BE AFFIXED THERETO AS THEIR FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID CORPORATION, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _____ DAY OF _____, 20__.

_____
NOTARY PUBLIC

SURFACE WATER STATEMENT

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

TO THE BEST OF OUR KNOWLEDGE AND BELIEF THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

DATED THIS _____ DAY OF _____ A.D., 20__.

_____ _____
IL. REGISTERED PROFESSIONAL ENG. OWNER OR ATTORNEY FOR OWNER

_____
STATE REGISTRATION NUMBER

_____
REGISTRATION EXPIRATION DATE

COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF KENDALL)

I, _____, COUNTY CLERK OF KENDALL COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE PLAT HEREIN DRAWN. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE PLAT HEREIN DRAWN.

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

ILLINOIS, THIS _____ DAY OF _____ 20__.

_____
COUNTY CLERK

RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF KENDALL)

THIS INSTRUMENT NO. _____ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF KENDALL COUNTY, ILLINOIS, ON THIS _____ DAY OF _____, 20__, AT _____ O'CLOCK ___M.

_____
KENDALL COUNTY RECORDER

ILLINOIS DEPARTMENT OF TRANSPORTATION STATEMENT

THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS PURSUANT OF SECTION 2 OF "AN ACT TO REVISE THE LAW IN RELATION TO PLATS" AS AMENDED. A PLAN THAT MEETS THE REQUIREMENTS CONTAINED IN THE DEPARTMENT'S "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS" WILL, BE REQUIRED BY THE DEPARTMENT.

_____ _____, A.D., 20___
ANTHONY J. QUIGLEY, P.E. DATE
REGION ONE ENGINEER

CITY ADMINISTRATOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE CITY ADMINISTRATOR OF THE UNITED CITY OF YORKVILLE, ILLINOIS, THIS _____DAY OF_____, 20__.

_____
CITY ADMINISTRATOR

CITY PLANNING AND ZONING COMMISSION CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE PLANNING AND ZONING COMMISSION OF THE UNITED CITY OF YORKVILLE, ILLINOIS, THIS _____DAY OF_____, 20__.

_____
CHAIRMAN

CITY COUNCIL CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE MAYOR AND CITY COUNCIL OF THE UNITED CITY OF YORKVILLE, ILLINOIS, THIS _____DAY OF_____, 20__.

_____
MAYOR

CITY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE MAYOR AND CITY COUNCIL OF THE UNITED CITY OF YORKVILLE, ILLINOIS, BY ORDINANCE No._____ AT A MEETING HELD THIS _____DAY OF_____, 20__.

_____
CITY CLERK

CITY ENGINEER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

I, _____, CITY ENGINEER FOR THE UNITED CITY OF YORKVILLE, DO HEREBY CERTIFY THAT THE REQUIRED IMPROVEMENTS HAVE BEEN INSTALLED OR THE REQUIRED GUARANTEE COLLATERAL HAS BEEN POSTED FOR THE COMPLETION OF ALL REQUIRED IMPROVEMENTS.

DATED AT YORKVILLE, ILLINOIS THIS DAY OF_____, 20__.

_____
CITY ENGINEER

KENDALL COUNTY RIGHT TO FARM STATEMENT

NOTICE:
KENDALL COUNTY HAS A LONG, RICH TRADITION IN AGRICULTURE AND RESPECTS THE ROLE THAT FARMING CONTINUES TO PLAY IN SHAPING THE ECONOMIC VIABILITY OF THE COUNTY. PROPERTY THAT SUPPORTS THIS INDUSTRY IS INDICATED BY A ZONING INDICATOR - A-1 OR AG SPECIAL USE. ANYONE CONSTRUCTING A RESIDENCE OR FACILITY NEAR THIS ZONING SHOULD BE AWARE THAT NORMAL AGRICULTURAL PRACTICES MAY RESULT IN OCCASIONAL SMELLS, DUST, SIGHTS, NOISE, AND UNIQUE HOURS OF OPERATION THAT ARE NOT TYPICAL IN OTHER ZONING AREAS.

CITY UTILITY EASEMENTS PROVISIONS

THE UNITED CITY OF YORKVILLE, IT'S SUCCESSORS, LICENSEES AND ASSIGNS, ARE HEREBY GIVEN EASEMENT RIGHTS TO ALL PLATTED EASEMENTS DESIGNATED "CITY UTILITY EASEMENT OR C.U.E." SAID EASEMENTS SHALL BE USED SOLELY TO INSTALL, OPERATE, MAINTAIN AND REMOVE FROM TIME TO TIME UNDERGROUND FACILITIES AND APPURTENANCES USED IN CONNECTION WITH THE WATER, SANITARY SEWER OR STORM DRAINAGE SYSTEMS OF THE UNITED CITY OF YORKVILLE, EXCEPT THAT THE EASEMENTS MAY BE GRADED AS SWALES TO RECEIVE LOCAL SURFACE DRAINAGE. NO PERMANENT BUILDING OR TREES SHALL BE PLACED ON SAID EASEMENT, BUT SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS HEREIN GRANTED.

FOLLOWING ANY WORK TO BE PERFORMED BY THE UNITED CITY OF YORKVILLE IN THE EXERCISE OF ITS EASEMENT RIGHTS HEREIN GRANTED, SAID CITY SHALL HAVE NO OBLIGATION WITH RESPECT TO SURFACE RESTORATION, INCLUDING BUT NOT LIMITED TO, THE RESTORATION, REPAIR OR REPLACEMENT OF PAVEMENT, CURB, GUTTERS, TREES, LAWN OR SHRUBBERY, PROVIDED, HOWEVER, THAT SAID CITY SHALL BE OBLIGATED, FOLLOWING SUCH MAINTENANCE WORK, TO BACKFILL AND MOUND ALL TRENCH CREATED SO AS TO RETAIN SUITABLE DRAINAGE, TO COLD PATCH ANY ASPHALT OR CONCRETE SURFACE, TO REMOVE ALL EXCESS DEBRIS AND SPOIL AND TO LEAVE THE MAINTENANCE AREA IN A GENERALLY CLEAN AND WORKMANLIKE CONDITION.

STORMWATER MANAGEMENT EASEMENT PROVISIONS

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE UNITED CITY OF YORKVILLE AND TO ITS SUCCESSORS AND ASSIGNS, OVER ALL OF THE AREAS MARKED "STORMWATER MANAGEMENT EASEMENT" (S.M.E.) ON THE PLAT FOR THE PERPETUAL RIGHT, PRIVILEGE, AND AUTHORITY TO SURVEY, CONSTRUCT, RECONSTRUCT, REPAIR, INSPECT, MAINTAIN AND OPERATE STORM SEWERS AND THE STORMWATER MANAGEMENT AREA, TOGETHER WITH ANY AND ALL NECESSARY MANHOLES, CATCH BASINS, SANITARY SEWERS, WATER MAINS, ELECTRIC AND COMMUNICATION CABLES, CONNECTIONS, DITCHES, SWALES, AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY BY SAID CITY, OVER, UPON, ALONG, UNDER AND THROUGH SAID INDICATED EASEMENT, TOGETHER WITH THE RIGHT OF ACCESS ACROSS THE PROPERTY FOR NECESSARY MEN AND EQUIPMENT TO DO ANY OF THE ABOVE WORK. THE RIGHT IS ALSO GRANTED TO CUT DOWN, TRIM OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF SEWERS OR OTHER UTILITIES. NO PERMANENT BUILDINGS SHALL BE PLACED ON SAID EASEMENT. NO CHANGE TO THE TOPOGRAPHY OR STORMWATER MANAGEMENT STRUCTURES WITHIN THE EASEMENT AREA SHALL BE MADE WITHOUT EXPRESS WRITTEN CONSENT OF THE CITY ENGINEER, BUT SAME MAY BE USED FOR PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS.

THE OWNER OF THE PROPERTY SHALL REMAIN RESPONSIBLE FOR THE MAINTENANCE OF THE STORMWATER MANAGEMENT AREA AND APPURTENANCES. THE UNITED CITY OF YORKVILLE WILL PERFORM ONLY EMERGENCY PROCEDURES AS DEEMED NECESSARY BY THE CITY ENGINEER OF THE UNITED CITY OF YORKVILLE.

SURVEYORS AUTHORIZATION CERTIFICATE

I, EDWARD J. MURRAY, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 4037, DO HEREBY AUTHORIZE THE CITY OF YORKVILLE OR THEIR AGENT TO FILE WITH THE KENDALL COUNTY RECORDER'S OFFICE THE FINAL PLAT KNOWN AS COSTCO WHOLESALE, BEING A SUBDIVISION OF PART OF THE NORTHWEST QUARTER OF SECTION 27, AND PART OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN KENDALL COUNTY, ILLINOIS.

_____
EDWARD J. MURRAY
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-4037
MY LICENSE EXPIRES ON NOVEMBER 30, 2026.
emurray@v3co.com

PROFESSIONAL LAND SURVEYOR — EDWARD J. MURRAY — 4037 — WOODRIDGE, ILLINOIS — STATE OF ILLINOIS

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT I, EDWARD J. MURRAY, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 4037 HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

THAT PART OF THE NORTHWEST QUARTER OF SECTION 27, AND PART OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTHERLY RIGHT OF WAY LINE OF COUNTRYSIDE PARKWAY PER PLAT OF DEDICATION DOCUMENT NO. 2000-00009655, WITH THE NORTHERLY RIGHT OF WAY LINE OF U.S. ROUTE NO. 34 PER DOCUMENT NUMBERS 2002-00008973 AND 2002-00007755; THENCE SOUTH 12 DEGREES 50 MINUTES 13 SECONDS WEST, ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID U.S. ROUTE NO. 34, 77.16 FEET; THENCE SOUTH 55 DEGREES 12 MINUTES 38 SECONDS WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 976.51 FEET; THENCE WESTERLY ALONG SAID NORTHERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1390.00 FEET AND A CHORD BEARING OF SOUTH 67 DEGREES 53 MINUTES 14 SECONDS WEST, AN ARC LENGTH OF 616.39 FEET; THENCE NORTH 67 DEGREES 09 MINUTES 38 SECONDS WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 97.31 FEET; THENCE SOUTH 85 DEGREES 58 MINUTES 01 SECONDS WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 1.41 FEET TO THE EASTERLY RIGHT OF WAY LINE OF MCHUGH ROAD PER PLAT OF DEDICATION DOCUMENT NO. 2000-00009655; THENCE NORTH 04 DEGREES 07 MINUTES 38 SECONDS WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 183.64 FEET; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 460.00 FEET AND A CHORD BEARING OF NORTH 03 DEGREES 01 MINUTES 21 SECONDS EAST, AN ARC LENGTH OF 114.80 FEET; THENCE NORTH 10 DEGREES 10 MINUTES 20 SECONDS EAST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 300.40 FEET; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE LEFT WITH A RADIUS OF 1040.00 FEET AND A CHORD BEARING OF NORTH 01 DEGREES 38 MINUTES 51 SECONDS EAST, AN ARC LENGTH OF 309.47 FEET; THENCE NORTH 06 DEGREES 52 MINUTES 38 SECONDS WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 250.39 FEET; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 460.00 FEET AND A CHORD BEARING OF NORTH 01 DEGREES 24 MINUTES 19 SECONDS WEST, AN ARC LENGTH OF 87.86 FEET; THENCE NORTH 04 DEGREES 04 MINUTES 00 SECONDS EAST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 226.43 FEET; THENCE NORTHEASTERLY ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 25.00 FEET AND A CHORD BEARING OF NORTH 49 DEGREES 04 MINUTES 00 SECONDS EAST, AN ARC LENGTH OF 39.27 FEET TO A POINT ON SAID SOUTHERLY RIGHT OF WAY LINE OF COUNTRYSIDE PARKWAY; THENCE SOUTH 85 DEGREES 56 MINUTES 00 SECONDS EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 338.21 FEET; THENCE SOUTHEASTERLY ALONG SAID SOUTHERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1390.03 FEET AND CHORD BEARING OF SOUTH 60 DEGREES 21 MINUTES 36 SECONDS EAST, AN ARC LENGTH OF 1240.81 FEET TO A POINT DRAWN NORTH 34 DEGREES 47 MINUTES 13 SECONDS WEST, 54.08 FEET FROM THE POINT OF BEGINNING; THENCE SOUTH 34 DEGREES 47 MINUTES 13 SECONDS EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 54.08 FEET TO THE POINT OF BEGINNING, ALL IN KENDALL COUNTY, ILLINOIS.

EXCEPTING THEREFROM: THAT PART TAKEN FOR ROAD PURPOSES BY ORDER VESTING TITLE ENTERED IN CASE NO. 15-ED-10, CIRCUIT COURT OF KENDALL COUNTY, ILLINOIS, RECORDED OCTOBER 28, 2015 AS DOCUMENT NO. 201500016982.

BEING THE SAME AS:

THAT PART OF THE NORTHWEST QUARTER OF SECTION 27, AND PART OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTHERLY RIGHT OF WAY LINE OF COUNTRYSIDE PARKWAY PER PLAT OF DEDICATION DOCUMENT NO. 2000-00009655, WITH THE NORTHERLY RIGHT OF WAY LINE OF U.S. ROUTE NO. 34 PER DOCUMENT NUMBERS 2002-00008973, 2002-00007755 AND 2015-00016982; THENCE ALONG THE SAID NORTHERLY RIGHT OF WAY OF U.S. ROUTE NO. 34, THE FOLLOWING 9 COURSES AND DISTANCES: 1) THENCE SOUTH 12 DEGREES 54 MINUTES 17 SECONDS WEST, 19.34 FEET; 2) THENCE SOUTH 40 DEGREES 33 MINUTES 18 SECONDS WEST, 47.46 FEET; 3) THENCE SOUTH 55 DEGREES 17 MINUTES 19 SECONDS WEST, 956.64 FEET; 4) THENCE SOUTH 61 DEGREES 07 MINUTES 25 SECONDS WEST, 50.67 FEET; 5) THENCE ALONG THE ARC OF CURVE, BEING A CURVE TO THE RIGHT, HAVING A RAIUS OF 1362.39 FEET, A CHORD BEARING OF SOUTH 64 DEGREES 40 MINUTES 47 SECONDS WEST, A CHORD LENGTH OF 444.62 FEET, AN ARC LENGTH OF 446.61; 6) THENCE SOUTH 81 DEGREES 03 MINUTES 21 SECONDS WEST, 47.72 FEET; 7) THENCE ALONG THE ARC OF CURVE, BEING A CURVE TO THE RIGHT, HAVING A RAIUS OF 1357.39 FEET, A CHORD BEARING OF SOUTH 78 DEGREES 36 MINUTES 13 SECONDS WEST, A CHORD LENGTH OF 113.42 FEET, AN ARC LENGTH OF 113.46; 8) THENCE NORTH 67 DEGREES 05 MINUTES 34 SECONDS WEST, 54.25 FEET; 9) THENCE SOUTH 86 DEGREES 02 MINUTES 05 SECONDS WEST, 1.41 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY LINE OF MCHUGH ROAD, AS DEDICATED PER DOCUMENT 2000-00009655; THENCE ALONG SAID EASTERLY RIGHT OF WAY LINE OF MCHUGH ROAD, THE FOLLOWING 8 COURSES AND DISTANCES; 1) THENCE NORTH 04 DEGREES 07 MINUTES 38 SECONDS WEST, 183.64 FEET; 2) THENCE ALONG THE ARC OF A CUVE, BEING ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 460.00 FEET, A CHORD BEARING OF NORTH 03 DEGREES 08 MINUTES 24 SECONDS EAST, A CHORD LENGTH OF 114.50 FEET, AN ARC LENGTH OF 114.80 FEET; 3) THENCE NORTH 10 DEGREES 14 MINUTES 24 SECONDS EAST, 300.40 FEET; 4) THENCE ALONG THE ARC OF A CURVE, BEING ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 1040.00 FEET, A CHORD BEARING OF NORTH 01 DEGREES 42 MINUTES 55 SECONDS EAST, A CHORD LENGTH OF 308.33 FEET, AN ARC LENGTH OF 309.47 FEET; 5) THENCE NORTH 06 DEGREES 48 MINUTES 34 SECONDS WEST, 250.39 FEET; 6) THENCE ALONG THE ARC OF A CURVE, BEING ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 460.00 FEET, A CHORD BEARING OF NORTH 01 DEGREES 20 MINUTES 16 SECONDS WEST, A CHORD LENGTH OF 87.73 FEET, AN ARC LENGTH OF 87.86 FEET; 7) THENCE NORTH 04 DEGREES 08 MINUTES 04 SECONDS EAST, 226.43 FEET; 8) THENCE ALONG THE ARC OF A CURVE, BEING A CURVE TO THE RIGHT, HAVING A RADIUS OF 25.00 FEET, A CHORD BEARING OF NORTH 49 DEGREES 08 MINUTES 04 SECONDS EAST, A CHORD LENGTH OF 35.36 FEET, AN ARC LENGTH OF 39.27 FEET TO A POINT ON SAID SOUTHERLY RIGHT OF WAY LINE OF SAID COUNTRYSIDE PARKWAY; THENCE SOUTH 85 DEGREES 51 MINUTES 56 SECONDS EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 338.21 FEET; THENCE CONTINUING ALONG SAID SOUTERLY LINE, BEING THE ARC OF CURVE, BEING ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 1390.03 FEET AND CHORD BEARING OF SOUTH 60 DEGREES 17 MINUTES 32 SECONDS EAST, A CHORD LENGTH OF 1200.02 FEET, AN ARC LENGTH OF 1240.81 FEET; THENCE CONTINUING ALONG SAID SOUTERLY LINE, SOUTH 34 DEGREES 43 MINUTES 19 SECONDS EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 54.07 FEET TO THE POINT OF BEGINNING, ALL IN KENDALL COUNTY, ILLINOIS.

I FURTHER CERTIFY THAT THIS LAND IS WITHIN THE CORPORATE LIMITS OF A MUNICIPALITY WHICH HAS AUTHORIZED A COMPREHENSIVE PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE, AS NOW OR HEREAFTER AMENDED.

I FURTHER CERTIFY THAT THE ANNEXED PLAT IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF. PERMANENT MONUMENTS WILL BE SET AT ALL LOT CORNERS, EXCEPT WHERE CONCRETE MONUMENTS ARE INDICATED.

I FURTHER CERTIFY THAT THE ABOVE DESCRIBED AREA IS IN AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN (ZONE X) AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP OF KENDALL COUNTY, ILLINOIS & INCORPORATED AREAS (COMMUNITY PANEL NO. 17093C0045H, EFFECTIVE ON 1/8/2014).

DATED THIS ____ DAY OF _____, A.D., 20___.

_____
EDWARD J. MURRAY
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-4037
MY LICENSE EXPIRES ON NOVEMBER 30, 2026.
V3 COMPANIES, LTD. PROFESSIONAL DESIGN FIRM NO. 184000902
THIS DESIGN FIRM NUMBER EXPIRES APRIL 30, 2025.
EMURRAY@V3CO.COM

PROFESSIONAL LAND SURVEYOR — EDWARD J. MURRAY — 4037 — WOODRIDGE, ILLINOIS — STATE OF ILLINOIS

Engineers
Scientists
Surveyors
7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
Costco Wholesale Corporation
730 Lake Drive
Issaquah, WA 98027
425.313.6052

REVISIONS		
NO.	DATE	DESCRIPTION
1.	11/1/24	REVISED CROSS ACCESS EASEMENT, ADD BSL
2.	11/13/24	REVISED PER COMMENTS
3.	12/18/24	REVISED PER VILLAGE COMMENT LETTER DATED 12/05/24

FINAL PLAT OF SUBDIVISION
COSTCO WHOLESALE, YORKVILLE, IL

Project No: 240757
Group No: VP04.1

DRAFTING COMPLETED: 10/29/24	DRAWN BY: SPK	PROJECT MANAGER: DEF	SHEET NO.
FIELD WORK COMPLETED: N/A	CHECKED BY: EJM	SCALE: 1" = N/A	3 of 3

N:\2024\240757\Drawings\ACAD\01\VP04.1\240757_FB.dwg, 12/18/2024 8:36:16 AM, emurray

EXHIBIT C

December 5, 2024

Ms. Krysti Barksdale-Noble
Community Development Director
United City of Yorkville
651 Prairie Pointe
Yorkville, IL 60560

Re: Costco
Preliminary Engineering – 1st Submittal
United City of Yorkville

Dear Krysti:

We have reviewed the following items for the above-referenced project:

- Preliminary Engineering Plans (5 sheets) dated November 13, 2024, and prepared by V3 Companies
- Final Plat of Subdivision (2 sheets) dated October 29, 2024, and prepared by V3 Companies.
- Photometric Plan dated July 22, 2024, and prepared by T.E. Inc.
- Preliminary Stormwater Management Report dated November 13, 2024, and prepared by V3 Companies
- Traffic Impact Study dated November 13, 2024, and prepared by V3 Companies
- Preliminary Landscape Plan dated November 15, 2024, and prepared by Kimley-Horn
- Other Supporting Documentation

Our review of these plans and reports are to generally determine their compliance with local ordinances and whether the improvements will conform to existing local systems and equipment. This review and our comments do not relieve the designer from his duties to conform to all required codes, regulations, and acceptable standards of engineering practice. Engineering Enterprises, Inc.'s review is not intended as an in-depth quality assurance review, we cannot and do not assume responsibility for design errors or omissions in the plans. As such, we offer the following comments:

General

1. The following permits may be required during final engineering and should be provided to the City when obtained. The City and EEI should be copied on all correspondence with the agencies.
    - IEPA NPDES General Construction Permit is required. The Notice of Intent must be filed with IEPA 30 days prior to start of construction.
    - IEPA Water and Sanitary Sewer Permits
    - Yorkville Bristol Sanitary District (YBSD) approval is needed for the connection of the proposed sanitary lines to the existing sanitary sewer.
    - IDOT for the connection to U.S. Route 34
    - United City of Yorkville Stormwater Management Permit

2. The following will need to be submitted with final engineering:
    a. An engineer's estimate needs to be provided and must include all public improvements within the ROW including all public utilities and connections, all soil erosion and sediment control items, and all permitted stormwater items. This cost estimate will be used to determine the construction guarantee amount. In addition, a cost estimate needs to be provided for all site improvements which will be used to calculate the building permit fees.

    b. Truck turning exhibits for delivery and emergency vehicles

3. Additional forms and information can be found at https://www.yorkville.il.us/333/Engineering-Department.

4. The comments in the attached review letter from the City's landscaping consultant must be addressed and a revised landscaping plan submitted with final engineering.

Preliminary Engineering Plans

We have completed a cursory review of the preliminary engineering plans and stormwater management report. A detailed review will be completed with the submittal of final engineering. The following comments should be considered when developing final engineering.

C0.0 - Cover Sheet

5. The plans should be signed and sealed by a Professional Engineer prior to final approval.

6. The JULIE logo or contact information should be included on the cover sheet.

7. Include contact information for the City and YBSD on the cover sheet.

C2.0 - Layout Plan

8. The City should confirm that the number of parking spaces is adequate.

C3.0 – Preliminary Grading Plan

9. Additional grading should be shown in the fueling area.

10. Include 1-ft contours in the non-paved area to the west (where the future employee parking will be).

C4.0 – Preliminary Utility Plan

11. All utility conflicts will need to be shown.

12. Water valves should be included on the water main.

13. Provide details of the water main connections.

14. The storm structures should be labeled with unique identifiers and the type of structure, frame, and lids/grates.

Photometric Plan

15. The photometric plan should include a summary table that includes average, average to minimum, and maximum to minimum light intensity data to confirm that the lighting plan meets the requirements of the Ordinance.

16. Light intensity shall be zero-foot candles at all property lines.

17. Light fixtures should be fully cut off and conform to the dark sky concept.

Preliminary Stormwater Management Report

18. A City of Yorkville Stormwater Permit Application should be submitted with Final Engineering.

19. The stormwater management report should be signed and sealed by a Professional Engineer prior to final approval.

20. Confirm that the detention basin design accounts for the future development of the fueling station and employee parking lot that is indicated on the plans.

21. The report includes a requirement to control the outlet to 0.08 cfs/acre for a 25-year storm. It has been determined that this will not be required for this project.

22. A full report with calculations, modeling, and exhibits as indicated in the permit application should be included with final engineering.

23. A certified wetland determination will need to be included with final engineering.

24. Confirm that the existing storm sewer that goes to the existing detention basin is installed.

25. Calculations for the drawdown time of the detention basin will be required due to the 5.8' bounce.

Traffic Study

The following roadway-related improvements are anticipated to accommodate the new development based on the submitted traffic study:

- A new full-access driveway on US 34 that aligns with Tuma Road.
    a. Eastbound dedicated left turn lane into Costco.
    b. Westbound dedicated right turn lane into Costco.
- Two new full-access driveways on McHugh Road.
    c. Restriping the existing two-way left turn lane into a dedicated left turn lane into the proposed Costco gas station.
    d. Widening McHugh Road near US 34 for a dedicated right-turn lane into the proposed Costco gas station.
- A new full-access driveway on Countryside Parkway that aligns with Crimson Lane.
    e. Restriping the unused, existing left turn lane in the paved, westbound Countryside Parkway median area.
- A new full-access driveway on Countryside Parkway.
    f. Removal of the existing landscaped and curbed median area.
    g. Adding dedicated left turn lane into the proposed Costco parking lot.
- A new Right-In Right-Out driveway on Countryside Parkway.

26. The traffic impact study should be submitted to IDOT for review. The City should be copied on all correspondence with IDOT.

27. IDOT should comment on the proposed mitigations at US 34 and Countryside. Note that the capacity analysis indicated an inadequate level of service without the proposed mitigations. Storage lengths were also exceeded in this area.

28. The storage length for the southbound Countryside Parkway at US 34 should meet the proposed mitigation queue length and avoid blocking the exit of Driveway 3.

29. The existing traffic volumes displayed in Figure 5 along McHugh Road do not balance with the volumes entering the intersections of US 34 / McHugh Road and McHugh Road / Countryside Parkway.

30. The existing traffic volumes displayed in Figure 5 along Countryside Parkway do not balance with those entering the intersections of US 34 / Countryside Parkway and Countryside Parkway / Crimson Lane.

31. The pages from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, should be included in the Appendix.

32. The size utilized in Table 1 for trip generation of the Gasoline/Service Station does not account for the future expansion of the gas station.

33. A traffic signal warrant analysis at the intersection of US 34/Veterans Parkway and Costco Driveway 4/Tuma Road found the installation of a traffic signal to be unwarranted. It is noted that an inadequate Level of Service at US 34 / Tuma Road / Driveway 4 is expected. A proposed mitigation plan should be provided.

    The safety of the eastbound left turn into Driveway 4 is of concern.

34. A traffic signal warrant analysis should be performed for McHugh Road and Countryside Parkway with the anticipated project traffic volumes.

35. The taper length for the left turn at Driveway 2 should meet minimum IDOT Bureau of Local Roads and Streets (BLRS) design requirements.

36. The shifting of driveway 5 further north should be considered. Ideally, the taper length for the southbound left turn at US 34 is extended as it should meet minimum IDOT BLRS design requirements.

    This would also allow the shifting of the dedicated right-turn lane for driveway 5 away from the intersection at US 34.

Final Plat of Subdivision

37. The legal description is the surveyor's certificate must describe the measured boundary.

38. The chord length should be added to all curve dimensions.

39. All easements must be dimensioned.

40. The water main easement should be changed to a C.U.E.

41. The S.S.E. should be changed to C.U.E.

42. Cross-access easements are needed over all lots.

43. The Public Utility Easement Provisions and the stand-alone Nicor Gas provisions should be removed.

44. The stormwater management easement and City Utility Easement C.U.E. provisions should be added.

45. The building setback line on the west line of Lot 1 needs to be labeled.

46. The area table must match the areas on the plat.

47. All fire hydrants, valves and emergency shut off must be inside the C.U.E.

48. The concrete monument symbols do not match the location labels on the plat.

49. Note 2 on the IDOT access notes contradicts the site plan.

The plans should be resubmitted for further review. If you have any questions or require additional information, please contact our office.

Respectfully Submitted,

ENGINEERING ENTERPRISES, INC.

Bradley P. Sanderson, P.E.
Chief Operating Officer / President

BPS/tnp/pgw2

pc: Mr. Bart Olson, City Administrator (via email)
Ms. Erin Willrett, Assistant City Administrator (via email)
Mr. Eric Dhuse, Director of Public Works (via email)
Mr. Pete Ratos, Building Department (via email)
Ms. Gina Nelson, Admin Assistant (via email)
Ms. Sara Mendez, City Planner (via email)
Building Department (via email) Bzpermits@yorkville.il.us
Ms. Jori Behland, City Clerk (via email)
Mr. Stephen Cross, Costco (via email)
Mr. Dan Free, V3 (via email)
TNP, PGW2, EEI (via e-mail)

Hey and Associates, Inc.
Engineering, Ecology and Landscape Architecture

8755 W. Higgins Road, Suite 835
Chicago, Illinois 60631
Phone (773) 693-9200
Fax (773) 693-9200

December 5, 2024

Pamela Whitfield, PE, CFM
Senior Project Engineer II
Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, IL 60554

Project No.: 21-0275 AO

Re: Landscape Plan Review
Costco

Dear Pamela:

We have completed our first landscape plan review of the proposed Costco development located southwest of McHugh Road and East Countryside Parkway in Yorkville.

Landscape Plan – NOT RECOMMENDED FOR APPROVAL

Because it is preliminary and lacks sufficient detail, and based upon comments below, this landscape plan is not recommended for approval at this time. A response letter from the petitioner which addresses all review comments should be provided with their next submittal.

Review Comments

Comments must be addressed before landscape plan approval can be recommended. If there are any changes to the proposed project, additional comments may be provided. Please note that the requirements of each section are in addition to the requirements of all other sections of the ordinance (i.e., trees and other plant materials cannot be "double counted" to meet multiple requirements).

Building Foundation Landscape Zone

A Building Foundation Landscape Zone, consisting of 5 square feet of landscape area per linear foot of building frontage, is required along front and side yards. No foundation landscaping is shown on the east and west sides of the building. Requirements are not met.

Parking Area Perimeter Landscape Zone

Requirements appear to be met and will be confirmed later after more detailed plans have been submitted. The City may require Parking Lot Perimeter Landscape along the southern edge of the main parking lot if Outlots 1 and 2 are to remain vacant.

Parking Area Interior Landscape Zone

Parking area medians are required every third bay of parking in front or side of building. Parking area islands spaced not more than 10 continuous spaces apart are also required . Requirements are not met.

Transition Zone

Requirements appear to be met and will be confirmed later after more detailed plans have been submitted.

Species Diversity Requirements

Compliance with species diversity requirements cannot be assessed at this time due to lack of information on the plan. Requirements are not met.

Minimum Plant Size Requirements

Compliance with minimum plant size requirements cannot be assessed at this time due to lack of information on the plan. Requirements are not met.

Tree Preservation and Removal

A review of Google Earth and Google Streetview imagery suggests there are a few parkway trees on the subject property, which are shown to be preserved. Requirements appear to be met and will be confirmed later after more detailed plans have been submitted

Street Trees

A minimum of 1 canopy tree is required per every 40 linear feet of parkway. Requirements are not met.

Wetlands

A review of Google Earth and Google Streetview imagery suggests there are no wetlands on the subject property.

SUMMARY

This review was based upon the following documents, pursuant to relevant landscape requirements of the City's Unified Development Ordinance and Wetland Regulations.

- Landscape Plans, 7 sheets, prepared by Kimley-Horn, most recently dated 11/15/2024

Let us know if there are any questions or comments.

Sincerely,

Tim Pollowy, RLA (IL & WI)
Senior Landscape Architect

Packet materials from 1/8/25 PZC meeting to follow

Memorandum

To: Planning & Zoning Commission
From: Krysti J. Barksdale-Noble, Community Development Director
CC: Bart Olson, City Administrator
Sara Mendez, Planner I
Date: January 2, 2025
Subject: **PZC 2024-33 Costco (PUD Amendment, Special Use & Final Plat)**
Proposed Wholesale Retail Warehouse, Fuel Station and Outlots

REQUEST SUMMARY:

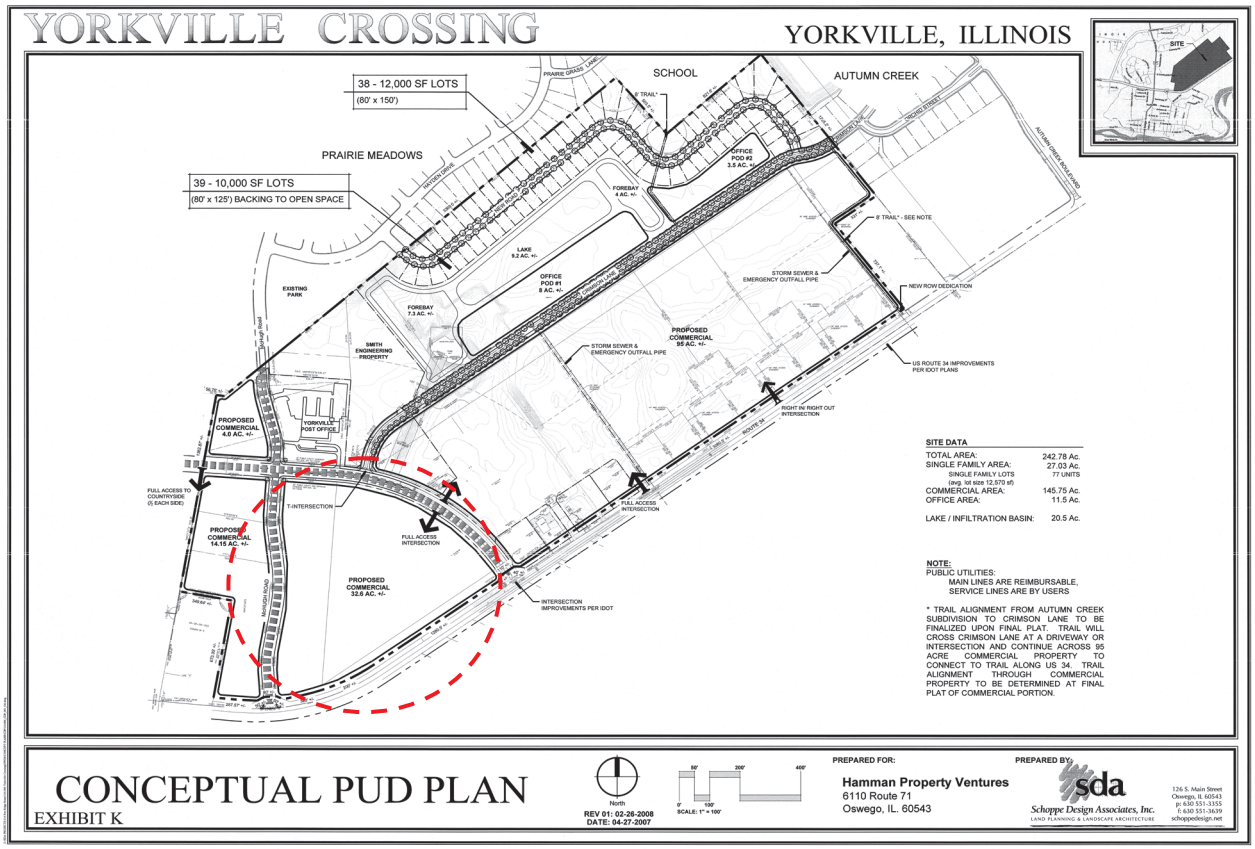
Stephen Cross, an authorized representative of Costco, on behalf of Costco Wholesale Corporation, the contract purchaser and petitioner, and Joda Land Holding, LLC, the property owner, are requesting approval to develop a members-only retail store spanning approximately 160,000 square feet, establish and operate a standalone fueling facility, and obtain final plat approval to subdivide the existing two parcels, totaling nearly 34 acres, into three new parcels. The Costco development, including the fueling facility, will occupy approximately 33.14 acres (Lot 1), with an additional 7 acres designated for two perimeter lots (Lot 2 and Lot 3) along Veteran's Parkway and about 3.4 acres reserved for stormwater management at the northwest corner of the property.

As part of the request to amend the existing "Yorkville Crossing" Planned Unit Development (PUD) agreement and Special Use authorization for the fueling station, Costco is seeking allowances for additional parking (980 stalls vs. a code-maximum of 387), exceptions to electric vehicle charging requirements, pole-mounted lighting height exceeding the 35-foot limit (proposed at 36'-6"), certain landscape regulation deviations, and a reduced masonry material percentage on building facades.

COSTCO WHOLESALE WAREHOUSE
United City of Yorkville, Illinois
Date: November 18, 2024
File Location: I:\ARCGIS TEMPLATES\COSTCO WHOLESALE WAREHOUSE

PROPERTY BACKGROUND/ZONING:

The subject property consists of two (2) parcels (#02-28-227-002 and #0 02-27-101-003) which was annexed into Yorkville through Ordinance 2000-34 as part of the Yorkville Crossing development. The Yorkville Crossing Planned Unit Development (PUD) identified the property as having an underlying **B-3 General Business District** zoning which allowed for specific land uses listed in Exhibit "D-1" of the PUD Agreement. Notably, this includes "Grocery Store-Supermarkets" as an allowable use. The following Concept PUD Plan was included as an exhibit to Ordinance 2008-21:



Further, per Table 10-3-12 (B) of the Yorkville Unified Development Ordinance (UDO), a "general retail store, greater than one (1) acre" is a permitted land use and a "gasoline service station" is a special use in the B-3 General Business District. Therefore, the petitioner is requesting the existing Yorkville Crossing Planned Unit Development be amended, or modified, to include Costco's site development plans, requested Special Use permit and all deviations required to construct the proposed project, per plans submitted. The following are the current immediate surrounding zoning and land uses to the subject property:

	Zoning	Land Use
North	E. Countryside Parkway B-3 PUD (Yorkville Crossing)	Transportation Land Use United States Post Office (USPS) & Vacant Land
South	US 34 (Veterans Parkway) B-3 General Business District B-3 (Kendall County)	Transportation Land Use Heartland Business Center American Legion & Various Business Land Uses
East	E. Countryside Center B-3/Office PUD (Yorkville Crossing)	Transportation Land Use Undeveloped Farm Land
West	McHugh Road B-3/Office PUD (Yorkville Crossing)	Transportation Land Use Undeveloped Farm Land

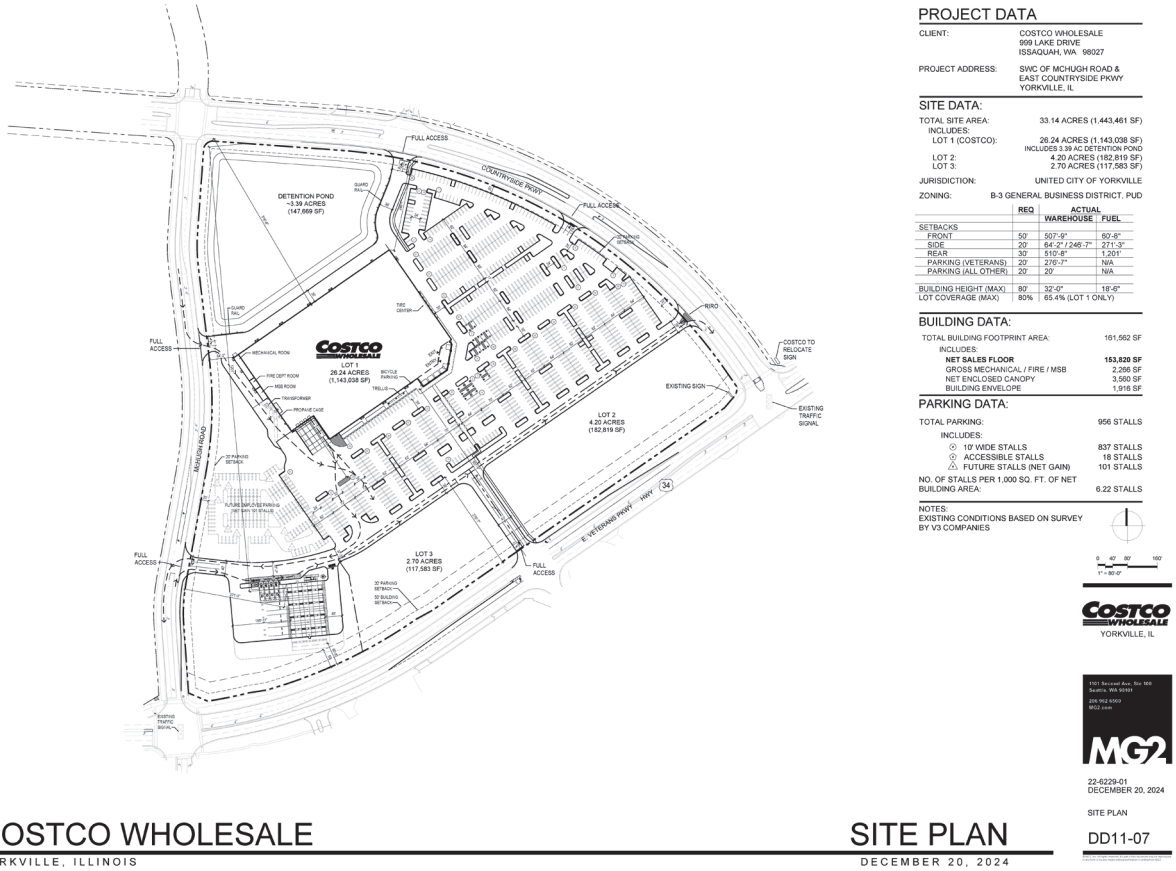
AMENDMENTS TO APPROVED PUD:

As noted earlier, the approved land use of a "grocery store/supermarket" within the Yorkville Crossing PUD's B-3 General Business District is consistent with the proposed Costco Warehouse development. However, Section 10-8-8G of the City's Unified Development Ordinance (UDO) defines the criteria for distinguishing between major and minor amendments to planned unit developments. This request is classified as a major amendment to the approved Yorkville Crossing PUD due to the proposed special use for a fueling station, several requested deviations from UDO development standards, and the inclusion of a site plan.

PROPOSED SITE PLAN:

The Costco site plan places the warehouse at the center of the property, oriented toward Veteran's Parkway, with parking arranged along the southern and eastern sides to prioritize customer accessibility. Future employee parking lot expansion is also proposed to the west of the retail warehouse building. Substantial setbacks and landscaped buffer zones with a mix of trees and shrubs separate the site physically and visibly from nearby properties, while a stormwater management area on the northern edge offers both environmental functionality and aesthetic value.

The internal building design includes a Tire Center, a conveniently located loading dock, and energy-efficient LED lighting for safe navigation across parking and pedestrian areas. Two (2) additional parcels along Veteran's Parkway are earmarked for future commercial development, aligning with the site's zoning requirements and ensuring harmony with Costco's operational goals.



PROJECT DATA

CLIENT:	COSTCO WHOLESALE 999 LAKE DRIVE ISSAQUAH, WA 98027
PROJECT ADDRESS:	SWC OF MCHUGH ROAD & EAST COUNTRYSIDE PKWY YORKVILLE, IL

SITE DATA:

TOTAL SITE AREA:	33.14 ACRES (1,443,461 SF)
INCLUDES:	
LOT 1 (COSTCO):	26.24 ACRES (1,143,038 SF) INCLUDES 3.39 AC DETENTION POND
LOT 2:	4.20 ACRES (182,819 SF)
LOT 3:	2.70 ACRES (117,583 SF)
JURISDICTION:	UNITED CITY OF YORKVILLE
ZONING:	B-3 GENERAL BUSINESS DISTRICT, PUD

	REQ	ACTUAL WAREHOUSE	ACTUAL FUEL
SETBACKS			
FRONT	50'	507'-9"	60'-8"
SIDE	20'	64'-2" / 246'-7"	271'-3"
REAR	30'	510'-8"	1,201'
PARKING (VETERANS)	20'	276'-7"	N/A
PARKING (ALL OTHER)	20'	20'	N/A
BUILDING HEIGHT (MAX)	80'	32'-0"	18'-6"
LOT COVERAGE (MAX)	80%	65.4% (LOT 1 ONLY)	

BUILDING DATA:

TOTAL BUILDING FOOTPRINT AREA:	161,562 SF
INCLUDES:	
NET SALES FLOOR	**153,820 SF**
GROSS MECHANICAL / FIRE / MSB	2,266 SF
NET ENCLOSED CANOPY	3,560 SF
BUILDING ENVELOPE	1,916 SF

PARKING DATA:

TOTAL PARKING:	956 STALLS
INCLUDES:	
⊙ 10' WIDE STALLS	837 STALLS
⊙ ACCESSIBLE STALLS	18 STALLS
△ FUTURE STALLS (NET GAIN)	101 STALLS
NO. OF STALLS PER 1,000 SQ. FT. OF NET BUILDING AREA:	6.22 STALLS

NOTES:
EXISTING CONDITIONS BASED ON SURVEY BY V3 COMPANIES

0 40' 80' 160'
1" = 80'-0"

COSTCO WHOLESALE
YORKVILLE, IL

1101 Second Ave, Ste 500
Seattle, WA 98101
206 902 6500
MG2.com

MG2

22-6229-01
DECEMBER 20, 2024

SITE PLAN
DD11-07

COSTCO WHOLESALE
YORKVILLE, ILLINOIS

SITE PLAN
DECEMBER 20, 2024

ANCILLARY USES:

While the Unified Development Ordinance does not specifically identify a "tire center" use, where car lifts will be available for tire rotations and tire replacements, the Zoning Administrator can determine if the use is substantially similar to a use listed in the tables. If it is, the use shall be treated in the same

manner as the substantially similar use. Staff identifies the use as similar to "automobile repair" or "automobile service" which are permitted uses in the B-3 General Business District.

REQUESTED PUD DEVIATIONS:

Planned Unit Developments (PUDs) may modify base district standards if the requested changes are explicitly identified and demonstrate compatibility with surrounding development, necessity for proper site development, and alignment with at least one modification standard in Section 10-8-8D of the UDO. Although not required during the amendment process, the petitioner has identified the "Sustainable Design" standard as the modification standard for the Costco development, ensuring the proposed project incorporates methods in site design, architecture, building materials, and landscaping that reduce energy consumption and improve stormwater management.

The petitioner outlines several sustainable design features, including 80% recycled content in the building's steel system and metal panels, insulation with over 50% recycled content, and a roof designed to minimize heat gain. Landscaping uses native, drought-tolerant species to reduce irrigation and maintenance needs, while LED lighting is implemented throughout the site. A water management system enhances efficiency by reducing wastewater and sewer use. Furthermore, the refrigeration system utilizes carbon dioxide (CO2), a sustainable alternative to hydrofluorocarbons (HFCs), due to its low Global Warming Potential, non-toxic, and non-flammable properties.

Below is a summary of the design components of the development plans and the identified **five (5) proposed deviations** from the Unified Development Ordinance (UDO) as part of the PUD Amendment and Special Use requests:

1. ***B-3 Bulk Regulations -*** Per the Table 10-3-9(A) Bulk and Dimensional Standards, the following compares current B-3 General Business District standards with the proposed Planned Unit Development (PUD) requested modifications:

BULK REGULATIONS	**REQUIRED MINIMUM STANDARDS** B-3 DISTRICT	**PROPOSED MINIMUM STANDARDS** COSTCO	**PROPOSED MINIMUM STANDARDS** FUEL FACILITY
FRONT YARD (Veterans Pkwy)	50 ft.	507 ft.	60'-8"
CORNER SIDE YARD (East/West)	30 ft.	246'-7"/64 ft.	271'-3"
REAR YARD (SEC Countryside Pkwy/McHugh)	20 ft.	64 ft.	1,201'
PARKING SETBACK (Veterans Pkwy)	20 ft.	275 ft.	N/A
PARKING SETBACK (Countryside Pkwy/McHugh)	20 ft.	20 ft.	N/A
MAXIMUM LOT COVERAGE	80%	65.4%	N/A (included with Costco)
MAXIMUM BUILDING HEIGHT	80 ft.	32 ft.	18'-6"

The proposed PUD for the Costco Warehouse and proposed fueling station meets the minimum building setback requirements and other regulations related to maximum lot coverage and building height for the B-3 district.

2. ***Parking Requirements*** - According to the Parking Data Table on the Layout Plan (Sheet C2.0), Site Plan (Sheet DD11-05), and Aerial Site Plan (Sheet DD12-05), there are 856 total parking spaces to be provided on the property to accommodate the proposed ~160,000 sq. ft. retail warehouse building and fueling facility uses. Future parking expansion area will include another 124 stalls for an overall total 980 parking spaces. The petitioner is also proposing to exceed the minimum standard parking stall and aisle dimensions by providing 90-degree parking stalls with a 10' width and a minimum of 18.5' stall depth with a 2' overhang. Aisle widths for the 2-way drives are 32' wide.

    a. Per the Unified Development Ordinance, the minimum parking requirement for a retail store more than 8,000 sq. ft. of the net building square feet is 2 spaces/1,000 sq. ft. Gasoline Service Stations require a minimum of 1 space/gas pump and 1space/300 sq. ft. for any accessory retail space. However, to minimize excessive areas of pavement, no off-street parking area for nonresidential uses shall exceed the required minimum number of parking spaces by more than twenty (20) percent, except as approved by the Zoning Administrator. In approving additional spaces, the Zoning Administrator shall determine that the parking is needed based on documented evidence of actual use and demand provided by the applicant. Therefore, the total required maximum parking for the subject property is 386 spaces, including a minimum of 8 ADA accessible spaces.

Deviation #1: The petitioner is requesting a variance from the UDO's required maximum parking due to parking being "*critical to Costco's business plan and success for any warehouse located throughout the Country. The average parking for all new warehouses is between 850 to 900 stalls. Parking is based on the immediate need at store opening for our Members. Insufficient parking creates safety issues throughout the Property and will impede proper traffic flow in and around the Property*."

Staff is supportive of the deviation from a maximum of 2 parking spaces per 1,000 net sq. ft. of building area to approximately 6.22 parking spaces per 1,000 of building area, as noted in the response comments provided by Cross Engineering & Assoc. dated December 30, 2024.

3. ***Electric Vehicle (EV) Requirements*** **-** Per Section 10-5-1K-1 of the Unified Development Ordinance, infrastructure for a minimum of 8 electric vehicle charging station is required to be installed for the proposed 980 parking spaces (1 EV charging station per 50 required parking spaces).

Deviation #2: The petitioner is requesting full relief from the UDO's minimum required EV charging station requirement due to "*current Costco data reveals that an exceedingly small percentage of projected Members in the trade area are owners of electric vehicles. Costco's operators determined that EV charging stations at this location would not be pursued or initially planned for as the demand does not currently exist. Costco will reevaluate this decision in the near future.*"

Staff is supportive of the deviation of the full relief for the installation of infrastructure to accommodate the required minimum 8 electric vehicle charging stations since the petitioner will reevaluate the need for EV charging in the near future.

4. ***Off-Street Loading*** - Per Section 10-5-1-Q of the Unified Development Ordinance, the number of off-street shall be determined on a case-by-case basis, and in the instance of special uses, loading berths adequate number and size to serve such use, as determined by the Zoning Administrators, shall be provided.

a. The petitioner proposes to have four (4) recessed off-street loading spaces for the retail warehouse located at the southwest corner of the building. While not a deviation, **staff is supportive of this request.**

5. ***Vehicular Access*** - It is noted that the site has six (6) points of access. Three (3) off of E. Countryside Parkway – two (2) full access and one (1) right-in/right-out; one (1) full off of E. Veterans Parkway, which will be coordinated with IDOT; and two (2) full access points off of McHugh Road. These access points lead to internal private roadways which loop around the retail warehouse building, provides direct access to the fueling facility, and will connect to the future outlot uses.

    a. In line with Section 10-5-1-F of the Unified Development Ordinance, which encourages cross-access between adjacent properties, the development is required to promote shared parking and ease vehicular flow between commercial and residential areas. The commercial lots meet shared parking requirements, and as such, **the developer proposes to ensure vehicular cross-access between the Costco parcel and the future outlot parcels via a real estate agreement**. This aims to reduce street access points and facilitate movement between different uses, supporting connectivity and operational efficiency within the site.

6. ***Pedestrian Circulation*** - Per Section 10-5-1-N Pedestrian Circulation Standards of the Unified Development Ordinance required off-street parking areas to on-site pedestrian circulation systems and connection to existing and future planned trails.

    a. The petitioner has provided a single pedestrian connection to the public way off of E. Veterans Parkway at the intersection with Tuma Road. **A secondary pedestrian connection to the public way at the northernmost full access drive on Countryside Parkway at the intersection with Crimson Lane is also proposed**.

7. ***Traffic Study/Roadway Improvements*** – A Costco Traffic Impact Study, dated November 13, 2024 was prepared by V3 Companies, Ltd. Per the study, off-site road enhancements will involve adjusting the existing center medians along Countryside Parkway and adding lane striping to create left-turn lanes at the intersections of Countryside Parkway and McHugh Road. Additionally, new right-turn lanes will be installed at the gas station entrance on McHugh Road and at Veteran's Parkway.

    a. The City Engineer has reviewed the traffic study and has requested the study be submitted to IDOT for review and comments on certain traffic mitigations proposed as part of the development. **Staff recommends further traffic signal warrant analyses should be performed at the intersection of US 34/Veterans Parkway, Costco Driveway #4/Tuma Road, and McHugh Road/Countryside Parkway**.

8. ***Lighting -*** A photometric plan has been provided along with pole details of the proposed light standards to be installed within the parking lot area. Maximum illumination at the property line shall not exceed zero (0) foot-candle and no glare shall spill onto adjacent properties or rights of way.

Deviation #3: Per Table 10-5-7(E) of the Unified Development Ordinance, the maximum height for outdoor light standards in the B-3 General Business District is 35 feet. The petitioner seeks a deviation to this regulation to install a light fixture with a maximum height of 36'-6" to provide ample uniform light coverage of the parking lot area. **Staff supports this deviation**.

9. ***Mechanical Screening -*** Per Section 10-5-4 Screening of the Unified Development Ordinance, ground/wall-mounted and roof mounted mechanical units that are visible from any public right-of-way or adjacent residential property shall be screened from public view.

Materials used for screening shall be designed and established so that the area or element being screened is no more than twenty (20) percent visible through the screen.

a. It is noted that there are two (2) proposed ground-mounted compactors located on the west elevation adjacent to McHugh Road. It appears the petitioner has proposed to screen ground mounted mechanical equipment with landscaping material such as evergreen trees, ornamental trees and shrubbery located to the west in landscape bed edge.

Since the units may not be visible from the public way due to the location, setback and landscaping provided on the site, staff is supportive of the screening.

10. ***Landscaping*** - Section 10-5-3 of the Unified Development Ordinance establishes landscape standards for new developments. The petitioner has submitted a Costco Landscape Plan, prepared by Kimley Horn, and dated last revised 11-15-24. The landscape plan emphasizes a diverse mix of plantings to enhance aesthetic appeal and environmental integration. It includes over 1,000 canopy and ornamental trees complemented by shrubs, ornamental grasses, and perennials. Turf sod and no-mow seed mix cover large areas, while naturalized plantings and decorative rock mulch are used for ecological and visual interest.

Deviation #4 - The petitioner is requesting relief from Sections 10-5-3-C Building Foundation Landscape Zone and Section 10-5-3-E Parking Area Interior Landscaping Zone. **Considering the necessity for a clear path of ingress and egress for shoppers and the adjacent loading facility, along with the landscaping already provided in the nearby end-of-aisle parking island, staff supports the deviation from the building foundation planting requirements. Additionally, staff supports the interior landscaping requirements for the parking area, including the placement of parking lot medians every third bay of parking in front or to the side of the building and a parking island for every 10 parking spaces, due to the increased demand for vehicular parking on-site.**

11. ***Appearance Standards*** - Per Section 10-5-8-C-3.b Commercial, Office and Institutional Uses, Masonry products or precast concrete shall be incorporated on at least fifty (50) percent of the total building, as broken down as follows: The front facade shall itself incorporate masonry products or precast concrete on at least fifty (50) percent of the facade. Any other facade that abuts a street shall incorporate masonry products. The use of masonry products or precast concrete is encouraged on the remaining facades. Additional standards include:

a. Loading bays for commercial and office uses shall not be located in the front of a building or in the area abutting a public right-of-way, and all commercial, office.

b. Institutional buildings shall consist of solid and durable facade materials and be compatible with the character and scale of the surrounding area.

The petitioner has submitted exterior building elevations depicting the retail warehouse with materials such materials as insulated textured metal architectural panels, smooth face CMU, glazing and ribbed architectural metal panels. Below is the proposed building material breakdown and architectural renderings:

MATERIAL PERCENTAGES

MATERIAL	ELEVATION					TOTAL
	SOUTH	EAST	NORTH	WEST	ENTRY	
SMOOTH FACE CMU "*BUFF*"	1,403 SF 11%	1,151SF 14%	2,347 SF 18%	1,188 SF 12%	905 SF 21%	**14.61%**
GLAZING		390 SF 5%			993 SF 23%	**2.89%**
TEXTURED ARCHITECTURAL METAL PANEL"*SANDSTONE*"	2,549 SF 21%	2,867SF 34%	5,850 SF 44%	1,911 SF 20%	1,470 SF 34%	**30.60%**
VERTICAL RIBBED ARCHITECTURAL METAL PANEL"*TAUPE*"	7,765 SF 63%	3,925 SF 47%	5,108 SF 38%	6,557 SF 68%	939 SF 22%	**50.76%**
CONCRETE "*NATURAL*"	546 SF 4%					**1.14%**

* CALCULATION DOES NOT INCLUDE EXTERIOR EGRESS DOORS

c. Staff has calculated that the masonry/cementitious materials make up approximately 15-16% of the total building and 30-35% of the front elevation (South and Entry). We understand that Costco must maintain its corporate brand and image, and staff is fully supportive of this deviation from the 50% appearance code standard. The proposed textured and ribbed architectural paneling provides a solid and durable façade, which meets the intent of the UDO's requirements.

d. In Section 10-5-8C.1 of the UDO it states "Creativity and ingenuity in applying the standards and guidelines listed in this Code are encouraged. Likewise, ingenuity and creativity, while considering deviations to the standards and guidelines of this Code, are encouraged."

Deviation #5 - The petitioner is requesting relief from the minimum masonry requirements and the placement of loading bays at the front of the building and adjacent to a public right-of-way. The design incorporates vertical architectural articulation through the use of color, texture, and a strategic distribution of sustainable materials proportionate to the building's scale. Furthermore, the inclusion of a free-standing steel trellis on the south elevation helps to soften and define the building's mass as viewed from US 34/Veterans Parkway. With these enhancements and the recessed docking area, **staff supports the requested deviation**.

12. ***Signage*** - Per Section 10-6-6 of the Unified Development Ordinance, single tenant buildings shall be permitted a total of two (2) primary wall signs or one (1) primary wall sign per one hundred (100) linear feet of building frontage. One (1) additional wall sign shall be allowed per additional hundred (100) feet of building frontage. Only one (1) primary wall sign shall be displayed on any single building façade.

a. The petitioner is proposing six (6) wall mounted signs as illustrated on the exterior elevations, as illustrated below:

SIGN TABLE

IDENTITY	QUANTITY	SIGN	SIZE	AREA (EACH)	TOTAL SF
S1	1	COSTCO WHOLESALE	5'-0" C	175 SF	***175 SF***
S2	4	COSTCO WHOLESALE	6'-0" C	280 SF	***1120 SF***
S3	1	TIRE CENTER	17'-4" x 1'-9"	31 SF	***31 SF***
			TOTAL SIGN AREA:		**1326 SF**

Per staff's calculations, the petitioner is permitted a maximum of five (5) primary signs and eight (8) secondary signs totaling 13 wall signs, as depicted in the table below:

Elevation	Façade Length	Permitted # of Signs	Proposed # of Signs	Permitted Max. Sign Area	Proposed Sign Area
South	~358'-7"	3	1	~717.4 sq. ft.	280 sq. ft.
East	~326'-4"	3	2	~652.8 sq. ft.	311 sq. ft.
Entry	70'-3 ¾"	1	1	~140.7 sq. ft.	175 sq. ft.
North	~493'-6"	3	1	~987.2 sq. ft.	280 sq. ft.
West	~220'-0"	3	1	~440 sq. ft.	280 sq. ft.
TOTAL		**13**	**6**	**~2938.1 sq. ft.**	**1326 sq. ft.**

All proposed wall signs conform to UDO regulations. It is noted a monument sign is not proposed for the development. However, the existing pylon ground-mounted "Menards/Yorkville Crossing" sign located at the southeast corner of the property will be relocated, east of Countryside Parkway on parcel #02-27-101-004 owned by Yorkville Crossings, LLC.

PROPOSED SPECIAL USE:

As previously mentioned, the proposed fuel facility (gasoline service station) situated at the northeast corner of US 34 and McHugh Road is identified as a special use in the B-3 General Business District requiring additional discretion in the approval process due to operational characteristics that are different from, but complements, the primary retail land use.

The Costco fuel facility proposes 16 gas dispensers, accommodating 2 cars per dispenser. A total of eight (8) lanes are proposed for car queuing allowing five (5) cars per lane stacking. This results in a total of 72 cars maximum in this area of the site. No accessory retail convenience store is proposed for the fuel facility area.

During the Plan Council staff-level review, staff expressed some concerns regarding the southernmost full access off of McHugh Road leading to the fueling facility which may cause a backup onto the public roadway should there be more than the five (5) vehicles stacking per fuel lane or 40 vehicle max stacking for all pumps. The petitioner subsequently provided further details regarding the operation of the fuel station.

According to Costco, the proposed fuel facility design is based on extensive data collection and observations from facilities nationwide, ensuring efficiency by tailoring the number of pumps, queue lanes, and traffic flow to each location. The Yorkville facility, among the largest in the Midwest, includes

16 pumps (32 dispensers), a 155-foot drive lane accommodating 40 vehicles, and a total capacity for 72 vehicles in the designated area. This design aims to minimize wait times, vehicle queuing, and public road backups. If future demand warrants, the facility can expand southward to add four more pumps (40 dispensers total) and extend queuing lanes westward to further enhance traffic flow and reduce potential congestion.

Based upon this further information, staff is confident the petitioner can adequately address any on-site vehicle stacking issues, should they arise, avoiding backups into the adjacent public ways. Therefore, **staff is supportive of the special use request for a fuel facility**.

PROPOSED FINAL PLAT:

A Final Plat of Subdivision of Costco Wholesale dated last revised 12/18/24 and prepared by V3 Companies, Ltd. has been submitted by the petitioner. The plat includes detailed boundary descriptions, lot sizes, and dimensions for the proposed three (3) lots: Lot 1 (26.24 acres), Lot 2 (4.20 acres), and Lot 3 (2.70 acres). It highlights easements for utilities, drainage, and stormwater management, as well as building setback lines. The plat also identifies public utility access and stormwater provisions and references prior dedications for rights-of-way along major roads like US Route 34 and McHugh Road. **Staff recommends approval of the Final Plat of Subdivision subject to review comments provided by the EEI, City Engineer, in a letter dated December 5, 2024.**

COMPREHENSIVE PLAN:

The 2016 Comprehensive Plan Update designates this property as "Mid Density Residential (MDR)" which is defined typically for higher density residential developments near commercial areas and transportation corridors including townhomes and multi-family development.

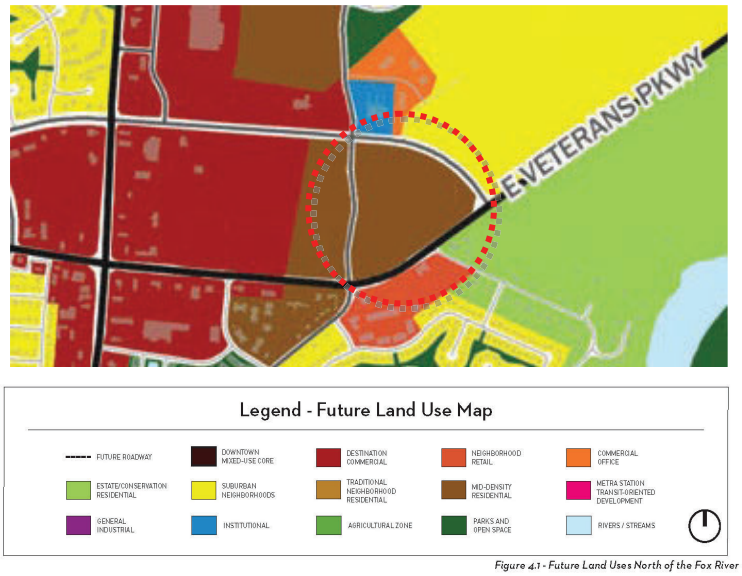


Figure 4.1 - Future Land Uses North of the Fox River

Although the proposed commercial land use does not align with the comprehensive plan's current future land use designation, staff supports the use because it is consistent with the "Destination Commercial (DC)" designation assigned to nearby properties to the west. Additionally, the property's existing B-3 zoning classification aligns with both the Destination Commercial land use and the original PUD. **If the proposed development is approved, staff will initiate an amendment to the Comprehensive Plan**.

STANDARDS FOR SPECIAL USE:

The Planning and Zoning Commission may recommend approval of a Special Use upon considering the following standards (Section 10-8-5 of the Yorkville Unified Development Ordinance):

i. The establishment, maintenance or operation of the Special Use will not be unreasonably detrimental to or endanger the public health, safety, morals, comfort, or general welfare.

ii. The Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purpose already permitted, nor substantially diminish and impair property values within or near the neighborhood in which it is to be located.

iii. The establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.

iv. Adequate utilities, access roads, drainage or other necessary facilities have been or shall be provided.

v. Adequate measures shall be taken to provide ingress or egress so designed as to minimize traffic congestion in the public streets.

vi. The proposed Special Use is not contrary to the objectives of the City's adopted Comprehensive Plan.

The petitioner has provided responses to these standards which will be incorporated into the record during the public hearing.

STAFF COMMENTS:

A staff-level technical review of the proposed plans was conducted by the Plan Council on December 12, 2024. This included written review comments on the plans prepared by EEI, the City Engineer, dated December 5, 2024, which are attached for your reference. In response, the petitioner has submitted revised plans and written responses addressing the comments in the review letter to proceed with the public hearing. Approval of the Planned Unit Development Amendment, Special Use, and Final Plat is contingent upon comments prepared by EEI dated December 5, 2024 and any subsequent reviews related to the plans submitted on December 30, 2024. **Staff is supportive of the application and requests**.

PROPOSED MOTIONS:

1. *Planned Unit Development (PUD) Amendment*
   In consideration of testimony presented during a Public Hearing on January 8, 2025, the Planning and Zoning Commission recommends approval to the City Council of a request for an amendment to the Yorkville Crossing Planned Unit Development Agreement to facilitate the development of an approximately 160,000-square-foot members-only retail store, a fuel facility, and two (2) commercial outlots with an underlying zoning designation of B-3 General Business District for an approximately 34 acre parcel located at the northwest corner of Veterans Parkway (US 34) and Countryside Parkway, subject to the conditions enumerated in a staff memorandum dated January 2, 2025 and review comments prepared by the City's engineering consultant, EEI, Inc., in a letter dated December 5, 2024 and any subsequent reviews related to the Site Plan and Aerial Site Plan prepared by MG2 dated December 20, 2024 and Traffic Study prepared by V3 Companies updated December 30, 2024, and further subject to {insert any additional conditions of the Planning and Zoning Commission}…

2. *Special Use*
   In consideration of testimony presented during a Public Hearing on January 8, 2025 and approval of the findings of fact, the Planning and Zoning Commission recommends approval to the City Council of a request for Special Use authorization for a fuel facility as part of the Costco Wholesale Warehouse development to be located at the northwest corner of Veterans Parkway (US 34) and Countryside Parkway within the Yorkville Crossing PUD subject to engineering review comments provided by the City's engineering consultant, EEI, Inc., in a letter dated December 5, 2024 and any subsequent reviews related to the Site Plan and Aerial Site Plan prepared by MG2 dated December 20, 2024 and Traffic Study prepared by V3 Companies updated December 30, 2024, and further subject to {insert any additional conditions of the Planning and Zoning Commission}…

3. *Final Plat of Subdivision*
   The Planning and Zoning Commission recommends approval to the City Council of the Final Plat of Subdivision of Costco Wholesale, dated last revised 12/18/24 and prepared by V3

Companies, Ltd. subject to review comments prepared by City's engineering consultant, EEI, Inc., in a letter dated December 5, 2024 and any subsequent reviews related to said Final Plat of Subdivision, and further subject to {insert any additional conditions of the Planning and Zoning Commission}…

Attachments:

1. Applications for Special Use, PUD Amendment, and Final Plat
2. Costco Site Plan Narrative, dated November 15, 2024 and prepared by Costco Wholesale Corporation
3. Written responses to review comments prepared by Cross Engineering & Associates dated December 30, 2024.
4. Costco ALTA Survey, dated last revised 11-13-24 and prepared by V3 Companies, Ltd.
5. Costco Site Plan, dated December 20, 2024 and prepared by MG2
6. Costco Aerial Site Plan, dated December 20, 2024 and prepared by MG2
7. Final Plat of Subdivision of Costco Wholesale, dated last revised 12/18/24 and prepared by V3 Companies, Ltd.
8. Preliminary Civil/Engineering Plans for Costco Wholesale, dated 11-13-24 and prepared by MG2
9. Costco Landscape Plan, dated last revised 11-15-24 and prepared by Kimley Horn
10. Costco Warehouse Floor Plan, dated November 15, 2024 and prepared by MG2
11. Costco Architectural Elevations, dated November 15, 2024 and prepared by MG2
12. Costco Renderings, dated November 15, 2024 and prepared by MG2
13. Costco Fuel Facility Plan, dated November 15, 2024 and prepared by MG2
14. Costco Lighting Plan, dated July 2024 and prepared by T.E., Inc.
15. Costco Traffic Impact Study, dated November 13, 2024 and Updated December 30, 2024 as prepared by V3 Companies, Ltd.
16. Costco Preliminary Stormwater Management Report, dated November 13, 2024 and prepared by V3 Companies, Ltd.
17. Plan Council Packet dated 12-12-24
18. EEI Review Letter dated December 5, 2024
19. Public Hearing Notice

United City of Yorkville
651 Prairie Pointe Drive
Yorkville, Illinois, 60560
Telephone: 630-553-4350
Fax: 630-553-7575
Website: www.yorkville.il.us

APPLICATION FOR SPECIAL USE

INVOICE & WORKSHEET PETITION APPLICATION

CONCEPT PLAN REVIEW	☐ Engineering Plan Review deposit	$500.00	Total: $ 0
AMENDMENT	☐ Annexation	$500.00	Total: $ 500.00
	☐ Plan	$500.00	
	☐ Plat	$500.00	
	☒ P.U.D.	$500.00	
ANNEXATION	☒ $250.00 + $10 per acre for each acre over 5 acres		Total: $ 0
_____ - 5 = _____ x $10 = _____ + $250 = $ _____			
# of Acres / Acres over 5 / Amount for Extra Acres / Total Amount			
REZONING	☐ $200.00 + $10 per acre for each acre over 5 acres		Total: $
If annexing and rezoning, charge only 1 per acre fee; if rezoning to a PUD, charge PUD Development Fee - not Rezoning Fee			
_____ - 5 = _____ x $10 = _____ + $200 = $ _____			
# of Acres / Acres over 5 / Amount for Extra Acres / Total Amount			
SPECIAL USE	☒ $250.00 + $10 per acre for each acre over 5 acres		Total: $ 541.30
34.13 - 5 = 29.13 x $10 = 291.30 + $250 = $ 541.30			
# of Acres / Acres over 5 / Amount for Extra Acres / Total Amount			
ZONING VARIANCE	☐ $85.00 + $500.00 outside consultants deposit		Total: $
PRELIMINARY PLAN FEE	☒ $500.00		Total: $ 500.00
PUD FEE	☐ $500.00		Total: $
FINAL PLAT FEE	☒ $500.00		Total: $ 500
ENGINEERING PLAN REVIEW DEPOSIT	☐ Less than 1 acre	$5,000.00	Total: $ 15,000
	☐ Over 1 acre, less than 10 acres	$10,000.00	
	☒ Over 10 acres, less than 40 acres	$15,000.00	
	☐ Over 40 acres, less than 100 acres	$20,000.00	
	☐ Over 100 acres	$25,000.00	
OUTSIDE CONSULTANTS DEPOSIT *Legal, land planner, zoning coordinator, environmental services*	For Annexation, Subdivision, Rezoning, and Special Use:		Total: $ 5,000
	☐ Less than 2 acres	$1,000.00	
	☐ Over 2 acres, less than 10 acres	$2,500.00	
	☒ Over 10 acres	$5,000.00	
	TOTAL AMOUNT DUE:		22,041.30

United City of Yorkville
651 Prairie Pointe Drive
Yorkville, Illinois, 60560
Telephone: 630-553-4350
Fax: 630-553-7575
Website: www.yorkville.il.us

APPLICATION FOR SPECIAL USE

DATE: 11-8-2024	PZC NUMBER:	DEVELOPMENT NAME:

PETITIONER INFORMATION

NAME: Stephen Cross-Authorized Costco Representative — COMPANY: Costco Wholesale Corporation

MAILING ADDRESS: c/o Cross Engineering Associates, Inc. 1955 Raymond Drive

CITY, STATE, ZIP: Northbrook, IL 60062 — TELEPHONE: ○ BUSINESS ○ HOME 847-498-0800

EMAIL: c_stephencross@costco.com — FAX:

PROPERTY INFORMATION

NAME OF HOLDER OF LEGAL TITLE: Joda Land Holding, LLC

IF LEGAL TITLE IS HELD BY A LAND TRUST, LIST THE NAMES OF ALL HOLDERS OF ANY BENEFICIAL INTEREST THEREIN:

PROPERTY STREET ADDRESS: N/A

DESCRIPTION OF PROPERTY'S PHYSICAL LOCATION:

Northwest corner of Veteran's Parkway & East Countryside Parkway

CURRENT ZONING CLASSIFICATION: B-3 General Business PUD — COMPREHENSIVE PLAN FUTURE LAND USE DESIGNATION: Mid-Density Res.

REQUESTED SPECIAL USE:

Gasoline Service Station

ZONING AND LAND USE OF SURROUNDING PROPERTIES

NORTH: B-3 General Business, PUD; Institutional/ Commercial/ Office

EAST: B-3 General Business and O Office, PUD; Vacant Land & Suburban Neighborhood

SOUTH: B-3 General Business District; Commercial & Kendall County, B3, Highway Business

WEST: B-3 General Business and O Office PUD; Vacant Land & Commercial

KENDALL COUNTY PARCEL IDENTIFICATION NUMBER(S)

02-27-101-003	02-28-227-002		

United City of Yorkville
651 Prairie Pointe Drive
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Telephone: 630-553-4350
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APPLICATION FOR SPECIAL USE

ATTORNEY INFORMATION	
NAME: Joon Kim	COMPANY: Costco Wholesale Corporation
MAILING ADDRESS: 999 Lake Drive	
CITY, STATE, ZIP: Issaquah, WA 98027	TELEPHONE: 425-416-5456
EMAIL: joonkim@costco.com	FAX:
ENGINEER INFORMATION	
NAME: Dan Free	COMPANY: V3 Companies
MAILING ADDRESS: 7325 Janes Avenue	
CITY, STATE, ZIP: Woodridge, Illinois 60517	TELEPHONE: 630-724-9200
EMAIL: dfree@v3co.com	FAX:
LAND PLANNER/SURVEYOR INFORMATION	
NAME: Risa Yuki-Principal	COMPANY: MG2 Architects
MAILING ADDRESS: 1101 Second Ave. Ste 100	
CITY, STATE, ZIP: Seattle, WA 98101	TELEPHONE: 206-962-6630
EMAIL: risa.yuki@mg2.com	FAX:

ATTACHMENTS

Petitioner must attach a legal description of the property to this application and title it as "Exhibit A".

Petitioner must list the names and addresses of any adjoining or contiguous landowners within five hundred (500) feet of the property that are entitled notice of application under any applicable City Ordinance or State Statute. Attach a separate list to this application and title it as "Exhibit B".

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APPLICATION FOR SPECIAL USE

SPECIAL USE STANDARDS

PLEASE STATE HOW THE ESTABLISHMENT, MAINTENANCE OR OPERATION OF THE SPECIAL USE WILL NOT BE UNREASONABLY DETRIMENTAL TO OR ENDANGER THE PUBLIC HEALTH, SAFETY, MORALS, COMFORT OR GENERAL WELFARE:

The proposed fuel facility will not endanger the public health, safety, morals, comfort or general welfare of any portion of the community. The fuel facility has been designed to provide a safe environment for the residents of the City of Yorkville and surrounding communities, as well as Costco's members and employees. The fuel facility will meet applicable Federal, State and local codes for fire access, pedestrian and vehicular accessibility; fuel truck movements and gas operations. Costco will maintain the fuel facilities appearance , provide State required maintenance, which includes equipment and tank testing and monitoring inspections. The fuel facility, canopy, paving, lighting, and fuel dispensers will be designed to State and all applicable zoning and development regulations.

PLEASE STATE HOW THE SPECIAL USE WILL NOT BE INJURIOUS TO THE USE AND ENJOYMENT OF OTHER PROPERTY IN THE IMMEDIATE VICINITY FOR THE PURPOSE ALREADY PERMITTED, NOR SUBSTANTIALLY DIMINISH AND IMPAIR PROPERTY VALUES WITHIN OR NEAR THE NEIGHBORHOOD IN WHICH IT IS LOCATED:

The proposed fuel facility will have no adverse impact(s) on the current use or enjoyment of nearby properties in the immediate area. The Property is zoned General Business District and the nearby zoning is predominately zoned commercial and as such , the requested special use is compatible with nearby current and future land uses. The fuel facility plan allows for generous setbacks, and landscaping along Veteran's Parkway and McHugh Road. The requested Special Use will not be injurious to other nearby property owners as the design, arrangement, land use intensity, scale and character is and will be compatible to nearby land uses and future developments.
There is no indication that the fuel facility will diminish or impair property values within the immediate commercial area or the community .

PLEASE STATE HOW THE ESTABLISHMENT OF THE SPECIAL USE WILL NOT IMPEDE THE NORMAL AND ORDERLY DEVELOPMENT AND IMPROVEMENT OF SURROUNDING PROPERTY FOR USES PERMITTED IN THE DISTRICT:

The fuel facility will not impede the orderly development and improvement of the surrounding property for uses permitted in the district as the proposed land use will encourage and promote orderly development in the area. Fuel facilities are typically located in the vicinity of a major transportation system and permitted as a special use in most commercial and business zoned districts. The proposed land use is compatible with existing land uses and is permitted as a special use in the B-3, General Business District.
The development of the Costco warehouse and fuel facility will serve as the catalyst promoting and encouraging future development in the immediate area.

PLEASE STATE HOW ADEQUATE UTILITIES, ACCESS ROADS, DRAINAGE OR OTHER NECESSARY FACILITIES HAVE BEEN OR ARE BEING PROVIDED:

The proposed fuel facility has been carefully planned to be accessible by multiple access points from McHugh Road, Veteran's Parkway and Countryside Parkway. Access directly to the fuel facility will be an efficient traffic movement with adequate queue to serve each fueling position. Drainage is designed to keep pavement areas safe and properly conveyed to an onsite storm water basin. Utilities such as water, sanitary sewer, electric and storm are available to effectively serve the fuel facility. The Property will be illuminated for safe vehicular and pedestrian travel.

United City of Yorkville
651 Prairie Pointe Drive
Yorkville, Illinois, 60560
Telephone: 630-553-4350
Fax: 630-553-7575
Website: www.yorkville.il.us

APPLICATION FOR SPECIAL USE

SPECIAL USE STANDARDS

PLEASE STATE HOW ADEQUATE MEASURES HAVE BEEN OR WILL BE TAKEN TO PROVIDE INGRESS OR EGRESS SO DESIGNED AS TO MINIMIZE TRAFFIC CONGESTION IN THE PUBLIC STREETS:

The primarily entrance to the fuel facility is located north of the McHugh Road and Veteran's Parkway, which is a signalized intersection. The fuel facility is planned to accommodate anticipated traffic volumes and provide adequate queuing for vehicles within the Property. Traffic congestion on City roads will be minimized with the carefully designed site plan and location of the fuel facility within the Costco lot. The fuel facility ingress and egress has been designed to accommodate traffic movements from west to east allowing traffic to flow back to the Costco parking lot and interior perimeter roadway eliminating congestion at the McHugh Road intersection. Left turn lane modifications are planned for McHugh Road that will adequately serve the expected traffic volumes on this road. There will be no traffic impacts to Veteran's Road or Countryside Parkway.

PLEASE STATE HOW THE PROPOSED SPECIAL USE IS NOT CONTRARY TO THE OBJECTIVES OF THE CITY'S ADOPTED COMPREHENSIVE PLAN:

The proposed Costco fuel facility promotes the general purpose and intent of the Comprehensive Plan by providing an appropriate, aesthetically pleasing commercial land use along Veteran's Parkway's commercial corridor. The proposed land use is consistent with many goals and objectives of the Comprehensive Plan such as the development of a parcel of land previously zoned commercial many years ago. The requested Special Use in association with the proposed Costco warehouse will provide a new opportunity for residents to shop and fuel within the corporate limits of the City of Yorkville. The Comprehensive Plan promotes new commercial opportunities in areas that have been undeveloped for long periods of time with the hope that additional interest will be created by those developments. Costco's presence typically draws interest from other retailers and business adding to a communities commercial base.

AGREEMENT

I VERIFY THAT ALL THE INFORMATION IN THIS APPLICATION IS TRUE TO THE BEST OF MY KNOWLEDGE. I UNDERSTAND AND ACCEPT ALL REQUIREMENTS AND FEES AS OUTLINED AS WELL AS ANY INCURRED ADMINISTRATIVE AND PLANNING CONSULTANT FEES WHICH MUST BE CURRENT BEFORE THIS PROJECT CAN PROCEED TO THE NEXT SCHEDULED COMMITTEE MEETING.

I UNDERSTAND ALL OF THE INFORMATION PRESENTED IN THIS DOCUMENT AND UNDERSTAND THAT IF AN APPLICATION BECOMES DORMANT IT IS THROUGH MY OWN FAULT AND I MUST THEREFORE FOLLOW THE REQUIREMENTS OUTLINED ABOVE.

Stephen J. Cross — PETITIONER SIGNATURE

11-8-2024 — DATE

OWNER HEREBY AUTHORIZES THE PETITIONER TO PURSUE THE APPROPRIATE ENTITLEMENTS ON THE PROPERTY.

Dave Hamman — OWNER SIGNATURE

11-9-2024 — DATE

THIS APPLICATION MUST BE NOTARIZED PLEASE NOTARIZE HERE:

OFFICIAL SEAL
MARIAN F CROSS
Notary Public, State of Illinois
Commission No. 831693
My Commission Expires January 21, 2028

Marian F. Cross 11-8-24

United City of Yorkville
651 Prairie Pointe Drive
Yorkville, Illinois, 60560
Telephone: 630-553-4350
Fax: 630-553-7575
Website: www.yorkville.il.us

APPLICATION FOR FINAL PLAT/REPLAT

DATE: 11-8-2024	PZC NUMBER:	DEVELOPMENT NAME: Costco Yorkville, IL

PETITIONER INFORMATION

NAME: Stephen Cross-Authorized Costco Representative COMPANY: Costco Wholesale Corporation

MAILING ADDRESS: c/o Cross Engineering, Inc 1955 Raymond Drive

CITY, STATE, ZIP: Northbrook, IL 60062 TELEPHONE: ○ HOME ◉ BUSINESS 847-498-0800

EMAIL: c_stephencross@costco.com FAX:

PROPERTY INFORMATION

NAME OF HOLDER OF LEGAL TITLE: Joda Land Holding, LLC

IF LEGAL TITLE IS HELD BY A LAND TRUST, LIST THE NAMES OF ALL HOLDERS OF ANY BENEFICIAL INTEREST THEREIN:

PROPERTY STREET ADDRESS: N/A

DESCRIPTION OF PROPERTY'S PHYSICAL LOCATION:
Northwest corner of Veteran's Parkway & East Countryside Parkway

CURRENT ZONING CLASSIFICATION: B-3 General Business District PUD

TOTAL LOT ACREAGE: 34.13	TOTAL NUMBER OF LOTS TO BE CREATED: 3

PROPOSED LOT AREAS AND DIMENSIONS

LOT NUMBER	LOT DIMENSIONS (W x L, IN FEET)	LOT AREA (IN SQUARE FEET)
Lot 1	See Plat	1,403,209
Lot 2	See Plat	182,819
Lot 3	See Plat	117,432

United City of Yorkville
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APPLICATION FOR FINAL PLAT/REPLAT

ATTORNEY INFORMATION	
NAME: Joon Kim	COMPANY: Costco Wholesale Corporation
MAILING ADDRESS: 999 Lake Drive	
CITY, STATE, ZIP: Issaquah, WA 98027	TELEPHONE: 425-416-5456
EMAIL: joonkim@costco.com	FAX:
ENGINEER INFORMATION	
NAME: Dan Free	COMPANY: V3 Companies
MAILING ADDRESS: 7325 Janes Avenue	
CITY, STATE, ZIP: Woodridge, IL 60517	TELEPHONE: 630-724-9200
EMAIL: dfree@v3co.com	FAX:
LAND PLANNER/SURVEYOR INFORMATION	
NAME: Risa Yuki-Principal	COMPANY: MG2 Architects
MAILING ADDRESS: 1101 Second Ave. Ste 100	
CITY, STATE, ZIP: Seattle, WA 98101	TELEPHONE: 206-962-6630
EMAIL: risa.yuki@mg2.com	FAX:

ATTACHMENTS

Petitioner must attach a legal description of the property to this application and title it as "Exhibit A".

AGREEMENT

I VERIFY THAT ALL THE INFORMATION IN THIS APPLICATION IS TRUE TO THE BEST OF MY KNOWLEDGE. I UNDERSTAND AND ACCEPT ALL REQUIREMENTS AND FEES AS OUTLINED AS WELL AS ANY INCURRED ADMINISTRATIVE AND PLANNING CONSULTANT FEES WHICH MUST BE CURRENT BEFORE THIS PROJECT CAN PROCEED TO THE NEXT SCHEDULED COMMITTEE MEETING.

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Stephen Cross — 11-8-2024

PETITIONER SIGNATURE

OWNER HEREBY AUTHORIZES THE PETITIONER TO PURSUE THE APPROPRIATE ENTITLEMENTS ON THE PROPERTY.

Dave Hamman — 11-9-2024

OWNER SIGNATURE

THIS APPLICATION MUST BE NOTARIZED
PLEASE NOTARIZE HERE:

Marian F. Cross 11-8-24

OFFICIAL SEAL
MARIAN F CROSS
Notary Public, State of Illinois
Commission No. 831693
My Commission Expires January 21, 2028

United City of Yorkville
651 Prairie Pointe Drive
Yorkville, Illinois, 60560
Telephone: 630-553-4350
Fax: 630-553-7575
Website: www.yorkville.il.us

APPLICATION FOR AGREEMENT AMENDMENT

DATE: 11-8-2024	PZC NUMBER:	DEVELOPMENT NAME: Costco Yorkville, IL

PETITIONER INFORMATION

NAME: Stephen Cross-Authorized Costco Represent COMPANY: Costco Wholesale Corporation

MAILING ADDRESS: c/o Cross Engineering, Inc. 1955 Raymond Drive

CITY, STATE, ZIP: Northbrook, IL 60062 TELEPHONE: ◉ BUSINESS ○ HOME

EMAIL: c_stephencross@costco.com FAX: 847-498-0800

PROPERTY INFORMATION

NAME OF HOLDER OF LEGAL TITLE: Joda Land Holding, LLC

IF LEGAL TITLE IS HELD BY A LAND TRUST, LIST THE NAMES OF ALL HOLDERS OF ANY BENEFICIAL INTEREST THEREIN:

PROPERTY STREET ADDRESS: N/A

DESCRIPTION OF PROPERTY'S PHYSICAL LOCATION:
Northwest corner of Veteran's Parkway & East Countryside Parkway

CURRENT ZONING CLASSIFICATION: B-3 General Business District PUD

LIST ALL GOVERNMENTAL ENTITIES OR AGENCIES REQUIRED TO RECEIVE NOTICE UNDER ILLINOIS LAW:

ZONING AND LAND USE OF SURROUNDING PROPERTIES

NORTH: B-3 General Business PUD; Institutional/ Commercial/ Office

EAST: B-3 General Business O Office PUD; Vacant land & Suburban Residential

SOUTH: B-3 General Business; Commercial & Kendall County, B3 Highway Business

WEST: B-3 General Business, O Office PUD; Vacant land & Commercial

KENDALL COUNTY PARCEL IDENTIFICATION NUMBER(S)

02-27-101-003	02-28-227-002		

United City of Yorkville
651 Prairie Pointe Drive
Yorkville, Illinois, 60560
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APPLICATION FOR AGREEMENT AMENDMENT

PROPERTY INFORMATION

NAME OF AGREEMENT: An Ordinance Authorizing the Execution of a Modification to the Planned Unit Development and Annexa

DATE OF RECORDING: 05-13-2008

SUMMARIZE THE ITEMS TO BE AMENDED FROM THE EXISTING AGREEMENT:

The Amended Planned Unit Development Agreement will include the Costco Development Plan and all zoning and development standards approved by the City of Yorkville. The PUD Agreement will be coordinated between Costco Wholesale Corporation and the City of Yorkville's legal team.

ATTACHMENTS

Petitioner must attach a legal description of the property to this application and title it as "Exhibit A".

Petitioner must list the names and addresses of any adjoining or contiguous landowners within five hundred (500) feet of the property that are entitled notice of application under any applicable City Ordinance or State Statute. Attach a separate list to this application and title it as "Exhibit B", if applicable.

Petitioner must attach a true and correct copy of the existing agreement and title it as "Exhibit C".

Petitioner must attach amendments from the existing agreement and title it as "Exhibit D".

United City of Yorkville
651 Prairie Pointe Drive
Yorkville, Illinois, 60560
Telephone: 630-553-4350
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APPLICATION FOR AGREEMENT AMENDMENT

ATTORNEY INFORMATION	
NAME: Joon Kim	COMPANY: Costco Wholesale Corporation
MAILING ADDRESS: 999 Lake Drive	
CITY, STATE, ZIP: Issaquah, WA 98027	TELEPHONE: 425-416-5456
EMAIL: joonkim@costco.com	FAX:
ENGINEER INFORMATION	
NAME: Dan Free	COMPANY: V3 Companies
MAILING ADDRESS: 7325 Janes Avenue	
CITY, STATE, ZIP: Woodridge, Illinois 60517	TELEPHONE: 630-724-9200
EMAIL: dfree@v3co.com	FAX:
LAND PLANNER/SURVEYOR INFORMATION	
NAME: Risa Yuki -Principal	COMPANY: MG2 Architects
MAILING ADDRESS: 1101 Second Ave. Ste 100	
CITY, STATE, ZIP: Seattle, WA 9801	TELEPHONE: 206-962-6630
EMAIL: risa.yuki@mg2.com	FAX:

AGREEMENT

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Stephen Cross — PETITIONER SIGNATURE

11-8-2024 — DATE

OWNER HEREBY AUTHORIZES THE PETITIONER TO PURSUE THE APPROPRIATE ENTITLEMENTS ON THE PROPERTY.

Dave Hamman — OWNER SIGNATURE

11-9-2024 — DATE

THIS APPLICATION MUST BE NOTARIZED
PLEASE NOTARIZE HERE:

OFFICIAL SEAL
MARIAN F CROSS
Notary Public, State of Illinois
Commission No. 831693
My Commission Expires January 21, 2026

Marian F Cross 11-8-24


Public Notification App
Feedback
Prairie Pointe Drive
Crimson Lane
East Countryside Parkway
McHugh Road
East Countryside Parkway
34
Tuma Road
Heartland Drive
Marketplace Drive
Landmark Drive
McHugh Road
Heartland Drive
Homestead Drive
App State
Click to restore the map extent and layers visibility where you left off.

VETERANS WAY LLC
207 W KENDALL DR
YORKVILLE IL 60560

PRAIRIE CREEK TRUST
EDMUND J BRONGIEL
870 SIMONS RD
OSWEGO IL 60543

AMERICAN LEGION POST 489
9054 RTE 34
YORKVILLE IL 60560

JAMES D CHESSRE TR
300 N LAKE ST
MONTGOMERY IL 60538

VETERANS WAY LLC
207 W KENDALL DR
YORKVILLE IL 60560

PLINSKE AARON P PLINSKE WALTER J
327 PLEASANT DR
SCHAUMBURG IL 60194

RICHARD NIEMIEC
5518 RESERVATION RD
OSWEGO IL 60543

NANETTE ELLIOTT MICHALEC
1105 MCHUGH RD
YORKVILLE IL 60560

DAVID REVOC TRUST KELLOGG
3507 WALKER RD
YORKVILLE IL 60560

JODA LAND HOLDING LLC
13665 TOWNHOUSE RD
NEWARK IL 60541

DHPJ PROPERTY GROUP LLC
1454 SYCAMORE RD
YORKVILLE IL 60560

SHOCKER LAND COMPANY LLC
477 E BARBERRY CIR
YORKVILLE IL 60560

JAMES D CHESSER TRUST
300 N LAKE ST
MONTGOMERY IL 60538

OM VIDHAYE NAMAHA LLC
7543 CHEROKEE LN
LIBERTY TOWNSHIP OH 45044

CASEYS RETAIL COMPANY
PO BOX 54288
LEXINGTON KY 40555

YORKVILLE CROSSINGS LLC
13351 B FAXON RD
PLANO IL 60545

ILLINOIS DEPARTMENT OF TRANSPORTATION
700 E NORRIS DR
OTTAWA IL 61350

AMERICAN LEGION POST 489
9054 RTE 34
YORKVILLE IL 60560

JAMES D CHESSER TRUST
300 N LAKE ST
MONTGOMERY IL 60538

DAVID E DEBBIE M COFFMAN
7315 W HILLSIDE
CYRSTAL LAKE IL 60012

UNITED STATES POST OFFICE
62 STRATFORD DR
BLOOMINGDALE IL 601177000

PRAIRIE CREEK TRUST
EDMUND J BRONGIEL
870 SIMONS RD
OSWEGO IL 60543

BRAD R MERKEL
4383 TUMA RD
YORKVILLE IL 60560

YORKVILLE CROSSINGS LLC
13351 B FAXON RD
PLANO IL 60545

BAKA PROPERTIES LLC
55 RIVERSIDE ST
YORKVILLE IL 60560

VETERANS WAY LLC
207 W KENDALL DR
YORKVILLE IL 60560

JODA LAND HOLDING LLC
13665 TOWNHOUSE RD
NEWARK IL 60541

CASTLE BANK
RICHARD MARKER
1626 MISTWOOD
NAPERVILLE IL 60540

YORKVILLE CROSSINGS LLC
13351 B FAXON RD
PLANO IL 60545

SVAB TRUST
HERBERT J ALICE E SVAB
906 CALLEVIEW DR
LA GRANGE IL 60525

GATES CINDY S TRUST
9498 2190 EAST ST
PRINCETON IL 61356

PAMELA S MARKER TRUST
PAMELA S RICHARD D MARKER TTEES
1626 MISTWOOD DR
NAPERVILLE IL 60540

GATES CINDY S TRUST
9498 2190 EAST ST
PRINCETON IL 61356

COSTCO WHOLESALE CORPORATION

APPLICATION for a PUD AGREEMENT AMENDMENT
SPECIAL USE PERMIT & FINAL PLAT APPROVALS

PROPOSED COSTCO WHOLESALE
UNITED CITY OF YORKVILLE , ILLINOIS

November 15, 2024

TABLE OF CONTENTS

PROPOSED COSTCO WHOLESALE

UNITED CITY OF YORKVILLE , ILLINOIS

1.0 Property Owner and Project Team

Property Owner:	**Mr. David Hamman and Mr. Joseph Hamman** Joda Land Holding, LLC Newark, Illinois
Contract Purchaser:	**Costco Wholesale Corporation** 730 Lake Drive Issaquah, WA 98027
Costco Real Estate Development:	**Eric Orren, Vice President of Real Estate Development** Costco Wholesale Corporation 730 Lake Drive Issaquah, WA 98027
Real Estate Consultant:	**Michael Stratis, Senior Vice President & Counsel** Intrepid Properties, Inc. 2311 W. 22nd Street, Suite 208 Oak Brook, IL 60523
Development Director:	**Stephen Cross, Authorized Costco Representative** President Cross Engineering & Associates, Inc. 1955 Raymond Drive, Suite 119 Northbrook, IL 60062
Architect:	**Risa Yuki, Principal** MG2 1101 Second Avenue, Suite 100 Seattle, WA 98101
Engineer, Surveyor & Traffic Consultant:	**Dan Free, P.E., Project Manager & Peter Reinhofer, Senior Project Managers** V3 Companies 7325 Janes Avenue Woodridge, IL 60517

PROPOSED COSTCO WHOLESALE
UNITED CITY OF YORKVILLE

2.0 Introduction and Subject Property

Costco Wholesale Corporation operates an international chain of membership retail buildings that carry quality, brand-name merchandise to members at lower prices than are typically found at conventional wholesale or retail sources. Costco's business model also provides assistance to local small to medium -size businesses by offering reduced costs in purchasing for resale and for everyday business use.

Costco retail presents one of the largest product category selections to be found under a single roof. Categories include groceries, candy, appliances, electronics, automotive supplies, tires, toys, hardware, sporting goods, jewelry, watches, cameras, books, housewares, apparel, health and beauty aids, furniture, office supplies, and office equipment. Costco is known for carrying top quality national and regional brands, with a 100% satisfaction guarantee, at prices consistently below traditional wholesale or retail outlets.

Members may also shop for private label Kirkland Signature™ products, designed to be of equal or better quality than national brands, including juice, cookies, coffee, housewares, luggage, clothing, and detergent. Additionally, Costco operates self-service gasoline stations, and car washes at a number of its locations.

Costco Founded in 1983
Costco Wholesale Corporation (Costco) began operations in 1983 in Seattle. In October 1993, Costco merged with The Price Company, which pioneered the membership warehouse concept in 1976. In January 1997, after the spin-off of most of its non-warehouse assets to Price Enterprises, Inc., the Company changed its name to Costco Wholesale Corporation, which trades under the NASDAQ symbol "COST."

Costco continues to be an industry leader in terms of service, quality, value, and innovation. Costco has grown to become, in terms of sales, the second-largest Global retailer and the largest operator of membership clubs worldwide.

Costco has a significant retail presence in the greater Chicagoland area. Costco Yorkville would be the 20th store to open in the Chicagoland area. The closest Costco location to the proposed Yorkville trade area is Naperville, approximately thirteen miles to the northeast at 75th Street and Route 59th.

Costco has entered into an agreement with Joda Land Holding, LLC to purchase approximately 33 acres located at the northwest corner of Veteran's Parkway and

Countryside Parkway in the United City of Yorkville in order to develop a members only retail store and free-standing fueling facility *(See Exhibit 1- ALTA Land Title Survey & Exhibit 2-Site Context Plan with Aerial Photo)*.

To construct the Costco retail and fueling facility as proposed in the Site Development Plans, certain zoning applications will be submitted, public hearings will be conducted, and approvals will be obtained to permit a commercial land use to operate on the Property. The Costco development and fueling facility will be developed on approximately 33.14 acres (Lot 1) with approximately 7 acres allocated for two perimeter lots (Lot 2 & Lot 3) along Veteran's Parkway and approximately 3.4 acres planned for stormwater management located at the northwest corner of the Property. *(See Exhibit 3-Site Plan & Exhibit 4-Final Plat)*

3.0 Property History & Zoning

The current property owners entered into a Planned Unit Development and Annexation Agreement ("Yorkville Crossing") with the United City of Yorkville in July of 2000. A modification to the Annexation and Planned Unit Development Agreement was recorded in May of 2008 amending the zoning of the Property from B-3 General Business District to B-3, PUD. The permitted uses for the Property included all uses in the B-1, B-2, B-3 and Office zoning Districts with non-permitted uses identified.

The current Planned Unit Development Agreement will be modified to include Costco's specific development plan for the Property and all requested deviations from the Development Code and Special Use permits necessary to construct our proposed retail development. The B-3 zoning district permits retail sales, automobile repair uses and gasoline service stations as a Special Use. The current zoning allows Costco to fully develop and operate their retail business on the Property. *(See applications for PUD Agreement Amendment, Final Plat and Special Use)*

4.0 Entitlements

Costco is submitting applications for an Amendment to the Planned Unit Development Agreement, Final Plat, and Special Use permit. The entitlement process will require public hearings before the Planning and Zoning Commission and City Council for final action and approvals.

The proposed Site Development Plans will require a Special Use Permit to operate the fueling facility. The site plan will conform to all Bulk and Dimensional Standards for each proposed lot. Certain relief from the Development Standards will be requested for Costco's proposed development plans. Please see section 6.0, Planned Unit Development, Special Use Permit and Development Standards Deviations for specific details.

5.0 Development Plan Proposal

Final Plat:

The Final Plat consists of a 3-lot subdivision. Lot 1, consisting of approximately 26 acres will be developed with Costco's retail building, stormwater, parking, and free-standing fueling facility. Lot 2 and Lot 3, consisting of approximately 7 acres will be platted for future retail development. The proposed lots comply with the minimum building envelop, size and minimum setback requirements as required in the Zoning Ordinance. Proposed water and sanitary utility easements are illustrated on the Final Plat. The proposed Costco building will be approximately 161,562 square feet and the overall site plan will provide for approximately 856 total parking stalls. The parking count will provide a ratio of 5.29 stalls per 1,000 square feet of building area, which provides sufficient parking based on Costco's anticipated member use. *(See Exhibit 3- Site Plan & Exhibit 4-Final Plat of Subdivision)*

Traffic/Roadway Improvements:

The Costco site is centrally located between 3 roadways that will all provide efficient ingress and egress for the Property. A full access at Veteran's Parkway and Tuma Road intersection will be provided and coordinated with IDOT. Access along E Countryside Parkway will be by two full access points and one right -in / right-out. Access along McHugh Road will be by two full access points. The fuel facilities primarily access will be off of McHugh Road to the west of the site. Off-site road improvements will require modifications to the existing center medians along Countryside Parkway and drive lane striping for left turn lanes at Countryside Parkway and McHugh Road. New right turn lanes will be constructed at the gas entrance at McHugh Road and at Veteran's Parkway. A detailed Traffic Impact Study has been submitted with our application. *(See Exhibit 3-Site Plan & Exhibit 12-Traffic Impact Study)*

Site Plan:

The Costco warehouse building is located generally in the center of the Property facing Veteran's Parkway. This location allows for an efficient parking program distributed around the south and east sides of the warehouse to maximize convenient parking spaces proximate to the customer entrance and exit located at the southeast corner of the building. The parking and internal drives are buffered from surrounding land uses by generous setbacks from property lines and planted buffer yards that include a rich mixture of evergreen, shade, shrubs, and ornamental trees. The interior of the parking lot is planted with islands throughout, offering shade and seasonal interest. 124 future

parking spaces have been planned for the southwest area of the Property. The stormwater management area is located at the north end of the property providing a visual buffer and separation between the building and McHugh Road and Countryside Parkway intersection. The stormwater management area will be planted with natives throughout the pond and side slopes. Parkway trees have been indicated along McHugh Road and Countryside Parkway providing a diverse canopy rich street parkway. *(See Exhibit 6 for Preliminary Landscape Plans)*

The Costco warehouse floor plan has been designed to offer a Member a true retail shopping experience by providing a variety of products, groceries and select services in convenient areas throughout the warehouse building. The Tire Center is located along the east building elevation inside the warehouse building. Five vehicle bays with car lifts will be available for tire rotations and tire replacements. Tires and batteries will also be sold at this warehouse location.

The loading dock is located at the southwest corner of the building, with easy ingress and egress onto McHugh Road. Trucks will exit using the same access drives. The delivery truck routes planned for this property are functional and will not have adverse impacts on member parking or existing traffic along any roadway transportation system. Apart from local vendors/suppliers and delivery services such as UPS or FedEx, all deliveries to the warehouse are controlled by Costco and most deliveries are completed during the morning or evening hours, prior to the store opening or after closing

The site lighting for the property will be provided with light poles distributed throughout the parking and drive areas. The proposed lighting plan utilizes a LED fixture mounted 36'-6" above pavement. This lighting height achieves an acceptable and safe lighting level for surface parking lots, pedestrian walkways, and drives.

The remaining property will be developed for two additional lots along Veteran's Parkway. Lot 2 will consist of a ±4.2-acre parcel and Lot 3 will consist of a ±2.7-acre parcel. It is intended that the lots will be marketed and sold for future commercial uses permitted in the B-3 zoning district. It is anticipated that the Lots will be subdivided into smaller lots, no less than 1 acre in size depending on the final need for a specific commercial use. Future retail development on both lots will be carefully considered by Costco to ensure compatibility with Costco's operations and the overall objective for the B-3 zoning district. *(See Exhibit 4- Final Plat)*

The existing Menard's pylon sign located at the southeast corner of the property will be relocated, east of Countryside Parkway. Costco will be submitting a sign permit for this work separate from the PUD and Special Use applications.

Architecture:

The proposed warehouse building design is a timeless solution utilizing a mixture of modern, traditional, and sustainable materials in a warm color palette of browns and beige. Vertical articulation is achieved through color, texture, and material distribution along the facades proportional to the scale of the building. Materials used include high quality, recycled, insulated textured metal architectural panels, smooth face CMU, glazing and ribbed architectural metal panels. The retail building entry is a focal point to the site and incorporates detailed pedestrian scaled smooth face CMU masonry at the columns and the use of glass. A free-standing steel trellis has been incorporated within the south elevation to soften and articulate the building mass visible from the south. Costco signage will be located on the north, south, east, west and entry building elevations in association with Costco's trademark red horizontal metal band. Extensive landscaping is planned throughout the site and will complement the building's architecture providing depth, softening and visual interest. *(See Exhibit 8 & Exhibit 9, Warehouse Elevations, Signage, Architectural Renderings)*

<u>*Sustainable Design*</u>: Awareness and responsibility to design, construct and operate Costco sites and buildings into an energy-efficient, sustainable, and environmentally responsible manner are embedded into the Costco program. This includes, but are not limited to:

- The building structure steel system and architectural metal panels are comprised of 80% recycled content with the associated batt insulation comprised of greater than 50% recycled content.

- The roof maintains reflectance, emittance and SRI rates that lessen heat gain, and the premanufactured building system provides erection efficiency reducing impacts to the carbon footprint.

- Landscaping has been designed to create a high impact with seasonal interest incorporating many native and drought tolerant species, which in turn minimizes irrigation and maintenance needs.

- All site and building lighting systems utilize LED Technology.

- Implementation of the water management system drives operational efficiency to lower wastewater and sewer use.

- The use of carbon dioxide (CO2) in the refrigeration systems, as opposed to HFCs (Hydrofluorocarbons), is widely considered a more environmentally conscious refrigerant due to its extremely low Global Warming Potential (GWP), as well as being non-toxic and non-flammable. Unlike many other refrigerants, CO2 is considered a "natural" refrigerant, readily available as a byproduct of industrial processes, making it a sustainable option.

Fuel Facility:

The fuel facility location within the Costco site has been planned southwest of the warehouse with direct access from McHugh Road. The facility is buffered from adjacent land uses by landscape setbacks to the south and west by generous setbacks and dense landscaping. The traffic flow will move through the facility in the easterly direction and exit directly onto a main east – west vehicular interior drive aisle that provides access to the main parking lot. It is anticipated that 60-65% of the members visiting the warehouse will also purchase gasoline during the same site visit. The fueling facility design is a simple contemporary structure taking cues from the retail building and incorporates similar materials, colors and textures creating a visual connection. The large canopy offers Members protection from the weather. The fuel facility will have 16 pumps or 32 fueling positions with a future expansion to the south adding 4 additional fueling pumps for a total of 20 pumps. The facility will have a controller enclosure, warming "hut" for Costco gas attendant, and 3 30,000-gallon regular fuel tanks and 1 30,000-gallon premium fuel tank. Diesel fuel will not be available at this location. Fuel trucks will access the property from McHugh Road and will exit on Countryside Parkway or Veteran's Parkway.

Utility and Stormwater Improvements:

The proposed development will connect to the existing water main located along the south and west sides of the Property. Water lines will be stubbed into the Property at the intersection of Veteran's Parkway and Countryside Parkway and along McHugh Road. Sanitary sewers will be connected to existing lines located along McHugh Road and Countryside Parkway. Sanitary sewer stubs will be provided to the outlots for future connections. Public water main will be looped around the building.

Stormwater drains across the site from south to north and discharges to the detention basin. The stormwater design includes a large stormwater pond at the northwest corner of the site to provide water quality treatment and rate control before discharging through the existing 36" culvert that runs north of Countryside Parkway. A network of storm sewer pipes within the development will convey stormwater from the Costco and future retail lots to the detention pond. The detention pond will be designed to retain a

small amount of water during storm events and will serve as an attractive amenity at the northwest corner of the Property. *(See Exhibit 5-Preliminary Engineering Plans)*

6.0 Planned Unit Development , Special Use Permit and Development Standards Deviations

The Property is currently subject to a Planned Unit Development Ordinance that was modified and recorded in 2008. The ordinance amended the zoning of the Property to B-3, PUD allowing all of the uses permitted in the B-3 General Business District. As part of Costco's development proposal, the Planned Unit Development Ordinance will be modified to include Costco's site development plans, requested Special Use permit and all deviations required to construct the proposed project as described below.

Special Use Permit: Costco is requesting a Special Use Permit to construct the proposed fuel facility on Lot 1. Gasoline Service Stations are permitted as a Special Use in the B-3 zoning district. Please refer to the Application for Special Use for additional information and responses to Special Use Standards.
Costco is requesting certain deviations from Chapter 5, Development Standards to construct the site development plans.

Code: : 10-5-1 Off-Street Parking and Loading; H. Off-Street Parking Requirements; 2. Maximum Requirements. No off-street parking for nonresidential uses shall exceed the required minimum number of parking spaces by more than 20% except as approved by the Zoning Administrator.
Proposed Deviation: Costco's total parking for the Property is 856 stalls. Future parking is 124 stalls for a total of 980 parking stalls. The maximum allowed pursuant to section 10-5-1 is 387 stalls. Parking is critical to Costco's business plan and success for any warehouse located throughout the Country. The average parking for all new warehouses is between 850 to 900 stalls. Parking is based on the immediate need at store opening for our Members. Insufficient parking creates safety issues throughout the Property and will impede proper traffic flow in and around the Property.

Code : 10-5-1 Off-Street Parking and Loading; K. Electric Vehicle Charging Stations. Any parking area with 50 or more parking spaces, shall install the infrastructure required to accommodate a minimum of one 1 electric vehicle charging station per every 50 parking spaces.
Deviation: The site development plans do not contemplate EV Chargers or provide the infrastructure for future EV charging stations as current Costco data reveals that an

exceedingly small percentage of projected Members in the trade area are owners of electric vehicles. Costco's operators determined that EV charging stations at this location would not be pursued or initially planned for as the demand does not currently exist. Costco will reevaluate this decision in the near future.

Code: 10-5-7- Outdoor Lighting: E., Pole Mounted Outdoor Lighting, 2.; Maximum Pole Height for Business and Manufacturing Districts is 35 feet.
Deviation: The height of the light fixture throughout the Costco Property will be 36'-6" from grade. The proposed lighting plan is carefully designed and integrated with the drive and parking lot layout to provide ample uniform coverage for Member security and safety while reducing unnecessary pole lights that would be required at a lower height. Costco's lamps are LEDs with a flat lens that directs light downward minimizing light pollution while creating a more sustainable lighting solution.

Code: 10-5-8-Appearance Standards; 3. Nonresidential; b. Building Design; (1) Commercial, Office and Institutional Uses; (b) Guidelines for Unbuilt Sites; (i) Masonry products or precast concrete shall be incorporated on at least 50% of the total building, as broken down as follows: The front façade shall incorporate masonry products or precast concrete on at least 50% of the façade. Any other façade that abuts a street shall incorporate masonry products. The use of masonry products or precast concrete is encouraged on the remaining facades.
Deviation: Costco's proposed building elevations will consist of a variety of sustainable materials as illustrated on the elevation drawings and at the percentages below:

MATERIAL PERCENTAGES

MATERIAL	ELEVATION					TOTAL
	SOUTH	EAST	NORTH	WEST	ENTRY	
SMOOTH FACE CMU "*BUFF*"	1,403 SF **11%**	1,151SF **14%**	2,347 SF **18%**	1,188 SF **12%**	905 SF **21%**	**14.61%**
GLAZING		390 SF **5%**			993 SF **23%**	**2.89%**
TEXTURED ARCHITECTURAL METAL PANEL"*SANDSTONE*"	2,549 SF **21%**	2,867SF **34%**	5,850 SF **44%**	1,911 SF **20%**	1,470 SF **34%**	**30.60%**
VERTICAL RIBBED ARCHITECTURAL METAL PANEL"*TAUPE*"	7,765 SF **63%**	3,925 SF **47%**	5,108 SF **38%**	6,557 SF **68%**	939 SF **22%**	**50.76%**
CONCRETE "*NATURAL*"	546 SF **4%**					**1.14%**

* CALCULATION DOES NOT INCLUDE EXTERIOR EGRESS DOORS

7.0 Operations and Employees

Operations:

The Costco product line consists of selective department store merchandise, such as wearing apparel, dry goods, appliances, furniture, hardware, and auto accessories; as well as a broad range of grocery store items, including fresh baked goods, meats, produce, and liquor sales. In addition to the floor merchandise, Costco also provides other specialty department and services such as bakery, photo center, tire center, pharmacy, optical and hearing aid departments.

The anticipated warehouse and fueling facility operation hours are as follows:

Days	Warehouse	Fuel
Monday-Friday	10:00 am – 8:30 pm	6:00 am – 9:30 pm
Saturday	9:30 am - 7:00 pm	6:00 am – 9:30 pm
Sunday	9:30 am – 7:00 pm	6:00 am – 9:30 pm

It is anticipated that Costco's opening will coincide with the roadway improvements at Countryside Parkway and McHugh Road. Improvements on Veteran's Parkway will be completed after the store opening and will be dependent on IDOT permit issuance. Costco is planning for an opening late fall of 2025.

Employees:

Costco takes pride in their employees and provides an excellent benefit package that includes, but not limited to medical, dental, vision, pharmacy, life insurance disability, long term care, employee stock purchase program, paid holidays, college student retention program, 401(k). Part-time employees working more than 23 hours per week are also eligible for core benefits (medical, dental and vacation benefits) after 6 months of employment. Currently, 91% of U.S. employees are eligible for the above benefits. On a local level, Costco recruits primarily within the community where it is located, and their objective is to hire promotable employees who have a desire to build a career. A typical warehouse employs upon opening approximately 150 to 200 employees with the ratio of part-time/full-time of 50% each. Costco pays among the highest hourly wages in the retail industry. Due to their philosophy that Costco's employees are just as important as their customers, they experience a low turnover rate with only 13% within the first year and only 7% turnover after one year.

CROSS ENGINEERING & ASSOCIATES, INC.

December 30, 2024

Ms. Krysti Barksdale-Noble
Community Development Director
United City of Yorkville
651 Prairie Pointe1000 Civic Center Drive
Yorkville, IL 60560

RE: **PZC 2024-33 Costco (PUD Amendment, Special Use & Final Plan)**
NW Corner of Veterans Parkway and E. Countryside Parkway
Proposed Wholesale Retail Warehouse and Fuel Station

Dear Krysti,

We have received your November 21, 2024, Plan Council Departmental Review letter and are providing the following revised drawings and responses to your comments:

1. Revised Site Plan by MG2, dated 12-20-2024;
2. Revised Final Plat by V3, dated 12/18/2024;
3. Revised Traffic Report by V3, dated 12-30-2024

PUD Amendment / General Zoning Comments

Comment 1. **Planned Unit Development (PUD)** The subject property, originally annexed into Yorkville via. Ord. 2000-34, is part of the Yorkville Crossing development .

a. The petitioner is requesting the existing Yorkville Crossing Planned Unit Development be amended, or modified, to include Costco's site development plans, requested Special Use, permit and all deviations required to construct the proposed project, per plans submitted.

Response: Noted.

Comment 2. **Planned Unit Development Amendment**

i. The petitioner has listed four (4) proposed deviations from the base B-3 General Business District standards which will be detailed separately in this review memo under subsequent headings.

Response: Costco is requesting five (5) deviations from the B-3 General Business District standards to construct the proposed project:

1. **Certain Landscape regulations in Section 10-5-3;**
2. **Certain Off-street parking and loading regulations for the maximum number of parking stalls in Section 10-5-1;**

3. **The minimum number of electric vehicle charging stations in Section 10-5-1;**
4. **Outdoor lighting standards for maximum pole height of light fixtures in Section 10-5-8;**
5. **Certain appearance standards related to the use of masonry products on building facades in Section 10-5-8.**

Comment 3. **Zoning-** The subject property consists of two (2) parcels (#02-28-227-002 and #0 02-27-101-003). Subsequently rezoned as a Planned Unit Development via Ord. 2008-21, the permitted underlying zoning for the subject property is B-3 General Business District (formerly B-3 Service Business District") and allowed all uses in the B-1, B-2, B-3 and O-Office zoning Districts with some excluded uses as identified in the ordinance. The following are the current immediate surrounding zoning and land uses:

	Zoning	Land Use
North	E. Countryside Parkway B-3 PUD (Yorkville Crossing)	Transportation Land Use United States Post Office (USPS) & Vacant Land
South	US 34 (Veterans Parkway) B-3 General Business District B-3 (Kendall County)	Transportation Land Use Heartland Business Center American Legion & Various Business Land Uses
East	E. Countryside Center B-3/Office PUD (Yorkville Crossing)	Transportation Land Use Undeveloped Farm Land
West	McHugh Road B-3/Office PUD (Yorkville Crossing)	Transportation Land Use Undeveloped Farm Land

Response: Noted.

Comment 4. **Permitted Uses-** Per Table 10-3-12 (B) of the Yorkville Unified Development Ordinance (UDO), a "general retail store, greater than one (1) acre" is a permitted land use and a "gasoline service station" is a special use in the B-3 General Business District

a. **Ancillary Uses** - While the Unified Development Ordinance does not specifically identify a "tire center" use, where car lifts will be available for tire rotations and tire replacements, the Zoning Administrator can determine if the use is substantially similar to a use listed in the tables. If it is, the use shall be treated in the same manner as the substantially similar use. Staff identifies the use as similar to "automobile repair" or "automobile service" which are permitted uses in the B-3 General Business District.

b. **Standards for Special Use** – The petitioner has provided responses to the following standards for special use authorization, per Section 10-8-5 of the Yorkville Unified Development Ordinance, which will be entered into the record during the public hearing process:

i. The establishment, maintenance or operation of the Special Use will not be unreasonably detrimental to or endanger the public health, safety, morals, comfort, or general welfare.

ii. The Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purpose already permitted, nor substantially diminish and impair property values within or near the neighborhood in which it is to be located.

iii. The establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.

iv. Adequate utilities, access roads, drainage or other necessary facilities have been or shall be provided.

v. Adequate measures shall be taken to provide ingress or egress so designed as to minimize traffic congestion in the public streets.

vi. The proposed Special Use is not contrary to the objectives of the City's adopted Comprehensive Plan.

c. **Protest to Special Use** – Per Section 10-8-5-C of the Unified Development Ordinance, in the event of written protest against any proposed Special Use, signed and acknowledged by the owners of twenty (20) percent of the frontage adjacent thereto, or across an alley, or directly opposite therefrom, such Special Use shall not be granted except by the favorable vote of two-thirds (⅔) of all members of the City Council. In such cases of written protest, a copy of the written protest shall be served by the protestor(s) on the applicant for the proposed Special Use and a copy upon applicant's Attorney, if any, by certified mail at the address of such applicant and attorney shown in the application for the proposed Special Use.

Response: Noted.

Site Plan Comments

Comment 5. **Building Setbacks** – Per the Table 10-3-9(A) Bulk and Dimensional Standards, the following compares current B-3 General Business District standards with the proposed Planned Unit Development (PUD) requested modifications:

BUILDING SETBACKS	REQUIRED MINIMUM SETBACKS B-3 DISTRICT	PROPOSED MINIMUM SETBACKS COSTCO	PROPOSED MINIMUM SETBACKS FUEL FACILITY
FRONT YARD (Veterans Pkwy)	50 ft.	507 ft.	**60'-8"**
CORNER SIDE YARD (East/West)	30 ft.	**246'-7"**/64 ft.	**271-3"**
REAR YARD (SEC Countryside Pkwy/McHugh)	20 ft.	64 ft.	**1,201'**
PARKING SETBACK* (Veterans Pkwy)	20 ft.	275 ft.	N/A

PARKING SETBACK* (Countryside Pkwy/McHugh)	20 ft.	20 ft.	N/A

a. Above information provided from Site Data Table. Please provide a clearly dimensioned site plan clearly identifying the setbacks from the nearest building point to the adjacent property line.

Response: Please see revised Site Plan for all dimensional setbacks from the building and fueling facility to the property line.

b. Per Section 10-3-9 of the Unified Development Ordinance, parking lots in the B-3 district located adjacent to an arterial roadway, as defined in the city's comprehensive plan, must maintain a minimum setback of 20 feet from the property line and 10 feet from nonarterial roadways.

Response: Noted and Site Plan complies with required setbacks.

c. "Parking Lots" are defined as "an open, hard-surfaced area, designed, arranged and made available for the storage of private passenger automobiles only of occupants of the building or buildings for which the parking area is developed and is accessory."

Response: Noted.

Comment 6. **Maximum Building Height** - The B-3 General Business District has an 80 ft. maximum building height per Table 10-3-9(A) in the Unified Development Ordinance. The petitioner has provided overall building height for the proposed Costco Warehouse building in a Project Data table and Elevation plans.

a. Per the Project Data Table on the Layout Plan (Sheet C2.0), Site Plan (Sheet DD11-05), and Aerial Site Plan (Sheet DD12-05), the stated maximum building height is 34 ft. However, the Elevations (Sheet DD13-05) illustrates the maximum height to the top of coping is 32 ft. Please verify which is the proposed maximum building height.

Response: The maximum building height is 32'-0".

Comment 7. **Maximum Lot Coverage** – Per Section 10-3-9(A) of the Unified Development Ordinance, the maximum lot coverage for the B-3 General Business District (inclusive of sidewalks, parking areas and all impervious surfaces) is 80% of the gross lot area. According to the Project Data Table on the Layout Plan (Sheet C2.0), Site Plan (Sheet DD11-05), and Aerial Site Plan (Sheet DD12-05), lot coverage calculations are not provided.

a. Please provide calculations for the proposed total impervious coverage including building area, parking area, future parking area, and fuel station.

Response: Please see revised Site Plan for Lot 1 impervious coverage.

b. If area exceeds 80%, a requested deviation to the bulk regulations in Section 10-3-9. Bulk and Dimensional Standards of the Unified Development Ordinance.

Response: The total impervious coverage for Lot 1 is 65.4%.

Comment 8. **Parking/ Loading** - According to the Parking Data Table on the Layout Plan (Sheet C2.0), Site Plan (Sheet DD11-05), and Aerial Site Plan (Sheet DD12-05), there are 856 total parking spaces to be provided on the property to accommodate the proposed ~160,000 sq. ft. retail warehouse building and fueling facility uses. Future parking expansion area will include another 124 stalls for an overall total 980 parking spaces.

Response: Noted.

Table 10-5-1(E)(1) Standard Parking Stall and Aisle Dimensional Requirements						
Parking Angle (degrees)	Figure Reference					
	A	B	C	D	E	F
	Space Width	Space Depth	Aisle Width (2-Way)	Aisle Width (1-Way)	Depth of Interlocking Spaces	Overhang
0	9'	20'	24'	12'	n/a	n/a
45	9'	18'	24'	12'	28.25'	2'
60	9'	18'	24'	18'	32'	2'
90	9'	18'	24'	24'	36'	2'

c. Per Table 10-5-1(E)(1) Standard Parking Stall and Aisle Dimensional Requirements are as follows:
The petitioner is proposing 90-degree parking stalls with a 10' width and a minimum of 18.5' stall depth with a 2' overhang. Aisle widths for 2-way drives are 32' wide.

Response: Aisle widths for 2-way drives vary throughout the property. Parking drive aisles are 24' and 24'-6" when stalls are adjacent to landscape islands. The perimeter drive aisle and certain interior aisles are 32' and 36' to accommodate truck movements.

d. Per Table 10-5-1(H)(5) Minimum Parking Requirements of the Yorkville Unified Development Ordinance, the minimum parking requirement for a retail store more than 8,000 sq. ft. of the net building square feet is 2 spaces/1,000 sq. ft. Gasoline Service Stations require a minimum of 1 space/gas pump and 1space/300 sq. ft. for any accessory retail space.

Response: Noted.

i. To minimize excessive areas of pavement, no off-street parking area for nonresidential or multi-family uses shall exceed the required minimum number of parking spaces by more than twenty (20) percent, except as approved by the Zoning Administrator. In approving additional spaces, the Zoning Administrator shall determine that the parking is needed based on documented evidence of actual use and demand provided by the applicant.

Response: Noted.

1. Per Section 10-5-1-H.4.b of the UDO, calculations for all area-based (square footage) parking standards must be computed on the basis of net floor area.

ii. Total required maximum parking for the subject property is 386 spaces, including a minimum of 8 ADA accessible spaces, as calculated below:

1. 153,820 net sq. ft./1,000 = 153.82 x 2 = 307.64 + 61.53 (20% of total) = 369.17 + 16 (gas dispensers) = 385.17 rounded to 386, per Section 10-5-1-H.4.a of the Unified Development Ordinance.

Response: **Noted.**

iii. The petitioner is requesting a variance from the UDO's required maximum parking due to parking being "critical to Costco's business plan and success for any warehouse located throughout the Country. The average parking for all new warehouses is between 850 to 900 stalls. Parking is based on the immediate need at store opening for our Members. Insufficient parking creates safety issues throughout the Property and will impede proper traffic flow in and around the Property." **(Deviation #1).**
Staff is supportive of the deviation from a maximum of 2 parking spaces per 1,000 net sq. ft. of building area to approximately 5.04 parking spaces per 1,000 of building area as noted on Sheet C2.0 Layout Plan in Preliminary Engineering Plan Set (note page 6 of the Project Narrative under 5.0 Development Plan Proposal Final Plat, Sheet DD11-05 Site Plan, and Sheet DD12-05 Aerial Site Plan lists the parking count ratio as 5.29 stalls per 1,000 square feet of building area – possibly based on gross square footage?).

Response: **The parking ratio is 6.22 stalls per 1,000 square feet of net building area.**

iv. Additionally, per Section 10-5-1K-1 of the Unified Development Ordinance, infrastructure for a minimum of 8 electric vehicle charging stations is required to be installed (1 EV charging station per 50 required parking spaces).

Response: **Noted.**

v. The petitioner is also requesting full relief from the UDO's minimum required EV charging station requirement due to "current Costco data reveals that an exceedingly small percentage of projected Members in the trade area are owners of electric vehicles. Costco's operators determined that EV charging stations at this location would not be pursued or initially planned for as the demand does not currently exist. Costco will reevaluate this decision in the near future." **(Deviation #2).**
Staff is supportive of the deviation of the full relief for the installation of infrastructure to accommodate the required minimum 8 electric vehicle charging stations since the petitioner will reevaluate the need for EV charging in the near future.

Response: **Noted.**

e. Off-Street Loading – Per Section 10-5-1-Q of the Unified Development Ordinance, the number of off-street shall be determined on a case-by-case basis, and in the instance of special uses, loading berths adequate number and size to serve such use, as determined by the Zoning Administrators, shall be provided. The petitioner proposes to have four (4) recessed off-street loading spaces for the retail warehouse located at the southwest corner of the building.

Response: **Noted.**

Comment 9. **Fuel Facility** – Fuel facility proposes 16 gas dispensers, accommodating 2 cars per dispenser. A total of eight (8) lanes are proposed for car queuing allowing five (5) cars per

lane stacking. This results in a total of 72 cars maximum in this area of the site. No accessory retail convenience store is proposed for the fuel facility area.

Response: **Noted.**

a. Staff has some concerns regarding the southernmost full access off of McHugh Road leading to the fueling facility which may cause a backup onto the public roadway should there be more than the five (5) vehicles stacking per fuel lane or 40 vehicle max stacking for all pumps.

Response: **Costco's fuel facilities are designed based on years of data collection, and observations made on existing facilities located throughout the Country. The number of pumps, queue lanes, and traffic movements are determined by Costco's gas operations team specific to each property and trade area. Reduced queues and wait times have been regularly observed at expanded existing fuel facilities constructed with a higher number of fuel pumps. There is a direct correlation between the number of fuel pumps and efficiency which can be applied to a new fuel facility design.**

The fuel facility proposed consists of 16 pumps or 32 fuel dispensers, one of Costco's largest facilities in the Mid-west. The proposed 155' long drive lane will allow 40 vehicles in the queue storage area. For comparison, the number of pumps at the Plainfield fuel facility is 12 and the Naperville facilities are 12 and 15 pumps respectively with shorter queuing than what is being proposed at Costco Yorkville. In addition to 40 vehicles in queue, 32 vehicles will be accommodated at a fueling position for a total of 72 vehicles in the gas designated area. The 32 fueling positions will process the expected traffic volumes and peak demand efficiently and effectively decreasing wait times, vehicle queuing and reducing the possibility of a public road back-up.

In the future, if Costco determines that the average wait times during peak hours can be improved, the site plan for the fuel facility will allow the expansion of the facility south towards Veteran's Parkway to increase the number of pumps by 4 bringing the total to 20 pumps or 40 fuel dispensers as depicted in the proposed site plan. The queuing and drive lanes can also be expanded to the west allowing for more vehicle stacking thereby reducing the possibility of a back-up on McHugh Road.

Comment 10. **Traffic / Roadways**

a. Direct Access – It is noted that the site has six (6) points of access. Three (3) off of E. Countryside Parkway – two (2) full access and one (1) right-in/right-out; one (1) full off of E. Veterans Parkway, which will be coordinated with IDOT; and two (2) full access points off of McHugh Road. These access points lead to internal private roadways which loop around the retail warehouse building, provide direct access to the fueling facility, and will connect to the future outlot uses.

i. It is noted on Sheet DD12-05 Aerial Site Plan, there are two (2) right in/right out access points on E. Countryside Road. Please revise discrepancy.

Response- **Site Plan has been revised to correctly identify the full access intersection.**

ii. It is also noted that off-site road enhancements will involve adjusting the existing center medians along Countryside Parkway and adding lane

striping to create left-turn lanes at the intersections of Countryside Parkway and McHugh Road. Additionally, new right-turn lanes will be installed at the gas station entrance on McHugh Road and at Veteran's Parkway.

iii. Staff defers to City Engineer regarding site access and Traffic Impact Study.

b. Cross Access – Per Section 10-5-1-F of the Unified Development Ordinance, cross access between adjoining developments is required to minimize access points along streets, encourages shared parking, and allows for vehicular access between land uses. Will a cross access easement agreement be executed between the outlot developers and Costco?

Response: A cross access easement agreement will be executed with future outlot developers. This agreement will be part of the Construction, Operation and Reciprocal Easement Agreement (COREA) that will define matters relating to construction obligations, maintenance, stormwater, parking, cross access and utility easements.

i. Note, according to Section 10-5-1-F-2-c, the Zoning Administrator may waive or modify the requirement for vehicular cross access on determining that such cross access is impractical or undesirable because it would require crossing a significant physical barrier or environmentally sensitive area, would create unsafe conditions, or there exists an inability to connect to adjacent property. City Council shall have the authority to waive or modify vehicular cross access requirements for all public review processes involving review by City Council.

c. Pedestrian Circulation – Per Section 10-5-1-N Pedestrian Circulation Standards of the Unified Development Ordinance required off-street parking areas to provide on- site pedestrian circulation systems and connection to existing and future planned trails. The petitioner has provided a single pedestrian connection to the public way off of E. Veterans Parkway at the intersection with Tuma Road.

i. Would the petitioner consider an additional pedestrian connection to the public way at the northernmost full access drive on Countryside Parkway at the intersection with Crimson Lane?

Response: Yes, please see revised Site Plan for a proposed pedestrian connection from the intersection of Countryside Parkway and Crimson Lane to the Costco parking lot.

Comment 11. -**Landscaping**– Section 10-5-3 establishes landscape standards for new developments. The petitioner has submitted a Landscape Plan and per staff's review, the following sections of the Landscape Plan shall apply:

i. Section 10-5-3-C. Building Foundation Landscape Zone - All nonresidential, mixed-use, and multi-family development where a front yard setback is required, with the exception of food processing facilities regulated by the FDA, shall include landscape located at the building foundation as required by this section. Landscape required by this section shall be in addition to landscape required under other sections of this title. It is the objective of this section to provide a softening effect at the base of buildings.

ii. Section 10-5-3-D. Parking Area Perimeter Landscape Zone - Landscape required by this section shall be in addition to landscape required under other sections of this title. It is the objective of this section to provide screening between off-street parking areas and rights-of-way, and to provide for the integration of stormwater management with required

landscaping.

iii. Section 10-5-3-E. Parking Area Interior Landscape Zone - All off-street parking areas shall include landscape and trees located within the off-street parking area as required by this section. Trees and landscape required by this section shall be in addition to trees and landscape required under other sections of this title. It is the objective of this section to provide shade within parking areas, break up large expanses of parking area pavement, support stormwater management where appropriate, improve the appearance of parking lots as viewed from rights-of-way, and provide a safe pedestrian environment.

iv. Section 10-5-3-F. Transition Zone Landscape Requirements - Transition zone landscape shall be required along interior side and rear property lines of all nonresidential, mixed use, and multi-family development. It is not expected that the transition area will totally screen such uses but rather will minimize land use conflicts and enhance aesthetics.
Staff defers all landscape review comments to the City Engineer's subconsultant. However, we want to highlight that, due to the site's unique location, being entirely surrounded by public roadways, special attention will be required during installation to ensure clear visibility at driveway and right-of- way intersections. In accordance with Section 10-5-6 of the Unified Development Ordinance, this may necessitate minor adjustments to the approved plan, such as relocating or removing certain plant materials.

Response: Noted. Please see comment/ response under Landscaping, page 18.

Comment 12. **Lighting** – A photometric plan has been provided along with pole details of the proposed
light standards to be installed within the parking lot area. Maximum illumination at the property line shall not exceed zero (0) foot-candle, and no glare shall spill onto adjacent properties or rights of way.

a. Per Table 10-5-7(E) of the Unified Development Ordinance, the maximum height for outdoor light standards in the B-3 General Business District is 35 feet. The petitioner seeks a deviation to this regulation to install a light fixture with a maximum height of 36'-6" to provide ample uniform light coverage of the parking lot area (Deviation #3). Staff supports this deviation.

b. Staff defers to City Engineer regarding all other photometric plan review comments.

Response: Noted and see engineering responses on page 14.

Comment 13. Mechanical Screening – Per Section 10-5-4 Screening of the Unified Development Ordinance, ground/wall-mounted and roof mounted mechanical units that are visible from any public right-of-way or adjacent residential property shall be screened from public view. Materials used for screening shall be designed and established so that the area or element being screened is no more than twenty (20) percent visible through the screen.

Evergreen hedges or non-transparent walls such as stone masonry shall be allowed, as depicted below:

a. It is noted that there are two (2) proposed ground-mounted compactors located on the

west elevation adjacent to McHugh Road. It appears the petitioner has proposed to screen ground mounted mechanical equipment with landscaping material such as evergreen trees, ornamental trees and shrubbery located to the west in landscape bed edge.

i. Since the units may not be visible from the public way due to the location, setback and landscaping provided on the site, staff is supportive of the screening.

Response: **Noted.**

Comment 14. **Appearance Standards** – Per Section 10-5-8-C-3.b Commercial, Office and Institutional Uses, Masonry products or precast concrete shall be incorporated on at least fifty (50) percent of the total building, as broken down as follows: The front facade shall itself incorporate masonry products or precast concrete on at least fifty (50) percent of the facade. Any other facade that abuts a street shall incorporate masonry products. The use of masonry products or precast concrete is encouraged on the remaining facades. Additional standards include:

a. Loading bays for commercial and office uses shall not be located in the front of a building or in the area abutting a public right-of-way, and all commercial, office.

b. Institutional buildings shall consist of solid and durable facade materials and be compatible with the character and scale of the surrounding area.

The petitioner has submitted exterior building elevations depicting the retail warehouse with materials such materials as insulated textured metal architectural panels, smooth face CMU, glazing and ribbed architectural metal panels. However, the petitioner is seeking relief from the minimum masonry requirements and location of loading bays in the front of the building and in an area abutting a public right-of-way (Deviation #4). Below is the proposed building material breakdown:

MATERIAL PERCENTAGES

MATERIAL	ELEVATION					TOTAL
	SOUTH	EAST	NORTH	WEST	ENTRY	
SMOOTH FACE CMU "*BUFF*"	1,403 SF 11%	1,151SF 14%	2,347 SF 18%	1,188 SF 12%	905 SF 21%	**14.61%**
GLAZING		390 SF 5%			993 SF 23%	**2.89%**
TEXTURED ARCHITECTURAL METAL PANEL"*SANDSTONE*"	2,549 SF 21%	2,867SF 34%	5,850 SF 44%	1,911 SF 20%	1,470 SF 34%	**30.60%**
VERTICAL RIBBED ARCHITECTURAL METAL PANEL"*TAUPE*"	7,765 SF 63%	3,925 SF 47%	5,108 SF 38%	6,557 SF 68%	939 SF 22%	**50.76%**
CONCRETE "*NATURAL*"	546 SF 4%					**1.14%**

* CALCULATION DOES NOT INCLUDE EXTERIOR EGRESS DOORS

c. Staff has calculated that the masonry/cementitious materials make up approximately 15-16% of the total building and 30-35% of the front elevation (South and Entry). We understand that Costco must maintain its corporate brand and image, and staff is fully supportive of this deviation from the 50% appearance code standard. The proposed textured and ribbed architectural paneling provides a solid and durable façade, which meets the intent of the UDO's requirements.

d. In Section 10-5-8C.1 of the UDO it states “Creativity and ingenuity in applying the standards and guidelines listed in this Code are encouraged. Likewise, ingenuity and creativity, while considering deviations to the standards and guidelines of this Code, are encouraged.” Following this guidance, staff has previously used the credit for "major architectural features" outlined in Section 10-5-8C-2.7 (intended for residential uses) as a reference when approving deviations for unbuilt nonresidential sites that have or are seeking PUDs.

e. Therefore, as vertical articulation is accomplished through the use of color, texture, and the strategic distribution of sustainable materials along the facades in proportion to the building's scale, along with the incorporation of a free- standing steel trellis on the south elevation to soften and define the building mass visible from the south, staff is supportive of the deviation.

i. Note, while staff supports this request for relief—similar to the relief granted to the recently approved Cyrus One data center project—there is no guarantee the City Council will approve a deviation from the City’s appearance standards.

Response: **Noted.**

Comment 15. **Signage** – The petitioner is proposing six (6) wall mounted signs as illustrated on the exterior elevations, as illustrated below:

SIGN TABLE

IDENTITY	*Quantity*	*SIGN*	*SIZE*	*AREA(EACH)*	*TOTAL SF*
SI		COSTCO WHOLESALE	5'-0" C	175 SF	*175 SF*
S2	4	COSTCO WHOLESALE	6'-0" C	280 SF	*1120SF*
S3	1	TIRE CENTER	17'-4" x 1'-9"	31SF	*31SF*
			TOTAL SIGN AREA:	1326 SF	

a. Per Section 10-6-6 of the Unified Development Ordinance, single tenant buildings shall be permitted a total of two (2) primary wall signs or one (1) primary wall sign per one hundred (100) linear feet of building frontage. One (1) additional wall sign shall be allowed per additional hundred (100) feet of building frontage. Only one (1) primary wall sign shall be displayed on any single building façade.

i. Additionally, a maximum of two (2) secondary wall signs may be authorized for buildings with lineal frontage in excess of seventy-five (75) feet by the Zoning Administrator provided such additional signage is:

(1) In keeping with the overall design and architecture of the building,
(2) A minimum of ten (10) feet from the primary wall sign and other secondary wall signs,
(3) A maximum of fifty (50) percent of the size of the primary wall sign,
(4) Accessory to the building’s primary wall sign(s), and
(5) The total area of all primary and secondary wall signs does not exceed the maximum wall sign area as established in Section 10-6-6(A)(1).

ii. Signs Attached to a Wall With a Public Entrance or Facing a Public Right-of-Way. The maximum sign area shall be two (2) square feet for every one (1) linear foot of the exterior wall to which it is affixed. The sign shall not exceed seventy-five (75) percent of the

width of the exterior wall to which it is attached.

b. Since all building elevations (south, east, north, and west) have frontage along a public right-of-way, each façade is permitted one (1) primary wall sign.

c. Additionally, each building façade (except the entry area) exceeds 100 liner feet, so an additional two (2) secondary wall signs are permitted per facade.

d. Therefore, per staff's calculations, the petitioner is permitted a maximum of five (5) primary signs and eight (8) secondary signs totaling 13 wall signs, as depicted in the table below:

Elevation	Façade Length	Permitted # of Signs	Proposed # of Signs	Permitted Max. Sign Area	Proposed Sign Area
South	~358'-7"	3	1	~717.4 sq. ft.	280 sq. ft.
East	~326'-4"	3	2	~652.8 sq. ft.	311 sq. ft.
Entry	70'-3 ¾"	1	1	~140.7 sq. ft.	175 sq. ft.
North	~493'-6"	3	1	~987.2 sq. ft.	280 sq. ft.
West	~220'-0"	3	1	~440 sq. ft.	280 sq. ft.
TOTAL		**13**	**6**	**~2938.1 sq. ft.**	**1326 sq. ft.**

d. All proposed wall signs conform to UDO regulations.

Response: Noted.

f. It is noted a monument sign is not proposed for the development. However, the existing pylon ground-mounted "Menards/Yorkville Crossing" sign located at the southeast corner of the property will be relocated, east of Countryside Parkway on parcel #02-27-101-004 owned by Yorkville Crossings, LLC.

Comment 16. **Comprehensive Plan** – The 2016 Comprehensive Plan Update designates this property as "Mid Density Residential (MDR)" which is defined typically for higher density residential developments near commercial areas and transportation corridors including townhomes and multi-family development.

a. Although the proposed commercial land use does not align with the comprehensive plan's current future land use designation, staff supports the use because it is consistent with the "Destination Commercial (DC)" designation assigned to nearby properties to the west. Additionally, the property's existing B-3 zoning classification aligns with both the Destination Commercial land use and the original PUD. If the proposed development is approved, an amendment to the Comprehensive Plan will be required.

Response: Noted. It is our understanding that staff will prepare the necessary documents to amend the Comprehensive Plan.

Comment 17. **Final Plat** – The title block on Sheet 2 of the Final Plat of Subdivision for "City Plan Commission Certificate" shall be revised to read "City Planning and Zoning Commission Certificate".

Response: The Certificate Title for Planning and Zoning Commission has been revised as requested.

Preliminary Engineering Comments and Responses

General

Comment 1: The following permits may be required during final engineering and should be provided to the City when obtained. The City and EEI should be copied on all correspondence with the agencies.

- IEPA NPDES General Construction Permit is required. The Notice of Intent must be filed with IEPA 30 days prior to start of construction.
- IEPA Water and Sanitary Sewer Permits
- Yorkville Bristol Sanitary District (YBSD) approval is needed for the connection of the proposed sanitary lines to the existing sanitary sewer.
- IDOT for the connection to U.S. Route 34
- United City of Yorkville Stormwater Management Permit

Response: Noted.

Comment 2: The following will need to be submitted with final engineering:

a. An engineer's estimate needs to be provided and must include all public improvements within the ROW including all public utilities and connections, all soil erosion and sediment control items, and all permitted stormwater items. This cost estimate will be used to determine the construction guarantee amount. In addition, a cost estimate needs to be provided for all site improvements which will be used to calculate the building permit fees.
b. Truck turning exhibits for delivery and emergency vehicles

Response: Noted. Information requested will be provided with Final Engineering.

Comment 3: Additional forms and information can be found at

https://www.yorkville.il.us/333/Engineering- Department.

Response: Noted.

Comment 4: The comments in the attached review letter from the City's landscaping consultant must be addressed and a revised landscaping plan submitted with final engineering.

Response: Noted. Please see page 19 for Landscaping responses.

Preliminary Engineering Plans

We have completed a cursory review of the preliminary engineering plans and stormwater management report. A detailed review will be completed with the submittal of final engineering. The following comments should be considered when developing final engineering.

C0.0 - Cover Sheet

Comment 5: The plans should be signed and sealed by a Professional Engineer prior to final approval.

Response: Noted.

Comment 6 : The JULIE logo or contact information should be included on the cover sheet.

Response: Noted.

Comment 7: Include contact information for the City and YBSD on the cover sheet.

Response: Noted.

C2.0 - Layout Plan
Comment 8: The City should confirm that the number of parking spaces is adequate.

Response: Noted.

C3.0 - Preliminary Grading Plan

Comment 9: Additional grading should be shown in the fueling area.

Response: Noted. This information will be provided with final engineering.

Comment 10: Include 1-ft contours in the non-paved area to the west (where the future employee parking will be).

Response: Noted.

C4.0 - Preliminary Utility Plan

Comment 11: All utility conflicts will need to be shown.

Response: Noted. This information will be provided with Final Engineering.

Comment 12: Water valves should be included on the water main.

Response: Noted.

Comment 13: Provide details of the water main connections.

Response: Noted.

Comment 14: The storm structures should be labeled with unique identifiers and the type of structure, frame, and lids/grates.

Response: Noted.

Photometric Plan

Comment 15: The photometric plan should include a summary table that includes average, average to minimum, and maximum to minimum light intensity data to confirm that the lighting plan meets the requirements of the Ordinance.

Response: Noted. This information will be provided with Final Site Lighting Plans.

Comment 16: Light intensity shall be zero-foot candles at all property lines.

Response: Noted. This information will be provided with Final Site Lighting Plans.

Comment 17: Light fixtures should be fully cut off and conform to the dark sky concept.

Response: Noted. This information will be provided with Final Site Lighting Plans.

Preliminary Stormwater Management Report

Comment 18: A City of Yorkville Stormwater Permit Application should be submitted with Final Engineering.

Response: Noted.

Comment 19: The stormwater management report should be signed and sealed by a Professional Engineer prior to final approval.

Response: Noted.

Comment 20: Confirm that the detention basin design accounts for the future development of the fueling station and employee parking lot that is indicated on the plans.

Response: The detention basin and storm sewer are designed to accommodate the future development areas.

Comment 21: The report includes a requirement to control the outlet to 0.08 cfs/acre for a 25-year storm. It has been determined that this will not be required for this project.

Response: Noted. This will be removed from the calculations and design.

Comment 22: A full report with calculations, modeling, and exhibits as indicated in the permit application should be included with final engineering.

Response: Noted.

Comment 23: A certified wetland determination will need to be included with final engineering.

Response: Noted.

Comment 24: Confirm that the existing storm sewer that goes to the existing detention basin is installed.

Response: The ALTA / Topo survey includes the drainage easement, and the location of manholes that were located within the easement. This existing storm sewer also drains McHugh and Countryside Parkway.

Comment 25: Calculations for the drawdown time of the detention basin will be required due to the 5.8' bounce.

Response: Noted.

Traffic Study

Comment 26: The traffic impact study should be submitted to IDOT for review. The City should be copied on all correspondence with IDOT.

Response: Noted. The traffic study was submitted to IDOT on 11/19/2024. All correspondence with IDOT will be transmitted to the City.

Comment 27: IDOT should comment on the proposed mitigations at US 34 and Countryside. Note that the capacity analysis indicated an inadequate level of service without the proposed mitigations. Storage lengths were also exceeded in this area.

Response: Comments from IDOT will be provided to the City once received.

Comment 28: The storage length for the southbound Countryside Parkway at US 34 should meet the proposed mitigation queue length and avoid blocking the exit of Driveway 3.

Response: We agree. The proposed signal retiming at US 34 and Countryside Parkway results in the projected 95th percentile queue length not backing up to Driveway 3.

Comment 29: The existing traffic volumes displayed in Figure 5 along McHugh Road do not balance with the volumes entering the intersections of US 34 / McHugh Road and McHugh Road / Countryside Parkway.

Response: There is a difference in traffic volumes between intersections due to the traffic counts being conducted on different days. The existing traffic volumes have been balanced along McHugh Road between US 34 and Countryside Parkway using the higher volumes and increasing the arrival or departure volumes to balance.

Comment 30: The existing traffic volumes displayed in Figure 5 along Countryside Parkway do not balance with those entering the intersections of US 34 / Countryside Parkway and Countryside Parkway/ Crimson Lane.

Response: There is a difference in traffic volumes between intersections due to the traffic counts being conducted on different days. The existing traffic volumes have been balanced along Countryside Parkway between Crimson Lane and US 34 using the higher volumes and increasing the arrival or departure volumes to balance.

Comment 31: The pages from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, should be included in the Appendix.

Response: The pages from the ITE Trip Generation Manual have been included in the

Appendix.

Comment 32: The size utilized in Table 1 for trip generation of the Gasoline/Service Station does not account for the future expansion of the gas station.

Response: The trip generation has been updated to include the future expansion of the gas station.

Comment 33: A traffic signal warrant analysis at the intersection of US 34Neterans Parkway and Costco Driveway 4/Tuma Road found the installation of a traffic signal to be unwarranted. It is noted that an inadequate Level of Service at US 34 / Tuma Road / Driveway 4 is expected. A proposed mitigation plan should be provided. The safety of the eastbound left turn into Driveway 4 is of concern.

Response: We are proposing to modify the access at the US 34 and Tuma Road/Driveway 4 intersection to provide right in/right out/left in access. The left in movement is projected to operate at LOS A for all three peak hours with average delays of less than 10 seconds per vehicle. The projected eastbound left turns into the Costco development are slightly higher than the westbound left turns into Tuma Road during the weekday am and weekday pm peak hours. The Saturday eastbound left turn is higher but the opposing westbound through movement is also lower, resulting in the low delays. Additionally, the operations of the traffic signal at US 34 and Countryside Parkway creates gaps in westbound traffic for the eastbound left turns to occur.

Comment 34: A traffic signal warrant analysis should be performed for McHugh Road and Countryside Parkway with the anticipated project traffic volumes.

Response: A traffic signal warrant analysis was completed at the intersection of McHugh Road and Countryside Parkway and is included in the Appendix of the updated report.

Comment 35: The taper length for the left turn at Driveway 2 should meet minimum IDOT Bureau of Local Roads and Streets (BLRS) design requirements.

Response: The westbound left turn lane along Countryside Parkway at Driveway 2 was updated to meet the IDOT design requirements, providing 185 feet of storage length with a 200-foot taper.

Comment 36: The shifting of driveway 5 further north should be considered. Ideally, the taper length for the southbound left turn at US 34 is extended as it should meet minimum IDOT BLRS design requirements. This would also allow the shifting of the dedicated right-turn lane for driveway 5 away from the intersection at US 34.

Response: The southbound left turn lane at US 34 and McHugh Road has been redesigned to meet the IDOT design requirements for a roadway with a posted speed of 35 mph. Assuming a design speed of 40 mph, the left turn lane has been designed with 145 feet of storage length and a 175-foot taper. This updated design can be accommodated within the median along McHugh Road between US 34 and Driveway 5.

Final Plat of Subdivision

Comment 37: The legal description is the surveyor's certificate must describe the measured boundary.

Response: The legal description has been added to the surveyor's certificate.

Comment 38: The chord length should be added to all curve dimensions.

Response: The chord lengths have been added to the curve dimensions.

Comment 39: All easements must be dimensioned.

Response: An additional drawing has been added to identify the easement dimensions.

Comment 40: The water main easement should be changed to a C.U.E.

Response: The easement has been changed to a C.U.E.

Comment 41: The S.S.E. should be changed to C.U.E.

Response: The S.S.E. has been changed to a C.U.E.

Comment 42: Cross-access easements are needed over all lots.

Response: Cross-access easements will be part of the real estate agreement between Costo and lot purchaser drafted at the time of lot purchase.

Comment 43: The Public Utility Easement Provisions and the stand-alone Nicor Gas provisions should be removed.

Response: The P.U.E. and Nicor provisions have been removed.

Comment 44: The stormwater management easement and City Utility Easement C.U.E. provisions should be added.

Response: The S.M.E. and C.U.E. provisions have been added.

Comment 45: The building setback line on the west line of Lot 1 needs to be labeled.

Response: The building setback line has been added.

Comment 46: The area table must match the areas on the plat.

Response: The areas have been corrected.

Comment 47: All fire hydrants, valves and emergency shut off must be inside the C.U.E.

Response: The easements extents have been changed to include all watermain appurtenances.

Comment 48: The concrete monument symbols do not match the location labels on the plat.

Response: This has been revised on the Plat.

Comment 49: Note 2 on the IDOT access notes contradicts the site plan.

Response: Direct access from Route 34 is through Lots 2 and 3, not Lot 1. This is a typical note that IDOT requires.

Landscape Comments

Building Foundation Landscape Zone

Comment 1: A Building Foundation Landscape Zone, consisting of 5 square feet of landscape area per linear foot of building frontage, is required along front and side yards. No foundation landscaping is shown on the east and west sides of the building. Requirements are not met.

Response: **A zoning deviation is requested for building foundation landscape.**

Parking Area Perimeter Landscape Zone

Comment 2: Requirements appear to be met and will be confirmed later after more detailed plans have been submitted. The City may require Parking Lot Perimeter Landscape along the southern edge of the main parking lot if Outlots 1 and 2 are to remain vacant.

Response: **Each outlot will be required to provide landscaping per code that meets the requirements for the individual site use. Costco will not be providing landscaping for these outlots. A no-mow planting mix will be provided for erosion control while lots are undeveloped.**

Parking Area Interior Landscape Zone

Comment 3: Parking area medians are required every third bay of parking in front or side of building. Parking area islands spaced not more than 10 continuous spaces apart are also required . Requirements are not met.

Response: A deviation is requested for parking area interior landscape.

Transition Zone

Comment 4: Requirements appear to be met and will be confirmed later after more detailed plans have been submitted.

Response: Noted.

Species Diversity Requirements

Comment 5: Compliance with species diversity requirements cannot be assessed at this time due to lack of information on the plan. Requirements are not met.

Response: Species diversity will be in compliance with Final Landscape Plans.

Minimum Plant Size Requirements

Comment 6: Compliance with minimum plant size requirements cannot be assessed at this time due to lack of information on the plan. Requirements are not met.

Response: Minimum plant size requirements will be in compliance with Final Landscape Plans.

Tree Preservation and Removal

Comment 7: A review of Google Earth and Google Streetview imagery suggests there are a few parkway trees on the subject property, which are shown to be preserved. Requirements appear to be met and will be confirmed later after more detailed plans have been submitted

Response: **Noted.**

Street Trees

Comment 8: A minimum of 1 canopy tree is required per every 40 linear feet of parkway. Requirements are not met.

Response: Street trees will be adjusted on Final Landscape Plans for Countryside Parkway and McHugh Road to meet spacing and identify light pole locations.

Wetlands

Comment 9: A review of Google Earth and Google Streetview imagery suggests there are no wetlands on the subject property.

Response: Noted.

The following comments on the landscape plan were provided by Public Works, and also must be addressed.

General Question

Comment 10: You show new plantings in the median on Countryside Parkway, are you planning on maintaining the median?

Response: Costco will not be maintaining the Countryside Parkway median. Turf will be restored for any areas impacted by construction.

Sheet L1.1

Comment 11: Please locate the existing streetlights on McHugh Rd. and incorporate them into the landscape drawing. The proposed trees may interfere with the streetlights and street cuts.

Response: Final landscape plans will include existing streetlights and revised parkway tree spacing.

Comment 12: No parkway trees should be planted in medians that are less than 10' wide. We have had trees planted in these areas in the past and they do not survive.

Response: Trees shown in the median along Countryside Parkway are to be removed as the median is less than 10 feet with.

Sheet L1.2

Comment 13: The city is planning on removing the existing pear trees and reshaping the median on East Countryside Parkway to allow better site lines and make it safer to mow. Perhaps we can work together to come up with a solution since you are cutting in a turn lane on East Countryside Parkway.

Response: Costco is open to working with Yorkville to come up with a feasible solution in the median. Note that Costco will not be maintaining the median.

Comment 14: Please locate the existing streetlights on Countryside Parkway and incorporate them into the landscape drawing. The proposed trees may interfere with the streetlights and street cuts.

Response: Final landscape plans will include existing streetlights and revised parkway tree spacing.

Yorkville Police Department Memorandum

Signage

Comment 1: Handicapped parking had been identified on the plan. Proper signage must meet MUTCD Standards for enforcement.

Response: Noted. Signage will comply to MUTCD Standards for Enforcement.

Comment 2: Areas that will be posted "No parking" must be posted via proper signage meeting MUTCD Standards for Enforcement (i.e. No Parking Fire Lane); No parking on Countryside Parkway; No Parking on McHugh Road.

Response: Noted. No parking signage will comply to MUTCD Standards for Enforcement at areas specified on the Final Engineering Plans.

Comment 3: The pedestrian walking / bike path runs along Rt. 34. This walking / bike path is extremely busy. While not required, we would recommend Bike Path or Pedestrian Crossing signs be posted.

Response: Noted.

Roadway

Comment 4: No parking should be allowed on Countryside Parkway or McHugh Road.

Response: Agreed. Final Engineering plans will indicate "No parking" signs.

Comment 5: No concerns at the intersection of Rt. 34 & Countryside Parkway or Rt. 34 & McHugh Road. Both of these intersections are controlled with traffic lights. I do have a concern with the intersection of Rt. 34 & Tuma Road. There does not appear to be any traffic control devices at this intersection other than a "Stop Sign". With the speed of traffic on Rt. 34, four lanes of traffic (two in each direction) and a turn lane this will be very problematic and dangerous. If this entrance / exit will remain, I recommend this being a "right in" and "right out" only.

Response: Noted. Intersection has been modified to allow a "Right In", Right Out" and "Left In" access. Please see Traffic Report for updated data for this intersection.

Landscape

Comment 5: I have not seen a landscaping plan for this project. If landscaping is going to be put in, they should use low growth or ground cover landscaping by the entrance / exit to limit site line issues.

Response: Noted. Please see landscaping plans for details.

Ingress / Egress

Comment 6: No concerns at the intersections of Rt. 34 & Countryside Parkway or Rt 34 & McHugh Road. Both of these intersections are controlled with traffic lights. I do have a concern with the intersection of Rt. 34 & Tuma Road. There does not appear to be any traffic control devices at this intersection other than a "Stop Sign". With the speed of traffic on Rt. 34, four lanes of traffic (two in each direction) and a turn lane this will be a very problematic and dangerous. If this entrance / exit will remain, I recommend this being a "right in" and "right out" only.

Response: Noted. Intersection has been modified to allow a "Right In", Right Out" and "Left In" access. Please see Traffic Report for updated data for this intersection.

Comment 7: Are vehicle entrance / exits safe? See Comments above, Only 1 entrance / exit would be classified as unsafe.

Response: Noted. See Response 6.

Comment: 8. Are warning signs for cross traffic requested? Signage for pedestrian walking/ biking path should be added.

Response: Noted.

Comment 9: Please provide emergency contact information for after hours during construction. This will only be used if there is a law enforcement needed.

Response: Noted and General Contractor information will be provided.

Miscellaneous

Comment 10: Existing sidewalks already in place along Countryside Parkway, McHugh and

Rt. 34.

Response: Noted.

Comment 11: Are sidewalk crosswalks needed? Bike path is already existing. Proper signage “Stop Signs” is needed for bike paths.

Response: Noted and Final Engineering will indicate Stop Signs as needed.

Comment 12: Will the police department have access to the building for emergencies? Police access during emergencies would be required.

Response: Noted and Agreed.

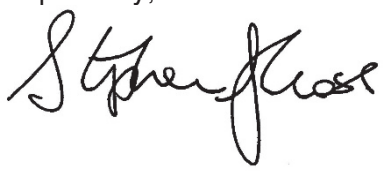
Comment 13: Will you provide Floor Plans/ Maps to the police department to be used for emergency purposes only? We would request a copy of the floor plans to be used for emergency purposes only.

Response: Noted and agreed.

We believe this submittal has addressed the comments provided by you and the Village consultants. If you have any questions or additional information is needed, please do not hesitate to contact me directly at 847/498-0800 or via email at c_stephencross@costco.com or my associate Larry Dziurdzik at c_LarryDziurdzik@Costco.com.

We look forward to presenting our Site Plan and Special Use applications at the Economic Development Committee on January 7th and the Planning and Zoning Commission on January 8th 2025.

Respectfully,



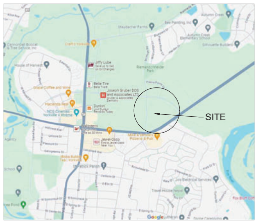
Stephen Cross
Authorized Costco Representative

CC: Eric Orren, Vice President of Real Estate Development, Costco Wholesale
Reuben Warshawsky, Real Estate Attorney-MPS Law
Larry Dziurdzik, Authorized Costco Agent

ALTA/ NSPS LAND TITLE SURVEY & TOPOGRAPHIC SURVEY
OF
COSTCO WHOLESALE, YORKVILLE, IL
NWC US 34/VETERANS & COUNTYSIDE - W#, CW23-0023

THAT PART OF THE NORTHWEST QUARTER OF SECTION 27, AND PART OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTHERLY RIGHT OF WAY LINE OF COUNTRYSIDE PARKWAY PER PLAT OF DEDICATION DOCUMENT NO. 2000-00009655, WITH THE NORTHERLY RIGHT OF WAY LINE OF U.S. ROUTE NO. 34 PER DOCUMENT NUMBERS 2002-00008973 AND 2002-00007755; THENCE SOUTH 12 DEGREES 50 MINUTES 13 SECONDS WEST, ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID U.S. ROUTE NO. 34, 77.16 FEET; THENCE SOUTH 55 DEGREES 12 MINUTES 38 SECONDS WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 976.51 FEET; THENCE WESTERLY ALONG SAID NORTHERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1390.00' AND A CHORD BEARING OF SOUTH 67 DEGREES 53 MINUTES 14 SECONDS WEST, AN ARC LENGTH OF 616.39 FEET; THENCE NORTH 67 DEGREES 09 MINUTES 38 SECONDS WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 97.31 FEET; THENCE SOUTH 85 DEGREES 58 MINUTES 01 SECONDS WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 1.41 FEET TO THE EASTERLY RIGHT OF WAY LINE OF MCHUGH ROAD PER PLAT OF DEDICATION DOCUMENT NO. 2000-00009655; THENCE NORTH 04 DEGREES 07 MINUTES 38 SECONDS WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 183.64 FEET; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 460.00 FEET AND A CHORD BEARING OF NORTH 03 DEGREES 01 MINUTES 21 SECONDS EAST, AN ARC LENGTH OF 114.80 FEET; THENCE NORTH 10 DEGREES 10 MINUTES 20 SECONDS EAST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 300.40 FEET; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE LEFT WITH A RADIUS OF 1040.00 FEET AND A CHORD BEARING OF NORTH 01 DEGREES 38 MINUTES 51 SECONDS EAST, AN ARC LENGTH OF 309.47 FEET; THENCE NORTH 06 DEGREES 52 MINUTES 38 SECONDS WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 250.39 FEET; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 460.00 FEET AND A CHORD BEARING OF NORTH 01 DEGREES 24 MINUTES 19 SECONDS WEST, AN ARC LENGTH OF 87.86 FEET; THENCE NORTH 04 DEGREES 04 MINUTES 00 SECONDS EAST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 226.43 FEET; THENCE NORTHEASTERLY ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 25.00 FEET AND A CHORD BEARING OF NORTH 49 DEGREES 04 MINUTES 00 SECONDS EAST, AN ARC LENGTH OF 39.27 FEET TO A POINT ON SAID SOUTHERLY RIGHT OF WAY LINE OF COUNTRYSIDE PARKWAY; THENCE SOUTH 85 DEGREES 56 MINUTES 00 SECONDS EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 338.21 FEET; THENCE SOUTHEASTERLY ALONG SAID SOUTHERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1390.03 FEET AND CHORD BEARING OF SOUTH 60 DEGREES 21 MINUTES 36 SECONDS EAST, AN ARC LENGTH OF 1240.81 FEET TO A POINT DRAWN NORTH 34 DEGREES 47 MINUTES 13 SECONDS WEST, 54.08 FEET FROM THE POINT OF BEGINNING; THENCE SOUTH 34 DEGREES 47 MINUTES 13 SECONDS EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 54.08 FEET TO THE POINT OF BEGINNING, ALL IN KENDALL COUNTY, ILLINOIS.

EXCEPTING THEREFROM: THAT PART TAKEN FOR ROAD PURPOSES BY ORDER VESTING TITLE ENTERED IN CASE NO. 15-ED-10, CIRCUIT COURT OF KENDALL COUNTY, ILLINOIS, RECORDED OCTOBER 28, 2015 AS DOCUMENT NO. 201500016982.



VICINITY MAP
NOT TO SCALE

AREA

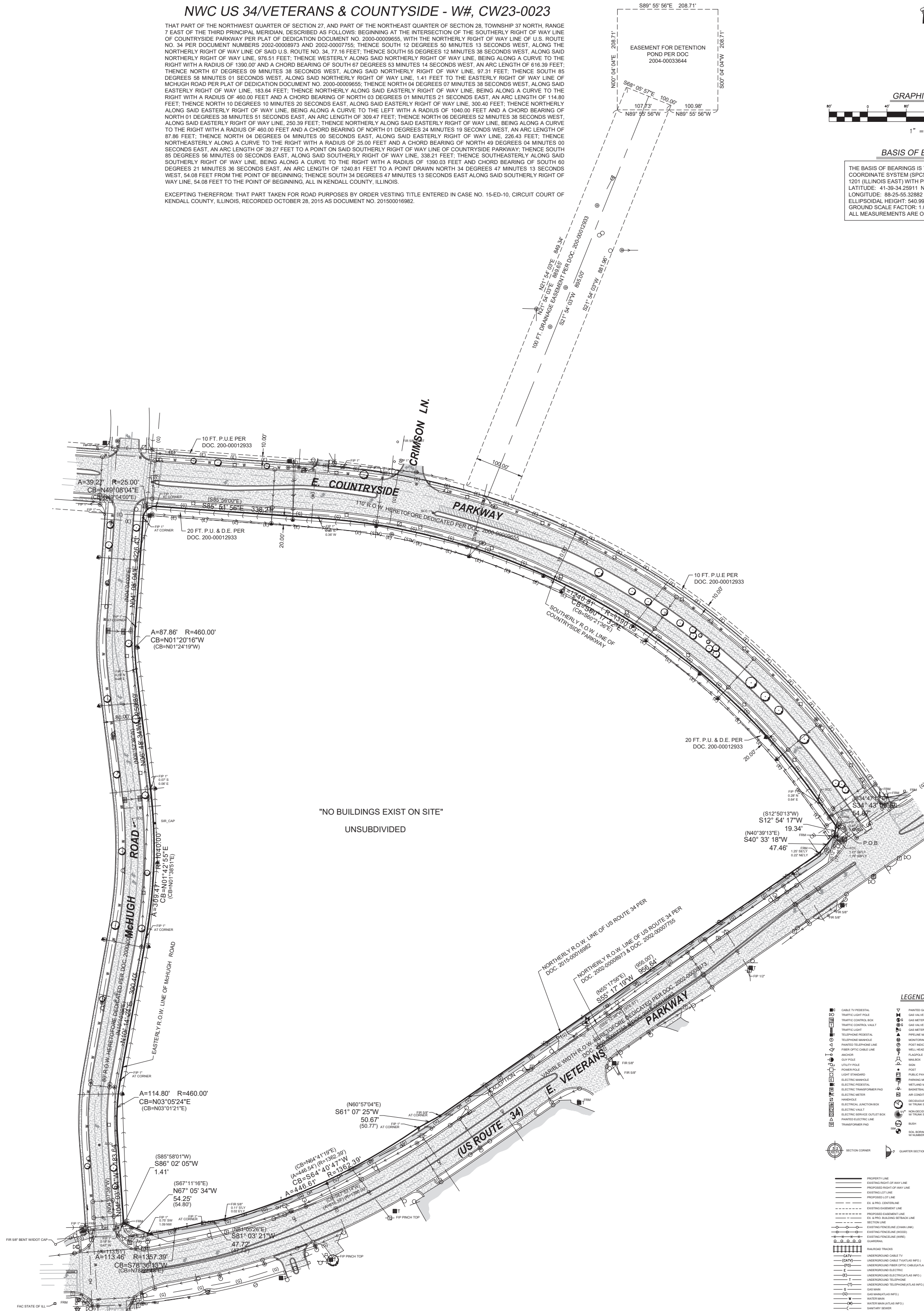
1,443,461 SQ. FT.
33.1373 ACRES

PARKING STALLS

NO PAINTED PARKING STALLS

FLOOD HAZARD NOTE

THIS PROPERTY IS IN AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN (ZONE X) AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP OF KENDALL COUNTY, ILLINOIS & INCORPORATED AREAS (COMMUNITY PANEL NO. 17093C0045H, EFFECTIVE ON 1/8/2014).



UTILITY ATLAS NOTES:

J.U.L.I.E. DESIGN STAGE REQUEST
DIG NUMBER A241923315 RECEIVED 07/10/24.

CONTACTS PROVIDED BY J.U.L.I.E. & LISTED BELOW WERE CONTACTED BY V3 VIA FAX, REQUESTING UTILITY ATLAS INFORMATION ON 07/10/24.

CONTACTS	RESPONSE
ATT/DISTRIBUTION	RESPONDED NEAR AN AT&T HIGH PROFILE FACILITY *
COMCAST	NO RESPONSE
COM-ED	RESPONDED WITH ATLAS
YORKVILLE, CITY OF	NO RESPONSE
MCI/VERIZON	RESPONDED WITH EMAIL *
NICOR GAS	RESPONDED WITH ATLAS **
METRO FIBERNET, LLC	RESPONDED "CLEAR"

* ATLAS NOT PROVIDED ** ATLAS DETAILS NOT PROVIDED

GRAPHIC SCALE

1" = 80'

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE STATE PLANE COORDINATE SYSTEM (SPCS) NAD 83 (2011) ZONE 1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT
LATITUDE: 41-39-34.25911 N
LONGITUDE: 88-25-55.32882 W
ELLIPSOIDAL HEIGHT: 540.998 SFT
GROUND SCALE FACTOR: 1.0000500335
ALL MEASUREMENTS ARE ON THE GROUND.

LEGEND

GENERAL NOTES

1. COMPARE THIS PLAT, LEGAL DESCRIPTION AND ALL SURVEY POINTS AND MONUMENTS BEFORE ANY CONSTRUCTION, AND IMMEDIATELY REPORT ANY DISCREPANCIES TO SURVEYOR.
2. DO NOT SCALE DIMENSIONS FROM THIS PLAT.
3. THE LOCATION OF THE PROPERTY LINES SHOWN ON THE FACE OF THIS PLAT ARE BASED UPON THE DESCRIPTION AND INFORMATION FURNISHED BY THE CLIENT, TOGETHER WITH THE TITLE COMMITMENT. THE PARCEL WHICH IS DEFINED MAY NOT REFLECT ACTUAL OWNERSHIP, BUT REFLECTS WHAT WAS SURVEYED. FOR OWNERSHIP, CONSULT YOUR TITLE COMPANY.
4. MANHOLES, INLETS AND OTHER UTILITY RIMS OR GRATES SHOWN HEREON ARE FROM FIELD LOCATION OF SUCH, AND ONLY REPRESENT SUCH UTILITY IMPROVEMENTS WHICH ARE VISIBLE FROM ABOVE GROUND AT TIME OF SURVEY, THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE. THE LABELING OF THESE MANHOLES (SANITARY, WATER, ETC.) IS BASED SOLELY ON THE "STAMPED" MARKINGS OF THE RIM. UNDERGROUND UTILITY LINES SHOWN HEREON, IF ANY, ARE BASED ON FIELD LOCATED STRUCTURES IN COORDINATION WITH ATLAS INFORMATION PROVIDED BY UTILITY COMPANIES THROUGH J.U.L.I.E.'S DESIGN STAGE PROCESS. SEE "UTILITY ATLAS NOTES" HEREON FOR SPECIFICS.
5. NO DRAIN TILES, IF ANY EXIST, SHOWN HEREON.
6. THIS SURVEY MAY NOT REFLECT ALL UTILITIES OR IMPROVEMENTS IF SUCH ITEMS ARE HIDDEN BY LANDSCAPING OR ARE COVERED BY SUCH ITEMS AS DUMPSTERS, TRAILERS, CARS, DIRT, PAVING OR SNOW. AT THE TIME OF THIS SURVEY, SNOW DID NOT COVER THE SITE. LAWN SPRINKLER SYSTEMS, IF ANY, ARE NOT SHOWN ON THIS SURVEY.
7. OTHER THAN VISIBLE OBSERVATIONS NOTED HEREON, THIS SURVEY MAKES NO STATEMENT REGARDING THE ACTUAL PRESENCE OR ABSENCE OF ANY SERVICE.
8. CALL J.U.L.I.E. AT 1-800-892-0123 FOR FIELD LOCATION OF UNDERGROUND UTILITIES PRIOR TO ANY DIGGING OR CONSTRUCTION.
9. PUBLIC AND/OR PRIVATE RECORDS HAVE NOT BEEN SEARCHED TO PROVIDE ADDITIONAL INFORMATION. OVERHEAD WIRES AND POLES (IF ANY EXIST) ARE SHOWN HEREON, HOWEVER THEIR FUNCTION AND DIMENSIONS HAVE NOT BEEN SHOWN.
10. RESTRICTIONS THAT MAY BE FOUND IN LOCAL BUILDING AND/OR ZONING CODES HAVE NOT BEEN SHOWN. HEIGHTS AND BUILDING RESTRICTIONS (IF ANY) HAVE NOT BEEN SHOWN. ONLY THOSE SETBACK RESTRICTIONS SHOWN ON THE RECORDED SUBDIVISION PLAT OR IN THE TITLE COMMITMENT HAS BEEN SHOWN. THIS PROPERTY IS SUBJECT TO SETBACKS AS ESTABLISHED PURSUANT TO UNITED CITY OF YORKVILLE ZONING ORDINANCES AS AMENDED. IN REFERENCE TO TABLE A ITEM 6, THERE MAY BE A NEED FOR AN INTERPRETATION OF A RESTRICTION, THE SURVEYOR CANNOT MAKE A CERTIFICATION ON THE BASIS OF AN INTERPRETATION.
11. THIS PROPERTY IS ZONED B-3 PUD PER CITY OF YORKVILLE ZONING MAP. SEE UNITED CITY OF YORKVILLE ZONING ORDINANCES FOR SPECIFICS.
12. THERE IS NO OBSERVABLE EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.
13. THE SURVEYOR IS NOT AWARE OF ANY NEW OR PROPOSED RIGHT OF WAY CHANGES. UNLESS SHOWN OR NOTED HEREON, THERE WAS NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
14. A CURRENT FIRST AMERICAN TITLE INSURANCE COMPANY TITLE COMMITMENT, COMMITMENT NUMBER NCS-1220410-WA1, DATED MAY 24, 204, WAS PROVIDED FOR SURVEYOR'S USE AT THE TIME OF PREPARATION OF THIS SURVEY. SEE "NOTES FROM SCHEDULE B" SHOWN HEREON.
15. NO PROPERTY ADDRESS WAS OBSERVED IN THE COURSE OF FIELD WORK. NO PROPERTY ADDRESS WAS LISTED ON THE KENDALL COUNTY GIS WEBSITE. (https://maps.co.kendall.il.us/mapviewer/)

NOTES FROM SCHEDULE B PART II

	EXCEPTIONS	NOTE
9	PERMIT FOR UNDERGROUND FACILITIES; BK 103, PG 197	(c)
10	EASEMENT AGREEMENT; DOC. 200400033643	(e)
11	EASEMENT AGREEMENT; DOC. 200800001690	(e)
12	RECAPTURE/RECOVERY AGREEMENT; DOC. 200900011621	(e)
13	PUBLIC UTILITY AND DRAINAGE EASEMENT; DOC. 200200012933	(a)
14	COVENANTS CONDITIONS AND RESTRICTIONS; R200400033644	(a)

EXCEPTIONS NOT SHOWN ABOVE AFFECT THE PROPERTY BUT ARE NOT PLOTTABLE OR NOT A SURVEY MATTER

CLARIFICATION STATEMENTS

a. its location is shown;
b. its location cannot be determined from the record document;
c. there was no observed evidence at the time of the fieldwork;
d. it is a blanket easement;
e. it is not on, does not touch, and/or - based on the description contained in the record document - does not affect, the surveyed property;
f. it limits access to an otherwise abutting right of way;
g. the documents are illegible; or
h. the surveyor has information indicating that it may have been released or otherwise terminated

ZONING INFORMATION

ZONING DESIGNATION IS B-3 PUD AS TAKEN FROM THE CITY'S WEBSITE https://www.yorkville.il.us/DocumentCenter/View/10369/2024-Zoning-Map-24x36?bidId= AND NOT PROVIDED BY THE INSURER PURSUANT TO THE ALTA REQUIREMENTS. FOR DETAILS SEE THE UNITED CITY OF YORKVILLE ZONING ORDINANCE.

YORKVILLE, IL UNIFIED DEVELOPMENT ORDINANCE > CHAPTER 3. DISTRICT STANDARDS > 10-3-9. Bulk and Dimensional Standards

Table 10-3-9(A) Bulk and Dimensional Standards

Zone	Min. Lot Size	Min. Lot Size per DU (For Single-Unit Attached Uses)	Maximum Density (For Multi-Unit Uses)	Min. Lot Width	Max. Lot Coverage	Setbacks Min. Front	Setbacks Min. Side*5	Setbacks Min. Rear5	Max. Building Height	Dwelling Unit Max. Height
B-3	10,000 sq. ft.	-	-	-	80%	50'	20' (30')4	20'	80'	-
M-1	-	-	-	-	85%	25'	Min. 10% of lot and max. 20'	-	-	-
M-2	-	-	-	-	85%	25'	Min. 10% of lot and max. 20'	-	-	-
PI	-	-	-	-	85%	25'	20' (25')	20'	80'	-
OS	-	-	-	-	-	30'	10'	20'	80'	-

Notes:
* Dimensions with ( ) = requirement for side yards adjoining a street
1. 200 feet along Illinois Routes 34, 47, 71 and 126
2. Nonresidential principal uses shall have a minimum lot size of 15,000 square feet and 100 foot width. A one-story structure shall have a minimum of 1,200 square feet and a two-story structure shall have a minimum of 1,400 square feet of livable space.
3. 100 foot structure height shall be allowed for silos on sites with agricultural uses.
4. Parking lots in the B-3 district located adjacent to an arterial roadway, as defined in the city's comprehensive plan, must maintain a minimum setback of 20 feet from the property line and 10 feet from nonarterial roadways.
5. The minimum setback required may be less than the width of the transition yard required by use as specified in Section 10-5-3(F)(3), in which instance, the more stringent width required by the transition yard shall apply.

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

TO: COSTCO WHOLESALE CORPORATION
YORKVILLE CROSSING LLC, AN ILLINOIS LIMITED LIABILITY COMPANY
FIRST AMERICAN TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(a), 7(a), 9, 11(a), 14, 16, 17, AND 20 OF TABLE A THEREOF.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR BOUNDARY AND TOPOGRAPHIC SURVEYS.

THE FIELD WORK WAS COMPLETED ON AUGUST 16, 2024.

DATED THIS 4TH DAY OF SEPTEMBER, A.D., 2024.

EDWARD J. MURRAY
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-4037
MY LICENSE EXPIRES ON NOVEMBER 30, 2024.
V3 COMPANIES, LTD. PROFESSIONAL DESIGN FIRM NO. 184000902
THIS DESIGN FIRM NUMBER EXPIRES APRIL 30, 2025.
emurray@v3co.com

PROFESSIONAL LAND SURVEYOR EDWARD J. MURRAY 4037 WOODRIDGE, ILLINOIS STATE OF ILLINOIS

Engineers Scientists Surveyors
7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
Costco Wholesale Corporation
999 Lake Drive
Issaquah, WA 98027
425.313.6052

REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	09/23/24	REVISE PER COMMENT - MH PER PRIOR SURVEY			
2	10/28/24	REVISED "NOTES FROM SCHEDULE B" TABLE			

ALTA/ NSPS LAND TITLE SURVEY & TOPOGRAPHIC SURVEY
COSTCO WHOLESALE - YORKVILLE, IL

DRAFTING COMPLETED:	09/03/24	DRAWN BY: SPK	PROJECT MANAGER: EJM	Project No:	240757
FIELD WORK COMPLETED:	08/16/24	CHECKED BY: EJM	SCALE: 1" = 80'	Group No:	VP01.1

ALTA/ NSPS LAND TITLE SURVEY & TOPOGRAPHIC SURVEY
OF
Costco Wholesale, Yorkville, IL
NWC US 34/VETERANS & COUNTYSIDE - W#, CW23-0023

PART OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF SECTION 27 AND PART OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF SECTION 28, BOTH IN TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN KENDALL COUNTY, ILLINOIS.

LEGEND

ABBREVIATIONS

BENCHMARK

SOURCE: TRIMBLE VRS NETWORK WITH PROJECT ORIGIN AT:
LATITUDE: 41-39-34.25911 N
LONGITUDE: 88-25-55.32882 W
ELLIPSOIDAL HEIGHT: 540.998 SFT
GROUND SCALE FACTOR: 1.0000500335

SITE:

STATION DESIGNATION: SBM#1
ESTABLISHED BY: V3 COMPANIES
DATE: 07-31-24

ELEVATION: 644.76 (MEASURED)
DATUM: NAVD88
DESCRIPTION: NORTHWEST BONNET BOLT ON FIRE HYDRANT AT WEST SIDE OF McHUGH ROAD, 2ND HYDRANT SOUTH OF THE McHUGH ROAD AND E. COUNTRYSIDE PARKWAY INTERSECTION.

STATION DESIGNATION: SBM#2
ESTABLISHED BY: V3 COMPANIES
DATE: 07-31-24

ELEVATION: 643.88 (MEASURED)
DATUM: NAVD88
DESCRIPTION: SOUTHEAST ARROW BOLT ON FIRE HYDRANT AT THE NORTHWEST CORNER OF E. COUNTRYSIDE PARKWAY & US ROUTE 34 INTERSECTION.

THE ELEVATIONS ABOVE WERE KNOWN TO BE ACCURATE AT THE TIME THEY WERE ESTABLISHED. V3 DOES NOT CERTIFY TO THE ACCURACY THEREAFTER, NOR ASSUMES RESPONSIBILITY FOR THE MIS-USE OR MIS-INTERPRETATION OF THE INFORMATION SHOWN HEREON.

IT IS ADVISED THAT ALL OF THE ABOVE ELEVATIONS BE CHECKED BETWEEN EACH OTHER AND VERIFY A MINIMUM OF 3 SURROUNDING UTILITY RIM ELEVATIONS AND ANY ADJACENT BUILDING FINISHED FLOOR OR TOP OF FOUNDATION ELEVATIONS SHOWN HEREON PRIOR TO USE OR COMMENCEMENT OF ANY CONSTRUCTION OR OTHER WORK.

PERSONS USING THIS INFORMATION ARE TO CONTACT V3 IMMEDIATELY WITH ANY DISCREPANCIES FOUND PRIOR TO THE START OF ANY WORK.

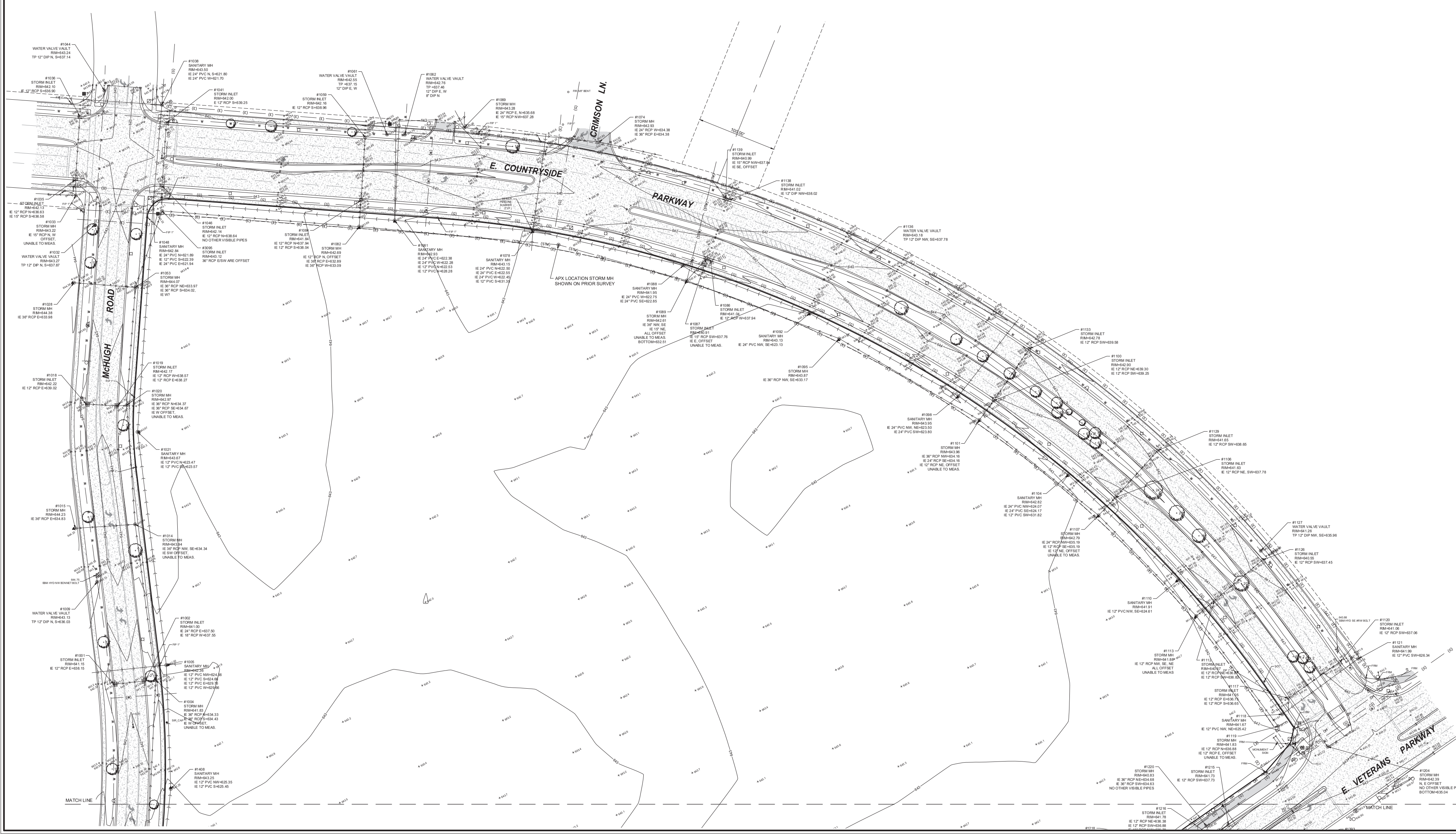
STATE PLANE MERIDIAN

GRAPHIC SCALE

1" = 40'

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE STATE PLANE COORDINATE SYSTEM (SPCS) NAD 83 (2011) ZONE 1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT
LATITUDE: 41-39-34.25911 N
LONGITUDE: 88-25-55.32882 W
ELLIPSOIDAL HEIGHT: 540.998 SFT
GROUND SCALE FACTOR: 1.0000500335
ALL MEASUREMENTS ARE ON THE GROUND.



Engineers
Scientists
Surveyors

7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
Issaquah, WA 98027
999 Lake Drive
Issaquah, WA 98027
425.313.6052

REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	09/23/24	REVISE PER COMMENT - MH PER PRIOR SURVEY			
2	10/28/24	REVISED "NOTES FROM SCHEDULE B" TABLE			

ALTA/ NSPS LAND TITLE SURVEY & TOPOGRAPHIC SURVEY

COSTCO WHOLESALE - YORKVILLE, IL

DRAFTING COMPLETED: 09/03/24	DRAWN BY: SPK	PROJECT MANAGER: EJM	Project No: 240757
FIELD WORK COMPLETED: 08/16/24	CHECKED BY: EJM	SCALE: 1" = 40'	Group No: VP01.1
			SHEET NO. 2 of 3

ALTA/ NSPS LAND TITLE SURVEY & TOPOGRAPHIC SURVEY
OF
Costco Wholesale, Yorkville, IL
NWC US 34/VETERANS & COUNTYSIDE - W#, CW23-0023

PART OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF SECTION 27 AND PART OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF SECTION 28, BOTH IN TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN KENDALL COUNTY, ILLINOIS.

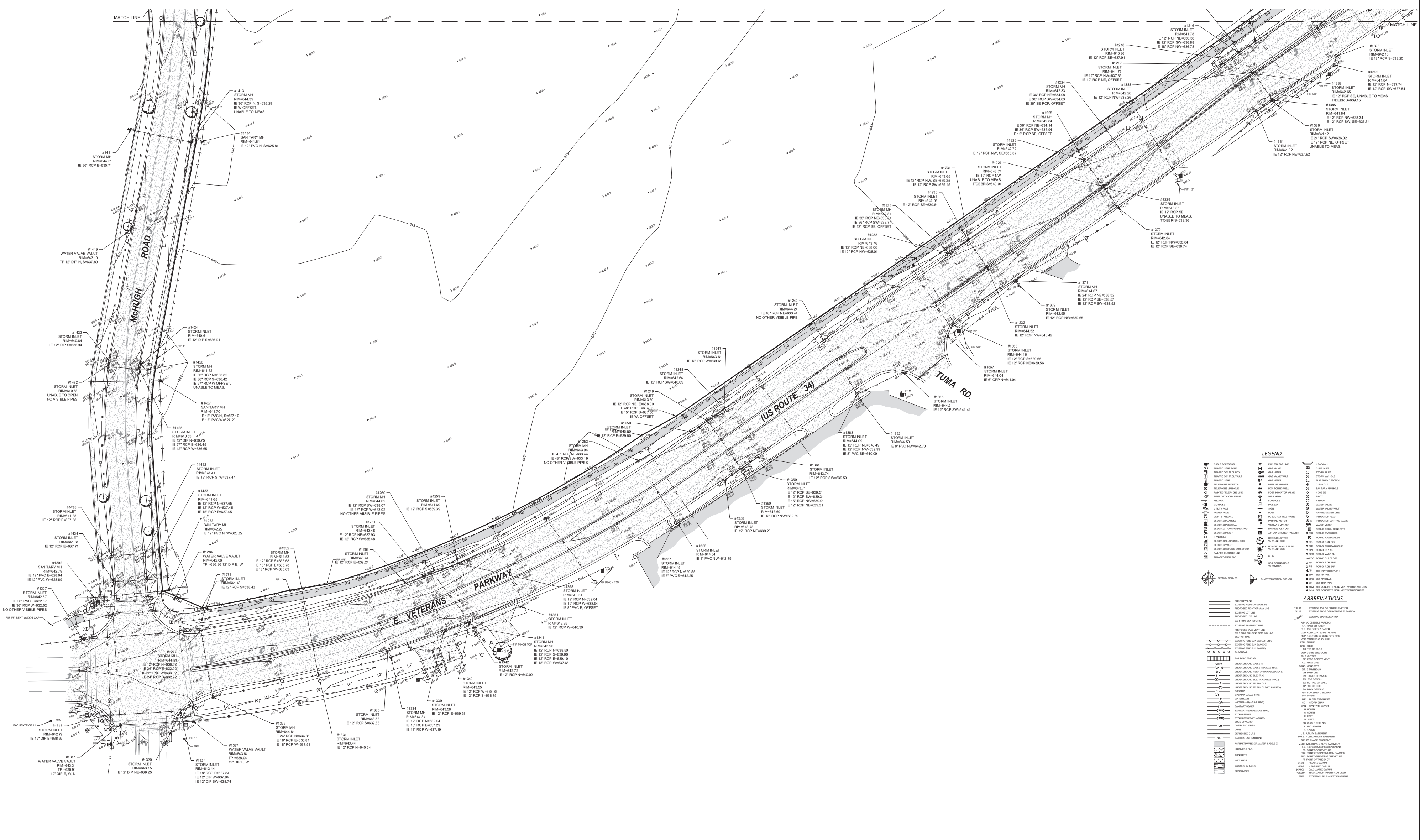
STATE PLANE MERIDIAN

GRAPHIC SCALE

1" = 40'

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE STATE PLANE COORDINATE SYSTEM (SPCS) NAD 83 (2011) ZONE 1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT
LATITUDE: 41-39-34.25911 N
LONGITUDE: 88-25-55.32882 W
ELLIPSOIDAL HEIGHT: 540.998 SFT
GROUND SCALE FACTOR: 1.0000500335
ALL MEASUREMENTS ARE ON THE GROUND.



REVISIONS					
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	09/23/24	REVISE PER COMMENT - MH PER PRIOR SURVEY			
2	10/28/24	REVISED "NOTES FROM SCHEDULE B" TABLE			

PREPARED FOR:
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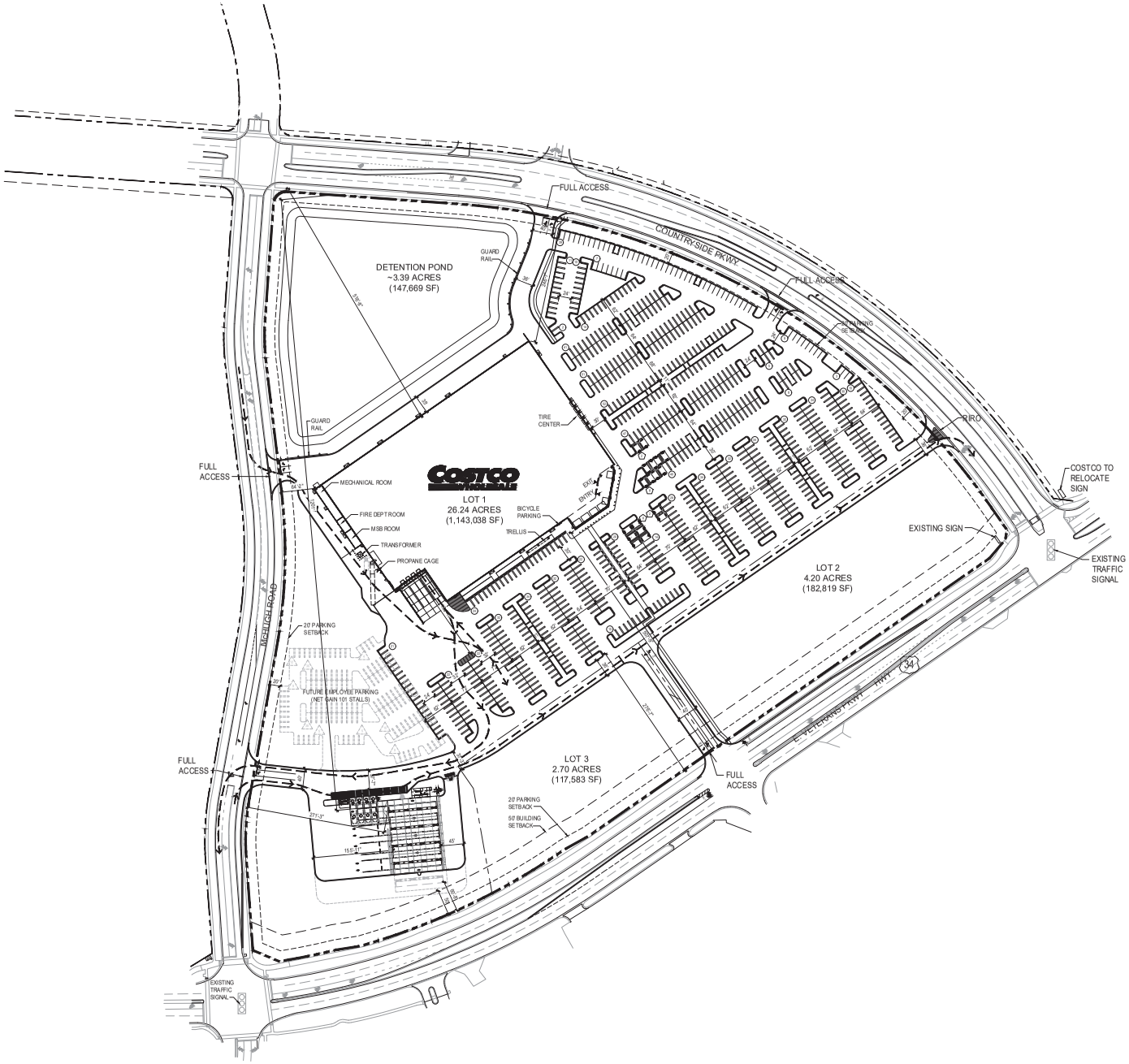
ALTA/ NSPS LAND TITLE SURVEY & TOPOGRAPHIC SURVEY
COSTCO WHOLESALE - YORKVILLE, IL

FIELD WORK COMPLETED:	08/16/24	CHECKED BY:	EJM	SCALE:	1" = 40'
DRAFTING COMPLETED:	09/03/24	DRAWN BY:	SPK	PROJECT MANAGER:	EJM

Project No: 240757
Group No: VP01.1
SHEET NO. 3 of 3



PROJECT DATA

CLIENT:	COSTCO WHOLESALE 999 LAKE DRIVE ISSAQUAH, WA 98027
PROJECT ADDRESS:	SWC OF MCHUGH ROAD & EAST COUNTRYSIDE PKWY YORKVILLE, IL

SITE DATA:

TOTAL SITE AREA:	33.14 ACRES (1,443,461 SF)
INCLUDES:	
LOT 1 (COSTCO):	26.24 ACRES (1,143,038 SF) INCLUDES 3.39 AC DETENTION POND
LOT 2:	4.20 ACRES (182,819 SF)
LOT 3:	2.70 ACRES (117,583 SF)
JURISDICTION:	UNITED CITY OF YORKVILLE
ZONING:	B-3 GENERAL BUSINESS DISTRICT, PUD

	REQ	ACTUAL	
		WAREHOUSE	FUEL
SETBACKS			
FRONT	50'	507'-9"	60'-8"
SIDE	20'	64'-2" / 246'-7"	271'-3"
REAR	30'	510'-8"	1,201'
PARKING (VETERANS)	20'	276'-7"	N/A
PARKING (ALL OTHER)	20'	20'	N/A
BUILDING HEIGHT (MAX)	80'	32'-0"	18'-6"
LOT COVERAGE (MAX)	80%	65.4% (LOT 1 ONLY)	

BUILDING DATA:

TOTAL BUILDING FOOTPRINT AREA:	161,562 SF
INCLUDES:	
NET SALES FLOOR	**153,820 SF**
GROSS MECHANICAL / FIRE / MSB	2,266 SF
NET ENCLOSED CANOPY	3,560 SF
BUILDING ENVELOPE	1,916 SF

PARKING DATA:

TOTAL PARKING:	956 STALLS
INCLUDES:	
⊙ 10' WIDE STALLS	837 STALLS
⬠ ACCESSIBLE STALLS	18 STALLS
△ FUTURE STALLS (NET GAIN)	101 STALLS
NO. OF STALLS PER 1,000 SQ. FT. OF NET BUILDING AREA:	6.22 STALLS

NOTES:
EXISTING CONDITIONS BASED ON SURVEY BY V3 COMPANIES

0 40' 80' 160'
1" = 80'-0"

COSTCO WHOLESALE
YORKVILLE, IL

MG2

22-6229-01
DECEMBER 20, 2024

SITE PLAN

DD11-07

COSTCO WHOLESALE

YORKVILLE, ILLINOIS

SITE PLAN

DECEMBER 20, 2024

PROJECT DATA

CLIENT:	COSTCO WHOLESALE 999 LAKE DRIVE ISSAQUAH, WA 98027
PROJECT ADDRESS:	SWC OF MCHUGH ROAD & EAST COUNTRYSIDE PKWY YORKVILLE, IL

SITE DATA:

TOTAL SITE AREA:	33.14 ACRES (1,443,461 SF)
INCLUDES:	
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JURISDICTION:	UNITED CITY OF YORKVILLE
ZONING:	B-3 GENERAL BUSINESS DISTRICT, PUD

	REQ	ACTUAL	
		WAREHOUSE	FUEL
SETBACKS			
FRONT	50'	507'-9"	60'-8"
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REAR	30'	510'-8"	1,201'
PARKING (VETERANS)	20'	276'-7"	N/A
PARKING (ALL OTHER)	20'	20'	N/A
BUILDING HEIGHT (MAX)	80'	32'-0"	18'-6"
LOT COVERAGE (MAX)	80%	65.4% (LOT 1 ONLY)	

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INCLUDES:	
⊙ 10' WIDE STALLS	837 STALLS
ⓟ ACCESSIBLE STALLS	18 STALLS
△ FUTURE STALLS (NET GAIN)	101 STALLS
NO. OF STALLS PER 1,000 SQ. FT. OF NET BUILDING AREA:	6.22 STALLS

NOTES:
EXISTING CONDITIONS BASED ON SURVEY BY V3 COMPANIES

0 75' 150' 300'
1" = 150'

COSTCO WHOLESALE
YORKVILLE, IL

MG2

22-6229-01
DECEMBER 20, 2024

AERIAL SITE PLAN

DD12-07

COSTCO WHOLESALE

YORKVILLE, ILLINOIS

AERIAL SITE PLAN

DECEMBER 20, 2024

FINAL PLAT OF SUBDIVISION OF COSTCO WHOLESALE

PART OF THE NORTHWEST QUARTER OF SECTION 27, AND PART OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN KENDALL COUNTY, ILLINOIS.

VICINITY MAP
NOT TO SCALE

GRAPHIC SCALE

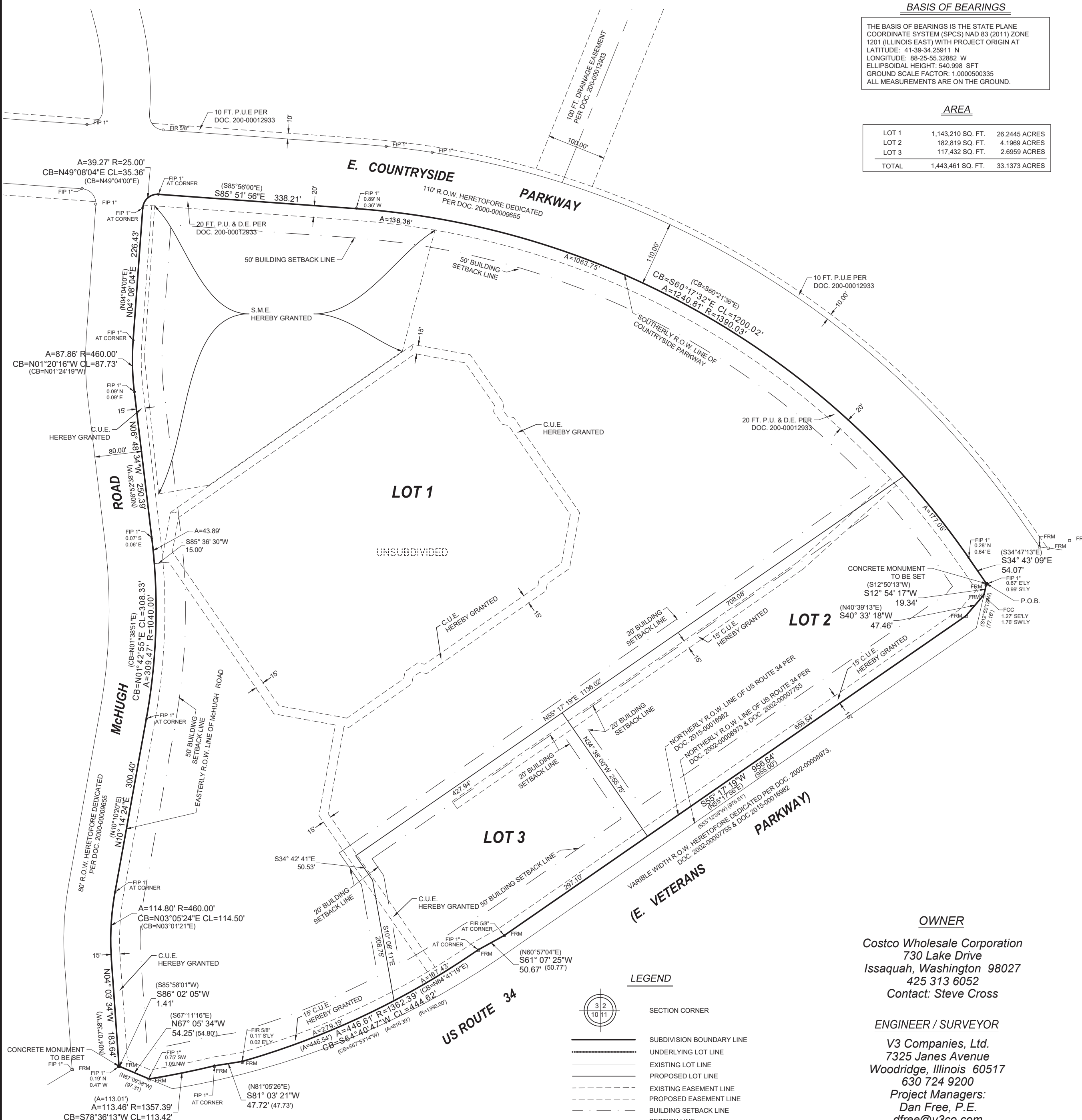
1" = 80'

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE STATE PLANE COORDINATE SYSTEM (SPCS) NAD 83 (2011) ZONE 1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT
LATITUDE: 41-39-34.25911 N
LONGITUDE: 88-25-55.32882 W
ELLIPSOIDAL HEIGHT: 540.998 SFT
GROUND SCALE FACTOR: 1.0000500335
ALL MEASUREMENTS ARE ON THE GROUND.

AREA

LOT 1	1,143,210 SQ. FT.	26.2445 ACRES
LOT 2	182,819 SQ. FT.	4.1969 ACRES
LOT 3	117,432 SQ. FT.	2.6959 ACRES
TOTAL	1,443,461 SQ. FT.	33.1373 ACRES



OWNER

Costco Wholesale Corporation
730 Lake Drive
Issaquah, Washington 98027
425 313 6052
Contact: Steve Cross

ENGINEER / SURVEYOR

V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630 724 9200
Project Managers:
Dan Free, P.E.
dfree@v3co.com
Edward J. Murray, P.L.S.
emurray@v3co.com

LEGEND

- SECTION CORNER
- SUBDIVISION BOUNDARY LINE
- UNDERLYING LOT LINE
- EXISTING LOT LINE
- PROPOSED LOT LINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- BUILDING SETBACK LINE
- SECTION LINE

N	NORTH
S	SOUTH
E	EAST
W	WEST
CB	CHORD BEARING
CL	CHORD LENGTH
A	ARC LENGTH
R	RADIUS
PU&DE	PUBLIC UTILITY & DRAINAGE EASEMENT
D.E.	DRAINAGE EASEMENT
(0.00')	RECORD DATUM
0.00'	CALCULATED DATUM
■	SET CONCRETE MONUMENT
B.S.L.	BUILDING SETBACK LINE
○ FIP	FOUND IRON PIPE W/SIZE
S.S.E.	SANITARY SEWER EASEMENT

IDOT ACCESS NOTES

1. THERE SHALL BE AT MOST ONE (1) FULL VEHICULAR ACCESS POINT TO US ROUTE 34 (VETERANS PARKWAY) FROM LOT 2 AND 3 AS DEPICTED HEREON.
2. THERE SHALL BE NO DIRECT VEHICULAR ACCESS TO US ROUTE 34 (VETERANS PARKWAY) FROM LOT 1.
3. ALL OTHER ACCESS SHALL BE VIA INTERNAL CIRCULATION.

NOTES

1. ONCE THE PLAT SHOWN HEREON IS RECORDED AND UPON COMPLETION OF CONSTRUCTION, 5/8" IRON RODS WITH PLASTIC CAPS SHALL BE SET AT ALL LOT CORNERS AND CHANGES IN GEOMETRY, UNLESS SHOWN OTHERWISE.
2. ALL MEASUREMENTS AND DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF. ARC DISTANCES ARE ALONG ALL CURVES.

Engineers Scientists Surveyors
7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
Costco Wholesale Corporation
730 Lake Drive
Issaquah, WA 98027
425.313.6052

REVISIONS

NO.	DATE	DESCRIPTION
1.	11/11/24	REVISED CROSS ACCESS EASEMENT, ADD BSL
2.	11/13/24	REVISED PER COMMENTS
3.	12/18/24	REVISED PER VILLAGE COMMENT LETTER DATED 12/05/24

FINAL PLAT OF SUBDIVISION

COSTCO WHOLESALE, YORKVILLE, IL

DRAFTING COMPLETED:	10/29/24	DRAWN BY:	SPK	PROJECT MANAGER:	DEF
FIELD WORK COMPLETED:	N/A	CHECKED BY:	EJM	SCALE:	1" = 80'

Project No: 240757
Group No: VP04.1
SHEET NO. 1 of 3

FINAL PLAT OF SUBDIVISION
OF
COSTCO WHOLESALE

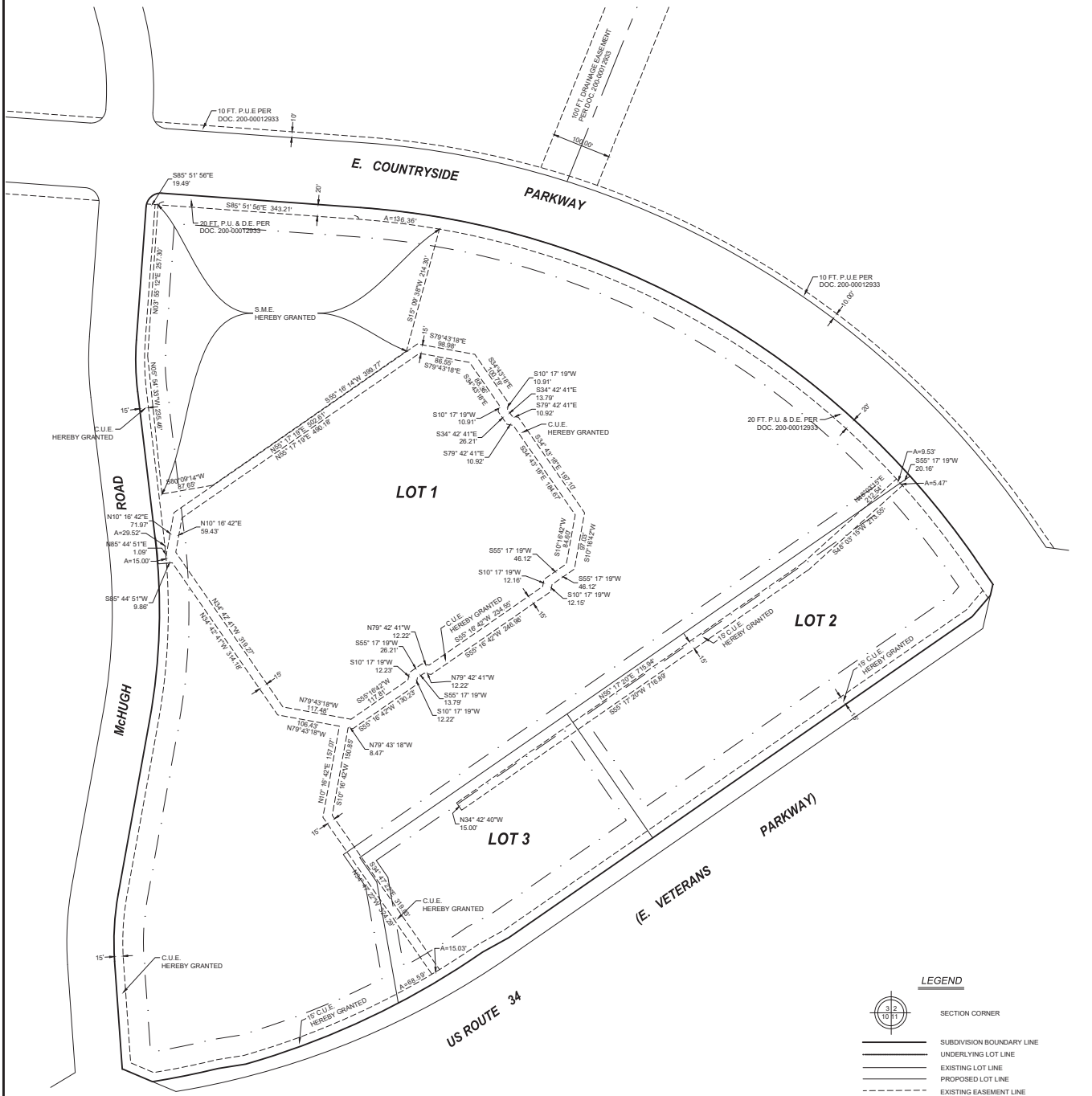
PART OF THE NORTHWEST QUARTER OF SECTION 27, AND PART OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN KENDALL COUNTY, ILLINOIS.

STATE PLANE MERIDIAN

GRAPHIC SCALE

80' 0 40' 80' 160' 320'

1" = 80'



LEGEND

3 2 / 10 11	SECTION CORNER
	SUBDIVISION BOUNDARY LINE
	UNDERLYING LOT LINE
	EXISTING LOT LINE
	PROPOSED LOT LINE
	EXISTING EASEMENT LINE
	PROPOSED EASEMENT LINE
	BUILDING SETBACK LINE
	SECTION LINE

N	NORTH
S	SOUTH
E	EAST
W	WEST
CB	CHORD BEARING
CL	CHORD LENGTH
A	ARC LENGTH
R	RADIUS
PU&DE	PUBLIC UTILITY & DRAINAGE EASEMENT
D.E.	DRAINAGE EASEMENT
(0.00')	RECORD DATUM
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■	SET CONCRETE MONUMENT
B.S.L.	BUILDING SETBACK LINE
O FIP	FOUND IRON PIPE W/SIZE
S.S.E.	SANITARY SEWER EASEMENT

Engineers
Scientists
Surveyors

7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
Costco Wholesale Corporation
730 Lake Drive
Issaquah, WA 98027
425.313.6052

REVISIONS

NO.	DATE	DESCRIPTION
1.	11/11/24	REVISED CROSS ACCESS EASEMENT, ADD BSL
2.	11/13/24	REVISED PER COMMENTS
3.	12/18/24	REVISED PER VILLAGE COMMENT LETTER DATED 12/05/24

FINAL PLAT OF SUBDIVISION

COSTCO WHOLESALE, YORKVILLE, IL

Project No: 240757
Group No: VP04.1

DRAFTING COMPLETED: 10/29/24	DRAWN BY: SPK	PROJECT MANAGER: DEF	SHEET NO. 2 of 3
FIELD WORK COMPLETED: N/A	CHECKED BY: EJM	SCALE: 1" = 80'	

N:\2024\240757\Drawings\ALTA\SURVEY\240757_ALTA.dwg, 12/19/2024 8:38:39 AM, mmurray

FINAL PLAT OF SUBDIVISION
OF
COSTCO WHOLESALE

P.I.N. 02-27-101-003
02-28-227-002

PART OF THE NORTHWEST QUARTER OF SECTION 27, AND PART OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN KENDALL COUNTY, ILLINOIS.

OWNERSHIP CERTIFICATE

STATE OF ___________)
) SS
COUNTY OF __________)

THIS IS TO CERTIFY THAT ____, IS THE FEE SIMPLE OWNER OF THE PROPERTY DESCRIBED IN THE FOREGOING SURVEYOR'S CERTIFICATE AND HAS CAUSED THE SAME TO BE SURVEYED, SUBDIVIDED, AND PLATTED AS SHOWN HEREON FOR THE USES AND PURPOSES HEREIN SET FORTH AS ALLOWED AND PROVIDED FOR BY STATUTE, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

THE UNDERSIGNED HEREBY DEDICATES FOR PUBLIC USE THE LANDS SHOWN ON THIS PLAT FOR THOROUGHFARES, STREETS, ALLEYS AND PUBLIC SERVICES; AND HEREBY ALSO RESERVES FOR ANY ELECTRIC, GAS, TELEPHONE, CABLE TV OR OTHER TELECOMMUNICATIONS COMPANY UNDER FRANCHISE AGREEMENT WITH THE UNITED CITY OF YORKVILLE, THEIR SUCCESSORS AND ASSIGNS, THE EASEMENT PROVISIONS WHICH ARE STATED HEREON.

THE UNDERSIGNED FURTHER CERTIFY THAT ALL OF THE LAND INCLUDED IN THIS PLAT LIES WITHIN THE BOUNDARIES OF YORKVILLE COMMUNITY UNIT SCHOOL DISTRICT 115.

DATED AT _____________, ________, THIS ______ DAY OF ___________, 20__.

____
CORPORATE NAME

____
COMPLETE ADDRESS

BY: _______________________ _____________________
PRESIDENT Printed Name

_______________________ _____________________
SECRETARY Printed Name

NOTARY CERTIFICATE

STATE OF _____________)
) SS
COUNTY OF ___________)

I, ________________________, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT ______________________________ AND ________________________, PERSONALLY KNOWN TO ME TO BE THE PRESIDENT AND SECRETARY OF ______________________________, AS SHOWN ABOVE, APPEARED BEFORE ME THIS DAY AND ACKNOWLEDGED THAT AS SUCH OFFICERS, THEY SIGNED AND DELIVERED THE SAID INSTRUMENT AND CAUSED THE CORPORATE SEAL TO BE AFFIXED THERETO AS THEIR FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID CORPORATION, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _______ DAY OF ______________, 20__.

____
NOTARY PUBLIC

SURFACE WATER STATEMENT

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

TO THE BEST OF OUR KNOWLEDGE AND BELIEF THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

DATED THIS ____________ DAY OF ___________________ A.D., 20__.

_________________________ _________________________
IL. REGISTERED PROFESSIONAL ENG. OWNER OR ATTORNEY FOR OWNER

____
STATE REGISTRATION NUMBER

____
REGISTRATION EXPIRATION DATE

COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF KENDALL)

I, ____________________________, COUNTY CLERK OF KENDALL COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE PLAT HEREIN DRAWN. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE PLAT HEREIN DRAWN.

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

ILLINOIS, THIS ________DAY OF ____________________ 20__.

____
COUNTY CLERK

RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF KENDALL)

THIS INSTRUMENT NO. _______________________ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF KENDALL COUNTY, ILLINOIS, ON THIS _______ DAY OF __________________, 20__, AT _____________ O'CLOCK ___.M.

____
KENDALL COUNTY RECORDER

ILLINOIS DEPARTMENT OF TRANSPORTATION STATEMENT

THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS PURSUANT OF SECTION 2 OF "AN ACT TO REVISE THE LAW IN RELATION TO PLATS" AS AMENDED. A PLAN THAT MEETS THE REQUIREMENTS CONTAINED IN THE DEPARTMENT'S "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS" WILL, BE REQUIRED BY THE DEPARTMENT.

_________________________ _________________________, A.D., 20___
ANTHONY J. QUIGLEY, P.E. DATE
REGION ONE ENGINEER

CITY ADMINISTRATOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE CITY ADMINISTRATOR OF THE UNITED CITY OF YORKVILLE, ILLINOIS, THIS _______DAY OF___________, 20__.

____
CITY ADMINISTRATOR

CITY PLANNING AND ZONING COMMISSION CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE PLANNING AND ZONING COMMISSION OF THE UNITED CITY OF YORKVILLE, ILLINOIS, THIS _______DAY OF___________, 20__.

____
CHAIRMAN

CITY COUNCIL CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE MAYOR AND CITY COUNCIL OF THE UNITED CITY OF YORKVILLE, ILLINOIS, THIS _______DAY OF___________, 20__.

____
MAYOR

CITY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

APPROVED AND ACCEPTED BY THE MAYOR AND CITY COUNCIL OF THE UNITED CITY OF YORKVILLE, ILLINOIS, BY ORDINANCE No.________________ AT A MEETING HELD THIS _______DAY OF___________, 20__.

____
CITY CLERK

CITY ENGINEER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

I, __________________________________, CITY ENGINEER FOR THE UNITED CITY OF YORKVILLE, DO HEREBY CERTIFY THAT THE REQUIRED IMPROVEMENTS HAVE BEEN INSTALLED OR THE REQUIRED GUARANTEE COLLATERAL HAS BEEN POSTED FOR THE COMPLETION OF ALL REQUIRED IMPROVEMENTS.

DATED AT YORKVILLE, ILLINOIS THIS DAY OF_____________, 20__.

____
CITY ENGINEER

KENDALL COUNTY RIGHT TO FARM STATEMENT

NOTICE:
KENDALL COUNTY HAS A LONG, RICH TRADITION IN AGRICULTURE AND RESPECTS THE ROLE THAT FARMING CONTINUES TO PLAY IN SHAPING THE ECONOMIC VIABILITY OF THE COUNTY. PROPERTY THAT SUPPORTS THIS INDUSTRY IS INDICATED BY A ZONING INDICATOR - A-1 OR AG SPECIAL USE. ANYONE CONSTRUCTING A RESIDENCE OR FACILITY NEAR THIS ZONING SHOULD BE AWARE THAT NORMAL AGRICULTURAL PRACTICES MAY RESULT IN OCCASIONAL SMELLS, DUST, SIGHTS, NOISE, AND UNIQUE HOURS OF OPERATION THAT ARE NOT TYPICAL IN OTHER ZONING AREAS.

CITY UTILITY EASEMENTS PROVISIONS

THE UNITED CITY OF YORKVILLE, IT'S SUCCESSORS, LICENSEES AND ASSIGNS, ARE HEREBY GIVEN EASEMENT RIGHTS TO ALL PLATTED EASEMENTS DESIGNATED "CITY UTILITY EASEMENT OR C.U.E." SAID EASEMENTS SHALL BE USED SOLELY TO INSTALL, OPERATE, MAINTAIN AND REMOVE FROM TIME TO TIME UNDERGROUND FACILITIES AND APPURTENANCES USED IN CONNECTION WITH THE WATER, SANITARY SEWER OR STORM DRAINAGE SYSTEMS OF THE UNITED CITY OF YORKVILLE, EXCEPT THAT THE EASEMENTS MAY BE GRADED AS SWALES TO RECEIVE LOCAL SURFACE DRAINAGE. NO PERMANENT BUILDING OR TREES SHALL BE PLACED ON SAID EASEMENT, BUT SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS HEREIN GRANTED.

FOLLOWING ANY WORK TO BE PERFORMED BY THE UNITED CITY OF YORKVILLE IN THE EXERCISE OF ITS EASEMENT RIGHTS HEREIN GRANTED, SAID CITY SHALL HAVE NO OBLIGATION WITH RESPECT TO SURFACE RESTORATION, INCLUDING BUT NOT LIMITED TO, THE RESTORATION, REPAIR OR REPLACEMENT OF PAVEMENT, CURB, GUTTERS, TREES, LAWN OR SHRUBBERY, PROVIDED, HOWEVER, THAT SAID CITY SHALL BE OBLIGATED, FOLLOWING SUCH MAINTENANCE WORK, TO BACKFILL AND MOUND ALL TRENCH CREATED SO AS TO RETAIN SUITABLE DRAINAGE, TO COLD PATCH ANY ASPHALT OR CONCRETE SURFACE, TO REMOVE ALL EXCESS DEBRIS AND SPOIL, AND TO LEAVE THE MAINTENANCE AREA IN A GENERALLY CLEAN AND WORKMANLIKE CONDITION.

STORMWATER MANAGEMENT EASEMENT PROVISIONS

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE UNITED CITY OF YORKVILLE AND TO ITS SUCCESSORS AND ASSIGNS, OVER ALL OF THE AREAS MARKED "STORMWATER MANAGEMENT EASEMENT" (S.M.E.) ON THE PLAT FOR THE PERPETUAL RIGHT, PRIVILEGE, AND AUTHORITY TO SURVEY, CONSTRUCT, RECONSTRUCT, REPAIR, INSPECT, MAINTAIN AND OPERATE STORM SEWERS AND THE STORMWATER MANAGEMENT AREA, TOGETHER WITH ANY AND ALL NECESSARY MANHOLES, CATCH BASINS, SANITARY SEWERS, WATER MAINS, ELECTRIC AND COMMUNICATION CABLES, CONNECTIONS, DITCHES, SWALES, AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY BY SAID CITY, OVER, UPON, ALONG, UNDER AND THROUGH SAID INDICATED EASEMENT, TOGETHER WITH THE RIGHT OF ACCESS ACROSS THE PROPERTY FOR NECESSARY MEN AND EQUIPMENT TO DO ANY OF THE ABOVE WORK. THE RIGHT IS ALSO GRANTED TO CUT DOWN, TRIM OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF SEWERS OR OTHER UTILITIES. NO PERMANENT BUILDINGS SHALL BE PLACED ON SAID EASEMENT. NO CHANGE TO THE TOPOGRAPHY OR STORMWATER MANAGEMENT STRUCTURES WITHIN THE EASEMENT AREA SHALL BE MADE WITHOUT EXPRESS WRITTEN CONSENT OF THE CITY ENGINEER, BUT SAME MAY BE USED FOR PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS.

THE OWNER OF THE PROPERTY SHALL REMAIN RESPONSIBLE FOR THE MAINTENANCE OF THE STORMWATER MANAGEMENT AREA AND APPURTENANCES. THE UNITED CITY OF YORKVILLE WILL PERFORM ONLY EMERGENCY PROCEDURES AS DEEMED NECESSARY BY THE CITY ENGINEER OF THE UNITED CITY OF YORKVILLE.

SURVEYORS AUTHORIZATION CERTIFICATE

I, EDWARD J. MURRAY, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 4037, DO HEREBY AUTHORIZE THE CITY OF YORKVILLE OR THEIR AGENT TO FILE WITH THE KENDALL COUNTY RECORDER'S OFFICE THE FINAL PLAT KNOWN AS COSTCO WHOLESALE, BEING A SUBDIVISION OF PART OF THE NORTHWEST QUARTER OF SECTION 27, AND PART OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN KENDALL COUNTY, ILLINOIS.

____
EDWARD J. MURRAY
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-4037
MY LICENSE EXPIRES ON NOVEMBER 30, 2026.
emurray@v3co.com

PROFESSIONAL LAND SURVEYOR
EDWARD J. MURRAY
4037
WOODRIDGE, ILLINOIS
STATE OF ILLINOIS

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT I, EDWARD J. MURRAY, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 4037 HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

THAT PART OF THE NORTHWEST QUARTER OF SECTION 27, AND PART OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTHERLY RIGHT OF WAY LINE OF COUNTRYSIDE PARKWAY PER PLAT OF DEDICATION DOCUMENT NO. 2000-00009655, WITH THE NORTHERLY RIGHT OF WAY LINE OF U.S. ROUTE NO. 34 PER DOCUMENT NUMBERS 2002-00008973 AND 2002-00007755; THENCE SOUTH 12 DEGREES 50 MINUTES 13 SECONDS WEST, ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID U.S. ROUTE NO. 34, 77.16 FEET; THENCE SOUTH 55 DEGREES 12 MINUTES 38 SECONDS WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 976.51 FEET; THENCE WESTERLY ALONG SAID NORTHERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1390.00' AND A CHORD BEARING OF SOUTH 67 DEGREES 53 MINUTES 14 SECONDS WEST, AN ARC LENGTH OF 616.39 FEET; THENCE NORTH 67 DEGREES 09 MINUTES 38 SECONDS WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 97.31 FEET; THENCE SOUTH 85 DEGREES 58 MINUTES 01 SECONDS WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 1.41 FEET TO THE EASTERLY RIGHT OF WAY LINE OF MCHUGH ROAD PER PLAT OF DEDICATION DOCUMENT NO. 2000-00009655; THENCE NORTH 04 DEGREES 07 MINUTES 38 SECONDS WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 183.64 FEET; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 460.00 FEET AND A CHORD BEARING OF NORTH 03 DEGREES 01 MINUTES 21 SECONDS EAST, AN ARC LENGTH OF 114.80 FEET; THENCE NORTH 10 DEGREES 10 MINUTES 20 SECONDS EAST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 300.40 FEET; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE LEFT WITH A RADIUS OF 1040.00 FEET AND A CHORD BEARING OF NORTH 01 DEGREES 38 MINUTES 51 SECONDS EAST, AN ARC LENGTH OF 309.47 FEET; THENCE NORTH 06 DEGREES 52 MINUTES 38 SECONDS WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 250.39 FEET; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 460.00 FEET AND A CHORD BEARING OF NORTH 01 DEGREES 24 MINUTES 19 SECONDS WEST, AN ARC LENGTH OF 87.86 FEET; THENCE NORTH 04 DEGREES 04 MINUTES 00 SECONDS EAST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 226.43 FEET; THENCE NORTHEASTERLY ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 25.00 FEET AND A CHORD BEARING OF NORTH 49 DEGREES 04 MINUTES 00 SECONDS EAST, AN ARC LENGTH OF 39.27 FEET TO A POINT ON SAID SOUTHERLY RIGHT OF WAY LINE OF COUNTRYSIDE PARKWAY; THENCE SOUTH 85 DEGREES 56 MINUTES 00 SECONDS EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 338.21 FEET; THENCE SOUTHEASTERLY ALONG SAID SOUTHERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1390.03 FEET AND CHORD BEARING OF SOUTH 60 DEGREES 21 MINUTES 36 SECONDS EAST, AN ARC LENGTH OF 1240.81 FEET TO A POINT DRAWN NORTH 34 DEGREES 47 MINUTES 13 SECONDS WEST, 54.08 FEET FROM THE POINT OF BEGINNING; THENCE SOUTH 34 DEGREES 47 MINUTES 13 SECONDS EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 54.08 FEET TO THE POINT OF BEGINNING, ALL IN KENDALL COUNTY, ILLINOIS.

EXCEPTING THEREFROM: THAT PART TAKEN FOR ROAD PURPOSES BY ORDER VESTING TITLE ENTERED IN CASE NO. 15-ED-10, CIRCUIT COURT OF KENDALL COUNTY, ILLINOIS, RECORDED OCTOBER 28, 2015 AS DOCUMENT NO. 201500016982.

BEING THE SAME AS:

THAT PART OF THE NORTHWEST QUARTER OF SECTION 27, AND PART OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTHERLY RIGHT OF WAY LINE OF COUNTRYSIDE PARKWAY PER PLAT OF DEDICATION DOCUMENT NO. 2000-00009655, WITH THE NORTHERLY RIGHT OF WAY LINE OF U.S. ROUTE NO. 34 PER DOCUMENT NUMBERS 2002-00008973, 2002-00007755 AND 2015-00016982; THENCE ALONG THE SAID NORTHERLY RIGHT OF WAY OF U.S. ROUTE NO. 34, THE FOLLOWING 9 COURSES AND DISTANCES; 1) THENCE SOUTH 12 DEGREES 54 MINUTES 17 SECONDS WEST, 19.34 FEET; 2) THENCE SOUTH 40 DEGREES 33 MINUTES 18 SECONDS WEST, 47.46 FEET; 3) THENCE SOUTH 55 DEGREES 17 MINUTES 19 SECONDS WEST, 956.64 FEET; 4) THENCE SOUTH 61 DEGREES 07 MINUTES 25 SECONDS WEST, 50.67 FEET; 5) THENCE ALONG THE ARC OF CURVE, BEING A CURVE TO THE RIGHT, HAVING A RAIUS OF 1362.39 FEET, A CHORD BEARING OF SOUTH 64 DEGREES 40 MINUTES 47 SECONDS WEST, A CHORD LENGTH OF 444.62 FEET, AN ARC LENGTH OF 446.61; 6) THENCE SOUTH 81 DEGREES 03 MINUTES 21 SECONDS WEST, 47.72 FEET; 7) THENCE ALONG THE ARC OF CURVE, BEING A CURVE TO THE RIGHT, HAVING A RAIUS OF 1357.39 FEET, A CHORD BEARING OF SOUTH 78 DEGREES 36 MINUTES 13 SECONDS WEST, A CHORD LENGTH OF 113.42 FEET, AN ARC LENGTH OF 113.46; 8) THENCE NORTH 67 DEGREES 05 MINUTES 34 SECONDS WEST, 54.25 FEET; 9) THENCE SOUTH 86 DEGREES 02 MINUTES 05 SECONDS WEST, 1.41 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY LINE OF MCHUGH ROAD, AS DEDICATED PER DOCUMENT 2000-00009655; THENCE ALONG SAID EASTERLY RIGHT OF WAY LINE OF MCHUGH ROAD, THE FOLLOWING 8 COURSES AND DISTANCES; 1) THENCE NORTH 04 DEGREES 07 MINUTES 38 SECONDS WEST, 183.64 FEET; 2) THENCE ALONG THE ARC OF A CUVE, BEING ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 460.00 FEET, A CHORD BEARING OF NORTH 03 DEGREES 05 MINUTES 24 SECONDS EAST, A CHORD LENGTH OF 114.50 FEET, AN ARC LENGTH OF 114.80 FEET; 3) THENCE NORTH 10 DEGREES 14 MINUTES 24 SECONDS EAST, 300.40 FEET; 4) THENCE ALONG THE ARC OF A CURVE, BEING ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 1040.00 FEET, A CHORD BEARING OF NORTH 01 DEGREES 42 MINUTES 55 SECONDS EAST, A CHORD LENGTH OF 308.33 FEET, AN ARC LENGTH OF 309.47 FEET; 5) THENCE NORTH 06 DEGREES 48 MINUTES 34 SECONDS WEST, 250.39 FEET; 6) THENCE ALONG THE ARC OF A CURVE, BEING ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 460.00 FEET, A CHORD BEARING OF NORTH 01 DEGREES 20 MINUTES 16 SECONDS WEST, A CHORD LENGTH OF 87.73 FEET, AN ARC LENGTH OF 87.86 FEET; 7) THENCE NORTH 04 DEGREES 08 MINUTES 04 SECONDS EAST, 226.43 FEET; 8) THENCE ALONG THE ARC OF A CURVE, BEING A CURVE TO THE RIGHT, HAVING A RADIUS OF 25.00 FEET, A CHORD BEARING OF NORTH 49 DEGREES 08 MINUTES 04 SECONDS EAST, A CHORD LENGTH OF 35.36 FEET, AN ARC LENGTH OF 39.27 FEET TO A POINT ON SAID SOUTHERLY RIGHT OF WAY LINE OF SAID COUNTRYSIDE PARKWAY; THENCE SOUTH 85 DEGREES 51 MINUTES 56 SECONDS EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 338.21 FEET; THENCE CONTINUING ALONG SAID SOUTERLY LINE, BEING THE ARC OF CURVE, BEING ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 1390.03 FEET AND CHORD BEARING OF SOUTH 60 DEGREES 17 MINUTES 32 SECONDS EAST, A CHORD LENGTH OF 1200.02 FEET, AN ARC LENGTH OF 1240.81 FEET; THENCE CONTINUING ALONG SAID SOUTERLY LINE, SOUTH 34 DEGREES 43 MINUTES 19 SECONDS EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 54.07 FEET TO THE POINT OF BEGINNING, ALL IN KENDALL COUNTY, ILLINOIS.

I FURTHER CERTIFY THAT THIS LAND IS WITHIN THE CORPORATE LIMITS OF A MUNICIPALITY WHICH HAS AUTHORIZED A COMPREHENSIVE PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE, AS NOW OR HEREAFTER AMENDED.

I FURTHER CERTIFY THAT THE ANNEXED PLAT IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF. PERMANENT MONUMENTS WILL BE SET AT ALL LOT CORNERS, EXCEPT WHERE CONCRETE MONUMENTS ARE INDICATED.

I FURTHER CERTIFY THAT THE ABOVE DESCRIBED AREA IS IN AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN (ZONE X) AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP OF KENDALL COUNTY, ILLINOIS & INCORPORATED AREAS (COMMUNITY PANEL NO. 17093C0045H, EFFECTIVE ON 1/8/2014).

DATED THIS ____ DAY OF ___________, A.D., 20___.

____
EDWARD J. MURRAY
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-4037
MY LICENSE EXPIRES ON NOVEMBER 30, 2026.
V3 COMPANIES, LTD. PROFESSIONAL DESIGN FIRM NO. 184000902
THIS DESIGN FIRM NUMBER EXPIRES APRIL 30, 2025.
EMURRAY@V3CO.COM

PROFESSIONAL LAND SURVEYOR
EDWARD J. MURRAY
4037
WOODRIDGE, ILLINOIS
STATE OF ILLINOIS

Engineers
Scientists
Surveyors
7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
Costco Wholesale Corporation
730 Lake Drive
Issaquah, WA 98027
425.313.6052

REVISIONS

NO.	DATE	DESCRIPTION
1.	11/11/24	REVISED CROSS ACCESS EASEMENT, ADD BSL
2.	11/13/24	REVISED PER COMMENTS
3.	12/18/24	REVISED PER VILLAGE COMMENT LETTER DATED 12/05/24

FINAL PLAT OF SUBDIVISION

COSTCO WHOLESALE, YORKVILLE, IL

DRAFTING COMPLETED: 10/29/24	DRAWN BY: SPK	PROJECT MANAGER: DEF	
FIELD WORK COMPLETED: N/A	CHECKED BY: EJM	SCALE: 1" = N/A	

Project No: 240757
Group No: VP04.1
SHEET NO. 3 of 3

PRELIMINARY ENGINEERING PLANS

FOR

COSTCO WHOLESALE

NWC US34/VETERANS AND COUNTRYSIDE PARKWAY YORKVILLE, ILLINOIS

PROJECT TEAM

OWNER

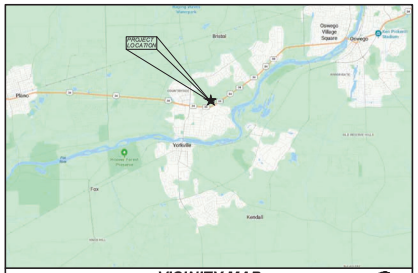
Costco Wholesale Corporation
730 Lake Drive
Issaquah, Washington 98027
847 498 0800
Contacts: Steve Cross, Authorized Representative

ENGINEER

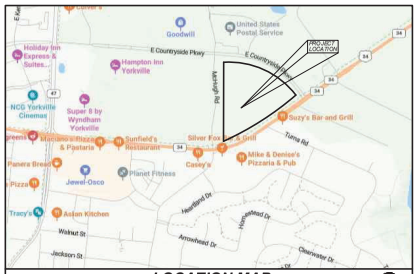
V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630 724 9200
Project Manager: Dan Free, P.E.
dfree@v3co.com
Project Engineer: Peter Wagenmaker, P.E.
pwagenmaker@v3co.com
Civil Designer: Jacob Morrow
jmorrow@v3co.com

ARCHITECT

MG2
1101 Second Avenue, Suite 100
Seattle, Washington 98101
206 962 6500
Contact: Risa Yuki



VICINITY MAP
NO SCALE



LOCATION MAP
NO SCALE

INDEX

PRELIMINARY ENGINEERING PLANS

BENCHMARKS

SOURCE: TRIMBLE VRS NETWORK WITH PROJECT ORIGIN AT:
LATITUDE: 41-39-34.25911 N
LONGITUDE: 88-25-55.32882 W
ELLIPSOIDAL HEIGHT: 540.998 SFT
GROUND SCALE FACTOR: 1.000050335

SITE:

STATION DESIGNATION: SBM#1
ESTABLISHED BY: V3 COMPANIES
DATE: 07-31-24

ELEVATION: 644.75 (MEASURED)
DATUM: NAVD88
DESCRIPTION: NORTHWEST BONNET BOLT ON FIRE HYDRANT AT WEST SIDE OF McHUGH ROAD, 2ND HYDRANT SOUTH OF THE McHUGH ROAD AND E. COUNTRYSIDE PARKWAY INTERSECTION.

STATION DESIGNATION: SBM#2
ESTABLISHED BY: V3 COMPANIES
DATE: 07-31-24

ELEVATION: 643.88 (MEASURED)
DATUM: NAVD88
DESCRIPTION: SOUTHEAST ARROW BOLT ON FIRE HYDRANT AT THE NORTHWEST CORNER OF E. COUNTRYSIDE PARKWAY & US ROUTE 34 INTERSECTION.

THE ELEVATIONS ABOVE WERE KNOWN TO BE ACCURATE AT THE TIME THEY WERE ESTABLISHED. V3 DOES NOT CERTIFY TO THE ACCURACY THEREAFTER, NOR ASSUMES RESPONSIBILITY FOR THE MIS-USE OR MIS-INTERPRETATION OF THE INFORMATION SHOWN HEREON.

IT IS ADVISED THAT ALL OF THE ABOVE ELEVATIONS BE CHECKED BETWEEN EACH OTHER AND VERIFY A MINIMUM OF 3 SURROUNDING UTILITY RIM ELEVATIONS AND ANY ADJACENT BUILDING FINISHED FLOOR OR TOP OF FOUNDATION ELEVATIONS SHOWN HEREON PRIOR TO USE OR COMMENCEMENT OF ANY CONSTRUCTION OR OTHER WORK.

PERSONS USING THIS INFORMATION ARE TO CONTACT V3 IMMEDIATELY WITH ANY DISCREPANCIES FOUND PRIOR TO THE START OF ANY WORK.

PRELIMINARY ENGINEERING NOT FOR CONSTRUCTION

COSTCO WHOLESALE
YORKVILLE, IL

CW # 23-0023
NWC US34/VETERANS AND COUNTRYSIDE PARKWAY
YORKVILLE, ILLINOIS 60560

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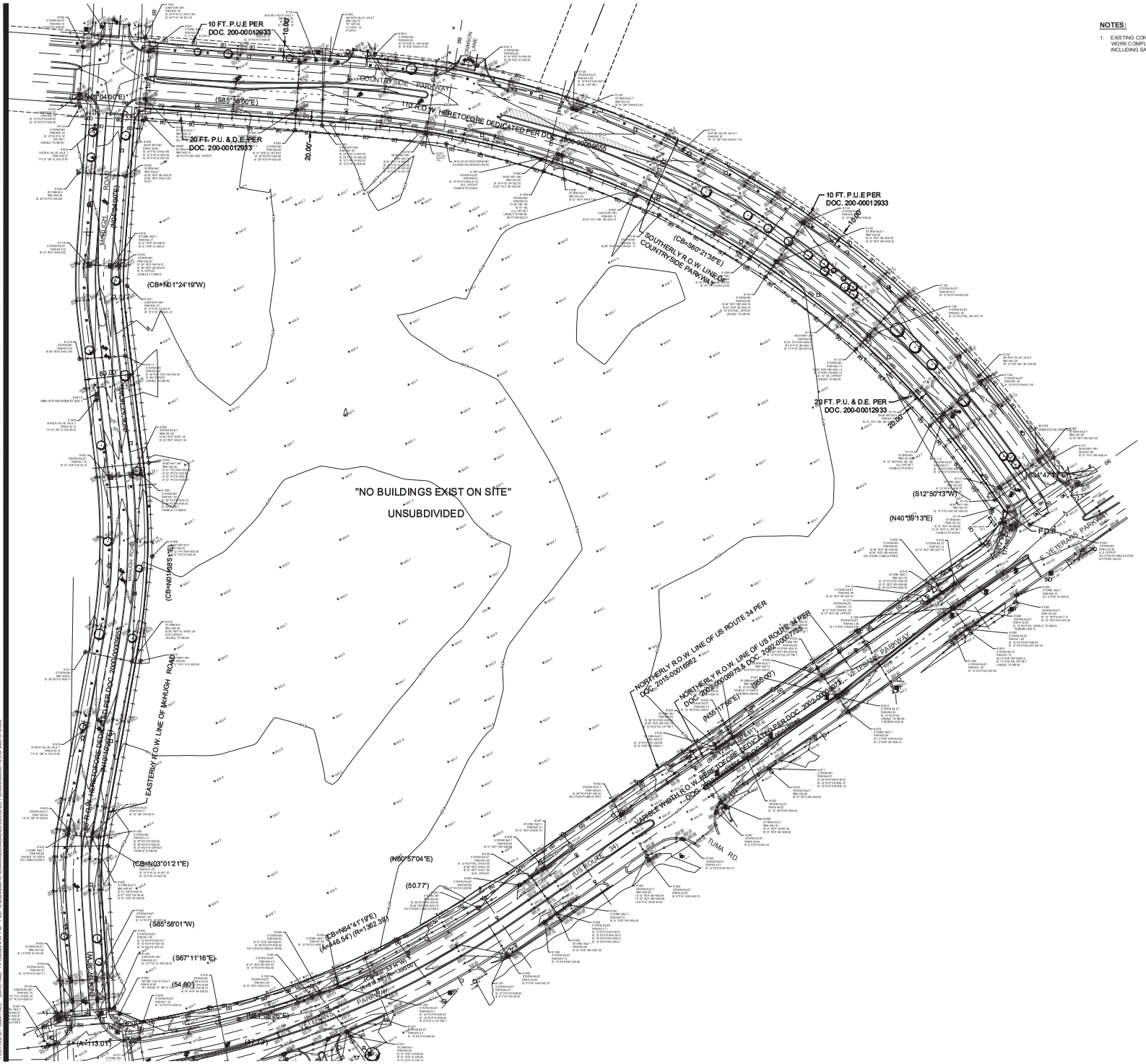
△	DATE	DESCRIPTION
1	11-13-24	FINAL PLAT SUBMITTAL

PROJECT NUMBER: 240757.S03
P.M. DEF
DRAWN: KS
DATE: SEPTEMBER 20, 2024

PLOTTED BY: PETER WAGENMAKER DATE/TIME: 11/14/2024 10:25 AM FILE: N:\2024\240757\DRAWINGS\CAD\LS03\SHEET DRAWINGS\C0.0 TSHT-240757.DWG



NOTES:

1. EXISTING CONDITIONS BASED ON SURVEY PERFORMED BY V3 COMPANIES. FIELD WORK COMPLETED 9-03-24. SEE SURVEY FOR ADDITIONAL INFORMATION INCLUDING EASEMENTS, ETC.

GRAPHIC SCALE
60 30 0 60
1" = 60'

COSTCO WHOLESALE

YORKVILLE, IL

CW # 23-0023
NWC US34/VETERANS AND COUNTRYSIDE PARKWAY
YORKVILLE, ILLINOIS 60560

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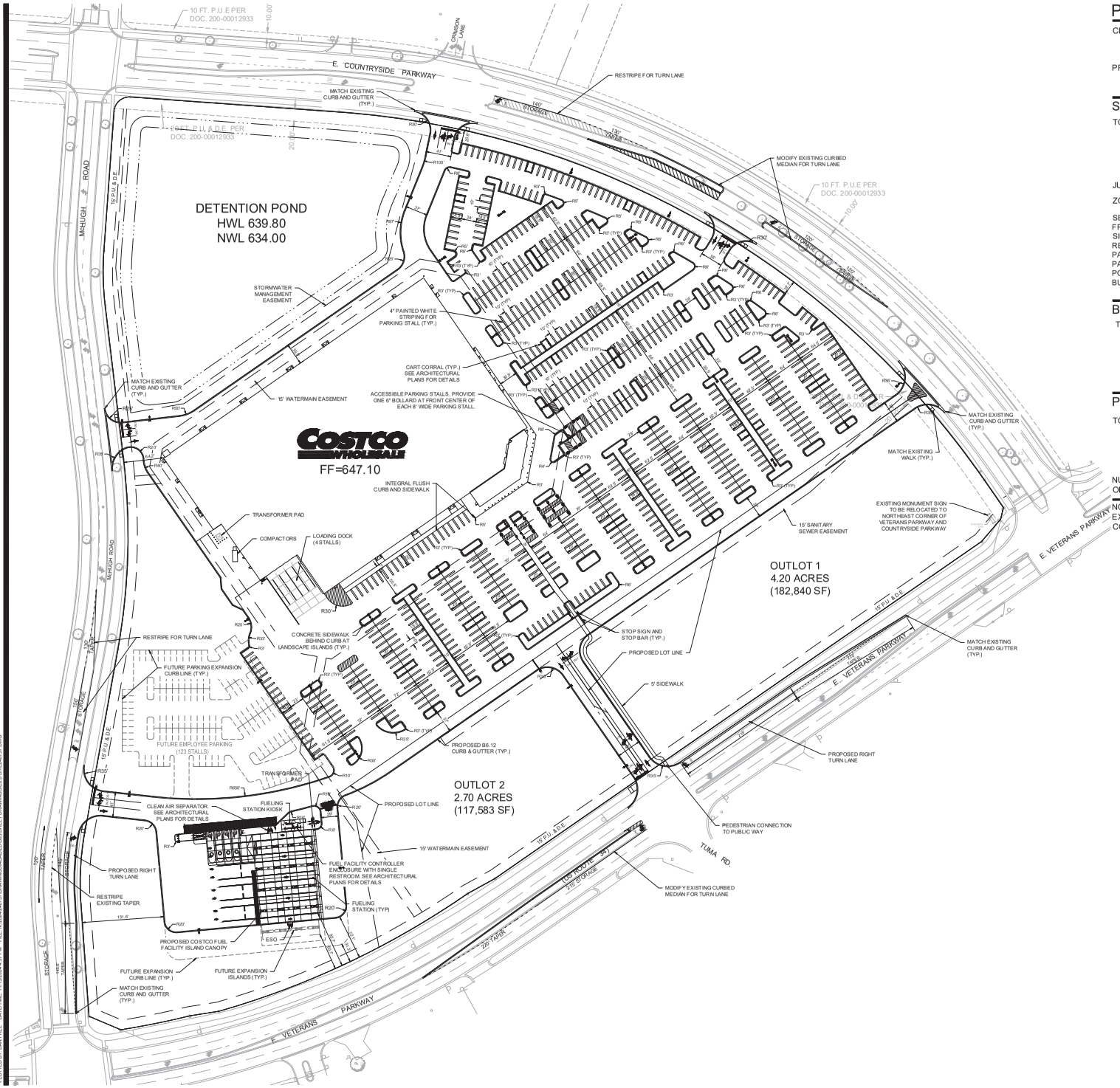
	DATE	DESCRIPTION
1	11-13-24	FINAL PLAT SUBMITTAL

PROJECT NUMBER: 240757.903
P.M. DEF
DRAWN: KS
DATE: SEPTEMBER 20, 2024

EXISTING CONDITIONS PLAN

C1.0

PLOTTED BY: DAN FREE DATE/TIME: 11/13/2024 4:37 PM FILE: N:\2024\240757\DRAWINGS\ACAD\LDS03\SHEET DRAWINGS\C1.0 EXP240757.DWG



PROJECT DATA

CLIENT:	COSTCO WHOLESALE 999 LAKE DRIVE ISSAQUAH, WA 98027
PROJECT ADDRESS:	SWC OF MCHUGH ROAD & EAST COUNTRYSIDE PKWY YORKVILLE, IL

SITE DATA:

TOTAL COSTCO SITE AREA:	33.14 ACRES (1,443,461 SF)
INCLUDES:	
COSTCO AREA:	26.24 ACRES (1,143,038 SF) INCLUDES 3.39 ACRE DETENTION POND
OUTLOT 1:	4.20 ACRES (182,819 SF)
OUTLOT 2:	2.70 ACRES (117,583 SF)
JURISDICTION:	UNITED CITY OF YORKVILLE
ZONING:	B-3 GENERAL BUSINESS DISTRICT, PUD

SETBACKS:	REQUIRED	ACTUAL
FRONT:	50'	507'
SIDE:	20'	64'
REAR:	30'	64'
PARKING (VETERANS):	20'	275'
PARKING (COUNTRYSIDE/McHUGH)	10'	20'
POND:	30'	30'
BUILDING HEIGHT MAX:	80'	34'

BUILDING DATA:

TOTAL BUILDING FOOTPRINT AREA:	161,552 SF
INCLUDES:	
NET SALES FLOOR	**153,820 SF**
GROSS MECHANICAL / FIRE / MSB	2,265 SF
NET ENCLOSED VESTIBULE	3,559 SF
BUILDING ENVELOPE	1,908 SF

PARKING DATA:

TOTAL PARKING:	856 STALLS
INCLUDES:	
⊙ 10' WIDE STALLS	838 STALLS
⬠ ACCESSIBLE STALLS	18 STALLS
NUMBER OF STALLS PER 1000 SF OF BUILDING AREA:	5.04 STALLS

NOTES:
EXISTING CONDITIONS BASED ON SURVEY BY V3 COMPANIES

NOTES:

1. CURB & GUTTER SHALL BE B6.12 OR B6 BARRIER CURB PER THE CITY OF YORKVILLE STANDARD SPECIFICATIONS, UNLESS OTHERWISE NOTED.
2. ALL DIMENSIONS ARE TO THE BACK OF CURB UNLESS OTHERWISE NOTED.
3. ALL SITE SIGNAGE SHALL BE IN CONFORMANCE WITH M.U.T.C.D. STANDARDS.
4. ALL PARKING SPACES SHALL BE ANGLED AT 90° TO THE ASSOCIATED DRIVE AISLE.
5. PROPOSED ACCESS POINTS AND SITE LAYOUT SUBJECT TO APPROVAL BY THE CITY OF YORKVILLE.
6. SEE ARCHITECTURAL PLANS FOR BUILDING DIMENSIONS AND DETAILS.
7. THE PAVEMENT SECTIONS SHOULD BE VERIFIED BASED ON RECOMMENDATION OF THE COMPLETED GEOTECHNICAL REPORT.
8. PROVIDE FROST-RESISTIVE FILL AND UNDERDRAIN BELOW ALL SIDEWALKS ADJACENT TO BUILDING. TIE UNDERDRAIN TO BUILDING FOUNDATION DRAIN.

COSTCO WHOLESALE
YORKVILLE, IL
CW # 23-0023
NWC US34/VETERANS AND COUNTRYSIDE PARKWAY
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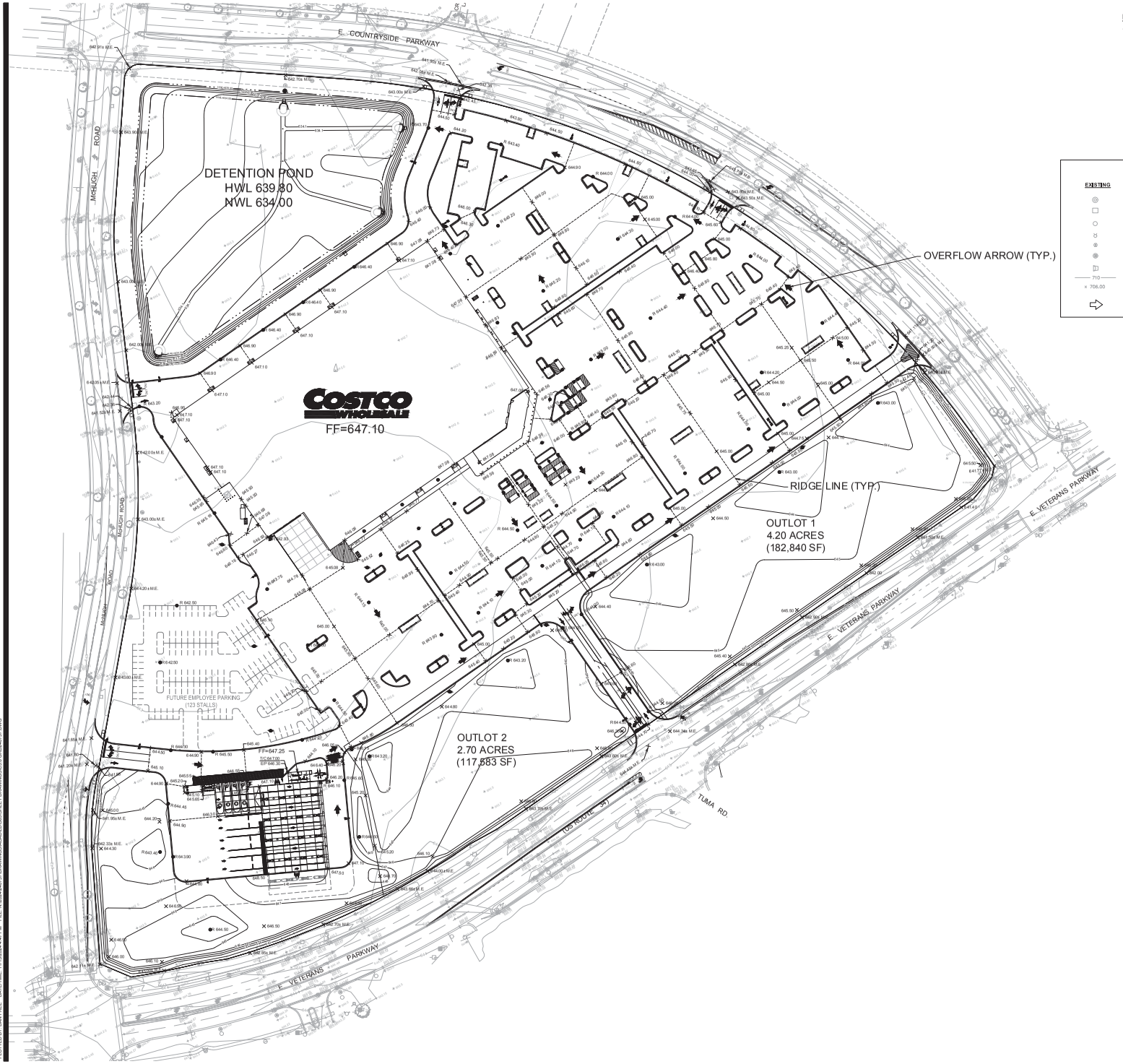
	DATE	DESCRIPTION
1	11-13-24	FINAL PLAT SUBMITTAL

PROJECT NUMBER: 240757.903
P.M. DEF
DRAWN: KS
DATE: SEPTEMBER 20, 2024

LAYOUT PLAN

C2.0

PLOTTED BY: DAN FREE DATE/TIME: 11/13/2024 4:37 PM FILE: N:\2024\240757\DRAWINGS\ACAD\LDS03\SHEET DRAWINGS\C2.0 SITE\240757.DWG



NOTES:

1. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO EDGE OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
2. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. SUBTRACT TOPSOIL THICKNESS OR PAVEMENT SECTION TO ESTABLISH SUBGRADE ELEVATIONS.
3. PROVIDE 1.50% MAX (1.00% MIN) CROSS SLOPE AND 4.00% MAX LONGITUDINAL SLOPE ON ALL SIDEWALKS. ALWAYS MAINTAIN POSITIVE DRAINAGE AWAY FROM BUILDING.
4. CONTRACTOR TO REFER TO RECOMMENDATIONS PROVIDED IN THE GEOTECHNICAL REPORT TO BE COMPLETED BY OTHERS.
5. OUTLOTS TO BE MASS GRADED TO DRAIN.

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		UTILITY STRUCTURE WITH CLOSED LID
		CURB INLET
		DRAINAGE STRUCTURE WITH OPEN LID
		FIRE HYDRANT
		VALVE IN VALVE BOX
		GATE VALVE IN VALVE VAULT
		FLARED END SECTION (F.E.S.)
710	710	CONTOUR
x 706.00	x 706.0	SPOT ELEVATION
		STORMWATER FLOW DIRECTION
		STORMWATER OVERFLOW ROUTE

DETENTION SUMMARY

DETENTION REQUIRED: 15.48 AC-FT

DETENTION PROVIDED: 15.75 AC-FT

GRAPHIC SCALE
40 0 40
1" = 40'

COSTCO WHOLESALE
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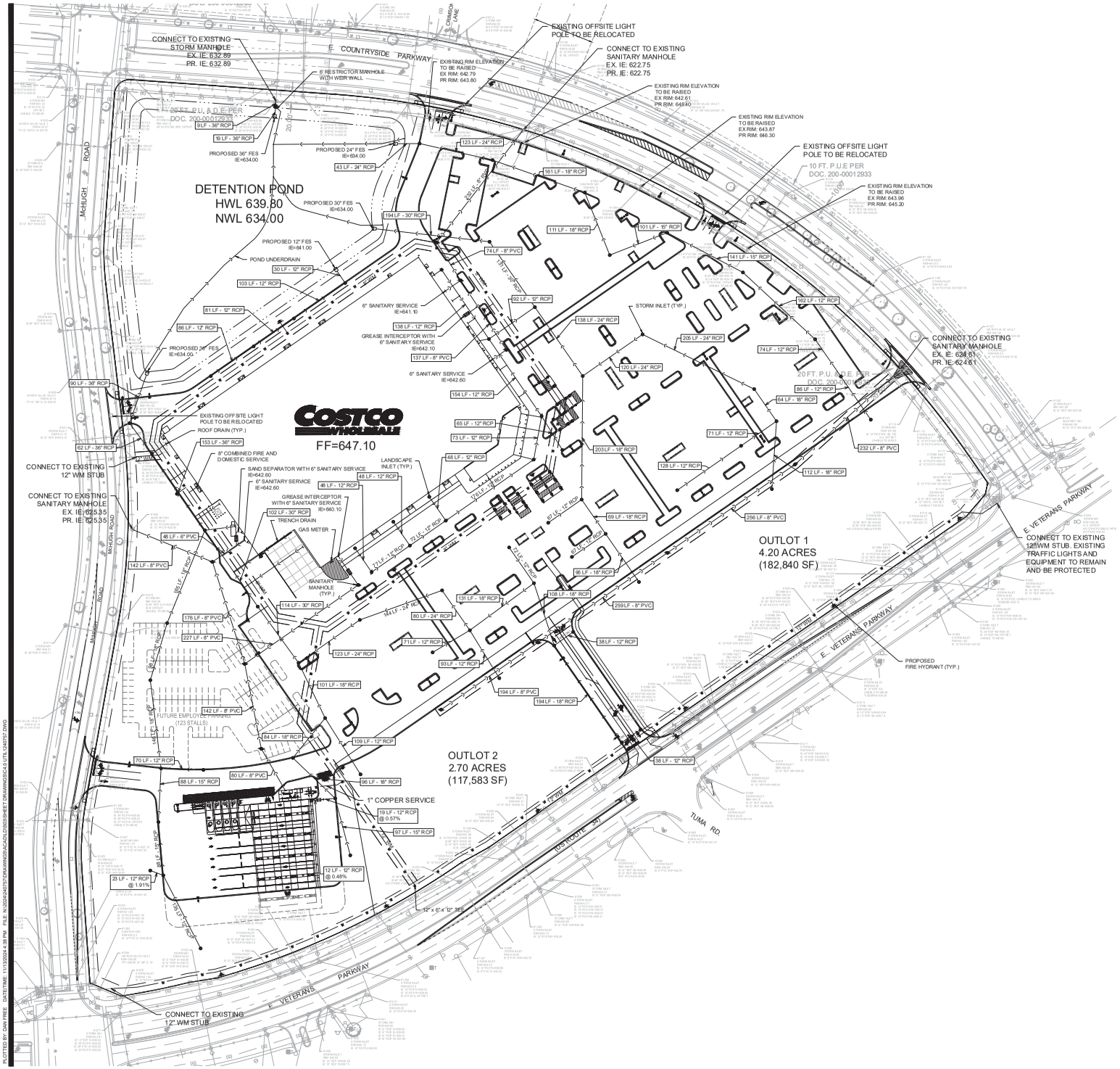
	DATE	DESCRIPTION
1	11-13-24	FINAL PLAT SUBMITTAL

PROJECT NUMBER: 240757 S03
P.M. DEF
DRAWN: KS
DATE: SEPTEMBER 20, 2024

PRELIMINARY GRADING PLAN

C3.0

PLOTTED BY: DAN FREE DATE/TIME: 11/13/2024 4:47 PM FILE: N:\2024\240757\DRAWINGS\ACAD\LDS03\SHEET DRAWINGS\C3.0 GRD\240757 DWG



NOTES:

1. CONTRACTOR TO UTILIZE DUCTILE IRON PIPE, CLASS 52 CONFORMING TO ANSI A21.4 (AWWA C104) AND PUSH-ON JOINTS CONFORMING TO ANSI A21.11 (AWWA C111).
2. SANITARY SEWER MAINS AND SERVICES SHALL BE PVC SDR 26 CONFORMING TO ASTM D-2241. ELASTOMETRIC GASKET JOINTS SHALL BE IN CONFORMANCE WITH ASTM D-3139.
3. UNLESS OTHERWISE INDICATED ON THE PLANS, STORM SEWER PIPE SHALL BE REINFORCED CONCRETE IN CONFORMANCE WITH IDOT STANDARD SPECIFICATIONS DETERMINATION FOR PIPE CLASS, AND CONFORMING TO ASTM C76. ALL STORM SEWER SHALL HAVE GASKETED JOINTS CONFORMING TO ASTM C 401.
4. SEE LANDSCAPE PLANS BY OTHERS FOR TREE, PLANTING AND LANDSCAPING.
5. CONTRACTOR TO FIELD VERIFY LOCATION, SIZE AND INVERT ELEVATION OF EXISTING UTILITIES PRIOR TO ORDERING MATERIALS AND STARTING CONSTRUCTION.
6. FIRE HYDRANTS SHALL MAINTAIN A MINIMUM OF 5 FEET OF SEPARATION FROM BACK OF CURB. ALL WATERMAIN LEADS TO FIRE HYDRANTS SHALL BE A MINIMUM OF 6 INCHES UNLESS OTHERWISE NOTED.
7. THE PROPOSED WATERMAIN ON-SITE IS ANTICIPATED TO BE A LOOPED PUBLIC WATERMAIN.
8. ALL STORM SEWER ROOF DRAINS FROM BUILDING TO MAIN STORM SEWER TRUNK LINE SHALL BE PVC SDR 26 AT 1.0% SLOPE (MINIMUM) UNLESS OTHERWISE NOTED.
9. FRAMES AND GRATES ARE AS FOLLOWS UNLESS OTHERWISE NOTED:
   F&CL IN OPEN SPACE AND PAVEMENT: NEENAH R-1772 (OR APPROVED EQUAL)
   F&OL IN OPEN SPACE: NEENAH R-4340-B (OR APPROVED EQUAL)
   F&OL IN PAVEMENT: NEENAH R-3563-HB (OR APPROVED EQUAL)

   F&CL = FRAME AND CLOSED LID
   F&OL = FRAME AND OPEN LID
10. RADIAL UNDERDRAINS TO BE PROVIDED AT EACH OPEN LID MANHOLE WITHIN THE PAVEMENT. PROVIDE UNDERDRAIN ALONG ALL EDGES OF CONCRETE PAVEMENT THAT ABUT ASPHALT PAVEMENT.
11. ALL PROPOSED PUBLIC WATER MAIN SHALL BE PLACED WITHIN A 15' PUBLIC UTILITY EASEMENT.
12. PROVIDE ONE 6" FOUNDATION DRAIN DISCHARGE CONNECTION TO STORM SEWER DOWNSTREAM OF DETENTION BASIN.

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		SANITARY SEWER
		SANITARY FORCE MAIN
		STORM SEWER
		COMBINED SEWER
W	W	WATERMAIN
FO	FO	UNDERGROUND FIBER OPTIC
E	E	UNDERGROUND ELECTRIC
T	T	UNDERGROUND TELEPHONE
OHE	OHE	OVERHEAD ELECTRIC
OHT	OHT	OVERHEAD TELEPHONE
OHW	OHW	OVERHEAD WIRE
		UTILITY STRUCTURE WITH CLOSED LID
		CURB INLET
		DRAINAGE STRUCTURE WITH OPEN LID
		FIRE HYDRANT
		VALVE IN VALVE BOX
		GATE VALVE IN VALVE VAULT
		FLARED END SECTION (F.E.S.)
		LIGHT STANDARD
		OVERHEAD UTILITY POLE

GRAPHIC SCALE
60 30 0 60
1" = 60'

COSTCO WHOLESALE
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CW # 23-0023
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	DATE	DESCRIPTION
1	11-13-24	FINAL PLAT SUBMITTAL

PROJECT NUMBER: 240757 903
P.M. DEF
DRAWN: KS
DATE: SEPTEMBER 20, 2024

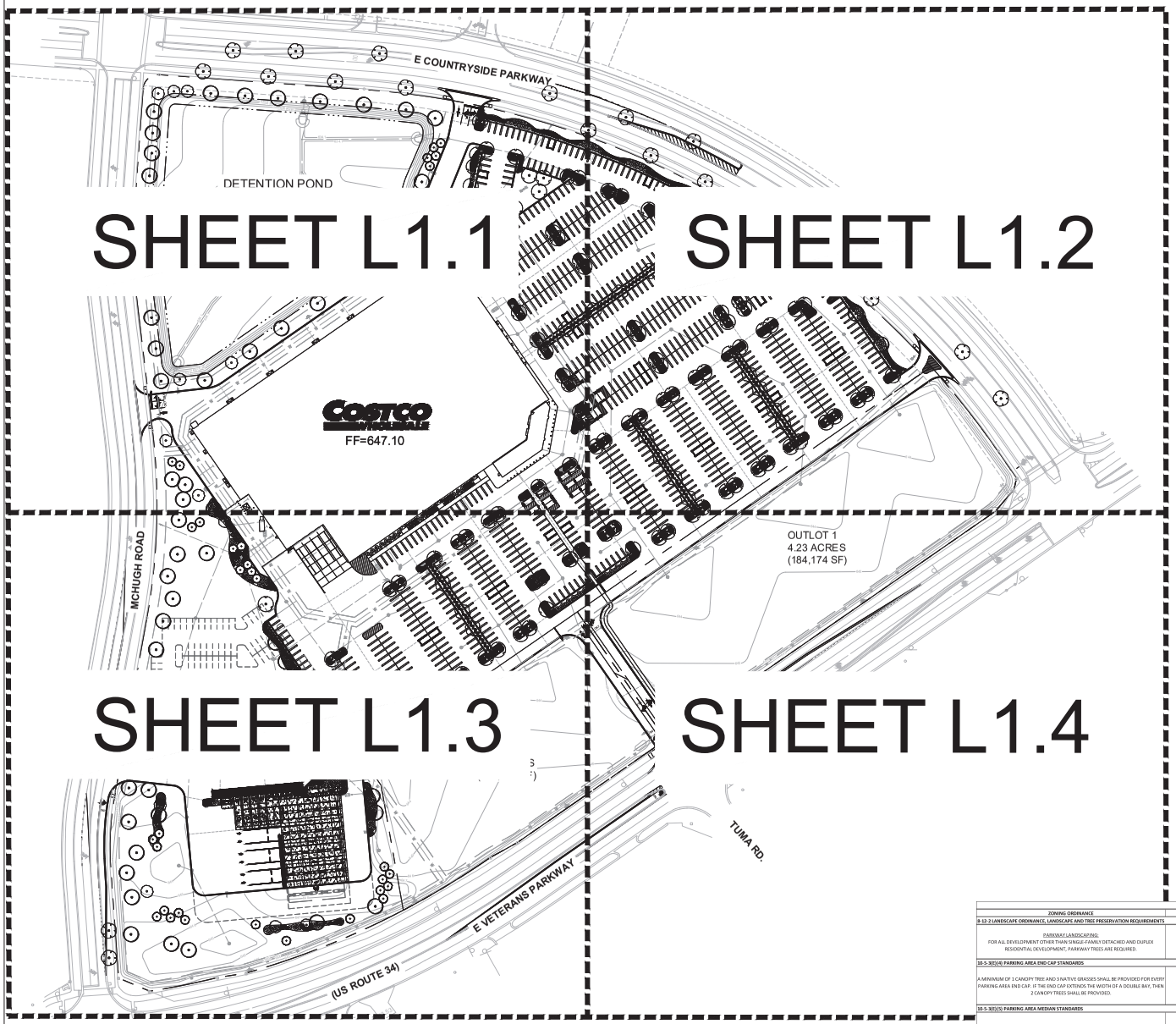
PRELIMINARY UTILITY PLAN

C4.0

PLOTTED BY: DAN FREE DATE/TIME: 11/13/2024 4:38 PM FILE: N:\2024\240757\DRAWINGS\ACAD\LDS\03\SHEET DRAWINGS\C4.0 UTIL 240757.DWG

NOTE: NOT FOR CONSTRUCTION

NOTE: ALL INTERIOR ISLANDS AND FOUNDATION LANDSCAPE TO BE MULCHED WITH ROCK MULCH.



CONCEPT PLANT SCHEDULE

CANOPY TREE 2.5" DBH MINIMUM		63
CANOPY TREE - PARKWAY 2.5" DBH MINIMUM		21
CANOPY TREE - PARKING AREA 2.5" DBH MINIMUM		112
CANOPY TREE - PARKING AREA MEDIAN 2.5" DBH MINIMUM		16
EVERGREEN TREE 6' HT MINIMUM		32
ORNAMENTAL TREE 1.5" DBH MINIMUM FOR SINGLE STEM 6' HT. MINIMUM FOR MULTI-STEM		20
LARGE DECIDUOUS SHRUB		190
LARGE DECIDUOUS SHRUB - PARKING AREA PERIMETER		30
LARGE EVERGREEN SHRUB		83
LARGE EVERGREEN SHRUB - PARKING AREA PERIMETER		58
MEDIUM DECIDUOUS SHRUB		769
MEDIUM DECIDUOUS SHRUB - PARKING AREA MEDIAN		203
MEDIUM DECIDUOUS SHRUB - PARKING AREA PERMIETER		136
SMALL DECIDUOUS SHRUB		1,575
SMALL DECIDUOUS SHRUB - PARKING AREA MEDIAN		40
SMALL DECIDUOUS SHRUB - PARKING AREA PERIMETER		78
ORNAMENTAL GRASS		283
ORNAMENTAL GRASS - PARKING AREA PERIMETER		31
PERENNIALS		
TURF SOD		
NO-MOW TURF SEED MIX		
NATURALIZED PLANTINGS		

YORKVILLE, IL LANDSCAPE CODE REQUIREMENTS		
ZONING ORDINANCE	REQUIRED	PROVIDED
8-12-2 LANDSCAPE ORDINANCE, LANDSCAPE AND TREE PRESERVATION REQUIREMENTS		
PARKWAY LANDSCAPING: FOR ALL DEVELOPMENT OTHER THAN SINGLE-FAMILY DETACHED AND DUPLEX RESIDENTIAL DEVELOPMENT, PARKWAY TREES ARE REQUIRED.	**PARKWAY TREES REQUIRED ALONG FRONTAGE ROADS**	MCHUGH ROAD = EXISTING PARKWAY TREES TO REMAIN E COUNTRYSIDE PARKWAY = PARKWAY TREES PROVIDED WITHIN PARKWAY AND MEDIAN E VETERANS PARKWAY = PARKWAY TREES NOT PROVIDED (IDOT ROAD)
10-5-3(D)(4) PARKING AREA END CAP STANDARDS		
A MINIMUM OF 1 CANOPY TREE AND 3 NATIVE GRASSES SHALL BE PROVIDED FOR EVERY PARKING AREA END CAP. IF THE END CAP EXTENDS THE WIDTH OF A DOUBLE BAY, THEN 2 CANOPY TREES SHALL BE PROVIDED.	**1 CANOPY TREE AND 3 NATIVE GRASSES PER PARKING AREA END CAP REQUIRED**	PARKING LOT TREES AND SHRUBS/GRASSES PROVIDED WITHIN PARKING LOT ISLANDS
10-5-3(D)(5) PARKING AREA MEDIAN STANDARDS		
A MINIMUM OF 1 CANOPY TREE AND 35 SHRUBS OR NATIVE GRASSES SHALL BE PLANTED FOR EACH 50LF OF PARKING AREA MEDIAN.	LENGTH OF PARKING AREA MEDIANS = 773 LF 773 LF / 50 LF = 15.5 15.5 x 1 CANOPY TREE = 16 = **16 CANOPY TREES REQUIRED** 15.5 x 35 SHRUBS OR NATIVE GRASSES = 231.9 = **232 SHRUBS OR NATIVE GRASSES REQUIRED**	16 CANOPY TREES AND 243 SHRUBS PROVIDED WITHIN PARKING AREA MEDIANS
10-5-3(D)(6) PARKING AREA ISLAND STANDARDS		
A MINIMUM OF 1 UNDERSTORY TREE SHALL BE PROVIDED FOR EVERY PARKING AREA ISLAND. IF THE ISLAND EXTENDS THE WIDTH OF A DOUBLE BAY, THEN 2 UNDERSTORY TREES SHALL BY PROVIDED.	**1 UNDERSTORY TREE PER PARKING AREA ISLAND REQUIRED.**	1 CANOPY TREE PER PARKING AREA ISLAND PROVIDED
10-5-3(C) BUILDING FOUNDATION LANDSCAPE		
FIVE (5) SQUARE FEET OF LANDSCAPE AREA SHALL BE PROVIDED PER LINEAR FOOT OF BUILDING FRONTAGE FACING THE FRONT AND EXTERIOR SIDE YARDS AND SHALL BE DISPERSED ALONG THE BUILDING FOUNDATION.	LENGTH OF BUILDING FOUNDATION = 748.05 LF 748.05 LF x 5 SQ FT = 3,740.25 SQ FT **3,740 SQ FT OF LANDSCAPING REQUIRED ALONG FRONT AND EXTERIOR SIDE OF BUILDING**	2,276.95 SQ FT OF LANDSCAPING PROVIDED ALONG FRONT OF BUILDING (SOUTH) 3,687.41 SQ FT OF LANDSCAPING PROVIDED ALONG EXTERIOR SIDE (WEST)
10-5-3(D) PARKING AREA PERIMETER LANDSCAPE		
ONE (1) SHRUB OR NATIVE GRASSES SHALL BE PLANTED FOR EVERY THREE (3) FEET OF LANDSCAPE AREA LENGTH.	LENGTH OF COUNTRYSIDE PARKWAY (NOT INCLUDING DRIVEWAYS) = 792.13 LF 792.13 LF / 3 LF = 264.04 **264 SHRUBS OR NATIVE GRASSES REQUIRED**	333 SHRUBS AND NATIVE GRASSES PROVIDED ALONG COUNTRYSIDE PARKWAY

CONSULTANT

Kimley»Horn

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NORTH ARROW AND SCALE

NORTH

GRAPHIC SCALE IN FEET
0 35 70 140

SEAL AND SIGNATURES

COSTCO WHOLESALE
WAREHOUSE SITE
SWC OF MCHUGH ROAD &
EAST COUNTRYSIDE PKWY
YORKVILLE, IL

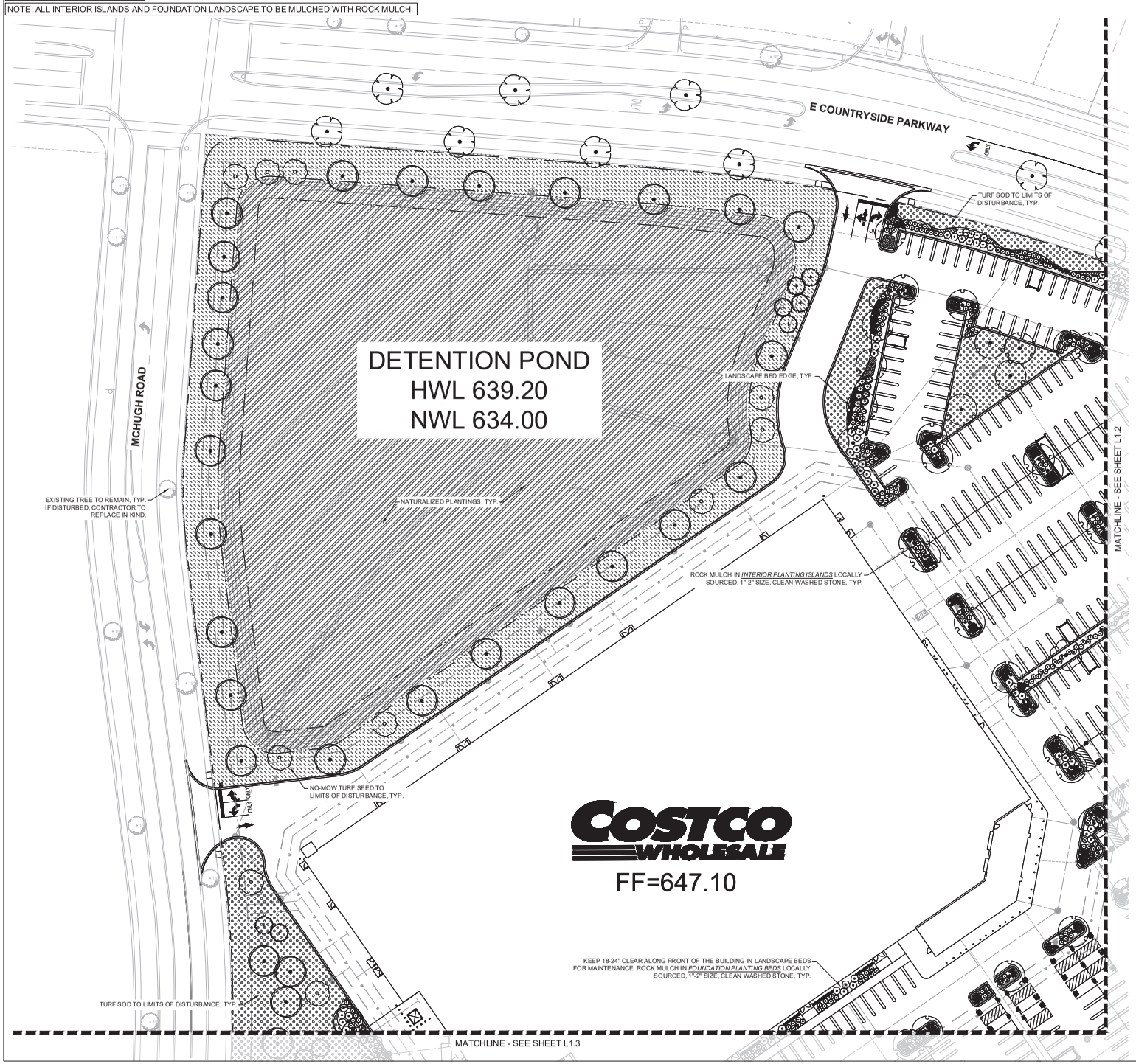
DATE	ISSUED FOR	REV.
09/20/2024	GREEN INK	
11/15/2024	CITY SUBMITTAL	

L1.0
OVERALL LANDSCAPE PLAN

AS INDICATED

NOTE: NOT FOR CONSTRUCTION

NOTE: ALL INTERIOR ISLANDS AND FOUNDATION LANDSCAPE TO BE MULCHED WITH ROCK MULCH.



CONCEPT PLANT SCHEDULE

- CANOPY TREE — 2.5" DBH MINIMUM
- CANOPY TREE - PARKWAY — 2.5" DBH MINIMUM
- CANOPY TREE - PARKING AREA — 2.5" DBH MINIMUM
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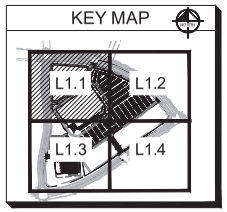

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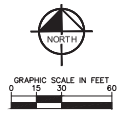
NORTH ARROW AND SCALE



SEAL AND SIGNATURES

COSTCO WHOLESALE

WAREHOUSE SITE

SWC OF MCHUGH ROAD &
EAST COUNTRYSIDE PKWY
YORKVILLE, IL

DATE	ISSUED FOR	REV.
09/20/2024	GREEN INK	
11/15/2024	CITY SUBMITTAL	

L1.1

LANDSCAPE PLAN

AS INDICATED

NOTE: NOT FOR CONSTRUCTION

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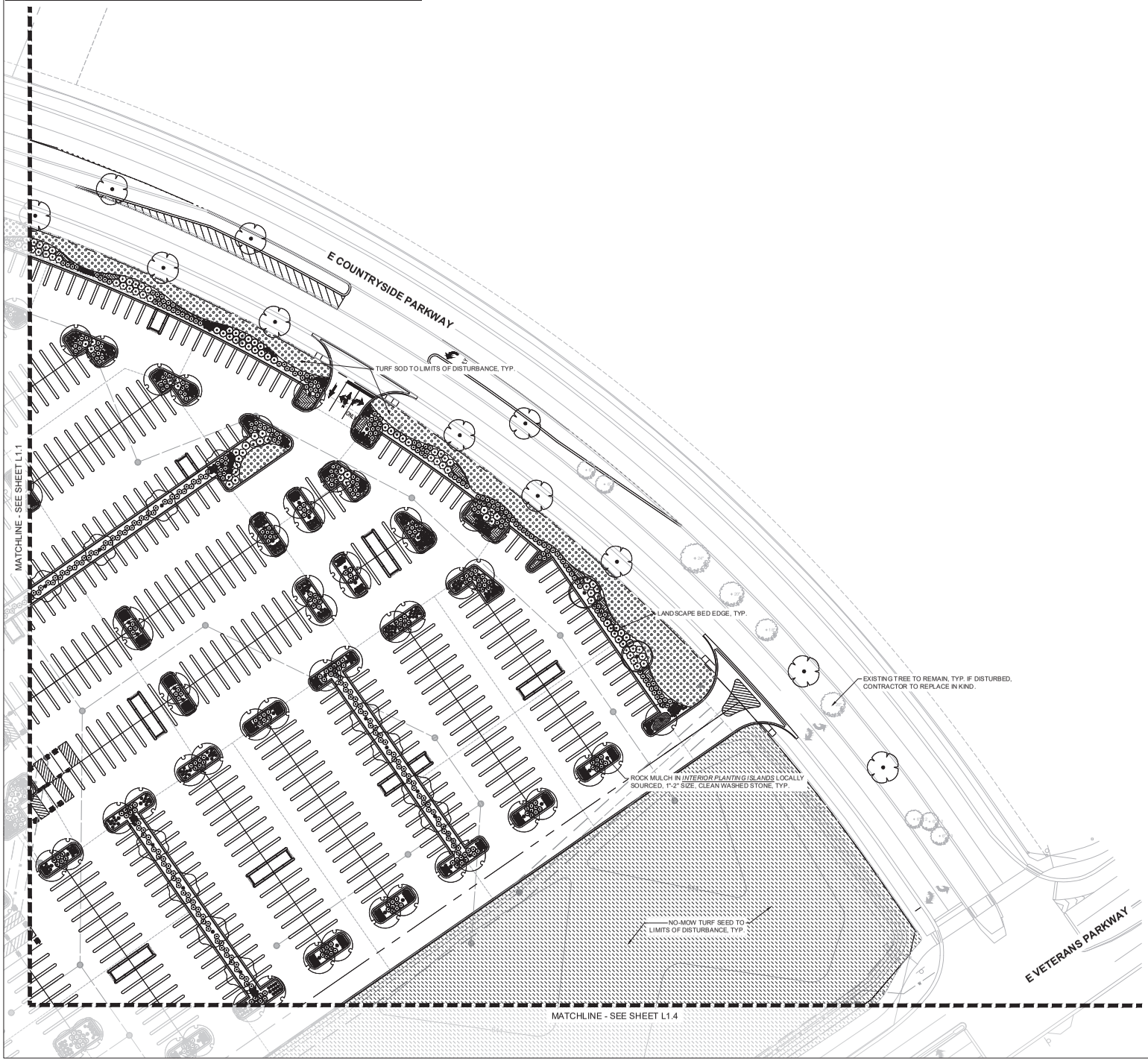

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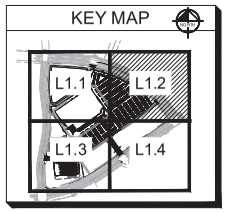
- TURF SOD
- NO-MOW TURF SEED MIX
- NATURALIZED PLANTINGS

KEY MAP



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NORTH ARROW AND SCALE

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

SEAL AND SIGNATURES

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L1.2

LANDSCAPE PLAN

AS INDICATED

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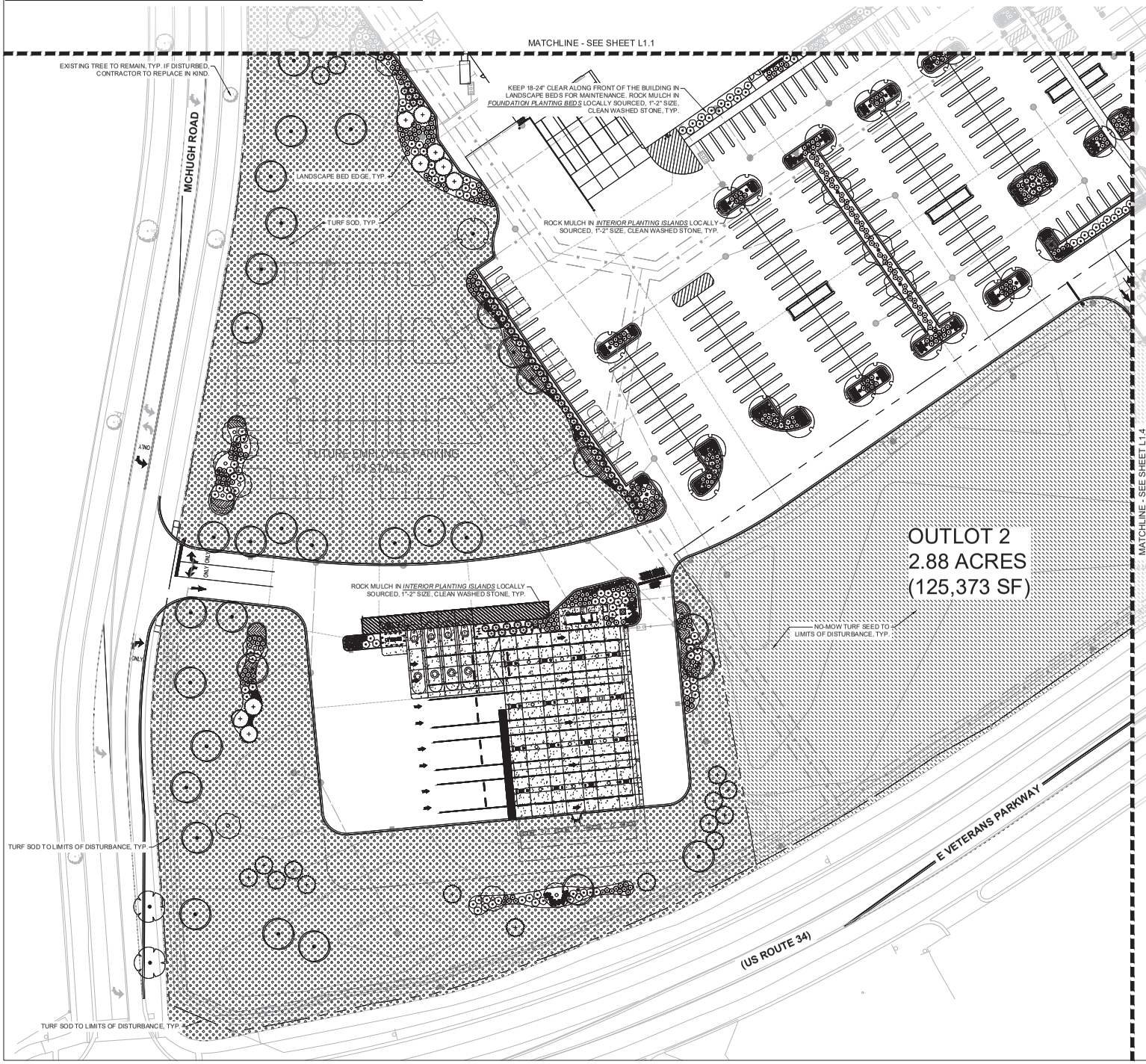

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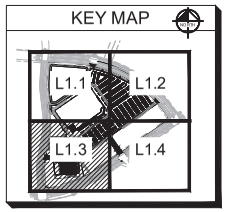

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NORTH ARROW AND SCALE

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GRAPHIC SCALE IN FEET
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SEAL AND SIGNATURES

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L1.3

LANDSCAPE PLAN

AS INDICATED

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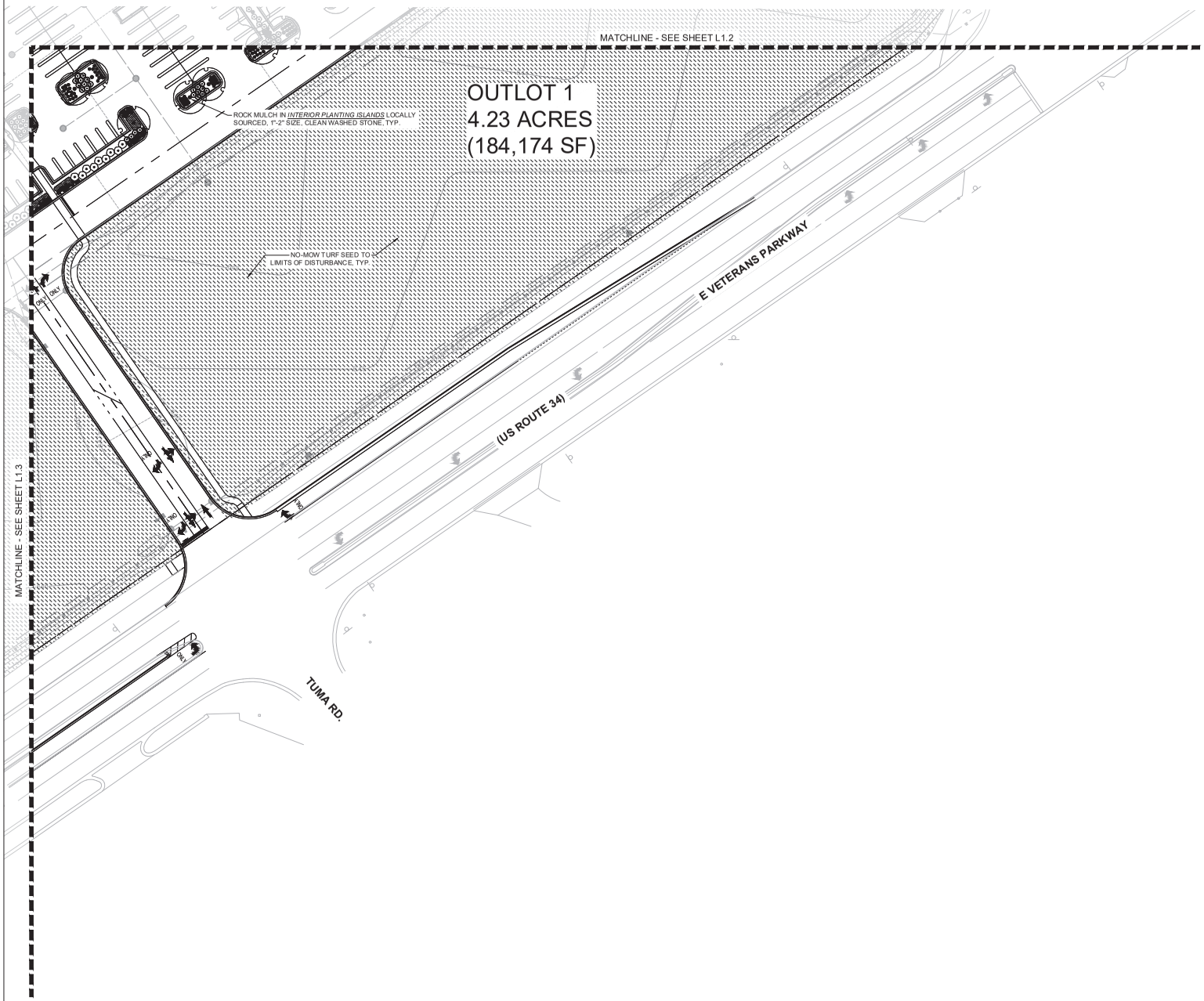

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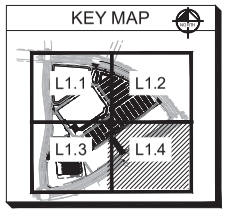

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NORTH ARROW AND SCALE

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GRAPHIC SCALE IN FEET
0 15 30 60

SEAL AND SIGNATURES

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L1.4

LANDSCAPE PLAN

AS INDICATED

NOTE: NOT FOR CONSTRUCTION

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PLANT SCHEDULE

BOTANICAL / COMMON NAME

TREES
ACER MIYABEI 'MORTON' / STATE STREET™ MIYABE MAPLE
ACER X FREEMANII 'AUTUMN BLAZE' / AUTUMN BLAZE MAPLE
CELTIS OCCIDENTALIS / COMMON HACKBERRY
GINKGO BILOBA 'AUTUMN GOLD' / AUTUMN GOLD MAIDENHAIR TREE
GLEDITSIA TRIACANTHOS INERMIS 'SKYLINE' / SKYLINE HONEY LOCUST
GYMNOCLADUS DIOICUS 'ESPRESSO' / KENTUCKY COFFEETREE
OSTRYA VIRGINIANA / AMERICAN HOPHORNBEAM
QUERCUS BICOLOR / SWAMP WHITE OAK
QUERCUS MACROCARPA / BURR OAK
TAXODIUM DISTICHUM 'SHAWNEE BRAVE' / SHAWNEE BRAVE BALD CYPRESS
TILIA AMERICANA 'BOULEVARD' / BOULEVARD AMERICAN LINDEN
ULMUS AMERICANA 'PRINCETON' / PRINCETON AMERICAN ELM
ULMUS X 'FRONTIER' / FRONTIER ELM
ULMUS X 'MORTON' / ACCOLADE™ ELM
ZELKOVA SERRATA 'GREEN VASE' / GREEN VASE JAPANESE ZELKOVA

EVERGREEN TREES
ABIES CONCOLOR / WHITE FIR
PICEA ABIES / NORWAY SPRUCE
PICEA OMORIKA / SERBIAN SPRUCE
PINUS FLEXILIS 'VANDERWOLF'S PYRAMID' / VANDERWOLF'S PYRAMID LIMBER PINE
PSEUDOTSUGA MENZIESII / DOUGLAS FIR

ORNAMENTAL TREES
AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' / AUTUMN BRILLIANCE APPLE SERVICEBERRY
MALUS X 'PRAIRIFIRE' / PRAIRIFIRE CRABAPPLE
SYRINGA RETICULATA 'IVORY SILK' / IVORY SILK JAPANESE TREE LILAC

SHRUBS
ARONIA MELANOCARPA 'MORTON' / IROQUOIS BEAUTY™ BLACK CHOKEBERRY
ARONIA MELANOCARPA 'UCONNAM165' / LOW SCAPE MOUND CHOKEBERRY
CEANOTHUS AMERICANUS / NEW JERSEY TEA
CORNUS ALBA 'BAILHALO' / IVORY HALO® TATARIAN DOGWOOD
CORNUS SANGUINEA 'CATO' / ARCTIC SUN® BLOODTWIG DOGWOOD
DEUTZIA X 'NCDX1' / YUKI SNOWFLAKE® DEUTZIA
DIERVILLA X 'G2X88544' / KODIAK® ORANGE DIERVILLA
FORSYTHIA X INTERMEDIA 'NIMBUS' / SHOW OFF® SUGAR BABY® DWARF FORSYTHIA
HYDRANGEA PANICULATA 'JANE' / LITTLE LIME® PANICLE HYDRANGEA
PHYSOCARPUS OPULIFOLIUS 'DONNA MAY' / LITTLE DEVIL™ DWARF NINEBARK
PHYSOCARPUS OPULIFOLIUS 'SEWARD' / SUMMER WINE® NINEBARK
POTENTILLA FRUTICOSA 'JACKMANII' / JACKMAN'S BUSH CINQUEFOIL
SPIRAEA BETULIFOLIA 'TOR GOLD' / GLOW GIRL® BIRCHLEAF SPIREA
SPIRAEA JAPONICA 'NEON FLASH' / NEON FLASH JAPANESE SPIREA
SPIRAEA JAPONICA 'WALBUMA' / MAGIC CARPET JAPANESE SPIREA
VIBURNUM DENTATUM 'BLUE MUFFIN' / BLUE MUFFIN ARROWWOOD VIBURNUM
WEIGELA FLORIDA 'ALEXANDRA' / WINE & ROSES® WEIGELA
WEIGELA FLORIDA 'BRAMWELL' / FINE WINE® WEIGELA
WEIGELA FLORIDA 'VERWEIG' / MY MONET® WEIGELA

EVERGREEN SHRUBS
JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER
TAXUS X MEDIA 'TAUNTONII' / TAUNTON'S ANGLO-JAPANESE YEW

ORNAMENTAL GRASSES
CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS
PANICUM VIRGATUM 'CHEYENNE SKY' / CHEYENNE SKY PRAIRIE WINDS® SWITCH GRASS
PANICUM VIRGATUM 'HEAVY METAL' / HEAVY METAL SWITCH GRASS
PENNISETUM ALOPECUROIDES 'BURGUNDY BUNNY' / BURGUNDY BUNNY DWARF FOUNTAIN GRASS
PENNISETUM ALOPECUROIDES 'HAMELN' / HAMELN FOUNTAIN GRASS
PENNISETUM ALOPECUROIDES 'PIGLET' / PIGLET DWARF FOUNTAIN GRASS
SPOROBOLUS HETEROLEPIS / PRAIRIE DROPSEED

PERENNIALS
ALLIUM X 'SUMMER BEAUTY' / SUMMER BEAUTY ORNAMENTAL ONION
AMSONIA TABERNAEMONTANA 'BLUE ICE' / BLUE ICE EASTERN BLUESTAR
ECHINACEA X 'BUTTERFLY KISSES' / BUTTERFLY KISSES CONEFLOWER
HEMEROCALLIS X 'ROSY RETURNS' / ROSY RETURNS DAYLILY
RUDBECKIA FULGIDA 'LITTLE GOLDSTAR' / LITTLE GOLDSTAR BLACK-EYED SUSAN
SEDUM X 'AUTUMN JOY' / AUTUMN JOY SEDUM

NATURALIZED POND PLANTINGS, POND DESIGN AND EXACT SEED MIXES TO BE DETERMINED AT A LATER DATE:

Pizzo NATIVE PLANT NURSERY

Pizzo Native Plant Nursery, LLC • 10729 Pine Road • Leland, IL 60531 • Phone : 815-981-8000 • www.pizzonursery.com

Economy Prairie Seed Mix (Dry-Mesic Soils)

MIX STATISTICS	
Average Mix Height (ft)	3.0
Median Mix Height (ft)	3.0
Species Heights (# of Occurrences in Mix)	2' (11), 3' (8), 4' (8), 5' (3)
Number of Native Species in Mix	20
Native Cover Crop	oats
Native Mean C Value	4.2
Native Mean W Value	2.5
National Wetland Category	FACU+
Lbs/Acre of Native Seed	15.0
Seeds per Square Foot	90.7
Percent of Mix (by Seed Count)Requiring Stratification	#REF!

Designed as the most economical way to establish an ecologically functional prairie while maintaining the highest aesthetic value. This mix includes prairie species that quickly establish for a more immediate naturalized setting in sunny areas that remain mesic to dry for the most of the growing season. Over 55% of this mix is composed of wildflowers that provide an array of blooms from April through October. When installed and managed correctly, this mix typically begins flowering in its second growing season, starting with the yellow blooms of annual Partridge Pea and biennial Black-Eyed Susan. An additional colorful matrix of perennial species appears in the succeeding 3 to 5 years. This is a medium-short height prairie with an average height of 2.9' by seed count.

Grasses, Sedges, & Rushes

CODE	SCIENTIFIC NAME	COMMON NAME	C-VALUE	W-VALUE	WITNESS	HEIGHT Min-Max	HEIGHT Typical	BLOOM COLOR	BLOOM TIME A	M	J	J	A	S	O	SEEDS/OZ	OZ/ACRE	LB/ACRE	% OF MIX by Weight	% OF MIX by Seed Coun	GERMINATION	TOP SOW
BOUCUR	*Bouteloua curtipendula*	Side-oats Grama	8	5	UPL	1.5-2.5'	2	N/A								6,000	32.0	2.00	13.29%	4.86%	N/A	
CARBRV	*Carex brevior*	Plains Oval Sedge	4	0	FAC	1-3'	2	N/A								29,000	2.0	0.13	0.83%	1.47%	CM-60	
SORNUT	*Sorghastrum nutans*	Indian Grass	5	3	IACU	3-7'	6	N/A								12,000	16.0	1.00	6.65%	4.86%	N/A	
ELYCAN	*Elymus canadensis*	Canada Wild Rye	4	3	IACU	3-5'	5	N/A								5,200	48.0	3.00	19.94%	6.32%	N/A	
PANVIR	*Panicum virgatum*	Switch Grass	5	0	FAC	3-6'	4	N/A								14,000	32.0	2.00	13.29%	11.34%	N/A	
SCHSCO	*Schizachyrium scoparium*	Little Bluestem	5	3	IACU	2-3'	3	N/A								15,000	32.0	2.00	13.29%	12.15%	N/A	
																	Grass/Sedge Subtotal:		10.125	67.29%	40.99%		

Wildflowers

CODE	SCIENTIFIC NAME	COMMON NAME	C-VALUE	W-VALUE	WITNESS	HEIGHT Min-Max	HEIGHT Typical	BLOOM COLOR	BLOOM TIME A	M	J	J	A	S	O	SEEDS/OZ	OZ/ACRE	LB/ACRE	% OF MIX by Weight	% OF MIX by Seed Coun	GERMINATION	TOP SOW
ASCSYR	*Asclepias syriaca*	Common Milkweed	0	3	IACU	2-6'	3	Pink								4,000	4.00	0.25	1.66%	0.40%	CM-30	
CHAFAS	*Chamaecrista fasciculata*	Partridge Pea	5	3	IACU	6"-2'	2	Yellow								2,700	16.0	1.00	6.65%	1.09%	CM-10, H, I	
CORLAN	*Coreopsis lanceolata*	Sand Coreopsis	5	3	IACU	1.5-3'	2	Yellow								20,000	4.00	0.25	1.66%	2.02%	CM-30	
DESCAA	*Desmodium canadense*	Showy Tick Trefoil	4	3	IACU	3-6'	4	Purple								5,500	2.50	0.16	1.04%	0.35%	J, I	
ECHPUR	*Echinacea purpurea*	Purple Coneflower	3	5	UPL	2-5'	4	Purple								6,600	12.0	0.75	4.98%	2.00%	N/A	
[illegible]	[illegible]	Early Sunflower	5	3	IACU	3-5'	5	Yellow								6,349	8.00	0.50	3.32%	1.89%	CM-30	
MONFIS	*Monarda fistulosa*	Wild Bergamot	4	3	IACU	2.5-4'	4	Purple								70,000	2.00	0.13	0.83%	3.54%	N/A	
PENDIG	*Penstemon digitalis*	Foxglove Beardtongue	4	0	FAC	2-3'	3	White								130,000	1.71	0.11	0.73%	5.76%	CM-30, G	
RUDHIR	*Rudbeckia hirta*	Black-eyed Susan	1	3	IACU	2-3'	2	Yellow								92,000	16.0	1.00	6.65%	37.25%	CM-30	
SILINT	*Silphium integrifolium*	Rosin Weed	5	5	UPL	2-6'	5	Yellow								1,200	3.00	0.19	1.25%	0.09%	CM-60	
SYMNOV	*Symphyotrichum novae-angliae*	New EnglandAster	4	-3	IACW	3-5'	4	Purple								66,000	1.00	0.06	0.42%	1.67%	CM-60	
TRADHI	*Tradescantia ohiensis*	Ohio Spiderwort	2	3	IACU	2-4'	3	Blue								8,000	1.50	0.09	0.62%	0.30%	CM-120 or M, G	
VERSTR	*Verbena stricta*	Hoary Vervain	4	5	UPL	1-3'	2	Blue								28,000	3.00	0.19	1.25%	2.13%	CM-40	
ZIZAUR	*Zizia aurea*	Golden Alexanders	7	0	FAC	1-2.5'	2	Yellow								11,000	4.00	0.25	1.66%	1.11%	CM-60 or M, G	
																	Wildflower Subtotal:		4.922	32.71%	59.01%	
																	Mix TOTALS		15.047	100.00%	100.00%	

NO-MOW TURF SEED MIX

BOTANICAL NAME	COMMON NAME	LBS / ACRE	% OF TOTAL
GRASSES, SEDGES, & RUSHES			
Lolium perenne	Perennial Rye	25.0	13%
Agrostis gigantea	Red Top	15.0	8%
Festuca rubra	Creeping Red Fescue	80.0	40%
Festuca arundinacea	Tall Fescue	20.0	10%
Festuca ovina	Sheep's Fescue	20.0	10%
Poa pratensis	Kentucky Bluegrass	40.0	20%
SEED MIX TOTAL LBS PER ACRE:		200	

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NORTH ARROW AND SCALE

SEAL AND SIGNATURES

COSTCO WHOLESALE
WAREHOUSE SITE
SWC OF MCHUGH ROAD &
EAST COUNTRYSIDE PKWY
YORKVILLE, IL

DATE	ISSUED FOR	REV
09/20/2024	GREEN INK	
11/15/2024	CITY SUBMITTAL	

L2.0

LANDSCAPE NOTES AND DETAILS

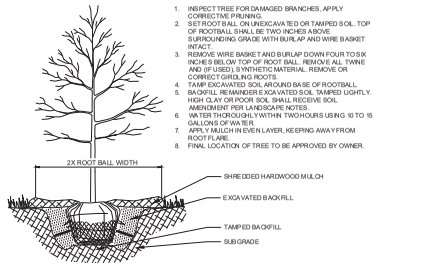
AS INDICATED

NOTE: NOT FOR CONSTRUCTION

NOTE: ALL INTERIOR ISLANDS AND FOUNDATION LANDSCAPE TO BE MULCHED WITH ROCK MULCH.

NOTES:

1. INSPECT TREE FOR DAMAGED BRANCHES. APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL SHALL BE TWO INCHES ABOVE SURROUNDING GRADE WITH BURLAP AND WIRE BASKET INTACT.
3. REMOVE WIRE BASKET AND BURLAP DOWN FOUR TO SIX INCHES BELOW TOP OF ROOT BALL. REMOVE ALL TWINE AND (IF USED) SYNTHETIC MATERIAL. REMOVE OR CORRECT GIRDLING ROOTS.
4. TAMP EXCAVATED SOIL AROUND BASE OF ROOTBALL.
5. BACKFILL REMAINDER EXCAVATED SOIL TAMPED LIGHTLY. HIGH CLAY OR POOR SOIL SHALL RECEIVE SOIL AMENDMENT PER LANDSCAPE NOTES.
6. WATER THOROUGHLY WITHIN TWO HOURS USING 10 TO 15 GALLONS OF WATER.
7. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE.
8. FINAL LOCATION OF TREE TO BE APPROVED BY OWNER.

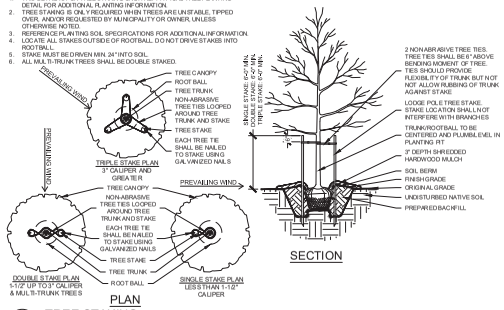


1 TREE PLANTING

NTS

NOTES:

1. THIS DETAIL IS FOR TREE STAKING ONLY. REF. TYPICAL TREE PLANTING DETAIL FOR ADDITIONAL PLANTING INFORMATION.
2. TREE STAKING IS ONLY REQUIRED WHEN TREES ARE UNSTABLE, TIPPED OVER, AND/OR REQUESTED BY MUNICIPALITY OR OWNER, UNLESS OTHERWISE NOTED.
3. REFERENCE PLANTING SOIL SPECIFICATIONS FOR ADDITIONAL INFORMATION.
4. LOCATE ALL STAKES OUTSIDE OF ROOTBALL. DO NOT DRIVE STAKES INTO ROOTBALL.
5. STAKE MUST BE DRIVEN MIN. 24" INTO SOIL.
6. ALL MULTI-TRUNK TREES SHALL BE DOUBLE STAKED.

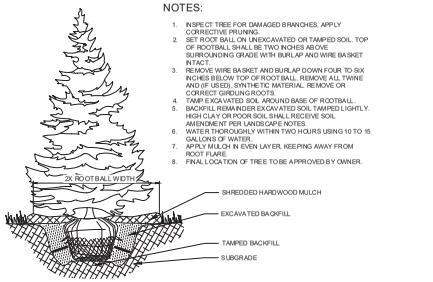


2 TREE STAKING

N.T.S.

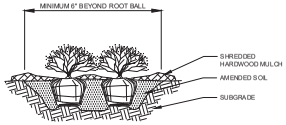
NOTES:

1. THIS DETAIL IS FOR TREE STAKING ONLY. REF. TYPICAL TREE PLANTING DETAIL FOR ADDITIONAL PLANTING INFORMATION.
2. TREE STAKING IS ONLY REQUIRED WHEN TREES ARE UNSTABLE, TIPPED OVER, AND/OR REQUESTED BY MUNICIPALITY OR OWNER, UNLESS OTHERWISE NOTED.
3. REFERENCE PLANTING SOIL SPECIFICATIONS FOR ADDITIONAL INFORMATION.
4. LOCATE ALL STAKES OUTSIDE OF ROOTBALL. DO NOT DRIVE STAKES INTO ROOTBALL.
5. STAKE MUST BE DRIVEN MIN. 24" INTO SOIL.
6. ALL MULTI-TRUNK TREES SHALL BE DOUBLE STAKED.



3 EVERGREEN TREE PLANTING

NTS



NOTES:

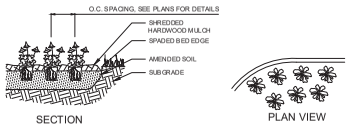
1. APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL OR CONTAINER ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL (CONTAINER) SHALL BE ONE INCH ABOVE SURROUNDING GRADE. FOR LARGER SHRUBS WITHIN PLANTING BED DIG A DEEPER PIT ONLY FOR THOSE SHRUBS.
3. REMOVE BURLAP FROM TOP HALF THE LENGTH OF ROOTBALL. TWINE AND (IF USED) SYNTHETIC MATERIAL SHALL BE REMOVED FROM PLANTING BED. FOR CONTAINER GROWN SHRUBS, REMOVE CONTAINER AND LOOSEN ROOTS PRIOR TO INSTALLATION.
4. REMOVE OR CORRECT GIRDLING ROOTS.
5. PLUMB AND BACKFILL WITH AMENDED SOIL PER LANDSCAPE NOTES. WATER THOROUGHLY WITHIN TWO HOURS.
6. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR SHRUBS EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.

4 SHRUB PLANTING

NTS

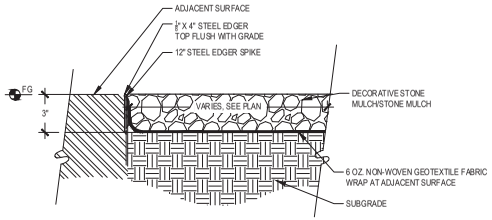
NOTES:

1. EXCAVATE PLANTING BED.
2. BED HEIGHT IS TO BE 2" ABOVE FINISH GRADE AND WELL DRAINED.
3. REMOVE CONTAINER. SCORE SOIL MASS TO REDIRECT AND PREVENT CIRCLING ROOTS. CORRECT GIRDLING ROOTS.
2. PLANT MATERIAL SHALL BE LAID OUT BY FOLLOWING THE BED EDGE, WORKING TOWARDS THE CENTER OF THE BED USING TRIANGULAR (STAGGERED) SPACING AS PLAUSIBLE.
3. PLUMB AND BACKFILL WITH PLANTING MIX AS SPECIFIED IN LANDSCAPE NOTES.
4. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR PERENNIAL SIGROUNDCOVER EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.
5. SPACING TO BE AS SPECIFIED IN THE PLANT LIST. PERENNIALS SHALL BE PLACED WITH THEIR CENTER 24" FROM EDGE OF BED.



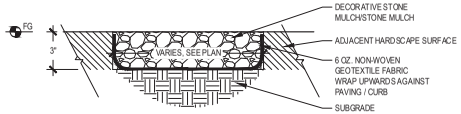
5 PERENNIAL PLANTING

NTS



6 STONE MULCH

3" = 1'-0"



7 STONE MULCH ADJACENT TO HARDSCAPE

3" = 1'-0"

LANDSCAPE NOTES

SPECIFICATIONS SHALL SUPERCEDE LANDSCAPE NOTES.

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING MATERIALS AND PLANTS SHOWN ON THE LANDSCAPE PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT LANDSCAPE, PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION OR DURING THE SPECIFIED MAINTENANCE PERIOD. CALL FOR UTILITY LOCATIONS PRIOR TO ANY EXCAVATION.
2. THE CONTRACTOR SHALL REPORT ANY DISCREPANCY IN PLAN VS. FIELD CONDITIONS IMMEDIATELY TO THE LANDSCAPE ARCHITECT, PRIOR TO CONTINUING WITH THAT PORTION OF WORK. ACTUAL LOCATION OF PLANT MATERIAL IS SUBJECT TO FIELD AND SITE CONDITIONS.
3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.
5. CONFORM TO AMERICAN ASSOCIATION OF NURSERYMEN'S SPECIFICATIONS TRUE TO NAME. PLANTS TO BE FIRST QUALITY, WELL FOLIATED WITH WELL-DEVELOPED ROOT SYSTEMS AND A NORMAL, WELL-SHAPED TRUNK AND LEADER, LIMBS, STEMS AND A HEAD. PLANTS DEEMED UNSUITABLE MAY BE REJECTED BEFORE OR AFTER DELIVERY. PLANT MATERIAL IS REQUIRED TO BE FREE OF EVIDENCE OF DISEASE, INSECTS, INSECT EGGS, AND LARVAE. OVERSIZE PLANTS MAY BE USED WITH APPROVAL, BUT AT NO INCREASE IN PRICE. BALLS THAT ARE CRACKED, BROKEN OR DRY TO THE CENTER WILL BE REJECTED.
6. THE OWNER'S REPRESENTATIVE MAY REJECT ANY PLANT MATERIALS THAT ARE DISEASED, DEFORMED, OR OTHERWISE NOT EXHIBITING SUPERIOR QUALITY.
7. GUARANTEE TREES, SHRUBS AND GROUND COVER FOR A PERIOD OF ONE YEAR AFTER DATE OF ACCEPTANCE AGAINST DEFECTS INCLUDING DEATH AND UNSATISFACTORY GROWTH, EXCEPT FOR DEFECTS RESULTING FROM NEGLECT BY OWNER, ABUSE OR DAMAGE BY OTHERS, OR UNUSUAL PHENOMENA OR INCIDENTS WHICH ARE BEYOND LANDSCAPE CONTRACTOR'S CONTROL.
8. AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014 OR MOST CURRENT VERSION) REQUIREMENTS FOR SIZE AND TYPE.
9. PLANTS TO BE INSTALLED AS PER ANSI STANDARD PLANTING PRACTICES.
10. PRIOR TO PLANTING, FIELD VERIFY THAT THE ROOT COLLAR/ROOT FLAIR IS LOCATED AT THE TOP OF THE BALLED & BURLAP TREE. IF THIS IS NOT THE CASE, SOIL SHALL BE REMOVED DOWN TO THE ROOT COLLAR/ROOT FLAIR. WHEN THE BALLED & BURLAP TREE IS PLANTED, THE ROOT COLLAR/ROOT FLAIR SHALL BE EVEN OR SLIGHTLY ABOVE FINISHED GRADE.
11. OPEN TOP OF BURLAP ON BB MATERIALS; REMOVE POT ON POTTED PLANTS; SPLIT AND BREAK APART PEAT POTS.
12. PRUNE PLANTS AS NECESSARY - PER STANDARD NURSERY PRACTICE AND TO CORRECT POOR BRANCHING OF EXISTING AND PROPOSED TREES.
13. WRAP ALL SMOOTH-BARKED TREES - FASTEN TOP AND BOTTOM. REMOVE BY APRIL 1ST.
14. STAKING OF TREES AS NEEDED; REPOSITION, PLUMB AND STAKE IF NOT PLUMB AFTER ONE YEAR.
15. THE NEED FOR SOIL AMENDMENTS SHALL BE DETERMINED UPON SITE SOIL CONDITIONS PRIOR TO PLANTING. LANDSCAPE CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT FOR THE NEED OF ANY SOIL AMENDMENTS.
16. TOPSOIL SHALL BE HIGH-QUALITY, AMENDED PER AGRONOMICAL SOIL REPORT AND BE AND GRADED BY GENERAL CONTRACTOR TO THE FOLLOWING MINIMUM DEPTHS BELOW FINISHED GRADE. REFER TO SOIL SPECIFICATION FOR MORE DETAIL.
    - PLANTING AREAS WITHIN 10 FEET OF BUILDINGS: 6 INCHES
    - OTHER PLANTING AREAS: 4 INCHES
    - LANDSCAPE ISLANDS: 6 INCHES
    - TURF AREAS: 4 INCHES
17. SEED/SOD LIMIT LINES ARE APPROXIMATE. CONTRACTOR SHALL SEED/SOD ALL AREAS WHICH ARE DISTURBED BY GRADING WITH THE SPECIFIED SEED/SOD MIXES. ALL DISTURBED AREAS TO BE SODDED OR SEEDED, UNLESS OTHERWISE NOTED. SOD/SEED SHALL BE LOCAL HARDY TURF GRASS MIX UNLESS, OTHERWISE NOTED.
18. EDGING TO BE A SPADED EDGE UNLESS INDICATED OTHERWISE ON THE PLANS. SPADED EDGE TO PROVIDE V-SHAPED DEPTH AND WIDTH TO CREATE SEPARATION BETWEEN MULCH AND GRASS. A SPADED BED EDGE SHALL SEPARATE MULCH BEDS FROM TURF OR SEEDED AREAS. A SPADED EDGE IS NOT REQUIRED ALONG CURBED EDGES.
19. CONTRACTOR SHALL INSTALL NATURAL BROWN SHREDDED HARDWOOD MULCH AT A 3" DEPTH TO ALL TREES, SHRUB, PERENNIAL, AND GROUNDCOVER AREAS. TREES PLACED IN AREA COVERED BY TURF SHALL RECEIVE A 4 FT WIDE MAXIMUM TREE RING WITH 3" DEPTH SHREDDED HARDWOOD MULCH. ALL FOUNDATION PLANTING AREAS AND INTERIOR PARKING ISLANDS SHALL BE INSTALLED WITH DECORATIVE ROCK MULCH.
20. INSTALLATION OF TREES WITHIN PARKWAYS SHALL BE COORDINATED IN THE FIELD WITH LOCATIONS OF UNDERGROUND UTILITIES. TREES SHALL NOT BE LOCATED CLOSER THAN 5' FROM UNDERGROUND UTILITY LINES AND NO CLOSER THAN 10' FROM UTILITY STRUCTURES.
21. REPAIR, REPLACE, OR PROVIDE SOD/SEED AS REQUIRED FOR ANY ROADWAY BOULEVARD AREAS ADJACENT TO THE SITE DISTURBED DURING CONSTRUCTION.
22. REPAIR ALL DAMAGE TO PROPERTY FROM PLANTING OPERATIONS AT NO COST TO OWNER.
23. DO NOT DISTURB THE EXISTING PAVING, LIGHTING, OR LANDSCAPING THAT EXISTS ADJACENT TO THE SITE UNLESS OTHERWISE NOTED ON PLAN.
24. PLANT QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE OWNER AND JURISDICTIONAL REVIEW AGENCIES. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES AS DRAWN.
25. SEE IRRIGATION PLANS FOR IRRIGATION AND IRRIGATION NOTES.
26. SEE ELECTRICAL PLANS FOR SITE LIGHTING.

YORKVILLE, IL PARKWAY TREE NOTES:

1. NO TREE SHALL BE PLANTED CLOSER THAN THIRTY FEET (30') OF THE RIGHT=OF-WAY INTERSECTION.
2. IF A STOP OF YIELD SIGN IS LOCATED AT AN INTERSECTION, NO TREE, WHEN APPROACHING THE INTERSECTION, SHALL BE PLANTED CLOSER THAN 30 LINEAL FEET IN FRONT OF A SIGN.
3. TREES SHALL HAVE A MINIMUM SPACING OF TWENTY FEET (20') FROM LIGHT POLES, STREET SIGNS, FIRE HYDRANTS AND ANY OTHER SUCH ITEMS THAT MAY, IN THE OPINION OF THE CITY PLANNER OR PUBLIC WORKS DIRECTOR, REQUIRE SIMILAR INTERVALS.

CONSULTANT

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NORTH ARROW AND SCALE

SEAL AND SIGNATURES

COSTCO WHOLESALE

WAREHOUSE SITE

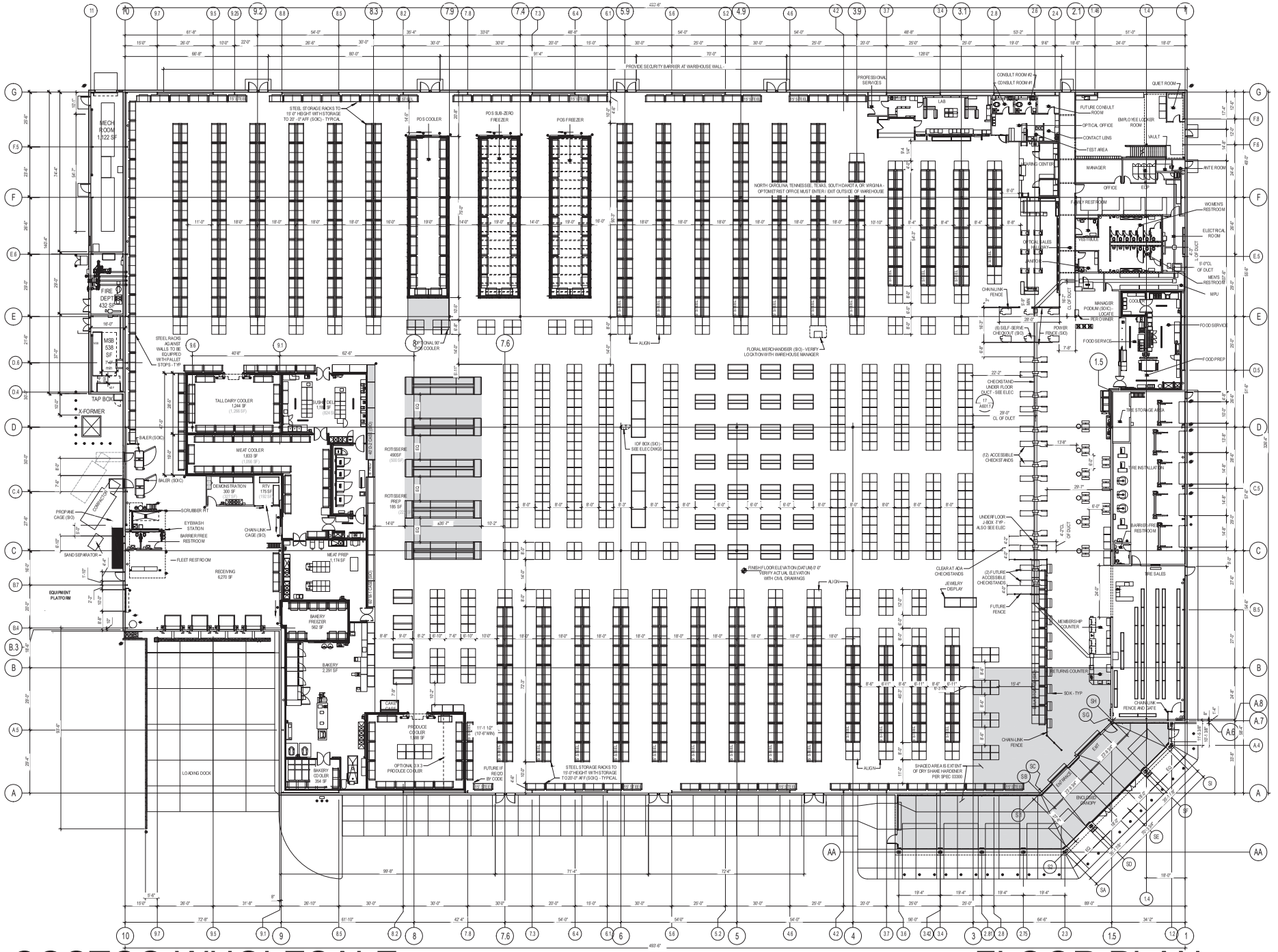
SWC OF MCHUGH ROAD &
EAST COUNTRYSIDE PKWY
YORKVILLE, IL

DATE	ISSUED FOR	REV
09/20/2024	GREEN INK	
11/15/2024	CITY SUBMITTAL	

L2.1

LANDSCAPE NOTES AND DETAILS

AS INDICATED



PROJECT DATA

NET WAREHOUSE AREA	**153,920 SF**
ENCLOSED CANOPY	3,560 SF
ENVELOPE / EXTERIOR WALL	1,916 SF
FIRE DEPT ROOM	464 SF
MECHANICAL ROOM	1,214 SF
MSB	588 SF
TOTAL BUILDING - GROSS	161,662 SF

RACK COUNT -(COLD CLIMATE)

TYPE	PALLET TOTAL	RACK TOTAL
GROCERY PALLETS	(1)	0
GROCERY RACKS (15FT)	626	313
GROCERY RACKS (HALF)	8	4
HARDLINE PALLETS	36	0
HARDLINE RACKS (15FT)	340	170
CENTER SECTION	19,847 SF	

0 8' 16' 32'
1/16" = 1'-0"

COSTCO WHOLESALE
YORKVILLE, IL

MG2

22-6229-01
NOVEMBER 15, 2024

FLOOR PLAN

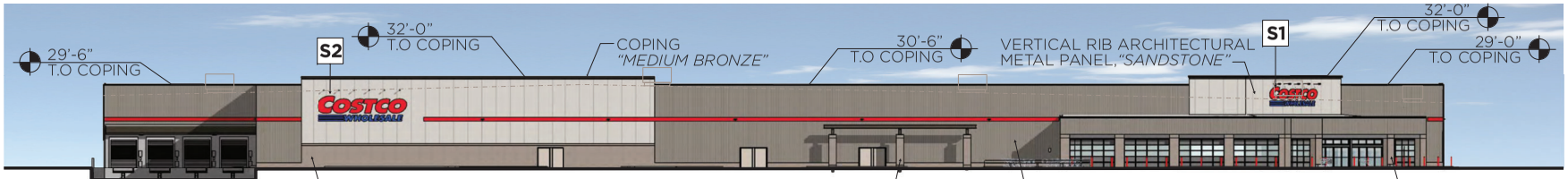
DD21-03

COSTCO WHOLESALE

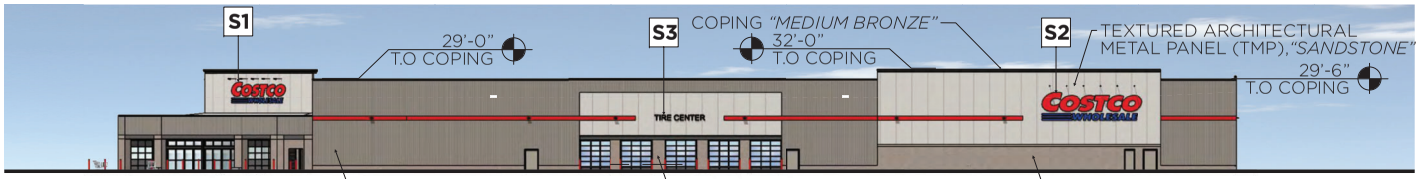
YORKVILLE, ILLINOIS

FLOOR PLAN

NOVEMBER 15, 2024

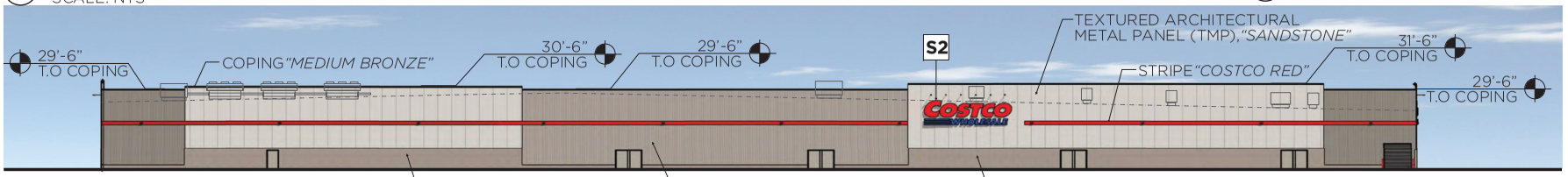


1 SOUTH ELEVATION
SCALE: NTS

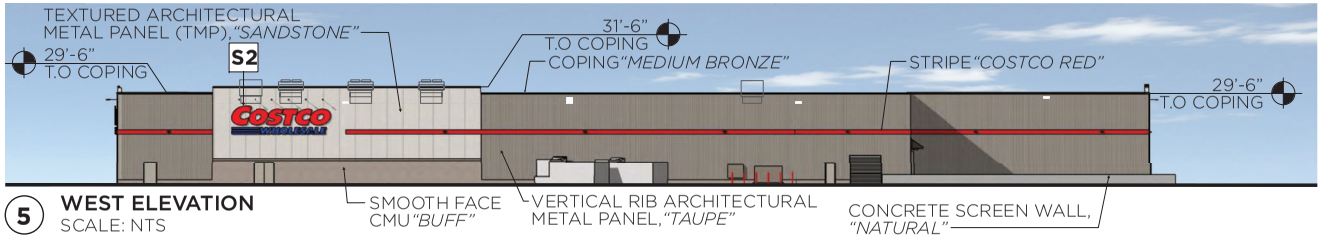


2 EAST ELEVATION
SCALE: NTS

3 ENTRY ELEVATION
SCALE: 1" = 40'



4 NORTH ELEVATION
SCALE: NTS



5 WEST ELEVATION
SCALE: NTS

MATERIAL PERCENTAGES

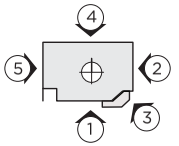
MATERIAL	ELEVATION SOUTH	EAST	NORTH	WEST	ENTRY	TOTAL
SMOOTH FACE CMU "BUFF"	1,403 SF 11%	1,151 SF 14%	2,347 SF 18%	1,188 SF 12%	905 SF 21%	**14.61%**
GLAZING		390 SF 5%			993 SF 23%	**2.89%**
TEXTURED ARCHITECTURAL METAL PANEL "SANDSTONE"	2,649 SF 21%	2,867 SF 34%	5,850 SF 44%	1,911 SF 20%	1,470 SF 34%	**30.60%**
VERTICAL RIBBED ARCHITECTURAL METAL PANEL "TAUPE"	7,765 SF 63%	3,925 SF 47%	5,108 SF 38%	6,557 SF 68%	939 SF 22%	**50.76%**
CONCRETE "NATURAL"	546 SF 4%					**1.14%**

* CALCULATION DOES NOT INCLUDE EXTERIOR EGRESS DOORS

SIGN TABLE

IDENTITY	QUANTITY	SIGN	SIZE	AREA (EACH)	TOTAL SF
S1	1	COSTCO WHOLESALE	5'-0" C	175 SF	***175 SF***
S2	4	COSTCO WHOLESALE	6'-0" C	280 SF	***1120 SF***
S3	1	TIRE CENTER	17'-4" x 1'-9"	31 SF	***31 SF***
			TOTAL SIGN AREA:		**1326 SF**

6 SIGN PACKAGE



COSTCO WHOLESALE
YORKVILLE, IL

MG2

22-6229-01
NOVEMBER 15, 2024

ELEVATIONS

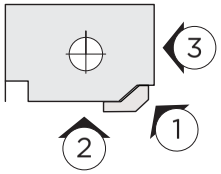
DD13-05

COSTCO WHOLESALE

YORKVILLE, ILLINOIS

ELEVATIONS

NOVEMBER 15, 2024



1 ENTRY CANOPY PERSPECTIVE

2 SOUTHWEST PERSPECTIVE

3 NORTHEASTT PERSPECTIVE

COSTCO WHOLESALE

YORKVILLE, ILLINOIS

RENDERINGS

NOVEMBER 15, 2024

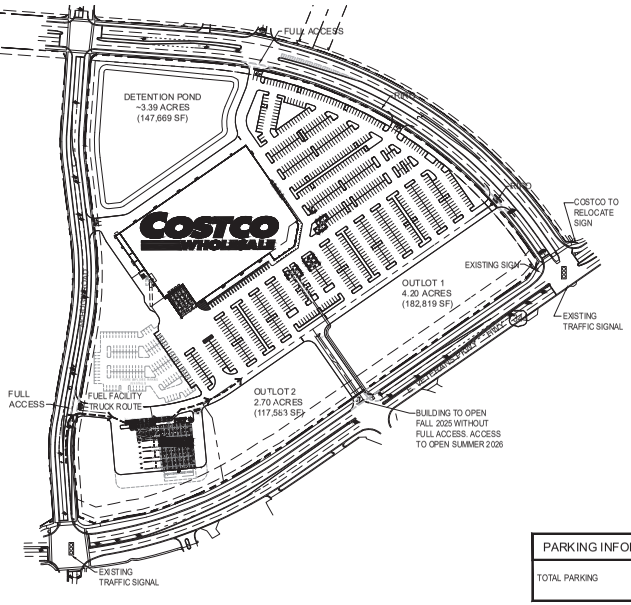
COSTCO WHOLESALE
YORKVILLE, IL

MG2

22-6229-01
NOVEMBER 15, 2024

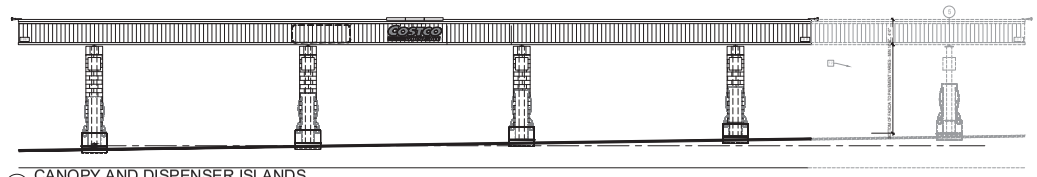
RENDERINGS

DD14-05

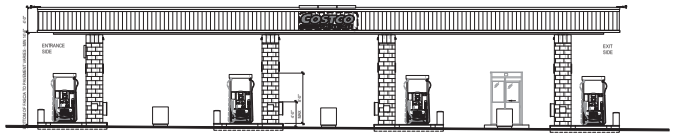


PARKING INFORMATION	
TOTAL PARKING	856

CONCEPT FUEL TRUCK ROUTE



1 CANOPY AND DISPENSER ISLANDS
SCALE: 1/8" = 1'-0"



2 CANOPY AND DISPENSER ISLANDS
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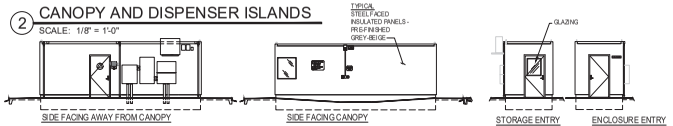
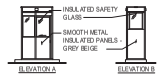
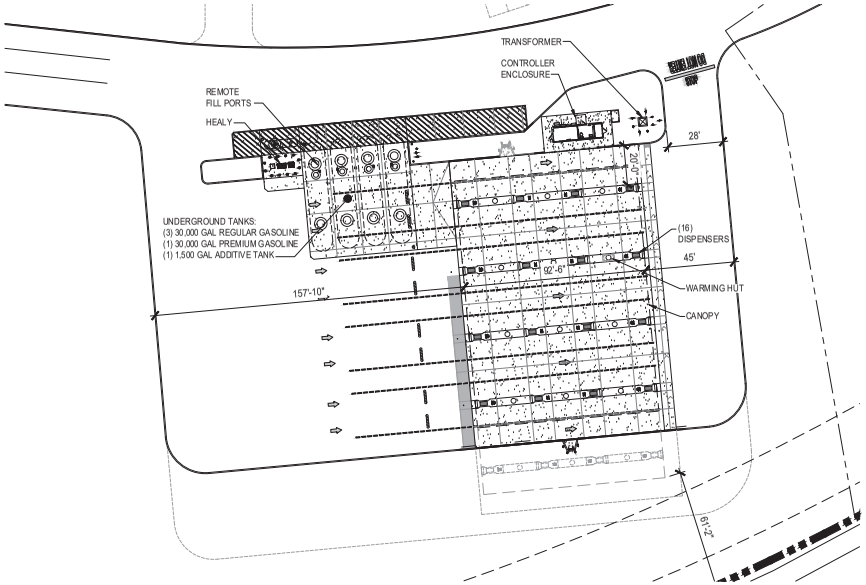


4 CONTROLLER ENCLOSURE ELEVATIONS
SCALE: 1/8" = 1'-0"



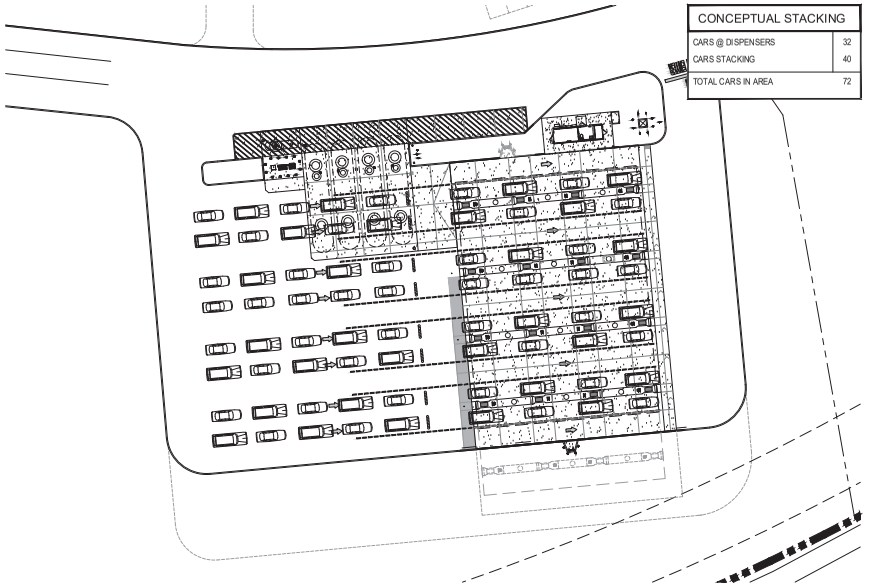
3 WARMING HUT ELEVATIONS
SCALE: 1/8" = 1'-0"

CONCEPT ELEVATIONS



NO DIESEL

DETAIL SITE PLAN



CONCEPTUAL STACKING	
CARS @ DISPENSERS	32
CARS STACKING	40
TOTAL CARS IN AREA	72

STACKING PLAN

COSTCO WHOLESALE

YORKVILLE, ILLINOIS

FUEL FACILITY PLAN

NOVEMBER 15, 2024

COSTCO WHOLESALE
YORKVILLE, IL

MG2

22-6229-01
NOVEMBER 15, 2024

FUEL FACILITY PLAN

DD41-02

TRAFFIC IMPACT STUDY

REPORT FOR:

Costco Wholesale, Yorkville

US 34/VETERANS PARKWAY & COUNTRYSIDE PARKWAY
YORKVILLE, ILLINOIS

PREPARED BY:

V3 Companies
7325 Janes Avenue
Woodridge, Illinois 60517

V3 Project No. 240757

November 13, 2024
Updated December 30, 2024

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FIGURES

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APPENDICES

I. INTRODUCTION

V3 Companies has been retained by Costco Wholesale Corporation to conduct a traffic impact study for a proposed Costco Warehouse located at the northeast corner of US 34/Veterans Parkway and McHugh Road in the City of Yorkville, Illinois. The site is bounded by Countryside Parkway to the north, US 34/Veterans Parkway to the southeast, and McHugh Road to the west. A location map is included as Figure 1.

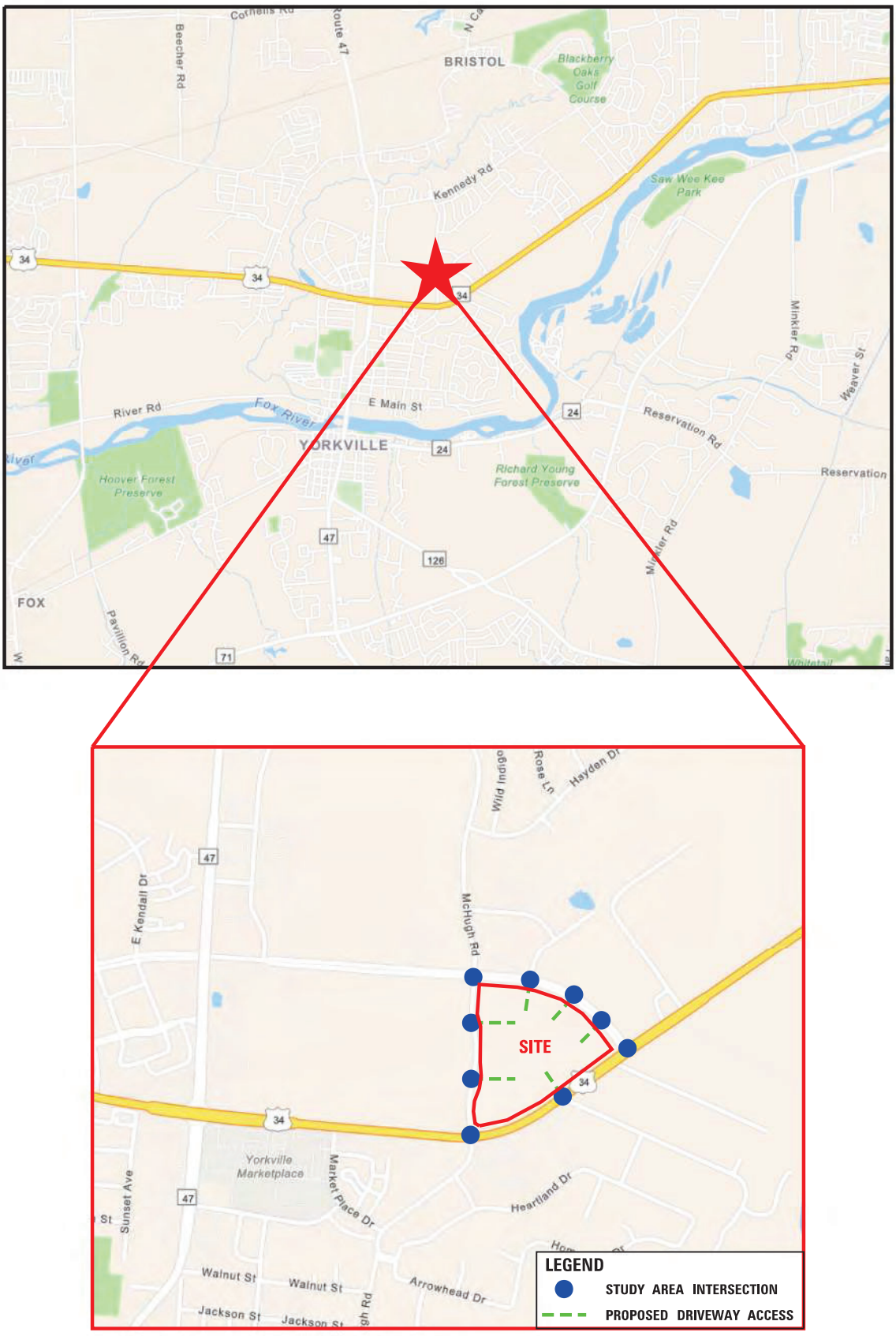
The proposed development consists of a Costco Wholesale building with approximately 161,064 square feet and a members-only gas station with 32 fueling positions when the store opens. The site plan illustrates the future expansion of the gas station to provide an additional eight fueling positions. The proposed access plan includes a right-in/right-out/left-in access driveway on US 34 that aligns with Tuma Road, two full access driveways on McHugh Road, a full access driveway on Countryside Parkway that aligns with Crimson Lane, a second full access driveway on Countryside Parkway, and a right in/right out driveway on Countryside Parkway. The site plan proposes 859 parking stalls. Figure 2 illustrates the proposed site plan with driveway locations.

The purpose of this study is to evaluate the potential traffic impacts of the proposed Costco Wholesale warehouse and the members-only gas station. Traffic estimates are projected to 2031, which is five years beyond the potential build out in 2026, based on traffic projections from CMAP.

The study area includes the following intersections as well as the proposed driveways to the site.

- Countryside Parkway and McHugh Road (unsignalized)
- Countryside Parkway and Crimson Lane/Costco Driveway 1 (unsignalized)
- Countryside Parkway and Costco Driveway 2 (unsignalized)
- Countryside Parkway and Costco Driveway 3 (unsignalized)
- US Route 34/Veterans Parkway and Countryside Parkway (signalized)
- US Route 34/Veterans Parkway and Tuma Road/Costco Driveway 4 (unsignalized)
- US Route 34/Veterans Parkway and McHugh Road (signalized)
- McHugh Road and Costco Driveway 5 (unsignalized)
- McHugh Road and Costco Driveway 6 (unsignalized)

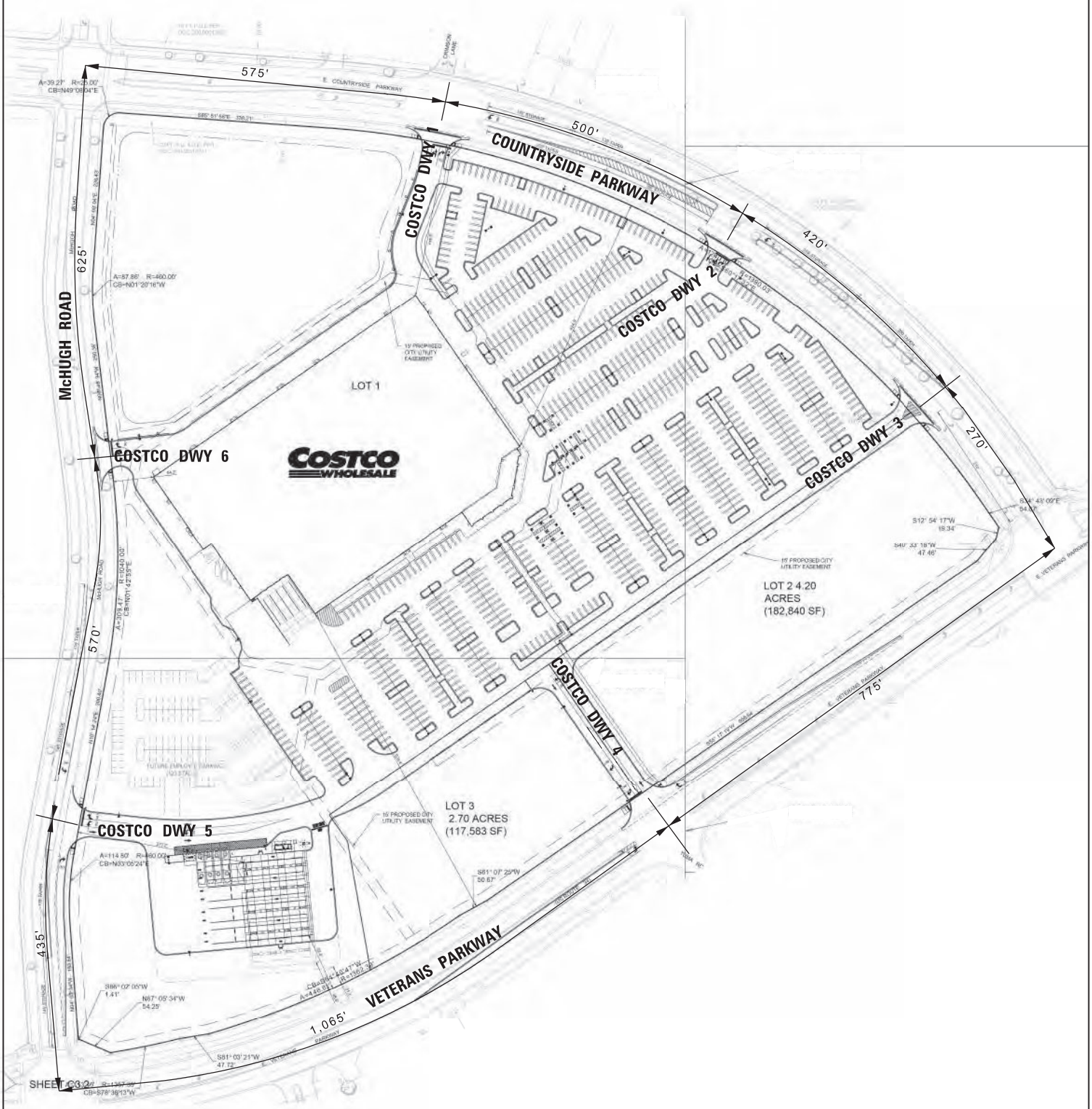
This report includes a description of existing conditions, data collection and capacity analysis, evaluation of data, traffic signal warrant analysis and turn lane warrant analysis, and conclusions.



COSTCO WHOLESALE CORPORATION YORKVILLE, IL

FIGURE 1
SITE LOCATION MAP

YORKVILLE ILLINOIS



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COSTCO WHOLESALE CORPORATION YORKVILLE, IL

FIGURE 2 CONCEPTUAL SITE PLAN

YORKVILLE ILLINOIS

II. PROJECT CONDITIONS

Land Uses

The land uses near the project site primarily consist of residential and retail uses as well as undeveloped land. The surrounding land uses are illustrated in Figure 3.

Roadway System

The characteristics of the roadways in the vicinity of the site are presented below. The existing lane configurations in the study area are illustrated in Figure 4.

Roadway Descriptions

US 34/Veterans Parkway is an east/west roadway classified as a Strategic Regional Arterial (SRA) with a posted speed limit of 45 mph adjacent to the proposed development. US 34 provides two travel lanes in each direction that widens to include a striped median that facilitates auxiliary turn lanes at intersections. US 34 is under jurisdiction of the Illinois Department of Transportation. The average daily traffic (ADT) volume on US 34 to the east of McHugh Road was 16,200 vehicles per day in 2023, while the west side was 14,00 vehicles per day based on the IDOT database.

Countryside Parkway is an east/west roadway classified as a minor collector with a posted speed of 40 mph that curves to intersect US 34. Countryside Parkway consists of a five-lane boulevard section that includes turn lanes at intersections. There are raised concrete and landscaped medians along the Countryside Parkway corridor. Countryside Parkway is under municipal jurisdiction. The average daily traffic (ADT) volume on Countryside Parkway to the east of McHugh Road was 1,600 vehicles per day in 2019, while the west side was 3,600 vehicles per day based on the IDOT database.

McHugh Road is a north/south roadway classified as a major collector with one travel lane in each direction and a striped median as a two-way left turn lane that facilitates auxiliary turn lanes at major intersections. McHugh Road is under municipal jurisdiction and has a posted speed limit of 35 mph. McHugh Road has a 2019 ADT of 2,000 vehicles per day north of US 34 while the south side was 2,950 vehicles per day based on the IDOT database.

Tuma Road is an east/west roadway classified as a local road with one travel lane in each direction. Tuma Road provides access to the existing residential development south of US 34. The posted speed limit is 30 mph and is under township jurisdiction with a 2019 ADT of 1,100 vehicles per day based on the IDOT database.

Crimson Lane is a north/south roadway classified as a local road with one travel lane in each direction and a striped median as a two-way left turn lane that facilitates auxiliary turn lanes at major intersections.

Crimson Lane provides access to the existing Children of America Yorkville, the Police Station, and City Hall facilities north of Countryside Parkway. Crimson Lane is under municipal jurisdiction.

Intersection Descriptions

US 34/Veterans Parkway and Countryside Parkway is a coordinated signalized three-leg intersection. The northeast-bound approach of US 34 consists of one left turn lane and two through lanes while the southwest-bound approach consists of two through lanes and one right turn lane. The southbound approach on Countryside Parkway consists of one left turn lane and one right turn lane. All approaches operate with a protected/permitted left turn movement. The traffic signal was observed during the peak hours and found that the cycle length for the weekday am is 110 seconds, the weekday pm is 120 seconds and Saturday midday is 100 seconds.

US 34/Veterans Parkway and McHugh Road is a coordinated signalized intersection. The northbound approach of McHugh Road consists of one left turn lane, one through lane, and one right turn lane while the southbound approach consists of one left turn lane and one shared through/right turn lane. The eastbound and westbound approaches of US 34 consist of one left turn lane, one through lane, and one shared through/right turn lane. All approaches operate with a protected/permitted left turn movement. The traffic signal was observed during the peak hours and found that the cycle length for the weekday am is 110 seconds, the weekday pm is 120 seconds and Saturday midday is 100 seconds.

McHugh Road and Countryside Parkway is an unsignalized all-way stop-controlled intersection. The northbound and southbound approaches of McHugh Road consist of one left turn lane and one shared through/right turn lane. The eastbound and westbound approaches of Countryside Parkway consists of one left turn lane and one shared through/right turn lane.

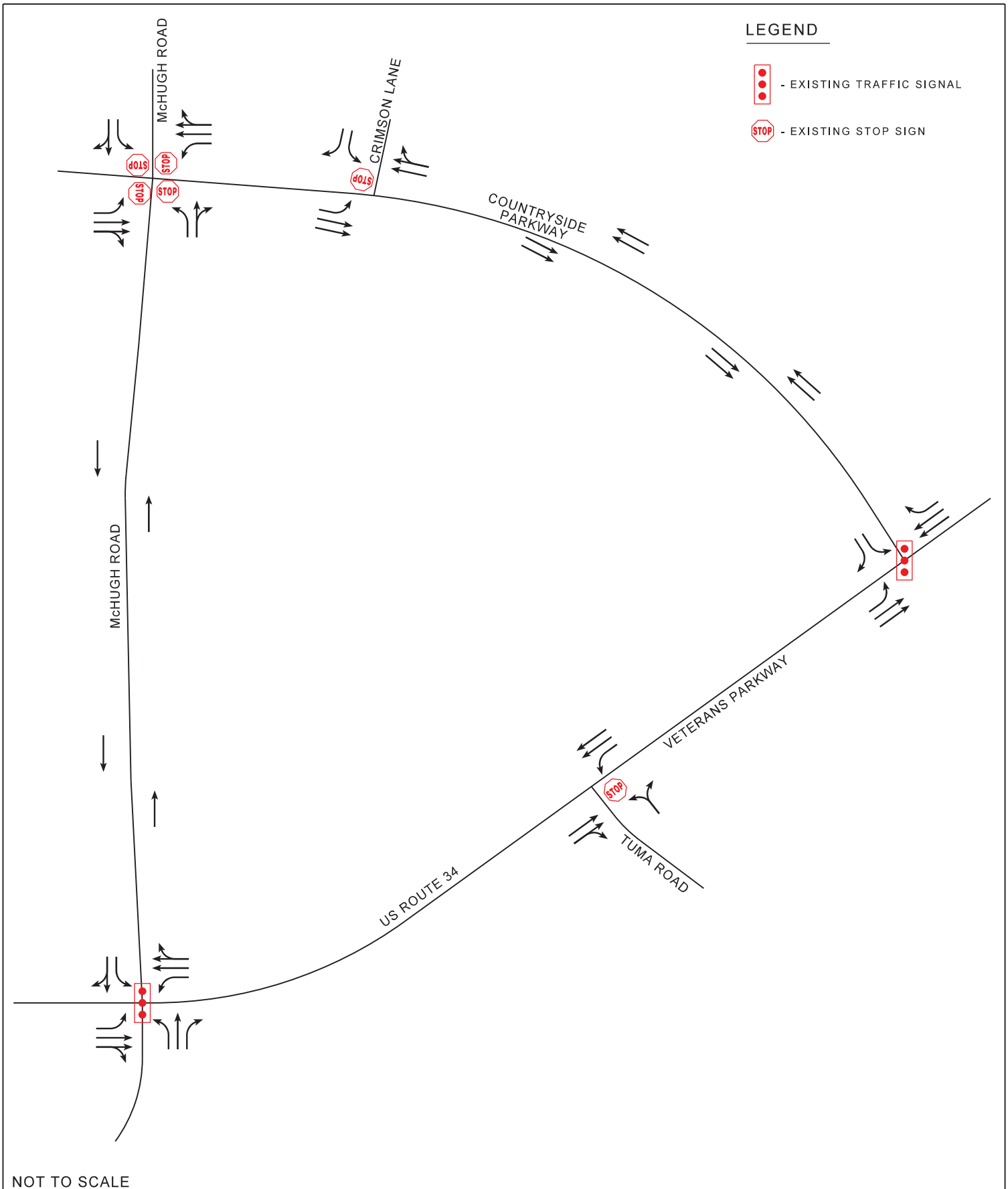
US 34/Veterans Parkway and Tuma Road is a minor leg stop-controlled t-intersection with the northbound approach of Tuma Road signed as the stop approach. The northeast-bound approach of US 34 consists of one through lane and one shared through/right turn lane while the southwest-bound approach consists of one left turn lane and two through lanes. The northbound approach of Tuma Road consists of one shared left turn/right turn lane.

Countryside Parkway and Crimson Lane is a minor leg stop-controlled t-intersection with the southbound approach of Crimson Lane signed as the stop approach. The eastbound approach of Countryside Parkway consists of one left turn lane and two through lanes while the westbound approach of Countryside Parkway consists of one through lane and one shared through/right turn lane. The southbound approach of Crimson Lane consists of one left turn lane and right turn lane.

COSTCO WHOLESALE CORPORATION YORKVILLE, IL

FIGURE 3
LAND USE MAP

YORKVILLE ILLINOIS



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COSTCO WHOLESALE CORPORATION YORKVILLE, IL

FIGURE 4
EXISTING LANE CONFIGURATION

YORKVILLE ILLINOIS

Traffic Volumes

To assist in the evaluation of the traffic impact on the roadway system resulting from the proposed development, existing vehicular volumes were collected at the study area intersections.

Existing traffic counts were collected on Saturday, September 14, 2024, Tuesday, September 17, 2024, and Wednesday, September 18, 2024. The weekday am peak hour traffic counts were collected from 7:00 am to 9:00 am, the weekday pm peak hour traffic counts were collected from 4:00 pm to 6:00 pm, and the Saturday midday counts were collected from 11:00 am to 3:00 pm. The time periods of the traffic counts were selected to coincide with the typical peak hours of the arterial roadways like US 34/Veterans Parkway, as well as the typical peak hours for a retail development.

It should be noted that due to complications with the traffic data collection equipment, the study area intersections were counted on two consecutive weekdays. The intersections of Countryside Parkway and McHugh Road, US 34 and Countryside Parkway, and US 34 and Tuma Road were collected on Tuesday, September 17, 2024, and the intersections of US 34 and McHugh Road and Countryside Parkway and Crimson Lane were collected on Wednesday, September 18, 2024. The weekday peak hour traffic volumes were balanced with the approach and departure volumes along McHugh Road between US 34 and Countryside Parkway and along Countryside Parkway between Crimson Lane and US 34 adjusted by taking the higher approach traffic volume and distributing it based on the existing turning distribution.

The weekday am peak hour occurs between 7:00 am – 8:00 am, the weekday pm peak hour occurs between 4:30 pm – 5:30 pm, and the Saturday midday peak hour occurs 12:45 pm – 1:45 pm, respectively. The existing peak hour volumes at the study area intersections are illustrated in Figure 5. A summary of the traffic volumes collected in fifteen-minute increments is provided in Appendix A.

Proposed Development

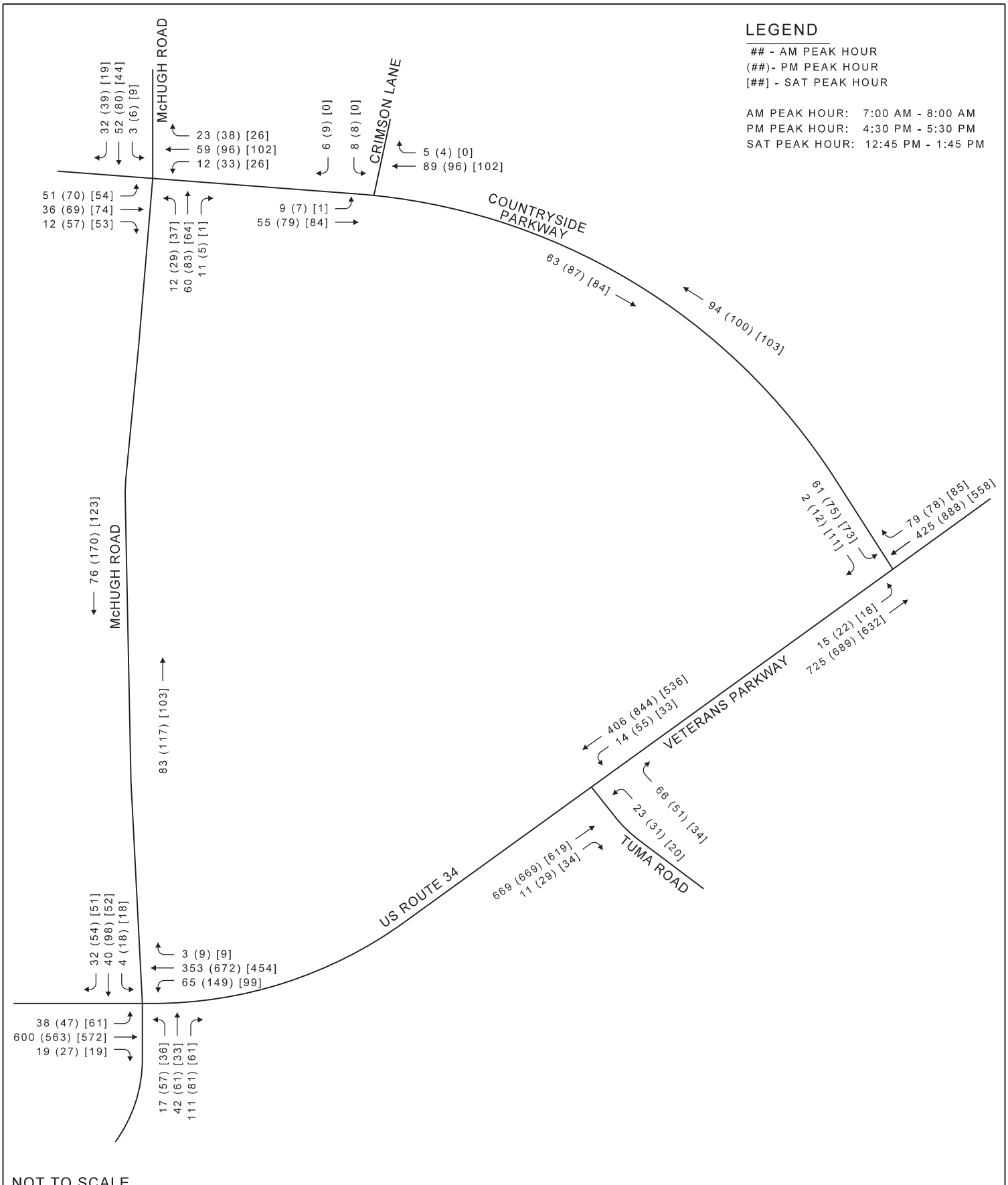
Land Use Development

It is our understating that there are no known development plans within the immediate study area that are likely to alter traffic patterns in the near future. It should be noted that the properties on the west side of McHugh Road and the east side of Countryside Parkway will likely be developed in the future. At this time, there are no specific development plans for those sites.

Roadway Development

It is our understanding that there are no other known planned roadway developments that will impact traffic patterns in the study area.

The proposed access plan includes a right-in/right-out/left-in access driveway on US 34 that aligns with Tuma Road, two full access driveways on McHugh Road, a full access driveway on Countryside Parkway that aligns with Crimson Lane, a full access driveway on Countryside Parkway, and a right in/right out driveway on Countryside Parkway north of the US 34 intersection.



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COSTCO WHOLESALE CORPORATION
YORKVILLE, IL

FIGURE 5
EXISTING TRAFFIC VOLUMES

YORKVILLE ILLINOIS

III. TRAFFIC FORECASTS

Project Traffic Volumes

Trip Generation

The proposed site plan consists of an approximately 161,064 square foot Costco Wholesale building and a members-only gas station with 40 pumps. Project traffic is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. The following land use category is used to determine project traffic:

> Discount Club (ITE Land Use Code 857) – A discount club is a discount store or warehouse where shoppers pay a membership fee in order to take advantage of discounted prices on a wide variety of items such as food, clothing, tires, and appliances; many items are sold in large quantities or bulk. Some sites may include on-site fueling pumps.
>
> Gasoline/Service Station (ITE Land Use Code 944) – This land use includes gasoline/service stations where the primary business is the fueling of motor vehicles. The sites included generally have a small building (less than 2,000 gross square feet) that houses a cashier and limited space for motor vehicle maintenance supplies and general convenience products. A gasoline/service station may also have ancillary facilities for servicing and repairing motor vehicles and may have a car wash.

The *Trip Generation Manual, 11th Edition* assigns trip generation estimates based on a regression equation for each peak period and an independent variable. In this case, the gross building area is applicable for the discount club and vehicle fueling positions for the gas station. The weekday am and weekday pm peak hour trip generation equations are selected for weekday, peak hour of adjacent street traffic for one hour from 7 am to 9 am and 4 pm to 6 pm. The Saturday midday peak hour equations are selected for the Saturday peak hour of generator for both uses.

Trip generation is estimated based on the operational areas, which are summarized in Table 1. The Costco store will not be open during the weekday am peak hour as warehouse stores typically open after the morning commuter peak hour. A nominal number of trips are assumed for the weekday am peak hour to account for deliveries and employee trips to the store. The gas station is expected to be open to members only during the weekday am peak hour.

It is unlikely that the ITE *Trip Generation Handbook* methodology for internal capture is applicable since both the discount club and gas station are members only. The discount club operator stated that for locations in the Midwest, typically 65 to 75 percent of all gas station trips also include a trip into the discount club. In order to maintain a conservative analysis, it is assumed that 65 percent of gas station trips are internally captured, resulting in an overall internal capture of 22 percent during the weekday pm peak hour and 15 percent during the Saturday midday peak hour. Weekday daily and Saturday volumes

were calculated using a ten percent reduction for internal capture and a pass by reduction similar to the peak hour for the gas station and discount club.

As documented in the ITE *Trip Generation Handbook*, some land uses do not typically generate all new traffic on the roadway system. The total traffic generation is a combination of pass-by trips, or traffic drawn from the existing traffic flow on the adjacent streets, and primary trips, which represent new traffic drawn to the roadway network. In order to assess the pass-by trips, the data published in the ITE *Trip Generation Handbook* was utilized to estimate the pass-by percentages for the applicable land uses. It should be noted that pass-by trip reductions do not reduce the total number of trips into and out of the site, but decrease the number of new trips on the roadway network. A 34 percent pass-by rate was used for the discount club land use during the weekday pm peak hour and a 25 percent pass-by rate during the Saturday midday peak hour. Similarly, a 63 percent pass-by rate was applied for the gas station during the weekday am peak hour, while a 57 percent and 49 percent was used for the weekday pm and Saturday midday peak hours, respectively.

The new and pass-by trips will be assigned to the site driveways and local roadway network based on a trip distribution of these trips. The assignment of traffic to the driveways will likely follow a similar distribution to the existing condition, with adjustments made to account for modifications to the internal roadway network and the gas station location.

Table 1: Costco Trip Generation

LUC	LAND USE	SIZE	Weekday	Weekday AM			Weekday PM			Saturday	Saturday MD		
			Daily	In	Out	Total	In	Out	Total	Daily	In	Out	Total
857	Discount Club	161,064 SF	**6,836**	5	5	**10**	337	338	**675**	**8,657**	503	523	**1,026**
	Internal Capture Reduction:		*-686*	0	0	0	-90	-91	-181	-719	-81	-85	-166
	Pass-By Trips:		*-2,276*	0	0	0	-84	-84	-168	-2,381	-108	-108	-216
944	Gasoline/Service Station	40 Fueling Position	**6,880**	206	205	**411**	278	278	**556**	**5,736**	255	256	**511**
	Internal Capture Reduction:		*-686*	0	0	0	-91	-90	-181	-719	-85	-81	-166
	Pass-By Trips:		*-2,602*	-129	-129	-258	-107	-107	-214	-2,107	-85	-85	-170
	Total Trip Generation:		**13,716**	**211**	**210**	**421**	**615**	**616**	**1,231**	**14,393**	**758**	**779**	**1,537**
	Less Internal Capture:		*-1,371*	*0*	*0*	*0*	*-181*	*-181*	*-362*	*-1,438*	*-166*	*-166*	*-332*
	Internal Capture Rate:		*10%*	*0%*			*29%*			*10%*	*22%*		
	Total External Trips		***12,345***	***211***	***210***	***421***	***434***	***435***	***869***	***12,955***	***592***	***613***	***1,205***
	Less Pass-by:		*-4,878*	*-129*	*-129*	*-258*	*-191*	*-191*	*-382*	*-4,488*	*-193*	*-193*	*-386*
	Total New Traffic Generated on Network:		***7,467***	***82***	***81***	***163***	***243***	***244***	***487***	***8,467***	***399***	***420***	***819***

Overall, 163, 487, and 819 total new trips are estimated during the weekday am, weekday pm, and Saturday midday peak hours, respectively. An additional 258, 382, and 386 pass-by trips are anticipated during the weekday am, weekday pm, and Saturday midday peak hour, respectively.

It should be noted that the gasoline/service station land use includes ancillary uses on the site, including convenience and car wash. The Costco gas stations do not have any ancillary uses. Therefore, the 163 new

trips generated by the 40 fueling positions may be overestimated as it is unlikely that over 80 vehicles will make a home-to-gas station only trip during the weekday am peak hour.

Pages from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* are included in Appendix I for reference.

Trip Distribution and Assignment

The direction from which traffic approaches and departs a site is a function of numerous variables, including location of residences, location of employment centers, location of commercial/retail centers, available roadway systems, location and number of access points, and level of congestion on adjacent road systems.

The distribution of discount club and gasoline/service station is based on the location of schools, employment centers, and commercial/retail areas. Traffic is primarily assigned to US 34 and Countryside Parkway due to the high-volume arterial nature of these streets. Much lower volumes are assigned to McHugh Road. The overall trip distribution is summarized in Table 2.

Table 2: Trip Distribution

Cordon Location	Distribution
Veterans Parkway/US 34 - East of Countryside Parkway	45%
Veterans Parkway/US 34 - West of McHugh Road	25%
Countryside Parkway - West of McHugh Road	20%
McHugh Road - North of Countryside Parkway	5%
McHugh Road - South of Veterans Parkway/US 34	5%

The assignment of traffic to the driveways follows a similar distribution to the existing condition, with adjustments made to account for modifications to the internal roadway network and the location of the gas station. The proposed access plan includes a full access driveway on US 34 that aligns with Tuma Road, two full access driveways and one right in/right out driveway on Countryside Parkway, and two full access driveways on McHugh Road. Therefore, approximately 40 percent of the total Costco trips are assigned to the driveway on US 34, 35 percent of the Costco trips are assigned to the Countryside driveways, and 25 percent to the driveways along McHugh Road. The distribution and assignment of proposed primary trips is illustrated in Figure 6.

It is assumed that most pass-by and diverted trips will be along US 34, Countryside Parkway, and McHugh Road. The directional split favors the westbound vehicles utilize the driveways to access the site via right

turns to and from US 34. The distribution and assignment of proposed pass by trips is illustrated in Figure 7.

The proposed primary trips are added to the proposed pass by trips to obtain the total proposed trips, which are illustrated in Figure 8.

Background Traffic Volumes

Background traffic volumes are estimated for the year 2031 which is five years beyond the anticipated build out in 2026. These volumes account for future non-project related growth in the area. The AADT for the study area roadways were obtained from the IDOT database. A summary of the CMAP growth rates is provided in Table 3. CMAP correspondence is provided in Appendix B.

Table 3: CMAP Growth Rates

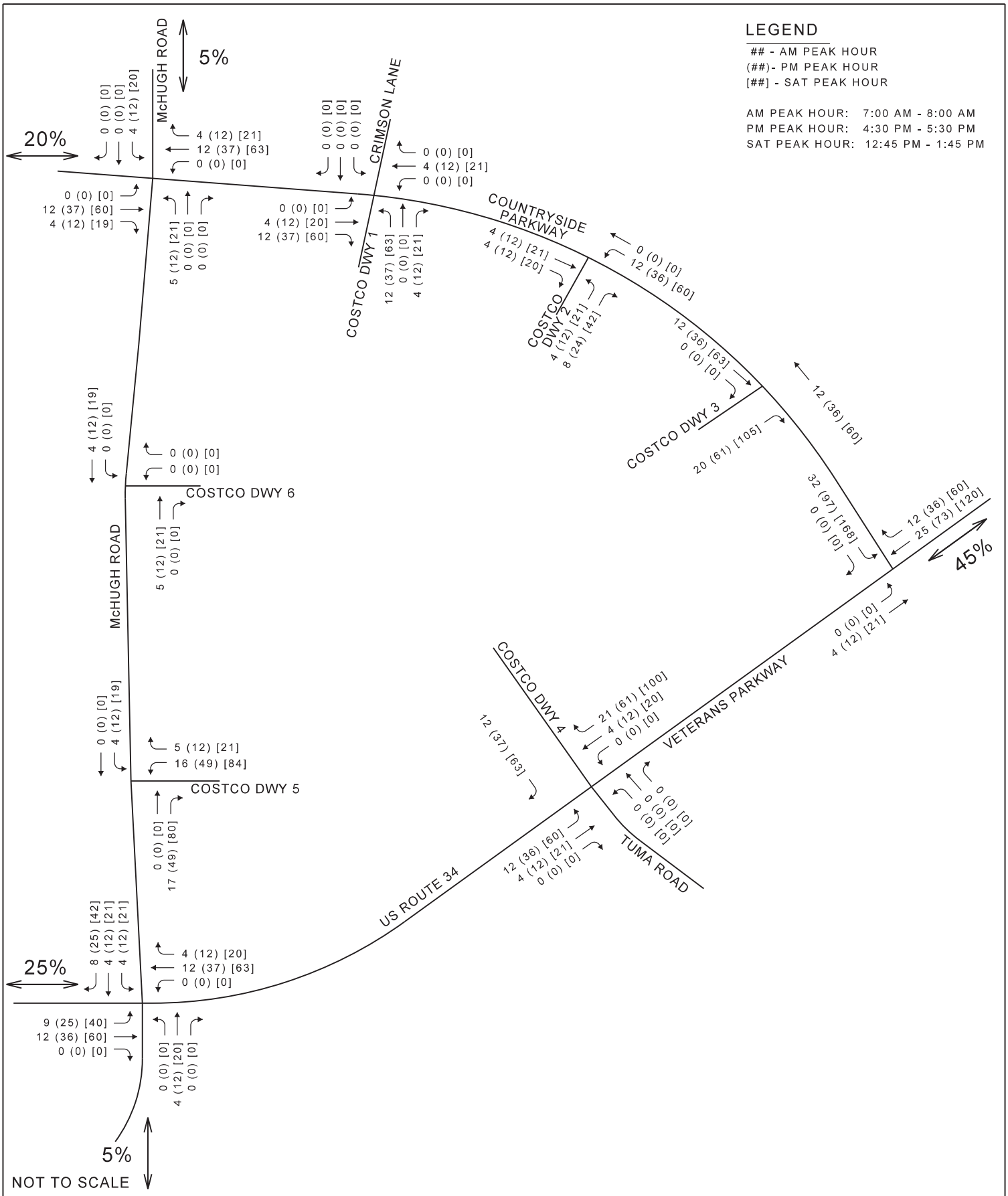
Street	AADT		Total Growth from Count Year to 2050	Compounded Yearly Rate	Total Growth from 2024 to 2031	Total Growth from 2024 to 2050
	Existing AADT (Year)	2050 Proj.				
US Route 34 east of McHugh Road	16,200 (2023)	21,000	29.6%	1.0%	7.0%	28.4%
US Route 34 west of McHugh Road	14,000 (2023)	18,100	29.3%	1.0%	6.9%	28.1%
Countryside Parkway between US 34 and McHugh Road	1,600 (2019)	2,000	25.0%	0.7%	5.2%	20.6%
Countryside Parkway west of McHugh Road	3,600 (2019)	4,500	25.0%	0.7%	5.2%	20.6%
McHugh Road south of US 34	2,950 (2019)	3,700	25.4%	0.7%	5.2%	20.9%
McHugh Road north of US 34	2,000 (2019)	2,500	25.0%	0.7%	5.2%	20.6%
Tuma Road south of US 34	1,100 (2019)	1,380	25.5%	0.7%	5.3%	20.9%

Overall, the CMAP projections indicate that there will be overall growth in traffic along the study area roadways around the proposed development. For the purposes of this study, a uniform total growth factor of 7.0 percent is applied to all movements throughout the study area to accommodate non-project related growth.

The 2031 background traffic volumes are illustrated in Figure 9.

Future Traffic Volumes

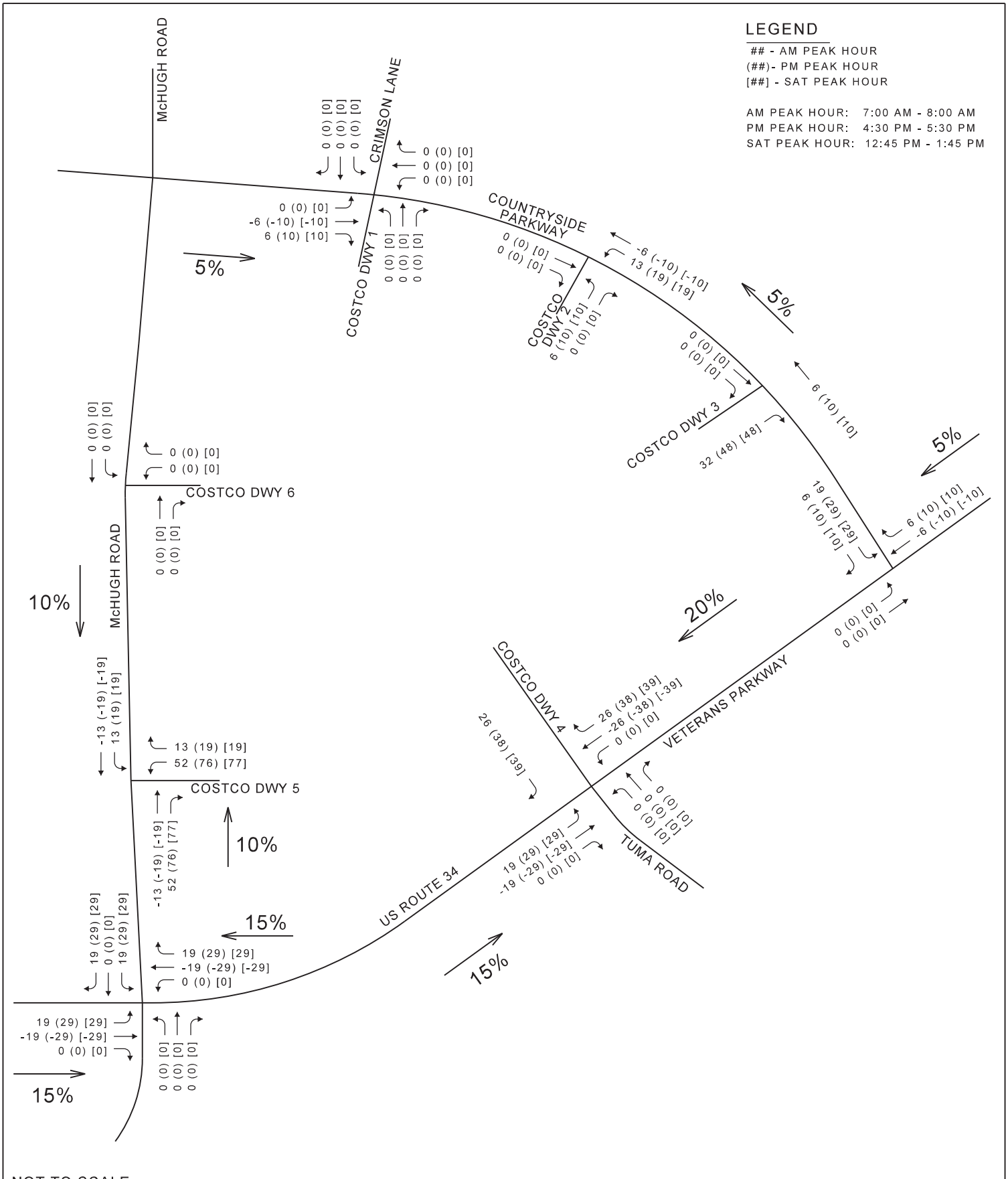
The total project trips are added to the background volume to obtain the future with project traffic volumes for the study area intersections. Future with project traffic volumes are depicted in Figure 10.



COSTCO WHOLESALE CORPORATION YORKVILLE, IL

FIGURE 6 NEW PROJECT TRAFFIC VOLUMES

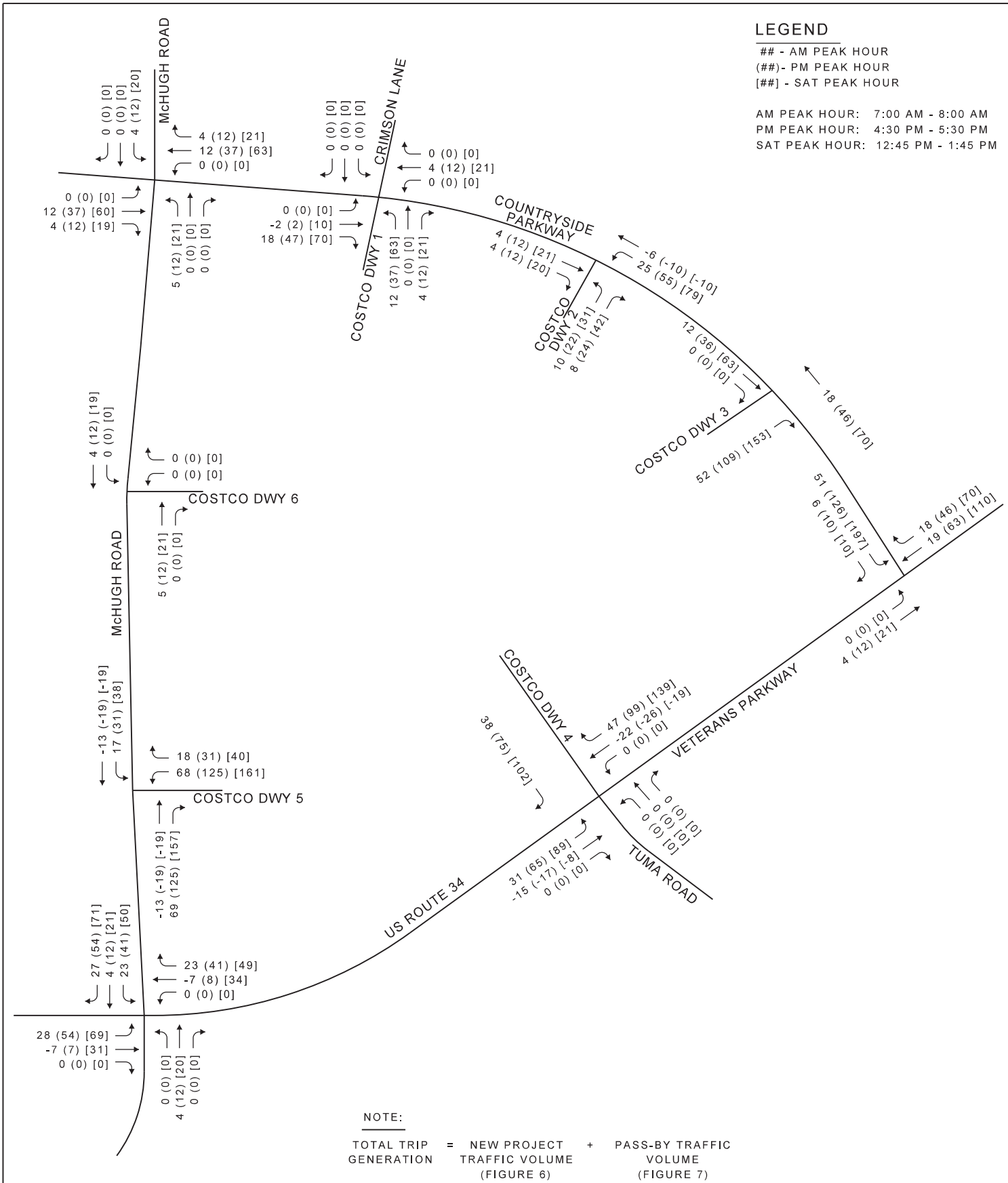
YORKVILLE ILLINOIS



COSTCO WHOLESALE CORPORATION
YORKVILLE, IL

FIGURE 7
PASS BY TRAFFIC VOLUMES

YORKVILLE ILLINOIS



NOTE:

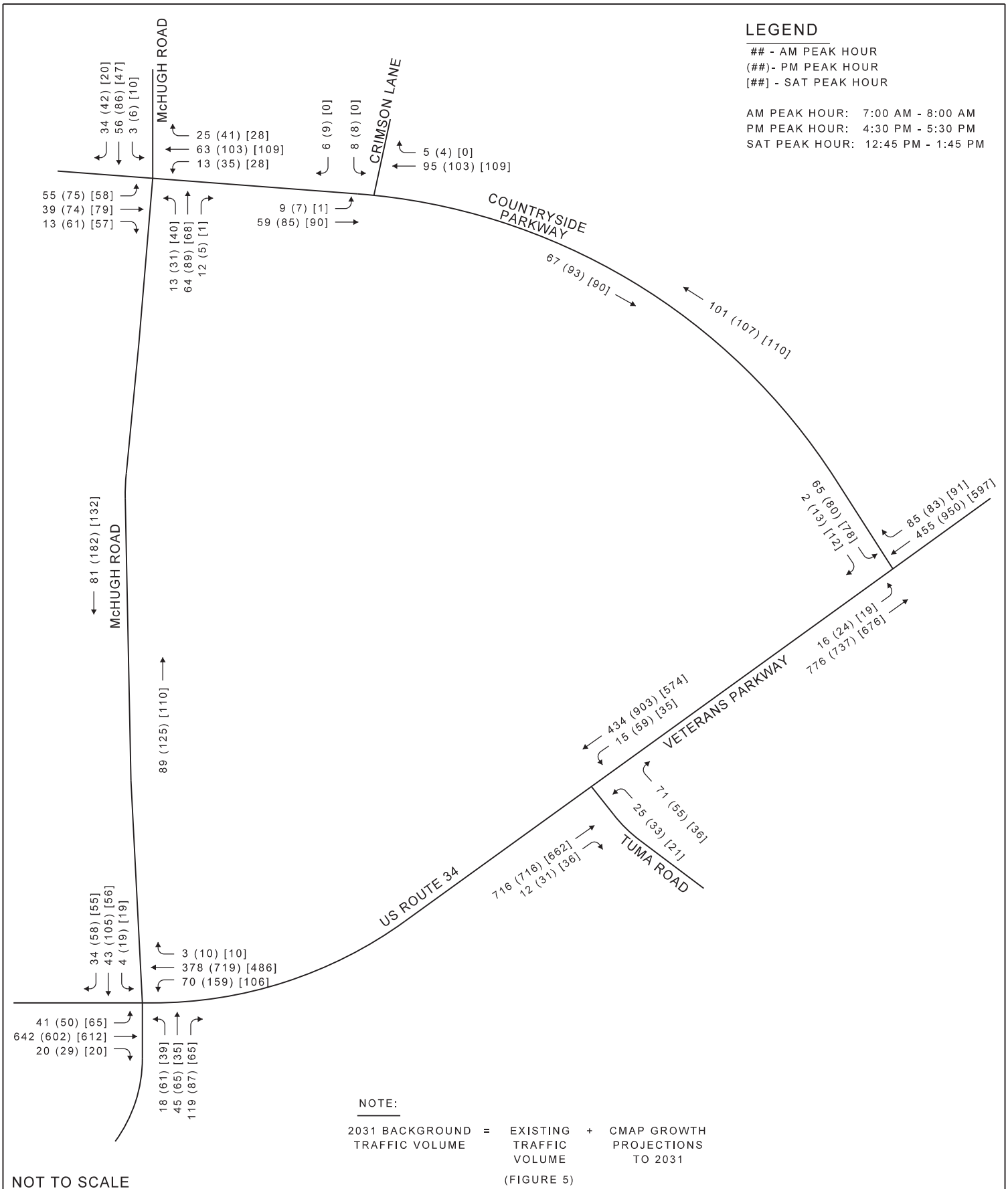
TOTAL TRIP GENERATION = NEW PROJECT TRAFFIC VOLUME (FIGURE 6) + PASS-BY TRAFFIC VOLUME (FIGURE 7)

NOT TO SCALE

COSTCO WHOLESALE CORPORATION YORKVILLE, IL

FIGURE 8 TOTAL TRAFFIC VOLUMES

YORKVILLE ILLINOIS



NOTE:

2031 BACKGROUND TRAFFIC VOLUME = EXISTING TRAFFIC VOLUME + CMAP GROWTH PROJECTIONS TO 2031

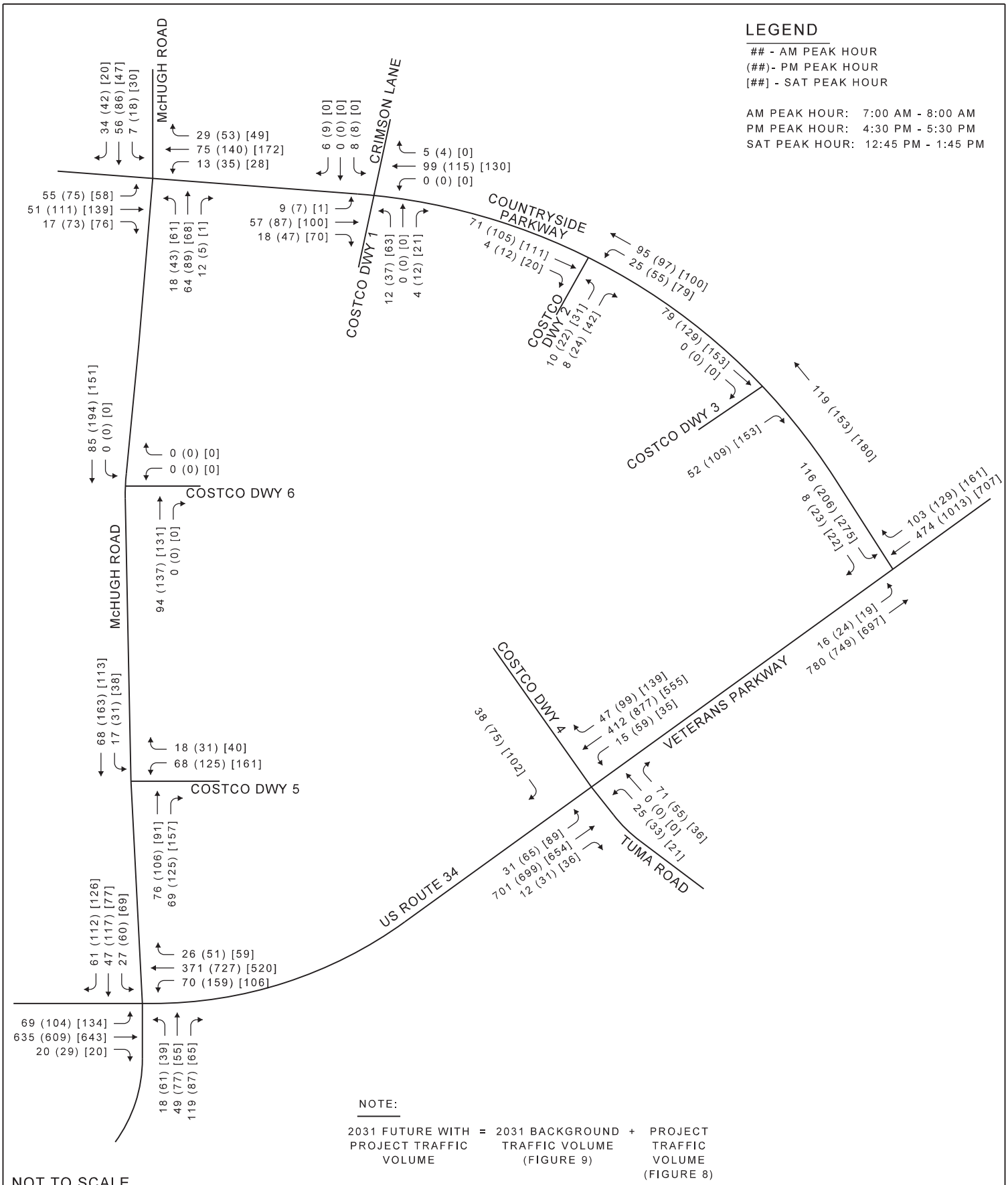
(FIGURE 5)

NOT TO SCALE

COSTCO WHOLESALE CORPORATION YORKVILLE, IL

FIGURE 9
2031 BACKGROUND TRAFFIC VOLUMES

YORKVILLE ILLINOIS



NOTE:

2031 FUTURE WITH PROJECT TRAFFIC VOLUME = 2031 BACKGROUND TRAFFIC VOLUME (FIGURE 9) + PROJECT TRAFFIC VOLUME (FIGURE 8)

NOT TO SCALE

COSTCO WHOLESALE CORPORATION YORKVILLE, IL

FIGURE 10
2031 FUTURE WITH PROJECT TRAFFIC VOLUMES

YORKVILLE ILLINOIS

IV. TRAFFIC ANALYSIS

Auxiliary Lane Analysis

This study evaluated whether additional auxiliary lanes are warranted at the study area intersections. The warrant analysis follows the methodology detailed in IDOT's *Bureau of Design and Environmental Manual* (BDE). Warrants are determined based on factors such as through volume, opposing volume, and percentage of turning vehicles. Different warrants are used for left and right turn lanes, and factors such as design speed. Worksheets displaying all right and left turn lane warrants are included in Appendix C.

Overall, it is found that the westbound right turn movement at Costco Driveway 4 on US 34 and the northbound right turn movement at Costco Driveway 5 on McHugh Road meet the right turn lane warrant based on the BDE chart comparing right turn and approach volumes and should therefore be considered. This warrant is intended to identify areas with high right turn volumes that can unduly impair the through movements. In this case, the through volumes along US 34 are relatively high. Based on the results of the auxiliary warrants, it is recommended that right turn lanes are provided on the westbound approach of US 34 at Costco Driveway 4 and the northbound approach of McHugh Road at Costco Driveway 5.

Left turn lanes are not currently provided at Costco Driveways 1, 2, and 4. It is found that the westbound approach of Countryside Parkway at Costco Driveway 1 and Driveway 2 and the eastbound approach of US 34 at Costco Driveway 4 meet the warrant of uniformity of intersection design for auxiliary left turn lanes. Currently, the striped median along McHugh Road provides a two-way left turn lane which will accommodate the southbound left turns at Driveways 5 and 6. Based on the results of the auxiliary lane warrants, it is recommended that left turn lanes are provided on the westbound approach of Countryside Parkway at Costco Driveway 1 and Costco Driveway 2 and on the eastbound approach of US 34 at the Costco Driveway 4.

Traffic Signal Warrant Analysis

Based on the projected traffic volumes at the intersections of US 34 and Costco Driveway 4/Tuma Road and Countryside Parkway and McHugh Road, a traffic signal warrant analysis has been conducted at each intersection. The investigation for the need for a traffic control signal is based on the methodology established in the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD establishes nine individual warrants. The installation of a traffic signal should be further investigated at locations that meet one or more warrants. However, warrant 1, the eight-hour vehicular volume warrant, is typically the only vehicular volume/delay warrant that is considered for intersections on designated SRA routes.

Warrant 1 is met if a total of eight hours in the day exceeds the thresholds established in the MUTCD. Traditionally, this warrant requires more than eight hours of data collection and substantial projections of future trips. However, additional guidance from IDOT states that in cases involving future volumes, the eight-hour vehicular volume hour can be estimated as 55 percent of the peak hour volumes.

The IDOT methodology also requires a reduction of the minor approach right turn volume based on factors such as lane configuration and conflicting volumes. Additionally, the minor street threshold volumes are typically increased for intersections located on SRA's to reflect more rigid warranting requirements. The policy for new traffic signals along an SRA route are described in Section 10.4.2 of the *Strategic Regional Arterial Design Concept Report*, February 1994.

Based on the projected weekday pm peak hour traffic volumes and utilizing the IDOT guidance to estimate the eighth hour volumes, the intersections of US 34 and Costco Driveway 4/Tuma Road and Countryside Parkway and McHugh Road do not meet the eight-hour warrants. Therefore, for the purposes of this study, the intersections of US 34 and Costco Driveway 4/Tuma Road was analyzed as a two-way stop-controlled intersection and the intersection of Countryside Parkway and McHugh Road was analyzed as the existing all-way stop-controlled configuration. The supporting Signal Warrant Review Sheet and Right Turn Factorization Sheet are included in Appendix E.

Capacity Analysis

The operation of a facility is evaluated based on level of service (LOS) calculations obtained by analytical methods defined in the Transportation Research Board's *Highway Capacity Manual (HCM), 7th Edition*. The concept of LOS is defined as a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

There are six LOS letter designations, from A to F, with LOS A representing the best operating conditions and LOS F the worst.

The LOS of an intersection is based on the average control delay per vehicle. For a signalized intersection, the delay is calculated for each lane group and then aggregated for each approach and for the intersection as a whole. Generally, the LOS is reported for the intersection as a whole. For an unsignalized intersection, the delay is only calculated and reported for each minor movement. An overall intersection LOS is not calculated.

There are different LOS criteria for signalized and unsignalized intersections primarily due to driver perceptions of transportation facilities. The perception is that a signalized intersection is expected to carry higher traffic volumes and experience a greater average delay than an unsignalized intersection. The LOS criteria for signalized and unsignalized intersections are provided in Table 4.

Table 4: Level of Service Definitions for Signalized and Unsignalized Intersections

Level of Service	Signalized Intersection Control Delay (seconds/vehicle)	Unsignalized Intersection Control Delay (seconds/vehicle)
A	≤ 10	≤ 10.0
B	> 10.0 and ≤ 20.0	> 10.0 and ≤ 15.0
C	> 20.0 and ≤ 35.0	> 15.0 and ≤ 25.0
D	> 35.0 and ≤ 55.0	> 25.0 and ≤ 35.0
E	> 55.0 and ≤ 80.0	> 35.0 and ≤ 50.0
F	> 80.0	> 50.0

Source: Transportation Research Board, *Highway Capacity Manual 6th Edition*, National Research Council, 2016.

Typically, various state and local governments adopt standards varying between LOS C and LOS E, depending on the area's size and roadway characteristics.

The study area includes the existing signalized intersections of US 34/Veterans Parkway and Countryside Parkway and US 34/Veterans Parkway and McHugh Road, the existing unsignalized intersections of McHugh Road and Countryside Parkway, Crimson Lane and Countryside Parkway, and US 34/Veterans Parkway and Tuma Road, and the proposed connections on US 34/Veterans Parkway, McHugh Road, and Countryside Parkway. Capacity analysis was performed with Synchro 11.1. Models were created for the weekday am, weekday pm, and Saturday midday peak hours for the existing, 2031 background, and 2031 future with project scenarios.

The capacity analysis results at the signalized intersections are summarized in Table 5 and at the unsignalized intersections in Table 6. The traffic signal timing plans were obtained from videos captured during the traffic counts and utilized for this analysis. Supporting capacity analysis worksheets are provided in Appendices E, F, and G, respectively.

Table 5: Capacity Analysis of Signalized Intersections

Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound		Intersection	
			Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Veterans Parkway (US 34) & Countryside Parkway	Weekday AM	Existing (2024)	2.5	A	4.5	A	-	-	46.9	D	5.4	A
		Background (2031)	2.5	A	4.6	A	-	-	47.4	D	5.5	A
		Future with Project (2031)	2.7	A	4.5	A	-	-	53.5	D	7.6	A
	Weekday PM	Existing (2024)	1.4	A	6.0	A	-	-	50.3	D	6.4	A
		Background (2031)	1.5	A	6.3	A	-	-	50.8	D	6.5	A
		Future with Project (2031)	2.4	A	6.2	A	-	-	114.7	F	16.4	B
		FwP (2031) w/ Mitigation	9.1	A	17.3	B	-	-	33.8	C	16.1	B
	Saturday MD	Existing (2024)	1.4	A	5.4	A	-	-	39.3	D	5.6	A
		Background (2031)	1.4	A	5.4	A	-	-	39.6	D	5.6	A
		Future with Project (2031)	2.2	A	5.4	A	-	-	136.1	F	24.8	C
		FwP (2031) w/ Mitigation	12.8	B	16.1	B	-	-	25.0	C	16.2	B
Veterans Parkway (US 34) & McHugh Road	Weekday AM	Existing (2024)	14.2	B	10.6	B	15.9	B	28.0	C	14.1	B
		Background (2031)	14.5	B	11.3	B	15.7	B	29.0	C	14.5	B
		Future with Project (2031)	14.2	B	11.4	B	18.2	B	27.9	C	15.1	B
	Weekday PM	Existing (2024)	17.9	B	15.2	B	23.5	C	41.3	D	19.4	B
		Background (2031)	18.4	B	15.5	B	23.4	C	42.6	D	19.9	B
		Future with Project (2031)	17.9	B	17.0	B	26.6	C	45.2	D	22.0	C
	Saturday MD	Existing (2024)	20.2	C	17.3	B	15.2	B	20.3	C	18.7	B
		Background (2031)	20.7	C	18.1	B	15.3	B	20.9	C	19.3	B
		Future with Project (2031)	20.5	C	21.0	C	18.9	B	23.1	C	20.9	C

Table 6: Capacity Analysis of Unsignalized Intersections

Intersection / Approach	Weekday AM						Weekday PM						Saturday MD					
	Existing (2024)		Background (2031)		Future w/ Project (2031)		Existing (2024)		Background (2031)		Future w/ Project (2031)		Existing (2024)		Background (2031)		Future w/ Project (2031)	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
McHugh Road & Countryside Parkway																		
NB Left	9.0	A	9.1	A	9.4	A	9.7	A	9.8	A	10.5	B	9.3	A	9.5	A	10.6	B
NB Thru/right	9.2	A	9.4	A	9.7	A	9.9	A	10.2	B	10.8	B	9.1	A	9.3	A	10.1	B
EB Left	9.7	A	9.8	A	10.1	B	10.1	B	10.4	B	10.8	B	9.3	A	9.5	A	10.1	B
EB Thru	8.6	A	8.7	A	9.0	A	9.1	A	9.3	A	10.1	B	8.7	A	8.8	A	10.0	A
EB Thru/right	8.3	A	8.5	A	8.7	A	8.9	A	9.1	A	10.0	A	8.4	A	8.5	A	9.8	A
WB Left	9.0	A	9.1	A	9.3	A	9.6	A	9.8	A	10.1	B	9.0	A	9.2	A	9.7	A
WB Thru	8.8	A	9.0	A	9.3	A	9.5	A	9.7	A	10.5	B	9.0	A	9.1	A	10.4	B
WB Thru/right	8.6	A	8.8	A	9.1	A	9.0	A	9.3	A	10.0	A	8.6	A	8.7	A	9.9	A
SB Left	10.0	A	10.1	B	10.4	B	9.3	A	9.4	A	10.1	B	9.1	A	9.2	A	10.2	B
SB Thru/right	9.2	A	9.5	A	9.8	A	10.1	B	10.5	B	11.2	B	8.9	A	9.1	A	9.9	A
Countryside Parkway & Crimson Lane/Costco Driveway 1																		
NB Left/thru	-	-	-	-	10.2	B	-	-	-	-	10.4	B	-	-	-	-	10.7	B
NB Right	-	-	-	-	8.6	A	-	-	-	-	8.8	A	-	-	-	-	8.9	A
EB Left	7.8	A	7.9	A	7.9	A	7.5	A	7.5	A	7.5	A	7.4	A	7.5	A	7.5	A
WB Left	-	-	-	-	0.0	A	-	-	-	-	0.0	A	-	-	-	-	0.0	A
SB Left	10.0	B	10.1	B	10.4	B	9.6	A	9.7	A	10.1	B	0.0	A	0.0	A	0.0	A
SB Right	8.7	A	8.8	A	8.8	A	8.6	A	8.7	A	8.7	A	0.0	A	0.0	A	0.0	A
Countryside Parkway & Costco Driveway 2																		
NB Left	-	-	-	-	9.6	A	-	-	-	-	10.8	B	-	-	-	-	11.6	B
NB Right	-	-	-	-	8.6	A	-	-	-	-	8.7	A	-	-	-	-	8.9	A
WB Left	-	-	-	-	7.4	A	-	-	-	-	7.6	A	-	-	-	-	7.7	A
Countryside Parkway & Costco Driveway 3 (RIRO)																		
EB Right	-	-	-	-	8.7	A	-	-	-	-	9.2	A	-	-	-	-	9.5	A
Veterans Parkway (US 34) & Tuma Road/Costco Driveway 4																		
NE Left	-	-	-	-	7.9	A	-	-	-	-	8.9	A	-	-	-	-	8.5	A
NW Appr.	15.4	C	16.8	C	18.4	C	24.1	C	29.4	D	56.3	F	16.6	C	18.0	C	27.2	D
SE Right	-	-	-	-	9.0	A	-	-	-	-	10.6	B	-	-	-	-	9.8	A
SW Left	9.4	A	9.6	A	9.6	A	9.4	A	9.7	A	9.7	A	9.1	A	9.3	A	9.3	A
McHugh Road & Costco Driveway 5																		
WB Left	-	-	-	-	10.1	B	-	-	-	-	11.9	B	-	-	-	-	12.0	B
WB Right	-	-	-	-	8.8	A	-	-	-	-	9.0	A	-	-	-	-	8.9	A
SB Left	-	-	-	-	7.6	A	-	-	-	-	7.8	A	-	-	-	-	7.9	A
McHugh Road & Costco Driveway 6																		
WB Left	-	-	-	-	0.0	A	-	-	-	-	0.0	A	-	-	-	-	0.0	A
WB Right	-	-	-	-	0.0	A	-	-	-	-	0.0	A	-	-	-	-	0.0	A
SB Left	-	-	-	-	0.0	A	-	-	-	-	0.0	A	-	-	-	-	0.0	A

Existing Scenario

Based on the analysis results at the signalized intersections, the major approaches operate with LOS D or lower at the study area intersections. At the signalized intersection of US 34/Veterans Parkway and Countryside Parkway, the overall intersection operates at LOS A for all three time periods, while the signalized intersection of US 34/Veterans Parkway and McHugh Road operates at LOS B for all three time periods.

All movements at the unsignalized intersections operate adequately with LOS C or better.

Background Scenario

For the 2031 background scenario, delays tend to increase slightly at the signalized intersections. The addition of background traffic results in similar delay times for each approach and the overall intersection. It is worth noting that slight delay improvements are observed on some minor street approaches. This is due to the increased side street volumes placing more calls on the intersection approach which extends the effective green times for the side street and results in a decreased average delay for that approach.

All movements at the unsignalized intersections continue to operate adequately. The northwest approach of Tuma Road is projected to operate at LOS D during the weekday pm peak hour.

Future with Project Scenario

Delays again tend to slightly increase with the addition of project related traffic for the weekday am, weekday pm, and Saturday midday peak hours. Based on the projected analysis, the southbound approach at Countryside Parkway and US 34/Veterans Parkway operates at LOS F during the weekday pm and Saturday midday peak hours and the overall intersection delay drops from LOS A to LOS B for the weekday pm and from LOS A to LOS C for the Saturday midday peak hour. At the signalized intersection of US 34/Veterans Parkway and McHugh Road, all approaches operate at LOS D or better for all three time periods. The overall intersection delay drops from LOS B to LOS C for both the weekday pm and Saturday midday peak hours.

All movements at the unsignalized intersections continue to operate adequately, with all levels of service remaining at LOS D or better with the exception of the northwest approach of Tuma Road which is projected to operate at LOS F during the weekday pm peak hour. Higher delays are typical at stop-controlled approaches on minor streets and driveways at intersections with arterial roadways during peak periods. Additionally, it should be noted that the volume-to-capacity ratio of the minor approaches are less than one, indicating available capacity. While left-turn movements from driveways onto arterials may experience delays during peak hours, they are expected to operate adequately at all other hours of the day.

Potential Mitigation Scenario

As described, the southbound approach at the intersection of Countryside Parkway and US 34/Veterans Parkway is projected to operate at LOS F during the weekday pm and Saturday midday peak hour using the existing traffic signal timing plan. One option to reduce the southbound approach delay would be to retime the existing signal timing plan by shifting 22 seconds of green time from the US 34/Veterans Parkway eastbound/westbound through movement to the southbound approach during the weekday pm and 23 seconds of green time during the Saturday midday peak hours. As illustrated in Table 5, retiming the traffic signal would result in the southbound approach operating at LOS C with minimal impact on the eastbound and westbound approaches, with the US 34 approaches both operating at LOS B during both

peak hours. The signal retiming would have to be approved by IDOT. The capacity worksheets for this mitigation can be found in Appendix H.

Queue Length Analysis

A queue length analysis was conducted at each of the study area intersections. A summary of this analysis is provided in Table 7. This data is comprised of the 95th percentile queue output from the Synchro analysis.

For the existing, background, and future with project scenarios, all left and right turning queue lengths do not exceed the provided storage lengths with the exception of the southbound left turn at the signalized US 34 and Countryside Parkway intersection. This southbound movement exceeds the existing storage during the weekday pm peak hour and Saturday midday peak hours with a queue of 341 feet and 381 feet, respectively. It should be noted that this is a trap lane and the queues do not spill back into the main travel lanes, however, it is anticipated that this queue will back up to the proposed Costco Driveway 4 (right in/right out). Based on the proposed mitigation scenario, the southbound queues will decrease to 208 feet during the weekday pm peak hour and 211 feet during the Saturday midday peak hour.

No queuing issues are anticipated at any of the unsignalized intersections.

It should be noted that based on the location of the proposed Costco Driveway 5 at McHugh Road, north of the US 34/Veterans Parkway intersection with McHugh Road, the southbound left turn storage and taper will be reduced to accommodate this Costco Driveway. Proposed storage and taper lengths are included in Table 7. As illustrated in Table 7, the reduction of the existing storage and taper will likely not impact the 95th percentile queue length for any of the three time periods.

It is concluded that no queue storage mitigation is required at any of the intersections and site driveways.

Table 7: 95th Percentile Queue Lengths

Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound	
			Left	Right	Left	Right	Left	Right	Left	Right
McHugh Road & Countryside Parkway (All-Way Stop Controlled)	Weekday AM	Existing (2024)	10	-	3	-	3	-	0	-
		Background (2031)	13	-	3	-	3	-	0	-
		Future with Project (2031)	13	-	3	-	3	-	3	-
	Weekday PM	Existing (2024)	13	-	5	-	5	-	0	-
		Background (2031)	13	-	5	-	5	-	0	-
		Future with Project (2031)	15	-	5	-	8	-	3	-
	Saturday MD	Existing (2024)	8	-	3	-	5	-	3	-
		Background (2031)	10	-	5	-	5	-	3	-
		Future with Project (2031)	10	-	5	-	10	-	5	-
		Storage Length (ft)	**150**	**-**	**150**	**-**	**160**	**-**	**120**	**-**
		Taper Length (ft)	**160**	**-**	**145**	**-**	**175**	**-**	**115**	**-**
Countryside Parkway & Crimson Lane / Costco Driveway 1 (Two-Way Stop Controlled)	Weekday AM	Existing (2024)	0	-	-	-	-	-	3	0
		Background (2031)	0	-	-	-	-	-	3	0
		Future with Project (2031)	0	-	0	-	3	0	3	0
	Weekday PM	Existing (2024)	0	-	-	-	-	-	0	0
		Background (2031)	0	-	-	-	-	-	0	0
		Future with Project (2031)	0	-	0	-	5	0	0	0
	Saturday MD	Existing (2024)	0	-	-	-	-	-	0	0
		Background (2031)	0	-	-	-	-	-	0	0
		Future with Project (2031)	0	-	0	-	8	3	0	0
		Storage Length (ft)	**150**	**-**	**140***	**-**	**30***	**30***	**100**	**100**
		Taper Length (ft)	**145**	**-**	**130***	**-**	**-**	**-**	**100**	**-**
Countryside Parkway & Costco Driveway 2 (Two-Way Stop Controlled)	Weekday AM	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	-	3	-	0	0	-	-
	Weekday PM	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	-	3	-	3	3	-	-
	Saturday MD	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	-	5	-	5	3	-	-
		Storage Length (ft)	**-**	**-**	**185***	**-**	**30***	**30***	**-**	**-**
		Taper Length (ft)	**-**	**-**	**200***	**-**	**-**	**-**	**-**	**-**
Countryside Parkway & Costco Driveway 3 (Two-Way Stop Controlled)	Weekday AM	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	5	-	-	-	-	-	-
	Weekday PM	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	10	-	-	-	-	-	-
	Saturday MD	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	15	-	-	-	-	-	-
		Storage Length (ft)	**-**	**90***	**-**	**-**	**-**	**-**	**-**	**-**
		Taper Length (ft)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Veterans Parkway/US 34 & Countryside Parkway (Signalized)	Weekday AM	Existing (2024)	3	-	-	5	-	-	84	8
		Background (2031)	3	-	-	5	-	-	89	8
		Future with Project (2031)	4	-	-	5	-	-	144	15
	Weekday PM	Existing (2024)	4	-	-	5	-	-	110	20
		Background (2031)	4	-	-	5	-	-	114	21
		Future with Project (2031)	6	-	-	6	-	-	341	26
		FwP (2031) w/ Mitigation	13	-	-	6	-	-	208	21
	Saturday MD	Existing (2024)	2	-	-	5	-	-	90	16
		Background (2031)	2	-	-	6	-	-	94	18
		Future with Project (2031)	3	-	-	7	-	-	381	23
		FwP (2031) w/ Mitigation	11	-	-	8	-	-	211	16
		Storage Length (ft)	**180**	**-**	**-**	**250**	**-**	**-**	**210**	**210**
		Taper Length (ft)	**160**	**-**	**-**	**190**	**-**	**-**	**-**	**-**

Table 7: 95th Percentile Queue Lengths (cont.)

Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound	
			Left	Right	Left	Right	Left	Right	Left	Right
Veterans Parkway/US 34 & Tuma Road/Costco Driveway 4 (Two-Way Stop Controlled))	Weekday AM	Existing (2024)	-	-	3	-	20		-	-
		Background (2031)	-	-	3	-	25		-	-
		Future with Project (2031)	3	-	3	0	28		-	3
	Weekday PM	Existing (2024)	-	-	5	-	35		-	-
		Background (2031)	-	-	8	-	45		-	-
		Future with Project (2031)	5	-	5	0	80		-	10
	Saturday MD	Existing (2024)	-	-	3	-	15		-	-
		Background (2031)	-	-	3	-	18		-	-
		Future with Project (2031)	8	-	3	0	28		-	10
		Storage Length (ft)	**215***	**-**	**275**	**215***	**-**	**-**	**-**	**110***
		Taper Length (ft)	**220***	**-**	**170**	**220***	**-**	**-**	**-**	**-**
Veterans Parkway/US 34 & McHugh Road (Signalized)	Weekday AM	Existing (2024)	21	-	31	-	29	43	11	-
		Background (2031)	22	-	33	-	30	44	11	-
		Future with Project (2031)	33	-	33	-	30	46	40	-
	Weekday PM	Existing (2024)	28	-	73	-	68	35	29	-
		Background (2031)	30	-	77	-	72	36	30	-
		Future with Project (2031)	54	-	77	-	72	38	71	-
	Saturday MD	Existing (2024)	36	-	57	-	37	23	23	-
		Background (2031)	38	-	68	-	40	25	24	-
		Future with Project (2031)	69	-	60	-	40	26	61	-
		Storage Length (ft)	**170**	**-**	**180**	**-**	**105**	**105**	**245/145***	**-**
		Taper Length (ft)	**180**	**-**	**180**	**-**	**110**	**110**	**150/175***	**-**
McHugh Road & Costco Driveway 5 (Two-Way Stop Controlled)	Weekday AM	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	-	8	3	-	0	0	-
	Weekday PM	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	-	20	3	-	0	3	-
	Saturday MD	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	-	25	3	-	0	3	-
		Storage Length (ft)	**-**	**-**	**75***	**75***	**-**	**145***	**145***	**-**
		Taper Length (ft)	**-**	**-**	**-**	**-**	**-**	**145***	**175***	**-**
McHugh Road & Costco Driveway 6 (Two-Way Stop Controlled)	Weekday AM	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	-	0	0	-	-	0	-
	Weekday PM	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	-	0	0	-	-	0	-
	Saturday MD	Existing (2024)	-	-	-	-	-	-	-	-
		Background (2031)	-	-	-	-	-	-	-	-
		Future with Project (2031)	-	-	0	0	-	-	0	-
		Storage Length (ft)	**-**	**-**	**25***	**25***	**-**	**-**	**-**	**-**
		Taper Length (ft)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Notes:
1. All values in feet
2. * Proposed Storage and taper lengths.

Site Circulation

In the proposed site plan, Costco Driveway 3, Costco Driveway 4, and Costco Driveway 5 will serve as the access point to the main internal road through the site. Costco Driveway 3 will be connected to Countryside Parkway providing access from the east side of the site while Costco Driveway 5 will connect

to McHugh Road facilitating access from the west. This connection will also provide convenient access to the proposed gas station and access points to the Costco parking fields. For the purpose of the discussion below, the internal roadway is described as an east-west street. Overall, it is expected that the internal roadway configuration, with the limited access points and stop controlled intersections, will operate effectively.

Internal Intersection Summary

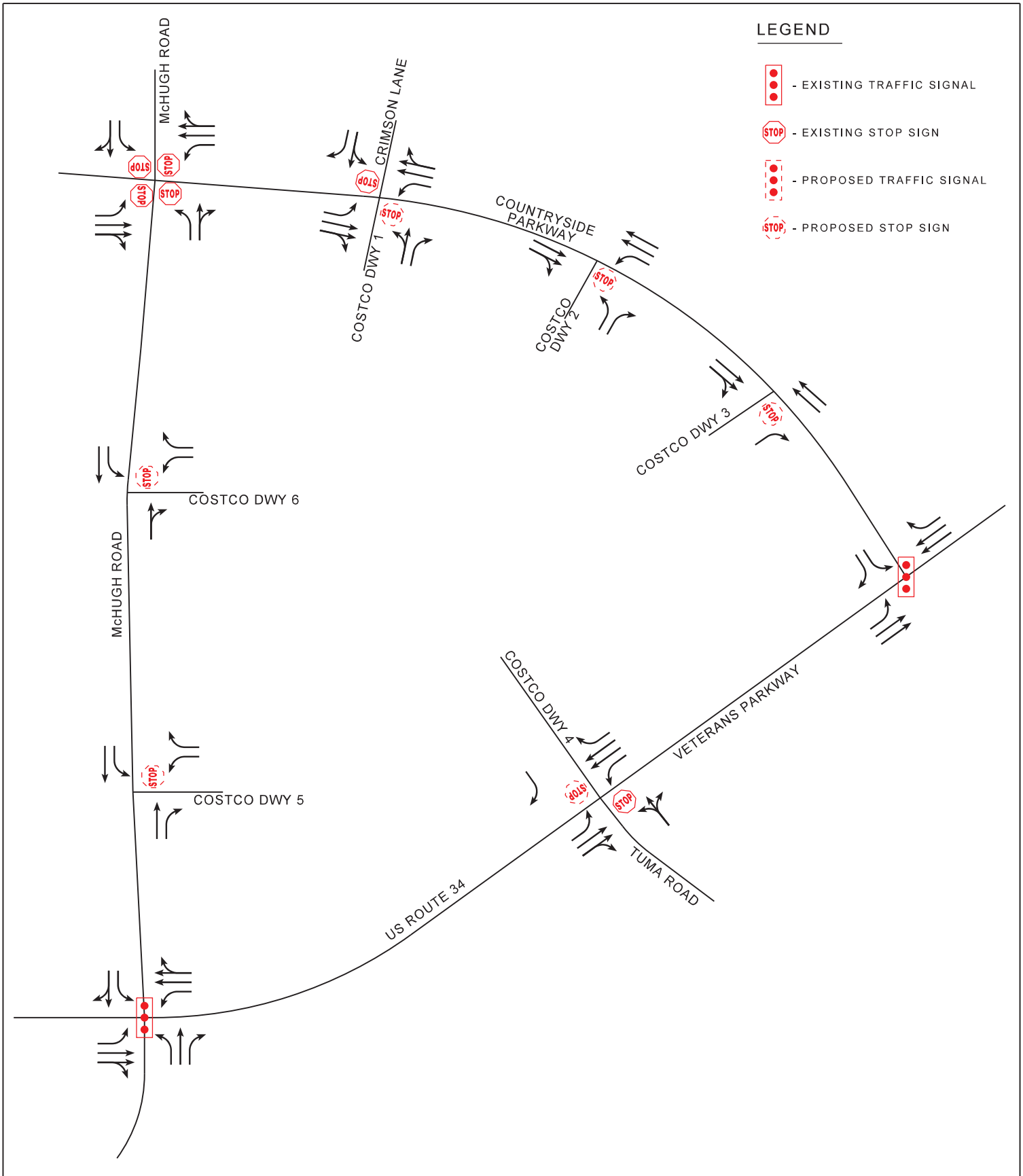
- Intersection 1 – Located approximately 390 feet east of McHugh Road
  - Three leg intersection
  - Stop controlled on the northbound approach exit from the gas station
- Intersection 2 – Costco Driveway 4 Located approximately 460 feet east of Intersection 1
  - Three leg intersection
  - Stop Controlled on the eastbound and westbound approaches
  - Free flow traffic for inbound traffic from US 34/Veterans Parkway

Each driveway connected to the roadway network is anticipated to contain two existing lanes and one departing lane with the exception of the right in/right out driveway.

The entrance for the gas station is located on Costco Driveway 5. The opening day gas station configuration consists of eight individual drive aisles with four fueling positions each. Conservatively, each drive aisle has space for approximately for six vehicles to queue waiting to pull up to the pump. Therefore, a minimum of 80 vehicles can be accommodated within the gas station area. The future expansion of the gas station by eight fueling positions includes additional queuing area.

Proposed Lane Configuration

Based on the auxiliary lane, capacity, and queue length analysis, it is recommended that no geometric changes are needed at any of the study area intersections. The proposed lane configuration is illustrated in Figure 11.



NOT TO SCALE

COSTCO WHOLESALE CORPORATION YORKVILLE, IL

FIGURE 11 PROPOSED LANE CONFIGURATION

YORKVILLE ILLINOIS

V. CONCLUSIONS

The purpose of this study is to evaluate the potential traffic impacts of the proposed Costco Warehouse located along the north side of US Route 34 at the northwest corner of Route 34 and Countryside Parkway in the City of Yorkville, Illinois. The proposed development consists of approximately 161,064 square foot Costco Wholesale building and a members-only gas station with 40 gas pumps.

The proposed access plan includes a right in/right out/left in access driveway on US 34 that aligns with Tuma Road, two full access driveways on McHugh Road, a full access driveway on Countryside Parkway that aligns with Crimson Lane, a full access driveway on Countryside Parkway, and a right in/right out driveway on Countryside Parkway. The site plan proposes 859 parking stalls.

Traffic estimates are projected to 2031, which is five years beyond the anticipated build out in 2026, utilizing growth rates from CMAP that projected traffic volumes to 2050. The study area includes the existing signalized intersections of US 34/Veterans Parkway and Countryside Parkway and US 34/Veterans Parkway and McHugh Road, the existing unsignalized intersections of McHugh Road and Countryside Parkway, Crimson Lane and Countryside Parkway, and US 34/Veterans Parkway and Tuma Road, and the proposed connections on US 34/Veterans Parkway, McHugh Road, and Countryside Parkway.

This study evaluated whether additional auxiliary lanes are warranted at the study area intersections, the westbound approach of US 34/Veterans Parkway at Costco Driveway 4 and the northbound approach of McHugh Road at Costco Driveway 5 meet the warrant based on the chart comparing right turn and approach volumes and were therefore considered. Similarly, the westbound approach of Countryside Parkway at Costco Driveway 1 and Costco Driveway 2 and on the eastbound approach of US 34/Veterans Parkway at the Costco Driveway 4 meet the warrant based on uniformity of intersection design and were therefore considered. Therefore, it is recommended that right turn and left turn lanes are considered at these driveways.

As part of this study would be the installation of a traffic signal following the methodology established in the MUTCD and IDOT SRA criteria. Warrant 1, the eight-hour vehicular volume warrant, is typically the only vehicular volume/delay warrant that is considered for intersections on designated SRA routes. Traditionally, this warrant requires more than eight hours of data collection and substantial projections of future trips. However, additional guidance from IDOT states that in cases involving future volumes, the eight-hour vehicular volume hour can be estimated as 55 percent of the peak hour volumes.

Based on the projected weekday pm peak hour traffic volumes and utilizing the IDOT guidance to estimate the eighth hour volumes, the intersections of US 34 and Costco Driveway 4/Tuma Road and Countryside Parkway and McHugh Road do not meet the eight-hour warrants. Therefore, for the purposes of this study, the intersection of US 34 and Costco Driveway 4/Tuma Road was analyzed as a two-way stop-controlled intersection and the intersection of Countryside Parkway and McHugh Road was analyzed as the existing all-way stop-controlled configuration.

Results of the capacity analysis for the existing scenario indicate that all approaches are experiencing low delays at the signalized and unsignalized intersections. Delays increased in the background scenario and all movements operate adequately. In the future with project scenario, both signalized intersections continue to operate at adequate LOS, however the southbound approach at Countryside Parkway and US 34/Veterans Parkway operates at LOS F during the weekday pm and Saturday midday peak hours. One potential mitigation option to reduce the southbound approach delay would be to retime the existing signal timing plan by shifting 22 seconds of green time from the US 34/Veterans Parkway eastbound/ westbound through movement to the southbound approach during the weekday pm and 23 seconds of green time during the Saturday midday peak hours. As illustrated in Table 5, retiming the traffic signal would result in the southbound approach operating at LOS C with minimal impact on the eastbound and westbound approaches, with the US 34 approaches both operating at LOS B during both peak hours. The signal retiming would have to be approved by IDOT.

The results of the capacity analysis for the unsignalized intersections during the existing as well as the background scenario are projected to operate with low delays. In the future with project scenario, all movements at the unsignalized intersections continue to operate adequately, with all levels of service remaining at LOS D or better with the exception of the northwest approach of Tuma Road which is projected to operate at LOS F during the weekday pm peak hour. Higher delays are typical at stop-controlled approaches on minor streets and driveways at intersections with arterial roadways during peak periods. Additionally, it should be noted that the volume-to-capacity ratio of the minor approaches are less than one, indicating available capacity. While left turn movements from driveways onto arterials may experience delays during peak hours, they are expected to operate adequately at all other hours of the day.

Additionally, a 95th percentile queue analysis was conducted at each of the study area driveways. No major queues were observed at the turning movements with the exception of the southbound left turn at the Countryside Parkway and US 34/Veterans Parkway intersection. This southbound movement exceeds the existing storage during the weekday pm peak hour and Saturday midday peak hours with a queue of 341 feet and 381 feet, respectively. It should be noted that this is a trap lane and the queues do not spill back into the main travel lanes, however, it is anticipated that this queue will back up to the proposed Costco Driveway 4 (right in/right out). Based on the proposed mitigation scenario, the southbound queues will decrease to 208 feet during the weekday pm peak hour and 211 feet during the Saturday midday peak hour. Therefore, it is concluded that no queue storage mitigation is required at any of the intersections and site driveways.

Site circulation will be aided by a limited access internal roadway which is configured with traditional stop-controlled intersections and no direct access to parking aisles. The gas station is configured such that 80 vehicles can be held within the gas station area.

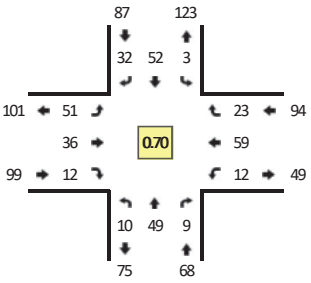
APPENDIX A

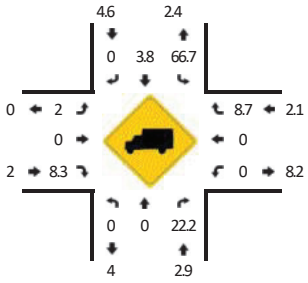
EXISTING TRAFFIC COUNTS

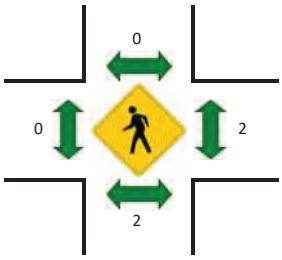
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

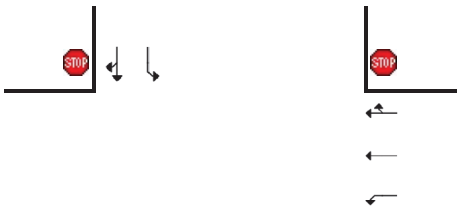
LOCATION: McHugh Rd -- E Countryside Pkwy | **QC JOB #:** 16749101
CITY/STATE: Yorkville, IL | **DATE:** Tue, Sep 17 2024

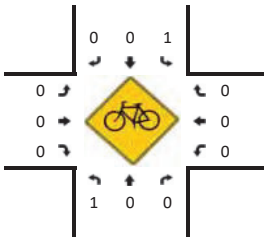
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

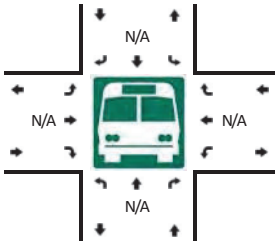


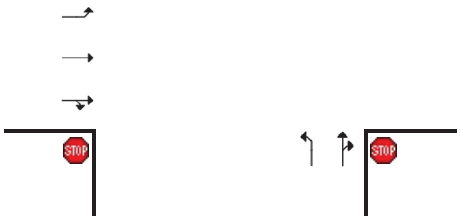


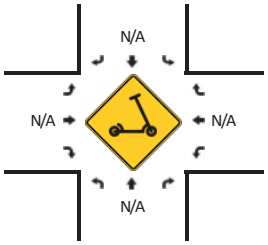












15-Min Count Period Beginning At	McHugh Rd (Northbound)				McHugh Rd (Southbound)				E Countryside Pkwy (Eastbound)				E Countryside Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	10	1	0	0	16	10	0	8	7	1	0	2	9	3	0	69	
7:15 AM	1	13	0	0	0	8	3	0	5	9	3	0	1	11	5	0	59	
7:30 AM	2	14	4	0	3	8	10	0	15	10	5	0	3	16	4	1	95	
7:45 AM	5	12	4	0	0	20	9	0	23	10	3	0	5	23	11	0	125	348
8:00 AM	0	21	0	0	2	13	2	0	11	9	1	0	4	12	2	1	78	357
8:15 AM	1	21	3	0	1	10	9	0	10	14	3	0	3	10	7	2	94	392
8:30 AM	3	7	3	0	1	22	13	0	13	8	3	0	4	5	6	0	88	385
8:45 AM	6	7	0	0	0	14	5	0	14	7	4	0	6	17	3	1	84	344

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	48	16	0	0	80	36	0	92	40	12	0	20	92	44	0	500
Heavy Trucks	0	0	8		0	4	0		4	0	0		0	0	0		16
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 10/11/2024 7:18 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

LOCATION: E Countryside Pkwy -- E Veterans Pkwy/US 34 | **QC JOB #:** 16749104
CITY/STATE: Yorkville, IL | **DATE:** Tue, Sep 17 2024

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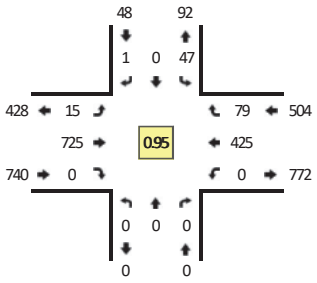
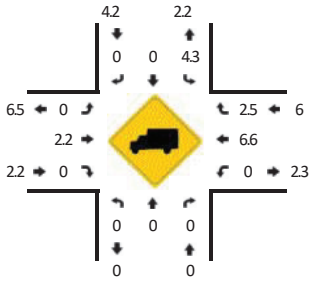
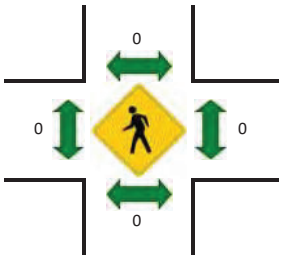
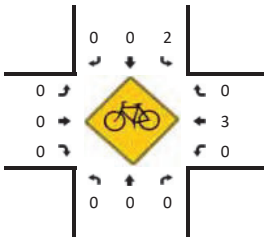
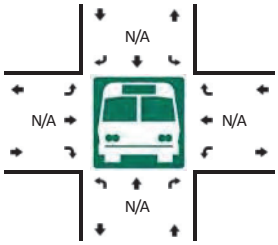
Peak 15-Min: 7:00 AM -- 7:15 AM

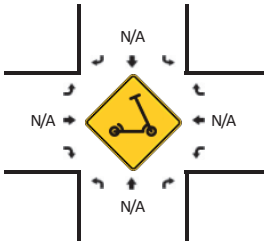












15-Min Count Period Beginning At	E Countryside Pkwy (Northbound)				E Countryside Pkwy (Southbound)				E Veterans Pkwy/US 34 (Eastbound)				E Veterans Pkwy/US 34 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	8	0	0	0	3	184	0	0	0	133	11	0	339	
7:15 AM	0	0	0	0	12	0	0	0	3	217	0	2	0	84	14	0	332	
7:30 AM	0	0	0	0	15	0	0	0	4	181	0	0	0	85	17	0	302	
7:45 AM	0	0	0	0	12	0	1	0	3	143	0	0	0	123	37	0	319	1292
8:00 AM	0	0	0	0	9	0	3	0	2	156	0	0	0	105	8	0	283	1236
8:15 AM	0	0	0	0	14	0	4	0	2	167	0	3	0	110	12	0	312	1216
8:30 AM	0	0	0	0	12	0	1	0	0	148	0	0	0	106	9	0	276	1190
8:45 AM	0	0	0	0	9	0	0	0	1	124	0	0	0	101	14	0	249	1120

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	32	0	0	0	12	736	0	0	0	532	44	0	1356
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	32	0		40
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4
Scooters																	

Comments:

Report generated on 10/11/2024 7:18 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

LOCATION: McHugh Rd -- E Veterans Pkwy/US 34 | **QC JOB #:** 16749107
CITY/STATE: Yorkville, IL | **DATE:** Wed, Sep 18 2024

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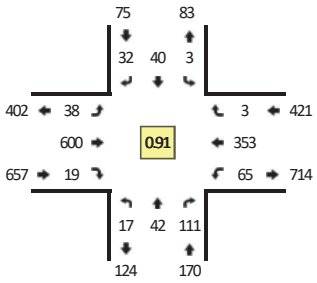
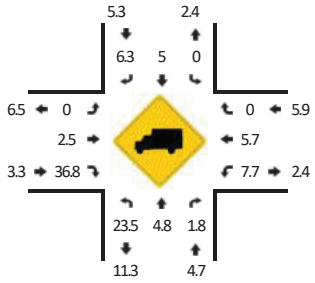
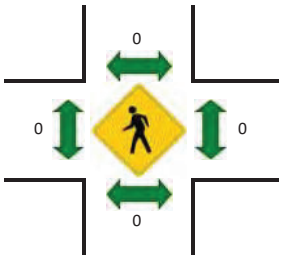
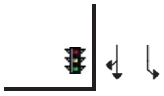
Peak 15-Min: 7:15 AM -- 7:30 AM

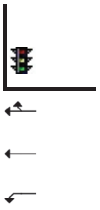


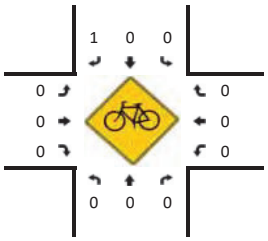


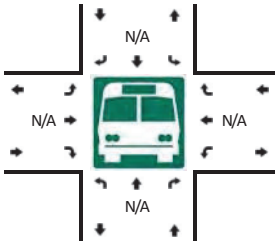
TRUE DATA TO IMPROVE MOBILITY

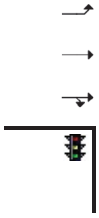


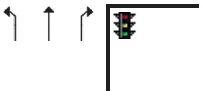


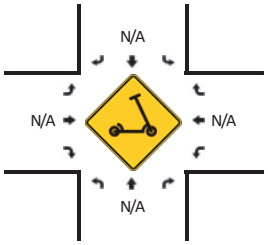












15-Min Count Period Beginning At	McHugh Rd (Northbound)				McHugh Rd (Southbound)				E Veterans Pkwy/US 34 (Eastbound)				E Veterans Pkwy/US 34 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	9	27	0	1	7	9	0	12	137	8	0	19	107	0	0	338	
7:15 AM	6	10	42	0	1	7	8	0	7	199	2	0	14	69	0	0	365	
7:30 AM	6	8	22	0	0	11	9	0	10	140	3	0	17	91	0	0	317	
7:45 AM	3	15	20	0	1	15	6	0	9	124	6	0	15	86	3	0	303	1323
8:00 AM	5	13	31	0	2	3	4	0	10	114	3	0	17	91	2	0	295	1280
8:15 AM	7	11	31	0	2	5	15	0	18	144	8	0	13	91	1	0	346	1261
8:30 AM	7	7	19	0	1	21	16	0	16	104	1	0	23	106	0	0	321	1265
8:45 AM	4	9	26	0	2	12	10	0	9	93	6	0	15	104	2	0	292	1254

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	40	168	0	4	28	32	0	28	796	8	0	56	276	0	0	1460
Heavy Trucks	4	0	0		0	0	4		0	12	4		0	12	0		36
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

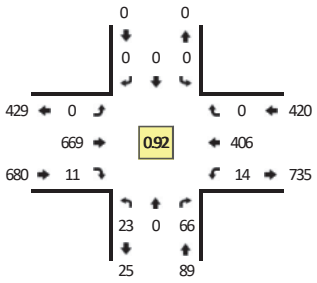
Comments:

Report generated on 10/11/2024 7:18 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

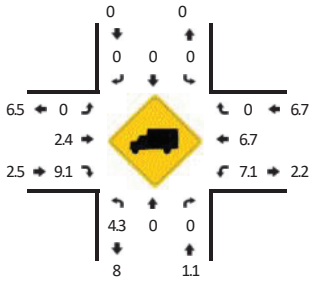
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

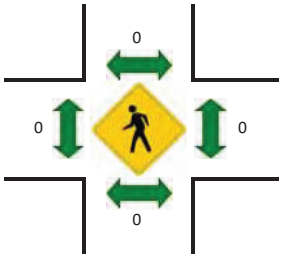
LOCATION: Tuma Rd -- E Veterans Pkwy/US 34 | **QC JOB #:** 16749110
CITY/STATE: Yorkville, IL | **DATE:** Tue, Sep 17 2024

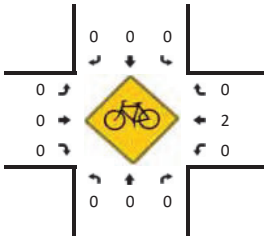
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:00 AM -- 7:15 AM

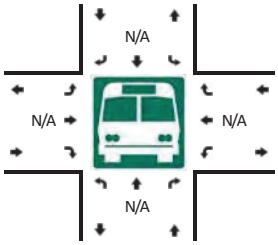


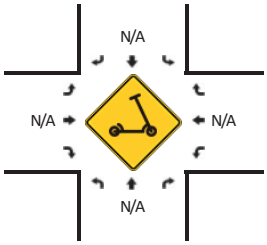
TRUE DATA TO IMPROVE MOBILITY











15-Min Count Period Beginning At	Tuma Rd (Northbound)				Tuma Rd (Southbound)				E Veterans Pkwy/US 34 (Eastbound)				E Veterans Pkwy/US 34 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	0	23	0	0	0	0	0	0	160	0	0	7	125	0	0	322	
7:15 AM	4	0	15	0	0	0	0	0	0	205	2	0	2	82	0	0	310	
7:30 AM	4	0	17	0	0	0	0	0	0	166	6	0	3	85	0	0	281	
7:45 AM	8	0	11	0	0	0	0	0	0	138	3	0	2	114	0	0	276	1189
8:00 AM	10	0	13	0	0	0	0	0	0	144	3	0	10	106	0	0	286	1153
8:15 AM	3	0	17	0	0	0	0	0	0	155	4	0	7	108	0	0	294	1137
8:30 AM	5	0	7	0	0	0	0	0	0	138	4	0	5	103	0	0	262	1118
8:45 AM	7	0	6	0	0	0	0	0	0	122	1	0	8	90	0	0	234	1076

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	0	92	0	0	0	0	0	0	640	0	0	28	500	0	0	1288
Heavy Trucks	4	0	0		0	0	0		0	12	0		0	32	0		48
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

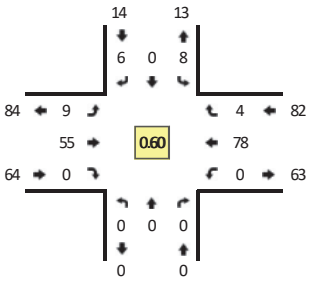
Report generated on 10/11/2024 7:18 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

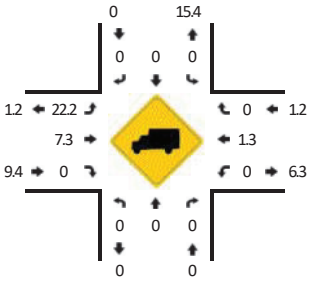
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

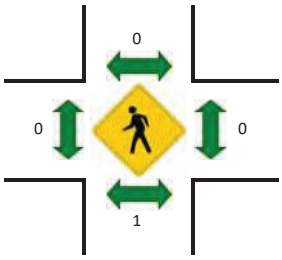
LOCATION: Prairie Pointe Dr -- E Countryside Pkwy
CITY/STATE: Yorkville, IL

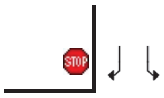
QC JOB #: 16749113
DATE: Wed, Sep 18 2024

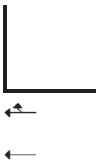
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

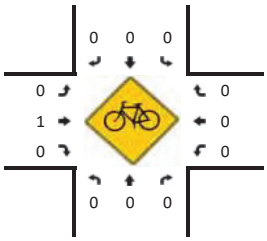


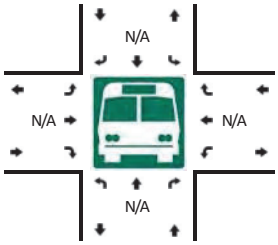


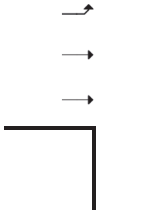


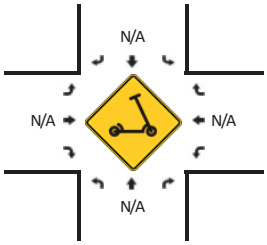












15-Min Count Period Beginning At	Prairie Pointe Dr (Northbound)				Prairie Pointe Dr (Southbound)				E Countryside Pkwy (Eastbound)				E Countryside Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	2	0	1	0	1	10	0	0	0	8	0	0	22	
7:15 AM	0	0	0	0	5	0	2	0	1	17	0	0	0	19	1	0	45	
7:30 AM	0	0	0	0	0	0	1	0	0	11	0	0	0	12	2	0	26	
7:45 AM	0	0	0	0	1	0	2	0	7	17	0	0	0	39	1	0	67	160
8:00 AM	0	0	0	0	2	0	1	0	0	10	0	0	0	14	1	0	28	166
8:15 AM	0	0	0	0	0	0	2	0	3	10	0	0	0	18	2	0	35	156
8:30 AM	0	0	0	0	1	0	2	0	1	11	0	0	0	12	1	0	28	158
8:45 AM	0	0	0	0	1	0	2	0	3	10	0	0	0	19	4	0	39	130

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	4	0	8	0	28	68	0	0	0	156	4	0	268
Heavy Trucks	0	0	0		0	0	0		8	0	0		0	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 10/11/2024 7:18 AM

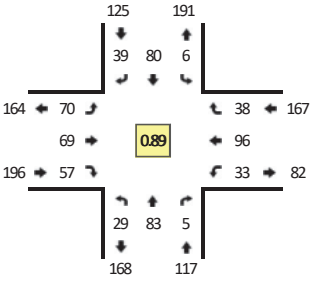
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

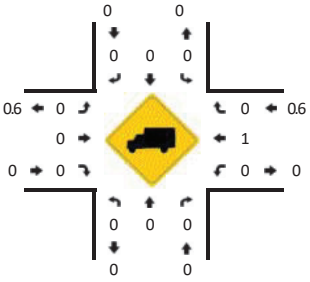
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

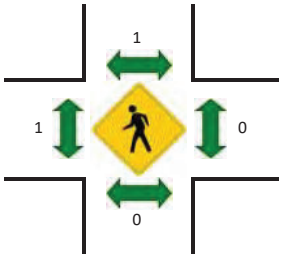
LOCATION: McHugh Rd -- E Countryside Pkwy
CITY/STATE: Yorkville, IL

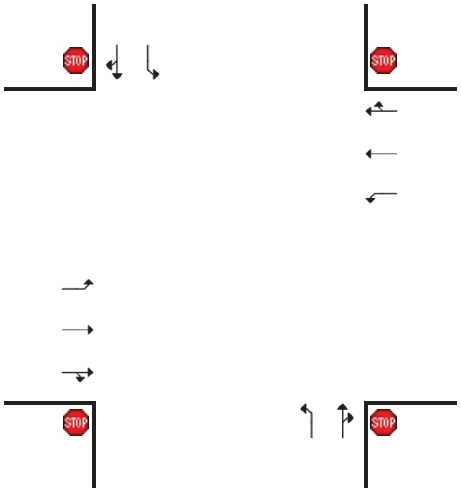
QC JOB #: 16749102
DATE: Tue, Sep 17 2024

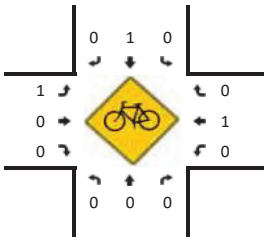
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

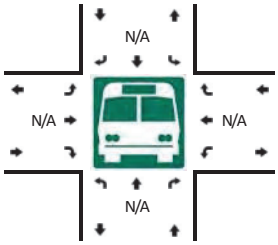


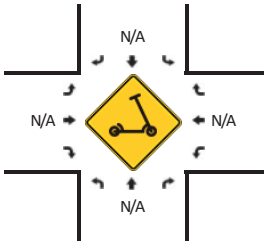












15-Min Count Period Beginning At	McHugh Rd (Northbound)				McHugh Rd (Southbound)				E Countryside Pkwy (Eastbound)				E Countryside Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	23	1	0	2	17	9	0	11	12	14	0	10	20	5	4	134	
4:15 PM	4	17	1	0	4	11	8	0	15	17	9	0	8	29	9	4	136	
4:30 PM	6	26	2	0	0	13	11	0	11	23	12	0	8	27	11	1	151	
4:45 PM	8	18	0	0	4	26	10	0	22	16	19	0	8	29	9	0	169	590
5:00 PM	7	20	2	0	2	20	12	0	21	15	14	0	6	17	6	1	143	599
5:15 PM	8	19	1	0	0	21	6	0	16	15	12	0	9	23	12	0	142	605
5:30 PM	5	13	0	0	3	15	13	0	12	12	17	0	6	26	7	1	130	584
5:45 PM	9	15	0	0	3	13	6	0	11	17	14	0	7	32	6	0	133	548

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	32	72	0	0	16	104	40	0	88	64	76	0	32	116	36	0	676
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	4	0		4	0	0		0	0	0		8
Scooters																	

Comments:

Report generated on 10/11/2024 7:30 AM

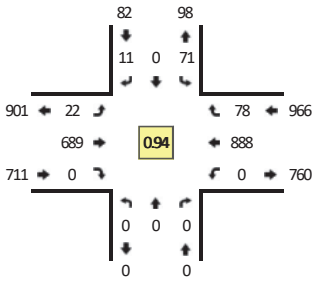
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

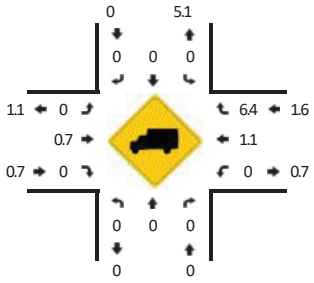
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

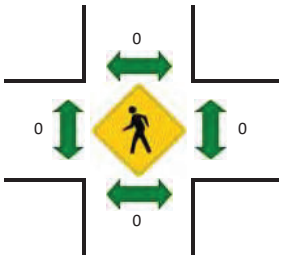
LOCATION: E Countryside Pkwy -- E Veterans Pkwy/US 34
CITY/STATE: Yorkville, IL

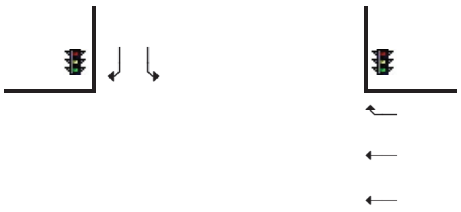
QC JOB #: 16749105
DATE: Tue, Sep 17 2024

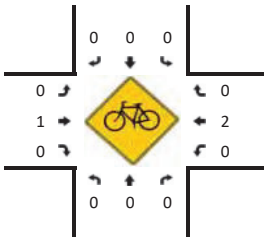
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

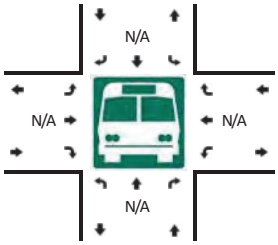


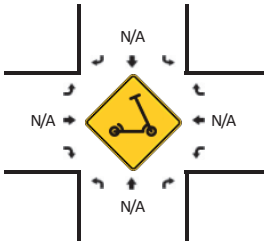












15-Min Count Period Beginning At	E Countryside Pkwy (Northbound)				E Countryside Pkwy (Southbound)				E Veterans Pkwy/US 34 (Eastbound)				E Veterans Pkwy/US 34 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	20	0	2	0	9	147	0	0	0	219	18	0	415	
4:15 PM	0	0	0	0	18	0	10	0	5	148	0	4	0	223	31	0	439	
4:30 PM	0	0	0	0	21	0	3	0	7	182	0	1	0	186	23	0	423	
4:45 PM	0	0	0	0	19	0	1	0	2	154	0	0	0	209	23	0	408	1685
5:00 PM	0	0	0	0	14	0	4	0	4	171	0	1	0	251	15	0	460	1730
5:15 PM	0	0	0	0	17	0	3	0	7	182	0	0	0	242	17	0	468	1759
5:30 PM	0	0	0	0	12	0	4	0	5	154	0	0	0	237	22	0	434	1770
5:45 PM	0	0	0	0	15	0	5	0	5	150	0	1	0	201	29	0	406	1768

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	68	0	12	0	28	728	0	0	0	968	68	0	1872
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	8	4		20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

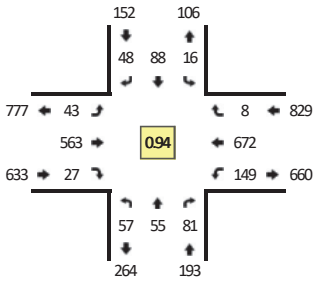
Report generated on 10/11/2024 7:30 AM

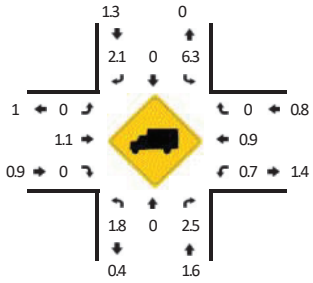
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

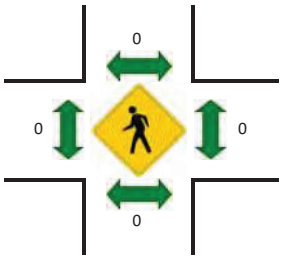
LOCATION: McHugh Rd -- E Veterans Pkwy/US 34 | **QC JOB #:** 16749108
CITY/STATE: Yorkville, IL | **DATE:** Wed, Sep 18 2024

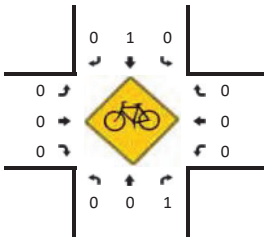
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

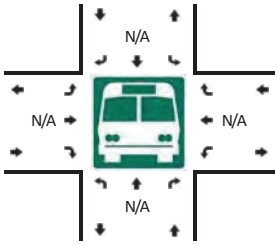


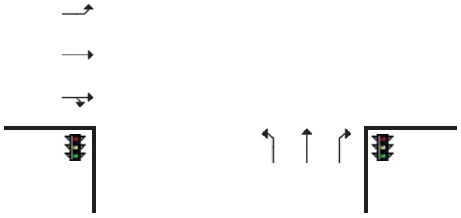


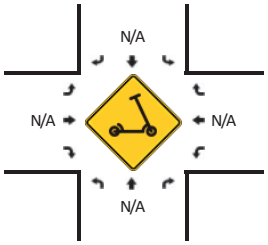
TRUE DATA TO IMPROVE MOBILITY











15-Min Count Period Beginning At	McHugh Rd (Northbound)				McHugh Rd (Southbound)				E Veterans Pkwy/US 34 (Eastbound)				E Veterans Pkwy/US 34 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	21	9	17	0	4	18	11	0	16	137	6	0	37	166	2	0	444	
4:15 PM	12	9	18	0	2	14	6	0	11	99	6	0	28	146	3	0	354	
4:30 PM	12	12	21	0	3	18	14	0	13	121	9	0	40	178	1	0	442	
4:45 PM	14	22	23	0	6	28	14	0	10	127	5	0	32	151	4	0	436	1676
5:00 PM	16	11	13	0	4	20	7	0	12	149	3	0	37	173	2	0	447	1679
5:15 PM	15	10	24	0	3	22	13	0	8	166	10	0	40	170	1	0	482	1807
5:30 PM	20	11	23	0	1	15	13	0	14	144	4	0	27	165	2	0	439	1804
5:45 PM	11	9	17	0	4	27	8	0	10	116	12	0	20	122	1	0	357	1725

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	60	40	96	0	12	88	52	0	32	664	40	0	160	680	4	0	1928
Heavy Trucks	4	0	4		4	0	0		0	4	0		0	4	0		20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	4		0	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

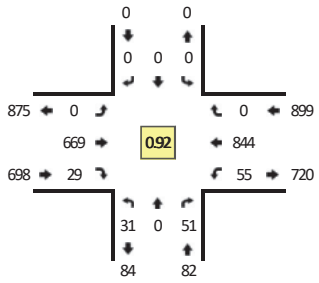
Report generated on 10/11/2024 7:30 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

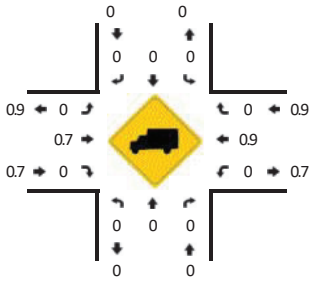
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

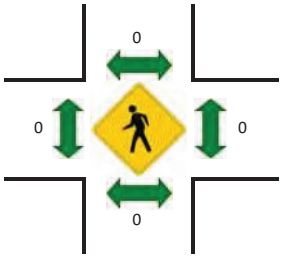
LOCATION: Tuma Rd -- E Veterans Pkwy/US 34
CITY/STATE: Yorkville, IL

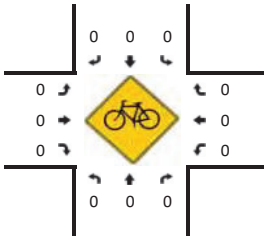
QC JOB #: 16749111
DATE: Tue, Sep 17 2024

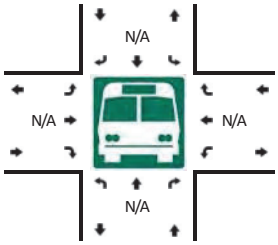
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

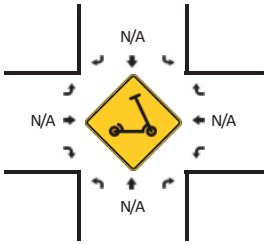












15-Min Count Period Beginning At	Tuma Rd (Northbound)				Tuma Rd (Southbound)				E Veterans Pkwy/US 34 (Eastbound)				E Veterans Pkwy/US 34 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	0	12	0	0	0	0	0	0	153	13	0	9	204	0	0	393	
4:15 PM	5	0	10	0	0	0	0	0	0	135	12	0	16	222	0	0	400	
4:30 PM	2	0	15	0	0	0	0	0	0	176	5	0	12	177	0	0	387	
4:45 PM	8	0	7	0	0	0	0	0	0	153	5	0	6	206	0	0	385	1565
5:00 PM	8	0	14	0	0	0	0	0	0	163	11	0	19	237	0	0	452	1624
5:15 PM	13	0	15	0	0	0	0	0	0	177	8	0	18	224	0	0	455	1679
5:30 PM	5	0	12	0	0	0	0	0	0	146	6	0	13	204	0	0	386	1678
5:45 PM	3	0	13	0	0	0	0	0	0	141	5	0	15	185	0	0	362	1655

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	52	0	60	0	0	0	0	0	0	708	32	0	72	896	0	0	1820
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	8	0		16
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 10/11/2024 7:30 AM

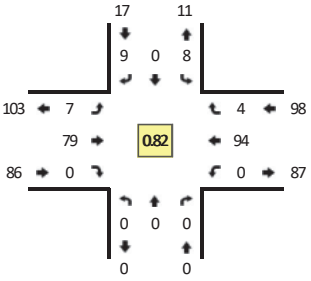
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

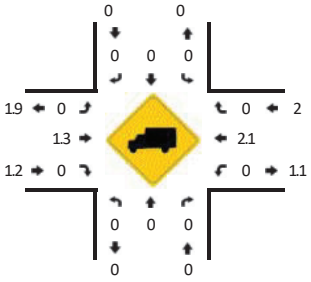
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

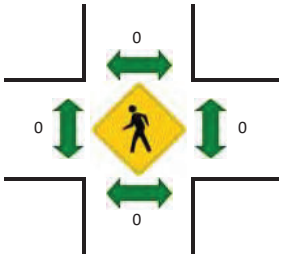
LOCATION: Prairie Pointe Dr -- E Countryside Pkwy
CITY/STATE: Yorkville, IL

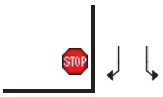
QC JOB #: 16749114
DATE: Wed, Sep 18 2024

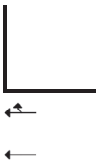
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

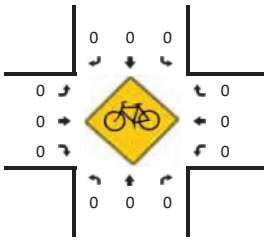


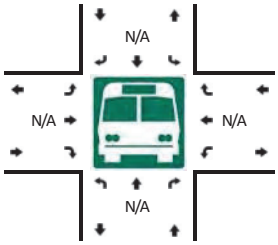


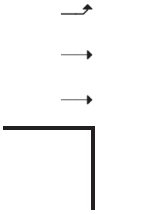


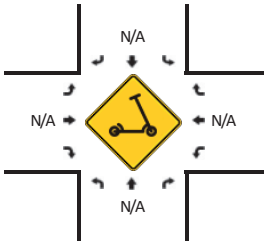












15-Min Count Period Beginning At	Prairie Pointe Dr (Northbound)				Prairie Pointe Dr (Southbound)				E Countryside Pkwy (Eastbound)				E Countryside Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	2	0	3	23	0	0	0	21	3	0	52	
4:15 PM	0	0	0	0	3	0	2	0	1	20	0	0	0	25	0	0	51	
4:30 PM	0	0	0	0	3	0	4	0	3	11	0	0	0	26	0	0	47	
4:45 PM	0	0	0	0	2	0	1	0	0	20	0	0	0	20	1	0	44	194
5:00 PM	0	0	0	0	1	0	2	0	1	19	0	0	0	25	1	0	49	191
5:15 PM	0	0	0	0	2	0	2	0	3	29	0	0	0	23	2	0	61	201
5:30 PM	0	0	0	0	2	0	0	0	1	17	0	0	0	13	0	0	33	187
5:45 PM	0	0	0	0	1	0	0	0	1	18	0	0	0	21	0	0	41	184

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	8	0	8	0	12	116	0	0	0	92	8	0	244
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 10/11/2024 7:30 AM

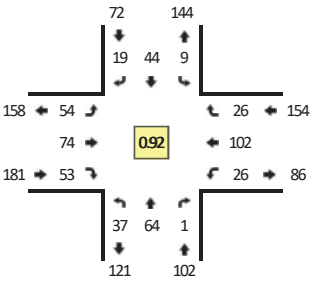
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

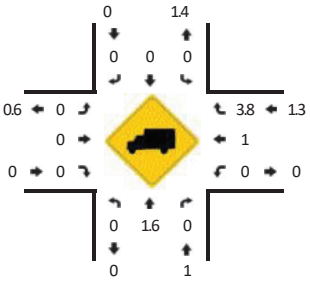
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

LOCATION: McHugh Rd -- E Countryside Pkwy
CITY/STATE: Yorkville, IL

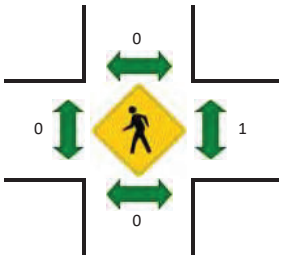
QC JOB #: 16749103
DATE: Sat, Sep 14 2024

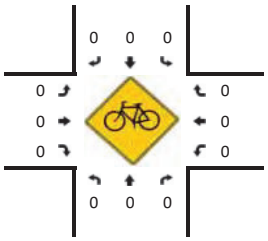
Peak-Hour: 12:45 PM -- 1:45 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

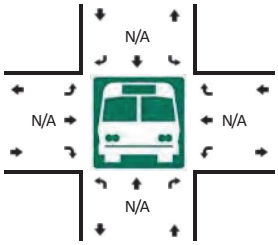


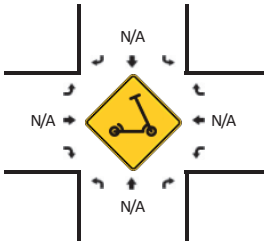


TRUE DATA TO IMPROVE MOBILITY









15-Min Count Period Beginning At	McHugh Rd (Northbound)				McHugh Rd (Southbound)				E Countryside Pkwy (Eastbound)				E Countryside Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	10	17	0	0	4	11	10	0	13	15	7	0	9	25	9	2	132	
11:15 AM	10	18	0	0	2	7	8	0	24	20	9	0	7	23	11	2	141	
11:30 AM	6	17	0	0	1	15	15	0	10	13	18	0	8	20	9	1	133	
11:45 AM	9	16	1	0	3	16	8	0	21	8	13	0	8	22	10	1	136	542
12:00 PM	16	14	0	0	0	11	6	0	16	12	10	0	6	26	6	2	125	535
12:15 PM	8	15	0	0	5	6	9	0	13	24	12	0	4	37	9	0	142	536
12:30 PM	13	11	0	0	3	10	6	0	10	14	17	0	3	28	12	1	128	531
12:45 PM	9	17	1	0	1	16	3	0	12	28	17	0	6	24	5	0	139	534
1:00 PM	10	13	0	0	4	6	5	0	12	12	7	0	4	26	10	1	110	519
1:15 PM	9	19	0	0	2	11	4	0	19	14	14	0	7	24	5	1	129	506
1:30 PM	9	15	0	0	2	11	7	0	11	20	15	0	7	28	6	0	131	509
1:45 PM	10	12	0	0	1	11	2	0	13	24	8	0	7	17	8	1	114	484
2:00 PM	8	12	0	0	0	11	9	0	14	16	8	0	0	14	11	0	103	477
2:15 PM	4	13	0	0	4	9	8	0	4	17	13	0	3	24	5	0	104	452
2:30 PM	9	13	0	0	3	12	3	0	9	14	9	0	5	21	8	0	106	427
2:45 PM	4	11	0	0	2	9	4	0	8	13	6	0	2	16	4	0	79	392

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	68	4	0	4	64	12	0	48	112	68	0	24	96	20	0	556
Heavy Trucks	0	4	0		0	0	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 10/11/2024 7:31 AM

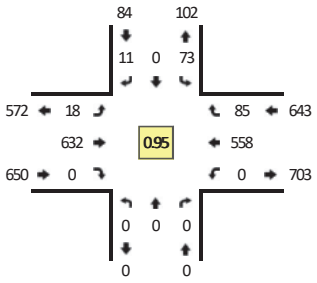
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

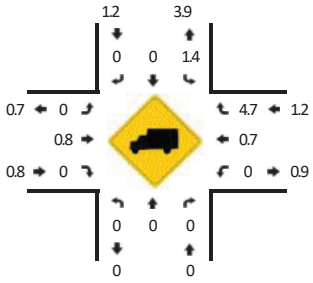
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

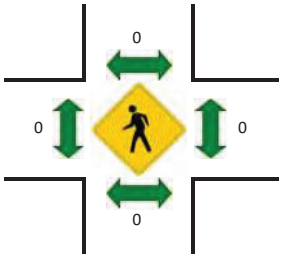
LOCATION: E Countryside Pkwy -- E Veterans Pkwy/US 34
CITY/STATE: Yorkville, IL

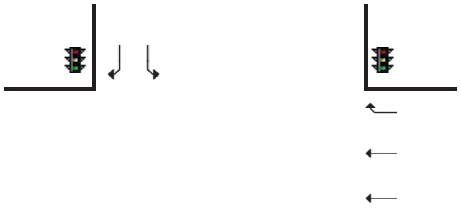
QC JOB #: 16749106
DATE: Sat, Sep 14 2024

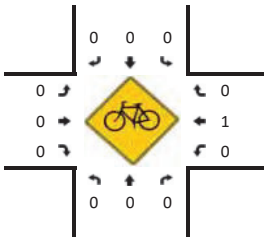
Peak-Hour: 12:45 PM -- 1:45 PM
Peak 15-Min: 1:30 PM -- 1:45 PM

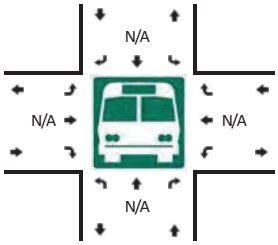


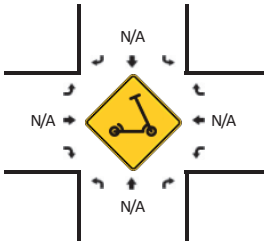












15-Min Count Period Beginning At	E Countryside Pkwy (Northbound)				E Countryside Pkwy (Southbound)				E Veterans Pkwy/US 34 (Eastbound)				E Veterans Pkwy/US 34 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	0	0	0	24	0	2	0	2	145	0	1	0	144	20	0	338	
11:15 AM	0	0	0	0	20	0	3	0	1	171	0	0	0	113	20	0	328	
11:30 AM	0	0	0	0	15	0	1	0	1	153	0	0	0	132	19	0	321	
11:45 AM	0	0	0	0	9	0	1	0	0	131	0	0	0	144	15	0	300	1287
12:00 PM	0	0	0	0	13	0	2	0	2	144	0	0	0	136	22	0	319	1268
12:15 PM	0	0	0	0	27	0	1	0	4	141	0	0	0	159	30	0	362	1302
12:30 PM	0	0	0	0	19	0	1	0	2	136	0	0	0	130	25	0	313	1294
12:45 PM	0	0	0	0	25	0	3	0	2	151	0	1	0	136	22	0	340	1334
1:00 PM	0	0	0	0	13	0	3	0	4	144	0	1	0	142	27	0	334	1349
1:15 PM	0	0	0	0	11	0	3	0	3	158	0	1	0	144	20	0	340	1327
1:30 PM	0	0	0	0	22	0	2	2	6	179	0	0	0	136	16	0	363	1377
1:45 PM	0	0	0	0	14	0	6	0	11	157	0	3	0	137	12	0	340	1377
2:00 PM	0	0	0	0	17	0	3	0	1	146	0	0	0	128	20	0	315	1358
2:15 PM	0	0	0	0	20	0	2	0	3	133	0	0	0	146	25	0	329	1347
2:30 PM	0	0	0	0	16	0	2	0	3	141	0	0	0	137	20	0	319	1303
2:45 PM	0	0	0	0	12	0	4	0	1	136	0	0	0	123	17	0	293	1256

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	88	0	8	8	24	716	0	0	0	544	64	0	1452
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	0	4		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

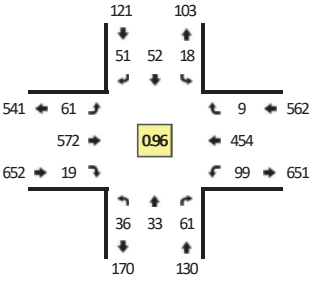
Report generated on 10/11/2024 7:31 AM

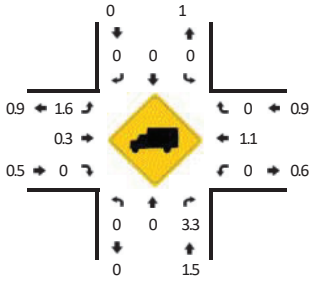
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

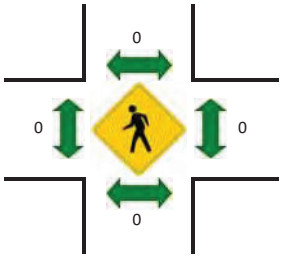
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

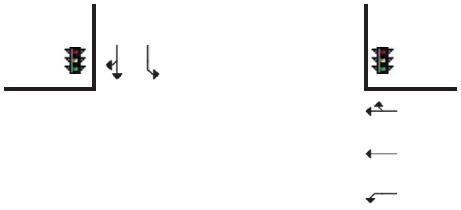
LOCATION: McHugh Rd -- E Veterans Pkwy/US 34 | **QC JOB #:** 16749109
CITY/STATE: Yorkville, IL | **DATE:** Sat, Sep 14 2024

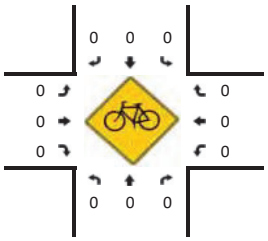
Peak-Hour: 12:45 PM -- 1:45 PM
Peak 15-Min: 1:30 PM -- 1:45 PM

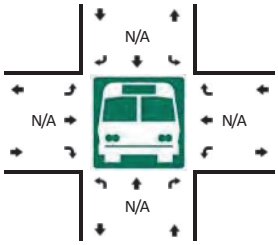


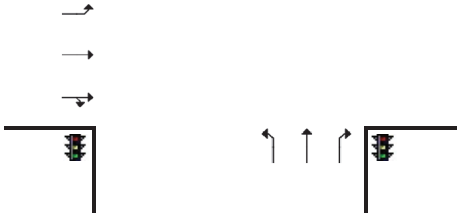


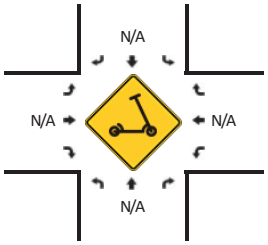












15-Min Count Period Beginning At	McHugh Rd (Northbound)				McHugh Rd (Southbound)				E Veterans Pkwy/US 34 (Eastbound)				E Veterans Pkwy/US 34 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	10	9	20	0	1	14	10	0	13	130	3	0	11	134	1	0	356	
11:15 AM	8	11	16	0	4	8	9	0	14	162	6	0	16	96	1	0	351	
11:30 AM	8	8	18	0	4	24	12	0	13	134	6	0	13	115	2	0	357	
11:45 AM	9	12	18	0	5	21	15	0	16	114	11	0	24	108	1	0	354	1418
12:00 PM	21	20	10	0	3	8	14	0	10	130	9	0	18	119	0	0	362	1424
12:15 PM	11	16	16	0	1	14	6	0	6	125	4	0	18	128	0	0	345	1418
12:30 PM	19	8	17	0	0	19	12	0	12	113	7	0	17	116	2	0	342	1403
12:45 PM	7	8	19	0	3	19	17	0	17	148	3	0	19	114	2	0	376	1425
1:00 PM	9	10	12	0	4	8	6	0	12	133	6	0	23	115	2	0	340	1403
1:15 PM	7	9	16	0	4	13	14	0	20	138	3	0	27	114	1	0	366	1424
1:30 PM	13	6	14	0	7	12	14	0	12	153	7	0	30	111	4	0	383	1465
1:45 PM	11	10	19	0	5	10	10	0	9	130	7	0	27	127	3	0	368	1457
2:00 PM	8	9	11	0	2	8	6	0	10	137	8	0	21	102	1	0	323	1440
2:15 PM	13	11	9	0	6	15	6	0	5	118	7	0	18	127	1	0	336	1410
2:30 PM	13	10	12	0	2	16	7	0	10	120	9	0	29	112	1	0	341	1368
2:45 PM	8	8	11	0	2	10	5	0	6	130	5	0	16	119	1	0	321	1321

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	52	24	56	0	28	48	56	0	48	612	28	0	120	444	16	0	1532
Heavy Trucks	0	0	4		0	0	0		0	0	0		0	4	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

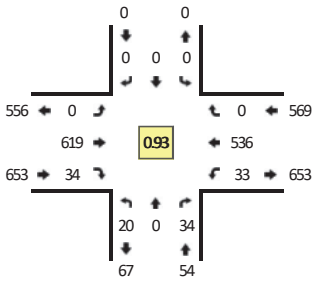
Report generated on 10/11/2024 7:31 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

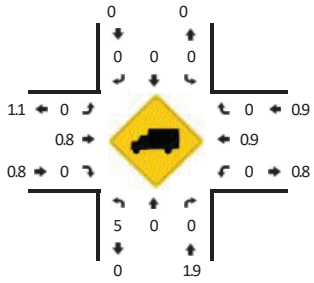
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Tuma Rd -- E Veterans Pkwy/US 34
CITY/STATE: Yorkville, IL

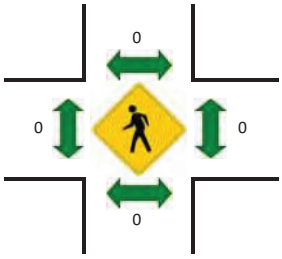
QC JOB #: 16749112
DATE: Sat, Sep 14 2024

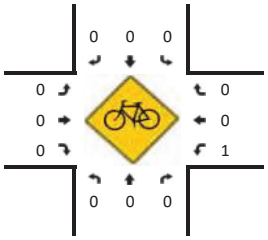
Peak-Hour: 12:45 PM -- 1:45 PM
Peak 15-Min: 1:30 PM -- 1:45 PM

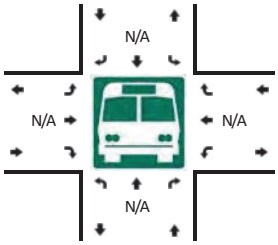


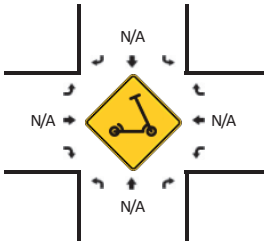


TRUE DATA TO IMPROVE MOBILITY









15-Min Count Period Beginning At	Tuma Rd (Northbound)				Tuma Rd (Southbound)				E Veterans Pkwy/US 34 (Eastbound)				E Veterans Pkwy/US 34 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	7	0	7	0	0	0	0	0	0	140	4	0	10	139	0	0	307	
11:15 AM	7	0	10	0	0	0	0	0	0	163	6	0	16	101	0	0	303	
11:30 AM	9	0	9	0	0	0	0	0	0	138	11	0	7	125	0	0	299	
11:45 AM	6	0	3	0	0	0	0	0	0	131	3	0	7	137	0	0	287	1196
12:00 PM	4	0	8	0	0	0	0	0	0	137	5	0	4	131	0	0	289	1178
12:15 PM	7	0	7	0	0	0	0	0	0	134	8	0	13	144	0	0	313	1188
12:30 PM	10	0	4	0	0	0	0	0	0	131	3	0	8	125	0	0	281	1170
12:45 PM	5	0	3	0	0	0	0	0	0	153	8	0	5	131	0	0	305	1188
1:00 PM	4	0	10	0	0	0	0	0	0	138	8	0	12	133	0	0	305	1204
1:15 PM	4	0	10	0	0	0	0	0	0	152	8	0	6	144	0	0	324	1215
1:30 PM	7	0	11	0	0	0	0	0	0	176	10	0	10	128	0	0	342	1276
1:45 PM	6	0	15	0	0	0	0	0	0	153	5	0	11	129	0	0	319	1290
2:00 PM	4	0	6	0	0	0	0	0	0	143	5	0	10	126	0	0	294	1279
2:15 PM	7	0	8	0	0	0	0	0	0	126	5	0	9	138	0	0	293	1248
2:30 PM	3	0	11	0	0	0	0	0	0	134	7	0	7	126	0	0	288	1194
2:45 PM	7	0	9	0	0	0	0	0	0	127	7	0	7	126	0	0	283	1158

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	0	44	0	0	0	0	0	0	704	40	0	40	512	0	0	1368
Heavy Trucks	4	0	0		0	0	0		0	4	0		0	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 10/11/2024 7:31 AM

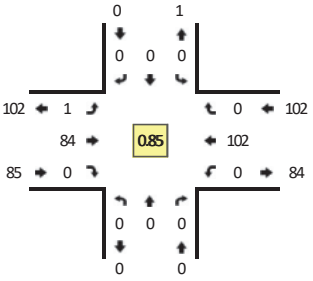
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

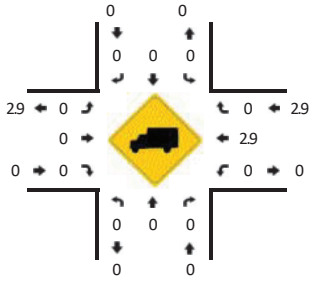
Type of peak hour being reported: System-wide Peak | Method for determining peak hour: Total Entering Volume

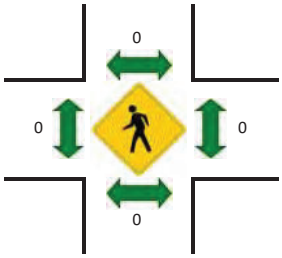
LOCATION: Prairie Pointe Dr -- E Countryside Pkwy
CITY/STATE: Yorkville, IL

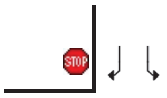
QC JOB #: 16749115
DATE: Sat, Sep 14 2024

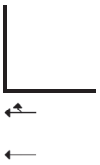
Peak-Hour: 12:45 PM -- 1:45 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

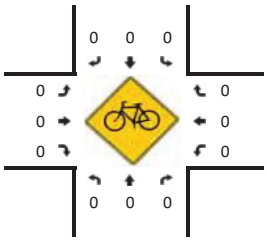


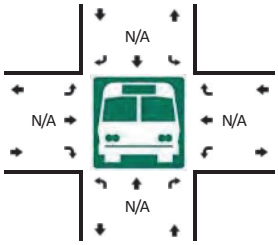


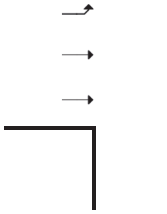


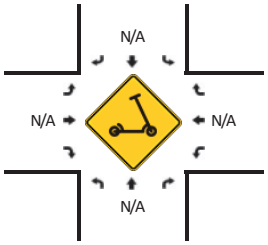












15-Min Count Period Beginning At	Prairie Pointe Dr (Northbound)				Prairie Pointe Dr (Southbound)				E Countryside Pkwy (Eastbound)				E Countryside Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	0	0	0	0	0	1	0	0	22	0	0	0	22	1	0	46	
11:15 AM	0	0	0	0	0	0	0	0	0	25	0	0	0	21	0	0	46	
11:30 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	20	0	0	35	
11:45 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	16	0	0	27	154
12:00 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	23	0	0	39	147
12:15 PM	0	0	0	0	0	0	0	0	0	28	0	0	0	35	0	0	63	164
12:30 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	27	0	0	45	174
12:45 PM	0	0	0	0	0	0	0	0	0	30	0	0	0	25	0	0	55	202
1:00 PM	0	0	0	0	0	0	0	0	1	17	0	0	0	30	0	0	48	211
1:15 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	24	0	0	40	188
1:30 PM	0	0	0	0	0	0	0	0	0	21	0	0	0	23	0	0	44	187
1:45 PM	0	0	0	0	0	0	0	0	0	26	0	0	0	22	0	0	48	180
2:00 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	21	0	0	38	170
2:15 PM	0	0	0	0	0	0	0	0	0	21	0	0	0	28	1	0	50	180
2:30 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	22	0	0	39	175
2:45 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	19	0	0	34	161

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	120	0	0	0	100	0	0	220
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 10/11/2024 7:31 AM

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

APPENDIX B

CMAP CORRESPONDENCE

Chicago Metropolitan Agency for Planning

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

October 24, 2024

Peter Reinhofer, P.E.
Chicago Traffic Services Leader/Senior Planner Manager
V3 Companies
7325 Janes Avenue
Woodridge, IL 60517

Subject: US34 and Countryside Parkway
IDOT

Dear Mr. Reinhofer:

In response to a request made on your behalf and dated October 18, 2024, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
US Route 34 east of McHugh Road	16,200	**21,000**
US Route 34 west of McHugh Road	14,000	**18,100**
Countryside Parkway between US 34 and McHugh Road	1,600	**2,000**
Countryside Parkway west of McHugh Road	3,600	**4,500**
McHugh Road south of US 34	2,950	**3,700**
McHugh Road north of US 34	2,000	**2,500**
Tuma Road south of US 34	1,100	**1,380**

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2024 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

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

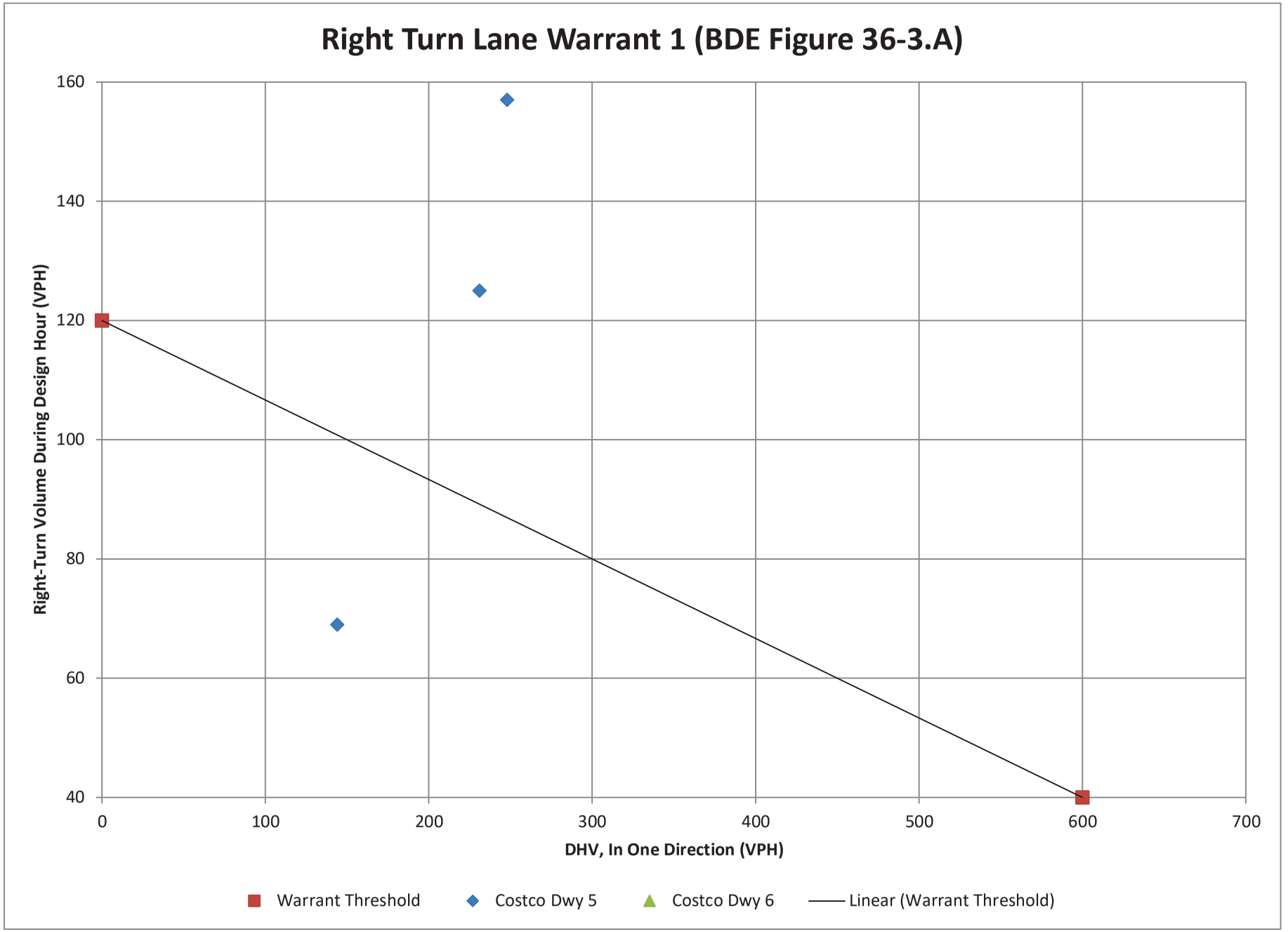
Cc: Rios (IDOT)
S:\AdminGroups\ResearchAnalysis\2024_TrafficForecasts\Yorkville\ke-06-24\ke-06-24.docx

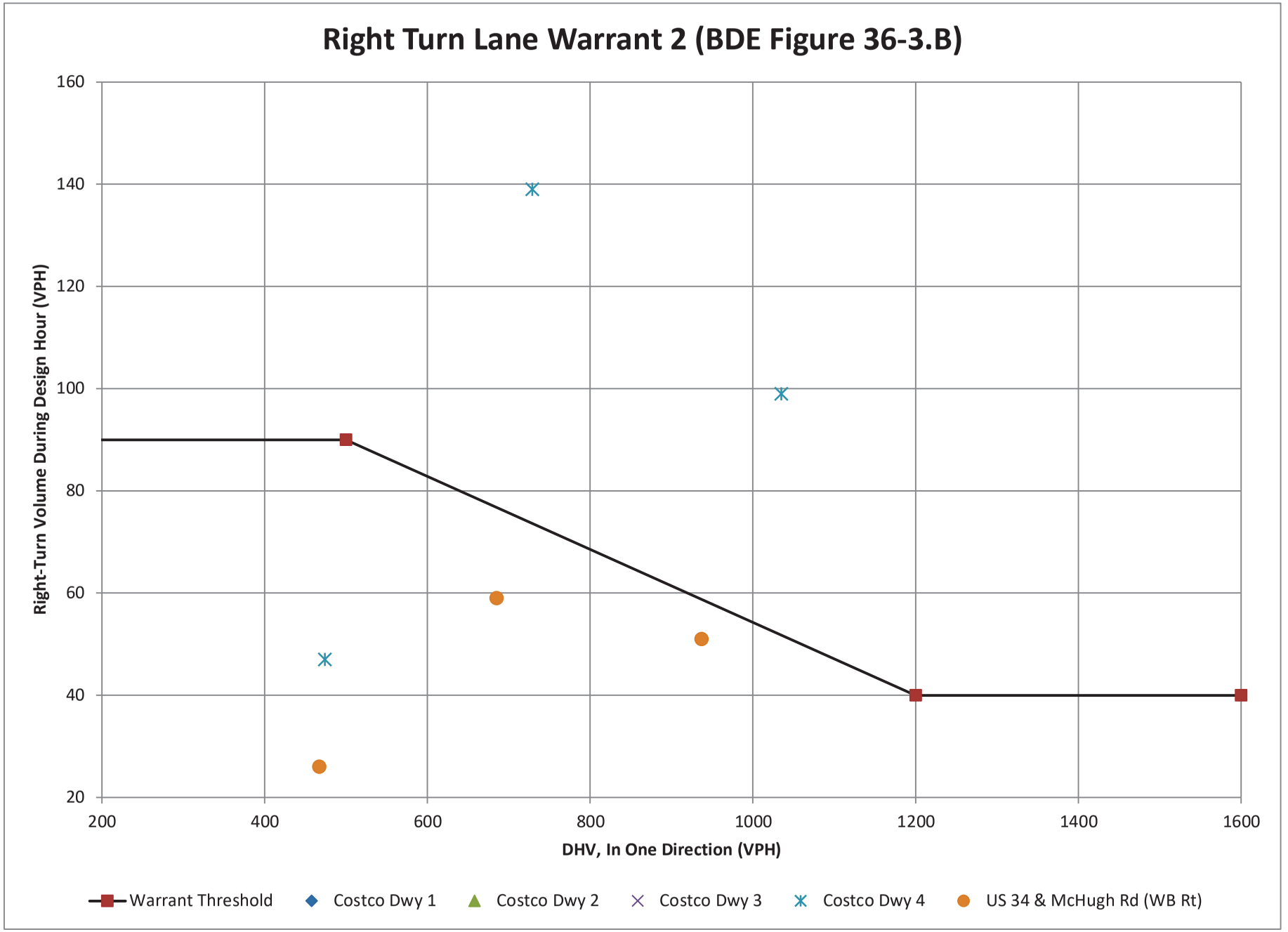
APPENDIX C

AUXILIARY LANE ANALYSIS

Criteria	Right-Turn Lane Warrants	Criteria Met?						Comments
		Costco Dwy 1	Costco Dwy 2	Costco Dwy 3	Costco Dwy 4	Costco Dwy 5	Costco Dwy 6	
1	Unsignalized intersection on a two lane highway that satisfies the criteria in BDE Figures	N/A	N/A	N/A	N/A	Yes	No	Costco Dwy 1 thru 4 are not a two-lane Highway. Costco Dwy 5 meets criteria to consider a right turn lane.
2	Unsignalized intersection on a four lane highway that satisfies the criteria in BDE Figures	No	No	No	Yes	N/A	N/A	Costco Dwy 4 meets the criteria to consider a right turn lane.
3	On expressways where the side street ADT is over 250	No	No	No	No	No	No	Not on an expressway.
4	Any intersection where a capacity analysis determines a right-turn lane is necessary to meet the LOS criteria	No	No	No	No	No	No	All movements operate at acceptable LOS.
5	At any intersection where the right-turning volume is greater than 150 vph and where there is greater than 300 vplph on the mainline	No	No	No	No	No	No	Right-turn lane volumes are less than 150 vph.
6	Uniformity of intersection design along the highway if other intersections have right-turn lanes	No	No	No	No	No	No	No unsignalized intersections in the area have right turn lanes
7	Any intersection where the mainline is curved to the left and the mainline curve requires superelevation	No	No	No	No	No	No	Roads are not on superelevated curves
8	At railroad crossings where the railroad is located close to the intersection and a right turn lane would be desirable to efficiently move through traffic on the parallel roadway	No	No	No	No	No	No	Not near a railroad.
9	Any intersection where the crash experience, traffic operations, sight distance restrictions, or engineering judgement indicates a significant conflict related to right-turning vehicles.	No	No	No	No	No	No	No additional indicators mandating right-turn lanes.

Criteria	Left-Turn Lane Warrants	Criteria Met?						Comments
		Costco Dwy 1	Costco Dwy 2	Costco Dwy 3	Costco Dwy 4	Costco Dwy 5	Costco Dwy 6	
1	Unsignalized intersection on a two lane highway that satisfies the criteria in BDE Figures	N/A	N/A	N/A - RIRO Only	N/A	N/A - Already Provided	N/A - Already Provided	Not a two-lane Highway.
2	Signalized intersetion where the left-turning volume is equal to or greater than 75 vph	N/A	N/A	N/A - RIRO Only	N/A	N/A - Already Provided	N/A - Already Provided	Not Signalized intersections
3	Any intersection where a capacity analysis determines a left-turn lane is necessary to meet the LOS criteria	N/A	N/A	N/A - RIRO Only	N/A	N/A - Already Provided	N/A - Already Provided	All movements operate at acceptable LOS
4	Uniformity of intersection design along the highway if other intersections have left-turn lanes	Yes	Yes	N/A - RIRO Only	Yes	N/A - Already Provided	N/A - Already Provided	Intersections to the west of Costco Dwy 1 and 2 and east and west of Costco Dwy 4 provide left turn lanes.
5	Any intersection where the crash experience, traffic operations, sight distance restrictions, or engineering judgement indicates a significant conflict related to left-turning vehicles.	No	No	N/A - RIRO Only	No	N/A - Already Provided	N/A - Already Provided	No additional indicators mandating left-turn lanes.


Right Turn Lane Warrant 1 (BDE Figure 36-3.A)
Right-Turn Volume During Design Hour (VPH)
160
140
120
100
80
60
40
0
100
200
300
400
500
600
700
DHV, In One Direction (VPH)
Warrant Threshold
Costco Dwy 5
Costco Dwy 6
Linear (Warrant Threshold)


Right Turn Lane Warrant 2 (BDE Figure 36-3.B)
Right-Turn Volume During Design Hour (VPH)
160
140
120
100
80
60
40
20
200
400
600
800
1000
1200
1400
1600
DHV, In One Direction (VPH)
Warrant Threshold
Costco Dwy 1
Costco Dwy 2
Costco Dwy 3
Costco Dwy 4
US 34 & McHugh Rd (WB Rt)

APPENDIX D

TRAFFIC SIGNAL WARRANT ANALYSIS

Date	12/26/2024

Location Information

Intersection	Countryside Parkway & McHugh Road
City	Yorkville
County	Kendall
District	3

Street Information

Major Street (EB/WB)	Countryside Parkway
Minor Street (NB/SB)	McHugh Road

Review Information

Counts Used	Quality Counts - 2031 FwP Volumes
Count Dates	9/17/2024
Date Reviewed	12/26/2024
Reviewed By	MFM

Warrant Information

Speed Limit of Major Street	40
Number of Lanes on Major	2
Number of Lanes on Minor	1
Isolated Community?	No
SRA Route Number	No

Countryside Parkway & McHugh Road
City: **Yorkville**
County: **Kendall**
District: **3**

Major Countryside Parkway
Minor McHugh Road

State Of Illinois
Department of Transportation
Bureau of Traffic

Date: 12/26/2024

SUMMARY OF TRAFFIC SURVEY

Route:	TRAFFIC FROM NORTH McHugh Road N. of: Countryside Parkway Going				TRAFFIC FROM SOUTH McHugh Road S. of: Countryside Parkway Going				TOTAL NORTH AND SOUTH	TRAFFIC FROM EAST Countryside Parkway E. of: McHugh Road Going				TRAFFIC FROM WEST Countryside Parkway W. of: McHugh Road Going				TOTAL EAST AND WEST	GRAND TOTAL
START TIME	EAST	SOUTH	WEST	TOTAL	WEST	NORTH	EAST	TOTAL		SOUTH	WEST	NORTH	TOTAL	NORTH	EAST	SOUTH	TOTAL		
AM	7	56	34	97	18	64	12	94	**191**	13	75	29	117	55	51	17	123	**240**	**431**
PM	18	86	42	146	43	89	5	137	**283**	35	140	53	228	73	111	75	259	**487**	**770**
SAT	30	47	20	97	61	68	1	130	**227**	28	172	49	249	58	139	76	273	**522**	**749**
55th % AM	4	31	19	54	10	36	7	53	**107**	7	41	16	64	30	28	9	67	**131**	**238**
55th % PM	10	47	23	80	24	50	3	77	**157**	19	77	29	125	40	61	41	142	**267**	**424**
55th % Sat	17	26	11	54	34	38	1	73	**127**	15	95	27	137	32	76	42	150	**287**	**414**

REVIEW INFORMATION

COUNTS USED: Quality Counts - 2031 FwP Volumes
COUNT DATE(S): 9/17/2024
DATA REVIEWED: 12/26/2024
REVIEWED BY: MFM

RIGHT TURN FACTORIZATION SHEET

INTERSECTION: Countryside Parkway & McHugh Road
MUNCIPALITY: Yorkville COUNTY: Kendall

DIR	PEAK HOUR	MINOR STREET STREET NAME		McHugh Road		CRITICAL MAINLINE APPROACH VOLUME PER LANE	BASE RIGHT TURN REDUCTION %	MAINLINE CONGESTION FACTOR %	ADJUSTED RIGHT TURN REDUCTION %	ADJUSTED RIGHT TURNS	ADJUSTED MINOR STREET VOLUME
		CONFIG. #		2							
		CRIT. MAINLINE LANE #		2							
		LEFT	THROUGH	RIGHT	APP. TOTAL						
SB	AM	7	56	34	97	38	40%	0%	40%	20	83
SB	PM	18	86	42	146	70	40%	0%	40%	25	129
SB	SAT	30	47	20	97	86	40%	0%	40%	12	89
SB	55th AM	4	31	19	54	21	40%	0%	40%	11	46
SB	55th PM	10	47	23	80	39	40%	0%	40%	14	71
SB	55th Sat	17	26	11	54	48	40%	0%	40%	7	49

MAINLINE CONGESTION FACTORS	
VOLUMES	FACTOR %
0-399	0%
400-499	5%
500-599	10%
600-699	15%
700-799	20%
800-899	25%
900-999	30%
1000-1099	35%
1100-1199	40%
1200-1299	45%
1300-1399	50%
1400-1499	55%

REVIEW INFORMATION
COUNTS USED: Quality Counts - 2031 FwP Volumes
COUNT DATE(S): 9/17/2024
DATE REVIEWED: 12/26/2024
REVIEWED BY: MFM

RIGHT TURN FACTORIZATION SHEET (CONT.)

LANE CONFIGURATIONS

1 2 3 4 5

Any configuration with an exclusive right turn lane (usually up to 600 ft. long)

PH	LEFT	THROUGH	RIGHT	TOTAL (A)	0.7A	0.35A	3T	T/3	(T+L)	(T+R)	3R	3L	T/2	T/4	L=T=R (+/-)
AM	7	56	34	97	68	34	168	19	63	90	102	21	28	14	NO
PM	18	86	42	146	102	51	258	29	104	128	126	54	43	22	NO
SAT	30	47	20	97	68	34	141	16	77	67	60	90	24	12	NO
55th AM	4	31	19	54	38	19	93	10	35	50	57	12	16	8	NO
55th PM	10	47	23	80	56	28	141	16	57	70	69	30	24	12	NO
55th Sat	17	26	11	54	38	19	78	9	43	37	33	51	13	7	NO

PH	BASE REDUCTION				
	CONFIG 1	CONFIG 2	CONFIG 3	CONFIG 4	CONFIG 5
AM	40%	40%	75%	30%	50%
PM	20%	40%	75%	30%	30%
SAT	20%	40%	75%	30%	30%
55th AM	40%	40%	75%	30%	50%
55th PM	20%	40%	75%	30%	30%
55th Sat	20%	40%	75%	30%	30%

SIGNAL WARRANT REVIEW SHEET

District #3

SRA: No / YES (NO)

INTERSECTION: Countryside Parkway & McHugh Road
MUNCIPALITY: Yorkville
COUNTY: Kendall

Speed Limit of Major Route 40
Number of Lanes of Major Approach 2
Isolated Community with Population< 10, No
Number of Lanes of Minor Approach 1

	MAJOR	ADJ. MINOR	Check any hours which meet the following Warrants			
	STREET VOLUME (both approaches)	STREET VOLUME (higher volume approaches)	WARRANT 1 A	WARRANT 1 B	WARRANT 1 A/B: 8 hrs of both	
HOUR BEGIN			100%	100%	80% of A	80% of B
AM	240	83				
PM	487	129			X	
SAT	522	89				
55th % AM	131	46				
55th % PM	267	71				
55th % SAT	287	49				
Met:			No	No	No	No
Volume Requirements:	MAJOR:		600	900	480	630
	MINOR:		150	100	120	80

REVIEW INFORMATION

COUNTS USED: Quality Counts - 2031 FwP Volumes
COUNT DATE(S): 9/17/2024
DATE REVIEWED: 12/26/2024
REVIEWED BY: MFM

Comments

WARRANT 1 YES (NO) N/A
Warrant 1 is met if any of the following Conditions are met:

- CONDITION A — Minmum Vehicular Volume — YES (NO) N/A
- CONDITION B — Interruption of Continuous Traffic — YES (NO) N/A
- CONDITION A/B — Combination of Warranrts — YES (NO) N/A

WARRANT 2 Four Hour Volume — YES NO (N/A)

WARRANT 3 Peak Hour Volume — YES NO (N/A)

WARRANT 4 Pedestrian Volume — YES NO (N/A)

WARRANT 5 School Crossing — YES NO (N/A)

WARRANT 6 Coordinated Signal System — YES NO (N/A)

WARRANT 7 Accidents Experience — YES NO (N/A)

WARRANT 8 Roadway Network — YES NO (N/A)

WARRANT 9 Intersection Near a Grade Crossing — YES NO (N/A)

Date	12/26/2024

Location Information

Intersection	US Route 34 & Tuma Road/Costco Dwy 4
City	Yorkville
County	Kendall
District	3

Street Information

Major Street (EB/WB)	US 34
Minor Street (NB/SB)	Tuma Road/Costco Dwy 4

Review Information

Counts Used	Quality Counts extrapolated to 2031
Count Dates	9/17/2024
Date Reviewed	12/26/2024
Reviewed By	MFM

Warrant Information

Speed Limit of Major Street	45
Number of Lanes on Major	2
Number of Lanes on Minor	1
Isolated Community?	No
SRA Route Number	513

US Route 34 & Tuma Road/Costco Dwy 4
City: **Yorkville**
County: **Kendall**
District: **3**

State Of Illinois
Department of Transportation
Bureau of Traffic

Date: 12/26/2024

Major US 34
Minor Tuma Road/Costco Dwy 4

SUMMARY OF TRAFFIC SURVEY

Route:	TRAFFIC FROM NORTH Tuma Road/Costco Dwy 4 N. of: US 34 Going				TRAFFIC FROM SOUTH Tuma Road/Costco Dwy 4 S. of: US 34 Going				TOTAL NORTH AND SOUTH	TRAFFIC FROM EAST US 34 E. of: Tuma Road/Costco Dwy 4 Going				TRAFFIC FROM WEST US 34 W. of: Tuma Road/Costco Dwy 4 Going				TOTAL EAST AND WEST	GRAND TOTAL
START TIME	EAST	SOUTH	WEST	TOTAL	WEST	NORTH	EAST	TOTAL		SOUTH	WEST	NORTH	TOTAL	NORTH	EAST	SOUTH	TOTAL	
AM	0	0	38	38	25	0	71	96	**134**	15	412	47	474	31	701	12	744	**1,218**	**1,352**
PM	0	0	75	75	33	0	55	88	**163**	59	877	99	1,035	65	699	31	795	**1,830**	**1,993**
SAT	0	0	102	102	21	0	36	57	**159**	35	555	139	729	89	654	36	779	**1,508**	**1,667**
55th % AM	0	0	21	21	14	0	40	54	**75**	8	227	26	261	17	386	7	410	**671**	**746**
55th % PM	0	0	41	41	18	0	31	49	**90**	32	482	54	568	36	384	17	437	**1,005**	**1,095**
55th % Sat	0	0	56	56	12	0	20	32	**88**	19	305	76	400	49	360	20	429	**829**	**917**

REVIEW INFORMATION

COUNTS USED: Quality Counts extrapolated to 2031
COUNT DATE(S): 9/17/2024
DATA REVIEWED: 12/26/2024
REVIEWED BY: MFM

RIGHT TURN FACTORIZATION SHEET

INTERSECTION: US Route 34 & Tuma Road/Costco Dwy 4
MUNCIPALITY: Yorkville COUNTY: Kendall

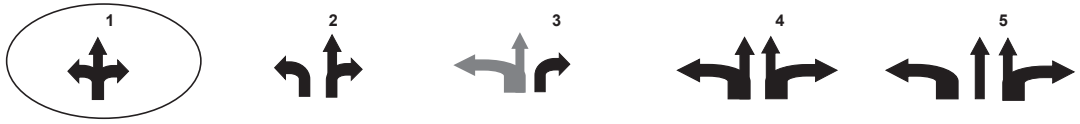
DIR	PEAK HOUR	MINOR STREET STREET NAME			Tuma Road/Costco Dwy 4	CRITICAL MAINLINE APPROACH VOLUME PER LANE	BASE RIGHT TURN REDUCTION %	MAINLINE CONGESTION FACTOR %	ADJUSTED RIGHT TURN REDUCTION %	ADJUSTED RIGHT TURNS	ADJUSTED MINOR STREET VOLUME
		CONFIG. #			1						
		CRIT. MAINLINE LANE #			2						
		LEFT	THROUGH	RIGHT	APP. TOTAL						
NB	AM	25	0	71	96	351	60%	0%	60%	28	53
NB	PM	33	0	55	88	350	40%	0%	40%	33	66
NB	SAT	21	0	36	57	327	40%	0%	40%	22	43
NB	55th AM	14	0	40	54	193	60%	0%	60%	16	29
NB	55th PM	18	0	31	49	192	40%	0%	40%	19	36
NB	55th Sat	12	0	20	32	180	40%	0%	40%	12	24

MAINLINE CONGESTION FACTORS	
VOLUMES	FACTOR %
0-399	0%
400-499	5%
500-599	10%
600-699	15%
700-799	20%
800-899	25%
900-999	30%
1000-1099	35%
1100-1199	40%
1200-1299	45%
1300-1399	50%
1400-1499	55%

REVIEW INFORMATION
COUNTS USED: Quality Counts extrapolated to 2031
COUNT DATE(S): 9/17/2024
DATE REVIEWED 12/26/2024
REVIEWED BY: MFM

RIGHT TURN FACTORIZATION SHEET (CONT.)

LANE CONFIGURATIONS



Any configuration with an exclusive right turn lane (usually up to 600 ft. long)

PH	LEFT	THROUGH	RIGHT	TOTAL (A)	0.7A	0.35A	3T	T/3	(T+L)	(T+R)	3R	3L	T/2	T/4	L=T=R (+/-)
AM	25	0	71	96	67	34	0	0	25	71	213	75	0	0	NO
PM	33	0	55	88	62	31	0	0	33	55	165	99	0	0	NO
SAT	21	0	36	57	40	20	0	0	21	36	108	63	0	0	NO
55th AM	14	0	40	54	38	19	0	0	14	40	120	42	0	0	NO
55th PM	18	0	31	49	34	17	0	0	18	31	93	54	0	0	NO
55th Sat	12	0	20	32	22	11	0	0	12	20	60	36	0	0	NO

PH	BASE REDUCTION				
	CONFIG 1	CONFIG 2	CONFIG 3	CONFIG 4	CONFIG 5
AM	60%	60%	75%	65%	75%
PM	40%	60%	75%	65%	75%
SAT	40%	60%	75%	65%	75%
55th AM	60%	60%	75%	65%	75%
55th PM	40%	60%	75%	65%	75%
55th Sat	40%	60%	75%	65%	75%

SIGNAL WARRANT REVIEW SHEET

District #1

SRA: 513 (YES) NO

INTERSECTION: US Route 34 & Tuma Road/Costco Dwy 4
MUNCIPALITY: Yorkville

COUNTY: Kendall

Speed Limit of Major Route 45
Number of Lanes of Major Approach 2

Isolated Community with Population< 10, No
Number of Lanes of Minor Approach 1

	MAJOR	ADJ. MINOR	Check any hours which meet the following Warrants			
			WARRANT 1			
	STREET	STREET	A	B	WARRANT 1 A/B: 8 hrs of both	
HOUR BEGIN	VOLUME (both approaches)	VOLUME (higher volume approaches)	100%	100%	80% of A	80% of B
AM	1,218	53				
PM	1,830	66				
SAT	1,508	43				
55th % AM	671	29				
55th % PM	1,005	36				
55th % SAT	829	24				
Met:			No	No	No	No
Volume Requirements:		MAJOR:	600	900	480	630
		MINOR:	150	125	120	80

REVIEW INFORMATION

COUNTS USED: Quality Counts extrapolated to 2031
COUNT DATE(S): 9/17/2024
DATE REVIEWED: 12/26/2024
REVIEWED BY: MFM

Comments

WARRANT 1 YES (NO) N/A
Warrant 1 is met if any of the following Conditions are met:

- CONDITION A — Minmum Vehicular Volume — YES (NO) N/A
- CONDITION B — Interruption of Continuous Traffic — YES (NO) N/A
- CONDITION A/B — Combination of Warranrts — YES (NO) N/A

WARRANT 2 Four Hour Volume — YES NO (N/A)

WARRANT 3 Peak Hour Volume — YES NO (N/A)

WARRANT 4 Pedestrian Volume — YES NO (N/A)

WARRANT 5 School Crossing — YES NO (N/A)

WARRANT 6 Coordinated Signal System — YES NO (N/A)

WARRANT 7 Accidents Experience — YES NO (N/A)

WARRANT 8 Roadway Network — YES NO (N/A)

WARRANT 9 Intersection Near a Grade Crossing — YES NO (N/A)

APPENDIX E

CAPACITY ANALYSIS WORKSHEETS
2024 EXISTING

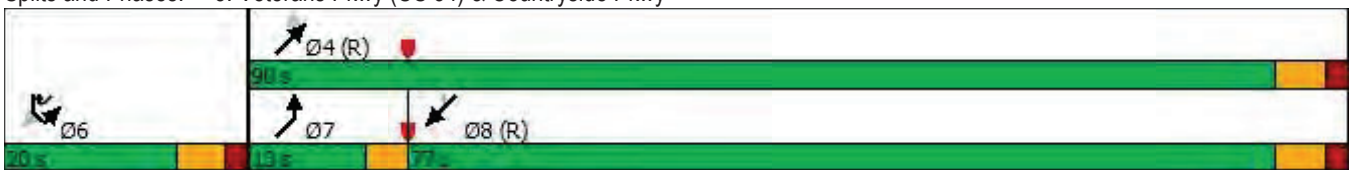
Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	61	2	15	725	425	79
Future Volume (vph)	61	2	15	725	425	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	180			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1615	1805	3539	3374	1568
Flt Permitted	0.950		0.472			
Satd. Flow (perm)	1736	1615	897	3539	3374	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		2				83
Link Speed (mph)	40			45	45	
Link Distance (ft)	1242			771	839	
Travel Time (s)	21.2			11.7	12.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	0%	0%	2%	7%	3%
Adj. Flow (vph)	64	2	16	763	447	83
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	2	16	763	447	83
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	32			12	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
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	6		7	4	8	6

Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Permitted Phases		6	4			8
Detector Phase	6	6	7	4	8	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.5	24.0	24.0	20.0
Total Split (s)	20.0	20.0	13.0	90.0	77.0	20.0
Total Split (%)	18.2%	18.2%	11.8%	81.8%	70.0%	18.2%
Maximum Green (s)	14.0	14.0	9.5	84.0	71.0	14.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	C-Max	C-Max	Max
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	14.0	14.0	86.5	84.0	80.2	103.8
Actuated g/C Ratio	0.13	0.13	0.79	0.76	0.73	0.94
v/c Ratio	0.29	0.01	0.02	0.28	0.18	0.06
Control Delay	47.5	29.5	1.5	2.5	5.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.5	29.5	1.5	2.5	5.3	0.3
LOS	D	C	A	A	A	A
Approach Delay	46.9			2.5	4.5	
Approach LOS	D			A	A	
90th %ile Green (s)	14.0	14.0	6.1	84.0	74.4	14.0
90th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
70th %ile Green (s)	14.0	14.0	5.8	84.0	74.7	14.0
70th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
50th %ile Green (s)	14.0	14.0	0.0	84.0	84.0	14.0
50th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
30th %ile Green (s)	14.0	14.0	0.0	84.0	84.0	14.0
30th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
10th %ile Green (s)	14.0	14.0	0.0	84.0	84.0	14.0
10th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
Queue Length 50th (ft)	42	0	1	34	37	0
Queue Length 95th (ft)	84	8	m3	37	76	5
Internal Link Dist (ft)	1162			691	759	
Turn Bay Length (ft)	200		180			250
Base Capacity (vph)	220	207	783	2702	2460	1484
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.01	0.02	0.28	0.18	0.06

Intersection Summary

Area Type:	Other	
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Green		
Natural Cycle: 55		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.29		
Intersection Signal Delay: 5.4		Intersection LOS: A
Intersection Capacity Utilization 34.2%		ICU Level of Service A
Analysis Period (min) 15		
m Volume for 95th percentile queue is metered by upstream signal.		

Splits and Phases: 5: Veterans Pkwy (US 34) & Countryside Pkwy



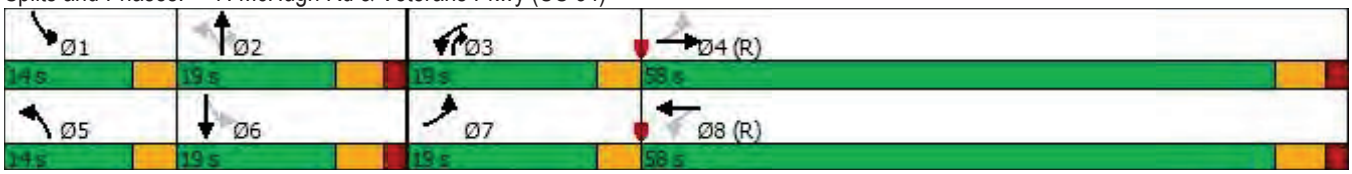
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	600	19	65	353	3	17	42	111	4	40	32
Future Volume (vph)	38	600	19	65	353	3	17	42	111	4	40	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	180		0	110		110	245		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	170			180			105			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.999				0.850		0.934	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3452	0	1671	3404	0	1456	1810	1583	1805	1683	0
Flt Permitted	0.521			0.328			0.655			0.727		
Satd. Flow (perm)	990	3452	0	577	3404	0	1004	1810	1583	1381	1683	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			1				122		30	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		892			1073			856			727	
Travel Time (s)		13.5			16.3			19.5			14.2	
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 (%)	0%	3%	37%	8%	6%	0%	24%	5%	2%	0%	5%	6%
Adj. Flow (vph)	42	659	21	71	388	3	19	46	122	4	44	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	680	0	71	391	0	19	46	122	4	79	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0	9.5	10.5	24.0	
Total Split (s)	19.0	58.0		19.0	58.0		14.0	19.0	19.0	14.0	19.0	
Total Split (%)	17.3%	52.7%		17.3%	52.7%		12.7%	17.3%	17.3%	12.7%	17.3%	
Maximum Green (s)	15.5	52.0		15.5	52.0		10.5	13.0	15.5	10.5	13.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max	None	None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	69.3	60.4		72.0	64.8		29.2	25.0	38.1	27.4	22.5	
Actuated g/C Ratio	0.63	0.55		0.65	0.59		0.27	0.23	0.35	0.25	0.20	
v/c Ratio	0.06	0.36		0.16	0.19		0.06	0.11	0.19	0.01	0.22	
Control Delay	6.6	14.6		7.4	11.2		30.6	36.5	5.8	29.8	27.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	6.6	14.6		7.4	11.2		30.6	36.5	5.8	29.8	27.9	
LOS	A	B		A	B		C	D	A	C	C	
Approach Delay		14.2			10.6			15.9			28.0	
Approach LOS		B			B			B			C	
90th %ile Green (s)	7.4	58.9		8.6	60.1		8.4	17.2	8.6	6.3	15.1	
90th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Ped	Gap	Gap	Ped	
70th %ile Green (s)	6.7	59.8		7.7	60.8		7.3	27.0	7.7	0.0	16.2	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Skip	Ped	
50th %ile Green (s)	6.3	60.4		7.1	61.2		0.0	27.0	7.1	0.0	27.0	
50th %ile Term Code	Gap	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
30th %ile Green (s)	0.0	61.0		6.5	71.0		0.0	27.0	6.5	0.0	27.0	
30th %ile Term Code	Skip	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
10th %ile Green (s)	0.0	61.9		5.6	71.0		0.0	27.0	5.6	0.0	27.0	
10th %ile Term Code	Skip	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
Queue Length 50th (ft)	9	134		16	67		10	25	0	2	27	
Queue Length 95th (ft)	21	180		31	90		29	63	43	11	78	
Internal Link Dist (ft)		812			993			776			647	
Turn Bay Length (ft)	180			180			110		110	245		
Base Capacity (vph)	776	1897		539	2006		312	412	740	406	367	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.05	0.36		0.13	0.19		0.06	0.11	0.16	0.01	0.22	

Intersection Summary

Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 14.1		Intersection LOS: B	
Intersection Capacity Utilization 42.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: McHugh Rd & Veterans Pkwy (US 34)



Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	36	12	12	59	23	12	60	11	3	52	32
Future Vol, veh/h	51	36	12	12	59	23	12	60	11	3	52	32
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	2	0	8	0	0	9	0	0	22	67	4	0
Mvmt Flow	73	51	17	17	84	33	17	86	16	4	74	46
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	9.1	8.7	9.2	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	85%	0%	100%	50%	0%	100%	46%	0%	62%
Vol Right, %	0%	15%	0%	0%	50%	0%	0%	54%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	71	51	24	24	12	39	43	3	84
LT Vol	12	0	51	0	0	12	0	0	3	0
Through Vol	0	60	0	24	12	0	39	20	0	52
RT Vol	0	11	0	0	12	0	0	23	0	32
Lane Flow Rate	17	101	73	34	34	17	56	61	4	120
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.029	0.152	0.122	0.052	0.05	0.029	0.086	0.09	0.009	0.177
Departure Headway (Hd)	6.018	5.409	6.031	5.493	5.278	6.027	5.523	5.297	7.15	5.312
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	592	658	591	647	673	591	645	672	499	671
Service Time	3.788	3.18	3.805	3.268	3.052	3.798	3.295	3.069	4.918	3.08
HCM Lane V/C Ratio	0.029	0.153	0.124	0.053	0.051	0.029	0.087	0.091	0.008	0.179
HCM Control Delay	9	9.2	9.7	8.6	8.3	9	8.8	8.6	10	9.2
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.4	0.2	0.2	0.1	0.3	0.3	0	0.6

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	55	89	5	8	6
Future Vol, veh/h	9	55	89	5	8	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	22	7	1	0	0	0
Mvmt Flow	15	92	148	8	13	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	156	0	-	0	228	78
Stage 1	-	-	-	-	152	-
Stage 2	-	-	-	-	76	-
Critical Hdwy	4.54	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.42	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1287	-	-	-	745	973
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1287	-	-	-	736	973
Mov Cap-2 Maneuver	-	-	-	-	736	-
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	944	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1287	-	-	-	736	973
HCM Lane V/C Ratio	0.012	-	-	-	0.018	0.01
HCM Control Delay (s)	7.8	-	-	-	10	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.3

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	23	66	669	11	14	406
Future Vol, veh/h	23	66	669	11	14	406
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	-	-	-	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	2	2	9	7	7
Mvmt Flow	25	72	727	12	15	441

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	984	370	0	0	739	0
Stage 1	733	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Critical Hdwy	6.88	6.94	-	-	4.24	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-
Follow-up Hdwy	3.54	3.32	-	-	2.27	-
Pot Cap-1 Maneuver	242	627	-	-	831	-
Stage 1	431	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	238	627	-	-	831	-
Mov Cap-2 Maneuver	238	-	-	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	748	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	15.4	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	441	831	-
HCM Lane V/C Ratio	-	-	0.219	0.018	-
HCM Control Delay (s)	-	-	15.4	9.4	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

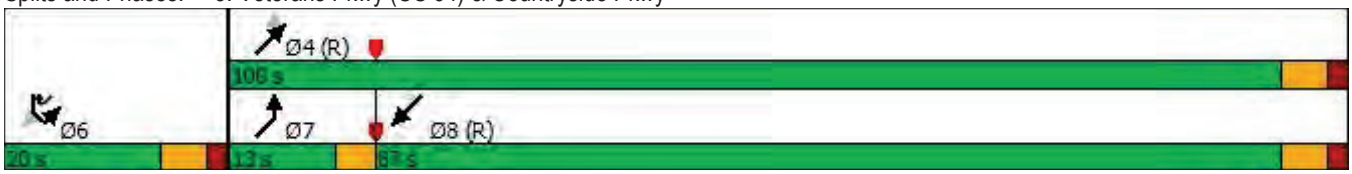
Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	75	12	22	689	888	78
Future Volume (vph)	75	12	22	689	888	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	180			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1805	3574	3574	1524
Flt Permitted	0.950		0.269			
Satd. Flow (perm)	1805	1615	511	3574	3574	1524
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		13				83
Link Speed (mph)	40			45	45	
Link Distance (ft)	1242			771	839	
Travel Time (s)	21.2			11.7	12.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	6%
Adj. Flow (vph)	80	13	23	733	945	83
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	13	23	733	945	83
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	32			12	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
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	6		7	4	8	6

Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Permitted Phases		6	4			8
Detector Phase	6	6	7	4	8	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.5	24.0	24.0	20.0
Total Split (s)	20.0	20.0	13.0	100.0	87.0	20.0
Total Split (%)	16.7%	16.7%	10.8%	83.3%	72.5%	16.7%
Maximum Green (s)	14.0	14.0	9.5	94.0	81.0	14.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	C-Max	C-Max	Max
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	14.0	14.0	96.5	94.0	88.3	110.7
Actuated g/C Ratio	0.12	0.12	0.80	0.78	0.74	0.92
v/c Ratio	0.38	0.07	0.05	0.26	0.36	0.06
Control Delay	54.8	22.2	1.2	1.4	6.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.8	22.2	1.2	1.4	6.5	0.3
LOS	D	C	A	A	A	A
Approach Delay	50.3			1.4	6.0	
Approach LOS	D			A	A	
90th %ile Green (s)	14.0	14.0	6.2	94.0	84.3	14.0
90th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
70th %ile Green (s)	14.0	14.0	5.9	94.0	84.6	14.0
70th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
50th %ile Green (s)	14.0	14.0	5.8	94.0	84.7	14.0
50th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
30th %ile Green (s)	14.0	14.0	0.0	94.0	94.0	14.0
30th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
10th %ile Green (s)	14.0	14.0	0.0	94.0	94.0	14.0
10th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
Queue Length 50th (ft)	58	0	1	20	137	0
Queue Length 95th (ft)	110	20	4	34	172	5
Internal Link Dist (ft)	1162			691	759	
Turn Bay Length (ft)	200		180			250
Base Capacity (vph)	210	199	513	2799	2630	1412
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.07	0.04	0.26	0.36	0.06

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay: 6.4		Intersection LOS: A	
Intersection Capacity Utilization 38.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Veterans Pkwy (US 34) & Countryside Pkwy



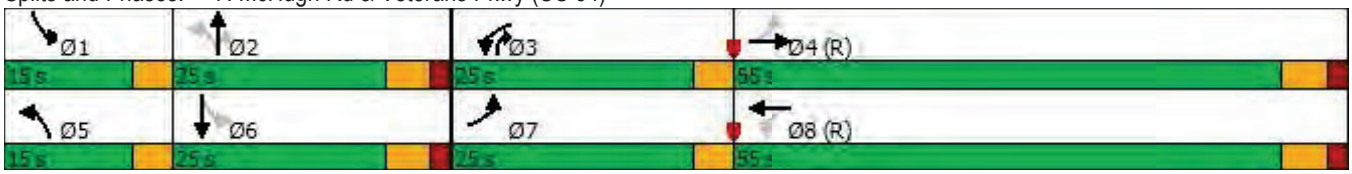
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	563	27	149	672	9	57	61	81	18	98	54
Future Volume (vph)	47	563	27	149	672	9	57	61	81	18	98	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	180		0	110		110	245		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	170			180			105			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.998				0.850		0.947	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3551	0	1787	3568	0	1770	1900	1568	1703	1787	0
Flt Permitted	0.343			0.338			0.500			0.715		
Satd. Flow (perm)	652	3551	0	636	3568	0	931	1900	1568	1282	1787	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			1				86		20	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		892			1073			856			727	
Travel Time (s)		13.5			16.3			19.5			14.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	1%	1%	0%	2%	0%	3%	6%	0%	2%
Adj. Flow (vph)	50	599	29	159	715	10	61	65	86	19	104	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	628	0	159	725	0	61	65	86	19	161	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0	9.5	10.5	24.0	
Total Split (s)	25.0	55.0		25.0	55.0		15.0	25.0	25.0	15.0	25.0	
Total Split (%)	20.8%	45.8%		20.8%	45.8%		12.5%	20.8%	20.8%	12.5%	20.8%	
Maximum Green (s)	21.5	49.0		21.5	49.0		11.5	19.0	21.5	11.5	19.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max	None	None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	69.9	60.7		76.2	65.6		36.3	29.6	45.4	31.8	23.9	
Actuated g/C Ratio	0.58	0.51		0.64	0.55		0.30	0.25	0.38	0.26	0.20	
v/c Ratio	0.11	0.35		0.32	0.37		0.18	0.14	0.13	0.05	0.43	
Control Delay	9.0	18.6		10.6	16.2		31.6	38.7	6.2	30.1	42.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	9.0	18.6		10.6	16.2		31.6	38.7	6.2	30.1	42.6	
LOS	A	B		B	B		C	D	A	C	D	
Approach Delay		17.9			15.2			23.5			41.3	
Approach LOS		B			B			C			D	
90th %ile Green (s)	8.0	58.0		12.5	62.5		11.3	22.5	12.5	8.0	19.2	
90th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
70th %ile Green (s)	7.2	59.7		10.8	63.3		9.6	23.5	10.8	7.0	20.9	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
50th %ile Green (s)	6.7	60.8		9.7	63.8		8.4	34.0	9.7	0.0	22.1	
50th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Skip	MaxR	
30th %ile Green (s)	6.2	61.8		8.7	64.3		7.3	34.0	8.7	0.0	23.2	
30th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Skip	MaxR	
10th %ile Green (s)	0.0	63.3		7.2	74.0		0.0	34.0	7.2	0.0	34.0	
10th %ile Term Code	Skip	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
Queue Length 50th (ft)	13	146		46	159		34	37	0	10	98	
Queue Length 95th (ft)	28	199		73	191		68	84	35	29	174	
Internal Link Dist (ft)		812			993			776			647	
Turn Bay Length (ft)	180			180			110		110	245		
Base Capacity (vph)	622	1799		611	1950		363	468	791	419	371	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.08	0.35		0.26	0.37		0.17	0.14	0.11	0.05	0.43	

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay: 19.4		Intersection LOS: B	
Intersection Capacity Utilization 54.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: McHugh Rd & Veterans Pkwy (US 34)



Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	69	57	33	96	38	29	83	5	6	80	39
Future Vol, veh/h	70	69	57	33	96	38	29	83	5	6	80	39
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	79	78	64	37	108	43	33	93	6	7	90	44
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	9.4	9.3	9.9	10.1
HCM LOS	A	A	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	94%	0%	100%	29%	0%	100%	46%	0%	67%
Vol Right, %	0%	6%	0%	0%	71%	0%	0%	54%	0%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	88	70	46	80	33	64	70	6	119
LT Vol	29	0	70	0	0	33	0	0	6	0
Through Vol	0	83	0	46	23	0	64	32	0	80
RT Vol	0	5	0	0	57	0	0	38	0	39
Lane Flow Rate	33	99	79	52	90	37	72	79	7	134
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.059	0.164	0.139	0.084	0.133	0.066	0.118	0.121	0.012	0.214
Departure Headway (Hd)	6.514	5.973	6.349	5.844	5.341	6.417	5.93	5.529	6.503	5.773
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	551	601	566	614	672	559	605	649	551	623
Service Time	4.241	3.701	4.073	3.569	3.065	4.143	3.656	3.255	4.231	3.501
HCM Lane V/C Ratio	0.06	0.165	0.14	0.085	0.134	0.066	0.119	0.122	0.013	0.215
HCM Control Delay	9.7	9.9	10.1	9.1	8.9	9.6	9.5	9	9.3	10.1
HCM Lane LOS	A	A	B	A	A	A	A	A	A	B
HCM 95th-tile Q	0.2	0.6	0.5	0.3	0.5	0.2	0.4	0.4	0	0.8

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	79	96	4	8	9
Future Vol, veh/h	7	79	96	4	8	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	9	96	117	5	10	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	122	0	-	0	186	61
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	66	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1478	-	-	-	791	998
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	955	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1478	-	-	-	786	998
Mov Cap-2 Maneuver	-	-	-	-	786	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	955	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1478	-	-	-	786	998
HCM Lane V/C Ratio	0.006	-	-	-	0.012	0.011
HCM Control Delay (s)	7.5	-	-	-	9.6	8.6
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	1.5

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	31	51	669	11	55	844
Future Vol, veh/h	31	51	669	11	55	844
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	-	-	-	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	34	55	727	12	60	917

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1312	370	0	0	739	0
Stage 1	733	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	153	633	-	-	876	-
Stage 1	442	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	143	633	-	-	876	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	442	-	-	-	-	-
Stage 2	493	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	24.1	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	276	876	-
HCM Lane V/C Ratio	-	-	0.323	0.068	-
HCM Control Delay (s)	-	-	24.1	9.4	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.4	0.2	-

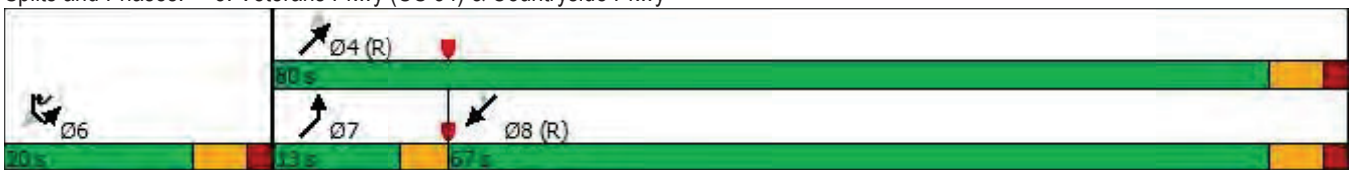
Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	73	11	18	632	558	85
Future Volume (vph)	73	11	18	632	558	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	180			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1787	1615	1805	3574	3574	1538
Flt Permitted	0.950		0.406			
Satd. Flow (perm)	1787	1615	771	3574	3574	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		12				89
Link Speed (mph)	40			45	45	
Link Distance (ft)	1242			771	839	
Travel Time (s)	21.2			11.7	12.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	1%	1%	5%
Adj. Flow (vph)	77	12	19	665	587	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	77	12	19	665	587	89
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	32			12	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
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	6		7	4	8	6

Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Permitted Phases		6	4			8
Detector Phase	6	6	7	4	8	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.5	24.0	24.0	20.0
Total Split (s)	20.0	20.0	13.0	80.0	67.0	20.0
Total Split (%)	20.0%	20.0%	13.0%	80.0%	67.0%	20.0%
Maximum Green (s)	14.0	14.0	9.5	74.0	61.0	14.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	C-Max	C-Max	Max
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	14.0	14.0	76.5	74.0	70.2	93.8
Actuated g/C Ratio	0.14	0.14	0.76	0.74	0.70	0.94
v/c Ratio	0.31	0.05	0.03	0.25	0.23	0.06
Control Delay	42.4	19.4	0.9	1.4	6.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	19.4	0.9	1.4	6.1	0.4
LOS	D	B	A	A	A	A
Approach Delay	39.3			1.4	5.4	
Approach LOS	D			A	A	
90th %ile Green (s)	14.0	14.0	6.2	74.0	64.3	14.0
90th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
70th %ile Green (s)	14.0	14.0	5.9	74.0	64.6	14.0
70th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
50th %ile Green (s)	14.0	14.0	0.0	74.0	74.0	14.0
50th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
30th %ile Green (s)	14.0	14.0	0.0	74.0	74.0	14.0
30th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
10th %ile Green (s)	14.0	14.0	0.0	74.0	74.0	14.0
10th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
Queue Length 50th (ft)	45	0	1	15	51	0
Queue Length 95th (ft)	90	16	m2	25	101	5
Internal Link Dist (ft)	1162			691	759	
Turn Bay Length (ft)	200		180			250
Base Capacity (vph)	250	236	688	2644	2508	1448
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.05	0.03	0.25	0.23	0.06

Intersection Summary

Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay: 5.6		Intersection LOS: A	
Intersection Capacity Utilization 31.6%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 5: Veterans Pkwy (US 34) & Countryside Pkwy



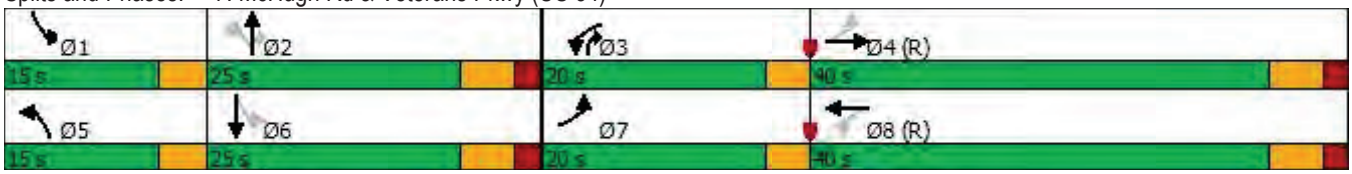
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	572	19	99	454	9	36	33	61	18	52	51
Future Volume (vph)	61	572	19	99	454	9	36	33	61	18	52	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	180		0	110		110	245		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	170			180			105			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.997				0.850		0.926	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3592	0	1805	3564	0	1805	1900	1568	1805	1759	0
Flt Permitted	0.461			0.328			0.646			0.735		
Satd. Flow (perm)	859	3592	0	623	3564	0	1227	1900	1568	1396	1759	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			2				71		44	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		892			1073			856			727	
Travel Time (s)		13.5			16.3			19.5			14.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	0%	0%	1%	0%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	64	596	20	103	473	9	38	34	64	19	54	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	616	0	103	482	0	38	34	64	19	107	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0	9.5	10.5	24.0	
Total Split (s)	20.0	40.0		20.0	40.0		15.0	25.0	20.0	15.0	25.0	
Total Split (%)	20.0%	40.0%		20.0%	40.0%		15.0%	25.0%	20.0%	15.0%	25.0%	
Maximum Green (s)	16.5	34.0		16.5	34.0		11.5	19.0	16.5	11.5	19.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max	None	None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	52.0	42.4		54.6	45.2		35.5	29.8	43.9	33.8	27.3	
Actuated g/C Ratio	0.52	0.42		0.55	0.45		0.36	0.30	0.44	0.34	0.27	
v/c Ratio	0.13	0.40		0.24	0.30		0.08	0.06	0.09	0.04	0.21	
Control Delay	10.6	21.2		12.4	18.4		21.2	28.3	4.6	20.8	20.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	10.6	21.2		12.4	18.4		21.2	28.3	4.6	20.8	20.3	
LOS	B	C		B	B		C	C	A	C	C	
Approach Delay		20.2			17.3			15.2			20.3	
Approach LOS		C			B			B			C	
90th %ile Green (s)	8.8	40.2		10.3	41.7		8.6	23.1	10.3	7.4	21.9	
90th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
70th %ile Green (s)	7.8	41.5		9.0	42.7		7.5	23.9	9.0	6.6	23.0	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
50th %ile Green (s)	7.1	42.4		8.1	43.4		6.8	34.0	8.1	0.0	23.7	
50th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Skip	MaxR	
30th %ile Green (s)	6.4	43.3		7.2	44.1		0.0	34.0	7.2	0.0	34.0	
30th %ile Term Code	Gap	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
10th %ile Green (s)	0.0	44.4		6.1	54.0		0.0	34.0	6.1	0.0	34.0	
10th %ile Term Code	Skip	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
Queue Length 50th (ft)	17	139		28	97		16	14	0	8	32	
Queue Length 95th (ft)	36	193		57	132		37	43	23	23	79	
Internal Link Dist (ft)		812			993			776			647	
Turn Bay Length (ft)	180			180			110		110	245		
Base Capacity (vph)	635	1524		547	1611		514	566	853	554	512	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.10	0.40		0.19	0.30		0.07	0.06	0.08	0.03	0.21	

Intersection Summary

Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 18.7		Intersection LOS: B	
Intersection Capacity Utilization 43.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: McHugh Rd & Veterans Pkwy (US 34)



Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	74	53	26	102	26	37	64	1	9	44	19
Future Vol, veh/h	54	74	53	26	102	26	37	64	1	9	44	19
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, %	0	0	0	0	1	4	0	2	0	0	0	0
Mvmt Flow	59	80	58	28	111	28	40	70	1	10	48	21
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	8.8	8.8	9.2	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	98%	0%	100%	32%	0%	100%	57%	0%	70%
Vol Right, %	0%	2%	0%	0%	68%	0%	0%	43%	0%	30%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	65	54	49	78	26	68	60	9	63
LT Vol	37	0	54	0	0	26	0	0	9	0
Through Vol	0	64	0	49	25	0	68	34	0	44
RT Vol	0	1	0	0	53	0	0	26	0	19
Lane Flow Rate	40	71	59	54	84	28	74	65	10	68
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.068	0.111	0.097	0.081	0.116	0.047	0.113	0.095	0.017	0.104
Departure Headway (Hd)	6.116	5.639	5.928	5.425	4.945	5.98	5.494	5.241	6.197	5.485
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	582	631	601	656	719	595	648	679	574	648
Service Time	3.892	3.415	3.696	3.193	2.712	3.749	3.263	3.009	3.978	3.266
HCM Lane V/C Ratio	0.069	0.113	0.098	0.082	0.117	0.047	0.114	0.096	0.017	0.105
HCM Control Delay	9.3	9.1	9.3	8.7	8.4	9	9	8.6	9.1	8.9
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.4	0.3	0.3	0.4	0.1	0.4	0.3	0.1	0.3

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	84	102	0	0	0
Future Vol, veh/h	1	84	102	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	1	99	120	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	120	0	-	0	172	60
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1480	-	-	-	807	999
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	970	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1480	-	-	-	806	999
Mov Cap-2 Maneuver	-	-	-	-	806	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	970	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1480	-	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	-
HCM Control Delay (s)	7.4	-	-	-	0	0
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	20	34	619	34	33	536
Future Vol, veh/h	20	34	619	34	33	536
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	-	-	-	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	0	1	0	0	1
Mvmt Flow	22	37	666	37	35	576

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1043	352	0	0	703	0
Stage 1	685	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Critical Hdwy	6.9	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	220	650	-	-	904	-
Stage 1	454	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	211	650	-	-	904	-
Mov Cap-2 Maneuver	211	-	-	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	643	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	16.6	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	367	904	-
HCM Lane V/C Ratio	-	-	0.158	0.039	-
HCM Control Delay (s)	-	-	16.6	9.1	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

APPENDIX F

CAPACITY ANALYSIS WORKSHEETS
2031 BACKGROUND

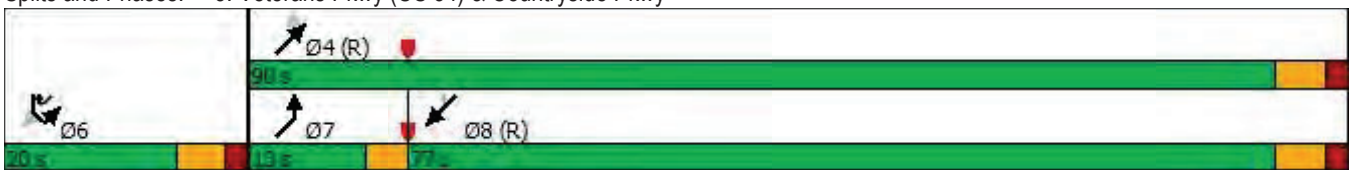
Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	65	2	16	776	455	85
Future Volume (vph)	65	2	16	776	455	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	180			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1615	1805	3539	3374	1568
Flt Permitted	0.950		0.458			
Satd. Flow (perm)	1736	1615	870	3539	3374	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		2				89
Link Speed (mph)	40			45	45	
Link Distance (ft)	1242			771	839	
Travel Time (s)	21.2			11.7	12.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	0%	0%	2%	7%	3%
Adj. Flow (vph)	68	2	17	817	479	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	2	17	817	479	89
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	32			12	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
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	6		7	4	8	6

Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Permitted Phases		6	4			8
Detector Phase	6	6	7	4	8	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.5	24.0	24.0	20.0
Total Split (s)	20.0	20.0	13.0	90.0	77.0	20.0
Total Split (%)	18.2%	18.2%	11.8%	81.8%	70.0%	18.2%
Maximum Green (s)	14.0	14.0	9.5	84.0	71.0	14.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	C-Max	C-Max	Max
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	14.0	14.0	86.5	84.0	80.2	103.8
Actuated g/C Ratio	0.13	0.13	0.79	0.76	0.73	0.94
v/c Ratio	0.31	0.01	0.02	0.30	0.19	0.06
Control Delay	47.9	29.5	1.6	2.6	5.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.9	29.5	1.6	2.6	5.4	0.3
LOS	D	C	A	A	A	A
Approach Delay	47.4			2.5	4.6	
Approach LOS	D			A	A	
90th %ile Green (s)	14.0	14.0	6.1	84.0	74.4	14.0
90th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
70th %ile Green (s)	14.0	14.0	5.8	84.0	74.7	14.0
70th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
50th %ile Green (s)	14.0	14.0	0.0	84.0	84.0	14.0
50th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
30th %ile Green (s)	14.0	14.0	0.0	84.0	84.0	14.0
30th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
10th %ile Green (s)	14.0	14.0	0.0	84.0	84.0	14.0
10th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
Queue Length 50th (ft)	44	0	1	36	41	0
Queue Length 95th (ft)	89	8	m3	40	81	5
Internal Link Dist (ft)	1162			691	759	
Turn Bay Length (ft)	200		180			250
Base Capacity (vph)	220	207	764	2702	2460	1485
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.01	0.02	0.30	0.19	0.06

Intersection Summary

Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay: 5.5		Intersection LOS: A	
Intersection Capacity Utilization 35.6%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 5: Veterans Pkwy (US 34) & Countryside Pkwy



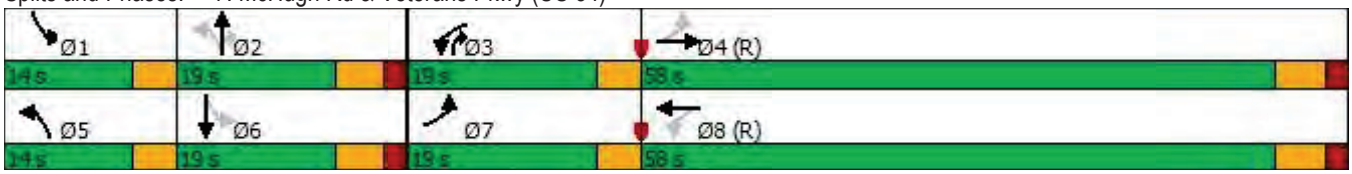
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	642	20	70	378	3	18	45	119	4	43	34
Future Volume (vph)	41	642	20	70	378	3	18	45	119	4	43	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	180		0	110		110	245		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	170			180			105			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.999				0.850		0.934	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3453	0	1671	3404	0	1456	1810	1583	1805	1683	0
Flt Permitted	0.507			0.312			0.649			0.725		
Satd. Flow (perm)	963	3453	0	549	3404	0	994	1810	1583	1377	1683	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			1				131		29	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		892			1073			856			727	
Travel Time (s)		13.5			16.3			19.5			14.2	
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 (%)	0%	3%	37%	8%	6%	0%	24%	5%	2%	0%	5%	6%
Adj. Flow (vph)	45	705	22	77	415	3	20	49	131	4	47	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	727	0	77	418	0	20	49	131	4	84	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0	9.5	10.5	24.0	
Total Split (s)	19.0	58.0		19.0	58.0		14.0	19.0	19.0	14.0	19.0	
Total Split (%)	17.3%	52.7%		17.3%	52.7%		12.7%	17.3%	17.3%	12.7%	17.3%	
Maximum Green (s)	15.5	52.0		15.5	52.0		10.5	13.0	15.5	10.5	13.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max	None	None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	69.2	60.3		71.4	62.9		29.2	25.0	38.3	27.4	22.4	
Actuated g/C Ratio	0.63	0.55		0.65	0.57		0.27	0.23	0.35	0.25	0.20	
v/c Ratio	0.07	0.38		0.18	0.21		0.07	0.12	0.21	0.01	0.23	
Control Delay	6.6	15.0		7.6	12.0		30.7	36.6	5.6	29.8	28.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	6.6	15.0		7.6	12.0		30.7	36.6	5.6	29.8	28.9	
LOS	A	B		A	B		C	D	A	C	C	
Approach Delay		14.5			11.3			15.7			29.0	
Approach LOS		B			B			B			C	
90th %ile Green (s)	7.5	58.7		8.8	60.0		8.5	17.2	8.8	6.3	15.0	
90th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Ped	Gap	Gap	Ped	
70th %ile Green (s)	6.8	59.7		7.8	60.7		7.3	27.0	7.8	0.0	16.2	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Skip	Ped	
50th %ile Green (s)	6.4	60.3		7.2	61.1		0.0	27.0	7.2	0.0	27.0	
50th %ile Term Code	Gap	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
30th %ile Green (s)	6.0	60.9		6.6	61.5		0.0	27.0	6.6	0.0	27.0	
30th %ile Term Code	Gap	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
10th %ile Green (s)	0.0	61.8		5.7	71.0		0.0	27.0	5.7	0.0	27.0	
10th %ile Term Code	Skip	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
Queue Length 50th (ft)	10	146		17	72		10	27	0	2	30	
Queue Length 95th (ft)	22	195		33	94		30	66	44	11	83	
Internal Link Dist (ft)		812			993			776			647	
Turn Bay Length (ft)	180			180			110		110	245		
Base Capacity (vph)	762	1893		524	1945		310	412	745	405	366	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.06	0.38		0.15	0.21		0.06	0.12	0.18	0.01	0.23	

Intersection Summary

Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay: 14.5		Intersection LOS: B	
Intersection Capacity Utilization 43.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: McHugh Rd & Veterans Pkwy (US 34)



Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	39	13	13	63	25	13	64	12	3	56	34
Future Vol, veh/h	55	39	13	13	63	25	13	64	12	3	56	34
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	2	0	8	0	0	9	0	0	22	67	4	0
Mvmt Flow	79	56	19	19	90	36	19	91	17	4	80	49
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	9.2	8.9	9.4	9.5
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	84%	0%	100%	50%	0%	100%	46%	0%	62%
Vol Right, %	0%	16%	0%	0%	50%	0%	0%	54%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	76	55	26	26	13	42	46	3	90
LT Vol	13	0	55	0	0	13	0	0	3	0
Through Vol	0	64	0	26	13	0	42	21	0	56
RT Vol	0	12	0	0	13	0	0	25	0	34
Lane Flow Rate	19	109	79	37	37	19	60	66	4	129
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.031	0.166	0.133	0.057	0.055	0.032	0.093	0.098	0.009	0.193
Departure Headway (Hd)	6.101	5.49	6.111	5.573	5.357	6.108	5.604	5.375	7.232	5.396
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	583	648	582	637	662	581	634	660	492	660
Service Time	3.881	3.271	3.897	3.358	3.143	3.894	3.39	3.161	5.011	3.174
HCM Lane V/C Ratio	0.033	0.168	0.136	0.058	0.056	0.033	0.095	0.1	0.008	0.195
HCM Control Delay	9.1	9.4	9.8	8.7	8.5	9.1	9	8.8	10.1	9.5
HCM Lane LOS	A	A	A	A	A	A	A	A	B	A
HCM 95th-tile Q	0.1	0.6	0.5	0.2	0.2	0.1	0.3	0.3	0	0.7

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	59	95	5	8	6
Future Vol, veh/h	9	59	95	5	8	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	22	7	1	0	0	0
Mvmt Flow	15	98	158	8	13	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	166	0	-	0	241	83
Stage 1	-	-	-	-	162	-
Stage 2	-	-	-	-	79	-
Critical Hdwy	4.54	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.42	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1275	-	-	-	732	966
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	941	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1275	-	-	-	723	966
Mov Cap-2 Maneuver	-	-	-	-	723	-
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	941	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1275	-	-	-	723	966
HCM Lane V/C Ratio	0.012	-	-	-	0.018	0.01
HCM Control Delay (s)	7.9	-	-	-	10.1	8.8
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.4

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	25	71	716	12	15	434
Future Vol, veh/h	25	71	716	12	15	434
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	-	-	-	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	2	2	9	7	7
Mvmt Flow	27	77	778	13	16	472

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1053	396	0	0	791	0
Stage 1	785	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.88	6.94	-	-	4.24	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-
Follow-up Hdwy	3.54	3.32	-	-	2.27	-
Pot Cap-1 Maneuver	218	603	-	-	793	-
Stage 1	405	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	214	603	-	-	793	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	405	-	-	-	-	-
Stage 2	732	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	16.8	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	409	793	-
HCM Lane V/C Ratio	-	-	0.255	0.021	-
HCM Control Delay (s)	-	-	16.8	9.6	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1	0.1	-

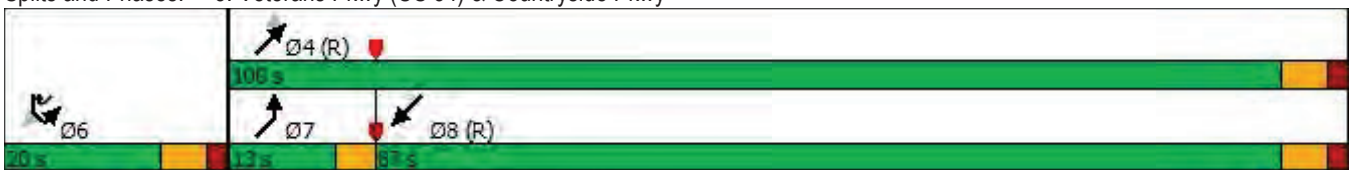
Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	80	13	24	737	950	83
Future Volume (vph)	80	13	24	737	950	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	180			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1805	3574	3574	1524
Flt Permitted	0.950		0.248			
Satd. Flow (perm)	1805	1615	471	3574	3574	1524
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		14				88
Link Speed (mph)	40			45	45	
Link Distance (ft)	1242			771	839	
Travel Time (s)	21.2			11.7	12.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	6%
Adj. Flow (vph)	85	14	26	784	1011	88
Shared Lane Traffic (%)						
Lane Group Flow (vph)	85	14	26	784	1011	88
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	32			12	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
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	6		7	4	8	6

Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Permitted Phases		6	4			8
Detector Phase	6	6	7	4	8	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.5	24.0	24.0	20.0
Total Split (s)	20.0	20.0	13.0	100.0	87.0	20.0
Total Split (%)	16.7%	16.7%	10.8%	83.3%	72.5%	16.7%
Maximum Green (s)	14.0	14.0	9.5	94.0	81.0	14.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	C-Max	C-Max	Max
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	14.0	14.0	96.5	94.0	88.3	110.7
Actuated g/C Ratio	0.12	0.12	0.80	0.78	0.74	0.92
v/c Ratio	0.40	0.07	0.06	0.28	0.38	0.06
Control Delay	55.5	22.1	1.3	1.5	6.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	22.1	1.3	1.5	6.8	0.3
LOS	E	C	A	A	A	A
Approach Delay	50.8			1.5	6.3	
Approach LOS	D			A	A	
90th %ile Green (s)	14.0	14.0	6.3	94.0	84.2	14.0
90th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
70th %ile Green (s)	14.0	14.0	6.0	94.0	84.5	14.0
70th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
50th %ile Green (s)	14.0	14.0	5.8	94.0	84.7	14.0
50th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
30th %ile Green (s)	14.0	14.0	0.0	94.0	94.0	14.0
30th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
10th %ile Green (s)	14.0	14.0	0.0	94.0	94.0	14.0
10th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
Queue Length 50th (ft)	62	0	1	22	151	0
Queue Length 95th (ft)	114	21	4	37	188	5
Internal Link Dist (ft)	1162			691	759	
Turn Bay Length (ft)	200		180			250
Base Capacity (vph)	210	200	484	2799	2629	1412
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.07	0.05	0.28	0.38	0.06

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 6.5		Intersection LOS: A	
Intersection Capacity Utilization 40.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Veterans Pkwy (US 34) & Countryside Pkwy



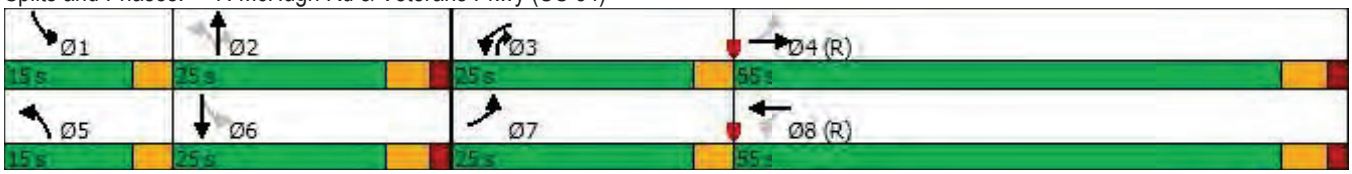
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	602	29	159	719	10	61	65	87	19	105	58
Future Volume (vph)	50	602	29	159	719	10	61	65	87	19	105	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	180		0	110		110	245		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	170			180			105			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.998				0.850		0.947	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3551	0	1787	3568	0	1770	1900	1568	1703	1787	0
Flt Permitted	0.318			0.316			0.474			0.712		
Satd. Flow (perm)	604	3551	0	594	3568	0	883	1900	1568	1276	1787	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			1				93		20	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		892			1073			856			727	
Travel Time (s)		13.5			16.3			19.5			14.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	1%	1%	0%	2%	0%	3%	6%	0%	2%
Adj. Flow (vph)	53	640	31	169	765	11	65	69	93	20	112	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	671	0	169	776	0	65	69	93	20	174	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0	9.5	10.5	24.0	
Total Split (s)	25.0	55.0		25.0	55.0		15.0	25.0	25.0	15.0	25.0	
Total Split (%)	20.8%	45.8%		20.8%	45.8%		12.5%	20.8%	20.8%	12.5%	20.8%	
Maximum Green (s)	21.5	49.0		21.5	49.0		11.5	19.0	21.5	11.5	19.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max	None	None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	69.7	60.4		76.3	65.5		36.3	29.6	45.6	31.7	23.7	
Actuated g/C Ratio	0.58	0.50		0.64	0.55		0.30	0.25	0.38	0.26	0.20	
v/c Ratio	0.13	0.37		0.35	0.40		0.20	0.15	0.14	0.06	0.47	
Control Delay	9.1	19.1		11.1	16.5		31.9	38.8	6.0	30.2	44.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	9.1	19.1		11.1	16.5		31.9	38.8	6.0	30.2	44.1	
LOS	A	B		B	B		C	D	A	C	D	
Approach Delay		18.4			15.5			23.4			42.6	
Approach LOS		B			B			C			D	
90th %ile Green (s)	8.1	57.6		12.9	62.4		11.5	22.5	12.9	8.0	19.0	
90th %ile Term Code	Gap	Coord		Gap	Coord		Max	MaxR	Gap	Gap	MaxR	
70th %ile Green (s)	7.3	59.4		11.1	63.2		9.8	23.4	11.1	7.1	20.7	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
50th %ile Green (s)	6.8	60.5		10.0	63.7		8.6	34.0	10.0	0.0	21.9	
50th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Skip	MaxR	
30th %ile Green (s)	6.2	61.6		8.9	64.3		7.5	34.0	8.9	0.0	23.0	
30th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Skip	MaxR	
10th %ile Green (s)	0.0	63.1		7.4	74.0		0.0	34.0	7.4	0.0	34.0	
10th %ile Term Code	Skip	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
Queue Length 50th (ft)	14	160		49	171		36	40	0	11	108	
Queue Length 95th (ft)	30	216		77	204		72	89	36	30	188	
Internal Link Dist (ft)		812			993			776			647	
Turn Bay Length (ft)	180			180			110		110	245		
Base Capacity (vph)	600	1791		592	1948		353	468	794	416	369	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.09	0.37		0.29	0.40		0.18	0.15	0.12	0.05	0.47	

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 19.9		Intersection LOS: B	
Intersection Capacity Utilization 56.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: McHugh Rd & Veterans Pkwy (US 34)



Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	74	61	35	103	41	31	89	5	6	86	42
Future Vol, veh/h	75	74	61	35	103	41	31	89	5	6	86	42
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	84	83	69	39	116	46	35	100	6	7	97	47
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	9.6	9.6	10.1	10.5
HCM LOS	A	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	95%	0%	100%	29%	0%	100%	46%	0%	67%
Vol Right, %	0%	5%	0%	0%	71%	0%	0%	54%	0%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	94	75	49	86	35	69	75	6	128
LT Vol	31	0	75	0	0	35	0	0	6	0
Through Vol	0	89	0	49	25	0	69	34	0	86
RT Vol	0	5	0	0	61	0	0	41	0	42
Lane Flow Rate	35	106	84	55	96	39	77	85	7	144
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.064	0.179	0.151	0.092	0.146	0.071	0.13	0.133	0.012	0.236
Departure Headway (Hd)	6.642	6.103	6.466	5.961	5.458	6.538	6.05	5.648	6.629	5.898
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	540	588	555	601	657	548	593	635	540	610
Service Time	4.377	3.839	4.198	3.693	3.189	4.273	3.785	3.382	4.362	3.631
HCM Lane V/C Ratio	0.065	0.18	0.151	0.092	0.146	0.071	0.13	0.134	0.013	0.236
HCM Control Delay	9.8	10.2	10.4	9.3	9.1	9.8	9.7	9.3	9.4	10.5
HCM Lane LOS	A	B	B	A	A	A	A	A	A	B
HCM 95th-tile Q	0.2	0.6	0.5	0.3	0.5	0.2	0.4	0.5	0	0.9

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	85	103	4	8	9
Future Vol, veh/h	7	85	103	4	8	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	9	104	126	5	10	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	131	0	-	0	199	66
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	70	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1467	-	-	-	777	991
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	950	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1467	-	-	-	772	991
Mov Cap-2 Maneuver	-	-	-	-	772	-
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	950	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1467	-	-	-	772	991
HCM Lane V/C Ratio	0.006	-	-	-	0.013	0.011
HCM Control Delay (s)	7.5	-	-	-	9.7	8.7
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	33	55	716	31	59	903
Future Vol, veh/h	33	55	716	31	59	903
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	-	-	-	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	36	60	778	34	64	982

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1414	406	0	0	812	0
Stage 1	795	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	131	600	-	-	823	-
Stage 1	410	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	121	600	-	-	823	-
Mov Cap-2 Maneuver	121	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	466	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	29.4	0	0.6
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	241	823	-
HCM Lane V/C Ratio	-	-	0.397	0.078	-
HCM Control Delay (s)	-	-	29.4	9.7	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	1.8	0.3	-

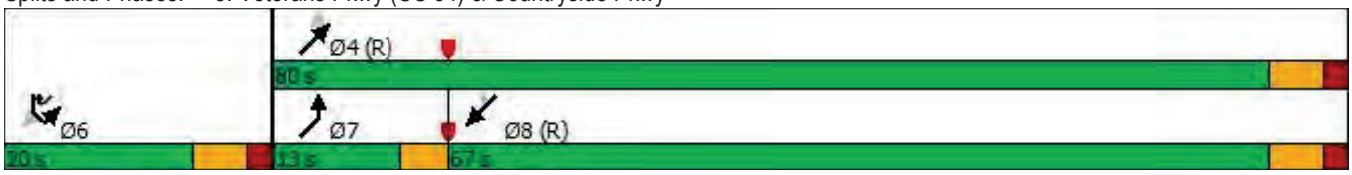
Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	78	12	19	676	597	91
Future Volume (vph)	78	12	19	676	597	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	180			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1787	1615	1805	3574	3574	1538
Flt Permitted	0.950		0.387			
Satd. Flow (perm)	1787	1615	735	3574	3574	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		13				96
Link Speed (mph)	40			45	45	
Link Distance (ft)	1242			771	839	
Travel Time (s)	21.2			11.7	12.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	1%	1%	5%
Adj. Flow (vph)	82	13	20	712	628	96
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	13	20	712	628	96
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	32			12	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
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	6		7	4	8	6

Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Permitted Phases		6	4			8
Detector Phase	6	6	7	4	8	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.5	24.0	24.0	20.0
Total Split (s)	20.0	20.0	13.0	80.0	67.0	20.0
Total Split (%)	20.0%	20.0%	13.0%	80.0%	67.0%	20.0%
Maximum Green (s)	14.0	14.0	9.5	74.0	61.0	14.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	C-Max	C-Max	Max
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	14.0	14.0	76.5	74.0	70.2	93.8
Actuated g/C Ratio	0.14	0.14	0.76	0.74	0.70	0.94
v/c Ratio	0.33	0.05	0.03	0.27	0.25	0.07
Control Delay	42.9	18.8	1.1	1.4	6.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.9	18.8	1.1	1.4	6.2	0.4
LOS	D	B	A	A	A	A
Approach Delay	39.6			1.4	5.4	
Approach LOS	D			A	A	
90th %ile Green (s)	14.0	14.0	6.2	74.0	64.3	14.0
90th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
70th %ile Green (s)	14.0	14.0	5.9	74.0	64.6	14.0
70th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
50th %ile Green (s)	14.0	14.0	0.0	74.0	74.0	14.0
50th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
30th %ile Green (s)	14.0	14.0	0.0	74.0	74.0	14.0
30th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
10th %ile Green (s)	14.0	14.0	0.0	74.0	74.0	14.0
10th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
Queue Length 50th (ft)	48	0	1	16	55	0
Queue Length 95th (ft)	94	18	m2	26	109	6
Internal Link Dist (ft)	1162			691	759	
Turn Bay Length (ft)	200		180			250
Base Capacity (vph)	250	237	663	2644	2508	1448
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.05	0.03	0.27	0.25	0.07

Intersection Summary

Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay: 5.6		Intersection LOS: A	
Intersection Capacity Utilization 33.0%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 5: Veterans Pkwy (US 34) & Countryside Pkwy



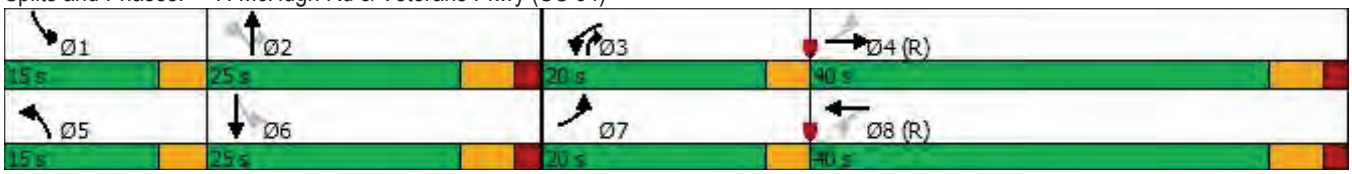
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	612	20	106	486	10	39	35	65	19	56	55
Future Volume (vph)	65	612	20	106	486	10	39	35	65	19	56	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	180		0	110		110	245		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	170			180			105			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.997				0.850		0.926	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3592	0	1805	3564	0	1805	1900	1568	1805	1759	0
Flt Permitted	0.438			0.302			0.639			0.734		
Satd. Flow (perm)	816	3592	0	574	3564	0	1214	1900	1568	1395	1759	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			2				71		44	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		892			1073			856			727	
Travel Time (s)		13.5			16.3			19.5			14.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	0%	0%	1%	0%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	68	638	21	110	506	10	41	36	68	20	58	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	659	0	110	516	0	41	36	68	20	115	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0	9.5	10.5	24.0	
Total Split (s)	20.0	40.0		20.0	40.0		15.0	25.0	20.0	15.0	25.0	
Total Split (%)	20.0%	40.0%		20.0%	40.0%		15.0%	25.0%	20.0%	15.0%	25.0%	
Maximum Green (s)	16.5	34.0		16.5	34.0		11.5	19.0	16.5	11.5	19.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max	None	None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	51.9	42.2		54.7	45.1		35.6	29.8	44.1	33.8	27.2	
Actuated g/C Ratio	0.52	0.42		0.55	0.45		0.36	0.30	0.44	0.34	0.27	
v/c Ratio	0.14	0.43		0.26	0.32		0.09	0.06	0.09	0.04	0.23	
Control Delay	10.7	21.8		13.7	19.0		21.3	28.3	4.9	20.8	21.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	10.7	21.8		13.7	19.0		21.3	28.3	4.9	20.8	21.0	
LOS	B	C		B	B		C	C	A	C	C	
Approach Delay		20.7			18.1			15.3			20.9	
Approach LOS		C			B			B			C	
90th %ile Green (s)	8.9	39.9		10.6	41.6		8.8	23.1	10.6	7.4	21.7	
90th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
70th %ile Green (s)	7.9	41.3		9.2	42.6		7.7	23.8	9.2	6.7	22.8	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
50th %ile Green (s)	7.2	42.2		8.3	43.3		6.9	34.0	8.3	0.0	23.6	
50th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Skip	MaxR	
30th %ile Green (s)	6.5	43.1		7.4	44.0		0.0	34.0	7.4	0.0	34.0	
30th %ile Term Code	Gap	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
10th %ile Green (s)	0.0	44.3		6.2	54.0		0.0	34.0	6.2	0.0	34.0	
10th %ile Term Code	Skip	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
Queue Length 50th (ft)	18	152		31	104		17	15	0	8	36	
Queue Length 95th (ft)	38	209		68	146		40	44	25	24	86	
Internal Link Dist (ft)		812			993			776			647	
Turn Bay Length (ft)	180			180			110		110	245		
Base Capacity (vph)	618	1516		527	1608		511	566	853	554	511	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.11	0.43		0.21	0.32		0.08	0.06	0.08	0.04	0.23	

Intersection Summary

Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay: 19.3		Intersection LOS: B	
Intersection Capacity Utilization 45.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: McHugh Rd & Veterans Pkwy (US 34)



Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	79	57	28	109	28	40	68	1	10	47	20
Future Vol, veh/h	58	79	57	28	109	28	40	68	1	10	47	20
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, %	0	0	0	0	1	4	0	2	0	0	0	0
Mvmt Flow	63	86	62	30	118	30	43	74	1	11	51	22
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	8.9	9	9.4	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	99%	0%	100%	32%	0%	100%	56%	0%	70%
Vol Right, %	0%	1%	0%	0%	68%	0%	0%	44%	0%	30%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	69	58	53	83	28	73	64	10	67
LT Vol	40	0	58	0	0	28	0	0	10	0
Through Vol	0	68	0	53	26	0	73	36	0	47
RT Vol	0	1	0	0	57	0	0	28	0	20
Lane Flow Rate	43	75	63	57	91	30	79	70	11	73
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.075	0.119	0.105	0.087	0.126	0.051	0.122	0.103	0.019	0.113
Departure Headway (Hd)	6.199	5.723	6.001	5.497	5.016	6.054	5.568	5.312	6.286	5.576
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	573	621	593	647	708	587	638	669	565	636
Service Time	3.984	3.508	3.778	3.274	2.792	3.834	3.348	3.093	4.075	3.366
HCM Lane V/C Ratio	0.075	0.121	0.106	0.088	0.129	0.051	0.124	0.105	0.019	0.115
HCM Control Delay	9.5	9.3	9.5	8.8	8.5	9.2	9.1	8.7	9.2	9.1
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.4	0.4	0.3	0.4	0.2	0.4	0.3	0.1	0.4

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	90	109	0	0	0
Future Vol, veh/h	1	90	109	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	1	106	128	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	128	0	-	0	183	64
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	55	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1470	-	-	-	795	994
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	967	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1470	-	-	-	794	994
Mov Cap-2 Maneuver	-	-	-	-	794	-
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	967	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1470	-	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	-
HCM Control Delay (s)	7.5	-	-	-	0	0
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection	
Int Delay, s/veh	1

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	21	36	662	36	35	574
Future Vol, veh/h	21	36	662	36	35	574
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	-	-	-	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	0	1	0	0	1
Mvmt Flow	23	39	712	39	38	617

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1117	376	0	0	751	0
Stage 1	732	-	-	-	-	-
Stage 2	385	-	-	-	-	-
Critical Hdwy	6.9	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	197	627	-	-	868	-
Stage 1	429	-	-	-	-	-
Stage 2	648	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	188	627	-	-	868	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	429	-	-	-	-	-
Stage 2	619	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	18	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	337	868	-
HCM Lane V/C Ratio	-	-	0.182	0.043	-
HCM Control Delay (s)	-	-	18	9.3	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

APPENDIX G

CAPACITY ANALYSIS WORKSHEETS
2031 FUTURE WITH PROJECT

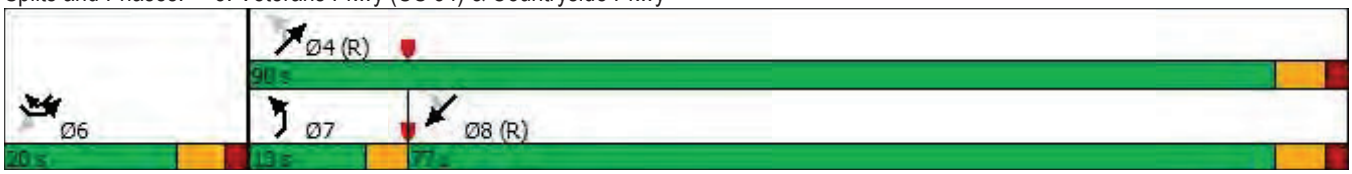
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	116	8	16	780	474	103
Future Volume (vph)	116	8	16	780	474	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	180			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1615	1805	3539	3374	1568
Flt Permitted	0.950		0.449			
Satd. Flow (perm)	1736	1615	853	3539	3374	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		8				108
Link Speed (mph)	40			45	45	
Link Distance (ft)	288			771	839	
Travel Time (s)	4.9			11.7	12.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	0%	0%	2%	7%	3%
Adj. Flow (vph)	122	8	17	821	499	108
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	8	17	821	499	108
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	32			12	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
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	6		7	4	8	6

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Permitted Phases		6	4			8
Detector Phase	6	6	7	4	8	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.5	24.0	24.0	20.0
Total Split (s)	20.0	20.0	13.0	90.0	77.0	20.0
Total Split (%)	18.2%	18.2%	11.8%	81.8%	70.0%	18.2%
Maximum Green (s)	14.0	14.0	9.5	84.0	71.0	14.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	C-Max	C-Max	Max
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	14.0	14.0	86.5	84.0	80.2	103.8
Actuated g/C Ratio	0.13	0.13	0.79	0.76	0.73	0.94
v/c Ratio	0.55	0.04	0.02	0.30	0.20	0.07
Control Delay	55.5	23.5	1.8	2.7	5.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	23.5	1.8	2.7	5.4	0.3
LOS	E	C	A	A	A	A
Approach Delay	53.5			2.7	4.5	
Approach LOS	D			A	A	
90th %ile Green (s)	14.0	14.0	6.1	84.0	74.4	14.0
90th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
70th %ile Green (s)	14.0	14.0	5.8	84.0	74.7	14.0
70th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
50th %ile Green (s)	14.0	14.0	0.0	84.0	84.0	14.0
50th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
30th %ile Green (s)	14.0	14.0	0.0	84.0	84.0	14.0
30th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
10th %ile Green (s)	14.0	14.0	0.0	84.0	84.0	14.0
10th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
Queue Length 50th (ft)	82	0	1	44	43	0
Queue Length 95th (ft)	144	15	m4	49	85	5
Internal Link Dist (ft)	208			691	759	
Turn Bay Length (ft)	200		180			250
Base Capacity (vph)	220	212	752	2702	2460	1486
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.04	0.02	0.30	0.20	0.07

Intersection Summary

Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 7.6		Intersection LOS: A	
Intersection Capacity Utilization 38.0%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 5: Veterans Pkwy (US 34) & Countryside Pkwy



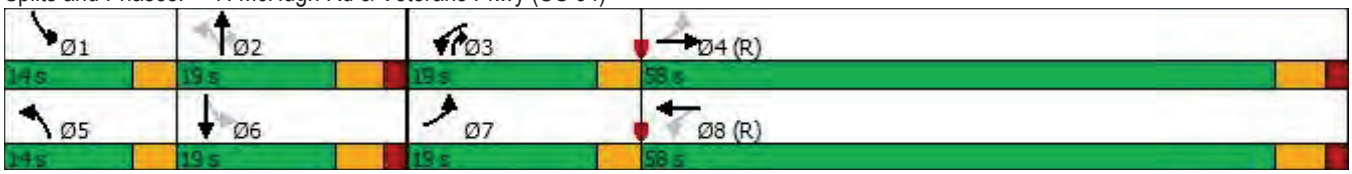
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	635	20	70	371	26	18	49	119	27	47	61
Future Volume (vph)	69	635	20	70	371	26	18	49	119	27	47	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	180		0	110		110	195		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	170			180			105			120		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.990				0.850		0.916	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3453	0	1671	3384	0	1456	1810	1583	1805	1649	0
Flt Permitted	0.497			0.320			0.681			0.677		
Satd. Flow (perm)	944	3453	0	563	3384	0	1043	1810	1583	1286	1649	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			9				131		48	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		892			1073			856			449	
Travel Time (s)		13.5			16.3			19.5			8.7	
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%	3%	37%	8%	6%	0%	24%	5%	2%	0%	5%	6%
Adj. Flow (vph)	76	698	22	77	408	29	20	54	131	30	52	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	720	0	77	437	0	20	54	131	30	119	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0	9.5	10.5	24.0	
Total Split (s)	19.0	58.0		19.0	58.0		14.0	19.0	19.0	14.0	19.0	
Total Split (%)	17.3%	52.7%		17.3%	52.7%		12.7%	17.3%	17.3%	12.7%	17.3%	
Maximum Green (s)	15.5	52.0		15.5	52.0		10.5	13.0	15.5	10.5	13.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max	None	None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	69.9	60.3		70.8	62.3		27.3	20.3	33.5	28.2	22.4	
Actuated g/C Ratio	0.64	0.55		0.64	0.57		0.25	0.18	0.30	0.26	0.20	
v/c Ratio	0.12	0.38		0.18	0.23		0.07	0.16	0.23	0.08	0.32	
Control Delay	6.8	15.0		7.4	12.2		30.8	42.3	6.5	30.8	27.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	6.8	15.0		7.4	12.2		30.8	42.3	6.5	30.8	27.1	
LOS	A	B		A	B		C	D	A	C	C	
Approach Delay		14.2			11.4			18.3			27.9	
Approach LOS		B			B			B			C	
90th %ile Green (s)	8.5	58.7		8.8	59.0		8.5	14.8	8.8	8.7	15.0	
90th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Ped	Gap	Gap	Ped	
70th %ile Green (s)	7.6	59.7		7.8	59.9		7.3	15.9	7.8	7.6	16.2	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Ped	Gap	Gap	Ped	
50th %ile Green (s)	7.1	60.3		7.2	60.4		0.0	16.7	7.2	6.8	27.0	
50th %ile Term Code	Gap	Coord		Gap	Coord		Skip	Ped	Gap	Gap	MaxR	
30th %ile Green (s)	6.5	60.9		6.6	61.0		0.0	27.0	6.6	0.0	27.0	
30th %ile Term Code	Gap	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
10th %ile Green (s)	0.0	61.8		5.7	71.0		0.0	27.0	5.7	0.0	27.0	
10th %ile Term Code	Skip	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
Queue Length 50th (ft)	17	144		17	74		10	34	0	16	40	
Queue Length 95th (ft)	33	193		33	97		30	73	46	40	105	
Internal Link Dist (ft)		812			993			776			369	
Turn Bay Length (ft)	180			180			110		110	195		
Base Capacity (vph)	752	1893		532	1919		315	333	682	390	374	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.10	0.38		0.14	0.23		0.06	0.16	0.19	0.08	0.32	

Intersection Summary

Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 43.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: McHugh Rd & Veterans Pkwy (US 34)



Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	51	17	13	75	29	18	64	12	7	56	34
Future Vol, veh/h	55	51	17	13	75	29	18	64	12	7	56	34
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	2	0	8	0	0	9	0	0	22	67	4	0
Mvmt Flow	79	73	24	19	107	41	26	91	17	10	80	49
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	9.4	9.2	9.6	9.8
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	84%	0%	100%	50%	0%	100%	46%	0%	62%
Vol Right, %	0%	16%	0%	0%	50%	0%	0%	54%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	76	55	34	34	13	50	54	7	90
LT Vol	18	0	55	0	0	13	0	0	7	0
Through Vol	0	64	0	34	17	0	50	25	0	56
RT Vol	0	12	0	0	17	0	0	29	0	34
Lane Flow Rate	26	109	79	49	49	19	71	77	10	129
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.045	0.173	0.138	0.078	0.075	0.033	0.115	0.12	0.021	0.202
Departure Headway (Hd)	6.345	5.734	6.318	5.779	5.563	6.316	5.812	5.587	7.477	5.66
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	566	626	569	621	645	568	619	643	480	638
Service Time	4.068	3.457	4.041	3.502	3.286	4.038	3.533	3.308	5.197	3.36
HCM Lane V/C Ratio	0.046	0.174	0.139	0.079	0.076	0.033	0.115	0.12	0.021	0.202
HCM Control Delay	9.4	9.7	10.1	9	8.7	9.3	9.3	9.1	10.4	9.8
HCM Lane LOS	A	A	B	A	A	A	A	A	B	A
HCM 95th-tile Q	0.1	0.6	0.5	0.3	0.2	0.1	0.4	0.4	0.1	0.8

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	57	18	0	99	5	12	0	4	8	0	6
Future Vol, veh/h	9	57	18	0	99	5	12	0	4	8	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	140	-	-	-	-	0	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	92	92	60	60	92	92	92	60	92	60
Heavy Vehicles, %	22	7	2	2	1	0	2	2	2	0	2	0
Mvmt Flow	15	95	20	0	165	8	13	0	4	13	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	173	0	0	115	0	0	218	308	58	247	-	87
Stage 1	-	-	-	-	-	-	135	135	-	169	-	-
Stage 2	-	-	-	-	-	-	83	173	-	78	-	-
Critical Hdwy	4.54	-	-	4.14	-	-	7.54	6.54	6.94	7.5	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.5	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.5	-	-
Follow-up Hdwy	2.42	-	-	2.22	-	-	3.52	4.02	3.32	3.5	-	3.3
Pot Cap-1 Maneuver	1267	-	-	1472	-	-	719	605	996	692	0	961
Stage 1	-	-	-	-	-	-	854	784	-	822	0	-
Stage 2	-	-	-	-	-	-	916	755	-	928	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1267	-	-	1472	-	-	705	598	996	683	-	961
Mov Cap-2 Maneuver	-	-	-	-	-	-	705	598	-	683	-	-
Stage 1	-	-	-	-	-	-	844	775	-	812	-	-
Stage 2	-	-	-	-	-	-	906	755	-	913	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0	9.8	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	705	996	1267	-	-	1472	-	-	683	961
HCM Lane V/C Ratio	0.019	0.004	0.012	-	-	-	-	-	0.02	0.01
HCM Control Delay (s)	10.2	8.6	7.9	-	-	0	-	-	10.4	8.8
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	0	0	-	-	0	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	71	4	25	95	10	8
Future Vol, veh/h	71	4	25	95	10	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	120	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	4	27	103	11	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	81	0	185	41
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	106	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1515	-	787	1021
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	907	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1515	-	773	1021
Mov Cap-2 Maneuver	-	-	-	-	773	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	891	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	773	1021	-	-	1515	-
HCM Lane V/C Ratio	0.014	0.009	-	-	0.018	-
HCM Control Delay (s)	9.7	8.6	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	52	79	0	0	119
Future Vol, veh/h	0	52	79	0	0	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	57	86	0	0	129

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	43	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	1018	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	1018	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NWT	EBLn1	SET	SER
Capacity (veh/h)	-	1018	-	-
HCM Lane V/C Ratio	-	0.056	-	-
HCM Control Delay (s)	-	8.7	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	38	25	0	71	31	701	12	15	412	47
Future Vol, veh/h	0	0	38	25	0	71	31	701	12	15	412	47
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	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	215	-	-	275	-	215
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	2	2	2	2	9	7	7	2
Mvmt Flow	0	0	41	27	0	77	34	762	13	16	448	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	224	1093	1368	388	499	0	0	775	0	0
Stage 1	-	-	-	837	837	-	-	-	-	-	-	-
Stage 2	-	-	-	256	531	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	7.58	6.54	6.94	4.14	-	-	4.24	-	-
Critical Hdwy Stg 1	-	-	-	6.58	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.58	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	3.54	4.02	3.32	2.22	-	-	2.27	-	-
Pot Cap-1 Maneuver	0	0	*938	*192	159	611	1277	-	-	805	-	-
Stage 1	0	0	-	*323	380	-	-	-	-	-	-	-
Stage 2	0	0	-	*880	669	-	-	-	-	-	-	-
Platoon blocked, %			1	1	1		1	-	-		-	-
Mov Cap-1 Maneuver	-	-	*938	*177	151	611	1277	-	-	805	-	-
Mov Cap-2 Maneuver	-	-	-	*177	151	-	-	-	-	-	-	-
Stage 1	-	-	-	*314	370	-	-	-	-	-	-	-
Stage 2	-	-	-	*825	655	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	9	18.4	0.3	0.3
HCM LOS	A	C		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1277	-	-	373	938	805	-	-
HCM Lane V/C Ratio	0.026	-	-	0.28	0.044	0.02	-	-
HCM Control Delay (s)	7.9	-	-	18.4	9	9.6	-	-
HCM Lane LOS	A	-	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.1	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	68	18	75	69	17	68
Future Vol, veh/h	68	18	75	69	17	68
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	0	-	145	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	20	82	75	18	74

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	192	82	0	0	157	0
Stage 1	82	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	797	978	-	-	1423	-
Stage 1	941	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	787	978	-	-	1423	-
Mov Cap-2 Maneuver	779	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	903	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	1.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	779	978	1423	-
HCM Lane V/C Ratio	-	-	0.095	0.02	0.013	-
HCM Control Delay (s)	-	-	10.1	8.8	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	94	0	0	85
Future Vol, veh/h	0	0	94	0	0	85
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	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	102	0	0	92

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	194	102	0	0	102	0
Stage 1	102	-	-	-	-	-
Stage 2	92	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	795	953	-	-	1490	-
Stage 1	922	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	795	953	-	-	1490	-
Mov Cap-2 Maneuver	786	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	932	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1490	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	206	23	24	749	1013	129
Future Volume (vph)	206	23	24	749	1013	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	180			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1805	3574	3574	1524
Flt Permitted	0.950		0.228			
Satd. Flow (perm)	1805	1615	433	3574	3574	1524
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		24				137
Link Speed (mph)	40			45	45	
Link Distance (ft)	288			771	839	
Travel Time (s)	4.9			11.7	12.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	6%
Adj. Flow (vph)	219	24	26	797	1078	137
Shared Lane Traffic (%)						
Lane Group Flow (vph)	219	24	26	797	1078	137
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	32			12	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
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	6		7	4	8	6

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Permitted Phases		6	4			8
Detector Phase	6	6	7	4	8	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.5	24.0	24.0	20.0
Total Split (s)	20.0	20.0	13.0	100.0	87.0	20.0
Total Split (%)	16.7%	16.7%	10.8%	83.3%	72.5%	16.7%
Maximum Green (s)	14.0	14.0	9.5	94.0	81.0	14.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	C-Max	C-Max	Max
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	14.0	14.0	96.5	94.0	88.3	110.7
Actuated g/C Ratio	0.12	0.12	0.80	0.78	0.74	0.92
v/c Ratio	1.04	0.11	0.06	0.28	0.41	0.10
Control Delay	125.2	18.7	2.0	2.4	7.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	125.2	18.7	2.0	2.4	7.0	0.3
LOS	F	B	A	A	A	A
Approach Delay	114.7			2.4	6.2	
Approach LOS	F			A	A	
90th %ile Green (s)	14.0	14.0	6.3	94.0	84.2	14.0
90th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
70th %ile Green (s)	14.0	14.0	6.0	94.0	84.5	14.0
70th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
50th %ile Green (s)	14.0	14.0	5.8	94.0	84.7	14.0
50th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
30th %ile Green (s)	14.0	14.0	0.0	94.0	94.0	14.0
30th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
10th %ile Green (s)	14.0	14.0	0.0	94.0	94.0	14.0
10th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
Queue Length 50th (ft)	~183	0	2	36	165	0
Queue Length 95th (ft)	#341	26	6	54	206	6
Internal Link Dist (ft)	208			691	759	
Turn Bay Length (ft)	200		180			250
Base Capacity (vph)	210	209	456	2799	2629	1416
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.04	0.11	0.06	0.28	0.41	0.10

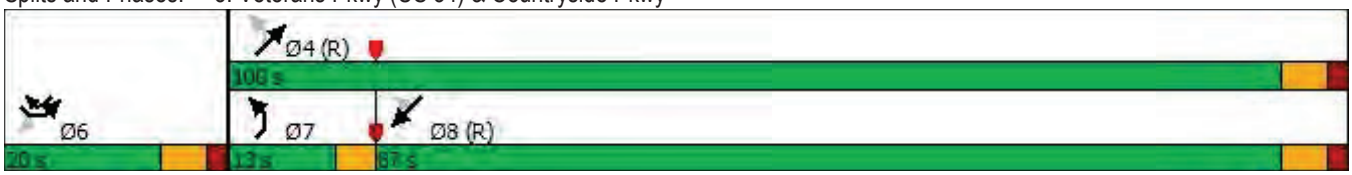
Intersection Summary

Area Type:	Other	
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Green		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.04		
Intersection Signal Delay: 16.4		Intersection LOS: B
Intersection Capacity Utilization 49.4%		ICU Level of Service A
Analysis Period (min) 15		

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

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

Splits and Phases: 5: Veterans Pkwy (US 34) & Countryside Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	609	29	159	727	51	61	77	87	60	117	112
Future Volume (vph)	104	609	29	159	727	51	61	77	87	60	117	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	180		0	110		110	195		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	170			180			105			120		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.990				0.850		0.927	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3551	0	1787	3541	0	1770	1900	1568	1703	1744	0
Flt Permitted	0.278			0.325			0.376			0.704		
Satd. Flow (perm)	528	3551	0	611	3541	0	700	1900	1568	1262	1744	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			7				93		34	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		892			1073			856			449	
Travel Time (s)		13.5			16.3			19.5			8.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	1%	1%	0%	2%	0%	3%	6%	0%	2%
Adj. Flow (vph)	111	648	31	169	773	54	65	82	93	64	124	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	679	0	169	827	0	65	82	93	64	243	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	

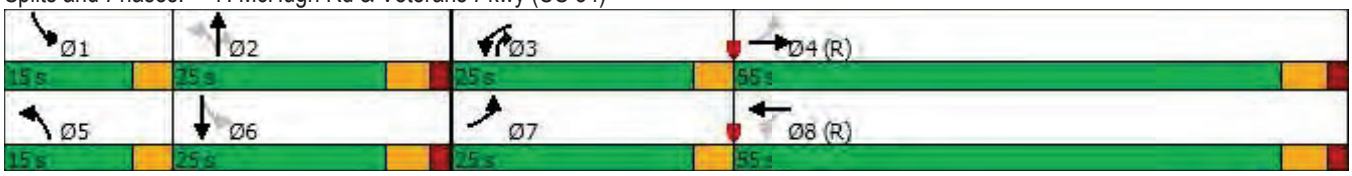
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0	9.5	10.5	24.0	
Total Split (s)	25.0	55.0		25.0	55.0		15.0	25.0	25.0	15.0	25.0	
Total Split (%)	20.8%	45.8%		20.8%	45.8%		12.5%	20.8%	20.8%	12.5%	20.8%	
Maximum Green (s)	21.5	49.0		21.5	49.0		11.5	19.0	21.5	11.5	19.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max	None	None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	71.3	60.4		74.7	62.2		33.7	23.7	39.7	33.7	23.7	
Actuated g/C Ratio	0.59	0.50		0.62	0.52		0.28	0.20	0.33	0.28	0.20	
v/c Ratio	0.28	0.38		0.35	0.45		0.24	0.22	0.16	0.17	0.65	
Control Delay	10.4	19.2		10.9	18.3		32.7	44.5	6.6	31.6	48.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	10.4	19.2		10.9	18.3		32.7	44.5	6.6	31.6	48.8	
LOS	B	B		B	B		C	D	A	C	D	
Approach Delay		17.9			17.0			26.6			45.2	
Approach LOS		B			B			C			D	
90th %ile Green (s)	10.4	57.6		12.9	60.1		11.5	19.0	12.9	11.5	19.0	
90th %ile Term Code	Gap	Coord		Gap	Coord		Max	MaxR	Gap	Max	MaxR	
70th %ile Green (s)	9.1	59.4		11.1	61.4		9.8	20.6	11.1	9.9	20.7	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
50th %ile Green (s)	8.3	60.5		10.0	62.2		8.6	21.8	10.0	8.7	21.9	
50th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
30th %ile Green (s)	7.5	61.6		8.9	63.0		7.5	23.0	8.9	7.5	23.0	
30th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
10th %ile Green (s)	6.4	63.1		7.4	64.1		0.0	34.0	7.4	0.0	34.0	
10th %ile Term Code	Gap	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
Queue Length 50th (ft)	31	162		49	182		36	55	0	36	154	
Queue Length 95th (ft)	54	219		77	220		72	106	38	71	#288	
Internal Link Dist (ft)		812			993			776			369	
Turn Bay Length (ft)	180			180			110		110	195		
Base Capacity (vph)	565	1791		600	1837		308	375	721	413	371	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.20	0.38		0.28	0.45		0.21	0.22	0.13	0.15	0.65	

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 22.0		Intersection LOS: C	
Intersection Capacity Utilization 61.3%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 7: McHugh Rd & Veterans Pkwy (US 34)



Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	111	73	35	140	53	43	89	5	18	86	42
Future Vol, veh/h	75	111	73	35	140	53	43	89	5	18	86	42
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	84	125	82	39	157	60	48	100	6	20	97	47
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	10.3	10.2	10.7	11.1
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	95%	0%	100%	34%	0%	100%	47%	0%	67%
Vol Right, %	0%	5%	0%	0%	66%	0%	0%	53%	0%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	94	75	74	110	35	93	100	18	128
LT Vol	43	0	75	0	0	35	0	0	18	0
Through Vol	0	89	0	74	37	0	93	47	0	86
RT Vol	0	5	0	0	73	0	0	53	0	42
Lane Flow Rate	48	106	84	83	124	39	105	112	20	144
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.094	0.19	0.158	0.144	0.198	0.075	0.185	0.185	0.039	0.251
Departure Headway (Hd)	7.03	6.491	6.751	6.245	5.774	6.823	6.334	5.939	7.016	6.284
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	509	551	530	573	619	524	565	602	509	570
Service Time	4.789	4.25	4.504	3.998	3.527	4.574	4.085	3.691	4.772	4.041
HCM Lane V/C Ratio	0.094	0.192	0.158	0.145	0.2	0.074	0.186	0.186	0.039	0.253
HCM Control Delay	10.5	10.8	10.8	10.1	10	10.1	10.5	10	10.1	11.2
HCM Lane LOS	B	B	B	B	A	B	B	A	B	B
HCM 95th-tile Q	0.3	0.7	0.6	0.5	0.7	0.2	0.7	0.7	0.1	1

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	87	47	0	115	4	37	0	12	8	0	9
Future Vol, veh/h	7	87	47	0	115	4	37	0	12	8	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	140	-	-	-	-	0	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	92	92	82	82	92	92	92	82	92	82
Heavy Vehicles, %	0	1	2	2	2	0	2	2	2	0	2	0
Mvmt Flow	9	106	51	0	140	5	40	0	13	10	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	145	0	0	157	0	0	220	295	79	214	-	73
Stage 1	-	-	-	-	-	-	150	150	-	143	-	-
Stage 2	-	-	-	-	-	-	70	145	-	71	-	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.54	6.54	6.94	7.5	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.5	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.5	-	-
Follow-up Hdwy	2.2	-	-	2.22	-	-	3.52	4.02	3.32	3.5	-	3.3
Pot Cap-1 Maneuver	1450	-	-	1420	-	-	717	615	965	729	0	981
Stage 1	-	-	-	-	-	-	837	772	-	851	0	-
Stage 2	-	-	-	-	-	-	932	776	-	936	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1450	-	-	1420	-	-	706	611	965	716	-	981
Mov Cap-2 Maneuver	-	-	-	-	-	-	706	611	-	716	-	-
Stage 1	-	-	-	-	-	-	832	767	-	846	-	-
Stage 2	-	-	-	-	-	-	922	776	-	918	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	10	9.4
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	706	965	1450	-	-	1420	-	-	716	981
HCM Lane V/C Ratio	0.057	0.014	0.006	-	-	-	-	-	0.014	0.011
HCM Control Delay (s)	10.4	8.8	7.5	-	-	0	-	-	10.1	8.7
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.2	0	0	-	-	0	-	-	0	0

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	105	12	55	97	22	24
Future Vol, veh/h	105	12	55	97	22	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	120	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	13	60	105	24	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	127	0	294	64
Stage 1	-	-	-	-	121	-
Stage 2	-	-	-	-	173	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1457	-	673	987
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	840	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1457	-	645	987
Mov Cap-2 Maneuver	-	-	-	-	645	-
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	806	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	645	987	-	-	1457	-
HCM Lane V/C Ratio	0.037	0.026	-	-	0.041	-
HCM Control Delay (s)	10.8	8.7	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	109	129	0	0	153
Future Vol, veh/h	0	109	129	0	0	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	118	140	0	0	166

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	70	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	978	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	978	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NWT	EBLn1	SET	SER
Capacity (veh/h)	-	978	-	-
HCM Lane V/C Ratio	-	0.121	-	-
HCM Control Delay (s)	-	9.2	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	75	33	0	55	65	699	31	59	877	99
Future Vol, veh/h	0	0	75	33	0	55	65	699	31	59	877	99
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	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	215	-	-	275	-	215
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	0	2	0	2	1	0	0	1	2
Mvmt Flow	0	0	82	36	0	60	71	760	34	64	953	108

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	477	1524	2108	397	1061	0	0	794	0	0
Stage 1	-	-	-	919	919	-	-	-	-	-	-	-
Stage 2	-	-	-	605	1189	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	7.5	6.54	6.9	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	6.5	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	3.5	4.02	3.3	2.22	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	*721	*91	52	608	1004	-	-	836	-	-
Stage 1	0	0	-	*296	348	-	-	-	-	-	-	-
Stage 2	0	0	-	*683	452	-	-	-	-	-	-	-
Platoon blocked, %			1	1	1		1	-	-		-	-
Mov Cap-1 Maneuver	-	-	*721	*72	44	608	1004	-	-	836	-	-
Mov Cap-2 Maneuver	-	-	-	*72	44	-	-	-	-	-	-	-
Stage 1	-	-	-	*275	323	-	-	-	-	-	-	-
Stage 2	-	-	-	*560	417	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	10.6	56.3	0.7	0.6
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1004	-	-	160	721	836	-	-
HCM Lane V/C Ratio	0.07	-	-	0.598	0.113	0.077	-	-
HCM Control Delay (s)	8.9	-	-	56.3	10.6	9.7	-	-
HCM Lane LOS	A	-	-	F	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	3.2	0.4	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	125	31	106	125	31	163
Future Vol, veh/h	125	31	106	125	31	163
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	0	-	145	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	136	34	115	136	34	177

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	360	115	0	0	251	0
Stage 1	115	-	-	-	-	-
Stage 2	245	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	639	937	-	-	1314	-
Stage 1	910	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	622	937	-	-	1314	-
Mov Cap-2 Maneuver	659	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	775	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	659	937	1314	-
HCM Lane V/C Ratio	-	-	0.206	0.036	0.026	-
HCM Control Delay (s)	-	-	11.9	9	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.1	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	137	0	0	194
Future Vol, veh/h	0	0	137	0	0	194
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	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	149	0	0	211

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	360	149	0	0	149	0
Stage 1	149	-	-	-	-	-
Stage 2	211	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	639	898	-	-	1432	-
Stage 1	879	-	-	-	-	-
Stage 2	824	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	639	898	-	-	1432	-
Mov Cap-2 Maneuver	679	-	-	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	824	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1432	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	275	22	19	697	707	161
Future Volume (vph)	275	22	19	697	707	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	180			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1787	1615	1805	3574	3574	1538
Flt Permitted	0.950		0.336			
Satd. Flow (perm)	1787	1615	638	3574	3574	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		23				169
Link Speed (mph)	40			45	45	
Link Distance (ft)	288			771	839	
Travel Time (s)	4.9			11.7	12.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	1%	1%	5%
Adj. Flow (vph)	289	23	20	734	744	169
Shared Lane Traffic (%)						
Lane Group Flow (vph)	289	23	20	734	744	169
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	32			12	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
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	6		7	4	8	6

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Permitted Phases		6	4			8
Detector Phase	6	6	7	4	8	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.5	24.0	24.0	20.0
Total Split (s)	20.0	20.0	13.0	80.0	67.0	20.0
Total Split (%)	20.0%	20.0%	13.0%	80.0%	67.0%	20.0%
Maximum Green (s)	14.0	14.0	9.5	74.0	61.0	14.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	C-Max	C-Max	Max
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	14.0	14.0	76.5	74.0	70.2	93.8
Actuated g/C Ratio	0.14	0.14	0.76	0.74	0.70	0.94
v/c Ratio	1.16	0.09	0.04	0.28	0.30	0.12
Control Delay	145.6	16.0	1.6	2.2	6.5	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	145.6	16.0	1.6	2.2	6.5	0.4
LOS	F	B	A	A	A	A
Approach Delay	136.1			2.2	5.4	
Approach LOS	F			A	A	
90th %ile Green (s)	14.0	14.0	6.2	74.0	64.3	14.0
90th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
70th %ile Green (s)	14.0	14.0	5.9	74.0	64.6	14.0
70th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
50th %ile Green (s)	14.0	14.0	0.0	74.0	74.0	14.0
50th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
30th %ile Green (s)	14.0	14.0	0.0	74.0	74.0	14.0
30th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
10th %ile Green (s)	14.0	14.0	0.0	74.0	74.0	14.0
10th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
Queue Length 50th (ft)	~219	0	1	29	68	0
Queue Length 95th (ft)	#381	23	m3	39	133	7
Internal Link Dist (ft)	208			691	759	
Turn Bay Length (ft)	200		180			250
Base Capacity (vph)	250	245	598	2644	2508	1453
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.16	0.09	0.03	0.28	0.30	0.12

Intersection Summary

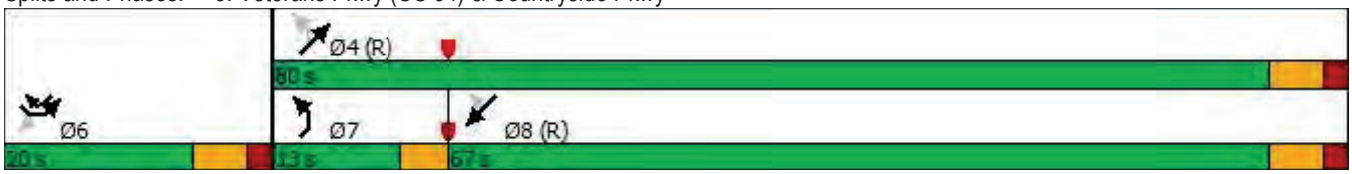
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay: 24.8	Intersection LOS: C
Intersection Capacity Utilization 44.8%	ICU Level of Service A
Analysis Period (min) 15	

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

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

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Veterans Pkwy (US 34) & Countryside Pkwy



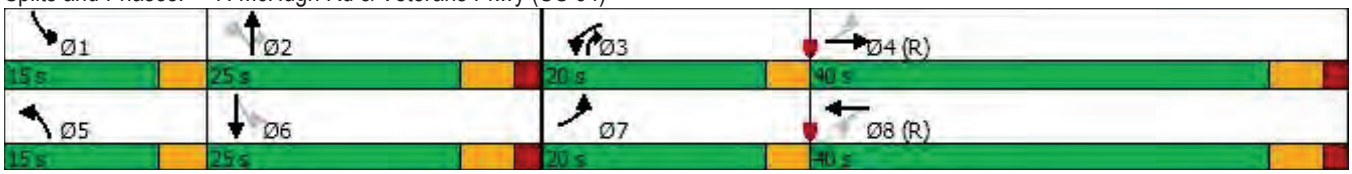
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	643	20	106	520	59	39	55	65	69	77	126
Future Volume (vph)	134	643	20	106	520	59	39	55	65	69	77	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	180		0	110		110	195		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	170			180			105			120		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.985				0.850		0.907	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3592	0	1805	3524	0	1805	1900	1568	1805	1723	0
Flt Permitted	0.342			0.311			0.592			0.659		
Satd. Flow (perm)	637	3592	0	591	3524	0	1125	1900	1568	1252	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			13				71		73	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		892			1073			856			449	
Travel Time (s)		13.5			16.3			19.5			8.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	0%	0%	1%	0%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	140	670	21	110	542	61	41	57	68	72	80	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	140	691	0	110	603	0	41	57	68	72	211	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0	9.5	10.5	24.0	
Total Split (s)	20.0	40.0		20.0	40.0		15.0	25.0	20.0	15.0	25.0	
Total Split (%)	20.0%	40.0%		20.0%	40.0%		15.0%	25.0%	20.0%	15.0%	25.0%	
Maximum Green (s)	16.5	34.0		16.5	34.0		11.5	19.0	16.5	11.5	19.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	0.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	Max	None	None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	53.9	42.2		52.1	41.2		32.6	24.2	38.5	35.3	27.2	
Actuated g/C Ratio	0.54	0.42		0.52	0.41		0.33	0.24	0.38	0.35	0.27	
v/c Ratio	0.31	0.46		0.27	0.41		0.10	0.12	0.11	0.15	0.40	
Control Delay	12.3	22.1		12.3	22.6		21.5	33.1	5.4	22.0	23.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	12.3	22.1		12.3	22.6		21.5	33.1	5.4	22.0	23.4	
LOS	B	C		B	C		C	C	A	C	C	
Approach Delay		20.5			21.0			18.9			23.1	
Approach LOS		C			C			B			C	
90th %ile Green (s)	12.0	39.9		10.6	38.5		8.8	19.8	10.6	10.7	21.7	
90th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
70th %ile Green (s)	10.3	41.3		9.2	40.2		7.7	21.4	9.2	9.1	22.8	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
50th %ile Green (s)	9.2	42.2		8.3	41.3		6.9	22.4	8.3	8.1	23.6	
50th %ile Term Code	Gap	Coord		Gap	Coord		Gap	MaxR	Gap	Gap	MaxR	
30th %ile Green (s)	8.1	43.1		7.4	42.4		0.0	23.4	7.4	7.1	34.0	
30th %ile Term Code	Gap	Coord		Gap	Coord		Skip	MaxR	Gap	Gap	MaxR	
10th %ile Green (s)	6.7	44.3		6.2	43.8		0.0	34.0	6.2	0.0	34.0	
10th %ile Term Code	Gap	Coord		Gap	Coord		Skip	MaxR	Gap	Skip	MaxR	
Queue Length 50th (ft)	40	161		31	122		17	29	0	30	73	
Queue Length 95th (ft)	69	221		60	181		40	65	26	61	148	
Internal Link Dist (ft)		812			993			776			369	
Turn Bay Length (ft)	180			180			110		110	195		
Base Capacity (vph)	546	1516		534	1460		479	459	770	518	522	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.26	0.46		0.21	0.41		0.09	0.12	0.09	0.14	0.40	

Intersection Summary

Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 20.9		Intersection LOS: C	
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: McHugh Rd & Veterans Pkwy (US 34)



Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	139	76	28	172	49	61	68	1	30	47	20
Future Vol, veh/h	58	139	76	28	172	49	61	68	1	30	47	20
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, %	0	0	0	0	1	4	0	2	0	0	0	0
Mvmt Flow	63	151	83	30	187	53	66	74	1	33	51	22
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	9.9	10.1	10.3	10
HCM LOS	A	B	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	99%	0%	100%	38%	0%	100%	54%	0%	70%
Vol Right, %	0%	1%	0%	0%	62%	0%	0%	46%	0%	30%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	61	69	58	93	122	28	115	106	30	67
LT Vol	61	0	58	0	0	28	0	0	30	0
Through Vol	0	68	0	93	46	0	115	57	0	47
RT Vol	0	1	0	0	76	0	0	49	0	20
Lane Flow Rate	66	75	63	101	133	30	125	116	33	73
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.127	0.133	0.114	0.168	0.206	0.056	0.21	0.186	0.063	0.127
Departure Headway (Hd)	6.885	6.408	6.524	6.019	5.58	6.568	6.08	5.806	6.988	6.278
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	520	559	550	596	644	546	591	618	513	571
Service Time	4.626	4.149	4.26	3.755	3.316	4.304	3.816	3.542	4.731	4.02
HCM Lane V/C Ratio	0.127	0.134	0.115	0.169	0.207	0.055	0.212	0.188	0.064	0.128
HCM Control Delay	10.6	10.1	10.1	10	9.8	9.7	10.4	9.9	10.2	9.9
HCM Lane LOS	B	B	B	A	A	A	B	A	B	A
HCM 95th-tile Q	0.4	0.5	0.4	0.6	0.8	0.2	0.8	0.7	0.2	0.4

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	100	70	0	130	0	63	0	21	0	0	0
Future Vol, veh/h	1	100	70	0	130	0	63	0	21	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	140	-	-	-	-	0	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	92	92	85	85	92	92	92	85	92	85
Heavy Vehicles, %	0	0	2	2	3	0	2	2	2	0	2	0
Mvmt Flow	1	118	76	0	153	0	68	0	23	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	153	0	0	194	0	0	235	311	97	214	-	77
Stage 1	-	-	-	-	-	-	158	158	-	153	-	-
Stage 2	-	-	-	-	-	-	77	153	-	61	-	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.54	6.54	6.94	7.5	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.5	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.5	-	-
Follow-up Hdwy	2.2	-	-	2.22	-	-	3.52	4.02	3.32	3.5	-	3.3
Pot Cap-1 Maneuver	1440	-	-	1377	-	-	700	602	940	729	0	975
Stage 1	-	-	-	-	-	-	828	766	-	840	0	-
Stage 2	-	-	-	-	-	-	923	770	-	949	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1440	-	-	1377	-	-	699	601	940	711	-	975
Mov Cap-2 Maneuver	-	-	-	-	-	-	699	601	-	711	-	-
Stage 1	-	-	-	-	-	-	827	765	-	839	-	-
Stage 2	-	-	-	-	-	-	923	770	-	925	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	10.3	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	699	940	1440	-	-	1377	-	-	-	-
HCM Lane V/C Ratio	0.098	0.024	0.001	-	-	-	-	-	-	-
HCM Control Delay (s)	10.7	8.9	7.5	-	-	0	-	-	0	0
HCM Lane LOS	B	A	A	-	-	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	0.1	0	-	-	0	-	-	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	111	20	79	100	31	42
Future Vol, veh/h	111	20	79	100	31	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	120	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	22	86	109	34	46

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	143	0	359	72
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	227	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1437	-	613	975
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1437	-	576	975
Mov Cap-2 Maneuver	-	-	-	-	576	-
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	742	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	576	975	-	-	1437	-
HCM Lane V/C Ratio	0.058	0.047	-	-	0.06	-
HCM Control Delay (s)	11.6	8.9	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.2	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	153	153	0	0	180
Future Vol, veh/h	0	153	153	0	0	180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	166	166	0	0	196

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	83	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	960	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	960	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NWT	EBLn1	SET	SER
Capacity (veh/h)	-	960	-	-
HCM Lane V/C Ratio	-	0.173	-	-
HCM Control Delay (s)	-	9.5	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0.6	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	102	21	0	36	89	654	36	35	555	139
Future Vol, veh/h	0	0	102	21	0	36	89	654	36	35	555	139
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	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	215	-	-	275	-	215
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	93	92	93	92	93	93	93	93	92
Heavy Vehicles, %	2	2	2	5	2	0	2	1	0	0	1	2
Mvmt Flow	0	0	111	23	0	39	97	703	39	38	597	151

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	299	1292	1741	371	748	0	0	742	0	0
Stage 1	-	-	-	917	917	-	-	-	-	-	-	-
Stage 2	-	-	-	375	824	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	7.6	6.54	6.9	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	6.6	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.6	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	3.55	4.02	3.3	2.22	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	*863	*135	91	632	1117	-	-	874	-	-
Stage 1	0	0	-	*287	349	-	-	-	-	-	-	-
Stage 2	0	0	-	*807	546	-	-	-	-	-	-	-
Platoon blocked, %			1	1	1		1	-	-		-	-
Mov Cap-1 Maneuver	-	-	*863	*106	80	632	1117	-	-	874	-	-
Mov Cap-2 Maneuver	-	-	-	*106	80	-	-	-	-	-	-	-
Stage 1	-	-	-	*262	319	-	-	-	-	-	-	-
Stage 2	-	-	-	*673	523	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	9.8	27.2	1	0.4
HCM LOS	A	D		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1117	-	-	223	863	874	-	-
HCM Lane V/C Ratio	0.087	-	-	0.275	0.128	0.043	-	-
HCM Control Delay (s)	8.5	-	-	27.2	9.8	9.3	-	-
HCM Lane LOS	A	-	-	D	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.1	0.4	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	161	40	91	157	38	113
Future Vol, veh/h	161	40	91	157	38	113
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	0	-	145	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	175	43	99	171	41	123

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	304	99	0	0	270	0
Stage 1	99	-	-	-	-	-
Stage 2	205	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	688	957	-	-	1293	-
Stage 1	925	-	-	-	-	-
Stage 2	829	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	666	957	-	-	1293	-
Mov Cap-2 Maneuver	689	-	-	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	802	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	689	957	1293	-
HCM Lane V/C Ratio	-	-	0.254	0.045	0.032	-
HCM Control Delay (s)	-	-	12	8.9	7.9	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	1	0.1	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	131	0	0	151
Future Vol, veh/h	0	0	131	0	0	151
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	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	142	0	0	164

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	306	142	0	0	142	0
Stage 1	142	-	-	-	-	-
Stage 2	164	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	686	906	-	-	1441	-
Stage 1	885	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	686	906	-	-	1441	-
Mov Cap-2 Maneuver	712	-	-	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	865	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1441	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

APPENDIX H

CAPACITY ANALYSIS WORKSHEETS
2031 FUTURE WITH PROJECT
WITH PROPOSED MITIGATION

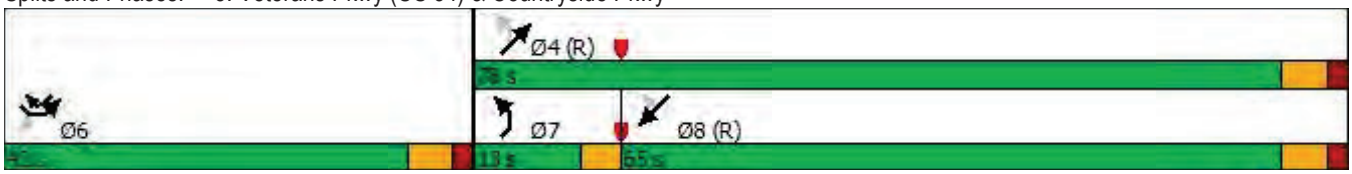
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	206	23	24	749	1013	129
Future Volume (vph)	206	23	24	749	1013	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	180			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1805	3574	3574	1524
Flt Permitted	0.950		0.176			
Satd. Flow (perm)	1805	1615	334	3574	3574	1524
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		24				137
Link Speed (mph)	40			45	45	
Link Distance (ft)	288			771	839	
Travel Time (s)	4.9			11.7	12.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	6%
Adj. Flow (vph)	219	24	26	797	1078	137
Shared Lane Traffic (%)						
Lane Group Flow (vph)	219	24	26	797	1078	137
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	32			12	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
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	6		7	4	8	6

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Permitted Phases		6	4			8
Detector Phase	6	6	7	4	8	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.5	24.0	24.0	20.0
Total Split (s)	42.0	42.0	13.0	78.0	65.0	42.0
Total Split (%)	35.0%	35.0%	10.8%	65.0%	54.2%	35.0%
Maximum Green (s)	36.0	36.0	9.5	72.0	59.0	36.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	C-Max	C-Max	Max
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	36.0	36.0	74.5	72.0	66.0	110.4
Actuated g/C Ratio	0.30	0.30	0.62	0.60	0.55	0.92
v/c Ratio	0.40	0.05	0.09	0.37	0.55	0.10
Control Delay	36.2	11.2	7.5	9.1	19.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	11.2	7.5	9.1	19.5	0.3
LOS	D	B	A	A	B	A
Approach Delay	33.8			9.1	17.3	
Approach LOS	C			A	B	
90th %ile Green (s)	36.0	36.0	7.1	72.0	61.4	36.0
90th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
70th %ile Green (s)	36.0	36.0	6.5	72.0	62.0	36.0
70th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
50th %ile Green (s)	36.0	36.0	6.1	72.0	62.4	36.0
50th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
30th %ile Green (s)	36.0	36.0	0.0	72.0	72.0	36.0
30th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
10th %ile Green (s)	36.0	36.0	0.0	72.0	72.0	36.0
10th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
Queue Length 50th (ft)	135	0	5	92	291	0
Queue Length 95th (ft)	208	21	13	118	364	6
Internal Link Dist (ft)	208			691	759	
Turn Bay Length (ft)	200		180			250
Base Capacity (vph)	541	501	323	2144	1964	1412
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.05	0.08	0.37	0.55	0.10

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 16.1		Intersection LOS: B	
Intersection Capacity Utilization 49.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Veterans Pkwy (US 34) & Countryside Pkwy



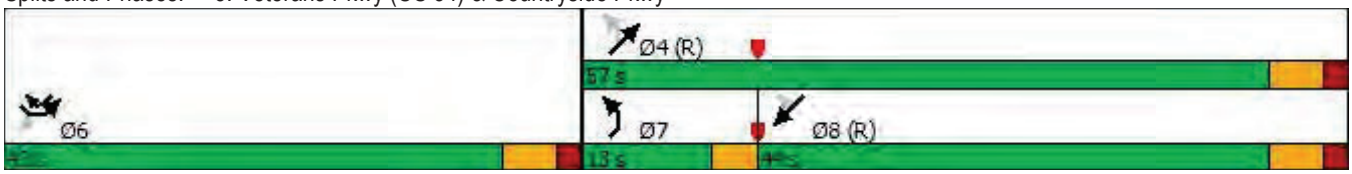
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	275	22	19	697	707	161
Future Volume (vph)	275	22	19	697	707	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	180			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1787	1615	1805	3574	3574	1538
Flt Permitted	0.950		0.271			
Satd. Flow (perm)	1787	1615	515	3574	3574	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		23				169
Link Speed (mph)	40			45	45	
Link Distance (ft)	288			771	839	
Travel Time (s)	4.9			11.7	12.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	1%	1%	5%
Adj. Flow (vph)	289	23	20	734	744	169
Shared Lane Traffic (%)						
Lane Group Flow (vph)	289	23	20	734	744	169
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	32			12	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
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	6		7	4	8	6

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Permitted Phases		6	4			8
Detector Phase	6	6	7	4	8	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.5	24.0	24.0	20.0
Total Split (s)	43.0	43.0	13.0	57.0	44.0	43.0
Total Split (%)	43.0%	43.0%	13.0%	57.0%	44.0%	43.0%
Maximum Green (s)	37.0	37.0	9.5	51.0	38.0	37.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	C-Max	C-Max	Max
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				11.0	11.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	37.0	37.0	53.5	51.0	47.0	93.6
Actuated g/C Ratio	0.37	0.37	0.54	0.51	0.47	0.94
v/c Ratio	0.44	0.04	0.06	0.40	0.44	0.12
Control Delay	26.3	8.3	9.7	12.8	19.7	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.3	8.3	9.7	12.8	19.7	0.4
LOS	C	A	A	B	B	A
Approach Delay	25.0			12.8	16.1	
Approach LOS	C			B	B	
90th %ile Green (s)	37.0	37.0	6.9	51.0	40.6	37.0
90th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
70th %ile Green (s)	37.0	37.0	6.3	51.0	41.2	37.0
70th %ile Term Code	MaxR	MaxR	Gap	Coord	Coord	MaxR
50th %ile Green (s)	37.0	37.0	0.0	51.0	51.0	37.0
50th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
30th %ile Green (s)	37.0	37.0	0.0	51.0	51.0	37.0
30th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
10th %ile Green (s)	37.0	37.0	0.0	51.0	51.0	37.0
10th %ile Term Code	MaxR	MaxR	Skip	Coord	Coord	MaxR
Queue Length 50th (ft)	137	0	4	89	147	0
Queue Length 95th (ft)	211	16	m11	144	238	8
Internal Link Dist (ft)	208			691	759	
Turn Bay Length (ft)	200		180			250
Base Capacity (vph)	661	612	398	1822	1678	1450
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.04	0.05	0.40	0.44	0.12

Intersection Summary

Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 16.2		Intersection LOS: B	
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 5: Veterans Pkwy (US 34) & Countryside Pkwy



APPENDIX I

ITE TRIP GENERATION MANUAL EXCERPTS

Land Use: 857
Discount Club

Description

A discount club is a discount store or warehouse where shoppers pay a membership fee in order to take advantage of discounted prices on a wide variety of items such as food, beverages, household items, clothing, tires, and appliances. Many items are sold in large quantities or bulk. Some sites may include on-site fueling pumps.

Additional Data

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alabama, Alberta (CAN), California, Connecticut, Delaware, Florida, Maryland, Massachusetts, Minnesota, Ohio, Oregon, Pennsylvania, and Washington.

To assist in the future analysis of this land use, it is important to collect and include information on the presence of vehicle fueling stations in trip generation data submissions.

Source Numbers

212, 245, 333, 344, 345, 346, 424, 438, 445, 580, 584, 700, 715, 719, 975, 1047

Discount Club
(857)

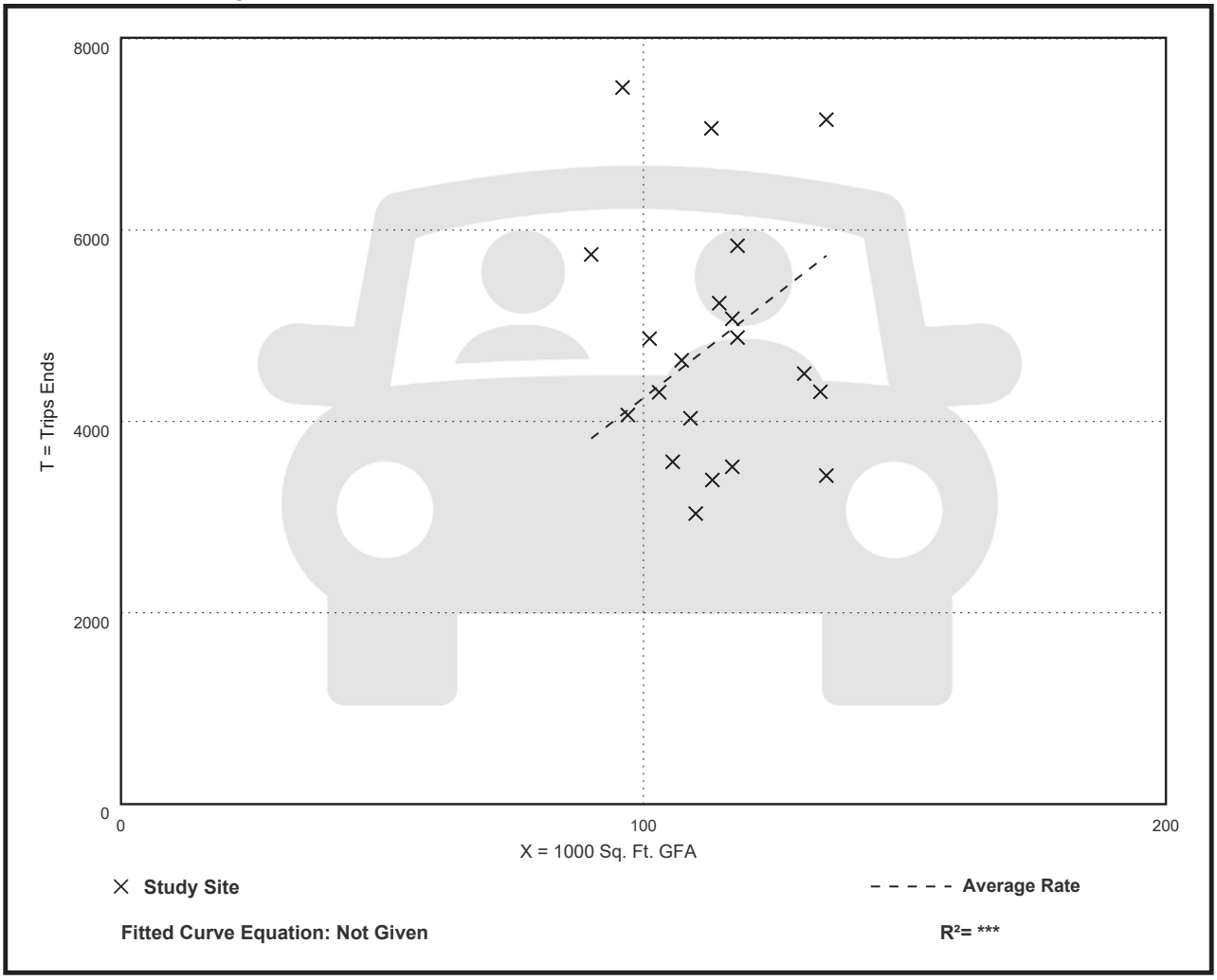
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 20
Avg. 1000 Sq. Ft. GFA: 113
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
42.46	25.44 - 78.02	13.04

Data Plot and Equation



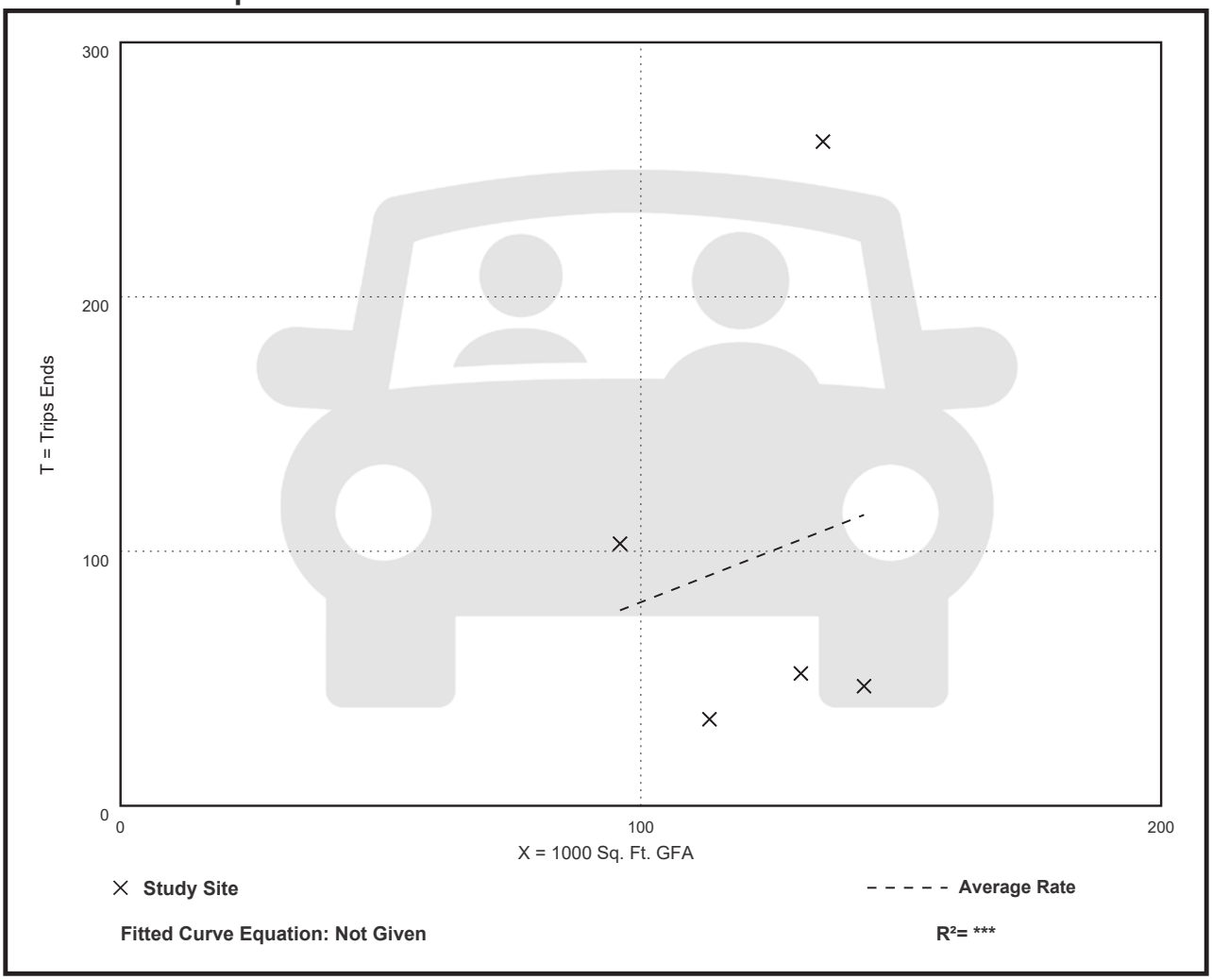
Discount Club
(857)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 124
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.80	0.30 - 1.93	0.73

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

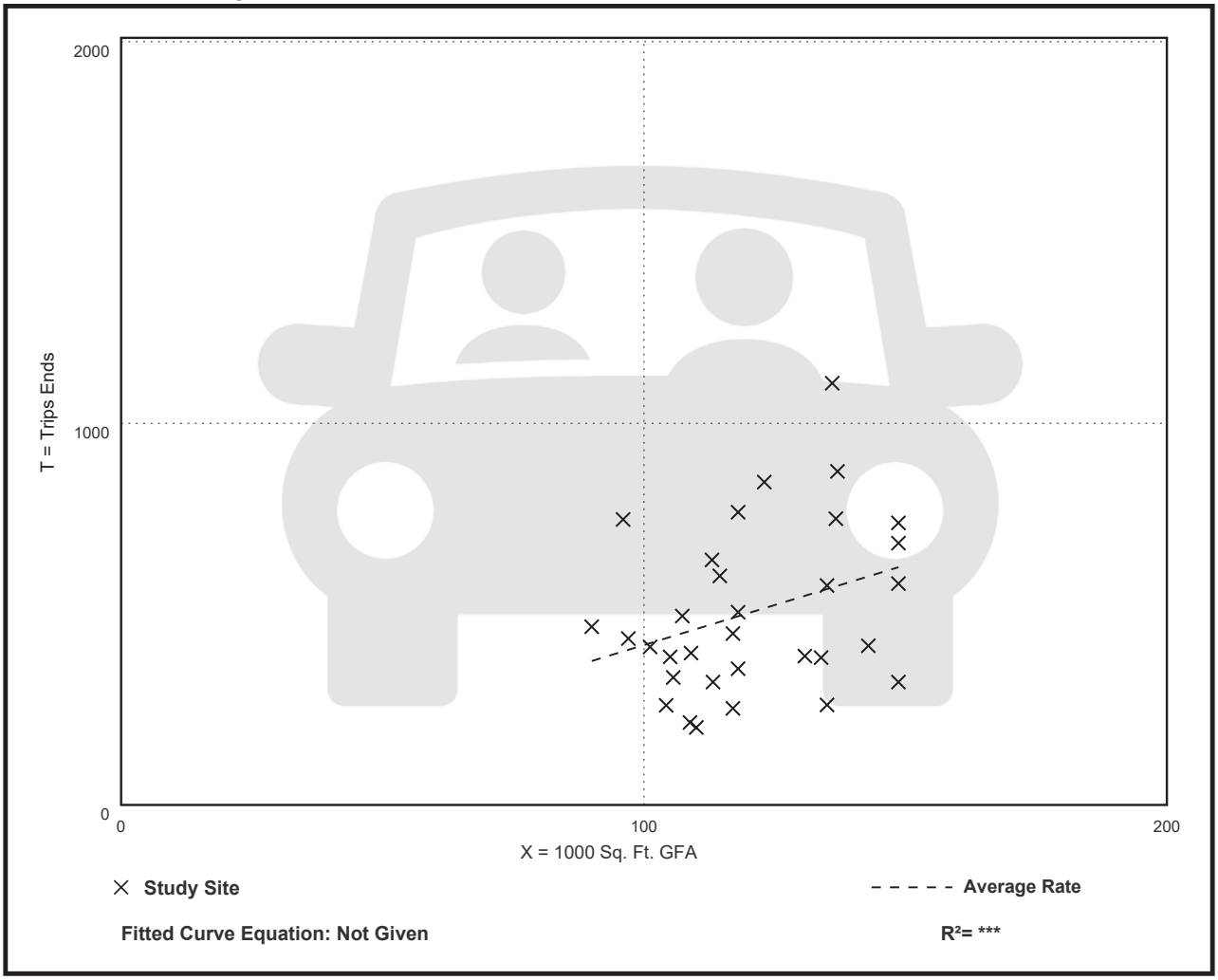
Discount Club
(857)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 32
Avg. 1000 Sq. Ft. GFA: 121
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.19	1.85 - 8.13	1.70

Data Plot and Equation



Discount Club
(857)

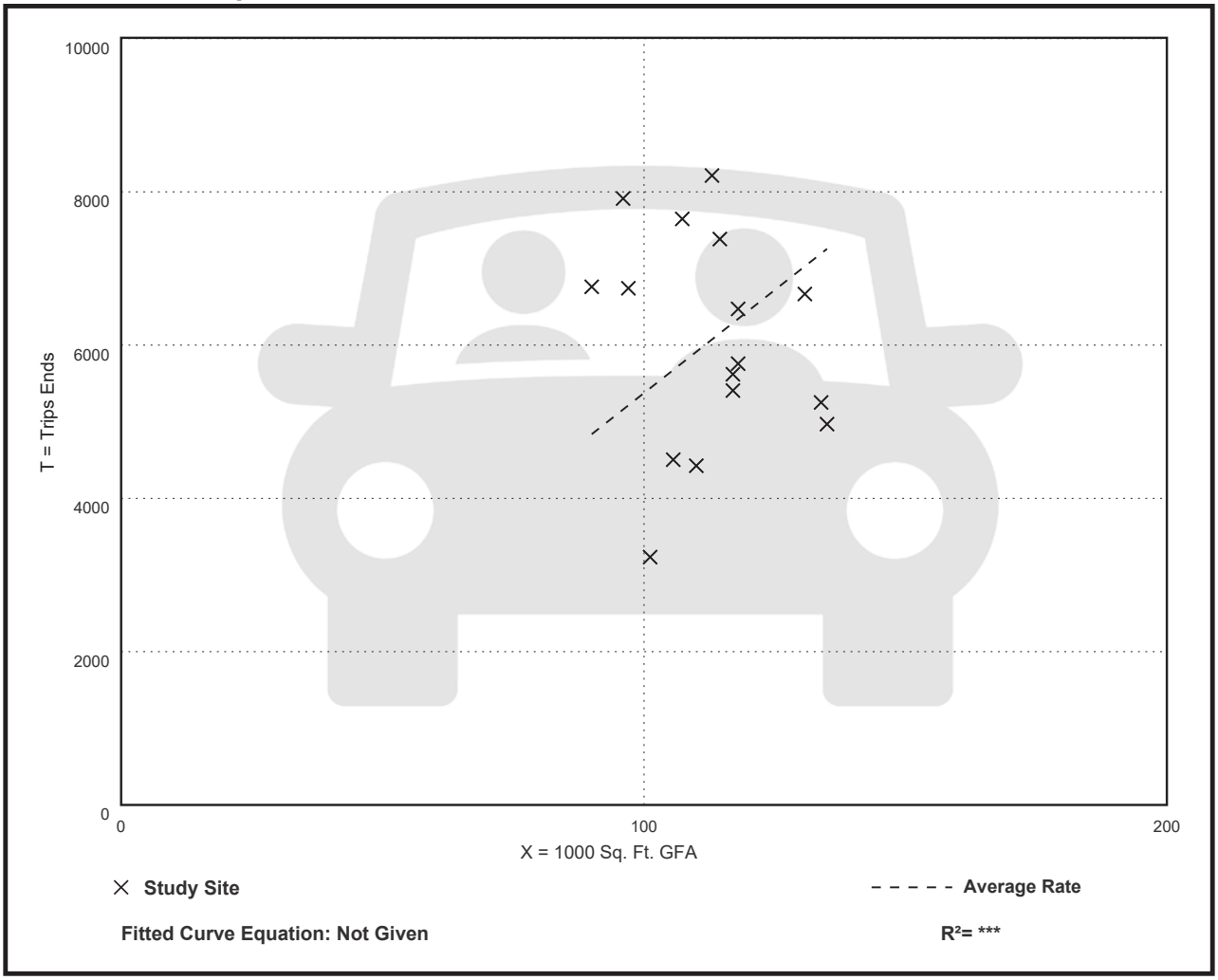
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday

Setting/Location: General Urban/Suburban
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 113
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
53.75	31.97 - 82.43	15.25

Data Plot and Equation



Discount Club
(857)

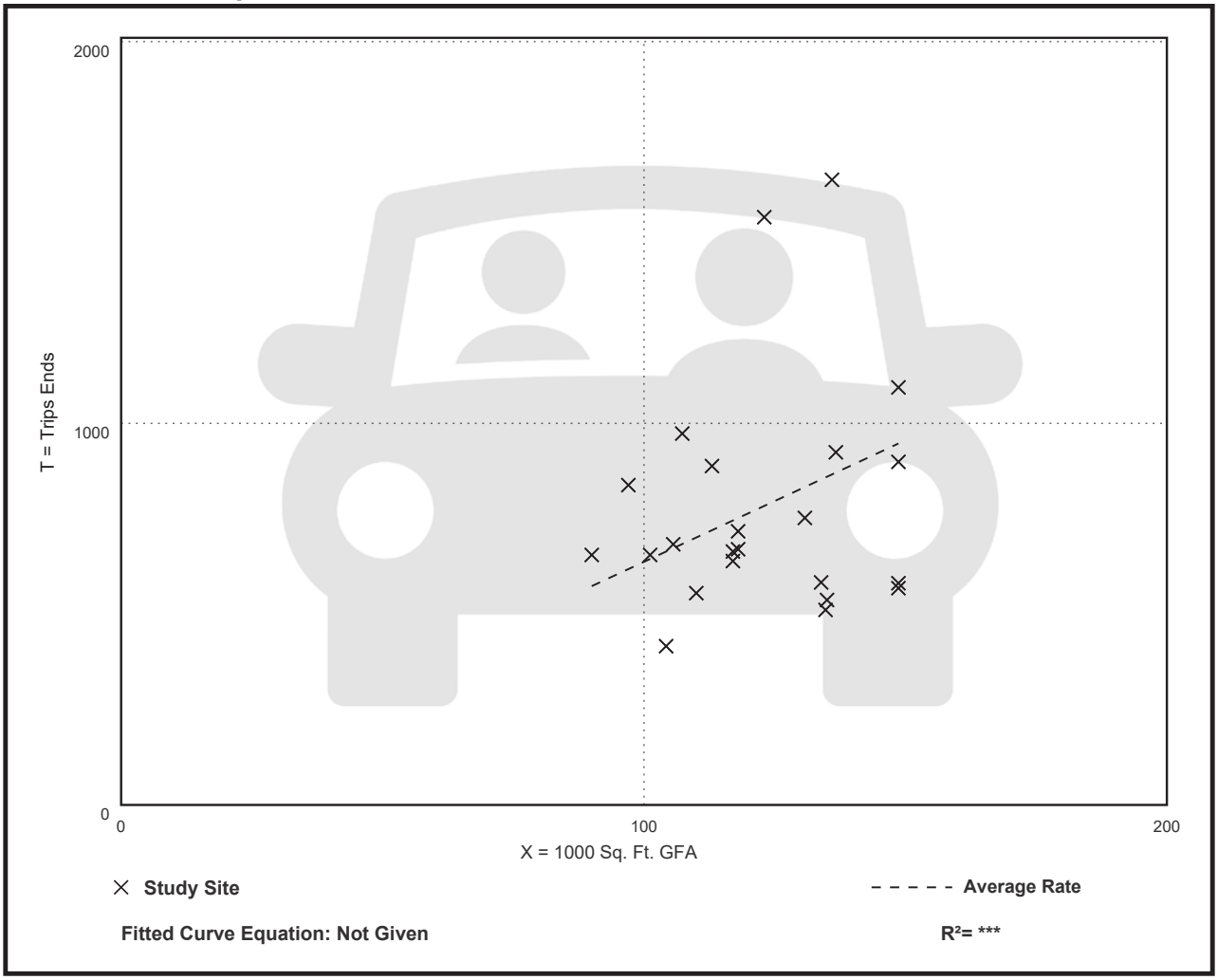
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 23
Avg. 1000 Sq. Ft. GFA: 123
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
6.37	3.79 - 12.52	2.43

Data Plot and Equation



Land Use: 944
Gasoline/Service Station

Description

This land use includes gasoline/service stations where the primary business is the fueling of motor vehicles. The sites included generally have a small building (less than 2,000 gross square feet) that houses a cashier and limited space for motor vehicle maintenance supplies and general convenience products. A gasoline/service station may also have facilities for servicing and repairing motor vehicles. The gasoline/service station may also have a car wash. Convenience store/gas station (Land Use 945) and truck stop (Land Use 950) are related uses.

Additional Data

The independent variable—vehicle fueling positions—is defined as the maximum number of vehicles that can be fueled simultaneously. The sites in this land use include both self-pump and attendant-pumped fueling positions and both pre-pay and post-pay operations.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Florida, Kentucky, Maryland, Massachusetts, Minnesota, New Hampshire, New Jersey, Ontario (CAN), Oregon, South Dakota, Texas, and Washington.

Specialized Land Use Data

A 2006 study provided data on four private fuel facilities in Florida (source 721). These facilities provide self-fuel service for any motorist with a pre-established membership account. The site is not open to the general public. The trip generation characteristics of these sites differ from sites included in this land use; therefore, trip generation information for these sites is excluded from the data plots. The four sites have an average of nine vehicle fueling positions, with an average of 12 vehicle trips during the weekday, AM peak hour of adjacent traffic and 7 vehicle trips during the weekday, PM peak hour of adjacent street traffic.

Source Numbers

221, 274, 278, 288, 340, 350, 351, 355, 359, 366, 440, 583, 617, 618, 631, 721, 867, 882, 883, 888, 954, 977

Gasoline/Service Station
(944)

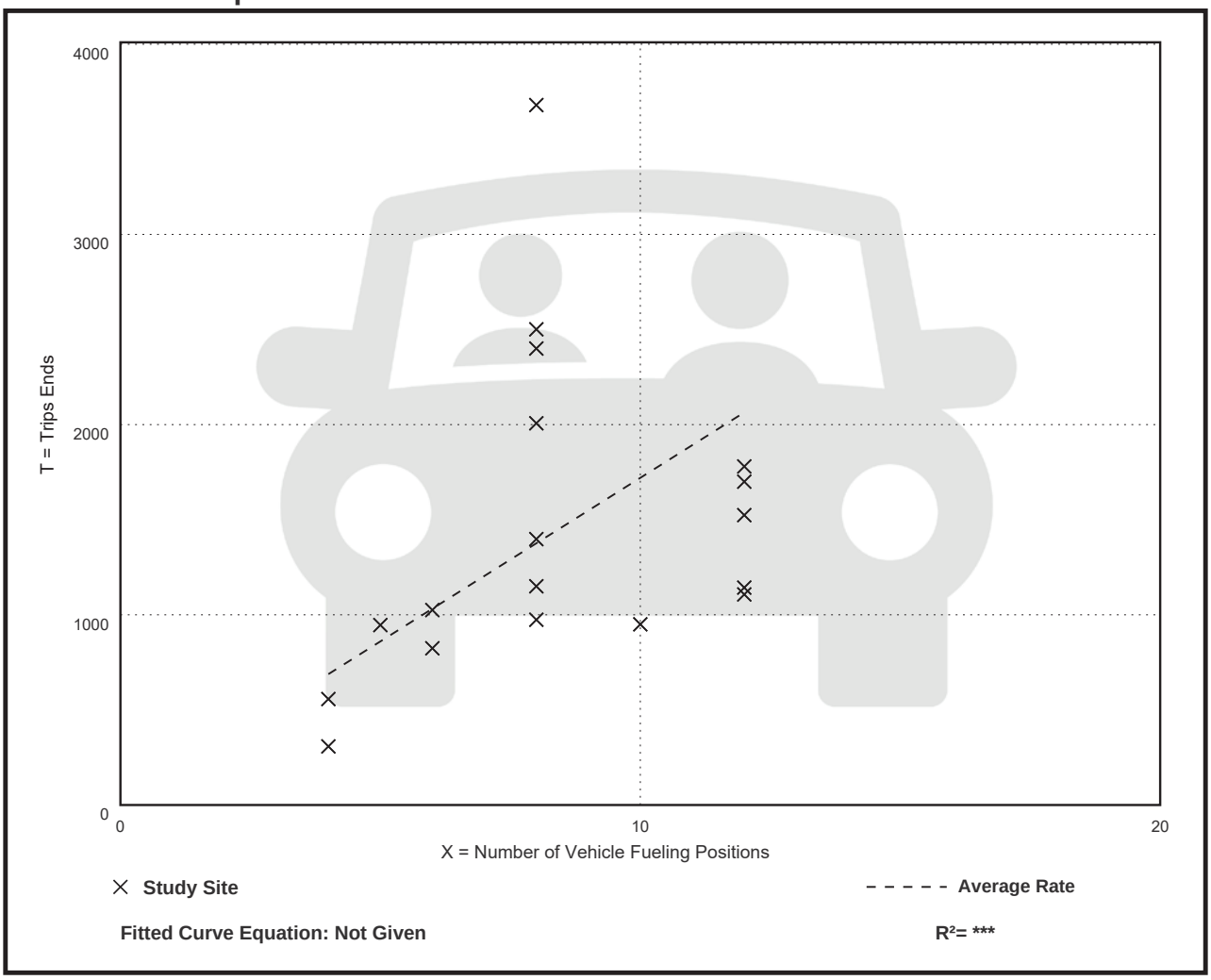
Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. Num. of Vehicle Fueling Positions: 8
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
172.01	77.00 - 460.00	96.45

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

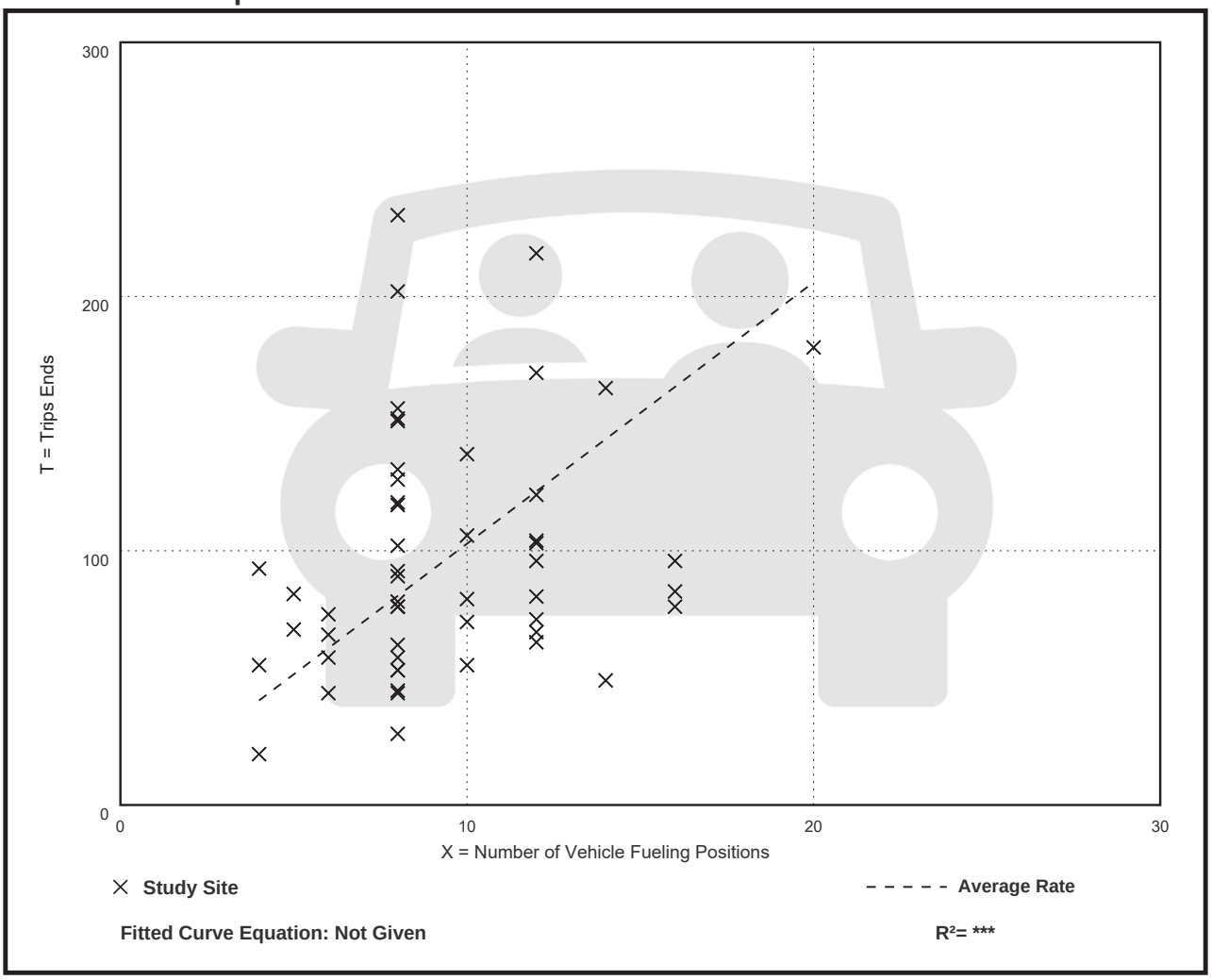
Gasoline/Service Station
(944)

Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 53
Avg. Num. of Vehicle Fueling Positions: 9
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
10.28	3.50 - 29.00	5.36

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

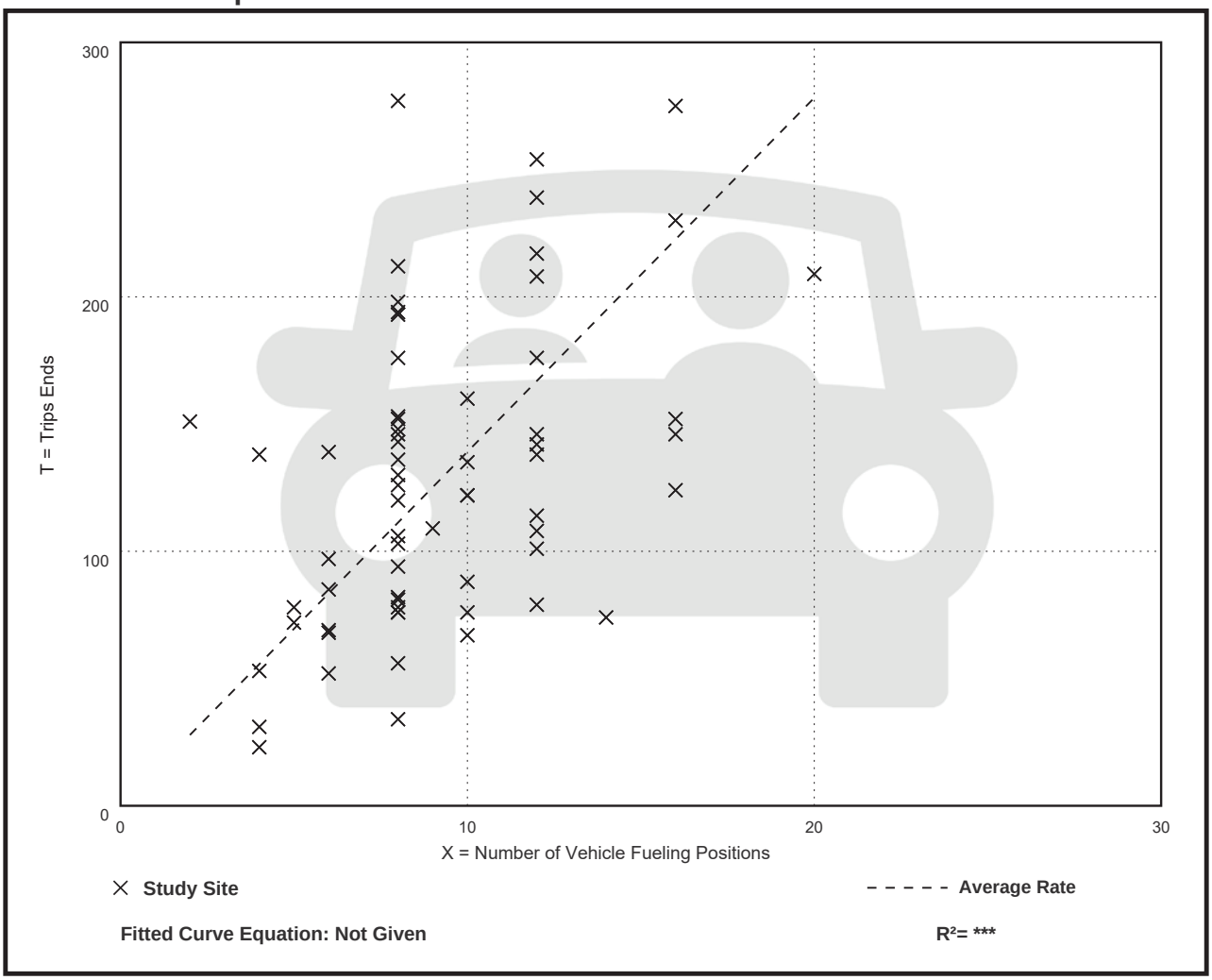
Gasoline/Service Station
(944)

Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 65
Avg. Num. of Vehicle Fueling Positions: 9
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
13.91	4.25 - 75.50	6.93

Data Plot and Equation



Gasoline/Service Station
(944)

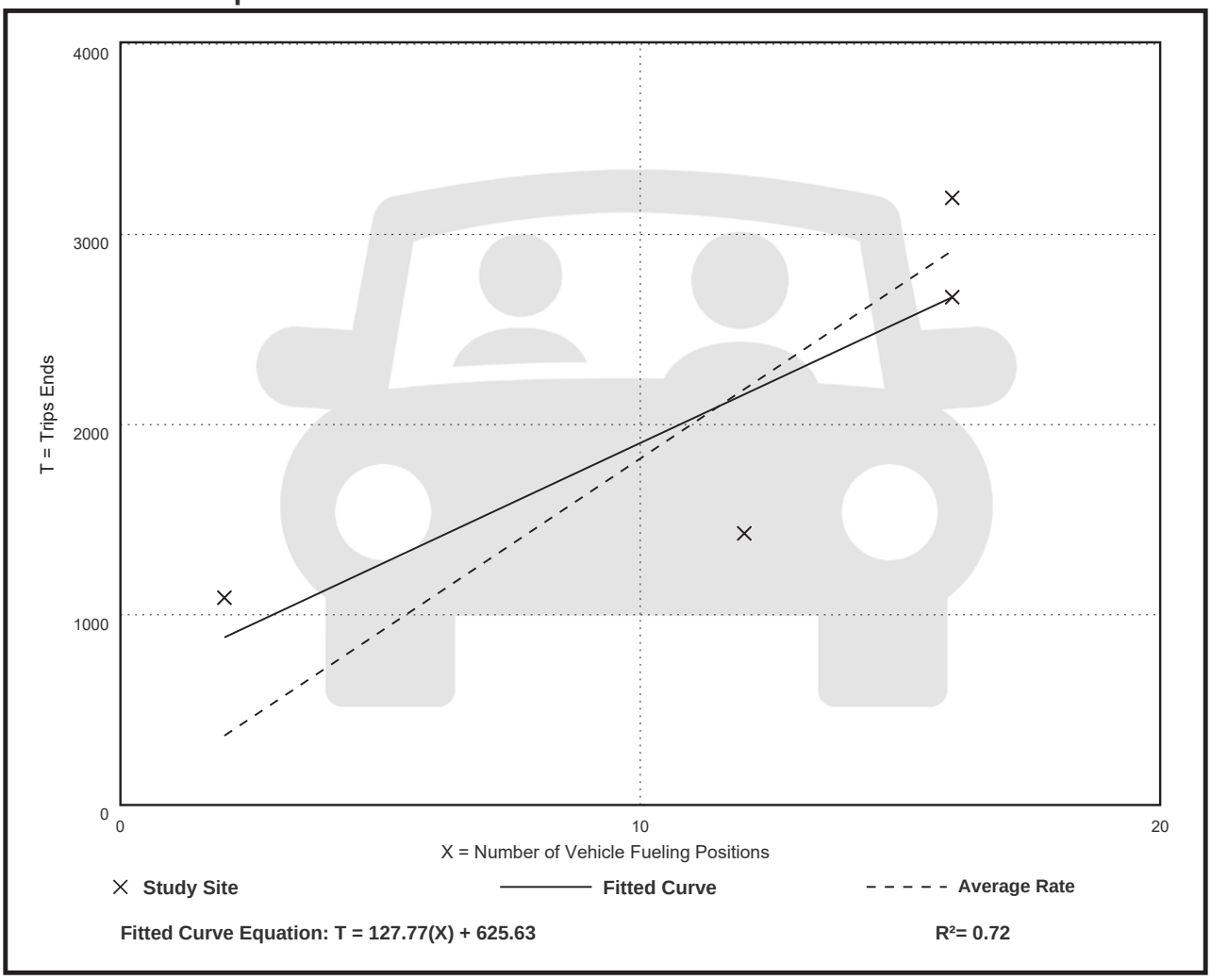
Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Saturday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. Num. of Vehicle Fueling Positions: 12
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
182.17	119.00 - 545.00	96.27

Data Plot and Equation



Fitted Curve Equation: T = 127.77(X) + 625.63

R^2= 0.72

Gasoline/Service Station
(944)

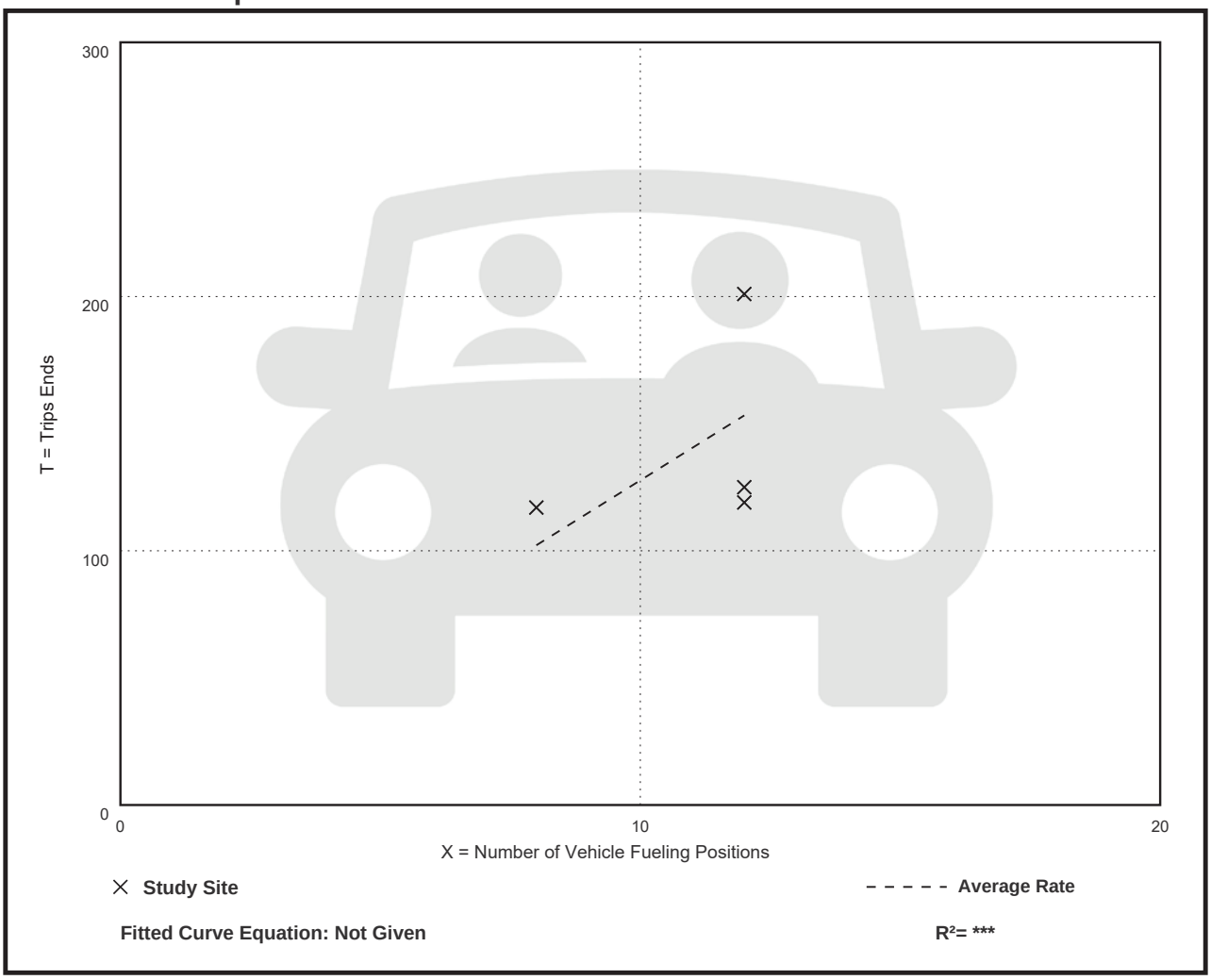
Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. Num. of Vehicle Fueling Positions: 11
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
12.77	9.92 - 16.75	3.40

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

PRELIMINARY STORMWATER MANAGEMENT REPORT

PROJECT SITE:

COSTCO WHOLESALE
VETERANS PARKWAY (RT. 34) AND COUNTRYSIDE PARKWAY
YORKVILLE, KENDALL COUNTY, ILLINOIS

PREPARED FOR:

Costco Wholesale Corporation
730 Lake Drive
Issaquah, WA 98027
425.313.8100

PREPARED BY:

V3 COMPANIES, LTD.
7325 JANES AVENUE
WOODRIDGE, ILLINOIS 60517
630.724.9200

NOVEMBER 13, 2024

COSTCO – YORKVILLE
STORMWATER MANAGEMENT REPORT

YORKVILLE, KENDALL COUNTY, ILLINOIS

OVERVIEW

The proposed 33.14± acre Costco Wholesale project is located in Sections 27 and 28, Township 37 North, Range 7 East in the City of Yorkville, Kendall County, Illinois. The property is located at the southeast corner of McHugh Road and Countryside Parkway (see enclosed project location map). The project includes the construction of the Costco Wholesale Warehouse and Fuel Facility with surface parking and underground utilities. The Costco warehouse and parking area would occupy 26.24± acres of the site, with the rest to be developed in the future. Stormwater management is also proposed as part of the improvements.

The proposed development area is currently undeveloped farmland that is tributary to an existing offsite stormwater management basin located north of the site (see enclosed aerial map exhibit). The triangular site is bounded by Countryside Parkway to the north and northeast, Veterans Parkway (U.S. Route 34) to the south and southeast, and McHugh Road to the west. There are residential subdivisions further to the north and south of the development along with some commercial frontage across Veterans Parkway to the south.

The existing site is undeveloped and generally drains to one of two watersheds that divide the site (see enclosed USGS Topographic Map). Stormwater runoff on the west side of the site drains to Blackberry Creek to the north of the site while the east side drains to the Ferson Creek/Fox River watershed to the southeast. All stormwater runoff from the site is ultimately tributary to the Fox River and currently drains uncontrolled to nearby receiving waters which either are or flow into the Fox River.

According to the FEMA Flood Insurance Rate Maps (FIRM) (see enclosed FIRM exhibit), there is no 100-year mapped floodplain within the proposed Costco development. According to the USGS Hydrologic Atlas and the National Wetlands Inventory (NWI), there are no mapped wetlands present on the proposed development (see enclosed USGS Hydrologic Atlas and NWI Map). The soil survey of DuPage County shows that the site predominantly consists of two different soil types; Waupecan silt loam and Dresden silt loam, both classified as well drained soils (see enclosed Soil Survey Map).

DETENTION NARRATIVE

The site is to follow the Kendall County Stormwater Management Ordinance. The Ordinance requires that volume storage be provided to limit stormwater runoff from the developed site to 0.15 cfs per acre for the 100-year storm as well as 0.04 cfs per acre for the 2-year storm. Based on these requirements and the proposed impervious coverage, roughly 15.48 ac-ft of storage will be required for the 33.14± acre site. The Yorkville Stormwater Management Plan also has a further requirement for outlet control to limit the 25-year storm event to 0.08 cfs per acre.

There is an existing offsite stormwater detention facility to the northeast that was designed and constructed to provide enough storage volume for the entire Yorkville Crossing

development. However, due to costs of detention credits and onsite earthwork balancing considerations, Costco is planning to construct a new detention basin for the development within the site rather than connect to this offsite detention facility with new storm sewer.

A stormwater detention basin is proposed on the northwest corner of the site to store runoff on site and limit the release rate of stormwater leaving the site. The basin will be sized to provide volume storage to meet the requirements of the Kendall County Stormwater Management Plan and the City of Yorkville's standard specifications. Based on these requirements, 15.48 ac-ft of storage are required, and 15.75 ac-ft are provided in the basin. Required runoff volume was calculated based on the proposed site plan assuming 80% impervious coverage of the outlots when eventually developed, not including onsite roadways.

The proposed Costco grading plan will convey the 100-year overflow to the proposed stormwater basin via overland flow, as the site is graded to direct water north around the warehouse until it flows into the basin.

STORM SEWER

The proposed additions for this project are the 161,064 sf Costco warehouse along with surface parking, internal roadways, and associated utilities. The site will be graded to drain to stormwater inlets at low points which will send runoff into storm sewers, through which water will be directed into the onsite detention facility. The proposed Costco fuel facility and outlots will also be included in this storm sewer system and have their runoff conveyed to the northwest basin as well. The proposed storm sewer for the Costco development area will be sized to convey runoff from the 10-year rainfall event using the latest Bulletin 75 rainfall data.

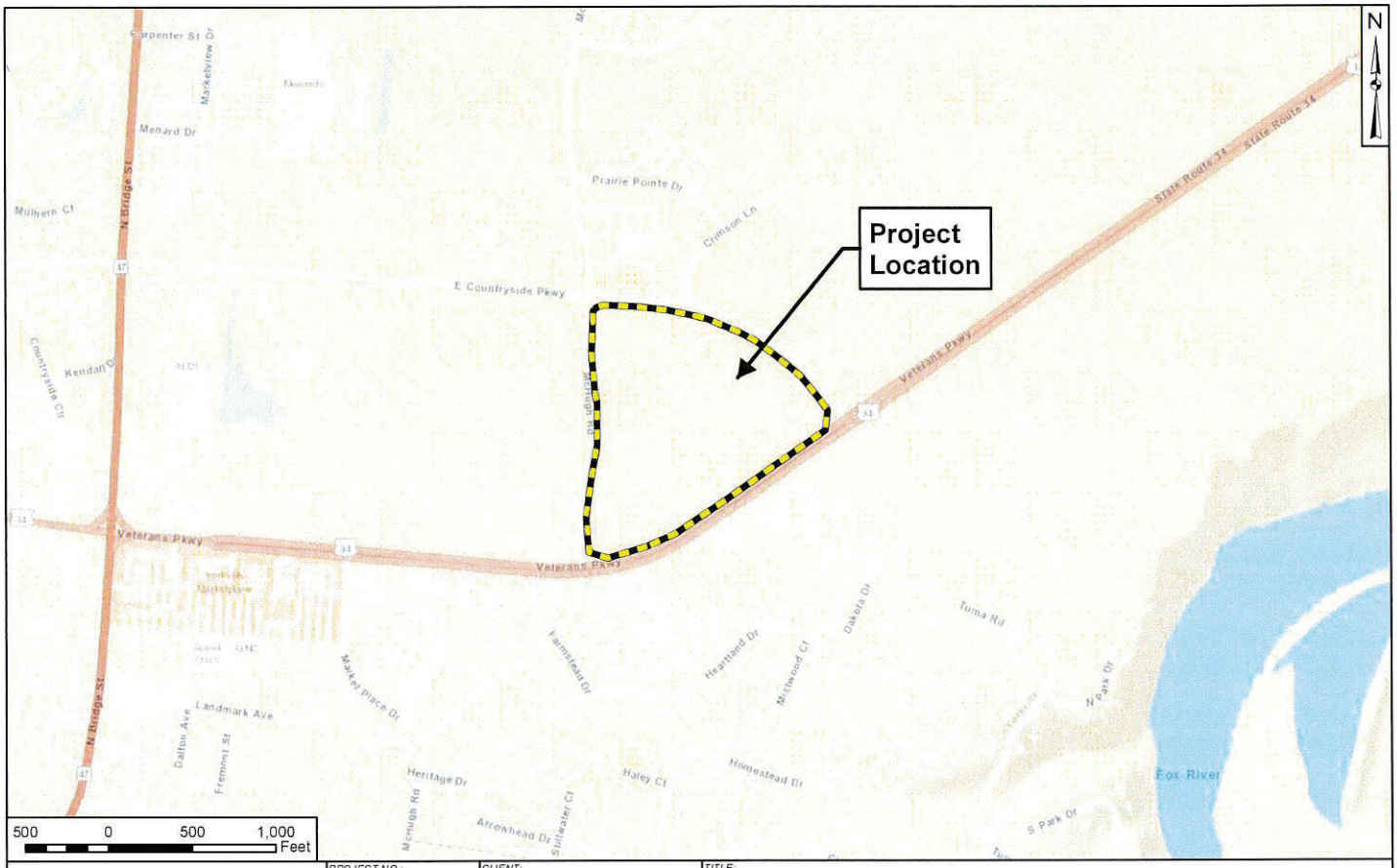
Four outfall connections to the detention basin are proposed to direct storm sewer flow from the Costco development into the proposed basin. This basin is designed to provide runoff volume storage to limit the release rate to City storm sewers during storm events. The basin is proposed to release through a restrictor manhole into storm sewer south of Countryside Parkway in the northwest corner of the site, north of the basin. Water leaving the pond will be restricted to a rate of 4.97 cfs for the 33.14-acre site, per Kendall County stormwater regulations.

CONCLUSION

It is our opinion that the proposed stormwater management design conforms to the requirements of the Kendall County Stormwater Management Ordinance. The proposed stormwater management basin located in the northwest corner of the property will provide stormwater runoff storage for the proposed Costco warehouse, fuel facility, parking area, and outlots under the proposed condition.

APPENDIX 1 – Exhibits

- Project Location Map
- Aerial Map
- USGS Topographic Atlas Map
- FEMA Flood Insurance Rate Map (FIRM)
- Flood Zones of Kendall County Map
- National Wetland Inventory (NWI) Map
- Soil Survey of Kendall County Map
- Illinois Hydrologic Unit (HUC) Map



7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

Visio, Vertere, Virtute...
"The Vision To Transform With Excellence"

PROJECT NO.:	240757
CREATED BY:	SWV
DATE:	07/01/2024
SCALE:	See Scale Bar
CLIENT:	Costco Wholesale 999 Lake Drive Issaquah, WA 98027
BASE LAYER:	ESRI World Street Map (2022)

TITLE: **PROJECT LOCATION MAP**

SITE: Costco Wholesale
Yorkville, IL

EXHIBIT: 1

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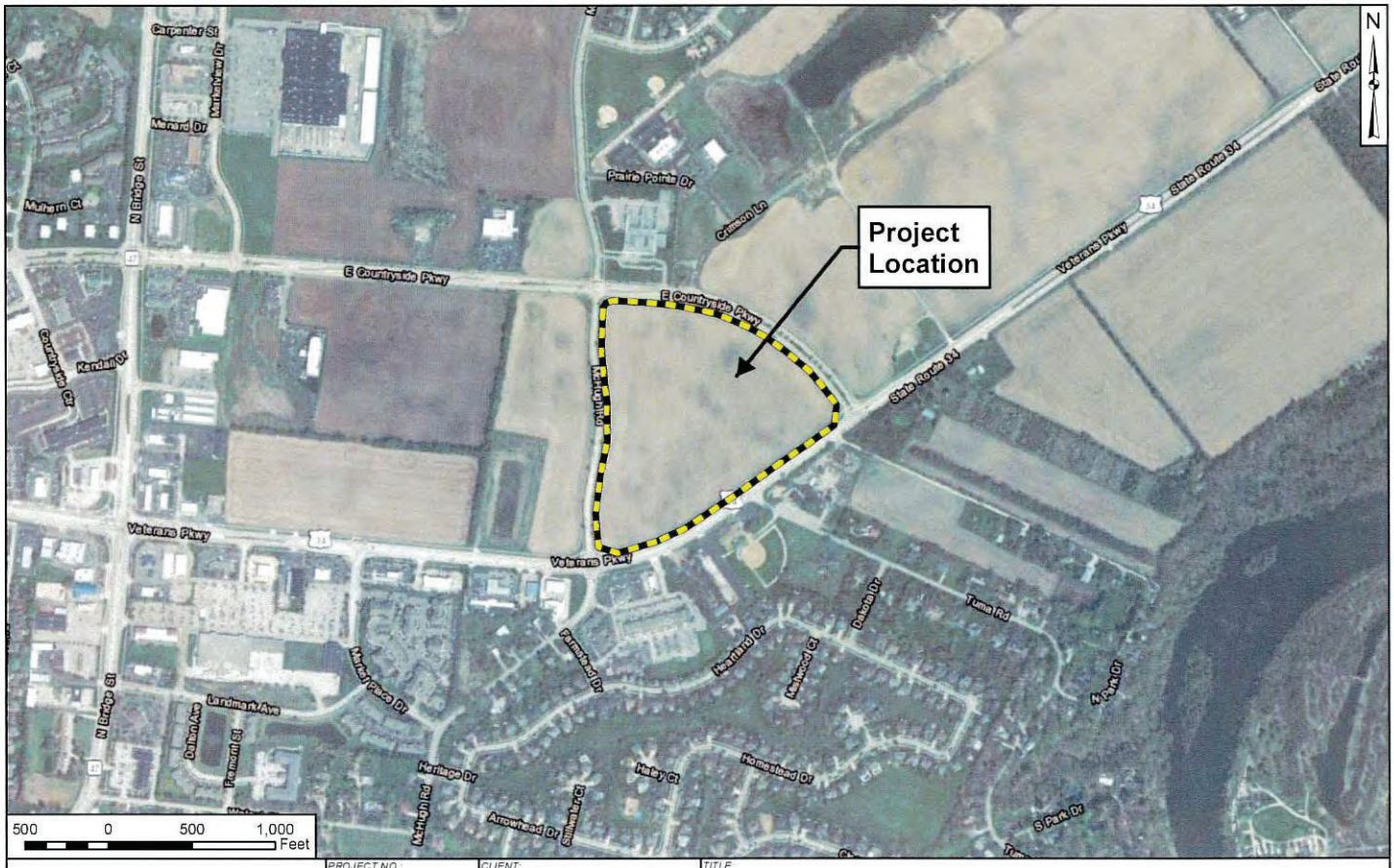

7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	PROJECT NO.: 240757	CLIENT: Costco Wholesale 999 Lake Drive Issaquah, WA 98027	TITLE: **AERIAL MAP**
	CREATED BY: SWV		
	DATE: 07/01/2024	BASE LAYER: Kendall County Aerial Imagery (2022)	SITE: Costco Wholesale Yorkville, IL
Visio, Vertere, Virtute... *"The Vision To Transform With Excellence"*	SCALE: See Scale Bar		EXHIBIT: 2

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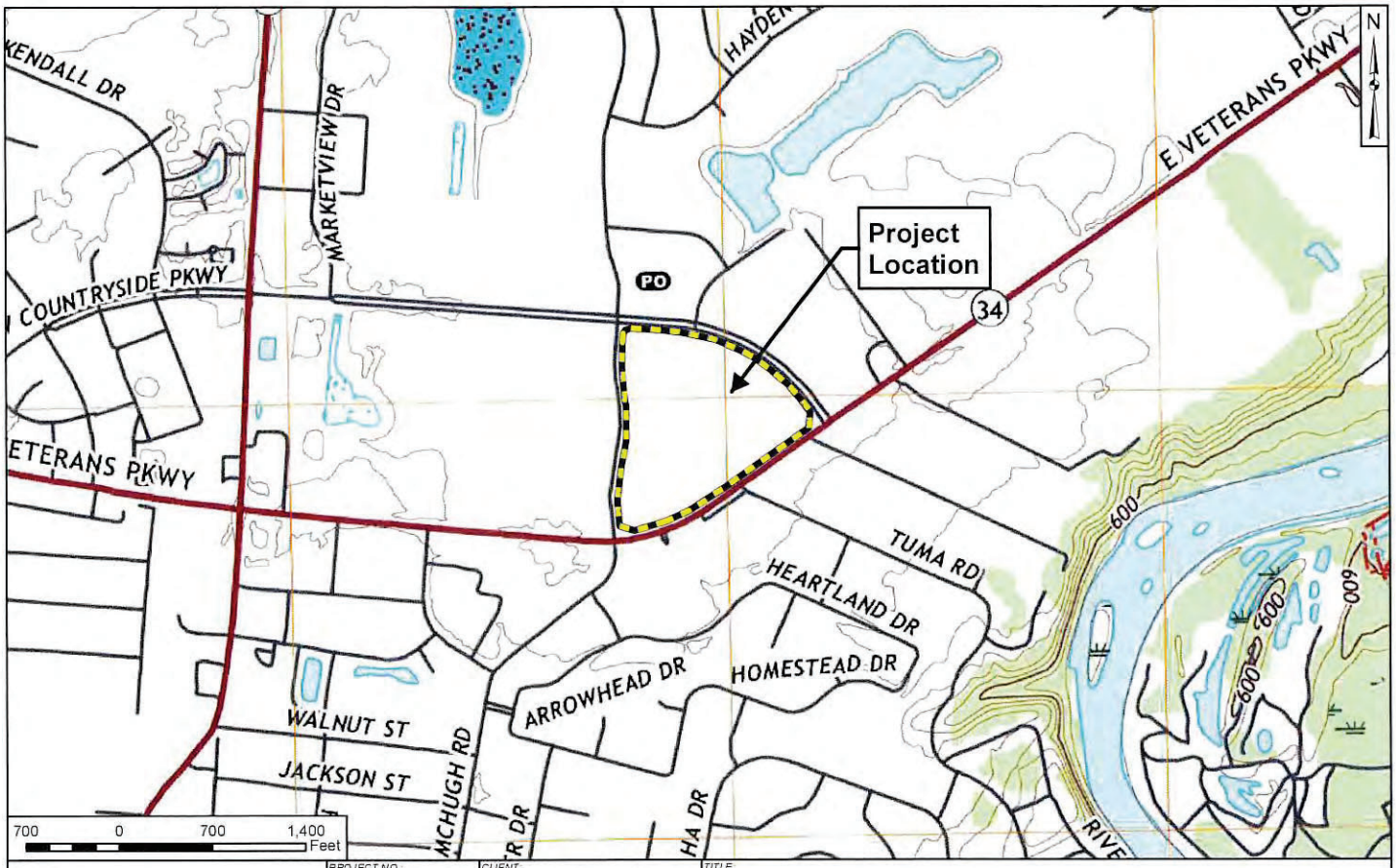

7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	PROJECT NO.: 240757 CREATED BY: SWV	CLIENT: Costco Wholesale 999 Lake Drive Issaquah, WA 98027	TITLE: **USGS TOPOGRAPHIC MAP**	
	DATE: 07/01/2024	BASE LAYER: USGS Topographic Map Yorkville Quadrangle (2021)	SITE: Costco Wholesale Yorkville, IL	EXHIBIT: 3
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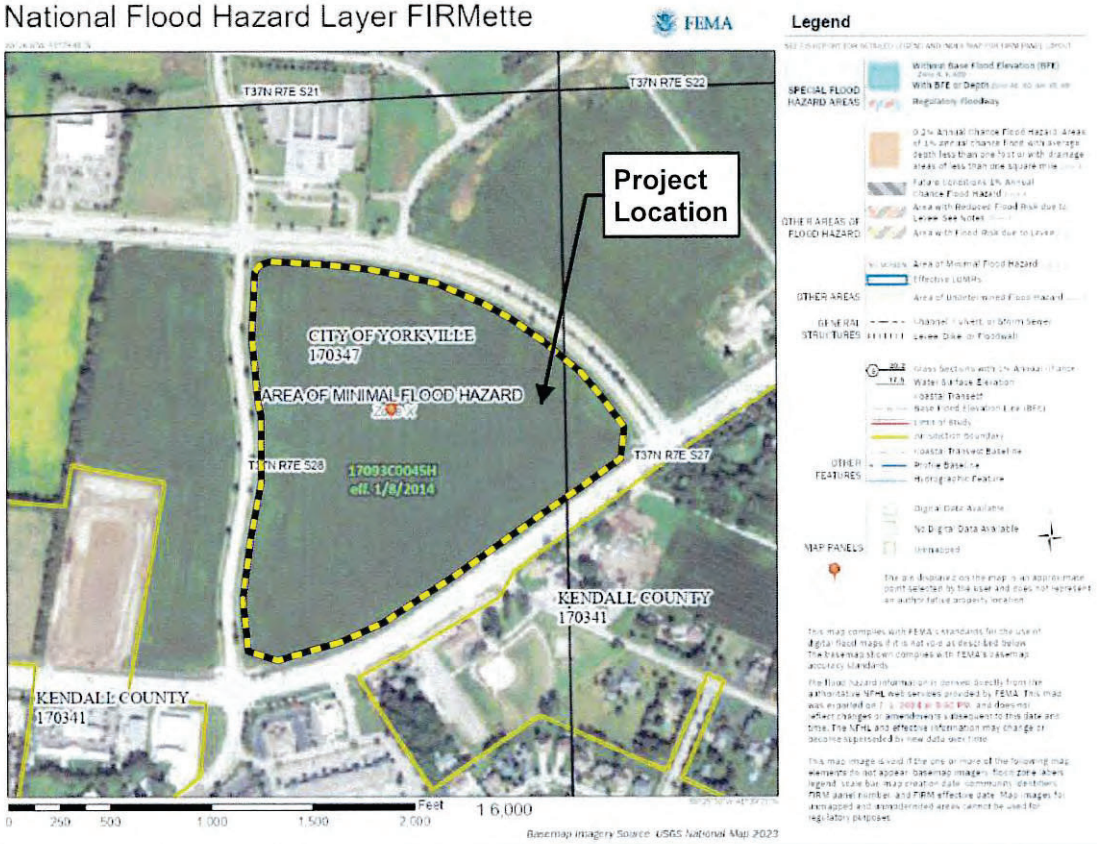
National Flood Hazard Layer FIRMette



7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	PROJECT NO.: 240757 CREATED BY: SWV	CLIENT: Costco Wholesale 999 Lake Drive Issaquah, WA 98027	TITLE: **FEMA FLOOD INSURANCE RATE MAP (FIRM)**	
Visio, Vertere, Virtute... *"The Vision To Transform With Excellence"*	DATE: 07/01/2024 SCALE: NTS	BASE LAYER: FEMA Firm Panel 17093C0045H	SITE: Costco Wholesale Yorkville, IL	EXHIBIT: 4

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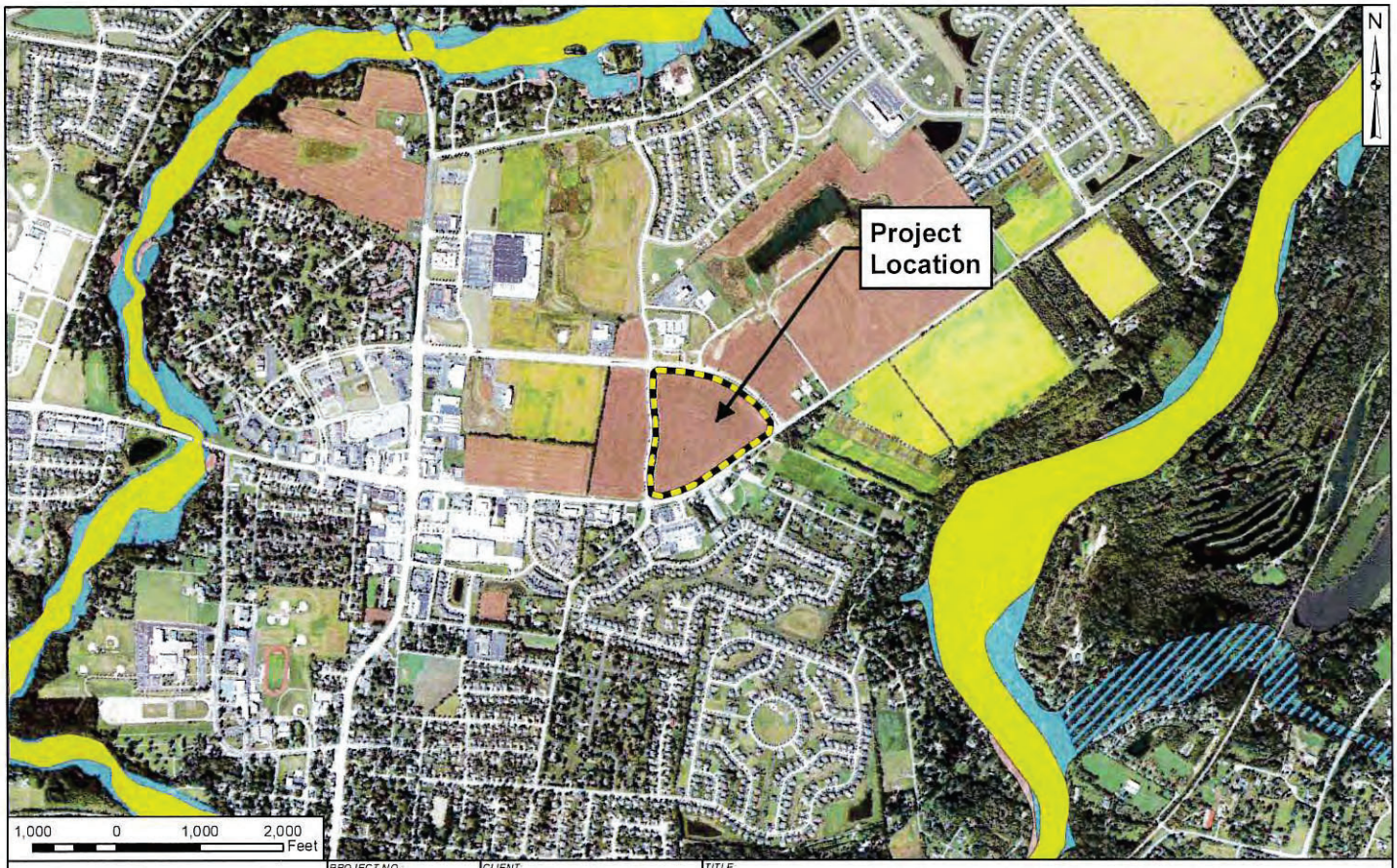

7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	PROJECT NO.: 240757	CLIENT: Costco Wholesale 999 Lake Drive Issaquah, WA 98027	TITLE: **FLOOD ZONES OF KENDALL COUNTY, ILLINOIS (2022) MAP**	
	CREATED BY: SWV			
	DATE: 07/01/2024	BASE LAYER: Kendall County Aerial Imagery (2015)	SITE: Costco Wholesale Yorkville, IL	EXHIBIT: 5
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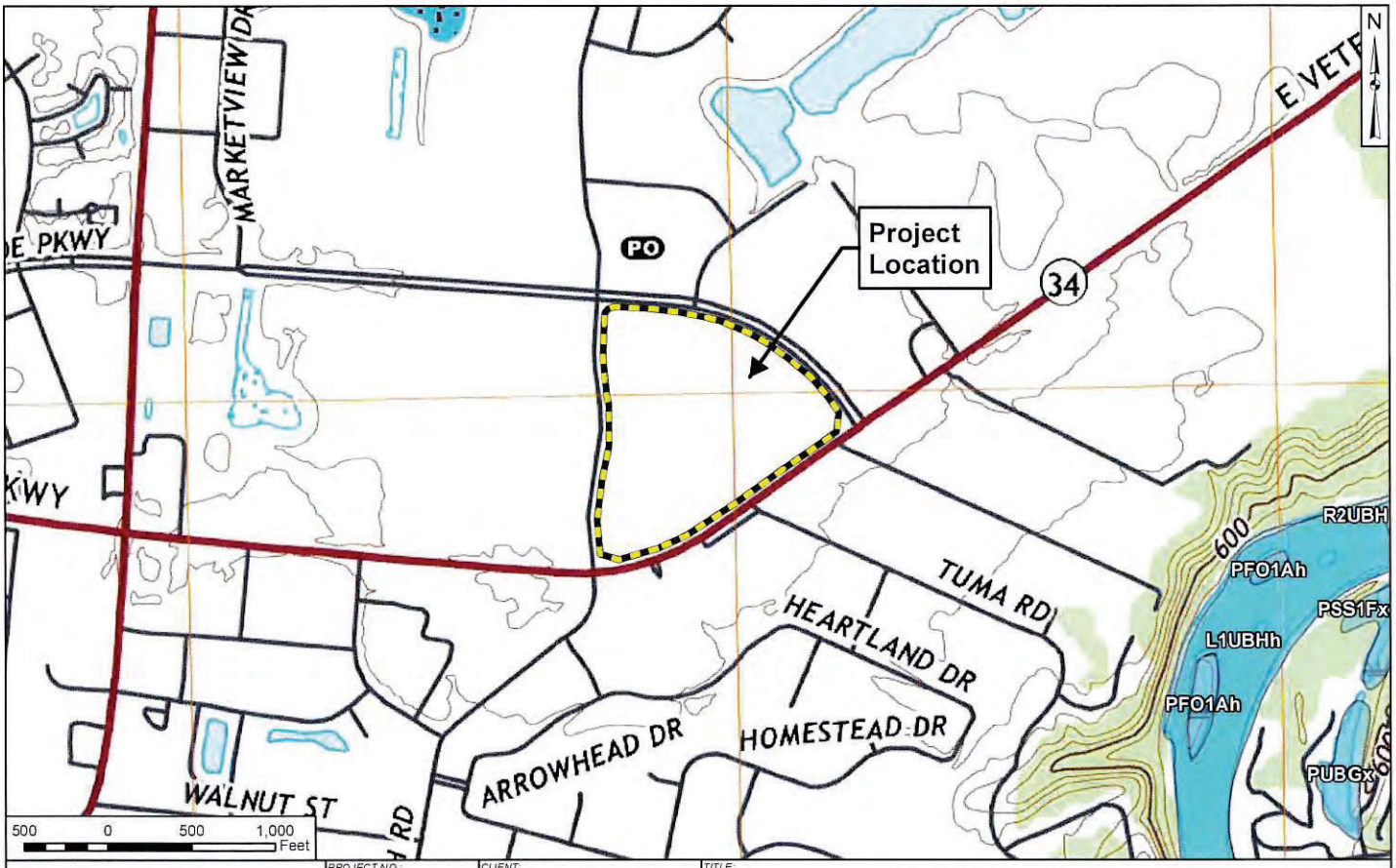

7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	PROJECT NO.: 240757 CREATED BY: SWV	CLIENT: Costco Wholesale 999 Lake Drive Issaquah, WA 98027	TITLE: **NATIONAL WETLANDS INVENTORY (NWI) MAP**	
Visio, Vertere, Virtute... *"The Vision To Transform With Excellence"*	DATE: 07/01/2024 SCALE: See Scale Bar	BASE LAYER: USGS Topographic Map Yorkville Quadrangle (2021)	SITE: Costco Wholesale Yorkville, IL	EXHIBIT: 6

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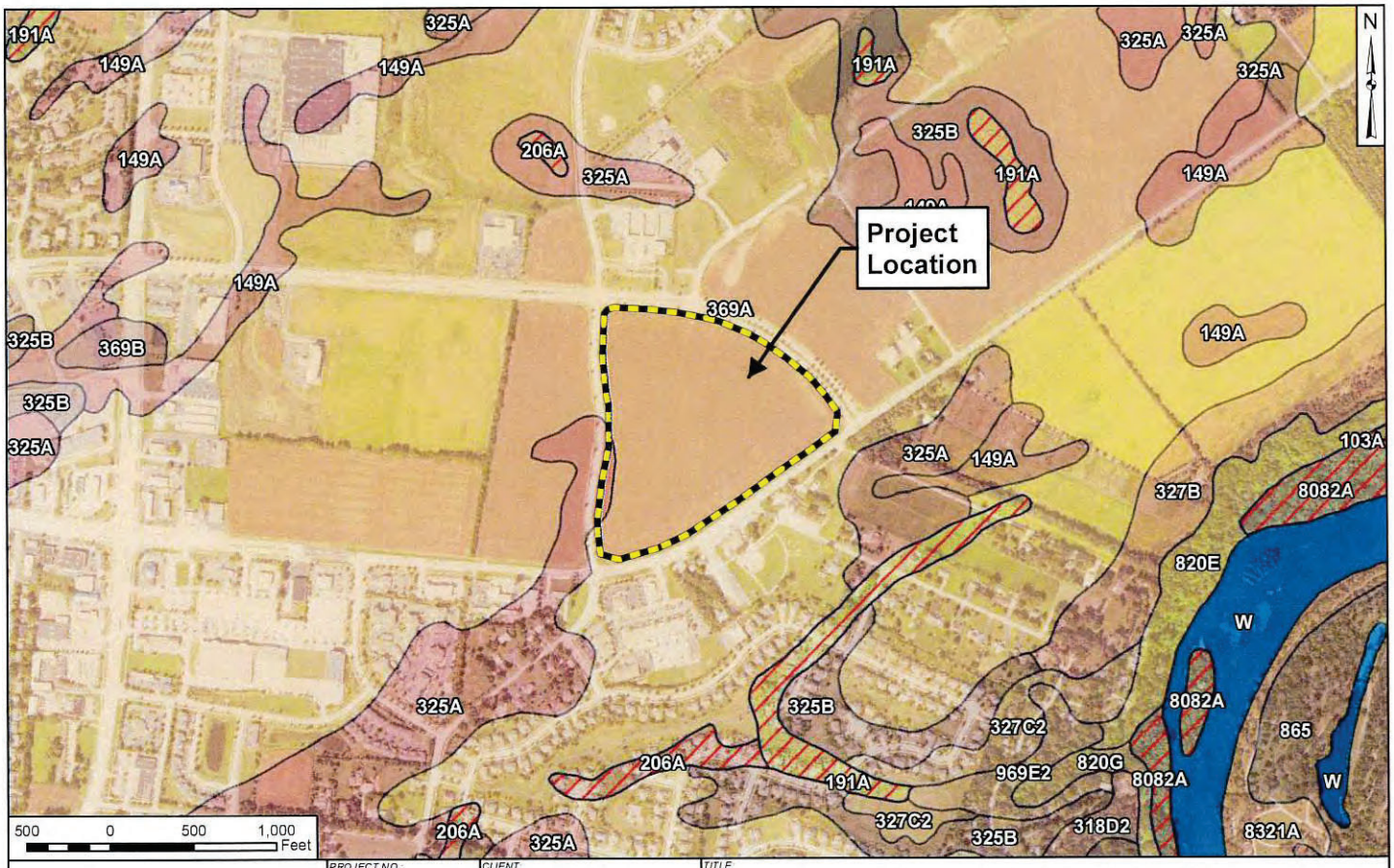

7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	PROJECT NO.: 240757	CLIENT: Costco Wholesale 999 Lake Drive Issaquah, WA 98027	TITLE: **SOIL SURVEY OF DUPAGE COUNTY, ILLINOIS MAP**	
	CREATED BY: SWV			
	DATE: 07/01/2024	BASE LAYER: Kendall County Aerial Imagery (2015)	SITE: Costco Wholesale Yorkville, IL	EXHIBIT: 7
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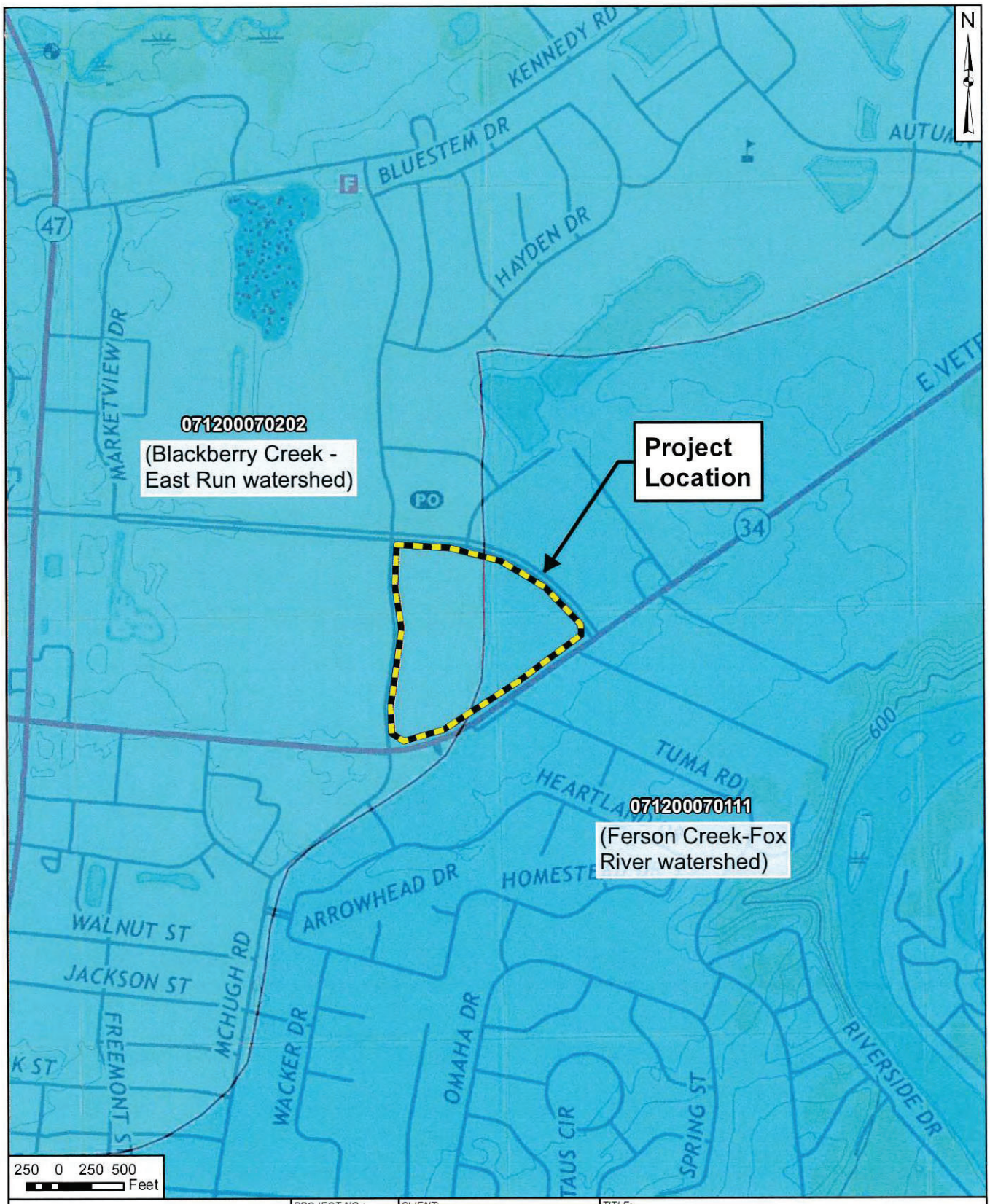


7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	PROJECT NO.: 240757 CREATED BY: JEM	CLIENT: Costco Wholesale 999 Lake Drive Issaquah, WA 98027	TITLE: **12-DIGIT HYDROLOGIC UNIT CODE (HUC) MAP**
	DATE: 07/22/2024	BASE LAYER: USGS Topographic Map Yorkville Quadrangle (2021)	SITE: Costco Wholesale Yorkville, Illinois
Visio, Vertere, Virtute... *"The Vision To Transform with Excellence"*	SCALE: See Scale Bar		FIGURE: 8

Memorandum

To: Plan Council
From: Krysti Barksdale-Noble, Community Development Director
Date: November 21, 2024
Subject: **PZC 2024-33 Costco (PUD Amendment, Special Use & Final Plat)**
NW Corner of Veterans Parkway and E. Countryside Parkway
Proposed Wholesale Retail Warehouse and Fuel Station

I have reviewed the applications for Planned Unit Development (PUD) Agreement Amendment to Ord. 2008-21 for Yorkville Crossing, Special Use for a fuel station, and Final Plat received November 15, 2024 as submitted by Stephen Cross, an authorized representative of Costco, on behalf of Costco Wholesale Corporation, the contract purchaser and petitioner, and Joda Land Holding, LLC, the property owner. The submittal also included the following plans and documents:

1) Costco Site Plan Narrative, dated November 15, 2024 and prepared by Costco Wholesale Corporation
2) Costco ALTA Survey, dated last revised 11-13-24 and prepared by V3 Companies, Ltd.
3) Costco Site Context Plan, dated November 15, 2024 and prepared by MG2
4) Costco Site Plan, dated November 15, 2024 and prepared by MG2
5) Final Plat of Subdivision of Costco Wholesale, dated last revised 11-13-24 and prepared by V3 Companies, Ltd.
6) Preliminary Civil/Engineering Plans for Costco Wholesale, dated 11-13-24 and prepared by MG2
7) Costco Landscape Plan, dated last revised 11-15-24 and prepared by Kimley Horn
8) Costco Warehouse Floor Plan, dated November 15, 2024 and prepared by MG2
9) Costco Architectural Elevations, dated November 15, 2024 and prepared by MG2
10) Costco Renderings, dated November 15, 2024 and prepared by MG2
11) Costco Fuel Facility Plan, dated November 15, 2024 and prepared by MG2
12) Costco Lighting Plan, dated July 2024 and prepared by T.E., Inc.
13) Costco Traffic Impact Study, dated November 13, 2024 and prepared by V3 Companies, Ltd.
14) Costco Preliminary Stormwater Management Report, dated November 13, 2024 and prepared by V3 Companies, Ltd

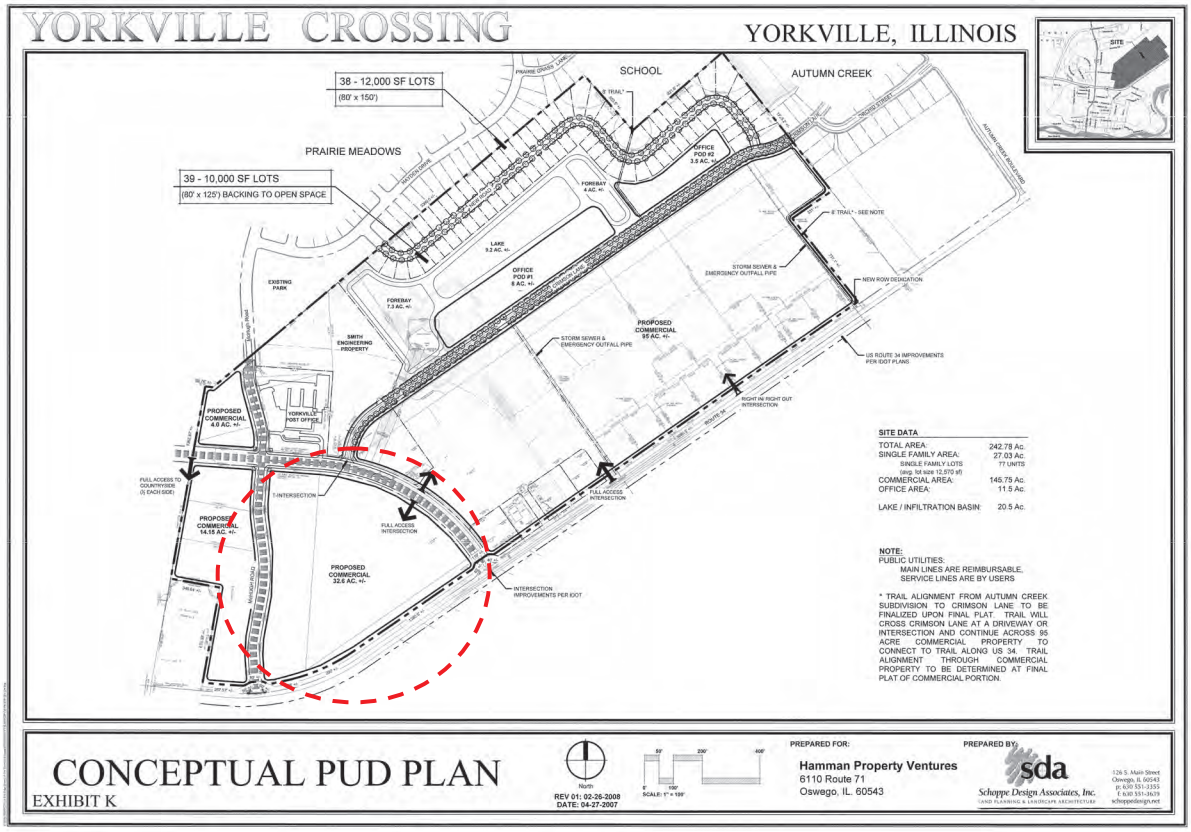
The petitioner is requesting approval to develop a members-only retail store spanning approximately 160,000 square feet, establish and operate a standalone fueling facility, and obtain final plat approval to subdivide the existing two parcels, totaling nearly 34 acres, into three new parcels. The Costco development, including the fueling facility, will occupy approximately 33.14 acres (Lot 1), with an additional 7 acres designated for two perimeter lots (Lot 2 and Lot 3) along Veteran's Parkway and about 3.4 acres reserved for stormwater management at the northwest corner of the property.

As part of the request to amend the existing "Yorkville Crossing" Planned Unit Development (PUD) agreement and Special Use authorization for the fueling station, Costco is seeking allowances for additional parking (980 stalls vs. a code-maximum of 387), exceptions to electric vehicle charging requirements, pole-mounted lighting height exceeding the 35-foot limit (proposed at 36'-6"), and a reduced masonry material percentage on building facades.

Based upon my review of the applications, documents and related plans, I have compiled the following comments:

PUD AMENDMENT/GENERAL ZONING COMMENTS:

1. **PLANNED UNIT DEVELOPMENT (PUD)** – The subject property, originally annexed into Yorkville via Ord. 2000-34, is part of the Yorkville Crossing development. The following Concept PUD Plan was included as an exhibit to Ord. 2008-21:



   a. The petitioner is requesting the existing Yorkville Crossing Planned Unit Development be amended, or modified, to include Costco's site development plans, requested Special Use permit and all deviations required to construct the proposed project, per plans submitted.

2. **PLANNED UNIT DEVELOPMENT AMENDMENT –** Section 10-8-8G of City's Unified Development Ordinance (UDO) establishes criteria for major and minor planned unit development amendments. It is the finding of the Zoning Administrator that the request is deemed a <u>major amendment</u> to the approved Yorkville Crossing PUD based upon the requested deviations from the Unified Development Ordinance.

   a. Section 10-8-8 of City's Unified Development Ordinance (UDO) also establishes standards for Planned Unit Development (PUDs). PUDs are allowed to modify standards of the base district as long as the requested modifications are specifically identified and demonstrates how each allowance is compatible with surrounding development, is necessary for proper development of the site, and is aligned with at least one (1) modification standard found in Section 10-8-8D of the UDO.

      i. The petitioner has listed **<u>four (4) proposed deviations</u>** from the base B-3 General Business District standards which will be <u>detailed separately in this review memo under subsequent headings</u>.

   b. While not required as part of the amendment process, PUDs should identify at least one (1) modification standard the proposed development will meet per Section 10-8-8D.

i. Staff believes modification standard #2 "Sustainable Design" applies, as the proposed development will be designed with consideration given to various methods of site design, architecture and building materials, and landscaping design capable of reducing energy consumption and improving onsite stormwater management.

ii. According to the petitioner, the sustainable design elements include, but are not limited to:

1. The building structure steel system and architectural metal panels are comprised of 80% recycled content with the associated batt insulation comprised of greater than 50% recycled content.
2. The roof maintains reflectance, emittance and SRI rates that lessen heat gain, and the premanufactured building system provides erection efficiency reducing impacts to the carbon footprint.
3. Landscaping has been designed to create a high impact with seasonal interest incorporating many native and drought tolerant species, which in turn minimizes irrigation and maintenance needs.
4. All site and building lighting systems utilize LED Technology.
5. Implementation of the water management system drives operational efficiency to lower wastewater and sewer use.
6. The use of carbon dioxide (CO2) in the refrigeration systems, as opposed to HFCs (Hydrofluorocarbons), is widely considered a more environmentally conscious refrigerant due to its extremely low Global Warming Potential (GWP), as well as being non-toxic and non-flammable. Unlike many other refrigerants, CO2 is considered a "natural" refrigerant, readily available as a byproduct of industrial processes, making it a sustainable option.

3. **ZONING** - The subject property consists of two (2) parcels (#02-28-227-002 and #0 02-27-101-003). Subsequently rezoned as a Planned Unit Development via Ord. 2008-21, the permitted underlying zoning for the subject property is **B-3 General Business District** (formerly "B-3 Service Business District") and allowed all uses in the B-1, B-2, B-3, and O-Office zoning districts with some excluded uses as identified in the ordinance. The following are the current immediate surrounding zoning and land uses:

	Zoning	Land Use
North	E. Countryside Parkway B-3 PUD (Yorkville Crossing)	Transportation Land Use United States Post Office (USPS) & Vacant Land
South	US 34 (Veterans Parkway) B-3 General Business District B-3 (Kendall County)	Transportation Land Use Heartland Business Center American Legion & Various Business Land Uses
East	E. Countryside Center B-3/Office PUD (Yorkville Crossing)	Transportation Land Use Undeveloped Farm Land
West	McHugh Road B-3/Office PUD (Yorkville Crossing)	Transportation Land Use Undeveloped Farm Land

4. **PERMITTED USES** – Per Table 10-3-12 (B) of the Yorkville Unified Development Ordinance (UDO), a "general retail store, greater than one (1) acre" is a permitted land use and a "gasoline service station" is a special use in the B-3 General Business District.

a. **Ancillary Uses** - While the Unified Development Ordinance does not specifically identify a "tire center" use, where car lifts will be available for tire rotations and tire replacements, the Zoning Administrator can determine if the use is substantially similar to a use listed in the tables. If it is, the use shall be treated in the same manner as the substantially similar use. Staff identifies the use as similar to "automobile repair" or "automobile service" which are permitted uses in the B-3 General Business District.

b. **Standards for Special Use** – The petitioner has provided responses to the following standards for special use authorization, per Section 10-8-5 of the Yorkville Unified Development Ordinance, which will be entered into the record during the public hearing process:

   i. The establishment, maintenance or operation of the Special Use will not be unreasonably detrimental to or endanger the public health, safety, morals, comfort, or general welfare.

   ii. The Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purpose already permitted, nor substantially diminish and impair property values within or near the neighborhood in which it is to be located.

   iii. The establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.

   iv. Adequate utilities, access roads, drainage or other necessary facilities have been or shall be provided.

   v. Adequate measures shall be taken to provide ingress or egress so designed as to minimize traffic congestion in the public streets.

   vi. The proposed Special Use is not contrary to the objectives of the City's adopted Comprehensive Plan.

c. **Protest to Special Use** – Per Section 10-8-5-C of the Unified Development Ordinance, in the event of written protest against any proposed Special Use, signed and acknowledged by the owners of twenty (20) percent of the frontage adjacent thereto, or across an alley, or directly opposite therefrom, such Special Use shall not be granted except by the favorable vote of two-thirds (⅔) of all members of the City Council. In such cases of written protest, a copy of the written protest shall be served by the protestor(s) on the applicant for the proposed Special Use and a copy upon applicant's Attorney, if any, by certified mail at the address of such applicant and attorney shown in the application for the proposed Special Use.

SITE PLAN COMMENTS:

The Costco site plan places the warehouse at the center of the property, oriented toward Veteran's Parkway, with parking arranged along the southern and eastern sides to prioritize customer accessibility. Future employee parking lot expansion is also proposed to the west of the retail warehouse building. Substantial setbacks and landscaped buffer zones with a mix of trees and shrubs separate the site physically and visibly from nearby properties, while a stormwater management area on the northern edge offers both environmental functionality and aesthetic value. The internal building design includes a Tire Center, a conveniently located loading dock, and energy-efficient LED lighting for safe navigation across parking and pedestrian areas. Two (2) additional parcels along Veteran's Parkway are earmarked for future commercial development, aligning with the site's zoning requirements and ensuring harmony with Costco's operational goals. The following is a summary review of the various Site Plan components:

5. **BUILDING SETBACKS –** Per the Table 10-3-9(A) Bulk and Dimensional Standards, the following compares current B-3 General Business District standards with the proposed Planned Unit Development (PUD) requested modifications:

BUILDING SETBACKS	**REQUIRED MINIMUM SETBACKS** B-3 DISTRICT	**PROPOSED MINIMUM SETBACKS** COSTCO	**PROPOSED MINIMUM SETBACKS** FUEL FACILITY
FRONT YARD (Veterans Pkwy)	50 ft.	507 ft.	???
CORNER SIDE YARD (East/West)	30 ft.	??/64 ft.	???
REAR YARD (SEC Countryside Pkwy/McHugh)	20 ft.	64 ft.	???
PARKING SETBACK* (Veterans Pkwy)	20 ft.	275 ft.	???
PARKING SETBACK* (Countryside Pkwy/McHugh)	20 ft.	20 ft.	???

   a. **Above information provided from Site Data Table. Please provide a clearly dimensioned site plan clearly identifying the setbacks from the nearest building point to the adjacent property line.**

   b. Per Section 10-3-9 of the Unified Development Ordinance, parking lots in the B-3 district located adjacent to an arterial roadway, as defined in the city's comprehensive plan, must maintain a minimum setback of 20 feet from the property line and 10 feet from nonarterial roadways.

   c. "Parking Lots" are defined as "an open, hard-surfaced area, designed, arranged and made available for the ***storage*** of private passenger automobiles only of occupants of the building or buildings for which the parking area is developed and is accessory."

6. **MAXIMUM BUILDING HEIGHT** - The B-3 General Business District has an 80 ft. maximum building height per Table 10-3-9(A) in the Unified Development Ordinance. The petitioner has provided overall building height for the proposed Costco Warehouse building in a Project Data table and Elevation plans.

   a. Per the Project Data Table on the Layout Plan (Sheet C2.0), Site Plan (Sheet DD11-05), and Aerial Site Plan (Sheet DD12-05), the stated maximum building height is 34 ft. However, the Elevations (Sheet DD13-05) illustrates the maximum height to the top of coping is 32 ft. **Please verify which is the proposed maximum building height**.

7. **MAXIMUM LOT COVERAGE** – Per Section 10-3-9(A) of the Unified Development Ordinance, the maximum lot coverage for the B-3 General Business District (inclusive of sidewalks, parking areas and all impervious surfaces) is 80% of the gross lot area. According to the Project Data Table on the Layout Plan (Sheet C2.0), Site Plan (Sheet DD11-05), and Aerial Site Plan (Sheet DD12-05), lot coverage calculations are ***not*** provided.

   a. **Please provide calculations for the proposed total impervious coverage including building area, parking area, future parking area, and fuel station.**

b. **If area exceeds 80%, a requested deviation to the bulk regulations in Section 10-3-9. Bulk and Dimensional Standards of the Unified Development Ordinance.**

8. **PARKING/LOADING** - According to the Parking Data Table on the Layout Plan (Sheet C2.0), Site Plan (Sheet DD11-05), and Aerial Site Plan (Sheet DD12-05), there are 856 total parking spaces to be provided on the property to accommodate the proposed ~160,000 sq. ft. retail warehouse building and fueling facility uses. Future parking expansion area will include another 124 stalls for an overall total 980 parking spaces.

Table 10-5-1(E)(1) Standard Parking Stall and Aisle Dimensional Requirements						
Parking Angle (degrees)	Figure Reference					
	A	B	C	D	E	F
	Space Width	Space Depth	Aisle Width (2-Way)	Aisle Width (1-Way)	Depth of Interlocking Spaces	Overhang
0	9'	20'	24'	12'	n/a	n/a
45	9'	18'	24'	12'	28.25'	2'
60	9'	18'	24'	18'	32'	2'
90	9'	18'	24'	24'	36'	2'

c. Per Table 10-5-1(E)(1) Standard Parking Stall and Aisle Dimensional Requirements are as follows:

The petitioner is proposing 90-degree parking stalls with a 10' width and a minimum of 18.5' stall depth with a 2' overhang. Aisle widths for 2-way drives are 32' wide.

d. Per Table 10-5-1(H)(5) Minimum Parking Requirements of the Yorkville Unified Development Ordinance, the minimum parking requirement for a retail store more than 8,000 sq. ft. of the net building square feet is 2 spaces/1,000 sq. ft. Gasoline Service Stations require a minimum of 1 space/gas pump and 1space/300 sq. ft. for any accessory retail space.

i. To minimize excessive areas of pavement, no off-street parking area for nonresidential or multi-family uses shall exceed the required minimum number of parking spaces by more than twenty (20) percent, except as approved by the Zoning Administrator. In approving additional spaces, the Zoning Administrator shall determine that the parking is needed based on documented evidence of actual use and demand provided by the applicant.

1. Per Section 10-5-1-H.4.b of the UDO, calculations for all area-based (square footage) parking standards must be computed on the basis of net floor area.

ii. **Total required maximum parking for the subject property is 386 spaces, including a minimum of 8 ADA accessible spaces, as calculated below**:

1. *153,820 net sq. ft./1,000 = 153.82 x 2 = 307.64 + 61.53 (20% of total) = 369.17 + 16 (gas dispensers) = 385.17 rounded to 386, per Section 10-5-1-H.4.a of the Unified Development Ordinance.*

iii. The petitioner is requesting a variance from the UDO's required maximum parking due to parking being "*critical to Costco's business plan and success for any warehouse located throughout the Country. The average parking for all new warehouses is between 850 to 900 stalls. Parking is based on the immediate need at store opening for our Members. Insufficient parking creates safety issues throughout the Property and will impede proper traffic flow in and around the Property.*" (**Deviation #1**).

Staff is supportive of the deviation from a maximum of 2 parking spaces per 1,000 net sq. ft. of building area to approximately 5.04 parking

spaces per 1,000 of building area as noted on Sheet C2.0 Layout Plan in Preliminary Engineering Plan Set (*note page 6 of the Project Narrative under 5.0 Development Plan Proposal Final Plat, Sheet DD11-05 Site Plan, and Sheet DD12-05 Aerial Site Plan lists the parking count ratio as 5.29 stalls per 1,000 square feet of building area – possibly based on gross square footage?*)**.**

iv. Additionally, per Section 10-5-1K-1 of the Unified Development Ordinance, infrastructure for a **minimum of 8 electric vehicle charging station is required to be installed (1 EV charging station per 50 required parking spaces)**.

v. The petitioner is also requesting full relief from the UDO's minimum required EV charging station requirement due to "*current Costco data reveals that an exceedingly small percentage of projected Members in the trade area are owners of electric vehicles. Costco's operators determined that EV charging stations at this location would not be pursued or initially planned for as the demand does not currently exist. Costco will reevaluate this decision in the near future.*" **(Deviation #2).**

Staff is supportive of the deviation of the full relief for the installation of infrastructure to accommodate the required minimum 8 electric vehicle charging stations since the petitioner will reevaluate the need for EV charging in the near future.

e. **Off-Street Loading** – Per Section 10-5-1-Q of the Unified Development Ordinance, the number of off-street shall be determined on a case-by-case basis, and in the instance of special uses, loading berths adequate number and size to serve such use, as determined by the Zoning Administrators, shall be provided. The petitioner proposes to have four (4) recessed off-street loading spaces for the retail warehouse located at the southwest corner of the building.

9. **FUEL FACILITY** – Fuel facility proposes 16 gas dispensers, accommodating 2 cars per dispenser. A total of eight (8) lanes are proposed for car queuing allowing five (5) cars per lane stacking. This results in a total of 72 cars maximum in this area of the site. No accessory retail convenience store is proposed for the fuel facility area.

a. **Staff has some concerns regarding the southernmost full access off of McHugh Road leading to the fueling facility which may cause a backup onto the public roadway should there be more than the five (5) vehicles stacking per fuel lane or 40 vehicle max stacking for all pumps.**

10. **TRAFFIC/ROADWAYS**

a. **Direct Access** – It is noted that the site has six (6) points of access. Three (3) off of E. Countryside Parkway – two (2) full access and one (1) right-in/right-out; one (1) full off of E. Veterans Parkway, which will be coordinated with IDOT; and two (2) full access points off of McHugh Road. These access points lead to internal private roadways which loop around the retail warehouse building, provides direct access to the fueling facility, and will connect to the future outlot uses.

i. It is noted on Sheet DD12-05 Aerial Site Plan, there are two (2) right in/right out access points on E. Countryside Road. **Please revise discrepancy**.

ii. It is also noted that off-site road enhancements will involve adjusting the existing center medians along Countryside Parkway and adding lane striping to create left-turn lanes at the intersections of Countryside Parkway

and McHugh Road. Additionally, new right-turn lanes will be installed at the gas station entrance on McHugh Road and at Veteran's Parkway.

iii. **Staff defers to City Engineer regarding site access and Traffic Impact Study.**

b. **Cross Access** – Per Section 10-5-1-F of the Unified Development Ordinance, cross access between adjoining developments is required to minimize access points along streets, encourages shared parking, and allows for vehicular access between land uses. **Will a cross access easement agreement be executed between the outlot developers and Costco**?

i. Note, according to Section 10-5-1-F-2-c, the Zoning Administrator may waive or modify the requirement for vehicular cross access on determining that such cross access is impractical or undesirable because it would require crossing a significant physical barrier or environmentally sensitive area, would create unsafe conditions, or there exists an inability to connect to adjacent property. City Council shall have the authority to waive or modify vehicular cross access requirements for all public review processes involving review by City Council.

c. Pedestrian Circulation – Per Section 10-5-1-N Pedestrian Circulation Standards of the Unified Development Ordinance required off-street parking areas to provide on-site pedestrian circulation systems and connection to existing and future planned trails. The petitioner has provided a single pedestrian connection to the public way off of E. Veterans Parkway at the intersection with Tuma Road.

i. **Would the petitioner consider an additional pedestrian connection to the public way at the northernmost full access drive on Countryside Parkway at the intersection with Crimson Lane?**

11. **LANDSCAPING** – Section 10-5-3 establishes landscape standards for new developments. The petitioner has submitted a Landscape Plan and per staff's review, the following sections of the Landscape Plan shall apply:

i. Section 10-5-3-C. Building Foundation Landscape Zone - All nonresidential, mixed-use, and multi-family development where a front yard setback is required, with the exception of food processing facilities regulated by the FDA, shall include landscape located at the building foundation as required by this section. Landscape required by this section shall be in addition to landscape required under other sections of this title. It is the objective of this section to provide a softening effect at the base of buildings.

ii. Section 10-5-3-D. Parking Area Perimeter Landscape Zone - Landscape required by this section shall be in addition to landscape required under other sections of this title. It is the objective of this section to provide screening between off-street parking areas and rights-of-way, and to provide for the integration of stormwater management with required landscaping

iii. Section 10-5-3-E. Parking Area Interior Landscape Zone - All off-street parking areas shall include landscape and trees located within the off-street parking area as required by this section. Trees and landscape required by this section shall be in addition to trees and landscape required under other sections of this title. It is the objective of this section to provide shade within parking areas, break up large expanses of parking area pavement, support stormwater management where appropriate, improve the appearance of

parking lots as viewed from rights-of-way, and provide a safe pedestrian environment.

iv. Section 10-5-3-F. Transition Zone Landscape Requirements - Transition zone landscape shall be required along interior side and rear property lines of all nonresidential, mixed use, and multi-family development. It is not expected that the transition area will totally screen such uses but rather will minimize land use conflicts and enhance aesthetics.

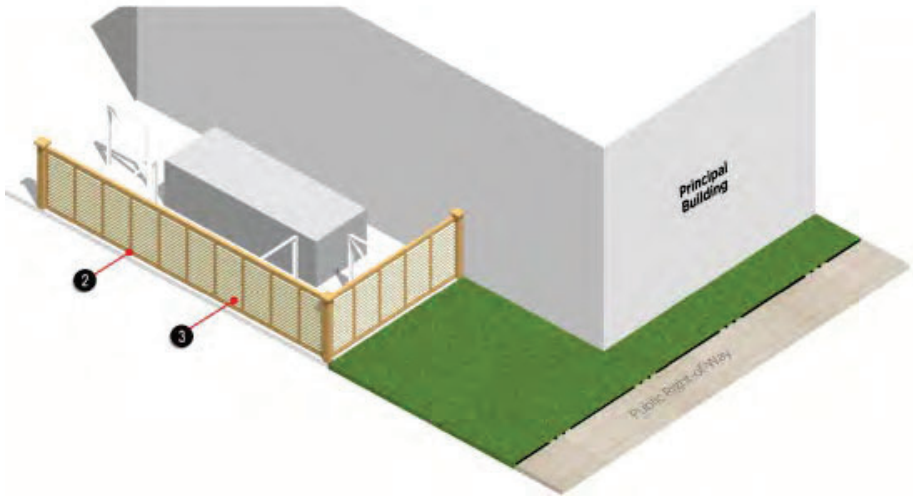
Staff defers all landscape review comments to the City Engineer's subconsultant. However, we want to highlight that, due to the site's unique location, being entirely surrounded by public roadways, special attention will be required during installation to ensure clear visibility at driveway and right-of-way intersections. In accordance with Section 10-5-6 of the Unified Development Ordinance, this may necessitate minor adjustments to the approved plan, such as relocating or removing certain plant materials.

12. **LIGHTING** – A photometric plan has been provided along with pole details of the proposed light standards to be installed within the parking lot area. Maximum illumination at the property line shall not exceed zero (0) foot-candle and no glare shall spill onto adjacent properties or rights of way.

    a. Per Table 10-5-7(E) of the Unified Development Ordinance, the maximum height for outdoor light standards in the B-3 General Business District is 35 feet. **The petitioner seeks a deviation to this regulation to install a light fixture with a maximum height of 36'-6" to provide ample uniform light coverage of the parking lot area (Deviation #3)**. **Staff supports this deviation.**

    b. **Staff defers to City Engineer regarding all other photometric plan review comments.**

13. **MECHANICAL SCREENING –** Per Section 10-5-4 Screening of the Unified Development Ordinance, ground/wall-mounted and roof mounted mechanical units that are visible from any public right-of-way or adjacent residential property shall be screened from public view. Materials used for screening shall be designed and established so that the area or element being screened is no more than twenty (20) percent visible through the screen. Evergreen hedges or non-transparent walls such as stone masonry shall be allowed, as depicted below:



a. It is noted that there are two (2) proposed ground-mounted compactors located on the west elevation adjacent to McHugh Road. It appears the petitioner has proposed to screen ground mounted mechanical equipment with landscaping material such as evergreen trees, ornamental trees and shrubbery located to the west in landscape bed edge.

   i. **Since the units may not be visible from the public way due to the location, setback and landscaping provided on the site, staff is supportive of the screening.**

14. **APPEARANCE STANDARDS** – Per Section 10-5-8-C-3.b Commercial, Office and Institutional Uses, Masonry products or precast concrete shall be incorporated on at least fifty (50) percent of the total building, as broken down as follows: The front facade shall itself incorporate masonry products or precast concrete on at least fifty (50) percent of the facade. Any other facade that abuts a street shall incorporate masonry products. The use of masonry products or precast concrete is encouraged on the remaining facades. Additional standards include:

   a. Loading bays for commercial and office uses shall not be located in the front of a building or in the area abutting a public right-of-way, and all commercial, office.

   b. Institutional buildings shall consist of solid and durable facade materials and be compatible with the character and scale of the surrounding area.

The petitioner has submitted exterior building elevations depicting the retail warehouse with materials such materials as insulated textured metal architectural panels, smooth face CMU, glazing and ribbed architectural metal panels. **However, the petitioner is seeking relief from the minimum masonry requirements and location of loading bays in the front of the building and in an area abutting a public right-of-way** (**Deviation #4**). Below is the proposed building material breakdown:

MATERIAL PERCENTAGES

MATERIAL	ELEVATION SOUTH	EAST	NORTH	WEST	ENTRY	TOTAL
SMOOTH FACE CMU "*BUFF*"	1403 SF 11%	1,015 SF 14%	2,332 SF 18%	1,088 SF 12%	905 SF 21%	14.61%
GLAZING		340 SF 5%			993 SF 23%	2.89%
TEXTURED ARCHITECTURAL METAL PANEL "*SANDSTONE*"	2,544 SF 21%	2,462 SF 34%	5,850 SF 44%	1,911 SF 30%	1,470 SF 34%	30.60%
VERTICAL RIBBED ARCHITECTURAL METAL PANEL "*TAUPE*"	7,788 SF 65%	3,925 SF 47%	5,105 SF 38%	3,567 SF 68%	933 SF 22%	50.76%
CONCRETE "*NATURAL*"	346 SF 4%					1.14%

* CALCULATION DOES NOT INCLUDE EXTERIOR EGRESS DOORS

c. Staff has calculated that the masonry/cementitious materials make up approximately 15-16% of the total building and 30-35% of the front elevation (South and Entry). We understand that Costco must maintain its corporate brand and image, and staff is fully supportive of this deviation from the 50% appearance code standard. The proposed textured and ribbed architectural paneling provides a solid and durable façade, which meets the intent of the UDO's requirements.

d. In Section 10-5-8C.1 of the UDO it states "Creativity and ingenuity in applying the standards and guidelines listed in this Code are encouraged. Likewise, ingenuity and creativity, while considering deviations to the standards and guidelines of this Code, are encouraged." Following this guidance, staff has previously used the credit for "major architectural features" outlined in Section 10-5-8C-2.7 (intended for

residential uses) as a reference when approving deviations for unbuilt nonresidential sites that have or are seeking PUDs.

e. **Therefore, as vertical articulation is accomplished through the use of color, texture, and the strategic distribution of sustainable materials along the facades in proportion to the building's scale, along with the incorporation of a free-standing steel trellis on the south elevation to soften and define the building mass visible from the south, staff is supportive of the deviation**.

i. Note, while staff supports this request for relief—similar to the relief granted to the recently approved Cyrus One data center project—there is no guarantee the City Council will approve a deviation from the City's appearance standards.

15. **SIGNAGE** – The petitioner is proposing **six (6) wall mounted signs** as illustrated on the exterior elevations, as illustrated below:

SIGN TABLE

IDENTITY	QUANTITY	SIGN	SIZE	AREA (EACH)	TOTAL SF
S1	1	COSTCO WHOLESALE	5'-0" C	175 SF	***175 SF***
S2	4	COSTCO WHOLESALE	6'-0" C	280 SF	***1120 SF***
S3	1	TIRE CENTER	17'-4" x 1'-9"	31 SF	***31 SF***
			TOTAL SIGN AREA:		**1326 SF**

a. Per Section 10-6-6 of the Unified Development Ordinance, single tenant buildings shall be permitted a total of two (2) primary wall signs or one (1) primary wall sign per one hundred (100) linear feet of building frontage. One (1) additional wall sign shall be allowed per additional hundred (100) feet of building frontage. Only one (1) primary wall sign shall be displayed on any single building façade.

i. Additionally, a maximum of two (2) secondary wall signs may be authorized for buildings with lineal frontage in excess of seventy-five (75) feet by the Zoning Administrator provided such additional signage is:

(1) In keeping with the overall design and architecture of the building,

(2) A minimum of ten (10) feet from the primary wall sign and other secondary wall signs,

(3) A maximum of fifty (50) percent of the size of the primary wall sign,

(4) Accessory to the building's primary wall sign(s), and

(5) The total area of all primary and secondary wall signs does not exceed the maximum wall sign area as established in Section 10-6-6(A)(1).

ii. Signs Attached to a Wall With a Public Entrance or Facing a Public Right-of-Way. The maximum sign area shall be two (2) square feet for every one (1) linear foot of the exterior wall to which it is affixed. The sign shall not to exceed seventy-five (75) percent of the width of the exterior wall to which it is attached.

b. Since all building elevations (south, east, north, and west) have frontage along a public right-of-way, each façade is permitted one (1) primary wall sign.

c. Additionally, each building façade (except the entry area) exceeds 100 liner feet, so an additional two (2) secondary wall signs are permitted per facade.

d. **Therefore, per staff's calculations, the petitioner is permitted a maximum of five (5) primary signs and eight (8) secondary signs totaling 13 wall signs, as depicted in the table below:**

Elevation	Façade Length	Permitted # of Signs	Proposed # of Signs	Permitted Max. Sign Area	Proposed Sign Area
South	~358'-7"	3	1	~717.4 sq. ft.	280 sq. ft.
East	~326'-4"	3	2	~652.8 sq. ft.	311 sq. ft.
Entry	70'-3 ¾"	1	1	~140.7 sq. ft.	175 sq. ft.
North	~493'-6"	3	1	~987.2 sq. ft.	280 sq. ft.
West	~220'-0"	3	1	~440 sq. ft.	280 sq. ft.
TOTAL		**13**	**6**	**~2938.1 sq. ft.**	**1326 sq. ft.**

e. **All proposed wall signs conform to UDO regulations.**

f. **It is noted a monument sign is not proposed for the development. However, the existing pylon ground-mounted "Menards/Yorkville Crossing" sign located at the southeast corner of the property will be relocated, east of Countryside Parkway on parcel #02-27-101-004 owned by Yorkville Crossings, LLC.**

16. **COMPREHENSIVE PLAN** – The 2016 Comprehensive Plan Update designates this property as "Mid Density Residential (MDR)" which is defined typically for higher density residential developments near commercial areas and transportation corridors including townhomes and multi-family development.

a. Although the proposed commercial land use does not align with the comprehensive plan's current future land use designation, **staff supports** the use because it is consistent with the "Destination Commercial (DC)" designation assigned to nearby properties to the west. Additionally, the property's existing B-3 zoning classification aligns with both the Destination Commercial land use and the original PUD. If the proposed development is approved, an amendment to the Comprehensive Plan will be required.

Figure 4.1 - Future Land Uses North of the Fox River

17. **FINAL PLAT –** The title block on Sheet 2 of the Final Plat of Subdivision for "City Plan Commission Certificate" shall be revised to read "City Planning and Zoning Commission Certificate".

Yorkville Police Department Memorandum
651 Prairie Pointe Drive
Yorkville, Illinois 60560
Telephone: 630-553-4340
Fax: 630-553-1141

Date: December 2, 2024
To: Krysti Barksdale-Noble (Community Development Director)
From: James Jensen (Chief of Police)
Reference: Plan Review PZC 2024-33 Costco
Project Name: Costco Wholesale Corporation
Applicant Name: Costco Wholesale Corporation
Project Manager:
Project Number: PZC 2024-33 Costco

The comments listed below are referenced to the above project:

Signage

Handicapped Signage Required: __X__ Yes ____ No

Comments: **Handicapped parking has been identified on the plan. Proper signage must meet MUTCD Standards for enforcement.**

***Signage must meet MUTCD Standards*
***Fine amount must be listed on sign*

Speed Limit Signage Required/Recommended ____ Yes __X__ No
School Zone Special Signage ____ Yes __X__ No
Special Speed Zone Signage Requested ____ Yes __X__ No

No Parking Signage Recommended? __X__ Yes ____ No

Comments: **Areas that will be posted "No Parking" must be posted via proper signage meeting MUTCD Standards for enforcement (i.e. No Parking Fire Lane)**

No Parking Locations:

- **No Parking on Countryside Parkway**
- **No Parking on McHugh Road**

Dedicated Parking signage needed? ____ Yes __X__ No

____ Located by Park
____ School

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Fax: 630-553-1141

____ Common Parking Area

Are there Street Name Conflicts? ____ Yes __X__ No
Comments:

Pedestrian/Bike Path Crossing Signage? __X__ Yes ____ No
Comments: **The pedestrian walking/bike path runs along Rt. 34. This walking/bike path is extremely busy. While not required, we would recommend Bike Path or Pedestrian Crossing signs be posted.**

NO Construction Traffic Signage being requested? ____ Yes __X__ No
Location: _____

****We request that all signage is posted prior to the first occupancy permit being issued for each POD or phase.****
****All traffic control signage must conform to MUTCD Standards specific to location, size, color, and height levels****

Roadway

Street Width: **N/A**

Should parking be allowed on BOTH sides of road? ____ Yes ____ No
Should parking be restricted to fire hydrant side? ____ Yes ____ No

Comments: **No Parking should be allowed on Countryside Parkway or McHugh Road.**

Center Roadway Medians: ____ Yes __X__ No
Limit Parking on Median? ____ Yes ____ No
Signage Needed? ____ Yes ____ No
Room for Emergency Veh. w/ one lane Obstructed? ____ Yes ____ No

Do you have intersection Concerns? __X__ Yes ____ No
Comments: **No concerns at the intersections of Rt. 34 & Countryside Parkway or Rt. 34 & McHugh Road. Both of these intersections are controlled with traffic lights. I do have a concern with the intersection of Rt. 34 & Tuma Road. There does not appear to be any traffic control devices at this intersection other than a**

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"Stop Sign". With the speed of traffic on Rt. 34, four lanes of traffic (two in each direction) and a turn lane this will be very problematic and dangerous. If this entrance/exit will remain, I recommend this being a "right in" and "right out" only.

Landscape

Low Growth or Ground Cover Landscaping? ____ Yes ____ No
Low Growth or Ground Cover Landscaping by windows? ____ Yes ____ No
Low Growth or Ground Cover Landscaping by Entrances ____ Yes ____ No

I have not seen a landscaping plan for this project. If landscaping is going to be put in, they should use low growth or ground cover landscaping by the entrance/exit to limit site line issues.

Ingress / Egress

Entrance/Exits match up with adjacent driveways? __X__ Yes ____ No

Total Entrance/Exits for development? __5__

Comments: **No concerns at the intersections of Rt. 34 & Countryside Parkway or Rt. 34 & McHugh Road. Both of these intersections are controlled with traffic lights. I do have a concern with the intersection of Rt. 34 & Tuma Road. There does not appear to be any traffic control devices at this intersection other than a "Stop Sign". With the speed of traffic on Rt. 34, four lanes of traffic (two in each direction) and a turn lane this will be very problematic and dangerous. If this entrance/exit will remain, I recommend this being a "right in" and "right out" only.**

Are vehicle entrance/exits safe? ____ Yes __X__ No

Comments: **See comments above. Only 1 entrance/exit would be classified as unsafe.**

Are warning signs for cross traffic requested? __X__ Yes ____ No

Comments: **Signage for pedestrian walking/biking path should be added.**

Raised Median & Signage for Right in & Right Out? ____ Yes __X__ No

Comments:

Yorkville Police Department Memorandum
651 Prairie Pointe Drive
Yorkville, Illinois 60560
Telephone: 630-553-4340
Fax: 630-553-1141

Emergency Contact for after hours during construction

Comments: **Please provide emergency contact information for after hours during construction. This will only be used if there is a law enforcement need.**

Is this a gated or controlled access development? ____ Yes __X__ No
If yes, will police & Fire and Access? ____ Yes ____ No

Miscellaneous

Individual Mailboxes? ____ Yes __X__ No
Cluster Mailbox Kiosks? ____ Yes __X__ No
Will this cause traffic choke points? ____ Yes __X__ No

Are sidewalks being planned for the development? __X__ Yes ____ No

Existing sidewalks already in place along Countryside Parkway, McHugh and Rt. 34.

Are sidewalk crosswalks needed? ____ Yes __X__ No
Are there bike paths planned for this project? ____ Yes __X__ No
Comments: **Bike path is already existing.**
Proper Signage needed for bike paths __X__ Yes ____ No
__X__ Stop Signs ____ Yield Signs ____ NO Motorized Vehicles
____ Trespassing ____ Other _____

Are there HOA Controlled Roadway OR Parking Areas? ____ Yes __X__ No

Ample Parking on Site? __X__ Yes ____ No

Are there other City Ordinance Concerns? ____ Yes __X__ No

____ Noise Ordinance ____ Parking Ordinances ____ Alarm Ordinance

Security

Will security cameras be in use during construction? ____ Yes ____ No

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Telephone: 630-553-4340
Fax: 630-553-1141

Will security cameras be in use during normal business hours? ____ Yes ____ No

Access to the building will be membership only controlled. Will the police department have access to the building for emergencies? ____ Yes ____ No

Comments: **Police access during emergencies would be required.**

What are the business Hours of Operation?		
	Monday – Friday	10:00a.m – 8:30p.m
	Saturday	9:30a.m – 7:00p.m
	Sunday	9:30a.m – 7:00p.m
	Fuel Station	6:00a.m – 9:30p.m

Will the building be alarmed? ____ Yes ____ No

Will you provide Floor Plans/Maps to the police department to be used for emergency purposes only? ____ Yes ____ No

Comments: **We would request a copy of the floor plans to be used for emergency purposes only.**

I hope you find this information helpful, and we look forward to reviewing the revisions. If you should have any questions, comments, or concerns please do not hesitate to contact me.

December 5, 2024

Ms. Krysti Barksdale-Noble
Community Development Director
United City of Yorkville
651 Prairie Pointe
Yorkville, IL 60560

Re: Costco
Preliminary Engineering – 1st Submittal
United City of Yorkville

Dear Krysti:

We have reviewed the following items for the above-referenced project:

- Preliminary Engineering Plans (5 sheets) dated November 13, 2024, and prepared by V3 Companies
- Final Plat of Subdivision (2 sheets) dated October 29, 2024, and prepared by V3 Companies.
- Photometric Plan dated July 22, 2024, and prepared by T.E. Inc.
- Preliminary Stormwater Management Report dated November 13, 2024, and prepared by V3 Companies
- Traffic Impact Study dated November 13, 2024, and prepared by V3 Companies
- Preliminary Landscape Plan dated November 15, 2024, and prepared by Kimley-Horn
- Other Supporting Documentation

Our review of these plans and reports are to generally determine their compliance with local ordinances and whether the improvements will conform to existing local systems and equipment. This review and our comments do not relieve the designer from his duties to conform to all required codes, regulations, and acceptable standards of engineering practice. Engineering Enterprises, Inc.'s review is not intended as an in-depth quality assurance review, we cannot and do not assume responsibility for design errors or omissions in the plans. As such, we offer the following comments:

General

1. The following permits may be required during final engineering and should be provided to the City when obtained. The City and EEI should be copied on all correspondence with the agencies.
    - IEPA NPDES General Construction Permit is required. The Notice of Intent must be filed with IEPA 30 days prior to start of construction.
    - IEPA Water and Sanitary Sewer Permits
    - Yorkville Bristol Sanitary District (YBSD) approval is needed for the connection of the proposed sanitary lines to the existing sanitary sewer.
    - IDOT for the connection to U.S. Route 34
    - United City of Yorkville Stormwater Management Permit

2. The following will need to be submitted with final engineering:
    a. An engineer's estimate needs to be provided and must include all public improvements within the ROW including all public utilities and connections, all soil erosion and sediment control items, and all permitted stormwater items. This cost estimate will be used to determine the construction guarantee amount. In addition, a cost estimate needs to be provided for all site improvements which will be used to calculate the building permit fees.
    b. Truck turning exhibits for delivery and emergency vehicles

3. Additional forms and information can be found at https://www.yorkville.il.us/333/Engineering-Department.

4. The comments in the attached review letter from the City's landscaping consultant must be addressed and a revised landscaping plan submitted with final engineering.

Preliminary Engineering Plans

We have completed a cursory review of the preliminary engineering plans and stormwater management report. A detailed review will be completed with the submittal of final engineering. The following comments should be considered when developing final engineering.

C0.0 - Cover Sheet

5. The plans should be signed and sealed by a Professional Engineer prior to final approval.

6. The JULIE logo or contact information should be included on the cover sheet.

7. Include contact information for the City and YBSD on the cover sheet.

C2.0 - Layout Plan

8. The City should confirm that the number of parking spaces is adequate.

C3.0 – Preliminary Grading Plan

9. Additional grading should be shown in the fueling area.

10. Include 1-ft contours in the non-paved area to the west (where the future employee parking will be).

C4.0 – Preliminary Utility Plan

11. All utility conflicts will need to be shown.

12. Water valves should be included on the water main.

13. Provide details of the water main connections.

14. The storm structures should be labeled with unique identifiers and the type of structure, frame, and lids/grates.

Photometric Plan

15. The photometric plan should include a summary table that includes average, average to minimum, and maximum to minimum light intensity data to confirm that the lighting plan meets the requirements of the Ordinance.

16. Light intensity shall be zero-foot candles at all property lines.

17. Light fixtures should be fully cut off and conform to the dark sky concept.

Preliminary Stormwater Management Report

18. A City of Yorkville Stormwater Permit Application should be submitted with Final Engineering.

19. The stormwater management report should be signed and sealed by a Professional Engineer prior to final approval.

20. Confirm that the detention basin design accounts for the future development of the fueling station and employee parking lot that is indicated on the plans.

21. The report includes a requirement to control the outlet to 0.08 cfs/acre for a 25-year storm. It has been determined that this will not be required for this project.

22. A full report with calculations, modeling, and exhibits as indicated in the permit application should be included with final engineering.

23. A certified wetland determination will need to be included with final engineering.

24. Confirm that the existing storm sewer that goes to the existing detention basin is installed.

25. Calculations for the drawdown time of the detention basin will be required due to the 5.8' bounce.

Traffic Study

The following roadway-related improvements are anticipated to accommodate the new development based on the submitted traffic study:

- A new full-access driveway on US 34 that aligns with Tuma Road.
    a. Eastbound dedicated left turn lane into Costco.
    b. Westbound dedicated right turn lane into Costco.
- Two new full-access driveways on McHugh Road.
    c. Restriping the existing two-way left turn lane into a dedicated left turn lane into the proposed Costco gas station.
    d. Widening McHugh Road near US 34 for a dedicated right-turn lane into the proposed Costco gas station.
- A new full-access driveway on Countryside Parkway that aligns with Crimson Lane.
    e. Restriping the unused, existing left turn lane in the paved, westbound Countryside Parkway median area.
- A new full-access driveway on Countryside Parkway.
    f. Removal of the existing landscaped and curbed median area.
    g. Adding dedicated left turn lane into the proposed Costco parking lot.
- A new Right-In Right-Out driveway on Countryside Parkway.

26. The traffic impact study should be submitted to IDOT for review. The City should be copied on all correspondence with IDOT.

27. IDOT should comment on the proposed mitigations at US 34 and Countryside. Note that the capacity analysis indicated an inadequate level of service without the proposed mitigations. Storage lengths were also exceeded in this area.

28. The storage length for the southbound Countryside Parkway at US 34 should meet the proposed mitigation queue length and avoid blocking the exit of Driveway 3.

29. The existing traffic volumes displayed in Figure 5 along McHugh Road do not balance with the volumes entering the intersections of US 34 / McHugh Road and McHugh Road / Countryside Parkway.

30. The existing traffic volumes displayed in Figure 5 along Countryside Parkway do not balance with those entering the intersections of US 34 / Countryside Parkway and Countryside Parkway / Crimson Lane.

31. The pages from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, should be included in the Appendix.

32. The size utilized in Table 1 for trip generation of the Gasoline/Service Station does not account for the future expansion of the gas station.

33. A traffic signal warrant analysis at the intersection of US 34/Veterans Parkway and Costco Driveway 4/Tuma Road found the installation of a traffic signal to be unwarranted. It is noted that an inadequate Level of Service at US 34 / Tuma Road / Driveway 4 is expected. A proposed mitigation plan should be provided.

    The safety of the eastbound left turn into Driveway 4 is of concern.

34. A traffic signal warrant analysis should be performed for McHugh Road and Countryside Parkway with the anticipated project traffic volumes.

35. The taper length for the left turn at Driveway 2 should meet minimum IDOT Bureau of Local Roads and Streets (BLRS) design requirements.

36. The shifting of driveway 5 further north should be considered. Ideally, the taper length for the southbound left turn at US 34 is extended as it should meet minimum IDOT BLRS design requirements.

    This would also allow the shifting of the dedicated right-turn lane for driveway 5 away from the intersection at US 34.

Final Plat of Subdivision

37. The legal description is the surveyor's certificate must describe the measured boundary.

38. The chord length should be added to all curve dimensions.

39. All easements must be dimensioned.

40. The water main easement should be changed to a C.U.E.

41. The S.S.E. should be changed to C.U.E.

42. Cross-access easements are needed over all lots.

43. The Public Utility Easement Provisions and the stand-alone Nicor Gas provisions should be removed.

44. The stormwater management easement and City Utility Easement C.U.E. provisions should be added.

45. The building setback line on the west line of Lot 1 needs to be labeled.

46. The area table must match the areas on the plat.

47. All fire hydrants, valves and emergency shut off must be inside the C.U.E.

48. The concrete monument symbols do not match the location labels on the plat.

49. Note 2 on the IDOT access notes contradicts the site plan.

The plans should be resubmitted for further review. If you have any questions or require additional information, please contact our office.

Respectfully Submitted,

ENGINEERING ENTERPRISES, INC.

Bradley P. Sanderson, P.E.
Chief Operating Officer / President

BPS/tnp/pgw2

pc: Mr. Bart Olson, City Administrator (via email)
Ms. Erin Willrett, Assistant City Administrator (via email)
Mr. Eric Dhuse, Director of Public Works (via email)
Mr. Pete Ratos, Building Department (via email)
Ms. Gina Nelson, Admin Assistant (via email)
Ms. Sara Mendez, City Planner (via email)
Building Department (via email) Bzpermits@yorkville.il.us
Ms. Jori Behland, City Clerk (via email)
Mr. Stephen Cross, Costco (via email)
Mr. Dan Free, V3 (via email)
TNP, PGW2, EEI (via e-mail)

Hey and Associates, Inc.
Engineering, Ecology and Landscape Architecture

8755 W. Higgins Road, Suite 835
Chicago, Illinois 60631
Phone (773) 693-9200
Fax (773) 693-9200

December 5, 2024

Pamela Whitfield, PE, CFM
Senior Project Engineer II
Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, IL 60554

Project No.: 21-0275 AO

Re: Landscape Plan Review
Costco

Dear Pamela:

We have completed our first landscape plan review of the proposed Costco development located southwest of McHugh Road and East Countryside Parkway in Yorkville.

Landscape Plan – NOT RECOMMENDED FOR APPROVAL

Because it is preliminary and lacks sufficient detail, and based upon comments below, this landscape plan is not recommended for approval at this time. A response letter from the petitioner which addresses all review comments should be provided with their next submittal.

Review Comments

Comments must be addressed before landscape plan approval can be recommended. If there are any changes to the proposed project, additional comments may be provided. Please note that the requirements of each section are in addition to the requirements of all other sections of the ordinance (i.e., trees and other plant materials cannot be "double counted" to meet multiple requirements).

Building Foundation Landscape Zone

A Building Foundation Landscape Zone, consisting of 5 square feet of landscape area per linear foot of building frontage, is required along front and side yards. No foundation landscaping is shown on the east and west sides of the building. Requirements are not met.

Parking Area Perimeter Landscape Zone

Requirements appear to be met and will be confirmed later after more detailed plans have been submitted. The City may require Parking Lot Perimeter Landscape along the southern edge of the main parking lot if Outlots 1 and 2 are to remain vacant.

Parking Area Interior Landscape Zone

Parking area medians are required every third bay of parking in front or side of building. Parking area islands spaced not more than 10 continuous spaces apart are also required . Requirements are not met.

Transition Zone

Requirements appear to be met and will be confirmed later after more detailed plans have been submitted.

Species Diversity Requirements

Compliance with species diversity requirements cannot be assessed at this time due to lack of information on the plan. Requirements are not met.

Minimum Plant Size Requirements

Compliance with minimum plant size requirements cannot be assessed at this time due to lack of information on the plan. Requirements are not met.

Tree Preservation and Removal

A review of Google Earth and Google Streetview imagery suggests there are a few parkway trees on the subject property, which are shown to be preserved. Requirements appear to be met and will be confirmed later after more detailed plans have been submitted

Street Trees

A minimum of 1 canopy tree is required per every 40 linear feet of parkway. Requirements are not met.

Wetlands

A review of Google Earth and Google Streetview imagery suggests there are no wetlands on the subject property.

SUMMARY

This review was based upon the following documents, pursuant to relevant landscape requirements of the City's Unified Development Ordinance and Wetland Regulations.

- Landscape Plans, 7 sheets, prepared by Kimley-Horn, most recently dated 11/15/2024

Let us know if there are any questions or comments.

Sincerely,

Tim Pollowy, RLA (IL & WI)
Senior Landscape Architect

Hey and Associates, Inc.
Engineering, Ecology and Landscape Architecture

8755 W. Higgins Road, Suite 835
Chicago, Illinois 60631
Phone (773) 693-9200
Fax (773) 693-9200

December 10, 2024

Pamela Whitfield, PE, CFM
Senior Project Engineer II
Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, IL 60554

Project No.: 21-0275 AO

Re: Landscape Plan Review
Costco

Dear Pamela:

We have completed our first landscape plan review of the proposed Costco development located southwest of McHugh Road and East Countryside Parkway in Yorkville.

Landscape Plan – NOT RECOMMENDED FOR APPROVAL

Because it is preliminary and lacks sufficient detail, and based upon comments below, this landscape plan is not recommended for approval at this time. A response letter from the petitioner which addresses all review comments should be provided with their next submittal.

Review Comments

Comments must be addressed before landscape plan approval can be recommended. If there are any changes to the proposed project, additional comments may be provided. Please note that the requirements of each section are in addition to the requirements of all other sections of the ordinance (i.e., trees and other plant materials cannot be "double counted" to meet multiple requirements).

Building Foundation Landscape Zone

A Building Foundation Landscape Zone, consisting of 5 square feet of landscape area per linear foot of building frontage, is required along front and side yards. No foundation landscaping is shown on the east and west sides of the building. Requirements are not met.

Parking Area Perimeter Landscape Zone

Requirements appear to be met and will be confirmed later after more detailed plans have been submitted. The City may require Parking Lot Perimeter Landscape along the southern edge of the main parking lot if Outlots 1 and 2 are to remain vacant.

Parking Area Interior Landscape Zone

Parking area medians are required every third bay of parking in front or side of building. Parking area islands spaced not more than 10 continuous spaces apart are also required . Requirements are not met.

Transition Zone

Requirements appear to be met and will be confirmed later after more detailed plans have been submitted.

Species Diversity Requirements

Compliance with species diversity requirements cannot be assessed at this time due to lack of information on the plan. Requirements are not met.

Minimum Plant Size Requirements

Compliance with minimum plant size requirements cannot be assessed at this time due to lack of information on the plan. Requirements are not met.

Tree Preservation and Removal

A review of Google Earth and Google Streetview imagery suggests there are a few parkway trees on the subject property, which are shown to be preserved. Requirements appear to be met and will be confirmed later after more detailed plans have been submitted

Street Trees

A minimum of 1 canopy tree is required per every 40 linear feet of parkway. Requirements are not met.

Wetlands

A review of Google Earth and Google Streetview imagery suggests there are no wetlands on the subject property.

The following comments on the landscape plan were provided by Public Works, and also must be addressed.

General Question

- You show new plantings in the median on Countryside Parkway, are you planning on maintaining the median?

Sheet L1.1

- Please locate the existing streetlights on McHugh Rd. and incorporate them into the landscape drawing. The proposed trees may interfere with the streetlights and street cuts.

- No parkway trees should be planted in medians that are less than 10’ wide. We have had trees planted in these areas in the past and they do not survive.

Sheet L1.2

- The city is planning on removing the existing pear trees and reshaping the median on East Countryside Parkway to allow better site lines and make it safer to mow. Perhaps we can work together to come up with a solution since you are cutting in a turn lane on East Countryside Parkway.

- Please locate the existing streetlights on Countryside parkway and incorporate them into the landscape drawing. The proposed trees may interfere with the streetlights.

SUMMARY

This review was based upon the following documents, pursuant to relevant landscape requirements of the City's Unified Development Ordinance and Wetland Regulations.

- Landscape Plans, 7 sheets, prepared by Kimley-Horn, most recently dated 11/15/2024

Let us know if there are any questions or comments.

Sincerely,

Tim Pollowy, RLA (IL & WI)
Senior Landscape Architect

Order ID: 7739822

* Agency Commission not included

GROSS PRICE * : **$923.67**

PACKAGE NAME: IL Govt Legal Aurora Beacon

Product(s): SubTrib_Aurora Beacon News, Publicnotices.com
AdSize(s): 2 Column
Run Date(s): Monday, December 16, 2024
Zone: Full Run
Color Spec. B/W

Preview

PUBLIC NOTICE
NOTICE OF PUBLIC HEARING
BEFORE UNITED CITY OF YORKVILLE PLANNING AND ZONING COMMISSION
PZC 2024-33

NOTICE IS HEREBY GIVEN THAT Stephen Cross, an authorized representative of Costco, has submitted applications to the City of Yorkville, Kendall County, Illinois, on behalf of Costco Wholesale Corporation, the contract purchaser and petitioner, and Joda Land Holding, LLC, the property owner. The applications request an amendment to the Yorkville Crossing Planned Unit Development (PUD) Agreement to facilitate the development of an approximately 160,000-square- foot members-only retail store. Additionally, the petitioner seeks special use authorization to construct and operate a freestanding fueling facility, as well as final plat approval to resubdivide the existing two (2) parcels, totaling nearly 34 acres, into three (3) new parcels. The petitioner is also requesting deviations from the Unified Development Ordinance, including Section 10-5-3 regarding Landscape regulations; Section 10-5-1 regarding Off-Street Parking and Loading regulations for the maximum number of parking stalls and the minimum number of electric vehicle charging stations; Section 10-5-7 regarding Outdoor Lighting standards for the maximum pole height of light fixtures; and Section 10-5-8 regarding Appearance Standards related to the use of masonry products or precast concrete on building facades. The subject property is located at the northwest corner of Veterans Parkway (US 34) and Countryside Parkway.
The legal description is as follows:
THAT PART OF THE NORTHWEST QUARTER OF SECTION 27, AND PART OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTHERLY RIGHT OF WAY LINE OF COUNTRYSIDE PARKWAY PER PLAT OF DEDICATION DOCUMENT NO. 2000-00009655, WITH THE NORTHERLY RIGHT OF WAY LINE OF U.S. ROUTE NO. 34 PER DOCUMENT NUMBERS 2002-00008973 AND 2002-00007755; THENCE SOUTH 12 DEGREES 50 MINUTES 13 SECONDS WEST, ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID U.S. ROUTE NO. 34, 77.16 FEET; THENCE SOUTH 55 DEGREES 12 MINUTES 38 SECONDS WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 976.51 FEET; THENCE WESTERLY

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ALONG SAID NORTHERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1390.00'; AND A CHORD BEARING OF SOUTH 67 DEGREES 53 MINUTES 14 SECONDS WEST, AN ARC LENGTH OF 616.39 FEET; THENCE NORTH 67 DEGREES 09 MINUTES 38 SECONDS WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 97.31 FEET; THENCE SOUTH 85 DEGREES 58 MINUTES 01 SECONDS WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 1.41 FEET TO THE EASTERLY RIGHT OF WAY LINE OF MCHUGH ROAD PER PLAT OF DEDICATION DOCUMENT NO. 2000-00009655; THENCE NORTH 04 DEGREES 07 MINUTES 38 SECONDS WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 183.64 FEET; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 460.00 FEET AND A CHORD BEARING OF NORTH 03 DEGREES 01 MINUTES 21 SECONDS EAST, AN ARC LENGTH OF 114.80 FEET; THENCE NORTH 10 DEGREES 10 MINUTES 20 SECONDS EAST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 300.40 FEET; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE LEFT
WITH A RADIUS OF 1040.00 FEET AND A CHORD BEARING OF NORTH 01 DEGREES 38 MINUTES 51 SECONDS EAST, AN ARC LENGTH OF 309.47 FEET; THENCE NORTH 06 DEGREES 52 MINUTES 38 SECONDS WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 250.39 FEET; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 460.00 FEET AND A CHORD BEARING OF NORTH 01 DEGREES 24 MINUTES 19 SECONDS WEST, AN ARC LENGTH OF 87.86 FEET; THENCE NORTH 04 DEGREES 04 MINUTES 00 SECONDS EAST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 226.43 FEET; THENCE NORTHEASTERLY ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 25.00 FEET AND A CHORD BEARING OF NORTH 49 DEGREES 04 MINUTES 00 SECONDS EAST, AN ARC LENGTH OF 39.27 FEET TO A POINT ON SAID SOUTHERLY RIGHT OF WAY LINE OF COUNTRYSIDE PARKWAY; THENCE SOUTH 85 DEGREES 56 MINUTES 00 SECONDS EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 338.21 FEET; THENCE SOUTHEASTERLY ALONG SAID SOUTHERLY RIGHT OF WAY LINE, BEING ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1390.03 FEET AND CHORD BEARING OF SOUTH 60 DEGREES 21 MINUTES 36 SECONDS EAST, AN ARC LENGTH OF 1240.81 FEET TO A POINT DRAWN NORTH 34 DEGREES 47 MINUTES 13 SECONDS WEST, 54.08 FEET FROM THE POINT OF BEGINNING;
THENCE SOUTH 34 DEGREES 47 MINUTES 13 SECONDS EAST ALONG SAID SOUTHERLY
RIGHT OF WAY LINE, 54.08 FEET TO THE POINT OF BEGINNING, ALL IN KENDALL
COUNTY, ILLINOIS.
EXCEPTING THEREFROM: THAT PART TAKEN FOR ROAD PURPOSES BY ORDER VESTING TITLE ENTERED IN CASE NO. 15-ED-10, CIRCUIT COURT OF KENDALL COUNTY, ILLINOIS, RECORDED OCTOBER 28, 2015 AS

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DOCUMENT NO. 201500016982.
PINs: 02-28-227-002 and 02-27-101-003
A copy of the application is available for review during normal City business hours at the office of the Community Development Director.
NOTICE IS HEREWITH GIVEN THAT the Planning and Zoning Commission for the United City of Yorkville will conduct a Public Hearing on said applications on **Wednesday, January 8, 2025 at 7 p.m.** at the United City of Yorkville, City Hall, located at 651 Prairie Pointe Drive, Yorkville, Illinois 60560.
The public hearing may be continued from time to time to dates certain without further notice being published.
All interested parties are invited to attend the public hearing and will be given an opportunity to be heard. Any written comments should be addressed to the United City of Yorkville Community Development Department, City Hall, 651 Prairie Pointe Drive, Yorkville, Illinois, and will be accepted up to the date of the public hearing. For more project information, please scan the QR code below.
By order of the Corporate Authorities of the United City of Yorkville, Kendall County, Illinois.
JORI BEHLAND
City Clerk

12/16/24 - 7739822

Reviewed By:	
Legal	☐
Finance	☐
Engineer	☐
City Administrator	■
Community Development	☐
Purchasing	☐
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

Mayor's Report #4

Tracking Number

CC 2025-08

Agenda Item Summary Memo

Title: Public Works and Parks Department Facility Update

Meeting and Date: City Council – January 28, 2025

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 (Name) Administration (Department)

Agenda Item Notes:

If new information is available at the time of the meeting, then a discussion will be held.

Have a question or comment about this agenda item?
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Legal	☐
Finance	☐
Engineer	☐
City Administrator	■
Community Development	☐
Purchasing	☐
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

Mayor's Report #5

Tracking Number

CC 2025-09

Agenda Item Summary Memo

Title: Lake Michigan Water Project Update

Meeting and Date: City Council – January 28, 2025

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 (Name) Administration (Department)

Agenda Item Notes:

If new information is available at the time of the meeting, then a discussion will be held.

Have a question or comment about this agenda item?
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