



Attorneys at Law

Nathaniel P. Washburn

ATTORNEY

nwashburn@kggllc.com

Website:

www.kggllc.com

Main Office:

111 N. Ottawa Street

Joliet, IL 60432

(815) 727-4511 T

(815) 727-1586 F

Wheaton Office:

2100 Manchester Rd.

Bldg. B Suite 906

Wheaton, IL 60187

(630) 547-2590 T

(815) 727-1586 F

Morris Office:

First Midwest Bldg.

220 W. Main Street

Suite 302

Morris, IL 60450

(815) 942-1881 T

(815) 942-6444 F

March 6, 2023

HAND DELIVERED

Marguerite Kenny, AICP

Zoning Administrator/Development Services

Will County Land Use Department

58 E. Clinton St., Suite 100

Joliet, Illinois 60432

Re: Cool Fox LLC (Ion Scintean)
10205 & 10155 Mandel Street, Plainfield
Special Use Permit
Petition to Consolidate PINS

Dear Marguerite:

Enclosed please find the following in connection with the above captioned matter:

1. Application for Special Use Permit;
2. Traffic Study; and
3. Petition to Consolidate PINS.

Will/South Cook Soil and Water Conservation District Natural Resource Information report has been applied for and will be provided to you as soon as it is available.

Could you please review and determine the necessary filing fees for these applications and I will then have a check delivered to you. Also advise if any additional information or documentation is required in order to complete the processing of the applications.

KGG LLC

Will County Land Use Department
Attention: Marguerite Kenny
March 6, 2023
Page 2

Very truly yours,

KGG LLC

A handwritten signature in blue ink, appearing to read 'N. Washburn', with a long, sweeping horizontal line extending to the right.

Nathaniel P. Washburn

NPW:jme

Enclosures



APPLICATION FOR MAP AMENDMENT - SPECIAL USE PERMIT - VARIANCE

Will County Land Use Department • Development Review Division
58 E. Clinton St., Suite 100 • Joliet, Illinois 60432
Telephone (815) 740-8140 • Facsimile (815) 774-3386
<http://www.willcountvillinois.com/County-Offices/Economic-Development/Land-Use>

Zoning Case # _____ (staff only)

PART A – APPLICANT INFORMATION

Owner Information			
Full Name	Cool Fox LLC		
Owner Address	Number & Street: 28W775 87th Street		
	City: Naperville	State: Illinois	Zip Code: 60564
Contact Information	Phone:	Email: ionscintean@gmail.com	
Agent Information (if different from above)			
Full Name	Last: Scintean	First: Ion	
Agent Address	Number & Street: 28W775 87th Street		
	City: Naperville	State: Illinois	Zip Code: 60564
Contact Information	Phone:	Email: ionscintean@gmail.com	
Agency/Firm Name	Manager		
Attorney Information			
Full Name	Last: Washburn	First: Nathaniel	
Attorney Address	Number & Street: 111 N. Ottawa Street		
	City: Joliet	State: Illinois	Zip Code: 60432
Contact Information	Phone: 815-727-4511	Email: nwashburn@kcgllc.com	
Agency/Firm Name	KGG LLC		

PART B – EXISTING PROPERTY INFORMATION

Existing Property Information			
PIN(s)	07-01-08-353-009-0000 & 07-01-08-353-010-0000		
Parcel Size	Approximately 3.6 Acres		
Township	Wheatland	Section	9
Property Address	Number & Street: 10205 & 10155 Mandel Street		
	City: Plainfield	State: Illinois	Zip Code:
Current Zoning	I-1	Current Land Use	Vacant
Water Supply	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Well	Sanitary System	<input type="checkbox"/> Sewer <input checked="" type="checkbox"/> Septic

PART C – GENERAL CASE INFORMATION

General Case Information

Zoning request(s) (consult with staff prior to submitting):

(1) Special Use Permit for a Truck Terminal

Purpose of request:

To develop the site for a truck terminal according to the definitions of the Will County Zoning Ordinance

Is the purpose of this application to address an ordinance or code violation? ☐ YES ☒ NO

If yes, what is the violation?

If the application is associated with a planned unit development preliminary plat, has the preliminary plat application been filed with the Development Review Division? ☐ YES ☒ NO

If your application is for a special use permit(s), is your intent to have the permit(s) transferrable to subsequent owners of the subject property? ☒ YES ☐ NO

Legal description from plat of survey (insert below, use additional sheets as necessary)

SEE ATTACHED

PART D - SIGNATURE AND NOTARIZATION

I consent that all above statements and the statements contained in any papers or plans submitted herewith are true to the best of my knowledge and belief.

I consent to the entry in or upon the premises described in this application by any authorized official of the County of Will for the purposes of completing any reviews or for the reports deemed necessary by the submittal of this application or for the purpose of posting, maintaining, or removing such notices as may be required by law, or for the purpose of inspecting the premises and uses thereon for compliance with the terms and conditions of any special use permit approval issued as a result of this application.

I have read and am familiar with the recommendations of the Will County Land Resource Management Plan; and have read Article 155-16 of the Will County Zoning Ordinance and am familiar with each of the criteria for a map amendment, special use permit and/or variance and understand that each applicable criteria must be met for approval of the petition.

I have read Article 155-16 of the Will County Zoning Ordinance and understand that no granting of a variation or special use permit shall be valid for a period not to exceed one (1) year from the date of such order unless a building permit has been issued, a certificate of occupancy has been issued or the special use permit has been lawfully established.

I understand that I am required, at least fifteen (15) days and not more than thirty (30) days prior to the public hearing, to post required signage, notify all owners of property abutting to the property in question via certified mail with return receipt.

I understand that application fees shall not be refunded or waived, except as may be determined on a case-by-case basis, by the Will County Board, or as determined by the Will County Land Use Department if fees are erroneously paid or collected.

I understand EcoCat (Ecological Compliance Assessment Tool) consultation is required by State of Illinois law for all special use permit and map amendment zoning applications submitted to the County and the State of Illinois charges a \$125 fee for the online consultation process. I also understand that special use permit and map amendment zoning applications will not be considered complete and scheduled for public hearing without either the final EcoCat report or letter terminating the consultation process being submitted with the zoning application.

I understand that any information and supporting documentation, including but not limited to plats of surveys and site plans, provided with this application will become public record and subject to the Freedom of Information Act, and may be released as part of a document request.

Name (identify owner/agent/attorney)

Signature

Date

Nathaniel P. Washburn (Attorney)

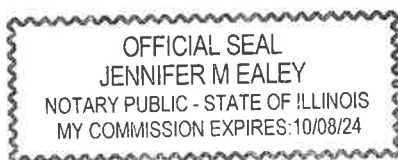


3/6/23

SUBSCRIBED AND SWORN TO BEFORE ME

this 6th day of March, 2023.


Notary Public



3/8/19

Complete for applications related to industrial / commercial uses only

What is the current or previous use on the property?

Property is presently vacant.

What is the proposed intended use of the property?

Truck Parking and associated Truck Terminal

If the proposed use is currently in operation at another location, what is that location's address?

28W775 87th Street, Naperville, Illinois 60564

Business website? None

What are the days and hours of operation?

Will there be employees?

☒ Yes ☐ No

If yes, how many? 5

Is there any proposed construction or alteration of existing buildings? ☒ Yes ☐ No

If yes, explain: Site will be developed with hard surface for truck parking with an associated corporate office building.

Is there any proposed grading or fill?

☒ Yes ☐ No

If yes, explain: Site will be graded and filled in accordance with a future to be applied for site development permit.

Will the intended use be open to the public?

☐ Yes ☒ No

If yes, estimated average number of customers per day

Will the intended use include any outdoor storage of materials, supplies, merchandise, vehicles, equipment, or other similar materials not on display for direct sale, rental or lease to the ultimate customer?

☒ Yes ☐ No

Will the intended use require new outdoor lighting?

☒ Yes ☐ No

Will the intended use require a new sign on the property?

☒ Yes ☐ No

What is the estimated number of average daily vehicle trips the proposal will generate? 10

What is the anticipated noise level of the intended use?

☐ No different than existing conditions

☒ Minimal increase - If checked, explain The site is presently in an industrial subdivision additional noise from this development will be marginal.

☐ Significant increase - If checked, explain

PART E - APPLICATION SUBMITTAL CHECKLIST AND INSTRUCTIONS

Pre-filing checklist:

- ☒ Completed application (pages 1-4)
- ☒ Copy of recorded deed
- ☒ Electronic copy of legal description (CD ROM or Email), Microsoft Word compatible text format
- ☒ Plat of survey (to scale) from a professional land surveyor showing existing structures on paper size not exceeding 11" x 17". Survey must include a scale, north arrow and dimensions of the subject parcel.
- ☐ Plot plan – the plat of survey is a useful base map. The plot plan must be to scale and must include the proposed structure(s), setbacks from all existing and proposed improvements to all property lines, site and land use details and the location of the well and septic system.
- ☒ Will/South Cook Soil and Water Conservation District Natural Resource Information report
- ☒ Illinois Department of Natural Resources EcoCAT Report and IDNR reply (if applicable)
- ☒ Affidavit of owner's consent (if applicable)
- ☒ Disclosure of beneficiaries (if applicable)

Filing checklist:

- ✓ Application fee as determined by staff based on the fee schedule available at www.willcountyillinois.com/County-Offices/Economic-Development/Land-Use
- ✓ Once the filing fee is submitted and the application is accepted for filing, staff will schedule the public hearing date and conduct agency notification according to the table below. Copies of any written correspondence received by the Department will be emailed to the applicant.

Notification requirements	Zoning request	
	Map Amendment / Special Use Permit	Variance
Will County Health Department	X	X
Local road commissioner (State, County, or Township)	X	X
Fire protection district	X	X
Federal Aviation Administration, if applicable	X	X
Will South Cook Soil and Water Conservation District	X	X
Township (Supervisor, Clerk, Plan Commission)	X	
Illinois Department of Natural Resources EcoCAT Report (http://dnr.illinois.gov/ecopublic/) and IDNR reply	X	
Municipalities within 1.5 miles	X	

Applicant will receive an email notification of the public hearing date with instructions for notifying abutting property owners in addition to a list with contact information. Included in the email will be an affidavit of abutting property owner notification and a notice of public hearing template.

Checklist of items to bring to the public hearing:

- ✓ Completed affidavit of abutting property owner notification
- ✓ Notification letter sent to the identified abutting property owners
- ✓ Certified mail return receipts and date stamped receipt from U.S. Postal Service
- ✓ Certification of publication and publication payment
- ✓ Email notice of abutting property owner notification requirements

At the conclusion of the public hearing, the applicant will receive a Will County Ordinance if the request is approved (applicable to variance requests only) or the date to appear before the Land Use Development Committee (applicable to special use permit and map amendment requests).

LOTS 38 AND 39 OF ARROWHEAD INDUSTRIAL PARK UNIT NO. 2, BEING A SUBDIVISION OF PART OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WHEATLAND TOWNSHIP, WILL COUNTY, ILLINOIS.

WARRANTY DEED

Statutory (Illinois)

**THE GRANTOR,
ION SCINTEAN,**

of the City of Naperville,
in the County of Will
and State of Illinois

for and in consideration of Ten and 00/100 Dollars in hand paid, **CONVEYS AND WARRANTS
TO:**

COOL FOX LLC, an Illinois Limited Liability Company

whose address is: 28W775 87th St., Naperville, IL 60564

all interest in the following described Real Estate situated in the County of Will in the State of
Illinois, to wit:

**LOTS 38 AND 39 OF ARROWHEAD INDUSTRIAL PARK UNIT NO. 2, BEING A
SUBDIVISION OF PART OF THE WEST HALF OF THE SOUTHWEST QUARTER OF
SECTION 8, TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL
MERIDIAN, IN WHEATLAND TOWNSHIP, WILL COUNTY, ILLINOIS.**

SUBJECT TO: Existing easements, covenants, and restrictions of record, 2020 and
subsequent years real estate taxes.

hereby releasing and waiving all rights under and by virtue of the Homestead Exemption Laws of the
State of Illinois.

Tax Parcel Number: 07-01-08-353-010-0000 & 07-01-08-353-009-0000
Address of Real Estate: 10205 & 10155 S. Mandell, Plainfield, IL 60585

Dated this 21st day of May, 2021.

**FIDELITY NATIONAL
TITLE INSURANCE**

WS 21017276

R2021073513

**KAREN A. STUKEL
WILL COUNTY RECORDER
RECORDED ON
07/06/2021 10:42:41 AM
RECORDING FEES: 42.00
IL RENTAL HSNG: 9.00
CONSIDERATION: 0.00
WILL COUNTY TAX:
IL STATE TAX:
PAGES: 2
MKE**

2 Scintean
ION SCINTEAN

Warranty Deed - Statutory

STATE OF ILLINOIS)
) SS.
COUNTY OF Kendall)

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, CERTIFY THAT Ion Scintean personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person, and acknowledged that he signed, sealed and delivered this instrument as his free and voluntary act, for the uses and purposes therein set forth, including the release and waiver of the right of homestead.

Given under my hand and notarial seal this 21st day of May, 2021.

[Signature]
Notary Public

SEND SUBSEQUENT TAX BILLS TO:
Cool Fox LLC
28W775 87th St.
Naperville, IL 60564



THIS DOCUMENT PREPARED BY AND AFTER RECORDING RETURN TO:
Attorney Kelly A. Helland
Law Offices of Daniel J. Kramer
1107A S. Bridge Street
Yorkville, IL 60560
630-553-9500
kkramer@dankramerlaw.com

This transaction exempt under
Provisions of 35 ilcs 305/4 e.

Dated: May 21, 2021

Signed: [Signature]

SOURCE BENCHMARK

- STATION - 2612.77
 LONGITUDE - 127° 04' 30" W
 UTM GRID - 18N UTM
 DESCRIPTION: THE STATION IS LOCATED AT THE
 SOUTHWEST CORNER OF THE INTERSECTION OF BOOK
 ROAD AND ALDRO STREET. THE STATION IS 37.8 FT SOUTH
 AND 10.0 FT WEST OF THE CORNER. THE BEST OF
 THE CENTERLINE OF BOOK ROAD, AND 31.5 FT
 NORTHWEST OF A GAS LICKER ALONG BOOK ROAD. THE
 MONUMENT IS A 3.5 INCH ALUMINUM DOG IN A HOLE 0.9
 INCH IN DIAMETER. THE MONUMENT IS PYROMAGNETIC
 ROUGH SURFACE. STATION ELEVATION: 811.8

SOURCE BENCHMARK



TOPOGRAPHIC EXHIBIT
10205 MANDEL STREET
PLAINFIELD, ILLINOIS

North Engineering, Inc.
Civil Engineering • Consulting
Land Surveying
15 Warrenville Road, Suite 1L 60532
Phone (630) 271-0770
Survey (630) 271-0598
FAX (630) 271-0774



FILED _____ PM
JAN 20 1992
FBI - NEW YORK
SEARCHED _____
SERIALIZED _____
INDEXED _____
FILED _____
JAN 20 1992
FBI - NEW YORK



Leadership in Resource Management since 1944
1201 S. Gougar Rd • New Lenox, IL 60451
(815) 462-3106 • Fax (815) 462-3176
www.will-scookswcd.org



NRI #

☒ Plat of Survey ☒ Location Map ☒ Legal Description ☒ Tentative Plan ☐ Appropriate Fee

NATURAL RESOURCE INVENTORY REPORT APPLICATION

This application will not be processed until all of the required items have been received by the Will/South Cook SWCD office. Fee:
Full Report: \$500.00 for 0-5 acres and \$15.00 for each additional acre or part thereof. (Schedule of Fees Effective December 15, 2021)
Letter: \$75.00 processing fee if staff determines that a full report is not necessary. Additional funds received will be refunded.
Please make check or money order payable to Will/South Cook SWCD

Contact Information

Owner's Name: Cool Fox LLC

Address: 28W775 87th Street, Naperville, Illinois 60564

Email: ionscintean@gmail.com

Phone Number: _____

Petitioner's Name: Cool Fox LLC

Address: 28W775 87th Street, Naperville, Illinois 60564

Email: ionscintean@gmail.com

Phone Number: _____

Contact Person: Nathaniel P. Washburn (KGG LLC)

Address: 111 N. Ottawa Street, Joliet, Illinois 60432

Email: nwashburn@kggllc.com

Phone Number: 815-727-4511

PETITIONER'S COPY OF REPORT SHOULD BE MAILED TO: ☐ Petitioner ☒ Contact Person

Parcel Information

City or Local Unit of Government Responsible for Subdivisions, Annexation, and Zoning: Will County

County: Will Township: Wheatland Total Acres of Parcel: Approx: 3.6

Parcel Tax Number(s) (Pin): 07-01-08-353-009-0000 & 07-01-08-353-010-0000

Street Location: 10205 & 10155 Mandel Street, Plainfield

Current Zoning (Circle Zoning): A# _____ /C# _____ /I# 1 /E# _____ /R# _____ Other- _____

FOR OFFICE USE ONLY

NRI #: _____ Date Received: _____ Date Complete: _____ Fee: _____ Check #: _____

Parcel Information Continued

Proposed Zoning Action:

___ Map Amendment - Requested Zoning: A# ___ /C# ___ /I# ___ /E# ___ /R# ___ /Other: _____

___ Variance - Type (ex: Setback, Storage, etc.): _____

___ Annexation

☒ Special Use - Type: Truck Terminal

Explain Proposed Land Use:

Owner plans to develop the property with an office/shop building and associated truck parking.

Proposed Improvements: (Check All Applicable)

Planned Structures:

___ Dwellings w/o Basements

___ Dwellings with Basements

☒ Commercial Buildings

___ Other

Open Space:

___ Park/Playground Areas

___ Common Open Space Areas

___ Conservation Areas

___ Other

Stormwater Treatment:

___ Drainage Ditches

___ Central Sewer

___ Detention Basin

___ Other

Waste Water Treatment: (Check all Applicable)

☒ Septic System ___ Sanitary Sewer ___ Other

Water Supply: (Check all Applicable)

☒ Individual Well ___ Community Water

Existing Site Characteristics: (Check all Applicable)

___ Ponds or Lakes

___ Stream or River

___ Building(s)

___ Floodplain/Floodway

___ Wetland(s)

☒ Disturbed Land

___ Woodland

___ Cropland

___ Open Grassland

___ Drainage Tiles

___ Wooded Fence Row

___ Mature Trees

PLEASE DO NOT WAIT TO FILE WITH THE COUNTY

(The NRI Response will be sent to the County)

I (we) understand the filing of this application allows an authorized representative from the Will/South Cook Soil and Water Conservation District to conduct an onsite investigation of the parcels listed above. Furthermore, this report becomes subject to the Freedom of Information Act after presentation to the District Board of Directors at their regularly scheduled meeting.

PETITIONER'S SIGNATURE: _____

DATE: _____

This opinion will be issued on a nondiscriminatory basis without regard to race, color, religion, sex, age, marital status, handicap, or national origin. The swcd is a non for profit organization.

LOTS 25 AND 29 OF ARROWHEAD INDUSTRIAL PARK UNIT NO. 2 BEING A SUBDIVISION OF PART OF THE WEST 3/2 OF THE SOUTHWEST 1/4 OF SECTION 8, TOWNSHIP 27 NORTH RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAN THEREOF RECORDED IN BOOK 4 1996 AS DOCUMENT NUMBER 806-103042 IN WILL COUNTY, ILLINOIS

- ### LEGEND

- [illegible]

SITE BENCHMARK #1
SOUTHWEST CORNER OF WALK APPROXIMATELY 32 FEET
NORTH AND 88 FEET EAST OF THE NORTHWEST
PROPERTY CORNER.
ELEVATION = 122.81

SOURCE: BENCHMARK

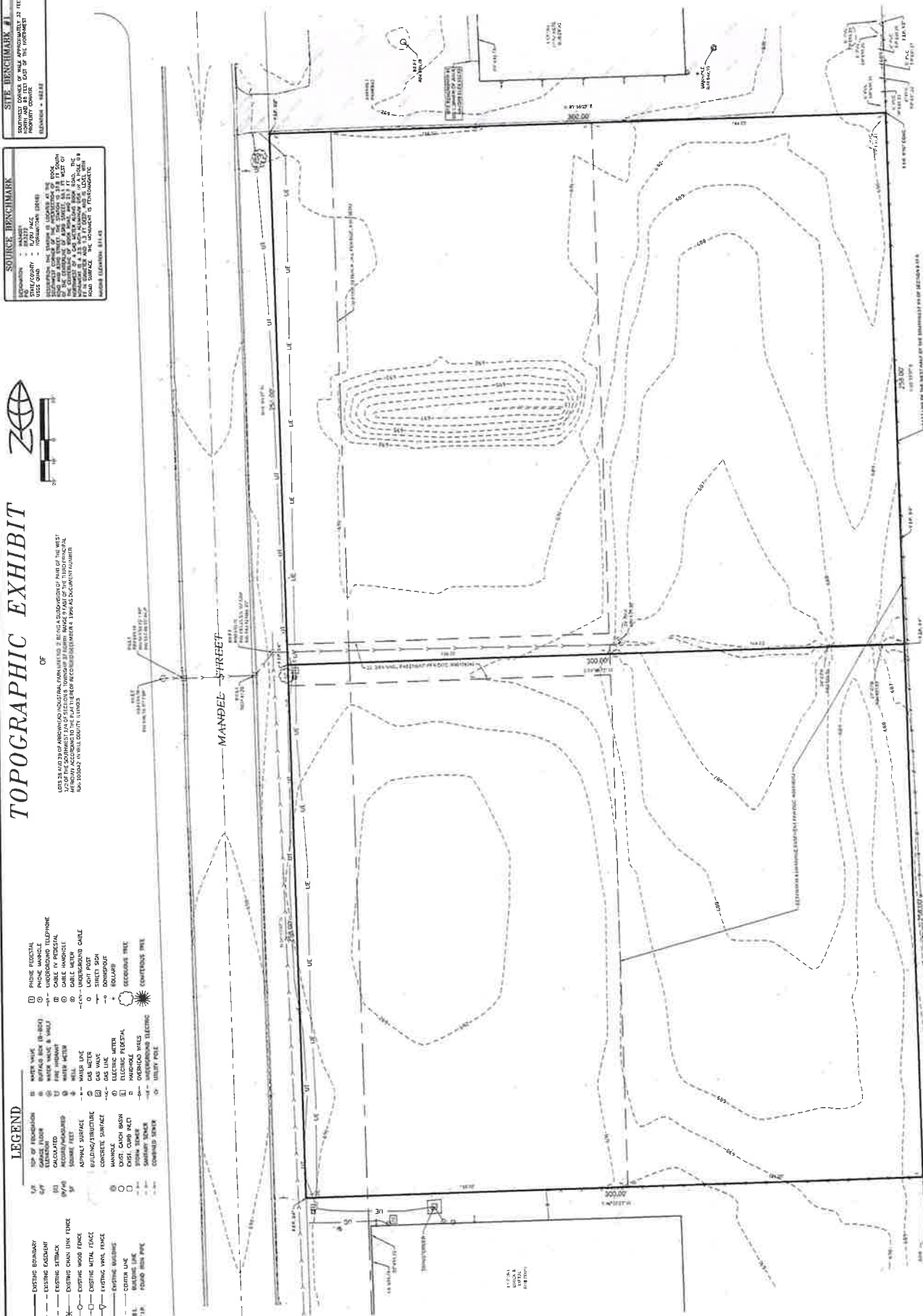
[illegible]

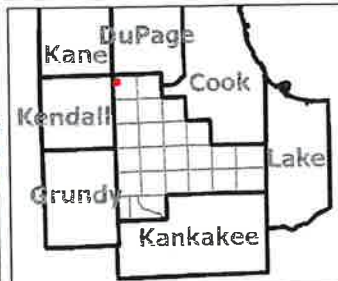
TOPOGRAPHIC EXHIBIT
10205 MANDEL STREET
PLAINFIELD, ILLINOIS

Morris Engineering, Inc.
Civil Engineering • Consulting
Land Surveying
515 Waverline Road Lake IL 60532
Phone (630) 271-0770
Survey (630) 271-0598
FAX (630) 271-0774



Name _____
 Date _____
 Class _____
 Page _____
 1





Legend

- Parcels
- Townships

Notes

Date: 3/6/2023

1: 2,257



0 0.04 0.07 Miles

Projection

WGS_1984_Web_Mercator_Auxiliary_Sphere

Disclaimer of Warranties and Accuracy of Data: Although the data developed by Will County for its maps, websites, and Geographic Information System has been produced and processed from sources believed to be reliable, no warranty, expressed or implied, is made regarding accuracy, adequacy, completeness, legality, reliability or usefulness of any information. This disclaimer applies to both isolated and aggregate uses of the information. The County and elected officials provide this information on an "as is" basis. All warranties of any kind, express or implied, including but not limited to the implied warranties of merchantability, fitness for a particular purpose, freedom from contamination by computer viruses or hackers and non-infringement of proprietary rights are disclaimed. Changes may be periodically made to the information herein; these changes may or may not be incorporated in any new version of the publication. If you have obtained information from any of the County web pages from a source other than the County pages, be aware that electronic data can be altered subsequent to original distribution. Data can also quickly become out of date. It is recommended that careful attention be paid to the contents of any data, and that the originator of the data or information be contacted with any questions regarding appropriate use. Please direct any questions or issues via email to gis@willcountyillinois.com.

LOTS 38 AND 39 OF ARROWHEAD INDUSTRIAL PARK UNIT NO. 2, BEING A SUBDIVISION OF PART OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WHEATLAND TOWNSHIP, WILL COUNTY, ILLINOIS.

KGG LLC
PH. (815) 272-2724
111 N OTTAWA ST
JOLIET, IL 60432

HOMETOWN
National Bank
LaSalle • Peru • Joliet
70-203/719



3/6/2023

PAY TO THE
ORDER OF

Will South Cook Soil and Water

\$ 500.00

Five Hundred & No/100 Dollars

DOLLARS

MEMO



John Doe
AUTHORIZED SIGNATURE

⑈003340⑈ ⑈071902030⑈ ⑈123686⑈

Security features. Details on back.

KGG LLC

3340

3/6/2023	Will South Cook Soil and Water				
Invoice Date	Invoice No.	Description	Client Title	Matter ID	Amount
3/6/2023		NRIR Application	Scintean, Ion	206180-0001	500.00

500 00



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
<http://dnr.state.il.us>

JB Pritzker, Governor

Natalie Phelps Finnie, Director

March 03, 2023

Nathaniel P. Washburn
Cool Fox LLC
28W775 87th Street
Naperville, IL 60564

RE: Special Use Permit for Truck Terminal
Project Number(s): 2310875
County: Will

Dear Applicant:

This letter is in reference to the project you recently submitted for consultation. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Therefore, consultation under 17 Ill. Adm. Code Part 1075 is terminated.

This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary.

The natural resource review reflects the information existing in the Illinois Natural Heritage Database at the time of the project submittal, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, you must comply with the applicable statutes and regulations. Also, note that termination does not imply IDNR's authorization or endorsement of the proposed action.

Please contact me if you have questions regarding this review.

Kyle Burkwald
Division of Ecosystems and Environment
217-785-5500



Will County Land Use Department • Development Review Division
58 E. Clinton St., Suite 100 • Joliet, Illinois 60432
Telephone (815) 740-8140 • Facsimile (815) 774-3386
Internet Site -

<http://www.willcountyillinois.com/County-Offices/Economic-Development/Land-Use>

Disclosure of Beneficiaries

Entity being disclosed			
Full Name	Cool Fox LLC		
Address	Number & Street: 28W775 87th Street		
	City: Naperville	State: Illinois	Zip Code: 60564
	Contact Information		
Phone:		Email: ionscintean@gmail.com	
Person making this disclosure			
Full Name	Ion Scintean		
Capacity	Manager		
Address	Number & Street: 28W775 87th Street		
	City: Naperville	State: Illinois	Zip Code: 60564
	Contact Information		
Phone:		Email: ionscintean@gmail.com	

Nature of the benefit sought:

Special Use Permit for Truck Terminal

Consolidation of Parcels

Entity type:

- ☐ Corporation
☐ Land Trust / Trustee
☐ Trust / Trustee
☐ Partnership
☐ Joint Venture
☒ Other: LLC

Identify by name and address each person or entity who is a 20% shareholder, officer, or director in the case of a corporation, a beneficiary in the case of a trust or land trust, a joint venturer in the case of a joint venture, or who otherwise has a proprietary interest, interest in profits and losses, or right to control such entity:

Name	Address	Interest
Ion Scintean - 28W775 87th Street, Naperville, Illinois 60564 - 50%		
Mihail Gurtoi - 28W775 87th Street, Naperville, Illinois 60564 - 50%		

Verification

I, Ion Scintean, a Manager of Cool Fox, LLC, being first duly sworn under oath, depose and state that I am the person making this disclosure on behalf of the petitioner, that I am duly authorized to make this disclosure, that I have read the above and foregoing Disclosure of beneficiaries, and that the statements contained herein are true in both substance and fact.

Dated this 27 day of February, 2023.

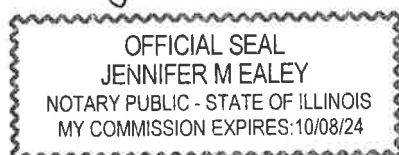
BY: Ion Scintean Scintean

SUBSCRIBED AND SWORN TO BEFORE ME

this 27th day of February, 2023.

Jennifer M Ealey
Notary Public

3/8/19 updated





Will County Land Use Department • Development Review Division
58 E. Clinton St., Suite 100 • Joliet, Illinois 60432
Telephone (815) 740-8140 • Facsimile (815) 774-3386
<http://www.willcountyillinois.com/County-Offices/Economic-Development/Land-Use>

Affidavit of Owner's Consent

I, Ion Scintean, a manager of Cool Fox, LLC, being the owner of record of property identified by permanent index number 07-01-08-353-009-0000 & 07-01-08-353-010-0000, hereby grant permission to Nathaniel P. Washburn & KGG LLC to file (a) petition(s) for Special Use Permit for a Truck Terminal, Consolidation of Parcels

with the Will County Land Use Department for proposed action concerning the above-reference property.

Dated this 27 day of February, 2023.

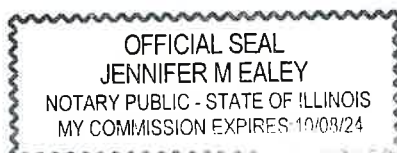
BY: Ion Scintean Scintean

SUBSCRIBED AND SWORN TO BEFORE ME

this 27th day of February, 2023.

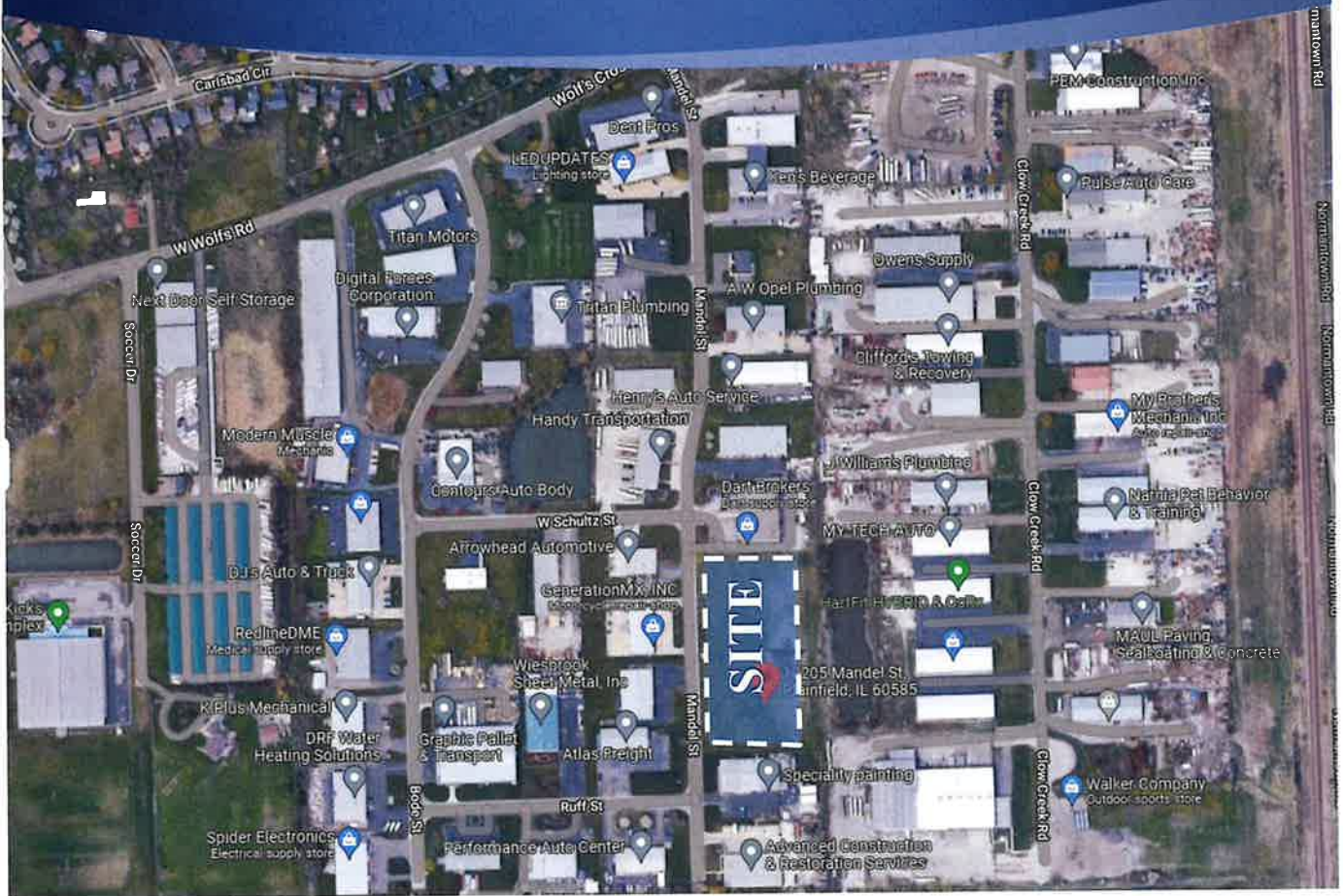
Jennifer M Ealey
Notary Public

3/7/19 updated



Traffic Impact Study Truck Parking and Maintenance Facility

Plainfield, Illinois



Prepared For:

Bridgewater Construction Management, Inc.

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

October 28, 2022

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed truck parking and maintenance facility to be located at 10205 Mandel Street in Plainfield, Illinois. The plans call for 65 truck parking spaces and ten passenger vehicle parking spaces. Access to the site will be provided via two access drives off Mandel Street.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed facility will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed facility. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

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

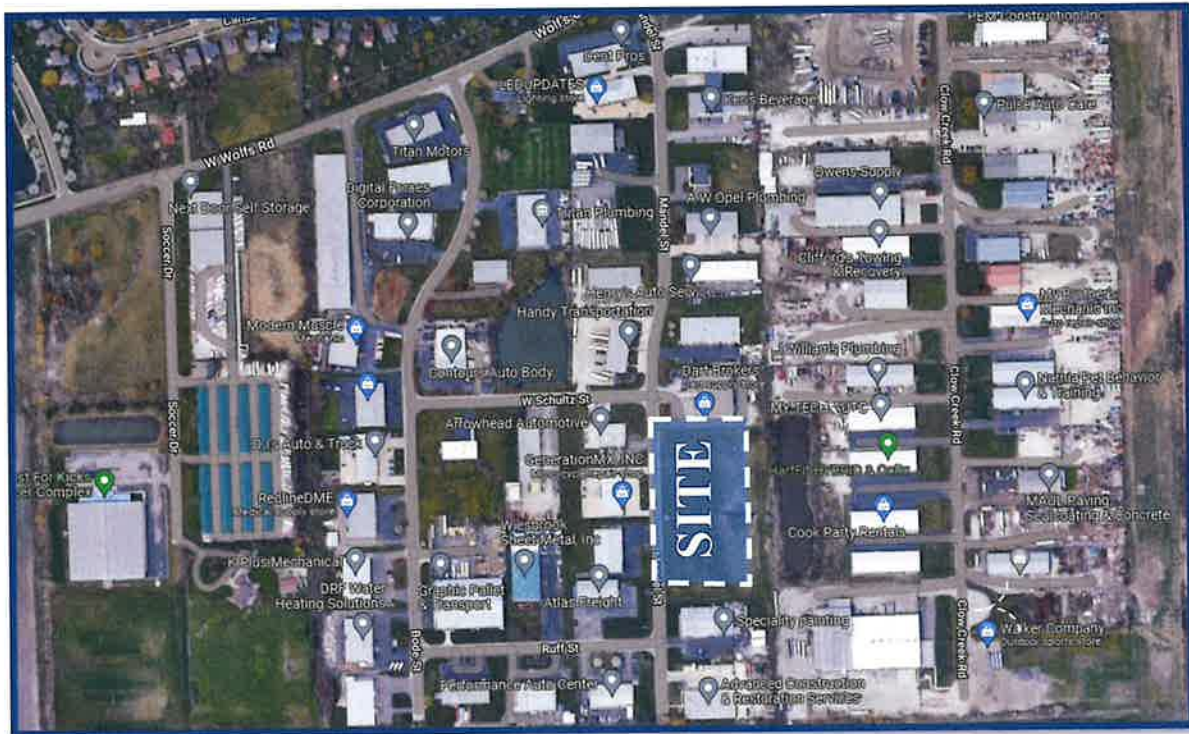
Traffic capacity analyses were conducted for the weekday morning and evening peak hours for the following conditions:

1. Year 2022 Existing Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes conducted in 2022.
2. Year 2028 No-Build Conditions – Analyzes the capacity of the existing roadway system using Year 2022 existing traffic volumes increased by an ambient area growth factor not attributable to any particular development and the traffic generated by the Lincoln Prairie residential development.
3. Year 2028 Total Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the Year 2022 existing traffic volumes, ambient area growth not attributable to any particular development, the traffic generated by the Lincoln Prairie residential development, and the traffic estimated to be generated by the proposed facility.



Site Location

Figure 1



Aerial View of Site

Figure 2

2. Existing Conditions

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

Site Location

The site, which is currently vacant, is located at 10205 Mandel Street in Plainfield, Illinois. Land uses in the vicinity of the site are primarily commercial including the Miki's Motorcycle repair shop and Dart Brokers Supply Store to the north, Specialty Painting & Blasting to the south, Arrowhead Automotive and Atlas Fright to the west, and Cook Party Rentals and Hartfit Gym to the east of the site.

Existing Roadway System Characteristics

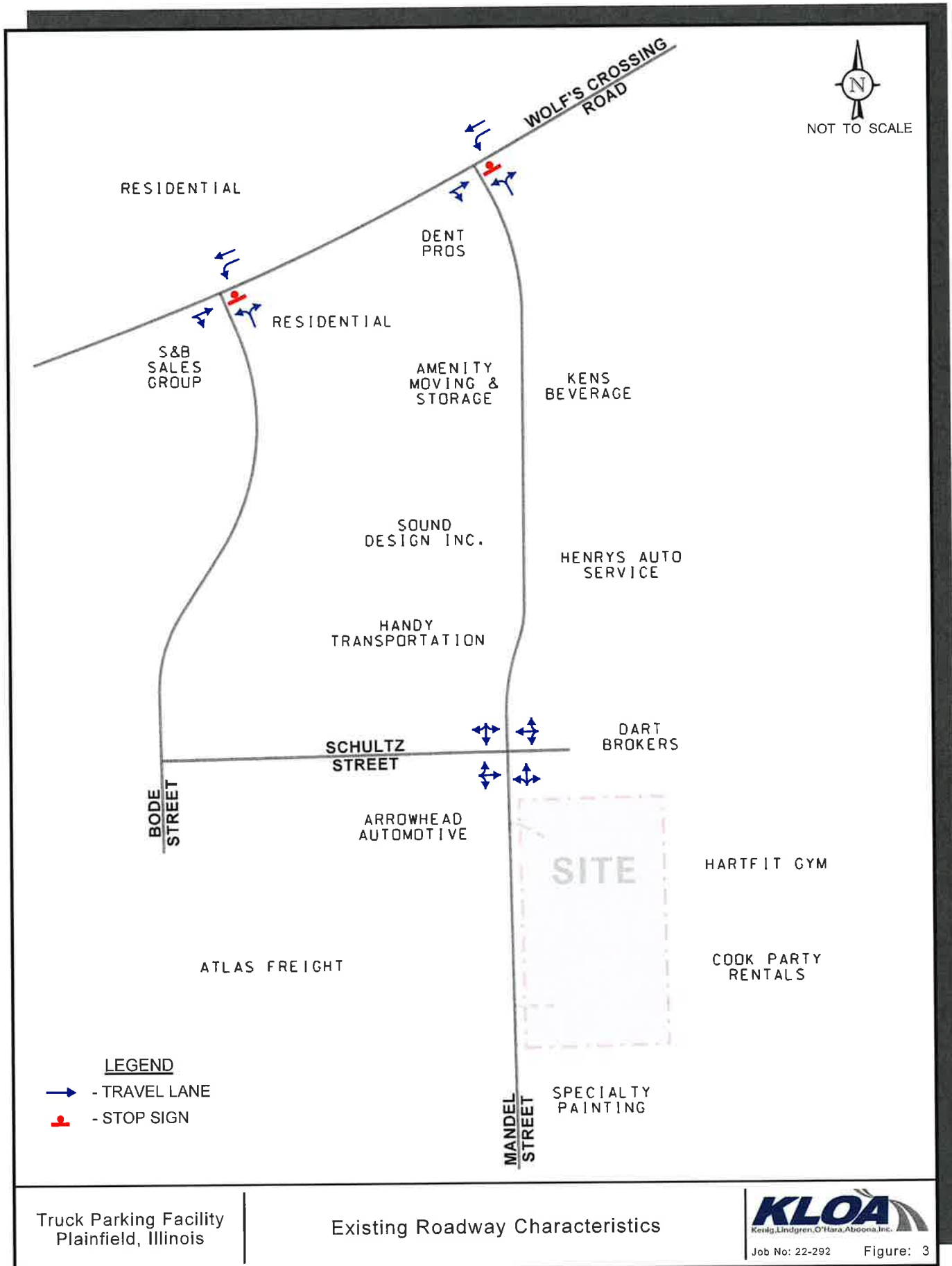
The characteristics of the existing roadways that surround the proposed facility are illustrated in **Figure 3** and described below.

Wolf's Crossing Road is an east-west, minor arterial roadway that generally provides one lane in each direction divided by a striped median. At its unsignalized intersections with Bode Street and Mandel Street, Wolf's Crossing Road provides a shared through/right-turn lane on the eastbound approach and an exclusive left-turn lane and a through lane on the westbound approach. Jurisdiction of Wolf's Crossing Road varies between Wheatland Township and City of Aurora. Wolf's Crossing carries an Annual Average Daily Traffic (AADT) traffic volume of 8,150 vehicles (IDOT 2019) and has a posted speed limit of 45 mph.

Mandel Street is a north-south local roadway that provides one lane in each direction. At its unsignalized intersection with Wolf's Crossing Road, Mandel Street provides a shared left-turn/right-turn lane on the northbound approach under stop sign control. At its unsignalized intersection with Schultz Road/Dart Brokers access drive, Mandel Street provides a shared left-turn/through/right-turn lane on the southbound and northbound approaches. Mandel Street is under the jurisdiction of Wheatland Township.

Bode Street is a north-south local roadway that provides one lane in each direction. At its unsignalized intersection with Wolf's Crossing Road, Bode Street provides a shared left-turn/right-turn lane on the northbound approach under stop sign control. Bode Street is under the jurisdiction of Wheatland Township.

Schultz Street is an east-west local roadway that provides one lane in each direction. At its unsignalized intersection with Mandel Street, Schultz Street provides a shared left-turn/through/right-turn lane on the eastbound approach. Schultz Street is under the jurisdiction of Wheatland Township.



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Existing Roadway Characteristics

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Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts utilizing Miovision Scout Collection Units on Thursday, October 13, 2022, during the weekday morning (7:00 to 9:00 A.M.) and evening (4:00 to 6:00 P.M.) peak periods at the following intersections:

- Wolf's Crossing Road with Mandel Street
- Wolf's Crossing Road with Bode Street
- Mandel Street with Schultz Street

The results of the traffic counts indicated that the weekday morning peak hour of traffic occurs from 7:15 A.M. to 8:15 P.M. and the weekday evening peak hour of traffic occurs from 5:00 P.M. to 6:00 P.M.

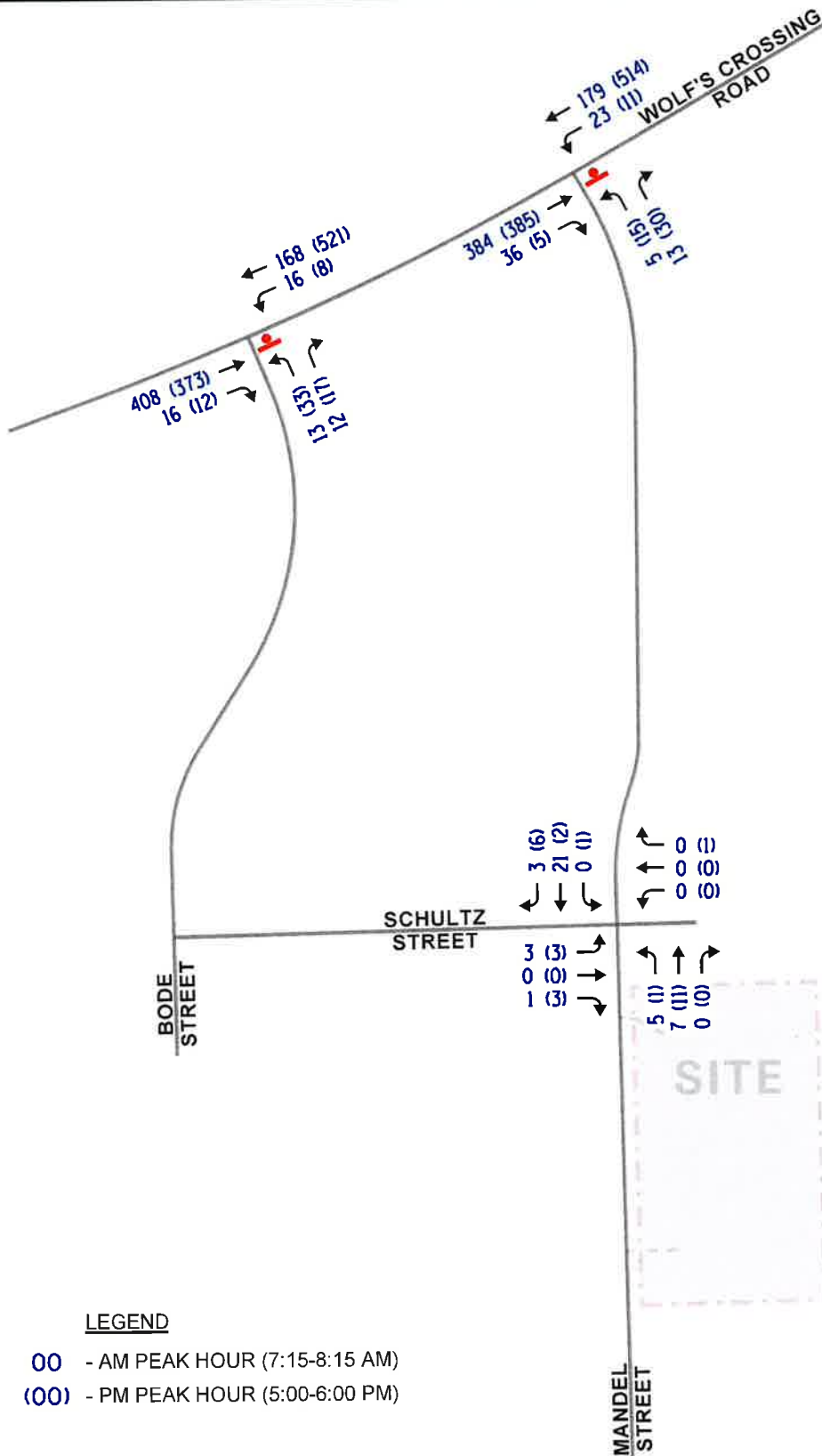
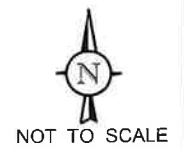
In order to ensure that the traffic counts conducted reflect normal traffic conditions, the Year 2022 traffic counts at the intersection of Wolf's Crossing Road with Bode Street were compared to 2019 hourly traffic data from the Illinois Department of Transportation (IDOT). The results of the comparison indicated that the Year 2022 traffic volumes were higher than the Year 2019 traffic counts. As such, no adjustments were necessary.

Figure 4 illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

Crash Data Summary

KLOA, Inc. obtained crash data¹ for the most recent available past five years (2017 to 2021) for the intersections of Wolf's Crossing Road with Bode Street and Mandel Street and Mandel Street with Schultz Street. No crashes were reported during the reviewed period at the intersections of Wolf's Crossing Road with Mandel Street and Mandel Street with Schultz Street. The crash data for the intersection of Wolf's Crossing Road with Bode Street is summarized in **Table 1**. A review of the crash data indicated that no fatalities were reported at the study area intersections between 2017 and 2021.

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



LEGEND

- 00** - AM PEAK HOUR (7:15-8:15 AM)
- (00)** - PM PEAK HOUR (5:00-6:00 PM)

Truck Parking Facility
Plainfield, Illinois

Existing Traffic Volumes

Table 1
WOLF'S CROSSING ROAD WITH BODE STREET – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>
Total	0	0	0	0	0	1	0	1
Average	--	--	--	--	--	<1.0	--	<1.0

3. Traffic Characteristics of the Proposed Facility

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

Proposed Site and Facility Plan

The site, which is currently vacant, will be developed to provide a truck parking lot and truck maintenance facility. The site is located at 10205 Mandel Street and is proposed to contain 65 truck parking spaces and ten passenger vehicle parking spaces. Access will be provided via two full movement access drives off Mandel Street. A copy of the proposed site plan is included in the Appendix.

Directional Distribution of Facility Traffic

The directions from which traffic will approach and depart the facility were estimated based on existing travel patterns, as determined from the existing traffic counts. **Figure 5** illustrates the directional distribution of the traffic projected to be generated by the proposed facility.

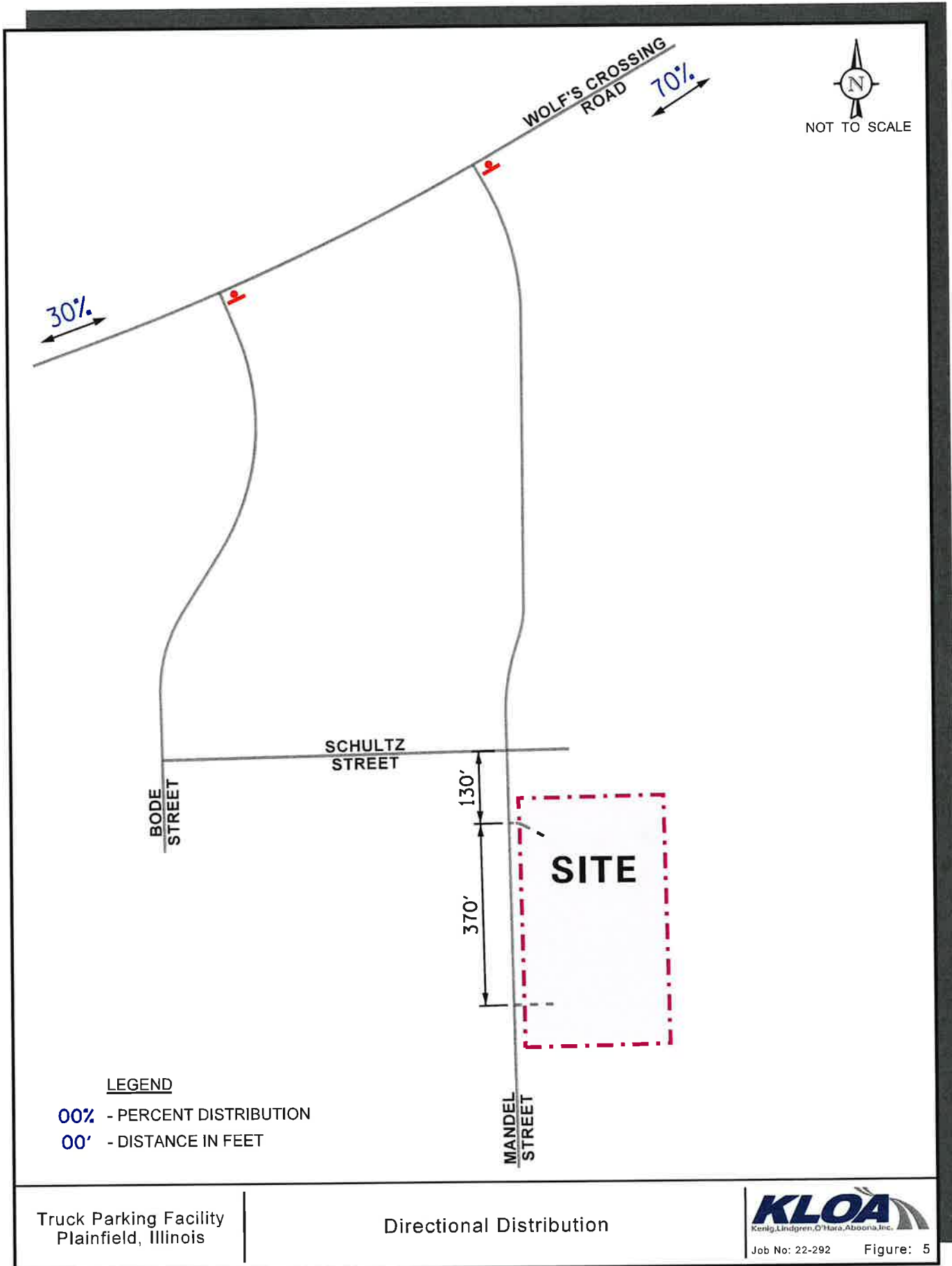
Facility Traffic Generation

The estimate of traffic to be generated by the proposed facility was based on a review of trip data previously provided to KLOA, Inc. for a similar type of facility located in Alsip, Illinois. **Table 2** summarizes the estimated vehicle trip generation for the proposed facility during the weekday morning and weekday evening peak hours as well as on a daily basis.

To provide a conservative analysis, all on-site employees were assumed to approach or depart the facility during the peak hours. It was assumed that the drivers of all trucks would arrive at the site before departing in their truck and depart the site after arriving in their truck. This is a conservative estimate as some drivers may remain on site for the duration of their stay or leave/depart at a later time.

Table 2
ESTIMATED PEAK HOUR AND DAILY TRIP GENERATION

	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips	
	In	Out	Total	In	Out	Total	In	Out
On-Site Employees	10	0	10	0	10	10	10	10
Truck Drivers	3	2	5	2	3	5	5	5
Trucks	2	3	5	3	2	5	17	17
Total	15	5	20	5	15	20	32	32



4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes increased by a regional growth rate and the traffic estimated to be generated by the proposed subject facility.

Facility Traffic Assignment

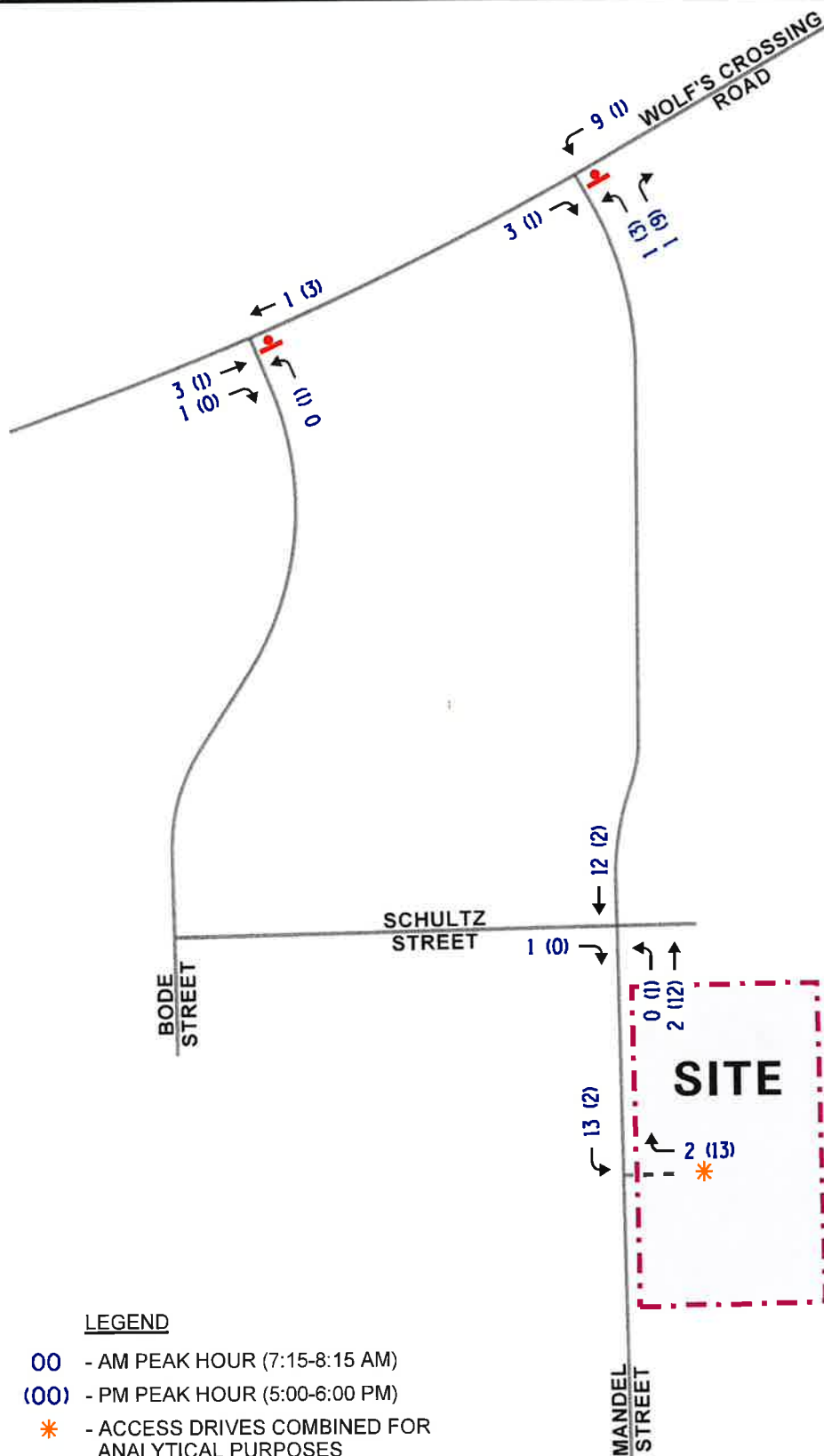
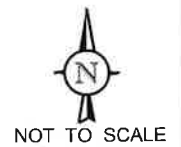
The estimated weekday morning and evening traffic volumes that will be generated by the proposed facility were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figures 6 and 7** illustrate the site-generated traffic volumes for passenger vehicles and trucks, respectively.

Background (No-Build) Traffic Conditions

The Year 2022 existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of 1.94 percent per year for six years (buildout year plus five years) for a total of 12 percent. Additionally, the Year 2028 no-build traffic volumes include the traffic estimated to be generated by the Lincoln Prairie residential development, which is proposed to be located on the east side of Lincoln Highway just south of Wolf's Crossing Road in Aurora, Illinois. The Year 2028 no-build traffic volumes, which include the existing traffic volumes increased by the regional growth factor and the traffic generated by the Lincoln Prairie residential development, are illustrated in **Figure 8**. A copy of the CMAP projections letter is included in the Appendix.

Year 2028 Total Projected Traffic Conditions

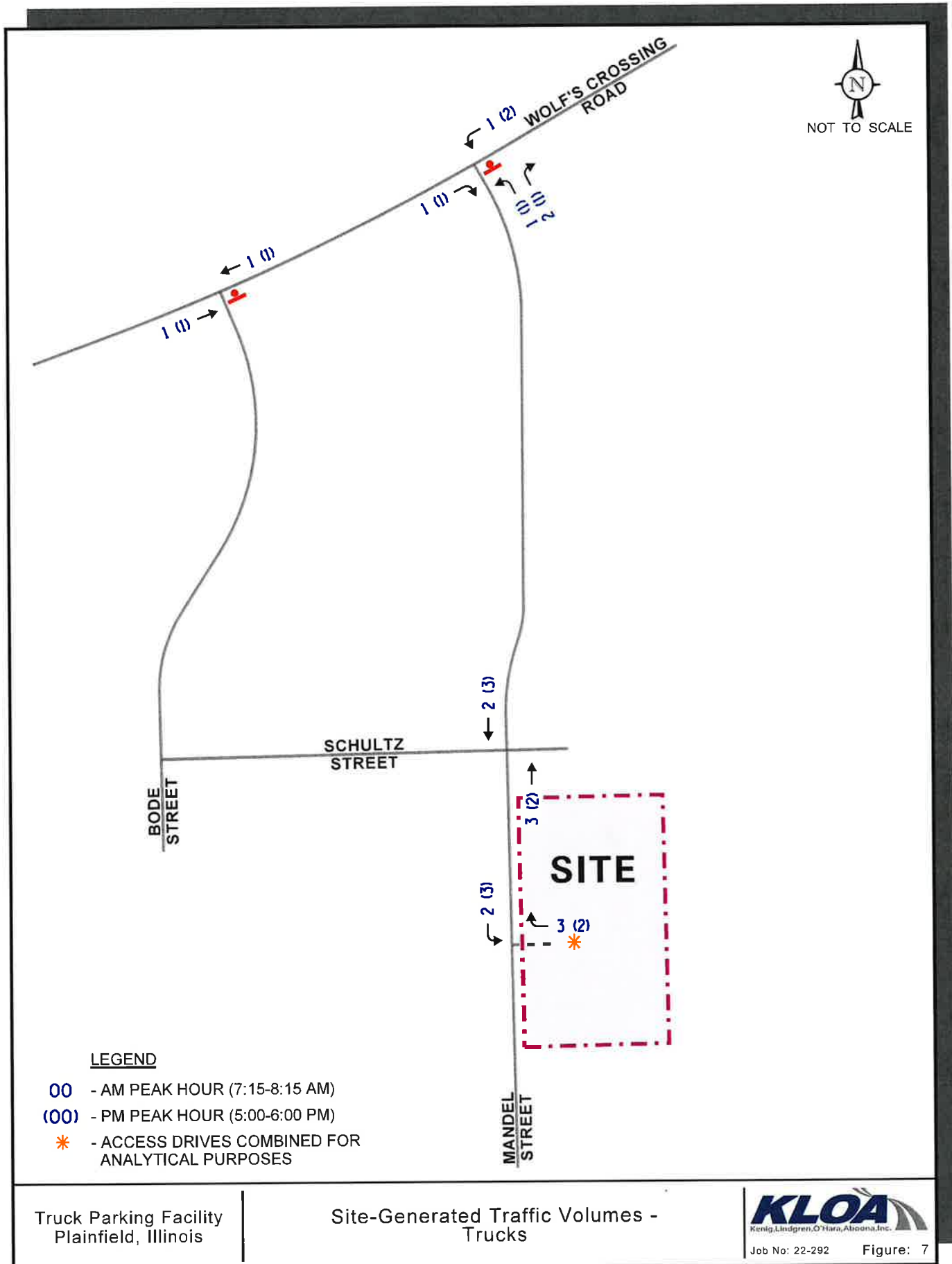
The facility-generated traffic (Figure 6 and 7) was added to the Year 2028 no-build traffic volumes to determine the projected Year 2028 total projected traffic volumes, as shown in **Figure 9**.

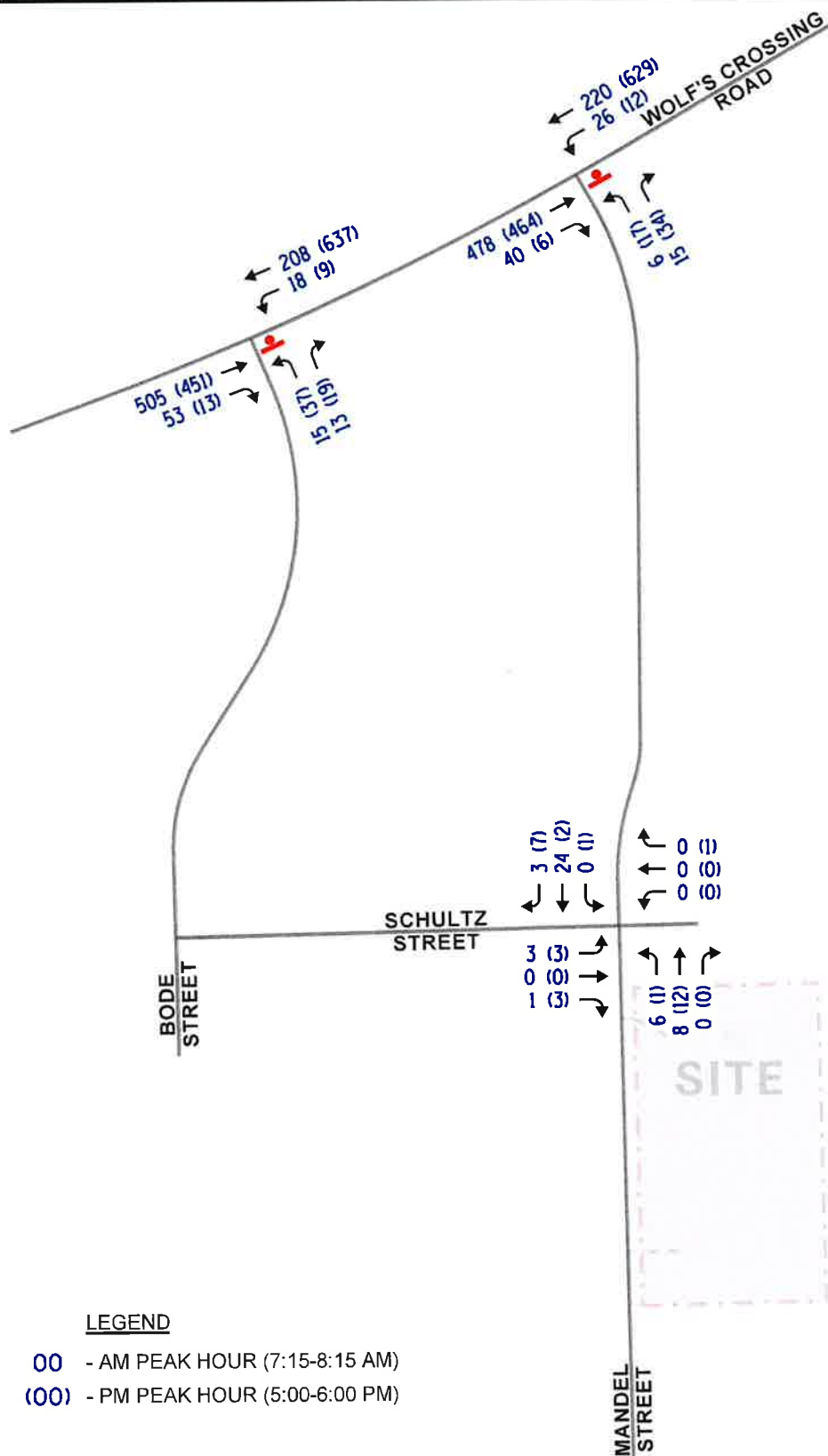


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Site-Generated Traffic Volumes -
Passenger Vehicles

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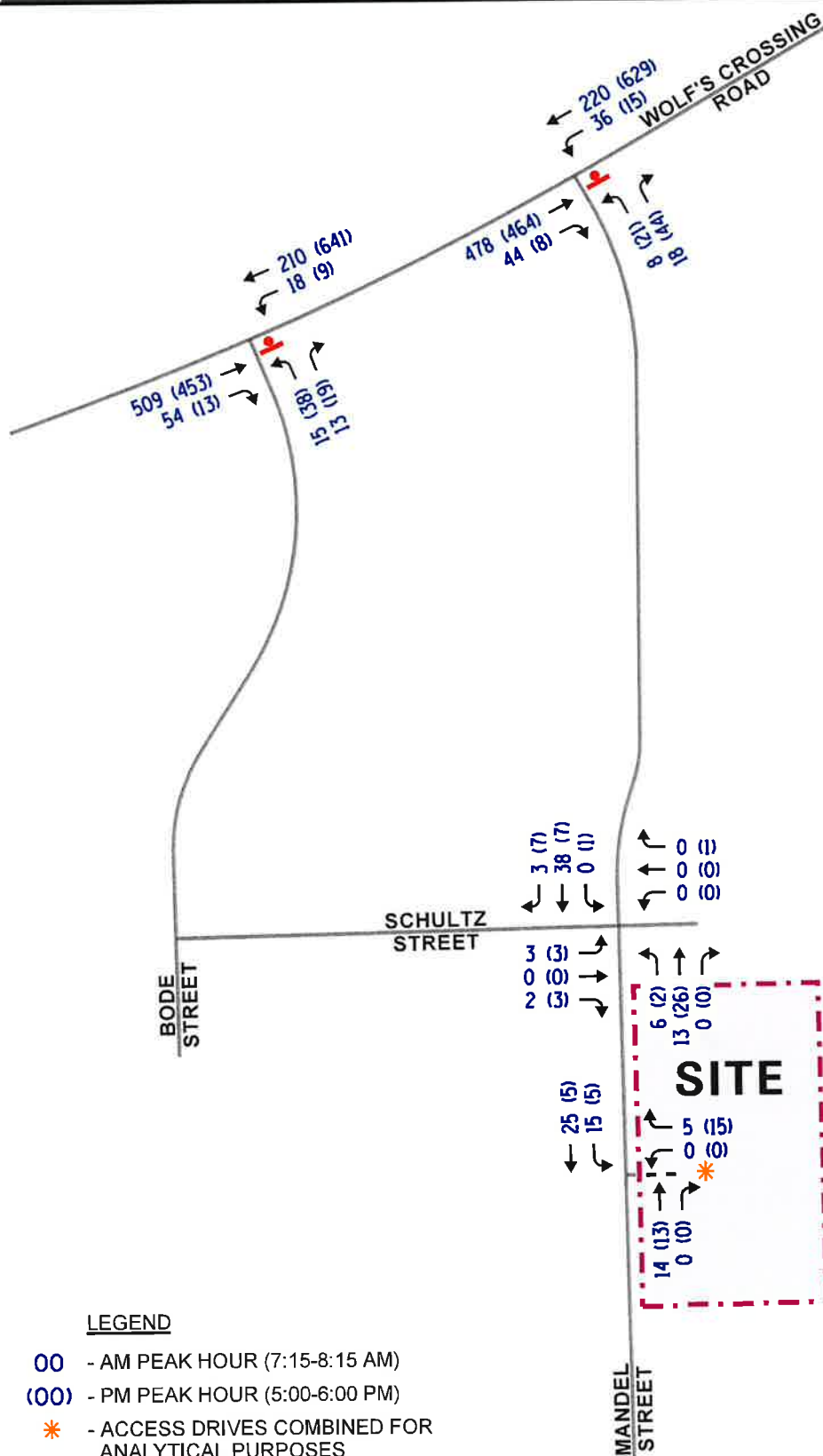
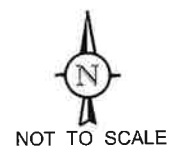




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 (00) - PM PEAK HOUR (5:00-6:00 PM)

Truck Parking Facility
 Plainfield, Illinois

Year 2028 No-Build Traffic Volumes



Truck Parking Facility
Plainfield, Illinois

Year 2028 Total Projected Traffic Volumes

5. Traffic Analysis and Recommendations

Capacity analyses were performed for the key intersections included in the study area to determine the ability of the existing roadway system to accommodate existing and future traffic demands. Analyses were performed for the weekday morning and weekday evening peak hours for the Year 2022 existing, Year 2028 no-build, and Year 2028 total projected conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6th Edition and analyzed using Synchro/SimTraffic 11 software.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the Year 2022 existing, Year 2028 no-build, and Year 2028 total projected conditions are presented in **Tables 3** through **5**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS
YEAR 2022 EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Wolf's Crossing Road with Bode Street				
• Northbound Approach	B	13.0	C	19.4
• Westbound Left Turn	A	8.3	A	9.0
Wolf's Crossing Road with Mandel Street				
• Northbound Approach	B	12.3	B	14.2
• Westbound Left-Turn	A	8.4	A	8.2
Mandel Street with Schultz Street				
• Eastbound Approach	A	9.0	A	8.5
• Westbound Approach	A	0.1	A	8.4
• Northbound Left Turn	A	7.5	A	7.2
• Southbound Left Turn	A	0.1	A	7.2
LOS = Level of Service Delay is measured in seconds.				

Table 4
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS
YEAR 2028 NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Wolf's Crossing Road with Bode Street				
• Northbound Approach	C	15.2	D	26.5
• Westbound Left-Turn	A	8.7	A	9.4
Wolf's Crossing Road with Mandel Street				
• Northbound Approach	B	13.8	C	16.9
• Westbound Left Turn	A	8.7	A	8.4
Mandel Street with Schultz Street/Dart Brokers Access Drive				
• Eastbound Approach	A	9.0	A	8.5
• Westbound Approach	A	0.1	A	8.4
• Northbound Left Turn	A	7.5	A	7.2
• Southbound Left Turn	A	0.1	A	7.2
LOS = Level of Service Delay is measured in seconds.				

Table 5
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS
YEAR 2028 TOTAL PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Wolf's Crossing Road with Bode Street				
• Northbound Approach	C	15.2	D	27.0
• Westbound Left Turn	A	8.8	A	9.5
Wolf's Crossing Road with Mandel Street				
• Northbound Approach	B	14.5	C	17.6
• Westbound Left Turn	A	8.8	A	8.6
Mandel Street with Schultz Street/Dart Brokers Access Drive				
• Eastbound Approach	A	9.0	A	8.6
• Westbound Approach	A	0.1	A	8.5
• Northbound Left Turn	A	7.5	A	7.2
• Southbound Left Turn	A	0.1	A	7.3
Mandel Street with Combined Access Drive				
• Westbound Approach	A	8.4	A	8.4
• Southbound Left Turn	A	7.3	A	7.3
LOS = Level of Service Delay is measured in seconds.				

Discussion and Recommendations

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

Wolf's Crossing Road with Bode Street

The results of the capacity analyses indicate that the northbound approach currently operates at Level of Service (LOS) B during the weekday morning peak hour and LOS C during the weekday evening peak hour and the westbound left-turn movement operates at LOS A during both peak hours.

Under Year 2028 no-build conditions, the northbound approach is projected to operate at LOS C during the weekday morning peak hour and LOS D during the weekday evening peak hour with increases in delay of less than three and approximately seven seconds, respectively. The westbound left-turn movement will continue to operate at LOS A during both peak hours with an increase in delay of less than one second.

Under Year 2028 total projected conditions, the northbound approach is projected to continue operating at LOS C during the weekday morning peak hour and LOS D during the weekday evening peak hour with increases in delay of less than one second over no-build conditions. The westbound left-turn movement is projected to operate at LOS A during both peak hours with increases in delay of less than one second over no-build conditions. As such, the traffic that will be generated by the proposed facility will have a limited impact on the operation of this intersection and the intersection has adequate reserve capacity to accommodate the facility-generated traffic.

Wolf's Crossing Road with Mandel Street.

The results of the capacity analyses indicate that the northbound approach currently operates at LOS B during the weekday morning and weekday evening peak hours and the westbound left-turn movement operates at LOS A during both peak hours.

Under Year 2028 no-build conditions, the northbound approach will operate at LOS B during the weekday morning peak hour with an increase in delay of less than two seconds and it will operate at LOS C during the weekday evening peak hour with an increase in delay of less than three seconds. The westbound left-turn approach will continue to operate at LOS A during both peak hours with increases in delay of less than one second.

Under Year 2028 total projected conditions, the northbound approach will continue to operate at the same levels of service as in no-build conditions during both peak hours with increases in delay of less than one second. The westbound left-turn movement is projected to operate at LOS A during both peak hours with increases in delay of less than one second over no-build conditions. As such, the traffic that will be generated by the proposed facility will have a limited impact on the operation of this intersection and the intersection has adequate reserve capacity to accommodate the generated traffic.

Mandel Street with Schultz Street/Dart Brokers Access Drive

The results of the capacity analyses indicate that all the approaches and the critical movements at this intersection currently operate at LOS A during both peak hours.

Under Year 2028 no-build and total projected conditions, all the approaches and the critical movements will continue to operate at LOS A during both peak hours with increases in delay of less than one second. As such, this intersection has the adequate reserved capacity to efficiently accommodate the traffic that will be generated by the proposed facility.

Mandel Street with Proposed Access Drives

The results of the capacity analyses indicate that under the total projected conditions, the westbound approach and the southbound left-turn movement are projected to operate at LOS A during both peak hours. As such, the access drive will provide adequate access to the proposed facility.

6. Conclusion

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

- The volume of traffic to be generated by the proposed facility will be low.
- The roadway system has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed facility.
- The proposed access system will be sufficient to accommodate the facility-generated traffic with limited impact on the existing roadway system.

Appendix

Traffic Count Summary Sheets

Site Plan

CMAP 2050 Projections Letter

Level of Service Criteria

Capacity Analysis Summary Sheets

Traffic Count Summary Sheets



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(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Mandel St with W Schultz St
Site Code:
Start Date: 10/13/2022
Page No: 1

Turning Movement Data

Start Time	W Schultz St Eastbound						Access Drive Westbound						Mandel St Northbound						Mandel St Southbound							
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total	
6:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	4	0	0	0	5	0	0	3	2	0	5	11
6:15 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	1	3	0	0	4	4	0	0	4	0	0	4	12
6:30 AM	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	9	9	
Hourly Total	0	6	0	1	0	7	0	0	0	0	0	0	0	2	7	0	0	9	9	0	0	18	3	0	21	37
7:00 AM	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2	4	
7:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	4	0	4	0	0	4	7	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	4	2	0	6	7	
7:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	2	2	0	0	4	4	0	8	0	0	8	13	
Hourly Total	0	2	0	2	0	4	0	0	0	0	0	0	0	3	4	0	0	7	7	0	18	2	0	20	31	
8:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	2	3	0	0	5	0	0	5	1	0	6	13	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	3	2	0	7	9	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	6	0	0	6	8	
8:45 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	0	0	5	0	0	5	11	
Hourly Total	0	6	0	0	0	6	0	0	0	0	0	0	0	3	8	0	0	11	0	0	2	19	3	0	24	41
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	6	0	0	6	0	0	1	0	0	1	8	
3:15 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	2	6	0	0	8	0	0	3	1	0	4	15	
3:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	5	0	0	6	0	0	2	0	0	2	9	
3:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	0	0	7	2	0	9	15	
Hourly Total	0	5	0	1	0	6	0	0	0	0	0	0	0	3	22	0	0	25	0	0	13	3	0	16	47	
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	0	1	6	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	4	2	0	6	14	
4:30 PM	0	2	0	1	0	3	0	0	0	0	0	0	0	0	8	0	0	8	0	0	5	4	0	9	20	
4:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	3	0	0	5	8	
Hourly Total	0	4	0	1	0	5	0	0	0	0	0	0	0	0	22	0	0	22	0	0	2	13	6	0	21	48
5:00 PM	0	0	0	2	0	2	0	0	0	1	0	1	0	1	2	0	0	3	0	0	1	0	0	1	7	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	
5:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	5	0	5	10	
5:45 PM	0	1	0	1	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	1	0	3	7	
Hourly Total	0	3	0	3	0	6	0	0	0	1	0	1	0	1	11	0	0	12	0	1	0	2	6	0	9	28
Grand Total	0	26	0	8	0	34	0	0	0	100.0	0	86	1	4	83	23	0	111	0	3.6	74.8	20.7	0	47.8	232	
Approach %	0.0	76.5	0.0	23.5	-	-	0.0	0.0	0.0	0.0	-	-	0.9	0.4	1.7	35.8	9.9	-	0.4	1.7	35.8	9.9	-	47.8	-	
Total %	0.0	11.2	0.0	3.4	-	14.7	0.0	0.0	0.0	0.4	-	37.1	1	4	79	21	-	105	1	4	79	21	-	105	220	

[illegible]

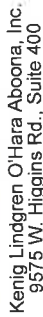
Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
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Count Name: Mandel St with W Schultz St
Site Code:
Start Date: 10/13/2022
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	W Schultz St Eastbound							Access Drive Westbound							Mandel St Northbound							Mandel St Southbound							
	U-Turn	Left	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total	
7:15 AM	0	1	0	0	0	1		0	0	0	0	0	0		0	1	1	0	0	2		0	0	4	0	0	4	7	
7:30 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	1	0	0	1		0	0	4	2	0	6	7	
7:45 AM	0	0	0	1	0	1		0	0	0	0	0	0		0	2	2	0	0	4		0	0	8	0	0	8	13	
8:00 AM	0	2	0	0	0	2		0	0	0	0	0	0		0	2	3	0	0	5		0	0	5	1	0	6	13	
Total	0	3	0	1	0	4		0	0	0	0	0	0		0	5	7	0	0	12		0	0	21	3	0	24	40	
Approach %	0.0	75.0	0.0	25.0	-	-		0.0	0.0	0.0	0.0	-	-		0.0	41.7	58.3	0.0	-	-		0.0	0.0	87.5	12.5	-	-	-	-
Total %	0.0	7.5	0.0	2.5	-	10.0		0.0	0.0	0.0	0.0	-	0.0		0.0	12.5	17.5	0.0	-	30.0	0.0		0.0	0.0	52.5	7.5	-	60.0	-
PHF	0.000	0.375	0.000	0.250	-	0.500		0.000	0.000	0.000	0.000	-	0.000		0.000	0.625	0.583	0.000	-	0.600	0.000		0.000	0.656	0.375	-	0.750	0.769	
Lights	0	2	0	1	-	3		0	0	0	0	-	0		0	4	6	0	-	10	0		0	0	20	3	-	23	36
% Lights	-	66.7	-	100.0	-	75.0		-	-	-	-	-	-		-	80.0	85.7	-	-	83.3	-		-	95.2	100.0	-	-	95.8	90.0
Buses	0	0	0	0	-	0		0	0	0	0	-	0		0	0	0	0	-	0	0		0	0	0	0	-	0	0
% Buses	-	0.0	-	0.0	-	0.0		-	-	-	-	-	-		-	0.0	0.0	-	-	0.0	-		-	0.0	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	1	0	0	-	1		0	0	0	0	-	0		0	1	0	0	-	1	0		0	1	0	0	-	1	3
% Single-Unit Trucks	-	33.3	-	0.0	-	25.0		-	-	-	-	-	-		-	20.0	0.0	-	-	8.3	-		-	4.8	0.0	-	-	4.2	7.5
Articulated Trucks	0	0	0	0	-	0		0	0	0	0	-	0		0	0	1	0	-	1	0		0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	-	0.0	-	0.0		-	-	-	-	-	-		-	0.0	14.3	-	-	8.3	-		-	0.0	0.0	-	-	0.0	2.5
Bicycles on Road	0	0	0	0	-	0		0	0	0	0	-	0		0	0	0	0	-	0	0		0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	0.0	-	0.0		-	-	-	-	-	-		-	0.0	0.0	-	-	0.0	-		-	0.0	0.0	-	-	0.0	0.0
Pedestrians	0	0	0	0	-	0		0	0	0	0	-	0		0	0	0	0	-	0	0		0	0	0	0	-	0	0
% Pedestrians	-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-	-		-	-	-	-	-	-	-



Count Name: Mandel St with W Schultz St
Site Code:
Start Date: 10/13/2022
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[illegible]



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Count Name: Wolfs Crossing Rd with Bode St
Site Code:
Start Date: 10/13/2022
Page No: 1

Turning Movement Data

Start Time	Wolfs Crossing Rd Eastbound					Wolfs Crossing Rd Westbound					Bode St Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total
6:00 AM	0	42	3	0	45	0	4	19	0	23	0	0	1	0	1
6:15 AM	0	55	7	0	62	0	0	22	0	22	0	0	1	0	1
6:30 AM	0	88	9	0	97	0	1	24	0	25	0	2	0	0	2
6:45 AM	0	105	18	0	123	0	1	26	0	27	0	1	1	0	2
Hourly Total	0	270	37	0	307	0	6	91	0	97	0	3	3	0	6
7:00 AM	0	92	10	0	102	0	5	33	0	38	0	5	2	0	7
7:15 AM	0	95	8	0	103	0	2	37	0	39	0	2	1	0	3
7:30 AM	0	99	10	0	109	0	4	50	0	54	0	3	4	0	7
7:45 AM	0	108	13	0	121	0	5	33	0	38	0	3	2	0	5
Hourly Total	0	394	41	0	435	0	16	153	0	169	0	13	9	0	22
8:00 AM	0	106	16	0	122	0	5	43	0	48	0	5	5	0	10
8:15 AM	0	74	6	0	80	0	1	39	0	40	0	3	4	0	7
8:30 AM	0	88	7	0	95	0	4	42	0	46	0	3	6	0	9
8:45 AM	0	89	6	0	95	0	7	45	0	52	0	1	3	0	4
Hourly Total	0	357	35	0	392	0	17	169	0	185	0	12	18	0	30
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	66	6	0	74	0	3	109	0	112	0	9	5	0	14
3:15 PM	0	82	1	0	83	0	6	114	0	120	0	4	5	0	9
3:30 PM	0	99	4	0	103	0	2	103	0	105	0	24	8	0	32
3:45 PM	0	85	4	0	89	0	7	98	0	105	0	8	7	0	15
Hourly Total	0	334	15	0	349	0	18	424	0	442	0	45	25	0	70
4:00 PM	0	87	7	0	94	0	1	128	0	129	0	9	12	0	21
4:15 PM	0	76	4	0	80	0	5	120	0	125	0	6	5	0	11
4:30 PM	0	82	6	0	88	0	3	120	0	123	0	7	7	0	14
4:45 PM	0	82	6	0	88	0	1	125	0	126	0	7	2	0	9
Hourly Total	0	327	23	0	350	0	10	493	0	503	0	29	26	0	55
5:00 PM	0	74	5	0	79	0	1	116	0	117	0	16	7	0	23
5:15 PM	0	108	5	0	113	0	2	140	0	142	0	10	6	0	16
5:30 PM	0	99	1	0	100	0	2	111	0	113	0	6	3	0	9
5:45 PM	0	86	1	0	87	0	3	137	0	140	0	1	1	0	2
Hourly Total	0	367	12	0	379	0	8	504	0	512	0	33	17	0	50
Grand Total	0	2049	163	0	2212	0	75	1834	0	1909	0	135	98	0	233
Approach %	0.0	92.6	7.4	-	-	0.0	3.9	96.1	-	-	0.0	57.9	42.1	-	-
Total %	0.0	47.1	3.7	-	50.8	0.0	1.7	42.1	-	43.8	0.0	3.1	2.3	-	5.4
Lights	0	1966	158	-	2124	0	70	1761	-	1831	0	128	90	-	218
% Lights	-	95.9	95.9	-	95.0	-	93.3	96.0	-	95.9	-	94.8	91.8	-	93.6

[illegible]

Turning Movement Peak Hour Data (7:15 AM)

[illegible]

Start Time	Wolfs Crossing Rd Eastbound						Wolfs Crossing Rd Westbound						Bode St Northbound					
	U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Inl. Total
5:00 PM	0	74	5	0	79		0	1	116	0	117		0	16	7	0	23	219
5:15 PM	0	108	5	0	113		0	2	140	0	142		0	10	6	0	16	271
5:30 PM	0	99	1	0	100		0	2	111	0	113		0	6	3	0	9	222
5:45 PM	0	86	1	0	87		0	3	137	0	140		0	1	1	0	2	229
Total	0	367	12	0	379		0	8	504	0	512		0	33	17	0	50	941
Approach %	0.0	96.8	3.2	-	-		0.0	1.6	98.4	-	-		0.0	66.0	34.0	-	-	-
Total %	0.0	39.0	1.3	-	40.3		0.0	0.9	53.6	-	54.4		0.0	3.5	1.8	-	5.3	-
PHF	0.000	0.850	0.600	-	0.838		0.000	0.667	0.900	-	0.901		0.000	0.516	0.607	-	0.543	0.868
Lights	0	361	11	-	372		0	4	496	-	500		0	31	17	-	48	920
% Lights	-	98.4	91.7	-	98.2		-	50.0	98.4	-	97.7		-	93.9	100.0	-	56.0	97.8
Buses	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	1	-	2		0	4	3	-	7		0	2	0	-	2	11
% Single-Unit Trucks	-	0.3	8.3	-	0.5		-	50.0	0.6	-	1.4		-	6.1	0.0	-	4.0	1.2
Articulated Trucks	0	5	0	-	5		0	0	5	-	5		0	0	0	-	0	10
% Articulated Trucks	-	1.4	0.0	-	1.3		-	0.0	1.0	-	1.0		-	0.0	0.0	-	0.0	1.1
Bicycles on Road	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0	0.0
Pedestrians or Pedestrian-	-	-	-	0	-		-	-	-	0	-		-	-	-	-	-	-



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Count Name: Wolfs Crossing Rd with Mandel St
Site Code:
Start Date: 10/13/2022
Page No: 1

Turning Movement Data

Start Time	Wolfs Crossing Rd Eastbound						Wolfs Crossing Rd Westbound						Mandel St Northbound					
	U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Int. Total
6:00 AM	0	42	3	0	45		0	4	26	0	30		0	0	3	0	3	76
6:15 AM	0	53	3	0	56		0	5	24	0	29		0	2	6	0	8	93
6:30 AM	0	75	2	0	77		0	4	22	0	26		0	1	2	0	3	105
6:45 AM	0	109	5	0	114		0	5	32	0	37		0	0	0	0	0	151
Hourly Total	0	279	13	0	292		0	18	104	0	122		0	3	11	0	14	428
7:00 AM	0	85	7	0	92		0	6	37	0	43		0	0	0	0	0	135
7:15 AM	0	100	4	0	104		0	4	37	0	41		0	2	2	0	4	149
7:30 AM	0	90	9	0	99		0	4	51	0	55		0	1	4	0	5	159
7:45 AM	0	89	20	0	109		0	7	44	0	51		0	1	1	0	2	162
Hourly Total	0	364	40	0	404		0	21	169	0	190		0	4	7	0	11	605
8:00 AM	0	102	3	0	105		0	8	47	0	55		0	1	6	0	7	167
8:15 AM	0	73	2	0	75		0	8	40	0	48		0	0	3	0	3	126
8:30 AM	0	96	6	0	102		0	6	46	0	52		0	0	1	0	1	155
8:45 AM	0	84	3	0	87		0	8	58	0	66		0	0	5	0	5	158
Hourly Total	0	355	14	0	369		0	30	191	0	221		0	1	15	0	16	606
*** BREAK ***	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-	-
3:00 PM	0	65	1	0	66		0	2	105	0	108		0	7	7	0	14	186
3:15 PM	0	95	1	0	96		0	2	119	0	121		0	3	10	0	13	230
3:30 PM	0	95	2	0	97		0	4	95	0	100		0	4	2	0	6	203
3:45 PM	0	85	3	0	88		0	5	115	0	121		0	4	4	0	8	217
Hourly Total	0	340	7	0	347		0	13	437	0	450		0	18	23	0	41	838
4:00 PM	0	91	2	0	93		0	0	109	0	109		0	6	11	0	17	219
4:15 PM	0	79	3	0	82		0	4	122	0	126		0	9	9	0	18	226
4:30 PM	0	92	3	0	95		0	7	122	0	129		0	15	5	0	20	244
4:45 PM	0	68	4	0	72		0	5	98	0	103		0	8	6	0	14	189
Hourly Total	0	330	12	0	342		0	16	451	0	467		0	38	31	0	59	878
5:00 PM	0	90	2	0	92		0	0	128	0	128		0	7	5	0	12	232
5:15 PM	0	106	2	0	108		0	3	133	0	136		0	3	11	0	14	258
5:30 PM	0	104	0	0	104		0	4	103	0	107		0	4	10	0	14	225
5:45 PM	0	85	1	0	86		0	4	150	0	154		0	1	4	0	5	245
Hourly Total	0	385	5	0	390		0	11	514	0	525		0	15	30	0	45	960
Grand Total	0	2053	91	0	2144		0	109	1866	0	1975		0	79	117	0	196	4315
Approach %	0.0	95.8	4.2	-	-		0.0	5.5	94.5	-	-		0.0	40.3	59.7	-	-	-
Total %	0.0	47.8	2.1	-	49.7		0.0	2.5	43.2	-	45.8		0.0	1.8	2.7	-	4.5	-
Lights	0	1971	87	-	2058		0	102	1797	-	1899		0	73	113	-	186	4143
% Lights	-	98.0	95.6	-	96.0		-	93.6	96.3	-	96.2		-	92.4	96.6	-	94.9	96.0

[illegible]



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Count Name: Wolfs Crossing Rd with Mandel St
Site Code:
Start Date: 10/13/2022
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Wolfs Crossing Rd Eastbound						Wolfs Crossing Rd Westbound						Mandel St Northbound					
	U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	100	4	0	104		0	4	37	0	41		0	2	2	0	4	149
7:30 AM	0	90	9	0	99		0	4	51	0	55		0	1	4	0	5	159
7:45 AM	0	89	20	0	109		0	7	44	0	51		0	1	1	0	2	162
8:00 AM	0	102	3	0	105		0	8	47	0	55		0	1	6	0	7	167
Total	0	381	36	0	417		0	23	179	0	202		0	5	13	0	18	637
Approach %	0.0	91.4	8.6	-	-		0.0	11.4	88.6	-	-		0.0	27.8	72.2	-	-	-
Total %	0.0	59.8	5.7	-	65.5		0.0	3.6	28.1	-	31.7		0.0	0.8	2.0	-	2.8	-
PHF	0.000	0.934	0.450	-	0.956		0.000	0.719	0.877	-	0.918		0.000	0.625	0.542	-	0.643	0.954
Lights	0	367	36	-	403		0	21	168	-	189		0	3	11	-	14	606
% Lights	-	96.3	100.0	-	96.6		-	91.3	93.9	-	93.6		-	60.0	84.6	-	77.8	95.1
Buses	0	6	0	-	6		0	0	2	-	2		0	0	0	-	0	8
% Buses	-	1.6	0.0	-	1.4		-	0.0	1.1	-	1.0		-	0.0	0.0	-	0.0	1.3
Single-Unit Trucks	0	6	0	-	6		0	2	5	-	7		0	2	0	-	2	15
% Single-Unit Trucks	-	1.6	0.0	-	1.4		-	8.7	2.8	-	3.5		-	40.0	0.0	-	11.1	2.4
Articulated Trucks	0	2	0	-	2		0	0	4	-	4		0	0	2	-	2	8
% Articulated Trucks	-	0.5	0.0	-	0.5		-	0.0	2.2	-	2.0		-	0.0	15.4	-	11.1	1.3
Bicycles on Road	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-		-	-	-	0	-		-	-	-	0	-	-
% Pedestrians	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-	-



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Count Name: Wolfs Crossing Rd with Mandel St
Site Code:
Start Date: 10/13/2022
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Turning Movement Peak Hour Data (5:00 PM)

Start Time	Wolfs Crossing Rd Eastbound						Wolfs Crossing Rd Westbound						Mandel St Northbound					
	U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Int. Total
5:00 PM	0	90	2	0	92		0	0	128	0	128		0	7	5	0	12	232
5:15 PM	0	106	2	0	108		0	3	133	0	136		0	3	11	0	14	258
5:30 PM	0	104	0	0	104		0	4	103	0	107		0	4	10	0	14	225
5:45 PM	0	85	1	0	86		0	4	150	0	154		0	1	4	0	5	245
Total	0	365	5	0	370		0	11	514	0	525		0	15	30	0	45	960
Approach %	0.0	98.7	1.3				0.0	2.1	97.9				0.0	33.3	66.7			
Total %	0.0	40.1	0.5		40.6		0.0	1.1	53.5		54.7		0.0	1.6	3.1		4.7	
PHF	0.000	0.908	0.625		0.903		0.000	0.688	0.857		0.852		0.000	0.536	0.662		0.804	0.930
Lights	0	381	3		384		0	11	505		516		0	15	30		45	945
% Lights	-	99.0	60.0		98.5		-	100.0	99.2		98.3		-	100.0	100.0		100.0	98.4
Buses	0	0	0		0		0	0	0		0		0	0	0		0	0
% Buses	-	0.0	0.0		0.0		-	0.0	0.0		0.0		-	0.0	0.0		0.0	0.0
Single-Unit Trucks	0	0	0		0		0	0	6		6		0	0	0		0	6
% Single-Unit Trucks	-	0.0	0.0		0.0		-	0.0	1.2		1.1		-	0.0	0.0		0.0	0.6
Articulated Trucks	0	4	2		6		0	0	3		3		0	0	0		0	9
% Articulated Trucks	-	1.0	40.0		1.5		-	0.0	0.6		0.6		-	0.0	0.0		0.0	0.9
Bicycles on Road	0	0	0		0		0	0	0		0		0	0	0		0	0
% Bicycles on Road	-	0.0	0.0		0.0		-	0.0	0.0		0.0		-	0.0	0.0		0.0	0.0
Pedestrians	-	-	-	0	-		-	-	-	0	-		-	-	-	0	-	-
% Pedestrians	-	-	-		-		-	-	-		-		-	-	-		-	-

Site Plan

CMAP 2050 Projections Letter



Chicago Metropolitan
Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

October 19, 2022

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

Subject: *Wolf's Crossing Road at Mandel Street*
IDOT

Dear Mr. Bowen:

In response to a request made on your behalf and dated October 19, 2022, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Harley Rd @ Union Pacific RR	8,150	14,500

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2022 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

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

Sincerely,

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

cc: Rios (IDOT)
2022_ForecastTraffic\Plainfield\wi-37-22\wi-37-22.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA






Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high, and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0
Unsignalized Intersections		
Level of Service	Average Total Delay (SEC/VEH)	
A	0 - 10	
B	> 10 - 15	
C	> 15 - 25	
D	> 25 - 35	
E	> 35 - 50	
F	> 50	

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets
Existing Weekday Morning Peak Hour

HCM 6th TWSC
3: Bode Street & Wolf's Crossing Road

10/28/2022

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	408	16	16	168	13	12
Future Vol, veh/h	408	16	16	168	13	12
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	0	0	7	8	8
Mvmt Flow	443	17	17	183	14	13

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	460	0	669	452
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	217	-
Critical Hdwy	-	-	4.1	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.2	-	3.572	3.372
Pot Cap-1 Maneuver	-	-	1112	-	414	595
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1112	-	408	595
Mov Cap-2 Maneuver	-	-	-	-	408	-
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	793	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	13
HCM LOS	B		





Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	480	-	-	1112	-
HCM Lane V/C Ratio	0.057	-	-	0.016	-
HCM Control Delay (s)	13	-	-	8.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th TWSC
5: Mandel Street & Wolf's Crossing Road

10/28/2022

Intersection

Int Delay, s/veh 0.7

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	384	36	23	179	5	13
Future Vol, veh/h	384	36	23	179	5	13
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	0	9	6	40	15
Mvmt Flow	404	38	24	188	5	14

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	442
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.19
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.281
Pot Cap-1 Maneuver	-	-	1082
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1082
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NW
HCM Control Delay, s	0	1	12.3
HCM LOS			B






Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	512	-	-	1082	-
HCM Lane V/C Ratio	0.037	-	-	0.022	-
HCM Control Delay (s)	12.3	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	1	0	0	0	5	7	0	0	21	3
Future Vol, veh/h	3	0	1	0	0	0	5	7	0	0	21	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	33	0	0	0	0	0	20	14	0	0	5	0
Mvmt Flow	4	0	1	0	0	0	6	9	0	0	27	4
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	50	50	29	51	52	9	31	0	0	9	0	0
Stage 1	29	29	-	21	21	-	-	-	-	-	-	-
Stage 2	21	21	-	30	31	-	-	-	-	-	-	-
Critical Hdwy	7.43	6.5	6.2	7.1	6.5	6.2	4.3	-	-	4.1	-	-
Critical Hdwy Stg 1	6.43	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.43	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.797	4	3.3	3.5	4	3.3	2.38	-	-	2.2	-	-
Pot Cap-1 Maneuver	878	845	1052	953	843	1079	1473	-	-	1624	-	-
Stage 1	914	875	-	1003	882	-	-	-	-	-	-	-
Stage 2	923	882	-	992	873	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	875	842	1052	949	840	1079	1473	-	-	1624	-	-
Mov Cap-2 Maneuver	875	842	-	949	840	-	-	-	-	-	-	-
Stage 1	910	875	-	999	878	-	-	-	-	-	-	-
Stage 2	919	878	-	991	873	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	9			0			3.1			0		
HCM LOS	A			A								
Minor Lane/Major Mvmt	NBL			NBT			NBR			EBLn1WBLn1		
Capacity (veh/h)	1473			-			-			913		
HCM Lane V/C Ratio	0.004			-			-			-		
HCM Control Delay (s)	7.5			0			-			9		
HCM Lane LOS	A			A			A			A		
HCM 95th %tile Q(veh)	0			-			-			0		

Capacity Analysis Summary Sheets
Existing Weekday Evening Peak Hour






HCM 6th TWSC
3: Bode Street & Wolf's Crossing Road

10/28/2022

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	373	12	8	521	33	17
Future Vol, veh/h	373	12	8	521	33	17
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	8	50	2	6	0
Mvmt Flow	429	14	9	599	38	20
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	443	0	1053	436
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	617	-
Critical Hdwy	-	-	4.6	-	6.46	6.2
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.65	-	3.554	3.3
Pot Cap-1 Maneuver	-	-	904	-	246	625
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	531	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	904	-	244	625
Mov Cap-2 Maneuver	-	-	-	-	244	-
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	526	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.1		19.4		
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	308	-	-	904	-	
HCM Lane V/C Ratio	0.187	-	-	0.01	-	
HCM Control Delay (s)	19.4	-	-	9	-	
HCM Lane LOS	C	-	-	A	-	
HCM 95th %tile Q(veh)	0.7	-	-	0	-	

HCM 6th TWSC
5: Mandel Street & Wolf's Crossing Road

10/28/2022

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	385	5	11	514	15	30
Future Vol, veh/h	385	5	11	514	15	30
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	40	0	2	0	0
Mvmt Flow	414	5	12	553	16	32
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	419	0	994	417
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	577	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1151	-	274	640
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	566	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1151	-	271	640
Mov Cap-2 Maneuver	-	-	-	-	271	-
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	560	-
Approach	EB	WB		NW		
HCM Control Delay, s	0	0.2		14.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	440	-	-	1151	-	
HCM Lane V/C Ratio	0.11	-	-	0.01	-	
HCM Control Delay (s)	14.2	-	-	8.2	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	3	0	3	0	0	1	1	11	0	1	2	6
Future Vol, veh/h	3	0	3	0	0	1	1	11	0	1	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	50	0
Mvmt Flow	4	0	4	0	0	1	1	16	0	1	3	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	29	28	8	30	32	16	12	0	0	16	0	0
Stage 1	10	10	-	18	18	-	-	-	-	-	-	-
Stage 2	19	18	-	12	14	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	985	869	1080	984	865	1069	1620	-	-	1615	-	-
Stage 1	1016	891	-	1006	884	-	-	-	-	-	-	-
Stage 2	1005	884	-	1014	888	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	982	867	1080	979	863	1069	1620	-	-	1615	-	-
Mov Cap-2 Maneuver	982	867	-	979	863	-	-	-	-	-	-	-
Stage 1	1015	890	-	1005	883	-	-	-	-	-	-	-
Stage 2	1003	883	-	1009	887	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.5	8.4	0.6	0.8
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1620	-	-	1029	1069	1615	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.001	0.001	-	-
HCM Control Delay (s)	7.2	0	-	8.5	8.4	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Capacity Analysis Summary Sheets
Year 2028 No-Build Weekday Morning Peak Hour

HCM 6th TWSC
3: Bode Street & Wolf's Crossing Road

10/28/2022

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↰	↱	↰	
Traffic Vol, veh/h	505	53	18	208	15	13
Future Vol, veh/h	505	53	18	208	15	13
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	0	0	7	8	8
Mvmt Flow	549	58	20	226	16	14

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	607	0	844	578
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	266	-
Critical Hdwy	-	-	4.1	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.2	-	3.572	3.372
Pot Cap-1 Maneuver	-	-	981	-	326	504
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	765	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	981	-	319	504
Mov Cap-2 Maneuver	-	-	-	-	319	-
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	750	-

Approach	EB	WB	NB		
HCM Control Delay, s	0	0.7	15.2		
HCM LOS	C				





Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	385	-	-	981	-
HCM Lane V/C Ratio	0.079	-	-	0.02	-
HCM Control Delay (s)	15.2	-	-	8.7	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM 6th TWSC
5: Mandel Street & Wolf's Crossing Road

10/28/2022

Intersection





Int Delay, s/veh 0.7

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	478	40	26	220	6	15
Future Vol, veh/h	478	40	26	220	6	15
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	0	9	6	40	15
Mvmt Flow	503	42	27	232	6	16

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	545
Stage 1	-	-	524
Stage 2	-	-	286
Critical Hdwy	-	4.19	6.8
Critical Hdwy Stg 1	-	-	5.8
Critical Hdwy Stg 2	-	-	5.8
Follow-up Hdwy	-	2.281	3.86
Pot Cap-1 Maneuver	-	990	302
Stage 1	-	-	524
Stage 2	-	-	683
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	990	294
Mov Cap-2 Maneuver	-	-	294
Stage 1	-	-	524
Stage 2	-	-	665

Approach	EB	WB	NW
HCM Control Delay, s	0	0.9	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	430	-	-	990	-
HCM Lane V/C Ratio	0.051	-	-	0.028	-
HCM Control Delay (s)	13.8	-	-	8.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	1	0	0	0	6	8	0	0	24	3
Future Vol, veh/h	3	0	1	0	0	0	6	8	0	0	24	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	33	0	0	0	0	0	20	14	0	0	5	0
Mvmt Flow	4	0	1	0	0	0	8	10	0	0	31	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	59	59	33	60	61	10	35	0	0	10	0	0
Stage 1	33	33	-	26	26	-	-	-	-	-	-	-
Stage 2	26	26	-	34	35	-	-	-	-	-	-	-
Critical Hdwy	7.43	6.5	6.2	7.1	6.5	6.2	4.3	-	-	4.1	-	-
Critical Hdwy Stg 1	6.43	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.43	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.797	4	3.3	3.5	4	3.3	2.38	-	-	2.2	-	-
Pot Cap-1 Maneuver	866	836	1046	941	834	1077	1468	-	-	1623	-	-
Stage 1	909	872	-	997	878	-	-	-	-	-	-	-
Stage 2	918	878	-	987	870	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	863	832	1046	936	830	1077	1468	-	-	1623	-	-
Mov Cap-2 Maneuver	863	832	-	936	830	-	-	-	-	-	-	-
Stage 1	904	872	-	992	874	-	-	-	-	-	-	-
Stage 2	913	874	-	986	870	-	-	-	-	-	-	-






Approach	EB		WB		NB		SB	
HCM Control Delay, s	9		0		3.2		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1468	-	-	902	-	1623	-	-
HCM Lane V/C Ratio	0.005	-	-	0.006	-	-	-	-
HCM Control Delay (s)	7.5	0	-	9	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Capacity Analysis Summary Sheets
Year 2028 No-Build Weekday Evening Peak Hour

HCM 6th TWSC
3: Bode Street & Wolf's Crossing Road

10/28/2022

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	451	13	9	637	37	19
Future Vol, veh/h	451	13	9	637	37	19
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	8	50	2	6	0
Mvmt Flow	518	15	10	732	43	22
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	533	0	1278	526
Stage 1	-	-	-	-	526	-
Stage 2	-	-	-	-	752	-
Critical Hdwy	-	-	4.6	-	6.46	6.2
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.65	-	3.554	3.3
Pot Cap-1 Maneuver	-	-	831	-	180	556
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	459	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	831	-	178	556
Mov Cap-2 Maneuver	-	-	-	-	178	-
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	453	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		26.5	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	231	-	-	831	-	
HCM Lane V/C Ratio	0.279	-	-	0.012	-	
HCM Control Delay (s)	26.5	-	-	9.4	-	
HCM Lane LOS	D	-	-	A	-	
HCM 95th %tile Q(veh)	1.1	-	-	0	-	

HCM 6th TWSC
5: Mandel Street & Wolf's Crossing Road

10/28/2022

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↶		↶	↶	↶	
Traffic Vol, veh/h	464	6	12	629	17	34
Future Vol, veh/h	464	6	12	629	17	34
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	40	0	2	0	0
Mvmt Flow	499	6	13	676	18	37
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	505	0	1204	502
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	702	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1070	-	205	573
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	495	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1070	-	203	573
Mov Cap-2 Maneuver	-	-	-	-	203	-
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	489	-
Approach	EB		WB		NW	
HCM Control Delay, s	0		0.2		16.9	
HCM LOS					C	
Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	356	-	-	1070	-	
HCM Lane V/C Ratio	0.154	-	-	0.012	-	
HCM Control Delay (s)	16.9	-	-	8.4	-	
HCM Lane LOS	C	-	-	A	-	
HCM 95th %tile Q(veh)	0.5	-	-	0	-	

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	3	0	0	1	1	12	0	1	2	7
Future Vol, veh/h	3	0	3	0	0	1	1	12	0	1	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	50	0
Mvmt Flow	4	0	4	0	0	1	1	17	0	1	3	10

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	30	29	8	31	34	17	13	0
Stage 1	10	10	-	19	19	-	-	-
Stage 2	20	19	-	12	15	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-
Pot Cap-1 Maneuver	984	868	1080	982	863	1068	1619	-
Stage 1	1016	891	-	1005	884	-	-	-
Stage 2	1004	884	-	1014	887	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	981	866	1080	977	861	1068	1619	-
Mov Cap-2 Maneuver	981	866	-	977	861	-	-	-
Stage 1	1015	890	-	1004	883	-	-	-
Stage 2	1002	883	-	1009	886	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.5	8.4	0.6	0.7
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1619	-	-	1028	1068	1613	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.001	0.001	-	-
HCM Control Delay (s)	7.2	0	-	8.5	8.4	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Capacity Analysis Summary Sheets
Year 2028 Total Projected Weekday Morning Peak Hour

HCM 6th TWSC
3: Bode Street & Wolf's Crossing Road

10/28/2022

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	
Traffic Vol, veh/h	509	54	18	210	15	13
Future Vol, veh/h	509	54	18	210	15	13
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	0	0	7	8	8
Mvmt Flow	553	59	20	228	16	14
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	612	0	851	583
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	268	-
Critical Hdwy	-	-	4.1	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.2	-	3.572	3.372
Pot Cap-1 Maneuver	-	-	977	-	323	501
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	763	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	977	-	317	501
Mov Cap-2 Maneuver	-	-	-	-	317	-
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	748	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		15.2	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	382	-	-	977	-	
HCM Lane V/C Ratio	0.08	-	-	0.02	-	
HCM Control Delay (s)	15.2	-	-	8.8	-	
HCM Lane LOS	C	-	-	A	-	
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	

HCM 6th TWSC
5: Mandel Street & Wolf's Crossing Road

10/28/2022

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↗		↖	↗	↖	
Traffic Vol, veh/h	478	44	36	220	8	18
Future Vol, veh/h	478	44	36	220	8	18
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	2	9	6	43	24
Mvmt Flow	503	46	38	232	8	19

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	549	0	834
Stage 1	-	-	-	-	526
Stage 2	-	-	-	-	308
Critical Hdwy	-	-	4.19	-	6.83
Critical Hdwy Stg 1	-	-	-	-	5.83
Critical Hdwy Stg 2	-	-	-	-	5.83
Follow-up Hdwy	-	-	2.281	-	3.887
Pot Cap-1 Maneuver	-	-	986	-	289
Stage 1	-	-	-	-	518
Stage 2	-	-	-	-	661
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	986	-	278
Mov Cap-2 Maneuver	-	-	-	-	278
Stage 1	-	-	-	-	518
Stage 2	-	-	-	-	635

Approach	EB	WB	NW
HCM Control Delay, s	0	1.2	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	406	-	-	986	-
HCM Lane V/C Ratio	0.067	-	-	0.038	-
HCM Control Delay (s)	14.5	-	-	8.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	2	0	0	0	6	13	0	0	38	3
Future Vol, veh/h	3	0	2	0	0	0	6	13	0	0	38	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	33	0	0	0	0	0	20	32	0	0	8	0
Mvmt Flow	4	0	3	0	0	0	8	17	0	0	49	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	84	84	51	86	86	17	53	0	0	17	0	0
Stage 1	51	51	-	33	33	-	-	-	-	-	-	-
Stage 2	33	33	-	53	53	-	-	-	-	-	-	-
Critical Hdwy	7.43	6.5	6.2	7.1	6.5	6.2	4.3	-	-	4.1	-	-
Critical Hdwy Stg 1	6.43	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.43	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.797	4	3.3	3.5	4	3.3	2.38	-	-	2.2	-	-
Pot Cap-1 Maneuver	833	810	1023	905	808	1068	1445	-	-	1613	-	-
Stage 1	889	856	-	988	872	-	-	-	-	-	-	-
Stage 2	909	872	-	965	855	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	829	805	1023	899	803	1068	1445	-	-	1613	-	-
Mov Cap-2 Maneuver	829	805	-	899	803	-	-	-	-	-	-	-
Stage 1	884	856	-	982	867	-	-	-	-	-	-	-
Stage 2	904	867	-	963	855	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	0	2.4	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1445	-	-	897	-	1613	-	-
HCM Lane V/C Ratio	0.005	-	-	0.007	-	-	-	-
HCM Control Delay (s)	7.5	0	-	9	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

HCM 6th TWSC
10: Mandel Street & Proposed Access Drive






10/28/2022

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	5	14	0	15	25
Future Vol, veh/h	0	5	14	0	15	25
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	15	0	16	26
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	73	15	0	0	15	0
Stage 1	15	-	-	-	-	-
Stage 2	58	-	-	-	-	-
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	931	1065	-	-	1603	-
Stage 1	1008	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	922	1065	-	-	1603	-
Mov Cap-2 Maneuver	922	-	-	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	955	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	8.4	0	2.7			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	- 1065	1603	-		
HCM Lane V/C Ratio	-	- 0.005	0.01	-		
HCM Control Delay (s)	-	- 8.4	7.3	0		
HCM Lane LOS	-	- A	A	A		
HCM 95th %tile Q(veh)	-	- 0	0	-		

Capacity Analysis Summary Sheets
Year 2028 Total Projected Weekday Evening Peak Hour

HCM 6th TWSC
3: Bode Street & Wolf's Crossing Road

10/28/2022

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	453	13	9	641	38	19
Future Vol, veh/h	453	13	9	641	38	19
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	15	55	2	6	0
Mvmt Flow	521	15	10	737	44	22

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	536	0	1286	529
Stage 1	-	-	-	-	529	-
Stage 2	-	-	-	-	757	-
Critical Hdwy	-	-	4.65	-	6.46	6.2
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.695	-	3.554	3.3
Pot Cap-1 Maneuver	-	-	812	-	178	554
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	456	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	812	-	176	554
Mov Cap-2 Maneuver	-	-	-	-	176	-
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	451	-

Approach	EB	WB	NB		
HCM Control Delay, s	0	0.1	27		
HCM LOS	D				

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	228	-	-	812	-
HCM Lane V/C Ratio	0.287	-	-	0.013	-
HCM Control Delay (s)	27	-	-	9.5	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	1.1	-	-	0	-

HCM 6th TWSC
5: Mandel Street & Wolf's Crossing Road

10/28/2022

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↶		↷	↶	↷	
Traffic Vol, veh/h	464	8	15	629	21	44
Future Vol, veh/h	464	8	15	629	21	44
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	34	13	2	0	2
Mvmt Flow	499	9	16	676	23	47

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	508	0	1212	504
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	708	-
Critical Hdwy	-	-	4.23	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.317	-	3.5	3.318
Pot Cap-1 Maneuver	-	-	1003	-	203	568
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	492	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1003	-	200	568
Mov Cap-2 Maneuver	-	-	-	-	200	-
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	484	-

Approach	EB	WB	NW
HCM Control Delay, s	0	0.2	17.6
HCM LOS	C		

Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	356	-	-	1003	-
HCM Lane V/C Ratio	0.196	-	-	0.016	-
HCM Control Delay (s)	17.6	-	-	8.6	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	3	0	0	1	2	26	0	1	7	7
Future Vol, veh/h	3	0	3	0	0	1	2	26	0	1	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	50	0
Mvmt Flow	4	0	4	0	0	1	3	37	0	1	10	10




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	61	60	15	62	65	37	20	0	0	37	0	0
Stage 1	17	17	-	43	43	-	-	-	-	-	-	-
Stage 2	44	43	-	19	22	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	939	835	1070	938	830	1041	1609	-	-	1587	-	-
Stage 1	1008	885	-	976	863	-	-	-	-	-	-	-
Stage 2	975	863	-	1005	881	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	935	832	1070	932	828	1041	1609	-	-	1587	-	-
Mov Cap-2 Maneuver	935	832	-	932	828	-	-	-	-	-	-	-
Stage 1	1006	884	-	974	861	-	-	-	-	-	-	-
Stage 2	972	861	-	1000	880	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.6	8.5	0.5	0.5
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1609	-	-	998	1041	1587	-	-
HCM Lane V/C Ratio	0.002	-	-	0.009	0.001	0.001	-	-
HCM Control Delay (s)	7.2	0	-	8.6	8.5	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 6th TWSC
10: Mandel Street & Proposed Access Drive

10/28/2022

Intersection						
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	15	13	0	5	5
Future Vol, veh/h	0	15	13	0	5	5
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	14	0	5	5
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	29	14	0	0	14	0
Stage 1	14	-	-	-	-	-
Stage 2	15	-	-	-	-	-
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	986	1066	-	-	1604	-
Stage 1	1009	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	983	1066	-	-	1604	-
Mov Cap-2 Maneuver	983	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.4	0		3.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	1066	1604	-	
HCM Lane V/C Ratio	-	-	0.015	0.003	-	
HCM Control Delay (s)	-	-	8.4	7.3	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

PLEASE TYPE OR PRINT LEGIBLY

**PETITION FOR DIVISION AND/OR CONSOLIDATION OF PROPERTY SUBMITTED IN THE YEAR 2023
TO THE MAPPING & PLATTING DEPARTMENT OF WILL COUNTY:**

The petitioner(s), having a property interest in the hereinafter described property, respectfully request and hereby authorize you as arbitrator to cause said property **to be** listed as (1) separate tract(s) on your assessment rolls starting for the taxable Levy year of 2023, Payable in 2024.

Attached hereto and made a part hereof, is a schedule setting forth an exact legal description of the property to be divided or consolidated and of each of said tracts to be listed which is the same as appears by Plat(s) or Deed(s) dated: May 21, 2021, and filed for record in the office of the Recorder of Deeds, County of Will Illinois, as document number(s) R2021073513.

Subscribed and sworn to before me this

Name and Address for New Parcels

6th Day of March, 2023

TRACT # 1

Name: Cool Fox LLC

Jennifer M Ealey
Notary Public Signature



111 N. Ottawa St, Joliet, IL 60432
Notary's Address

Mailing Address: 28W775 87th Street

City: Naperville State: IL Zip: 60564

Owner Phone #: ()

Property Address: 10205 & 10155 Mandel Street

Nathaniel P. Washburn

TRACT # 2

Person to contact in case of problem/error

Phone# (815) 727-4511

Nathaniel P. Washburn
Submitted by (must have signature)

111 N. Ottawa St, Joliet, Illinois 60432

Submitter's Address

Phone# (815) 727-4571

Fax # (815) 727-1586

Name: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

Owner Phone #: () _____

Property Address: _____

TRACT # 3

Name: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

Owner Phone #: () _____

Property Address: _____

FOR OFFICE USE ONLY

Township: _____

PIN(s) _____

Map Page(s) _____

Date Received _____

Accepted By: _____

Petition # _____

Levy year of Taxes Paid _____

Date taxes paid on: 1st Installment: _____ 2nd Installment: _____

SCHEDULE TO BE ATTACHED AS A PART OF A LAND DIVISION / CONSOLIDATION

Parcel Index Numbers (PINs):

Petition # _____

07-01-08-353-009-0000

07-01-08-353-010-0000

Instructions: List original legal description(s) as currently described and then list separately the new legal description(s) of each new tract corresponding with the tract(s) numbered on page 2.

If the Division has a Metes and Bounds legal description a Plat of Survey showing acreage and new legal description should accompany this petition form.

Original Legal Description(s):

SEE ATTACHED

New Legal Description(s):

Use additional pages if necessary

SEE ATTACHED

Will County Petition for Division / Consolidation Zoning Conformance Form

Date: _____

**For Will County Supervisor of
Assessment's Office Uses Only**
Petition#: _____

Petitioner: Cool Fox LLC

Address: 10205 Mandel Street
10155 Mandel Street

PIN _____ PIN _____

PIN 07 01 08 353 009 0000 PIN 07 01 08 353 010 0000

Mr. /Mrs. _____ of the _____ has reviewed
(Name of zoning personnel- printed) *(Jurisdiction)*
my petition for division and/or consolidation of property in Will County for the year of
_____ and has determined that the parcel(s) to be created as described in the schedule
attached thereto would:

☐ Be in conformance with the requirements of the _____ zoning ordinance
for the _____ zoning district in which the property is located.
(Jurisdiction)

OR

☐ Would **not** be in conformance with the requirements of the _____ zoning
ordinance for the _____ zoning district in which the property is located
(Jurisdiction)
and would be considered an illegal lot

OR

☐ OTHER: _____

Signature of Petitioner

Signature of zoning official

Subscribed and sworn before me this

_____ Day of _____, 20__

Notary Public

*Notice: This document is subject to recording
With the Will County Recorder's Office*

ORIGINAL LEGAL

LOTS 38 AND 39 OF ARROWHEAD INDUSTRIAL PARK UNIT NO. 2, BEING A SUBDIVISION OF PART OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WHEATLAND TOWNSHIP, WILL COUNTY, ILLINOIS.

NEW LEGAL

LOTS 38 AND 39 OF ARROWHEAD INDUSTRIAL PARK UNIT NO. 2, BEING A SUBDIVISION OF PART OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 37 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WHEATLAND TOWNSHIP, WILL COUNTY, ILLINOIS.