

Attorneys at Law

Nathaniel P. Washburn

ATTORNEY nwashburn@kggllc.com

Website:

www.kggllc.com

March 6, 2023

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

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

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.willcountyillinois.com/County-Offices/Economic-Development/Land-Use

Zoning	Case	#	(staff	only)

PART A - APPLICANT INFORMATION

Owner Information						
Full Name	Cool Fox LLC					
	Number & Street: 28W775 87th Street					
Owner Address	City: Naperville	State: Illinois	Zip Code: 60564			
Contact Information	Phone:	ionscintean	@gmail.com			
Agent Information (i	f different from above)					
Full Name	Scintean Scintean		lon			
	Number & Street: 28W775 87th Street					
Agent Address	City: Naperville	State: Illinois	^{Zip Code:} 60564			
Contact Information	Phone: ionscintean@gmail.com					
Agency/Firm Name	Manager					
Attorney Informatio	n					
Full Name	^{Last:} Washburn		Nathaniel Nathaniel			
	Number & Street: 111 N. Ott	awa Street				
Attorney Address	City: Joliet	State: Illinois	Zip Code: 60432			
Contact Information	815-727-4511 Email: nwashburn@kggllc.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				
	10205 & 10155 Mandel Street				
Property Address	City: Plainfield	State: Illinois	Zip Code:		
Current Zoning	I-1	Current Land Use	Vacant		
Water Supply	Public Well	Sanitary System	Sewer 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 V 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 VINO
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)

16/25

SUBSCRIBED AND SWORN TO BEFORE ME

his 6th day of March

2023

OFFICIAL SEAL
JENNIFER M EALEY
NOTARY PUBLIC - STATE OF !LLINOIS
MY COMMISSION EXPIRES:10/08/24

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?
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? 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?
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?
Will the intended use require new outdoor lighting?
Will the intended use require a new sign on the property?
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)
V	Copy of recorded deed
,	Electronic copy of legal description (CD ROM or Email), Microsoft Word compatible text format
V	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.
1	Will/South Cook Soil and Water Conservation District Natural Resource Information report
V	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	Х	
Local road commissioner (State, County, or Township)	X	X	
Fire protection district	X	Х	
Federal Aviation Administration, if applicable	X	X	
Will South Cook Soil and Water Conservation District	X	Х	
Township (Supervisor, Clerk, Plan Commission)	X		
Illinois Department of Natural Resources EcoCAT Report (http://dnr.illinois.gov/ecopublic/) and IDNR reply	Х		
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

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

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:

 $07\text{-}01\text{-}08\text{-}353\text{-}010\text{-}0000 \ \& \ 07\text{-}01\text{-}08\text{-}353\text{-}009\text{-}0000$

Address of Real Estate:

10205 & 10155 S. Mandell, Plainfield, IL 60585

Dated this ________, 20_21_.

FIDELITY NATIONAL TITLE INSURANCE W5 21017276

2 Seinteon ION SCINTEAN	
Warranty Deed - Statutory	
STATE OF ILLINOIS) SS. COUNTY OF <u>Kendall</u>)	
I, the undersigned, a Notary Public in THAT <u>Ion Scintean</u> personally known to me the foregoing instrument, appeared before me	and for said County, in the State aforesaid, CERTIFY to be the same person whose name <u>is</u> subscribed to this day in person, and acknowledged that he signed to the and voluntary act, for the uses and purposes thereing the right of homestead. al this <u>I</u> day of <u>May</u> , 20 21. Notary Public
SEND SUBSEQUENT TAX BILLS TO: Cool Fox LLC 28W775 87 th St. Naperville, IL 60564	"OFFICIAL SEAL" KELLY A HELLAND NOTARY PUBLIC, STATE OF ILLINOIS MY COMMISSION EXPIRES 12/3/2023
THIS DOCUMENT PREPARED BY AND Attorney Kelly A. Helland Law Offices of Daniel J. Kramer 1107A S. Bridge Street Yorkville, IL 60560 630-553-9500 kkramer@dankramerlaw.com	AFTER RECORDING RETURN TO:
	This transaction exempt under Provisions of 35 iles 305/4 e. Dated: May 21 , 2021 Signed:

PROPOSED LAYOUT

OF

LOT 38 WILLIAM ARROWMEAD IND. 1994 1 2 OF THAT PART OF THE WEST HALF OF THE SO. 1994 1 CO. 1994 1 C

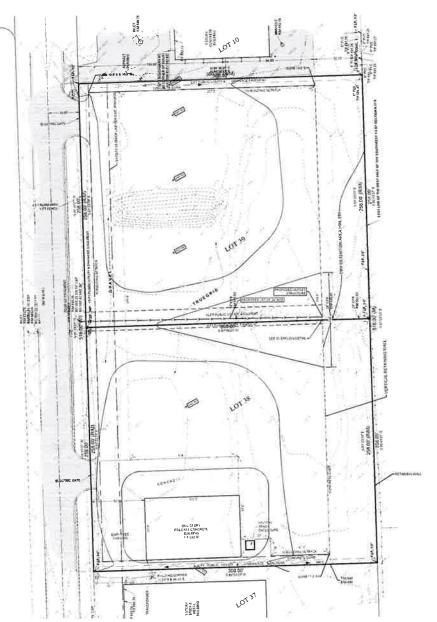
LAND AREA - 154 BDD SF DR 3.55 ACRES MORE OR LESS



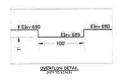
WESTERLY LINE OF MANOEL STREET AS FOUND MORNINGMED AND OCCUPIED FOR RECORD SUBDIMISION PLAT.

N. 90. 0.3.3.7.5 (RECORD)









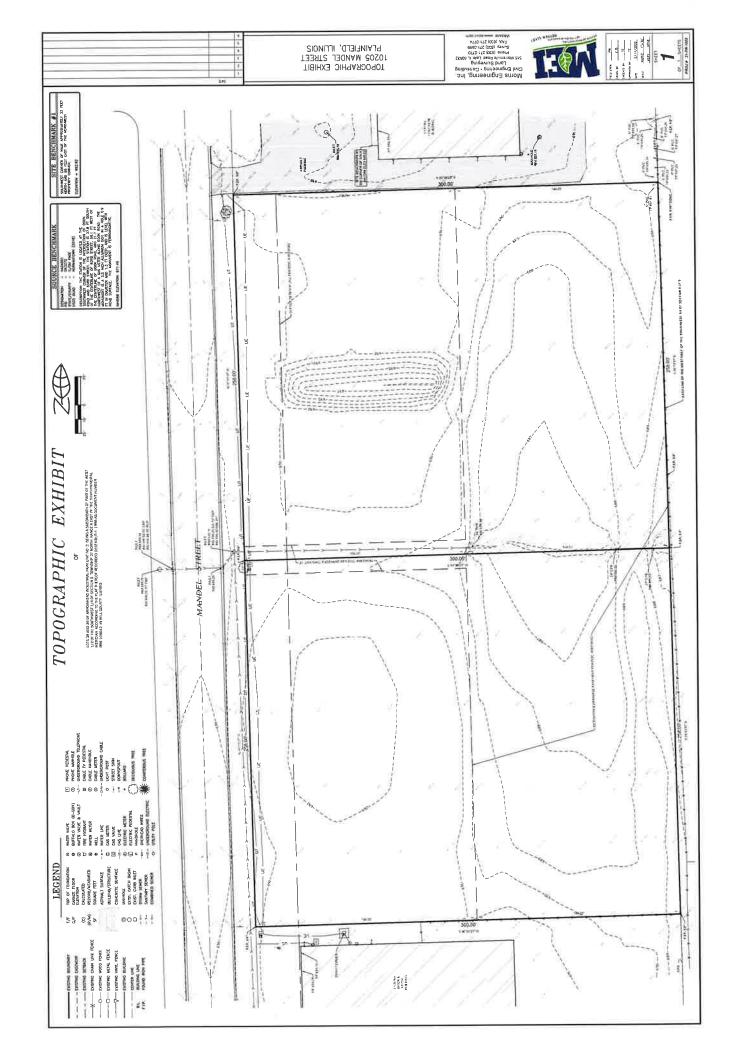
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3		
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Marris Engineering, Inc. Civil Engineering - Consulting Land Surveying 515 Warrenille Road Lule II. 60532 Phone (503) 271-077 Survey (630) 271-0599 FAX (630) 271-0774 Website www.ecvil.com

PROPOSED LAYOUT 10205 MANDEL STREET PLAINFIELD, ILLINOIS 92/97/2023 HGR 2 1 1 10'

1







NRI#

🔀 Plat of Survey 🛮 Location Map 🛣 Legal Description 🖾 Tentative Plan 🗀 Appropriate Fee

NATURAL RESOURCE INVENTORY REPORT APPLICATION

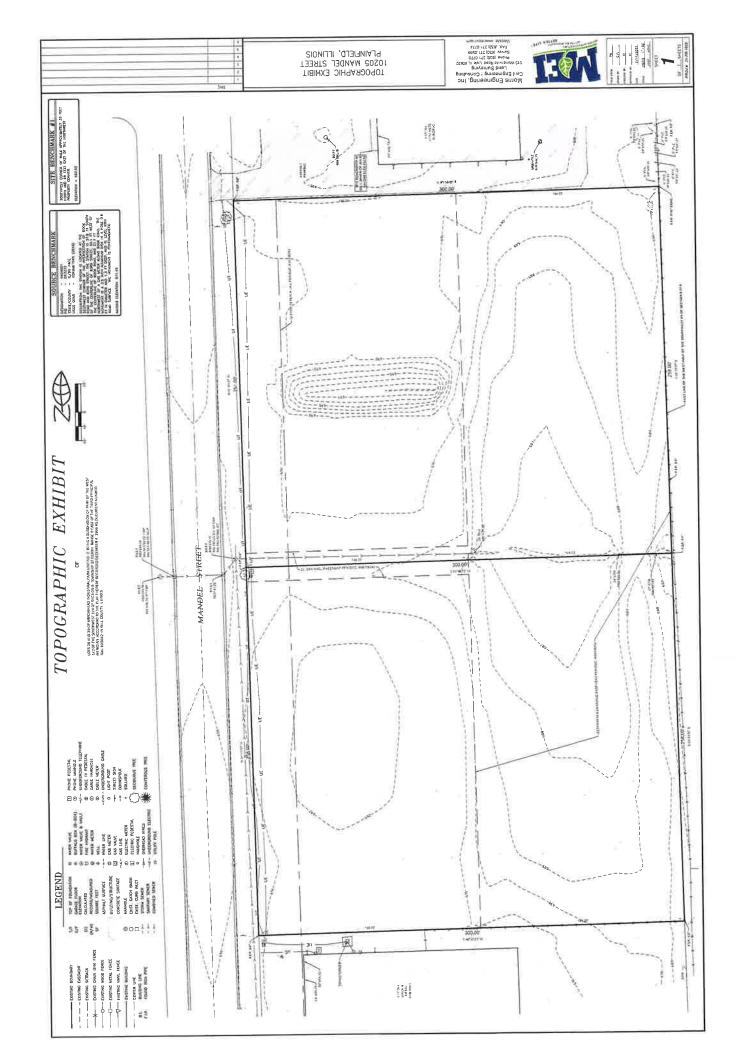
This application will not be processed until all of the required items have been received by the Will/South Cook SWCD office. Fee: Full Report: \$500,00 for 0-5 acres and \$15,00 for each additional acre or part thereof. (Schedule of Fees Affective December 15, 2021) Letter: \$75,00 processing fee if 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 _____Township: Wheatland Total Acres of Parcel: Appox: 3.6 County: Will 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#____/E#____/R#____ Other-_____ FOR OFFICE USE ONLY NRI #: _____ Date Received: _____ Date Complete: _____ Fee: ____ Check #: _____

Parcel Information Continued

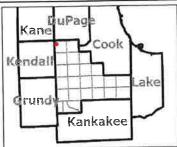
Proposed Zoning Action:	d Zanina, A	# /C# /It	# /F# /1	R# /Other:			
	Map Amendment - Requested Zoning: A#/C#/I#/E#/R#/Other:						
	., Storage, e	ic.)					
Annexation Special Use - Type: Truck	Terminal						
	Terminal						
Explain Proposed Land Use:	the prope	orty with an offic	ce/shon huildi	ing and associated truck p	arking.		
Owner plans to develop t	ille brobe	erry with an one	ocrorrop band	ing and acceptance in the p			
Proposed Improvements: (C	Check All A	pplicable)					
Planned Structures:	1	Open Space:		Stormwater Treatment:			
Dwellings w/o Basemo	ents	Park/Playgrou	nd Areas	Drainage Ditches			
Dwellings with Basem	nents	Common Ope	n Space Areas	Central Sewer			
Commercial Buildings	s	Conservation	Areas	Detention Basin			
Other				Other			
Waste Water Treatment: (C	Theck all A	nnlicable)	Water Supply: (C	Check all Applicable)			
Septic SystemS				WellCommunity Water			
Septic SystemS	Samilary Sev	weiOmei	- Individual	, , , , , , , , , , , , , , , , , , ,			
Existing Site Characteristic			v.	at			
Ponds or Lakes	Flood	plain/Floodway	Woodland				
Stream or River	Stream or RiverWetland(s)		Cropland	Wooded Fence Ro	w		
Building(s)	Building(s)Disturbed Land		Open Gras	sland Mature Trees			
			-	·			
PLEASE D	OO NO	T WAIT TO	FILE WIT	TH THE COUNTY			
		he NRI Response will					
I (we) understand the filing of this	application al	llows an authorized repre	esentative from the Wi	ill/South Cook Soil and Water Conservatio	n		
District to conduct an onsite invest Act after presentation to the Distri	tigation of the	parcels listed above. Fur	thermore, this report t	becomes subject to the Freedom of Information	ition		
	1	1611					
PETITIONER'S SIGNATURI	E: NA	Holar	w	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 swed is a non for profit organization.









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, finess 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.

PROPOSED LAYOUT

OF

LOT 38, XXXX LOT 3.01N AMPROMERAD INC. AT 12 OF THAT AWARD AT THE WEST THAT OF THE SOUTHWAST QUARTER OF SECTION 3 TOWNS OF THE COUNTY LINES SECTION 3 TOWNS OF THE COUNTY LINES.

CAVID AREA + 154 BOD SF OR 3 55 ACRES MORE OR LESS

ANYMENT ADDRESS. ATTES MANDEL STREET PLANTINGS ALLFOR



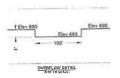
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LEGEND

THE STATE OF THE STATE

701.38 48119 LOT 37 LSTORY BRICK & AEFAC BULLDEIG









Morris Engineering, Inc Civil Engineering - Consulting Land Surveying 515 Warrenville Road Lusle II, 50512 Phone (a)Cl 271 (0770 Survey (a)Cl 271 (0774 Survey (a)Cl 271 (0774 Website www.coml.com

PROPOSED LAYOUT 10205 MANDEL STREET PLAINFIELD, ILLINOIS 2/07/2021 -08/2 1/30

SHEET

OF SHEETS

MOUNT THE MICE

KGG LLC

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

Same of the same o

3/6/2023

PAY TO THE ORDER OF

Will South Cook Soil and Water

500.00

Five Hundred & No/100 Dollars

DOLLARS

Security features. Details on back.

0

3340

MEMO

"" O O 3 3 4 O II" 1:0719020301 1 2 3 6 B C III

KGG LLC

3340

3/6/2023

Will South Cook Soil and Water

Invoice Date

Invoice No. Description

3/6/2023

Client Title Scintean, Ion Matter ID

Amount

NRIR Application

206180-0001

500.00

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

	Entit	y being disclosed				
Full Name	Cool Fox LLC					
	Number & Street: 28W775	87th Street				
Address	^{City:} Naperville	State: Illinois	Zip Code: 60564			
Contact Information	Phone:	ionscintea	n@gmail.com			
	Person r	naking this disclo	sure			
Full Name	Ion Scintean					
Capacity	Manager					
	Number & Street: 28W775	87th Street				
Address	City: Naperville	Stale: Illinois	^{Zip Code:} 60564			
Contact Information	Phone:	ionscintea	an@gmail.com			
Special Use Permit for Truc Consolidation of Parcels						
Entity type:						
Corporation Land Trust / Trustee						
Trust / Trustee						
Partnership Joint Ventu						
✓ 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
	Street, Naperville, Illinois 60564 - 50% Street, Naperville, Illinois 60564 - 50%		
Verification			
this disclosure, t	naking this disclosure on that I have read the above ained herein are true in both	e and foregoing Disc	under oath, depose and state that r, that I am duly authorized to make losure of beneficiaries, and that the
Dated this 27	day of February	, 2023	
BY: Ion Scintean	day of February Scintean		
SUBSCRIBED AN	D SWORN TO BEFORE ME		
this 27th day	of <u>February</u> , 20 <u>23</u>		
Notery Public	Ealy OFFICIAL SEAL		
3/8/19 updated	JENNIFER M EALEY NOTARY PUBLIC - STATE OF ILLII MY COMMISSION EXPIRES: 10/0	8/24	



3/7/19 updated

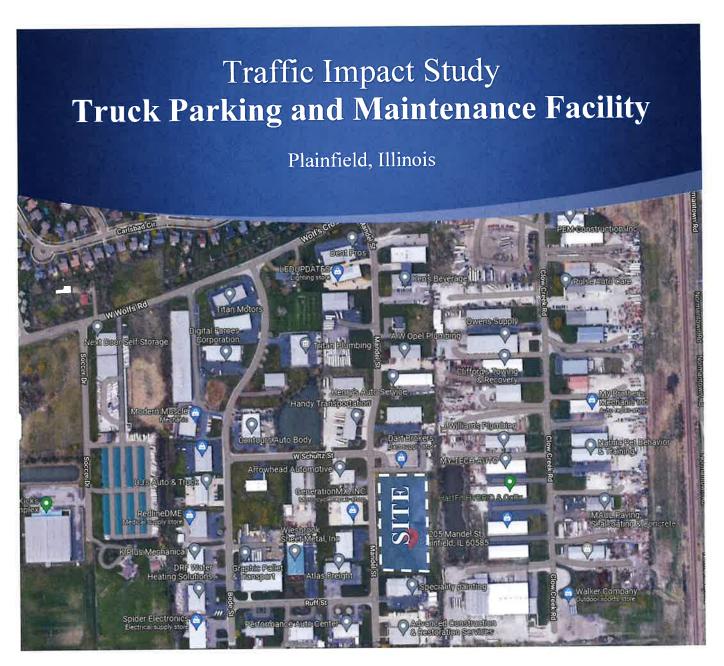
Will County Land Use Department • Development Review Division 58 E. Clinton St., Suite 100 • Joliet, Illinois 60432 Telephone (815) 740-8140 • Facsimile (815) 774-3386 http://www.willcountyillinois.com/County-Offices/Economic-Development/Land-Use

Affidavit of Owner's Consent

lan Saintaga a managar of Cool Foy II C
I, lon 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
petition(s) for
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 <u>27th</u> day of <u>February</u> 2023
Notary Public
OFFICIAL SEAL

JENNIFER M EALEY NOTARY PUBLIC - STATE OF !LLINOIS

MY COMMISSION EXPIRES: 10/08/24



Prepared For:

Bridgewater Construction Management, Inc.



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.

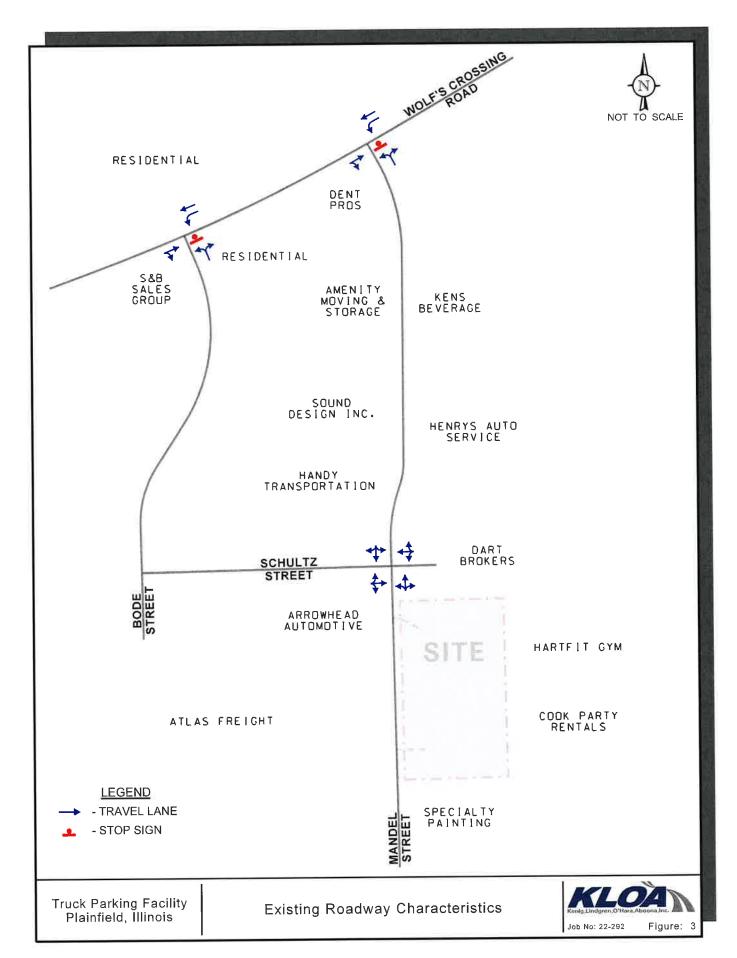
Wolf's Crossing Road is an east-west, minor arterial roadway that generally provides one lane in each direction divided by a striped median. At its unsignalized intersections with Bode Street and Mandel Street, Wolf's Crossing Road provides a shared through/right-turn lane on the eastbound approach and 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.





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.



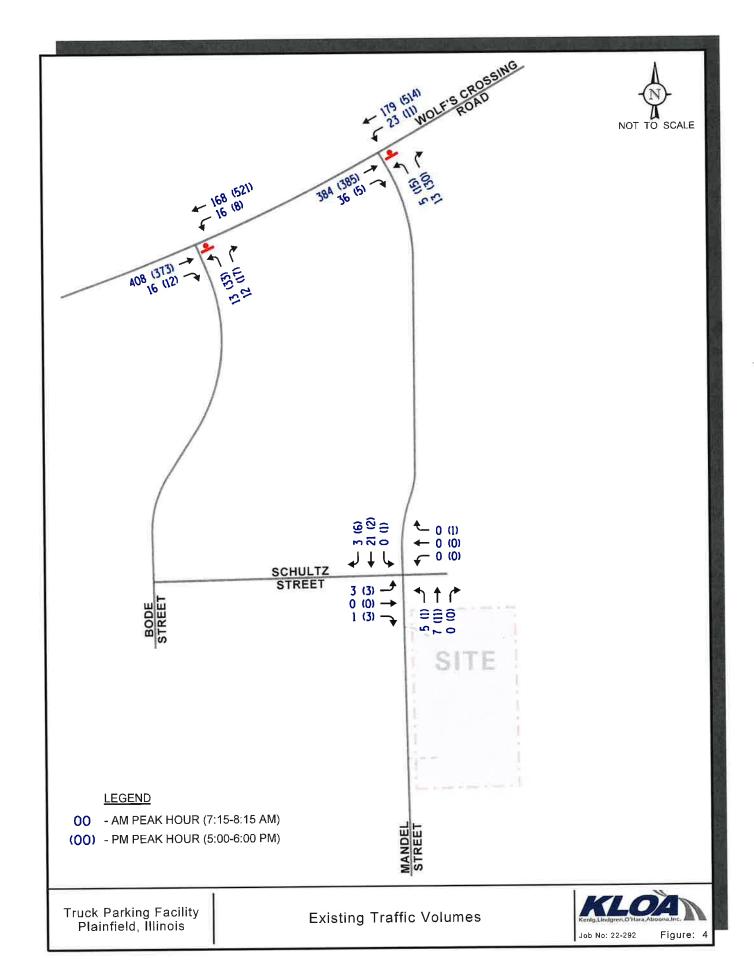


Table 1 WOLF'S CROSSING ROAD WITH BODE STREET – CRASH SUMMARY

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	0	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	1			
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

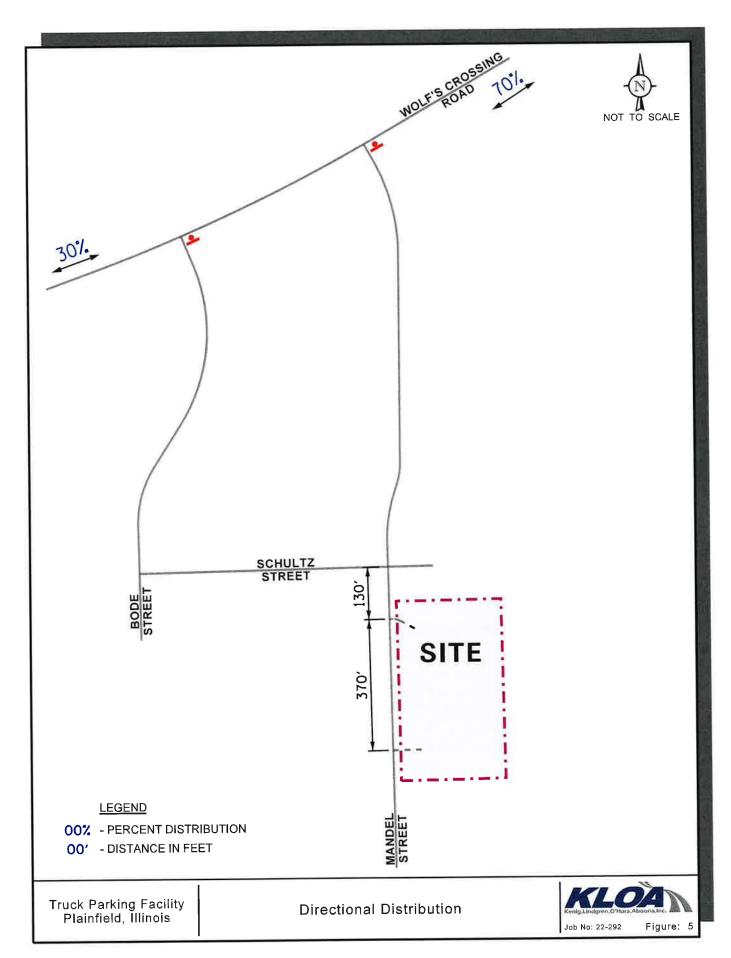
The estimate of traffic to be generated by the proposed facility was based on a review of trip data previously provided to KLOA, Inc. for a similar type of facility located in Alsip, Illinois. **Table 2** summarizes the estimated vehicle trip generation for the proposed facility during the weekday morning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

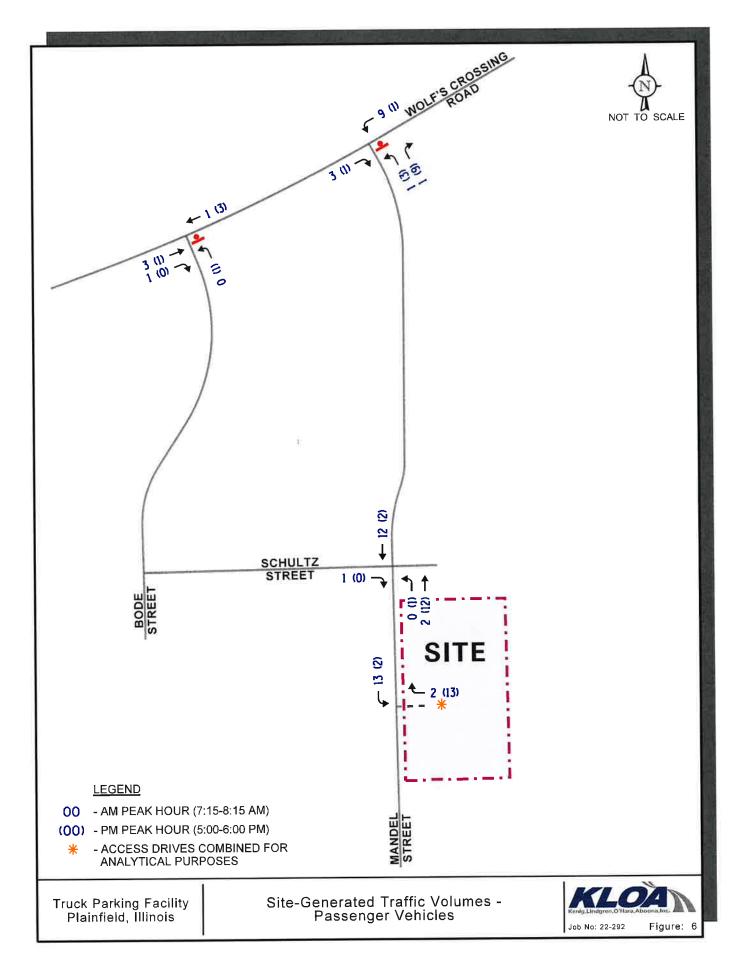
Background (No-Build) Traffic Conditions

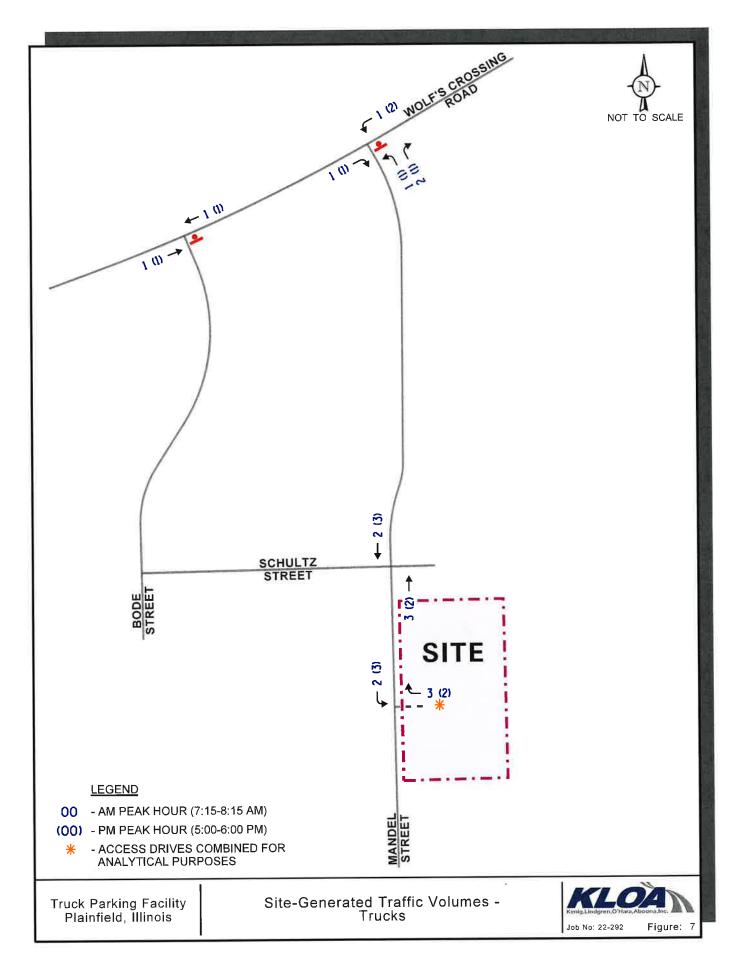
The Year 2022 existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on AADT projections provided by the Chicago Metropolitan 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.

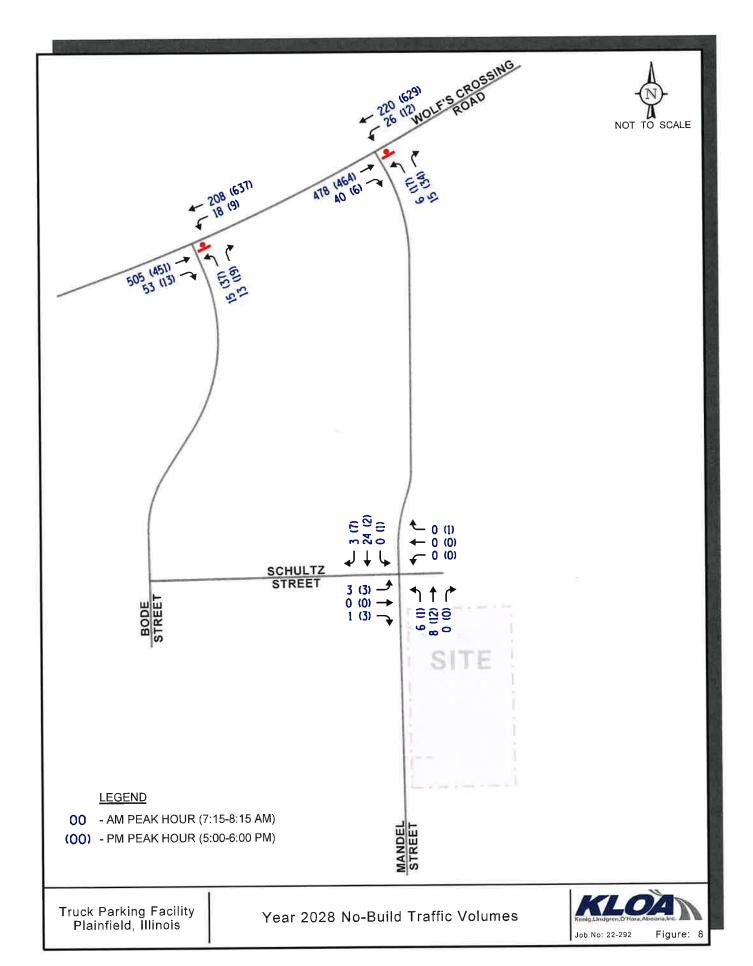
Year 2028 Total Projected Traffic Conditions

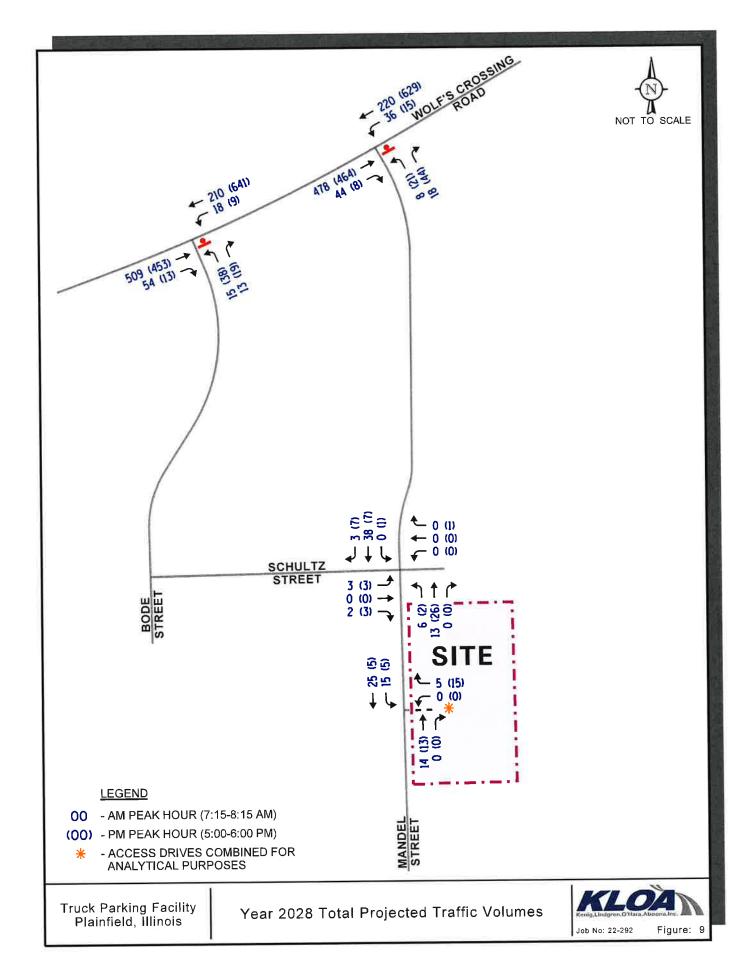
The facility-generated traffic (Figure 6 and 7) was added to the Year 2028 no-build traffic volumes to determine the projected Year 2028 total projected traffic volumes, as shown in **Figure 9**.











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		Morning Hour		y Evening Hour
The section	LOS	Delay	LOS	Delay
Wolf's Crossing Road with Bode Street				
Northbound Approach	В	13.0	C	19.4
Westbound Left Turn	A	8.3	A	9.0
Wolf's Crossing Road with Mandel Stre	eet			
Northbound Approach	В	12.3	В	14.2
Westbound Left-Turn	A	8.4	A	8.2
Mandel Street with Schultz Street				
Eastbound Approach	Α	9.0	A	8.5
Westbound Approach	A	0.1	A	8.4
Northbound Left Turn	Α	7.5	Α	7.2
Southbound Left Turn	A	0.1	Α	7.2

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

Intersection		Morning Hour		y Evening Hour
Intersection	LOS	Delay	LOS	Delay
Wolf's Crossing Road with Bode Stree	t			
Northbound Approach	C	15.2	D	26.5
Westbound Left-Turn	A	8.7	A	9.4
Wolf's Crossing Road with Mandel Str	reet			
Northbound Approach	В	13.8	C	16.9
Westbound Left Turn	A	8.7	A	8.4
Mandel Street with Schultz Street/Dar	t Brokers Acc	ess Drive		
Eastbound Approach	A	9.0	Α	8.5
Westbound Approach	A	0.1	A	8.4
Northbound Left Turn	Α	7.5	Α	7.2
Southbound Left Turn	A	0.1	Α	7.2



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

Intersection		y Morning K Hour		y Evening Hour
mersection	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	В	14.5	C	17.6
Westbound Left Turn	Α	8.8	Α	8.6
Mandel Street with Schultz Street/Dart Bro	kers Acc	ess Drive		
Eastbound Approach	Α	9.0	A	8.6
Westbound Approach	A	0.1	A	8.5
Northbound Left Turn	Α	7.5	Α	7.2
Southbound Left Turn	A	0.1	Α	7.3
Mandel Street with Combined Access Driv	e			
Westbound Approach	A	8.4	A	8.4
Southbound Left Turn	A	7.3	Α	7.3

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

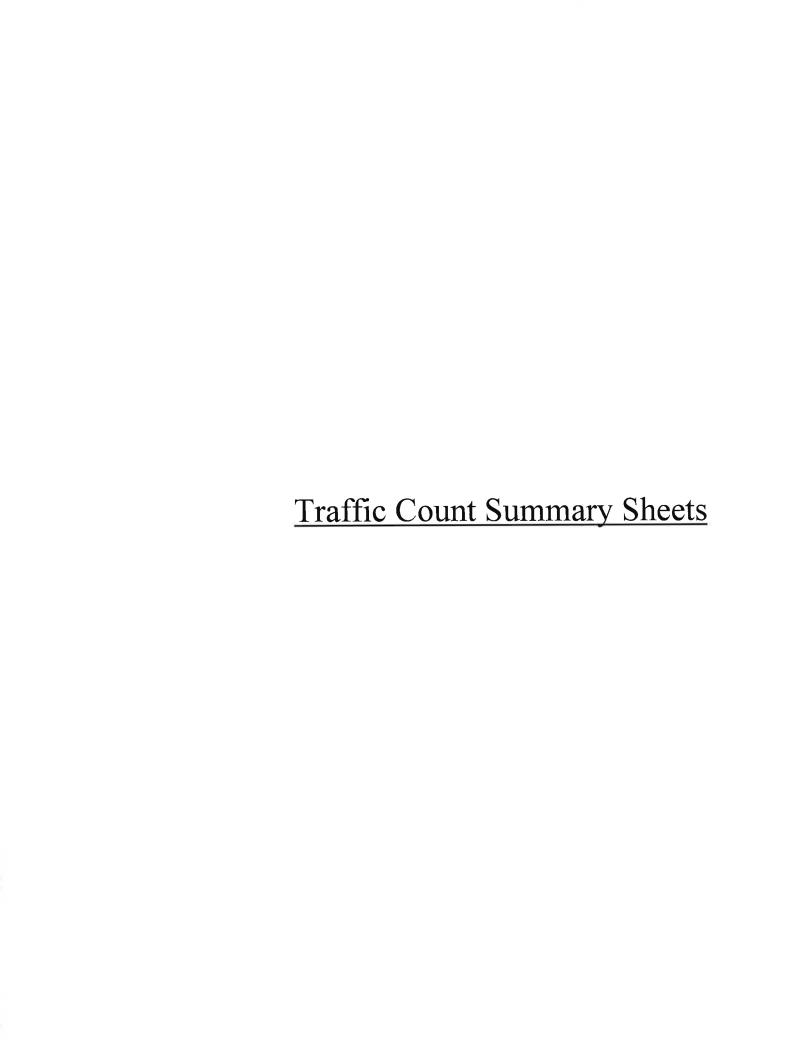
Based on the preceding analyses and recommendations, the following conclusions have been made:

- 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





9575 W. Higgins Rd., Suite 400 Rosemont, Illinois, United States 60018 (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

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Rosemont, Illinois, United States 60018 (847)518-9990 sainkeshavarzi@kloainc,com

Count Name: Mandel St with W Schultz St Site Code: Start Date: 10/13/2022 Page No: 3

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			W Sch	W Schultz St					Acces	Access Drive					Mandel St	IS le					Mandel St	i Si			
			Easil	Easlbound					West	Westbound					Northbound	puno					Southbound	puno			
Start Time	U-Tum	Left	护	Right	Peds	App	U-Turn	Left	The The	Right	Peds	App	U-Tum	Left	The	Right	Peds	App. Total	U-Tum	Left	핸	Right	Peds	App. Total	Int Total
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7:30 AM	0		0	0	0	0	٥	0	0	0	0	0	o	0	1	0	0	-	0	0	4	2	0	9	7
7:45 AM		0	0	-	0	-	0	0	0	0	0	0	0	2	2	0	0	4	0	0	80	0	0	8	13
8:00 AM		7	0	0	0	2	0	0	0	0	0	0	0	2	က	0	0	2	0	0	co.	-	0	9	13
Total	0	6	0	-	0	4	0	0	0	0	0	0	0	2	7	0	0	12	0	0	21	9	0	54	40
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Rosemont, Illinois, United States 60018 (847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Mandel St with W Schultz St Site Code: Start Date: 10/13/2022 Page No: 4

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Rosemont, Illinois, United States 60018 (847)518-9990 sainkeshavarzi@kloainc.com Kenig, Lindgrein, Ottaria, Aboona, Inc.
Kenig Lindgrein O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

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

Turning Movement Data

		Wo	Wolfe Crossing Rd				Š	Wolfs Crossing Rd	-				Bode SI			
			TIS CICCOLLY 114													
			Eastbound					Westbound					Northbound			
	U-Tum	랟	Right	Peds	App. Total	U-Tum	Left	Thru	Peds	App. Total	U-Tum	Left	Right	Peds	App. Total	Int Total
6:15 AM	-	42	l m	0	45	0	4	19	0	23	0	0		0	,-	68
		55	7	9	62	0	0	22	0	22	0	0	-	0	-	82
NA 00:00	0 0	89	a	0	77	0	-	24	0	25	0	2	0	0	2	104
O.SO AIM		105	18	C	123	0	-	56	0	27	0	F	-	0	2	152
Into E chicago		020	3.7	0	307	0	9	91	0	26	0	8	6	0	9	410
7:00 AM		202	10	0	102	0	r.	33	0	38	0	5	2	q	7	147
COU AIM		20	2 a		103	c	2	37	0	39	0	N	1	0	8	145
/: AM		6	5		109		4	20	0	54	0	ю	4	0	7	170
7.30 AIM	5 6	904	5 6		121	0	ın	33	0	38	0	m	2	0	2	164
WA C4:7		202	2 14		435	0	16	153	0	169	0	13	o	0	22	626
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O 45 Am		357	35	G	392	0	17	169	0.	186	0	12	18	0	8	809
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3:00 BM	0	68	9	0	74	0	ю	109	0	112	0	o	5	C)	14	200
MO 45:50		82	-	0	83	0	9	114	0	120	0	4	2	0	6	212
Mode		5 6	4	0	103	0	2	103	0	105	0	24	8	0	32	240
M d d s c		95	4	.0	68	0		98	0	105	0	89	7	0	15	508
Louis Total		334	15	0	349	0	18	424	0	442	0	45	25	0	20	961
A:00 DM		87	2	0	94	0	-	128	0	129	0	6	12	0	21	244
4:00 PW		76	. 4		80	0	5	120	0	125	0	9	9	0	11	216
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4.30 PIW		6	e u		8	C		125	0	126	0	7	2	0	o,	223
Total Total		307	23	C	350	0	10	493	0	503	0	29	26	0	55	908
nounty lotal		7.4	e u	C	79	c	-	116	0	117	0	16	7	0	23	219
9:00 PW		1 0 F) u	-	113	0	2	140	0	142	0	10	9	0	16	271
0:13 PW		9 0	, -	C	100	0	2	111	0	113	0	9	3	0	6	222
0.30 PW	0 0	200		0	87	0	3	137	0	140	0	-	-	0	2	229
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County Lotes		2040	163	C	2212	0	75	1834	9	1909	0	135	86	O	233	4354
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Lights		9961	900		1212	,	92.3	080		95.9	,	94.8	91.8		93.6	92.8

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Kenig Lindgren O'Hara Aboona, Inc. 9575 W. Higgins Rd., Suite 400 Rosemont, Illinois, United States 60018 (847)518-9990 sainkeshavarzi@kloainc.com

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

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	_	\$	Wolfs Crossing Rd				8	Wolfs Crossing Rd	ַם				Bode St			
			Faethoring					Westbound					Northbound			
Start Time	LTime	Thai	Right	Peds	App. Total	U-Tum	Left	Thru	Peds	App. Total	U-Tum	Left	Right	Peds	App. Total	Int. Total
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7.30 AM		e e	5 6	c	121	C	ın	33	0	38	0	3	2	0	ß	164
7.45 AW		106	2 4		122	0	s	43	0	48	0	5	5	0	10	180
Total	0 0	408	47	0	455	0	16	163	0	179	0	13	12	0	25	629
Broroach %		7 68	10.3	-	s	0.0	8.9	1.16	-		0.0	52.0	48.0			(*
Total %	0.0	619	7.1		0.69	0.0	2.4	24.7		27.2	0.0	2.0	1.8		3.8	
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70 Duses		2	<u></u>		7	0	0	စ	ij	9	0	0	0	8	0	5
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Adjustment Trucks	c	6	c		2	0	0	4	821	4	0	-	0		-	7
Aliculated Hucks		0.5	00	-	0.4		0'0	2.5		2.2	a	7.7	0.0		4.0	37
Alliculated Hucks	c		c	0	c	0	0	0	0	0	0	0	0		0	0
Dicycles on Road		6	00		0.0		0.0	0.0	1	0.0		0.0	0.0		0'0	0.0
% Dicycles on Road		2	2		•			2	0		130	æ	ıŧ	0	Ť	•
recessions								108		1	9	,	•		٠	9



Rosemont, Illinois, United States 60018 (847)518-9990 sainkeshavarzi@kloainc.com Kenig Lindgren O'Hara Aboona, Inc. 9575 W. Higgins Rd., Suite 400

Count Name: Wolfs Crossing Rd with Bode St Site Code: Start Date: 10/13/2022 Page No: 4

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Turning Movement Peak Hour I	
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		93	Molfe Occesion Dd	_			Š	Wolfs Crossing Rd	-				Pode SI			
		•	Eastbound					Westbound					Northbound			
Start Time	#FTum	Thru	Right	Peds	App. Total	U-Tum	Left	Thru	Peds	App. Total	U-Tum	Left	Right	Peds	App. Total	Int. Total
5.00 PM	c	74	· co	0	79	0	_	116	0	117	0	16	7	0	23	219
5.15 PM	0	108	ı ın	0	113	0	2	140	0	142	0	10	9	0	16	271
5:30 PM	0 0	66	-	0	100	0	2	111	0	113	0	9	ю	0	6	222
5:45 PM	c	98	-	0	87	0	e	137	0	140	0	1	-	0	2	229
Total	0	367	12	0	379	0	8	504	0	512	0	33	17	0	50	941
Annroach %	0.0	96.8	3,2		n	0.0	1,6	98.4			0.0	0.99	34.0	-		*
Total %	00	39.0	1.3		40.3	0.0	6.0	53.6	Ŧ	54.4	0.0	3.5	1.8		5.3	•
PHE	0000	0.850	0.600		0.838	0000	0.667	006.0	,	0.901	0,000	0.516	0.607	ĸ	0.543	0.868
Lights	c	361	=		372	0	4	496		500	0	31	17		48	920
% Lights	,	98.4	91.7		98.2	94	50.0	98.4	-	7.76	*	93.9	100.0		96.0	97.8
Birook	c	c	0		0	0	0	0	17	0	0	0	0	(4)	0	0
% Busac	5.0	00	0.0		0.0		0.0	0.0	A)	0.0	-	0.0	0.0	00	0.0	0.0
Single-Holf Trucks	c	-	-	3	2	0	4	e	,	7	0	2	0	1)	2	7
% Single-Unit Trucks		0.3	8.3	Y	0.5		50.0	9'0		1.4	X.	6.1	0.0	×	4.0	1,2
Articulated Torcks	0	LC)	0		co	0	0	ıo		5	0	0	0		0	01
% Articulated Trucks	,	1.4	0.0		13	300	0.0	1.0		1.0	*	0.0	0.0		0.0	1.
Bicycles on Road	0	0	0		0	0	0	0		0	0	0	0		0	0
% Bicycles on Road		0.0	0.0	. 4	0.0	(4)	0.0	0.0		0'0	ů.	0.0	0.0		0.0	0.0
Pedestrians		i i	8	0					0	14	10	34	×	0	*	*
9/. Dadaetrinne		179			7)	9	,								2	(*



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

Rosemont, Illinois, United States 60018 (847)518-9990 sainkeshavarzi@kloainc.com

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

Turning Movement Data

Mathematic Mat	1						5)						Mandal St			
Thys Thys Leaf Book Leaf Boo	_		3	olfs Crossing Rd				Ň	olfs Crossing Rd					Northbound			
17.10 Right through the control of the co				Eastbound		19	il de	9	Westbound	Dode	Ann Total	U-Tum	Left	Right	Peds	App. Total	Int. Total
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% Buses		0			2			77		47		٠.	-		60	85
Single-Unit Trucks	0	32	0		32	0	٥	14		7						0
% Single-Unit Trucks	•	1.6	0.0	8	1.5		5.5	2.2		2.4		6.3	6.0	1	3.1	2.0
Adio Totalogia	c	19	e		19	0	1	17	10	18	0	-	က		4	41
Adia dela Taraba		80	66		60	2	6.0	6.0	×	6.0	×	1,3	2.6	¥.	2.0	10
Alliculated Hucks						c	c	С		0	0	0	0	¥	0	-
Bicycles on Road	0	-			-					0		0	0	2.4	00	0
% Bicycles on Road		0.0	0.0	741	0.0	¥	0.0	0.0		000		0.0				
Pedestrians	×	*		0		:40	9		0	ir.	·		ř	0		
% Pedestrians)(e	. •			143	¥	[]	v	275	,	٠			s.		•



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

Rosemont, Illinois, United States 60018 (847)518-9990 sainkeshavarzi@kloainc,com

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)

					5					11 /						
	-	>	Wolfs Crossing Rd)			Wolfs Crossing Rd					Mandel St			
			Eastbound					Westbound					Northbound			
Start Time	mn-D	The	Right	Peds	App. Total	U-Tum	Left	Thru	Peds	App. Total	U-Tum	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	06	o	0	66	0	4	51	0	55	0	-	4	0	5	159
7-45 AM	0	68	20	0	109	0	7	44	0	51	0	1	-	0	2	162
8:00 AM	0	102	e	0	105	0	8	47	0	55	0	-	9	0	7	167
Total	0	381	36	0	417	0	23	179	0	202	0	2	13	0	18	637
Approach %	0.0	91.4	8,6		٠	0.0	11.4	88.6	,	0	0.0	27.8	72.2		•	::
Total %	00	59.8	5.7		65.5	0.0	3.6	28.1	ä	31.7	0.0	9.0	2,0		2.8	5
PHF	0000	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	6	11		14	909
% Lights		96.3	100,0		996		91.3	93.9	*	93.6	i i	0.09	84.6	-	77.8	95.1
Buses	0	ဖ	0		9	0	0	2	7	2	0	0	0		0	80
% Buses		16	0.0	24	1.4	78	0.0	1.1		1,0	¥	0.0	0'0		0.0	1.3
Single-Unit Tricks	0	9	0		9	0	2	r.	ð	7	0	2	0	14	2	15
% Single-Unit Trucks	7.7	1.6	0.0	×	1.4	(*)	8.7	2,8	100	3.5		40.0	0.0	54	11.1	2.4
Articulated Trucks	0	2	0		2	0	0	4	10.	4	0	0	2		2	80
% Articulated Trucks	į.	0,5	0.0		0.5	٠	0.0	2.2		2.0	ă	0.0	15.4		11.1	1.3
Bicycles on Road	0	0	0		0	0	0	0	8	0	0	0	0		0	0
% Bicycles on Road	2	0'0	0.0		0.0	54	0.0	0'0	-	0.0	14	0.0	0.0		0.0	0'0
Pedestrians	3	*	w.	0	×	#1	,to	*	0			:[4]	,	0		•
% Pedestrians			154	-	11500	18	z	ě	-	(*)	i i	10	9		•	



Rosemont, Illinois, United States 60018 (847)518-9990 sainkeshavarzi@kloainc,com Kenig Lindgren O'Hara Aboona, Inc. 9575 W. Higgins Rd., Suite 400

Count Name: Wolfs Crossing Rd with Mandel St Site Code: Start Date: 10/13/2022 Page No: 4

Int. Total

App. Total

Peds

232 258 225 245 960

5 ž 4 0.930 98.4

45 4.7 45

945

00 9.0 6.0

0.0 0 0.0

0 0.0 0 0.0

0 9

100 0 0.804

0'0

0.0

0

0.0 0

% Single-Unit Trucks % Articulated Trucks

Single-Unit Trucks

% Buses

Buses

Lights % Lights

Approach %

Total

Total %

PHF

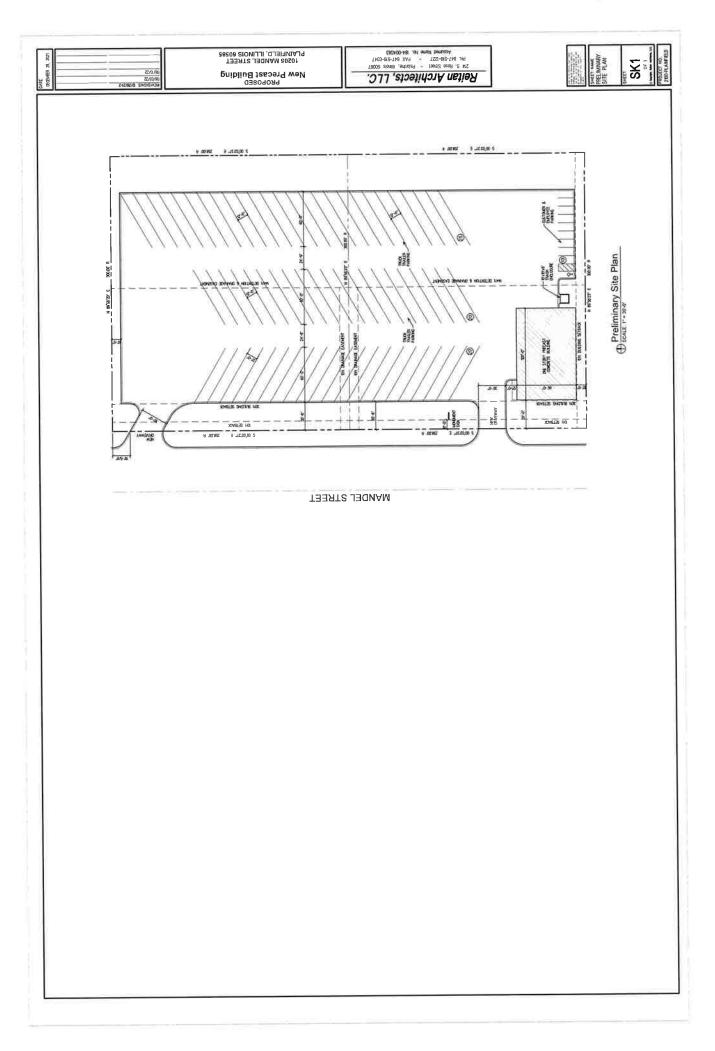
Start Time

5:15 PM 5:00 PM 5:30 PM 5:45 PM % Bicycles on Road Pedestrians % Pedestrians

Bicycles on Road Articulated Trucks

	Mandel St	Northbound	Right	2	무	10	4	30	2'99	3.1	0.682	30	100.0	0	0.0	0	0.0	0	0.0	0	0'0
			Left	7	9	4	-	15	33.3	1.6	0.536	15	100.0	0	0.0	0	0.0	0	0.0	0	0.0
			U-Tum	0	0	0	0	0	0.0	0.0	0000	0	134	0		0	ю	0	(4)	0	
0 PM)			App. Total	128	136	107	154	525	8)	54.7	0.852	516	98.3	0	0.0	9	13	33	9.0	0	0.0
)ata (5:0			Peds	0	(0)	0	0	0		4		2		-	1						4
Turning Movement Peak Hour Data (5:00 PM)	Wolfs Crossing Rd	Westbound	Thro	128	133	103	150	514	97.9	53.5	0.857	505	98.2	0	0.0	9	1,2	3	9'0	0	0'0
ent Peal	W		Left	0	6	4	4	11	2.1	1.1	0.688	11	100.0	0	0.0	0	0.0	0	0'0	0	0.0
Movem			U-Turn	0	0	0	0	0	0.0	0.0	0.000	0		0		0	æ	0	(2)	0	
Turning)—		App. Total	92	108	104	98	390	()*	40.6	0.903	384	98.5	0	0.0	0	0.0	9	1.5	0	0.0
			Peds	0	0	0	0	0			,a		,				a				10
	Wolfs Crossing Rd	Eastbound	Right	2	2	0	-	ις.	13	0.5	0.625	m	60.0	0	0.0	0	0.0	2	40.0	0	0.0
	Wo		Thru	06	106	104	85	385	98.7	40.1	0.908	381	0 66	c	0.0	0	0.0	4	10	0	0.0
			U-Tum	0	0	0	0	0	0.0	0.0	0000	0		c		0		0		0	

Site Plan







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 progressi green indication and stopping.	on. Most vehicles arrive during the travel through the intersection without	≤10
В	Good progression, Level of Service A.	with more vehicles stopping than for	>10 - 20
С	are not able to depo during the cycle) ma stopping is significa	ures (i.e., one or more queued vehicles art as a result of insufficient capacity begin to appear. Number of vehicles ant, although many vehicles still pass tion without stopping.	>20 - 35
D	is ineffective, or t	city ratio is high and either progression he cycle length is too long. Many dividual cycle failures are noticeable.	>35 - 55
E	Progression is unfairs high, and the cyfailures are frequent	vorable. The volume-to-capacity ratio vele length is long. Individual cycle t.	>55 - 80
F		acity ratio is very high, progression is cycle length is long. Most cycles fail to	>80.0
		Unsignalized Intersections	
	Level of Service	Average Total De	elay (SEC/VEH)
	A	0 -	- 10
	В	> 10	- 15
	С	> 15	- 25
	D	> 25	- 35
	Е	> 35	- 50
	F	>5	50

Capacity Analysis Summary Sheets
Existing Weekday Morning Peak Hour

Intersection			,	- T-17 'E	I K	E V
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1		7	†	W	
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	STY !	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 N	lajor1		Major2		Minor1	
Conflicting Flow All	0	0	460	0	669	452
Stage 1	-	U	400		452	-
Stage 1 Stage 2	-		2000	16	217	
Critical Hdwy	-	ori ses	4.1		6.48	6.28
Critical Hdwy Stg 1			4.1		5.48	0.20
Critical Hdwy Stg 2	-	Tax Tax	-		5.48	
			2.2		3.572	
Follow-up Hdwy	-		1112		414	595
Pot Cap-1 Maneuver		-	1112	2	629	797
Stage 1	_	-				
Stage 2	-		-	2	000	_
Platoon blocked, %			1112		408	595
Mov Cap-1 Maneuver	11 15		1112		408	-
Mov Cap-2 Maneuver	_	-	-		629	-
Stage 1	-				793	
Stage 2	-		-		193	
Approach	EB	Cult S	WB		NB	100 0
HCM Control Delay, s	0	H	0.7		13	H
HCM LOS					В	
TURNS TO A LE						3.4
Minor Lane/Major Mvm		NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		480			1112	
HCM Lane V/C Ratio		0.057			0.016	
HCM Control Delay (s)	13.0	13				
HCM Lane LOS		В				
HCM 95th %tile Q(veh)		0.2				
HOIN SOUL WILLE MINE		0.2			U	1,5

Intersection					134	
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
	T)	LDIN	WEL	VVD1	MA	DYALS =
Lane Configurations	384	36	23	179	5	13
Traffic Vol, veh/h			23	179	5	13
Future Vol, veh/h	384	36	0	0	0	0
Conflicting Peds, #/hr	0				Stop	Stop
- 0	Free	Free	Free	Free		
RT Channelized	-	None	400	None	0	None
Storage Length			120) - .	0	121
Veh in Median Storage,			will by	0	0	
Grade, %	0	-	-	0	0	٥٢
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 M	lajor1		Major2		Minor1	ALTERNATION OF THE PARTY OF THE
	0	0	442	0	659	423
Conflicting Flow All	_	U	442	-	423	720
Stage 1	118	-			236	
Stage 2	-	-			6.8	6.35
Critical Hdwy		W 11 -	4.19	11. 14.		
Critical Hdwy Stg 1	7	-	4	-	5.8	
Critical Hdwy Stg 2			-	-	5.8	A STATE
Follow-up Hdwy		-	2.281	-	3.86	3.435
Pot Cap-1 Maneuver	2	-	1082	-		604
Stage 1	2	-	2	-	587	*
Stage 2	-	100			722	
Platoon blocked, %	2	-		2		
Mov Cap-1 Maneuver	2	-	1082		367	604
Mov Cap-2 Maneuver	-	161	-	. =	367	-
Stage 1	1				587	- 8
Stage 2	2				706	_
Stage 2		Towns.			700	
		XIII				
Approach	EB		WB		NW	MATE .
HCM Control Delay, s	0		1		12.3	
HCM LOS					В	
The second second						
Me cell peculiated Liver		WAII - 4	COT	EBR	WBL	WBT
Minor Lane/Major Mvm	1	WLn1	EBT	POPULATION		
Capacity (veh/h)		512				
HCM Lane V/C Ratio		0.037			0.022	
HCM Control Delay (s)		12.3	1 5	v i	8.4	
HCM Lane LOS		В	/-	-		7
HCM 95th %tile Q(veh)		0.1			0.1	

Intersection	-		548	10.88		7,58		7,70					
Int Delay, s/veh	1.8												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	P
Movement Configurations	EDL	4	LDIN	VVDL	4	TOIL	NEE	4	THE	ODL	4	ODA	
Lane Configurations	3	0	- 1	0	0	0	5	7	0	0	21	3	
Traffic Vol. veh/h	3	0	1	0	0	0	5	7	0	0	21	3	
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0	
Conflicting Peds, #/hr				Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
Sign Control	Stop	Stop	Stop	Stop -	Stop -	None	1100		None	1100	1100	None	
RT Channelized		- ·		_			Name of Street		NONE			THORIC	
Storage Length	-	-	•	37/1	0		an e	0		11/2	0		
Veh in Median Storage		0		1,120	0		8 11 8	0		-	0		
Grade, %	77	0	77	77	77	77	77	77	77	77	77	77	
Peak Hour Factor	77	77	77				20	14	0	0	5	0	
Heavy Vehicles, %	33	0	0	0	0	0			0	0	27	4	
Mvmt Flow	4	0	1	0	0	0	6	9	U	U	ZI	4	
Major/Minor I	Minor2	, Tibux		Minor1	104	3146	Major1			Major2		13 5 1	1
Conflicting Flow All	50	50	29	51	52	9	31	0	0	9	0	0	
Stage 1	29	29		21	21	-	17 L			-	-	- 3	
Stage 2	21	21	-	30	31	2	-		:(- :	-		(#.)	63
Critical Hdwy	7.43	6.5	6.2	7.1	6.5	6.2	4.3	- 4	-	4.1			
Critical Hdwy Stg 1	6.43	5.5		6.1	5.5		*	-		(+)	*		0
Critical Hdwy Stg 2	6.43	5.5	1	6.1	5.5						11.50		10
Follow-up Hdwy	3.797	4	3.3	3.5	4	3.3	2.38		-	2.2	8		
Pot Cap-1 Maneuver	878	845	1052	953	843	1079	1473	-		1624	-		1
Stage 1	914	875	.002	1003	882	-	(*)					(*)	
Stage 2	923	882		992	873		79:						
Platoon blocked, %	020	302		VUL	3,3								
Mov Cap-1 Maneuver	875	842	1052	949	840	1079	1473	A 19		1624		III (*	
Mov Cap-2 Maneuver	875	842	1002	949	840			-				17.	
Stage 1	910	875		999	878	- 34.4	RUITE			- 15	1 2	70.	
Stage 2	919	878	_	991	873		-	-					
Staye 2	313	010	-	331	370		-5:-				W.Y.		
	Legal A						-			THE SEVEN			
Approach	EB	218,78		WB	T IIIO		NB		500	SB			
HCM Control Delay, s	9			0			3.1			0			
HCM LOS	Α			Α									
				d.									
Minor Lane/Major Mvn	ot	NBL	NBT	NBR	EBLn1	WBI n1	SBL	SBT	SBR	541		Sell II	W
Capacity (veh/h)	062	1473	IND I		913			-051					
HCM Lane V/C Ratio		0.004			0.006		1024	10					
	V		-		9								
HCM Control Delay (s)	7.5	0										
HCM Lane LOS		A	Α				_						
HCM 95th %tile Q(veh)	0	11.35	- A11	0	2 to 2	U					III S	

Capacity Analysis Summary Sheets
Existing Weekday Evening Peak Hour

Intersection		3. 3.	100			
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	7>	LEON	ሻ	1	**	Tal-Alb
Traffic Vol, veh/h	373	12	8	521	33	17
	373	12	8	521	33	17
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr				Free	Stop	Stop
- 3	Free	Free	Free			None
RT Channelized	-	None	400	None	-	
Storage Length	-		120	-	0	_
Veh in Median Storage,		100	-	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
We desired	D) (24)	· · · · · ·	4-2A	- 1	bu-ud.	N 8
	ajor1		Major2		Minor1	400
Conflicting Flow All	0	0	443	0	1053	436
Stage 1	- 2			-	436	
Stage 2	2	(E)	=	್ಷಚ	617	=
Critical Hdwy	18	127	4.6	111 32	6.46	6.2
Critical Hdwy Stg 1	2	:		-	5.46	¥
Critical Hdwy Stg 2	-			100	5.46	The state of
Follow-up Hdwy	2		2.65	: E	3.554	3.3
Pot Cap-1 Maneuver	B	-	904		246	625
Stage 1	2		-	-		-
					531	HENU.
Stage 2	- 1		-		331	
Platoon blocked, %	-	-	001	-	644	205
Mov Cap-1 Maneuver	-	-	904		244	625
Mov Cap-2 Maneuver	¥	·	12	~		
Stage 1	-			-	643	
Stage 2	~	-	-		526	-
THE RESERVE						
Assessed	ED		WB		NB	0.0
Approach	EB					
HCM Control Delay, s	0		0.1		19.4	
HCM LOS					С	
Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT
			- His market			
Capacity (veh/h)		308		-		
HCM Lane V/C Ratio		0.187				
HCM Control Delay (s)		19.4			_	
HCM Lane LOS		С				
HCM 95th %tile Q(veh)		0.7	125		0	
HCM 95th %tile Q(veh)		0.7	1	. V↑€		

sa

Intersection		4	P H	R. I S		
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	1		7	†	NA.	
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	100	None
Storage Length	_	-	120	_	0	
Veh in Median Storage	e.# 0		UI .	0	0	
Grade, %	0	_	-	0	0	
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	40	0	2	0	0
Mymt Flow	414	5	12	553	16	32
WIVITIL FIOW	414	9	12	555	10	JZ
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	419	0	994	417
Stage 1	0.12			- 2	417	7.11
Stage 2	-	020	2	1945	577	-
Critical Hdwy		140	4.1	1/41	6.4	6.2
Critical Hdwy Stg 1	-	121		i i i	5.4	_
Critical Hdwy Stg 2		1.00	u'a	1 12	5.4	
Follow-up Hdwy	2	72	2.2	-	3.5	3.3
Pot Cap-1 Maneuver			1151	12	274	640
			1101	2	669	-
Stage 1					566	
Stage 2		11 12			000	
Platoon blocked, %		-	4454		074	040
Mov Cap-1 Maneuver		12	10000	1	271	640
Mov Cap-2 Maneuver		12	- 1			
Stage 1	2	1/02	-	4	669	-
Stage 2	2	=	-	- 4	560	
Approach	EB		WB	-	NW	
Approach			0.2		14.2	
HCM Control Delay, s	i U		0.2		14.2 B	
HCM LOS					D	
Minor Lane/Major Mv	mt N	WLn1	EBT	EBR		
Capacity (veh/h)		440			1151	The same
HCM Lane V/C Ratio		0.11			0.01	
HCM Control Delay (s		14.2	ш.		8.2	
HCM Lane LOS		В				
HCM 95th %tile Q(ve	h)	0.4	na in		-	
A COUNTY TO SEE COUNTY	,					

								_				
Intersection	Slani.		1	du T	100							
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
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	14		None		(4)	None	1179		None
Storage Length	-		-	-		-		12	22	2		×
Veh in Median Storage,	# -	0		-	0	3	- 3	0			0	
Grade, %	-	0	-	-	0	•	-	0	30	2	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
Mymt Flow	4	0	4	0	0	- 1	1	16	0	1	3	9
Hamilton Maria												
Major/Minor N	Minor2	1		dinor1	97 = -	1	//ajor1	1	N	/lajor2	17.5	88.
Antal Santanation Co.	29	28	8	30	32	16	12	0	0	16	0	0
Conflicting Flow All	10	10	0	18	18	10	12		M TO		AL IS	
Stage 1	19	18		12	14					_	-	
Stage 2	7.1	6.5	6.2	7.1	6.5	6.2	4.1	151		4.1	de .	
Critical Hdwy	6.1	5.5	0.2	6.1	5.5	0.2	7.1		(41	7.1	-	
Critical Hdwy Stg 1	6.1	5.5		6.1	5.5			-	711	THE STATE	MY.	
Critical Hdwy Stg 2	3.5	3.3	3.3	3.5	4	3.3	2.2		-	2.2	-	
Follow-up Hdwy	985	869	1080	984	865	1069	1620	*	10.7	1615		
Pot Cap-1 Maneuver	1016	891	1000	1006	884	1003	1020	-	:/-:	.0.0	_	
Stage 1	1005	884		1014	888	i i i i						- K.
Stage 2	1003	004		1014	000	1111		-			-	
Platoon blocked, %	982	867	1080	979	863	1069	1620			1615		TAL.
Mov Cap-1 Maneuver	982	867	1000	979	863	1000	1020	-		.010		-
Mov Cap-2 Maneuver	1015	890		1005	883	JA.	110		0.00	9		
Stage 1	1003	883		1003	887	-			-		-	
Stage 2	1003	003		1009	007	1	اللول					
AVERSON	and any			VAID			NID			OD.		
Approach	EB			WB	N NO.	15	NB	-		SB		
HCM Control Delay, s	8.5			8.4			0.6			8.0		
HCM LOS	Α			Α								
	COLL CHI						4-3-1					
Minor Lane/Major Mvm	it	NBL	NBT		EBLn1		SBL	SBT	SBR		5	IN S
Capacity (veh/h)		1620			1029		1615					
HCM Lane V/C Ratio		0.001	-	-	0.008	0.001	0.001	-	2			
HCM Control Delay (s)		7.2	0	18 .	8.5	8.4	7.2	0				
HCM Lane LOS		Α		-	Α	Α	Α	Α	- 2			
HCM 95th %tile Q(veh)	0			0	0	0	- 0	19			

<u>Capacity Analysis Summary Sheets</u> Year 2028 No-Build Weekday Morning Peak Hour

Intersection		FIX EX	o 11 A	-07		
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1		ሻ	†	Y	112-2001
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	THE S	None
Storage Length	1.00	_	120	-	0	2
Veh in Median Storage	# 0	- 2		0	0	7/35
Grade, %	0	-		0	0	8
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
W 2 - W 2			Acres 0		Minor1	
Control of the Contro	Major1		Major2			570
Conflicting Flow All	0	0	607	0	844	578
Stage 1		IV T	-	-	578	•
Stage 2	_	1/21	4.4	2	266	C 00
Critical Hdwy		24	4.1	7	6.48	6.28
Critical Hdwy Stg 1	2	12	-	-	5.48	
Critical Hdwy Stg 2	-	1 1 1 2	0.0	-113	5.48	2 272
Follow-up Hdwy		1/2	2.2		3.572	
Pot Cap-1 Maneuver		VC /*	981		326	504
Stage 1	2			- 4	549	-
Stage 2	-		-	-	765	- 1
Platoon blocked, %	- 2	- 4	601		040	F0.4
Mov Cap-1 Maneuver	-	7 .	981	-	319	504
Mov Cap-2 Maneuver	4	-	-	-	319	-
Stage 1		14.7	- 4	L.	549	()
Stage 2	14		-	-	750	(+)
* . * PA						
Approach	EB		WB	J. F	- NB	
HCM Control Delay, s	0		0.7		15.2	1, i k
HCM LOS	U		0.7		C	
TIOIVI LOO						
						- INVITATE -
Minor Lane/Major Mvn	nt	NBLn1	EBT	EBR		WBT
Capacity (veh/h)		385				5
HCM Lane V/C Ratio		0.079				
HCM Control Delay (s))	15.2				
HCM Lane LOS		С				
HCM 95th %tile Q(veh	1)	0.3	- 1		0.1	

Intersection	* I.,.			4		
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	7>	EGIN	7	†	**	300000
	478	40	26	220	6	15
	478	40	26	220	6	15
	0	0	0	0	0	0
Conflicting Peds, #/hr	_	Free	Free	Free	Stop	Stop
	Free		riee -	None	Stop -	None
RT Channelized	100					NOHE
Storage Length	-	-	120	-	0	
Veh in Median Storage, #			F 11.2	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 Ma	aior1		Major2		Minor1	
	ajor1				810	524
Conflicting Flow All	0	0	545	0		
Stage 1	-		-		524	
Stage 2	- 2	120	2	199		0.05
Critical Hdwy		- 2	4.19	100	6.8	6.35
Critical Hdwy Stg 1	- 6	727	12	-	5.8	-
Critical Hdwy Stg 2	- 3	-		-	5.8	
Follow-up Hdwy	-	-	2.281	35	3.86	3.435
Pot Cap-1 Maneuver		77 21	990		302	528
Stage 1	Ω	:	4	-	524	*
Stage 2	- 2	The Name	5 4	-	683	Willy E
Platoon blocked, %	2	14		-		
Mov Cap-1 Maneuver	-	24	990		294	528
			990			-
Mov Cap-2 Maneuver	-			-		
Stage 1			177		524	
Stage 2	-	74	-	9 #	665	-
A LOS INCOME						
Approach	EB	14	WB		NW	
HCM Control Delay, s	0	11111	0.9		13.8	K 110
HCM LOS	U		0.0		В	
HCIVI LOS				-	تناصرار	
Minor Lane/Major Mymt	1	WLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	100	430			990	
HCM Lane V/C Ratio		0.051			0.028	
HCM Control Delay (s)		13.8			07	
HCM Lane LOS		В				
HCM 95th %tile Q(veh)		0.2			0.1	
TOW JULY JULIE (VEI)		U.Z	- 10		V. 1	100

Intersection						Visit.						
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
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		E 197	None	-	1	None		11 1/2	None
Storage Length	7-1		-		-	-	-	-	-	-	-	-
Veh in Median Storage	e.# -	0	-	To III	0	-	- 1-1	0	100	75	0	THE STREET
Grade, %	-	0	-	-	0	-	-	0	-	-	0	727
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
Mymt Flow	4	0	- 1	0	0	0	8	10	0	0	31	4
Major/Minor	Minor2	WITTEN A	N	Ainor1		N	//ajor1		N	//ajor2		-111
Conflicting Flow All	59	59	33	60	61	10	35	0	0	10	0	0
Stage 1	33	33	-	26	26			TIE		(a)		Sinhe
Stage 2	26	26	11 20	34	35	-		-	-		*	
Critical Hdwy	7.43	6.5	6.2	7.1	6.5	6.2	4.3	W a		4.1	N II	-
Critical Hdwy Stg 1	6.43	5.5	- 0.2	6.1	5.5	2	-	-	*	14:	-	
Critical Hdwy Stg 2	6.43	5.5		6.1	5.5				-		W Ve	
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		1 3.5	1623		
	909	872	-	997	878	1017	1100	- 4	-	1020		-
Stage 1	918	878		987	870	-	020		10-510			
Stage 2 Platoon blocked, %	310	010		301	010	All Park		-	VIII V		_	
Mov Cap-1 Maneuver	863	832	1046	936	830	1077	1468		W	1623	TEN.	15 E.U
		832	1040	936	830	1077	1400			1020	-	
Mov Cap-2 Maneuver	904	872		992	874	V D						
Stage 1	913	874		986	870					345		= = = 100
Stage 2	913	0/4		300	070				Ot Ot			W SY
Awaranak	r.p.	1 00		WB	100	1,0	NB	No.		SB		ومس
Approach	EB 9			0			3.2	-	NI III	0		
HCM Control Delay, s		-		A			3.2			U		
HCM LOS	Α											
Missay Long (Malago 14)	S-1	NBL	NBT	NPD	EBLn1\	NRI nd	SBL	SBT	SBR			1000
Minor Lane/Major Mvr	nt	1468	INDT	NDK	902	VBLIII	1623	-	CONTRACTOR OF THE PARTY OF THE			
Capacity (veh/h)												
HCM Lane V/C Ratio		0.005	-	-		-	-	17.				-
HCM Control Delay (s	5)	7.5	0		9	0	0					
HCM Lane LOS	EV.	A	Α		•	Α	A	(đ				
HCM 95th %tile Q(vel	n)	0	A mass		U		0	10.5				

<u>Capacity Analysis Summary Sheets</u> Year 2028 No-Build Weekday Evening Peak Hour

Intersection	1	11 - 1		W (100	The second	100		ile	AL LI		157-11
Int Delay, s/veh	1.3										
Movement	EBT	EBR	WBL	WBT	NBL	NBR					YS
Lane Configurations	1>		1	↑	Y						
Traffic Vol, veh/h	451	13	9	637	37	19	10 -00 100				
Future Vol, veh/h	451	13	9	637	37	19					
Conflicting Peds, #/hr	0	0	0	0	0	0					
	Free	Free	Free	Free	Stop	Stop					
RT Channelized	0 V			None		None					
Storage Length	-	-	120	37 0	0	-					
Veh in Median Storage,	# 0	400	-	0	0	-		-	7.1		
Grade, %	0	_	-	0	0	-					
Peak Hour Factor	87	87	87	87	87	87	1 5 5		JUNE 1		
Heavy Vehicles, %	2	8	50	2	6	0					
Mvmt Flow	518	15	10	732	43	22	THE STREET				
Major/Minor M	lajor1		Major2		Minor1	lion in		118,50	DV A W	XX	14
Conflicting Flow All	0	0	533		1278	526					
Stage 1	The result	I I all	333		526	020	and the second				×, 1
Stage 2		720			752						
Critical Hdwy		5750	4.6	11000	6.46	6.2					
Critical Hdwy Stg 1		120	7.0	_	5.46	-					
Critical Hdwy Stg 2		200	1	12.75	5.46						
Follow-up Hdwy			2.65		3.554	3.3					
Pot Cap-1 Maneuver	1		831		180	556					
Stage 1			001	ADEL	585	-					
Stage 2		70		CV 215	459	59° 5					
Platoon blocked, %	-				700						
Mov Cap-1 Maneuver			831		178	556					
Mov Cap-1 Maneuver	2		031	-	178	-					
	-		-		585	===		1			
Stage 1	-				453	-					
Stage 2	-			-	400	X PA					
			110/11								I N
Approach	EB		WB		NB			The same			
HCM Control Delay, s	0		0.1		26.5						
HCM LOS					D						
		NDI	COT	FOR	VAIDI	MOT	CHARLES CHARLES	O EUE O			
Minor Lane/Major Mvm	l-	NBLn1	EBT	EBR		WBT					
Capacity (veh/h)		231			100000	-				100	
HCM Lane V/C Ratio		0.279	-		0.012						
HCM Control Delay (s)		26.5									
HCM Lane LOS	V-	D								100	
HCM 95th %tile Q(veh)		1.1			0	-					

(III)		100				
Intersection	0.0	200			0187	
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	1>		7	↑	M	
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
	Free	Free	Free	Free	Stop	Stop
RT Channelized				None		None
Storage Length	-	-	120	-	0	-
Veh in Median Storage,	# 0	K _	12.5	0	0	TE S
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	40	0	2	0	0
Mymt Flow	499	6	13	676	18	37
WALLE	400	-		0.0		
Major/Minor M	ajor1		Vajor2		Minor1	1112
Conflicting Flow All	0	0	505	0	1204	502
Stage 1			3	75	502	2
Stage 2		•	1	14	702	=
Critical Hdwy			4.1	778	6.4	6.2
Critical Hdwy Stg 1			2	-	5.4	=
Critical Hdwy Stg 2				-	5.4	
Follow-up Hdwy	-	-	2.2	2	3.5	3.3
Pot Cap-1 Maneuver		0.10	1070		205	573
Stage 1		958	-	. 4	612	-
Stage 2	U a	-	-		495	TEXT !
Platoon blocked, %		(62)		2		
Mov Cap-1 Maneuver			1070	- Fr	203	573
Mov Cap-1 Maneuver	2	Va	1010		000	-
	G and	-			612	
Stage 1			-		489	
Stage 2	_	_	-		409	أبالحان
Approach	EB	1	WB	BE	NW	
HCM Control Delay, s	0		0.2	200	16.9	-1
HCM LOS					С	
The state of the s						
					VVIIIV	NAME OF
Minor Lane/Major Mvm	ė l	NWLn1	EBT	EBR		WBT
Capacity (veh/h)		356				
HCM Lane V/C Ratio		0.154	- 55			
HCM Control Delay (s)		16.9	- 2			
HCM Lane LOS		C				
HCM 95th %tile Q(veh)		0.5	2 1 2		0	in va

					.4							
Intersection			11.3	S AI	g Te	1					Maria N	N.
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
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	5	-71	None		-	None			None	1	7.5	None
Storage Length	-		3.5	0 0 21		170			-	2	-	2
Veh in Median Storage,	# -	0	J. 151_	7 47	0	3 757		0	117	7.3	0	- 1-
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
Mymt Flow	4	0	4	0	0	1	1	17	0	1	3	10
THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TW												
Major/Minor N	/linor2			Minor1		N	Najor1	8 6	٨	Major2	46.5	10
ARMAD RESILIENCES SAID	30	29	8	31	34	17	13	0	0	17	0	0
Conflicting Flow All	10	10	0	19	19	17	10			11	,SMI ,	
Stage 1	20	19	2	12	15		-		(*)		-	
Stage 2	7.1	6.5	6.2	7.1	6.5	6.2	4.1		HI CO	4.1		11
Critical Hdwy	6.1	5.5	0.2	6.1	5.5	0.2	4.1		-	7.1	-	
Critical Hdwy Stg 1	6.1	5.5		6.1	5.5			-			da.	
Critical Hdwy Stg 2			3.3	3.5	3.3	3.3	2.2			2.2		
Follow-up Hdwy	3.5 984	868	1080	982	863	1068	1619			1613		
Pot Cap-1 Maneuver	1016	891	1000	1005	884	1000	1010			1010		
Stage 1		884		1014	887			4000		ILL S	W .	1/2
Stage 2	1004	004	- 177	1014	007						*	1020
Platoon blocked, %	004	866	1080	977	861	1068	1619			1613	- 180	
Mov Cap-1 Maneuver	981		1080	977	861	1000	1019		4	1010		
Mov Cap-2 Maneuver	981	866		1004	883		-				J. Salah	
Stage 1	1015	890		1004	886		-			: 4-	11	
Stage 2	1002	883	-	1009	000		III S	WW.				
THE RESERVE	1 1	W. 10	LXI.									15
Approach	EB		2/11	WB			NB	SHILL		SB		
HCM Control Delay, s	8.5			8.4		E.Y	0.6			0.7		
HCM LOS	Α			Α								
Minor Lane/Major Mvm	it	NBL	NBT	NBR	EBLn1\	NBLn1	SBL	SBT	SBR		0.X0.	
Capacity (veh/h)		1619		THE CONTRACTOR OF THE PARTY OF		1068	1613	_		1 0 1	G, 1	SA N
HCM Lane V/C Ratio		0.001				0.001		_				
HCM Control Delay (s)		7.2	0	F.	8.5	8.4	7.2	0			i II.	
HCM Lane LOS		Α	A		Α		A	A				
HCM 95th %tile Q(veh	1	0	_		0		0					
TOW SOUT YOUR CALACT)	U			J	J	10	and the				

<u>Capacity Analysis Summary Sheets</u> Year 2028 Total Projected Weekday Morning Peak Hour

Intersection	Y -	100	771	V SVI		. 3.1
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1		ħ	†	**	- March March
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,			120	0	0	
Grade, %	0	-	-	0	0	- 100
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	0	0	7	8	8
Mymt Flow	553	59	20	228	16	14
IVIVIIIL THOW	000	JJ	20	220	10	11.51
CONTRACTOR AND PROPERTY OF THE PARTY OF THE	lajor1	1	Major2		Minor1	N B
Conflicting Flow All	0	0	612	0	851	583
Stage 1		-	1 12	12	583	
Stage 2	8	2	- 4	14	268	-
Critical Hdwy	8	0 2	4.1	1	6.48	6.28
Critical Hdwy Stg 1	-	020	2	÷	5.48	-
Critical Hdwy Stg 2		1 72			5.48	-
Follow-up Hdwy	-	1/27	2.2	4		3.372
Pot Cap-1 Maneuver		12	977	2	323	501
Stage 1	- 2	12		2	546	-
Stage 2		Te		- 2	763	1184
Platoon blocked, %	2	12	210		, 00	
Mov Cap-1 Maneuver		ad na	977		317	501
Mov Cap-1 Maneuver			311		317	-
					546	7-1
Stage 1	*				748	
Stage 2	2		-		140	NAME OF TAXABLE PARTY.
			- W			
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7	T P. V	15.2	TI'N
HCM LOS					C	
FILE CONTROL OF THE PARTY OF TH						
Minor Lane/Major Mvm	1	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		382	-		977	
		0.08			0.02	
HCM Cantral Policy (a)	A.C.	15.2	-		0.0	
HCM Control Delay (s)					0.0 A	
HCM Lane LOS	7	C			0.1	
HCM 95th %tile Q(veh)		0.3	100		U.I	

Intersection					-	
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	₽		7	1	W	
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
	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None		A CONTRACTOR OF THE PARTY OF TH
Storage Length	_		120	-	0	
Veh in Median Storage,	# 0	0.2	75	0	0	-
Grade, %	0	-	-	0	0	
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	2	9	6	43	24
Mymt Flow	503	46	38	232	8	19
WWW	000			77		
the stranger and the					110	
	lajor1		Major2		Minor1	FA.
Conflicting Flow All	0	0	549	0	834	526
Stage 1	0.05	11/1/16	7. 3	0.0	526	
Stage 2	1.7		•	•	308	5
Critical Hdwy	- 3		4.19		6.83	6.44
Critical Hdwy Stg 1	5.	-			5.83	2
Critical Hdwy Stg 2	118		T JA	- 2	5.83	1 .
Follow-up Hdwy	7	-	2.281	-		3.516
Pot Cap-1 Maneuver	1 5	1	986	1	289	511
Stage 1	-			-	518	望
Stage 2			VI :	11.7/2	661	
Platoon blocked, %				1/2		
Mov Cap-1 Maneuver	1 8	2	986	1. 74	278	511
Mov Cap-2 Maneuver	-		2	- 0	278	- 2
Stage 1	111		1 1	1112	518	
Stage 2		0.	2	2	635	2
			HC.			êr j
Name of the last o	-		(VAID		NO A	
Approach	EB		WB		NW	
HCM Control Delay, s	0		1.2		14.5	- A-
HCM LOS					В	
				.,		
Minor Lane/Major Mvm	N	WLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	7-1	406		_		
HCM Lane V/C Ratio		0.067			0.038	
HCM Control Delay (s)		14.5			8.8	
HCM Lane LOS		14.3 B		-		
		0.2			0.1	
HCM 95th %tile Q(veh)		0.2			0.1	

Intersection							N.					
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	San Indian	4	mer/ ₁ 0	ATT THE NEW	4	HAMILIONIO, III		4			4	
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	Ò	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-		None		Size,	None			None
Storage Length		-	-	-	-		-	14	120	ş	-	- 2
Veh in Median Storage		0	12 14		0			0	120		0	= =
Grade, %		0	: * :		0	-	-	0	-	2	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
Mymt Flow	4	0	3	0	0	0	8	17	0	0	49	4
MANUEL IOM	7		U			- 174				10.5		
W	10	2 T I		Almost.	S 300		Najor1	es v	EN.	//ajor2		8.77
TOTAL PROGRAMMA TOTAL	Minor2			/linor1	0.0			^		17	0	0
Conflicting Flow All	84	84	51	86	86	17	53	0	0			U
Stage 1	51	51		33	33	-	-	100		Y	-	
Stage 2	33	33	-	53	53	- 0.0	40	-		A 4	-	(+)
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	2	6.1	5.5	-		-		11.7		
Critical Hdwy Stg 2	6.43	5.5	-	6.1	5.5	- 0.0	- 0.00		7 (6)	0.0	-	
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	-			V A	-		125
Platoon blocked, %					2/0/2	With the same	2000	-	•	4040	-	15
Mov Cap-1 Maneuver	829	805	1023	899	803	1068	1445			1613		
Mov Cap-2 Maneuver	829	805	-	899	803	-			- 5	(#E	-	
Stage 1	884	856	-	982	867							
Stage 2	904	867	-	963	855				*			3.7
THE PERSON NAMED IN												
Approach	EB	51.5	190 Z	WB	Y	(a) -	NB			SB		
HCM Control Delay, s	9		114	0	T R		2.4	NE N	1,13	0		III TO
HCM LOS	A	1		Α								
Tom 200	800			, all the						5A 3		
Millian I am INA-ta-Adam	mit.	NBL	NBT	NPD	EBLn1\	MRI nd	SBL	SBT	SBR	-	.97	
Minor Lane/Major Mvn	IIL			NDR		VDLIII	1613	001				
Capacity (veh/h)	11 511	1445				- V 2						
HCM Lane V/C Ratio	,	0.005			0.007	-	-					-5
HCM Control Delay (s)	7.5			_	0	0					
HCM Lane LOS		A				Α	A					
HCM 95th %tile Q(veh	1)	0	-		0	517	0			100		

Intersection	- 1,-110					
Int Delay, s/veh	2.5					
	**	WBR	NBT	NBR	SBL	SBT
Movement		VYDIN	1	Men	ODL	र्स
Lane Configurations	, A.		14	0	15	25
Traffic Vol, veh/h	0	5		0	15	25
Future Vol. veh/h	0	5	14	0		
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	-	-	(#1)	-	-
Veh in Median Storage			0			0
Grade, %	0	-	0		-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	0	5	15	0	16	26
		->			A-:0	
	/linor1		Najor1		Major2	
Conflicting Flow All	73	15	0	0	15	0
Stage 1	15		8			-
Stage 2	58	-	3	-	- 2	2
Critical Hdwy	6.42	6.22	1		4.12	100
Critical Hdwy Stg 1	5.42	-	9	-	-	2
Critical Hdwy Stg 2	5.42	1 (2)		U DYZ	-	- 1
Follow-up Hdwy		3.318			2.218	2
Pot Cap-1 Maneuver	931	1065			1603	Total S
	1008	1005	- 2		1000	2
Stage 1				-		
Stage 2	965				300	
Platoon blocked, %	000	4005	-	2	4000	-
Mov Cap-1 Maneuver	922	1065	I IIX Š	-	1603	-111.5
Mov Cap-2 Maneuver	922	•	-	2	-	
Stage 1	1008		12		12	-
Stage 2	955	-	12	~ =	-	-
THE REAL PROPERTY.						
Approach	WB		NB	Y-10-10	SB	
Approach			_			
HCM Control Delay, s	8.4		0		2.7	
HCM LOS	Α					
Minor Lane/Major Mvn	ife	NBT	NBR	WBLn1	SBL	SBT
	10	IND.		1065		(3) 140 150 1
Capacity (veh/h)						
HCM Lane V/C Ratio		-		8.4		
	(C				1 - 3	
HCM Control Delay (s			-			
				A	Α	Α

<u>Capacity Analysis Summary Sheets</u> Year 2028 Total Projected Weekday Evening Peak Hour

Intersection	B-1-	11,15				J. S
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1		ሻ	†	14	- ACTORNAL
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	1100	None	-	None
Storage Length	_	THORIC -	120	-	0	-
Veh in Median Storage			120	0	0	
Grade, %	0			0	0	980
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	15	55	2	6	0
Mymt Flow	521	15	10	737	44	22
IAIAIIIT I IOAA	JZI	10	10	101	7.7	
					1120111 10	
	Major1		Major2		Vinor1	
Conflicting Flow All	0	0	536		1286	529
Stage 1					529	17.0
Stage 2		æ.		-	757	-
Critical Hdwy	57	VVX	4.65		6.46	6.2
Critical Hdwy Stg 1	*	: 1	è	-	5.46	2
Critical Hdwy Stg 2			7 - 3		5.46	
Follow-up Hdwy		15	2.695	-	3.554	3.3
Pot Cap-1 Maneuver	1 1 2		812		178	554
Stage 1	7			-	583	2
Stage 2	1 - 3				456	2
Platoon blocked, %	-			ž		
Mov Cap-1 Maneuver			812	The state of	176	554
Mov Cap-2 Maneuver			-	2	176	2
Stage 1	11122				583	-
Stage 2		12	-		451	-
Olago Z						
Marie Ma	The state of the s		Vertex		18.48	
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		27	
HCM LOS					D	
Minor Lane/Major Mvn	nt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	111,87	228	-		812	
HCM Lane V/C Ratio		0.287			0.013	
HCM Control Delay (s	1	27	-		9.5	
HCM Lane LOS		D	-		9.5 A	
				_		
HCM 95th %tile Q(veh	n e	1.1	7		0	

Int Delay, s/veh 1.1 Movement EBT EBR WBL WBT NWL NWR Lane Configurations Image: Configuration of the configurati
Lane Configurations Image: Configuration of the confi
Lane Configurations 1
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 -
Future Vol, veh/h 464 8 15 629 21 44 Conflicting Peds, #/hr 0 0 0 0 0 0 Sign Control Free Free Free Stop Stop RT Channelized - None - None Storage Length - - 120 - 0 - Veh in Median Storage, # 0 - - 0 0 - Grade, % 0 - - 0 0 -
Conflicting Peds, #/hr 0
Sign Control Free Free Free Free Stop RT Channelized - None - None Storage Length - - 120 - 0 - Veh in Median Storage, # 0 - - 0 0 - Grade, % 0 - - 0 0 -
RT Channelized - None - None - None Storage Length 120 - 0 - - Veh in Median Storage, # 0 0 0 - Grade, % 0 0 0 - - 0 0 -
Storage Length - - 120 - 0 - Veh in Median Storage, # 0 - - 0 0 - Grade, % 0 - - 0 0 -
Veh in Median Storage, # 0 - - 0 0 - Grade, % 0 - - 0 0 -
Grade, % 0 0 0 -
TEAN THUILITACION 30 30 30 00 00
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 -
Character (1947)
onada manj alg
Ollada: Han J olg =
Tolland application
Of our Thinks
Crago .
1 Idioon blooked, 70
Mor out I manage
mer eep entranse
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
110111 = 11111 11111 11111
HCM Lane LOS C A -
HCM 95th %tile Q(veh) 0.7 - 0

Intersection	-, -				usa.							, Shirts
	1.6											
Int Delay, s/veh	1.0										E1/21/21/21	1/4/2
Movement	EBL	EBT	EBR	WBL		WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
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	_	-	_				77	-	-	-	-	121
Veh in Median Storage,	# -	0	Sec.	TALL	0	173,	w 6	0	- 12	7	0	1
Grade, %	-	0	-	-	0	-	-	0		-	0	121
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 N	Minor2			Vinor1	UM TO	N	//ajor1	HILL	N N	//ajor2	14	
Conflicting Flow All	61	60	15	62	65	37	20	0	0	37	0	0
Stage 1	17	17	10	43	43	-	20			01		
	44	43		19	22			=		(4)	*	
Stage 2	7.1	6.5	6.2	7.1	6.5	6.2	4.1		100	4.1		A Second
Critical Hdwy Critical Hdwy Stg 1	6.1	5.5	0.2	6.1	5.5	0.2	7.19	-		7.1		
Critical Hdwy Stg 2	6.1	5.5		6.1	5.5		72	967			A 3	
Follow-up Hdwy	3.5	4	3.3	3.5	3.3	3.3	2.2			2.2		(+)
Pot Cap-1 Maneuver	939	835	1070	938	830	1041	1609		-	1587	LOUA	
	1008	885	1070	976	863	1071	1000			1007	-	
Stage 1	975	863	2	1005	881			- 1	, ILW.		S. I	
Stage 2	910	003		1003	001						-	
Platoon blocked, %	935	832	1070	932	828	1041	1609			1587		
Mov Cap-1 Maneuver	935	832	1070	932	828	1041	1009	-		1001	-	
Mov Cap-2 Maneuver	1006	884	_	974	861				V		8	
Stage 1	972	861	-	1000	880					194	-	
Stage 2	912	001	_	1000	000			أعرو	SUP	- 10		, veter
		Eliture.			1 0	11 7						
Approach	EB	10		WB			NB	W. Tu		SB		
HCM Control Delay, s	8.6		3 E	8.5			0.5			0.5		
HCM LOS	Α			Α								
A TO PART OF STREET												
Minor Lane/Major Mvn	it	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR	V	10	
Capacity (veh/h)	, T	1609		11 4	998		1587	1				
HCM Lane V/C Ratio		0.002			0.009		0.001	_				
HCM Control Delay (s)	1 20-	7.2	0	V -	8.6	8.5	7.3	0			W. Tak	
HCM Lane LOS		Α	A		A		A	A				
HCM 95th %tile Q(veh)'	0			0		0					
HOW JOHN JUNE OF ACH	1	J					•					

					-	
Intersection						W.
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	TAIL AND	f	33240		4
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	Stop	None	-	None	-	None
	0	None -	-	None -		140116
Storage Length			0			0
Veh in Median Storage		, A. P.				
Grade, %	0	-	0	-	95	95
Peak Hour Factor	95	95	95	95		
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	14	0	5	5
Major/Minor	Minor1	1	Najor1	-	Major2	8°74
Hamber Committee				0	14	0
Conflicting Flow All	29	14	0			U
Stage 1	14	no i t				
Stage 2	15			•	- 4.40	12
Critical Hdwy	6.42	6.22			4.12	-
Critical Hdwy Stg 1	5.42	-		•	2	-
Critical Hdwy Stg 2	5.42	1.03		-		
Follow-up Hdwy	3.518		3	-	2.218	2
Pot Cap-1 Maneuver	986	1066		112	1604	- ×
Stage 1	1009	-	-	7 <u>2</u> ,	-	₽:
Stage 2	1008	100	i i	11.12	1033	2
Platoon blocked, %			3	2		¥
Mov Cap-1 Maneuver	983	1066			1604	n 'Y
Mov Cap-1 Maneuver	983	1000	1		-	
Stage 1	1009			NI NE		
	1005	-	-			
Stage 2	1005			_		والاستحد
71 X X X						
Approach	WB	رزالل	NB		SB	
HCM Control Delay, s	8.4		0	200	3.6	
HCM LOS	A					
I OW EGG	أبرن					
				NID!	001	007
Minor Lane/Major Mvn	nt	NBT		WBLn1	SBL	SBT
Capacity (veh/h)				1066		
HCM Lane V/C Ratio			-	0.015		
HCM Control Delay (s)	18.0		8.4		0
HCM Lane LOS		*	-	Α	Α	Α
HCM 95th %tile Q(veh	1)		J. W.	0	0	М., -
	100					

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 20 23 , Payable in 20 24 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) , and filed for record in the office of the dated: May 21, 2021 Recorder of Deeds, County of Will Illinois, as document number(s) R2021073513 Name and Address for New Parcels Subscribed and sworn to before me this Name: Cool Fox LLC 6th Day of March . 20 23 TRACT # 1 Mailing Address: 28W775 87th Street OFFICIAL SEAL City: Naperville State: IL Zip: 60564 JENNIFER M EALEY III N. Offama St. Jo hat De 6 WARD PUBLIC - STATE OF ILLINOIS Owner Phone #: (Property Address: 10205 & 10155 Mandel Street Notary's Address Nathaniel P. Washburn TRACT # 2 Name: Person to contact in case of problem/error Mailing Address: City: _____ State: ____ Zip: _____ Owner Phone #: () ______ (must have signature) Property Address: 111 N. Ottawa St. Joliet, Illinois 60432 TRACT # 3 Name: Submitter's Address Mailing Address: Phone# (815) 727-4571 City: _____ State: ____ Zip: _____ Fax# (815) 727-1586 Owner Phone #: (_____) ______ Property Address: FOR OFFICE USE ONLY— PIN(s) Township: _____

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

Map Page(s)

Levy year of Taxes Paid

Date Received Accepted By: _____

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

Parcel Index Number	rs (PINs):	Petition #					
	07-01-08-353-009-0000						
	07-01-08-353-010-0000						
	-						
		ently described and then list separately the new					
legal description(s) of	f each new tract corresponding w	ith the tract(s) numbered on page 2.					
		on a Plat of Survey showing acreage and new					
legal description sho	uld accompany this petition form						

Original Legal Descr	ription(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 o Assessment's Office Uses Only
Petitioner:	Cool Fox LLC				Petition#:
Address:	10205 Mandel Stre				
PIN -			— PIN -		·
					353 _010 _0000
Mr. /Mrs.	- Continue and the cont	of the	2	(Invisdiction	has reviewed
my petition f	or division and/or and has determine	r consolidation (of property i	ı Will Cou	nty for the year of scribed in the schedule
attached the	reto would:				
Be for	in conformance w the	zon	ing district in	which the p	zoning ordinance property is located.
			OR		
or	ould not be in confidinance for the	(Jurisdiction)	zoning o	s of the	zoning hich the property is located
	a would be combine	•. • • • • • • • • • • • • • • • • • •	OR		
	OTHER:				
Signature of P	etitioner			Signat	ure of zoning official
Subscribed an	nd sworn before m	e this			
-	Day of	_, 20			
Notary Pul	hlic		N		ocument is subject to recording 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.

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