Meeting Agenda

PLANNING & ZONING COMMISSION

April 11, 2024	MEETING #61

Location

City Hall
Council Chambers
109 James Street
Geneva, IL 60134

Time

7:00 p.m.

Commissioners

Scott Stocking, Chairman
John Mead
Mim Evans
Michael Slifka
Rebecca Holoman
Adam Matyskiel
Tim Moran

Staff Liaison

Matt Buesing, City Planner
P: (630) 854-9654
E: mbuesing@geneva.il.us

Planning & Zoning Commission meetings air live on Geneva Broadcast Network, which can be viewed on Comcast Ch. 10, AT&T U-Verse Ch. 99, MetroNet Ch. 93, or the City's YouTube Channel.

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of Minutes: March 28, 2024
5. Public Hearing:
   A. **501 N 1st Street Variation** – Request for a Variation from Section 11-5C-4 (Lot and Area Requirements) to increase the total allowable lot coverage from 45% to 61.36%, and a Variation from Section 11-13-3 (Nonconforming Lots of Record) to permit a side yard setback of 2.5 ft. instead of the required 6 ft. for a proposed rear yard deck.

      Applicant: Ryan Busleta

      Location: 501 N 1st Street

   B. **Midwest Industrial Funds (MIF) Geneva Park** – Requests for: 1) Annexation; 2) Zoning Map Amendment from RR Rural Residential to I1 Light Industrial; 3) Preliminary Planned Unit Development; and 4) Preliminary/Final Plat of Subdivision for a proposed 211-acre industrial business park.

      Applicant: Midwest Industrial Funds

      Location: Generally located south of the IL-38 and Kautz Road intersection, south to Fabyan Parkway. PINs: 12-12-200-042, 12-12-200-035, 12-12-400-002, 12-12-400-011, 12-12-400-015, 12-12-400-021, and 12-12-400-022

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6. Public Comment

   When recognized by the Chair, proceed to the podium, state your name for the record, and provide your public comments. Please understand this is your time to be heard and the public body's time to listen. No discussion or debate will follow.

7. Other Business

8. Adjournment

PROCEDURES FOR PUBLIC HEARINGS

It is the Planning and Zoning Commission's job to conduct public hearings in order to receive testimony for and against petitions for general amendments to the zoning ordinance, comprehensive plan amendments, zoning map amendments, zoning text amendments, special use permits and variations.

The procedure followed for public hearings is as follows:

- First, the Planning and Zoning Commission secretary or the designated representative will read or describe written items, reports, and plans into the record.
- Second, the petitioner will present testimony in favor of the petition and will present any supporting plans or exhibits.
- Third, the Commission members will have an opportunity to question the petitioner.
- Fourth, the Commission will then receive citizen testimony both for and against the petition. Questions about the proposal may be directed to the petitioner or petitioner's witnesses, and questions about the Planning and Zoning Commission process may be directed to the Chairman. Following such testimony, the petitioner and the Planning and Zoning Commission may respond to and ask questions of those who testified.
- Finally, the petitioner may provide a rebuttal to any testimony in opposition.

When all the testimony is brought into the record the hearing will be closed and the Planning and Zoning Commission will make a recommendation to the City Council in the form of a motion or motions.

- Participants giving testimony will need to remember to speak directly into the microphone to be heard. Participants must first begin their testimony by stating their name and address. If participants speak additional times, they will need to state their name each time for the record.
- It is asked that presented testimony remain concise. If a point has already been made, it will not be necessary to repeat it. Each of these points is recorded and will be considered as the Commission develops findings of fact and a recommendation or recommendations.
- Participants may provide testimony in written form, but such written testimony must be presented to the Planning and Zoning Commission secretary or the designated representative prior to the closing of the hearing.
- After the process is completed and everyone wishing to present testimony has spoken, the Commission will then decide whether it has heard adequate testimony in order to make a decision. If it has, the public hearing will be closed.

After a public hearing is closed, the Planning and Zoning Commission will refrain from receiving any additional testimony either for or against the petition. There is one exception to this rule.

City staff will submit a report based on the testimony presented at the hearing. This report will consider comments or concerns from all City Departments such as the Fire Department, Public Works Department or the Engineering Department.

PLANNING AND ZONING COMMISSION MINUTES
City of Geneva
109 James Street - City Council Chambers

March 28, 2024 — Meeting #60

1. **Call to Order**
   Chairman Scott Stocking called the meeting of the Geneva Planning and Zoning Commission to order at 7:00 p.m., and read a prepared statement of procedures for the meeting and public hearing. In doing so, he swore in any individuals planning to speak during the public hearing.

2. **Roll Call**

Present:	Chairman Scott Stocking, Commissioners John Mead; Rebecca Holoman; Adam Matyskiel; Tim Moran; Michael Slifka
Absent:	Commissioner Mim Evans
Staff Present:	City Planner Matt Buesing, Assistant City Planner Jessie Muncie
Also Present:	City Attorney Scott Fintzen, Planet Depos Court Reporter

3. **Approval of the Agenda**

   Motion by Commissioner Moran, seconded by Commissioner Slifka to approve the agenda. Motion carried unanimously by voice vote 6-0.

4. **Approval of February 8, 2024 Minutes**

   Motion by Commissioner Mead, seconded by Commissioner Moran to approve the minutes. Motion carried unanimously by voice vote 6-0.

5. **Public Hearing:**

   A. **130 S Harrison Street Variation** – Request for a Variation from Section

11-5D-4 (Lot and Area Requirements) to reduce the street setback to 15.16 feet instead of the required 20 feet for a proposed front porch.

Applicant: Han & Michelene Tunca

Location: 130 S Harrison Street

City Planner Matt Buesing read the contents of the applicant's file.

The applicant, Han Tunca, spoke about their application in which they are asking for a variation so they can build a covered porch on the front of the house. There is currently an uncovered concrete stoop. The house was built before they purchased it and it was placed right up to the set back line of 20 feet. The stoop gets a lot of ice in the winter, and it faces east so it often will thaw and refreeze, which has caused a lot of damage and has also made it difficult to keep clear of ice. The proposed covered porch would extend 5 feet from the front of the house and allow for safer access to the front door, especially for the applicant's elderly family members.

At this point, Chairman Stocking allowed anyone present from the public to speak on the matter.

Timothy Thompson, 50W066 IL Route 38, Maple Park, stated he purchased the lot at 100 South Harrison about a year ago. Mr. Thompson said that the applicant's submitted survey encroaches on his property, about 7 feet on the back side and 11-12 feet on the front side. He said that the applicant's survey is incorrect and he believes if the commission votes on the variation tonight, they are giving precedent to the applicant's survey. He requested that the commission postpone making a decision until they reach an understanding or decision on the land surveys. Chairman Stocking asked City Attorney Scott Fintzen to comment. Mr. Fintzen stated that we have a document that has been submitted by a licensed land surveyor and that his dispute is between the two property owners. Mr. Thompson continued stating that he believes as a governing body, if they make a decision tonight on this request, they would be saying that the applicant's survey is 100% accurate. Mr. Fintzen disagreed. Mr. Fintzen stated that there is nothing on the face of the survey that does not meet our requirements and this body does not adjudicate or quiet title. Mr. Fintzen stated that this body is a recommending body and they do not have a responsibility to adjudicate which survey is correct. Mr. Thompson said he would like for one of his surveys to be submitted for the file and gave a copy of that survey to Chairman Stocking.

Chairman Stocking asked if anyone from the public wished to speak and there was no one present who wished to speak.

Motion by Commissioner Moran to close the public hearing. Seconded by Commissioner Slifka.

AYE: Mead, Slifka, Holoman, Matyskiel, Moran, Stocking
NAY: None

MOTION PASSED 6-0

Motion by Commissioner Mead to approve a variance to reduce the street setback Variation from Section 11-5D-4 (Lot and Area Requirements) to reduce the street setback to 15.16 feet instead of the required 20 feet for a proposed front porch at 130 South Harrison Street, PIN # 12-02-380-045 subject to the findings of fact contained in the staff report. Seconded by Commissioner Moran.

AYE: Mead, Slifka, Holoman, Matyskiel, Moran, Stocking
NAY: None

MOTION PASSED 6-0

City Planner Matt Buesing stated that this recommendation should be on the agenda for City Council consideration at the April 15, 2024 meeting.

6. Public Comment

No public comment was given.

7. Other Business

City Planner Matt Buesing updated the commission on two projects that were approved by City Council, which were the Bullock Campus and Fabyan Parkway Industrial projects. Mr. Buesing said there are two items on the agenda for the April 11, 2024 meeting. One is for a variation for a residential property for a deck and the second is the MIF project. Other projects forthcoming are the Verizon tower on Randall Road and the 203 River PUD.

8. Adjournment

Motion made by Commissioner Mead to adjourn the meeting at 7:18 p.m.

Community Development Department Report

PLANNING AND ZONING COMMISSION

APRIL 11, 2024

Applicant & Owner

Ryan Busleta

Location

501 N 1st Street

Requests

A Variation to increase the total allowable lot coverage from 45% to 61.36%.

A Variation to permit a side yard setback of 2.5 ft. instead of the required 6 ft.

Recommendation

Staff will provide a recommendation at the conclusion of the public hearing.

Staff Liaison

Matt Buesing, City Planner
Phone: (630) 845-9654
Email: mbuesing@geneva.il.us

AGENDA ITEM 5A

VARIATION REQUESTS
LOT COVERAGE & SETBACK
501 N 1ST STREET

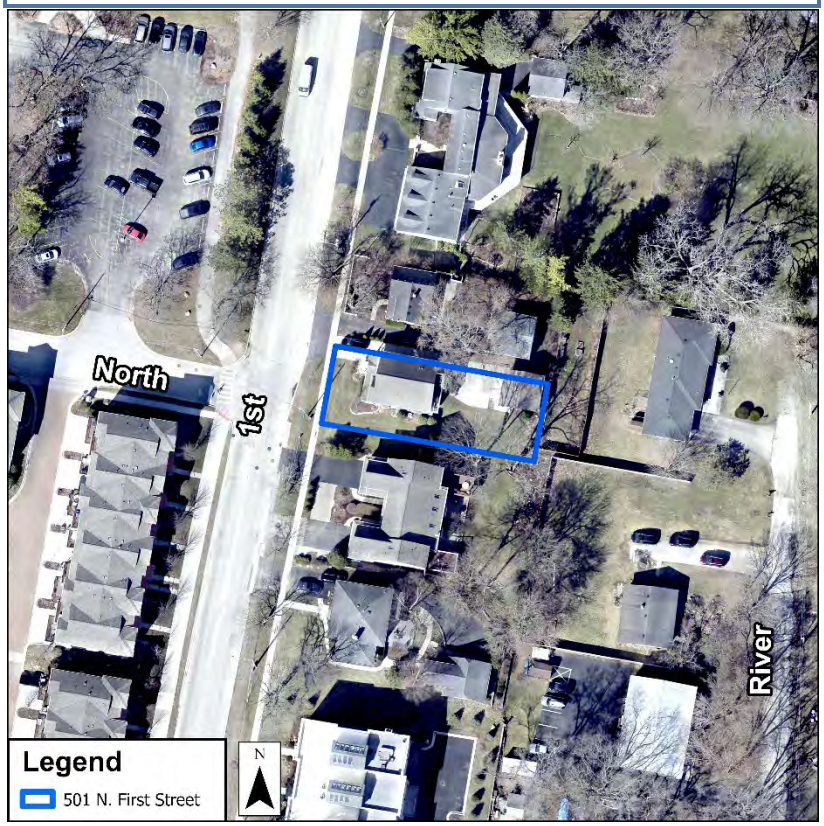


Figure 1. Location Map. *Prepared by Geneva Planning Division, April 2024.*

BACKGROUND

As shown in Figure 1, the subject property is located east of the intersection of N 1st Street and North Street. The zoning lot is a nonconforming lot of record due to the total lot area and length of frontage being substandard per the City of Geneva Zoning Ordinance; the property is approximately 6,300 sq. ft. with 47 ft. of frontage, which is less than half of its zoning district's minimum lot size of 13,000 sq. ft. and minimum required frontage of 100 ft. The subject property is currently improved with a detached single-family dwelling and a rear-yard detached garage. In 2016, the previous owners remodeled the dwelling and constructed a new detached garage at the rear of the property. At the time of construction, the approved plans show that the lot coverage for the site was at the maximum 45%; however, the existing lot coverage for the site has been

determined to be 54.72%. The current owner is requesting a lot coverage and setback variation to allow for a proposed deck that would be located in the southern side yard and rear yard of the property. The deck would increase the total lot coverage by 6.64%.

REQUESTS

In accordance with Section 11-14-5 of the Geneva Zoning Ordinance, the applicant is requesting two variations related to a proposed rear yard deck. First, the applicant is requesting a variation from Section 11-5C-4 (Lot and Area Requirements) to increase the total allowable lot coverage from 45% to 61.36%. The applicant is also requesting a variation from Section 11-13-3 (Nonconforming Lots of Record) to permit a side yard setback of 2.5 ft. instead of the required 6 ft.

PROPERTY INFORMATION

The subject property is located in the R1 Low Density Single-Family Residential District and is designated as "Single-Family Residential" in the City's Comprehensive Plan. Please see Table 1 below and Figures 2 and 3 on the following page for surrounding property information including existing zoning, existing land uses, and future land use designations.

LOCATION	ZONING DISTRICT	LAND USE	COMPREHENSIVE PLAN
Subject Property	R1 Low Density Single-Family Residential District	Single-Family Detached Residence	Single-Family Residential
North	R1 Low Density Single-Family Residential District	Single-Family Detached Residence	Single-Family Residential
South	D-MHR Mixed High Density Residential District	Duplex & Single-Family Detached Residence	Downtown Master Plan Subarea
East	R1 Low Density Single-Family Residential District & D-MFR Multiple-Family Residential District	Single-Family Residential & Multifamily	Single-Family Residential & Downtown Master Plan Subarea
West	RR Rural Single-Family Residential District & D-MHR Mixed High Density Residential District	Park District & Townhomes	Parks / Recreation & Downtown Master Plan Subarea

Table 1. Surrounding Property Information. *Prepared by Geneva Planning Division, April 2024.*

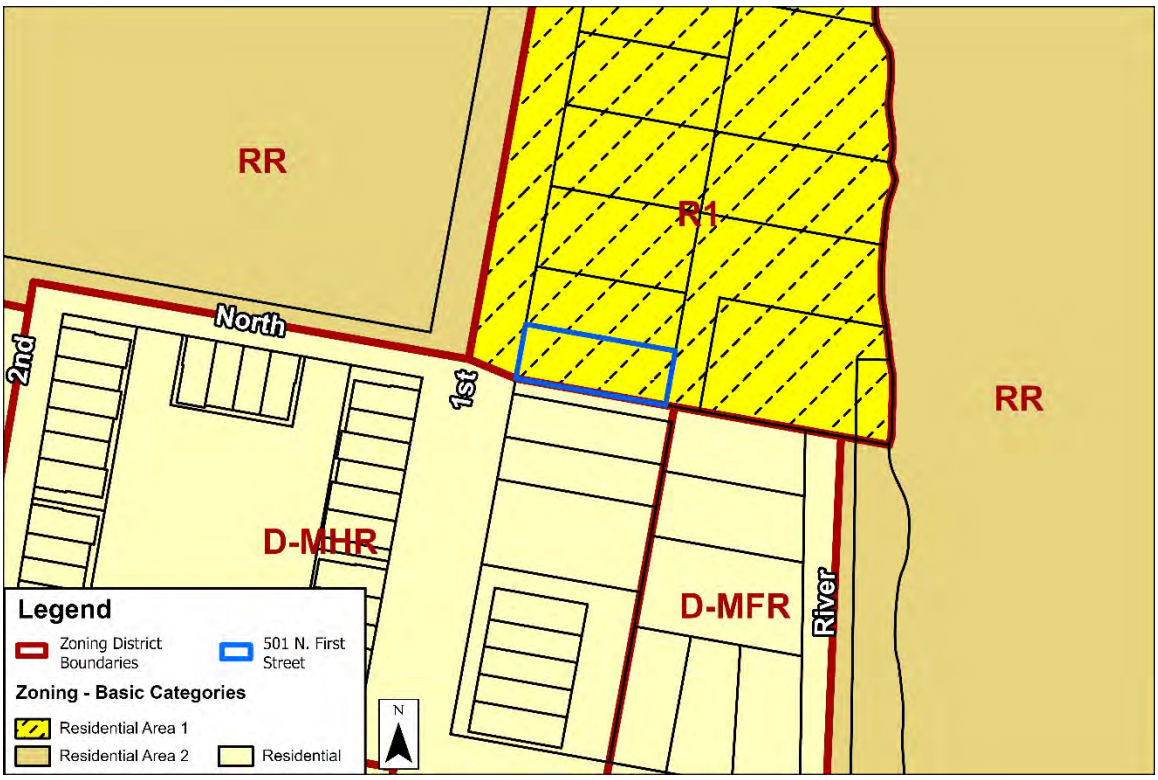


Figure 2. Zoning Map of the Subject Property and Surrounding Area. *Prepared by Geneva Planning Division, April 2024.*

Figure 3. Future Land Use Designation of the Subject Property and Surrounding Area, based on the 2003 Comprehensive Plan. *Prepared by Geneva Planning Division, April 2024.*

REVIEW COMMENTS

Variations – Findings of Fact

Staff has evaluated the requested variations in relation to the four (4) variation standards the Planning and Zoning Commission uses in formulating its findings of fact, as set forth in Section 11-14-5G of the Zoning Ordinance. The staff analysis below is based on the information and documents provided by the applicant and staff's review of the requests. The applicant has also prepared a response to the four (4) Variation standards, attached to this report for your review and consideration. Based on evidence and testimony provided at the public hearing, the Planning and Zoning Commission may choose to use the staff analysis in formulating its findings of fact, adopt the applicant's responses, or formulate its own findings.

1. *Reasonable Return: The property in question cannot yield a reasonable return if permitted to be used only under the regulations of the district in which it is located.*

   The applicant and their family cannot functionally use their backyard for outdoor activities due to the steep grading. County topographical maps indicate about a 6 ft. drop in elevation from the rear of the home to the rear property line. By constructing this deck, the family will have a level surface in the backyard to reasonably use the backyard of the property. The request meets Standard #1.

2. *Unique Hardship or Practical Difficulty: The shape, topography or other conditions of the land is such that it is extremely difficult to comply with the regulations generally applicable to the property.*

   There are multiple hardships constraining this property. First, the lot size is nonconforming at 6,300 sq. ft. where the zoning district requires a minimum of 13,000 sq. ft. This hardship makes the 45% lot coverage limit for the district overly burdensome. Second, the home fronts North 1st Street, and offers little safe space for the applicant's children to safely play in the front yard given the volume of traffic on N 1st Street. Finally, the downward slope of the property makes outdoor activities impractical. The proposed deck addresses all of these issues by providing a safe, level surface for activities in the back yard. The request meets Standard #2.

3. *Character of the Area: The applicant must show that the variation requested will not be materially detrimental to the public welfare or materially injurious to the enjoyment, use or development of property or improvements permitted in the vicinity; will not materially impair an adequate supply of light and air to properties and improvements in the vicinity; will not substantially increase congestion in the public streets due to traffic or parking or increase the danger of flood or fire; will not unduly tax public utilities and facilities in the area; or will not endanger the public health, safety or welfare.*

   The proposed deck would be consistent with nearby residential properties and would not be detrimental to the public welfare. Rear yard decks are a fairly common feature for homes in Geneva. The deck would also preserve the green space underneath it and enhance the overall aesthetic of the property. There are no adverse impacts to public streets, water flows, or any other safety concerns. Staff recommends the applicant maintain a permeable surface beneath the deck so as not to impact the level of stormwater runoff for the site. This request meets Standard #3.

4. *Minimum Variation: Any variation considered by the Planning and Zoning Commission shall be considered the minimum variation necessary for the reasonable use of the land.*
   Regarding the setback variation of 3.5 ft, the deck's side setback encroachment is necessary to provide enough space to comfortably maneuver out of house and down the deck stairs, or onto the deck itself. Regarding the lot coverage increase of 6.5% (above its already noncompliant lot coverage of 54.72%), the applicant was already burdened by a smaller lot than their zoning district typically allows for. Therefore, a deck of this size is necessary to provide the applicant with safe, level outdoor space. This request meets Standard #4.

RECOMMENDATION

Staff will provide a recommendation at the conclusion of the public hearing.

REVIEW/APPROVAL PROCESS: NEXT STEPS*

1. May 6, 2023 – City Council consideration of request

**This timeline is provided for informational purposes only, exact dates are subject to change.*

ATTACHMENTS

Project Narrative
Response to Variation Standards
Lot Coverage Calculations
Plat of Survey
Deck Renderings

Exhibit B

Standards for Variations

Dear Commissioners,

I am writing to formally request a variation for our property at 501 N 1st St to construct a second-story deck at the rear of our home. This variance is sought to allow for a reduced side yard setback by 3.5 feet and an approximate 6% increase in lot coverage. I would like to emphasize that the proposed deck will maintain all existing green space underneath and will improve the aesthetics of the area. Our residence, built nearly seven years ago, has been diligently maintained both inside and out.

It is worth noting that our adjacent neighbors already have second-story wood decks, and we aim to adopt a similar design, excluding the patio underneath. Our intention is to preserve the green space beneath the proposed deck, enhancing it further with additional trees and plants upon completion. Presently, our backyard lacks a cohesive "finished" appearance.

Reasonable Return:

Due to the architectural features of our home, such as the bay window of the back of our home, constructing a deck elsewhere without a standard door off the side of the home is not feasible. Our neighbors' deck also extends towards the easement, aligning with our situation. The proposed addition, featuring high-grade Trek composite decking, will not only complement the aesthetics of our six-year-old home but also contribute to its curb appeal and overall value. Given that many homes in our area are older, this enhancement will positively impact the community.

Unique Hardship or Practical Difficulty:

My family's lot size is nonconforming for the zoning district as it is only about 6300 sq. ft. and the minimum lot size for the R1 zoning district is 13000 square feet. Residing on Route 31 poses challenges, especially with no safe front yard space for my two daughters (6 and 10 years old) to play due to traffic. Additionally, our proximity to the river, coupled with the unique garden area of a neighboring property, limits our options. Our backyard and driveway slope towards the river, making it impractical for outdoor activities. The proposed composite deck aims to provide a safe and flat area for our family to enjoy outdoor time.

Character of the Area:

While our home boasts street appeal from the front, the rear lacks visual appeal compared to neighboring properties. The proposed deck, designed to maintain green space, will not obstruct light or air for neighbors. Instead, it will enhance the overall aesthetic, raising property values and creating better cohesion with neighboring backyards. The project will have no adverse impact on public streets, flood risk, water flow, fire hazards, or any other safety concerns.

Minimum Variation:

The proposed composite deck represents the minimum required for our family's needs, offering seating and dining areas while accommodating the door placement dictated by the home's structure. It ensures unobstructed movement around the deck. We have a long thin driveway that runs to the back of our home with enough room for one car to go up and down at a time. This driveway represents our "non-green space" outside of the home and garage. It's important to state that we do not have space to "add" green space due to the lot size.

The code for nonconforming lots for side yard setback is 6' due to the size of the lot. The request to reduce this is based on the need due to how the home was built for a side door exit. In talking with Platinum Decking, the extra few feet will reduce the walkway traffic to the main portion of the deck. It is important to note that when we moved in there was an easement down to the river that was wide between my neighbor directly to the south and I. There are two homes behind us on River St, one of which was granted a permit to build a fence to block this easement a few years ago. Please

see the below picture to provide a better understanding. I feel this matters as there is more room between my home and the neighbor directly to the south. We are asking for the 8 feet deck off the side of our home which I understand is 3.5 feet beyond what is by code for a non-conforming lot to create a usable entry/exit point. Based on the build of our home we must have a side door entry/exit to this deck. To provide a better feel, this 8 feet deck hits at the edge of the arborvitae and only at the very back of the home which as you will see is similar to my neighbor.

Attached to the overall application submission, please find pictures illustrating the proposed deck. The deck proposal we feel is of reasonable size to meet our needs and create a easy access point. We eagerly await your feedback and consideration of this variation request.

Thank you for your time and attention.

Sincerely,

Ryan Busleta

501 N 1st St, Geneva, IL

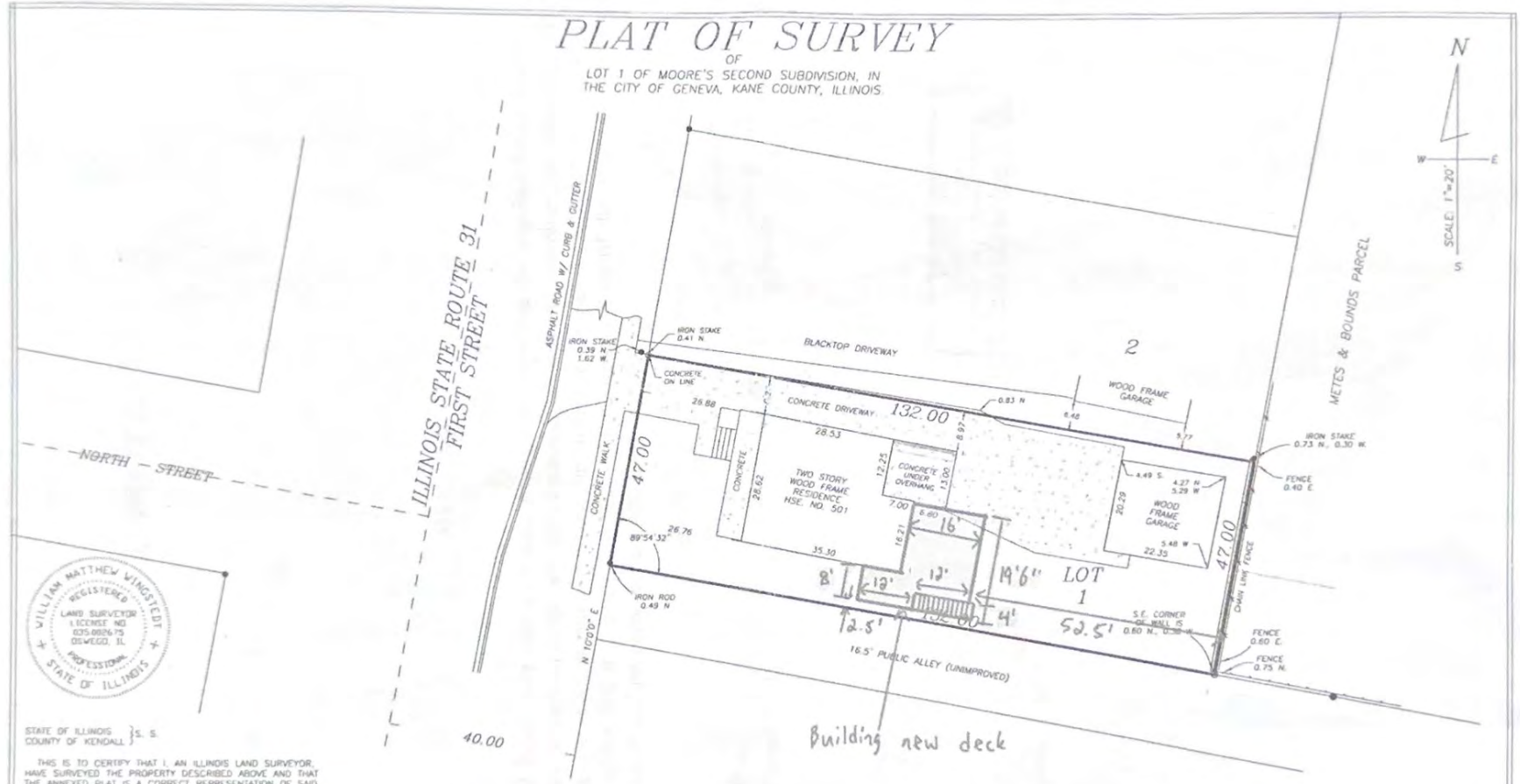
Lot Area (sq ft)	6204	
	Lot Coverages (Sq Ft)	
	Existing	Proposed
Home	1485	
Driveway	1400	
Garage	510	
Deck		412
	3395	412

Existing Percentage	54.72%
Proposed Percentage	6.64%
Existing + Proposed	61.36%

PLAT OF SURVEY

OF

LOT 1 OF MOORE'S SECOND SUBDIVISION, IN THE CITY OF GENEVA, KANE COUNTY, ILLINOIS



STATE OF ILLINOIS } S. S.
COUNTY OF KENDALL }

THIS IS TO CERTIFY THAT I, AN ILLINOIS LAND SURVEYOR, HAVE SURVEYED THE PROPERTY DESCRIBED ABOVE AND THAT THE ANNEXED PLAT IS A CORRECT REPRESENTATION OF SAID SURVEY. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS OF A BOUNDARY SURVEY.

GIVEN UNDER MY HAND AND SEAL AT OSWEGO, ILLINOIS, THIS 24TH DAY OF MARCH A.D. 20 17.

WILLIAM MATTHEW WINGSTEDT REGISTERED LAND SURVEYOR LICENSE NO. 035-002675 OSWEGO, IL PROFESSIONAL STATE OF ILLINOIS

ILLINOIS LAND SURVEYOR NO. 2675
(LICENSE SUBJECT TO RENEWAL AND EXPIRES 11/30/2018)

REFER TO DEED OR GUARANTEE POLICY FOR RESTRICTIONS NOT SHOWN ON SURVEY.

ALL DIMENSIONS ARE SHOWN IN FEET AND DECIMALS THEREOF

LINE DIRECTIONS AND BEARINGS, WHERE SHOWN, ARE BASED ON AN ASSUMED DATUM LINE.

PLEASE COMPARE ALL POINTS BEFORE BUILDING AND REPORT ANY APPARENT DISCREPANCIES

ORDERED BY:

FORMAN CONSTRUCTION ORDER NO 17 C 77 FILE NO. 17198

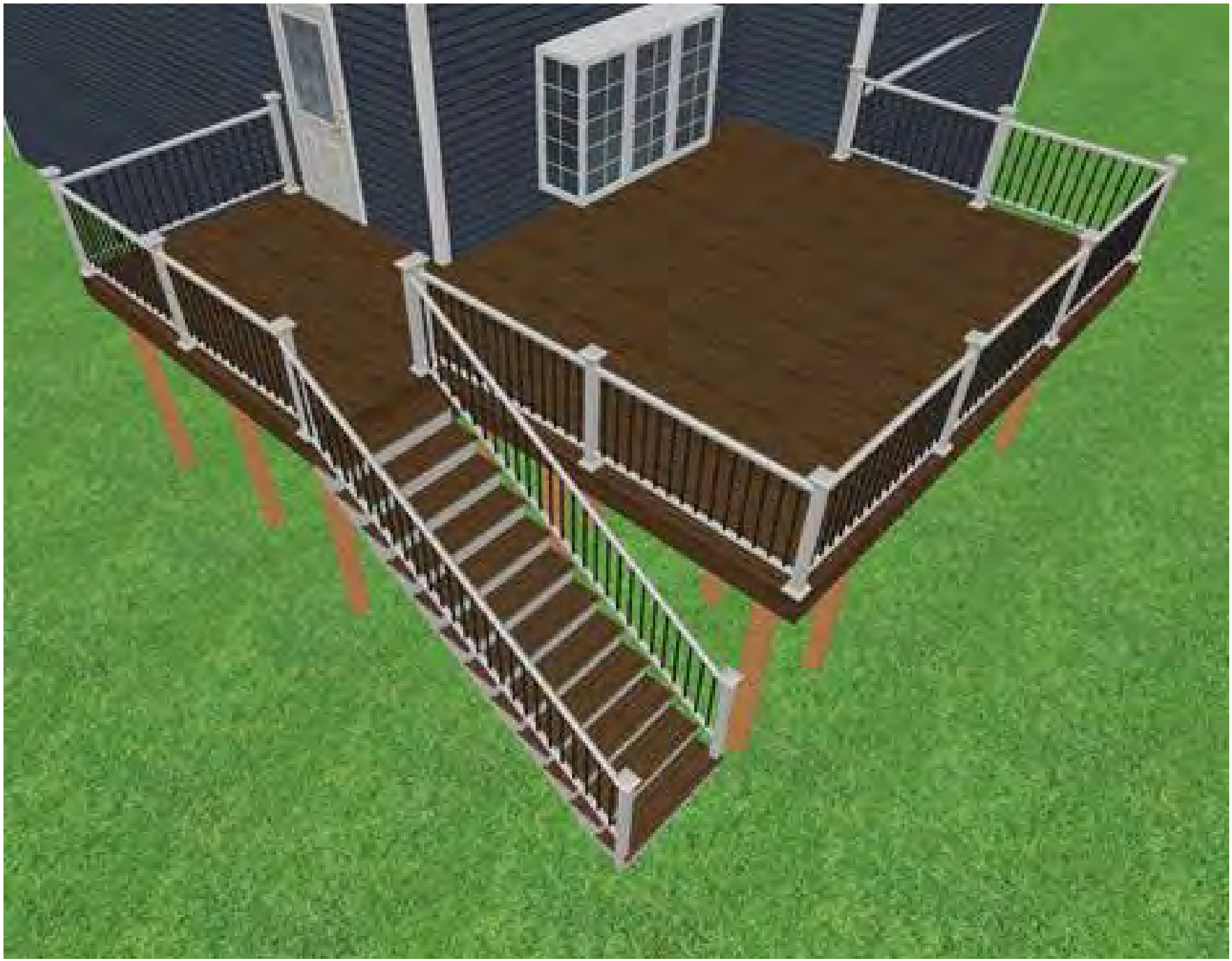
WILLIAM M. WINGSTEDT
ILLINOIS PROFESSIONAL LAND SURVEYOR
329 WHITE PINES CT., OSWEGO, ILLINOIS 60543
PHONE: (630) 554-8209 FAX (630) 551-1207

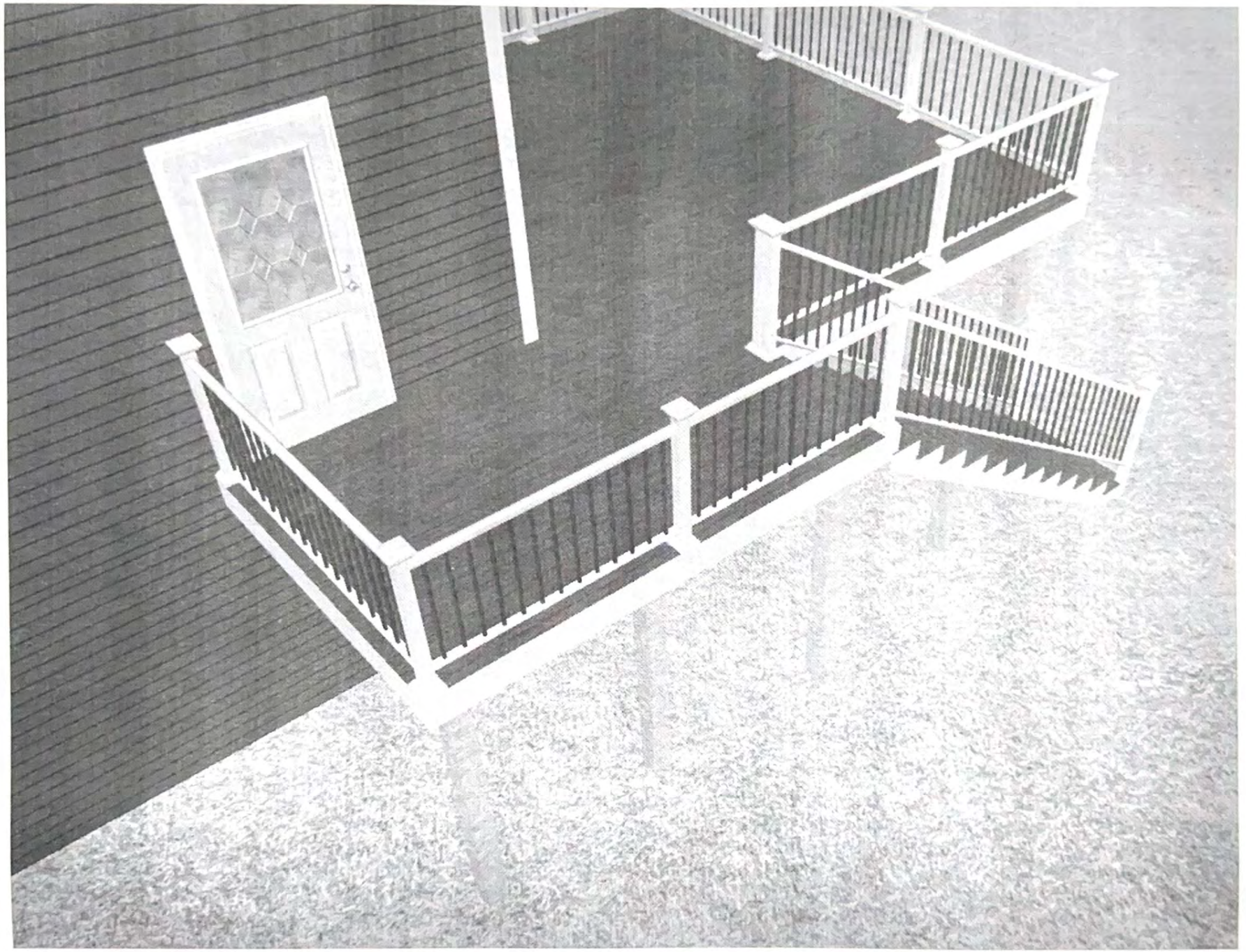
501 N FIRST ST.DWG

● = found iron stake
O = set iron stake

0 1/4" 1/2" 3/4" 1"
0' 5' 10' 15' 20'

FIELD WORK COMPLETED, BUILDINGS AND OTHER IMPROVEMENTS LOCATED AS SHOWN ON THE 24TH OF MARCH, A.D. 20 17





Community Development Department Report

PLANNING & ZONING COMMISSION

APRIL 11, 2024

Applicant & Property Owner
Midwest Industrial Funds

Location
Generally located south of the intersection of IL Route 38 and Kautz Road, south to Fabyan Parkway

Requests
(1) Annexation
(2) Zoning Map Amendment upon annexation from RR Rural Residential to I1 Light Industrial
(3) Preliminary Planned Unit Development
(4) Preliminary/Final Plat of Subdivision

Recommendation
Staff may provide a recommendation at the conclusion of the public hearing.

Staff Liaison
Matt Buesing
City Planner
Phone: (630) 845-9654
Email: mbuesing@geneva.il.us

AGENDA ITEM 5B **MIDWEST INDUSTRIAL FUNDS ANNEXATION & DEVELOPMENT**

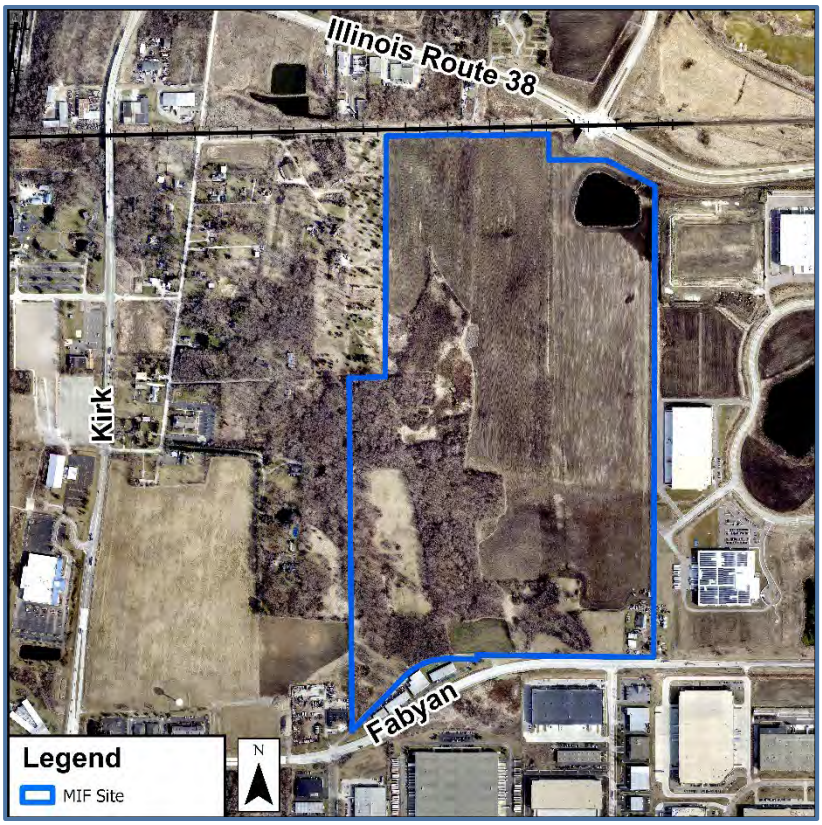


Figure 1. Location Map. *Prepared by Geneva Planning Division, April 2024.*

BACKGROUND

As shown in Figure 1, the subject property is generally located east of Kirk Road, from the intersection of IL-38 and Kautz Road south to Fabyan Parkway. The site's eastern boundary is adjacent to the City of West Chicago in DuPage County and would establish the City of Geneva's southeastern corporate limit. Currently, the undeveloped property is located in unincorporated Kane County and consists of seven parcels totaling approximately 211 acres. The applicant, Midwest Industrial Funds (MIF), is seeking to annex the property into the City and develop the site as a Class A light industrial business park. The proposal includes the subdivision of the site into four development lots and seven outlots. Additionally, the project would include an extension of Kautz Road from IL-38 to Fabyan Parkway. The applicant has provided two development alternatives that would see the four primary lots developed with 8-12 buildings, 1,653-1,867 car parking stalls, and 154-448 trailer parking stalls. The outlots would be designed to hold stormwater detention facilities, a 28-acre wetland

conservation area, and one outlot would be dedicated to the City for the construction of an electrical substation. Development would occur in multiple phases, with the first phase focused on mass site grading, the extension of Kautz Road, and supplementary infrastructure and stormwater improvements. Future phases of development would be based on market demand. The development of each lot would require Final Planned Unit Development review by the Planning and Zoning Commission, and, ultimately, approval by the City Council.

REQUESTS

The applicant is seeking approval of four requests to entitle the property for the proposed development. The proposed requests include:

1. Annexation of the project site: PINs 12-12-200-042, 12-12-200-035, 12-12-400-002, 12-12-400-011, 12-12-400-015, 12-12-400-021, and 12-12-400-022 (no recommendation needed from the Planning & Zoning Commission);
2. Zoning Map Amendment upon annexation from "RR Rural Single-Family Residential" to "I1 Light Industrial";
3. Preliminary Planned Unit Development (PUD) approval for the MIF Geneva Park with the following tailored development standards:
    a. Maximum Building Height shall not exceed sixty (60) feet. (Maximum height will be measured from finished floor to top of precast).
    b. Street Yard Setback – 20 ft. Building / 10 ft. Parking
    c. Front Yard Setback – 20 ft. Building / 10 ft. Parking
    d. Rear Yard Setback – 20 ft. Building / 10 ft. Parking
    e. Side Yard Setback – 20 ft. Building / 10 ft. Parking / 0 ft. for shared truck court and parking areas.
    f. Lot Coverage shall not exceed 90% for each individual lot.
    g. Auto-Parking requirements for all I1 Zoning District Uses:
        i. 4 spaces/1,000 SF – Office
        ii. 1 space/2,500 SF – all other uses
    h. The buildings shall be EV ready.
    i. The PUD Ordinance will provide for all permitted and special uses allowed in the I1 Zoning District, in addition to the following:
        i. Outdoor storage of materials and equipment in areas that are screened, as defined by the Zoning Ordinance. Permitted screening will include chain link fencing with slats.
        ii. Outdoor truck and trailer parking ancillary to the principal use of the lot will be permitted in unscreened areas.
        iii. Truck and Trailer parking as a primary use (in addition to other uses permitted in the I1 District) will be an enumerated Special Use
    j. The stormwater basins shall be modified to allow appropriate landscaping associated with a naturalized basin per the approved landscape plan prepared by a licensed professional landscape architect but may also adhere to Section 11-10-6A(2) of the Zoning Ordinance.
    k. Interior parking lot landscaping shall not apply to truck courts, truck parking and/or trailer parking areas and shall only apply to passenger vehicle parking lots.
        i. Landscaped islands shall be provided every 15 passenger vehicle stalls or less.
    l. All other landscaping ordinance deviations are included in the Preliminary Lot Landscaping Plan on Sheet L1.0 dated December 27, 2023.
    m. Signage

i. Building Monument Signs:
    1. Each building monument sign may be located within five (5) feet of the lot line, including in the Front and Street Yards.

ii. Façade Signs:
    1. For any building occupied by a single tenant, such tenant shall be entitled to façade signage equal to two (2) square feet of sign area (including accessory signage) for each lineal foot of building such tenant occupies, not to exceed 300 square feet.
    2. If a building is occupied by more than one tenant, then each tenant shall have similar signage rights; provided, however, that the maximum façade square footage of 300 square feet shall be allocated between the tenants in proportion to the building square footage that they each occupy.

iii. Park Entrance Signs:
    1. Max sign to be 500 square feet with architectural features that would extend no wider than 85 feet in overall width.
    2. Maximum signage height shall be 25 feet.
    3. Park entrance signs shall only be allowed at road entrances and exits to the park.

4. Preliminary/Final Plat of Subdivision

PROPERTY INFORMATION

The project site includes seven parcels, all of which are located within the City of Geneva's planning jurisdiction and are currently in unincorporated Kane County, in the "F" Farming and "L1" Light Industrial zoning districts. The majority of the site is designated for Industrial uses in the City's Southeast Master Plan, with a portion designated as an Industrial Natural Resource Area. Please see Table 1 below and Figures 2 and 3 on the following pages for surrounding property information including existing zoning, existing land uses, and future land use designations.

LOCATION	ZONING DISTRICT	LAND USE	COMPREHENSIVE PLAN
Subject Property	Unincorporated Kane County – F Farming District	Undeveloped Farmland	Industrial & Industrial Natural Resource Area (Southeast Master Plan)
North	RR Rural Single-Family Residential	Railroad	Open Space
South	Batavia – GI General Industrial	Industrial Warehousing	N/A
East	West Chicago – A Airport District	Industrial Warehousing	N/A
West	I1 Light Industrial; Unincorporated Kane County – F Farming District	Undeveloped Farmland; Single-Family Residential	Industrial or Commercial; Residential (Southeast Master Plan)

Table 1. Surrounding Property Information. *Prepared by Geneva Planning Division, April 2024.*

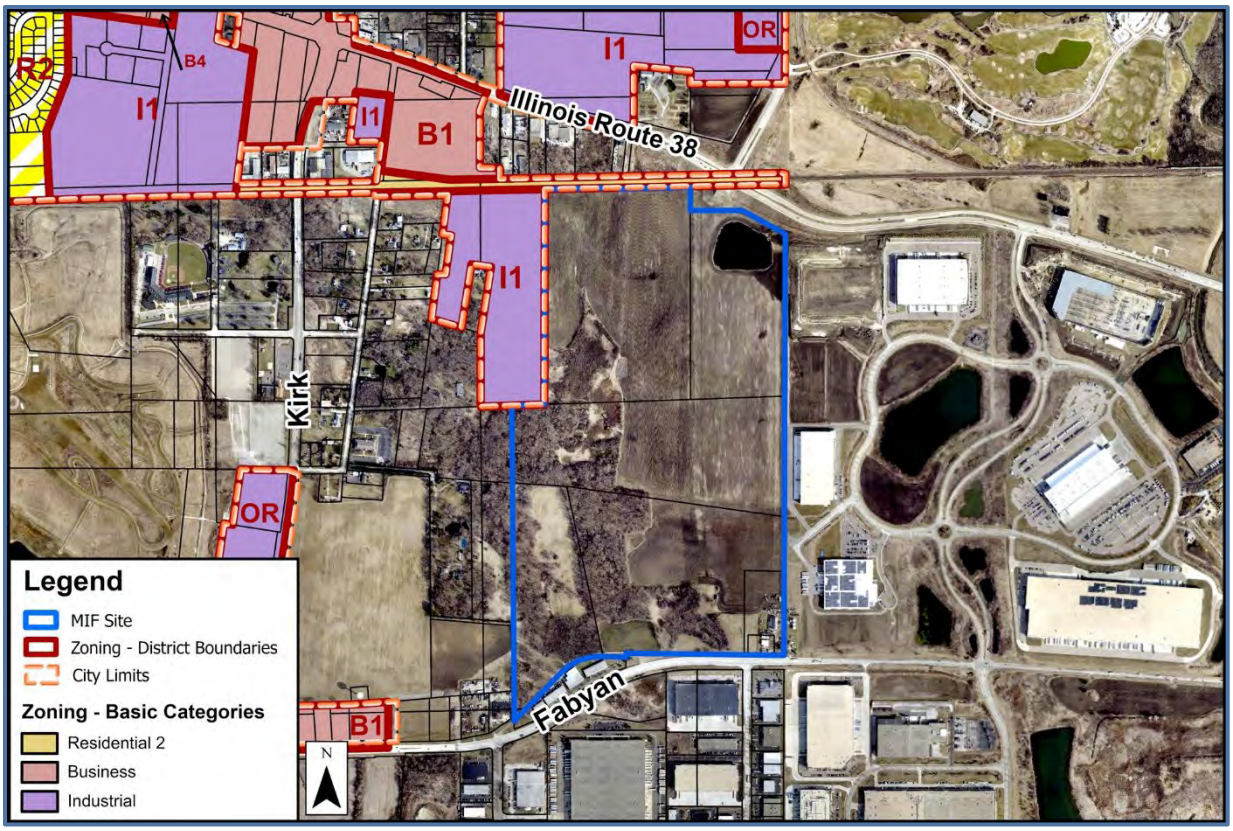


Figure 2. Zoning Map of Subject Properties and Surrounding Area. *Prepared by Geneva Planning Division, April 2024.*

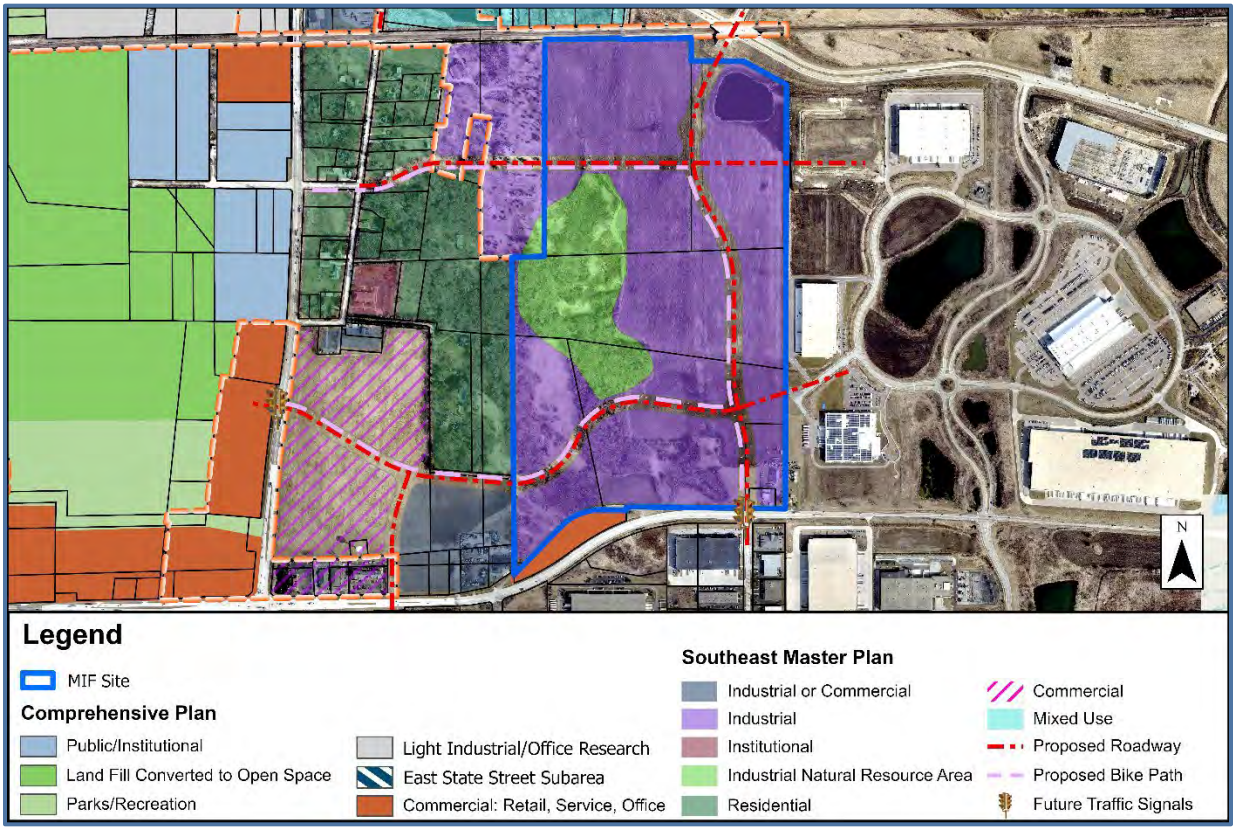


Figure 3. Future Land Use Designation of Subject Properties and Surrounding Area, based on the 2003 Comprehensive Plan. *Prepared by the Geneva Planning Division, April 2024.*

REVIEW COMMENTS

Development Site

The 211-acre site is proposed to be developed as a Class A industrial park with four development lots and six outlots dedicated for stormwater facilities (the seventh outlot is to be dedicated to the City and will house an electrical substation). The applicant has provided two development alternatives for the proposed subdivision, but the overall site plan would be dependent on market conditions and demand. The first development alternative would include eight buildings ranging in size from 122,500 SF – 875,000 SF; the second alternative would include 12 buildings ranging in size from 208,550 SF – 801,450 SF. The overall development of the site would include approximately 2-2.5 million square feet of building area, 1.8 million square feet of green space, and 1.2 million square feet for the conservation wetland.

As part of the applicant's request for a Preliminary Planned Unit Development, a list of development standards was provided. Included in these standards is a request for modified landscaping requirements to better align with the proposed industrial uses. The proposed landscaping would help screen the proposed improvements from roadways and adjacent properties while softening the overall mass of the buildings. In total, the plans indicate that 582 trees would be added across all lots (including parkway trees along the Kautz Road extension), adding to the existing 1,612 trees that are slated to be preserved.

Roadway Network

As part of the development proposal, the applicant would provide the required 100 ft. right-of-way to extend Kautz Road between IL-38 and Fabyan Parkway. Additional roadway improvements would be made south of Fabyan Parkway at the Louis Bork Drive intersection, including crosswalks and sidewalks. A westbound deceleration lane providing right-in access to Kautz Road would be provided at the north end of Fabyan Parkway. In addition to the roadway, the right-of-way would include a 10 ft. wide bike path along the road's entire length. The City's Comprehensive Plan calls for the development of the Kautz Road extension so that the road can function as a major north-south arterial. The City's Southeast Master Plan also notes that the development of the south leg of Kautz Road could be beneficial to help create a business park with a higher regional profile. As the desired use for the 211-acre site is a Class A industrial business park, the extension of Kautz Road is necessary to provide the required utilities and traffic circulation for the project site. Furthermore, the extension of Kautz Road may help to divert industrial traffic moving through the City via Kirk Road by providing an alternative north-south route connecting the major industrial corridor in the City.

Internal traffic circulation was recommended in the Southeast Master Plan and included two east-west connections between Kirk Road and Kautz Road. The proposed development would provide the 100 ft. right-of-way for one internal east-west road located between Lots 2 and 3 (the future Cherry Lane). A second east-west route was not established with this proposal because it would severely limit the amount of buildable land for future development onsite; a second east-west road would also need to navigate around the 28-acre conservation area which would further restrict the size of any development on the proposed Lot 4. Because the project includes the north-south extension of Kautz Road, which provides a connection between IL-38 and Fabyan Parkway, and an east-west route to connect to the future Cherry Lane, a second east-west internal road may not be necessary for the overall future development of the Southeast area.

Stormwater

In total, the development site will include five stormwater facilities and three conservancy best management practices (BMPs) which would occupy over one million square feet of total area. Phase 1 of development would incorporate four basins; the proposed site grading would create four separate

watersheds, each draining to a separate basin. The submitted stormwater management plan has been developed to exceed the Kane County Stormwater Ordinance and City requirements.

ANALYSIS OF REQUESTS

Annexation

The applicant is seeking the annexation of approximately 211 acres. The project site is currently bordered by the corporate boundaries of Geneva to the north and northwest and is within the City's planning jurisdiction to annex. The site also has the capability to access City of Geneva utilities. Per Section 11-3-1(E) of the Zoning Ordinance, the parcel designation is assigned "RR Rural Single-Family Residential" upon Annexation. The applicant is seeking a rezoning to the I1 Light Industrial district upon annexation. The Planning & Zoning Commission is required to make a recommendation on the requested Zoning Map Amendment upon annexation, but not on the request to annex the property.

Zoning Map Amendment

The zoning designation of the subject property upon annexation would be RR Rural Single-Family Residential. The proposed light industrial use of the subject property would not be permitted under the assigned RR zoning designation. Therefore, the applicant is seeking a Zoning Map Amendment to rezone the site to the I1 Light Industrial District to permit the proposed development.

Staff has prepared an analysis of the request in relation to the four map amendment standards, as set forth in Section 11-14-3 of the Geneva Zoning Ordinance. Based on evidence and testimony provided at the public hearing, the Planning and Zoning Commission may choose to use this analysis as the basis for its findings of fact or formulate its own findings.

1. *Existing uses of property within the general area of the property in question:*

   As indicated in Table 1 and Figures 2 and 3 of this report, the proposed project site is undeveloped farmland within unincorporated Kane County. Directly to the north of the subject property is the Union Pacific Railroad; between the railroad and IL-38 is unincorporated Kane County consisting of a variety of uses including vacant land, a contractor's office, and a commercial/retail building. North of IL-38, within the City's corporate limits, there are several industrial businesses including the 275,000 sq. ft. Route 38 Logistics Center approved by the City in 2021. To the south of Fabyan Parkway, in the City of Batavia, is a fully built out industrial park. Additional industrial uses are located to the east, in the City of West Chicago's DuPage Business Center. Uses to the west of the subject property include a mix of single-family residential and vacant land located in unincorporated Kane County; some of the single-family estates have been annexed to the City of Geneva and are zoned I1 Light Industrial and identified for industrial uses in the City's Southeast Master Plan.

2. *The zoning classification of property within the general area of the property in question:*

   The subject property is bounded by a mix of zoning classifications across multiple planning jurisdictions. Surrounding properties are identified as "I1 Light Industrial" and "RR Rural Residential" in the City of Geneva, "F Farming District" in unincorporated Kane County, "GI General Industrial" in the City of Batavia, and "A Airport District" in the City of West Chicago. Overall, there are several zoning districts under different jurisdictions in the vicinity of the proposed project. The proposed I1 Light Industrial District would be consistent with the GI General Industrial zoning to

the south in Batavia, the A Airport District zoning the east in West Chicago, and the existing I1 District zoning to the north and west in the City of Geneva.

3. *The suitability of the property in question to the uses permitted under the existing zoning classification as well as the proposed zoning classification:*

Per Section 11-3-1 (E) of the Geneva Zoning Code, the default zoning district for newly annexed land is "RR Rural Single-Family Residential." Therefore, without a Zoning Map Amendment, the subject property would be permitted to have one single-family dwelling or could be developed into a subdivision meeting standards within the RR Rural Single-Family Residential District. The requested Zoning Map Amendment is to rezone the site from the RR District to the I1 Light Industrial District, which would permit the proposed industrial development. Rezoning the subject site would better align the property with the surrounding industrial uses found to the north, south, and east. Additionally, the City's Comprehensive plan identifies the site for industrial use. Comparatively, the site's proximity to an industrial corridor may not be considered appropriate for low density residential development, as permitted in the RR zoning district. While there are some residential uses to the west of the subject property, the majority of adjacent properties are either an existing industrial use or zoned for industrial use. Therefore, the proposed rezoning to the I1 zoning district may be appropriate for the future development of the site.

4. *The current comprehensive plan for the City of Geneva:*

The subject property is designated for "Industrial" and "Industrial Natural Resource Area" uses in the City's adopted Southeast Master Plan. The proposal includes a Class A industrial park and a roughly 28-acre conservation wetland area which is consistent with the City's intended uses for the site. The development would also extend Kautz Road between Il-38 and Fabyan Parkway; the Southeast Master Plan recommends the south leg of Kautz to be extended in the event the site was to be developed as a business park with a higher regional profile. As a proposed Class A light industrial park, the project meets the Southeast Master Plan's qualifications to extend Kautz Road.

Preliminary Planned Unit Development

The applicant is requesting Preliminary Planned Unit Development (PUD) approval as provided in Section 11-9-5 and 11-9-6 of the Zoning Ordinance. The Preliminary Planned Unit Development should provide an explanation of the character of the PUD and the reasons why it has been planned to take advantage of the flexibility of the regulations and reasoning behind the proposed district regulations.

Staff has evaluated the proposed preliminary PUD based on the nine Special Use Standards the Planning & Zoning Commission uses in formulating their findings of fact, as set forth in Section 11-14-4(F) of the Zoning Ordinance. Based on evidence and testimony provided at the public hearing, the Planning & Zoning Commission may choose to use this analysis as the basis for its findings of fact, or formulate its own findings.

1. *The proposed use at the specified location is consistent with the comprehensive plan.*

The subject property is located within the City's adopted Southeast Master Plan area, and is primarily identified for Industrial uses, with a portion of the site identified as an Industrial Natural Resource Area. The proposed development is for a Class A industrial park with a significant portion of the site – roughly 28 acres – to be preserved as a conservation wetland area. The industrial

park would have the potential for 8-12 buildings, depending on market demand, and includes the construction of the Kautz Road extension. The Southeast Master Plan also recommends two potential east-west routes between Kirk and Kautz; the proposed development would include one internal east-west road just north of the conservation area. A future connection to Kirk Road would depend on the future development of parcels west of the subject site. A second east-west road is not being proposed at this time as the creation of a secondary route across the site would severely decrease the amount of buildable land.

2. *The proposed building or use will not diminish the value of adjacent and nearby properties.*

   The proposed industrial park has taken the required steps to minimize any impact on surrounding property values. The proposal includes an approximately 28-acre conservation wetland area in addition to the required landscaping that would be provided throughout the site; both improvements would help to screen any future development from adjacent neighbors. The development of the property would also extend City utilities to the area, thereby increasing the development potential of adjacent and nearby properties.

3. *The proposed use at the specified location will not substantially or unduly increase traffic, traffic congestion and on-street parking demand in the immediate vicinity of the proposed use and in the area affected by traffic generated by the proposed use.*

   The proposed development aims to alleviate traffic demand on existing city streets via the extension of Kautz Road between IL-38 and Fabyan Parkway. Per the applicant's traffic study for the proposed Kautz Road extension, the estimated level of service at the IL-38 intersection would range from B-D in the morning peak hours, and C-D in the evening peak hours; this estimated level of service was determined for an analysis of traffic during years 2026 and 2040. The estimated level of service at the Fabyan Parkway and Kautz Road intersection ranged from A-D in the peak morning hours, and B-C in the peak evening hours. Please note that level of service estimates range from A to F, with A being the best traffic flow, and F being the lowest traffic flow. The traffic study concluded that the anticipated traffic volumes for both intersections would be within acceptable levels. The applicant is also working with both the Kane County Division of Transportation (KDOT) in relation to the intersection at Fabyan Parkway and Kautz Road, and the Illinois Department of Transportation (IDOT) for the intersection of IL-38 and Kautz Road.

   Based on how market conditions impact the final site layout, the applicants expect the overall site to include 1,653-1,867 car parking stalls and 154-448 trailer parking stalls, which exceeds the minimum required number of parking spaces per the City of Geneva Zoning Ordinance. The proposed parking lots would minimize the demand for on-street parking in the immediate vicinity.

4. *The proposed use has been designed to provide for adequate ingress and egress to minimize potential vehicle conflicts and congestion in public streets.*

   The overall site development would incorporate one primary access point from the north, at the intersection of Kautz and IL-38, and one primary access point from the south, at the intersection of Kautz and Fabyan Parkway. Phase 1 of development would not include the proposed full access at the IL-38 intersection; the Kautz Road extension would terminate at an interim cul-de-sac until the connection to IL-38 can be made. Access to the individual lots would be achieved from numerous points along Kautz Road. The applicant is also working closely with both KDOT and IDOT

to ensure that the primary access points at Fabyan Parkway and IL-38 are built to the required standards.

5. *The proposed building or use will not adversely affect or change the character of the area in which it is located.*

   The development of an industrial business park would not adversely affect the character of the surrounding area. The primary uses to the north, south, and east are industrial uses. There are some residential uses to the west in unincorporated Kane County, but the proposed development includes landscaping screening from these properties. The 28-acre protected wetland conservation area would also screen a significant portion of the industrial park from the western neighbors.

6. *The proposed use at the specified location will not adversely affect the use and development of adjacent and nearby properties in accordance with the regulations of the district in which they are located. The location, size and height of proposed buildings and other structures, and the operation of the use will not adversely affect the use and development or hinder the appropriate development of adjacent and nearby properties.*

   The subject property is located in an industrial corridor with abutting industrial uses to the north, south, and east. The proposed Class A industrial business park would not adversely affect the use of neighboring developments. The development would also include significant upgrades to the southeast quadrant of the City's utility infrastructure including the buildout of the Kautz Road extension, the dedication one outlot to the City for the construction of an electric substation, and the extension of City utilities to the subject site. All of the proposed improvements may encourage future development in the surrounding area.

7. *Adequate utility, drainage, parking, and other necessary facilities to service the proposed use will be provided and that such utility, drainage, parking and other necessary facilities will not adversely affect the use, development and value of adjacent and nearby properties.*

   The submitted development plans indicate that 1,653-1,867 car parking stalls and 154-448 trailer parking stalls would be provided. The total required number of parking stalls ranges from 1,236-1,438; therefore, the development would include a surplus of around 400 parking stalls. The project site is currently undeveloped, but Phase 1 of development would include the construction of the required water, sewer, and electric utilities which would connect to and extend the City's infrastructure. Phase 1 would also include the creation of stormwater detention basins throughout the site which have been designed to adequately collect and discharge stormwater onsite.

8. *The proposed building, other structures and use comply with any and all regulations, conditions or requirements of the city applicable to such building, structure or use.*

   The applicant is applying for a Zoning Map Amendment upon annexation to rezone the site from the RR Rural Residential zoning district to the I1 Light Industrial district. The applicant is also requesting a Preliminary Planned Unit Development (PUD) with tailored development standards. As a component of the development standards, the applicant is requesting reductions in the required setbacks for buildings and parking lots and an increase in lot coverage for each individual development lot. The I1 zoning district requires building setbacks between 20-40 ft. and parking

lot setbacks between 15-40 ft. (required setbacks vary based on yard type). The applicant is proposing a standardized building setback of 20 ft. and a parking lot setback of 10 ft. for all yards. The maximum lot coverage allowed in the I1 district is 80%. The proposed development standards seek to increase the total lot coverage to 90% for each lot. The driving factor for these requests is to ensure an adequate development area on each lot while also allowing for the applicant to preserve about 28 acres of land for a wetland conservation area. Overall, the entire subject site, including the four development lots and six outlots, would have a total lot coverage of 53.7%, which falls well under the I1 district's required 80% maximum.

The proposed development standards also include modified sign regulations for building monument signs, façade signs, and park entrance signs. Staff has found the requested standards to be in line with similarly approved signage in the Geneva Business Park to the north.

9. *That the exterior architectural appeal and function of any proposed structure will not be so at variance with either the exterior architectural appeal and functional plan of the structures already constructed or in the course of construction in the immediate neighborhood or the character of the applicable district to cause a substantial depreciation in property values in the neighborhood.*

At this time, the preliminary PUD proposal does not specify the architectural features of the proposed buildings. The development of each lot will require Final PUD approval, and architectural elevations, including specifications on building materials, will be subject to Final PUD review.

Preliminary/Final Plat of Subdivision

The submitted preliminary/final plat of subdivision would create four lots and seven outlots. The applicant is proposing to locate any future buildings and parking areas on the four primary lots, while the outlots would be reserved for stormwater detention facilities, the conservation wetland area, and one outlot would be dedicated to the City for the development of an electric substation. The proposed plat of subdivision also includes plans for access to public utilities and the dedication of internal roadways, including the extension of Kautz Road.

RECOMMENDATION

The Planning & Zoning Commission may recommend approval of the requests as submitted, approval with conditions, or recommend denial of the requests. As a reminder, Final approval by the Planning & Zoning Commission and City Council for Final Planned Unit Development and Site Plan Review will be considered in the future when plans for the development of individual lots are submitted.

REVIEW/APPROVAL PROCESS: NEXT STEPS*

1. TBD – City Council consideration of requests

**This timeline is provided for informational purposes only, exact dates are subject to change.*

ATTACHMENTS

Project Narrative
Response to Zoning Map Amendment Standards
Response to Special Use Standards
List of Variations

Plat of Annexation
Plat of Subdivision
Preliminary PUD Plan
Development Phasing Exhibit
Overall Development Plan
Overall Development Plan Alternate 2
Overall Development Areas
Preliminary Landscaping Plan
Common Area Landscaping Plan
Traffic Study

MWI PROPERTY GROUP

Project Narrative:

MWI Property Group ("MWI") has acquired +/-211 acres of vacant land, generally located at the southwest quadrant of Illinois Route 38 (Roosevelt Road) and Kautz Road. The site is projected to be a Class A industrial park with associated stormwater facilities, roads and wetland area. We are currently seeking approval to subdivide the site into four development parcels, that can be further subdivided in the future as buildings are brought through the City of Geneva approval process. Currently our master development plan shows 8 buildings that would all be on future separate lots. MWI anticipates future subdivisions depending on market conditions for industrial buildings. The planned 8 buildings could grow or shrink slightly in the future. In addition to the 4 development parcels, there would also be 6 lots comprising the overall stormwater facilities for the entire park and a electric substation parcel. Therefore, the current Plat of Subdivision contemplates 11 lots for the overall development.

The planned industrial park development meets the overall future planning by City of Geneva. Beyond any future tax increases for the City of Geneva, the proposed development provides three key aspects that provide long term benefits for the City. First, MWI as the master developer, would be providing necessary 100' right-of-way and necessary improvements for the extension of Kautz Road, from Illinois Route 38 (Roosevelt Road) to Fabyan Parkway. The Kautz Road extension has been a major project for Geneva and the region. Second, MWI has committed to dedicated +/-1 acre of land for the construction of an electric substation that would serve this proposed park as well as additional underserved areas within the City of Geneva located to the west of this development. Lastly, MWI as part of the development, will have a wetland portion of proposed Lot C. This wetland area will receive extensive enhancements including, enhancements to native plantings and increased water storage. The new wetland area and overall project stormwater facilities, once constructed, will provide additional water storage volumes to help alleviate chronic flooding in the area and provide for much cleaner water after leaving the site.

MWI is very excited about the project and look forward to moving things through the City of Geneva process.

1211 W. 22nd Street, Suite 410, Oak Brook, IL, 60523
www.MidwestIndustrialFunds.com

GENEVA BUSINESS PARK
STANDARDS FOR ZONING MAP AMENDMENT

1. Existing uses of property in general area – A zoning change is being sought for the subject property from unincorporated to a Planned Unit Development with underlying I-1 zoning and is currently vacant land. The surrounding area consists of the following uses:
    a. North – Industrial uses along with airport use.
    b. East – Industrial business park located in City of West Chicago, DuPage County
    c. South – Industrial business park located in City of Batavia
    d. West – mostly unincorporated Kane County property that is predominately residential

2. Zoning classification of property in general area - A zoning change is being sought for the subject property from unincorporated to a Planned Unit Development with underlying I-1 zoning and is currently vacant land. The surrounding area consists of the following uses:
    a. North – I-1 zoning
    b. East – Airport District (City of West Chicago, DuPage County)
    c. South – General Industrial
    d. West – I-1 and unincorporated

3. Suitability of property - A zoning change is being sought for the subject property from unincorporated to a Planned Unit Development with underlying I-1 zoning and is currently vacant land. The suitability of this site as an I-1 zoning development suits the neighboring uses, some of which are in neighboring cities (City of West Chicago and City of Batavia). In all directions, except west, the current uses are all industrial uses and zoning. The west uses are currently unincorporated residential, however, some of the properties have already been rezoned to I-1 to accommodate future development.

4. City of Geneva comprehensive plan – The most recent comprehensive plan shows the subject site as future industrial uses.

GENEVA BUSINESS PARK
SPECIAL USE NARRATIVE

MWI Property Group ("MWI"), through the various applications submitted, is seeking Annexation, Zoning, Final Subdivision and Preliminary PUD approval for the subject property to develop an industrial business park. The contemplated industrial business park will be similar to those existing in the surrounding area. Only preliminary approval is sought currently on PUD to maintain flexibility in developing the contemplated sites/buildings. MWI understands that a Final PUD Site Plan Approval will be necessary upon the development of each respective building. The following is the MWI reply to the nine required standards:

1. The proposed industrial use is consistent with the City of Geneva Comprehensive Plan.
2. The proposed industrial development will not diminish the value of adjacent and nearby properties in the City of Geneva as they are all currently or future planned industrial uses.
3. The proposed industrial use will not substantially or unduly increase traffic in the area. As part of the proposed development an extension of Kautz Road from Roosevelt intersection to a connection point with Fabyan Parkway. This new road extension will alleviate existing traffic in region by offering an additional north/south route for the area. In addition, it will allow traffic from the proposed development to disperse through the area via multiple routes. In addition, no on-street parking is currently permitted in the area. With the development of the proposed industrial park no on-street parking will be permitted.
4. The proposed industrial use has been designed with a Kautz Road extension from Roosevelt intersection to a connection point with Fabyan Parkway. Each future building will have adequate connections to the new Kautz Road extension providing adequate ingress and egress for the future industrial users and minimized vehicle conflicts in the area.
5. The proposed industrial park development will not adversely affect or change the character of the surrounding area. Currently industrial uses exist to the north, south and east of the proposed development. In addition, existing unincorporated residential uses to the west are contemplated to be industrial and commercial uses in the future.
6. The proposed industrial use will not adversely affect the use or development of adjacent and nearby properties. Currently industrial uses exist to the north, south and east of the proposed development. Future industrial and commercial uses are contemplated to the west, as some properties west have already been re-zoned I-1. In addition, as part of this proposed development, land is being provided to City of Geneva for the addition of a new electric substation. This new electric substation will not only serve this proposed industrial business park, but also serve future development to the west.
7. The proposed development will provide adequate utility, drainage, parking and other features necessary to serve the development. New electric, sanitary and water services are contemplated as part of the development. These new utility services will allow City of Geneva the ability to serve areas of future development to the west. The proposed drainage for the development will enhance the area, that has been prone to flooding in the past, and will substantially enhance the area through enhanced existing low quality wetland area and adequate storm detention system that meets todays standards. All of these contemplated

improvements will not adversely affect the use, development and value of adjacent and nearby properties.

8. The proposed development and uses will comply with any and all regulations, conditions or requirements of the City, except for those code relief items requested as part of the submittal.
9. The architectural appeal of future buildings within the proposed industrial park will not vary, either from architectural appeal and functional plan of structures already constructed or in the course of construction or the character of the applicable district, nor cause a substantial depreciation in property values of the surrounding neighborhood.

Development standards and Deviations from Title 11 (Zoning Ordinance)

- Maximum Building Heights shall not exceed Sixty (60) feet. (Maximum Height will be measure from finished floor to top of precast)
- Street Yard Setback – 20' Building setback/10' Parking setback
- Front Yard Setback – 20' Building setback/10' Parking setback
- Rear Yard Setback – 20' Building setback/10' Parking setback
- Side Yard Setback – 20' Building setback/10' Parking setback/zero-foot setback for shared truck court and parking areas.
- Lot Coverage may not exceed 90% for each individual lot.
- Auto Parking requirements for all I-1 uses:
    - 4/1,000 SF under office
    - 1 space/2,500 SF under all other areas
- The buildings shall be EV ready.
- The PUD Ordinance will provide for all the permitted and special uses allowed in the City's I-1 Zoning District, in addition to the following:
    - Outdoor storage of materials and equipment in areas that are screened as defined by the zoning ordinance. Permitted screening will include chain link fencing with slats.
    - Outdoor truck and trailer parking ancillary to the principal use of the lot will be permitted in unscreened areas.
    - Truck and Trailer parking as primary use (in addition to other uses permitted by the I-1 District) well be an enumerated special use.
- The stormwater basin shall be modified to allow appropriate landscaping associated with a naturalized basin per the approved Landscape plan prepared by a licensed Professional Landscape Architect but may also adhere to section 11-10-6A2 of the Geneva Zoning Ordinance.
- Interior parking lot landscaping requirement shall not apply to truck courts, truck parking and/or trailer parking areas and shall only apply to passenger vehicle parking lots.
    - Landscaped Islands to be provided every 15 passengers vehicle parking stalls or less.
- All other Landscaping Ordinance Deviations have been included in Preliminary Lot Landscaping Plan on Sheet L1.0 dated December 27, 2023.
- Signage
    - Building Monument Signs:
        - Each Building Monument Sign may be located within five (5) feet of the lot line, including in the Front and Street Yard.
    - Façade Signs:
        - For any building occupied by a single tenant, such tenant shall be entitled to façade signage equal to two (2) square feet of sign area (including accessory signage) for each lineal foot of building such tenant occupies, not to exceed 300 square feet.
        - If building is occupied by more then one tenant, then each tenant shall have similar signage right; provided, however, that the maximum façade square footage of 300 square feet shall be allocated between the tenants in proportion to the building square footage that they each occupy.
    - Park Entrance Signages:
        - Max sign to be 500 square feet with architectural features that would extend no wider than 85' overall width.
        - Maximum signage height 25'
        - Park Entrance Signs will only be allowed at road entrances and exits to the Park.

PLAT OF ANNEXATION

TO THE CITY OF GENEVA, KANE COUNTY, ILLINOIS

THAT PART OF THE EAST HALF OF SECTION 12, AND THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 12; THENCE NORTH 00 DEGREES 21 MINUTES 03 SECONDS EAST (NORTH 01 DEGREES 07 MINUTES 39 SECONDS EAST RECORD) ALONG THE EAST LINE OF SAID SECTION 12, A DISTANCE OF 379.11 FEET (379.46 FEET RECORD) TO THE NORTH RIGHT-OF-WAY LINE OF FABYAN PARKWAY TO THE POINT OF BEGINNING; THENCE WESTERLY ALONG SAID NORTH RIGHT-OF-WAY THE FOLLOWING FOUR (4) COURSES: (1) THENCE NORTH 89 DEGREES 43 MINUTES 00 SECONDS WEST (NORTH 88 DEGREES 56 MINUTES 32 SECONDS WEST), A DISTANCE OF 292.90 FEET (292.90' RECORD); (2) THENCE NORTH 86 DEGREES 18 MINUTES 58 SECONDS WEST (NORTH 85 DEGREES 36 MINUTES 56 SECONDS WEST RECORD), A DISTANCE OF 468.37 FEET (468.26 FEET RECORD); (3) THENCE NORTH 89 DEGREES 48 MINUTES 32 SECONDS WEST (NORTH 88 DEGREES 57 MINUTES 21 SECONDS WEST RECORD), A DISTANCE OF 587.04 FEET (586.83 FEET RECORD); (4) THENCE SOUTH 00 DEGREES 11 MINUTES 28 SECONDS WEST (SOUTH 01 DEGREES 02 MINUTES 39 SECONDS WEST RECORD), A DISTANCE OF 33.00 FEET (33.00 FEET RECORD) TO THE ORIGINAL CENTERLINE (NOW ABANDONED) OF AVERILL ROAD; THENCE SOUTHWESTERLY ALONG SAID ORIGINAL CENTERLINE THE FOLLOWING FOUR (4) COURSES: (1) THENCE NORTH 89 DEGREES 48 MINUTES 32 SECONDS WEST (NORTH 88 DEGREES 57 MINUTES 21 SECONDS WEST RECORD), A DISTANCE OF 270.79 FEET; (2) THENCE SOUTH 72 DEGREES 52 MINUTES 21 SECONDS WEST (SOUTH 73 DEGREES 53 MINUTES WEST RECORD), A DISTANCE OF 195.30 FEET (194.72 FEET RECORD); (3) THENCE SOUTH 60 DEGREES 46 MINUTES 34 SECONDS WEST (SOUTH 61 DEGREES 28 MINUTES WEST RECORD), A DISTANCE OF 114.00 FEET (114.00 FEET RECORD); (4) THENCE SOUTH 44 DEGREES 17 MINUTES 34 SECONDS WEST (SOUTH 44 DEGREES 59 MINUTES WEST RECORD), A DISTANCE OF 646.70 FEET (646.70 FEET RECORD) TO A LINE DESCRIBED AS DRAWN SOUTH 00 DEGREES 36 MINUTES WEST FROM A POINT ON THE NORTH LINE OF SAID NORTHEAST QUARTER OF SECTION 13, WHICH IS 298.98 FEET (298.98 FEET MEASURED) EASTERLY FROM THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE NORTH 00 DEGREES 06 MINUTES 05 SECONDS WEST (NORTH 00 DEGREES 36 MINUTES EAST RECORD) ALONG SAID LINE (ALSO DESCRIBED AS AN OLD FENCE LINE), A DISTANCE OF 872.03 FEET; THENCE NORTH 00 DEGREES 25 MINUTES 12 SECONDS WEST (NORTH 00 DEGREES 26 MINUTES EAST RECORD) ALONG A LINE DESCRIBED AS AN OLD FENCE LINE, A DISTANCE OF 1,215.40 FEET (1,215.40 FEET RECORD); THENCE NORTH 00 DEGREES 36 MINUTES 05 SECONDS WEST, A DISTANCE OF 676.98 FEET (677.80 FEET RECORD), TO THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 12; THENCE NORTH 88 DEGREES 24 MINUTES 03 SECONDS EAST ALONG SAID SOUTH LINE, A DISTANCE OF 266.85 FEET TO A POINT DESCRIBED AS LYING 544.20 FEET EASTERLY (544.11 FEET MEASURED) OF THE ACCEPTED CENTER OF SECTION, AS MEASURED ALONG SAID SOUTH LINE; THENCE NORTH 00 DEGREES 02 MINUTES 44 SECONDS EAST ALONG THE EASTERLY LINE OF A TRACT CONVEYED TO JAMES G. BUSSEY BY DOCUMENT NUMBER 95K062323, A DISTANCE OF 1,887.94 FEET (1,888.91 FEET RECORD) TO THE SOUTH RIGHT-OF-WAY OF THE UNION PACIFIC RAILWAY COMPANY; THENCE NORTH 88 DEGREES 47 MINUTES 43 SECONDS EAST (NORTH 88 DEGREES 51 MINUTES 22 SECONDS EAST RECORD), A DISTANCE OF 2120.13 FEET (2119.90 FEET RECORD) TO THE EAST LINE OF THE NORTHEAST QUARTER OF SECTION 12; THENCE SOUTH 00 DEGREES 01 MINUTES 26 SECONDS WEST (SOUTH 00 DEGREES 03 MINUTES 03 SECONDS WEST RECORD), A DISTANCE OF 1,873.33 FEET (1,872.06 FEET RECORD) TO THE EAST QUARTER CORNER OF SAID SECTION 12; THENCE SOUTH 00 DEGREES 21 MINUTES 03 SECONDS WEST (SOUTH 01 DEGREES 07 MINUTES 39 SECONDS WEST RECORD) ALONG SAID EAST LINE OF THE SOUTHEAST QUARTER OF SECTION 12, A DISTANCE OF 2,256.36 FEET TO THE POINT OF BEGINNING, IN KANE COUNTY, ILLINOIS.

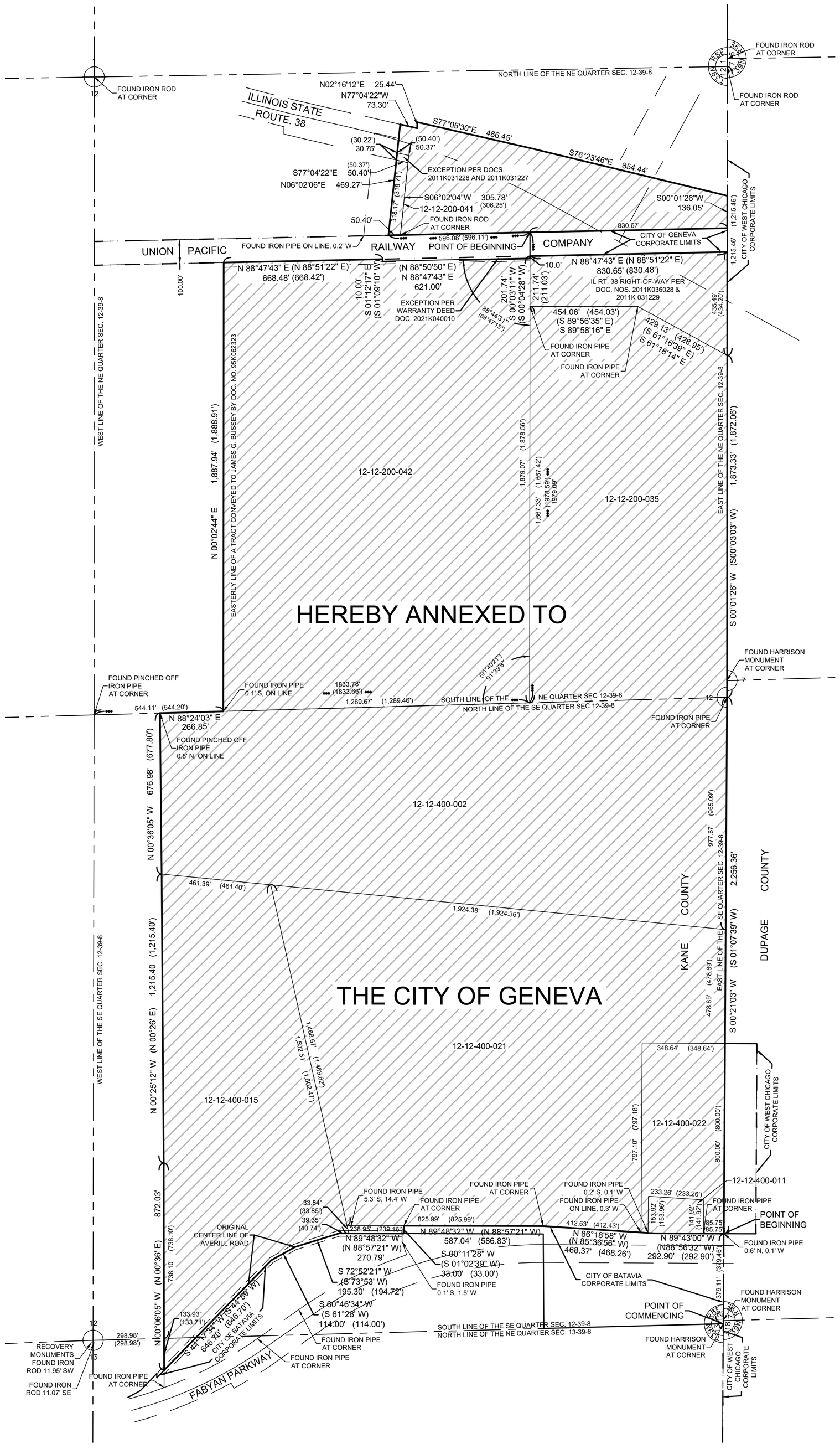
EXCEPT THAT PART OF THE NORTHEAST QUARTER OF SECTION 12, IN TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN IN KANE COUNTY, ILLINOIS, BEING DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER OF SECTION 12; THENCE SOUTHERLY ALONG THE WEST LINE OF SAID NORTHEAST QUARTER, HAVING AN ILLINOIS COORDINATE SYSTEM, EAST ZONE, NAD83 (2011 ADJUSTMENT) GRID BEARING OF SOUTH 00 DEGREES 00 MINUTES 47 SECONDS WEST, A DISTANCE OF 791.18 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF THE UNION PACIFIC RAILROAD (F.K.A. THE CHICAGO AND NORTHWESTERN RAILROAD); THENCE NORTH 88 DEGREES 50 MINUTES 50 SECONDS EAST, 545.40 FEET ALONG SAID SOUTH RIGHT-OF-WAY LINE TO A POINT ON THE WEST LINE OF THE PARCEL OF LAND DESCRIBED IN DEED DOCUMENT NO. 2016K012780, RECORDED MARCH 17, 2016; THENCE CONTINUING NORTH 88 DEGREES 50 MINUTES 50 SECONDS EAST, 668.42 FEET ALONG SAID SOUTH RIGHT-OF-WAY LINE TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH 88 DEGREES 50 MINUTES 50 SECONDS EAST, 621.21 FEET ALONG SAID SOUTH RIGHT-OF-WAY LINE TO A POINT ON THE EAST LINE OF THE PARCEL OF LAND DESCRIBED IN SAID DEED DOCUMENT NO. 2016K012780; THENCE SOUTH 00 DEGREES 03 MINUTES 57 SECONDS WEST, 10.00 FEET ALONG SAID EAST LINE TO A POINT ON A LINE 10.00 FEET SOUTH OF AND PARALLEL WITH SAID SOUTH RIGHT-OF-WAY LINE OF THE UNION PACIFIC RAILROAD; THENCE SOUTH 88 DEGREES 50 MINUTES 50 SECONDS WEST, 621.00 FEET ALONG SAID PARALLEL LINE; THENCE NORTH 01 DEGREES 09 MINUTES 10 SECONDS WEST, 10.00 FEET TO THE POINT OF BEGINNING, ACCORDING TO WARRANTY DEED DOCUMENT NO. 2021K040010, RECORDED MAY 24, 2021.

ALSO

THAT PART OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:

COMMENCING AT THE ACCEPTED CENTER OF SECTION 12; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID QUARTER 1833.66 FEET TO THE SOUTHERLY EXTENSION OF THE WESTERLY LINE OF A TRACT OF LAND FORMERLY CONVEYED FROM RANDOLPH AND ELYN UPDIKE TO CHRISTIAN SCHOCH BY INSTRUMENT RECORDED ON JUNE 30, 1852 IN RECORD BOOK 26, PAGE 227 THENCE NORTHERLY ALONG SAID SOUTHERLY EXTENSION, AND WESTERLY LINE FORMING AN ANGLE OF 91 DEGREES 40 MINUTES 21 SECONDS FROM THE LAST DESCRIBED COURSE (MEASURED CLOCKWISE THEREFROM) 1978.59 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF THE FORMER CHICAGO AND NORTHWESTERN RAILWAY COMPANY AND POINT OF BEGINNING; THENCE WESTERLY ALONG SAID NORTHERLY LINE FORMING AN ANGLE 88 DEGREES 47 MINUTES 15 SECONDS FROM THE LAST DESCRIBED COURSE (MEASURED CLOCKWISE THEREFROM) 596.11 FEET TO THE SOUTHWEST CORNER OF A TRACT OF LAND DESCRIBED IN RECORD BOOK 1125, PAGE 537 AS DOCUMENT 470909; THENCE NORTHERLY ALONG THE WESTERLY LINE OF SAID TRACT FORMING AN ANGLE OF 82 DEGREES 45 MINUTES 36 SECONDS FROM THE LAST DESCRIBED COURSE (MEASURED COUNTERCLOCKWISE THEREFROM) 469.27 FEET TO THE NORTHERLY LINE OF ILLINOIS STATE ROUTE NO. 38 AS PER DOCUMENT 842729; THENCE EASTERLY ALONG SAID NORTHERLY LINE FORMING AN ANGLE OF 83 DEGREES 02 MINUTES 40 SECONDS FROM THE LAST DESCRIBED COURSE (MEASURED COUNTERCLOCKWISE THEREFROM) 73.30 FEET; THENCE NORTH 02 DEGREES 16 MINUTES 12 SECONDS EAST, 25.44 FEET TO THE NORTH LINE OF SAID ILLINOIS STATE ROUTE NO. 38; THENCE SOUTH 77 DEGREES 05 MINUTES 30 SECONDS EAST ALONG SAID NORTH LINE, 486.45 FEET; THENCE SOUTH 76 DEGREES 23 MINUTES 46 SECONDS ALONG SAID NORTH LINE EXTENDED, 854.44 FEET TO THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 12; THENCE SOUTH 00 DEGREES 01 MINUTES 26 SECONDS WEST ALONG SAID SECTION LINE, 136.05 FEET TO THE NORTH LINE OF AFORESAID FORMER UNION PACIFIC RAILWAY COMPANY RIGHT OF WAY; THENCE WESTERLY ALONG THE NORTH LINE OF SAID RAILWAY COMPANY, 830.67 FEET TO THE POINT OF BEGINNING.

CONTAINING 9,837,235 SQUARE FEET OR 225.8318 ACRES.



LEGEND OF LINES

- PARCEL BOUNDARY
- INTERIOR BOUNDARY
- SECTION LINE
- RIGHT-OF-WAY
- CENTER OF RIGHT-OF-WAY
- EASEMENT LINE

(180.0') RECORD DIMENSION
180.00' MEASURED DIMENSION

AREA TO BE ANNEXED

BEARINGS AND DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST GRID, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID". ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.9998952584.

AREAS SHOWN ARE GROUND.

OWNER CERTIFICATE

THIS IS TO CERTIFY THAT _____ IS THE OWNER OF THE PROPERTY DESCRIBED HEREON AND I HAS CAUSED THE SAME TO BE SURVEYED AND ANNEXED AS SHOWN ON THE PLAT HEREON DRAWN.

DATED THIS _____ DAY OF _____, 20__.

_____
NOTARIZED OWNER(S) SIGNATURE

NOTARY CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

I,_____ , A NOTARY PUBLIC IN AND FOR THE AFORESAID STATE AND COUNTY DO HEREBY CERTIFY THAT _____ , PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S), WHOSE NAME(S) IS(ARE) SUBSCRIBED TO THE FOREGOING CERTIFICATE AS SUCH OWNER(S), APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THE EXECUTION OF THE ANNEXED PLAT AND ACCOMPANYING INSTRUMENTS FOR THE USES AND PURPOSES THEREIN SET FORTH AS HIS(THEIR) OWN FREE AND VOLUNTARY ACT.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ___ DAY OF _____ , 20__ .

_____
NOTARY PUBLIC

CITY COUNCIL CERTIFICATE

THIS IS TO CERTIFY THAT THIS ACCURATE MAP OF TERRITORY ANNEXED IS IDENTIFIED AS THAT INCORPORATED INTO AND MADE A PART OF THE CITY OF GENEVA BY ORDINANCE

NO. _____ ADOPTED BY THE CITY COUNCIL OF SAID

CITY ON THE ____ DAY OF _____ 20____.

_____
MAYOR

_____
CITY CLERK

CERTIFICATE OF THE COUNTY RECORDER

THIS PLAT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF KANE COUNTY, ILLINOIS, ON THE _____ DAY OF _____ 20____ A.D. AT _____ O'CLOCK ___.M. AS DOCUMENT

NUMBER _____

_____
COUNTY RECORDER

THIS PLAT IS BEING SUBMITTED BY:

NAME: _____

ADDRESS: _____

_____

I, PAUL A. KUBICEK, AN ILLINOIS PROFESSIONAL LAND SURVEYOR NUMBER 035-3296, DO HEREBY CERTIFY THAT I HAVE PREPARED THIS PLAT FROM EXISTING PLATS AND RECORDS FOR THE PURPOSE OF ANNEXATION TO THE CITY OF GENEVA, ILLINOIS.

NOVEMBER 1, 2019

PROFESSIONAL LAND SURVEYOR · PAUL A. KUBICEK · 035-003296 · OAK CREEK, WI · STATE OF ILLINOIS

PAUL A. KUBICEK, ILLINOIS PROFESSIONAL LAND SURVEYOR 035-003296
EXPIRES 11/30/2024
PINNACLE ENGINEERING GROUP, LLC #184006289-0010
EXPIRES 04/30/2023

DESIGNED: .
DRAFTED: ST
REVIEWED: JPK

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PINNACLE ENGINEERING GROUP
ENGINEERING I NATURAL RESOURCES I SURVEYING
ILLINOIS OFFICE:
1051 E. MAIN STREET - SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO I MILWAUKEE : NATIONWIDE

PLAT OF ANNEXATION

REVISIONS

1	Revise boundary	10/20/2022
2	Added Parcel	02/09/2023
3	Remove plan commission cert	02/17/2023
4	Revised boundary/legal description	03/27/2023

PEG JOB No. 1454.00
PEG PM
DATE 11/01/19
SCALE 1"=200'

SHEET 1 OF 1

MIF GENEVA INDUSTRIAL PARK

BEING A SUBDIVISION OF PART OF THE EAST HALF OF SECTION 12 AND THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN KANE COUNTY, ILLINOIS.

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 200' 400'

Basis of Bearings is true north based on Illinois State Plane Coordinate System, Illinois East 1201 zone.

LEGEND OF LINES

- PARCEL BOUNDARY
- INTERIOR BOUNDARY
- SECTION LINE
- RIGHT-OF-WAY
- CENTER OF RIGHT-OF-WAY
- EASEMENT LINE

(180.0') RECORD DIMENSION
180.00' MEASURED DIMENSION

WEST LINE OF THE SE QUARTER SEC. 12-39-8
WEST LINE OF THE NE QUARTER SEC. 12-39-8
RECOVERY MONUMENTS
FOUND IRON ROD 11.95' SW
FOUND IRON ROD 11.07' SE
FOUND IRON PIPE AT CORNER
FOUND IRON ROD AT CORNER
N 00°06'05" W (N 00°36' E) 872.03'
738.10' (738.10')
N 00°25'12" W (N 00°26' E) 1,215.40 (1,215.40')
1215.40'
N 00°36'05" W 676.98' (677.80')
544.11' (544.20')
FOUND PINCHED OFF IRON PIPE AT CORNER
FOUND PINCHED OFF IRON PIPE 0.8' N. ON LINE
N 88°24'03" E 266.85'
100.00'
N 00°02'44" E 1,887.94' (1,888.91')
EASTERLY LINE OF A TRACT CONVEYED TO JAMES G. BUSSEY BY DOC. NO. 95K062323
OUTLOT A 109,424 SQ. FT.
20' PUBLIC UTILITY EASEMENT PER DOC. 94K069898
N 88°47'43" E (N 88°51'22" E) 668.48' (668.42')
FOUND IRON PIPE ON LINE, 0.2' W
10.00' S 01°12'17" W (S 01°09'10" W)
RAILWAY COMPANY
UNION PACIFIC
(N 88°50'55" E) N 88°47'43" E 621.00'
FOUND IRON ROD AT CORNER
EXCEPTION PROPERTY DESCRIBED IN WARRANTY DEED DOC. 2021K040010
FOUND IRON PIPE AT CORNER
201.74' S 00°03'11" W (S 00°04'28" W)
211.74' (211.03')
S 89°58'16" E (S 89°56'35" E) 454.06' (454.03')
ILLINOIS ROUTE 38
IL RT. 38 RIGHT-OF-WAY PER DOC. NOS. 201K039028 & 201K039229
NORTH LINE OF THE NE QUARTER SEC. 12-39-8
FOUND IRON ROD AT CORNER
FABYAN PARKWAY
FOUND IRON PIPE AT CORNER
S 44°13'34" W (S 44°59'59" W) 646.10' (646.10')
12' COMMON DRIVEWAY EASEMENT PER DOC. 2006K061776
ORIGINAL CENTER LINE OF AVERILL ROAD
133.93' (133.71')
467.39' (461.40')
1,289.67' (1,289.46')
1,466.67' (1,502.51') (1,502.47')
12-12-400-015
OUTLOT C 1,781,523 SQ. FT.
12-12-200-042
EAST-WEST ROAD HEREBY DEDICATED
LOT 3 1,182,345 SQ. FT.
S 80°46'34" W (S 81°28' W) 114.00' (114.00')
S 72°52'21" W (S 73°52' W) 195.30' (194.72')
N 89°48'32" W (N 88°57'21" W) 270.79'
33.84' (33.85') 39.35' (40.74')
FOUND IRON PIPE 0.9' S, 0.4' W
FOUND IRON PIPE AT CORNER
FOUND IRON PIPE 0.1' S, 1.3' W
825.98'
N 89°48'32" W (N 88°57'21" W) 587.04' (586.83')
S 00°11'28" W (S 01°02'39" W) 33.00' (33.00')
LOT 4 1,958,058 SQ. FT.
12-12-400-021
12-12-400-002
1,924.38' (1,924.36')
LOT 2 1,027,874 SQ. FT.
SOUTH LINE OF THE NE QUARTER SEC. 12-39-8
NORTH LINE OF THE SE QUARTER SEC. 12-39-8
1,667.33' (1,667.42')
1,879.07' (1,878.56')
FOUND IRON PIPE AT CORNER
SOUTH LINE OF THE SE QUARTER SEC. 12-39-8
NORTH LINE OF THE NE QUARTER SEC. 12-39-8
FOUND IRON PIPE AT CORNER
FOUND IRON PIPE AT CORNER
FOUND IRON PIPE 0.2' S, 0.1' W
FOUND IRON PIPE ON LINE 0.3' W
N 86°18'58" W (N 85°36'56" W) 468.37' (468.26')
412.53' (412.43')
KAUTZ ROAD HEREBY DEDICATED
797.10' (797.18')
153.92' (153.96')
233.26'
141.92'
348.64'
12-12-400-022
OUTLOT E 43,856 SQ. FT.
OUTLOT F 82,456 SQ. FT.
OUTLOT D 225,771 SQ. FT.
12-12-200-035
LOT 1 1,418,455 SQ. FT.
OUTLOT B 325,337 SQ. FT.
S 61°18'44" E (S 61°17'43" E) 429.13' (428.39')
FOUND IRON PIPE AT CORNER
KANE COUNTY
DUPAGE COUNTY
POINT OF COMMENCING
FOUND HARRISON MONUMENT AT CORNER
379.11' (379.46')
800.00' (800.00')
478.69'
977.67' (965.09')
EAST LINE OF THE SE QUARTER SEC. 12-39-8
S 00°21'03" W (S 01°07'39" W) 2,256.36'
EAST LINE OF THE NE QUARTER SEC. 12-39-8
S 00°01'26" W (S00°03'03" W) 1,437.84' (1,437.86')
1,215.46' (1,215.46')
FOUND HARRISON MONUMENT AT CORNER
FOUND IRON PIPE AT CORNER
FOUND 0.6' N, 0.1' W
POINT OF BEGINNING
12-12-400-011
FOUND IRON ROD AT CORNER

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EAST DUNDEE, IL 60118
(847) 551-5300

MIF GENEVA INDUSTRIAL PARK

GENEVA, ILLINOIS

FINAL PLAT OF SUBDIVISION

REVISIONS

1	Add setbacks	6/16/2022			
2	Add Easement Provisions	9/12/2023			
3	Add Utility Easement	2/16/2024			
4	Add Utility Easement	3/1/2024			

PINNACLE JOB No. 1454.00
DRG. BY PAK
DATE 9/28/2021
SCALE 1"=200'

SHEET 1 OF 5

SURVEY

MIF GENEVA INDUSTRIAL PARK

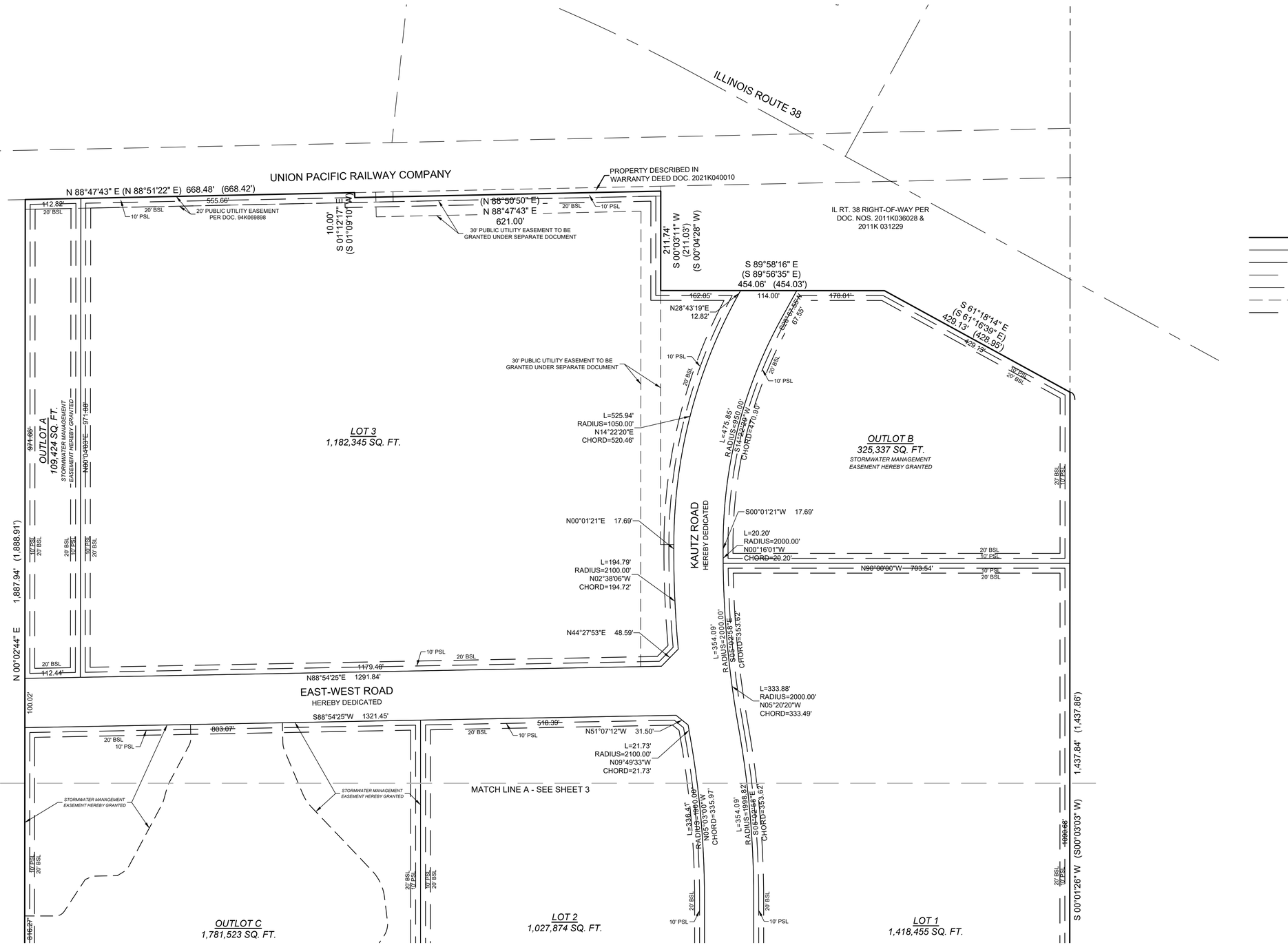
BEING A SUBDIVISION OF PART OF THE EAST HALF OF SECTION 12 AND THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN KANE COUNTY, ILLINOIS.

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 100' 200'

Basis of Bearings is true north based on Illinois State Plane Coordinate System, Illinois East 1201 zone.



LEGEND OF LINES

- PARCEL BOUNDARY
- INTERIOR BOUNDARY
- SECTION LINE
- RIGHT-OF-WAY
- CENTER OF RIGHT-OF-WAY
- EASEMENT LINE
- SETBACK LINE

(180.0') RECORD DIMENSION
180.00' MEASURED DIMENSION
BSL = BUILDING SETBACK LINE
PSL = PARKING SETBACK LINE

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GENEVA, ILLINOIS

FINAL PLAT OF SUBDIVISION

REVISIONS

1	Add setbacks	6/16/2022
2	Add Easement Provisions	9/12/2023
3	Add Utility Easement	2/16/2024
4	Add Utility Easement	3/1/2024

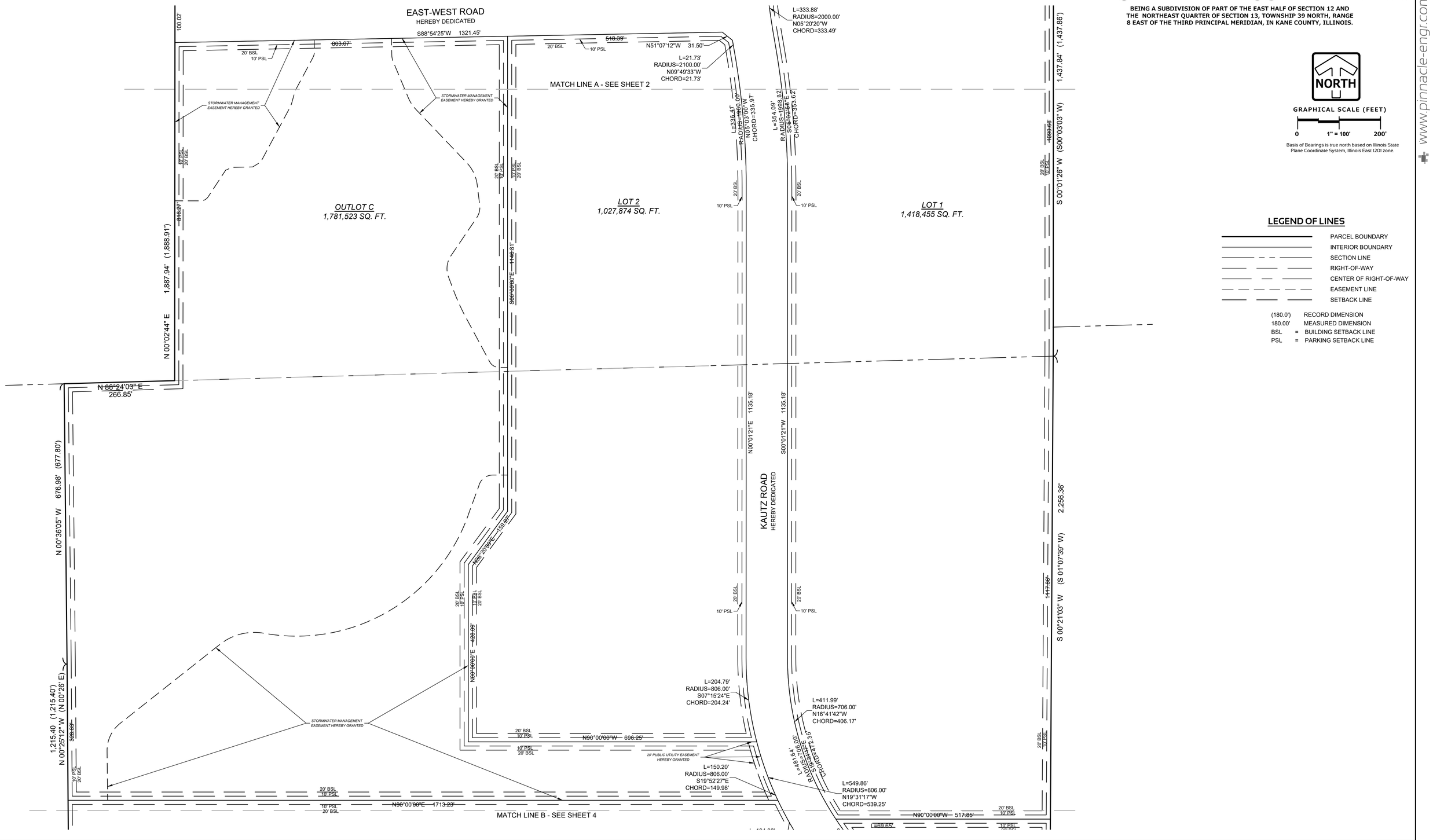
PEG JOB No. 1454.00
PEG PM. PAK
DATE 9/28/2021
SCALE 1"=100'

SHEET 2 OF 5

SURVEY

MIF GENEVA INDUSTRIAL PARK

BEING A SUBDIVISION OF PART OF THE EAST HALF OF SECTION 12 AND THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN KANE COUNTY, ILLINOIS.



GRAPHICAL SCALE (FEET)

0 1" = 100' 200'

Basis of Bearings is true north based on Illinois State Plane Coordinate System, Illinois East 1201 zone.

LEGEND OF LINES

- PARCEL BOUNDARY
- INTERIOR BOUNDARY
- SECTION LINE
- RIGHT-OF-WAY
- CENTER OF RIGHT-OF-WAY
- EASEMENT LINE
- SETBACK LINE

(180.0') RECORD DIMENSION
180.00' MEASURED DIMENSION
BSL = BUILDING SETBACK LINE
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MIF GENEVA INDUSTRIAL PARK
GENEVA, ILLINOIS

FINAL PLAT OF SUBDIVISION

REVISIONS

1	Add setbacks	6/16/2022
2	Add Easement Provisions	9/12/2023
3	Add Utility Easement	2/16/2024
4	Add Utility Easement	3/1/2024

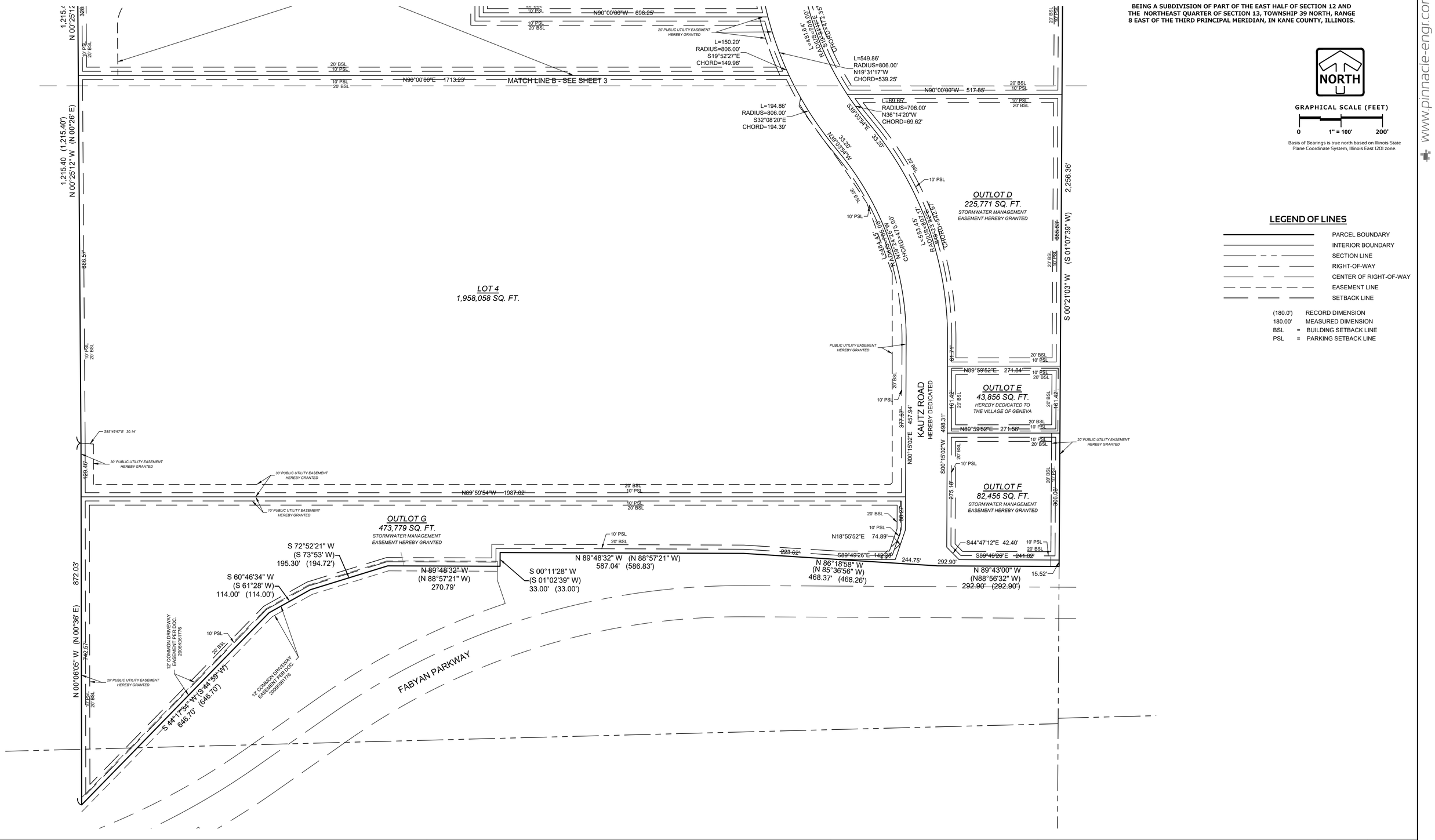
PEG JOB No. 1454.00
PEG PM PAK
DATE 9/28/2021
SCALE 1"=100'

SHEET 3 & 5

SURVEY

MIF GENEVA INDUSTRIAL PARK

BEING A SUBDIVISION OF PART OF THE EAST HALF OF SECTION 12 AND THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN KANE COUNTY, ILLINOIS.



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GENEVA, ILLINOIS

FINAL PLAT OF SUBDIVISION

REVISIONS

1	Add setbacks	6/16/2022			
2	Add Easement Provisions	9/12/2023			
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4	Add Utility Easement	3/1/2024			

PEG JOB No. 1454.00 PAK
PEG PM 9/28/2021
DATE 1"=100'
SCALE

SHEET 4 OF 5

SURVEY

OWNER'S CERTIFICATE:

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT _____ IS THE OWNER OF THE LAND DESCRIBED IN THE FOREGOING SURVEYOR'S CERTIFICATE AND HAS CAUSED THE SAME TO BE SURVEYED, SUBDIVIDED AND PLATTED AS SHOWN ON THE ANNEXED PLAT FOR THE USES AND PURPOSES THEREIN SET FORTH AS ALLOWED AND PROVIDED BY STATUTE, THE SUBDIVISION TO BE KNOWN AS "FABYAN PARKWAY INDUSTRIAL CONSOLIDATION" AND DOES HEREBY ACKNOWLEDGE AND ADOPT SAME UNDER THE AFORESAID STYLE AND TITLE.

DATED THIS ____ DAY OF _____, 20___ .

BY: _____
OWNER

NOTARY CERTIFICATE:

STATE OF _____)
) SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC IN AND FOR THE AFORESAID STATE AND COUNTY DO HEREBY CERTIFY THAT, _____(OWNER) PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S), WHOSE NAME(S) IS(ARE) SUBSCRIBED TO THE FOREGOING CERTIFICATE AS SUCH OWNER(S), APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THE EXECUTION OF THE ANNEXED PLAT AND ACCOMPANYING INSTRUMENTS FOR THE USES AND PURPOSES THEREIN SET FORTH AS HIS(THEIR) OWN FREE AND VOLUNTARY ACT.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ____ DAY OF _____, 20___.

_____
NOTARY PUBLIC

CERTIFICATE OF APPROVAL BY MUNICIPALITY

STATE OF ILLINOIS)
) SS
COUNTY OF KANE)

ACCEPTED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF GENEVA, KANE COUNTY, ILLINOIS, THIS ___ DAY OF _____ , 20__.

_____
MAYOR

_____
CITY CLERK

CERTIFICATE OF APPROVAL BY MUNICIPALITY

STATE OF ILLINOIS)
) SS
COUNTY OF KANE)

ACCEPTED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF BATAVIA, KANE COUNTY, ILLINOIS, THIS ___ DAY OF _____ , 20__.

_____
MAYOR

_____
CITY CLERK

KANE COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KANE)

I, _____ , COUNTY CLERK OF KANE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THIS PLAT. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE PLAT.

GIVEN UNDER MY NAME AND SEAL THIS ____ DAY OF _____ , 20__.

_____
COUNTY CLERK

KANE COUNTY ENGINEER CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KANE)

ACCEPTED AND APPROVED THIS ____ DAY OF _____ , 20__.

_____
COUNTY ENGINEER

KANE COUNTY HEALTH OFFICER CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KANE)

ACCEPTED AND APPROVED THIS ____ DAY OF _____ , 20__.

_____
HEALTH OFFICER

KANE COUNTY PLAT OFFICER CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KANE)

ACCEPTED AND APPROVED THIS ____ DAY OF _____ , 20__.

_____
PLAT OFFICER

KANE COUNTY RECORDER CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF LAKE)

THIS INSTRUMENT NO._____ , WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF KANE COUNTY, ILLINOIS, ON THE ___ DAY OF _____ , 20__, AT _____ O'CLOCK ___M, AND RECORDED IN PLAT ENVELOPE NO. _____.

_____
COUNTY RECORDER

ILLINOIS DEPARTMENT OF TRANSPORTATION CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF KANE)

THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS PURSUANT OF § 2 OF "AN ACT TO REVISE THE LAW IN RELATION TO PLATS," AS AMENDED. A PLAN THAT MEETS THE REQUIREMENTS CONTAINED IN THE DEPARTMENT'S "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS" WILL BE REQUIRED BY THE DEPARTMENT.

_____
ANTHONY J. QUIGLEY, P.E.
REGION ONE ENGINEER

MIF GENEVA INDUSTRIAL PARK

BEING A SUBDIVISION OF PART OF THE EAST HALF OF SECTION 12 AND THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN KANE COUNTY, ILLINOIS.

SURVEYOR'S CERTIFICATE

THIS IS TO CERTIFY THAT I, PAUL A. KUBICEK, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED, SUBDIVIDED AND PLATTED FOR THE OWNERS THEREOF THE FOLLOWING DESCRIBED PROPERTY:

THAT PART OF THE EAST HALF OF SECTION 12, AND THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 12; THENCE NORTH 00 DEGREES 21 MINUTES 03 SECONDS EAST (NORTH 01 DEGREES 07 MINUTES 39 SECONDS EAST RECORD) ALONG THE EAST LINE OF SAID SECTION 12, A DISTANCE OF 379.11 FEET (379.46 FEET RECORD) TO THE NORTH RIGHT-OF-WAY LINE OF FABYAN PARKWAY TO THE POINT OF BEGINNING; THENCE WESTERLY ALONG SAID NORTH RIGHT-OF-WAY THE FOLLOWING FOUR (4) COURSES: (1) THENCE NORTH 89 DEGREES 43 MINUTES 00 SECONDS WEST (NORTH 88 DEGREES 56 MINUTES 32 SECONDS WEST), A DISTANCE OF 292.90 FEET (292.90' RECORD); (2) THENCE NORTH 86 DEGREES 18 MINUTES 58 SECONDS WEST (NORTH 85 DEGREES 36 MINUTES 56 SECONDS WEST RECORD), A DISTANCE OF 468.37 FEET (468.26 FEET RECORD); (3) THENCE NORTH 89 DEGREES 48 MINUTES 32 SECONDS WEST (NORTH 88 DEGREES 57 MINUTES 21 SECONDS WEST RECORD), A DISTANCE OF 587.04 FEET (586.83 FEET RECORD); (4) THENCE SOUTH 00 DEGREES 11 MINUTES 28 SECONDS WEST (SOUTH 01 DEGREES 02 MINUTES 39 SECONDS WEST RECORD), A DISTANCE OF 33.00 FEET (33.00 FEET RECORD) TO THE ORIGINAL CENTERLINE (NOW ABANDONED) OF AVERILL ROAD; THENCE SOUTHWESTERLY ALONG SAID ORIGINAL CENTERLINE THE FOLLOWING FOUR (4) COURSES: (1) THENCE NORTH 89 DEGREES 48 MINUTES 32 SECONDS WEST (NORTH 88 DEGREES 57 MINUTES 21 SECONDS WEST RECORD), A DISTANCE OF 270.79 FEET; (2) THENCE SOUTH 72 DEGREES 52 MINUTES 21 SECONDS WEST (SOUTH 73 DEGREES 53 MINUTES WEST RECORD), A DISTANCE OF 195.30 FEET (194.72 FEET RECORD); (3) THENCE SOUTH 60 DEGREES 46 MINUTES 34 SECONDS WEST (SOUTH 61 DEGREES 28 MINUTES WEST RECORD), A DISTANCE OF 114.00 FEET (114.00 FEET RECORD); (4) THENCE SOUTH 44 DEGREES 17 MINUTES 34 SECONDS WEST (SOUTH 44 DEGREES 59 MINUTES WEST RECORD), A DISTANCE OF 646.70 FEET (646.70 FEET RECORD) TO A LINE DESCRIBED AS DRAWN SOUTH 00 DEGREES 36 MINUTES WEST FROM A POINT ON THE NORTH LINE OF SAID NORTHEAST QUARTER OF SECTION 13, WHICH IS 298.98 FEET (298.98 FEET MEASURED) EASTERLY FROM THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE NORTH 00 DEGREES 06 MINUTES 05 SECONDS WEST (NORTH 00 DEGREES 36 MINUTES EAST RECORD) ALONG SAID LINE (ALSO DESCRIBED AS AN OLD FENCE LINE), A DISTANCE OF 872.03 FEET; THENCE NORTH 00 DEGREES 25 MINUTES 12 SECONDS WEST (NORTH 00 DEGREES 26 MINUTES EAST RECORD) ALONG A LINE DESCRIBED AS AN OLD FENCE LINE, A DISTANCE OF 1,215.40 FEET (1,215.40 FEET RECORD); THENCE NORTH 00 DEGREES 36 MINUTES 05 SECONDS WEST, A DISTANCE OF 676.98 FEET (677.80 FEET RECORD), TO THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 12; THENCE NORTH 88 DEGREES 24 MINUTES 03 SECONDS EAST ALONG SAID SOUTH LINE, A DISTANCE OF 266.85 FEET TO A POINT DESCRIBED AS LYING 544.20 FEET EASTERLY (544.11 FEET MEASURED) OF THE ACCEPTED CENTER OF SECTION, AS MEASURED ALONG SAID SOUTH LINE; THENCE NORTH 00 DEGREES 02 MINUTES 44 SECONDS EAST ALONG THE EASTERLY LINE OF A TRACT CONVEYED TO JAMES G. BUSSEY BY DOCUMENT NUMBER 95K062323, A DISTANCE OF 1,887.94 FEET (1,888.91 FEET RECORD) TO THE SOUTH RIGHT-OF-WAY OF THE UNION PACIFIC RAILWAY COMPANY; THENCE NORTH 88 DEGREES 47 MINUTES 43 SECONDS EAST (NORTH 88 DEGREES 51 MINUTES 22 SECONDS EAST RECORD), A DISTANCE OF 1,289.70 FEET (1,289.70 FEET RECORD) TO THE RIGHT-OF-WAY OF ILLINOIS ROUTE 38 PER DOCUMENT NUMBERS 2011K036028 AND 2011K031229; THENCE SOUTHEASTERLY ALONG SAID RIGHT-OF-WAY THE FOLLOWING THREE (3) COURSES: (1) THENCE SOUTH 00 DEGREES 03 MINUTES 11 SECONDS WEST (SOUTH 00 DEGREES 04 MINUTES 28 SECONDS WEST RECORD), A DISTANCE OF 211.74 FEET (211.03 FEET RECORD); (2) THENCE SOUTH 89 DEGREES 58 MINUTES 16 SECONDS EAST (SOUTH 89 DEGREES 56 MINUTES 35 SECONDS EAST RECORD), A DISTANCE OF 454.06 FEET (454.03 FEET RECORD); (3) THENCE SOUTH 61 DEGREES 18 MINUTES 14 SECONDS EAST (SOUTH 61 DEGREES 16 MINUTES 39 SECONDS EAST RECORD), A DISTANCE OF 429.13 FEET (428.95 FEET RECORD) TO THE EAST LINE OF SAID NORTHEAST QUARTER OF SECTION 12; THENCE SOUTH 00 DEGREES 01 MINUTES 26 SECONDS WEST (SOUTH 00 DEGREES 03 MINUTES 03 SECONDS WEST RECORD), A DISTANCE OF 1,437.84 FEET (1,437.86 FEET RECORD) TO THE EAST QUARTER CORNER OF SAID SECTION 12; THENCE SOUTH 00 DEGREES 21 MINUTES 03 SECONDS WEST (SOUTH 01 DEGREES 07 MINUTES 39 SECONDS WEST RECORD) ALONG SAID EAST LINE OF THE SOUTHEAST QUARTER OF SECTION 12, A DISTANCE OF 2,256.36 FEET TO THE POINT OF BEGINNING, IN KANE COUNTY, ILLINOIS.

EXCEPT THAT PART OF THE NORTHEAST QUARTER OF SECTION 12, IN TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN IN KANE COUNTY, ILLINOIS, BEING DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER OF SECTION 12; THENCE SOUTHERLY ALONG THE WEST LINE OF SAID NORTHEAST QUARTER, HAVING AN ILLINOIS COORDINATE SYSTEM, EAST ZONE, NAD83 (2011 ADJUSTMENT) GRID BEARING OF SOUTH 00 DEGREES 00 MINUTES 47 SECONDS WEST, A DISTANCE OF 791.18 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF THE UNION PACIFIC RAILROAD (F.K.A. THE CHICAGO AND NORTHWESTERN RAILROAD); THENCE NORTH 88 DEGREES 50 MINUTES 50 SECONDS EAST, 545.40 FEET ALONG SAID SOUTH RIGHT-OF-WAY LINE TO A POINT ON THE WEST LINE OF THE PARCEL OF LAND DESCRIBED IN DEED DOCUMENT NO. 2016K012780, RECORDED MARCH 17, 2016; THENCE CONTINUING NORTH 88 DEGREES 50 MINUTES 50 SECONDS EAST, 668.42 FEET ALONG SAID SOUTH RIGHT-OF-WAY LINE TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH 88 DEGREES 50 MINUTES 50 SECONDS EAST, 621.21 FEET ALONG SAID SOUTH RIGHT-OF-WAY LINE TO A POINT ON THE EAST LINE OF THE PARCEL OF LAND DESCRIBED IN SAID DEED DOCUMENT NO. 2016K012780; THENCE SOUTH 00 DEGREES 03 MINUTES 57 SECONDS WEST, 10.00 FEET ALONG SAID EAST LINE TO A POINT ON A LINE 10.00 FEET SOUTH OF AND PARALLEL WITH SAID SOUTH RIGHT-OF-WAY LINE OF THE UNION PACIFIC RAILROAD; THENCE SOUTH 88 DEGREES 50 MINUTES 50 SECONDS WEST, 621.00 FEET ALONG SAID PARALLEL LINE; THENCE NORTH 01 DEGREES 09 MINUTES 10 SECONDS WEST, 10.00 FEET TO THE POINT OF BEGINNING, ACCORDING TO WARRANTY DEED DOCUMENT NO. 2021K040010, RECORDED MAY 24, 2021.

CONTAINING 9,170,721 SQUARE FEET OR 210.5308 ACRES.

I FURTHER CERTIFY THAT IRON STAKES HAVE BEEN SET AT ALL LOT CORNERS, POINTS OF CURVATURE AND TANGENCY, EXCEPT WHERE CONCRETE MONUMENTS ARE INDICATED, AND THAT THE PLAT HEREON DRAWN CORRECTLY REPRESENTS SAID SURVEY AND SUBDIVISION. ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.

I FURTHER CERTIFY THAT THE FOREGOING PROPERTY COVERED BY THIS PLAT OF SUBDIVISION IS WITHIN ONE AND ONE-HALF (1-1/2) MILES OF THE CORPORATE LIMITS OF THE VILLAGE OF BATAVIA AND THE VILLAGE OF GENEVA, AND I FURTHER CERTIFY THAT NO PART OF SAID PROPERTY IS SITUATED WITHIN A FLOOD HAZARD AREA, AS PER NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 17031C0582J, EFFECTIVE DATE AUGUST 19, 2008.

DATED AT EAST DUNDEE, ILLINOIS, THIS 11th DAY OF MARCH, 2020 .

FOR REVIEW

PAUL A. KUBICEK, ILLINOIS PROFESSIONAL LAND SURVEYOR 035-003296
EXPIRES 11/30/2024
PINNACLE ENGINEERING GROUP, LLC #184006289-0010
EXPIRES 04/30/2025

PUBLIC UTILITY EASEMENT PROVISIONS

A NON-EXCLUSIVE EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH GAS, ELECTRIC AND COMMUNICATIONS SERVICE IS HEREBY RESERVED FOR AND GRANTED TO

NICOR GAS
SBC, AMERITECH ILLINOIS A.K.A. ILLINOIS BELL TELEPHONE COMPANY, GRANTEES,
COMCAST CORPORATION
CITY OF GENEVA

THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY, TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE, FROM TIME TO TIME, POLES, GUYS, ANCHORS, WIRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS, EQUIPMENT CABINETS OR OTHER FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, COMMUNICATIONS, SOUNDS AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED LINES ON THE PLAT AND MARKED "PUBLIC UTILITY EASEMENT" (PUE), THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS" AND THE PROPERTY DESIGNATED ON THE PLAT AS A "COMMON AREA OR AREAS", AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE TOGETHER WITH THE RIGHTS TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS AND SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DASHED LINES MARKED "PUBLIC UTILITY EASEMENT" (PUE) WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF. THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH FOR SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ILCS 605/2, AS AMENDED FROM TIME TO TIME. THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE AS AN APPOINTMENT TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS", "COMMON ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING AND "COMMON AREA". THE TERM "COMMON AREA OR AREAS" AND "COMMON ELEMENTS" INCLUDES REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL, RETENTION POND OR MECHANICAL EQUIPMENT. RELOCATION OF FACILITIES WILL BE DONE BY GRANTEES AT COST OF GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.

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ILLINOIS OFFICE:
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EAST DUNDEE, IL 60118
(847) 551-5300

MIF GENEVA INDUSTRIAL PARK
GENEVA, ILLINOIS

FINAL PLAT OF SUBDIVISION

REVISIONS

1	Add setbacks	6/16/2022		
2	Add Easement Provisions	9/12/2023		
3	Add Utility Easement	2/16/2024		
4	Add Utility Easement	3/1/2024		

PEG JOB No. 1454.00
PEG PM. PAK
DATE 9/28/2021
SCALE 1"=200'

SHEET 5 OF 5

SURVEY

MIF GENEVA INDUSTRIAL PARK

BEING A SUBDIVISION OF PART OF THE EAST HALF OF SECTION 12 AND THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN KANE COUNTY, ILLINOIS.

NORTH

GRAPHICAL SCALE (FEET)

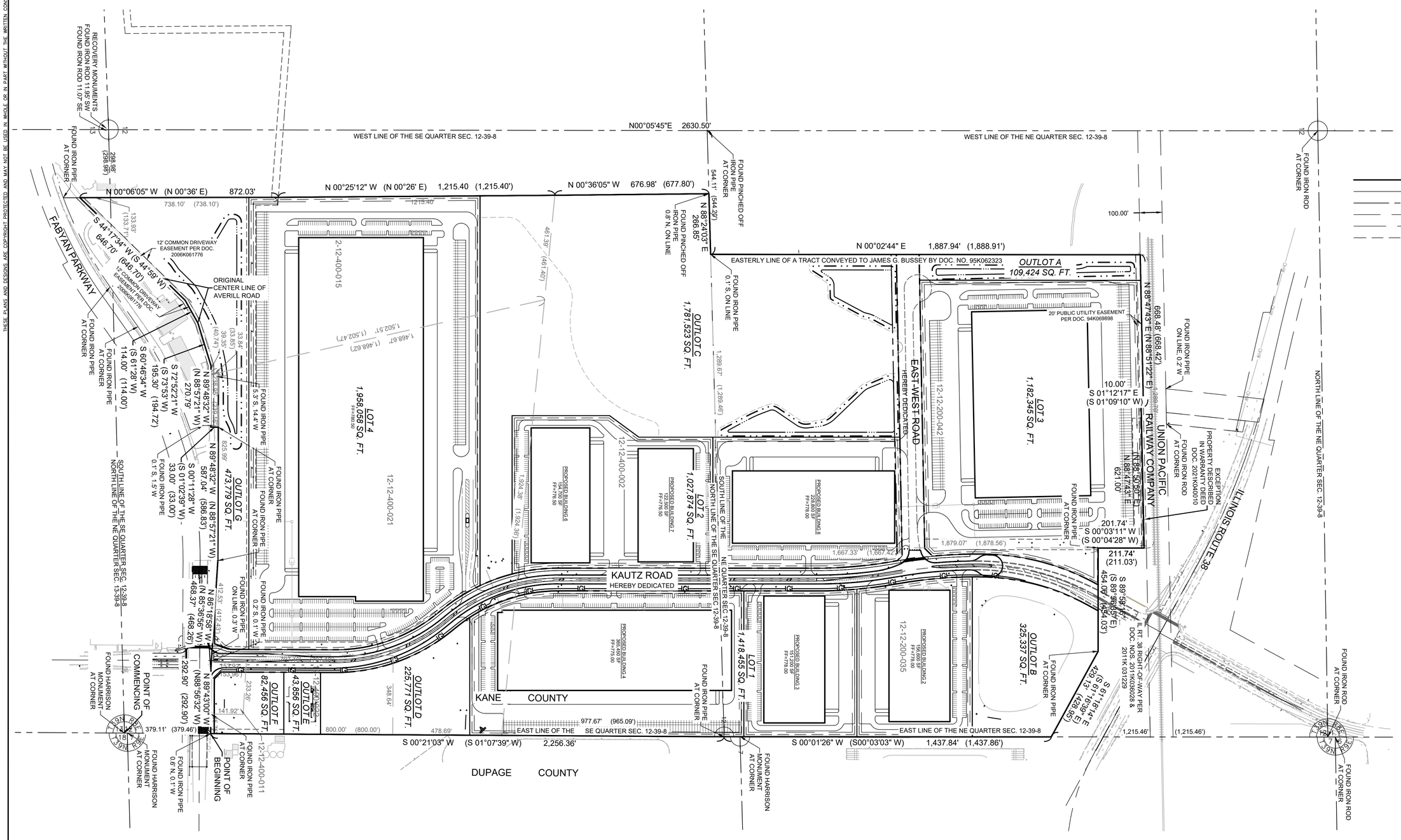
0 1" = 200' 400'

Basis of Bearings is true north based on Illinois State Plane Coordinate System, Illinois East 1201 zone.

LEGEND OF LINES

- PARCEL BOUNDARY
- INTERIOR BOUNDARY
- SECTION LINE
- RIGHT-OF-WAY
- CENTER OF RIGHT-OF-WAY
- EASEMENT LINE

(180.0') RECORD DIMENSION
180.00' MEASURED DIMENSION



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MIF GENEVA INDUSTRIAL PARK

GENEVA, ILLINOIS

PLANNED UNIT DEVELOPMENT

REVISIONS

1	Revised Plan	9/05/2023
2	Changed Graphic Scale	2/13/2024
3	Revised Plan	3/1/2024

PEG JOB No. 1454.00
BY BD
PM
DATE 7/08/2022
SCALE 1"=200'

SHEET 1 OF 4

SURVEY

MIF GENEVA INDUSTRIAL PARK

BEING A SUBDIVISION OF PART OF THE EAST HALF OF SECTION 12 AND THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN KANE COUNTY, ILLINOIS.

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 100' 200'

Basis of Bearings is true north based on Illinois State Plane Coordinate System, Illinois East 1201 zone.

LEGEND OF LINES

- PARCEL BOUNDARY
- INTERIOR BOUNDARY
- SECTION LINE
- RIGHT-OF-WAY
- CENTER OF RIGHT-OF-WAY
- EASEMENT LINE
- SETBACK LINE

(180.0') RECORD DIMENSION
180.00' MEASURED DIMENSION
BSL = BUILDING SETBACK LINE
PSL = PARKING SETBACK LINE

ILLINOIS ROUTE 38

UNION PACIFIC RAILWAY COMPANY

PROPERTY DESCRIBED IN WARRANTY DEED DOC. 2021K040010

IL RT. 38 RIGHT-OF-WAY PER DOC. NOS. 2011K036028 & 2011K 031229

N 88°47'43" E (N 88°51'22" E) 668.48' (668.42')

112.82'

555.66'

20' PUBLIC UTILITY EASEMENT PER DOC. 94K069898

10.00' S 01°12'17" E (S 01°09'01" W)

(N 88°50'50" E) N 88°47'43" E 621.00'

30' PUBLIC UTILITY EASEMENT TO BE GRANTED UNDER SEPARATE DOCUMENT

211.74' S 00°03'11" W (211.03') (S 00°04'28" W)

S 89°58'16" E (S 89°56'35" E) 454.06' (454.03')

162.05'

N28°43'19"E 12.82'

114.00'

178.01'

S28°07'55"W 61.55'

S 61°18'14" E (S 61°16'39" E) 429.13' (428.95')

429.13'

30' PUBLIC UTILITY EASEMENT TO BE GRANTED UNDER SEPARATE DOCUMENT

L=525.94' RADIUS=1050.00' N14°22'20"E CHORD=520.46'

L=475.85' RADIUS=950.00' S14°22'20"W CHORD=470.90'

971.66'

OUTLOT A 109,424 SQ. FT. STORMWATER MANAGEMENT EASEMENT

N00°04'03"E 971.88'

LOT 3 1,182,345 SQ. FT.

SETBACKS	BUILDING	PARKING
FRONT	20'	10'
SIDE	20'	10'
REAR	20'	10'

OUTLOT B 325,337 SQ. FT. STORMWATER MANAGEMENT EASEMENT

SETBACKS	BUILDING	PARKING
FRONT	20'	10'
SIDE	20'	10'
REAR	20'	10'

N00°01'21"E 17.69'

S00°01'21"W 17.69'

L=20.20' RADIUS=2000.00' N00°16'01"W CHORD=20.20'

KAUTZ ROAD

L=194.79' RADIUS=2100.00' N02°38'06"W CHORD=194.72'

N90°00'00"W 703.54'

L=354.09' RADIUS=2098.82' S05°02'58"E CHORD=353.62'

N44°27'53"E 48.59'

L=333.88' RADIUS=2000.00' N05°20'20"W CHORD=333.49'

N 00°02'44" E 1,887.94' (1,888.91')

112.44'

1179.40'

N88°54'25"E 1291.84'

EAST-WEST ROAD

100.02'

S88°54'25"W 1321.45'

803.07'

518.39'

N51°07'12"W 31.50'

L=21.73' RADIUS=2100.00' N09°49'33"W CHORD=21.73'

MATCH LINE A - SEE SHEET 3

1,437.84' (1,437.86')

S 00°01'26" W (S00°03'03" W) 1090.68'

816.27'

STORMWATER MANAGEMENT EASEMENT

STORMWATER MANAGEMENT EASEMENT

OUTLOT C 1,781,523 SQ. FT.

SETBACKS	BUILDING	PARKING
FRONT	20'	10'
SIDE	20'	10'
REAR	20'	10'

LOT 2 1,027,874 SQ. FT.

SETBACKS	BUILDING	PARKING
FRONT	20'	10'
SIDE	20'	10'
REAR	20'	10'

LOT 1 1,418,455 SQ. FT.

SETBACKS	BUILDING	PARKING
FRONT	20'	10'
SIDE	20'	10'
REAR	20'	10'

L=336.41' RADIUS=1900.00' N05°03'00"W CHORD=335.97'

L=354.09' RADIUS=1998.82' S05°02'58"E CHORD=353.62'

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MIF GENEVA INDUSTRIAL PARK

GENEVA, ILLINOIS

PLANNED UNIT DEVELOPMENT

REVISIONS

1	Revised Plan	9/05/2023
2	Changed Graphic Scale	2/13/2024
3	Revised Plan	3/1/2024

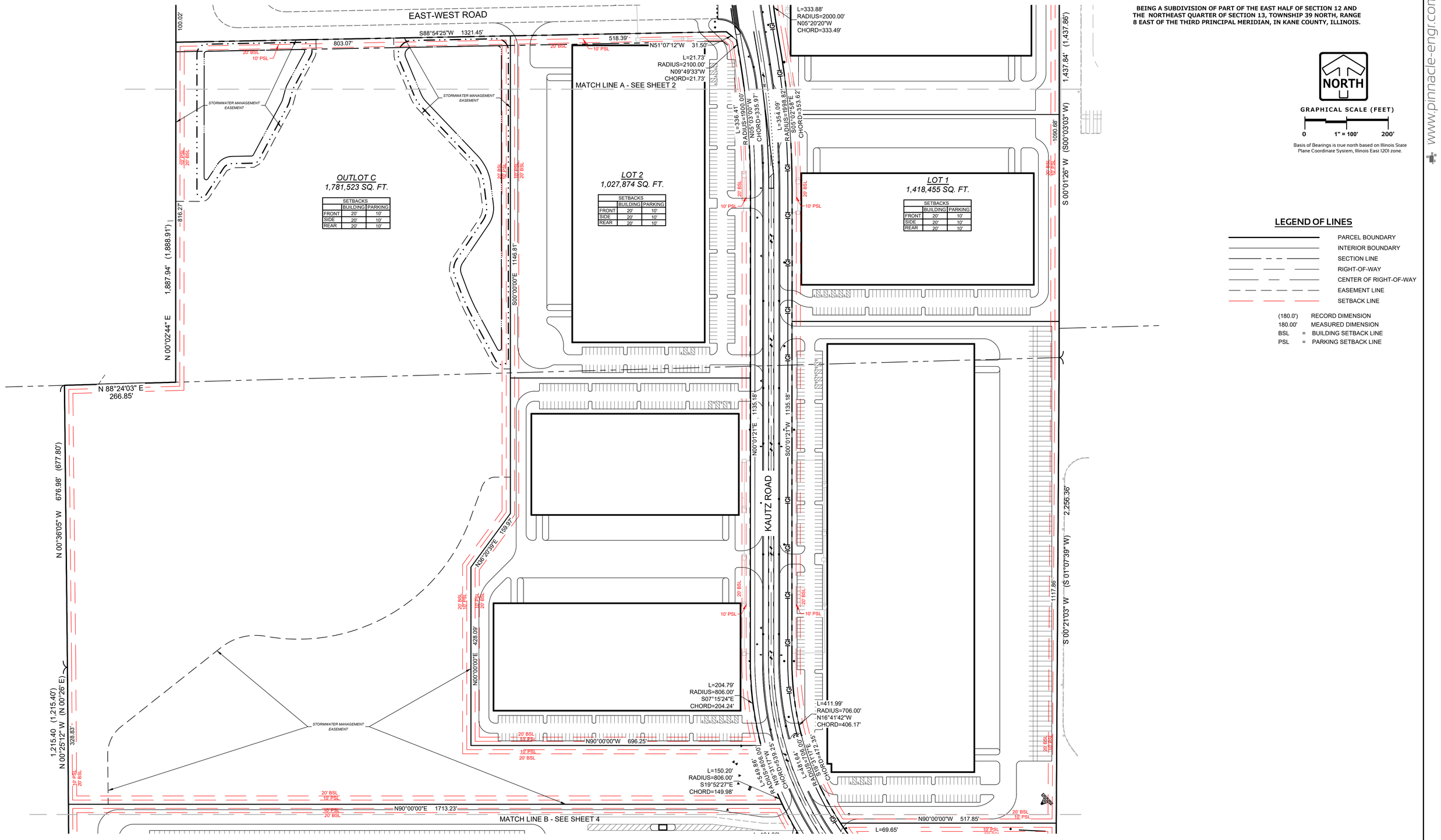
PEG JOB No. 1454.00
PEG PM BDJ
DATE 7/08/2022
SCALE 1"=100'

SHEET 2 OF 4

SURVEY

MIF GENEVA INDUSTRIAL PARK

BEING A SUBDIVISION OF PART OF THE EAST HALF OF SECTION 12 AND THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN KANE COUNTY, ILLINOIS.



GRAPHICAL SCALE (FEET)

0 1" = 100' 200'

Basis of Bearings is true north based on Illinois State Plane Coordinate System, Illinois East 1201 zone.

LEGEND OF LINES

- PARCEL BOUNDARY
- INTERIOR BOUNDARY
- SECTION LINE
- RIGHT-OF-WAY
- CENTER OF RIGHT-OF-WAY
- EASEMENT LINE
- SETBACK LINE

(180.0') RECORD DIMENSION
180.00' MEASURED DIMENSION
BSL = BUILDING SETBACK LINE
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MIF GENEVA INDUSTRIAL PARK

GENEVA, ILLINOIS

PLANNED UNIT DEVELOPMENT

REVISIONS

1	Revised Plan	9/05/2023
2	Changed Graphic Scale	2/13/2024
3	Revised Plan	3/1/2024

PEG JOB No. 1454.00
PEG PM BDJ
DATE 7/08/2022
SCALE 1"=100'

SHEET 3 OF 4

SURVEY

MIF GENEVA INDUSTRIAL PARK

BEING A SUBDIVISION OF PART OF THE EAST HALF OF SECTION 12 AND THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN KANE COUNTY, ILLINOIS.

NORTH

GRAPHICAL SCALE (FEET)

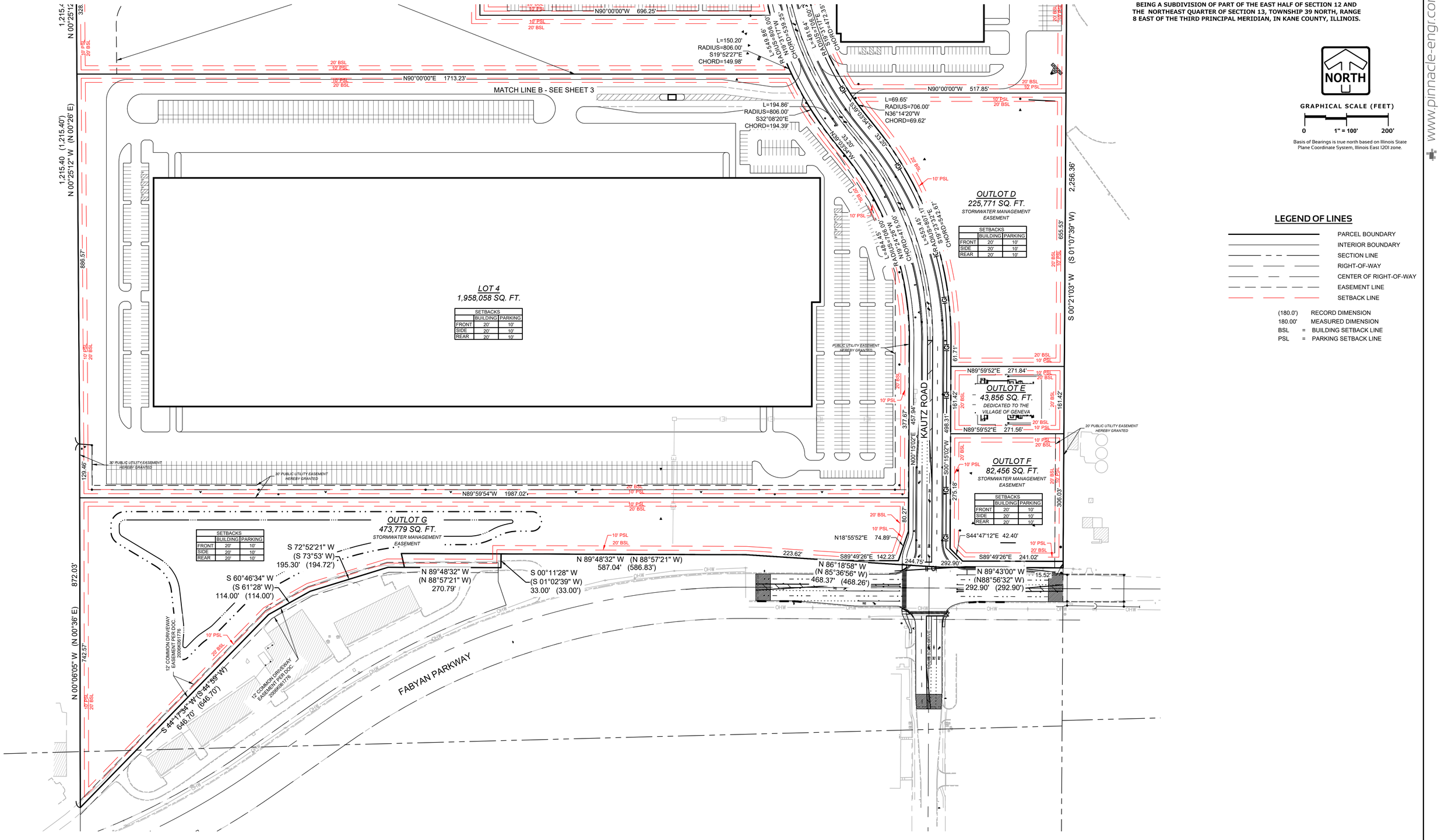
0 1" = 100' 200'

Basis of Bearings is true north based on Illinois State Plane Coordinate System, Illinois East 1201 zone.

LEGEND OF LINES

- PARCEL BOUNDARY
- INTERIOR BOUNDARY
- SECTION LINE
- RIGHT-OF-WAY
- CENTER OF RIGHT-OF-WAY
- EASEMENT LINE
- SETBACK LINE

(180.0') RECORD DIMENSION
180.00' MEASURED DIMENSION
BSL = BUILDING SETBACK LINE
PSL = PARKING SETBACK LINE



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ILLINOIS OFFICE:
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EAST DUNDEE, IL 60118
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MIF GENEVA INDUSTRIAL PARK

GENEVA, ILLINOIS

PLANNED UNIT DEVELOPMENT

REVISIONS

1	Revised Plan	9/05/2023			
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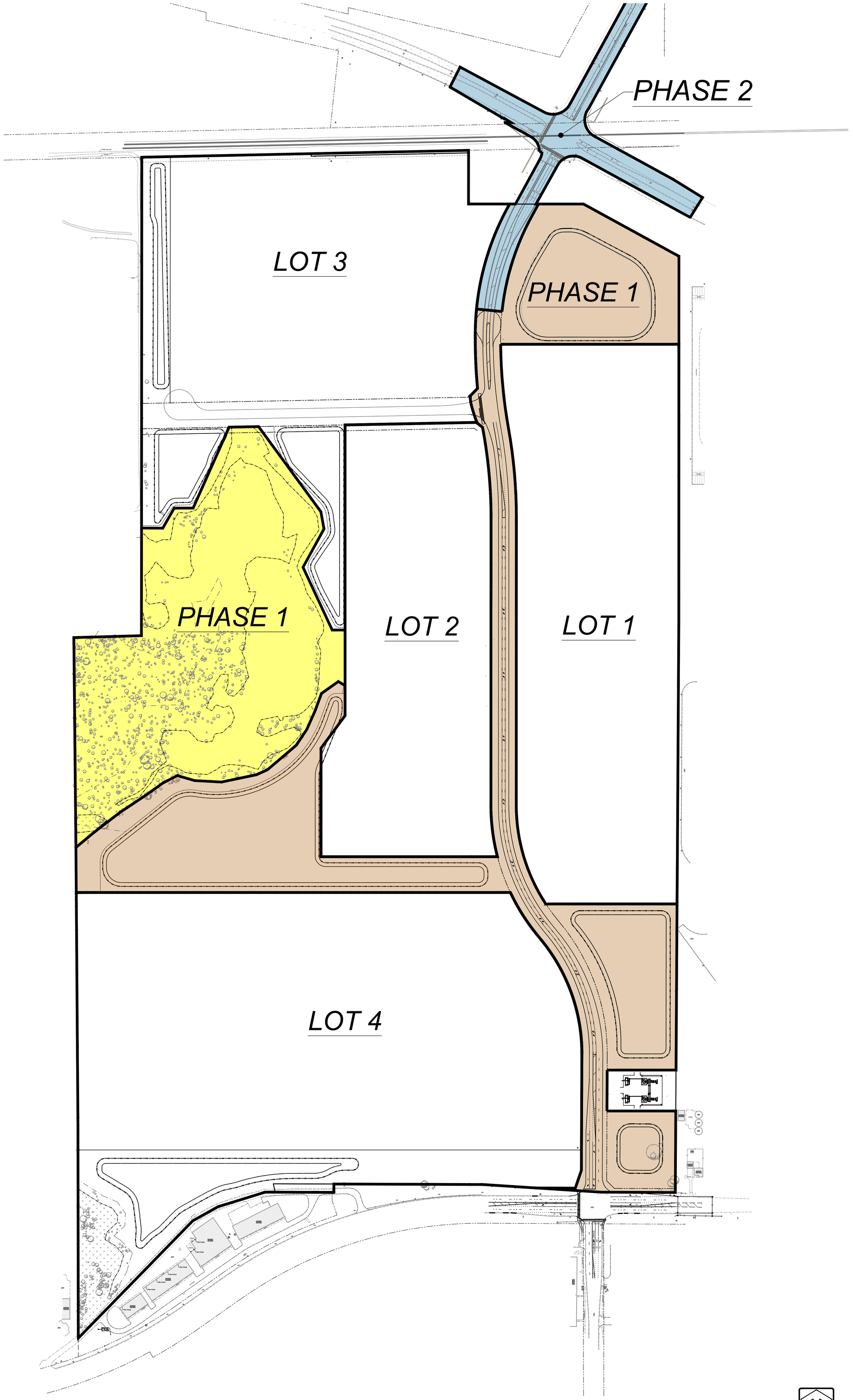
PEG JOB No. 1454.00
PEG PM BDJ
DATE 7/08/2022
SCALE 1"=100'

SHEET 4 OF 4

SURVEY



*PLEASE NOTE THE PHASING BEYOND PHASE 1 IS SUBJECT TO MARKET CONDITIONS. ALSO, SUBJECT TO TIMING FOR IL-38 & SUB-STATION CONSTRUCTION TO CONSTRUCT MORE THAN 4 OF THE BUILDINGS SHOWN.

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 150' 300'

DEVELOPMENT PHASING EXHIBIT (OPTION A)

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GENEVA INDUSTRIAL DEVELOPMENT
GENEVA, ILLINOIS

DEVELOPMENT PHASING EXHIBIT

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 01/07/18
SCALE 1"=150'

SHEET 1 OF 1

4/5/2024 11:05 AM — Z:\Projects\2018\1454.00-IL\312 — ENGINEERING\FINAL\EXHIBITS\Development Phasing\DEVELOPMENT PHASING (OPTION A) (2024-04-04).dwg

DRAFTED: DRAFTED DESIGNED: DESIGNEDBY REVIEWED: REVIEWEDBY

SITE DATA TABLE

BUILDING 1
- LOT AREA: 27.56 ACRES (1,200,566 SF.)
- BUILDING AREA: 418,200 SF
- PARKING REQ'D: 243 CAR STALLS
- PARKING PROVIDED: 283 CAR STALLS (7 ADA STALLS)
  153 TRAILER STALLS

BUILDING 2
- LOT AREA: 7.80 ACRES (339,831 SF.)
- BUILDING AREA: 156,600 SF
- PARKING REQ'D: 91 CAR STALLS
- PARKING PROVIDED: 115 CAR STALLS (5 ADA STALLS)

BUILDING 3
- LOT AREA: 7.36 ACRES (320,543 SF.)
- BUILDING AREA: 151,200 SF.
- PARKING REQ'D: 87 CAR STALLS
- PARKING PROVIDED: 105 CAR STALLS (5 ADA STALLS)

BUILDING 4
- LOT AREA: 17.36 ACRES (756,095 SF.)
- BUILDING AREA: 365,450 SF
- PARKING REQ'D: 214 CAR STALLS
- PARKING PROVIDED: 232 CAR STALLS (7 ADA STALLS)
  87 TRAILER STALLS

BUILDING 5
- LOT AREA: 45.15 ACRES (1,966,696 SF.)
- BUILDING AREA: 875,000 SF
- PARKING REQ'D: 508 CAR STALLS
- PARKING PROVIDED: 511 CAR STALLS (8 ADA STALLS)
  208 TRAILER STALLS

BUILDINGS 6 & 7
- LOT AREA: 12.64 ACRES (550,749 SF.)
- BUILDING AREAS: 154,700 SF. & 122,500 SF.
- PARKING REQ'D: 162 CAR STALLS
- PARKING PROVIDED: 214 CAR STALLS (8 ADA STALLS)

BUILDING 8
- LOT AREA: 10.87 ACRES (473,552 SF.)
- BUILDING AREA: 228,800 SF.
- PARKING REQ'D: 133 CAR STALLS
- PARKING PROVIDED: 193 CAR STALLS (5 ADA STALLS)

BUILDING (TOTALS)
- LOT AREA: 128.74 ACRES (5,608,032 SF.)
- BUILDING AREA: 2,472,450 SF.

*ASSUMED:
- 5% OF BUILDINGS ARE OFFICE
- 95% OF BUILDINGS ARE WAREHOUSE

PROPOSED REQUIREMENTS

SETBACKS
- FRONT (ADJACENT TO ROAD): 10' PARKING SETBACK; 20' BUILDING SETBACK
- SIDE YARD: 10' PARKING SETBACK; 20' BUILDING SETBACK
- REAR YARD: 10' PARKING SETBACK; 20' BUILDING SETBACK

PARKING
- OFFICE SPACE (5% OF BLDG): 1 STALL / 250 SF.
- WAREHOUSE (95% OF BLDG): 1 STALL / 2,500 SF.

EXISTING RAILROAD
ILLINOIS ROUTE 38
91 TRAILER STALLS
DOCKS
PROPOSED BUILDING 1
418,200 SF
FF= 779.00
103 CAR STALLS
180 CAR STALLS
STORMWATER FACILITY
DOCKS
62 TRAILER STALLS
STORMWATER FACILITY
OPTION: ADDITIONAL BMP'S
115 CAR STALLS
100' PROPOSED R.O.W.
PROPOSED BUILDING 2
156,600 SF
FF=778.00
DOCKS
STORMWATER FACILITY
STORMWATER FACILITY
WETLAND MITIGATION AREA
DOCKS
PROPOSED BUILDING 8
228,800 SF
FF=778.00
131 CAR STALLS
DOCKS
PROPOSED BUILDING 3
151,200 SF
FF=778.00
105 CAR STALLS
62 CAR STALLS
97 CAR STALLS
PROPOSED BUILDING 7
122,500 SF
FF=776.50
DOCKS
163 CAR STALLS
PROPOSED BUILDING 4
365,450 SF
FF=775.00
DOCKS
87 TRAILER STALLS
DOCKS
PROPOSED BUILDING 6
154,700 SF
FF=776.50
WETLAND MITIGATION AREA
117 CAR STALLS
STORMWATER FACILITY
69 CAR STALLS
75 TRAILER STALLS
STORMWATER FACILITY
DOCKS
PROPOSED BUILDING 5
875,000 SF
FF=780.50
110 CAR STALLS
401 CAR STALLS
DOCKS
133 TRAILER STALLS
ELECTRICAL SUBSTATION
STORMWATER FACILITY
STORMWATER FACIILITY
100 YEAR FLOOD

NORTH

GRAPHICAL SCALE (FEET)
0 1" = 150' 300'

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GENEVA INDUSTRIAL DEVELOPMENT
GENEVA, ILLINOIS

OVERALL DEVELOPMENT PLAN

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 3/5/2024
SCALE 1"=150'

SHEET 1 OF 1

OVERALL DEVELOPMENT PLAN

SITE DATA TABLE

BUILDING 1A & 1B
- LOT AREA: 27.56 ACRES (1,200,566 SF.)
- BUILDING AREA: 601,200 SF
- PARKING REQ'D: 174 CAR STALLS
- PARKING PROVIDED: 406 CAR STALLS (14 ADA STALLS)

BUILDING 2
- LOT AREA: 15.16 ACRES (661,374 SF.)
- BUILDING AREA: 278,675 SF
- PARKING REQ'D: 162 CAR STALLS
- PARKING PROVIDED: 217 CAR STALLS (7 ADA STALLS)
  68 TRAILER STALLS

BUILDING 4
- LOT AREA: 17.36 ACRES (756,095 SF.)
- BUILDING AREA: 368,540 SF
- PARKING REQ'D: 214 CAR STALLS
- PARKING PROVIDED: 232 CAR STALLS (7 ADA STALLS)
  86 TRAILER STALLS

BUILDINGS 5A, 5B, 5C, & 5D
- LOT AREA: 45.15 ACRES (1,966,696 SF.)
- BUILDING AREA: 801,450 SF
- PARKING REQ'D: 465 CAR STALLS
- PARKING PROVIDED: 616 CAR STALLS (8 ADA STALLS)

BUILDINGS 6 & 7
- LOT AREA: 12.64 ACRES (550,749 SF.)
- BUILDING AREAS: 277,200 SF
- PARKING REQ'D: 161 CAR STALLS
- PARKING PROVIDED: 213 CAR STALLS (8 ADA STALLS)

BUILDING 8A & 8B
- LOT AREA: 10.87 ACRES (473,552 SF.)
- BUILDING AREA: 208,550 SF.
- PARKING REQ'D: 60 CAR STALLS
- PARKING PROVIDED: 183 CAR STALLS (6 ADA STALLS)

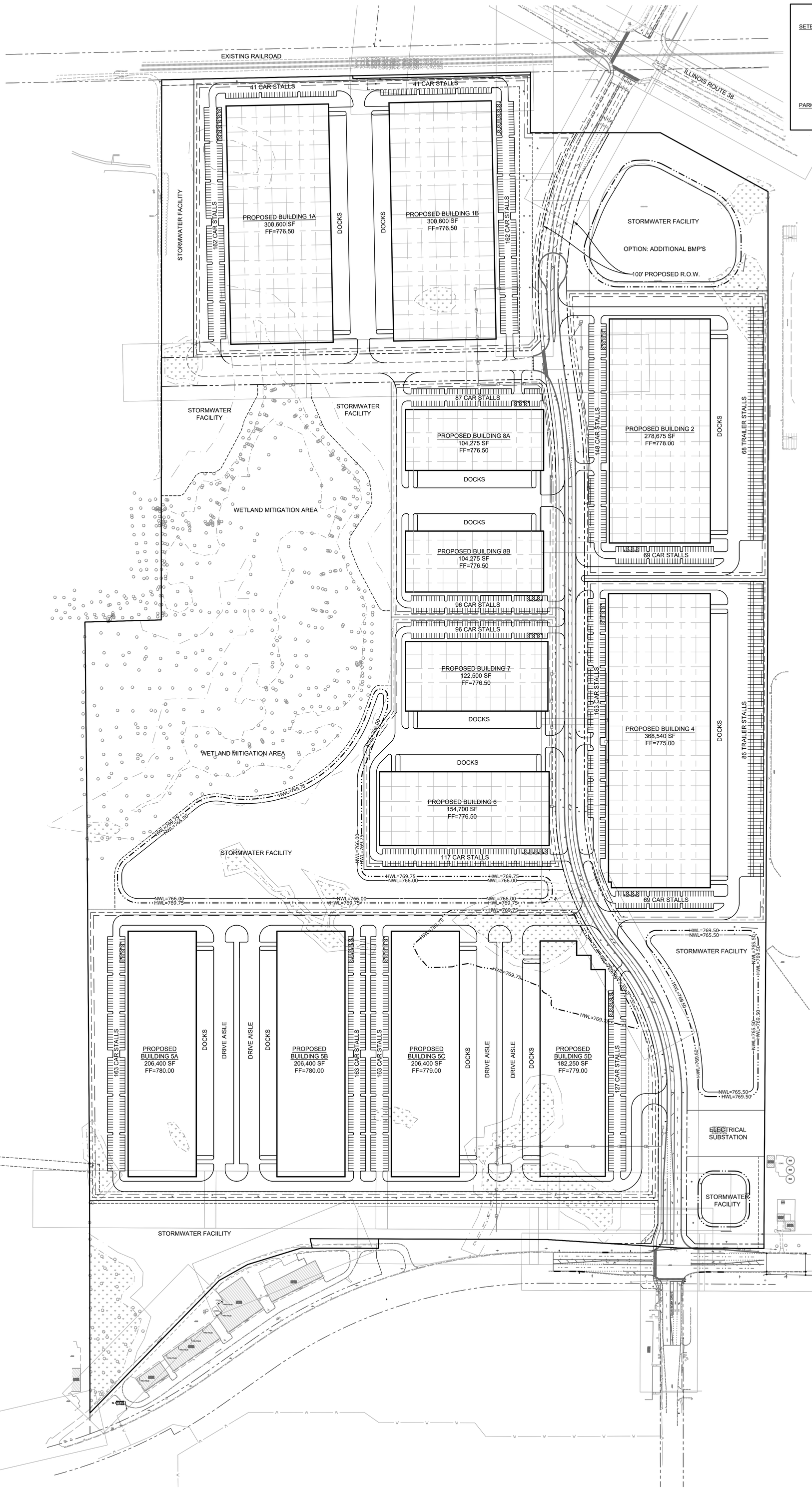
BUILDING (TOTALS)
- LOT AREA: 128.74 ACRES (5,608,032 SF.)
- BUILDING AREA: 2,130,740 SF.

*ASSUMED:
5% OF BUILDINGS ARE OFFICE
95% OF BUILDINGS ARE WAREHOUSE

PROPOSED REQUIREMENTS

SETBACKS
- FRONT (ADJACENT TO ROAD): 10' PARKING SETBACK, 20' BUILDING SETBACK
- SIDE YARD: 10' PARKING SETBACK, 20' BUILDING SETBACK
- REAR YARD: 10' PARKING SETBACK, 20' BUILDING SETBACK

PARKING
- OFFICE SPACE (5% OF BLDG): 1 STALL / 250 SF.
- WAREHOUSE (95% OF BLDG): 1 STALL / 2,500 SF.



NORTH

GRAPHICAL SCALE (FEET)

0 1" = 150' 300'

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GENEVA INDUSTRIAL DEVELOPMENT
GENEVA, ILLINOIS

OVERALL DEVELOPMENT PLAN
ALTERNATE 2

PEG JOB No. 1454.00-1L
PEG PM BDJ
START DATE 02/21/19
SCALE 1"=150'

SHEET 1 OF 1

OVERALL DEVELOPMENT PLAN - ALTERNATE 2

SITE DATA TABLE

	TOTAL BUILDING AREA (27.0%)	2,472,450 SF 56.76 AC
	PAVED AREA (23.6%)	2,167,651 SF 49.76 AC
	ROADWAY & BIKE PATH (3.1%)	287,106 SF 6.59 AC
	ELECTRICAL SUBSTATION (0.5%)	43,856 SF 1.01 AC
	STORMWATER FACILITY (6.3%)	573,647 SF 13.17 AC
	GREEN SPACE AREA (20.5%)	1,879,134 SF 43.14 AC
CONSERVANCY AREAS		
	CONSERVANCY WETLAND (13.1%)	1,204,070 SF 27.64 AC
	CONSERVANCY BMP (5.9%)	542,808 SF 12.46 AC
	TOTAL AREA (100.0%)	9,170,721 SF 210.53 AC

EXISTING RAILROAD

ILLINOIS ROUTE 38

PROPOSED BUILDING 1
418,200 SF
FF= 779.00

STORMWATER FACILITY

STORMWATER FACILITY
OPTION: ADDITIONAL BMP'S

100' PROPOSED R.O.W.

PROPOSED BUILDING 2
156,600 SF
FF=778.00

CONSERVANCY BMP

CONSERVANCY BMP

CONSERVANCY WETLAND

PROPOSED BUILDING 8
228,800 SF
FF=778.00

PROPOSED BUILDING 3
151,200 SF
FF=778.00

PROPOSED BUILDING 7
122,500 SF
FF=776.50

PROPOSED BUILDING 4
365,450 SF
FF=775.00

CONSERVANCY WETLAND

PROPOSED BUILDING 6
154,700 SF
FF=776.50

CONSERVANCY BMP

STORMWATER FACILITY

PROPOSED BUILDING 5
875,000 SF
FF=780.50

ELECTRICAL SUBSTATION

STORMWATER FACILITY

STORMWATER FACILITY

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 200' 400'

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4/3/2024 1:36 PM — Z:\Projects\2018\1454.00-IL\312 — ENGINEERING\FINAL\EXHIBITS\Overall Development Areas\Overall Development Areas.dwg

DRAFTED: SGS DESIGNED: JKB REVIEWED: JKB

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GENEVA INDUSTRIAL DEVELOPMENT

GENEVA, ILLINOIS

OVERALL DEVELOPMENT AREAS

PEG JOB No. 1454.00-IL
PEG PM BDJ
START DATE 02/21/19
SCALE 1" = 200'

SHEET 1 OF 1

OVERALL DEVELOPMENT AREAS

PRELIMINARY LANDSCAPE PLANS

FOR

GENEVA INDUSTRIAL PARK
PRELIMINARY LOT LANDSCAPE PLANS

GENEVA, ILLINOIS

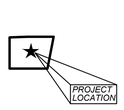
PROJECT TEAM

OWNER/DEVELOPER

MIDWEST INDUSTRIAL FUNDS
1211 W 22ND STREET, SUITE 410
OAK BROOK, ILLINOIS
630-230-6444
Contact: John Dunneback

LANDSCAPE ARCHITECT

V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630 724 9200
Project Manager: Don Staley
DStaley@v3co.com
Project Landscape Architect: Emily Kusz
EKusz@v3co.com



LOCATION MAP
NO SCALE

INDEX

LANDSCAPE PLANS

REVISIONS

NO.	DATE	DESCRIPTION
2	12/27/23	RESUBMIT TO GENEVA

ORIGINAL ISSUE DATE: 5/5/23

PROJECT NO: 17253.23
PROJECT MANAGER: TS
DESIGNED BY: EK
DRAWN BY: KT

TITLE SHEET

GENEVA INDUSTRIAL PARK
KANE COUNTY ILLINOIS

LICENSED LANDSCAPE ARCHITECT
DONALD JOHN STALEY
157-001715
STATE OF ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

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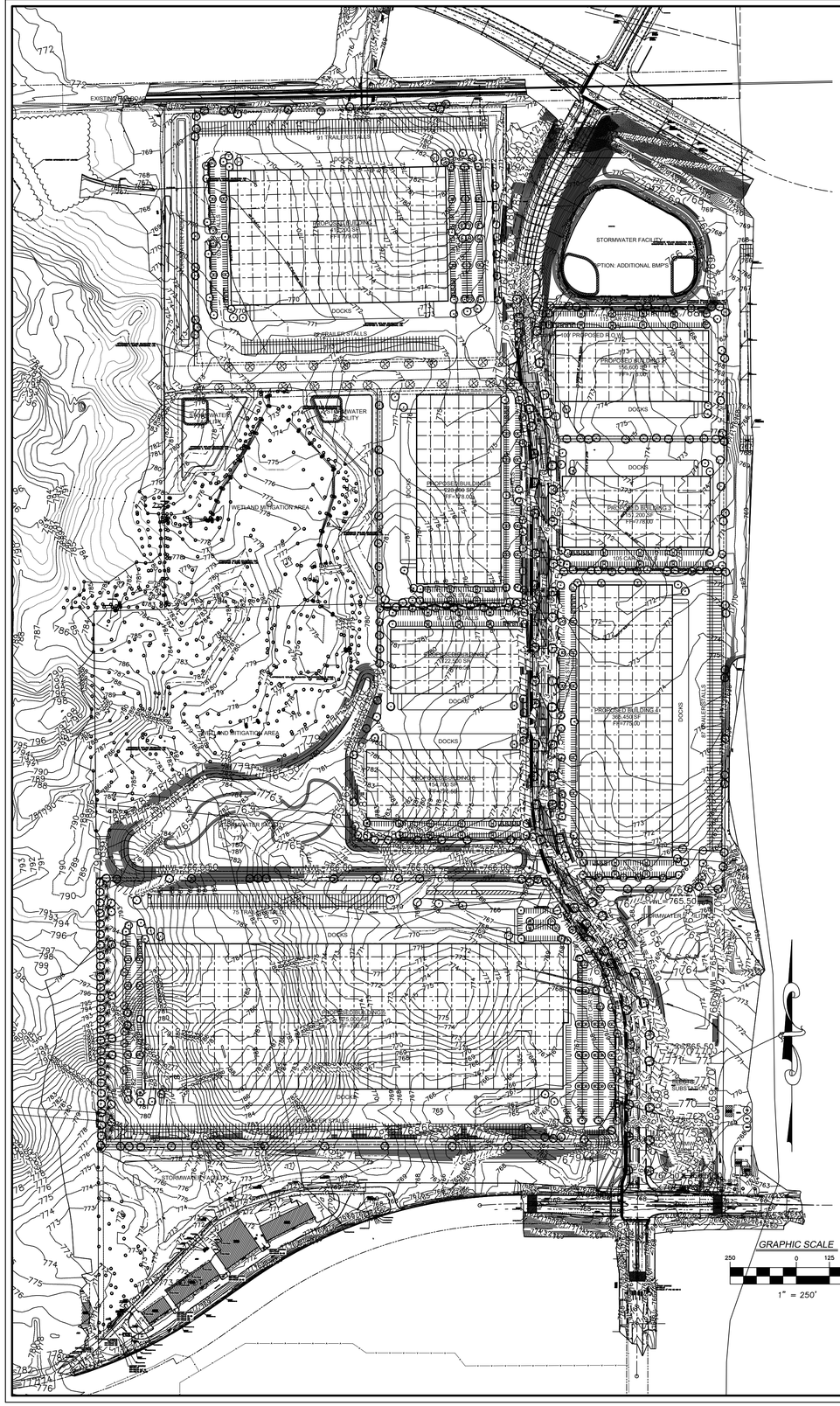

LANDSCAPE REQUIREMENT
GENEVA, IL
MODIFIED CODE OF ORDINANCES CHAPTER 10

PARKWAY TREES
CHAPTER 10.5-C

REVISED ORDINANCE: PARKWAY TREES SHALL BE PROVIDED AT A RATIO OF ONE TREE FOR EACH ONE HUNDRED TWENTY (120) LINEAR FEET, OR FRACTION THEREOF, OF STREET FRONTAGE. THERE SHALL BE A MINIMUM SPACING OF THIRTY FEET (30') AND A MAXIMUM SPACING OF ONE HUNDRED FIFTY FEET (150') IN EITHER A LINEAR OR CLUSTERED PATTERN.

INTERIOR PARKING LOT LANDSCAPING (IPL)
CHAPTER 10.5-C

REVISED ORDINANCE: INTERIOR PARKING LOT LANDSCAPING REQUIREMENTS SHALL NOT APPLY TO TRUCK COURTS, TRUCK PARKING, AND/OR TRAILER PARKING AREAS AND SHALL ONLY APPLY TO PASSENGER VEHICLE LOTS. LANDSCAPE ISLANDS SHALL BE PROVIDED FOR EVERY 15 PASSENGER VEHICLE STALLS OR LESS, AND THAT NO LANDSCAPE ISLAND BE REQUIRED WITH RESPECT TO TRUCK COURTS, TRUCK PARKING, AND/OR TRUCK TRAILER PARKING AREAS.

MINIMUM AREA: WHERE PROVIDED, FULL MIDROW AND END ROW LANDSCAPING ISLANDS SHALL BE A MINIMUM OF ONE HUNDRED FORTY-EIGHT (148) SQUARE FEET IN AREA WITH NO DIMENSIONS GENERALLY NOT LESS THAN EIGHT FEET (8') FROM THE BACK TO BACK OF CURB.

LANDSCAPING MATERIAL:

1) TYPE: THE PRIMARY LANDSCAPING MATERIALS USED IN PARKING LOTS SHALL BE SHADE TREES WHICH PROVIDE FOR SHADE.
ORNAMENTAL TREES, SHRUBBERY AND OTHER LIVE PLANTING MATERIAL MAY BE USED TO SUPPLEMENT SHADE TREES.
2) QUANTITY: ONE (1) LARGE TO MEDIUM SHADE TREE SHALL BE PROVIDED FOR EACH ONE HUNDRED EIGHTY (180) SQUARE FEET OF LANDSCAPED AREA.
3) NO GROUNDCOVER REQUIREMENT.

PERIMETER PARKING LOT LANDSCAPING
CHAPTER 10.5-F

REVISED ORDINANCE: PERIMETER PARKING LOT LANDSCAPING REQUIREMENTS SHALL NOT APPLY TO TRUCK COURTS, TRUCK PARKING, AND/OR TRAILER PARKING AREAS AND SHALL ONLY APPLY TO PASSENGER VEHICLE LOTS.

PERIMETER PARKING LOT LANDSCAPING SHALL BE REQUIRED IN ADDITION TO ALL OTHER LANDSCAPING AREAS, EXCEPT WHERE PARKING LOTS ARE ADJACENT TO A REQUIRED TRANSITION SETBACK. PERIMETER

PARKING LOT LANDSCAPING SHALL APPLY TO ALL OFF STREET PARKING AREAS, EXCEPT AS NOTED ABOVE.

LANDSCAPING:

a. PLANTING MATERIAL: (1) ACROSS FROM OR ADJOINING NONRESIDENTIAL PROPERTY: WHERE A PARKING LOT IS LOCATED ACROSS A DEDICATED PUBLIC RIGHT-OF-WAY FROM OR ADJOINS PROPERTY ZONED

FOR A NONRESIDENTIAL USE, OR DESIGNATED FOR NONRESIDENTIAL USE IN THE COMPREHENSIVE PLAN, LANDSCAPING SHALL BE PROVIDED ACROSS FIFTY PERCENT (50%) OF THE STREET FRONTAGE TO A

MINIMUM OF THREE FEET (3') IN HEIGHT. SUCH LANDSCAPING SHALL CONSIST OF SHRUBBERY.

b. GROUND COVER: EXCEPT WHERE OCCUPIED BY PLANTING BEDS, ALL PERIMETER PARKING LOT LANDSCAPED AREAS LOCATED IN A STREET YARD SHALL BE SEEDED OR SODDED.

PERIMETER YARD LANDSCAPING
CHAPTER 10.5-F

REVISED ORDINANCE:

1. PERIMETER YARD LANDSCAPING IS REQUIRED IN ALL DEVELOPMENTS REQUIRING LANDSCAPE PLAN APPROVAL. PERIMETER YARDS SHALL MEET THE REQUIREMENTS OF THIS SUBSECTION,

EXCEPT WHERE A TRANSITION SETBACK MAY BE REQUIRED AND EXCEPT WHERE A PERIMETER YARD IS ADJACENT TO PUBLIC RIGHT OF WAY.

2. LANDSCAPING AND CLUSTERING: LANDSCAPING SHALL BE PROVIDED AT A RATE OF ONE (1) SHADE TREE FOR EACH ONE HUNDRED AND TWENTY FEET (120') ALONG THE LOT LINES ENCOMPASSING THE BOUNDARY OF THE LOT OR ZONING LOT, EXCEPT WHERE NOTED ABOVE. SUBJECT TO PLAN APPROVAL, TREES MAY BE CLUSTERED AND NEED NOT BE SPACED AT THE INTERVALS DESCRIBED UNDER THE MINIMUM PLANTING REQUIREMENT STATED ABOVE.

3. GROUND COVER: N/A.

INTERNAL LANDSCAPING (INL)
CHAPTER 10.5-F

REVISED ORDINANCE:

1. APPLICABILITY: INTERNAL LANDSCAPING IS REQUIRED IN ALL DEVELOPMENTS REQUIRING LANDSCAPE PLAN APPROVAL. INTERNAL LANDSCAPING IS INTENDED TO VISUALLY SOFTEN THE MASS OF BUILDINGS AND TO VISUALLY SEPARATE BUILDING AREAS FROM PARKING AREAS. INTERNAL LANDSCAPING GENERALLY INCLUDES AREAS SURROUNDING THE PERIMETER OF SITE BUILDINGS AND IMPROVEMENTS.

2. LANDSCAPING:

a. A MINIMUM OF TWO PERCENT (2%) OF THE SITE'S NET AREA SHALL BE DEDICATED AND IMPROVED WITH SHRUBS AND/OR TREES.

b. A MINIMUM OF ONE (1) TREE FOR EACH ONE THOUSAND (1,000) SQUARE FEET OF REQUIRED INTERIOR LANDSCAPING SHALL BE PROVIDED.

c. MINIMUM NUMBER OF SHRUBS: UP TO ONE-HALF (½) OF THE REQUIRED TREES MAY BE SUBSTITUTED BY SHRUBS ADJACENT TO RETAIL STOREFRONTS WHERE THE VIEW OF SIGNS MAY BE DISTURBED. TEN (10) SHRUBS, A MINIMUM HEIGHT OF THREE FEET (3'), MAY BE PROVIDED IN REPLACEMENT OF EACH TREE TO BE REMOVED.

3. LOCATION OF MINIMUM REQUIRED LANDSCAPED AREAS: INTERNAL LANDSCAPING SHALL BE LOCATED AS FOLLOWS. SOD SHALL NOT BE INCLUDED IN THE CALCULATION OF MINIMUM LANDSCAPE AREAS REQUIRED UNLESS APPROVED BY THE

DIRECTOR OF COMMUNITY DEVELOPMENT:

a. ADJACENT TO THOSE BUILDING ELEVATIONS WHICH FORM MAJOR PUBLIC VIEWS OF THE PROJECT FROM ADJACENT STREETS AND PROPERTIES; OR

b. WITHIN A PLAZA OR COURTYARD, IN FRONT OF, OR BETWEEN BUILDINGS OR PATTERNS OF BUILDINGS; OR

c. PAVED PLAZAS OR COURTYARDS MAY QUALIFY PROVIDED PLAZAS HAVE TREES WHICH PROVIDE VISUAL RELIEF TO BUILDING ELEVATIONS FROM PUBLIC VIEWS; OR

d. IN A SIMILAR LOCATION WHICH SUBSTANTIALLY MEETS THE INTENT OF THIS SUBSECTION, IF APPROVED AS PART OF THE LANDSCAPE PLAN.

4. LANDSCAPE MATERIALS: PLANTING SPACING SHOULD ALLOW FOR THE GROWTH CHARACTERISTICS OF THE PLANT MATERIAL WITHOUT ADVERSELY ALTERING THE MAINTENANCE OF STRUCTURES, WALKS OR DRIVES. THE TYPES OF GROUND

COVER SHALL BE SUBJECT TO THE APPROVAL OF THE DIRECTOR OF COMMUNITY DEVELOPMENT.

TRANSITION SETBACKS (TSL)
CHAPTER 10.5-F

REVISED ORDINANCE:

1. APPLICABILITY: A TRANSITION SETBACK IS INTENDED TO PROVIDE A PHYSICAL SEPARATION BETWEEN POTENTIALLY INCOMPATIBLE USES WITH LANDSCAPING AND SCREENING. IN ALL CASES WHERE A TRANSITION SETBACK IS REQUIRED, THE REQUIREMENTS OF THIS SUBSECTION SHALL SUBSTITUTE FOR ANY PERIMETER YARD OR PARKING LOT SCREENING REQUIREMENT ALONG THE PORTION OF ANY AFFECTED YARD. TRANSITION SETBACKS ARE REQUIRED UNDER THE FOLLOWING SITUATIONS:

a. ALONG AND WITHIN THE YARD(S) OF A NONRESIDENTIAL DEVELOPMENT WHERE THE NONRESIDENTIAL DEVELOPMENT OR ZONING DISTRICT (EXCLUDING THE SPECIAL PURPOSE DISTRICTS) DIRECTLY ADJOINS A RESIDENTIAL DISTRICT OR LAND DESIGNATED FOR ANY RESIDENTIAL USE IN THE COMPREHENSIVE PLAN. THIS REQUIREMENT DOES NOT APPLY TO A NONRESIDENTIAL DEVELOPMENT WHICH LIES ACROSS PUBLIC STREET RIGHT-OF-WAY OF LAND ZONED OR DESIGNATED IN THE COMPREHENSIVE PLAN FOR RESIDENTIAL USE NOR DOES IT APPLY WHEN THE NONRESIDENTIAL DEVELOPMENT OR ZONING DISTRICT IS SEPARATED FROM THE RESIDENTIAL DISTRICT OR LAND DESIGNATED FOR ANY RESIDENTIAL USE BY WETLAND RESTORATION/MITIGATION AREAS, STORMWATER BASINS AND OTHER COMMON GREEN/OPEN SPACES .

2. LANDSCAPING:

a. QUANTITY: TRANSITION SETBACKS SHALL BE IMPROVED WITH TWO (2) ROWS OF TREE PLANTINGS ALONG THE BOUNDARY. THE ROW ADJACENT TO THE PROPERTY LINE WILL HAVE EVERGREEN TREES PLANTED AT A RATE OF ONE (1) EVERGREEN TREE FOR EACH FORTY (40) LINEAR FEET AND OFFSET A MINIMUM OF TEN (10) FEET FROM THE ADJACENT RESIDENTIAL USE PROPERTY LINE. THE SECOND ROW WILL BE OFFSET A MINIMUM OF TWENTY (20) LINEAR FEET FROM THE CENTER LINE OF THE FIRST ROW. THIS ROW WILL INCLUDE ONE (1) LARGE SHADE TREE FOR EACH FORTY (40) LINEAR FEET AND THE SHADE TREE PLANTINGS WILL BE STAGGERED TO BE PLACED BETWEEN THE EVERGREEN TREES.

b. SCREENING: IN A TRANSITION SETBACK, LANDSCAPING SHALL BE USED TO PROVIDE A VISUAL YEAR ROUND SCREEN TO A MINIMUM HEIGHT OF SIX FEET (6').

c. GROUND COVER: ALL TRANSITION SETBACKS, EXCEPT WHERE OCCUPIED BY OTHER LANDSCAPE MATERIAL SHALL BE SEEDED OR SODDED.

FUTURE PARKWAY TREE
PROPOSED PARKWAY TREE
INTERIOR PARKING LOT TREE
PERIMETER PARKING LOT LANDSCAPING SHRUB
PERIMETER YARD LANDSCAPING TREE
INTERNAL LANDSCAPING TREE

- LOT 1 (BUILDING 1) TOTAL AREA: 1,200,566 SF
  - LESS IMPERMEABLE SURFACE AREA X2%= 4,319 SF
  - 4,319/1000= **5** TREES
- LOT 2 (BUILDING 2) TOTAL AREA: 339,831 SF
  - LESS IMPERMEABLE SURFACE AREA X2%= 1,355 SF
  - 1,355/1000= **2** TREES
- LOT 3 (BUILDING 3) TOTAL AREA: 320,543 SF
  - LESS IMPERMEABLE SURFACE AREA X2%= 1,162 SF
  - 1,162/1000= **2** TREES
- LOT 4 (BUILDING 4) TOTAL AREA: 756,095 SF
  - LESS IMPERMEABLE SURFACE AREA X2%= 1,827 SF
  - 1,827/1000= **2** TREES
- LOT 5 (BUILDING 5) TOTAL AREA: 1,966,696 SF
  - LESS IMPERMEABLE SURFACE AREA X2%= 5,977 SF
  - 5,977/1000= **6** TREES
- LOT 6 (BUILDINGS 6 & 7) TOTAL AREA: 550,749 SF
  - LESS IMPERMEABLE SURFACE AREA X2%= 1,579 SF
  - 1,579/1000= 2 TREES
- LOT 7 (BUILDING 8) TOTAL AREA: 473,552 SF
  - LESS IMPERMEABLE SURFACE AREA X2%= 1,739 SF
  - 1,739/1000= **2** TREES

DECIDUOUS TREE
EVERGREEN TREE

REVISIONS

NO.	DATE	DESCRIPTION
2	12/27/23	RESUBMIT TO GENEVA

ORIGINAL ISSUE DATE: 5/5/23

PROJECT NO: 17253.23
PROJECT MANAGER: TS
DESIGNED BY: EK
DRAWN BY: KT

OVERALL PRELIMINARY LANDSCAPE PLAN

GENEVA INDUSTRIAL PARK
KANE COUNTY ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DONALD JOHN STALEY 157-001715 LICENSED LANDSCAPE ARCHITECT STATE OF ILLINOIS

DRAWING NO.
L1.0

91 TRAILER STALLS

DOCKS

PROPOSED BUILDING 1
418,200 SF
FF= 779.00

DOCKS

62 TRAILER STALLS

103 CAR STALLS

180 CAR STALLS

STORMWATER FACILITY

STORMWATER FACILITY

STORMWATER FACILITY

+ APPROXIMATE WETLAND DELINEATION PER CHRISTOPHER B. BURKE ENGINEERING, LTD.

APPROXIMATE WETLAND DELINEATION PER CHRISTOPHER B. BURKE ENGINEERING, LTD.

APPROXIMATE WETLAND DELINEATION PER CHRISTOPHER B. BURKE ENGINEERING, LTD.

<EX. 3" CLAY DRAIN TILE>

<EX. 6" CLAY DRAIN TILE>

<EX. 3" CLAY DRAIN TILE>

FOR CONTINUATION SEE SHEET L1.2

FOR CONTINUATION SEE SHEET L1.2

LANDSCAPE REQUIREMENT - LOT 1
GENEVA, IL
MODIFIED CODE OF ORDINANCES CHAPTER 10

LOT 1:
TOTAL SITE AREA: APPROX. 1,200,566 SF

TOTAL IMPERVIOUS SURFACES: 896,878 SF

TOTAL LANDSCAPED AREA: 303,688 SF

TOTAL PARKING LOT LANDSCAPED AREA: 60,625 SF
TOTAL PASSENGER PARKING LOT AREA: 87,869 SF X10% = 8,786.9
8,786.9/180= **49** TREES REQUIRED
51 TREES PROVIDED

PERIMETER PARKING LOT LANDSCAPING: **194** SHRUBS PROVIDED

PERIMETER YARD LANDSCAPING: **29** TREES PROVIDED
WEST YARD (976LF) = 9 TREES
NORTH YARD (1177LF) = 10 TREES
EAST YARD (940LF) = 0 TREES (ADJACENT TO ROW)
SOUTH YARD (1180LF) = 10 TREES

INTERNAL LANDSCAPING (INL):
- LOT 1 (BUILDING 1) TOTAL AREA: 1,200,566 SF
  - LESS IMPERMEABLE SURFACE AREA X 2%= 4,319 SF
  - 4,319/1000= **5** TREES

REVISIONS

NO.	DATE	DESCRIPTION
2	12/27/23	RESUBMIT TO GENEVA
3	02/16/24	RESUBMIT TO GENEVA - TREE ADDED

ORIGINAL ISSUE DATE: 5/5/23

PROJECT NO: 17253.23
PROJECT MANAGER: TS
DESIGNED BY: EK
DRAWN BY: KT

PRELIMINARY LANDSCAPE PLAN

GENEVA INDUSTRIAL PARK
KANE COUNTY ILLINOIS

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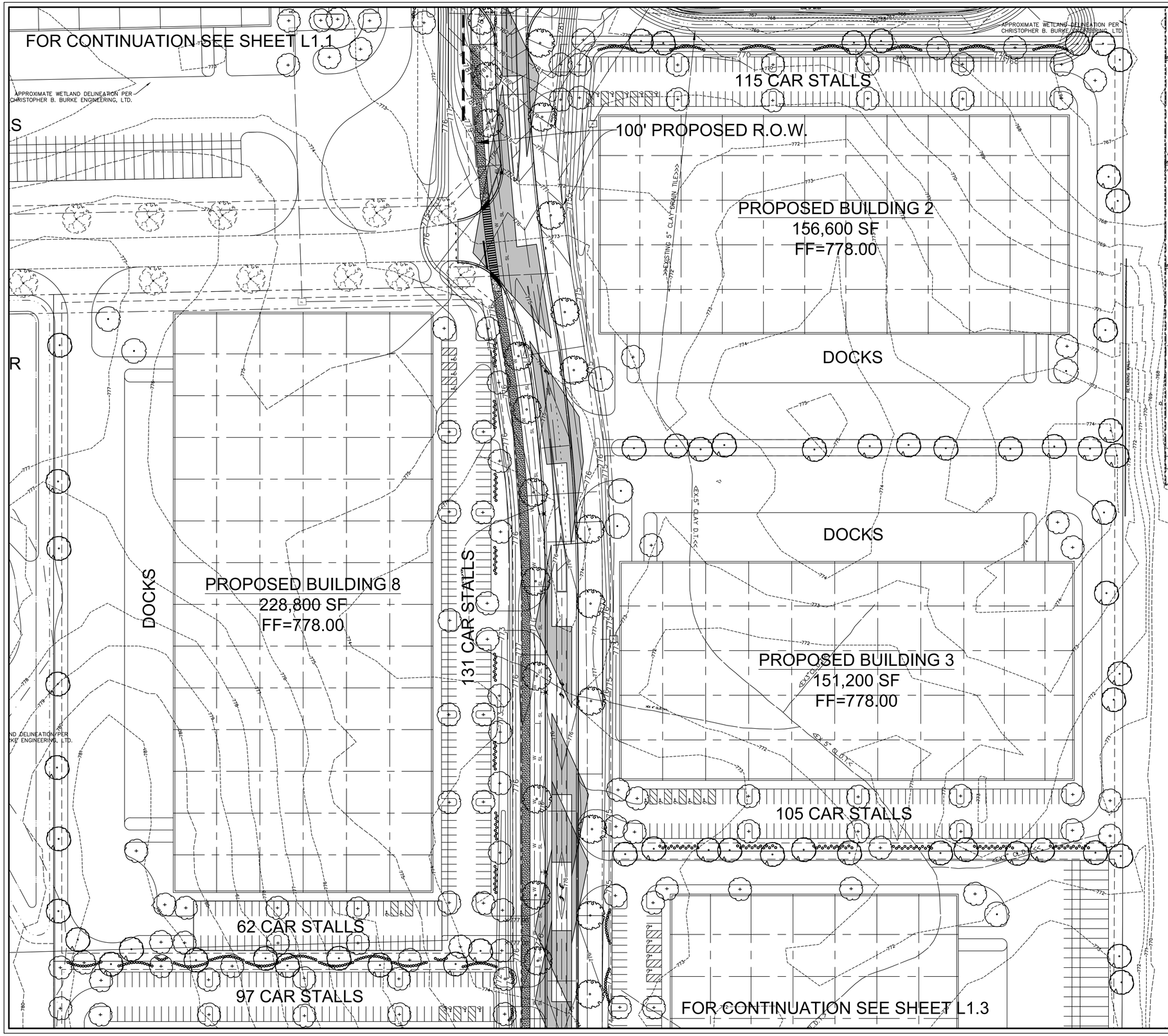
DONALD JOHN STALEY
157-001715
LICENSED LANDSCAPE ARCHITECT
STATE OF ILLINOIS

DRAWING NO.
L1.1



LANDSCAPE REQUIREMENT - LOTS 2,3 & 7
GENEVA, IL
MODIFIED CODE OF ORDINANCES CHAPTER 10

LOT 2 (BUILDING 2):
TOTAL SITE AREA: APPROX. 339,831 SF

TOTAL IMPERVIOUS SURFACES: 272,426 SF

TOTAL LANDSCAPED AREA: 67,405 SF

TOTAL PARKING LOT LANDSCAPED AREA: 14,464 SF
TOTAL PASSENGER PARKING LOT AREA: 34,831 SF X10% = 3,483.1
3,483.1/180= **21** TREES REQUIRED
20 TREES PROVIDED

PERIMETER PARKING LOT LANDSCAPING: **98** SHRUBS PROVIDED

PERIMETER YARD LANDSCAPING: **17** TREES PROVIDED
WEST YARD (500LF) = 0 TREES (ADJACENT TO ROW)
NORTH YARD (704LF) = 6 TREES
EAST YARD (510LF) = 5 TREES
SOUTH YARD (649LF) = 6 TREES

TOTAL INTERNAL LANDSCAPING:
- LOT 2 (BUILDING 2) TOTAL AREA: 339,831 SF
  - LESS IMPERMEABLE SURFACE AREA X2%= 1,355 SF
  - 1,355/1000= **2** TREES

LOT 3 (BUILDING 3):
TOTAL SITE AREA: APPROX. 320,543 SF

TOTAL IMPERVIOUS SURFACES: 262,048 SF

TOTAL LANDSCAPED AREA: 58,495 SF

TOTAL PARKING LOT LANDSCAPED AREA: 14,626 SF
TOTAL PASSENGER PARKING LOT AREA: 30,866 SF X10% = 3,086.6
3,086.6/180= **17** TREES REQUIRED
18 TREES PROVIDED

PERIMETER PARKING LOT LANDSCAPING: **84** SHRUBS PROVIDED

PERIMETER YARD LANDSCAPING: **17** TREES PROVIDED
WEST YARD (497LF) = 0 TREES (ADJACENT TO ROW)
NORTH YARD (648LF) = 6 TREES
EAST YARD (497LF) = 5 TREES
SOUTH YARD (641LF) = 6 TREES

TOTAL INTERNAL LANDSCAPING:
- LOT 3 (BUILDING 3) TOTAL AREA: 320,543 SF
  - LESS IMPERMEABLE SURFACE AREA X2%= 1,162 SF
  - 1,162/1000= 2 TREES

LOT 7 (BUILDING 8):
TOTAL SITE AREA: APPROX. 473,552 SF

TOTAL IMPERVIOUS SURFACES: 382,972 SF

TOTAL LANDSCAPED AREA: 90,580 SF

TOTAL PARKING LOT LANDSCAPED AREA: 19,210 SF
TOTAL PASSENGER PARKING LOT AREA: 57,179 SF X10% = 5,717.9
5,717.9/180= **32** TREES REQUIRED
34 TREES PROVIDED

PERIMETER PARKING LOT LANDSCAPING: **132** SHRUBS PROVIDED

PERIMETER YARD LANDSCAPING: **17** TREES PROVIDED
WEST YARD (825LF) = 7 TREES
NORTH YARD (519LF) = 5 TREES
EAST YARD (814LF) = 0 TREES (ADJACENT TO ROW)
SOUTH YARD (576LF) = 5 TREES

TOTAL INTERNAL LANDSCAPING:
- LOT 7 (BUILDING 8) TOTAL AREA: 473,552 SF
  - LESS IMPERMEABLE SURFACE AREA X2%= 1,739 SF
  - 1,739/1000= **2** TREES

REVISIONS

NO.	DATE	DESCRIPTION
2	12/27/23	RESUBMIT TO GENEVA

ORIGINAL ISSUE DATE: 5/5/23

PROJECT NO: 17253.23
PROJECT MANAGER: TS
DESIGNED BY: EK
DRAWN BY: KT

PRELIMINARY LANDSCAPE PLAN

GENEVA INDUSTRIAL PARK
KANE COUNTY ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
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LICENSED LANDSCAPE ARCHITECT
DONALD JOHN STALEY
157-001715
STATE OF ILLINOIS

DRAWING NO.
L1.2

FOR CONTINUATION SEE SHEET L1.2

62 CAR STALLS

97 CAR STALLS

PROPOSED BUILDING 7
122,500 SF
FF=776.50

DOCKS

163 CAR STALLS

PROPOSED BUILDING 4
365,450 SF
FF=775.00

DOCKS

87 TRAILER STALLS

105 CAR STALLS

DOCKS

PROPOSED BUILDING 6
154,700 SF
FF=776.50

117 CAR STALLS

69 CAR STALLS

FOR CONTINUATION SEE SHEET L1.4

FOR CONTINUATION SEE SHEET L1.5

LANDSCAPE REQUIREMENT - LOTS 4 & 6
GENEVA, IL
MODIFIED CODE OF ORDINANCES CHAPTER 10

LOT 4 (BUILDING 4):
TOTAL SITE AREA: APPROX. 756,095 SF

TOTAL IMPERVIOUS SURFACES: 665,336 SF

TOTAL LANDSCAPED AREA: 90,759 SF

TOTAL PARKING LOT LANDSCAPED AREA: 35,372 SF
TOTAL PASSENGER PARKING LOT AREA: 70,501 SF X10% = 7,050.1
7,050.1/180= **39** TREES REQUIRED
41 TREES PROVIDED

PERIMETER PARKING LOT LANDSCAPING: **204** SHRUBS PROVIDED

PERIMETER YARD LANDSCAPING: **21** TREES PROVIDED
WEST YARD (1277LF) = 0 TREES (ADJACENT TO ROW)
NORTH YARD (641LF) = 6 TREES
EAST YARD (1205LF) = 10 TREES
SOUTH YARD (518LF) = 5 TREES

TOTAL INTERNAL LANDSCAPING (INL):
- LOT 4 (BUILDING 4) TOTAL AREA: 756,095 SF
  - LESS IMPERMEABLE SURFACE AREA X2%= 1,827 SF
  - 1,827/1000= **2** TREES

LOT 6 (BUILDINGS 6 AND 7):
TOTAL SITE AREA: APPROX. 550,749 SF

TOTAL IMPERVIOUS SURFACES: 468,131 SF

TOTAL LANDSCAPED AREA: 82,618 SF

TOTAL PARKING LOT LANDSCAPED AREA: 27,554 SF
TOTAL PASSENGER PARKING LOT AREA: 62,503 SF X10% = 6,250.3
6,250.3/180= **35** TREES REQUIRED
36 TREES PROVIDED

PERIMETER PARKING LOT LANDSCAPING: 196 SHRUBS PROVIDED

PERIMETER YARD LANDSCAPING: **19** TREES PROVIDED
WEST YARD (914LF) = 8 TREES
NORTH YARD (576LF) = 5 TREES
EAST YARD (883LF) = 0 TREES (ADJACENT TO ROW)
SOUTH YARD (696LF) = 6 TREES

INTERNAL LANDSCAPING (INL)
- LOT 6 (BUILDINGS 6 & 7) TOTAL AREA: 550,749 SF
  - LESS IMPERMEABLE SURFACE AREA X2%= 1,579 SF
  - 1,579/1000= **2** TREES

REVISIONS

NO.	DATE	DESCRIPTION
2	12/27/23	RESUBMIT TO GENEVA

ORIGINAL ISSUE DATE: 5/5/23

PROJECT NO: 17253.23
PROJECT MANAGER: TS
DESIGNED BY: EK
DRAWN BY: KT

PRELIMINARY LANDSCAPE PLAN

GENEVA INDUSTRIAL PARK
KANE COUNTY ILLINOIS

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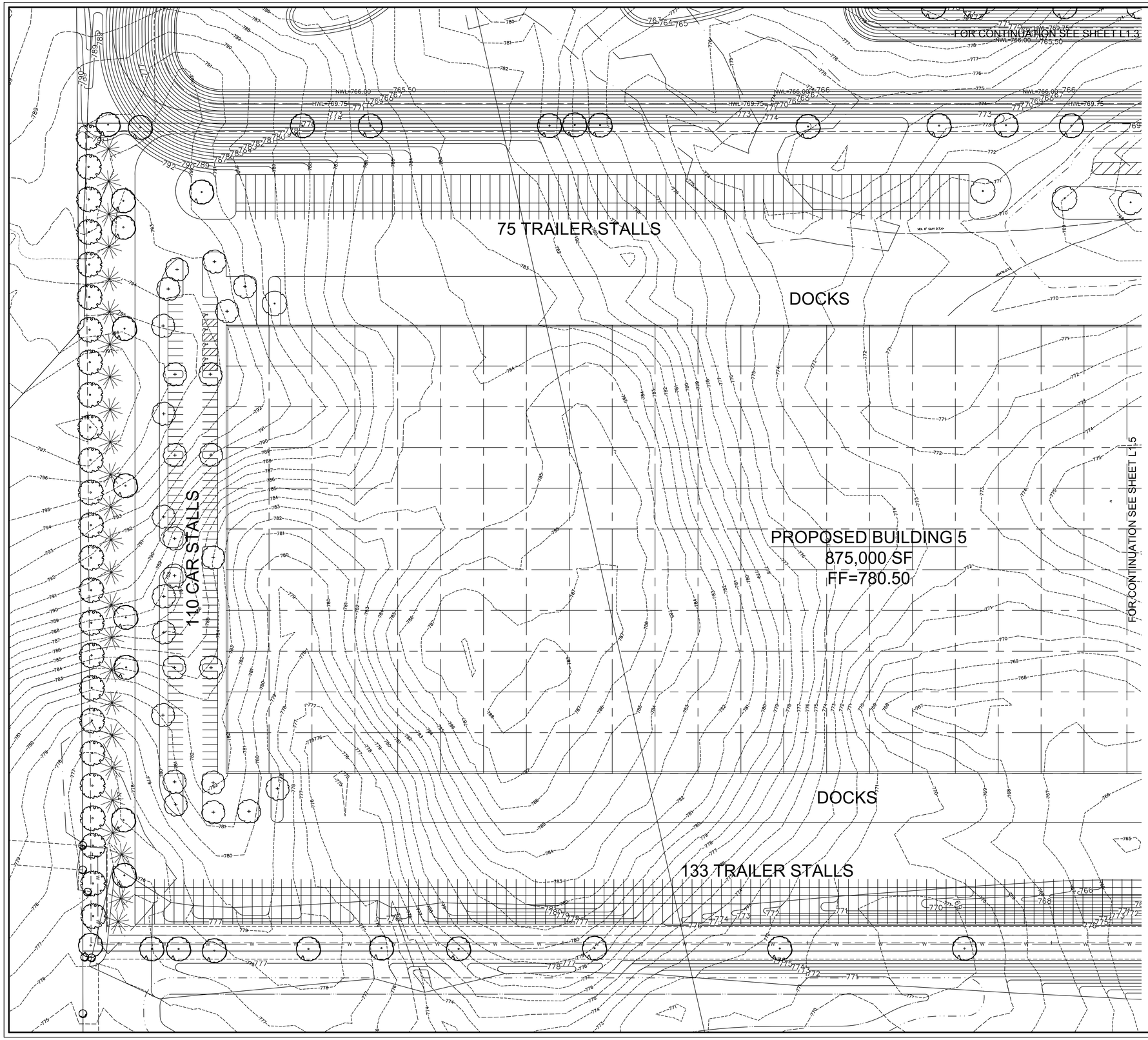
DRAWING NO.
L1.3



LANDSCAPE REQUIREMENT - LOT 5
GENEVA, IL
MODIFIED CODE OF ORDINANCES CHAPTER 10

LOT 5:
TOTAL SITE AREA: APPROX. 1,966,696 SF

TOTAL OFF-STREET PARKING AREA: 137,297 SF

TOTAL IMPERVIOUS SURFACES: 1,667,719 SF

TOTAL LANDSCAPED AREA: 295,977 SF

TOTAL PARKING LOT LANDSCAPED AREA: 51,229 SF
TOTAL PASSENGER PARKING LOT AREA: 130,408 SF X10% = 13,040.8
13,040.8/180= **73** TREES REQUIRED
70 TREES PROVIDED

PERIMETER PARKING LOT LANDSCAPING: **178** SHRUBS PROVIDED

PERIMETER YARD LANDSCAPING: **41** TREES PROVIDED
WEST YARD (1016LF) = 9 TREES
NORTH YARD (1714LF) = 15 TREES
EAST YARD (1090LF) = 0 TREES (ADJACENT TO ROW)
SOUTH YARD (1980LF) = 17 TREES

INTERNAL LANDSCAPING (INL)
- LOT 5 (BUILDING 5) TOTAL AREA: 1,966,696 SF
  - LESS IMPERMEABLE SURFACE AREA X2%= 5,977 SF
  - 5,977/1000= **6** TREES

TRANSITION SETBACKS (TSL)
- SETBACK TOTAL AREA: 1,025 FT BY 65FT = 66,625 SF TOTAL
- 25 EVERGREEN TREES PROVIDED
- 25 SHADE TREES PROVIDED

REVISIONS

NO.	DATE	DESCRIPTION
2	12/27/23	RESUBMIT TO GENEVA

ORIGINAL ISSUE DATE: 5/5/23

PROJECT NO: 17253.23
PROJECT MANAGER: TS
DESIGNED BY: EK
DRAWN BY: KT

PRELIMINARY LANDSCAPE PLAN

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KANE COUNTY ILLINOIS

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LICENSED LANDSCAPE ARCHITECT
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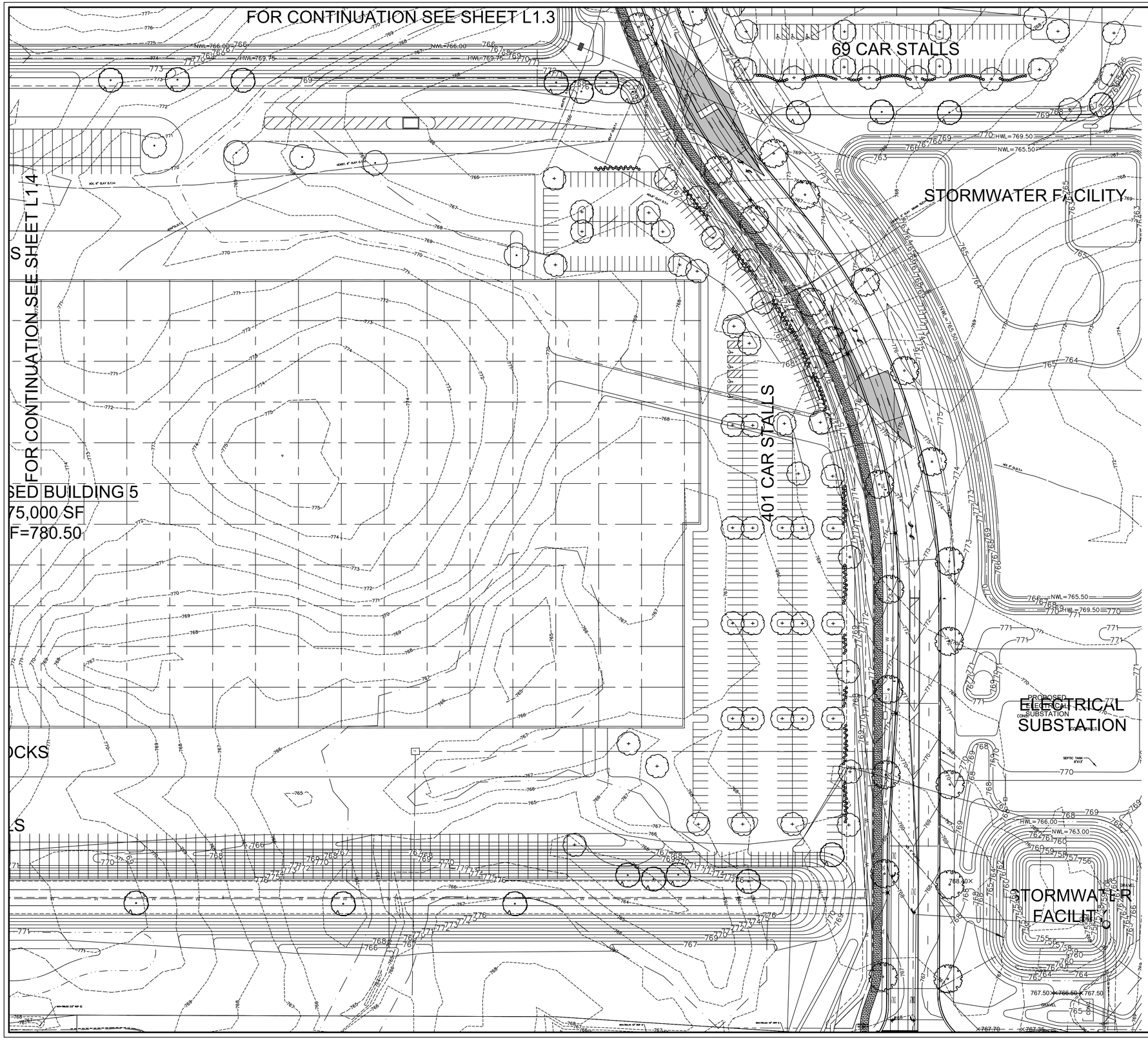
STATE OF ILLINOIS

DRAWING NO.
L1.4



LANDSCAPE REQUIREMENT - LOT 5
GENEVA, IL
MODIFIED CODE OF ORDINANCES CHAPTER 10
LOT 5:
SEE SHEET L1.4

REVISIONS

NO.	DATE	DESCRIPTION

ORIGINAL ISSUE DATE: 5/5/23

NO.	DATE	DESCRIPTION
2	12/27/23	RESUBMIT TO GENEVA

PROJECT NO: 17253.23
PROJECT MANAGER: TS
DESIGNED BY: EK
DRAWN BY: KT

PRELIMINARY LANDSCAPE PLAN

GENEVA INDUSTRIAL PARK

KANE COUNTY ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
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LICENSED LANDSCAPE ARCHITECT
DONALD JOHN STALEY
157-001715
STATE OF ILLINOIS

DRAWING NO.
L1.5

FINAL LANDSCAPE PLANS

FOR

GENEVA INDUSTRIAL PARK
COMMON AREA LANDSCAPE PLAN

GENEVA, ILLINOIS

PROJECT TEAM

OWNER/DEVELOPER

MIDWEST INDUSTRIAL FUNDS
1211 W 22ND STREET, SUITE 410
OAK BROOK, ILLINOIS
630-230-6444
Contact: John Dunneback

LANDSCAPE ARCHITECT

V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630 724 9200
Project Manager: Don Staley
DStaley@v3co.com
Project Landscape Architect: Emily Kusz
EKusz@v3co.com

LOCATION MAP
NO SCALE

INDEX

LANDSCAPE PLANS

REVISIONS

NO.	DATE	DESCRIPTION
1	5-5-23	REVISED PER COMMENTS
2	12/27/23	RESUBMIT TO GENEVA

ORIGINAL ISSUE DATE: April 30, 2021

PROJECT NO: 17253.23
PROJECT MANAGER: DS
DESIGNED BY: EK
DRAWN BY: EK

TITLE SHEET

MIF GENEVA INDUSTRIAL PARK
ILLINOIS
KANE COUNTY

LICENSED LANDSCAPE ARCHITECT
DONALD JOHN STALEY
157-001715
STATE OF ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
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Joint Utility Locating Information for Excavators
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DRAWING NO.
L0.0

N:\2017\17253\17253.23\Drawings\ACAD\LA\D0\Sheet Drawings\Gen Indstrl_Common Area LA Plans_17253.dwg 3/7/2024

LEGEND

PROPOSED RIGHT OF WAY

TURF GRASS: - 305,000 SF FOR TOTAL PROJECT

MESIC PRAIRIE SEED MIX - 240,000 SF FOR TOTAL PROJECT

NATIVE PLANTINGS
(SEE GENEVA INDUSTRIAL PARK ON-SITE PLANTING PLAN BY V3 COMPANIES FOR ADDITIONAL DETAIL)

APPROXIMATE SITE TRIANGLES AT INTERSECTIONS

PARKWAY TREE

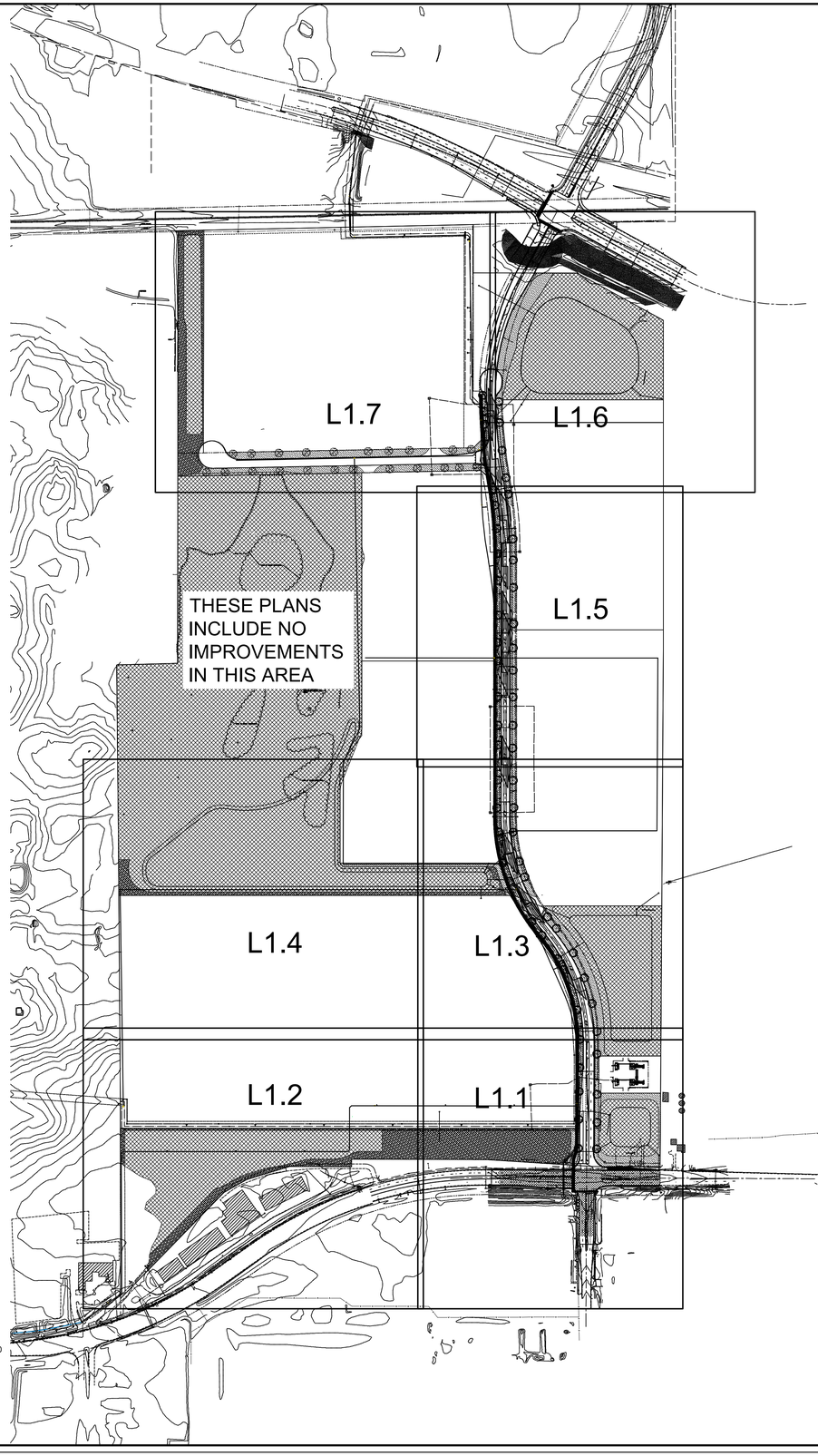
FUTURE PARKWAY TREE

LANDSCAPE NOTES

1. IN CASE OF DISCREPANCIES BETWEEN THE PLAN AND THE PLANT LIST, THE PLAN SHALL DICTATE.
2. ALL DECIDUOUS TREES TO HAVE 6' DIAMETER MINIMUM MULCH RING, UNLESS OTHERWISE SHOWN.
3. NO SUBSTITUTIONS OF PLANT MATERIALS WILL BE ALLOWED. IF PLANTS ARE NOT AVAILABLE, THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT PRIOR TO BID IN WRITING. ALL PLANTS SHALL BE INSPECTED AND TAGGED WITH PROJECT I.D. AT NURSERY OR CONTRACTORS OPERATIONS PRIOR TO MOVING TO JOB SITE. PLANTS MAY BE INSPECTED AND APPROVED OR REJECTED ON THE JOB SITE BY THE LANDSCAPE ARCHITECT.
4. ALL PLANTS SHALL MEET OR EXCEED THE LATEST EDITION OF AMERICAN STANDARDS FOR NURSERY STOCK, AS SET FORTH BY AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI).
5. PLANTS AND ALL OTHER MATERIALS TO BE STORED ON SITE WILL BE PLACED WHERE THEY WILL NOT CONFLICT WITH CONSTRUCTION OPERATIONS AND AS DIRECTED BY THE LANDSCAPE ARCHITECT.
6. ALL LANDSCAPE PLANTINGS SHALL BE GUARANTEED BY THE LANDSCAPE CONTRACTOR FOR A PERIOD OF ONE YEAR FOLLOWING FINAL INSPECTION BY LANDSCAPE ARCHITECT. AT THE END OF THIS PERIOD, PLANT MATERIAL TERMED DEAD OR UNSATISFACTORY BY THE LANDSCAPE ARCHITECT SHALL BE REPLACE AT NO ADDITIONAL CHARGE BY THE CONTRACTOR.
7. THE LANDSCAPE CONTRACTOR SHALL OBTAIN AND PAY FOR ALL PERMITS AND FEES THAT MAY BE REQUIRED FOR HIS PORTION OF WORK.
8. LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IN WRITING PRIOR TO FID OR BID DATE OF ANY PLANTS HE/SHE FEELS MAY NOT SURVIVE IN LOCATIONS NOTED ON PLANS.
9. BACKFILL FOR TREE PLANTING SHALL BE EXCAVATED SOIL FROM THE TREE PIT.
10. TREE STAKING IS NOT REQUIRED AS PART OF INITIAL PLANTING. HOWEVER, STAKING WILL BE REQUIRED TO MAINTAIN ANY TREES WHICH BECOME OUT OF PLUMB.
11. LANDSCAPE CONTRACTOR IS TO COORDINATE ALL WORK WITH OTHER TRADES TO MINIMIZE RISK OF DAMAGE TO SITE UTILITIES.
12. PRIOR TO THE INSTALLATION OF LANDSCAPING, LANDSCAPE CONTRACTOR MUST SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE CONSTRUCTION MANAGER, AND ANY OTHER AFFECTED PARTY TO DISCUSS PROPER SEPARATIONS FROM UTILITIES.
13. PARKWAY TREE LOCATIONS TO BE MODIFIED AS NEEDED IN THE FIELD DUE TO POSSIBLE UTILITY CONFLICTS. TREE QUANTITIES SHALL NOT BE CHANGED.
14. NOTIFY LANDSCAPE ARCHITECT OF ANY CHANGES MADE IN THE FIELD TO PLANT MATERIAL PLACEMENT IF GREATER THAN 10' FROM PLAN LOCATION.

LANDSCAPE REQUIREMENTS*

PARKWAY TREES CHAPTER 10.5-C
REVISED ORDINANCE: PARKWAY TREES SHALL BE PROVIDED AT A RATIO OF ONE TREE FOR EACH ONE HUNDRED TWENTY (120) LINEAR FEET, OR FRACTION THEREOF, OF STREET FRONTAGE. THERE SHALL BE A MINIMUM SPACING OF THIRTY FEET (30') AND A MAXIMUM SPACING OF ONE HUNDRED FIFTY FEET (150') IN EITHER A LINEAR OR CLUSTERED PATTERN.
QUANTITY REQUIRED: 58
QUANTITY PROVIDED: 58



300 0 150 300
(IN FEET)
1 INCH = 300 FT.

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REVISIONS

NO.	DATE	DESCRIPTION
1	5/5/23	RESPONSE TO COMMENTS
2	12/27/23	RESUBMIT TO GENEVA

ORIGINAL ISSUE DATE: April 30, 2021

PROJECT NO: 17253.23
PROJECT MANAGER: TS
DESIGNED BY: EK
DRAWN BY: KT

OVERALL LANDSCAPE PLAN

MIF GENEVA INDUSTRIAL PARK
KANE COUNTY ILLINOIS

7325 Janes Avenue
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LICENSED LANDSCAPE ARCHITECT
DONALD JOHN STALEY
157-001715
STATE OF ILLINOIS

DRAWING NO.
L1.0

LEGEND

- PROPOSED RIGHT OF WAY
- TURF GRASS
- MESIC PRAIRIE SEED MIX
- NATIVE PLANTINGS (SEE GENEVA INDUSTRIAL PARK ON-SITE PLANTING PLAN BY V3 COMPANIES FOR ADDITIONAL DETAIL)
- APPROXIMATE SITE TRIANGLES AT INTERSECTIONS
- PARKWAY TREE
- FUTURE PARKWAY TREE

LANDSCAPE NOTES

1. IN CASE OF DISCREPANCIES BETWEEN THE PLAN AND THE PLANT LIST, THE PLAN SHALL DICTATE.
2. ALL DECIDUOUS TREES TO HAVE 6' DIAMETER MINIMUM MULCH RING, UNLESS OTHERWISE SHOWN.
3. NO SUBSTITUTIONS OF PLANT MATERIALS WILL BE ALLOWED. IF PLANTS ARE NOT AVAILABLE, THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT PRIOR TO BID IN WRITING. ALL PLANTS SHALL BE INSPECTED AND TAGGED WITH PROJECT I.D. AT NURSERY OR CONTRACTORS OPERATIONS PRIOR TO MOVING TO JOB SITE. PLANTS MAY BE INSPECTED AND APPROVED OR REJECTED ON THE JOB SITE BY THE LANDSCAPE ARCHITECT.
4. ALL PLANTS SHALL MEET OR EXCEED THE LATEST EDITION OF AMERICAN STANDARDS FOR NURSERY STOCK, AS SET FORTH BY AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI).
5. PLANTS AND ALL OTHER MATERIALS TO BE STORED ON SITE WILL BE PLACED WHERE THEY WILL NOT CONFLICT WITH CONSTRUCTION OPERATIONS AND AS DIRECTED BY THE LANDSCAPE ARCHITECT.
6. ALL LANDSCAPE PLANTINGS SHALL BE GUARANTEED BY THE LANDSCAPE CONTRACTOR FOR A PERIOD OF ONE YEAR FOLLOWING FINAL INSPECTION BY LANDSCAPE ARCHITECT. AT THE END OF THIS PERIOD, PLANT MATERIAL TERMED DEAD OR UNSATISFACTORY BY THE LANDSCAPE ARCHITECT SHALL BE REPLACE AT NO ADDITIONAL CHARGE BY THE CONTRACTOR.
7. THE LANDSCAPE CONTRACTOR SHALL OBTAIN AND PAY FOR ALL PERMITS AND FEES THAT MAY BE REQUIRED FOR HIS PORTION OF WORK.
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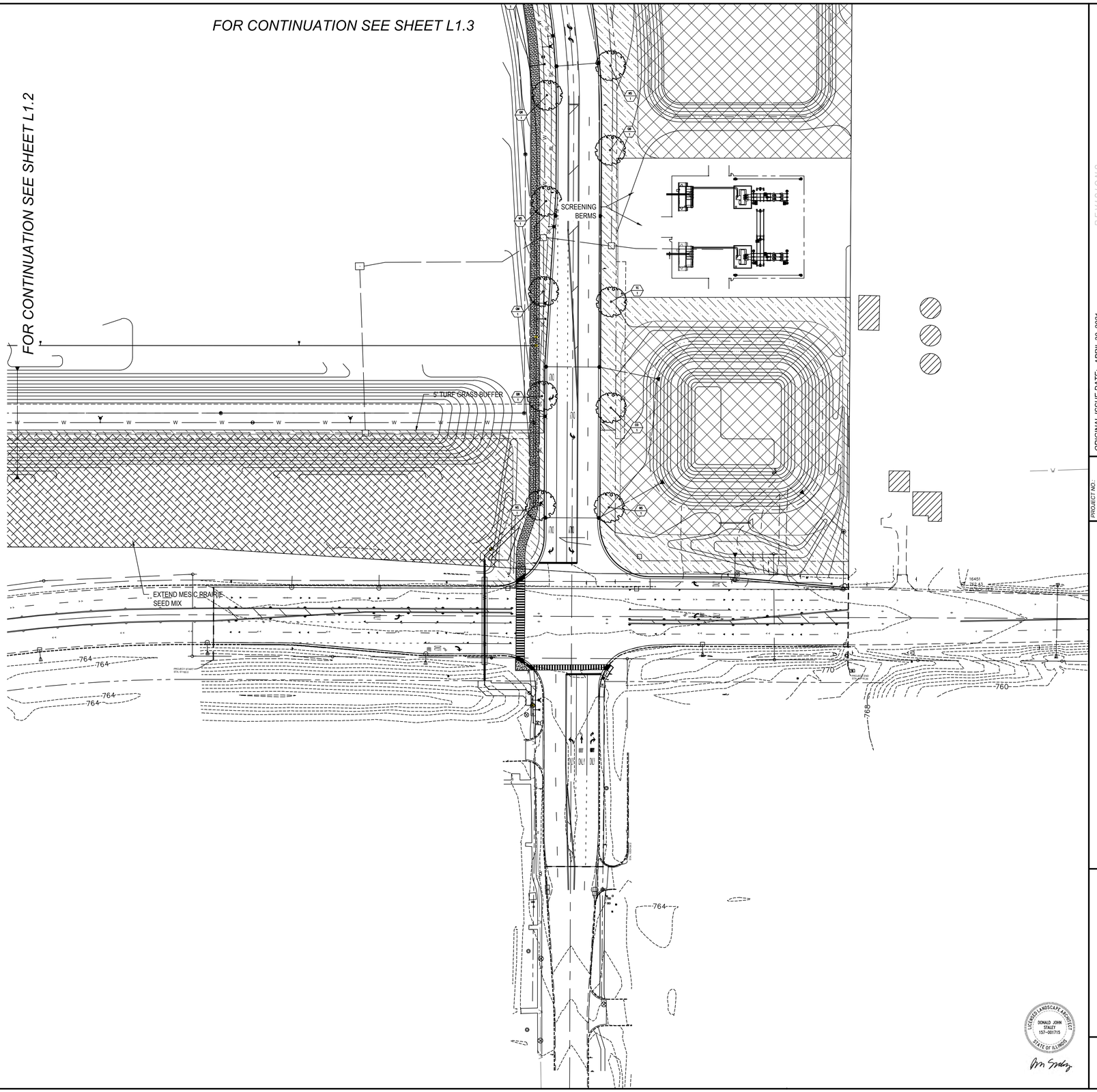
14. NOTIFY LANDSCAPE ARCHITECT OF ANY CHANGES MADE IN THE FIELD TO PLANT MATERIAL PLACEMENT IF GREATER THAN 10' FROM PLAN LOCATION.

FOR CONTINUATION SEE SHEET L1.3

FOR CONTINUATION SEE SHEET L1.2



60 0 30 60

(IN FEET)

1 INCH = 60 FT.

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REVISIONS

NO.	DATE	DESCRIPTION
1	5/5/23	RESPONSE TO COMMENTS
2	12/27/23	RESUBMIT TO GENEVA

ORIGINAL ISSUE DATE: APRIL 30, 2021

PROJECT NO: 17253.23

PROJECT MANAGER: TS

DESIGNED BY: EK

DRAWN BY: KT

COMMON AREA LANDSCAPE PLAN

MIF GENEVA INDUSTRIAL PARK

ILLINOIS

KANE COUNTY

7325 Janes Avenue
Woodridge IL 60517
630.724.9200 phone
www.v3co.com

LICENSED LANDSCAPE ARCHITECT
DONALD JOHN STALEY
157-001715
STATE OF ILLINOIS

DRAWING NO.

L1.1

LEGEND

- PROPOSED RIGHT OF WAY
- TURF GRASS
- MESIC PRAIRIE SEED MIX
- NATIVE PLANTINGS (SEE GENEVA INDUSTRIAL PARK ON-SITE PLANTING PLAN BY V3 COMPANIES FOR ADDITIONAL DETAIL)
- APPROXIMATE SITE TRIANGLES AT INTERSECTIONS
- PARKWAY TREE
- FUTURE PARKWAY TREE

LANDSCAPE NOTES

1. IN CASE OF DISCREPANCIES BETWEEN THE PLAN AND THE PLANT LIST, THE PLAN SHALL DICTATE.
2. ALL DECIDUOUS TREES TO HAVE 6' DIAMETER MINIMUM MULCH RING, UNLESS OTHERWISE SHOWN.
3. NO SUBSTITUTIONS OF PLANT MATERIALS WILL BE ALLOWED. IF PLANTS ARE NOT AVAILABLE, THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT PRIOR TO BID IN WRITING. ALL PLANTS SHALL BE INSPECTED AND TAGGED WITH PROJECT I.D. AT NURSERY OR CONTRACTORS OPERATIONS PRIOR TO MOVING TO JOB SITE. PLANTS MAY BE INSPECTED AND APPROVED OR REJECTED ON THE JOB SITE BY THE LANDSCAPE ARCHITECT.
4. ALL PLANTS SHALL MEET OR EXCEED THE LATEST EDITION OF AMERICAN STANDARDS FOR NURSERY STOCK, AS SET FORTH BY AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI).
5. PLANTS AND ALL OTHER MATERIALS TO BE STORED ON SITE WILL BE PLACED WHERE THEY WILL NOT CONFLICT WITH CONSTRUCTION OPERATIONS AND AS DIRECTED BY THE LANDSCAPE ARCHITECT.
6. ALL LANDSCAPE PLANTINGS SHALL BE GUARANTEED BY THE LANDSCAPE CONTRACTOR FOR A PERIOD OF ONE YEAR FOLLOWING FINAL INSPECTION BY LANDSCAPE ARCHITECT. AT THE END OF THIS PERIOD, PLANT MATERIAL TERMED DEAD OR UNSATISFACTORY BY THE LANDSCAPE ARCHITECT SHALL BE REPLACE AT NO ADDITIONAL CHARGE BY THE CONTRACTOR.
7. THE LANDSCAPE CONTRACTOR SHALL OBTAIN AND PAY FOR ALL PERMITS AND FEES THAT MAY BE REQUIRED FOR HIS PORTION OF WORK.
8. LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IN WRITING PRIOR TO FID OR BID DATE OF ANY PLANTS HE/SHE FEELS MAY NOT SURVIVE IN LOCATIONS NOTED ON PLANS.
9. BACKFILL FOR TREE PLANTING SHALL BE EXCAVATED SOIL FROM THE TREE PIT.
10. TREE STAKING IS NOT REQUIRED AS PART OF INITIAL PLANTING. HOWEVER, STAKING WILL BE REQUIRED TO MAINTAIN ANY TREES WHICH BECOME OUT OF PLUMB.
11. LANDSCAPE CONTRACTOR IS TO COORDINATE ALL WORK WITH OTHER TRADES TO MINIMIZE RISK OF DAMAGE TO SITE UTILITIES.
12. PRIOR TO THE INSTALLATION OF LANDSCAPING, LANDSCAPE CONTRACTOR MUST SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE CONSTRUCTION MANAGER, AND ANY OTHER AFFECTED PARTY TO DISCUSS PROPER SEPARATIONS FROM UTILITIES.
13. PARKWAY TREE LOCATIONS TO BE MODIFIED AS NEEDED IN THE FIELD DUE TO POSSIBLE UTILITY CONFLICTS. TREE QUANTITIES SHALL NOT BE CHANGED.
14. NOTIFY LANDSCAPE ARCHITECT OF ANY CHANGES MADE IN THE FIELD TO PLANT MATERIAL PLACEMENT IF GREATER THAN 10' FROM PLAN LOCATION.

FOR CONTINUATION SEE SHEET L1.4

FOR CONTINUATION SEE SHEET L1.1

5' TURF GRASS BUFFER

EXTEND MESIC PRAIRIE SEED MIX

EXISTING WETLAND DO NOT DISTURB

60 0 30 60

(IN FEET)
1 INCH = 60 FT.

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PROJECT NO. 17253.23
PROJECT MANAGER: TS
DESIGNED BY: EK
DRAWN BY: KT

COMMON AREA LANDSCAPE PLAN

MIF GENEVA INDUSTRIAL PARK
KANE COUNTY ILLINOIS

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LICENSED LANDSCAPE ARCHITECT
DONALD JOHN ITALIY
157-001715
STATE OF ILLINOIS

DRAWING NO.
L1.2

LEGEND

- PROPOSED RIGHT OF WAY
- TURF GRASS
- MESIC PRAIRIE SEED MIX
- NATIVE PLANTINGS (SEE GENEVA INDUSTRIAL PARK ON-SITE PLANTING PLAN BY V3 COMPANIES FOR ADDITIONAL DETAIL)
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4. ALL PLANTS SHALL MEET OR EXCEED THE LATEST EDITION OF AMERICAN STANDARDS FOR NURSERY STOCK, AS SET FORTH BY AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI).
5. PLANTS AND ALL OTHER MATERIALS TO BE STORED ON SITE WILL BE PLACED WHERE THEY WILL NOT CONFLICT WITH CONSTRUCTION OPERATIONS AND AS DIRECTED BY THE LANDSCAPE ARCHITECT.
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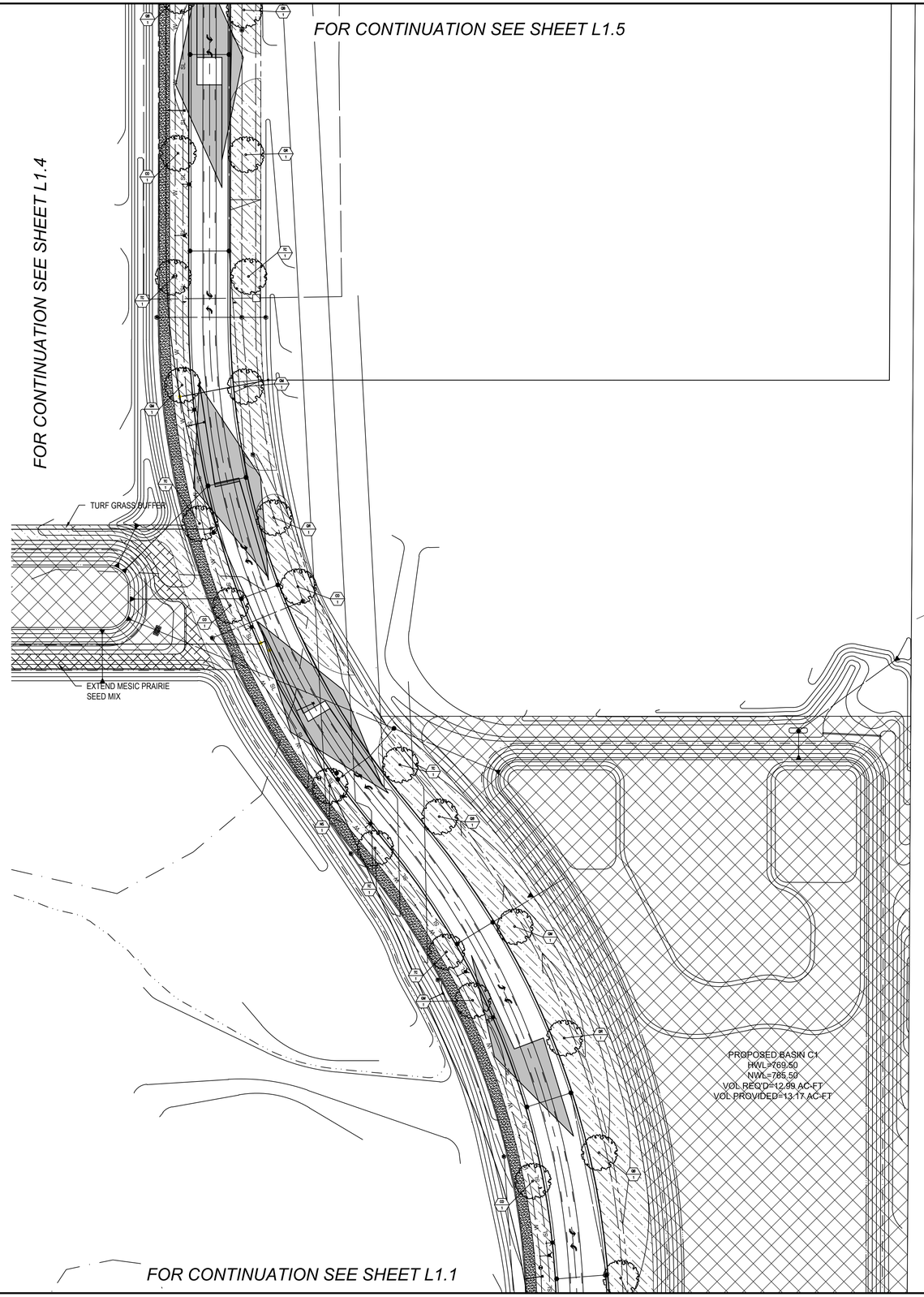

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ORIGINAL ISSUE DATE: APRIL 30, 2021

PROJECT NO: 17253.23
PROJECT MANAGER: TS
DESIGNED BY: EK
DRAWN BY: KT

COMMON AREA LANDSCAPE PLAN

MIF GENEVA INDUSTRIAL PARK
ILLINOIS
KANE COUNTY

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

LICENSED LANDSCAPE ARCHITECT
DONALD JOHN STALEY
157-001715
STATE OF ILLINOIS

DRAWING NO.

L1.3

LEGEND

- PROPOSED RIGHT OF WAY
- TURF GRASS
- MESIC PRAIRIE SEED MIX
- NATIVE PLANTINGS (SEE GENEVA INDUSTRIAL PARK ON-SITE PLANTING PLAN BY V3 COMPANIES FOR ADDITIONAL DETAIL)
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4. ALL PLANTS SHALL MEET OR EXCEED THE LATEST EDITION OF AMERICAN STANDARDS FOR NURSERY STOCK, AS SET FORTH BY AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI).
5. PLANTS AND ALL OTHER MATERIALS TO BE STORED ON SITE WILL BE PLACED WHERE THEY WILL NOT CONFLICT WITH CONSTRUCTION OPERATIONS AND AS DIRECTED BY THE LANDSCAPE ARCHITECT.
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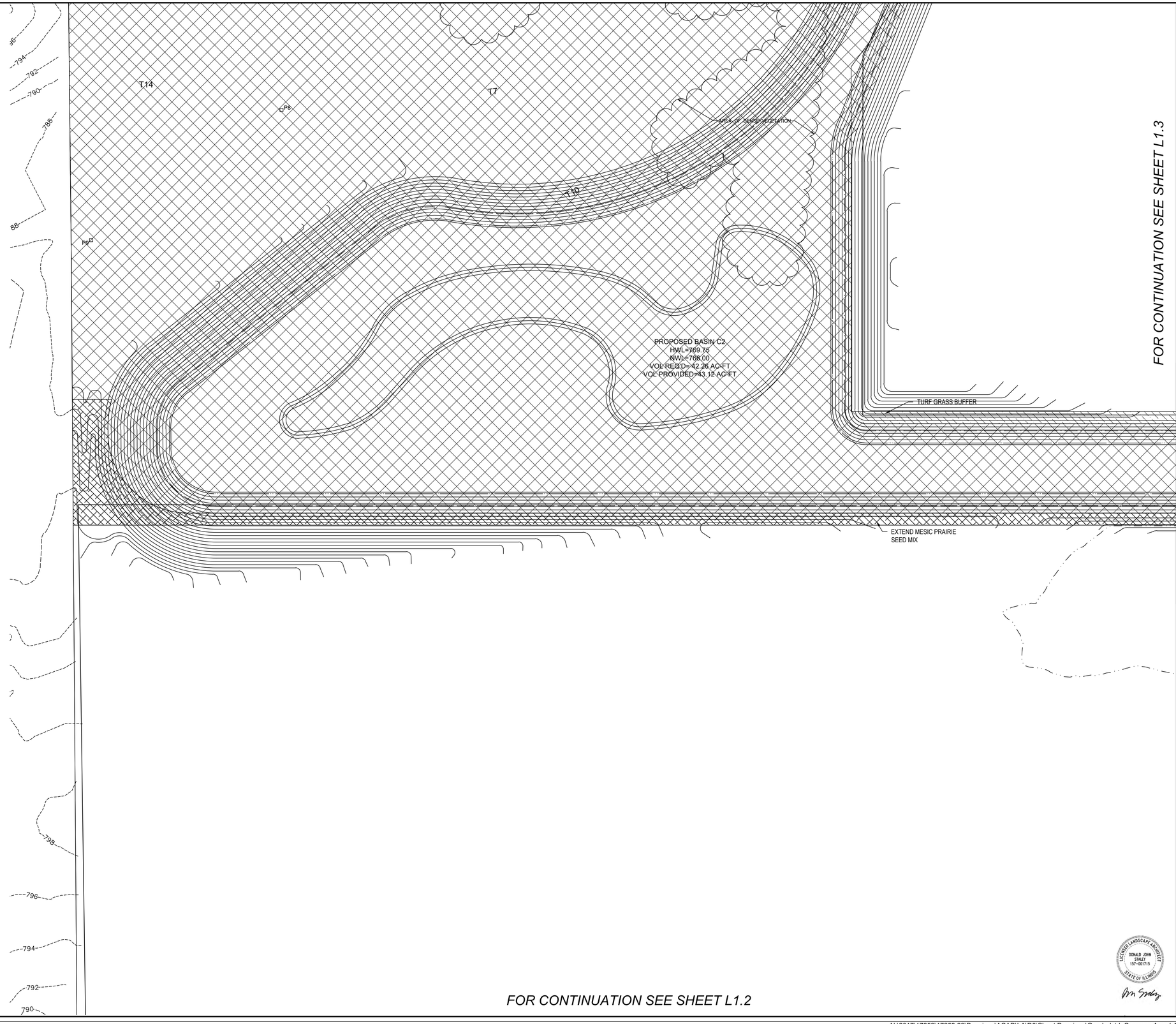

FOR CONTINUATION SEE SHEET L1.3

FOR CONTINUATION SEE SHEET L1.2

60 0 30 60

(IN FEET)
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PROJECT NO. 17253.23
PROJECT MANAGER: TS
DESIGNED BY: EK
DRAWN BY: KT

COMMON AREA LANDSCAPE PLAN

MIF GENEVA INDUSTRIAL PARK

KANE COUNTY ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
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www.v3co.com

LICENSED LANDSCAPE ARCHITECT
DONALD JOHN ITALEY
157-001715
STATE OF ILLINOIS

DRAWING NO.
L1.4

LEGEND

- PROPOSED RIGHT OF WAY
- TURF GRASS
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4. ALL PLANTS SHALL MEET OR EXCEED THE LATEST EDITION OF AMERICAN STANDARDS FOR NURSERY STOCK, AS SET FORTH BY AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI).
5. PLANTS AND ALL OTHER MATERIALS TO BE STORED ON SITE WILL BE PLACED WHERE THEY WILL NOT CONFLICT WITH CONSTRUCTION OPERATIONS AND AS DIRECTED BY THE LANDSCAPE ARCHITECT.
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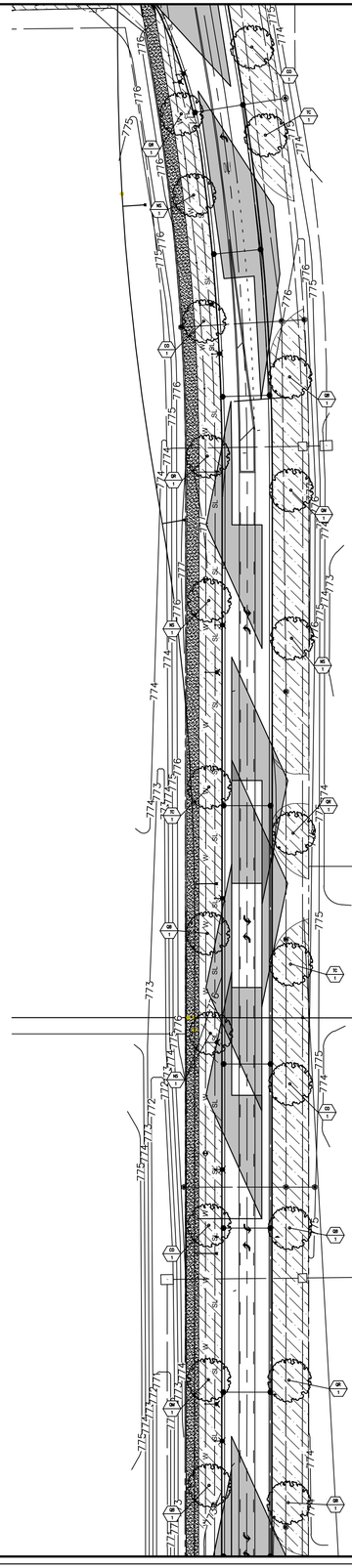

FOR CONTINUATION SEE SHEET L1.6

FOR CONTINUATION SEE SHEET L1.3

60 0 30 60

(IN FEET)
1 INCH = 60 FT.

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PROJECT NO: 17253.23
PROJECT MANAGER: TS
DESIGNED BY: EK
DRAWN BY: KT

COMMON AREA LANDSCAPE PLAN

MIF GENEVA INDUSTRIAL PARK
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KANE COUNTY

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LICENSED LANDSCAPE ARCHITECT
DONALD JOHN STALEY
157-001715
STATE OF ILLINOIS

DRAWING NO.
L1.5

LEGEND

- PROPOSED RIGHT OF WAY
- TURF GRASS
- MESIC PRAIRIE SEED MIX
- NATIVE PLANTINGS (SEE GENEVA INDUSTRIAL PARK ON-SITE PLANTING PLAN BY V3 COMPANIES FOR ADDITIONAL DETAIL)
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LANDSCAPE NOTES

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4. ALL PLANTS SHALL MEET OR EXCEED THE LATEST EDITION OF AMERICAN STANDARDS FOR NURSERY STOCK, AS SET FORTH BY AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI).
5. PLANTS AND ALL OTHER MATERIALS TO BE STORED ON SITE WILL BE PLACED WHERE THEY WILL NOT CONFLICT WITH CONSTRUCTION OPERATIONS AND AS DIRECTED BY THE LANDSCAPE ARCHITECT.
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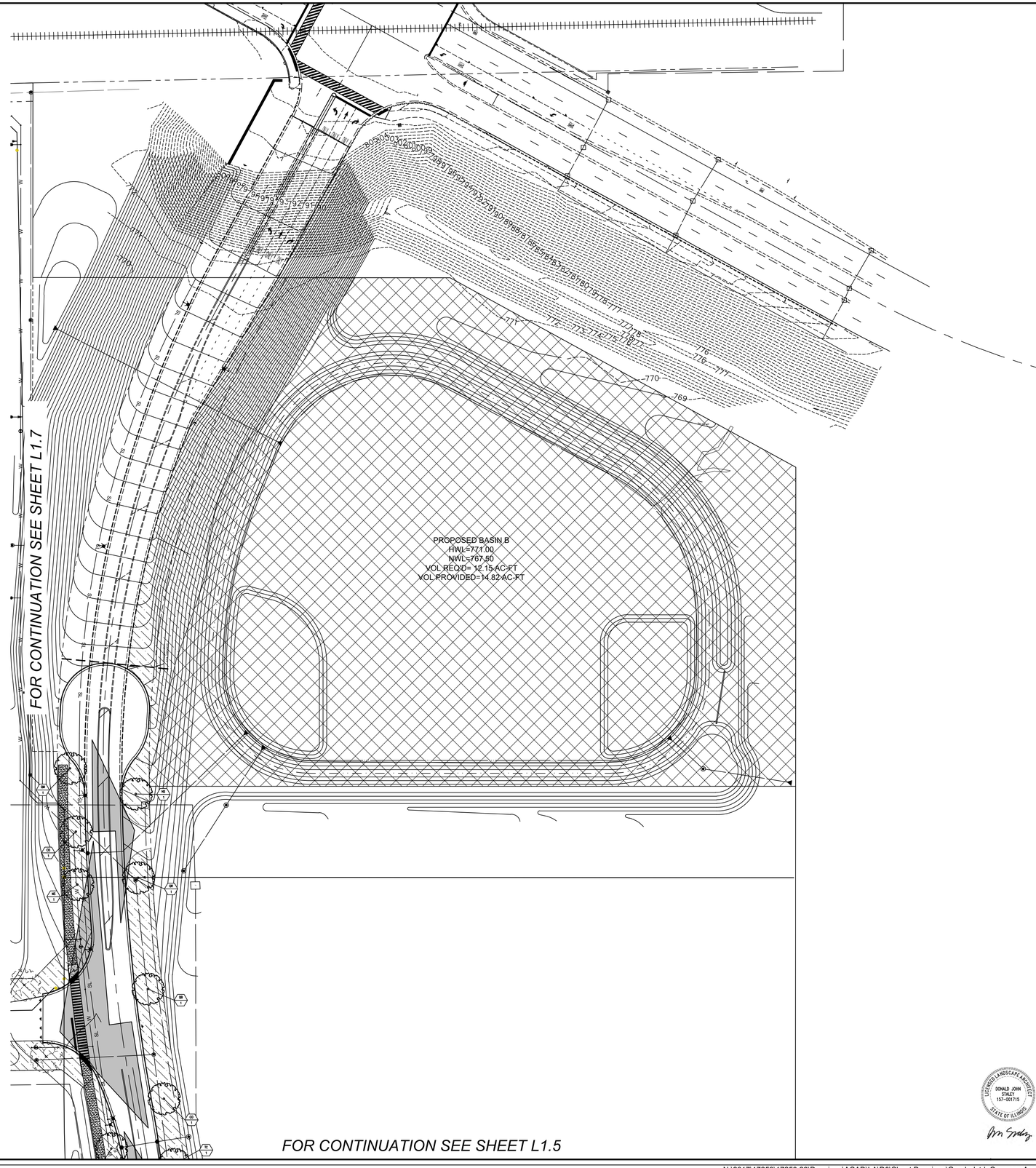

60 0 30 60

(IN FEET)
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LICENSED LANDSCAPE ARCHITECT
DONALD JOHN STALEY
157-001715
STATE OF ILLINOIS

REVISIONS

NO.	DATE	DESCRIPTION

ORIGINAL ISSUE DATE: APRIL 30, 2021

NO.	DATE	DESCRIPTION
1	5/5/23	RESPONSE TO COMMENTS
2	12/27/23	RESUBMIT TO GENEVA

PROJECT NO: 17253.23
PROJECT MANAGER: TS
DESIGNED BY: EK
DRAWN BY: KT

COMMON AREA LANDSCAPE PLAN

MIF GENEVA INDUSTRIAL PARK
KANE COUNTY ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
L1.6

LEGEND

- PROPOSED RIGHT OF WAY
- TURF GRASS
- MESIC PRAIRIE SEED MIX
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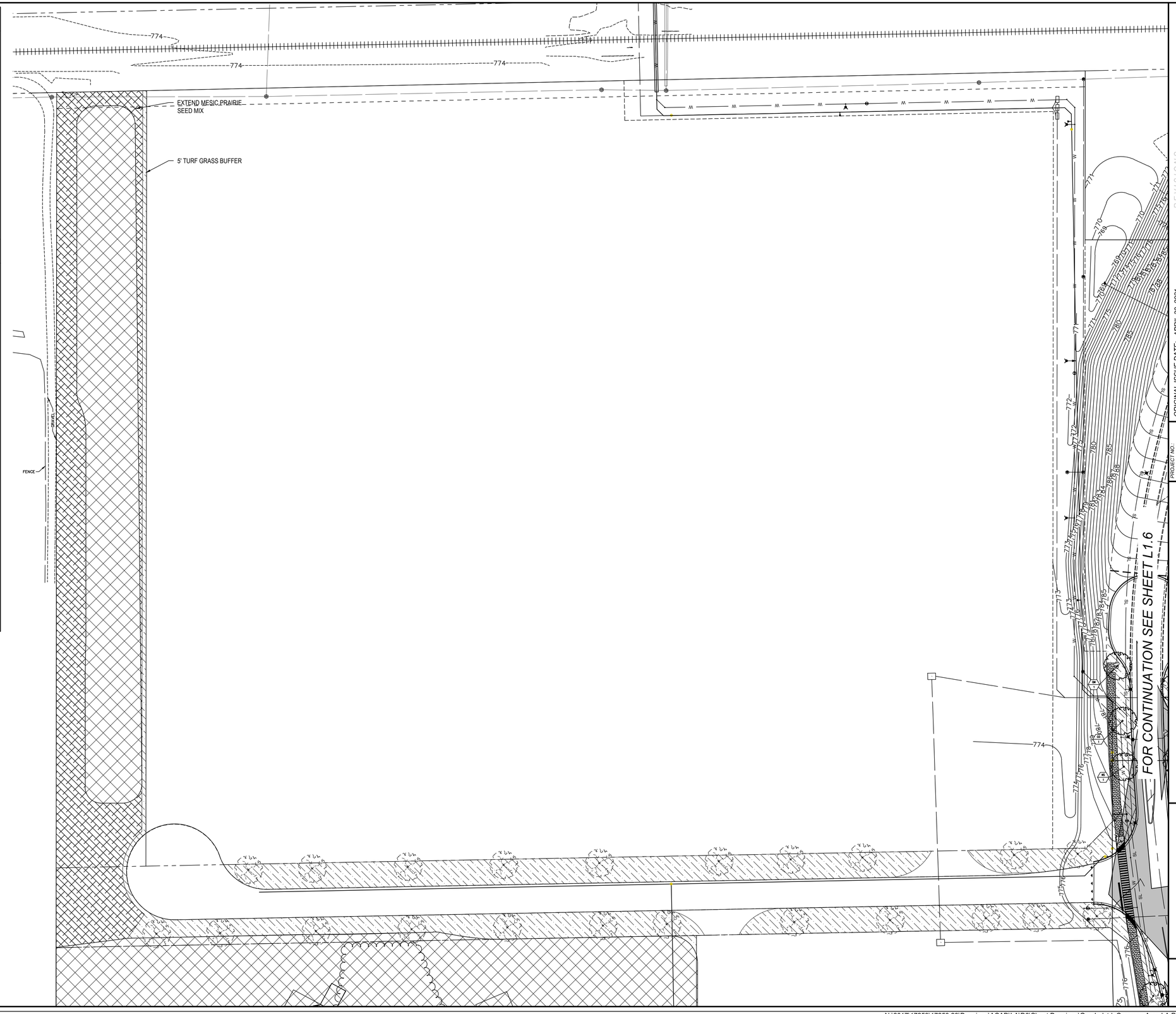

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LICENSED LANDSCAPE ARCHITECT
DONALD JOHN STALEY
157-001715
STATE OF ILLINOIS

REVISIONS

NO.	DATE	DESCRIPTION
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ORIGINAL ISSUE DATE: APRIL 30, 2021

PROJECT NO. 17253.02
PROJECT MANAGER: TS
DESIGNED BY: KP
DRAWN BY: KP

COMMON AREA LANDSCAPE PLAN

MIF GENEVA INDUSTRIAL PARK
ILLINOIS
KANE COUNTY

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
L1.7

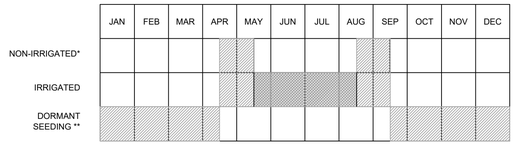
TREES

Symbol	Scientific Name	Common Name	Size	Quantity
CO	*Celtis occidentalis*	HACKBERRY	3" CAL; B&B	10
NS	*Nyssa sylvatica*	BLACKGUM	3" CAL; B&B	11
QB	*Quercus bicolor*	SWAMP WHITE OAK	3" CAL; B&B	10
QM	*Quercus macrocarpa*	BUR OAK	3" CAL; B&B	8
QR	*Quercus rubra*	RED OAK	3" CAL; B&B	9
TC	*Tilia cordata*	LITTLE LEAF LINDEN	3" CAL; B&B	10
		TOTAL		58

PERMANENT TURF GRASS SEED MIX : IDOT Class 2A Salt Tolerant Roadside Mixture		
TYPE OF SEED - GRASSES		
LATIN NAME	COMMON NAME	lbs/ACRE
Festuca arundinacea Inferno'	Inferno Tall Fescure or Tarheel II Tall Fescue	60
Lolium perenne	Perennial Ryegrass	20
Festuca rubra 'Audubon'	Audubon Red Fescue	30
Festuca brevipila 'Rescue 911'	Rescue 911 Hard Fescue	30
Puccinellia distans 'Fults'	Fults Distans Alkaligrass	60
GRASSES lbs PER ACRE		200
TYPE OF SEED - COVER CROP		
LATIN NAME	COMMON NAME	lbs/ACRE
Avena sativa	Seed Oats	32
Lolium multiflorum	Annual Rye	6
COVER CROP lbs PER ACRE		38

* ANY AREAS DISTURBED DUE TO CONSTRUCTION WILL BE RE-SEEDED WITH TURF GRASS UNLESS NOTED OTHERWISE ON THE PLANS.

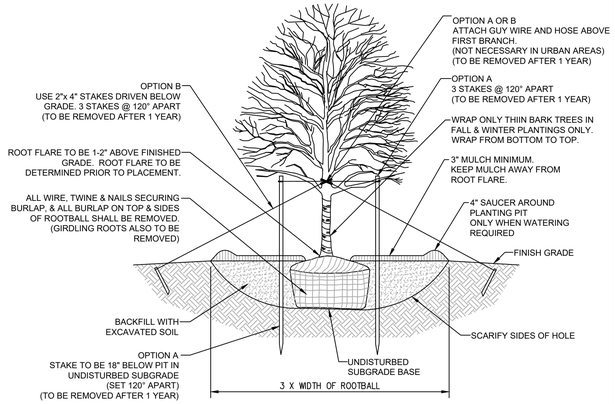
PERMANENT SEEDING DATES



IRRIGATION NEEDED DURING THIS PERIOD. TO CONTROL EROSION AT TIMES OTHER THAN IN THE SHADED AREAS. USE MULCH.

* LATE SUMMER SEEDING DATES MAY BE EXTENDED 5 DAYS IF MULCH IS APPLIED.

** INCREASE SEEDING APPLICATION BY 50%.



02 SHADE TREE PLANTING DETAIL
NOT TO SCALE

MESIC PRAIRIE SEED MIX			
Type	**Species**	**Common Name**	**Seeding Rate (lbs/ac)**
Forbs	*Asclepias tuberosa*	Butterfly Weed	0.350
	Astragalus canadensis	Canadian Milk Vetch	0.250
	Baptisia leucantha	White Wild Indigo	0.250
	Cassia fasciculata	Partridge Pea	0.250
	Coreopsis lanceolata	Sand Coreopsis	0.250
	Coreopsis palmata	Prairie Coreopsis	0.250
	Coreopsis tripteris	Tall Coreopsis	0.250
	Dalea candida	White Prairie Clover	0.125
	Dalea purpurea	Purple Prairie Clover	0.125
	Echinacea pallida	Purple Coneflower	0.125
	Echinacea purpurea	Broad-leaved Pur. Coneflower	0.500
	Eryngium yuccifolium	Rattlesnake Master	0.250
	Heliopsis helianthoides	False Sunflower	0.125
	Monarda fistulosa	Wild Bergamot	0.125
	Lespedeza capitata	Round-headed Bush Clover	0.125
	Oligoneuron rigidum	Stiff Goldenrod	0.125
	Parthenium integrifolium	Wild Quinine	0.125
	Penstemon digitalis	Foxglove Beard Tongue	0.250
	Ratibida pinnata	Yellow Coneflower	0.350
	Rudbeckia hirta	Black-eyed Susan	0.250
	Rudbeckia subtomentosa	Sweet Black-eyed Susan	0.125
	Silphium integrifolium	Rosin Weed	0.125
	Silphium laciniatum	Compass Plant	0.250
	Silphium terbinthinaceum	Prairie Dock	0.250
	Symphyotrichum laevis	Smooth Blue Aster	0.250
	Symphyotrichum novae-angliae	New England Aster	0.250
	Verbena stricta	Hoary Vervain	0.125
	Vernonia fasciculata	Common Iron Weed	0.125
	Zizia aurea	Golden Alexanders	0.250
		sub total	6.200
Grasses & Sedges	*Andropogon gerardii*	Big Bluestem	1.000
	Bouteloua curtipendula	Side-oats Grama	10.000
	Carex bicknellii	Bicknells Sedge	0.125
	Carex brevior	Plains Oval Sedge	0.250
	Carex muehlenbergii	Sand Sedge	0.250
	Elymus canadensis	Canada wild rye	3.000
	Panicum virgatum	Switch Grass	1.000
	Schizachyrium scoparium	Little Bluestem	10.000
	Sporobolus heterolepis	Prairie Dropseed	0.250
		sub total	25.875
		Total Permanent Species:	32.075
Cover	*Avena sativa*	Seed Oats	32.000
	Lolium multiflorum	Annual Rye	3.000

REVISIONS

NO.	DATE	DESCRIPTION
1	5/5/23	RESPONSE TO COMMENTS
2	12/27/23	RESUBMIT TO GENEVA

ORIGINAL ISSUE DATE: APRIL 30, 2021.

PROJECT NO: 17253.23
PROJECT MANAGER: TS
DESIGNED BY: EK
DRAWN BY: KT

LANDSCAPE DETAILS

MIF GENEVA INDUSTRIAL PARK
KANE COUNTY ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

LICENSED LANDSCAPE ARCHITECT
DONALD JOHN STALEY
157-001715
STATE OF ILLINOIS

DRAWING NO.
L2.0

LANDSCAPE SPECIFICATIONS

1.1 SITE PREPARATION

When feasible, prior to mass earthwork operations, stake the limits of the proposed landscape planting areas and do not allow heavy equipment to run over the soil in these locations. Soil compaction is very critical in the success of landscape plantings.

Do not clear vegetation until necessary to help minimize site erosion.

1.2 MATERIALS

1.2.1 SUBMITTAL REQUIREMENTS

Contractors shall submit to engineer/landscape architect for review and approval all proposed materials to be used within the landscape areas prior to purchase. Submittals include but are not limited to:

- Planting soil composition
- Compost/Mulch
- Turf Grass Sod and Seed
- Plant lists (Woody and herbaceous materials)
- Herbicides and Pre-Emergent Herbicides

1.2.2 PLANTING SOIL / COMPOST

The soil shall be a uniform, well blended mix, free of stones, stumps, roots or other similar objects larger than two inches. No other materials or substances shall be mixed or dumped within the planting area that may be harmful to plant growth, or prove a hindrance to the planting or maintenance operations. The soil mix shall be free of Bermuda grass, Quack grass, Johnson grass, or other noxious weeds.

Planting soil shall not be incorporated into the Work until it is approved by the engineer/landscape architect.

1.2.3 MULCH MATERIAL

1.2.3.1 MULCH FOR TREE PLANTING AREAS

- Mulch for all tree planting areas shall be shredded hardwood bark mulch. Mulch shall be installed to a depth of 2–3 inches. Mulch shall be uniform texture and color, and shall be obtained from a sawmill or lumbering operation.

1.2.4 TURF GRASS SEED

1.2.4.1 TURF GRASS SEED /COVER CROP

See plans for seed mixture(s) and rate(s). No substitutions shall be allowed without approval from the engineer/landscape architect.

Seed shall be clean, delivered in original unopened packages, and bearing an analysis of the contents. Guaranteed 98 percent pure and to have a minimum germination rate of 90 percent; within 1 year of test.

Temporary cover shall be annual rye grass. Under no circumstances shall the site be stabilized with winter rye, grain rye, or winter wheat. These plants produce toxins that inhibit seed germination of many other species.

1.2.5 LIVE PLANT MATERIAL

1.2.5.1 TREES

General: Furnish nursery-grown plants true to genus, species, variety, cultivar, stem form, shearing, and other features indicated in Plant Schedule or Plant Legend shown on Drawings and complying with ANSI Z60.1; and with healthy root systems developed by transplanting or root pruning. Provide well-shaped, fully branched, healthy, vigorous stock, densely foliated when in leaf and free of disease, pests, eggs, larvae, and defects such as knots, sun scald, injuries, abrasions, and disfigurement.

Root-Ball Depth: Furnish trees and shrubs with root balls measured from top of root ball, which shall begin at root flare according to ANSI Z60.1. Root flare shall be visible before planting.

No bare root material shall be used unless specified on the plans.

Plant material and quantities for landscape areas shall be taken from the plans. Any plant material substitutions shall require approval from the engineer/landscape architect.

1.3 TESTING REQUIREMENTS

1.3.1 PLANTING SOIL TESTING

Soil tests shall be performed for every 500 cubic yards of planting soil. The planting soil shall be tested and shall meet the following criteria:

- pH range: 5.5 – 7.5
- organic matter: 3 – 20% (dry weight basis)
- magnesium: minimum 35 lbs/acre
- phosphorus (phosphate – P2O5, Bray I): shall not exceed 75 lbs./acre
- potassium (potash – K2O): minimum 85 lbs/acre
- soluble salts not to exceed 500 ppm

A textural analysis is required from the site stockpiled topsoil. If topsoil is imported, then a texture analysis shall be performed for each location where the top soil was excavated. Should the pH fall out of the acceptable range by no greater than 0.2, it may be modified (higher) with lime or (lower) with iron sulfate plus sulfur.

1.4 INSTALLATION

1.4.1 PLANTING SOIL

Uniformly grade planting soil to achieve a smooth surface, free of irregular surface changes. Do not over-work or excessively compact planting soil. Grade to cross sections, thickness and elevations indicated on plans. Settling of soil by walking on surface and working with hand equipment is acceptable.

1.4.2 TURF GRASS

1.4.3 PERMANENT TURF GRASS SEED

1.4.3.1 SEQUENCING AND SCHEDULING

Perform the seeding work between 1 March and 15 May or between mid-August and 1 October, unless otherwise approved by the Architect/Engineer; and at such times that the seeding will not be damaged by freezing temperatures, rain, or high winds.

1.4.3.2 SITE PREPARATION

Verify the depth and quality of the topsoil and that the topsoil has been placed according to specifications or exists as a current site condition.
Restore areas if eroded or otherwise disturbed after finish grading and before installation. Proceed with installation only after unsatisfactory conditions have been corrected.
All weeds and grasses shall be dug out by the roots and disposed of off-site.
Rake topsoil thoroughly by running in two directions at right angles over the entire surface to be planted. Rake so all areas drain and are of uniform slope.
Remove all trash and stones exceeding ½" in diameter from area to a depth of 2" prior to preparation and installation of seed. Removal of stones and debris shall be done at the time of installation. Repair topsoil disturbed by removal of stones and debris.

1.4.3.3 PLANTING

Sow grassed areas evenly with a mechanical spreader at the minimum rate as specified on the plans, roll to cover seed and water with fine spray. Wet soil at a rate of approximately 120 gallons per 1,000 square feet. River water, where available and allowed by federal, state and local authorities, is suitable for irrigation.
Method of seeding may be varied at discretion of Contractor on his own responsibility to establish a smooth, uniformly grassed area.

1.4.4 TREES

1.4.4.1 SEQUENCING AND SCHEDULING

Planting Time: Proceed with, and complete landscape work as rapidly as portions of site become available, working within seasonal limitations for each kind of landscape work required.

Planting seasons shall be as follows:

Deciduous Trees: Primary Planting Time March 15th to June 30th, and Secondary Planting Time September 1st to December 1st, unless noted otherwise on drawings.

If weather conditions within these seasons are not favorable to plant health and establishment at the time of planting (e.g. drought), planting shall be delayed until favorable conditions resume or further actions shall be taken to ensure healthy establishment (e.g. irrigation). It is the responsibility of the contractor to ensure survivability during the warranty period.

1.4.4.2 SITE PREPARATION

Planting Pits and Trenches: Excavate circular planting pits with sides sloping inward at a 45-degree angle. Excavations with vertical sides are not acceptable. Trim perimeter of bottom leaving center area of bottom raised slightly to support root ball and assist in drainage away from center. Do not further disturb base. Ensure that root ball will sit on undisturbed base soil to prevent settling. Scarify sides of planting pit smeared or smoothed during excavation.

1. Excavate approximately three times as wide as ball diameter trees.
2. Do not excavate deeper than depth of the root ball, measured from the root flare to the bottom of the root ball.

1.4.4.3 PLANTING

Before planting, verify that root flare is visible at top of root ball according to ANSI Z60.1.
Remove stem girdling, broken or kinked roots. Remove injured roots by cutting cleanly; do not break.
Set stock plumb and in center of planting pit or trench with root flare 1–2 inches above adjacent finish grades. To prevent settling of the root ball, root ball should be placed on undisturbed soil only.

1. Use planting soil as specified in 1.4.2 for backfill.
2. Balled and Burlapped: After placing some backfill around root ball to stabilize plant, carefully cut and remove burlap, rope, and wire baskets from tops of root balls and from sides. Where practical remove burlap, rope and wire baskets from under root balls. Remove pallets, if any, before setting. Do not use planting stock if root ball is cracked or broken before or during planting operation.
3. Do not place root ball directly on any underdrain structures. If root ball is larger than soil depth, adjust root ball such that it is adjacent to but not resting on any underdrain structures.
4. Backfill around root ball in layers, tamping to settle soil and eliminate voids and air pockets. When planting pit is approximately one-half filled, water thoroughly before placing remainder of backfill. Repeat watering until no more water is absorbed.
5. Continue backfilling process. Water again after placing and tamping final layer of soil.
6. 2–3 inches of mulch material (per 1.2.3) to be placed uniformly on top of soil after plant material is installed.

See details on plans for plant installation.

When planting on slopes, set the plant so the root flare on the uphill side is flush with the surrounding soil on the slope; the edge of the root ball on the downhill side will be above the surrounding soil. Apply enough soil to cover the downhill side of the root ball.
Water all trees and shrubs deeply and thoroughly upon installation and as described in section 1.7.3 to maintain health during the first year of establishment.
Stake tree in southwesterly direction. Ties should be loose fitting and allow for natural sway. Remove after one year.
Minimize pruning to dead or broken branches.

Place 4" perforated corrugated plastic pipe (CPP) around tree for protection from deer. Cut length to height of tree from root flare to first branch and slice lengthwise. (Not necessary in urban areas) Contractor shall be responsible for replacement of any plant material damaged by wildlife if protective CPP is not installed.

1.5 QUALITY OF WORKMANSHIP

1.5.1 PERMANENT TURF GRASS SOD/SEED

All workmanship and finishes shall be first class in all respects, and in accordance with the best practice. The drawings and specifications describe the scope of work but do not show or describe all work or material that may be required for full performance and completion of the contract documents. On the basis of the scope shown herein, Contractor shall furnish and install all parts required for the proper execution and completion of the work. Any item included will require the Contractor to furnish and install all parts needed for a complete installation.

1.5.2 TREES

All workmanship and finishes shall be first class in all respects, and in accordance with the best practice. The drawings and specifications describe the scope of work but do not show or describe all work or material that may be required for full performance and completion of the contract documents. On the basis of the scope shown herein, Contractor shall furnish and install all parts required for the proper execution and completion of the work. Any item included will require the Contractor to furnish and install all parts needed for a complete installation.

1.6 GUARANTEE AND WARRANTY

1.6.1 PERMANENT TURF GRASS SEED

All work in this Section shall be guaranteed against any and all defects in workmanship and materials appearing within a period of one (1) year after final completion of all site work and acceptance of the work by the Owner. Contractor shall replace, without additional expense to the Owner, any materials and workmanship that show defects within said period, with finished and new materials.

Evaluate establishment of permanent turf grass seed for percent survivability thirty days prior to the end of the first complete growing season and prior to the release of any maintenance or guarantee obligations.
Success Criteria: 75% of seeded area shall be covered with vegetation. 25% of the vegetation shall be permanent matrix, and less than 5% invasive species. 50% of the species within the permanent matrix shall be present.

1.6.2 TREES

All work in this Section shall be guaranteed against any and all defects in workmanship and materials appearing within a period of one (1) year after final completion of all installation work and acceptance of the work by the Owner. Contractor shall replace, without additional expense to the Owner, any materials and workmanship that show defects within said period, with finished and new materials.

1.7 MAINTENANCE REQUIREMENTS

1.7.1 PERMANENT TURF GRASS SEED

Initial Maintenance Service: Provide maintenance by skilled employees of landscape Installer. Maintain as required in below.

Begin maintenance of lawns immediately after each area is planted and continue until acceptable lawn is established, but not less than 60 days after date of Substantial Completion.
If full maintenance period has not elapsed before the end of planting season, or if lawn is not fully established, continue maintenance during the next planting season.

Maintenance includes watering, fertilizing, weeding, mowing, trimming, replanting, and other operations to provide a uniform, weed free, smooth lawn. Ensure cover crop seed germinates within two (2) weeks of planting. If dormant seeding, ensure cover crop germinates at the start of the growing season.

Watering
Thoroughly water all permanently seeded areas after the seed has germinated for a period of one (1) month.
Apply a total rate of 120 gallons per 1000 square feet (12.2 m3/1000 m2) in at least two (2) applications spread over seven (7) days. Apply the water under pressure with a nozzle that produces a spray that will not dislodge the seed, seedlings, or mulch material. If ½ inch (13 mm) or greater of rainfall has occurred within the first seven (7) day period, the Installer may delay or omit the secondary application, depending on weather conditions.

Mowing
Once established, turf grass height shall be maintained between two (2) and six (6) inches or as specified by the Owner. Not more than 1/3 of the grass leaf shall be removed by the initial cutting or subsequent cuttings.

1.7.2 TREES

Initial Maintenance Service: Provide maintenance by skilled employees of landscape Installer. Maintain as required in below. Begin maintenance immediately after plants are installed and continue until plantings are acceptably healthy and well established but for not less than maintenance period below.

Maintenance Period for Trees: one year

Maintain plantings by pruning, watering, weeding, mulching, resetting to proper grades or vertical position, and performing other operations as required to establish healthy, viable plantings. Spray or treat as required to keep trees and shrubs free of insects and disease.

Prune trees according to standard professional horticultural and arboricultural practices. Do not cut tree leaders; remove only injured, dying, or dead branches from trees and shrubs; and prune to retain natural character.

Irrigate the plants as necessary to maintain rootball moisture throughout the first growing season. Surrounding soil moisture is not a suitable substitute for rootball moisture evaluation. Use of river water, where available and allowed by federal, state and local authorities, is acceptable for irrigation purposes.

Fill in as necessary soil subsidence that may occur because of settling or other processes. Replace mulch materials damaged or lost in areas of subsidence or where moved by stormwater flows from large rainfall events.

Apply treatments as required to keep plant materials, planted areas, and soils free of pests and pathogens or disease. Use practices to minimize the use of pesticides and reduce hazards.

Protect plants from damage due to landscape operations and operations of other contractors and trades. Maintain protection during installation and maintenance periods. Treat, repair, or replace damaged plantings.

After the first growing season, evaluate the health and structure of the plant and provide structural pruning only as necessary.

MESIC SEED AREAS SPECIFICATIONS

CONSTRUCTION, SOILS AND TOPDRESSING SPECIFICATIONS

The following specifications will be followed to minimize impacts to the ground surface during the excavation and grading activities to provide a suitable medium for the vegetation establishment.

1. All areas to be planted or seeded with native vegetation will be over-excavated a minimum of 1-foot below final grade to allow for the placement of top dress material, unless a one-foot thick topsoil layer is present following excavation to proposed final grade.
2. On-site topsoil can be used for top dress material. If additional topsoil is required from an off-site location, these soils shall contain an organic matter content of 3% or more and a clay content of 27% or less.
3. Wheel-based vehicles (scrapers, end loaders, etc.) shall not be used for topdressing work. Only low ground pressure wide-track equipment (quadtrack tractor, wide track dozer, backhoe, or approved by Engineer) shall haul, move and spread top dress material.
4. Following the 1-foot of top dress placement, the surface shall be thoroughly disked using a small farm type disc (not a large construction disc) or Harley raked. Top dress material shall not be handled or the surface disked when wet.
5. No wheeled traffic shall occur in the area after the final disking is complete, with the exception of a small farm type tractor if used for seeding.
6. All construction activities must be done under dry conditions.
7. All trash, construction debris, sticks, roots, rocks, and other deleterious materials shall be removed prior to seeding and planting.

SEEDING SPECIFICATIONS

1. The seeding contractor shall furnish, transport, and install the native seed mixes as specified for the respective areas shown on the plans.
2. Seeding activities of the permanent matrices shall be performed after the seed bed has been properly prepared, as applicable, between November 1 after the first frost and ending when snow cover exceeds 2-inches in depth or areas are covered with ice and June 15th of the following year.
3. If construction activities are finished outside the permanent seeding window, the area can be stabilized with a temporary cover crop or permanent seeded with a supplemental seeding during the prescribed window the following year.
4. Seed shall be surface sown with a broadcast seeder and lightly raked in or with a native drop seeder.
5. All seed sources shall be within a 200-mile radius of the project site and be true to name and variety.

REVISIONS

NO.	DATE	DESCRIPTION
1	5/5/23	RESPONSE TO COMMENTS
2	12/27/23	RESUBMIT TO GENEVA

ORIGINAL ISSUE DATE: APRIL 30, 2021

PROJECT NO: 17253.23
PROJECT MANAGER: TS
DESIGNED BY: EK
DRAWN BY: KT

LANDSCAPE SPECIFICATIONS

MIF GENEVA INDUSTRIAL PARK
KANE COUNTY ILLINOIS

LICENSED LANDSCAPE ARCHITECT
DONALD JOHN STALEY
157-001715
STATE OF ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
L3.0

Kautz Road Extension

Traffic Operations Study

Submitted to:

On Behalf of:

WBK Engineering, LLC

Submitted by:

SE3, LLC
3041 Woodcreek Drive
Suite 211
Downers Grove, IL 60515-5417
630-641-9900

Contact: Matt Gauntt, PE
mgauntt@se3.us

August 26, 2018

Executive Summary

The purpose of this study is to determine the impact of extending Kautz Road from its current southern terminus at IL Route 38 to the vacant property south of IL-38 and then eventually to Fabyan Parkway. The final terminus of Kautz Road would be at the current intersection of Fabyan Parkway at Louis Bork Drive in Batavia, IL.

Project Purpose and Setting

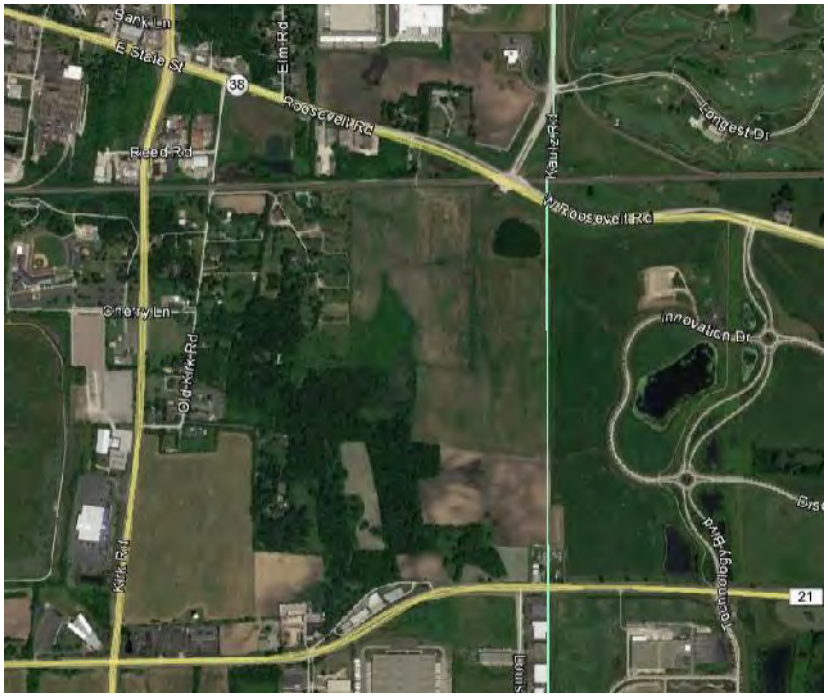
The subject roadway is located in the City of Geneva, Kane County, IL approximately 0.7 miles east of Kirk Road. Illinois Route 38 is a four-lane state controlled arterial that currently carries approximately 23,000 vehicles per day according to the recent traffic counts.

Kautz Road currently carries approximately 7,600 vehicles per day. According to the City of Geneva Comprehensive Plan, Kautz Road is to be extended and designated as an arterial roadway.

Currently, there are plans to develop the vacant land south of IL Route 38. In order to establish the proper roadway configuration for the extension and the roadway itself, it is important to understand the probable level of traffic for both the roadway segment and the subject intersections.

This study will seek to determine the project development traffic, background growth in traffic and the possible cut-through traffic for the proposed roadway. The study will be broken into an interim condition (Year 2026) and a final condition (Year 2040). It is anticipated that the full build out of the development will occur within the present to Year 2026 time frame. The interim condition will assume that Kautz Road will be extended south from IL Route 38 to Fabyan Parkway. The only difference between the Interim (2026) and Final (2040) scenarios is an additional 14 years of background growth.

Figure 1 – Aerial Photo



Trip Generation

The City of Geneva has supplied us with a proposed development plan for the vacant parcel south of IL-38. A diagram of the proposed plan is located on the following page as Figure 2. The site is divided into North and South in geographic terms; This distinction will aid in the development of trip distribution as each will take different paths to arrive at their intended destinations. It is anticipated that both sections and the connection to Fabyan Parkway will be complete by the Year 2026.

Trip generation for the parcels along Kautz Road extended was developed utilizing the ITE Land Use Code 110 "Light Industrial" per acre as defined in the ITE Trip Generation, 9th Edition. The results of the trip generation calculations are shown in Table 1.

Table 1 – Trip Generation

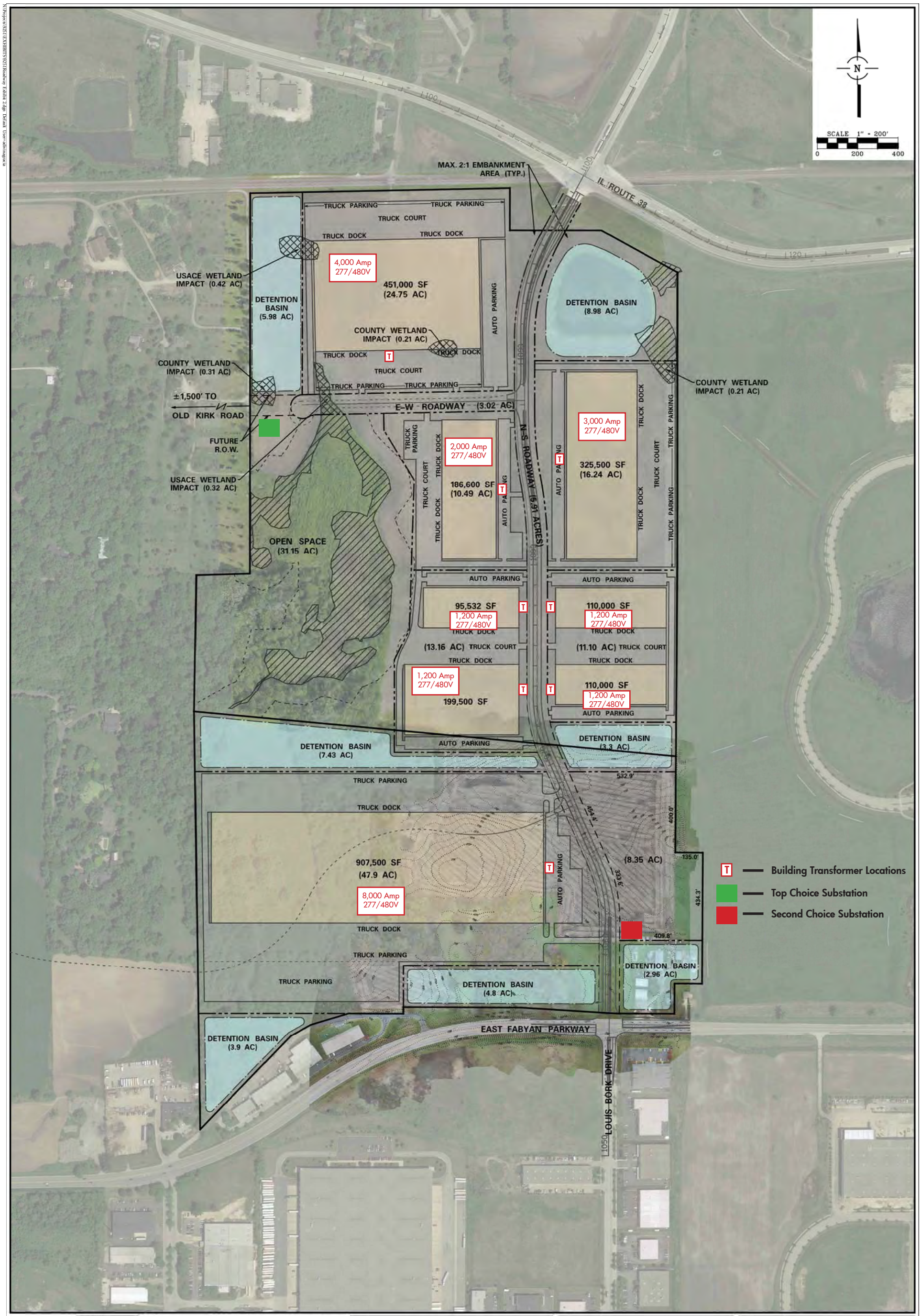
			Output						
						Am Peak		PM Peak	
Location	Units	Area (Acres)	Weekday	AM	PM	In	Out	In	Out
North	Acres	93.0	3,461	569	396	472	97	87	308
South	Acres	32.0	2,638	422	324	350	72	72	253
Total		125.0	6,099	991	719	822	169	158	561

Trip Distribution

Utilizing our local knowledge of traffic patterns, industrial traffic needs, and the existing traffic counts, a set of traffic distributions patterns were developed. These trip distribution patterns were utilized to place the traffic generated from the development onto the regional roadway network. Separate distribution patterns were developed for the northern part of the development, and the Southern Part. Different distributions were developed as traffic destined for West Chicago would either take Fabyan Parkway or IL-38 depending on which roadway was closer. The same could be said for going to Batavia.

The Trip Distribution patterns are shown on the following pages as Figures 3 & 4.

Park Plan Including Estimated Power



SHEET SK-1 1 OF 1
FILENAME: 925ROADWAY EXHIBIT 2
DATE: 12/01/17
JOB NO. 9251

SPAGNOLO INC.
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

CONCEPT SITE PLAN

GENEVA INDUSTRIAL SITE
GENEVA, ILLINOIS

NO.	DATE	REMARKS

NO.	DATE	REMARKS

FIGURE 3 - NORTH
TRIP DISTRIBUTION

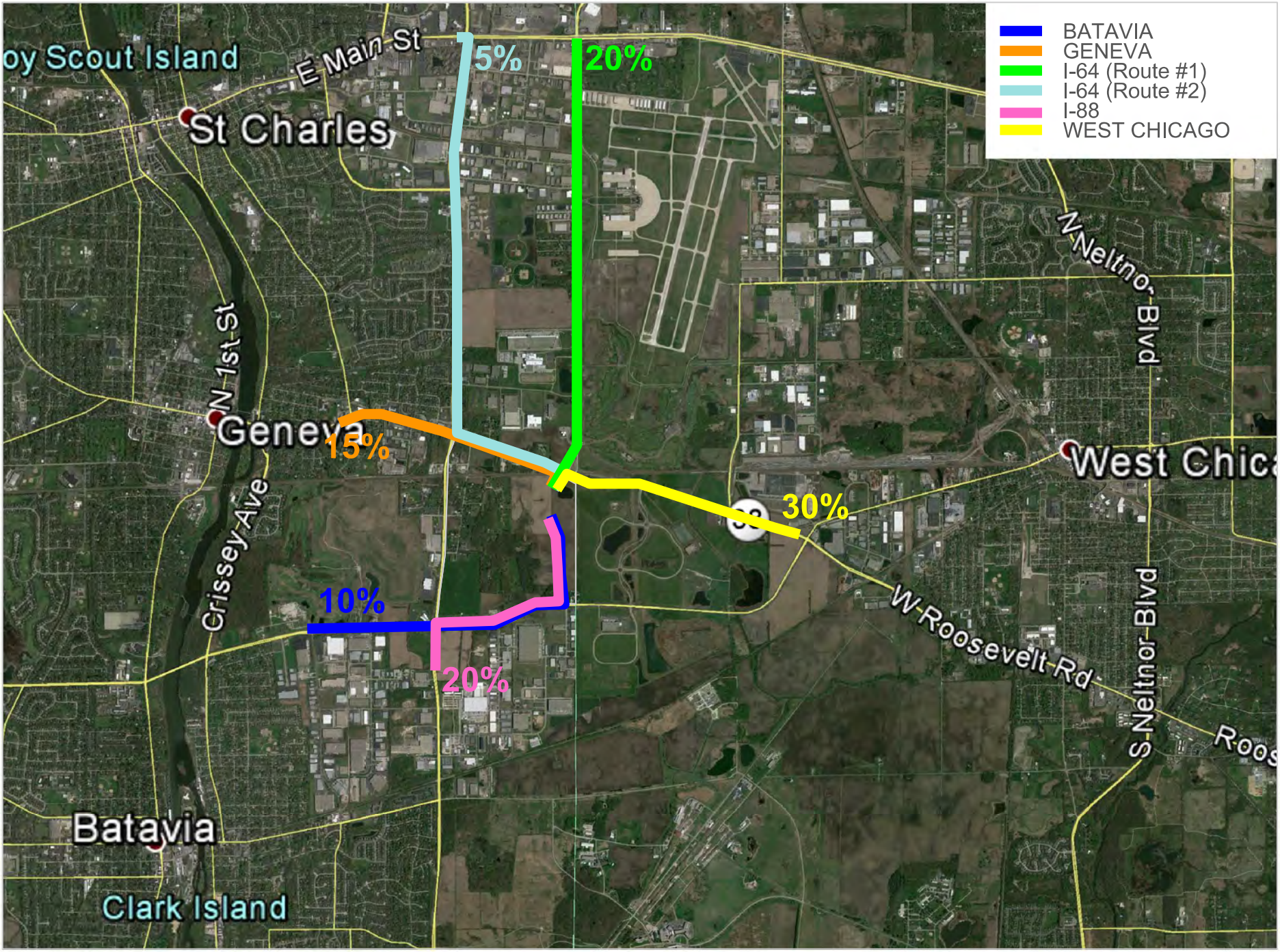
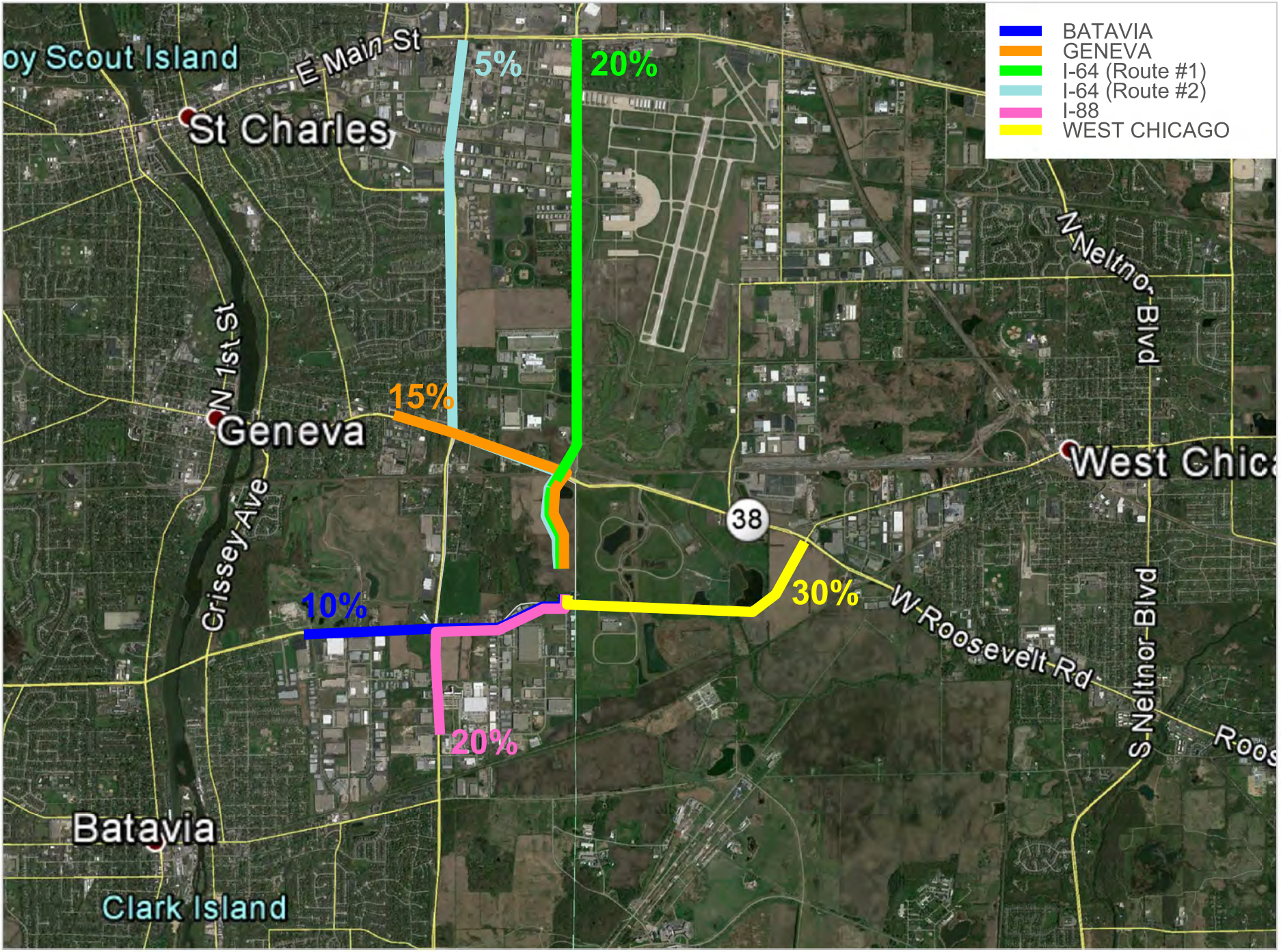


FIGURE 4 - SOUTH
TRIP DISTRIBUTION



CMAP Traffic Projections

The project obtained future traffic projections from CMAP for the surrounding roadways. This was done through a series of communications with CMAP staff about the project and the surrounding roadway traffic conditions. The final projections are shown in the following Table 2, provided by CMAP.

Table 2 – CMAP Draft Revision – Year 2040 ADT Projections for Kautz Road Extension

		NO-BUILD		BUILD KAUTZ EXTENSION			
	Revised Current Vol-umes	Link CAGR	Year 2040 ADT	Link CAGR	Prelim 2040 ADT (1)	Addl Adjts. (2)	Year 2040 ADT
IL 38 Roosevelt west of Kautz Rd	22,800	1.41%	31,900	1.16%	30,000	-2,700	**27,300**
IL 38 Roosevelt east of Kautz Rd	23,923	1.16%	31,500	1.11%	31,200	-2,500	**28,700**
Kautz Rd north of IL 38	7,617	2.24%	11,700	1.81%	11,700		**11,700**
Fabyan Pkwy west of Kautz Rd	16,600	1.41%	20,200	1.47%	23,700	1,000	**24,700**
Fabyan Pkwy east of Kautz Rd	16,600	1.41%	20,200	1.56%	19,000	1,000	**20,000**
Kautz Rd Extn (NULL)	----	1.41%	N/A	N/A	5,100		**5,100**
Bork Dr south of Fabyan Pky	1,000	2.24%	1,700	2.24%	1,700		**1,700**

Source: email from CMAP, Jose Rodriguez, Senior Planner, February 17, 2017

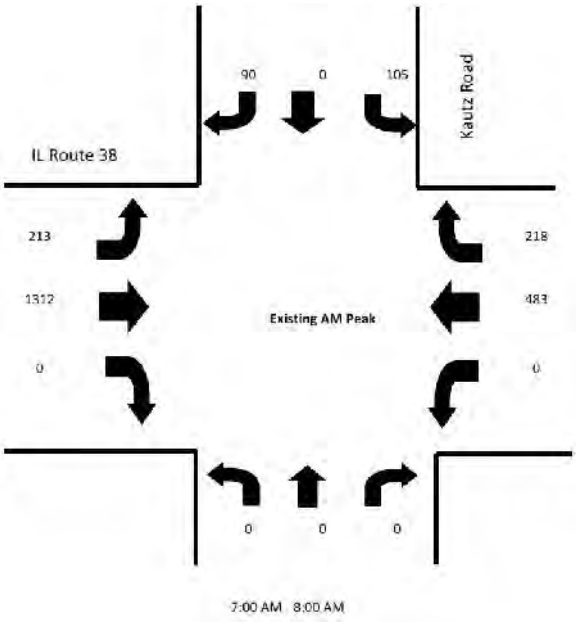
(1) Initial model results from CMAP

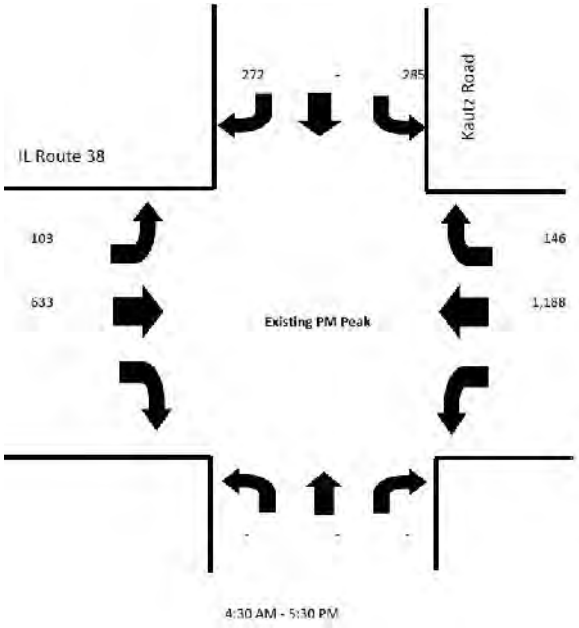
(2) Hand adjustments to the model performed by CMAP staff

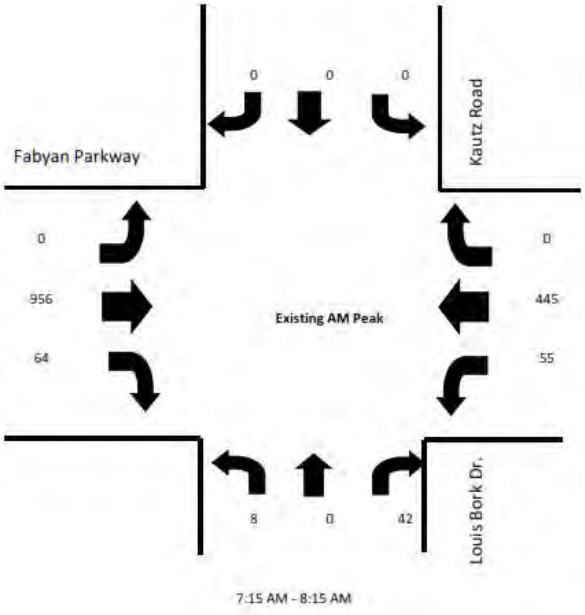
In subsequent emails from CMAP staff, it was clarified that their projections would include the development traffic from the subject property. Therefore, the projections above would be the total traffic and the site traffic would not be added to the projections.

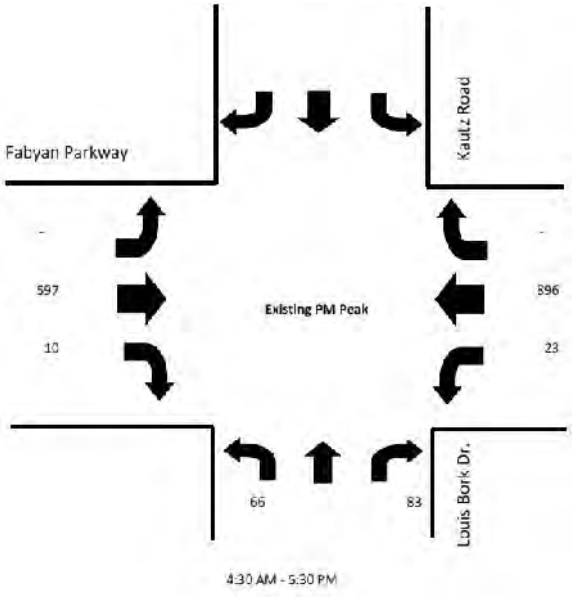
Existing Traffic

Traffic Counts were performed by a subconsultant at the intersections of Kautz Road at IL Route 38 in March of 2016 and at Louis Bork Drive at Fabyan Parkway in March 2017. The full turning movement counts are included in the appendix. Turning movement diagrams of the peak hours are included below.



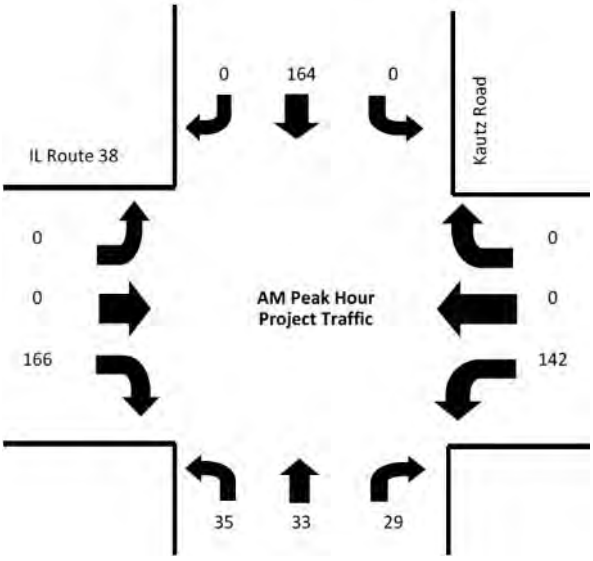


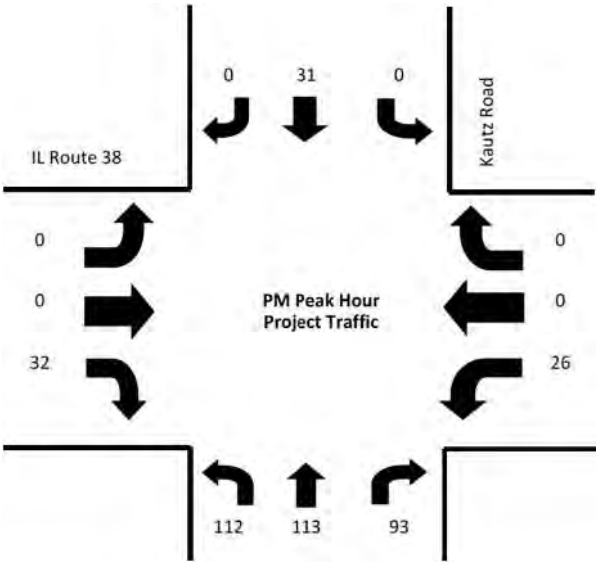


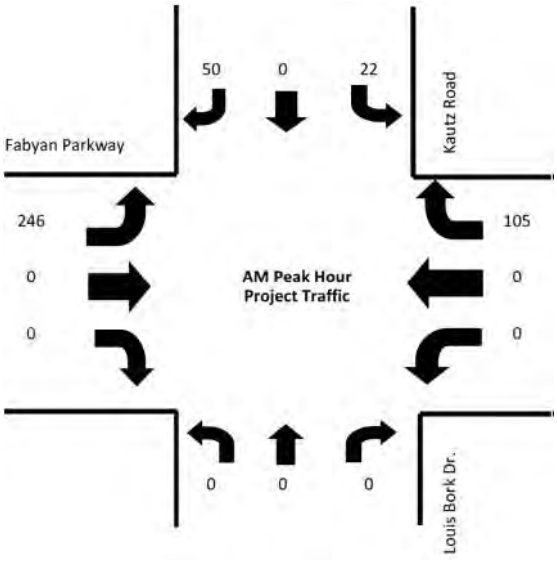


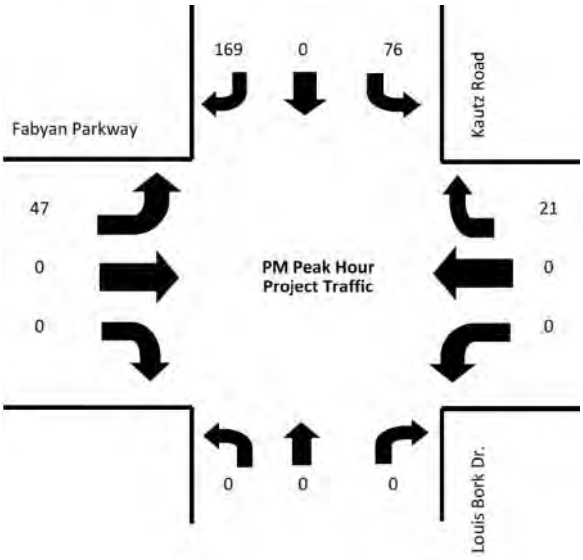
Site Generated Traffic

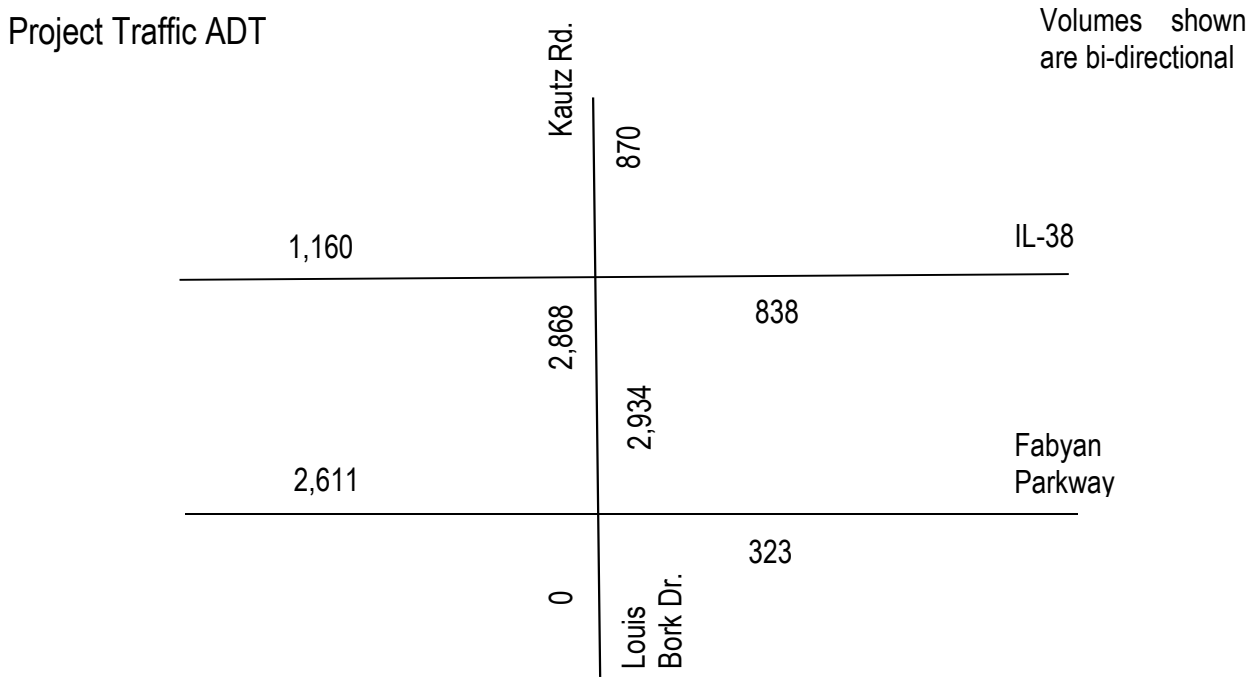
Using the Trip Generation and the Trip Distribution identified earlier in this report, the project traffic was assigned to the location street network. Those assignments are shown below.







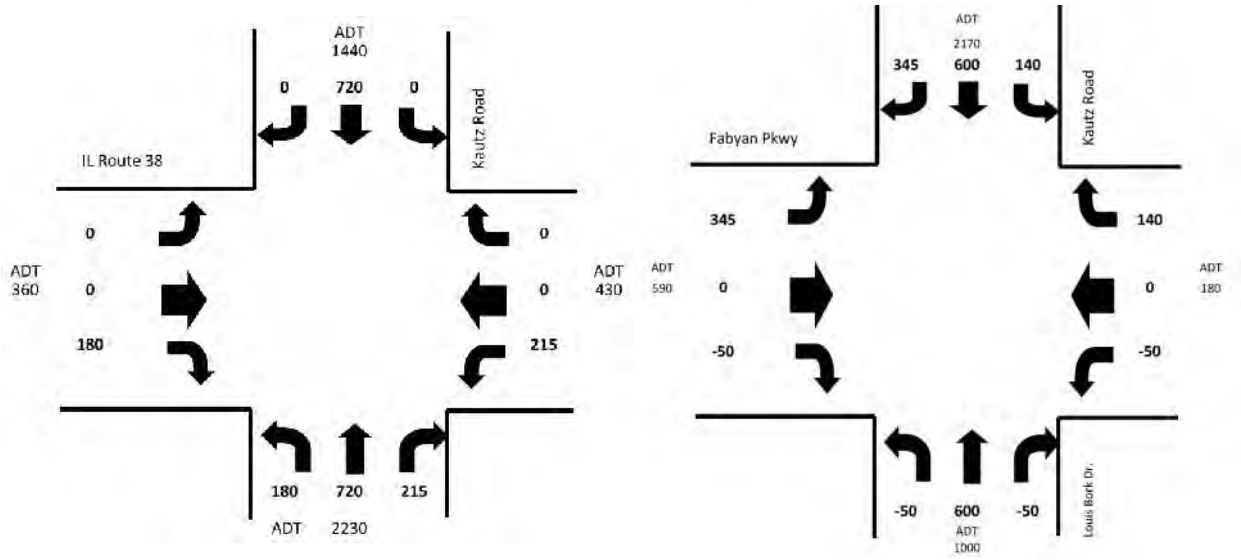




Cut Through Traffic

After assigning traffic to the roadway network, we can compare the CMAP projections to the project only traffic to determine what level of cut-through traffic might be expected.

At the northbound movement at IL Route 38 and Kautz Road, there is no existing traffic and no traffic escalation. Thus, the only traffic on that leg would be comprised of project only and cut-through traffic. Examining the projected project traffic only ADT volume, the northbound leg would achieve roughly 2,868 vehicles per day, whereas the CMAP projection for the link is 5,100 vpd, leaving a gap of 2,230 vpd. This gap would be the anticipated cut-through traffic. Using existing counts and our knowledge of the area, we have assigned that traffic to individual movements. Cut-through traffic for IL-38 at Kautz and Fabyan at Kautz is shown on the following page.



Future Growth/No-Build Traffic

Working from the CMAP traffic projections, we need to understand the annual traffic growth. Considering that CMAP supplies ADT projections, but roadway design is largely based on peak hour counts, we need to extrapolate the ADT growth rate to peak hour turning movements.

In order to do this, we compared the existing ADT counts to the following:

(CMAP Projection – Cut through traffic – Project traffic).

The following formula was used to match the future ADT for the year 2040:

$F=P(1+i)^n$

Where: F=Future ADT
P=Present ADT
i=Annual Percent Increase
n=Years

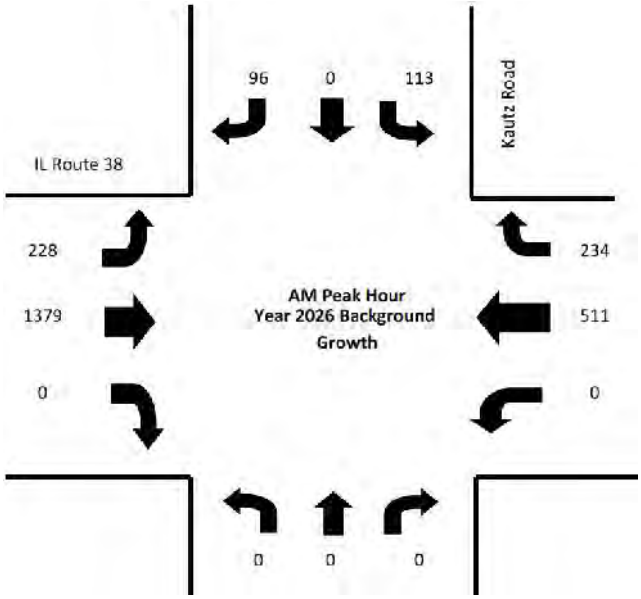
The traffic generated from the project would be included in the CMAP projection, so it is important to factor the project generated traffic out when considering the background growth.

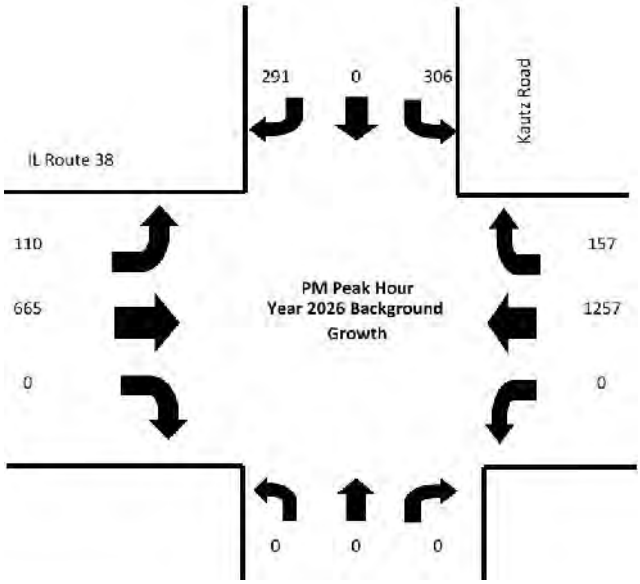
The calculated background traffic growth is shown below in Table 3.

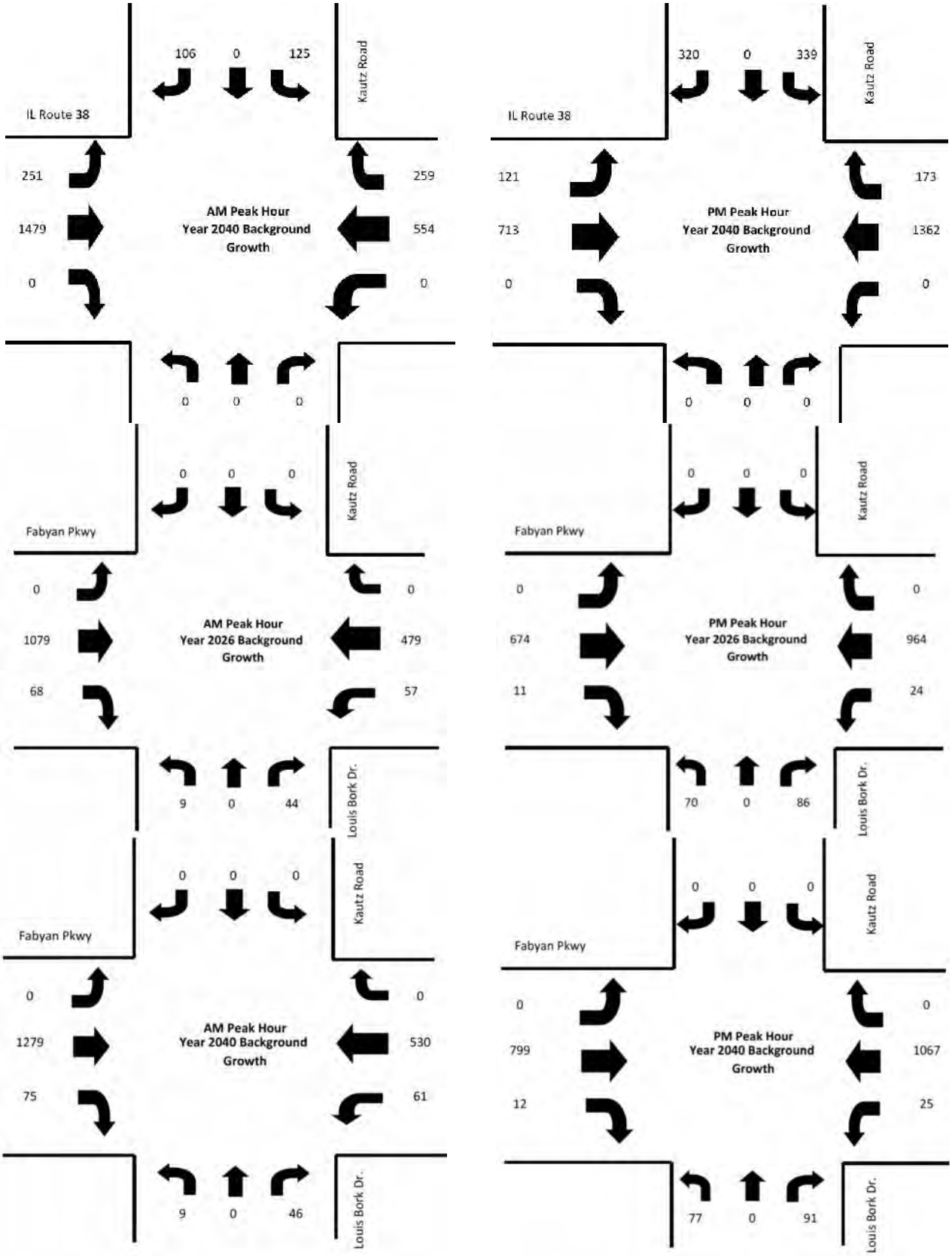
Table 3 – Background Traffic Growth

	IL-38 & Kautz – North Leg	IL-38 & Kautz – East Leg	IL-38 & Kautz – West Leg	Fabyan & Kautz – West Leg	Fabyan & Kautz – East Leg
Existing Count (ADT) - 2016	7,617	23,923	22,880	15,975	16,245
Project ADT	870	838	1,160	2,611	323
Cut-Through ADT	1,440	430	360	690	280
CMAP Projected – Project – Cut-through	9,390	27,432	25,780	21,399	19,397
Calculated Growth Rate	0.87%	0.57%	0.50%	0.50%	0.66%
2040 Projected ADT	11,700	28,700	27,300	24,700	20,000

The same percentage growth in ADT volumes was then applied to peak hour turning movement counts. Each growth percentage was proportionally administered to each turning movement. For instance, the west leg to north leg left turn movement was given an average of the north leg and west leg growth rate. The number of years between the base year and the analysis year was then used as an exponential to determine the total background growth rate of that movement.

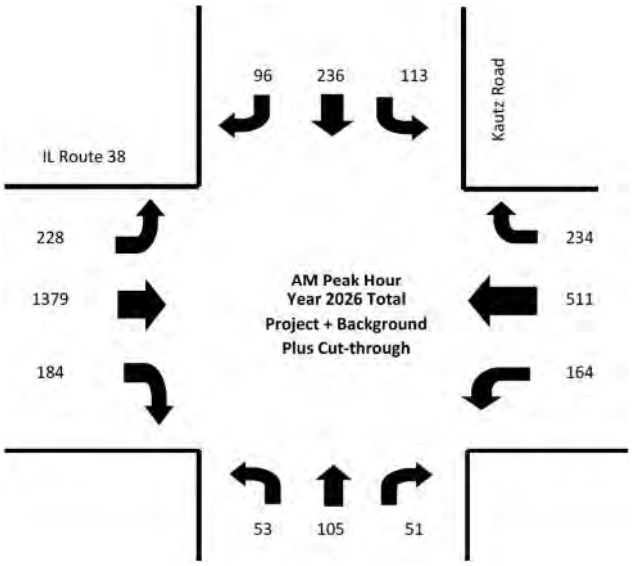


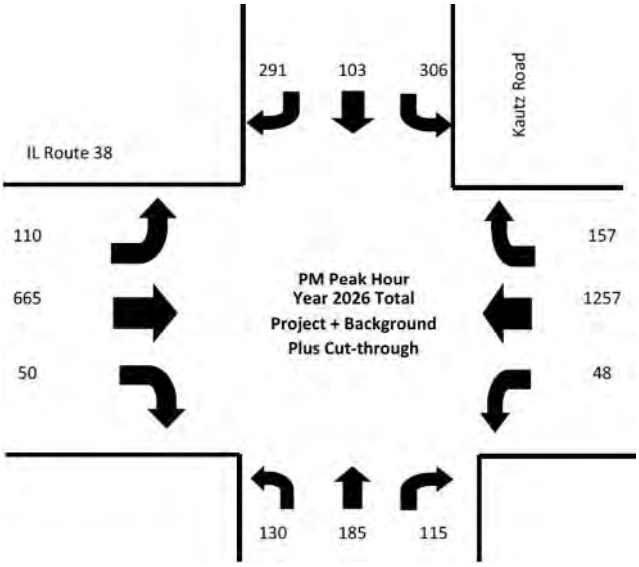


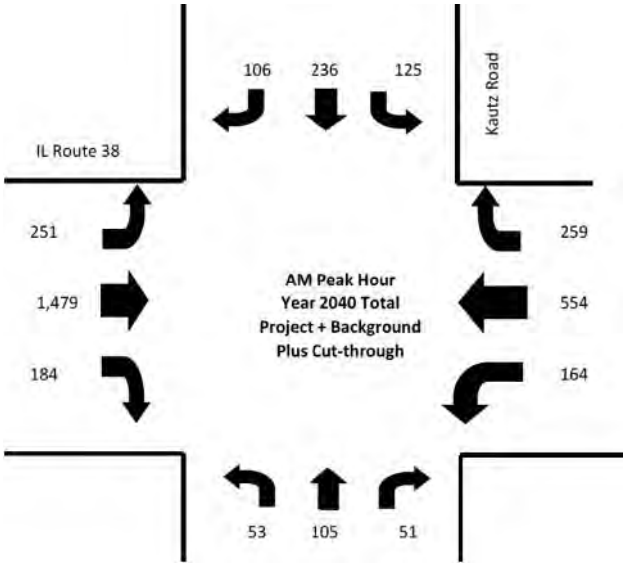

IL Route 38
Kautz Road
106
0
125
251
1479
0
259
554
0
AM Peak Hour
Year 2040 Background
Growth
Fabyan Pkwy
Kautz Road
0
0
0
0
0
0
0
0
0
AM Peak Hour
Year 2026 Background
Growth
Louis Bork Dr.
Kautz Road
9
0
44
0
0
0
0
0
0
AM Peak Hour
Year 2040 Background
Growth
Louis Bork Dr.
9
0
46
IL Route 38
Kautz Road
320
0
339
121
713
0
173
1362
0
PM Peak Hour
Year 2040 Background
Growth
Fabyan Pkwy
Kautz Road
0
0
0
0
0
0
0
0
0
PM Peak Hour
Year 2026 Background
Growth
Louis Bork Dr.
Kautz Road
70
0
86
0
0
0
0
0
0
PM Peak Hour
Year 2040 Background
Growth
Louis Bork Dr.
77
0
91

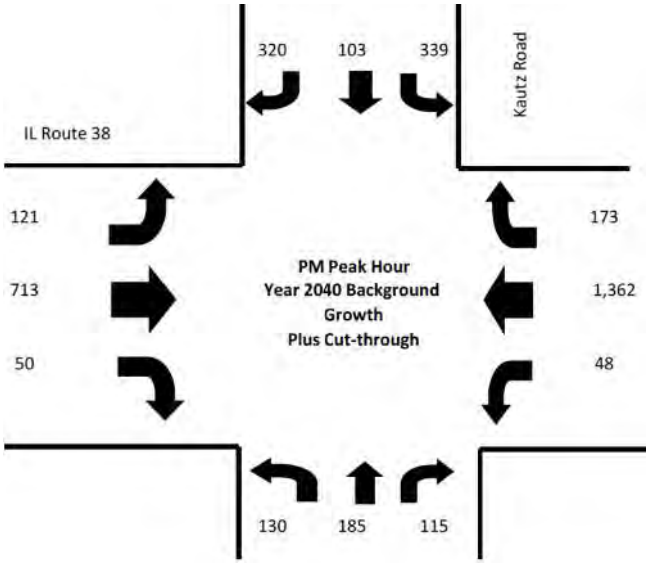
Overall Future Traffic

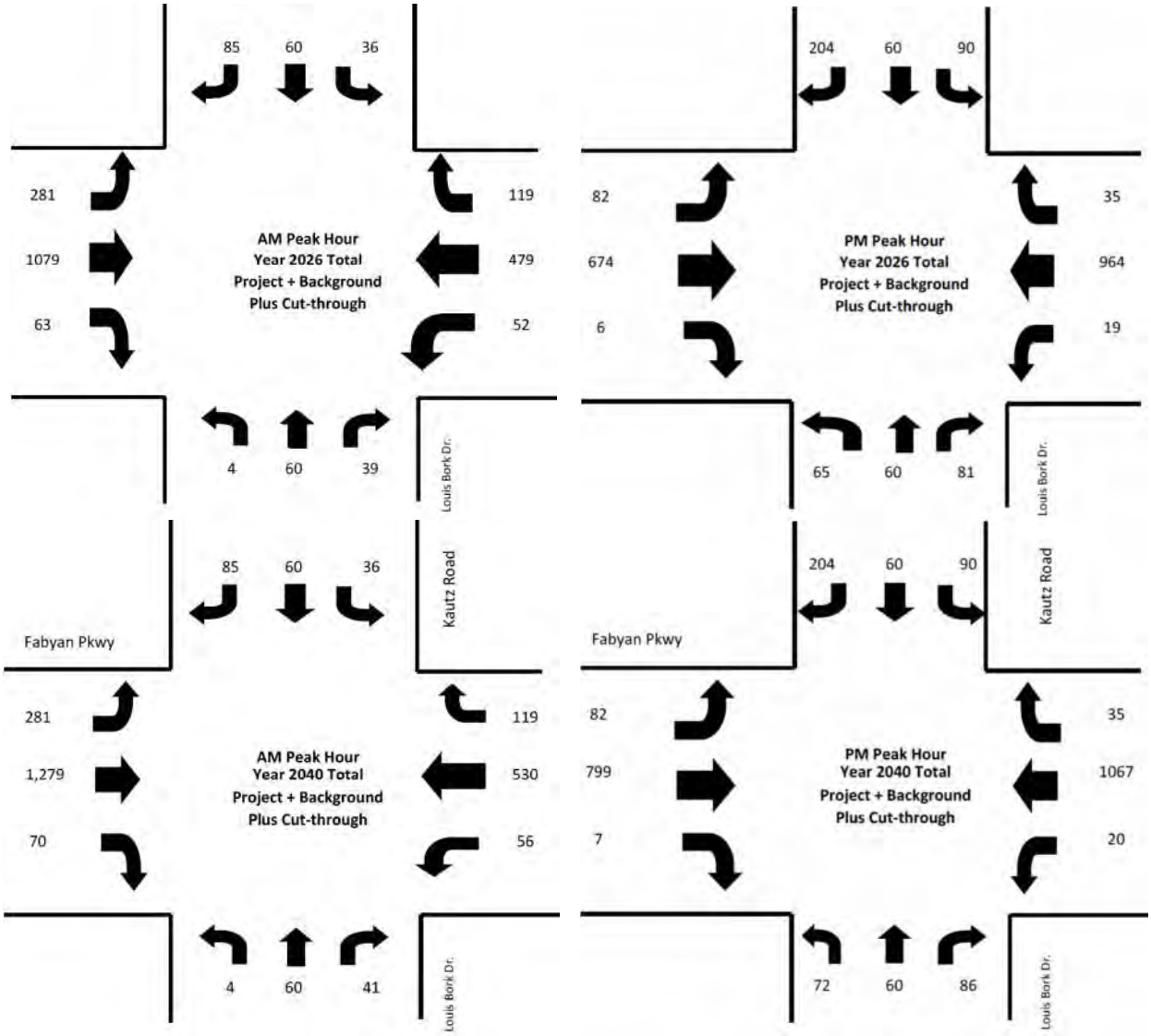
All the traffic elements described in previous sections were then combined to develop the design year traffic volumes. The anticipated traffic is shown in the following diagrams.











Traffic Analysis, IL Route 38 & Kautz

Traffic analysis was performed using HCS 2010. Proposed geometrics were included in each run. The geometrics include the following:

North Leg – Kautz Road – Left turn lane, through lane, right turn lane
West Leg – IL Route 38 – Left turn lane, two through lanes, right turn lane
South Leg – Kautz Road Extension - Left turn lane, through lane, right turn lane
East Leg – IL Route 38 – Left turn lane, two through lanes, right turn lane

The traffic operations analysis for IL Route 38 at Kautz are included in Tables 4 & 5

Table 4 – Year 2026 Analysis, IL-38 at Kautz

Approach	AM Peak		PM Peak	
	Delay (Sec)	LOS	Delay (Sec)	LOS
Eastbound Approach	16.2	B	22.0	C
Westbound Approach	13.2	B	30.3	C
Northbound Approach	49.4	D	51.8	D
Southbound Approach	51.1	D	43.5	D
Total Intersection	22.1	C	33.7	C

Table 5 – Year 2040 Analysis, IL-38 at Kautz

Approach	AM Peak		PM Peak	
	Delay (Sec)	LOS	Delay (Sec)	LOS
Eastbound Approach	16.4	B	25.2	C
Westbound Approach	13.4	B	39.1	D
Northbound Approach	52.0	D	51.4	D
Southbound Approach	51.7	D	40.5	D
Total Intersection	22.3	C	37.5	D

Traffic Analysis, Fabyan Parkway & Kautz

The geometrics include the following:

North Leg – Kautz Road Extension– Left turn lane, through lane, right turn lane
West Leg – Fabyan Parkway – Left turn lane, two through lanes, right turn lane
South Leg – Louis Bork Drive - Left turn lane, shared through-right turn lane
East Leg – Fabyan Parkway – Left turn lane, two through lanes, right turn lane

The traffic operations analysis for Fabyan Parkway at Kautz are included in Table 6.

Table 6 – Year 2026 Analysis, Fabyan Parkway at Kautz

Approach	AM Peak		PM Peak	
	Delay (Sec)	LOS	Delay (Sec)	LOS
Eastbound Through	8.3	A	11.3	B
Westbound Approach	8.7	A	13.9	B
Northbound Approach	44.6	D	31.7	C
Southbound Approach	33.6	C	32.9	C
Total Intersection	11.9	B	17.5	B

Table 7 – Year 2040 Analysis, Fabyan Parkway at Kautz

Approach	AM Peak		PM Peak	
	Delay (Sec)	LOS	Delay (Sec)	LOS
Eastbound Through	9.5	A	12.3	B
Westbound Approach	9.0	A	15.1	B
Northbound Approach	44.5	D	31.4	C
Southbound Approach	33.4	C	32.9	C
Total Intersection	12.4	B	17.9	B

Signal Warrant Analysis – Fabyan at Kautz

Signal warrant analysis is sometimes difficult to determine based on projected volumes on a new roadway. Typically, signal volumes could be assumed based on traffic projections and before the signals are turned on, a signal warrant analysis can be completed. Part of this hesitation is that there is generally only a couple of the 9 available warrants that can be accurately anticipated prior to having actual counts available. For instance, it is practically impossible to determine the Eight-Hour, and Four-Hour Vehicular Volume Warrants.

However, looking at the criteria in the Manual on Uniform Traffic Control Devices (MUTCD), 2009, v2, it appears that the Peak Hour Warrant would clearly be met for the intersection in the design year. Based on the growth rates, the intersection actually meets signal warrants in Year 2030.

Conclusions

The proposed extension of Kautz Road is an integral component of the development of the eastern portion of the City of Geneva. It is listed as a component of their Comprehensive Plan and ties together several major arterials in the area as well as a connection to an industrial collector street in the City of Batavia.

The methodology and analysis included within this report is validated by the fact that the final traffic numbers match the CMAP projections so closely.

The level of service for the anticipated traffic volumes at both the Kautz at IL-38 and Kautz at Fabyan Parkway intersections will be within acceptable levels. For both intersections for Year 2026 and Year 2040, all movements will be within acceptable levels of average delay.

The next step for the project development will be to prepare detailed Intersection Design Study (IDS) sheets for the subject intersections.

Appendix

- Turning Movement Counts, IL-38 at Kautz Road
- Turning Movement Counts, Fabyan Parkway at Louis Bork Drive
- Email from CMAP regarding Traffic Projections (Feb. 17, 2017)
- HCS Analysis Reports
- Red Time Queue Calculations

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 dbrinkman@gha-engineers.com

Count Name: Roosevelt and Kautz
Site Code:
Start Date: 03/08/2016

Turning Movement Data

Start Time	Kautz Rd. Southbound				Roosevelt Rd. (IL-38) Westbound				Roosevelt Rd. (IL-38) Eastbound				
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
12:00 AM	6	22	0	28	4	22	0	26	11	2	0	13	67
12:15 AM	3	6	0	9	5	18	0	23	6	0	0	6	38
12:30 AM	4	10	0	14	4	11	0	15	7	1	0	8	37
12:45 AM	1	5	0	6	2	9	0	11	5	1	0	6	23
Hourly Total	14	43	0	57	15	60	0	75	29	4	0	33	165
1:00 AM	1	2	0	3	1	14	0	15	8	0	0	8	26
1:15 AM	4	4	0	8	0	2	0	2	6	1	1	8	18
1:30 AM	4	18	0	22	0	3	0	3	1	1	0	2	27
1:45 AM	1	2	0	3	0	3	0	3	5	2	1	8	14
Hourly Total	10	26	0	36	1	22	0	23	20	4	2	26	85
2:00 AM	5	4	0	9	0	7	0	7	4	2	0	6	22
2:15 AM	1	2	0	3	0	9	0	9	12	0	0	12	24
2:30 AM	1	3	0	4	1	3	0	4	2	0	0	2	10
2:45 AM	1	3	0	4	2	6	0	8	6	0	0	6	18
Hourly Total	8	12	0	20	3	25	0	28	24	2	0	26	74
3:00 AM	0	3	0	3	5	6	0	11	8	1	0	9	23
3:15 AM	1	2	0	3	3	4	0	7	2	2	0	4	14
3:30 AM	1	1	0	2	6	6	0	12	10	0	0	10	24
3:45 AM	1	2	0	3	8	10	0	18	15	5	0	20	41
Hourly Total	3	8	0	11	22	26	0	48	35	8	0	43	102
4:00 AM	2	2	0	4	9	6	0	15	14	1	0	15	34
4:15 AM	2	2	0	4	5	9	0	14	24	4	0	28	46
4:30 AM	8	7	0	15	24	20	0	44	34	4	0	38	97
4:45 AM	4	9	0	13	25	17	0	42	36	10	0	46	101
Hourly Total	16	20	0	36	63	52	0	115	108	19	0	127	278
5:00 AM	1	5	0	6	10	25	2	37	54	13	0	67	110
5:15 AM	2	4	0	6	24	44	0	68	69	13	0	82	156
5:30 AM	8	4	0	12	55	42	0	97	110	29	0	139	248
5:45 AM	13	12	0	25	55	56	0	111	124	22	0	146	282
Hourly Total	24	25	0	49	144	167	2	313	357	77	0	434	796
6:00 AM	6	19	0	25	25	55	0	80	146	26	0	172	277
6:15 AM	7	18	0	25	40	99	0	139	239	31	0	270	434
6:30 AM	17	24	0	41	60	118	0	178	269	36	0	305	524
6:45 AM	15	15	0	30	69	84	0	153	272	51	0	323	506
Hourly Total	45	76	0	121	194	356	0	550	926	144	0	1070	1741
7:00 AM	24	34	0	58	47	78	0	125	335	44	0	379	562
7:15 AM	23	27	0	50	59	118	0	177	351	43	0	394	621
7:30 AM	29	25	0	54	43	141	0	184	326	71	0	397	635
7:45 AM	14	19	0	33	69	146	0	215	300	55	1	356	604
Hourly Total	90	105	0	195	218	483	0	701	1312	213	1	1526	2422
8:00 AM	22	17	0	39	58	130	0	188	239	61	0	300	527

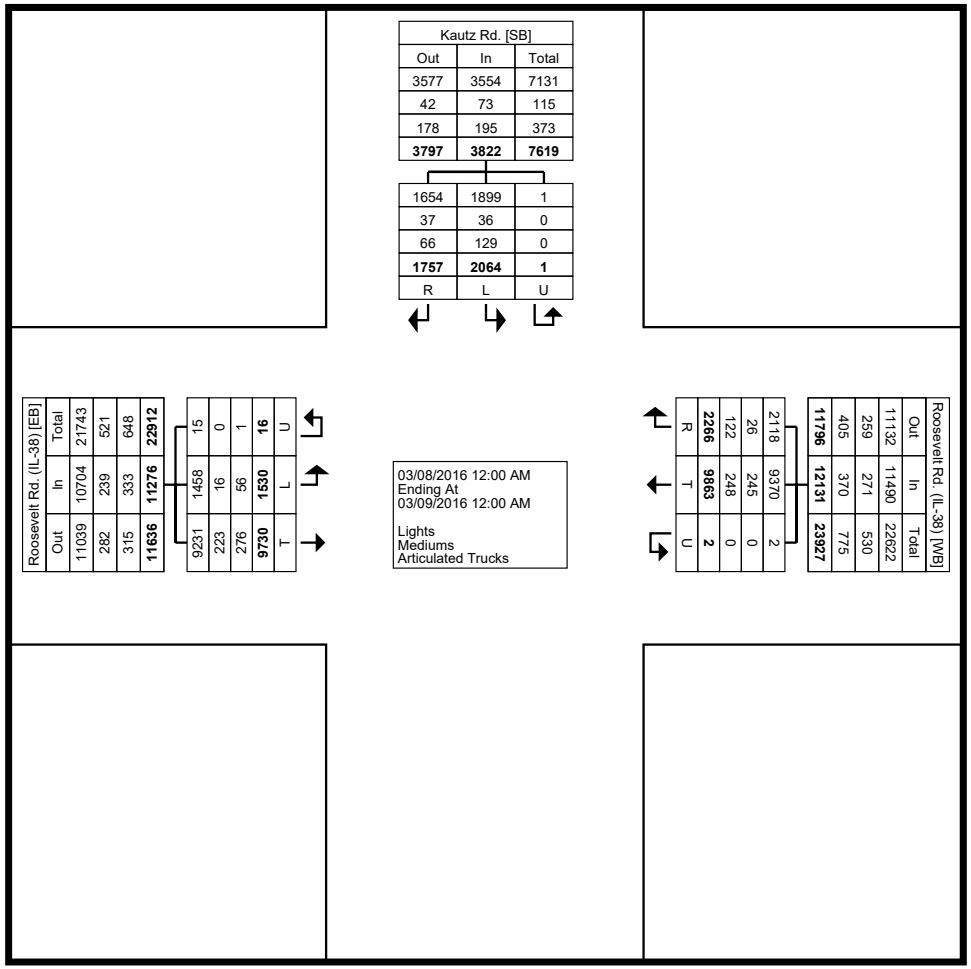
8:15 AM	15	17	0	32	51	138	0	189	219	61	0	280	501
8:30 AM	15	15	0	30	51	137	0	188	215	29	0	244	462
8:45 AM	26	17	0	43	46	109	0	155	188	30	0	218	416
Hourly Total	78	66	0	144	206	514	0	720	861	181	0	1042	1906
9:00 AM	12	10	0	22	22	104	0	126	157	19	0	176	324
9:15 AM	16	11	0	27	18	121	0	139	131	19	0	150	316
9:30 AM	19	10	0	29	21	93	0	114	113	17	0	130	273
9:45 AM	16	21	0	37	33	118	0	151	111	12	0	123	311
Hourly Total	63	52	0	115	94	436	0	530	512	67	0	579	1224
10:00 AM	13	19	0	32	24	96	0	120	140	14	2	156	308
10:15 AM	21	13	0	34	17	90	0	107	124	9	1	134	275
10:30 AM	11	14	0	25	17	112	0	129	109	16	0	125	279
10:45 AM	18	20	0	38	31	105	0	136	108	11	1	120	294
Hourly Total	63	66	0	129	89	403	0	492	481	50	4	535	1156
11:00 AM	21	16	0	37	18	109	0	127	104	19	0	123	287
11:15 AM	22	17	0	39	26	121	0	147	117	18	0	135	321
11:30 AM	19	15	0	34	21	114	0	135	107	21	0	128	297
11:45 AM	23	20	0	43	23	127	0	150	114	22	0	136	329
Hourly Total	85	68	0	153	88	471	0	559	442	80	0	522	1234
12:00 PM	36	20	0	56	20	147	0	167	114	28	0	142	365
12:15 PM	16	18	0	34	16	155	0	171	123	18	1	142	347
12:30 PM	33	28	0	61	26	121	0	147	130	17	1	148	356
12:45 PM	17	22	0	39	32	136	0	168	120	25	0	145	352
Hourly Total	102	88	0	190	94	559	0	653	487	88	2	577	1420
1:00 PM	26	22	0	48	21	114	0	135	123	16	0	139	322
1:15 PM	31	30	0	61	31	142	0	173	115	16	1	132	366
1:30 PM	23	32	0	55	43	141	0	184	113	19	1	133	372
1:45 PM	26	25	0	51	40	123	0	163	118	18	0	136	350
Hourly Total	106	109	0	215	135	520	0	655	469	69	2	540	1410
2:00 PM	39	27	0	66	28	153	0	181	135	11	0	146	393
2:15 PM	22	36	1	59	41	161	0	202	194	9	0	203	464
2:30 PM	35	67	0	102	48	173	0	221	149	17	0	166	489
2:45 PM	27	45	0	72	34	168	0	202	124	24	1	149	423
Hourly Total	123	175	1	299	151	655	0	806	602	61	1	664	1769
3:00 PM	42	70	0	112	20	169	0	189	124	25	1	150	451
3:15 PM	32	41	0	73	29	192	0	221	149	27	0	176	470
3:30 PM	40	53	0	93	47	240	0	287	164	24	0	188	568
3:45 PM	47	49	0	96	52	231	0	283	131	25	0	156	535
Hourly Total	161	213	0	374	148	832	0	980	568	101	1	670	2024
4:00 PM	52	69	0	121	37	217	0	254	158	21	1	180	555
4:15 PM	47	39	0	86	35	260	0	295	122	21	0	143	524
4:30 PM	80	85	0	165	29	275	0	304	146	32	0	178	647
4:45 PM	51	53	0	104	47	332	0	379	173	26	0	199	682
Hourly Total	230	246	0	476	148	1084	0	1232	599	100	1	700	2408
5:00 PM	89	81	0	170	31	285	0	316	137	21	0	158	644
5:15 PM	52	66	0	118	39	296	0	335	177	24	0	201	654
5:30 PM	63	46	0	109	35	342	0	377	135	18	0	153	639
5:45 PM	44	43	0	87	37	246	0	283	123	14	0	137	507
Hourly Total	248	236	0	484	142	1169	0	1311	572	77	0	649	2444
6:00 PM	39	38	0	77	36	247	0	283	111	19	0	130	490
6:15 PM	35	28	0	63	36	180	0	216	136	16	0	152	431
6:30 PM	19	24	0	43	24	171	0	195	102	13	1	116	354

6:45 PM	32	24	0	56	11	122	0	133	66	16	0	82	271
Hourly Total	125	114	0	239	107	720	0	827	415	64	1	480	1546
7:00 PM	15	21	0	36	27	123	0	150	81	7	0	88	274
7:15 PM	21	26	0	47	7	119	0	126	50	8	0	58	231
7:30 PM	16	15	0	31	8	83	0	91	53	15	0	68	190
7:45 PM	12	17	0	29	12	81	0	93	59	5	0	64	186
Hourly Total	64	79	0	143	54	406	0	460	243	35	0	278	881
8:00 PM	8	15	0	23	7	86	0	93	60	12	0	72	188
8:15 PM	9	17	0	26	19	81	0	100	73	8	0	81	207
8:30 PM	6	12	0	18	12	78	0	90	62	4	0	66	174
8:45 PM	10	5	0	15	11	78	0	89	60	4	0	64	168
Hourly Total	33	49	0	82	49	323	0	372	255	28	0	283	737
9:00 PM	9	10	0	19	8	67	0	75	61	10	0	71	165
9:15 PM	4	14	0	18	12	75	0	87	37	6	0	43	148
9:30 PM	10	13	0	23	17	78	0	95	46	4	0	50	168
9:45 PM	10	19	0	29	14	60	0	74	30	9	0	39	142
Hourly Total	33	56	0	89	51	280	0	331	174	29	0	203	623
10:00 PM	5	10	0	15	8	55	0	63	42	6	0	48	126
10:15 PM	2	24	0	26	8	42	0	50	48	5	0	53	129
10:30 PM	7	31	0	38	11	55	0	66	36	6	0	42	146
10:45 PM	6	5	0	11	6	25	0	31	28	3	0	31	73
Hourly Total	20	70	0	90	33	177	0	210	154	20	0	174	474
11:00 PM	4	11	0	15	3	49	0	52	25	3	1	29	96
11:15 PM	4	20	0	24	4	29	0	33	22	1	0	23	80
11:30 PM	4	22	0	26	6	24	0	30	22	0	0	22	78
11:45 PM	1	9	0	10	4	21	0	25	16	5	0	21	56
Hourly Total	13	62	0	75	17	123	0	140	85	9	1	95	310
Grand Total	1757	2064	1	3822	2266	9863	2	12131	9730	1530	16	11276	27229
Approach %	46.0	54.0	0.0	-	18.7	81.3	0.0	-	86.3	13.6	0.1	-	-
Total %	6.5	7.6	0.0	14.0	8.3	36.2	0.0	44.6	35.7	5.6	0.1	41.4	-
Lights	1654	1899	1	3554	2118	9370	2	11490	9231	1458	15	10704	25748
% Lights	94.1	92.0	100.0	93.0	93.5	95.0	100.0	94.7	94.9	95.3	93.8	94.9	94.6
Mediums	37	36	0	73	26	245	0	271	223	16	0	239	583
% Mediums	2.1	1.7	0.0	1.9	1.1	2.5	0.0	2.2	2.3	1.0	0.0	2.1	2.1
Articulated Trucks	66	129	0	195	122	248	0	370	276	56	1	333	898
% Articulated Trucks	3.8	6.3	0.0	5.1	5.4	2.5	0.0	3.1	2.8	3.7	6.3	3.0	3.3

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 dbrinkman@gha-engineers.com

Count Name: Roosevelt and Kautz
Site Code:
Start Date: 03/08/2016



Turning Movement Data Plot

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 dbrinkman@gha-engineers.com

Count Name: Roosevelt and Kautz
Site Code:
Start Date: 03/08/2016

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Kautz Rd. Southbound				Roosevelt Rd. (IL-38) Westbound				Roosevelt Rd. (IL-38) Eastbound				
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
7:00 AM	24	34	0	58	47	78	0	125	335	44	0	379	562
7:15 AM	23	27	0	50	59	118	0	177	351	43	0	394	621
7:30 AM	29	25	0	54	43	141	0	184	326	71	0	397	635
7:45 AM	14	19	0	33	69	146	0	215	300	55	1	356	604
Total	90	105	0	195	218	483	0	701	1312	213	1	1526	2422
Approach %	46.2	53.8	0.0	-	31.1	68.9	0.0	-	86.0	14.0	0.1	-	-
Total %	3.7	4.3	0.0	8.1	9.0	19.9	0.0	28.9	54.2	8.8	0.0	63.0	-
PHF	0.776	0.772	0.000	0.841	0.790	0.827	0.000	0.815	0.934	0.750	0.250	0.961	0.954
Lights	86	98	0	184	207	455	0	662	1265	212	1	1478	2324
% Lights	95.6	93.3	-	94.4	95.0	94.2	-	94.4	96.4	99.5	100.0	96.9	96.0
Mediums	1	2	0	3	2	20	0	22	21	0	0	21	46
% Mediums	1.1	1.9	-	1.5	0.9	4.1	-	3.1	1.6	0.0	0.0	1.4	1.9
Articulated Trucks	3	5	0	8	9	8	0	17	26	1	0	27	52
% Articulated Trucks	3.3	4.8	-	4.1	4.1	1.7	-	2.4	2.0	0.5	0.0	1.8	2.1

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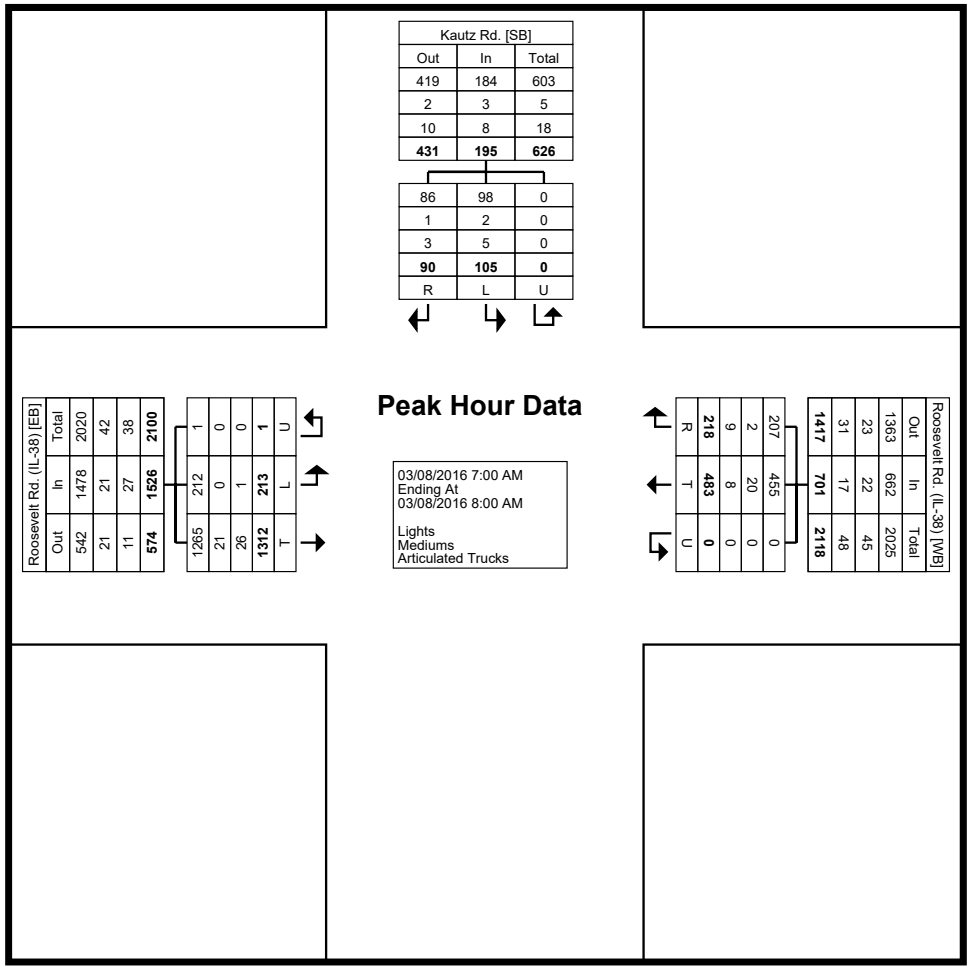
Count Name: Roosevelt and Kautz
Site Code:
Start Date: 03/08/2016



Turning Movement Peak Hour Data Plot (7:00 AM)

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 dbrinkman@gha-engineers.com

Count Name: Roosevelt and Kautz
Site Code:
Start Date: 03/08/2016

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Kautz Rd. Southbound				Roosevelt Rd. (IL-38) Westbound				Roosevelt Rd. (IL-38) Eastbound				
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
4:30 PM	80	85	0	165	29	275	0	304	146	32	0	178	647
4:45 PM	51	53	0	104	47	332	0	379	173	26	0	199	682
5:00 PM	89	81	0	170	31	285	0	316	137	21	0	158	644
5:15 PM	52	66	0	118	39	296	0	335	177	24	0	201	654
Total	272	285	0	557	146	1188	0	1334	633	103	0	736	2627
Approach %	48.8	51.2	0.0	-	10.9	89.1	0.0	-	86.0	14.0	0.0	-	-
Total %	10.4	10.8	0.0	21.2	5.6	45.2	0.0	50.8	24.1	3.9	0.0	28.0	-
PHF	0.764	0.838	0.000	0.819	0.777	0.895	0.000	0.880	0.894	0.805	0.000	0.915	0.963
Lights	263	275	0	538	135	1166	0	1301	617	97	0	714	2553
% Lights	96.7	96.5	-	96.6	92.5	98.1	-	97.5	97.5	94.2	-	97.0	97.2
Mediums	5	3	0	8	3	5	0	8	7	1	0	8	24
% Mediums	1.8	1.1	-	1.4	2.1	0.4	-	0.6	1.1	1.0	-	1.1	0.9
Articulated Trucks	4	7	0	11	8	17	0	25	9	5	0	14	50
% Articulated Trucks	1.5	2.5	-	2.0	5.5	1.4	-	1.9	1.4	4.9	-	1.9	1.9

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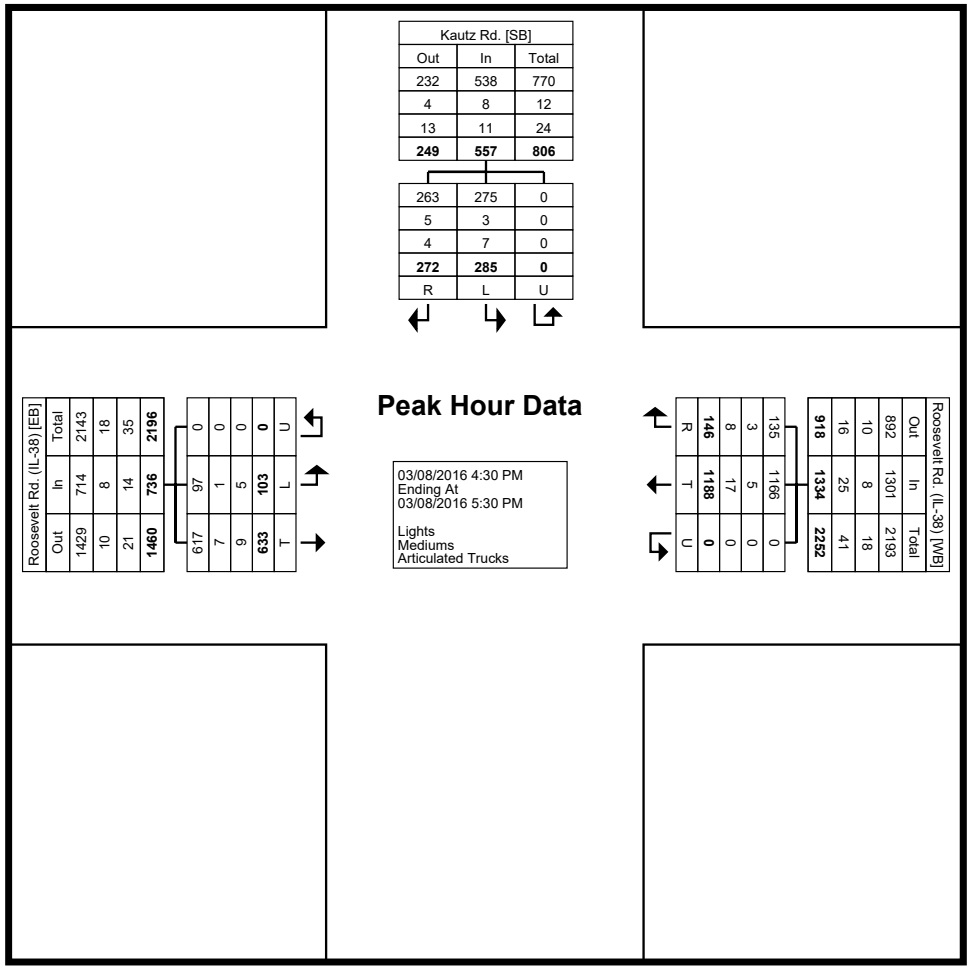
Count Name: Roosevelt and Kautz
Site Code:
Start Date: 03/08/2016



Turning Movement Peak Hour Data Plot (4:30 PM)

4931.904 WBK Kautz - Fabyan
Fabyan Pkwy at Louis Bork
24-HR
GHA MIO

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 dbrinkman@gha-engineers.com

Count Name: Fabyan Pkwy at Louis Bork Dr
Site Code:
Start Date: 03/16/2017

Turning Movement Data

Start Time	E Fabyan Pwky Westbound				Louis Bork Dr Northbound				E Fabyan Pwky Eastbound				
	U-Turn	Left	Thru	App. Total	U-Turn	Left	Right	App. Total	U-Turn	Thru	Right	App. Total	Int. Total
12:00 AM	0	1	22	23	0	0	0	0	0	9	0	9	32
12:15 AM	0	1	16	17	0	0	4	4	0	10	0	10	31
12:30 AM	0	0	9	9	0	0	1	1	0	1	0	1	11
12:45 AM	0	2	14	16	0	1	0	1	0	10	0	10	27
Hourly Total	0	4	61	65	0	1	5	6	0	30	0	30	101
1:00 AM	0	0	9	9	0	1	2	3	0	13	0	13	25
1:15 AM	0	1	6	7	0	2	1	3	0	8	1	9	19
1:30 AM	0	1	3	4	0	2	0	2	0	2	0	2	8
1:45 AM	0	0	2	2	0	0	1	1	0	6	0	6	9
Hourly Total	0	2	20	22	0	5	4	9	0	29	1	30	61
2:00 AM	0	2	9	11	0	2	0	2	0	11	0	11	24
2:15 AM	0	0	0	0	0	0	2	2	0	4	0	4	6
2:30 AM	0	1	3	4	0	0	0	0	0	5	0	5	9
2:45 AM	0	1	9	10	0	0	1	1	0	18	0	18	29
Hourly Total	0	4	21	25	0	2	3	5	0	38	0	38	68
3:00 AM	0	2	3	5	0	0	0	0	0	13	0	13	18
3:15 AM	0	1	4	5	0	0	2	2	0	7	0	7	14
3:30 AM	0	0	6	6	0	0	0	0	0	20	0	20	26
3:45 AM	0	9	10	19	0	0	0	0	0	16	0	16	35
Hourly Total	0	12	23	35	0	0	2	2	0	56	0	56	93
4:00 AM	0	1	9	10	0	0	2	2	0	12	0	12	24
4:15 AM	0	4	17	21	0	1	2	3	0	28	4	32	56
4:30 AM	0	3	28	31	0	1	2	3	0	51	4	55	89
4:45 AM	0	7	32	39	0	0	0	0	0	42	6	48	87
Hourly Total	0	15	86	101	0	2	6	8	0	133	14	147	256
5:00 AM	0	4	17	21	0	1	2	3	0	52	2	54	78
5:15 AM	0	5	41	46	0	0	4	4	0	65	1	66	116
5:30 AM	0	6	68	74	0	0	3	3	0	131	5	136	213
5:45 AM	0	5	63	68	0	0	4	4	0	136	7	143	215
Hourly Total	0	20	189	209	0	1	13	14	0	384	15	399	622
6:00 AM	0	6	56	62	0	0	3	3	0	104	6	110	175
6:15 AM	0	4	65	69	0	1	2	3	0	189	8	197	269
6:30 AM	0	19	65	84	0	1	3	4	0	234	14	248	336
6:45 AM	0	38	80	118	0	1	4	5	0	260	17	277	400
Hourly Total	0	67	266	333	0	3	12	15	0	787	45	832	1180
7:00 AM	0	8	96	104	0	2	13	15	0	202	12	214	333
7:15 AM	0	9	104	113	0	4	13	17	0	229	12	241	371
7:30 AM	0	6	126	132	0	1	10	11	0	229	10	239	382
7:45 AM	0	22	144	166	0	2	5	7	0	256	22	278	451
Hourly Total	0	45	470	515	0	9	41	50	0	916	56	972	1537
8:00 AM	0	18	71	89	0	1	14	15	0	242	20	262	366

8:15 AM	0	9	76	85	0	2	3	5	0	189	8	197	287
8:30 AM	0	11	80	91	0	2	8	10	0	173	14	187	288
8:45 AM	0	8	76	84	0	8	7	15	0	138	13	151	250
Hourly Total	0	46	303	349	0	13	32	45	0	742	55	797	1191
9:00 AM	0	10	60	70	0	1	10	11	0	97	10	107	188
9:15 AM	0	6	60	66	0	7	9	16	0	69	4	73	155
9:30 AM	0	5	69	74	0	4	4	8	0	86	8	94	176
9:45 AM	0	7	63	70	0	2	7	9	0	75	5	80	159
Hourly Total	0	28	252	280	0	14	30	44	0	327	27	354	678
10:00 AM	0	2	55	57	0	5	14	19	0	68	5	73	149
10:15 AM	0	11	65	76	0	5	8	13	0	69	5	74	163
10:30 AM	0	8	57	65	0	2	8	10	0	81	6	87	162
10:45 AM	0	11	65	76	0	7	6	13	0	76	7	83	172
Hourly Total	0	32	242	274	0	19	36	55	0	294	23	317	646
11:00 AM	0	7	79	86	0	16	9	25	0	51	11	62	173
11:15 AM	0	6	68	74	0	8	6	14	0	89	7	96	184
11:30 AM	0	9	61	70	0	4	15	19	0	76	6	82	171
11:45 AM	0	9	80	89	0	9	10	19	0	83	11	94	202
Hourly Total	0	31	288	319	0	37	40	77	0	299	35	334	730
12:00 PM	0	6	88	94	1	13	9	23	0	97	11	108	225
12:15 PM	0	7	88	95	0	9	11	20	0	100	8	108	223
12:30 PM	0	7	72	79	0	10	10	20	0	96	9	105	204
12:45 PM	0	9	89	98	0	14	5	19	0	76	14	90	207
Hourly Total	0	29	337	366	1	46	35	82	0	369	42	411	859
1:00 PM	0	10	91	101	0	8	8	16	0	81	10	91	208
1:15 PM	0	3	68	71	0	7	9	16	0	85	7	92	179
1:30 PM	0	10	125	135	0	8	12	20	0	77	9	86	241
1:45 PM	0	8	118	126	0	5	12	17	0	78	11	89	232
Hourly Total	0	31	402	433	0	28	41	69	0	321	37	358	860
2:00 PM	0	10	97	107	0	10	12	22	0	85	3	88	217
2:15 PM	0	13	119	132	0	5	7	12	0	115	9	124	268
2:30 PM	0	11	165	176	0	7	17	24	0	151	9	160	360
2:45 PM	0	16	136	152	0	10	14	24	0	130	10	140	316
Hourly Total	0	50	517	567	0	32	50	82	0	481	31	512	1161
3:00 PM	0	4	172	176	0	16	21	37	0	119	2	121	334
3:15 PM	0	3	183	186	0	6	11	17	0	104	8	112	315
3:30 PM	0	4	242	246	0	18	23	41	0	127	4	131	418
3:45 PM	0	7	221	228	0	5	13	18	0	121	4	125	371
Hourly Total	0	18	818	836	0	45	68	113	0	471	18	489	1438
4:00 PM	0	2	198	200	0	8	12	20	0	144	5	149	369
4:15 PM	0	4	203	207	0	10	17	27	0	110	4	114	348
4:30 PM	0	7	223	230	0	21	29	50	0	181	3	184	464
4:45 PM	0	3	210	213	0	15	22	37	0	116	3	119	369
Hourly Total	0	16	834	850	0	54	80	134	0	551	15	566	1550
5:00 PM	0	8	234	242	0	20	23	43	0	158	1	159	444
5:15 PM	0	5	229	234	0	10	9	19	0	142	3	145	398
5:30 PM	0	2	235	237	0	8	12	20	0	117	2	119	376
5:45 PM	0	1	206	207	0	9	8	17	0	79	0	79	303
Hourly Total	0	16	904	920	0	47	52	99	0	496	6	502	1521
6:00 PM	0	2	127	129	0	1	4	5	0	88	2	90	224
6:15 PM	0	6	144	150	0	3	3	6	0	92	0	92	248
6:30 PM	0	0	106	106	0	4	5	9	0	85	3	88	203

6:45 PM	0	1	69	70	0	2	4	6	0	48	0	48	124
Hourly Total	0	9	446	455	0	10	16	26	0	313	5	318	799
7:00 PM	0	2	89	91	0	7	3	10	0	70	2	72	173
7:15 PM	0	1	62	63	0	5	2	7	0	53	4	57	127
7:30 PM	0	4	64	68	0	5	8	13	0	48	0	48	129
7:45 PM	0	4	62	66	0	2	0	2	0	40	1	41	109
Hourly Total	0	11	277	288	0	19	13	32	0	211	7	218	538
8:00 PM	0	3	47	50	0	3	3	6	0	46	0	46	102
8:15 PM	0	4	46	50	0	0	1	1	0	41	1	42	93
8:30 PM	0	1	56	57	0	2	2	4	0	56	0	56	117
8:45 PM	0	1	45	46	0	2	1	3	0	42	1	43	92
Hourly Total	0	9	194	203	0	7	7	14	0	185	2	187	404
9:00 PM	0	1	57	58	0	0	2	2	0	46	0	46	106
9:15 PM	0	0	50	50	0	4	2	6	0	41	0	41	97
9:30 PM	0	0	50	50	0	2	1	3	0	36	1	37	90
9:45 PM	0	2	29	31	0	0	1	1	0	23	2	25	57
Hourly Total	0	3	186	189	0	6	6	12	0	146	3	149	350
10:00 PM	0	1	43	44	0	3	3	6	0	26	1	27	77
10:15 PM	0	4	27	31	0	0	0	0	0	41	0	41	72
10:30 PM	0	1	17	18	0	0	3	3	0	37	0	37	58
10:45 PM	0	1	31	32	0	2	2	4	0	34	1	35	71
Hourly Total	0	7	118	125	0	5	8	13	0	138	2	140	278
11:00 PM	0	0	36	36	0	3	6	9	0	23	0	23	68
11:15 PM	0	1	14	15	0	1	2	3	0	18	0	18	36
11:30 PM	0	1	27	28	0	1	1	2	0	15	0	15	45
11:45 PM	0	1	14	15	0	0	2	2	0	8	0	8	25
Hourly Total	0	3	91	94	0	5	11	16	0	64	0	64	174
Grand Total	0	508	7345	7853	1	410	611	1022	0	7781	439	8220	17095
Approach %	0.0	6.5	93.5	-	0.1	40.1	59.8	-	0.0	94.7	5.3	-	-
Total %	0.0	3.0	43.0	45.9	0.0	2.4	3.6	6.0	0.0	45.5	2.6	48.1	-
Lights	0	392	7003	7395	1	344	486	831	0	7458	386	7844	16070
% Lights	-	77.2	95.3	94.2	100.0	83.9	79.5	81.3	-	95.8	87.9	95.4	94.0
Mediums	0	61	236	297	0	14	59	73	0	201	19	220	590
% Mediums	-	12.0	3.2	3.8	0.0	3.4	9.7	7.1	-	2.6	4.3	2.7	3.5
Articulated Trucks	0	55	106	161	0	52	66	118	0	122	34	156	435
% Articulated Trucks	-	10.8	1.4	2.1	0.0	12.7	10.8	11.5	-	1.6	7.7	1.9	2.5

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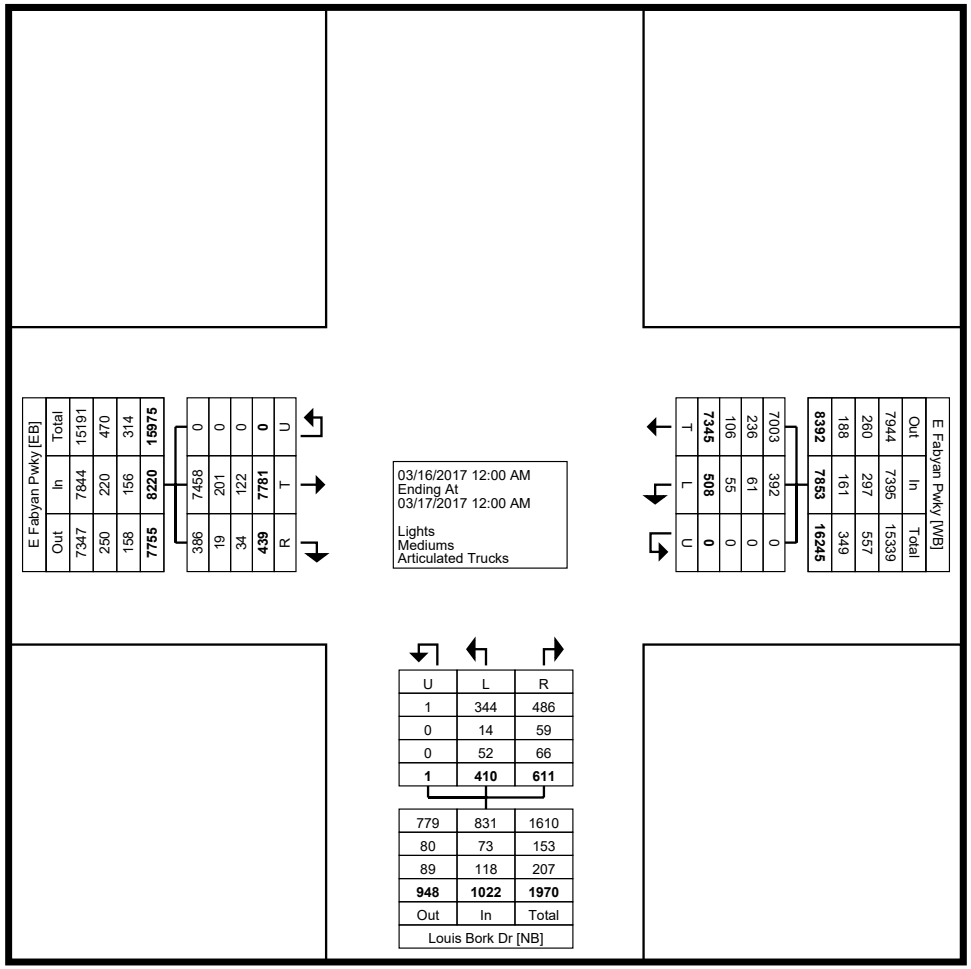
(847) 478-9700 dbrinkman@gha-engineers.com



Turning Movement Data Plot

4931.904 WBK Kautz - Fabyan
Fabyan Pkwy at Louis Bork
24-HR
GHA MIO

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

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(847) 478-9700 dbrinkman@gha-engineers.com

Count Name: Fabyan Pkwy at Louis Bork Dr
Site Code:
Start Date: 03/16/2017

Turning Movement Peak Hour Data (7:15 AM)

Start Time	E Fabyan Pwky Westbound				Louis Bork Dr Northbound				E Fabyan Pwky Eastbound				
	U-Turn	Left	Thru	App. Total	U-Turn	Left	Right	App. Total	U-Turn	Thru	Right	App. Total	Int. Total
7:15 AM	0	9	104	113	0	4	13	17	0	229	12	241	371
7:30 AM	0	6	126	132	0	1	10	11	0	229	10	239	382
7:45 AM	0	22	144	166	0	2	5	7	0	256	22	278	451
8:00 AM	0	18	71	89	0	1	14	15	0	242	20	262	366
Total	0	55	445	500	0	8	42	50	0	956	64	1020	1570
Approach %	0.0	11.0	89.0	-	0.0	16.0	84.0	-	0.0	93.7	6.3	-	-
Total %	0.0	3.5	28.3	31.8	0.0	0.5	2.7	3.2	0.0	60.9	4.1	65.0	-
PHF	0.000	0.625	0.773	0.753	0.000	0.500	0.750	0.735	0.000	0.934	0.727	0.917	0.870
Lights	0	50	415	465	0	5	32	37	0	941	63	1004	1506
% Lights	-	90.9	93.3	93.0	-	62.5	76.2	74.0	-	98.4	98.4	98.4	95.9
Mediums	0	4	20	24	0	0	6	6	0	9	0	9	39
% Mediums	-	7.3	4.5	4.8	-	0.0	14.3	12.0	-	0.9	0.0	0.9	2.5
Articulated Trucks	0	1	10	11	0	3	4	7	0	6	1	7	25
% Articulated Trucks	-	1.8	2.2	2.2	-	37.5	9.5	14.0	-	0.6	1.6	0.7	1.6

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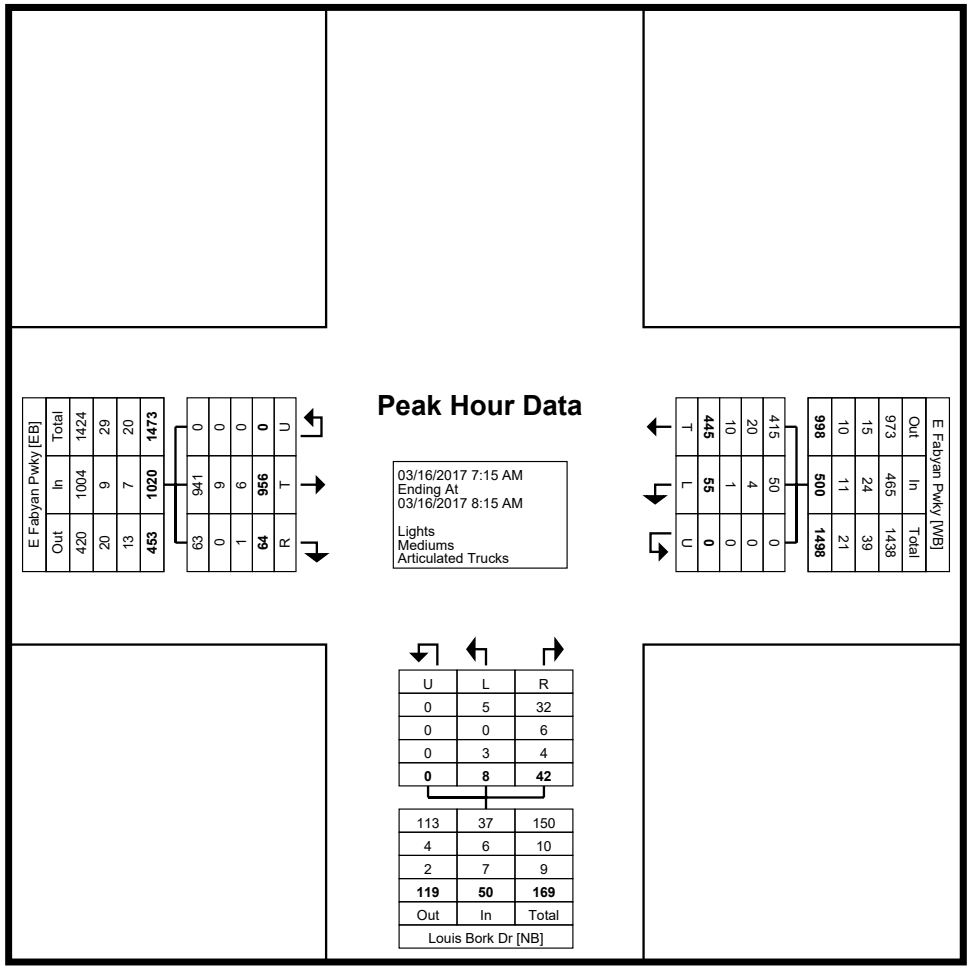

Turning Movement Peak Hour Data Plot (7:15 AM)

4931.904 WBK Kautz - Fabyan
Fabyan Pkwy at Louis Bork
24-HR
GHA MIO

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Turning Movement Peak Hour Data (4:30 PM)

Start Time	E Fabyan Pwky Westbound				Louis Bork Dr Northbound				E Fabyan Pwky Eastbound				
	U-Turn	Left	Thru	App. Total	U-Turn	Left	Right	App. Total	U-Turn	Thru	Right	App. Total	Int. Total
4:30 PM	0	7	223	230	0	21	29	50	0	181	3	184	464
4:45 PM	0	3	210	213	0	15	22	37	0	116	3	119	369
5:00 PM	0	8	234	242	0	20	23	43	0	158	1	159	444
5:15 PM	0	5	229	234	0	10	9	19	0	142	3	145	398
Total	0	23	896	919	0	66	83	149	0	597	10	607	1675
Approach %	0.0	2.5	97.5	-	0.0	44.3	55.7	-	0.0	98.4	1.6	-	-
Total %	0.0	1.4	53.5	54.9	0.0	3.9	5.0	8.9	0.0	35.6	0.6	36.2	-
PHF	0.000	0.719	0.957	0.949	0.000	0.786	0.716	0.745	0.000	0.825	0.833	0.825	0.902
Lights	0	14	882	896	0	61	76	137	0	574	6	580	1613
% Lights	-	60.9	98.4	97.5	-	92.4	91.6	91.9	-	96.1	60.0	95.6	96.3
Mediums	0	6	7	13	0	0	4	4	0	18	1	19	36
% Mediums	-	26.1	0.8	1.4	-	0.0	4.8	2.7	-	3.0	10.0	3.1	2.1
Articulated Trucks	0	3	7	10	0	5	3	8	0	5	3	8	26
% Articulated Trucks	-	13.0	0.8	1.1	-	7.6	3.6	5.4	-	0.8	30.0	1.3	1.6

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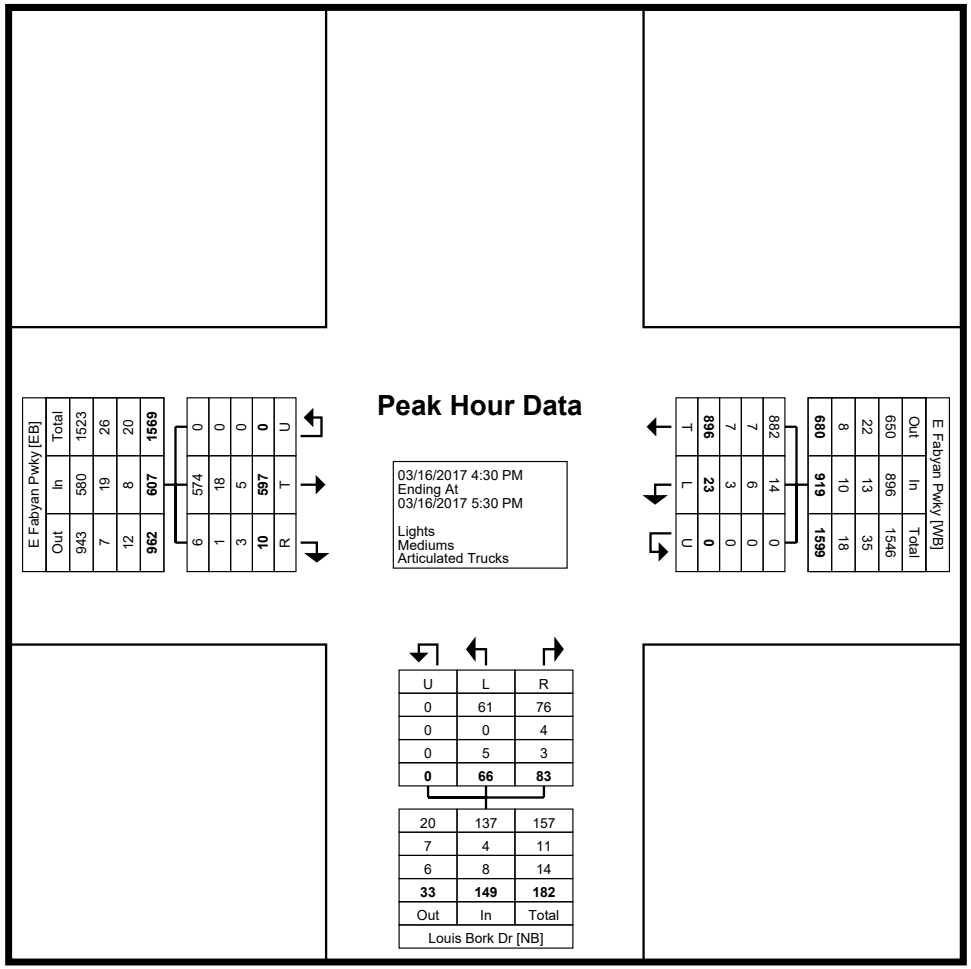

Turning Movement Peak Hour Data Plot (4:30 PM)

Matt Gauntt

From: Jose Rodriguez <JRodriguez@cmap.illinois.gov>
Sent: Friday, February 17, 2017 1:18 PM
To: Matt Gauntt
Subject: Draft Revision - BUILD Scenario 2040 ADTs Kautz Road Extension
Attachments: Draft_Year2040ADT_Revision_KautzRdExtension_02.17.16.xlsx

Matt:

I ran the built (extension of Kautz Rd to Fabyan/Bork) network assignment last night and developed a set of revised 2040 ADTs for the project location. The Fabyan Road current ADTs are pulled off of the latest IDOT GettingAround Illinois maps.

While the build scenarios does lead to lower ADTs than in the previous request, the still somewhat robust growth factors (both link and socioeconomic zone) may still be influenced by the proximity
of the location to the Fermilab facility, in particular the east-lying zone have larger growth than the zones on the west side of Kautz (their western boundary is roughly Prairie St).
Fermilab itself and spinoff employment may be subject to "optimistic" growth estimates. Nearby West Chicago, which feeds traffic unto 38 and Fabyan is also a built-out older community, so I do see your point on the area being surrounded by mature developed communities.

Please review these draft ADTs and provide feedback and recommendations as seen fit.

Thank you,

Jose

Jose Rodriguez, PTP, AICP
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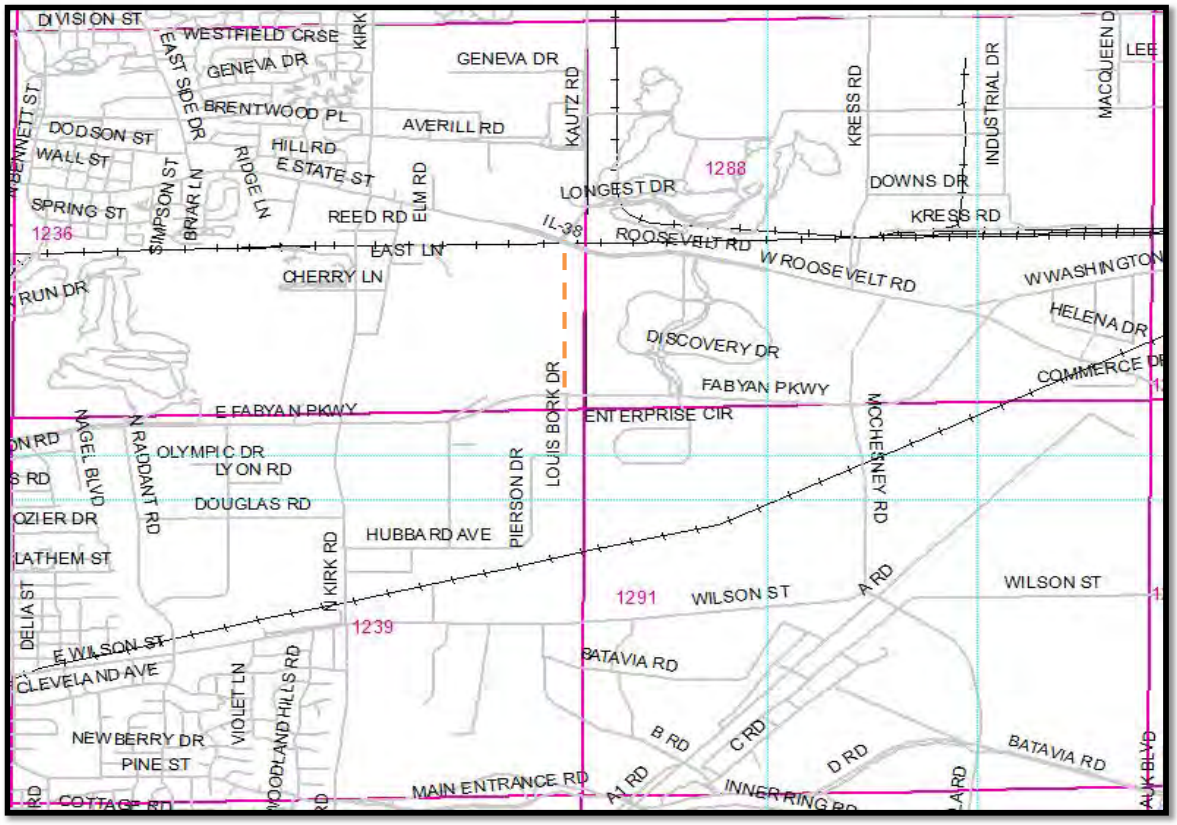
DRAFT REVISION - YEAR 2040 ADT Projections for Kautz Road Extension

		NO-BUILD		BUILD KAUTZ EXTN				
	Revised Current Volumes	Link CAGR	Year 2040 ADT	Link CAGR	Prelim 2040 ADT	Addl Adjts.	Year 2040 ADT	Previously provided 2040 ADT (Feb. 2012)
IL 38 Roosevelt west of Kautz Rd	22,800	1.41%	31,900	1.16%	30,000	-2,700	**27,300**	29,000
IL 38 Roosevelt east of Kautz Rd	23,923	1.16%	31,500	1.11%	31,200	-2,500	**28,700**	32,000
Kautz Rd north of IL 38	7,617	2.24%	11,700	1.81%	11,700		**11,700**	16,000
Fabyan Pkwy west of Kautz Rd	16,600	1.41%	20,200	1.47%	23,700	1,000	**24,700**	28,000
Fabyan Pkwy east of Kautz Rd	16,600	1.41%	20,200	1.56%	19,000	1,000	**20,000**	20,000
Kautz Rd Extn (NULL)	----	1.41%	N/A	N/A	5,100		**5,100**	7,000
Bork Dr south of Fabyan Pky	1,000	2.24%	1,700	2.24%	1,700		**1,700**	2,000

a. Except for Kautz Rd and Bork Rd, all CAGRs based on link-specific 25-year growth factors
b. 2.24% CAGR is based on Socioeconomic Growth Factor of 1.74 over 25-year period - 4 traffic analysis zones as depicted in attached map image below (# 1226, #1239, #1288, #1299).
c. North Leg ADT for Kautz Rd @ IL 38 adjusted per ratio observed between previousl provided (Feb. 2012) and revised (Feb. 2017) 2040 ADT for Kautz Rd south of IL 38
d. Adjustments made to account for full 5,100 ADT of Kautz Extension removed from IL 38 E & W legs, plus expected diversion of 1,000 ADT from IL 38 to Fabyan Pkwy via Technology Drive



Matt Gauntt

From: Jose Rodriguez <JRodriguez@cmap.illinois.gov>
Sent: Thursday, July 13, 2017 4:31 PM
To: Matt Gauntt
Subject: TAZ inclusion of "Development" RE: Draft Revision - BUILD Scenario 2040 ADTs Kautz Road Extension

Matt:

The CMAP traffic projection by virtue of its 4-step modeling process that includes traffic assignment to links based on travel demand between origin and destination zones does include traffic resulting from expected growth in households and employment ("development"). Unless there is a specified newly constructed large multi-acre, multiple d.u. or commercial sq. ft. planned in the vicinity of the location, there should be no need to add additional site – generated traffic.

SE3 did mention in its February 15, 2017 letter a "site along(?) the Kautz Road extension that would be developed as an industrial park" (p. 1 into p. 2 of letter)" The TAZ in which this site would be situated is projected for an increase of employment of 2,000 between 2015 and 2040, so unless this industrial park is on a much larger scale than anticipated, the TAZ already accounts for this development. No need to add site-generated traffic.

If you have any additional questions, please reply or call me at 312-386-8806.

Thank you,

Jose

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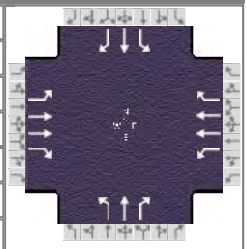
From: Matt Gauntt [mailto:mgauntt@se3.us]
Sent: Thursday, July 13, 2017 3:57 PM
To: Jose Rodriguez <JRodriguez@cmap.illinois.gov>
Subject: RE: Draft Revision - BUILD Scenario 2040 ADTs Kautz Road Extension

Good afternoon, Jose.

We submitted our study for the project and received comments back from IDOT. One of their comments related to the CMAP projections vs. the site generated traffic. To come to a total traffic volume, I took the CMAP numbers along IL-38 and subtracted out the site generated traffic assigned to IL-38 to arrive at the background growth. My reasoning for this

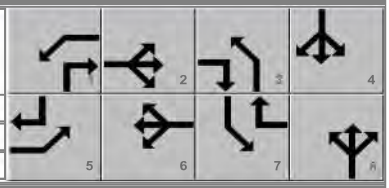
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.95
Urban Street	IL 38 at Kautz	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	IL 38 at Kautz	File Name	2026 AM Peak Hour - 38 and Kautz.xus		
Project Description	Total Traffic, Year 2026, AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	228	1379	184	164	511	234	53	105	51	113	236	96

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	7.5	2.0	77.8	5.6	0.6	18.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.0	3.5	3.5	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		



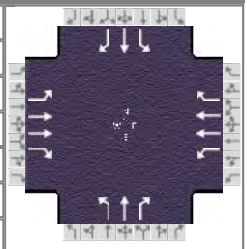
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	228	1379	184	164	511	234	53	105	51	113	236	96
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	5	5	5	6	5	6	5	5	5	8	7	6
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	300	1200	250	225	1200	400	200	1200	200	450	1200	860
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	27.0	47.0	27.0	47.0	18.0	38.0	18.0	38.0
Yellow Change Interval (*Y*), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Red Clearance Interval (R_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Green (G_{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	2.0	3.0	2.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

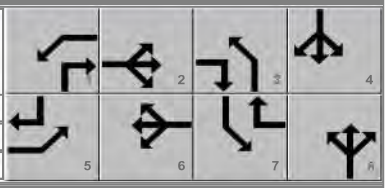
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.95
Urban Street	IL 38 at Kautz	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	IL 38 at Kautz	File Name	2026 AM Peak Hour - 38 and Kautz.xus		
Project Description	Total Traffic, Year 2026, AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	228	1379	184	164	511	234	53	105	51	113	236	96

Signal Information					EB		WB			NB		
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	7.5	2.0	77.8	5.6	0.6	18.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	0.0	4.0	3.5	3.5	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0		



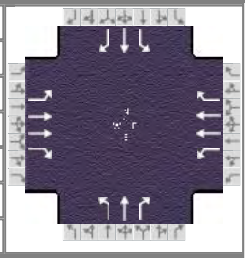
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	13.0	83.8	11.0	81.8	9.1	22.0	13.2	26.1
Change Period, ($Y+R_c$), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0	4.0	5.0	4.0	5.0
Queue Clearance Time (g_s), s	8.7		7.0		5.5	9.2	9.6	19.3
Green Extension Time (g_e), s	0.8	0.0	0.6	0.0	0.1	2.9	0.1	2.7
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.41	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	240	1452	194	173	538	246	56	111	54	119	248	101
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1739	1738	1547	1725	1738	1535	1739	1826	1547	1697	1796	1535
Queue Service Time (g_s), s	6.7	36.0	6.4	5.0	9.6	8.1	3.5	7.2	3.8	7.6	17.3	6.9
Cycle Queue Clearance Time (g_c), s	6.7	36.0	6.4	5.0	9.6	8.1	3.5	7.2	3.8	7.6	17.3	6.9
Green Ratio (*g/C*)	0.68	0.61	0.66	0.66	0.60	0.67	0.18	0.14	0.20	0.23	0.17	0.24
Capacity (*c*), veh/h	627	2135	1017	269	2081	1033	153	252	303	283	305	373
Volume-to-Capacity Ratio (*X*)	0.383	0.680	0.191	0.641	0.259	0.238	0.364	0.438	0.177	0.421	0.815	0.271
Back of Queue (*Q*), ft/ln (95 th percentile)	105.8	497	94.4	107.3	163.2	118.4	72.4	156.2	67.2	151.2	339.5	122.6
Back of Queue (*Q*), veh/ln (95 th percentile)	4.1	19.1	3.6	4.1	6.3	4.5	2.8	6.0	2.6	5.7	12.9	4.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.41	0.38	0.48	0.14	0.30	0.36	0.13	0.34	0.34	0.28	0.14
Uniform Delay (d_1), s/veh	8.5	16.6	8.7	18.2	12.4	8.3	46.0	51.4	43.5	42.0	52.0	39.9
Incremental Delay (d_2), s/veh	0.4	1.8	0.4	2.5	0.3	0.5	1.4	1.7	0.4	1.0	7.4	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	8.9	18.4	9.2	20.8	12.7	8.8	47.4	53.1	43.9	43.0	59.4	40.4
Level of Service (LOS)	A	B	A	C	B	A	D	D	D	D	E	D
Approach Delay, s/veh / LOS	16.2	B		13.2	B		49.4	D		51.1	D	
Intersection Delay, s/veh / LOS	22.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.4	B	2.4	B	3.0	C	3.0	C
Bicycle LOS Score / LOS	2.0	B	1.3	A	0.9	A	1.3	A

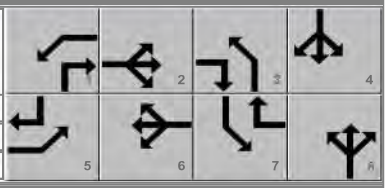
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.95
Urban Street	IL 38 at Kautz	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	IL 38 at Kautz	File Name	2026 AM Peak Hour - 38 and Kautz.xus		
Project Description	Total Traffic, Year 2026, AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	228	1379	184	164	511	234	53	105	51	113	236	96

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	7.5	2.0	77.8	5.6	0.6	18.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.0	3.5	3.5	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		



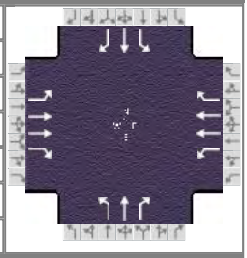
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.961	0.961	0.961	0.953	0.961	0.953	0.961	0.961	0.961	0.938	0.945	0.953
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1739	3477	1547	1725	3477	1535	1739	1826	1547	1697	1796	1535
Proportion of Vehicles Arriving on Green (P)	0.07	0.61	0.61	0.06	0.60	0.60	0.04	0.14	0.14	0.07	0.17	0.17
Incremental Delay Factor (k)	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.15	0.15	0.11	0.15	0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Green Ratio (g/C)	0.68	0.61	0.66	0.60	0.18	0.14	0.23	0.17
Permitted Saturation Flow Rate (s_p), veh/h/ln	847	0	355	0	1104	0	1222	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	78.3	0.0	77.8	0.0	18.0	0.0	20.0	0.0
Permitted Service Time (g_u), s	68.2	0.0	41.8	0.0	2.7	0.0	10.8	0.0
Permitted Queue Service Time (g_{ps}), s	4.0		34.1		0.8		1.0	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1547		1535		1547		1535
Protected Right Effective Green Time (g_R), s		5.6		9.7		7.5		9.5

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.00	1.710	0.00	2.224	0.00	2.224	0.00
Pedestrian F_s / F_{delay}	0.000	0.091	0.000	0.094	0.000	0.155	0.000	0.152
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1228.09	9.68	1197.02	10.48	276.42	48.27	339.43	44.81
Bicycle F_w / F_v	-3.64	1.56	-3.64	0.79	-3.64	0.36	-3.64	0.77

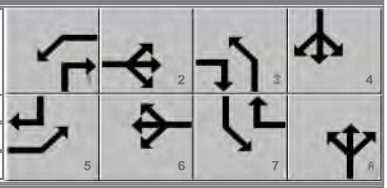
HCS7 Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.95
Urban Street	IL 38 at Kautz	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	IL 38 at Kautz	File Name	2026 AM Peak Hour - 38 and Kautz.xus		
Project Description	Total Traffic, Year 2026, AM Peak				

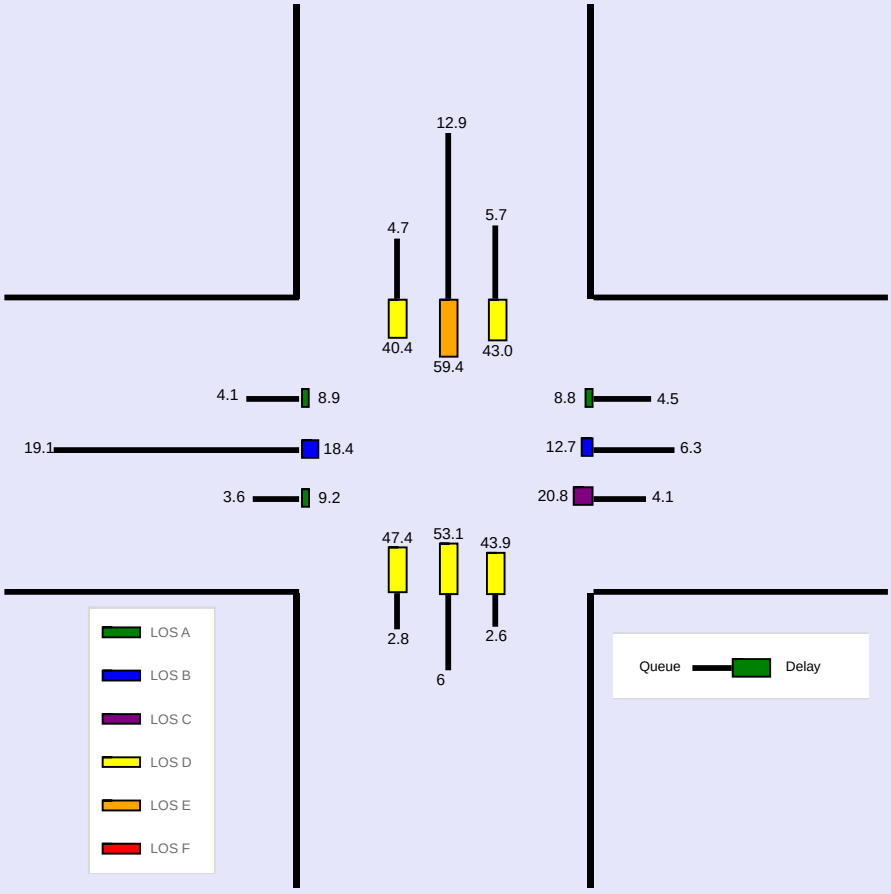


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	228	1379	184	164	511	234	53	105	51	113	236	96

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	7.5	2.0	77.8	5.6	0.6	18.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	0.0	4.0	3.5	3.5	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	105.8	497	94.4	107.3	163.2	118.4	72.4	156.2	67.2	151.2	339.5	122.6
Back of Queue (*Q*), veh/ln (95 th percentile)	4.1	19.1	3.6	4.1	6.3	4.5	2.8	6.0	2.6	5.7	12.9	4.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.41	0.38	0.48	0.14	0.30	0.36	0.13	0.34	0.34	0.28	0.14
Control Delay (*d*), s/veh	8.9	18.4	9.2	20.8	12.7	8.8	47.4	53.1	43.9	43.0	59.4	40.4
Level of Service (LOS)	A	B	A	C	B	A	D	D	D	D	E	D
Approach Delay, s/veh / LOS	16.2	B		13.2	B		49.4	D		51.1	D	
Intersection Delay, s/veh / LOS	22.1						C					



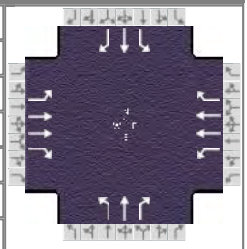
--- Messages ---

No errors or warnings exist.

--- Comments ---

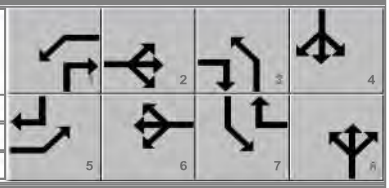
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	MAG	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.95
Urban Street	IL-38 at Kautz Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	IL-38 at Kautz Road	File Name	2026 PM Peak Hour - 38 and Kautz.xus		
Project Description	2026 Total Traffic, PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	665	50	48	1257	157	130	185	115	306	103	291

Signal Information												
Cycle, s	135.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	4.1	2.7	64.8	11.3	7.8	20.6		
				Yellow	3.5	0.0	4.0	3.5	3.5	4.0		
				Red	1.0	0.0	1.0	1.0	1.0	1.0		



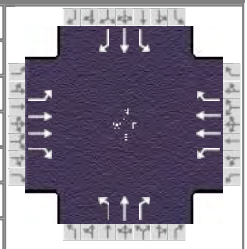
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	665	50	48	1257	157	130	185	115	306	103	291
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	5	5	5	6	5	6	5	5	5	8	7	6
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	300	1200	250	225	1200	400	200	1200	200	450	1200	860
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	21.0	14.0	20.0	53.0	63.0	37.0	47.0
Yellow Change Interval (*Y*), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	2.0	3.0	2.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

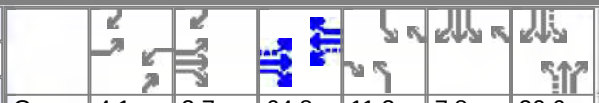
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	MAG	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.95
Urban Street	IL-38 at Kautz Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	IL-38 at Kautz Road	File Name	2026 PM Peak Hour - 38 and Kautz.xus		
Project Description	2026 Total Traffic, PM Peak				

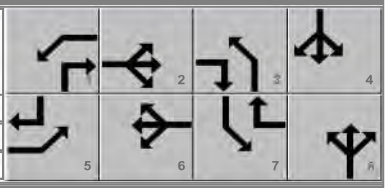


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	665	50	48	1257	157	130	185	115	306	103	291

Signal Information			
Cycle, s	135.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.1	2.7	64.8	11.3	7.8	20.6
Yellow	3.5	0.0	4.0	3.5	3.5	4.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



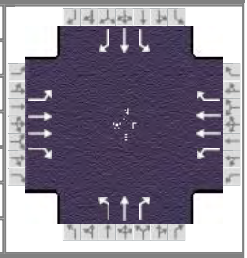
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	11.4	72.6	8.6	69.8	15.8	25.6	28.1	38.0
Change Period, ($Y+R_c$), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0	4.1	5.2	4.1	5.2
Queue Clearance Time (g_s), s	6.5		4.0		10.8	15.7	22.8	25.7
Green Extension Time (g_e), s	0.4	0.0	0.2	0.0	0.5	5.0	0.8	5.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.05	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	116	700	53	51	1323	165	137	195	121	322	108	306
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1739	1738	1547	1725	1738	1535	1739	1826	1547	1697	1796	1535
Queue Service Time (g_s), s	4.5	17.0	2.0	2.0	43.1	5.6	8.8	13.7	9.4	20.8	6.6	23.7
Cycle Queue Clearance Time (g_c), s	4.5	17.0	2.0	2.0	43.1	5.6	8.8	13.7	9.4	20.8	6.6	23.7
Green Ratio (*g/C*)	0.53	0.50	0.58	0.51	0.48	0.66	0.24	0.15	0.18	0.34	0.24	0.30
Capacity (*c*), veh/h	207	1741	904	366	1670	1006	390	279	284	409	439	453
Volume-to-Capacity Ratio (*X*)	0.559	0.402	0.058	0.138	0.792	0.164	0.351	0.698	0.426	0.788	0.247	0.676
Back of Queue (*Q*), ft/ln (95 th percentile)	89.7	295.2	33.2	38.1	661.6	90.1	179.9	280.9	174.3	378.6	140.8	372.5
Back of Queue (*Q*), veh/ln (95 th percentile)	3.5	11.4	1.3	1.5	25.4	3.4	6.9	10.8	6.7	14.2	5.3	14.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.30	0.25	0.13	0.17	0.55	0.23	0.90	0.23	0.87	0.84	0.12	0.43
Uniform Delay (d_1), s/veh	25.5	21.1	12.1	17.7	29.4	9.0	42.7	54.2	48.8	37.3	41.0	41.9
Incremental Delay (d_2), s/veh	2.3	0.7	0.1	0.2	3.9	0.4	0.5	4.4	1.4	6.2	0.4	2.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	27.9	21.8	12.2	17.8	33.4	9.3	43.3	58.7	50.2	43.5	41.4	44.4
Level of Service (LOS)	C	C	B	B	C	A	D	E	D	D	D	D
Approach Delay, s/veh / LOS	22.0	C		30.3	C		51.8	D		43.5	D	
Intersection Delay, s/veh / LOS	33.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.4	B	2.4	B	3.0	C	3.0	C
Bicycle LOS Score / LOS	1.2	A	1.8	B	1.2	A	1.7	B

HCS7 Signalized Intersection Intermediate Values

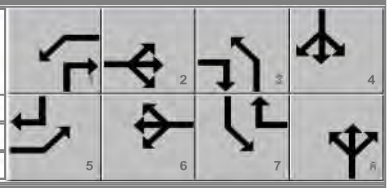
General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	MAG	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.95
Urban Street	IL-38 at Kautz Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	IL-38 at Kautz Road	File Name	2026 PM Peak Hour - 38 and Kautz.xus		
Project Description	2026 Total Traffic, PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	665	50	48	1257	157	130	185	115	306	103	291

Signal Information			
Cycle, s	135.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.1	2.7	64.8	11.3	7.8	20.6	
Yellow	3.5	0.0	4.0	3.5	3.5	4.0	
Red	1.0	0.0	1.0	1.0	1.0	1.0	



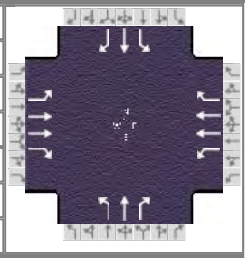
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.961	0.961	0.961	0.953	0.961	0.953	0.961	0.961	0.961	0.938	0.945	0.953
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1739	3477	1547	1725	3477	1535	1739	1826	1547	1697	1796	1535
Proportion of Vehicles Arriving on Green (P)	0.05	0.50	0.50	0.03	0.48	0.48	0.08	0.15	0.15	0.17	0.24	0.24
Incremental Delay Factor (k)	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.15	0.15	0.20	0.15	0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Green Ratio (g/C)	0.53	0.50	0.51	0.48	0.24	0.15	0.34	0.24
Permitted Saturation Flow Rate (s_p), veh/h/ln	405	0	722	0	1255	0	1132	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	65.1	0.0	64.8	0.0	20.6	0.0	22.6	0.0
Permitted Service Time (g_u), s	21.7	0.0	48.6	0.0	20.6	0.0	7.0	0.0
Permitted Queue Service Time (g_{ps}), s	17.4		1.2		0.0		6.2	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1547		1535		1547		1535
Protected Right Effective Green Time (g_R), s		11.3		23.6		4.1		6.9

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.00	1.710	0.00	2.224	0.00	2.224	0.00
Pedestrian F_s / F_{delay}	0.000	0.113	0.000	0.116	0.000	0.156	0.000	0.146
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1001.37	16.83	960.68	18.23	305.79	48.44	488.72	38.54
Bicycle F_w / F_v	-3.64	0.72	-3.64	1.27	-3.64	0.75	-3.64	1.22

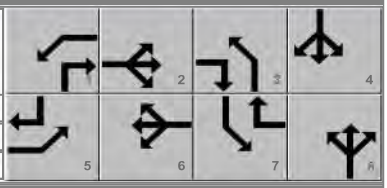
HCS7 Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	MAG	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.95
Urban Street	IL-38 at Kautz Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	IL-38 at Kautz Road	File Name	2026 PM Peak Hour - 38 and Kautz.xus		
Project Description	2026 Total Traffic, PM Peak				

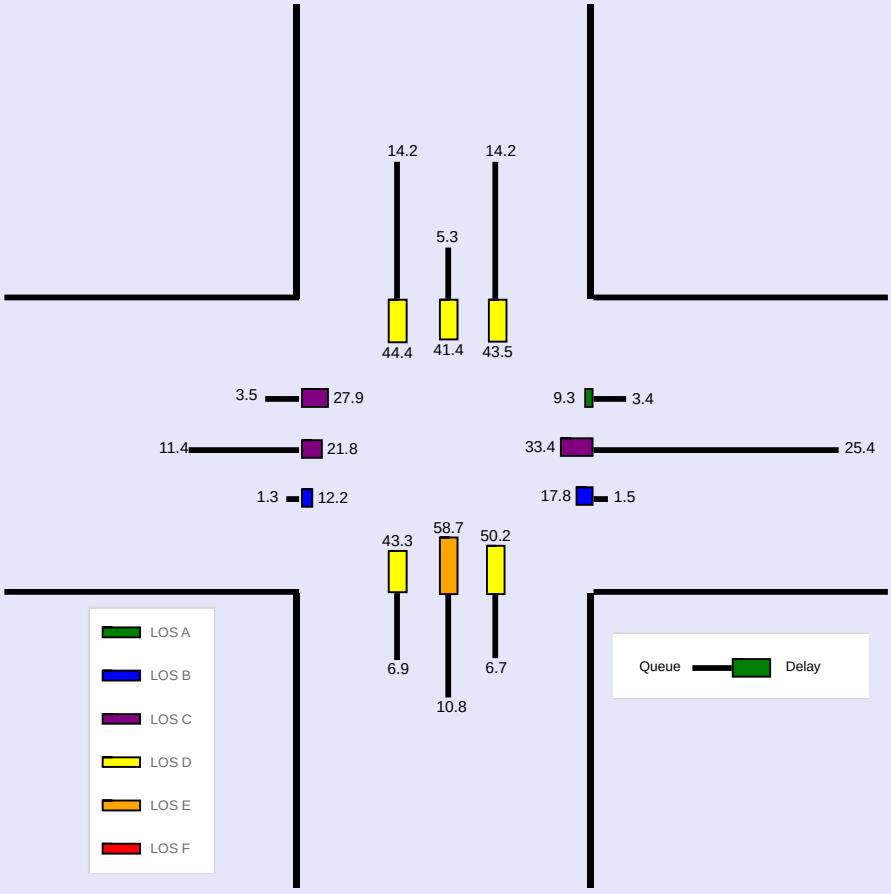


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	665	50	48	1257	157	130	185	115	306	103	291

Signal Information												
Cycle, s	135.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	4.1	2.7	64.8	11.3	7.8	20.6		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	0.0	4.0	3.5	3.5	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	1.0	1.0	1.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	89.7	295.2	33.2	38.1	661.6	90.1	179.9	280.9	174.3	378.6	140.8	372.5
Back of Queue (*Q*), veh/ln (95 th percentile)	3.5	11.4	1.3	1.5	25.4	3.4	6.9	10.8	6.7	14.2	5.3	14.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.30	0.25	0.13	0.17	0.55	0.23	0.90	0.23	0.87	0.84	0.12	0.43
Control Delay (*d*), s/veh	27.9	21.8	12.2	17.8	33.4	9.3	43.3	58.7	50.2	43.5	41.4	44.4
Level of Service (LOS)	C	C	B	B	C	A	D	E	D	D	D	D
Approach Delay, s/veh / LOS	22.0	C		30.3	C		51.8	D		43.5	D	
Intersection Delay, s/veh / LOS	33.7						C					



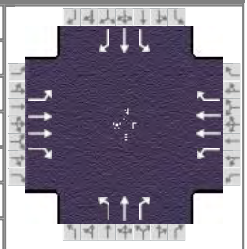
--- Messages ---

No errors or warnings exist.

--- Comments ---

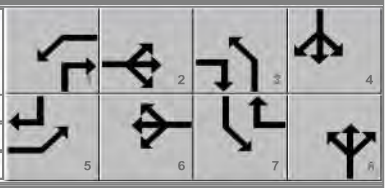
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.95
Urban Street	IL 38 at Kautz	Analysis Year	2040	Analysis Period	1> 7:00
Intersection	IL 38 at Kautz	File Name	2040 AM Peak Hour - 38 and Kautz.xus		
Project Description	Total Traffic, Year 2040, AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	251	1479	184	164	554	259	53	105	51	125	236	106

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	7.5	2.7	78.6	4.5	2.5	15.8		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.0	3.5	3.5	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		



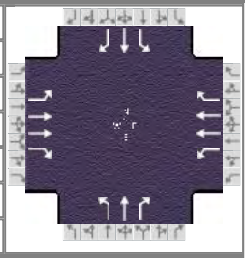
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	251	1479	184	164	554	259	53	105	51	125	236	106
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	5	5	5	6	5	6	5	5	5	8	7	6
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	300	1200	250	225	1200	400	200	1200	200	450	1200	860
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	64.0	42.0	41.0	19.0	8.0	33.0	14.0	39.0
Yellow Change Interval (*Y*), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Red Clearance Interval (R_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Green (G_{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	2.0	3.0	2.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

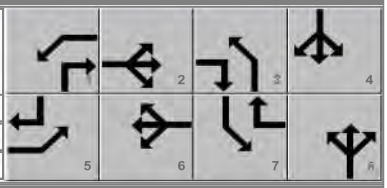
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.95
Urban Street	IL 38 at Kautz	Analysis Year	2040	Analysis Period	1> 7:00
Intersection	IL 38 at Kautz	File Name	2040 AM Peak Hour - 38 and Kautz.xus		
Project Description	Total Traffic, Year 2040, AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	251	1479	184	164	554	259	53	105	51	125	236	106

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	7.5	2.7	78.6	4.5	2.5	15.8		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.0	3.5	3.5	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		



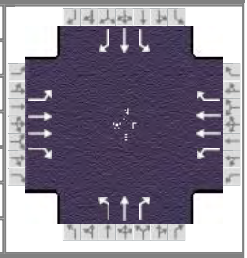
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	13.6	85.2	11.0	82.6	8.0	19.8	14.0	25.8
Change Period, ($Y+R_c$), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0	4.0	5.0	4.0	5.0
Queue Clearance Time (g_s), s	9.2		6.9		5.6	9.4	10.5	19.4
Green Extension Time (g_e), s	0.9	0.0	0.6	0.0	0.0	2.7	0.0	2.5
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		1.00	0.02	1.00	0.05

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	264	1557	194	173	583	273	56	111	54	132	248	112
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1739	1738	1547	1725	1738	1535	1739	1826	1547	1697	1796	1535
Queue Service Time (g_s), s	7.2	39.6	6.3	4.9	10.4	8.8	3.6	7.4	3.8	8.5	17.4	7.7
Cycle Queue Clearance Time (g_c), s	7.2	39.6	6.3	4.9	10.4	8.8	3.6	7.4	3.8	8.5	17.4	7.7
Green Ratio (*g/C*)	0.69	0.62	0.66	0.66	0.60	0.69	0.16	0.12	0.18	0.22	0.17	0.25
Capacity (*c*), veh/h	616	2172	1020	252	2101	1051	137	222	277	272	302	377
Volume-to-Capacity Ratio (*X*)	0.429	0.717	0.190	0.685	0.278	0.259	0.408	0.497	0.194	0.483	0.823	0.296
Back of Queue (*Q*), ft/ln (95 th percentile)	110.6	535.4	93.4	135	177	126.8	75.3	160.8	69	171.6	342.3	136.1
Back of Queue (*Q*), veh/ln (95 th percentile)	4.3	20.6	3.6	5.2	6.8	4.8	2.9	6.2	2.7	6.5	13.0	5.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.37	0.45	0.37	0.60	0.15	0.32	0.38	0.13	0.35	0.38	0.29	0.16
Uniform Delay (d_1), s/veh	8.1	16.6	8.6	20.8	12.2	7.8	48.5	53.4	45.4	43.5	52.2	39.9
Incremental Delay (d_2), s/veh	0.5	2.1	0.4	3.3	0.3	0.6	1.9	2.4	0.5	1.3	8.2	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	8.6	18.6	9.0	24.1	12.6	8.4	50.5	55.8	45.8	44.8	60.5	40.5
Level of Service (LOS)	A	B	A	C	B	A	D	E	D	D	E	D
Approach Delay, s/veh / LOS	16.4	B		13.4	B		52.0	D		51.7	D	
Intersection Delay, s/veh / LOS	22.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.4	B	2.4	B	3.0	C	3.0	C
Bicycle LOS Score / LOS	2.1	B	1.3	A	0.9	A	1.3	A

HCS7 Signalized Intersection Intermediate Values

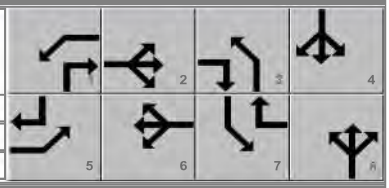
General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.95
Urban Street	IL 38 at Kautz	Analysis Year	2040	Analysis Period	1> 7:00
Intersection	IL 38 at Kautz	File Name	2040 AM Peak Hour - 38 and Kautz.xus		
Project Description	Total Traffic, Year 2040, AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	251	1479	184	164	554	259	53	105	51	125	236	106

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.5	2.7	78.6	4.5	2.5	15.8
Yellow	3.5	0.0	4.0	3.5	3.5	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



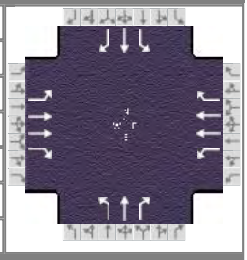
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.961	0.961	0.961	0.953	0.961	0.953	0.961	0.961	0.961	0.938	0.945	0.953
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1739	3477	1547	1725	3477	1535	1739	1826	1547	1697	1796	1535
Proportion of Vehicles Arriving on Green (P)	0.08	0.62	0.62	0.06	0.60	0.60	0.03	0.12	0.12	0.08	0.17	0.17
Incremental Delay Factor (k)	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.15	0.15	0.11	0.16	0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Green Ratio (g/C)	0.69	0.62	0.66	0.60	0.16	0.12	0.22	0.17
Permitted Saturation Flow Rate (s_p), veh/h/ln	812	0	321	0	1104	0	1222	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	79.7	0.0	78.6	0.0	15.8	0.0	17.8	0.0
Permitted Service Time (g_u), s	68.2	0.0	39.6	0.0	2.5	0.0	8.5	0.0
Permitted Queue Service Time (g_{ps}), s	5.6		39.6		0.7		1.1	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1547		1535		1547		1535
Protected Right Effective Green Time (g_R), s		4.5		10.5		7.5		10.1

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.00	1.710	0.00	2.224	0.00	2.224	0.00
Pedestrian F_s / F_{delay}	0.000	0.089	0.000	0.093	0.000	0.157	0.000	0.153
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1249.34	9.16	1208.57	10.18	243.65	50.13	335.95	45.00
Bicycle F_w / F_v	-3.64	1.66	-3.64	0.85	-3.64	0.36	-3.64	0.81

HCS7 Signalized Intersection Results Graphical Summary

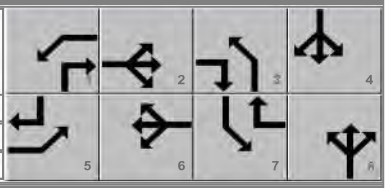
General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.95
Urban Street	IL 38 at Kautz	Analysis Year	2040	Analysis Period	1> 7:00
Intersection	IL 38 at Kautz	File Name	2040 AM Peak Hour - 38 and Kautz.xus		
Project Description	Total Traffic, Year 2040, AM Peak				



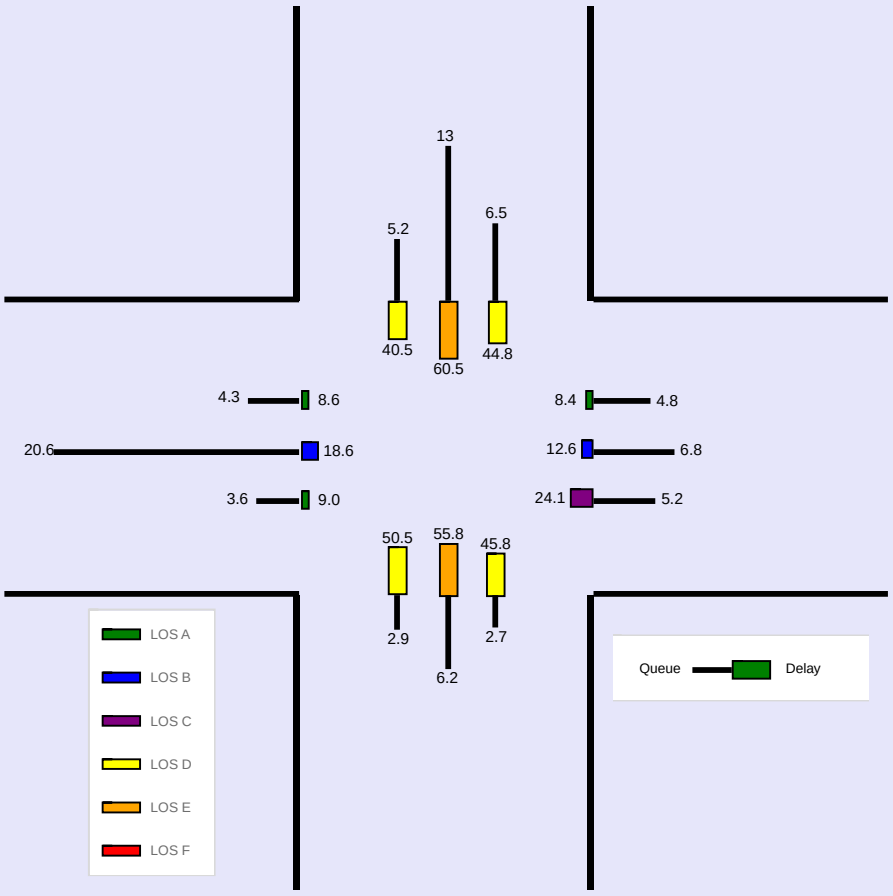
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	251	1479	184	164	554	259	53	105	51	125	236	106

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.5	2.7	78.6	4.5	2.5	15.8	
Yellow	3.5	0.0	4.0	3.5	3.5	4.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	110.6	535.4	93.4	135	177	126.8	75.3	160.8	69	171.6	342.3	136.1
Back of Queue (*Q*), veh/ln (95 th percentile)	4.3	20.6	3.6	5.2	6.8	4.8	2.9	6.2	2.7	6.5	13.0	5.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.37	0.45	0.37	0.60	0.15	0.32	0.38	0.13	0.35	0.38	0.29	0.16
Control Delay (*d*), s/veh	8.6	18.6	9.0	24.1	12.6	8.4	50.5	55.8	45.8	44.8	60.5	40.5
Level of Service (LOS)	A	B	A	C	B	A	D	E	D	D	E	D
Approach Delay, s/veh / LOS	16.4	B		13.4	B		52.0	D		51.7	D	
Intersection Delay, s/veh / LOS	22.3						C					



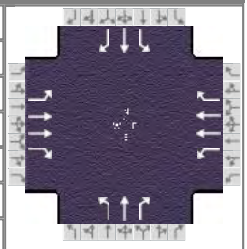
--- Messages ---

No errors or warnings exist.

--- Comments ---

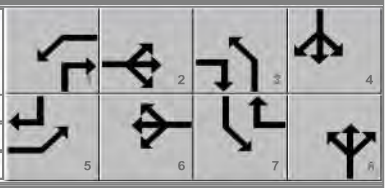
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	MAG	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.95
Urban Street	IL-38 at Kautz Road	Analysis Year	2040	Analysis Period	1> 7:00
Intersection	IL-38 at Kautz Road	File Name	2040 PM Peak Hour - 38 and Kautz.xus		
Project Description	2040 Total Traffic, PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	713	50	48	1362	173	130	185	115	339	103	320

Signal Information												
Cycle, s	135.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.3	3.3	61.3	11.2	10.5	20.9		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.0	3.5	3.5	4.0		
				Red	1.0	0.0	1.0	1.0	1.0	1.0		



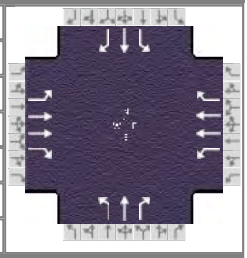
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	713	50	48	1362	173	130	185	115	339	103	320
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	5	5	5	6	5	6	5	5	5	8	7	6
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	300	1200	250	225	1200	400	200	1200	200	450	1200	860
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	9.0	21.0	17.0	29.0	52.0	24.0	73.0	45.0
Yellow Change Interval (*Y*), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	2.0	3.0	2.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Results Summary

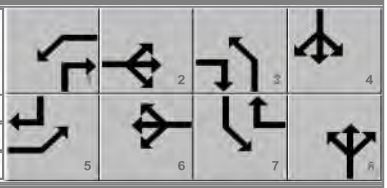
General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	MAG	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.95
Urban Street	IL-38 at Kautz Road	Analysis Year	2040	Analysis Period	1> 7:00
Intersection	IL-38 at Kautz Road	File Name	2040 PM Peak Hour - 38 and Kautz.xus		
Project Description	2040 Total Traffic, PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	713	50	48	1362	173	130	185	115	339	103	320

Signal Information			
Cycle, s	135.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.3	3.3	61.3	11.2	10.5	20.9
Yellow	3.5	0.0	4.0	3.5	3.5	4.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



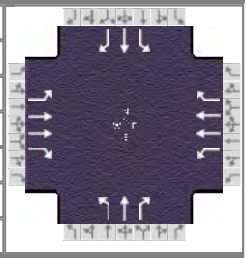
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	12.1	69.6	8.8	66.3	15.7	25.9	30.7	40.9
Change Period, ($Y+R_c$), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0	4.1	5.2	4.1	5.2
Queue Clearance Time (g_s), s	7.2		4.1		10.8	15.6	24.9	27.7
Green Extension Time (g_e), s	0.4	0.0	0.2	0.0	0.5	5.3	1.4	5.3
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	127	751	53	51	1434	182	137	195	121	357	108	337
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1739	1738	1547	1725	1738	1535	1739	1826	1547	1697	1796	1535
Queue Service Time (g_s), s	5.2	19.4	2.1	2.1	51.7	6.4	8.8	13.6	9.3	22.9	6.4	25.7
Cycle Queue Clearance Time (g_c), s	5.2	19.4	2.1	2.1	51.7	6.4	8.8	13.6	9.3	22.9	6.4	25.7
Green Ratio (*g/C*)	0.52	0.48	0.56	0.49	0.45	0.65	0.24	0.15	0.19	0.36	0.27	0.32
Capacity (*c*), veh/h	177	1664	870	328	1578	995	392	282	288	444	477	494
Volume-to-Capacity Ratio (*X*)	0.720	0.451	0.061	0.154	0.908	0.183	0.349	0.690	0.420	0.804	0.227	0.682
Back of Queue (*Q*), ft/ln (95 th percentile)	108.8	330.8	35.4	40.6	809.5	103.1	179.5	279.9	173.5	396.7	136.1	396.1
Back of Queue (*Q*), veh/ln (95 th percentile)	4.2	12.7	1.4	1.5	31.1	3.9	6.9	10.8	6.7	14.9	5.2	15.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.36	0.28	0.14	0.18	0.67	0.26	0.90	0.23	0.87	0.88	0.11	0.46
Uniform Delay (d_1), s/veh	30.4	23.4	13.4	19.7	34.2	9.5	42.5	54.0	48.5	35.9	38.7	39.8
Incremental Delay (d_2), s/veh	5.4	0.9	0.1	0.2	9.2	0.4	0.5	4.2	1.4	3.5	0.3	2.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	35.8	24.3	13.5	19.9	43.5	9.9	43.1	58.2	49.9	39.4	39.1	42.1
Level of Service (LOS)	D	C	B	B	D	A	D	E	D	D	D	D
Approach Delay, s/veh / LOS	25.2	C		39.1	D		51.4	D		40.5	D	
Intersection Delay, s/veh / LOS	37.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.4	B	2.4	B	3.0	C	3.0	C
Bicycle LOS Score / LOS	1.3	A	1.9	B	1.2	A	1.8	B

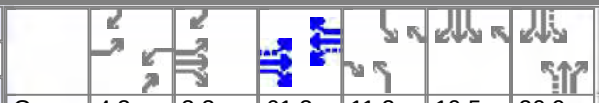
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	MAG	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.95
Urban Street	IL-38 at Kautz Road	Analysis Year	2040	Analysis Period	1> 7:00
Intersection	IL-38 at Kautz Road	File Name	2040 PM Peak Hour - 38 and Kautz.xus		
Project Description	2040 Total Traffic, PM Peak				

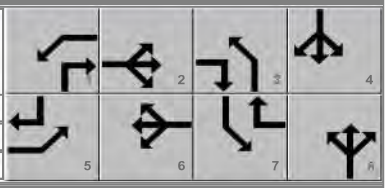


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	713	50	48	1362	173	130	185	115	339	103	320

Signal Information			
Cycle, s	135.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.3	3.3	61.3	11.2	10.5	20.9
Yellow	3.5	0.0	4.0	3.5	3.5	4.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



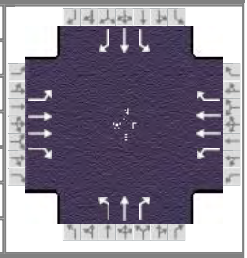
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.961	0.961	0.961	0.953	0.961	0.953	0.961	0.961	0.961	0.938	0.945	0.953
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1739	3477	1547	1725	3477	1535	1739	1826	1547	1697	1796	1535
Proportion of Vehicles Arriving on Green (P)	0.06	0.48	0.48	0.03	0.45	0.45	0.08	0.15	0.15	0.19	0.27	0.27
Incremental Delay Factor (k)	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.15	0.15	0.11	0.15	0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Green Ratio (g/C)	0.52	0.48	0.49	0.45	0.24	0.15	0.36	0.27
Permitted Saturation Flow Rate (s_p), veh/h/ln	364	0	689	0	1255	0	1132	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	62.1	0.0	61.3	0.0	20.9	0.0	22.9	0.0
Permitted Service Time (g_u), s	9.5	0.0	43.2	0.0	20.9	0.0	7.3	0.0
Permitted Queue Service Time (g_{ps}), s	9.5		1.4		0.0		7.2	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1547		1535		1547		1535
Protected Right Effective Green Time (g_R), s		11.2		26.2		4.3		7.6

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.00	1.710	0.00	2.224	0.00	2.224	0.00
Pedestrian F_s / F_{delay}	0.000	0.117	0.000	0.120	0.000	0.155	0.000	0.144
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	957.41	18.34	907.97	20.12	309.26	48.24	531.47	36.39
Bicycle F_w / F_v	-3.64	0.77	-3.64	1.37	-3.64	0.75	-3.64	1.32

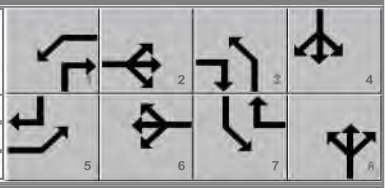
HCS7 Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	MAG	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.95
Urban Street	IL-38 at Kautz Road	Analysis Year	2040	Analysis Period	1> 7:00
Intersection	IL-38 at Kautz Road	File Name	2040 PM Peak Hour - 38 and Kautz.xus		
Project Description	2040 Total Traffic, PM Peak				

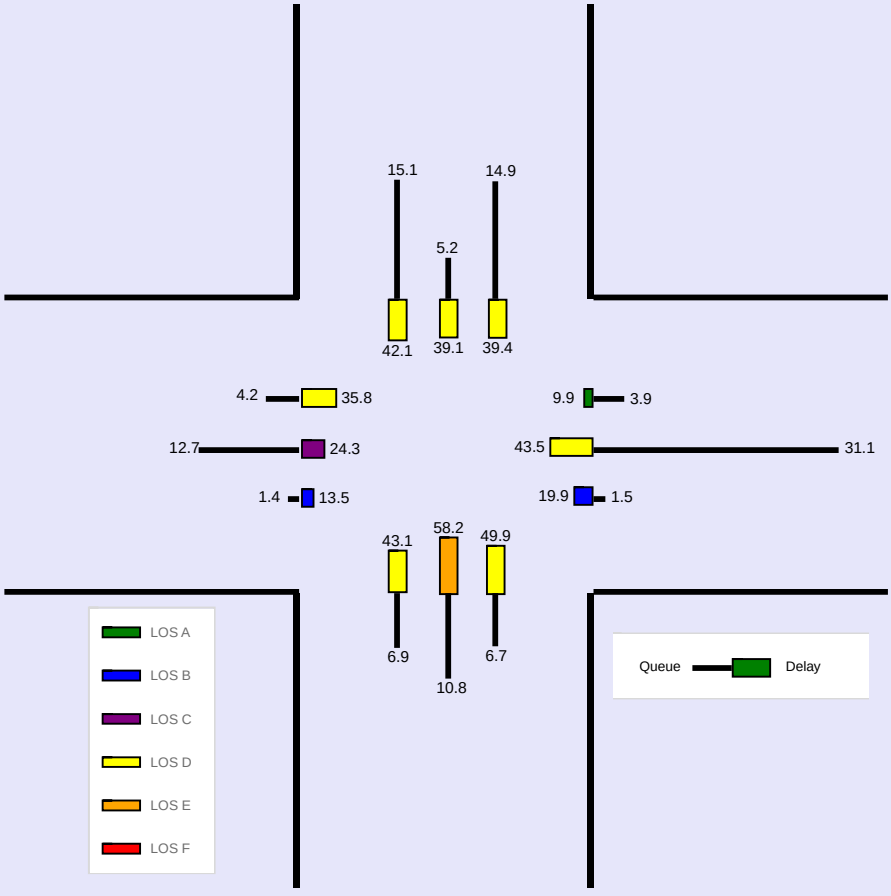


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	713	50	48	1362	173	130	185	115	339	103	320

Signal Information												
Cycle, s	135.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	4.3	3.3	61.3	11.2	10.5	20.9		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	0.0	4.0	3.5	3.5	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	1.0	1.0	1.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	108.8	330.8	35.4	40.6	809.5	103.1	179.5	279.9	173.5	396.7	136.1	396.1
Back of Queue (*Q*), veh/ln (95 th percentile)	4.2	12.7	1.4	1.5	31.1	3.9	6.9	10.8	6.7	14.9	5.2	15.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.36	0.28	0.14	0.18	0.67	0.26	0.90	0.23	0.87	0.88	0.11	0.46
Control Delay (*d*), s/veh	35.8	24.3	13.5	19.9	43.5	9.9	43.1	58.2	49.9	39.4	39.1	42.1
Level of Service (LOS)	D	C	B	B	D	A	D	E	D	D	D	D
Approach Delay, s/veh / LOS	25.2	C		39.1	D		51.4	D		40.5	D	
Intersection Delay, s/veh / LOS	37.5						D					



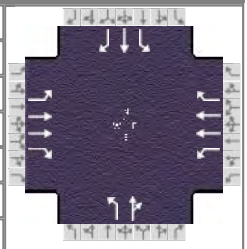
--- Messages ---

No errors or warnings exist.

--- Comments ---

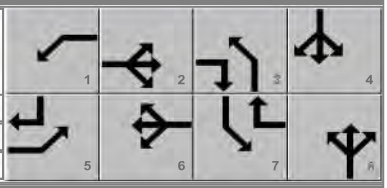
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	KDOT	Time Period	AM Peak	PHF	0.95
Urban Street	Fabyan Parkway at Kaut…	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Fabyan Parkway at Kaut…	File Name	2026 AM Peak Hour - Fabyan and Kautz.xus		
Project Description	2026 Total Traffic, AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	281	1079	63	52	479	119	4	60	39	36	60	85

Signal Information												
Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	3.4	1.7	53.0	2.9	0.9	9.6		
				Yellow	3.5	3.5	4.0	3.5	0.0	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		



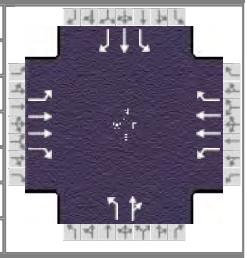
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	281	1079	63	52	479	119	4	60	39	36	60	85
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	8	4	12	23	5	14	16	20		10	10	10
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	200	1200	125	125	1200	125	225	1200		150	1200	225
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	8.0	12.0	8.0	12.0	38.0	36.0	34.0	32.0
Yellow Change Interval (*Y*), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Red Clearance Interval (R_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Green (G_{min}), s	3	8	3	8	3	8	3	8
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	2.0	3.0	2.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

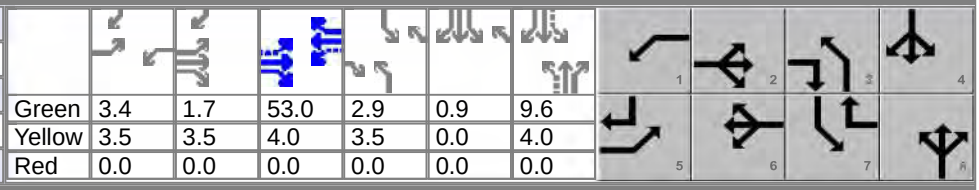
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	KDOT	Time Period	AM Peak	PHF	0.95
Urban Street	Fabyan Parkway at Kaut…	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Fabyan Parkway at Kaut…	File Name	2026 AM Peak Hour - Fabyan and Kautz.xus		
Project Description	2026 Total Traffic, AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	281	1079	63	52	479	119	4	60	39	36	60	85

Signal Information					EB			WB			NB			SB		
Cycle, s	90.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	3.4	1.7		53.0	2.9	0.9	9.6					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5		4.0	3.5	0.0	4.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0		0.0	0.0	0.0	0.0					



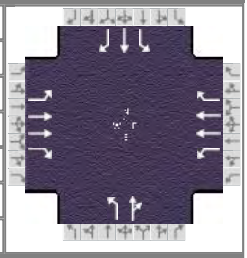
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	12.1	62.2	6.9	57.0	6.4	13.6	7.3	14.5
Change Period, ($Y+R_c$), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0	4.1	5.2	4.1	5.2
Queue Clearance Time (g_s), s	7.6		3.3		2.2	8.0	3.8	6.5
Green Extension Time (g_e), s	1.0	0.0	0.2	0.0	0.0	1.5	0.1	1.5
Phase Call Probability	1.00		1.00		0.97	1.00	0.99	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	296	1136	66	55	504	125	4	104		38	63	89
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1697	1752	1459	1485	1738	1434	1584	1497		1668	1752	1485
Queue Service Time (g_s), s	5.6	15.3	1.4	1.3	6.3	3.2	0.2	6.0		1.8	3.0	4.5
Cycle Queue Clearance Time (g_c), s	5.6	15.3	1.4	1.3	6.3	3.2	0.2	6.0		1.8	3.0	4.5
Green Ratio (*g/C*)	0.71	0.65	0.68	0.63	0.59	0.63	0.14	0.11		0.15	0.12	0.21
Capacity (*c*), veh/h	685	2265	991	324	2047	906	204	159		199	204	315
Volume-to-Capacity Ratio (*X*)	0.432	0.501	0.067	0.169	0.246	0.138	0.021	0.656		0.191	0.310	0.284
Back of Queue (*Q*), ft/ln (95 th percentile)	68.1	212.4	17	18.5	96.6	42.7	4.1	127.1		35.4	63.8	79.7
Back of Queue (*Q*), veh/ln (95 th percentile)	2.6	8.2	0.6	0.6	3.7	1.5	0.1	4.4		1.3	2.4	3.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.34	0.18	0.14	0.15	0.08	0.34	0.02	0.11		0.24	0.05	0.35
Uniform Delay (d_1), s/veh	5.3	8.3	4.9	7.4	8.9	6.7	33.6	38.6		33.6	36.5	29.7
Incremental Delay (d_2), s/veh	0.4	0.8	0.1	0.2	0.3	0.3	0.0	6.4		0.5	1.2	0.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	5.7	9.1	5.0	7.7	9.2	7.0	33.6	45.0		34.0	37.7	30.4
Level of Service (LOS)	A	A	A	A	A	A	C	D		C	D	C
Approach Delay, s/veh / LOS	8.3	A		8.7	A		44.6	D		33.6	C	
Intersection Delay, s/veh / LOS	11.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.4	B	3.0	C	3.0	C
Bicycle LOS Score / LOS	1.7	B	1.1	A	0.7	A	0.8	A

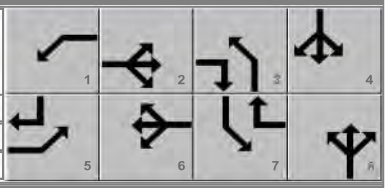
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	KDOT	Time Period	AM Peak	PHF	0.95
Urban Street	Fabyan Parkway at Kaut…	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Fabyan Parkway at Kaut…	File Name	2026 AM Peak Hour - Fabyan and Kautz.xus		
Project Description	2026 Total Traffic, AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	281	1079	63	52	479	119	4	60	39	36	60	85

Signal Information												
Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	3.4	1.7	53.0	2.9	0.9	9.6		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.0	3.5	0.0	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		



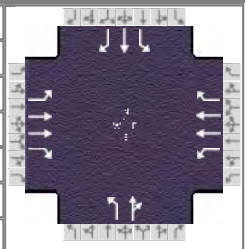
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.938	0.969	0.906	0.821	0.961	0.891	0.875	0.844	0.961	0.922	0.922	0.922
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.934	0.934		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1697	3505	1459	1485	3477	1434	1584	908	590	1668	1752	1485
Proportion of Vehicles Arriving on Green (P)	0.10	0.65	0.65	0.04	0.59	0.59	0.03	0.11	0.11	0.04	0.12	0.12
Incremental Delay Factor (k)	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.15		0.11	0.15	0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Green Ratio (g/C)	0.71	0.65	0.63	0.59	0.14	0.11	0.15	0.12
Permitted Saturation Flow Rate (s_p), veh/h/ln	852	0	413	0	1190	0	1208	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	55.0	0.0	53.0	0.0	9.6	0.0	9.6	0.0
Permitted Service Time (g_u), s	46.7	0.0	40.9	0.0	5.5	0.0	3.5	0.0
Permitted Queue Service Time (g_{ps}), s	4.4		1.9		0.0		0.2	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1459		1434				1485
Protected Right Effective Green Time (g_R), s		2.9		3.8				8.6

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.710	0.00	2.224	0.00	2.224	0.00
Pedestrian F_s / F_{delay}	0.000	0.069	0.000	0.081	0.000	0.144	0.000	0.143
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1292.71	5.63	1177.75	7.61	212.22	35.96	232.40	35.15
Bicycle F_w / F_v	-3.64	1.24	-3.64	0.56	-3.64	0.18	-3.64	0.31

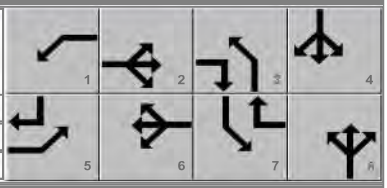
HCS7 Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	KDOT	Time Period	AM Peak	PHF	0.95
Urban Street	Fabyan Parkway at Kaut…	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Fabyan Parkway at Kaut…	File Name	2026 AM Peak Hour - Fabyan and Kautz.xus		
Project Description	2026 Total Traffic, AM Peak				

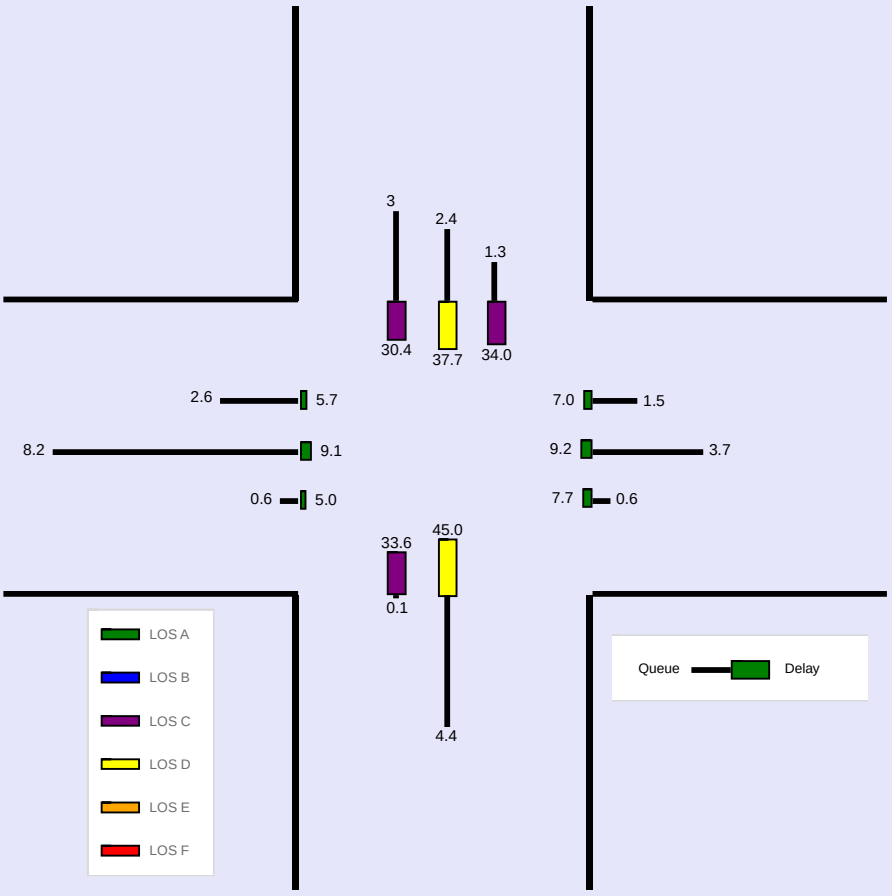


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	281	1079	63	52	479	119	4	60	39	36	60	85

Signal Information					EB			WB			NB		
Cycle, s	90.0	Reference Phase	2										
Offset, s	0	Reference Point	End	Green	3.4	1.7		53.0	2.9	0.9	9.6		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5		4.0	3.5	0.0	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0		0.0	0.0	0.0	0.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	68.1	212.4	17	18.5	96.6	42.7	4.1	127.1		35.4	63.8	79.7
Back of Queue (*Q*), veh/ln (95 th percentile)	2.6	8.2	0.6	0.6	3.7	1.5	0.1	4.4		1.3	2.4	3.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.34	0.18	0.14	0.15	0.08	0.34	0.02	0.11		0.24	0.05	0.35
Control Delay (*d*), s/veh	5.7	9.1	5.0	7.7	9.2	7.0	33.6	45.0		34.0	37.7	30.4
Level of Service (LOS)	A	A	A	A	A	A	C	D		C	D	C
Approach Delay, s/veh / LOS	8.3	A		8.7	A		44.6	D		33.6	C	
Intersection Delay, s/veh / LOS	11.9						B					



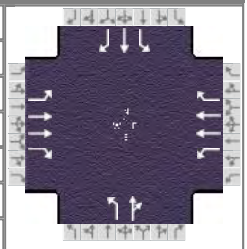
--- Messages ---

No errors or warnings exist.

--- Comments ---

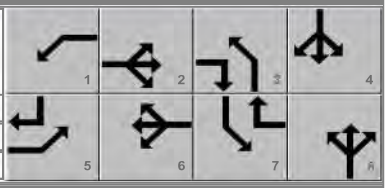
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	KDOT	Time Period	PM Peak	PHF	0.95
Urban Street	Fabyan Parkway at Kaut…	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Fabyan Parkway at Kaut…	File Name	2026 PM Peak Hour - Fabyan and Kautz.xus		
Project Description	2026 Total Traffic, PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	674	6	19	964	35	65	60	81	90	60	204

Signal Information												
Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	3.0	1.2	49.0	3.5	1.8	16.4		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.0	3.5	0.0	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		



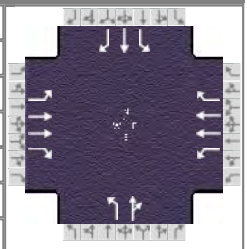
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	674	6	19	964	35	65	60	81	90	60	204
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	8	4	12	23	5	14	16	20		10	10	10
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	200	1200	125	125	1200	125	225	1200		150	1200	225
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	14.0	12.0	14.0	12.0	51.0	57.0	7.0	13.0
Yellow Change Interval (*Y*), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Red Clearance Interval (R_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Green (G_{min}), s	3	8	3	8	3	8	3	8
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	2.0	3.0	2.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

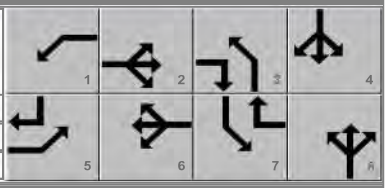
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	KDOT	Time Period	PM Peak	PHF	0.95
Urban Street	Fabyan Parkway at Kaut…	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Fabyan Parkway at Kaut…	File Name	2026 PM Peak Hour - Fabyan and Kautz.xus		
Project Description	2026 Total Traffic, PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	674	6	19	964	35	65	60	81	90	60	204

Signal Information												
Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	3.0	1.2	49.0	3.5	1.8	16.4		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.0	3.5	0.0	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		



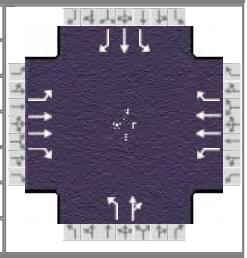
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	7.7	54.3	6.5	53.0	8.8	22.2	7.0	20.4
Change Period, ($Y+R_c$), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0	4.1	5.3	4.1	5.3
Queue Clearance Time (g_s), s	4.0		2.5		5.1	10.2	5.5	13.7
Green Extension Time (g_e), s	0.3	0.0	0.0	0.0	0.2	2.7	0.0	2.7
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	86	709	6	20	1015	37	68	148		95	63	215
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1697	1752	1459	1485	1738	1434	1584	1453		1668	1752	1485
Queue Service Time (g_s), s	2.0	10.1	0.1	0.5	16.9	1.0	3.1	8.2		3.5	2.8	11.7
Cycle Queue Clearance Time (g_c), s	2.0	10.1	0.1	0.5	16.9	1.0	3.1	8.2		3.5	2.8	11.7
Green Ratio (*g/C*)	0.59	0.56	0.62	0.58	0.54	0.58	0.24	0.20		0.22	0.18	0.23
Capacity (*c*), veh/h	349	1958	901	391	1894	837	354	294		249	320	341
Volume-to-Capacity Ratio (*X*)	0.247	0.362	0.007	0.051	0.536	0.044	0.193	0.504		0.381	0.197	0.630
Back of Queue (*Q*), ft/ln (95 th percentile)	30.4	161.3	2	7.8	256.8	14.1	58.4	153.2		15.9	57	208.3
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	6.3	0.1	0.3	9.9	0.5	2.1	5.3		0.6	2.1	7.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.15	0.13	0.02	0.06	0.21	0.11	0.26	0.13		0.11	0.05	0.93
Uniform Delay (d_1), s/veh	9.8	11.0	6.6	8.8	13.2	8.0	26.9	31.9		30.6	31.2	31.2
Incremental Delay (d_2), s/veh	0.4	0.5	0.0	0.1	1.1	0.1	0.3	1.9		1.0	0.4	2.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	10.2	11.5	6.6	8.8	14.3	8.1	27.2	33.8		31.5	31.6	33.9
Level of Service (LOS)	B	B	A	A	B	A	C	C		C	C	C
Approach Delay, s/veh / LOS	11.3	B		13.9	B		31.7	C		32.9	C	
Intersection Delay, s/veh / LOS	17.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.4	B	3.0	C	3.0	C
Bicycle LOS Score / LOS	1.1	A	1.4	A	0.8	A	1.1	A

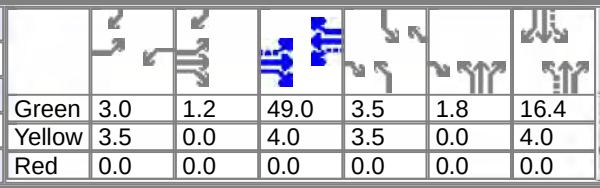
HCS7 Signalized Intersection Intermediate Values

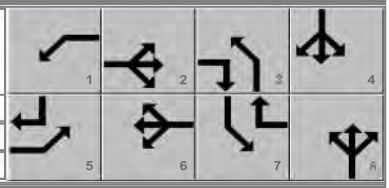
General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	KDOT	Time Period	PM Peak	PHF	0.95
Urban Street	Fabyan Parkway at Kaut…	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Fabyan Parkway at Kaut…	File Name	2026 PM Peak Hour - Fabyan and Kautz.xus		
Project Description	2026 Total Traffic, PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	674	6	19	964	35	65	60	81	90	60	204

Signal Information												
Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	3.0	1.2	49.0	3.5	1.8	16.4		
				Yellow	3.5	0.0	4.0	3.5	0.0	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		





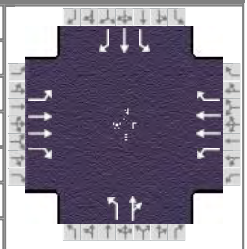
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.938	0.969	0.906	0.821	0.961	0.891	0.875	0.844	0.961	0.922	0.922	0.922
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.906	0.906		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1697	3505	1459	1485	3477	1434	1584	618	835	1668	1752	1485
Proportion of Vehicles Arriving on Green (P)	0.05	0.56	0.56	0.03	0.54	0.54	0.06	0.20	0.20	0.04	0.18	0.18
Incremental Delay Factor (k)	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.15		0.11	0.15	0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Green Ratio (g/C)	0.59	0.56	0.58	0.54	0.24	0.20	0.22	0.18
Permitted Saturation Flow Rate (s_p), veh/h/ln	529	0	617	0	1190	0	1161	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	49.0	0.0	49.0	0.0	16.7	0.0	16.4	0.0
Permitted Service Time (g_u), s	32.1	0.0	38.2	0.0	13.7	0.0	8.1	0.0
Permitted Queue Service Time (g_{ps}), s	3.3		0.4		0.2		1.8	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1459		1434				1485
Protected Right Effective Green Time (g_R), s		5.3		3.5				4.2

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.710	0.00	2.224	0.00	2.224	0.00
Pedestrian F_s / F_{delay}	0.000	0.087	0.000	0.090	0.000	0.135	0.000	0.136
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1117.22	8.77	1089.85	9.32	404.99	28.62	365.39	30.06
Bicycle F_w / F_v	-3.64	0.66	-3.64	0.88	-3.64	0.36	-3.64	0.61

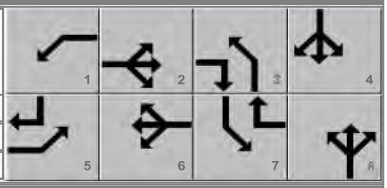
HCS7 Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	KDOT	Time Period	PM Peak	PHF	0.95
Urban Street	Fabyan Parkway at Kaut…	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Fabyan Parkway at Kaut…	File Name	2026 PM Peak Hour - Fabyan and Kautz.xus		
Project Description	2026 Total Traffic, PM Peak				

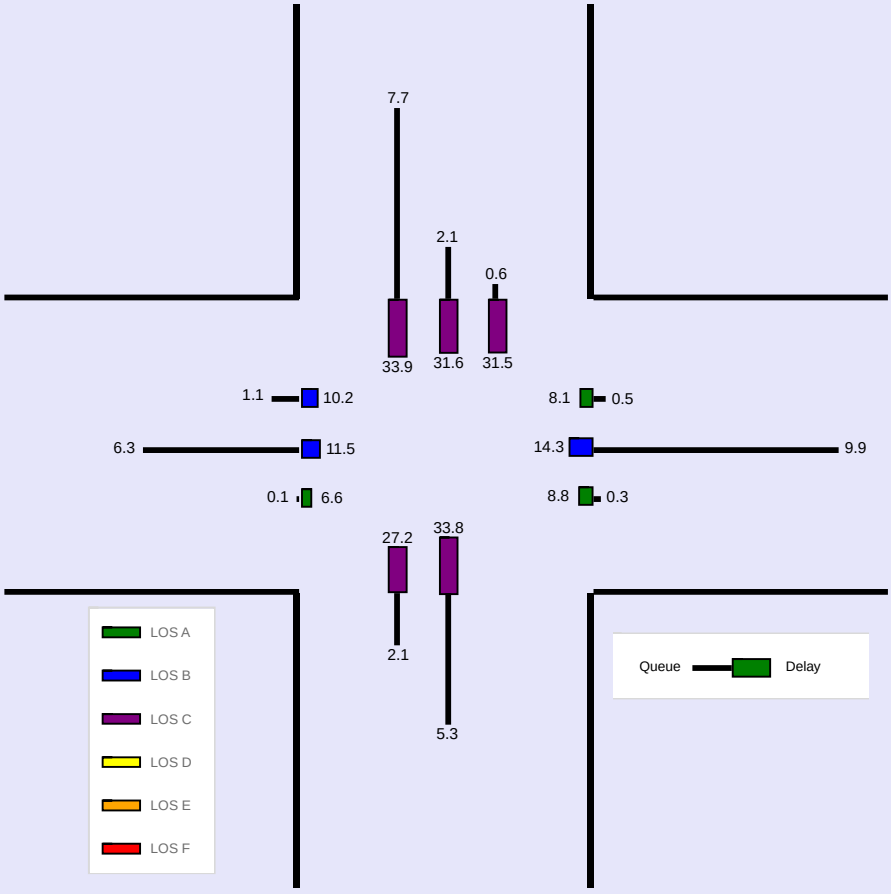


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	674	6	19	964	35	65	60	81	90	60	204

Signal Information					EB			WB			NB			SB		
Cycle, s	90.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	3.0	1.2		49.0	3.5	1.8	16.4					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	0.0		4.0	3.5	0.0	4.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0		0.0	0.0	0.0	0.0					



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	30.4	161.3	2	7.8	256.8	14.1	58.4	153.2		15.9	57	208.3
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	6.3	0.1	0.3	9.9	0.5	2.1	5.3		0.6	2.1	7.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.15	0.13	0.02	0.06	0.21	0.11	0.26	0.13		0.11	0.05	0.93
Control Delay (*d*), s/veh	10.2	11.5	6.6	8.8	14.3	8.1	27.2	33.8		31.5	31.6	33.9
Level of Service (LOS)	B	B	A	A	B	A	C	C		C	C	C
Approach Delay, s/veh / LOS	11.3	B		13.9	B		31.7	C		32.9	C	
Intersection Delay, s/veh / LOS	17.5						B					



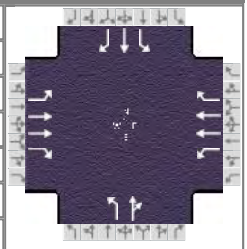
--- Messages ---

No errors or warnings exist.

--- Comments ---

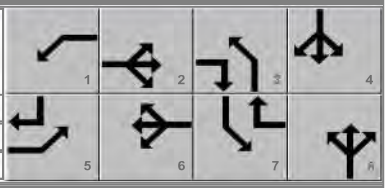
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	KDOT	Time Period	AM Peak	PHF	0.95
Urban Street	Fabyan Parkway at Kaut…	Analysis Year	2040	Analysis Period	1> 7:00
Intersection	Fabyan Parkway at Kaut…	File Name	2040 AM Peak Hour - Fabyan and Kautz.xus		
Project Description	2040 Total Traffic, AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	281	1279	70	56	530	119	4	60	41	36	60	85

Signal Information												
Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	3.6	1.6	52.8	2.9	0.9	9.7		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.0	3.5	0.0	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		



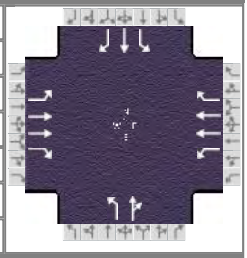
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	281	1279	70	56	530	119	4	60	41	36	60	85
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	8	4	12	23	5	14	16	20		10	10	10
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	200	1200	125	125	1200	125	225	1200		150	1200	225
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	8.0	12.0	8.0	12.0	38.0	36.0	34.0	32.0
Yellow Change Interval (*Y*), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Red Clearance Interval (R_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Green (G_{min}), s	3	8	3	8	3	8	3	8
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	2.0	3.0	2.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

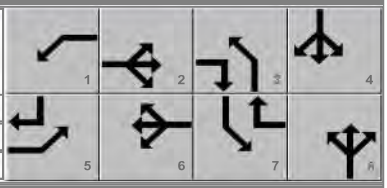
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	KDOT	Time Period	AM Peak	PHF	0.95
Urban Street	Fabyan Parkway at Kaut…	Analysis Year	2040	Analysis Period	1> 7:00
Intersection	Fabyan Parkway at Kaut…	File Name	2040 AM Peak Hour - Fabyan and Kautz.xus		
Project Description	2040 Total Traffic, AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	281	1279	70	56	530	119	4	60	41	36	60	85

Signal Information												
Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	3.6	1.6	52.8	2.9	0.9	9.7		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.0	3.5	0.0	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		



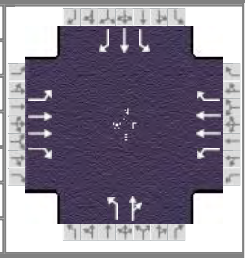
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	12.2	61.9	7.1	56.8	6.4	13.7	7.3	14.6
Change Period, ($Y+R_c$), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0	4.1	5.2	4.1	5.2
Queue Clearance Time (g_s), s	7.6		3.4		2.2	8.2	3.8	6.5
Green Extension Time (g_e), s	1.0	0.0	0.2	0.0	0.0	1.6	0.1	1.6
Phase Call Probability	1.00		1.00		0.98	1.00	0.99	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	296	1346	74	59	558	125	4	106		38	63	89
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1697	1752	1459	1485	1738	1434	1584	1494		1668	1752	1485
Queue Service Time (g_s), s	5.6	20.0	1.6	1.4	7.1	3.2	0.2	6.2		1.8	3.0	4.5
Cycle Queue Clearance Time (g_c), s	5.6	20.0	1.6	1.4	7.1	3.2	0.2	6.2		1.8	3.0	4.5
Green Ratio (*g/C*)	0.71	0.64	0.68	0.63	0.59	0.63	0.14	0.11		0.15	0.12	0.21
Capacity (*c*), veh/h	655	2255	987	273	2040	903	206	161		199	206	318
Volume-to-Capacity Ratio (*X*)	0.452	0.597	0.075	0.216	0.273	0.139	0.020	0.660		0.191	0.306	0.282
Back of Queue (*Q*), ft/ln (95 th percentile)	68.8	265.4	19.3	20.3	109.6	43	4	129.8		35.4	63.7	79.4
Back of Queue (*Q*), veh/ln (95 th percentile)	2.6	10.3	0.7	0.7	4.2	1.5	0.1	4.5		1.3	2.4	2.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.34	0.22	0.15	0.16	0.09	0.34	0.02	0.11		0.24	0.05	0.35
Uniform Delay (d_1), s/veh	5.5	9.3	5.0	8.5	9.1	6.8	33.4	38.6		33.5	36.3	29.6
Incremental Delay (d_2), s/veh	0.5	1.2	0.1	0.4	0.3	0.3	0.0	6.4		0.5	1.2	0.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	6.0	10.5	5.1	8.9	9.5	7.1	33.5	45.0		33.9	37.5	30.3
Level of Service (LOS)	A	B	A	A	A	A	C	D		C	D	C
Approach Delay, s/veh / LOS	9.5	A		9.0	A		44.5	D		33.4	C	
Intersection Delay, s/veh / LOS	12.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.4	B	3.0	C	3.0	C
Bicycle LOS Score / LOS	1.9	B	1.1	A	0.7	A	0.8	A

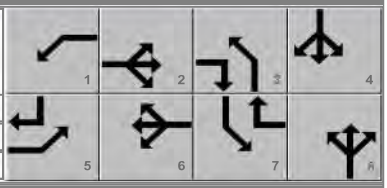
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	KDOT	Time Period	AM Peak	PHF	0.95
Urban Street	Fabyan Parkway at Kaut…	Analysis Year	2040	Analysis Period	1> 7:00
Intersection	Fabyan Parkway at Kaut…	File Name	2040 AM Peak Hour - Fabyan and Kautz.xus		
Project Description	2040 Total Traffic, AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	281	1279	70	56	530	119	4	60	41	36	60	85

Signal Information												
Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	3.6	1.6	52.8	2.9	0.9	9.7		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.0	3.5	0.0	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		



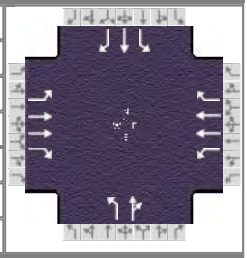
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.938	0.969	0.906	0.821	0.961	0.891	0.875	0.844	0.961	0.922	0.922	0.922
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.932	0.932		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1697	3505	1459	1485	3477	1434	1584	888	607	1668	1752	1485
Proportion of Vehicles Arriving on Green (P)	0.10	0.64	0.64	0.04	0.59	0.59	0.03	0.11	0.11	0.04	0.12	0.12
Incremental Delay Factor (k)	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.15		0.11	0.15	0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Green Ratio (g/C)	0.71	0.64	0.63	0.59	0.14	0.11	0.15	0.12
Permitted Saturation Flow Rate (s_p), veh/h/ln	811	0	338	0	1190	0	1206	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	54.8	0.0	52.8	0.0	9.7	0.0	9.7	0.0
Permitted Service Time (g_u), s	45.7	0.0	35.8	0.0	5.6	0.0	3.6	0.0
Permitted Queue Service Time (g_{ps}), s	5.2		3.6		0.0		0.2	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1459		1434				1485
Protected Right Effective Green Time (g_R), s		2.9		3.8				8.7

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.710	0.00	2.224	0.00	2.224	0.00
Pedestrian F_s / F_{delay}	0.000	0.070	0.000	0.082	0.000	0.144	0.000	0.143
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1286.84	5.72	1173.86	7.68	215.51	35.82	235.52	35.03
Bicycle F_w / F_v	-3.64	1.42	-3.64	0.61	-3.64	0.18	-3.64	0.31

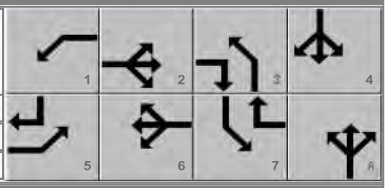
HCS7 Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	KDOT	Time Period	AM Peak	PHF	0.95
Urban Street	Fabyan Parkway at Kaut…	Analysis Year	2040	Analysis Period	1> 7:00
Intersection	Fabyan Parkway at Kaut…	File Name	2040 AM Peak Hour - Fabyan and Kautz.xus		
Project Description	2040 Total Traffic, AM Peak				

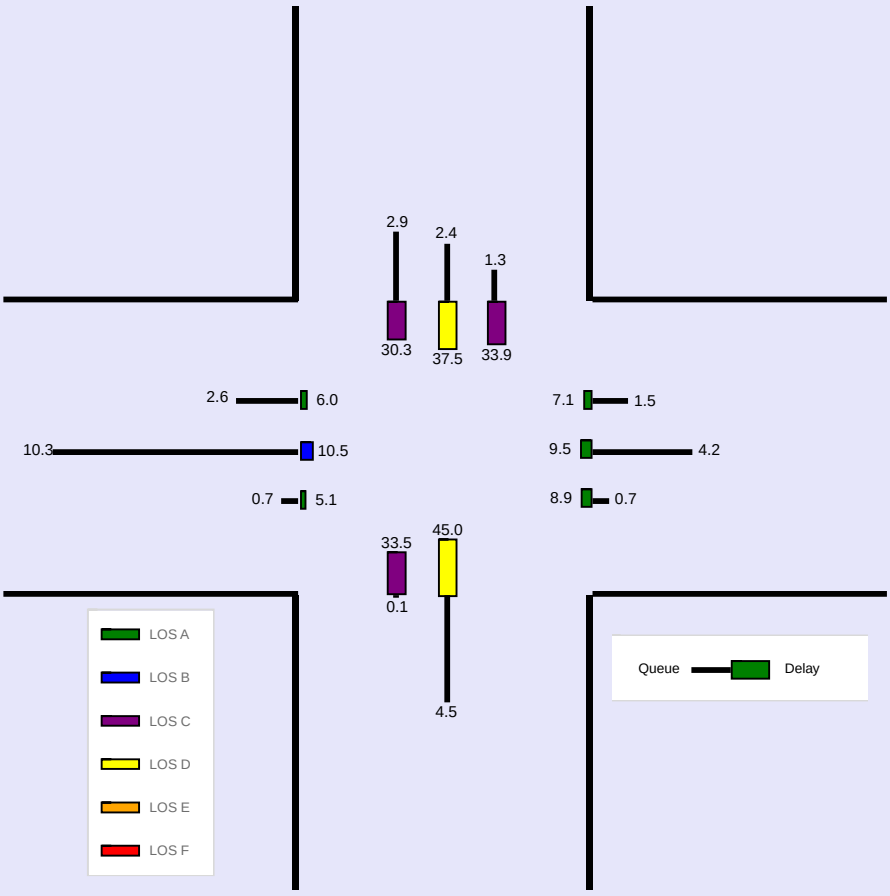


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	281	1279	70	56	530	119	4	60	41	36	60	85

Signal Information					EB			WB			NB			SB		
Cycle, s	90.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	3.6	1.6		52.8	2.9	0.9	9.7					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5		4.0	3.5	0.0	4.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0		0.0	0.0	0.0	0.0					



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	68.8	265.4	19.3	20.3	109.6	43	4	129.8		35.4	63.7	79.4
Back of Queue (*Q*), veh/ln (95 th percentile)	2.6	10.3	0.7	0.7	4.2	1.5	0.1	4.5		1.3	2.4	2.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.34	0.22	0.15	0.16	0.09	0.34	0.02	0.11		0.24	0.05	0.35
Control Delay (*d*), s/veh	6.0	10.5	5.1	8.9	9.5	7.1	33.5	45.0		33.9	37.5	30.3
Level of Service (LOS)	A	B	A	A	A	A	C	D		C	D	C
Approach Delay, s/veh / LOS	9.5	A		9.0	A		44.5	D		33.4	C	
Intersection Delay, s/veh / LOS	12.4						B					



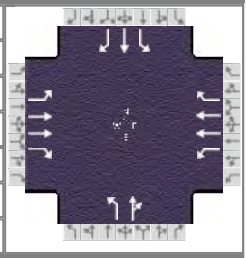
--- Messages ---

No errors or warnings exist.

--- Comments ---

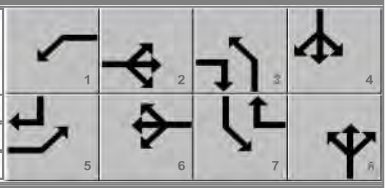
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	KDOT	Time Period	PM Peak	PHF	0.95
Urban Street	Fabyan Parkway at Kaut…	Analysis Year	2040	Analysis Period	1> 7:00
Intersection	Fabyan Parkway at Kaut…	File Name	2040 PM Peak Hour - Fabyan and Kautz.xus		
Project Description	2040 Total Traffic, PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	799	7	20	1067	35	72	60	86	90	60	204

Signal Information												
Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	3.0	1.3	48.7	3.5	2.1	16.5		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.0	3.5	0.0	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		



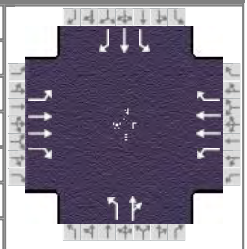
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	799	7	20	1067	35	72	60	86	90	60	204
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	8	4	12	23	5	14	16	20		10	10	10
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	200	1200	125	125	1200	125	225	1200		150	1200	225
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	14.0	12.0	14.0	12.0	51.0	57.0	7.0	13.0
Yellow Change Interval (*Y*), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Red Clearance Interval (R_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Green (G_{min}), s	3	8	3	8	3	8	3	8
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	2.0	3.0	2.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

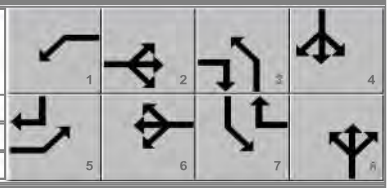
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	KDOT	Time Period	PM Peak	PHF	0.95
Urban Street	Fabyan Parkway at Kaut…	Analysis Year	2040	Analysis Period	1> 7:00
Intersection	Fabyan Parkway at Kaut…	File Name	2040 PM Peak Hour - Fabyan and Kautz.xus		
Project Description	2040 Total Traffic, PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	799	7	20	1067	35	72	60	86	90	60	204

Signal Information					EB			WB			NB			SB		
Cycle, s	90.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	3.0	1.3		48.7	3.5	2.1		16.5				
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	0.0		4.0	3.5	0.0		4.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0		0.0	0.0	0.0		0.0				



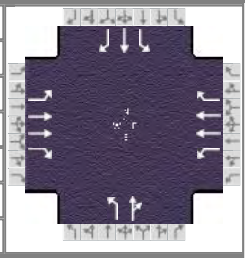
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	7.8	53.9	6.5	52.7	9.1	22.6	7.0	20.5
Change Period, ($Y+R_c$), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0	4.1	5.3	4.1	5.3
Queue Clearance Time (g_s), s	4.0		2.6		5.4	10.5	5.5	13.7
Green Extension Time (g_e), s	0.3	0.0	0.0	0.0	0.2	2.8	0.0	2.8
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	86	841	7	21	1123	37	76	154		95	63	215
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1697	1752	1459	1485	1738	1434	1584	1450		1668	1752	1485
Queue Service Time (g_s), s	2.0	12.7	0.2	0.6	19.7	1.0	3.4	8.5		3.5	2.8	11.7
Cycle Queue Clearance Time (g_c), s	2.0	12.7	0.2	0.6	19.7	1.0	3.4	8.5		3.5	2.8	11.7
Green Ratio (*g/C*)	0.59	0.55	0.62	0.57	0.54	0.58	0.25	0.21		0.22	0.18	0.23
Capacity (*c*), veh/h	314	1943	900	343	1879	831	360	300		249	321	342
Volume-to-Capacity Ratio (*X*)	0.275	0.433	0.008	0.061	0.598	0.044	0.210	0.513		0.380	0.197	0.628
Back of Queue (*Q*), ft/ln (95 th percentile)	31.1	201.7	2.4	8.4	292.6	14.3	64.3	158.6		15.9	57	208.1
Back of Queue (*Q*), veh/ln (95 th percentile)	1.2	7.8	0.1	0.3	11.3	0.5	2.3	5.5		0.6	2.1	7.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.16	0.17	0.02	0.07	0.24	0.11	0.29	0.13		0.11	0.05	0.92
Uniform Delay (d_1), s/veh	10.7	11.7	6.6	9.3	14.0	8.2	26.5	31.7		30.5	31.2	31.2
Incremental Delay (d_2), s/veh	0.5	0.7	0.0	0.1	1.4	0.1	0.3	1.9		1.0	0.4	2.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	11.2	12.5	6.7	9.4	15.4	8.3	26.8	33.6		31.5	31.6	33.9
Level of Service (LOS)	B	B	A	A	B	A	C	C		C	C	C
Approach Delay, s/veh / LOS	12.3	B		15.1	B		31.4	C		32.9	C	
Intersection Delay, s/veh / LOS	17.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.4	B	3.0	C	3.0	C
Bicycle LOS Score / LOS	1.3	A	1.5	A	0.9	A	1.1	A

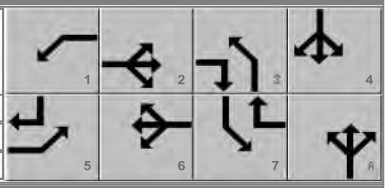
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	KDOT	Time Period	PM Peak	PHF	0.95
Urban Street	Fabyan Parkway at Kaut…	Analysis Year	2040	Analysis Period	1> 7:00
Intersection	Fabyan Parkway at Kaut…	File Name	2040 PM Peak Hour - Fabyan and Kautz.xus		
Project Description	2040 Total Traffic, PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	799	7	20	1067	35	72	60	86	90	60	204

Signal Information												
Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	3.0	1.3	48.7	3.5	2.1	16.5		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.0	3.5	0.0	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		

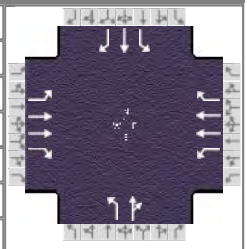


Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.938	0.969	0.906	0.821	0.961	0.891	0.875	0.844	0.961	0.922	0.922	0.922
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.904	0.904		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1697	3505	1459	1485	3477	1434	1584	596	854	1668	1752	1485
Proportion of Vehicles Arriving on Green (P)	0.05	0.55	0.55	0.03	0.54	0.54	0.06	0.21	0.21	0.04	0.18	0.18
Incremental Delay Factor (k)	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.15		0.11	0.15	0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Green Ratio (g/C)	0.59	0.55	0.57	0.54	0.25	0.21	0.22	0.18
Permitted Saturation Flow Rate (s_p), veh/h/ln	478	0	545	0	1190	0	1155	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	48.7	0.0	48.7	0.0	17.1	0.0	16.5	0.0
Permitted Service Time (g_u), s	28.9	0.0	35.2	0.0	13.7	0.0	8.1	0.0
Permitted Queue Service Time (g_{ps}), s	4.4		0.5		0.2		1.8	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1459		1434				1485
Protected Right Effective Green Time (g_R), s		5.6		3.5				4.3
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.710	0.00	2.224	0.00	2.224	0.00
Pedestrian F_s / F_{delay}	0.000	0.088	0.000	0.090	0.000	0.134	0.000	0.136
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1109.06	8.93	1081.25	9.50	413.16	28.33	366.02	30.04
Bicycle F_w / F_v	-3.64	0.77	-3.64	0.97	-3.64	0.38	-3.64	0.61

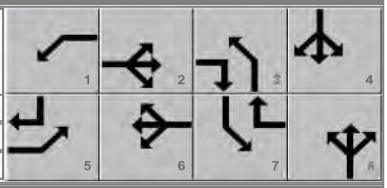
HCS7 Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	SE3, LLC			Duration, h	0.25
Analyst	Matt Gauntt	Analysis Date	Aug 26, 2018	Area Type	Other
Jurisdiction	KDOT	Time Period	PM Peak	PHF	0.95
Urban Street	Fabyan Parkway at Kaut…	Analysis Year	2040	Analysis Period	1> 7:00
Intersection	Fabyan Parkway at Kaut…	File Name	2040 PM Peak Hour - Fabyan and Kautz.xus		
Project Description	2040 Total Traffic, PM Peak				

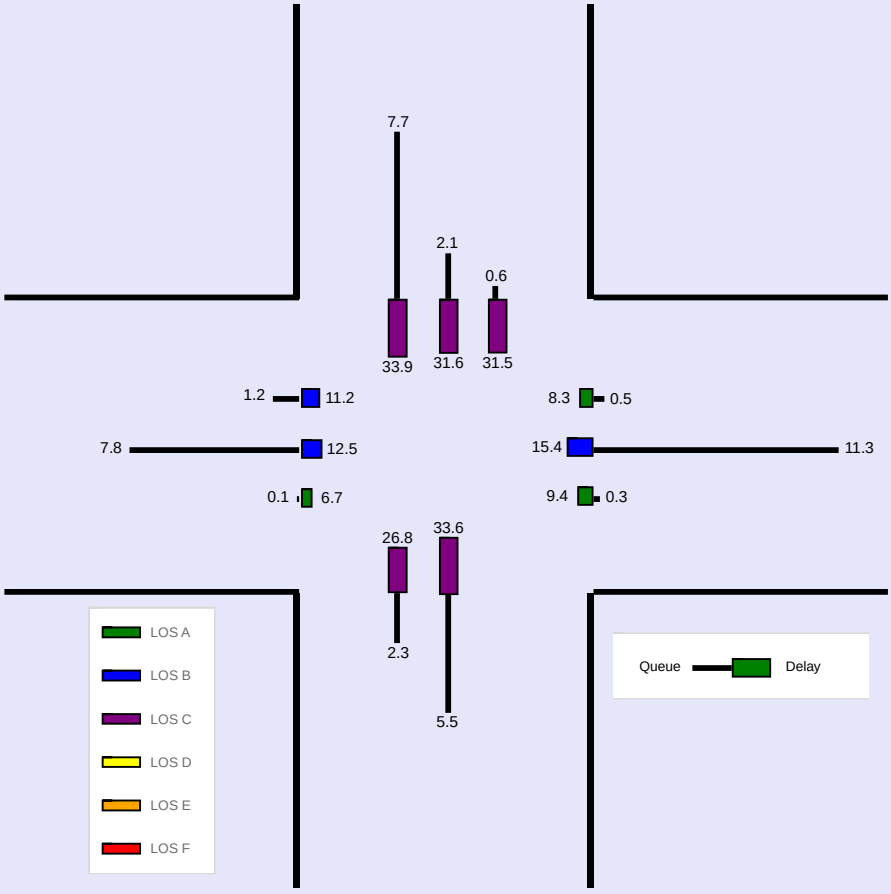


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	799	7	20	1067	35	72	60	86	90	60	204

Signal Information												
Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	3.0	1.3	48.7	3.5	2.1	16.5		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	0.0	4.0	3.5	0.0	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	31.1	201.7	2.4	8.4	292.6	14.3	64.3	158.6		15.9	57	208.1
Back of Queue (*Q*), veh/ln (95 th percentile)	1.2	7.8	0.1	0.3	11.3	0.5	2.3	5.5		0.6	2.1	7.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.16	0.17	0.02	0.07	0.24	0.11	0.29	0.13		0.11	0.05	0.92
Control Delay (*d*), s/veh	11.2	12.5	6.7	9.4	15.4	8.3	26.8	33.6		31.5	31.6	33.9
Level of Service (LOS)	B	B	A	A	B	A	C	C		C	C	C
Approach Delay, s/veh / LOS	12.3		B	15.1		B	31.4		C	32.9		C
Intersection Delay, s/veh / LOS	17.9						B					



--- Messages ---

No errors or warnings exist.

--- Comments ---

95th% & Red-Time Queues for (DesignYear 2040)

Kautz Road/ Louis Bork Dr.	Fabyan Parkway

User Inputs | Not required | Calc'd Values

Storage Length (ft) = (1-(G/C))(DHV)(1+(%Trucks/100))(2x25) / (# of cycles per hour)(# of traffic lanes)

Storage Length (ft)

Approach: A Southbound utz Road/ Louis Bork

	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	DHV	N	Cycles/ Hour	BOQ	95th% Queue	Red-Time Queue		Storage Length (ft)	
AM	LT	5%	3.80	3.60	7.4	90.00	0.08	36	1	40.00	1.3	**33**	**43**	AD (LT)	**103**	**Red-TimeQueue**
	TH	5%	10.60		10.6	90.00	0.12	60	1	40.00	2.4	**60**	**69**	AB (TH)	**69**	**Red-TimeQueue**
	RT	5%	19.80		19.8	90.00	0.22	85	1	40.00	2.9	**73**	**87**	AC (RT)	**194**	**Red-TimeQueue**
PM	LT	5%	3.50	8.10	11.6	90.00	0.13	90	1	40.00	0.6	**15**	**103**			
	TH	5%	16.50		16.5	90.00	0.18	60	1	40.00	2.1	**53**	**64**			
	RT	5%	24.80		24.8	90.00	0.28	204	1	40.00	7.7	**193**	**194**			

Approach: B Northbound utz Road/ Louis Bork

	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	DHV	N	Cycles/ Hour	BOQ	95th% Queue	Red-Time Queue			
AM	LT	16%	2.90	5.60	8.5	90.00	0.09	4	1	40.00	0.1	**3**	**5**	BC (LT)	**82**	**Red-TimeQueue**
	TH	18%	9.70		9.7	90.00	0.11	60	1	40.00	4.5	**113**	**79**	BA (TH)	**138**	**95th%Queue**
	RT	21%	9.70		9.7	90.00	0.11	41	1	40.00	4.5	**113**	**55**	BD (RT)	**138**	**95th%Queue**
PM	LT	16%	5.60	13.70	19.3	90.00	0.21	72	1	40.00	2.3	**58**	**82**			
	TH	18%	18.60		18.6	90.00	0.21	60	1	40.00	5.5	**138**	**70**			
	RT	21%	18.60		18.6	90.00	0.21	86	1	40.00	5.5	**138**	**103**			

Approach: C Eastbound Fabyan Parkway

	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	DHV	N	Cycles/ Hour	BOQ	95th% Queue	Red-Time Queue			
AM	LT	8%	5.20	45.00	50.2	90.00	0.56	281	1	40.00	2.6	**65**	**168**	CA (LT)	**168**	**Red-TimeQueue**
	TH	4%	54.40		54.4	90.00	0.60	1279	2	40.00	10.3	**258**	**329**	CD (TH)	**329**	**Red-TimeQueue**
	RT	12%	61.30		61.3	90.00	0.68	70	1	40.00	0.7	**18**	**31**	CB (RT)	**31**	**Red-TimeQueue**
PM	LT	8%	4.30	28.90	33.2	90.00	0.37	82	1	40.00	1.2	**30**	**70**			
	TH	4%	50.00		50.0	90.00	0.56	799	2	40.00	7.8	**195**	**231**			
	RT	12%	59.60		59.6	90.00	0.66	7	1	40.00	0.1	**3**	**3**			

Approach: D Westbound Fabyan F

	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	DHV	N	Cycles/ Hour	BOQ	95th% Queue	Red-Time Queue			
AM	LT	23%	3.60	35.80	39.4	90.00	0.44	56	1	40.00	0.7	**18**	**48**	DB (LT)	**48**	**Red-TimeQueue**
	TH	5%	52.80		52.8	90.00	0.59	530	2	40.00	4.2	**105**	**143**	DC (TH)	**320**	**Red-TimeQueue**
	RT	13%	60.60		60.6	90.00	0.67	119	1	40.00	1.5	**38**	**55**	DA (RT)	**55**	**Red-TimeQueue**
PM	LT	23%	3.00	35.20	38.2	90.00	0.42	20	1	40.00	0.3	**8**	**18**			
	TH	5%	48.70		48.7	90.00	0.54	1067	2	40.00	11.3	**283**	**320**			
	RT	13%	56.20		56.2	90.00	0.62	35	1	40.00	0.5	**13**	**19**			

95th% & Red-Time Queues for (DesignYear 2026) | **Kautz Road/Louis Bork Dr.** | **Fabyan Parkway**

User Inputs | Not required | Calc'd Values

Storage Length (ft) = (1-(G/C))(DHV)(1+(%Trucks/100))(2x25) / (# of cycles per hour)(# of traffic lanes)

Storage Length (ft)

Approach: A Southbound utz Road/Louis Bork

	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	DHV	N	Cycles/ Hour	BOQ	95th% Queue	Red-Time Queue		Storage Length (ft)	
AM	LT	5%	3.80	3.50	7.3	90.00	0.08	36	1	40.00	1.3	**33**	**43**	AD (LT)	**103**	**Red-TimeQueue**
	TH	5%	10.50		10.5	90.00	0.12	60	1	40.00	2.4	**60**	**70**	AB (TH)	**70**	**Red-TimeQueue**
	RT	5%	19.60		19.6	90.00	0.22	85	1	40.00	3.0	**75**	**87**	AC (RT)	**195**	**Red-TimeQueue**
PM	LT	5%	3.50	8.10	11.6	90.00	0.13	90	1	40.00	0.6	**15**	**103**			
	TH	5%	16.40		16.4	90.00	0.18	60	1	40.00	2.1	**53**	**64**			
	RT	5%	24.60		24.6	90.00	0.27	204	1	40.00	7.7	**193**	**195**			

Approach: B Northbound utz Road/Louis Bork

	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	DHV	N	Cycles/ Hour	BOQ	95th% Queue	Red-Time Queue		Storage Length (ft)	
AM	LT	16%	2.90	5.50	8.4	90.00	0.09	4	1	40.00	0.1	**3**	**5**	BC (LT)	**74**	**Red-TimeQueue**
	TH	18%	9.60		9.6	90.00	0.11	60	1	40.00	4.4	**110**	**79**	BA (TH)	**133**	**95th%Queue**
	RT	21%	9.60		9.6	90.00	0.11	39	1	40.00	4.4	**110**	**52**	BD (RT)	**133**	**95th%Queue**
PM	LT	16%	5.30	13.70	19.0	90.00	0.21	65	1	40.00	2.1	**53**	**74**			
	TH	18%	18.20		18.2	90.00	0.20	60	1	40.00	5.3	**133**	**71**			
	RT	21%	18.20		18.2	90.00	0.20	81	1	40.00	5.3	**133**	**97**			

Approach: C Eastbound Fabyan Parkway

	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	DHV	N	Cycles/ Hour	BOQ	95th% Queue	Red-Time Queue		Storage Length (ft)	
AM	LT	8%	5.10	46.70	51.8	90.00	0.58	281	1	40.00	2.6	**65**	**161**	CA (LT)	**161**	**Red-TimeQueue**
	TH	4%	54.70		54.7	90.00	0.61	1079	2	40.00	8.2	**205**	**276**	CD (TH)	**276**	**Red-TimeQueue**
	RT	12%	61.60		61.6	90.00	0.68	63	1	40.00	0.6	**15**	**28**	CB (RT)	**28**	**Red-TimeQueue**
PM	LT	8%	4.20	32.10	36.3	90.00	0.40	82	1	40.00	1.1	**28**	**66**			
	TH	4%	50.20		50.2	90.00	0.56	674	2	40.00	6.3	**158**	**194**			
	RT	12%	59.50		59.5	90.00	0.66	6	1	40.00	0.1	**3**	**3**			

Approach: D Westbound Fabyan F

	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	DHV	N	Cycles/ Hour	BOQ	95th% Queue	Red-Time Queue		Storage Length (ft)	
AM	LT	23%	3.40	40.90	44.3	90.00	0.49	52	1	40.00	0.6	**15**	**41**	DB (LT)	**41**	**Red-TimeQueue**
	TH	5%	53.00		53.0	90.00	0.59	479	2	40.00	3.7	**93**	**129**	DC (TH)	**287**	**Red-TimeQueue**
	RT	13%	60.80		60.8	90.00	0.68	119	1	40.00	1.5	**38**	**55**	DA (RT)	**55**	**Red-TimeQueue**
PM	LT	23%	3.00	38.20	41.2	90.00	0.46	19	1	40.00	0.3	**8**	**16**			
	TH	5%	49.00		49.0	90.00	0.54	964	2	40.00	9.9	**248**	**287**			
	RT	13%	56.50		56.5	90.00	0.63	35	1	40.00	0.5	**13**	**18**			

95th% & Red-Time Queues for (DesignYear 2040) | **Kautz Road** | **IL-38**

User Inputs | Not required | Calc'd Values

Storage Length (ft) = (1-(G/C))(DHV)(1+(%Trucks/100))(2x25) / (# of cycles per hour)(# of traffic lanes)

Approach: A Southbound — Kautz Road

	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	DHV	N	Cycles/ Hour	BOQ	95th% Queue	Red-Time Queue	Storage Length (ft)		
AM	LT	8%	7.00	8.50	15.5	130.00	0.12	125	1	27.69	6.5	**163**	**215**	AD (LT)	**539**	**Red-TimeQueue**
	TH	7%	18.30		18.3	130.00	0.14	236	1	27.69	13.0	**325**	**392**	AB (TH)	**392**	**Red-TimeQueue**
	RT	6%	32.50		32.5	130.00	0.25	106	1	27.69	5.2	**130**	**152**	AC (RT)	**433**	**Red-TimeQueue**
PM	LT	8%	21.70	7.30	29.0	135.00	0.21	339	1	26.67	14.9	**373**	**539**			
	TH	7%	31.40		31.4	135.00	0.23	103	1	26.67	5.2	**130**	**159**			
	RT	6%	43.00		43.0	135.00	0.32	320	1	26.67	15.1	**378**	**433**			

Approach: B Northbound — Kautz Road

	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	DHV	N	Cycles/ Hour	BOQ	95th% Queue	Red-Time Queue			
AM	LT	5%	4.50	2.50	7.0	130.00	0.05	53	1	27.69	2.9	**73**	**95**	BC (LT)	**195**	**Red-TimeQueue**
	TH	5%	15.80		15.8	130.00	0.12	105	1	27.69	6.2	**155**	**175**	BA (TH)	**308**	**Red-TimeQueue**
	RT	5%	27.30		27.3	130.00	0.21	51	1	27.69	2.7	**68**	**76**	BD (RT)	**177**	**Red-TimeQueue**
PM	LT	5%	11.20	20.90	32.1	135.00	0.24	130	1	26.67	6.9	**173**	**195**			
	TH	5%	20.90		20.9	135.00	0.15	185	1	26.67	10.8	**270**	**308**			
	RT	5%	29.20		29.2	135.00	0.22	115	1	26.67	6.7	**168**	**177**			

Approach: C Eastbound — IL-38

	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	DHV	N	Cycles/ Hour	BOQ	95th% Queue	Red-Time Queue			
AM	LT	5%	10.20	68.20	78.4	130.00	0.60	251	1	27.69	4.3	**108**	**188**	CA (LT)	**207**	**Red-TimeQueue**
	TH	5%	81.30		81.3	130.00	0.63	1479	2	27.69	20.6	**515**	**526**	CD (TH)	**526**	**Red-TimeQueue**
	RT	5%	89.80		89.8	130.00	0.69	184	1	27.69	3.6	**90**	**108**	CB (RT)	**108**	**Red-TimeQueue**
PM	LT	5%	7.60	9.50	17.1	135.00	0.13	121	1	26.67	4.2	**105**	**207**			
	TH	5%	64.60		64.6	135.00	0.48	713	2	26.67	12.7	**318**	**366**			
	RT	5%	79.80		79.8	135.00	0.59	50	1	26.67	1.4	**35**	**40**			

Approach: D Westbound — IL-38

	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	DHV	N	Cycles/ Hour	BOQ	95th% Queue	Red-Time Queue			
AM	LT	6%	7.50	39.60	47.1	130.00	0.36	164	1	27.69	5.2	**130**	**200**	DB (LT)	**200**	**Red-TimeQueue**
	TH	5%	78.60		78.6	130.00	0.60	554	2	27.69	6.8	**170**	**208**	DC (TH)	**778**	**95th%Queue**
	RT	7%	89.60		89.6	130.00	0.69	259	1	27.69	4.8	**120**	**155**	DA (RT)	**155**	**Red-TimeQueue**
PM	LT	6%	4.30	43.20	47.5	135.00	0.35	48	1	26.67	1.5	**38**	**62**			
	TH	5%	61.30		61.3	135.00	0.45	1362	2	26.67	31.1	**778**	**732**			
	RT	7%	87.00		87.0	135.00	0.64	173	1	26.67	3.9	**98**	**123**			

95th% & Red-Time Queues for (DesignYear 2026) | **Kautz Road** | **IL-38**

User Inputs | Not required | Calc'd Values

Storage Length (ft) = (1-(G/C))(DHV)(1+(%Trucks/100))(2x25) / (# of cycles per hour)(# of traffic lanes)

Storage Length (ft)

Approach: A Southbound Kautz Road

	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	DHV	N	Cycles/ Hour	BOQ	95th% Queue	Red-Time Queue		Storage Length (ft)	
AM	LT	8%	6.20	10.80	17.0	130.00	0.13	113	1	27.69	5.7	**143**	**192**	AD (LT)	**500**	**Red-TimeQueue**
	TH	7%	18.60		18.6	130.00	0.14	236	1	27.69	12.9	**323**	**391**	AB (TH)	**391**	**Red-TimeQueue**
	RT	6%	32.10		32.1	130.00	0.25	96	1	27.69	4.7	**118**	**138**	AC (RT)	**410**	**Red-TimeQueue**
PM	LT	8%	19.10	7.00	26.1	135.00	0.19	306	1	26.67	14.2	**355**	**500**			
	TH	7%	28.40		28.4	135.00	0.21	103	1	26.67	5.3	**133**	**163**			
	RT	6%	39.20		39.2	135.00	0.29	291	1	26.67	14.2	**355**	**410**			

Approach: B Northbound Kautz Road

	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	DHV	N	Cycles/ Hour	BOQ	95th% Queue	Red-Time Queue			
AM	LT	5%	5.60	2.70	8.3	130.00	0.06	53	1	27.69	2.8	**70**	**94**	BC (LT)	**195**	**Red-TimeQueue**
	TH	5%	18.00		18.0	130.00	0.14	105	1	27.69	6.0	**150**	**172**	BA (TH)	**309**	**Red-TimeQueue**
	RT	5%	25.50		25.5	130.00	0.20	51	1	27.69	2.6	**65**	**78**	BD (RT)	**178**	**Red-TimeQueue**
PM	LT	5%	11.30	20.60	31.9	135.00	0.24	130	1	26.67	6.9	**173**	**195**			
	TH	5%	20.60		20.6	135.00	0.15	185	1	26.67	10.8	**270**	**309**			
	RT	5%	28.70		28.7	135.00	0.21	115	1	26.67	6.7	**168**	**178**			

Approach: C Eastbound IL-38

	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	DHV	N	Cycles/ Hour	BOQ	95th% Queue	Red-Time Queue			
AM	LT	5%	9.50	68.20	77.7	130.00	0.60	228	1	27.69	4.1	**103**	**173**	CA (LT)	**173**	**Red-TimeQueue**
	TH	5%	79.80		79.8	130.00	0.61	1379	2	27.69	19.1	**478**	**505**	CD (TH)	**505**	**Red-TimeQueue**
	RT	5%	89.40		89.4	130.00	0.69	184	1	27.69	3.6	**90**	**109**	CB (RT)	**109**	**Red-TimeQueue**
PM	LT	5%	6.80	21.70	28.5	135.00	0.21	110	1	26.67	3.5	**88**	**170**			
	TH	5%	67.50		67.5	135.00	0.50	665	2	26.67	11.4	**285**	**328**			
	RT	5%	82.80		82.8	135.00	0.61	50	1	26.67	1.3	**33**	**38**			

Approach: D Westbound IL-38

	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	DHV	N	Cycles/ Hour	BOQ	95th% Queue	Red-Time Queue			
AM	LT	6%	7.50	41.80	49.3	130.00	0.38	164	1	27.69	4.1	**103**	**194**	DB (LT)	**194**	**Red-TimeQueue**
	TH	5%	77.80		77.8	130.00	0.60	511	2	27.69	6.3	**158**	**194**	DC (TH)	**643**	**Red-TimeQueue**
	RT	7%	88.00		88.0	130.00	0.68	234	1	27.69	4.5	**113**	**145**	DA (RT)	**145**	**Red-TimeQueue**
PM	LT	6%	4.10	48.60	52.7	135.00	0.39	48	1	26.67	1.5	**38**	**58**			
	TH	5%	64.80		64.8	135.00	0.48	1257	2	26.67	25.4	**635**	**643**			
	RT	7%	87.90		87.9	135.00	0.65	157	1	26.67	3.4	**85**	**109**			