



City of Joliet

Plan Commission

Meeting Agenda

Commission Members

Jason Cox
Jeff Crompton
Mike Eulitz
John Kella
Wendell Martin
Roberto Perez
Debbie Radakovich
Brigette Roehr
Michael F. Turk

Thursday, March 5, 2026

4:00 PM

***Special Meeting* City Hall, Council
Chambers**

Citizens who are unable to attend the meeting can email comments in advance of the meeting to publiccomment@joliet.gov.

CALL TO ORDER

ROLL CALL

PUBLIC HEARING

During the Public Hearing, staff will read the staff report and the applicant will first present the proposal. Following the presentation, a public comment period will be held for those who have signed in to speak. Each speaker will be given four minutes to address the Commission, and remarks should be directed to the Commissioners rather than staff, the applicant, or other members of the audience. Property owners within the zoning notice boundary may request additional time for questions. The Commission may set reasonable limits on the length of comments and may limit repetitive statements. Speakers are encouraged to avoid duplicating comments that have already been made; indicating agreement with a prior comment is sufficient for the record. All participants are expected to maintain decorum by keeping comments respectful, refraining from interruptions, and avoiding applause or other reactions so the hearing may proceed in an orderly manner.

Zoning Upon Annexation of Approximately 795 Acres to I-1 (Light Industrial) Zoning and Preliminary Planned Unit Development (PUD) for Property at S. Rowell Road and Bernhard Road (Council District #5) [TMP-9605](#)

a. A-4-25: Annexation of Approximately 795 Acres Surrounding S. Rowell Road and Bernhard Road, Zoning Upon Annexation of Approximately 795 Acres to I-1 (Light Industrial) Zoning. (S. Rowell Road and Bernhard Road)

(PIN #'s: 10-11-02-200-007-0010, 10-11-02-200-007-0020, 10-11-02-100-018-0010, 10-11-02-100-018-0020, 10-11-03-400-001-0000, 10-11-02-300-002-0000, 10-11-02-400-007-0000, 10-11-02-400-008-0000, 10-11-02-400-005-0000, 10-11-02-400-006-0000, 10-11-02-400-003-0000, 10-11-02-200-002-0000, 10-11-02-300-003-0000, 10-11-03-200-002-0000)

b. PUD-8-25: Preliminary Planned Unit Development and Preliminary Plat of Joliet Technology Center Subdivision. (S. Rowell Road and Bernhard Road)

(PIN #'s: 10-11-02-200-007-0010, 10-11-02-200-007-0020, 10-11-02-100-018-0010, 10-11-02-100-018-0020, 10-11-03-400-001-0000, 10-11-02-300-002-0000, 10-11-02-400-007-0000, 10-11-02-400-008-0000, 10-11-02-400-005-0000, 10-11-02-400-006-0000, 10-11-02-400-003-0000, 10-11-02-200-002-0000, 10-11-02-300-003-0000, 10-11-03-200-002-0000)

Attachments: [PUD Site Plan.pdf](#)
[Staff Report](#)
[Preliminary Plat](#)
[Preliminary PUD Engineering Plans](#)
[Plat of Annexation](#)
[Scope of Development](#)
[Annexation Petition](#)
[Annexation Petition Signature Pages](#)
[Preliminary PUD Petition](#)
[Ownership Disclosure](#)
[Joliet Technology Center Invoice Fees](#)
[Public Notice March 5 2026 Plan Commission Meeting.pdf](#)
[Sample Elevations](#)
[JTC EcoCAT 2607965.pdf](#)
[2025-TIS Submittal.pdf](#)
[2025-06-20 Hillwood Joliet TIS.pdf](#)
[SB Friedman Joliet Technology Center Tax Projection Memo
FINAL 2026-02-27.pdf](#)
[A-4-25 & PUD-8-25.pdf](#)
[A-4-25a & PUD-8-25a.pdf](#)

ADJOURNMENT

This meeting will be held in an accessible location. If you need a reasonable accommodation, please contact The City Clerk Office, 150 West Jefferson Street, Joliet, Illinois 60432 at (815) 724-3780.



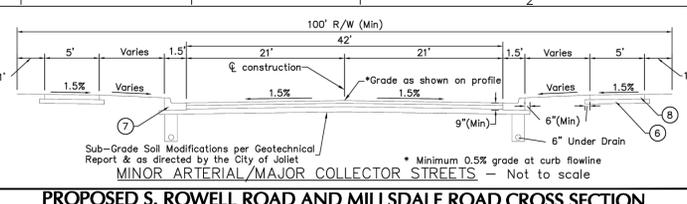
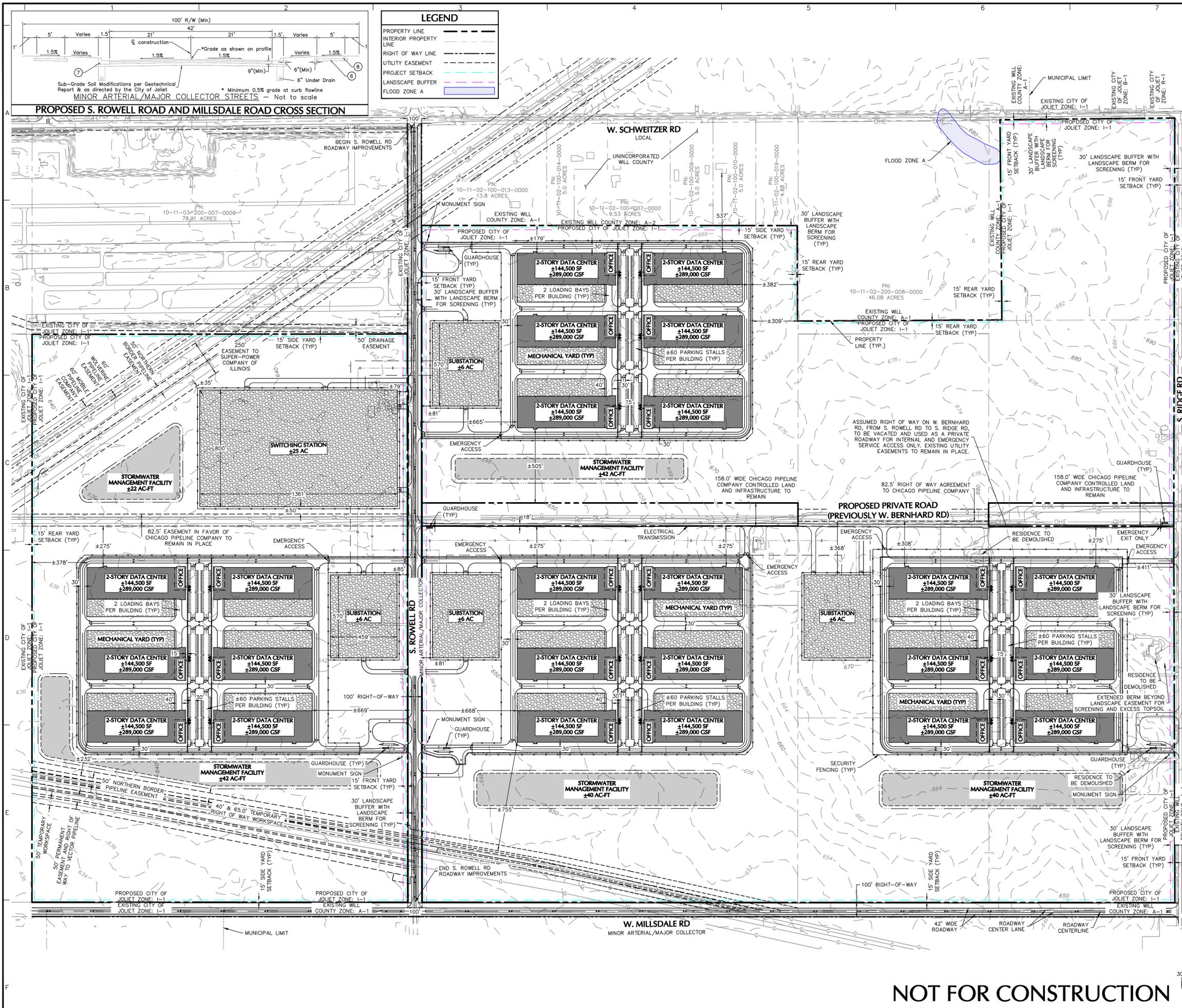
City of Joliet

150 West Jefferson Street
Joliet, IL 60432

Memo

File #: TMP-9605

Agenda Date: 3/5/2026



LEGEND

- PROPERTY LINE
- INTERIOR PROPERTY LINE
- RIGHT OF WAY LINE
- UTILITY EASEMENT
- PROJECT SETBACK
- LANDSCAPE BUFFER
- FLOOD ZONE A

ZONING CHART - CITY OF JOLIET
 EXISTING: WILL COUNTY, IL ZONE: A-1
 PROPOSED: CITY OF JOLIET, WILL COUNTY, IL ZONE: I-1
 REFERENCE: CITY OF JOLIET ZONING ORDINANCE (ADOPTED DECEMBER 5, 1968)

LOT 1 - WEST OF S. ROWELL RD, WILL COUNTY

ITEM	REQUIRED	PROPOSED	REFERENCE
LOT SIZE (ACRES)	NONE	±235	----
MINIMUM LOT FRONTAGE (FEET)	NONE	±3,948	----
MAXIMUM BUILDING HEIGHT (FEET)	120'	100	47-14.5
MAXIMUM BUILDING COVERAGE (%)	NONE	±9	----
MINIMUM OPEN SPACE	NONE	N/A	----
LANDSCAPE EASEMENT (FEET)	30	30	47-15E.12A
REQUIRED YARD (FEET) ²			
FRONT		±669	
SIDE	15	±232	47-14.4
REAR		±378	

LOT 2 - EAST OF S. ROWELL RD, WILL COUNTY

ITEM	REQUIRED	PROPOSED	REFERENCE
LOT SIZE (ACRES)	NONE	±559	----
MINIMUM LOT FRONTAGE (FEET)	NONE	±5,427	----
MAXIMUM BUILDING HEIGHT (FEET)	120'	100	47-14.5
MAXIMUM BUILDING COVERAGE (%)	NONE	±11	----
MINIMUM OPEN SPACE	NONE	N/A	----
LANDSCAPE EASEMENT (FEET)	30	30	47-15E.12A
REQUIRED YARD (FEET) ²			
FRONT		±411	
SIDE	15	±179	47-14.4
REAR		±382	

PARKING CHART (PER BUILDING)

EMPLOYEE/VISITOR PARKING	TBD ³	57 ⁴	----
ACCESSIBLE PARKING	TBD ³	3 ⁴	----
LOADING DOCK PARKING	6 ⁵	2	47-17.16

- NOTES:**
- MAXIMUM BUILDING HEIGHT SHALL NOT EXCEED HORIZONTAL DISTANCE SET BACK FROM NEAREST RESIDENTIAL, R-B, OR B-1 DISTRICT, OR 120 FT, WHICHEVER IS LESS. 120 FEET CONTROLS.
 - WHEN ADJACENT TO/ACROSS A STREET OR UTILITY RIGHT-OF-WAY FROM RESIDENTIAL, R-1, B-1, OR B-2 DISTRICTS, THE MINIMUM FRONT, SIDE, AND REAR YARDS SHALL BE 15 FEET.
 - EMPLOYEE/VISITOR PARKING REQUIREMENTS: 180 SF, 9 FT WIDE MINIMUM, 9 FT X 20 FT PROVIDED. ±29,000 GSF OFFICE SPACE, ±260,000 GSF DATA HALL & SUPPORT SPACE.
 - CURRENTLY PROPOSING 60 STALLS PER BUILDING WITH CAPACITY TO INCREASE TO 80 STALLS.
 - LOADING DOCK PARKING REQUIREMENTS: 5 LOADING SPACES UP TO 200,000 GSF, ONE ADDITIONAL FOR EACH 100,000 SF OVER 200,000. 6 LOADING DOCK PARKING STALLS REQUIRED PER BUILDING.
 - COORDINATES SHOWN HEREON ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83.
 - BASE FILE INFORMATION SURVEY ENTITLED "ALTA/NSPS LAND TITLE SURVEY" DATED 05/30/2024 AND REVISED 09/17/2024 FROM JACOB & HEFNER ASSOCIATES.
 - APPROXIMATE UTILITY LOCATIONS OBTAINED FROM PUBLICLY AVAILABLE GIS DATA AND "ALTA/NSPS LAND TITLE SURVEY" DATED 05/30/2024 AND REVISED 09/17/2024 FROM JACOB & HEFNER ASSOCIATES.
 - FINAL LOT LINE CONFIGURATION TO BE DETERMINED IN CONJUNCTION WITH CITY OF JOLIET STAFF AS FINAL PROJECT PHASING AND LAYOUT PROGRESSES INTO DETAILED DESIGN.
- DEVIATIONS FROM I-1 ZONING ORDINANCE:**
- A DEVIATION FROM I-1 REFLECTS A REDUCTION THE NUMBER OF REQUIRED LOADING DOCK PARKING PER BUILDING FROM 6 TO 2.
 - A DEVIATION FROM I-1 PARKING REQUIREMENTS EXISTS AS DATA CENTER USES ARE CURRENTLY UNDEFINED.
 - 2.1. DATA CENTER USE PARKING REQUIREMENTS CURRENTLY UNDEFINED.
 - A DEVIATION FROM I-1 REFLECTS AN ALLOWANCE FOR 40' DRIVEWAY APRONS.
 - 3.1. I-1 LIGHT INDUSTRIAL MAXIMUM DRIVEWAY WIDTH CURRENTLY UNDEFINED (MAX. 30' FOR COMM.)
 - ±5,180 LINEAR FEET OF W. BERNHARD RD. IS INTENDED TO BE MADE PRIVATE.
 - ±5,430 LINEAR FEET OF S. ROWELL RD. TO BE IMPROVED.

Date	Description	No.
Revisions		

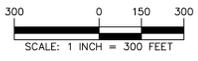
LANGAN
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 Landscape Architecture, and Geology, D.P.C.
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Project
JOLIET TECHNOLOGY CENTER
 JOLIET
 WILL COUNTY ILLINOIS

PRELIMINARY PUD SITE PLAN

Project No. 541046701	Drawing No. PUD-100
Date 09/08/2025	
Drawn By MAC	
Checked By TDO	Sheet 2 of 5

NOT FOR CONSTRUCTION



DATE: March 5, 2026

TO: Joliet Plan Commission

FROM: Planning Staff

SUBJECT: A-4-25: Annexation of Approximately 795 Acres Surrounding S. Rowell Road and Bernhard Road, Classification to I-1 (Light Industrial) Zoning

PUD-8-25: Preliminary Planned Unit Development and Preliminary Plat of Joliet Technology Center Subdivision

GENERAL INFORMATION:

APPLICANT: PowerHouse Hillwood Holding, LLC

STATUS OF APPLICANT: Contract Purchaser

OWNER: Bernhard Farms, Inc., Bernhard Family Land Trust, Leo E. & Lois I. Bernhard, Leonard E. Bernhard, Jean R. Smith, Joan E. Long, Joy C. and Ray M. Garza, James E. Bernhard

REQUESTED ACTION: Approval of zoning classification to I-1 (Light Industrial) zoning upon annexation, and approval of a preliminary planned unit development

PURPOSE: To allow for development of a future data center campus

EXISTING ZONING: County A-1 (Agricultural)

LOCATION: 795 Acres Surrounding S. Rowell Road and Bernhard Road

SIZE: 795 Acres

EXISTING LAND USE: Farmland/Undeveloped

SURROUNDING LAND USE & ZONING:

- NORTH: Rural Residences/Farmland, County A-1 and A-2 (Agricultural/Rural Residence)
- SOUTH: Farmland, County A-1 (Agricultural)
- EAST: Farmland and a Paving Contractor, I-1 (Light Industrial) and County A-1 (Agricultural)
- WEST: Route 66 Raceway, Farmland and a Warehouse, I-1 (Light Industrial)

SITE HISTORY: The subject properties have been farmland throughout their history. The City's 2007 South Side Comprehensive Plan prescribed industrial land use for the majority of land within the subject property, with the exception of two commercial hubs at the northwest and northeast corners of both the Rowell Road and Millsdale Road and the Ridge Road and Millsdale Road intersections. The proposed I-1 (light industrial) zoning designation generally aligns with the land use direction from the South Side Comprehensive Plan.

GENERAL SITE AND PROPOSAL INFORMATION: Data Center facilities are buildings that are used for the storage, management, processing, and transmission of digital data, which house computer network equipment, systems, servers, appliances, and other associated components related to digital data operations. These facilities often include air handlers, power generators, closed-loop cooling, storage facilities, utility substations, and other associated utility infrastructure to support sustained operations at the Data Center. The buildings that house Data Center infrastructure often resemble the size, design, and massing of other light industrial warehouse, commercial, or office facilities.

The petitioner, PowerHouse Hillwood Holding, LLC, intends to annex the 795-acre assemblage and develop a Data Center campus in four future phases. The subject Preliminary Planned Unit Development covers the entire 795-acre assemblage. Future final planned unit development petitions and final plats would be required for each phase of development. The petitioner intends to include one six-building cluster in each future phase of development, resulting in a total of 24 principal data center buildings, with an approximate total buildout square footage of 6,936,000 gross square feet. Stormwater management would be sized with each future phase of development as generally shown on the Preliminary PUD Plan set. Electrical substations of approximately 6 acres in size would accompany each future phase of development. A larger, 25-acre switching station would be situated on the development's west side, west of S. Rowell Road. Depicted as Lot 3 on the Preliminary Plat, this lot would eventually be conveyed to ownership by

Commonwealth Edison (ComEd). This switching station would be buffered by the existing Route 66 Raceway complex to the north, and future planned phases of the Data Center campus to the east and south. The developer does not have plans to utilize the excess land located in the northeast portion of the annexation assemblage. Any future changes to the PUD that would result in development of this portion of the property assemblage would require an amended Preliminary Planned Unit Development approval.

Future right-of-way dedications to S. Rowell Road and S. Ridge Road would be required to meet the City's roadway standards. The applicant is proposing a vacation of the existing Bernhard Road right-of-way between S. Rowell Road and S. Ridge Road. This would become a private road for internal circulation, if the vacation is approved. Vacation of Bernhard Road will require a future right-of-way vacation approval process. A future extension of W. Millsdale Road between the western property line and S. Ridge Road would also be required as the lower three campus clusters are developed. Landscaping easements with grass berming at a 3:1 slope would be provided along all arterial roads that are improved. An additional landscaping buffer would be required between the northernmost campus cluster and the existing residential properties that front W. Schweitzer Road. Landscaping plans would be verified when the Final Planned Unit Development Plats are submitted for the respective phases. Individual sites would be required to meet the City's lighting and glare regulations. The developer would also be responsible for the cost of extending water and sewer infrastructure to the future campus sites.

COMMUNITY BENEFITS: Data Centers are growing rapidly throughout the country, due in large part to a surge in meeting today's digital demand as artificial intelligence (AI) technologies require an enormous amount of computing power and associated infrastructure. Several economic benefits have been associated with the development of data center campuses. The facilities result in the creation of high-paying, permanent jobs in addition to a large volume of temporary construction jobs associated with the build-out of the data center campus. The developer has committed to a project labor agreement and has strong labor union support. Approximately 7,000 - 10,000 union jobs would be created for the construction of this development. At full buildout, the project would create approximately 700 permanent jobs operating within the site's 24 buildings with staff on-site 24 hours per day. The developer is committed to partnerships with local educational institutions to expand technical training programs aligned with construction and technology careers, and will work closely with these educational institutions, community groups and others to target local residents to fill these roles.

Property tax revenues generated at the local level can also be substantial. The subject development is expected to generate approximately \$310,000,000 in property taxes over

30 years, plus about \$40,000,000 in utility taxes, in addition to standard industrial water and sewer rate revenues. Developments of this scale provide stable, recurring revenue that supports essential City services such as police, fire protection, and infrastructure while strengthening Joliet's financial stability and expanding the commercial tax base—helping fund services without increasing the burden on homeowners. The City of Joliet will not be providing economic incentives or tax abatements for this project.

COMMUNITY IMPACTS: The City is aware that larger Data Center campuses have the potential to produce several negative quality of life impacts, if not properly mitigated. The following sections outline how the applicant's proposal and the City's Zoning Ordinance addresses these impacts.

NOISE AND LIGHTING: Noise pollution that originates from cooling equipment and backup generators has been cited as a chief negative quality of life impact for adjacent property owners. Noise from data centers is often cited as most audible within 3,000 feet of the point source, with a potential to be audible from up to two miles from the point source. The surrounding land that is located within one mile of the subject property is largely vacant or under development for light industrial uses, though there are several preexisting farmstead residences scattered throughout the area in addition to a lower density single-family residential neighborhood south of Spangler Road, outside of the city limits. The Illinois Pollution Control Board's Rules and Regulations for Noise Pollution would cap a proposed Class C use between 40 and 75 decibels at property lines of adjoining residences, depending on the octave band center frequency. Model data center ordinances typically call for a maximum decibel level between 60 and 70 at the property line. The applicant has stated that it believes it can stay under a maximum decibel level of 65 decibels at the property line. The volume at this level is comparable to loud conversation or a running dishwasher. The noise generated by data centers of the kind proposed in Joliet is produced largely by the exercising of the generators. These generators are proposed to be built within the interior of the site, so that any noise produced would be mitigated by the structures themselves, as well as by the landscape berms that must be installed.

The Preliminary Plat shows the approximate projected distances between the future data campus buildings and the closest property line. Buildings that would be situated within the northernmost cluster would have the shortest distance to a property line and to existing residences along Laraway Road at approximately 179 feet of separation distance. Other data center buildings would be at least 200 feet away from the nearest property line, with several buildings in excess of 300 feet from the property line. The nearest residential structure is 0.66 miles from the proposed site. Modern data centers have implemented several techniques to buffer sound more effectively, such as putting

acoustic walls around mechanical yards, providing enhanced sound protection equipment on building exteriors and parapet walls, and adding increased vegetation and landscaping within natural buffers to adjacent properties.

Should the subject use be declared a public nuisance due to complaints regarding excessive noise, the City would require the operator to implement noise reduction methods to meet Illinois Pollution Control Board regulations.

Each future building that would be built would be required to meet the criteria listed in Zoning Ordinance Section 47-14.11 pertaining to glare and lighting restrictions for buildings in an Industrial zone. The quantity of luminance of lighting visible from neighboring properties shall not be of such magnitude as to cause hazards, annoyance, or interference to the users and uses of neighboring properties. The maximum illumination on adjacent or nearby residential and R-B (restricted business) districts, without the property owner's consent, would not be allowed to exceed 0.5 horizontal footcandles measured at the property line. The proposed data center development would use minimal nighttime lighting. All fixtures would be focused downward and softly/minimally lit for safety purposes. Unlike a warehouse that may be busy with loading activities in the overnight hours, a data center has very little need for outdoor nighttime activity on the site.

WATER USAGE: Data Center campuses have been known for consuming vast amounts of water to cool its equipment. Advances in recent technology have led to a decreased dependence on water, as certain facilities have provided alternative means of cooling such as using recycled graywater or using air cooling techniques in lieu of formerly utilized evaporative cooling techniques. The proposed data center campus would utilize a closed-loop system that recycles water and significantly reduces overall water usage. The City is comfortable that the planned water use will not strain the local system. Staff recommends capping average daily consumption to 150,000 gallons per day. Staff recommends capping the average amount of daily discharge into the City's sanitary sewer system at 50,000 gallons per day. The City will require approval of a pre-industrial treatment permit prior to discharge of any non-domestic waste into the City's sanitary sewer system.

Staff recommends allowing potable water to be used for common uses such as fire suppression, domestic use, humidification, irrigation of landscaped areas, and initial flushing and filling of a closed-loop system at a date, time, and flow-rate approved by the Director of Public Utilities. Potable water will not be allowed to be used for evaporative cooling or other manufactured processing. Average daily potable water consumption, calculated on an annual basis, will not be allowed to exceed 150,000 gallons per day.

This water use is less than that planned for in the City's planning studies, which planned for this area to develop as light industrial with an average demand of 264,000 gallons per day and a maximum daily demand of 330,000 gallons. For comparison, the proposed water use for the data center is significantly less than the water demands for a single-family residential subdivision, which would use approximately 1.25 million gallons per day for the same acreage. If the Project exceeds the peak daily use or average daily use limits, the property owner would be required to pay three times (3x) the applicable rate for water service charges with respect to such excess.

POWER USAGE: Strain on the local power grid is another primary concern from Data Center development. The developer estimates that at full buildout, the proposed project would require an annual electricity consumption of 1,800 megawatts (MW). ComEd has identified and planned a series of transmission and system upgrades that will allow the data center to operate without reducing reliability for existing residential or business customers. All required transmission and infrastructure improvements associated with the project will be funded by the developer. This includes construction of dedicated infrastructure that would separate electric service from the local service network that serves existing ComEd customers. This isolation from the broader ComEd network would simplify service delivery to the development site while preventing complications associated with integrating the projected large energy load with the loads of existing ComEd customers. The Regional Transmission Organization (RTO) that coordinates the movement of wholesale electricity throughout the local grid is PJM Interconnection LLC. PJM must approve all proposed generation assets and large loads before they are allowed to connect to the regional grid to deliver or withdraw power. As part of the interconnection process, PJM and ComEd have evaluated the impact of the development at full buildout on the reliability of the regional grid and local network and determined that extending service to the proposed data center campus site will not cause blackouts to ComEd customers. The development will have backup power generation but will rely on the local regional electrical grid for its electricity supply.

The data center will secure and pay for its own electricity, independent of residential or small-business service. Electric rates in Illinois are regulated by the Illinois Commerce Commission, which sets prices based on overall system costs and formal review processes—not the energy use of any single project. The proposed data center campus must secure its own electricity supply through either the ComEd Basic Electric Service-Hourly rate or through a bilateral agreement with a retail electricity supplier. Neither of these options can cause existing ComEd customers to subsidize the energy supply costs of the proposed data center campus.

TRAFFIC: The developer obtained a Traffic Impact Study from Kimley-Horn and Associates, Inc to assess the impact of the full site buildout to traffic in the surrounding area. The study found that site-generated traffic is not expected to materially impact nearby intersections. Most intersections in the immediate area would experience a Level of Service (LOS) rating of C or higher, meaning traffic streams would be generally stable, with some restricted movement. At the intersection of Route 53 and Schweitzer Road, the eastbound and westbound approaches would operate at LOS F during peak AM and PM hours; however, this is a similar service level to a no-build scenario at this intersection.

Truck bays shown on the site plan would only be used for equipment changes and would not be a source of daily trucking operations. The applicant is requesting a deviation from the standard loading dock requirement for a building in the I-1 zone from six docks to just two docks per building.

EXCEPTIONS/VARIATIONS/DEPARTURES: The developer has requested the following exceptions, variations, and/or departures from the strict regulations of the Zoning Ordinance and the Subdivision Regulations:

Lots 1 and 2 (Data Center):

- A deviation from I-1 reflects a reduction in the number of required loading dock parking per building from 6 to 2.
- A deviation from I-1 parking requirements exists as data center uses are currently undefined.
 - 2.1. Data center use parking requirements currently undefined.
- A deviation from I-1 reflects an allowance for 40' driveway aprons.
 - 3.1. I-1 Light Industrial maximum driveway width currently undefined (max. 30' for commercial).
- ±5,180 linear feet of W. Bernhard Rd. is intended to be made private.
- ±5,430 linear feet of S. Rowell Rd. to be improved.
- Multiple buildings are permitted on a single lot as shown on the Preliminary PUD Plan.

Lot 3 (substation):

- No minimum accessory off-street parking or loading is required for an electrical substation use.
- Transmission structures and electrical equipment depicted conceptually and are provided for reference only.

- Conceptual depiction of substation area and enclosure subject to engineering refinement.
- Taller fence posts supporting new fence and other security functions may be required up to 18'-0" tall. Locations subject to future confirmation.
- Substation static masts up to 86' tall may be installed for safety.
- A Tree Preservation Plan is not required for Lot 3 notwithstanding 47-15E.2F. Trees greater than 6" in diameter may be removed notwithstanding anything to the contrary in 47-15A.2A.
- The prohibition on chain-link style fencing in 47-15E.10 does not apply within Lot 3 due to public utility security requirements. Substation fencing is exempt from fence height limits and front yard prohibitions described in 47-17.6. An expanded metal fence of 11 feet in height plus 12" of y-shaped barbed wire may be installed on the exterior of any electrical substation situated within Lot 3, including that portion of the electrical substation facing east.
- Substation areas within Lot 3 may be comprised of gravel and are not required to be paved. Driveway aprons on Rowell Road must be paved but driveways within the boundaries of Lot 3 may be gravel consistent with safety and reliability standards.
- Section 5.4-B-2 of the Subdivision Ordinance requires all driveways to be paved with concrete. A public utility owner of Lot 3 must pave driveway aprons but not the portion of the substation driveways themselves lying outside the public right-of-way due to the potential need to quickly access underground electrical ducts which are often buried beneath the various driveways.
- Section 5.9-A, which requires all utility facilities within a subdivision to be placed underground.
- Section 5.9-B, which requires a 10-foot public utility easement along all rear lot lines. That kind of public utility easement is incompatible with a secure substation property.
- Section 5.6-C, which requires fire hydrants to be placed within 350 feet of any structure. The distance from the proposed principal equipment enclosure to the nearest existing hydrant along Rowell Avenue will be determined in final engineering design.

SUMMARY: Staff finds that the petitions meet all required standards for approval and recommends approval of Annexation, Zoning Upon Annexation to I-1 (Light Industrial) district, Preliminary Planned Unit Development and Preliminary Plat, with the described exceptions/variations/departures, subject to the conditions of approval below. The subject petitions are to be reviewed and voted on for final action at a future City Council Meeting. The developer will be required to obtain City Council approval of Final PUD Plans and Final and Recording Plats for each future phase of development.

CONDITIONS OF APPROVAL: Staff recommends the following conditions of approval:

1. The project should implement noise reduction methods to meet Illinois Pollution Control Board regulations. The developer should use industrial-scale berms and other natural buffers, setbacks and modern building techniques to reduce noise levels.
2. That a photometric plan be submitted with each future phase of development and that all proposed lighting meets the requirements of Section 47-14.11 of the City's Zoning Ordinance pertaining to the quantity of luminance of lighting visible to and from neighboring properties.
3. Average daily discharge to the City's sanitary sewer system, calculated on an annual (calendar year) basis, should not exceed 50,000 gallons per day. Peak daily flow should not exceed 300,000 gallons per day, not including operation and testing of fire suppression systems or Lot 3 restroom facilities for substation.
4. Potable water supplied by the City may be utilized for the following uses:
 - Fire suppression in accordance with City building codes and any applicable fire protection insurance requirements;
 - Domestic use;
 - Humidification for climate control purposes;
 - Initial flushing and filling of a closed-loop cooling system at a date, time, and flow rate approved by the Director of Public Utilities;
 - Limited maintenance of the closed-loop cooling system as approved by the City; and
 - Irrigation of landscaped areas.

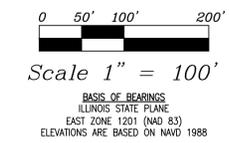
Potable water supplied by the City shall not be utilized for the following uses:

- Evaporative cooling; or
- Other manufacturing processing.

Average daily potable water consumption, calculated on an annual basis, should not exceed 150,000 gallons per day. Peak daily use should not exceed 300,000 gallons per day, not including operation and testing of the fire suppression system or to any Lot 3 restroom facilities for substation.

5. Unless there is a power interruption, generators should only be exercised one hour per month and no longer than 12 hours per year. Generator exercise should be during daytime business hours (9:00 a.m. – 5:00 p.m.)

PRELIMINARY PLAT OF JOLIET TECHNOLOGY CENTER PUD JOLIET, WILL COUNTY, ILLINOIS



VICINITY MAP:
NOT TO SCALE

SYMBOL LEGEND:

- Concrete Pavers
- Concrete Surface
- Gravel Surface/Rip-Rap
- Fence Line
- Underground Gas Main
- Overhead Electric Line
- Property Line
- Building Line

Fence Corner/Post

- Power Pole
- Power Pole w/ Transformer
- Guy Wire
- Telephone Pedestal
- Well
- Mailbox
- Air Conditioning Unit
- Septic
- Cleanout (Storm)
- Gas Meter
- Electric Meter
- Invert (Size/Type)
- Sign

PROPOSED WATER

PROPOSED STORM SEWER

PROPOSED SANITARY SEWER

ABBREVIATIONS:

(100.00') DENOTES RECORD DIMENSIONS
100.00' DENOTES MEASURED DIMENSIONS
DOC. DENOTES DOCUMENT
NO. DENOTES NUMBER
P.I.N. DENOTES PARCEL INDEX NUMBER
SEC. DENOTES SECTION
SQ. FT. DENOTES SQUARE FEET
ASPH. DENOTES ASPHALT
CONC. DENOTES CONCRETE
E/P DENOTES EDGE OF PAVEMENT
F.I.R. DENOTES FOUND IRON ROD
N DENOTES NORTH
S DENOTES SOUTH
E DENOTES EAST
W DENOTES WEST
P.O.B. DENOTES POINT OF BEGINNING
BX DENOTES BUILDING CORNER
COR. DENOTES CORNER

AREA SUMMARY:

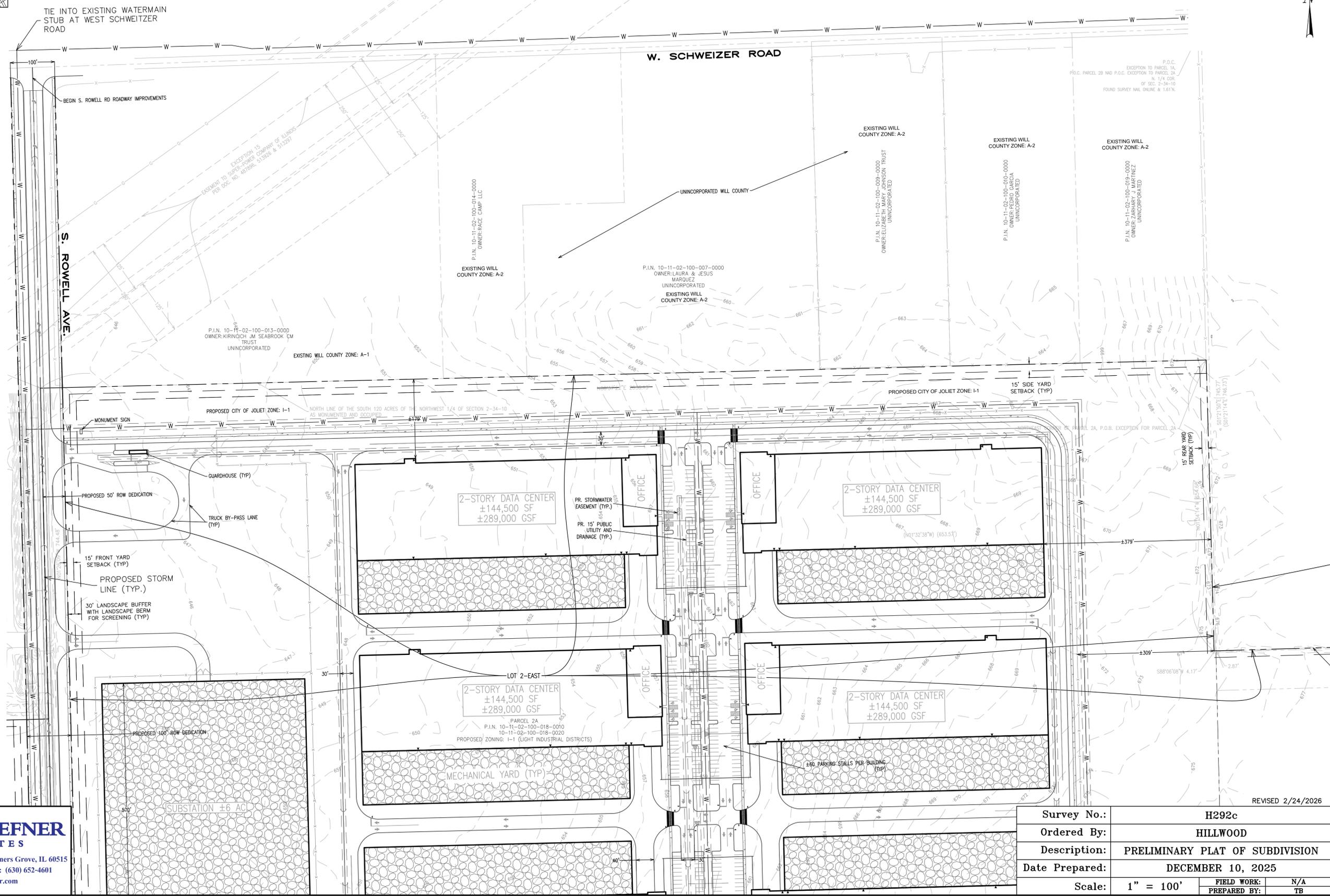
	ACRES
LOT 1-WEST	153.244
LOT 2-EAST	535.492
LOT 3-WEST	78.131
S. ROWELL ROAD ROW DEDICATION	9.622
W. MILLSDALE ROAD ROW DEDICATION	9.079
W. SCHWEITZER ROAD ROW DEDICATION	1.418
S. RIDGE ROAD ROW DEDICATION	5.970
TOTAL AREA	793.137

- NOTES:**
- THE ENTIRE ±793 ACRES IS LOCATED IN AN AREA OF MINIMAL FLOOD HAZARD ZONE X. SEE FEMA MAPS: 17197C0280C EFFECTIVE 2/15/2019, AND 17197C0285G EFFECTIVE 2/15/2019
 - ALL DETENTION PONDS WILL BE PRIVATELY OWNED AND MAINTAINED.

OWNER/DEVELOPER:
HW TECHNOLOGY PARK DEVELOPMENT, LLC
9550 WEST HIGGINS ROAD, SUITE 200
ROSEMONT, ILLINOIS 60018
CONTACT: TJ O'BRIEN
TJ.OBRIEN@HILLWOOD.COM
(847) 737-0266

SURVEYOR:
JACOB AND HEFNER ASSOCIATES, INC.
1333 BUTTERFIELD ROAD, SUITE 300
DOWNERS GROVE, IL 60515
CONTACT: JASON CEBULSKI, P.E.
JCEBULSKI@JAHAINC.COM
(630) 652-4607

THIS PLAT IS NOT FOR RECORD

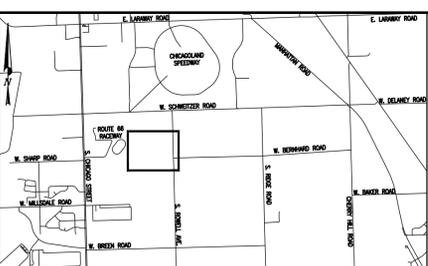
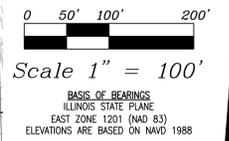


Survey No.:	H292c
Ordered By:	HILLWOOD
Description:	PRELIMINARY PLAT OF SUBDIVISION
Date Prepared:	DECEMBER 10, 2025
Scale:	1" = 100'
	FIELD WORK: N/A
	PREPARED BY: TB

REVISED 2/24/2026

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PRELIMINARY PLAT OF JOLIET TECHNOLOGY CENTER PUD JOLIET, WILL COUNTY, ILLINOIS



VICINITY MAP:
NOT TO SCALE

SYMBOL LEGEND:

	Concrete Pavers
	Concrete Surface
	Gravel Surface/Rip-Rap
	Fence Line
	Underground Gas Main
	Overhead Electric Line
	Property Line
	Building Line
	Fence Corner/Post
	Power Pole
	Power Pole w/ Transformer
	Guy Wire
	Telephone Pedestal
	Well
	Mailbox
	Air Conditioning Unit
	Septic
	Cleanout (Storm)
	Gas Meter
	Electric Meter
	Invert (Size/Type)
	Sign
	PROPOSED WATER
	PROPOSED STORM SEWER
	PROPOSED SANITARY SEWER

ABBREVIATIONS:

(100.00')	DENOTES RECORD DIMENSIONS
100.00'	DENOTES MEASURED DIMENSIONS
DOC.	DENOTES DOCUMENT
NO.	DENOTES NUMBER
P.I.N.	DENOTES PARCEL INDEX NUMBER
SEC.	DENOTES SECTION
SQ. FT.	DENOTES SQUARE FEET
ASPH.	DENOTES ASPHALT
CONC.	DENOTES CONCRETE
E/P	DENOTES EDGE OF PAVEMENT
F.I.R.	DENOTES FOUND IRON ROD
N	DENOTES NORTH
S	DENOTES SOUTH
E	DENOTES EAST
W	DENOTES WEST
P.O.B.	DENOTES POINT OF BEGINNING
BX	DENOTES BUILDING CORNER
COR.	DENOTES CORNER

AREA SUMMARY:

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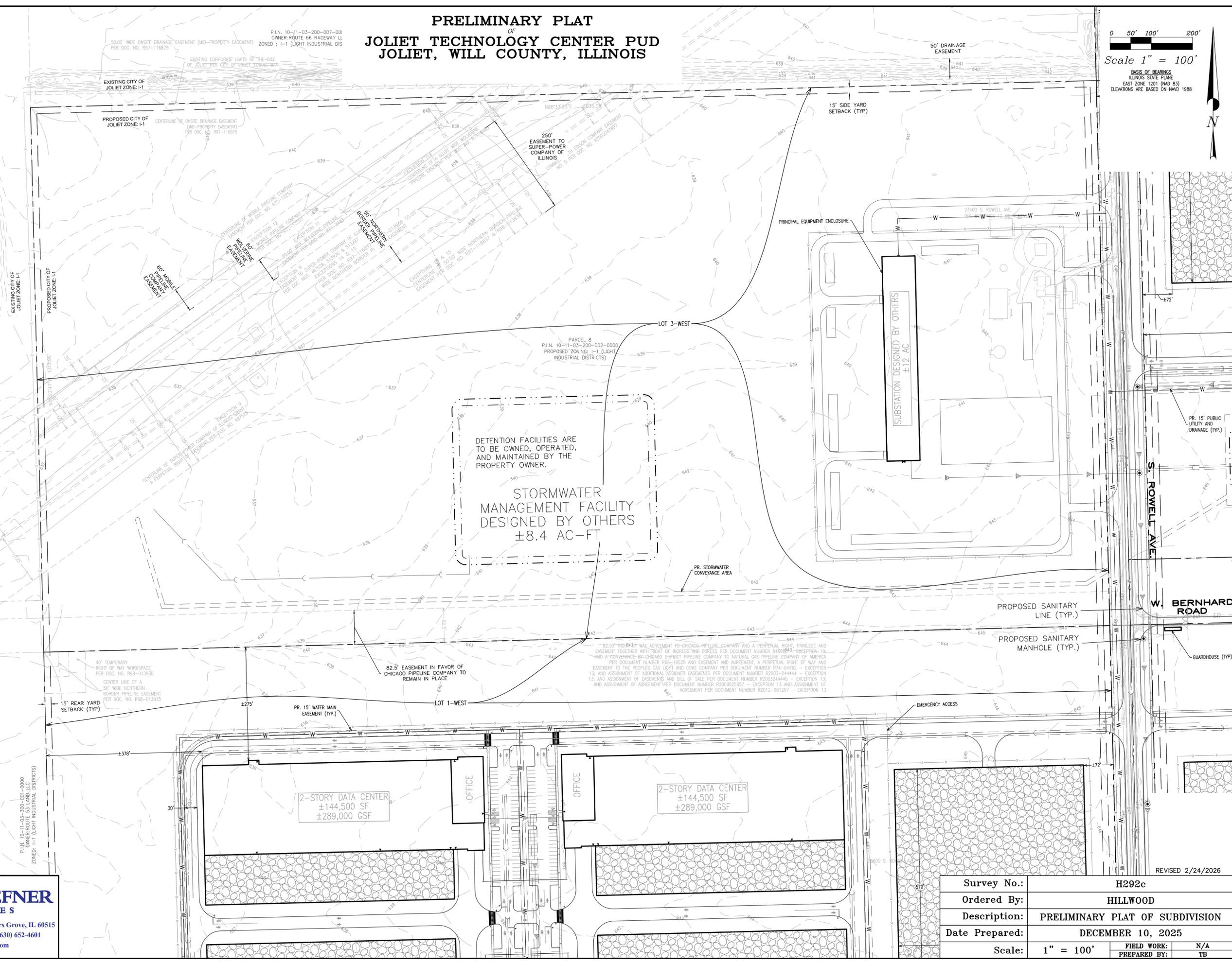
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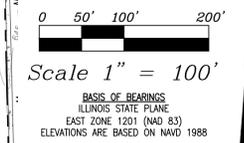


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PRELIMINARY PLAT
OF
JOLIET TECHNOLOGY CENTER PUD
JOLIET, WILL COUNTY, ILLINOIS



VICINITY MAP:
NOT TO SCALE

SYMBOL LEGEND:

	Concrete Pavers
	Concrete Surface
	Gravel Surface/Rip-Rap
	Fence Line
	Underground Gas Main
	Overhead Electric Line
	Property Line
	Building Line
	Fence Corner/Post
	Power Pole
	Power Pole w/ Transformer
	Guy Wire
	Telephone Pedestal
	Well
	Mailbox
	Air Conditioning Unit
	Septic
	Cleanout (Storm)
	Gas Meter
	Electric Meter
	Invert (Size/Type)
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F.I.R.	DENOTES FOUND IRON ROD
N	DENOTES NORTH
S	DENOTES SOUTH
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P.O.B.	DENOTES POINT OF BEGINNING
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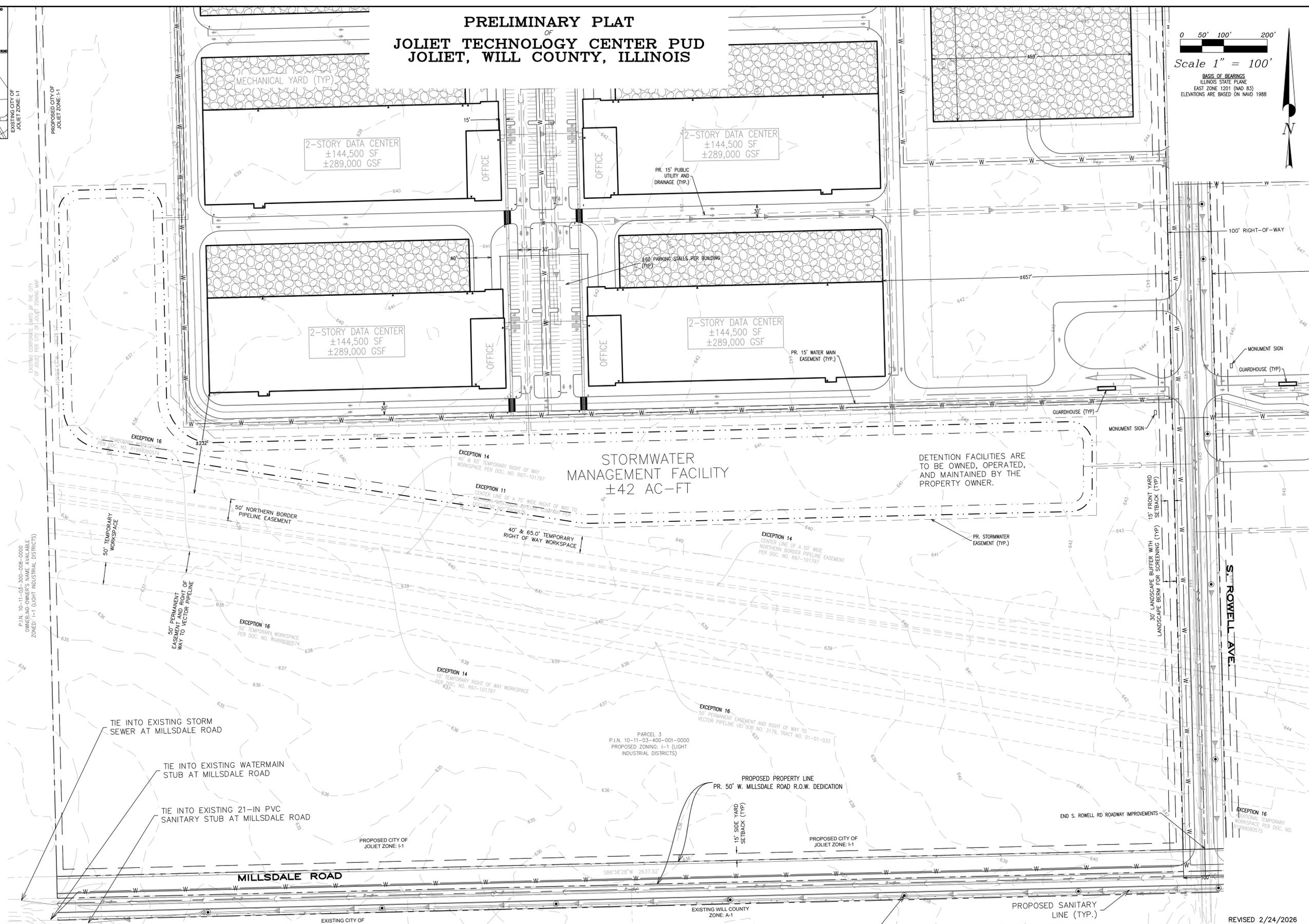
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PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com



EXISTING CITY OF JOLIET ZONE: I-1
EXISTING WILL COUNTY ZONE: A-1
MUNICIPAL LIMIT
PROPOSED CITY OF JOLIET ZONE: I-1
PROPOSED SANITARY MANHOLE (TYP.)
P.I.N. 10-11-10-200-008-0000
OWNER: WALTER J. ARNHOLD DEC
OF TRUST
UNINCORPORATED

Survey No.:	H292c
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Description:	PRELIMINARY PLAT OF SUBDIVISION
Date Prepared:	DECEMBER 10, 2025
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REVISED 2/24/2026

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PRELIMINARY PLAT
OF
JOLIET TECHNOLOGY CENTER PUD
JOLIET, WILL COUNTY, ILLINOIS

0 50' 100' 200'
Scale 1" = 100'
BASIC OF BEARINGS
ILLINOIS STATE PLANE
EAST ZONE 1201 (NAD 83)
ELEVATIONS ARE BASED ON NAVD 1988

VICINITY MAP:
NOT TO SCALE

SYMBOL LEGEND:

- Concrete Pavers
- Concrete Surface
- Gravel Surface/Rip-Rap
- Fence Line
- Underground Gas Main
- Overhead Electric Line
- Property Line
- Building Line

Fence Corner/Post

- Power Pole
- Power Pole w/ Transformer
- Guy Wire
- Telephone Pedestal
- Well
- Mailbox
- Air Conditioning Unit
- Septic
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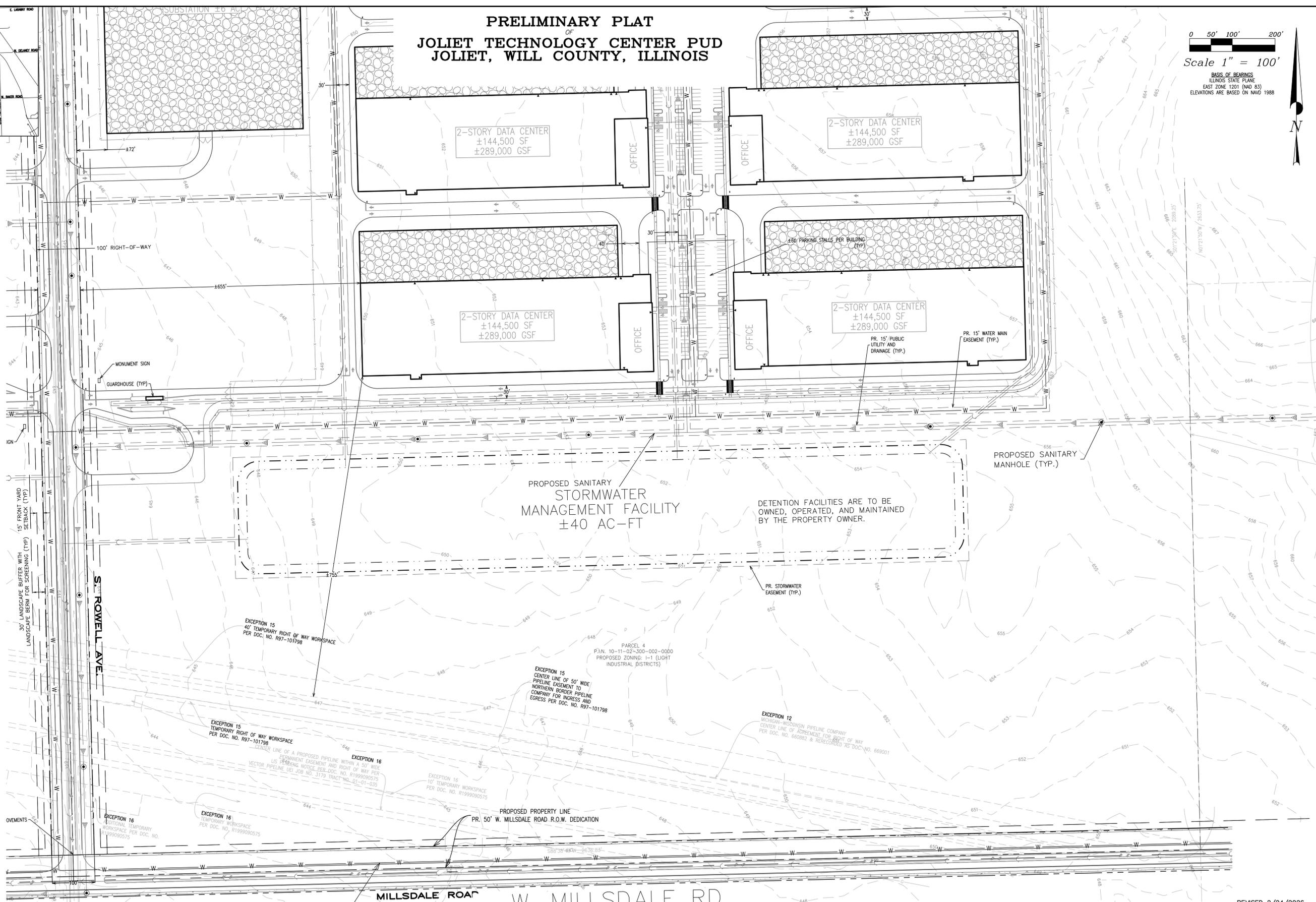
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	FIELD WORK: N/A PREPARED BY: TB

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REVISED 2/24/2026

PRELIMINARY PLANNED UNIT DEVELOPMENT JOLIET TECHNOLOGY CENTER

JOLIET
WILL COUNTY, ILLINOIS

LEGAL DESCRIPTION:

PARCEL 1:
THE NORTH 32 RODS OF THE EAST 25 RODS OF THE SOUTHEAST QUARTER OF SECTION TWO, IN TOWNSHIP THIRTY-FOUR NORTH, IN RANGE TEN EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

PARCEL 1A:
THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 2, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN (EXCEPTING THEREFROM THE SOUTH 158 FEET THEREOF), IN WILL COUNTY, ILLINOIS.
ALSO EXCEPT:
THAT PART OF THE LAND CONVEYED TO CHARLES RADEMACHER AND MATTHEW RADEMACHER BY QUIT CLAIM DEED RECORDED JANUARY 11, 2005 AS DOCUMENT R2005006206 AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:
THAT PART OF THE NORTHWEST QUARTER OF SECTION 2, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHWEST QUARTER; THENCE NORTH 88 DEGREES 11 MINUTES 00 SECONDS EAST ON THE NORTH LINE OF SAID NORTHWEST QUARTER 1315.77 FEET TO THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF SAID NORTHWEST QUARTER AND TO THE POINT OF BEGINNING; THENCE SOUTH 01 DEGREE 18 MINUTES 09 SECONDS EAST ON THE WEST LINE OF THE NORTHWEST QUARTER OF SAID NORTHWEST QUARTER 1406.20 FEET; THENCE NORTH 88 DEGREES 26 MINUTES 27 SECONDS EAST 82.00 FEET; THENCE NORTH 01 DEGREE 22 MINUTES 04 SECONDS WEST 1406.55 FEET TO A POINT ON THE NORTH LINE OF SAID NORTHWEST QUARTER THAT IS 80.41 FEET EAST OF THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF SAID NORTHWEST QUARTER, AS MEASURED ON SAID NORTH LINE; THENCE SOUTH 88 DEGREES 11 MINUTES 00 SECONDS WEST ON SAID NORTH LINE 80.41 FEET TO THE POINT OF BEGINNING.

PARCEL 2A:
THE SOUTH 120 ACRES OF THE FOLLOWING DESCRIBED TRACT:
THE NORTHWEST QUARTER OF SECTION 2, EXCEPT THE SOUTH 158 FEET THEREOF, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.
ALSO EXCEPT:
THAT PART OF THE LAND CONVEYED TO CHARLES RADEMACHER AND MATTHEW RADEMACHER BY TRUSTEE'S DEED RECORDED JANUARY 11, 2005 AS DOCUMENT R2005006205 AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:
THAT PART OF THE NORTHWEST QUARTER OF SECTION 2, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHWEST QUARTER; THENCE SOUTH 01 DEGREE 21 MINUTES 14 SECONDS EAST, ON THE EAST LINE OF SAID NORTHWEST QUARTER 749.73 FEET TO THE NORTH LINE OF THE SOUTH 2061.40 FEET OF SAID NORTHWEST QUARTER AND TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 01 DEGREE 21 MINUTES 14 SECONDS EAST, ON SAID EAST LINE 653.55 FEET TO A POINT 1400.28 FEET SOUTH OF THE NORTH LINE OF SAID NORTHWEST QUARTER, AS MEASURED ON SAID EAST LINE; THENCE SOUTH 88 DEGREES 26 MINUTES 27 SECONDS WEST 4.18 FEET; THENCE NORTH 01 DEGREE 32 MINUTES 38 SECONDS WEST 653.57 FEET TO A POINT ON THE NORTH LINE OF THE SOUTH 2061.40 FEET OF SAID NORTHWEST QUARTER THAT IS 6.35 FEET WEST OF THE POINT OF BEGINNING, AS MEASURED ON SAID NORTH LINE; THENCE NORTH 88 DEGREES 36 MINUTES 38 SECONDS EAST, ON SAID NORTH LINE 6.35 FEET TO THE POINT OF BEGINNING.

PARCEL 2B:
THAT PART OF THE NORTHWEST QUARTER OF SECTION 2, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHWEST QUARTER; THENCE SOUTH 01 DEGREE 21 MINUTES 14 SECONDS EAST ON THE WEST LINE OF SAID NORTHWEST QUARTER 1400.28 FEET TO THE POINT OF BEGINNING; THENCE NORTH 88 DEGREES 26 MINUTES 27 SECONDS EAST 1314.48 FEET TO A POINT ON THE EAST LINE OF THE NORTHWEST QUARTER OF SAID NORTHWEST QUARTER THAT IS 1406.20 FEET SOUTH OF THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF SAID NORTHWEST QUARTER, AS MEASURED ON SAID EAST LINE; THENCE SOUTH 88 DEGREES 18 MINUTES 09 SECONDS EAST ON SAID EAST LINE 93.35 FEET TO THE SOUTH LINE OF THE NORTHWEST QUARTER OF SAID NORTHWEST QUARTER; THENCE SOUTH 88 DEGREES 36 MINUTES 53 SECONDS WEST ON SAID SOUTH LINE 1314.39 FEET TO THE WEST LINE OF SAID NORTHWEST QUARTER; THENCE NORTH 01 DEGREE 21 MINUTES 14 SECONDS WEST ON SAID WEST LINE 89.38 FEET TO THE POINT OF BEGINNING
AND
THE SOUTHWEST FRACTIONAL QUARTER OF THE NORTHWEST QUARTER (1/4) OF SECTION TWO (2), IN TOWNSHIP THIRTY-FOUR (34) NORTH AND IN RANGE TEN (10) EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

PARCEL 2C:
THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION TWO, TOWNSHIP THIRTY-FOUR NORTH, RANGE TEN EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.
EXCEPTING THEREFROM:
TEN ACRES OFF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 2, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE FOURTH PRINCIPAL MERIDIAN, WILL COUNTY, ILLINOIS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 2, SAID NORTHEAST CORNER TO BE THE POINT OF BEGINNING OF THE TRACT TO BE DESCRIBED, FROM THE POINT OF BEGINNING; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 2, 1320 FEET; THENCE WEST PERPENDICULAR WITH THE LAST DESCRIBED COURSE A DISTANCE OF 330 FEET; THENCE NORTHERLY PARALLEL WITH THE EASTERLY LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER A DISTANCE OF 1320 FEET TO A POINT ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SECTION 2; THENCE EASTERLY ALONG SAID NORTHERLY LINE A DISTANCE OF 330 FEET TO THE POINT OF BEGINNING.

PARCEL 2D:
THE EAST HALF (1/2) OF THE SOUTHEAST QUARTER (1/4) OF SECTION TWO (2), TOWNSHIP THIRTY-FOUR (34) NORTH, RANGE TEN (10) EAST OF THE THIRD PRINCIPAL MERIDIAN;
EXCEPT:
THE NORTH 32 RODS OF THE EAST 25 RODS OF THE SOUTHEAST QUARTER (1/4) OF THE SOUTHEAST QUARTER (1/4) OF SECTION TWO (2), TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE 3RD P.M.,
AND ALSO EXCEPTING THEREFROM:
SOUTH 64 RODS OF THE EAST 25 RODS OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 2, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

PARCEL 3:
THE SOUTHEAST 1/4 OF SECTION 3, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

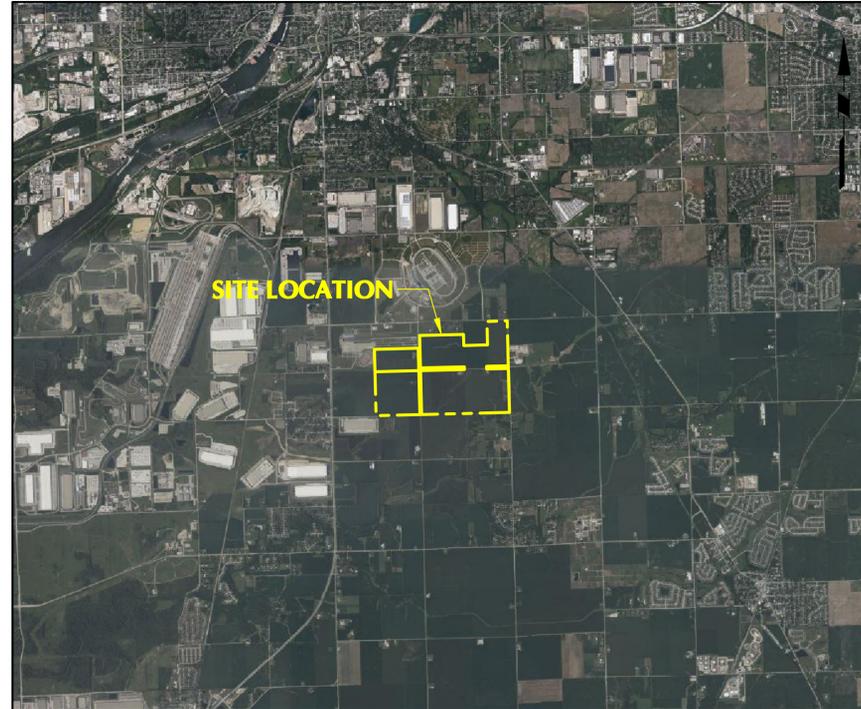
PARCEL 4:
THE SOUTHWEST 1/4 OF SECTION 2, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS;
EXCEPT:
THE EAST 400 FEET OF THE NORTH 544.5 FEET OF THE SOUTHWEST QUARTER OF SECTION 2, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

PARCEL 5:
TEN ACRES OFF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 2, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, WILL COUNTY, ILLINOIS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 2, SAID NORTHEAST CORNER TO BE THE POINT OF BEGINNING OF THE TRACT TO BE DESCRIBED, FROM THE POINT OF BEGINNING; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 2, 1320 FEET; THENCE WEST PERPENDICULAR WITH THE LAST DESCRIBED COURSE A DISTANCE OF 330 FEET; THENCE NORTHERLY PARALLEL WITH THE EASTERLY LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER A DISTANCE OF 1320 FEET TO A POINT ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SECTION 2; THENCE EASTERLY ALONG SAID NORTHERLY LINE A DISTANCE OF 330 FEET TO THE POINT OF BEGINNING.

PARCEL 6:
SOUTH 64 RODS OF THE EAST 25 RODS OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 2, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

PARCEL 7:
THE EAST 400 FEET OF THE NORTH 544.5 FEET OF THE SOUTHWEST QUARTER OF SECTION 2, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

PARCEL 8:
THE SOUTH ONE-HALF HALF OF THE NORTHWEST 1/4 OF SECTION 3, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.



LOCATION MAP

SCALE: 1"=5000'



LOCATION MAP

SCALE: 1"=1000'



CIVIL DRAWING INDEX

NUMBER	DRAWING TITLE	DATE ISSUED	DATE REVISED
PUD-001	COVER SHEET	09/08/2025	02/25/2026
PUD-100	PRELIMINARY PUD SITE PLAN	09/08/2025	02/25/2026
PUD-101	PRELIMINARY PUD SITE PLAN NOTES	02/25/2026	-
PUD-200	PRELIMINARY PUD GRADING, DRAINAGE & UTILITY PLAN	09/08/2025	02/25/2026
PUD-300	PRELIMINARY PUD PLANTING & LIGHTING PLAN	09/08/2025	02/25/2026
PUD-501	PRELIMINARY PUD DETAILS	09/08/2025	02/25/2026

SUPPORTING DOCUMENTS

UNDER SEPARATE COVER	DATE ISSUED	DATE REVISED
ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY PERFORMED BY JACOB & HEFNER ASSOCIATES	05/30/2024	09/16/2024
PLAT OF ANNEXATION PERFORMED BY JACOB & HEFNER ASSOCIATES	01/06/2025	-

OWNER

HW TECHNOLOGY PARK DEVELOPMENT, LLC
9550 WEST HIGGINS ROAD, SUITE 200
ROSEMONT, IL 60018
T: (847) 737-0266
E: TJ.O'BRIEN@HILLWOOD.COM
Attn: T.J. O'BRIEN, VICE PRESIDENT

CIVIL ENGINEER

LANGAN ENGINEERING & ENVIRONMENTAL,
SURVEYING, LANDSCAPE ARCHITECTURE AND
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PRESIDENT, ENTITLEMENTS

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Attn: CARL J. COOK, PROFESSIONAL LAND
SURVEYOR

ATTORNEY

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Attn: DAVID J. SILVERMAN

Date	Description	No.
02/25/2026	CITY OF JOLIET COMMENT RESPONSE V3	3
12/10/2025	CITY OF JOLIET COMMENT RESPONSE V2	2
10/20/2025	CITY OF JOLIET COMMENT RESPONSE	1

Revisions

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Project

JOLIET TECHNOLOGY CENTER

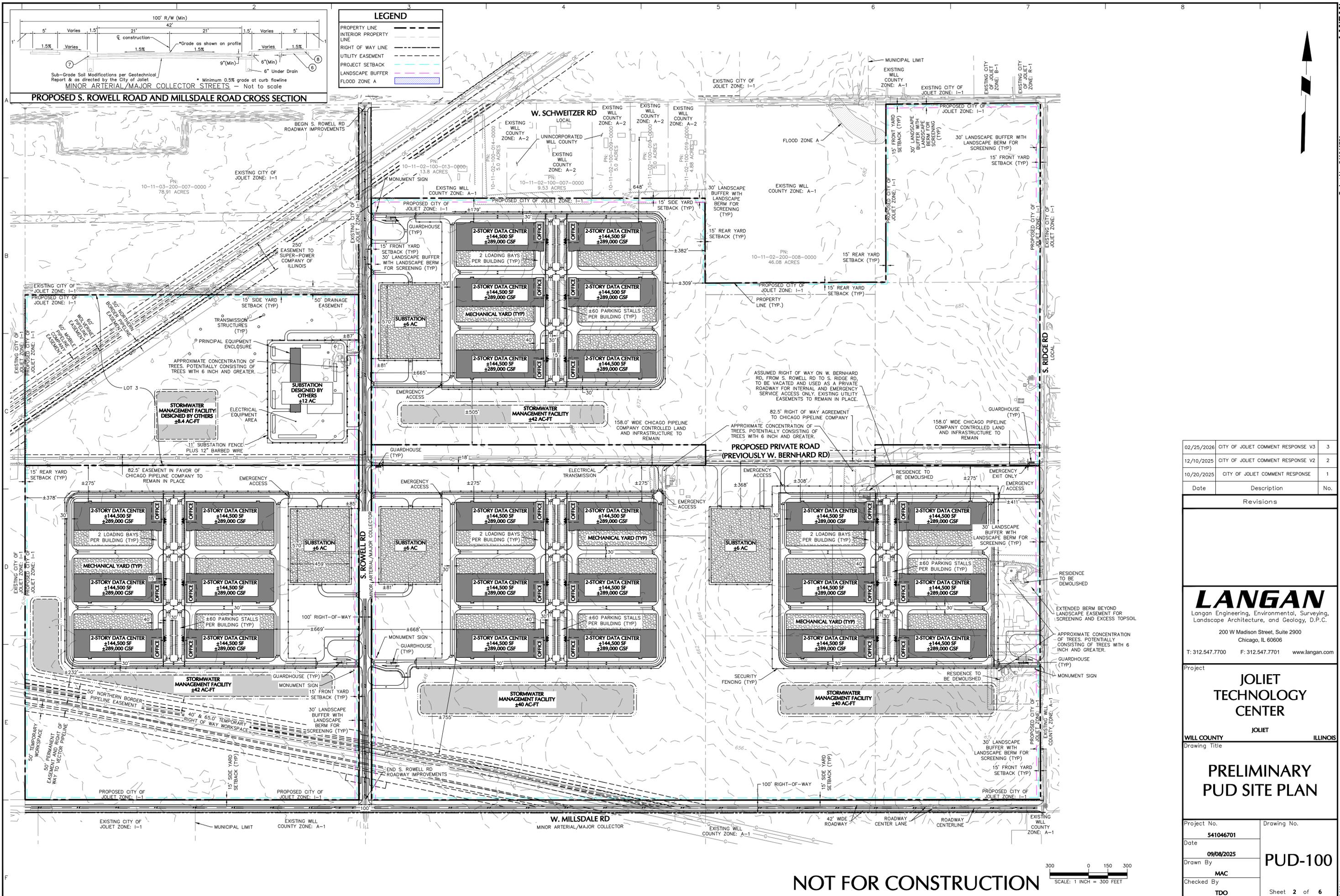
JOLIET

WILL COUNTY ILLINOIS

Drawing Title

COVER SHEET

Project No.	Drawing No.
541046701	PUD-001
Date	09/08/2025
Drawn By	MAC
Checked By	TDO
Sheet 1 of 6	



Date	Description	No.
02/25/2026	CITY OF JOLIET COMMENT RESPONSE V3	3
12/10/2025	CITY OF JOLIET COMMENT RESPONSE V2	2
10/20/2025	CITY OF JOLIET COMMENT RESPONSE	1

Revisions

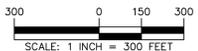
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Project
JOLIET TECHNOLOGY CENTER
 JOLIET
 WILL COUNTY ILLINOIS

Drawing Title
PRELIMINARY PUD SITE PLAN

Project No. 541046701	Drawing No. PUD-100
Date 09/08/2025	
Drawn By MAC	
Checked By TDO	
	Sheet 2 of 6

NOT FOR CONSTRUCTION



ZONING CHART - CITY OF JOLIET			
EXISTING: WILL COUNTY, IL ZONE: A-1			
PROPOSED: CITY OF JOLIET, WILL COUNTY, IL ZONE: I-1			
REFERENCE: CITY OF JOLIET ZONING ORDINANCE (ADOPTED DECEMBER 5, 1968)			
LOT 1 - WEST OF S. ROWELL RD, WILL COUNTY			
ITEM	REQUIRED	PROPOSED	REFERENCE
LOT SIZE (ACRES)	NONE	±235	----
MINIMUM LOT FRONTAGE (FEET)	NONE	±3,948	----
MAXIMUM BUILDING HEIGHT (FEET)	120'	100	47-14.5
MAXIMUM BUILDING COVERAGE (%)	NONE	±9	----
MINIMUM OPEN SPACE	NONE	N/A	----
LANDSCAPE EASEMENT (FEET)	30	30	47-15E.12A
REQUIRED YARD (FEET) ²			
FRONT		±669	
SIDE	15	±232	47-14.4
REAR		±378	
LOT 2 - EAST OF S. ROWELL RD, WILL COUNTY			
LOT SIZE (ACRES)	NONE	±559	----
MINIMUM LOT FRONTAGE (FEET)	NONE	±5,427	----
MAXIMUM BUILDING HEIGHT (FEET)	120'	100	47-14.5
MAXIMUM BUILDING COVERAGE (%)	NONE	±11	----
MINIMUM OPEN SPACE	NONE	N/A	----
LANDSCAPE EASEMENT (FEET)	30	30	47-15E.12A
REQUIRED YARD (FEET) ²			
FRONT		±411	
SIDE	15	±179	47-14.4
REAR		±382	
PARKING CHART (PER BUILDING LOT 1 & 2)			
EMPLOYEE/VISITOR PARKING	TBD ³	57 ⁴	----
ACCESSIBLE PARKING	TBD ³	3 ⁴	----
LOADING DOCK PARKING	6 ⁵	2	47-17.16

²SUPERSCRIPT NUMBERS NOTED ABOVE RELATED TO LOT 1 & 2 NOTES.

LOTS 1, 2, & 3 NOTES

- COORDINATES SHOWN HEREON ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83.
- BASE FILE INFORMATION SURVEY ENTITLED "ALTA/NSPS LAND TITLE SURVEY" DATED 05/30/2024 AND REVISED 09/17/2024 FROM JACOB & HEFNER ASSOCIATES.
- APPROXIMATE UTILITY LOCATIONS OBTAINED FROM PUBLICLY AVAILABLE GIS DATA AND "ALTA/NSPS LAND TITLE SURVEY" DATED 05/30/2024 AND REVISED 09/17/2024 FROM JACOB & HEFNER ASSOCIATES.
- DETENTION FACILITIES ARE TO BE OWNED, OPERATED, AND MAINTAINED BY THE PROPERTY OWNER.
- EACH LOT OWNER MAY PETITION FOR CHANGES TO THE PUD AND/OR FINAL PUD APPROVALS WITHOUT THE CONSENT OF ANY OTHER OWNERS WITHIN THE PUD SO LONG AS THE REQUESTED CHANGE AND/OR FINAL PUD AFFECTS ONLY THE PETITIONING OWNER'S LOT. ABSENT CONSENT FROM THE OTHER LOT OWNERS, AND LOT OWNER MAY PETITION FOR CHANGES OR FINAL PUD APPROVALS FOR LOTS NOT OWNED BY SUCH PETITIONING OWNER. THE LOT 3 OWNER, IF PUBLIC UTILITY AS DEFINED IN THE ILLINOIS PUBLIC UTILITIES ACT, SHALL NOT BE RESPONSIBLE FOR ANY PUD OBLIGATIONS OUTSIDE THE BOUNDARIES OF LOT 3, INCLUDING MAINTENANCE AND REPLACEMENT OF PARKWAY TREES ADJACENT TO LOT 3.

DEVIATIONS FROM I-1 ZONING ORDINANCE:

- ±5,180 LINEAR FEET OF W. BERNHARD RD. IS INTENDED TO BE MADE PRIVATE.
- ±5,430 LINEAR FEET OF S. ROWELL RD. TO BE IMPROVED.

LOTS 1 & 2 NOTES

- MAXIMUM BUILDING HEIGHT SHALL NOT EXCEED HORIZONTAL DISTANCE SET BACK FROM NEAREST RESIDENTIAL, R-B, OR B-1 DISTRICT, OR 120 FT, WHICHEVER IS LESS. 120 FEET CONTROLS.
- WHEN ADJACENT TO/ACROSS A STREET OR UTILITY RIGHT-OF-WAY FROM RESIDENTIAL, R-1, B-1, OR B-2 DISTRICTS, THE MINIMUM FRONT, SIDE, AND REAR YARDS SHALL BE 15 FEET.
- EMPLOYEE/VISITOR PARKING REQUIREMENTS: 180 SF, 9 FT WIDE MINIMUM. 9 FT X 20 FT PROVIDED.
±29,000 GSF OFFICE SPACE, ±260,000 GSF DATA HALL & SUPPORT SPACE.
- CURRENTLY PROPOSING 60 STALLS PER BUILDING WITH CAPACITY TO INCREASE TO 80 STALLS.
- LOADING DOCK PARKING REQUIREMENTS: 5 LOADING SPACES UP TO 200,000 GSF, ONE ADDITIONAL FOR EACH 100,000 SF OVER 200,000. 6 LOADING DOCK PARKING STALLS REQUIRED PER BUILDING.
- FINAL LOT LINE CONFIGURATION FOR LOTS 1 AND 2 TO BE DETERMINED IN CONJUNCTION WITH CITY OF JOLIET STAFF AS FINAL PROJECT PHASING AND LAYOUT PROGRESSES INTO DETAILED DESIGN.

DEVIATIONS FROM I-1 ZONING ORDINANCE:

- A DEVIATION FROM I-1 REFLECTS A REDUCTION THE NUMBER OF REQUIRED LOADING DOCK PARKING PER BUILDING FROM 6 TO 2.
- A DEVIATION FROM I-1 PARKING REQUIREMENTS EXISTS AS DATA CENTER USES ARE CURRENTLY UNDEFINED.
 - DATA CENTER USE PARKING REQUIREMENTS CURRENTLY UNDEFINED.
- A DEVIATION FROM I-1 REFLECTS AN ALLOWANCE FOR 40' DRIVEWAY APRONS.
 - I-1 LIGHT INDUSTRIAL MAXIMUM DRIVEWAY WIDTH CURRENTLY UNDEFINED (MAX. 30' FOR COMM.)

ZONING CHART - CITY OF JOLIET			
EXISTING: WILL COUNTY, IL ZONE: A-1			
PROPOSED: CITY OF JOLIET, WILL COUNTY, IL ZONE: I-1			
REFERENCE: CITY OF JOLIET ZONING ORDINANCE (ADOPTED DECEMBER 5, 1968)			
LOT 3 - WEST OF S. ROWELL RD, WILL COUNTY			
LOT SIZE (ACRES)	NONE	±78	----
MINIMUM LOT FRONTAGE (FEET)	NONE	±1,316	----
MAXIMUM BUILDING HEIGHT (FEET)	120	120	----
MAXIMUM BUILDING COVERAGE (%)	NONE	NONE	----
MINIMUM OPEN SPACE	NONE	NONE	----
LANDSCAPE EASEMENT (FEET)	30	30	----
REQUIRED YARD (FEET)			
FRONT		0	
SIDE	0	0	----
REAR		0	

LOT 3 NOTES

- NO MINIMUM ACCESSORY OFF-STREET PARKING OR LOADING IS REQUIRED FOR AN ELECTRICAL SUBSTATION USE.
- TRANSMISSION STRUCTURES AND ELECTRICAL EQUIPMENT DEPICTED CONCEPTUALLY AND ARE PROVIDED FOR REFERENCE ONLY.
- CONCEPTUAL DEPICTION OF SUBSTATION AREA AND ENCLOSURE SUBJECT TO ENGINEERING REFINEMENT.
- TALLER FENCE POSTS SUPPORTING NEW FENCE AND OTHER SECURITY FUNCTIONS MAY BE REQUIRED UP TO 18'-0" TALL. LOCATIONS SUBJECT TO FUTURE CONFIRMATION.
- SUBSTATION STATIC MASTS UP TO 86' TALL MAY BE INSTALLED FOR SAFETY.

DEVIATIONS FROM I-1 ZONING ORDINANCE:

- A TREE PRESERVATION PLAN IS NOT REQUIRED FOR LOT 3 NOTWITHSTANDING 47-15E.2F. TREES GREATER THAN 6" IN DIAMETER MAY BE REMOVED NOTWITHSTANDING ANYTHING TO THE CONTRARY IN 47-15A.2A.
- THE PROHIBITION ON CHAIN-LINK STYLE FENCING IN 47-15E.10 DOES NOT APPLY WITHIN LOT 3 DUE TO PUBLIC UTILITY SECURITY REQUIREMENTS. SUBSTATION FENCING IS EXEMPT FROM FENCE HEIGHT LIMITS AND FRONT YARD PROHIBITIONS DESCRIBED IN 47-17.6. AN EXPANDED METAL FENCE OF 11 FEET IN HEIGHT PLUS 12" OF Y-SHAPED BARBED WIRE MAY BE INSTALLED ON THE EXTERIOR OF ANY ELECTRICAL SUBSTATION SITUATED WITHIN LOT 3, INCLUDING THAT PORTION OF THE ELECTRICAL SUBSTATION FACING EAST.
- SUBSTATION AREAS WITHIN LOT 3 MAY BE COMPRISED OF GRAVEL AND ARE NOT REQUIRED TO BE PAVED. DRIVEWAY APRONS ON ROWELL ROAD MUST BE PAVED BUT DRIVEWAYS WITHIN THE BOUNDARIES OF LOT 3 MAY BE GRAVEL CONSISTENT WITH SAFETY AND RELIABILITY STANDARDS.

DEVIATIONS FROM SUBDIVISION ORDINANCE:

- SECTION 5.4-B-2 OF THE SUBDIVISION ORDINANCE WHICH REQUIRES ALL DRIVEWAYS TO BE PAVED WITH CONCRETE, A PUBLIC UTILITY OWNER OF LOT 3 MUST PAVE DRIVEWAY APRONS BUT NOT THE PORTION OF THE SUBSTATION DRIVEWAYS THEMSELVES LYING OUTSIDE THE PUBLIC RIGHT OF WAY DUE TO THE POTENTIAL NEED TO QUICKLY ACCESS UNDERGROUND ELECTRICAL DUCTS WHICH ARE OFTEN BURIED BENEATH THE VARIOUS DRIVEWAYS.
- SECTION 5.9-A WHICH REQUIRES ALL UTILITY FACILITIES WITHIN A SUBDIVISION TO BE PLACED UNDERGROUND.
- SECTION 5.9-B WHICH REQUIRES A 10-FOOT PUBLIC UTILITY EASEMENT ALONG ALL REAR LOT LINES. THAT KIND OF PUBLIC UTILITY EASEMENT IS INCOMPATIBLE WITH A SECURE SUBSTATION PROPERTY.
- SECTION 5.6-C WHICH REQUIRES FIRE HYDRANTS TO BE PLACED WITHIN 350 FEET OF ANY STRUCTURE. THE DISTANCE FROM THE PROPOSED PRINCIPAL EQUIPMENT ENCLOSURE TO THE NEAREST EXISTING HYDRANT ALONG ROWELL AVENUE WILL BE DETERMINED IN FINAL ENGINEERING DESIGN.

Date	Description	No.
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Revisions

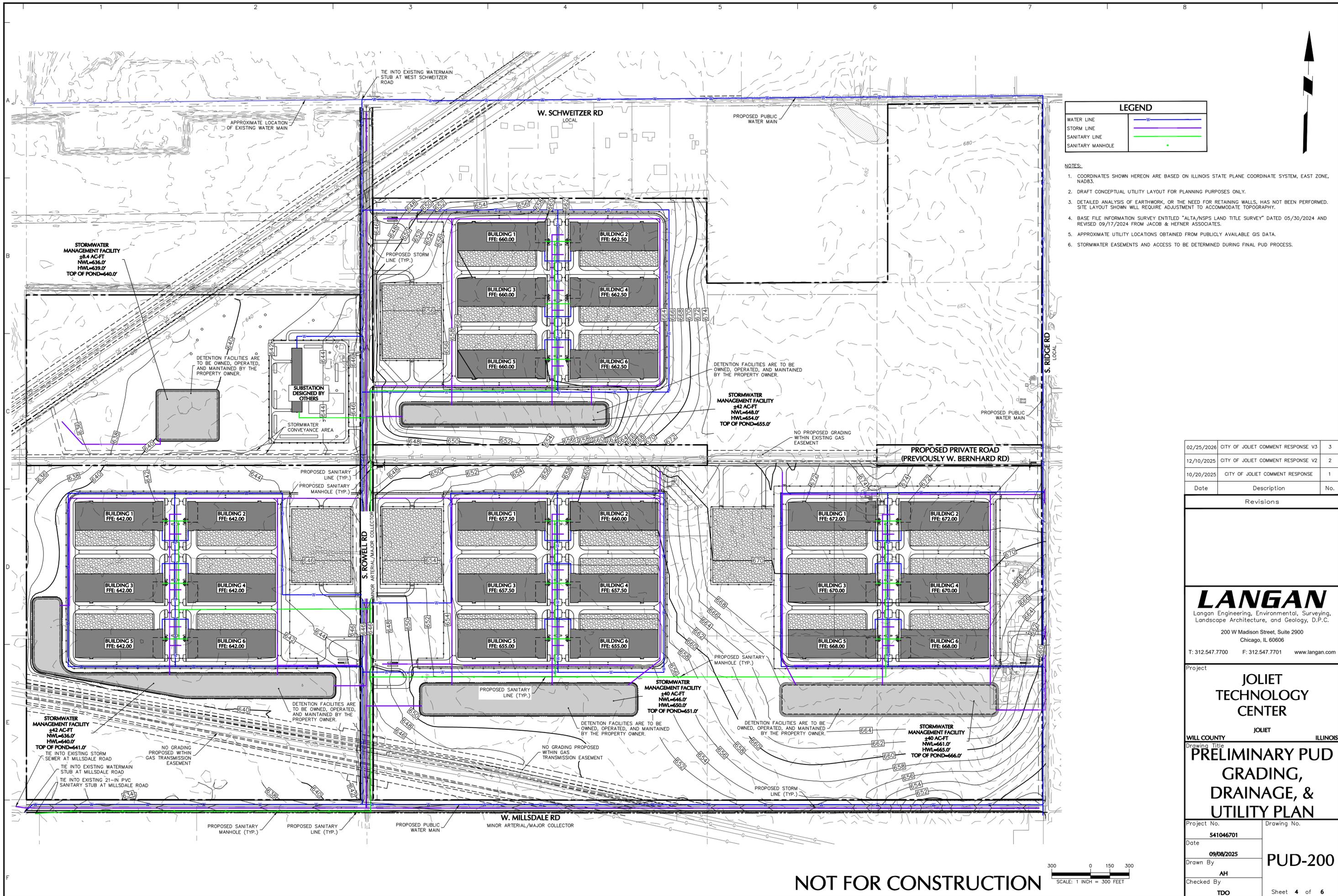
Date	Description	No.

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Project
JOLIET TECHNOLOGY CENTER
 JOLIET
 ILLINOIS

WILL COUNTY ILLINOIS
 Drawing Title
PRELIMINARY PUD SITE PLAN NOTES

Project No. 541046701	Drawing No. PUD-101
Date 02/25/2026	Sheet 3 of 6
Drawn By MAC	
Checked By TDO	



LEGEND

WATER LINE	
STORM LINE	
SANITARY LINE	
SANITARY MANHOLE	

- NOTES:**
- COORDINATES SHOWN HEREON ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83.
 - DRAFT CONCEPTUAL UTILITY LAYOUT FOR PLANNING PURPOSES ONLY.
 - DETAILED ANALYSIS OF EARTHWORK, OR THE NEED FOR RETAINING WALLS, HAS NOT BEEN PERFORMED. SITE LAYOUT SHOWN WILL REQUIRE ADJUSTMENT TO ACCOMMODATE TOPOGRAPHY.
 - BASE FILE INFORMATION SURVEY ENTITLED "ALTA/NSPS LAND TITLE SURVEY" DATED 05/30/2024 AND REVISED 09/17/2024 FROM JACOB & HEFNER ASSOCIATES.
 - APPROXIMATE UTILITY LOCATIONS OBTAINED FROM PUBLICLY AVAILABLE GIS DATA.
 - STORMWATER EASEMENTS AND ACCESS TO BE DETERMINED DURING FINAL PUD PROCESS.

Date	Description	No.
02/25/2026	CITY OF JOUET COMMENT RESPONSE V3	3
12/10/2025	CITY OF JOUET COMMENT RESPONSE V2	2
10/20/2025	CITY OF JOUET COMMENT RESPONSE	1

Revisions

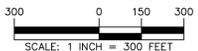
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Project
JOUET TECHNOLOGY CENTER
 JOUET
 WILL COUNTY ILLINOIS

Drawing Title
PRELIMINARY PUD GRADING, DRAINAGE, & UTILITY PLAN

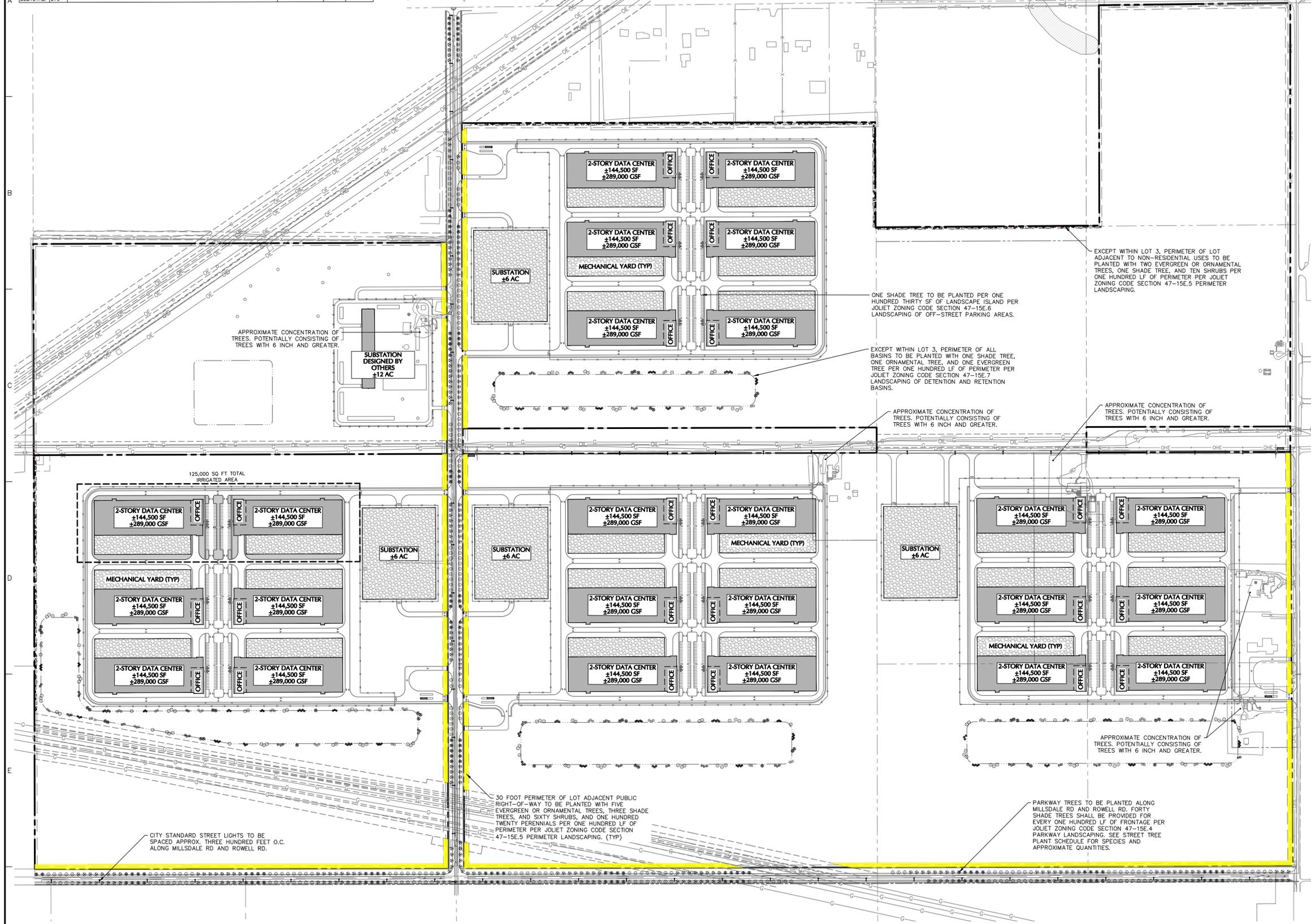
Project No. 541046701	Drawing No. PUD-200
Date 09/08/2025	Sheet 4 of 6
Drawn By AH	
Checked By TDO	

NOT FOR CONSTRUCTION



STREET TREE PLANT SCHEDULE

KEY	QTY	BOTANICAL / COMMON NAME	SIZE	ROOT	REMARKS
DECIDUOUS TREES					
NSM	113	ACER SACCHARUM 'NORTON' / CRESCENDO™ SUGAR MAPLE	2 1/2-3" CAL.	B&B	
QTSH	119	QLEDITSIA TRIACANTHOS 'INERMIS' SHADEMASTER / SHADEMASTER HONEY LOCUST	2 1/2-3" CAL.	B&B	
OD	107	GYMNOCLADUS DIOICUS 'ESPRESSO' / KENTUCKY COFFEETREE	2 1/2-3" CAL.	B&B	
OB	124	QUERCUS BICOLOR / SWAMP WHITE OAK	2 1/2-3" CAL.	B&B	
UP	113	ULMUS AMERICANA 'PRINCETON' / PRINCETON AMERICAN ELM	2 1/2-3" CAL.	B&B	
SUBTOTAL:		576			



- NOTES:**
- FINAL LOT LINE CONFIGURATION FOR LOTS 1 AND 2 TO BE DETERMINED IN CONJUNCTION WITH CITY OF JOLIET STAFF AS FINAL PROJECT PHASING AND LAYOUT PROGRESSES INTO DETAILED DESIGN.
 - FINAL LOT LINE CONFIGURATION OF LOT 3 DEPICTED.
 - 30 FOOT PERIMETER OF LOT ADJACENT TO PUBLIC RIGHT-OF-WAY TO BE PLANTED WITH FIVE EVERGREEN OR ORNAMENTAL TREES, THREE SHADE TREES, AND SIXTY SHRUBS, AND ONE HUNDRED TWENTY PERENNIALS PER ONE HUNDRED LF OF PERIMETER PER JOLIET ZONING CODE SECTION 47-15E.5 PERIMETER LANDSCAPING. THIS IS DEPICTED BY THE AREAS HIGHLIGHTED IN YELLOW.
 - PLANTINGS ALONG AND WITHIN LOT 3 SUBJECT TO PUBLIC UTILITY SAFETY AND SECURITY REQUIREMENTS.

Date	Description	No.
02/25/2026	CITY OF JOLIET COMMENT RESPONSE V3	2
10/20/2025	CITY OF JOLIET COMMENT RESPONSE	1

Revisions

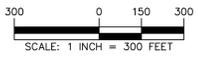
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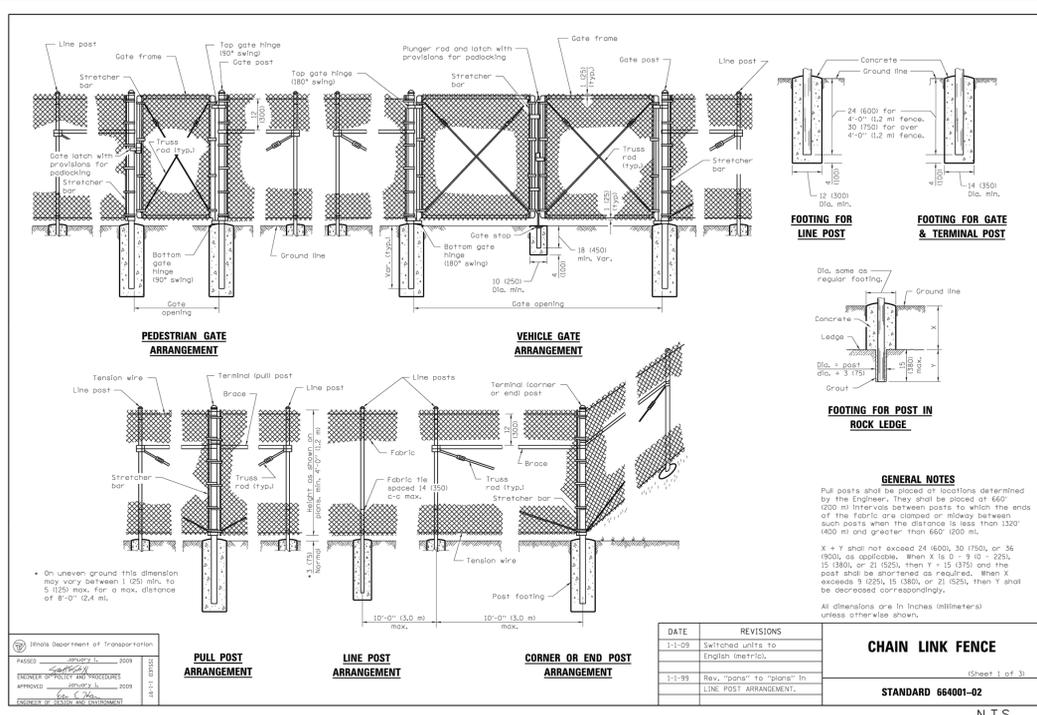
Project
JOLIET TECHNOLOGY CENTER
 JOLIET
 WILL COUNTY ILLINOIS

PRELIMINARY PLANTING PLAN

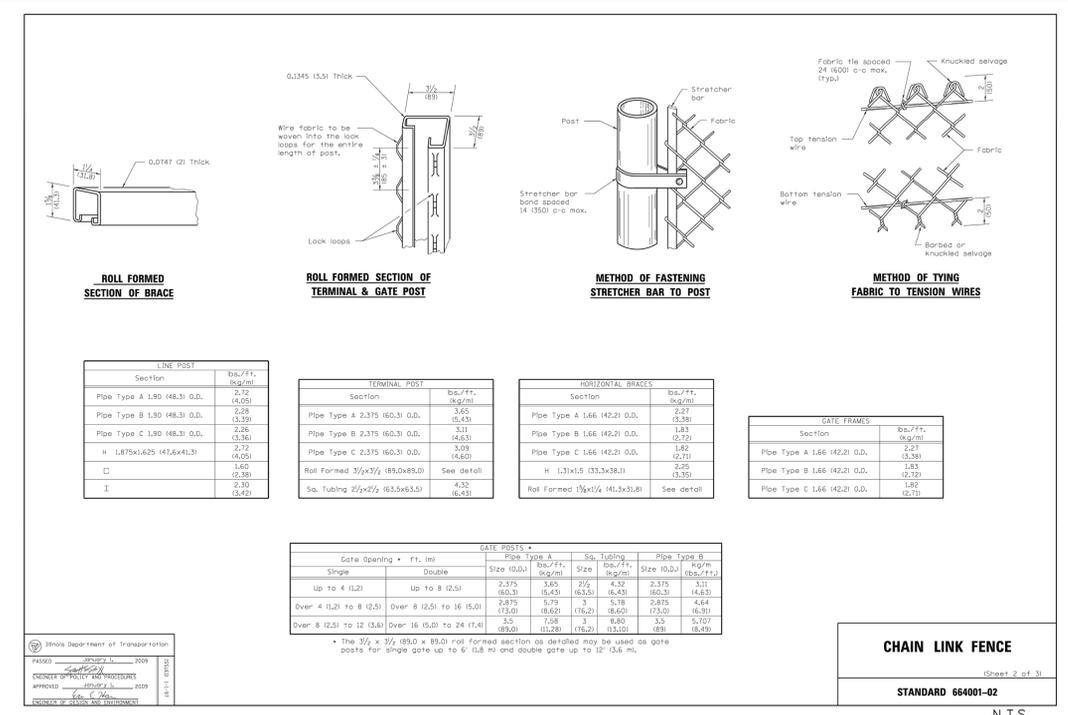
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Date 09/08/2025	
Drawn By SD	
Checked By MS	
Sheet 5 of 6	

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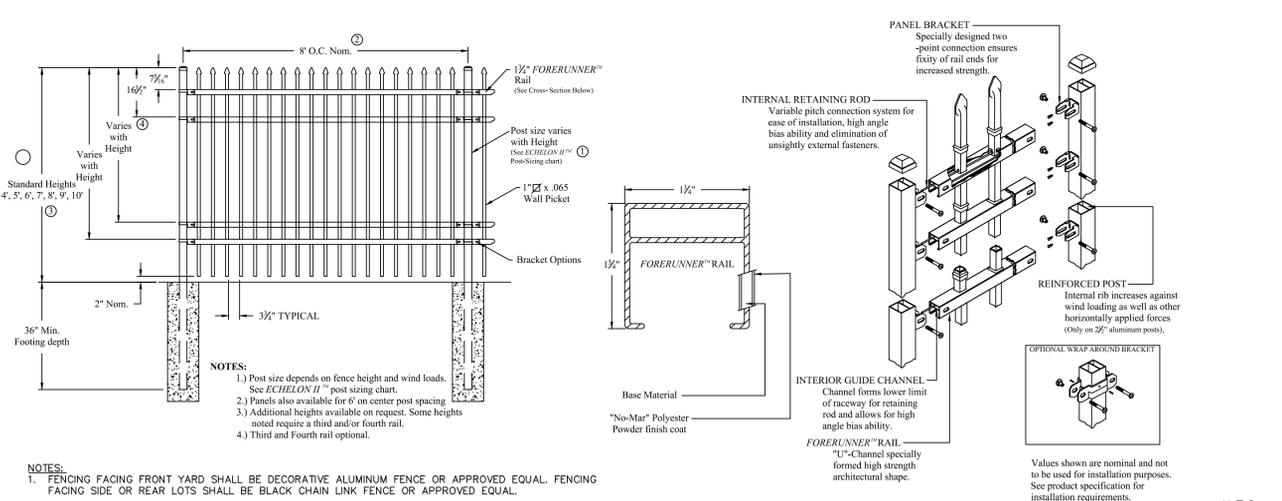




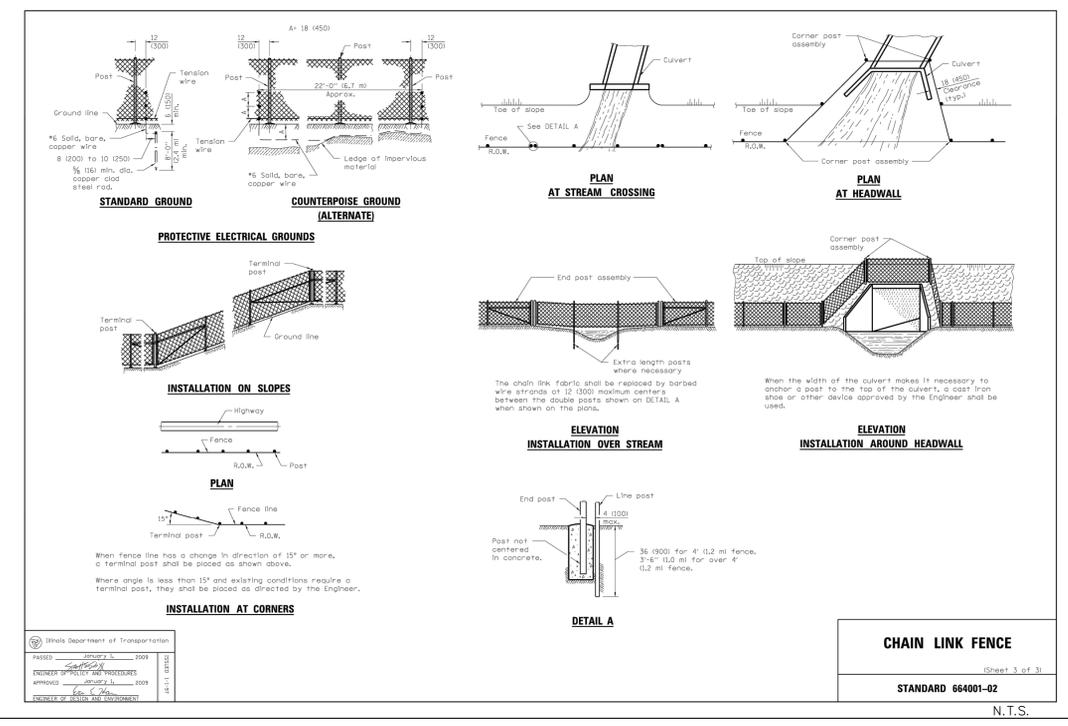
LOTS 1 AND 2 ONLY BLACK CHAIN LINK FENCE WITH GATE



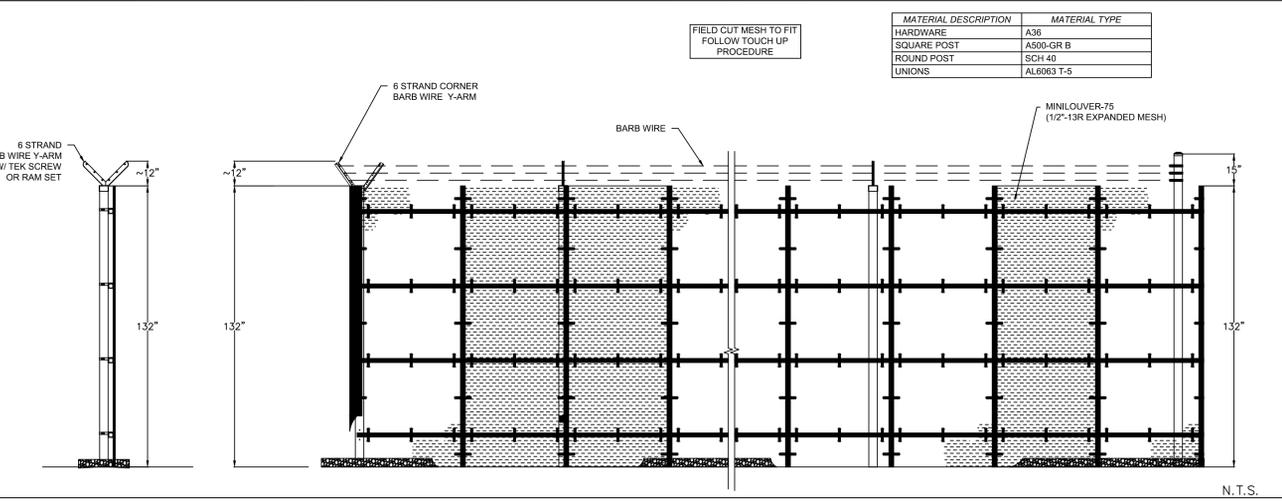
LOTS 1 AND 2 ONLY BLACK CHAIN LINK FENCE WITH GATE



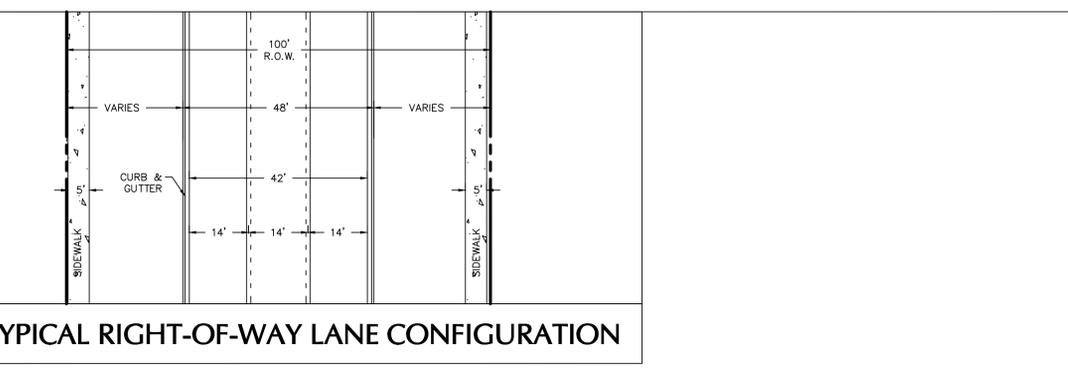
LOTS 1 AND 2 ONLY DECORATIVE ALUMINUM FENCE



LOTS 1 AND 2 ONLY BLACK CHAIN LINK FENCE WITH GATE



LOT 3 SWITCHING STATION FENCE WITH BARBED WIRE



TYPICAL RIGHT-OF-WAY LANE CONFIGURATION

02/25/2026	CITY OF JOLIET COMMENT RESPONSE V3	1
Date	Description	No.
Revisions		

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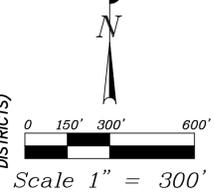
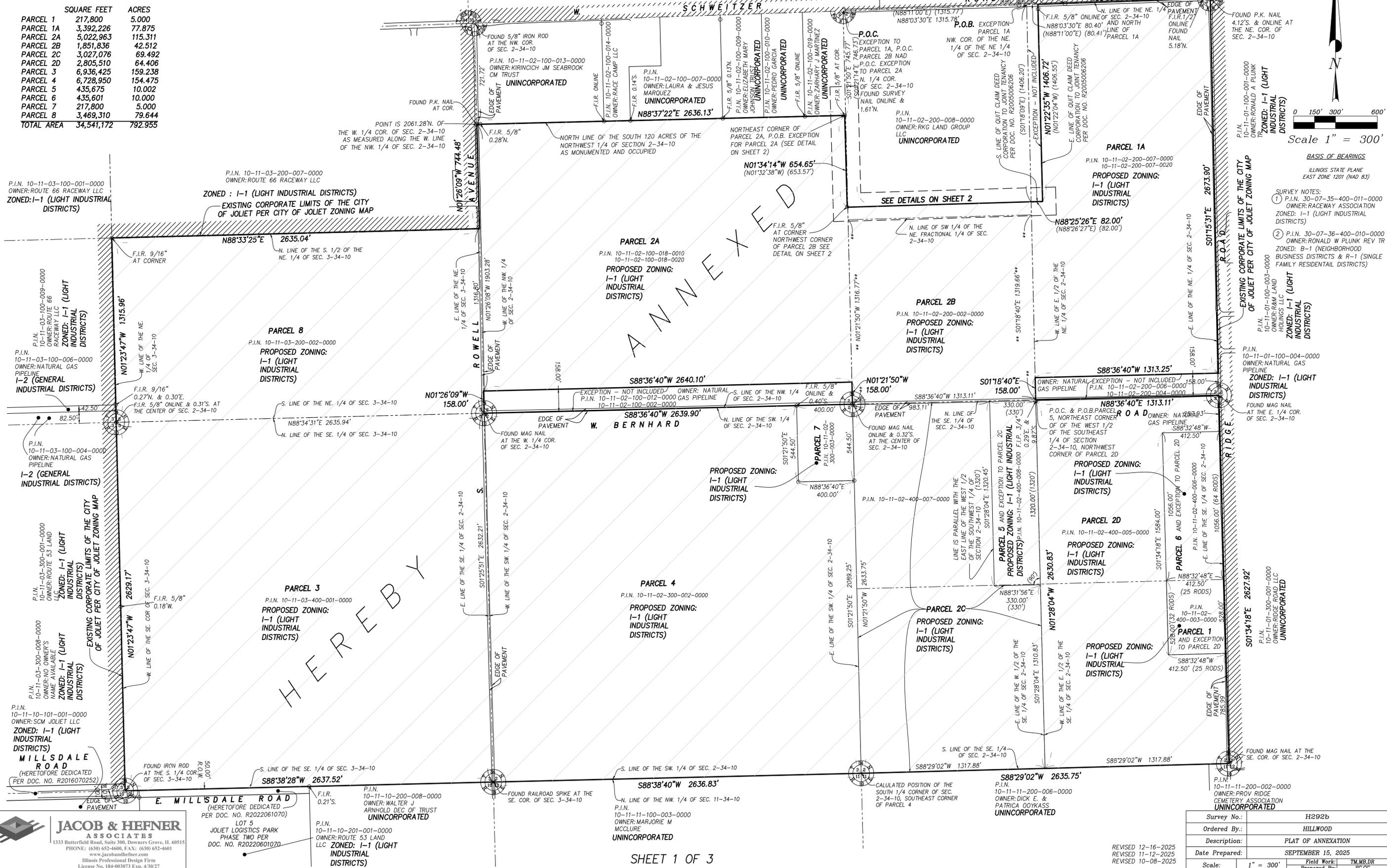
Project
JOLIET TECHNOLOGY CENTER
 JOLIET
 WILL COUNTY ILLINOIS
 Drawing Title
PRELIMINARY PUD DETAILS

Project No.	541046701	Drawing No.	PUD-501
Date	09/08/2025	Drawn By	MAC
Checked By	TDO	Sheet	6 of 6

PLAT OF ANNEXATION TO THE CITY OF JOLIET

AREA SUMMARY

PARCEL	SQUARE FEET	ACRES
PARCEL 1	217,800	5.000
PARCEL 1A	3,392,226	77.875
PARCEL 2A	5,022,963	115.311
PARCEL 2B	1,851,836	42.512
PARCEL 2C	3,027,076	69.492
PARCEL 2D	2,805,510	64.406
PARCEL 3	6,936,425	159.238
PARCEL 4	6,728,950	154.475
PARCEL 5	435,675	10.002
PARCEL 6	435,601	10.000
PARCEL 7	217,800	5.000
PARCEL 8	3,469,310	79.644
TOTAL AREA	34,541,172	792.955



BASIS OF BEARINGS
ILLINOIS STATE PLANE
EAST ZONE 1201 (NAD 83)

SURVEY NOTES:
 ① P.I.N. 30-07-35-400-011-0000
 OWNER: RACEWAY ASSOCIATION
 ZONED: I-1 (LIGHT INDUSTRIAL DISTRICTS)
 ② P.I.N. 30-07-36-400-010-0000
 OWNER: RONALD W PLUNK REV TR
 ZONED: B-1 (NEIGHBORHOOD BUSINESS DISTRICTS & R-1 (SINGLE FAMILY RESIDENTIAL DISTRICTS))

P.I.N. 10-11-03-100-001-0000
 OWNER: ROUTE 66 RACEWAY LLC
 ZONED: I-1 (LIGHT INDUSTRIAL DISTRICTS)

P.I.N. 10-11-03-200-007-0000
 OWNER: ROUTE 66 RACEWAY LLC
 ZONED: I-1 (LIGHT INDUSTRIAL DISTRICTS)

P.I.N. 10-11-03-100-009-0000
 OWNER: ROUTE 66 RACEWAY LLC
 ZONED: I-1 (LIGHT INDUSTRIAL DISTRICTS)

P.I.N. 10-11-03-100-006-0000
 OWNER: NATURAL GAS PIPELINE
 I-2 (GENERAL INDUSTRIAL DISTRICTS)

P.I.N. 10-11-03-100-004-0000
 OWNER: NATURAL GAS PIPELINE
 I-2 (GENERAL INDUSTRIAL DISTRICTS)

P.I.N. 10-11-03-300-001-0000
 OWNER: ROUTE 53 LAND LLC
 ZONED: I-1 (LIGHT INDUSTRIAL DISTRICTS)

P.I.N. 10-11-03-300-009-0000
 OWNER: NO OWNER'S NAME AVAILABLE
 ZONED: I-1 (LIGHT INDUSTRIAL DISTRICTS)

P.I.N. 10-11-10-101-001-0000
 OWNER: SCM JOLIET LLC
 ZONED: I-1 (LIGHT INDUSTRIAL DISTRICTS)

P.I.N. 10-11-10-101-001-0000
 OWNER: SCM JOLIET LLC
 ZONED: I-1 (LIGHT INDUSTRIAL DISTRICTS)

P.I.N. 10-11-03-200-002-0000
 PROPOSED ZONING: I-1 (LIGHT INDUSTRIAL DISTRICTS)

P.I.N. 10-11-03-400-001-0000
 PROPOSED ZONING: I-1 (LIGHT INDUSTRIAL DISTRICTS)

P.I.N. 10-11-02-100-018-0010
 10-11-02-100-018-0020
 PROPOSED ZONING: I-1 (LIGHT INDUSTRIAL DISTRICTS)

P.I.N. 10-11-02-200-002-0000
 PROPOSED ZONING: I-1 (LIGHT INDUSTRIAL DISTRICTS)

P.I.N. 10-11-02-300-003-0000
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P.I.N. 10-11-02-300-002-0000
 PROPOSED ZONING: I-1 (LIGHT INDUSTRIAL DISTRICTS)

P.I.N. 10-11-02-400-007-0000
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 PROPOSED ZONING: I-1 (LIGHT INDUSTRIAL DISTRICTS)

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 PROPOSED ZONING: I-1 (LIGHT INDUSTRIAL DISTRICTS)

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P.I.N. 10-11-02-400-008-0000
 PROPOSED ZONING: I-1 (LIGHT INDUSTRIAL DISTRICTS)

P.I.N. 10-11-10-201-001-0000
 OWNER: WALTER J ARNHOLD DEC OF TRUST UNINCORPORATED
 ZONED: I-1 (LIGHT INDUSTRIAL DISTRICTS)

P.I.N. 10-11-10-201-001-0000
 OWNER: WALTER J ARNHOLD DEC OF TRUST UNINCORPORATED
 ZONED: I-1 (LIGHT INDUSTRIAL DISTRICTS)

P.I.N. 10-11-11-100-003-0000
 OWNER: MARJORIE M MCCLURE UNINCORPORATED

SHEET 1 OF 3

Survey No.:	H292b
Ordered By.:	HILLWOOD
Description:	PLAT OF ANNEXATION
Date Prepared:	SEPTEMBER 15, 2025
Scale:	1" = 300'
Field Work:	TMM, DR
Prepared By:	SC, CC

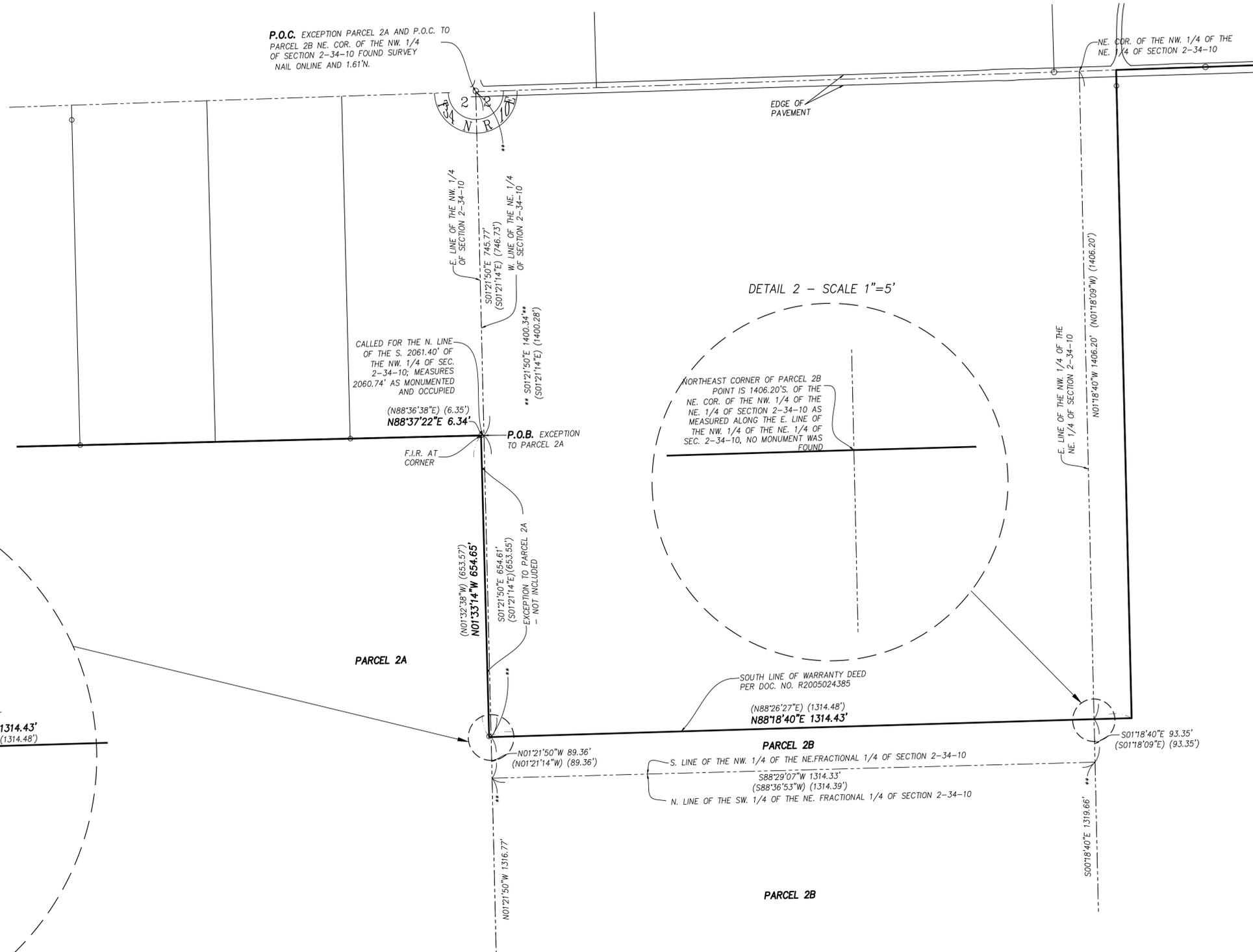
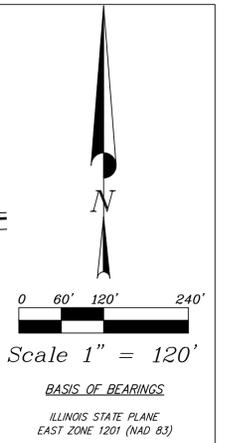
REVISED 12-16-2025
 REVISED 11-12-2025
 REVISED 10-08-2025

JACOB & HEFNER ASSOCIATES
 1333 Butterfield Road, Suite 300, Downers Grove, IL 60515
 PHONE: (630) 652-4600, FAX: (630) 652-4601
 www.jacobandhefner.com
 Illinois Professional Design Firm
 License No. 184-080373 Exp. 4/30/27

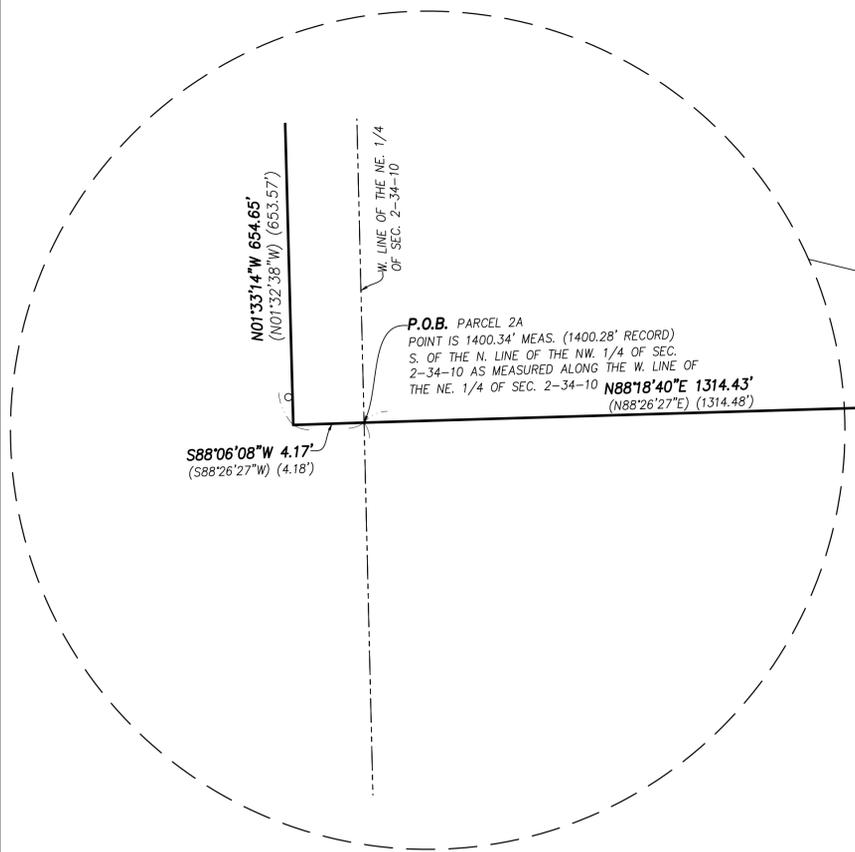
16-VI-0220 (1/2025) (3) Dwg (Per. of Amendment) (1/2025) Plat of Annexation.dwg

PLAT OF ANNEXATION TO THE CITY OF JOLIET

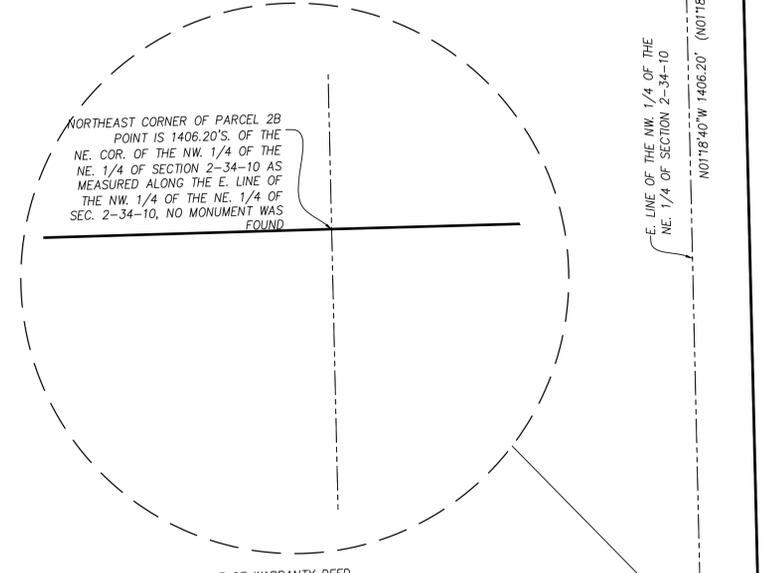
P.O.C. EXCEPTION PARCEL 2A AND P.O.C. TO
PARCEL 2B NE. COR. OF THE NW 1/4
OF SECTION 2-34-10 FOUND SURVEY
NAIL ONLINE AND 1.61'N.



DETAIL 1 - SCALE 1"=5'



DETAIL 2 - SCALE 1"=5'



JACOB & HEFNER ASSOCIATES
1333 Butterfield Road, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com
Illinois Professional Design Firm
License No. 184-003073 Exp. 4/30/27

Survey No.:	H292b
Ordered By.:	HILLWOOD
Description:	PLAT OF ANNEXATION
Date Prepared:	SEPTEMBER 15, 2025
Scale:	1" = 120'
Field Work:	TMM, DR
Prepared By:	SC, CC

PLAT OF ANNEXATION TO THE CITY OF JOLIET

OWNER'S CERTIFICATE

STATE OF _____)
 COUNTY OF _____) SS

THIS IS TO CERTIFY
 THAT _____

AS OWNERS OF THE HEREON DESCRIBED PARCELS, HEREBY CONSENT TO THE ATTACHED PLAT OF ANNEXATION FOR THE PURPOSES HEREON SET FORTH AND ALSO CONSENT TO THE RECORDING OF THIS PLAT.

DATED THIS _____ DAY OF _____, 20____

By: _____

Printed Name and Title: _____

NOTARY CERTIFICATE

STATE OF _____)
 COUNTY OF _____) SS

I, _____, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT

PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S), WHOSE NAME(S) IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNER(S), APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE (THEY) SIGNED THIS PLAT AS HIS (THEIR) OWN FREE AND VOLUNTARY ACT FOR USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL

THIS _____ DAY OF _____, 20____

 NOTARY PUBLIC

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS)
 COUNTY OF WILL) SS

APPROVED BY THE JOLIET CITY PLAN COMMISSION

_____, 20____

DATED THIS _____ DAY OF _____, 20____

 PLAN COMMISSION CHAIRMAN

 PLAN COMMISSION SECRETARY

CITY COUNCIL CERTIFICATE

STATE OF ILLINOIS)
 COUNTY OF WILL) SS

AS AUTHORIZED BY THE PLAT APPROVED BY ORDINANCE NO. _____

ON _____, 20____

DATED THIS _____ DAY OF _____, 20____

 MAYOR

 CITY CLERK

PARCEL 1:

THE NORTH 32 RODS OF THE EAST 25 RODS OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION TWO, IN TOWNSHIP THIRTY-FOUR NORTH, IN RANGE TEN EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

PARCEL 1A:

THE EAST 1/2 OF THE NORTHEAST 1/4 OF SECTION 2, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN (EXCEPTING THEREFROM THE SOUTH 158 FEET THEREOF), IN WILL COUNTY, ILLINOIS,

ALSO EXCEPT:

THAT PART OF THE LAND CONVEYED TO CHARLES RADEMACHER AND MATTHEW RADEMACHER BY QUIT CLAIM DEED RECORDED JANUARY 11, 2005 AS DOCUMENT R2005006206 AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PART OF THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE NORTH 88 DEGREES 11 MINUTES 00 SECONDS EAST ON THE NORTH LINE OF SAID NORTHEAST QUARTER 1315.77 FEET TO THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF SAID NORTHEAST QUARTER AND TO THE POINT OF BEGINNING; THENCE SOUTH 01 DEGREE 18 MINUTES 09 SECONDS EAST ON THE WEST LINE OF THE NORTHEAST QUARTER OF SAID NORTHEAST QUARTER 1406.20 FEET; THENCE NORTH 88 DEGREES 26 MINUTES 27 SECONDS EAST 82.00 FEET; THENCE NORTH 01 DEGREES 22 MINUTES 04 SECONDS WEST 1406.55 FEET TO A POINT ON THE NORTH LINE OF SAID NORTHEAST QUARTER THAT IS 80.41 FEET EAST OF THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF SAID NORTHEAST QUARTER, AS MEASURED ON SAID NORTH LINE; THENCE SOUTH 88 DEGREES 11 MINUTES 00 SECONDS WEST ON SAID NORTH LINE 80.41 FEET TO THE POINT OF BEGINNING.

PARCEL 2A:

THE SOUTH 120 ACRES OF THE FOLLOWING DESCRIBED TRACT:

THE NORTHWEST QUARTER OF SECTION 2, EXCEPT THE SOUTH 158 FEET THEREOF, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS,

ALSO EXCEPT:

THAT PART OF THE LAND CONVEYED TO CHARLES RADEMACHER AND MATTHEW RADEMACHER BY TRUSTEE'S DEED RECORDED JANUARY 11, 2005 AS DOCUMENT R2005006205 AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PART OF THE NORTHWEST QUARTER OF SECTION 2, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID NORTHWEST QUARTER; THENCE SOUTH 01 DEGREE 21 MINUTES 14 SECONDS EAST, ON THE EAST LINE OF SAID NORTHWEST QUARTER 746.73 FEET TO THE NORTH LINE OF THE SOUTH 2061.40 FEET OF SAID NORTHWEST QUARTER AND TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 01 DEGREE 21 MINUTES 14 SECONDS EAST, ON SAID EAST LINE 653.55 FEET TO A POINT 1400.28 FEET SOUTH OF THE NORTH LINE OF SAID NORTHWEST QUARTER, AS MEASURED ON SAID EAST LINE; THENCE SOUTH 88 DEGREES 26 MINUTES 27 SECONDS WEST 4.18 FEET; THENCE NORTH 01 DEGREE 32 MINUTES 38 SECONDS WEST 653.57 FEET TO A POINT ON THE NORTH LINE OF THE SOUTH 2061.40 FEET OF SAID NORTHWEST QUARTER THAT IS 6.35 FEET WEST OF THE POINT OF BEGINNING, AS MEASURED ON SAID NORTH LINE; THENCE NORTH 88 DEGREES 36 MINUTES 38 SECONDS EAST, ON SAID NORTH LINE 6.35 FEET TO THE POINT OF BEGINNING.

PARCEL 2B:

THAT PART OF THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE SOUTH 01 DEGREE 21 MINUTES 14 SECONDS EAST ON THE WEST LINE OF SAID NORTHEAST QUARTER 1400.28 FEET TO THE POINT OF BEGINNING; THENCE NORTH 88 DEGREES 26 MINUTES 27 SECONDS EAST 1314.48 FEET TO A POINT ON THE EAST LINE OF THE NORTHWEST QUARTER OF SAID NORTHEAST QUARTER THAT IS 1406.20 FEET SOUTH OF THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF SAID NORTHEAST QUARTER, AS MEASURED ON SAID EAST LINE; THENCE SOUTH 01 DEGREE 18 MINUTES 09 SECONDS EAST ON SAID EAST LINE 93.35 FEET TO THE SOUTH LINE OF THE NORTHWEST QUARTER OF SAID NORTHEAST QUARTER; THENCE SOUTH 88 DEGREES 36 MINUTES 53 SECONDS WEST ON SAID SOUTH LINE 1314.39 FEET TO THE WEST LINE OF SAID NORTHEAST QUARTER; THENCE NORTH 01 DEGREE 21 MINUTES 14 SECONDS WEST ON SAID WEST LINE 89.36 FEET TO THE POINT OF BEGINNING

AND

THE SOUTHWEST FRACTIONAL QUARTER OF THE NORTHEAST QUARTER (1/4) OF SECTION TWO (2), IN TOWNSHIP THIRTY-FOUR (34) NORTH AND IN RANGE TEN (10) EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

PARCEL 2C:

THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION TWO, TOWNSHIP THIRTY-FOUR NORTH, RANGE TEN EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS;

EXCEPTING THEREFROM:

TEN ACRES OFF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 2, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE FOURTH PRINCIPAL MERIDIAN, WILL COUNTY, ILLINOIS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 2, SAID NORTHEAST CORNER TO BE THE POINT OF BEGINNING OF THE TRACT TO BE DESCRIBED, FROM THE POINT OF BEGINNING; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 2, 1320 FEET; THENCE WEST PERPENDICULAR WITH THE LAST DESCRIBED COURSE A DISTANCE OF 330 FEET; THENCE NORTHERLY PARALLEL WITH THE EASTERLY LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER A DISTANCE OF 1320 FEET TO A POINT ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SECTION 2; THENCE EASTERLY ALONG SAID NORTHERLY LINE A DISTANCE OF 330 FEET TO THE POINT OF BEGINNING.

PARCEL 2D:

THE EAST HALF (1/2) OF THE SOUTHEAST QUARTER (1/4) OF SECTION TWO (2), TOWNSHIP THIRTY-FOUR (34) NORTH, RANGE TEN (10) EAST OF THE THIRD PRINCIPAL MERIDIAN;

EXCEPT:

THE NORTH 32 RODS OF THE EAST 25 RODS OF THE SOUTHEAST QUARTER (1/4) OF THE SOUTHEAST QUARTER (1/4) OF SECTION TWO (2), TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE 3RD P.M.;

AND ALSO EXCEPTING THEREFROM:

SOUTH 64 RODS OF THE EAST 25 RODS OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 2, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

PARCEL 3:

THE SOUTHEAST 1/4 OF SECTION 3, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

PARCEL 4:

THE SOUTHWEST 1/4 OF SECTION 2, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS;

EXCEPT:

THE EAST 400 FEET OF THE NORTH 544.5 FEET OF THE SOUTHWEST QUARTER OF SECTION 2, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

PARCEL 5:

TEN ACRES OFF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 2, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, WILL COUNTY, ILLINOIS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 2, SAID NORTHEAST CORNER TO BE THE POINT OF BEGINNING OF THE TRACT TO BE DESCRIBED, FROM THE POINT OF BEGINNING; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 2, 1320 FEET; THENCE WEST PERPENDICULAR WITH THE LAST DESCRIBED COURSE A DISTANCE OF 330 FEET; THENCE NORTHERLY PARALLEL WITH THE EASTERLY LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER A DISTANCE OF 1320 FEET TO A POINT ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SECTION 2; THENCE EASTERLY ALONG SAID NORTHERLY LINE A DISTANCE OF 330 FEET TO THE POINT OF BEGINNING.

PARCEL 6:

SOUTH 64 RODS OF THE EAST 25 RODS OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 2, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

PARCEL 7:

THE EAST 400 FEET OF THE NORTH 544.5 FEET OF THE SOUTHWEST QUARTER OF SECTION 2, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

PARCEL 8:

THE SOUTH ONE-HALF HALF OF THE NORTHEAST 1/4 OF SECTION 3, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

TOGETHER WITH THE ADJACENT RIGHT OF WAYS S. ROWELL AVENUE, W. BERNHARD ROAD, E. MILLSDALE ROAD, W. SCHEITZER ROAD AND RIDGE ROAD PER ILLINOIS MUNICIPAL CODE 65 ILCS 5/7-1-1. (THE NEW BOUNDARY OF THE ANNEXATION SHALL EXTEND TO THE FAR SIDE OF ANY ADJACENT HIGHWAY AND SHALL INCLUDE ALL OF EVERY HIGHWAY WITHIN THE AREA ANNEXED).

WILL COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
 COUNTY OF WILL) SS

THIS INSTRUMENT NO. _____ WAS FILED FOR RECORD IN THE RECORDER'S OF WILL COUNTY, AFORESAID ON

THE _____ DAY OF _____, 20____

AT _____ O'CLOCK _____ M.

 WILL COUNTY RECORDER

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
 COUNTY OF DUPAGE) SS

THIS IS TO CERTIFY THAT I, CARL J. COOK, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE PREPARED THIS PLAT OF ANNEXATION FROM OFFICIAL RECORDS AND PER A BOUNDARY SURVEY OF THE ABOVE DESCRIBED PROPERTY AND THAT THE SURVEY SHOWN HEREON IS A CORRECT REPRESENTATION OF THE PROPERTY TO BE ANNEXED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

GIVEN UNDER MY HAND AND SEAL THIS 15th DAY OF SEPTEMBER, 2025.

 Carl J. Cook
 Jacob & Hefner Associates, Inc.
 Illinois Professional Land Surveyor No. 035-003543
 My License Expires November 30, 2026



JACOB & HEFNER ASSOCIATES
 1333 Butterfield Road, Suite 300, Downers Grove, IL 60515
 PHONE: (630) 652-4600, FAX: (630) 652-4601
 www.jacobandhefner.com
 Illinois Professional Design Firm
 License No. 184-003073 Exp. 4/30/27

Survey No.:	H292b
Ordered By.:	HILLWOOD
Description:	PLAT OF ANNEXATION
Date Prepared:	SEPTEMBER 15, 2025
Scale:	1" = N/A
Field Work:	T.M.B.D.R
Prepared By:	SC.CC

Scope of Proposed Development

The site consists of approximately 795 acres located at the intersection of S. Rowell Rd and Bernhard Rd. The site sits just to the south of the Chicagoland Speedway, to the east of the Route 66 Raceway, and is otherwise surrounded by farmland and a few residential and commercial properties located in unincorporated Will County.

The proposed development is for a data center campus consisting of twenty-four (24) buildings having a total gross area of 6,936,000 square feet. The development is divided into four phases, each a sub-campus consisting of six (6) data center buildings, a privately owned electrical substation and associated transmission infrastructure, and stormwater facilities. The project will also accommodate a ComEd owned switching station located adjacent to the overhead transmission lines that traverse the property. Each sub-campus will be on a single lot and will be marketed for lease to a single end user.

The data center buildings are designed as two-story structural steel buildings with precast concrete exterior walls and attractive office/entrance features. Each building is approximately 289,000 square feet. Rooftop equipment will be screened from view. The site design will utilize berms and attractive landscaping. Each sub-campus will be secured with perimeter fencing and access control.

Offsite improvements include reconstructing S. Rowell and Millsdale Roads to City standards and extending sewer and water to service the site. We anticipate that Bernhard Road between S Rowell and Ridge Roads will be privatized.

CASE NO. _____
DATE FILED _____

ANNEXATION INFORMATION SHEET

(PLEASE PRINT CLEARLY)

I. Applicant's information:

Applicant is contract purchaser
HW Technology Park Development, LLC

NAME OF APPLICANT(S):

Don _____ (FN) _____ (MI) _____ (LN) _____ (Suffix)

_____ (FN) _____ (MI) _____ (LN) _____ (Suffix)

n/a
HOME ADDRESS (include Suite, Apt. No.) _____ CITY _____ STATE _____ ZIP CODE _____

Hillwood, 9550 W. Higgins Rd, Ste 200 Rosemont IL 60018
BUSINESS ADDRESS _____ CITY _____ STATE _____ ZIP CODE _____

CONTACT NUMBERS:

(H) (____) _____ (W) (847)737-0264 CELL [REDACTED]

E-MAIL ADDRESS: don.schoenheider@hillwood.com

II. Owner's information:

List of current property owners attached

NAME OF OWNER(S): (If property ownership is in the name of a partnership, corporation, joint venture, trust or other entity, please list the official name of the entity and the name of the managing power.)

_____ (FN) _____ (MI) _____ (LN) _____ (Suffix)

_____ (FN) _____ (MI) _____ (LN) _____ (Suffix)

HOME ADDRESS (include Suite, Apt. No.) _____ CITY _____ STATE _____ ZIP CODE _____

BUSINESS ADDRESS _____ CITY _____ STATE _____ ZIP CODE _____

CONTACT NUMBERS:

(H) (____) _____ (W) (____) _____ CELL (____) _____

E-MAIL ADDRESS: _____

In case of a land trust, attach a sheet with the name, address and telephone numbers of all trustees and beneficiaries of the trust.

III. Agent Authorization:

Please check one of the following:

I will represent my petition before the Plan Commission and the City Council of the City of Joliet.

I hereby authorize the person named below to act as my agent in representing this application before the Plan Commission and the City Council of the City of Joliet.

Note: The agent is the official contact person for this project and the single point of contact. All correspondence and communication will be conducted with the agent. If no agent is listed, the owner will be considered the agent.

(Please Print)

Agent's Name _____ Company Name (If Applicable) _____

Agent's Mailing Address City/State/Zip _____

() _____ () _____ () _____
Agent's Phone Area Code Mobile Area code Fax

Email address: _____

If an agent is representing the owner of the property, please complete the following information:

I hereby authorize the person named above to act as my agent in processing this application before the City Council of the City of Joliet:

Owner's Signature (s):

Date: _____ Date: _____

IV. REGISTERED VOTERS RESIDING ON TERRITORY TO BE ANNEXED:

See attached _____ () _____
NAME ADDRESS Area Code Phone

_____ () _____
NAME ADDRESS Area Code Phone

_____ () _____
NAME ADDRESS Area Code Phone

v. Property information: Reference attachments

PROPERTY ADDRESS:

See attached
PROPERTY ADDRESS CITY STATE TOWNSHIP ZIP CODE

PROPERTY IDENTIFICATION NUMBER (P.I.N. or tax number(s)): See attached

LEGAL DESCRIPTION OF PROPERTY (OR ATTACH COPY OF "PLAT OF SURVEY"):

LOT SIZE: WIDTH DEPTH AREA

PRESENT LAND USE: Farmland and residential

EXISTING ZONING: Various - see attached

PROPOSED LAND USE AND/OR PURPOSE OF ANNEXATION: Development of Data Center Campus

ZONING CLASSIFICATION REQUESTED: I-1

USES OF SURROUNDING PROPERTIES:

NORTH Commercial / Agricultural EAST Commercial / Agricultural

SOUTH Agricultural WEST Agricultural

IMPORTANT

You must appear before the Plan Commission and the City Council to present your annexation request. A lawyer may appear on your behalf.

The undersigned understands that they are not entitled to any City of Joliet funding for public improvements by virtue of this annexation.

I hereby depose and say that all of the above statements are true and correct to the best of my information and behalf.

[Redacted Signature]

PETITIONER

9-8-25
DATE

PETITIONER

DATE

Subscribed and Sworn to before me
this 8th day of September, 20 25

[Redacted Notary Signature]

NOTARY PUBLIC



CURRENT OWNERSHIP

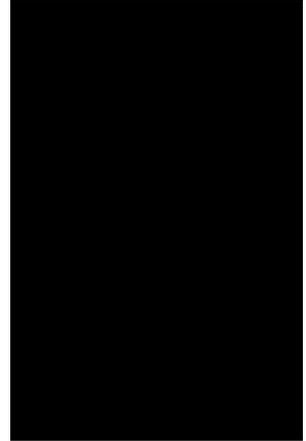
Owner Name	Parcel address	PIN (with hyphen)	Owner Mailing Address	Owner email address	Property Class
Bernhard Farms, Inc.	Vacant S. RIDGE RD, ELWOOD 60421	10-11-02-200-007-0010	18530 W HOFF RD, Elwood IL 60421		0021 Farm Land with buildings
Bernhard Farms, Inc.	23408 S. RIDGE RD, ELWOOD 60421	10-11-02-200-007-0020	18530 W HOFF RD, Elwood IL 60421		0011 Farm Land with buildings
Bernhard Family Land Trust	Vacant S. ROWELL AVE, ELWOOD 60421	10-11-02-100-018-0010	18856 W HOFF RD, Elwood IL 60421		0021 Farm Land no buildings
Bernhard Family Land Trust	Vacant S. ROWELL AVE, ELWOOD 60421	10-11-02-100-018-0020	18856 W HOFF RD, Elwood IL 60421		0021 Farm Land no buildings
Leo E. & Lois I. Bernhard	23600 S. ROWELL AVE, ELWOOD 60421	10-11-03-400-001-0000	18530 W HOFF RD, Elwood IL 60421		0021 Farm Land no buildings
Leonard E. Bernhard	Vacant W. BERNHARD RD, ELWOOD 60421	10-11-02-300-002-0000	18530 W HOFF RD, Elwood IL 60421		0021 Farm Land no buildings
Bernhard Family Land Trust	Vacant W. BERNHARD RD, ELWOOD 60421	10-11-02-400-007-0000	18856 W HOFF RD, Elwood IL 60421		0021 Farm Land no buildings
Jean R. Smith	17819 W. BERNHARD RD, ELWOOD 60421	10-11-02-400-008-0000	17819 W BERNHARD RD, Elwood IL 60421		0011 Farm Land with buildings
Bernhard Family Land Trust	Vacant S. RIDGE RD, ELWOOD 60421	10-11-02-400-005-0000	18530 W HOFF RD, Elwood IL 60421		0021 Farm Land no buildings
Joan E. Long	23610 S. RIDGE RD, ELWOOD 60421	10-11-02-400-006-0000	23610 S RIDGE RD, Elwood IL 60421		0011 Farm Land with buildings
Bernhard Farms, Inc.	23730 S. RIDGE RD, ELWOOD 60421	10-11-02-400-003-0000	18530 W HOFF RD, Elwood IL 60421		0040 Residential
Bernhard Family Land Trust	Vacant W. BERNHARD, ELWOOD 60421	10-11-02-200-002-0000	18530 W HOFF RD, Elwood IL 60421		0021 Farm Land no buildings
Joy C. & Ray M. Garza	18027 W BERNHARD RD, ELWOOD 600421	10-11-02-300-003-0000	18027 W BERNHARD RD, Elwood IL 60421		0040 Residential
James E. Bernhard	23400 S. ROWELL AVE, ELWOOD 60421	10-11-03-200-002-0000	23560 S CHERRY HILL RD, Manhattan IL 60442		0011 Farm Land with buildings

JOLIET TECHNOLOGY CENTER

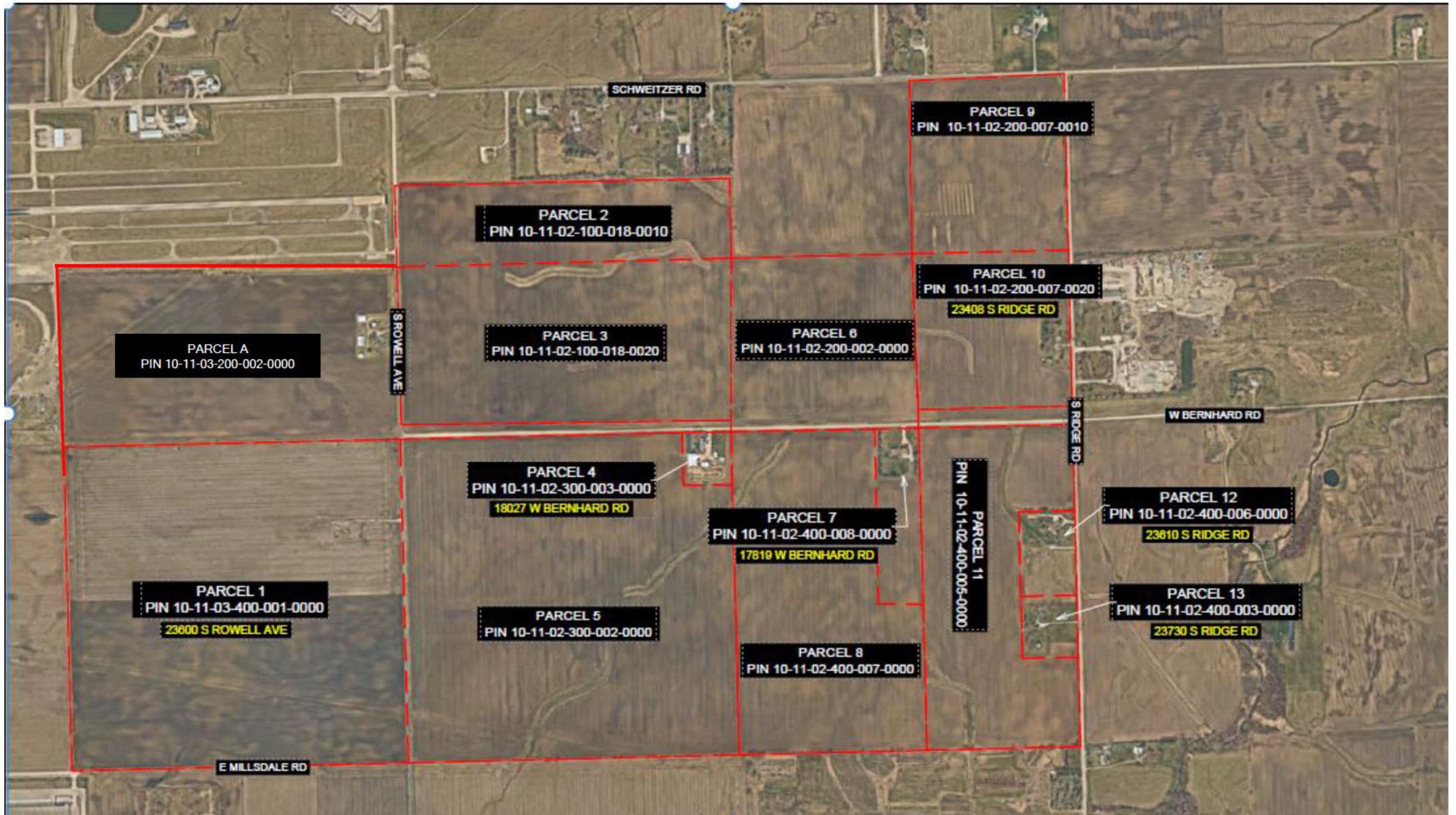
9/8/2025

IV. REGISTERED VOTERS RESIDING ON TERRITORY TO BE ANNEXED- attachment

Rastarcia Thompson	23408 South Ridge Road, Elwood IL 60421
Joan Long	23610 S. Ridge Rd., Elwood IL 60421
Derek Bernhard	23661 S. Ridge Rd., Elwood IL 60421
Jean Smith	17819 W. Bernhard Rd., Elwood IL 60421
Ray Garza	18027 W. Bernhard Rd., Elwood IL 60421
James E. Bernhard	23400 W. Rowell Ave., Elwood IL 60421



PARCEL MAP



STATE OF ILLINOIS)
) ss
COUNTY OF WILL)

BEFORE THE MAYOR AND CITY
COUNCIL OF THE CITY OF JOLIET,
ILLINOIS

PETITION FOR ANNEXATION TO THE CITY OF JOLIET

Pursuant to Section 7-1-8 of the Illinois Municipal Code, the undersigned being duly sworn, state on oath as follows:

1. The undersigned are duly authorized by law to execute and file this Petition for Annexation.
2. The undersigned include the owners of record of all of the land within the territory described in Exhibit "A" ("Territory"), attached hereto and incorporated herein by reference.
3. The undersigned include at least 51% of the electors residing within the Territory, if any.
4. The Territory is not within the corporate limits of any municipality.
5. The undersigned request the annexation of the Territory to the City of Joliet, Illinois, together with that portion of any highway adjoining the Territory, which is not within any municipality.

DATE: February 19, 2026

SEE ATTACHED PAGES
PETITIONERS

Subscribed and Sworn to before me
this 19th day of February, 2026
SEE ATTACHED PAGES

NOTARY PUBLIC

Melissa R. Laneve



BERNHARD FARMS, INC.

PIN: 10-11-02-200-007-0010, 10-11-02-200-007-0020, 10-11-02-400-003-0000

By: Brian Bernhard
Its President

Subscribed and Sworn to me
this 19th day of February, 2024

Melissa R. Laneve

Notary Public

My commission expires: 5/30/27

(SEAL)



BERNHARD FAMILY LAND TRUST

PIN: 10-11-02-100-018-0010, 10-11-02-100-018-0020, 10-11-02-400-007-0000,
10-11-02-400-005-0000. ~~10-11-02-200-002-0000~~

By: William Bernhard
William Bernhard
Its Trustee

The Beneficiaries of the Trust are:

William Bernhard, Gary Bernhard, Guy Bernhard, Gregory Bernhard, Joan Long, Joy Garza,

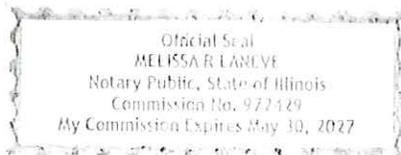
Jean Smith, Brian Bernhard, Doug Bernhard, Carl Bernhard

Subscribed and Sworn to me
this 19 day of February, 2026

Melissa R. Laney
Notary Public

My commission expires: 5/30/27

(SEAL)



LEO E. BERNHARD RESIDUARY TRUST

PIN: 10-11-03-400-001-0000, 10-11-02-300-002-0000

By: Gregory Bernhard
Gregory Bernhard
Its Trustee

The Beneficiaries of the Trust are:

Linda Findlay, William Bernhard, Mark Bernhard, Gary Bernhard, Guy Bernhard, Gregory Bernhard,
Joan Long, Joy Garza, Jean Smith, Brian Bernhard, Doug Bernhard, Carl Bernhard

Subscribed and Sworn to me
this 19th day of February, 2026

Melissa R. Laneve
Notary Public

My commission expires: 5/30/27

(SEAL)



JEAN R. SMITH

PIN: 10-11-02-400-008-0000

By: Jean R. Smith
Jean R. Smith

Subscribed and Sworn to me
this 17 day of February, 2020

Molly R. Planert
Notary Public

My commission expires: 05/09/2026

(SEAL)



JOAN E. LONG

PIN: 10-11-02-400-006-0000

By: Joan E Long
Joan E. Long

Subscribed and Sworn to me
this 18th day of February, 2026

Jayne M Asselborn
Notary Public

My commission expires: 5/15/2028

(SEAL)



JOY C. GARZA

PIN: 10-11-02-300-003-0000

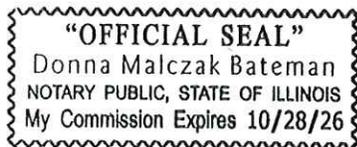
By: Joy C. Garza
Joy C. Garza

Subscribed and Sworn to me
this 19th day of February, 2026.

Donna Malczak Bateman
Notary Public

My commission expires: 10-28-2026

(SEAL)

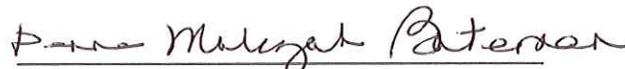


RAY M. GARZA

PIN: 10-11-02-300-003-0000

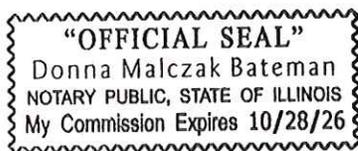
By: 
Ray M. Garza

Subscribed and Sworn to me
this 19th day of February, 2026


Notary Public

My commission expires: 10-28-2026

(SEAL)



JAMES E. BERNHARD

PIN: 10-11-03-200-002-0000

By: James E. Bernhard
James E. Bernhard

Subscribed and Sworn to me
this 19th day of February, 2026

Melissa R. Laneve

Notary Public

My commission expires: 5/30/27

(SEAL)



DEREK BERNHARD

By: Derek Bernhard
Derek Bernhard

Subscribed and Sworn to me
this 20th day of February, 2026.

Melissa R. Laneve

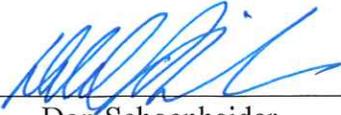
Notary Public

My commission expires: 5/30/27

(SEAL)



H.W. TECHNOLOGY PARK DEVELOPMENT, LLC

By: 
Don Schoenheider
Its Executive Vice President

Subscribed and Sworn to me
this 19th day of February, 2026



Notary Public

My commission expires: 5/30/27

(SEAL)



CASE NO. _____

DATE FILED: _____

**CITY PLAN COMMISSION
JOLIET, ILLINOIS**

**PETITION FOR A PLANNED UNIT DEVELOPMENT
(Check One)**

Preliminary
 Final

NAME OF PUD: Joliet Technology Center

NAME OF PETITIONER: Don Schoenheider / HW Technology Park Development, LLC

HOME ADDRESS: _____

CITY, STATE, ZIP: _____

HOME PHONE: _____

CELL #: [REDACTED] E-MAIL: don.schoenheider@hillwood.com

BUSINESS ADDRESS: 9550 W. Higgins Rd, Ste 200

CITY, STATE, ZIP: Rosemont, IL 60018

BUSINESS PHONE: 847-737-0264

INTEREST OF PETITIONER: _____

NAME OF LOCAL AGENT: _____

ADDRESS: _____ PHONE: _____

OWNER: See attached for list of current owners

HOME ADDRESS: _____

CITY, STATE, ZIP: _____

HOME PHONE: _____

CELL #: _____ E-MAIL: _____

BUSINESS ADDRESS: _____ PHONE: _____

CITY, STATE, ZIP: _____

BUSINESS PHONE: _____

ENGINEER: Langan

ADDRESS: 200 W Madison Street, Suite 1920, Chicago, IL 60606 PHONE: 312-547-7700

LAND SURVEYOR: Jacob & Hefner

ADDRESS: 1333 Butterfield Road, Suite 300 PHONE: 630-652-4620

ATTORNEY: David Silverman - Mahoney, Silverman & Cross, LLC

ADDRESS: 822 Infantry Drive, Suite 100, Joliet, IL 60435 PHONE: 815-730-9500, ext. 103

LEGAL DESCRIPTION OF PROPERTY: See attached

COMMON ADDRESS: S Rowell Rd and Bernhard Road

PERMANENT INDEX NUMBER (Tax No.): see attached

SIZE: 795 acres

NO. OF LOTS: 14

PRESENT USE: farmland and residential EXISTING ZONING: various, see attached

USES OF SURROUNDING PROPERTIES: North: Agricultural / Commercial

South: Agricultural

East: Agricultural / Commercial

West: Agricultural

Name of Park District: Joliet Park District

Date Contacted Park District: n/a

Is any open space/park site being offered as part of a preliminary PUD? No

If yes, what amount? _____

(Acknowledgment by Park District Official) _____

Has the Zoning Board of Appeals granted any variance, exception, or special permit concerning this property?

Yes _____ No x If yes, list the Case number and name: _____

Is any variance from the Subdivision Regulations being requested? Yes x No _____

If yes, describe: Multiple buildings permitted on a single lot. Reduction in number of required loading dock spaces.

Attach ten (10) copies of the plat to this petition.

List all contiguous holdings in the same ownership (as defined in the Subdivision Regulations) by permanent index numbers: see attached

Attached hereto is an affidavit of ownership indicating the dates the respective holdings of land were acquired, together with the book and page of each conveyance to the present owner as recorded in the Will County Recorder of Deeds office. This affidavit shall indicate the legal owner of the property, the contract owner of the property, and the date the contract of sale was executed.

In the event the property is held in trust: A list of all individual beneficial owners of the trust must be attached.

In the event of corporate ownership: A list of all directors, officers, and stockholders of each corporation owning more than five percent (5%) of any shares of stock must be attached.

STATE OF ILLINOIS) ss
COUNTY OF WILL)

I, DONALD P. SCHOENHEIDER, hereby depose and say that all of the above statements and the statements contained in the papers submitted herewith are true. I agree to be present in person or by representation when this is heard by the Plan Commission.

Date: 9-8-25 _____
Petitioner's Name

Subscribed and sworn to before me this 8th day of September, 20 25

Notary Public 51 My Commission Expires: 12.19.2027



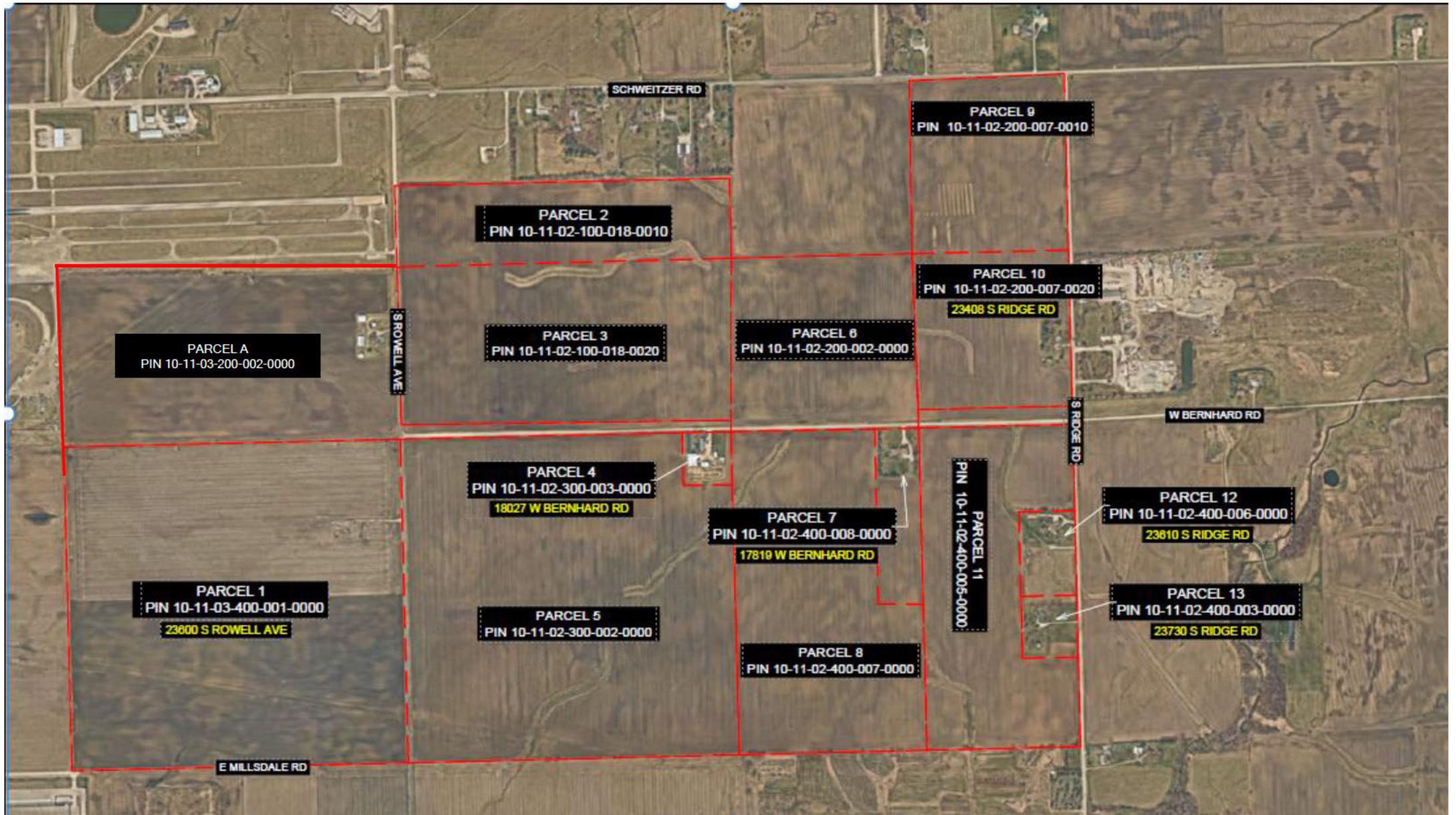
CURRENT OWNERSHIP

Owner Name	Parcel address	PIN (with hyphen)	Owner Mailing Address	Owner email address	Property Class
Bernhard Farms, Inc.	Vacant S. RIDGE RD, ELWOOD 60421	10-11-02-200-007-0010	18530 W HOFF RD, Elwood IL 60421		0021 Farm Land with buildings
Bernhard Farms, Inc.	23408 S. RIDGE RD, ELWOOD 60421	10-11-02-200-007-0020	18530 W HOFF RD, Elwood IL 60421		0011 Farm Land with buildings
Bernhard Family Land Trust	Vacant S. ROWELL AVE, ELWOOD 60421	10-11-02-100-018-0010	18856 W HOFF RD, Elwood IL 60421		0021 Farm Land no buildings
Bernhard Family Land Trust	Vacant S. ROWELL AVE, ELWOOD 60421	10-11-02-100-018-0020	18856 W HOFF RD, Elwood IL 60421		0021 Farm Land no buildings
Leo E. & Lois I. Bernhard	23600 S. ROWELL AVE, ELWOOD 60421	10-11-03-400-001-0000	18530 W HOFF RD, Elwood IL 60421		0021 Farm Land no buildings
Leonard E. Bernhard	Vacant W. BERNHARD RD, ELWOOD 60421	10-11-02-300-002-0000	18530 W HOFF RD, Elwood IL 60421		0021 Farm Land no buildings
Bernhard Family Land Trust	Vacant W. BERNHARD RD, ELWOOD 60421	10-11-02-400-007-0000	18856 W HOFF RD, Elwood IL 60421		0021 Farm Land no buildings
Jean R. Smith	17819 W. BERNHARD RD, ELWOOD 60421	10-11-02-400-008-0000	17819 W BERNHARD RD, Elwood IL 60421		0011 Farm Land with buildings
Bernhard Family Land Trust	Vacant S. RIDGE RD, ELWOOD 60421	10-11-02-400-005-0000	18530 W HOFF RD, Elwood IL 60421		0021 Farm Land no buildings
Joan E. Long	23610 S. RIDGE RD, ELWOOD 60421	10-11-02-400-006-0000	23610 S RIDGE RD, Elwood IL 60421		0011 Farm Land with buildings
Bernhard Farms, Inc.	23730 S. RIDGE RD, ELWOOD 60421	10-11-02-400-003-0000	18530 W HOFF RD, Elwood IL 60421		0040 Residential
Bernhard Family Land Trust	Vacant W. BERNHARD, ELWOOD 60421	10-11-02-200-002-0000	18530 W HOFF RD, Elwood IL 60421		0021 Farm Land no buildings
Joy C. & Ray M. Garza	18027 W BERNHARD RD, ELWOOD 600421	10-11-02-300-003-0000	18027 W BERNHARD RD, Elwood IL 60421		0040 Residential
James E. Bernhard	23400 S. ROWELL AVE, ELWOOD 60421	10-11-03-200-002-0000	23560 S CHERRY HILL RD, Manhattan IL 60442		0011 Farm Land with buildings

JOLIET TECHNOLOGY CENTER

9/8/2025

PARCEL MAP



CITY OF JOLIET OWNERSHIP DISCLOSURE FORM

The City of Joliet requires that applicants for zoning relief, subdivision approval, building permits and business licenses disclose the identity of all persons having an ownership interest in the business and the real property associated with the application. A copy of this form must be completed and submitted with other application materials. Failure to properly complete and submit this form may result in the denial of the application.

I. INFORMATION ABOUT THE APPLICATION

This form is submitted as part of an application for the following (check all that apply):

- Rezoning, Special Use Permit, Variation, or Other Zoning Relief (Complete Sections II and III)
- Preliminary Plat, Final Plat, or Record Plat of Subdivision (Complete Sections II and III)
- Building Permit (Complete Sections II and III)
- Business License (Complete All Sections)

II. INFORMATION ABOUT THE PROPERTY

The address and PIN(s) of the real property associated with this application are:

See attached

PIN(s): _____

III. PROPERTY OWNERSHIP

Select the type of owner of the real property associated with this application and fill in the appropriate contact information below:

- Individual:** State the names, addresses, and phone #'s of the individual owner(s)
- Corporation:** State the names, addresses, and phone #'s of all persons holding 3% or more of the stock of the corporation and the percentage of shares held by such stockholders
- Limited Liability Company:** State the names, addresses, and phone #'s of all members of the company along with the percentage of ownership held by each member
- Land Trust:** State the names, addresses, and phone #'s of the trustee(s) and all beneficiaries
- Partnership:** State the names, addresses, and phone #'s of all partners
- Other type of organization:** State the names, addresses, and phone #'s of all persons having a legal or equitable ownership interest in the organization or the right to direct the affairs of the organization

List of current property owners is attached for reference

HW Technology Park Development, LLC or its assignee will own the property prior to the annexation becoming effective.

E-MAIL: Don.Schoenheider@hillwood.com FAX: 972-201-2889

IV. BUSINESS OWNERSHIP

If the owner of the business is different than the owner of the real property associated with the application, then the following information must be provided:

Select the type of business owner associated with this application and fill in the contact information below:

- Individual:** State the names, addresses, and phone #'s of the individual owner(s)
- Corporation:** State the names, addresses, and phone #'s of all persons holding 3% or more of the stock of the corporation and the percentage of shares held by such stockholders
- Limited Liability Company:** State the names, addresses, and phone #'s of all members of the company along with the percentage of ownership held by each member
- Partnership:** State the names, addresses, and phone #'s of all partners
- Other type of organization:** State the names, addresses, and phone #'s of all persons having a legal or equitable ownership interest in the organization

HIP VI DI 2022, LLC, 0.1% managing member

HW Technology Park Project, LLC, 99.90% member

Address and Phone for both members:

3000 Turtle Creek Blvd, Dallas, TX 75219, 214-303-5535 (main)

E-MAIL: Don.Schoenheider@hillwood.com FAX: 972-201-2889 (Legal)

NOTE:

If a stockholder, member, beneficiary or partner disclosed in Section III or Section IV is not an individual, then the individuals holding the legal or equitable title to the real property or business associated with the application must also be disclosed. For example, if the real property associated with an application is owned by a land trust, and the beneficiary of the land trust is a limited liability company, then the members of the limited liability company must be disclosed. If one of the members of the limited liability company is a partnership, then the identity of the partners must be disclosed. If one of the partners is a corporation, then all persons owning 3% or more of the issued stock must be disclosed.

SIGNED: 

DATE: September 8, 2025

Name, Title, and Telephone Numbers of Person Completing and Submitting This Form:

HW Technology Park Development, LLC

Don Schoenheider, Executive Vice President 

**NOTICE OF PUBLIC HEARING
JOLIET PLAN COMMISSION SPECIAL MEETING**

THIS NOTICE IS HEREBY GIVEN THAT A SPECIAL MEETING PUBLIC HEARING WILL BE HELD BY THE PLAN COMMISSION OF THE CITY OF JOLIET, ILLINOIS ON **THURSDAY, MARCH 5, 2026 AT 4:00 P.M.** IN THE COUNCIL CHAMBERS OF THE MUNICIPAL BUILDING, 150 WEST JEFFERSON STREET, JOLIET, ILLINOIS FOR THE CONSIDERATION OF THE FOLLOWING:

A-4-25: ANNEXATION OF APPROXIMATELY 795 ACRES SURROUNDING S. ROWELL ROAD AND BERNHARD ROAD, CLASSIFICATION TO I-1 (LIGHT INDUSTRIAL) ZONING, AND APPROVAL OF AN ANNEXATION AGREEMENT, LEGALLY DESCRIBED AS FOLLOWS: THAT PART OF THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 34 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 2; THENCE NORTH 01 DEGREES 15 MINUTES 31 SECONDS WEST ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 2, A DISTANCE OF 158.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 88 DEGREES 36 MINUTES 40 SECONDS WEST ALONG A LINE 158.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 2, A DISTANCE OF 1313.25 FEET TO THE WEST LINE OF THE EAST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 2; THENCE NORTH 01 DEGREES 18 MINUTES 40 SECONDS WEST ALONG SAID LINE, A DISTANCE OF 1255.01 FEET TO THE SOUTH LINE OF QUIT CLAIM DEED CORPORATION TO JOINT TENANCY PER DOCUMENT NUMBER R2005006206; THENCE NORTH 88 DEGREES 25 MINUTES 56 SECONDS EAST ALONG SAID LINE, A DISTANCE OF 82.00 FEET TO THE EAST LINE OF SAID QUIT CLAIM DEED CORPORATION TO JOINT TENANCY PER DOCUMENT NUMBER R2005006206; THENCE NORTH 01 DEGREES 22 MINUTES 35 SECONDS WEST ALONG SAID LINE, A DISTANCE OF 1406.72 FEET TO THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 2; THENCE NORTH 88 DEGREES 03 MINUTES 30 SECONDS EAST ALONG SAID LINE, A DISTANCE OF 1235.38 FEET TO THE NORTHEAST CORNER OF SAID SECTION 2; THENCE SOUTH 01 DEGREES 15 MINUTES 31 SECONDS EAST ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 2; A DISTANCE OF 2673.90 FEET TO THE POINT OF BEGINNING, IN WILL COUNTY, ILLINOIS. COMMONLY KNOWN AS: S. ROWELL ROAD AND BERNHARD ROAD.

(PIN #'S 10-11-02-200-007-0010, 10-11-02-200-007-0020, 10-11-02-100-018-0010, 10-11-02-100-018-0020, 10-11-03-400-001-0000, 10-11-02-300-002-0000, 10-11-02-400-007-0000, 10-11-02-400-008-0000, 10-11-02-400-005-0000, 10-11-02-400-006-0000, 10-11-02-400-003-0000, 10-11-02-200-002-0000, 10-11-02-300-003-0000, & 10-11-03-200-002-0000)

PUD-8-25: PRELIMINARY PLANNED UNIT DEVELOPMENT OF JOLIET TECHNOLOGY CENTER SUBDIVISION. COMMONLY KNOWN AS: S. ROWELL ROAD AND BERNHARD ROAD.

(PIN #'S 10-11-02-200-007-0010, 10-11-02-200-007-0020, 10-11-02-100-018-0010, 10-11-02-100-018-0020, 10-11-03-400-001-0000, 10-11-02-300-002-0000, 10-11-02-400-007-0000, 10-11-02-400-008-0000, 10-11-02-400-005-0000, 10-11-02-400-006-0000, 10-11-02-400-003-0000, 10-11-02-200-002-0000, 10-11-02-300-003-0000, & 10-11-03-200-002-0000)

THE MEETING IS HELD IN AN ACCESSIBLE LOCATION. IF YOU NEED A REASONABLE ACCOMMODATION, PLEASE CONTACT THE PLANNING DIVISION AT (815) 724-4050.

CHAIRMAN: JOHN KELLA

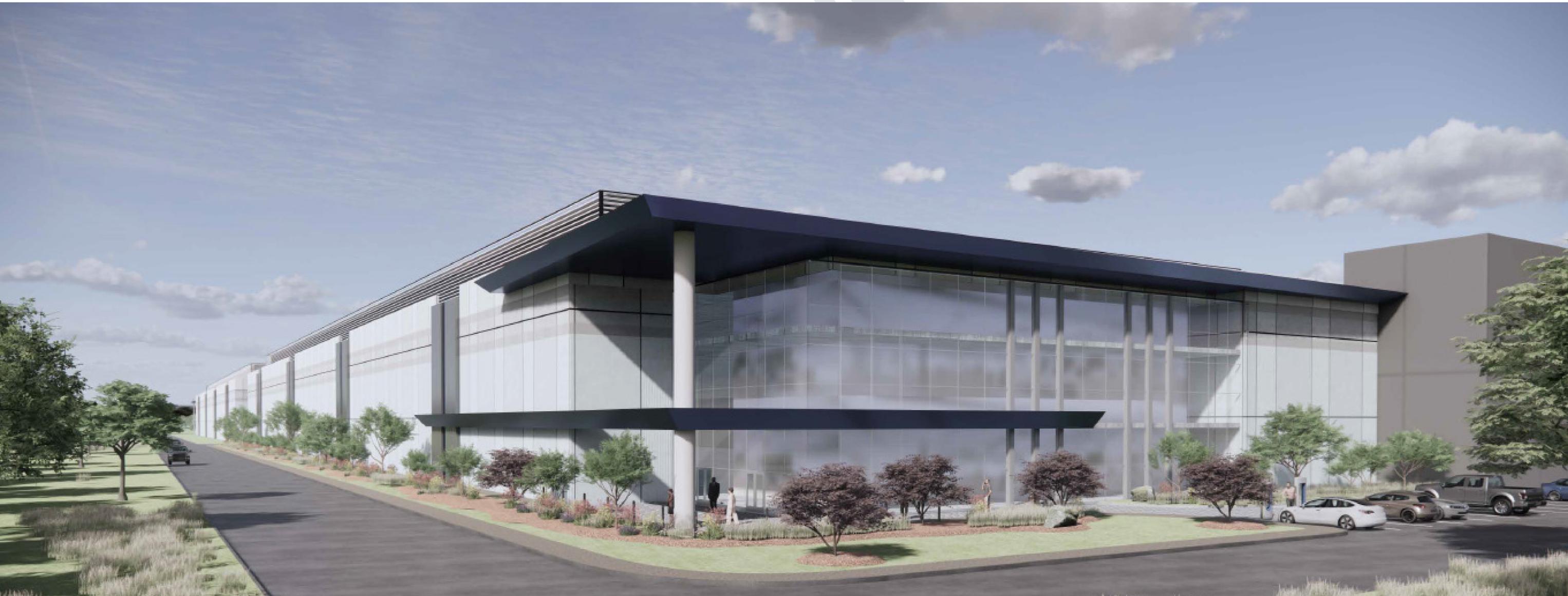
LEGAL DEPARTMENT: TODD LENZIE, INTERIM CORPORATION COUNSEL

COMMISSION MEMBERS:

JASON COX, JEFF CROMPTON, MIKE EULITZ, JOHN KELLA, WENDELL MARTIN, ROBERTO PEREZ, DEBBIE RADAKOVICH, BRIGETTE ROEHR, AND MICHAEL TURK
(Published in the Herald-News Feb. 18, 2026) 2305816

JOLIET TECHNOLOGY CENTER

SAMPLE ELEVATIONS



Applicant: Langan Engineering
Contact: Olivia Hollander
Address: 200 W Madison Street
Suite 2900
Chicago, IL 60614

IDNR Project Number: 2607965
Date: 11/26/2025

Project: Hillwood Confidential Project
Address: W Bernhard Road, Elwood

Description: Proposed construction with associated grading, utilities, stormwater, access, and parking.

Natural Resource Review Results

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

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

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Will

Township, Range, Section:

34N, 10E, 2
34N, 10E, 3
35N, 10E, 34
35N, 10E, 35



IL Department of Natural Resources

Contact

Alex Davis
217-785-5500
Division of Ecosystems & Environment

Government Jurisdiction

U.S. Army Corps of Engineers

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

Terms of Use

By using this website, you acknowledge that you have read and agree to these terms. These terms may be revised by IDNR as necessary. If you continue to use the EcoCAT application after we post changes to these terms, it will mean that you accept such changes. If at any time you do not accept the Terms of Use, you may not continue to use the website.

1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.

2. Unauthorized attempts to upload, download, or change information on this website are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and/or the National Information Infrastructure Protection Act.

3. IDNR reserves the right to enhance, modify, alter, or suspend the website at any time without notice, or to terminate or restrict access.

Security

EcoCAT operates on a state of Illinois computer system. We may use software to monitor traffic and to identify unauthorized attempts to upload, download, or change information, to cause harm or otherwise to damage this site. Unauthorized attempts to upload, download, or change information on this server is strictly prohibited by law.

Unauthorized use, tampering with or modification of this system, including supporting hardware or software, may subject the violator to criminal and civil penalties. In the event of unauthorized intrusion, all relevant information regarding possible violation of law may be provided to law enforcement officials.

Privacy

EcoCAT generates a public record subject to disclosure under the Freedom of Information Act. Otherwise, IDNR uses the information submitted to EcoCAT solely for internal tracking purposes.

June 24, 2025

Mr. Ray Heitner
Planner
City of Joliet
150 W. Jefferson Street, Joliet, IL 60432

Re: Data Center Development – Traffic Impact Study Submittal

Dear Mr. Heitner:

Enclosed for submittal to the City of Joliet, please find a traffic impact study prepared for the data center development proposed south of Schweitzer Road from west of Rowell Road to Ridge Road. Key elements of the traffic impact study are outlined below.

- With the proposed development it was assumed Millsdale Road would be extended east to Rowell Road.
- For the analysis of future traffic conditions, improvements to the intersection of IL 53/Millsdale Road were assumed to be completed by others consistent with the *Third Coast Intermodal Hub (TCIH) Traffic Impact Study* prepared by Kimley-Horn.
- Site-generated traffic was estimated using industry-accepted data from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition which is likely conservative. In our experience, a number of end users reference empirical data to estimate site traffic as the empirical data is lower than ITE estimates.
 - The ITE data set is included in the traffic study appendix. Based on the range of rates, site trip generation estimates in the traffic study may be conservative. In the morning peak hour, the average rate is 0.11 per 1,000 square feet; however, the range is 0.03 to 0.22. In the evening peak hour, the average rate is 0.09 per 1,000 square feet; however, the range is 0.03 to 0.13.

Based on the analysis of existing and future traffic conditions, site-generated traffic is not expected to materially impact key intersections in the site vicinity. Offsite improvements were not identified.

Please contact me by phone at (630) 487-3395 or via email at rory.fancler@kimley-horn.com if you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Rory Fancler-Splitt, AICP, PTP
Associate

DATA CENTER DEVELOPMENT

Traffic Impact Study

Joliet, Illinois

June 2025

Prepared for:

**HW Technology
Park Development, LLC**

Kimley»»Horn

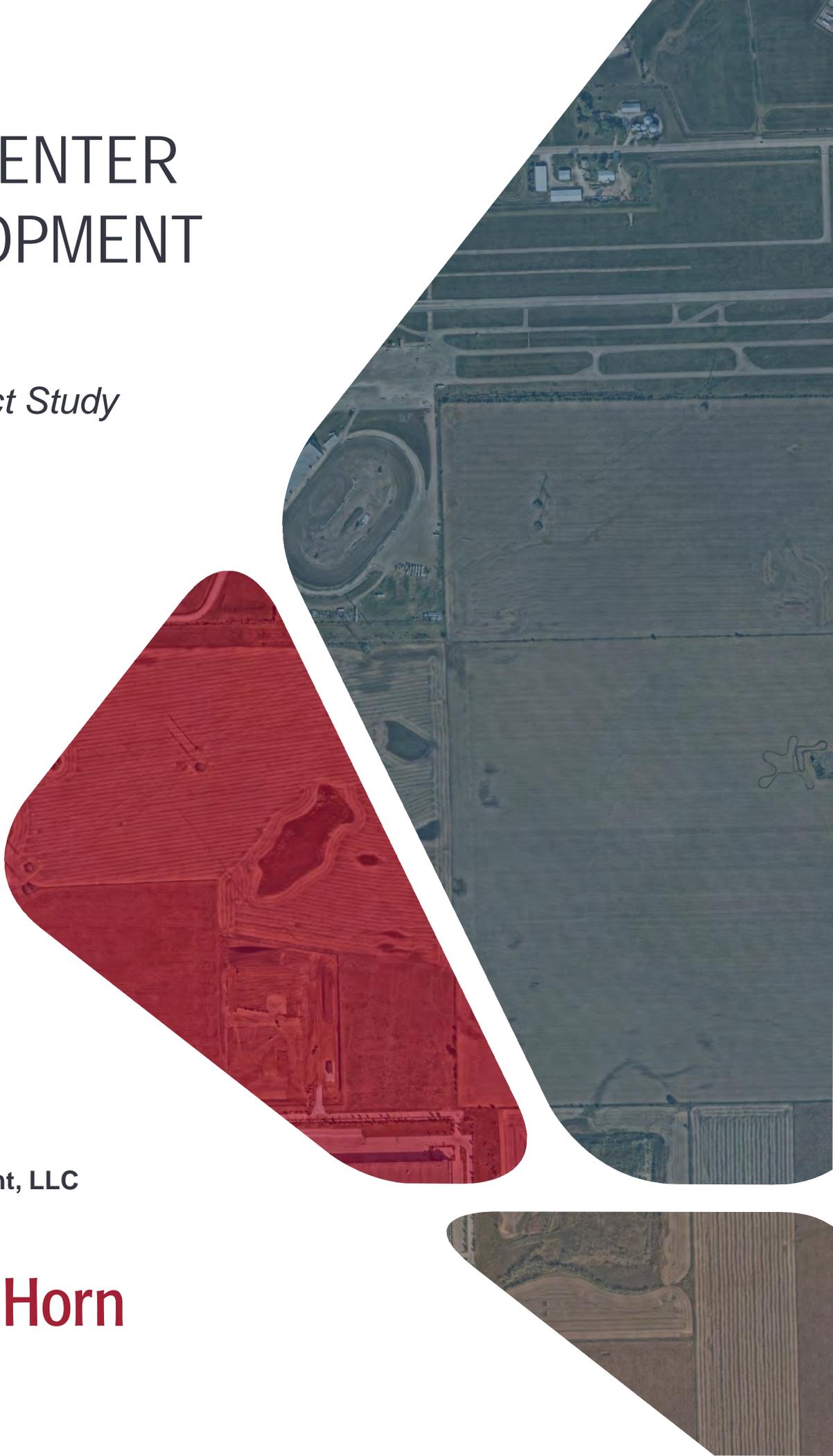


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EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by HW Technology Park Development, LLC to perform a traffic impact study for a data center development proposed south of Schweitzer Road from west of Rowell Road to Ridge Road in Joliet, Illinois. The development would include 24 buildings totaling approximately 6,936,000 square feet. With the proposed data center development, Bernhard Road west of Ridge Road would be vacated. Additionally, Millsdale Road would be extended approximately 2,600 feet east to Rowell Road.

Per Illinois Department of Transportation (IDOT) standards, existing and future traffic conditions were evaluated for key intersections providing access to the development. For purposes of this analysis, Year 2032 conditions were evaluated. To assess the potential impact on the area roadway network, site-generated trips were established and added to future background traffic projections. Traffic estimated for approved development in the area was also added to the area roadway network to develop Year 2032 no-build traffic projections.

The analysis of future conditions considers improvements planned by others in the study area. Identified in the *Third Coast Intermodal Hub (TCIH) Traffic Impact Study* prepared by Kimley-Horn (dated August 2023, revised February 2024), the intersection of IL 53/Millsdale Road is planned to be signalized in Year 2032; and therefore, a signal was assumed to be installed by others for the analysis of future conditions.

Based on a review of future conditions, site-generated traffic is not expected to materially impact the study intersections. As the site plan is further refined, minor-leg stop control should be posted for outbound traffic at the site access driveways. The study results are discussed in more detail in the *Recommendations & Conclusions* section of this report.

1. INTRODUCTION

Kimley-Horn was retained by HW Technology Park Development, LLC to conduct a traffic impact study (TIS) for a proposed data center campus in Joliet, Illinois. The data center would include 24 buildings totaling approximately 6,936,000 square feet. For purposes of this analysis, the development was assumed to be completed in 2027. An aerial view of the study location and surrounding roadway network is presented in **Exhibit 1**.

For purposes of this analysis, the following site access configuration was assumed:

- Rowell Road: 18 buildings totaling 5,202,000 square feet; and
- Ridge Road: 6 buildings totaling 1,734,000 square feet.

With the proposed development, Bernhard Road west of Ridge Road would be vacated. Millsdale Road would be extended east to Rowell Road. A copy of the conceptual site plan is included in the appendix.

As part of this study, the existing roadway network was analyzed to determine the current operations at the study intersections. To assess the potential impact on the area roadway network, site-generated trips were established and added to future background traffic projections. Background traffic projections reflect traffic estimated for approved area development in addition to ambient traffic growth obtained from the Chicago Metropolitan Agency for Planning (CMAP).

This report presents and documents data collection, summarizes the evaluation of the existing and projected future traffic conditions on the surrounding roadways, and identifies recommendations, as appropriate, to address the potential impact of site-generated traffic on the adjacent roadway network.



2. EXISTING CONDITIONS

Kimley-Horn conducted a review of the subject site including existing land uses in the surrounding area, the adjacent street system, current traffic volumes and operating conditions, lane configurations and traffic controls at nearby intersections, and other key roadway characteristics. This section of the report details information on the existing conditions.

Area Land Uses & Connectivity

The subject property is currently undeveloped agricultural land. The Dirt Oval 66 racecourse is located northwest of the site. The Chicago Speedway is located north of the site. The area west of IL 53 is predominantly industrial development, including the CenterPoint Intermodal Center, Union Pacific Railroad-Global IV intermodal terminal, and NorthPoint Third Coast Intermodal Hub. The area to the southeast of the site is residential. Undeveloped agricultural land is located immediately east, south, and west of the site.

Regional access is provided via Interstate 80 (I-80) located approximately 5 miles north of the site. Interstate 80 provides east-west access across the northern portion of the state of Illinois. A full interchange is provided at IL 53. IL 53, located approximately one-half mile west of the site, provides north-south regional activity in northeast Illinois. US 52, located approximately one and one-third miles east of the site, provides regional northwest-southeast connectivity.

Existing Roadway Characteristics

Illinois Route 53 (IL 53) is a north-south divided roadway located approximately one-half mile west of the site. The Illinois Department of Transportation (IDOT) classifies IL 53 as a Strategic Regional Arterial (SRA) roadway. The SRA system was established by IDOT to promote mobility on key routes throughout the Chicago area by applying various strategies such as access control and limited signalization. At its unsignalized intersection with Schweitzer Road, IL 53 operates under a free-flow condition and provides a shared left/through lane and a shared through/right lane on the south leg; on the north leg, IL 53 provides a dedicated left-turn lane, one through lane, and a shared through/right-turn lane. At its unsignalized intersection with Millsdale Road, IL 53 operates under a free-flow condition and provides a dedicated left-turn lane, two through lanes, and a dedicated right-turn lane on the north and south legs. South of Schweitzer Road, IL 53 has an annual average daily traffic (AADT) volume of 15,800 vehicles per day (vpd) (2023). North of Schweitzer Road, IL 53 has an AADT volume of 21,600 vpd (2023). The posted speed limit is 55 miles per hour (mph).

Schweitzer Road is an east-west roadway located along the northern boundary of the site. Schweitzer Road provides two lanes in each direction between IL 53 and Rowell Road. East of Rowell Road, Schweitzer Road provides one travel lane in each direction. At its unsignalized intersection with IL 53, Schweitzer Road operates under minor-leg stop-control and provides a single shared lane on the west leg; on the east leg, Schweitzer Road provides a shared left-turn/through lane and a shared through/right-turn lane. Based on field observations, the shared through/right-turn lane was used as a de facto right-turn lane; and therefore, for purposes of the analysis, the east leg was assumed to provide a shared left-turn/through lane and dedicated right-turn lane. At its unsignalized intersection with Rowell Road, Schweitzer Road operates under a free-flow condition and provides a shared left-turn/through lane and a dedicated right-turn lane on both legs. At its unsignalized T-

intersection with Ridge Road, Schweitzer Road operates under a free-flow condition and provides a single shared lane on each leg. According to IDOT, Schweitzer Road is classified as a Local Road under the jurisdiction of the City of Joliet. West of IL 53, Schweitzer Road has an AADT volume of 200 vpd (2023). West of US 52, Schweitzer Road has an AADT volume of 450 vpd (2016). The posted speed limit on Schweitzer Road is 45 mph.

Millsdale Road is an east-west roadway located southwest of the site. Millsdale Road provides one lane of travel in each direction. At its unsignalized intersection with IL 53, Millsdale Road operates under minor-leg stop control and provides a single shared lane in each direction. IDOT classifies Millsdale Road as a Local Road under the jurisdiction of the City of Joliet. West of IL 53, Millsdale Road has an AADT volume of 5,000 vpd (2023). The posted speed limit is 35 mph.

Rowell Road is a north-south roadway. Classified by IDOT as a Local Road, Rowell Road provides a single lane of travel in each direction. At its unsignalized intersection with Schweitzer Road, Rowell Road operates under minor-leg stop control and provides a single shared lane on each leg. The north leg of the intersection is a gated access drive to Chicagoland Speedway. For purposes of this analysis, the intersection of Rowell Road/Schweitzer Road was evaluated as a T-intersection due to the gated access drive, which is closed under typical weekday conditions. According to IDOT, Rowell Road is under the jurisdiction of Jackson Township. There is no posted speed limit, and so a speed limit of 45 mph was assumed.

Bernhard Road is an east-west roadway that extends east from Rowell Road to Cherry Hill Road. In the site vicinity, Bernhard Road provides a single travel lane in each direction. IDOT classifies Bernhard Road as a Local Road under the jurisdiction of Jackson Township. At its unsignalized intersection with Ridge Road, Bernhard Road operates under minor-leg stop control and provides a single shared lane in each direction. At its unsignalized T-intersection with Rowell Road, Bernhard Road operates under minor-leg stop control and provides a single shared lane on the east leg. East of Rowell Road, Bernhard Road has an AADT volume of 20 vpd (2016). The posted speed limit is 40 mph.

Ridge Road is a north-south roadway located along the eastern boundary of the site, extending from Schweitzer Road to Hoff Road. Classified as a Local Road, Ridge Road is under the jurisdiction of Jackson Township. Ridge Road provides one lane of travel in each direction. At its unsignalized T-intersection with Schweitzer Road, Ridge Road operates under minor-leg stop-control and provides a single shared lane. At its unsignalized intersection with Bernhard Road, Ridge Road operates under a free-flow condition and provides a single shared lane on both legs. Near its intersection with Bernhard Road, Ridge Road has an AADT volume of 600 vpd (2023). The posted speed limit is 45 mph.

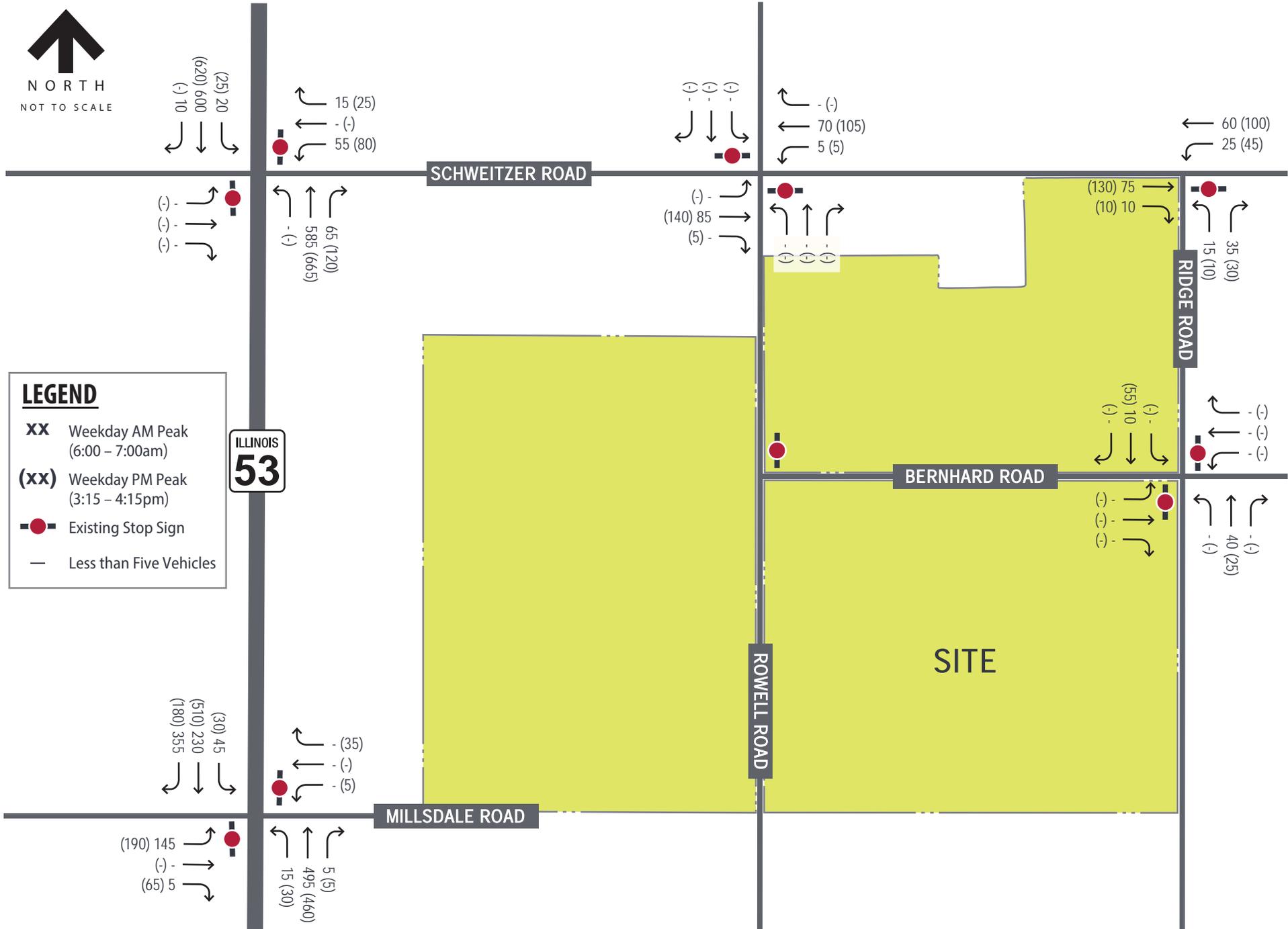
Traffic Count Data

Turning movement count data was collected in December 2024 at the following intersections. The counts were conducted on a typical weekday from 6:00 to 9:00AM and 3:00 to 6:00PM. These periods coincide with the typical peak traffic periods of the surrounding roadway network.

- IL 53 / Schweitzer Road
- IL 53 / Millsdale Road
- Rowell Road / Schweitzer Road
- Ridge Road / Schweitzer Road
- Ridge Road / Bernhard Road

The traffic count data indicates that weekday peak traffic volumes occur within the study area from 6:00 to 7:00AM and 3:15 to 4:15PM.

For purposes of this analysis, the existing peak hour volumes were rounded to the nearest multiple of five and balanced between intersections with two exceptions. Due to commercial driveways along IL 53 and Ridge Road, existing traffic volumes were not balanced between the intersections of IL 53/Schweitzer Road and IL 53/Millsdale Road, and Ridge Road/Schweitzer Road and Ridge Road/Bernhard Road. Existing peak traffic volumes are presented in **Exhibit 2**. A summary of the count data is provided in the appendix.



Existing Capacity Analysis

Capacity analyses were conducted to assess existing and future build operating conditions at the study intersections during the weekday and Saturday midday peak hours. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measured in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated) conditions. The lowest LOS grade typically accepted by jurisdictional agencies in Northeastern Illinois is LOS D. For through traffic on an SRA route such as IL 53, the lowest LOS grade is LOS C.

The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2.1**.

Table 2.1 Level of Service Grading Descriptions¹

Level of Service	Description
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

¹Highway Capacity Manual, 7th Edition.

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 2.2**.

Table 2.2 Level of Service Grading Criteria

Level of Service ¹	Average Control Delay (s/veh) at:	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F ²	> 50	> 80

¹Highway Capacity Manual, 7th Edition

²All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Based on these standards, the results of the capacity analysis for existing conditions are summarized in **Table 2.3**. In this table, operation on each approach is quantified according to the average delay per vehicle and the corresponding level of service. The results are based on Synchro's HCM 7th Edition. Copies of the Synchro reports are provided in the appendix.

Table 2.3 Existing (2024) Levels of Service

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
IL 53 / Schweitzer Road	△			
Eastbound	22	C	25	D
Westbound	28	D	48	E
Northbound (Left)	9	A	9	A
Southbound (Left)	9	A	10+	B
IL 53 / Millsdale Road	△			
Eastbound	22	C	>120	F
Westbound	18	C	13	B
Northbound (Left)	9	A	10-	A
Southbound (Left)	9	A	9	A
Rowell Road / Schweitzer Road	△			
Eastbound (Left)	7	A	7	A
Westbound (Left)	7	A	8	A
Northbound	9	A	10+	B
Southbound	9	A	10-	A
Ridge Road / Schweitzer Road	△			
Westbound (Left)	8	A	8	A
Northbound	10-	A	10-	A
Ridge Road / Bernhard Road	△			
Eastbound	9	A	9	A
Westbound	9	A	9	A
Northbound (Left)	7	A	7	A
Southbound (Left)	7	A	7	A

△ - Minor-Leg Stop-Controlled Intersection

Under existing conditions, all movements and approaches operate with acceptable delay (LOS D or better) with two exceptions noted in the evening peak hour. At the intersection of IL 53/Schweitzer Road, the westbound approach operates at LOS E. This delay is largely attributable to left-turn movements to southbound IL 53, which operates at LOS F. At the intersection of IL 53/Millsdale Road, the eastbound approach operates at LOS F. The estimated delay is not uncommon for minor-leg stop-controlled intersections with heavily traveled arterials such as IL 53.

For each intersection, the 95th percentile queues are accommodated within the existing storage lanes. This is consistent with field observations. At the intersections of IL 53/Schweitzer Road and IL 53/Millsdale Road, estimated queues on the minor-leg approaches are approximately 75 feet (3 vehicles) or less during the evening peak hour.

3. DEVELOPMENT CHARACTERISTICS

This section of the report outlines the proposed development plan and summarizes site-specific traffic characteristics.

Development Characteristics

The proposed data center development includes 24 buildings, totaling approximately 6,936,000 square feet. For purposes of this analysis, the following site access configuration was assumed:

- Rowell Road Access: 18 buildings totaling 5,202,000 square feet; and
- Ridge Road Access: 6 buildings totaling 1,734,000 square feet.

With the proposed development, Bernhard Road west of Ridge Road would be vacated. Additionally, Millsdale Road would be extended approximately 2,600 feet east to Rowell Road. A copy of the site plan is provided in the appendix.

Trip Generation

In order to calculate trips generated by the proposed development, data was referenced from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. Trip generation rates for the ITE Land Use Code (LUC) corresponding to the proposed use are shown in **Table 3.1**. A copy of the ITE data is provided in the appendix.

Table 3.1 ITE Trip Generation Data

ITE Land Use	Unit	Weekday		
		Daily	AM Peak Hour	PM Peak Hour
Data Center (LUC 160)	Per 1,000 SF	T = 0.99X 50% in/50% out	T = 0.13X-5.63 55% in/45% out	T = 0.11X-5.65 30% in/70% out

T = number of trips X = 1,000 sq. ft.

The site-generated trips generated during the peak hours were rounded to the nearest multiple of five for the purposes of this analysis, and daily trips were rounded to the nearest multiple of ten. Projected site traffic volumes are summarized in **Table 3.2**.

Table 3.2 Site-Generated Traffic Projections

Land Use	Size	Daily	Weekday ¹					
			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Data Center (LUC 160)	6,936,000 SF	6,870	495	405	900	225	530	755

¹ In/Out volumes are rounded to the nearest multiple of five. For rounding purposes, the total volumes are a sum of in and out trips.

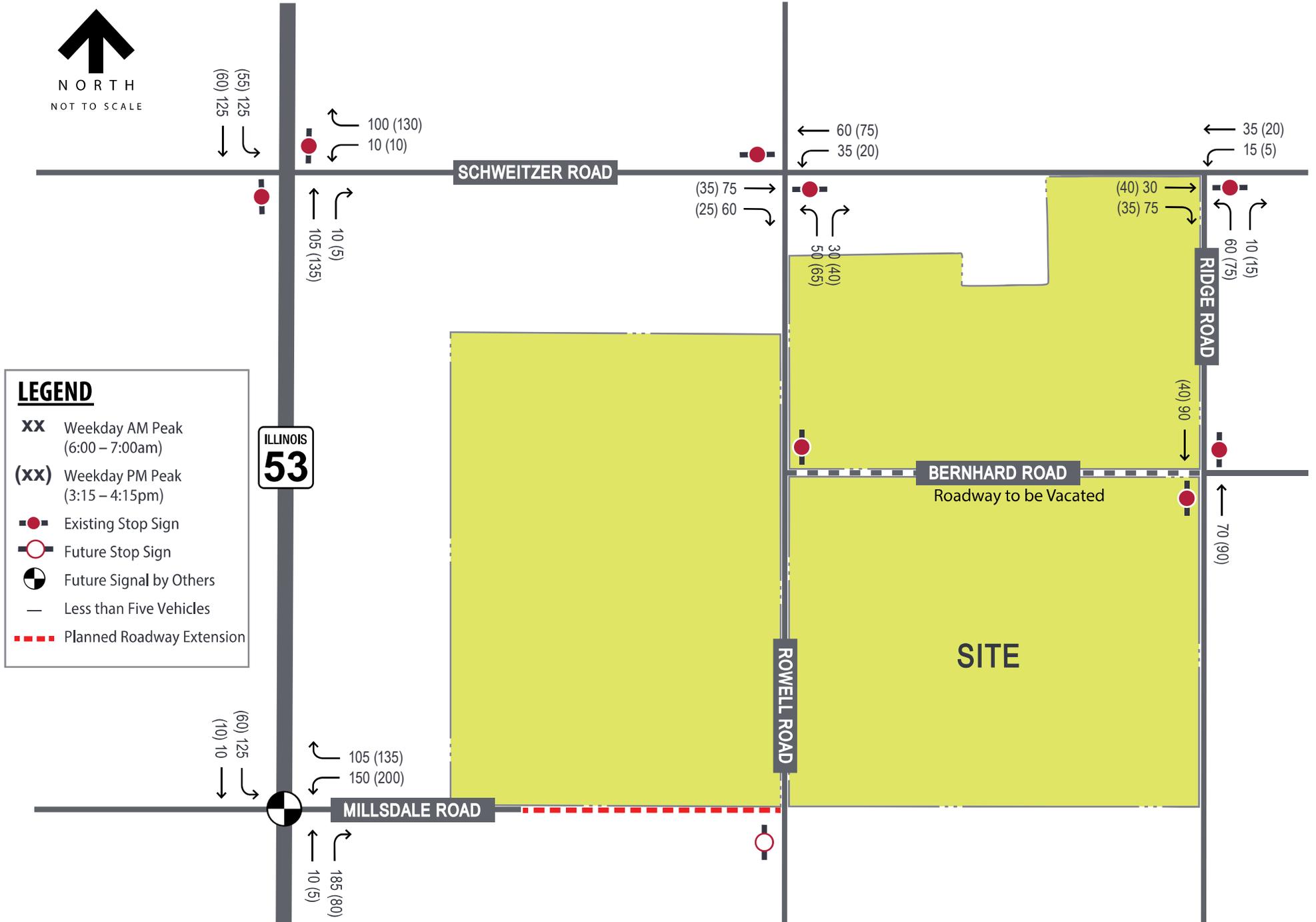
Directional Distribution

The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as the nature of surrounding land uses, prevailing traffic volumes/patterns, characteristics of the street system, and the ease with which motorists can travel over various sections of that system. Additionally, information from the *Third Coast Intermodal Hub (TCIH) Traffic Impact Study* prepared by Kimley-Horn (dated August 2023, revised February 2024) was used to corroborate the directional distribution. The anticipated directional distribution is outlined in **Table 3.3**.

Table 3.3 Estimated Trip Distribution

Traveling to/from	Estimated Trip Distribution
North on IL 53	50%
South on IL 53	40%
East on Schweitzer Road	10%
Total	100%

Based on the site development plan, it was assumed 18 buildings would be accessed via Rowell Road and 6 buildings via Ridge Road. Internal site access would be provided. Based on a review of existing traffic volumes on IL 53 and trip navigation services, vehicles traveling to/from the south are expected to use Millsdale Road (current trip navigation services direct vehicles to Manhattan Road). For purposes of this analysis, it was assumed that 80 percent of vehicles traveling to/from the south would use Millsdale Road and 20 percent would travel via Schweitzer Road. For vehicles traveling to/from the north, all vehicles traveling to the 6 buildings along Rowell Road were assumed to access the site via Schweitzer Road; vehicles traveling to/from the 12 buildings along Rowell Road, south of Bernhard Road, were assumed to access the site via Millsdale Road. Based on these assumptions, the site trip assignment is illustrated in **Exhibit 3**.



4. FUTURE CONDITIONS

This section of the report develops future traffic projections for analysis. For purposes of this analysis, the proposed development was assumed to be completed by Year 2027; and therefore, Kimley-Horn evaluated future traffic conditions for a Year 2032 design horizon (typical IDOT build-plus-five conditions).

Future (2032) Background Traffic Projections

Background traffic growth estimates were developed using data from the Chicago Metropolitan Agency for Planning (CMAP). An official letter documenting the projected Year 2050 traffic volume on the study roadways is provided in the appendix. A summary of the growth rates is presented in **Table 4.1**.

Table 4.1 CMAP Projected Growth Rates

Roadway Segment	CMAP Projected Annual Growth Rate
IL 53, north of Laraway Road	0.75%
IL 53, south of Laraway Road	1.22%
Laraway Road, east of IL 53	0.52%
Laraway Road, west of IL 53	1.04%
Millsdale Road, west of IL 53	1.03%
Schweitzer Road, west of IL 53	1.05%
Bernhard Road, east of Rowell Road	1.51%
Network Average	1.02%

As shown in the table, an average growth rate of one percent was applied to existing traffic volumes (Exhibit 2) for a period of eight years to reflect traffic growth between existing Year 2024 and future Year 2032.

Based on input from CMAP, and for purposes of a conservative analysis, site-generated traffic estimated for the NorthPoint Third Coast Intermodal Hub was added to the background traffic projections. These traffic projections were obtained from *Third Coast Intermodal Hub (TCIH) Traffic Impact Study* prepared by Kimley-Horn (submitted August 2023, revised February 2024). Traffic projections for the planned area development is presented in **Exhibit 4**.

Traffic projections for the Future (2032) No-Build scenario were calculated by adding the area development traffic (Exhibit 4) to the background traffic projections derived from CMAP data. Traffic projections for the Future (2032) No-Build scenario are illustrated in **Exhibit 5**.

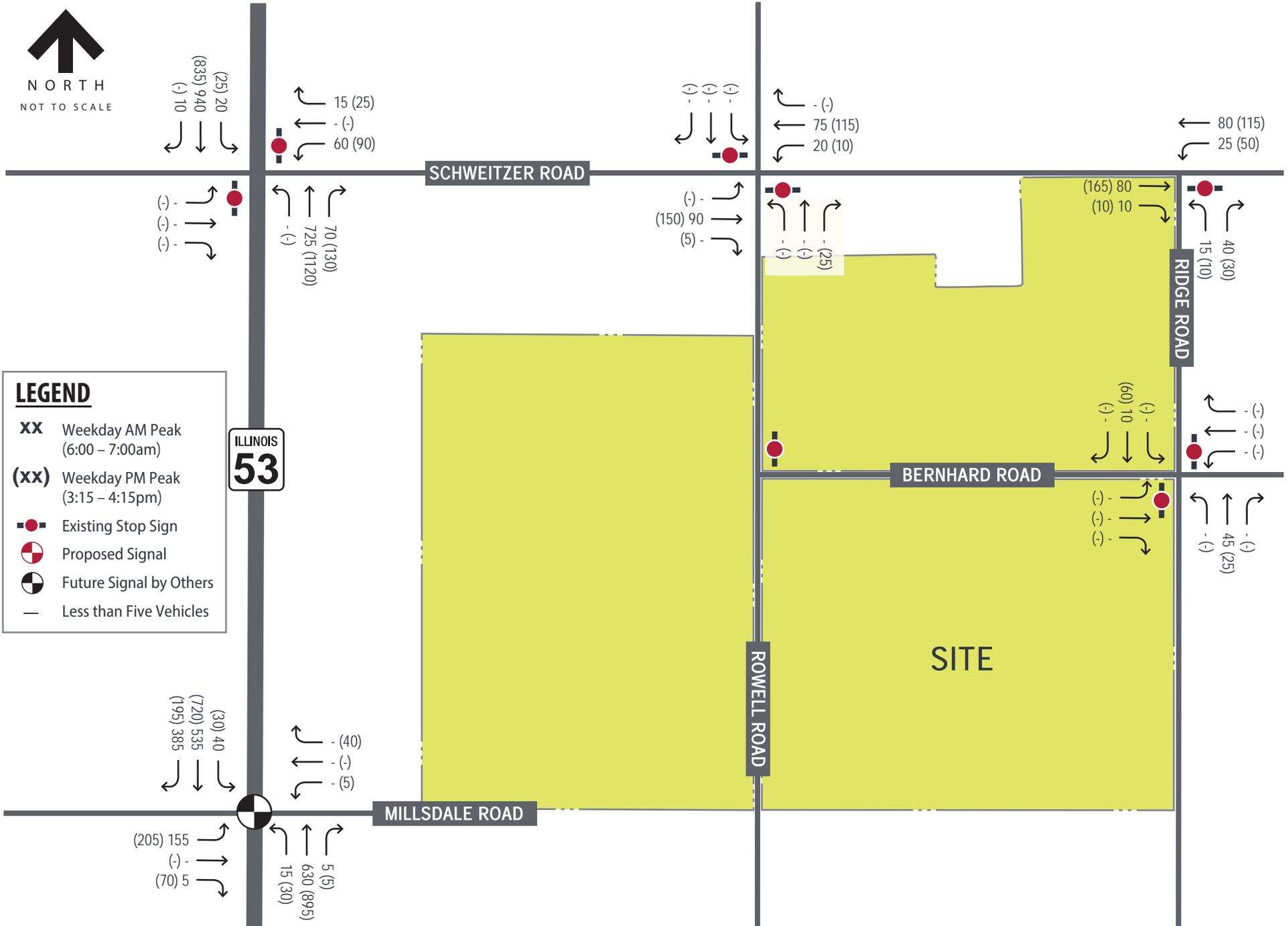
Future (2032) Build Traffic Projections

Traffic projections for the Future (2032) Build scenario were calculated by adding the total site-generated trips (Exhibit 3) to the no-build traffic projections (Exhibit 5). Traffic projections for the Future (2032) Build scenario are illustrated in **Exhibit 6**.



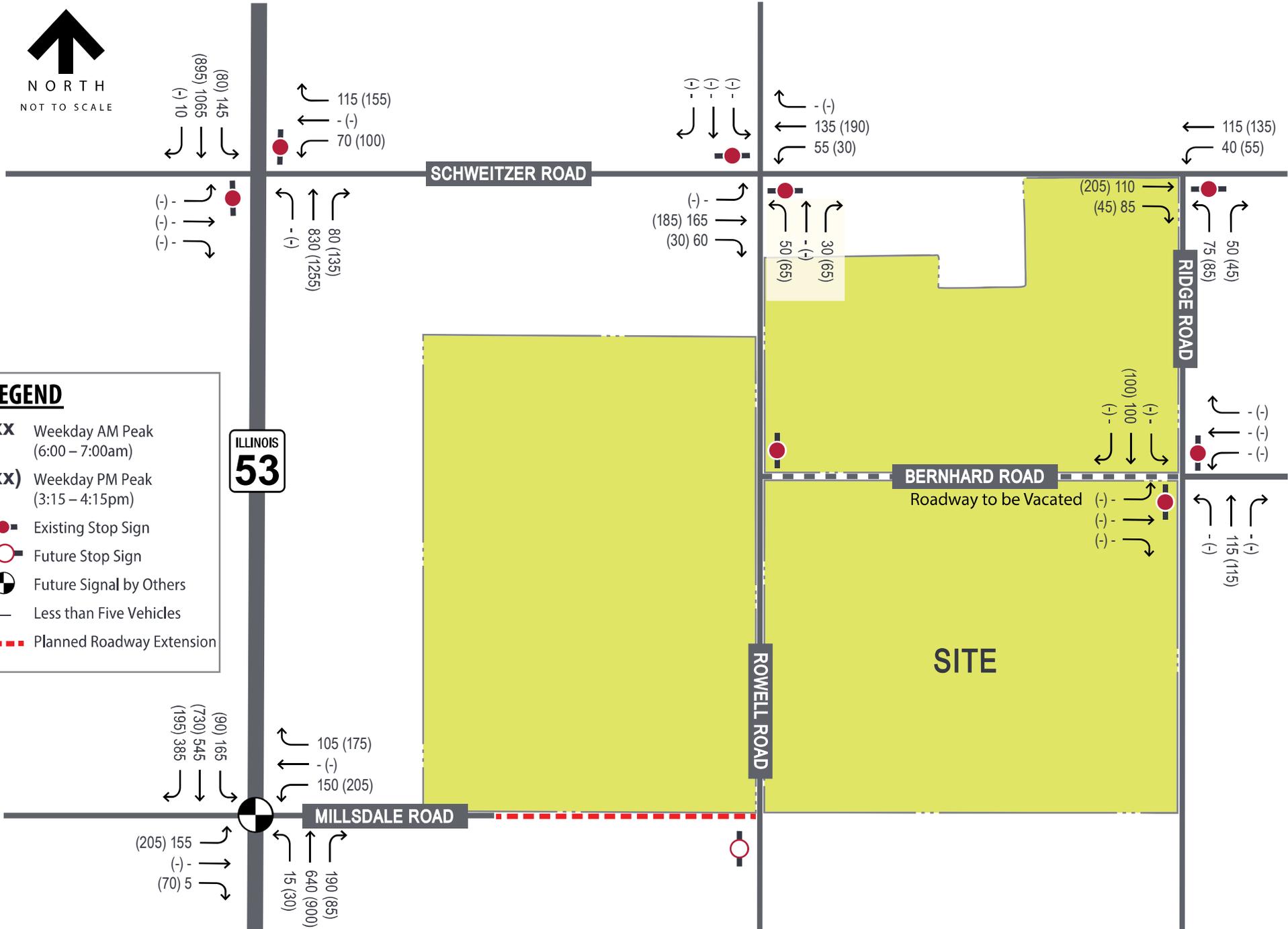
LEGEND

- XX** Weekday AM Peak (6:00 – 7:00am)
- (XX)** Weekday PM Peak (3:15 – 4:15pm)
-  Existing Stop Sign
-  Proposed Signal
-  Future Signal by Others
- Less than Five Vehicles



LEGEND

- XX** Weekday AM Peak (6:00 – 7:00am)
- (XX)** Weekday PM Peak (3:15 – 4:15pm)
- Existing Stop Sign
- Proposed Signal
- Future Signal by Others
- Less than Five Vehicles



Future Geometry

The following provides a summary of future geometry and traffic control at the study intersections. A review of turn lane warrant criteria was also completed to assess potential offsite improvements to accommodate site-generated traffic.

Planned Improvements

According to *Third Coast Intermodal Hub (TCIH) Traffic Impact Study* prepared by Kimley-Horn (submitted August 2023, revised February 2024), the intersection of IL 53/Millsdale Road is planned to be signalized by Year 2032. In addition, an eastbound left-turn lane will be installed at the intersection. The west leg was assumed to provide a dedicated left-turn lane and shared through/right-turn lane. These planned improvements were included in the analysis of Year 2032 no-build and build conditions. For purposes of the analysis, signal timings for the intersection of IL 53/Millsdale Road were obtained from the *Brandon Road Business Park Traffic Impact Analysis* prepared by TranSystems (published March 2019); a copy of the signal timings are included in the appendix.

The planned NorthPoint Third Coast Intermodal Hub connection to Millsdale Road west of the Union Pacific Railroad (UPRR) mainline will facilitate truck access to the NorthPoint development. Bridges will be constructed over the UPRR mainline, over IL 53, and over Manhattan Road to facilitate car and truck access to the NorthPoint development. These bridges are not expected to impact traffic distribution assumptions for the proposed data center development. Further, regional improvements, including the planned opening of the Houbolt Road toll bridge and the potential closure of the south leg of the intersection of CenterPoint Way/Laraway Road to truck traffic, were assumed to be captured in the Year 2050 traffic projections provided by CMAP. These improvements are not expected to materially impact site-generated traffic distribution patterns.

Turn Lane Warrants

Based on the projected traffic volumes and guidance outlined in the IDOT *Bureau of Design and Environment (BDE) Manual*, the following turn lane warrants were evaluated at the study intersections.

- **IL 53 / Schweitzer Road:** Based on IDOT *BDE Manual* guidelines for an unsignalized intersection on a four-lane highway with a design speed of 60 mph (posted speed limit on IL 53 is 55 mph), existing and no-build traffic volumes satisfy criteria for installation of a northbound right-turn lane. However, there are no known plans for installation of this turn lane; and therefore, the turn lane was not included in the analysis of future conditions.
- **Rowell Road / Schweitzer Road:** IDOT *BDE Manual* guidelines for an unsignalized intersection on a two-lane roadway with a design speed of 50 mph (posted speed limit on Schweitzer Road is 45 mph) were referenced. Future build traffic projections (Exhibit 6) do not satisfy warrant criteria for installation of a westbound left-turn lane. An eastbound right-turn lane is currently provided on Schweitzer Road at Rowell Road. Therefore, existing lane geometry was assumed in the analysis of future conditions.
- **Ridge Road / Schweitzer Road:** A westbound left-turn lane and an eastbound right-turn lane were evaluated using IDOT criteria for an unsignalized intersection on a two-lane roadway with a design speed of 50 mph (posted speed limit on Schweitzer Road is 45 mph). Under the

build scenario, projected traffic volumes do not satisfy IDOT criteria for installation of an eastbound right-turn lane. Therefore, existing lane geometry was assumed in the analysis of future conditions.

Signal Warrant

In addition to the turn lane warrants, signal warrant analyses were performed, according to criteria set by the *Manual on Uniform Traffic Control Devices (MUTCD)*, for future traffic projections at the intersection of IL 53/Schweitzer Road.

Signal warrant analyses were performed according to criteria set for Warrant 1 (Eight-Hour Warrant), Condition A (Minimum Vehicular Volume) and Condition B (Interruption of Continuous Traffic). Warrant 1 can be satisfied by meeting any one of these conditions: Condition A (Minimum Vehicular Volume), Condition B (Interruption of Continuous Traffic). The combined Condition A & B cannot be used if the major route is an SRA route such as IL 53. Typical IDOT practice allows a signal warrant to be evaluated by reducing peak hour volumes to 55 percent of their projected total to represent the minimum volume during a given eight-hour period. Minor-street right-turning volumes were also reduced at the study intersections in accordance with Pagone’s Theorem, per IDOT requirements. These reduced volumes were compared to MUTCD criteria for signal warrant analysis. **Table 4.2** reports the signal warrant analyses conducted for traffic conditions.

Table 4.3 Summary of Signal Warrant Analyses – IL 53 / Schweitzer Road

Intersection / Scenario	Major Street	Higher-Volume Minor-Leg Approach	Meets Warrant?
MUTCD Criteria – IL 53 / Schweitzer Road			
Warrant 1A	600	200	--
Warrant 1B	900	150	--
Existing (2024)	787	47	No
Future (2032) No-Build	1,155	61	No
Future (2032) Build	1,301	98	No

As shown in Table 4.2, Future (2032) Build traffic projections do not satisfy the signal warrant criteria; and therefore, existing minor-leg stop control was assumed for IL 53/Schweitzer Road in the analysis of future conditions.

Future (2032) No-Build Capacity Analysis

Based on the traffic projections presented in Exhibit 5 and the improvements planned by others at the intersection of IL 53/Millsdale Road, capacity results were identified for the study intersections under Future (2032) No-Build conditions. The results of the capacity analysis are summarized in **Table 4.3**. Copies of the Synchro reports are provided in the appendix.

Table 4.3 Future (2032) No-Build Levels of Service

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
IL 53 / Schweitzer Road △				
Eastbound	39	E	58	F
Westbound	69	F	>120	F
Northbound (Left)	10+	B	10-	A
Southbound (Left)	10-	A	14	B
IL 53 / Millsdale Road ★				
Eastbound	19	C	21	C
Westbound	24	C	30	C
Northbound (Left)	14	B	17	B
Southbound (Left)	11	B	14	B
<i>Intersection</i>	<i>13</i>	<i>B</i>	<i>17</i>	<i>B</i>
Rowell Road / Schweitzer Road △				
Eastbound (Left)	7	A	8	A
Westbound (Left)	7	A	8	A
Northbound	10-	A	9	A
Southbound	10-	A	10+	B
Ridge Road / Schweitzer Road △				
Westbound (Left)	8	A	8	A
Northbound	10-	A	10+	B
Ridge Road / Bernhard Road △				
Eastbound	9	A	9	A
Westbound	9	A	9	A
Northbound (Left)	7	A	7	A
Southbound (Left)	7	A	7	A

★ - Signalized Intersection

△ - Minor-Leg Stop-Controlled Intersection

With the addition of background traffic growth and traffic estimated for area development, all movements and approaches at the study intersections are projected to continue to operate at LOS C or better with exceptions noted at the intersection of IL 53/Schweitzer Road. In the morning peak hour, the eastbound and westbound approaches are projected to operate at LOS E and LOS F, respectively. In the evening peak hour, the eastbound and westbound approaches would operate at LOS F. Consistent with existing conditions, these delays are not uncommon for minor-leg streets at their intersection with heavily traveled arterial roadways such as IL 53.

With the installation of the signal planned by others at the intersection of IL 53/Millsdale Road, the eastbound and westbound approach would operate at LOS C, as compared to LOS F in existing conditions.

The 95th percentile queues would be accommodated within the existing and proposed storage lanes. At the intersection of IL 53/Schweitzer Road, the 95th percentile queues for the eastbound approach would be approximately 25 feet (one vehicle) or less during the peak hours. For the westbound shared left-turn/through lane, the projected 95th percentile queue is 75 feet (3 vehicles) in the morning peak hour and approximately 240 feet (10 vehicles) in the evening peak hour.

Future (2032) Build Capacity Analysis

Based on the traffic projections presented in Exhibit 6, capacity results were identified for the study intersections under Future (2032) Build conditions. Based on the limited background traffic on Rowell Road and Ridge Road, capacity analysis was not completed for the site access driveways. The site access driveways are expected to operate with limited delay and queues. The results of the capacity analysis are summarized in **Table 4.4**. Copies of the Synchro reports are provided in the appendix.

Table 4.4 Future (2032) Build Levels of Service

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
IL 53 / Schweitzer Road △				
Eastbound	115	F	>120	F
Westbound	>120	F	>120	F
Northbound (Left)	11	B	10	A
Southbound (Left)	12	B	17	C
IL 53 / Millsdale Road *				
Eastbound	20-	B	24	C
Westbound	25	C	69	E
Northbound (Left)	17	B	20	B
Southbound (Left)	15	B	16	B
<i>Intersection</i>	<i>17</i>	<i>B</i>	<i>26</i>	<i>C</i>
Rowell Road / Schweitzer Road △				
Eastbound (Left)	8	A	8	A
Westbound (Left)	8	A	8	A
Northbound	12	B	12	B
Southbound	11	B	12	B
Ridge Road / Schweitzer Road △				
Westbound (Left)	8	A	8	A
Northbound	13	B	14	B
Ridge Road / Bernhard Road △				
Eastbound	10-	A	10-	A
Westbound	10-	A	10-	A
Northbound (Left)	7	A	7	A
Southbound (Left)	8	A	8	A

* - Signalized Intersection

△ - Minor-Leg Stop-Controlled Intersection

With the addition of site-generated traffic and the installation of planned improvements, through movements on the IL 53 corridor would operate at LOS C or better, consistent with IDOT standards for SRA routes. Further, the study intersections would operate with acceptable delays and queues, with a few exceptions. At the intersection of IL 53/Schweitzer Road, the eastbound and westbound approaches would operate at LOS F during peak hours, similar to no-build conditions. At the intersection of IL 53/Millsdale Road, the westbound approach would operate at LOS E during the evening peak hour. The results of this analysis are considered conservative as RTOR movements were not included per IDOT standards. Consistent with existing and no-build conditions, the delay

projected on the minor-leg approaches is not uncommon at intersections with heavily traveled arterial roadways such as IL 53.

Projected 95th percentile queues would be accommodated within the existing and future storage lanes. At the intersection of IL 53/Schweitzer Road, the 95th percentile queues for the westbound shared left-turn/through lane are projected to increase by approximately three vehicles (75 feet) or less in the peak hours. At the intersection of IL 53/Millsdale Road, the 95th percentile queues for the westbound left-turn movement are approximately three vehicles (75 feet) in the morning peak hour and seven vehicles (175 feet) in the evening peak hour. These queues would not spillback to the existing driveway on the south side of Millsdale Road.

5. RECOMMENDATIONS & CONCLUSIONS

Based on Kimley-Horn's review of the proposed site plan and evaluation of existing and future traffic conditions, the study intersections are projected to adequately accommodate the proposed development. With the proposed development, Bernhard Road west of Ridge Road would be vacated. Additionally, Millsdale Road would be extended approximately 2,600 feet east to Rowell Road. Minor-leg stop-control should be posted for outbound traffic at each site access driveway.

Regardless of the final configuration of the intersection geometrics, several additional items should be taken into consideration when preparing site and roadway improvement plans for the subject development. As the site design progresses, care should be taken with landscaping, signage, and monumentation at the site access locations to ensure that adequate horizontal sight distance is maintained. If alterations to the site plan or land use should occur, changes to the analysis provided within this traffic impact study may be needed.

APPENDIX

Conceptual Site Plan

Traffic Count Data

Existing Year (2024) Capacity Reports

Data from ITE Trip Generation Manual, 11th Edition

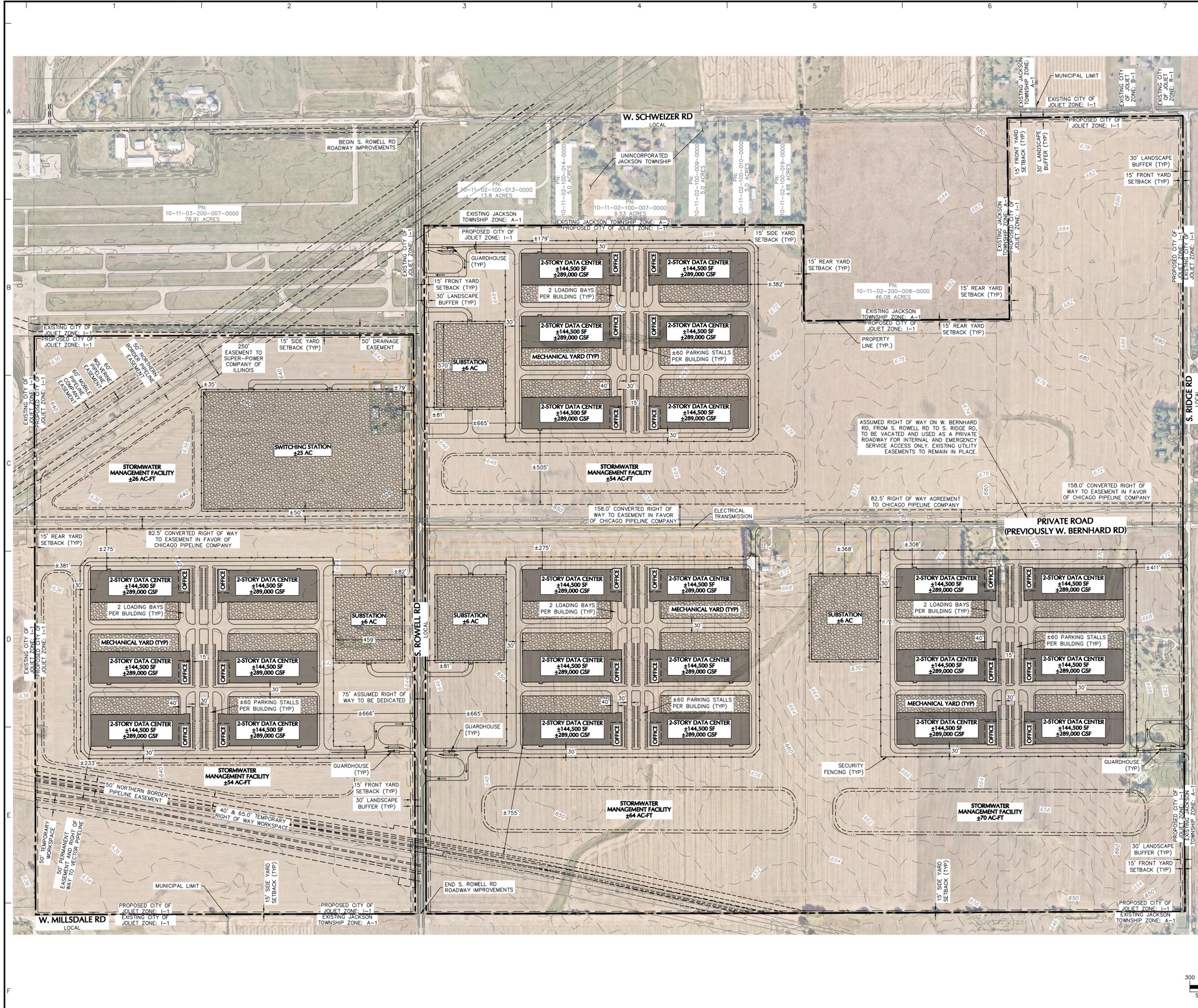
CMAP Year 2050 Traffic Projections

Signal Timings – *Brandon Road Business Park Traffic Impact Analysis*

Future Year (2032) No-Build Capacity Reports

Future Year (2032) Build Capacity Reports

CONCEPTUAL SITE PLAN



ZONING CHART - CITY OF JOLIET
 EXISTING: JACKSON TOWNSHIP, WILL COUNTY, IL ZONE: A-1
 PROPOSED: CITY OF JOLIET, WILL COUNTY, IL ZONE: I-1
 REFERENCE: CITY OF JOLIET ZONING ORDINANCE (ADOPTED DECEMBER 5, 1968)

LOT 1 - WEST OF S. ROWELL RD, WILL COUNTY

ITEM	REQUIRED	PROPOSED	REFERENCE
LOT SIZE (ACRES)	NONE	±235	----
MINIMUM LOT FRONTAGE (FEET)	NONE	±1,310	----
MAXIMUM BUILDING HEIGHT (FEET)	NONE	120'	47-14.5
MAXIMUM BUILDING COVERAGE (%)	NONE	±10	----
MINIMUM OPEN SPACE	NONE	N/A	----
LANDSCAPE EASEMENT (FEET)	30	30	47-15E.12A
REQUIRED YARD (FEET) ²			
FRONT		±666	
SIDE	15	±233	47-14.4
REAR		±381	

LOT 2 - EAST OF S. ROWELL RD, WILL COUNTY

ITEM	REQUIRED	PROPOSED	REFERENCE
LOT SIZE (ACRES)	NONE	±368	----
MINIMUM LOT FRONTAGE (FEET)	NONE	±6,030	----
MAXIMUM BUILDING HEIGHT (FEET)	NONE	120'	47-14.5
MAXIMUM BUILDING COVERAGE (%)	NONE	±16	----
MINIMUM OPEN SPACE	NONE	N/A	----
LANDSCAPE EASEMENT (FEET)	30	30	47-15E.12A
REQUIRED YARD (FEET) ²			
FRONT		±411	
SIDE	15	±179	47-14.4
REAR		±382	

PARKING CHART (PER BUILDING)

EMPLOYEE/VISITOR PARKING	TBD ³	57 ⁴	----
ACCESSIBLE PARKING	TBD ³	3 ⁴	----
LOADING DOCK PARKING	6 ⁵	2	47-17.16

- NOTES:**
- MAXIMUM BUILDING HEIGHT SHALL NOT EXCEED HORIZONTAL DISTANCE SET BACK FROM NEAREST RESIDENTIAL, R-B, OR B-1 DISTRICT, OR 120 FT, WHICHEVER IS LESS. 120 FEET CONTROLS.
 - WHEN ADJACENT TO/ACROSS A STREET OR UTILITY RIGHT-OF-WAY FROM RESIDENTIAL, R-1, B-1, OR B-2 DISTRICTS, THE MINIMUM FRONT, SIDE, AND REAR YARDS SHALL BE 15 FEET.
 - EMPLOYEE/VISITOR PARKING REQUIREMENTS: 180 SF, 9 FT WIDE MINIMUM, 9 FT X 20 FT PROVIDED. ±29,000 GSF OFFICE SPACE, ±260,000 GSF DATA HALL & SUPPORT SPACE.
 - CURRENTLY PROPOSING 60 STALLS PER BUILDING WITH CAPACITY TO INCREASE TO 80 STALLS.
 - LOADING DOCK PARKING REQUIREMENTS: 5 LOADING SPACES UP TO 200,000 GSF, ONE ADDITIONAL FOR EACH 100,000 SF OVER 200,000. 6 LOADING DOCK PARKING STALLS REQUIRED PER BUILDING.
 - COORDINATES SHOWN HEREON ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83.
 - DRAFT CONCEPTUAL SITE LAYOUT FOR PLANNING PURPOSES ONLY.
 - DETAILED ANALYSIS OF EARTHWORK, OR THE NEED FOR RETAINING WALLS, HAS NOT BEEN PERFORMED. SITE LAYOUT SHOWN WILL REQUIRE ADJUSTMENT TO ACCOMMODATE TOPOGRAPHY.
 - BASE FILE INFORMATION SURVEY ENTITLED "ALTA/NPS/LAND TITLE SURVEY" DATED 09/17/2024 FROM JACOB & HEFNER ASSOCIATES.
 - APPROXIMATE UTILITY LOCATIONS OBTAINED FROM PUBLICLY AVAILABLE GIS DATA.

- REQUESTS AND VARIANCES:**
- A VARIANCE WILL BE REQUIRED TO REDUCE THE NUMBER OF REQUIRED LOADING DOCK PARKING PER BUILDING FROM 6 TO 2.
 - A VARIANCE MAY BE REQUIRED DEPENDENT ON THE NUMBER OF PARKING STALLS REQUIRED PER BUILDING. 2.1. DATA CENTER USE PARKING REQUIREMENTS CURRENTLY UNDEFINED.
 - A VARIANCE MAY BE REQUIRED TO ALLOW FOR 40' DRIVEWAY APRONS. 3.1. I-1 LIGHT INDUSTRIAL MAXIMUM DRIVEWAY WIDTH CURRENTLY UNDEFINED (MAX. 30' FOR COMM.)
 - ±5,200 LINEAR FEET OF W. BERNHARD RD. IS INTENDED TO BE MADE PRIVATE.
 - ±5,400 LINEAR FEET OF S. ROWELL RD. TO BE IMPROVED.

Date	Description	No.
Revisions		

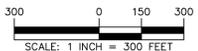
LANGAN
 Langan Engineering, Environmental, Surveying,
 Landscape Architecture, and Geology, D.P.C.
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 Chicago, IL 60606
 T: 312.547.7700 F: 312.547.7701 www.langan.com

**HILLWOOD PROJECT
 BERNHARD FARM**

UNINCORPORATED WILL COUNTY
 WILL COUNTY ILLINOIS
 Drawing Title

**CONCEPTUAL SITE
 PLAN**

Project No. 541046701	Drawing No. CP-04
Date 02/24/2025	
Drawn By AAS	
Checked By TDO	
Sheet 1 of 1	



TRAFFIC COUNT DATA

01_IL 53 & Schweitzer Road - TMC

Tue Dec 17, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1258626, Location: 41.466312, -88.079616



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Schweitzer Rd Eastbound						Schweitzer Rd Westbound						IL 53 Northbound						IL 53 Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-12-17 6:00AM	0	0	0	0	0	0	5	0	2	0	7	0	0	157	12	0	169	0	2	104	0	1	107	0	283
6:15AM	0	0	0	0	0	0	11	0	2	0	13	0	0	151	17	0	168	0	7	134	0	1	142	0	323
6:30AM	0	0	0	0	0	0	20	0	5	0	25	0	0	158	18	0	176	0	7	184	3	0	194	0	395
6:45AM	0	0	0	0	0	0	13	0	5	0	18	0	0	117	13	0	130	0	6	175	5	0	186	0	334
Hourly Total	0	0	0	0	0	0	49	0	14	0	63	0	0	583	60	0	643	0	22	597	8	2	629	0	1335
7:00AM	0	0	1	0	1	0	16	0	6	0	22	0	1	93	16	0	110	0	8	95	0	0	103	0	236
7:15AM	0	0	0	0	0	0	13	0	7	0	20	0	0	136	16	0	152	0	2	97	0	0	99	0	271
7:30AM	1	0	0	0	1	0	8	0	9	0	17	0	1	123	15	0	139	0	1	110	0	0	111	0	268
7:45AM	2	0	0	0	2	0	11	0	5	0	16	0	1	128	12	1	142	0	0	113	2	0	115	0	275
Hourly Total	3	0	1	0	4	0	48	0	27	0	75	0	3	480	59	1	543	0	11	415	2	0	428	0	1050
8:00AM	0	0	1	0	1	0	11	0	3	0	14	0	1	99	7	0	107	0	2	81	2	0	85	0	207
8:15AM	1	0	0	0	1	0	4	0	4	0	8	0	0	96	13	0	109	0	5	84	1	0	90	0	208
8:30AM	1	0	0	0	1	0	5	0	2	0	7	0	0	82	9	0	91	0	1	73	2	0	76	0	175
8:45AM	1	0	0	0	1	0	12	1	4	0	17	0	0	89	6	0	95	0	3	82	0	0	85	0	198
Hourly Total	3	0	1	0	4	0	32	1	13	0	46	0	1	366	35	0	402	0	11	320	5	0	336	0	788
3:00PM	1	0	1	0	2	0	5	0	4	0	9	0	0	143	12	0	155	0	7	143	0	0	150	0	316
3:15PM	0	0	1	0	1	0	24	0	7	0	31	0	1	140	23	0	164	0	5	144	0	0	149	0	345
3:30PM	0	1	0	0	1	0	28	0	2	0	30	0	0	160	16	0	176	0	11	162	0	0	173	0	380
3:45PM	0	0	0	0	0	0	11	0	7	0	18	0	0	208	53	0	261	0	7	182	1	0	190	0	469
Hourly Total	1	1	2	0	4	0	68	0	20	0	88	0	1	651	104	0	756	0	30	631	1	0	662	0	1510
4:00PM	0	0	0	0	0	0	16	0	9	0	25	0	0	152	19	0	171	0	4	133	0	0	137	0	333
4:15PM	5	0	1	0	6	0	18	0	2	0	20	0	0	119	18	0	137	0	9	155	4	0	168	0	331
4:30PM	5	2	0	0	7	0	24	0	2	0	26	0	1	167	31	0	199	0	6	164	0	0	170	0	402
4:45PM	1	0	0	0	1	0	29	0	4	0	33	0	0	180	21	0	201	0	7	153	0	0	160	0	395
Hourly Total	11	2	1	0	14	0	87	0	17	0	104	0	1	618	89	0	708	0	26	605	4	0	635	0	1461
5:00PM	2	0	1	0	3	0	22	0	2	0	24	0	0	150	11	0	161	0	1	141	0	0	142	0	330
5:15PM	0	0	0	0	0	0	22	0	3	0	25	0	1	112	20	0	133	0	10	133	0	0	143	0	301
5:30PM	0	0	0	0	0	0	17	1	4	0	22	0	0	133	16	0	149	0	4	120	1	0	125	0	296
5:45PM	0	0	0	0	0	0	13	1	1	0	15	0	0	93	13	0	106	0	0	109	0	1	110	0	231
Hourly Total	2	0	1	0	3	0	74	2	10	0	86	0	1	488	60	0	549	0	15	503	1	1	520	0	1158
Total	20	3	6	0	29	0	358	3	101	0	462	0	7	3186	407	1	3601	0	115	3071	21	3	3210	0	7302
% Approach	69.0%	10.3%	20.7%	0%	-	-	77.5%	0.6%	21.9%	0%	-	-	0.2%	88.5%	11.3%	0%	-	-	3.6%	95.7%	0.7%	0.1%	-	-	-
% Total	0.3%	0%	0.1%	0%	0.4%	-	4.9%	0%	1.4%	0%	6.3%	-	0.1%	43.6%	5.6%	0%	49.3%	-	1.6%	42.1%	0.3%	0%	44.0%	-	-
Lights	20	2	4	0	26	-	351	3	74	0	428	-	5	2908	404	1	3318	-	102	2774	19	3	2898	-	6670
% Lights	100%	66.7%	66.7%	0%	89.7%	-	98.0%	100%	73.3%	0%	92.6%	-	71.4%	91.3%	99.3%	100%	92.1%	-	88.7%	90.3%	90.5%	100%	90.3%	-	91.3%
Articulated Trucks	0	0	1	0	1	-	0	0	12	0	12	-	0	179	0	0	179	-	10	189	1	0	200	-	392
% Articulated Trucks	0%	0%	16.7%	0%	3.4%	-	0%	0%	11.9%	0%	2.6%	-	0%	5.6%	0%	0%	5.0%	-	8.7%	6.2%	4.8%	0%	6.2%	-	5.4%
Buses and Single-Unit Trucks	0	1	1	0	2	-	7	0	15	0	22	-	2	99	3	0	104	-	3	108	1	0	112	-	240
% Buses and Single-Unit Trucks	0%	33.3%	16.7%	0%	6.9%	-	2.0%	0%	14.9%	0%	4.8%	-	28.6%	3.1%	0.7%	0%	2.9%	-	2.6%	3.5%	4.8%	0%	3.5%	-	3.3%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

01_IL 53 & Schweitzer Road - TMC

Tue Dec 17, 2024

AM Peak (6 AM - 7 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1258626, Location: 41.466312, -88.079616



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Schweitzer Rd Eastbound						Schweitzer Rd Westbound						IL 53 Northbound						IL 53 Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-12-17 6:00AM	0	0	0	0	0	0	5	0	2	0	7	0	0	157	12	0	169	0	2	104	0	1	107	0	283
6:15AM	0	0	0	0	0	0	11	0	2	0	13	0	0	151	17	0	168	0	7	134	0	1	142	0	323
6:30AM	0	0	0	0	0	0	20	0	5	0	25	0	0	158	18	0	176	0	7	184	3	0	194	0	395
6:45AM	0	0	0	0	0	0	13	0	5	0	18	0	0	117	13	0	130	0	6	175	5	0	186	0	334
Total	0	0	0	0	0	0	49	0	14	0	63	0	0	583	60	0	643	0	22	597	8	2	629	0	1335
% Approach	0%	0%	0%	0%	-	-	77.8%	0%	22.2%	0%	-	-	0%	90.7%	9.3%	0%	-	-	3.5%	94.9%	1.3%	0.3%	-	-	-
% Total	0%	0%	0%	0%	0%	-	3.7%	0%	1.0%	0%	4.7%	-	0%	43.7%	4.5%	0%	48.2%	-	1.6%	44.7%	0.6%	0.1%	47.1%	-	-
PHF	-	-	-	-	-	-	0.613	-	0.700	-	0.630	-	-	0.922	0.833	-	0.913	-	0.786	0.811	0.400	0.500	0.811	-	0.845
Lights	0	0	0	0	0	0	48	0	4	0	52	0	0	558	60	0	618	0	20	557	8	2	587	0	1257
% Lights	0%	0%	0%	0%	0%	-	98.0%	0%	28.6%	0%	82.5%	-	0%	95.7%	100%	0%	96.1%	-	90.9%	93.3%	100%	100%	93.3%	-	94.2%
Articulated Trucks	0	0	0	0	0	0	0	0	7	0	7	0	0	9	0	0	9	0	1	25	0	0	26	0	42
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	50.0%	0%	11.1%	-	0%	1.5%	0%	0%	1.4%	-	4.5%	4.2%	0%	0%	4.1%	-	3.1%
Buses and Single-Unit Trucks	0	0	0	0	0	0	1	0	3	0	4	0	0	16	0	0	16	0	1	15	0	0	16	0	36
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	2.0%	0%	21.4%	0%	6.3%	-	0%	2.7%	0%	0%	2.5%	-	4.5%	2.5%	0%	0%	2.5%	-	2.7%
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

01_IL 53 & Schweitzer Road - TMC

Tue Dec 17, 2024

Forced Peak (3:15 PM - 4:15 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1258626, Location: 41.466312, -88.079616



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Schweitzer Rd Eastbound						Schweitzer Rd Westbound						IL 53 Northbound						IL 53 Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-12-17 3:15PM	0	0	1	0	1	0	24	0	7	0	31	0	1	140	23	0	164	0	5	144	0	0	149	0	345
3:30PM	0	1	0	0	1	0	28	0	2	0	30	0	0	160	16	0	176	0	11	162	0	0	173	0	380
3:45PM	0	0	0	0	0	0	11	0	7	0	18	0	0	208	53	0	261	0	7	182	1	0	190	0	469
4:00PM	0	0	0	0	0	0	16	0	9	0	25	0	0	152	19	0	171	0	4	133	0	0	137	0	333
Total	0	1	1	0	2	0	79	0	25	0	104	0	1	660	111	0	772	0	27	621	1	0	649	0	1527
% Approach	0%	50.0%	50.0%	0%	-	-	76.0%	0%	24.0%	0%	-	-	0.1%	85.5%	14.4%	0%	-	-	4.2%	95.7%	0.2%	0%	-	-	-
% Total	0%	0.1%	0.1%	0%	0.1%	-	5.2%	0%	1.6%	0%	6.8%	-	0.1%	43.2%	7.3%	0%	50.6%	-	1.8%	40.7%	0.1%	0%	42.5%	-	-
PHF	-	0.250	0.250	-	0.500	-	0.705	-	0.694	-	0.839	-	0.250	0.793	0.524	-	0.739	-	0.614	0.853	0.250	-	0.854	-	0.814
Lights	0	0	1	0	1	-	78	0	23	0	101	-	0	607	110	0	717	-	22	585	1	0	608	-	1427
% Lights	0%	0%	100%	0%	50.0%	-	98.7%	0%	92.0%	0%	97.1%	-	0%	92.0%	99.1%	0%	92.9%	-	81.5%	94.2%	100%	0%	93.7%	-	93.5%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	36	0	0	36	-	4	23	0	0	27	-	63
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	5.5%	0%	0%	4.7%	-	14.8%	3.7%	0%	0%	4.2%	-	4.1%
Buses and Single-Unit Trucks	0	1	0	0	1	-	1	0	2	0	3	-	1	17	1	0	19	-	1	13	0	0	14	-	37
% Buses and Single-Unit Trucks	0%	100%	0%	0%	50.0%	-	1.3%	0%	8.0%	0%	2.9%	-	100%	2.6%	0.9%	0%	2.5%	-	3.7%	2.1%	0%	0%	2.2%	-	2.4%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

02_IL 53 & Millsdale Road - TMC

Tue Dec 17, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1258627, Location: 41.451608, -88.079173



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Millsdale Rd Eastbound						Millsdale Rd Westbound						IL 53 Northbound						IL 53 Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-12-17 6:00AM	62	0	0	0	62	0	0	0	0	0	0	0	2	120	0	0	122	0	1	37	59	0	97	0	281
6:15AM	45	0	5	0	50	0	0	0	0	0	0	0	3	122	1	0	126	0	7	46	73	0	126	0	302
6:30AM	25	1	0	0	26	0	0	0	0	0	0	0	2	150	1	0	153	0	9	77	109	0	195	0	374
6:45AM	13	0	0	0	13	0	0	0	2	0	2	0	6	100	2	0	108	0	18	69	112	0	199	0	322
Hourly Total	145	1	5	0	151	0	0	0	2	0	2	0	13	492	4	0	509	0	35	229	353	0	617	0	1279
7:00AM	16	0	5	0	21	0	0	0	2	0	2	0	2	101	0	0	103	0	9	52	49	0	110	0	236
7:15AM	24	0	4	0	28	0	0	0	4	0	4	0	5	117	0	0	122	0	2	48	43	0	93	0	247
7:30AM	20	1	3	0	24	0	0	0	2	0	2	0	2	109	0	0	111	0	3	73	37	1	114	0	251
7:45AM	19	0	0	0	19	0	0	0	2	0	2	0	4	113	0	0	117	0	2	78	30	0	110	0	248
Hourly Total	79	1	12	0	92	0	0	0	10	0	10	0	13	440	0	0	453	0	16	251	159	1	427	0	982
8:00AM	5	0	4	0	9	0	0	1	4	0	5	0	5	100	0	0	105	0	5	56	32	0	93	0	212
8:15AM	12	0	2	0	14	0	0	0	0	0	0	0	4	88	0	1	93	0	3	55	25	0	83	0	190
8:30AM	4	0	1	0	5	0	0	0	4	0	4	0	2	82	0	0	84	0	2	58	25	0	85	0	178
8:45AM	10	0	3	0	13	0	0	1	1	0	2	0	2	80	0	0	82	0	3	54	25	0	82	0	179
Hourly Total	31	0	10	0	41	0	0	2	9	0	11	0	13	350	0	1	364	0	13	223	107	0	343	0	759
3:00PM	16	0	9	0	25	0	1	0	3	0	4	0	6	121	1	0	128	0	0	101	28	0	129	0	286
3:15PM	15	0	35	0	50	0	0	0	2	0	2	0	11	126	0	0	137	0	5	127	56	0	188	0	377
3:30PM	15	0	12	0	27	0	3	1	22	0	26	0	10	119	3	0	132	0	8	124	49	0	181	0	366
3:45PM	82	0	12	0	94	0	0	0	7	0	7	0	6	133	3	0	142	0	13	137	42	0	192	0	435
Hourly Total	128	0	68	0	196	0	4	1	34	0	39	0	33	499	7	0	539	0	26	489	175	0	690	0	1464
4:00PM	76	0	4	0	80	0	0	0	2	0	2	0	3	83	0	0	86	0	6	119	34	0	159	0	327
4:15PM	45	0	2	0	47	0	0	1	1	0	2	0	4	79	0	0	83	0	3	110	49	1	163	0	295
4:30PM	83	0	8	0	91	0	0	0	2	0	2	0	9	102	0	0	111	0	1	114	84	0	199	0	403
4:45PM	78	0	5	0	83	0	0	0	0	0	0	0	5	106	0	0	111	0	0	90	89	0	179	0	373
Hourly Total	282	0	19	0	301	0	0	1	5	0	6	0	21	370	0	0	391	0	10	433	256	1	700	0	1398
5:00PM	66	0	4	0	70	0	0	0	3	0	3	0	2	80	1	0	83	0	0	109	43	0	152	0	308
5:15PM	57	0	3	0	60	0	1	1	6	0	8	0	4	63	0	0	67	0	0	101	50	0	151	0	286
5:30PM	67	0	3	0	70	0	1	0	3	0	4	0	3	74	0	0	77	0	0	116	28	0	144	0	295
5:45PM	30	0	2	0	32	0	0	0	1	0	1	0	2	62	0	0	64	0	1	83	28	0	112	0	209
Hourly Total	220	0	12	0	232	0	2	1	13	0	16	0	11	279	1	0	291	0	1	409	149	0	559	0	1098
Total	885	2	126	0	1013	0	6	5	73	0	84	0	104	2430	12	1	2547	0	101	2034	1199	2	3336	0	6980
% Approach	87.4%	0.2%	12.4%	0%	-	-	7.1%	6.0%	86.9%	0%	-	-	4.1%	95.4%	0.5%	0%	-	-	3.0%	61.0%	35.9%	0.1%	-	-	-
% Total	12.7%	0%	1.8%	0%	14.5%	-	0.1%	0.1%	1.0%	0%	1.2%	-	1.5%	34.8%	0.2%	0%	36.5%	-	1.4%	29.1%	17.2%	0%	47.8%	-	-
Lights	864	2	118	0	984	-	5	2	49	0	56	-	89	2234	11	1	2335	-	73	1829	1163	1	3066	-	6441
% Lights	97.6%	100%	93.7%	0%	97.1%	-	83.3%	40.0%	67.1%	0%	66.7%	-	85.6%	91.9%	91.7%	100%	91.7%	-	72.3%	89.9%	97.0%	50.0%	91.9%	-	92.3%
Articulated Trucks	3	0	0	0	3	-	1	0	18	0	19	-	5	118	0	0	123	-	25	141	5	1	172	-	317
% Articulated Trucks	0.3%	0%	0%	0%	0.3%	-	16.7%	0%	24.7%	0%	22.6%	-	4.8%	4.9%	0%	0%	4.8%	-	24.8%	6.9%	0.4%	50.0%	5.2%	-	4.5%
Buses and Single-Unit Trucks	18	0	8	0	26	-	0	3	6	0	9	-	10	78	1	0	89	-	3	63	31	0	97	-	221
% Buses and Single-Unit Trucks	2.0%	0%	6.3%	0%	2.6%	-	0%	60.0%	8.2%	0%	10.7%	-	9.6%	3.2%	8.3%	0%	3.5%	-	3.0%	3.1%	2.6%	0%	2.9%	-	3.2%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

02_IL 53 & Millsdale Road - TMC

Tue Dec 17, 2024

AM Peak (6 AM - 7 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1258627, Location: 41.451608, -88.079173



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Millsdale Rd Eastbound						Millsdale Rd Westbound						IL 53 Northbound						IL 53 Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-12-17 6:00AM	62	0	0	0	62	0	0	0	0	0	0	0	2	120	0	0	122	0	1	37	59	0	97	0	281
6:15AM	45	0	5	0	50	0	0	0	0	0	0	0	3	122	1	0	126	0	7	46	73	0	126	0	302
6:30AM	25	1	0	0	26	0	0	0	0	0	0	0	2	150	1	0	153	0	9	77	109	0	195	0	374
6:45AM	13	0	0	0	13	0	0	0	2	0	2	0	6	100	2	0	108	0	18	69	112	0	199	0	322
Total	145	1	5	0	151	0	0	0	2	0	2	0	13	492	4	0	509	0	35	229	353	0	617	0	1279
% Approach	96.0%	0.7%	3.3%	0%	-	-	0% 0%	100%	0%	-	-	2.6%	96.7%	0.8%	0%	-	-	5.7%	37.1%	57.2%	0%	-	-	-	
% Total	11.3%	0.1%	0.4%	0%	11.8%	-	0% 0%	0.2%	0%	0.2%	-	1.0%	38.5%	0.3%	0%	39.8%	-	2.7%	17.9%	27.6%	0%	48.2%	-	-	
PHF	0.585	0.250	0.250	-	0.609	-	-	-	0.250	-	0.250	-	0.542	0.820	0.500	-	0.832	-	0.486	0.744	0.788	-	0.775	-	0.855
Lights	143	1	5	0	149	-	0	0	2	0	2	-	11	466	4	0	481	-	33	203	348	0	584	-	1216
% Lights	98.6%	100%	100%	0%	98.7%	-	0% 0%	100%	0%	100%	-	84.6%	94.7%	100%	0%	94.5%	-	94.3%	88.6%	98.6%	0%	94.7%	-	95.1%	
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	1	10	0	0	11	-	2	23	0	0	25	-	36
% Articulated Trucks	0%	0%	0%	0%	0%	-	0% 0%	0%	0%	0%	0%	-	7.7%	2.0%	0%	0%	2.2%	-	5.7%	10.0%	0%	0%	4.1%	-	2.8%
Buses and Single-Unit Trucks	2	0	0	0	2	-	0	0	0	0	0	-	1	16	0	0	17	-	0	3	5	0	8	-	27
% Buses and Single-Unit Trucks	1.4%	0%	0%	0%	1.3%	-	0% 0%	0%	0%	0%	0%	-	7.7%	3.3%	0%	0%	3.3%	-	0%	1.3%	1.4%	0%	1.3%	-	2.1%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0% 0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

02_IL 53 & Millsdale Road - TMC

Tue Dec 17, 2024

PM Peak (3:15 PM - 4:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1258627, Location: 41.451608, -88.079173



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Millsdale Rd Eastbound						Millsdale Rd Westbound						IL 53 Northbound						IL 53 Southbound												
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-12-17 3:15PM	15	0	35	0	50	0	0	0	2	0	2	0	11	126	0	0	137	0	5	127	56	0	188	0							377
3:30PM	15	0	12	0	27	0	3	1	22	0	26	0	10	119	3	0	132	0	8	124	49	0	181	0							366
3:45PM	82	0	12	0	94	0	0	0	7	0	7	0	6	133	3	0	142	0	13	137	42	0	192	0							435
4:00PM	76	0	4	0	80	0	0	0	2	0	2	0	3	83	0	0	86	0	6	119	34	0	159	0							327
Total	188	0	63	0	251	0	3	1	33	0	37	0	30	461	6	0	497	0	32	507	181	0	720	0							1505
% Approach	74.9%	0%	25.1%	0%	-	-	8.1%	2.7%	89.2%	0%	-	-	6.0%	92.8%	1.2%	0%	-	-	4.4%	70.4%	25.1%	0%	-	-							-
% Total	12.5%	0%	4.2%	0%	16.7%	-	0.2%	0.1%	2.2%	0%	2.5%	-	2.0%	30.6%	0.4%	0%	33.0%	-	2.1%	33.7%	12.0%	0%	47.8%	-							-
PHF	0.573	-	0.450	-	0.668	-	0.250	0.250	0.375	-	0.356	-	0.682	0.867	0.500	-	0.875	-	0.615	0.925	0.808	-	0.938	-							0.865
Lights	183	0	60	0	243	-	3	0	30	0	33	-	26	420	6	0	452	-	27	472	173	0	672	-							1400
% Lights	97.3%	0%	95.2%	0%	96.8%	-	100%	0%	90.9%	0%	89.2%	-	86.7%	91.1%	100%	0%	90.9%	-	84.4%	93.1%	95.6%	0%	93.3%	-							93.0%
Articulated Trucks	2	0	0	0	2	-	0	0	2	0	2	-	0	24	0	0	24	-	4	25	2	0	31	-							59
% Articulated Trucks	1.1%	0%	0%	0%	0.8%	-	0%	0%	6.1%	0%	5.4%	-	0%	5.2%	0%	0%	4.8%	-	12.5%	4.9%	1.1%	0%	4.3%	-							3.9%
Buses and Single-Unit Trucks	3	0	3	0	6	-	0	1	1	0	2	-	4	17	0	0	21	-	1	10	6	0	17	-							46
% Buses and Single-Unit Trucks	1.6%	0%	4.8%	0%	2.4%	-	0%	100%	3.0%	0%	5.4%	-	13.3%	3.7%	0%	0%	4.2%	-	3.1%	2.0%	3.3%	0%	2.4%	-							3.1%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-							0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-							0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0							0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0							0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

03_Rowell Avenue & Schweitzer Road - TMC

Tue Dec 17, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1258628, Location: 41.466806, -88.060329



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Schweitzer Road Eastbound						Schweitzer Road Westbound						Rowell Ave Northbound						Rowell Ave Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-12-17 6:00AM	0	12	0	0	12	0	0	11	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	24
6:15AM	0	24	0	0	24	0	1	12	0	0	13	0	0	0	1	0	1	0	0	0	0	0	0	0	38
6:30AM	0	23	0	0	23	0	0	25	0	0	25	0	1	0	0	0	1	0	0	0	0	0	0	0	49
6:45AM	0	19	1	0	20	0	3	19	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	42
Hourly Total	0	78	1	0	79	0	4	67	0	1	72	0	1	0	1	0	2	0	0	0	0	0	0	0	153
7:00AM	0	17	0	0	17	0	1	24	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	42
7:15AM	0	21	0	0	21	0	1	22	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	44
7:30AM	0	13	0	1	14	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	25
7:45AM	0	12	0	0	12	0	0	11	0	0	11	0	3	0	2	0	5	0	0	0	0	0	0	0	28
Hourly Total	0	63	0	1	64	0	2	68	0	0	70	0	3	0	2	0	5	0	0	0	0	0	0	0	139
8:00AM	0	9	0	0	9	0	0	15	0	0	15	0	1	0	0	0	1	0	0	0	0	0	0	0	25
8:15AM	0	15	0	0	15	0	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	22
8:30AM	0	13	0	0	13	0	0	8	0	0	8	0	0	0	1	0	1	0	0	0	0	0	0	0	22
8:45AM	0	8	0	0	8	0	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	26
Hourly Total	0	45	0	0	45	0	1	47	0	0	48	0	1	0	1	0	2	0	0	0	0	0	0	0	95
3:00PM	0	18	1	0	19	0	6	13	0	0	19	0	0	0	1	0	1	0	0	0	0	0	0	0	39
3:15PM	0	26	2	0	28	0	0	29	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	57
3:30PM	0	28	1	0	29	0	2	27	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	58
3:45PM	0	57	1	0	58	0	3	12	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	73
Hourly Total	0	129	5	0	134	0	11	81	0	0	92	0	0	0	1	0	1	0	0	0	0	0	0	0	227
4:00PM	0	28	0	0	28	0	1	25	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	54
4:15PM	0	29	0	0	29	0	3	20	0	0	23	0	1	0	1	0	2	0	0	0	0	0	0	0	54
4:30PM	0	31	3	0	34	0	3	28	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	65
4:45PM	0	33	1	0	34	0	1	32	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	67
Hourly Total	0	121	4	0	125	0	8	105	0	0	113	0	1	0	1	0	2	0	0	0	0	0	0	0	240
5:00PM	0	14	0	0	14	0	1	27	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	42
5:15PM	0	31	0	0	31	0	3	22	0	0	25	0	0	0	1	0	1	0	0	0	0	0	0	0	57
5:30PM	0	18	1	0	19	0	1	22	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	42
5:45PM	0	12	0	0	12	0	1	17	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	30
Hourly Total	0	75	1	0	76	0	6	88	0	0	94	0	0	0	1	0	1	0	0	0	0	0	0	0	171
Total	0	511	11	1	523	0	32	456	0	1	489	0	6	0	7	0	13	0	0	0	0	0	0	0	1025
% Approach	0%	97.7%	2.1%	0.2%	-	-	6.5%	93.3%	0%	0.2%	-	-	46.2%	0%	53.8%	0%	-	-	0%	0%	0%	0%	-	-	-
% Total	0%	49.9%	1.1%	0.1%	51.0%	-	3.1%	44.5%	0%	0.1%	47.7%	-	0.6%	0%	0.7%	0%	1.3%	-	0%	0%	0%	0%	0%	-	-
Lights	0	497	8	1	506	-	32	427	0	1	460	-	3	0	6	0	9	-	0	0	0	0	0	-	975
% Lights	0%	97.3%	72.7%	100%	96.7%	-	100%	93.6%	0%	100%	94.1%	-	50.0%	0%	85.7%	0%	69.2%	-	0%	0%	0%	0%	-	-	95.1%
Articulated Trucks	0	6	0	0	6	-	0	13	0	0	13	-	0	0	0	0	0	-	0	0	0	0	0	-	19
% Articulated Trucks	0%	1.2%	0%	0%	1.1%	-	0%	2.9%	0%	0%	2.7%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	1.9%
Buses and Single-Unit Trucks	0	8	3	0	11	-	0	16	0	0	16	-	3	0	1	0	4	-	0	0	0	0	0	-	31
% Buses and Single-Unit Trucks	0%	1.6%	27.3%	0%	2.1%	-	0%	3.5%	0%	0%	3.3%	-	50.0%	0%	14.3%	0%	30.8%	-	0%	0%	0%	0%	-	-	3.0%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

03_Rowell Avenue & Schweitzer Road - TMC

Tue Dec 17, 2024

Forced Peak (6 AM - 7 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1258628, Location: 41.466806, -88.060329



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Schweitzer Road Eastbound						Schweitzer Road Westbound						Rowell Ave Northbound						Rowell Ave Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-12-17 6:00AM	0	12	0	0	12	0	0	11	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	24
6:15AM	0	24	0	0	24	0	1	12	0	0	13	0	0	0	1	0	1	0	0	0	0	0	0	0	38
6:30AM	0	23	0	0	23	0	0	25	0	0	25	0	1	0	0	0	1	0	0	0	0	0	0	0	49
6:45AM	0	19	1	0	20	0	3	19	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	42
Total	0	78	1	0	79	0	4	67	0	1	72	0	1	0	1	0	2	0	0	0	0	0	0	0	153
% Approach	0%	98.7%	1.3%	0%	-	-	5.6%	93.1%	0%	1.4%	-	-	50.0%	0%	50.0%	0%	-	-	0%	0%	0%	0%	-	-	-
% Total	0%	51.0%	0.7%	0%	51.6%	-	2.6%	43.8%	0%	0.7%	47.1%	-	0.7%	0%	0.7%	0%	1.3%	-	0%	0%	0%	0%	0%	0%	-
PHF	-	0.813	0.250	-	0.823	-	0.333	0.670	-	0.250	0.720	-	0.250	-	0.250	-	0.500	-	-	-	-	-	-	-	0.781
Lights	0	76	0	0	76	-	4	58	0	1	63	-	0	0	1	0	1	-	0	0	0	0	0	-	140
% Lights	0%	97.4%	0%	0%	96.2%	-	100%	86.6%	0%	100%	87.5%	-	0%	0%	100%	0%	50.0%	-	0%	0%	0%	0%	-	-	91.5%
Articulated Trucks	0	1	0	0	1	-	0	6	0	0	6	-	0	0	0	0	0	-	0	0	0	0	0	-	7
% Articulated Trucks	0%	1.3%	0%	0%	1.3%	-	0%	9.0%	0%	0%	8.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	4.6%
Buses and Single-Unit Trucks	0	1	1	0	2	-	0	3	0	0	3	-	1	0	0	0	1	-	0	0	0	0	0	-	6
% Buses and Single-Unit Trucks	0%	1.3%	100%	0%	2.5%	-	0%	4.5%	0%	0%	4.2%	-	100%	0%	0%	0%	50.0%	-	0%	0%	0%	0%	-	-	3.9%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

03_Rowell Avenue & Schweitzer Road - TMC

Tue Dec 17, 2024

Forced Peak (3:15 PM - 4:15 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1258628, Location: 41.466806, -88.060329



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Schweitzer Road Eastbound						Schweitzer Road Westbound						Rowell Ave Northbound						Rowell Ave Southbound						Int							
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*								
Time																																
2024-12-17 3:15PM	0	26	2	0	28	0	0	29	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	
3:30PM	0	28	1	0	29	0	2	27	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	
3:45PM	0	57	1	0	58	0	3	12	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	
4:00PM	0	28	0	0	28	0	1	25	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	
Total	0	139	4	0	143	0	6	93	0	0	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	242	
% Approach	0%	97.2%	2.8%	0%	-	-	6.1%	93.9%	0%	0%	-	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	-	-	-	-	-	-	-	-	-	
% Total	0%	57.4%	1.7%	0%	59.1%	-	2.5%	38.4%	0%	0%	40.9%	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	
PHF	-	0.610	0.500	-	0.616	-	0.500	0.802	-	-	0.853	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.829	
Lights	0	133	2	0	135	-	6	91	0	0	97	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	232	
% Lights	0%	95.7%	50.0%	0%	94.4%	-	100%	97.8%	0%	0%	98.0%	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	95.9%	
Articulated Trucks	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
% Articulated Trucks	0%	1.4%	0%	0%	1.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.8%	
Buses and Single-Unit Trucks	0	4	2	0	6	-	0	2	0	0	2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
% Buses and Single-Unit Trucks	0%	2.9%	50.0%	0%	4.2%	-	0%	2.2%	0%	0%	2.0%	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3.3%	
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

04_Ridge Road & Schweitzer Road - TMC

Tue Dec 17, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1258629, Location: 41.467242, -88.04112



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Schweitzer Rd Eastbound					Schweitzer Rd Westbound					Ridge Rd Northbound					
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	Int
2024-12-17 6:00AM	14	2	0	16	0	6	8	0	14	0	4	15	0	19	0	49
6:15AM	24	2	0	26	0	3	11	0	14	0	2	6	0	8	0	48
6:30AM	21	2	0	23	0	7	22	0	29	0	3	8	0	11	0	63
6:45AM	18	2	0	20	0	9	17	0	26	0	4	7	0	11	0	57
Hourly Total	77	8	0	85	0	25	58	0	83	0	13	36	0	49	0	217
7:00AM	13	4	0	17	0	6	19	0	25	0	6	7	0	13	0	55
7:15AM	19	0	0	19	0	8	14	0	22	0	7	7	0	14	0	55
7:30AM	15	0	0	15	0	1	8	0	9	0	3	8	0	11	0	35
7:45AM	12	1	0	13	0	1	12	0	13	0	0	6	0	6	0	32
Hourly Total	59	5	0	64	0	16	53	0	69	0	16	28	0	44	0	177
8:00AM	7	0	0	7	0	2	17	0	19	0	2	7	0	9	0	35
8:15AM	13	3	0	16	0	4	7	0	11	0	1	7	0	8	0	35
8:30AM	13	0	0	13	0	6	7	0	13	0	0	8	0	8	0	34
8:45AM	7	3	0	10	0	5	15	0	20	0	3	6	0	9	0	39
Hourly Total	40	6	0	46	0	17	46	0	63	0	6	28	0	34	0	143
3:00PM	19	4	0	23	0	10	17	0	27	0	5	8	0	13	0	63
3:15PM	23	2	0	25	0	11	26	0	37	0	3	4	0	7	0	69
3:30PM	25	5	0	30	0	13	31	0	44	0	1	8	0	9	0	83
3:45PM	48	2	0	50	0	8	11	0	19	0	2	7	0	9	0	78
Hourly Total	115	13	0	128	0	42	85	0	127	0	11	27	0	38	0	293
4:00PM	30	1	0	31	0	12	20	0	32	0	6	10	0	16	0	79
4:15PM	24	2	0	26	0	9	24	0	33	0	0	6	0	6	0	65
4:30PM	32	3	0	35	0	8	26	0	34	0	3	6	0	9	0	78
4:45PM	32	2	0	34	0	13	33	0	46	0	1	2	0	3	0	83
Hourly Total	118	8	0	126	0	42	103	0	145	0	10	24	0	34	0	305
5:00PM	13	0	0	13	0	8	25	0	33	0	0	6	0	6	0	52
5:15PM	28	1	0	29	0	9	26	0	35	0	2	4	0	6	0	70
5:30PM	16	2	0	18	0	12	19	0	31	0	1	7	0	8	0	57
5:45PM	13	0	0	13	0	3	16	0	19	0	0	2	0	2	0	34
Hourly Total	70	3	0	73	0	32	86	0	118	0	3	19	0	22	0	213
Total	479	43	0	522	0	174	431	0	605	0	59	162	0	221	0	1348
% Approach	91.8%	8.2%	0%	-	-	28.8%	71.2%	0%	-	-	26.7%	73.3%	0%	-	-	-
% Total	35.5%	3.2%	0%	38.7%	-	12.9%	32.0%	0%	44.9%	-	4.4%	12.0%	0%	16.4%	-	-
Lights	475	32	0	507	-	158	421	0	579	-	37	151	0	188	-	1274
% Lights	99.2%	74.4%	0%	97.1%	-	90.8%	97.7%	0%	95.7%	-	62.7%	93.2%	0%	85.1%	-	94.5%
Articulated Trucks	1	4	0	5	-	7	1	0	8	-	13	4	0	17	-	30
% Articulated Trucks	0.2%	9.3%	0%	1.0%	-	4.0%	0.2%	0%	1.3%	-	22.0%	2.5%	0%	7.7%	-	2.2%
Buses and Single-Unit Trucks	3	7	0	10	-	9	9	0	18	-	9	7	0	16	-	44
% Buses and Single-Unit Trucks	0.6%	16.3%	0%	1.9%	-	5.2%	2.1%	0%	3.0%	-	15.3%	4.3%	0%	7.2%	-	3.3%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

04_Ridge Road & Schweitzer Road - TMC

Tue Dec 17, 2024

Forced Peak (6 AM - 7 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1258629, Location: 41.467242, -88.04112



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Schweitzer Rd Eastbound					Schweitzer Rd Westbound					Ridge Rd Northbound					
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	Int
2024-12-17 6:00AM	14	2	0	16	0	6	8	0	14	0	4	15	0	19	0	49
6:15AM	24	2	0	26	0	3	11	0	14	0	2	6	0	8	0	48
6:30AM	21	2	0	23	0	7	22	0	29	0	3	8	0	11	0	63
6:45AM	18	2	0	20	0	9	17	0	26	0	4	7	0	11	0	57
Total	77	8	0	85	0	25	58	0	83	0	13	36	0	49	0	217
% Approach	90.6%	9.4%	0%	-	-	30.1%	69.9%	0%	-	-	26.5%	73.5%	0%	-	-	-
% Total	35.5%	3.7%	0%	39.2%	-	11.5%	26.7%	0%	38.2%	-	6.0%	16.6%	0%	22.6%	-	-
PHF	0.802	1.000	-	0.817	-	0.694	0.659	-	0.716	-	0.813	0.600	-	0.645	-	0.861
Lights	76	8	0	84	-	22	57	0	79	-	3	35	0	38	-	201
% Lights	98.7%	100%	0%	98.8%	-	88.0%	98.3%	0%	95.2%	-	23.1%	97.2%	0%	77.6%	-	92.6%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	6	1	0	7	-	7
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	46.2%	2.8%	0%	14.3%	-	3.2%
Buses and Single-Unit Trucks	1	0	0	1	-	3	1	0	4	-	4	0	0	4	-	9
% Buses and Single-Unit Trucks	1.3%	0%	0%	1.2%	-	12.0%	1.7%	0%	4.8%	-	30.8%	0%	0%	8.2%	-	4.1%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

04_Ridge Road & Schweitzer Road - TMC

Tue Dec 17, 2024

PM Peak (3:15 PM - 4:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1258629, Location: 41.467242, -88.04112



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Schweitzer Rd Eastbound					Schweitzer Rd Westbound					Ridge Rd Northbound					Int
	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	
2024-12-17 3:15PM	23	2	0	25	0	11	26	0	37	0	3	4	0	7	0	69
3:30PM	25	5	0	30	0	13	31	0	44	0	1	8	0	9	0	83
3:45PM	48	2	0	50	0	8	11	0	19	0	2	7	0	9	0	78
4:00PM	30	1	0	31	0	12	20	0	32	0	6	10	0	16	0	79
Total	126	10	0	136	0	44	88	0	132	0	12	29	0	41	0	309
% Approach	92.6%	7.4%	0%	-	-	33.3%	66.7%	0%	-	-	29.3%	70.7%	0%	-	-	-
% Total	40.8%	3.2%	0%	44.0%	-	14.2%	28.5%	0%	42.7%	-	3.9%	9.4%	0%	13.3%	-	-
PHF	0.656	0.500	-	0.680	-	0.846	0.710	-	0.750	-	0.500	0.725	-	0.641	-	0.931
Lights	124	7	0	131	-	43	87	0	130	-	10	27	0	37	-	298
% Lights	98.4%	70.0%	0%	96.3%	-	97.7%	98.9%	0%	98.5%	-	83.3%	93.1%	0%	90.2%	-	96.4%
Articulated Trucks	1	2	0	3	-	0	0	0	0	-	0	0	0	0	-	3
% Articulated Trucks	0.8%	20.0%	0%	2.2%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	1.0%
Buses and Single-Unit Trucks	1	1	0	2	-	1	1	0	2	-	2	2	0	4	-	8
% Buses and Single-Unit Trucks	0.8%	10.0%	0%	1.5%	-	2.3%	1.1%	0%	1.5%	-	16.7%	6.9%	0%	9.8%	-	2.6%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

05_Ridge Road & Bernhard Road - TMC

Tue Dec 17, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1258630, Location: 41.459487, -88.040878



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Bernhard Rd Eastbound					Bernhard Rd Westbound					Ridge Rd Northbound					Ridge Rd Southbound					Int				
	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*					
2024-12-17 6:00AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	2	0	0	2	0	13		
6:15AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	1	0	0	1	0	7		
6:30AM	0	0	0	0	0	0	0	0	0	0	1	11	0	0	12	0	0	2	0	0	2	0	14		
6:45AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	5	0	0	5	0	16		
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	39	0	0	40	0	0	10	0	0	10	0	50		
7:00AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	5	0	0	5	0	12		
7:15AM	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	0	5	0	0	5	0	12		
7:30AM	0	0	0	0	0	0	2	0	0	2	1	7	0	0	8	0	0	1	0	0	1	0	11		
7:45AM	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	0	1	1	0	2	0	7		
Hourly Total	0	0	1	0	1	0	2	0	0	2	1	24	1	0	26	0	0	12	1	0	13	0	42		
8:00AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	0	1	0	4		
8:15AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	4	0	0	4	0	11		
8:30AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	4	0	0	4	0	9		
8:45AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	6		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	21	0	0	21	0	0	9	0	0	9	0	30		
3:00PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	8	0	0	8	0	16		
3:15PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	11	0	0	11	0	18		
3:30PM	0	0	1	0	1	0	0	0	0	0	0	6	0	0	6	0	0	16	1	0	17	0	24		
3:45PM	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	0	0	12	0	0	12	0	18		
Hourly Total	0	0	1	0	1	0	1	0	0	1	0	26	0	0	26	0	0	47	1	0	48	0	76		
4:00PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	18	0	0	18	0	24		
4:15PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	9	0	0	9	0	13		
4:30PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	10	0	0	10	0	18		
4:45PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	15	0	0	15	0	17		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	0	0	52	0	0	52	0	72		
5:00PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	7	0	0	7	0	13		
5:15PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	9	2	0	11	0	19		
5:30PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	14	0	0	14	0	21		
5:45PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	4	0	0	4	0	7		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	0	0	34	2	0	36	0	60		
Total	0	0	2	0	2	0	3	0	0	3	0	2	154	1	0	157	0	0	164	4	0	168	0	330	
% Approach	0%	0%	100%	0%	-	0%	100%	0%	0%	-	-	1.3%	98.1%	0.6%	0%	-	-	0%	97.6%	2.4%	0%	-	-		
% Total	0%	0%	0.6%	0%	0.6%	-	0%	0.9%	0%	0.9%	-	0.6%	46.7%	0.3%	0%	47.6%	-	0%	49.7%	1.2%	0%	50.9%	-		
Lights	0	0	0	0	0	-	0	2	0	2	-	0	146	0	0	146	-	0	161	2	0	163	-	311	
% Lights	0%	0%	0%	0%	0%	-	0%	66.7%	0%	66.7%	-	0%	94.8%	0%	0%	93.0%	-	0%	98.2%	50.0%	0%	97.0%	-	94.2%	
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%		
Buses and Single-Unit Trucks	0	0	2	0	2	-	0	1	0	0	1	-	2	8	1	0	11	-	0	3	2	0	5	-	19
% Buses and Single-Unit Trucks	0%	0%	100%	0%	100%	-	0%	33.3%	0%	33.3%	-	100%	5.2%	100%	0%	7.0%	-	0%	1.8%	50.0%	0%	3.0%	-	5.8%	
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	-	0	
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%		
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	0	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	0	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

05_Ridge Road & Bernhard Road - TMC

Tue Dec 17, 2024

Forced Peak (6 AM - 7 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1258630, Location: 41.459487, -88.040878



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Bernhard Rd Eastbound						Bernhard Rd Westbound						Ridge Rd Northbound						Ridge Rd Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-12-17 6:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	2	0	0	2	0	13
6:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	1	0	0	1	0	7
6:30AM	0	0	0	0	0	0	0	0	0	0	0	0	1	11	0	0	12	0	0	2	0	0	2	0	14
6:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	5	0	0	5	0	16
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	39	0	0	40	0	0	10	0	0	10	0	50
% Approach	0%	0%	0%	0%	-	-	0%	0%	0%	0%	-	-	2.5%	97.5%	0%	0%	-	-	0%	100%	0%	0%	-	-	-
% Total	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	2.0%	78.0%	0%	0%	80.0%	-	0%	20.0%	0%	0%	20.0%	-	-
PHF	-	-	-	-	-	-	-	-	-	-	-	-	0.250	0.886	-	-	0.833	-	-	0.500	-	-	0.500	-	0.781
Lights	0	0	0	0	0	-	0	0	0	0	0	-	0	39	0	0	39	-	0	8	0	0	8	-	47
% Lights	0%	0%	0%	0%	-	-	0%	0%	0%	0%	-	-	0%	100%	0%	0%	97.5%	-	0%	80.0%	0%	0%	80.0%	-	94.0%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	1	0	0	0	1	-	0	2	0	0	2	-	3
% Buses and Single-Unit Trucks	0%	0%	0%	0%	-	-	0%	0%	0%	0%	-	-	100%	0%	0%	0%	2.5%	-	0%	20.0%	0%	0%	20.0%	-	6.0%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

05_Ridge Road & Bernhard Road - TMC

Tue Dec 17, 2024

PM Peak (3:15 PM - 4:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1258630, Location: 41.459487, -88.040878



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Bernhard Rd Eastbound						Bernhard Rd Westbound						Ridge Rd Northbound						Ridge Rd Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
Time																									
2024-12-17 3:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	11	0	0	11	0	18
3:30PM	0	0	1	0	1	0	0	0	0	0	0	0	0	6	0	0	6	0	0	16	1	0	17	0	24
3:45PM	0	0	0	0	0	0	0	1	0	0	1	0	0	5	0	0	5	0	0	12	0	0	12	0	18
4:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	18	0	0	18	0	24
Total	0	0	1	0	1	0	0	1	0	0	1	0	0	24	0	0	24	0	0	57	1	0	58	0	84
% Approach	0%	0%	100%	0%	-	-	0%	100%	0%	0%	-	-	0%	100%	0%	0%	-	-	0%	98.3%	1.7%	0%	-	-	-
% Total	0%	0%	1.2%	0%	1.2%	-	0%	1.2%	0%	0%	1.2%	-	0%	28.6%	0%	0%	28.6%	-	0%	67.9%	1.2%	0%	69.0%	-	-
PHF	-	-	0.250	-	0.250	-	-	0.250	-	-	0.250	-	-	0.857	-	-	0.857	-	-	0.792	0.250	-	0.806	-	0.875
Lights	0	0	0	0	0	-	0	1	0	0	1	-	0	20	0	0	20	-	0	56	0	0	56	-	77
% Lights	0%	0%	0%	0%	0%	-	0%	100%	0%	0%	100%	-	0%	83.3%	0%	0%	83.3%	-	0%	98.2%	0%	0%	96.6%	-	91.7%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	1	0	1	-	0	0	0	0	0	-	0	4	0	0	4	-	0	1	1	0	2	-	7
% Buses and Single-Unit Trucks	0%	0%	100%	0%	100%	-	0%	0%	0%	0%	0%	-	0%	16.7%	0%	0%	16.7%	-	0%	1.8%	100%	0%	3.4%	-	8.3%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

EXISTING (2024) CAPACITY REPORTS

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕↔		↕	↕↔	
Traffic Vol, veh/h	1	1	1	50	1	15	1	585	65	20	600	10
Future Vol, veh/h	1	1	1	50	1	15	1	585	65	20	600	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	345	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	71	2	4	2	9	7	2
Mvmt Flow	1	1	1	53	1	16	1	616	68	21	632	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	989	1365	321	1011	1336	342	642	0	0	684	0	0
Stage 1	679	679	-	652	652	-	-	-	-	-	-	-
Stage 2	311	686	-	358	684	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	8.32	4.14	-	-	4.28	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	4.01	2.22	-	-	2.29	-	-
Pot Cap-1 Maneuver	201	146	675	194	152	490	938	-	-	860	-	-
Stage 1	408	449	-	423	462	-	-	-	-	-	-	-
Stage 2	675	446	-	632	447	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	188	142	675	187	148	490	938	-	-	860	-	-
Mov Cap-2 Maneuver	188	142	-	187	148	-	-	-	-	-	-	-
Stage 1	398	438	-	422	462	-	-	-	-	-	-	-
Stage 2	650	445	-	614	436	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB		
HCM Control Delay, s/v	21.83		27.56		0.02		0.3		
HCM LOS	C		D						

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	5	-	-	217	186	490	860	-	-
HCM Lane V/C Ratio	0.001	-	-	0.015	0.288	0.032	0.024	-	-
HCM Control Delay (s/veh)	8.8	0	-	21.8	32	12.6	9.3	-	-
HCM Lane LOS	A	A	-	C	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1.1	0.1	0.1	-	-

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕↕	↕	↕	↕↕	↕
Traffic Vol, veh/h	145	1	5	1	1	1	15	495	5	35	230	355
Future Vol, veh/h	145	1	5	1	1	1	15	495	5	35	230	355
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	80	215	-	175	270	-	290
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	15	5	2	6	11	2
Mvmt Flow	153	1	5	1	1	1	16	521	5	37	242	374

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	608	874	121	748	1242	261	616	0	0	526	0	0
Stage 1	316	316	-	553	553	-	-	-	-	-	-	-
Stage 2	293	558	-	195	689	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.4	-	-	4.22	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.35	-	-	2.26	-	-
Pot Cap-1 Maneuver	379	287	907	301	173	738	876	-	-	1009	-	-
Stage 1	670	654	-	485	513	-	-	-	-	-	-	-
Stage 2	691	510	-	788	444	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	356	271	907	282	164	738	876	-	-	1009	-	-
Mov Cap-2 Maneuver	356	271	-	282	164	-	-	-	-	-	-	-
Stage 1	645	630	-	476	503	-	-	-	-	-	-	-
Stage 2	676	501	-	754	428	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v22.43		18.28	0.27	0.49
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	876	-	-	363	282	268	1009
HCM Lane V/C Ratio	0.018	-	-	0.438	0.004	0.008	0.037
HCM Control Delay (s/veh)	9.2	-	-	22.4	17.8	18.5	8.7
HCM Lane LOS	A	-	-	C	C	C	A
HCM 95th %tile Q(veh)	0.1	-	-	2.2	0	0	0.1

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔			↔	
Traffic Vol, veh/h	1	85	1	5	70	1	1	1	1	1	1	1
Future Vol, veh/h	1	85	1	5	70	1	1	1	1	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	40	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	3	2	2	13	2	2	2	2	2	2	2
Mvmt Flow	1	89	1	5	74	1	1	1	1	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	75	0	0	91	0	0	176	177	89	176	177	74
Stage 1	-	-	-	-	-	-	92	92	-	84	84	-
Stage 2	-	-	-	-	-	-	85	85	-	92	93	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1525	-	-	1505	-	-	786	717	968	786	717	988
Stage 1	-	-	-	-	-	-	916	819	-	924	825	-
Stage 2	-	-	-	-	-	-	923	824	-	915	818	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1525	-	-	1505	-	-	781	714	968	781	714	988
Mov Cap-2 Maneuver	-	-	-	-	-	-	781	714	-	781	714	-
Stage 1	-	-	-	-	-	-	915	818	-	920	822	-
Stage 2	-	-	-	-	-	-	918	821	-	912	818	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.08			0.49			9.48			9.45		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	808	21	-	-	120	-	-	812
HCM Lane V/C Ratio	0.004	0.001	-	-	0.003	-	-	0.004
HCM Control Delay (s/veh)	9.5	7.4	0	-	7.4	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			4	3	
Traffic Vol, veh/h	75	10	25	60	15	35
Future Vol, veh/h	75	10	25	60	15	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	12	2	77	3
Mvmt Flow	79	11	26	63	16	37

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	89	0	200 84
Stage 1	-	-	-	-	84 -
Stage 2	-	-	-	-	116 -
Critical Hdwy	-	-	4.22	-	7.17 6.23
Critical Hdwy Stg 1	-	-	-	-	6.17 -
Critical Hdwy Stg 2	-	-	-	-	6.17 -
Follow-up Hdwy	-	-	2.308	-	4.193 3.327
Pot Cap-1 Maneuver	-	-	1445	-	646 972
Stage 1	-	-	-	-	780 -
Stage 2	-	-	-	-	753 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1445	-	634 972
Mov Cap-2 Maneuver	-	-	-	-	634 -
Stage 1	-	-	-	-	780 -
Stage 2	-	-	-	-	738 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.22	9.58
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	838	-	-	529	-
HCM Lane V/C Ratio	0.063	-	-	0.018	-
HCM Control Delay (s/veh)	9.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	1	1	1	1	1	1	1	40	1	1	10	1
Future Vol, veh/h	1	1	1	1	1	1	1	40	1	1	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	20	2
Mvmt Flow	1	1	1	1	1	1	1	42	1	1	11	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	58	58	11	58	58	43	12	0	0	43	0	0
Stage 1	13	13	-	45	45	-	-	-	-	-	-	-
Stage 2	45	45	-	13	14	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	939	833	1070	939	833	1028	1607	-	-	1565	-	-
Stage 1	1007	885	-	969	858	-	-	-	-	-	-	-
Stage 2	969	857	-	1007	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	935	831	1070	935	831	1028	1607	-	-	1565	-	-
Mov Cap-2 Maneuver	935	831	-	935	831	-	-	-	-	-	-	-
Stage 1	1006	884	-	969	857	-	-	-	-	-	-	-
Stage 2	966	857	-	1004	883	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	8.86		8.91		0.17		0.61	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	43	-	-	936	925	147	-	-
HCM Lane V/C Ratio	0.001	-	-	0.003	0.003	0.001	-	-
HCM Control Delay (s/veh)	7.2	0	-	8.9	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕↔		↕	↕↔	
Traffic Vol, veh/h	1	1	1	80	1	25	1	665	120	25	620	1
Future Vol, veh/h	1	1	1	80	1	25	1	665	120	25	620	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	345	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	8	2	8	2	19	6	2
Mvmt Flow	1	1	1	84	1	26	1	700	126	26	653	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1058	1534	327	1145	1472	413	654	0	0	826	0	0
Stage 1	706	706	-	765	765	-	-	-	-	-	-	-
Stage 2	353	828	-	379	706	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	7.06	4.14	-	-	4.48	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.38	2.22	-	-	2.39	-	-
Pot Cap-1 Maneuver	179	115	669	155	126	571	929	-	-	700	-	-
Stage 1	393	437	-	362	410	-	-	-	-	-	-	-
Stage 2	637	384	-	614	437	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	163	111	669	147	121	571	929	-	-	700	-	-
Mov Cap-2 Maneuver	163	111	-	147	121	-	-	-	-	-	-	-
Stage 1	378	420	-	361	410	-	-	-	-	-	-	-
Stage 2	605	383	-	589	420	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v25.36			47.9		0.02		0.4	
HCM LOS	D		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	4	-	-	180	147	571	700	-	-
HCM Lane V/C Ratio	0.001	-	-	0.018	0.582	0.046	0.038	-	-
HCM Control Delay (s/veh)	8.9	0	-	25.4	59.1	11.6	10.3	-	-
HCM Lane LOS	A	A	-	D	F	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	3	0.1	0.1	-	-

Intersection												
Int Delay, s/veh	22.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕↕	↕	↕	↕↕	↕
Traffic Vol, veh/h	190	1	65	5	1	35	30	460	5	30	510	180
Future Vol, veh/h	190	1	65	5	1	35	30	460	5	30	510	180
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	80	215	-	175	270	-	290
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	2	5	2	2	9	13	9	2	16	7	4
Mvmt Flow	200	1	68	5	1	37	32	484	5	32	537	189

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	906	1153	268	879	1337	242	726	0	0	489	0	0
Stage 1	600	600	-	547	547	-	-	-	-	-	-	-
Stage 2	306	553	-	332	789	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.54	7	7.54	6.54	7.08	4.36	-	-	4.42	-	-
Critical Hdwy Stg 1	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.02	3.35	3.52	4.02	3.39	2.33	-	-	2.36	-	-
Pot Cap-1 Maneuver	230	196	721	242	152	738	804	-	-	978	-	-
Stage 1	452	488	-	489	516	-	-	-	-	-	-	-
Stage 2	676	513	-	655	400	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	201	182	721	202	141	738	804	-	-	978	-	-
Mov Cap-2 Maneuver	201	182	-	202	141	-	-	-	-	-	-	-
Stage 1	437	472	-	469	495	-	-	-	-	-	-	-
Stage 2	616	493	-	573	387	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	128		12.31		0.59		0.37	
HCM LOS	F		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	804	-	-	246	202	660	978	-
HCM Lane V/C Ratio	0.039	-	-	1.094	0.026	0.057	0.032	-
HCM Control Delay (s/veh)	9.7	-	-	128	23.3	10.8	8.8	-
HCM Lane LOS	A	-	-	F	C	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	11.6	0.1	0.2	0.1	-

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔			↔	
Traffic Vol, veh/h	1	140	5	5	105	1	1	1	1	1	1	1
Future Vol, veh/h	1	140	5	5	105	1	1	1	1	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	40	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	4	50	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	147	5	5	111	1	1	1	1	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	112	0	0	153	0	0	271	272	147	271	276	111
Stage 1	-	-	-	-	-	-	149	149	-	121	121	-
Stage 2	-	-	-	-	-	-	122	122	-	150	155	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1478	-	-	1428	-	-	681	635	900	681	632	943
Stage 1	-	-	-	-	-	-	853	774	-	883	796	-
Stage 2	-	-	-	-	-	-	883	795	-	853	770	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1478	-	-	1428	-	-	676	632	900	676	629	943
Mov Cap-2 Maneuver	-	-	-	-	-	-	676	632	-	676	629	-
Stage 1	-	-	-	-	-	-	852	773	-	880	792	-
Stage 2	-	-	-	-	-	-	877	792	-	850	769	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.05			0.34			10.03			9.98		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	719	13	-	-	82	-	-	726
HCM Lane V/C Ratio	0.004	0.001	-	-	0.004	-	-	0.004
HCM Control Delay (s/veh)	10	7.4	0	-	7.5	0	-	10
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T	T	
Traffic Vol, veh/h	130	10	45	100	10	30
Future Vol, veh/h	130	10	45	100	10	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	30	2	2	17	7
Mvmt Flow	137	11	47	105	11	32

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	147	0	342 142
Stage 1	-	-	-	-	142 -
Stage 2	-	-	-	-	200 -
Critical Hdwy	-	-	4.12	-	6.57 6.27
Critical Hdwy Stg 1	-	-	-	-	5.57 -
Critical Hdwy Stg 2	-	-	-	-	5.57 -
Follow-up Hdwy	-	-	2.218	-	3.653 3.363
Pot Cap-1 Maneuver	-	-	1434	-	625 892
Stage 1	-	-	-	-	849 -
Stage 2	-	-	-	-	799 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1434	-	603 892
Mov Cap-2 Maneuver	-	-	-	-	603 -
Stage 1	-	-	-	-	849 -
Stage 2	-	-	-	-	771 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.36	9.77
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	797	-	-	559	-
HCM Lane V/C Ratio	0.053	-	-	0.033	-
HCM Control Delay (s/veh)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	1	25	1	1	55	1
Future Vol, veh/h	1	1	1	1	1	1	1	25	1	1	55	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	17	2	2	2	2
Mvmt Flow	1	1	1	1	1	1	1	26	1	1	58	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	89	90	58	89	90	27	59	0	0	27	0	0
Stage 1	61	61	-	29	29	-	-	-	-	-	-	-
Stage 2	29	29	-	61	61	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	895	800	1007	895	800	1049	1545	-	-	1586	-	-
Stage 1	951	844	-	988	871	-	-	-	-	-	-	-
Stage 2	988	871	-	951	844	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	892	799	1007	892	799	1049	1545	-	-	1586	-	-
Mov Cap-2 Maneuver	892	799	-	892	799	-	-	-	-	-	-	-
Stage 1	950	844	-	987	870	-	-	-	-	-	-	-
Stage 2	985	870	-	948	843	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	9.05		9.01		0.27		0.13	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	66	-	-	891	902	31	-	-
HCM Lane V/C Ratio	0.001	-	-	0.004	0.004	0.001	-	-
HCM Control Delay (s/veh)	7.3	0	-	9.1	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

DATA FROM ITE TRIP GENERATION MANUAL, 11TH EDITION

Land Use: 160

Data Center

Description

A data center is a free-standing warehouse type of facility that is primarily used for off-site storage of computer systems and associated components including applications and secure data. Some data centers may include maintenance areas and a small office. Data centers may be occupied by single or multiple tenants. Data centers typically have a small number of employees and visitors.

Additional Data

For the two data sites with time-of-day data, the AM and PM peak hours for the sites were between 6:30 and 7:30 a.m. and 3:00 and 4:00 p.m., respectively.

The sites were surveyed in the 2010s in Illinois and Virginia.

Caution should be used when applying trip generation rates for data centers, as the database contains a small number of sites with limited data on the number of tenants and employees. To assist in the future analysis of this land use, it is important that this information be reported.

Source Numbers

660, 958

Data Center (160)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. 1000 Sq. Ft. GFA: 169

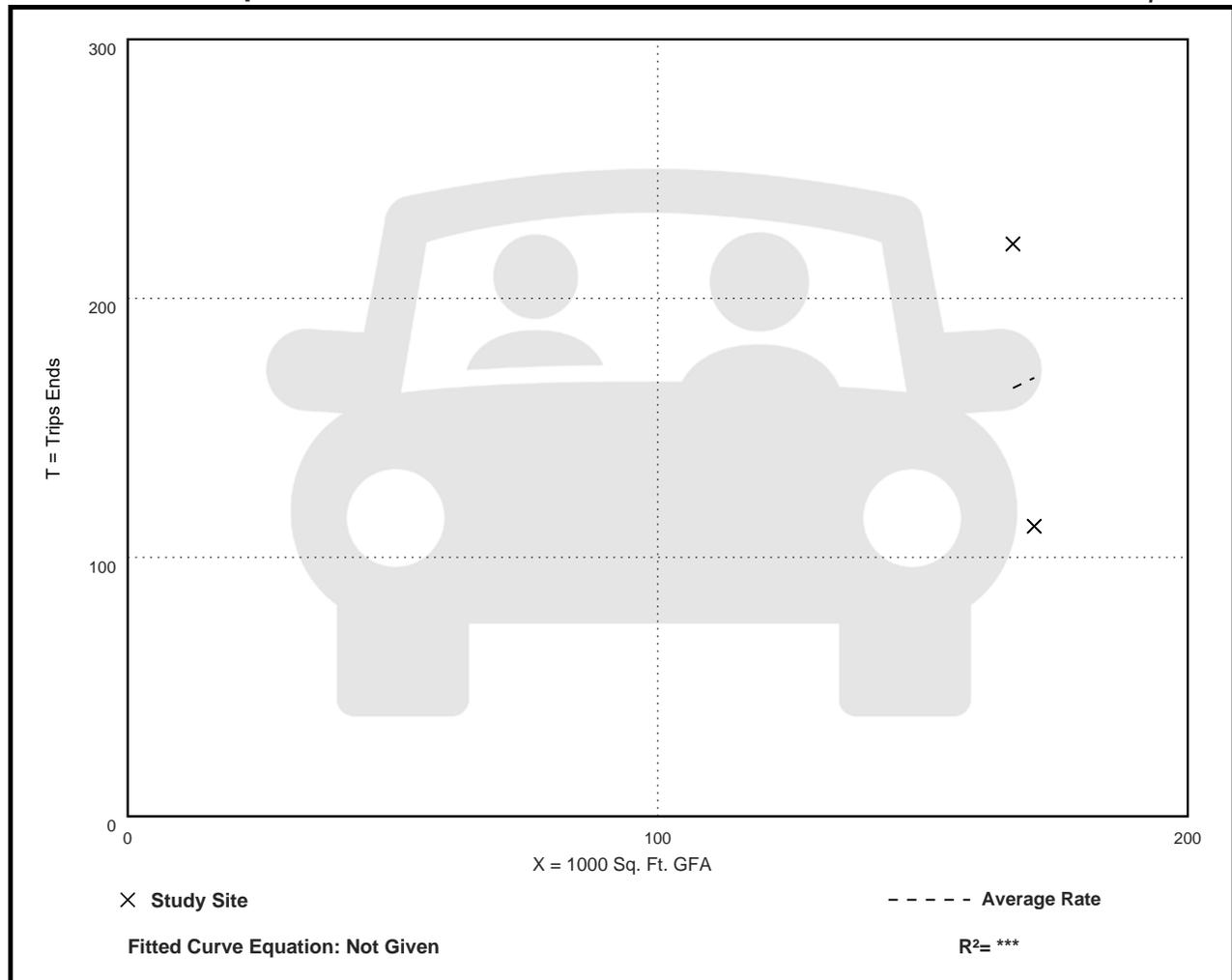
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.99	0.65 - 1.32	***

Data Plot and Equation

Caution – Small Sample Size



Data Center (160)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 6

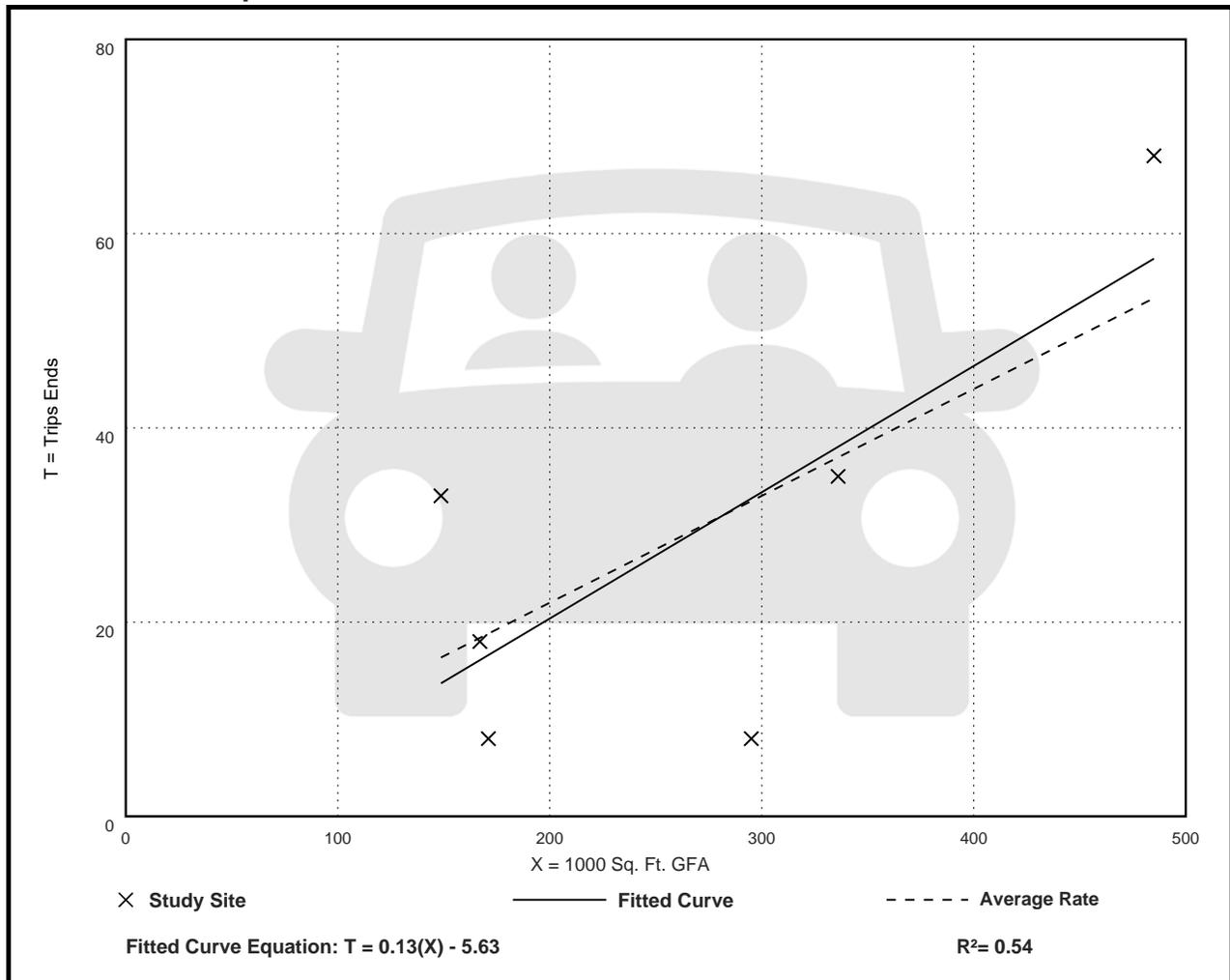
Avg. 1000 Sq. Ft. GFA: 267

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.11	0.03 - 0.22	0.06

Data Plot and Equation



Data Center (160)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

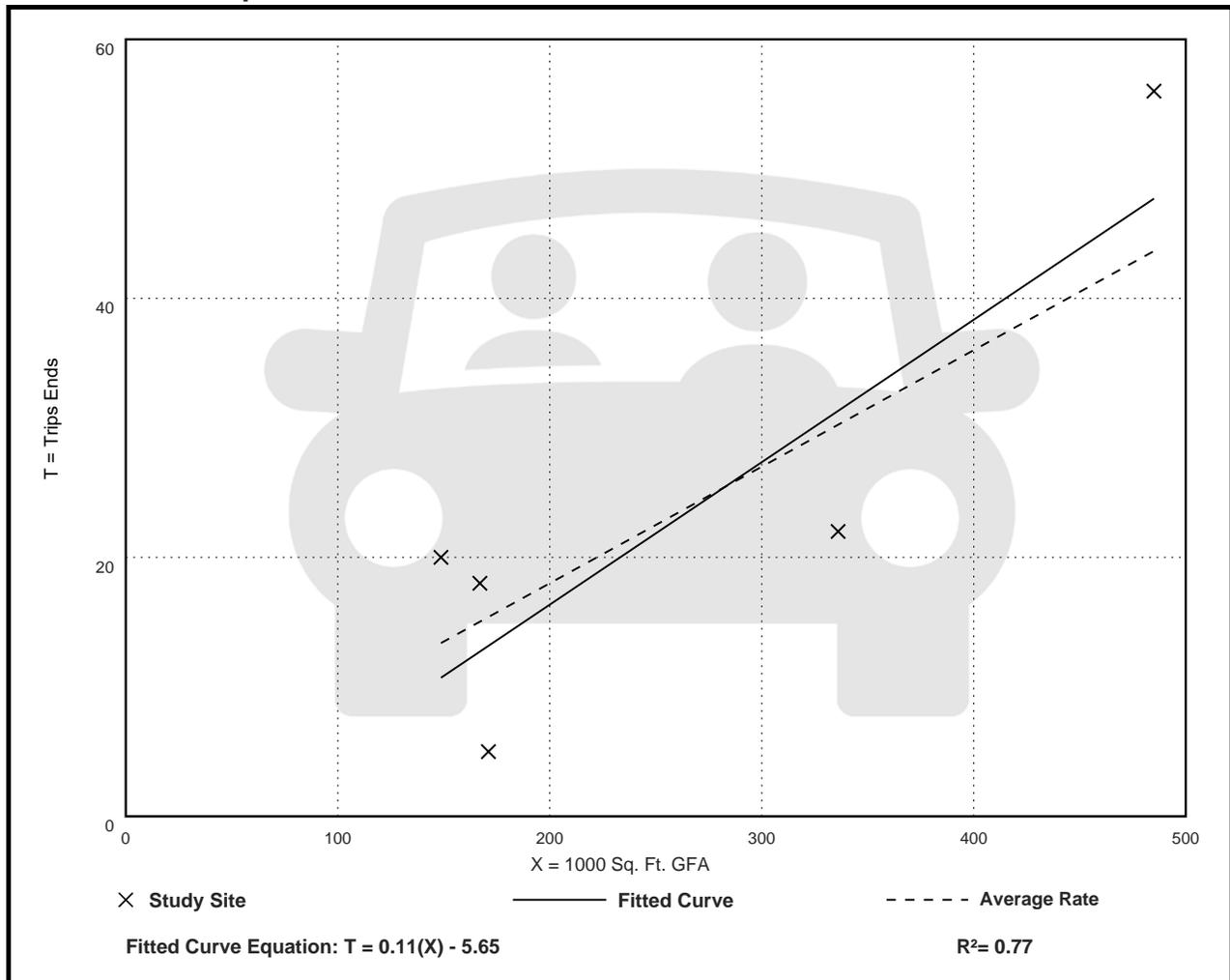
Avg. 1000 Sq. Ft. GFA: 262

Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.09	0.03 - 0.13	0.04

Data Plot and Equation



CMAP YEAR 2050 TRAFFIC PROJECTIONS



December 18, 2024

Galena Fessler
Planning Analyst
Kimley-Horn
4201 Winfield Road
Suite 600
Warrenville, IL 60018

Subject: IL 53 & Laraway Road
IDOT

Dear Ms. Fessler:

In response to a request made on your behalf and dated December 17, 2024, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT (2023)	Year 2050 ADT
IL 53, north of Laraway Road	21,600	26,400
IL 53, south of Laraway Road	15,800	21,900
Laraway Road, east of IL 53	7,300	8,400
Laraway Road, west of IL 53	7,450	9,850
Millsdale Road, west of IL 53	5,000	6,600
Schweizer Road, west of IL 53	200	265
Bernhard Rd, east of Rowell Rd	20 (2016)	30

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2024 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

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

cc: Rios (IDOT)
s\2024_TrafficForecasts\Elwood\wi-53-24\wi-53-24.docx

TRAFFIC FORECAST RECORD

Record Number: wi-53-24

Type of Report: Projection

Year Sought: 2050

Analyst: JAR

Organization Requestion Forecast: Kimley-Horn

Contact: Galena Fessler

Email or Phone: Galena.Fessler@kimley-horn.com

Sponsor: IDOT

Date request was received: 12/17/2024

Date that response was emailed: 12/18/2024

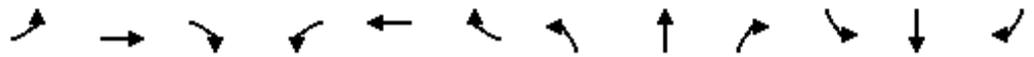
Facility Location: IL 53 & Laraway Road

Municipality: Elwood

**SIGNAL TIMINGS – BRANDON ROAD BUSINESS PARK TRAFFIC IMPACT
ANALYSIS**

Brandon Rd Development
Lanes, Volumes, Timings

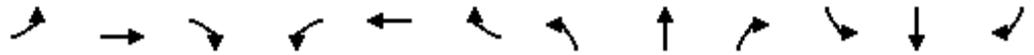
115: IL 53 & Millsdale Rd
Phase 1 & 2 With Improvements - AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	0	34	1	0	1	143	514	0	0	324	350
Future Volume (vph)	79	0	34	1	0	1	143	514	0	0	324	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11	11	11	11	11	11
Storage Length (ft)	150		100	0		0	250		0	285		220
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			220			220		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.850			0.932							0.850
Flt Protected	0.950				0.976		0.950					
Satd. Flow (prot)	1752	1524	0	0	1114	0	1728	3292	0	1837	3172	1561
Flt Permitted	0.593						0.347					
Satd. Flow (perm)	1094	1524	0	0	1141	0	631	3292	0	1837	3172	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		424			136							368
Link Speed (mph)		40			40			55				55
Link Distance (ft)		1364			582			641				5367
Travel Time (s)		23.3			9.9			7.9				66.5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	0%	6%	0%	0%	100%	1%	6%	0%	0%	10%	0%
Adj. Flow (vph)	83	0	36	1	0	1	151	541	0	0	341	368
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	36	0	0	2	0	151	541	0	0	341	368
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			50				50
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases	4			8			2			6		6
Detector Phase	7	4		3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	3.0
Minimum Split (s)	9.0	14.0		9.0	14.0		9.0	14.0		9.0	14.0	9.0
Total Split (s)	43.0	48.0		9.0	14.0		12.0	54.0		9.0	51.0	43.0
Total Split (%)	35.8%	40.0%		7.5%	11.7%		10.0%	45.0%		7.5%	42.5%	35.8%
Maximum Green (s)	37.0	42.0		3.0	8.0		6.0	48.0		3.0	45.0	37.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0

Brandon Rd Development
Lanes, Volumes, Timings

115: IL 53 & Millsdale Rd
Phase 1 & 2 With Improvements - AM Peak

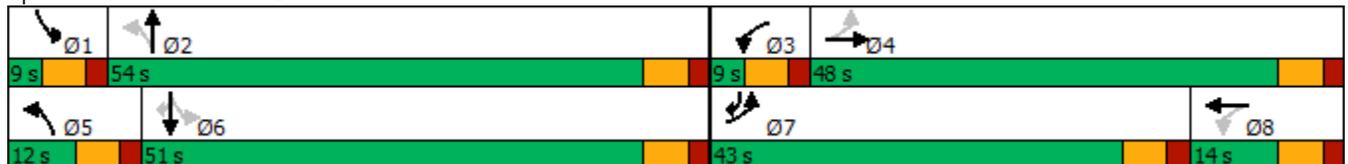


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None		None	Min		None	Min	None
Act Effct Green (s)	9.6	9.6			5.9		19.4	19.4			10.3	26.7
Actuated g/C Ratio	0.23	0.23			0.14		0.46	0.46			0.25	0.64
v/c Ratio	0.22	0.05			0.01		0.33	0.35			0.43	0.33
Control Delay	15.3	0.1			0.0		9.5	8.4			17.3	1.9
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay	15.3	0.1			0.0		9.5	8.4			17.3	1.9
LOS	B	A			A		A	A			B	A
Approach Delay		10.7						8.7			9.3	
Approach LOS		B						A			A	
Stops (vph)	58	0			0		70	276			250	28
Fuel Used(gal)	2	0			0		2	8			17	13
CO Emissions (g/hr)	108	22			1		151	566			1175	878
NOx Emissions (g/hr)	21	4			0		29	110			229	171
VOC Emissions (g/hr)	25	5			0		35	131			272	203
Dilemma Vehicles (#)	0	3			0		0	52			32	0
Queue Length 50th (ft)	17	0			0		16	32			35	0
Queue Length 95th (ft)	44	0			0		65	100			91	34
Internal Link Dist (ft)		1284			502			561			5287	
Turn Bay Length (ft)	150						250					220
Base Capacity (vph)	1514	1454			342		460	3161			3014	1477
Starvation Cap Reductn	0	0			0		0	0			0	0
Spillback Cap Reductn	0	0			0		0	0			0	0
Storage Cap Reductn	0	0			0		0	0			0	0
Reduced v/c Ratio	0.05	0.02			0.01		0.33	0.17			0.11	0.25

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	41.8
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.43
Intersection Signal Delay:	9.1
Intersection LOS:	A
Intersection Capacity Utilization:	48.8%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 115: IL 53 & Millsdale Rd



Brandon Rd Development
Lanes, Volumes, Timings

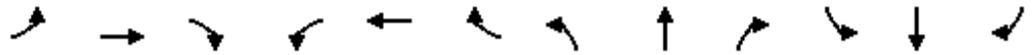
115: IL 53 & Millsdale Rd
Phase 1 & 2 With Improvements - PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	474	0	157	1	0	0	76	871	1	0	652	177
Future Volume (vph)	474	0	157	1	0	0	76	871	1	0	652	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11	11	11	11	11	11
Storage Length (ft)	150		100	0		0	250		0	285		220
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			220			220		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Fr _t		0.850										0.850
Fl _t Protected	0.950				0.950		0.950					
Satd. Flow (prot)	1787	1615	0	0	1745	0	1728	3173	0	1837	3292	1561
Fl _t Permitted	0.971						0.196					
Satd. Flow (perm)	1827	1615	0	0	1837	0	356	3173	0	1837	3292	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		212										186
Link Speed (mph)		40			40			55				55
Link Distance (ft)		1364			582			641				5367
Travel Time (s)		23.3			9.9			7.9				66.5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	1%	10%	0%	0%	6%	0%
Adj. Flow (vph)	499	0	165	1	0	0	80	917	1	0	686	186
Shared Lane Traffic (%)												
Lane Group Flow (vph)	499	165	0	0	1	0	80	918	0	0	686	186
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			50				50
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases	4			8			2			6		6
Detector Phase	7	4		3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	3.0
Minimum Split (s)	9.0	14.0		9.0	14.0		9.0	14.0		9.0	14.0	9.0
Total Split (s)	43.0	48.0		9.0	14.0		12.0	54.0		9.0	51.0	43.0
Total Split (%)	35.8%	40.0%		7.5%	11.7%		10.0%	45.0%		7.5%	42.5%	35.8%
Maximum Green (s)	37.0	42.0		3.0	8.0		6.0	48.0		3.0	45.0	37.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0

Brandon Rd Development
Lanes, Volumes, Timings

115: IL 53 & Millsdale Rd
Phase 1 & 2 With Improvements - PM Peak

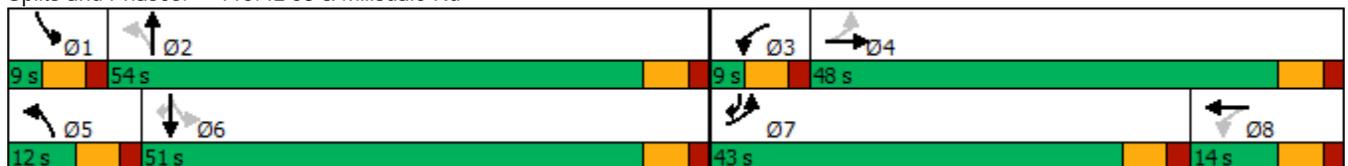


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None		None	Min		None	Min	None
Act Effct Green (s)	28.3	28.3			6.2		31.3	31.3			22.2	57.6
Actuated g/C Ratio	0.39	0.39			0.09		0.43	0.43			0.30	0.79
v/c Ratio	0.70	0.22			0.01		0.29	0.67			0.68	0.15
Control Delay	25.7	1.7			42.0		17.1	20.4			28.4	0.9
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay	25.7	1.7			42.0		17.1	20.4			28.4	0.9
LOS	C	A			D		B	C			C	A
Approach Delay		19.7			42.0			20.2			22.5	
Approach LOS		B			D			C			C	
Stops (vph)	360	5			2		40	632			528	8
Fuel Used(gal)	10	2			0		1	19			36	6
CO Emissions (g/hr)	727	109			2		92	1322			2498	433
NOx Emissions (g/hr)	141	21			0		18	257			486	84
VOC Emissions (g/hr)	168	25			1		21	306			579	100
Dilemma Vehicles (#)	0	7			0		0	52			39	0
Queue Length 50th (ft)	182	0			0		19	151			139	0
Queue Length 95th (ft)	359	17			7		62	333			277	18
Internal Link Dist (ft)		1284			502			561			5287	
Turn Bay Length (ft)	150						250					220
Base Capacity (vph)	1054	1120			221		277	2211			2192	1363
Starvation Cap Reductn	0	0			0		0	0			0	0
Spillback Cap Reductn	0	0			0		0	0			0	0
Storage Cap Reductn	0	0			0		0	0			0	0
Reduced v/c Ratio	0.47	0.15			0.00		0.29	0.42			0.31	0.14

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	72.8
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.70
Intersection Signal Delay:	20.9
Intersection LOS:	C
Intersection Capacity Utilization:	67.1%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 115: IL 53 & Millsdale Rd



FUTURE (2032) NO-BUILD CAPACITY REPORTS

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕↔		↕	↕↔	
Traffic Vol, veh/h	1	1	1	60	1	15	1	725	70	20	940	10
Future Vol, veh/h	1	1	1	60	1	15	1	725	70	20	940	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	345	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	71	2	4	2	9	7	2
Mvmt Flow	1	1	1	63	1	16	1	763	74	21	989	11

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1421	1876	500	1339	1844	418	1000	0	0	837	0	0
Stage 1	1037	1037	-	802	802	-	-	-	-	-	-	-
Stage 2	384	839	-	537	1042	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	8.32	4.14	-	-	4.28	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	4.01	2.22	-	-	2.29	-	-
Pot Cap-1 Maneuver	96	71	516	111	74	427	688	-	-	750	-	-
Stage 1	247	307	-	344	395	-	-	-	-	-	-	-
Stage 2	610	379	-	495	305	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	89	69	516	106	72	427	688	-	-	750	-	-
Mov Cap-2 Maneuver	89	69	-	106	72	-	-	-	-	-	-	-
Stage 1	240	298	-	343	394	-	-	-	-	-	-	-
Stage 2	585	379	-	479	296	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v39.29			68.97		0.03		0.2	
HCM LOS	E		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	4	-	-	108	105	427	750	-	-
HCM Lane V/C Ratio	0.002	-	-	0.029	0.612	0.037	0.028	-	-
HCM Control Delay (s/veh)	10.2	0	-	39.3	82.6	13.8	9.9	-	-
HCM Lane LOS	B	A	-	E	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	3	0.1	0.1	-	-

HCM 7th Signalized Intersection Summary
200: IL 53 & Millsdale Road

Future (2032) Traffic Projections
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	1	5	1	1	1	15	630	5	40	535	385
Future Volume (veh/h)	155	1	5	1	1	1	15	630	5	40	535	385
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1678	1826	1870	1811	1737	1870
Adj Flow Rate, veh/h	163	1	5	1	1	1	16	663	5	42	563	405
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	15	5	2	6	11	2
Cap, veh/h	383	35	177	175	10	10	281	1128	515	325	1122	729
Arrive On Green	0.12	0.13	0.13	0.00	0.01	0.01	0.01	0.33	0.33	0.03	0.34	0.34
Sat Flow, veh/h	1781	271	1355	1781	858	858	1598	3469	1585	1725	3300	1585
Grp Volume(v), veh/h	163	0	6	1	0	2	16	663	5	42	563	405
Grp Sat Flow(s),veh/h/ln	1781	0	1626	1781	0	1716	1598	1735	1585	1725	1650	1585
Q Serve(g_s), s	3.9	0.0	0.1	0.0	0.0	0.1	0.3	7.4	0.1	0.8	6.3	8.6
Cycle Q Clear(g_c), s	3.9	0.0	0.1	0.0	0.0	0.1	0.3	7.4	0.1	0.8	6.3	8.6
Prop In Lane	1.00		0.83	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	383	0	213	175	0	20	281	1128	515	325	1122	729
V/C Ratio(X)	0.43	0.00	0.03	0.01	0.00	0.10	0.06	0.59	0.01	0.13	0.50	0.56
Avail Cap(c_a), veh/h	1358	0	1260	286	0	295	364	4030	1841	390	3834	2031
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	0.0	17.6	22.6	0.0	22.7	10.7	13.1	10.6	10.6	12.2	9.1
Incr Delay (d2), s/veh	0.7	0.0	0.1	0.0	0.0	2.1	0.1	0.5	0.0	0.2	0.3	0.7
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	2.6	0.0	0.1	0.0	0.0	0.1	0.1	3.6	0.1	0.4	2.8	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.6	0.0	17.7	22.7	0.0	24.8	10.7	13.6	10.6	10.8	12.6	9.8
LnGrp LOS	B		B	C		C	B	B	B	B	B	A
Approach Vol, veh/h	169				3		684				1010	
Approach Delay, s/veh	18.6				24.1		13.5				11.4	
Approach LOS	B				C		B				B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	21.1	6.0	12.1	6.6	21.8	11.6	6.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	3.0	54.0	3.0	36.0	3.0	54.0	31.0	8.0				
Max Q Clear Time (g_c+I1), s	2.8	9.4	2.0	2.1	2.3	10.6	5.9	2.1				
Green Ext Time (p_c), s	0.0	4.3	0.0	0.0	0.0	5.2	0.4	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			12.8									
HCM 7th LOS			B									

HCM 7th Signalized Intersection Capacity Analysis
200: IL 53 & Millsdale Road

Future (2032) Traffic Projections
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	1	5	1	1	1	15	630	5	40	535	385
Future Volume (veh/h)	155	1	5	1	1	1	15	630	5	40	535	385
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1678	1826	1870	1811	1737	1870
Adj Flow Rate, veh/h	163	1	5	1	1	1	16	663	5	42	563	405
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	15	5	2	6	11	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	383	35	177	175	10	10	281	1128	515	325	1122	729
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.12	0.13	0.13	0.00	0.01	0.01	0.01	0.33	0.33	0.03	0.34	0.34
Unsig. Movement Delay												
Ln Grp Delay, s/veh	18.6	0.0	17.7	22.7	0.0	24.8	10.7	13.6	10.6	10.8	12.6	9.8
Ln Grp LOS	B		B	C		C	B	B	B	B	B	A
Approach Vol, veh/h		169			3			684			1010	
Approach Delay, s/veh		18.6			24.1			13.5			11.4	
Approach LOS		B			C			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		1.1	3.0	1.1	4.0	1.1	3.0	1.1	4.0			
Phs Duration (G+Y+Rc), s		7.3	21.1	6.0	12.1	6.6	21.8	11.6	6.5			
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Max Green (Gmax), s		3.0	54.0	3.0	36.0	3.0	54.0	31.0	8.0			
Max Allow Headway (MAH), s		3.7	4.7	3.8	5.4	3.7	4.4	3.8	5.3			
Max Q Clear (g_c+I1), s		2.8	9.4	2.0	2.1	2.3	10.6	5.9	2.1			
Green Ext Time (g_e), s		0.0	4.3	0.0	0.0	0.0	5.2	0.4	0.0			
Prob of Phs Call (p_c)		0.42	1.00	0.01	0.89	0.19	1.00	0.88	0.11			
Prob of Max Out (p_x)		1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.28			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1725		1781		1598		1781				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3469		271		3300		858			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			1585		1355		1585		858			
Left Lane Group Data												
Assigned Mvmt	1	0	3	0	5	0	7	0				

HCM 7th Signalized Intersection Capacity Analysis
200: IL 53 & Millsdale Road

Future (2032) Traffic Projections
AM Peak Hour

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	42	0	1	0	16	0	163	0
Grp Sat Flow (s), veh/h/ln	1725	0	1781	0	1598	0	1781	0
Q Serve Time (g_s), s	0.8	0.0	0.0	0.0	0.3	0.0	3.9	0.0
Cycle Q Clear Time (g_c), s	0.8	0.0	0.0	0.0	0.3	0.0	3.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	744	0	1410	0	521	0	1415	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	15.1	0.0	0.5	0.0	15.1	0.0	2.1	0.0
Perm LT Serve Time (g_u), s	7.7	0.0	0.5	0.0	9.5	0.0	0.5	0.0
Perm LT Q Serve Time (g_ps), s	0.4	0.0	0.0	0.0	0.2	0.0	0.2	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	325	0	175	0	281	0	383	0
V/C Ratio (X)	0.13	0.00	0.01	0.00	0.06	0.00	0.43	0.00
Avail Cap (c_a), veh/h	390	0	286	0	364	0	1358	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	10.6	0.0	22.6	0.0	10.7	0.0	17.9	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.1	0.0	0.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	10.8	0.0	22.7	0.0	10.7	0.0	18.6	0.0
1st-Term Q (Q1), veh/ln	0.2	0.0	0.0	0.0	0.1	0.0	1.4	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	0.4	0.0	0.0	0.0	0.1	0.0	2.6	0.0
%ile Storage Ratio (RQ%)	0.04	0.00	0.00	0.00	0.02	0.00	0.18	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment	T				T			
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	663	0	0	0	563	0	0
Grp Sat Flow (s), veh/h/ln	0	1735	0	0	0	1650	0	0
Q Serve Time (g_s), s	0.0	7.4	0.0	0.0	0.0	6.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.4	0.0	0.0	0.0	6.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1128	0	0	0	1122	0	0
V/C Ratio (X)	0.00	0.59	0.00	0.00	0.00	0.50	0.00	0.00
Avail Cap (c_a), veh/h	0	4030	0	0	0	3834	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.1	0.0	0.0	0.0	12.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.6	0.0	0.0	0.0	12.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.9	0.0	0.0	0.0	1.5	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis
 200: IL 53 & Millsdale Road

Future (2032) Traffic Projections
 AM Peak Hour

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.00	0.00	1.80	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	3.6	0.0	0.0	0.0	2.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.17	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	5	0	6	0	405	0	2
Grp Sat Flow (s), veh/h/ln	0	1585	0	1626	0	1585	0	1716
Q Serve Time (g_s), s	0.0	0.1	0.0	0.1	0.0	8.6	0.0	0.1
Cycle Q Clear Time (g_c), s	0.0	0.1	0.0	0.1	0.0	8.6	0.0	0.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1585.1	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.83	0.00	1.00	0.00	0.50
Lane Grp Cap (c), veh/h	0	515	0	213	0	729	0	20
V/C Ratio (X)	0.00	0.01	0.00	0.03	0.00	0.56	0.00	0.10
Avail Cap (c_a), veh/h	0	1841	0	1260	0	2031	0	295
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	10.6	0.0	17.6	0.0	9.1	0.0	22.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.7	0.0	2.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.6	0.0	17.7	0.0	9.8	0.0	24.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	0.1	0.0	0.1	0.0	4.0	0.0	0.1
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.35	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	12.8
HCM 7th LOS	B

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔			↔	
Traffic Vol, veh/h	1	90	1	20	75	1	1	1	1	1	1	1
Future Vol, veh/h	1	90	1	20	75	1	1	1	1	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	40	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	3	2	2	13	2	2	2	2	2	2	2
Mvmt Flow	1	95	1	21	79	1	1	1	1	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	80	0	0	96	0	0	218	219	95	218	219	79
Stage 1	-	-	-	-	-	-	97	97	-	121	121	-
Stage 2	-	-	-	-	-	-	122	122	-	97	98	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1518	-	-	1498	-	-	738	679	962	738	679	982
Stage 1	-	-	-	-	-	-	910	815	-	883	796	-
Stage 2	-	-	-	-	-	-	883	795	-	909	814	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1518	-	-	1498	-	-	724	669	962	724	669	982
Mov Cap-2 Maneuver	-	-	-	-	-	-	724	669	-	724	669	-
Stage 1	-	-	-	-	-	-	909	814	-	870	784	-
Stage 2	-	-	-	-	-	-	868	783	-	906	813	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.08			1.55			9.72			9.69		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	766	20	-	-	379	-	-	770
HCM Lane V/C Ratio	0.004	0.001	-	-	0.014	-	-	0.004
HCM Control Delay (s/veh)	9.7	7.4	0	-	7.4	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	2.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T	T	
Traffic Vol, veh/h	80	10	25	80	15	40
Future Vol, veh/h	80	10	25	80	15	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	12	2	77	3
Mvmt Flow	84	11	26	84	16	42

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	95	0	226	89
Stage 1	-	-	-	-	89	-
Stage 2	-	-	-	-	137	-
Critical Hdwy	-	-	4.22	-	7.17	6.23
Critical Hdwy Stg 1	-	-	-	-	6.17	-
Critical Hdwy Stg 2	-	-	-	-	6.17	-
Follow-up Hdwy	-	-	2.308	-	4.193	3.327
Pot Cap-1 Maneuver	-	-	1439	-	622	966
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	735	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1439	-	610	966
Mov Cap-2 Maneuver	-	-	-	-	610	-
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	721	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.8	9.64
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	833	-	-	429	-
HCM Lane V/C Ratio	0.069	-	-	0.018	-
HCM Control Delay (s/veh)	9.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	1	1	1	1	1	1	1	45	1	1	10	1
Future Vol, veh/h	1	1	1	1	1	1	1	45	1	1	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	20	2
Mvmt Flow	1	1	1	1	1	1	1	47	1	1	11	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	63	64	11	63	64	48	12	0	0	48	0	0
Stage 1	13	13	-	50	50	-	-	-	-	-	-	-
Stage 2	50	51	-	13	14	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	931	827	1070	931	827	1021	1607	-	-	1559	-	-
Stage 1	1007	885	-	963	853	-	-	-	-	-	-	-
Stage 2	963	853	-	1007	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	928	826	1070	928	826	1021	1607	-	-	1559	-	-
Mov Cap-2 Maneuver	928	826	-	928	826	-	-	-	-	-	-	-
Stage 1	1006	884	-	962	853	-	-	-	-	-	-	-
Stage 2	960	852	-	1004	883	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	8.88		8.93		0.15		0.61	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	38	-	-	931	918	147	-	-
HCM Lane V/C Ratio	0.001	-	-	0.003	0.003	0.001	-	-
HCM Control Delay (s/veh)	7.2	0	-	8.9	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	24.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕↔		↕	↕↔	
Traffic Vol, veh/h	1	1	1	90	1	25	1	1120	130	25	835	1
Future Vol, veh/h	1	1	1	90	1	25	1	1120	130	25	835	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	345	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	8	2	8	2	19	6	2
Mvmt Flow	1	1	1	95	1	26	1	1179	137	26	879	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1524	2250	440	1742	2182	658	880	0	0	1316	0	0
Stage 1	932	932	-	1249	1249	-	-	-	-	-	-	-
Stage 2	592	1318	-	493	933	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	7.06	4.14	-	-	4.48	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.38	2.22	-	-	2.39	-	-
Pot Cap-1 Maneuver	81	41	565	~ 55	45	393	764	-	-	439	-	-
Stage 1	287	343	-	183	243	-	-	-	-	-	-	-
Stage 2	459	225	-	527	343	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	69	39	565	~ 51	43	393	764	-	-	439	-	-
Mov Cap-2 Maneuver	69	39	-	~ 51	43	-	-	-	-	-	-	-
Stage 1	269	323	-	183	242	-	-	-	-	-	-	-
Stage 2	426	225	-	493	323	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	57.97	\$ 471.94	0.03	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	3	-	-	71	50	393	439	-	-
HCM Lane V/C Ratio	0.001	-	-	0.044	1.898	0.067	0.06	-	-
HCM Control Delay (s/veh)	9.7	0	-	58	597.5	14.8	13.7	-	-
HCM Lane LOS	A	A	-	F	F	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	9.5	0.2	0.2	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 7th Signalized Intersection Summary
200: IL 53 & Millsdale Road

Future (2032) Traffic Projections
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	1	70	5	1	40	30	895	5	30	720	195
Future Volume (veh/h)	205	1	70	5	1	40	30	895	5	30	720	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1826	1870	1870	1767	1707	1767	1870	1663	1796	1841
Adj Flow Rate, veh/h	216	1	74	5	1	42	32	942	5	32	758	205
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	5	2	2	9	13	9	2	16	7	4
Cap, veh/h	429	4	328	216	3	110	258	1279	604	221	1300	817
Arrive On Green	0.14	0.21	0.21	0.00	0.07	0.07	0.02	0.38	0.38	0.02	0.38	0.38
Sat Flow, veh/h	1767	21	1567	1781	37	1554	1626	3357	1585	1584	3413	1560
Grp Volume(v), veh/h	216	0	75	5	0	43	32	942	5	32	758	205
Grp Sat Flow(s),veh/h/ln	1767	0	1588	1781	0	1591	1626	1678	1585	1584	1706	1560
Q Serve(g_s), s	6.5	0.0	2.4	0.2	0.0	1.6	0.7	15.1	0.1	0.8	11.0	4.5
Cycle Q Clear(g_c), s	6.5	0.0	2.4	0.2	0.0	1.6	0.7	15.1	0.1	0.8	11.0	4.5
Prop In Lane	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	429	0	333	216	0	112	258	1279	604	221	1300	817
V/C Ratio(X)	0.50	0.00	0.23	0.02	0.00	0.38	0.12	0.74	0.01	0.14	0.58	0.25
Avail Cap(c_a), veh/h	1055	0	917	295	0	204	302	2907	1373	265	2956	1574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	0.0	20.4	26.8	0.0	27.7	12.4	16.6	12.0	13.3	15.4	8.1
Incr Delay (d2), s/veh	0.9	0.0	0.3	0.0	0.0	2.1	0.2	0.8	0.0	0.3	0.4	0.2
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	4.6	0.0	1.6	0.1	0.0	1.2	0.4	8.0	0.1	0.4	6.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.2	0.0	20.8	26.8	0.0	29.8	12.6	17.4	12.0	13.6	15.8	8.3
LnGrp LOS	C		C	C		C	B	B	B	B	B	A
Approach Vol, veh/h		291			48			979			995	
Approach Delay, s/veh		21.1			29.5			17.3			14.2	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	29.8	6.2	19.1	7.3	29.8	14.9	10.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	3.0	54.0	3.0	36.0	3.0	54.0	31.0	8.0				
Max Q Clear Time (g_c+I1), s	2.8	17.1	2.2	4.4	2.7	13.0	8.5	3.6				
Green Ext Time (p_c), s	0.0	6.7	0.0	0.4	0.0	5.9	0.6	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			16.7									
HCM 7th LOS			B									

HCM 7th Signalized Intersection Capacity Analysis
 200: IL 53 & Millsdale Road

Future (2032) Traffic Projections
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	1	70	5	1	40	30	895	5	30	720	195
Future Volume (veh/h)	205	1	70	5	1	40	30	895	5	30	720	195
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1856	1870	1826	1870	1870	1767	1707	1767	1870	1663	1796	1841
Adj Flow Rate, veh/h	216	1	74	5	1	42	32	942	5	32	758	205
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	5	2	2	9	13	9	2	16	7	4
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	429	4	328	216	3	110	258	1279	604	221	1300	817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.14	0.21	0.21	0.00	0.07	0.07	0.02	0.38	0.38	0.02	0.38	0.38
Unsig. Movement Delay												
Ln Grp Delay, s/veh	21.2	0.0	20.8	26.8	0.0	29.8	12.6	17.4	12.0	13.6	15.8	8.3
Ln Grp LOS	C		C	C		C	B	B	B	B	B	A
Approach Vol, veh/h		291			48			979			995	
Approach Delay, s/veh		21.1			29.5			17.3			14.2	
Approach LOS		C			C			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		1.1	3.0	1.1	4.0	1.1	3.0	1.1	4.0			
Phs Duration (G+Y+Rc), s		7.3	29.8	6.2	19.1	7.3	29.8	14.9	10.4			
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Max Green (Gmax), s		3.0	54.0	3.0	36.0	3.0	54.0	31.0	8.0			
Max Allow Headway (MAH), s		3.7	4.7	3.8	5.5	3.7	4.6	3.8	5.4			
Max Q Clear (g_c+I1), s		2.8	17.1	2.2	4.4	2.7	13.0	8.5	3.6			
Green Ext Time (g_e), s		0.0	6.7	0.0	0.4	0.0	5.9	0.6	0.0			
Prob of Phs Call (p_c)		0.43	1.00	0.08	1.00	0.43	1.00	0.98	0.88			
Prob of Max Out (p_x)		1.00	0.01	1.00	0.00	1.00	0.00	0.00	1.00			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1584		1781		1626		1767				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3357		21		3413		37			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			1585		1567		1560		1554			
Left Lane Group Data												
Assigned Mvmt	1	0	3	0	5	0	7	0				

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Future (2032) Traffic Projections
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Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	32	0	5	0	32	0	216	0
Grp Sat Flow (s), veh/h/ln	1584	0	1781	0	1626	0	1767	0
Q Serve Time (g_s), s	0.8	0.0	0.2	0.0	0.7	0.0	6.5	0.0
Cycle Q Clear Time (g_c), s	0.8	0.0	0.2	0.0	0.7	0.0	6.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	526	0	1325	0	532	0	1353	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	23.8	0.0	4.4	0.0	23.8	0.0	6.4	0.0
Perm LT Serve Time (g_u), s	8.7	0.0	4.4	0.0	12.7	0.0	2.8	0.0
Perm LT Q Serve Time (g_ps), s	1.0	0.0	0.0	0.0	0.7	0.0	0.7	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	221	0	216	0	258	0	429	0
V/C Ratio (X)	0.14	0.00	0.02	0.00	0.12	0.00	0.50	0.00
Avail Cap (c_a), veh/h	265	0	295	0	302	0	1055	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	13.3	0.0	26.8	0.0	12.4	0.0	20.3	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.2	0.0	0.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	13.6	0.0	26.8	0.0	12.6	0.0	21.2	0.0
1st-Term Q (Q1), veh/ln	0.2	0.0	0.1	0.0	0.2	0.0	2.4	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	0.4	0.0	0.1	0.0	0.4	0.0	4.6	0.0
%ile Storage Ratio (RQ%)	0.04	0.00	0.00	0.00	0.05	0.00	0.31	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment	T				T			
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	942	0	0	0	758	0	0
Grp Sat Flow (s), veh/h/ln	0	1678	0	0	0	1706	0	0
Q Serve Time (g_s), s	0.0	15.1	0.0	0.0	0.0	11.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.1	0.0	0.0	0.0	11.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1279	0	0	0	1300	0	0
V/C Ratio (X)	0.00	0.74	0.00	0.00	0.00	0.58	0.00	0.00
Avail Cap (c_a), veh/h	0	2907	0	0	0	2956	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.6	0.0	0.0	0.0	15.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.4	0.0	0.0	0.0	15.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.4	0.0	0.0	0.0	3.3	0.0	0.0

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Future (2032) Traffic Projections
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2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.77	0.00	1.00	0.00	1.80	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	8.0	0.0	0.0	0.0	6.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.39	0.00	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	5	0	75	0	205	0	43
Grp Sat Flow (s), veh/h/ln	0	1585	0	1588	0	1560	0	1591
Q Serve Time (g_s), s	0.0	0.1	0.0	2.4	0.0	4.5	0.0	1.6
Cycle Q Clear Time (g_c), s	0.0	0.1	0.0	2.4	0.0	4.5	0.0	1.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1559.9	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	8.9	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.99	0.00	1.00	0.00	0.98
Lane Grp Cap (c), veh/h	0	604	0	333	0	817	0	112
V/C Ratio (X)	0.00	0.01	0.00	0.23	0.00	0.25	0.00	0.38
Avail Cap (c_a), veh/h	0	1373	0	917	0	1574	0	204
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	12.0	0.0	20.4	0.0	8.1	0.0	27.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.2	0.0	2.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.0	0.0	20.8	0.0	8.3	0.0	29.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.8	0.0	1.2	0.0	0.6
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	0.1	0.0	1.6	0.0	2.2	0.0	1.2
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.02	0.00	0.20	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	16.7
HCM 7th LOS	B

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔			↔	
Traffic Vol, veh/h	1	150	5	10	115	1	1	1	25	1	1	1
Future Vol, veh/h	1	150	5	10	115	1	1	1	25	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	40	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	4	50	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	158	5	11	121	1	1	1	26	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	122	0	0	163	0	0	303	303	158	303	307	121
Stage 1	-	-	-	-	-	-	160	160	-	142	142	-
Stage 2	-	-	-	-	-	-	143	143	-	161	165	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1465	-	-	1415	-	-	650	610	887	650	607	930
Stage 1	-	-	-	-	-	-	842	766	-	861	779	-
Stage 2	-	-	-	-	-	-	860	778	-	842	762	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1465	-	-	1415	-	-	642	605	887	624	601	930
Mov Cap-2 Maneuver	-	-	-	-	-	-	642	605	-	624	601	-
Stage 1	-	-	-	-	-	-	841	765	-	854	773	-
Stage 2	-	-	-	-	-	-	851	772	-	815	761	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.05			0.6			9.33			10.23		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	860	12	-	-	144	-	-	691
HCM Lane V/C Ratio	0.033	0.001	-	-	0.007	-	-	0.005
HCM Control Delay (s/veh)	9.3	7.5	0	-	7.6	0	-	10.2
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	h			4	W	
Traffic Vol, veh/h	165	10	50	115	10	30
Future Vol, veh/h	165	10	50	115	10	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	30	2	2	17	7
Mvmt Flow	174	11	53	121	11	32

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	184	0	405 179
Stage 1	-	-	-	-	179 -
Stage 2	-	-	-	-	226 -
Critical Hdwy	-	-	4.12	-	6.57 6.27
Critical Hdwy Stg 1	-	-	-	-	5.57 -
Critical Hdwy Stg 2	-	-	-	-	5.57 -
Follow-up Hdwy	-	-	2.218	-	3.653 3.363
Pot Cap-1 Maneuver	-	-	1391	-	574 851
Stage 1	-	-	-	-	817 -
Stage 2	-	-	-	-	777 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1391	-	550 851
Mov Cap-2 Maneuver	-	-	-	-	550 -
Stage 1	-	-	-	-	817 -
Stage 2	-	-	-	-	746 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.33	10.09
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	749	-	-	545	-
HCM Lane V/C Ratio	0.056	-	-	0.038	-
HCM Control Delay (s/veh)	10.1	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	1	1	1	1	1	1	1	25	1	1	60	1
Future Vol, veh/h	1	1	1	1	1	1	1	25	1	1	60	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	17	2	2	2	2
Mvmt Flow	1	1	1	1	1	1	1	26	1	1	63	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	95	95	64	95	95	27	64	0	0	27	0	0
Stage 1	66	66	-	29	29	-	-	-	-	-	-	-
Stage 2	29	29	-	66	66	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	888	795	1001	888	795	1049	1538	-	-	1586	-	-
Stage 1	945	840	-	988	871	-	-	-	-	-	-	-
Stage 2	988	871	-	945	840	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	885	794	1001	885	794	1049	1538	-	-	1586	-	-
Mov Cap-2 Maneuver	885	794	-	885	794	-	-	-	-	-	-	-
Stage 1	944	840	-	987	870	-	-	-	-	-	-	-
Stage 2	985	870	-	942	839	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	9.08		9.03		0.27		0.12	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	66	-	-	885	897	29	-	-
HCM Lane V/C Ratio	0.001	-	-	0.004	0.004	0.001	-	-
HCM Control Delay (s/veh)	7.3	0	-	9.1	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

FUTURE (2032) BUILD CAPACITY REPORTS

Intersection												
Int Delay, s/veh	20.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕↕	↕	↕	↕↕	
Traffic Vol, veh/h	1	1	1	70	1	115	1	830	80	145	1065	10
Future Vol, veh/h	1	1	1	70	1	115	1	830	80	145	1065	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	265	345	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	71	2	4	2	9	7	2
Mvmt Flow	1	1	1	74	1	121	1	874	84	153	1121	11

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1871	2392	566	1742	2313	437	1132	0	0	958	0	0
Stage 1	1432	1432	-	876	876	-	-	-	-	-	-	-
Stage 2	439	960	-	866	1437	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	8.32	4.14	-	-	4.28	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	4.01	2.22	-	-	2.29	-	-
Pot Cap-1 Maneuver	44	33	468	~ 55	37	413	613	-	-	672	-	-
Stage 1	141	198	-	310	365	-	-	-	-	-	-	-
Stage 2	566	333	-	314	197	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	23	26	468	~ 41	29	413	613	-	-	672	-	-
Mov Cap-2 Maneuver	23	26	-	~ 41	29	-	-	-	-	-	-	-
Stage 1	109	153	-	309	364	-	-	-	-	-	-	-
Stage 2	398	332	-	241	152	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/veh	14.89		240.91		0.04		1.42	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	4	-	-	36	41	413	672	-	-
HCM Lane V/C Ratio	0.002	-	-	0.088	1.821	0.293	0.227	-	-
HCM Control Delay (s/veh)	10.9	0	-	114.9	603.1	17.3	11.9	-	-
HCM Lane LOS	B	A	-	F	F	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	7.8	1.2	0.9	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 7th Signalized Intersection Summary
200: IL 53 & Millsdale Road

Future (2032) Traffic Projections
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	1	5	150	1	105	15	640	190	165	545	385
Future Volume (veh/h)	155	1	5	150	1	105	15	640	190	165	545	385
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1678	1826	1870	1811	1737	1870
Adj Flow Rate, veh/h	163	1	5	158	1	111	16	674	200	174	574	405
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	15	5	2	6	11	2
Cap, veh/h	376	44	221	373	1	164	252	1032	471	301	1121	717
Arrive On Green	0.11	0.16	0.16	0.05	0.10	0.10	0.01	0.30	0.30	0.05	0.34	0.34
Sat Flow, veh/h	1781	271	1355	1781	14	1573	1598	3469	1585	1725	3300	1585
Grp Volume(v), veh/h	163	0	6	158	0	112	16	674	200	174	574	405
Grp Sat Flow(s),veh/h/ln	1781	0	1626	1781	0	1587	1598	1735	1585	1725	1650	1585
Q Serve(g_s), s	4.4	0.0	0.2	3.0	0.0	3.8	0.4	9.4	5.6	3.0	7.7	10.5
Cycle Q Clear(g_c), s	4.4	0.0	0.2	3.0	0.0	3.8	0.4	9.4	5.6	3.0	7.7	10.5
Prop In Lane	1.00		0.83	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	376	0	265	373	0	165	252	1032	471	301	1121	717
V/C Ratio(X)	0.43	0.00	0.02	0.42	0.00	0.68	0.06	0.65	0.42	0.58	0.51	0.57
Avail Cap(c_a), veh/h	1169	0	1053	373	0	228	319	3370	1540	301	3206	1718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.9	0.0	19.5	21.7	0.0	24.0	13.7	17.0	15.7	16.5	14.7	11.2
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.8	0.0	4.8	0.1	0.7	0.6	2.7	0.4	0.7
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	3.0	0.0	0.1	3.2	0.0	2.7	0.2	5.3	3.3	2.5	4.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.7	0.0	19.6	22.4	0.0	28.8	13.8	17.7	16.3	19.3	15.0	11.9
LnGrp LOS	B		B	C		C	B	B	B	B	B	B
Approach Vol, veh/h		169			270			890			1153	
Approach Delay, s/veh		19.7			25.1			17.3			14.6	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	22.5	9.0	15.1	6.7	24.9	12.3	11.8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	3.0	54.0	3.0	36.0	3.0	54.0	31.0	8.0				
Max Q Clear Time (g_c+I1), s	5.0	11.4	5.0	2.2	2.4	12.5	6.4	5.8				
Green Ext Time (p_c), s	0.0	5.1	0.0	0.0	0.0	5.3	0.4	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			17.1									
HCM 7th LOS			B									

HCM 7th Signalized Intersection Capacity Analysis
200: IL 53 & Millsdale Road

Future (2032) Traffic Projections
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	1	5	150	1	105	15	640	190	165	545	385
Future Volume (veh/h)	155	1	5	150	1	105	15	640	190	165	545	385
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1678	1826	1870	1811	1737	1870
Adj Flow Rate, veh/h	163	1	5	158	1	111	16	674	200	174	574	405
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	15	5	2	6	11	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	376	44	221	373	1	164	252	1032	471	301	1121	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.11	0.16	0.16	0.05	0.10	0.10	0.01	0.30	0.30	0.05	0.34	0.34
Unsig. Movement Delay												
Ln Grp Delay, s/veh	19.7	0.0	19.6	22.4	0.0	28.8	13.8	17.7	16.3	19.3	15.0	11.9
Ln Grp LOS	B		B	C		C	B	B	B	B	B	B
Approach Vol, veh/h		169			270			890			1153	
Approach Delay, s/veh		19.7			25.1			17.3			14.6	
Approach LOS		B			C			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		1.1	3.0	1.1	4.0	1.1	3.0	1.1	4.0			
Phs Duration (G+Y+Rc), s		9.0	22.5	9.0	15.1	6.7	24.9	12.3	11.8			
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Max Green (Gmax), s		3.0	54.0	3.0	36.0	3.0	54.0	31.0	8.0			
Max Allow Headway (MAH), s		3.7	4.5	3.8	5.4	3.7	4.4	3.8	5.5			
Max Q Clear (g_c+I1), s		5.0	11.4	5.0	2.2	2.4	12.5	6.4	5.8			
Green Ext Time (g_e), s		0.0	5.1	0.0	0.0	0.0	5.3	0.4	0.1			
Prob of Phs Call (p_c)		0.93	1.00	0.91	0.99	0.22	1.00	0.92	0.99			
Prob of Max Out (p_x)		1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1725		1781		1598		1781				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3469		271		3300		14			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			1585		1355		1585		1573			
Left Lane Group Data												
Assigned Mvmt	1	0	3	0	5	0	7	0				

HCM 7th Signalized Intersection Capacity Analysis
200: IL 53 & Millsdale Road

Future (2032) Traffic Projections
AM Peak Hour

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	174	0	158	0	16	0	163	0
Grp Sat Flow (s), veh/h/ln	1725	0	1781	0	1598	0	1781	0
Q Serve Time (g_s), s	3.0	0.0	3.0	0.0	0.4	0.0	4.4	0.0
Cycle Q Clear Time (g_c), s	3.0	0.0	3.0	0.0	0.4	0.0	4.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	614	0	1410	0	515	0	1281	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	16.5	0.0	5.8	0.0	16.5	0.0	5.8	0.0
Perm LT Serve Time (g_u), s	7.1	0.0	5.8	0.0	11.1	0.0	2.0	0.0
Perm LT Q Serve Time (g_ps), s	7.1	0.0	2.0	0.0	0.2	0.0	0.6	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	301	0	373	0	252	0	376	0
V/C Ratio (X)	0.58	0.00	0.42	0.00	0.06	0.00	0.43	0.00
Avail Cap (c_a), veh/h	301	0	373	0	319	0	1169	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	16.5	0.0	21.7	0.0	13.7	0.0	18.9	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.8	0.0	0.1	0.0	0.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	19.3	0.0	22.4	0.0	13.8	0.0	19.7	0.0
1st-Term Q (Q1), veh/ln	1.2	0.0	1.7	0.0	0.1	0.0	1.6	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.1	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	2.5	0.0	3.2	0.0	0.2	0.0	3.0	0.0
%ile Storage Ratio (RQ%)	0.24	0.00	0.06	0.00	0.03	0.00	0.21	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment	T				T			
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	674	0	0	0	574	0	0
Grp Sat Flow (s), veh/h/ln	0	1735	0	0	0	1650	0	0
Q Serve Time (g_s), s	0.0	9.4	0.0	0.0	0.0	7.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.4	0.0	0.0	0.0	7.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	1032	0	0	0	1121	0	0
V/C Ratio (X)	0.00	0.65	0.00	0.00	0.00	0.51	0.00	0.00
Avail Cap (c_a), veh/h	0	3370	0	0	0	3206	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	17.0	0.0	0.0	0.0	14.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.7	0.0	0.0	0.0	15.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.9	0.0	0.0	0.0	2.2	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis
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Future (2032) Traffic Projections
 AM Peak Hour

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.00	0.00	1.80	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	5.3	0.0	0.0	0.0	4.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.25	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	200	0	6	0	405	0	112
Grp Sat Flow (s), veh/h/ln	0	1585	0	1626	0	1585	0	1587
Q Serve Time (g_s), s	0.0	5.6	0.0	0.2	0.0	10.5	0.0	3.8
Cycle Q Clear Time (g_c), s	0.0	5.6	0.0	0.2	0.0	10.5	0.0	3.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1585.1	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.83	0.00	1.00	0.00	0.99
Lane Grp Cap (c), veh/h	0	471	0	265	0	717	0	165
V/C Ratio (X)	0.00	0.42	0.00	0.02	0.00	0.57	0.00	0.68
Avail Cap (c_a), veh/h	0	1540	0	1053	0	1718	0	228
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.7	0.0	19.5	0.0	11.2	0.0	24.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	0.7	0.0	4.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.3	0.0	19.6	0.0	11.9	0.0	28.8
1st-Term Q (Q1), veh/ln	0.0	1.8	0.0	0.1	0.0	2.9	0.0	1.3
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	3.3	0.0	0.1	0.0	5.5	0.0	2.7
%ile Storage Ratio (RQ%)	0.00	0.48	0.00	0.00	0.00	0.48	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	17.1
HCM 7th LOS	B

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔			↔	↔
Traffic Vol, veh/h	1	165	60	55	135	1	50	1	30	1	1	1
Future Vol, veh/h	1	165	60	55	135	1	50	1	30	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	40	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	3	2	2	13	2	2	2	2	2	2	2
Mvmt Flow	1	174	63	58	142	1	53	1	32	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	143	0	0	237	0	0	434	435	174	434	497	142
Stage 1	-	-	-	-	-	-	176	176	-	258	258	-
Stage 2	-	-	-	-	-	-	258	259	-	176	239	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1439	-	-	1330	-	-	532	515	870	532	475	906
Stage 1	-	-	-	-	-	-	826	754	-	747	694	-
Stage 2	-	-	-	-	-	-	746	694	-	825	708	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1439	-	-	1330	-	-	505	490	870	487	452	906
Mov Cap-2 Maneuver	-	-	-	-	-	-	505	490	-	487	452	-
Stage 1	-	-	-	-	-	-	825	753	-	711	661	-
Stage 2	-	-	-	-	-	-	709	661	-	794	707	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.03			2.25			12.03			11.48		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	597	11	-	-	521	-	-	559
HCM Lane V/C Ratio	0.143	0.001	-	-	0.044	-	-	0.006
HCM Control Delay (s/veh)	12	7.5	0	-	7.8	0	-	11.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0

Intersection						
Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T	T	
Traffic Vol, veh/h	110	85	40	115	75	50
Future Vol, veh/h	110	85	40	115	75	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	12	2	77	3
Mvmt Flow	116	89	42	121	79	53

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	205	0	366	161
Stage 1	-	-	-	-	161	-
Stage 2	-	-	-	-	205	-
Critical Hdwy	-	-	4.22	-	7.17	6.23
Critical Hdwy Stg 1	-	-	-	-	6.17	-
Critical Hdwy Stg 2	-	-	-	-	6.17	-
Follow-up Hdwy	-	-	2.308	-	4.193	3.327
Pot Cap-1 Maneuver	-	-	1309	-	509	882
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1309	-	491	882
Mov Cap-2 Maneuver	-	-	-	-	491	-
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	656	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.02	12.73
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	597	-	-	465	-
HCM Lane V/C Ratio	0.22	-	-	0.032	-
HCM Control Delay (s/veh)	12.7	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	1	1	1	1	1	1	1	115	1	1	100	1
Future Vol, veh/h	1	1	1	1	1	1	1	115	1	1	100	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	20	2
Mvmt Flow	1	1	1	1	1	1	1	121	1	1	105	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	232	232	106	232	232	122	106	0	0	122	0	0
Stage 1	108	108	-	124	124	-	-	-	-	-	-	-
Stage 2	124	124	-	108	108	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	723	668	949	723	668	930	1485	-	-	1465	-	-
Stage 1	898	806	-	880	794	-	-	-	-	-	-	-
Stage 2	880	793	-	898	806	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	720	667	949	720	667	930	1485	-	-	1465	-	-
Mov Cap-2 Maneuver	720	667	-	720	667	-	-	-	-	-	-	-
Stage 1	897	805	-	880	793	-	-	-	-	-	-	-
Stage 2	878	793	-	895	805	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	9.75		9.78		0.06		0.07	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	15	-	-	761	757	18	-
HCM Lane V/C Ratio	0.001	-	-	0.004	0.004	0.001	-
HCM Control Delay (s/veh)	7.4	0	-	9.8	9.8	7.5	0
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

Intersection												
Int Delay, s/veh	61.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕↕	↕	↕	↕↕	
Traffic Vol, veh/h	1	1	1	100	1	155	1	1255	135	80	895	1
Future Vol, veh/h	1	1	1	100	1	155	1	1255	135	80	895	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	265	345	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	8	2	8	2	19	6	2
Mvmt Flow	1	1	1	105	1	163	1	1321	142	84	942	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1774	2576	472	1963	2435	661	943	0	0	1463	0	0
Stage 1	1111	1111	-	1323	1323	-	-	-	-	-	-	-
Stage 2	663	1465	-	640	1112	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	7.06	4.14	-	-	4.48	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.38	2.22	-	-	2.39	-	-
Pot Cap-1 Maneuver	52	25	539	~ 38	31	391	723	-	-	381	-	-
Stage 1	223	283	-	165	224	-	-	-	-	-	-	-
Stage 2	417	191	-	430	283	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	23	20	539	~ 28	24	391	723	-	-	381	-	-
Mov Cap-2 Maneuver	23	20	-	~ 28	24	-	-	-	-	-	-	-
Stage 1	174	220	-	164	223	-	-	-	-	-	-	-
Stage 2	241	190	-	333	220	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/33.13		\$ 624.27	0.03	1.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	3	-	-	31	28	391	381	-	-
HCM Lane V/C Ratio	0.001	-	-	0.101	3.803	0.417	0.221	-	-
HCM Control Delay (s/veh)	10	0	-	133.5	1550.7	20.6	17.1	-	-
HCM Lane LOS	A	A	-	F	F	C	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	12.9	2	0.8	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 7th Signalized Intersection Summary
200: IL 53 & Millsdale Road

Future (2032) Traffic Projections
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	1	70	205	1	175	30	900	85	90	730	195
Future Volume (veh/h)	205	1	70	205	1	175	30	900	85	90	730	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1826	1870	1870	1767	1707	1767	1870	1663	1796	1841
Adj Flow Rate, veh/h	216	1	74	216	1	184	32	947	89	95	768	205
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	5	2	2	9	13	9	2	16	7	4
Cap, veh/h	340	4	322	325	1	177	249	1252	591	229	1350	828
Arrive On Green	0.14	0.21	0.21	0.04	0.11	0.11	0.02	0.37	0.37	0.04	0.40	0.40
Sat Flow, veh/h	1767	21	1567	1781	9	1578	1626	3357	1585	1584	3413	1560
Grp Volume(v), veh/h	216	0	75	216	0	185	32	947	89	95	768	205
Grp Sat Flow(s),veh/h/ln	1767	0	1588	1781	0	1586	1626	1678	1585	1584	1706	1560
Q Serve(g_s), s	7.2	0.0	2.8	3.0	0.0	8.0	0.9	17.5	2.7	2.7	12.5	5.1
Cycle Q Clear(g_c), s	7.2	0.0	2.8	3.0	0.0	8.0	0.9	17.5	2.7	2.7	12.5	5.1
Prop In Lane	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	340	0	326	325	0	178	249	1252	591	229	1350	828
V/C Ratio(X)	0.64	0.00	0.23	0.66	0.00	1.04	0.13	0.76	0.15	0.41	0.57	0.25
Avail Cap(c_a), veh/h	871	0	803	325	0	178	286	2547	1203	229	2590	1394
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	23.6	29.5	0.0	31.6	14.3	19.5	14.8	15.6	16.8	9.0
Incr Delay (d2), s/veh	2.0	0.0	0.4	5.0	0.0	77.6	0.2	1.0	0.1	1.2	0.4	0.2
Initial Q Delay(d3), 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
%ile BackOfQ(95%),veh/ln	5.3	0.0	1.8	7.0	0.0	11.2	0.5	9.6	1.6	1.5	7.2	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.9	0.0	23.9	34.6	0.0	109.2	14.5	20.4	14.9	16.8	17.2	9.2
LnGrp LOS	C		C	C		F	B	C	B	B	B	A
Approach Vol, veh/h		291			401			1068			1068	
Approach Delay, s/veh		23.9			69.0			19.8			15.6	
Approach LOS		C			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	32.5	9.0	20.6	7.4	34.1	15.6	14.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	3.0	54.0	3.0	36.0	3.0	54.0	31.0	8.0				
Max Q Clear Time (g_c+I1), s	4.7	19.5	5.0	4.8	2.9	14.5	9.2	10.0				
Green Ext Time (p_c), s	0.0	7.0	0.0	0.4	0.0	5.9	0.6	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			25.6									
HCM 7th LOS			C									

HCM 7th Signalized Intersection Capacity Analysis
200: IL 53 & Millsdale Road

Future (2032) Traffic Projections
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	1	70	205	1	175	30	900	85	90	730	195
Future Volume (veh/h)	205	1	70	205	1	175	30	900	85	90	730	195
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1856	1870	1826	1870	1870	1767	1707	1767	1870	1663	1796	1841
Adj Flow Rate, veh/h	216	1	74	216	1	184	32	947	89	95	768	205
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	5	2	2	9	13	9	2	16	7	4
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	340	4	322	325	1	177	249	1252	591	229	1350	828
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.14	0.21	0.21	0.04	0.11	0.11	0.02	0.37	0.37	0.04	0.40	0.40
Unsig. Movement Delay												
Ln Grp Delay, s/veh	23.9	0.0	23.9	34.6	0.0	109.2	14.5	20.4	14.9	16.8	17.2	9.2
Ln Grp LOS	C		C	C		F	B	C	B	B	B	A
Approach Vol, veh/h		291			401			1068			1068	
Approach Delay, s/veh		23.9			69.0			19.8			15.6	
Approach LOS		C			E			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		1.1	3.0	1.1	4.0	1.1	3.0	1.1	4.0			
Phs Duration (G+Y+Rc), s		9.0	32.5	9.0	20.6	7.4	34.1	15.6	14.0			
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Max Green (Gmax), s		3.0	54.0	3.0	36.0	3.0	54.0	31.0	8.0			
Max Allow Headway (MAH), s		3.7	4.7	3.8	5.5	3.7	4.6	3.8	5.5			
Max Q Clear (g_c+I1), s		4.7	19.5	5.0	4.8	2.9	14.5	9.2	10.0			
Green Ext Time (g_e), s		0.0	7.0	0.0	0.4	0.0	5.9	0.6	0.0			
Prob of Phs Call (p_c)		0.85	1.00	0.99	1.00	0.47	1.00	0.99	1.00			
Prob of Max Out (p_x)		1.00	0.01	1.00	0.00	1.00	0.00	0.00	1.00			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1584		1781		1626		1767				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3357		21		3413		9			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			1585		1567		1560		1578			
Left Lane Group Data												
Assigned Mvmt	1	0	3	0	5	0	7	0				

HCM 7th Signalized Intersection Capacity Analysis
200: IL 53 & Millsdale Road

Future (2032) Traffic Projections
PM Peak Hour

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	95	0	216	0	32	0	216	0
Grp Sat Flow (s), veh/h/ln	1584	0	1781	0	1626	0	1767	0
Q Serve Time (g_s), s	2.7	0.0	3.0	0.0	0.9	0.0	7.2	0.0
Cycle Q Clear Time (g_c), s	2.7	0.0	3.0	0.0	0.9	0.0	7.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	484	0	1325	0	527	0	1189	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	26.5	0.0	8.0	0.0	26.5	0.0	10.0	0.0
Perm LT Serve Time (g_u), s	9.0	0.0	8.0	0.0	15.7	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	4.3	0.0	7.5	0.0	0.7	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	229	0	325	0	249	0	340	0
V/C Ratio (X)	0.41	0.00	0.66	0.00	0.13	0.00	0.64	0.00
Avail Cap (c_a), veh/h	229	0	325	0	286	0	871	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	15.6	0.0	29.5	0.0	14.3	0.0	22.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	5.0	0.0	0.2	0.0	2.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	16.8	0.0	34.6	0.0	14.5	0.0	23.9	0.0
1st-Term Q (Q1), veh/ln	0.8	0.0	3.4	0.0	0.3	0.0	2.8	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.5	0.0	0.0	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.80	0.00	1.80	0.00	1.80	0.00	1.80	0.00
%ile Back of Q (95%), veh/ln	1.5	0.0	7.0	0.0	0.5	0.0	5.3	0.0
%ile Storage Ratio (RQ%)	0.16	0.00	0.13	0.00	0.06	0.00	0.36	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment	T				T			
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	947	0	0	0	768	0	0
Grp Sat Flow (s), veh/h/ln	0	1678	0	0	0	1706	0	0
Q Serve Time (g_s), s	0.0	17.5	0.0	0.0	0.0	12.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	17.5	0.0	0.0	0.0	12.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	1252	0	0	0	1350	0	0
V/C Ratio (X)	0.00	0.76	0.00	0.00	0.00	0.57	0.00	0.00
Avail Cap (c_a), veh/h	0	2547	0	0	0	2590	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	19.5	0.0	0.0	0.0	16.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.4	0.0	0.0	0.0	17.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.5	0.0	0.0	0.0	3.9	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis
 200: IL 53 & Millsdale Road

Future (2032) Traffic Projections
 PM Peak Hour

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.69	0.00	1.00	0.00	1.80	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	9.6	0.0	0.0	0.0	7.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.46	0.00	0.00	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	89	0	75	0	205	0	185
Grp Sat Flow (s), veh/h/ln	0	1585	0	1588	0	1560	0	1586
Q Serve Time (g_s), s	0.0	2.7	0.0	2.8	0.0	5.1	0.0	8.0
Cycle Q Clear Time (g_c), s	0.0	2.7	0.0	2.8	0.0	5.1	0.0	8.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1559.9	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	9.6	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.99	0.00	1.00	0.00	0.99
Lane Grp Cap (c), veh/h	0	591	0	326	0	828	0	178
V/C Ratio (X)	0.00	0.15	0.00	0.23	0.00	0.25	0.00	1.04
Avail Cap (c_a), veh/h	0	1203	0	803	0	1394	0	178
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	14.8	0.0	23.6	0.0	9.0	0.0	31.6
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.4	0.0	0.2	0.0	77.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.9	0.0	23.9	0.0	9.2	0.0	109.2
1st-Term Q (Q1), veh/ln	0.0	0.9	0.0	1.0	0.0	1.5	0.0	2.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.66
%ile Back of Q (95%), veh/ln	0.0	1.6	0.0	1.8	0.0	2.7	0.0	11.2
%ile Storage Ratio (RQ%)	0.00	0.23	0.00	0.02	0.00	0.24	0.00	0.21
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

Intersection Summary

HCM 7th Control Delay, s/veh	25.6
HCM 7th LOS	C

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔			↔	↔
Traffic Vol, veh/h	1	185	30	30	190	1	65	1	65	1	1	1
Future Vol, veh/h	1	185	30	30	190	1	65	1	65	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	40	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	4	50	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	195	32	32	200	1	68	1	68	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	201	0	0	226	0	0	461	461	195	461	492	200
Stage 1	-	-	-	-	-	-	197	197	-	263	263	-
Stage 2	-	-	-	-	-	-	264	264	-	197	228	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1371	-	-	1342	-	-	511	497	847	511	478	841
Stage 1	-	-	-	-	-	-	805	738	-	742	691	-
Stage 2	-	-	-	-	-	-	741	690	-	804	715	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1371	-	-	1342	-	-	495	484	847	456	465	841
Mov Cap-2 Maneuver	-	-	-	-	-	-	495	484	-	456	465	-
Stage 1	-	-	-	-	-	-	804	737	-	722	672	-
Stage 2	-	-	-	-	-	-	720	672	-	738	714	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.04			1.05			12.4			11.68		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	624	10	-	-	245	-	-	542
HCM Lane V/C Ratio	0.221	0.001	-	-	0.024	-	-	0.006
HCM Control Delay (s/veh)	12.4	7.6	0	-	7.7	0	-	11.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0

Intersection						
Int Delay, s/veh	3.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T	T	
Traffic Vol, veh/h	205	45	55	135	85	45
Future Vol, veh/h	205	45	55	135	85	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	30	2	2	17	7
Mvmt Flow	216	47	58	142	89	47

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	263	0	497 239
Stage 1	-	-	-	-	239 -
Stage 2	-	-	-	-	258 -
Critical Hdwy	-	-	4.12	-	6.57 6.27
Critical Hdwy Stg 1	-	-	-	-	5.57 -
Critical Hdwy Stg 2	-	-	-	-	5.57 -
Follow-up Hdwy	-	-	2.218	-	3.653 3.363
Pot Cap-1 Maneuver	-	-	1301	-	506 787
Stage 1	-	-	-	-	766 -
Stage 2	-	-	-	-	752 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1301	-	482 787
Mov Cap-2 Maneuver	-	-	-	-	482 -
Stage 1	-	-	-	-	766 -
Stage 2	-	-	-	-	715 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.29	13.56
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	557	-	-	521	-
HCM Lane V/C Ratio	0.246	-	-	0.045	-
HCM Control Delay (s/veh)	13.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	1	115	1	1	100	1
Future Vol, veh/h	1	1	1	1	1	1	1	115	1	1	100	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	17	2	2	2	2
Mvmt Flow	1	1	1	1	1	1	1	121	1	1	105	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	232	232	106	232	232	122	106	0	0	122	0	0
Stage 1	108	108	-	124	124	-	-	-	-	-	-	-
Stage 2	124	124	-	108	108	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	723	668	949	723	668	930	1485	-	-	1465	-	-
Stage 1	898	806	-	880	794	-	-	-	-	-	-	-
Stage 2	880	793	-	898	806	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	720	667	949	720	667	930	1485	-	-	1465	-	-
Mov Cap-2 Maneuver	720	667	-	720	667	-	-	-	-	-	-	-
Stage 1	897	805	-	880	793	-	-	-	-	-	-	-
Stage 2	878	793	-	895	805	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	9.75		9.78		0.06		0.07	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	15	-	-	761	757	18	-
HCM Lane V/C Ratio	0.001	-	-	0.004	0.004	0.001	-
HCM Control Delay (s/veh)	7.4	0	-	9.8	9.8	7.5	0
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-



Kimley»»Horn

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MEMO

To: Dustin Anderson, Department of Community Development, City of Joliet
From: SB Friedman Development Advisors, LLC
Date: February 27, 2026

RE: Joliet Technology Center Property and Utility Tax Projections

Introduction

SB Friedman Development Advisors, LLC. ("SB Friedman") was engaged by the City of Joliet (the "City") to conduct a review of a study of the projected economic impact of the \$21.4 billion Joliet Technology Center (the "Project") proposed by Hillwood (the "Developer"). The Developer submitted an economic impact study for the Project prepared by Strategic Economic Research in January 2026 (the "Study"). Included in the Study were projections of property taxes anticipated to result from the Project. SB Friedman reviewed the Study and prepared independent projections of property and utility taxes that could be collected by the City. Further detail regarding our analysis and its findings are discussed in subsequent sections of this memo.

Project Characteristics

The Project is to be located on approximately 600 acres south of West Schweitzer Road between South Rowell Road and South Ridge Road and is currently in unincorporated Will County. Annexation into the City will be required for the Project to proceed. Construction is anticipated to occur in multiple phases, starting in 2028 and concluding in 2033, totalling approximately 3.6M square feet (SF) of new data center buildings.

Each phase of construction is anticipated to result in increased taxable values and thus property taxes. Furthermore, as Project build-out occurs, greater data center electricity capacity will increase electricity consumption and generate new utility taxes to the City. Annual electricity capacity upon Project completion is estimated to be 1,800 megawatts (MW). The Developer provided a schedule of anticipated electricity capacity, which SB Friedman used to estimate the phasing of development, and is summarized in **Figure 1**.

Figure 1. Anticipated Electricity Capacity and Phasing

Year	Est. Electricity Capacity (MW)	% of Electricity Capacity	Est. SF of Building
2028	113	6%	226,000
2029	450	19%	674,000
2030	900	25%	900,000
2031	1,350	25%	900,000
2032	1,688	19%	676,000
2033	1,800	6%	224,000
Total	--	100%	3,600,000

Source: Developer, SB Friedman

Methodology

SB Friedman conducted a detailed review of the Study to understand the key assumptions used to estimate taxes resulting from the Project that would flow to the City. While the Study estimates potential economic impacts directly and indirectly stimulated by the Project over a 30-year timeframe, this memo addresses only the estimated City property and utility taxes generated by the Project. Our work included:

- Reviewing the Study and key assumptions used to estimate the Project’s economic impact;
- Preparing independent projections of property taxes and utility taxes generated by the Project that would flow to the City.

Property Tax Assumptions Review and Projections

The Study projects property tax generation for multiple local taxing bodies. Specifically, the Study estimates the Project will generate more than \$305.7 million in City property taxes (reflecting taxes generated by the general and fire protection property tax rates) over a 30-year period. SB Friedman reviewed the key assumptions outlined in the Study, which are described in further detail below:

- **Property Value.** Industrial properties in Will County are assessed at 33% of their market value. While the Project’s assumed market and equalized assessed value (EAV) are not stated in the Study, the methodology to estimate EAV described in the Study appears to be consistent with typical assessment practices in Will County.
- **Property Value Growth Rate.** The Study assumed the EAV of the Project would decline annually by 3% starting in 2034, producing a straight-line reduction in property taxes over the 30-year analysis period.
- **EAV Phasing.** The Study assumed that EAV would be phased in each year as new buildings are delivered. The Study’s assumed EAV phasing was therefore approximated based on the growth in projected annual property taxes resulting from new construction between 2028 to 2033, summarized in **Figure 2**.

Figure 2. Approximate Project EAV Phasing

Year	Estimated Annual EAV Additions ^[1]	Phasing of EAV
2028	\$421,800	3%
2029	\$1,825,900	12%
2030	\$3,618,900	23%
2031	\$3,878,100	25%
2032	\$3,644,700	24%
2033	\$2,019,500	13%
Total	\$15,408,900	100%

Source: Strategic Economic Research, SB Friedman

[1] SB Friedman estimated the Study’s implied annual EAV additions by dividing the projected annual property taxes presented in the Study by the City of Joliet property tax rate during the anticipated years of construction (2028-2033).

- **Projection Period.** The Study projected taxes over a period of 30 years from 2028–2057.

- **City Property Tax Rate.** The Study assumed the 2024 City of Joliet general property tax rate (0.6297%) and fire protection tax rate (0.4612%) would remain constant over the 30-year analysis period.

Based on these assumptions, the Study projected total property taxes to the City of Joliet of **\$305,682,217** from 2028 to 2057.

SB FRIEDMAN PROPERTY TAX PROJECTIONS

Following a review of the key assumptions outlined in the Study, SB Friedman prepared independent property tax projections.

- **Development Program.** The City provided SB Friedman with an anticipated development program that totaled 3.6M SF of new development.
- **Property Value.** SB Friedman utilized a comparables-based approach to estimate the Project’s EAV. We were unable to identify any existing data centers in Will County. Thus, SB Friedman analyzed the 2024 EAV of existing data center developments in Cook and DeKalb counties. Based on this research, SB Friedman assumed an EAV of \$230 per building SF for the Project.
- **Property Value Growth Rate.** SB Friedman assumed property value escalations of 1% per year, which was compounded and realized every four years based on the quadrennial reassessment schedule used in Will County.
- **EAV Phasing.** SB Friedman created a Project EAV phasing schedule based on the anticipated ramp-up of electricity capacity during the construction period (**Figure 3**) which was provided by the Developer.

Figure 3. SB Friedman Project Construction Phasing

Year	Estimated Electricity Capacity (MW)	Est. SF of Building	Est. Annual EAV Additions
2028	113	226,000	6%
2029	450	674,000	19%
2030	900	900,000	25%
2031	1,350	900,000	25%
2032	1,688	676,000	19%
2033	1,800	224,000	6%
Total	--	3,600,000	100%

Source: Developer, SB Friedman

- **Projection Period.** SB Friedman projected property taxes over a 30-year period (2028–2057).
- **City Property Tax Rate.** SB Friedman assumed the 2024 City of Joliet general property tax rate (0.6297%) and fire protection tax rate (0.4612%) would remain constant over the 30-year analysis period.
- **Tax Collection.** SB Friedman’s property tax projections assume all property taxes are collected one year in arrears and all tax bills are paid on time.

SB Friedman projects total property taxes of **\$309,904,000** to the City from 2028 to 2057. The Study’s property tax projections therefore appear reasonable based on its general alignment with SB Friedman’s property tax projections. A comparison of projected annual City property taxes is provided in **Appendix A**.

Note that while this methodology is common when conducting fiscal impact analyses, it is important to acknowledge that these projected property taxes will not necessarily result in additional taxes to the City unless the City Council elects to increase their levy. Otherwise, the additional tax base resulting from the Project will grow the City's tax base and decrease the property tax burden on all other taxpayers.

Utility Tax Projections

The Study did not include projections of utility taxes generated by the Project. However, the City requested SB Friedman project potential City utility taxes based on the anticipated electricity consumption of the Project. The key assumptions used by SB Friedman to project City utility taxes are outlined below:

- **Electricity Capacity and Phasing.** SB Friedman relied on the anticipated annual electricity capacity ramp up provided by the Developer to approximate Project phasing as shown in **Figure 1**.
- **Electricity Consumption.** The City charges electricity users monthly on a per-kilowatt hour (kWh) basis. SB Friedman therefore estimated the Project's monthly electricity kWh's based on the anticipated annual electricity capacity of the Project (**Figure 1**). The estimated electricity kWh's reflects the Developer's expectation that 80% of the Project's annual electricity capacity could be utilized monthly. We assumed that estimated monthly electricity consumption would be consistent from month to month. Lastly, we assumed annual electricity consumption upon Project completion in 2033 would remain constant for the remainder of the 30-year analysis period.
- **Utility Tax Rate.** SB Friedman assumed that the current utility tax rates, as outlined in the City's municipal code Sec. 28-231, would stay constant over the 30-year analysis period. The City's current utility tax rates are tiered based on monthly electricity consumption. The tiers and associated rates are shown in **Appendix C**.
- **Tax Collection.** Our utility tax projections do not account for any delay in collections and assume that all utility taxes are paid in the same month they are incurred.

Based on these assumptions, SB Friedman projects total utility taxes to the City of **\$41,169,000** from 2028 to 2057. Annual utility taxes are shown in **Appendix B**.

Conclusions

The Study estimates several beneficial economic impacts that could accrue to the City from Project construction and operation. Specifically, the Study projects that the Project could generate approximately \$305.7 million in new property taxes (reflecting taxes generated by the general and fire protection property tax rates) from 2028 to 2057.

SB Friedman estimated \$309.9 million in property taxes could be generated by the general and fire protection tax rates over the 30-year analysis period. The property taxes projected in the Study therefore appear reasonable, assuming Project buildout occurs as contemplated. SB Friedman also estimated the Project could generate approximately \$41.2 million in City utility taxes from new electricity consumption. A comparison between the Developer's and SB Friedman's adjusted property tax projection is presented in **Appendix A**. Additionally, SB Friedman's utility tax projection is presented in **Appendix B**.

Please call if you have questions.

Appendix A. Strategic Economic Research and SB Friedman Property Tax Projections

Year	Strategic Economic Research Projected Property Taxes	SB Friedman ^[1] Projected Property Taxes
2028	\$460,160	\$0
2029	\$2,452,065	\$614,000
2030	\$6,399,897	\$2,481,000
2031	\$10,630,530	\$5,024,000
2032	\$14,606,545	\$7,822,000
2033	\$16,809,665	\$9,809,000
2034	\$16,693,237	\$10,481,000
2035	\$16,163,112	\$10,481,000
2036	\$15,632,988	\$10,906,000
2037	\$15,102,864	\$10,906,000
2038	\$14,572,740	\$10,906,000
2039	\$14,042,615	\$10,906,000
2040	\$13,512,490	\$11,349,000
2041	\$12,982,366	\$11,349,000
2042	\$12,452,242	\$11,349,000
2043	\$11,922,118	\$11,349,000
2044	\$11,391,993	\$11,810,000
2045	\$10,861,868	\$11,810,000
2046	\$10,331,744	\$11,810,000
2047	\$9,801,620	\$11,810,000
2048	\$9,271,496	\$12,290,000
2049	\$8,741,371	\$12,290,000
2050	\$8,211,246	\$12,290,000
2051	\$7,681,123	\$12,290,000
2052	\$7,150,998	\$12,789,000
2053	\$6,620,874	\$12,789,000
2054	\$6,090,749	\$12,789,000
2055	\$5,560,624	\$12,789,000
2056	\$5,030,501	\$13,308,000
2057	\$4,500,376	\$13,308,000
TOTAL	\$305,682,217	\$309,904,000

Source: Strategic Economic Research, SB Friedman

[1] Property taxes are assumed to be collected one year in arrears. Therefore, no property taxes are assumed to be collected in the first year of Project construction.

Appendix B. SB Friedman Annual Utility Tax Projections

Year	Estimated Electricity Capacity (MW)	Projected Utility Taxes
2028	113	\$94,000
2029	450	\$374,000
2030	900	\$749,000
2031	1,350	\$1,123,000
2032	1,688	\$1,404,000
2033	1,800	\$1,497,000
2034	1,800	\$1,497,000
2035	1,800	\$1,497,000
2036	1,800	\$1,497,000
2037	1,800	\$1,497,000
2038	1,800	\$1,497,000
2039	1,800	\$1,497,000
2040	1,800	\$1,497,000
2041	1,800	\$1,497,000
2042	1,800	\$1,497,000
2043	1,800	\$1,497,000
2044	1,800	\$1,497,000
2045	1,800	\$1,497,000
2046	1,800	\$1,497,000
2047	1,800	\$1,497,000
2048	1,800	\$1,497,000
2049	1,800	\$1,497,000
2050	1,800	\$1,497,000
2051	1,800	\$1,497,000
2052	1,800	\$1,497,000
2053	1,800	\$1,497,000
2054	1,800	\$1,497,000
2055	1,800	\$1,497,000
2056	1,800	\$1,497,000
2057	1,800	\$1,497,000
Total Projected Taxes (2028-2057)		\$41,169,000

Source: Developer, SB Friedman

Appendix C. City of Joliet Electricity Tax Rates

Tax Rate Usage Categories	Rate (in cents per kWh)
For the first 2,000 kWh used in the month	\$0.348
For the next 48,000 kWh used in the month	\$0.230
For the next 50,000 kWh used in the month	\$0.186
For the next 400,000 kWh used in the month	\$0.185
For the next 500,000 kWh used in the month	\$0.183
For the next 2,000,000 kWh used in the month	\$0.149
For the next 2,000,000 kWh used in the month	\$0.059
For the next 5,000,000 kWh used in the month	\$0.048
For the next 10,000,000 kWh used in the month	\$0.045
For all over 20,000,000 kWh used in the month	\$0.038

Source: City

Limitations of our Engagement

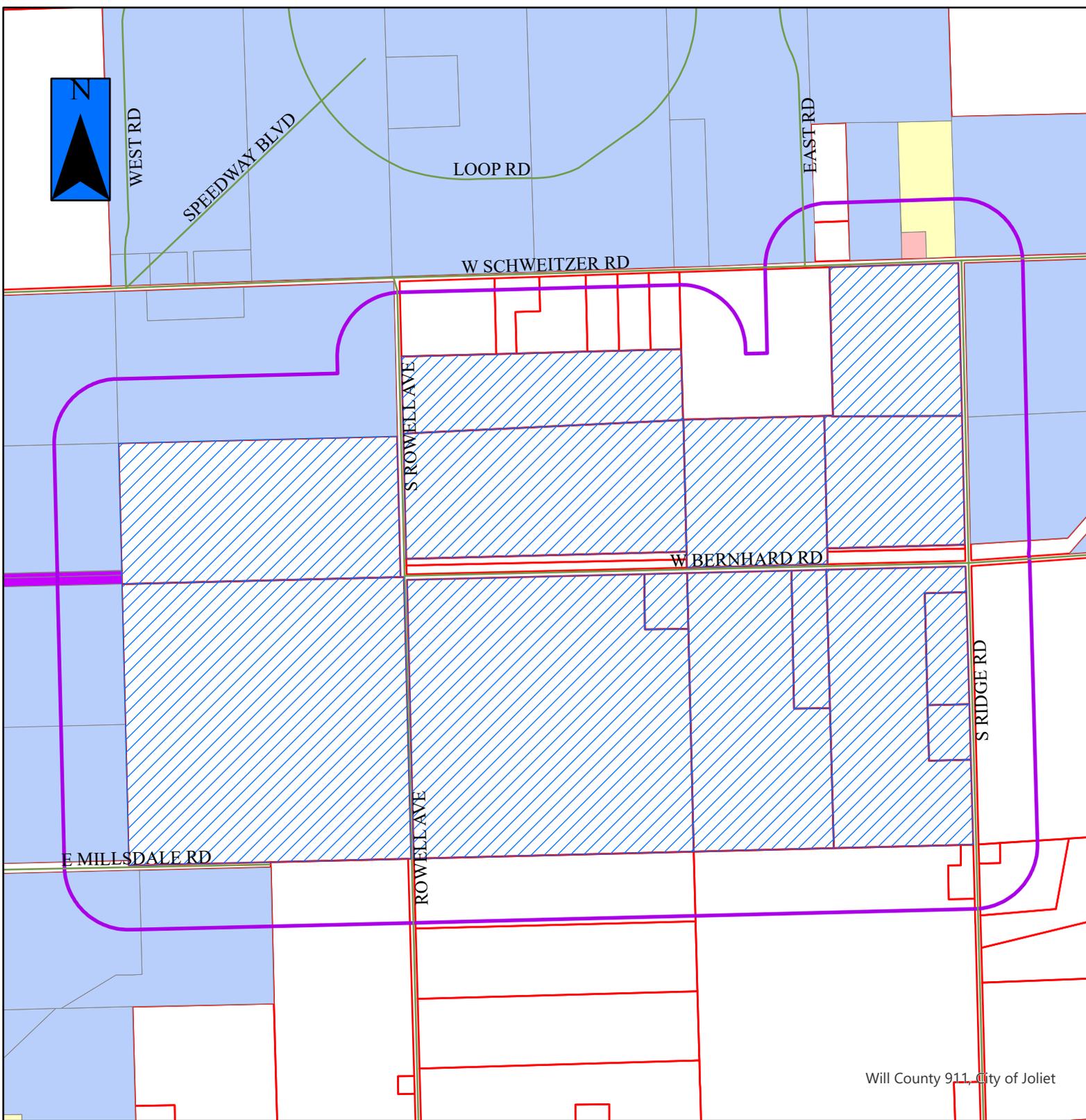
Our deliverables are based on estimates, assumptions and other information developed from research of the market, knowledge of the industry, and information provided by the City and the Developer. The sources of information and bases of the estimates and assumptions are stated in the deliverable. Some assumptions inevitably will not materialize, and unanticipated events and circumstances may occur; therefore, actual results achieved during the period covered by our analysis will necessarily vary from those described in our report, and the variations may be material.

The terms of this engagement are such that we have no obligation to revise analyses or the deliverables to reflect events or conditions that occur subsequent to the date of the deliverable. These events or conditions include, without limitation, economic growth trends, governmental actions, changes in state statute or local ordinance, additional competitive developments, interest rates, and other market factors. However, we will be available to discuss the necessity for revision in view of changes in the economic or market factors affecting the proposed project.

Our deliverable is intended solely for your information and that of the City, for purposes of evaluating the impact of the Project, and is not a recommendation to issue bonds or other securities. The deliverable should not be relied upon by any other person, firm or corporation, or for any other purposes. Neither the report nor its contents, nor any reference to our Firm, may be included or quoted in any offering circular or registration statement, appraisal, sales brochure, prospectus, loan, or other agreement or document intended for use in obtaining funds from individual investors without our prior written consent.

Although SB Friedman is registered with the Municipal Securities Rulemaking Board (MSRB) as a Municipal Advisor, we are not recommending an action to you as the municipal entity or to any obligated person under MSRB rules. The information and material provided in the deliverable is not intended to be and should not be construed as "advice" within the meaning of Section 15B of the Securities Exchange Act of 1934. The information and material provided in the deliverable is being provided for discussion purposes, and you or any obligated person should discuss any information and material contained in the deliverable with any and all internal or external advisors and experts that you or any such obligated person deem appropriate before acting on the information or material set forth in the deliverable. Unless otherwise agreed, we are not acting as a municipal advisor to you or any obligated person and do not owe a fiduciary duty pursuant to Section 15B of the Exchange Act to you or any obligated person with respect to the information and material contained in the deliverable.

We acknowledge that upon submission to the City, the report may become a public document within the meaning of the Freedom of Information Act. Nothing in these limitations is intended to block the disclosure of the documents under such Act.



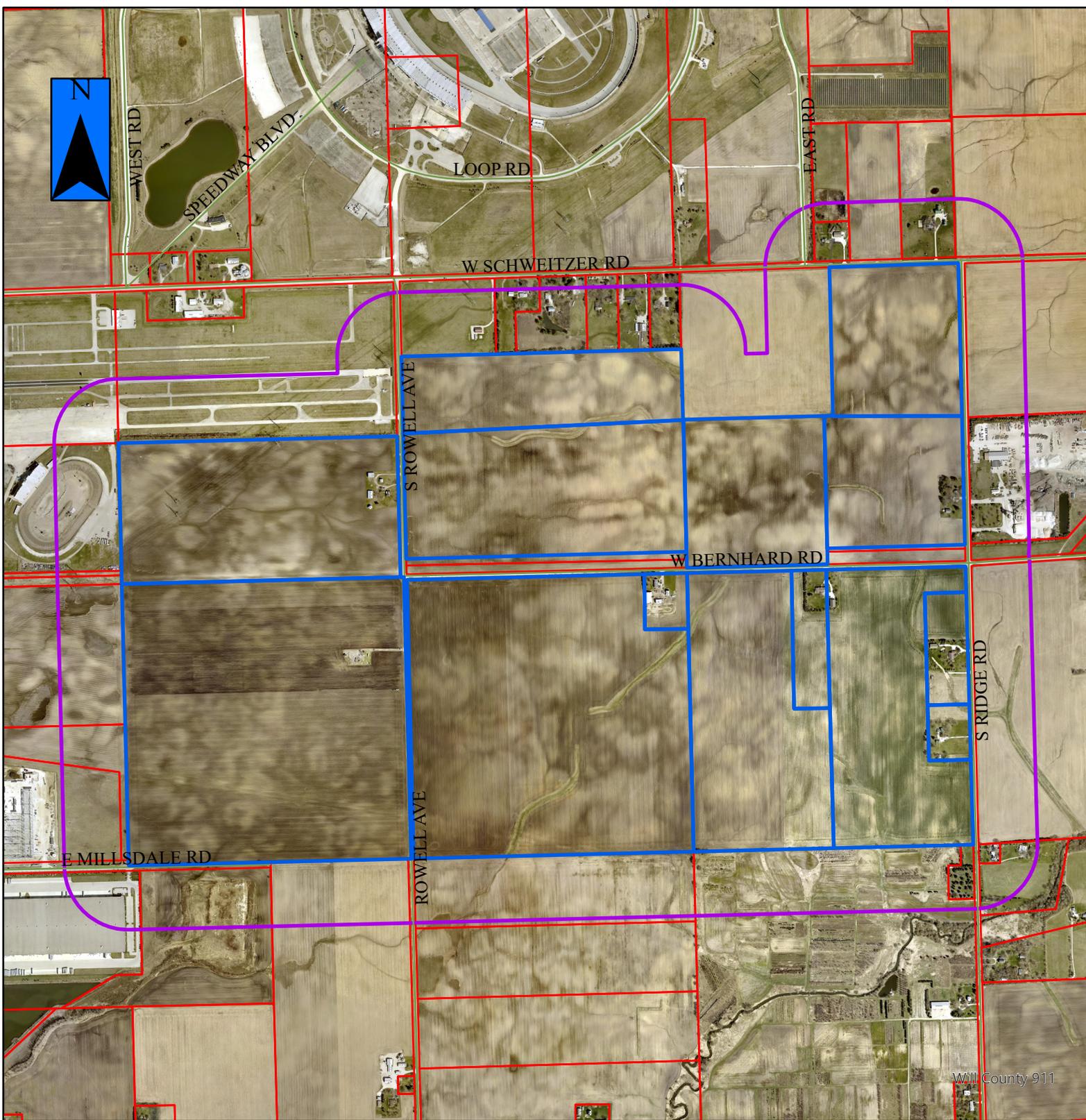
Will County 911, City of Joliet

A-4-25 & PUD-8-25



= Property in Question
 = 600' Public Notification Boundary

Legend					
	B-1		I-TA		R-2
	B-2		I-TB		R-2A
	B-3		I-TC		R-3
	I-1		R-1		R-4
	I-2		R-1A		R-5
	I-T		R-1B		R-B



A-4-25a & PUD-8-25a



- = Property in Question / Propiedad en cuestión
- = 600' Public Notification Boundary /
Límite de notificación pública de 600 ft (180 m)