

- 1. CALL TO ORDER/PLEDGE OF ALLEGIANCE**
- 2. APPROVAL OF AGENDA**
- 3. PRESENTATIONS, PROCLAMATIONS AND ACKNOWLEDGMENTS**
- 4. RESPONSE TO PUBLIC COMMENT**
- 5. PUBLIC COMMENT**

Individuals will be allowed to address the Council on subjects that are not a part of the meeting agenda. Typically, replies to the concerns expressed will be made via letter or phone call within a week or at the following council meeting.

6. CONSENT AGENDA

- a. Bill Listings
- b. Minutes of the July 16, 2024 Regular Meeting Minutes
- c. Subdivision Agreement for Amber Fields 6
- d. Bigfoot Stormwater Maintenance Agreement
- e. Approve Encroachment Agreement - 14044 Belmont Trail
- f. Resolution and Consent Order Imposing Civil Penalty
- g. Amber Fields 20th Addition Final Plat
- h. Life Time Facility – Change Order #9
- i. Rosemount Industrial AUAR Update
- j. Donation Acceptance from American Legion Post 65 for Community Engagement

7. PUBLIC HEARINGS

8. UNFINISHED BUSINESS

9. NEW BUSINESS

- a. Appeal by Nick Reitberger of the Planning Commission's denial of the variance to eliminate the side yard setback standard for surface parking and driveways and to increase the maximum lot coverage standard to allow for an existing driveway expansion to remain on the property

10. ANNOUNCEMENTS

- a. City Staff Updates
- b. Upcoming Community Calendar

11. ADJOURNMENT

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING

01-002282 146TH STREET PARTNERS LP									
I	2024-0436	TIF WATERFORD NOTE	APBNK	7/25/2024	R	7/16/2024	83,633.00	83,633.00CR	
		G/L ACCOUNT		CK: 156049			83,633.00		
	242 49042-01-611.00	INTEREST ON WATERFORD NOTE				23,141.06	TIF WATERFORD NOTE		
	242 49042-01-601.00	PRINCIPAL ON WATERFORD NOTE				60,491.94	TIF WATERFORD NOTE		
				REG. CHECK		1	83,633.00	83,633.00CR	0.00
							83,633.00	0.00	

01-003317 3 GUYS SEWING									
I	11261	SEWING ON CHAPLAIN JACKETS	APBNK	7/25/2024	R	6/28/2024	30.00	30.00CR	
		G/L ACCOUNT		CK: 156050			30.00		
	101 42110-01-217.00	CLOTHING ALLOWANCE - POLICE				30.00	SEWING ON CHAPLAIN JACKETS		
				REG. CHECK		1	30.00	30.00CR	0.00
							30.00	0.00	

01-004555 ABT MAILCOM									
I	49375	MONTHLY OUTSOURCING-UB BILL	APBNK	7/25/2024	R	7/19/2024	1,987.95	1,987.95CR	
		G/L ACCOUNT		CK: 156051			1,987.95		
	601 49400-01-313.00	OUTSOURCE BILL PRINT/MAIL				596.38	MONTHLY OUTSOURCING-UB BILLS		
	602 49450-01-313.00	OUTSOURCE BILL PRINT/MAIL				596.38	MONTHLY OUTSOURCING-UB BILLS		
	603 49500-01-313.00	OUTSOURCE BILL PRINT/MAIL				596.38	MONTHLY OUTSOURCING-UB BILLS		
	608 49508-01-313.00	OUTSOURCE BILL PRINT/MAIL				198.81	MONTHLY OUTSOURCING-UB BILLS		
				REG. CHECK		1	1,987.95	1,987.95CR	0.00
							1,987.95	0.00	

01-006213 ACE SURFACES NORTH AMERICA									
I	2024-0435	RSMT LIFETIME ATHLETIC PROJ	APBNK	7/25/2024	R	5/31/2024	83,053.74	83,053.74CR	
		G/L ACCOUNT		CK: 156052			83,053.74		
	476 48000-01-521.00	BUILDING & STRUCTURE PURCHASES				83,053.74	RSMT LIFETIME ATHLETIC PROJ		
				REG. CHECK		1	83,053.74	83,053.74CR	0.00
							83,053.74	0.00	

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VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING

01-000949 ACTION SPORTS OF MN INC									
I	CR2935	3RD LAIR SKATEBOARD CAMP 2	APBNK	7/25/2024	R	7/11/2024	1,800.00	1,800.00CR	
		G/L ACCOUNT		CK: 156053			1,800.00		
	101	45100-93-219.00		OTHER OPERATING SUPPLIES		1,800.00	3RD LAIR SKATEBOARD CAMP 2		
				REG. CHECK		1	1,800.00	1,800.00CR	0.00
							1,800.00	0.00	

01-004026 ALERUS									
I	C158906	JUN'24 COBRA MONTHLY SRV FE	APBNK	7/22/2024	D	7/05/2024	30.00	30.00CR	
		G/L ACCOUNT		CK: 001972			30.00		
	101	41130-01-319.00		OTHER PROFESSIONAL SERVICES		30.00	JUN'24 COBRA MONTHLY SRV FEE		
				DRAFTS		1	30.00	30.00CR	0.00
							30.00	0.00	

01-000074 ALLIED BLACKTOP COMPANY									
I	11627	SEAL COAT 2024	APBNK	7/25/2024	R	6/30/2024	180,381.31	180,381.31CR	
		G/L ACCOUNT		CK: 156054			180,381.31		
	101	43121-01-408.00		CRACKSEAL,SEALC'T,PATCH,STRIP		152,567.50	SEAL COAT 2024		
	101	43121-01-402.00		PARKING LOT MAINTENANCE		27,813.81	SEAL COAT 2024		
				REG. CHECK		1	180,381.31	180,381.31CR	0.00
							180,381.31	0.00	

01-011644 APPLE FORD LINCOLN AV									
I	A1CS464297	REPAIR PARTS AND LABOR	APBNK	7/25/2024	R	7/05/2024	1,583.30	1,583.30CR	
		G/L ACCOUNT		CK: 156055			1,583.30		
	101	43100-01-404.00		CONTRACTED MACH & EQUIP SERV		199.95	REPAIR PARTS AND LABOR		
	101	43100-01-221.00		EQUIPMENT PARTS		1,383.35	REPAIR PARTS AND LABOR		
				REG. CHECK		1	1,583.30	1,583.30CR	0.00
							1,583.30	0.00	

01-006204 ARI PHOENIX INC									
I	0087398-IN	SET OF 2 REDUCTION SLEEVES	APBNK	7/25/2024	R	5/23/2024	1,246.58	1,246.58CR	
		G/L ACCOUNT		CK: 156056			1,246.58		
	101	43100-01-221.00		EQUIPMENT PARTS		1,246.58	SET OF 2 REDUCTION SLEEVES		

VENDOR SEQUENCE										
VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
			REG. CHECK			1		1,246.58	1,246.58CR	0.00
								1,246.58	0.00	
01-002309 ASTECH ASPHALT SURFACE										
I 24-108		ROUT & SEAL 2024	APBNK	7/25/2024	R	6/16/2024		63,501.12	63,501.12CR	
		G/L ACCOUNT		CK: 156057				63,501.12		
	101 43121-01-408.00	CRACKSEAL,SEALC'T,PATCH,STRIP				60,248.16		ROUT & SEAL 2024		
	101 43121-01-402.00	PARKING LOT MAINTENANCE				3,252.96		ROUT & SEAL 2024		
			REG. CHECK			1		63,501.12	63,501.12CR	0.00
								63,501.12	0.00	
01-005657 AT&T MOBILITY										
I X07032024 CH/PW	2	INSPECTION IPADS	APBNK	7/25/2024	R	6/25/2024		1,200.51	1,200.51CR	
		G/L ACCOUNT		CK: 156058				1,200.51		
	101 42230-01-393.00	P.C. HARDWARE PURCHASES				1,200.51		2 INSPECTION IPADS		
I X07032024 FD		FIRE DEPT DATA LINES	APBNK	7/25/2024	R	6/25/2024		456.67	456.67CR	
		G/L ACCOUNT		CK: 156058				456.67		
	101 42210-01-321.00	TELEPHONE COSTS				456.67		FIRE DEPT DATA LINES		
I X07032024 PD		INTERNET & CELL SERVICES	APBNK	7/25/2024	R	6/25/2024		2,498.41	2,498.41CR	
		G/L ACCOUNT		CK: 156058				2,498.41		
	101 42110-01-329.00	OTHER COMMUNICATION COSTS				2,498.41		INTERNET & CELL SERVICES		
			REG. CHECK			1		4,155.59	4,155.59CR	0.00
								4,155.59	0.00	
01-006053 B&D ASSOCIATES LLC										
I 2024-0425		RSMT LIFETIME ATHLETIC PROJ	APBNK	7/25/2024	R	6/25/2024		109,250.00	109,250.00CR	
		G/L ACCOUNT		CK: 156059				109,250.00		
	476 48000-01-521.00	BUILDING & STRUCTURE PURCHASES				109,250.00		RSMT LIFETIME ATHLETIC PROJ		
			REG. CHECK			1		109,250.00	109,250.00CR	0.00
								109,250.00	0.00	

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01-003582 BAYCOM INC									
I	EQUIPINV_049899	MDT K9 VEHICLE	APBNK	7/25/2024	R	6/13/2024	3,227.00	3,227.00CR	
		G/L ACCOUNT		CK: 156060			3,227.00		
	207	49007-01-576.00	OTHER EQUIPMENT PURCHASES			3,227.00	MDT K9 VEHICLE		
			REG. CHECK			1	3,227.00	3,227.00CR	0.00
							3,227.00	0.00	

01-006126 BEAUDRY OIL & PROPANE									
I	2666043	3,000 GAL UNLEADED FUEL	APBNK	7/25/2024	R	7/03/2024	8,104.72	8,104.72CR	
		G/L ACCOUNT		CK: 156061			8,104.72		
	101	43100-01-212.00	MOTOR FUELS			8,104.72	3,000 GAL UNLEADED FUEL		
I	2676103	200 GAL DIESEL FUEL	APBNK	7/25/2024	R	7/11/2024	592.99	592.99CR	
		G/L ACCOUNT		CK: 156061			592.99		
	101	43100-01-212.00	MOTOR FUELS			592.99	200 GAL DIESEL FUEL		
			REG. CHECK			1	8,697.71	8,697.71CR	0.00
							8,697.71	0.00	

01-005738 BOARMAN KROOS VOGEL GROUP I									
I	64162	PD/PW CAMPUS	APBNK	7/25/2024	R	6/25/2024	10,906.39	10,906.39CR	
		G/L ACCOUNT		CK: 156062			10,906.39		
	421	48000-01-302.00	ARCHITECTS' FEES			10,906.39	PD/PW CAMPUS		
			REG. CHECK			1	10,906.39	10,906.39CR	0.00
							10,906.39	0.00	

01-004012 BOLTON & MENK INC									
I	0340332	PICKLEBALL / DOG PARK	APBNK	7/25/2024	R	7/12/2024	8,325.00	8,325.00CR	
		G/L ACCOUNT		CK: 156063			8,325.00		
	205	49005-01-540.00	IMPROVEMENTS OTHER THAN BLDGS			8,325.00	PICKLEBALL / DOG PARK		
			REG. CHECK			1	8,325.00	8,325.00CR	0.00
							8,325.00	0.00	

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01-006215 SARAH BOUFFORD									
I	2024-0445	KIDS FAVORITES CAMP #3 REFU	APBNK	7/25/2024	R	7/19/2024	168.00	168.00CR	
		G/L ACCOUNT		CK: 156064			168.00		
	101 22005	REFUNDS PAYABLE - P&R				168.00	KIDS FAVORITES CAMP #3 REFUND		
				REG. CHECK		1	168.00	168.00CR	0.00
							168.00	0.00	

01-003249 BRANDL ANDERSON HOMES									
I	2024-01238	AS-BUILT SURVEY REFUND	APBNK	7/25/2024	R	7/11/2024	2,000.00	2,000.00CR	
		G/L ACCOUNT		CK: 156065			2,000.00		
	101 22010	AS-BUILT SURVEY DEPOSITS				2,000.00	AS-BUILT SURVEY REFUND		
				REG. CHECK		1	2,000.00	2,000.00CR	0.00
							2,000.00	0.00	

01-004103 BUSINESS ESSENTIALS									
I	WO-1304159-1	OFFICE SUPPLIES	APBNK	7/25/2024	R	7/08/2024	103.60	103.60CR	
		G/L ACCOUNT		CK: 156066			103.60		
	101 41810-01-209.00	OTHER OFFICE SUPPLIES				103.60	OFFICE SUPPLIES		
I	WO-1304405-1	OFFICE SUPPLIES	APBNK	7/25/2024	R	7/09/2024	155.72	155.72CR	
		G/L ACCOUNT		CK: 156066			155.72		
	101 41810-01-209.00	OTHER OFFICE SUPPLIES				155.72	OFFICE SUPPLIES		
I	WO-1304405-2	OFFICE SUPPLIES	APBNK	7/25/2024	R	7/10/2024	29.87	29.87CR	
		G/L ACCOUNT		CK: 156066			29.87		
	101 41810-01-209.00	OTHER OFFICE SUPPLIES				29.87	OFFICE SUPPLIES		
I	WO-1304425-1	INK PENS FOR THE DEPARTMENT	APBNK	7/25/2024	R	7/09/2024	58.47	58.47CR	
		G/L ACCOUNT		CK: 156066			58.47		
	101 41810-01-209.00	OTHER OFFICE SUPPLIES				58.47	INK PENS FOR THE DEPARTMENT		
I	WO-1305075-1	OFFICE SUPPLIES	APBNK	7/25/2024	R	7/12/2024	106.50	106.50CR	
		G/L ACCOUNT		CK: 156066			106.50		
	101 41810-01-209.00	OTHER OFFICE SUPPLIES				106.50	OFFICE SUPPLIES		
				REG. CHECK		1	454.16	454.16CR	0.00
							454.16	0.00	

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01-003796 CAMPBELL KNUTSON PA										
I	2024-0398	JUNE LEGAL SERVICES	APBNK	7/25/2024	R	6/30/2024		7,598.53	7,598.53CR	
		G/L ACCOUNT		CK: 156067				7,598.53		
	101	42110-01-304.00	LEGAL FEES			7,598.53		JUNE LEGAL SERVICES		
			REG. CHECK			1		7,598.53	7,598.53CR	0.00
								7,598.53	0.00	

01-002078 CDW GOVERNMENT INC										
I	SD39308	PC WARRANTIES	APBNK	7/25/2024	R	7/03/2024		512.00	512.00CR	
		G/L ACCOUNT		CK: 156068				512.00		
	421	48000-01-393.00	P.C. HARDWARE PURCHASES			512.00		PC WARRANTIES		
			REG. CHECK			1		512.00	512.00CR	0.00
								512.00	0.00	

01-006010 CEDAR RIDGE LANDSCAPING INC										
I	2024-0426	RSMT LIFETIME ATHLETIC PROJ	APBNK	7/25/2024	R	6/30/2024		29,981.52	29,981.52CR	
		G/L ACCOUNT		CK: 156069				29,981.52		
	476	48000-01-521.00	BUILDING & STRUCTURE PURCHASES			29,981.52		RSMT LIFETIME ATHLETIC PROJ		
			REG. CHECK			1		29,981.52	29,981.52CR	0.00
								29,981.52	0.00	

01-000717 CEMSTONE PRODUCTS CO										
I	7482659	CONCRETE SUPPLIES	APBNK	7/25/2024	R	6/25/2024		2,217.23	2,217.23CR	
		G/L ACCOUNT		CK: 156070				2,217.23		
	101	43121-01-410.00	CONCRETE SIDEWALK/CURB REPAIRS			2,217.23		CONCRETE SUPPLIES		
I	7483090	CONCRETE FOR SIDEWALK	APBNK	7/25/2024	R	6/26/2024		2,072.50	2,072.50CR	
		G/L ACCOUNT		CK: 156070				2,072.50		
	101	43121-01-410.00	CONCRETE SIDEWALK/CURB REPAIRS			2,072.50		CONCRETE FOR SIDEWALK		
			REG. CHECK			1		4,289.73	4,289.73CR	0.00
								4,289.73	0.00	

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01-006054 CENTRAL ROOFING COMPANY									
I	2024-0427	RSMT LIFETIME ATHLETIC PROJ	APBNK	7/25/2024	R	6/30/2024	164,072.12	164,072.12CR	
		G/L ACCOUNT		CK: 156071			164,072.12		
	476	48000-01-521.00	BUILDING & STRUCTURE PURCHASES			164,072.12	RSMT LIFETIME ATHLETIC PROJ		
			REG. CHECK			1	164,072.12	164,072.12CR	0.00
							164,072.12	0.00	

01-030498 CENTRAL TURF &									
I	50265637-00	IRRIGATION FOR NEW SOD	APBNK	7/25/2024	R	7/11/2024	116.32	116.32CR	
		G/L ACCOUNT		CK: 156072			116.32		
	101	45202-01-221.00	EQUIPMENT PARTS			116.32	IRRIGATION FOR NEW SOD		
			REG. CHECK			1	116.32	116.32CR	0.00
							116.32	0.00	

01-001576 CG MARKETING GROUP									
I	105357	BUSINESS CARDS-PD	APBNK	7/25/2024	R	7/03/2024	213.54	213.54CR	
		G/L ACCOUNT		CK: 156073			213.54		
	101	42110-01-203.00	PRINTED FORMS & PAPER			213.54	BUSINESS CARDS-PD		
			REG. CHECK			1	213.54	213.54CR	0.00
							213.54	0.00	

01-000202 CITY OF APPLE VALLEY									
I	73605098	WATERPARK CAMP 2 ADMISSION	APBNK	7/25/2024	R	7/08/2024	900.00	900.00CR	
		G/L ACCOUNT		CK: 156074			900.00		
	101	45100-91-219.00	OTHER OPERATING SUPPLIES			900.00	WATERPARK CAMP 2 ADMISSION		
			REG. CHECK			1	900.00	900.00CR	0.00
							900.00	0.00	

01-004639 CLEARWAY COMMUNITY SOLAR LL									
I	ROSEMNT-12407	MAY'24 SOLAR SUBSCRIPTIONS	APBNK	7/25/2024	R	7/08/2024	17,097.02	17,097.02CR	
		G/L ACCOUNT		CK: 156075			17,097.02		
	101	11510	NATIONAL GUARD A/R			10,496.82	MAY'24 SOLAR SUBSCRIPTIONS		
	101	41940-01-381.00	ELECTRIC UTILITIES			282.93	MAY'24 SOLAR SUBSCRIPTIONS		
	101	43121-01-381.00	ELECTRIC UTILITIES			46.10	MAY'24 SOLAR SUBSCRIPTIONS		

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		101 45100-01-381.00	ELECTRIC UTILITIES					4,498.64	MAY'24 SOLAR SUBSCRIPTIONS	
		101 45202-01-381.00	ELECTRIC UTILITIES					189.74	MAY'24 SOLAR SUBSCRIPTIONS	
		201 46300-01-381.00	ELECTRIC UTILITIES					6.32	MAY'24 SOLAR SUBSCRIPTIONS	
		601 49406-01-381.00	ELECTRIC UTILITIES					243.43	MAY'24 SOLAR SUBSCRIPTIONS	
		601 49417-01-381.00	ELECTRIC UTILITIES					473.05	MAY'24 SOLAR SUBSCRIPTIONS	
		601 49418-01-381.00	ELECTRIC UTILITIES					422.20	MAY'24 SOLAR SUBSCRIPTIONS	
		602 49452-01-381.00	ELECTRIC UTILITIES					66.05	MAY'24 SOLAR SUBSCRIPTIONS	
		602 49458-01-381.00	ELECTRIC UTILITIES					39.43	MAY'24 SOLAR SUBSCRIPTIONS	
		602 49460-01-381.00	ELECTRIC UTILITIES					23.85	MAY'24 SOLAR SUBSCRIPTIONS	
		603 49511-01-381.00	ELECTRIC UTILITIES					13.83	MAY'24 SOLAR SUBSCRIPTIONS	
		608 49508-01-381.00	ELECTRIC UTILITIES					294.63	MAY'24 SOLAR SUBSCRIPTIONS	
			REG. CHECK				1	17,097.02	17,097.02CR	0.00
								17,097.02	0.00	

01-000640 CNH ARCHITECTS

I 3230	CENTRAL PARK - PW DESIGN	APBNK	7/25/2024	R	6/30/2024			5,262.72	5,262.72CR	
	G/L ACCOUNT		CK: 156077					5,262.72		
	205 49005-01-539.00	IMPROVEMENTS OTHER THAN BLDGS				5,262.72		CENTRAL PARK - PW DESIGN		
		REG. CHECK					1	5,262.72	5,262.72CR	0.00
								5,262.72	0.00	

01-031370 COLLINS ELECTRICAL

I 21482	FIRE ALARM MONITOR'G-CITY H	APBNK	7/25/2024	R	7/01/2024			422.65	422.65CR	
	G/L ACCOUNT		CK: 156078					422.65		
	101 41940-01-319.00	OTHER PROFESSIONAL SERVICES				422.65		FIRE ALARM MONITOR'G-CITY HALL		
I 2432465.01	SERVICE CALL - LABOR	APBNK	7/25/2024	R	7/16/2024			343.00	343.00CR	
	G/L ACCOUNT		CK: 156078					343.00		
	101 45100-01-404.00	CONTRACTED MACH & EQUIP R & M				343.00		SERVICE CALL - LABOR		
		REG. CHECK					1	765.65	765.65CR	0.00
								765.65	0.00	

01-031530 COMPUTER INTEGRATION TECH

I 379317	DATTO SAAS	APBNK	7/25/2024	R	7/15/2024			783.00	783.00CR	
	G/L ACCOUNT		CK: 156079					783.00		
	101 41320-01-391.00	P.C. MAINTENANCE				783.00		DATTO SAAS		
I 379368	AUG'24 MANAGED SERVER BACKU	APBNK	7/25/2024	R	7/15/2024			2,655.00	2,655.00CR	
	G/L ACCOUNT		CK: 156079					2,655.00		
	101 41320-01-391.00	P.C. MAINTENANCE				2,655.00		AUG'24 MANAGED SERVER BACKUP		

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				REG. CHECK		1		3,438.00	3,438.00CR	0.00
								3,438.00	0.00	
01-004277 CORE & MAIN LP										
I V244785		OMNI T2 3-INCH METERS	APBNK	7/25/2024	R	7/15/2024		897.28	897.28CR	
		G/L ACCOUNT		CK: 156080				897.28		
	601 49400-01-220.00	METER PURCHASES					897.28	OMNI T2 3-INCH METERS		
I V247492		OMNI T2 METERS	APBNK	7/25/2024	R	7/16/2024		892.91	892.91CR	
		G/L ACCOUNT		CK: 156080				892.91		
	601 49400-01-220.00	METER PURCHASES					892.91	OMNI T2 METERS		
I V281781		FLANGE KITS 6-INCH	APBNK	7/25/2024	R	7/19/2024		825.43	825.43CR	
		G/L ACCOUNT		CK: 156080				825.43		
	601 49400-01-220.00	METER PURCHASES					825.43	FLANGE KITS 6-INCH		
				REG. CHECK		1		2,615.62	2,615.62CR	0.00
								2,615.62	0.00	
01-006206 JENNY CORNELIA										
I 2024-0409		KIDS FAVORITES CAMP 2 REFUN	APBNK	7/25/2024	R	7/11/2024		168.00	168.00CR	
		G/L ACCOUNT		CK: 156081				168.00		
	101 22005	REFUNDS PAYABLE - P&R					168.00	KIDS FAVORITES CAMP 2 REFUND		
I 2024-0410		KIDS FAVORITES CAMP 2 REFUN	APBNK	7/25/2024	R	7/11/2024		168.00	168.00CR	
		G/L ACCOUNT		CK: 156081				168.00		
	101 22005	REFUNDS PAYABLE - P&R					168.00	KIDS FAVORITES CAMP 2 REFUND		
				REG. CHECK		1		336.00	336.00CR	0.00
								336.00	0.00	
01-031577 CORPORATE MECHANICAL INC										
I C002373		JULY BILLING - MAINTENANCE	APBNK	7/25/2024	R	7/04/2024		1,925.00	1,925.00CR	
		G/L ACCOUNT		CK: 156082				1,925.00		
	101 45100-01-404.00	CONTRACTED MACH & EQUIP R & M					1,925.00	JULY BILLING - MAINTENANCE		
				REG. CHECK		1		1,925.00	1,925.00CR	0.00
								1,925.00	0.00	

VENDOR SEQUENCE										
VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
01-000826 DAK CNTY ATTORNEY'S OFFICE										
I	2024-0405	FORFEITURE FEES	APBNK	7/25/2024	R	6/03/2024		3,129.16	3,129.16CR	
		G/L ACCOUNT		CK: 156083				3,129.16		
	208	49008-01-304.00	LEGAL FEES				3,129.16	FORFEITURE FEES		
I	2024-0406	FORFEITURE FEES	APBNK	7/25/2024	R	6/03/2024		139.50	139.50CR	
		G/L ACCOUNT		CK: 156083				139.50		
	208	49008-01-304.00	LEGAL FEES				139.50	FORFEITURE FEES		
I	2024-0407	FORFEITURE FEES	APBNK	7/25/2024	R	6/03/2024		4,457.66	4,457.66CR	
		G/L ACCOUNT		CK: 156083				4,457.66		
	208	49008-01-304.00	LEGAL FEES				4,457.66	FORFEITURE FEES		
			REG. CHECK				1	7,726.32	7,726.32CR	0.00
								7,726.32	0.00	
01-005859 DAKOTA 911										
I	RO2024-08	AUGUST 911 FEE	APBNK	7/25/2024	R	7/03/2024		36,783.00	36,783.00CR	
		G/L ACCOUNT		CK: 156084				36,783.00		
	101	42110-01-319.00	OTHER PROFESSIONAL SERVICES				36,783.00	AUGUST 911 FEE		
			REG. CHECK				1	36,783.00	36,783.00CR	0.00
								36,783.00	0.00	
01-040040 DAKOTA AWARDS & ENGRAVING										
I	28110	TROPHIES FOR BBQ EVENT	APBNK	7/25/2024	R	7/17/2024		579.50	579.50CR	
		G/L ACCOUNT		CK: 156085				579.50		
	101	45100-01-315.00	SPECIAL PROGRAMS				579.50	TROPHIES FOR BBQ EVENT		
			REG. CHECK				1	579.50	579.50CR	0.00
								579.50	0.00	
01-002821 DAKOTA COUNTY TRANSPORTATIO										
I	51948	ASPEN AVE EXTENSION PERMIT	APBNK	7/25/2024	R	7/09/2024		350.00	350.00CR	
		G/L ACCOUNT		CK: 156086				350.00		
	493	48000-01-439.00	OTHER MISCELLANEOUS CHARGES				350.00	ASPEN AVE EXTENSION PERMIT		
			REG. CHECK				1	350.00	350.00CR	0.00
								350.00	0.00	

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING

01-006211 DAKOTA COUNTY TRIBUNE										
I	2024-0418	DAK CNTY TRIBUNE SUBSCRIPTI	APBNK	7/25/2024	R	7/19/2024		72.00	72.00CR	
		G/L ACCOUNT		CK: 156087				72.00		
	101	45100-01-433.00 DUES & SUBSCRIPTIONS					72.00	DAK CNTY TRIBUNE SUBSCRIPTION		
			REG. CHECK			1		72.00	72.00CR	0.00
								72.00	0.00	

01-040435 DAKOTA ELECTRIC ASSOCIATION										
I	200001066414	6/24 STREET LIGHTS	APBNK	7/25/2024	R	7/03/2024		6,293.91	6,293.91CR	
		G/L ACCOUNT		CK: 156088				6,293.91		
	608	49508-01-381.00 ELECTRIC UTILITIES					6,293.91	STREET LIGHTS		
I	200001519073	6/24 SIREN #10	APBNK	7/25/2024	R	7/03/2024		5.00	5.00CR	
		G/L ACCOUNT		CK: 156088				5.00		
	101	43121-01-381.00 ELECTRIC UTILITIES					5.00	SIREN #10		
I	200001834654	6/24 LIFT STATION #4	APBNK	7/25/2024	R	7/03/2024		187.61	187.61CR	
		G/L ACCOUNT		CK: 156088				187.61		
	602	49454-01-381.00 ELECTRIC UTILITIES					187.61	LIFT STATION #4		
I	200002004786	6/24 CONNEMARA PARK SHELTER/LIGH	APBNK	7/25/2024	R	7/03/2024		18.72	18.72CR	
		G/L ACCOUNT		CK: 156088				18.72		
	101	45202-01-381.00 ELECTRIC UTILITIES					18.72	CONNEMARA PARK SHELTER/LIGHTS		
I	200002007870	6/24 IRRIGATION PUMP/SP CONTROL	APBNK	7/25/2024	R	7/03/2024		19.92	19.92CR	
		G/L ACCOUNT		CK: 156088				19.92		
	101	45202-01-381.00 ELECTRIC UTILITIES					19.92	IRRIGATION PUMP/SP CONTROL BLD		
I	200002009231	6/24 WELL #8	APBNK	7/25/2024	R	7/03/2024		1,810.05	1,810.05CR	
		G/L ACCOUNT		CK: 156088				1,810.05		
	601	49408-01-381.00 ELECTRIC UTILITIES					1,810.05	WELL #8		
I	200002009496	6/24 WATER TOWER #2	APBNK	7/25/2024	R	7/03/2024		243.70	243.70CR	
		G/L ACCOUNT		CK: 156088				243.70		
	601	49416-01-381.00 ELECTRIC UTILITIES					243.70	WATER TOWER #2		
I	200002079739	6/24 JAYCEE PARK SHELTER/LIGHTS	APBNK	7/25/2024	R	7/03/2024		130.45	130.45CR	
		G/L ACCOUNT		CK: 156088				130.45		
	101	45202-01-381.00 ELECTRIC UTILITIES					130.45	JAYCEE PARK SHELTER/LIGHTS		
I	200002080539	6/24 LIFT STATION #3	APBNK	7/25/2024	R	7/03/2024		224.73	224.73CR	
		G/L ACCOUNT		CK: 156088				224.73		
	602	49453-01-381.00 ELECTRIC UTILITIES					224.73	LIFT STATION #3		

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
I 200002112506	6/24	JAYCEE PARK TRAIL LIGHTS	APBNK	7/25/2024	R	7/03/2024		173.60	173.60CR	
		G/L ACCOUNT		CK: 156088				173.60		
	101	45202-01-381.00	ELECTRIC UTILITIES				173.60	JAYCEE PARK TRAIL LIGHTS		
I 200002868701	6/24	STORM DRAIN LIFT STATION #3	APBNK	7/25/2024	R	7/03/2024		137.25	137.25CR	
		G/L ACCOUNT		CK: 156088				137.25		
	603	49513-01-381.00	ELECTRIC UTILITIES				137.25	STORM DRAIN LIFT STATION #3		
I 200003329984	6/24	SDLS #4/LS #6	APBNK	7/25/2024	R	7/03/2024		465.65	465.65CR	
		G/L ACCOUNT		CK: 156088				465.65		
	603	49514-01-381.00	ELECTRIC UTILITIES				93.13	SDLS #4/LS #6		
	602	49456-01-381.00	ELECTRIC UTILITIES				372.52	SDLS #4/LS #6		
I 200003564457	6/24	METERED TUNNEL LIGHTS	APBNK	7/25/2024	R	7/03/2024		17.40	17.40CR	
		G/L ACCOUNT		CK: 156088				17.40		
	608	49508-01-381.00	ELECTRIC UTILITIES				17.40	METERED TUNNEL LIGHTS		
I 200003949690	6/24	LIFT STATION #9	APBNK	7/25/2024	R	7/03/2024		212.52	212.52CR	
		G/L ACCOUNT		CK: 156088				212.52		
	602	49457-01-381.00	ELECTRIC UTILITIES				212.52	LIFT STATION #9		
I 200004097754	6/24	STORM DRAIN LIFT STATION #6	APBNK	7/25/2024	R	7/03/2024		35.03	35.03CR	
		G/L ACCOUNT		CK: 156088				35.03		
	603	49516-01-381.00	ELECTRIC UTILITIES				35.03	STORM DRAIN LIFT STATION #6		
I 200010038900	6/24	STORM DRAIN LIFT STATION #8	APBNK	7/25/2024	R	7/03/2024		73.06	73.06CR	
		G/L ACCOUNT		CK: 156088				73.06		
	603	49518-01-381.00	ELECTRIC UTILITIES				73.06	STORM DRAIN LIFT STATION #8		
I 200010054799	6/24	LIFT STATION #5	APBNK	7/25/2024	R	7/03/2024		389.41	389.41CR	
		G/L ACCOUNT		CK: 156088				389.41		
	602	49455-01-381.00	ELECTRIC UTILITIES				389.41	LIFT STATION #5		
I 200010057891	6/24	LIFT STATION #12	APBNK	7/25/2024	R	7/03/2024		45.70	45.70CR	
		G/L ACCOUNT		CK: 156088				45.70		
	602	49462-01-381.00	ELECTRIC UTILITIES				45.70	LIFT STATION #12		
			REG. CHECK			1		10,483.71	10,483.71CR	0.00
								10,483.71	0.00	

01-004256 DAVIDS HYDRO VAC										
I 240051636		HYDRO EXCAVATION SERVICE	APBNK	7/25/2024	R	7/02/2024		3,067.50	3,067.50CR	
		G/L ACCOUNT		CK: 156090				3,067.50		
	603	49500-01-403.00	CONTRACTED R & M-OTHER IMPROV				3,067.50	HYDRO EXCAVATION SERVICE		
			REG. CHECK			1		3,067.50	3,067.50CR	0.00
								3,067.50	0.00	

VENDOR SEQUENCE										
VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING

01-040825 DICK'S VALLEY SERVICE INC										
I	2024-0402	FORFEITURE FEES	APBNK	7/25/2024	R	6/03/2024		185.00	185.00CR	
		G/L ACCOUNT		CK: 156091				185.00		
	208	49008-01-436.00	TOWING CHARGES				185.00	FORFEITURE FEES		
I	2024-0403	FORFEITURE FEES	APBNK	7/25/2024	R	6/03/2024		1,789.87	1,789.87CR	
		G/L ACCOUNT		CK: 156091				1,789.87		
	208	49008-01-436.00	TOWING CHARGES				1,789.87	FORFEITURE FEES		
I	2024-0404	FORFEITURE FEES	APBNK	7/25/2024	R	6/03/2024		1,297.83	1,297.83CR	
		G/L ACCOUNT		CK: 156091				1,297.83		
	208	49008-01-436.00	TOWING CHARGES				1,297.83	FORFEITURE FEES		
			REG. CHECK				1	3,272.70	3,272.70CR	0.00
								3,272.70	0.00	

01-041800 DR HORTON INC										
I	2023-02412	AS-BUILT SURVEY REFUND	APBNK	7/25/2024	R	7/11/2024		2,000.00	2,000.00CR	
		G/L ACCOUNT		CK: 156092				2,000.00		
	101	22010	AS-BUILT SURVEY DEPOSITS				2,000.00	AS-BUILT SURVEY REFUND		
I	2023-02598	AS-BUILT SURVEY REFUND	APBNK	7/25/2024	R	7/11/2024		2,000.00	2,000.00CR	
		G/L ACCOUNT		CK: 156092				2,000.00		
	101	22010	AS-BUILT SURVEY DEPOSITS				2,000.00	AS-BUILT SURVEY REFUND		
I	2023-03479	AS-BUILT SURVEY REFUND	APBNK	7/25/2024	R	7/11/2024		2,000.00	2,000.00CR	
		G/L ACCOUNT		CK: 156092				2,000.00		
	101	22010	AS-BUILT SURVEY DEPOSITS				2,000.00	AS-BUILT SURVEY REFUND		
I	2023-03560	AS-BUILT SURVEY REFUND	APBNK	7/25/2024	R	7/11/2024		2,000.00	2,000.00CR	
		G/L ACCOUNT		CK: 156092				2,000.00		
	101	22010	AS-BUILT SURVEY DEPOSITS				2,000.00	AS-BUILT SURVEY REFUND		
			REG. CHECK				1	8,000.00	8,000.00CR	0.00
								8,000.00	0.00	

01-050329 ECM PUBLISHERS INC										
I	1007345	VARIANCE APPEAL NOTICE	APBNK	7/25/2024	R	7/12/2024		34.87	34.87CR	
		G/L ACCOUNT		CK: 156093				34.87		
	101	41810-01-351.00	LEGAL NOTICES PUBLISHING				34.87	VARIANCE APPEAL NOTICE		
I	1007346	KJ WALK PUBLIC NOTICE	APBNK	7/25/2024	R	7/12/2024		42.62	42.62CR	
		G/L ACCOUNT		CK: 156093				42.62		
	101	41810-01-351.00	LEGAL NOTICES PUBLISHING				42.62	KJ WALK PUBLIC NOTICE		

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
I 1007347		ACTIVE GROUP INS BIDS	APBNK	7/25/2024	R	7/12/2024	34.87	34.87CR	
		G/L ACCOUNT		CK: 156093			34.87		
	101 41810-01-351.00	LEGAL NOTICES PUBLISHING				34.87	ACTIVE GROUP INS BIDS		
		REG. CHECK				1	112.36	112.36CR	0.00
							112.36	0.00	
01-005733 ECOELSA LLC									
I 20240702-R		ECO ELSA CLASS	APBNK	7/25/2024	R	7/11/2024	420.00	420.00CR	
		G/L ACCOUNT		CK: 156094			420.00		
	101 45100-93-219.00	OTHER OPERATING SUPPLIES				420.00	ECO ELSA CLASS		
		REG. CHECK				1	420.00	420.00CR	0.00
							420.00	0.00	
01-050340 ECOLAB PEST									
I 5593792		PEST CONTROL-CH,SHOP,PW	APBNK	7/25/2024	R	6/26/2024	142.02	142.02CR	
		G/L ACCOUNT		CK: 156095			142.02		
	101 41940-01-319.00	OTHER PROFESSIONAL SERVICES				142.02	PEST CONTROL-CH,SHOP,PW		
I 5782637		PEST CONTROL-MN DOT	APBNK	7/25/2024	R	7/12/2024	49.39	49.39CR	
		G/L ACCOUNT		CK: 156095			49.39		
	101 41940-01-319.00	OTHER PROFESSIONAL SERVICES				49.39	PEST CONTROL-MN DOT		
		REG. CHECK				1	191.41	191.41CR	0.00
							191.41	0.00	
01-050812 EHLERS									
I 98316		2023 TIF REPORTING	APBNK	7/25/2024	R	7/09/2024	498.75	498.75CR	
		G/L ACCOUNT		CK: 156096			498.75		
	242 49042-01-319.00	OTHER PROFESSIONAL SERVICES				498.75	2023 TIF REPORTING		
I 98317		EXPO 2031 PRELIM REVIEW	APBNK	7/25/2024	R	7/09/2024	5,706.25	5,706.25CR	
		G/L ACCOUNT		CK: 156096			5,706.25		
	201 46300-01-319.00	OTHER PROFESSIONAL SERVICES				5,706.25	EXPO 2031 PRELIM REVIEW		
I 98318		2023 TIF REPORTING	APBNK	7/25/2024	R	7/09/2024	1,251.25	1,251.25CR	
		G/L ACCOUNT		CK: 156096			1,251.25		
	242 49042-01-319.00	OTHER PROFESSIONAL SERVICES				1,251.25	2023 TIF REPORTING		
		REG. CHECK				1	7,456.25	7,456.25CR	0.00
							7,456.25	0.00	

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING

01-051330 EMERGENCY APPARATUS MAINT									
I 131392		REPAIR PARTS AND LABOR-L11	APBNK	7/25/2024	R	7/08/2024	3,730.60	3,730.60CR	
		G/L ACCOUNT		CK: 156097			3,730.60		
	101 43100-01-404.00	CONTRACTED MACH & EQUIP SERV				3,184.69	REPAIR PARTS AND LABOR-L11		
	101 43100-01-221.00	EQUIPMENT PARTS				545.91	REPAIR PARTS AND LABOR-L11		
				REG. CHECK		1	3,730.60	3,730.60CR	0.00
							3,730.60	0.00	

01-051340 EMERGENCY AUTOMOTIVE TECH									
I JP06132440B		DURANGO BUILD	APBNK	7/25/2024	R	6/24/2024	77.14	77.14CR	
		G/L ACCOUNT		CK: 156098			77.14		
	207 49007-01-576.00	OTHER EQUIPMENT PURCHASES				77.14	DURANGO BUILD		
I JP06132440C		DURANGO/SUREFITTEES	APBNK	7/25/2024	R	7/08/2024	171.20	171.20CR	
		G/L ACCOUNT		CK: 156098			171.20		
	207 49007-01-576.00	OTHER EQUIPMENT PURCHASES				171.20	DURANGO/SUREFITTEES		
				REG. CHECK		1	248.34	248.34CR	0.00
							248.34	0.00	

01-004317 EVENTEACTIVE INC									
I 15913		MARKETING-COMM CENTER	APBNK	7/25/2024	R	7/17/2024	1,440.00	1,440.00CR	
		G/L ACCOUNT		CK: 156099			1,440.00		
	101 45100-01-433.00	DUES & SUBSCRIPTIONS				1,440.00	MARKETING-COMM CENTER		
I 15914		MARKETING-STEEPLE CENTER	APBNK	7/25/2024	R	7/17/2024	500.00	500.00CR	
		G/L ACCOUNT		CK: 156099			500.00		
	101 45100-01-433.00	DUES & SUBSCRIPTIONS				500.00	MARKETING-STEEPLE CENTER		
				REG. CHECK		1	1,940.00	1,940.00CR	0.00
							1,940.00	0.00	

01-000492 HEATH & GINGER EWING									
I 2024-0429		REFUND PARTIAL OVERPAY ON A	APBNK	7/25/2024	R	7/18/2024	400.00	400.00CR	
		G/L ACCOUNT		CK: 156100			400.00		
	601 22000	DEPOSITS PAYABLE				400.00	REFUND PARTIAL OVERPAY ON ACCT		
				REG. CHECK		1	400.00	400.00CR	0.00
							400.00	0.00	

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING

01-060685 FIRE RELIEF ASSOCIATION									
I	2024-0412	CITY CONTRIBUTION-PENSION F	APBNK	7/25/2024	R	7/08/2024	30,000.00	30,000.00CR	
		G/L ACCOUNT		CK: 156101			30,000.00		
	101	42210-01-314.00	ANNUAL FIRE RELIEF CONTRIBUTN			30,000.00	CITY CONTRIBUTION-PENSION FUND		
			REG. CHECK			1	30,000.00	30,000.00CR	0.00
							30,000.00	0.00	

01-003798 FIRST ADVANTAGE OCCUPATIONA									
I	2509272406	DRUG TESTING FOR CDL	APBNK	7/25/2024	R	6/30/2024	178.37	178.37CR	
		G/L ACCOUNT		CK: 156102			178.37		
	101	41130-01-305.00	MEDICAL & DENTAL FEES			178.37	DRUG TESTING FOR CDL		
			REG. CHECK			1	178.37	178.37CR	0.00
							178.37	0.00	

01-005314 FLEET SERVICES									
I	2024120020	JUN'24 PD/PW LEASE	APBNK	7/25/2024	R	7/08/2024	10,883.05	10,883.05CR	
		G/L ACCOUNT		CK: 156103			10,883.05		
	207	49007-01-548.00	LEASE PROGRAM-P.W. VEHICLES			6,917.82	JUN'24 PD/PW LEASE		
	207	49007-01-549.00	LEASE PROGRAM-POLICE VEHICLES			3,268.19	JUN'24 PD/PW LEASE		
	601	49400-01-548.00	LEASE PROGRAM-P.W. VEHICLES			232.34	JUN'24 PD/PW LEASE		
	602	49450-01-548.00	LEASE PROGRAM-P.W. VEHICLES			232.35	JUN'24 PD/PW LEASE		
	603	49500-01-548.00	LEASE PROGRAM-P.W. VEHICLES			232.35	JUN'24 PD/PW LEASE		
			REG. CHECK			1	10,883.05	10,883.05CR	0.00
							10,883.05	0.00	

01-005768 FP MAILING SOLUTIONS									
I	2024-0400	7/10 POSTAGE METER REFILL	APBNK	7/25/2024	D	7/10/2024	700.00	700.00CR	
		G/L ACCOUNT		CK: 001973			700.00		
	101	41810-01-322.00	POSTAGE COSTS			700.00	7/10 POSTAGE METER REFILL		
I	2024-0430	7/17 POSTAGE METER REFILL	APBNK	7/25/2024	D	7/17/2024	600.00	600.00CR	
		G/L ACCOUNT		CK: 001973			600.00		
	101	41810-01-322.00	POSTAGE COSTS			600.00	7/17 POSTAGE METER REFILL		
			DRAFTS			1	1,300.00	1,300.00CR	0.00
							1,300.00	0.00	

VENDOR SEQUENCE										
VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING

01-001307 FRANDRUP MASONRY, INC										
I	070824	TOILET PAD & SIDEWALK REPAI	APBNK	7/25/2024	R	7/08/2024		5,185.00	5,185.00CR	
		G/L ACCOUNT		CK: 156104				5,185.00		
		205 49005-01-541.00	IMPROVEMENTS	OTHER THAN BLDGS		5,185.00		TOILET PAD & SIDEWALK REPAIR		
			REG. CHECK			1		5,185.00	5,185.00CR	0.00
								5,185.00	0.00	

01-004158 GILBERT MECHANICAL CONTRACT										
I	247374	REPAIR RTU 2 @ FS #2	APBNK	7/25/2024	R	7/03/2024		398.00	398.00CR	
		G/L ACCOUNT		CK: 156105				398.00		
		101 41940-01-319.00	OTHER PROFESSIONAL SERVICES			398.00		REPAIR RTU 2 @ FS #2		
			REG. CHECK			1		398.00	398.00CR	0.00
								398.00	0.00	

01-006038 GLOBAL SPECIALTY CONTRACTOR										
I	2024-0420	RSMT LIFETIME ATHLETIC PROJ	APBNK	7/25/2024	R	6/30/2024		8,550.00	8,550.00CR	
		G/L ACCOUNT		CK: 156106				8,550.00		
		476 48000-01-521.00	BUILDING & STRUCTURE PURCHASES			8,550.00		RSMT LIFETIME ATHLETIC PROJ		
			REG. CHECK			1		8,550.00	8,550.00CR	0.00
								8,550.00	0.00	

01-006208 GM CONTRACTING INC										
I	2024-0413	CSAH 42 WATERMAIN EXTENSION	APBNK	7/25/2024	R	6/28/2024		1,392,855.19	1,392,855.19CR	
		G/L ACCOUNT		CK: 156107				1,392,855.19		
		418 48000-01-303.00	ENGINEERING FEES			1,392,855.19		CSAH 42 WATERMAIN EXTENSION		
			REG. CHECK			1		1,392,855.19	1,392,855.19CR	0.00
								1,392,855.19	0.00	

01-003407 GOLDEN OAK TREE SERVICE INC										
I	2024-0421	SPRING TREE WORK	APBNK	7/25/2024	R	7/15/2024		4,000.00	4,000.00CR	
		G/L ACCOUNT		CK: 156108				4,000.00		
		101 41110-01-225.00	LANDSCAPING MATERIALS			4,000.00		SPRING TREE WORK		
I	2024-0422	SPRING TREE WORK	APBNK	7/25/2024	R	7/15/2024		2,000.00	2,000.00CR	
		G/L ACCOUNT		CK: 156108				2,000.00		
		101 41110-01-225.00	LANDSCAPING MATERIALS			2,000.00		SPRING TREE WORK		

VENDOR SEQUENCE										
VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING

I 2024-0423		TREE REMOVAL	APBNK	7/25/2024	R	7/15/2024		2,200.00	2,200.00CR	
		G/L ACCOUNT		CK: 156108				2,200.00		
	101 43121-01-409.00	TREE TRIMMING					2,200.00	TREE REMOVAL		
I 2024-0424		ASH TREE REMOVAL	APBNK	7/25/2024	R	7/15/2024		4,100.00	4,100.00CR	
		G/L ACCOUNT		CK: 156108				4,100.00		
	101 43121-01-409.00	TREE TRIMMING					4,100.00	ASH TREE REMOVAL		
		REG. CHECK					1	12,300.00	12,300.00CR	0.00
								12,300.00	0.00	

01-000359 GRAND SLAM										
I 071824-2		FIELD TRIP ADMISSION	APBNK	7/25/2024	R	7/18/2024		447.00	447.00CR	
		G/L ACCOUNT		CK: 156109				447.00		
	101 45100-91-219.00	OTHER OPERATING SUPPLIES					447.00	FIELD TRIP ADMISSION		
		REG. CHECK					1	447.00	447.00CR	0.00
								447.00	0.00	

01-005693 GREAT AMERICA FINANCIAL SVC										
I 36871631		POSTAGE EQUIPMENT	APBNK	7/20/2024	D	6/25/2024		192.41	192.41CR	
		G/L ACCOUNT		CK: 001974				192.41		
	101 41810-01-413.00	OFFICE EQUIPMENT RENTAL					192.41	POSTAGE EQUIPMENT		
		DRAFTS					1	192.41	192.41CR	0.00
								192.41	0.00	

01-005860 GUARDIAN SUPPLY										
I 18577		EMBROIDERED NAME TAPE-COUGH	APBNK	7/25/2024	R	6/28/2024		20.00	20.00CR	
		G/L ACCOUNT		CK: 156110				20.00		
	208 49008-01-217.00	CLOTHING ALLOWANCE					20.00	EMBROIDERED NAME TAPE-COUGH LIN		
		REG. CHECK					1	20.00	20.00CR	0.00
								20.00	0.00	

01-006202 CHEYANNEN GUTIERREZ-ROSALES										
I 2024-0399		PERMIT 6115-DAMAGE DEPOSIT	APBNK	7/25/2024	R	7/15/2024		300.00	300.00CR	
		G/L ACCOUNT		CK: 156111				300.00		
	101 22005	REFUNDS PAYABLE - P&R					300.00	PERMIT 6115-DAMAGE DEPOSIT		

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
				REG. CHECK		1		300.00	300.00CR	0.00
								300.00	0.00	
01-080050 HACH COMPANY										
I 14103661		TEST STRIPS FOR HARDNESS	APBNK	7/25/2024	R	7/12/2024		30.39	30.39CR	
		G/L ACCOUNT		CK: 156112				30.39		
	601 49400-01-216.00	CHEMICALS & CHEMICAL PRODUCTS					30.39	TEST STRIPS FOR HARDNESS		
I 14111855		FLUORIDE REAGENTS	APBNK	7/25/2024	R	7/17/2024		356.39	356.39CR	
		G/L ACCOUNT		CK: 156112				356.39		
	601 49400-01-216.00	CHEMICALS & CHEMICAL PRODUCTS					356.39	FLUORIDE REAGENTS		
				REG. CHECK		1		386.78	386.78CR	0.00
								386.78	0.00	
01-006159 HALLBERG ENGINEERING										
I 34822		PW / PD CAMPUS PROJECT	APBNK	7/25/2024	R	6/30/2024		1,000.00	1,000.00CR	
		G/L ACCOUNT		CK: 156113				1,000.00		
	421 48000-01-303.00	ENGINEERING FEES					1,000.00	PW / PD CAMPUS PROJECT		
				REG. CHECK		1		1,000.00	1,000.00CR	0.00
								1,000.00	0.00	
01-006216 RACHAEL HART										
I 2024-0448		WATERPARK CAMP #3 REFUND	APBNK	7/25/2024	R	7/12/2024		168.00	168.00CR	
		G/L ACCOUNT		CK: 156114				168.00		
	101 22005	REFUNDS PAYABLE - P&R					168.00	WATERPARK CAMP #3 REFUND		
				REG. CHECK		1		168.00	168.00CR	0.00
								168.00	0.00	
01-006057 HARTY MECHANICAL INC										
I 2024-0428		RSMT LIFETIME ATHLETIC PROJ	APBNK	7/25/2024	R	6/30/2024		1,106,340.22	1,106,340.22CR	
		G/L ACCOUNT		CK: 156115				1,106,340.22		
	476 48000-01-521.00	BUILDING & STRUCTURE PURCHASES					1,106,340.22	RSMT LIFETIME ATHLETIC PROJ		
				REG. CHECK		1		1,106,340.22	1,106,340.22CR	0.00
								1,106,340.22	0.00	

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING

01-080458 HAWKINS INC										
I 6807444		CHLORINE TANK RENTAL	APBNK	7/25/2024	R	7/15/2024		160.00	160.00CR	
		G/L ACCOUNT		CK: 156116				160.00		
	601 49400-01-216.00	CHEMICALS & CHEMICAL PRODUCTS				160.00		CHLORINE TANK RENTAL		
				REG. CHECK		1		160.00	160.00CR	0.00
								160.00	0.00	

01-005995 HGA										
I 252855		PR OFFICE REMODEL - NG	APBNK	7/25/2024	R	7/16/2024		2,941.50	2,941.50CR	
		G/L ACCOUNT		CK: 156117				2,941.50		
	202 24433	F/B ASSIGNED FOR CC FIRE ALARM				2,941.50		PR OFFICE REMODEL - NG		
				REG. CHECK		1		2,941.50	2,941.50CR	0.00
								2,941.50	0.00	

01-005278 HLS OUTDOOR										
I 0016593078-001		IRRIGATION SUPPLIES	APBNK	7/25/2024	R	7/09/2024		91.58	91.58CR	
		G/L ACCOUNT		CK: 156118				91.58		
	101 45202-01-221.00	EQUIPMENT PARTS				91.58		IRRIGATION SUPPLIES		
I 0016593691-001		PVC PIPE	APBNK	7/25/2024	R	7/09/2024		138.36	138.36CR	
		G/L ACCOUNT		CK: 156118				138.36		
	101 45202-01-221.00	EQUIPMENT PARTS				138.36		PVC PIPE		
				REG. CHECK		1		229.94	229.94CR	0.00
								229.94	0.00	

01-081575 HOME DEPOT CREDIT SERVICE										
I 5010619		CLOCK REPLACEMENT-PD	APBNK	7/25/2024	R	7/10/2024		113.41	113.41CR	
		G/L ACCOUNT		CK: 156119				113.41		
	101 41940-01-223.00	BUILDING REPAIR SUPPLIES				113.41		CLOCK REPLACEMENT-PD		
				REG. CHECK		1		113.41	113.41CR	0.00
								113.41	0.00	

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING

01-005996 HOME DEPOT U.S.A. INC									
I	2024-0439	TIF OSPREY NOTE	APBNK	7/25/2024	R	7/22/2025	39,340.00	39,340.00CR	
		G/L ACCOUNT		CK: 156120			39,340.00		
	243 49043-01-611.00	INTEREST ON OSPREY NOTE				31,614.36	TIF OSPREY NOTE		
	243 49043-01-601.00	PRINCIPAL ON OSPREY NOTE				7,725.64	TIF OSPREY NOTE		
				REG. CHECK		1	39,340.00	39,340.00CR	0.00
							39,340.00	0.00	

01-006139 HUEBSCH									
I	20329761	MATS & AIR FRESHENER @ FS #	APBNK	7/25/2024	R	7/03/2024	35.76	35.76CR	
		G/L ACCOUNT		CK: 156121			35.76		
	101 41940-01-319.00	OTHER PROFESSIONAL SERVICES				35.76	MATS & AIR FRESHENER @ FS #1		
I	20329769	MATS & AIR FRESHENER @ PD &	APBNK	7/25/2024	R	7/03/2024	203.12	203.12CR	
		G/L ACCOUNT		CK: 156121			203.12		
	101 41940-01-319.00	OTHER PROFESSIONAL SERVICES				203.12	MATS & AIR FRESHENER @ PD & CH		
I	20329770	MATS @ PW SOUTH	APBNK	7/25/2024	R	7/03/2024	16.27	16.27CR	
		G/L ACCOUNT		CK: 156121			16.27		
	101 41940-01-319.00	OTHER PROFESSIONAL SERVICES				16.27	MATS @ PW SOUTH		
I	20329771	MATS & TOWELS @ PW CENTRAL	APBNK	7/25/2024	R	7/03/2024	46.27	46.27CR	
		G/L ACCOUNT		CK: 156121			46.27		
	101 43100-01-211.00	CLEANING SUPPLIES				25.02	MATS & TOWELS @ PW CENTRAL		
	101 41940-01-319.00	OTHER PROFESSIONAL SERVICES				21.25	MATS & TOWELS @ PW CENTRAL		
I	20329772	MATS & AIR FRESHENER @ PW N	APBNK	7/25/2024	R	7/03/2024	81.25	81.25CR	
		G/L ACCOUNT		CK: 156121			81.25		
	101 41940-01-319.00	OTHER PROFESSIONAL SERVICES				81.25	MATS & AIR FRESHENER @ PW N		
I	20329774	MATS & AIR FRESHENER @ FS #	APBNK	7/25/2024	R	7/03/2024	31.76	31.76CR	
		G/L ACCOUNT		CK: 156121			31.76		
	101 41940-01-319.00	OTHER PROFESSIONAL SERVICES				31.76	MATS & AIR FRESHENER @ FS #2		
I	20333242	MATS & AIR FRESHENER @ FS #	APBNK	7/25/2024	R	7/17/2024	35.76	35.76CR	
		G/L ACCOUNT		CK: 156121			35.76		
	101 41940-01-319.00	OTHER PROFESSIONAL SERVICES				35.76	MATS & AIR FRESHENER @ FS #1		
I	20333249	MATS @ PD & CH	APBNK	7/25/2024	R	7/17/2024	141.62	141.62CR	
		G/L ACCOUNT		CK: 156121			141.62		
	101 41940-01-319.00	OTHER PROFESSIONAL SERVICES				141.62	MATS @ PD & CH		
I	20333250	MATS @ PW SOUTH	APBNK	7/25/2024	R	7/17/2024	16.27	16.27CR	
		G/L ACCOUNT		CK: 156121			16.27		
	101 41940-01-319.00	OTHER PROFESSIONAL SERVICES				16.27	MATS @ PW SOUTH		

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
I 20333251		MATS & TOWELS @ PW CENTRAL	APBNK	7/25/2024	R	7/17/2024	46.27	46.27CR	
		G/L ACCOUNT		CK: 156121			46.27		
	101 43100-01-211.00	CLEANING SUPPLIES				25.02	MATS & TOWELS @ PW CENTRAL		
	101 41940-01-319.00	OTHER PROFESSIONAL SERVICES				21.25	MATS & TOWELS @ PW CENTRAL		
I 20333252		MATS @ PW NORTH	APBNK	7/25/2024	R	7/17/2024	68.75	68.75CR	
		G/L ACCOUNT		CK: 156121			68.75		
	101 41940-01-319.00	OTHER PROFESSIONAL SERVICES				68.75	MATS @ PW NORTH		
I 20333253		MATS & AIR FRESHENER @ FS #	APBNK	7/25/2024	R	7/17/2024	31.76	31.76CR	
		G/L ACCOUNT		CK: 156121			31.76		
	101 41940-01-319.00	OTHER PROFESSIONAL SERVICES				31.76	MATS & AIR FRESHENER @ FS #2		
		REG. CHECK				1	754.86	754.86CR	0.00
							754.86	0.00	
01-003122 I STATE TRUCK CENTER									
C C242884146:01		CORE CREDIT	APBNK	7/25/2024	R	7/11/2024	143.75CR	143.75	
		G/L ACCOUNT		CK: 156123			143.75CR		
	101 43100-01-221.00	EQUIPMENT PARTS				143.75CR	CORE CREDIT		
I C242883885:01		PARTS	APBNK	7/25/2024	R	7/10/2024	480.91	480.91CR	
		G/L ACCOUNT		CK: 156123			480.91		
	101 43100-01-221.00	EQUIPMENT PARTS				480.91	PARTS		
		REG. CHECK				1	337.16	337.16CR	0.00
							337.16	0.00	
01-091405 INDEPENDENT BLACK DIRT									
I 35541		2 YDS BLACK DIRT	APBNK	7/25/2024	R	5/15/2024	44.00	44.00CR	
		G/L ACCOUNT		CK: 156124			44.00		
	603 49500-01-225.00	LANDSCAPING MATERIALS				44.00	2 YDS BLACK DIRT		
I 36039		6 YDS DIRT FOR FINAL GRADE	APBNK	7/25/2024	R	7/10/2024	132.00	132.00CR	
		G/L ACCOUNT		CK: 156124			132.00		
	101 45202-01-219.00	OTHER OPERATING SUPPLIES				132.00	6 YDS DIRT FOR FINAL GRADE		
I 36047		6 YDS DIRT-FINAL GRADE @ PA	APBNK	7/25/2024	R	7/10/2024	132.00	132.00CR	
		G/L ACCOUNT		CK: 156124			132.00		
	101 45202-01-219.00	OTHER OPERATING SUPPLIES				132.00	6 YDS DIRT-FINAL GRADE @ PARKS		
I 36049		6 YDS DIRT-FINAL GRADE @ PA	APBNK	7/25/2024	R	7/10/2024	132.00	132.00CR	
		G/L ACCOUNT		CK: 156124			132.00		
	101 45202-01-219.00	OTHER OPERATING SUPPLIES				132.00	6 YDS DIRT-FINAL GRADE @ PARKS		

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
I 36051		6 YDS DIRT-FINAL GRADE @ PA	APBNK	7/25/2024	R	7/10/2024		132.00	132.00CR	
		G/L ACCOUNT		CK: 156124				132.00		
	101	45202-01-219.00	OTHER OPERATING SUPPLIES				132.00	6 YDS DIRT-FINAL GRADE @ PARKS		
I 36057		24 YARDS BLACK DIRT	APBNK	7/25/2024	R	7/11/2024		528.00	528.00CR	
		G/L ACCOUNT		CK: 156124				528.00		
	603	49500-01-225.00	LANDSCAPING MATERIALS				528.00	24 YARDS BLACK DIRT		
I 36087		2 YDS BLACK DIRT	APBNK	7/25/2024	R	7/17/2024		44.00	44.00CR	
		G/L ACCOUNT		CK: 156124				44.00		
	603	49500-01-225.00	LANDSCAPING MATERIALS				44.00	2 YDS BLACK DIRT		
			REG. CHECK				1	1,144.00	1,144.00CR	0.00
								1,144.00	0.00	
01-006155 INSIGHT EDGE										
I 1844		ASSESSMENT SERVICES-COACHIN	APBNK	7/25/2024	R	7/15/2024		2,800.00	2,800.00CR	
		G/L ACCOUNT		CK: 156125				2,800.00		
	101	41130-01-319.00	OTHER PROFESSIONAL SERVICES				2,800.00	ASSESSMENT SERVICES-COACHING		
			REG. CHECK				1	2,800.00	2,800.00CR	0.00
								2,800.00	0.00	
01-000131 INTERMEDIATE SCHOOL DIST #9										
I INV0001738		FIELD USE FEE-JUNE & JULY 2	APBNK	7/25/2024	R	7/01/2024		825.00	825.00CR	
		G/L ACCOUNT		CK: 156126				825.00		
	101	45100-01-315.00	SPECIAL PROGRAMS				825.00	FIELD USE FEE-JUNE & JULY 2024		
			REG. CHECK				1	825.00	825.00CR	0.00
								825.00	0.00	
01-002655 INTERSTATE BATTERY SYSTEMS										
I 220073984		BATTERY	APBNK	7/25/2024	R	7/10/2024		160.00	160.00CR	
		G/L ACCOUNT		CK: 156127				160.00		
	101	43100-01-221.00	EQUIPMENT PARTS				160.00	BATTERY		
			REG. CHECK				1	160.00	160.00CR	0.00
								160.00	0.00	

VENDOR SEQUENCE										
VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING

01-006212 DEAN G JACOBSON										
I	2024-0419	TEMP CONSTRUCTION EASEMENT	APBNK	7/25/2024	R	7/08/2024		1,200.00	1,200.00CR	
		G/L ACCOUNT		CK: 156128				1,200.00		
	486	48000-01-510.00	LAND PURCHASES				1,200.00	TEMP CONSTRUCTION EASEMENT		
			REG. CHECK			1		1,200.00	1,200.00CR	0.00
								1,200.00	0.00	

01-003699 JANI-KING OF MINNESOTA										
I	MIN07240220	RCC JUNE CLEANING	APBNK	7/25/2024	R	7/08/2024		1,120.00	1,120.00CR	
		G/L ACCOUNT		CK: 156129				1,120.00		
	101	45100-01-312.00	CUSTODIAL SERVICES				1,120.00	RCC JUNE CLEANING		
I	MIN07240221	SC JUNE CLEANING	APBNK	7/25/2024	R	7/08/2024		700.00	700.00CR	
		G/L ACCOUNT		CK: 156129				700.00		
	101	45100-30-312.00	CUSTODIAL SERVICES				700.00	SC JUNE CLEANING		
			REG. CHECK			1		1,820.00	1,820.00CR	0.00
								1,820.00	0.00	

01-101360 JIRIK SOD FARMS INC										
I	53889	500 SF SOD	APBNK	7/25/2024	R	7/11/2024		155.00	155.00CR	
		G/L ACCOUNT		CK: 156130				155.00		
	101	45202-01-219.00	OTHER OPERATING SUPPLIES				155.00	500 SF SOD		
			REG. CHECK			1		155.00	155.00CR	0.00
								155.00	0.00	

01-004797 KCI CONSERVATION										
I	24-056	SPIRAL CLEANING	APBNK	7/25/2024	R	7/22/2024		1,230.00	1,230.00CR	
		G/L ACCOUNT		CK: 156131				1,230.00		
	101	41940-01-319.00	OTHER PROFESSIONAL SERVICES				1,230.00	SPIRAL CLEANING		
			REG. CHECK			1		1,230.00	1,230.00CR	0.00
								1,230.00	0.00	

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING

01-006196 KELLEHER CONSTRUCTION INC									
I	2024-0432	RSMT LIFETIME ATHLETIC PROJ	APBNK	7/25/2024	R	6/30/2024	107,440.25	107,440.25CR	
		G/L ACCOUNT		CK: 156132			107,440.25		
		476 48000-01-521.00	BUILDING & STRUCTURE PURCHASES			107,440.25	RSMT LIFETIME ATHLETIC PROJ		
			REG. CHECK			1	107,440.25	107,440.25CR	0.00
							107,440.25	0.00	

01-006217 VICTORIA KOEGEL									
I	2024-0451	PERMIT 5813-DAMAGE DEPOSIT	APBNK	7/25/2024	R	7/22/2024	300.00	300.00CR	
		G/L ACCOUNT		CK: 156133			300.00		
		101 22005	REFUNDS PAYABLE - P&R			300.00	PERMIT 5813-DAMAGE DEPOSIT		
			REG. CHECK			1	300.00	300.00CR	0.00
							300.00	0.00	

01-006081 KONE INC									
I	2024-0433	RSMT LIFETIME ATHLETIC PROJ	APBNK	7/25/2024	R	6/30/2024	74,661.45	74,661.45CR	
		G/L ACCOUNT		CK: 156134			74,661.45		
		476 48000-01-521.00	BUILDING & STRUCTURE PURCHASES			72,952.95	RSMT LIFETIME ATHLETIC PROJ		
		476 20600	CONTRACTS PAYABLE			1,708.50	RSMT LIFETIME ATHLETIC PROJ		
			REG. CHECK			1	74,661.45	74,661.45CR	0.00
							74,661.45	0.00	

01-005999 KRAUS-ANDERSON CONSTRUCTION									
I	65301	PD & PW CAMPUS THRU 6/30/24	APBNK	7/25/2024	R	7/08/2024	108,850.86	108,850.86CR	
		G/L ACCOUNT		CK: 156135			108,850.86		
		421 48000-01-319.00	OTHER PROFESSIONAL SERVICES			108,850.86	PD & PW CAMPUS THRU 6/30/24		
			REG. CHECK			1	108,850.86	108,850.86CR	0.00
							108,850.86	0.00	

01-111843 KRISS PREMIUM PRODUCTS									
I	189630	ARENA CHEMICALS	APBNK	7/25/2024	R	7/12/2024	367.96	367.96CR	
		G/L ACCOUNT		CK: 156136			367.96		
		650 45130-01-216.00	CHEMICALS & CHEMICAL PRODUCTS			367.96	ARENA CHEMICALS		
			REG. CHECK			1	367.96	367.96CR	0.00
							367.96	0.00	

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING

01-006214 RITAM KUMAR DHARA									
I	2024-0443	PERMIT 5830-DAMAGE DEPOSIT	APBNK	7/25/2024	R	7/22/2024	300.00	300.00CR	
		G/L ACCOUNT		CK: 156137			300.00		
	101 22005	REFUNDS PAYABLE - P&R				300.00	PERMIT 5830-DAMAGE DEPOSIT		
				REG. CHECK		1	300.00	300.00CR	0.00
							300.00	0.00	

01-006210 PATRICIA LARSON									
I	2024-0417	AUGUST SENIORS LUNCHEON REF	APBNK	7/25/2024	R	7/08/2024	15.00	15.00CR	
		G/L ACCOUNT		CK: 156138			15.00		
	101 22005	REFUNDS PAYABLE - P&R				15.00	AUGUST SENIORS LUNCHEON REFUND		
				REG. CHECK		1	15.00	15.00CR	0.00
							15.00	0.00	

01-120512 LEAGUE OF MN CITIES									
I	407699	2024 CLERKS ACADEMY	APBNK	7/25/2024	R	7/02/2024	250.00	250.00CR	
		G/L ACCOUNT		CK: 156139			250.00		
	101 41320-01-437.00	CONFERENCES & SEMINARS				250.00	2024 CLERKS ACADEMY		
				REG. CHECK		1	250.00	250.00CR	0.00
							250.00	0.00	

01-120513 LEAGUE-MN CITIES INS TRST									
I	22835	T. BRAUN - CLAIM 00493919	APBNK	7/25/2024	R	7/01/2024	1,143.79	1,143.79CR	
		G/L ACCOUNT		CK: 156140			1,143.79		
	206 49006-01-305.00	MEDICAL & DENTAL FEES				1,143.79	T. BRAUN - CLAIM 00493919		
I	22850	A. ZABOJ - CLAIM 00499160	APBNK	7/25/2024	R	7/01/2024	134.09	134.09CR	
		G/L ACCOUNT		CK: 156140			134.09		
	206 49006-01-305.00	MEDICAL & DENTAL FEES				134.09	A. ZABOJ - CLAIM 00499160		
I	22891	J. WERDEN - CLAIM 00503222	APBNK	7/25/2024	R	7/01/2024	2,170.28	2,170.28CR	
		G/L ACCOUNT		CK: 156140			2,170.28		
	206 49006-01-305.00	MEDICAL & DENTAL FEES				2,170.28	J. WERDEN - CLAIM 00503222		
I	22937	J. RISVOLD - CLAIM 00505215	APBNK	7/25/2024	R	7/01/2024	1,728.16	1,728.16CR	
		G/L ACCOUNT		CK: 156140			1,728.16		
	206 49006-01-305.00	MEDICAL & DENTAL FEES				1,728.16	J. RISVOLD - CLAIM 00505215		

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
I 22952		C. MURPHY - CLAIM 00505883	APBNK	7/25/2024	R	7/01/2024		234.90	234.90CR	
		G/L ACCOUNT		CK: 156140				234.90		
	206 49006-01-305.00	MEDICAL & DENTAL FEES				234.90		C. MURPHY - CLAIM 00505883		
				REG. CHECK		1		5,411.22	5,411.22CR	0.00
								5,411.22	0.00	

01-006039 LEJEUNE STEEL COMPANY

I 2024-0434		RSMT LIFETIME ATHLETIC PROJ	APBNK	7/25/2024	R	6/30/2024		8,574.95	8,574.95CR	
		G/L ACCOUNT		CK: 156141				8,574.95		
	476 20600	CONTRACTS PAYABLE				8,574.95		RSMT LIFETIME ATHLETIC PROJ		
				REG. CHECK		1		8,574.95	8,574.95CR	0.00
								8,574.95	0.00	

01-001511 LENNAR HOMES

I 2023-03497		AS-BUILT SURVEY REFUND	APBNK	7/25/2024	R	7/18/2024		2,000.00	2,000.00CR	
		G/L ACCOUNT		CK: 156142				2,000.00		
	101 22010	AS-BUILT SURVEY DEPOSITS				2,000.00		AS-BUILT SURVEY REFUND		
I 2023-03498		AS-BUILT SURVEY REFUND	APBNK	7/25/2024	R	7/18/2024		2,000.00	2,000.00CR	
		G/L ACCOUNT		CK: 156142				2,000.00		
	101 22010	AS-BUILT SURVEY DEPOSITS				2,000.00		AS-BUILT SURVEY REFUND		
I 2023-03499		AS-BUILT SURVEY REFUND	APBNK	7/25/2024	R	7/18/2024		2,000.00	2,000.00CR	
		G/L ACCOUNT		CK: 156142				2,000.00		
	101 22010	AS-BUILT SURVEY DEPOSITS				2,000.00		AS-BUILT SURVEY REFUND		
I 2023-03500		AS-BUILT SURVEY REFUND	APBNK	7/25/2024	R	7/18/2024		2,000.00	2,000.00CR	
		G/L ACCOUNT		CK: 156142				2,000.00		
	101 22010	AS-BUILT SURVEY DEPOSITS				2,000.00		AS-BUILT SURVEY REFUND		
I 2023-03501		AS-BUILT SURVEY REFUND	APBNK	7/25/2024	R	7/18/2024		2,000.00	2,000.00CR	
		G/L ACCOUNT		CK: 156142				2,000.00		
	101 22010	AS-BUILT SURVEY DEPOSITS				2,000.00		AS-BUILT SURVEY REFUND		
I 2023-03502		AS-BUILT SURVEY REFUND	APBNK	7/25/2024	R	7/18/2024		2,000.00	2,000.00CR	
		G/L ACCOUNT		CK: 156142				2,000.00		
	101 22010	AS-BUILT SURVEY DEPOSITS				2,000.00		AS-BUILT SURVEY REFUND		
I 2023-03503		AS-BUILT SURVEY REFUND	APBNK	7/25/2024	R	7/18/2024		2,000.00	2,000.00CR	
		G/L ACCOUNT		CK: 156142				2,000.00		
	101 22010	AS-BUILT SURVEY DEPOSITS				2,000.00		AS-BUILT SURVEY REFUND		

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
I 2023-03504		AS-BUILT SURVEY REFUND	APBNK	7/25/2024	R	7/18/2024	2,000.00	2,000.00CR	
		G/L ACCOUNT		CK: 156142			2,000.00		
	101 22010	AS-BUILT SURVEY DEPOSITS				2,000.00	AS-BUILT SURVEY REFUND		
I 2023-03579		AS-BUILT SURVEY REFUND	APBNK	7/25/2024	R	7/18/2024	2,000.00	2,000.00CR	
		G/L ACCOUNT		CK: 156142			2,000.00		
	101 22010	AS-BUILT SURVEY DEPOSITS				2,000.00	AS-BUILT SURVEY REFUND		
I 2023-03580		AS-BUILT SURVEY REFUND	APBNK	7/25/2024	R	7/18/2024	2,000.00	2,000.00CR	
		G/L ACCOUNT		CK: 156142			2,000.00		
	101 22010	AS-BUILT SURVEY DEPOSITS				2,000.00	AS-BUILT SURVEY REFUND		
I 2023-03583		AS-BUILT SURVEY REFUND	APBNK	7/25/2024	R	7/18/2024	2,000.00	2,000.00CR	
		G/L ACCOUNT		CK: 156142			2,000.00		
	101 22010	AS-BUILT SURVEY DEPOSITS				2,000.00	AS-BUILT SURVEY REFUND		
I 2023-03584		AS-BUILT SURVEY REFUND	APBNK	7/25/2024	R	7/18/2024	2,000.00	2,000.00CR	
		G/L ACCOUNT		CK: 156142			2,000.00		
	101 22010	AS-BUILT SURVEY DEPOSITS				2,000.00	AS-BUILT SURVEY REFUND		
I 2023-03585		AS-BUILT SURVEY REFUND	APBNK	7/25/2024	R	7/18/2024	2,000.00	2,000.00CR	
		G/L ACCOUNT		CK: 156142			2,000.00		
	101 22010	AS-BUILT SURVEY DEPOSITS				2,000.00	AS-BUILT SURVEY REFUND		
I 2023-03587		AS-BUILT SURVEY REFUND	APBNK	7/25/2024	R	7/18/2024	2,000.00	2,000.00CR	
		G/L ACCOUNT		CK: 156142			2,000.00		
	101 22010	AS-BUILT SURVEY DEPOSITS				2,000.00	AS-BUILT SURVEY REFUND		
		REG. CHECK				1	28,000.00	28,000.00CR	0.00
							28,000.00	0.00	
01-006205 JAN LEWIS									
I 2024-0408		KIDS FAVORITES CAMP #3 REFU	APBNK	7/25/2024	R	7/15/2024	168.00	168.00CR	
		G/L ACCOUNT		CK: 156145			168.00		
	101 22005	REFUNDS PAYABLE - P&R				168.00	KIDS FAVORITES CAMP #3 REFUND		
		REG. CHECK				1	168.00	168.00CR	0.00
							168.00	0.00	
01-001905 LEXISNEXIS RISK SOLNS FL IN									
I 1843662-20240630		JUNE SUBSCRIPTION FEE	APBNK	7/25/2024	R	6/30/2024	685.01	685.01CR	
		G/L ACCOUNT		CK: 156146			685.01		
	101 42110-01-433.00	DUES & SUBSCRIPTIONS				685.01	JUNE SUBSCRIPTION FEE		

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
				REG. CHECK		1		685.01	685.01CR	0.00
								685.01	0.00	
01-121530 LOGIS-LOCAL GOVERNMENT										
C	CM30008	CREDIT LOCATES	APBNK	7/25/2024	R	7/12/2024		6,189.05CR	6,189.05	
		G/L ACCOUNT		CK: 156147				6,189.05CR		
	101	43121-01-319.00	OTHER PROFESSIONAL SERVICES					6,189.05CR	CREDIT LOCATES	
I	27023	PD/PW EQUIP, FIBER, LOCATES	APBNK	7/25/2024	R	7/08/2024		156,920.89	156,920.89CR	
		G/L ACCOUNT		CK: 156147				156,920.89		
	421	48000-01-580.00	OTHER EQUIPMENT PURCHASES				24,600.16	PD/PW EQUIP, FIBER, LOCATES		
	421	48000-01-580.00	OTHER EQUIPMENT PURCHASES				46,480.82	PD/PW EQUIP, FIBER, LOCATES		
	421	48000-01-580.00	OTHER EQUIPMENT PURCHASES				2,649.68	PD/PW EQUIP, FIBER, LOCATES		
	421	48000-01-580.00	OTHER EQUIPMENT PURCHASES				44,896.54	PD/PW EQUIP, FIBER, LOCATES		
	421	48000-01-580.00	OTHER EQUIPMENT PURCHASES				17,767.54	PD/PW EQUIP, FIBER, LOCATES		
	421	48000-01-580.00	OTHER EQUIPMENT PURCHASES				1,324.60	PD/PW EQUIP, FIBER, LOCATES		
	421	48000-01-580.00	OTHER EQUIPMENT PURCHASES				6,165.73	PD/PW EQUIP, FIBER, LOCATES		
	421	48000-01-530.00	IMPROVEMENTS OTHER THAN BLDGS				5,682.80	PD/PW EQUIP, FIBER, LOCATES		
	101	43121-01-319.00	OTHER PROFESSIONAL SERVICES				487.35	PD/PW EQUIP, FIBER, LOCATES		
	101	43121-01-319.00	OTHER PROFESSIONAL SERVICES				457.70	PD/PW EQUIP, FIBER, LOCATES		
	101	43121-01-319.00	OTHER PROFESSIONAL SERVICES				434.70	PD/PW EQUIP, FIBER, LOCATES		
	101	43121-01-319.00	OTHER PROFESSIONAL SERVICES				928.80	PD/PW EQUIP, FIBER, LOCATES		
	101	43121-01-319.00	OTHER PROFESSIONAL SERVICES				1,798.50	PD/PW EQUIP, FIBER, LOCATES		
	101	43121-01-319.00	OTHER PROFESSIONAL SERVICES				2,250.75	PD/PW EQUIP, FIBER, LOCATES		
	421	48000-01-394.00	P.C. SOFTWARE PURCHASES				330.00	PD/PW EQUIP, FIBER, LOCATES		
	101	41810-01-409.00	OTHER CONTRACTED REPAIR & MAIN				560.04	PD/PW EQUIP, FIBER, LOCATES		
	101	42210-01-394.00	P.C. SOFTWARE PURCHASES				40.46	PD/PW EQUIP, FIBER, LOCATES		
	101	41910-01-394.00	P.C. SOFTWARE PURCHASES				64.72	PD/PW EQUIP, FIBER, LOCATES		
				REG. CHECK		1		150,731.84	150,731.84CR	0.00
								150,731.84	0.00	
01-006203 HEATHER LONGFORD										
I	2024-0401	NERF WARS CAMP REFUND	APBNK	7/25/2024	R	7/15/2024		30.00	30.00CR	
		G/L ACCOUNT		CK: 156149				30.00		
	101	22005	REFUNDS PAYABLE - P&R				30.00	NERF WARS CAMP REFUND		
				REG. CHECK		1		30.00	30.00CR	0.00
								30.00	0.00	

PACKET: 07079 07/25/2024 AP CHECK RUN
VENDOR SET: 01

VENDOR SEQUENCE										
VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING

01-006021 LTF CONSTRUCTION COMPANY LL										
I	2024-0437	GENERAL CONDITIONS LT PROJE	APBNK	7/25/2024	R	6/30/2024		185,000.00	185,000.00CR	
		G/L ACCOUNT		CK: 156150				185,000.00		
	476 48000-01-521.00	BUILDING & STRUCTURE PURCHASES				185,000.00		GENERAL CONDITIONS LT PROJECT		
				REG. CHECK		1		185,000.00	185,000.00CR	0.00
								185,000.00	0.00	

01-005066 MARCO TECHNOLOGIES LLC										
I	533261707	SHARP MX-3071 COPIER	APBNK	7/25/2024	R	7/08/2024		178.30	178.30CR	
		G/L ACCOUNT		CK: 156151				178.30		
	101 41810-01-202.00	DUPLICATING & COPYING COSTS				178.30		SHARP MX-3071 COPIER		
				REG. CHECK		1		178.30	178.30CR	0.00
								178.30	0.00	

01-005450 MARIE RIDGEWAY LICSW, LLC										
I	2800	THERAPY SESSION	APBNK	7/25/2024	R	6/30/2024		100.00	100.00CR	
		G/L ACCOUNT		CK: 156152				100.00		
	101 42110-01-319.00	OTHER PROFESSIONAL SERVICES				100.00		THERAPY SESSION		
				REG. CHECK		1		100.00	100.00CR	0.00
								100.00	0.00	

01-003592 MCMULLEN INSPECTIONS INC										
I	2024-0414	JUN'24 ELECTRICAL INSPECTIO	APBNK	7/25/2024	R	7/01/2024		7,075.20	7,075.20CR	
		G/L ACCOUNT		CK: 156153				7,075.20		
	101 20825	ELEC INSPCTR SHARE OF PMT FEES				7,075.20		JUN'24 ELECTRICAL INSPECTIONS		
				REG. CHECK		1		7,075.20	7,075.20CR	0.00
								7,075.20	0.00	

01-130575 MCNAMARA CONTRACTING INC										
I	5670	25.72 TONS ASPHALT	APBNK	7/25/2024	R	6/29/2024		1,620.36	1,620.36CR	
		G/L ACCOUNT		CK: 156154				1,620.36		
	101 43121-01-231.00	BITUMINOUS PATCHING MATERIALS				1,620.36		25.72 TONS ASPHALT		
				REG. CHECK		1		1,620.36	1,620.36CR	0.00
								1,620.36	0.00	

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING

01-006207 EDEN MECONNEN									
I	2024-0411	PERMIT 5919-DAMAGE DEPOSIT	APBNK	7/25/2024	R	7/09/2027	500.00	500.00CR	
		G/L ACCOUNT		CK: 156155			500.00		
	101 22005	REFUNDS PAYABLE - P&R				500.00	PERMIT 5919-DAMAGE DEPOSIT		
				REG. CHECK		1	500.00	500.00CR	0.00
							500.00	0.00	

01-001863 MEDICINE LAKE TOURS									
I	2024-0415	SENIOR BUS TRIP	APBNK	7/25/2024	R	7/08/2024	1,246.00	1,246.00CR	
		G/L ACCOUNT		CK: 156156			1,246.00		
	101 45100-87-219.00	OTHER OPERATING SUPPLIES				1,246.00	SENIOR BUS TRIP		
				REG. CHECK		1	1,246.00	1,246.00CR	0.00
							1,246.00	0.00	

01-136955 MEI TOTAL ELEVATOR SOLUTION									
I	1081325	JULY ELEVATOR INSPECTION	APBNK	7/25/2024	R	7/01/2024	193.53	193.53CR	
		G/L ACCOUNT		CK: 156157			193.53		
	101 41940-01-319.00	OTHER PROFESSIONAL SERVICES				193.53	JULY ELEVATOR INSPECTION		
				REG. CHECK		1	193.53	193.53CR	0.00
							193.53	0.00	

01-130725 MENARDS-APPLE VALLEY									
I	76501	TOOL BOX	APBNK	7/25/2024	R	7/10/2024	469.99	469.99CR	
		G/L ACCOUNT		CK: 156158			469.99		
	101 43100-01-242.00	MINOR EQUIPMENT				469.99	TOOL BOX		
I	76906	PUMPS,CORDS,HOSES FOR LEP D	APBNK	7/25/2024	R	7/18/2024	583.48	583.48CR	
		G/L ACCOUNT		CK: 156158			583.48		
	101 45202-01-221.00	EQUIPMENT PARTS				583.48	PUMPS,CORDS,HOSES FOR LEP DAYS		
I	76911	CLEANING SUPPLIES	APBNK	7/25/2024	R	7/18/2024	89.42	89.42CR	
		G/L ACCOUNT		CK: 156158			89.42		
	101 45202-01-223.00	SHELTER REPAIR SUPPLIES				89.42	CLEANING SUPPLIES		
				REG. CHECK		1	1,142.89	1,142.89CR	0.00
							1,142.89	0.00	

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING

01-004079 METRO SALES INC										
I	INV2558295	RICOH/IM C300F COLOR COPIER APBNK	7/25/2024	R		7/05/2024		101.80	101.80CR	
		G/L ACCOUNT	CK: 156159					101.80		
	101	41810-01-202.00	DUPLICATING & COPYING COSTS				101.80	RICOH/IM C300F COLOR COPIER		
I	INV2560914	RICOH/IM C3500 COLOR COPIER APBNK	7/25/2024	R		7/10/2024		565.66	565.66CR	
		G/L ACCOUNT	CK: 156159					565.66		
	101	41810-01-202.00	DUPLICATING & COPYING COSTS				565.66	RICOH/IM C3500 COLOR COPIER		
I	INV2562215	RICOH/MP C307 COLOR COPIER APBNK	7/25/2024	R		7/12/2024		67.00	67.00CR	
		G/L ACCOUNT	CK: 156159					67.00		
	101	41810-01-202.00	DUPLICATING & COPYING COSTS				67.00	RICOH/MP C307 COLOR COPIER		
			REG. CHECK				1	734.46	734.46CR	0.00
								734.46	0.00	

01-001288 MIDLAND GLASS CO										
I	2024-0438	RSMT LIFETIME ATHLETIC PROJ APBNK	7/25/2024	R		6/30/2024		33,788.65	33,788.65CR	
		G/L ACCOUNT	CK: 156160					33,788.65		
	476	48000-01-521.00	BUILDING & STRUCTURE PURCHASES				33,788.65	RSMT LIFETIME ATHLETIC PROJ		
			REG. CHECK				1	33,788.65	33,788.65CR	0.00
								33,788.65	0.00	

01-005706 MIDWEST MACHINERY CO										
I	10114037	MULCH BLADES APBNK	7/25/2024	R		7/02/2024		158.10	158.10CR	
		G/L ACCOUNT	CK: 156161					158.10		
	101	43100-01-221.00	EQUIPMENT PARTS				158.10	MULCH BLADES		
I	10123454	MULCH BLADES APBNK	7/25/2024	R		7/10/2024		158.10	158.10CR	
		G/L ACCOUNT	CK: 156161					158.10		
	101	43100-01-221.00	EQUIPMENT PARTS				158.10	MULCH BLADES		
I	10124133	EDGER & BLADES APBNK	7/25/2024	R		7/11/2024		215.97	215.97CR	
		G/L ACCOUNT	CK: 156161					215.97		
	101	45202-01-242.00	MINOR EQUIPMENT				215.97	EDGER & BLADES		
			REG. CHECK				1	532.17	532.17CR	0.00
								532.17	0.00	

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
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01-000030 MN DEPT OF REVENUE

I 202407241013		JUNE PETROLEUM TAX	APBNK	7/18/2024	D	7/18/2024		114.00	114.00CR	
		G/L ACCOUNT		CK: 001975				114.00		
	101 43100-01-212.00	MOTOR FUELS					114.00	JUNE PETROLEUM TAX		
				DRAFTS		1		114.00	114.00CR	0.00
								114.00	0.00	

01-000031 MN DEPT OF REVENUE

I 202407241014		JUNE SALES & USE TAX	APBNK	7/18/2024	D	7/18/2024		10,381.00	10,381.00CR	
		G/L ACCOUNT		CK: 001976				10,381.00		
	101 22810	SALES TAX PAYABLE					97.88	JUNE SALES & USE TAX		
	601 22810	SALES TAX PAYABLE					7,727.55	JUNE SALES & USE TAX		
	604 22810	SALES TAX PAYABLE					379.17	JUNE SALES & USE TAX		
	650 22810	SALES TAX PAYABLE					2,173.17	JUNE SALES & USE TAX		
	101 41940-01-208.00	MISCELLANEOUS SUPPLIES					3.62	JUNE SALES & USE TAX		
	101 41520-01-439.00	OTHER MISCELLANEOUS CHARGES					0.39CR	JUNE SALES & USE TAX		
				DRAFTS		1		10,381.00	10,381.00CR	0.00
								10,381.00	0.00	

01-137465 MN RECREATION & PARK ASSO

I 2024-0440		2024 MRPA STATE CONF.	APBNK	7/25/2024	R	7/18/2024		420.00	420.00CR	
		G/L ACCOUNT		CK: 156162				420.00		
	101 45100-01-437.00	CONFERENCES & SEMINARS					420.00	2024 MRPA STATE CONF.		
				REG. CHECK		1		420.00	420.00CR	0.00
								420.00	0.00	

01-137885 MN VALLEY TESTING LABS

I 1261933		MONTHLY COLIFORM TESTING	APBNK	7/25/2024	R	7/17/2024		427.50	427.50CR	
		G/L ACCOUNT		CK: 156163				427.50		
	601 49400-01-310.00	TESTING SERVICES					427.50	MONTHLY COLIFORM TESTING		
				REG. CHECK		1		427.50	427.50CR	0.00
								427.50	0.00	

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING

01-004673 MOBILE RADIO ENGINEERING IN									
I	221000878-1	METER READING ANTENNAS	APBNK	7/25/2024	R	7/08/2024	477.05	477.05CR	
		G/L ACCOUNT		CK: 156164			477.05		
	601 49400-01-570.00	OFFICE EQUIP & FURNISHING PURC				159.01	METER READING ANTENNAS		
	602 49450-01-570.00	OFFICE EQUIP & FURNISHING PURC				159.02	METER READING ANTENNAS		
	603 49500-01-570.00	OFFICE EQUIP & FURNISHING PURC				159.02	METER READING ANTENNAS		
				REG. CHECK		1	477.05	477.05CR	0.00
							477.05	0.00	

01-003522 MULTI-SERVICES INC									
I	51596	JULY CLEANING SERVICE	APBNK	7/25/2024	R	7/01/2024	6,149.00	6,149.00CR	
		G/L ACCOUNT		CK: 156165			6,149.00		
	101 41940-01-319.00	OTHER PROFESSIONAL SERVICES				6,149.00	JULY CLEANING SERVICE		
				REG. CHECK		1	6,149.00	6,149.00CR	0.00
							6,149.00	0.00	

01-006048 MUSKA ELECTRIC COMPANY									
I	2024-0441	RSMT LIFETIME ATHLETIC PROJ	APBNK	7/25/2024	R	6/30/2024	554,990.00	554,990.00CR	
		G/L ACCOUNT		CK: 156166			554,990.00		
	476 48000-01-521.00	BUILDING & STRUCTURE PURCHASES				554,990.00	RSMT LIFETIME ATHLETIC PROJ		
				REG. CHECK		1	554,990.00	554,990.00CR	0.00
							554,990.00	0.00	

01-001630 OERTEL ARCHITECTS									
I	24-20.1	UMORE PARK FINAL DESIGN	APBNK	7/25/2024	R	7/05/2024	8,346.50	8,346.50CR	
		G/L ACCOUNT		CK: 156167			8,346.50		
	205 49005-01-532.00	IMPROVEMENTS OTHER THAN BLDGS				8,346.50	UMORE PARK FINAL DESIGN		
				REG. CHECK		1	8,346.50	8,346.50CR	0.00
							8,346.50	0.00	

01-006106 OLYMPIC COMPANIES INC									
I	2024-0442	RSMT LIFETIME ATHLETIC PROJ	APBNK	7/25/2024	R	6/30/2024	252,911.09	252,911.09CR	
		G/L ACCOUNT		CK: 156168			252,911.09		
	476 48000-01-521.00	BUILDING & STRUCTURE PURCHASES				252,911.09	RSMT LIFETIME ATHLETIC PROJ		

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
				REG. CHECK		1		252,911.09	252,911.09CR	0.00
								252,911.09	0.00	
01-004427 ONE TEN TEN HOMES LLC										
I	2024-00698	AS-BUILT SURVEY REFUND	APBNK	7/25/2024	R	7/16/2024		2,000.00	2,000.00CR	
		G/L ACCOUNT		CK: 156169				2,000.00		
	101 22010	AS-BUILT SURVEY DEPOSITS					2,000.00	AS-BUILT SURVEY REFUND		
				REG. CHECK		1		2,000.00	2,000.00CR	0.00
								2,000.00	0.00	
01-000924 PAHL'S MARKET INC										
I	1-80023167	PARK SIGNS PLANTS	APBNK	7/25/2024	R	5/21/2024		568.80	568.80CR	
		G/L ACCOUNT		CK: 156170				568.80		
	101 43121-01-225.00	LANDSCAPING MATERIALS					568.80	PARK SIGNS PLANTS		
				REG. CHECK		1		568.80	568.80CR	0.00
								568.80	0.00	
01-006209 PARAGON BUILDERS										
I	2024-0416	FS1 FACADE REPAIR	APBNK	7/25/2024	R	6/30/2024		140,959.66	140,959.66CR	
		G/L ACCOUNT		CK: 156171				140,959.66		
	484 48000-01-530.00	IMPROVEMENTS OTHER THAN B					140,959.66	FS1 FACADE REPAIR		
				REG. CHECK		1		140,959.66	140,959.66CR	0.00
								140,959.66	0.00	
01-004740 PELLICCI ACE ROSEMOUNT										
I	12213/R	BUG SPRAY	APBNK	7/25/2024	R	7/08/2024		47.92	47.92CR	
		G/L ACCOUNT		CK: 156172				47.92		
	101 45202-01-439.00	OTHER MISCELLANEOUS CHARGES					47.92	BUG SPRAY		
I	12233/R	INSECT MANAGEMENT/EAR PROTE	APBNK	7/25/2024	R	7/11/2024		42.97	42.97CR	
		G/L ACCOUNT		CK: 156172				42.97		
	101 45202-01-240.00	SAFETY EQUIPMENT & PPE					24.99	INSECT MANAGEMENT/EAR PROTECT		
	101 45202-01-229.00	OTHER MAINTENANCE SUPPLIES					17.98	INSECT MANAGEMENT/EAR PROTECT		
I	12234/R	IRRIGATION ITEMS FOR NEW SO	APBNK	7/25/2024	R	7/11/2024		87.95	87.95CR	
		G/L ACCOUNT		CK: 156172				87.95		
	101 45202-01-221.00	EQUIPMENT PARTS					87.95	IRRIGATION ITEMS FOR NEW SOD		

VENDOR SEQUENCE										
VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING

I 12238/R		DOOR REPAIR ITEMS-CENTRAL P	APBNK	7/25/2024	R	7/11/2024		16.98	16.98CR	
		G/L ACCOUNT		CK: 156172				16.98		
	101 41940-01-223.00	BUILDING REPAIR SUPPLIES					16.98	DOOR REPAIR ITEMS-CENTRAL PK		
		REG. CHECK				1		195.82	195.82CR	0.00
								195.82	0.00	

01-003715 PIONEER ATHLETICS & MTP										
I INV-206747		FIELD PAINT	APBNK	7/25/2024	R	6/28/2024		7,186.50	7,186.50CR	
		G/L ACCOUNT		CK: 156173				7,186.50		
	101 45202-01-229.00	OTHER MAINTENANCE SUPPLIES					7,186.50	FIELD PAINT		
		REG. CHECK				1		7,186.50	7,186.50CR	0.00
								7,186.50	0.00	

01-005669 PREMIER POLYSTEEL										
I 55481		CENTRAL PARK MEMORIAL BENCH	APBNK	7/25/2024	R	7/16/2024		1,155.00	1,155.00CR	
		G/L ACCOUNT		CK: 156174				1,155.00		
	205 49005-01-439.00	OTHER MISCELLANEOUS CHARGES					1,155.00	CENTRAL PARK MEMORIAL BENCH		
		REG. CHECK				1		1,155.00	1,155.00CR	0.00
								1,155.00	0.00	

01-003760 PRINCESS PARTY PALS										
I 6825		LITTLE EXP VISIT	APBNK	7/25/2024	R	7/10/2024		200.00	200.00CR	
		G/L ACCOUNT		CK: 156175				200.00		
	101 45100-93-219.00	OTHER OPERATING SUPPLIES					200.00	LITTLE EXP VISIT		
		REG. CHECK				1		200.00	200.00CR	0.00
								200.00	0.00	

01-005198 ROCK HARD LANDSCAPE SUPPLY										
I 3165823		RIVER ROCK @ SCHWARZ PARK	APBNK	7/25/2024	R	7/16/2024		459.00	459.00CR	
		G/L ACCOUNT		CK: 156176				459.00		
	101 45202-01-219.00	OTHER OPERATING SUPPLIES					459.00	RIVER ROCK @ SCHWARZ PARK		
I 3166001		MULCH CENTRAL PARK	APBNK	7/25/2024	R	7/16/2024		1,200.00	1,200.00CR	
		G/L ACCOUNT		CK: 156176				1,200.00		
	101 43121-01-225.00	LANDSCAPING MATERIALS					1,200.00	MULCH CENTRAL PARK		

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
I 3166159		MULCH CENTRAL PARK	APBNK	7/25/2024	R	7/17/2024		960.00	960.00CR	
		G/L ACCOUNT		CK: 156176				960.00		
	101 43121-01-225.00	LANDSCAPING MATERIALS					960.00	MULCH CENTRAL PARK		
				REG. CHECK			1	2,619.00	2,619.00CR	0.00
								2,619.00	0.00	

01-181644 ROSEMOUNT EXPRESS ACCOUNT

I CK1048		FF BACKGROUND FEE-WITSEK	APBNK	7/25/2024	R	7/18/2024		33.25	33.25CR	
		G/L ACCOUNT		CK: 156177				33.25		
	101 42210-01-306.00	PERSONNEL TESTING & RECRUITMNT					33.25	FF BACKGROUND FEE-WITSEK		
I CK1049		FF BACKGROUND FEE-MALTERUD	APBNK	7/25/2024	R	7/18/2024		33.25	33.25CR	
		G/L ACCOUNT		CK: 156177				33.25		
	101 42210-01-306.00	PERSONNEL TESTING & RECRUITMNT					33.25	FF BACKGROUND FEE-MALTERUD		
I CK1050		FF BACKGROUND FEE-NIEHAUS	APBNK	7/25/2024	R	7/18/2024		33.25	33.25CR	
		G/L ACCOUNT		CK: 156177				33.25		
	101 42210-01-306.00	PERSONNEL TESTING & RECRUITMNT					33.25	FF BACKGROUND FEE-NIEHAUS		
I CK1051		FF BACKGROUND FEE-BOELKE	APBNK	7/25/2024	R	7/18/2024		33.25	33.25CR	
		G/L ACCOUNT		CK: 156177				33.25		
	101 42210-01-306.00	PERSONNEL TESTING & RECRUITMNT					33.25	FF BACKGROUND FEE-BOELKE		
I CK1052		FF BACKGROUND FEE-HOPKINS	APBNK	7/25/2024	R	7/18/2024		33.25	33.25CR	
		G/L ACCOUNT		CK: 156177				33.25		
	101 42210-01-306.00	PERSONNEL TESTING & RECRUITMNT					33.25	FF BACKGROUND FEE-HOPKINS		
I CK1053		FF BACKGROUND FEE-LARSON	APBNK	7/25/2024	R	7/18/2024		33.25	33.25CR	
		G/L ACCOUNT		CK: 156177				33.25		
	101 42210-01-306.00	PERSONNEL TESTING & RECRUITMNT					33.25	FF BACKGROUND FEE-LARSON		
I CK1054		FF BACKGROUND FEE-MCMANUS	APBNK	7/25/2024	R	7/18/2024		33.25	33.25CR	
		G/L ACCOUNT		CK: 156177				33.25		
	101 42210-01-306.00	PERSONNEL TESTING & RECRUITMNT					33.25	FF BACKGROUND FEE-MCMANUS		
				REG. CHECK			1	232.75	232.75CR	0.00
								232.75	0.00	

01-191360 S.M. HENTGES & SONS INC

I 2024-0444		RSMT LIFETIME ATHLETIC PROJ	APBNK	7/25/2024	R	6/30/2024		3,610.00	3,610.00CR	
		G/L ACCOUNT		CK: 156179				3,610.00		
	476 20600	CONTRACTS PAYABLE					3,610.00	RSMT LIFETIME ATHLETIC PROJ		

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
				REG. CHECK		1		3,610.00	3,610.00CR	0.00
								3,610.00	0.00	
01-190095 SAM'S CLUB										
C	2565 4736 2024	FULL MEMBERSHIP REFUND	APBNK	7/25/2024	R	7/09/2024		45.00CR	45.00	
		G/L ACCOUNT		CK: 156180				45.00CR		
	101 41810-01-433.00	DUES & SUBSCRIPTIONS						45.00CR	FULL MEMBERSHIP REFUND	
I	10189214326	LEP DAYS/RUN SUPPLIES	APBNK	7/25/2024	R	7/11/2024		819.82	819.82CR	
		G/L ACCOUNT		CK: 156180				819.82		
	205 49005-01-439.00	OTHER MISCELLANEOUS CHARGES					819.82	LEP DAYS/RUN SUPPLIES		
I	10193384988	FOAMING HAND SOAP	APBNK	7/25/2024	R	7/22/2024		119.84	119.84CR	
		G/L ACCOUNT		CK: 156180				119.84		
	101 41940-01-211.00	CLEANING SUPPLIES					119.84	FOAMING HAND SOAP		
I	2458 4736 2024	PD WELLNESS PROGRAM	APBNK	7/25/2024	R	7/08/2024		107.56	107.56CR	
		G/L ACCOUNT		CK: 156180				107.56		
	208 49008-01-580.00	OTHER EQUIPMENT PURCHASES					107.56	PD WELLNESS PROGRAM		
I	7257 4736 2024	CITY HALL SUPPLIES/VENDING	APBNK	7/25/2024	R	7/09/2024		688.45	688.45CR	
		G/L ACCOUNT		CK: 156180				688.45		
	101 41810-01-260.00	FOOD FOR RESALE					324.98	CITY HALL SUPPLIES/VENDING		
	101 41940-01-208.00	MISCELLANEOUS SUPPLIES					363.47	CITY HALL SUPPLIES/VENDING		
				REG. CHECK		1		1,690.67	1,690.67CR	0.00
								1,690.67	0.00	
01-002095 SCHMITTY & SONS TRANSPORTAT										
I	INV27242	FIELD TRIP CAMP TRANSPORTAT	APBNK	7/25/2024	R	7/12/2024		2,177.28	2,177.28CR	
		G/L ACCOUNT		CK: 156181				2,177.28		
	101 45100-91-219.00	OTHER OPERATING SUPPLIES					2,177.28	FIELD TRIP CAMP TRANSPORTATION		
				REG. CHECK		1		2,177.28	2,177.28CR	0.00
								2,177.28	0.00	
01-190555 SHORT ELLIOT HENDRICKSON										
I	470199	CSAH 42 WATER MAIN EXTENSIO	APBNK	7/25/2024	R	7/11/2024		32,968.11	32,968.11CR	
		G/L ACCOUNT		CK: 156182				32,968.11		
	418 48000-01-303.00	ENGINEERING FEES					32,968.11	CSAH 42 WATER MAIN EXTENSION		
I	470203	HWY 3 WM RELOCATION	APBNK	7/25/2024	R	7/11/2024		7,255.41	7,255.41CR	
		G/L ACCOUNT		CK: 156182				7,255.41		
	601 49400-01-303.00	ENGINEERING FEES					7,255.41	HWY 3 WM RELOCATION		

VENDOR SEQUENCE										
VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
				REG. CHECK		1		40,223.52	40,223.52CR	0.00
								40,223.52	0.00	
01-002878 SHRED RIGHT										
I 0028095		SHRED SERVICE	APBNK	7/25/2024	R	7/12/2024		18.85	18.85CR	
		G/L ACCOUNT		CK: 156183				18.85		
	101 41940-01-384.00	REFUSE DISPOSAL					18.85	SHRED SERVICE		
				REG. CHECK		1		18.85	18.85CR	0.00
								18.85	0.00	
01-000641 SKB ENVIRONMENTAL										
I 98850C063		DEMO MATERIAL	APBNK	7/25/2024	R	6/30/2024		200.01	200.01CR	
		G/L ACCOUNT		CK: 156184				200.01		
	101 41940-01-384.00	REFUSE DISPOSAL					200.01	DEMO MATERIAL		
				REG. CHECK		1		200.01	200.01CR	0.00
								200.01	0.00	
01-191510 SOLBERG AGGREGATE COMPANY										
I 28961		GRAVEL FOR GRAVEL ROADS	APBNK	7/25/2024	R	5/31/2024		25,756.60	25,756.60CR	
		G/L ACCOUNT		CK: 156185				25,756.60		
	101 43121-01-232.00	CRUSHED ROCK					25,756.60	GRAVEL FOR GRAVEL ROADS		
				REG. CHECK		1		25,756.60	25,756.60CR	0.00
								25,756.60	0.00	
01-001474 SRF CONSULTING GROUP INC										
I 12387.00-16		DUNMORE GREENWAY DESIGN	APBNK	7/25/2024	R	6/30/2024		2,665.70	2,665.70CR	
		G/L ACCOUNT		CK: 156186				2,665.70		
	205 49005-01-530.00	IMPROVEMENTS OTHER THAN BLDGS					2,665.70	DUNMORE GREENWAY DESIGN		
				REG. CHECK		1		2,665.70	2,665.70CR	0.00
								2,665.70	0.00	

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING

01-004997 STERICYCLE INC									
I	8007659441	JUNE SHREDDING SERVICES	APBNK	7/25/2024	R	6/30/2024	149.02	149.02CR	
		G/L ACCOUNT		CK: 156187			149.02		
	101	42110-01-203.00	PRINTED FORMS & PAPER			149.02	JUNE SHREDDING SERVICES		
			REG. CHECK			1	149.02	149.02CR	0.00
							149.02	0.00	

01-192536 STREICHER'S									
I	I1704786	CSO LECHER UNIFORM	APBNK	7/25/2024	R	6/17/2024	109.98	109.98CR	
		G/L ACCOUNT		CK: 156188			109.98		
	101	42110-01-217.00	CLOTHING ALLOWANCE - POLICE			109.98	CSO LECHER UNIFORM		
I	I1705111	DAHLSTROM UNIFORM	APBNK	7/25/2024	R	6/18/2024	11.99	11.99CR	
		G/L ACCOUNT		CK: 156188			11.99		
	101	42110-01-217.00	CLOTHING ALLOWANCE - POLICE			11.99	DAHLSTROM UNIFORM		
I	I1706784	RISVOLD BALLISTIC VEST	APBNK	7/25/2024	R	6/28/2024	1,548.89	1,548.89CR	
		G/L ACCOUNT		CK: 156188			1,548.89		
	208	49008-01-217.00	CLOTHING ALLOWANCE			1,548.89	RISVOLD BALLISTIC VEST		
			REG. CHECK			1	1,670.86	1,670.86CR	0.00
							1,670.86	0.00	

01-005925 SCOTT STULC									
I	2024-0449	DJ FOR BBQ EVENT	APBNK	7/25/2024	R	7/10/2024	400.00	400.00CR	
		G/L ACCOUNT		CK: 156189			400.00		
	101	45100-01-315.00	SPECIAL PROGRAMS			400.00	DJ FOR BBQ EVENT		
			REG. CHECK			1	400.00	400.00CR	0.00
							400.00	0.00	

01-006060 SUMMIT FIRE PROTECTION									
I	2024-0446	RSMT LIFETIME ATHLETIC PROJ	APBNK	7/25/2024	R	6/30/2024	145,604.84	145,604.84CR	
		G/L ACCOUNT		CK: 156190			145,604.84		
	476	48000-01-521.00	BUILDING & STRUCTURE PURCHASES			145,604.84	RSMT LIFETIME ATHLETIC PROJ		
			REG. CHECK			1	145,604.84	145,604.84CR	0.00
							145,604.84	0.00	

PACKET: 07079 07/25/2024 AP CHECK RUN
VENDOR SET: 01

VENDOR SEQUENCE										
VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING

01-005167 THE MORRISON PARTNERS LLC										
I	2024-0447	TIF KENROSE/MORRISON NOTE	APBNK	7/25/2024	R	7/22/2024		120,230.24	120,230.24CR	
		G/L ACCOUNT		CK: 156191				120,230.24		
	241	49041-01-611.00	INTEREST ON MORRISON NOTE			78,050.75		TIF KENROSE/MORRISON NOTE		
	241	49041-01-601.00	PRINCIPLE ON MORRISON NOTE			42,179.49		TIF KENROSE/MORRISON NOTE		
			REG. CHECK			1		120,230.24	120,230.24CR	0.00
								120,230.24	0.00	

01-000549 TKDA ASSOCIATES										
I	002024003544	2024 SIP	APBNK	7/25/2024	R	7/08/2024		28,906.73	28,906.73CR	
		G/L ACCOUNT		CK: 156192				28,906.73		
	492	48000-01-303.00	ENGINEERING FEES			28,906.73		2024 SIP		
			REG. CHECK			1		28,906.73	28,906.73CR	0.00
								28,906.73	0.00	

01-003793 TRANS UNION LLC										
I	06429547	FIREFIGHTER BACKGROUNDS	APBNK	7/25/2024	R	6/25/2024		76.40	76.40CR	
		G/L ACCOUNT		CK: 156193				76.40		
	101	42210-01-306.00	PERSONNEL TESTING & RECRUITMNT			76.40		FIREFIGHTER BACKGROUNDS		
			REG. CHECK			1		76.40	76.40CR	0.00
								76.40	0.00	

01-006075 TWIN CITY HARDWARE										
I	2024-0450	RSMT LIFETIME ATHLETIC PROJ	APBNK	7/25/2024	R	6/30/2024		6,509.52	6,509.52CR	
		G/L ACCOUNT		CK: 156194				6,509.52		
	476	48000-01-521.00	BUILDING & STRUCTURE PURCHASES			6,509.52		RSMT LIFETIME ATHLETIC PROJ		
			REG. CHECK			1		6,509.52	6,509.52CR	0.00
								6,509.52	0.00	

01-003355 UNITED STATES TREASURY										
I	2024-0431	PCORI FEE - 2ND QTR 2024	APBNK	7/18/2024	D	7/17/2024		209.30	209.30CR	
		G/L ACCOUNT		CK: 001977				209.30		
	101	41130-01-305.00	MEDICAL & DENTAL FEES			209.30		PCORI FEE - 2ND QTR 2024		
			DRAFTS			1		209.30	209.30CR	0.00
								209.30	0.00	

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING

01-001337 US BANK									
C	202407180965	REFUND FOR OVERCHARGE G/L ACCOUNT 101 43121-01-437.00	APBNK	7/07/2024	D	6/20/2024	18.00CR 18.00CR 18.00CR	18.00	
		CONFERENCES & SEMINARS					REFUND FOR OVERCHARGE		
C	202407181001	REFUND, RETURNED STAPLES G/L ACCOUNT 101 45100-01-219.00	APBNK	7/07/2024	D	6/12/2024	28.50CR 28.50CR 28.50CR	28.50	
		OTHER OPERATING SUPPLIES					REFUND, RETURNED STAPLES		
C	202407181011	AMAZON RETURN OF APPLE PENC G/L ACCOUNT 101 45100-01-219.00	APBNK	7/07/2024	D	6/13/2024	129.00CR 129.00CR 129.00CR	129.00	
		OTHER OPERATING SUPPLIES					AMAZON RETURN OF APPLE PENCIL		
I	202407180909	2025 Calendar G/L ACCOUNT 101 41810-01-209.00	APBNK	7/07/2024	D	6/02/2024	24.39 24.39 24.39	24.39CR	
		OTHER OFFICE SUPPLIES					2025 Calendar		
I	202407180910	TREATS FOR RACHEL'S PARTY G/L ACCOUNT 101 41130-01-315.00	APBNK	7/07/2024	D	5/29/2024	52.41 52.41 52.41	52.41CR	
		SPECIAL PROGRAMS					TREATS FOR RACHEL'S PARTY		
I	202407180911	ENCRYPT AUTOMATION-GIS/LF G/L ACCOUNT 101 41320-01-394.00	APBNK	7/07/2024	D	6/06/2024	149.00 149.00 149.00	149.00CR	
		P.C. SOFTWARE PURCHASES					ENCRYPT AUTOMATION-GIS/LF		
I	202407180912	EMAIL SIGNATURE THRU 7/14/2 G/L ACCOUNT 101 41810-01-392.00	APBNK	7/07/2024	D	6/14/2024	2,081.86 2,081.86 2,081.86	2,081.86CR	
		P.C. ACCESSORIES & SUPPLIES					EMAIL SIGNATURE THRU 7/14/25		
I	202407180913	2023 CERT OF ACHIEVEMENT AP G/L ACCOUNT 101 41810-01-301.00	APBNK	7/07/2024	D	6/20/2024	530.00 530.00 530.00	530.00CR	
		AUDITING & ACCOUNTING SERVICES					2023 CERT OF ACHIEVEMENT APP		
I	202407180914	MARTIN ICMA AIRFARE G/L ACCOUNT 101 41320-01-437.00	APBNK	7/07/2024	D	5/29/2024	396.95 396.95 396.95	396.95CR	
		CONFERENCES & SEMINARS					MARTIN ICMA AIRFARE		
I	202407180915	2024 ICMA CONF MARTIN G/L ACCOUNT 101 41320-01-437.00	APBNK	7/07/2024	D	6/12/2024	810.00 810.00 810.00	810.00CR	
		CONFERENCES & SEMINARS					2024 ICMA CONF MARTIN		
I	202407180916	60-m presentation - Wellnes G/L ACCOUNT 101 41130-01-315.00	APBNK	7/07/2024	D	5/29/2024	350.00 350.00 350.00	350.00CR	
		SPECIAL PROGRAMS					60-m presentation - Wellness		
I	202407180917	Non-Perishable Picnic 2024 G/L ACCOUNT 101 41130-01-315.00	APBNK	7/07/2024	D	5/31/2024	220.32 220.32 220.32	220.32CR	
		SPECIAL PROGRAMS					Non-Perishable Picnic 2024		

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
I 202407180918		Pork-Employee Picnic 2024	APBNK	7/07/2024	D	5/31/2024		107.66	107.66CR	
		G/L ACCOUNT		CK: 001978				107.66		
	101	41130-01-315.00 SPECIAL PROGRAMS					107.66	Pork-Employee Picnic 2024		
I 202407180919		(3) Cold Salads; Picnic 202	APBNK	7/07/2024	D	6/03/2024		143.27	143.27CR	
		G/L ACCOUNT		CK: 001978				143.27		
	101	41130-01-315.00 SPECIAL PROGRAMS					143.27	(3) Cold Salads; Picnic 2024		
I 202407180920		Member Renewal 2024 -Ostrov	APBNK	7/07/2024	D	6/05/2024		50.00	50.00CR	
		G/L ACCOUNT		CK: 001978				50.00		
	101	41320-01-433.00 DUES & SUBSCRIPTIONS					50.00	Member Renewal 2024 -Ostroviak		
I 202407180921		ANNUAL MEMBERSHIP	APBNK	7/07/2024	D	6/04/2024		85.00	85.00CR	
		G/L ACCOUNT		CK: 001978				85.00		
	101	41140-01-437.00 CONFERENCES & SEMINARS					85.00	ANNUAL MEMBERSHIP		
I 202407180922		RETAIL SUMMIT FOR ERIC	APBNK	7/07/2024	D	5/28/2024		131.45	131.45CR	
		G/L ACCOUNT		CK: 001978				131.45		
	201	46300-01-437.00 CONFERENCES & SEMINARS					131.45	RETAIL SUMMIT FOR ERIC		
I 202407180923		BEST PRACTICES CONFERENCE	APBNK	7/07/2024	D	5/29/2024		399.00	399.00CR	
		G/L ACCOUNT		CK: 001978				399.00		
	201	46300-01-437.00 CONFERENCES & SEMINARS					399.00	BEST PRACTICES CONFERENCE		
I 202407180924		SUMMER EDAM CONF FOR ERIC	APBNK	7/07/2024	D	5/29/2024		365.00	365.00CR	
		G/L ACCOUNT		CK: 001978				365.00		
	201	46300-01-437.00 CONFERENCES & SEMINARS					365.00	SUMMER EDAM CONF FOR ERIC		
I 202407180925		RECORDING W/ DAKOTA COUNTY	APBNK	7/07/2024	D	5/31/2024		47.15	47.15CR	
		G/L ACCOUNT		CK: 001978				47.15		
	101	41910-01-319.00 OTHER PROFESIONAL SERVICES					47.15	RECORDING W/ DAKOTA COUNTY		
I 202407180926		REFRESHMENTS FOR CISM	APBNK	7/07/2024	D	6/02/2024		47.46	47.46CR	
		G/L ACCOUNT		CK: 001978				47.46		
	101	42110-01-439.00 OTHER MISCELLANEOUS CHARGES					47.46	REFRESHMENTS FOR CISM		
I 202407180927		DISPOSABLE CUFFS AND SPIT H	APBNK	7/07/2024	D	6/08/2024		266.75	266.75CR	
		G/L ACCOUNT		CK: 001978				266.75		
	101	42110-01-221.00 EQUIPMENT PARTS					266.75	DISPOSABLE CUFFS AND SPIT HOOD		
I 202407180928		TRAILER TONGUE LOCKS	APBNK	7/07/2024	D	6/10/2024		77.70	77.70CR	
		G/L ACCOUNT		CK: 001978				77.70		
	101	42110-01-242.00 MINOR EQUIPMENT					77.70	TRAILER TONGUE LOCKS		
I 202407180929		LODGING FOR JOA CONFERENCE	APBNK	7/07/2024	D	6/09/2024		442.65	442.65CR	
		G/L ACCOUNT		CK: 001978				442.65		
	101	42110-01-331.00 TRAVEL EXPENSE					442.65	LODGING FOR JOA CONFERENCE		

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
I 202407180930		Police Week Food	APBNK	7/07/2024	D	5/28/2024		30.48	30.48CR	
		G/L ACCOUNT		CK: 001978				30.48		
	101 42110-01-599.00	EMPLOYEE RECOGNITION COSTS					30.48	Police Week Food		
I 202407180931		Squad Gas	APBNK	7/07/2024	D	6/01/2024		50.00	50.00CR	
		G/L ACCOUNT		CK: 001978				50.00		
	101 43100-01-212.00	MOTOR FUELS					50.00	Squad Gas		
I 202407180932		Gas for Squad	APBNK	7/07/2024	D	6/04/2024		80.37	80.37CR	
		G/L ACCOUNT		CK: 001978				80.37		
	101 43100-01-212.00	MOTOR FUELS					80.37	Gas for Squad		
I 202407180933		Gas for squad	APBNK	7/07/2024	D	6/11/2024		72.28	72.28CR	
		G/L ACCOUNT		CK: 001978				72.28		
	101 43100-01-212.00	MOTOR FUELS					72.28	Gas for squad		
I 202407180934		Chief Uniforms	APBNK	7/07/2024	D	6/13/2024		187.94	187.94CR	
		G/L ACCOUNT		CK: 001978				187.94		
	101 42110-01-217.00	CLOTHING ALLOWANCE - POLICE					187.94	Chief Uniforms		
I 202407180935		RPD BASEBALL HAT FOR CSO	APBNK	7/07/2024	D	6/11/2024		23.00	23.00CR	
		G/L ACCOUNT		CK: 001978				23.00		
	101 42110-01-217.00	CLOTHING ALLOWANCE - POLICE					23.00	RPD BASEBALL HAT FOR CSO		
I 202407180936		Mail RPD Patches	APBNK	7/07/2024	D	6/06/2024		17.00	17.00CR	
		G/L ACCOUNT		CK: 001978				17.00		
	101 42110-01-322.00	POSTAGE					17.00	Mail RPD Patches		
I 202407180937		POST License for Cody Barne	APBNK	7/07/2024	D	6/10/2024		91.94	91.94CR	
		G/L ACCOUNT		CK: 001978				91.94		
	101 42110-01-433.00	DUES & SUBSCRIPTIONS					91.94	POST License for Cody Barnes		
I 202407180938		BWC Mounts	APBNK	7/07/2024	D	6/11/2024		273.10	273.10CR	
		G/L ACCOUNT		CK: 001978				273.10		
	101 42110-01-221.00	EQUIPMENT PARTS					273.10	BWC Mounts		
I 202407180939		POST License for Jesse Thie	APBNK	7/07/2024	D	6/24/2024		91.94	91.94CR	
		G/L ACCOUNT		CK: 001978				91.94		
	101 42110-01-433.00	DUES & SUBSCRIPTIONS					91.94	POST License for Jesse Thiel		
I 202407180940		CASE FOR SGT SQUAD CHEM AGE	APBNK	7/07/2024	D	6/05/2024		74.95	74.95CR	
		G/L ACCOUNT		CK: 001978				74.95		
	101 42110-01-242.00	MINOR EQUIPMENT					74.95	CASE FOR SGT SQUAD CHEM AGENTS		
I 202407180941		TASER HOLSTER-JESSE & CODY	APBNK	7/07/2024	D	6/06/2024		177.10	177.10CR	
		G/L ACCOUNT		CK: 001978				177.10		
	101 42110-01-221.00	EQUIPMENT PARTS					177.10	TASER HOLSTER-JESSE & CODY		

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
I 202407180942		BOLAWRAP BATTERIES	APBNK	7/07/2024	D	6/17/2024		38.67	38.67CR	
		G/L ACCOUNT		CK: 001978				38.67		
	101 42110-01-242.00	MINOR EQUIPMENT					38.67	BOLAWRAP BATTERIES		
I 202407180943		BCA CRIMINAL JUSTICE USER C	APBNK	7/07/2024	D	6/06/2024		300.00	300.00CR	
		G/L ACCOUNT		CK: 001978				300.00		
	101 42110-01-437.00	CONFERENCES & SEMINARS					300.00	BCA CRIMINAL JUSTICE USER CONF		
I 202407180944		TRAINING FOR OFFICER AHMETO	APBNK	7/07/2024	D	6/12/2024		195.00	195.00CR	
		G/L ACCOUNT		CK: 001978				195.00		
	101 42110-01-437.00	CONFERENCES & SEMINARS					195.00	TRAINING FOR OFFICER AHMETOIVC		
I 202407180945		OFFICE SUPPLIES	APBNK	7/07/2024	D	5/27/2024		19.90	19.90CR	
		G/L ACCOUNT		CK: 001978				19.90		
	101 41810-01-209.00	OTHER OFFICE SUPPLIES					19.90	OFFICE SUPPLIES		
I 202407180946		OFFICE SUPPLIES	APBNK	7/07/2024	D	5/31/2024		19.98	19.98CR	
		G/L ACCOUNT		CK: 001978				19.98		
	101 41810-01-209.00	OTHER OFFICE SUPPLIES					19.98	OFFICE SUPPLIES		
I 202407180947		OFFICE SUPPLIES	APBNK	7/07/2024	D	6/02/2024		10.75	10.75CR	
		G/L ACCOUNT		CK: 001978				10.75		
	101 41810-01-209.00	OTHER OFFICE SUPPLIES					10.75	OFFICE SUPPLIES		
I 202407180948		OFFICE SUPPLIES	APBNK	7/07/2024	D	6/12/2024		126.50	126.50CR	
		G/L ACCOUNT		CK: 001978				126.50		
	101 41810-01-209.00	OTHER OFFICE SUPPLIES					126.50	OFFICE SUPPLIES		
I 202407180949		OFFICE SUPPLIES	APBNK	7/07/2024	D	6/17/2024		23.72	23.72CR	
		G/L ACCOUNT		CK: 001978				23.72		
	101 41810-01-209.00	OTHER OFFICE SUPPLIES					23.72	OFFICE SUPPLIES		
I 202407180950		CAKE/WATER/ICE FOR SWEARING	APBNK	7/07/2024	D	6/04/2024		66.96	66.96CR	
		G/L ACCOUNT		CK: 001978				66.96		
	101 42110-01-599.00	EMPLOYEE RECOGNITION COSTS					66.96	CAKE/WATER/ICE FOR SWEARING IN		
I 202407180951		DMT TRAINING 3571	APBNK	7/07/2024	D	6/04/2024		75.00	75.00CR	
		G/L ACCOUNT		CK: 001978				75.00		
	208 49008-01-437.00	CONFERENCES & SEMINARS					75.00	DMT TRAINING 3571		
I 202407180952		POLO SHIRT FOR RESERVE	APBNK	7/07/2024	D	6/13/2024		38.00	38.00CR	
		G/L ACCOUNT		CK: 001978				38.00		
	101 42110-01-217.00	CLOTHING ALLOWANCE - POLICE					38.00	POLO SHIRT FOR RESERVE		
I 202407180953		POLICE WEEK PATROL TEAM 2	APBNK	7/07/2024	D	5/28/2024		304.88	304.88CR	
		G/L ACCOUNT		CK: 001978				304.88		
	101 42110-01-599.00	EMPLOYEE RECOGNITION COSTS					304.88	POLICE WEEK PATROL TEAM 2		

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
I 202407180954		GAS JUVENILE CONFERENCE	APBNK	7/07/2024	D	6/11/2024		60.81	60.81CR	
		G/L ACCOUNT		CK: 001978				60.81		
	101	43100-01-212.00 MOTOR FUELS					60.81	GAS JUVENILE CONFERENCE		
I 202407180955		HOTEL JUVENILE OFFICER AWARD	APBNK	7/07/2024	D	6/11/2024		323.22	323.22CR	
		G/L ACCOUNT		CK: 001978				323.22		
	101	42110-01-331.00 TRAVEL EXPENSE					323.22	HOTEL JUVENILE OFFICER AWARD		
I 202407180956		OXYGEN TANK HOLDER	APBNK	7/07/2024	D	5/27/2024		69.95	69.95CR	
		G/L ACCOUNT		CK: 001978				69.95		
	101	42210-01-241.00 SMALL TOOLS					69.95	OXYGEN TANK HOLDER		
I 202407180957		OXYGEN TANKS (5) AND TAGS	APBNK	7/07/2024	D	5/28/2024		312.54	312.54CR	
		G/L ACCOUNT		CK: 001978				312.54		
	101	42210-01-241.00 SMALL TOOLS					312.54	OXYGEN TANKS (5) AND TAGS		
I 202407180958		200 Disposable specimen cup	APBNK	7/07/2024	D	6/13/2024		44.99	44.99CR	
		G/L ACCOUNT		CK: 001978				44.99		
	601	49400-01-229.00 OTHER MAINTENANCE SUPPLIES					44.99	200 Disposable specimen cups		
I 202407180959		PESTICIDE RECERTIFICATION X	APBNK	7/07/2024	D	6/10/2024		290.00	290.00CR	
		G/L ACCOUNT		CK: 001978				290.00		
	101	45202-01-437.00 CONFERENCES & SEMINARS					290.00	PESTICIDE RECERTIFICATION X 2		
I 202407180960		GRAFFITTI REMOVER	APBNK	7/07/2024	D	6/10/2024		210.39	210.39CR	
		G/L ACCOUNT		CK: 001978				210.39		
	101	45202-01-229.00 OTHER MAINTENANCE SUPPLIES					210.39	GRAFFITTI REMOVER		
I 202407180961		PARTS FOR FD	APBNK	7/07/2024	D	6/11/2024		126.72	126.72CR	
		G/L ACCOUNT		CK: 001978				126.72		
	101	43100-01-221.00 EQUIPMENT PARTS					126.72	PARTS FOR FD		
I 202407180962		PESTICIDE RECERT. CLASS	APBNK	7/07/2024	D	6/20/2024		145.00	145.00CR	
		G/L ACCOUNT		CK: 001978				145.00		
	101	45202-01-437.00 CONFERENCES & SEMINARS					145.00	PESTICIDE RECERT. CLASS		
I 202407180963		ASE CERTIFICATES	APBNK	7/07/2024	D	6/21/2024		146.00	146.00CR	
		G/L ACCOUNT		CK: 001978				146.00		
	101	43100-01-437.00 CONFERENCES & SEMINARS					146.00	ASE CERTIFICATES		
I 202407180964		Light switch	APBNK	7/07/2024	D	5/30/2024		123.95	123.95CR	
		G/L ACCOUNT		CK: 001978				123.95		
	101	41940-01-223.00 BUILDING REPAIR SUPPLIES					123.95	Light switch		
I 202407180966		WRITING TO GET THINGS DONE	APBNK	7/07/2024	D	6/03/2024		428.69	428.69CR	
		G/L ACCOUNT		CK: 001978				428.69		
	101	41940-01-437.00 CONFERENCES & SEMINARS					428.69	WRITING TO GET THINGS DONE		

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
I 202407180967		ONLINE CERTIFICATE RENEWAL	APBNK	7/07/2024	D	6/03/2024	122.50	122.50CR	
		G/L ACCOUNT		CK: 001978			122.50		
	101 43121-01-433.00	DUES & SUBSCRIPTIONS				122.50	ONLINE CERTIFICATE RENEWAL		
I 202407180968		POSTCARDS FOR STREETS/SIP	APBNK	7/07/2024	D	6/06/2024	60.04	60.04CR	
		G/L ACCOUNT		CK: 001978			60.04		
	101 41940-01-208.00	MISCELLANEOUS SUPPLIES				60.04	POSTCARDS FOR STREETS/SIP		
I 202407180969		POWER STRIP FOR GIS	APBNK	7/07/2024	D	6/09/2024	28.99	28.99CR	
		G/L ACCOUNT		CK: 001978			28.99		
	101 41940-01-208.00	MISCELLANEOUS SUPPLIES				28.99	POWER STRIP FOR GIS		
I 202407180970		LABELS FOR SERVICE LINE MAI	APBNK	7/07/2024	D	6/23/2024	23.37	23.37CR	
		G/L ACCOUNT		CK: 001978			23.37		
	101 41940-01-208.00	MISCELLANEOUS SUPPLIES				23.37	LABELS FOR SERVICE LINE MAIL		
I 202407180971		SHELTER KEY AIRTAGS/HOLDERS	APBNK	7/07/2024	D	5/28/2024	90.96	90.96CR	
		G/L ACCOUNT		CK: 001978			90.96		
	101 45100-01-221.00	EQUIPMENT PARTS				90.96	SHELTER KEY AIRTAGS/HOLDERS		
I 202407180972		WEED CONTROL	APBNK	7/07/2024	D	5/30/2024	32.68	32.68CR	
		G/L ACCOUNT		CK: 001978			32.68		
	101 45100-01-221.00	EQUIPMENT PARTS				32.68	WEED CONTROL		
I 202407180973		WEED CONTROL SPRAY	APBNK	7/07/2024	D	5/29/2024	62.73	62.73CR	
		G/L ACCOUNT		CK: 001978			62.73		
	101 45100-30-221.00	EQUIPMENT PARTS				62.73	WEED CONTROL SPRAY		
I 202407180974		RECYCLING BINS/LINERS	APBNK	7/07/2024	D	5/31/2024	2,056.08	2,056.08CR	
		G/L ACCOUNT		CK: 001978			2,056.08		
	101 45100-01-221.00	EQUIPMENT PARTS				1,081.58	RECYCLING BINS/LINERS		
	650 45130-01-221.00	EQUIPMENT PARTS				487.25	RECYCLING BINS/LINERS		
	101 45100-30-221.00	EQUIPMENT PARTS				487.25	RECYCLING BINS/LINERS		
I 202407180975		EMERGENCY LIGHT BATTERIES	APBNK	7/07/2024	D	6/04/2024	12.95	12.95CR	
		G/L ACCOUNT		CK: 001978			12.95		
	101 45100-01-223.00	BUILDING REPAIR SUPPLIES				12.95	EMERGENCY LIGHT BATTERIES		
I 202407180976		NOZZLE AND WASHERS FOR HOSE	APBNK	7/07/2024	D	6/06/2024	21.67	21.67CR	
		G/L ACCOUNT		CK: 001978			21.67		
	650 45130-01-221.00	EQUIPMENT PARTS				21.67	NOZZLE AND WASHERS FOR HOSE		
I 202407180977		LEVEL FOR GRASS AND BATTERI	APBNK	7/07/2024	D	6/09/2024	76.98	76.98CR	
		G/L ACCOUNT		CK: 001978			76.98		
	101 45100-30-221.00	EQUIPMENT PARTS				76.98	LEVEL FOR GRASS AND BATTERIES		
I 202407180978		BOOTS TO ACCESS GUARD CHILL	APBNK	7/07/2024	D	6/18/2024	21.99	21.99CR	
		G/L ACCOUNT		CK: 001978			21.99		
	101 45100-01-221.00	EQUIPMENT PARTS				21.99	BOOTS TO ACCESS GUARD CHILLER		

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
I 202407180979		CATERED SENIOR LUNCHEON	APBNK	7/07/2024	D	6/04/2024		1,398.25	1,398.25CR	
		G/L ACCOUNT		CK: 001978				1,398.25		
	101 45100-87-219.00	OTHER OPERATING SUPPLIES					1,398.25	CATERED SENIOR LUNCHEON		
I 202407180980		STORAGE BINS FOR SC	APBNK	7/07/2024	D	6/05/2024		55.29	55.29CR	
		G/L ACCOUNT		CK: 001978				55.29		
	101 45100-30-219.00	OTHER OPERATING SUPPLIES					55.29	STORAGE BINS FOR SC		
I 202407180981		SENIOR CRAFT SUPPLIES	APBNK	7/07/2024	D	6/15/2024		21.56	21.56CR	
		G/L ACCOUNT		CK: 001978				21.56		
	101 45100-87-219.00	OTHER OPERATING SUPPLIES					21.56	SENIOR CRAFT SUPPLIES		
I 202407180982		RAS LUNCHEON DECOR	APBNK	7/07/2024	D	6/15/2024		43.08	43.08CR	
		G/L ACCOUNT		CK: 001978				43.08		
	205 49005-01-439.00	OTHER MISCELLANEOUS CHARGES					43.08	RAS LUNCHEON DECOR		
I 202407180983		SENIOR CRAFT SUPPLIES	APBNK	7/07/2024	D	6/15/2024		14.29	14.29CR	
		G/L ACCOUNT		CK: 001978				14.29		
	101 45100-87-219.00	OTHER OPERATING SUPPLIES					14.29	SENIOR CRAFT SUPPLIES		
I 202407180984		SENIOR MOVIE RENTAL	APBNK	7/07/2024	D	6/24/2024		3.99	3.99CR	
		G/L ACCOUNT		CK: 001978				3.99		
	101 45100-87-219.00	OTHER OPERATING SUPPLIES					3.99	SENIOR MOVIE RENTAL		
I 202407180985		Waterpark Camp 1 admission	APBNK	7/07/2024	D	6/18/2024		450.00	450.00CR	
		G/L ACCOUNT		CK: 001978				450.00		
	101 45100-91-219.00	OTHER OPERATING SUPPLIES					450.00	Waterpark Camp 1 admission		
I 202407180986		WATERPARK CAMP #1 ADMISSION	APBNK	7/07/2024	D	6/19/2024		710.00	710.00CR	
		G/L ACCOUNT		CK: 001978				710.00		
	101 45100-91-219.00	OTHER OPERATING SUPPLIES					710.00	WATERPARK CAMP #1 ADMISSION		
I 202407180987		PARKING AT GREAT WOLF LODGE	APBNK	7/07/2024	D	6/20/2024		17.35	17.35CR	
		G/L ACCOUNT		CK: 001978				17.35		
	101 45100-91-219.00	OTHER OPERATING SUPPLIES					17.35	PARKING AT GREAT WOLF LODGE		
I 202407180988		KIDS FAV FIELD TRIPS CAMP 1	APBNK	7/07/2024	D	6/24/2024		1,100.50	1,100.50CR	
		G/L ACCOUNT		CK: 001978				1,100.50		
	101 45100-91-219.00	OTHER OPERATING SUPPLIES					1,100.50	KIDS FAV FIELD TRIPS CAMP 1 AD		
I 202407180989		Employee Summer Luncheon	APBNK	7/07/2024	D	6/03/2024		271.87	271.87CR	
		G/L ACCOUNT		CK: 001978				271.87		
	101 41130-01-315.00	SPECIAL PROGRAMS					271.87	Employee Summer Luncheon		
I 202407180990		Compostable Bags	APBNK	7/07/2024	D	6/04/2024		204.53	204.53CR	
		G/L ACCOUNT		CK: 001978				204.53		
	101 45100-01-315.00	SPECIAL PROGRAMS					204.53	Compostable Bags		

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
I 202407180991		Employee Summer Luncheon	APBNK	7/07/2024	D	6/03/2024		18.70	18.70CR	
		G/L ACCOUNT		CK: 001978				18.70		
	101	41130-01-315.00	SPECIAL PROGRAMS				18.70	Employee Summer Luncheon		
I 202407180992		STAFF SHIRTS	APBNK	7/07/2024	D	5/29/2024		80.00	80.00CR	
		G/L ACCOUNT		CK: 001978				80.00		
	101	45100-01-219.00	OTHER OPERATING SUPPLIES				80.00	STAFF SHIRTS		
I 202407180993		KIDS CORNER CLIP BOARDS	APBNK	7/07/2024	D	5/31/2024		31.98	31.98CR	
		G/L ACCOUNT		CK: 001978				31.98		
	101	45100-01-219.00	OTHER OPERATING SUPPLIES				31.98	KIDS CORNER CLIP BOARDS		
I 202407180994		KIDS CORNER CLOCKS	APBNK	7/07/2024	D	6/03/2024		12.59	12.59CR	
		G/L ACCOUNT		CK: 001978				12.59		
	101	45100-01-219.00	OTHER OPERATING SUPPLIES				12.59	KIDS CORNER CLOCKS		
I 202407180995		STAPLE GUN STAPLES	APBNK	7/07/2024	D	6/05/2024		28.95	28.95CR	
		G/L ACCOUNT		CK: 001978				28.95		
	101	45100-01-219.00	OTHER OPERATING SUPPLIES				28.95	STAPLE GUN STAPLES		
I 202407180996		FIRST AID SUPPLIES	APBNK	7/07/2024	D	6/05/2024		30.06	30.06CR	
		G/L ACCOUNT		CK: 001978				30.06		
	101	45100-01-219.00	OTHER OPERATING SUPPLIES				30.06	FIRST AID SUPPLIES		
I 202407180997		FOOD FOR STAFF TRAINING	APBNK	7/07/2024	D	6/06/2024		119.80	119.80CR	
		G/L ACCOUNT		CK: 001978				119.80		
	101	45100-01-219.00	OTHER OPERATING SUPPLIES				119.80	FOOD FOR STAFF TRAINING		
I 202407180998		PIZZA-STAFF TRAINING	APBNK	7/07/2024	D	6/10/2024		175.89	175.89CR	
		G/L ACCOUNT		CK: 001978				175.89		
	101	45100-01-219.00	OTHER OPERATING SUPPLIES				175.89	PIZZA-STAFF TRAINING		
I 202407180999		TENNIS BALLS	APBNK	7/07/2024	D	6/11/2024		162.00	162.00CR	
		G/L ACCOUNT		CK: 001978				162.00		
	101	45100-84-219.00	OTHER OPERATING SUPPLIES				162.00	TENNIS BALLS		
I 202407181000		KOOSCH BALLS FOR TBALL	APBNK	7/07/2024	D	6/11/2024		89.95	89.95CR	
		G/L ACCOUNT		CK: 001978				89.95		
	101	45100-01-219.00	OTHER OPERATING SUPPLIES				89.95	KOOSCH BALLS FOR TBALL		
I 202407181002		WATERPARK CAMP 1 ADMISSION	APBNK	7/07/2024	D	6/11/2024		1,827.53	1,827.53CR	
		G/L ACCOUNT		CK: 001978				1,827.53		
	101	45100-91-219.00	OTHER OPERATING SUPPLIES				1,827.53	WATERPARK CAMP 1 ADMISSION		
I 202407181003		SAFETY CAMP LUNCH	APBNK	7/07/2024	D	6/12/2024		1,125.00	1,125.00CR	
		G/L ACCOUNT		CK: 001978				1,125.00		
	205	49005-01-439.00	OTHER MISCELLANEOUS CHARGES				1,125.00	SAFETY CAMP LUNCH		

PACKET: 07079 07/25/2024 AP CHECK RUN
VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
I	202407181004	GAMES G/L ACCOUNT 101 45100-01-219.00 OTHER OPERATING SUPPLIES	APBNK	7/07/2024 CK: 001978	D	6/12/2024	38.97 38.97 38.97 GAMES	38.97CR	
I	202407181005	SUMMER SUPPLIES G/L ACCOUNT 101 45100-01-219.00 OTHER OPERATING SUPPLIES	APBNK	7/07/2024 CK: 001978	D	6/12/2024	431.02 431.02 431.02 SUMMER SUPPLIES	431.02CR	
I	202407181006	LITTLE EXPLORERS CHARACTER G/L ACCOUNT 101 45100-93-219.00 OTHER OPERATING SUPPLIES	APBNK	7/07/2024 CK: 001978	D	6/17/2024	200.00 200.00 200.00 LITTLE EXPLORERS CHARACTER VIS	200.00CR	
I	202407181007	WATERPARK REMAINING BALANCE G/L ACCOUNT 101 45100-91-219.00 OTHER OPERATING SUPPLIES	APBNK	7/07/2024 CK: 001978	D	6/20/2024	142.27 142.27 142.27 WATERPARK REMAINING BALANCE	142.27CR	
I	202407181008	OFFICE CHAIR SLIP COVER G/L ACCOUNT 101 41810-01-209.00 OTHER OFFICE SUPPLIES	APBNK	7/07/2024 CK: 001978	D	6/05/2024	9.99 9.99 9.99 OFFICE CHAIR SLIP COVER	9.99CR	
I	202407181009	APPLE PENCIL PRO G/L ACCOUNT 101 45100-01-219.00 OTHER OPERATING SUPPLIES	APBNK	7/07/2024 CK: 001978	D	6/07/2024	129.00 129.00 129.00 APPLE PENCIL PRO	129.00CR	
I	202407181010	APPLE PENCIL - 2ND GENERATI G/L ACCOUNT 101 45100-01-219.00 OTHER OPERATING SUPPLIES	APBNK	7/07/2024 CK: 001978	D	6/10/2024	79.00 79.00 79.00 APPLE PENCIL - 2ND GENERATION	79.00CR	
I	202407181012	MONTHLY SUBSCRIPTION TO QUE G/L ACCOUNT 101 45100-01-433.00 DUES & SUBSCRIPTIONS	APBNK	7/07/2024 CK: 001978	D	5/28/2024	45.00 45.00 45.00 MONTHLY SUBSCRIPTION TO QUEST	45.00CR	
				DRAFTS		1	22,953.59 22,953.59	22,953.59CR 0.00	0.00

01-001898 US BANK

I 2605720	2024 BOND INTEREST	APBNK	7/12/2024 D	6/10/2024	51,756.25	51,756.25CR
	G/L ACCOUNT		CK: 001979		51,756.25	
	330 47000-01-611.00	BOND INTEREST		1,080.00	2024 BOND INTEREST	
	612 47000-01-611.00	BOND INTEREST		4,901.25	2024 BOND INTEREST	
	302 47000-01-611.00	BOND INTEREST		2,550.00	2024 BOND INTEREST	
	384 47000-01-611.00	BOND INTEREST		43,225.00	2024 BOND INTEREST	
I 2605931	2024 BOND INTEREST	APBNK	7/12/2024 D	6/10/2024	2,712,425.00	2,712,425.00CR
	G/L ACCOUNT		CK: 001979		2,712,425.00	
	382 47000-01-611.00	BOND INTEREST		2,712,425.00	2024 BOND INTEREST	

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
				DRAFTS		1		2,764,181.25	2,764,181.25CR	0.00
								2,764,181.25	0.00	
01-003048 US BANK EQUIPMENT FINANCE										
I 532697158		C3500 & C3510 COPIERS	APBNK	7/25/2024	R	7/01/2024		358.00	358.00CR	
		G/L ACCOUNT		CK: 156195				358.00		
	101	41810-01-202.00		DUPLICATING & COPYING COSTS			358.00	C3500 & C3510 COPIERS		
I 532947496		RICOH C3500 COPIER LEASE	APBNK	7/25/2024	R	7/05/2024		173.00	173.00CR	
		G/L ACCOUNT		CK: 156195				173.00		
	101	41810-01-202.00		DUPLICATING & COPYING COSTS			173.00	RICOH C3500 COPIER LEASE		
				REG. CHECK		1		531.00	531.00CR	0.00
								531.00	0.00	
01-002340 VONBANK LAWN CARE										
I 25562215		JULY LAWN SERVICES	APBNK	7/25/2024	R	7/07/2024		1,700.00	1,700.00CR	
		G/L ACCOUNT		CK: 156196				1,700.00		
	101	45202-01-409.00		OTHER CONTRACTED REPAIR & MAIN			1,700.00	JULY LAWN SERVICES		
				REG. CHECK		1		1,700.00	1,700.00CR	0.00
								1,700.00	0.00	
01-005231 WHITEWOOD GRAPHICS										
I 3031R		WIFI SIGNS (8)	APBNK	7/25/2024	R	7/18/2024		212.00	212.00CR	
		G/L ACCOUNT		CK: 156197				212.00		
	101	45100-01-221.00		EQUIPMENT PARTS			212.00	WIFI SIGNS (8)		
				REG. CHECK		1		212.00	212.00CR	0.00
								212.00	0.00	
01-231910 WSB AND ASSOCIATES INC										
I 13547-000-47		CARAMORE CROSSING 1-3	APBNK	7/25/2024	R	6/28/2024		1,419.00	1,419.00CR	
		G/L ACCOUNT		CK: 156198				1,419.00		
	603	49500-01-303.00		ENGINEERING FEES			516.00	CARAMORE CROSSING 1-3		
	464	48000-01-303.00		ENGINEERING FEES			516.00	CARAMORE CROSSING 1-3		
	404	48000-01-303.00		ENGINEERING FEES			387.00	CARAMORE CROSSING 1-3		
I 18668-000-21		OMNI BREWING	APBNK	7/25/2024	R	6/28/2024		129.00	129.00CR	
		G/L ACCOUNT		CK: 156198				129.00		
	407	48000-01-303.00		ENGINEERING FEES			129.00	OMNI BREWING		

VENDOR SEQUENCE										
VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
I 19979-000-12		ROSEWOOD CROSSING 2ND ADDIT	APBNK	7/25/2024	R	6/28/2024		677.25	677.25CR	
		G/L ACCOUNT		CK: 156198				677.25		
	465 48000-01-303.00	ENGINEERING FEES					677.25	ROSEWOOD CROSSING 2ND ADDITION		
I 20079-000-23		AMBER FIELDS 2ND ADDITION	APBNK	7/25/2024	R	6/28/2024		709.50	709.50CR	
		G/L ACCOUNT		CK: 156198				709.50		
	439 48000-01-303.00	ENGINEERING FEES					709.50	AMBER FIELDS 2ND ADDITION		
I 20372-000-6		SPRINGS AT ROSEMOUNT	APBNK	7/25/2024	R	6/28/2024		1,388.25	1,388.25CR	
		G/L ACCOUNT		CK: 156198				1,388.25		
	457 48000-01-303.00	ENGINEERING FEES					1,388.25	SPRINGS AT ROSEMOUNT		
I 20403-000-20		AMBER FIELDS 3RD ADDITION	APBNK	7/25/2024	R	6/28/2024		677.25	677.25CR	
		G/L ACCOUNT		CK: 156198				677.25		
	408 48000-01-303.00	ENGINEERING FEES					677.25	AMBER FIELDS 3RD ADDITION		
I 20570-000-22		AMBER FIELDS 4TH & 9TH ADD.	APBNK	7/25/2024	R	6/28/2024		1,510.00	1,510.00CR	
		G/L ACCOUNT		CK: 156198				1,510.00		
	425 48000-01-303.00	ENGINEERING FEES					865.00	AMBER FIELDS 4TH & 9TH ADD.		
	488 48000-01-303.00	ENGINEERING FEES					645.00	AMBER FIELDS 4TH & 9TH ADD.		
I 20605-000-22		AMBER FIELDS 5TH & 10TH ADD	APBNK	7/25/2024	R	6/28/2024		1,322.25	1,322.25CR	
		G/L ACCOUNT		CK: 156198				1,322.25		
	441 48000-01-303.00	ENGINEERING FEES					774.00	AMBER FIELDS 5TH & 10TH ADD		
	489 48000-01-303.00	ENGINEERING FEES					548.25	AMBER FIELDS 5TH & 10TH ADD		
I 20681-000-16		FRANA PRODUCTION FACILITY	APBNK	7/25/2024	R	6/28/2024		170.00	170.00CR	
		G/L ACCOUNT		CK: 156198				170.00		
	477 48000-01-303.00	ENGINEERING FEES					170.00	FRANA PRODUCTION FACILITY		
I 20822-000-16		LIFE TIME FITNESS CLUB DEV	APBNK	7/25/2024	R	6/28/2024		765.00	765.00CR	
		G/L ACCOUNT		CK: 156198				765.00		
	476 48000-01-303.00	ENGINEERING FEES					765.00	LIFE TIME FITNESS CLUB DEV		
I 20847-000-18		ECHELON AT AMBER FIELDS	APBNK	7/25/2024	R	6/28/2024		709.50	709.50CR	
		G/L ACCOUNT		CK: 156198				709.50		
	475 48000-01-303.00	ENGINEERING FEES					709.50	ECHELON AT AMBER FIELDS		
I 21037-000-13		AUTUMN TERRACE	APBNK	7/25/2024	R	6/28/2024		774.00	774.00CR	
		G/L ACCOUNT		CK: 156198				774.00		
	485 48000-01-303.00	ENGINEERING FEES					774.00	AUTUMN TERRACE		
I 21066-000-17		2023 ASST CITY ENGINEER SER	APBNK	7/25/2024	R	6/28/2024		4,140.00	4,140.00CR	
		G/L ACCOUNT		CK: 156198				4,140.00		
	438 48000-01-303.00	ENGINEERING FEES					840.00	2023 ASST CITY ENGINEER SERV		
	603 49500-01-303.00	ENGINEERING FEES					3,300.00	2023 ASST CITY ENGINEER SERV		
I 21280-000-11		SCHAFFER RICHARDSON APARTMEN	APBNK	7/25/2024	R	6/28/2024		935.00	935.00CR	
		G/L ACCOUNT		CK: 156198				935.00		
	481 48000-01-303.00	ENGINEERING FEES					935.00	SCHAFFER RICHARDSON APARTMENTS		

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
I 21290-000-18		ROERS CO - ROSEMOUNT APTS G/L ACCOUNT 480 48000-01-303.00	APBNK	7/25/2024 CK: 156198	R	6/28/2024		935.00 935.00	935.00CR	
		ENGINEERING FEES					935.00	ROERS CO - ROSEMOUNT APTS		
I 21513-000-10		REAL ESTATE EQUITIES DEV G/L ACCOUNT 482 48000-01-303.00	APBNK	7/25/2024 CK: 156198	R	6/28/2024		677.25 677.25	677.25CR	
		ENGINEERING FEES					677.25	REAL ESTATE EQUITIES DEV		
I 21893-000-11		ROSEWOOD COMMONS 2ND ADDITI G/L ACCOUNT 490 48000-01-303.00	APBNK	7/25/2024 CK: 156198	R	6/28/2024		774.00 774.00	774.00CR	
		ENGINEERING FEES					774.00	ROSEWOOD COMMONS 2ND ADDITION		
I 21997-000-11		2023 STREET IMPROV PROJECT G/L ACCOUNT 486 48000-01-303.00	APBNK	7/25/2024 CK: 156198	R	6/28/2024		14,030.75 14,030.75	14,030.75CR	
		ENGINEERING FEES					14,030.75	2023 STREET IMPROV PROJECT		
I 22560-000-11		FHR SOLAR SITE ESC G/L ACCOUNT 603 49500-01-303.00	APBNK	7/25/2024 CK: 156198	R	6/28/2024		492.00 492.00	492.00CR	
		ENGINEERING FEES					492.00	FHR SOLAR SITE ESC		
I 22711-000-8		CORMORANT POND MAINT. PROJE G/L ACCOUNT 603 49500-01-303.00	APBNK	7/25/2024 CK: 156198	R	6/28/2024		972.00 972.00	972.00CR	
		ENGINEERING FEES					972.00	CORMORANT POND MAINT. PROJECT		
I 22713-000-9		BROCKWAY POND OUTLET IMPV G/L ACCOUNT 603 49500-01-303.00	APBNK	7/25/2024 CK: 156198	R	6/28/2024		237.00 237.00	237.00CR	
		ENGINEERING FEES					237.00	BROCKWAY POND OUTLET IMPV		
I 22714-000-13		2023 MS4 & MONITORING PROGR G/L ACCOUNT 603 49500-01-405.00	APBNK	7/25/2024 CK: 156198	R	6/28/2024		1,155.00 1,155.00	1,155.00CR	
		MS4 PERMIT COMPLIANCE					1,155.00	2023 MS4 & MONITORING PROGRAM		
I 23065-000-9		PW/PD CAMPUS PROJECT G/L ACCOUNT 421 48000-01-303.00	APBNK	7/25/2024 CK: 156198	R	6/28/2024		1,089.50 1,089.50	1,089.50CR	
		ENGINEERING FEES					1,089.50	PW/PD CAMPUS PROJECT		
I 23278-000-8		ARDAN PLACE 2ND ADDITION ES G/L ACCOUNT 603 49500-01-303.00	APBNK	7/25/2024 CK: 156198	R	6/28/2024		903.00 903.00	903.00CR	
		ENGINEERING FEES					903.00	ARDAN PLACE 2ND ADDITION ESC		
I 23481-000-1		2024 GENERAL SERVICES G/L ACCOUNT 601 49407-01-409.00	APBNK	7/25/2024 CK: 156198	R	6/28/2024		928.50 928.50	928.50CR	
		OTHER CONTRACTED REPAIR & MAIN					928.50	2024 GENERAL SERVICES		
I 23542-000-6		AMBER FIELDS 13TH ADDITION G/L ACCOUNT 496 48000-01-303.00	APBNK	7/25/2024 CK: 156198	R	6/28/2024		7,330.75 7,330.75	7,330.75CR	
		ENGINEERING FEES					7,330.75	AMBER FIELDS 13TH ADDITION		

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
I 23763-000-7		AMBER FIELDS 11TH ADDITION G/L ACCOUNT	APBNK	7/25/2024 CK: 156198	R	6/28/2024		4,190.25 4,190.25	4,190.25CR	
	494	48000-01-303.00 ENGINEERING FEES					4,190.25	AMBER FIELDS 11TH ADDITION		
I 23764-000-9		AMBER FIELDS 12TH ADDITION G/L ACCOUNT	APBNK	7/25/2024 CK: 156198	R	6/28/2024		3,940.00 3,940.00	3,940.00CR	
	495	48000-01-303.00 ENGINEERING FEES					3,940.00	AMBER FIELDS 12TH ADDITION		
I 23892-000-8		RICH VALLEY EAST IND AUAR G/L ACCOUNT	APBNK	7/25/2024 CK: 156198	R	6/28/2024		343.75 343.75	343.75CR	
	101	41910-01-319.00 OTHER PROFESIONAL SERVICES					343.75	RICH VALLEY EAST IND AUAR		
I 23927-000-7		PROJECT BIGFOOT G/L ACCOUNT	APBNK	7/25/2024 CK: 156198	R	6/28/2024		6,756.50 6,756.50	6,756.50CR	
	474	48000-01-303.00 ENGINEERING FEES					6,756.50	PROJECT BIGFOOT		
I 23997-000-8		TALAMORE 4TH ADDITION G/L ACCOUNT	APBNK	7/25/2024 CK: 156198	R	6/28/2024		7,435.00 7,435.00	7,435.00CR	
	412	48000-01-303.00 ENGINEERING FEES					7,435.00	TALAMORE 4TH ADDITION		
I 24044-000-4		2024 GENERAL STORMWATER G/L ACCOUNT	APBNK	7/25/2024 CK: 156198	R	6/28/2024		4,489.50 4,489.50	4,489.50CR	
	429	48000-01-303.00 ENGINEERING FEES					3,874.50	2024 GENERAL STORMWATER		
	603	49500-01-303.00 ENGINEERING FEES					615.00	2024 GENERAL STORMWATER		
I 24321-000-4		2024 WCA SERVICES G/L ACCOUNT	APBNK	7/25/2024 CK: 156198	R	6/28/2024		1,194.75 1,194.75	1,194.75CR	
	603	49500-01-303.00 ENGINEERING FEES					1,194.75	2024 WCA SERVICES		
I 24359-000-3		AMBER FIELDS 14TH ADDITION G/L ACCOUNT	APBNK	7/25/2024 CK: 156198	R	6/28/2024		2,153.50 2,153.50	2,153.50CR	
	498	48000-01-303.00 ENGINEERING FEES					2,153.50	AMBER FIELDS 14TH ADDITION		
I 24360-000-5		AMBER FIELDS 15TH ADDITION G/L ACCOUNT	APBNK	7/25/2024 CK: 156198	R	6/28/2024		3,217.00 3,217.00	3,217.00CR	
	499	48000-01-303.00 ENGINEERING FEES					3,217.00	AMBER FIELDS 15TH ADDITION		
I 24361-000-5		ISD 196 ELEMENTARY SCHOOL G/L ACCOUNT	APBNK	7/25/2024 CK: 156198	R	6/28/2024		2,850.25 2,850.25	2,850.25CR	
	497	48000-01-303.00 ENGINEERING FEES					2,850.25	ISD 196 ELEMENTARY SCHOOL		
I 24362-000-5		SPECTRO BILLETT EXPANSION S G/L ACCOUNT	APBNK	7/25/2024 CK: 156198	R	6/28/2024		3,130.25 3,130.25	3,130.25CR	
	437	48000-01-303.00 ENGINEERING FEES					3,130.25	SPECTRO BILLETT EXPANSION SWMP		
I 24570-000-4		AMBER FIELDS 16TH ADDITION G/L ACCOUNT	APBNK	7/25/2024 CK: 156198	R	6/28/2024		3,754.50 3,754.50	3,754.50CR	
	420	48000-01-303.00 ENGINEERING FEES					3,754.50	AMBER FIELDS 16TH ADDITION		

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE										
VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING

I 24933-000-3		AMBER FIELDS 17TH ADDITION	APBNK	7/25/2024	R	6/28/2024		89.50	89.50CR	
		G/L ACCOUNT		CK: 156198				89.50		
	440 48000-01-303.00	ENGINEERING FEES					89.50	AMBER FIELDS 17TH ADDITION		
I 25320-000-2		AMBER FIELDS 18TH ADDITION	APBNK	7/25/2024	R	6/28/2024		1,800.75	1,800.75CR	
		G/L ACCOUNT		CK: 156198				1,800.75		
	431 48000-01-303.00	ENGINEERING FEES					1,800.75	AMBER FIELDS 18TH ADDITION		
I 25368-000-2		ROSEWOOD CENTER 2ND ADDITIO	APBNK	7/25/2024	R	6/28/2024		55.00	55.00CR	
		G/L ACCOUNT		CK: 156198				55.00		
	470 48000-01-303.00	ENGINEERING FEES					55.00	ROSEWOOD CENTER 2ND ADDITION		
I 25369-000-1		ROSEWOOD COMMONS 3RD ADDITI	APBNK	7/25/2024	R	6/28/2024		413.00	413.00CR	
		G/L ACCOUNT		CK: 156198				413.00		
	406 48000-01-303.00	ENGINEERING FEES					413.00	ROSEWOOD COMMONS 3RD ADDITION		
I 25601-000-1		O2B CHILDCARE	APBNK	7/25/2024	R	6/28/2024		2,734.75	2,734.75CR	
		G/L ACCOUNT		CK: 156198				2,734.75		
	101 41810-01-303.00	ENGINEERING FEES					2,734.75	O2B CHILDCARE		
I 25816-000-1		MY CREDIT UNION	APBNK	7/25/2024	R	6/28/2024		223.75	223.75CR	
		G/L ACCOUNT		CK: 156198				223.75		
	101 41810-01-303.00	ENGINEERING FEES					223.75	MY CREDIT UNION		
I 25817-000-1		WAYNE TRANSPORT EXPANSION	APBNK	7/25/2024	R	6/28/2024		223.75	223.75CR	
		G/L ACCOUNT		CK: 156198				223.75		
	401 48000-01-303.00	ENGINEERING FEES					223.75	WAYNE TRANSPORT EXPANSION		
I 25921-000-1		2024-2025 MS4 & MONITORING	APBNK	7/25/2024	R	6/28/2024		686.00	686.00CR	
		G/L ACCOUNT		CK: 156198				686.00		
	603 49500-01-405.00	MS4 PERMIT COMPLIANCE					686.00	2024-2025 MS4 & MONITORING		
				REG. CHECK			1	94,532.50	94,532.50CR	0.00
								94,532.50	0.00	

01-003480 YALE MECHANICAL LLC										
I 255133		HVAC MAINTENANCE-CENTRAL PA	APBNK	7/25/2024	R	7/12/2024		187.00	187.00CR	
		G/L ACCOUNT		CK: 156203				187.00		
	101 41940-01-319.00	OTHER PROFESSIONAL SERVICES					187.00	HVAC MAINTENANCE-CENTRAL PARK		
I 255160		HVAC MAINTENANCE-FS #1	APBNK	7/25/2024	R	7/12/2024		374.80	374.80CR	
		G/L ACCOUNT		CK: 156203				374.80		
	101 41940-01-319.00	OTHER PROFESSIONAL SERVICES					374.80	HVAC MAINTENANCE-FS #1		
I 256629		HVAC MAINTENANCE RURAL WELL	APBNK	7/25/2024	R	7/12/2024		467.00	467.00CR	
		G/L ACCOUNT		CK: 156203				467.00		
	601 49400-01-319.00	OTHER PROFESSIONAL SERVICES					467.00	HVAC MAINTENANCE RURAL WELL		

PACKET: 07079 07/25/2024 AP CHECK RUN

VENDOR SET: 01

VENDOR SEQUENCE

VENDOR	ITEM NO#	DESCRIPTION	BANK	CHECK	STAT	DUE DT	DISC DT	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
I 259056		DRYER AIR COMP	APBNK	7/25/2024	R	7/12/2024		85.49	85.49CR	
		G/L ACCOUNT		CK: 156203				85.49		
	101 41940-01-401.00	CONTRACTED BUILDING REPAIRS					85.49	DRYER AIR COMP		
				REG. CHECK			1	1,114.29	1,114.29CR	0.00
								1,114.29	0.00	

01-006201 AMBER ZABEL

I 2024-0397		PERMIT 4840-DAMAGE DEPOSIT	APBNK	7/25/2024	R	7/15/2024		300.00	300.00CR	
		G/L ACCOUNT		CK: 156204				300.00		
	101 22005	REFUNDS PAYABLE - P&R					300.00	PERMIT 4840-DAMAGE DEPOSIT		
				REG. CHECK			1	300.00	300.00CR	0.00
								300.00	0.00	

===== R E P O R T T O T A L S =====

F U N D D I S T R I B U T I O N

FUND NO#	FUND NAME	AMOUNT
101	GENERAL FUND	526,076.76CR
201	PORT AUTHORITY FUND	6,608.02CR
202	BUILDING CIP FUND	2,941.50CR
205	PARK IMPROVEMENT FUND	32,927.82CR
206	INSURANCE FUND	5,411.22CR
207	EQUIPMENT CIP FUND	13,661.35CR
208	DUI FORFEITURE FUND	12,750.47CR
241	TIF KEN ROSE DISTRICT	120,230.24CR
242	TIF DOWNTOWN-BROCKWAY	85,383.00CR
243	TIF-OSPREY DISTRICT	39,340.00CR
302	DS CIP REFUNDING-2015B	2,550.00CR
330	DS GO IMP BONDS-2014A	1,080.00CR
382	DS GO IMP BONDS-2023A	2,712,425.00CR
384	DS PA TIF REFUNDING-2015A	43,225.00CR
401	WAYNE TRANSPORT EXPANSION	223.75CR
404	CARAMORE CROSSING 3RD	387.00CR
406	ROSEWOOD COMMONS 3RD ADD	413.00CR
407	OMNI BREWING	129.00CR
408	AMBER FIELDS 3RD ADDITION	677.25CR
412	TALAMORE 4TH ADDITION	7,435.00CR
418	CSAH 42/BLAINE WATERMAIN	1,425,823.30CR
420	AMBER FIELDS 16TH	3,754.50CR
421	PD & PW BUILDINGS PROJECT	272,256.62CR
425	AMBER FIELDS 4TH ADDITION	865.00CR
429	ROSEMOUNT MIDDLE SCHOOL	3,874.50CR
431	AMBER FIELDS 18TH ADD	1,800.75CR
437	SPECTRO ALLOYS	3,130.25CR
438	HARMONY VILLAS	840.00CR
439	AMBER FIELDS 2 OUTLOT G	709.50CR
440	AMBER FIELDS 18TH OUTLT N	89.50CR
441	AMBER FIELDS 5TH ADDITION	774.00CR
457	AMBER FIELDS 6TH ADDITION	1,388.25CR
464	CARAMORE CROSSING 2ND	516.00CR
465	ROSEWOOD CROSSING 2ND	677.25CR
470	ROSEWOOD CENTER 2ND ADD	55.00CR
474	PROJECT BIGFOOT	6,756.50CR
475	AMBER FIELDS 7TH	709.50CR
476	LIFE TIME CLUB	2,875,103.35CR
477	FRANA PRODUCTION FACILITY	170.00CR
480	ROERS APARTMENTS	935.00CR
481	SCHAFER RICHARDSON APART	935.00CR
482	REAL ESTATE EQUITIES	677.25CR
484	FIRE STATION NO 1 FACADE	140,959.66CR
485	AUTUMN TERRACE	774.00CR
486	2023 PAVEMENT MANAGEMENT	15,230.75CR
488	AMBER FIELDS 9TH	645.00CR

===== R E P O R T T O T A L S =====

F U N D D I S T R I B U T I O N

FUND NO#	FUND NAME	AMOUNT
489	AMBER FIELDS 10TH	548.25CR
490	ROSEWOOD COMMONS 2ND ADD	774.00CR
492	2024 STREET IMPROVEMENT	28,906.73CR
493	ASPEN AVE EXTENSION	350.00CR
494	AMBER FIELDS 11TH	4,190.25CR
495	AMBER FIELDS 12TH	3,940.00CR
496	AMBER FIELDS 13TH	7,330.75CR
497	BONAIRE/AKRON ELEMENTARY	2,850.25CR
498	AMBER FIELDS 14TH	2,153.50CR
499	AMBER FIELDS 15TH	3,217.00CR
601	WATER UTILITY FUND	24,593.51CR
602	SEWER UTILITY FUND	2,549.57CR
603	STORM WATER UTILITY FUND	15,094.30CR
604	CAPITAL INVESTMENT FUND	379.17CR
608	STREET LIGHT UTILITY FUND	6,804.75CR
612	DS WATER REV BONDS-2015A	4,901.25CR
650	ARENA FUND	3,050.05CR
** TOTALS **		8,484,959.14CR

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---- TYPE OF CHECK TOTALS ----

	NUMBER	GROSS BALANCE	PAYMENT DISCOUNT	OUTSTANDING
HAND CHECKS		0.00	0.00	0.00
		0.00	0.00	
DRAFTS	8	2,799,361.55	2,799,361.55CR	0.00
		2,799,361.55	0.00	
REG-CHECKS	145	5,685,597.59	5,685,597.59CR	0.00
		5,685,597.59	0.00	
EFT		0.00	0.00	0.00
		0.00	0.00	
NON-CHECKS		0.00	0.00	0.00
		0.00	0.00	
ALL CHECKS	153	8,484,959.14	8,484,959.14CR	0.00
		8,484,959.14	0.00	

ERRORS: 0 WARNINGS: 0

Jeah Malecha

07/31/2024

**ROSEMOUNT CITY COUNCIL
REGULAR MEETING PROCEEDINGS
JULY 16, 2024**

CALL TO ORDER/PLEDGE OF ALLEGIANCE

Pursuant to due call and notice thereof, a regular meeting of the Rosemount City Council was held on Tuesday, July 16, 2024, at 7:00 PM. in Rosemount Council Chambers, 2875 145th Street West.

Mayor Weisensel called the meeting to order with Councilmembers Freske, Theisen and Klimpel. Council member Essler was absent.

APPROVAL OF AGENDA

Motion by Weisensel Second by Theisen

Motion to approve the consent agenda

Ayes: 4.

Nays: None. Motion carried.

PRESENTATIONS, PROCLAMATIONS AND ACKNOWLEDGMENTS

a. Special Event Update – Leprechaun Days

Parks & Recreation Director Schultz highlighted the upcoming barbeque event "Grill Your Ace Off" at Central Park. Leprechaun Days Committee member David Chumbley was present and highlighted the upcoming Leprechaun Days events.

b. Police Officer Oath of Office - Officer Trevor Wagner

Chief Dahlstrom introduced Officer Wagner and highlighted his accomplishments.

Clerk Fasbender administered the oath of office.

c. Police Officer Oath of Office - Officer Nicholas Melendrez

Chief Dahlstrom introduced Officer Melendrez and highlighted his accomplishments.

Clerk Fasbender administered the oath of office.

d. Award Recognitions - Police Department

2022 Employee of the Year - CSO Nicholas Melendrez

2023 Employee of the Year - Reserve Officer Marty Smith

2023 MN Juvenile Officer of the Year - Officer Paul Larson

Chief Dahlstrom recognized Officer Melendrez, Officer Lason and Reserve Officer Marty Smith for their accomplishments in 2022 and 2023.

RESPONSE TO PUBLIC COMMENT

City Administrator Martin responded by noting a concerned resident who spoke at the last

regular meeting is getting any sort of assistance that she needs and noted the Police Department continues to provide assistance for the resident.

Community Development Director Kienberger provided an update regarding the Speedway property, noting the environmental review completion and the property is now listed as a short sale. The City is taking care of the property as legally allowed, however the process of the building being sold is a very long process.

PUBLIC COMMENT

Christopher Horton
14385 Blaine Avenue

Pastor of St. John's Church expressed appreciation to the staff and the contractors regarding the watermain project that took place near their church, noting there was great communication and expressed gratitude on how the workers were able to accommodate services that were taking place at the church.

CONSENT AGENDA

Motion by Theisen Second by Freske

Motion to approve consent agenda.

Ayes: 4.

Nays: None. Motion Carried.

- a. Bill Listings
- b. Minutes of the July 2, 2024 Regular Meeting Minutes
- c. Minutes of the July 2, 2024 Work Session Proceedings
- d. Authorization for Temporary Street Closings and Adding of Events to Service Agreement - Leprechaun Days
- e. Halloween Event – Service Agreement
- f. Appointment of Additional Election Judges for 2024 Elections
- g. Request by Maplewood Development for Approval of Amber Fields 19th Final Plat
- h. Approve Pre-Application Escrow Agreement with Independent School District 196 - Rosemount High School Additions
- i. Request by My Credit Union for approval of a CUP and Minor Amendment to the PUD
- j. Resolution - Parking Restrictions on Akron Ave, Abbeyfield Ave, and 148th St
- k. Purchase 2024 Tahoe - Fire Department
- l. Lite Time Project Change Order #8
- m. Charitable Gambling Premise Permit Rosemount Area Hockey Association

PUBLIC HEARINGS

- a. Aspen Avenue Extension Project Assessment Hearing and Adoption of Assessment Roll

Public Works Director Egger provided an overview of the Aspen Avenue Extension Project which will connect county road 42 with Connemara Trail which will provide for distribution of trips to/from Life Time development site as well as adjacent neighborhoods and undeveloped property. The updated projected total costs equal \$761,000 (post-bid). The upfront funding is through streets capital improvement plan fund (general fund), sanitary sewer, water, and storm sewer funds and repaid through 100% special assessments to adjacent properties.

Mayor Weisensel opened the public hearing at 7:43 p.m.

Motion by Weisensel Second by Klimpel

Motion to close the public hearing

Ayes: 4.

Nays: None. Motion carried.

Motion by Klimpel Second by Theisen

Motion to Adopt a Resolution approving the Assessment Roll for the Aspen Avenue Extension Project, City Project 2024-02

Ayes: 4.

Nays: None. Motion Carried.

UNFINISHED BUSINESS

None.

NEW BUSINESS

- a. Appeal by Keith Moquin of the Planning Commission's denial of a variance to construct an addition to an existing accessory structure that would exceed the maximum area allowed by the zoning ordinance.

Senior Planner Nemcek provided an overview of the appeal to the denial made by the Planning Commission at its meeting in May. The applicant applied for a variance to construct an addition to an existing accessory structure that would bring the aggregate total of accessory structures on the site above the 1,000 square foot maximum area. The existing garage is 768 square feet with a small 105 square foot addition and two smaller accessory structures of approximately 120 square feet for a total of 1,113 square feet. The proposed addition to the garage is 792 square feet in area. If approved without conditions, the total aggregate area will be 1,905 square feet. With a condition requiring the removal of the existing small accessory structures and carport, the total will be 1,560 square feet.

The Planning Commission reviewed the request and held a public hearing during its meeting on May 28, 2024, and was unable to make the five findings that support approving a variance. The applicant is appealing the Planning Commission's decision. Staff finds that, given the information received from the applicant, the property owner proposes to use the property in a reasonable manner. The applicant alleges that constructing an attached garage would be impractical due to the existing

interior layout of the home, the topography of the site, and the existence of a significant tree in the portion of the property that could accommodate an attached garage without significant grading. The applicant has acknowledged a willingness to remove the existing accessory structures and to update the plans to maintain the same rear yard setback as the existing garage (minus the approximately 100 sf addition on the rear) if the variance is approved. Nemcek noted variances may be granted when the applicant for the variance establishes that there are practical difficulties in complying with the zoning ordinance and economic considerations alone do not constitute practical difficulties.

Staff asks that Council determine whether a finding can be made that there are practical difficulties that would support the granting of a variance and to continue the hearing to allow staff time to draft a resolution of approval, with conditions, or denial. The resolution would then be adopted by Council at its meeting on August 5th. The conditions that are acceptable based on meetings between staff, City Attorney and applicant's attorney are the small accessory structures, including the car port shall be removed, including the existing addition to the rear of the garage, second the garage addition plan shall be updated to align the rear of the proposed addition with the rear of the existing garage and the proposed addition may not encroach upon the conservation easement along the western property boundary.

Mayor Weisensel opened up for a public hearing at 7:55 p.m.

**Megan Rogers - Attorney
Larkin & Hoffman
8300 Norman Center Drive
Minneapolis, MN 55437-1060**

Ms. Rogers, attorney for applicant, appreciates the additional conversations that took place to request a variance. Ms. Rogers noted the garage cannot be properly attached to the west side of the home and partial implications on the east side. Ms. Rogers also noted the uniqueness of the property (i.e. tree preservation) and noted a declaration of covenants for the property. Ms. Rogers summarized that the applicant has every right to build a garage based on the conditions stated and the applicant is open to the conditions that staff proposed earlier this evening.

**Motion by Weisensel Second by Theisen
Motion to close the public hearing.**

Ayes: 4.

Nays: None. Motion carried.

Councilmembers are ok with a variance as long as the conditions that staff noted are being met. Staff will get plans in place that are consistent with the City Council's recommendations at the next regular council meeting.

The Mayor reopened public hearing period at 8:15 p.m. as a member of the public.

**Brandon Vickers
4091 143rd St W
Rosemount, MN**

Mr. Vickers, neighbor to applicant, stated his support of the variance. Mr. Vickers noted his kitchen views are of the front yard and he will be the only one who can see the garage.

Motion by Weisensel **Second by** Theisen

Motion to continue the hearing of the appeal to the Council of the Board of Appeals and Adjustments denial of the variance request by Keith Moquin

Ayes: 4.

Nays: None. Motion Carried.

ANNOUNCEMENTS

a. City Staff Updates

City Administrator Martin highlighted the upcoming event for Peyton Otterdahl who will be representing USA in the Olympics. Kare11 will be broadcasting from Central Park beginning at 5am.

b. Upcoming Community Calendar

Mayor Weisensel reviewed the calendar of events and upcoming meetings. Councilmember Freske highlighted Leprechaun Dyas noting Minnesota Valley Transit Authority will be going from Rosemount High School to Central Park for extra parking.

ADJOURNMENT

There being no further business to come before the City Council at the regular council meeting and upon a motion by Weisensel and a second by Klimpel the meeting was adjourned at 8:23 p.m.

Respectfully submitted,

Erin Fasbender
City Clerk

City Council Regular Meeting: August 5, 2024

AGENDA ITEM: Approve a Subdivision Agreement for Amber Fields 6th Addition	AGENDA SECTION: CONSENT AGENDA
PREPARED BY: Brian Erickson, City Engineer	AGENDA NO. 6.c.
ATTACHMENTS: Agreement	APPROVED BY: LJM
RECOMMENDED ACTION: Motion to approve a Subdivision Agreement for Amber Fields 6th Addition	

BACKGROUND

On June 18, 2024, City Council approved Amber Fields 6th Addition, and normally, the Subdivision Agreement is included as part of the final approvals. However, staff was waiting on additional information which has now been received.

The approval of this Subdivision Agreement will be the final step in allowing development to begin. This agreement follows the standard format and includes all the required conditions from the prior Council approval.

RECOMMENDATION

Staff recommends City Council approve the attached Subdivision Agreement and authorize the Mayor and City Clerk to enter into this agreement.

SUBDIVISION AGREEMENT Amber Fields 6th Addition

AGREEMENT dated this _____ day of _____, 2024, by and between the CITY OF ROSEMOUNT, a Minnesota municipal corporation (the “City”), and ENCLAVE MANAGER, LLC, a North Dakota limited liability company (the “Developer”).

1. **Request for Plat Approval.** The Developer has asked the City to approve the subdivision of land and a plat of land to be known as Amber Fields 6th Addition, which land is legally described on ATTACHMENT ONE, attached hereto and hereby made a part hereof (hereinafter referred to as the “Subject Property”).
2. **Conditions of Plat Approval.** The City has approved the subdivision and the plat on the following conditions:
 - a. Execution of a Subdivision Agreement.
 - b. Incorporation of recommendations of the City Engineer concerning design and installation of public infrastructure and including grading, erosion control, streets and utilities.
 - c. Payment of all applicable fees including GIS and other fees identified in the current fee schedule.
 - d. Incorporation of any easements necessary to accommodate drainage, ponding, trails, underpasses, conservation areas, streets and utilities.
 - e. Provision of \$58,740 for landscaping surety.
 - f. Park Dedication requirements were fulfilled as part of the Amber Fields Subdivision Agreement and Outlot plat through dedication of land and associated amenities.
3. **Phased Development.** The City may refuse to approve final plats of subsequent additions of the plat if the Developer has breached this Agreement and the breach has not been remedied. Development of each subsequent phase may not proceed until a subdivision agreement for such phase is approved by the City.
4. **Effect of Subdivision Approval.** For seven (7) years from the date of this Agreement, no amendments to the City’s Comprehensive Plan, except an amendment placing the plat in the current urban service area, or official controls shall apply to or affect the use, development density, lot size, lot layout or dedications of the approved plat unless required by state or federal law or agreed to in writing by the City and the Developer. Thereafter, notwithstanding anything in this Agreement to the contrary, to the full extent permitted by state law, the City may require compliance with any amendments to the City’s Comprehensive Plan, official controls, platting or dedication requirements enacted after the date of this Agreement.
5. **Development Plans.** The Subject Property shall be developed in accordance with the following plans, specifications and contract documents, original copies of which are on file with the City Engineer.

The plans and contract documents may be prepared and revised, subject to City approval, after entering this Agreement, but before commencement of any work on the Subject Property. If the plans vary from the written terms of this Agreement, the written terms shall control. The “**Development Plans**” are:

Plan A – Soil Erosion Control Plan and Schedule: Townhomes at Amber Fields, Preliminary Submittal page C-3.1 – C-3.2 dated 5/3/2024 (as revised).

Plan B – Drainage and Storm Water Runoff Plan: Townhomes at Amber Fields, Preliminary Submittal page C-3.0 dated 5/3/2024 (as revised).

Plan C – Plans & Specifications for Improvements: Townhomes at Amber Fields, Preliminary Submittal page C-4.0 – C-5.1 dated 5/3/2024 (as revised).

Plan D – Grading Plan: Townhomes at Amber Fields, Preliminary Submittal page P-1.0 dated 5/3/2024 (as revised).

Plan E – Site Lighting: Townhomes at Amber Fields, Preliminary Submittal page C-3.0 dated 5/3/2024 (as revised).

Plan F – Landscape Improvements: Townhomes at Amber Fields, Preliminary Submittal page L-1.0 – L-2.0 dated 5/3/2024 (as revised).

All improvements, including Developer Improvements (as noted in Section 6) and City-Installed Public Infrastructure Improvements (if any), that lie within the public right-of-way or easements and are improvements listed in Minnesota Statutes, Section 429.021 (hereinafter “**Public Improvements**”) will be designed by the Developer and must be approved by the City Engineer. The Developer will prepare plans and specifications for Public Improvements which shall be approved by the City Engineer. Such approvals shall not be unreasonably withheld, and the City shall approve or provide Developer with necessary revision comments within thirty (30) calendar days of Developer submittal of Public Improvement plans and specifications. The City will perform all construction inspection for the Public Improvements, at the Developer’s expense. Construction inspection includes but is not limited to inspection, documentation, and monitoring.

6. Installation by Developer. The Developer shall install or cause to be installed and pay for the following within this phase of the project as reflected herein unless expressly noted otherwise.

- a. Surveying and staking
- b. Surface improvements (paved streets, sidewalks, trails, etc.)
- c. Water main improvements
- d. Sanitary sewer improvements
- e. Storm sewer improvements
- f. Setting of lot and block monuments
- g. Gas, electric, telecommunications, and cable lines
- h. Site grading
- i. Landscaping
- j. Streetlights
- k. Other items as necessary to complete the development as stipulated herein or in other agreements signed by Developer.

Developer is required to obtain all necessary permits as required by regulatory agencies and other levels of government beyond the City of Rosemount.

7. **Time of Performance.** The pavement wear course shall be completed within one year of the first lift installation for all public roads within the Subject Property. The Developer may, however, request an extension of time from the City. If an extension is granted, it shall be conditioned upon updating the security posted by the Developer to reflect cost increases and the extended completion date, if any.
8. **[This Section Intentionally Left Blank]**
9. **[This Section Intentionally Left Blank]**
10. **Security for Developer Improvements.** To guarantee compliance with the terms of this Agreement, payment of the costs of all Developer Improvements, and construction of all Developer Improvements (as noted in Section 5), the Developer shall furnish the City with a cash deposit or irrevocable letter of credit from a local bank (the “**Security**”) in the amount of One Hundred Thirty-Four Thousand, Nine Hundred Seven Dollars (\$134,907). The amount of the security was calculated as follows:

Letter of Credit for Developer Improvements (due with signed agreement)

No.	Item	Cost	110%	Calculation
1	Grading and Erosion Control	\$ 43,743	\$ 48,117	\$3,000/ac x 14.581 acres. Minimum \$25,000
2	Pond Restoration and Erosion Control Removal	\$ 25,000	\$ 27,500	Minimum \$25,000
3	Survey Monumentation	\$ 500	\$ 550	\$500/lot x 1 lots
4	Landscaping	\$ 53,400	\$ 58,740	Per City Planner (178 trees x \$300)
5	Street Lights	\$ -	\$ -	\$7,500/light x 0 lights - Private
6	Surface Improvements		\$ -	125% - Private
7	Water Main Improvements		\$ -	125% - Private
8	Sanitary Sewer Improvements		\$ -	125% - Private
9	Storm Sewer Improvements		\$ -	125% - Private
	Total	\$ 122,643	\$ 134,907	

Refer to Exhibits A, B, C and D for an explanation of each item.

The bank and form of the letter of credit or other security shall be subject to the approval of the City Administrator. The letter of credit shall be automatically renewable until the City releases the developer from responsibility under this Agreement with respect to the items in the chart above. The letter of credit shall secure compliance with all terms of this Agreement and all obligations of the Developer under it. The City may draw down on the letter of credit without notice if the obligations of the Developer have not been completed, as required by this Agreement. In the event of a default under this Agreement by the Developer, the City shall furnish the Developer with written notice by certified mail of Developer’s default(s) under the terms of this Agreement. If the Developer does not remove said default(s) within thirty (30) days of receiving the notice, the City may draw on the letter of credit and take such steps as it deems necessary to remedy the default. Developer may request an extension of the 30-day cure period, which the City has the discretion to approve or deny in its reasonable judgment. With City approval, the letter of credit shall be reduced from time to time as financial obligations are paid and Developer Improvements and other Developer obligations are completed to the City’s requirements. Within ten (10) business days of the date of the reduction request, the City shall begin a review of the request. Processing of an approval of said requests will be dependent on the level of detailed information submitted to the City by the Developer, and from time to time the Developer may be required to provide supplemental information to substantiate a request.

The City will act in good faith to process and approve reduction requests in a reasonable and timely fashion.

11. **Grading Plan/Site Grading.** Site grading shall be completed by the Developer at its cost and approved by the City Engineer. The completion of grading activities will need to be coordinated by the City in conjunction with the installation of utilities. Developer shall furnish the City Engineer satisfactory proof of payment for the site grading work and shall submit a certificate of survey of the development to the City as the site grading is completed by phase, with street and lot grades. If any installation of utilities is occurring simultaneously with the grading, the utility contractor shall have preference over the grading activities. No substantial grading activities can be completed over installed utilities unless otherwise protected. All final grading of lots shall comply with the City-approved final grading plans.
12. **License.** The Developer hereby grants the City, its agents, employees, officers and contractors a license to enter the Subject Property to perform all work and inspections deemed appropriate by the City. Such license shall terminate as to each lot within the Subject Property upon acceptance by the City of the public infrastructure improvements.
13. **Erosion Control.** Prior to site grading, and before any utility construction is commenced or building permits are issued, an approved erosion control plan, to be submitted with the final grading plan for grading permit shall be implemented, inspected and approved by the City. All areas disturbed by the excavation and backfilling operations shall be reseeded within seventy-two (72) hours after the completion of the work in that area. Except as otherwise provided in the erosion control plan, seed shall be rye grass or other fast-growing seed suitable to the existing soil to provide a temporary ground cover as rapidly as possible. All seeded areas shall be mulched and disc-anchored as necessary for seed retention.

The parties recognize that time is critical in controlling erosion. If development does not comply with the erosion control plan and schedule, or supplementary instructions received from the City the City may take such action as it deems appropriate to control erosion. This right also applies to the required erosion control for basement and/or foundation excavation spoil piles. The City will attempt to notify the Developer in advance of any proposed action, but failure of the City to do so will not affect the Developer's or City's right or obligations hereunder. If the Developer does not reimburse the City for any cost the City incurred for such work within thirty (30) business days after receipt of an invoice for the work, the City may draw down the letter of credit to pay such costs. No development will be allowed, and no building permits will be issued unless the Subject Property is in full compliance with the erosion control requirements.

Costs for City inspection of onsite erosion shall be at the Developer's expense.

Notwithstanding the foregoing, the City agrees that the Developer shall have no continuing liability with respect to lots or any other portion of the Property as of the date that the Developer transfers each such portion of the Property to a builder. Developer shall follow MPCA required protocol for transfer of Stormwater Construction Permit responsibility to the new owner of each lot. The Developer is required to show proof of this assignment to the City. Until such time that the transfer of permit responsibility is presented to the City, the City will consider the Developer to remain responsible for required erosion and sediment control.

14. **Clean up.** The Developer shall clean streets of dirt and debris that has resulted from construction work by the Developer or its agents. The City will inspect the site on a weekly basis and determine

whether it is necessary to take additional measures to clean dirt and debris from the streets. Costs for City inspection of onsite erosion and sediment control shall be at the Developer's expense. After a twenty-four (24) hour verbal or written notice to the Developer, the City will complete or contract to complete the clean-up at the Developer's expense. If the Developer does not reimburse the City for any cost the City incurred for such work within thirty (30) business days after receipt of an invoice for the work, the City may draw down the letter of credit to pay such costs. The Developer shall inspect and, if necessary, clean all catch basins, sumps, and ponding areas of erosion/siltation and restore to the original condition at the end of the home construction or completion of Developer's Improvements within each phase of this development. All silt fence and other erosion control should be removed following the establishment of turf. These items are to be secured through the letter of credit as is noted in Exhibit A.

15. **Ownership of Improvements.** Upon completion and City acceptance of the work and construction required by this Agreement, the Public Improvements lying within public rights-of-way and easements shall become City property without further notice or action unless the improvements are specifically identified herein as private infrastructure.
16. **Warranty.** The Developer warrants all work required to be performed by it against poor material and faulty workmanship for a period of two (2) years after its completion and acceptance by the City or such longer period as is specified in plans and specifications for Public Improvements.

All trees, grass and sod shall be warranted to be alive, of good quality and disease free for twenty-four (24) months after planting.

Vegetation surrounding ponds and/or wetlands shall be warranted to be alive, of good quality and weed free for three (3) years after planting.

For each pond/wetland in the development, the Developer shall provide to the City Engineer an inspection report by July 31 each year that includes the following:

- a. Date of inspection.
- b. Name of person responsible for inspection.
- c. Photos of the pond/wetland area confirming the vegetation is established as intended.
- d. Maintenance plan describing the required maintenance activities and tentative schedule.

Any required wetland reporting must comply with State WCA and the City's CWMP reporting rules.

17. **Responsibility for Costs.**

- A. Except as otherwise specified herein, the Developer shall pay all costs incurred by it or the City in conjunction with the development of the Subject Property including, but not limited to, Soil and Water Conservation District charges, legal, planning, engineering and inspection expenses incurred in connection with approval and acceptance of the subdivision and the plat, the preparation of this Agreement and any amendments hereto, and all costs and expenses incurred by the City in monitoring and inspecting the development of the Subject Property.

- B. The Developer shall reimburse the City for costs incurred in the preparation and enforcement of this Agreement, including engineering and attorney's fees. Upon request, the City shall provide invoices, in reasonable detail, as to any such fees. The estimated City fees of Sixty-Three Thousand Six Hundred Eighty Dollars (\$63,680) shall be deposited with the City at the time this Agreement is signed, and represent the following amounts:

City Fees (due with signed agreement)			
No.	Item	Cost	Calculation
1	Engineering Fees	\$ 25,000	Reimbursable based on actual City expenditures
2	Attorney Fees	\$ 3,000	Estimate
3	City Administrative Fees	\$ 25,000	
4	Street Light Energy Cost	\$ -	0 lights x 24 months x \$30/month - Private
5	GIS Fees	\$ 10,680	\$60/unit X 178 units
6	Trail Fog Seal	\$ -	\$0.35/SF x 0 SF - No trail constructed
7	Seal Coating	\$ -	\$1.70/SY x 0 SY - Private
	Total	\$ 63,680	

If the actual City fees exceed this estimate, the Developer shall pay the additional costs to the City within thirty (30) business days after receipt of a written request from the City, which shall include an invoice, including itemized costs. If actual City fees are lower than this estimate, any surplus funds will be returned to the Developer when the project fund is reconciled and closed.

- C. The Developer shall pay in full all invoices submitted to it by the City for obligations incurred under this Agreement within thirty (30) business days after receipt. If the invoices are not paid on time, the City may halt development work and construction including, but not limited to, the issuance of building permits, assess costs, or pursue other appropriate and lawful remedies, until the past-due invoices are paid in full. Bills not paid within thirty (30) business days shall accrue interest at the rate of six percent (6%) per year.
- D. The Developer shall pay all energy costs for street lights installed within the Subject Property for 24 months at a cost of \$30/month/light. After that, the City shall pay and be responsible for the energy costs.
- E. The Developer will pay the cost of sealcoating the public streets within the development at a cost of \$1.70/SY. The sealcoating will be completed within three (3) years following wear course placement.
- F. The Developer will pay the cost of fog sealing the public trails within the development at a cost of \$0.35/SF. The fog sealing will be completed within three (3) years following trail installation.
18. **Indemnification.** The Developer shall hold the City and its officers, agents and employees harmless from claims made by third parties for damages sustained or costs incurred resulting from plat or subdivision approval and development of the Subject Property, except for any costs or expenses arising from intentional acts or gross negligence of the City, or its agents, employees or contractors. The Developer shall indemnify the City and its officers, agents and employees for all costs, damages or expenses that the City may pay or incur in consequence of such claims, including attorney's fees.
19. **Insurance.** The Developer agrees to take out and maintain until six (6) months after the City has accepted the Developer Improvements, commercial general liability insurance covering personal injury, including death, and claims for property damage which may arise out of Developer's work or the

work of its contractors or subcontractors. Liability limits shall be not less than \$2,000,000 per occurrence and \$3,000,000 annual aggregate and twice said limits when the claim arises out of the release or threatened release of a hazardous substance. To accomplish the above limits, an umbrella excess liability policy may be used. Developer must also maintain worker's compensation insurance with coverage amounts required by statute. The City shall be named as an additional insured on the commercial general liability policy or umbrella/excess insurance policy, if applicable. The Developer must provide a certificate of insurance to the City demonstrating compliance with the above. The certificate of insurance shall provide that the City must be given the same advance written notice of the cancellation of the insurance as is afforded to the Developer.

- 20. Park, Utility Fees and Service Charges.** The Developer agrees to pay sanitary sewer trunk, water trunk, and stormwater area charges set forth in this Section prior to release of the final plat of each plat within the project phase for the lots created by each plat. The sanitary sewer, water, and stormwater connection charges set forth in this Section shall be paid prior to building permit issuance on a per unit basis. The party requesting a building permit, not the Developer, shall be responsible for these connection charges. The rates for each of these items will be set according to the current rate structure for connection charges and trunk area charges at the time of final plat approval or receipt of a building permit and the fees will be adjusted based upon actual bid costs for road assessments. Park dedication fees or property in lieu of, will be addressed in each final plat of project phases as part of the subdivision agreement with the City, which shall be consistent with this Agreement.
- a. The fees, charges, and assessments in effect as of the date of this Agreement and estimated based upon the Developer-submitted plan dated 5/3/2024 for Townhomes at Amber Fields (as revised) are stated in Exhibit B. The Developer shall receive a dollar-for-dollar credit for the cost of any oversizing to address regional stormwater facilities and infrastructure that the Developer constructs which provides regional service functionality for stormwater sources above and beyond those which originate within Amber Fields. Credits amounts to the Developer will be locked in at the dollar value for the year in which the corresponding infrastructure was installed.
 - b. Park Dedication Fees: Satisfied via Amber Fields Subdivision Agreement dated March 1, 2022.
 - c. Storm Sewer Trunk Area Charges in the amount of \$97,699.
 - d. Sanitary Sewer Trunk Charges in the amount of \$17,080.
 - e. Water Trunk Charges in the amount of \$103,271.
 - f. The Developer understands that builders will be required to pay for the Subject Property fees, charges and assessments in effect at the time of issuance of building permits. The rates for each of these items will be set according to the current rate structure at the time the building permit is received. The fees, charges, and assessments in effect as of the date of this Agreement are stated below. The City agrees that it shall collect such amounts with building permits and that the party requesting a building permit, not the Developer, shall be responsible for these charges.
 - i. Metropolitan Council Environmental Services Availability Charges per SAC unit (current rate is \$2,485 per single-family home).
 - ii. Sanitary Sewer Availability Charges per SAC unit (currently at \$1,200/SAC unit).
 - iii. Water Availability Charges per WAC unit (currently at \$2,475/WAC unit for single-family residential and multi-family residential).
 - iv. Storm Sewer Connection Charges per unit.
- 21. Certificates of Occupancy.** Unless otherwise authorized in writing by the City Chief Building Official, no certificates of occupancy shall be issued until:

- a. The site grading is completed and approved by the City.
- b. All public utilities are tested, approved by the City Engineer, and in service.
- c. All curbing is installed and backfilled.
- d. The first lift of bituminous is in place and approved by the City.
- e. All building permit fees for the lot requesting the occupancy permit are paid in full.
- f. No early building permits will be issued without prior authorization from the City Building Official.

The Developer in executing this Agreement, assumes all liability and costs for damage or delays incurred by the City in construction of Public Improvements caused by the Developer, its employees, contractors, subcontractors, material men or agents.

22. Record Drawings. At project completion, Developer shall submit record drawings of all public and private infrastructure improvements in accordance with the City's Engineering Guidelines. No securities will be fully released until all record drawings have been submitted and accepted by the City Engineer.

23. Developer's Default. In the event of default by the Developer as to any of the work to be performed by it hereunder, the City will furnish the Developer with written notice of such default by certified mail. If the Developer does not remove said default(s) within thirty (30) days of receiving the notice, the City may, at its option, perform the work and the Developer shall reimburse the City for any expense incurred by the City, provided the Developer is first given notice of the work in default, no less than 48 hours in advance. Developer may request an extension of the 30-day cure period, which the City has the discretion to approve or deny in its reasonable judgment. This Agreement is a license for the City to act, and it shall not be necessary for the City to seek a court order for permission to enter the land. When the City does any such work to cure a default, the City may, in addition to its other remedies, draw on the letter of credit or other security described in Section 10, or levy the cost in whole or in part as a special assessment against portions of the Subject Property owned or managed by Developer. Developer waives its rights to notice of hearing and hearing on such assessments and its right to appeal such assessments pursuant to Minnesota Statutes, Section 429.081.

24. Miscellaneous.

- a. The Developer represents to the City that the development of the Subject Property, the subdivision and the plat comply with all city, county, metropolitan, state and federal laws and regulations including, but not limited to: subdivision ordinances, zoning ordinances and environmental regulations. If the City determines that the subdivision, or the plat, or the development of the Subject Property does not comply, the City may, at its option, refuse to allow construction or development work on the Subject Property until the Developer does comply. Upon the City's written demand, the Developer shall cease work until there is compliance.
- b. Third parties shall have no recourse against the City under this Agreement.
- c. Breach of the terms of this Agreement by the Developer shall be grounds for denial of building permits, including lots sold to third parties.
- d. If any portion, section, subsection, sentence, clause, paragraph or phase of this Agreement is for any reason held invalid, such decision shall not affect the validity of the remaining portion of this Agreement.
- e. The action or inaction of a party shall not constitute a waiver or amendment to the provisions of this Agreement. To be binding, amendments or waivers shall be in writing, signed by the parties

and approved by written resolution of the City Council. A party's failure to promptly take legal action to enforce this Agreement shall not be a waiver or release.

- f. This Agreement shall run with the land and shall be recorded against the title to the Subject Property. All terms and provisions of this Agreement shall be binding upon and inure to the benefit of the heirs, representatives, successors, and assigns of the parties hereto and shall be binding upon all future owners of all or any part of the Subject Property and shall be deemed covenants running with the land. The terms and provisions of this Agreement shall not be binding upon the owners of individual units or residences built upon lots within the development and shall not be deemed to run with the title of the individual units or residences within the development. This provision does not release any future developer or the Developer's successors or assigns from the terms and provisions of this Agreement. The Developer shall take such steps, including execution of amendments to this Agreement, as are necessary to affect the recording hereof. After the Developer has completed the work required of it under this Agreement, at the Developer's request as to all or a portion of the Subject Property, the City will execute and deliver to the Developer the requested release(s).
 - g. Each right, power or remedy herein conferred upon a party herein is cumulative and in addition to every other right, power or remedy, express or implied, now or hereafter arising, available to such party, at law or in equity, or under any other agreement, and each and every right, power and remedy herein set forth or otherwise so existing may be exercised from time to time as often and in such order as may be deemed expedient by such party and shall not be a waiver of the right to exercise at any time thereafter any other right, power or remedy.
 - h. The Developer may not assign this Agreement without the written permission of the City Council.
 - i. The Developer acknowledges that the City may issue additional requirements outside of the 2024 General Specifications and Standard Detail Plates for Street and Utility Construction or the 2008 Engineering Guidelines as the City is in the process of updating these documents. The review process may require additional time and expense due to this process, which shall be the Developer's responsibility. The Developer shall not be billed for the time required for the City to update and approve their revisions to the 2024 General Specifications and Standard Detail Plates for Street and Utility Construction or the 2008 Engineering Guidelines.
 - j. This Agreement includes all attachments, exhibits, and schedules, if any, attached to it, all of which are hereby made a part of this Agreement.
25. **Disclaimer of Relationship.** Nothing in this Agreement nor any act by the City or the Developer shall be deemed or construed by the City, the Developer, or any third party as creating any relationship of principal/agent, limited or general partner or joint venture between such parties.
26. **Landscaping and Irrigation of Common Areas and Rights-of-Way.** Installing finished sod within the common areas ("Common Area") of Outlots in the Subject Property shall be completed by the Developer; except, however, the Developer's responsibility shall cease with respect to a lot and the adjacent Common Area upon the Developer transferring title to the lot to a builder. Such builder shall thereafter be responsible for installing finished sod in the Common Area adjacent to the lot through any right-of-way area to the curb line or trail, as applicable. Irrigation, lawn maintenance, and landscaping within any Common Area and/or right-of-way thereafter shall be by the owner of the lot to be expressed in a recorded instrument, unless responsibility is assumed by a homeowners' association ("HOA") or a collective arrangement or agreement. Such maintenance includes, without limitation, cutting and irrigating lawns and vegetation, weed control, and tree trimming. No permanent irrigation system may be installed within any City right-of-way unless the City provides its prior written approval.

A visual representation of the parties responsible for the irrigation, lawn maintenance and landscaping described in this Section 26 is attached to this Agreement as Exhibit E: Maintenance Responsibility. Shaded areas identified as either an Outlot or an Addition are the areas where private parties are responsible.

The areas identified as City of Rosemount are the City's responsibility and include (a) East of Akron Avenue/North of Outlots T and S1, (b) right-of-way on both sides of Akron Avenue between 145th Street and 155th Street, a portion of which is shown in Inset F, and (c) the area at the center of Amber Fields, which is North of Outlots N, O and P and the 2nd Addition and South of the 2nd, 4th, 5th and 3rd Additions, portions of this are shown at the bottom of Insets B and C and at the top of Insets D and E. The City acknowledges its maintenance area (see (c) in previous sentence) includes the area around the large pond to be installed by Developer. In addition to what is depicted on Exhibit E, the City acknowledges it is responsible for initial construction and continued irrigation, lawn maintenance and landscaping West of the City's Auburn Avenue project that will be constructed South of 148th Street.

The Maintenance Responsibility exhibit does not address who is responsible for tree removal and replacement within rights-of-way. The City is responsible for tree removal and replacement only in the rights-of-way of 148th Street, Akron Avenue, and Auburn Avenue.

The Maintenance Responsibility exhibit does not address who is responsible for snow removal. The City is responsible for snow removal from all trails. The City is also responsible for snow removal from all sidewalks within rights-of-way for Akron Avenue, Auburn Avenue, and 148th Street which run parallel to the street along which they are built. Snow on all other segments of sidewalks within the neighborhoods will be cleared by private property owners, HOAs, or similar collective maintenance arrangements or agreements.

This Section 26 does not alter responsibilities of (i) the Developer or a builder as to initial construction of sidewalks, trails, or landscaping, including irrigation, or (ii) the City as to its Akron Avenue and Auburn Avenue construction projects South of 148th Street, except for the shaded area designated as 2nd Addition that is East of such future Auburn Avenue.

- 27. Notices.** Required notices to the Developer shall be in writing, and shall be mailed to the Developer by registered mail at the following address:

Rosemount Cosgrove, LLC
1660 S. Highway 100, Ste 530
St. Louis Park, MN 55416

Notices to the City shall be in writing and shall be either hand delivered to the City Administrator, or mailed to the City by registered mail in care of the City Administrator at the following address:

City Administrator
Rosemount City Hall
2875 145th Street West
Rosemount, Minnesota 55068

[Remainder of page intentionally left blank.]

IN WITNESS WHEREOF, the parties have hereunto set their hands the day and year first above written.

CITY OF ROSEMOUNT

BY: _____
Jeffery D. Weisensel, Mayor

BY: _____
Erin Fasbender, City Clerk

STATE OF MINNESOTA)
) ss
COUNTY OF DAKOTA)

The foregoing instrument was acknowledged before me this ____ day of _____, 2024 by Jeffery D. Weisensel, Mayor, and Erin Fasbender, City Clerk, of the City of Rosemount, a Minnesota municipal corporation, on behalf of the corporation and pursuant to the authority granted by its City Council.

Notary Public

ROSEMOUNT COSGROVE, LLC
By: Enclave Manger, LLC, a North Dakota, limited liability company, its Manager

BY: _____
Austin J. Morris, Manager of Enclave Manager, LLC

STATE OF NORTH DAKOTA)
) ss
COUNTY OF CASS)

The foregoing instrument was acknowledged before me this ____ day of _____, 2024 by Austin J. Morris, Manager of Enclave Manager, LLC, a North Dakota limited liability company, Manager of Rosemount Cosgrove, LLC, a Delaware limited liability company, on behalf of the limited liability company.

Notary Public

Drafted By:
City of Rosemount
2875 145th Street West
Rosemount, MN 55068

EXHIBIT A

The following clarifies the various portions of the letter of credit for Developer Improvements that are outlined in the Subdivision Agreement; except, however, the City will accept the amounts attributed to grading and erosion control and pond restoration/erosion control removal from a contractor instead of the Developer.

Grading & Erosion Control – A restoration and erosion control bond to ensure re-vegetation and erosion control (\$3,000/acre). Note: The minimum surety amount is set at \$25,000.

Pond Restoration/Erosion Control Removal – A security to allow for cleaning of sedimentation ponds prior to City acceptance, and removal of any installed erosion control measures such as silt fence and wood fiber blanket following development of 75% of adjoining lots (estimated lump sum).

Survey Monumentation – An amount equal to 110% of the cost to monument all lots within the development.

Landscaping – An amount equal to 110% of the cost to complete the minimum required landscaping. If additional landscaping is planned, a surety for that cost is not required.

Street Lights – An amount equal to 110% of the cost to complete the required street light installation on public roadways.

Improvements – An amount equal to 125% of the cost to complete those public improvements provided as part of the final plat and final construction documents. Private improvements may also be included when necessary to complete access to and utility supply for platted lots.

EXHIBIT B

(SUMMARY OF DEVELOPMENT FEES AND LOT AREAS)

Exhibit B

Amber Fields 6th Subdivision Agreement
Revised July 2024

Amber Fields 6th Addition
EXHIBIT B (Page 1 of 2)

Letter of Credit for Developer Improvements (due with signed agreement)

No.	Item	Cost	110%	Calculation
1	Grading and Erosion Control	\$ 43,743	\$ 48,117	\$3,000/ac x 14.581 acres. Minimum \$25,000
2	Pond Restoration and Erosion Control Removal	\$ 25,000	\$ 27,500	Minimum \$25,000
3	Survey Monumentation	\$ 500	\$ 550	\$500/lot x 1 lots
4	Landscaping	\$ 53,400	\$ 58,740	Per City Planner (178 trees x \$300)
5	Street Lights	\$ -	\$ -	\$7,500/light x 0 lights - Private
6	Surface Improvements		\$ -	125% - Private
7	Water Main Improvements		\$ -	125% - Private
8	Sanitary Sewer Improvements		\$ -	125% - Private
9	Storm Sewer Improvements		\$ -	125% - Private
	Total	\$ 122,643	\$ 134,907	

City Fees (due with signed agreement)

No.	Item	Cost	Calculation
1	Engineering Fees	\$ 25,000	Reimbursable based on actual City expenditures
2	Attorney Fees	\$ 3,000	Estimate
3	City Administrative Fees	\$ 25,000	
4	Street Light Energy Cost	\$ -	0 lights x 24 months x \$30/month - Private
5	GIS Fees	\$ 10,680	\$60/unit X 178 units
6	Trail Fog Seal	\$ -	\$0.35/SF x 0 SF - No trail constructed
7	Seal Coating	\$ -	\$1.70/SY x 0 SY - Private
	Total	\$ 63,680	

Development Fees (due before signed plat is released)

No.	Item	Cost	Calculation
1	Storm Sewer Trunk Charge	\$ 97,699	See Exhibit C & D for details
2	Sanitary Sewer Trunk Charge	\$ 17,080	See Exhibit C & D for details
3	Water Trunk Charge	\$ 103,271	See Exhibit C & D for details
5	Park Dedication	\$ -	Satisfied via land dedication
	Total	\$ 218,050	

Amber Fields 6th Addition
EXHIBIT B (Page 2 of 2)

Totals		
Block	Lots	Units
1	1	244
Total	1	244
Total Plat Area = 14.581 acres Total Park Area = 0.000 acres Future Plat Area = 0.000 acres Developable Area * = 14.581 acres Ponding to HWL = 0.000 acres Net Developable Area = 14.581 acres		

Block	Lot	Units	SQ FT	Acres
1	1	1	635,146.00	14.581
Total Boundary			635,146.00	14.581

* Excludes future plat and park areas (all outlots)

EXHIBIT C

(DETAIL CALCULATION OF TRUNK AREA CHARGES)

Exhibit C

Amber Fields 6th Subdivision Agreement
Revised July 2024

Amber Fields 6th Addition **EXHIBIT C**

Trunk Charge Apportionments

Detail provided in Exhibit D

Trunk Charge	Amount	Outlot B	
Sanitary Sewer	\$ 17,079.52		
Water Area	\$ 103,271.50		
Stormwater Area	\$ 97,698.90		
 Total Plat Area	 14.58		
Developing Area	14.58	100.00%	
Future Development	0.00	0.00%	
 Trunk Area Charges to be collected with this plat			
Sanitary Area	\$ 17,080.00		
Water Area	\$ 103,271.00		
Stormwater Area	\$ 97,699.00		
 Remaining Trunk Area Charges to be collected via future plat			
Sanitary Area	\$ -		
Water Area	\$ -		
Stormwater Area	\$ -		

EXHIBIT D

(OVERALL TRUNK AREA CHARGE CALCULATIONS FOR AMBER FIELDS DEVELOPMENT)

Exhibit D

Amber Fields 6th Subdivision Agreement
Revised July 2024

**Amber Fields 6th Addition
EXHIBIT D**

Individual Outlot/ROW Calculations

Parcel	Phase	Area (SF)	Area (AC)	Portion of Total Area	Portion of Total Future Net Developed Area	<i>All calculations based on City of Rosemount Adopted 2022 Trunk Rates (Subject to change over time. Actual charges based on rate in year when final subdivision and final platting occur)</i>			Subtotal	Comments	Apportioned Trunk Fees (Aggregate Totals for Outlot A, H, ROW CSAH 42, ROW CR 73, ROW FUT 1, ROW FUT 2, ROW INTER 1)			Subtotal	GRAND TOTAL Outlot Trunk Fee (Estimated based on 2022 Rates)	Parcel
						SAC	WAC	STAC			SAC	WAC	STAC			
						(\$1,075/Acre)	(\$6,500/Acre)	(\$6,865/Acre)								
Outlot A	1	546,505	12.546	2.88%	0.00%	\$ 13,486.98	\$ 81,549.19	\$ 22,146.69	\$ 117,182.85	Storm HWL = 9.32 ac (includes 2.73 ac wetland)						Outlot A
Outlot B	1	524,625	12.044	2.77%	3.65%	\$ 12,947.01	\$ 78,284.26	\$ 82,680.23	\$ 173,911.50		\$ 4,132.50	\$ 24,987.23	\$ 15,018.67	\$ 44,138.41	\$ 218,049.91	Outlot B
Outlot C	1	402,659	9.244	2.12%	2.80%	\$ 9,937.06	\$ 60,084.56	\$ 63,458.54	\$ 133,480.16		\$ 3,171.77	\$ 19,178.15	\$ 11,527.10	\$ 33,877.01	\$ 167,357.18	Outlot C
Outlot D	1	195,662	4.492	1.03%	1.36%	\$ 4,828.67	\$ 29,196.58	\$ 30,836.08	\$ 64,861.32		\$ 1,541.24	\$ 9,319.14	\$ 5,601.30	\$ 16,461.68	\$ 81,323.00	Outlot D
Outlot E	1	499,401	11.465	2.63%	3.47%	\$ 12,324.52	\$ 74,520.35	\$ 78,704.96	\$ 165,549.83		\$ 3,933.81	\$ 23,785.85	\$ 14,296.57	\$ 42,016.23	\$ 207,566.06	Outlot E
Outlot F	1	675,481	15.507	3.56%	4.70%	\$ 16,669.93	\$ 100,794.92	\$ 106,454.94	\$ 223,919.78		\$ 5,320.81	\$ 32,172.32	\$ 19,337.29	\$ 56,830.41	\$ 280,750.19	Outlot F
Outlot G	1	804,114	18.460	4.24%	5.59%	\$ 19,844.41	\$ 119,989.46	\$ 126,727.33	\$ 266,561.21		\$ 6,334.06	\$ 38,298.95	\$ 23,019.72	\$ 67,652.73	\$ 334,213.93	Outlot G
Outlot H	1	2,603,640	59.771	13.72%	0.00%	\$ 64,254.20	\$ 388,513.77	\$ 162,572.47	\$ 615,340.44	Storm HWL = 36.09 ac (includes 1.59 ac wetland)						Outlot H
Outlot I	1	519,381	11.923	2.74%	3.61%	\$ 12,817.60	\$ 77,501.76	\$ 81,853.78	\$ 172,173.13		\$ 4,091.20	\$ 24,737.47	\$ 14,868.55	\$ 43,697.21	\$ 215,870.35	Outlot I
Outlot J	1	967,302	22.206	5.10%	6.73%	\$ 23,871.66	\$ 144,340.29	\$ 152,445.55	\$ 320,657.50		\$ 7,619.50	\$ 46,071.39	\$ 27,691.38	\$ 81,382.26	\$ 402,039.77	Outlot J
Outlot K	1	791,652	18.174	4.17%	5.50%	\$ 19,536.87	\$ 118,129.89	\$ 124,763.34	\$ 262,430.09		\$ 6,235.89	\$ 37,705.40	\$ 22,662.97	\$ 66,604.26	\$ 329,034.35	Outlot K
Outlot L	1	732,550	16.817	3.86%	5.09%	\$ 18,078.31	\$ 109,310.72	\$ 115,448.94	\$ 242,837.97		\$ 5,770.34	\$ 34,890.44	\$ 20,971.03	\$ 61,631.81	\$ 304,469.79	Outlot L
Outlot M	1	1,329,375	30.518	7.01%	9.24%	\$ 32,807.12	\$ 198,368.63	\$ 209,507.79	\$ 440,683.54		\$ 10,471.57	\$ 63,316.47	\$ 38,056.60	\$ 111,844.64	\$ 552,528.18	Outlot M
Outlot N	2	1,374,558	31.556	7.25%	9.56%	\$ 33,922.17	\$ 205,110.81	\$ 216,628.57	\$ 455,661.56		\$ 10,827.48	\$ 65,468.48	\$ 39,350.07	\$ 115,646.04	\$ 571,307.60	Outlot N
Outlot O	2	909,635	20.880	4.79%	6.32%	\$ 22,446.05	\$ 135,720.33	\$ 143,341.55	\$ 301,507.93		\$ 7,164.46	\$ 43,320.02	\$ 26,037.66	\$ 76,522.14	\$ 378,030.07	Outlot O
Outlot P	2	548,138	12.584	2.89%	3.81%	\$ 13,527.28	\$ 81,792.86	\$ 86,385.84	\$ 181,705.99		\$ 4,317.72	\$ 26,107.13	\$ 15,691.79	\$ 46,116.63	\$ 227,822.62	Outlot P
Outlot Q	3	881,305	20.232	4.65%	6.13%	\$ 21,749.38	\$ 131,507.86	\$ 138,892.54	\$ 292,149.78		\$ 6,942.09	\$ 41,975.46	\$ 25,229.50	\$ 74,147.06	\$ 366,296.83	Outlot Q
Outlot R	3	623,412	14.312	3.29%	4.33%	\$ 15,384.94	\$ 93,025.21	\$ 98,248.93	\$ 206,659.07		\$ 4,910.66	\$ 29,692.34	\$ 17,846.69	\$ 52,449.68	\$ 259,108.75	Outlot R
Outlot S	3	1,846,870	42.398	9.73%	12.84%	\$ 45,578.17	\$ 275,588.96	\$ 291,064.34	\$ 612,231.47		\$ 14,547.91	\$ 87,964.11	\$ 52,871.16	\$ 155,383.18	\$ 767,614.65	Outlot S
Outlot T	3	351,417	8.067	1.85%	2.44%	\$ 8,672.48	\$ 52,438.26	\$ 55,382.87	\$ 116,493.61		\$ 2,768.13	\$ 16,737.55	\$ 10,060.17	\$ 29,565.86	\$ 146,059.46	Outlot T
Outlot U	3	404,451	9.285	2.13%	2.81%	\$ 9,981.29	\$ 60,351.96	\$ 63,740.96	\$ 134,074.21		\$ 3,185.89	\$ 19,263.50	\$ 11,578.40	\$ 34,027.78	\$ 168,101.98	Outlot U
ROW - CSAH 42	1	358,955	8.240	1.89%	0.00%	\$ 8,858.51	\$ 53,563.07	\$ 56,570.85	\$ 118,992.43							ROW - CSAH 42
ROW - CR 73	1	525,850	12.072	2.77%	0.00%	\$ 12,977.24	\$ 78,467.06	\$ 82,873.28	\$ 174,317.58							ROW - CR 73
ROW - FUT 1	1	819	0.019	0.00%	0.00%	\$ 20.21	\$ 122.21	\$ 129.07	\$ 271.50							ROW - FUT 1
ROW - FUT 2	3	153,282	3.519	0.81%	0.00%	\$ 3,782.79	\$ 22,872.66	\$ 24,157.05	\$ 50,812.49							ROW - FUT 2
ROW-INTER 1	1	401,445	9.216	2.12%	0.00%	\$ 9,907.10	\$ 59,903.41	\$ 63,267.22	\$ 133,077.73							ROW-INTER 1
TOTAL		18,972,384	435.55	100.00%	100.00%	\$ 468,211.96	\$ 2,831,049.04	\$ 2,678,283.68	\$ 5,977,544.67						\$5,977,544.67	

Aggregate Trunk Fees - Phase 1 (Highlighted Outlots & ROWs)

Future Net Developed Acres (Total area minus Outlot A, H, ROW CSAH 42, ROW CR 73, ROW FUT 1, ROW FUT 2, ROW INTER 1)	330.163
---	----------------

\$ 113,287.03 \$ 684,991.37 \$ 411,716.62

NOTE: All calculations based on City of Rosemount Adopted 2022 Trunk Rates (Subject to change over time. Actual charges based on rate in year when final subdivision and final platting occur)

SAC WAC STAC
\$ 1,075.00 \$ 6,500.00 \$ 6,865.00

EXHIBIT E
MAINTENANCE RESPONSIBILITY

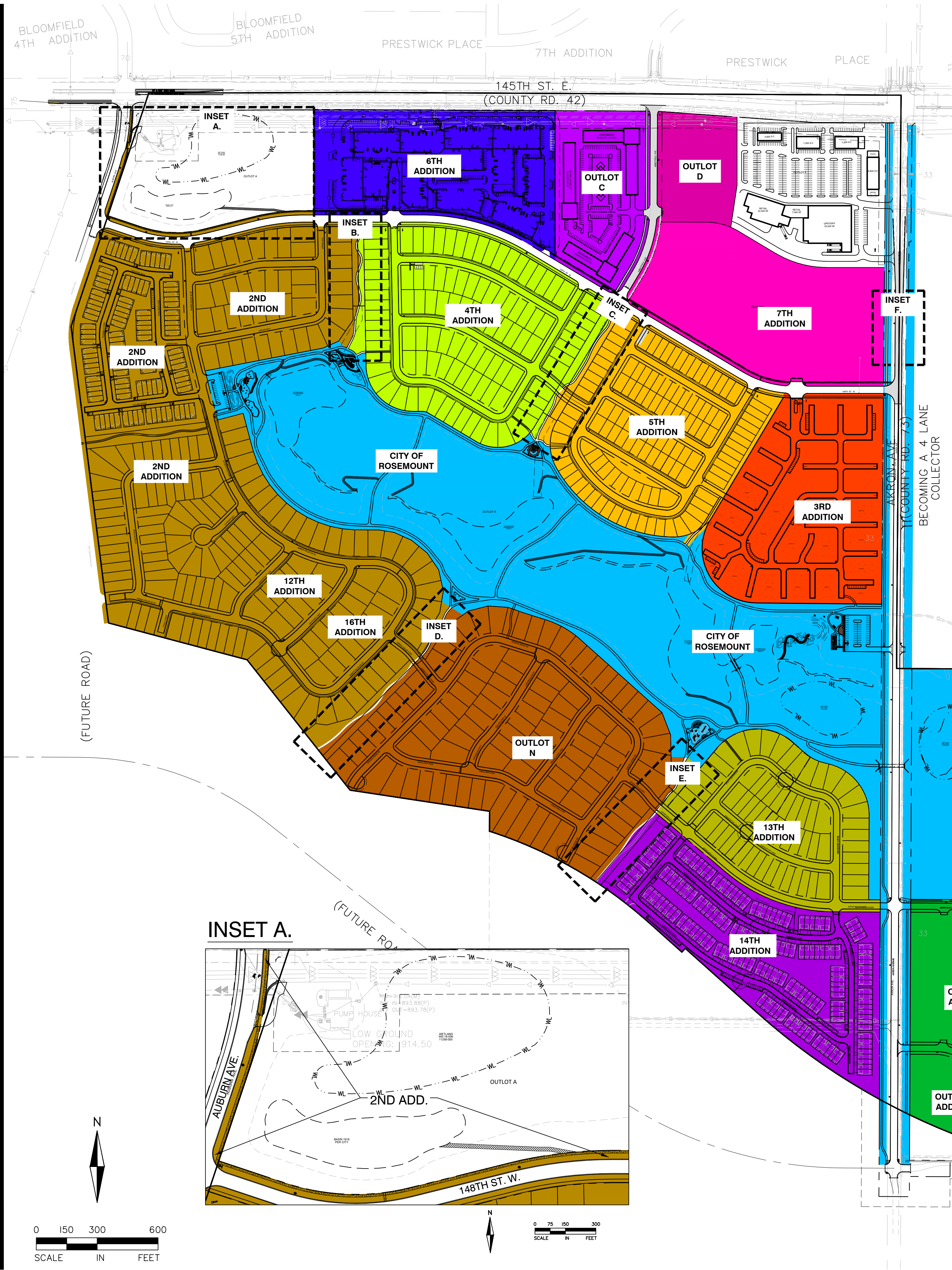
LEGEND (also in lower right corner of Exhibit)

- COLOR INDICATES PARTY/DEVELOPMENT RESPONSIBLE FOR IRRIGATION AND LANDSCAPE MAINTENANCE OF PUBLIC AREAS
- PROPERTY LINE
- PRIVATE PROPERTY NOTE: ALL IRRIGATION EQUIPMENT SUCH AS PIPES AND HEADS USED BY PRIVATE ENTITIES TO IRRIGATE ADJACENT PUBLIC AREAS SHALL REMAIN ON PRIVATE PROPERTY
- BITUMINOUS TRAIL DEMARCATES BOUNDARY OF MAINTENANCE AREAS

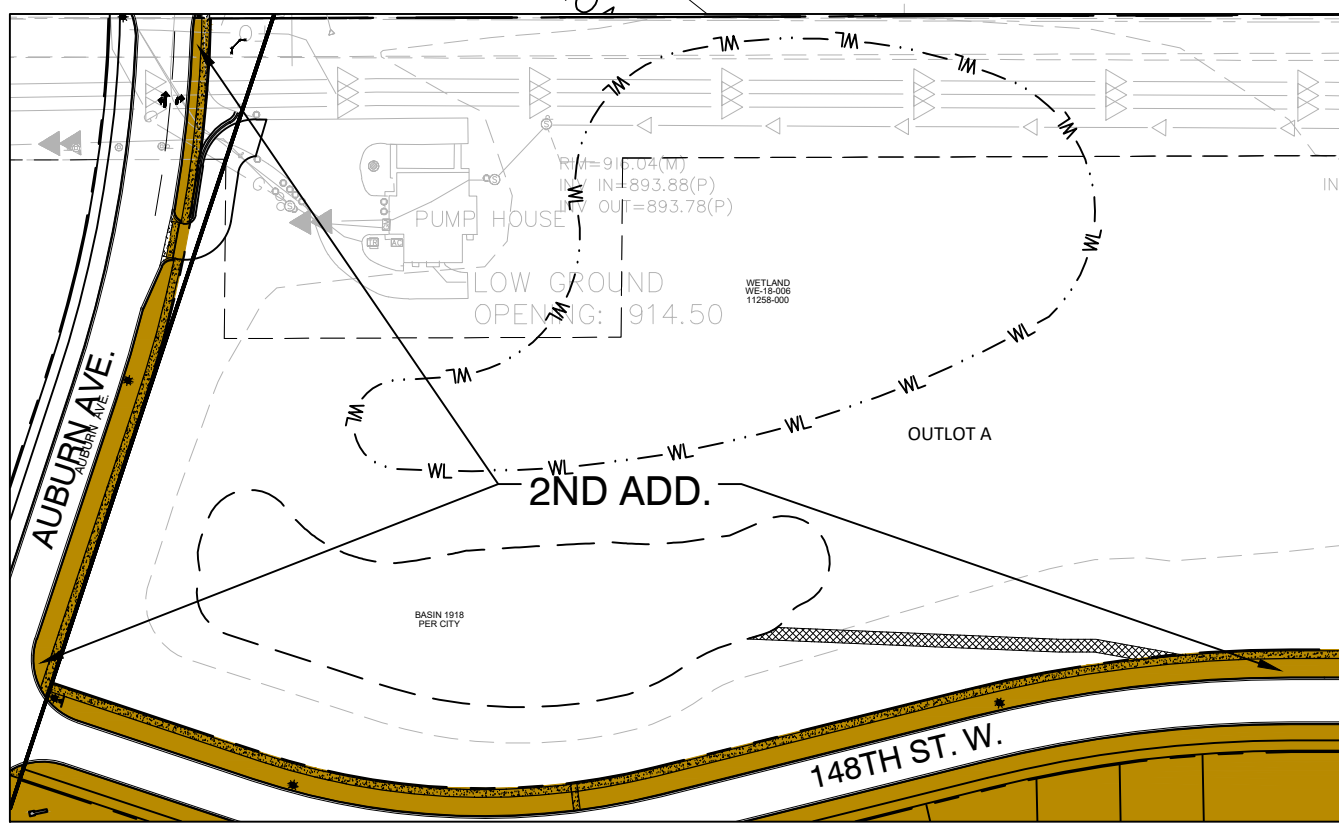
LOCATIONS OF AUBURN AVENUE AND AKRON AVENUE, AND 148TH STREET

- Auburn Avenue (including the future portion) is the road shown West of and adjacent to the 2nd Addition shaded area.
- Akron Avenue is the road at the center of Inset F.
- 148th Street is the road that extends East-West from Auburn Avenue to Akron Avenue, South of the 6th and 7th Additions and Outlot C, and North of the 2nd, 3rd, 4th, and 5th Additions.

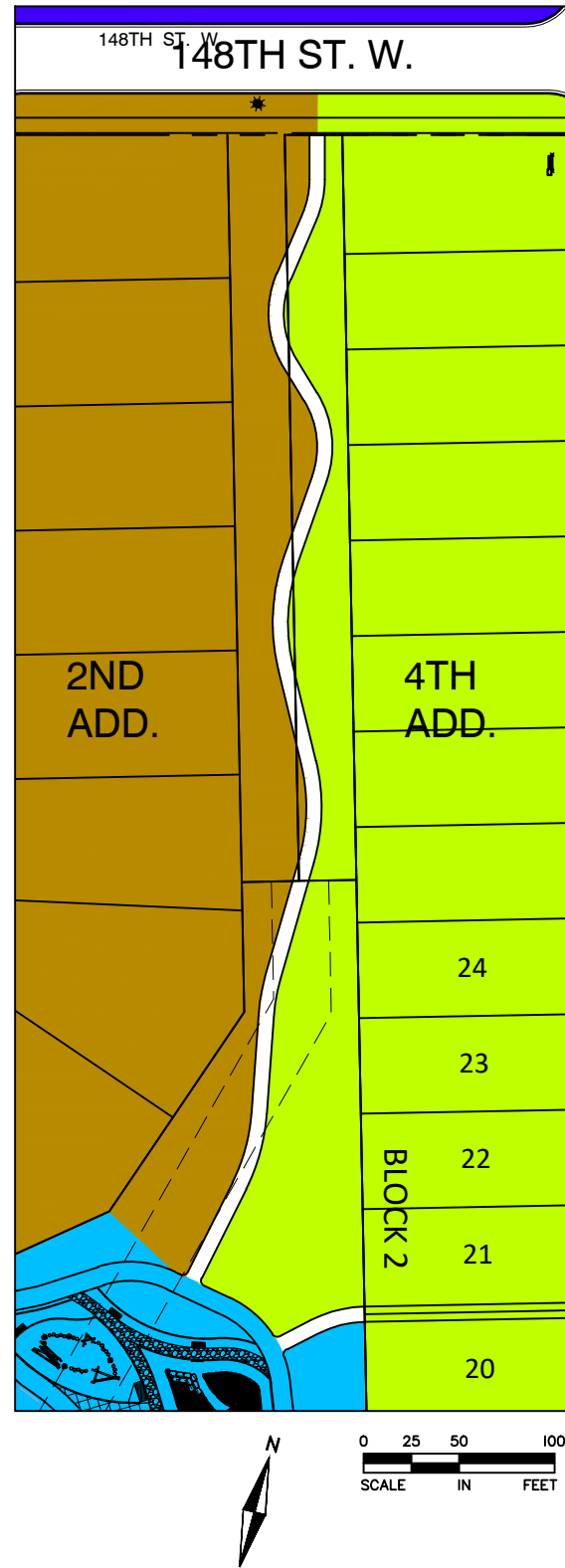
Drawing name: X:\2020\2000078\exhibits\Maintenance Exhibit\Maintenance Exhibit.dwg Jun 14, 2024 6:49am



INSET A.



INSET B.



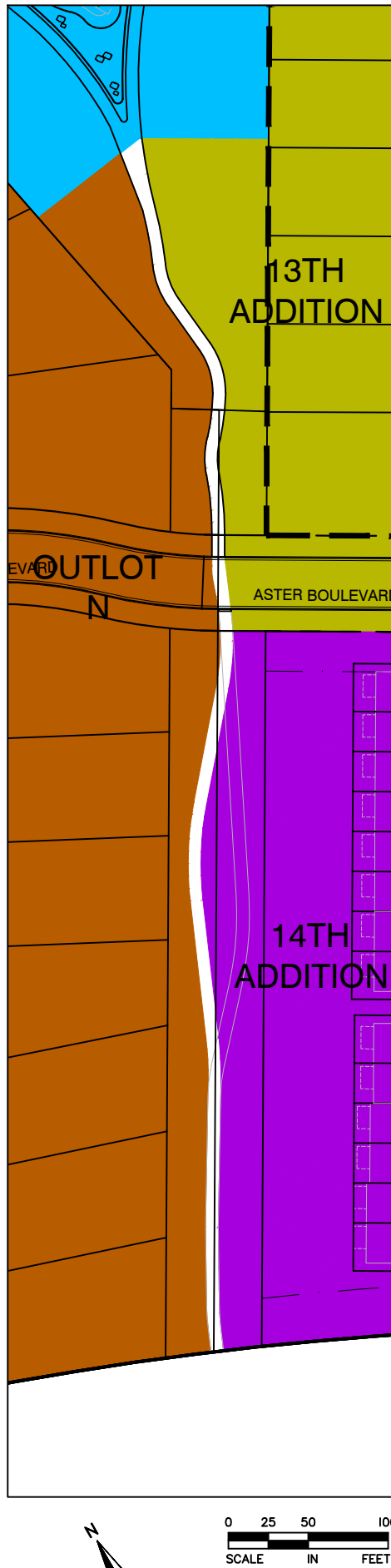
INSET C.



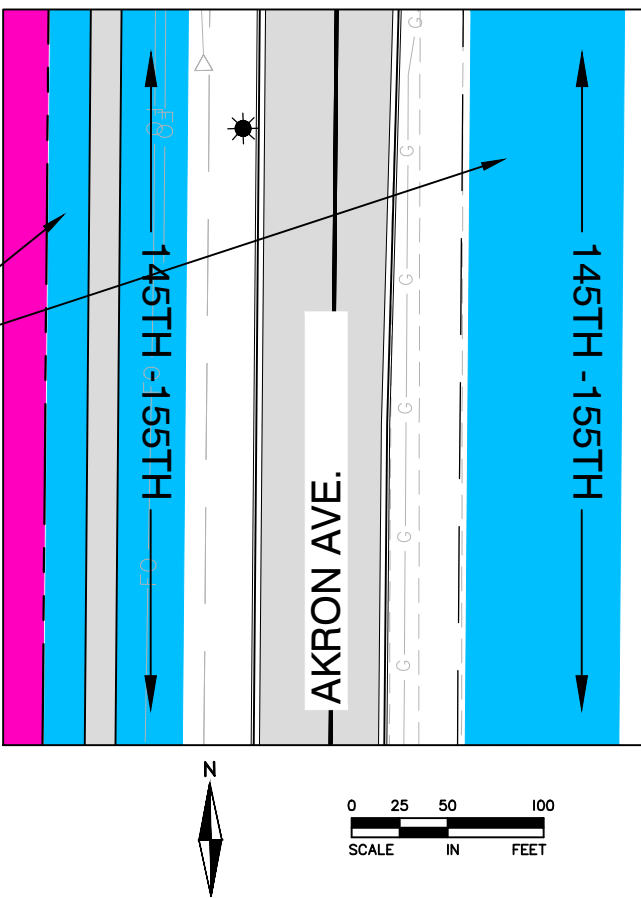
INSET D.



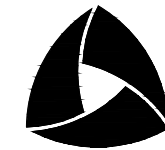
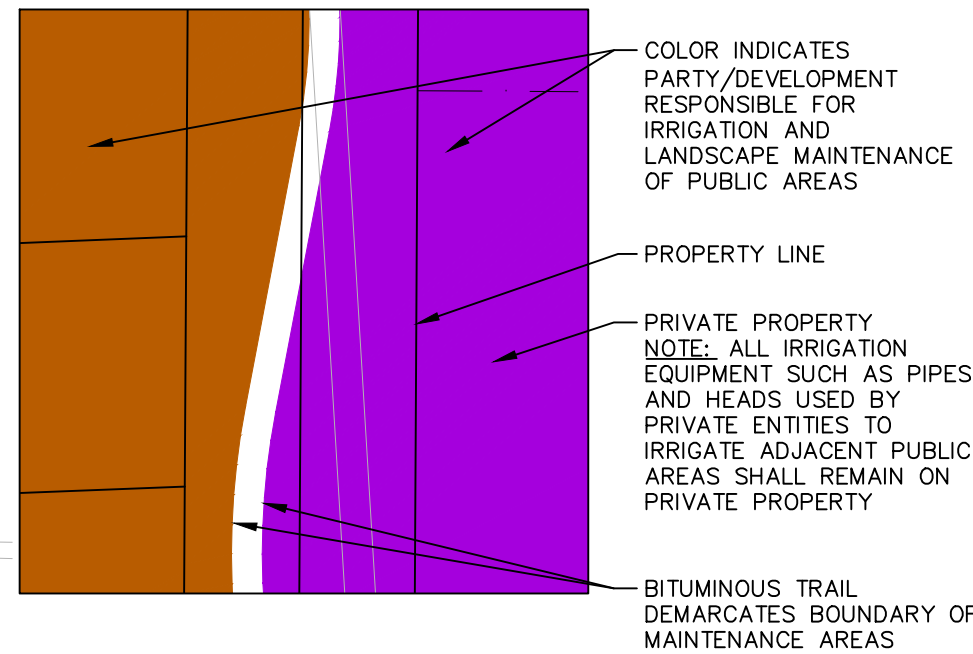
INSET E.



INSET F.



LEGEND



ALLIANT

733 Marquette Avenue
Suite 700
Minneapolis, MN 55402
612.758.3080
www.alliant-inc.com

AMBER FIELDS

ROSEMOUNT, MN

MAINTENANCE RESPONSIBILITY EXHIBIT

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed under the laws of the State of MINNESOTA

Date License No.

QUALITY ASSURANCE/CONTROL

BY DATE

DATE ISSUE

7-13-22 MAINTENANCE EXHIBIT

PROJECT TEAM DATA

DESIGNED: JDG

DRAWN: JDG

PROJECT NO:

ATTACHMENT ONE

Amber Fields 6th Final Plat

AMBER FIELDS SIXTH ADDITION

KNOW ALL PERSONS BY THESE PRESENTS: That Rosemount Cosgrove, LLC, a Delaware limited liability company, owner of the following described property:

Outlot B, AMBER FIELDS, corrected in Document No. 3545750, according to the recorded plat thereof, Dakota County.

Has caused the same to be surveyed and platted as AMBER FIELDS SIXTH ADDITION and does hereby dedicate to the public for public use the drainage and utility easements as created by this plat.

In witness whereof said Rosemount Cosgrove, LLC, a Delaware limited liability company, has caused these presents to be signed by its proper officer this _____ day of _____, 20 ____.

Signed: Rosemount Cosgrove, LLC, a Delaware limited liability company.
By: Enclave Manager, LLC, a North Dakota limited liability company, its Manager

By: _____
Austin J. Morris, Manager of Enclave Manager, LLC

STATE OF NORTH DAKOTA
COUNTY OF CASS

The foregoing instrument was acknowledged before me this _____ day of _____, 20 ____, by Austin J. Morris, a Manager of Enclave Manager, LLC, a North Dakota limited liability company, Manager of Rosemount Cosgrove, LLC, a Delaware limited liability company, on behalf of the limited liability company.

Signature

Printed Name
Notary Public, _____ County, _____
My Commission Expires _____

SURVEYORS CERTIFICATE

I Daniel Ekrem do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this _____ day of _____, 20 ____.

Daniel Ekrem, Licensed Land Surveyor
Minnesota License No. 57386

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me on _____ day of _____, 20 ____, by Daniel Ekrem.

Signature

Printed Name
Notary Public, _____ County, Minnesota
My Commission Expires _____

CITY COUNCIL, CITY OF ROSEMOUNT, MINNESOTA

This plat was approved by the City Council of ROSEMOUNT, Minnesota, this _____ day of _____, 20 ____ and hereby certifies compliance with all requirements as set forth in Minnesota Statutes, Section 505.03, Subd. 2.

By: _____
Mayor Clerk

COUNTY SURVEYOR, COUNTY OF DAKOTA, STATE OF MINNESOTA

I hereby certify that in accordance with Minnesota Statutes, Section 505.021, Subd. 11, this plat has been reviewed and approved this _____ day of _____, 20 ____.

Todd B. Tollefson
Dakota County Surveyor

COUNTY BOARD OF COMMISSIONERS, COUNTY OF DAKOTA, STATE OF MINNESOTA

We do hereby certify that on the 19th day of July, 2022, the Board of Commissioners of Dakota County, Minnesota, approved this plat of AMBER FIELDS SIXTH ADDITION and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2, and pursuant to the Dakota County Contiguous Plat Ordinance.

By: _____
Chair, County Board

Attest: _____
County Treasurer - Auditor

DEPARTMENT OF PROPERTY TAXATION AND RECORDS, COUNTY OF DAKOTA, STATE OF MINNESOTA

Pursuant to Minnesota Statutes, Section 505.021, Subd. 9, taxes payable in the year 20 ____ on the land hereinbefore described have been paid. Also, pursuant to Minnesota Statutes, Section 272.12, there are no delinquent taxes and transfer entered this _____ day of _____, 20 ____.

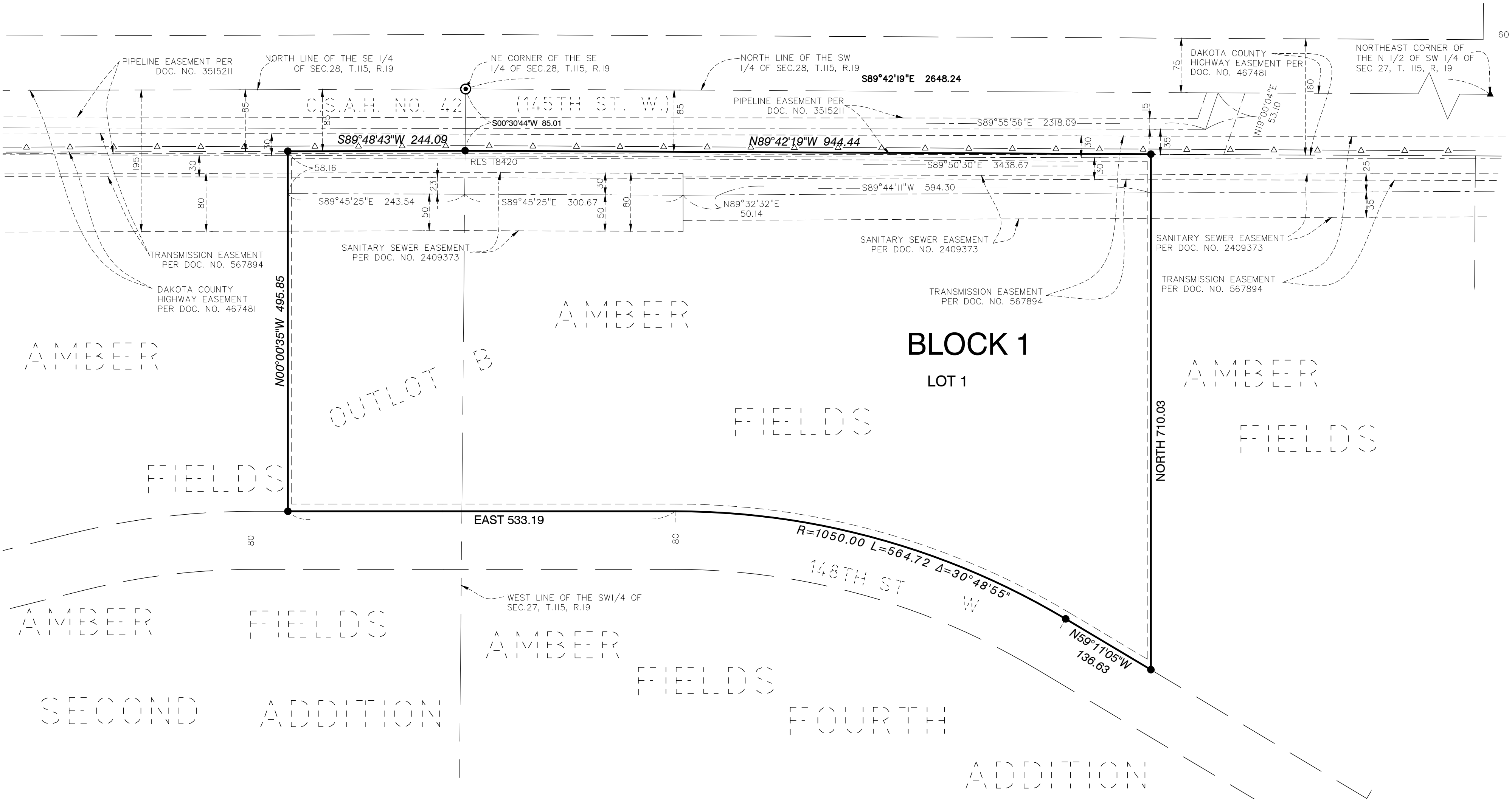
Amy A. Koethe, Department of Property Taxation and Records

COUNTY RECORDER, COUNTY OF DAKOTA, STATE OF MINNESOTA

I hereby certify that this plat of AMBER FIELDS SIXTH ADDITION was filed in the office of the County Recorder for public record on this _____ day of _____, 20 ____, at ____ o'clock ____ M. and was duly filed in Book _____ of Plats, Page _____, as Document Number _____.

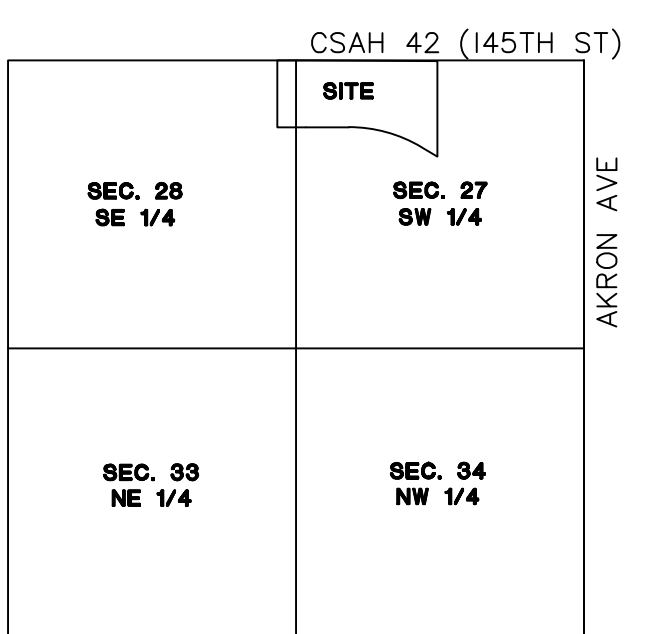
Amy A. Koethe, County Recorder

AMBER FIELDS SIXTH ADDITION



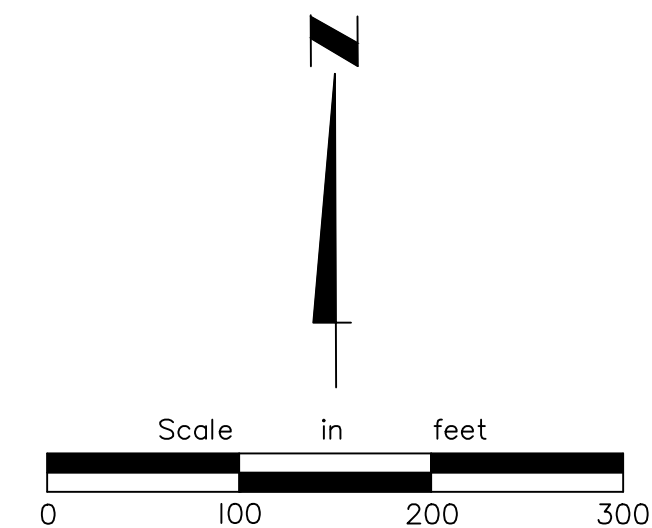
VICINITY MAP

SECTION 27, 28, 33 & 34, T115, R19
NOT TO SCALE

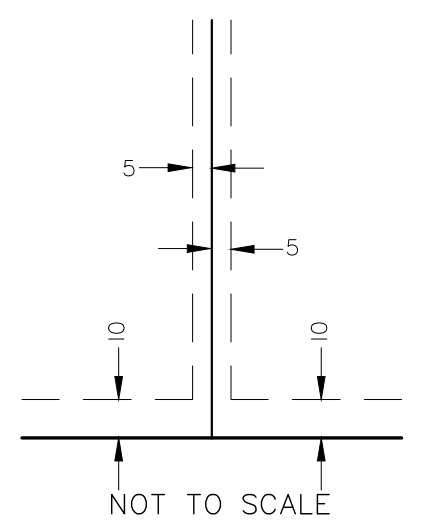


THE NORTH LINE OF THE SOUTHWEST QUARTER OF SECTION 27, TOWNSHIP 115, RANGE 19 IS ASSUMED TO HAVE A BEARING OF S89°42'19"E

- Denotes monument found 1/2 inch iron pipe marked as shown
- ▲ Denotes Found mag nail
- ⊙ Denotes Dakota County CIM
- △— Denotes restricted access to Dakota County per the Dakota County Contiguous Plat Ordinance



DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



Being 5 feet in width and adjoining side lot lines and 10 feet in width and adjoining rear lot lines and right of way lines, unless otherwise indicated on plat.

City Council Regular Meeting: August 5, 2024

AGENDA ITEM: Approve Stormwater Maintenance Agreement for Project Bigfoot	AGENDA SECTION: CONSENT AGENDA
PREPARED BY: Nick Egger, Public Works Director	AGENDA NO. 6.d.
ATTACHMENTS: Stormwater Maintenance Agreement	APPROVED BY: LJM
RECOMMENDED ACTION: Approve stormwater maintenance agreement for Project Bigfoot	

BACKGROUND

Many development sites have a mixture of publicly and privately maintained stormwater infrastructure. Under these circumstances, responsibilities are divided appropriately between elements that serve a higher and broader big-picture stormwater management purpose, and those which exist purely for serving the subject property alone.

Project Bigfoot is no different in this respect, and therefore like other development sites, a stormwater maintenance agreement is necessary to memorialize the roles and responsibilities of the project owner and the role of the City.

Attached is the stormwater maintenance agreement for Project Bigfoot, as developed in collaboration between City staff, the City Attorney's office, and Project Bigfoot technical and legal consultants by taking into account the specific detailed context of each component of stormwater infrastructure. The agreement includes a map to identify which stormwater infrastructure will be maintained by the project owners, and which components will be maintained by the City, along with a tabulation of the specific activities the parties need to perform, with the requirement that the owner needs to report their log of inspection and maintenance to the City on regular intervals. The agreement will be recorded with the County and will run with the land.

RECOMMENDATION

Staff recommends that the Council approve the attached stormwater maintenance agreement for signatures and recording.

STORMWATER MAINTENANCE AGREEMENT

THIS AGREEMENT (the “Agreement”) is made and entered into as of the ____ day of _____, 2024, by and between the city of Rosemount, a Minnesota municipal corporation (the “City”) and Jimnist LLC, a Delaware limited liability company (the “Developer”).

WITNESSETH:

WHEREAS, the Developer is the fee owner of Lot 1, Block 1 of that certain plat of Rosemount Technology Addition, recorded on May 10, 2024 in the official public records of Dakota County, Minnesota as Document No. 3629922 (the “Plat”) (the “Property”); and

WHEREAS, the City has obtained drainage and utility easements over such Lot 1, Block 1, as shown on the Plat, which are labeled on such Plat as “*Drainage and Utility Easement*” (collectively, the “Easement Areas”); and

WHEREAS, by a separate subdivision agreement (the “Subdivision Agreement”) the Developer has agreed to enter into this Agreement to describe and document Developer’s obligations with respect to the maintenance of certain stormwater facilities located on the Property; and

WHEREAS, For purposes of this Agreement, the term “Stormwater Improvements” means the stormwater ponds and accompanying structures, including stormwater pipe connecting the stormwater ponds that (a) are located on the Property, and (b) that the attached Exhibit A states are to be privately maintained; and

NOW, THEREFORE, in consideration of mutual covenants of the parties set forth herein and other valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. Maintenance of the Stormwater Improvements. The Developer agrees to maintain the Stormwater Improvements as described in the Inspection and Maintenance Schedule attached hereto as Exhibit B and to comply with all laws governing the operation and maintenance of the Stormwater Improvements. In addition, the Developer shall make periodic inspections of and

perform periodic maintenance on the Stormwater Improvements as set forth on Exhibit B, shall keep records of all such inspections and maintenance activities, and shall submit such records annually to the City by September 1 of each year. The cost of the inspections and maintenance described on Exhibit B, including skimming and cleaning of the Stormwater Improvements, shall be the obligation of the Developer as the fee owner of the Property.

If the Stormwater Improvements are not functioning as designed and permitted, operational maintenance must be performed by the Developer to restore the Stormwater Improvements. If operational maintenance measures are insufficient to enable the Stormwater Improvements to meet the design and performance standards of Appendix G of the City's Comprehensive Surface Water Management Plan, the Developer must either replace the Stormwater Improvements or construct an alternative design.

If the Developer initiates site modifications requiring a City permit, new or improved Stormwater Improvements may be required to satisfy the conditions for post-construction stormwater management.

2. City's Rights. The City may inspect the Stormwater Improvements at any time to determine compliance with this Agreement. If Developer fails to maintain the Stormwater Improvements as required by Section 1 and such failure continues for 30 days after the City gives the Developer written notice of such failure or, if such maintenance cannot be completed within 30 days, after such time period as may be reasonably required to complete the required maintenance provided that Developer is making a good faith effort to perform such maintenance, then the City may, subject to Developer's reasonable safety and security procedures, enter onto the Easement Areas and such portions of the Property as may reasonably be necessary to gain access to the Easement Areas to perform such maintenance. The City's notice shall specifically state which required maintenance tasks Developer has failed to perform. In such case, the City shall send an invoice to the Developer describing the costs the City incurred to perform the maintenance tasks described in the City's notice to the Developer, which costs shall include all reasonable staff time, engineering and legal and other reasonable costs and expenses incurred by the City. If the Developer fails to reimburse the City for the costs and expenses described in the invoice within 30 days of receipt of such invoice, the City shall have the right to assess the full cost thereof against the Property. The Developer acknowledges that the maintenance work performed by the City regarding the Stormwater Improvements benefits the Property in an amount which equals the amount of the assessment and hereby waives any right to hearing or notice and the right to appeal the assessments otherwise provided by Minnesota Statutes, Chapter 429. This provision shall not be construed to grant the City to erect any structure on the Property. Notwithstanding the foregoing, in the event of an emergency, as reasonably determined by the city engineer, the City may shorten the notice and cure period set forth in this Section 2 to the extent necessary, but only to the extent necessary, to protect the public health and safety.

3. Hold Harmless. The Developer hereby agrees to indemnify and hold harmless the City and its agents and employees against any and all claims, demands, losses, damages, and expenses (including reasonable attorneys' fees) the City incurs as a result of Developer's failure to perform its obligations under this Agreement.

4. Costs of Enforcement. The Developer agrees to reimburse the City for all reasonable costs prudently incurred by the City in the enforcement of this Agreement, or any portion thereof, including court costs and reasonable attorneys' fees after providing written notice to Developer and a reasonable opportunity to cure.

5. Rights Not Exclusive. No right of the City under this Agreement shall be deemed to be exclusive and the City shall retain all rights and powers it may have under Minnesota Statutes, sections 444.16 to 444.21 to acquire, construct, reconstruct, extend, maintain and otherwise improve the Stormwater Improvements.

6. Notice. All notices required under this Agreement shall either be personally delivered or be sent by United States certified or registered mail, postage prepaid, and addressed as follows:

a) as to Developer: Jimnist LLC
1 Meta Way
Menlo Park, CA 94025
Attention: Data Center Development Manager

with a copy to: Taft Stettinius & Hollister LLP
2200 IDS Center
80 South 8th Street
Minneapolis, MN 55402
Attention: Thomas Bray

b) as to City: City of Rosemount
2875 145th Street W
Rosemount, MN 55068
ATTN: Public Works Director

with a copy to: Rosemount City Attorney
Kennedy & Graven
700 Fifth Street Towers
150 South Fifth Street
Minneapolis, MN 55402

or at such other address as either party may from time to time notify the other in writing in accordance with this paragraph.

7. Successors in Title. All of the duties and obligations of Developer under this Agreement run with title to the Property and are binding on the Developer and any and all of the Developer's successors in title to all or any portion of the Property during each of their respective periods of ownership of all or any portion of the Property. Developer may not assign its rights or obligations under this Agreement to anyone other than a successor in title to all or some portion of

8. Amendment and Waiver. The parties hereto may by mutual written agreement amend this Agreement in any respect. Any waiver by either party of a breach of any provision of this Agreement will not affect, in any respect, the validity of the remainder of this Agreement. Any agreement on the part of any party for any such amendment, extension or waiver must be in writing. No waiver of any of the provisions of this Agreement shall be deemed, or shall constitute, a waiver of any other provisions, whether or not similar, nor shall any waiver constitute a continuing waiver.

10. Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Minnesota.

12. Effective Date. This Agreement shall be binding and effective as of the date first written above.

By: _____
Its: _____

STATE OF _____)
) ss.
COUNTY OF _____)

The foregoing was acknowledged before me on this ____ day of _____, 2024,
by _____, the _____ of Jimnist LLC, a Delaware
limited liability company.

4

CITY OF ROSEMOUNT

By: _____
Jeffery D Weisensel, Mayor

By: _____
Erin Fasbender, City Clerk

STATE OF MINNESOTA)
) ss.
COUNTY OF DAKOTA)

The foregoing instrument was acknowledged before me this ____ day of _____, 20__,
by _____ and _____, the mayor and the city administrator, respectively, of
the city of Rosemount, a Minnesota municipal corporation, on behalf of the municipal corporation.

Notary Public

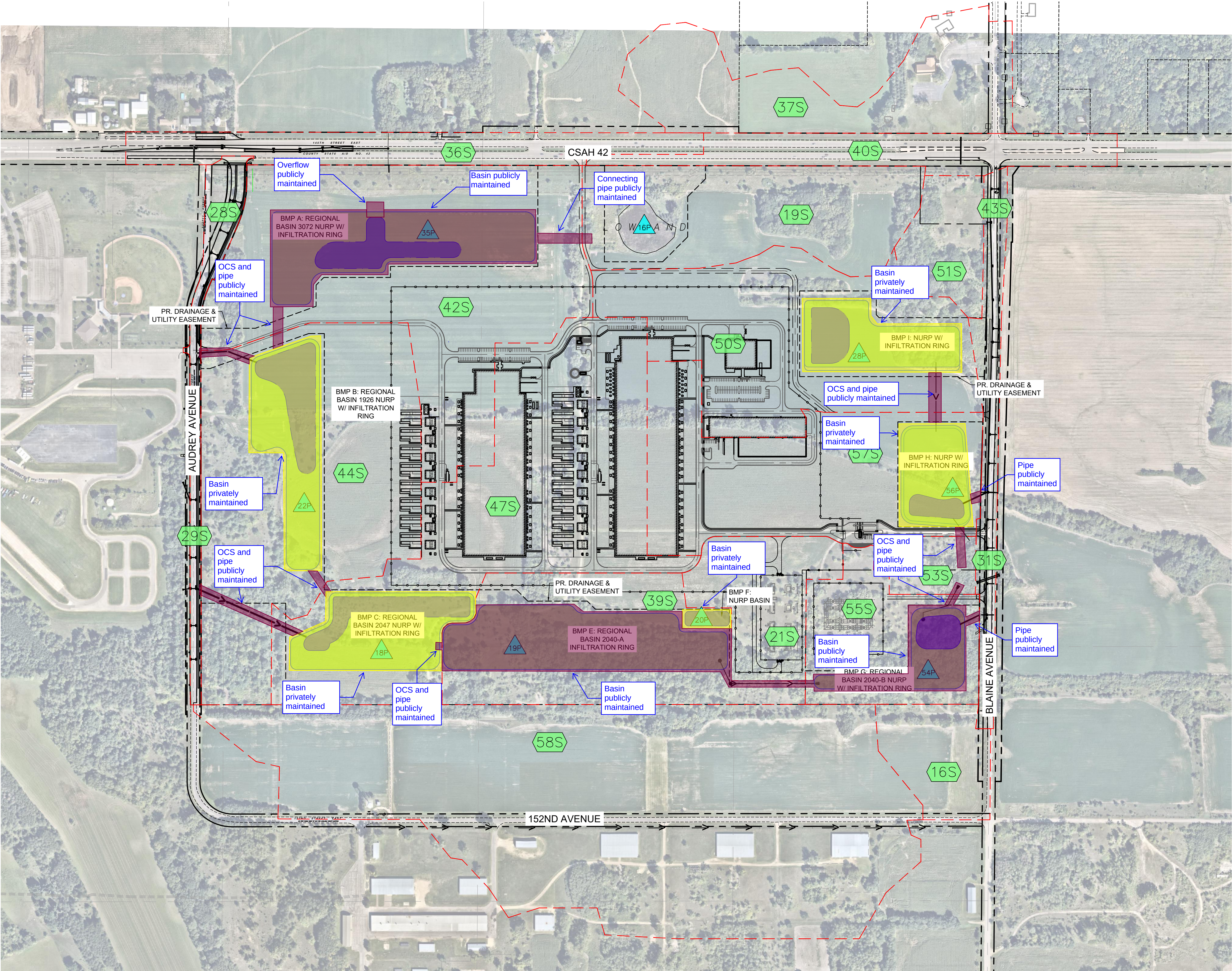
This instrument drafted by:

Kennedy & Graven, Chartered
700 Fifth Street Towers
150 South Fifth Street
Minneapolis, MN 55402
(612) 337-9300

**EXHIBIT A TO
STORMWATER MAINTENANCE AGREEMENT**

(next page)

EXHIBIT A



LEGEND

- PROPERTY LINE
- DRAINAGE AREA
- INFILTRATION BASIN
- WET POND
- SUBCATCHMENT NUMBER
- POND NUMBERING

HIGHLIGHTED AREAS ARE ONLY MEANT TO REFERENCE GENERAL LOCATIONS AND ARE NOT INDICATIVE OF EASEMENT BOUNDARIES OR FINAL SITE DESIGN.

Onsite facility maintenance activities shall be split between the Owner and the City in the following breakdown:

- BMP A – Basin, riprap overflow and storm sewer providing drainage from site wetlands, OCS, and pipe to BMP B publicly owned and maintained.
- BMP B – Basin privately owned and maintained; storm sewer from Audrey Avenue, OCS, and pipe to BMP C publicly owned and maintained.
- BMP C – Basin privately owned and maintained; storm sewer from Audrey Avenue, OCS, and pipe to BMP E publicly owned and maintained.
- BMP E – Basin, OCS, and pipe to BMP G publicly owned and maintained.
- BMP F – Basin and all associated storm sewer privately owned and maintained.
- BMP G – Basin, storm sewer from Blaine Avenue, OCS, and pipe to site outlet publicly owned and maintained.
- BMP H – Basin privately owned and maintained; storm sewer from Blaine Avenue, OCS, and pipe to site outlet publicly owned and maintained.
- BMP I – Basin privately owned and maintained; OCS and pipe to BMP H publicly owned and maintained.

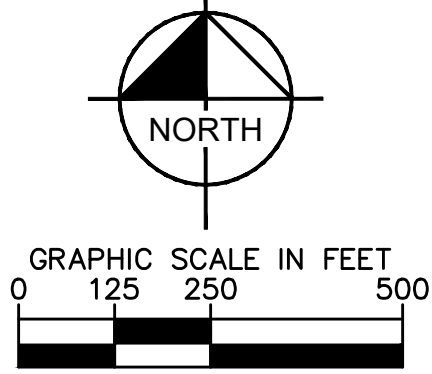
All storm sewer not designated as publicly owned and maintained shall be the maintenance responsibility of the Owner. Any flows discharging through a regional stormwater OCS shall be authorized by the City.

The City reserves the right to route offsite water through privately maintained basins and operate outlet control structures in accordance with the City's CSWMP. This includes managing basin water levels at or below the designated HWL shown on the grading plan.

The Owner is responsible for the following maintenance requirements of BMP B, C, F, H, and I. Additionally, the Owner is responsible for vegetation management of all stormwater facilities. All basins shall be maintained to provide NURP and volume control capacity in accordance with the site SWMP dated 6/17/2024 which may include offsite public or private drainage areas. The City is responsible for the following maintenance requirements of BMP A, E and G, in addition to OCS and piping that will function as part of the City's regional stormwater system.

- Pond Maintenance Requirements**
1. Annual inspection, maintenance reporting and certification by a professional engineer (Provided by Owner). Information must be submitted to the City annually.
 2. Excavate pond to original design capacity when one half (1/2) of the wet volume of the pond is lost due to sediment deposition.
 3. Remove floatable debris in and around the pond area including, but not limited to: oils, gases, debris and other pollutants.
 4. Maintain landscape adjacent to the facility per original design, including but not limited to: maintenance of the buffer strip and other plant materials as per original plan design.
 5. Maintenance of all erosion control measures including but not limited to: rip rap storm sewer outlets, catch basin inlets, etc.

- Environmental Manhole Maintenance Requirements**
1. Annual inspection, maintenance reporting and certification by a professional engineer (Provided by Owner). Information must be submitted to the City annually.
 2. Maintenance should be performed once the sediment or oil depth exceeds the established requirements recommended by the manufacturer.
 3. Maintenance should occur immediately after a spill takes place. Appropriate regulatory agencies should also be notified in the event of a spill.
 4. Disposal of materials shall be in accordance with local, state and federal requirements as applicable.



PRELIMINARY - NOT FOR CONSTRUCTION

PROJECT BIGFOOT PREPARED FOR	SHEET NUMBER EX-3	ROSEMOUNT	MN	DRAINAGE AREA EXHIBIT	Kimley»Horn © 2023 KIMLEY-HORN AND ASSOCIATES, INC. 767 EUSTIS STREET, SUITE 100, ST. PAUL, MN 55114 PHONE: 651-945-4197 WWW.KIMLEY-HORN.COM	REVISIONS	DATE	BY
						No.		

EXHIBIT B TO STORMWATER MAINTENANCE AGREEMENT

Inspection and Maintenance Schedule

Maintenance / Inspection Schedule

Ponds – Operation and Maintenance Checklist

Maintenance Item (frequency of inspections and maintenance)	Satisfactory / Unsatisfactory	Comments
1. Debris Cleanout (Monthly)		
Contributing drainage areas and facilities clean of litter and vegetative debris		
No dumping of yard waste into facility		
Bioretention area clean of litter and vegetative debris		
2. Vegetation (Monthly)		
Plant height taller than design water depth		
Fertilized per O & M plan		
Plant composition according to O & M plan		
Adequate vegetation density		
Undesirable vegetation removed		
Grass height less than 6 inches		
Mulch layer adequate		
No evidence of erosion		
3. Check Dams/Energy Dissipators/Sumps (Annually, After Major Storms)		
No evidence of sediment buildup		
Rip Rap in place and no missing rock		
Sumps should not be more than 50% full of sediment		

No evidence of erosion at downstream toe of drop structure		
4. Dewatering (Monthly)		
Dewaters between storms within 48 hours		
No evidence of standing water		
5. Sediment Deposition (Annually)		
Pretreatment areas clean of sediments		
Contributing drainage area stabilized and clear of erosion		
No evidence of surface clogging		
Winter sand deposition evacuated every spring		
6. Outlet/Overflow Spillway (Annually, After Major Storms)		
Good condition, no need for repair		
No evidence of erosion		
No evidence of any blockages		
7. Integrity of Pond (Annually)		
Facility has not been blocked or filled inappropriately		
Comments:		
Actions to be taken:		

Infiltration Basin – Operation and Maintenance Checklist

Maintenance Item (frequency of inspections and maintenance)	Satisfactory / Unsatisfactory	Comments
1. Debris Cleanout (Monthly)		
Contributing drainage areas and facilities clean of litter and vegetative debris		
No dumping of yard waste into facility		
Infiltration area clean of litter and vegetative debris		
2. Vegetation (Monthly)		
Plant height taller than design water depth		
Fertilized per O & M plan		
Plant composition according to O & M plan		
Adequate vegetation density		
Undesirable vegetation removed		
Grass height less than 6 inches		
Mulch layer adequate		
No evidence of erosion		
3. Check Dams/Energy Dissipators/Sumps (Annually, After Major Storms)		
No evidence of sediment buildup		
Rip Rap in place and no missing rock		
Sumps should not be more than 50% full of sediment		
No evidence of erosion at downstream toe of drop structure		
4. Dewatering (Monthly)		
Dewaterers between storms within 48 hours		
No evidence of standing water		

5. Sediment Deposition (Annually)		
Pretreatment areas clean of sediments		
Contributing drainage area stabilized and clear of erosion		
No evidence of surface clogging		
Winter sand deposition evacuated every spring		
6. Outlet/Overflow Spillway (Annually, After Major Storms)		
Good condition, no need for repair		
No evidence of erosion		
No evidence of any blockages		
7. Integrity of Filter Bed (Annually)		
Facility has not been blocked or filled inappropriately		
Comments:		
Actions to be taken:		

City Council Regular Meeting: August 5, 2024

AGENDA ITEM: Approve Encroachment Agreement - 14044 Belmont Trail	AGENDA SECTION: CONSENT AGENDA
PREPARED BY: Nick Egger, Public Works Director Julia Hogan, Planner	AGENDA NO. 6.e.
ATTACHMENTS: Encroachment Agreement Document & Exhibit	APPROVED BY: LJM
RECOMMENDED ACTION: Approve attached encroachment agreement with the owners of 14044 Belmont Trail	

BACKGROUND

The current owners of the home at 14044 Belmont Trail are marketing their home for sale. Through due diligence work conducted by their real estate agent to check title-related matters, it has become evident that a portion of the home/garage was built within a drainage and utility easement that reserves and protects space for a major sanitary sewer trunk line within the Biscayne Pointe Neighborhood. This trunk line serves about a 2 square mile developed area of the City, is 30" in diameter, straddles the property line between 14044 and 14048 Belmont trail, and is up to 30 feet below the ground surface.

Information that has come to light during this endeavor indicates that when the home was constructed around the year 2000, the certificate of survey for the property mistakenly identified the dimension of the easement on the western side of the property as being 15 feet in width, whereas the recorded plat documents the easement at 25 feet in width. Unfortunately, the surveyor's error did not come to light before the builder proceeded to build the home partly into the easement area.

To resolve this matter and allow the owner to sell the home, the solution is to have the owner enter into an encroachment agreement with the City to allow the portion of the home/garage within the easement to stay, under certain conditions. The City Attorney's office has drafted the attached agreement to cover the proper bases. The agreement would run with the land so that it would remain in effect for successive owners. The agreement also contains provisions for termination if in the future the City determines that there are valid reasons for the encroaching portion of the home to be removed. This is a low-probability risk to the owners. However, to preserve the City's rights to continue to access, repair, and replace the trunk sewer line is a required element of the agreement, as there may be conditions that arise in the future that City staff cannot anticipate at the present time. Termination of the agreement would truly be a last resort to resolving a future issue.

RECOMMENDATION

Staff recommends that the Council approve the attached encroachment agreement, thereby authorizing the signatures of the Mayor and City Clerk.

ENCROACHMENT AGREEMENT

THIS ENCROACHMENT AGREEMENT (“Agreement”) made and entered into as of this ____ day of _____, 2024, by and between David A. Pflugshaupt and Kari S. Pflugshaupt, spouses married to each other, (“Owners”) and the City of Rosemount, a Minnesota municipal corporation (“City”).

RECITALS

- A. The Owners are the fee owners of certain real estate located at 14044 Belmont Trail, Rosemount, Minnesota 55068, (PID No. 34-14501-01-140) legally described on the attached Exhibit A (“Property”).
- B. The Property is subject to and bounded on all perimeters by the platted utility easement as shown on the plat of Biscayne Pointe Second Addition, including an easement 25 feet in width on its west boundary (“Easement”), and an accessory structure and an attached garage (“Encroachments”) are partially located within said Easement contrary to local laws and regulations. The location of the Encroachments is legally described on the attached Exhibit B and depicted on the attached Exhibit C (“Encroachment Area”).
- C. The City is willing to allow the Encroachments to remain on and within the Encroachment Area subject to the terms and conditions contained in this Agreement.

AGREEMENT

- 1. **Incorporation of Recitals.** The recitals set forth above are incorporated herein and made part of this Agreement.
- 2. **Grant of Limited Use Within Encroachment Area.** The City warrants that it has the right to grant this limited use interest affecting the Encroachment Area. The City grants the Owners the right to encroach into the Encroachment Area for the sole purpose of maintaining the Encroachments. The permission granted by the City under this Agreement is limited exclusively to such purpose. This Agreement only creates a license to maintain the Encroachments and does not create any interest in real property.
- 3. **Scope.** The City reserves the right to use its Easement for drainage and utility purposes and all rights included therein, including the Encroachment Area for its own purposes. The City may take any action necessary to exercise its interest in its drainage and utility easement or the platted easement area, including excavation which will render the Encroachment Area unusable. In the event the Encroachment Area becomes unusable for the use contemplated herein, the Owners will have no claim against the City.
- 4. **Maintenance and Repair.** The Owners must repair and maintain the Encroachments in a structurally sound manner, as may be determined by the City Building Official, City Engineer or other designated City official.

If Owners fail to repair or maintain the Encroachment Area during the term of this Agreement, such limited use granted may be revoked by the City. Upon termination of this Agreement, Owners must remove the Encroachments from the Encroachment Area.

5. **Hold Harmless; Indemnification.** All claims that arise or may arise against the Owners, their agents, or contractors while engaged in its use of the Encroachment Area will in no way be the obligation of the City. Furthermore, Owners will indemnify, hold harmless and defend the City, its officials, employees, contractors and agents from and against all liability, loss, costs, damages, expenses, claims, actions or judgments, including reasonable attorneys' fees which the City, its officers, employees, agents or contractors may sustain, incur, or be required to pay, arising out of any act or failure to act by Owners, their agents or contractors under this Agreement. Nothing in this Agreement is a waiver by the City of any immunity, defenses, or other limitations on liability to which the City is entitled by law.
6. **Insurance.** During the term of this Agreement, Owners shall procure and keep in force a general property casualty insurance policy which includes the area designated as the Encroachment Areas. Any claims for damages based upon Owners' use of the Encroachment Area must be submitted to Owners' insurance policy. The City must be named as an additional insured on such policy.
7. **Termination.** The Owners or the City may terminate this Agreement at any time for any reason, or for no reason at all, by providing 30 days' written notice to the other party. Upon termination of this Agreement, Owners must immediately remove the Encroachments and any vehicles, equipment, and any other personal property from the Encroachment Area and return the Encroachment Area to the condition it was in prior to the Owners use at Owners' sole cost.
8. **Notices.** Any notice, demand, or other communication under this Agreement by either party to the other will be sufficiently given or delivered if it is dispatched by certified or registered mail or delivered personally to the address of Owners as set forth in the beginning of this Agreement, or with respect to the City, to the address below:

City: City of Rosemount
 Attn: Public Works Director
 2875 145th Street West
 Rosemount, MN 55068

9. **Recording.** The City will record this Agreement and any amendments thereto in the office of the Dakota County Recorder or Registrar of Titles.
10. **Entire Agreement; Modification.** This Agreement constitutes the entire agreement between the parties and supersedes any other written or oral agreements between the parties. Any modification of this Agreement must be in writing and signed by both parties.

11. **Assignment.** The Owners may not assign any rights under this Agreement except with the prior, express, and written consent of the City.

IN WITNESS WHEREOF, the Owners and City have executed this Agreement this _____ day of _____, 2024.

OWNERS

By: _____
David A. Pflugshaupt

By: _____
Kari S. Pflugshaupt

STATE OF MINNESOTA)
) ss.
COUNTY OF DAKOTA)

This instrument was acknowledged before me on the _____ day of _____, 2024, by David A. Pflugshaupt and Kari S. Pflugshaupt, spouses married to each other, as the Owners of the property located at 14044 Belmont Trail, Rosemount, MN 55068.

Notary Public

CITY OF ROSEMOUNT

By: _____
Jeffery D. Weisensel, Mayor

By: _____
Erin Fasbender, City Clerk

STATE OF MINNESOTA)
) ss.
COUNTY OF DAKOTA)

This instrument was acknowledged before me on the _____ day of _____, 2024, by Jeffery D. Weisensel and Erin Fasbender, the Mayor and City Clerk, respectively, on behalf of the City of Rosemount, a Minnesota municipal corporation.

Notary Public

THIS INSTRUMENT DRAFTED BY:
Kennedy & Graven, Chartered
700 Fifth Street Towers
150 South Fifth Street
Minneapolis, MN 55402

EXHIBIT A

Legal Description of the Owners' Property

Lot 14, Block 1, Biscayne Pointe Second Addition, according to the recorded plat thereof,
Dakota County, Minnesota.

EXHIBIT B

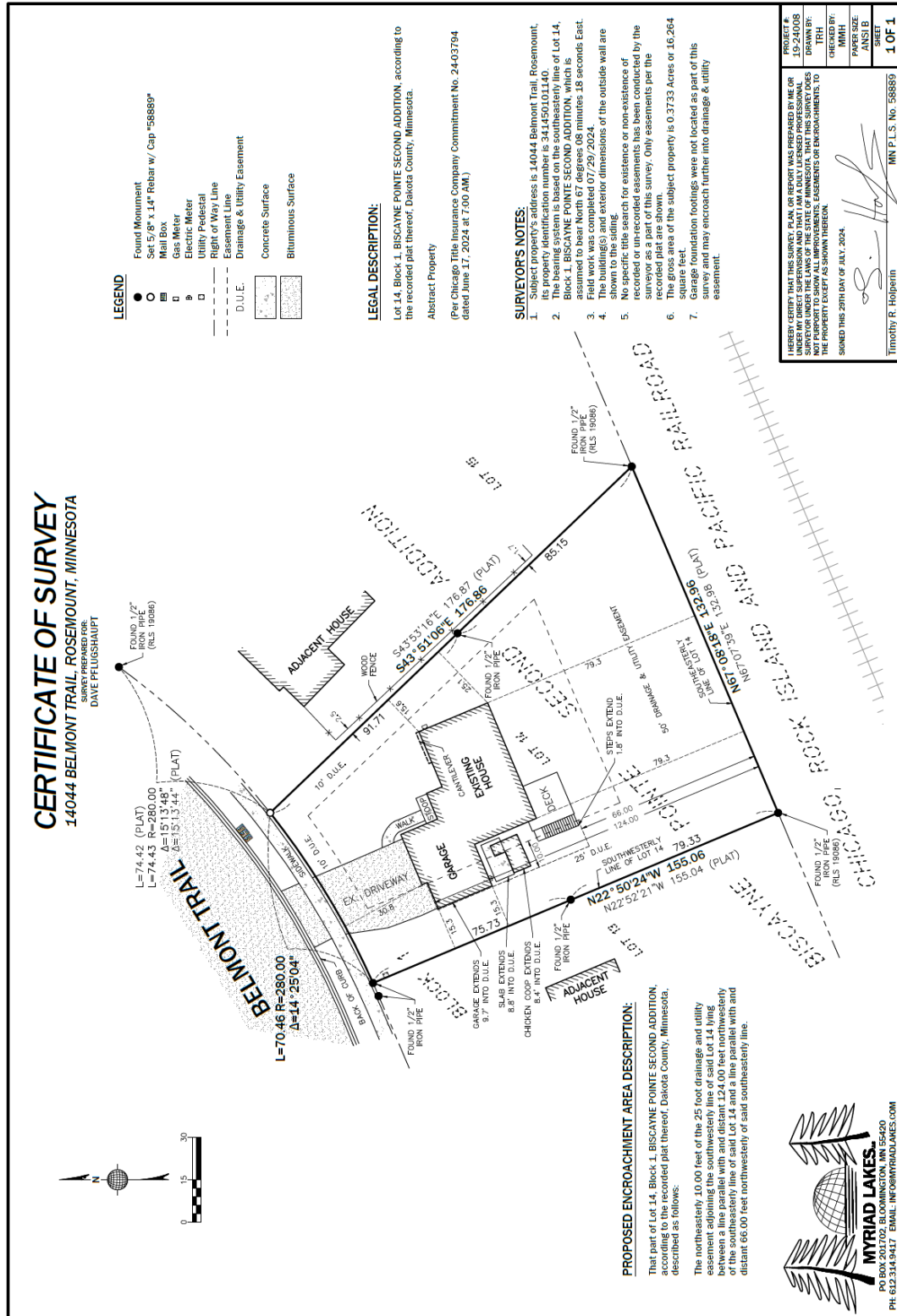
Legal Description of Encroachment Area

That part of Lot 14, Block 1, BISCAYNE POINTE SECOND ADDITION, according to the recorded plat thereof, Dakota County, Minnesota, described as follows:

The northeasterly 10.00 feet of the 25 foot drainage and utility easement adjoining the southwesterly line of said Lot 14 lying between a line parallel with and distant 124.00 feet northwesterly of the southeasterly line of said Lot 14 and a line parallel with and distant 66.00 feet northwesterly of said southeasterly line.

EXHIBIT C

Depiction of Encroachment Area



City Council Regular Meeting: August 5, 2024

AGENDA ITEM: Resolution and Consent Order Imposing Civil Penalty	AGENDA SECTION: CONSENT AGENDA
PREPARED BY: Erin Fasbender, City Clerk	AGENDA NO. 6.f.
ATTACHMENTS: Resolution	APPROVED BY: LJM
RECOMMENDED ACTION: Staff is recommending that the City Council approve the resolution as attached.	

BACKGROUND

Compliance checks utilizing a cooperating underage purchaser were conducted on July 9, 2024 at the City's licensed liquor license establishments. The purchaser entered all the licensed establishments and was sold an alcohol beverage by an employee of Giuseppe's. This is a criminal violation by the employee of the establishment and a violation of the City's ordinance regarding liquor licenses. This is Giuseppe's second violation within a three-year period.

The sale of an alcoholic beverage to an underage person is a violation of City Code 3-1: Liquor Regulations. Following the illegal service, police staff met with the management of the establishment to discuss the violation. In addition, the expectations and requirements of the City Code were reviewed, and the policies and procedures of the business related to the proper identification of persons purchasing alcohol were discussed. The submitted policies and procedures have been reviewed and approved by staff and Rosemount Chief of Police.

The licensee has agreed to the terms of the attached Resolution and Consent Order imposing a \$1,000 civil penalty for a second time violation. The penalty amount is the minimum required for the violation within a three-year period. Giuseppe's has made their payment to the city.

RECOMMENDATION

Staff is recommending that the City Council approve the resolution as attached.

**CITY OF ROSEMOUNT
DAKOTA COUNTY, MINNESOTA**

RESOLUTION 2024-XX

**RESOLUTION AND CONSENT ORDER IMPOSING CIVIL PENALTY ON
GIUSEPPE'S**

WHEREAS, the City of Rosemount (the “City”) has issued a license for the sale of alcoholic beverages to Giuseppe’s, LLC DBA Giuseppe’s (the “Licensee”); and

WHEREAS, an illegal activity has occurred on the licensed premises of the Licensee, specifically, service of an alcoholic beverage to a person under the age of 21 by an employee of Licensee on July 9, 2024, in violation of Minnesota Statutes, Section 340A.503 (the “Violation”); and

WHEREAS, the occurrence of the Violation is not disputed by the Licensee; and

WHEREAS, the City Council regards such activities as very serious matters warranting the sanctions hereinafter set forth; and

WHEREAS, this is the second liquor violation at the establishment of the Licensee within a three year period; and

WHEREAS, the Licensee has been generally cooperative in the investigation of this matter, has demonstrated a willingness and desire to work with City staff in resolving this matter without putting the City to the expense of an administrative hearing, has expressed an understanding of the seriousness of the offenses, and has committed to ensuring that such offenses do not reoccur; and

WHEREAS, Licensee has worked with staff to identify personnel policies and training, operational practices, and other means intended to minimize or eliminate such violations in the future and to assure a more safe, responsible and lawful liquor operation, which have been set forth in written policies and procedures adopted by Licensee, a copy of which is attached hereto as Attachment One, and hereby made a part hereof (hereinafter the “Policies and Procedures”); and

WHEREAS, Licensee has represented, and by execution of a copy of this consent order agreed, that it will faithfully and fully comply with all of the Policies and Procedures set forth in Attachment One; and

WHEREAS, on the basis of such representation and agreement by Licensee and assuming continuing compliance therewith, the City is willing to limit sanctions for the Violation to a civil penalty in the amount of One Thousand Hundred Dollars (\$1,000); and

WHEREAS, were it not for such representation and agreement of continuing compliance with the Policies and Procedures by Licensee, the City would not be willing to so limit

sanctions and is doing so solely on the basis of such representation and agreements of Licensee and on the basis of the agreement by Licensee that the matter of the sanctions to be imposed for the Violations may be reopened and reconsidered, pursuant to Minnesota Statutes, Section 340A.415, in the event Licensee fails to comply fully with all of the Policies and Procedures at any time during the three (3) year period following the date of this Resolution, all as hereinafter provided; and

WHEREAS, the Council has determined that this Consent Order, resolving issues relating to sanctions to be imposed by reason of the above-described violations is reasonable, necessary and in the best interests of the public; and

WHEREAS, the Licensee has freely agreed to waive a statement of written charges and a hearing thereon and to pay the civil penalty hereinafter described, for the consideration set forth herein. The Licensee acknowledges and agrees that it freely executed this agreement, without threat of criminal prosecution, for the purpose of avoiding a public hearing and resolving issues relating to sanctions to be imposed by the City as the licensing authority, pursuant to Minnesota Statutes, Section 340A.415.

ON THE BASIS OF THE FOREGOING, THEREFORE, IT IS RESOLVED THAT THE CITY COUNCIL ORDERS AND AGREES AS FOLLOWS:

1. The Licensee will pay to the City Clerk, within ten days of receipt of written notification of approval of this Consent Order by the City Council, the sum of One Thousand Hundred Dollars (\$1,000).
2. Licensee waives a written statement of charges, notice of hearing and hearing to which it is entitled by Minnesota Statutes, Section 340A.415.
3. The undersigned admits the occurrence of the Violation.
4. The City will impose, as the sole civil sanction for the Violations, a civil penalty in the amount of \$1,000 payable as set forth in paragraph 1 hereof. This agreement shall not limit the right of the City to pursue civil remedies or to take any action with respect to the license that is authorized by state law or City Code for any activity to which this agreement does not specifically apply and that is a violation of state law or City Code.
5. Except as provided in paragraph 6, in the event of future violations of state law or City Code by Licensee, no additional penalty shall be imposed for unlawful activity covered by this agreement. However, admissions of unlawful activity described herein may be taken into consideration in determining appropriate sanctions in any future cases.
6. In the event the City Council determines that Licensee has failed to comply fully with the Policies and Procedures at any time during the three year period following the date of this Resolution, Licensee agrees that the City may revoke or suspend the Licensee's license or impose civil penalties for the Violations pursuant to Minnesota Statutes, Section 340A.415, provided the total penalty including the penalty agreed to pursuant to paragraph 1 hereof shall not exceed amounts authorized by law.

7. Licensee understands and agrees:

- a. That this agreement does not constitute an agreement not to bring criminal charges for activities described herein;
- b. That a decision whether to bring any charges rests within the discretion of the City prosecuting attorney, the County attorney, or other authorized law enforcement agencies;
- c. That the Licensee freely enters into this agreement without any promises from the City that no criminal charges will be brought;
- d. That this agreement is entered into for the sole purpose of resolving and settling any potential civil sanctions imposed pursuant to Minnesota Statute Section 340A.415, and not for the purpose of resolving or settling any potential criminal issues; and
- e. That in the event criminal charges are brought against the undersigned, the Licensee or any of its employees for activities described herein, Licensee will not contest the validity of this agreement, repudiate, or otherwise challenge this agreement in any way, by reason of the initiation or prosecution of such criminal proceedings.

Giuseppe's LLC
Giuseppe's

Print Name

Title

Signature

ADOPTED this 5th day of August, 2024

Jeffery D. Weisensel, Mayor

ATTEST:

Erin Fasbender, City Clerk

ATTACHMENT ONE

LICENSEE ALCOHOL SALES & SERVICE POLICIES AND PROCEDURES

Policies & Procedures:

Giuseppe's LLC owners understands ALL *Servers need to be 21 and are not drinking while at work. Servers are educated on when to check ID's and understands the importance of following State & City Law on Serving Alcohol.

Giuseppe's LLC owners reserve the right to stop serving Alcohol to Clients/Customers who refuse to show their valid identification such as Drivers License, State ID, Passport, Consular ID, US Immigration ID.

ACTION ITEMS on the VIOLATION:

A) Giuseppe LLC owners had talked to the server who failed to follow guidelines. She had worked for the company for 10 years without violation and has been a great worker. We decide to put her on a verbal warning.

B) To fully support ALL of our workers and enhance their experience while working for our company we are going to hold a meeting this Sunday to enforce the importance of being mindful while at work adhering to State & City Law on Serving Alcohol.

C) We are encouraging our workers to verify with us when they are in doubt upon checking valid ID's

D) Finally we are updating our ID Guide to make sure we are in compliance.

City Council Regular Meeting: August 5, 2024

AGENDA ITEM:	Request by Maplewood Development for approval of the Amber Fields 20th Addition final plat	AGENDA SECTION:	CONSENT AGENDA
PREPARED BY:	Anthony Nemcek , Senior Planner	AGENDA NO.	6.g.
ATTACHMENTS:	Resolution, Plat, Preliminary Plat, Phasing Plan, Landscaping Plan, Engineer's Memo Dated June 20, 2024, Parks and Recreation Director's Memo Dated June 14, 2024	APPROVED BY:	LJM
RECOMMENDED ACTION: Motion to adopt a resolution approving the Amber Fields 20th Addition final plat, subject to conditions.			

BACKGROUND

Owner	Earl Street Partners II, LLC.
Area in Acres	15.291
Met Council Net Acres	15.291
Residential Lots Created	49
Gross Density	3.2 units per acre
Net Density	3.2 units per acre
Comp Plan Guiding	MUR-Mixed Use Residential
Current Zoning	R1 PUD - Low Density Residential Planned Unit Development

The City Council is being asked to consider a request by Maplewood Development for approval of the final plat for Amber Fields 20th Addition to create 49 single-family residential lots. The proposed subdivision is the second phase of the Amber Fields 17th Addition preliminary plat, one of the eight different single-family subdivisions within the Amber Fields development area. Originally, the preliminary plat was approved by Council at its meeting on April 16th, 2024. The applicant came back with revised preliminary and final plats that featured increased lot sizes, which reduced the number of lots within the preliminary plat area from 120 to 99. This was approved by Council at its meeting on July 2. Staff finds the proposed plat to be consistent with the preliminary plat, and staff is recommending approval of the plat, subject to the conditions listed in the attached resolution and also within the City Engineer's memo dated June 20, 2024.

ISSUE ANALYSIS

Legal Authority

Final Plat approvals are quasi-judicial in nature because the City has a set of standards and requirements for reviewing this type of application. The proposed plat is reviewed against these standards in detail below. Generally, if the final plat meets the ordinance requirements, it must be approved.

Land Use and Zoning

The site is designated for MUR - Mixed-Use Residential land uses, which can include a range of housing types from single-family homes on traditional sixty-five foot lots to townhomes. The zoning district in which the preliminary plat is located is the R1-Low Density Residential zoning district. The Amber Fields Planned Unit Development Agreement includes several deviations from the Zoning Ordinance. In addition to dimensional standards the table below compares the proposed preliminary plat to the standards of the Amber Fields PUD.

Category	Required (Amber Fields PUD)	Amber Fields 20th Addition
Min. Lot Area	5,400 (interior) 7,200 (corner)	7,800 (interior) 10,200 (corner)
Min. Lot Width	45 ft. (interior) 55 ft. (corner)	65 ft. (interior) 85 ft. (corner)
Min. Front Yard Setback	25 ft.	25 ft.
Min. Side Yard Setback	10 ft. dwelling/5 ft. garage/20 ft. corner (55- and 65-ft. wide lots)	10 ft dwelling/5 ft. garage/20 ft corner
Min.Rear Yard Setback	20 ft.	20 ft.

During the city's review of the development plans for the Amber Fields 17th Addition preliminary plat, comments were made by the city's building official/fire marshal regarding structures within the side yard drainage and utility easement area. The city's building department has run into issues with AC units being placed within the 5-foot side yard setback area, where no structures are allowed to be placed within any easement areas per the city code. A condition of approval will be included that emphasizes that no structures are allowed to be placed within any easement areas located throughout the site.

Phasing

The proposed plat is the second phase within the Amber Fields 17th Addition preliminary plat area.

The first phase contained 50 of the 99 proposed single-family lots. This phase will complete the two looped roads in the preliminary plat area. This phase also provides a connection to the Amber Fields 16th Addition located immediately west of the site.

Parks

The city's Park and Recreation department reviewed the submitted development plans and have provided review comments in the attached memorandum. The Parks and Recreation department is recommending that there is no park dedication requirement for this phase of Amber fields as park dedication for this addition will be met through developer installed improvements which will be outlined in the subdivision agreement.

Utilities

The site will be served by sanitary sewer and water that will be located within both the connection road coming from the east where Amber Fields 13th and 14th additions are located and west where Amber Fields 16th addition is located. The sanitary sewer and water system will extend throughout the

internal roads within the preliminary plat area. Stormwater is managed across the entire site with detention and retention ponds located in the central open area of Amber Fields. A copy of the City Engineers memorandum reviewing the preliminary plat area is attached.

RECOMMENDATION

Staff is recommending approval of the Amber Fields 20th Addition final plat, subject to the conditions listed in the resolution and contained within the Engineer's memorandum dated June 20th, 2024. This recommendation is based on information provided by the applicant and reviewed in this report.

**CITY OF ROSEMOUNT
DAKOTA COUNTY, MINNESOTA**

RESOLUTION 2024-XX

**A RESOLUTION APPROVING THE FINAL PLAT
FOR AMBER FIELDS 20TH ADDITION**

WHEREAS, Maplewood Development Inc. (Applicant) has submitted applications to the City of Rosemount for Final Plat approval concerning property legally described as follows:

Outlot C, AMBER FIELDS 17th ADDITION, according to the recorded plat thereof, Dakota County, Minnesota.

WHEREAS, on August 5, 2024, the City Council of the City of Rosemount reviewed the Final Plat for Amber Fields 20th Addition.

NOW, THEREFORE, BE IT RESOLVED, the City Council of the City of Rosemount hereby approves the Final Plat for Amber Fields 20th Addition, subject to the following conditions:

1. Execution of a Subdivision Agreement.
2. Conformance with all requirements of the City Engineer as detailed in the memorandum dated June 20, 2024.
3. No structures or mechanical equipment are allowed within any easement areas.
4. Compliance with the conditions and standards within the Parks and Recreation Director's memorandum dated June 14, 2024
5. Payment of trunk area charges in the amount of:
 1. Sanitary Sewer Trunk Charge: \$1,075/acre
 2. Watermain Trunk Charge: \$6,500/acre
 3. Storm Sewer Trunk Charge: \$6,865/acre

ADOPTED this 5th day of August 2024, by the City Council of the City of Rosemount.

Jeffery D. Weisensel, Mayor

ATTEST:

Erin Fasbender, City Clerk

AMBER FIELDS TWENTIETH ADDITION

KNOW ALL PERSONS BY THESE PRESENTS: That Earl Street Partners II, LLC, a Minnesota limited liability company, owner of the following described property:

Outlot C, AMBER FIELDS SEVENTEENTH ADDITION, according to the recorded plat thereof, Dakota County, Minnesota.

Has caused the same to be surveyed and platted as AMBER FIELDS TWENTIETH ADDITION and does hereby dedicate to the public for public use the public ways and the drainage and utility easements as created by this plat.

In witness whereof said Earl Street Partners II, LLC, a Minnesota limited liability company, has caused these presents to be signed by its proper officer this _____ day of _____, 20 ____.

Signed: Earl Street Partners II, LLC

by _____
Mario J. Cocchiarella, Chief Manager

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me on _____ day of _____, 20 ____, by Mario J. Cocchiarella, Chief Manager of Earl Street Partners II, LLC, a Minnesota limited liability company, on behalf of the company.

Signature

Printed Name
Notary Public, _____ County, Minnesota
My Commission Expires _____

SURVEYORS CERTIFICATE

I Daniel Ekrem do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this _____ day of _____, 20 ____.

Daniel Ekrem, Licensed Land Surveyor
Minnesota License No. 57366

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me on _____ day of _____, 20 ____, by Daniel Ekrem.

Signature

Printed Name
Notary Public, _____ County, Minnesota
My Commission Expires _____

CITY COUNCIL, CITY OF ROSEMOUNT, MINNESOTA

This plat was approved by the City Council of ROSEMOUNT, Minnesota, this _____ day of _____, 20 ____ and hereby certifies compliance with all requirements as set forth in Minnesota Statutes, Section 505.03, Subd. 2.

By: _____
Mayor Clerk

COUNTY SURVEYOR, COUNTY OF DAKOTA, STATE OF MINNESOTA

I hereby certify that in accordance with Minnesota Statutes, Section 505.021, Subd. 11, this plat has been reviewed and approved this _____ day of _____, 20 ____.

Todd B. Tollefson
Dakota County Surveyor

DEPARTMENT OF PROPERTY TAXATION AND RECORDS, COUNTY OF DAKOTA, STATE OF MINNESOTA

Pursuant to Minnesota Statutes, Section 505.021, Subd. 9, taxes payable in the year 20 ____ on the land hereinbefore described have been paid. Also, pursuant to Minnesota Statutes, Section 272.12, there are no delinquent taxes and transfer entered this _____ day of _____, 20 ____.

_____, Director
Amy A. Koethe, Department of Property Taxation and Records

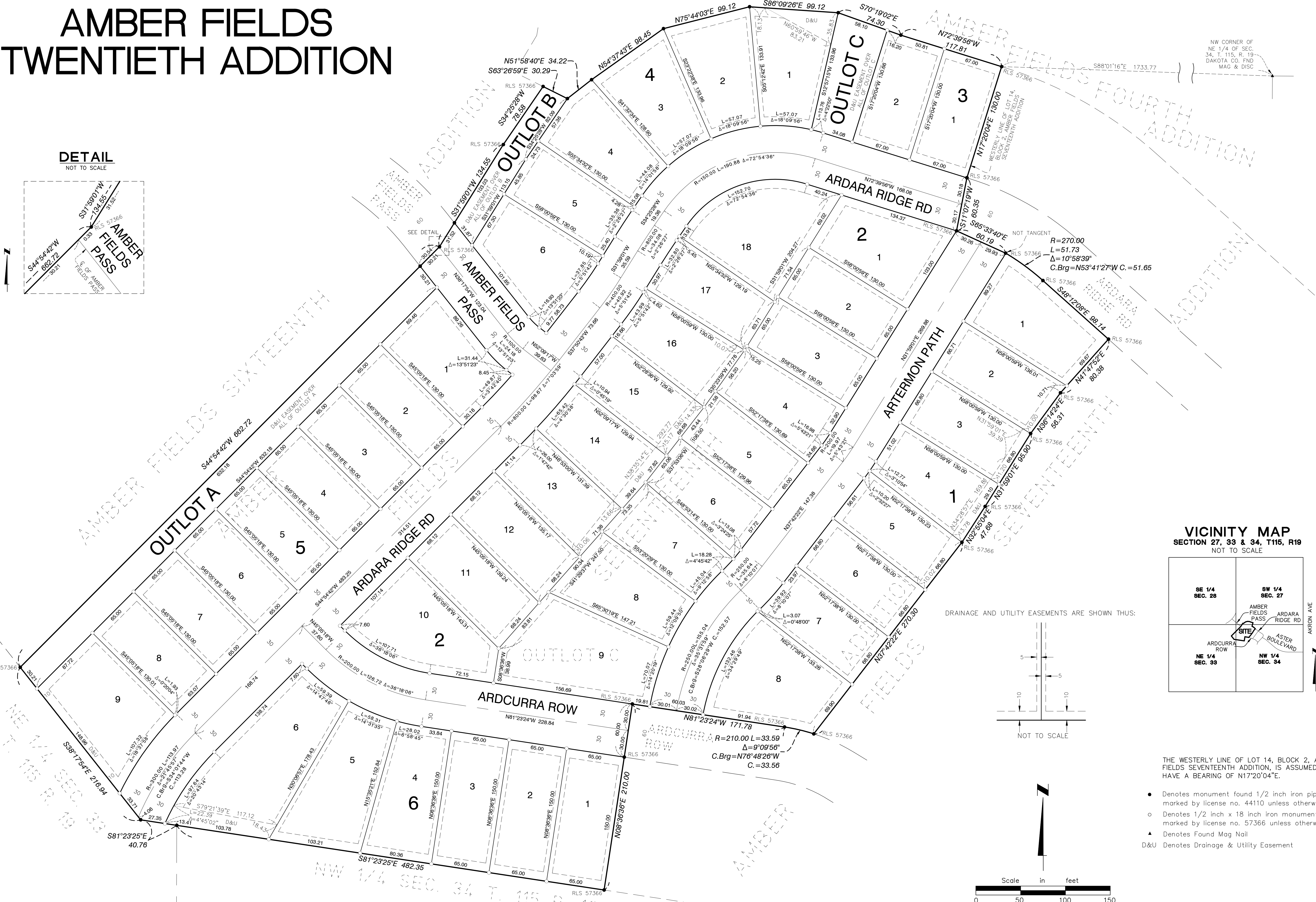
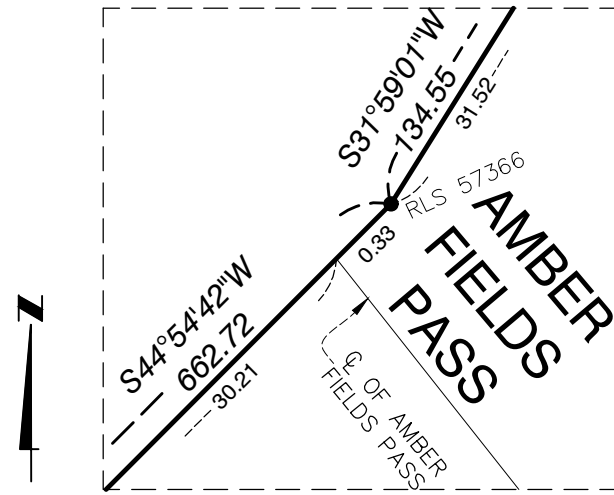
COUNTY RECORDER, COUNTY OF DAKOTA, STATE OF MINNESOTA

I hereby certify that this plat of AMBER FIELDS TWENTIETH ADDITION was filed in the office of the County Recorder for public record on this _____ day of _____, 20 ____, at ____ o'clock ____M. and was duly filed in Book _____ of Plats, Page _____, as Document Number _____.

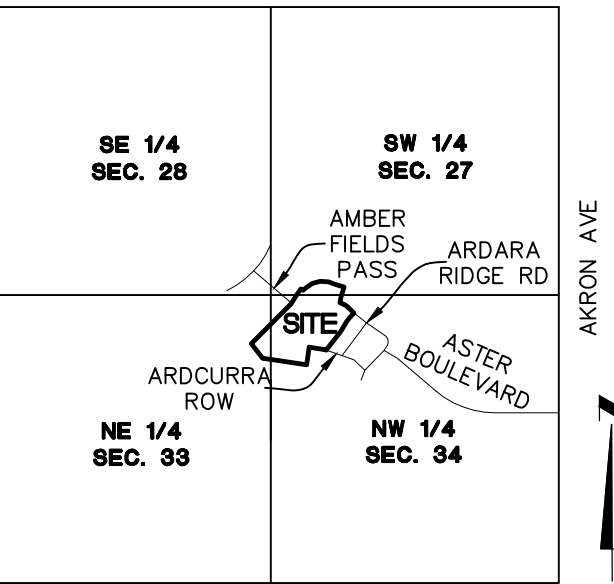
Amy A. Koethe, County Recorder

AMBER FIELDS TWENTIETH ADDITION

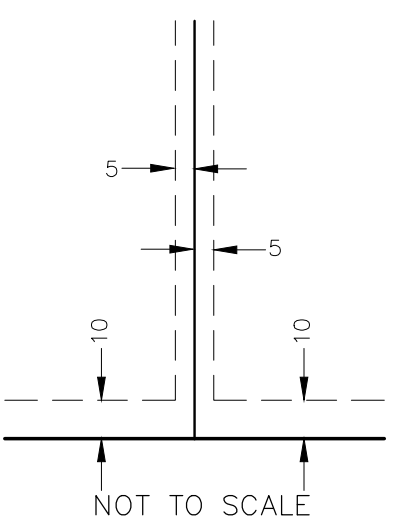
DETAIL
NOT TO SCALE



VICINITY MAP
SECTION 27, 33 & 34, T115, R19
NOT TO SCALE

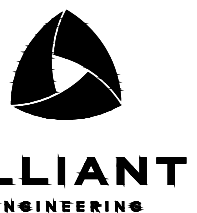
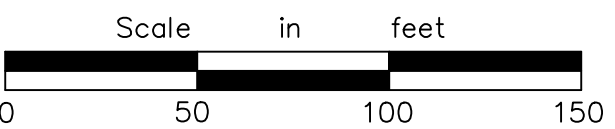


DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:

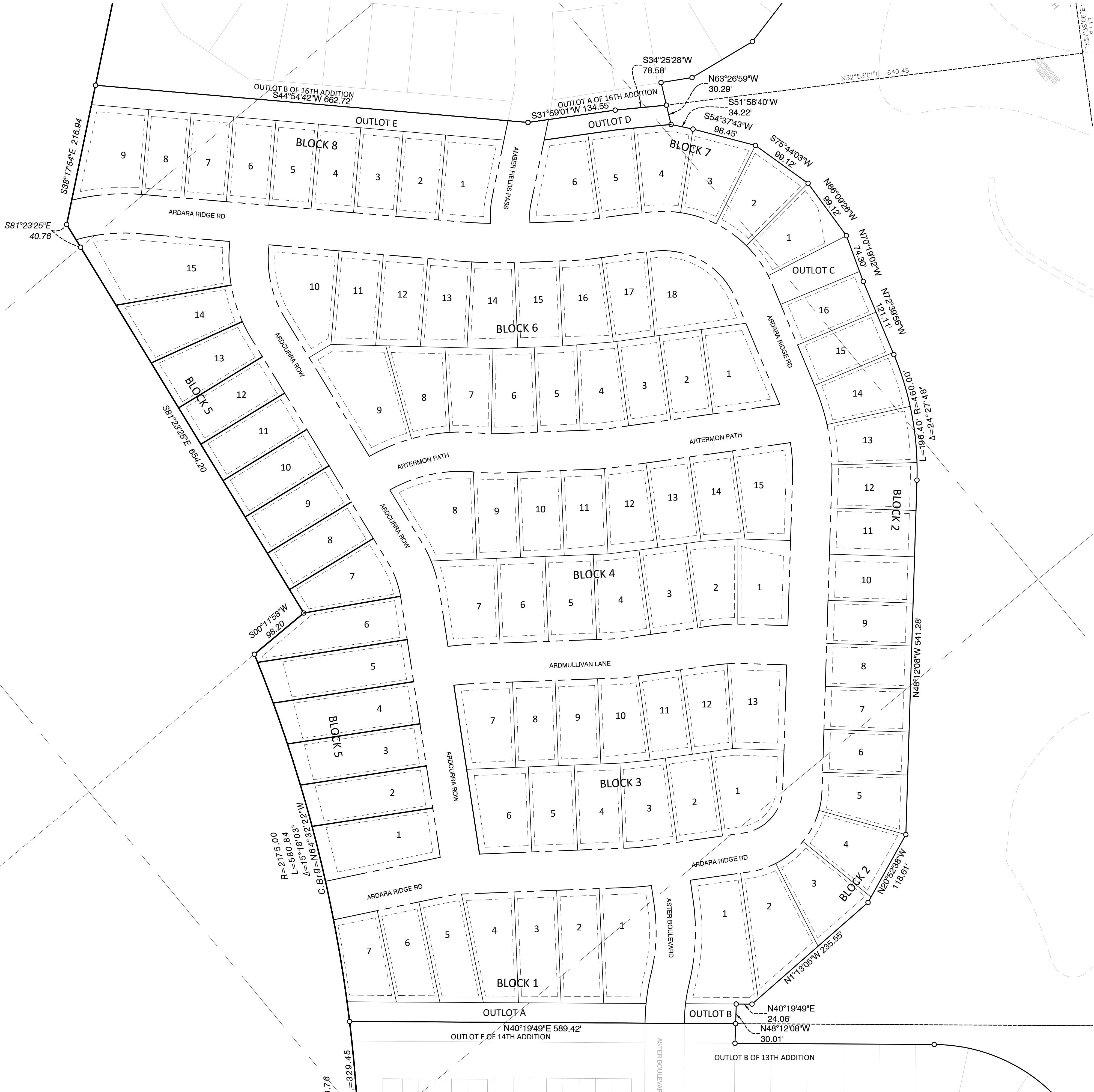


THE WESTERLY LINE OF LOT 14, BLOCK 2, AMBER FIELDS SEVENTEENTH ADDITION, IS ASSUMED TO HAVE A BEARING OF N17°20'04"E.

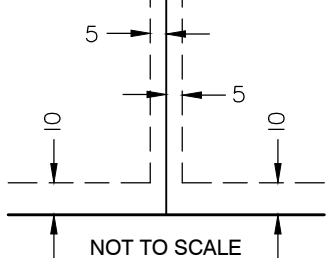
- Denotes monument found 1/2 inch iron pipe marked by license no. 44110 unless otherwise shown
- Denotes 1/2 inch x 18 inch iron monument set marked by license no. 57366 unless otherwise shown
- ▲ Denotes Found Mag Nail
- D&U Denotes Drainage & Utility Easement



Drawing name: X:\2020\200078.B\plan sheets\preliminary\plat\200078.B\preplat.dwg Jun 07, 2024 -- 7:28am



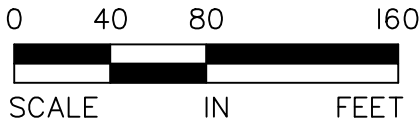
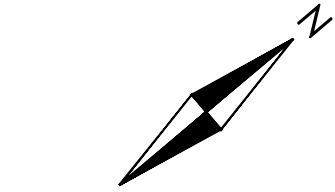
DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



Being 5 feet in width and adjoining lot lines and 10 feet in width and adjoining right of way lines, unless otherwise indicated on the plat.

LEGEND:

- PROPERTY LINE
- LOT LINE
- R.O.W
- EASEMENT LINE
- FOUND IRON MONUMENT



PARCEL AREA TABLE		
PARCEL	AREA SF	AREA AC
B1-L1	13,903	0.32
B1-L2	11,289	0.26
B1-L3	11,095	0.25
B1-L4	11,228	0.26
B1-L5	10,700	0.25
B1-L6	9,721	0.22
B1-L7	9,488	0.22
B2-L1	17,077	0.39
B2-L2	13,602	0.31
B2-L3	11,100	0.25
B2-L4	10,712	0.25
B2-L5	9,793	0.22
B2-L6	8,537	0.20
B2-L7	8,537	0.20
B2-L8	8,537	0.20
B2-L9	8,537	0.20
B2-L10	9,187	0.21
B2-L11	9,187	0.21
B2-L12	9,025	0.21
B2-L13	9,663	0.22
B2-L14	9,693	0.22
B2-L15	8,710	0.20
B2-L16	8,715	0.20
B3-L1	12,061	0.28
B3-L2	9,100	0.21
B3-L3	9,918	0.23
B3-L4	9,100	0.21
B3-L5	9,100	0.21
B3-L6	11,320	0.26
B3-L7	10,742	0.25
B3-L8	8,471	0.19
B3-L9	8,461	0.19
B3-L10	8,956	0.21
B3-L11	8,450	0.19
B3-L12	8,694	0.20
B3-L13	11,033	0.25
B4-L1	10,207	0.23
B4-L2	9,147	0.21
B4-L3	9,412	0.22
B4-L4	9,988	0.23
B4-L5	9,563	0.22
B4-L6	9,582	0.22
B4-L7	11,397	0.26
B4-L8	13,165	0.30
B4-L9	8,731	0.20

PARCEL AREA TABLE		
PARCEL	AREA SF	AREA AC
B4-L10	8,684	0.20
B4-L11	8,685	0.20
B4-L12	9,126	0.21
B4-L13	8,684	0.20
B4-L14	8,844	0.20
B4-L15	11,552	0.27
B5-L1	14,801	0.34
B5-L2	12,370	0.28
B5-L3	12,961	0.30
B5-L4	13,683	0.31
B5-L5	14,537	0.33
B5-L6	13,012	0.30
B5-L7	10,511	0.24
B5-L8	9,750	0.22
B5-L9	9,750	0.22
B5-L10	9,750	0.22
B5-L11	9,750	0.22
B5-L12	9,750	0.22
B5-L13	10,693	0.25
B5-L14	12,904	0.30
B5-L15	18,957	0.44
B6-L1	11,182	0.26
B6-L2	8,450	0.19
B6-L3	8,450	0.19
B6-L4	8,904	0.20
B6-L5	8,451	0.19
B6-L6	8,705	0.20
B6-L7	8,821	0.20
B6-L8	10,079	0.23
B6-L9	15,593	0.36
B6-L10	13,244	0.30
B6-L11	9,623	0.22
B6-L12	9,346	0.21
B6-L13	9,215	0.21
B6-L14	9,340	0.21
B6-L15	8,874	0.20
B6-L16	9,236	0.21
B6-L17	8,630	0.20
B6-L18	13,913	0.32
B7-L1	10,227	0.23
B7-L2	10,227	0.23
B7-L3	9,982	0.23
B7-L4	9,821	0.23
B7-L5	8,817	0.20
B7-L6	11,372	0.26

PARCEL AREA TABLE		
PARCEL	AREA SF	AREA AC
B8-L1	10,686	0.25
B8-L2	8,450	0.19
B8-L3	8,450	0.19
B8-L4	8,450	0.19
B8-L5	8,450	0.19
B8-L6	8,450	0.19
B8-L7	8,450	0.19
B8-L8	8,450	0.19
B8-L9	13,024	0.30
OUTLOT A	13,607	0.31
OUTLOT B	2,343	0.05
OUTLOT C	6,980	0.16
OUTLOT D	5,653	0.13
OUTLOT E	18,965	0.44
ROW	310,260	7.12
TOTAL	1,374,557	31.56

AMBER FIELDS - 17TH ADDITION

ROSEMOUNT, MINNESOTA

PRELIMINARY PLAT SUBMITTAL

PRELIMINARY PLAT OVERALL

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed PROFESSIONAL ENGINEER under the laws of the State of MINNESOTA.

CL/R: WICKMUND, PE

Date: License No.

QUALITY ASSURANCE/CONTROL

BY DATE

DATE ISSUE

6-7-24 CITY SUBMITTAL

PROJECT TEAM DATA

DESIGNED: CW

DRAWN: LJ

PROJECT NO: 220-0078.B1

Drawing name: X:\2020\200078.B\200078.B\plan sheets\Final Street & Utilities Phase 2\200078.B\land.dwg Jul 10, 2024 -- 2:51pm



LANDSCAPE REQUIREMENTS:

MITIGATION:
OVERALL REQUIRED (PER PUD): 1,983 INCHES
-PROVIDED IN PREVIOUS ADDITIONS: 545 INCHES
-PROVIDED THIS ADDITION: 10 INCHES
REMAINING MITIGATION: 1,428 INCHES

SINGLE FAMILY:
1 TREE PER UNIT FRONTAGE
TOTAL SINGLE FRONT LOTS: 49
TOTAL CORNER LOTS: 8 (2 TREES PER LOT REQUIRED)
REQUIRED TREES: 57
PROVIDED TREES: 61

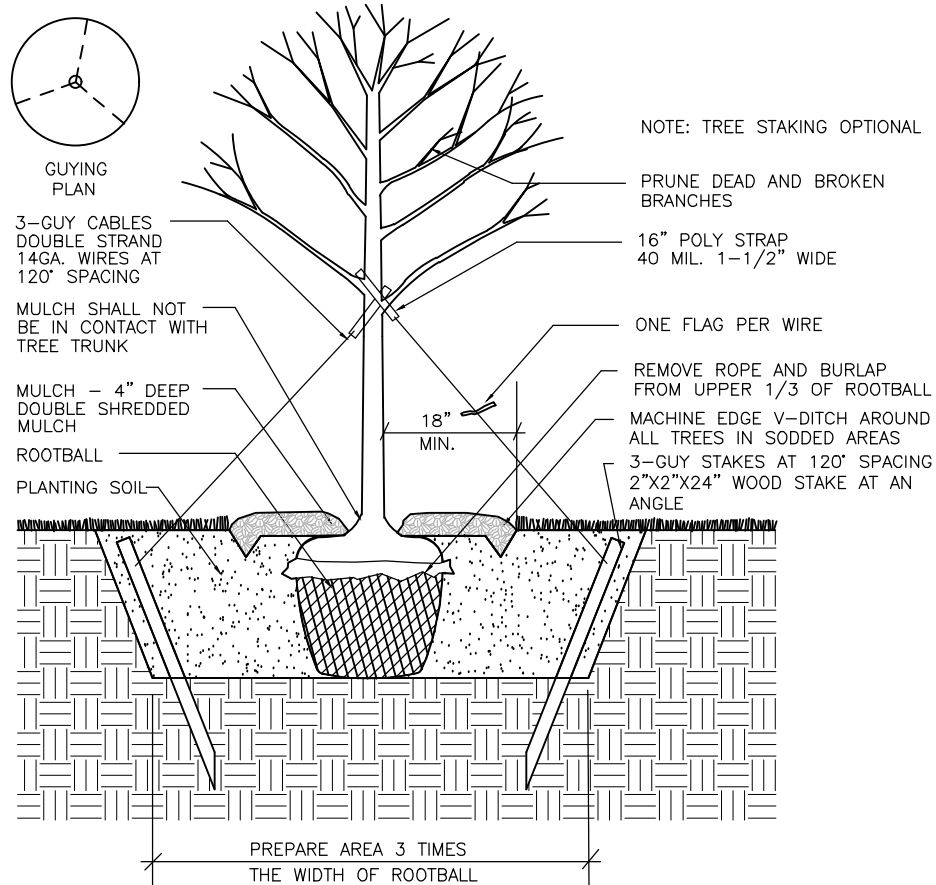
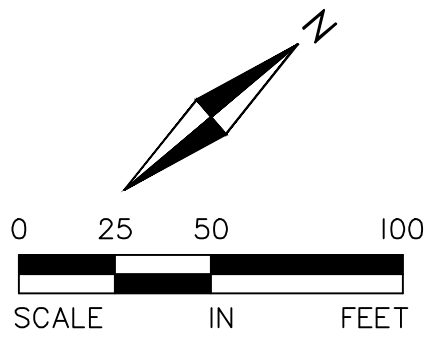
PHASE 2 LANDSCAPE SCHEDULE:

#	KEY	COMMON NAME / SCIENTIFIC NAME	SIZE	NOTES
OVERSTORY TREES				
7	AB	Autumn Blaze Maple Acer x freemanii	2.5" Cal. B&B	Straight Trunk, No V-Crotch
9	AE	Accolade Elm Ulmus japonica x wilsoniana 'Morton'	2.5" Cal. B&B	Straight Trunk, No V-Crotch
9	CH	Common Hackberry Celtis occidentalis	2.5" Cal. B&B	Straight Trunk, No V-Crotch
4	HL	Skyline Honeylocust Gleditsia triacanthos var. inermis 'Skycole'	2.5" Cal. B&B	Straight Trunk, No V-Crotch
10	NF	Northern Flare Sugar Maple Acer saccharum 'Sisseton'	2.5" Cal. B&B	Straight Trunk, No V-Crotch
6	PO	Majestic Skies Northern Pin Oak Quercus ellipsoidalis 'Bailskies'	2.5" Cal. B&B	Straight Trunk, No V-Crotch
4	RB	River Birch Betula nigra	8" B&B	Clump Form
6	RO	Red Oak Quercus rubra	2.5" Cal. B&B	Straight Trunk, No V-Crotch
6	SL	Sentry Linden Tilia americana 'McKSentry'	2.5" Cal. B&B	Straight Trunk, No V-Crotch
61	TOTAL STREET TREES			

Note: Quantities on plan supercedes schedule in event of discrepancy

LANDSCAPE NOTES:

- INSTALL 6" MIN. TOP SOIL TO ALL SOD, SEED AND SHRUB AREAS. FINE GRADE ALL SOD AND SEED AREAS.
- STAKE OR MARK ALL PLANT MATERIAL LOCATIONS PRIOR TO INSTALLATION. HAVE OWNERS REPRESENTATIVE APPROVE ALL STAKING PRIOR TO INSTALLATION.
- INSTALL 4-6" DEPTH SHREDDED HARDWOOD MULCH AROUND ROOT SAUCER OF ALL TREES ISOLATED FROM PLANT BEDS. DO NOT PILE MULCH AGAINST THE BASE OF A PLANT OR TREE TRUNK; PULL THE MULCH AWAY FROM THE BASE ONE TO TWO INCHES.
- PLANT SOIL SHALL CONSIST OF 1:1:1, SELECT LOAMY TOPSOIL, PEAT MOSS, PIT RUN SAND.
- COMPLETELY GUARANTEE ALL WORK FOR A PERIOD OF ONE YEAR BEGINNING AT THE DATE OF ACCEPTANCE. MAKE ALL REPLACEMENTS PROMPTLY (AS PER DIRECTION OF OWNER).
- ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMEN.
- ALL TREE TRUNKS SHALL BE WRAPPED WITH BROWN CREPE TREE WRAP. APPLY WRAP IN NOVEMBER AND REMOVE IN APRIL.
- CALL GOPHER STATE ONE CALL AT 651-454-0002 FOR LOCATING ALL UNDERGROUND UTILITIES AND AVOID DAMAGE TO UTILITIES DURING THE COURSE OF THE WORK.
- MAINTAIN ALL PLANT MATERIALS, INCLUDING WATERING, UNTIL THE TIME OF ACCEPTANCE.
- COORDINATE INSTALLATION WITH GENERAL CONTRACTOR.
- STAKING AND GUYING OF TREES OPTIONAL: MAINTAIN PLUMBNESS OF TREES FOR DURATION OF WARRANTY PERIOD.
- SWEEP AND WASH ALL PAVED SURFACES AND REMOVE ALL DEBRIS RESULTING FROM LANDSCAPE OPERATIONS.
- LANDSCAPE CONTRACTOR SHALL INSTALL KENTUCKY BLUE GRASS SOD IN DENOTED AREAS INCLUDING ALL R.O.W. PER LOCAL INDUSTRY STANDARDS. SOD SHALL BE LAID PARALLEL TO THE CONTOURS AND HAVE STAGGERED JOINTS.
- SUPPLY DESIGN AND INSTALLATION FOR NEW WATER EFFICIENT IRRIGATION SYSTEM. DESIGN SYSTEM INCLUDING CONTROLS, ELECTRICAL AND WATER SERVICE CONNECTIONS WITH 100% COVERAGE OF NEW SOD, LANDSCAPE ISLANDS AND PLANTING AREAS. SOD, SEED AND SHRUB AREAS TO BE ON SEPARATE ZONES. DESIGN TO INCLUDE DRIP IRRIGATION IN SHRUB AREAS ADJACENT TO BUILDING. EXCESS WATER SHALL NOT COME IN CONTACT WITH BUILDING AND SIDEWALKS. THE IRRIGATION SYSTEM SHALL HAVE A RAIN/FREEZE SENSOR SHUTOFF. USE RAINBIRD OR APPROVED EQUAL COORDINATE WITH G.C. AND WORK OF OTHER SECTIONS.
- CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE CITY FOR A LANDSCAPE INSTALLATION INSPECTION OF ALL PLANTINGS.



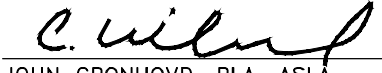
1 TREE PLANTING DETAIL
NOT TO SCALE



ALLIANT
733 Marquette Avenue
Suite 700
Minneapolis, MN 55402
612.758.3080
www.alliant-inc.com



AMBER FIELDS - 20TH ADDITION
ROSEMOUNT, MINNESOTA
PHASE 2
FINAL PLAT SUBMITTAL
LANDSCAPE PLAN

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed PROFESSIONAL ENGINEER under the laws of the State of MINNESOTA

JOHN GRONHOVD, PLA, ASLA
7/10/24 40922
Date License No.

QUALITY ASSURANCE/CONTROL

BY	DATE
DATE	ISSUE
7/10/24	CITY SUBMITTAL

PROJECT TEAM DATA	
DESIGNED:	AA
DRAWN:	LJ, RJ
PROJECT NO:	220-0078.B1

Memorandum

To: Brian Erickson, City Engineer
Nick Egger, Director of Public Works
Anthony Nemcek, Senior Planner
Jane Byron, Storm Water Specialist

From: Amanda Sachi, PE
Kendra Fallon, PE
Kris Keller, PE

Date: June 20th, 2024

Re: Amber Fields 17th Addition – Final Plat Review
WSB Project No. 024933-000

We have reviewed the documents provided by Alliant Engineering on June 5th, 2024. Documents reviewed include:

- Amber Fields 17th Addition Final Plat Civil Set, dated 6/7/2024
- Amber Fields 17th Addition Preliminary Plat Set, dated 6/7/2024
- Amber Fields – 65' Lot Width, dated 5/14/2024
- CB Areas, dated 6/7/2024
- Amber Fields 17th Addition Plat, dated 6/6/2024

Additional redline comments are provided on the submitted civil plans. Applicant should provide responses to each comment and redline comment. We offer the following comments below. Any comments grayed out have been addressed.

Civil Comments:

1. General

- a. Submit for and provide copies to the City of all required permits from regulatory agencies (MCES, Minnesota Pollution Control Agency, Minnesota Department of Health, NPDES, etc.)

2. Utilities

- a. Provide minimum vertical 18" separation between watermain and storm sewer
 - i. Insulate when separation is less than 36"
- b. Note areas where the water/sanitary services are in conflict with the utility mains
 - i. Provide how pipes will be adjusted/offset to accommodate
- c. Shift gate valves and castings out of the wheel paths and far enough away from the curb line to provide for adequate bituminous material and compaction.
- d. Locate all hydrants and the highpoints of the watermain system
 - i. Adjust watermain depth or hydrant locations as necessary
- e. Verify constructability of sanitary sewer manhole MH 4 with adjacent storm sewer pipe

- i. Maintain minimum separation for compaction
- f. The water service (corp stop) for Lot 13 Block 3 is directly under a catch basin
- g. Use PVC SDR 26 for pipe deeper than 18'
- h. When connecting to the existing sanitary sewer main stub, maintain the same pipe slope (field verify).
 - i. Pipe slope change can only occur within a manhole
 - ii. Consider removing back to existing structure (MH 16) and laying pipe as continuous slope to proposed MH 1
- i. The watermain stub on the southwestern end of Ardara Ridge Road is shown with a temporary hydrant in the plan view and a plug in the profile view
- j. Provide a temporary hydrant at the north end of Andara Ridge Road past the last proposed active water service

3. Streets, Signage and Street Lighting

- a. Provide horizontal curves of proposed roadways
 - i. Horizontal curves that do not meet 30 mph stopping sight distances will require adjusting the curve radius or providing reduced speed signs
- b. Call out areas with barricade symbols as 'TEMPORARY BARRICADES W/ FUTURE ROAD SIGN'

4. Landscape

- a. No comments

Grading, Drainage, and Erosion Control Comments:

5. General

- a. No comments

6. Ponds and Wetlands

- a. No comments.

7. Emergency Overflow Routes

- a. No comments.

8. Retaining Walls

- a. No comments

9. Erosion Control

- a. Show inlet protection on CBs 120 and 121 on the erosion control plans.

10. Grading

- a. Direct drainage away from building pads
- b. Direct drainage along side lot lines.
- c. Maintain common drainage in drainage and utility easements.
- d. Provide 20' total easement for EOF routes

Stormwater Management Plan:

1. General Storm Sewer Design

- a. Provide updated rational method storm sewer sizing calculation and catch basin drainage area map (including the area intended to drain to the proposed stubs) along with storm sewer sizing calculations to confirm storm sewer is sized for a 10-year storm event.
- b. It should be confirmed if storm sewer shown south of the existing stub in Outlot A is proposed as part of the 17th Addition. If so, this storm sewer needs to be added to plans. If existing, the storm sewer linework should be updated accordingly.
- c. CB 105 not shown in plan view of sheet 17.
- d. A sump should either be added to MH 100 or to both CBMH 101 and CBMH 106 prior to the connection into the existing stub.
- e. The proposed invert of the stub from CBMH 120 should be included on the plans.
- f. There are several crossing pipes shown on profile view which should be confirmed and/or labeled. See redlined plans.
- g. Update the storm sewer profile shown on sheet 18 of the Final Plat Plans. Currently there is overlapping profiles shown.
- h. Confirm CB 118 is being placed at the low point. Unclear based on the profile and intersection details provided.
- i. The pipe between CB 118 and MH 116 is not showing up in the profile view on sheet 20.

2. Water Quantity

- a. No comments.

3. Rate/Volume Control

- a. No comments.

4. Freeboard

- a. No comments.

5. Water Quality

- a. No comments.

6. Easements

- a. Ten feet of drainage and utility easement is required on both sides of the proposed storm sewer. This is not currently being provided for several storm sewer runs in the backyard area as noted on the redlined plans for both Phase 1 and for future phases.
- b. Additional easement will be required adjacent to CBMH 201 in the future phase of the 17th Addition as it is not currently shown with the required 10' easement from the proposed storm sewer line.

General

Infrastructure design shall be completed in accordance with the City of Rosemount's Engineering Guidelines and Standards. Infrastructure construction shall be completed in accordance with the latest edition of the City's General Specifications and Standard Detail Plates for Street and Utility Construction.



M E M O R A N D U M

To: Adam Kienberger, Community Development Director
Anthony Nemcek, Senior Planner
Julia Hogan, Planner

From: Dan Schultz, Parks and Recreation Director

Date: June 14, 2024

Subject: Amber Fields 17th Addition

The Parks and Recreation Department recently reviewed the plans for the Amber Fields 17th Addition. After reviewing the plans, the Parks and Recreation Department staff has the following comments:

Parks Dedication

The parks dedication for the 17th addition will be met through developer installed improvements as outlined in the subdivision agreement.

Please let me know if you have any questions about this memo.

City Council Regular Meeting: August 5, 2024

AGENDA ITEM: Life Time Facility – Change Order #9	AGENDA SECTION: CONSENT AGENDA
PREPARED BY: Dan Schultz, Parks & Recreation Director	AGENDA NO. 6.h.
ATTACHMENTS: CO#9 Change Order Approval, Beach Club Photo	APPROVED BY: LJM
RECOMMENDED ACTION: Motion to approve Change Order #9 for the Life Time Facility as listed in the Attached Document as PCO #38 - 41.	

BACKGROUND

In May of 2023, the City Council began to award construction contracts for the construction of the Life Time facility. The project is progressing as expected and we have encountered some necessary changes during construction. The changes that are requested are being submitted as change order #9 to the City Council for your review and consideration.

The main changes being requested at this time are for the Beach Club area and a few other items. The proposed changes are listed on the attached summary as PCO #38 - 41. Attached is a drawing of the Beach Club Area. The request is for a \$426,329.51 cost change and would be funded through the project contingency account and additional monies provided by Lifetime. Life Time is responsible for any funds that are over and above the original commitment from the City of Rosemount (\$21 million), so staff does not have concerns about the requested increases.

RECOMMENDATION

Staff is recommending the City Council approve change order #9 for the Life Time Facility as identified in the attached document as PCO #38 - 41.

CONTRACT AND CHANGE ORDER
APPROVAL SUMMARY - 8.1.24

Change Description	Change Amount	Vendor	Contract
PCO # 038 Bulletin # 2 - Bistro - Remaining			
	\$167,087.00	Olympic Companies, Inc.	0034101-09A: Drywall, Carpentry, Fireproofing & Painting
	\$25,338.00	Jerry's Floor Store	0034101-09C: Flooring & Granite
	\$17,903.00	Jerry's Floor Store	0034101-11B: Athletic Equipment
	\$80,063.55	Harty Mechanical, Inc.	0034101-23A: HVAC & Plumbing
	\$105,116.09	Muska Electric Company	0034101-26A: Electrical
	\$27,556.87	Cedar Ridge Landscaping	0034101-32A: Landscape
Total:	\$423,064.51		
PCO # 039 RFI # 230 Added Insulation at Pool Ceiling			
	\$1,000.00	Olympic Companies, Inc.	0034101-09A: Drywall, Carpentry, Fireproofing & Painting
Total:	\$1,000.00		
PCO # 040 RFI # 240 Relocate Rough In			
	\$794.00	Muska Electric Company	0034101-26A: Electrical
Total:	\$794.00		
PCO # 041 Replaced Damage Frame at Bistro			
	\$1,471.00	Midland Glass Co.	0034101-08A: Storefronts, Entrances & Curtainwall
Total:	\$1,471.00		
Total Contingency Debit:	(\$426,329.51)		
Remaining Contingency	(\$205,860.52)		



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City Council Regular Meeting: August 5, 2024

AGENDA ITEM: Rosemount Industrial AUAR Update	AGENDA SECTION: CONSENT AGENDA
PREPARED BY: Anthony Nemcek , Senior Planner	AGENDA NO. 6.i.
ATTACHMENTS: Resolution, Study Area Map, Rosemount Industrial AUAR Update, Staff Report dated November 6, 2023, Met Council Objection Withdrawal Letter	APPROVED BY: LJM
RECOMMENDED ACTION: Motion to Adopt a Resolution Authorizing the Adoption of the Rosemount Industrial Alternative Urban Areawide Review (AUAR) Update.	

BACKGROUND

The City Council is being asked to consider a resolution adopting an update to the Rosemount Industrial AUAR that was originally adopted by the Council in November 2023. The AUAR was conducted in anticipation of the development of 235.2 acres of agricultural land located northwest of the intersection of 145th Street East (CSAH 42) and Blaine Avenue.

The study area extends west to Audrey Avenue, an extension of which will be constructed with development of the site. The original AUAR anticipated a development scenario consisting of approximately 1.92 million square feet of industrial development that would likely be a distribution center. The applicant is proposing an update to the AUAR that adds a potential development scenario anticipating up to four million square feet of data center or technology park.

The AUAR Update was submitted for publication in the EQB Monitor for the statutorily required 10-day review period. The City received notice that the Metropolitan Council was objecting to the update as, initially, the anticipated development would utilize a wet cooling system that would rely on a significant amount of water and produce a significant amount of wastewater that the Met Council did not believe could be accommodated. Following discussions between the Metropolitan Council, the City, and the developer's consultant, the AUAR was updated to reflect the use of a dry cooling system that uses significantly less water. Following this change, the Met Council withdrew its objection to the AUAR update. The City also received comments from the Vermillion River Watershed JPO related to the volume of water and wastewater related to the potential development, and Dakota County provided comments related to water use and traffic.

A summary of all comments received, and associated responses, is attached to the AUAR Update, as is a traffic analysis of the potential impacts on the street system in the vicinity of the study area.

With the completion of the comment and objection periods, the review of comments from the review agencies, and the withdrawal of the Met Council's objection, the next step is for the City to consider

adopting the AUAR update. An adopted AUAR becomes the official environmental review document for any development that occurs in the study area and meets the requirements of Minnesota Rule 4410. This means that any project that is proposed in the study area that may trigger environmental review, such as an EAW, is covered under the AUAR provided the project meets the mitigation measures in the AUAR and falls within the development scenario analyzed in the AUAR. This AUAR is valid for five years from the most recent update, and must be updated every five years until development within the study area is complete.

Before any development activity can occur within the study area, it must receive any and all approvals required by the City Code. This may include, and is not limited to, plat approval, site plan review, or any necessary rezoning actions. A public hearing will be required as part of the approval process, and notification of the hearing will be made in accordance with the requirements of the City Code.

RECOMMENDATION

Staff is recommending the City Council approve the adoption of the Rosemount Industrial AUAR Update to add a development scenario containing a data center use or technology park.

**CITY OF ROSEMOUNT
DAKOTA COUNTY, MINNESOTA**

RESOLUTION 2024-XX

**A RESOLUTION AUTHORIZING THE ADOPTION OF AN UPDATE TO THE
ROSEMOUNT INDUSTRIAL
ALTERNATIVE URBAN AREAWIDE REVIEW (AUAR)**

WHEREAS, an AUAR Update has been completed for the project pursuant to Minnesota Rules 4410 which identifies and assesses the environmental impacts and mitigation measures associated with the development called Rosemount Industrial;

WHEREAS, the AUAR was updated pursuant to Minnesota Rule 4410.3610;

WHEREAS, the AUAR Update was distributed for the required 10-day comment period;

WHEREAS, comments received on the AUAR Update have generated information adequate to determine mitigation measures associated with the potential development in this area;

WHEREAS, the comments received and the City's responses to these comments are included in the public record for the AUAR;

NOW THEREFORE BE IT RESOLVED, by the City Council of Rosemount, MN that the City of Rosemount adopts the Rosemount Industrial Study Area AUAR Update dated February 2023 with revision April 2023.

ADOPTED this 16th day of May 2023, by the City Council of the City of Rosemount.

Jeffery D. Weisensel, Mayor

ATTEST:

Erin Fasbender, City Clerk



Rosemount Industrial AUAR Update

AUAR UPDATE

Prepared for:



In cooperation with:

Project Shamrock

Prepared by:

Kimley»Horn

Published June 11, 2024
Comments due June 26, 2024

JULY 2024

Table of Contents

1. Introduction	3
2. Existing Conditions.....	5
3. Impact Analysis	7
3.1. Areas of No Anticipated Change	7
3.2. Areas Required Updated Analysis	8
3.2.1. Land Use.....	8
3.2.2. Water Use	8
3.2.3. Water Quality – Stormwater Runoff	9
3.2.4. Water Quality – Wastewater	9
3.2.5. Traffic	9
3.2.6. Greenhouse Gas Emissions/Carbon Footprint	11
4. Summary	13
5. Mitigation Summary and Update	14
6. AUAR Update Review.....	19

List of Tables

Table 1: Trip Generation Forecast for Scenario 2	10
Table 2. Construction Emissions.....	12
Table 3. Operational Emissions	13
Table 4: Summary of Impacts.....	13
Table 5: Mitigation Summary	14

List of Figures

Figure 1: Scenario 2	4
Figure 2: Existing Conditions.....	6

List of Attachments

Attachment A. Rosemount Industrial Traffic Analysis Report
Attachment B. Comments and Responses

1. Introduction

The Rosemount Industrial Alternative Urban Areawide Review (AUAR) study area encompasses approximately 235.2 acres of land located northwest of the intersection 145th Street East and Blaine Avenue in Rosemount, Minnesota.

The City of Rosemount adopted the Rosemount Industrial Final AUAR and Mitigation Plan on November 6, 2023. Since that time, no development within the study area has occurred. Pursuant to Minnesota Rules, part 4410.3610, subpart 7, an AUAR and plan for mitigation must be revised every five years until all development in the study area has received final approval or if changes to the development scenarios will occur. Since the study area has not been fully developed, the purpose of this document is to update the Rosemount Industrial AUAR with an additional scenario pursuant to Minnesota Rules.

The 2023 AUAR Update included analysis of one development scenario as summarized below. Scenario one includes 1.92 million square feet of industrial building area.

This report is intended to serve as an update to the 2023 AUAR, as the project has been acquired from Scannell Properties, LLC, by Project Shamrock. An additional scenario, Scenario 2, has been added to the development scenario.

- Scenario 2 – up to four (4) million square feet of data center or technology park. Scenario 2 may consist of up to two-story buildings. Figure 1 reflects Scenario 2.

The report includes the updated development scenario, an update to the environmental analysis where necessary, and a review of mitigation measures.

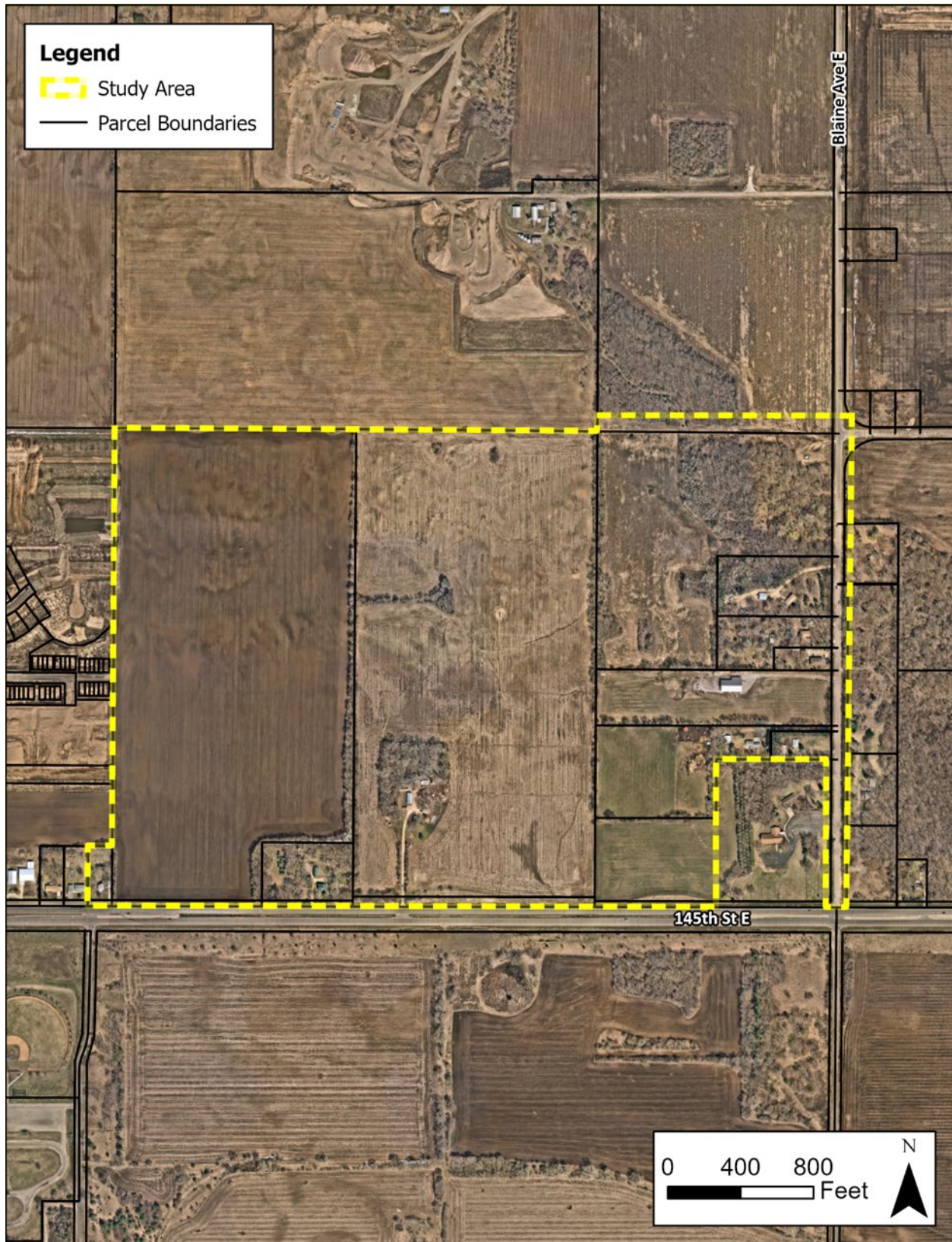
Figure 1: Scenario 2



2. Existing Conditions

The existing conditions remained unchanged from the 2023 AUAR. The AUAR study area consists of rural commercial uses, residences, and cropland. There are approximately 16 existing residential buildings within the study area. Existing cover types within the study area include cropland, impervious surface, forest, and wetland. Figure 2 reflects the existing conditions.

Figure 2: Existing Conditions



3. Impact Analysis

3.1. Areas of No Anticipated Change

The analysis that was completed in 2023 for the following issue areas remains valid. While there have been changes related to these areas, the changes are not anticipated to exceed the thresholds established in the 2023 AUAR. Areas requiring updated analysis are discussed in section 3.2.

- Cover types
 - Cover types are consistent with what was presented in the 2023 AUAR. The additional scenario could consist of two-story buildings; therefore, the overall footprint would be consistent with the 2023 AUAR scenario.
- Fish, Wildlife, and Ecologically Sensitive Resources
 - Impacts to fish, wildlife and ecologically sensitive resources would be consistent between the two scenarios. Tree removal may be needed for the development of the AUAR study area and mitigation strategies proposed in the AUAR would be consistent for either Scenario 1 or 2.
- Water resources
 - Water resources impacts would be consistent for either Scenario 1 or 2; therefore, no change in analysis or mitigation is anticipated.
- Water-related land use management districts
 - Water-related land use management districts would not be impacted for either Scenario 1 or 2.
- Water surface use
 - Water surface use would not be impacted for either Scenario 1 or 2.
- Erosion and sedimentation
 - Erosion and sedimentation would follow best management practices for local, state, and federal requirements. No changes are anticipated.
- Geologic hazards and soil conditions
 - No changes to the analysis or impacts are anticipated for the new development scenario.
- Vehicle-related air emissions
 - Anticipated peak-hour and daily trips would be less than what was presented in the 2023 AUAR. No updates or changes to the analysis for vehicle air emissions are anticipated.
- Solid Wastes, Hazardous Wastes, Storage Tanks
 - No changes to the analysis or impacts are anticipated for the new development scenario. If fuel storage or hazardous waste storage exceeds the state statute thresholds, and environmental review through the MPCA would be completed.
- Dust, odors, and noise
 - No changes to the analysis or impacts are anticipated for the new development scenario. The new scenario would be required to comply with local and state noise standards.
- Stationary source air emissions

- Not addressed in an AUAR.
- Historic Properties and Cultural Resources
 - No changes to the analysis or impacts are anticipated for the new development scenario.
- Visual impacts
 - No changes to the analysis or impacts are anticipated for the new development scenario.
- Cumulative potential effects
 - No changes to the analysis or impacts are anticipated for the new development scenario.
- Other potential environmental impacts
 - No changes to the analysis or impacts are anticipated for the new development scenario.

The impacts identified for these areas in the 2023 AUAR and current status are summarized in Section 4.

3.2. Areas Required Updated Analysis

3.2.1. Land Use

Scenario 1 (2023)

There is no change in land use from the 2023 AUAR.

Scenario 2 (2024)

The existing zoning of the site is mostly Agricultural with one parcel in the southeast corner of the study area zoned as Rural Residential. The development scenario proposes data center use as well as commercial. This is inconsistent with the current zoning and would require a zoning change.

The City of Rosemount has certified that the 2040 Comprehensive Plan complies with the requirements set forth in Minnesota Rules, part 4410.3610, subpart 1. This plan identifies the majority of the site as Business Park. The Scenario 2 proposes data center use as well as commercial use. Data center use is consistent with the Business Park designation identified in the Comprehensive Plan. The parcel identified as Community Commercial within the AUAR study area will remain as commercial. A Comprehensive Plan Amendment would not be required for the development proposed in Scenario 2.

3.2.2. Water Use

Scenario 1 (2023)

There is no change in water use from the 2023 AUAR.

Scenario 2 (2024)

Scenario 2 consists of up to approximately 4,000,000 sf of data center. Data centers can have a wide range of cooling options which impact the water demands. An air cooled or dry cooling system is anticipated and will use between 10,000 to 100,000 gallons of water per day. Based on conversations with the City of Rosemount, the city can adequately accommodate this range of water demand.

3.2.3. Water Quality – Stormwater Runoff

Scenario 1 (2023)

There is no change in how the stormwater will be treated or infiltrated from the 2023 AUAR.

Scenario 2 (2024)

The overall development could consist of up to 75-percent of the development area as impervious area which is consistent with City code. The overall development scenario will consist of multiple stormwater management basins designed to meet the City and the Vermillion River Watershed's stormwater requirements. The stormwater management facilities could consist of infiltration basins or stormwater ponds. The proposed development is also proposing to provide additional stormwater management through regional ponding as recommended in the City's stormwater management comprehensive plan .

3.2.4. Water Quality – Wastewater

Scenario 1 (2023)

There is no change in wastewater demand from the 2023 AUAR.

Scenario 2 (2024)

An existing Metropolitan Council of Environmental Services (MCES) interceptor transects the property and can support a direct connection from the development to provide adequate discharge from the data center. Data centers can have a wide range of cooling options which impact the wastewater discharges depending on either the use of a non-water-cooling system or a water-cooled system. A non-water-cooled system or air-cooled system will be utilized. With this type of cooling, the estimated wastewater discharge may range between 10,000 to 100,000 GPD. The MCES requires any facility discharging over 25,000 GPD to have a pretreatment agreement with the MCES to discharge into their system. The trunk sewer line appears to have capacity for the flows for Scenario 2; however, MCES may require additional infrastructure to shave the peak flow from the site if discharges are over threshold.

Additionally, alternative discharges for water may be considered if deemed necessary by the City or the MCES and could consist of infiltration of the water or surface discharging of the water based on the soils on the site and what is deemed allowable by MPCA and the City of Rosemount. Further conversations with the City, MCES, and MPCA will be required depending on the peak flow rates anticipated.

3.2.5. Traffic

Scenario 1 (2023)

There is no change in traffic analysis from the 2023 AUAR.

Scenario 2 (2024)

A traffic analysis was completed for Existing (2023), Year 2027 (Short-Term), and Year 2040 (Long-Term) conditions (see Attachment A for full report). A detailed traffic analysis has been performed to address the traffic related issues with the proposed data center development and is provided in Attachment A. The following provides a summary of the anticipated traffic generation of the proposed data center (Scenario 2) development and mitigation measures identified to ensure acceptable level of service (LOS).

Development Assumptions

The proposed development consists of 4,000,000 square feet of data center and has not been analyzed previously. Access to the development is proposed via three access points, two along Connemara Trail and one along Blaine Avenue. Unlike Scenario 1, no access is proposed along CSAH 42, so that intersection is not included in the analysis.

Trip Generation

The trip generation forecast has been updated based on the latest site plan. Trip generation forecasts for the proposed data center was based on information provided in ITE's Trip Generation 11th Edition.

Table 1: Trip Generation Forecast for Scenario 2

Land Use Description	Intensity (Square Feet)	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
EXISTING DEVELOPMENT								
Data Center (ITE LUC 160)	4,000,000 Square Feet	3,960	242	198	440	108	252	360

Based on the trip generation calculation, the proposed Scenario 2 development is anticipated to generate 3,960 daily trips including 440 in the AM peak hour and 360 in the PM peak hour. For reference, Scenario 1 is anticipated to generate 5,066 daily trips, including 595 in the AM peak hour and 563 in the PM peak hour.

Intersection Analysis

The capacity analysis was conducted for the Year 2027 and Year 2040 Scenario 2 build conditions to determine the impacts of the proposed Scenario 2 development. The analysis was conducted at the following intersections:

- CSAH 42 & TH 52 Northbound Ramps
- CSAH 42 & TH 52 Southbound Ramps
- CSAH 42 & Blaine Avenue (CSAH 71)
- CSAH 42 & Audrey Avenue
- CSAH 42 & Akron Avenue (CR 73)
- Blaine Avenue (CSAH 71) & 140th Street
- Audrey Avenue & Connemara Trail
- Blaine Avenue & East Data Center Access

Analysis was conducted using the same background geometry that was determined for Scenario 1. Separate analysis conditions were analyzed with the addition of the southern industrial development south of CSAH 42, as was done for Scenario 1. The following provides a summary of the analysis results for each of the analysis scenarios:

- **Short Term (2027) Scenario 2 Build Conditions (with south development):** Based on the results of the traffic analysis, the following intersections are anticipated to operate below acceptable LOS in the Short-Term (2027) Scenario 2 Build Conditions:

CSAH 42 & TH 52 Northbound & Southbound Ramps, CSAH 42 & Blaine Avenue, Blaine Avenue & East Data Center Access.

- **Long Term (2040) Scenario 2 Build Conditions (with south development):** Based on the results of the traffic analysis, all intersections are anticipated to operate at an acceptable LOS in the Long-Term (2040) Scenario 2 Build conditions, with the Short-Term (2027) mitigations being in place for this scenario. Except for CSAH 42 & Akron Avenue which is anticipated to be approaching capacity, this intersection should be monitored for future improvements.

Mitigation strategies have been developed to address the anticipated LOS deficiencies for the various analysis scenarios. A summary of the proposed mitigations is provided below.

Short-Term (2027) Scenario 2 Build Conditions

- TH 52 Northbound Ramps & CSAH 42: Installation of a signal
- TH 52 Southbound Ramps & CSAH 42: Installation of a signal
- CSAH 42 & Blaine Avenue: Installation of dedicated turn-lanes at all approaches and a signal
- CSAH 42 & Audrey Avenue: Installation of dedicated turn-lanes at all approaches and a signal
- Blaine Avenue & Connemara Trail: Installation of dedicated turning lanes on Blaine Avenue approaches.
- Audrey Avenue & Connemara Trail: Installation of dedicated turning lanes to all approaches.

Long-Term (2040) Scenario 2 Build Conditions

- All modifications from Short-Term (2027) Build Conditions
- TH 52 Northbound Ramps & CSAH 42: Installation of dual eastbound left-turn lanes
- CSAH 42 & Blaine Avenue: Installation of dual southbound left-turn lanes
- CSAH 42 & Audrey Avenue: Installation of dual southbound left-turn lanes

Note that the mitigations proposed for Scenario 2 are identical to the mitigations proposed for Scenario 1 in both the Short-Term (2027) and Long-Term (2040) conditions. The overall impact of the proposed development is slightly lower than Scenario 1 but all of the proposed improvements for Scenario 1 remain valid for this scenario. Section 5 provides detailed information about the transportation mitigation plan.

3.2.6. Greenhouse Gas Emissions/Carbon Footprint

Scenario 1 (2023)

There is no change from the 2023 AUAR.

Scenario 2

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs

exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming.¹¹

Project Related GHG Emissions

This section describes the GHG emissions from the existing buildings within the study area and include an estimated quantification of the following GHG emissions associated with the proposed scenarios:

- Carbon dioxide (CO₂)
- Nitrous oxide (N₂O)
- Methane (CH₄)

The projected GHG emissions are provided on an average annual basis using the CO₂ equivalent (CO₂e) and include the proposer's best estimate of average annual emissions over the proposed life/design service life of future development. The estimates include emissions from the construction and operating phases of the scenarios. Emissions were estimated using the US Environmental Protection Agency's Simplified GHG Emissions Calculator (SGEC) (Version 7 June 2021) and are summarized in table below by project phase (i.e., construction and operations) and source type (e.g., combustion from mobile equipment, off-site electricity).

Construction emissions for the revised scenario are based on length of construction and are from mobile equipment, including passenger cars, light-duty trucks, and medium and heavy-duty trucks, and construction equipment (both gasoline and diesel).

Table 2. Construction Emissions

Scope ¹	Emission Type	Emission Sub-Type	Project-Related CO ₂ e Emissions
Scope 1	Combustion	Mobile equipment	35,428
Total			35,428

¹ Emissions are categorized as either direct or indirect. Scope 1 emissions are direct emissions that are released directly from properties owned or under the control of the project proposer. This includes, for example, the use of mobile equipment during construction. Scope 2 and 3 emissions are indirect emissions. Scope 2 emissions are associated with the offsite generation of purchased electricity and/or steam. Scope 3 emissions are from the offsite provision of waste management services, including land disposal (landfilling), recycling, and solid waste composting.

Table 3. Operational Emissions

Scope	Emission Type	Emission Sub-Type	Project-Related CO _{2e} Emissions (tons/year)
Scope 1	Combustion	Stationary equipment	12,202
Scope 2	Off-site electricity	Grid-based	40,552
Scope 3	Off-site waste management	Area	3,400
Total			56,164

The expected lifespan of the project is 50 years, this equates to a total estimated 2,843,110 CO_{2e} metric tons over the lifetime of the development (including both construction and operations phases). The proposer will evaluate implementing the sustainability measures listed in the original AUAR to reduce operational emissions to the extent practicable. The proposed project will be built in compliance with state regulations and city building codes.

4. Summary

Table 4 is a summary of the new or modified impacts identified in this AUAR Update.

Table 4: Summary of Impacts

Resource Area	New Impact Identified in AUAR Update
Land Use	None
Cover Types	None
Fish, Wildlife, and Ecologically Sensitive Resources	Same impact as identified in the 2023 AUAR.
Water Use	Typically, water demands for non-water-cooled data centers of this size would use between 10,000 – 100,000 GPD. Based on conversations with the City of Rosemount, the city has adequate capacity to meet the current demand.
Water-Related Land Use Management Districts	None
Water Surface Use	None
Erosion and Sedimentation	Same impact as identified in the 2023 AUAR.
Water Quality – Stormwater Runoff	Similar impact to 2023 AUAR. Stormwater management will be required to meet City stormwater management requirements.

Resource Area	New Impact Identified in AUAR Update
Water Quality – Wastewater	The estimated wastewater discharge from this facility is anticipated between 10,000 100,000 GPD. An existing Metropolitan Council of Environmental Services (MCES) interceptor transects the property and can likely support a direct connection from the development to provide adequate discharge from the data center.
Geologic Hazards and Soil Conditions	Same impact as identified in the 2023 AUAR.
Solid Wastes, Hazardous Wastes, Storage Tanks	Same impact as identified in the 2023 AUAR.
Traffic	Same impact as identified in the 2023 AUAR.
Vehicle-Related Air Emissions	Same as identified in 2023 AUAR
Stationary Source Air Emissions	None
Greenhouse Gas Emissions/Carbon Footprint	Given the change in density of the proposed development, an increase in GHG emissions/Carbon footprint is anticipated.
Dust, Odors, Noise	Same impact as identified in the 2023 AUAR.
Sensitive Resources	None
Adverse Visual Impacts	None
Cumulative Potential Effects	None
Other Potential Environmental Impacts	None

5. Mitigation Summary and Update

The mitigation measures developed in the AUAR process are outlined in Table 5, including a progress update or changes to the mitigation plan. The actual cost of the improvements on the project site will be evaluated through development agreements.

Table 5: Mitigation Summary

Resource Area	Mitigation*
Land Use	Any zoning inconsistencies will be addressed through a rezoning.
Geology, Soils, and Topography	Erosion prevention and sediment control practices will be implemented on-site per the NPDES General Stormwater Permit requirements.
	Prior to development, the site will be investigated to identify karst conditions.

Resource Area	Mitigation*
Water Resources	Infrastructure will be built within the AUAR study area to convey stormwater to stormwater management areas to help achieve the appropriate water quality treatment.
	Stormwater will be conveyed by means of an underground storm sewer to constructed stormwater management areas. Conveyance systems will be designed in accordance with acceptable industry standards and in conformance with jurisdictional requirements.
	Maintenance and monitoring of the stormwater management areas will be performed to ensure long term effectiveness of the facilities.
	Obtain a permit from the Metropolitan Council and MPCA for a sewer extension and permit to connect.
	Groundwater wells will be properly sealed by a licensed well contractor prior to redevelopment within the AUAR study area per MPCA and MDH well sealing requirements.
	Approval from MCES to connect into the sewer interceptor that transects the AUAR study area.
	Additionally, alternative discharges for the water can be considered if deemed necessary by the City or the MCES and could consist of infiltration of the water or surface discharging of water. Further conversations with the City, MCES, and MPCA on different discharge options may be needed.
	A chloride management plan will be implemented, which will meet state and local requirements.
	Best management practices pertaining to stormwater management will be adhered to during construction.
	If necessary, impacts to existing wetlands will require the purchase of wetland banking credits.
Contamination/ Hazardous Waste	Development would both generate construction-related waste materials such as wood, packaging, excess materials, and other wastes, which would be either recycled or disposed in the proper facilities; Products will be kept in their original containers unless they cannot be resealed. Original labels and Material Safety Data Sheets will be made available. Surplus materials will be properly removed from the property upon completion of use.
	Ensure compliance with applicable laws, rules, and ordinances related to the management of solid and hazardous waste as required by Minnesota Statutes 2020, section 473.811, subdivision 5c.
	Coordinate with the MPCA regarding the required plans, material handling, and disposal.

Resource Area	Mitigation*
Fish, Wildlife, Plant Communities, and Sensitive Ecological Resources	Wildlife friendly erosion control methods will be utilized within the study area to minimize impacts to wildlife using the site during construction.
	Invasive species will be controlled during site construction. Additionally, appropriate measures will be taken to control the spread of invasive species will be controlled during construction and landscaping: • Inspecting construction equipment and removing any visible plant, seeds, mud, dirt clods, and animals when arriving and leaving a site. • Using certified weed-free products such as weed-free seed or hay whenever possible. • Using mulch, soil, gravel, etc., that is free of invasive species whenever possible. • Inspecting soil and plant material during planting for signs of invasive species and removing or destroying the invasive species or the plant and associated soil if the invasive species cannot be separated out. • Native and drought-tolerant species will be utilized in landscaped areas.
	To avoid potential impacts to the Loggerhead Shrike, tree removal activities are anticipated to be conducted early in the construction season, prior to the species' breeding season. Any loggerhead shrike sightings will be reported to the DNR.
	Coordination with USFWS before tree clearing is recommended. If tree removal is unavoidable during this timeframe, a qualified surveyor will conduct a survey for active nests prior to tree or shrub removal.
	A specific tree replacement plan will be created and approved by the City prior to development.
Historic Properties	A phase I archaeological reconnaissance study will be conducted by a qualified archaeologist prior to construction.
Visual	Lighting practices will be selected to address known ecological concerns and prevent avoidable impacts to insects, wildlife, rare plants, and adjacent natural areas. Guidance from the USFWS that recommends a lighting system that minimizes uplight and backlight would be adhered to the extent practicable.

Resource Area	Mitigation*
Air	Construction will generate temporary fugitive dust emissions during construction. These emissions will be controlled by sweeping, watering, sprinkling, as appropriate or as prevailing weather and soil conditions dictate. The City of Rosemount regulates dust in accordance with the standards set by the MPCA.
Noise	Construction activities may result in temporarily elevated noise levels. To the extent possible, construction activities will be conducted to minimize noise levels and nighttime construction activities. Permits related to construction noise must be obtained from the City at least 10 working days prior to the start of construction.

Resource Area	Mitigation*
Transportation	Short-Term (2027) Build Conditions • TH 52 Northbound Ramps & CSAH 42: Installation of a signal • TH 52 Southbound Ramps & CSAH 42: Installation of a signal • CSAH 42 & Blaine Avenue: Installation of dedicated turn-lanes at all approaches and a signal • CSAH 42 & Audrey Avenue: Installation of dedicated turn-lanes at all approaches and a signal • CSAH 42 & Access Drive: Installation of dedicated turning lanes on CSAH 42 approaches if needed. • Blaine Avenue & Connemara Trail: Installation of dedicated turning lanes on Blaine Avenue approaches. • Audrey Avenue & Connemara Trail: Installation of dedicated turning lanes to all approaches. Long-Term (2040) No-Build Conditions • TH 52 Northbound Ramps & CSAH 42: Installation of a signal • TH 52 Southbound Ramps & CSAH 42: Installation of a signal Long-Term (2040) Build Conditions • All modifications from Short-Term (2027) Build Conditions • TH 52 Northbound Ramps & CSAH 42: Installation of dual eastbound left-turn lanes • CSAH 42 & Blaine Avenue: Installation of dual southbound left-turn lanes • CSAH 42 & Audrey Avenue: Installation of dual southbound left-turn lanes
	As developments occur in the area, signal warrants should be evaluated if/when signals are warranted.

Resource Area	Mitigation*
Greenhouse Gas Emissions Analysis	• Use energy efficient appliances, equipment, and lighting. • Energy efficient building shells • Implement waste best management practices and to recycle and compost appropriate material when applicable. • On-site landscaping will absorb water, see Item 12.b for more information. • Trees and tree trenches are being considered and additional landscaping will be planted to improve local air quality, absorb greenhouse gas emissions, and reduce local urban heat island effect. • Buildings will be constructed with rooftop-ready infrastructure for solar power generation. • Provide electric vehicle ready charging infrastructure.

***Bolded** items are new mitigation strategies for Scenario 2.

6. AUAR Update Review

Pursuant to Minnesota Rules, part 4410.3610, subpart 7, this AUAR update is available for a comment period of 10 business days. Once the comment period is over and if no objections are filed by state agencies or the Metropolitan Council, the City of Rosemount will adopt the AUAR Update. The Rosemount Industrial AUAR will remain valid for an additional five years from the adoption date.

Attachment A

Rosemount Industrial Traffic Analysis Report



Traffic Impact Analysis

Rosemount Industrial Development

AUAR Update

ROSEMOUNT, MINNESOTA

MAY 2024

Prepared By:

Kimley»Horn

Contents

1.0 INTRODUCTION.....	4
2.0 EXISTING CONDITIONS	4
3.0 FUTURE CONDITIONS	6
4.0 PROPOSED DEVELOPMENT	8
5.0 INTERSECTION CAPACITY ANALYSIS	11
6.0 CONCLUSIONS AND RECOMMENDATIONS.....	42
APPENDIX.....	47

TABLES

Table 1: Projected Growth Rates	7
Table 2: Full Development Land Use Summary	8
Table 3: Alternative Development Land Use Summary	8
Table 4: Trip Generation Summary – Industrial Scenario	9
Table 5: Trip Generation Summary – Data Center Scenario	9
Table 6: Analysis Scenario Summary – General Industrial	11
Table 7: Level of Service Grading Criteria.....	13
Table 8: Existing (2023) Condition Level of Service	14
Table 9: Short-Term (2027) No-Build Condition Level of Service	15
Table 10: Long-Term (2040) No-Build Condition Level of Service	17
Table 11: Short-Term (2027) Build Condition Level of Service	18
Table 12: Short-Term (2027) Build + Southern Industrial Development Condition Level of Service	21
Table 13: Short-Term (2027) Build + Southern Industrial Development with Mitigation Level of Service.....	24
Table 14: Long-Term (2040) Build with Mitigation Level of Service	27
Table 15: Long-Term (2040) Build + Southern Industrial Development with Mitigation Level of Service.....	29

Table 16: Short-Term (2027) Data Center Build Scenario Level of Service	31
Table 17: Short-Term (2027) Data Center Build with Southern Industrial Level of Service	34
Table 18: Short-Term (2027) Data Center + Southern Industrial Build with Mitigation Level of Service.....	37
Table 19: Long-Term (2040) Data Center with Mitigation Level of Service	39
Table 20: Long-Term (2040) Data Center + Southern Industrial with Mitigation Level of Service	41

1.0 INTRODUCTION

This report serves as the traffic analysis for the Rosemount Industrial Development Alternative Urban Area Review (AUAR). The Rosemount Industrial Development is adjacent to CSAH 42 and CSAH 71 (Blaine Avenue) in Rosemount, Minnesota.

The forthcoming traffic analysis focused on two analysis years: Short-Term development which is anticipated to be completed by 2027 and Long-Term development which is anticipated to be completed by 2040. All traffic analysis scenarios, including the no-build scenarios, will include traffic from the Rich Valley Golf Course Distribution Facility (RVGC). Additionally, two build scenarios will be considered; One build scenario will include just the Rosemount Industrial Development and RVGC. The second build scenario will include the Rosemount Industrial Development, RVGC, and an additional proposed industrial development located south of CSAH 42 between Blaine Avenue and Audrey Avenue.

The location of the Rosemount Industrial Development and other developments are provided in **Exhibit 1** in **Appendix A**.

1.1 REPORT PURPOSE AND OBJECTIVES

The purpose of this study is to address the traffic and transportation impacts of the proposed development on surrounding streets and intersections. This traffic impact study was prepared based on criteria set forth by the City of Rosemount. The following information is provided.

- A description and map of the existing and proposed roadway system, including state, regional, and local roads to be affected by the development of the AUAR area. This information includes existing and proposed roadway capacities and existing and projected background (i.e., without the AUAR development) traffic volumes.
- Trip generation data – trip generation rates and trip totals – for the development scenarios broken down by land use zones and/or other relevant subdivisions of the area. As well as the projected distributions onto the roadway system.
- Analysis of impacts of the traffic generated by the AUAR area on the roadway system, including the comparison of peak period capacities and analysis of Level of Service and delay times at study area intersections
- A discussion of potential improvements and traffic management measures that are proposed to mitigate operational concerns

2.0 EXISTING CONDITIONS

2.1 PHYSICAL CHARACTERISTICS

The existing roadway network within the study area includes CSAH 42, US Highway 52, Blaine Avenue (CSAH 71), Audrey Avenue, Akron Avenue, 140th Street, and Connemara Trail. The roadway network is described below.

CSAH 42 (145th Street) is an east-west roadway that runs along the southern boundary of the AUAR development. Within the study area, CSAH 42 is a four-lane, divided roadway with turn lanes provided at most intersections. The 2021 Annual Average Daily Traffic (AADT) is 5,742 vehicles per day (VPD) east of US 52 and 18,317 VPD west of US 52. The speed limit on CSAH 42 is 55 miles per hour (MPH).

US Highway 52 (TH 52) is a north-south roadway that is located east of the AUAR development. TH 52 is a four-lane divided roadway with interchanges provided at major intersecting roadways. The 2021 AADT is 38,588 VPD north of CSAH 42 and 32,275 VPD south of CSAH 42. The speed limit on TH 52 is 65 MPH.

Blaine Avenue (CSAH 71) is a north-south roadway that runs along the western boundary of the AUAR development. Blaine Avenue is a two-lane undivided roadway. The 2021 ADT is 5,347 VPD. The speed limit on Blaine Avenue is 50 MPH.

Audrey Avenue is a north-south roadway south of the AUAR development. Audrey Avenue is a two-lane undivided roadway. The speed limit on Audrey Avenue is 35 MPH.

Akron Avenue (CR 73) is a north-south roadway that is located west of the AUAR development. South of CSAH 42, Akron Avenue is a two-lane undivided roadway with dedicated turn lanes provided at major intersection roadways. North of CSAH 42, Akron Avenue is a two-lane divided roadway with dedicated turn lanes provided at major intersecting roadways. The 2021 ADT, north of CSAH 42, is 2,750 VDT. No speed limit is posted, so a speed limit of 55 MPH was assumed.

140th Street is an east-west roadway east of the AUAR development. 140th Street is a two-lane undivided roadway. The 2019 AADT is 285 VPD east of the site.

Connemara Trail is an east-west roadway west of the AUAR development. Connemara Trail is a two-lane undivided with dedicated turn lanes provided at major intersecting roadways. The posted speed limit is 40 PM. West of Akron Avenue, the 2018 AADT is 1,400 VPD.

2.2 STUDY AREA

Based on discussions with City staff, the following intersections were included within the study area for the traffic analysis. The list provides the existing intersection control for each of the study intersections.

- CSAH 42 & TH 52 Southbound Ramps (southbound stop-controlled)
- CSAH 42 & TH 52 Northbound Ramps (northbound stop-controlled)
- CSAH 42 & Blaine Avenue (northbound/southbound stop-controlled)
- CSAH 42 & Audrey Avenue (northbound stop-control)
- CSAH 42 & Akron Avenue (signal)
- Blaine Avenue & 140th Street (eastbound/westbound stop-controlled)
- CSAH 42 & ¾ Access (new intersection)
- Audrey Avenue & Connemara Trail (new intersection)

Exhibit 2 provides the existing geometry and intersection control for the study intersections.

2.3 EXISTING VOLUMES

Turning Movement Counts (TMCs) were recorded at all five study intersections in June of 2022 with supplemental 24-hour counts collected at select intersections in March of 2023. Turning movement counts can be found in **Appendix B**. The existing (2023) traffic volumes are provided in **Exhibit 3**.

3.0 FUTURE CONDITIONS

The AUAR traffic analysis focuses on two analysis years: Short-Term (2027) and Long-Term (2040). Following is a discussion of planned future roadway and intersection improvements within the project study area and volume development for 2027 and 2040 No-Build conditions.

3.1 FUTURE PLANNED ROADWAY IMPROVEMENTS

No immediate MnDOT, Dakota County, or Rosemount roadway improvements are planned in the vicinity of the study roadway network.

With the development of the AUAR site, there will be roadway improvements at Audrey Avenue, Connemara Trail, and Blaine Avenue. Per the City of Rosemount 2040 Comprehensive Plan, Audrey Avenue will be extended north and intersect with Connemara Trail. Connemara Trail will also be extended through the AUAR site to intersect with Blaine Avenue at Blaine Avenue and 140th Street. In addition to the AUAR development, an additional industrial development is proposed south of CSAH 42 between Audrey Avenue and Blaine Avenue. To accommodate the additional traffic, Blaine Avenue will have a dedicated right-turn and a dedicated left-turn added to both the northbound and southbound approaches.

Per the Rich Valley Golf Course Redevelopment AUAR, the interchange of TH 52 & CSAH 42 should be signalized to accommodate the projected growth of CSAH 42, especially given the proposed AUAR development and other industrial development. Furthermore, MnDOT has announced potential plans to reconfigure the TH 52 & CSAH 42 diamond interchange into a full system, cloverleaf interchange. This report only considers the effects of AUAR site traffic at the existing diamond interchange geometry. As additional developments are proposed, additional traffic studies will be needed to assess the capacity of the potential cloverleaf interchange design.

3.2 FUTURE TRAFFIC FORECASTING

No-Build traffic volumes for the study intersections during the weekday AM and PM peak hours were developed by applying growth rates to existing volumes and adding trips from known planned developments within the study area. The following provides a summary of the background volume development for both analysis years.

Background Traffic

Background traffic volumes for both 2027 and 2040 No-Build traffic conditions were developed using data from the 2022 TMCs, MnDOT Traffic Mapping Application AADTs, and the Dakota County 2040 Comprehensive Plan. A growth factor was applied based on the expected growth in the study area. Growth rates were calculated by comparing historical AADTs to projected 2040 volumes. **Table 1** provides the Historical AADTs, Projected AADTs, and growth rate at each location. The same growth rates were applied to both the Short-Term (2027) and Long-Term (2040) analysis periods. Per discussions with Dakota County and the City of Rosemount, the following growth rates were applied to the TMCs:

- A 1.0% growth rate was applied to the TH 52 ramp volumes
- A 1.5% growth rate was applied to CSAH 42
- A 3.5% growth rate was applied to Blaine Avenue (CSAH 71)
- A 6.5% growth rate was applied to Akron Avenue north of CSAH 42
- A 13% growth rate was applied to Akron Avenue south of CSAH 42

- A growth rate was not applied to Audrey Avenue in the 2027 No-Build Scenario as this roadway only provides access to existing development (primarily Dakota County Technical College).

Table 1: Projected Growth Rates

Roadway Segment		Volumes		Growth Rate
		2019	2040 (Projected)	
CSAH 42	West of TH 52	14,900	21,000	1.5%
	East of TH 52	6,100	12,200	3.4%
TH 52	North of CSAH 42	34,500	41,000	0.8%
	South of CSAH 42	31,500	37,900	0.8%
Blaine Avenue (CSAH 71)	North of CSAH 42	2,300	4,800	3.5%
Akron Avenue (CR 73)	North of CSAH 42	2,500	9,400	6.5%
	South of CSAH 42	405	5,400	13.1%

Background Developments

Per discussions with the City of Rosemount, there are two known developments in the area, the Rich Valley Golf Course Distribution Facility (RVGC), planned in the study area. RVGC will be open by the year 2025 and will be located on the northeast corner of CSAH 42 & Conley Avenue east of TH 52. In addition, there is a potential large industrial user on the south side of CSAH between Audrey Avenue and Blaine Avenue. This development was factored into the build scenario.

No-Build Volume Development

The background traffic and background development trips were added together to create the no-build volumes. **Exhibit 4** provides the Short-Term (2027) Background traffic volumes at the study intersections for weekday AM and PM peak hours. **Exhibit 5** provides the Long-Term (2040) Background traffic volumes at the study intersections for weekday AM and PM peak hours.

4.0 PROPOSED DEVELOPMENT

4.1 SITE LOCATION

The Rosemount Industrial Site is on the northwest corner of CSAH 42 and Blaine Avenue west of US Highway 52, in Rosemount, Minnesota. The overall size of the property is approximately 235 acres across 12 parcels. The site is currently undeveloped agricultural fields.

4.2 SITE CIRCULATION

Access to the proposed industrial site is proposed via two full accesses and one partial access. One full access will be on the east side of the AUAR site and will provide access to Blaine Avenue at the intersection of Blaine Avenue & 140th Street. The other full access will be on the west side of the AUAR site and will provide access to Audrey Avenue at the intersection of Audrey Avenue & Connemara Drive (provided that Audrey Avenue is extended). The $\frac{3}{4}$ access will be along the AUAR's southern border and provide access to CSAH 42. This $\frac{3}{4}$ access will allow right-ins, right-outs, and left-ins.

Access to the data center would be provided by three full access points. Two full accesses would be provided along the Connemara Trail extension northwest of the site. The third access point would be along Blaine Avenue, about 900' north of CSAH 42. No access point is proposed along CSAH 42.

4.3 EXISTING AND FUTURE LAND USE

This report presents two development plans. The first development plan represents both what the developer sees as the most likely development plan for this site and the maximum site density per the City of Rosemount Comprehensive Plan. The proposed development consists of a mix of industrial land uses, summarized in **Table 2**. There will be one 1,400,000-square-foot main facility, modeled as a high-cube warehouse, and two outlots containing 260,000-square-foot general industrial buildings.

Table 2: Full Development Land Use Summary

Land Use	Size
Main Facility – High-Cube Warehouse	1,400,000 Square Feet
Outlots – General Light Industrial	520,00 Square Feet

An additional development scenario will analyze the impacts of a proposed data center. The development would consist entirely of data center, totaling 4,000,000 Square Feet, as shown below in **Table 3**. The Data Center development scenario is also anticipated to include a small Community Commercial area in the southwest corner of the AUAR site, however, this area is anticipated to be occupied by a roadway and have minimal developable area, so it is excluded from the analysis.

Table 3: Alternative Development Land Use Summary

Land Use	Size
Data Center	4,000,000 Square Feet

Full build-out was assumed in both the Short-Term (2027) and Long-Term (2040) Conditions. No partial build conditions were analyzed.

4.4 TRIP GENERATION

ANTICIPATED TRIP GENERATION

The Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition was used to calculate trip generation. The ITE Trip Generation Manual, 11th Edition Supplement provides truck trips as a percentage of total vehicle trips. The truck trips were calculated by applying the AM and PM truck percentages to the total trips generated by the land use. Truck data is not available for LUC 160 (Data Center) so they were not calculated for the Data Center scenario.

Table 4 provides a summary of the trip generation forecast for the assumed industrial scenario land uses. The total trip generation is anticipated to be 5,066 daily trips, 595 trips during the AM peak hour (509 entering and 86 exiting), and 563 trips during the PM peak hour (135 entering and 428 exiting).

Table 4: Trip Generation Summary – Industrial Scenario

Land Use Description	ITE	Intensity / Units	Vehicle Type	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Main Facility – High-Cube Warehouse	155	1,400,000 / Square Feet	Passenger Vehicle	2,534	156	26	182	81	129	210
			Truck		14	14	28	6	8	14
Outlots – General Light Industrial	110	520,000 / Square Feet	Passenger Vehicle	2,532	336	44	380	45	288	333
			Truck		3	2	5	3	3	5
Total Passenger Vehicle Trips Generated					492	70	562	126	417	543
Total Truck Trips Generated					17	16	33	9	11	19
Total Site Generated Trips				5,066	509	86	595	135	428	563

Table 4 provides a summary of the trip generation forecast for the Data Center scenario. The total trip generation is anticipated to be 3,960 daily trips, 440 trips during the AM peak hour (242 entering and 198 exiting), and 360 trips during the PM peak hour (108 entering and 252 exiting).

Table 5: Trip Generation Summary – Data Center Scenario

Land Use Description	ITE	Intensity / Units	Vehicle Type	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Data Center	160	4,000,000 / Square Feet	Vehicle	3,960	242	198	440	108	252	360

4.5 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of project traffic onto the study area roadway network and intersections was based on current traffic patterns, surrounding demographics, and a general assessment of the major regional roadways surrounding the study area. Two global distribution patterns were assumed: one for passenger vehicles and the other for trucks. The following lists the assumed passenger vehicle distribution for the Rosemount Industrial Site traffic:

- 60% north on US Highway 52
- 15% south on US Highway 52
- 25% west on CSAH 42

This site trip distribution for the general industrial scenario is shown in **Exhibit 6**.

Below lists the assumed truck distribution for the Rosemount Industrial Site traffic:

- 60% north on US Highway 52
- 30% south on US Highway 52
- 10% west on CSAH 42

This site trip distribution is shown in **Exhibit 7**.

Exhibit 8 provides the peak hour trip assignment volumes. These were determined by applying the distribution patterns in **Exhibit 6** and **Exhibit 7** to the respective peak hour trips generated by the applicable land uses.

The passenger vehicle distribution was used as the distribution of overall trips to the Data Center, since the number of truck trips is anticipated to be negligible. The Data Center distribution is shown separately in **Exhibit 9**. The resultant peak hour trip assignment volumes for the Data Center are shown in **Exhibit 10**.

5.0 INTERSECTION CAPACITY ANALYSIS

5.1 ANALYSIS SCENARIOS

Three analysis periods were analyzed, the Existing Year (2023), and the future years included Short-Term (2027) and Long-Term (2040). **Table 6** describes the conditions analyzed for the AUAR traffic analysis.

Table 6: Analysis Scenario Summary

CONDITION	VOLUME AND ROADWAY NETWORK ASSUMPTIONS
Condition 1 Existing (2023)	VOLUMES: Based on 2022 & 2023 TMCs
	ROADWAY NETWORK: Existing geometry and traffic control are provided in Exhibit 2 .
Condition 2 Short-Term (2027) No-Build	VOLUMES: Existing traffic volumes plus 2027 background growth and RVGC site trips.
	ROADWAY NETWORK: Existing geometry and traffic control.
Condition 3 Long-Term (2040) No-Build	VOLUMES: Existing traffic volumes plus 2040 background growth and RVGC site trips.
	ROADWAY NETWORK: Existing geometry and traffic control.
Condition 4 Short-Term (2027) Build	VOLUMES: Existing traffic volumes plus 2027 background growth, RVGC site trips, and Industrial Scenario site trips
	ROADWAY NETWORK: Existing network plus three new intersections: CSAH 42 & Access Drive, Blaine Avenue & Connemara Trail, and Audrey Avenue & Connemara Trail. Dedicated turn lanes were added to CSAH 42 at Blaine Avenue, Audrey Avenue, and the new Access Drive. Traffic control did not change.
Condition 5 Short-Term (2027) Build + Southern Industrial Development	VOLUMES: Existing traffic volumes plus 2027 background growth, RVGC site trips, southern industrial development, and Industrial Scenario site trips
	ROADWAY NETWORK: Existing network plus three new intersections: CSAH 42 & Access Drive, Blaine Avenue & Connemara Trail, and Audrey Avenue & Connemara Trail. Dedicated turn lanes were added to CSAH 42 at Blaine Avenue, Audrey Avenue, and the new Access Drive. Traffic control did not change.
Condition 6 Short-Term (2027) Build + Southern Industrial Development with Mitigation	VOLUMES: Existing traffic volumes plus 2027 background growth, RVGC site trips, southern industrial development, and Industrial Scenario site trips
	ROADWAY NETWORK: Existing network plus three new intersections: CSAH 42 & Access Drive, Blaine Avenue & Connemara Trail, and Audrey Avenue & Connemara Trail. Dedicated turn lanes were added to CSAH 42 at Blaine Avenue, Audrey Avenue, and the new Access Drive. Traffic signals were added to four intersections: TH 52 Northbound Ramps & CSAH 42, TH 52 Southbound Ramps & CSAH 42, CSAH 42 & Blaine Avenue, and CSAH 42 & Audrey Avenue.
Condition 7 Long-Term (2040) Build with Mitigation	VOLUMES: Existing traffic volumes plus 2040 background growth, RVGC site trips, and Industrial Scenario site trips
	ROADWAY NETWORK: Existing network plus three new intersections: CSAH 42 & Access Drive, Blaine Avenue & Connemara Trail, and Audrey Avenue & Connemara Trail. Dedicated turn lanes were added to CSAH 42 at Blaine Avenue, Audrey Avenue, and the new Access Drive. Dual turn lanes were added to the following movements: TH 52 Northbound Ramps & CSAH 42 eastbound left, CSAH 42 & Blaine Avenue southbound left, and CSAH 42 & Audrey Avenue southbound left. Traffic signals were added to four intersections: TH 52 Northbound Ramps & CSAH 42, TH 52 Southbound Ramps & CSAH 42, CSAH 42 & Blaine Avenue, and CSAH 42 & Audrey Avenue.
Condition 8 Long-Term (2040) Build + Southern Industrial Development with Mitigation	VOLUMES: Existing traffic volumes plus 2040 background growth, RVGC site trips, southern industrial development, and Industrial Scenario site trips
	ROADWAY NETWORK: Existing network plus three new intersections: CSAH 42 & Access Drive, Blaine Avenue & Connemara Trail, and Audrey Avenue & Connemara Trail. Dedicated turn lanes were added to CSAH 42 at Blaine Avenue, Audrey Avenue, and the new Access Drive. Dual turn lanes were added to the following movements: TH 52 Northbound Ramps & CSAH 42 eastbound left, CSAH 42 & Blaine Avenue southbound left, and CSAH 42 & Audrey Avenue southbound left. Traffic signals were added to four intersections: TH 52 Northbound Ramps & CSAH 42, TH 52 Southbound Ramps & CSAH 42, CSAH 42 & Blaine Avenue, and CSAH 42 & Audrey Avenue.

Table 6: Analysis Scenario Summary – (Continued)

CONDITION	VOLUME AND ROADWAY NETWORK ASSUMPTIONS
Condition 9 Short-Term (2027) Data Center	VOLUMES: Existing traffic volumes plus 2027 background growth, RVGC site trips, and Data Center site trips. ROADWAY NETWORK: Existing network plus three new intersections: Blaine Avenue & Data Center East Access, Blaine Avenue & Connemara Trail, and Audrey Avenue & Connemara Trail. Dedicated turn lanes were added to CSAH 42 at Blaine Avenue, Audrey Avenue, and the new Access Drive. Traffic control did not change.
Condition 10 Short-Term (2027) Data Center + Southern Industrial	VOLUMES: Existing traffic volumes plus 2027 background growth, RVGC site trips, southern industrial development, and Data Center site trips ROADWAY NETWORK: Same as Condition 9.
Condition 11 Short-Term (2027) Data Center + Southern Industrial (Mitigated)	VOLUMES: Condition 10 Traffic Volumes. ROADWAY NETWORK: Condition 9, with traffic signals added to four intersections: TH 52 Northbound Ramps & CSAH 42, TH 52 Southbound Ramps & CSAH 42, CSAH 42 & Blaine Avenue, and CSAH 42 & Audrey Avenue.
Condition 12 Long-Term (2040) Data Center	VOLUMES: Existing traffic volumes plus 2040 background growth, RVGC site trips, and Data Center site trips ROADWAY NETWORK: Existing network plus three new intersections: CSAH 42 & Access Drive, Blaine Avenue & Connemara Trail, and Audrey Avenue & Connemara Trail. Dedicated turn lanes were added to CSAH 42 at Blaine Avenue, Audrey Avenue, and the new Access Drive. Dual turn lanes were added to the following movements: TH 52 Northbound Ramps & CSAH 42 eastbound left, CSAH 42 & Blaine Avenue southbound left, and CSAH 42 & Audrey Avenue southbound left. Traffic signals were added to four intersections: TH 52 Northbound Ramps & CSAH 42, TH 52 Southbound Ramps & CSAH 42, CSAH 42 & Blaine Avenue, and CSAH 42 & Audrey Avenue.
Condition 13 Long-Term (2040) Data Center + Southern Industrial Development	VOLUMES: Existing traffic volumes plus 2027 background growth, RVGC site trips, southern industrial development, and Data Center site trips ROADWAY NETWORK: Existing network plus three new intersections: CSAH 42 & Access Drive, Blaine Avenue & Connemara Trail, and Audrey Avenue & Connemara Trail. Dedicated turn lanes were added to CSAH 42 at Blaine Avenue, Audrey Avenue, and the new Access Drive. Dual turn lanes were added to the following movements: TH 52 Northbound Ramps & CSAH 42 eastbound left, CSAH 42 & Blaine Avenue southbound left, and CSAH 42 & Audrey Avenue southbound left. Traffic signals were added to four intersections: TH 52 Northbound Ramps & CSAH 42, TH 52 Southbound Ramps & CSAH 42, CSAH 42 & Blaine Avenue, and CSAH 42 & Audrey Avenue. (Same as Condition 12)

5.2 LEVEL OF SERVICE OVERVIEW

An intersection capacity analysis was performed at the study intersections for the 13 conditions listed in **Table 6**. The capacity analysis was performed for the weekday AM and PM peak hours, and Synchro/SimTraffic was used to determine intersection delay and level of service (LOS).

LOS is a quantitative measure used by traffic engineers to describe the operations of an intersection or along a roadway segment. It ranges from A to F, with A being the best and F being the worst level of operation. LOS A conditions are characterized by minimal vehicle delay and free-flow conditions, while LOS F is characterized by long vehicle delay – usually when demand exceeds available roadway capacity. Although LOS E is defined as at-capacity, LOS D is generally the minimum acceptable level of operation at an intersection in the Twin Cities Metro area. Each study intersection was analyzed based on the *Synchro/SimTraffic* software. For unsignalized intersections, LOS was reported as the worst individual movement. This was done to ensure that the mainline LOS did not hide any potential issues on the minor street. The overall intersection LOS was reported for signalized intersections.

Table 7 provides the LOS grading criteria for unsignalized and signalized intersections. For this traffic analysis, it was assumed that the acceptable level of service for the overall intersection is LOS D or better and the acceptable level of service for an individual movement is LOS E or better.

Table 7: Level of Service Grading Criteria

Level of Service	Average Control Delay (seconds/vehicle) 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	> 50	> 80

5.3 EXISTING (2023) LEVEL OF SERVICE ANALYSIS

A capacity analysis was conducted for Existing (2023) traffic conditions at the study intersections. The analysis was performed for weekday AM and PM peak hours and is based on the traffic volumes provided in **Exhibit 3**.

Table 8 provides a summary of the capacity analysis at the study intersections. The movements that are anticipated to operate at LOS E are shown in yellow and the movements that are anticipated to operate at LOS F are shown in red. The full SimTraffic reports are included in **Appendix E**.

Table 8: Existing (2023) Condition Level of Service

Intersection	Delay in sec/veh (Level of Service)											
	AM Peak Hour						PM Peak Hour					
	Left		Thru		Right		Left		Thru		Right	
CSAH 42 & TH 52 Northbound Ramps (Side Street Stop)												
Eastbound	6.3	(A)	0.4	(A)	-	(-)	5	(A)	0.4	(A)	-	(-)
Westbound	-	(-)	1.8	(A)	2.1	(A)	-	(-)	1.5	(A)	1.2	(A)
Northbound	44.7	(E)	-	(-)	2.7	(A)	34.9	(D)	37.5	(E)	3.6	(A)
Southbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Intersection	6.2						(A)		6.4		(A)	
CSAH 42 & TH 52 Southbound Ramps (Side Street Stop)												
Eastbound	-	(-)	3.8	(A)	2.6	(A)	-	(-)	3.6	(A)	3.1	(A)
Westbound	5.8	(A)	1.1	(A)	-	(-)	3.8	(A)	1.4	(A)	-	(-)
Northbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Southbound	12.2	(B)	13.8	(B)	4.6	(A)	12.8	(B)	15.9	(C)	8.4	(A)
Intersection	3.6						(A)		4.8		(A)	
CSAH 42 & Blaine Avenue (CSAH 71) (Side Street Stop)												
Eastbound	5.4	(A)	2.6	(A)	4.4	(A)	7	(A)	2.5	(A)	3.4	(A)
Westbound	6.3	(A)	1.7	(A)	1.9	(A)	-	(-)	2.6	(A)	2.7	(A)
Northbound	-	(-)	11.1	(B)	2.1	(A)	13.7	(B)	18.9	(C)	3.6	(A)
Southbound	12.4	(B)	13.2	(B)	4	(A)	18.7	(C)	15.4	(C)	6.3	(A)
Intersection	2.5						(A)		3.1		(A)	
CSAH 42 & Audrey Avenue (Side Street Stop)												
Eastbound	-	(-)	3.4	(A)	2.7	(A)	-	(-)	3	(A)	3.4	(A)
Westbound	4.9	(A)	2.1	(A)	-	(-)	2.9	(A)	2.9	(A)	-	(-)
Northbound	9.1	(A)	-	(-)	3.9	(A)	16.9	(C)	-	(-)	2.7	(A)
Southbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Intersection	2.9						(A)		3		(A)	
CSAH 42 & Akron Avenue (CR 73) (Signal)												
Eastbound	15.5	(B)	4.8	(A)	1.9	(A)	21	(C)	4.2	(A)	1.1	(A)
Westbound	10.8	(B)	8.5	(A)	3.7	(A)	35.5	(D)	14.6	(B)	7.9	(A)
Northbound	16.6	(B)	20.6	(C)	2.1	(A)	20.2	(C)	32.4	(C)	2.8	(A)
Southbound	13.3	(B)	15.8	(B)	3.6	(A)	22.4	(C)	24.5	(C)	6.6	(A)
Intersection	7.2						(A)		11.5		(B)	

Note: delays in excess of 100 seconds per vehicle are reported as "100+"

Under Existing (2023) Conditions, all intersection movements are anticipated to operate at an acceptable LOS except the following:

- **CSAH 42 & TH 52 Northbound Ramps** – the northbound left movement is expected to operate at LOS E in the AM peak hour. Additionally, the northbound through movement is expected to operate at LOS E in the PM peak hour; however, this movement serves 5 or fewer vehicles in the PM peak hour. The projected delay on this leg of the intersection is not unusual for a minor-street stop-controlled intersection with a heavily traveled roadway such as CSAH 42.

The 95th percentile queues were reviewed at the study intersections. There are no queuing issues at the study intersections under Existing (2023) Conditions.

5.4 SHORT-TERM (2027) NO-BUILD LEVEL OF SERVICE ANALYSIS

A capacity analysis was conducted for 2027 No-Build traffic conditions at the study intersections to determine baseline conditions for the 2027 analysis year. The analysis was performed for weekday AM and PM peak hours and is based on the traffic volumes provided in **Exhibit 4**. No improvements were made to the network geometry or intersection control.

Table 9 provides a summary of the capacity analysis at the study intersections. The full SimTraffic reports are included in **Appendix E**.

Table 9: Short-Term (2027) No-Build Condition Level of Service

Intersection	Delay in sec/veh (Level of Service)											
	AM Peak Hour						PM Peak Hour					
	Left		Thru		Right		Left		Thru		Right	
CSAH 42 & TH 52 Northbound Ramps (Side Street Stop)												
Eastbound	9.1	(A)	1	(A)	-	(-)	7.6	(A)	0.7	(A)	-	(-)
Westbound	-	(-)	2.3	(A)	2.9	(A)	-	(-)	1.9	(A)	2.1	(A)
Northbound	100+	(F)	-	(-)	16.9	(C)	72.2	(F)	40.6	(E)	4.9	(A)
Southbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Intersection	20.3					(C)	9.2					(A)
CSAH 42 & TH 52 Southbound Ramps (Side Street Stop)												
Eastbound	-	(-)	4.8	(A)	3.1	(A)	-	(-)	4	(A)	3.3	(A)
Westbound	9.1	(A)	1.4	(A)	-	(-)	4.3	(A)	1.6	(A)	-	(-)
Northbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Southbound	43.9	(E)	48.3	(E)	6.7	(A)	21.3	(C)	15.4	(C)	10.2	(B)
Intersection	8.6					(A)	6.2					(A)
CSAH 42 & Blaine Avenue (CSAH 71) (Side Street Stop)												
Eastbound	6.7	(A)	2.9	(A)	-	(-)	8.2	(A)	2.7	(A)	2.4	(A)
Westbound	2.8	(A)	2	(A)	2	(A)	2.6	(A)	2.9	(A)	3.1	(A)
Northbound	-	(-)	16.4	(C)	5.9	(A)	21.8	(C)	19.9	(C)	4.9	(A)
Southbound	17.6	(C)	18.9	(C)	5.6	(A)	26.5	(D)	26	(D)	10.5	(B)
Intersection	3					(A)	3.7					(A)
CSAH 42 & Audrey Avenue (Side Street Stop)												
Eastbound	-	(-)	4	(A)	2.2	(A)	-	(-)	3.2	(A)	2.8	(A)
Westbound	5.6	(A)	2.4	(A)	-	(-)	5.9	(A)	3	(A)	-	(-)
Northbound	14.6	(B)	16.4	(C)	-	(-)	22.8	(C)	33.8	(D)	3.2	(A)
Southbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Intersection	3.4					(A)	3.2					(A)
CSAH 42 & Akron Avenue (CR 73) (Signal)												
Eastbound	18.1	(B)	5.9	(A)	1.9	(A)	23.2	(C)	4.7	(A)	1.3	(A)
Westbound	-	(-)	10.4	(B)	4.4	(A)	44.5	(D)	16.8	(B)	8.2	(A)
Northbound	16.5	(B)	28.2	(C)	3.8	(A)	26.3	(C)	37.2	(D)	4.6	(A)
Southbound	15.4	(B)	14.2	(B)	4.5	(A)	22.6	(C)	23.9	(C)	7.6	(A)
Intersection	8.8					(A)	12.9					(B)

Note: delays in excess of 100 seconds per vehicle are reported as "100+"

Under the Short-Term (2027) No-Build Condition, all intersection movements are anticipated to operate at an acceptable LOS except for the following:

- **CSAH 42 & TH 52 Northbound Ramps**– the northbound left-turn is expected to operate at LOS F during the AM and PM peak hours. The projected delay for the northbound left-turn is approximately 5 minutes. The projected delay on this leg of the intersection is excessive and will require mitigation.
- **CSAH 42 & TH 52 Southbound Ramps** – the southbound left-turn is expected to operate LOS E during the AM peak hour. The projected delay on this leg of the intersection is not unusual for a minor-street stop-controlled intersection with a heavily traveled roadway such as CSAH 42.

The 95th percentile queues were reviewed at the study intersections. There are no queuing issues at the study intersections in the 2027 No-Build condition.

5.5 LONG-TERM (2040) NO-BUILD LEVEL OF SERVICE ANALYSIS

A capacity analysis was conducted for the 2040 No-Build traffic condition at the study intersections to determine baseline conditions for the 2040 analysis year. The analysis was performed for weekday AM and PM peak hours and is based on the traffic volumes provided in **Exhibit 5**. No improvements were made to the network geometry or intersection control.

Table 10 provides a summary of the capacity analysis at the study intersections. The full SimTraffic reports are included in **Appendix E**.

Table 10: Long-Term (2040) No-Build Condition Level of Service

Intersection	Delay in sec/veh (Level of Service)											
	AM Peak Hour						PM Peak Hour					
	Left		Thru		Right		Left		Thru		Right	
CSAH 42 & TH 52 Northbound Ramps (Side Street Stop)												
Eastbound	12.8	(B)	0.5	(A)	-	(-)	7.8	(A)	0.4	(A)	-	(-)
Westbound	-	(-)	2.4	(A)	2.4	(A)	-	(-)	1.9	(A)	1.7	(A)
Northbound	100+	(F)	-	(-)	100+	(F)	100+	(F)	100+	(F)	36.9	(E)
Southbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Intersection	50.3				(F)			25.2				(D)
CSAH 42 & TH 52 Southbound Ramps (Side Street Stop)												
Eastbound	-	(-)	5.2	(A)	3.7	(A)	-	(-)	4.7	(A)	4.5	(A)
Westbound	6.9	(A)	1.3	(A)	-	(-)	7.6	(A)	1.8	(A)	-	(-)
Northbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Southbound	25.1	(D)	16.7	(C)	6.2	(A)	22.7	(C)	20.8	(C)	13.5	(B)
Intersection	5.1				(A)			7.1				(A)
CSAH 42 & Blaine Avenue (CSAH 71) (Side Street Stop)												
Eastbound	6.7	(A)	3.1	(A)	-	(-)	10.5	(B)	3.3	(A)	2.3	(A)
Westbound	3	(A)	2.5	(A)	2.4	(A)	4.6	(A)	3.5	(A)	3.7	(A)
Northbound	9.1	(A)	22.8	(C)	8.2	(A)	40.2	(E)	42.6	(E)	10	(A)
Southbound	27.1	(D)	25.6	(D)	10.1	(B)	54.4	(F)	70.5	(F)	34.2	(D)
Intersection	3.8				(A)			6.6				(A)
CSAH 42 & Audrey Avenue (Side Street Stop)												
Eastbound	-	(-)	4.8	(A)	6.7	(A)	-	(-)	4.2	(A)	4.1	(A)
Westbound	5.5	(A)	2.5	(A)	-	(-)	6.9	(A)	3.2	(A)	-	(-)
Northbound	18.4	(C)	14.3	(B)	-	(-)	27.5	(D)	33.6	(D)	3.3	(A)
Southbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Intersection	4				(A)			3.7				(A)
CSAH 42 & Akron Avenue (CR 73) (Signal)												
Eastbound	27.5	(C)	10.8	(B)	2.6	(A)	38.3	(D)	11.3	(B)	2.5	(A)
Westbound	-	(-)	16.9	(B)	5.6	(A)	47.6	(D)	28.7	(C)	11	(B)
Northbound	25.6	(C)	38.6	(D)	7.4	(A)	37.6	(D)	44.9	(D)	6.2	(A)
Southbound	34.9	(C)	25.1	(C)	10.5	(B)	48.5	(D)	31.6	(C)	19.2	(B)
Intersection	17.4				(B)			25.1				(C)

Note: delays in excess of 100 seconds per vehicle are reported as "100+"

Under Long-Term (2040) No-Build Conditions, all intersection movements are anticipated to operate at an acceptable LOS except for the following:

- CSAH 42 & TH 52 Northbound Ramps**– the northbound left-turn is expected to operate at LOS F, with a delay of greater than 10 minutes, during the AM peak hour and LOS F, with an approximate delay of 4 minutes, during the PM peak hour. The northbound right-turn also is expected to operate at LOS F during the AM peak hour and LOS E during the PM peak hour; however, there are 20 or fewer vehicles that make this right-turn during each peak hour. The projected delay on this leg of the intersection is excessive and will require mitigation.

- **CSAH 42 & Blaine Avenue** – the northbound and southbound through and left movements are expected to operate at LOS E and LOS F, respectively, in the PM peak hour. The projected delay on this leg of the intersection is not unusual for a minor-street stop-controlled intersection with a heavily traveled roadway such as CSAH 42.

The 95th percentile queues were reviewed at the study intersections. The 95th percentile queues for the movements that exceed their storage capacity or have undesirable levels of delay are listed below.

- **CSAH 42 & TH 52 Northbound Ramps** – in the AM peak hour, the northbound approach would have approximately a 38-vehicle queue in the left-thru lane and about a 12-vehicle queue in the right-turn lane which would extend beyond the provided storage bay.

5.6 SHORT-TERM (2027) BUILD LEVEL OF SERVICE ANALYSIS

A capacity analysis was conducted for the Short-Term (2027) Build traffic condition at the study intersections to determine how the study network is expected to operate with additional site traffic. The analysis was performed for weekday AM and PM peak hours and is based on the traffic volumes provided in **Exhibit 11**. The improvements that were included in the Short-Term (2027) Build condition are listed below and in **Table 6** for Condition 4.

- **CSAH 42 & Blaine Avenue** – added dedicated turn lanes to all approaches
- **CSAH 42 & Audrey Avenue** – added dedicated turn lanes to all approaches
- **CSAH 42 & Access Drive** – new side-street stop-controlled intersection. The new Access Drive will be a 3/4th accesses, allowing right-ins, right-outs, and left-ins; left-outs will be prohibited. Dedicated turning lanes were added to the CSAH 42 approaches.
- **Blaine Avenue & Connemara Trail** – new side-street stop-controlled intersection. Dedicated turning lanes were added to the Blaine Avenue approaches
- **Audrey Avenue & Connemara Trail** – new all-way stop-controlled intersection. Dedicated turning lanes were added to all approaches.

Table 11 provides a summary of the capacity analysis at the study intersections. The full SimTraffic reports are included in **Appendix E**.

Table 11: Short-Term (2027) Build Condition Level of Service

Intersection	Delay in sec/veh (Level of Service)								
	AM Peak Hour						PM Peak Hour		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
CSAH 42 & TH 52 Northbound Ramps (Side Street Stop)									
Eastbound	12.1 (B)	1 (A)	- (-)	10.6 (B)	2 (A)	- (-)			
Westbound	- (-)	1.5 (A)	0.9 (A)	- (-)	1.7 (A)	0.6 (A)			
Northbound	100+ (F)	- (-)	100+ (F)	100+ (F)	100+ (F)	100+ (F)			
Southbound	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)			
Intersection	94.3	(F)		79.2	(F)				
CSAH 42 & TH 52 Southbound Ramps (Side Street Stop)									
Eastbound	- (-)	1.5 (A)	0.1 (A)	- (-)	1.3 (A)	0.6 (A)			

Intersection	Delay in sec/veh (Level of Service)											
	AM Peak Hour						PM Peak Hour					
	Left		Thru		Right		Left		Thru		Right	
Westbound	9.6	(A)	1.8	(A)	-	(-)	6.6	(A)	2.6	(A)	-	(-)
Northbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Southbound	88.4	(F)	58.6	(F)	15.6	(C)	29.6	(D)	35.2	(E)	16.3	(C)
Intersection	13.3					(B)	7.7					(A)
CSAH 42 & Blaine Avenue (CSAH 71) (Side Street Stop)												
Eastbound	10.5	(B)	1.7	(A)	-	(-)	18.1	(C)	3.2	(A)	-	(-)
Westbound	4	(A)	2.7	(A)	2.8	(A)	7.2	(A)	4.5	(A)	3.4	(A)
Northbound	22.3	(C)	26.9	(D)	8.6	(A)	43.5	(E)	100+	(F)	7.2	(A)
Southbound	83.8	(F)	2.8	(A)	4.7	(A)	100+	(F)	100+	(F)	100+	(F)
Intersection	4.9					(A)	100+			(F)		
CSAH 42 & Audrey Avenue (Side Street Stop)												
Eastbound	9.2	(A)	5	(A)	5.7	(A)	9.5	(A)	5.2	(A)	2.6	(A)
Westbound	4	(A)	1	(A)	0.8	(A)	7.3	(A)	2.1	(A)	2.1	(A)
Northbound	24.7	(C)	32.2	(D)	-	(-)	53	(F)	43.6	(E)	7.7	(A)
Southbound	26.8	(D)	1.6	(A)	4.1	(A)	100+	(F)	100+	(F)	100+	(F)
Intersection	4.5					(A)	46.4			(E)		
CSAH 42 & Akron Avenue (CR 73) (Signal)												
Eastbound	18.6	(B)	6.5	(A)	2.4	(A)	23.5	(C)	4.8	(A)	1.4	(A)
Westbound	-	(-)	8.7	(A)	3.1	(A)	32.1	(C)	15.5	(B)	7.4	(A)
Northbound	18.5	(B)	30.4	(C)	3.4	(A)	25.3	(C)	35.5	(D)	2.3	(A)
Southbound	16	(B)	14.7	(B)	4.2	(A)	21.6	(C)	17	(B)	7.8	(A)
Intersection	8.2					(A)	12.2			(B)		
Blaine Avenue (CSAH 71) and Connemara Trail (Side Street Stop)												
Eastbound	-	(-)	-	(-)	2.4	(A)	-	(-)	-	(-)	100+	(F)
Westbound	-	(-)	-	(-)	2.1	(A)	-	(-)	-	(-)	5.1	(A)
Northbound	1.9	(A)	0.9	(A)	1.1	(A)	3.9	(A)	0.9	(A)	0.6	(A)
Southbound	0.2	(A)	0.4	(A)	0	(A)	87.1	(F)	100+	(F)	44.2	(E)
Intersection	1.4					(A)	100+			(F)		
CSAH 42 and 3/4 Access (Side Street Stop)												
Eastbound	4.3	(A)	1.2	(A)	-	(-)	7.3	(A)	1.4	(A)	-	(-)
Westbound	-	(-)	1.4	(A)	1.5	(A)	-	(-)	2.1	(A)	2.5	(A)
Northbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Southbound	-	(-)	-	(-)	3.5	(A)	-	(-)	-	(-)	8.4	(A)
Intersection	1.4					(A)	2			(A)		
Audrey Avenue and Connemara Trail (Side Street Stop)												
Eastbound	-	(-)	-	(-)	2.6	(A)	-	(-)	6.4	(A)	100+	(F)
Westbound	4.3	(A)	5	(A)	-	(-)	100+	(F)	60.5	(F)	-	(-)
Northbound	4.4	(A)	0	(A)	2.6	(A)	6.3	(A)	0.2	(A)	5.8	(A)
Southbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Intersection	3					(A)	100+			(F)		

Note: delays in excess of 100 seconds per vehicle are reported as "100+"

Under the Short-Term (2027) Build Condition, many intersection movements are anticipated to operate at an acceptable LOS. Listed below are the intersection movements that do not operate at an acceptable LOS.

- **CSAH 42 & TH 52 Northbound Ramps** – the intersection is expected to operate at LOS F during the AM and PM peak hours with many of the northbound approach delays exceeding 10 minutes. The projected delay on this leg of the intersection is excessive and will require mitigation.
- **CSAH 42 & TH 52 Southbound Ramps** – the southbound left-turn is expected to operate at LOS F during the AM peak hour. The southbound through movement is also expected to operate at LOS F in the AM peak hour and LOS E in the PM peak hour; however, this movement is expected to serve less than 5 vehicles during each peak hour. The projected delay on this leg of the intersection is not unusual for a minor-street stop-controlled intersection with a heavily traveled roadway such as CSAH 42.
- **CSAH 42 & Blaine Avenue** – the intersection is expected to operate at LOS F in the PM peak hour with the southbound movements expected to experience over 20 minutes of delay. The projected delay on this leg of the intersection is excessive and will require mitigation.
- **CSAH 42 & Audrey Avenue** – the intersection is expected to operate at LOS E in the PM peak hour with the southbound left movement expected to have approximately 8 minutes of delay. The projected delay on this leg of the intersection is excessive and will require mitigation.
- **Blaine Avenue & Connemara Trail** – the intersection is expected to operate at LOS F in the PM peak hour. Much of this delay is caused by downstream queueing at CSAH 42 & Blaine Avenue.
- **Audrey Avenue and Connemara Trail** – the intersection is expected to operate at LOS F in the PM peak hour. Much of this delay is caused by downstream queueing at CSAH 42 & Audrey Avenue.

The 95th percentile queues were reviewed at the study intersections. The 95th percentile queues for the movements that exceed their storage capacity or have undesirable levels of delay are listed below.

- **CSAH 42 & TH 52 Northbound Ramps** – in the AM peak hour, the northbound approach would have approximately a 47-vehicle queue in the left-turn lane and a 16-vehicle queue in the right-turn lane which would exceed the provided storage bays. The PM peak hour has similar queueing.
- **CSAH 42 & TH 52 Southbound Ramps** – in the AM peak hour, the southbound approach would have approximately a 22-vehicle queue in the left-thru lane and about a 14-vehicle queue in the right-turn lane which would extend beyond the provided storage bay.
- **CSAH 42 & Blaine Avenue** – in the PM peak hour, the southbound approach would have approximately a 120-vehicle queue. This queue is expected to extend past and block Blaine Avenue and Connemara Trail, which is approximately a half-mile downstream.
- **CSAH 42 & Audrey Avenue** – in the PM peak hour, the southbound approach is projected to have an approximately 36-vehicle queue. This queue will exceed storage bay capacity and will block the downstream intersection, Audrey Avenue & Connemara Trail.
- **Blaine Avenue & Connemara Trail** in the PM peak hour, the stop-controlled eastbound approach is projected to have an approximately 32-vehicle queue; however, this non-stop-controlled southbound

approach has a 36-vehicle queue. This is residual queuing from the downstream intersection of CSAH 42 & Blaine Avenue.

- **Audrey Avenue & Connemara Trail** – in the PM peak hour, the westbound approach would have approximately a 25-vehicle queue in the left-turn lane which would exceed storage bay capacity. This queueing is due to excessive queuing at the downstream intersection, CSAH 42 & Audrey Avenue.

5.7 SHORT-TERM (2027) BUILD + SOUTHERN INDUSTRIAL DEVELOPMENT LEVEL OF SERVICE ANALYSIS

A capacity analysis was conducted for the Short-Term (2027) Build + Southern Industrial condition to determine how the study network is expected to operate with the addition of site traffic from the industrial development proposed south of CSAH 42. The analysis was performed for weekday AM and PM peak hours and is based on the traffic volumes provided in **Exhibit 12**. The improvements included in this scenario are the same as the previous scenario, Short-Term (2027) Build. These improvements are listed below and in **Table 6** for Condition 5.

- **CSAH 42 & Blaine Avenue** – added dedicated turn lanes to all approaches
- **CSAH 42 & Audrey Avenue** – added dedicated turn lanes to all approaches
- **CSAH 42 & Access Drive** – new side-street stop-controlled intersection. The new Access Drive will be a 3/4th accesses, allowing right-ins, right-outs, and left-ins; left-outs will be prohibited. Dedicated turning lanes were added to the CSAH 42 approaches.
- **Blaine Avenue & Connemara Trail** – new side-street stop-controlled intersection. Dedicated turning lanes were added to the Blaine Avenue approaches
- **Audrey Avenue & Connemara Trail** – new all-way stop-controlled intersection. Dedicated turning lanes were added to all approaches.

Table 12 provides a summary of the capacity analysis at the study intersections. The full SimTraffic reports are included in **Appendix E**.

Table 12: Short-Term (2027) Build + Southern Industrial Development Condition Level of Service

Intersection	Delay in sec/veh (Level of Service)								
	AM Peak Hour						PM Peak Hour		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
CSAH 42 & TH 52 Northbound Ramps (Side Street Stop)									
Eastbound	11.7 (B)	1 (A)	- (-)	17.1 (C)	2 (A)	- (-)			
Westbound	- (-)	1.6 (A)	0.7 (A)	- (-)	1.9 (A)	0.7 (A)			
Northbound	100+ (F)	- (-)	100+ (F)	100+ (F)	100+ (F)	100+ (F)			
Southbound	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)			
Intersection	100+	(F)		100+	(F)				
CSAH 42 & TH 52 Southbound Ramps (Side Street Stop)									
Eastbound	- (-)	1.5 (A)	0.1 (A)	- (-)	1.8 (A)	0.7 (A)			
Westbound	5.7 (A)	1.9 (A)	- (-)	7.9 (A)	2.6 (A)	- (-)			
Northbound	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)			

Intersection	Delay in sec/veh (Level of Service)												
	AM Peak Hour						PM Peak Hour						
	Left		Thru		Right		Left		Thru		Right		
Southbound	84.5	(F)	100+	(F)	27.4	(D)	51.4	(F)	52.8	(F)	14.3	(B)	
Intersection	18						7.6						(A)
CSAH 42 & Blaine Avenue (CSAH 71) (Side Street Stop)													
Eastbound	12.3	(B)	1.8	(A)	1.3	(A)	16.4	(C)	3.7	(A)	1.5	(A)	
Westbound	6.2	(A)	2.8	(A)	2.8	(A)	5.3	(A)	4.5	(A)	3	(A)	
Northbound	-	(-)	53.4	(F)	6.4	(A)	100+	(F)	100+	(F)	18.2	(C)	
Southbound	100+	(F)	11.6	(B)	69.7	(F)	100+	(F)	100+	(F)	100+	(F)	
Intersection	12.8						100+		(F)				
CSAH 42 & Audrey Avenue (Side Street Stop)													
Eastbound	8.8	(A)	4.9	(A)	5.3	(A)	10	(A)	5.5	(A)	3.4	(A)	
Westbound	8.3	(A)	1.1	(A)	0.9	(A)	8.6	(A)	2.1	(A)	2	(A)	
Northbound	29.7	(D)	62.9	(F)	4.7	(A)	44.8	(E)	65.4	(F)	12.7	(B)	
Southbound	52.3	(F)	0.8	(A)	4.5	(A)	100+	(F)	100+	(F)	100+	(F)	
Intersection	5.7						50.8		(F)				
CSAH 42 & Akron Avenue (CR 73) (Signal)													
Eastbound	19.6	(B)	6.2	(A)	2.1	(A)	23.6	(C)	4.9	(A)	2.1	(A)	
Westbound	-	(-)	8.4	(A)	3.5	(A)	56	(E)	15	(B)	7.6	(A)	
Northbound	15.9	(B)	22.2	(C)	4	(A)	25.9	(C)	28.3	(C)	3.7	(A)	
Southbound	15.7	(B)	14.2	(B)	4.4	(A)	23.1	(C)	15.4	(B)	7.9	(A)	
Intersection	7.9						12.2		(B)				
Blaine Avenue (CSAH 71) and Connemara Trail (Side Street Stop)													
Eastbound	-	(-)	-	(-)	2.2	(A)	-	(-)	-	(-)	100+	(F)	
Westbound	-	(-)	-	(-)	2.3	(A)	-	(-)	-	(-)	5.5	(A)	
Northbound	1.8	(A)	1	(A)	0.8	(A)	4	(A)	0.9	(A)	0.5	(A)	
Southbound	0.7	(A)	0.4	(A)	0	(A)	100+	(F)	100+	(F)	100+	(F)	
Intersection	1.4						100+		(F)				
CSAH 42 and 3/4 Access (Side Street Stop)													
Eastbound	4	(A)	1.3	(A)	-	(-)	8.3	(A)	1.4	(A)	-	(-)	
Westbound	-	(-)	1.5	(A)	1.7	(A)	-	(-)	2	(A)	2	(A)	
Northbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	
Southbound	-	(-)	-	(-)	4.3	(A)	-	(-)	-	(-)	9	(A)	
Intersection	1.5						1.9		(A)				
Audrey Avenue and Connemara Trail (Side Street Stop)													
Eastbound	-	(-)	-	(-)	2.6	(A)	-	(-)	-	(-)	100+	(F)	
Westbound	4.3	(A)	3.4	(A)	-	(-)	100+	(F)	100+	(F)	-	(-)	
Northbound	4.2	(A)	0.6	(A)	2.6	(A)	6.2	(A)	0.3	(A)	6	(A)	
Southbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	
Intersection	3						100+		(F)				

Note: delays in excess of 100 seconds per vehicle are reported as "100+"

Under Short-Term (2027) Build + Southern Industrial Development, few intersection movements are expected to operate an acceptable LOS. Listed below are the intersection movements that do not operate at an acceptable LOS.

- **CSAH 42 & TH 52 Northbound Ramps** – the intersection is expected to operate at LOS F during the AM and PM peak hours with many of the northbound approach delays exceeding 20 minutes. The projected delay on this leg of the intersection is excessive and will require mitigation.
- **CSAH 42 & TH 52 Southbound Ramps** – the southbound left-turn is expected to operate at LOS F during the AM and PM peak hours. The southbound through movement is also expected to operate at LOS F in the AM and PM peak hours; however, this movement is expected to serve less than 5 vehicles during each peak hour. The projected delay on this leg of the intersection is not unusual for a minor-street stop-controlled intersection with a heavily traveled roadway such as CSAH 42.
- **CSAH 42 & Blaine Avenue** – the intersection is expected to operate at LOS F in the PM peak hour with the southbound movements expected to experience over 20 minutes of delay and the northbound movements expected to experience several minutes of delay. The projected delay on this leg of the intersection is excessive and will require mitigation.
- **CSAH 42 & Audrey Avenue** – the intersection is expected to operate at LOS F in the PM peak hour with the southbound left movement expected to have approximately 10 minutes of delay. The projected delay on this leg of the intersection is excessive and will require mitigation.
- **CSAH 42 & Akron Avenue** – the westbound left-turn movement is expected to operate at LOS E in the PM peak hour. The projected delay on this movement is not unusual for a minor street left turn at a main thoroughfare such as CSAH 42.
- **Blaine Avenue & Connemara Trail** – the intersection is expected to operate at LOS F in the PM peak hour. Much of this delay is caused by downstream queueing at CSAH 42 & Blaine Avenue.
- **Audrey Avenue and Connemara Trail** – the intersection is expected to operate at LOS F in the PM peak hour. Much of this delay is caused by downstream queueing at CSAH 42 & Audrey Avenue.

The 95th percentile queues were reviewed at the study intersections. The 95th percentile queues for the movements that exceed their storage capacity or have undesirable levels of delay are listed below.

- **CSAH 42 & TH 52 Northbound Ramps** – in the AM peak hour, the northbound approach would have approximately a 45-vehicle queue in the left-turn lane and a 16-vehicle queue in the right-turn lane which would exceed the provided storage bays. The PM peak hour has similar queueing.
- **CSAH 42 & TH 52 Southbound Ramps** – in the AM peak hour, the southbound approach would have approximately a 28-vehicle queue in the left-thru lane and about a 19-vehicle queue in the right-turn lane which would extend beyond the provided storage bay.
- **CSAH 42 & Blaine Avenue** – in the PM peak hour, the southbound approach would have approximately a 128-vehicle queue. This queue is expected to extend past and block Blaine Avenue and Connemara Trail, which is approximately a half-mile downstream.
- **CSAH 42 & Audrey Avenue** – in the PM peak hour, the southbound approach is projected to have an approximately 32-vehicle queue. This queue will exceed storage bay capacity and will block the downstream intersection, Audrey Avenue & Connemara Trail.

- **Blaine Avenue & Connemara Trail** – in the PM peak hour, the stop-controlled eastbound approach is projected to have an approximately 31-vehicle queue; however, this non-stop-controlled southbound approach has a 30-vehicle queue. This is residual queuing from the downstream intersection of CSAH 42 & Blaine Avenue.
- **Audrey Avenue & Connemara Trail** – in the PM peak hour, the westbound approach would have approximately a 25-vehicle queue in the left-turn lane which would exceed storage bay capacity. This queuing is due to excessive queuing at the upstream intersection, CSAH 42 & Audrey Avenue.

5.8 SHORT-TERM (2027) BUILD + SOUTHERN INDUSTRIAL DEVELOPMENT WITH MITIGATION LEVEL OF SERVICE ANALYSIS

A capacity analysis was conducted for the Short-Term (2027) Build + Southern Industrial Development with Mitigation conditions at the study intersections to determine improvements needed to maintain acceptable operations. The analysis was performed for weekday AM and PM peak hours and is based on the traffic volumes provided in **Exhibit 12**.

The improvements that were included in the Short-Term (2027) Build + Southern Industrial Development with Mitigation conditions are listed below. The improvements are shown in **Exhibit 13** and listed in **Table 6** for Condition 6.

- **TH 52 Northbound Ramps & CSAH 42** – Signalize the intersection.
- **TH 52 Southbound Ramps & CSAH 42** – Signalize the intersection.
- **CSAH 42 & Blaine Avenue** – Signalize the intersection.
- **CSAH 42 & Audrey Avenue** – Signalize the intersection.

Table 13 provides a summary of the capacity analysis at the study intersections. The full SimTraffic reports are included in **Appendix E**.

Table 13: Short-Term (2027) Build + Southern Industrial Development with Mitigation Level of Service

Intersection	Delay in sec/veh (Level of Service)											
	AM Peak Hour					PM Peak Hour						
	Left		Thru		Right	Left		Thru		Right		
CSAH 42 & TH 52 Northbound Ramps (Signal)												
Eastbound	19.1	(B)	3.9	(A)	-	(-)	59.7	(E)	4.6	(A)	-	(-)
Westbound	-	(-)	48	(D)	16.8	(B)	-	(-)	33.8	(C)	24.6	(C)
Northbound	54.3	(D)	-	(-)	6.1	(A)	57.1	(E)	55.2	(E)	5.9	(A)
Southbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Intersection	22.4					(C)	41.4					(D)
CSAH 42 & TH 52 Southbound Ramps (Signal)												
Eastbound	-	(-)	6.7	(A)	1	(A)	-	(-)	52.1	(D)	17.5	(B)
Westbound	71.2	(E)	15.8	(B)	-	(-)	86.9	(F)	6.4	(A)	-	(-)
Northbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Southbound	39.1	(D)	60.5	(E)	8.6	(A)	55.4	(E)	46.1	(D)	7.2	(A)
Intersection	12.1					(B)	30.7					(C)
CSAH 42 & Blaine Avenue (CSAH 71) (Signal)												

Intersection	Delay in sec/veh (Level of Service)									
	AM Peak Hour					PM Peak Hour				
	Left		Thru		Right	Left		Thru		Right
Eastbound	51	(D)	9.8	(A)	3.2 (A)	61	(E)	8.2	(A)	1.2 (A)
Westbound	48.5	(D)	11.6	(B)	7.9 (A)	-	(-)	15.6	(B)	10.5 (B)
Northbound	-	(-)	24.8	(C)	7.6 (A)	44.1	(D)	52.4	(D)	13 (B)
Southbound	42.4	(D)	4.4	(A)	6.9 (A)	50	(D)	19.2	(B)	17.6 (B)
Intersection	13.9				(B)	16.5				(B)
CSAH 42 & Audrey Avenue (Signal)										
Eastbound	43	(D)	8.3	(A)	5.7 (A)	57.7	(E)	10.9	(B)	3 (A)
Westbound	48.8	(D)	6.6	(A)	2.5 (A)	79.4	(E)	9.9	(A)	3.7 (A)
Northbound	52.5	(D)	46.4	(D)	7 (A)	36	(D)	100+	(F)	9.8 (A)
Southbound	44.9	(D)	0.5	(A)	5.3 (A)	43.9	(D)	2.2	(A)	10.1 (B)
Intersection	10.8				(B)	14.1				(B)
CSAH 42 & Akron Avenue (CR 73) (Signal)										
Eastbound	61.1	(E)	4.9	(A)	1.8 (A)	55.9	(E)	5.2	(A)	0.7 (A)
Westbound	-	(-)	10.5	(B)	7.1 (A)	43.2	(D)	18.4	(B)	11.5 (B)
Northbound	52.6	(D)	61.1	(E)	5.8 (A)	51.7	(D)	53.7	(D)	3.7 (A)
Southbound	50.7	(D)	50.7	(D)	5.9 (A)	57.1	(E)	67.5	(E)	10.9 (B)
Intersection	13				(B)	19.2				(B)
Blaine Avenue (CSAH 71) and Connemara Trail (Side Street Stop)										
Eastbound	-	(-)	-	(-)	2.2 (A)	-	(-)	-	(-)	7.1 (A)
Westbound	-	(-)	-	(-)	2.7 (A)	-	(-)	-	(-)	5.1 (A)
Northbound	2.2	(A)	1.4	(A)	0.6 (A)	4.6	(A)	1.1	(A)	1 (A)
Southbound	0.9	(A)	0.4	(A)	0 (A)	2.9	(A)	0.4	(A)	0 (A)
Intersection	1.7				(A)	4.1				(A)
CSAH 42 and 3/4 Access (Side Street Stop)										
Eastbound	7.8	(A)	3.1	(A)	-	(-)	9.7	(A)	2.2	(A)
Westbound	-	(-)	4.3	(A)	5.4	(A)	-	(-)	3	(A)
Northbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Southbound	-	(-)	-	(-)	4.8	(A)	-	(-)	-	(-)
Intersection	3.9				(A)	2.8				(A)
Audrey Avenue and Connemara Trail (Side Street Stop)										
Eastbound	-	(-)	3.7	(A)	2.7 (A)	-	(-)	3.7	(A)	6.1 (A)
Westbound	4.3	(A)	5.3	(A)	-	(-)	6.3	(A)	7.8	(A)
Northbound	4.4	(A)	0.3	(A)	3 (A)	6.2	(A)	0.1	(A)	6.1 (A)
Southbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Intersection	3.2				(A)	6.2				(A)

Note: delays in excess of 100 seconds per vehicle are reported as "100+"

Under the Short-Term (2027) Build + Southern Industrial Development with Mitigation conditions, most intersection movements are anticipated to operate at an acceptable LOS. Fourteen movements across the AM and PM peak hours are projected to operate at LOS E. These movements mostly consist of minor-leg approaches or left turns along CSAH 42. The projected delay for these movements is not unusual for minor street movements or non-through mainline movements at signalized intersections with mainline priority.

Additionally, the westbound left at TH 42 & CSAH 42 is projected to operate at LOS F; however, this movement is projected to serve less than 30 vehicles in the peak hours. The northbound through movement at CSAH 42 & Audrey is projected to operate at LOS F, but this movement is projected to serve less than 5 vehicles in the peak hours.

The 95th percentile queues were reviewed at the study intersections. There are no queuing issues at the study intersections.

5.9 LONG-TERM (2040) BUILD WITH MITIGATION LEVEL OF SERVICE ANALYSIS

The Long-Term (2040) Build without Mitigation condition was not analyzed because the Short-Term (2027) Build condition required mitigation. Traffic volumes are shown in **Exhibit 14**. The Long-Term (2040) Build condition, with many additional years of background traffic growth, would also require the mitigation. Therefore, a capacity analysis was conducted for the Long-Term (2040) Build with Mitigation conditions at the study intersections to determine improvements needed to maintain acceptable operations. The improvements that were included in the Long-Term (2040) Build with Mitigation conditions are listed below. The improvements are also listed in **Table 6** for Condition 7.

Below are the mitigation measures included in the Short-Term (2027) Build + Southern Industrial Development condition.

- **TH 52 Northbound Ramps & CSAH 42** – Signalize the intersection.
- **TH 52 Southbound Ramps & CSAH 42**– Signalize the intersection.
- **CSAH 42 & Blaine Avenue** – Signalize the intersection.
- **CSAH 42 & Audrey Avenue** – Signalize the intersection.

Below are the additional mitigation measures included in this scenario.

- **TH 52 Northbound Ramps & CSAH 42** – Dual eastbound left-turn lanes.
- **CSAH 42 & Blaine Avenue** – Dual southbound left-turn lanes.
- **CSAH 42 & Audrey Avenue** – Dual southbound left-turn lanes.

The analysis was performed for weekday AM and PM peak hours and is based on the traffic volumes provided in **Exhibit 16**.

Table 14 provides a summary of the capacity analysis at the study intersections. The full SimTraffic reports are included in **Appendix E**.

Table 14: Long-Term (2040) Build with Mitigation Level of Service

Intersection	Delay in sec/veh (Level of Service)											
	AM Peak Hour						PM Peak Hour					
	Left		Thru		Right		Left		Thru		Right	
CSAH 42 & TH 52 Northbound Ramps (Signal)												
Eastbound	38.5	(D)	6.7	(A)	-	(-)	47.9	(D)	6.5	(A)	-	(-)
Westbound	-	(-)	17.5	(B)	7.5	(A)	-	(-)	16.7	(B)	6.9	(A)
Northbound	52.7	(D)	-	(-)	6.1	(A)	54.9	(D)	46.1	(D)	6.3	(A)
Southbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Intersection	24.2						(C)		29.8		(C)	
CSAH 42 & TH 52 Southbound Ramps (Signal)												
Eastbound	-	(-)	13.8	(B)	8.7	(A)	-	(-)	16.6	(B)	10.6	(B)
Westbound	66.8	(E)	9	(A)	-	(-)	73.2	(E)	4.9	(A)	-	(-)
Northbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Southbound	45.7	(D)	58	(E)	9.5	(A)	51.8	(D)	-	(-)	9.4	(A)
Intersection	14.4						(B)		13.7		(B)	
CSAH 42 & Blaine Avenue (CSAH 71) (Signal)												
Eastbound	60.5	(E)	4.1	(A)	69.1	(E)	62.3	(E)	6.8	(A)	-	(-)
Westbound	14.6	(B)	12.5	(B)	36.1	(D)	46.2	(D)	15.4	(B)	11.3	(B)
Northbound	-	(-)	34.2	(C)	8.4	(A)	47.3	(D)	68.1	(E)	9.2	(A)
Southbound	53.2	(D)	5.7	(A)	9	(A)	52.1	(D)	23.3	(C)	25.4	(C)
Intersection	13.2						(B)		16.7		(B)	
CSAH 42 & Audrey Avenue (Signal)												
Eastbound	47.9	(D)	7.5	(A)	8.2	(A)	67.5	(E)	9.9	(A)	6.2	(A)
Westbound	59.8	(E)	4.5	(A)	2.5	(A)	49.4	(D)	7.1	(A)	3.7	(A)
Northbound	35.1	(D)	29.7	(C)	-	(-)	42.8	(D)	39.6	(D)	3.5	(A)
Southbound	45.6	(D)	0.8	(A)	6.6	(A)	44.6	(D)	2.1	(A)	14.4	(B)
Intersection	8.6						(A)		11.4		(B)	
CSAH 42 & Akron Avenue (CR 73) (Signal)												
Eastbound	64	(E)	11.8	(B)	2.6	(A)	58.6	(E)	15.1	(B)	2.4	(A)
Westbound	-	(-)	18.9	(B)	7.2	(A)	87.1	(F)	30.2	(C)	13.8	(B)
Northbound	51.5	(D)	69.6	(E)	11.3	(B)	52.1	(D)	61.8	(E)	7.2	(A)
Southbound	100+	(F)	97	(F)	53.6	(D)	60.1	(E)	52.6	(D)	28.3	(C)
Intersection	45.3						(D)		30.7		(C)	
Blaine Avenue (CSAH 71) and Connemara Trail (Side Street Stop)												
Eastbound	-	(-)	-	(-)	2.3	(A)	-	(-)	-	(-)	7.5	(A)
Westbound	-	(-)	-	(-)	2.2	(A)	-	(-)	-	(-)	5.2	(A)
Northbound	2.8	(A)	1.6	(A)	1.6	(A)	5.3	(A)	1.6	(A)	1	(A)
Southbound	0.5	(A)	0.4	(A)	0	(A)	3.7	(A)	0.5	(A)	0.5	(A)
Intersection	1.9						(A)		3.9		(A)	
CSAH 42 and 3/4 Access (Side Street Stop)												
Eastbound	6.8	(A)	2.6	(A)	-	(-)	9.8	(A)	2.4	(A)	-	(-)
Westbound	-	(-)	4.1	(A)	5.1	(A)	-	(-)	3.4	(A)	3.9	(A)
Northbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Southbound	-	(-)	-	(-)	4.1	(A)	-	(-)	-	(-)	11.7	(B)
Intersection	3.5						(A)		3.2		(A)	

Intersection	Delay in sec/veh (Level of Service)												
	AM Peak Hour				PM Peak Hour								
	Left		Thru		Right		Left		Thru		Right		
Audrey Avenue and Connemara Trail (Side Street Stop)													
Eastbound	-	(-)	-	(-)	2.9	(A)	-	(-)	-	(-)	6.2	(A)	
Westbound	4.2	(A)	6	(A)	-	(-)	6.2	(A)	4.8	(A)	-	(-)	
Northbound	4.6	(A)	0.7	(A)	3.1	(A)	6.2	(A)	0.3	(A)	6	(A)	
Southbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	
Intersection	3.3				(A)				6.1				(A)

Note: delays in excess of 100 seconds per vehicle are reported as "100+"

Under the Long-Term (2040) Build with Mitigation condition, most intersection movements are anticipated to operate at an acceptable LOS. Fourteen movements across the AM and PM peak hours are projected to operate at LOS E, and three movements across the AM and PM peak hours are projected to operate at LOS F. These movements mostly consist of minor-leg approaches or left-turns along CSAH 42. The projected delay for these movements is not unusual for minor-street movements or non-through mainline movements at signalized intersections with mainline priority.

The 95th percentile queues were reviewed at the study intersections. There are no queuing issues at the study intersections except for the southbound left at CSAH 42 & Akron Avenue. A 28-vehicle queue is projected in the AM peak hour and a 17-vehicle queue is projected in the PM peak hour. Queues at CSAH 42 and Akron Avenue should be monitored to determine if additional mitigation is required for the Long-Term Year (2040).

5.10 LONG-TERM (2040) BUILD + SOUTHERN INDUSTRIAL DEVELOPMENT WITH MITIGATION LEVEL OF SERVICE ANALYSIS

A capacity analysis was conducted for the Long-Term (2040) Build + Southern Industrial condition to determine the improvements needed to maintain acceptable operations with the addition of site traffic from the industrial development proposed south of CSAH 42. Traffic volumes are shown in **Exhibit 13**. The improvements that were included in the Long-Term (2040) Build + Southern Industrial Development with Mitigation condition are listed below. The improvements are shown in **Exhibit 14** and listed in **Table 6** for Condition 8.

Below are the mitigation measures included in the Short-Term (2027) Build + Southern Industrial Development condition.

- **TH 52 Northbound Ramps & CSAH 42** – Signalize the intersection.
- **TH 52 Southbound Ramps & CSAH 42** – Signalize the intersection.
- **CSAH 42 & Blaine Avenue** – Signalize the intersection.
- **CSAH 42 & Audrey Avenue** – Signalize the intersection.

Below are the additional mitigation measures included in this scenario and the previous, Long-Term (2040) Build with Mitigation scenario.

- **TH 52 Northbound Ramps & CSAH 42** – Dual eastbound left-turn lanes.

- **CSAH 42 & Blaine Avenue** – Dual southbound left-turn lanes.
- **CSAH 42 & Audrey Avenue** – Dual southbound left-turn lanes.

The analysis was performed for weekday AM and PM peak hours and is based on the traffic volumes provided in **Exhibit 16**.

Table **15** provides a summary of the capacity analysis at the study intersections. The full SimTraffic reports are included in **Appendix E**.

Table 15: Long-Term (2040) Build + Southern Industrial Development with Mitigation Level of Service

Intersection	Delay in sec/veh (Level of Service)											
	AM Peak Hour						PM Peak Hour					
	Left		Thru		Right		Left		Thru		Right	
CSAH 42 & TH 52 Northbound Ramps (Signal)												
Eastbound	39.2	(D)	6.4	(A)	-	(-)	45.1	(D)	6.6	(A)	-	(-)
Westbound	-	(-)	18.1	(B)	7.8	(A)	-	(-)	22.6	(C)	10.2	(B)
Northbound	55.8	(E)	-	(-)	6.8	(A)	58.3	(E)	62.4	(E)	6.6	(A)
Southbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Intersection	25.3					(C)	31.8					(C)
CSAH 42 & TH 52 Southbound Ramps (Signal)												
Eastbound	-	(-)	12.7	(B)	9.1	(A)	-	(-)	17.5	(B)	13.2	(B)
Westbound	67	(E)	8.7	(A)	-	(-)	75.5	(E)	4.5	(A)	-	(-)
Northbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Southbound	39.7	(D)	46.7	(D)	12	(B)	51.1	(D)	31.2	(C)	9.6	(A)
Intersection	14					(B)	14.5					(B)
CSAH 42 & Blaine Avenue (CSAH 71) (Signal)												
Eastbound	59.8	(E)	6.5	(A)	3.2	(A)	65.7	(E)	10	(A)	-	(-)
Westbound	65.9	(E)	14.8	(B)	13.1	(B)	71.4	(E)	17.2	(B)	11.4	(B)
Northbound	-	(-)	35	(C)	6.7	(A)	53.3	(D)	61.6	(E)	16.9	(B)
Southbound	57.2	(E)	6.4	(A)	11.9	(B)	51	(D)	23.7	(C)	23.7	(C)
Intersection	15.9					(B)	18.6					(B)
CSAH 42 & Audrey Avenue (Signal)												
Eastbound	46.2	(D)	9.6	(A)	7	(A)	67.3	(E)	10.3	(B)	5.8	(A)
Westbound	46.8	(D)	7	(A)	2.9	(A)	57.3	(E)	7.9	(A)	4	(A)
Northbound	45.3	(D)	57.5	(E)	7.7	(A)	49.7	(D)	54.8	(D)	12.7	(B)
Southbound	42.4	(D)	1.5	(A)	5.1	(A)	46.5	(D)	2.2	(A)	14	(B)
Intersection	11.3					(B)	12.8					(B)
CSAH 42 & Akron Avenue (CR 73) (Signal)												
Eastbound	67.1	(E)	12.7	(B)	2.8	(A)	58.2	(E)	14.8	(B)	2.3	(A)
Westbound	-	(-)	19.2	(B)	7.7	(A)	93.7	(F)	34.9	(C)	15.4	(B)
Northbound	51.3	(D)	62.7	(E)	8.3	(A)	58.1	(E)	66.4	(E)	7.5	(A)
Southbound	98.9	(F)	63.2	(E)	22.5	(C)	57.1	(E)	40.6	(D)	28.6	(C)
Intersection	31.2					(C)	32.4					(C)
Blaine Avenue (CSAH 71) and Connemara Trail (Side Street Stop)												
Eastbound	-	(-)	-	(-)	2.5	(A)	-	(-)	-	(-)	7.6	(A)
Westbound	-	(-)	-	(-)	2.6	(A)	-	(-)	-	(-)	5.8	(A)
Northbound	3	(A)	1.7	(A)	1.7	(A)	5.2	(A)	1.7	(A)	0.4	(A)

Intersection	Delay in sec/veh (Level of Service)												
	AM Peak Hour						PM Peak Hour						
	Left		Thru		Right		Left		Thru		Right		
Southbound	0.4	(A)	0.5	(A)	0.1	(A)	3.8	(A)	0.5	(A)	0	(A)	
Intersection	2						(A)		4			(A)	
CSAH 42 and 3/4 Access (Side Street Stop)													
Eastbound	8.7	(A)	3.4	(A)	-	(-)	12.1	(B)	2.5	(A)	-	(-)	
Westbound	-	(-)	4.1	(A)	4.8	(A)	-	(-)	3.4	(A)	3.9	(A)	
Northbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	
Southbound	-	(-)	-	(-)	5	(A)	-	(-)	-	(-)	12.3	(B)	
Intersection	3.9						(A)		3.2			(A)	
Audrey Avenue and Connemara Trail (Side Street Stop)													
Eastbound	-	(-)	4.4	(A)	2.6	(A)	-	(-)	-	(-)	6.4	(A)	
Westbound	4.4	(A)	4.7	(A)	-	(-)	6.4	(A)	4.6	(A)	-	(-)	
Northbound	4.4	(A)	0.1	(A)	3.2	(A)	5.9	(A)	0.3	(A)	5.9	(A)	
Southbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	
Intersection	3.4						(A)		6.3			(A)	

Note: delays in excess of 100 seconds per vehicle are reported as "100+"

Under the Long-Term (2040) Build + Southern Industrial Development with Mitigation condition, most intersection movements are anticipated to operate at an acceptable LOS. Twenty-one movements across the AM and PM peak hours are projected to operate at LOS E, and two movements across the AM and PM peak hours are projected to operate at LOS F. These movements mostly consist of minor-leg approaches or left-turns along CSAH 42. The projected delay for these movements is not unusual for minor-street movements or non-through mainline movements at signalized intersections with mainline priority.

The 95th percentile queues were reviewed at the study intersections. There are no queuing issues at the study intersections except for the southbound left at CSAH 42 & Akron Avenue. A 23-vehicle queue is projected in the AM peak hour. These queues exceed the provided storage. Queues at CSAH 42 and Akron Avenue should be monitored to determine if additional mitigation is required for the Long-Term Year (2040).

5.11 SHORT TERM (2027) DATA CENTER LEVEL OF SERVICE ANALYSIS

A capacity analysis was conducted for the Short Term (2027) Data Center Build condition to determine the improvements needed to maintain acceptable operations with the addition of site traffic from the alternative proposed land use, a data center. Traffic volumes are shown in **Exhibit 17**.

The improvements included in this scenario are the same as the Short-Turn (2027) Build scenario in Section 5.6. These improvements are listed below and in **Table 6** for Condition 9.

- **CSAH 42 & Blaine Avenue** – added dedicated turn lanes to all approaches.
- **CSAH 42 & Audrey Avenue** – added dedicated turn lanes to all approaches.
- **Blaine Avenue & Data Center East Access** – new side-street stop-controlled intersection. The access road will be full access, with no turn lanes included in this scenario.

- **Blaine Avenue & Connemara Trail** – new side-street stop-controlled intersection. Dedicated turning lanes were added to the Blaine Avenue approaches.
- **Audrey Avenue & Connemara Trail** – new all-way stop-controlled intersection. Dedicated turning lanes were added to all approaches.

The analysis was performed for weekday AM and PM peak hours and is based on the traffic volumes provided in **Exhibit 17**.

Table 156 provides a summary of the capacity analysis at the study intersections. The full SimTraffic reports are included in **Appendix E**.

Table 16: Short-Term (2027) Data Center Build Scenario Level of Service

Intersection	Delay in sec/veh (Level of Service)											
	AM Peak Hour						PM Peak Hour					
	Left		Thru		Right		Left		Thru		Right	
CSAH 42 & TH 52 Northbound Ramps (Side Street Stop)												
Eastbound	12.1	(B)	0.9	(A)	-	(-)	9.9	(A)	2	(A)	-	(-)
Westbound	-	(-)	1.5	(A)	0.9	(A)	-	(-)	1.7	(A)	0.6	(A)
Northbound	100+	(F)	-	(-)	100+	(F)	100+	(F)	100+	(F)	100+	(F)
Southbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Intersection	90.7				(F)		65.2				(F)	
CSAH 42 & TH 52 Southbound Ramps (Side Street Stop)												
Eastbound	-	(-)	1.6	(A)	0.1	(A)	-	(-)	1.2	(A)	0.7	(A)
Westbound	9.4	(A)	1.5	(A)	-	(-)	6	(A)	2.6	(A)	-	(-)
Northbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Southbound	76.7	(F)	87.4	(F)	9.9	(A)	24.7	(C)	20.2	(C)	14.7	(B)
Intersection	10.5				(B)		6.7				(A)	
CSAH 42 & Blaine Avenue (CSAH 71) (Side Street Stop)												
Eastbound	8.7	(A)	3.1	(A)	5.7	(A)	10.5	(B)	4.3	(A)	2.2	(A)
Westbound	2.3	(A)	2.2	(A)	1.9	(A)	-	(-)	3	(A)	2.8	(A)
Northbound	-	(-)	-	(-)	4.6	(A)	88.8	(F)	100+	(F)	8.2	(A)
Southbound	95	(F)	6.9	(A)	12.7	(B)	100+	(F)	100+	(F)	100+	(F)
Intersection	9.5				(A)		57.6				(F)	
CSAH 42 & Audrey Avenue (Side Street Stop)												
Eastbound	8.2	(A)	4.4	(A)	2.4	(A)	10.8	(B)	3.8	(A)	2.7	(A)
Westbound	7.4	(A)	2.6	(A)	2.6	(A)	7.5	(A)	3.4	(A)	3.1	(A)
Northbound	16.2	(C)	-	(-)	-	(-)	31.3	(D)	-	(-)	5	(A)
Southbound	31	(D)	-	(-)	3.7	(A)	100+	(F)	3.6	(A)	8	(A)
Intersection	5.6				(A)		10.1				(B)	
CSAH 42 & Akron Avenue (CR 73) (Signal)												
Eastbound	18	(B)	6	(A)	2.3	(A)	22.6	(C)	5	(A)	1.3	(A)
Westbound	9.7	(A)	4.5	(A)	18.2	(B)	29.8	(C)	15.7	(B)	7.4	(A)
Northbound	22.7	(C)	4.3	(A)	16.2	(B)	27.5	(C)	32.9	(C)	4.4	(A)
Southbound	15.1	(B)	4.6	(A)	8.5	(A)	23.2	(C)	28.1	(C)	8.2	(A)
Intersection	7.2				(A)		12.4				(B)	
Blaine Avenue (CSAH 71) and 140th Street (Side Street Stop)												
Eastbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)

Intersection	Delay in sec/veh (Level of Service)						
	AM Peak Hour			PM Peak Hour			
	Left	Thru	Right	Left	Thru	Right	
Westbound	2.9 (A)	- (-)	2.3 (A)	- (-)	- (-)	5.8 (A)	
Northbound	- (-)	0.6 (A)	0.3 (A)	- (-)	0.2 (A)	- (-)	
Southbound	1.6 (A)	0.1 (A)	- (-)	3 (A)	0.2 (A)	- (-)	
Intersection	2.9	(A)		5.8	(A)		
Audrey Avenue and Connemara Trail (Side Street Stop)							
Eastbound	2.7 (A)	4.6 (A)	- (A)	5.9 (A)	5.9 (A)	6.3 (A)	
Westbound	0.9 (A)	2.5 (A)	- (A)	0.3 (A)	5.8 (A)	5.9 (A)	
Northbound	- (-)	- (-)	3.3 (-)	- (-)	- (-)	- (-)	
Southbound	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	
Intersection	3.4	(A)		5.9	(A)		
Blaine Avenue & Data Center East Access (Side Street Stop)							
Eastbound	- (-)	- (-)	3.3 (A)	- (-)	- (-)	100+ (F)	
Westbound	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	
Northbound	1.5 (A)	1.5 (A)	- (-)	3.8 (A)	0.5 (A)	- (-)	
Southbound	- (-)	0.6 (A)	- (-)	- (-)	91.6 (F)	- (-)	
Intersection	1.9	(A)		100+	(F)		

Under the Short-Term (2027) Data Center Build Condition, many intersection movements are anticipated to operate at an acceptable LOS. Listed below are the intersection movements that do not operate at an acceptable LOS.

- **CSAH 42 & TH 52 Northbound Ramps** – the intersection is expected to operate at LOS F during the AM and PM peak hours with many of the northbound approach delays exceeding 10 minutes. The projected delay on this leg of the intersection is excessive and will require mitigation.
- **CSAH 42 & TH 52 Southbound Ramps** – the southbound left-turn is expected to operate at LOS F during the AM peak hour. The southbound through movement is also expected to operate at LOS F in the AM peak hour and LOS E in the PM peak hour; however, this movement is expected to serve less than 5 vehicles during each peak hour. The projected delay on this leg of the intersection is not unusual for a minor-street stop-controlled intersection with a heavily traveled roadway such as CSAH 42.
- **CSAH 42 & Blaine Avenue** – the intersection is expected to operate at LOS F in the PM peak hour with the southbound movements expected to experience over 4 minutes of delay. The projected delay on this leg of the intersection is excessive and will require mitigation.
- **CSAH 42 & Audrey Avenue** – the intersection is expected to operate at an acceptable LOS in the PM peak hour, with the exception of the southbound left turn movement which is anticipated to operate at LOS F with delays in excess of 100s. This movement will require mitigation.
- **Blaine Avenue & Data Center East Access** – the intersection is expected to operate at LOS F in the PM peak hour. Much of this delay is caused by downstream queueing at CSAH 42 & Blaine Avenue.

The 95th percentile queues were reviewed at the study intersections. The 95th percentile queues for the movements that exceed their storage capacity or have undesirable levels of delay are listed below.

- **CSAH 42 & TH 52 Northbound Ramps** – in the AM peak hour, the northbound approach would have approximately a 49-vehicle queue in the left-turn lane and a 14-vehicle queue in the right-turn lane which would exceed the provided storage bays. The PM peak hour has similar queueing.
- **CSAH 42 & TH 52 Southbound Ramps** – in the AM peak hour, the southbound approach would have approximately a 17-vehicle queue in the left-thru lane and about a 14-vehicle queue in the right-turn lane which would extend beyond the provided storage bay.
- **CSAH 42 & Blaine Avenue** – in the PM peak hour, the southbound approach would have approximately a 45-vehicle queue. This queue is expected to extend past and block Blaine Avenue and Data Center East Access intersection, which is approximately 900' downstream.

5.12 SHORT TERM (2027) DATA CENTER + SOUTHERN INDUSTRIAL LEVEL OF SERVICE ANALYSIS

A capacity analysis was conducted for the Short Term (2027) Data Center + Southern Industrial Build condition to determine the improvements needed to maintain acceptable operations with the addition of site traffic from the alternative proposed land use, a data center. Traffic volumes are shown in **Exhibit 18**.

The improvements included in this scenario are the same as the previous scenario, Short-Term (2027) Data Center Build scenario. These improvements are listed below and in **Table 6** for Condition 10.

- **CSAH 42 & Blaine Avenue** – added dedicated turn lanes to all approaches.
- **CSAH 42 & Audrey Avenue** – added dedicated turn lanes to all approaches.
- **Blaine Avenue & Data Center East Access** – new side-street stop-controlled intersection. The access road will be full access, with no turn lanes included in this scenario.
- **Blaine Avenue & Connemara Trail** – new side-street stop-controlled intersection. Dedicated turning lanes were added to the Blaine Avenue approaches.
- **Audrey Avenue & Connemara Trail** – new all-way stop-controlled intersection. Dedicated turning lanes were added to all approaches.

The analysis was performed for weekday AM and PM peak hours and is based on the traffic volumes provided in **Exhibit 18**.

Table 157 provides a summary of the capacity analysis at the study intersections. The full SimTraffic reports are included in **Appendix E**.

Table 17: Short-Term (2027) Data Center Build with Southern Industrial Level of Service

Intersection	Delay in sec/veh (Level of Service)											
	AM Peak Hour						PM Peak Hour					
	Left		Thru		Right		Left		Thru		Right	
CSAH 42 & TH 52 Northbound Ramps (Side Street Stop)												
Eastbound	12.8	(B)	1	(A)	-	(-)	18.1	(C)	2	(A)	-	(-)
Westbound	-	(-)	1.7	(A)	0.8	(A)	-	(-)	1.9	(A)	0.7	(A)
Northbound	100+	(F)	-	(-)	100+	(F)	100+	(F)	100+	(F)	100+	(F)
Southbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Intersection	96.9				(F)			98		(F)		
CSAH 42 & TH 52 Southbound Ramps (Side Street Stop)												
Eastbound	-	(-)	1.7	(A)	0.1	(A)	-	(-)	1.8	(A)	0.8	(A)
Westbound	10.6	(B)	1.7	(A)	-	(-)	9.7	(A)	2.6	(A)	-	(-)
Northbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Southbound	100+	(F)	88.6	(F)	14.6	(B)	57.3	(F)	55	(F)	13	(B)
Intersection	14.2				(B)			7.1		(A)		
CSAH 42 & Blaine Avenue (CSAH 71) (Side Street Stop)												
Eastbound	8.1	(A)	3.4	(A)	2.2	(A)	9.5	(A)	4.8	(A)	2.1	(A)
Westbound	6.3	(A)	2.6	(A)	2.5	(A)	-	(-)	3	(A)	2.8	(A)
Northbound	-	(-)	24	(C)	10.2	(B)	81.6	(F)	100+	(F)	21.9	(C)
Southbound	100+	(F)	9	(A)	43.1	(E)	100+	(F)	100+	(F)	100+	(F)
Intersection	20.1				(C)			60.3		(F)		
CSAH 42 & Audrey Avenue (Side Street Stop)												
Eastbound	8	(A)	4.7	(A)	4.1	(A)	10.6	(B)	4.2	(A)	2.8	(A)
Westbound	7	(A)	2.8	(A)	2.7	(A)	5.2	(A)	3.6	(A)	3.3	(A)
Northbound	24.4	(C)	-	(-)	5.9	(A)	35.9	(E)	-	(-)	9.2	(A)
Southbound	38.6	(E)	0.4	(A)	4	(A)	100+	(F)	2	(A)	8.6	(A)
Intersection	6				(A)			11.1		(B)		
CSAH 42 & Akron Avenue (CR 73) (Signal)												
Eastbound	18.5	(B)	6	(A)	1.9	(A)	23.8	(C)	4.9	(A)	1.8	(A)
Westbound	-	(-)	9.8	(A)	4	(A)	29.3	(C)	16.4	(B)	8	(A)
Northbound	18.7	(B)	29.2	(C)	4.7	(A)	24.8	(C)	35.1	(D)	4	(A)
Southbound	15.1	(B)	16.1	(B)	4.6	(A)	23.1	(C)	48.1	(D)	8.1	(A)
Intersection	8.3				(A)			12.9		(B)		
Blaine Avenue (CSAH 71) and 140th Street (Side Street Stop)												
Eastbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Westbound	-	(-)	-	(-)	1.8	(A)	-	(-)	-	(-)	5.8	(A)
Northbound	-	(-)	0.5	(A)	0.4	(A)	-	(-)	0.2	(A)	-	(-)
Southbound	0.2	(A)	0.1	(A)	-	(-)	3	(A)	0.2	(A)	-	(-)
Intersection	1.8				(A)			5.8		(A)		
Audrey Avenue and Connemara Trail (Side Street Stop)												
Eastbound	2.8	(A)	4.4	(A)	-	(A)	7	(A)	0.2	(A)	3	(A)
Westbound	0.1	(A)	2.5	(A)	-	(A)	4.9	(A)	3.4	(A)	5.9	(A)
Northbound	-	(-)	-	(-)	3.4	(-)	-	(-)	-	(-)	-	(-)
Southbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Intersection	3.3				(A)			5.9		(A)		

Intersection	Delay in sec/veh (Level of Service)					
	AM Peak Hour			PM Peak Hour		
	Left	Thru	Right	Left	Thru	Right
Blaine Avenue & Data Center East Access (Side Street Stop)						
Eastbound	- (-)	- (-)	3.4 (A)	- (-)	- (-)	5.9 (A)
Westbound	- (-)	- (-)	- (-)	5.9 (A)	- (-)	- (-)
Northbound	1.5 (A)	1.5 (A)	- (-)	6 (A)	0.2 (A)	5.9 (A)
Southbound	- (-)	0.5 (A)	- (-)	- (-)	- (-)	- (-)
Intersection	1.9 (A)			5.9 (A)		

Under Short-Term (2027) Data Center Build + Southern Industrial Development, few intersection movements are expected to operate an acceptable LOS. Listed below are the intersection movements that do not operate at an acceptable LOS.

- **CSAH 42 & TH 52 Northbound Ramps** – the intersection is expected to operate at LOS F during the AM and PM peak hours with many of the northbound approach delays exceeding 10 minutes. The projected delay on this leg of the intersection is excessive and will require mitigation.
- **CSAH 42 & TH 52 Southbound Ramps** – the southbound left-turn is expected to operate at LOS F during the AM and PM peak hours. The southbound through movement is also expected to operate at LOS F in the AM and PM peak hours; however, this movement is expected to serve less than 5 vehicles during each peak hour. The delays for the TH 52 Southbound Ramp approach are excessive and will require mitigation.
- **CSAH 42 & Blaine Avenue** – the intersection is expected to operate at LOS F in the PM peak hour with the southbound movements expected to experience over 5 minutes of delay and the northbound movements expected to experience high delays. The projected delay on the southbound leg of the intersection is excessive and will require mitigation.
- **CSAH 42 & Audrey Avenue** – the delay of the southbound left turn movement is expected to exceed 100 seconds during the PM peak hour. The projected delay at this movement is excessive and will require mitigation.

The 95th percentile queues were reviewed at the study intersections. The 95th percentile queues for the movements that exceed their storage capacity or have undesirable levels of delay are listed below.

- **CSAH 42 & TH 52 Northbound Ramps** – in the AM peak hour, the northbound approach would have approximately a 52-vehicle queue in the left-turn lane and a 16-vehicle queue in the right-turn lane which would exceed the provided storage bays. The PM peak hour has similar queueing.
- **CSAH 42 & TH 52 Southbound Ramps** – in the AM peak hour, the southbound approach would have approximately a 24-vehicle queue in the left-thru lane and about a 15-vehicle queue in the right-turn lane which would extend beyond the provided storage bay.
- **CSAH 42 & Blaine Avenue** – in the PM peak hour, the southbound approach would have approximately a 54-vehicle queue. This queue is expected to extend past and block Blaine Avenue & East Data Center Access, which is approximately 900' downstream.

- **CSAH 42 & Audrey Avenue** – in the PM peak hour, the southbound left turn movement is projected to have an approximately 10-vehicle queue. This queue will be at the storage bay capacity.

5.13 SHORT-TERM (2027) DATA CENTER + SOUTHERN INDUSTRIAL DEVELOPMENT WITH MITIGATION LEVEL OF SERVICE ANALYSIS

A capacity analysis was conducted for the Short-Term (2027) Data Center + Southern Industrial Development with Mitigation conditions at the study intersections to determine improvements needed to maintain acceptable operations. The improvements that were included in the Short-Term (2027) Data Center + Southern Industrial Development with Mitigation conditions are listed below. The improvements are the same as the Short-Term (2027) Build Scenario, as shown in **Exhibit 13**. These improvements are listed in **Table 6** for Condition 11.

- **TH 52 Northbound Ramps & CSAH 42** – Signalize the intersection.
- **TH 52 Southbound Ramps & CSAH 42** – Signalize the intersection.
- **CSAH 42 & Blaine Avenue** – Signalize the intersection.
- **CSAH 42 & Audrey Avenue** – Signalize the intersection.

The analysis was performed for weekday AM and PM peak hours and is based on the traffic volumes provided in **Exhibit 18**.

Table 138 provides a summary of the capacity analysis at the study intersections. The full SimTraffic reports are included in **Appendix E**.

Table 18: Short-Term (2027) Data Center + Southern Industrial Build with Mitigation Level of Service

Intersection	Delay in sec/veh (Level of Service)											
	AM Peak Hour					PM Peak Hour						
	Left		Thru		Right	Left		Thru		Right		
CSAH 42 & TH 52 Northbound Ramps (Signal)												
Eastbound	21.6	(C)	3.6	(A)	-	(-)	43.9	(D)	4.5	(A)	-	(-)
Westbound	-	(-)	44.9	(D)	17.9	(B)	-	(-)	29.9	(C)	18.3	(B)
Northbound	58.5	(E)	-	(-)	6.7	(A)	59.1	(E)	67.3	(E)	6.4	(A)
Southbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Intersection	22.1					(C)	32					(C)
CSAH 42 & TH 52 Southbound Ramps (Signal)												
Eastbound	-	(-)	14.6	(B)	9	(A)	-	(-)	17.3	(B)	7.8	(A)
Westbound	69.7	(E)	15.4	(B)	-	(-)	83.3	(F)	5.1	(A)	-	(-)
Northbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Southbound	36.6	(D)	43.2	(D)	6.2	(A)	53.3	(D)	49.4	(D)	7.7	(A)
Intersection	14.6					(B)	13.9					(B)
CSAH 42 & Blaine Avenue (CSAH 71) (Signal)												
Eastbound	60.3	(E)	13.6	(B)	7.7	(A)	62.6	(E)	8.5	(A)	4.2	(A)
Westbound	64.5	(E)	17.1	(B)	12.5	(B)	-	(-)	11	(B)	9.8	(A)
Northbound	-	(-)	56.1	(E)	4.3	(A)	43.1	(D)	57.5	(E)	10.3	(B)
Southbound	47.9	(D)	4.7	(A)	6.6	(A)	45.7	(D)	11.7	(B)	8.6	(A)
Intersection	19.5					(B)	13.3					(B)
CSAH 42 & Audrey Avenue (Signal)												
Eastbound	43.5	(D)	9.4	(A)	4.4	(A)	56.6	(E)	7.7	(A)	2.5	(A)
Westbound	52.9	(D)	11.3	(B)	8.4	(A)	80.8	(F)	11	(B)	6.4	(A)
Northbound	37.9	(D)	-	(-)	5.1	(A)	34.5	(C)	-	(-)	7	(A)
Southbound	45.7	(D)	-	(-)	5	(A)	39.8	(D)	2.5	(A)	10.2	(B)
Intersection	14.4					(B)	12.3					(B)
CSAH 42 & Akron Avenue (CR 73) (Signal)												
Eastbound	62.1	(E)	4.7	(A)	1.7	(A)	54.4	(D)	4.4	(A)	1.4	(A)
Westbound	-	(-)	10.5	(B)	7.1	(A)	43.6	(D)	14.7	(B)	10.2	(B)
Northbound	51.4	(D)	67.6	(E)	8.2	(A)	57.1	(E)	93.4	(F)	3.9	(A)
Southbound	50.2	(D)	47.9	(D)	6.4	(A)	56.7	(E)	62.3	(E)	11.1	(B)
Intersection	13.3					(B)	17.6					(B)
Blaine Avenue (CSAH 71) and 140th Street (Side Street Stop)												
Eastbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Westbound	-	(-)	-	(-)	2.1	(A)	-	(-)	-	(-)	6.1	(A)
Northbound	-	(-)	0.5	(A)	0.4	(A)	-	(-)	0.4	(A)	-	(-)
Southbound	0.6	(A)	1	(A)	-	(-)	3.8	(A)	0.2	(A)	-	(-)
Intersection	2.1					(A)	6.1					(A)
Audrey Avenue and Connemara Trail (Side Street Stop)												
Eastbound	2.6	(A)	4.5	(A)	-	(A)	6	(A)	6	(A)	6.2	(A)
Westbound	-	(-)	3.1	(A)	-	(A)	0.6	(A)	6.1	(A)	6	(A)
Northbound	-	(-)	-	(-)	6.4	(-)	-	(-)	-	(-)	-	(-)
Southbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Intersection	3.6					(A)	6					(A)

Intersection	Delay in sec/veh (Level of Service)					
	AM Peak Hour			PM Peak Hour		
	Left	Thru	Right	Left	Thru	Right
Blaine Avenue & Data Center East Access (Side Street Stop)						
Eastbound	- (-)	- (-)	6.4 (A)	- (-)	- (-)	3.6 (A)
Westbound	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)
Northbound	4 (A)	1.3 (A)	- (-)	2.6 (A)	0.8 (A)	- (-)
Southbound	- (-)	0.1 (A)	- (-)	- (-)	1 (A)	- (-)
Intersection	3.3 (A)			2.1 (A)		

Under the Short-Term (2027) Data Center + Southern Industrial Development with Mitigation conditions, most intersection movements are anticipated to operate at an acceptable LOS. Eighteen movements across the AM and PM peak hours are projected to operate at LOS E or F. These movements mostly consist of minor-leg approaches or left turns along CSAH 42. The projected delay for these movements is not unusual for minor street movements or non-through mainline movements at signalized intersections with mainline priority.

The 95th percentile queues were reviewed at the study intersections. There are no queuing issues at the study intersections.

5.14 LONG-TERM (2040) DATA CENTER WITH MITIGATION LEVEL OF SERVICE ANALYSIS

The Long-Term (2040) Data Center without Mitigation condition was not analyzed because the Short-Term (2027) Data Center condition required mitigation. Traffic volumes are shown in **Exhibit 19**. The Long-Term (2040) Build condition, with many additional years of background traffic growth, would also require the mitigation. Therefore, a capacity analysis was conducted for the Long-Term (2040) Data Center with Mitigation conditions at the study intersections to determine improvements needed to maintain acceptable operations. The improvements that were included in the Long-Term (2040) Data Center with Mitigation conditions are listed below. The improvements are also listed in **Table 6** for Condition 12.

Below are the mitigation measures included in the Short-Term (2027) Data Center + Southern Industrial Development condition.

- **TH 52 Northbound Ramps & CSAH 42** – Signalize the intersection.
- **TH 52 Southbound Ramps & CSAH 42**– Signalize the intersection.
- **CSAH 42 & Blaine Avenue** – Signalize the intersection.
- **CSAH 42 & Audrey Avenue** – Signalize the intersection.

Below are the additional mitigation measures included in this scenario.

- **TH 52 Northbound Ramps & CSAH 42** – Dual eastbound left-turn lanes.
- **CSAH 42 & Blaine Avenue** – Dual southbound left-turn lanes.
- **CSAH 42 & Audrey Avenue** – Dual southbound left-turn lanes.

The analysis was performed for weekday AM and PM peak hours and is based on the traffic volumes provided in **Exhibit 19**.

Table 19 provides a summary of the capacity analysis at the study intersections. The full SimTraffic reports are included in **Appendix E**.

Table 19: Long-Term (2040) Data Center with Mitigation Level of Service

Intersection	Delay in sec/veh (Level of Service)											
	AM Peak Hour						PM Peak Hour					
	Left		Thru		Right		Left		Thru		Right	
CSAH 42 & TH 52 Northbound Ramps (Signal)												
Eastbound	36.6	(D)	5.9	(A)	-	(-)	50.4	(D)	6.2	(A)	-	(-)
Westbound	-	(-)	16.7	(B)	9.3	(A)	-	(-)	14	(B)	6.1	(A)
Northbound	57.8	(E)	-	(-)	6.2	(A)	57.4	(E)	54.9	(D)	7.1	(A)
Southbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Intersection	23.8					(C)	29.3					(C)
CSAH 42 & TH 52 Southbound Ramps (Signal)												
Eastbound	-	(-)	14.4	(B)	9.4	(A)	-	(-)	14.5	(B)	10.2	(B)
Westbound	67.9	(E)	8.4	(A)	-	(-)	75.3	(E)	4.2	(A)	-	(-)
Northbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Southbound	46.7	(D)	58.5	(E)	5.6	(A)	55.8	(E)	-	(-)	8.5	(A)
Intersection	14.2					(B)	12.6					(B)
CSAH 42 & Blaine Avenue (CSAH 71) (Signal)												
Eastbound	66.7	(E)	7.5	(A)	58.3	(E)	62.4	(E)	9	(A)	3.7	(A)
Westbound	13.5	(B)	10	(A)	36	(D)	-	(-)	12.8	(B)	10	(A)
Northbound	-	(-)	4.7	(A)	52.9	(D)	51.2	(D)	77.5	(E)	7.3	(A)
Southbound	2.1	(A)	6.5	(A)	14.7	(B)	53.8	(D)	20.8	(C)	13.5	(B)
Intersection	19.5					(B)	15.1					(B)
CSAH 42 & Audrey Avenue (Signal)												
Eastbound	45.6	(D)	7.8	(A)	8.4	(A)	58.7	(E)	8.1	(A)	5.9	(A)
Westbound	48.6	(D)	10.3	(B)	7.8	(A)	62.6	(E)	10.4	(B)	7.9	(A)
Northbound	45.8	(D)	-	(-)	-	(-)	41.1	(D)	-	(-)	6.3	(A)
Southbound	41.8	(D)	-	(-)	6.9	(A)	41.5	(D)	2.5	(A)	13	(B)
Intersection	11.2					(B)	11.7					(B)
CSAH 42 & Akron Avenue (CR 73) (Signal)												
Eastbound	66.9	(E)	11.1	(B)	2.7	(A)	60	(E)	14.9	(B)	2.4	(A)
Westbound	-	(-)	18.3	(B)	8.5	(A)	99.5	(F)	27.2	(C)	13.7	(B)
Northbound	54.5	(D)	68.6	(E)	7.4	(A)	51.7	(D)	65.6	(E)	6.8	(A)
Southbound	100+	(F)	73.6	(E)	31.3	(C)	50.8	(D)	26.4	(C)	25.3	(C)
Intersection	35.7					(D)	28.5					(C)
Blaine Avenue (CSAH 71) and 140th Street (Side Street Stop)												
Eastbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Westbound	-	(-)	-	(-)	2.5	(A)	-	(-)	-	(-)	4.9	(A)
Northbound	-	(-)	1	(A)	0.9	(A)	-	(-)	0.7	(A)	-	(-)
Southbound	0.8	(A)	0.1	(A)	-	(-)	3.8	(A)	0.3	(A)	-	(-)
Intersection	2.5					(A)	4.9					(A)

Intersection	Delay in sec/veh (Level of Service)											
	AM Peak Hour						PM Peak Hour					
	Left		Thru		Right		Left		Thru		Right	
Audrey Avenue and Connemara Trail (Side Street Stop)												
Eastbound	3	(A)	4.5	(A)	-	(A)	6	(A)	6	(A)	6.2	(A)
Westbound	0.9	(A)	2.9	(A)	-	(A)	0.2	(A)	6.1	(A)	5.9	(A)
Northbound	-	(-)	-	(-)	3.2	(-)	-	(-)	-	(-)	-	(-)
Southbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Intersection	3.6 (A)						5.9 (A)					
Blaine Avenue & Data Center East Access (Side Street Stop)												
Eastbound	-	(-)	-	(-)	3.2	(A)	-	(-)	-	(-)	6.9	(A)
Westbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Northbound	2.1	(A)	2.5	(A)	-	(-)	4.3	(A)	1	(A)	-	(-)
Southbound	-	(-)	0.6	(A)	-	(-)	-	(-)	0.8	(A)	-	(-)
Intersection	2.3 (A)						3 (A)					

Under the Long-Term (2040) Data Center with Mitigation condition, most intersection movements are anticipated to operate at an acceptable LOS. Seventeen movements across the AM and PM peak hours are projected to operate at LOS E, and two movements across the AM and PM peak hours are projected to operate at LOS F. These movements mostly consist of minor-leg approaches or left-turns along CSAH 42. The projected delay for these movements is not unusual for minor-street movements or non-through mainline movements at signalized intersections with mainline priority.

The 95th percentile queues were reviewed at the study intersections. There are no queuing issues at the study intersections except for the southbound left at CSAH 42 & Akron Avenue. A 24-vehicle queue is projected in the AM peak hour. Queues at CSAH 42 and Akron Avenue should be monitored to determine if additional mitigation is required for the Long-Term Year (2040).

5.15 LONG-TERM (2040) DATA CENTER + SOUTHERN INDUSTRIAL DEVELOPMENT WITH MITIGATION LEVEL OF SERVICE ANALYSIS

A capacity analysis was conducted for the Long-Term (2040) Build + Southern Industrial condition to determine the improvements needed to maintain acceptable operations with the addition of site traffic from the industrial development proposed south of CSAH 42. Traffic volumes are shown in **Exhibit 20**. The improvements that were included in the Long-Term (2040) Build + Southern Industrial Development with Mitigation condition are listed below. The improvements are listed in **Table 6** for condition 13 and are the same as the improvements for the Long-Term (2040) Build + Southern Industrial scenario.

Below are the mitigation measures included in the Short-Term (2027) Data Center + Southern Industrial Development condition.

- **TH 52 Northbound Ramps & CSAH 42** – Signalize the intersection.
- **TH 52 Southbound Ramps & CSAH 42** – Signalize the intersection.
- **CSAH 42 & Blaine Avenue** – Signalize the intersection.
- **CSAH 42 & Audrey Avenue** – Signalize the intersection.

Below are the additional mitigation measures included in this scenario and the previous, Long-Term (2040) Data Center + Southern Industrial with Mitigation scenario.

- **TH 52 Northbound Ramps & CSAH 42** – Dual eastbound left-turn lanes.
- **CSAH 42 & Blaine Avenue** – Dual southbound left-turn lanes.
- **CSAH 42 & Audrey Avenue** – Dual southbound left-turn lanes.

The analysis was performed for weekday AM and PM peak hours and is based on the traffic volumes provided in **Exhibit 16**.

Table 20 provides a summary of the capacity analysis at the study intersections. The full SimTraffic reports are included in **Appendix E**.

Table 20: Long-Term (2040) Data Center + Southern Industrial with Mitigation Level of Service

Intersection	Delay in sec/veh (Level of Service)											
	AM Peak Hour						PM Peak Hour					
	Left		Thru		Right		Left		Thru		Right	
CSAH 42 & TH 52 Northbound Ramps (Signal)												
Eastbound	38.1	(D)	6	(A)	-	(-)	46.8	(D)	6.4	(A)	-	(-)
Westbound	-	(-)	20.3	(C)	9.4	(A)	-	(-)	16.5	(B)	7.4	(A)
Northbound	55.6	(E)	-	(-)	7	(A)	58.4	(E)	53.3	(D)	6.6	(A)
Southbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Intersection	25.1					(C)	30.5					(C)
CSAH 42 & TH 52 Southbound Ramps (Signal)												
Eastbound	-	(-)	14.4	(B)	9.8	(A)	-	(-)	15.1	(B)	11.5	(B)
Westbound	64.6	(E)	8.3	(A)	-	(-)	71.9	(E)	3.9	(A)	-	(-)
Northbound	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)	-	(-)
Southbound	42.3	(D)	50	(D)	6.5	(A)	53.6	(D)	87	(F)	8.1	(A)
Intersection	13.6					(B)	12.6					(B)
CSAH 42 & Blaine Avenue (CSAH 71) (Signal)												
Eastbound	69.6	(E)	10.9	(B)	6.7	(A)	64.1	(E)	11	(B)	4.2	(A)
Westbound	65.7	(E)	13.8	(B)	10.9	(B)	-	(-)	14.7	(B)	11.3	(B)
Northbound	-	(-)	69.5	(E)	8.4	(A)	56.4	(E)	52.8	(D)	13.8	(B)
Southbound	50.9	(D)	2.7	(A)	7.1	(A)	50.8	(D)	33.4	(C)	14.9	(B)
Intersection	17.1					(B)	16.8					(B)
CSAH 42 & Audrey Avenue (Signal)												
Eastbound	45.9	(D)	9.8	(A)	6.8	(A)	63.2	(E)	8.8	(A)	6.9	(A)
Westbound	54.4	(D)	10.8	(B)	8	(A)	78.7	(E)	10.8	(B)	8.3	(A)
Northbound	38	(D)	-	(-)	6	(A)	42.4	(D)	-	(-)	9.2	(A)
Southbound	44.8	(D)	0.3	(A)	6.5	(A)	45.9	(D)	3.2	(A)	15.4	(B)
Intersection	13.4					(B)	12.9					(B)
CSAH 42 & Akron Avenue (CR 73) (Signal)												
Eastbound	61.6	(E)	12.1	(B)	2.7	(A)	61.1	(E)	17	(B)	2.3	(A)
Westbound	-	(-)	19.9	(B)	9.4	(A)	55.9	(E)	30	(C)	14.8	(B)
Northbound	52.8	(D)	64.1	(E)	10.8	(B)	50.5	(D)	63.9	(E)	6.8	(A)
Southbound	100+	(F)	69.1	(E)	30.9	(C)	53.8	(D)	63.5	(E)	30.4	(C)

Intersection	Delay in sec/veh (Level of Service)					
	AM Peak Hour			PM Peak Hour		
	Left	Thru	Right	Left	Thru	Right
Intersection	33.4 (C)			31 (C)		
Blaine Avenue (CSAH 71) and 140th Street (Side Street Stop)						
Eastbound	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)
Westbound	3.4 (A)	- (-)	2.3 (A)	- (-)	- (-)	6.9 (A)
Northbound	- (-)	1.1 (A)	0.9 (A)	- (-)	0.5 (A)	- (-)
Southbound	0.4 (A)	0.1 (A)	- (-)	3.9 (A)	0.4 (A)	- (-)
Intersection	3.4 (A)			6.9 (A)		
Audrey Avenue and Connemara Trail (Side Street Stop)						
Eastbound	3 (A)	4.5 (A)	- (A)	6 (A)	6 (A)	6.1 (A)
Westbound	0.1 (A)	3 (A)	- (A)	0.4 (A)	6.2 (A)	6 (A)
Northbound	- (-)	- (-)	3.4 (-)	- (-)	- (-)	- (-)
Southbound	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)
Intersection	3.6 (A)			6 (A)		
Blaine Avenue & Data Center East Access (Side Street Stop)						
Eastbound	- (-)	- (-)	3.4 (A)	- (-)	- (-)	7 (A)
Westbound	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)
Northbound	2.5 (A)	2.6 (A)	- (-)	4.6 (A)	1 (A)	- (-)
Southbound	- (-)	0.7 (A)	- (-)	- (-)	0.9 (A)	- (-)
Intersection	2.4 (A)			3 (A)		

Under the Long-Term (2040) Data Center + Southern Industrial Development with Mitigation condition, most intersection movements are anticipated to operate at an acceptable LOS. Eighteen movements across the AM and PM peak hours are projected to operate at LOS E, and two movements across the AM and PM peak hours are projected to operate at LOS F. These movements mostly consist of minor-leg approaches or left-turns along CSAH 42. The projected delay for these movements is not unusual for minor-street movements or non-through mainline movements at signalized intersections with mainline priority.

The 95th percentile queues were reviewed at the study intersections. There are no queuing issues at the study intersections except for the southbound left at CSAH 42 & Akron Avenue. A 23-vehicle queue is projected in the AM peak hour and a 16-vehicle queue is projected in the PM peak hour. These queues would exceed or be at the capacity of the provided storage. Queues at CSAH 42 and Akron Avenue should be monitored to determine if additional mitigation is required for the Long-Term Year (2040).

6.0 CONCLUSIONS AND RECOMMENDATIONS

The Rosemount Industrial Development AUAR has provided traffic analysis for the Rosemount Industrial Development site, adjacent to CSAH 42 and Blaine Avenue in Rosemount, MN. No-Build, Build, and Build + Southern Industrial Development conditions were analyzed for their Short-Term (2027) and Long-Term (2040) Traffic impacts. The following provides a summary of the analysis.

6.1 PROJECT TRAFFIC DEVELOPMENT

The Build condition is anticipated to generate 5,066 daily trips, 595 trips during the AM peak hour (509 entering and 86 exiting), and 563 trips during the PM peak hour (135 entering and 428 exiting). The

Industrial Scenario site would have three accesses. One 3/4th access on CSAH 42, and two full accesses at the future intersections of Blaine Avenue & Connemara Trail and Audrey Avenue & Connemara Trail.

The Data Center scenario is anticipated to generate 3,960 daily trips, 440 trips during the AM peak hour (242 entering and 198 exiting), and 360 trips during the PM peak hour (108 entering and 252 exiting). Access to the data center would be provided by three full access points. Two full accesses would be provided along the Connemara Trail extension northwest of the site. The third access point would be along Blaine Avenue, about 900' north of CSAH 42. No access point is proposed along CSAH 42.

After discussions with the developer, it was determined that the Industrial Scenario ("Build" condition) represents the most likely development scenario and the maximum site density per City of Rosemount code.

6.2 SHORT-TERM (2027) NO-BUILD LEVEL OF SERVICE ANALYSIS SUMMARY

A capacity analysis was conducted for 2027 No-Build traffic conditions at the study intersections to determine baseline conditions for the 2027 analysis year. No improvements were incorporated into the traffic model.

Based on the analysis, all intersections are anticipated to operate at acceptable LOS and there are no queuing issues at the study intersections. However, the northbound and southbound left-turn movements at the TH 52 & CSAH 42 intersections operate at LOS E and LOS F.

6.3 SHORT-TERM (2027) BUILD LEVEL OF SERVICE ANALYSIS SUMMARY

A capacity analysis was conducted for 2027 Build traffic conditions at study intersections to determine if the additional site traffic is projected to significantly impact the operating conditions of the study intersections. No improvements were incorporated into the traffic model.

Based on the analysis, most intersections are anticipated to operate at unacceptable LOS, and there are many locations with excess queueing. Mitigation will be required.

6.4 SHORT-TERM (2027) BUILD + SOUTHERN INDUSTRIAL DEVELOPMENT LEVEL OF SERVICE ANALYSIS SUMMARY

Short-Term 2027 Build + Southern Industrial Development traffic conditions were studied with and without mitigation at study intersections to determine if the additional site traffic is projected to significantly impacts the operating conditions of the study intersections and what mitigation measures would be necessary. The first analysis assumed the base geometry and the mitigated analysis utilized the geometry and intersection control from **Table 6**, Condition 6.

Based on the unmitigated analysis, most intersections are anticipated to operate at unacceptable LOS, and there are many locations with excess queueing. With the added mitigation, all intersections are anticipated to operate at an acceptable LOS and the queueing is greatly reduced.

6.5 LONG-TERM (2040) NO-BUILD LEVEL OF SERVICE ANALYSIS SUMMARY

A capacity analysis was conducted for 2040 No-Build traffic conditions at the study intersections to determine baseline conditions for the 2040 analysis year. No improvements were incorporated into the traffic model.

Based on the analysis, most intersections are anticipated to operate at acceptable LOS, and there are no queuing issues at the study intersections except at the intersection of TH 52 & CSAH 42. The following intersections have movements that are anticipated to operate at unacceptable LOS:

- TH 52 Northbound Ramps & CSAH 42 (AM & PM peak hours)
- CSAH 42 & Blaine Avenue (PM peak hour)

6.6 LONG-TERM (2040) BUILD + SOUTHERN INDUSTRIAL DEVELOPMENT LEVEL OF SERVICE ANALYSIS SUMMARY

A capacity analysis was performed for Long-Term (2040) Build + Southern Industrial Development to determine what mitigation measures will be necessary. The mitigated analysis utilized the geometry and intersection control from **Table 6**, Condition 8.

Based on the mitigated analysis, all intersections operate at an acceptable LOS during the AM and PM peak hours. However, there are many instances of minor-street movements or non-through-mainline movements that are projected to operate at unacceptable LOS. Since the mainline will receive priority along the corridor, these delays were considered acceptable.

All queues are expected to be within their respective storage capacity except at the intersection of CSAH 42 & Akron Avenue.

6.7 SHORT-TERM (2027) DATA CENTER LEVEL OF SERVICE ANALYSIS SUMMARY

Short-Term 2027 Data Center + Southern Industrial Development traffic conditions were studied with and without mitigation at study intersections to determine if the additional site traffic is projected to significantly impacts the operating conditions of the study intersections and what mitigation measures would be necessary. The first analysis assumed the base geometry and the mitigated analysis utilized the geometry and intersection control from **Table 6**, Condition 11.

Based on the unmitigated analysis, most intersections are anticipated to operate at unacceptable LOS, and there are many locations with excess queueing. It was found that all mitigations proposed for the Short Term (2027) Build scenario still apply to the Data Center alternative. With these added mitigations, all intersections are anticipated to operate at an acceptable LOS and the queueing is greatly reduced.

6.8 SHORT-TERM (2027) DATA CENTER + SOUTHERN INDUSTRIAL LOS

A capacity analysis was performed for Short-Term (2027) Data Center + Southern Industrial conditions to determine what mitigation measures will be necessary. The analysis included the geometry and mitigations included in **Table 6** for Condition 10.

Based on the analysis, the intersections of CSAH 42 & Blaine Avenue, CSAH 42 & Audrey Avenue, CSAH 42 & TH 52 Northbound Ramps, and CSAH 42 & TH 52 Southbound Ramps are all anticipated to operate unacceptably and will require mitigation. With the implementation of the proposed mitigations, the intersections are anticipated to operate at overall acceptable levels of service.

6.9 LONG-TERM (2040) DATA CENTER LEVEL OF SERVICE ANALYSIS SUMMARY

A capacity analysis was performed for Long-Term (2040) Data Center + Southern Industrial Development to determine what mitigation measures will be necessary. The mitigated analysis utilized the same geometry as the Long-Term (2040) Build Conditions and intersection control, as summarized in **Table 6**, Condition 12.

Based on the mitigated analysis, all intersections operate at an acceptable LOS during the AM and PM peak hours. However, there are many instances of minor-street movements or non-through-mainline movements that are projected to operate at unacceptable LOS. Since the mainline will receive priority along the corridor, these delays were considered acceptable.

All queues are expected to be within their respective storage capacity except at the intersection of CSAH 42 & Akron Avenue.

6.10 LONG-TERM (2040) DATA CENTER + SOUTHERN INDUSTRIAL LEVEL OF SERVICE ANALYSIS SUMMARY

A capacity analysis was performed for Long-Term (2040) Data Center + Southern Industrial conditions to determine what mitigation measures will be necessary. The analysis included the geometry and mitigations included in **Table 6** for Condition 13.

Based on the analysis, all intersections are anticipated to operate at overall acceptable levels of service.

6.11 MITIGATION PLAN AND GEOMETRY IMPROVEMENTS

The following provides a summary of mitigation and geometry improvements that were identified as part of the traffic analysis for the Rosemount Industrial Development.

Existing (2023) Conditions

- No Mitigation Necessary

Short-Term (2027) No-Build Conditions

- No Mitigation Necessary

Short-Term (2027) Build + Southern Industrial Development Conditions

- TH 52 Northbound Ramps & CSAH 42: Installation of a signal
- TH 52 Southbound Ramps & CSAH 42: Installation of a signal
- CSAH 42 & Blaine Avenue: Installation of dedicated turn-lanes at all approaches and a signal
- CSAH 42 & Audrey Avenue: Installation of dedicated turn-lanes at all approaches and a signal
- CSAH 42 & Access Drive: Installation of dedicated turning lanes on CSAH 42 approaches
- Blaine Avenue & Connemara Trail: Installation of dedicated turning lanes on Blaine Avenue approaches
- Audrey Avenue & Connemara Trail: Installation of dedicated turning lanes to all approaches

Long-Term (2040) No-Build Conditions

- TH 52 Northbound Ramps & CSAH 42: Installation of a signal

- TH 52 Southbound Ramps & CSAH 42: Installation of a signal

Long-Term (2040) Build + Southern Industrial Development Conditions

- All modifications from Short-Term (2027) Build + Southern Industrial Development Conditions
- TH 52 Northbound Ramps & CSAH 42: Installation of dual eastbound left-turn lanes
- CSAH 42 & Blaine Avenue: Installation of dual southbound left-turn lanes
- CSAH 42 & Audrey Avenue: Installation of dual southbound left-turn lanes

Short-Term (2027) Data Center + Southern Industrial Development Conditions

- TH 52 Northbound Ramps & CSAH 42: Installation of a signal
- TH 52 Southbound Ramps & CSAH 42: Installation of a signal
- CSAH 42 & Blaine Avenue: Installation of dedicated turn-lanes at all approaches and a signal
- CSAH 42 & Audrey Avenue: Installation of dedicated turn-lanes at all approaches and a signal
- CSAH 42 & Access Drive: Installation of dedicated turning lanes on CSAH 42 approaches
- Blaine Avenue & Connemara Trail: Installation of dedicated turning lanes on Blaine Avenue approaches
- Audrey Avenue & Connemara Trail: Installation of dedicated turning lanes to all approaches

Long-Term (2040) Data Center + Southern Industrial Development Conditions

- All modifications from Short-Term (2027) Build + Southern Industrial Development Conditions
- TH 52 Northbound Ramps & CSAH 42: Installation of dual eastbound left-turn lanes
- CSAH 42 & Blaine Avenue: Installation of dual southbound left-turn lanes
- CSAH 42 & Audrey Avenue: Installation of dual southbound left-turn lanes

Overall, the mitigations proposed for the Data Center scenario are identical to the mitigations proposed for the Industrial scenario in both the Short-Term (2027) and Long-Term (2040) conditions. The overall impact of the Data Center development is slightly lower than the Industrial development, but all of the improvements proposed for the Industrial scenario remain valid for the Data Center scenario.

APPENDIX

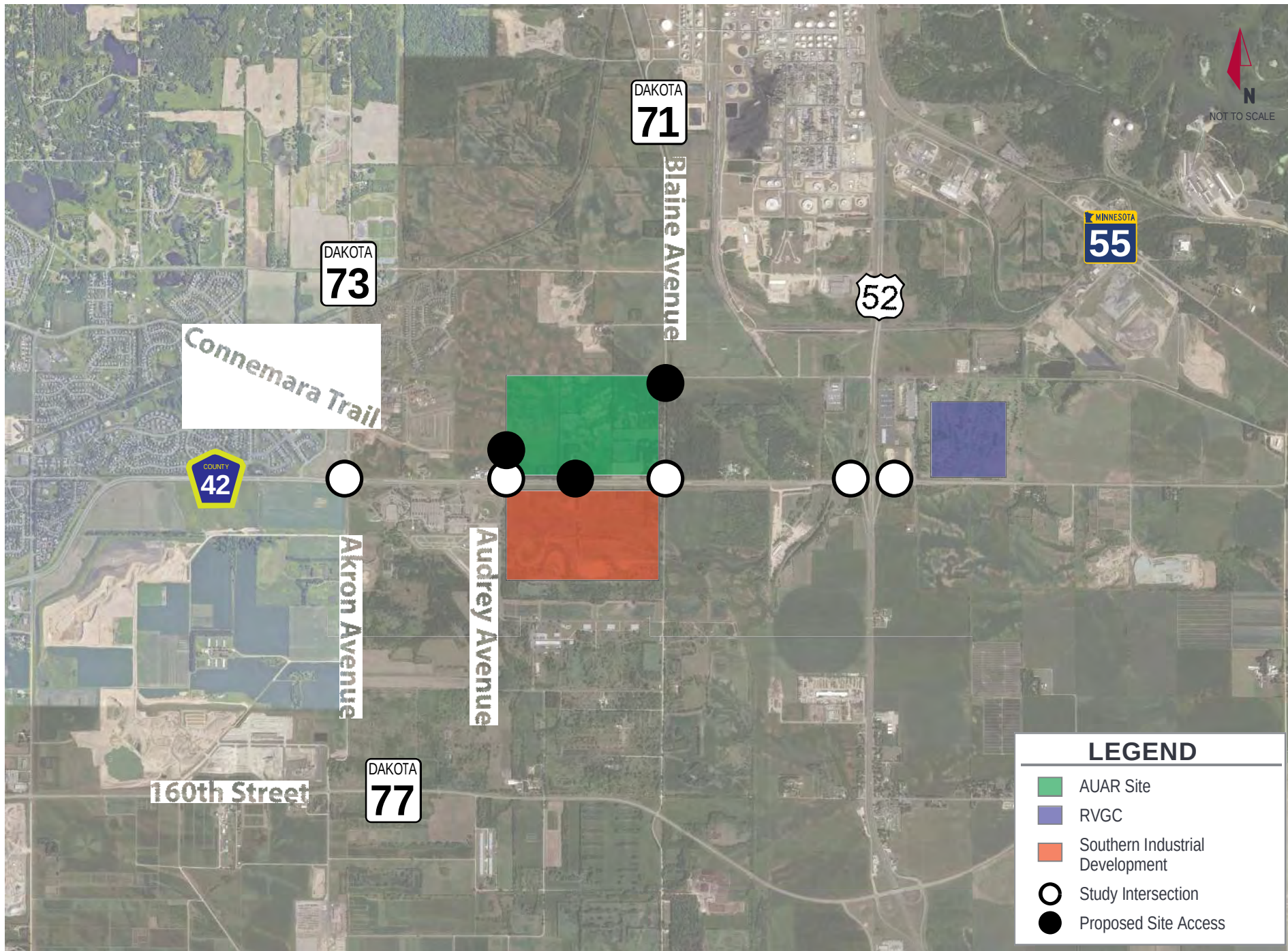
Appendix A: EXHIBITS

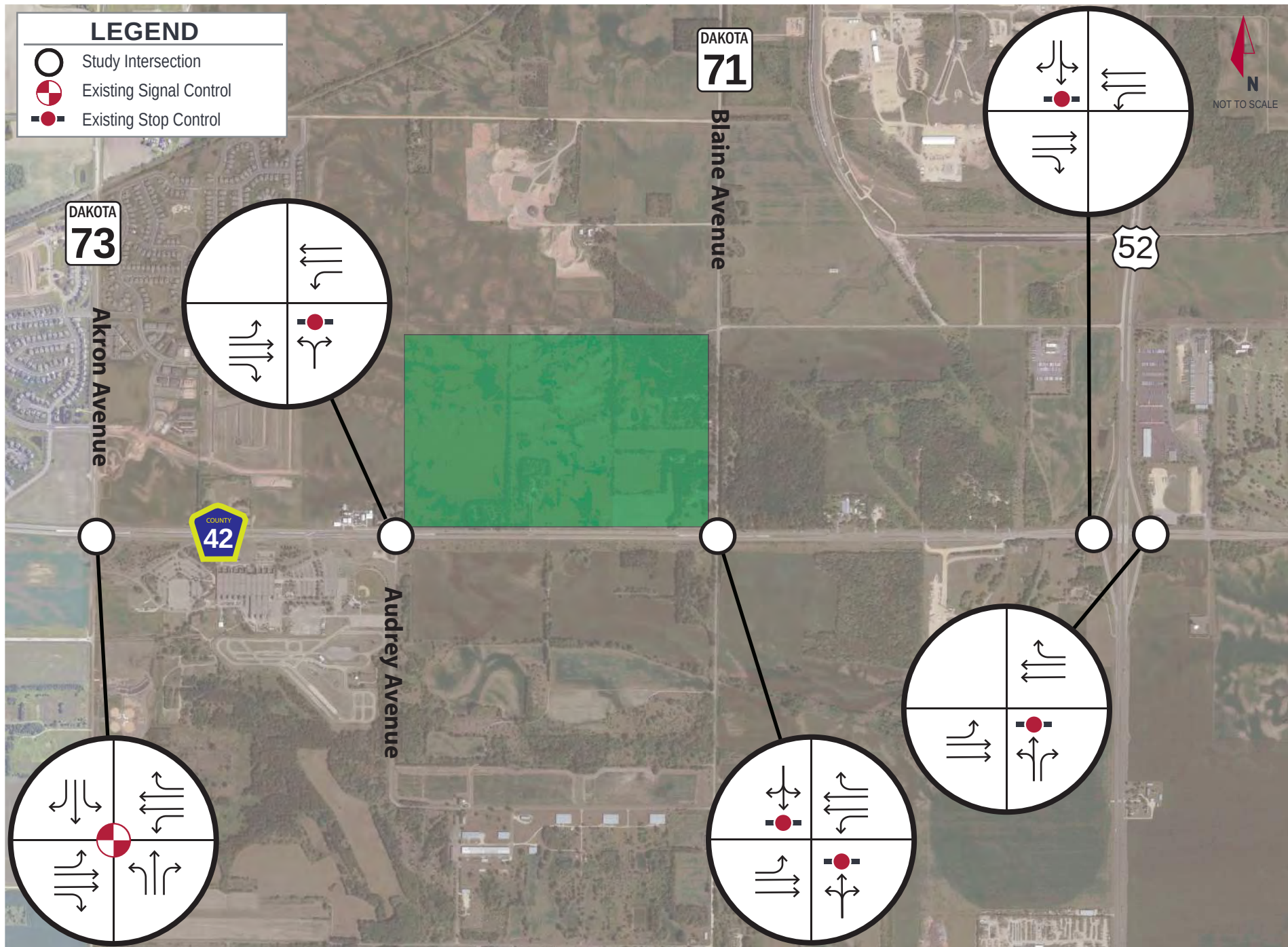
Appendix B: TURNING MOVEMENT COUNTS

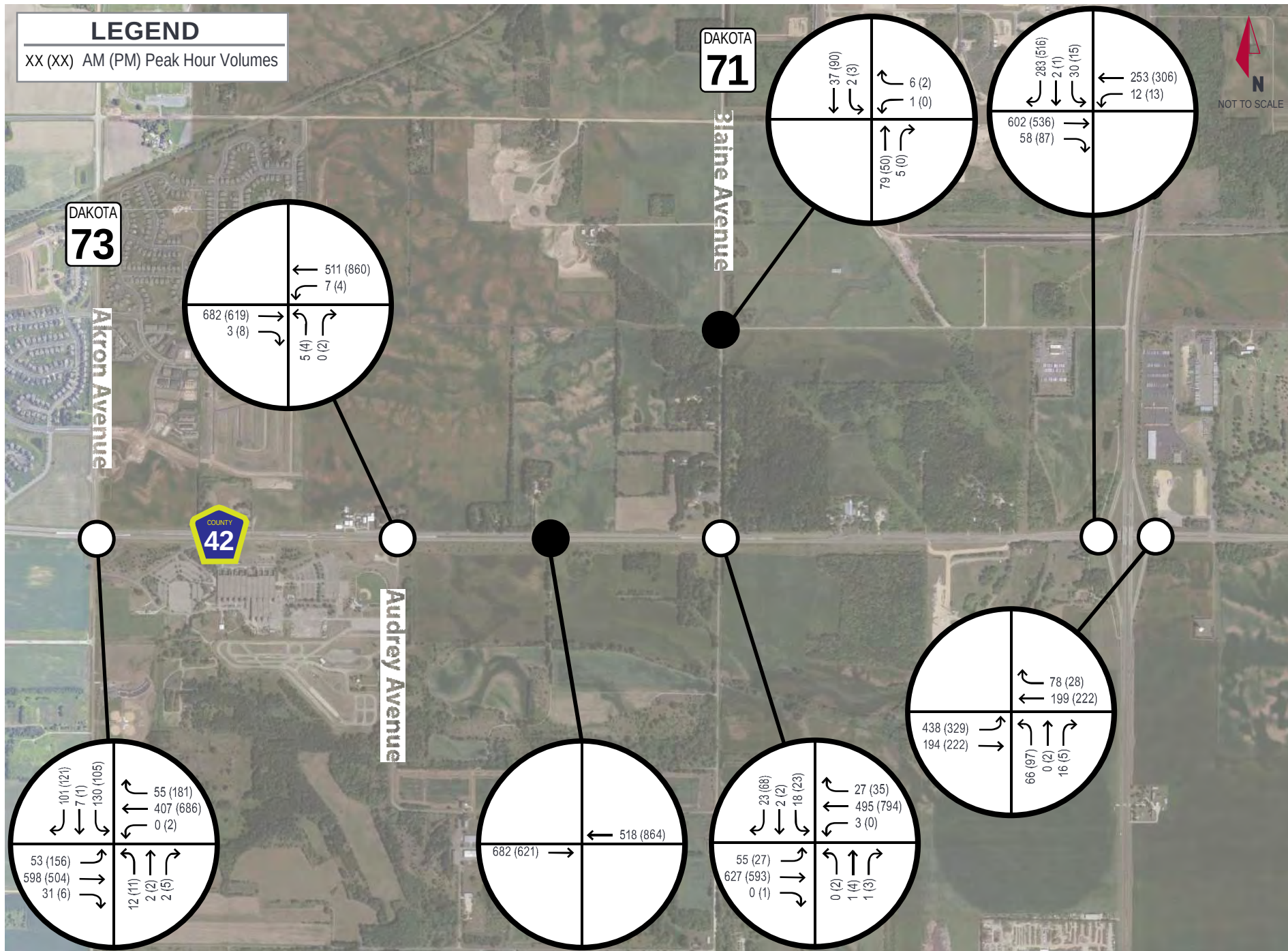
Appendix C: SITE PLAN

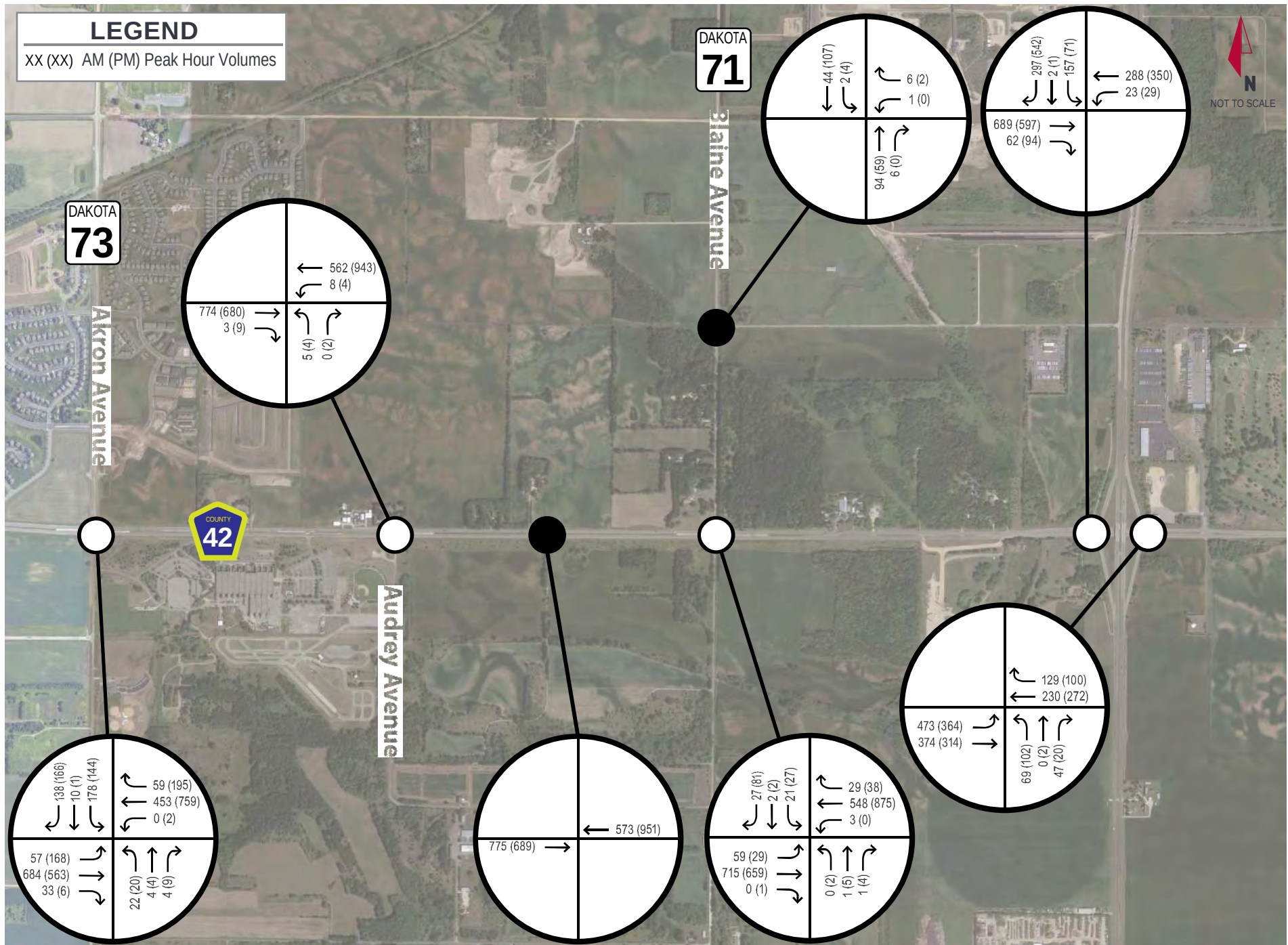
Appendix E: SIMTRAFFIC REPORTS

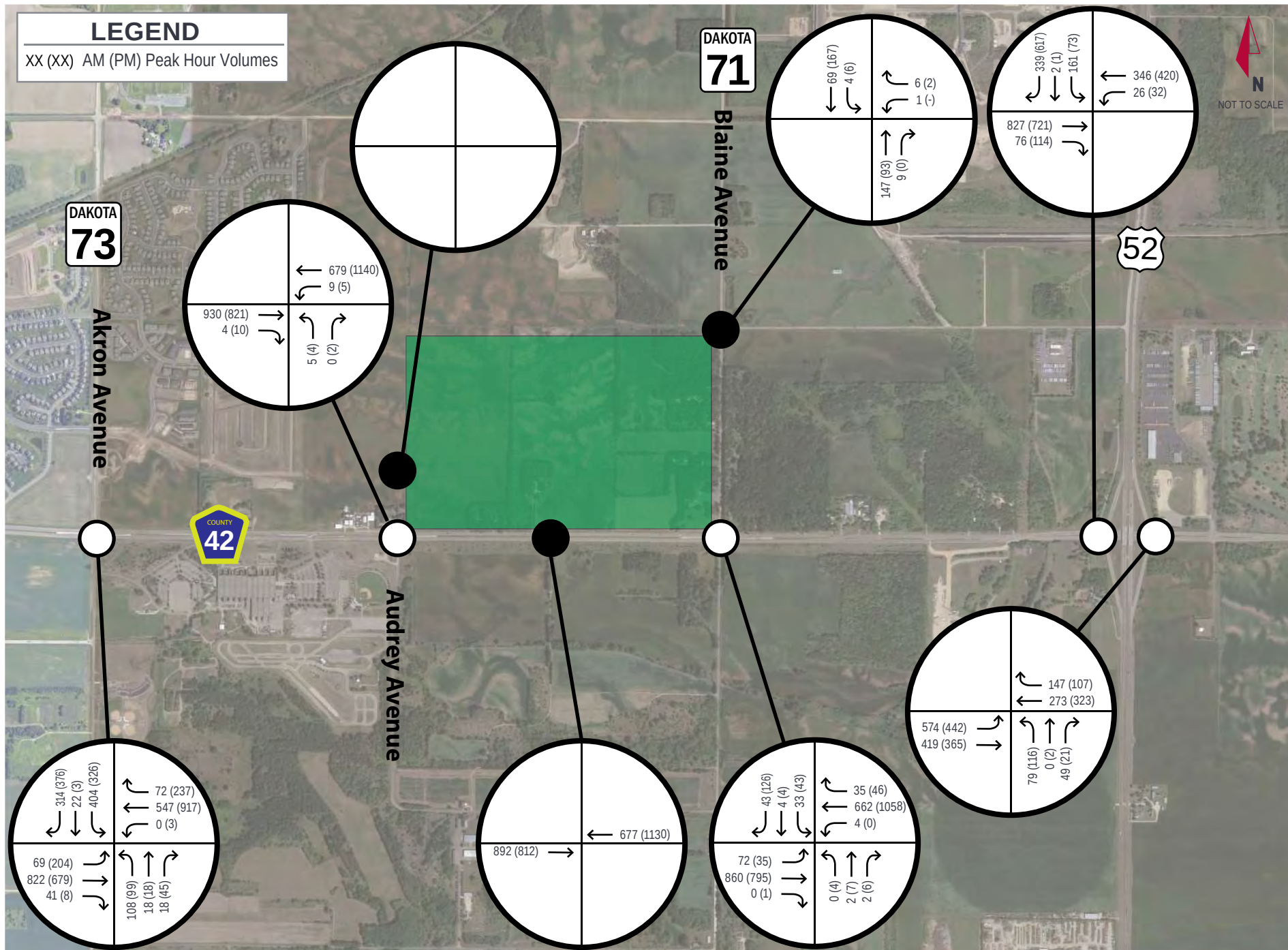
Appendix A: EXHIBITS

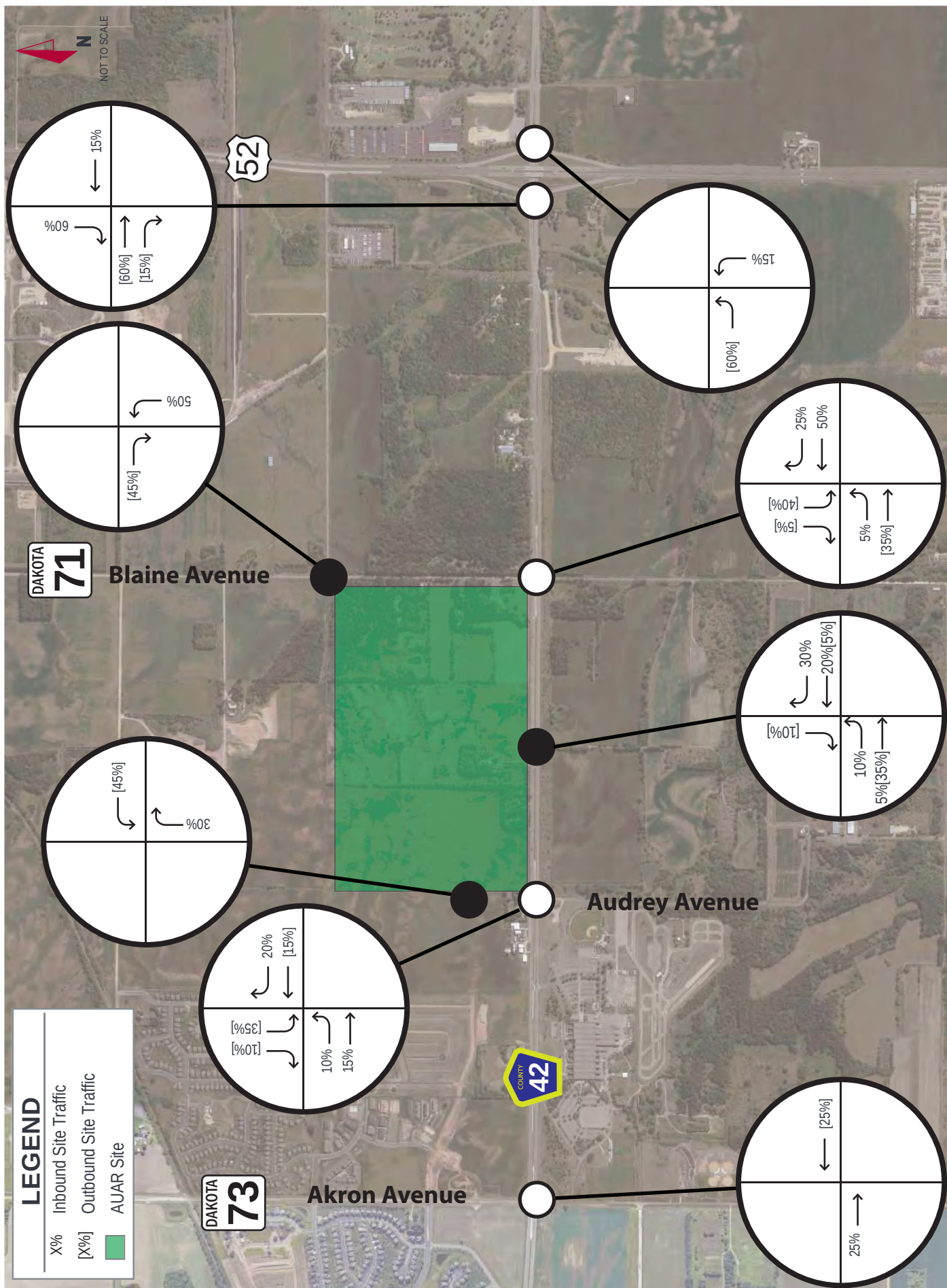


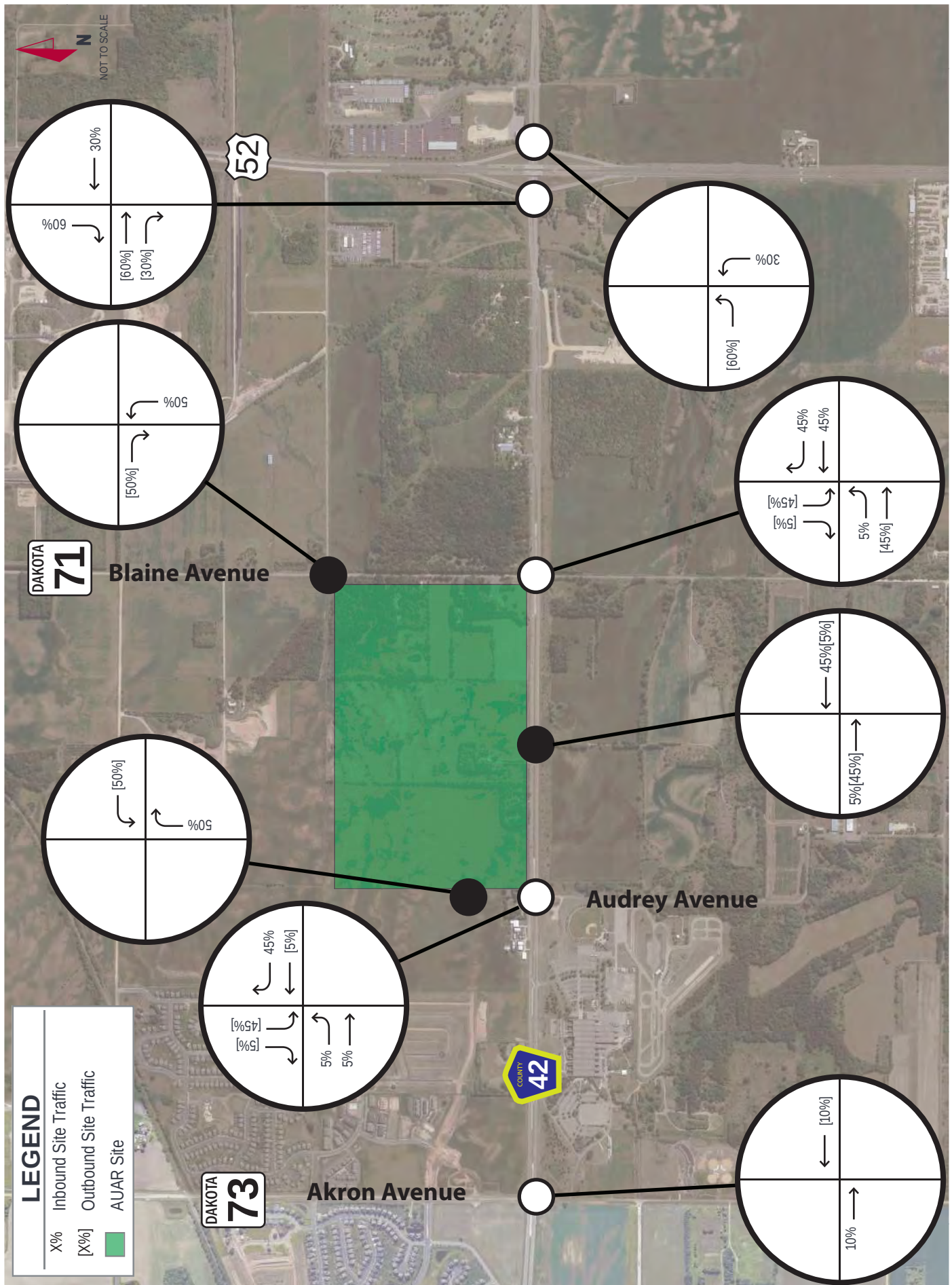


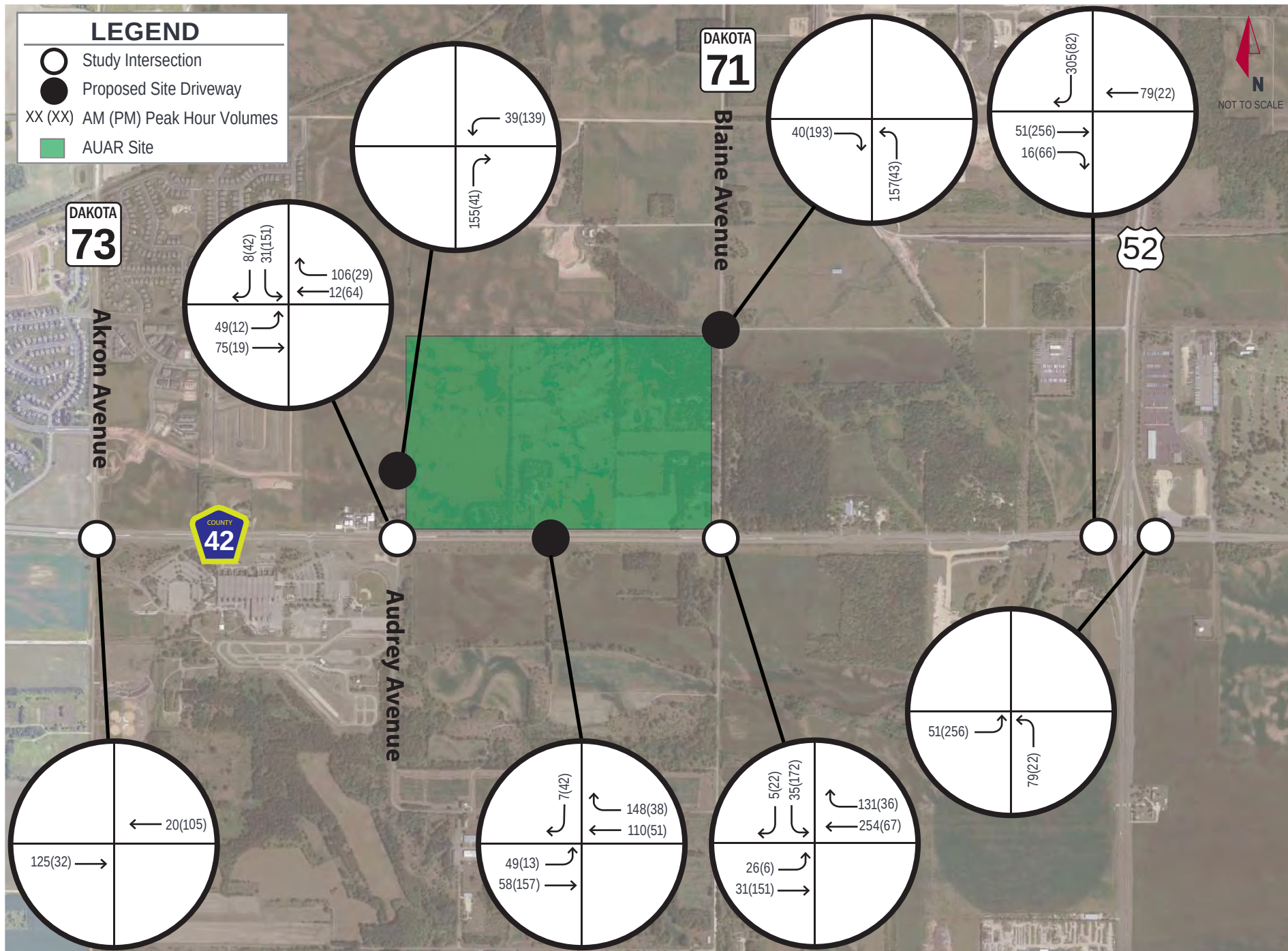


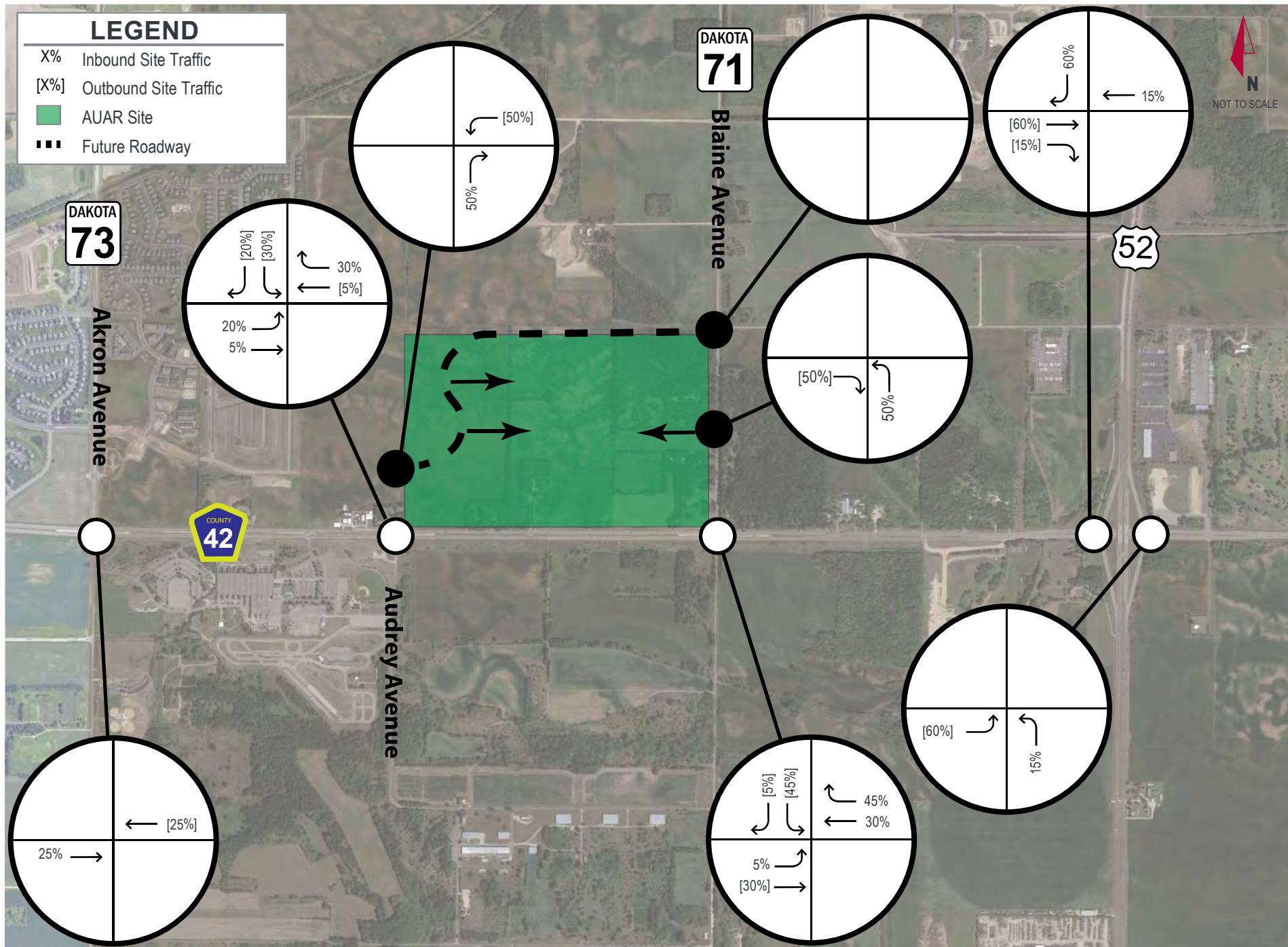


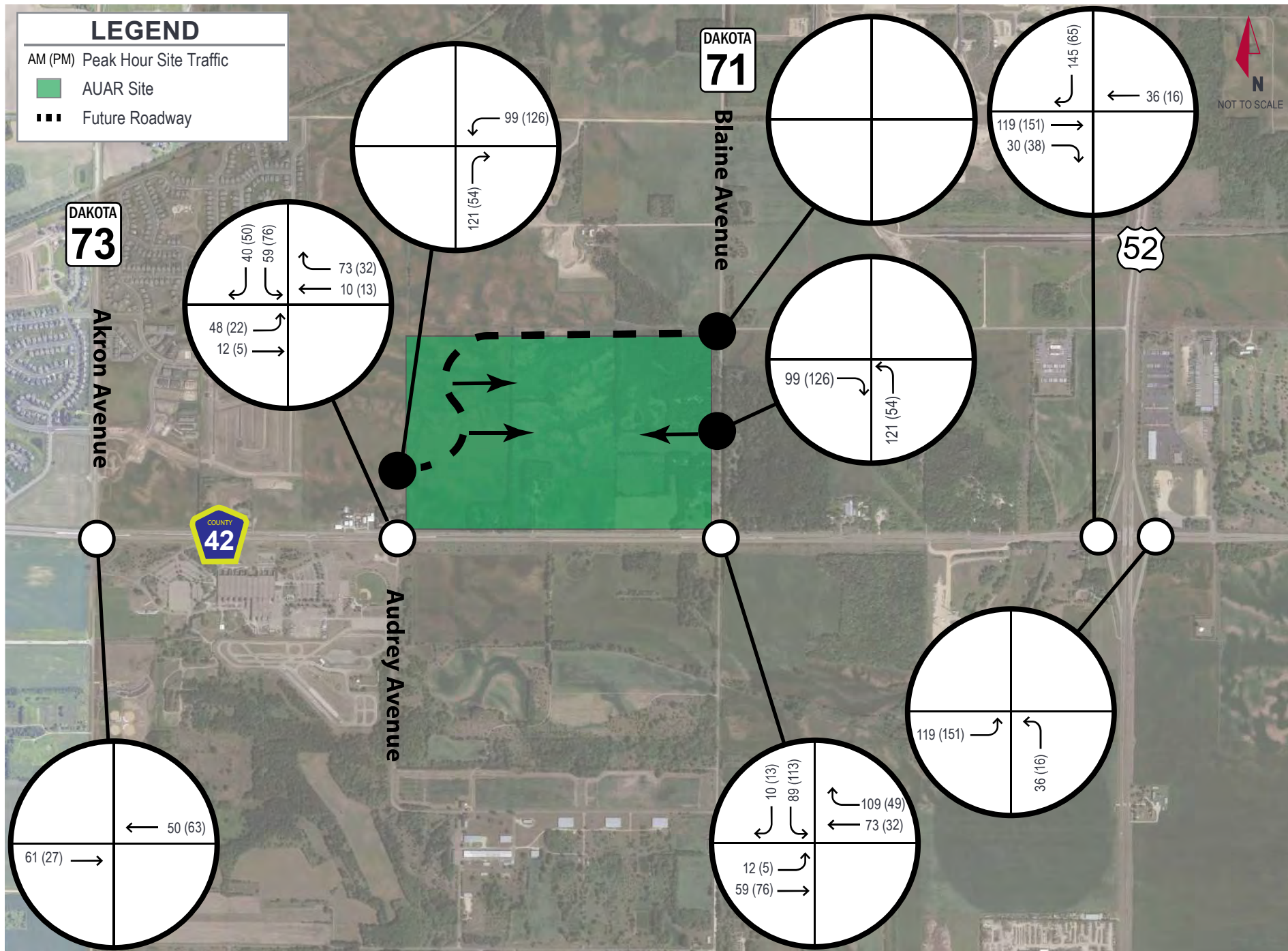


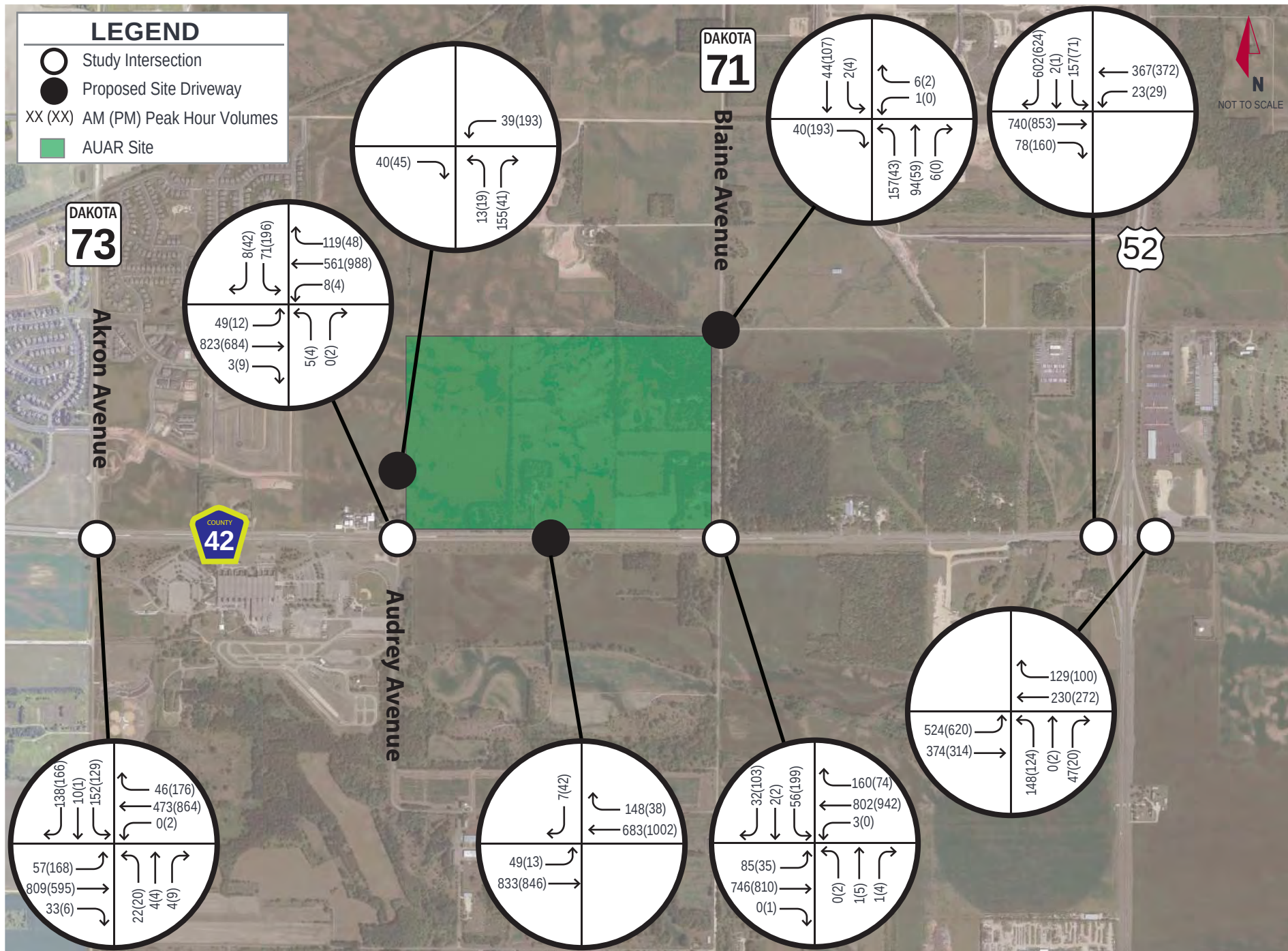


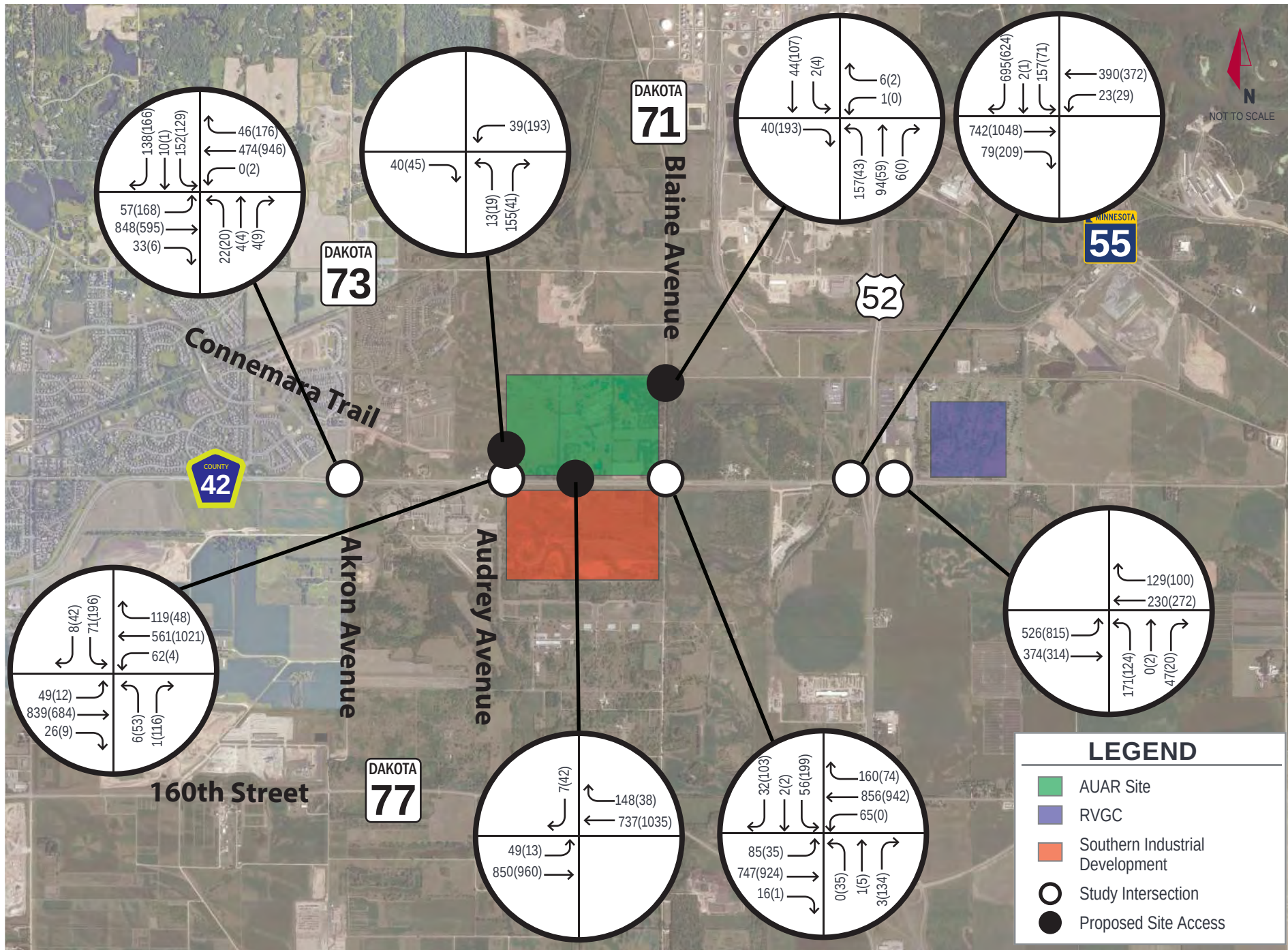


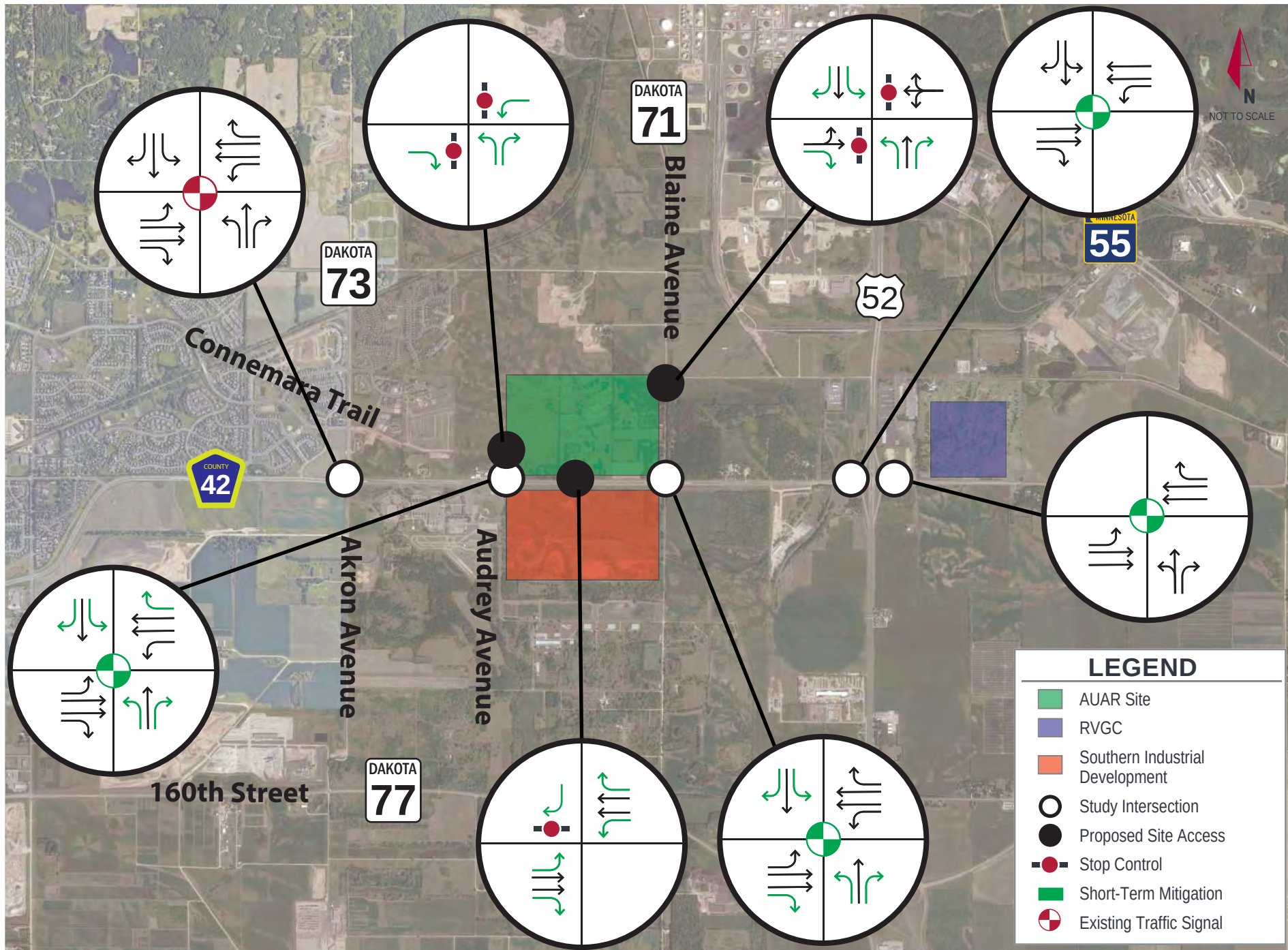


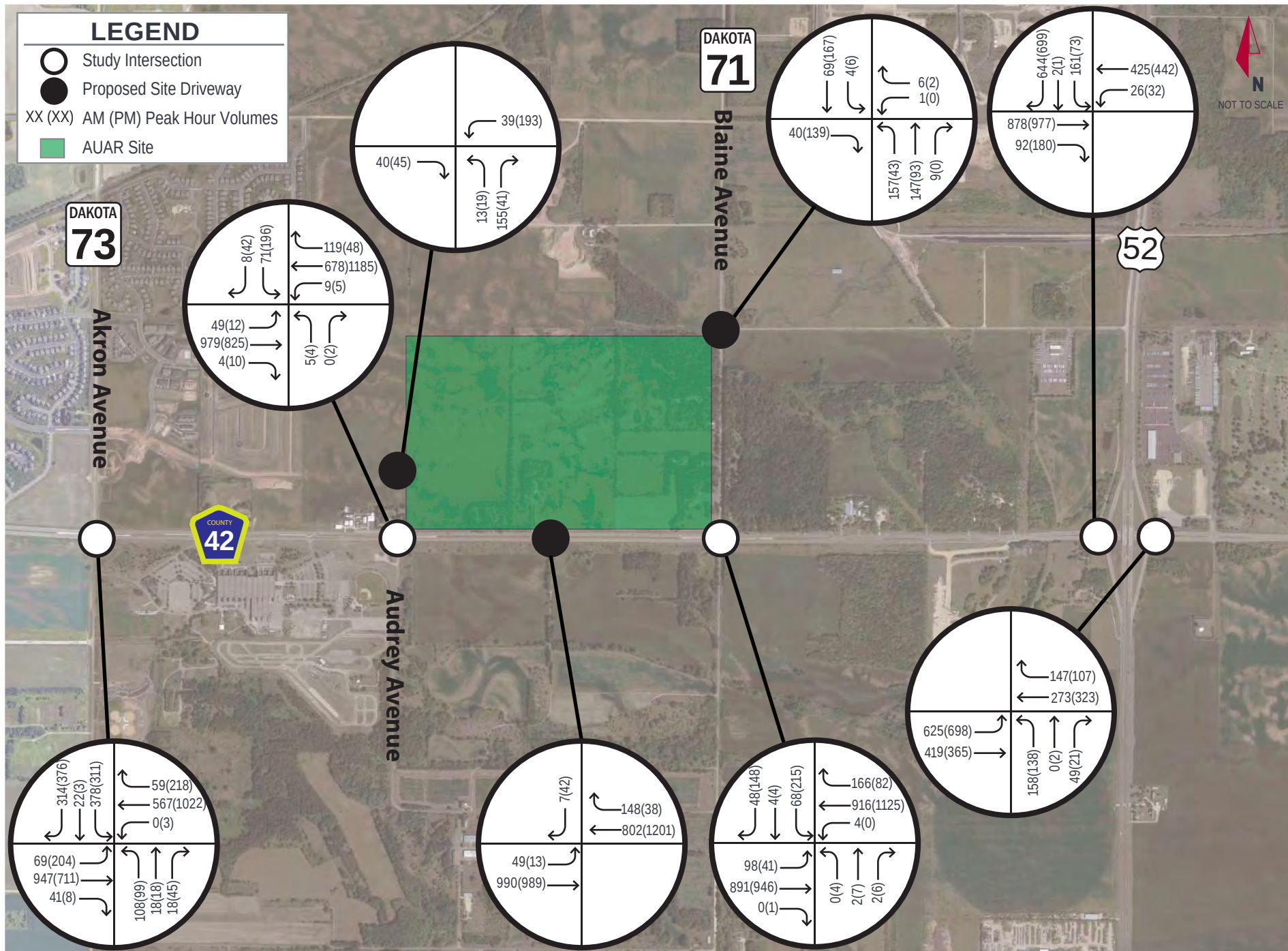


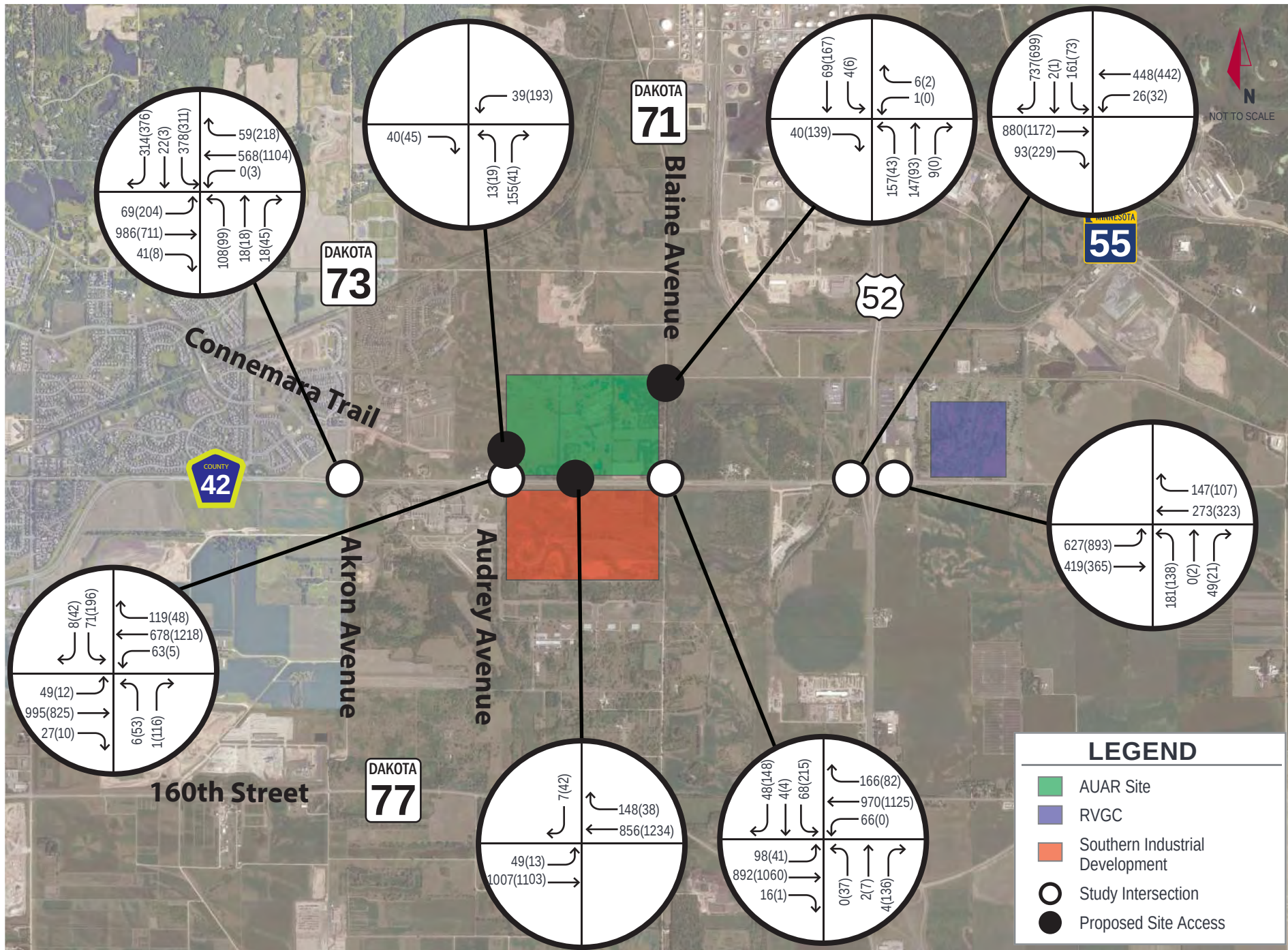


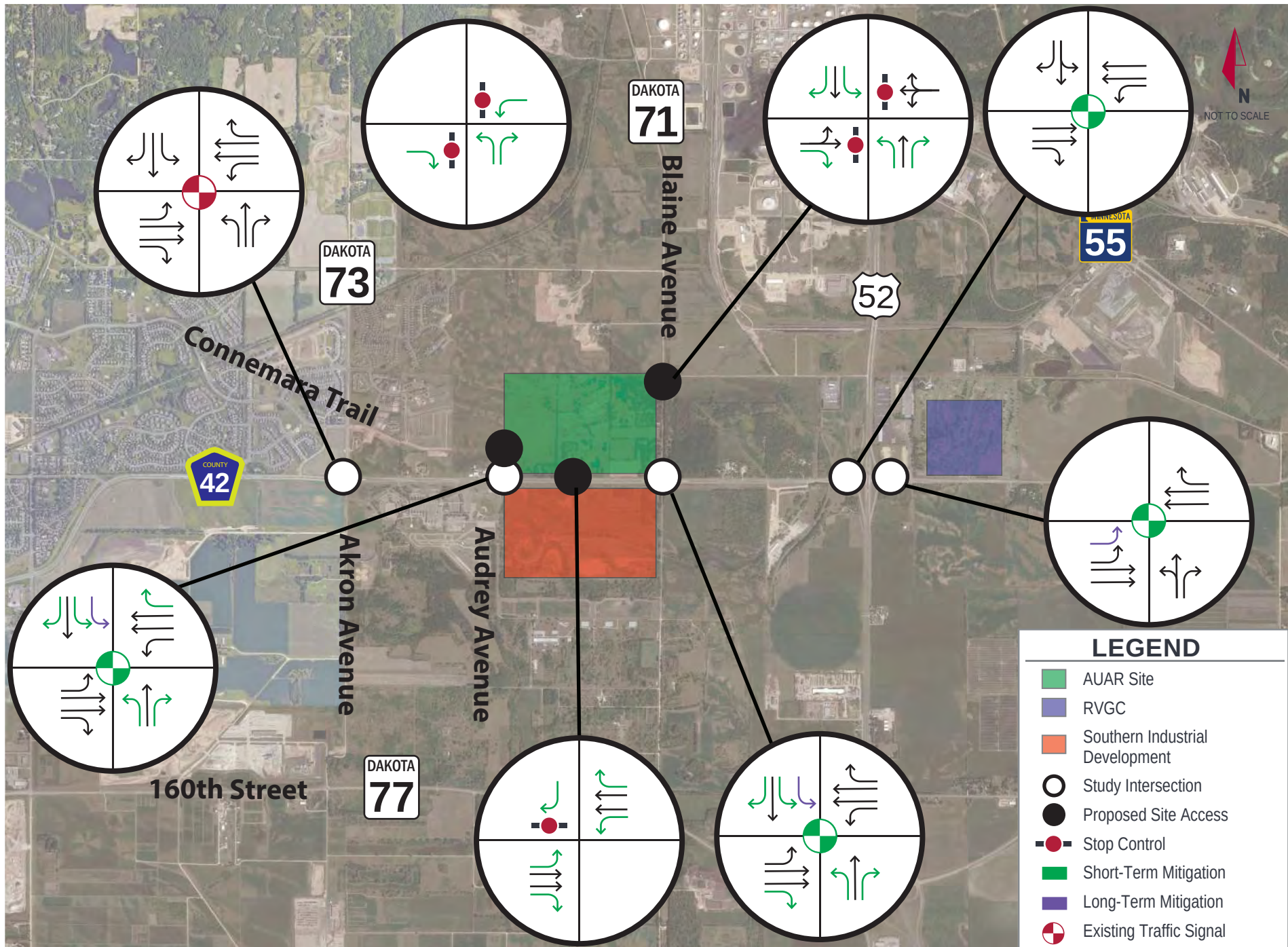


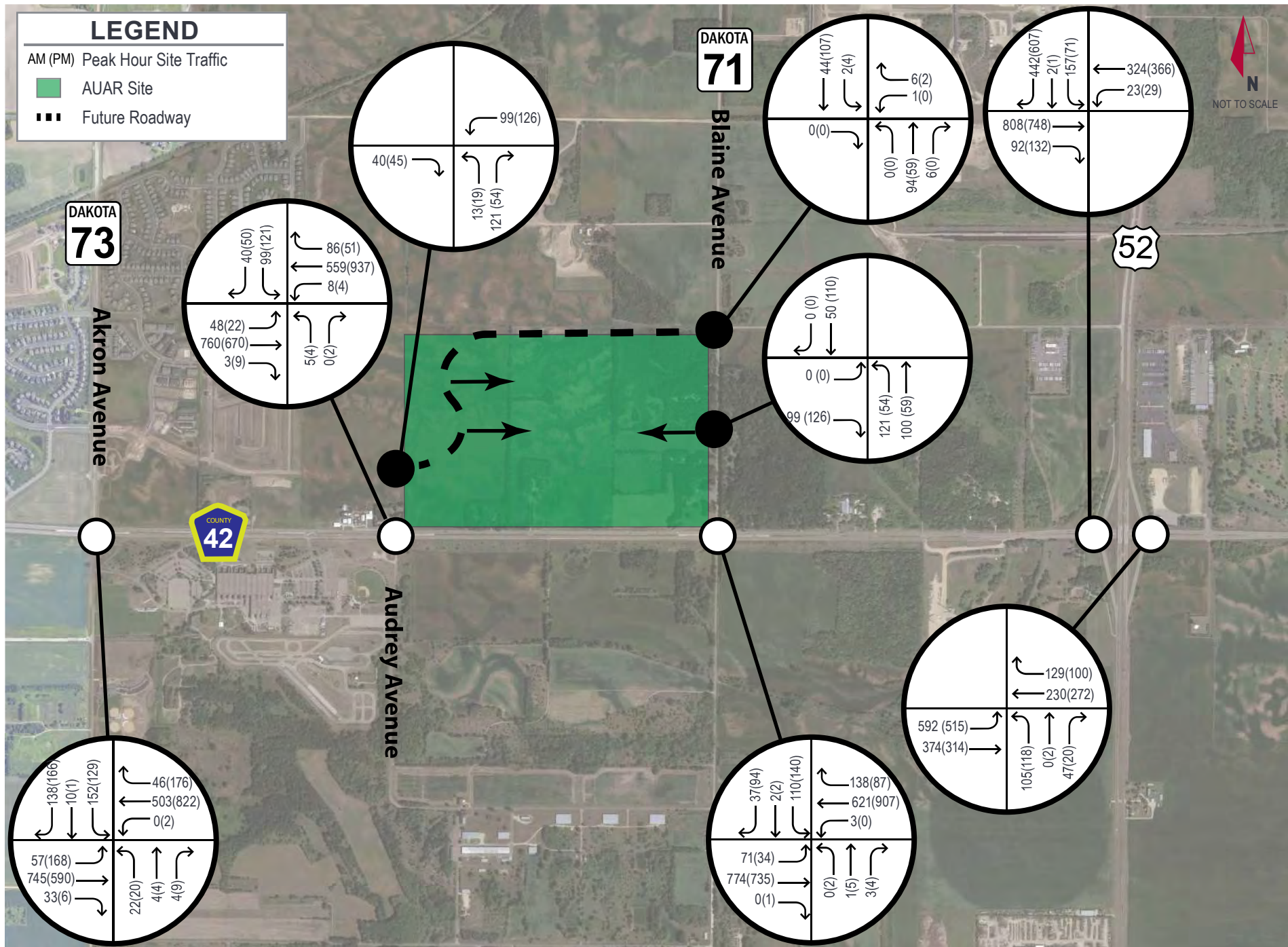


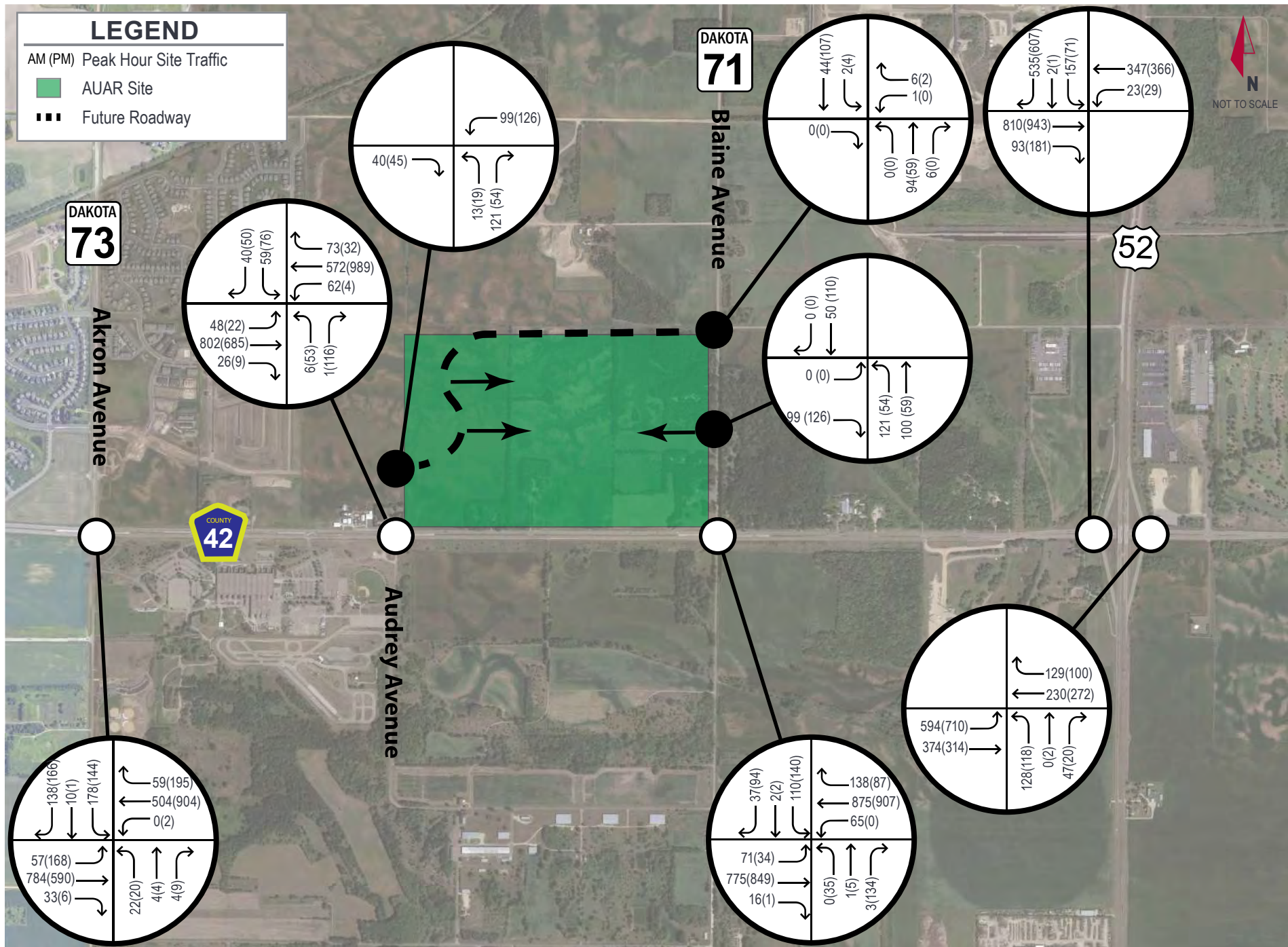


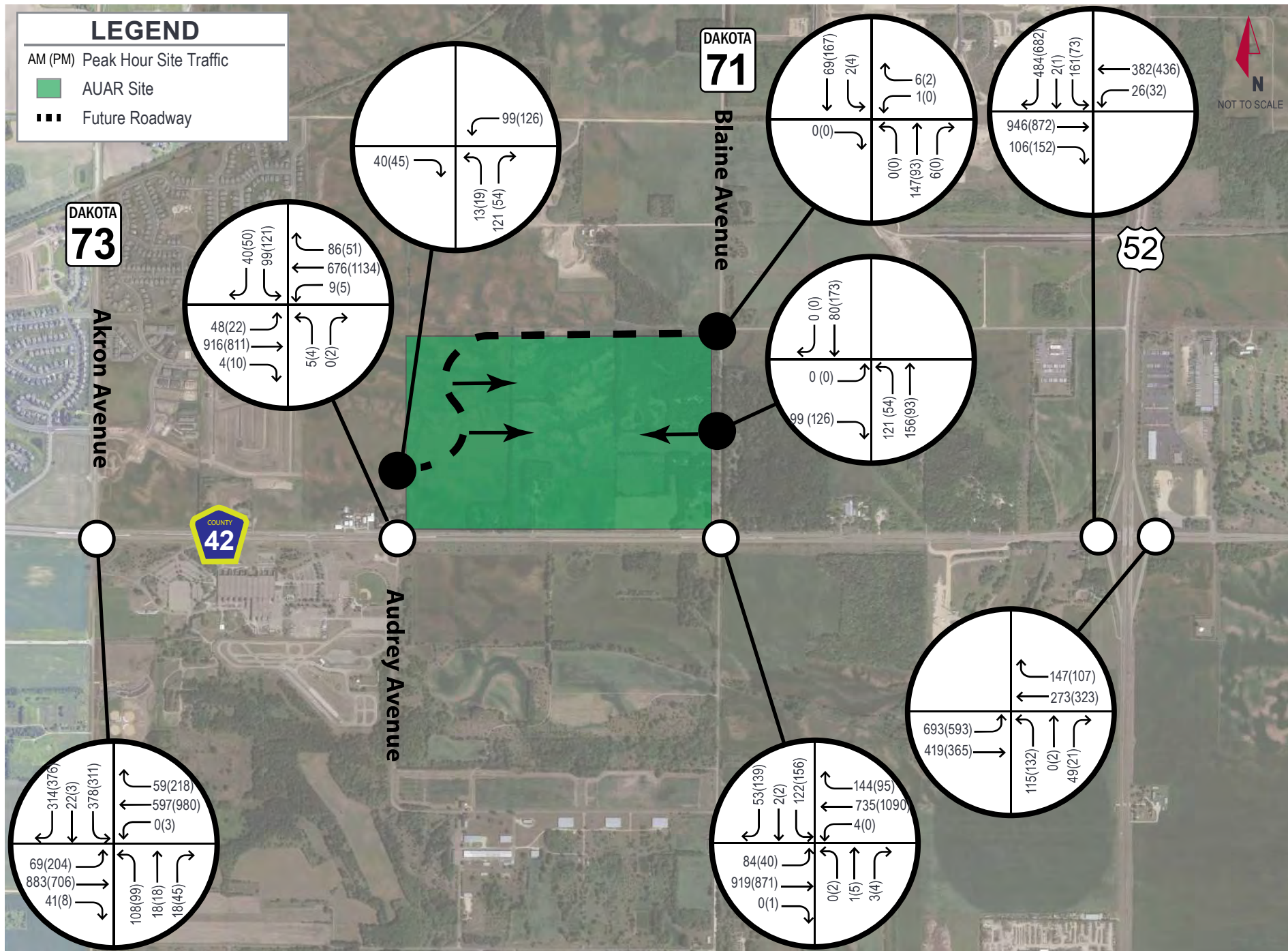


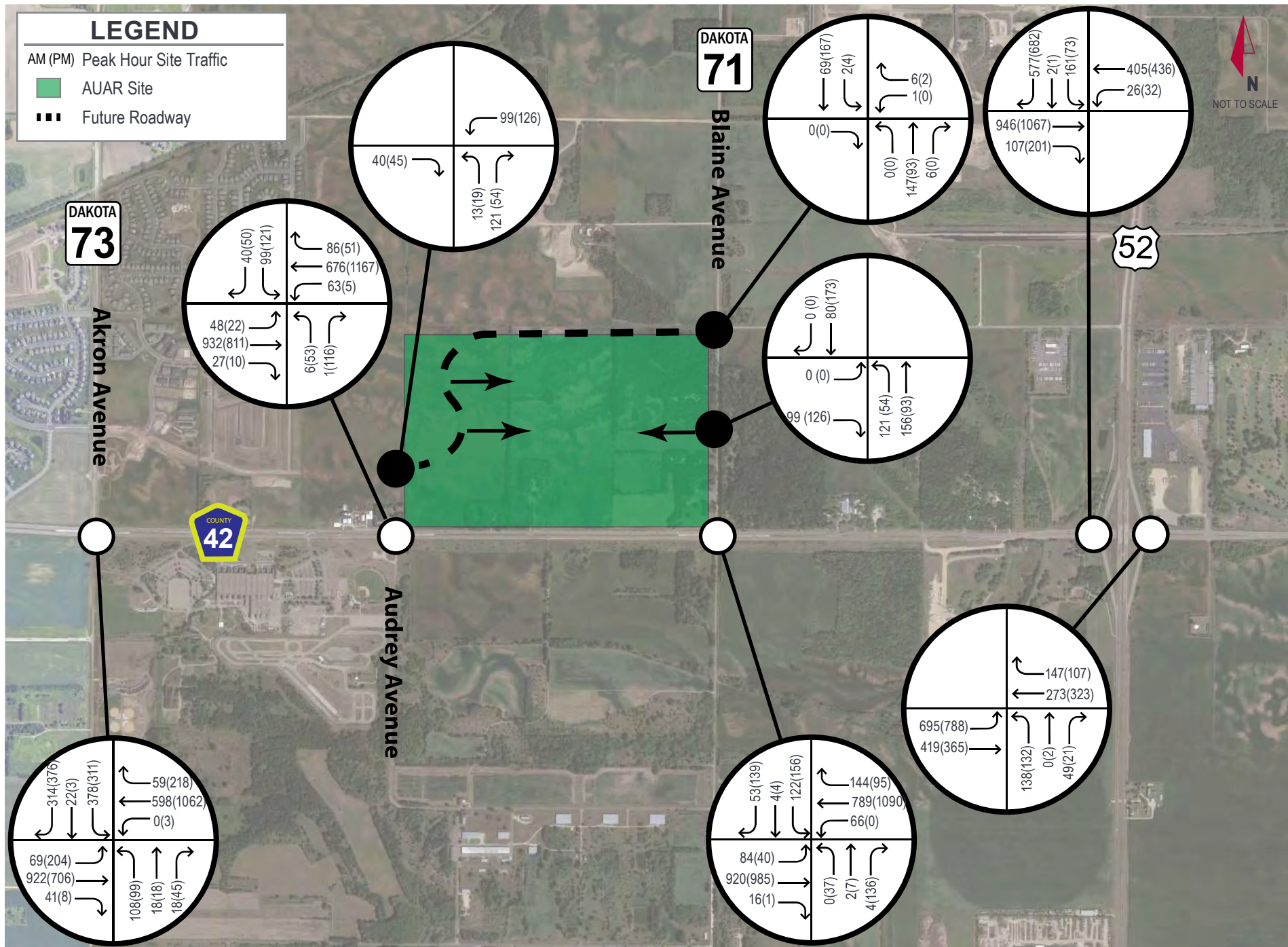










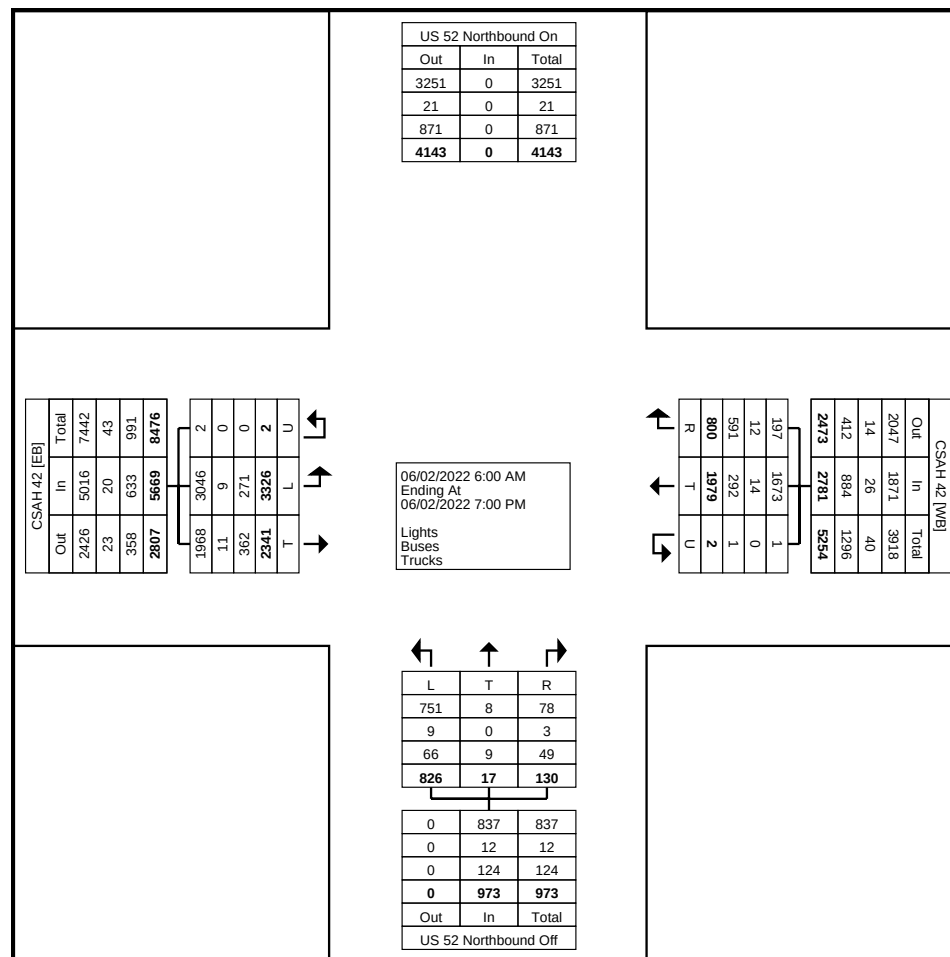


Appendix B: TURNING MOVEMENT COUNTS

Turning Movement Data

Start Time	CSAH 42 Eastbound				CSAH 42 Westbound				US 52 Northbound Off Ramp Northbound				Int. Total
	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	
6:00 AM	100	19	0	119	14	5	0	19	14	0	2	16	154
6:15 AM	90	27	0	117	34	3	0	37	18	0	2	20	174
6:30 AM	79	46	0	125	42	11	0	53	20	0	8	28	206
6:45 AM	86	40	0	126	33	12	0	45	21	0	3	24	195
Hourly Total	355	132	0	487	123	31	0	154	73	0	15	88	729
7:00 AM	102	49	0	151	39	20	0	59	16	0	4	20	230
7:15 AM	126	39	0	165	59	18	0	77	12	0	2	14	256
7:30 AM	111	49	0	160	47	19	0	66	22	0	4	26	252
7:45 AM	100	57	0	157	45	21	1	67	16	0	6	22	246
Hourly Total	439	194	0	633	190	78	1	269	66	0	16	82	984
8:00 AM	92	48	0	140	38	14	0	52	19	0	5	24	216
8:15 AM	77	47	0	124	34	25	0	59	9	0	3	12	195
8:30 AM	71	42	0	113	36	22	0	58	17	0	1	18	189
8:45 AM	49	38	0	87	38	13	0	51	18	0	3	21	159
Hourly Total	289	175	0	464	146	74	0	220	63	0	12	75	759
9:00 AM	55	34	0	89	26	14	0	40	12	1	0	13	142
9:15 AM	59	31	0	90	27	20	0	47	11	0	2	13	150
9:30 AM	54	39	0	93	39	29	0	68	11	0	5	16	177
9:45 AM	58	44	0	102	31	21	0	52	10	0	2	12	166
Hourly Total	226	148	0	374	123	84	0	207	44	1	9	54	635
10:00 AM	38	26	0	64	31	20	0	51	12	0	1	13	128
10:15 AM	39	30	0	69	23	8	0	31	15	2	3	20	120
10:30 AM	48	41	0	89	35	17	0	52	10	1	1	12	153
10:45 AM	43	35	0	78	36	23	0	59	9	1	1	11	148
Hourly Total	168	132	0	300	125	68	0	193	46	4	6	56	549
11:00 AM	39	40	0	79	31	24	0	55	17	1	3	21	155
11:15 AM	46	28	0	74	53	23	0	76	8	0	2	10	160
11:30 AM	37	28	0	65	53	27	0	80	10	0	2	12	157
11:45 AM	39	30	0	69	30	16	0	46	11	0	3	14	129
Hourly Total	161	126	0	287	167	90	0	257	46	1	10	57	601
12:00 PM	66	49	0	115	28	22	0	50	9	0	1	10	175
12:15 PM	42	54	0	96	31	18	0	49	10	0	3	13	158
12:30 PM	51	42	0	93	32	23	0	55	12	0	7	19	167
12:45 PM	40	45	0	85	44	16	0	60	19	0	2	21	166
Hourly Total	199	190	0	389	135	79	0	214	50	0	13	63	666
1:00 PM	43	38	0	81	38	17	0	55	13	2	3	18	154
1:15 PM	43	49	0	92	31	14	0	45	9	0	3	12	149
1:30 PM	52	48	0	100	35	13	0	48	9	0	2	11	159
1:45 PM	39	38	0	77	36	23	0	59	24	0	3	27	163

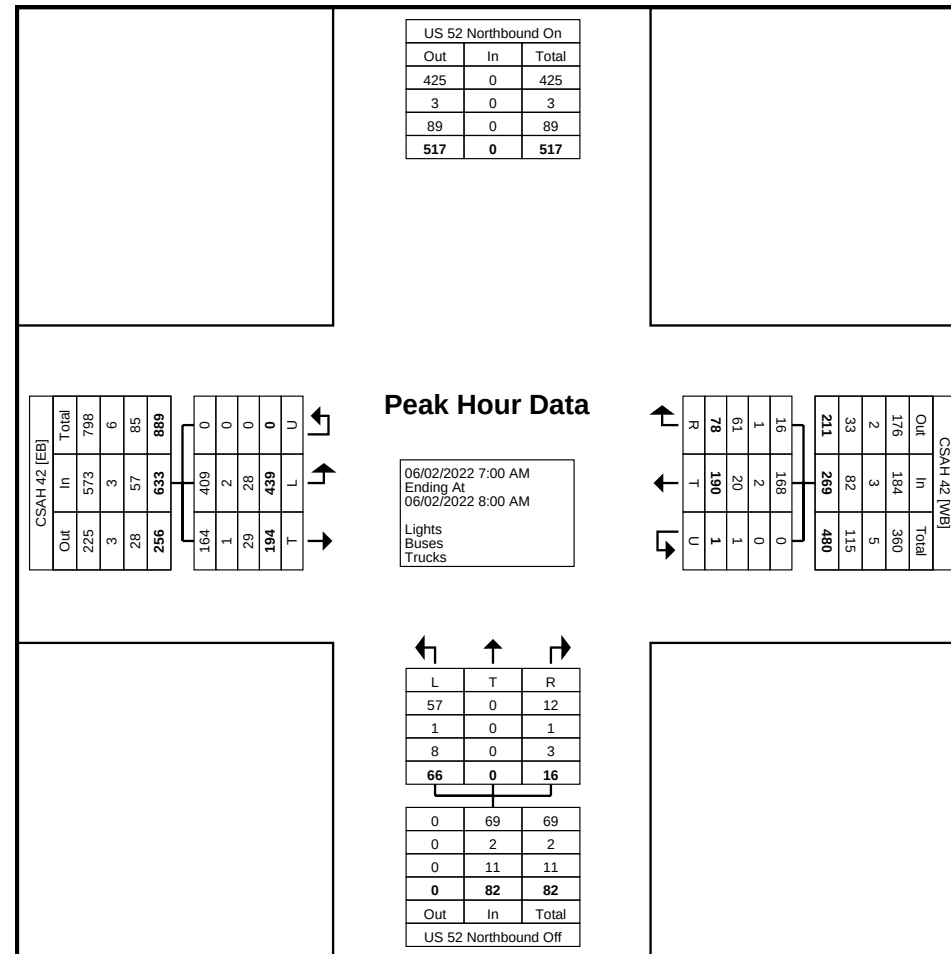
Hourly Total	177	173	0	350	140	67	0	207	55	2	11	68	625
2:00 PM	47	45	0	92	39	20	0	59	12	0	1	13	164
2:15 PM	84	55	0	139	47	29	0	76	16	0	0	16	231
2:30 PM	63	61	0	124	34	20	0	54	15	0	1	16	194
2:45 PM	55	60	0	115	49	20	0	69	19	1	2	22	206
Hourly Total	249	221	0	470	169	89	0	258	62	1	4	67	795
3:00 PM	58	59	0	117	35	11	0	46	21	3	1	25	188
3:15 PM	63	69	0	132	31	8	1	40	16	1	1	18	190
3:30 PM	53	61	1	115	57	22	0	79	17	0	0	17	211
3:45 PM	58	44	0	102	40	17	0	57	24	0	6	30	189
Hourly Total	232	233	1	466	163	58	1	222	78	4	8	90	778
4:00 PM	74	70	0	144	52	16	0	68	23	0	5	28	240
4:15 PM	97	49	0	146	39	16	0	55	20	0	1	21	222
4:30 PM	83	63	0	146	68	3	0	71	28	1	2	31	248
4:45 PM	86	42	0	128	61	8	0	69	13	1	0	14	211
Hourly Total	340	224	0	564	220	43	0	263	84	2	8	94	921
5:00 PM	98	65	0	163	40	11	0	51	24	0	2	26	240
5:15 PM	71	52	0	123	51	6	0	57	32	0	1	33	213
5:30 PM	56	50	0	106	51	7	0	58	20	0	3	23	187
5:45 PM	63	68	0	131	39	3	0	42	21	0	0	21	194
Hourly Total	288	235	0	523	181	27	0	208	97	0	6	103	834
6:00 PM	78	38	1	117	36	6	0	42	16	1	1	18	177
6:15 PM	55	47	0	102	25	5	0	30	20	0	3	23	155
6:30 PM	32	41	0	73	17	1	0	18	14	0	5	19	110
6:45 PM	38	32	0	70	19	0	0	19	12	1	3	16	105
Hourly Total	203	158	1	362	97	12	0	109	62	2	12	76	547
Grand Total	3326	2341	2	5669	1979	800	2	2781	826	17	130	973	9423
Approach %	58.7	41.3	0.0	-	71.2	28.8	0.1	-	84.9	1.7	13.4	-	-
Total %	35.3	24.8	0.0	60.2	21.0	8.5	0.0	29.5	8.8	0.2	1.4	10.3	-
Lights	3046	1968	2	5016	1673	197	1	1871	751	8	78	837	7724
% Lights	91.6	84.1	100.0	88.5	84.5	24.6	50.0	67.3	90.9	47.1	60.0	86.0	82.0
Buses	9	11	0	20	14	12	0	26	9	0	3	12	58
% Buses	0.3	0.5	0.0	0.4	0.7	1.5	0.0	0.9	1.1	0.0	2.3	1.2	0.6
Trucks	271	362	0	633	292	591	1	884	66	9	49	124	1641
% Trucks	8.1	15.5	0.0	11.2	14.8	73.9	50.0	31.8	8.0	52.9	37.7	12.7	17.4



Turning Movement Data Plot

Turning Movement Peak Hour Data (7:00 AM)

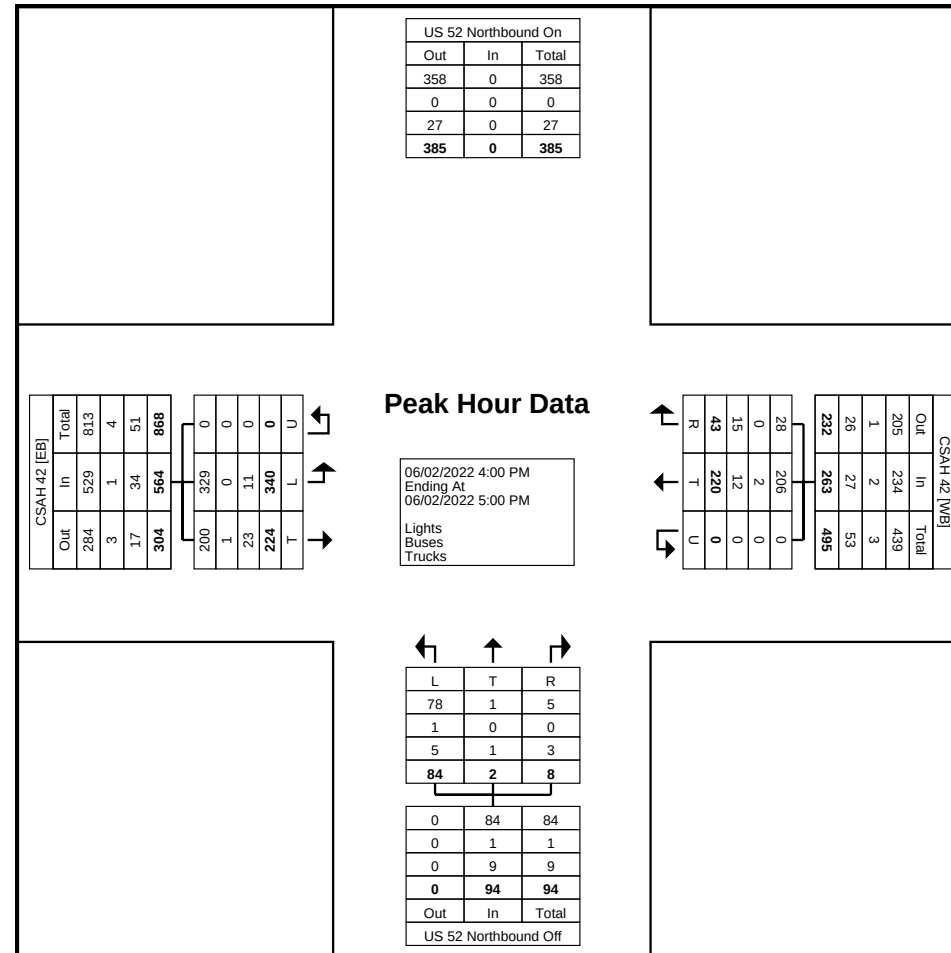
Start Time	CSAH 42 Eastbound				CSAH 42 Westbound				US 52 Northbound Off Ramp Northbound				Int. Total
	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	
7:00 AM	102	49	0	151	39	20	0	59	16	0	4	20	230
7:15 AM	126	39	0	165	59	18	0	77	12	0	2	14	256
7:30 AM	111	49	0	160	47	19	0	66	22	0	4	26	252
7:45 AM	100	57	0	157	45	21	1	67	16	0	6	22	246
Total	439	194	0	633	190	78	1	269	66	0	16	82	984
Approach %	69.4	30.6	0.0	-	70.6	29.0	0.4	-	80.5	0.0	19.5	-	-
Total %	44.6	19.7	0.0	64.3	19.3	7.9	0.1	27.3	6.7	0.0	1.6	8.3	-
PHF	0.871	0.851	0.000	0.959	0.805	0.929	0.250	0.873	0.750	0.000	0.667	0.788	0.961
Lights	409	164	0	573	168	16	0	184	57	0	12	69	826
% Lights	93.2	84.5	-	90.5	88.4	20.5	0.0	68.4	86.4	-	75.0	84.1	83.9
Buses	2	1	0	3	2	1	0	3	1	0	1	2	8
% Buses	0.5	0.5	-	0.5	1.1	1.3	0.0	1.1	1.5	-	6.3	2.4	0.8
Trucks	28	29	0	57	20	61	1	82	8	0	3	11	150
% Trucks	6.4	14.9	-	9.0	10.5	78.2	100.0	30.5	12.1	-	18.8	13.4	15.2



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

Turning Movement Peak Hour Data (4:00 PM)

Start Time	CSAH 42 Eastbound				CSAH 42 Westbound				US 52 Northbound Off Ramp Northbound				Int. Total
	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	
4:00 PM	74	70	0	144	52	16	0	68	23	0	5	28	240
4:15 PM	97	49	0	146	39	16	0	55	20	0	1	21	222
4:30 PM	83	63	0	146	68	3	0	71	28	1	2	31	248
4:45 PM	86	42	0	128	61	8	0	69	13	1	0	14	211
Total	340	224	0	564	220	43	0	263	84	2	8	94	921
Approach %	60.3	39.7	0.0	-	83.7	16.3	0.0	-	89.4	2.1	8.5	-	-
Total %	36.9	24.3	0.0	61.2	23.9	4.7	0.0	28.6	9.1	0.2	0.9	10.2	-
PHF	0.876	0.800	0.000	0.966	0.809	0.672	0.000	0.926	0.750	0.500	0.400	0.758	0.928
Lights	329	200	0	529	206	28	0	234	78	1	5	84	847
% Lights	96.8	89.3	-	93.8	93.6	65.1	-	89.0	92.9	50.0	62.5	89.4	92.0
Buses	0	1	0	1	2	0	0	2	1	0	0	1	4
% Buses	0.0	0.4	-	0.2	0.9	0.0	-	0.8	1.2	0.0	0.0	1.1	0.4
Trucks	11	23	0	34	12	15	0	27	5	1	3	9	70
% Trucks	3.2	10.3	-	6.0	5.5	34.9	-	10.3	6.0	50.0	37.5	9.6	7.6

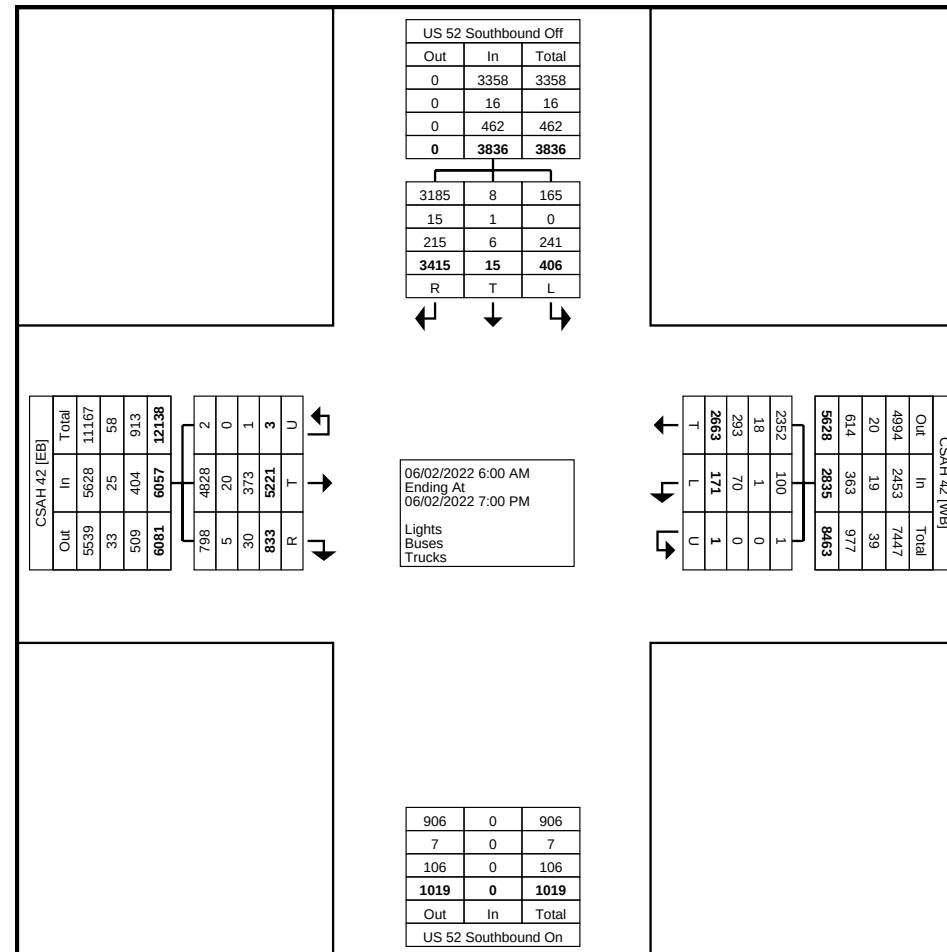


Turning Movement Peak Hour Data Plot (4:00 PM)

Turning Movement Data

Start Time	CSAH 42 Eastbound				CSAH 42 Westbound				US 52 Southbound Off Ramp Southbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Thru	Right	App. Total	
6:00 AM	106	10	0	116	0	30	0	30	4	0	39	43	189
6:15 AM	107	10	0	117	2	45	0	47	6	0	43	49	213
6:30 AM	115	16	0	131	2	58	0	60	10	0	64	74	265
6:45 AM	115	13	0	128	2	55	0	57	9	1	81	91	276
Hourly Total	443	49	0	492	6	188	0	194	29	1	227	257	943
7:00 AM	148	21	0	169	2	53	0	55	4	2	48	54	278
7:15 AM	154	20	0	174	2	71	0	73	4	0	62	66	313
7:30 AM	156	10	0	166	3	67	0	70	10	0	95	105	341
7:45 AM	144	7	0	151	5	62	0	67	12	0	78	90	308
Hourly Total	602	58	0	660	12	253	0	265	30	2	283	315	1240
8:00 AM	128	11	0	139	1	50	0	51	8	0	35	43	233
8:15 AM	112	12	0	124	6	40	0	46	9	1	50	60	230
8:30 AM	106	19	0	125	2	51	0	53	9	0	39	48	226
8:45 AM	79	13	1	93	1	58	0	59	11	0	39	50	202
Hourly Total	425	55	1	481	10	199	0	209	37	1	163	201	891
9:00 AM	79	12	0	91	2	35	1	38	7	0	44	51	180
9:15 AM	80	15	0	95	2	36	0	38	7	0	48	55	188
9:30 AM	80	16	0	96	5	48	0	53	11	0	44	55	204
9:45 AM	93	13	0	106	9	32	0	41	6	0	33	39	186
Hourly Total	332	56	0	388	18	151	1	170	31	0	169	200	758
10:00 AM	61	10	1	72	3	38	0	41	4	0	39	43	156
10:15 AM	65	11	0	76	3	39	0	42	6	0	44	50	168
10:30 AM	80	8	0	88	3	42	0	45	8	1	40	49	182
10:45 AM	65	14	0	79	1	43	0	44	10	0	40	50	173
Hourly Total	271	43	1	315	10	162	0	172	28	1	163	192	679
11:00 AM	69	16	0	85	3	47	0	50	14	0	40	54	189
11:15 AM	62	17	0	79	6	57	0	63	13	1	51	65	207
11:30 AM	58	9	0	67	5	53	0	58	2	0	60	62	187
11:45 AM	68	8	0	76	1	40	0	41	5	1	44	50	167
Hourly Total	257	50	0	307	15	197	0	212	34	2	195	231	750
12:00 PM	106	16	0	122	1	39	0	40	8	1	58	67	229
12:15 PM	74	17	0	91	2	40	0	42	13	0	45	58	191
12:30 PM	88	11	0	99	2	37	0	39	14	1	29	44	182
12:45 PM	75	11	0	86	3	62	0	65	11	0	41	52	203
Hourly Total	343	55	0	398	8	178	0	186	46	2	173	221	805
1:00 PM	72	17	1	90	6	46	0	52	8	0	38	46	188
1:15 PM	67	16	0	83	7	36	0	43	23	0	53	76	202
1:30 PM	89	14	0	103	1	43	0	44	13	1	55	69	216
1:45 PM	65	16	0	81	3	54	0	57	12	2	61	75	213

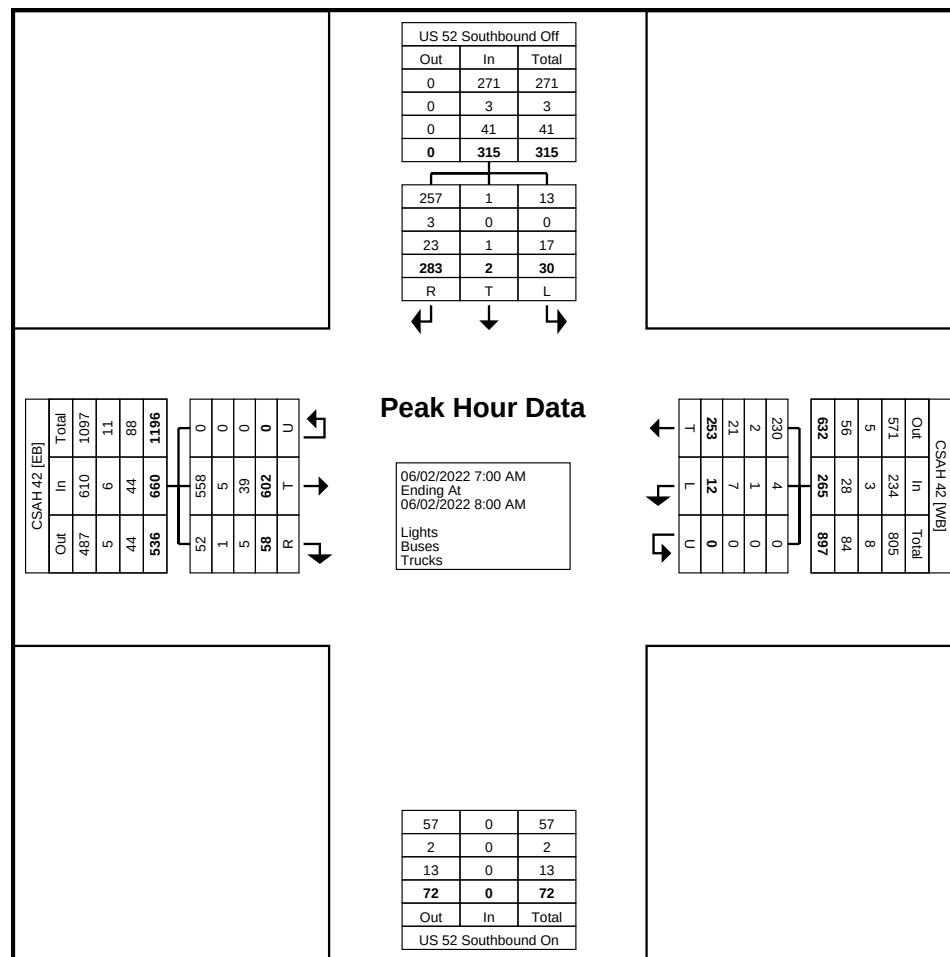
Hourly Total	293	63	1	357	17	179	0	196	56	3	207	266	819
2:00 PM	79	18	0	97	7	47	0	54	9	0	59	68	219
2:15 PM	133	21	0	154	6	57	0	63	8	0	74	82	299
2:30 PM	124	18	0	142	4	44	0	48	4	0	58	62	252
2:45 PM	110	22	0	132	4	66	0	70	3	0	77	80	282
Hourly Total	446	79	0	525	21	214	0	235	24	0	268	292	1052
3:00 PM	102	19	0	121	0	56	0	56	3	0	71	74	251
3:15 PM	121	21	0	142	5	43	0	48	11	0	91	102	292
3:30 PM	110	29	0	139	9	67	0	76	11	1	102	114	329
3:45 PM	94	27	0	121	3	64	0	67	6	0	104	110	298
Hourly Total	427	96	0	523	17	230	0	247	31	1	368	400	1170
4:00 PM	134	26	0	160	6	68	0	74	10	0	84	94	328
4:15 PM	138	23	0	161	3	59	0	62	6	1	124	131	354
4:30 PM	147	31	0	178	5	83	0	88	1	0	102	103	369
4:45 PM	120	28	0	148	4	78	0	82	6	0	126	132	362
Hourly Total	539	108	0	647	18	288	0	306	23	1	436	460	1413
5:00 PM	148	17	0	165	2	61	0	63	4	0	123	127	355
5:15 PM	121	11	0	132	2	84	0	86	4	1	165	170	388
5:30 PM	102	20	0	122	1	67	0	68	8	0	129	137	327
5:45 PM	120	18	0	138	2	60	0	62	8	0	85	93	293
Hourly Total	491	66	0	557	7	272	0	279	24	1	502	527	1363
6:00 PM	116	18	0	134	3	52	0	55	3	0	93	96	285
6:15 PM	100	11	0	111	4	40	0	44	3	0	53	56	211
6:30 PM	63	20	0	83	1	29	0	30	6	0	63	69	182
6:45 PM	73	6	0	79	4	31	0	35	1	0	52	53	167
Hourly Total	352	55	0	407	12	152	0	164	13	0	261	274	845
Grand Total	5221	833	3	6057	171	2663	1	2835	406	15	3415	3836	12728
Approach %	86.2	13.8	0.0	-	6.0	93.9	0.0	-	10.6	0.4	89.0	-	-
Total %	41.0	6.5	0.0	47.6	1.3	20.9	0.0	22.3	3.2	0.1	26.8	30.1	-
Lights	4828	798	2	5628	100	2352	1	2453	165	8	3185	3358	11439
% Lights	92.5	95.8	66.7	92.9	58.5	88.3	100.0	86.5	40.6	53.3	93.3	87.5	89.9
Buses	20	5	0	25	1	18	0	19	0	1	15	16	60
% Buses	0.4	0.6	0.0	0.4	0.6	0.7	0.0	0.7	0.0	6.7	0.4	0.4	0.5
Trucks	373	30	1	404	70	293	0	363	241	6	215	462	1229
% Trucks	7.1	3.6	33.3	6.7	40.9	11.0	0.0	12.8	59.4	40.0	6.3	12.0	9.7



Turning Movement Data Plot

Turning Movement Peak Hour Data (7:00 AM)

Start Time	CSAH 42 Eastbound				CSAH 42 Westbound				US 52 Southbound Off Ramp Southbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Thru	Right	App. Total	
7:00 AM	148	21	0	169	2	53	0	55	4	2	48	54	278
7:15 AM	154	20	0	174	2	71	0	73	4	0	62	66	313
7:30 AM	156	10	0	166	3	67	0	70	10	0	95	105	341
7:45 AM	144	7	0	151	5	62	0	67	12	0	78	90	308
Total	602	58	0	660	12	253	0	265	30	2	283	315	1240
Approach %	91.2	8.8	0.0	-	4.5	95.5	0.0	-	9.5	0.6	89.8	-	-
Total %	48.5	4.7	0.0	53.2	1.0	20.4	0.0	21.4	2.4	0.2	22.8	25.4	-
PHF	0.965	0.690	0.000	0.948	0.600	0.891	0.000	0.908	0.625	0.250	0.745	0.750	0.909
Lights	558	52	0	610	4	230	0	234	13	1	257	271	1115
% Lights	92.7	89.7	-	92.4	33.3	90.9	-	88.3	43.3	50.0	90.8	86.0	89.9
Buses	5	1	0	6	1	2	0	3	0	0	3	3	12
% Buses	0.8	1.7	-	0.9	8.3	0.8	-	1.1	0.0	0.0	1.1	1.0	1.0
Trucks	39	5	0	44	7	21	0	28	17	1	23	41	113
% Trucks	6.5	8.6	-	6.7	58.3	8.3	-	10.6	56.7	50.0	8.1	13.0	9.1

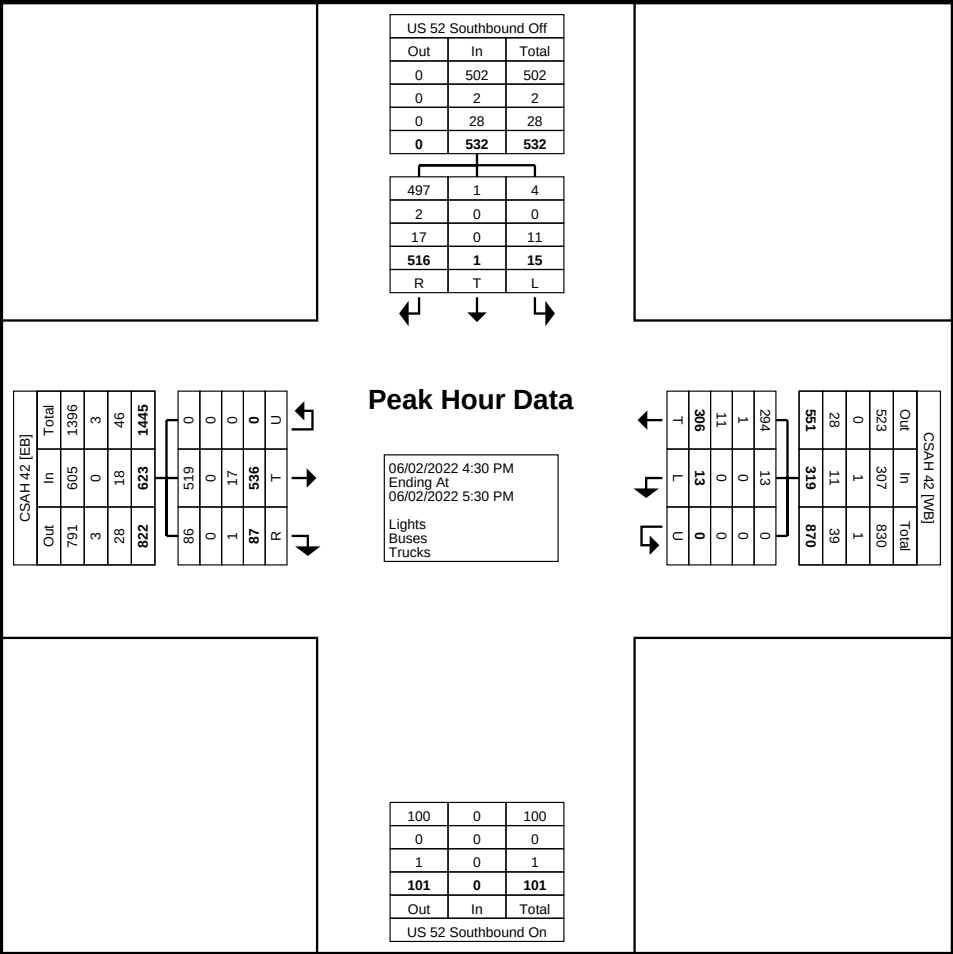


Turning Movement Peak Hour Data Plot (7:00 AM)

Count Name: CSAH 42 & US 52 Southbound
Ramps
Site Code:
Start Date: 06/02/2022
Page No: 6

Turning Movement Peak Hour Data (4:30 PM)

Start Time	CSAH 42 Eastbound				CSAH 42 Westbound				US 52 Southbound Off Ramp Southbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Thru	Right	App. Total	
4:30 PM	147	31	0	178	5	83	0	88	1	0	102	103	369
4:45 PM	120	28	0	148	4	78	0	82	6	0	126	132	362
5:00 PM	148	17	0	165	2	61	0	63	4	0	123	127	355
5:15 PM	121	11	0	132	2	84	0	86	4	1	165	170	388
Total	536	87	0	623	13	306	0	319	15	1	516	532	1474
Approach %	86.0	14.0	0.0	-	4.1	95.9	0.0	-	2.8	0.2	97.0	-	-
Total %	36.4	5.9	0.0	42.3	0.9	20.8	0.0	21.6	1.0	0.1	35.0	36.1	-
PHF	0.905	0.702	0.000	0.875	0.650	0.911	0.000	0.906	0.625	0.250	0.782	0.782	0.950
Lights	519	86	0	605	13	294	0	307	4	1	497	502	1414
% Lights	96.8	98.9	-	97.1	100.0	96.1	-	96.2	26.7	100.0	96.3	94.4	95.9
Buses	0	0	0	0	0	1	0	1	0	0	2	2	3
% Buses	0.0	0.0	-	0.0	0.0	0.3	-	0.3	0.0	0.0	0.4	0.4	0.2
Trucks	17	1	0	18	0	11	0	11	11	0	17	28	57
% Trucks	3.2	1.1	-	2.9	0.0	3.6	-	3.4	73.3	0.0	3.3	5.3	3.9

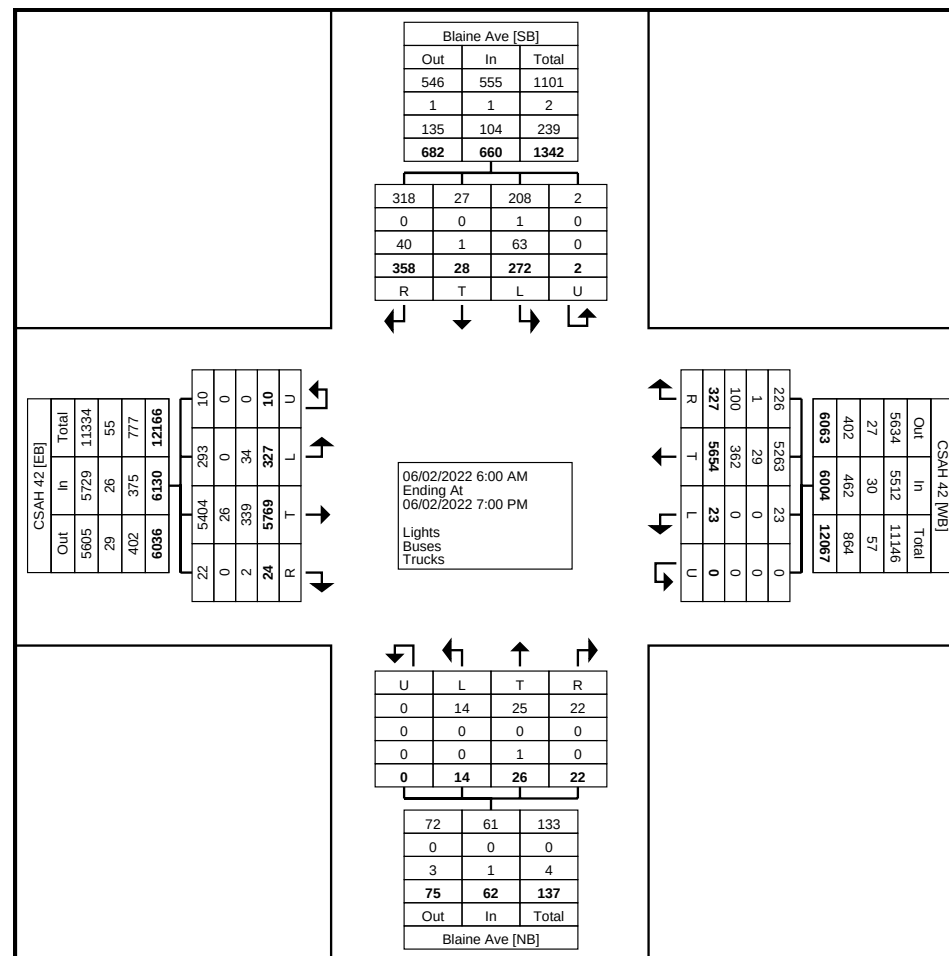


Turning Movement Peak Hour Data Plot (4:30 PM)

Turning Movement Data

Start Time	CSAH 42 Eastbound					CSAH 42 Westbound					Blaine Ave Northbound					Blaine Ave Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:00 AM	9	105	0	0	114	0	56	7	0	63	0	0	0	0	0	1	2	3	0	6	183
6:15 AM	20	119	0	0	139	1	81	6	0	88	0	0	0	0	0	1	0	1	0	2	229
6:30 AM	24	133	1	0	158	1	96	9	0	106	0	0	1	0	1	5	0	7	0	12	277
6:45 AM	13	125	0	0	138	3	118	9	0	130	0	2	0	0	2	4	0	2	0	6	276
Hourly Total	66	482	1	0	549	5	351	31	0	387	0	2	1	0	3	11	2	13	0	26	965
7:00 AM	19	155	0	0	174	0	90	7	0	97	0	1	0	0	1	11	0	12	0	23	295
7:15 AM	10	174	0	0	184	0	132	4	0	136	0	0	1	0	1	4	0	7	0	11	332
7:30 AM	9	151	0	0	160	2	147	6	0	155	0	0	0	0	0	0	2	0	0	2	317
7:45 AM	17	147	0	0	164	1	126	10	0	137	0	0	0	0	0	3	0	4	0	7	308
Hourly Total	55	627	0	0	682	3	495	27	0	525	0	1	1	0	2	18	2	23	0	43	1252
8:00 AM	4	133	0	0	137	1	71	11	0	83	0	1	0	0	1	9	1	7	0	17	238
8:15 AM	4	112	0	0	116	0	83	7	0	90	0	0	0	0	0	5	1	0	0	6	212
8:30 AM	4	129	1	0	134	1	80	10	0	91	0	0	0	0	0	2	1	3	0	6	231
8:45 AM	7	80	0	0	87	1	85	10	0	96	1	1	1	0	3	6	0	2	0	8	194
Hourly Total	19	454	1	0	474	3	319	38	0	360	1	2	1	0	4	22	3	12	0	37	875
9:00 AM	3	82	0	0	85	0	78	4	0	82	0	1	0	0	1	10	0	2	0	12	180
9:15 AM	5	98	1	0	104	0	82	3	0	85	0	3	0	0	3	0	0	3	0	3	195
9:30 AM	9	92	1	0	102	0	81	7	0	88	1	1	0	0	2	9	0	4	0	13	205
9:45 AM	2	95	0	0	97	0	59	5	0	64	1	0	0	0	1	6	0	5	0	11	173
Hourly Total	19	367	2	0	388	0	300	19	0	319	2	5	0	0	7	25	0	14	0	39	753
10:00 AM	4	72	0	1	77	1	69	6	0	76	1	0	0	0	1	6	0	4	0	10	164
10:15 AM	2	71	1	0	74	2	69	7	0	78	2	0	0	0	2	3	0	5	0	8	162
10:30 AM	3	79	1	0	83	0	74	8	0	82	0	0	2	0	2	7	0	5	1	13	180
10:45 AM	1	70	0	0	71	0	80	4	0	84	0	1	0	0	1	11	1	3	0	15	171
Hourly Total	10	292	2	1	305	3	292	25	0	320	3	1	2	0	6	27	1	17	1	46	677
11:00 AM	2	77	0	0	79	0	80	5	0	85	0	0	0	0	0	8	0	5	0	13	177
11:15 AM	4	69	1	1	75	0	96	10	0	106	0	0	2	0	2	3	2	8	0	13	196
11:30 AM	7	79	1	0	87	0	112	1	0	113	0	0	0	0	0	5	1	9	0	15	215
11:45 AM	3	69	0	0	72	0	79	7	0	86	0	0	0	0	0	4	0	2	0	6	164
Hourly Total	16	294	2	1	313	0	367	23	0	390	0	0	2	0	2	20	3	24	0	47	752
12:00 PM	6	108	1	0	115	0	89	4	0	93	0	1	0	0	1	6	1	4	0	11	220
12:15 PM	0	96	1	0	97	1	74	6	0	81	0	0	0	0	0	4	0	7	0	11	189
12:30 PM	9	91	0	1	101	0	67	4	0	71	0	0	0	0	0	4	2	4	0	10	182
12:45 PM	6	74	0	2	82	0	89	8	0	97	0	0	0	0	0	7	0	7	0	14	193
Hourly Total	21	369	2	3	395	1	319	22	0	342	0	1	0	0	1	21	3	22	0	46	784
1:00 PM	3	95	0	0	98	0	82	3	0	85	0	0	1	0	1	7	1	4	0	12	196
1:15 PM	3	72	0	0	75	0	83	6	0	89	0	0	1	0	1	5	1	5	0	11	176
1:30 PM	2	95	2	0	99	1	86	8	0	95	0	1	0	0	1	8	1	4	0	13	208
1:45 PM	3	81	1	0	85	1	112	7	0	120	0	2	0	0	2	5	1	2	0	8	215
Hourly Total	11	343	3	0	357	2	363	24	0	389	0	3	2	0	5	25	4	15	0	44	795

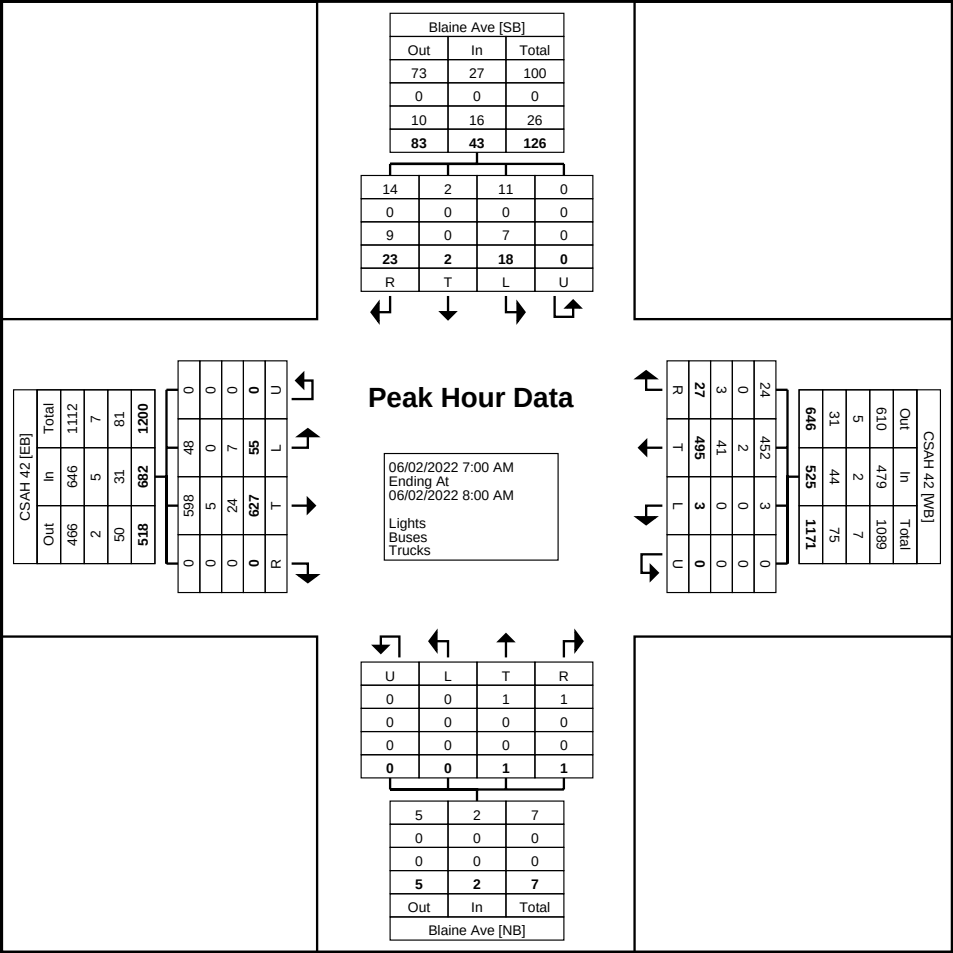
2:00 PM	5	95	2	0	102	0	100	2	0	102	0	1	1	0	2	2	0	9	1	12	218
2:15 PM	6	145	0	0	151	0	120	3	0	123	2	0	1	0	3	7	0	8	0	15	292
2:30 PM	3	136	0	0	139	0	100	3	0	103	0	0	0	0	0	8	0	6	0	14	256
2:45 PM	3	109	0	0	112	1	135	7	0	143	1	1	0	0	2	5	1	11	0	17	274
Hourly Total	17	485	2	0	504	1	455	15	0	471	3	2	2	0	7	22	1	34	1	58	1040
3:00 PM	3	124	0	1	128	1	112	7	0	120	0	0	0	0	0	6	0	9	0	15	263
3:15 PM	5	133	2	0	140	1	125	5	0	131	0	0	1	0	1	13	0	5	0	18	290
3:30 PM	6	129	0	1	136	0	163	8	0	171	1	0	0	0	1	4	1	7	0	12	320
3:45 PM	10	102	1	0	113	1	161	6	0	168	0	0	1	0	1	7	0	7	0	14	296
Hourly Total	24	488	3	2	517	3	561	26	0	590	1	0	2	0	3	30	1	28	0	59	1169
4:00 PM	5	158	0	1	164	1	146	7	0	154	0	0	0	0	0	9	2	18	0	29	347
4:15 PM	5	171	1	0	177	0	178	5	0	183	0	1	1	0	2	2	0	15	0	17	379
4:30 PM	3	159	0	0	162	0	175	11	0	186	0	2	2	0	4	7	0	19	0	26	378
4:45 PM	8	158	0	0	166	0	194	8	0	202	1	2	0	0	3	7	2	13	0	22	393
Hourly Total	21	646	1	1	669	1	693	31	0	725	1	5	3	0	9	25	4	65	0	94	1497
5:00 PM	9	161	1	0	171	0	181	7	0	188	1	0	1	0	2	5	0	21	0	26	387
5:15 PM	7	115	0	0	122	0	244	9	0	253	0	0	0	0	0	4	0	15	0	19	394
5:30 PM	8	122	0	0	130	1	182	7	0	190	0	0	2	0	2	5	2	27	0	34	356
5:45 PM	5	129	1	0	135	0	136	7	0	143	1	0	3	0	4	1	0	9	0	10	292
Hourly Total	29	527	2	0	558	1	743	30	0	774	2	0	6	0	8	15	2	72	0	89	1429
6:00 PM	9	130	0	0	139	0	133	5	0	138	0	3	0	0	3	3	0	10	0	13	293
6:15 PM	4	104	0	1	109	0	93	2	0	95	0	1	0	0	1	0	0	3	0	3	208
6:30 PM	4	88	1	1	94	0	85	6	0	91	1	0	0	0	1	4	2	6	0	12	198
6:45 PM	2	73	2	0	77	0	85	3	0	88	0	0	0	0	0	4	0	0	0	4	169
Hourly Total	19	395	3	2	419	0	396	16	0	412	1	4	0	0	5	11	2	19	0	32	868
Grand Total	327	5769	24	10	6130	23	5654	327	0	6004	14	26	22	0	62	272	28	358	2	660	12856
Approach %	5.3	94.1	0.4	0.2	-	0.4	94.2	5.4	0.0	-	22.6	41.9	35.5	0.0	-	41.2	4.2	54.2	0.3	-	-
Total %	2.5	44.9	0.2	0.1	47.7	0.2	44.0	2.5	0.0	46.7	0.1	0.2	0.2	0.0	0.5	2.1	0.2	2.8	0.0	5.1	-
Lights	293	5404	22	10	5729	23	5263	226	0	5512	14	25	22	0	61	208	27	318	2	555	11857
% Lights	89.6	93.7	91.7	100.0	93.5	100.0	93.1	69.1	-	91.8	100.0	96.2	100.0	-	98.4	76.5	96.4	88.8	100.0	84.1	92.2
Buses	0	26	0	0	26	0	29	1	0	30	0	0	0	0	0	1	0	0	0	1	57
% Buses	0.0	0.5	0.0	0.0	0.4	0.0	0.5	0.3	-	0.5	0.0	0.0	0.0	-	0.0	0.4	0.0	0.0	0.0	0.2	0.4
Trucks	34	339	2	0	375	0	362	100	0	462	0	1	0	0	1	63	1	40	0	104	942
% Trucks	10.4	5.9	8.3	0.0	6.1	0.0	6.4	30.6	-	7.7	0.0	3.8	0.0	-	1.6	23.2	3.6	11.2	0.0	15.8	7.3



Turning Movement Data Plot

Turning Movement Peak Hour Data (7:00 AM)

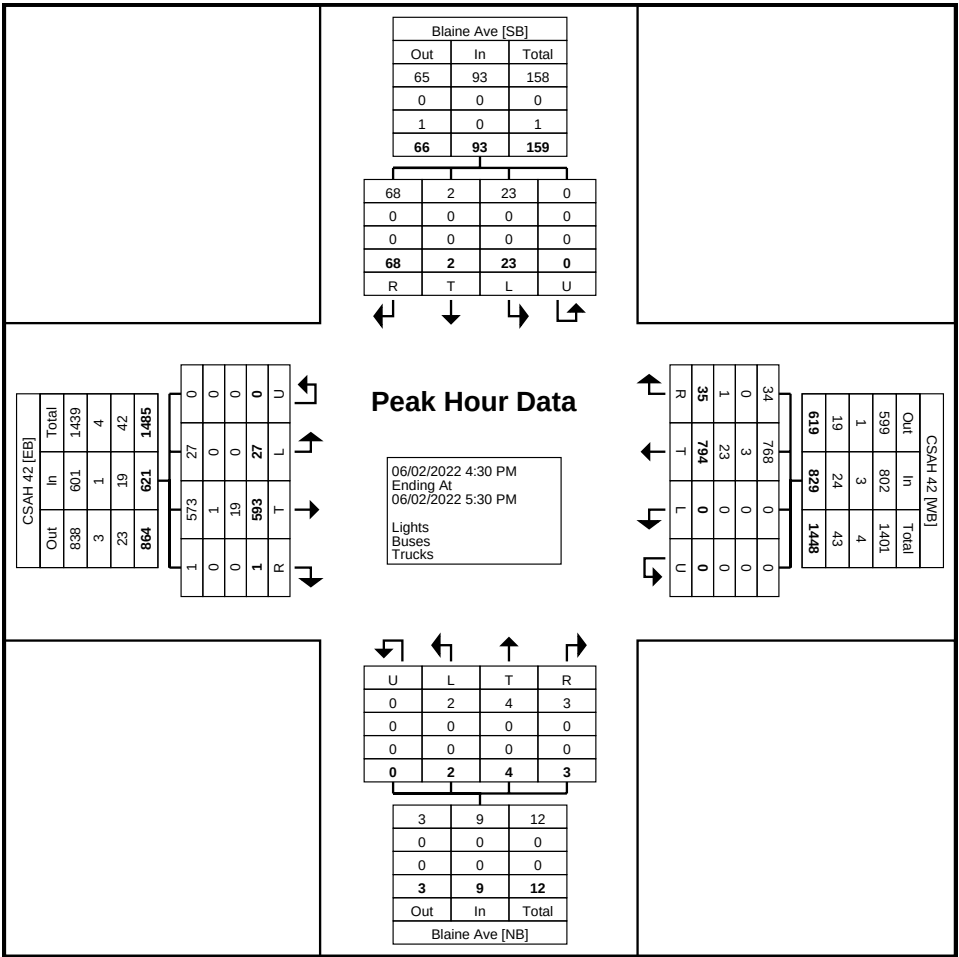
Start Time	CSAH 42 Eastbound					CSAH 42 Westbound					Blaine Ave Northbound					Blaine Ave Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:00 AM	19	155	0	0	174	0	90	7	0	97	0	1	0	0	1	11	0	12	0	23	295
7:15 AM	10	174	0	0	184	0	132	4	0	136	0	0	1	0	1	4	0	7	0	11	332
7:30 AM	9	151	0	0	160	2	147	6	0	155	0	0	0	0	0	0	2	0	0	2	317
7:45 AM	17	147	0	0	164	1	126	10	0	137	0	0	0	0	0	3	0	4	0	7	308
Total	55	627	0	0	682	3	495	27	0	525	0	1	1	0	2	18	2	23	0	43	1252
Approach %	8.1	91.9	0.0	0.0	-	0.6	94.3	5.1	0.0	-	0.0	50.0	50.0	0.0	-	41.9	4.7	53.5	0.0	-	-
Total %	4.4	50.1	0.0	0.0	54.5	0.2	39.5	2.2	0.0	41.9	0.0	0.1	0.1	0.0	0.2	1.4	0.2	1.8	0.0	3.4	-
PHF	0.724	0.901	0.000	0.000	0.927	0.375	0.842	0.675	0.000	0.847	0.000	0.250	0.250	0.000	0.500	0.409	0.250	0.479	0.000	0.467	0.943
Lights	48	598	0	0	646	3	452	24	0	479	0	1	1	0	2	11	2	14	0	27	1154
% Lights	87.3	95.4	-	-	94.7	100.0	91.3	88.9	-	91.2	-	100.0	100.0	-	100.0	61.1	100.0	60.9	-	62.8	92.2
Buses	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
% Buses	0.0	0.8	-	-	0.7	0.0	0.4	0.0	-	0.4	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.6
Trucks	7	24	0	0	31	0	41	3	0	44	0	0	0	0	0	7	0	9	0	16	91
% Trucks	12.7	3.8	-	-	4.5	0.0	8.3	11.1	-	8.4	-	0.0	0.0	-	0.0	38.9	0.0	39.1	-	37.2	7.3



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

Turning Movement Peak Hour Data (4:30 PM)

Start Time	CSAH 42 Eastbound					CSAH 42 Westbound					Blaine Ave Northbound					Blaine Ave Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:30 PM	3	159	0	0	162	0	175	11	0	186	0	2	2	0	4	7	0	19	0	26	378
4:45 PM	8	158	0	0	166	0	194	8	0	202	1	2	0	0	3	7	2	13	0	22	393
5:00 PM	9	161	1	0	171	0	181	7	0	188	1	0	1	0	2	5	0	21	0	26	387
5:15 PM	7	115	0	0	122	0	244	9	0	253	0	0	0	0	0	4	0	15	0	19	394
Total	27	593	1	0	621	0	794	35	0	829	2	4	3	0	9	23	2	68	0	93	1552
Approach %	4.3	95.5	0.2	0.0	-	0.0	95.8	4.2	0.0	-	22.2	44.4	33.3	0.0	-	24.7	2.2	73.1	0.0	-	-
Total %	1.7	38.2	0.1	0.0	40.0	0.0	51.2	2.3	0.0	53.4	0.1	0.3	0.2	0.0	0.6	1.5	0.1	4.4	0.0	6.0	-
PHF	0.750	0.921	0.250	0.000	0.908	0.000	0.814	0.795	0.000	0.819	0.500	0.500	0.375	0.000	0.563	0.821	0.250	0.810	0.000	0.894	0.985
Lights	27	573	1	0	601	0	768	34	0	802	2	4	3	0	9	23	2	68	0	93	1505
% Lights	100.0	96.6	100.0	-	96.8	-	96.7	97.1	-	96.7	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	97.0
Buses	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
% Buses	0.0	0.2	0.0	-	0.2	-	0.4	0.0	-	0.4	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.3
Trucks	0	19	0	0	19	0	23	1	0	24	0	0	0	0	0	0	0	0	0	0	43
% Trucks	0.0	3.2	0.0	-	3.1	-	2.9	2.9	-	2.9	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	2.8

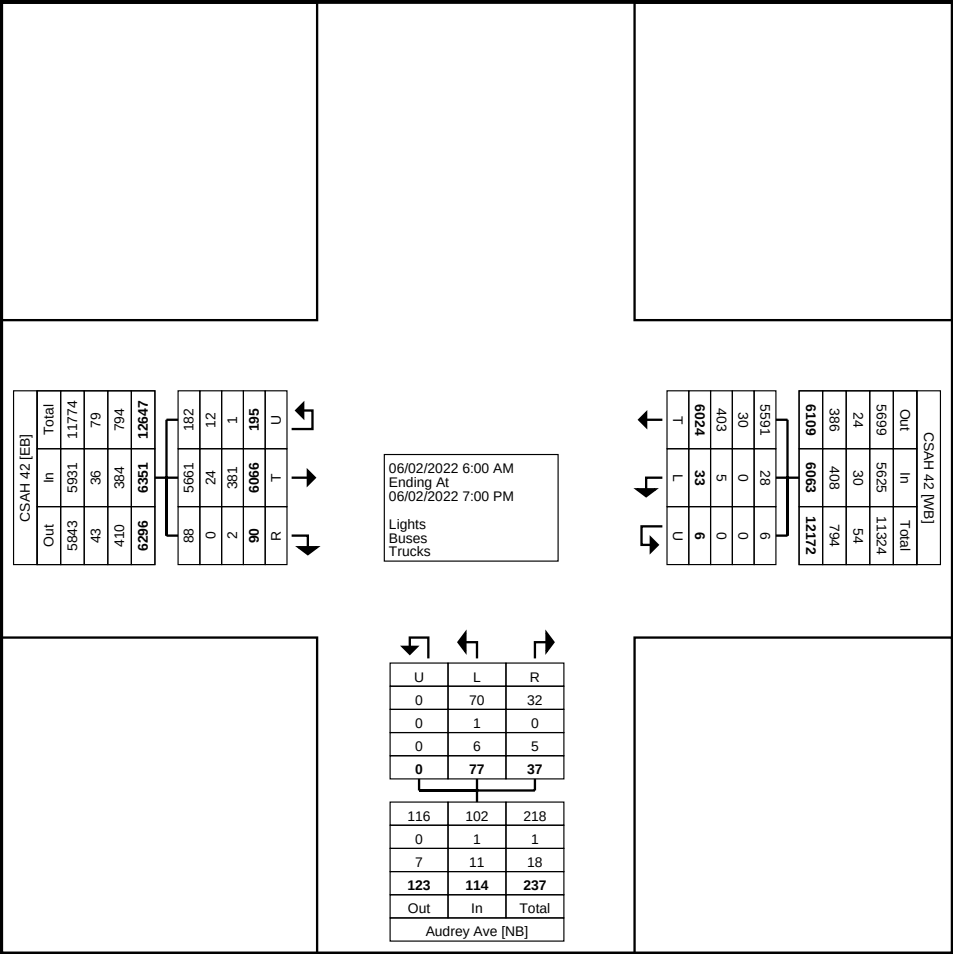


Turning Movement Peak Hour Data Plot (4:30 PM)

Turning Movement Data

Start Time	CSAH 42 Eastbound				CSAH 42 Westbound				Audrey Ave Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
6:00 AM	119	1	0	120	1	63	1	65	0	1	0	1	186
6:15 AM	140	0	0	140	1	78	1	80	0	0	0	0	220
6:30 AM	160	3	0	163	0	104	1	105	0	0	0	0	268
6:45 AM	142	1	0	143	4	113	0	117	0	1	0	1	261
Hourly Total	561	5	0	566	6	358	3	367	0	2	0	2	935
7:00 AM	172	1	2	175	0	97	0	97	1	0	0	1	273
7:15 AM	184	0	2	186	3	138	0	141	1	0	0	1	328
7:30 AM	158	2	4	164	2	147	0	149	3	0	0	3	316
7:45 AM	167	0	1	168	2	126	0	128	0	0	0	0	296
Hourly Total	681	3	9	693	7	508	0	515	5	0	0	5	1213
8:00 AM	137	1	2	140	0	83	0	83	1	0	0	1	224
8:15 AM	115	0	5	120	0	83	0	83	1	0	0	1	204
8:30 AM	134	1	3	138	0	81	0	81	1	0	0	1	220
8:45 AM	90	1	3	94	0	88	0	88	0	0	0	0	182
Hourly Total	476	3	13	492	0	335	0	335	3	0	0	3	830
9:00 AM	80	22	6	108	1	79	0	80	1	0	0	1	189
9:15 AM	103	0	1	104	1	78	0	79	1	1	0	2	185
9:30 AM	103	0	2	105	0	94	0	94	0	0	0	0	199
9:45 AM	95	0	7	102	1	66	0	67	0	1	0	1	170
Hourly Total	381	22	16	419	3	317	0	320	2	2	0	4	743
10:00 AM	76	2	1	79	0	69	0	69	1	0	0	1	149
10:15 AM	74	1	0	75	0	83	0	83	2	0	0	2	160
10:30 AM	85	0	6	91	1	70	0	71	1	0	0	1	163
10:45 AM	70	2	3	75	0	83	0	83	0	2	0	2	160
Hourly Total	305	5	10	320	1	305	0	306	4	2	0	6	632
11:00 AM	78	1	7	86	0	84	0	84	1	0	0	1	171
11:15 AM	72	0	7	79	1	103	0	104	0	1	0	1	184
11:30 AM	81	1	8	90	1	121	0	122	0	2	0	2	214
11:45 AM	71	0	9	80	0	83	0	83	0	0	0	0	163
Hourly Total	302	2	31	335	2	391	0	393	1	3	0	4	732
12:00 PM	121	1	5	127	0	96	0	96	15	1	0	16	239
12:15 PM	92	4	2	98	0	88	0	88	2	0	0	2	188
12:30 PM	100	3	5	108	0	64	0	64	0	0	0	0	172
12:45 PM	84	6	5	95	2	98	0	100	2	0	0	2	197
Hourly Total	397	14	17	428	2	346	0	348	19	1	0	20	796
1:00 PM	97	2	4	103	1	88	0	89	1	0	0	1	193
1:15 PM	69	1	2	72	0	85	0	85	4	1	0	5	162
1:30 PM	100	2	11	113	2	92	0	94	1	1	0	2	209
1:45 PM	82	0	5	87	0	106	0	106	0	1	0	1	194
Hourly Total	348	5	22	375	3	371	0	374	6	3	0	9	758

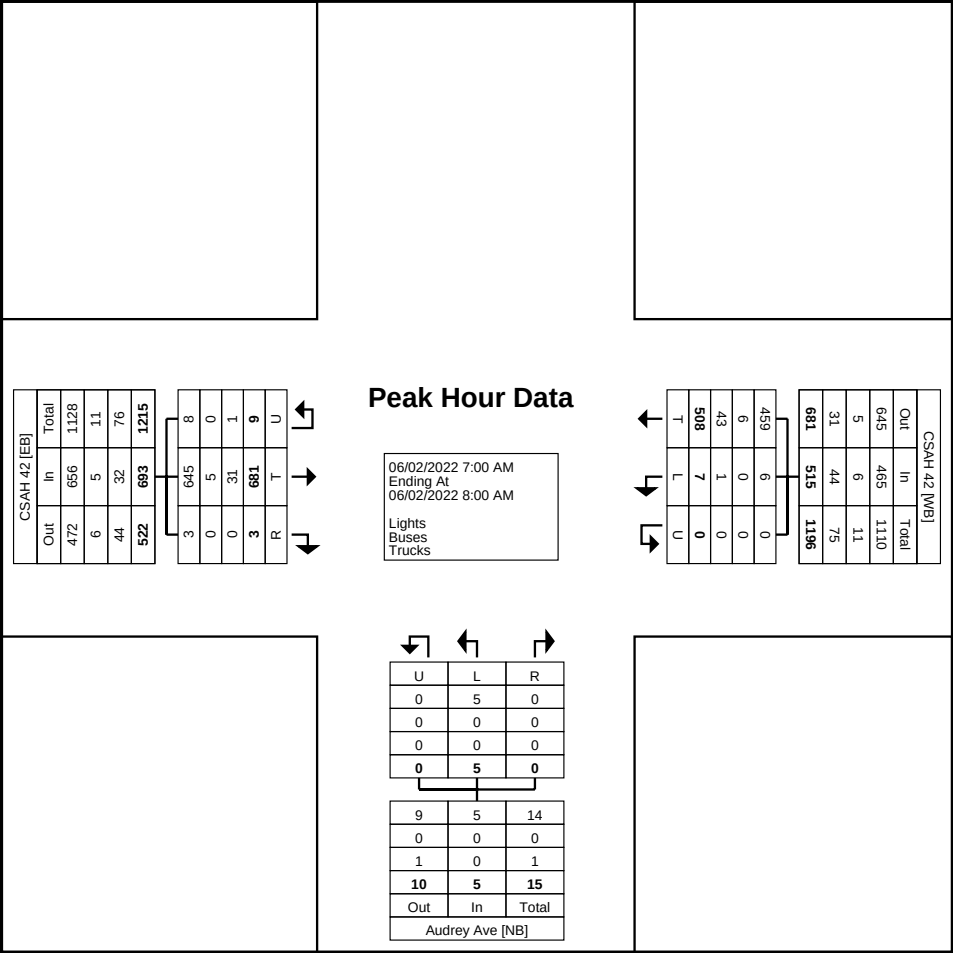
2:00 PM	104	0	10	114	1	108	0	109	1	0	0	1	224
2:15 PM	152	0	17	169	0	126	0	126	2	1	0	3	298
2:30 PM	135	1	9	145	0	115	1	116	1	0	0	1	262
2:45 PM	113	1	5	119	0	138	0	138	0	0	0	0	257
Hourly Total	504	2	41	547	1	487	1	489	4	1	0	5	1041
3:00 PM	131	0	9	140	0	133	0	133	3	0	0	3	276
3:15 PM	131	1	3	135	0	144	0	144	1	0	0	1	280
3:30 PM	131	1	1	133	0	167	0	167	1	1	0	2	302
3:45 PM	116	0	2	118	1	167	0	168	1	0	0	1	287
Hourly Total	509	2	15	526	1	611	0	612	6	1	0	7	1145
4:00 PM	148	2	1	151	0	174	0	174	1	2	0	3	328
4:15 PM	159	0	1	160	0	183	1	184	9	11	0	20	364
4:30 PM	163	0	2	165	1	196	0	197	2	1	0	3	365
4:45 PM	156	4	0	160	0	212	0	212	0	0	0	0	372
Hourly Total	626	6	4	636	1	765	1	767	12	14	0	26	1429
5:00 PM	172	3	0	175	1	193	1	195	2	1	0	3	373
5:15 PM	122	1	1	124	2	256	0	258	0	0	0	0	382
5:30 PM	131	5	1	137	0	210	0	210	4	1	0	5	352
5:45 PM	144	5	13	162	1	150	0	151	4	0	0	4	317
Hourly Total	569	14	15	598	4	809	1	814	10	2	0	12	1424
6:00 PM	130	2	1	133	1	149	0	150	3	5	0	8	291
6:15 PM	108	2	0	110	1	99	0	100	1	0	0	1	211
6:30 PM	94	1	1	96	0	93	0	93	0	1	0	1	190
6:45 PM	75	2	0	77	0	80	0	80	1	0	0	1	158
Hourly Total	407	7	2	416	2	421	0	423	5	6	0	11	850
Grand Total	6066	90	195	6351	33	6024	6	6063	77	37	0	114	12528
Approach %	95.5	1.4	3.1	-	0.5	99.4	0.1	-	67.5	32.5	0.0	-	-
Total %	48.4	0.7	1.6	50.7	0.3	48.1	0.0	48.4	0.6	0.3	0.0	0.9	-
Lights	5661	88	182	5931	28	5591	6	5625	70	32	0	102	11658
% Lights	93.3	97.8	93.3	93.4	84.8	92.8	100.0	92.8	90.9	86.5	-	89.5	93.1
Buses	24	0	12	36	0	30	0	30	1	0	0	1	67
% Buses	0.4	0.0	6.2	0.6	0.0	0.5	0.0	0.5	1.3	0.0	-	0.9	0.5
Trucks	381	2	1	384	5	403	0	408	6	5	0	11	803
% Trucks	6.3	2.2	0.5	6.0	15.2	6.7	0.0	6.7	7.8	13.5	-	9.6	6.4



Turning Movement Data Plot

Turning Movement Peak Hour Data (7:00 AM)

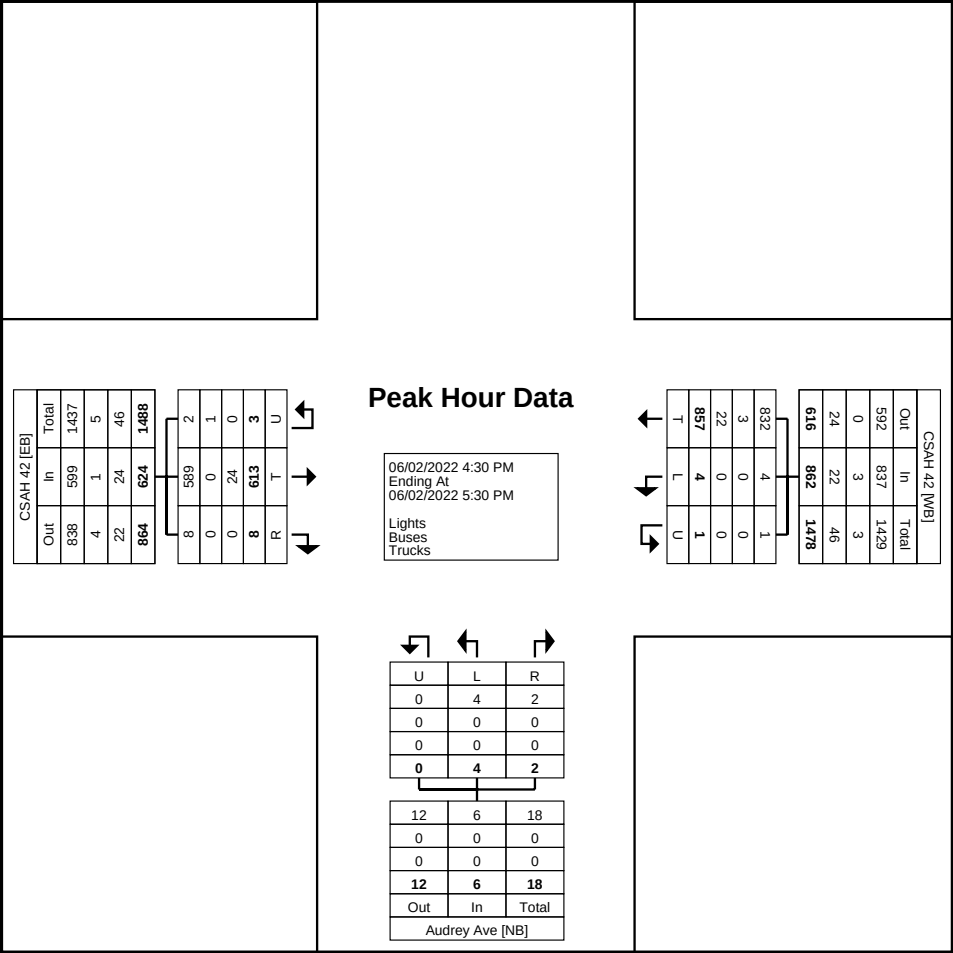
Start Time	CSAH 42 Eastbound				CSAH 42 Westbound				Audrey Ave Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
7:00 AM	172	1	2	175	0	97	0	97	1	0	0	1	273
7:15 AM	184	0	2	186	3	138	0	141	1	0	0	1	328
7:30 AM	158	2	4	164	2	147	0	149	3	0	0	3	316
7:45 AM	167	0	1	168	2	126	0	128	0	0	0	0	296
Total	681	3	9	693	7	508	0	515	5	0	0	5	1213
Approach %	98.3	0.4	1.3	-	1.4	98.6	0.0	-	100.0	0.0	0.0	-	-
Total %	56.1	0.2	0.7	57.1	0.6	41.9	0.0	42.5	0.4	0.0	0.0	0.4	-
PHF	0.925	0.375	0.563	0.931	0.583	0.864	0.000	0.864	0.417	0.000	0.000	0.417	0.925
Lights	645	3	8	656	6	459	0	465	5	0	0	5	1126
% Lights	94.7	100.0	88.9	94.7	85.7	90.4	-	90.3	100.0	-	-	100.0	92.8
Buses	5	0	0	5	0	6	0	6	0	0	0	0	11
% Buses	0.7	0.0	0.0	0.7	0.0	1.2	-	1.2	0.0	-	-	0.0	0.9
Trucks	31	0	1	32	1	43	0	44	0	0	0	0	76
% Trucks	4.6	0.0	11.1	4.6	14.3	8.5	-	8.5	0.0	-	-	0.0	6.3



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

Turning Movement Peak Hour Data (4:30 PM)

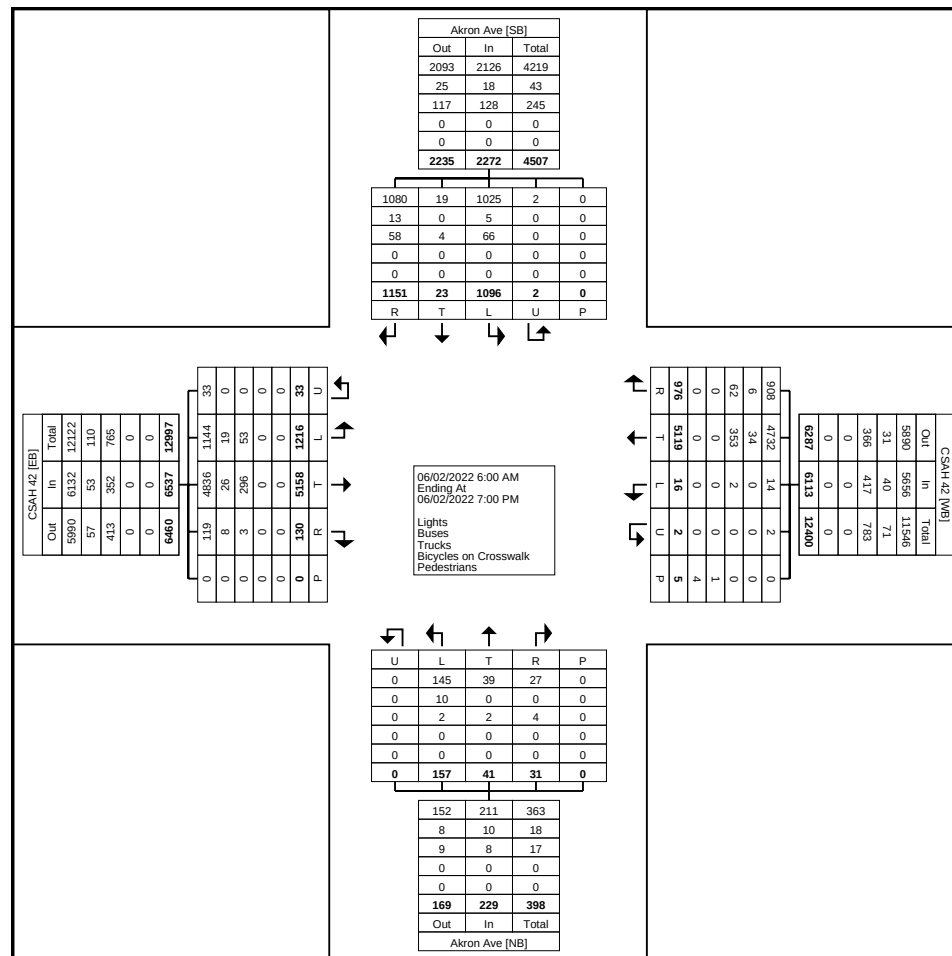
Start Time	CSAH 42 Eastbound				CSAH 42 Westbound				Audrey Ave Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
4:30 PM	163	0	2	165	1	196	0	197	2	1	0	3	365
4:45 PM	156	4	0	160	0	212	0	212	0	0	0	0	372
5:00 PM	172	3	0	175	1	193	1	195	2	1	0	3	373
5:15 PM	122	1	1	124	2	256	0	258	0	0	0	0	382
Total	613	8	3	624	4	857	1	862	4	2	0	6	1492
Approach %	98.2	1.3	0.5	-	0.5	99.4	0.1	-	66.7	33.3	0.0	-	-
Total %	41.1	0.5	0.2	41.8	0.3	57.4	0.1	57.8	0.3	0.1	0.0	0.4	-
PHF	0.891	0.500	0.375	0.891	0.500	0.837	0.250	0.835	0.500	0.500	0.000	0.500	0.976
Lights	589	8	2	599	4	832	1	837	4	2	0	6	1442
% Lights	96.1	100.0	66.7	96.0	100.0	97.1	100.0	97.1	100.0	100.0	-	100.0	96.6
Buses	0	0	1	1	0	3	0	3	0	0	0	0	4
% Buses	0.0	0.0	33.3	0.2	0.0	0.4	0.0	0.3	0.0	0.0	-	0.0	0.3
Trucks	24	0	0	24	0	22	0	22	0	0	0	0	46
% Trucks	3.9	0.0	0.0	3.8	0.0	2.6	0.0	2.6	0.0	0.0	-	0.0	3.1



Turning Movement Data

Start Time	CSAH 42 Eastbound						CSAH 42 Westbound						Akron Ave Northbound						Akron Ave Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	8	109	3	0	0	120	0	55	6	0	0	61	0	0	0	0	0	0	14	1	8	0	0	23	204
6:15 AM	4	120	3	0	0	127	1	65	10	0	0	76	0	0	0	0	0	0	23	0	10	0	0	33	236
6:30 AM	10	147	1	0	0	158	2	80	9	0	0	91	0	0	1	0	0	1	31	0	22	1	0	54	304
6:45 AM	25	113	2	0	0	140	0	80	19	0	0	99	1	0	0	0	0	1	30	1	21	0	0	52	292
Hourly Total	47	489	9	0	0	545	3	280	44	0	0	327	1	0	1	0	0	2	98	2	61	1	0	162	1036
7:00 AM	9	145	3	0	0	157	0	86	10	0	0	96	2	0	1	0	0	3	43	2	18	0	0	63	319
7:15 AM	11	154	7	0	0	172	0	109	18	0	0	127	1	0	0	0	0	1	32	1	32	0	0	65	365
7:30 AM	12	147	15	1	0	175	0	102	12	0	0	114	3	2	1	0	0	6	31	3	24	0	0	58	353
7:45 AM	21	152	6	0	0	179	0	110	15	0	0	125	6	0	0	0	0	6	24	1	27	0	0	52	362
Hourly Total	53	598	31	1	0	683	0	407	55	0	0	462	12	2	2	0	0	16	130	7	101	0	0	238	1399
8:00 AM	21	126	2	2	0	151	0	64	12	0	0	76	2	1	0	0	0	3	30	0	18	0	0	48	278
8:15 AM	22	89	2	0	0	113	1	73	8	0	0	82	2	0	1	0	0	3	30	1	12	0	0	43	241
8:30 AM	20	114	0	1	0	135	0	77	12	0	1	89	2	0	0	0	0	2	30	0	11	0	0	41	267
8:45 AM	19	78	3	2	0	102	0	65	17	0	0	82	0	0	0	0	0	0	15	1	23	0	0	39	223
Hourly Total	82	407	7	5	0	501	1	279	49	0	1	329	6	1	1	0	0	8	105	2	64	0	0	171	1009
9:00 AM	19	75	3	0	0	97	1	63	17	0	0	81	0	1	1	0	0	2	13	2	25	0	0	40	220
9:15 AM	18	79	2	0	0	99	0	66	8	0	0	74	0	0	0	0	0	0	24	0	21	0	0	45	218
9:30 AM	24	93	1	0	0	118	0	81	14	0	0	95	2	0	1	0	0	3	19	1	18	0	0	38	254
9:45 AM	9	79	0	0	0	88	0	69	12	0	0	81	1	1	0	0	0	2	14	1	15	0	0	30	201
Hourly Total	70	326	6	0	0	402	1	279	51	0	0	331	3	2	2	0	0	7	70	4	79	0	0	153	893
10:00 AM	12	71	4	1	0	88	1	53	11	0	0	65	3	0	1	0	0	4	12	0	16	0	0	28	185
10:15 AM	10	59	1	0	0	70	0	71	17	0	0	88	1	0	2	0	0	3	16	0	20	0	0	36	197
10:30 AM	13	67	2	0	0	82	0	54	12	0	0	66	3	0	0	0	0	3	19	0	12	0	0	31	182
10:45 AM	18	67	0	1	0	86	0	79	12	0	0	91	0	0	0	0	0	0	10	0	22	0	0	32	209
Hourly Total	53	264	7	2	0	326	1	257	52	0	0	310	7	0	3	0	0	10	57	0	70	0	0	127	773
11:00 AM	18	63	1	1	0	83	1	75	11	0	0	87	3	0	0	0	0	3	15	0	21	1	0	37	210
11:15 AM	27	61	3	0	0	91	0	93	13	0	0	106	0	0	0	0	0	0	12	0	18	0	0	30	227
11:30 AM	22	71	2	0	0	95	1	104	18	0	0	123	12	0	0	0	0	12	15	0	27	0	0	42	272
11:45 AM	17	65	6	0	0	88	0	83	18	0	1	101	3	1	0	0	0	4	11	0	20	0	0	31	224
Hourly Total	84	260	12	1	0	357	2	355	60	0	1	417	18	1	0	0	0	19	53	0	86	1	0	140	933
12:00 PM	20	116	4	1	0	141	0	88	18	0	0	106	3	0	0	0	0	3	19	0	24	0	0	43	293
12:15 PM	30	75	6	0	0	111	0	72	17	0	0	89	6	0	2	0	0	8	27	1	23	0	0	51	259
12:30 PM	29	78	6	0	0	113	0	57	10	0	0	67	2	2	1	0	0	5	15	1	26	0	0	42	227
12:45 PM	15	85	4	0	0	104	0	84	23	0	0	107	4	1	0	0	0	5	11	0	25	0	0	36	252
Hourly Total	94	354	20	1	0	469	0	301	68	0	0	369	15	3	3	0	0	21	72	2	98	0	0	172	1031
1:00 PM	19	75	2	1	0	97	0	77	14	0	0	91	1	0	0	0	0	1	17	0	13	0	0	30	219
1:15 PM	10	69	2	1	0	82	0	74	13	0	0	87	0	0	0	0	0	0	10	1	16	0	0	27	196
1:30 PM	25	85	1	0	0	111	0	82	13	0	1	95	4	0	0	0	0	4	29	0	18	0	0	47	257
1:45 PM	19	65	8	0	0	92	0	91	9	0	0	100	4	0	0	0	0	4	16	0	15	0	0	31	227

Hourly Total	73	294	13	2	0	382	0	324	49	0	1	373	9	0	0	0	0	9	72	1	62	0	0	135	899
2:00 PM	21	81	4	0	0	106	2	102	8	0	0	112	4	3	2	0	0	9	20	0	16	0	0	36	263
2:15 PM	21	133	3	1	0	158	0	123	23	0	2	146	19	3	0	0	0	22	18	0	20	0	0	38	364
2:30 PM	18	119	2	1	0	140	0	103	24	0	0	127	4	2	0	0	0	6	8	1	22	0	0	31	304
2:45 PM	16	90	1	0	0	107	0	116	22	0	0	138	0	1	0	0	0	1	16	0	22	0	0	38	284
Hourly Total	76	423	10	2	0	511	2	444	77	0	2	523	27	9	2	0	0	38	62	1	80	0	0	143	1215
3:00 PM	28	107	0	0	0	135	0	118	24	0	0	142	5	3	1	0	0	9	18	0	20	0	0	38	324
3:15 PM	27	112	0	1	0	140	0	113	21	0	0	134	9	4	1	0	0	14	22	0	26	0	0	48	336
3:30 PM	28	111	1	2	0	142	0	159	24	0	0	183	3	2	3	0	0	8	23	0	27	0	0	50	383
3:45 PM	35	105	1	0	0	141	0	153	28	0	0	181	3	2	2	0	0	7	17	0	34	0	0	51	380
Hourly Total	118	435	2	3	0	558	0	543	97	0	0	640	20	11	7	0	0	38	80	0	107	0	0	187	1423
4:00 PM	24	129	0	0	0	153	2	141	28	1	0	172	11	4	0	0	0	15	32	0	27	0	0	59	399
4:15 PM	42	113	0	2	0	157	1	151	33	0	0	185	5	1	0	0	0	6	29	0	34	0	0	63	411
4:30 PM	50	127	1	1	0	179	1	156	51	0	0	208	3	1	0	0	0	4	31	0	25	0	0	56	447
4:45 PM	37	106	2	1	0	146	0	160	50	0	0	210	0	1	2	0	0	3	38	1	34	0	0	73	432
Hourly Total	153	475	3	4	0	635	4	608	162	1	0	775	19	7	2	0	0	28	130	1	120	0	0	251	1689
5:00 PM	42	141	2	0	0	185	0	160	28	0	0	188	3	0	2	0	0	5	25	0	25	0	0	50	428
5:15 PM	27	130	1	1	0	159	1	210	52	0	0	263	5	0	1	0	0	6	11	0	37	0	0	48	476
5:30 PM	42	95	1	4	0	142	0	172	40	0	0	212	2	0	1	0	0	3	29	0	43	0	0	72	429
5:45 PM	36	108	1	4	0	149	0	153	26	1	0	180	1	3	3	0	0	7	33	0	31	0	0	64	400
Hourly Total	147	474	5	9	0	635	1	695	146	1	0	843	11	3	7	0	0	21	98	0	136	0	0	234	1733
6:00 PM	35	122	2	1	0	160	1	124	20	0	0	145	1	0	1	0	0	2	30	2	18	0	0	50	357
6:15 PM	41	99	3	0	0	143	0	80	15	0	0	95	1	0	0	0	0	1	11	0	24	0	0	35	274
6:30 PM	33	72	0	0	0	105	0	84	13	0	0	97	2	1	0	0	0	3	15	1	23	0	0	39	244
6:45 PM	57	66	0	2	0	125	0	59	18	0	0	77	5	1	0	0	0	6	13	0	22	0	0	35	243
Hourly Total	166	359	5	3	0	533	1	347	66	0	0	414	9	2	1	0	0	12	69	3	87	0	0	159	1118
Grand Total	1216	5158	130	33	0	6537	16	5119	976	2	5	6113	157	41	31	0	0	229	1096	23	1151	2	0	2272	15151
Approach %	18.6	78.9	2.0	0.5	-	-	0.3	83.7	16.0	0.0	-	-	68.6	17.9	13.5	0.0	-	-	48.2	1.0	50.7	0.1	-	-	-
Total %	8.0	34.0	0.9	0.2	-	43.1	0.1	33.8	6.4	0.0	-	40.3	1.0	0.3	0.2	0.0	-	1.5	7.2	0.2	7.6	0.0	-	15.0	-
Lights	1144	4836	119	33	-	6132	14	4732	908	2	-	5656	145	39	27	0	-	211	1025	19	1080	2	-	2126	14125
% Lights	94.1	93.8	91.5	100.0	-	93.8	87.5	92.4	93.0	100.0	-	92.5	92.4	95.1	87.1	-	-	92.1	93.5	82.6	93.8	100.0	-	93.6	93.2
Buses	19	26	8	0	-	53	0	34	6	0	-	40	10	0	0	0	-	10	5	0	13	0	-	18	121
% Buses	1.6	0.5	6.2	0.0	-	0.8	0.0	0.7	0.6	0.0	-	0.7	6.4	0.0	0.0	-	-	4.4	0.5	0.0	1.1	0.0	-	0.8	0.8
Trucks	53	296	3	0	-	352	2	353	62	0	-	417	2	2	4	0	-	8	66	4	58	0	-	128	905
% Trucks	4.4	5.7	2.3	0.0	-	5.4	12.5	6.9	6.4	0.0	-	6.8	1.3	4.9	12.9	-	-	3.5	6.0	17.4	5.0	0.0	-	5.6	6.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	20.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	80.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-



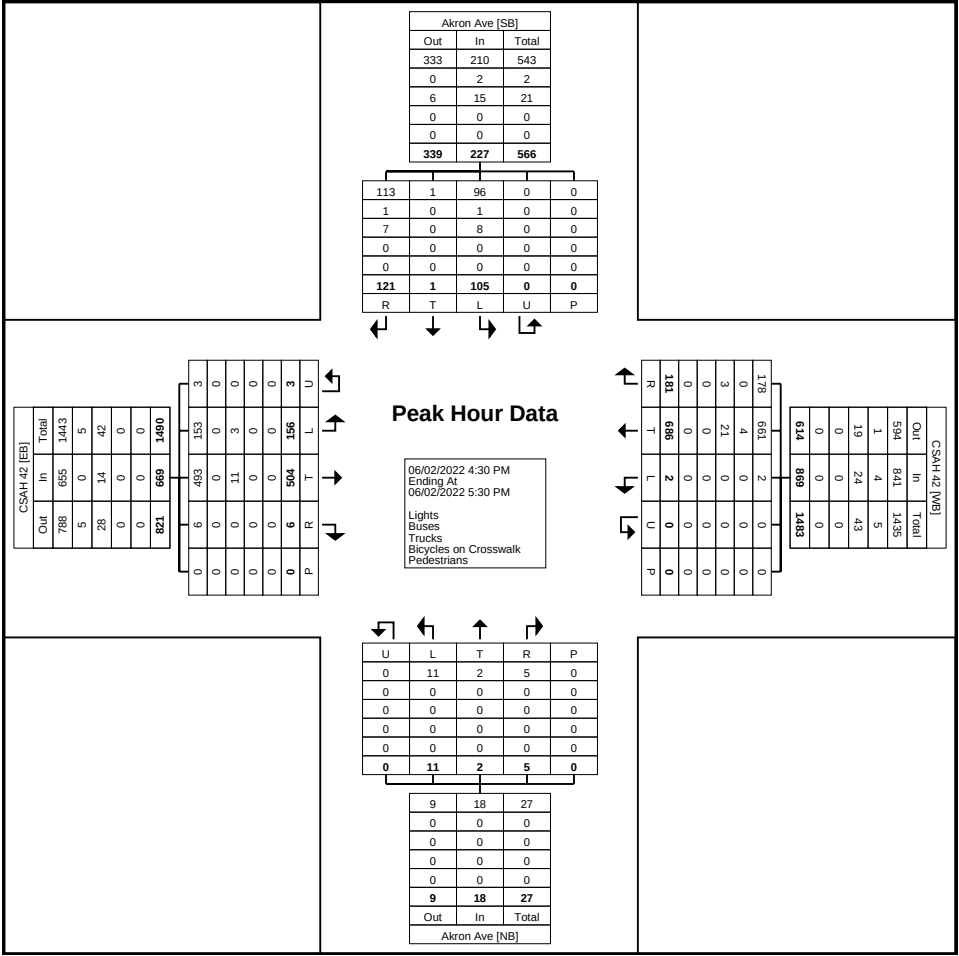
Turning Movement Data Plot

Turning Movement Peak Hour Data (7:00 AM)

Start Time	CSAH 42 Eastbound						CSAH 42 Westbound						Akron Ave Northbound						Akron Ave Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	9	145	3	0	0	157	0	86	10	0	0	96	2	0	1	0	0	3	43	2	18	0	0	63	319
7:15 AM	11	154	7	0	0	172	0	109	18	0	0	127	1	0	0	0	0	1	32	1	32	0	0	65	365
7:30 AM	12	147	15	1	0	175	0	102	12	0	0	114	3	2	1	0	0	6	31	3	24	0	0	58	353
7:45 AM	21	152	6	0	0	179	0	110	15	0	0	125	6	0	0	0	0	6	24	1	27	0	0	52	362
Total	53	598	31	1	0	683	0	407	55	0	0	462	12	2	2	0	0	16	130	7	101	0	0	238	1399
Approach %	7.8	87.6	4.5	0.1	-	-	0.0	88.1	11.9	0.0	-	-	75.0	12.5	12.5	0.0	-	-	54.6	2.9	42.4	0.0	-	-	-
Total %	3.8	42.7	2.2	0.1	-	48.8	0.0	29.1	3.9	0.0	-	33.0	0.9	0.1	0.1	0.0	-	1.1	9.3	0.5	7.2	0.0	-	17.0	-
PHF	0.631	0.971	0.517	0.250	-	0.954	0.000	0.925	0.764	0.000	-	0.909	0.500	0.250	0.500	0.000	-	0.667	0.756	0.583	0.789	0.000	-	0.915	0.958
Lights	45	568	26	1	-	640	0	362	49	0	-	411	7	2	2	0	-	11	126	7	94	0	-	227	1289
% Lights	84.9	95.0	83.9	100.0	-	93.7	-	88.9	89.1	-	-	89.0	58.3	100.0	100.0	-	-	68.8	96.9	100.0	93.1	-	-	95.4	92.1
Buses	2	4	5	0	-	11	0	3	1	0	-	4	5	0	0	0	-	5	0	0	1	0	-	1	21
% Buses	3.8	0.7	16.1	0.0	-	1.6	-	0.7	1.8	-	-	0.9	41.7	0.0	0.0	-	-	31.3	0.0	0.0	1.0	-	-	0.4	1.5
Trucks	6	26	0	0	-	32	0	42	5	0	-	47	0	0	0	0	-	0	4	0	6	0	-	10	89
% Trucks	11.3	4.3	0.0	0.0	-	4.7	-	10.3	9.1	-	-	10.2	0.0	0.0	0.0	-	-	0.0	3.1	0.0	5.9	-	-	4.2	6.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Turning Movement Peak Hour Data (4:30 PM)

Start Time	CSAH 42 Eastbound						CSAH 42 Westbound						Akron Ave Northbound						Akron Ave Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:30 PM	50	127	1	1	0	179	1	156	51	0	0	208	3	1	0	0	0	4	31	0	25	0	0	56	447
4:45 PM	37	106	2	1	0	146	0	160	50	0	0	210	0	1	2	0	0	3	38	1	34	0	0	73	432
5:00 PM	42	141	2	0	0	185	0	160	28	0	0	188	3	0	2	0	0	5	25	0	25	0	0	50	428
5:15 PM	27	130	1	1	0	159	1	210	52	0	0	263	5	0	1	0	0	6	11	0	37	0	0	48	476
Total	156	504	6	3	0	669	2	686	181	0	0	869	11	2	5	0	0	18	105	1	121	0	0	227	1783
Approach %	23.3	75.3	0.9	0.4	-	-	0.2	78.9	20.8	0.0	-	-	61.1	11.1	27.8	0.0	-	-	46.3	0.4	53.3	0.0	-	-	-
Total %	8.7	28.3	0.3	0.2	-	37.5	0.1	38.5	10.2	0.0	-	48.7	0.6	0.1	0.3	0.0	-	1.0	5.9	0.1	6.8	0.0	-	12.7	-
PHF	0.780	0.894	0.750	0.750	-	0.904	0.500	0.817	0.870	0.000	-	0.826	0.550	0.500	0.625	0.000	-	0.750	0.691	0.250	0.818	0.000	-	0.777	0.936
Lights	153	493	6	3	-	655	2	661	178	0	-	841	11	2	5	0	-	18	96	1	113	0	-	210	1724
% Lights	98.1	97.8	100.0	100.0	-	97.9	100.0	96.4	98.3	-	-	96.8	100.0	100.0	100.0	-	-	100.0	91.4	100.0	93.4	-	-	92.5	96.7
Buses	0	0	0	0	-	0	0	4	0	0	-	4	0	0	0	0	-	0	1	0	1	0	-	2	6
% Buses	0.0	0.0	0.0	0.0	-	0.0	0.0	0.6	0.0	-	-	0.5	0.0	0.0	0.0	-	-	0.0	1.0	0.0	0.8	-	-	0.9	0.3
Trucks	3	11	0	0	-	14	0	21	3	0	-	24	0	0	0	0	-	0	8	0	7	0	-	15	53
% Trucks	1.9	2.2	0.0	0.0	-	2.1	0.0	3.1	1.7	-	-	2.8	0.0	0.0	0.0	-	-	0.0	7.6	0.0	5.8	-	-	6.6	3.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

ALLIANT ENGINEERING, INC.

733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: CR 42 & Blaine Avenue E
Date: 3/10/2022
Duration: 0:00-24:00

Site Code: 836
Ref Pt: N/A
Page No: 1 of 5

All Vehicles (Cars & Trucks) Printed

	Blaine Avenue E Southbound						CR 42 Westbound						Blaine Avenue E Northbound						CR 42 Eastbound						Int. Veh. Total	Int. Ped/ Bike Total	
Start Time	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes			
0:00	--	--	--	--	0	--	--	--	10	--	10	--	--	--	--	--	0	--	--	--	4	--	4	--	14	--	
0:15	--	--	--	--	0	--	--	--	5	--	5	--	--	--	--	--	0	--	--	--	2	--	2	--	7	--	
0:30	--	--	--	--	0	--	--	--	8	2	10	--	--	--	--	--	0	--	--	--	5	--	5	--	15	--	
0:45	--	1	--	--	1	--	--	--	4	--	4	--	--	--	--	--	0	--	--	--	5	--	5	--	10	--	
Hour Total	--	1	--	--	1	--	--	--	27	2	29	--	--	--	--	--	--	--	--	--	16	--	16	--	46	--	
1:00	--	--	--	--	0	--	--	--	3	1	4	--	--	--	--	--	0	--	--	--	3	--	3	--	7	--	
1:15	--	--	--	--	0	--	--	--	7	--	7	--	--	--	--	--	0	--	--	--	1	--	1	--	8	--	
1:30	--	--	--	--	0	--	--	--	4	--	4	--	--	--	--	--	0	--	--	--	3	--	3	--	7	--	
1:45	--	--	--	--	0	--	--	--	2	1	3	--	--	--	--	--	0	--	--	--	2	--	2	--	5	--	
Hour Total	--	--	--	--	--	--	--	--	16	2	18	--	--	--	--	--	--	--	--	--	9	--	9	--	27	--	
2:00	--	--	--	--	0	--	--	--	4	--	4	--	--	--	--	--	0	--	--	--	5	--	5	--	9	--	
2:15	--	--	--	--	0	--	--	--	2	--	2	--	--	--	--	--	0	--	--	--	3	--	3	--	5	--	
2:30	--	--	--	--	0	--	--	--	3	--	3	--	--	--	--	--	0	--	--	--	4	--	4	--	7	--	
2:45	--	--	--	--	0	--	--	--	3	--	3	--	--	--	--	--	0	--	--	--	10	--	10	--	13	--	
Hour Total	--	--	--	--	--	--	--	--	12	--	12	--	--	--	--	--	--	--	--	--	22	--	22	--	34	--	
3:00	--	1	--	--	1	--	--	--	4	--	4	--	--	--	--	--	0	--	--	--	2	--	2	--	7	--	
3:15	--	--	--	--	0	--	--	--	3	--	3	--	--	--	--	--	0	--	--	--	5	--	5	--	8	--	
3:30	--	--	--	--	0	--	--	--	5	1	6	--	--	--	--	--	0	--	--	--	8	--	8	--	14	--	
3:45	--	--	--	--	0	--	--	--	4	--	4	--	--	--	--	--	0	--	--	--	8	--	8	--	12	--	
Hour Total	--	1	--	--	1	--	--	--	16	1	17	--	--	--	--	--	--	--	--	--	23	--	23	--	41	--	
4:00	--	--	--	--	0	--	--	--	6	--	6	--	--	--	--	--	0	--	--	--	7	--	7	--	13	--	
4:15	--	--	--	--	0	--	--	--	4	--	4	--	--	--	--	--	0	--	--	--	1	10	--	11	--	15	--
4:30	--	1	--	--	1	--	--	--	6	--	6	--	--	--	--	--	0	--	--	--	3	17	--	20	--	27	--
4:45	--	--	--	--	0	--	--	--	12	--	12	--	--	--	--	--	0	--	--	--	1	13	--	14	--	26	--
Hour Total	--	1	--	--	1	--	--	--	28	--	28	--	--	--	--	--	--	--	--	--	5	47	--	52	--	81	--
5:00	--	1	--	--	1	--	--	--	21	1	22	--	--	--	--	--	0	--	--	--	6	30	--	36	--	59	--
5:15	--	1	--	1	2	--	--	--	24	3	27	--	--	--	--	--	0	--	--	--	7	39	--	46	--	75	--
5:30	--	1	--	1	2	--	--	--	45	3	48	--	--	--	--	--	0	--	--	--	6	44	--	50	--	100	--
5:45	--	4	--	--	4	--	--	--	42	3	45	--	--	--	--	--	0	--	--	--	7	55	--	62	--	111	--
Hour Total	--	7	--	2	9	--	--	--	132	10	142	--	--	--	--	--	--	--	--	--	26	168	--	194	--	345	--
6:00	--	3	--	1	4	--	--	--	40	9	49	--	--	--	2	--	2	--	--	--	12	100	--	112	--	167	--
6:15	--	2	--	2	4	--	--	1	55	8	64	--	--	--	1	--	1	--	--	--	13	94	--	107	--	176	--
6:30	--	5	1	3	9	--	--	--	72	3	75	--	--	--	--	--	0	--	--	--	24	105	3	132	--	216	--
6:45	--	2	--	1	3	--	--	1	79	4	84	--	--	--	1	--	1	--	1	14	90	--	105	--	193	--	
Hour Total	--	12	1	7	20	--	--	2	246	24	272	--	--	--	4	--	4	--	1	63	389	3	456	--	752	--	
7:00	--	2	--	3	5	--	--	--	71	7	78	--	--	--	1	--	1	--	--	--	12	114	--	126	--	210	--
7:15	--	4	--	8	12	--	--	--	102	6	108	--	--	--	1	--	1	--	--	--	8	139	--	147	--	268	--
7:30	--	7	--	5	12	--	--	--	101	4	105	--	--	--	1	--	1	--	--	--	10	144	--	154	--	272	--
7:45	--	6	--	2	8	--	--	--	107	2	109	--	--	--	--	--	0	--	--	--	8	123	--	131	--	248	--
Hour Total	--	19	--	18	37	--	--	--	381	19	400	--	--	--	3	--	3	--	--	--	38	520	--	558	--	998	--
8:00	--	4	--	4	8	--	--	1	54	8	63	--	--	--	--	--	0	--	1	7	92	--	100	--	171	--	
8:15	--	5	1	2	8	--	--	1	60	2	63	--	--	--	--	--	0	--	--	3	69	2	74	--	145	--	
8:30	--	1	--	2	3	--	--	1	64	6	71	--	--	--	--	--	0	--	--	5	87	1	93	--	167	--	
8:45	--	6	--	1	7	--	--	1	63	5	69	--	--	--	--	--	0	--	--	2	77	--	79	--	155	--	
Hour Total	--	16	1	9	26	--	--	4	241	21	266	--	--	--	--	--	--	--	1	17	325	3	346	--	638	--	
9:00	--	3	--	4	7	--	--	--	54	5	59	--	--	--	--	--	0	--	--	2	56	--	58	--	124	--	
9:15	--	3	--	--	3	--	--	--	42	3	45	--	--	--	--	--	0	--	--	5	52	--	57	--	105	--	
9:30	1	2	1	1	5	--	--	3	46	5	54	--	--	--	--	--	0	--	--	5	79	--	84	--	143	--	
9:45	--	4	--	1	5	--	--	--	56	3	59	--	--	--	--	--	0	--	--	4	54	--	58	--	122	--	
Hour Total	1	12	1	6	20	--	--	3	198	16	217	--	--	--	--	--	--	--	--	16	241	--	257	--	494	--	
10:00	--	1	1	3	5	--	--	2	66	2	70	--	--	--	--	--	0	--	--	2	47	--	49	--	124	--	
10:15	--	7	--	2	9	--	--	--	56	3	59	--	--	--	--	1	1	--	--	1	68	1	70	--	139	--	
10:30	--	2	--	3	5	--	--	--	51	1	52	--	--	1	--	1	2	--	--	--	50	--	50	--	109	--	
10:45	--	1	1	4	6	--	--	--	54	6	60	--	--	1	1	--	2	--	--	2	59	--	61	--	129	--	
Hour Total	--	11	2	12	25	--	--	2	227	12	241	--	--	2	1	2	5	--	--	5	224	1	230	--	501	--	
11:00	--	1	--	5	6	--	--	--	56	6	62	--	--	--	--	--	0	--	--	2	56	--	58	--	126	--	
11:15	--	4	--	5	9	--	--	--	66	1	67	--	--	--	--	--	0	--	--	3	53	--	56	--	132	--	
11:30	--	4	1	2	7	--	--	--	79	2	81	--	--	--	1	--	1	--	--	2	79	--	81	--	170	--	
11:45	--	4	--	5	9	--	--	1	68	4	73	--	--	--	--	--	0	--	--	2	57	--	59	--	141	--	
Hour Total	--	13	1	17	31	--	--	1	269	13	283	--	--	--	1	--	1	--	--	9	245	--	254	--	569	--	
12:00	--	5	--	3	8	--	--	--	68	4	72	--	--	--	--	2	2	--	1	3	99	--	103	--	185	--	
12:15	--	2	--	5	7	--	--	--	68	4	72	--	--	--	--	--	0	--	--	3	74	--	77	--	156	--	
12:30	--	3	--	1	4	--	--	1	62	7	70	--	--	--	--	--	0	--	--	3	72	--	75	--	149	--	
12:45	--	3	--	5	8	--	--	--	79	2	81	--	--	--	--	--	0	--	--	4							

ALLIANT ENGINEERING, INC.

733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: CR 42 & Blaine Avenue E
Date: 3/10/2022
Duration: 0:00-24:00

Site Code: 836
Ref Pt: N/A
Page No: 2 of 5

All Vehicles (Cars & Trucks) Printed

Start Time	Blaine Avenue E Southbound						CR 42 Westbound						Blaine Avenue E Northbound						CR 42 Eastbound						Int. Veh. Total	Int. Ped/ Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes		
14:00	--	5	--	6	11	--	--	--	76	3	79	--	--	--	--	1	1	--	--	2	80	1	83	--	174	--
14:15	--	3	--	5	8	--	1	--	83	8	92	--	--	1	--	1	2	--	--	6	81	1	88	--	190	--
14:30	--	8	1	6	15	--	--	--	97	6	103	--	--	--	--	--	0	--	--	2	98	1	101	--	219	--
14:45	--	4	1	5	10	--	--	--	106	4	110	--	--	--	--	--	0	--	--	6	64	--	70	--	190	--
Hour Total	--	20	2	22	44	--	1	--	362	21	384	--	--	1	--	2	3	--	--	16	323	3	342	--	773	--
15:00	--	5	--	5	10	--	--	--	84	5	89	--	--	--	--	--	0	--	--	3	111	--	114	--	213	--
15:15	--	7	1	2	10	--	--	--	98	9	107	--	--	--	--	--	0	--	--	2	84	--	86	--	203	--
15:30	--	3	--	6	9	--	--	4	134	7	145	--	--	--	--	--	0	--	--	4	105	--	109	--	263	--
15:45	--	3	2	6	11	--	--	1	148	6	155	--	--	1	--	1	2	--	--	7	88	--	95	--	263	--
Hour Total	--	18	3	19	40	--	--	5	464	27	496	--	--	1	--	1	2	--	--	16	388	--	404	--	942	--
16:00	--	7	2	8	17	--	--	--	139	11	150	--	--	--	--	--	0	--	--	2	92	--	94	--	261	--
16:15	--	6	1	10	17	--	--	--	165	4	169	--	--	1	1	--	2	--	--	4	108	--	112	--	300	--
16:30	--	8	--	5	13	--	--	1	145	8	154	--	--	1	1	--	2	--	--	5	98	--	103	--	272	--
16:45	--	8	1	7	16	--	1	1	174	2	178	--	--	--	1	--	1	--	--	3	88	--	91	--	286	--
Hour Total	--	29	4	30	63	--	1	2	623	25	651	--	--	2	3	--	5	--	--	14	386	--	400	--	1119	--
17:00	--	4	--	9	13	--	--	--	140	6	146	--	--	--	1	--	1	--	1	6	100	--	107	--	267	--
17:15	--	5	1	5	11	--	--	1	153	7	161	--	--	--	2	2	4	--	--	3	79	1	83	--	259	--
17:30	--	11	--	4	15	--	--	1	140	5	146	--	--	1	--	1	2	--	--	4	63	--	67	--	230	--
17:45	--	1	--	9	10	--	--	--	115	8	123	--	--	--	--	1	1	--	--	3	83	--	86	--	220	--
Hour Total	--	21	1	27	49	--	--	2	548	26	576	--	--	1	3	4	8	--	1	16	325	1	343	--	976	--
18:00	--	5	--	5	10	--	--	--	100	7	107	--	--	1	3	--	4	--	--	2	113	1	116	--	237	--
18:15	--	4	--	--	4	--	--	--	111	6	117	--	--	--	--	1	1	--	--	1	64	--	65	--	187	--
18:30	--	2	--	3	5	--	--	--	78	2	80	--	--	--	--	--	0	--	--	2	57	--	59	--	144	--
18:45	--	1	2	3	6	--	--	--	54	5	59	--	--	--	--	--	0	--	--	2	54	--	56	--	121	--
Hour Total	--	12	2	11	25	--	--	--	343	20	363	--	--	1	3	1	5	--	--	7	288	1	296	--	689	--
19:00	--	--	1	1	2	--	--	--	43	1	44	--	--	--	1	--	1	--	--	--	45	--	45	--	92	--
19:15	--	1	2	1	4	--	--	1	43	2	46	--	--	--	--	--	0	--	--	1	51	--	52	--	102	--
19:30	--	1	1	1	3	--	--	--	38	2	40	--	--	--	--	--	0	--	--	--	30	--	30	--	73	--
19:45	--	--	--	--	0	--	--	--	52	3	55	--	--	--	--	--	0	--	--	1	26	--	27	--	82	--
Hour Total	--	2	4	3	9	--	--	1	176	8	185	--	--	--	1	--	1	--	--	2	152	--	154	--	349	--
20:00	--	--	--	1	1	--	--	--	39	--	39	--	--	--	--	--	0	--	--	1	30	1	32	--	72	--
20:15	--	1	1	--	2	--	--	--	45	1	46	--	--	--	--	--	0	--	--	2	39	--	41	--	89	--
20:30	--	2	--	--	2	--	--	--	47	1	48	--	--	--	1	--	1	--	--	1	40	--	41	--	92	--
20:45	--	--	--	--	0	--	--	--	51	1	52	--	--	--	--	--	0	--	--	3	30	--	33	--	85	--
Hour Total	--	3	1	1	5	--	--	--	182	3	185	--	--	--	1	--	1	--	--	7	139	1	147	--	338	--
21:00	--	3	--	1	4	--	--	--	45	4	49	--	--	--	--	--	0	--	--	2	21	--	23	--	76	--
21:15	--	--	--	2	2	--	--	--	47	2	49	--	--	--	--	--	0	--	--	--	32	--	32	--	83	--
21:30	--	1	1	--	2	--	--	--	29	2	31	--	--	--	--	--	0	--	--	--	32	--	32	--	65	--
21:45	--	3	1	--	4	--	--	--	21	1	22	--	--	--	--	--	0	--	--	--	24	--	24	--	50	--
Hour Total	--	7	2	3	12	--	--	--	142	9	151	--	--	--	--	--	--	--	--	2	109	--	111	--	274	--
22:00	--	1	--	--	1	--	--	--	14	--	14	--	--	--	--	--	0	--	--	--	30	--	30	--	45	--
22:15	--	2	--	--	2	--	--	--	17	--	17	--	--	--	--	--	0	--	--	3	21	--	24	--	43	--
22:30	--	1	--	--	1	--	--	--	12	--	12	--	--	--	1	--	1	--	--	--	11	--	11	--	25	--
22:45	--	1	--	--	1	--	--	--	17	--	17	--	--	--	--	--	0	--	--	--	8	--	8	--	26	--
Hour Total	--	5	--	--	5	--	--	--	60	--	60	--	--	--	1	--	1	--	--	3	70	--	73	--	139	--
23:00	--	--	--	--	0	--	--	--	18	--	18	--	--	--	--	--	0	--	--	--	19	--	19	--	37	--
23:15	--	--	--	--	0	--	--	--	24	--	24	--	--	--	--	--	0	--	--	--	5	--	5	--	29	--
23:30	--	--	1	--	1	--	--	--	25	--	25	--	--	--	--	1	1	--	--	--	9	--	9	--	36	--
23:45	--	--	--	--	0	--	--	--	11	--	11	--	--	--	--	--	0	--	--	--	5	--	5	--	16	--
Grand Total	1	234	27	218	480	--	2	26	5306	291	5625	--	--	9	22	13	44	--	4	282	5029	15	5330	--	11479	--
% of App.	0.2%	48.8%	5.6%	45.4%			0.0%	0.5%	94.3%	5.2%			0.0%	20.5%	50.0%	29.5%			0.1%	5.3%	94.4%	0.3%				
% of Total	0.0%	2.0%	0.2%	1.9%	4.2%	--	0.0%	0.2%	46.2%	2.5%	49.0%	--	0.0%	0.1%	0.2%	0.1%	0.4%	--	0.0%	2.5%	43.8%	0.1%	46.4%	--		
Cars Total	1	226	27	202	456	--	2	25	5048	282	5357	--	--	9	22	12	43	--	4	264	4763	15	5046	--	10902	--
Cars % of Movement	100%	96.6%	100%	92.7%	95.0%	--	100%	96.2%	95.1%	96.9%	95.2%	--	0.0%	100%	100%	92.3%	97.7%	--	100%	93.6%	94.7%	100%	94.7%	--	95.0%	--
Trucks Total	--	8	--	16	24	--	--	1	258	9	268	--	--	--	--	1	1	--	--	18	266	--	284	--	577	--
Trucks % of Movement	0.0%	3.4%	0.0%	7.3%	5.0%	--	0.0%	3.8%	4.9%	3.1%	4.8%	--	0.0%	0.0%	0.0%	7.7%	2.3%	--	0.0%	6.4%	5.3%	0.0%	5.3%	--	5.0%	--

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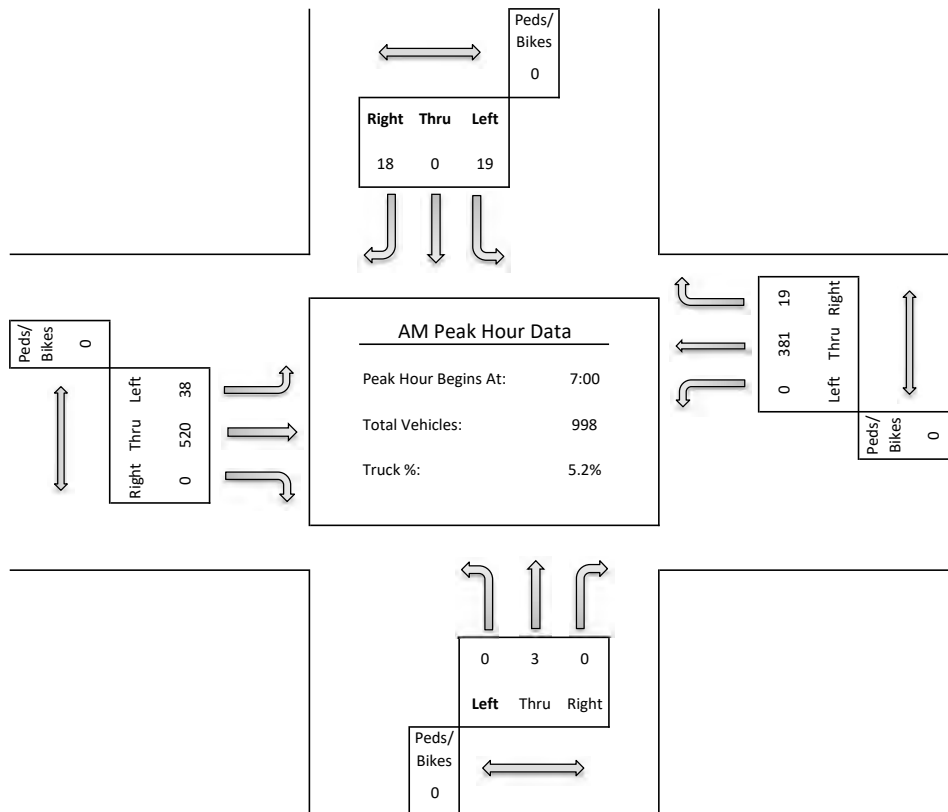
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: CR 42 & Blaine Avenue E
Date: 3/10/2022
Duration: 0:00-24:00

Site Code: 836
Ref Pt: N/A
Page No: 3 of 5

All Vehicles (Cars & Trucks) Printed

Start Time	Blaine Avenue E Southbound						CR 42 Westbound						Blaine Avenue E Northbound						CR 42 Eastbound						Int. Veh. Total	Int. Ped/ Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes		
7:00	--	2	--	3	5	--	--	--	71	7	78	--	--	--	1	--	1	--	--	12	114	--	126	--	210	--
7:15	--	4	--	8	12	--	--	--	102	6	108	--	--	--	1	--	1	--	--	8	139	--	147	--	268	--
7:30	--	7	--	5	12	--	--	--	101	4	105	--	--	--	1	--	1	--	--	10	144	--	154	--	272	--
7:45	--	6	--	2	8	--	--	--	107	2	109	--	--	--	--	--	0	--	--	8	123	--	131	--	248	--
Hour Total	--	19	--	18	37	--	--	--	381	19	400	--	--	--	3	--	3	--	--	38	520	--	558	--	998	--
% of App.	0.0%	51.4%	0.0%	48.6%			0.0%	0.0%	95.3%	4.8%			0.0%	0.0%	100%	0.0%			0.0%	6.8%	93.2%	0.0%				
% of Total	0.0%	1.9%	0.0%	1.8%	3.7%	--	0.0%	0.0%	38.2%	1.9%	40.1%	--	0.0%	0.0%	0.3%	0.0%	0.3%	--	0.0%	3.8%	52.1%	0.0%	55.9%	--		
Cars Total	--	19	--	15	34	--	--	--	359	17	376	--	--	--	3	--	3	--	--	38	495	--	533	--	946	--
Cars % of Movement	0.0%	100%	0.0%	83.3%	91.9%	--	0.0%	0.0%	94.2%	89.5%	94.0%	--	0.0%	0.0%	100%	0.0%	100%	--	0.0%	100%	95.2%	0.0%	95.5%	--	94.8%	--
Trucks Total	--	--	--	3	3	--	--	--	22	2	24	--	--	--	--	--	0	--	--	--	25	--	25	--	52	--
Trucks % of Movement	0.0%	0.0%	0.0%	16.7%	8.1%	--	0.0%	0.0%	5.8%	10.5%	6.0%	--	0.0%	0.0%	0.0%	0.0%	0.0%	--	0.0%	0.0%	4.8%	0.0%	4.5%	--	5.2%	--



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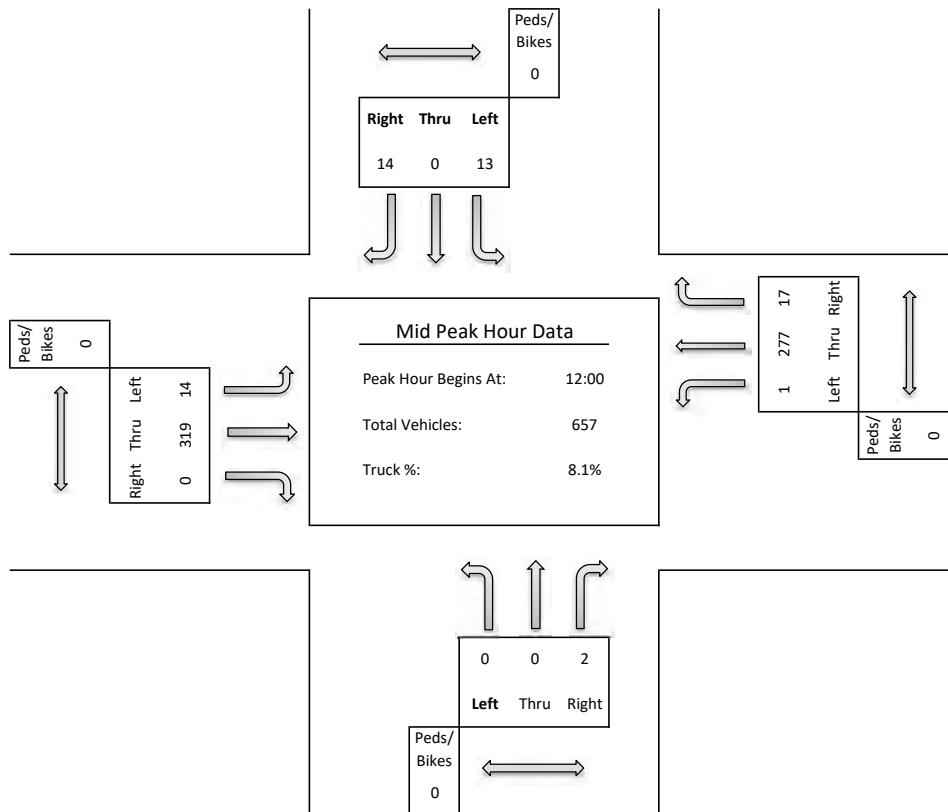
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: CR 42 & Blaine Avenue E
Date: 3/10/2022
Duration: 0:00-24:00

Site Code: 836
Ref Pt: N/A
Page No: 4 of 5

All Vehicles (Cars & Trucks) Printed

Start Time	Blaine Avenue E Southbound						CR 42 Westbound						Blaine Avenue E Northbound						CR 42 Eastbound						Int. Veh. Total	Int. Ped/ Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes		
12:00	--	5	--	3	8	--	--	--	68	4	72	--	--	--	--	2	2	--	1	3	99	--	103	--	185	--
12:15	--	2	--	5	7	--	--	--	68	4	72	--	--	--	--	--	0	--	--	3	74	--	77	--	156	--
12:30	--	3	--	1	4	--	--	1	62	7	70	--	--	--	--	--	0	--	--	3	72	--	75	--	149	--
12:45	--	3	--	5	8	--	--	--	79	2	81	--	--	--	--	--	0	--	--	4	74	--	78	--	167	--
Hour Total	--	13	--	14	27	--	--	1	277	17	295	--	--	--	--	2	2	--	1	13	319	--	333	--	657	--
% of App.	0.0%	48.1%	0.0%	51.9%			0.0%	0.3%	93.9%	5.8%			0.0%	0.0%	0.0%	100%			0.3%	3.9%	95.8%	0.0%				
% of Total	0.0%	2.0%	0.0%	2.1%	4.1%	--	0.0%	0.2%	42.2%	2.6%	44.9%	--	0.0%	0.0%	0.0%	0.3%	0.3%	--	0.2%	2.0%	48.6%	0.0%	50.7%	--		
Cars Total	--	13	--	13	26	--	--	1	257	15	273	--	--	--	--	1	1	--	1	12	291	--	304	--	604	--
Cars % of Movement	0.0%	100%	0.0%	92.9%	96.3%	--	0.0%	100%	92.8%	88.2%	92.5%	--	0.0%	0.0%	0.0%	50.0%	50.0%	--	100%	92.3%	91.2%	0.0%	91.3%	--	91.9%	--
Trucks Total	--	--	--	1	1	--	--	--	20	2	22	--	--	--	--	1	1	--	--	1	28	--	29	--	53	--
Trucks % of Movement	0.0%	0.0%	0.0%	7.1%	3.7%	--	0.0%	0.0%	7.2%	11.8%	7.5%	--	0.0%	0.0%	0.0%	50.0%	50.0%	--	0.0%	7.7%	8.8%	0.0%	8.7%	--	8.1%	--



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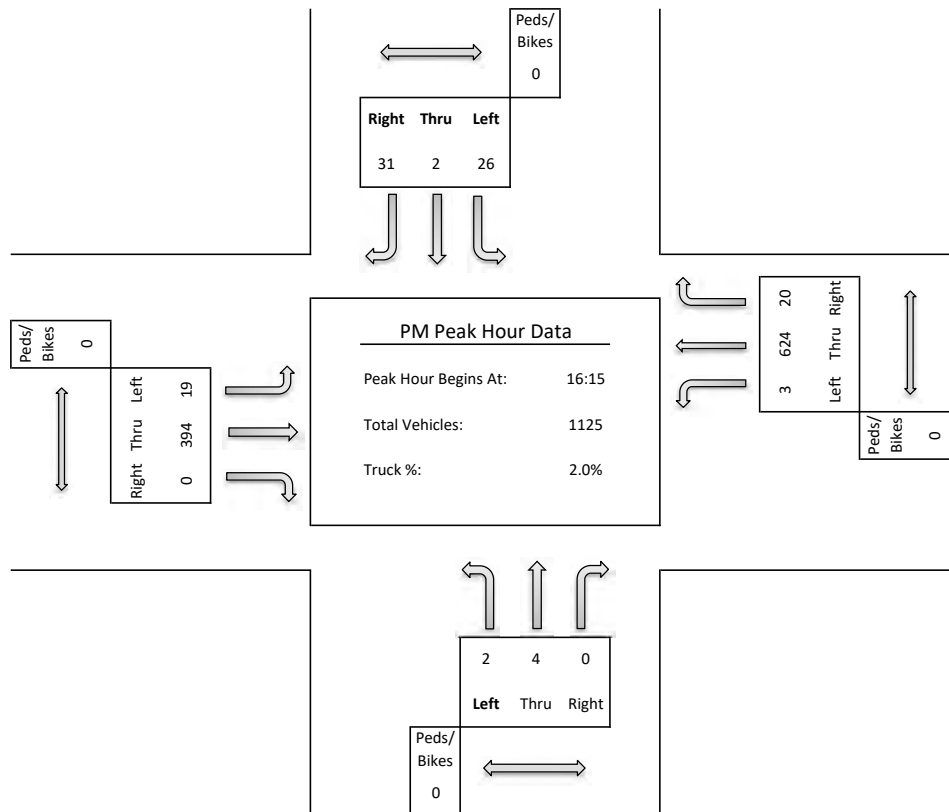
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: CR 42 & Blaine Avenue E
Date: 3/10/2022
Duration: 0:00-24:00

Site Code: 836
Ref Pt: N/A
Page No: 5 of 5

All Vehicles (Cars & Trucks) Printed

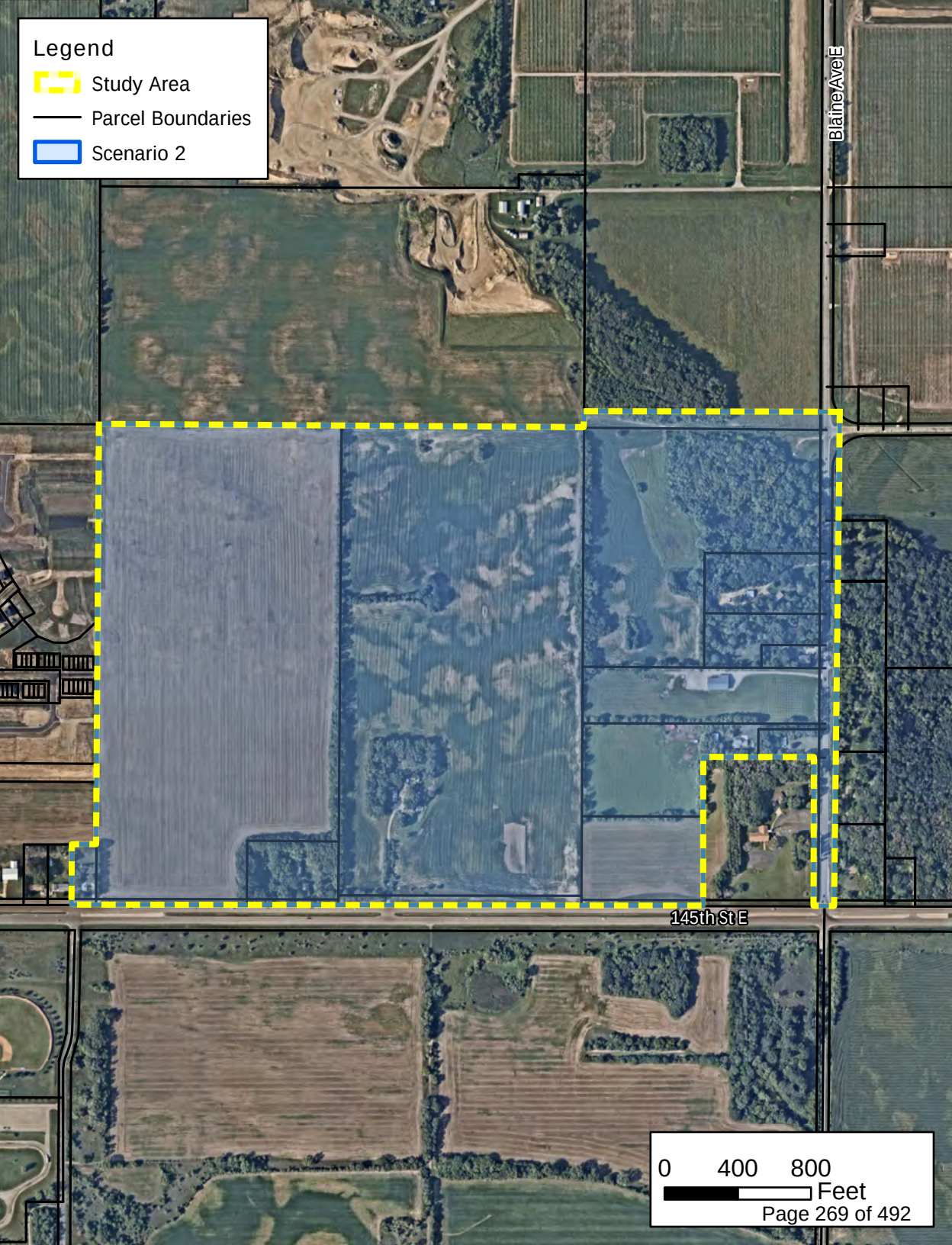
Start Time	Blaine Avenue E Southbound						CR 42 Westbound						Blaine Avenue E Northbound						CR 42 Eastbound						Int. Veh. Total	Int. Ped/ Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes		
16:15	--	6	1	10	17	--	--	--	165	4	169	--	--	1	1	--	2	--	--	4	108	--	112	--	300	--
16:30	--	8	--	5	13	--	--	1	145	8	154	--	--	1	1	--	2	--	--	5	98	--	103	--	272	--
16:45	--	8	1	7	16	--	1	1	174	2	178	--	--	--	1	--	1	--	--	3	88	--	91	--	286	--
17:00	--	4	--	9	13	--	--	--	140	6	146	--	--	--	1	--	1	--	1	6	100	--	107	--	267	--
Hour Total	--	26	2	31	59	--	1	2	624	20	647	--	--	2	4	--	6	--	1	18	394	--	413	--	1125	--
% of App.	0.0%	44.1%	3.4%	52.5%			0.2%	0.3%	96.4%	3.1%			0.0%	33.3%	66.7%	0.0%			0.2%	4.4%	95.4%	0.0%				
% of Total	0.0%	2.3%	0.2%	2.8%	5.2%	--	0.1%	0.2%	55.5%	1.8%	57.5%	--	0.0%	0.2%	0.4%	0.0%	0.5%	--	0.1%	1.6%	35.0%	0.0%	36.7%	--		
Cars Total	--	25	2	31	58	--	1	2	611	20	634	--	--	2	4	--	6	--	1	18	385	--	404	--	1102	--
Cars % of Movement	0.0%	96.2%	100%	100%	98.3%	--	100%	100%	97.9%	100%	98.0%	--	0.0%	100%	100%	0.0%	100%	--	100%	100%	97.7%	0.0%	97.8%	--	98.0%	
Trucks Total	--	1	--	--	1	--	--	--	13	--	13	--	--	--	--	--	0	--	--	--	9	--	9	--	23	--
Trucks % of Movement	0.0%	3.8%	0.0%	0.0%	1.7%	--	0.0%	0.0%	2.1%	0.0%	2.0%	--	0.0%	0.0%	0.0%	0.0%	0.0%	--	0.0%	0.0%	2.3%	0.0%	2.2%	--	2.0%	



Appendix C: SITE PLAN

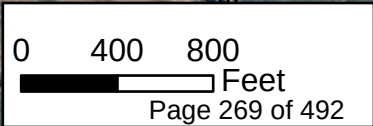
Legend

-  Study Area
-  Parcel Boundaries
-  Scenario 2



Blaine Ave E

145th St E



Appendix E: SIM TRAFFIC REPORTS

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	1.9	0.2	4.0	0.3
Total Del/Veh (s)	6.3	0.4	1.8	2.1	44.7	2.7	6.2

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.7	0.8	3.7	0.9
Total Del/Veh (s)	3.8	2.6	5.8	1.1	12.2	13.8	4.6	3.6

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.1	0.1	0.1	0.2	0.1
Total Del/Veh (s)	5.4	2.6	4.4	6.3	1.7	1.9		11.1	2.1	12.4	13.2	4.0

3: CSAH 71 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	2.5

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.1	0.0
Total Del/Veh (s)	3.4	2.7	4.9	2.1	9.1	3.9	2.9

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.9	0.2	1.8	0.0	0.0	0.0	3.7	0.1	3.4	3.5	0.7	3.4
Total Del/Veh (s)	15.5	4.8	1.9	10.8	8.5	3.7	16.6	20.6	2.1	13.3	15.8	3.6

5: CR 73 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	7.2

Total Network Performance

Movement	All
Denied Del/Veh (s)	1.5
Total Del/Veh (s)	17.4

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	EB	WB	WB	NB	NB
Directions Served	L	T	T	R	LT	R
Maximum Queue (ft)	167	5	4	51	126	53
Average Queue (ft)	69	0	0	4	53	12
95th Queue (ft)	126	3	3	26	107	38
Link Distance (ft)	531	531	2655		960	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				300		270
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	WB	SB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	62	98	101
Average Queue (ft)	8	30	47
95th Queue (ft)	37	76	77
Link Distance (ft)	531	775	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			360
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	EB	EB	WB	NB	SB
Directions Served	L	T	TR	L	LTR	LTR
Maximum Queue (ft)	64	10	4	14	31	72
Average Queue (ft)	17	0	0	1	3	26
95th Queue (ft)	47	7	3	9	17	59
Link Distance (ft)		4016	4016		2760	2365
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	300			270		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 4: Audrey Avenue & CSAH 42

Movement	WB	NB
Directions Served	L	LTR
Maximum Queue (ft)	30	21
Average Queue (ft)	4	5
95th Queue (ft)	19	19
Link Distance (ft)	2040	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	83	74	74	29	19	110	117	40	72	20	9	107
Average Queue (ft)	28	24	19	4	1	33	41	9	13	1	1	44
95th Queue (ft)	64	53	51	19	8	76	88	27	51	8	6	85
Link Distance (ft)	2631		2631			3787	3787			2239		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			250	360			260	240			400
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: CR 73 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	24	60
Average Queue (ft)	2	20
95th Queue (ft)	13	45
Link Distance (ft)	2010	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	270	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	1.9	0.2	0.1	4.2	0.1
Total Del/Veh (s)	5.0	0.4	1.5	1.2	34.9	37.5	3.6	6.4

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.3	1.9	3.5	1.2
Total Del/Veh (s)	3.6	3.1	3.8	1.4	12.8	15.9	8.4	4.8

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.0
Total Del/Veh (s)	7.0	2.5	3.4	2.6	2.7	13.7	18.9	3.6	18.7	15.4	6.3	3.1

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	3.0	3.4	2.9	2.9	16.9	2.7	3.0

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.0	0.2	1.9	0.0	0.0	0.0	3.3	0.2	3.3	3.5	0.5	3.4
Total Del/Veh (s)	21.0	4.2	1.1	35.5	14.6	7.9	20.2	32.4	2.8	22.4	24.5	6.6

5: CR 73 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	11.5

Total Network Performance

Movement	All
Denied Del/Veh (s)	1.6
Total Del/Veh (s)	23.0

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	WB	WB	NB	NB
Directions Served	L	T	R	LT	R
Maximum Queue (ft)	118	10	8	162	50
Average Queue (ft)	54	0	0	68	5
95th Queue (ft)	100	5	4	129	26
Link Distance (ft)	531	2655		960	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			300		270
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	WB	SB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	29	70	194
Average Queue (ft)	5	21	76
95th Queue (ft)	22	61	132
Link Distance (ft)	531	775	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			360
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	WB	WB	NB	SB
Directions Served	L	T	R	LTR	LTR
Maximum Queue (ft)	35	974	4	31	73
Average Queue (ft)	13	35	0	7	26
95th Queue (ft)	35	712	3	28	51
Link Distance (ft)		4822		2760	2365
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	300		180		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Audrey Avenue & CSAH 42

Movement	WB	NB
Directions Served	L	LTR
Maximum Queue (ft)	20	26
Average Queue (ft)	2	5
95th Queue (ft)	13	20
Link Distance (ft)	2040	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB		
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L		
Maximum Queue (ft)	123	78	59	7	8	149	146	104	31	20	16	114		
Average Queue (ft)	63	21	16	0	1	71	75	30	7	2	2	47		
95th Queue (ft)	109	51	44	3	6	125	124	69	23	11	10	96		
Link Distance (ft)	2631		2631			3787	3787			2239				
Upstream Blk Time (%)														
Queuing Penalty (veh)														
Storage Bay Dist (ft)	320				250	360				260	240		240	400
Storage Blk Time (%)														
Queuing Penalty (veh)														

Intersection: 5: CR 73 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	8	95
Average Queue (ft)	1	30
95th Queue (ft)	6	66
Link Distance (ft)	2010	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	270	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	2.0	0.3	4.0	0.4
Total Del/Veh (s)	9.1	1.0	2.3	2.9	289.3	16.9	20.3

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	1.1	0.8	3.5	0.8
Total Del/Veh (s)	4.8	3.1	9.1	1.4	43.9	48.3	6.7	8.6

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0		0.1	0.1	0.1	0.2	0.1	0.0
Total Del/Veh (s)	6.7	2.9	2.8	2.0	2.0		16.4	5.9	17.6	18.9	5.6	3.0

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	4.0	2.2	5.6	2.4	14.6	16.4	3.4

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	1.9	0.2	2.0	0.0	0.0	3.5	0.2	2.9	3.3	0.8	3.2	0.8
Total Del/Veh (s)	18.1	5.9	1.9	10.4	4.4	16.5	28.2	3.8	15.4	14.2	4.5	8.8

Total Network Performance

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)				1.5								
Total Del/Veh (s)				30.0								

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	WB	WB	NB	NB
Directions Served	L	T	R	LT	R
Maximum Queue (ft)	202	19	64	428	201
Average Queue (ft)	93	1	8	198	43
95th Queue (ft)	170	10	35	439	161
Link Distance (ft)	531	2655		960	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			300		270
Storage Blk Time (%)				22	
Queuing Penalty (veh)				10	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	WB	SB	SB
Directions Served	R	L	LT	R
Maximum Queue (ft)	2	91	382	120
Average Queue (ft)	0	17	149	52
95th Queue (ft)	1	61	309	91
Link Distance (ft)		531	775	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	300			360
Storage Blk Time (%)			2	
Queuing Penalty (veh)			5	

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	WB	WB	WB	NB	SB
Directions Served	L	L	T	R	LTR	LTR
Maximum Queue (ft)	81	10	4	4	31	95
Average Queue (ft)	24	0	0	0	3	29
95th Queue (ft)	61	5	3	3	17	67
Link Distance (ft)			4822		2760	2365
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	300	270		180		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 4: Audrey Avenue & CSAH 42

Movement	WB	NB
Directions Served	L	LTR
Maximum Queue (ft)	38	26
Average Queue (ft)	3	4
95th Queue (ft)	20	18
Link Distance (ft)	2040	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	T	T	R	L	T	R	L	T
Maximum Queue (ft)	96	74	81	32	113	125	68	82	21	16	134	29
Average Queue (ft)	32	35	28	4	44	48	13	16	3	2	58	5
95th Queue (ft)	71	67	62	19	91	95	40	52	15	10	107	19
Link Distance (ft)	2631		2631	3787		3787	2239				2010	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			250		260		240		240		400
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: CR 73 & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	66
Average Queue (ft)	24
95th Queue (ft)	50
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	270
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 15

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	1.9	0.3	0.5	4.0	0.3
Total Del/Veh (s)	7.6	0.7	1.9	2.1	72.2	40.6	4.9	9.2

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.3	1.1	3.4	1.2
Total Del/Veh (s)	4.0	3.3	4.3	1.6	21.3	15.4	10.2	6.2

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.2	0.2	0.2
Total Del/Veh (s)	8.2	2.7	2.4	2.6	2.9	3.1	21.8	19.9	4.9	26.5	26.0	10.5

3: CSAH 71 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	3.7

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Del/Veh (s)	3.2	2.8	5.9	3.0	22.8	33.8	3.2	3.2

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.9	0.2	2.0	0.0	0.0	0.1	3.3	0.1	3.3	3.4	0.5	3.3
Total Del/Veh (s)	23.2	4.7	1.3	44.5	16.8	8.2	26.3	37.2	4.6	22.6	23.9	7.6

5: CR 73 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	12.9

Total Network Performance

Movement	All
Denied Del/Veh (s)	1.6
Total Del/Veh (s)	25.9

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	WB	WB	NB	NB
Directions Served	L	T	R	LT	R
Maximum Queue (ft)	178	4	42	222	66
Average Queue (ft)	70	0	3	84	18
95th Queue (ft)	136	1	21	190	52
Link Distance (ft)	531	2655		960	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			300		270
Storage Blk Time (%)				2	
Queuing Penalty (veh)				0	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	WB	SB	SB
Directions Served	R	L	LT	R
Maximum Queue (ft)	4	39	159	224
Average Queue (ft)	0	12	68	88
95th Queue (ft)	2	34	128	169
Link Distance (ft)		531	775	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	300			360
Storage Blk Time (%)				0
Queuing Penalty (veh)				0

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	43	14	40	133
Average Queue (ft)	13	1	10	38
95th Queue (ft)	37	6	34	90
Link Distance (ft)			2760	2365
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	300	270		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Audrey Avenue & CSAH 42

Movement	WB	NB
Directions Served	L	LTR
Maximum Queue (ft)	25	30
Average Queue (ft)	2	5
95th Queue (ft)	13	20
Link Distance (ft)	2040	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L	
Maximum Queue (ft)	147	82	74	13	13	172	181	79	54	22	29	145	
Average Queue (ft)	71	26	19	1	1	85	87	31	13	2	5	64	
95th Queue (ft)	124	61	51	5	8	148	148	62	38	11	18	116	
Link Distance (ft)	2631		2631			3787	3787			2239			
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	320				250	360		260		240	240		400
Storage Blk Time (%)													
Queuing Penalty (veh)													

Intersection: 5: CR 73 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	12	87
Average Queue (ft)	0	38
95th Queue (ft)	5	77
Link Distance (ft)	2010	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	270	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.5	0.0	0.3	2.1	0.3	4.1	0.6
Total Del/Veh (s)	41.9	3.6	26.6	19.1	59.7	6.9	25.9

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	1.1	2.9	3.5	0.8
Total Del/Veh (s)	17.2	6.1	67.5	7.3	46.0	37.1	10.6	17.0

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.1		0.1	0.1	0.1	0.1	0.2
Total Del/Veh (s)	8.0	3.3	1.4	10.4	3.8	4.1		5.5	10.6	26.5	35.1	13.9

3: CSAH 71 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	4.5

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Del/Veh (s)	4.8	5.3	6.6	3.0	26.0	20.4	3.2	4.2

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.7	0.2	1.8		0.0	0.0	3.2	0.4	3.3	3.1	1.5	3.1
Total Del/Veh (s)	28.8	10.5	2.8		17.6	5.6	27.5	35.1	7.3	34.1	20.3	10.7

5: CR 73 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	1.2
Total Del/Veh (s)	17.3

Total Network Performance

Movement	All
Denied Del/Veh (s)	1.8
Total Del/Veh (s)	43.7

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	540	80	89	105	260	245	187	85
Average Queue (ft)	385	18	18	17	114	100	73	28
95th Queue (ft)	558	56	60	61	224	213	145	61
Link Distance (ft)	531	531	531	2655	2655		960	
Upstream Blk Time (%)	1							
Queuing Penalty (veh)	4							
Storage Bay Dist (ft)						300		270
Storage Blk Time (%)					0	0		
Queuing Penalty (veh)					0	0		

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	T	T	R	L	T	T	LT	R
Maximum Queue (ft)	310	250	50	159	120	111	400	164
Average Queue (ft)	131	82	10	44	27	23	193	81
95th Queue (ft)	271	186	33	115	89	81	341	142
Link Distance (ft)	4822	4822		531	531	531	775	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			300					360
Storage Blk Time (%)		0					1	
Queuing Penalty (veh)		0					2	

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	WB	WB	NB	SB
Directions Served	L	L	T	LTR	LTR
Maximum Queue (ft)	84	23	4	35	146
Average Queue (ft)	27	1	0	4	47
95th Queue (ft)	63	10	3	21	112
Link Distance (ft)			4822	2760	2365
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	300	270			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Audrey Avenue & CSAH 42

Movement	EB	WB	NB
Directions Served	T	L	LTR
Maximum Queue (ft)	4	42	25
Average Queue (ft)	0	6	5
95th Queue (ft)	3	26	20
Link Distance (ft)	3787		2040
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		300	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	137	153	163	41	4	169	184	71	162	48	25	336
Average Queue (ft)	49	69	63	8	0	83	87	18	72	13	8	168
95th Queue (ft)	99	124	123	28	3	147	153	46	142	37	22	303
Link Distance (ft)		2631	2631			3787	3787			2239		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			250	360			260	240		240	400
Storage Blk Time (%)												0
Queuing Penalty (veh)												1

Intersection: 5: CR 73 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	34	169
Average Queue (ft)	7	70
95th Queue (ft)	26	129
Link Distance (ft)	2010	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		270
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 8

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.3	0.0	0.3	2.2	0.2	0.2	3.9	0.4
Total Del/Veh (s)	53.6	3.6	21.5	11.9	56.7	48.1	6.4	28.3

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.7	3.0	3.4	1.1
Total Del/Veh (s)	19.0	5.6	64.7	12.8	38.8	26.6	18.0	18.0

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.3	0.1	0.1	0.1	0.2	0.1	0.2
Total Del/Veh (s)	11.8	3.0	2.4	1.7	4.6	5.2	21.8	31.6	9.2	82.5	89.9	40.8

3: CSAH 71 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	7.9

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Del/Veh (s)	4.2	5.2	6.0	3.2	14.6	30.6	3.9	3.7

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.7	0.2	1.7	0.0	0.0	0.1	3.2	0.5	3.0	3.2	1.6	3.2
Total Del/Veh (s)	39.9	11.8	1.9	47.3	31.1	11.5	38.0	44.6	6.5	37.3	34.1	18.2

5: CR 73 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	1.1
Total Del/Veh (s)	24.6

Total Network Performance

Movement	All
Denied Del/Veh (s)	1.8
Total Del/Veh (s)	51.8

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	525	80	94	101	258	129	212	73
Average Queue (ft)	325	17	15	16	107	37	93	17
95th Queue (ft)	479	55	57	62	208	97	168	53
Link Distance (ft)	531	531	531	2655	2655		960	
Upstream Blk Time (%)	0							
Queuing Penalty (veh)	1							
Storage Bay Dist (ft)						300		270
Storage Blk Time (%)					0		0	
Queuing Penalty (veh)					0		0	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	T	T	R	L	T	T	LT	R
Maximum Queue (ft)	368	297	44	91	177	170	228	331
Average Queue (ft)	110	87	13	31	64	52	84	157
95th Queue (ft)	250	213	33	73	142	129	182	288
Link Distance (ft)	4822	4822		531	531	531	775	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			300					360
Storage Blk Time (%)		1						0
Queuing Penalty (veh)		1						0

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	55	9	39	341
Average Queue (ft)	16	0	12	96
95th Queue (ft)	46	5	38	301
Link Distance (ft)			2760	2365
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	300	270		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Audrey Avenue & CSAH 42

Movement	WB	NB
Directions Served	L	LTR
Maximum Queue (ft)	20	30
Average Queue (ft)	2	5
95th Queue (ft)	15	19
Link Distance (ft)	2040	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	244	163	164	10	13	308	312	103	137	53	44	319
Average Queue (ft)	116	71	70	1	2	182	181	45	60	12	14	180
95th Queue (ft)	186	138	144	5	10	278	277	84	113	35	31	289
Link Distance (ft)	2631		2631			3787	3787			2239		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			250	360			260	240			400
Storage Blk Time (%)							0	1				
Queuing Penalty (veh)							0	3				

Intersection: 5: CR 73 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	21	255
Average Queue (ft)	2	119
95th Queue (ft)	10	211
Link Distance (ft)	2010	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	270	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Network Summary

Network wide Queuing Penalty: 6

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	1.8	429.0	397.4	32.1
Total Del/Veh (s)	16.6	1.0	2.6	3.3	1513.1	683.5	77.7

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	4.9	1.9	7.7	2.0
Total Del/Veh (s)	5.9	3.8	10.8	1.5	156.4	215.3	19.6	23.0

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	7.1	3.3	3.9	5.5	2.6	2.7	26.5	12.7	5.8	31.0	23.8	14.8

3: CSAH 71 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	4.1

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Del/Veh (s)	4.8	4.5	6.4	2.6	19.4	13.4	8.8	4.1

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.8	0.2	1.7		0.0	0.0	3.2	0.5	3.2	3.1	1.4	3.1
Total Del/Veh (s)	27.5	11.0	2.7		16.2	5.2	27.7	38.5	7.0	37.3	23.2	11.0

5: CR 73 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	1.2
Total Del/Veh (s)	17.9

Total Network Performance

Movement	All
Denied Del/Veh (s)	18.6
Total Del/Veh (s)	71.2

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	EB	WB	WB	NB	NB
Directions Served	L	T	T	R	LT	R
Maximum Queue (ft)	372	56	2	63	1008	400
Average Queue (ft)	153	2	0	15	781	83
95th Queue (ft)	282	41	1	47	1219	339
Link Distance (ft)	531	531	2655		960	
Upstream Blk Time (%)					57	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)				300		270
Storage Blk Time (%)					91	
Queuing Penalty (veh)					44	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	SB	SB
Directions Served	T	T	R	L	LT	R
Maximum Queue (ft)	11	17	3	94	744	446
Average Queue (ft)	0	0	0	25	409	190
95th Queue (ft)	7	6	2	71	783	527
Link Distance (ft)	4822	4822		531	775	
Upstream Blk Time (%)					9	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)			300			360
Storage Blk Time (%)					37	
Queuing Penalty (veh)					126	

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	WB	WB	NB	SB
Directions Served	L	L	R	LTR	LTR
Maximum Queue (ft)	92	24	16	31	151
Average Queue (ft)	28	2	1	6	52
95th Queue (ft)	68	12	9	25	116
Link Distance (ft)				2760	2365
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	300	270	180		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Audrey Avenue & CSAH 42

Movement	WB	NB
Directions Served	L	LTR
Maximum Queue (ft)	42	30
Average Queue (ft)	4	4
95th Queue (ft)	23	19
Link Distance (ft)	2040	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L	
Maximum Queue (ft)	99	163	167	36	4	169	176	57	232	41	30	367	
Average Queue (ft)	45	71	69	7	0	78	78	17	80	12	7	190	
95th Queue (ft)	87	131	134	24	3	140	142	42	165	34	22	338	
Link Distance (ft)	2631		2631			3787	3787			2239			
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	320				250	360		260	240			240	400
Storage Blk Time (%)									0				0
Queuing Penalty (veh)									0				1

Intersection: 5: CR 73 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	38	170
Average Queue (ft)	10	73
95th Queue (ft)	29	138
Link Distance (ft)	2010	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	270	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 171

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	1.9	29.3	17.4	21.2	3.1
Total Del/Veh (s)	10.2	0.7	2.4	2.2	500.8	729.7	157.3	51.2

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.5	0.1	3.4	1.1
Total Del/Veh (s)	4.7	3.9	6.4	1.9	31.9	13.2	14.9	8.2

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.1	0.2	0.1	0.2
Total Del/Veh (s)	11.3	3.3	5.3	7.8	3.5	4.3	34.2	53.5	12.6	55.4	45.4	30.9

3: CSAH 71 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	6.6

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Del/Veh (s)	4.5	6.2	5.5	3.2	20.5	28.3	6.4	3.9

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.8	0.2	1.6	0.0	0.0	0.1	3.2	0.4	3.3	3.1	1.7	3.1
Total Del/Veh (s)	39.3	11.9	2.2	49.8	29.0	11.2	42.9	56.0	6.2	43.5	37.4	18.2

5: CR 73 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	1.1
Total Del/Veh (s)	24.8

Total Network Performance

Movement	All
Denied Del/Veh (s)	2.9
Total Del/Veh (s)	54.6

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	WB	WB	NB	NB
Directions Served	L	T	R	LT	R
Maximum Queue (ft)	246	12	30	923	329
Average Queue (ft)	95	0	3	484	82
95th Queue (ft)	193	5	19	972	327
Link Distance (ft)	531	2655		960	
Upstream Blk Time (%)				11	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)			300		270
Storage Blk Time (%)				61	
Queuing Penalty (veh)				13	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	WB	SB	SB
Directions Served	T	L	LT	R
Maximum Queue (ft)	10	43	275	297
Average Queue (ft)	0	12	85	127
95th Queue (ft)	7	35	214	278
Link Distance (ft)	4822	531	775	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				360
Storage Blk Time (%)				2
Queuing Penalty (veh)				1

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	WB	WB	NB	SB
Directions Served	L	L	R	LTR	LTR
Maximum Queue (ft)	56	14	4	57	196
Average Queue (ft)	18	1	0	17	81
95th Queue (ft)	45	7	0	47	180
Link Distance (ft)				2760	2365
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	300	270	180		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Audrey Avenue & CSAH 42

Movement	WB	NB
Directions Served	L	LTR
Maximum Queue (ft)	30	21
Average Queue (ft)	2	4
95th Queue (ft)	14	16
Link Distance (ft)	2040	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	214	185	190	11	24	278	293	103	170	54	51	402
Average Queue (ft)	113	78	74	1	1	168	170	42	67	13	14	194
95th Queue (ft)	186	151	151	5	11	264	266	82	133	39	35	340
Link Distance (ft)	2631		2631			3787	3787			2239		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			250	360			260	240			400
Storage Blk Time (%)							1					1
Queuing Penalty (veh)							2					5

Intersection: 5: CR 73 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	15	209
Average Queue (ft)	1	117
95th Queue (ft)	7	196
Link Distance (ft)	2010	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	270	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 21

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.3	3.8	0.2
Total Del/Veh (s)	19.6	3.7	45.9	15.9	58.4	5.9	22.0

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.9	2.7	3.5	1.2
Total Del/Veh (s)	12.1	6.8	79.7	15.0	40.9	69.6	7.4	14.0

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.0	0.0		0.1	0.1	1.5	0.0	1.2	0.1
Total Del/Veh (s)	56.2	4.7	63.1	16.7	13.1		48.3	3.0	45.3	4.9	5.5	14.1

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	1.4	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	47.9	7.0	3.7	56.1	5.3	2.6	34.0	34.8	41.4	1.0	3.6	9.0

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	1.8	0.2	1.7	0.0	0.0	3.4	0.1	3.7	3.4	0.7	3.4	0.8
Total Del/Veh (s)	64.0	4.9	2.0	10.5	6.2	49.5	62.0	4.5	50.0	58.7	5.8	13.0

6: CSAH 71 & Connemara Trail Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.6	0.0	0.4	5.0	0.1	4.0	0.3
Total Del/Veh (s)	2.2	2.0	2.5	1.5	1.4	0.7	0.4	0.0	1.9

7: Bigfoot Access/Street A & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.4	0.1	0.0
Total Del/Veh (s)	7.1	2.7	4.3	5.3	4.2	3.7

8: Audrey Avenue & Connemara Trail Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.2	4.2	4.1	0.1	0.0	0.0	0.0	1.3
Total Del/Veh (s)	3.4	2.7	4.3	5.8	4.4	0.1	3.1	3.3

Total Network Performance

Denied Del/Veh (s)	1.6
Total Del/Veh (s)	44.6

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	413	84	86	172	146	225	279	76
Average Queue (ft)	185	27	17	86	69	88	132	26
95th Queue (ft)	349	65	59	146	131	176	231	58
Link Distance (ft)	530	530	530	1013	1013		958	
Upstream Blk Time (%)	0							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)						300		270
Storage Blk Time (%)						0	1	
Queuing Penalty (veh)						0	0	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	T	T	R	L	T	T	LT	R
Maximum Queue (ft)	223	225	61	124	217	193	448	283
Average Queue (ft)	69	56	14	38	84	74	165	87
95th Queue (ft)	159	149	43	104	180	162	331	207
Link Distance (ft)	4819	4819		530	530	530	775	
Upstream Blk Time (%)							0	
Queuing Penalty (veh)							0	
Storage Bay Dist (ft)			300					360
Storage Blk Time (%)		0					1	
Queuing Penalty (veh)		0					7	

Queuing and Blocking Report
AM Peak Hour

2027 Build Mitigation (Plus RVGC)
AM Peak Hour

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	L	T	T	R	L	T	R	L	T
Maximum Queue (ft)	159	123	123	26	173	228	63	2	9	5	191	16
Average Queue (ft)	72	25	32	2	64	91	22	0	1	0	57	2
95th Queue (ft)	133	79	85	14	141	173	53	2	6	3	139	10
Link Distance (ft)		2074	2074		4819	4819			2748			2550
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			270			180	300		300	200	
Storage Blk Time (%)						0					1	
Queuing Penalty (veh)						1					0	

Intersection: 3: CSAH 71 & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	60
Average Queue (ft)	13
95th Queue (ft)	38
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Audrey Avenue & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	L	R
Maximum Queue (ft)	102	122	121	6	36	122	125	43	30	26	117	21
Average Queue (ft)	36	37	41	0	8	34	35	12	5	2	54	4
95th Queue (ft)	79	94	97	4	26	88	91	33	22	13	103	17
Link Distance (ft)		3924	3924			1697	1697			2042		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			380	300			300	250		250	250
Storage Blk Time (%)												
Queuing Penalty (veh)												

Queuing and Blocking Report
AM Peak Hour

2027 Build Mitigation (Plus RVGC)
AM Peak Hour

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	T	T	R	L	T	R	L	T
Maximum Queue (ft)	152	112	117	16	154	153	39	105	20	16	199	34
Average Queue (ft)	56	39	38	2	44	50	5	29	2	3	101	5
95th Queue (ft)	123	92	91	12	117	119	21	81	11	12	175	21
Link Distance (ft)		2631	2631		3924	3924			2239			2010
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			250			260	240		240	400	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: CR 73 & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	80
Average Queue (ft)	31
95th Queue (ft)	60
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	270
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: CSAH 71 & Connemara Trail

Movement	EB	WB	NB	SB
Directions Served	R	R	L	L
Maximum Queue (ft)	42	22	53	5
Average Queue (ft)	16	3	6	0
95th Queue (ft)	35	16	28	3
Link Distance (ft)	584	1045		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			300	300
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Bigfoot Access/Street A & CSAH 42

Movement	EB	WB	SB
Directions Served	L	R	R
Maximum Queue (ft)	61	17	23
Average Queue (ft)	15	1	5
95th Queue (ft)	44	7	20
Link Distance (ft)			304
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300	300	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Audrey Avenue & Connemara Trail

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	18	42	48	24	29	57
Average Queue (ft)	1	23	23	1	8	28
95th Queue (ft)	8	46	47	9	27	47
Link Distance (ft)	773			527	624	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		150	200		150	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 9

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.6	0.1	0.0	0.0	0.3	0.1	3.9	0.4
Total Del/Veh (s)	43.3	5.0	24.6	14.7	59.6	82.5	7.1	30.1

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	1.7	2.4	3.4	1.1
Total Del/Veh (s)	14.7	7.2	78.4	5.1	53.7	122.4	7.0	12.3

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.1	0.9	0.1	0.9	0.1	0.0	0.1
Total Del/Veh (s)	60.8	6.1	2.9	84.6	13.4	9.7	52.4	71.9	5.6	48.0	12.9	14.9

3: CSAH 71 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	14.6

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.0	0.0	3.2	0.1	4.2	0.1	0.0	0.1
Total Del/Veh (s)	58.1	10.2	4.4	50.6	8.8	3.8	34.1	47.4	7.6	40.1	2.4	11.9

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	12.6

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.8	0.2	1.6	0.8	0.0	0.1	3.2	0.1	3.6	3.4	1.7	3.4
Total Del/Veh (s)	58.6	4.7	1.2	85.3	17.6	10.5	57.9	71.7	3.6	61.4	73.6	9.8

5: CR 73 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	19.3

6: CSAH 71 & Connemara Trail Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	3.8	0.2	3.0	0.2
Total Del/Veh (s)	7.2	5.6	4.3	1.2	0.7	3.2	0.4	0.0	4.1

7: Bigfoot Access/Street A & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	9.8	2.1	2.9	3.3	9.2	2.8

8: Audrey Avenue & Connemara Trail Performance by movement

Movement	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	4.2	3.8	0.7	0.0	0.0	0.2	3.1
Total Del/Veh (s)	6.0	6.4	8.5	6.6	0.2	5.9	6.3

Total Network Performance

Movement	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)				1.8			
Total Del/Veh (s)				56.9			

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	548	109	118	117	118	154	224	72
Average Queue (ft)	393	24	22	58	60	46	108	16
95th Queue (ft)	557	73	75	103	110	108	197	52
Link Distance (ft)	530	530	530	1013	1013		958	
Upstream Blk Time (%)	1							
Queuing Penalty (veh)	4							
Storage Bay Dist (ft)						300		270
Storage Blk Time (%)							0	
Queuing Penalty (veh)							0	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	T	T	R	L	T	T	LT	R
Maximum Queue (ft)	278	219	52	85	105	89	264	213
Average Queue (ft)	105	57	21	28	14	9	98	84
95th Queue (ft)	229	153	48	64	65	51	207	181
Link Distance (ft)	4819	4819		530	530	530	775	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			300					360
Storage Blk Time (%)		0						
Queuing Penalty (veh)		0						

Queuing and Blocking Report
PM Peak Hour

2027 Build Mitigation (Plus RVGC)
PM Peak Hour

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	75	136	130	2	12	161	170	41	25	28	19	226
Average Queue (ft)	27	44	50	0	1	57	70	9	1	4	2	132
95th Queue (ft)	65	106	108	1	6	125	136	28	12	18	11	213
Link Distance (ft)		2074	2074			4819	4819			2748		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			300	270			180	300		300	200
Storage Blk Time (%)							0					2
Queuing Penalty (veh)							0					2

Intersection: 3: CSAH 71 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	13	94
Average Queue (ft)	1	32
95th Queue (ft)	8	71
Link Distance (ft)	2550	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
PM Peak Hour

2027 Build Mitigation (Plus RVGC)
PM Peak Hour

Intersection: 4: Audrey Avenue & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	52	151	157	13	24	175	175	33	30	8	14	219
Average Queue (ft)	10	55	61	1	2	57	73	6	3	1	1	120
95th Queue (ft)	34	120	124	7	14	128	145	21	18	8	6	204
Link Distance (ft)		3924	3924			1697	1697			2042		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			380	300			300	250		250	250
Storage Blk Time (%)												0
Queuing Penalty (veh)												0

Intersection: 4: Audrey Avenue & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	62
Average Queue (ft)	17
95th Queue (ft)	43
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	250
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
PM Peak Hour

2027 Build Mitigation (Plus RVGC)
PM Peak Hour

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	260	201	140	12	15	240	247	99	71	20	20	218
Average Queue (ft)	130	33	29	0	1	105	111	24	14	2	4	101
95th Queue (ft)	230	110	93	4	8	202	212	61	43	12	16	184
Link Distance (ft)		2631	2631			3924	3924			2239		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			250	360			260	240		240	400
Storage Blk Time (%)	0		0				0					
Queuing Penalty (veh)	0		0				0					

Intersection: 5: CR 73 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	16	97
Average Queue (ft)	1	41
95th Queue (ft)	7	81
Link Distance (ft)	2010	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		270
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: CSAH 71 & Connemara Trail

Movement	EB	WB	NB	SB
Directions Served	R	R	L	L
Maximum Queue (ft)	75	14	40	6
Average Queue (ft)	37	1	6	0
95th Queue (ft)	62	7	26	6
Link Distance (ft)	584	1045		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			300	300
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Bigfoot Access/Street A & CSAH 42

Movement	EB	WB	SB
Directions Served	L	T	R
Maximum Queue (ft)	44	11	42
Average Queue (ft)	9	1	17
95th Queue (ft)	33	9	36
Link Distance (ft)		2074	304
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Audrey Avenue & Connemara Trail

Movement	EB	WB	WB	NB	NB
Directions Served	R	L	T	L	R
Maximum Queue (ft)	46	72	25	29	43
Average Queue (ft)	25	40	1	11	17
95th Queue (ft)	47	61	12	31	35
Link Distance (ft)			527	624	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150	200		150	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 7

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	773.8	668.2	96.7
Total Del/Veh (s)	12.1	1.0	1.5	0.9	1328.8	815.1	94.3

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.3	1.6	4.1	1.5
Total Del/Veh (s)	1.5	0.1	9.6	1.8	88.4	58.6	15.6	13.3

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.0	0.0	1.7	0.1	1.8	1.6	0.0	1.7	0.1
Total Del/Veh (s)	10.5	1.7	4.0	2.7	2.8	22.3	26.9	8.6	83.8	2.8	4.7	4.9

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.0	0.1	1.6	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.2	5.0	5.7	4.0	1.0	0.8	24.7	32.2	26.8	1.6	4.1	4.5

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	2.0	0.2	1.7	0.0	0.0	3.4	0.1	3.4	3.3	0.6	3.3	0.8
Total Del/Veh (s)	18.6	6.5	2.4	8.7	3.1	18.5	30.4	3.4	16.0	14.7	4.2	8.2

6: CSAH 71 & Connemara Trail Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.6	0.0	0.7	5.9	0.1	3.8	0.3
Total Del/Veh (s)	2.4	2.1	1.9	0.9	1.1	0.2	0.4	0.0	1.4

7: Bigfoot Access/Street A & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.1	0.0
Total Del/Veh (s)	4.3	1.2	1.4	1.5	3.5	1.4

8: Audrey Avenue & Connemara Trail Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)		4.1	4.1	0.1	0.0	0.0	0.0	1.3
Total Del/Veh (s)		2.6	4.3	5.0	4.4	0.0	2.6	3.0

Total Network Performance

Denied Del/Veh (s)	49.4
Total Del/Veh (s)	65.5

Queuing and Blocking Report
AM Peak Hour

2027 Build (Plus RVGC)
AM Peak Hour

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	WB	WB	NB	NB
Directions Served	L	T	R	LT	R
Maximum Queue (ft)	338	2	67	1010	400
Average Queue (ft)	123	0	10	922	109
95th Queue (ft)	252	2	41	1156	397
Link Distance (ft)	530	1013		958	
Upstream Blk Time (%)				79	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)			300		270
Storage Blk Time (%)				100	
Queuing Penalty (veh)				47	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	T	T	R	L	T	LT	R
Maximum Queue (ft)	3	10	9	77	4	578	351
Average Queue (ft)	0	0	1	16	0	240	147
95th Queue (ft)	2	5	8	57	3	531	353
Link Distance (ft)	462	462		530	530	775	
Upstream Blk Time (%)						1	
Queuing Penalty (veh)						0	
Storage Bay Dist (ft)			300				360
Storage Blk Time (%)						13	0
Queuing Penalty (veh)						77	1

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	96	16	3	29	13	13	11	191	20	72
Average Queue (ft)	31	1	0	2	1	1	1	68	2	21
95th Queue (ft)	71	9	2	15	7	6	5	156	11	57
Link Distance (ft)			4290			2748			2550	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	300	270		180	300		300	200		200
Storage Blk Time (%)								2		
Queuing Penalty (veh)								1		

Queuing and Blocking Report
AM Peak Hour

2027 Build (Plus RVGC)
AM Peak Hour

Intersection: 4: Audrey Avenue & CSAH 42

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	T	L	L	T	L	R
Maximum Queue (ft)	45	4	33	29	9	108	21
Average Queue (ft)	14	0	2	4	1	39	6
95th Queue (ft)	35	3	15	20	8	82	21
Link Distance (ft)	3924			2042			
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	300		300	250		250	250
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	T	T	R	L	T	R	L	T
Maximum Queue (ft)	76	112	110	34	86	114	34	84	21	15	108	29
Average Queue (ft)	31	43	37	4	37	39	7	18	2	3	55	3
95th Queue (ft)	65	84	80	18	79	86	23	57	12	12	98	17
Link Distance (ft)	2631		2631	3924		3924	2239			2010		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320	250			260		240	240		400		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: CR 73 & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	75
Average Queue (ft)	28
95th Queue (ft)	56
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	270
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
AM Peak Hour

2027 Build (Plus RVGC)
AM Peak Hour

Intersection: 6: CSAH 71 & Connemara Trail

Movement	EB	WB	NB
Directions Served	R	R	L
Maximum Queue (ft)	44	22	30
Average Queue (ft)	17	4	5
95th Queue (ft)	37	18	22
Link Distance (ft)	584	1045	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			300
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Bigfoot Access/Street A & CSAH 42

Movement	EB	WB	SB
Directions Served	L	R	R
Maximum Queue (ft)	44	13	27
Average Queue (ft)	16	0	6
95th Queue (ft)	40	6	22
Link Distance (ft)			304
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300	300	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Audrey Avenue & Connemara Trail

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	12	46	46	25	24	52
Average Queue (ft)	0	22	22	2	7	25
95th Queue (ft)	5	48	48	13	25	40
Link Distance (ft)	773			527	624	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		150	200			150
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 125

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	160.1	287.8	174.3	17.8
Total Del/Veh (s)	10.6	2.0	1.7	0.6	797.5	778.6	425.9	79.2

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.7	1.3	3.4	1.2
Total Del/Veh (s)	1.3	0.6	6.6	2.6	29.6	35.2	16.3	7.7

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0		0.0	0.0	0.1	0.1	0.1	0.1	81.5	0.0	119.9
Total Del/Veh (s)	18.1	3.2		7.2	4.5	3.4	43.5	180.6	7.2	1848.6	1395.0	1689.8

3: CSAH 71 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	7.7
Total Del/Veh (s)	184.3

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.1	0.9	0.1	0.0	0.1
Total Del/Veh (s)	9.5	5.2	2.6	7.3	2.1	2.1	53.0	43.6	7.7	465.2	155.3	145.7

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	46.4

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.8	0.2	1.5	0.0	0.0	0.1	3.0	0.4	3.1	3.4	0.1	3.3
Total Del/Veh (s)	23.5	4.8	1.4	32.1	15.5	7.4	25.3	35.5	2.3	21.6	17.0	7.8

5: CR 73 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	12.2

6: CSAH 71 & Connemara Trail Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	413.6	0.1	0.0	0.0	0.0	3.4	1.2	15.8	184.9
Total Del/Veh (s)	489.7	5.1	3.9	0.9	0.6	87.1	309.7	44.2	256.0

7: Bigfoot Access/Street A & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	7.3	1.4	2.1	2.5	8.4	2.0

8: Audrey Avenue & Connemara Trail Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	4.0	165.7	14.6	0.0	0.0	0.1	109.8
Total Del/Veh (s)	6.4	104.1	228.1	60.5	6.3	0.2	5.8	160.2

Total Network Performance

Movement	All
Denied Del/Veh (s)	49.1
Total Del/Veh (s)	236.1

Queuing and Blocking Report
PM Peak Hour

2027 Build (Plus RVGC)
PM Peak Hour

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	WB	WB	NB	NB
Directions Served	L	T	R	LT	R
Maximum Queue (ft)	272	10	35	936	400
Average Queue (ft)	109	0	3	675	84
95th Queue (ft)	206	5	18	1203	345
Link Distance (ft)	530	1013		958	
Upstream Blk Time (%)				39	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)			300		270
Storage Blk Time (%)				81	
Queuing Penalty (veh)				16	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	B21	WB	SB	SB
Directions Served	T	T	R	T	L	LT	R
Maximum Queue (ft)	5	11	6	11	43	195	348
Average Queue (ft)	0	0	0	0	13	80	142
95th Queue (ft)	4	6	3	8	37	161	279
Link Distance (ft)	462	462		4290	530	775	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			300				360
Storage Blk Time (%)							1
Queuing Penalty (veh)							1

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	R	L	T	R	L	T	R
Maximum Queue (ft)	55	16	5	31	44	19	320	2563	83
Average Queue (ft)	16	1	0	2	9	2	318	2286	18
95th Queue (ft)	41	8	3	15	35	12	323	3028	58
Link Distance (ft)					2748			2550	
Upstream Blk Time (%)								54	
Queuing Penalty (veh)								164	
Storage Bay Dist (ft)	300	270	180	300		300	200		200
Storage Blk Time (%)							100		
Queuing Penalty (veh)							105		

Queuing and Blocking Report
PM Peak Hour

2027 Build (Plus RVGC)
PM Peak Hour

Intersection: 4: Audrey Avenue & CSAH 42

Movement	EB	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	T	L	L	T	R	L	T	R
Maximum Queue (ft)	21	5	2	16	20	22	18	350	639	113
Average Queue (ft)	5	0	0	2	2	1	1	329	501	20
95th Queue (ft)	19	3	2	11	12	10	8	414	901	77
Link Distance (ft)	3924		3924	2042				624		
Upstream Blk Time (%)									52	
Queuing Penalty (veh)									125	
Storage Bay Dist (ft)	300			300	250	250		250	250	
Storage Blk Time (%)									88	
Queuing Penalty (veh)									37	

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	150	80	78	7	20	146	156	66	45	26	17	138
Average Queue (ft)	68	26	23	0	1	85	84	22	10	3	3	56
95th Queue (ft)	120	59	59	4	10	136	135	48	31	16	13	110
Link Distance (ft)	2631		2631	3924				3924	2239			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320	250			360	260			240	240		400
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: CR 73 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	8	116
Average Queue (ft)	0	39
95th Queue (ft)	4	82
Link Distance (ft)	2010	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	270	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
PM Peak Hour

2027 Build (Plus RVGC)
PM Peak Hour

Intersection: 6: CSAH 71 & Connemara Trail

Movement	EB	WB	NB	SB	SB
Directions Served	R	R	L	L	T
Maximum Queue (ft)	600	23	24	65	833
Average Queue (ft)	329	1	1	3	231
95th Queue (ft)	762	11	10	48	732
Link Distance (ft)	584	1045			1179
Upstream Blk Time (%)	46				1
Queuing Penalty (veh)	0				0
Storage Bay Dist (ft)			300	300	
Storage Blk Time (%)					29
Queuing Penalty (veh)					1

Intersection: 7: Bigfoot Access/Street A & CSAH 42

Movement	EB	SB
Directions Served	L	R
Maximum Queue (ft)	35	45
Average Queue (ft)	5	19
95th Queue (ft)	24	40
Link Distance (ft)		304
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Audrey Avenue & Connemara Trail

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	105	116	300	525	24	32
Average Queue (ft)	12	52	182	209	10	15
95th Queue (ft)	88	124	373	627	29	33
Link Distance (ft)	773			527	624	
Upstream Blk Time (%)				31		
Queuing Penalty (veh)				0		
Storage Bay Dist (ft)		150	200			150
Storage Blk Time (%)	1	5	49			
Queuing Penalty (veh)	0	0	0			

Network Summary

Network wide Queuing Penalty: 451

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1105.0	1102.6	151.9
Total Del/Veh (s)	11.7	1.0	1.6	0.7	1502.0	932.0	101.7

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	8.0	12.2	9.8	4.2
Total Del/Veh (s)	1.5	0.1	5.7	1.9	84.5	112.1	27.4	18.0

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.4	0.0	0.0	0.0	0.0	0.0	0.1	2.2	1.6	0.0	1.6	0.1
Total Del/Veh (s)	12.3	1.8	1.3	6.2	2.8	2.8	53.4	6.4	296.0	11.6	69.7	12.8

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.5	0.0	0.1	1.0	0.1	0.9	0.0	0.0	0.0
Total Del/Veh (s)	8.8	4.9	5.3	8.3	1.1	0.9	29.7	62.9	4.7	52.3	0.8	4.5

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	5.7

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	1.8	0.2	1.7	0.0	0.0	3.4	0.1	3.4	3.4	0.7	3.4	0.8
Total Del/Veh (s)	19.6	6.2	2.1	8.4	3.5	15.9	22.2	4.0	15.7	14.2	4.4	7.9

6: CSAH 71 & Connemara Trail Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.5	0.0	0.7	4.3	0.2	3.5	0.3
Total Del/Veh (s)	2.2	2.3	1.8	1.0	0.8	0.7	0.4	0.0	1.4

7: Bigfoot Access/Street A & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.5	0.2	0.0
Total Del/Veh (s)	4.0	1.3	1.5	1.7	4.3	1.5

8: Audrey Avenue & Connemara Trail Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)		4.2	4.2	0.1	0.0	0.0	0.0	1.4
Total Del/Veh (s)		2.6	4.3	3.4	4.2	0.6	2.6	3.0

Total Network Performance

Denied Del/Veh (s)	75.1
Total Del/Veh (s)	74.5

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	WB	WB	NB	NB
Directions Served	L	T	R	LT	R
Maximum Queue (ft)	304	3	61	1001	400
Average Queue (ft)	114	0	7	944	104
95th Queue (ft)	212	2	34	1104	391
Link Distance (ft)	530	1013		958	
Upstream Blk Time (%)				89	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)			300		270
Storage Blk Time (%)				100	
Queuing Penalty (veh)				47	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	SB	SB
Directions Served	T	T	R	L	LT	R
Maximum Queue (ft)	3	3	3	80	618	448
Average Queue (ft)	0	0	0	12	271	234
95th Queue (ft)	2	2	2	49	691	485
Link Distance (ft)	462	462		530	775	
Upstream Blk Time (%)					7	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)			300			360
Storage Blk Time (%)					15	7
Queuing Penalty (veh)					107	12

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	R	T	R	L	T	R
Maximum Queue (ft)	84	2	6	48	15	9	14	278	334	96
Average Queue (ft)	34	0	0	20	1	1	2	134	120	22
95th Queue (ft)	73	2	3	43	7	5	9	305	566	64
Link Distance (ft)		2074				2748			2550	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	300		300	270	180		300	200		200
Storage Blk Time (%)								24		
Queuing Penalty (veh)								8		

Queuing and Blocking Report
AM Peak Hour

2027 Build (Plus RVGC and other industrial)
AM Peak Hour

Intersection: 4: Audrey Avenue & CSAH 42

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	L	R	L	T	R	L	R
Maximum Queue (ft)	50	8	76	11	30	18	18	148	21
Average Queue (ft)	13	0	26	0	5	1	1	54	5
95th Queue (ft)	36	3	63	4	22	8	8	115	19
Link Distance (ft)	3924				2042				
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	300		300	300	250		250	250	250
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	T	T	R	L	T	R	L	T
Maximum Queue (ft)	83	94	96	32	95	87	43	69	30	15	123	26
Average Queue (ft)	32	39	33	4	39	38	9	15	3	1	55	2
95th Queue (ft)	68	79	74	19	82	77	29	49	17	8	102	13
Link Distance (ft)	2631		2631		3924	3924			2239			2010
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			250			260	240		240	400	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: CR 73 & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	89
Average Queue (ft)	30
95th Queue (ft)	63
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	270
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
AM Peak Hour

2027 Build (Plus RVGC and other industrial)
AM Peak Hour

Intersection: 6: CSAH 71 & Connemara Trail

Movement	EB	WB	NB	SB
Directions Served	R	R	L	L
Maximum Queue (ft)	37	22	29	10
Average Queue (ft)	17	4	5	0
95th Queue (ft)	35	18	23	5
Link Distance (ft)	584	1045		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			300	300
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Bigfoot Access/Street A & CSAH 42

Movement	EB	WB	SB
Directions Served	L	R	R
Maximum Queue (ft)	46	17	27
Average Queue (ft)	17	1	4
95th Queue (ft)	40	7	18
Link Distance (ft)			304
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300	300	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Audrey Avenue & Connemara Trail

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	13	57	44	19	24	48
Average Queue (ft)	0	24	23	1	8	24
95th Queue (ft)	7	49	47	8	27	37
Link Distance (ft)	773			527	624	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		150	200			150
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 174

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	889.7	720.6	957.9	84.8
Total Del/Veh (s)	17.1	2.0	1.9	0.7	2034.4	1725.2	1319.5	106.0

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.7	1.0	3.5	1.1
Total Del/Veh (s)	1.8	0.7	7.9	2.6	51.4	52.8	14.3	7.6

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.2	0.2	63.4	0.0	103.8
Total Del/Veh (s)	16.4	3.7	1.5	5.3	4.5	3.0	272.4	173.5	18.2	2031.1	1385.5	1720.1

3: CSAH 71 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	5.4
Total Del/Veh (s)	167.3

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.2	1.0	0.1	0.0	0.1
Total Del/Veh (s)	10.0	5.5	3.4	8.6	2.1	2.0	44.8	65.4	12.7	571.5	231.0	231.5

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	50.8

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.8	0.2	1.4	0.0	0.0	0.1	3.3	0.1	3.5	3.2	0.5	3.4
Total Del/Veh (s)	23.6	4.9	2.1	56.0	15.0	7.6	25.9	28.3	3.7	23.1	15.4	7.9

5: CR 73 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	12.2

6: CSAH 71 & Connemara Trail Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	376.0	0.1	0.0	0.0	0.0	3.0	14.4	3.9	178.6
Total Del/Veh (s)	511.7	5.5	4.0	0.9	0.5	167.9	430.8	135.9	303.6

7: Bigfoot Access/Street A & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	8.3	1.4	2.0	2.0	9.0	1.9

8: Audrey Avenue & Connemara Trail Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)		4.0	266.6	281.5	0.0	0.0	0.1	175.7
Total Del/Veh (s)		237.1	394.8	321.1	6.2	0.3	6.0	274.8

Total Network Performance

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)				78.0				
Total Del/Veh (s)				246.1				

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	WB	WB	NB	NB
Directions Served	L	T	R	LT	R
Maximum Queue (ft)	386	2	58	995	400
Average Queue (ft)	177	0	7	915	40
95th Queue (ft)	341	2	32	1127	238
Link Distance (ft)	530	1013		958	
Upstream Blk Time (%)	0			76	
Queuing Penalty (veh)	0			0	
Storage Bay Dist (ft)			300		270
Storage Blk Time (%)				100	
Queuing Penalty (veh)				20	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	SB	SB
Directions Served	T	T	R	L	LT	R
Maximum Queue (ft)	30	9	6	46	336	345
Average Queue (ft)	1	0	0	10	102	127
95th Queue (ft)	22	5	3	32	251	247
Link Distance (ft)	462	462		530	775	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			300			360
Storage Blk Time (%)					1	0
Queuing Penalty (veh)					9	0

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	59	2	8	3	2	213	88	127	320	2563	109
Average Queue (ft)	17	0	0	0	0	83	13	48	316	2190	15
95th Queue (ft)	41	3	4	2	2	226	74	99	331	3202	61
Link Distance (ft)		2074		4290			2748			2550	
Upstream Blk Time (%)										57	
Queuing Penalty (veh)										175	
Storage Bay Dist (ft)	300		270		180	300		300	200		200
Storage Blk Time (%)						6	0		100		
Queuing Penalty (veh)						8	0		105		

Queuing and Blocking Report
PM Peak Hour

2027 Build (Plus RVGC and other industrial)
PM Peak Hour

Intersection: 4: Audrey Avenue & CSAH 42

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	L	L	T	R	L	T	R
Maximum Queue (ft)	27	5	20	91	18	106	350	640	119
Average Queue (ft)	7	0	1	38	2	40	348	603	17
95th Queue (ft)	23	3	10	75	10	78	360	786	71
Link Distance (ft)	3924				2042				624
Upstream Blk Time (%)								69	
Queuing Penalty (veh)								166	
Storage Bay Dist (ft)	300	300		250	250		250	250	
Storage Blk Time (%)							100		
Queuing Penalty (veh)							42		

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	147	72	88	9	12	187	173	60	52	21	16	144
Average Queue (ft)	70	26	25	1	1	81	88	24	13	3	3	58
95th Queue (ft)	122	56	63	5	8	146	148	50	37	13	13	117
Link Distance (ft)	2631		2631			3924	3924			2239		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			250	360			260	240			400
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: CR 73 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	7	95
Average Queue (ft)	0	41
95th Queue (ft)	4	78
Link Distance (ft)	2010	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	270	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
PM Peak Hour

2027 Build (Plus RVGC and other industrial)
PM Peak Hour

Intersection: 6: CSAH 71 & Connemara Trail

Movement	EB	WB	NB	SB	SB	SB
Directions Served	R	R	L	L	T	R
Maximum Queue (ft)	598	18	35	6	806	65
Average Queue (ft)	349	2	3	0	291	2
95th Queue (ft)	783	12	17	4	898	47
Link Distance (ft)	584	1045			1179	
Upstream Blk Time (%)	48				6	
Queuing Penalty (veh)	0				0	
Storage Bay Dist (ft)			300	300		300
Storage Blk Time (%)					32	
Queuing Penalty (veh)					2	

Intersection: 7: Bigfoot Access/Street A & CSAH 42

Movement	EB	SB
Directions Served	L	R
Maximum Queue (ft)	35	55
Average Queue (ft)	7	19
95th Queue (ft)	28	42
Link Distance (ft)		304
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Audrey Avenue & Connemara Trail

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	187	119	300	568	24	41
Average Queue (ft)	49	55	242	356	9	17
95th Queue (ft)	276	114	400	765	28	34
Link Distance (ft)	773			527	624	
Upstream Blk Time (%)				58		
Queuing Penalty (veh)				0		
Storage Bay Dist (ft)		150	200			150
Storage Blk Time (%)	11	0	73			
Queuing Penalty (veh)	5	0	1			

Network Summary

Network wide Queuing Penalty: 533

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.4	3.8	0.2
Total Del/Veh (s)	19.1	3.9	48.0	16.8	54.3	6.1	22.4

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.0	3.8	3.5	1.3
Total Del/Veh (s)	6.7	1.0	71.2	15.8	39.1	60.5	8.6	12.1

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.0	0.0	0.0	0.1	2.8	1.5	0.0	1.7	0.1
Total Del/Veh (s)	51.0	9.8	3.2	48.5	11.6	7.9	24.8	7.6	42.4	4.4	6.9	13.9

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.0	0.1	2.1	0.1	1.3	0.1	0.0	0.0
Total Del/Veh (s)	43.0	8.3	5.7	48.8	6.6	2.5	52.5	46.4	7.0	44.9	0.5	5.3

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	10.8

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	1.7	0.2	1.8	0.0	0.0	3.5	0.1	3.2	3.4	0.7	3.4	0.8
Total Del/Veh (s)	61.1	4.9	1.8	10.5	7.1	52.6	61.1	5.8	50.7	50.7	5.9	13.0

6: CSAH 71 & Connemara Trail Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.7	0.0	0.4	3.4	0.1	5.0	0.4
Total Del/Veh (s)	2.2	2.7	2.2	1.4	0.6	0.9	0.4	0.0	1.7

7: Bigfoot Access/Street A & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.4	0.1	0.0
Total Del/Veh (s)	7.8	3.1	4.3	5.4	4.8	3.9

8: Audrey Avenue & Connemara Trail Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)		4.2	4.1	0.1	0.0	0.0	0.0	1.3
Total Del/Veh (s)	3.7	2.7	4.3	5.3	4.4	0.3	3.0	3.2

Total Network Performance

Denied Del/Veh (s)	1.7
Total Del/Veh (s)	47.3

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	449	87	101	190	175	218	251	74
Average Queue (ft)	182	26	21	99	86	89	140	26
95th Queue (ft)	363	67	66	171	157	171	229	57
Link Distance (ft)	530	530	530	1013	1013		958	
Upstream Blk Time (%)	0							
Queuing Penalty (veh)	1							
Storage Bay Dist (ft)						300		270
Storage Blk Time (%)							0	
Queuing Penalty (veh)							0	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	T	T	R	L	T	T	LT	R
Maximum Queue (ft)	253	203	58	126	202	195	441	324
Average Queue (ft)	72	50	11	41	92	78	159	110
95th Queue (ft)	178	133	38	105	177	160	323	237
Link Distance (ft)	473	473		530	530	530	775	
Upstream Blk Time (%)	0						0	
Queuing Penalty (veh)	0						0	
Storage Bay Dist (ft)			300					360
Storage Blk Time (%)		0					1	
Queuing Penalty (veh)		0					5	

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	T	R	L	T
Maximum Queue (ft)	170	227	238	19	137	167	197	72	8	14	138	17
Average Queue (ft)	58	65	67	2	47	59	85	22	0	1	55	2
95th Queue (ft)	121	164	168	11	101	131	167	54	4	8	117	12
Link Distance (ft)		2074	2074			4290	4290		2748			2550
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			300	270			180		300	200	
Storage Blk Time (%)							0					
Queuing Penalty (veh)							1					

Intersection: 3: CSAH 71 & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	63
Average Queue (ft)	17
95th Queue (ft)	48
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Audrey Avenue & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	88	136	139	21	126	180	183	37	39	13	17	112
Average Queue (ft)	33	47	56	3	47	41	44	10	5	1	1	47
95th Queue (ft)	71	105	113	14	101	117	122	27	23	6	7	93
Link Distance (ft)		3924	3924			1697	1697			2042		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			380	300			300	250		250	250
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: Audrey Avenue & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	5
95th Queue (ft)	19
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	250
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
AM Peak Hour

2027 Build Mitigation (Plus RVGC and other industrial)

AM Peak Hour

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	T	T	R	L	T	R	L	T
Maximum Queue (ft)	163	123	123	24	161	163	44	108	29	15	239	34
Average Queue (ft)	55	45	35	2	40	48	5	25	3	2	107	7
95th Queue (ft)	117	99	89	14	112	125	21	75	16	10	187	24
Link Distance (ft)		2631	2631		3924	3924			2239			2010
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			250			260	240		240	400	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: CR 73 & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	96
Average Queue (ft)	34
95th Queue (ft)	69
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	270
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: CSAH 71 & Connemara Trail

Movement	EB	WB	NB	SB
Directions Served	R	R	L	L
Maximum Queue (ft)	49	22	42	5
Average Queue (ft)	16	3	5	0
95th Queue (ft)	36	16	24	3
Link Distance (ft)	584	1045		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			300	300
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Bigfoot Access/Street A & CSAH 42

Movement	EB	WB	SB
Directions Served	L	R	R
Maximum Queue (ft)	60	19	27
Average Queue (ft)	15	1	6
95th Queue (ft)	42	9	23
Link Distance (ft)			304
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300	300	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Audrey Avenue & Connemara Trail

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	19	60	47	25	24	57
Average Queue (ft)	1	22	21	2	7	27
95th Queue (ft)	8	50	46	14	25	46
Link Distance (ft)	773			527	624	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		150	200		150	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 7

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	21.9	13.5	0.0	0.0	0.3	0.1	3.9	13.6
Total Del/Veh (s)	59.7	4.6	33.8	24.6	57.1	55.2	5.9	41.4

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.8		3.5	1.0
Total Del/Veh (s)	52.1	17.5	86.9	6.4	55.4	46.1	7.2	30.7

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.4		0.0	0.1	0.8	0.5	0.9	0.1	0.0	0.1
Total Del/Veh (s)	61.0	8.2	1.2		15.6	10.5	44.1	52.4	13.0	50.0	19.2	17.6

3: CSAH 71 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	16.5

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.2	2.1	0.4	2.1	0.1	0.0	0.2
Total Del/Veh (s)	57.7	10.9	3.0	79.4	9.9	3.7	36.0	106.5	9.8	43.9	2.2	10.1

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	14.1

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.9	0.2	2.3	0.0	0.0	0.0	3.1	0.1	3.3	3.4	1.0	3.3
Total Del/Veh (s)	55.9	5.2	0.7	43.2	18.4	11.5	51.7	53.7	3.7	57.1	67.5	10.9

5: CR 73 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	19.2

6: CSAH 71 & Connemara Trail Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	3.2	0.1	4.3	0.2
Total Del/Veh (s)	7.1	5.1	4.6	1.1	1.0	2.9	0.4	0.0	4.1

7: Bigfoot Access/Street A & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	9.7	2.2	3.0	3.6	10.3	2.8

8: Audrey Avenue & Connemara Trail Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	4.1	3.8	0.5	0.0	0.0	0.0	3.1
Total Del/Veh (s)	3.7	6.1	6.3	7.8	6.2	0.1	6.1	6.2

Total Network Performance

Movement	All
Denied Del/Veh (s)	8.1
Total Del/Veh (s)	76.2

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	552	200	82	134	143	180	220	62
Average Queue (ft)	518	28	16	73	74	72	100	15
95th Queue (ft)	606	106	54	121	130	151	176	47
Link Distance (ft)	530	530	530	1013	1013		958	
Upstream Blk Time (%)	17							
Queuing Penalty (veh)	65							
Storage Bay Dist (ft)						300		270
Storage Blk Time (%)							0	
Queuing Penalty (veh)							0	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	T	T	R	L	T	T	LT	R
Maximum Queue (ft)	703	667	299	84	147	131	257	236
Average Queue (ft)	386	262	62	29	20	10	96	76
95th Queue (ft)	826	790	251	69	75	58	204	187
Link Distance (ft)	4819	4819		530	530	530	775	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			300					360
Storage Blk Time (%)		3						0
Queuing Penalty (veh)		6						0

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	88	195	189	6	9	212	221	43	94	32	116	267
Average Queue (ft)	25	64	72	0	0	73	87	8	29	5	46	141
95th Queue (ft)	67	144	148	3	4	158	174	29	72	21	87	233
Link Distance (ft)		2074	2074			4819	4819			2748		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			300	270			180	300		300	200
Storage Blk Time (%)							1					3
Queuing Penalty (veh)							1					3

Intersection: 3: CSAH 71 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	69	119
Average Queue (ft)	3	33
95th Queue (ft)	43	77
Link Distance (ft)	2550	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Audrey Avenue & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	59	136	145	15	26	245	248	25	106	18	92	242
Average Queue (ft)	10	57	62	1	3	76	92	5	36	1	36	121
95th Queue (ft)	35	113	123	8	15	173	187	19	80	10	72	208
Link Distance (ft)		3924	3924			1697	1697			2042		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			380	300			300	250		250	250
Storage Blk Time (%)						0						0
Queuing Penalty (veh)						0						0

Intersection: 4: Audrey Avenue & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	47
Average Queue (ft)	17
95th Queue (ft)	39
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	250
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	261	156	126	4	25	292	278	93	51	20	21	230
Average Queue (ft)	125	36	33	0	1	118	123	26	13	2	4	106
95th Queue (ft)	224	100	91	2	9	240	239	65	40	10	16	194
Link Distance (ft)		2631	2631			3924	3924			2239		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			250	360			260	240		240	400
Storage Blk Time (%)	0	0					1					
Queuing Penalty (veh)	1	0					1					

Intersection: 5: CR 73 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	14	114
Average Queue (ft)	1	44
95th Queue (ft)	7	91
Link Distance (ft)	2010	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		270
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: CSAH 71 & Connemara Trail

Movement	EB	WB	NB	SB
Directions Served	R	R	L	L
Maximum Queue (ft)	75	23	35	12
Average Queue (ft)	37	2	5	0
95th Queue (ft)	62	14	24	6
Link Distance (ft)	584	1045		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			300	300
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Bigfoot Access/Street A & CSAH 42

Movement	EB	WB	SB
Directions Served	L	T	R
Maximum Queue (ft)	35	5	54
Average Queue (ft)	7	0	19
95th Queue (ft)	28	3	42
Link Distance (ft)		2074	304
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Audrey Avenue & Connemara Trail

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	12	47	80	25	24	44
Average Queue (ft)	1	24	39	2	12	18
95th Queue (ft)	8	47	61	13	31	38
Link Distance (ft)	773			527	624	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		150	200		150	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 77

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	3.8	0.1
Total Del/Veh (s)	38.5	6.7	17.5	7.5	52.7	6.1	24.2

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.9	1.8	3.4	1.1
Total Del/Veh (s)	13.8	8.7	66.8	9.0	45.7	58.0	9.5	14.4

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.4	0.0	0.0	0.0	0.1	1.7	0.1	2.2	1.5	0.0	1.5	0.1
Total Del/Veh (s)	60.5	4.1	69.1	14.6	12.5	36.1	34.2	8.4	53.2	5.7	9.0	13.2

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.1	1.4	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	47.9	7.5	8.2	59.8	4.5	2.5	35.1	29.7	45.6	0.8	6.6	8.6

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	1.8	0.2	1.7	0.0	0.0	3.2	0.4	3.2	3.2	1.4	3.1	1.2
Total Del/Veh (s)	64.0	11.8	2.6	18.9	7.2	51.5	69.6	11.3	168.1	97.0	53.6	45.3

6: CSAH 71 & Connemara Trail Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	1.0	0.1	0.8	4.1	0.1	5.0	0.5
Total Del/Veh (s)	2.3	2.2	2.8	1.6	1.6	0.5	0.4	0.0	1.9

7: Bigfoot Access/Street A & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.3	0.1	0.0
Total Del/Veh (s)	6.8	2.6	4.1	5.1	4.1	3.5

8: Audrey Avenue & Connemara Trail Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)		4.1	4.2	0.1	0.0	0.0	0.0	1.3
Total Del/Veh (s)		2.9	4.2	6.0	4.6	0.7	3.1	3.3

Total Network Performance

Denied Del/Veh (s)	1.7
Total Del/Veh (s)	62.9

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	363	335	139	116	165	124	196	272	63
Average Queue (ft)	206	205	45	41	72	53	71	129	25
95th Queue (ft)	315	304	103	102	133	108	154	225	55
Link Distance (ft)	525	525	525	525	1014	1014		957	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)							300		270
Storage Blk Time (%)								1	
Queuing Penalty (veh)								0	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	T	T	R	L	T	T	LT	R
Maximum Queue (ft)	185	222	66	122	142	144	395	304
Average Queue (ft)	59	95	16	51	51	41	180	112
95th Queue (ft)	134	181	47	115	120	115	316	254
Link Distance (ft)	4813	4813		525	525	525	775	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			300					360
Storage Blk Time (%)		0					1	0
Queuing Penalty (veh)		0					7	0

Queuing and Blocking Report
AM Peak Hour

2040 Build Mitigation (Plus RVGC)
AM Peak Hour

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	L	T	T	R	L	T	R	L	L
Maximum Queue (ft)	210	108	103	21	167	198	68	8	18	10	118	160
Average Queue (ft)	88	23	25	3	64	85	19	0	1	1	23	52
95th Queue (ft)	173	74	70	13	140	163	49	5	8	5	77	116
Link Distance (ft)		2068	2068		4813	4813			2748			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			270			180	300		300	200	200
Storage Blk Time (%)	0					1						
Queuing Penalty (veh)	1					1						

Intersection: 3: CSAH 71 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	20	89
Average Queue (ft)	2	22
95th Queue (ft)	11	61
Link Distance (ft)	2550	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
AM Peak Hour

2040 Build Mitigation (Plus RVGC)
AM Peak Hour

Intersection: 4: Audrey Avenue & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	L	L
Maximum Queue (ft)	85	120	127	14	34	118	128	42	28	17	58	82
Average Queue (ft)	36	35	32	1	7	32	33	9	4	1	19	38
95th Queue (ft)	76	88	82	6	25	88	90	27	20	9	48	73
Link Distance (ft)		3918	3918			1692	1692			2042		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			380	300			300	250		250	250
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: Audrey Avenue & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	24
Average Queue (ft)	5
95th Queue (ft)	19
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	250
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
AM Peak Hour

2040 Build Mitigation (Plus RVGC)

AM Peak Hour

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	T	T	R	L	T	R	L	T
Maximum Queue (ft)	158	208	212	45	243	253	51	257	93	32	580	1269
Average Queue (ft)	66	115	109	5	97	101	10	122	17	8	456	473
95th Queue (ft)	133	186	189	23	206	211	31	218	58	25	681	1469
Link Distance (ft)		2631	2631		3918	3918			2239			2010
Upstream Blk Time (%)												0
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	320			250			260	240		240	400	
Storage Blk Time (%)			0			0		0	0		41	
Queuing Penalty (veh)			0			0		0	0		139	

Intersection: 5: CR 73 & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	300
Average Queue (ft)	111
95th Queue (ft)	230
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	270
Storage Blk Time (%)	0
Queuing Penalty (veh)	2

Intersection: 6: CSAH 71 & Connemara Trail

Movement	EB	WB	NB	SB
Directions Served	R	R	L	L
Maximum Queue (ft)	39	22	38	5
Average Queue (ft)	16	4	8	0
95th Queue (ft)	35	17	28	4
Link Distance (ft)	578	1038		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			300	300
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
AM Peak Hour

2040 Build Mitigation (Plus RVGC)
AM Peak Hour

Intersection: 7: Bigfoot Access/Street A & CSAH 42

Movement	EB	WB	SB
Directions Served	L	R	R
Maximum Queue (ft)	50	19	22
Average Queue (ft)	16	1	4
95th Queue (ft)	42	9	17
Link Distance (ft)			304
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300	300	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Audrey Avenue & Connemara Trail

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	12	52	39	31	27	60
Average Queue (ft)	0	25	24	2	8	28
95th Queue (ft)	6	48	47	15	27	48
Link Distance (ft)	767			521	624	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		150	200			150
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 150

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.2	0.1	3.9	0.1
Total Del/Veh (s)	47.9	6.5	16.7	6.9	54.9	46.1	6.3	29.8

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.8		3.4	1.1
Total Del/Veh (s)	16.6	10.6	73.2	4.9	51.8		9.4	13.7

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0		0.0	0.0	0.2	1.1	0.1	0.9	0.1	0.0	0.2
Total Del/Veh (s)	62.3	6.8		46.2	15.4	11.3	47.3	68.1	9.2	52.1	23.3	25.4

3: CSAH 71 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	16.7

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	2.6	0.1	1.3	0.1	0.0	0.0
Total Del/Veh (s)	67.5	9.9	6.2	49.4	7.1	3.7	42.8	39.6	3.5	44.6	2.1	14.4

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	11.4

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.8	0.2	1.5	0.0	0.0	0.1	3.2	0.4	3.1	3.1	1.7	3.1
Total Del/Veh (s)	58.6	15.1	2.4	87.1	30.2	13.8	52.1	61.8	7.2	60.1	52.6	28.3

5: CR 73 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	1.0
Total Del/Veh (s)	30.7

6: CSAH 71 & Connemara Trail Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.1	0.0	0.0	3.5	0.2	3.3	0.2
Total Del/Veh (s)	7.5	5.2	5.3	1.6	1.0	3.7	0.5	0.5	3.9

7: Bigfoot Access/Street A & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	9.8	2.4	3.4	3.9	11.7	3.2

8: Audrey Avenue & Connemara Trail Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)		4.2	3.8	0.4	0.0	0.0	0.1	3.1
Total Del/Veh (s)		6.2	6.2	4.8	6.2	0.3	6.0	6.1

Total Network Performance

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)				1.8				
Total Del/Veh (s)				64.3				

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	360	384	98	111	142	148	137	245	66
Average Queue (ft)	242	252	32	27	62	69	42	115	17
95th Queue (ft)	346	362	81	81	116	132	101	205	49
Link Distance (ft)	525	525	525	525	1014	1014		957	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)							300		270
Storage Blk Time (%)								0	
Queuing Penalty (veh)								0	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	T	T	R	L	T	T	LT	R
Maximum Queue (ft)	254	327	154	95	122	115	260	333
Average Queue (ft)	79	120	26	30	15	9	100	113
95th Queue (ft)	190	255	94	73	68	55	203	252
Link Distance (ft)	4813	4813		525	525	525	775	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			300					360
Storage Blk Time (%)		0					0	0
Queuing Penalty (veh)		1					1	0

Queuing and Blocking Report
PM Peak Hour

2040 Build Mitigation (Plus RVGC)
PM Peak Hour

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	L	T	T	R	L	T	R	L	L
Maximum Queue (ft)	98	177	196	8	202	234	44	29	35	19	132	177
Average Queue (ft)	34	46	53	1	95	100	11	4	7	3	69	85
95th Queue (ft)	80	117	135	5	179	197	34	20	25	14	124	138
Link Distance (ft)		2068	2068		4813	4813			2748			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			270			180	300		300	200	200
Storage Blk Time (%)						1						0
Queuing Penalty (veh)						1						0

Intersection: 3: CSAH 71 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	84	158
Average Queue (ft)	3	57
95th Queue (ft)	17	117
Link Distance (ft)	2550	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	200	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	1	

Queuing and Blocking Report
PM Peak Hour

2040 Build Mitigation (Plus RVGC)
PM Peak Hour

Intersection: 4: Audrey Avenue & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	49	156	146	12	35	197	197	19	24	8	11	135
Average Queue (ft)	10	61	53	1	5	53	70	4	3	0	1	59
95th Queue (ft)	33	130	123	5	20	134	148	16	14	4	6	119
Link Distance (ft)		3918	3918			1692	1692			2042		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			380	300			300	250		250	250
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: Audrey Avenue & CSAH 42

Movement	SB	SB
Directions Served	L	R
Maximum Queue (ft)	153	62
Average Queue (ft)	80	21
95th Queue (ft)	132	46
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	250	250
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
PM Peak Hour

2040 Build Mitigation (Plus RVGC)
PM Peak Hour

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	284	244	254	15	16	407	414	163	159	53	42	481
Average Queue (ft)	149	99	100	1	2	193	196	34	71	12	15	243
95th Queue (ft)	240	195	202	8	10	344	349	104	131	38	31	419
Link Distance (ft)		2631	2631			3918	3918			2239		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			250	360			260	240		240	400
Storage Blk Time (%)	0	0	1			1	4					3
Queuing Penalty (veh)	0	0	0			0	10					11

Intersection: 5: CR 73 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	244	344
Average Queue (ft)	3	152
95th Queue (ft)	33	284
Link Distance (ft)	2010	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		270
Storage Blk Time (%)		2
Queuing Penalty (veh)		6

Intersection: 6: CSAH 71 & Connemara Trail

Movement	EB	WB	NB	SB
Directions Served	R	R	L	L
Maximum Queue (ft)	82	22	40	18
Average Queue (ft)	38	1	5	1
95th Queue (ft)	65	10	26	8
Link Distance (ft)	578	1038		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			300	300
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Bigfoot Access/Street A & CSAH 42

Movement	EB	SB
Directions Served	L	R
Maximum Queue (ft)	30	51
Average Queue (ft)	5	20
95th Queue (ft)	24	41
Link Distance (ft)	304	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Audrey Avenue & Connemara Trail

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	6	53	73	31	24	49
Average Queue (ft)	0	25	37	2	11	18
95th Queue (ft)	4	49	57	13	30	36
Link Distance (ft)	767			521	624	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		150	200		150	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 31

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.4	3.7	0.2
Total Del/Veh (s)	39.2	6.4	18.1	7.8	55.8	6.8	25.3

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	2.2	2.2	3.5	1.3
Total Del/Veh (s)	12.7	9.1	67.0	8.7	39.7	46.7	12.0	14.0

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.0	0.0	0.0	0.0	0.1		0.1	2.6	1.8	0.0	1.4
Total Del/Veh (s)	59.8	6.5	3.2	65.9	14.8	13.1		35.0	6.7	57.2	6.4	11.9

3: CSAH 71 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	15.9

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.0	0.1	2.4	0.4	3.0	0.1	0.0	0.0
Total Del/Veh (s)	46.2	9.6	7.0	46.8	7.0	2.9	45.3	57.5	7.7	42.4	1.5	5.1

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	11.3

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	1.7	0.2	1.7	0.0	0.0	3.1	0.4	3.2	3.1	1.3	3.1	1.1
Total Del/Veh (s)	67.1	12.7	2.8	19.2	7.7	51.3	62.7	8.3	98.9	63.2	22.5	31.2

6: CSAH 71 & Connemara Trail Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	1.1	0.1	0.9	4.0	0.1	2.7	0.5
Total Del/Veh (s)	2.5	2.6	3.0	1.7	1.7	0.4	0.5	0.1	2.0

7: Bigfoot Access/Street A & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.3	0.1	0.0
Total Del/Veh (s)	8.7	3.4	4.1	4.8	5.0	3.9

8: Audrey Avenue & Connemara Trail Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	4.1	4.2	0.2	0.0	0.0	0.0	1.3
Total Del/Veh (s)	4.4	2.6	4.4	4.7	4.4	0.1	3.2	3.4

Total Network Performance

Denied Del/Veh (s)								1.8
Total Del/Veh (s)								56.9

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	380	377	123	128	139	120	180	308	74
Average Queue (ft)	196	197	45	39	63	53	74	152	23
95th Queue (ft)	326	323	94	96	121	107	157	262	56
Link Distance (ft)	525	525	525	525	1014	1014		957	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)							300		270
Storage Blk Time (%)							0		2
Queuing Penalty (veh)							0		1

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	T	T	R	L	T	T	LT	R
Maximum Queue (ft)	152	229	62	148	158	138	357	362
Average Queue (ft)	42	79	12	45	54	43	165	152
95th Queue (ft)	111	166	42	117	125	114	301	322
Link Distance (ft)	4813	4813		525	525	525	775	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			300					360
Storage Blk Time (%)		0					0	1
Queuing Penalty (veh)		0					3	1

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	166	172	159	13	144	192	212	78	4	11	14	158
Average Queue (ft)	83	54	63	1	53	64	93	19	0	1	2	31
95th Queue (ft)	149	133	138	8	111	144	180	52	3	6	10	100
Link Distance (ft)		2068	2068			4813	4813			2748		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			300	270			180	300		300	200
Storage Blk Time (%)							0					0
Queuing Penalty (veh)							1					0

Intersection: 3: CSAH 71 & CSAH 42

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	178	19	92
Average Queue (ft)	62	2	26
95th Queue (ft)	132	11	66
Link Distance (ft)		2550	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		200
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 4: Audrey Avenue & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	111	179	204	15	121	181	190	48	24	12	18	59
Average Queue (ft)	39	55	57	3	47	48	50	10	6	1	1	20
95th Queue (ft)	88	125	130	12	101	135	142	31	21	7	9	49
Link Distance (ft)		3918	3918			1692	1692			2042		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			380	300			300	250		250	250
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: Audrey Avenue & CSAH 42

Movement	SB	SB
Directions Served	L	R
Maximum Queue (ft)	68	21
Average Queue (ft)	35	4
95th Queue (ft)	64	17
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	250	250
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
AM Peak Hour

2040 Build Mitigation (Plus RVGC and other industrial)

AM Peak Hour

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	T	T	R	L	T	R	L	T
Maximum Queue (ft)	153	246	229	36	239	251	51	197	60	28	568	772
Average Queue (ft)	60	119	113	5	95	93	10	104	16	8	360	122
95th Queue (ft)	124	208	201	21	198	201	34	179	47	23	561	674
Link Distance (ft)		2631	2631		3918	3918			2239			2010
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			250			260	240		240	400	
Storage Blk Time (%)			0			0		0			15	
Queuing Penalty (veh)			0			0		0			49	

Intersection: 5: CR 73 & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	271
Average Queue (ft)	90
95th Queue (ft)	192
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	270
Storage Blk Time (%)	0
Queuing Penalty (veh)	1

Intersection: 6: CSAH 71 & Connemara Trail

Movement	EB	WB	NB
Directions Served	R	R	L
Maximum Queue (ft)	40	22	51
Average Queue (ft)	16	4	7
95th Queue (ft)	36	17	31
Link Distance (ft)	578	1038	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			300
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Bigfoot Access/Street A & CSAH 42

Movement	EB	WB	SB
Directions Served	L	R	R
Maximum Queue (ft)	55	13	23
Average Queue (ft)	17	1	3
95th Queue (ft)	44	8	15
Link Distance (ft)			304
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300	300	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Audrey Avenue & Connemara Trail

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	18	48	59	18	28	57
Average Queue (ft)	1	25	25	2	8	28
95th Queue (ft)	9	46	50	13	27	48
Link Distance (ft)	767			521	624	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		150	200		150	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 56

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.3	0.3	3.9	0.1
Total Del/Veh (s)	45.1	6.6	22.6	10.2	58.3	62.4	6.6	31.8

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.7	1.9	3.5	1.0
Total Del/Veh (s)	17.5	13.2	75.5	4.5	51.1	31.2	9.6	14.5

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0		0.0	0.0	0.2	0.9	0.3	0.9	0.1	0.0	0.1
Total Del/Veh (s)	65.7	10.0		71.4	17.2	11.4	53.3	61.6	16.9	51.0	23.7	23.7

3: CSAH 71 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	18.6

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	2.0	0.1	2.0	0.1	0.0	0.1
Total Del/Veh (s)	67.3	10.3	5.8	57.3	7.9	4.0	49.7	54.8	12.7	46.5	2.2	14.0

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	12.8

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.9	0.2	1.8	0.0	0.0	0.1	3.2	0.5	3.1	3.1	1.5	3.1
Total Del/Veh (s)	58.2	14.8	2.3	93.7	34.9	15.4	58.1	66.4	7.5	57.1	40.6	28.6

5: CR 73 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	1.0
Total Del/Veh (s)	32.4

6: CSAH 71 & Connemara Trail Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.1	0.0	0.8	3.3	0.2	4.2	0.2
Total Del/Veh (s)	7.6	5.8	5.2	1.7	0.4	3.8	0.5	0.0	4.0

7: Bigfoot Access/Street A & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	12.1	2.5	3.4	3.9	12.3	3.2

8: Audrey Avenue & Connemara Trail Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)		4.2	3.9	0.7	0.0	0.0	0.1	3.1
Total Del/Veh (s)		6.4	6.4	4.6	5.9	0.3	5.9	6.3

Total Network Performance

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)				1.7				
Total Del/Veh (s)				68.0				

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	472	478	177	114	176	170	159	206	65
Average Queue (ft)	310	316	30	23	77	80	46	106	20
95th Queue (ft)	436	441	112	76	144	148	109	185	55
Link Distance (ft)	525	525	525	525	1014	1014		957	
Upstream Blk Time (%)	0	0	0						
Queuing Penalty (veh)	0	0	0						
Storage Bay Dist (ft)							300		270
Storage Blk Time (%)								0	
Queuing Penalty (veh)								0	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	T	T	R	L	T	T	LT	R
Maximum Queue (ft)	320	366	83	93	81	78	273	306
Average Queue (ft)	89	124	27	29	6	3	99	116
95th Queue (ft)	217	256	58	76	40	29	204	252
Link Distance (ft)	4813	4813		525	525	525	775	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			300					360
Storage Blk Time (%)		1					0	0
Queuing Penalty (veh)		2					1	0

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	L	T	T	R	L	T	R	L	L
Maximum Queue (ft)	118	215	213	14	240	238	39	109	31	119	146	160
Average Queue (ft)	37	83	94	1	108	117	12	30	8	53	75	88
95th Queue (ft)	85	174	191	8	202	209	33	74	26	97	127	138
Link Distance (ft)		2068	2068		4813	4813			2748			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			270			180	300		300	200	200
Storage Blk Time (%)					0	2						
Queuing Penalty (veh)					0	1						

Intersection: 3: CSAH 71 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	20	143
Average Queue (ft)	2	56
95th Queue (ft)	11	113
Link Distance (ft)	2550	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Audrey Avenue & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	32	172	166	14	21	217	245	111	92	17	108	145
Average Queue (ft)	8	63	60	1	2	67	81	8	35	1	40	63
95th Queue (ft)	25	134	133	7	11	160	178	72	77	7	79	126
Link Distance (ft)		3918	3918			1692	1692			2042		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			380	300			300	250		250	250
Storage Blk Time (%)						0	0					
Queuing Penalty (veh)						0	0					

Intersection: 4: Audrey Avenue & CSAH 42

Movement	SB	SB
Directions Served	L	R
Maximum Queue (ft)	156	60
Average Queue (ft)	84	19
95th Queue (ft)	139	45
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	250	250
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	310	248	250	19	17	490	483	384	190	53	49	450
Average Queue (ft)	166	98	97	1	2	223	222	48	79	12	14	233
95th Queue (ft)	269	203	201	8	11	403	400	183	159	39	34	402
Link Distance (ft)		2631	2631			3918	3918			2239		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			250	360			260	240		240	400
Storage Blk Time (%)	0	0	0			2	7					2
Queuing Penalty (veh)	1	0	0			0	17					6

Intersection: 5: CR 73 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	157	349
Average Queue (ft)	6	168
95th Queue (ft)	80	291
Link Distance (ft)	2010	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		270
Storage Blk Time (%)	0	1
Queuing Penalty (veh)	0	4

Intersection: 6: CSAH 71 & Connemara Trail

Movement	EB	WB	NB	SB
Directions Served	R	R	L	L
Maximum Queue (ft)	89	23	39	6
Average Queue (ft)	41	2	8	0
95th Queue (ft)	72	11	31	4
Link Distance (ft)	578	1038		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			300	300
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Bigfoot Access/Street A & CSAH 42

Movement	EB	SB
Directions Served	L	R
Maximum Queue (ft)	39	64
Average Queue (ft)	9	21
95th Queue (ft)	32	46
Link Distance (ft)		304
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Audrey Avenue & Connemara Trail

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	12	47	73	19	24	36
Average Queue (ft)	0	24	39	0	10	17
95th Queue (ft)	0	47	59	6	29	35
Link Distance (ft)	767			521	624	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		150	200		150	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 34

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	671.0	705.9	68.2
Total Del/Veh (s)	12.1	0.9	1.5	0.9	1666.2	907.7	90.7

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.6	1.5	3.6	1.0
Total Del/Veh (s)	1.6	0.1	9.4	1.5	76.7	87.4	9.9	10.5

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0		3.0	5.9	0.0	6.5	0.6
Total Del/Veh (s)	8.7	3.1	5.7	2.3	2.2		4.6	95.0	6.9	12.7	9.5

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0		0.0	0.0
Total Del/Veh (s)	8.2	4.4	2.4	7.4	2.6	2.6	16.2	31.0		3.7	5.6

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	2.1	0.2	1.7	0.0	0.0	3.5	0.2	3.1	3.4	0.6	3.4	0.8
Total Del/Veh (s)	18.0	6.0	2.3	9.7	4.5	18.2	22.7	4.3	16.2	15.1	4.6	8.5

6: CSAH 71 & Connemara Trail Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	5.0	0.1	0.1
Total Del/Veh (s)	2.9	2.3	0.6	0.3	1.6	0.1	0.5

8: Audrey Avenue & Connemara Trail Performance by movement

Movement	EBR	WBL	NBL	NBT	NBR	All
Denied Del/Veh (s)	4.2	4.0	0.0	0.0	0.0	2.2
Total Del/Veh (s)	2.7	4.6	4.2	0.9	2.5	3.4

9: CSAH 71 & Data Center East Access Performance by movement

Movement	EBR	NBL	NBT	SBT	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.3	1.5	1.5	0.6	1.9

Total Network Performance

Denied Del/Veh (s)	39.1
Total Del/Veh (s)	71.3

Queuing and Blocking Report
AM Peak Hour

2027 Data Center (Plus RVGC)
AM Peak Hour

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	WB	WB	WB	NB	NB
Directions Served	L	T	T	R	LT	R
Maximum Queue (ft)	253	2	2	74	996	400
Average Queue (ft)	119	0	0	12	846	86
95th Queue (ft)	210	2	2	46	1226	351
Link Distance (ft)	530	1013	1013		958	
Upstream Blk Time (%)					69	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)				300		270
Storage Blk Time (%)					96	
Queuing Penalty (veh)					45	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	SB	SB
Directions Served	T	T	R	L	LT	R
Maximum Queue (ft)	12	11	7	72	530	285
Average Queue (ft)	0	0	0	14	204	86
95th Queue (ft)	7	7	5	50	423	215
Link Distance (ft)	462	462		530	775	
Upstream Blk Time (%)					0	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)			300			360
Storage Blk Time (%)					6	
Queuing Penalty (veh)					26	

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	L	T	R	T	R	L	T	R
Maximum Queue (ft)	86	12	3	33	4	11	253	275	64
Average Queue (ft)	25	1	0	1	0	1	133	60	24
95th Queue (ft)	63	8	2	13	4	6	272	343	55
Link Distance (ft)			4290		2747			842	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	300	270		180		300	200		200
Storage Blk Time (%)							14		
Queuing Penalty (veh)							5		

Queuing and Blocking Report
AM Peak Hour

2027 Data Center (Plus RVGC)
AM Peak Hour

Intersection: 4: Audrey Avenue & CSAH 42

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	T	L	L	L	R
Maximum Queue (ft)	50	5	20	26	138	43
Average Queue (ft)	12	0	4	5	56	15
95th Queue (ft)	34	3	15	20	107	33
Link Distance (ft)	3924					
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	300		300	250	250	250
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	T	T	R	L	T	R	L	T
Maximum Queue (ft)	86	83	87	36	118	120	45	75	30	12	131	34
Average Queue (ft)	31	36	28	5	43	47	11	21	3	1	56	4
95th Queue (ft)	67	71	70	19	89	93	34	58	16	8	105	19
Link Distance (ft)	2631		2631		3924	3924			2239			2010
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			250			260	240		240	400	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: CR 73 & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	69
Average Queue (ft)	26
95th Queue (ft)	54
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	270
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
AM Peak Hour

2027 Data Center (Plus RVGC)
AM Peak Hour

Intersection: 6: CSAH 71 & Connemara Trail

Movement	WB	SB
Directions Served	LTR	L
Maximum Queue (ft)	23	10
Average Queue (ft)	5	0
95th Queue (ft)	20	5
Link Distance (ft)	1045	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		300
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Audrey Avenue & Connemara Trail

Movement	EB	WB	NB	NB
Directions Served	R	L	L	R
Maximum Queue (ft)	42	53	24	61
Average Queue (ft)	23	32	7	24
95th Queue (ft)	45	47	24	42
Link Distance (ft)			624	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	200		150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: CSAH 71 & Data Center East Access

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	62	44
Average Queue (ft)	34	6
95th Queue (ft)	54	27
Link Distance (ft)	718	842
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 76

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	102.7	110.2	101.6	10.5
Total Del/Veh (s)	9.9	2.0	1.7	0.6	709.7	725.0	256.1	65.2

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.6	1.7	3.5	1.2
Total Del/Veh (s)	1.2	0.7	6.0	2.6	24.7	20.2	14.7	6.7

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	25.6	0.0	8.5	1.8
Total Del/Veh (s)	10.5	4.3	2.2	3.0	2.8	88.8	115.1	8.2	676.6	280.9	292.9	57.6

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.5	0.0	0.0	0.1	0.0
Total Del/Veh (s)	10.8	3.8	2.7	7.5	3.4	3.1	31.3	5.0	101.6	3.6	8.0	10.1

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.8	0.2	2.1	0.0	0.0	0.1	3.3	0.1	3.6	3.3	1.0	3.3
Total Del/Veh (s)	22.6	5.0	1.3	29.8	15.7	7.4	27.5	32.9	4.4	23.2	28.1	8.2

5: CR 73 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	12.4

6: CSAH 71 & Connemara Trail Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	3.0	0.2	0.1
Total Del/Veh (s)	5.8	0.2	3.0	0.2	0.3

8: Audrey Avenue & Connemara Trail Performance by movement

Movement	EBR	WBL	NBL	NBT	NBR	All
Denied Del/Veh (s)	4.1	4.0	0.0	0.0	0.2	2.8
Total Del/Veh (s)	5.9	5.9	6.3	0.3	5.8	5.9

9: CSAH 71 & Data Center East Access Performance by movement

Movement	EBR	NBL	NBT	SBT	All
Denied Del/Veh (s)	79.1	0.0	0.0	0.0	27.0
Total Del/Veh (s)	286.4	3.8	0.5	91.6	122.4

Total Network Performance

Denied Del/Veh (s)	11.1
Total Del/Veh (s)	106.0

Queuing and Blocking Report
PM Peak Hour

2027 Data Center (Plus RVGC)
PM Peak Hour

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	LT	R
Maximum Queue (ft)	225	5	2	5	47	981	400
Average Queue (ft)	98	0	0	0	4	554	67
95th Queue (ft)	185	4	2	3	23	1154	293
Link Distance (ft)	530	530	1013	1013		958	
Upstream Blk Time (%)						27	
Queuing Penalty (veh)						0	
Storage Bay Dist (ft)					300		270
Storage Blk Time (%)						63	
Queuing Penalty (veh)						13	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	T	T	R	L	T	LT	R
Maximum Queue (ft)	3	3	9	45	4	168	345
Average Queue (ft)	0	0	0	11	0	69	126
95th Queue (ft)	2	0	4	35	3	140	249
Link Distance (ft)	462	462		530	530	775	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			300				360
Storage Blk Time (%)							1
Queuing Penalty (veh)							1

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	51	3	13	21	40	18	320	854	135
Average Queue (ft)	12	0	0	1	9	3	310	675	33
95th Queue (ft)	36	2	6	10	32	13	355	1137	91
Link Distance (ft)		4290			2747			842	
Upstream Blk Time (%)								39	
Queuing Penalty (veh)								93	
Storage Bay Dist (ft)	300		180	300		300	200		200
Storage Blk Time (%)							96		
Queuing Penalty (veh)							92		

Queuing and Blocking Report
PM Peak Hour

2027 Data Center (Plus RVGC)
PM Peak Hour

Intersection: 4: Audrey Avenue & CSAH 42

Movement	EB	WB	WB	NB	NB	SB	SB	SB	
Directions Served	L	L	R	L	R	L	T	R	
Maximum Queue (ft)	41	14	2	26	18	274	88	57	
Average Queue (ft)	9	1	0	3	2	115	6	21	
95th Queue (ft)	28	7	2	16	10	249	90	44	
Link Distance (ft)								624	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	300	300	300	250	250	250	250		
Storage Blk Time (%)							5		
Queuing Penalty (veh)							3		

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	127	92	76	5	12	180	160	67	55	25	16	137
Average Queue (ft)	64	30	25	0	1	85	86	24	12	2	4	63
95th Queue (ft)	113	66	58	3	9	145	144	51	35	13	15	117
Link Distance (ft)	2631		2631				3924	3924	2239			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320				250	360			260	240	240	400
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: CR 73 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	19	93
Average Queue (ft)	1	41
95th Queue (ft)	7	78
Link Distance (ft)	2010	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	270	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: CSAH 71 & Connemara Trail

Movement	WB	SB
Directions Served	LTR	L
Maximum Queue (ft)	23	6
Average Queue (ft)	2	0
95th Queue (ft)	11	5
Link Distance (ft)	1045	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Audrey Avenue & Connemara Trail

Movement	EB	WB	NB	NB
Directions Served	R	L	L	R
Maximum Queue (ft)	58	56	28	64
Average Queue (ft)	28	34	12	21
95th Queue (ft)	49	46	32	42
Link Distance (ft)			624	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	200		150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: CSAH 71 & Data Center East Access

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	510	31	296
Average Queue (ft)	224	4	88
95th Queue (ft)	650	22	283
Link Distance (ft)	718	842	1652
Upstream Blk Time (%)	14		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 201

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1057.8	1102.7	126.2
Total Del/Veh (s)	12.8	1.0	1.7	0.8	1614.6	1108.0	96.9

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	6.8	2.0	7.7	2.8
Total Del/Veh (s)	1.7	0.1	10.6	1.7	102.2	88.6	14.6	14.2

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.1	1.8	7.4	0.0	9.1	0.6
Total Del/Veh (s)	8.1	3.4	2.2	6.3	2.6	2.5	24.0	10.2	263.2	9.0	43.1	20.1

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.5	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.0	4.7	4.1	7.0	2.8	2.7	24.4	5.9	38.6	0.4	4.0	6.0

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	1.7	0.2	1.6	0.0	0.0	3.1	0.2	3.1	3.4	0.7	3.3	0.8
Total Del/Veh (s)	18.5	6.0	1.9	9.8	4.0	18.7	29.2	4.7	15.1	16.1	4.6	8.3

6: CSAH 71 & Connemara Trail Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)		0.1	0.0	0.0	3.4	0.1	0.1
Total Del/Veh (s)		1.8	0.5	0.4	0.2	0.1	0.5

8: Audrey Avenue & Connemara Trail Performance by movement

Movement	EBR	WBL	NBL	NBT	NBR	All
Denied Del/Veh (s)	4.1	4.0	0.0	0.0	0.0	2.0
Total Del/Veh (s)	2.8	4.4	4.2	0.1	2.5	3.3

9: CSAH 71 & Data Center East Access Performance by movement

Movement	EBR	NBL	NBT	SBT	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.4	1.5	1.5	0.5	1.9

Total Network Performance

Denied Del/Veh (s)	68.5
Total Del/Veh (s)	80.5

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	WB	WB	NB	NB
Directions Served	L	T	R	LT	R
Maximum Queue (ft)	295	6	61	1009	400
Average Queue (ft)	131	0	10	960	105
95th Queue (ft)	242	3	40	1070	391
Link Distance (ft)	530	1013		958	
Upstream Blk Time (%)				91	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)			300		270
Storage Blk Time (%)				100	
Queuing Penalty (veh)				47	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	WB	SB	SB
Directions Served	T	T	L	LT	R
Maximum Queue (ft)	3	6	79	570	463
Average Queue (ft)	0	0	16	266	149
95th Queue (ft)	2	3	57	587	369
Link Distance (ft)	462	462	530	775	
Upstream Blk Time (%)				4	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)					360
Storage Blk Time (%)				17	
Queuing Penalty (veh)				90	

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	T	R	L	T	R
Maximum Queue (ft)	69	9	5	54	3	13	12	19	320	560	100
Average Queue (ft)	25	0	0	16	0	1	1	2	261	235	24
95th Queue (ft)	57	5	3	39	2	7	6	10	398	652	67
Link Distance (ft)		3828			4290		2747			972	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	300		300	270		180		300	200		200
Storage Blk Time (%)									70		0
Queuing Penalty (veh)									27		0

Queuing and Blocking Report
AM Peak Hour

2027 Data Center (Plus RVGC and other industrial)

AM Peak Hour

Intersection: 4: Audrey Avenue & CSAH 42

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	R	L	R	L	R	L	R
Maximum Queue (ft)	50	4	73	10	30	14	125	40
Average Queue (ft)	15	0	22	0	5	1	59	16
95th Queue (ft)	36	2	56	6	22	8	108	35
Link Distance (ft)								
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	300	380	300	300	250	250	250	250
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	T	T	R	L	T	R	L	T
Maximum Queue (ft)	103	100	114	32	107	135	46	78	24	15	138	25
Average Queue (ft)	32	39	33	3	42	51	10	21	2	2	51	4
95th Queue (ft)	71	82	80	16	87	103	30	59	13	11	102	17
Link Distance (ft)		2631	2631		3924	3924			2239			2010
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			250			260	240		240	400	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: CR 73 & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	77
Average Queue (ft)	29
95th Queue (ft)	62
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	270
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: CSAH 71 & Connemara Trail

Movement	WB
Directions Served	LTR
Maximum Queue (ft)	23
Average Queue (ft)	4
95th Queue (ft)	18
Link Distance (ft)	1045
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Audrey Avenue & Connemara Trail

Movement	EB	WB	NB	NB
Directions Served	R	L	L	R
Maximum Queue (ft)	51	59	24	48
Average Queue (ft)	22	32	8	23
95th Queue (ft)	47	44	26	36
Link Distance (ft)			624	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	200		150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: CSAH 71 & Data Center East Access

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	67	35
Average Queue (ft)	34	6
95th Queue (ft)	57	25
Link Distance (ft)	986	972
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 164

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	879.9	967.2	1004.7	79.5
Total Del/Veh (s)	18.1	2.0	1.9	0.7	1996.5	3416.0	1311.0	98.0

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.5	1.4	3.5	1.1
Total Del/Veh (s)	1.8	0.8	9.7	2.6	57.3	55.0	13.0	7.1

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.2	0.2	30.3	0.0	33.0	2.5
Total Del/Veh (s)	9.5	4.8	2.1	3.0	2.8	81.6	122.2	21.9	786.4	319.5	391.7	60.3

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.9	0.1	0.0	0.1	0.1
Total Del/Veh (s)	10.6	4.2	2.8	5.2	3.6	3.3	35.9	9.2	102.7	2.0	8.6	11.1

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.9	0.2	1.3	0.0	0.0	0.1	3.3	0.4	3.5	3.5	0.4	3.3
Total Del/Veh (s)	23.8	4.9	1.8	29.3	16.4	8.0	24.8	35.1	4.0	23.1	48.1	8.1

5: CR 73 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	12.9

6: CSAH 71 & Connemara Trail Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	3.1	0.2	0.2
Total Del/Veh (s)	7.0	0.2	3.0	4.9	3.4

8: Audrey Avenue & Connemara Trail Performance by movement

Movement	EBR	WBL	NBL	NBT	NBR	All
Denied Del/Veh (s)	4.2	3.9	0.0	0.0	0.0	2.8
Total Del/Veh (s)	5.9	5.9	6.0	0.2	5.9	5.9

9: CSAH 71 & Data Center East Access Performance by movement

Movement	EBR	NBL	NBT	SBT	All
Denied Del/Veh (s)	20.4	0.0	0.0	0.0	7.3
Total Del/Veh (s)	377.2	3.7	0.4	332.5	240.2

Total Network Performance

Denied Del/Veh (s)	42.3
Total Del/Veh (s)	135.1

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	NB	NB
Directions Served	L	T	T	R	LT	R
Maximum Queue (ft)	415	92	89	54	1001	400
Average Queue (ft)	180	3	3	7	894	47
95th Queue (ft)	342	67	65	30	1177	256
Link Distance (ft)	530	530	530		958	
Upstream Blk Time (%)	0				78	
Queuing Penalty (veh)	1				0	
Storage Bay Dist (ft)				300		270
Storage Blk Time (%)					99	
Queuing Penalty (veh)					20	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	T	T	R	L	T	LT	R
Maximum Queue (ft)	34	16	6	54	4	276	292
Average Queue (ft)	2	1	0	14	0	95	115
95th Queue (ft)	20	16	4	39	3	216	232
Link Distance (ft)	462	462		530	530	775	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			300				360
Storage Blk Time (%)							1
Queuing Penalty (veh)							0

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	46	3	2	95	36	154	320	985	179
Average Queue (ft)	13	0	0	33	6	54	288	745	30
95th Queue (ft)	35	2	0	80	23	112	413	1351	99
Link Distance (ft)		3828			2747			972	
Upstream Blk Time (%)								48	
Queuing Penalty (veh)								115	
Storage Bay Dist (ft)	300		180	300		300	200		200
Storage Blk Time (%)							87		
Queuing Penalty (veh)							84		

Intersection: 4: Audrey Avenue & CSAH 42

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	L	T	L	R	L	T	R
Maximum Queue (ft)	28	8	16	3	90	86	272	165	119
Average Queue (ft)	9	0	1	0	35	35	113	9	23
95th Queue (ft)	26	3	9	2	80	67	248	110	74
Link Distance (ft)	3924		3828				624		
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	300		300		250	250	250		250
Storage Blk Time (%)	6								
Queuing Penalty (veh)	3								

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	185	89	75	9	21	173	184	73	45	20	16	118
Average Queue (ft)	74	26	23	0	2	86	89	27	11	2	4	57
95th Queue (ft)	130	63	59	4	10	148	152	58	35	13	14	110
Link Distance (ft)	2631		2631			3924	3924			2239		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320				250	360			260	240	240	400
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: CR 73 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	11	117
Average Queue (ft)	1	38
95th Queue (ft)	6	83
Link Distance (ft)	2010	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	270	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: CSAH 71 & Connemara Trail

Movement	WB	SB
Directions Served	LTR	T
Maximum Queue (ft)	18	52
Average Queue (ft)	2	5
95th Queue (ft)	11	60
Link Distance (ft)	1045	1179
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Audrey Avenue & Connemara Trail

Movement	EB	WB	NB	NB
Directions Served	R	L	L	R
Maximum Queue (ft)	53	56	24	40
Average Queue (ft)	23	32	11	18
95th Queue (ft)	48	44	30	34
Link Distance (ft)			624	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	200		150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: CSAH 71 & Data Center East Access

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	763	31	867
Average Queue (ft)	332	4	263
95th Queue (ft)	887	20	939
Link Distance (ft)	986	972	1522
Upstream Blk Time (%)	8		2
Queuing Penalty (veh)	0		2
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 226

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.0	0.3	3.8	0.3
Total Del/Veh (s)	21.6	3.6	44.9	17.9	58.5	6.7	22.1

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	1.7	0.5	3.5	1.1
Total Del/Veh (s)	14.6	9.0	69.7	15.4	36.6	43.2	6.2	14.6

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.1	1.4	1.5	0.0	1.7	0.1
Total Del/Veh (s)	60.3	13.6	7.7	64.5	17.1	12.5	56.1	4.3	47.9	4.7	6.6	19.5

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	2.3	2.0	0.0		0.0	0.0
Total Del/Veh (s)	43.5	9.4	4.4	52.9	11.3	8.4	37.9	5.1	45.7		5.0	14.4

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	1.8	0.2	1.9	0.0	0.0	3.3	0.1	4.6	3.3	0.9	3.4	0.8
Total Del/Veh (s)	62.1	4.7	1.7	10.5	7.1	51.4	67.6	8.2	50.2	47.9	6.4	13.3

6: CSAH 71 & Connemara Trail Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)		0.1	0.0	0.0	4.6	0.1	0.1
Total Del/Veh (s)		2.1	0.5	0.4	0.6	1.0	0.8

8: Audrey Avenue & Connemara Trail Performance by movement

Movement	EBR	WBL	NBL	NBT	NBR	All
Denied Del/Veh (s)	4.2	4.0	0.0		0.0	2.1
Total Del/Veh (s)	2.6	4.5	4.8		3.1	3.6

9: CSAH 71 & Data Center East Access Performance by movement

Movement	EBR	NBL	NBT	SBT	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.4	4.0	1.3	0.1	3.3

Total Network Performance

Denied Del/Veh (s)	1.7
Total Del/Veh (s)	52.1

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	504	95	103	168	175	208	237	78
Average Queue (ft)	232	26	19	88	78	89	117	26
95th Queue (ft)	439	66	62	152	155	180	205	61
Link Distance (ft)	530	530	530	1013	1013		958	
Upstream Blk Time (%)	1							
Queuing Penalty (veh)	3							
Storage Bay Dist (ft)						300		270
Storage Blk Time (%)							0	
Queuing Penalty (veh)							0	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	T	T	R	L	T	T	LT	R
Maximum Queue (ft)	229	218	50	97	219	201	345	181
Average Queue (ft)	70	53	15	33	83	72	160	54
95th Queue (ft)	171	138	42	89	180	165	290	145
Link Distance (ft)	4819	4819		530	530	530	775	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			300					360
Storage Blk Time (%)		0					1	
Queuing Penalty (veh)		0					3	

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	T	R	L	T
Maximum Queue (ft)	156	211	224	24	129	175	194	74	12	19	242	22
Average Queue (ft)	59	76	87	3	43	69	87	21	0	2	108	1
95th Queue (ft)	123	167	176	13	99	145	164	53	5	10	209	9
Link Distance (ft)		3828	3828			4819	4819		2747			982
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			300	270			180		300	200	
Storage Blk Time (%)			0				0				2	
Queuing Penalty (veh)			0				0				1	

Intersection: 3: CSAH 71 & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	78
Average Queue (ft)	19
95th Queue (ft)	53
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Audrey Avenue & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	R	L	R
Maximum Queue (ft)	85	148	170	16	146	146	164	58	30	19	179	52
Average Queue (ft)	31	57	67	3	54	31	47	8	5	1	74	14
95th Queue (ft)	68	121	137	13	111	98	126	29	22	9	139	35
Link Distance (ft)		3924	3924			3828	3828					
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			380	300			300	250	250	250	250
Storage Blk Time (%)												
Queuing Penalty (veh)												

Queuing and Blocking Report
AM Peak Hour

2027 Data Center w/ Mitigation (+RVGC & other industrial)

AM Peak Hour

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	T	T	R	L	T	R	L	T
Maximum Queue (ft)	134	121	103	23	170	154	24	106	16	15	218	33
Average Queue (ft)	55	44	35	2	40	49	3	25	2	1	107	6
95th Queue (ft)	112	98	81	12	112	123	15	75	11	8	197	24
Link Distance (ft)		2631	2631		3924	3924			2239			2010
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			250			260	240		240	400	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: CR 73 & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	99
Average Queue (ft)	35
95th Queue (ft)	72
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	270
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: CSAH 71 & Connemara Trail

Movement	WB	SB
Directions Served	LTR	L
Maximum Queue (ft)	23	5
Average Queue (ft)	5	0
95th Queue (ft)	20	3
Link Distance (ft)	1045	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		300
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Audrey Avenue & Connemara Trail

Movement	EB	WB	NB	NB
Directions Served	R	L	L	R
Maximum Queue (ft)	43	59	28	57
Average Queue (ft)	22	31	9	27
95th Queue (ft)	45	48	28	46
Link Distance (ft)	624			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	200	150	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: CSAH 71 & Data Center East Access

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	68	49
Average Queue (ft)	35	6
95th Queue (ft)	56	28
Link Distance (ft)	902	982
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 7

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.7	0.1	0.0	0.0	0.3	0.2	3.9	0.4
Total Del/Veh (s)	43.9	4.5	29.9	18.3	59.1	67.3	6.4	32.0

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.6	1.4	3.4	1.0
Total Del/Veh (s)	17.3	7.8	83.3	5.1	53.3	49.4	7.7	13.9

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	1.0	0.2	0.8	0.1	0.0	0.1	0.1
Total Del/Veh (s)	62.6	8.5	4.2	11.0	9.8	43.1	57.5	10.3	45.7	11.7	8.6	13.3

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	2.2	2.2	0.1	0.0	0.1	0.2
Total Del/Veh (s)	56.6	7.7	2.5	80.8	11.0	6.4	34.5	7.0	39.8	2.5	10.2	12.3

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.8	0.2	1.9	0.8	0.0	0.1	3.1	0.1	3.4	3.4	0.8	3.3
Total Del/Veh (s)	54.4	4.4	1.4	43.6	14.7	10.2	57.1	93.4	3.9	56.7	62.3	11.1

5: CR 73 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	17.6

6: CSAH 71 & Connemara Trail Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	3.6	0.2	0.2
Total Del/Veh (s)	6.1	0.4	3.8	0.2	0.4

8: Audrey Avenue & Connemara Trail Performance by movement

Movement	EBR	WBL	NBL	NBT	NBR	All
Denied Del/Veh (s)	4.1	4.0	0.0	0.0	0.0	2.8
Total Del/Veh (s)	6.0	6.0	6.2	0.6	6.1	6.0

9: CSAH 71 & Data Center East Access Performance by movement

Movement	EBR	NBL	NBT	SBT	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.6	2.6	0.8	1.0	2.1

Total Network Performance

Denied Del/Veh (s)	1.8
Total Del/Veh (s)	56.2

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	552	83	94	138	150	158	249	70
Average Queue (ft)	448	21	17	67	69	56	101	18
95th Queue (ft)	598	60	64	122	131	129	185	52
Link Distance (ft)	530	530	530	1013	1013		958	
Upstream Blk Time (%)	4							
Queuing Penalty (veh)	13							
Storage Bay Dist (ft)						300		270
Storage Blk Time (%)							0	
Queuing Penalty (veh)							0	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	T	T	R	L	T	T	LT	R
Maximum Queue (ft)	328	198	62	81	70	58	288	284
Average Queue (ft)	141	53	21	27	8	4	108	87
95th Queue (ft)	275	144	52	67	45	30	226	211
Link Distance (ft)	4819	4819		530	530	530	775	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			300					360
Storage Blk Time (%)							0	
Queuing Penalty (veh)							0	

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	T	T	R	L	T	R	L	T
Maximum Queue (ft)	75	142	156	6	114	137	42	74	28	101	213	14
Average Queue (ft)	21	38	54	0	44	58	8	28	4	39	101	1
95th Queue (ft)	54	99	118	3	98	116	25	65	19	75	178	9
Link Distance (ft)		3828	3828		4819	4819			2747			982
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			300			180	300		300	200	
Storage Blk Time (%)						0					0	
Queuing Penalty (veh)						0					0	

Intersection: 3: CSAH 71 & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	91
Average Queue (ft)	25
95th Queue (ft)	59
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Audrey Avenue & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	R	L	R
Maximum Queue (ft)	62	132	139	12	21	191	207	23	91	67	160	61
Average Queue (ft)	18	40	45	1	2	54	70	4	35	30	75	20
95th Queue (ft)	50	96	99	8	13	130	154	17	74	56	135	44
Link Distance (ft)		3924	3924			3828	3828					
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			380	300			300	250	250	250	250
Storage Blk Time (%)						0	0					
Queuing Penalty (veh)						0	0					

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	233	85	98	6	13	199	210	64	62	25	20	232
Average Queue (ft)	121	26	23	0	1	77	87	21	18	3	3	105
95th Queue (ft)	206	65	67	4	6	161	180	52	47	15	13	195
Link Distance (ft)		2631	2631			3924	3924			2239		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			250	360			260	240		240	400
Storage Blk Time (%)							0					
Queuing Penalty (veh)							0					

Intersection: 5: CR 73 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	12	118
Average Queue (ft)	1	47
95th Queue (ft)	6	90
Link Distance (ft)	2010	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		270
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: CSAH 71 & Connemara Trail

Movement	WB	SB
Directions Served	LTR	L
Maximum Queue (ft)	18	6
Average Queue (ft)	1	0
95th Queue (ft)	10	4
Link Distance (ft)	1045	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		300
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Audrey Avenue & Connemara Trail

Movement	EB	WB	NB	NB
Directions Served	R	L	L	R
Maximum Queue (ft)	58	60	24	44
Average Queue (ft)	27	34	10	20
95th Queue (ft)	51	50	29	36
Link Distance (ft)			624	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	200		150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: CSAH 71 & Data Center East Access

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	81	31
Average Queue (ft)	37	5
95th Queue (ft)	59	23
Link Distance (ft)	902	982
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 14

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	3.9	0.1
Total Del/Veh (s)	36.6	5.9	16.7	9.3	57.8	6.2	23.8

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.5	1.1	3.5	0.9
Total Del/Veh (s)	14.4	9.4	67.9	8.4	46.7	58.5	5.6	14.2

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.1	0.1	2.6	1.6	0.0	1.5	0.1
Total Del/Veh (s)	66.7	7.5	58.3	13.5	10.0	36.0	4.7	52.9	2.1	6.5	14.7

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0		0.0	0.0
Total Del/Veh (s)	45.6	7.8	8.4	48.6	10.3	7.8	45.8	41.8		6.9	11.2

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	1.6	0.2	1.5	0.0	0.0	3.2	0.5	2.9	3.1	1.5	3.2	1.1
Total Del/Veh (s)	66.9	11.1	2.7	18.3	8.5	54.5	68.6	7.4	121.8	73.6	31.3	35.7

6: CSAH 71 & Connemara Trail Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	4.2	0.1	0.1
Total Del/Veh (s)	2.5	1.0	0.9	0.8	0.1	0.8

8: Audrey Avenue & Connemara Trail Performance by movement

Movement	EBR	WBL	NBL	NBT	NBR	All
Denied Del/Veh (s)	4.1	4.0	0.0	0.0	0.0	2.1
Total Del/Veh (s)	3.0	4.5	4.6	0.9	2.9	3.6

9: CSAH 71 & Data Center East Access Performance by movement

Movement	EBR	NBL	NBT	SBT	All
Denied Del/Veh (s)	0.2	0.1	0.1	0.0	0.1
Total Del/Veh (s)	3.2	2.1	2.5	0.6	2.3

Total Network Performance

Denied Del/Veh (s)	1.7
Total Del/Veh (s)	60.3

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	420	393	106	109	140	135	195	264	62
Average Queue (ft)	221	223	35	29	63	49	80	106	25
95th Queue (ft)	371	361	83	83	118	105	172	200	56
Link Distance (ft)	525	525	525	525	1014	1014		957	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)							300		270
Storage Blk Time (%)								0	
Queuing Penalty (veh)								0	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	T	T	R	L	T	T	LT	R
Maximum Queue (ft)	185	266	69	130	128	118	368	179
Average Queue (ft)	64	112	16	42	48	38	176	46
95th Queue (ft)	150	223	50	105	106	94	309	127
Link Distance (ft)	4813	4813		525	525	525	775	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			300					360
Storage Blk Time (%)		0					1	
Queuing Penalty (veh)		0					3	

Queuing and Blocking Report
AM Peak Hour

2040 Data Center Mitigation (Plus RVGC)

AM Peak Hour

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	T	L	T	T	R	T	R	L	L	T
Maximum Queue (ft)	175	87	120	32	160	180	106	12	14	209	221	17
Average Queue (ft)	80	30	33	3	58	73	20	1	2	63	97	1
95th Queue (ft)	148	74	87	17	126	144	68	6	9	160	182	9
Link Distance (ft)		3816	3816		4813	4813		2747				991
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			270			180		300	200	200	
Storage Blk Time (%)						0				0	1	
Queuing Penalty (veh)						0				0	0	

Intersection: 3: CSAH 71 & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	84
Average Queue (ft)	26
95th Queue (ft)	63
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Audrey Avenue & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	L	L	R
Maximum Queue (ft)	85	130	138	8	50	157	190	41	25	87	94	52
Average Queue (ft)	30	40	37	0	9	37	47	7	5	27	47	18
95th Queue (ft)	68	98	94	4	32	112	129	24	20	67	85	42
Link Distance (ft)		3918	3918			3816	3816					
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			380	300			300	250	250	250	250
Storage Blk Time (%)												
Queuing Penalty (veh)												

Queuing and Blocking Report
AM Peak Hour

2040 Data Center Mitigation (Plus RVGC)

AM Peak Hour

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	T	T	R	L	T	R	L	T
Maximum Queue (ft)	166	201	194	45	241	255	55	249	135	24	579	990
Average Queue (ft)	70	100	98	7	96	102	11	116	19	7	388	218
95th Queue (ft)	135	176	178	26	212	214	37	221	73	20	605	946
Link Distance (ft)		2631	2631		3918	3918			2239			2010
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			250			260	240		240	400	
Storage Blk Time (%)						0		1	0		23	
Queuing Penalty (veh)						0		0	0		76	

Intersection: 5: CR 73 & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	274
Average Queue (ft)	101
95th Queue (ft)	219
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	270
Storage Blk Time (%)	0
Queuing Penalty (veh)	2

Intersection: 6: CSAH 71 & Connemara Trail

Movement	WB	SB
Directions Served	LTR	L
Maximum Queue (ft)	22	10
Average Queue (ft)	5	1
95th Queue (ft)	19	6
Link Distance (ft)	1045	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		300
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Audrey Avenue & Connemara Trail

Movement	EB	WB	NB	NB
Directions Served	R	L	L	R
Maximum Queue (ft)	52	58	24	51
Average Queue (ft)	23	33	7	24
95th Queue (ft)	49	45	24	40
Link Distance (ft)	624			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	200	150	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: CSAH 71 & Data Center East Access

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	64	35
Average Queue (ft)	35	8
95th Queue (ft)	55	29
Link Distance (ft)	1012	991
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 82

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	0.2	4.0	0.1
Total Del/Veh (s)	50.4	6.2	14.0	6.1	57.4	54.9	7.1	29.3

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.8		3.5	1.1
Total Del/Veh (s)	14.5	10.2	75.3	4.2	55.8		8.5	12.6

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	1.5	0.1	0.9	0.1	0.0	0.1	0.0
Total Del/Veh (s)	62.4	9.0	3.7	12.8	10.0	51.2	77.5	7.3	53.8	20.8	13.5	15.1

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	2.4	3.4	0.1	0.0	0.0	0.0
Total Del/Veh (s)	58.7	8.1	5.9	62.6	10.4	7.9	41.1	6.3	41.5	2.5	13.0	11.7

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.8	0.2	1.6	0.0	0.0	0.1	3.1	0.4	3.1	3.2	1.5	3.1
Total Del/Veh (s)	60.0	14.9	2.4	99.5	27.2	13.7	51.7	65.6	6.8	50.8	26.4	25.3

5: CR 73 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	1.1
Total Del/Veh (s)	28.5

6: CSAH 71 & Connemara Trail Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	3.0	0.2	0.2
Total Del/Veh (s)	4.9	0.7	3.8	0.3	0.6

8: Audrey Avenue & Connemara Trail Performance by movement

Movement	EBR	WBL	NBL	NBT	NBR	All
Denied Del/Veh (s)	4.1	3.9	0.0	0.0	0.1	2.9
Total Del/Veh (s)	6.0	6.0	6.2	0.2	6.1	5.9

9: CSAH 71 & Data Center East Access Performance by movement

Movement	EBR	NBL	NBT	SBT	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.9	4.3	1.0	0.8	3.0

Total Network Performance

Denied Del/Veh (s)	1.8
Total Del/Veh (s)	60.2

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	328	346	94	112	117	128	126	224	62
Average Queue (ft)	212	216	28	25	53	58	39	105	18
95th Queue (ft)	309	322	78	78	98	114	97	189	53
Link Distance (ft)	525	525	525	525	1014	1014		957	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)							300		270
Storage Blk Time (%)								0	
Queuing Penalty (veh)								0	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	T	T	R	L	T	T	LT	R
Maximum Queue (ft)	173	245	66	90	91	75	288	290
Average Queue (ft)	70	109	23	30	10	6	103	107
95th Queue (ft)	158	214	54	72	52	41	212	228
Link Distance (ft)	4813	4813		525	525	525	775	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			300					360
Storage Blk Time (%)							0	0
Queuing Penalty (veh)							1	0

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	T	T	T	R	L	T	R	L	L	T
Maximum Queue (ft)	96	153	181	198	199	46	33	36	19	135	134	22
Average Queue (ft)	31	39	50	79	87	11	4	7	3	53	66	3
95th Queue (ft)	73	99	115	156	165	34	19	27	13	105	114	14
Link Distance (ft)		3816	3816	4813	4813			2747				991
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300					180	300		300	200	200	
Storage Blk Time (%)					0							
Queuing Penalty (veh)					0							

Intersection: 3: CSAH 71 & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	131
Average Queue (ft)	42
95th Queue (ft)	92
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Queuing and Blocking Report
PM Peak Hour

2040 Data Center Mitigation (Plus RVGC)
PM Peak Hour

Intersection: 4: Audrey Avenue & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	R	L	L
Maximum Queue (ft)	53	130	139	14	28	209	245	28	25	14	94	116
Average Queue (ft)	17	44	42	1	4	48	64	3	4	1	33	59
95th Queue (ft)	42	106	105	7	18	139	163	16	18	7	76	105
Link Distance (ft)		3918	3918			3816	3816					
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			380	300			300	250	250	250	250
Storage Blk Time (%)						0	0					
Queuing Penalty (veh)						0	0					

Intersection: 4: Audrey Avenue & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	71
Average Queue (ft)	20
95th Queue (ft)	50
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	250
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
PM Peak Hour

2040 Data Center Mitigation (Plus RVGC)
PM Peak Hour

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	299	235	243	12	12	449	460	234	184	53	44	399
Average Queue (ft)	157	95	90	1	2	165	168	41	72	14	13	215
95th Queue (ft)	268	189	182	7	10	332	339	150	146	40	31	359
Link Distance (ft)		2631	2631			3918	3918			2239		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			250	360			260	240		240	400
Storage Blk Time (%)	0	0	0			1	3					1
Queuing Penalty (veh)	1	0	0			0	6					2

Intersection: 5: CR 73 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	13	323
Average Queue (ft)	1	152
95th Queue (ft)	8	277
Link Distance (ft)	2010	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		270
Storage Blk Time (%)		2
Queuing Penalty (veh)		6

Intersection: 6: CSAH 71 & Connemara Trail

Movement	WB
Directions Served	LTR
Maximum Queue (ft)	22
Average Queue (ft)	1
95th Queue (ft)	10
Link Distance (ft)	1045
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Audrey Avenue & Connemara Trail

Movement	EB	WB	NB	NB
Directions Served	R	L	L	R
Maximum Queue (ft)	40	62	28	45
Average Queue (ft)	25	35	11	19
95th Queue (ft)	46	50	30	37
Link Distance (ft)	624			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	200	150	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: CSAH 71 & Data Center East Access

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	77	36
Average Queue (ft)	39	8
95th Queue (ft)	62	31
Link Distance (ft)	1012	991
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 17

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.4	3.8	0.2
Total Del/Veh (s)	38.1	6.0	20.3	9.4	55.6	7.0	25.1

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	1.7	1.8	3.4	1.0
Total Del/Veh (s)	14.4	9.8	64.6	8.3	42.3	50.0	6.5	13.6

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.1	0.1	2.1	1.6	0.0	1.6	0.1
Total Del/Veh (s)	69.6	10.9	6.7	65.7	13.8	10.9	69.5	8.4	50.9	2.7	7.1	17.1

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	2.1	2.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	45.9	9.8	6.8	54.4	10.8	8.0	38.0	6.0	44.8	0.3	6.5	13.4

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	1.6	0.2	1.6	0.0	0.0	3.1	0.4	3.1	3.1	1.5	3.2	1.1
Total Del/Veh (s)	61.6	12.1	2.7	19.9	9.4	52.8	64.1	10.8	106.2	69.1	30.9	33.4

6: CSAH 71 & Connemara Trail Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	3.8	0.1	0.1
Total Del/Veh (s)	3.4	2.3	1.1	0.9	0.4	0.1	0.8

8: Audrey Avenue & Connemara Trail Performance by movement

Movement	EBR	WBL	NBL	NBT	NBR	All
Denied Del/Veh (s)	4.2	4.0	0.0	0.0	0.0	2.0
Total Del/Veh (s)	3.0	4.5	4.4	0.1	3.0	3.6

9: CSAH 71 & Data Center East Access Performance by movement

Movement	EBR	NBL	NBT	SBT	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.1
Total Del/Veh (s)	3.4	2.5	2.6	0.7	2.4

Total Network Performance

Denied Del/Veh (s)	1.7
Total Del/Veh (s)	61.1

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	413	412	115	123	162	175	267	260	70
Average Queue (ft)	212	213	38	31	69	59	77	117	26
95th Queue (ft)	361	358	92	88	131	128	179	211	58
Link Distance (ft)	525	525	525	525	1014	1014		957	
Upstream Blk Time (%)	0								
Queuing Penalty (veh)	0								
Storage Bay Dist (ft)							300		270
Storage Blk Time (%)							0	0	
Queuing Penalty (veh)							0	0	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	T	T	R	L	T	T	LT	R
Maximum Queue (ft)	150	226	61	130	128	135	400	251
Average Queue (ft)	54	94	16	48	47	38	162	69
95th Queue (ft)	124	189	47	110	108	103	310	176
Link Distance (ft)	4812	4812		525	525	525	775	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			300					360
Storage Blk Time (%)							1	
Queuing Penalty (veh)							3	

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	T	R	L	L
Maximum Queue (ft)	176	135	160	17	126	173	172	65	12	16	160	189
Average Queue (ft)	76	48	66	2	53	61	75	18	1	2	43	83
95th Queue (ft)	148	112	140	9	110	134	146	49	7	9	122	167
Link Distance (ft)		3815	3815			4812	4812		2747			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			300	270			180		300	200	200
Storage Blk Time (%)							0					1
Queuing Penalty (veh)							0					0

Intersection: 3: CSAH 71 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	22	85
Average Queue (ft)	2	29
95th Queue (ft)	11	66
Link Distance (ft)	983	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Audrey Avenue & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	R	L	L
Maximum Queue (ft)	91	196	177	16	125	183	203	27	25	11	83	104
Average Queue (ft)	29	66	65	2	51	39	50	6	4	1	28	48
95th Queue (ft)	67	147	144	11	103	129	145	20	19	7	69	88
Link Distance (ft)		3918	3918			3815	3815					
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			380	300			300	250	250	250	250
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: Audrey Avenue & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	48
Average Queue (ft)	17
95th Queue (ft)	39
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	250
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
AM Peak Hour

2040 Data Center Mitigated (+RVGC & Other industrial)

AM Peak Hour

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	T	T	R	L	T	R	L	T
Maximum Queue (ft)	192	234	235	39	227	234	61	240	90	28	557	872
Average Queue (ft)	66	118	108	7	109	109	13	122	16	9	345	189
95th Queue (ft)	143	199	195	25	210	212	43	216	58	24	567	911
Link Distance (ft)		2631	2631		3918	3918			2239			2010
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			250			260	240		240	400	
Storage Blk Time (%)			0			0		0	0		16	
Queuing Penalty (veh)			0			0		0	0		54	

Intersection: 5: CR 73 & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	342
Average Queue (ft)	105
95th Queue (ft)	239
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	270
Storage Blk Time (%)	0
Queuing Penalty (veh)	2

Intersection: 6: CSAH 71 & Connemara Trail

Movement	WB	SB
Directions Served	LTR	L
Maximum Queue (ft)	23	5
Average Queue (ft)	4	0
95th Queue (ft)	18	4
Link Distance (ft)	1045	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		300
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Audrey Avenue & Connemara Trail

Movement	EB	WB	NB	NB
Directions Served	R	L	L	R
Maximum Queue (ft)	59	64	24	58
Average Queue (ft)	23	32	8	24
95th Queue (ft)	50	51	26	41
Link Distance (ft)	624			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	200	150	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: CSAH 71 & Data Center East Access

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	64	59
Average Queue (ft)	34	10
95th Queue (ft)	55	38
Link Distance (ft)	1160	983
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 60

1: TH 52 Northbound Ramps & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.3	0.1	3.8	0.1
Total Del/Veh (s)	46.8	6.4	16.5	7.4	58.4	53.3	6.6	30.5

2: TH 52 Southbound Ramps & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.8	1.1	3.4	1.0
Total Del/Veh (s)	15.1	11.5	71.9	3.9	53.6	87.0	8.1	12.6

3: CSAH 71 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	1.0	0.3	1.0	0.1	0.0	0.1	0.1
Total Del/Veh (s)	64.1	11.0	4.2	14.7	11.3	56.4	52.8	13.8	50.8	33.4	14.9	16.8

4: Audrey Avenue & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	1.8	2.1	0.1	0.0	0.1	0.1
Total Del/Veh (s)	63.2	8.8	6.9	78.7	10.8	8.3	42.4	9.2	45.9	3.2	15.4	12.9

5: CR 73 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.8	0.2	1.6	0.0	0.0	0.1	3.2	0.5	3.2	3.2	1.3	3.2
Total Del/Veh (s)	61.1	17.0	2.3	55.9	30.0	14.8	50.5	63.9	6.8	53.8	63.5	30.4

5: CR 73 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	1.0
Total Del/Veh (s)	31.0

6: CSAH 71 & Connemara Trail Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	3.7	0.2	0.2
Total Del/Veh (s)	6.9	0.5	3.9	0.4	0.5

8: Audrey Avenue & Connemara Trail Performance by movement

Movement	EBR	WBL	NBL	NBT	NBR	All
Denied Del/Veh (s)	4.2	4.0	0.0	0.0	0.0	2.8
Total Del/Veh (s)	6.0	6.0	6.1	0.4	6.2	6.0

9: CSAH 71 & Data Center East Access Performance by movement

Movement	EBR	NBL	NBT	SBT	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	7.0	4.6	1.0	0.9	3.0

Total Network Performance

Denied Del/Veh (s)	1.8
Total Del/Veh (s)	64.5

Intersection: 1: TH 52 Northbound Ramps & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	405	406	81	89	128	140	103	245	66
Average Queue (ft)	261	267	26	20	59	58	35	110	17
95th Queue (ft)	372	373	69	63	108	114	82	200	52
Link Distance (ft)	525	525	525	525	1014	1014		957	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)							300		270
Storage Blk Time (%)								0	
Queuing Penalty (veh)								0	

Intersection: 2: TH 52 Southbound Ramps & CSAH 42

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	T	T	R	L	T	T	LT	R
Maximum Queue (ft)	226	256	74	70	63	44	212	235
Average Queue (ft)	74	106	24	27	7	3	89	97
95th Queue (ft)	169	201	56	63	38	27	180	204
Link Distance (ft)	4812	4812		525	525	525	775	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			300					360
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 3: CSAH 71 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	T	T	R	L	T	R	L	L
Maximum Queue (ft)	111	192	212	3	231	236	42	88	31	100	133	136
Average Queue (ft)	34	60	71	0	97	98	12	30	5	43	55	64
95th Queue (ft)	85	136	155	2	196	195	32	69	20	81	106	115
Link Distance (ft)		3815	3815		4812	4812			2747			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			300			180	300		300	200	200
Storage Blk Time (%)			0		0	1						
Queuing Penalty (veh)			0		0	1						

Intersection: 3: CSAH 71 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	31	120
Average Queue (ft)	3	42
95th Queue (ft)	16	89
Link Distance (ft)	983	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Audrey Avenue & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	R	L	L
Maximum Queue (ft)	71	153	155	12	28	178	203	28	102	89	90	112
Average Queue (ft)	18	51	46	1	5	47	60	3	42	34	34	59
95th Queue (ft)	47	115	111	7	20	132	146	16	83	67	78	102
Link Distance (ft)		3918	3918			3815	3815					
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			380	300			300	250	250	250	250
Storage Blk Time (%)						0						
Queuing Penalty (veh)						0						

Intersection: 4: Audrey Avenue & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	75
Average Queue (ft)	23
95th Queue (ft)	51
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	250
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
PM Peak Hour

2040 Data Center Mitigated (+RVGC & Other industrial)

PM Peak Hour

Intersection: 5: CR 73 & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	280	262	262	14	26	438	393	123	172	59	43	489
Average Queue (ft)	154	100	101	1	2	206	205	35	70	15	15	230
95th Queue (ft)	260	208	214	6	14	373	370	84	138	45	35	401
Link Distance (ft)		2631	2631			3918	3918			2239		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	320			250	360			260	240		240	400
Storage Blk Time (%)	0	0	1			1	5					2
Queuing Penalty (veh)	0	0	0			0	12					8

Intersection: 5: CR 73 & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	358	367
Average Queue (ft)	25	175
95th Queue (ft)	211	311
Link Distance (ft)	2010	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		270
Storage Blk Time (%)		3
Queuing Penalty (veh)		9

Intersection: 6: CSAH 71 & Connemara Trail

Movement	WB	SB
Directions Served	LTR	L
Maximum Queue (ft)	13	18
Average Queue (ft)	1	1
95th Queue (ft)	9	9
Link Distance (ft)	1045	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		300
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Audrey Avenue & Connemara Trail

Movement	EB	WB	NB	NB
Directions Served	R	L	L	R
Maximum Queue (ft)	49	53	38	47
Average Queue (ft)	27	33	11	20
95th Queue (ft)	48	46	32	38
Link Distance (ft)	624			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	200	150	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: CSAH 71 & Data Center East Access

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	75	53
Average Queue (ft)	38	8
95th Queue (ft)	61	32
Link Distance (ft)	1160	983
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 31

Attachment B

Agency Comment Letters and Responses

1. Metropolitan Council

Comment	Response
Wastewater	
The AUAR Update does not contain sufficient information related to the quantity or quality of the proposed wastewater discharges to evaluate if the regional wastewater conveyance and treatment system has adequate capacity. Additional information related to average daily, peak day, and peak hourly discharge will be required in order to complete this evaluation. The AUAR Update also suggests that wastewater effluent could be used in lieu of City water supplies for cooling purposes. Again, additional information will be necessary to determine whether there are sufficient amounts of effluent water, and what the quality of this water will need to be, before a determination can be made as to the Met Council's ability to serve. The Council does not currently have a service model for providing reclaimed wastewater to end users. A service model will first need to be developed and run through a public input process before this type of service can be provided. The Council is currently in discussions with multiple data center projects in Dakota County and the supply of wastewater effluent may not be adequate to service all these projects. The AUAR Update also identifies an existing interceptor located along the northern portion of the site. It is unclear in the AUAR Update if this facility will be requested to be relocated. Further discussions between the Met Council and the project proposer will be necessary to determine whether the existing facility can be relocated.	The wastewater numbers have been revised in the AUAR Update to reflect the use of a dry cooling system which could range between 10,000 to 100,000 GPD. Mitigation strategies have also been updated in the AUAR document to reflect the lower water needs and discharge from the project site. An industrial pretreatment permit from the MCES for any discharge over 25,000 GPD would be required and applied for if over 25,000 GDP discharge is required for the project. Cooling Water effluent is relatively low in BOD and can have higher concentrations of minerals and chlorides. Water treatment technologies should be investigated by the data center owner to determine if re-use of industrial wastewater streams within the data center is possible. Re-use would minimize the amount of demand on the water supply from the city and the wastewater discharge sent to Met Council for conveyance and treatment.
Forecasts	

Comment	Response
The development scenario in the 2023 Draft AUAR includes: industrial and warehouse buildings totaling 1,920,000 sq ft of floorspace. The latest, 2024 AUAR Update includes: a data center with 4,000,000 sq ft of floorspace. If either development is absorbed into the market by 2040, this adds approximately 1,500 – 2,000 jobs in this part of Rosemount; either scenario exceeds the City's TAZ allocation for the area. The City included a TAZ allocation of the forecast in its 2040 comprehensive plan. The subject site is a small part of TAZ #625 (between the city's northern boundary and 145th Street). The City's 2040 Plan expects TAZ #625 to gain 538 households and 127 jobs during 2020-2040. Should this development proceed, the Metropolitan Council will assign a higher employment forecast in this zone (1,400 – 1,900 higher). The AUAR Update states "A Comprehensive Plan Amendment would not be required for the development proposed in Scenario 2." Potential land uses conform with the existing 2040 Plan; however, a comprehensive plan amendment is possible if the City wishes for a city total employment forecast adjustment.	Comment noted. The City will continue to monitor the TAZ allocation and will work with Met Council to make any modifications to the TAZ allocations as needed.
Water Supply	
The Metropolitan Council's technical comments on the 2023 Rosemount Industrial AUAR noted that updates to Rosemount's local water supply plan are under review by the Minnesota DNR. The community has requested additional pumping infrastructure and revised future water demand estimates for industrial customers. The Metropolitan Council encouraged collaboration with the DNR to ensure water availability and alignment with the local water supply plan before developing these parcels. If additional wells are needed, they should comply with the water supply plan and include wellhead protection updates. The Metropolitan Council requested a copy of the DNR-approved water supply plan as a comprehensive plan amendment when available. The 2024 AUAR Update did not mention an updated local water supply plan or a commitment to update it. However, it provided details on two data center scenarios: 75,000-120,000 gallons per day for a non-water-cooled center and 5-6 million gallons per day for a water-cooled center. It noted that Rosemount can supply 100,000-125,000	The City will continue to monitor the need for additional pumping and pumping infrastructure in this region of the City and will coordinate with the DNR accordingly. The water supply demand numbers have been updated in the AUAR update document to reflect a lower water demand ranging between 10,000 to 100,000 GPD; therefore, updates to the AUAR Update and mitigation plan have been made to reflect this change.

Comment	Response
gallons per day but would need system upgrades for more. The update did not address the process for obtaining a new or amended water appropriation permit from the Minnesota DNR, though it mentioned that the data center might need to consider alternative sources such as reused water or a new well for the water-cooled system. Prior to development of the site, a DNR-approved water supply plan must be submitted to the Council as a Comprehensive Plan Amendment. Met Council water supply-related technical comments on the 2023 Rosemount Industrial AUAR noted that a highly vulnerable drinking water supply management area for the City of Rosemount borders this development to the West / Southwest. Should the community expand pumping, particularly to meet the demand under Scenario 2, an updated Drinking Water Supply Management Area (DWSMA) delineation might result in the planned development being within the community's DWSMA. The Metropolitan Council's comments on the 2023 Rosemount Industrial AUAR highlighted that a vulnerable drinking water supply area borders the development to the west/southwest. Expanding pumping, especially for Scenario 2, might place the development within the DWSMA. The Metropolitan Council emphasized that site uses must conform to the Rosemount wellhead protection plan. The City should assess whether proposed uses could contaminate the water supply and implement precautions and best practices, including smart-salting for chloride management to protect water resources. Proper planning is more cost-effective than future remediation. Like the Metropolitan Council's comments on the 2023 Rosemount Industrial AUAR, the development process should explore water conservation and efficient management. Converting rural residential and agricultural land to industrial use reduces infiltration and increases runoff. For any irrigated areas, consider systems with moisture sensors, real-time weather data, and regular audits to reduce water use during peak demand. Additionally, plant drought-resistant vegetation that requires minimal maintenance and fertilization to lower costs and water usage. Replacing removed trees or planting new ones offsite can offset carbon loss, increase shade, and improve environmental and public health factors.	The City will continue to encourage the use of drought tolerant vegetation within landscaped areas and efficient irrigation system for developments in the AUAR study area. The City will enforce their tree preservation ordinance for any developments within the AUAR study area.
Surface Water	

Comment	Response
We encourage the developer to limit the removal of mature native trees. Where removal cannot be avoided, we recommend replacement with native tree stands. We recommend selecting and installing vegetation for landscaping that is native, draught-tolerant, chloride-tolerant or chloride-friendly	Comment noted. The City will continue to encourage the use of drought tolerant vegetation within landscaped areas and efficient irrigation system for developments in the AUAR study area. The City will enforce their tree preservation ordinance for any developments within the AUAR study area.
<i>Greenhouse Gas Emissions/ Carbon Footprint</i>	
It seems unlikely that the GHG generated by construction, off-side electricity, traffic, and off-site waste management for Scenario 2 will be identical to those for Scenario 1. While a decrease in vehicle generated emissions is noted, it is not quantified and given the energy intensive nature of data centers it seems likely that the scope 2 emissions for Scenario 2 will be significantly higher. The GHG emissions for Scenario 2 should be calculated and scenario specific mitigation measures should be explored.	The greenhouse gas emissions information has been updated to reflect the increase in building square feet of Scenario 2. This information is reflected in the AUAR Update.

2. Vermillion River Watershed

Comment	Response
Water Resources	
As stated in the AUAR for Rich Valley East (April 2024), the City of Rosemount is nearing its current limit of water appropriations but is in the process of applying for additional appropriations for development of Scenario 1. The language in the AUAR for Rosemount Industrial includes language stating that the City will need to “upgrade their water system or the data center may need to evaluate alternative sources of water for the water-cooled system”. The water supply statements in the two AUAR’s are not consistent. Local and regional groundwater sustainability are important to the viability of the Vermillion River, and we encourage the City of Rosemount to carefully review AUAR summaries and other data to ensure that the information about water availability edge matches in all AUAR documents.	Comment noted. The City will continue to monitor the need for additional pumping and pumping infrastructure in this region of the City and will coordinate with the DNR accordingly. The water supply demand numbers have been updated in the AUAR update document to reflect a lower water demand ranging between 10,000 to 100,000 GPD; therefore, updates to the AUAR Update and mitigation plan have been made to reflect this change.
Section 3.2.4 states that "depending on either the use of a non-water-cooling system or a water-cooled system.....wastewater discharge from this site may range from 25,000 GPD to 2 MGD." Section 3.2.2 indicates up to 6 MGD. Please clarify.	The wastewater numbers have been revised in the AUAR Update to reflect the use of a dry cooling system which ranges between 10,000 to 100,000 GPD. Mitigation strategies have also been updated in the AUAR document to reflect the lower water needs and discharge from the project site.
We recognize there are often environmental tradeoffs with these types of large Projects. In an effort for stakeholders to quantify and evaluate these tradeoffs, could the applicant provide information regarding equipment cooling options using water, electrical energy, or a hybrid and their respective environmental impacts?	Comment noted. The AUAR document has provided a range in options for cooling systems. A dry cooling system is anticipated and as design progresses, specific use information will be shared with the City and regulatory agencies.

3. Dakota County

Comment	Response
Transportation	
The AUAR Long-Term (2040) Scenario 2 Build Conditions mitigations (p.11) identify installation of dual southbound left turn lanes at the County State Aid Highway (CSAH) 42/Audrey Avenue intersection. What is driving this recommendation? Exhibit 20 Long-Term (2040) Data Center Southern Industrial Traffic Volumes shows the southbound left turn volume for AM (PM) peaks as 99 (121) which would typically be within consideration for just a single dedicated left turn lane.	Noted. The intent was to try and preserve green time for mainline traffic. A site-specific traffic study should be competed if/when development occurs to determine necessary geometry at the study area intersections.
The traffic impact analysis notes that the Data Center development scenario is also anticipated to include a small community commercial area in the southwest corner of the AUAR site. The traffic impact analysis also notes that the trips associated with the commercial area were excluded from the analysis. Although anticipated by the Traffic Impact Assessment (TIA) to be low, it is recommended that the trips generated by the commercial area be included in the analysis to verify storage and operational needs on Audrey Avenue, considering the location of the commercial area to the Audrey Avenue/Connemara Trail full access intersection and the close spacing between the Audrey Avenue/Connemara Trail and CSAH 42/Audrey Avenue intersections which may have sensitivities with available storage. As a side note, along Audrey Avenue, the proposed spacing between intersections at CSAH 42/Connemara Avenue is about 740 feet, compared with Akron Avenue which has a spacing of about 1345 feet between the Akron Avenue/Connemara Trail and CSAH 42/Akron Avenue intersections.	Noted. A site-specific traffic study should be competed if/when development occurs on the AUAR parcel to ensure property storage capacity for future developments.
The AUAR Long-Term (2040) Scenario 2 Build Conditions mitigations identify installation of dual southbound left-turn lanes at the CSAH 42/Blaine Avenue intersection. Is this mitigation feasible considering potential right-of-way constraints associated with the adjacent cemetery?	Noted. The intent was to try and preserve green time for mainline traffic. A site-specific traffic study should be competed if/when development occurs to determine necessary geometry at the study area intersections.

Comment	Response
All development scenarios assume 60% of trips arrive from the north on Trunk Highway (TH) 52. With the current in-place roadway network, traffic impacts associated with trips leaving the site that are destined for northbound TH 52 are focused onto CSAH 42, in particular the southbound left turn movement at the CSAH 42/Blaine Avenue intersection and eastbound left turn movement at the CSAH 42/TH 52 east ramp. Providing a local road connection from the proposed site development directly to Conley Avenue via Connemara Trail and 140th Street alignments can mitigate impacts on CSAH 42 for the traffic destined for northbound TH 52. Connecting 140th Street between Blaine Avenue and Conley Avenue would provide for the following alternative egress route: Eastbound Connemara Trail thru the Blaine Avenue/Connemara Trail intersection to Conley Avenue, right turn onto southbound Conley Avenue, south on Conley Avenue to CSAH 42, right turn onto westbound CSAH 42 followed by right turn onto northbound TH 52 entrance ramp (image below). Travel distance along this route would be likely greater than a route that utilizes CSAH 42 between Blaine Avenue and TH 52. However, this route may be viewed as a more attractive egress route by site traffic (passenger cars and trucks) as it avoids delay at congested and signalized intersections. This route also could provide more continuous and reliable travel time to northbound TH 52 and replaces more challenging left turn movements along the high volume and high speed CSAH 42 corridor with right turn movements on lower volume and lower speed areas. The AUAR traffic impact study should include analysis of a mitigation that includes a 140th Street connection under TH 52 (connecting Blaine Avenue to Conley Avenue) as this mitigation could distribute site traffic to the adjacent roadway network in a safer, more efficient and less congested manner.	Noted. Analysis in the AUAR traffic study provides a conservative analysis to determine potential mitigation. If/when the 140th Street connection is built it could potentially ease some traffic burden at CSAH 42 & Blaine Avenue. However, there is also the potential in the future for Conley Avenue to be rerouted further to the east to connect to Driver Avenue which would make the route less viable. If/when the 140th Street connection is designed, it should be studied to determine adequate infrastructure and traffic control is provided for the roadway connection.

Comment	Response
The Data Center development scenario identifies three proposed site full access points, including an access point along Blaine Avenue, about 900 feet north of CSAH 42. Multiple AUAR traffic analysis scenarios list operational issues at the Blaine Avenue & Data Center East Access “caused by downstream queuing at CSAH 42 & Blaine Avenue.” Additionally, discussion around topography of existing Blaine Avenue would be necessary with the proposed access point. In lieu of the proposed Blaine access point, it would be preferred for site access to Blaine Avenue to occur at the Blaine Avenue and 140th Street/Connemara Trail extension intersection. With the current roadway network and proposed Data Center access points, all site trips using Blaine Avenue are distributed to CSAH 42 and Blaine Avenue (Exhibit 9 Data Center Overall Trip Distribution). This would bring site traffic to a Blaine Avenue and 140th/Connemara Trail extension intersection providing for additional opportunities in distributing traffic more evenly onto the adjacent roadway networks at a lower volume, less congested location.	Comment Noted.
The AUAR and associated TIA did not include signal warrant analysis calculations for any of the study intersections being recommended for signalization. Decisions about traffic control devices are made very carefully by the County in consideration of the safety impact and recognition that crash and severity rates typically increase as higher levels of traffic control are added to a given location. Signals require increased decision making by drivers and therefore provide the greatest chance for driver error. For these reasons, the County looks carefully at the traffic conditions throughout the day prior to considering a change in intersection control. The County evaluates intersection control need based on conditions throughout the day. The County considers signal installation when Warrant 1a or 1b are met, however meeting a warrant does not necessarily mean a signal is justified.	Signal warrants will be completed as part of site-specific traffic studies for developments within the AUAR study area.

Comment	Response
Future Conditions 3.1 Future Planned Roadway Improvements: • The traffic analysis needs to account for the 2026 construction of County Project (CP) 42-174 including the CSAH 42/TH 52 interchange intersection improvements. The intersection operation of the ramps will be updated to signalized intersections with turn lane additions and modification. • The AUAR update mentions the Rich Valley Golf Course Redevelopment AUAR signalization based on project growth but fail to acknowledge the CSAH 42 Visioning Plan update and Dakota County Capital Improvement Program (CIP) planning that show the improvements will be occurring with construction in 2026. • The AUAR update should identify that the CSAH 42/CSAH 71 access temporary traffic signal will be removed by 2027, or at the discretion of the County Engineer. This was installed only for construction traffic related to the Project Bigfoot (Meta Data Center) in the southwest quadrant of the CSAH 42/Blaine Avenue intersection. This development includes improvements to both Blaine Avenue and realigning Audrey Avenue on the south end. • The AUAR update consultant should be aware of all these items as they are also the consultant for Project Bigfoot.	Noted that there are ever evolving infrastructure projects/needs in the study area. The mitigation plan aligns with CP 42-174 and other intersection signalization outlined in the CSAH 42 visioning study whether its temporary or permanent.

Comment	Response
4.2 Site Circulation • This section states, "The $\frac{3}{4}$ access will be along the AUAR's southern border and provide access to CSAH 42. This $\frac{3}{4}$ access will allow right-ins, right-outs, and left-ins." • Per Dakota County access spacing guidelines, the functional classification of CSAH 42 is Principal Arterial with $\frac{1}{2}$ mile full access and $\frac{1}{4}$ mile partial access spacing. The Note (C) denoted with the access spacing for partial movement access intersections state a right in/right out access may be permitted. The AUAR should assume right in/right out, not $\frac{3}{4}$ intersection movement (left ins). • This section also states for the data center, "Access to the data center would be provided by three full access points. Two full accesses would be provided along the Connemara Trail extension northwest of the site. The third access point would be along Blaine Avenue, about 900' north of CSAH 42. No access point is proposed along CSAH 42." • Full access along Blaine Avenue is permitted at $\frac{1}{4}$-mile (1320-feet) per Dakota County Access Spacing. With that said, preference for access would be at Blaine Avenue and the 140th Street/Connemara Trail extension. Discussion around topography of existing Blaine Avenue will be necessary with the proposed access point.	Noted. Site access to the development on the north will be determined as part of a site-specific traffic study.

Comment	Response
Water Resources	
Dakota County Environmental Resources staff reviewed previous audits, historic plat maps, sanborns, historic aerial photography, well construction records, well sealing records and/or well disclosure statements that Dakota County has available for taxpins 340290010010, 340290020030, 340290025011, 340290035010, 340300001010, and 340300019010. There is no history of habitation for the parcels, but there is one environmental well (MUN T00023) and two irrigation wells (MUNs 214195 and 214196). Records are available upon request. T00023 is an environmental well owned by the University of Minnesota and it is in use. The University obtains an annual permit from the Dakota County Delegated Well Program for this well. It is located very near the road and should be allowed to remain in place, undisturbed. Measures should be taken to protect the well from damage. If the well is damaged it will be required to be repaired. If the irrigation wells are no longer needed, they must be sealed by a licensed well contractor. The report states that if additional unidentified wells are found on the project site either the MPCA or MDH would be contacted. However, Dakota County has been delegated the authority for regulating most wells in Dakota County. If any wells are discovered during redevelopment, they should be examined by a licensed well contractor and a Dakota County well inspector to determine the status (call 952-891-7000). Information about property transfer requirements in Dakota County as they pertain to wells is on our webpage at https://www.co.dakota.mn.us/HomeProperty/SellingProperty/WellRequirements . In addition, in regards to section 3.2.2 "Water Use", a privately owned well to meet the potential 5 to 6 million gallons per day water requirement for a data center would need both a MN Department of Natural Resources Appropriation Permit and a Dakota County Well Permit.	Comment noted. Any wells identified within the AUAR study area will be abandoned and sealed per MDH and MPCA regulations and standards. If any wells are identified during construction or are anticipated to be abandoned and sealed, coordination with Dakota County will occur. The water supply demand numbers have been updated in the AUAR update document to reflect a lower water demand ranging between 10,000 to 100,000 GPD; therefore, updates to the AUAR Update and mitigation plan have been made to reflect this change.

Comment	Response
Contamination	
There is one former petroleum leak site on the AUAR property – site information was included in Dakota County’s previous comments in 2023.	Comment noted. If contaminated soil is identified, remediation efforts prior to construction will occur and contaminated soil will be disposed of following MPCA regulations.



July 1, 2024

Anthony Nemcek, Senior Planner
City of Rosemount
2875 145th St W.
Rosemount, MN 55068

RE: Rosemount Industrial AUAR Update June 2024

The Vermillion River Watershed Joint Powers Organization (VRWJPO) appreciates the opportunity to review and comment on the Alternative Urban Areawide Review (AUAR) for the Industrial Park which includes revisions to Scenario #2 dated June 2024. Staff has reviewed the AUAR and has the following comments:

1. As stated in the AUAR for Rich Valley East (April 2024), the City of Rosemount is nearing its current limit of water appropriations but is in the process of applying for additional appropriations for development of Scenario 1. The language in the AUAR for Rosemount Industrial includes language stating that the City will need to “upgrade their water system or the data center may need to evaluate alternative sources of water for the water-cooled system”. The water supply statements in the two AUAR’s are not consistent. Local and regional groundwater sustainability are important to the viability of the Vermillion River, and we encourage the City of Rosemount to carefully review AUAR summaries and other data to ensure that the information about water availability edge matches in all AUAR documents.
2. Section 3.2.4 states that "depending on either the use of a non-water-cooling system or a water-cooled system.....wastewater discharge from this site may range from 25,000 GPD to 2 MGD." Section 3.2.2 indicates up to 6 MGD. Please clarify.
3. We recognize there are often environmental tradeoffs with these types of large Projects. In an effort for stakeholders to quantify and evaluate these tradeoffs, could the applicant provide information regarding equipment cooling options using water, electrical energy, or a hybrid and their respective environmental impacts?

Thank you for the opportunity to review and comment on the Rosemount Industrial AUAR updated June 2024.

Sincerely,

Jeff Dunn
VRWJPO Water Resources Engineer

Travis Thiel
VRWJPO Administrator

Vermillion River Watershed Joint Powers Organization

4100 220th Street West, Suite 103, Farmington, Minnesota 55024 | 952.891.7000 | Fax 952.891.7588



June 26, 2024

Anthony Nemcek, Senior Planner
City of Rosemount
2875 145th Street West
Rosemount, MN 55068

RE: City of Rosemount – Alternative Urban Areawide Review (AUAR) Update – Rosemount Industrial - Objection
Metropolitan Council Review File No. 22857-4
Metropolitan Council District No. 12

Dear Anthony Nemcek:

Metropolitan Council received the Rosemount Industrial AUAR Update on June 11, 2024. The AUAR represents the 5-year update required under environmental rules for a study area of approximately 235.2 acres located northwest of the intersection of 145th Street East and Blaine Avenue. Additionally, the AUAR Update includes a new scenario, which proposes the construction of a 4 million square foot data center use on the site.

Metropolitan Council staff reviewed the Rosemount Industrial AUAR Update to determine its accuracy and completeness in addressing regional concerns.

Wastewater (*Kyle Colvin, 651-602-1151*)

The AUAR Update does not contain sufficient information related to the quantity or quality of the proposed wastewater discharges to evaluate if the regional wastewater conveyance and treatment system has adequate capacity. Additional information related to average daily, peak day, and peak hourly discharge will be required in order to complete this evaluation. The AUAR Update also suggests that wastewater effluent could be used in lieu of City water supplies for cooling purposes. Again, additional information will be necessary to determine whether there are sufficient amounts of effluent water, and what the quality of this water will need to be, before a determination can be made as to the Met Council's ability to serve.

The Council does not currently have a service model for providing reclaimed wastewater to end users. A service model will first need to be developed and run through a public input process before this type of service can be provided. The Council is currently in discussions with multiple data center projects in Dakota County and the supply of wastewater effluent may not be adequate to service all these projects.

The AUAR Update also identifies an existing interceptor located along the northern portion of the site. It is unclear in the AUAR Update if this facility will be requested to be relocated. Further discussions between the Met Council and the project proposer will be necessary to determine whether the existing facility can be relocated.

To give the Council and the City of Rosemount an opportunity to further explore this matter with the other affected parties, we have decided to file an official objection to the AUAR Update pursuant to Minnesota

Rules 4410.3610, subp. 5.D. We request that the City work with Council staff to set up a meeting at the earliest opportunity with all the parties directly or indirectly involved with the Rosemount Industrial AUAR Update.

In addition to the comments above, which are required to complete our review of the application, the Council also offers the following advisory comments.

Forecasts (*Todd Graham, 651-602-1322*)

The development scenario in the 2023 Draft AUAR includes: industrial and warehouse buildings totaling 1,920,000 sq ft of floorspace. The latest, 2024 AUAR Update includes: a data center with 4,000,000 sq ft of floorspace. If either development is absorbed into the market by 2040, this adds approximately 1,500 – 2,000 jobs in this part of Rosemount; either scenario exceeds the City's TAZ allocation for the area.

The City included a TAZ allocation of the forecast in its 2040 comprehensive plan. The subject site is a small part of TAZ #625 (between the city's northern boundary and 145th Street). The City's 2040 Plan expects TAZ #625 to gain 538 households and 127 jobs during 2020-2040. Should this development proceed, the Metropolitan Council will assign a higher employment forecast in this zone (1,400 – 1,900 higher).

The AUAR Update states "A Comprehensive Plan Amendment would not be required for the development proposed in Scenario 2." Potential land uses conform with the existing 2040 Plan; however, a comprehensive plan amendment is possible if the City wishes for a city total employment forecast adjustment.

Water Supply (*Lanya Ross, 651-602-1803*)

The Metropolitan Council's technical comments on the 2023 Rosemount Industrial AUAR noted that updates to Rosemount's local water supply plan are under review by the Minnesota DNR. The community has requested additional pumping infrastructure and revised future water demand estimates for industrial customers. The Metropolitan Council encouraged collaboration with the DNR to ensure water availability and alignment with the local water supply plan before developing these parcels. If additional wells are needed, they should comply with the water supply plan and include wellhead protection updates. The Metropolitan Council requested a copy of the DNR-approved water supply plan as a comprehensive plan amendment when available.

The 2024 AUAR Update did not mention an updated local water supply plan or a commitment to update it. However, it provided details on two data center scenarios: 75,000-120,000 gallons per day for a non-water-cooled center and 5-6 million gallons per day for a water-cooled center. It noted that Rosemount can supply 100,000-125,000 gallons per day but would need system upgrades for more. The update did not address the process for obtaining a new or amended water appropriation permit from the Minnesota DNR, though it mentioned that the data center might need to consider alternative sources such as reused water or a new well for the water-cooled system. Prior to development of the site, a DNR-approved water supply plan must be submitted to the Council as a Comprehensive Plan Amendment.

Met Council water supply-related technical comments on the 2023 Rosemount Industrial AUAR noted that a highly vulnerable drinking water supply management area for the City of Rosemount borders this development to the West / Southwest. Should the community expand pumping, particularly to meet the demand under Scenario 2, an updated Drinking Water Supply Management Area (DWSMA) delineation might result in the planned development being within the community's DWSMA. The Metropolitan Council's comments on the 2023 Rosemount Industrial AUAR highlighted that a vulnerable drinking water supply area borders the development to the west/southwest. Expanding pumping, especially for Scenario 2, might place the development

within the DWSMA. The Metropolitan Council emphasized that site uses must conform to the Rosemount wellhead protection plan. The City should assess whether proposed uses could contaminate the water supply and implement precautions and best practices, including smart-salting for chloride management to protect water resources. Proper planning is more cost-effective than future remediation.

Like the Metropolitan Council's comments on the 2023 Rosemount Industrial AUAR, the development process should explore water conservation and efficient management. Converting rural residential and agricultural land to industrial use reduces infiltration and increases runoff. For any irrigated areas, consider systems with moisture sensors, real-time weather data, and regular audits to reduce water use during peak demand. Additionally, plant drought-resistant vegetation that requires minimal maintenance and fertilization to lower costs and water usage. Replacing removed trees or planting new ones offsite can offset carbon loss, increase shade, and improve environmental and public health factors.

Surface Water (*Maureen Hoffman, 651-602-8026*)

We encourage the developer to limit the removal of mature native trees. Where removal cannot be avoided, we recommend replacement with native tree stands. We recommend selecting and installing vegetation for landscaping that is native, draught-tolerant, chloride-tolerant or chloride-friendly.

Greenhouse Gas Emissions/ Carbon Footprint (*MacKenzie Young-Walters, 651-602-1373*)

It seems unlikely that the GHG generated by construction, off-site electricity, traffic, and off-site waste management for Scenario 2 will be identical to those for Scenario 1. While a decrease in vehicle generated emissions is noted, it is not quantified and given the energy intensive nature of data centers it seems likely that the scope 2 emissions for Scenario 2 will be significantly higher. The GHG emissions for Scenario 2 should be calculated and scenario specific mitigation measures should be explored.

If you have any questions or need further information, please contact Emma Dvorak, Principal Reviewer, at 651-602-1399 or via email at Emma.Dvorak@metc.state.mn.us.

Sincerely,



Angela R. Torres, AICP, Senior Manager
Local Planning Assistance

CC: Environmental Quality Board
Tod Sherman, Development Reviews Coordinator, MnDOT - Metro Division
Susan Vento, Metropolitan Council District 12
Leisa Thompson, Environmental Services
Judy Sventek, Water Resources Manager
Emma Dvorak, Sector Representative/ Principal Reviewer
Reviews Coordinator

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July 22, 2024

Anthony Nemcek, Senior Planner
City of Rosemount
2875 145th Street West
Rosemount, MN 55068

RE: **City of Rosemount – Rosemount Industrial Alternative Urban Areawide Review (AUAR)**
Metropolitan Council Review File No. 22857-4
Metropolitan Council District No. 12

Dear Anthony Nemcek:

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Metropolitan Council staff appreciates meeting with City staff and its consultants on July 2, 2024, to discuss information related to the quantity or quality of the proposed wastewater discharges to evaluate if the regional wastewater conveyance and treatment system has adequate capacity. The meeting and follow up information provided on July 16, 2024 allowed Council staff to evaluate average daily, peak day, and peak hourly discharge and provided the City with an opportunity to present additional background information.

It is now clear to Council staff that there is adequate regional wastewater capacity to accommodate the project assuming the high-end capacity needs outlined in the additional information provided July 16, 2024.

The Council also provides the following advisory comments:

Wastewater (*Kyle Colvin, 651-269-6918*)

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adds approximately 1,500 – 2,000 jobs in this part of Rosemount; either scenario exceeds the City's TAZ allocation for the area.

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Surface Water (*Maureen Hoffman, 651-602-8026*)

The Council encourages the developer to limit the removal of mature native trees. Where removal cannot be avoided, we recommended replacement with native tree stands. We recommend selecting and installing vegetation for landscaping that is native, draught-tolerant, chloride-tolerant or chloride-friendly.

Water Supply (*Lanya Ross, 651-602-1803*)

The Council also advises that, if additional wells are needed, the community should ensure that accessing and using bedrock aquifers aligns with the Rosemount local water supply plan and that the community's wellhead protection plan is updated to include the additional well infrastructure to protect source waters. A copy of the community's updated and DNR-approved local water supply plan, when it is available, will need to be submitted to the Council as a comprehensive plan amendment.

Met Council water supply-related technical comments on the 2023 Rosemount Industrial AUAR noted that a highly vulnerable drinking water supply management area for the city of Rosemount borders this development to the West / Southwest. The city may want to evaluate whether the proposed uses for this site could potentially contaminate the city's drinking water supply and ensure that all necessary precautions and best management practices are in place to protect drinking water. The city may want to explore smart-salting requirements for chloride management on site to help protect water supplies and nearby water resources.

Conversion of rural residential and agricultural land to industrial land lessens infiltration and increases runoff. Opportunities to conserve and manage water efficiently through the development process should be explored.

The developer should consider replacing trees that are removed from the site with new plantings or planting trees offsite to offset the loss of carbon, increase shade, and improve other environmental and public health factors which are beneficial to the community.

Housing (*Olivia Boerschinger, 651-602-1327*)

Although the project area (including those with existing residential homes) is guided as Business Park, there may be impact with the proposed development displacing residents of the identified residential buildings on the various project properties. Relocation assistance could be considered as a part of the development.

Greenhouse Gas (GHG) Emissions/ Carbon Footprint (*MacKenzie Young-Walters, 651-602-1373*)

It seems unlikely that the GHG generated by construction, off-site electricity, traffic, and off-site waste management for scenario 2 will be identical to those for scenario 1. While a decrease in

vehicle generated emissions is noted, it is not quantified and given the energy intensive nature of data centers it seems likely that the scope 2 emissions for scenario 2 will be significantly higher. The GHG emissions for scenario 2 should be calculated and scenario specific mitigation measures should be explored.

Based upon the city's assurance that the Council's concerns will receive further consideration, the Council withdraws its objection to the Rosemount Industrial AUAR.

Sincerely,



Angela R. Torres, AICP, Senior Manager
Local Planning Assistance

CC: Environmental Quality Board
Tod Sherman, Development Reviews Coordinator, MnDOT Metro
Susan Vento, Metropolitan Council District No. 12
Emma Dvorak, Sector Representative/Principal Reviewer
Reviews Coordinator

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July 9, 2024

Anthony Nemcek
City of Rosemount
2875 145th Street W
Rosemount, MN 55068

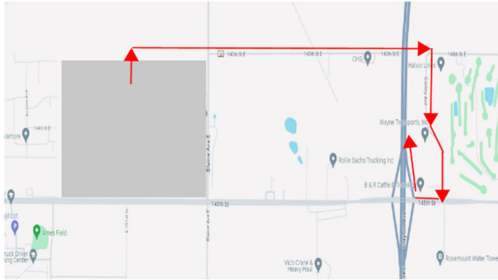
Thank you for the opportunity to review the revised Alternative Urban Areawide Review (AUAR) for Rosemount Industrial, located northwest of the intersection 145th Street East and Blaine Avenue in Rosemount. County Physical Development staff reviewed the document and offer the following comments for consideration.

Transportation

- The AUAR Long-Term (2040) Scenario 2 Build Conditions mitigations (p.11) identify installation of dual southbound left turn lanes at the County State Aid Highway (CSAH) 42/Audrey Avenue intersection. What is driving this recommendation? Exhibit 20 Long-Term (2040) Data Center Southern Industrial Traffic Volumes shows the southbound left turn volume for AM (PM) peaks as 99 (121) which would typically be within consideration for just a single dedicated left turn lane.
- The traffic impact analysis notes that the Data Center development scenario is also anticipated to include a small community commercial area in the southwest corner of the AUAR site. The traffic impact analysis also notes that the trips associated with the commercial area were excluded from the analysis. Although anticipated by the Traffic Impact Assessment (TIA) to be low, it is recommended that the trips generated by the commercial area be included in the analysis to verify storage and operational needs on Audrey Avenue, considering the location of the commercial area to the Audrey Avenue/Connemara Trail full access intersection and the close spacing between the Audrey Avenue/Connemara Trail and CSAH 42/Audrey Avenue intersections which may have sensitivities with available storage. As a side note, along Audrey Avenue, the proposed spacing between intersections at CSAH 42/Connemara Avenue is about 740 feet, compared with Akron Avenue which has a spacing of about 1345 feet between the Akron Avenue/Connemara Trail and CSAH 42/Akron Avenue intersections.
- The AUAR Long-Term (2040) Scenario 2 Build Conditions mitigations identify installation of dual southbound left-turn lanes at the CSAH 42/Blaine Avenue intersection. Is this mitigation feasible considering potential right-of-way constraints associated with the adjacent cemetery?
- All development scenarios assume 60% of trips arrive from the north on Trunk Highway (TH) 52. With the current in-place roadway network, traffic impacts associated with trips leaving the site that are destined for northbound TH 52 are focused onto CSAH 42, in particular the southbound left turn movement at the CSAH 42/Blaine Avenue intersection and eastbound left turn movement at the CSAH 42/TH 52 east ramp.

Physical Development Division

Providing a local road connection from the proposed site development directly to Conley Avenue via Connemara Trail and 140th Street alignments can mitigate impacts on CSAH 42 for the traffic destined for northbound TH 52. Connecting 140th Street between Blaine Avenue and Conley Avenue would provide for the following alternative egress route: Eastbound Connemara Trail thru the Blaine Avenue/Connemara Trail intersection to Conley Avenue, right turn onto southbound Conley Avenue, south on Conley Avenue to CSAH 42, right turn onto westbound CSAH 42 followed by right turn onto northbound TH 52 entrance ramp (image below).



Travel distance along this route would be likely greater than a route that utilizes CSAH 42 between Blaine Avenue and TH 52. However, this route may be viewed as a more attractive egress route by site traffic (passenger cars and trucks) as it avoids delay at congested and signalized intersections. This route also could provide more continuous and reliable travel time to northbound TH 52 and replaces more challenging left turn movements along the high volume and high speed CSAH 42 corridor with right turn movements on lower volume and lower speed areas.

The AUAR traffic impact study should include analysis of a mitigation that includes a 140th Street connection under TH 52 (connecting Blaine Avenue to Conley Avenue) as this mitigation could distribute site traffic to the adjacent roadway network in a safer, more efficient and less congested manner.

- The Data Center development scenario identifies three proposed site full access points, including an access point along Blaine Avenue, about 900 feet north of CSAH 42. Multiple AUAR traffic analysis scenarios list operational issues at the Blaine Avenue & Data Center East Access “caused by downstream queuing at CSAH 42 & Blaine Avenue.” Additionally, discussion around topography of existing Blaine Avenue would be necessary with the proposed access point.

In lieu of the proposed Blaine access point, it would be preferred for site access to Blaine Avenue to occur at the Blaine Avenue and 140th Street/Connemara Trail extension intersection. With the current roadway network and proposed Data Center access points, all site trips using Blaine Avenue are distributed to CSAH 42 and Blaine Avenue (Exhibit 9 Data Center Overall Trip Distribution). This would bring site traffic to a Blaine Avenue and 140th/Connemara Trail extension intersection providing for additional opportunities in distributing traffic more evenly onto the adjacent roadway networks at a lower volume, less congested location.

- The AUAR and associated TIA did not include signal warrant analysis calculations for any of the study intersections being recommended for signalization. Decisions about traffic control devices are made very carefully by the County in consideration of the safety impact and recognition that crash and severity rates typically increase as higher levels of traffic control are added to a given location. Signals require increased decision making by drivers and therefore provide the greatest chance for driver error. For these reasons, the County looks carefully at the traffic conditions throughout the day prior to considering a change in intersection control. The County evaluates intersection control need based on conditions throughout the day. The County considers signal installation when Warrant 1a or 1b are met, however meeting a warrant does not necessarily mean a signal is justified.

Physical Development Division

Specific Transportation Response to 2024 AUAR Update

- 3.0 Future Conditions
 - 3.1 Future Planned Roadway Improvements:
 - The traffic analysis needs to account for the 2026 construction of County Project (CP) 42-174 including the CSAH 42/TH 52 interchange intersection improvements. The intersection operation of the ramps will be updated to signalized intersections with turn lane additions and modification.
 - The AUAR update mentions the Rich Valley Golf Course Redevelopment AUAR signalization based on project growth but fail to acknowledge the CSAH 42 Visioning Plan update and Dakota County Capital Improvement Program (CIP) planning that show the improvements will be occurring with construction in 2026.
 - The AUAR update should identify that the CSAH 42/CSAH 71 access temporary traffic signal will be removed by 2027, or at the discretion of the County Engineer. This was installed only for construction traffic related to the Project Bigfoot (Meta Data Center) in the southwest quadrant of the CSAH 42/Blaine Avenue intersection. This development includes improvements to both Blaine Avenue and realigning Audrey Avenue on the south end.
 - The AUAR update consultant should be aware of all these items as they are also the consultant for Project Bigfoot.
- 4.2 Site Circulation
 - This section states, “The $\frac{3}{4}$ access will be along the AUAR’s southern border and provide access to CSAH 42. This $\frac{3}{4}$ access will allow right-ins, right-outs, and left-ins.”
 - Per Dakota County access spacing guidelines, the functional classification of CSAH 42 is Principal Arterial with $\frac{1}{2}$ mile full access and $\frac{1}{4}$ mile partial access spacing. The Note (C) denoted with the access spacing for partial movement access intersections state a right in/right out access may be permitted. The AUAR should assume right in/right out, not $\frac{3}{4}$ intersection movement (left ins).
 - This section also states for the data center, “Access to the data center would be provided by three full access points. Two full accesses would be provided along the Connemara Trail extension northwest of the site. The third access point would be along Blaine Avenue, about 900’ north of CSAH 42. No access point is proposed along CSAH 42.”
 - Full access along Blaine Avenue is permitted at $\frac{1}{4}$ -mile (1320-feet) per Dakota County Access Spacing. With that said, preference for access would be at Blaine Avenue and the 140th Street/Connemara Trail extension. Discussion around topography of existing Blaine Avenue will be necessary with the proposed access point.

Environmental Resources

Dakota County Environmental Resources staff reviewed previous audits, historic plat maps, sanborns, historic aerial photography, well construction records, well sealing records and/or well disclosure statements that Dakota County has available for taxpins 340290010010, 340290020030, 340290025011, 340290035010, 340300001010, and 340300019010.

There is no history of habitation for the parcels, but there is one environmental well (MUN T00023) and two irrigation wells (MUNs 214195 and 214196). Records are available upon request. T00023 is an environmental well owned by the University of Minnesota and it is in use. The University obtains an annual permit from the Dakota County Delegated Well Program for this well. It is located very near the road and should be allowed to remain in place, undisturbed. Measures should be taken to protect the well from damage. If the well is damaged it will be

Physical Development Division

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required to be repaired. If the irrigation wells are no longer needed, they must be sealed by a licensed well contractor. The report states that if additional unidentified wells are found on the project site either the MPCA or MDH would be contacted. However, Dakota County has been delegated the authority for regulating most wells in Dakota County. If any wells are discovered during redevelopment, they should be examined by a licensed well contractor and a Dakota County well inspector to determine the status (call 952-891-7000). Information about property transfer requirements in Dakota County as they pertain to wells is on our webpage at <https://www.co.dakota.mn.us/HomeProperty/SellingProperty/WellRequirements>.

In addition, in regards to section 3.2.2 "Water Use", a privately owned well to meet the potential 5 to 6 million gallons per day water requirement for a data center would need both a MN Department of Natural Resources Appropriation Permit and a Dakota County Well Permit.

There is one former petroleum leak site on the AUAR property – site information was included in Dakota County's previous comments in 2023.

Please contact Environmental Resources at 952-891-7000 or environ@co.dakota.mn.us with questions or additional information.

If you have any questions relating to our comments, please contact me at 952-891-7007 or Georg.Fischer@co.dakota.mn.us

Sincerely,

A handwritten signature in blue ink, appearing to read "Georg Fischer", is positioned above the typed name.

Georg T. Fischer, Director
Physical Development Division

cc: William Droste, District 4
Thomas V. Novak, Interim County Manager

Physical Development Division

P 952-891-7000 **F** 952-891-7031 **W** www.dakotacounty.us
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City Council Regular Meeting: November 6, 2023

AGENDA ITEM:	Adoption of Alternative Urban Areawide Review (AUAR) for Rosemount Industrial Scannell Property	AGENDA SECTION:	CONSENT AGENDA
PREPARED BY:	Anthony Nemcek , Senior Planner	AGENDA NO.	6.i.
ATTACHMENTS:	Resolution, Rosemount Industrial AUAR, Met Council Comments	APPROVED BY:	LJM
RECOMMENDED ACTION: Motion to adopt a resolution adopting the AUAR for the Rosemount Industrial Study Area.			

BACKGROUND

The City Council is being asked to consider a resolution adopting the Final Alternative Urban Areawide Review (AUAR) for the potential development of the Rosemount Industrial study area located northwest of the intersection of 145th Street East and Blaine Avenue. Scannell Properties is proposing to develop 235.2 acres of primarily agricultural land into a business park that would include 1.92 million square feet of potential industrial development. Based on the potential size of some of the buildings, the development would meet the criteria for a mandatory Environmental Assessment Worksheet (EAW). Given the size and scope of future development on the site, the developer has chosen instead to study the entire site through the AUAR process rather than completing multiple EAWs (or an Environmental Impact Statement (EIS)) over the study area.

The AUAR was ordered by the City on June 6, 2023. One development scenario was reviewed which proposes 1,920,000 square feet of industrial use, following the City's Comprehensive Plan for the property. The City's future land use map identifies most of the study area as Business Park with a small portion of the southwest corner of the study area as Community Commercial. Permitted uses of Business Park include light manufacturing, processing and assembling, warehousing, wholesaling, and distribution, medical and dental, and financial institutions, and office space. Permitted uses of Community Commercial include retail, offices, restaurants, essential service facilities, hotels and motels, public parking, and gas stations. The proposed use for light industrial is consistent with the Business Park designation. The portion identified as Community Commercial is proposed for use as road right-of-way, which is compatible with the future land use designation.

The state's environmental rules (MR4410) specify that the City of Rosemount is the Responsible Government Unit for the AUAR. Scannell hired Kimley-Horn to prepare the document, and the City contracted with WSB to review and process the AUAR on behalf of the City. The AUAR was prepared and reviewed. It was submitted for the required 30-day comment period on July 18, 2023 to the review agencies and made available to the public. Comments were due on August 17, 2023 and were received from Dakota County, the Department of Natural Resources (DNR), the Metropolitan Council, and the Office of the State Archeologist. Responses to comments were addressed and the AUAR was

revised based on the comments. The Final AUAR was then submitted for the required 10-day objection period. The 10-day objection period ended on October 17, 2023. One comment was received from the Metropolitan Council (attached). No objections were received, which means the City can move to the final step of adopting the AUAR. A summary of the final comments received are below:

- Metropolitan Council:
 1. Climate adaptation and resilience mitigation measures and best management practices (BMPs) are a welcome addition to the assessment.
 2. Relocation assistance for displaced residents of the 16 identified buildings on the various properties should be considered as part of the development.
 3. Rosemount should work with the DNR to ensure local water sources are available for this and future developments, and that any system expansions, including additional wells, align with the Rosemount local water supply plan. The city's wellhead protection plan should also be updated to include additional well infrastructure, if needed.
 4. A highly vulnerable drinking water supply management area (DWSMA) borders the development study area. Expansion of the community's water supply wells in this area, additional pumping, or an update to the wellhead protection plan could result in the development being within the DWSMA. Any uses of the site should conform with the city's wellhead protection plan. The city should ensure any proposed uses are in conformance with the plan and that BMPs are in place to protect drinking water.
 5. Removal of mature native trees should be minimized. Where removal cannot be avoided, replacement with native tree stands is recommended.
 6. The proposer will evaluate implementing sustainability measures to reduce operational emissions including use of energy efficient appliances, equipment, and lighting; energy efficient building shells; implementation of waste BMPs to recycle and compost materials, and inclusion of on-site landscaping to manage stormwater and enhance biodiversity.

With the completion of the comment and objection periods, the review of comments from the review agencies, and receiving no objections from the agencies, the next step is for the City to consider adopting the AUAR. By adopting the AUAR, the AUAR becomes the official environmental review document for any development that occurs in the study area and meets the requirements of Minnesota Rule 4410. This means that any project that is proposed in the study area that may trigger environmental review, such as an EAW, is covered under the AUAR provided the project meets the mitigation measures in the AUAR and falls within the development scenario analyzed in the AUAR. Once adopted, the AUAR is valid for five years, and must be updated every five years until development within the study area is complete.

RECOMMENDATION

Staff recommends approval of the resolution adopting the AUAR.



July 22, 2024

Anthony Nemcek, Senior Planner
City of Rosemount
2875 145th Street West
Rosemount, MN 55068

RE: **City of Rosemount – Rosemount Industrial Alternative Urban Areawide Review (AUAR)**
Metropolitan Council Review File No. 22857-4
Metropolitan Council District No. 12

Dear Anthony Nemcek:

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It is now clear to Council staff that there is adequate regional wastewater capacity to accommodate the project assuming the high-end capacity needs outlined in the additional information provided July 16, 2024.

The Council also provides the following advisory comments:

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The Council encourages the developer to limit the removal of mature native trees. Where removal cannot be avoided, we recommended replacement with native tree stands. We recommend selecting and installing vegetation for landscaping that is native, draught-tolerant, chloride-tolerant or chloride-friendly.

Water Supply (*Lanya Ross, 651-602-1803*)

The Council also advises that, if additional wells are needed, the community should ensure that accessing and using bedrock aquifers aligns with the Rosemount local water supply plan and that the community's wellhead protection plan is updated to include the additional well infrastructure to protect source waters. A copy of the community's updated and DNR-approved local water supply plan, when it is available, will need to be submitted to the Council as a comprehensive plan amendment.

Met Council water supply-related technical comments on the 2023 Rosemount Industrial AUAR noted that a highly vulnerable drinking water supply management area for the city of Rosemount borders this development to the West / Southwest. The city may want to evaluate whether the proposed uses for this site could potentially contaminate the city's drinking water supply and ensure that all necessary precautions and best management practices are in place to protect drinking water. The city may want to explore smart-salting requirements for chloride management on site to help protect water supplies and nearby water resources.

Conversion of rural residential and agricultural land to industrial land lessens infiltration and increases runoff. Opportunities to conserve and manage water efficiently through the development process should be explored.

The developer should consider replacing trees that are removed from the site with new plantings or planting trees offsite to offset the loss of carbon, increase shade, and improve other environmental and public health factors which are beneficial to the community.

Housing (*Olivia Boerschinger, 651-602-1327*)

Although the project area (including those with existing residential homes) is guided as Business Park, there may be impact with the proposed development displacing residents of the identified residential buildings on the various project properties. Relocation assistance could be considered as a part of the development.

Greenhouse Gas (GHG) Emissions/ Carbon Footprint (*MacKenzie Young-Walters, 651-602-1373*)

It seems unlikely that the GHG generated by construction, off-site electricity, traffic, and off-site waste management for scenario 2 will be identical to those for scenario 1. While a decrease in

vehicle generated emissions is noted, it is not quantified and given the energy intensive nature of data centers it seems likely that the scope 2 emissions for scenario 2 will be significantly higher. The GHG emissions for scenario 2 should be calculated and scenario specific mitigation measures should be explored.

Based upon the city's assurance that the Council's concerns will receive further consideration, the Council withdraws its objection to the Rosemount Industrial AUAR.

Sincerely,



Angela R. Torres, AICP, Senior Manager
Local Planning Assistance

CC: Environmental Quality Board
Tod Sherman, Development Reviews Coordinator, MnDOT Metro
Susan Vento, Metropolitan Council District No. 12
Emma Dvorak, Sector Representative/Principal Reviewer
Reviews Coordinator

N:\CommDev\LPA\Communities\Rosemount\Letters\Rosemount 2024 Rosemount Industrial AUAR Withdraw Objection 22857-4.docx

City Council Regular Meeting: August 5, 2024

AGENDA ITEM: Donation Acceptance from American Legion Post 65 for Community Engagement	AGENDA SECTION: CONSENT AGENDA
PREPARED BY: Mikael Dahlstrom, Police Chief	AGENDA NO. 6.j.
ATTACHMENTS: Resolution	APPROVED BY: LJM
RECOMMENDED ACTION: Motion to approve the acceptance and expenditure of \$2500 from the American Legion Post 65 to be used for community engagement by the police department.	

BACKGROUND

The Rosemount American Legion Post 65 continues to be an amazing supporter of the police department and our community engagement initiatives. For many years, they have helped fund community events such as Kicks for Kids, Public Safety in the Park, the Leprechaun Days Kid's Dance, and many more.

American Legion Post 65 gave a check for \$2500 to assist the Department with hosting our community engagement initiatives.

RECOMMENDATION

Motion to approve the acceptance and expenditure of \$2500 from the American Legion Post 65 to be used for community engagement by the police department.

**CITY OF ROSEMOUNT
DAKOTA COUNTY, MINNESOTA**

RESOLUTION 2024 - XX

A RESOLUTION ACCEPTING A DONATION TO THE CITY

WHEREAS, the City of Rosemount is generally authorized to accept donations of real and personal property pursuant to Minnesota Statutes Section 465.03 et seq. for the benefit of its citizens and is specifically authorized to accept gifts;

WHEREAS, the following persons and entities have offered to contribute the cash amounts set forth below to the city:

<u>Name of Donor</u>	<u>Amount</u>
American Legion Post No. 65	\$2,500

WHEREAS, the terms or conditions of the donations, if any, are as follows:

To be used for community engagement activities in Rosemount.

WHEREAS, all such donations have been contributed to the city for the benefit of its citizens, as allowed by law; and

WHEREAS, the City Council finds that it is appropriate to accept the donations offered.

THEREFORE, NOW BE IT RESOLVED by the City Council of the City of Rosemount as follows:

1. The donations described above are accepted and shall be used to establish and/or operate services either alone or in cooperation with others, as allowed by law.
2. The city clerk is hereby directed to issue receipts to each donor acknowledging the city's receipt of the donor's donation.

ADOPTED this 5th day of August, by the City Council of the City of Rosemount.

Jeffery D. Weisensel, Mayor

ATTEST:

Erin Fasbender, City Clerk

City Council Regular Meeting: August 5, 2024

AGENDA ITEM: Appeal by Nick Reitberger of the Planning Commission's denial of the variance to eliminate the side yard setback standard for surface parking and driveways and to increase the maximum lot coverage standard to allow for an existing driveway expansion to remain on the property	AGENDA SECTION: NEW BUSINESS
PREPARED BY: Julia Hogan, Planner	AGENDA NO. 9.a.
ATTACHMENTS: Resolution, Planning Commission Meeting Minutes Excerpt, Site Location, Site Aerials, Site Photos, Applicants Submittal	APPROVED BY: LJM
RECOMMENDED ACTION: 1. Motion to adopt a resolution upholding the decision of the Board of Appeals and Adjustments denying a variance to eliminate the side yard setback standard for surface parking and driveways and to increase the maximum lot coverage standard to allow for an existing driveway expansion to remain at 3574 152nd Street West.	

BACKGROUND

Property Owner and Applicant	Nick Reitberger
Site Location	3574 152nd Street West
Site Area	10,352 Square Feet
Current Zoning	R1 - Low Density Residential
Comp Plan Designation Surrounding Use	LDR - Low Density Residential
Surrounding Use	Residential

The Community Development department received a variance request from the applicant to allow for the elimination of the side yard setback standard for parking and driveways and to increase the maximum lot coverage to allow for an existing driveway expansion to remain on the property. The minimum side yard setback requirement for surface parking, including driveways, in the R1 – Low Density Residential zoning district is 5-feet. The maximum lot coverage allowed for properties within the R1 zoning district is 30%. The subject property prior to the driveway expansion met the requirement for the side yard setback standard but did not meet the maximum impervious coverage standard, with the driveway being set back approximately 10-feet from the side property line, and the lot coverage calculated at 32%. The property is now out of compliance with the zoning code as the driveway has been expanded up to/on the west side of the property line and the impervious coverage is now 36%.

The Planning Commission, acting as the Board of Appeals and Adjustments, voted at its meeting on June 25,

2024, to deny the variance request.

City Staff became aware of the construction project prior to the driveway expansion being finalized. Staff had driven by the property and informed the property owner that a driveway permit was needed prior to any work being done on the driveway. The applicant then met with City staff to apply for a driveway permit where staff informed them that an expansion to the western part of their driveway would not be allowed due to the side yard setback not being met, and no structures or driveways are allowed to be located within any drainage and utility easement areas. A driveway permit was approved by staff for the replacement of the existing driveway footprint without an expansion. Inspection staff in the building department went out to the property to conduct a final inspection of the approved driveway replacement. It was at this time that staff found the non-approved driveway expansion was constructed on the property.

The applicant met with City staff again and submitted a variance application to allow for the driveway expansion to remain. Staff informed the applicant that staff would be unable to make findings to support granting a variance and would have to recommend denial of the variance.

To approve a variance request, five findings must be made in support of such an approval. In the initial analysis, staff was only able to make four findings that would support granting of the variance request. After discussion with the Board of Appeals and Adjustments during their meeting on June 25, it was suggested that only three findings were able to be made to support the granting of a variance. Therefore, staff is recommending the City Council uphold the decision of Board of Adjustment and Appeals denying the variance request to eliminate the side yard setback requirement for surface parking and driveways and to increase the maximum lot coverage standard to allow for an existing driveway expansion to remain at 3574 152nd Street West. An analysis of the request and staff's findings are detailed in this report.

PLANNING COMMISSION ACTION

The Board of Appeals and Adjustments, which is the Planning Commission sitting as the Board of Appeals, held a public hearing to consider the variance request at its June 25, 2024, meeting. Some of the main points of discussion prior to the public hearing portion of the meeting are as follows:

- The Commission discussed the first finding which states: "The variance request is in harmony with the purposes and intent of the ordinance." Staff had originally made this finding, but a few of the Commissioners brought up that the variance request could be seen as not being in alignment with the standards that are outlined within the code for maximum lot coverage and setback standards. Another Commissioner brought up that it could be interpreted differently. For example, if the intent of the ordinance is to ensure that the drainage on the property doesn't become comprised if it is sloped and allows for drainage, then it meets that intent.
- The Commission asked what the purpose of a drainage and utility easement area was. Staff informed the Commission that it's typically a 10-foot area in between two properties (5 feet on either side of a property boundary) that allows for drainage and installation or maintenance of utilities. The Commission noted that there are not facts in the record showing that drainage would not become compromised, which staff agreed with.

- The Commission noted that the applicant's plan with the driveway expansion was reviewed by City staff and denied. Staff did confirm that the applicant did come forward with the requested driveway expansion where staff denied it as it did not meet setback regulations. A driveway permit was approved to replace the original driveway footprint.

During the public hearing, the applicant spoke as well as two residents. The applicant elaborated on the circumstances of the variance request and the background of the installed driveway expansion was needed for drainage purposes. The applicant stated that the driveway on a neighboring property to the west sits about a foot higher. The applicant alleges this causes water to flow onto the applicant's property and led the applicant to extend the driveway west towards the side property line. The Commission asked the applicant if they explored other options for the water issue which the applicant said they did not. The Commission then asked how the applicant came up with percentage for the impervious coverage on the property as the applicant stated that he believes his property is under 30% impervious surface coverage. The applicant said that they took measurements of the property, which included the new driveway, house, and the backyard patio. The Commission asked the applicant to elaborate on why the driveway expansion was needed to help with drainage issues. The applicant stated that the driveway makes the water run quicker off the property versus landscaping or rock and that there was water back up issues into the attached garage on the property previously. The Commission then stated that the applicant asked staff if they could do the driveway expansion and staff said no, but the applicant did it anyway. The applicant stated that they were unaware that a driveway permit was needed for a driveway expansion. The two residents that spoke on this item expressed general support for the variance request.

Following the public hearing, the Commission discussed the variance request further. The Commission asked staff if there are drainage issues on a property, what other remedies could be explored, or is a driveway expansion a reasonable remedy to a drainage issue. Staff explained that the city's engineering team can assist property owners that are having different types of issues such as drainage on their property, and while they may not be able to provide an exact solution, they can at least point them in the right direction.

The Commission asked staff if there have been any other variances approved similar to this request. Staff stated that there was one variance request for a driveway in recent years, but the shape of the lot was unique and only a portion of the driveway was located within the setback area. Staff also stated that the subject property and neighboring ones are relatively far apart compared to newly built properties within the city, and they are not suffering drainage issues with the narrower setbacks as grading is an effective tool to manage drainage issues.

A Commissioner did express that they did not believe there was enough evidence to make a conclusion either for approval of the variance or denial as there were some unique circumstances presented by the applicant. The Commission discussed finding four and asked if there are unique circumstances to the property. They said there most likely are unique circumstances in a sense that the neighboring property is a foot higher and there are potentially drainage issues, but questioned if that would necessitate a variance, and if the driveway expansion was the only solution. A number of the Commissioners agreed that they didn't see enough uniqueness to the property that would support a variance approval. One Commissioner stated concerns that there was not enough information in the record to make a decision regarding whether the unique circumstances criterion had been met. The Commission voted 6 to 1 to deny the variance request.

ISSUE ANALYSIS

The City Council is being asked to consider an appeal of the Planning Commission's denial of a variance. The proposed variance is to eliminate the side yard setback standard for surface parking and driveways, reducing the setback from five feet to zero feet and to allow for an increase in the maximum lot coverage standard of 30% to 36%. This would allow the already-completed driveway expansion to remain on the property. Along with the 5-foot side yard setback requirement for surface parking and driveways, there is also a requirement that no structures, which includes principal and accessory structures and any hard surface such as patios, parking surfaces, and driveways, can be constructed within any easement area. The subject property has 5-foot easement areas along the side yards of the property, which means that the existing driveway expansion is located within an easement. In the applicant's narrative, it states that the neighboring property to the west is at a higher elevation, which causes drainage issues on the applicant's property and the installation of the new driveway addition has improved water flow.

The applicant also provided a breakdown of the impervious surface coverage of their property which shows an impervious surface coverage of 33%. Staff also broke down the lot coverage of the property and came to similar square footage numbers for the house, driveway, sidewalk, patio, and accessory structure. The only thing that differed from the applicant and staff's breakdown is that the applicant showed the property to be 11,600 square feet in size, and staff went off the square footage that is provided by Dakota County which was 10,352 square feet. Staff found that the impervious coverage of the property to be 36%.

The applicant also submitted a list of 22 driveways that are believed to be located within the drainage and utility easement area. Staff reviewed the list and did confirm that a number of the driveways on the list do meet the setback regulations and are not located within a drainage and utility easement area. A majority of the properties that are on the list that do encroach into drainage and utility easement areas do not encroach fully into those areas. While reviewing the surrounding area, it appears that there are similar properties to the subject and adjacent property, with a majority of the driveways meeting that 5-foot minimum setback requirement, as well as the maximum lot coverage standard.

As discussed by the Board of Adjustments and Appeals there is not enough uniqueness to the property that would support a variance approval, and the request could be seen as not in harmony with the purposes and intent of the ordinance as the standards that are outlined within the code for maximum lot coverage and setback standards are not being met.

Variance Standards

According to Section 11-12-2.G, there are five criteria for the Board of Appeals and Adjustments to review when considering a variance request. The five criteria used to assess each request along with staff's findings for each are listed below. While weighing a variance request against these criteria, there are also two key issues to consider. The first is whether the applicant has reasonable use of their property without the variance. The second is whether the project can be redesigned to eliminate or reduce the need for a variance. The Board of Zoning Appeals must approve or deny each request based on findings related to each of the five standards.

1. The variance request is in harmony with the purposes and intent of the ordinance.

Finding: While driveways are allowed within the R1 zoning district, it is staff's interpretation that the intent

of the ordinance is to limit the maximum lot coverage allowed on a property and setback standards for side yard areas to ensure that drainage on a property does not become compromised or impact adjacent properties. This variance request could be seen as not being in harmony with the purposes and intent of the ordinance as it is not in alignment with the standards that are outlined within the code for maximum lot coverage and setback standards.

2. The variance is consistent with the comprehensive plan.

Finding: The site is designated as Low Density Residential. The variance request is consistent with that designation.

3. The property owner proposes to use the property in a reasonable manner.

Finding: Staff finds that, given the information received from the applicant, the property owner proposes to use the property in a reasonable manner.

4. There are unique circumstances to the property which are not created by the landowner.

Finding: Staff does not find any unique circumstances to the property that would necessitate a variance in order for the applicant to have reasonable use of the property. The 5-foot easements along the side property lines are there to maintain drainage and utility access. The newly added driveway expansion now encroaches and eliminates that easement area, which could ultimately impact drainage as it moves water onto the adjacent property. There are properties similar to the subject parcel in the area that do not exceed the maximum lot coverage allowed within the R-1 zoning district and that meet the surface parking and driveway side yard setback minimum.

5. Granting of the variance does not alter the essential character of the locality.

Finding: The essential character of the locality would not be altered by granting the variance. A single family-home with a driveway is consistent with the character and residential nature of the locality.

RECOMMENDATION

Staff recommends that the City Council uphold the decision of the Board of Appeal and Adjustments to deny the variance request to eliminate the side yard setback standard for surface parking and driveways and to increase the maximum lot coverage standard at the property at 3754 152nd Street West. These recommendations are based on the information submitted by the applicant, analysis made in this report, and the findings detailed in the attached resolution.

**CITY OF ROSEMOUNT
DAKOTA COUNTY, MINNESOTA**

RESOLUTION 2024-XX

**RESOLUTION STATING FINDINGS OF FACT RELATED TO AN APPEAL OF A
DECISION BY THE BOARD OF APPEALS AND ADJUSTMENTS TO DENY A
VARIANCE AND UPHOLDING THE DECISION OF THE BOARD**

WHEREAS, Nick Reitberger, (the “Applicants”) have submitted an application to the City of Rosemount (the “City”) for a variance from R1-Low Density Residential Maximum Lot Coverage Standard and Off-Street Parking and Loading Standard to eliminate the minimum side yard setback requirement of 5-feet and to increase the maximum lot coverage standard from 30% to 36% for an existing driveway expansion to remain on the property at 3574 152nd Street West.

WHEREAS, the Board held a public hearing to consider said variance on June 25, 2024; and

WHEREAS, the Board denied the variance at its June 25, 2024, meeting with findings as documented in Resolution BA2024-03; and

WHEREAS, the Applicant submitted an appeal to the City Council regarding the decision by the Board to deny said variance request; and

WHEREAS, on August 5, 2024, the Rosemount City Council considered the Applicant’s appeal and the facts of this case.

NOW, THEREFORE, the City Council of the City of Rosemount makes the following findings related to the appeal by Nick Reitberger of the Board’s decision to deny said variance:

FINDINGS

- 1) That the procedures for obtaining said Variance are found in the Rosemount Zoning Ordinance, Section 11-12-2.
- 2) That all the submission requirements of Section 11-12-2 have been met by the Applicant.

- 3) That the proposed Variance will allow an existing driveway expansion to remain on the side yard property line and exceed the maximum lot coverage allowed by the Zoning Ordinance
- 4) That the Variance will be located on property legally described as follows: Lot 13, Block 2, O'LEARY'S HILLS 5TH ADDITION, Dakota County, Minnesota.
- 5) That the variance request is not in harmony with the purposes and intent of the ordinance as specified in the Findings stated in the staff report. The intent is to maintain drainage without impacting adjacent properties and since the driveway was expanded up to the property line it is not in harmony with that intent.
- 6) The site is designated as Low Density Residential. The variance request is consistent with that designation.
- 7) The property owner proposes to use the property in a reasonable manner.
- 8) That there are no unique circumstances to the property which are not created by the landowner as specified in the Findings stated in the staff report. The Council concurs with these findings.
- 9) The essential character of the locality would not be altered by granting the variance.

CONCLUSIONS AND DECISION

Based on the foregoing, the City Council confirms and upholds the decision of the Board of Appeals and Adjustments and denies the Applicant's appeal of the variance.

Passed and duly adopted this 5th day of August 2024 by the City Council of the City of Rosemount, Minnesota.

Jeffery D. Weisensel, Mayor

ATTEST:

Erin Fasbender, City Clerk

EXCERPT FROM THE JUNE 25, 2024, PLANNING COMMISSION MEETING
MINTUES

C. Variance request by Nick Reitberger to reduce the side yard setback standard for surface parking and driveways and to increase the maximum lot coverage standard to allow for an existing driveway extension to remain on the property.

Planner Hogan presented the variance application by Nick Reitberger as it pertains to his driveway extension.

Commissioner Comments

Commissioners and City staff discussed hypothetical next steps if the variance was denied, the background and history of the request, and the interpretation of the five findings required to approve a variance. Commissioner Whitman asked what the purpose is of the easement area.

Planner Hogan shared that the easement area is open for utilities and drainage. Keinberger noted that the City's Engineering department is happy to consult with residents to offer alternatives, resources, and expertise for any drainage issues. Commissioner Whitman expressed concerns that there was not enough information in the record to make a decision regarding whether the "unique circumstances" criterion had been met.

The Public Hearing opened at 7:06 p.m.

Nick Reitberger - 3574 152nd Street West Rosemount, MN 55068

The applicant, Nick Reitberger elaborated on the circumstances and the background of the installed driveway extension for drainage purposes. Reitberger stated that the concrete helps the water run more swiftly down to the curb and storm drains, in which the applicant has not had any mold issues since the installation.

Robert Bade - 3592 152nd Street West Rosemount, MN 55068

Bade shared that he had no objection to the installed driveway extension and variance request.

Steven Watrud - 9070 97th Ct E Inver Grove Heights, MN 55076

Watrud shared he helped Reitberger install the driveway and supported the purpose of the driveway extension for drainage.

The Public Hearing closed at 7:18 p.m.

Motion by Kenninger Second by Reed

Motion to close the Public Hearing.

Ayes: 7.

Nays: None. Motion Carried.

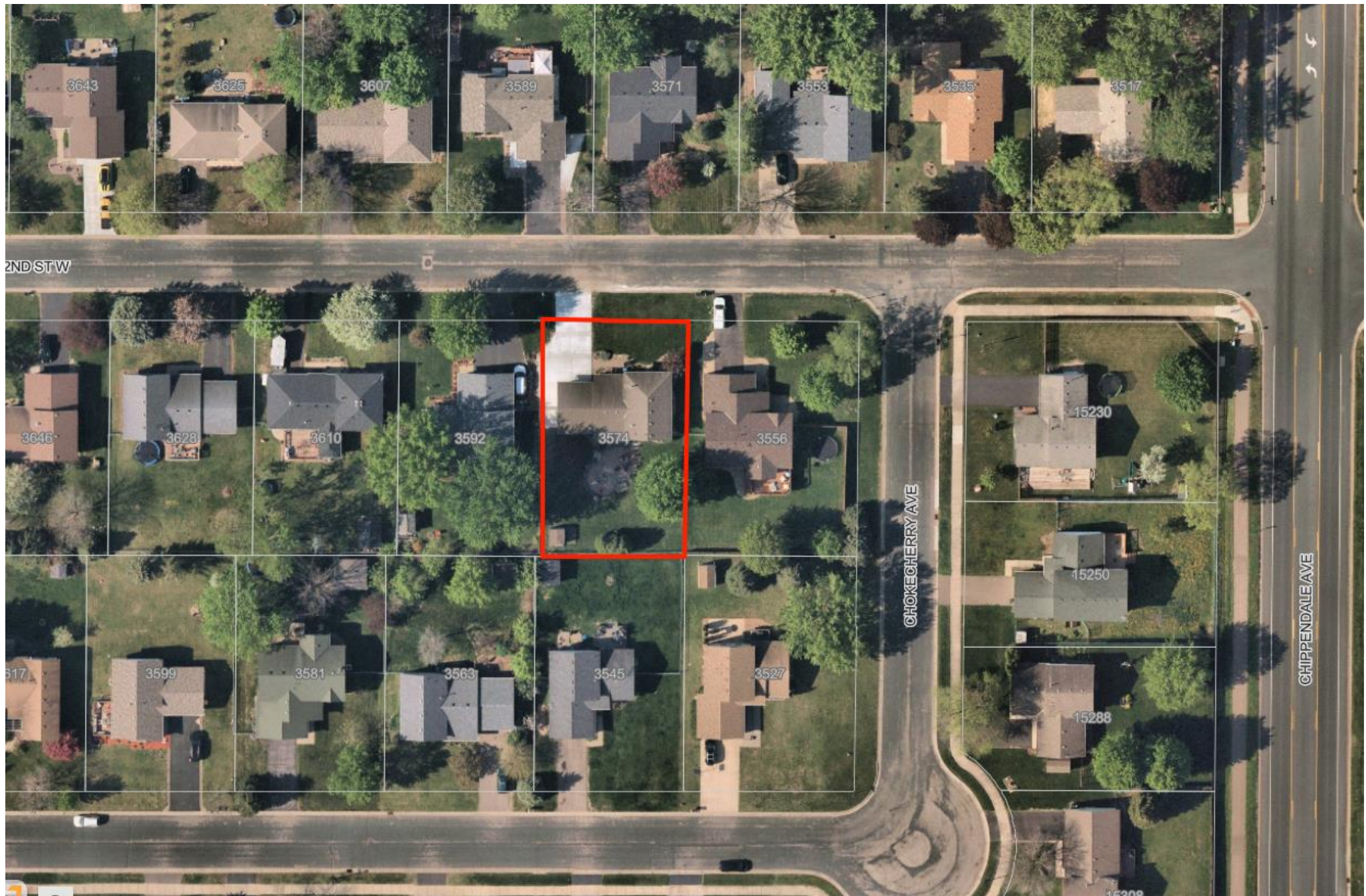
Motion by Reed Second by Buggi

Motion to adopt a resolution denying a variance from the R1-Low Density Residential Maximum Lot Coverage Standard and Off-Street Parking and Loading Standard to reduce the minimum side yard setback requirement from 5-feet to 0-feet and to increase the maximum lot coverage standard from 30% to 37% for an

existing driveway extension to remain on the property at 3574 152nd Street West.

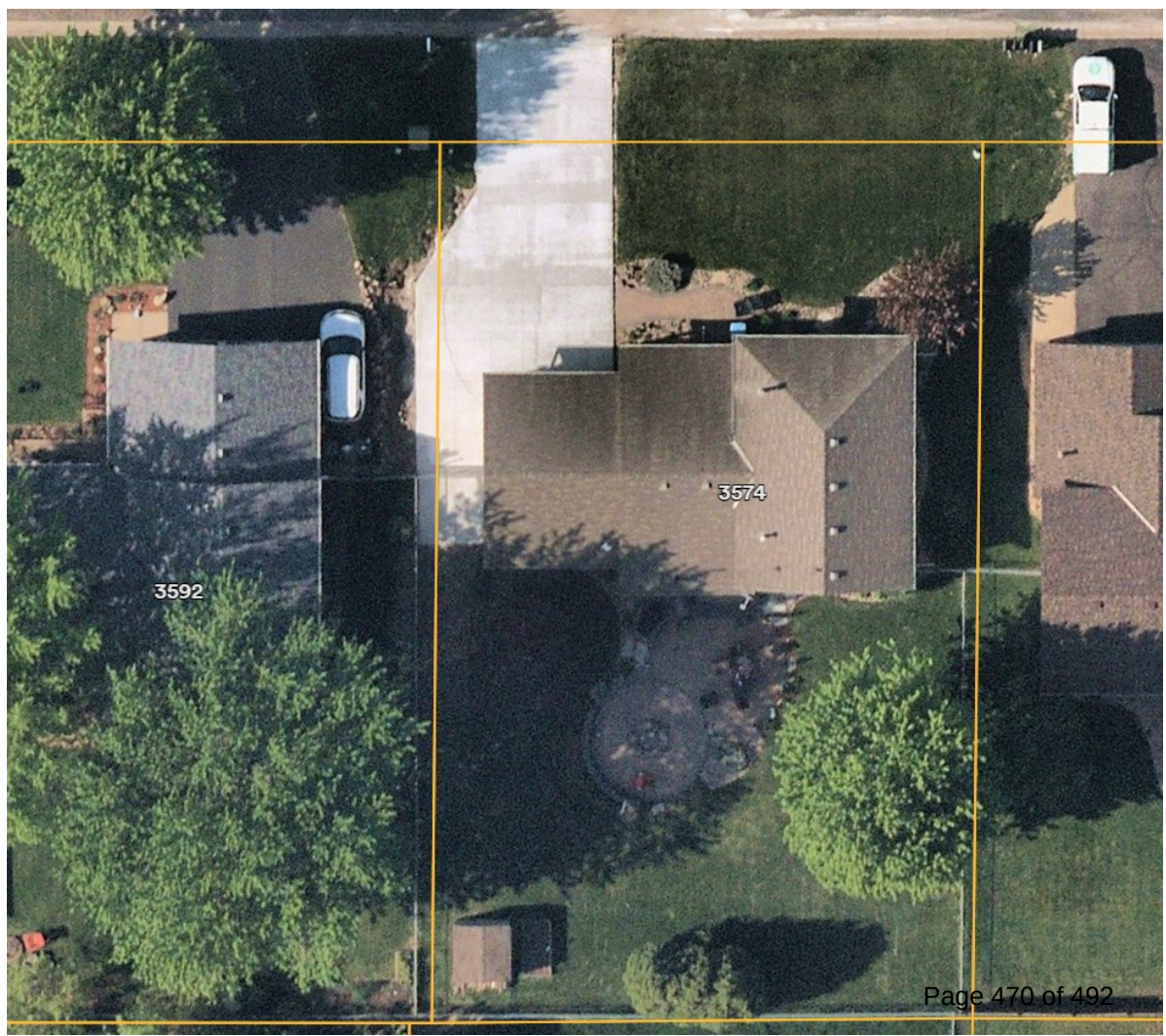
Ayes: 6.

Nays: 1. Motion Carried.





May 2022



April 2024







Appeals of the Planning Commission to the City Council

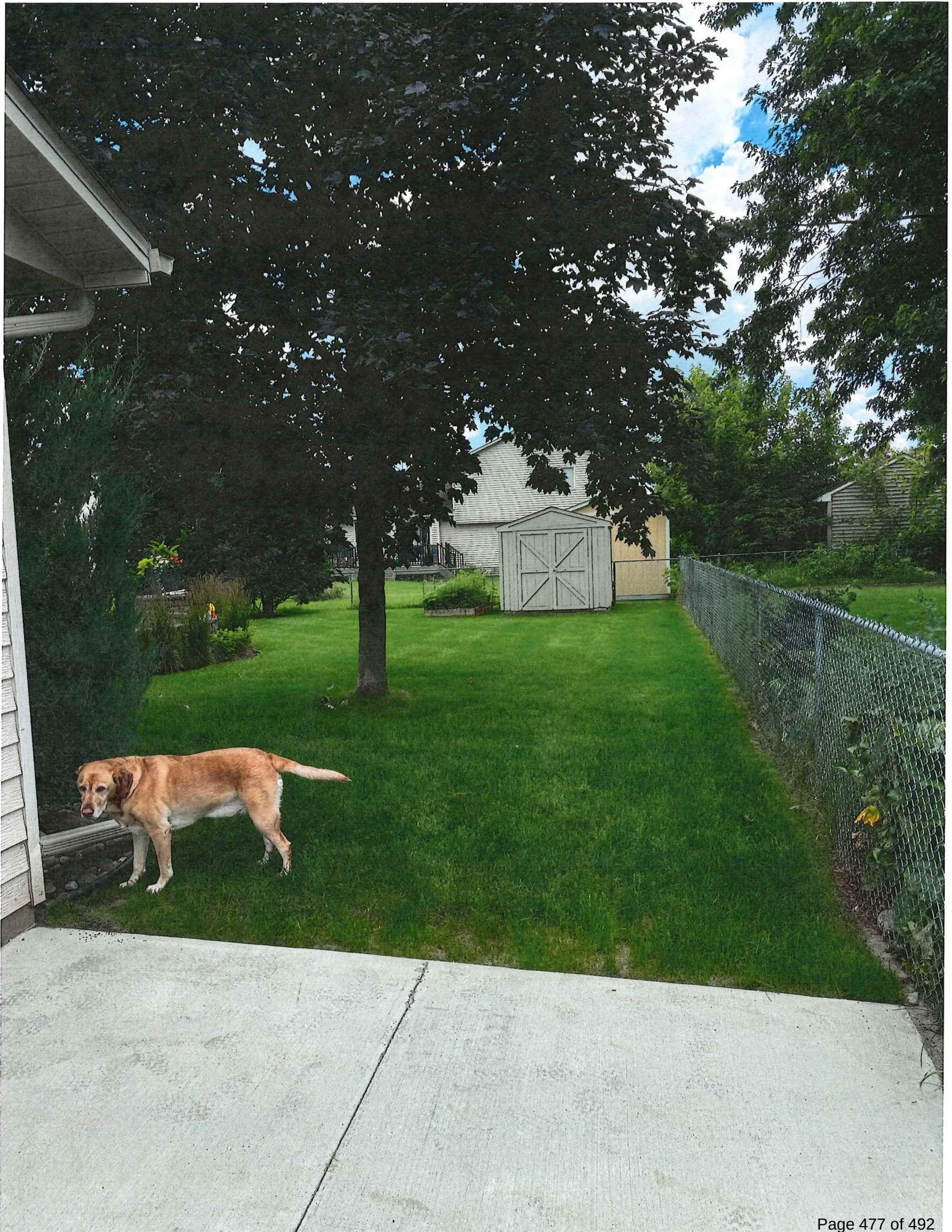
- The facts presented at planning commission meeting were skewed and some completely incorrect.
- Neighbor's house to the west (3592) is 12" higher than mine and their 3rd parking stall is too high as well, causing their water onto my property and causing standing water due to my side being graded improperly, which caused water and mold in the garage. Mold is not good for anyone. I had to rip out and redo garage sheetrock to fix the mold.
- Neighbor to the west has left swing house and mine is a right swing, causing garages to be on the same side and elevation from neighbors house to mine is 12" difference.
- Neighbor's driveway is graded wrong and backs up and drains onto my property. (unique characteristic out of my control)
- Improved drainage by putting in concrete to properly line to get my yard and neighbor's yard to drain properly.
- Installed PVC drainage pipe from back yard to front yard to help with drainage. Also installed PVC sleeves for future utilities if needed.
- Water will flow more smoothly across concrete VS dirt/mulch/grass ground.
- Water flow was block before concrete was installed.
- No utilities have been in the easement and the house was built in 1992.
- Improved property value by adding concrete to allow for better drainage and not having water back up on my property because of poor grading within the easement.
- Neighbor to the west is fine with concrete being right to property line. The neighbor would rather see concrete then class 5 pad.
- Flow of storm water was improved and corrected with concrete. Storm water backed up on my property and 3592 152nd St W.
- A unique characteristics is 2 driveways/ garages side by side.
- A unique characteristics is I have a smaller narrower lot size then other properties in our neighborhood.
- There isn't enough room between my house and the neighbor's driveway to create a swale.
- Neighbor to the west creates hardship for me because half of their roof runs to 2 gutters/downspouts on the side of their garage, which then runs onto my property because of the poor grading and their driveway being graded wrong and to high. Which is also a unique characteristic that is out of my control.
- Looking at other driveways in the neighborhood, I didn't think going to the property line was a problem. I was able to find at least 22 other driveways within 5' drainage and utility easement. (Please see attached list)
- With all of the rain this spring, I haven't had any issues or water pooling in the back since the new driveway has been installed. Water still pools by electrical transformer box in front yard but not worried about it because it's not by the house.
- Looking at a new construction development there was 21 addresses with air conditioner units in the 5' drainage and utility easement. (please see attached list)

Driveways with 5' drainage and utility easement:

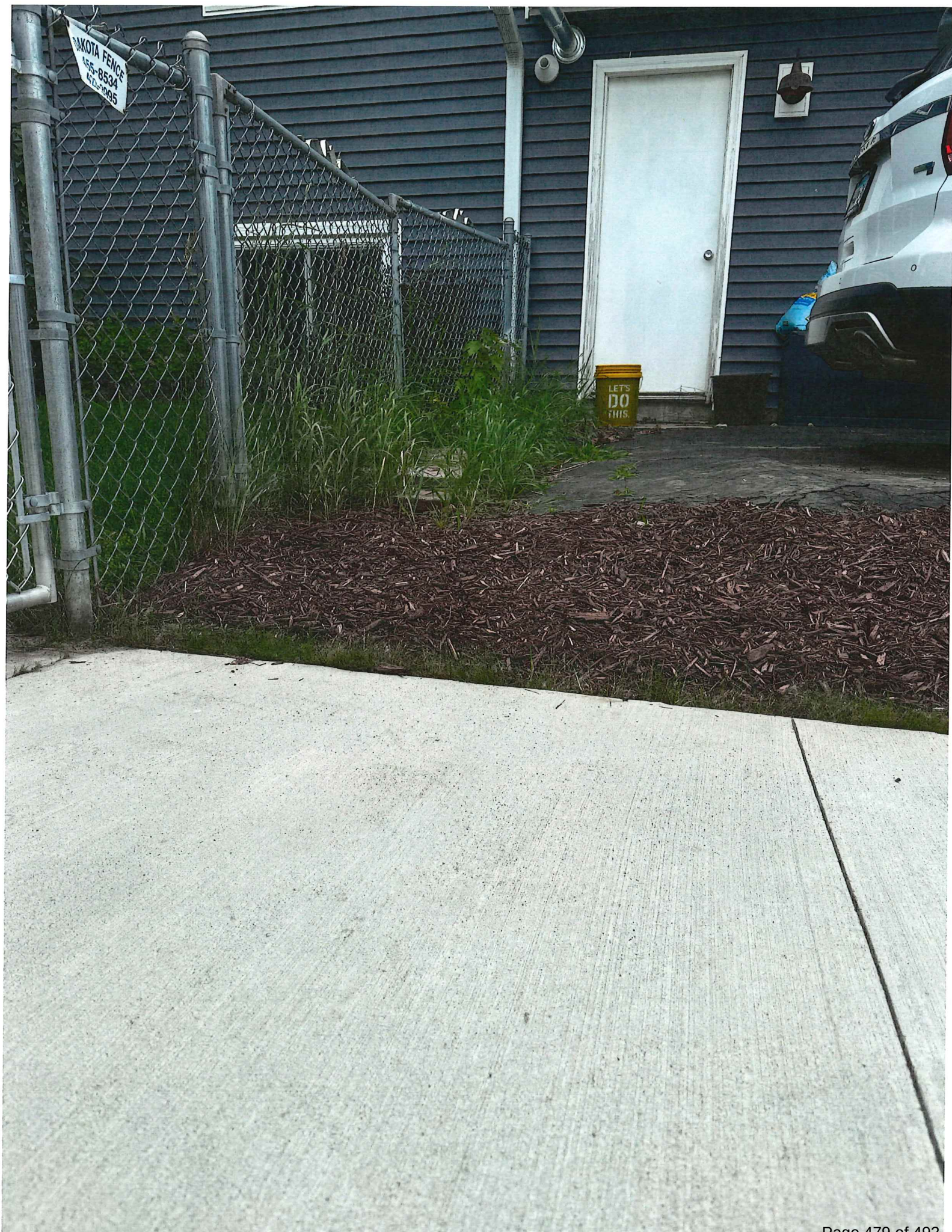
3751 152nd St W
4565 152nd St W
3589 152nd St W
3592 152nd St W
15136 Danville Ave
15260 Danville Ave
3701 154th St W
3676 154th St W
3823 154th St W
15433 Chokecherry Ave
3995 153rd St W
3841 153rd St W
3596 155th St W
3761 155th St W
3520 155th St W
3525 155th St W
3641 155th St W
3669 155th St W
3850 155th St W
3853 155th St W
3924 155th St W
3952 155th St W

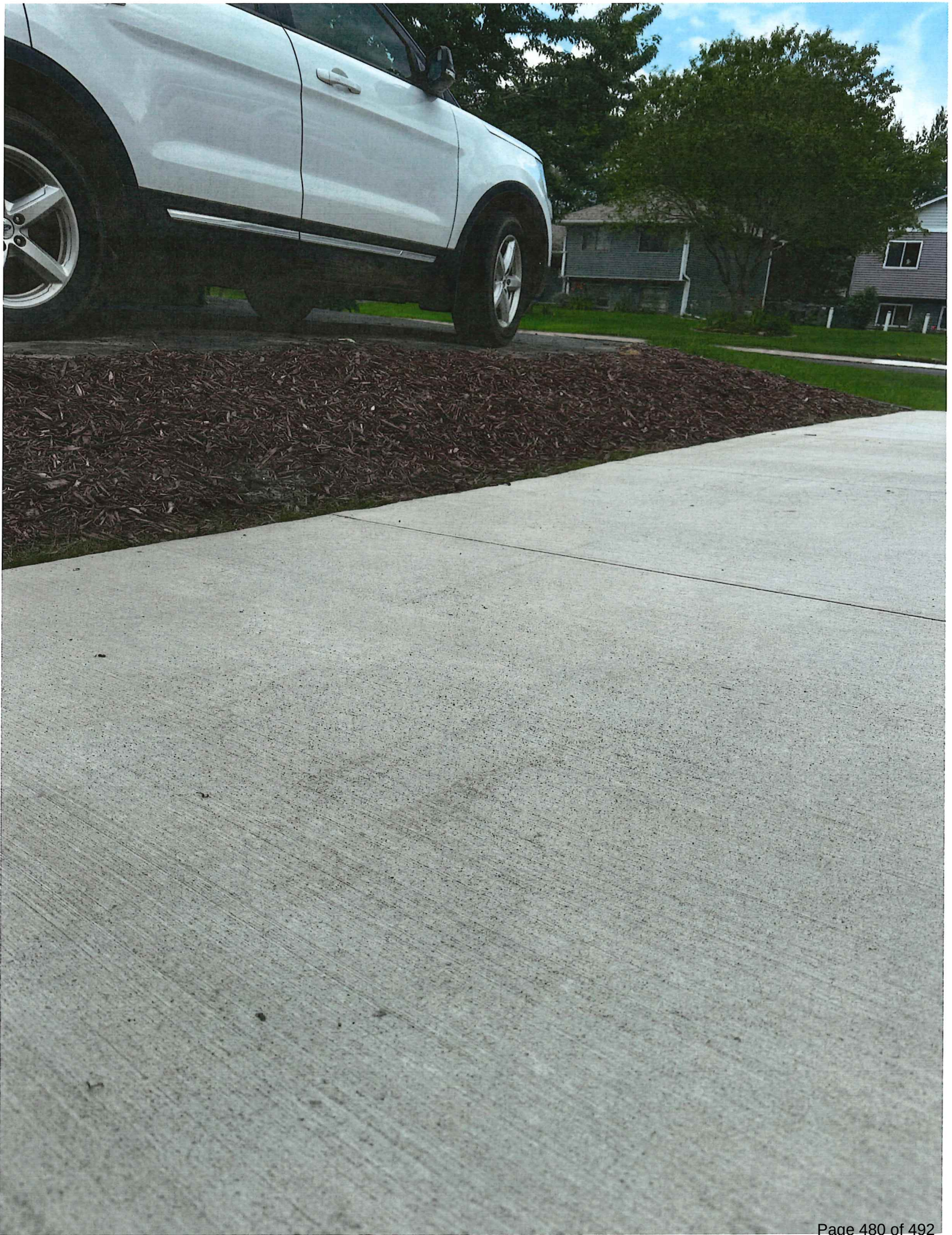
Air condition units within 5' drainage & utility easement:

14958 Artine trail
14954 Artine trail
14910 Artine trail
1338 149th St W
1359 149th St W
1314 149th St W
15156 Aregillan Rd
15148 Aregillan Rd
15140 Aregillan Rd
15132 Aregillan Rd
15124 Aregillan Rd
15116 Aregillan Rd
15092 Aregillan Rd
1134 149th St W
1128 149th St W
1140 149th St W
1152 149th St W
1158 149th St W
1164 149th St W
1170 149th St W
1176 149th St W











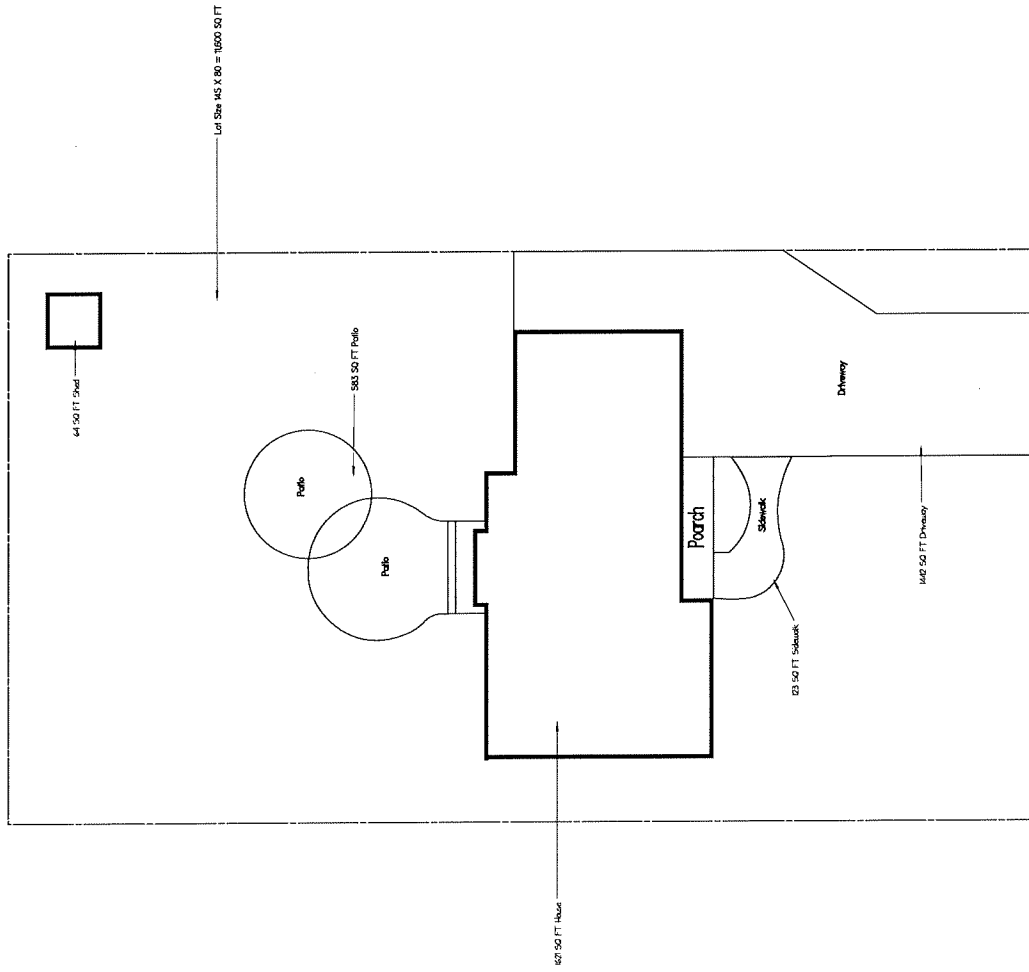












$$\frac{3833}{11,600} = 33\%$$

Search Results from 08/05/2024 to 08/31/2024

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Main Calendar

City Council Work Session Meeting - UPDATED DATE

August 5, 2024, 5:00 PM - 6:00 PM

[More Details](#)

City Council Meeting - UPDATED DATE

August 5, 2024, 7:00 PM - 8:00 PM

[More Details](#)

Night to Unite

August 6, 2024, 5:00 PM - 8:00 PM

[More Details](#)

Environment & Sustainability Commission Work Session

August 19, 2024, 5:30 PM - 6:00 PM

[More Details](#)

Environment and Sustainability Commission Meeting

August 19, 2024, 6:00 PM - 7:15 PM

[More Details](#)

Port Authority Meeting

August 20, 2024, 6:00 PM - 7:00 PM

[More Details](#)

City Council Meeting

August 20, 2024, 7:00 PM - 8:00 PM

[More Details](#)

Parks and Recreation Commission Meeting

August 26, 2024, 7:00 PM - 8:00 PM

[More Details](#)

Planning Commission

August 27, 2024, 6:30 PM - 7:30 PM

[More Details](#)

Select Language ▼

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September 2024

Su	M	Tu	W	Th	F	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	1	2	3	4	5

Main Calendar

CITY HALL CLOSED - Labor Day

September 2, 2024, All Day

[More Details](#)

City Council Work Session Meeting

September 3, 2024, 5:00 PM - 7:00 PM

[More Details](#)

City Council Meeting

September 3, 2024, 7:00 PM - 8:00 PM

[More Details](#)

Port Authority Meeting

September 17, 2024, 6:00 PM - 7:00 PM

[More Details](#)

City Council Meeting

September 17, 2024, 7:00 PM - 8:00 PM

[More Details](#)

Food Truck Festival

September 21, 2024, 4:00 PM - 9:00 PM @ Central Park

[More Details](#)

Utility Commission Regular Meeting

September 23, 2024, 5:30 PM - 6:30 PM

[More Details](#)

Parks and Recreation Commission Meeting

September 23, 2024, 7:00 PM - 8:00 PM

[More Details](#)

Planning Commission

September 24, 2024, 6:30 PM - 7:30 PM

[More Details](#)

Youth Commission Meeting

September 25, 2024, 3:45 PM - 4:45 PM

[More Details](#)

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