EXHIBIT 2

STATE OF ILLINOIS)
) SS
COUNTY OF CHAMPAIGN)

CERTIFICATION OF RECORD

I, the undersigned, do hereby certify that I am the duly qualified and acting Village Clerk of the Village of Rantoul, and as such, I am the keeper of the records and files of the Village and of the President and Board of Trustees of the Village.

An application for siting approval for a recycling and solid waste transfer station was submitted to the Village of Rantoul by Area Disposal Service Inc. Section 28-113 of the Village of Rantoul Code concerning such siting applications requires that a public hearing be conducted on an application. The public hearing on the siting application submitted by Area Disposal Service Inc. was conducted by a Hearing Officer on April 17, 2026. Pursuant to Section 28-116 of the Village Code, the Hearing Officer has submitted the record of proceedings concerning the siting application to me.

I do further certify that the attached constitutes a full, true, and complete record of the Public Hearing and all submissions, as set forth in Section 28-116 of the Village Code, concerning Area Wide Disposal Inc.'s siting application for a recycling and solid waste transfer station. I have reviewed the attached copy of the record and compared such copy with the original on file and of record and that the attached constitutes a full, true and complete record of the proceedings.

IN WITNESS WHEREOF, I hereunto affix my official signature as Village Clerk of the Village of Rantoul and the seal of the Village of Rantoul, Champaign County, Illinois this 8 day of June, 2026.

Janet E. Hays
Clerk

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APPLICATION FOR LOCAL SITING APPROVAL

AREA DISPOSAL SERVICE, INC.

RANTOUL RECYCLING AND TRANSFER STATION

RANTOUL, ILLINOIS

CHAMPAIGN COUNTY

Prepared For:
AREA DISPOSAL SERVICE, INC.
836 CHAMPAIGN AVENUE
RANTOUL, ILLINOIS 61866

Prepared By:
CIVIL & ENVIRONMENTAL CONSULTANTS, INC.
NAPERVILLE, ILLINOIS

CEC Project 340-656

DECEMBER 2025

Applicant's Exhibit 1

4/17/2026

Area Disposal Service, Inc.

4700 N. Sterling Ave.
Peoria, IL 61615
P: 309-688-0760
F: 309-688-9611

December 22, 2025

VIA PERSONAL DELIVERY

Mr. Sam Hall III, Mayor
Villag of Rantoul
c/o Clerk of Village of Rantoul
333 S. Tanner Street
Rantoul, Illinois 61866

Dear Village Clerk, Mayor Sam Hall III and the Village Board of Trustees:

Area Disposal Service, Inc., with this letter of transfer, files an Application for Site Location Approval for the Rantoul Recycling and Transfer Station (Application) located at 896 West Champaign Avenue in Rantoul. The Application is being filed in accordance with Section 39.2 of the Illinois Environmental Protection Act, which establishes procedures for pollution control facility siting, and Chapter 28, Article IV of the Village of Rantoul Code (Ordinance), which provides procedures for approval of a pollution control facility (such as the Rantoul RTS) within the Village of Rantoul. In accordance with the Ordinance, six hard copies (one original and five copies) and on electronic copy (USB flash drive) of the Application are being submitted.

With this Application, we also enclose a certified check payable to the Village of Rantoul in the amount of $50,000 in payment of the required filing fee for this Application. We look forward to working with Rantoul as we proceed to hearing and decision in this matter.

Very truly yours,
AREA DISPOSAL SERVICE, INC.

Matt Coulter
Regional Director – Strategic Initiatives

BR919 Rev 2 11/22 M 8354367-F

HOLD DOCUMENT UP TO THE LIGHT TO VIEW TRUE WATERMARK

CASHIER'S CHECK

HOLD DOCUMENT UP TO THE LIGHT TO VIEW TRUE WATERMARK

BMO

35021128

2-28/710

PAY ***Fifty Thousand Dollars And Zero Cents***

TO THE ORDER OF **Village of Rantoul**

VOID

DATE **12/17/2025**

AMOUNT $ **50,000.00**

Security Features Details on Back.

REMITTER

MEMO **Siting Ordinance 2796**

Authorized Signature

BMO Bank N.A., Chicago, IL

Drawer: **BMO BANK N.A.**

⑈350211 28⑈ ⑆071000288⑆ 288⑉791⑉7⑈

BMO

35021128

PURCHASER'S RECEIPT - RETAIN FOR YOUR RECORDS

NOT NEGOTIABLE

PAY ***Fifty Thousand Dollars And Zero Cents***

TO THE ORDER OF **Village of Rantoul**

DATE **12/17/2025**

AMOUNT $ **50,000.00**

REMITTER

NOTICE TO CUSTOMERS

The purchase of an Indemnity Bond will be required before any Official Check of this Bank will be replaced or refunded in the event it is lost, misplaced or stolen.

OFFICIAL BANK CHECK

MEMO **Siting Ordinance 2796**

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EXECUTIVE SUMMARY

This Application for Site Location Approval (Application) for the Rantoul Recycling and Transfer Station (Rantoul RTS) is being filed in accordance with the provisions of state law and local ordinance. Section 39.2 of the Illinois Environmental Protection Act, 415 ILCS 5/39.2 (Act) establishes procedures for local approval of a pollution control facility such as the Rantoul RTS. Chapter 28, Article IV of the Village of Rantoul Code (Ordinance) provides procedures for approval of a pollution control facility within the Village of Rantoul (Rantoul).

The information presented in this Application will be the subject of testimony at public hearing before the Rantoul Board of Trustees (Village Board). The purpose of the public hearing is to provide an opportunity for the public to comment on the application, and for the applicant to demonstrate to the Village Board that the factors set forth in Section 39.2 of the Act and the Ordinance are met.

The Applicant

This Application is being filed by Area Disposal Service, Inc. (Area Disposal). For more than twenty years, Area Disposal has served as a vital asset for Champaign County and Rantoul by providing many essential services, well-paying jobs as well as competitive programs and rates for the local community. Area Disposal employs approximately forty persons with an annual payroll of approximately $3.0 million and annually spends approximately $1.5 million on various vendors.

Rantoul Recycling and Transfer Station

The Rantoul RTS is located on approximately 14.03-acre parcel located at 896 West Champaign Avenue, Rantoul, Champaign County, Illinois (site). Area Disposal currently operates a waste hauling business at the site. The proposed Rantoul RTS shall be a state-of-the-practice facility where loads of municipal solid waste (MSW) from collection vehicles will be consolidated into larger loads for transport to a permitted landfill. In addition to MSW, the proposed facility is designed to accept single stream recyclables from collection vehicles for consolidation into larger loads for transport to a material recovery facility. The proposed Rantoul RTS will complement the existing waste hauling business at the site and allow for more efficient processing and/or transportation of these materials.

If siting and permitting are achieved, the Rantoul RTS is expected to be operational in 2027 and have an operational life of a minimum of twenty years. The Rantoul RTS is designed to accommodate a daily throughput of 500 tons per day. Only wastes allowed by the Illinois Environmental Protection Agency (IEPA) will be accepted. No disposal of waste will occur at the site.

Regulatory Approval for Illinois MSW Transfer Stations: A Two-Step Process

The Act provides a two-step approval process for the development of MSW transfer stations in Illinois: local siting and IEPA permitting.

Local Siting

This Application initiates the first step, which is local siting approval. In promulgating the local siting provisions of the Act, the legislature created a local approval process for pollution control facility siting, including MSW transfer stations such as the Rantoul RTS. The process takes the place of local zoning and requires the local governing authority (here the Village Board) to apply certain statutory criteria to its decision, which must be made in writing and which can only be made after a fair public hearing where the applicant and other persons are afforded the right to participate. Those who participate, including the applicant, are also afforded the right to appeal the local government decision to the Illinois Pollution Control Board.

IEPA Permitting

The second step is the IEPA permitting process. IEPA permitting is required prior to operation of Rantoul RTS, and Area Disposal cannot apply for IEPA permitting until the local siting discussed above is granted. Upon local authorization, Area Disposal will file an application for an IEPA permit and that application will undergo a rigorous technical review by qualified IEPA engineers, for the purpose of ensuring protection of the environment and compliance with all applicable laws and regulations.

The Application

This Application presents the information necessary for the Village Board to evaluate the nine statutory criteria, as those criteria relate to the Rantoul RTS. At the hearing, Area Disposal will present this information through testimony of environmental experts and other professionals who will be prepared to answer questions posed by the Village Board, Rantoul staff, or the public. Area Disposal has presented the information contained in this Application in a way that is responsive to the Act and the Ordinance.

The Application addresses all criteria required for local consideration under the Act and the Ordinance. A criterion- by-criterion synopsis follows. (As the Rantoul RTS is not a hazardous waste landfill, Criterion 7 is not applicable.)

Criterion 1: The Rantoul RTS is necessary to accommodate the waste needs of the area it is intended to serve.

The Act and the Ordinance require that the Village Board evaluate whether the Rantoul RTS is necessary to accommodate the waste needs of the service area, as defined by the applicant (Area Disposal). Area Disposal has identified a service area that consists of Champaign County; the townships of Sullivant, Drummer, Dix, Peach Orchard, Wall, Patton, and Button in Ford County; and Loda Township in Iroquois County.

Information provided demonstrates that:

- The Rantoul RTS will increase competition and available transfer station capacity, which has been recognized to help control price increases and maintain a high quality of service in both the residential and commercial sectors.
- The Rantoul RTS will increase recycling in rural areas.
- The Rantoul RTS will reduce environmental impacts to the area by decreasing the travel distance of MSW collection vehicles.
- The Rantoul RTS will pay a host fee to Rantoul for every ton of refuse that is transferred at the Rantoul RTS.

For the reasons cited above, the Rantoul RTS meets the requirements of Criterion 1, as it is "necessary to accommodate the waste needs of the area it is intended to serve".

Criterion 2: The Rantoul RTS will be so designed, located, and proposed to be operated that the public health, safety, and welfare will be protected.

The Act and the Ordinance require that the Village Board evaluate whether the Rantoul RTS is designed, located, and proposed to be operated so that the public health, safety, and welfare will be protected. The development of the Rantoul RTS includes the following:

- Construction of a transfer building including a loading pit;
- Installation of a scale; and
- Construction of access roads and turn-around areas for the incoming and outgoing vehicles.

Information provided demonstrates the Rantoul RTS meets all required location standards, and is designed and will be operated to meet all IEPA requirements. The Rantoul RTS meets the requirements of Criterion 2, as it "is so designed, located and proposed to be operated that the public health, safety and welfare will be protected".

Criterion 3: The Rantoul RTS is located so as to minimize incompatibility with the character of the surrounding area and to minimize the effect on the value of the surrounding property.

The Act and the Ordinance require that the Village Board evaluate whether the Rantoul RTS will be located so as to (1) minimize incompatibility with the character of the surrounding area, and (2) minimize the effect on the value of surrounding properties. To demonstrate compliance with this criterion, Area Disposal retained The Lannert Group (TLG) and Associated Property Counselors, Ltd. (APC) to complete a study of the proposed Rantoul RTS.

TLG determined that the Rantoul RTS is located in an historic commercial area that will blend with the existing use pattern and is well buffered from surrounding areas through man-made boundaries. TLG also developed a landscaping plan to augment the existing mature vegetation at the site. TLG concludes that these factors effectively minimize any influences the Rantoul RTS will have on properties located outside of the area and demonstrate that the Rantoul RTS minimizes incompatibility with the character of the surrounding area.

APC evaluated the impact of similar facilities in other Illinois locations and determined that the similar facilities minimized impacts on surrounding property values. APC also determined that the Rantoul RTS is the highest and best use of the subject property, as improved. APC concludes that the impact the Rantoul RTS will have on adjacent and nearby property values is minimized.

The Rantoul RTS meets the requirements of Criterion 3, as it "is located so as to minimize incompatibility with the character of the surrounding area and to minimize the effect on the value of the surrounding property".

Criterion 4: Rantoul RTS is located outside the boundary of the 100-year floodplain or is flood-proofed.

The Act and the Ordinance require that MSW transfer stations, like Rantoul RTS, be located outside the boundary of the 100-year floodplain or be flood-proofed. The 100-year floodplain can be determined from Federal Emergency Management Area maps and related information. The Rantoul RTS is not located within the 100-year floodplain. The Rantoul RTS meets the requirement of Criterion 4.

Criterion 5: The plan of operation for the Rantoul RTS is designed to minimize the danger to the surrounding area from fire, spills, or other operational accidents.

The Act and the Ordinance require that the Village Board evaluate whether the Rantoul RTS will operate pursuant to an operational plan that is designed to minimize the dangers related to potential

fires, spills, or other operational accidents. The Rantoul RTS will operate pursuant to an incident prevention and response plan that covers all of those elements and more. The Rantoul RTS meets the requirements of Criterion 5, as "the plan of operations for the facility is designed to minimize the danger to the surrounding area from fire, spills, or other operational accidents".

Criterion 6: The traffic patterns to or from the Rantoul RTS are designed to minimize the impact on existing traffic flows.

The Act and the Ordinance require that the Village Board evaluate whether traffic patterns to and from the Rantoul RTS have been designed so as to minimize any impact on existing traffic flows. Access to the Rantoul RTS will be provided via the existing access drive at the west end of the West Champaign Avenue service road, which currently serves the Area Disposal hauling operations. As part of the development of the proposed Rantoul RTS, the radius will be increased at the southwest corner of the intersection of Murray Road and the West Champaign Avenue service road to better accommodate the turning of the truck traffic at this intersection.

To demonstrate compliance with this criterion, the applicants retained Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA). KLOA determined that, as proposed, the site will have adequate access drives, and the surrounding roadways and intersections have more than adequate capacity to accommodate the traffic generated by Rantoul RTS. Hence, KLOA concludes that "the traffic patterns to or from the facility are so designed as to minimize the impact on existing traffic flows", and therefore, meets the requirements of Criterion 6.

Criterion 8: The Rantoul RTS is consistent with the Champaign County Solid Waste Management Plan.

The Act and the Ordinance require that where a county solid waste plan (County Plan) is in effect in a county (as it is in Champaign County), any proposed MSW transfer station must be consistent with the County Plan. To demonstrate compliance with this criterion, a report is provided which summarizes the relevant information in the most recent Champaign County Solid Waste Management Plan and concludes that the Rantoul RTS is consistent with the County Plan. The Rantoul RTS meets the requirements of Criterion 8.

Criterion 9: If the Rantoul RTS will be located within a regulated recharge area, any applicable Illinois Pollution Control Board requirements will be followed.

Only one regulated recharge area has been established in Illinois as of the date of this report, which is the Pleasant Valley Public Water District located in Peoria County. The Rantoul RTS is not

located within a regulated recharge area, as defined by the Act. The Rantoul RTS meets the requirement of Criterion 9.

Closing

Area Disposal is confident that this Application, and the testimony provided at the siting hearing, will demonstrate to the Village Board that the Rantoul RTS meets the statutory criteria and that siting approval should be granted.

CRITERION 1:

“the facility is necessary to accommodate the waste needs of the area it is intended to serve”
415 ILCS 5/39.2(a)(i)

CRITERION 1:
THE FACILITY IS NECESSARY TO ACCOMMODATE THE WASTE NEEDS OF THE SERVICE AREA

The Illinois Environmental Protection Act, at 415 ILCS 5/39.2 (a)(i), requires that an applicant for a transfer station siting demonstrate that the proposed facility is necessary to accommodate the waste needs of the area it is intended to serve. This report demonstrates that the proposed Rantoul Recycling and Transfer Station is necessary to accommodate the waste needs of the area it is intended to serve.

Prepared for:
AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
RANTOUL, ILLINOIS
CHAMPAIGN COUNTY

Prepared by:
CIVIL & ENVIRONMENTAL CONSULTANTS, INC.
NAPERVILLE, ILLINOIS

CEC Project 340-656

DECEMBER 2025

1.0 INTRODUCTION

The Illinois Environmental Protection Act requires that a pollution control facility (in this case a transfer station) be necessary to accommodate the waste needs of the area it is intended to serve. This report defines the area that the proposed Area Disposal Service, Inc. (Area Disposal) Rantoul Recycling and Transfer Station (RTS) is intended to serve and demonstrates that the proposed Rantoul RTS is necessary to accommodate the waste needs of its service area.

1.1 RANTOUL RTS

Area Disposal is applying to the Village of Rantoul (Rantoul) for local siting approval of a municipal solid waste (MSW) transfer station, which will be located at 896 West Champaign Avenue, Rantoul, Champaign County (site). Area Disposal currently operates a waste hauling business at the approximately 14.03-acre site. The proposed facility, the Rantoul RTS, is located northeast of Interstate 57 and West Champaign Avenue (or Route 136) in the western portion of Rantoul. The facility location is shown in Figure 2-1 in the Criterion 2 report.

The proposed Rantoul RTS will be a state-of-the-practice facility where loads of MSW from collection vehicles will be consolidated into larger loads for transport to a permitted landfill. In addition to MSW, the proposed facility is designed to accept single stream recyclables from collection vehicles for consolidation into larger loads for transport to a material recovery facility. The proposed Rantoul RTS will complement the existing waste hauling business at the site.

The proposed facility will assist cities and towns in Champaign County and adjacent townships, by providing efficient transport services to disposal locations outside the county. The communities in Champaign County currently rely on transfer of MSW to out-of-county landfills. The proposed facility will benefit the community by:

- Increasing competition and available transfer station capacity, which has been clearly recognized to help control price increases and maintain a high quality of service in both the residential and commercial sectors;
- Increasing recycling for rural areas;
- Reducing environmental impacts to the area by decreasing the travel distance of MSW collection vehicles; and
- Providing a host fee to be paid for every ton of refuse that is transferred at the facility to Rantoul.

The Rantoul RTS is designed to accommodate a daily throughput of 500 tons per day. The facility will transfer MSW and recyclable materials collected by Area Disposal, as well as from third-party haulers.

1.2 RANTOUL RTS SERVICE AREA

The intended service area for the Rantoul RTS (Service Area) is shown in Figure 1-1 and consists of the following:

- All of Champaign County;
- The townships of Sullivant, Drummer, Dix, Peach Orchard, Wall, Patton, and Button in Ford County; and
- Loda Township in Iroquois County.

The site is located in the approximate center of the Service Area in the northern portion of Champaign County and approximately 20 miles driving distance from Champaign-Urbana.

As indicated above, Area Disposal operates an existing MSW waste hauling operation from the site. C & S Waste Services, Inc., which is part of Area Disposal, currently collects the waste and recyclables from Rantoul. Area Disposal provides collection services throughout the Service Area. Area Disposal currently hauls approximately 190 tons per day of MSW and 15 tons per day of recyclables from the Service Area.

Area Disposal began providing MSW collection services to communities and businesses in the Service Area over twenty years ago. Area Disposal has steadily grown its services to commercial and industrial customers throughout the Service Area. The Service Area also represents the area where Area Disposal anticipates being able to provide more cost-effective service for existing and new customers.

1.3 RANTOUL RTS SERVICE AREA WASTE GENERATION AND DISPOSAL VOLUMES

The Illinois Solid Waste Planning and Recycling Act was approved on August 23, 1988 and required that each county in the state adopt a twenty-year plan for managing the MSW generated within its boundaries [415 ILCS 15/1 et seq.]. Each county waste management plan is required to be updated and reviewed every five years, and any necessary or appropriate revisions are required to be submitted to the Environmental Protection Agency for review and comment. Each waste management plan is required to include a description of the origin, content, and weight or volume of MSW currently generated within the county's boundaries, and the origin, content, and weight or volume of MSW that will be generated within the county's boundaries during the next twenty years, including an assessment of the primary variables affecting this estimate and the extent to which they can reasonably be expected to occur.

Champaign, Ford and Iroquois counties have each developed a solid waste management plan (SWMP). These plans provide information and insights regarding waste generation and disposal trends in the Service Area including per capita waste generation rates and waste disposal diversion (i.e., recycling) rates. The methodology employed to evaluate waste generation and disposal trends in the Service Area is based on information from the SWMPs, information from independent studies, and population data.

1.3.1 PER CAPITA WASTE GENERATION RATE

Illinois Department of Commerce and Economic Opportunity Study

The Illinois Department of Commerce and Economic Opportunity (DCEO) commissioned a waste characterization study to be performed across Illinois. One of the purposes of the study was to develop the quantity of MSW generated within the state by pounds per capita per day, differentiating urban and rural values. Intensive waste sampling was performed at nineteen solid waste facilities located throughout Illinois, consisting of seventeen landfills and two transfer stations. The results of the study are contained in a report entitled “Illinois Commodity/Waste Generation Study” dated 2009 (Illinois DCEO Report). The Illinois DCEO Report estimated that McLean County generates 8.09 pounds per capita per day of MSW.

The generation estimates were calculated by applying factors based on Illinois-specific economic indicators to the 2007 national per capita generation rates derived in the United States Environmental Protection Agency report entitled “Municipal Solid Waste in the United States: 2007 Facts and Figures.” The study was limited to the Illinois statutory definition of MSW defined as “garbage, general household, institutional and commercial waste, landscape waste and construction or demolition debris.” The MSW generation rate was defined as “the quantity of

products considered municipal waste entering the waste management system from residential, commercial, industrial, institutional and construction and demolition debris sources before material recovery or disposal takes place."

The DCEO commissioned the Illinois Recycling Association to develop an update to the Illinois DCEO Report. The results are contained in "Illinois Commodity/Waste Generation and Characterization Study Update" dated March 30, 2015 (Illinois DCEO Update). The tasks and objectives of the Illinois DCEO Update included developing the composition and quantification of the MSW originating and disposed within the state and developing the quantity of MSW generated within the state. Overall, twenty-eight sampling events were conducted at twenty-seven solid waste facilities located throughout Illinois, consisting of fifteen landfills and twelve transfer stations, over thirty-one days between September 10, 2014 and December 2, 2014.

Champaign County

Champaign County adopted the Champaign County Solid Waste Management Plan by Champaign County Board Resolution No. 3077 on February 19, 1991 (CCSWMP). The Champaign County Board adopted five-year updates to the CCSWMP in 1996, 2002, 2007, 2012, 2017, and 2022. The update adopted in 2022 (2022 Update) is substantially more comprehensive than the previous updates and includes a waste generation assessment. The 2022 Update indicates that:

- Champaign County is located in Illinois Environmental Protection Agency (IEPA) Region 4.
- As of 2014, the estimated rate of MSW generation in IEPA Region 4 is 7.1 pounds per capita per day based on the information in the Illinois DCEO Update [page 4-1].

Ford County

Ford County appears to have last provided an update to their solid waste management plan in 2005 based on a Freedom of Information Act request to the IEPA. An estimated waste generation rate was not provided.

Since a per capita estimate for Ford County is not provided in their solid waste management plan (Ford County SWMP) or updates, the per capita generation rate for Ford County is estimated to be 7.1 pounds per person per day based on the data in the Illinois DCEO Update for IEPA Region 4.

Iroquois County

Iroquois County adopted its Solid Waste Management Plan in December 1991 (Iroquois County SWMP). Iroquois County adopted five-year updates to the Adopted Plan in 1996, 2002, and 2007. No additional updates were available after 2007 based on a Freedom of Information Act request to the IEPA. The updates adopted in 1996, 2002 and 2007 each indicate that the estimate MSW generation rate is 5.09 pounds per capita per day.

1.3.2 POPULATION PROJECTIONS

The population of the Service Area is approximately 218,625 persons based on the 2020 census information as shown on Table 1-1A. The number of households is approximately 93,308. The population is anticipated to increase to approximately 254,000 persons in the year 2035.

1.3.3 RECYCLING RATE

The following are relevant excerpts from the most recent updates to the county solid waste management plans:

- Champaign County - The Champaign County 2022 Update indicates that reporting metrics for recycling are from the Illinois Solid Waste Disposal and Recycling Model, published by the Illinois Recycling Association (IRA) in 2017. The model is available online at the IRA at https://illinoisrecycles.org/documents. The model presents estimates of the tons disposed and recycled by the community, for fifty-four material categories. The model for the combined Residential and Industrial/Commercial/Institutional (ICI) waste stream indicates that the capture rate (or recycling rate) is 39%.
- Ford County - An estimated recycling rate is not provided in the available five-year update to the Ford County SWMP.
- Iroquois County - An estimated recycling rate is not provided in the available five-year updates to the Iroquois County SWMP.

The Illinois DCEO Update estimated that the overall Illinois diversion rate is 37.3% by weight, assuming the difference between the generation quantities (estimated to be 19.3 million tons), and disposal quantities (estimated to be 12.1 million tons) is the quantity of materials recovered (approximately 7.2 million tons). Since an estimated recycling rate for Ford County and Iroquois County is not provided in their solid waste management plan or updates, the recycling rate for Ford County and Iroquois County Illinois is estimated to be 37.3% based on the data in the DCEO Update for IEPA Region 4.

1.3.4 WASTE DISPOSAL VOLUME

To estimate the waste disposal volume for the Service Area, the per capita generation rate is multiplied by the population to obtain the generation amount. The estimated recycling amount is then subtracted. The data used and calculations are summarized on Table 1-1B, which indicate that the waste disposal volume is estimated to be 172,756 tons per year.

The hauling of waste for disposal generally occurs each weekday and on periodic Saturdays or 266 days per year. The estimated annual and daily waste disposal amounts are summarized below on Table 1-2.

Table 1-2: Summary of Waste Disposal Volume

Estimated Volume (tons per year)	Estimated Volume (tons per day)
172,756	650

1.4 WASTE DISPOSAL SYSTEM

The Service Area currently has no operational landfills and one operational MSW transfer station available to commercial haulers. The MSW transfer station is operated by Republic Services, Inc. (Republic Services). The Service Area also has a general construction or demolition debris (GCDD) recycling and transfer facility, and a university waste transfer and material recovery facility (MRF). Figure 1-2 shows the location in the Service Area of the existing MSW transfer station, the GCDD recycling and transfer facility, and the university waste transfer and MRF.

Transfer stations and landfills also exist proximate to the Service Area, which may receive MSW from the Service Area. Figure 1-2 shows the locations of the existing MSW transfer stations and landfills within an approximately 20-mile distance from the Service Area. In addition, the Service Area has various hauling companies, including Area Disposal, which pick up and deliver waste to the transfer stations and/or landfills located within and proximate to the Service Area. The transfer stations within the Service Area, the MSW transfer stations and landfills proximate to the Service Area and hauling companies in the Service Area are discussed below.

1.4.1 TRANSFER STATION IN SERVICE AREA

Only one MSW transfer station is located in the Service Area, namely the Republic Services Urbana Transfer Station. Two recycling facilities are also located in the Service Area, namely the University of Illinois Waste Transfer & Material Recovery Facility and the Henson Urbana Recycling Center. Each is discussed below.

Republic Services Urbana Transfer Station

The Republic Services Urbana Transfer Station is located on an approximately 11.3-acre property in Urbana, Champaign County (921 Saline Court, Urbana, 61802). The site is also known as the Central Waste Services and Recycling Facility [Illinois EPA ID# 0191055163].

The Republic Services Urbana Transfer Station began operation in 2003 and is owned/operated by Republic Services. The annual IEPA solid waste capacity reports indicate that the site accepts municipal waste and recyclables. A maximum acceptable amount is not listed. The 2009 annual solid waste capacity report indicates that the site accepted 380, 385, and 347 tons per day (on average) during 2007, 2008, and 2009, respectively. Waste receipt data for the facility is not available from the IEPA annual solid waste capacity reports after 2009.

The Republic Services Urbana Transfer Station has a Host City Agreement with the City of Urbana, dated March 31, 2000. The Host City Agreement includes a host fee of $0.35 per ton as annually increased each year based on the consumer price index.

Information received via a freedom of information act request to Urbana indicates that Republic Services paid $10,006.78, $9,857.80, $11,439.72, and $11,181.62 in host fees for the First Quarter 2024 through the Fourth Quarter 2024, respectively. In addition, the 2024 host fee paid by Republic Services to Urbana was $0.5311 per ton. Based on this information, the amount of waste accepted during 2024 at the Republic Services Urbana Transfer Station is approximately 79,996 tons (or approximately 300 tons per day assuming 266 operating days).

Waste Transfer and Material Recovery Facility

The University of Illinois Waste Transfer & Material Recovery Facility is located on an approximately 2.2-acre property in Champaign, Champaign County [10 E St. Mary's Road, 61820; Illinois EPA ID# 0190105219].

The annual solid waste capacity reports indicate that the University of Illinois Waste Transfer & Material Recovery Facility began operation in approximately 1996 and is owned/operated by the University of Illinois. The annual solid waste capacity reports also indicate that the site accepts recyclables and waste from the university only. A maximum acceptable amount is not listed. The 2009 annual solid waste capacity report indicates that the site accepted 31, 32, and 32 tons per day (on average) during 2007, 2008 and 2009, respectively. Waste receipt data for the facility is not available from the IEPA annual solid waste capacity reports after 2009.

The 2022 Update indicates that the site opened for business in 1997. The MRF collects solid waste from campus facilities and allows the campus to capture certain recyclable materials that formerly ended up in a landfill and to market those at a profit as feasible. At present, the MRF recycles cardboard, paper, plastics, and metal, but not glass.

The U of I website [https://fs.illinois.edu/Providers/waste-transfer-station/] indicates that the Waste Transfer Station (WTS) operates daily recycling routes in addition to its regular trash routes. The recyclables collected from campus are deposited in storage bins. As recyclable material arrives at the WTS it is manually sorted. The trash is compacted and shipped to the landfill at a cost to the university. Recyclables are compressed into large bales and sold to a recycling mill. In addition to paper, plastic, and aluminum, an average of 50% of construction demolition wastes are recycled.

Henson Urbana Recycling Center

The Henson Urbana Recycling Center (HURC) is located on an approximately 8.3-acre property in Urbana, Champaign County [910 W Saline Court, Urbana, 61801; Illinois EPA ID# 0191059099].

The HURC began operation in 2016 and is currently owned/ operated by Henson Disposal, LLC, which is a subsidiary of Area Disposal. Area Disposal acquired the HURC in March 2025. The operating permit for the site [Log No. 2016-050] indicates that the HURC is allowed to only receive and transfer general construction or demolition debris (GCDD). In addition, the HURC may store no more than 250 tons of GCDD on site at any time.

The HURC is also required to limit the percentage of incoming non-recyclable GCDD to 25% or less of the total incoming GCDD. As such, less than 25% of the GCDD accepted at the HURC is part of the waste disposal volume from the Service Area discussed in Section 1.3.4 (i.e., at least 75% of the GCDD accepted is part of the recycled portion of the waste generation volume from the Service Area). Due to this requirement, GCDD that is difficult to recycle or may contain a high percentage of non-recyclable material will generally not be accepted at the HURC.

Information from Area Disposal indicates that, since Area Disposal acquired the HURC, the HURC has accepted approximately 200 tons per day of GCDD. Based on the 25% limitation of non-recyclable GCDD, approximately 50 tons per day would be MSW transported to a landfill for disposal.

It should be noted that the operating permit for the HURC was updated in November 2025 to reflect the new Title 35 Illinois Administrative Code Part 820 regulations, including the new regulatory definition for recyclable GCDD. The updated operating permit does not change the above conclusions as the information in the Champaign County 2022 Update was gathered and evaluated prior to the implementation of the Part 820 regulations.

1.4.2 TRANSFER STATIONS AND LANDFILLS PROXIMATE TO THE SERVICE AREA

Currently there are four permitted landfills and two permitted transfer stations proximate to the Service Area. These are illustrated on Figure 1-2 and are listed below:

- Clinton Landfill #3, De Witt County - Affiliate of Area Disposal.
- Illinois Landfill, Hoopeston, Vermillion County - Republic Services.
- Brickyard Disposal and Recycling, Inc. (Brickyard Landfill), Danville, Vermillion County - Republic Services.
- Valley View Landfill, Decatur, Macon County - Waste Management, Inc. (WM).
- Paris Transfer Station, Paris, Edgar County - City of Paris.
- Monticello Transfer Station, Monticello, Piatt County - City of Monticello.

The Clinton Landfill

The Clinton Landfill is located in unincorporated DeWitt County, near Clinton, Illinois (9950 Heritage Road, Clinton), and is a permitted non-hazardous solid waste landfill that is allowed to accept MSW and nonhazardous special waste. The Clinton Landfill generally consists of the closed Clinton Municipal Landfill, closed Clinton Landfill #1, closed Clinton Landfill #2, and Clinton Landfill #3. Clinton Landfill #3 began accepting waste in approximately 2009. The Clinton Landfill is owned and operated by the Clinton Landfill, Inc., which is an affiliate of Area Disposal. The annual solid waste capacity reports indicate that Clinton Landfill #3 accepted approximately 1,096,316 gate cubic yards in 2024 (approximately 1,160 tons per day). The landfill reported a remaining capacity of approximately 22,419,000 gate cubic yards (as of January 1, 2025), which would provide approximately 20.4 years of life at its 2024 waste acceptance rate.

It should be noted that a transfer station (Clinton Transfer Station) is also permitted to be operated at the Clinton Landfill. However, based on information provided from GFL, the Clinton Transfer Station has not accepted MSW and has only been used to transload recyclables for many years.

Illinois Landfill

The Illinois Landfill, located in Hoopeston, Vermillion County (16310 E 4000 North Road), began receiving waste in 1991 and is permitted to accept MSW and nonhazardous special waste. The Illinois Landfill is owned and operated by a subsidiary of Republic Services. The annual solid waste capacity reports indicate that the Illinois Landfill accepted approximately 107,532 gate cubic yards in 2024 (or approximately 110 tons per day). The landfill reported a remaining capacity of approximately 19,813,000 gate cubic yards (as of January 1, 2025), which would provide approximately 184 years of life at its 2024 waste acceptance rate.

Brickyard Landfill

Brickyard Landfill located in Danville, Vermillion County (601 East Brickyard Road), began receiving waste in 1972 and is permitted to accept MSW and nonhazardous special waste. Brickyard Landfill is owned and operated by a subsidiary of Republic Services. The annual solid waste capacity reports indicate that Brickyard Landfill accepted approximately 711,305 gate cubic yards in 2024 (approximately 750 tons per day). The landfill reported a remaining capacity of approximately 11,113,000 gate cubic yards (as of January 1, 2025), which would provide approximately 15.6 years of life at its 2024 waste acceptance rate.

Valley View Landfill

The Valley View Landfill is located in Decatur, Macon County (1145 Bear Road), began receiving waste in 1978, and is a permitted non-hazardous solid waste landfill that is allowed to accept MSW and nonhazardous special waste. The Valley View Landfill is owned and operated by a subsidiary of WM. The annual solid waste capacity reports indicate that the Valley View Landfill accepted approximately 592,575 gate cubic yards in 2024 (or approximately 630 tons per day). The landfill reported a remaining capacity of approximately 15,314,000 gate cubic yards (as of January 1, 2025), which would provide approximately 25.8 years of life at its 2024 waste acceptance rate.

Paris Transfer Station

The Paris Transfer Station is located within approximately 15 miles southeast of the Service Area [Illinois EPA ID# 0458080003]. The location of the Paris Transfer Station is shown on Figure 1-4.

The Paris Transfer Station is located on an approximately 3.28-acre property in Paris, Edgar County (Springfield Road). The Paris Transfer Station began operation in 1979 and is owned by the City of Paris and operated by Ingrahm Disposal. The annual solid waste capacity reports indicate that the site accepts municipal waste. A maximum acceptable amount is not listed. The 2009 annual solid waste capacity report indicates that the site accepted 24, 22, and 20 tons per day (on average) during 2007, 2008, and 2009, respectively. Waste receipt data for the facility is not available from the IEPA annual solid waste capacity reports after 2009.

Monticello Transfer Station

The Monticello Transfer Station is located within approximately 15 miles southwest of the Service Area [Illinois EPA ID# 1478040003]. The location of the Monticello Transfer Station is shown on Figure 1-4.

The Monticello Transfer Station is located on an approximately 1.8-acre property in Monticello, Piatt County (904 Allerton Road). The Monticello Transfer Station began operation in 1984 and is owned and operated by the City of Monticello. The annual solid waste capacity reports indicate that the site accepts municipal waste. A maximum acceptable amount is not listed. The 2009 annual solid waste capacity report indicates that the site is only open two weeks per year (one in the fall and one in the spring) for cleanup days.

1.4.3 WASTE COLLECTION COMPANIES IN SERVICE AREA

Waste from customers is picked up in a variety of types of trucks by waste collection companies. The services provided vary by the type of customer (residential, commercial, and industrial).

Commercial and industrial hauling services are generally bid on a client or company basis. This is demonstrated by the variety of company names easily observed on waste containers outside commercial and industrial businesses. Rates are negotiated based on client-specific needs such as the size of requested container and the pick-up frequency. Area Disposal picks up waste from a wide variety of commercial customers over the Service Area as discussed in Section 1.3 of this report.

Contracts for residential service in the Service Area may be performed by or bid out by municipalities. The following is a summary of which hauling companies provide services in Champaign County (based on information in the 2022 Update):

- Waste and recyclables haulers in Champaign County are required to be licensed by Champaign County. The haulers are required to license each collection vehicle that they anticipate using to haul waste or recyclables. Based on a Freedom of Information Act request to Champaign County, approximately twenty haulers are licensed to haul waste and/or recyclables in 2024 and 2025 as shown in Table 1-3. Based on the information in Tabel 1-3, the haulers with the most collection vehicles in 2025 are Area Disposal (twenty-eight trucks), Republic Services (twenty-three trucks), and Illini Recycling (thirteen trucks). Other haulers operate fifty-four trucks.
- As discussed in the 2024 Update, waste haulers operating in Champaign County that had received waste hauler vehicle licenses in 2022 reported which landfills they utilize for solid waste disposal. In 2022, reports were received from nineteen solid waste haulers that operate in Champaign County [2022 Update, page 3-1]. The waste haulers indicated that:
    - They use the Clinton Landfill, Brickyard Landfill and the Valley View Landfill, but do not use the Illinois Landfill [2022 Update, page 3-2]. This reporting is consistent with the very low volumes of waste reported to be received at the Illinois Landfill.
    - They use the Republic Services Urbana Transfer Station and the Henson Urbana Recycling Center, but do not use the Paris Transfer Station or the University of Illinois Waste Transfer & Material Recovery Facility [2022 Update, page 3-1]. This reporting is consistent with the very low volumes of waste reported to be received at the Paris Transfer Station; and with the very low volumes of waste reported to be received and acceptance restrictions at the University of Illinois Waste Transfer & Material Recovery Facility.

- Recyclables and MSW from residents in Rantoul are hauled by Area Disposal. Pursuant to Village of Rantoul Ordinance, Ch. 28, waste hauling service is required in the Village of Rantoul and any waste hauling companies wishing to conduct business in Rantoul need to be licensed by the Village of Rantoul to do so. The Village of Rantoul has entered into a contract with Area Disposal, doing business as C&S Waste Services, Inc. for waste collection of all Single-Family Residential units and Multi-Family Units with four units or less.

  Also under the contract, recycling is provided for free. This recycling service is "single-stream recycling" (SSR), which means that a resident can put all of the listed acceptable items for recycling into one container [https://www.village.rantoul.il.us/434/Waste-Hauling-Services].
- Area Disposal direct hauls approximately 190 tons per day of MSW from the Service Area to the Clinton Landfill. As discussed further in Section 4.1.4, Area Disposal does not use the Republic Services Urbana Transfer Station.
- The Champaign City ordinance requires every household to sign up for weekly solid waste pick-up. All solid waste (trash, recyclables, etc.) collection in the City of Champaign is handled by private solid waste haulers who are licensed. Licenses are issued by the City Clerk. Only the five haulers listed below are currently licensed to haul in Champaign: ABC Sanitary Hauling, CR Disposal, Area Disposal, Illini Recycling, and Republic Services [https://champaignil.gov/public-works/find-a-service/utility-providers/].
- Urbana is served by multiple haulers but not all haulers serve the entire City. The website indicates that the following are licensed haulers: ABC Sanitary Hauling, Chris' Service Company, Dale Levitt Disposal, Area Disposal, Mel's Disposal, and Republic Services. Only ABC Sanitary Hauling, Chris' Service Company, Dale Levitt Disposal, and Republic Services provide totes for residential pickup and/or yard waste service. Urbana handles curbside recycling pickup for residents and runs the Landscape Recycling Center for yard waste disposal [https://www.urbanail.gov/living-urbana/page/new-resident-information].

Multiple communities in the Service Area do not contract the collections services to a particular company including others in Champaign County not discussed above and those in Iroquois County and Ford County. In those communities, Republic Services, Area Disposal, and/or other companies likely provide services.

1.4.4 OBSERVATIONS REGARDING COMPANIES AND FACILITIES IN OR PROXIMATE TO THE SERVICE AREA

Shortfall of Waste Disposal Capacity in the Service Area

The following are observations regarding the transfer station in the Service Area:

- The information provided in Section 1.3 indicates that the volume of waste requiring disposal in the Service Area is approximately 650 tons per day.
- The Paris Transfer Station, Monticello Transfer Station, Urbana University of Illinois Waste Transfer & Material Recovery Facility, and Illinois Landfill do not manage substantial volumes of MSW generated in the Service Area as evidenced by the low volumes received at each facility, facility restrictions and/or the hauler survey results. These facilities will not be considered further in this evaluation.
- A comparison with the disposal amounts from Section 1.3 indicates that the MSW amount being managed by the available transfer stations in the Service Area (the Republic Services Urbana Transfer Station and the Henson Urbana Recycling Center) is approximately 350 tons per day (approximately 300 tons per day by the Republic Services Urbana Transfer Station and the 50 tons per day Henson Urbana Recycling Center). This amount is approximately 54% of the MSW amount needing to be disposed from the Service Area (see Table 1-4 below). This reflects an approximately 300-ton-per-day shortfall/need for transfer stations in the Service Area, which can be met by the proposed facility. This shortfall is supported by the fact that (1) Area Disposal currently direct hauls approximately 190 tons of MSW per day to the Clinton Landfill (and does not use the Republic Services Urbana Transfer Station), and (2) multiple other haulers provide waste hauling services in the Service Area at least some of which would also not be expected to use the Republic Services Urbana Transfer Station.

Table 1-4: Summary of Shortfall/Need in Service Area

MSW Estimate for Service Area	2024 Volumes (tons per day)
Volume (Ave.) Requiring Disposal	650
Volume Accepted at Available Transfer Stations in Service Area	350
Shortfall/Need	300

- The capacity of the available transfer station(s) in the Service Area may not be equally or fully available to all haulers in the Service Area. The capacity of a transfer station typically considers the anticipated market conditions (e.g., the amount of waste reasonably anticipated to be received) and can vary based on a variety of factors including pricing, available manpower, equipment, and operating hours.

Tendency/Incentives to Vertically Integrate

Customers generally do not direct a hauler where to dispose of waste. Thus, the hauler has the discretion to dispose of the waste at a transfer station or directly at a landfill. Economics (e.g.,

driving distance, tipping fee) are the main criteria that dictate the disposal location and a variety of other factors are considered and potentially impact the economics (contract terms, payment terms, "turnaround time" at the facility, operating hours, ability to "stage" loads, location where collection vehicles are parked, location of vertically integrated landfill relative to locations of transfer station options).

Vertical integration is the ability for a company to control its costs through the entire waste life cycle from collection to final disposal in a landfill. Hauling companies that are part of a company that owns and/or operates transfer stations and/or landfills have financial incentives to "vertically integrate" their services and bring waste that they pick up to their own transfer or disposal facility (see discussion in Section 1.5.3). The incentives to vertically integrate are believed to result in the following patterns of behavior in the Service Area:

- Republic Services hauling waste it collects to the Republic Services Urbana Transfer Station and subsequently to its own landfill in Danville (Brickyard Landfill).
- Area Disposal hauling the non-recyclable waste from its subsidiary's GCDD recycling facility in Urbana to its affiliated landfill in Clinton (Clinton Landfill).
- WM only has three licensed collection vehicles in Champaign County, presumably because it does not have its own transfer station in the Service Area and its nearest landfill is over 20 miles from the Service Area.

Pricing and/or Other Operational Factors Prohibit Use of Available Disposal Capacity

Even though the Republic Services Urbana Transfer Station appears to have additional disposal capacity, Area Disposal direct hauls all of waste it collects from the Service Area to the Clinton Landfill. As mentioned above, the capacity of the available transfer stations in the Service Area may not be equally or fully available to all haulers in the Service Area. Analysis of the capacity of a transfer station typically takes into consideration the anticipated market conditions (e.g., the amount of waste reasonably anticipated to be received) and can vary based on a variety of factors including pricing, available manpower, equipment, and operating hours.

The reason that Area Disposal is unable to take advantage of the use of the Republic Services Urbana Transfer Station is pricing. The rate charged by Republic Services makes it not economically feasible to use the Republic Services Urbana Transfer Station. Republic Services charges Area Disposal approximately $144 per ton for use of the Republic Services Urbana Transfer Station. This fee consists of a tipping fee of $125.33 per ton plus an environmental fee of $19.71 per ticket (or load) and a fuel recovery fee of 8.74% per ticket (or load). The 2025 tipping fee is an increase of over 10% from the 2024 tipping fee of $113.94 per ton. Attachment 1-A contains an affidavit from Matthew Coulter, Regional Vice President for GFL Environmental (or Area Disposal), including invoices from Republic Services, that detail the fees.

The fees charged by Republic Services include the cost for Republic Services to transfer the waste into a transfer trailer, haul the waste to the Brickyard Landfill, and the tipping fee at the Brickyard Landfill. As a comparison, the pricing for Bloomington-Normal to use the Republic Services Bloomington Transfer Station was $56.29 per ton (for initial two-year period beginning in 2021)

and then increasing from $57.98 (for first additional one-year period, which should be 2023) to $65.26 (for fifth additional one-year period, which should be 2025). The fee for Blooming-Normal similarly includes the cost for Republic services to transfer the waste into a transfer trailer, haul the waste to the Livingston Landfill (in Pontiac which is a similar distance as Urbana to Danville), and the tipping fee at the Livingston Landfill. The bid form from Republic Services to Bloomington-Normal (not including the various appendices) is provided in Attachment 1-B.

The fee charged by Republic Services to Area Disposal at the Urbana Transfer Station is over double the fee charged by Republic Services to Bloomington-Normal for a very similar service at the Republic Services Bloomington Transfer Station. In summary, the exorbitant pricing that Republic Services charges Area Disposal (its main competitor in the market) for its use of their transfer station prohibits Area Disposal from using the transfer station and provides a dramatic competitive advantage to Republic Services.

Only Republic Services is Fully Vertically Integrated in the Service Area

Only Republic Services is fully integrated in the Service Area (i.e., has hauling operations, owns/operates a transfer station in the Service Area, and owns/operates a landfill proximate to the Service Area). All of the other waste services companies in the Service Area lack full vertical integration, which puts them at a significant competitive disadvantage compared to Republic Services for the reasons discussed above and further explained in Section 1.5.3. As such, other companies are at a significant disadvantage in competing to provide waste hauling services in the Service Area.

The Republic Services advantage in the Champaign-Urbana market extends to the hauling of waste from rural communities as well. For example, any rural communities for which Republic Services hauls waste are located closer to the Republic Services Urbana Transfer Station than any of the proximate landfills. As such, if Area Disposal or another company bid on the hauling in these communities, they would be subject to the exorbitant pricing charged by Republic Services (their competitor) or be forced to haul the MSW a significantly farther distance than Republic Services.

Area Disposal is Positioned to Become Fully Vertically Integrated in the Service Area

Area Disposal has a hauling presence in the Service Area (having recently moved from Urbana to Rantoul) and an affiliated landfill proximate to the Service Area (the Clinton Landfill). If Area Disposal is able to secure a transfer station in the Service Area, Area Disposal would become fully vertically integrated in the Service Area and would be in position to effectively compete with Republic Services. No other company currently has a substantial hauling presence in the Service Area and a proximate landfill.

1.5 TRENDS IN THE WASTE DISPOSAL SYSTEM

1.5.1 DECREASING NUMBER OF AVAILABLE LANDFILLS

The number of operational landfills in Illinois has been decreasing for many years. Table 1-5 summarizes the number of operational landfills in Illinois over time. As shown, the number of operational landfills in Illinois has decreased from fifty-eight to thirty-six from 1995 through 2023.

Table 1-5: Illinois Active Landfills

Year	Active Landfills in Illinois
1995	58
2000	53
2005	51
2010	43
2015	38
2020	36
2024	35

Note: Data taken from IEPA Solid Waste Capacity Reports.

There have been no active landfills in the Service Area since at least 1995. The landfills discussed in Section 1.4.2 have been in operation since at least 1995 although the owners/operators have changed over time.

1.5.2 ONGOING WASTE INDUSTRY CONSOLIDATION

The waste industry has been consolidating for many years. Consolidation proximate to the Service Area is discussed below.

Republic Services Merger with Allied Waste Industries

American Disposal Services of Illinois, Inc., which included the Republic Services Bloomington Transfer Station and the Livingston Landfill, was acquired by Allied Waste Industries, Inc. (Allied Waste) in 1998. Allied Waste also owned the Brickyard Landfill, and the Urbana Transfer Station (also known as the Central Waste Services and Recycling Facility). Republic Services and Allied Waste merged in December 2008 to create one of the nation's leading waste and environmental services providers.

The combined company, which is based in Phoenix, is named Republic Services, Inc. [https://investor.republicservices.com/news-releases/news-release-details/republic-services-and-allied-waste-complete-merger-form-leading]. The Brickyard Landfill and the Urbana Transfer

Station have been owned by Republic Services since that time. Republic Services is the second largest waste company in the United States with approximately $16 billion in annual revenues in 2024.

WM Acquisition of Advanced Disposal Services, Inc.

The Valley View Landfill was operated by Veolia ES in 2009. Advanced Disposal Services, Inc. (Advanced Disposal) acquired Veolia ES in 2012. In April 2019, WM (the largest residential garbage and recycling company in North America) announced it entered an agreement to acquire Advanced Disposal for $4.9 billion. Advanced Disposal was the fourth largest garbage and recycling company in North America. The Wall Street Journal described the deal as WM's largest acquisition ever [https://resource-recycling.com/recycling/2019/04/16/waste-management-unveils-majormerger/].

The acquisition of Advanced Disposal was completed on October 30, 2020. The Valley View Landfill has been owned by WM since that time.

GFL Acquisition of PDC

Headquartered in Vaughan, Ontario, GFL is the fourth largest environmental services company in North America with facilities throughout Canada and twenty-seven states. [https://www.whig.com/business/area-disposal-sold-to-canadian-firm/article_85e76212-256a-11ec-88c6-c7cf8031d9fc.html].

GFL acquired the solid waste management and recycling business of Peoria Disposal Company (PDC), which included Area Disposal, on October 1, 2021. PDC has operated a regional platform for over ninety years under the ownership of the Coulter family. PDC owns a vertically integrated network of assets in Central Illinois and Eastern Missouri, providing residential, commercial, and industrial solid waste hauling and recycling services. The operations include three active landfills, two strategically located transfer stations, one material recovery facility, a wastewater treatment plant, and various other projects. The PDC assets are supported by a fleet of over 350 vehicles and more than 400 employees [https://www.prnewswire.com/news-releases/gfl-environmental-announces-the-acquisition-of-peoria-disposal-company-and-provides-update-on-year-to-date-ma-activity-301389629.html].

Summary of Landfill Operators Proximate to the Service Area

The landfills proximate to the Service Area discussed in Section 1.4.2 are now owned/ operated by three of the largest solid waste companies in the United States: WM, Republic Services, and an affiliate of Area Disposal. Each of these companies is publicly traded. Waste Connections, Inc.,

which is the third largest solid waste company in the United States, does not have any landfills or transfer stations proximate to the Service Area.

1.5.3 IMPORTANCE OF VERTICAL INTEGRATION

The above-discussed consolidation has resulted in the vertical integration of the waste management operations (i.e., hauling, transfer, and disposal) of the national waste companies. Vertical integration has a number of advantages in the waste industry, including control of disposal pricing. Hauling contracts predominantly include disposal in the pricing so, if a company is unable to establish their own disposal pricing, they are at a significant competitive disadvantage. Each of the national waste companies acknowledges the critical importance of vertical integration in their annual reports and Form 10-K reports.

As discussed above, only Republic Services is fully integrated in the Service Area (i.e., has hauling operations, owns/operates a transfer station in the Service Area, and owns/operates a landfill proximate to the Service Area). All of the other waste services companies in the Service Area lack full vertical integration, which puts them at a significant competitive disadvantage compared to Republic Services for the reasons discussed above and including the following:

- Other companies must pay fees to Republic Services, which reduces their margins and improves Republic Service's margins.
- Other companies do not have control of long-term pricing, which creates a significant unknown cost factor when bidding on municipal hauling contracts (which are typically five years).
- The lack of known long-term pricing creates hurdles for other companies to make capital investments.
- The use of a competitor's facility causes operational inefficiencies for the other companies (e.g., trucks must drive from the transfer station back to their facility at the end of the day versus parking at the same location, or must travel extra miles to deliver loads within the transfer station operating hours).

The above reasons are why it is believed that other companies are at a significant disadvantage to Republic Services to compete for waste hauling work in the Service Area, and, as such, do not attempt to compete. For example:

- Waste Connections has no landfill or transfer station in or proximate to the Service Area. Its nearest landfills or transfer stations are located in the Chicagoland area. Its website [https://www.wasteconnections.com/locations/] indicates that its closest hauling operation is located in Plano, which is approximately 95 miles from Rantoul. Because it has no opportunity to vertically integrate, Waste Connections would not be expected to provide hauling services in the Service Area, and, as such, is not a registered hauler in Champaign County.
- WM does not have a transfer station in or proximate to the Service Area. Its nearest landfill is located approximately 25 miles from the Service Area (Valley View Landfill). WM is a registered hauler in Champaign County but only has three licensed collection vehicles. In addition, WM's website [https://www.wm.com/us/en/location/il] indicates that they service Champaign and Urbana, but none of the rural areas of the Service Area, including Rantoul, Mahomet, Savoy, Paxton, St. Joseph, Tolono, Gibson City, and Villa Grove.

The limited number of companies that are vertically integrated in the Service Area limits the waste hauling options for customers in the Service Area.

1.5.4 RECYCLING CHALLENGES

Champaign County, along with many local government and private sector partners, has successfully completed various recycling goals over the years although challenges remain. The 2022 Update discusses the status of various initiatives and challenges. The following are relevant excerpts:

- Most early goals have been realized to some extent, although not without certain problems that regularly resurface (e.g., several waste haulers operating the same route areas; lack of funding from landfill tipping fees to support and implement countywide recycling programs) [2022 Update, page ES-1].
- Recycling is not mandatory in unincorporated Champaign County, and residents, businesses, and institutions are free to choose whether to participate in a recycling program [2022 Update, page ES-1].
- Champaign County covers nearly 1,000 square miles. Many rural residents of Champaign County, especially those in outlying areas away from municipalities, do not have access to a trash or recycling pick-up services. Some of these residents provided their comments in the Resident Survey, expressing their frustrations [2022 Update, page ES-1].

- Only one public recycling drop-off station is presently available in Champaign County (operated by Illini Recycling at 420 Paul Avenue, Champaign). Three limited service recycling drop-off stations are located in the Village of Ogden, Village of Homer, and Village of Philo (which are all south or east of Champaign-Urbana) [2022 Update, page ES-1 and page 2-6].
- Recycling programs within the county have been established at the University of Illinois at Urbana-Champaign, and within the City of Urbana and City of Champaign. Curbside recycling service is available to residents of the centrally located and largest municipalities within the County: Champaign, Urbana, Savoy, and Rantoul [2022 Update, page 2-3].
- Champaign County residents who reside outside of urban areas increasingly seek a means to recycle all traditional materials listed, including glass bottles/glass containers. Presently, such residents have limited access to one public recycling drop-off center, which does not accept glass bottles/glass containers [2022 Update, page 5-4].
- Goals and recommendations include improving trash disposal options and recycling drop-off options for outlying rural residents, including supporting the development of additional recycling drop-off centers for public use in Champaign County [2022 Update, page ES-2 and page 5-5 and page 7-1].

The recycling challenges faced by the rural areas of Champaign County are likely similar to the recycling challenges faced by the Ford and Iroquois County portions of the Service Area due to the similarities in lack of available infrastructure and demographics,

1.6 RANTOUL RTS BENEFITS

Waste recycling and transfer stations play an important role in a community's total waste management system, serving as a link between a community's solid waste collection program and a final waste disposal facility. The Rantoul RTS will provide the following benefits.

1.6.1 INCREASE COMPETITION AND TRANSFER CAPACITY IN THE SERVICE AREA

The information in Section 1.4 suggests that amount of MSW and non-recyclable GCDD being accepted at the one MSW transfer station and one GCDD recycling facility in Champaign County is approximately 350 tons per day. A comparison with the amounts from Section 1.3 indicates that the MSW amount being managed by the transfer stations in the Service Area is approximately 300 tons per day less than the MSW amount requiring disposal from the Service Area. This reflects an approximately 300-ton-per-day shortfall/need for transfer stations in the Service Area, which can be partially met by the Rantoul RTS.

Hauling companies which operate in an area without their own disposal location (transfer station and/or landfill) are at a competitive disadvantage because the owner and/or operator of the disposal location is also a hauling competitor. The owner and/or operator of the disposal location can readily "drive up" the disposal cost of their competition and give their own hauling company a cost advantage. The overall likely impact is higher pricing and a reduction in services. The economic factor which tends to prevent this from occurring is competition; specifically, multiple potential transfer/disposal locations that are incentivized to want to bid on the hauling volume. The Rantoul RTS would provide another option for haulers in the area.

The benefits of competition are well established. The Federal Trade Commission Bureau of Competition advances United States government policies that protect consumers and promote competition. Their website states the following:

- Competition in America is about price, selection, and service. It benefits consumers by keeping prices low and the quality and choice of goods and services high.
- Competition also encourages businesses to offer new and better products.
- Competition makes our economy work [https://www.ftc.gov/about-ftc/bureaus-offices/bureau-competition/about-bureau-competition].

Champaign County relies on one MSW transfer station and one GCDD recycling facility to transport non-recyclable waste and MSW to out-of-county landfills. The Rantoul RTS would enhance the capability and capacity of Champaign County to manage waste. The Rantoul RTS would also compete with the single other MSW transfer station in the county in both the

Champaign-Urbana market and in rural areas, which has been demonstrated to control costs and improve services, as discussed below.

Examples of Proximate Transfer Stations - Will County

Prior to 2020, the WM - Joliet Transfer Station was the only permitted MSW transfer station in Will County. Environmental Recycling and Disposal Services, Inc. began operating a new transfer station (the Moen Transfer Station) in late 2020, which is located approximately 1.25 miles from the WM - Joliet Transfer Station. WM vehemently opposed the local siting of the Moen Transfer Station. The local siting application for the Moen Transfer Station (which was unanimously approved by the Village of Rockdale) demonstrated that the Moen Transfer Station service area had only one transfer station (the WM - Joliet Transfer Station) that accepts and transfers MSW, and it is owned by the same company (WM) that operates the landfill (the Prairie View RDF). The local siting application similarly recognized that:

- This situation may discourage other haulers from using the waste disposal system in Will County.
- The owner and/or operator of the disposal location can potentially "drive up" the disposal cost of their competition and give their own hauling company a price advantage.
- The economic factor which tends to prevent this from occurring is competition; specifically, multiple potential transfer/disposal locations that are incentivized to want and bid on the hauling volume.
- While the Moen Transfer Station and WM - Joliet Transfer Station are in relatively close proximity to each other, competition for disposal services in the service area will be promoted by the addition of the Moen Transfer Station.

Subsequent to the local siting approval by Rockdale, WM appealed Rockdale's decision. The approval of the local siting application for the Moen Transfer Station was upheld by both the Illinois Pollution Control Board (IPCB) and the Appellate Court on appeal. The Moen Transfer Station was subsequently constructed and began operation in late 2020.

The Moen Transfer Station was originally only permitted to receive a maximum 350 tons per day. Due to demand from outside haulers, the capacity of the transfer station has been increased to 1,080 tons per day, and observations by CEC indicate that the Moen Transfer Station regularly accepts 600 to 800 tons per day. This is a prime example of the results of competition in a previously monopolized market.

Examples of Proximate Transfer Stations - DuPage County

The DuKane Transfer Station is currently the only permitted MSW transfer station in DuPage County, is owned/operated by Waste Connection, and is located in West Chicago. Lakeshore Recycling Systems, LLC (LRS) also owns/operates a GCDD recycling facility in West Chicago. LRS submitted an application for local siting to West Chicago in 2022 to establish an MSW transfer station, namely the West DuPage Recycling and Transfer Station (RTS) at the same location as its GCDD recycling operation.

Waste Connections held the waste and recyclable hauling contract with West Chicago from July 1, 2012 to December 31, 2019 to provide curbside and/or alley collection of refuse, yard waste, and recyclable materials. The City of West Chicago provided a request for proposal to LRS and Waste Connections, dated June 24, 2019, for a new hauling contract. Bids were submitted in July 2019 (which was after the Host Community Benefit Agreement for the West DuPage RTS had been executed in May 2019). Based on the potential development of the West DuPage RTS, LRS submitted a proposal for the residential waste service program. Waste Connections offered significant improvements to the rate structure and overall program relative to the current contract. Waste Connections was awarded the new waste hauling contract for the City of West Chicago. Tangible benefits to West Chicago and its residents of the new waste hauling contract include:

- Cost Savings - Five-year savings of approximately $1,700,000 compared to the previous contract (or approximately $300 of savings for each of the approximately 5,700 single-family units within the City of West Chicago) including the following reductions in costs:
    - *Refuse Sticker:* From $2.70 to $2.30;
    - *35-gallon Senior Rate:* From $9.68 to $9.00;
    - *35-gallon Regular Rate:* From $16.77 to $13.33; and
    - *95-gallon Regular Rate:* From $29.70 to $18.95.
- Organics Services - The city was offered a modified organics program which allowed organic food waste to be disposed with grass clippings on a subscription basis.
- Electronics Waste - The city requested, and received an offer to provide a monthly curbside collection of e-waste from West Chicago residents (up to six items for a fee of $30).
- Annual Collection Event - The city requested, and received an offer to provide an annual service, which would allow residents to put bulky acceptable waste at the curb for removal for a modest fee.

Similar to the Moen Transfer Station, the existing competitor in the market (i.e., Waste Connections) participated in the local siting of the West DuPage RTS and opposed its approval. Subsequent to the DuPage County's approval, Waste Connections appealed the decision to the Illinois Pollution Control Board. In 2024, the IPCB overturned the local siting approval due to an

administrative issue regarding the notice to an adjoining property owned by a railroad. Unfortunately for DuPage County and West Chicago, Waste Connections may keep their competitive advantage in this market.

The hauling contract for West Chicago was renewed again in late 2024 and was again won by Waste Connections. Not surprisingly, West Chicago residents saw price increases of 10% to 20% with this contract award as listed below.

- Refuse Sticker: From $2.59 to $3.00.
- 35-Gallon Senior Rate: From $10.13 to $12.50.
- 35-Gallon Regular Rate: From $15.00 to $19.74.
- 95-Gallon Regular Rate: From $21.33 to $23.74.

These costs will also increase by 4% per year over the contract term (versus an annual increase of 3% in the previous contract).

Examples of Proximate Transfer Stations - McLean County

Another example of the advantages to the community of having proximate transfer stations is McLean County. McLean County currently hosts one MSW transfer station, which is owned/ operated by Republic Services (the Republic Services Bloomington Transfer Station). In February 2024, McLean County approved the local siting of a second transfer station in their community (the Henson Recycling Campus Transfer Station or HRC Transfer Station), which would be operated by Lakeshore Recycling Systems, LLC (now Area Disposal). The local siting application demonstrated that the HRC Transfer Station will increase competition and available transfer capacity in the service area, which has been recognized to help control price increases and maintain a high quality of service in both the residential and commercial sectors.

Similar to the Moen Transfer Station and the West DuPage RTS, the existing competitor in the market (i.e., Republic Services) participated in the local siting of the HRC Transfer Station and opposed its approval. Subsequent to the McLean County's approval, Republic Services appealed the decision to the IPCB. In October 2024, the IPCB overturned the local siting approval due to an administrative issue regarding the recording of the HRC Transfer Station property and related items. Unfortunately for the McLean County, Republic Services may keep their "monopoly" in the community and McLean County's residents may not reap the benefits of an additional transfer station in their community.

Letters of Support

Attachment 1-C contains letters from the following hauling/ recycling companies, municipal government representatives, and customers which support the proposed Rantoul RTS for the reasons discussed above.

- Hauling/ Recycling Companies
  - Captain Hook Inc
  - Central Illinois Disposal & Recycling, Inc.
  - Illini Recycling
- Municipalities
  - Village of Fisher
  - City of Tuscola
- Customers
  - Advanced Filtration Systems Inc.
  - CDG Real Estate/ South Wind Properties
  - Champaign Urbana Mass Transit District
  - Cochranes of Champaign, Inc./ JTS Properties LLC
  - Collaborative Concepts LLC
  - FMI and Greek Management
  - Green Street Realty
  - Heritage Meadows & Maplewood Estates of Rantoul
  - Ramshaw Real Estate
  - Shadow Wood Property
  - Tabeling Development Company
  - TLT Properties

1.6.2 FACILITATE RECYCLING IN THE SERVICE AREA

Champaign County has historically taken a proactive leadership role in recycling. The 2022 Update discusses the current challenges with recycling and continuing to increase the diversion rate from landfills, including the specific desire to increase the recycling in the rural areas. The Rantoul RTS is ideally located to facilitate recycling in the rural areas, especially the underserved areas north of Champaign-Urbana.

The Rantoul RTS is designed to accept SSR for transfer to a material recovery facility, which can help control costs and improve services. The ability to accept SSR will allow Area Disposal to better serve commercial and rural residential customers, including their SSR (e.g., cardboard, paper, plastic, metals). With the Rantoul RTS, Area Disposal would be able to offer curbside recycling to rural customers outside of Rantoul.

The SSR from the site will be transported to a material recovery facility where it will be sorted/separated into its components (plastic, metal, paper, cardboard, etc.). The component material is then baled and sent to various facilities for further processing and/or recycling. The ability to transfer the SSR through Area Disposal's own site allows the opportunity for Area Disposal to better manage and improve the efficiencies of this operation.

In summary, the proposed Rantoul RTS will allow for more efficient recycling operations thereby expanding the geographic area and overall amount of recycling.

1.6.3 REDUCE ENVIRONMENTAL IMPACTS TO RANTOUL AND THE AREA

Area Disposal is currently performing waste and recyclables hauling operations within the Service Area. Area Disposal currently has twenty-eight licensed vehicles in Champaign County which are predominantly parked and maintained at the site. The collection vehicles travel from the site to their route, unload the waste or recyclables at another transfer station or landfill (currently the Illini Recycling facility in Champaign for SSR and the Clinton Landfill for MSW), potentially complete a second route/ unloading, and then return to the site to park overnight.

The proposed Rantoul RTS will reduce the travel distance of Area Disposal's hauling fleet. The estimated reduction in vehicle mileage is provided in Table 1-6. In summary, eliminating the direct haul travel of all of the current MSW collection vehicles to the Clinton Landfill is estimated to reduce vehicle mileage by over 400,000 miles per year. A key savings is that Area Disposal will be able to use less vehicles to haul the same amount of MSW (which is currently approximately 190 tons per day) due to the reduced travel distance (and thus increased efficiency) of each collection vehicle. These savings do not include (1) any potential mileage reductions in recyclables hauling, and (2) any potential mileage savings for additional MSW volumes hauled by Area Disposal.

The Rantoul RTS is anticipated to be used by other haulers providing services to the Service Area. These haulers would be expected to similarly realize reduced miles for their collection vehicles. If the use of the Rantoul RTS provides a mileage savings of only 20 miles per day for approximately 100 tons of waste per day (or fourteen vehicle trips per day), a reduction in vehicle mileage of approximately 75,000 miles per year would occur (fourteen collection vehicle trips x 20 miles per day x 266 days per year).

The above reductions in truck miles will save fuel and reduce wear on roads. The reduction in fuel usage will reduce the emissions and carbon footprint associated with managing this waste stream. A summary of the environmental savings is provided in Table 1-7.

Table 1-7: Summary of Reduced Environmental Impacts

	Reduced Miles (per year)	Reduced Miles (over 20-year operating period)	Reduced Fuel Usage (gallons over 20-year operating period)	Reduced Emissions (pounds of CO2 over 20-year operating period)
Area Disposal MSW Collection Vehicles	408,000	8.2 million	2.1 million	47.77 million
Other Collection Vehicles	75,000	1.5 million	400,000	8.93 million
Total	483,000	9.7 million	2.5 million	56.70 million

Over the minimum design period, the use of the Rantoul RTS is estimated to eliminate approximately 9.7 million heavy truck miles on area roads, reduce fuel consumption by over 2.5 million gallons, and reduce the carbon footprint by over 56 million pounds of CO2 emissions. These savings would increase if the operations and/or the operating period at the Rantoul RTS increases in the future.

1.6.4 PROVIDE DIRECT BENEFITS TO RANTOUL

In planning for the proposed transfer station, Area Disposal has executed a host community agreement with Rantoul, dated June 2025 (Host Agreement). The Host Agreement contains provisions for economic benefits to be provided to Rantoul (if the siting request meets the statutory requirements as set forth in 415 ILCS 5/39.2 and the facility is built and operated). These benefits include Area Disposal providing a host benefit fee of $0.40 for each ton of waste transferred to a landfill or other disposal facility. The host community agreement between Rantoul and Area Disposal is provided in Attachment 1-D.

If the Rantoul RTS transfers an average of 280 tons per day of MSW to a landfill disposal facility, this will result in approximately $30,000 per year of revenues to Rantoul.

1.7 SUMMARY AND CONCLUSION

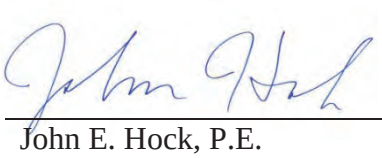
This report demonstrates that the Rantoul RTS is necessary to accommodate the waste needs of the area it is intended to serve. The following conclusions support this opinion:

- The Rantoul RTS will increase competition and available transfer station capacity, which has been clearly recognized to help control price increases and maintain a high quality of service in both the residential and commercial sectors.
- The Rantoul RTS will increase recycling for rural areas.
- The Rantoul RTS will reduce environmental impacts to the area by decreasing the travel distance of MSW collection vehicles.
- The Rantoul RTS will provide a host fee to be paid to Rantoul for every ton of refuse that is transferred at the facility.

For the reasons cited above, the Rantoul RTS meets the requirements of Criterion 1 as it is "necessary to accommodate the waste needs of the area it is intended to serve".

1.8 CERTIFICATION

I hereby certify that all information contained in this Application for Local Siting Approval for Criterion 1 was prepared by me or under my direct supervision and is true and correct to the best of my knowledge and belief.



John E. Hock, P.E.

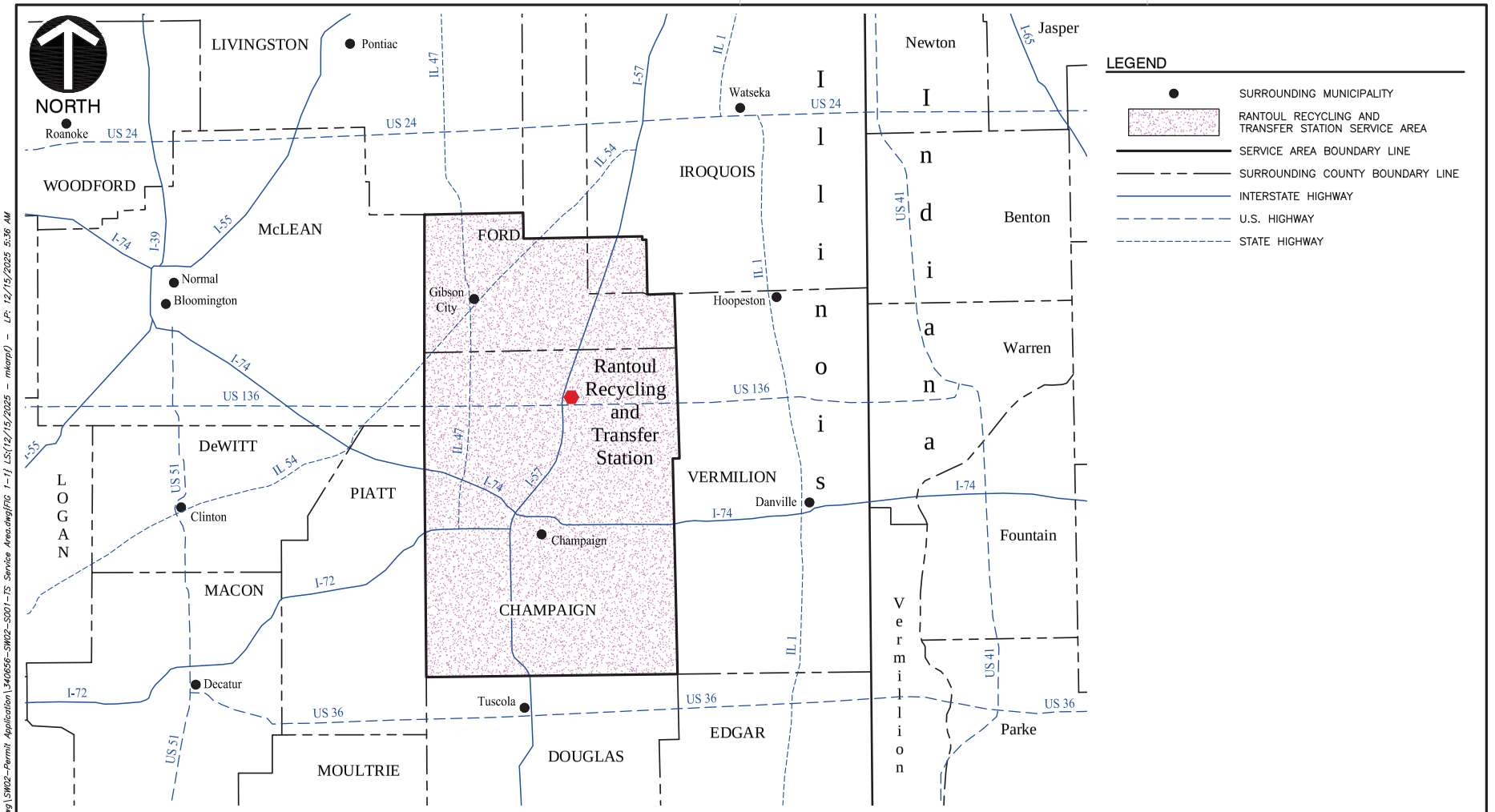
December 18, 2025
Date

062-047623 - IL

Professional Engineer Registration Number and State

CRITERION 1

FIGURES



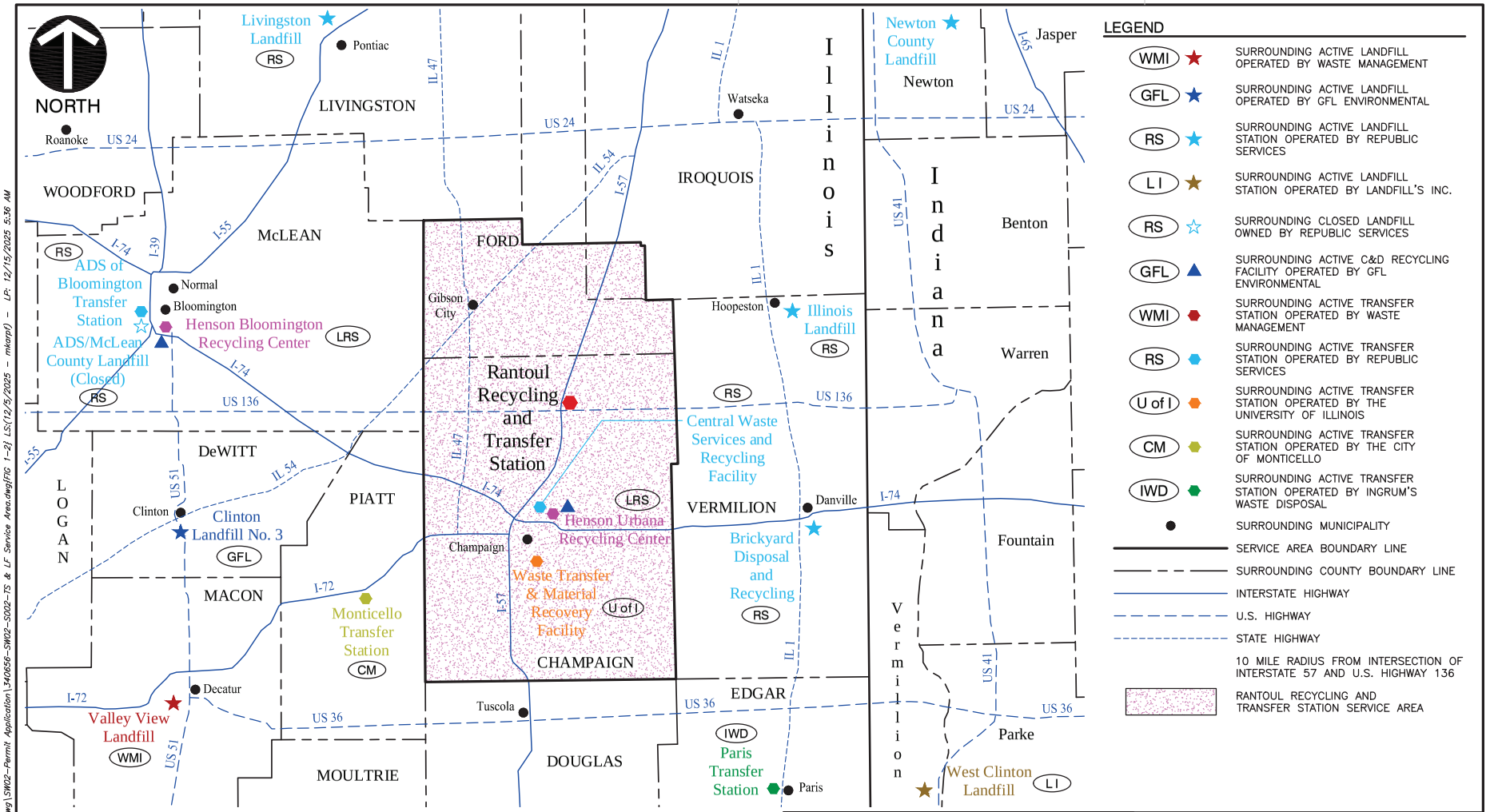
Civil & Environmental Consultants, Inc.
1230 East Diehl Road
Suite 200
Naperville, IL 60563
Ph: 630.963.6026
www.cecinc.com

AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
896 WEST CHAMPAIGN AVENUE
RANTOUL, ILLINOIS

TRANSFER STATION SERVICE AREA

DRAWN BY:	MSK	CHECKED BY:	JEH	APPROVED BY:	JEH*	FIGURE NO.:
DATE:	12/08/2025	DWG SCALE:	1"=10 MILES	PROJECT NO:	340-656.2002	1-1

P:\340-0001\340-656\-CADD\Dwg\SW02-Permit Application\340656-SW02-S001-TS Service Area.dwg[FIG 1-1] LS:(12/15/2025 - mkorpi) - LP: 12/15/2025 5:36 AM



REFERENCE

1. LOCATION OF LANDFILLS AND TRANSFER STATIONS BASED ON ADDRESSES FROM 2009 ILLINOIS SOLID WASTE CAPACITY REPORTS OR OTHER PUBLICLY AVAILABLE INFORMATION.
2. OWNER OPERATORS OF TRANSFER STATIONS TAKEN FROM COMPANY WEBSITES AND OTHER PUBLICLY AVAILABLE INFORMATION.

*HAND SIGNATURE ON FILE

SCALE IN MILES
0 10.0 20.0

Civil & Environmental Consultants, Inc.
1230 East Diehl Road
Suite 200
Naperville, IL 60563
Ph: 630.963.6026
www.cecinc.com

AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
896 WEST CHAMPAIGN AVENUE
RANTOUL, ILLINOIS

SURROUNDING LANDFILL AND TRANSFER STATION LOCATIONS

DRAWN BY:	MSK	CHECKED BY:	JEH	APPROVED BY:	JEH*	FIGURE NO.:
DATE:	12/08/2025	DWG SCALE:	1"=10 MILES	PROJECT NO:	340-656.2002	1-2

P:\340-000\340-656\-CADD\Dwg\SW02-Permit Application\340656-SW02-S002-TS & LF Service Area.dwg[FIG 1-2] LS:(12/5/2025 - mkarp) - LP: 12/15/2025 5:36 AM

CRITERION 1

TABLES

Table 1-1A
Rantoul Recycling and Transfer Station
Service Area Census Data 2020 - 2035

	Townships	2020 Census Population[1]	2020 Census Households[1]	2020 Census Employment[2,3]
Champaign County	Ayers	421	143	242
	Brown	2,107	621	1,515
	Champaign	11,264	4,558	6,860
	Champaign City	88,302	40,599	48,213
	Colfax	219	66	174
	Compromise	1,323	549	826
	Condit	486	205	221
	Crittenden	337	156	251
	Cunningham	38,336	16,425	21,161
	East Bend	623	276	358
	Harwood	610	233	293
	Hensley	1,033	266	585
	Kerr	183	75	126
	Ludlow	4,077	1,766	2,414
	Mahomet	13,679	4,743	8,917
	Newcomb	1,377	486	829
	Ogden	1,531	631	906
	Pesotum	882	342	551
	Philo	1,897	780	1,250
	Rantoul	10,705	4,219	5,877
	Raymond	354	109	241
	Sadorus	948	394	645
	Scott	999	510	721
	Sidney	1,709	508	1,060
	Somer	988	505	590
	South Homer	1,492	669	961
	St. Joseph	5,597	2,029	387
	Stanton	514	193	356
	Tolono	6,298	2,351	4,150
	Urbana	7,556	3,465	4,239
	Total	**205,847**	**87,872**	**114,919**
Ford County	Button	232	64	148
	Dix	598	241	447
	Drummer	4,046	1,785	2,286
	Patton	5,253	2,226	3,057
	Peach Orchard	551	222	304
	Sullivant	479	135	277
	Wall	190	87	119
	Total	**11,349**	**4,760**	**6,638**
Iroquis County	Loda	1,429	676	772
	Total	**1,429**	**676**	**772**
	Grand Total	**218,625**	**93,308**	**122,329**

Notes:

N/A Not Available

1. Population and household data for the year 2020 based on data from https://data.census.gov.
2. Employment data for 2020 from U.S. Census Bureau (web). Survey/Program: American Community Survey
3. Employment Data calculated from Population multiplied by Employment Rate (%), available on https://data.census.gov.

Table 1-1B
Rantoul Recycling and Transfer Station
Solid Waste Projections

	Townships	2020 Census Population[1]	2020 Census lbs. per capita/day (PCD)[2]	2020 Census Recycling Rate[2]	lbs./day[3]
Champaign County	Ayers	421	7.10	39%	1,823
	Brown	2,107	7.10	39%	9,125
	Champaign	11,264	7.10	39%	48,784
	Champaign City	88,302	7.10	39%	382,436
	Colfax	219	7.10	39%	948
	Compromise	1,323	7.10	39%	5,730
	Condit	486	7.10	39%	2,105
	Crittenden	337	7.10	39%	1,460
	Cunningham	38,336	7.10	39%	166,033
	East Bend	623	7.10	39%	2,698
	Harwood	610	7.10	39%	2,642
	Hensley	1,033	7.10	39%	4,474
	Kerr	183	7.10	39%	793
	Ludlow	4,077	7.10	39%	17,657
	Mahomet	13,679	7.10	39%	59,244
	Newcomb	1,377	7.10	39%	5,964
	Ogden	1,531	7.10	39%	6,631
	Pesotum	882	7.10	39%	3,820
	Philo	1,897	7.10	39%	8,216
	Rantoul	10,705	7.10	39%	46,363
	Raymond	354	7.10	39%	1,533
	Sadorus	948	7.10	39%	4,106
	Scott	999	7.10	39%	4,327
	Sidney	1,709	7.10	39%	7,402
	Somer	988	7.10	39%	4,279
	South Homer	1,492	7.10	39%	6,462
	St. Joseph	5,597	7.10	39%	24,241
	Stanton	514	7.10	39%	2,226
	Tolono	6,298	7.10	39%	27,277
	Urbana	7,556	7.10	39%	32,725
	Total	**205,847**		**lb./day**	**891,523**
Ford County	Button	232	7.10	37%	1,033
	Dix	598	7.10	37%	2,662
	Drummer	4,046	7.10	37%	18,012
	Patton	5,253	7.10	37%	23,385
	Peach Orchard	551	7.10	37%	2,453
	Sullivant	479	7.10	37%	2,132
	Wall	190	7.10	37%	846
	Total	**11,349**		**lb./day**	**50,522**
Iroquis County	Loda	1,429	5.09	37%	4,561
	Total	**1,429**		**lb./day**	**4,561**
	Grand Total	**218,625**		**lb./day**	**946,606**
				tons/year[4]	**172,756**

Notes:

1. Populations totals for 2020 were taken from Table 1-2.
2. The values for pounds per capita per day and the recycling percentages were taken from each individual county solid waste management plan or the Illinois Commodity/Waste Generation and Characterization Study Update dated March 30, 2015.
3. Pounds per day was calculated by taking the Population Census * pound per capita day * (100% - recycling rate %).
4. Tons per year was calculated by dividing the total pounds per a day by 2000 pounds per a ton and multiplying by 365 days per year.

Table 1-3
Champaign County Waste Haulers

Applicant	# of Collection Vehicles in 2025	# of Collection Vehicles in 2024
The Mule Junk Removal of Champaign County	2	1
Contractors Disposal, Inc.	1	1
Tyson's Disposal, LLC	2	2
Republic Services of Urbana, Inc.	23	24
ABC Sanitary Hauling & Recycling	6	11
JC Parr Company d.b.a. Dale Levitt Disposal	3	3
Captian Hook of Champaign, Inc.	3	3
Advantage Disposal Services	3	3
Chris's Service Company	7	8
Bulldog Disposal Services, Inc.	5	5
Saftey-Kleen Systems, Inc.	7	4
Waste Management of Illinois - Decatur and Charleston Sites	3	3
Midwest Fiber Normal, LLC	3	3
Mervis Recycling of Urbana	2	2
Area Garbarge Service	1	1
Jordan Fox's Junk Removal	3	4
Area Disposal Service, Inc.	28	28
Mel's Sanitation Service, LLC	2	2
Two Men And A Junk Truck	1	0
Freedom Waste Management, Inc. d.b.a. Illini Recycling	13	12
TOTAL	**118**	**120**

Note 1 - Number of vehicles based on FOIA request from Champaign County.

Table 1-6
Rantoul Recycling and Transfer Station
Summary of Mileage, Fuel and Emissions Savings

	Current							Anticipated with Rantoul RTS							
	# of Trucks	Tons per day	Miles/ day-truck	total miles per day	Fuel Mileage (mpg)	fuel used per day (gallons)	Emissions (pounds C02)	# of Trucks (or trips)	tons per day	Miles/ day-truck (or trip)	total miles per day	Total Miles % of Current	Fuel Mileage (mpg)	fuel used per day (gallons)	Emissions (pounds C02)
Packer Trucks-MSW	15	158	175.6	2634	4.31	611.2	13678.0	9	158	79.6	716	27%	4.31	166.2	3720.4
Roll Off Trucks-MSW	4	32	175.6	702	5.14	136.7	3058.5	2	32	79.6	159	23%	5.14	31.0	693.3
Transfer Trailesr (to landfill)	0	NA	NA	NA	NA	NA	NA	8	190	112	925	NA	6.20	149.3	3340.5
TOTAL		**190**		3337		747.8	16736.5		**190**		1801			346.5	7754.2
Savings per year (266 days)											**408,432**			**106,761**	**2,389,305**
Savings - 20 year operating period											**8,168,642**			**2,135,214**	**47,786,099**

ATTACHMENT 1-A

AFFIDAVIT FROM MATTHEW COULTER

AFFIDAVIT

Matthew Coulter being first duly sworn on oath deposes and states as follows.

1. That I am of legal age, under no disability and have personal knowledge of the matters contained herein.
2. That I am a Regional Director – Strategic Initiatives of Area Disposal Service, Inc. (Area Disposal).
3. As part of my career in the waste industry, I have had management responsibilities for waste hauling and disposal services in Champaign County for over twenty years.
4. Area Disposal does not currently nor has it historically routinely used the Republic Services Urbana Transfer Station for waste disposal due to excessively high pricing.
5. The price per ton (or rate) that Area Disposal is charged for the acceptance of MSW at the Republic Services Urbana Transfer Station was approximately $114 per ton (not including additional fees) as of October 2024 (see attached invoice).
6. The price per ton (or rate) that Area Disposal is charged for the acceptance of MSW at the Republic Services Urbana Transfer Station is approximately $125 per ton (not including additional fees) as of November 2025 (see attached invoice).
7. If the Rantoul Recycling and Transfer Station (Rantoul RTS) is permitted to accept MSW and SSR, the MSW that Area Disposal collects from the Service Area is planned to be delivered to the Rantoul RTS and transferred to the Clinton Landfill for disposal. The Rantoul RTS would provide the following benefits.
   - Internalization of transfer and disposal fees, which will improve margins
   - Operational efficiencies (e.g., parking trucks at transfer station)
   - Long term control of transfer and disposal costs
   - Greater certainty for capital investments

   In a competitive environment, the cost savings from the above benefits would result in improved cost control to Area Disposal's customers, including the municipalities that Area Disposal serves.

Further Affiant sayeth not.

Dated December 16, 2025

Signed Matthew K Coulter

Signed and sworn before me, a notary public, this 16 day of December, 2025

OFFICIAL SEAL
CAITLIN D ALWAN
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES: 12/29/2025

URBANA TRANSFER STATION - 4555
PO BOX 932899
CLEVELAND, OH 44193
(309) 585-3724

INVOICE

Invoice Date 10/15/2024
Invoice No 4555-000015292
Customer No 4-4555-0001079

Page No Page 1 of 1
Due Date UPON RECEIPT

GFL ENVIRONMENTAL
ATTN: ACCOUNTS PAYABLE
PO BOX 9071
PEORIA, IL 61612

Current Charges	Total Amount Due
$926.38	$6,399.43

Please pay total amount due

Billing Questions? Call (309) 585-3724

Thank you for your business! Please be sure to remit payments to our lockbox address shown on the bottom of the invoice.

Date	Code	Description	Reference	Rate	Quantity	Amount
		Balance forward :				$5,473.05
		Payments :				$0.00
		Adjustments :				$0.00
		Invoices :				$0.00
10/02	AA	MSW	Y6-1108424	113.94	4.17 TN	$475.13
10/02	{1	ENVIRONMENTAL FEE 1	SC168369	19.71	1.00	$19.71
10/02	{1	($19.71 / Ticket)ENVIRONMENTAL FEE 1 $1				
10/02	}1	FUEL RECOVERY FEE	SC168370	8.57	1.00	$40.72
10/02	}1	(8.57% / Ticket)FUEL RECOVERY FEE				
10/15	AA	MSW	Y6-1109152	113.94	2.72 TN	$341.82
10/15	{1	ENVIRONMENTAL FEE 1	SC168669	19.71	1.00	$19.71
10/15	{1	($19.71 / Ticket)ENVIRONMENTAL FEE 1 $1				
10/15	}1	FUEL RECOVERY FEE	SC168670	8.57	1.00	$29.29
10/15	}1	(8.57% / Ticket)FUEL RECOVERY FEE				

Material / Fee Summary

{1	ENVIRONMENTAL FEE 1	2.00	$39.42
}1	FUEL RECOVERY FEE	2.00	$70.01
AA	MSW	6.89 TN	$816.95

Current	31-60 Days	61-90 Days	Over 90 Days	Total Amount Due
$2,962.20	$2,579.94	$857.29	$0.00	$6,399.43

please return this portion below with your payment. Do not attach check stub.

URBANA TRANSFER STATION - 4555
PO BOX 932899
CLEVELAND, OH 44193
(309) 585-3724

Invoice Date 10/15/2024
Invoice No 4555-000015292
Customer No 4-4555-0001079

Current Charges $926.38
Total Amount Due $6,399.43
Amount Paid: _____

Please write your account number on your check and make payable to:

Please Return Payment to: URBANA TRANSFER STATION - 4555
PO BOX 932899
CLEVELAND, OH 44193

GFL ENVIRONMENTAL
ATTN: ACCOUNTS PAYABLE
PO BOX 9071
PEORIA, IL 61612

PLEASE NOTE OUR REMIT TO ADDRESS HAS CHANGED EFF 6/1/16.

PLEASE RETURN PAYMENT TO PO BOX 932899, CLEVELAND, OH 44193

R-57

URBANA TRANSFER STATION - 4555
PO BOX 932899
CLEVELAND1OH 44693
(840) 308-2354

GFL ENVIRONMENTAL
ATTN: ACCOUNTS PAYABLE
4077 N STERLING
PEORIA1IL , 6, 65

INVOICE

Invoice Date 66/65/2725
Invoice No 4555-777765852
Customer No 4-4555-7776709

Page No Page 6 of 6
Due Date UPON RECEIPT

Current Charges	Total Amount Due
$1,376.38	$10,642.18

Please pay total amount due

Billing Questions? Call (840) 308-2354

Thank you for your business! Please be sure to remit payments to our lockbox address shown on the bottom of the invoice.

Date	Code	Description	Reference	Rate	Quantity	Amount
		Balance forward :				$912, 5.87
		Payments :				$7.77
		Adjustments :				$7.77
		Invoices :				$7.77
66/70	AA	MSW	Y, -662084,	625.33	, .86 TN	$853.57
66/70	{6	ENVIRONMENTAL FEE 6	SC605340	69.06	6.77	$69.06
66/70	{6	($69.06 / Ticket)ENVIRONMENTAL FEE 6 $6				
66/70	}6	FUEL RECOVERY FEE	SC605348	04., 7	6.77	$04., 7
66/70	}6	(8.04% / Ticket)FUEL RECOVERY FEE				
66/67	AA	MSW	Y, -6620925	625.33	2.04 TN	$30, .77
66/67	{6	ENVIRONMENTAL FEE 6	SC605306	69.06	6.77	$69.06
66/67	{6	($69.06 / Ticket)ENVIRONMENTAL FEE 6 $6				
66/67	}6	FUEL RECOVERY FEE	SC605302	32.8,	6.77	$32.8,
66/67	}6	(8.04% / Ticket)FUEL RECOVERY FEE				

Material / Fee Summary

{6	ENVIRONMENTAL FEE 6	2.77	$39.42
}6	FUEL RECOVERY FEE	2.77	$670.4,
AA	MSW	9.55 TN	$61229.57

Current	31-60 Days	61-90 Days	Over 90 Days	Total Amount Due
$, 14, 8.49	$41603., 9	$7.77	$7.77	$671, 42.68

please return this portion below with your payment. Do not attach check stub.

URBANA TRANSFER STATION - 4555
PO BOX 932899
CLEVELAND1OH 44693
(840) 308-2354

Please write your account number on your check and make payable to:

Please Return Payment to: URBANA TRANSFER STATION - 4555
PO BOX 932899
CLEVELAND1OH 44693

Invoice Date 66/65/2725
Invoice No 4555-777765852
Customer No 4-4555-7776709

Current Charges $6130, .38
Total Amount Due $671, 42.68
Amount Paid: _____

GFL ENVIRONMENTAL
ATTN: ACCOUNTS PAYABLE
4077 N STERLING
PEORIA1IL , 6, 65

PLEASE RETURN PAYMENT TO PO BOX 932899, CLEVELAND, OH 44193

R-58

ATTACHMENT 1-B

REPUBLIC SERVICES PROPOSAL FOR BID 2021-20

REPUBLIC SERVICES

February 1, 2021

Carla Murillo
Procurement Manager
City of Bloomington
109 East Washington Street
Bloomington, Illinois 61701

RE: Solid Waste Disposal Services City of Bloomington & Town of Normal
BID #2021 – 20

Dear Carla,

Thank you for the opportunity to offer Solid Waste Disposal Pricing. The attached RFP has been completed in its entirety with requested information and pricing.

This material would be taken to our Bloomington Transfer Station Facility located 2112 W. Washington Street Bloomington, Illinois. This MSW material would be loaded into transfer trailer and then taken to Republic's Livingston County Landfill in Pontiac, Illinois. Each load would be weighed by a certified scale and the driver would receive a ticket with each load.

IEPA Permit #'s:

Bloomington Transfer	113804002
Livingston Landfill	1058210002

Bloomington Transfer Station Hours of Operation:

Monday – Friday 7:00AM – 3:30PM
Saturday – 7:30AM – 11:30PM

Attached:

- Copy of Signed Completed RFP
- Copy of Signed Addendum # 1: January 6, 2021
- Copy of signed Addendum # 2 January 19, 2021
- Copy of Non-Discrimination and Equal Employment Opportunity
- Copy of Anti-Harassment Policy
- Copy of Certificate of Liability Insurance
- Copy of Illinois Environmental Protection Agency Permit #1977-3-DE/OP Bloomington Transfer Station

- Copy of Illinois Environmental Protection Agency Permit Livingston Landfill
- Secretary of State Certificate of Good State Illinois Certification
- Certificate of Secretary

Republic remains committed to providing the City of Bloomington a disposal Facility at our IEPA permitted Bloomington Transfer Facility.

Please feel free to contact me at (309) 275-5498 to further discuss.

Regards,

[redacted]

Dan Winters
General Manager
Republic Services
Central Illinois Business Unit

INVITATION TO BID

BID #2021-20

SOLID WASTE DISPOSAL SERVICES
CITY OF BLOOMINGTON & TOWN OF NORMAL

Mailing Address:	Office of the City Clerk City of Bloomington 109 East Olive Street Bloomington, IL 61701
Contact Person(s):	Robert Yehl Assistant Director of Public Works byehl@cityblm.org Wayne Aldrich Director of Public Works waldrich@normal.org Carla A Murillo Procurement Manager cmurillo@cityblm.org
Bids Due:	**Tuesday, February 2, 2021 @ 1:00 p.m. CT**
Bids Virtually Opened:	**Tuesday, February 2, 2021 @ 2:00 p.m. CT**

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LEGAL NOTICE OF

INVITATION TO BID
CITY OF BLOOMINGTON, ILLINOIS

Sealed bids will be received until **Tuesday, February 2, 2021 at 1:00 p.m. Central Time,** and will be virtually opened on **Tuesday, February 2, 2021 at 2:00 p.m. Central Time**.

Bid #2021-20
Solid Waste Disposal Services
for the City of Bloomington and Town of Normal

We encourage bidders and the public to participate remotely, if possible, by watching/listening to the bid opening remotely via the City's livestream: www.cityblm.org/bidopening.

Bid documents are to be obtained from the City of Bloomington Procurement Division by sending an email to **procurement@cityblm.org.** Respondents must provide their complete name, company name, street address, telephone number, fax number and their email address. Only bidders recorded with the City, as a bona fide plan holder, are eligible for the contract award. Due to the unprecedented situation and the need to limit the community spread of COVID-19, the City of Bloomington is strongly encouraging that all vendors send their sealed bid submissions by USPS or Courier to the City of Bloomington, Attn: Office of the City Clerk-Bid Submissions, 109 East Olive Street, Bloomington, IL, 61701. If you must turn in a bid in person, you may take it to Grossinger Motors Arena, 101 S. Madison, Bloomington IL, outside box office windows on the northwest corner of Front and Madison between 8:00 a.m. and 4:30 p.m., Monday – Friday.

You may not respond with a faxed or electronic bid submission. All bid submissions must be in a sealed envelope with the Bid #2021-20 Solid Waste Disposal Services clearly marked on the outside of the envelope/package. Two (2) original complete bid packets and one (1) copy on a USB drive of the complete bid packet are to be submitted. The City of Bloomington and Town of Normal reserve the right to reject any and all bids and to waive technicalities.

The City of Bloomington and Town of Normal require all bidders doing business with the City not to discriminate on the basis of race, age, color, religion, gender, ancestry, national origin, marital status, mental or physical disability unrelated to ability, familial status or sexual orientation.

A virtual pre-bid meeting will be held on Thursday, January 7, 2021 at 10:30 a.m. central time. All interested parties that wish to attend the virtual pre-bid meeting must send an email request to Bob Yehl (byehl@cityblm.org) **AND** Carla Murillo (cmurillo@cityblm.org) by 5:00 p.m. central time on Tuesday, January 5, 2021. While attendance is not mandatory, it is recommended that all bidders attend, and subcontractors are welcome.

Bids in excess of $10,000 must be accompanied by a Bid guaranty which shall not be less than ten percent (10%) of the amount of the Bid. Bid guaranty may be a cashier's check, money order, certified bank check, or a surety bond. All guaranties, except surety bonds, will be deposited and reimbursement checks and surety bonds will be issued to unsuccessful bidders following the bid award.

Published **Monday, December 21, 2020** Bloomington, Illinois
Carla A Murillo, Procurement Manager

TERMS AND CONDITIONS FOR BIDDERS

BACKGROUND:
The City of Bloomington, incorporated in 1856, is a home rule unit of government under the 1970 Illinois Constitution. The City of Bloomington is located in the heart of Central Illinois, approximately 125 miles southwest of Chicago, 155 miles northeast of St. Louis and 64 miles northeast of Springfield, the State Capital. The City of Bloomington is the County Seat of McLean County, the largest county in Illinois (approximately 762,240 acres). The results of the 2010 Census shows the City now has a population of 76,610 citizens. The economic strength of the City of Bloomington metropolitan area is well diversified with no single dominating industry.

The Town of Normal is a vibrant Midwestern community located in Central Illinois Incorporated in 1867. Normal is the proud home of Illinois State University and the Rivian Automotive plant. In 2010, the United Sates Census Bureau certified Normal's population at 52,497. Residents and visitors enjoy Normal's premier educational institutions, exceptional recreational amenities and a diverse employment base.

The successful bidder will sign individual contracts with the City of Bloomington and the Town of Normal, IL.

BID IDENTIFICATION: Bidders are required to legibly write the bid number, bid name and due date in the lower left corner. Do **not** submit bids by fax or electronically. Bids submitted by fax or electronically cannot be accepted or considered for award. Sealed bids are required.

DEFINITION: "City" shall mean the City of Bloomington, Illinois and the Town of Normal, Illinois.

QUESTIONS: Questions regarding bid/proposal procedures shall be directed to Carla Murillo, Procurement Manager, during regular working hours, telephone 309-434-2277.

Questions regarding the technical nature or performance expectations of the equipment, material, or service in the bid shall be submitted in writing to:

Robert Yehl
Assistant Director of Public Works
byehl@cityblm.org

Wayne Aldrich
Director of Public Works
waldrich@normal.org
309-454-9571

Carla A Murillo
Procurement Manager
cmurillo@cityblm.org
309-434-2277

Questions will be answered in the form of written addenda and provided to all Bidders, as per State of Illinois statutes. Copies of all addenda shall be signed and attached to your bid as proof of receipt.

BID PACKAGE: If you have obtained this bid from the City of Bloomington web site or from a source other than directly from the Procurement Division, you are not on record as a plan holder. The Procurement

Division takes no responsibility to provide addenda to parties not listed by the City as plan holders. It is the bidder's responsibility to check with the Procurement Division prior to submitting your bid to ensure that you have a complete, up-to-date package. The original bid document maintained and on file in the City Clerk's office shall be considered the official "copy". Copies of all addenda shall be attached to the bid document as proof of receipt.

REJECTION OF BIDS: The City reserves the right to reject any and all bids and to waive technicalities and to accept that bid which is to be considered to be in the best interest of the City. Any such decision shall be considered final.

If either municipality does not approve the contract through a joint agreement, then the approved contract will be modified to reflect only the approving municipality. All remaining provisions and pricing of this Contract shall remain in full force and effect.

BID SUBMISSION: Two (2) original complete bid packets and one (1) copy on a USB drive of the complete bid packet are to be submitted. Due to the unprecedented situation and the need to limit the community spread of COVID-19, the City is strongly encouraging that all vendors send their sealed bid submissions by USPS or Courier to the City of Bloomington, Attn: Office of the City Clerk-Bid Submissions, 109 East Olive Street, Bloomington, IL, 61701. If you must turn in a bid in person, you may take it to Grossinger Motors Arena, 101 S. Madison, Bloomington IL, outside box office windows on the northwest corner of Front and Madison between 8:00 a.m. and 4:30 p.m., Monday – Friday.

EX PARTE COMMUNICATION: Please note that to insure the proper and fair evaluation of a proposal or bid, the City prohibits ex parte communication (i.e., unsolicited) initiated by the Bidder to a City Official (i.e. City Aldermen, Mayor, etc.) or Employee evaluating or considering the proposal/bid prior to the time a selection has been made. Communication includes but is not limited to fax, phone calls, email and personal visit. Communication between Bidder and the City shall be directed in writing to the Procurement Manager or designated contact person only. The Procurement Manager will obtain the information or clarification needed. Ex parte communication may be grounds for disqualifying the offending Bidder from consideration or award of the proposal/bid and repeat offenders may be disqualified from future projects.

NO BID: Bidders who are not able to submit a bid for this product/service, but wish to receive bid tabulation or to be assured of remaining on the City's bid list for similar products/services should clearly indicate on the envelope the designation "**NO BID**". Envelopes so marked will not be considered as a formal bid, but the contents will be responded to in the appropriate manner by City staff. The City will issue a purchase order to the successful Bidder.

DELIVERY: F.O.B. Bloomington or Normal, IL FREIGHT PREPAID.
Delivery will be considered in making the award and the bidders shall state, in the spaces provided, expected delivery after receipt of Purchase Order. Failure to meet said delivery promises without prior consent of the City Procurement Manager may be considered a breach of faith.

FULL PRICING AND CONTINGENCIES: Please quote your best net price including delivery and discounts to meet the approval of the City. Prices shall be stated in units of quantity specified. No additional charges shall be passed to the City, including any applicable taxes, delivery or surcharges. Prices quoted shall be the final cost to the City. The City shall hold the successful bidder to the bid pricing. Additional charges for contingencies discovered by the bidder at any time after the date of the opening of this bid may not be considered for payment by the City. All prices and notations shall be in ink or typewritten. Mistakes may be crossed out and corrections made in ink and must be initialed and dated in ink by the person signing the bid. In case of error in the extension of prices, the unit price shall govern.

PAYMENT TERMS: If payment terms are not indicated, terms of NET 30 days shall be applied by the City. Payment terms to apply after receipt of invoice or final acceptance of the products/services, whichever is later. Payment terms offering less than 20 days for payment will not be considered.

BID EVALUATION: Bids will be evaluated and awarded to the lowest responsible, responsive bidder. The quality of the products/services, conformity with the specifications, suitability to the requirements, delivery terms including length of time for delivery, qualifications and references will be taken into consideration in making an award. The City will be the sole judge of acceptability of any products offered.

QUALITY: The scope of work or specification is intended to procure a quality product or service. Quality must be proven to the satisfaction of the City to meet or exceed requirements as set forth in the scope of work. Items shall be manufactured according to the highest traditions of the industry and shall meet all commercial standards of quality. The City will be the sole judge of acceptable products/services. Unacceptable products/services will be rejected and suitable price adjustments be made.

It is the bidder's task to be familiar with the referenced items and to offer only products/services of equal or greater quality. Samples, when requested, must be furnished free of expense, and upon request, if not destroyed, may be returned at the Bidder's risk and expense.

RECOURSE FOR UNSATISFACTORY MATERIALS: Payment shall be contingent upon the City's inspection of and satisfaction with completed work. Any defective work or materials, non-conformance to bid specifications, damaged materials, or unsatisfactory installation shall be corrected to the City's satisfaction by the successful bidder at no additional charge.

INVESTIGATION: Bidders must acquaint themselves with the policies of the City, and may do so by contacting the Procurement Manager. All questions as to the meaning of the scope of work must be resolved prior to the bid submission deadline. It is the Bidder's responsibility to check with the Procurement Division prior to submitting their bid to ensure that they have received all Addenda issued.

PROOF OF LICENSE, PERMIT, ETC.: Bidders must provide proof of conformance with any applicable Federal/State/Local permits, licenses, certifications, etc., as stated in the scope of work/specifications section. It is the Bidder's responsibility to inquire about requirements of performing the job with the requesting department contact person.

BID FORM: This entire package shall be returned complete and intact with all information requested and all questions answered. Failure to do so may be considered grounds for rejection of the bid. The amount of the bid shall be stated on the form(s) provided. Variations from the Specification shall be noted on a separate sheet of paper. If more space is required to furnish a description of the product/service offered or delivery/start terms, the bidder may attach a letter hereto, which will be made a part of the bid.

SPECIFICATION: The Specification may, in some areas, be unique to a particular brand of product or type of service. If this situation exists, equal consideration will be given to all Bidders whose items, in the opinion of the City, meets or exceeds performance in these areas.

ALTERNATES: Trade names are used solely for the purpose of setting minimum standards of quality and performance and are not to be construed as exclusionary. Bidders are encouraged to contact the City Procurement Department prior to the bid opening for the purpose of clarifying specifications.

BRAND NAME, MODEL, SCOPE OF WORK: All Bidders shall include with their bid brand names, models, catalog numbers, and complete information about the items they are offering. **Safety Data Sheets (SDS), are required for all chemical Bids.** Failure to do so may be considered grounds for rejection of the bid.

DEFAULT BY VENDOR: In the event of default by bidder, the City reserves the right to procure the products/services from other sources and hold the bidder liable for any excess costs occasioned thereby. Additionally, a contract shall not be assignable by the Bidder in whole or in part without the written consent of the City.

BID OPENING: Telephone/Fax/Verbal Offers Will Not Be Accepted.
Bids shall be publicly virtually opened and read at the time and date set. It is the responsibility of the bidder to see that the bid is in the Office of the City Clerk, by the specified time and date. The date of the postmark will not be considered. Bids received after the time and date set may be returned unopened to the Bidder. This includes Bids not received as a result of mail delays.

BID BOND: Bids in excess of $10,000 must be accompanied by a Bid guaranty which shall not be less than ten percent (10%) of the amount of the Bid. At the option of the Bidder, the guaranty may be a cashier's check, money order, certified bank check or a surety bond. All guaranties, except surety bonds, will be deposited and reimbursement checks and surety bonds will be issued to unsuccessful bidders following the bid award. The Bid bond shall be secured by a guaranty or a surety company listed in the latest issue of U.S. Treasury Circular 570. The amount of such Bid bond shall be within the maximum amount specified for such Company in said Circular 570. No Bid will be considered complete unless it is accompanied by the required guaranty of a cashier's check, money order, certified bank check made payable to the City of Bloomington; or a surety bond. The Bid guaranty shall insure the execution of the Agreement and the furnishings of the surety bond or bonds by the successful Bidder, all as required by the Contract Documents.

Revised Bids submitted before the opening of Bids, whether forwarded by mail or telegram, if representing an increase in excess of two percent (2%) of the original Bid, must have the Bid guaranty adjusted; accordingly, otherwise the Bid will not be considered.

CANCELLATION: Failure to comply with the terms and conditions as herein stated shall be cause for cancellation of the contract. The City will provide a written notice of unsatisfactory performance and the bidder will be allowed adequate time, typically thirty (30) days, to take corrective action and accomplish satisfactory control. If at the end of the stated time to correct, the City may deem that the bidder performance is still unsatisfactory, the contract may be canceled. The exercise of its right of cancellation shall not limit the City's right to seek any other remedies allowed by law.

WITHDRAWAL OF BID: A bidder may withdraw a bid prior to the deadline for bid submittal by submitting a request for its withdrawal. Bids received after the time for opening bids or received at any place other than the place specified will not be considered. Except as otherwise provided by regulation, all decisions to permit the correction or withdrawal of bids, or to cancel awards or contracts based on bid mistakes, will be submitted in writing and will be supported by a written determination made by the Procurement Manager.

REJECTION OF BIDS, WAIVERS OF IRREGULARITY: The City reserves the right to reject any or all bids, to waive irregularities, and to accept that bid which is considered to be in the best interest of the City. Any such decision shall be final.

PROTESTS: Any actual or prospective bidder who is aggrieved in connection with this bid or award may protest to the City Manager within ten (10) days of the award. The protest must be submitted in writing to the Procurement Division immediately after such aggrieved person knows or should have known of the facts.

LOCAL PREFERENCE POLICY: The City has adopted a Local Preference Purchasing Policy that is applicable in the City's competitive bidding processes, except in situations where external funding sources do not permit local preference purchasing allowances, in situations where the products or services being purchased are available through a cooperative purchasing program, or where waived by the City. Bidders should complete the Local Preference Purchasing Policy Certificate if bidder qualifies as a local bidder under the Policy. The Policy is in place to address, in part, responsiveness and related concerns of the City. After submission, but prior to award, an offeror claiming local preference will be required to submit evidence demonstrating all the criteria for local preference is met.

SECURITY: The bidder represents and warrants to the City that neither it nor any of its principals, shareholders, members, partners or affiliates, as applicable, is a person or an entity named as a Specially Designated National and Blocked Person (as defined in Presidential Executive Order 13224) and that it is not acting, directly or indirectly, for or on behalf of a Specially Designated or Blocked Person. The bidder further represents and warrants to the City that the bidder and its principals, shareholders, members, partners, or affiliates as applicable, are not directly or indirectly, engaged in, and are not facilitating, the transactions contemplated by this Agreement on behalf of any person or entity named as Specially Designated National and Blocked Person. The bidder hereby agrees to defend, indemnify and hold harmless the City, and all City elected or appointed officials, officers, employees, agents, representatives, engineers and attorneys, from and against any and all claims, damages, losses, risks, liabilities, and expenses (including reasonable attorneys' fees and costs) arising from or related to any breach of the foregoing representation and warranties.

PURCHASE EXTENSION: This contract shall be offered for purchases to be made by other governmental units within the State of Illinois as authorized by the Government Joint Purchasing Act. All purchases and payments made under this authority shall be made directly by the governmental unit to the vendor. The City shall not be responsible in any way for such purchase orders or payments. All terms and conditions of this contract shall apply to all purchases placed by another governmental unit.

INDEMNIFICATION: Bidder shall indemnify, defend with counsel approved by City, and hold harmless City, its officers, officials, employees and volunteers from and against all liability, loss, damage, expense, cost (including without limitation reasonable attorney's fees, expert fees and all other costs and fees of litigation) of every nature arising out of or in connection with Bidder's performance of work hereunder or its failure to comply with any of its obligations contained in this Agreement, regardless of City's passive negligence, but excepting such loss or damage which is caused by the sole active negligence or willful misconduct of the City. Should City in its sole discretion find Bidder's legal counsel unacceptable, then Bidder shall reimburse the City its costs of defense, including without limitation reasonable attorney's fees, expert fees and all other costs and fees of litigation. The Bidder shall promptly pay any final judgment rendered against the City (and its officers, officials, employees and volunteers) covered by this indemnity obligation. It is expressly understood and agreed that the foregoing provisions are intended to be as broad and inclusive as is permitted by the law of the State of Illinois and will survive termination of this Agreement.

CITY OF BLOOMINGTON, IL
INSURANCE REQUIREMENTS FOR CONTRACTS

Prior to the commencement of work governed by any contract between the **CITY** and any Third Party, the Third Party shall provide the **CITY** satisfactory evidence of insurance coverage via a valid Certificate of Insurance showing coverage provided by a carrier who has no less than an A- VIII rating with AM Best's Rating. The Certificate must list the **CITY**, its employees, and officials as additional named insured's. The Certificate must also list coverage as primary and non-contributory, include a waiver of subrogation, and include a thirty (30) days cancellation notice.

All coverage, as follows shall be maintained through the life of the contract and include, as a minimum:

General Liability – $2,000,000 per occurrence/$2,000,000 aggregate Bodily Injury and Property Damage

Worker's Compensation – $1,000,000 Each Accident/$1,000,000 Disease-Each Employee/$1,000,000 Disease-Policy Limit

Automobile Liability – $2,000,000 with $5,000 medical payments

Umbrella/Excess Liability – $5,000,000

1) GIFT BAN ACT: I certify that Republic Services of Bloomington (print company name), its officers, employees and agents, have not made any gifts to officers or employees of the City of Bloomington in violation of Illinois Compiled Statutes, 5 ILCS 430/Article 10, State Officers and Employees Ethics Act (commonly known as the "Gift Ban Act"). The Act is available online at: http://www.ilga.gov/legislation/ilcs/ilcs4.asp?DocName=000504300HArt%2E+10&ActID=2529&ChapterID=2&SeqStart=1700000&SeqEnd=2200000 .

I further certify that as a bidder, I have not violated the Bloomington City Code Chapter 2, Administration; Article I, Section 8: Officers and Employees Generally: Section 8a Prohibition on the Solicitation and Acceptance of Gifts; and 8b State Officials and Employees Ethics Act. This section of the Bloomington City Code is available online at https://www.cityblm.org/government/codes-ordinances.

2) Vendor Compliance with Public Act 85-1295: The vendor certifies by signing this statement that this bid is made without prior understanding, agreement or accord with any other person submitting a bid for the same product or service and that this bid is in all respects bona fide, fair and not the result of any act of fraud or collusion with another person engaged in the same line of business or commerce. Furthermore, the firm certifies that it is not barred from bidding on this contract as a result of a conviction for the violation of State laws prohibiting bid-rigging or bid-rotating. Any false statement hereunder constitutes a felony and can result in a fine and imprisonment as well as civil damages. The vendor also understands that failure to sign this statement will make the bid non-responsive and unqualified for award.

3) Insurance: Vendors providing a service or installing equipment on or about City property shall provide to the City evidence of Comprehensive, Liability, and Workman's Compensation insurance prior to commencement of work on City property. The vendor guarantees to save the City, its agents or employees, harmless from liability of any nature or kind, for use of any copyright, composition, secret process, patented or unpatented invention, articles or appliances furnished or used in the performance of the contract, or which the vendor is not the patentee, assignee, or licensee.

Furthermore, the vendor hereby agrees to save and hold harmless and indemnify the City from and against all injury, death, damage, loss, claims and liability caused by or arising out of the performance of this agreement by the Vendor, its employees, agents or sub-vendors. This agreement extends to all claims, of any nature, whether made by the Vendor's employees or third parties.

4) NON-DISCRIMINATION: The City requires all Vendors doing business with the City not to discriminate against anyone on the basis of race, age, color, religion, gender, ancestry, national origin, marital status, mental or physical disability unrelated to ability, familial status or sexual orientation.

Vendors shall comply with the Illinois Human Rights Act, 775 ILCS 5/101 et seq., as amended and any rules and regulations promulgated in accordance therewith, including, but not limited to the Equal Employment Opportunity Clause, Illinois Administrative Code, Title 44, Part 750 (Appendix A), 775 ILCS 5/1-102 and constituting of a written EEO policy and a workforce profile that demonstrates its EEO practices. Furthermore, the Vendor or Vendors shall comply with the Public Works Employment Discrimination Act, 775 ILCS 10/0.01 et seq., as amended. The Vendor or Vendors must have a written sexual harassment policy, which meets Illinois Compiled State Statutes, 775 ILCS, 15/3.

5) EQUAL OPPORTUNITY GUIDELINES: The City requires all Vendors doing business with the City not to discriminate against anyone on the basis of race, age, color, religion, gender, sexual orientation, ancestry, national origin, and non-job-related disabilities. This program was approved by the City Council on May 27, 1974. In accordance with this program, the City shall require that the Vendor or

Vendors be familiar and comply in every respect with the provisions of this program. Information regarding the program may be obtained by contacting the Human Relations Department 309-434-2218.

By signing below, Contractor certifies compliance with each of the five provisions outlined above.

Dan Winters
Print Name & Date

[redacted]
Authorized Signature

American Disposal Services of Illinois, Inc dba Republic Services of Bloomington
Company Name

LOCAL PREFERENCE PURCHASING POLICY CERTIFICATION

The City has adopted a local preference purchasing policy. Under the terms of the policy local bidders may be granted a pre-determined preference in competitive bidding situations. Bids from qualified local bidders may receive the following adjustment to the submitted bid:

1. 5% up to a maximum of $2,500 on bids of $10,000 up to $50,000;
2. 4% up to a maximum of $10,000 on bids of up to $250,000;
3. 3% up to a maximum of $30,000 on bids of up to $1,000,000; and
4. $50,000 on bids of over $1,000,000.

For purposes of comparison and consideration in awarding contracts the preferential discount will be applied to the low bid of all qualified local bidders when determining the lowest responsible bid. The City Council reserves the right to waive or amend the local preference purchasing policy in connection with any bid, when it deems it in the best interest of the citizens of Bloomington and/or Normal.

A Local Bidder is defined as any business that meets all of the following criteria:

1. The business has established and maintained a physical presence within the County of McLean, via the ownership or lease of a building or a portion of a building for a period of not less than 12 consecutive months; and
2. The business employs a minimum of two full time employees at the McLean County location and those employees spend the majority of their work day and work week at the McLean County location; and
3. The business is legally authorized to conduct business within the State of Illinois and the County of McLean.

The undersigned hereby certifies to the City that it is a Local Bidder as defined above and qualifies for the Local Bidder Preference pursuant to the Local Preference Purchasing Policy.

Dan Winters
Print Name & Date

[redacted]
Authorized Signature

American Disposal Services of Illinois, Inc dba Republic Services of Bloomington
Company Name

REFERENCES:
Three (3) references are **required** with your bid. The references shall be from three different sources where you have provided the minimum specifications as required in this bid. Bidder may use the City as one reference if the Bidder has provided this equipment or service to the City since January 1, 2010.

(1.) Company Name: City of Bloomington

Company address: 109 E Olive Street

City: Bloomington State: Illinois Zip: 61701

Company Contact Name or Department: Bob Yale

Company Contact Telephone: 309-434-2225 Fax: 309-434-2201

Company Contact e-mail address: byehl@cityblm.org

(2.) Company Name: Town of Normal

Company address: PO Box 589

City: Normal State: Illinois Zip: 67161

Company Contact Name or Department: Danny Edwards

Company Contact Telephone: 309-454-9715 Fax:

Company Contact e-mail address: dedwards@normal.org

(3.) Company Name: Illinois State University

Company address: Box 9100

City: Normal State: Illinois Zip: 61790

Company Contact Name or Department: Andrew Bennett

Company Contact Telephone: 309-438-5031 Fax:

Company Contact e-mail address: abennet@ilstu.edu

EQUAL EMPLOYMENT OPPORTUNITY

In the event of the bidder's non-compliance with the provisions of this Equal Opportunity Clause, the Illinois Human Rights Act or the Rules and Regulations of the Illinois Department of Human Rights ("Department"), or the City of Bloomington's Contract Compliance Program, the bidder may be declared ineligible for future contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations, including the City of Bloomington, and the contract may be canceled or voided in whole or in part, and such other sanctions or penalties may be imposed or remedies invoked as provided by statute, ordinance or regulation. During the performance of this contract, the bidder agrees as follows:

(1) That it will not discriminate against any employee or applicant for employment because of race, color, religion, gender, sexual orientation, marital status, national origin or ancestry, age, physical or mental disability unrelated to ability, or an unfavorable discharge from military service; and further that it will examine all job classifications to determine if minority persons or women are underutilized and will take appropriate affirmative action to rectify any such under-utilization.

(2) That, if it hires additional employees in order to perform this bidder any portion thereof, it will determine the availability (in accordance with the Department's Rules and Regulations or those of the Human Relations Commission) of minorities and women in the area(s) from which it may reasonably recruit and it will hire for each job classification for which employees are hired in such a way that minorities and women are not underutilized.

(3) That, in all solicitations or advertisements for employees placed by it or on its behalf, it will state that all applicants will be afforded equal opportunity without discrimination because of race, color, religion, gender, sexual orientation, marital status, national origin or ancestry, age, physical or mental disability unrelated to ability, familial status, or an unfavorable discharge from military service.

(4) That it will send to each labor organization or representative of workers with which it has or is bound by a collective bargaining or other agreement or understanding, a notice advising such labor organization or representative of the bidder's obligations under the Illinois Human Rights Act and the Department's Rules and Regulations. If any such labor organization or representative fails or refuses to cooperate with the bidder in its efforts to comply with such Act and Rules and Regulations, the bidder will promptly so notify the Department and Human Relations Commission and the contracting agency and will recruit employees from other sources when necessary to fulfill its obligations thereunder.

(5) That it will submit reports as required by the Department's Rules and Regulations and Human Relations Commission, furnish all relevant information as may from time to time be requested by the Department or the contracting agency, and in all respects comply with the Illinois Human Rights Act and the Department's Rules and Regulations and those of the City of Bloomington's Contract Compliance Program.

(6) That it will permit access to all relevant books, records, accounts and work sites by personnel of the contracting agency and the Department for purposes of investigation to ascertain compliance with the Illinois Human Rights Act and the Department's Rules and Regulations and those of the City of Bloomington's Contract Compliance Program.

(7) That it will include verbatim or by reference the provisions of this clause in every subcontract it awards under which any portion of the contract obligations are undertaken or assumed, so that such provisions will be binding upon such subbidder. In the same manner as with other provisions of this contract, the bidder will be liable for compliance with applicable provisions of this clause by such subbidders; and further it will promptly notify the contracting agency, the Department and the Human Relations Commission in the event any subbidder fails or refuses to comply therewith. In addition, the bidder will not utilize any subbidder declared by the Illinois Human Rights Commission or Human Relation Commission to be ineligible for contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations including the City of Bloomington.

Equal Opportunity Plan
109 E. Olive Street
Bloomington, IL 6170
(309) 434-2215

Failure to properly complete this form and submit with bid or proposal will result in your submission not being considered responsive and result in the denial of eligibility to bid or do business with the City for this project/services/goods. A copy of the Equal Opportunity plan for your firm should be included with this form and Section IV. Certification must be signed and dated.

Section I. Identification

1. Company Name and Address:

Name: American Disposal Services of Illinois

D/b/a: Republic Services of Bloomington

Address: 2112 West Washington Street

City/State/Zip: Bloomington IL 61705

Telephone Number(s) Area Code: 309-585-3715

Check one of the following:

Corporation x	Partnership	Individual Proprietorship	Limited Liability Corp.

2. Name and Address of the Company's Principal Office (answer only if not the same as above).

Name: Republic Services Inc

Address: 18500 Allied Way

City/State/Zip: Phoenix AZ 85054

3. Major activity of your company (product or service):
Waste Removal, Recycling, Transfer Stations, and Landfills

Section II. Policies and Practices

Description of EEO Policies and Practices

A. Is it the Company's policy to recruit, hire, train, upgrade, and discipline persons without regard to race, sex, color, religion, national origin, age, mental and/or physical disability, and sexual orientation?

YES x NO _____

B. Has someone been assigned to develop procedures, which will assure that the EO policy is implemented and enforced by managerial, administrative, and supervisory personnel? If so, please indicate the name and title of the charged with this responsibility.

Name: Elizabeth Duross
Title: Sr Manager, Affirmative Action & Immigration
Telephone: 480-627-2767

C. Has the Company developed a written Equal Opportunity Plan? **Note: A copy of the Equal Opportunity Plan must be submitted with this form in order to be considered eligible to do business with the City.** If you would need technical assistance in developing your plan, please contact the Community Relations Office at: (309) 434-2215.

YES x NO _____

D. Has the Company developed a written policy statement prohibiting Sexual Harassment? Please attach a copy of the policy statement.

YES x NO _____

E. Have all recruitment sources been notified that the Company will consider all qualified applicants without regard to race, color, age, sex, national origin, religion, mental and/or physical disability, or sexual orientation?

YES x NO _____

F. If advertising is used, does it specify that all qualified applicants will be considered for employment without regard to race, color, age, sex, national origin, religion, mental and/or physical disability, or sexual orientation?

YES x NO _____

G. Has the bidder notified all of its sub-bidders of their obligations to comply with the Equal Opportunity requirements either in writing, by inclusion in subbidders or purchase orders?

YES x NO _____

H. Is the Company a state certified minority/female owned business? If yes, please attach a copy of the state certification.

YES _____ NO __X__

I. Does the Company have collective bargaining agreements with labor organizations?

YES _____ NO __X__

J. Has the labor organization been notified of the Company's responsibility to comply with the Equal Employment Opportunity requirements in all contracts by the City of Bloomington?

YES _____ NO __X__

Section III. Employment Information

A. Please complete the company workforce analysis form on the bottom of this page. Use the number of employees as of the most recent payroll period. Be sure to complete all applicable columns.

B. Job Classifications (See descriptions attached)

C. Identify the geographical area(s) from which the company may reasonably recruit employees (use city, county, SMSA, or distance in miles from your company location.

D. If minorities and women are currently under-utilized in your workforce, please attach a copy of an explanation for your plan to recruit and hire minorities and women.

Section IV. Certification

The Company certifies that it has answered all of the foregoing questions truthfully to the best of its knowledge and belief. The Company also agrees that it will comply and abide by the City of Bloomington's Contract Compliance Ordinance and the City of Bloomington Human Relations Ordinance.

[redacted]	Dan Winters, General Manager	217-391-0631	2-1-2021
Signature:	**Print Name & Title**	**Telephone Number**	**Date**

CITY OF BLOOMINGTON
CONTRACT COMPLIANCE
WORKFORCE ANALYSIS

*M = male/F=female

Please See Attached

Job Categories	Overall Totals		White (Not of Hispanic origin)		Black of African American (Not of Hispanic Origin)		Hispanic or Latino		Asian or Pacific Islander		American Indian or Alaskan Native	
	M*	F	M	F	M	F	M	F	M	F	M	F
Officials & Managers												
Professionals												
Technicians												
Office & Clerical												
Craft Workers (skilled)												
Operatives (semi-skilled)												
Laborers (unskilled)												
Service Workers												
TOTAL												

Name of person that compiled the above data: Elizabeth Duross

JOB CATEGORIES	Overall Totals		White (Not of Hispanic orgin)		Black or African American (Not of Hispanic Orgin)		Hispanic or Latino		Asian or Pacific Islander		American Indian or Alaska Native	
	M	F	M	F	M	F	M	F	M	F	M	F
Officals & Managers	3	0	2	0	1	0	0	0	0	0	0	0
Professionals	0	1	1	0	0	0	0	0	0	0	0	0
Technicians	0	0	0	0	0	0	0	0	0	0	0	0
Office & Clerical	0	2	0	2	0	0	0	0	0	0	0	0
Craft Workers	3	0	0	0	3	0	0	0	0	0	0	0
Operators	13	0	11	0	1	0	1	0	0	0	0	0
Laborers & Helpers	0	0	0	0	0	0	0	0	0	0	0	0
Service Workers	0	0	0	0	0	0	0	0	0	0	0	0
Total	**19**	**3**	**14**	**2**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

BID #2021-20 – SPECIFICATIONS
SOLID WASTE DISPOSAL SERVICES
CITY OF BLOOMINGTON & TOWN OF NORMAL

SCOPE OF WORK:
The City of Bloomington and the Town of Normal (Collectively "the City") are soliciting bids for solid waste disposal at a licensed solid waste facility.

OPERATIONAL INFORMATION:

Volume of refuse, recycling, bulk the two communities have disposed of in the last five (5) years.

Normal:

Calendar Year	Total Bulk Tons	Curbside Recycle Tons	Curbside Garbage Tons
2015	4,087	1,769	8,432
2016	3,836	1,829	8,752
2017	3,763	1,792	8,650
2018	3,679	1,876	8,577
2019	4,059	1,825	8,710
2020*	3,477	1,782	8,222
*Through 12/2/2020			

Bloomington:

Fiscal Year	Total Bulk Tons	Curbside Recycle Tons	Curbside Garbage Tons
FY 2016	4,789	4,923	15,964
FY 2017	4,390	4,795	16,102
FY 2018	3,741	4,724	16,360
FY 2019	4,142	4,395	15,157
FY 2020	5,444	5,081	15,192

Operating hours per day/week.
Normal: 6.5 hours per day per five trucks.
Bloomington: 5 days per week, 9 to 10 automated trucks per day (6 garbage and 3 to 4 recycling); 1 rear packer is used two days per week.

House count for each community.
Normal: 11,060
Bloomington: Approximately 23,100

Historical extended hours requests.
Neither the Town of Normal nor the City of Bloomington have requested extended hours in the past.

Tons per load.
Bloomington and Normal: Variable – garbage loads are 10 to 12 tons average and recycle loads are 4 and 6 tons average.

Trucks used by each community.
Normal: 3 for solid waste and 2 curbside recycle.
Bloomington: 9 to 10 automated trucks per day (6 garbage and 3 to 4 recycling); 1 rear packer is used two days per week.

Number of times each truck dumps per day.
Normal: 2 times.
Bloomington: Depends, between 1 and 2 per day.

SPECIFICATIONS:

1. Contractor will own/operate an appropriately licensed solid waste facility within a ten (10) mile radius of the intersection of Main and Division Streets and accept Refuse for disposal with the exception of certain hazardous, special and other wastes as set forth later in this Agreement.

2. The City will assume responsibility for the collection of Refuse generated within the City limits, and the City wishes to dispose of some, or all of the Refuse generated within the City at the above referenced licensed solid waste facility.

3. **Performance by Contractor:**
The performance and obligations of Contractor hereunder shall be termed the "Work", shall include the following:

   a. **Acceptance by Contractor:**
   Contractor shall accept for disposal, at its licensed solid waste facility all Refuse, as defined by the Bloomington City Code and Normal Town Code (the "Refuse"), collected by the City, its agents and employees for the consideration hereinafter set forth which the City shall transport to the licensed solid waste facility subject to the exceptions set forth hereafter. The Refuse may include solid waste collected from buildings owned by the City, public litter receptacles, and all other items of whatsoever kind or nature except hazardous wastes as defined by Federal law, special wastes as defined by the State of Illinois, white goods, tires, landscape waste, lead/acid batteries, asbestos containing materials, or any other materials which at this time or in the future may not be disposed in a licensed solid waste facility pursuant to Federal or State statutes, rules or regulations. Contractor retains the right to refuse or reject after acceptance any loads containing any materials described above. The Contractor shall immediately notify the City if the Contractor believes the Refuse is contaminated with materials that cannot be processed by the Contractor under their applicable permits.

   b. **Compliance with Laws:**
   Contractor shall, during the term of this contract or any extensions or renewals thereof, fully comply with all Federal, State and local laws, statues, ordinances, rules and regulations which in any manner control, affect or relate to the Work or the ownership, operation and/or maintenance of a licensed solid waste facility in the State of Illinois, its operating permit, and the performances, obligations, operations or conduct of the Work hereunder, including all laws, statutes, ordinances, rules and regulations which are subsequently enacted. City shall have the right to request and receive verification from Contractor of its compliance with the provisions of this paragraph; to the extent Contractor is reasonably able to provide such verifications.

c. **Permits and Licenses:**
Contractor is responsible for abiding by all Environmental Protection Agency and Illinois Environmental Protection Agency regulations and requirements for acceptance, use, and disposal of the material defined within this bid and maintaining all necessary permits, including those required to own, operate and / or maintain the licensed solid waste facility. Contractor must submit copies of all permits relative to this bid with their bid submission.

d. **Operating Time:**
Contractor shall accept Refuse from the City at the licensed solid waste facility during the following days and times:

Labor Day to Memorial Day (Except Christmas Day) –
Monday through Friday - 7:00 AM to 3:30 PM

Memorial Day to Labor Day -
Monday through Friday - 6:00 AM to 3:30 PM

e. **Continued Operation:**
During the entire term of this contract, Contractor will maintain a licensed solid waste facility within a ten (10) mile radius of the intersection of Main and Division Streets.

f. **Site Operations:**
The solid waste facility shall provide a hard surface (concrete or asphalt) drop off location within the licensed solid waste facility for the City to dispose of Refuse.

The Contractor must provide sufficient staff and equipment to keep delays to the waste collection delivery vehicles to a minimum. The maximum waiting time for any deliverer must not exceed 30 minutes.

g. **Indemnification:**
Contactor agrees to indemnify and hold the City harmless from and against any loss, damage, or claim (including reasonable attorneys' fees) resulting from or arising out of the negligent acts or omissions of Contractor in the performance of its obligations under this agreement.

4. **Performance by the City:**

a. **Delivery by the City:**
The City will deliver for disposal at the licensed solid waste facility some or all Refuse collected by the City, its agents, and employees during the term of this agreement.

b. **Permits and Licenses:**
The City shall obtain and maintain all permits, licenses and approvals required by any regulatory or statutory authority necessary for it to transport Refuse to Contractor, and will comply with the provisions contained within the Contractor's operating permit and all reasonable rules and regulations promulgated by Contractor relating to receipt and disposal of Refuse.

c. **Compliance with Rules:**
Drivers working for the City will obey posted speed and traffic control signs. Refuse will be disposed of at the location and in the manner directed by the Contractor's managers or its supervisors.

d. **Indemnification:**
The City agrees to indemnify and hold the Contractor harmless from and against loss, damage, or claim (including reasonable attorneys' fees) resulting from or arising out of the negligent acts or omissions of City in the performance of its obligations under this Agreement.

5. **Assignment:**
In the event that the City discontinues using its own employees to collect the City's Refuse and contracts for all such work with a third party, including the issuance of any franchise therefore, then the City shall assign this Agreement to such contractor or franchisee and shall require such contractor or franchisee to comply with all obligations contained in the Agreement during the remaining term thereof. In such event, Contractor shall charge the City for all Refuse delivered by such contractor or franchisee at the same rate as set forth herein. Any such assignment shall not be deemed to be a cause to terminate this Agreement.

6. **Term:**

a. This Agreement shall be for an initial period of two (2) years, commencing on March 1, 2021, and will be automatically renewed for up to five (5) additional periods of one (1) year each unless either party gives ninety (90) days written notice to the other prior to the expiration date of the original term or any renewal period. All terms, conditions, covenants and agreements set forth herein shall be applicable to any extension or renewal of this Agreement, except that the parties will negotiate in good faith mutually acceptable rates to be paid by the City during any renewal periods.

b. This Agreement shall be subject to cancellation in the event either party is guilty of material breach of this Agreement; provided, however, that the Agreement may not be cancelled if the breaching party cures the breach within thirty days of receipt of written notice from the other party; provided further, if the breach is of such a nature that it is impossible to cure within such thirty day period, the Agreement may not be cancelled so long as the breaching party continues to diligently pursue a cure, unless such breach relates to the inability of Contractor to accept Refuse at the licensed solid waste facility as a result of the cancellation or suspension of its permit by the Illinois Environmental Protection Agency.

7. **Compensation:**

a. In consideration for the Work, the City agrees to pay Contractor the appropriate rate set forth herein for each ton of Refuse delivered to the licensed solid waste facility. The Rate shall apply regardless of whether the Refuse delivered by the City to Contractor is loose or compacted. The City agrees that any delivery of Refuse by the City to Contractor shall be deemed to be at least one (1) ton per vehicle. The Contractor shall operate an onsite certified truck scale capable of recording the Refuse delivered to the hundredth of a ton for each load delivered.

b. Whenever the licensed solid waste facility remains open past closing time solely because of a request of the City, the City shall pay Contractor an hourly rate for any actual time the facility remains open; provided, however, that this charge shall not be applied if the reason the City requested the facility to remain open was to dispose of Refuse resulting from fires, floods, explosion, accidents, weather or Acts of God.

c. At no time during the term of this Agreement, including any renewal term, shall any fine or penalty entered against Contractor for any breach or violation of any Federal, State or local law, statue, ordinance, rule or regulation, be passed through to the City.

d. Contractor shall invoice the City of Bloomington and Town of Normal separately for Refuse delivered to the licensed solid waste facility, at least monthly, for the total quantity of Refuse delivered to the facilities covered by this Agreement. The invoices shall include each load accepted at the facility, recorded, and billed to the hundredth of ton based on the onsite certified truck scale.

e. All invoices sent to the City, by the Contractor, shall be paid within thirty (30) days after approved by the City Council, provided, however, in the event of any dispute as to any invoice, the City will pay the amount that is not in dispute, and will undertake discussions and negotiation with Contractor to resolve any discrepancy or dispute in any invoice, and shall, upon resolution of any discrepancy or dispute, pay said agreed upon amount as soon as reasonably possible. In order to enable the parties to reach a resolution of any discrepancy or dispute, Contractor shall maintain records indicating, in sufficient detail, dates, truck numbers, amounts, tonnages, etc. including in each invoice and shall make available such records to the City in the event of any discrepancy or dispute concerning any invoice.

8. **Specific Performance:**
The parties hereto agree that substitute performance of the Work will be difficult or impossible to obtain without undue hardship or extreme expense to either party, and in the event Contractor or the City fails or Refuses to perform the Work hereunder, the parties hereto agree that the other party has an inadequate remedy at law. Therefore, Contractor or the City may be compelled to specifically perform the Work under this Agreement.

8. **Independent Contractor:**
It is understood and agreed that Contractor is an independent Contractor.

9. **Other Refuse Collected:**
The City shall retain the right to dispose of "other" Refuse, spoil, bulky waste, leaves, grass, brush, recyclables as is determined to be in the best interest of the City.

BID FORM

BID #2021-20

SOLID WASTE DISPOSAL SERVICES FOR THE CITY OF BLOOMINGTON AND THE TOWN OF NORMAL

The offeror agrees to contract with the City of Bloomington and Town of Normal to provide all necessary labor, supervision, machinery, tools, apparatus, documents and any other means to do all the work and furnish all the materials specified in the proposal in the manner and time therein as set forth by the proposer and that the proposer will take in full payment the amount set forth hereon. The cost of all labor, material, and equipment necessary for the completion of the proposed work, even though not shown or specified, shall be included in the total price for the various items shown herein.

The offeror certifies by signature below that it has not been barred from contracting with a unit of State or Local government in the State of Illinois as a result of a violation of Section 33E-3 or 33E-4 of the Criminal Code of 1961, as amended.

We further agree to complete all of the above work in a complete, neat, and workmanlike manner, and to abide by all Environmental Protection Agency and Illinois Environmental Protection Agency regulations and requirements for Refuse disposal services and maintaining all necessary permits.

DESCRIPTION	AMOUNT	
Solid Waste Disposal (3/1/2021 to 2/28/2023)	$ 56.29	per Ton
After Hours Operation (3/1/2021 to 2/28/2023)	$ 35.00	per hour - per person
Cost for Five (5) Year Period After Expiration of Original Agreement		
Solid Waste Disposal (3/1/2023 to 2/29/2024)	$ 57.98	per Ton
Solid Waste Disposal (3/1/2024 to 2/28/2025)	$ 59.72	per Ton
Solid Waste Disposal (3/1/2025 to 2/28/2026)	$ 61.51	per Ton
Solid Waste Disposal (3/1/2026 to 2/28/2027)	$ 63.36	per Ton
Solid Waste Disposal (3/1/2027 to 2/29/2028)	$ 65.26	per Ton
After Hours Operation (3/1/2023 to 2/29/2024)	$ 35.00	per hour - per person
After Hours Operation (3/1/2024 to 2/28/2025)	$ 35.00	per hour - per person
After Hours Operation (3/1/2025 to 2/28/2026)	$ 35.00	per hour - per person
After Hours Operation (3/1/2026 to 2/28/2027)	$ 35.00	per hour - per person
After Hours Operation (3/1/2027 to 2/29/2028)	$ 35.00	per hour - per person

Site Address: 2112 W Washington, Bloomington IL 61705

Bidder certifies by signature below they maintain all necessary permits relative and legally authorized to take and accept delivery of the materials subject to the bid.

The undersigned understands that any condition above, clarification made to the above, or information submitted on or with this form other than requested may render this bid unresponsive.

Republic Services of Bloomington	[redacted]
Firm	Authorized Signature
2112 West Washington St	Bloomington IL 61705
Address	City State Zip
217-391-0631	2-1-2021
Phone Number	Date

Email Address: dwinters@republicservices.com

BID CHECKLIST:

1. Return the ***entire*** packet – not just your response

2. Sign and Attach all addenda if any were issued

3. Sign and date all required forms

4. Include a copy of your certificate of insurance for your business and any other required certificates, permits, etc. Bidder **must** submit copies of all permits, including Environmental Protection Agency and Illinois Environmental Protection Agency relative to this bid with their submission packet(s).

5. Seal the envelope and attach the label or print in the lower left corner of the outer envelope the bid name and date due

6. Submit two (2) original complete bid packets and one (1) copy on a USB drive of the complete bid packet are to be submitted.

7. Bid Bond

8. Anything relative to this bid

TENTATIVE BID SCHEDULE:

A. The following projected timetable should be used as a working guide for planning purposes. The City reserves the right to adjust this timetable as required during the course of the bid process.

Action – Solid Waste #2021-20	Due Date	Due Time
BID Released	**Monday, December 21, 2020**	**8:00 a.m. Central Time**
Virtual Pre-Bid Meeting	**Thursday, January 7, 2021**	**10:30 a.m. Central Time**
Questions Due to City	**Thursday, January 14, 2021**	**3:00 p.m. Central Time**
Response from City	**Thursday, January 21, 2021**	**3:00 p.m. Central Time**
BIDS Due	**Tuesday, February 2, 2021**	**1:00 p.m. Central Time**
Bids Virtually Opened	**Tuesday, February 2, 2021**	**2:00 p.m. Central Time**

B. Questions will be answered in the form of written addenda and provided to all Bidders, as per State of Illinois statutes. Submit questions regarding the bid in writing to Bob Yehl, Assistant Public Works Director, at **byehl@cityblm.org** , Wayne Aldrich, Public Works Director, at **waldrich@normal.org** , **and** Carla Murillo, Procurement Manager, at **cmurillo@cityblm.org** **no later than 3:00 P.M, Central Time, on Thursday, January 14, 2021.**

CONTRACT WITH

FOR
Solid Waste Disposal Services

THIS AGREEMENT, dated this ____ day of _____, 2020, is between the City of Bloomington (hereinafter "CITY") and (hereinafter "CONTRACTOR").

NOW THEREFORE, the parties agree as follows:

Section 1. **Recitals.** The recitals set forth above are incorporated into this Section 1 as if specifically stated herein.

Section 2. **Incorporation of Bid/RFP/RFQ & Proposal Terms.** This work was subject to the following procurement initiative by the CITY:
Bid #2021-20 Solid Waste Disposal Services (hereinafter "Request")

Accordingly, the provisions of the Request and the proposal submitted by CONTRACTOR (hereinafter collectively referred to as "Procurement Documents" and attached as Exhibit A), shall be incorporated into this Contract and made a part thereof and shall be considered additional contractual requirements that must be met by CONTRACTOR. In the event of a direct conflict between the provisions of this contract and the incorporated documents, the provisions of this contract shall apply.

Section 3. **Description of Services.** CONTRACTOR shall provide the services/work identified in the Procurement Documents, and specifically as follows: The City of Bloomington and the Town of Normal (collectively "the City") are soliciting bids for solid waste disposal at a licensed solid waste facility.

Section 4. **Payment.** For the work performed by CONTRACTOR under this Contract, the CITY shall pay CONTRACTOR one of the following:

☐ A flat fee of $_____ as set forth in the Procurement Documents.

☑ Fees as set forth in the Procurement Documents.

Section 5. **Default and Termination.** Either party shall be in default if it fails to perform all or any part of this Contract. If either party is in default, the other party may terminate this Contract upon giving written notice of such termination to the party in default. Such notice shall be in writing and provided thirty (30) days prior to termination. The non-defaulting party shall be entitled to all remedies, whether in law or equity, upon the default or a violation of this Contract. In addition, the prevailing party shall be entitled to reimbursement of attorney's fees and court costs.

Section 6. **Representations of Vendor.** CONTRACTOR hereby represents it is legally able to perform the work that is subject to this Contract.

Section 7. **Assignment.** Neither party may assign this Contract, or the proceeds thereof, without written consent of the other party.

Section 8. **Compliance with Laws.** CONTRACTOR agrees that any and all work by CONTRACTOR shall at all times comply with all laws, ordinances, statutes and governmental rules, regulations and codes.

Section 9. **Compliance with FOIA Requirements.** CONTRACTOR further explicitly agrees to furnish all records related to this Contract and any documentation related to CITY required under an Illinois Freedom of Information Act (ILCS 140/1 et. seq.) ("FOIA") request within five (5) business days after CITY issues notice of such request to CONTRACTOR. CONTRACTOR agrees to not apply any costs or charge any fees to the CITY regarding the procurement of records required pursuant to a FOIA request. CONTRACTOR shall be responsible for any damages/penalties assessed to CITY for CONTRACTOR'S failure to furnish all documentation in CONTRACTOR'S possession responsive and related to a request within five (5) days after CITY issues a notice of a request.

Section 10. **Governing Law.** This Agreement shall be governed by and interpreted pursuant to the laws of the State of Illinois.

Section 11. **Joint Drafting.** The parties expressly agree that this agreement was jointly drafted, and that both had opportunity to negotiate its terms and to obtain the assistance of counsel in reviewing it terms prior to execution. Therefore, this agreement shall be construed neither against nor in favor of either party, but shall construed in a neutral manner.

Section 12. **Attorney Fees.** In the event that any action is filed in relation to this agreement, the unsuccessful party in the action shall pay to the successful party, in addition to all the sums that either party may be called on to pay, a reasonable sum for the successful party's attorneys' fees.

Section 13. **Paragraph Headings.** The titles to the paragraphs of this agreement are solely for the convenience of the parties and shall not be used to explain, modify, simplify, or aid in the interpretation of the provisions of this agreement.

Section 14. **Counterparts.** This agreement may be executed in any number of counterparts, each of which shall be deemed to be an original, but all of which together shall constitute the same instrument.

CITY OF BLOOMINGTON

By: _____ By: _____

Its City Manager Its_____

ATTEST:

By: _____ By: _____

City Clerk Its_____

ADDENDUM NUMBER 1: January 6, 2021

BID #2021-20
Solid Waste Disposal Services
City of Bloomington & Town of Normal

1. **Please see Exhibit A for updated specifications.**

Republic Services Bloomington TS [redacted]
Firm Authorized Signature

2-1-2021
Date

PLEASE NOTE: Failure to return the signed addendum with your sealed bid may result in disqualification.

Carla A Murillo, Procurement Manager
1/6/2021

EXHIBIT A

BID #2021-20 – UPDATED SPECIFICATIONS
ADDENDUM #1 – EXHIBIT A
SOLID WASTE DISPOSAL SERVICES
CITY OF BLOOMINGTON & TOWN OF NORMAL

SCOPE OF WORK:
The City of Bloomington and the Town of Normal (Collectively "the City") are soliciting bids for solid waste disposal at a licensed solid waste facility. The communities are seeking an initial agreement for two (2) years commencing on March 2, 2021 with automatic renewal for up to five (5) additional periods of one (1) year each as set forth below in the term section. The successful bidder will sign individual contracts with the City of Bloomington and the Town of Normal.

DEFINITIONS:

Refuse – may include solid waste collected from buildings owned by the City, public litter receptacles, garbage, rubbish, ashes, brush, construction, demolition wastes and all other items of whatsoever kind or nature excluding hazardous wastes as defined by Federal law, special wastes as defined by the State of Illinois, white goods, tires, landscape waste, lead/acid batteries, asbestos containing material, or any other materials which at this time or in the future may not be disposed in a licensed solid waste facility pursuant to Federal or State statutes, rule or regulations.

Facility – transfer or landfill location operating with the required Federal, State, and Local permits and meets all Illinois Environmental Protection Agency regulations and requirements for acceptance, use and disposal of refuse. In addition, the facility is within a ten (10) mile radius of the intersection of Main and Division Streets and has a hard surface (concrete or asphalt) for drop off.

Other Refuse - spoil, bulky waste, leaves, grass, brush, and recyclables.

OPERATIONAL INFORMATION:

Volume of refuse, recycling, bulk the two communities have disposed of in the last five (5) years.

Normal:

Calendar Year	Total Bulk Tons	Curbside Recycle Tons	Curbside Garbage Tons
2015	4,087	1,769	8,432
2016	3,836	1,829	8,752
2017	3,763	1,792	8,650
2018	3,679	1,876	8,577
2019	4,059	1,825	8,710
2020*	3,477	1,782	8,222
*Through 12/2/2020			

Bloomington:

Fiscal Year	Total Bulk Tons	Curbside Recycle Tons	Curbside Garbage Tons
FY 2016	4,789	4,923	15,964
FY 2017	4,390	4,795	16,102
FY 2018	3,741	4,724	16,360
FY 2019	4,142	4,395	15,157
FY 2020	5,444	5,081	15,192

Operating hours per day/week.
Normal: 6.5 hours per day per five trucks.
Bloomington: 5 days per week, 9 to 10 automated trucks per day (6 garbage and 3 to 4 recycling); 1 rear packer is used two days per week.

House count for each community.
Normal: 11,060
Bloomington: Approximately 23,100

Historical extended hours requests.
Neither the Town of Normal nor the City of Bloomington have requested extended hours in the past.

Tons per load.
Bloomington and Normal: Variable – garbage loads are 10 to 12 tons average and recycle loads are 4 and 6 tons average.

Trucks used by each community.
Normal: 3 for solid waste and 2 curbside recycle.
Bloomington: 9 to 10 automated trucks per day (6 garbage and 3 to 4 recycling); 1 rear packer is used two days per week.

Number of times each truck dumps per day.
Normal: 2 times.
Bloomington: Depends, between 1 and 2 per day.

SPECIFICATIONS:

1. Contractor will operate an appropriately licensed Facility within a ten (10) mile radius of the intersection of Main and Division Streets and accept Refuse for disposal with the exception of certain hazardous, special and other wastes as set forth in the definition of Refuse.

2. The City will assume responsibility for the collection of Refuse generated within the City limits, and the City wishes to dispose of some, or all of the Refuse generated within the City at the above referenced Facility.

3. **Obligation of the Contractor:**

   a. **Acceptance by Contractor:**
   Contractor shall accept for disposal, at its Facility all Refuse, as defined, collected by the City, its agents and employees for the consideration hereinafter set forth which the City shall transport to the Facility subject to the exceptions set forth in the Refuse definition. Contractor retains the right to refuse or reject before or after acceptance any loads containing any materials excluded in the Refuse definition. The Contractor shall immediately notify the City if the Contractor believes the Refuse is contaminated with materials that cannot be processed by the Contractor under their applicable permits.

   b. **Compliance with Laws:**
   Contractor shall fully comply with all Federal, State and local laws, statues, ordinances, rules and regulations which in any manner control, affect or relate to the acceptance of Refuse or the ownership, operation and/or maintenance of a Facility in the State of Illinois, its operating permit, and the performances, obligations, operations or conduct hereunder, including all laws, statutes, ordinances, rules and regulations which are subsequently enacted. City shall have the right to request and receive verification from Contractor of its compliance with the provisions of this paragraph. Contractor is responsible for abiding by all Environmental Protection Agency and Illinois Environmental Protection Agency regulations and requirements for acceptance, use, and disposal of the material defined within this bid and maintaining all necessary permits, including those required to own, operate and/or maintain the Facility. Contractor must submit copies of all permits relative to this bid with their bid submission.

   c. **Operating Time:**
   Contractor shall accept for disposal, Refuse from the City at the Facility during the following days and times:

   Labor Day to Memorial Day (Except Christmas Day) –
   Monday through Friday - 7:00 AM to 3:30 PM

   Memorial Day to Labor Day -
   Monday through Friday - 6:00 AM to 3:30 PM

   d. **Continued Operation:**
   During the entire term of this contract, Contractor will maintain a licensed Facility within a ten (10) mile radius of the intersection of Main and Division Streets.

e. **Site Operations:**
The Facility shall provide a hard surface (concrete or asphalt) drop off location within the Facility for the City for the acceptance of disposal of Refuse.

The Contractor must provide sufficient staff and equipment to keep delays to the waste collection delivery vehicles to a minimum. The maximum waiting time for any deliverer must not exceed 30 minutes.

f. **Indemnification:**
To the fullest extent permitted by law, Contractor shall indemnify and hold harmless the City, its officers, officials, agents, and employees from claims, demands, causes of action, and liabilities of every kind and nature whatsoever arising out of or in connection with Contractor's operations performed under this Agreement, except for loss, damage, or expense arising from the sole gross negligence or willful misconduct of the City or the City's agents, servants, or independent contractors who are directly responsible to the City. This indemnification shall extend to all claims occurring after this Agreement is terminated as well as while it is in force. The indemnity shall apply regardless of any concurrent negligence, whether active or passive, of the City or the City's officers, officials, agents, employees, or any other persons or entities. The indemnity set forth in this section shall not be limited by insurance requirements or by any other provision of this Agreement.

4. Performance by the City:

a. **Delivery by the City:**
The City will deliver Refuse for acceptance of disposal to the Facility some or all Refuse collected by the City, its agents, and employees during the term of this agreement.

b. **Permits and Licenses:**
The City shall obtain and maintain all permits, licenses and approvals required by any regulatory or statutory authority necessary for it to transport Refuse to Contractor, and will comply with the provisions contained within the Contractor's operating permit and all reasonable rules and regulations promulgated by Contractor relating to receipt and acceptance for disposal of Refuse.

c. **Compliance with Rules:**
Drivers working for the City will obey posted speed and traffic control signs at the Facility. Refuse will be accepted for disposal at the Facility and in the manner directed by the Contractor's managers or its supervisors.

5. Assignment:

In the event that the City discontinues using its own employees to collect the City's Refuse and contracts for all such work with a third party, including the issuance of any franchise therefore, then the City shall assign this Agreement to such contractor or franchisee and shall require such contractor or franchisee to comply with all obligations contained in the Agreement during the remaining term thereof. In such event, Contractor shall charge the City for all Refuse delivered by such contractor or franchisee at the same rate as set forth herein. Any such assignment shall not be deemed to be a cause to terminate this Agreement.

6. **Term:**

a. This Agreement shall be for an initial period of two (2) years, commencing on March 1, 2021, and will be automatically renewed for up to five (5) additional periods of one (1) year each unless either party gives ninety (90) days written notice to the other prior to the expiration date of the original term or any renewal period. All terms, conditions, covenants and agreements set forth herein shall be applicable to any extension or renewal of this Agreement, except that the parties will negotiate in good faith mutually acceptable rates to be paid by the City during any renewal periods.

b. This Agreement shall be subject to cancellation in the event either party is guilty of material breach of this Agreement or the inability of Contractor to accept Refuse at the Facility as a result of the cancellation or suspension of its permit by the Illinois Environmental Protection Agency.

7. **Compensation:**

a. The City agrees to pay Contractor the appropriate rate set forth herein for each ton of Refuse accepted for disposal to the Facility. The rate shall apply regardless of whether the Refuse delivered by the City to Contractor is loose or compacted. The City agrees that any delivery of acceptance for disposal of Refuse by the City to Contractor shall be deemed to be at least one (1) ton per vehicle. The Contractor shall operate an onsite certified truck scale capable of recording the Refuse delivered to the hundredth of a ton for each load delivered.

b. Whenever the Facility remains open past closing time solely because of a request of the City, the City shall pay Contractor an hourly rate for any actual time the Facility remains open; provided, however, that this charge shall not be applied if the reason the City requested the Facility to remain open was to dispose of Refuse resulting from fires, floods, explosion, accidents, weather or Acts of God.

c. At no time during the term of this Agreement, including any renewal term, shall any fine or penalty entered against Contractor for any breach or violation of any Federal, State or local law, statue, ordinance, rule or regulation, be passed through to the City.

d. Contractor shall invoice the City of Bloomington and Town of Normal separately for Refuse accepted for disposal to the Facility, at least monthly, for the total quantity of each municipality separately of Refuse delivered to the Facilities covered by this Agreement. The invoices shall include each load accepted at the Facility, recorded, and billed to the hundredth of ton based on the onsite certified truck scale.

e. All separated invoices sent to the City of Bloomington and Town of Normal, by the Contractor, shall be paid within thirty (30) days after approved by the City Council, provided, however, in the event of any dispute as to any invoice, the City of Bloomington or the Town of Normal will pay the amount that is not in dispute, and will undertake discussions and negotiation with Contractor separately to resolve any discrepancy or dispute in any invoice, and shall, upon resolution of any discrepancy or dispute, pay said agreed upon amount as soon as reasonably possible. In order to enable the parties to reach a resolution of any discrepancy or dispute, Contractor shall maintain records indicating, in sufficient detail, dates, truck numbers, amounts, tonnages, etc. including in each invoice and shall make available such records to the City of Bloomington or Town of Normal in the event of any discrepancy or dispute concerning any invoice.

8. **Specific Performance:**

The parties hereto agree that substitute performance will be difficult or impossible to obtain without undue hardship or extreme expense to either party, and in the event Contractor or the City fails or refuses to perform their duties hereunder, the parties hereto agree that the other party has an inadequate remedy at law. Therefore, Contractor or the City may be compelled to specifically perform their duties under this Agreement.

9. **Independent Contractor:**

It is understood and agreed that Contractor is an independent Contractor.

10. **Other Refuse Collected:**

The City shall retain the right to dispose of Other Refuse as is determined to be in the best interest of the City.

ADDENDUM NUMBER 2: January 19, 2021

BID #2021-20
Solid Waste Disposal Services
City of Bloomington & Town of Normal

1. **Please see Exhibit A for the Agenda Minutes from pre-bid meeting.**
2. **Please see Exhibit B for the pre-bid attendance record.**
3. **Please see Exhibit C for the planholder's list.**
4. **Is bulk waste included with solid waste in this bid?**
   Bulk waste is defined under Other Refuse in the updated specifications and both the City of Bloomington and Town of Normal have the option of including this bulk waste or taking it to another location.
5. **Who currently is under contract for bulk waste?**
   For both the City of Bloomington and Town of Normal, Henson Disposal Inc. is contracted for bulk waste.
6. **Is bulk waste included in the Operational Information section volumes for the City of Bloomington and Town or Normal?**
   No.
7. **Please provide the City of Bloomington and Town of Normal current bulk waste contracts.**
   See Exhibit D.
8. **Would an alternative bid proposal be considered?**
   Please submit an original bid as stated in the specifications and a separate bid packet with the alternate bid.
9. **Bidders and public are encouraged to participate remotely, if possible, by watching/listening to the bid opening remotely via the City's live stream: www.cityblm.org/bidopening at 2:00 p.m. Central Time on Tuesday, February 2, 2021.**

Republic Services Bloomington TS
Firm

[redacted]
Authorized Signature

2-1-2021
Date

PLEASE NOTE: Failure to return the signed addendum with your sealed bid may result in disqualification.

Carla A Murillo, Procurement Manager
1/19/2021

ATTACHMENT 1-C

LETTERS OF SUPPORT

Advanced Filtration Systems Inc.

3206 Farber Drive

Champaign, IL 61822

Date – 9-11-2025

RE: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

I am writing to express my support for the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to construct and operate the proposed Rantoul Recycling and Transfer Station.

This facility will reduce the number of trucks hauling waste to distant landfills which will result in less fuel usage, reduced vehicle emissions, and less wear and tear on our highways. These benefits and more will improve the robustness and sustainability of this area's refuse disposal network and provide assurance that current and future business and residential users will have dependable service and capacity well into the future.

I've found GFL to be trustworthy, responsive and environmentally conscientious. GFL is a great asset to the community. Its proposed investment in our community should be applauded and will provide long-term benefits to the area.

This is an important project for not only Rantoul, but also Champaign County and adjacent rural communities. I strongly urge your approval of GFL's proposed transfer station development in Rantoul.

Sincerely,

Jon E Bailey
Global Technical Support Manager

AFSI Confidentiality: Green

September 19, 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

This letter is respectfully submitted to urge approval of the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to build and operate the proposed Rantoul Recycling and Transfer Station.

Over the last several years, we have witnessed the number of disposal companies dwindling and/or consolidating in our local market. We understand this is partially due to the high cost associated with this industry and in maintaining compliance with local, state and federal regulations. Fewer bid participants over a long period of time leads to higher costs for government entities and taxpayers. As a result, GFL's proposed transfer station is timely, creating more competitive options for service in the area.

As a customer of GFL, we have been pleased with the company's environmental practices, its overall management philosophy and responsiveness to questions and outreach. As a result, we strongly urge your approval of GFL's proposed transfer station development in Rantoul, so residents, municipalities, and area businesses have more competitive options for their businesses well into the future.

Sincerely,

Gary Babb, CDG Real Estate / South Wind Properties

Owner

217-530-2568

___9/11/2025_____, 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

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This is an important project for not only Rantoul, but also Champaign County and adjacent rural communities. I strongly urge your approval of GFL's proposed transfer station development in Rantoul.

Sincerely,

Supporter Name Harley Wagehoft
Supporter Title Owner/President
Contact information Captain Hook Inc
PO Box 7074, Champaign, IL 61826
217 493 9484

CENTRAL ILLINOIS DISPOSAL & RECYCLING, INC.

P.O. Box 314, 1190 N. Market St.
Paxton, IL 60957-0314
Phone (217) 379-3309
cidr1@cidrpaxton.com

September 18, 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

This letter is respectfully submitted to urge approval of the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to build and operate the proposed Rantoul Recycling and Transfer Station.

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Sincerely,

Gene May
President

David Thornton
Assistant Facilities Director
Champaign-Urbana Mass Transit District
dthornton@mtd.org
P: 217-384-8188 M: 217-417-6023
803 E. University Ave.
Urbana, IL 61802

9/16 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

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Sincerely,

Supporter Name DAVE THORNTON

Supporter Title FACILITIES DIRECTOR CHAMPAIGN-URBANA MTD

Contact information DTHORNTON@MTD.ORG

COCHRANES OF CHAMPAIGN, INC
1612 S NEIL ST SUITE B
CHAMPAIGN IL 61820
(217) 351-8888

July 29, 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

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Sincerely,

Chris Copeland
Business Manager
Cochranes of Champaign, Inc./JTS Properties LLC

Collaborative Concepts

PO Box 634
Urbana, IL 61803

August 29th, 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

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Sincerely,

Gregory Tresslar

Owner, Collaborative Concepts, LLC

September 17, 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

This letter is respectfully submitted to urge approval of the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to build and operate the proposed Rantoul Recycling and Transfer Station.

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Sincerely,

David Kelton

Owner FMI and Greek Management

FMI
4210 Brittany Trail Drive
Champaign, IL. 61822
217-351-9022
dave@facilitymanagersinc.com

Michael Bayler, Mayor
Christa Moore, Clerk
Mary Hubbell, Treasurer

FISHER
ILLINOIS

VILLAGE OF FISHER
Incorporated May 1, 1895

Build Your Future in Fisher

217-897-1180
100 East School Street
Fisher, Illinois 61843
fishervillageoffice@gmail.com

September 2nd, 2025

Village of Rantoul

Attn: Village Clerk

333 South Tanner

Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

This letter is respectfully submitted to urge approval of the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to build and operate the proposed Rantoul Recycling and Transfer Station.

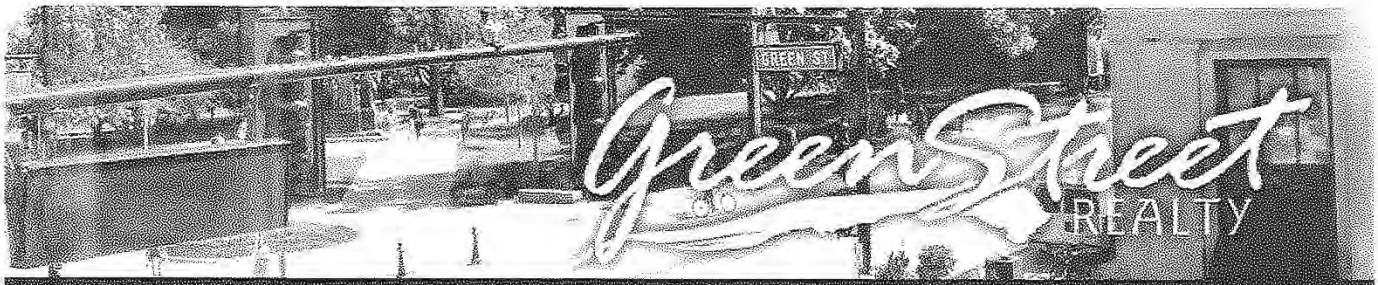
Dependable and cost-effective solid waste and recycling services are important for the sustainability of our community. We are confident that the proposed Rantoul Recycling and Transfer Station will improve the long-term efficiency and dependability of the solid waste services that our residents and businesses need.

As a representative of our citizens and as a customer of GFL, we have been pleased with the company's environmental stewardship, responsiveness and efforts to improve our community. In short, GFL is a great asset to the community and its proposed investment should be applauded as it will provide long-term benefits to the area. As a result, we strongly urge your approval of GFL's proposed Transfer Station development in Rantoul.

Sincerely,

Michael Bayler; Mayor

Village of Fisher



September 19, 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

I am writing to express my support for the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to construct and operate the proposed Rantoul Recycling and Transfer Station.

This facility will reduce the number of trucks hauling waste to distant landfills which will result in less fuel usage, reduced vehicle emissions, and less wear and tear on our highways. These benefits and more will improve the robustness and sustainability of this area's refuse disposal network and provide assurance that current and future business and residential users will have dependable service and capacity well into the future.

I've found GFL to be trustworthy, responsive and environmentally conscientious. GFL is a great asset to the community. Its proposed investment in our community should be applauded and will provide long-term benefits to the area.

This is an important project for not only Rantoul, but also Champaign County and adjacent rural communities. I strongly urge your approval of GFL's proposed transfer station development in Rantoul.

Sincerely,

Michael Ellars
Accountant
Green Street Realty
510 S Neil St
Champaign, IL 61820
217-202-8867
Michael.ellars@greenstrealty.com

Horizon Land Management

September 18, 2025
Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

This letter is respectfully submitted to urge approval of the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to build and operate the proposed Rantoul Recycling and Transfer Station.

Over the last several years, we have witnessed the number of disposal companies dwindling and/or consolidating in our local market. We understand this is partially due to the high cost associated with this industry and in maintaining compliance with local, state and federal regulations. Fewer bid participants over a long period of time leads to higher costs for government entities and taxpayers. As a result, GFL's proposed transfer station is timely, creating more competitive options for service in the area.

As a customer of GFL, we have been pleased with the company's environmental practices, its overall management philosophy and responsiveness to questions and outreach. As a result, we strongly urge your approval of GFL's proposed transfer station development in Rantoul, so residents, municipalities, and area businesses have more competitive options for their businesses well into the future.

Sincerely,
Lori Jones
Community Manager
Heritage Meadows & Maplewood Estates of Rantoul
600 S. Maplewood Dr.
Rantoul, IL 61866
Office: 217-394-4062
ljones@horizonlm.com // www.horizonlandmgmt.com

Horizon Land Management

City of **Tuscola**
MEMBER OF THE ILLINOIS MUNICIPAL LEAGUE

Daniel J. Kleiss Mayor
J. Drew Hoel City Administrator
Beth Leamon City Clerk
Alta Long City Treasurer

September 22, 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

This letter is respectfully submitted to urge approval of the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to build and operate the proposed Rantoul Recycling and Transfer Station.

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As a representative of our citizens and as a customer of GFL, we have been pleased with the company's environmental stewardship, responsiveness and efforts to improve our community. In short, GFL is a great asset to the community and its proposed investment should be applauded as it will provide long-term benefits to the area. As a result, we strongly urge your approval of GFL's proposed Transfer Station development in Rantoul.

Sincerely,

Daniel J. Kleiss
Mayor of Tuscola

214 NORTH MAIN STREET • TUSCOLA, ILLINOIS 61953
217.253.2112 • FAX 217.253.5026
WWW.TUSCOLA.ORG

Ramshaw
REAL ESTATE

July 14, 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866
Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

This letter is respectfully submitted to urge approval of the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to build and operate the proposed Rantoul Recycling and Transfer Station.

Over the last several years, we have witnessed the number of disposal companies dwindling and/or consolidating in our local market. We understand this is partially due to the high cost associated with this industry and in maintaining compliance with local, state and federal regulations. Fewer bid participants over a long period of time leads to higher costs for government entities and taxpayers. As a result, GFL's proposed transfer station is timely, creating more competitive options for service in the area.

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Sincerely,

Jay Ramshaw

Ramshaw Real Estate

President

Jay@ramshaw.com

(217)359-6400

September 5, 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

This letter is respectfully submitted to urge approval of the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to build and operate the proposed Rantoul Recycling and Transfer Station.

Over the last several years, we have witnessed the number of disposal companies dwindling and/or consolidating in our local market. We understand this is partially due to the high cost associated with this industry and in maintaining compliance with local, state and federal regulations. Fewer bid participants over a long period of time leads to higher costs for government entities and taxpayers. As a result, GFL's proposed transfer station is timely, creating more competitive options for service in the area.

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Sincerely,

Roxana Almaraz

Roxana Almaraz
Shadow wood
Property Manager
217-255-0038

September 22, 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

This letter is respectfully submitted to urge approval of the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to build and operate the proposed Rantoul Recycling and Transfer Station.

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Sincerely,

Austin Tabeling, General Manager of Tabeling Development Company

austin@tabelingco.com (217)722-4859

Tabeling Development

TLT PROPERTIES
THORSTENSON MANAGEMENT

41 E. University Avenue, 3rd Floor Champaign, IL 61820 217.355.1950 fax 772.619.3914
www.TLTProperties.com

September 18, 2025
Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

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Sincerely,

Todd Thorstenson
Owner, TLT Properties
217-778-9052

November 20, 2025

ILLINI RECYCLING

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

This letter is respectfully submitted to urge approval of the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to build and operate the proposed Rantoul Recycling and Transfer Station.

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Sincerely,

Cain Kiser
President, Illini Recycling
ckiser@illinirecycling.com

ATTACHMENT 1-D

RANTOUL AND AREA DISPOSAL COMMUNITY HOST AGREEMENT

HOST COMMUNITY AGREEMENT

THIS HOST COMMUNITY AGREEMENT ("Agreement") is made and dated this 10th day of June, 2025, by and between Area Disposal Service, Inc., an Illinois corporation ("Area"), and the Village of Rantoul, Illinois (the "Village");

WITNESSETH:

WHEREAS, Area owns a parcel of land totaling approximately 14.063 acres as described on Attachment A. The parcel described on Attachment A is hereinafter referred to as the "Area Property";

WHEREAS, Area is the owner and operator of the Area Property;

WHEREAS, Area intends to file a siting application ("Siting Application") with the Village to build a waste recycling and transfer station on the Area Property ("Transfer Station");

WHEREAS, it has been proposed that Area pay to the Village, and Area is willing to pay to the Village, a Host Benefit Fee to be used for the general revenue needs of the Village as the Village may deem appropriate;

WHEREAS, Area is desirous of earning the goodwill of the citizens of the Village by demonstrating its good faith in educating the community as to the nature of its operations in the Village and in demonstrating that its waste recycling and transfer operations are, have been and will continue to be conducted in an environmentally sound manner;

WHEREAS, the Village is desirous of protecting the health, safety and welfare of its citizens, assisting Area with public education, ensuring that factually and technically accurate information is given to the public at the hearing on Area's Siting Application;

WHEREAS, the parties understand that this Agreement places no obligation on the Village with respect to its review and/or approval or rejection of the Siting Application;

WHEREAS, this Agreement further complies with relevant provisions in the Champaign County Solid Waste Management Plan 2022 Update;

NOW, THEREFORE, in consideration of the covenants set forth in this Agreement, the parties hereto, intending to be legally bound, hereby agree as follows:

1. INCORPORATION OF RECITALS.

The above recitals are incorporated as part of this Agreement as though fully set forth herein.

2. LANDS COVERED.

This Agreement covers the Area Property as described on Attachment A.

3. PRE-FILING REVIEW

Area agrees to submit a draft of the Siting Application to the Village prior to formal submittal pursuant to Section 39.2 of the Act. Area shall pay the application fee required by Rantoul Village Code Section 28-104, which shall be used to reimburse the Village for the actual reasonable and customary costs incurred by the Village in connection with its review of the draft Siting Application. It is estimated that such costs will not exceed $25,000.00. Such payment shall be made to the Village prior to filing of the notices pursuant to Section 39.2 of the Act.

4. EFFECTIVE DATE.

Except as set forth in Paragraph 3, above, this Agreement shall be deemed incorporated into the Siting Application for the Transfer Station to be filed with the Village. This Agreement shall become effective, if and only if the Village grants site location approval for the proposed Transfer Station, in which event the terms of this Agreement shall become a condition upon the granting of site location approval, and shall become a contract binding upon both the Village and Area. This Agreement shall be effective as of the date on which the proposed Transfer Station receives non-appealable local siting approval from the Village ("Effective Date"), provided, however, the Village has not, by entering into this Agreement, predetermined whether it will grant or deny local siting approval or whether Area can (or cannot) establish any of the criteria related to local siting approval, and the Village retains all of its authority to grant, deny or grant with conditions local siting approval in accordance with Section 39.2 of the Illinois Environmental Protection Act, 415 ILCS 5/1 et seq. (the "Act").

5. TERM OF AGREEMENT.

This Agreement commences on the Effective Date and shall remain in force and effect until the certified final closure of the Transfer Station by the Illinois Environmental Protection Agency ("IEPA").

6. COVENANT.

This Agreement shall constitute a covenant in the nature of a covenant running with the land. Area agrees to execute all additional documents necessary for the recording of this Agreement, or notice thereof, in the chain of title of the Area Property.

7. RECORDS.

Area shall provide to the Village, within thirty (30) days of receipt and/or generation, free of charge, copies of all of the following documents:

a. those filed with or received from the U.S. Environmental Protection Agency and the IEPA relevant to charges, complaints or citations or environmental violations with respect to the Transfer Station; and

b. reports on compliance with IEPA closure fund requirements with respect to the Transfer Station.

8. COOPERATION WITH VILLAGE BOARD.

Area agrees to cooperate with the Village Board in using the Transfer Station as a means to help attract new commercial and industrial facilities into the Village. This could include at the Village's request, Area providing design and operation information on the Transfer Station.

Neither this Paragraph 8, nor any other term or condition of this Agreement shall be deemed to create any legal relationship between Area and the Village with regard to the operation of the Transfer Station. The Village does not undertake any responsibility or liability for compliance with any laws, rules or regulations relating to the operation of the Transfer Station. Area is wholly responsible for compliance with all applicable statutes, rules, regulations, and ordinances relating to its operations. The duties and obligations imposed by this Agreement are designed and intended to be in addition to any such applicable requirements imposed on Area by law. Nothing in this Agreement shall be read or construed to conflict with or alleviate or lessen the requirements imposed on Area by law.

9. HOST BENEFIT FEE.

Area shall pay the Village a Host Benefit Fee for each ton of municipal solid waste transferred at the Transfer Station for land disposal. The Host Benefit Fee may be used by the Village for such benefits, services and facilities as are customarily and legally permitted to be funded from the Village's general fund.

a. Calculation of Host Benefit Fee

Commencing thirty (30) days after the Effective Date, Area shall pay to the Village a Host Benefit Fee of 40¢ for each ton of municipal solid waste transferred at the Transfer Station for land disposal.

The Host Benefit Fee rate shall be adjusted annually on January 1 of each succeeding year, beginning in 2026. The adjustment shall be calculated based on the increase in the United States Department of Labor, Bureau of Labor Statistics, U.S. City Average, Consumer Price Index ("CPI") for all urban consumers. The Host Benefit Fee rate shall not be decreased regardless of whether the CPI is negative for a given adjustment period and in that event the Host Benefit Fee rate shall not be adjusted. Each

adjustment will be based on the increase (if any) in the CPI during the period November 1 of the prior year through October 31 of the adjustment year, and the amount of the adjustment shall not exceed six percent (6%).

b. Payment

The Host Benefit Fee shall be payable to the Village on a quarterly basis on or before the 20th day following the end of each calendar quarter.

c. Payment Form

Each Host Benefit Fee payment shall be accompanied by a form prescribed by the Village and stating the weight of waste transferred by the Transfer Station, during the payment period and providing such other information as may be necessary for the Village to assure compliance with this Agreement. The form shall be signed by Area.

d. Audit

The Village shall be entitled to audit the scale tickets of Area once per calendar year to verify the amount of the Host Benefit Fee payments.

10. REASONABLE AND NECESSARY COSTS

Area will reimburse the Village for all reasonable and necessary costs, including but not limited to legal fees and consulting fees, associated with the development of this Agreement.

11. DESIGN AND OPERATION; ENVIRONMENTAL SAFEGUARDS.

Area shall have sole design and operational control over the Transfer Station during the life of the facility, subject only to the right of the Village to require that it be designed and operated in compliance with all applicable federal, state, and local laws and regulations. Area agrees that the design and operation of the Transfer Station will incorporate all relevant environmental safeguards required by applicable federal, state, and local laws and regulations.

12. OPERATIONAL COMPLIANCE WITH APPLICABLE LAWS, RULES AND REGULATIONS.

Area warrants that it will at all times conduct its operations at the Transfer Station site in material compliance with all of the ordinances, laws, rules and regulations of the Village, the State of Illinois and the United States of America relevant thereto. The acceptance of payment of the Host Benefit Fee under this Agreement shall not be construed as a waiver by the Village of material compliance by Area with all said laws, rules and regulations; nor shall acceptance of said payment by the Village otherwise restrain or

prohibit the Village from taking such legal action as may be necessary to protect the health, safety and general welfare of the residents of the Village, or the enforcement of any and all laws, rules, regulations, ordinances or the requirements for the Transfer Station, in the event of any violation by Area.

13. ACCESS AND INSPECTION

Area shall allow any agent duly authorized by the Village to enter the Transfer Station at reasonable times, to have access to and copy at reasonable times any records required to be kept under the terms and conditions of this Agreement or any law, ordinance, regulations, or developmental or operational permit issued for the Transfer Station, and to otherwise inspect the Transfer Station at reasonable times.

14. ENFORCEMENT OF SITING CONDITIONS

Area agrees that any final and non-appealable conditions to siting imposed on the Transfer Station or Area as part of such siting approval are enforceable by the Village against Area in the same manner in which the Village's ordinances or this Agreement are enforceable.

15. GUARANTEE OF ACCEPTANCE

Area agrees that solid waste generated in unincorporated and incorporated Champaign County will be accepted at the Transfer Station at market rates.

16. VILLAGE DUTIES OR RESPONSIBILITIES.

The terms of this Agreement shall not be construed in any manner to impose upon the Village any duties or responsibilities to provide any services or facilities to Area beyond those which the Village customarily provides to residents and businesses of a similar nature within the Village.

17. VILLAGE SOLID WASTE MANAGEMENT PLAN.

The Village shall include the Transfer Station in its Solid Waste Management Plan (if any) and any modification thereto.

18. LOCAL TIP FEE SURCHARGE.

Except for the fees and/or charges contemplated by this Agreement, the Village covenants and agrees not to levy or impose any other form of tax, fee, surcharge, host fee or other charge solely and directly related to the recycling, transfer, or consolidation of waste at the Transfer Station during the term of this Agreement.

19. AMENDMENT TO AGREEMENT.

This Agreement may not be amended except by an Agreement signed in writing by all parties hereto.

20. NOTICES.

Any notice, request, instruction, correspondence or other document required to be given hereunder by any party to another (herein collectively called "Notice") shall be in writing and delivered in person or by courier service requiring acknowledgment of delivery or mailed by certified mail, postage prepaid and return receipt requested, or by electronic mail, as follows:

If to Area, addressed to:

Area Disposal Service, Inc.
4700 N. Sterling Avenue
Peoria, IL 61615
Attention: Matthew R. Coulter
Email: matthew.coulter@gflenv.com

With a copy to:

Elias, Meginnes & Seghetti, P.C.
416 Main Street, Suite 1400
Peoria, Illinois 61602
Attention: Brian J. Meginnes and Janaki Nair
Email: bmeginnes@emrslaw.com and jnair@emrslaw.com

If to the Village, addressed to:

Village of Rantoul
333 S. Tanner
Rantoul, IL 61866
Attn: Village Administrator
Ph: (217) 892-6801
E-mail: seisenhauer@village.rantoul.il.us

With a copy to:
David B. Wesner
Evans, Froehlich, Beth & Chamley
44 Main St., Suite 310
Champaign, IL 61820
Ph: (217) 359-6494
E-mail: dwesner@efbclaw.com

Notice given by personal delivery or courier service shall be effective upon actual receipt. Notice given by mail shall be effective five days after deposit with the United States postal service. Notice given by email shall be confirmed by appropriate answer back and shall be effective upon actual receipt if received during the recipient's normal business hours, or at the beginning of the recipient's next business day after receipt if received before the recipient's normal business hours. All Notices by email shall be confirmed promptly after transmission in writing by regular mail or personal delivery. Any party may change any address to which Notice is to be given to it by giving Notice as provided above of such change of address.

21. FORCE MAJEURE.

The obligations with respect to performance of this Agreement by either party (except for the payment of money) shall be suspended and extended in the event, and during the period, that such performance is prevented, hindered, or delayed by a cause or causes beyond the reasonable control of either party including, without limitation, Acts of God (except weather conditions normal for the geographic area of the facility); epidemic, landslide, lightning, hurricane, earthquake, fire, explosion, flood or similar occurrence; an act of the public enemy, war, blockade, insurrection, riot, general unrest, civil disturbance or other similar occurrence that may have a material adverse effect on the construction or operation of the Transfer Station; and any change in law which has a material effect on the construction or operation of the Transfer Station, including the order or judgment of any court, provided such order or judgment is not the result of negligence, failure or wrongful action or omission on the part of the party involved. In the event of disruption of services under any such circumstances, each party will make every reasonable effort and steps to overcome the cause of cessation of services and to reopen the Transfer Station as soon as practicable after the cessation of the cause of suspension of services.

22. SEVERABILITY AND APPLICABLE LAW.

If any provision or subsection hereof or the application thereof to any person or circumstances is held invalid, the other provisions of this Agreement and/or their applicability to other persons or circumstances shall not be affected thereby. It is declared to be the intent of this Agreement that the same would have been adopted had such invalid provision, if any, not been included herein. This Agreement shall be governed by the laws of the State of Illinois. The parties stipulate and agree that any and all litigation relating to or arising out of this Agreement shall be filed in a court of competent jurisdiction in Champaign County, Illinois, and that Champaign County shall be the only proper venue.

23. AUTHORITY TO ENTER INTO AGREEMENT.

Area hereby represents and warrants that it is a valid and existing Illinois corporation authorized to do business in Illinois and that the individuals executing this Agreement have been duly authorized by Area to act on its behalf and enter into this Agreement.

The Village shall approve this Agreement by Village Ordinance or Resolution.

24. INDEMNIFICATION.

Area shall at all times (including subsequent to the expiration or cancellation of this Agreement) defend, indemnify and forever keep and hold harmless the Village, and each of its agents, representatives, officials, servants and employees against, without limitation and regardless of the forum in which asserted, any and all charges, fees, costs, expenses, claims of every type, nature and description (including, but not limited to, claims for injuries, death, loss, damages, penalties, environmental and patent claims), suits, liabilities, litigation including appeals, judgments, attorney's fees (including those fees to establish the right to indemnification), which are in any manner connected with this Agreement, or in any manner connected with Area or Area's operation of the Transfer Station. Area's duty to defend, indemnify and forever keep and hold harmless extends to all losses regardless of description. However, Area shall not be liable for losses suffered by the Village to the extent that they arise solely from either the negligent or wanton and willful conduct of the Village.

Except as otherwise expressly stated herein, the Village does not waive or surrender any immunity or indemnity available under any federal, state or local law. This Paragraph 24 shall survive termination or expiration of this Agreement.

25. ENFORCEMENT.

The parties shall have the right to enforce this Agreement by an action in Champaign County Circuit Court. However, prior to commencing such action, the party seeking to enforce this Agreement ("Complaining Party") agrees to give the other party written notice of any non-compliance alleged to constitute a violation of this Agreement at least thirty (30) days (which period includes holidays and weekends) prior to filing an action in Champaign County Circuit Court. The parties shall have the right to seek any and all appropriate relief without limitation and, if successful, shall be entitled to reasonable attorney's fees and costs.

26. TIME OF ESSENCE.

Time is of the essence of this Agreement.

27. BINDING EFFECT.

All of the terms and conditions of this Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective successors, administrators, legal representatives, and assigns, as the case may be, of the parties hereto.

[Signature pages follow]

IN WITNESS WHEREOF, the parties hereto have caused the signatures of their legally authorized representatives to be affixed hereto on the day and year indicated on the first page of this Agreement.

VILLAGE OF RANTOUL

By: _____
Samuel E. Hall, Mayor

Attest:

_____
Village Clerk

AREA DISPOSAL SERVICE, INC.

By: _____

Print name: _____

Title: _____

924-0606

ATTACHMENT A

DESCRIPTION OF AREA PROPERTY

TRACT 1:

PART OF NORTHEAST QUARTER OF SECTION OF 4, TOWNSHIP 21 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "N" AT PAGE 70 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS, THENCE SOUTH 89°43'17" WEST ALONG A WESTERLY EXTENSION OF THE NORTH LINE OF SAID ESTES SUBDIVISION 159.97 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00°22'21" WEST 384.62 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 24 OF PARKER-ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "M" AT PAGE 99 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS; THENCE SOUTH 89°38'42" WEST ALONG SAID EXTENSION 83.25 FEET; THENCE SOUTH 00°47'36" EAST 190.00 FEET; THENCE NORTH 89°38'42" EAST 101.05 FEET; THENCE SOUTH 71°56'59" EAST 158.49 FEET TO THE WEST LINE OF LOT 24 OF SAID PARKER-ESTES SUBDIVISION; THENCE SOUTH 00°12'51" EAST ALONG SAID WEST LINE 30.29 FEET TO THE NORTH RIGHT-OF-WAY LINE OF S.B.I. ROUTE 119 (U.S. ROUTE 136); THENCE NORTH 82°55'21" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 233.82 FEET; THENCE SOUTH 89°48'23" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 200.23 FEET; THENCE NORTH 84°19'37" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 351.49 FEET; THENCE NORTH 68°09'46" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 247.08 FEET; THENCE NORTH 48°02'34" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 262.64 FEET TO THE EAST RIGHT-OF-WAY LINE OF F.A.I. 57 (INTERSTATE 57); THENCE NORTH 30°07'33" WEST ALONG SAID EAST RIGHT-OF-WAY LINE 175.34 FEET; THENCE NORTH 15°28'10" WEST ALONG SAID EAST RIGHT-OF-WAY LINE 172.40 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF SAID ESTES SUBDIVISION; THENCE NORTH 89°43'17" EAST ALONG SAID WESTERLY EXTENSION 1171.96 FEET TO THE POINT OF BEGINNING, ENCOMPASSING 13.708 ACRES, MORE OR LESS, IN CHAMPAIGN COUNTY, ILLINOIS.

PARCEL I.D.: 20-09-04-201-004

TRACT 2:

PART OF NORTHEAST QUARTER OF SECTION OF 4, TOWNSHIP 21 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "N" AT PAGE 70 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS, THENCE SOUTH 89°43'17" WEST ALONG A WESTERLY EXTENSION OF THE NORTH LINE OF SAID ESTES SUBDIVISION 159.97 FEET; THENCE SOUTH 00°22'21" WEST 384.62 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 24 OF PARKER-ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "M" AT PAGE 99 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS, ALSO BEING THE POINT OF BEGINNING; THENCE SOUTH 00°22'21" WEST 190.01 FEET; THENCE SOUTH 89°38'42" WEST 79.39 FEET; THENCE NORTH 00°47'36" WEST 190.00 FEET TO THE WESTERLY EXTENSION OF SAID LOT 24; THENCE NORTH 89°38'42" EAST ALONG SAID WESTERLY EXTENSION 83.25 FEET TO THE POINT OF BEGINNING, ENCOMPASSING 0.355 ACRES, MORE OF LESS, IN CHAMPAIGN COUNTY, ILLINOIS.

PARCEL I.D.: 20-09-04-227-005

CRITERION 2:

"the facility is so designed, located, and proposed to be operated that the public health, safety, and welfare will be protected"
415 ILCS 5/39.2(a)(ii)

CRITERION 2:
DESIGN, LOCATION STANDARDS, AND OPERATING PLAN

The Illinois Environmental Protection Act, at 415 ILCS 5/39.2 (a)(ii), requires that an applicant for a transfer station siting demonstrate that the facility is so designed, located, and proposed to be operated so that the public health, safety, and welfare will be protected. This report demonstrates that the proposed Rantoul Recycling and Transfer Station is designed, located, and proposed to be operated so that public health, safety, and welfare will be protected.

Prepared for:
AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
RANTOUL, ILLINOIS
CHAMPAIGN COUNTY

Prepared by:
CIVIL & ENVIRONMENTAL CONSULTANTS, INC.
NAPERVILLE, ILLINOIS

CEC Project 340-656

DECEMBER 2025

2.0 INTRODUCTION

The Illinois Environmental Protection Act (Act) requires that a pollution control facility, such as the transfer station that is the subject of this application, be so designed, located, and proposed to be operated that the public health, safety, and welfare will be protected. This report demonstrates that the proposed Rantoul Recycling and Transfer Station (Rantoul RTS) is designed, located, and proposed to be operated so that public health, safety, and welfare will be protected.

Area Disposal Service, Inc. (Area Disposal) is applying to the Village of Rantoul (Rantoul) for local siting approval of a municipal solid waste (MSW) transfer station, which will be located at 896 West Champaign Avenue, Rantoul, Champaign County (site). Area Disposal currently operates a waste hauling business at the approximately 14.03-acre site. The proposed facility (the Rantoul RTS) is located northeast of Interstate 57 and West Champaign Avenue (or Route 136) in the western portion of Rantoul.

The proposed Rantoul RTS shall be a state-of-the-practice facility where loads of MSW from collection vehicles will be consolidated into larger loads for transport to a permitted landfill. In addition to MSW, the proposed facility is designed to accept single stream recyclables from collection vehicles for consolidation into larger loads for transport to a material recovery facility. The proposed Rantoul RTS will complement the existing waste hauling business at the site and allow for more efficient processing and/or transportation of these materials.

The Rantoul RTS is designed to accommodate a daily throughput of 500 tons per day. The facility will transfer MSW and recyclable materials collected by Area Disposal, as well as from third-party haulers.

2.1 SITE LOCATION

2.1.1 CURRENT PROPERTY USE AND SURROUNDING FEATURES

The Rantoul RTS is located at 896 West Champaign Avenue, Rantoul, Champaign County (site). Area Disposal currently operates a waste hauling business at the approximately 14.03-acre site. The proposed facility (the Rantoul RTS) is located northeast of Interstate 57 and West Champaign Avenue (or Route 136) in the western portion of Rantoul. A site location map is provided as Figure 2-1. A planimetric map on an aerial photograph showing the location of the site and the area within 1,500 feet of the site is provided on Drawing S200.

2.1.1.1 Identification of Applicant and Property Owner

The Rantoul RTS will be operated by Area Disposal. Area Disposal is also the owner of the site and the applicant. Area Disposal is an Illinois corporation, which is an affiliate of GFL Environmental Inc. The address of Area Disposal is 4700 North Sterling Avenue, Peoria, Illinois 61615.

Appendix 2-A contains a certificate of good standing for Area Disposal.

For more than twenty years, Area Disposal has served as a vital asset for Champaign County and Rantoul by providing many essential services, well-paying jobs as well as competitive programs and rates for the local community. Area Disposal employs approximately forty persons with an annual payroll of approximately $3.0 million and annually spends approximately $1.5 million on various vendors.

A summary of the experience of Area Disposal in operating other pollution control facilities of a type similar to the proposed pollution control facility is provided in Appendix 2-B. The summary includes the location, dates of operation of such facilities, and any operating violations by Area Disposal or any subsidiary or parent corporation of Area Disposal within the last five years at any facility in the State of Illinois that is of the same type as the facility that is the subject of the application (i.e., a transfer station). In summary, Area Disposal, its subsidiaries, and parent corporation operate four other permitted MSW transfer stations in Illinois. No violations have been alleged at any of the transfer stations in the last five years.

2.1.1.2 Plat of Survey

The address of the Rantoul RTS is 896 West Champaign Avenue, Rantoul, Champaign County. A plat of survey and legal description for the property is provided on Drawing S300. The property is comprised of two parcels (Champaign County parcel identification numbers 20-09-04-201-004

and 20-09-04-227-005) that total approximately 14.03 acres. The deed demonstrating that Area Disposal is the owner of the properties with the two noted parcel identification numbers is provided in Appendix 2-C.

2.1.1.3 Existing Topography and Features

A topographic survey and existing features of the Rantoul RTS are shown on Drawing S400. Area Disposal parks and maintains vehicles and containers associated with its waste collection business at the site. The entrance is located on the southeast portion of the site. The site includes an approximately 29,500 square feet office and maintenance building. An approximately 2-acre parking area for trucks is located north of the building. Parking for employees is provided south and east of the building.

A detention pond is located on the western portion of the site. Storm drains and piping are present in the parking areas around the building, which collect and convey stormwater to the detention pond.

2.1.2 LOCATION STANDARDS

2.1.2.1 Residential Properties

Section 22.14(a) of the Act states the following:

> *No person may establish any pollution control facility for use as a garbage transfer station, which is located less than 1000 feet from the nearest property zoned for primarily residential uses or within 1000 feet of any dwelling, except in counties of at least 3,000,000 inhabitants.*

Champaign County has less than 3,000,000 inhabitants, so the Rantoul RTS may not be established within 1,000 feet of the nearest property zoned for primarily residential uses or within 1,000 feet of any dwelling. The Rantoul RTS is located in Rantoul but portions of the surrounding area are located in unincorporated Champaign County. The Rantoul and Champaign County zoning for the surrounding properties are shown on Figure 2-2. A 1,000-foot setback is also shown on the figure.

Figure 2-2 indicates that all of the surrounding properties within 1,000 feet of the Rantoul RTS are zoned C-2 General Commercial (by Rantoul), I-2 Industrial Heavy (by Rantoul), or Agricultural (by Champaign County). Residences are not permitted uses in a General Commercial or Industrial Heavy area (by Rantoul).

As shown on Figure 2-3, the nearest property zoned for primarily residential use is approximately 1,390 feet to the southeast. Figure 2-3 also demonstrates that there are no residences or dwellings within 1,000 feet of the Rantoul RTS. The nearest occupied residence or dwelling is located approximately 1,434 feet to the southeast. An unoccupied farmhouse is located approximately 1,294 feet to the northeast. The figure was based upon Civil & Environmental Consultants, Inc.'s (CEC) review of zoning maps, aerial photographs, as well as a visual survey, performed by Mr. John E. Hock of CEC, of all properties and buildings within approximately 2,000 feet of the site.

2.1.2.2 100-Year Floodplain Limits

As discussed in more detail in Criterion 4, the proposed operations are located over 4,000 feet south of the nearest floodplain area, which is associated with Big Ditch. Thus, the Rantoul RTS is not within the designated 100-year floodplain.

2.1.2.3 Wetland Location Documentation

Section 404 of the Clean Water Act prohibits filling within jurisdictional Wetlands or Waters of the United States without prior authorization from the United States Army Corps of Engineers. The site is located in an agricultural and commercial area. The National Fish and Wildlife mapping service was queried for the site. No wetlands were identified on the Rantoul RTS, as shown on the National Wetland Inventory Map provided in Figure 2-4. The nearest identified wetlands are located in the low areas of the interstate entrance and exit ramps to the southwest of the site.

2.1.2.4 Archaeological or Historical Sites

A CEC professional who meets the Title 36 Code of Federal Regulations Part 61 Secretary of the Interior's Professional Qualification Standards conducted a review of the Illinois Inventory of Archaeological Sites and the Historic and Architectural Resources GIS databases for known cultural resources within the project area. There are no known resources recorded within the project area. The closest archaeological site, a not-eligible historic scatter, is located 0.5 miles southwest of the project area. The closest National Register District, the Chanute Field Historic District, is located 1.1-miles southeast of the project area. As such, no significant historic, architectural, or archaeological resources are known to be located at the site.

2.1.2.5 Threatened or Endangered Species

The site is located in an agricultural and commercial area. To confirm the ongoing lack of presence of any threatened or endangered species, an Illinois Ecological Compliance Assessment Tool (EcoCAT) report was obtained. The EcoCAT report indicates that the Illinois Natural Heritage Database contains no record of state-listed threatened or endangered species, Illinois natural area

inventory sites, dedicated Illinois nature preserves, or registered land and water reserves in the vicinity of the project location. The EcoCAT information is provided in Appendix 2-D.

2.1.2.6 Wild and Scenic Rivers

The National Wild and Scenic Rivers Act was passed in 1968 to preserve selected rivers that possess outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural, or other similar values. The National Wild and Scenic Rivers System [www.rivers.gov] online database was queried. The website indicates that Illinois has one stretch of river designated as a wild and scenic river: the Vermilion River from river mile 46.9 to river mile 29.8 [www.rivers.gov/illinois.php]. This location is near Danville and is over 25 miles from the site.

2.1.2.7 Airports

The nearest airport to the proposed transfer station facility is the Rantoul National Aviation Center Airport (Rantoul Airport). Rantoul Airport is located approximately 1.83 miles southeast of the site as shown on Figure 2-5. Transfer stations are not prohibited from being located near airports. Federal Aviation Administration (FAA) Advisory Circular 15/5200-33C (Advisory Circular) provides guidance on certain land uses that have the potential to attract hazardous wildlife on or near public-use airports. The Advisory Circular indicates the following regarding MSW transfer stations:

- Enclosed waste-handling facilities that receive MSW behind closed doors; process it via compaction, incineration, or similar manner; and remove all residue by enclosed vehicles generally are compatible with safe airport operations, provided they are not located on airport property or within the runway protection zone (RPZ).
- These facilities should not handle or store putrescible waste outside or in a partially enclosed structure accessible to hazardous wildlife.
- MSW transfer facilities that are open on one or more sides; that store uncovered quantities of municipal solid waste outside, even if only for a short time; that use semi-trailers that leak or have trash clinging to the outside; or that do not control odors by ventilation and filtration systems (odor masking is not acceptable) do not meet the FAA's definition of fully enclosed trash transfer stations.

As discussed in the operating plan, the Rantoul RTS meets all of the above criteria so will be compatible with safe airport operations.

CEC provided the proposed design drawings and operating plan to the Rantoul Airport. Attachment 2-E contains a letter from the Rantoul Airport indicating that they:

- Have studied the provided information for the proposed Rantoul RTS;
- Visited similar facilities;
- Reviewed the Advisory Circular carefully; and
- Do not foresee any impacts on the Rantoul Airport operations and have no objection to the project proceeding as proposed.

As noted above, the Advisory Circular indicates that waste handling facilities should not be located within an RPZ. FAA Advisory Circular 150/5300-13A, Section 310 indicates the following regarding the RPZ:

- The RPZ's function is to enhance the protection of people and property on the ground through the airport ownership over RPZs.
- The RPZ is trapezoidal in shape and is centered about the extended runway centerline.
- The RPZ has two components with varying widths (central portion and controlled activity), and the approach RPZ may be different from the departure RPZ.
- The RPZ generally extends 1,000 feet from the end of the runway.

Since the site is located over 1.8 miles from the Rantoul Airport. The site is not in the RPZ.

2.2 SITE DESIGN

As discussed in Section 2.1, Area Disposal currently operates a waste hauling business at the site. The proposed development includes the following:

- Construction of a transfer building including a loading pit;
- Installation of a scale; and
- Construction of access roads for the incoming and outgoing vehicles.

The site plan for the Rantoul RTS is provided on Drawing S500. The site design is discussed further below.

2.2.1 TRANSFER BUILDING

The transfer building is designed to be an approximately 12,000-square-foot, two-level, rectangular, pre-engineered metal building. The building will have a width of approximately 100 feet and a maximum length of approximately 120 feet. The waste transfer tipping floor is situated on the upper level with a back-in loading pit on the lower level approximately 7.5 feet lower than the tipping floor. A floor plan of the transfer building is provided on Drawing S600 and elevation views of the building are provided on Drawing S700. The transfer building will be equipped with electric and water service.

The design and operation of the transfer building is planned to incorporate the following green/sustainable building principles.

- Use of recycled materials - The transfer building is intended to be manufactured with up to 95% recycled steel, and the aggregate subbase for the turnaround areas, roads, and building are intended to be produced from recycled concrete.
- Minimize energy use - The transfer building is designed to minimize energy usage by:
    - Using light emitting diode bulbs for all interior lights, which are generally 90% more efficient than incandescent bulbs;
    - Constructing translucent panels in the transfer building sidewalls to admit daylight during operational hours; and
    - Using a high albedo roof (i.e., a roof designed to reflect significantly more sunlight and absorb less heat than a typical roof) to keep the transfer building cooler and preclude the need for air conditioning.

The tipping floor will be a minimum 8-inch thick slab-on-grade reinforced concrete. Floor elevations of the transfer building will be designed so that the highest elevation will be at the building walls with a downward slope both into and out of the building. Similarly, the loading pit

is designed to be sloped in the direction of a collection sump in the approximate center of the pit. Any wastewater that flows to either sump will flow through an oil-water separator into a holding tank. An appropriate contractor will empty the holding tank, as needed and in accordance with all relevant laws and regulations.

2.2.2 SCALE

Access to the site is currently provided by a two-way access drive located on the southeast perimeter of the site. The access drive will accommodate all vehicles entering and exiting the site, including employee vehicles, single-unit waste collection vehicles, semi-trailer transfer vehicles, and emergency vehicles.

A scale will be installed for entering and exiting vehicles as shown on Drawing S500. The site has been designed to accommodate a second scale, if needed. The scale area will be equipped with surveillance cameras and a communication system with the scale office.

2.2.3 SCALE OFFICE AND PARKING FACILITIES

The scale office will be located in the office space of the existing building and include a workstation for the scale clerk and an office with records storage. The scale office will be equipped with monitor(s) which display the video from the surveillance cameras on the scale. As an alternative, a scale house may be constructed adjacent to the scale, which would function the same as the scale office.

Parking areas are provided to accommodate the projected number of employees and a select number of visitors at the proposed transfer station. Restrooms are available in the office area of the existing building and portable toilets will be available near the scale. Multiple parking spaces are provided by the existing building (see Drawing S400).

2.2.4 ACCESS ROADS AND TRAFFIC FLOW

Collection vehicles will enter the site and proceed west to the truck scale. At the scale, each incoming disposal vehicle will be weighed, and billing information will be obtained from the driver (i.e., company, type of waste, origin of waste). MSW disposal vehicles will then proceed northwest to unload in the transfer building through the bay doors. After unloading, they will proceed southeast and, presuming the truck's tare weight (weight when empty) is known, the truck will exit the facility. If the truck's tare weight is unknown, the truck will proceed across the scale to obtain the tare weight and then proceed east to exit the facility. The traffic flow pattern for collection vehicles is shown on Drawing S500.

Transfer trailers will enter the site using the right-hand bypass lane and proceed northwest to the north side of the transfer building to the loading pit. They do not need to pass over the scale. After loading, the transfer trailers will exit the loading pit and move forward onto the exit road, where the load will be tarped. All transfer trailers are planned to be equipped with auto tarpers. Once the load is tarped, the transfer trailer will proceed southeast to be weighed at the scale. The transfer trailer will then proceed east and exit the facility. The traffic flow pattern for transfer trailers is shown on Drawing S500.

The turning radius for the various vehicle types and movements were evaluated and adequate space is available for anticipated turns. Queuing space is provided as vehicles enter the site, potentially wait to use the transfer building, and potentially wait to receive their tickets as they exit the site.

2.3 STORMWATER MANAGEMENT DESIGN

The stormwater at the site will be managed in accordance with the applicable requirements of Illinois Environmental Protection Agency (IEPA) and Rantoul. The stormwater management system and the stormwater pollution prevention measures for the site are provided below. The stormwater management features may be modified, as requested, based on comments during IEPA permitting.

2.3.1 STORMWATER MANAGEMENT SYSTEM

The site has an existing stormwater management system that includes the following major components:

- Storm sewer inlets and piping;
- Above ground detention pond; and
- Inflow and outflow structures for the detention pond.

In general, stormwater from the eastern portion of the site flows to the detention pond via sheet flow and underground piping, and discharges through an outflow structure to the ditch along the interchange to Interstate 57.

The existing stormwater management system was constructed during 2025 as part of the site improvements for the waste hauling operations. As part of these site improvements, a stormwater management plan was submitted to and approved by Rantoul. The stormwater management system that was designed, approved and constructed contemplated the impervious nature of all of the improvements proposed in this siting application.

A stormwater management plan was prepared consistent with the Rantoul requirements for the proposed site improvements in this local siting application and is provided in Appendix 2-F. Since the existing stormwater management system contemplated the impervious nature of all of the improvements proposed in this siting application, the stormwater management plan demonstrates that minimal modifications to the detention pond are required. An emergency overflow structure is proposed to be added to the detention pond. Additional storm sewer inlets and piping are also proposed. The additional components of the stormwater management system are shown on Drawing S500.

2.3.2 STORMWATER POLLUTION PREVENTION

Stormwater pollution prevention will be managed on-site both during construction and during operations. Discharges associated with the construction and operation of the Rantoul RTS will be minimized through controls and procedures.

Prior to site development, a notice of intent and stormwater pollution prevention plan will be submitted to the IEPA to obtain a General National Pollutant Discharge Elimination System (NPDES) Permit for Storm Water Discharges from Construction Site Activities, as required by state and federal law. During construction, procedures such as installing silt fencing, straw bale filters, temporary seeding and other methods will be used. All non-paved areas of the Rantoul RTS will be vegetated upon completion of construction to provide long-term erosion protection.

Prior to operations, a separate notice of intent and stormwater pollution prevention plan will be submitted to the IEPA to obtain a General NPDES Permit for Storm Water Discharges from Industrial Activities. Once operational, stormwater runoff from areas with transfer station operations will be conveyed to the detention pond. Additionally:

- All waste tipping and handling operations will be conducted completely within the transfer building;
- Liquids generated and collected on the tipping floor and within the loading bays will be directed to floor drains connected to a holding tank; and
- Employees will be trained to identify situations that may cause exposure of waste or other materials to stormwater runoff.

2.4 OPERATIONS PLAN

This section describes the daily operating procedures at the proposed transfer station facility. The operations plan details waste acceptance and handling procedures, nuisance control procedures, staffing and equipment requirements, cleaning procedures, and the closure plan for the proposed transfer station.

2.4.1 DAYS AND HOURS OF OPERATION

The Rantoul RTS anticipates operating hours of 5:00 a.m. to 6:00 p.m. on weekdays and 5:00 a.m. to 12:00 p.m. on Saturdays, with no operation on Sundays or the six major federal holidays (New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day), provided that on the Saturday following any federal holiday regular business hours may be extended to the weekday hours.

2.4.2 FACILITY STAFFING AND TRAINING

Area Disposal currently employs approximately forty persons including office personnel, mechanics, drivers, and the facility manager. With the operation of the proposed Rantoul RTS, approximately five additional employees would be added including operators, laborers, and a scale attendant. The proposed transfer station will be staffed with the necessary number of employees to safely and efficiently operate the facility. A facility manager and operators will primarily manage and perform the operations at the transfer building. Brief descriptions of the primary duties and training requirements for the facility manager and operators are provided below. The exact number and duties of personnel managing and performing the operations at the transfer and building may vary over time.

2.4.2.1 Facility Manager

The facility manager is responsible for the supervision of all activities at the site, including safety and emergency response coordination (safety officer), inspection of all operational and safety equipment, on-the-job training for personnel, site inspection, production and incident reporting and record keeping, and load inspections. The facility manager duties include:

- To allocate work efficiently to all support staff in order to maximize productivity, meet customer demands, and maintain quality of service.
- To efficiently develop and provide appropriate work training and instruction to staff members, in accordance with company guidelines.
- To communicate customer requirements to relevant staff members.

- To manage the completion of all operating equipment installations, repairs, and replacements in accordance with company procedures and deadlines.
- To recruit and train/arrange training for site staff as required.

Responsibilities will also include coordinating and maintaining site records. These records include, but are not limited to, waste and recyclable receipt data, load checking reports, results of inspections (by IEPA or relevant local authorities), copies of all submitted reports (to IEPA or any relevant local authorities), employee training records, and employee personnel records.

The facility manager's training will include operating requirements, safety and emergency response, record keeping and reporting, and identification of unacceptable wastes/load inspections.

2.4.2.2 Equipment Operators

At least one trained operator per shift will be present and responsible for operating the wheel loader used to load waste and recycling materials from the tipping floor into the transfer trailer, and operate any other equipment needed for operations. This person will also ensure that all weight records of transfer trailers are collected and stored. This position requires training on hazardous waste and unacceptable waste identification.

The equipment operator's training includes operating requirements, safety and emergency response, record keeping and reporting, and identification of unacceptable wastes/load inspections.

2.4.3 WASTE ACCEPTANCE

The Rantoul RTS will accept municipal waste and single-stream recyclables (SSR) for transfer to off-site disposal location(s). "Municipal waste" is defined by Section 3.290 of the Act to mean garbage, general household and commercial waste, industrial lunchroom or office waste, landscape waste, and construction or demolition debris. The site will also accept SSR for transfer to processing facilities for separation and re-use as a commodity.

While included in the definition of municipal waste, landscape waste has been banned from disposal in Illinois landfills since July l, 1990 and now has an entirely separate regulatory structure that involves composting. Thus, the Rantoul RTS will not accept loads of landscape waste.

The Rantoul RTS will reject materials that are not compatible with the operations of the proposed transfer station facility. The following wastes, at a minimum, are considered unauthorized and will not be knowingly accepted at the Rantoul RTS:

- Hazardous substances (as defined by Section 3.215 of the Act);
- Hazardous waste (as defined by Section 3.220 of the Act);
- Potentially infectious medical wastes (as defined by the Act in Section 3.84);
- Universal waste (as defined by Title 35 of the Illinois Administrative Code Part 733 including batteries, pesticides, mercury-containing equipment and lamps);
- Regulated asbestos containing materials;
- Polychlorinated biphenyl wastes;
- Used motor oil;
- Source, special, or by-product nuclear materials;
- Radioactive wastes (both high and low level);
- Sludge;
- White goods (incidental white goods received at the proposed transfer station will be segregated and stored for pickup by an off-site recycler);
- Lead-acid automotive batteries (incidental automotive batteries received at the transfer station will be segregated and stored for pickup by an off-site recycler);
- Used tires (incidental tires received at the transfer station will be segregated and stored for pickup by an off-site recycler); and
- Landscape waste.

Rejected materials will not be allowed to unload or will be promptly removed and transferred to an appropriate facility for ultimate disposition or, to the extent allowed by law, legally placed back on the vehicle that transported said unauthorized waste to the Rantoul RTS and sent away from the Rantoul RTS.

The Rantoul RTS reserves the right to reject any other materials or loads that are deemed incompatible with site operations. The Rantoul RTS will deny access to a vehicle for reasons that include, but are not limited to, the following:

- The vehicle is known, or reasonably suspected, to contain unauthorized waste materials.
- The vehicle appears likely to leak or spill material, especially material that is easily windblown or otherwise scattered.
- The vehicle does not appear to be in safe operating condition.
- The vehicle has repeated non-compliance with Area Disposal's tarping policy.

2.4.4 OPERATING EQUIPMENT

Mobile equipment will be used to facilitate all transfer operations and to handle material for storage and load out after processing. The following provides an overview of the typical types of equipment that will be used at the proposed transfer station facility:

- Semi-tractor/yard tractors for transfer trailer hauling/on-site movement;
- Semi-trailers for material transfer to landfill; and
- Wheel loaders for material handling to transfer trailers.

Other equipment may also be used as needed. If replacement equipment is necessary, due to equipment failure or breakdown, the equipment will be brought in from contractor rental yards. The list of mobile equipment may be changed or supplemented in response to incoming volumes, materials types, etc.

2.4.5 TRANSFER OPERATIONS AND STORAGE

Unloading and loading of the waste will take place only inside the transfer station building, and only under the direction of Rantoul RTS operating personnel. Loading equipment inside the structure will load the waste into transfer trailers in the loading pit on the north side of the building.

All transfer trailers are planned to be equipped with auto tarpers. During tarping, the driver will be trained to make sure that no waste is clinging to the outside of the transfer trailer and no leaks are occurring.

No waste shall be left on the floor of the transfer station for more than twenty-four hours. SSR may be stored on the floor inside the transfer station building as needed to allow sufficient material to be accumulated to provide a full transfer trailer load.

Waste and/or recyclables may be kept temporarily outside in transfer trailers which are tarped/covered for no more than twenty-four hours, except over holidays and weekends, when the time shall be extended by an additional twenty-four hours for a holiday and forty-eight hours for a weekend. As indicated above, all transfer trailers shall be tarped/covered at all times during such periods of temporary storage.

2.4.6 ON-SITE TRAFFIC CONTROLS

As vehicles enter the site, pavement markings and/or signs will direct each vehicle to the lane which it should use. A spotter may be stationed at the entrance to assist/direct vehicles as needed.

In-bound collection vehicles will proceed over the in-bound scale. Security cameras, a screen display and an intercom will be present for the driver to communicate with the scale clerk located in the office. The purpose of the scales is to measure the weight of the waste being delivered to the site. Typically, in-bound and out-bound weights are obtained, and then the difference between the two weights is the amount of waste delivered to the site (and is the basis of the customer's

invoice). Customers may request tickets/receipts documenting the recorded weights upon exiting the site.

The Rantoul RTS will be implementing an electronic ticketing system to minimize time on the scales and the ticketing/receipt process. The system includes the following:

- For the in-bound trucks, the scale clerk simply records the company name, license plate, driver, material, weight, and related information. The process is very quick, and the truck generally only needs to stop for about thirty seconds on the in-bound scale.
- Area Disposal collects and stores tare-weights (empty weights) of each of the packer-trucks for its own vehicles and regular customers (recalibrated monthly). The stored tare-weight is then used for each transaction, which allows those vehicles to predominantly bypass the out-bound scale. For these customers, the scale clerk routinely sends a batch-ticket to the designated customer via email.
- For those that do need to proceed over the out-bound scale, a monitor/screen and corresponding camera system will be present which will display the truck, license plate, driver, tare-weight, and related information. The driver can take a picture of the monitor/ screen with their phone, opt for an emailed ticket, or request a printed ticket/receipt.
- For those that request a printed ticket/receipt or need to provide payment, the vehicle will pull off the scale and park in a designated area along the drive.

2.4.7 CLEANING PROCEDURES

The tipping floor and barrier walls will be cleaned with a pressure washer after sweeping as needed to remove waste residue and control odors. A disinfectant may be used in the washwater to control odors. All excess washwater from the tipping floor will be directed through the oil-water separator to the holding tank.

2.4.8 LITTER CONTROL

Unloading, transferring, and loading of all waste will be performed within the transfer building to minimize the potential for wind-blown distribution of litter. Tarps on all loaded incoming and outgoing open-top trucks will contain the waste to prevent its escape onto the grounds or the public roadways. Loaded transfer trailers will be tarped using auto tarpers. Area Disposal shall use its best efforts to assure that vehicles hauling waste to and from the Rantoul RTS shall be suitably covered so as to prevent waste from leaving the vehicles.

Fencing will surround the Rantoul RTS property and assist in keeping any windblown litter from leaving the site. In order to ensure the effectiveness of these litter prevention measures, Rantoul

RTS personnel will patrol the site during hours of operation to collect any litter. Any litter collected will be added to the waste being managed on the tipping floor.

2.4.9 VECTOR CONTROL

Several design and operational features have been incorporated into the proposed Rantoul RTS to minimize the potential to attract vectors, including:

- Elimination or minimization of available food by removing waste on a first-in, first-out basis. The waste material will remain at the proposed transfer building for only a short period of time before being processed and removed;
- Routine cleaning of the floor inside the proposed transfer building, as discussed above;
- Regular inspections by site personnel for rodents, insects, and birds;
- Containment of waste within the transfer building;
- Requiring that all vehicles entering and exiting the site be properly tarped or fully enclosed; and
- Contracting with a professional exterminator to inspect and treat the site as needed.

2.4.10 DUST AND MUD CONTROL

All access roads, parking areas, storage areas, and vehicle-maneuvering areas at the Rantoul RTS will be appropriately paved, thus minimizing dust generated at the site. With the exception of entrance and exit bays, the transfer building will be fully enclosed to protect operations from the wind. Potential dust impacts from material operations within the structure (e.g., unloading, processing, and loading) will be mitigated by periodic washdowns of the floors and barrier wall areas.

A street sweeper will be provided to remove mud, dirt and dust tracked onto hard surfaces inside the site on an as-needed basis, except during severe weather conditions (e.g., heavy rains, winter conditions when salt has been applied to the roadway). All access drives, parking areas, storage areas, and vehicle maneuvering areas at the site shall be paved and swept with a street sweeper as needed.

2.4.11 ODOR CONTROL

Odors will be controlled at the Rantoul RTS through several effective design and operating features. Area Disposal will implement the following to control odors:

- MSW will be delivered primarily in enclosed vehicles, and tarps will be required on all non-enclosed loads.

- Unloading, transferring, and loading operations for MSW will be performed indoors within the transfer building.
- MSW will be removed from the tipping floor with a frequency adequate to greatly minimize the generation of odors.
- The MSW tipping floor areas will be cleaned with a pressure washer as needed.
- If malodors are detected off-site, the source of odor generation will be removed from the site, and the off-site condition will be monitored by site personnel to insure against reoccurrence. If a continuous source of odorous materials is identified, the generator will be contacted and advised that the materials must be effectively treated for odor control or the service will be discontinued and the materials no longer brought to the site.

Due to the site's proximity to the Rantoul Airport, the transfer building will be equipped with a ventilation and filtration system. The ventilation system will remove air from the building and be designed to work in conjunction with the building design and operations to provide a negative air pressure condition within the building. The filtration system will be designed to effectively eliminate any odors from the exhaust. The ventilation and filtration system will include the following:

- Ventilation fans mounted on the roof or outside walls of the transfer building;
- A duct system at the inlet of each ventilation fan;
- An ozone generating equipment and dispersion device installed within each duct system which will destroy any odorous compounds or bacteria; and
- A particulate filter system at the inlet of each ventilation unit.

The transfer building will be equipped with doors at all vehicle ingress/egress locations including openings for transfer trailers and waste collection vehicles. The doors will remain closed when not in use. The doors are sized and will be operated to minimize the area open to the outside at any one time.

2.4.12 NOISE CONTROL

Noises associated with the operation of the proposed Rantoul RTS include vehicular traffic, equipment, and safety signals on mobile equipment. The design and location of the proposed transfer station minimizes the potential for noise-related concerns.

The Rantoul RTS is located in a commercial area and will have minimal noise impact to the surrounding properties. Noise characteristics are expected to be similar to those generated by existing surrounding land uses.

Unloading and loading of the transfer vehicles will take place inside the proposed transfer building, thereby reducing noise levels outside of the building. All on-site equipment will be equipped with mufflers and will utilize other sound-suppressing devices, as required, for compliance with applicable state regulations. A routine maintenance program will be followed to ensure all on-site equipment is kept in good working order.

2.4.13 SITE SECURITY

The Rantoul RTS as proposed is bordered on the north by agricultural properties, the east by commercial properties, the south by expressway ramps and Champaign Avenue, and to the west by Interstate 57. The site will be surrounded with a 6-foot fence with a locking gate system. The point of access to the proposed transfer station will be the gated entrance off of the West Champaign Avenue service road. Signage will be present at the entrance gate identifying the facility, operating hours, and a warning to all unauthorized persons.

During operating hours, all traffic entering the facility will pass by the scale office and will therefore be visible to the scale personnel. The scale office will be equipped with multiple security cameras that feed to monitors viewed by the scale personnel. The security cameras will be positioned to allow full and constant visibility of the driveway, scale, and entrance area. Any unauthorized traffic will be stopped at this point. During non-operating hours, the access gates will be in a closed and locked position.

Lights are or will be installed at the site entrance, in parking areas and on the transfer building to provide adequate lighting. A security camera system will also be installed at strategic locations around the site.

2.4.14 VEHICLE FUELING PROCEDURES

Fuel tanks are located on-site and will be used to fuel mobile equipment.

2.4.15 COMMUNICATIONS

All equipment operators at the Rantoul RTS will be equipped to communicate with the facility manager and other personnel via mobile phone at all times during operating hours. Emergency numbers will be clearly posted.

2.4.16 MONITORING PLAN

Stormwater discharges will be monitored quarterly at the Rantoul RTS in accordance with the National Pollutant Discharge Elimination System permit and stormwater pollution prevention plan as described in Section 2.3.2.

The proposed design and operations of the Rantoul RTS preclude the potential for impacts to groundwater. In addition, the Rantoul RTS does not include the construction or operation of any regulated air emission sources. As such, no groundwater and/or air quality monitoring is anticipated to be required by the IEPA, and no groundwater and/or air monitoring is proposed.

2.4.17 RECORDKEEPING

Accurate and up-to-date records documenting facility operations will be maintained at the Rantoul RTS. These records will include, but are not limited to, the following:

- Daily records of the amounts and description of the various types of materials received;
- Load inspection reports;
- Results of inspections (by IEPA, county, or local authorities);
- Copies of all submitted reports (to IEPA, county, or local authorities);
- Employee training records; and
- Employee personnel records.

The records will be maintained for a period of at least two years. The records of the amounts and descriptions of the various types of materials received will include both waste receipts and scale weight on the disposal tickets and logs (electronic and/or hard copies), including, without limitation, those showing the amount in tons of all material received.

2.4.18 SITE THROUGHPUT CAPACITY

Subject to IEPA permitting, the Rantoul RTS is anticipated to accept up to 500 tons per day of which up to 350 tons per day may be MSW and up to 150 tons per day may be SSR.

The maximum volumes are based on the following:

- MSW - Area Disposal currently hauls approximately 190 tons per day of MSW from the Service Area (which is defined in Criterion 1 as all of Champaign County and certain townships in Iroquois and Ford Counties). The 350-ton-per-day amount would accommodate the existing volume Area Disposal hauls, volume from other privately owned companies, reasonable growth, and a contingency for a peak day.
- SSR - Area Disposal currently hauls approximately 15 tons per day of SSR from the Service Area. The 150 tons per day limit would accommodate the existing volume Area Disposal hauls, volume from other privately owned companies, significant growth, and a contingency for a peak day.

The Rantoul RTS has been designed to manage the peak amounts of each material type on the same day. The site and operating features that determine the daily throughput capacity of a transfer station are the following:

- Incoming waste flow;
- The available capacity to queue incoming waste vehicles;
- The time needed for collection vehicles to empty their loads and exit the facility;
- The time needed to load a transfer trailer;
- The tipping floor size and stockpiling capacity; and
- The operating hours of the facility.

2.4.19 DAILY OPERATING CAPACITY AND THROUGHPUT CAPACITY DESIGN

The following summarizes our evaluation of site features that are determinative of daily operating capacity and throughput capacity, relative to the anticipated acceptance volumes. The assumptions discussed below are typical estimates and may vary.

2.4.19.1 Incoming Waste Flow

This evaluation utilizes a summary of the anticipated collection amounts and transportation times based on the following:

- The typical anticipated route schedules of Area Disposal MSW and SSR collection vehicles, which schedules will be consistent week to week.
- The typical distribution of the number of Area Disposal packer trucks versus roll off trucks that Area Disposal operates in the Service Area.
- The typical average weights of loaded Area Disposal MSW and SSR collection vehicles, which average weights are not expected to significantly change with the operation of the Rantoul RTS.

The information indicates the following:

- Minor amounts of MSW and SSR will be accepted prior to 9:00 a.m.
- The peak hours of MSW and SSR acceptance will be between 10:00 a.m. and 12:00 p.m., and then again between 3:00 p.m. and 6:00 p.m.
- MSW and SSR acceptance is not anticipated after 6:00 p.m.

2.4.19.2 Unloading Time and Queuing Capacity

Trucks may be required to queue (i.e., wait in line) if multiple trucks arrive at the transfer station facility in a short amount of time. The time needed to weigh-in a vehicle at the scale is approximately thirty seconds. The time for a collection vehicle to pull forward to the transfer station building, back into the building, discharge its load and pull out of the area (such that the area is clear for another disposal vehicle) is estimated to be approximately five minutes.
The transfer building will be equipped with three 20-foot wide bay doors. To be conservative, only two vehicles are assumed to be unloaded at one time. Based on an unloading time of five minutes, up to twenty-four vehicles can be unloaded at the MSW and SSR transfer building in an hour (60 minutes/hour x 1 unloading vehicle/5 minutes x 2 concurrent vehicles/unloading vehicle).

The Rantoul RTS entrance drive has sufficient capacity for at least four collection vehicles: one on the scale and at least three queuing on-site before the scale. Additional queuing capacity is available between the scale and the unloading areas, if needed, to prevent any on-site traffic gridlock.

2.4.19.3 MSW and SSR Transfer Trailer Loading Rate

Rantoul RTS personnel will use a wheel loader for the transfer of MSW and SSR. Based on similar operations at other facilities, the typical time to load MSW into a transfer trailer with a wheel loader is approximately twelve minutes and the capacity of a transfer trailer loaded with MSW is approximately 24 tons. The average weight of a loaded transfer trailer with SSR is estimated to be approximately 18 tons per load and, primarily due to the lower density of SSR relative to MSW, the time to load a transfer trailer with SSR is estimated to be approximately fifteen minutes.

Based on the above, the facility has the capacity to load up to five transfer trailers per hour of MSW or approximately four transfer trailers per hour of SSR.

If MSW and/or SSR is being unloaded onto the tipping floor at a rate less than the respective load out rates, MSW and/or SSR may not need to be staged on the tipping floor (assuming material is being loaded during that time). If MSW and/or SSR is being unloaded onto the tipping floor at a rate greater than the respective load out rates, MSW and/or SSR will need to be staged on the tipping floor. It should be noted that transfer trailer loading can occur simultaneously with unloading from collection vehicles.

2.4.19.4 Tipping Floor Size

The tipping floor for the transfer building is approximately 10,000 square feet (100 feet by 100 feet). MSW and SSR will be unloaded in separate locations, which may vary based on actual daily

acceptance volumes of each. MSW and SSR cannot occupy the entire tipping floor as adequate maneuvering space is needed for the loader and the disposal vehicles. During a maximum waste acceptance day, MSW is anticipated to be stored on the west/northwest portion of the transfer building, and SSR stored in the southwest portion. A barrier wall of concrete blocks may be provided to facilitate the separation of MSW from SSR.

2.4.19.5 Operating Hours

The Rantoul RTS anticipates operating hours of up to 5:00 a.m. to 6:00 p.m. on weekdays and 5:00 a.m. to 12:00 p.m. on Saturdays. These hours will allow operational flexibility to accommodate specific customer or market needs. However, the Rantoul RTS will not be open all of these hours if the customer needs and market do not warrant these hours.

2.4.19.6 Evaluation of Maximum Amount

Tables 2-1 and 2-2, located in the tables section of this Criterion 2, provide an evaluation of the needed tipping floor storage volume for 350 tons per day of MSW and 150 tons per day of SSR.

As shown in Tables 2-1 and 2-2, the transfer building is anticipated to receive up to eight MSW waste collection vehicles and four SSR vehicles during the peak one-hour period (from 11:00 a.m. to noon), which is 50% of the twenty-four vehicles per hour capacity. During the peak one-hour period, transfer trailers only need to be loaded out at three per hour, which is approximately 60% of the load out capacity of five transfer trailers per hour.

Also as shown on Table 2-1, the maximum amount of MSW anticipated to be required to be staged during the peak one-hour period is approximately 37 tons. As shown on Table 2-2, the maximum amount of SSR anticipated to be required to be staged during the peak one-hour period is approximately 24 tons.

As previously mentioned, the tipping floor is approximately 10,000 square feet. MSW is anticipated to be staged along the west barrier wall and SSR is anticipated to be staged in the corner area of the south and west barrier walls. An approximately 1,000 square foot area will hold at least 50 tons of MSW. An approximately 1,200-square-foot area will hold at least 30 tons of SSR. SSR takes up a higher proportion of the tip floor since its density is less than the density of MSW. Based on the above assumptions, the staging of MSW and SSR will only occupy less than 2,200 square feet (or approximately 22% of the tipping floor) during a peak one-hour period, which will still leave more than adequate maneuvering space for the wheel loader to load transfer trailers and collection vehicles to unload materials.

The largest storage volumes would occur during the 11:00 a.m. to noon hour (as the collection vehicles complete their "first round"). During the second round, the SSR trucks could be parked/ staged on-site and unloaded later if helpful for site operations.

The above evaluation indicates that the proposed Rantoul RTS acceptance rates of 350 tons per day of MSW and 150 tons per day of SSR can be easily managed under the anticipated incoming waste flow.

2.4.20 FINAL CLOSURE

The expected life of the Rantoul RTS is at least twenty years. Final closure of the Rantoul RTS will consist of the following activities:

- Removal of all MSW from the transfer station building;
- Cleaning of the transfer station building and equipment;
- Removal of all equipment; and
- Preparation and submittal of closure documentation to the IEPA.

Closure activities will be initiated within thirty days of the date Area Disposal declares the acceptance of its last load of waste, or within thirty days of notification of closure, whichever is earlier. No waste will be accepted at the proposed transfer station after either of the two above-mentioned events. Access gates will be secured and signs will be posted which indicate that the facility is closed and is no longer accepting MSW.

2.4.20.1 Waste Removal

All MSW is anticipated to be removed from the Rantoul RTS within twenty-four hours of arrival at the transfer station.

2.4.20.2 Building and Equipment Cleaning

After all waste has been removed from the transfer building, all areas and equipment that were in contact with waste will be thoroughly cleaned. Such areas will include, but are not limited to, the tipping floor and barrier walls. The building is anticipated to remain and be re-purposed.

2.4.20.3 Equipment Removal

After the transfer building has been cleaned, on-site equipment will be removed from the proposed Rantoul RTS for beneficial reuse or resale.

2.4.20.4 Continued Monitoring

Since all wastes will be removed, continued monitoring is not anticipated to be required by the IEPA and no continued monitoring after certification of closure is proposed.

2.5 CONSTRUCTION QUALITY ASSURANCE AND CONTROL PROGRAM

Construction quality assurance (CQA) generally consists of a planned and systematic actions to assess conformity of construction with the required plans and specifications, and to provide adequate confidence that constructed items meet contractual and regulatory requirements. Construction quality control (CQC) generally consists of actions implemented by the contractor to document that its methods, materials, and workmanship are accurate and correct, and meet contractual and regulatory requirements including required plans and specifications.

All required regulatory approvals, including an IEPA development permit and any local permits, will be received prior to construction of the Rantoul RTS. The development features of the Rantoul RTS will be described in the narrative and drawings which will be submitted to the IEPA as part of the application for a development permit. The narrative and drawings submitted to the IEPA will be consistent with the approved local siting application.

Construction level drawings and specifications will be developed prior to the construction of the various project components. A CQA/CQC plan will also be prepared which will define the requirements regarding the following:

- Roles and responsibilities;
- Contractor submittals;
- Quality assurance testing;
- Field observations;
- Survey requirements;
- Project documentation and routine reporting; and
- Project coordination meetings.

The construction of the following features will be observed and documented:

- Foundations and slabs;
- Roadways and/or paving;
- Buildings and ancillary features;
- Scale(s);
- Utilities; and
- Stormwater control features.

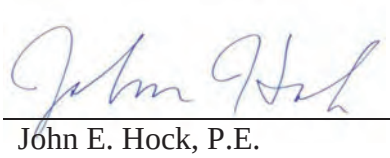
A construction documentation report and certification, including as-built drawings, will be submitted to the IEPA as part of the application for an operating permit. All construction documentation will be consolidated and maintained at the Rantoul RTS.

2.6 NOTICE INFORMATION

No later than fourteen days prior to a request for location approval, the applicant caused written notice of this request for location approval to be served by certified mail, return receipt requested, on the owners of all property within 1,000 feet in each direction of the site, said owners being such persons or entities which appear from the authentic tax records of Champaign County. Written notice was also served upon members of the General Assembly from the legislative district in which the site is located and was published in a newspaper of general circulation published in the county in which the site is located. The notices stated the name and address of the applicant, the location of the site, the nature and size of the development, the nature of the activity proposed, the probable life of the proposed activity, the date when the request for site approval will be submitted, and a description of the right of persons to comment on such request as hereafter provided. The notices were all performed more than fourteen days prior to this request for location approval. An affidavit demonstrating the above is provided in Appendix 2-G.

2.7 CERTIFICATION

I hereby certify that all information contained in this Application for Local Siting Approval for Criterion 2 was prepared by me or under my direct supervision and is true and correct to the best of my knowledge and belief.



John E. Hock, P.E.

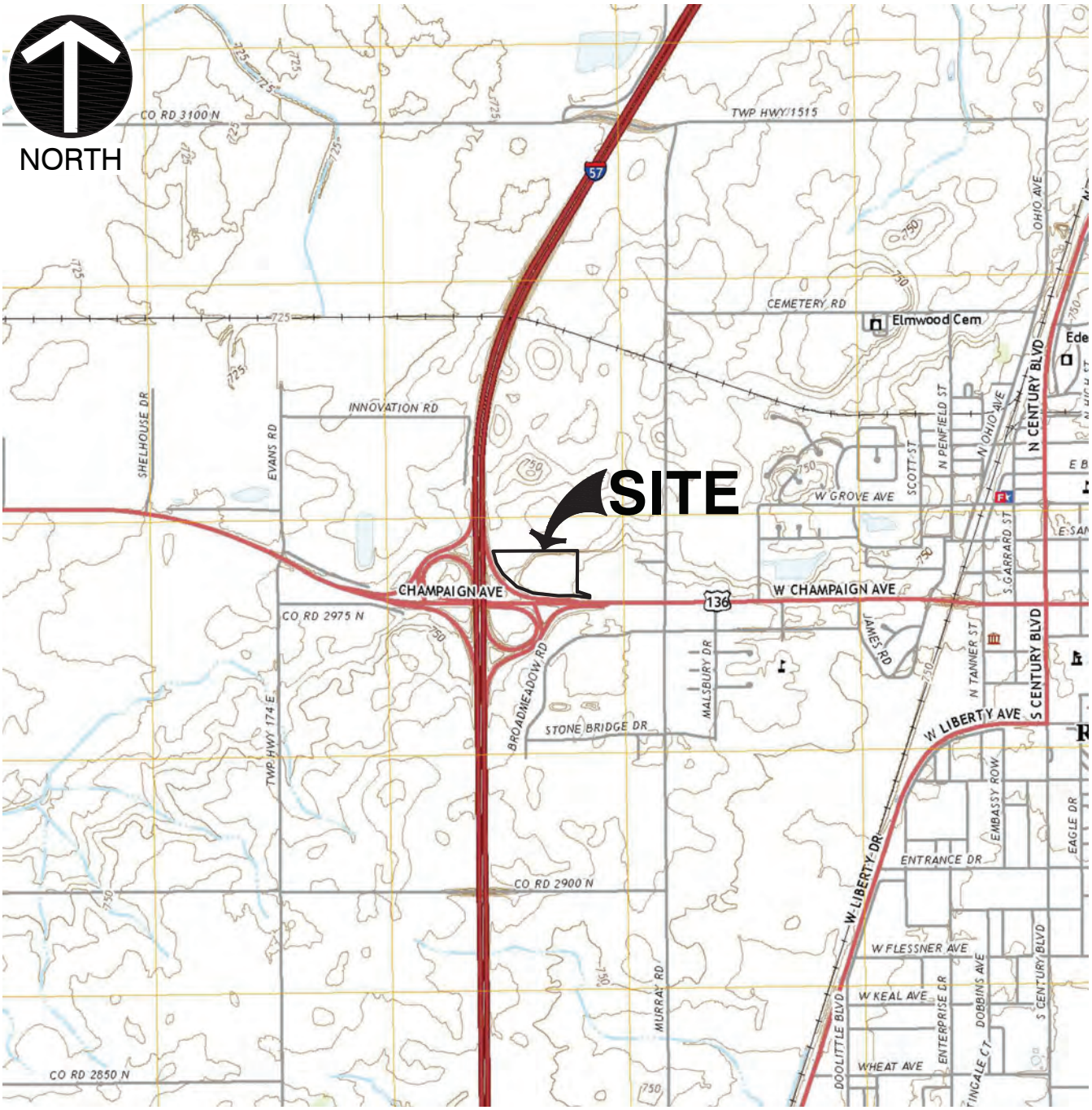
December 18, 2025
Date

062-047623 - IL

Professional Engineer Registration Number and State

CRITERION 2

FIGURES



REFERENCE

1. U.S.G.S. 7.5' TOPOGRAPHIC MAP, RANTOUL QUADRANGLE, ILLINOIS DATED: 2021.

*HAND SIGNATURE ON FILE

SCALE IN FEET

0 2000 4000

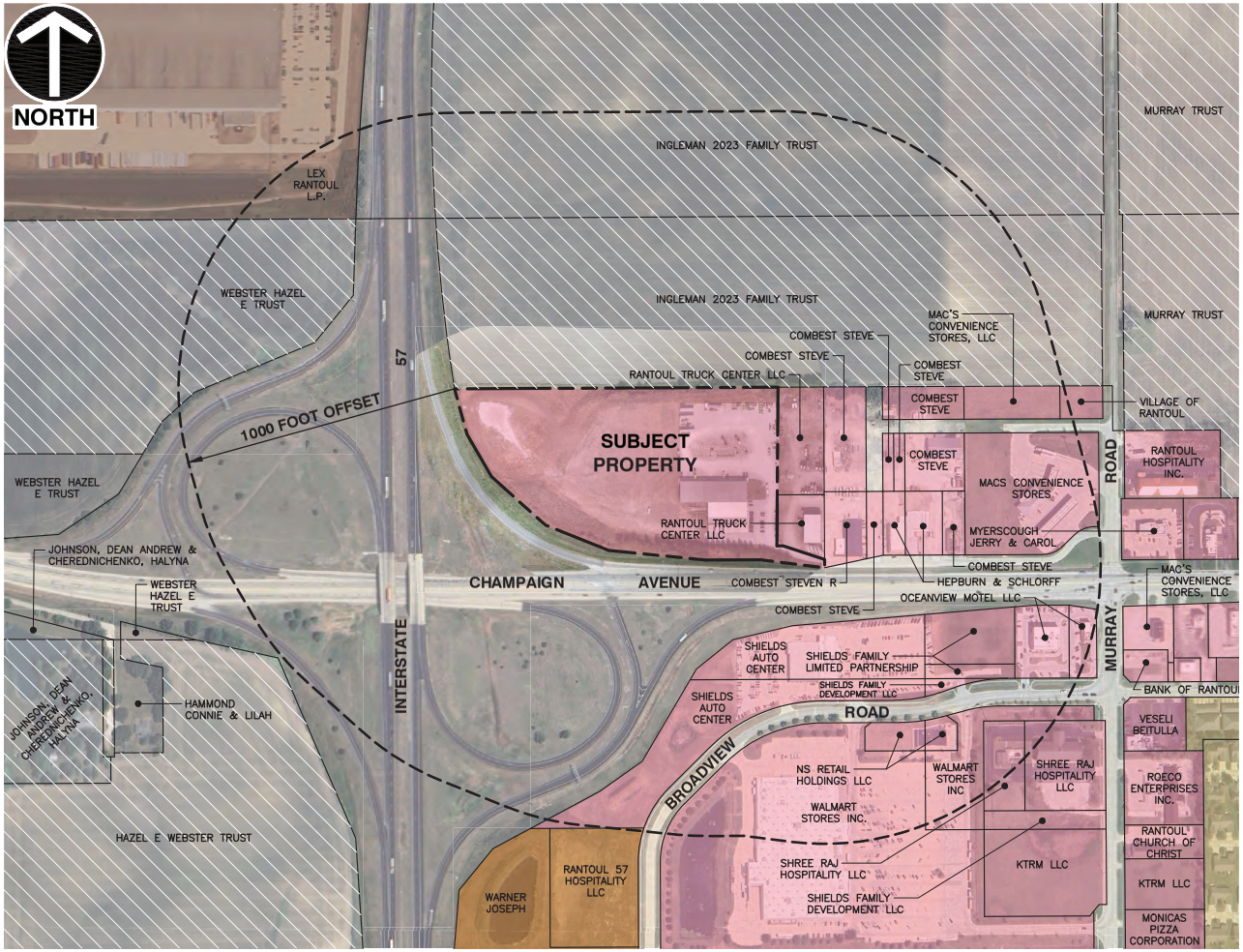
Civil & Environmental Consultants, Inc.
1230 East Diehl Road
Suite 200
Naperville, IL 60563
Ph: 630.963.6026
www.cecinc.com

AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
896 WEST CHAMPAIGN AVENUE
RANTOUL, ILLINOIS

SITE LOCATION MAP

DRAWN BY:	MSK	CHECKED BY:	JEH	APPROVED BY:	JEH*	FIGURE NO.:
DATE:	12/08/2025	DWG SCALE:	1"=2000'	PROJECT NO:	340-656.2002	2-1

P:\340-000\340-656\-CADD\Dwg\SW02-Permit Application\340656-SW02-S003-Site Location Map.dwg[FIG 2-1] LS:(8/26/2025 - mkarpf) - LP: 12/5/2025 11:45 AM



LEGEND

- SUBJECT PROPERTY
- SURROUNDING PROPERTY
- 1000 FOOT PROPERTY OFFSET
- CHAMPAIGN COUNTY
- AG AGRICULTURAL
- C-2 GENERAL COMMERCIAL
- C-3 INDUSTRIAL COMMERCIAL
- I-2 INDUSTRIAL HEAVY
- R-4 GENERAL MULTIFAMILY RESIDENTIAL

REFERENCE

1. SITE IMAGE TAKEN FROM UAV FLYOVER COMPLETED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATE OF FLYOVER OCTOBER 6, 2025.
2. SURROUNDING IMAGE PROVIDED BY GOOGLE EARTH. DATE OF IMAGE: MARCH 21, 2024.
3. ZONING DISTRICTS AND PROPERTY OWNERSHIP PROVIDED BY VILLAGE OF RANTOUL PUBLIC WORKS DEPARTMENT.

*HAND SIGNATURE ON FILE

SCALE IN FEET

0 400 800

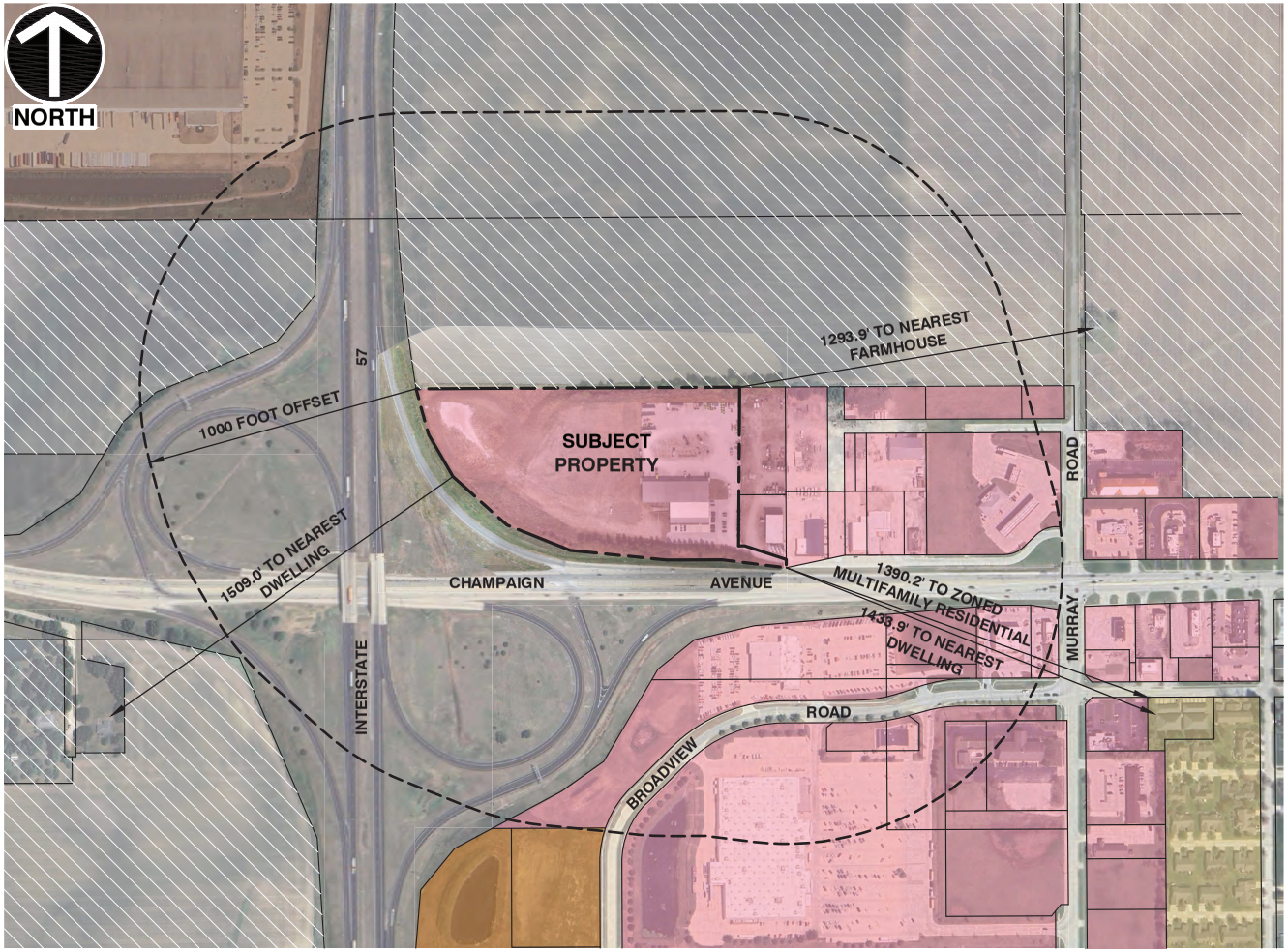
Civil & Environmental Consultants, Inc.
1230 East Diehl Road
Suite 200
Naperville, IL 60563
Ph: 630.963.6026
www.cecinc.com

AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
896 WEST CHAMPAIGN AVENUE
RANTOUL, ILLINOIS

SURROUNDING PROPERTIES

DRAWN BY:	MSK	CHECKED BY:	JEH	APPROVED BY:	JEH*	FIGURE NO.:
DATE:	12/08/2025	DWG SCALE:	1"=400'	PROJECT NO:	340-656.2002	2-2

P:\340-000\340-656\-0400\Dwg\SW02-Permit Application\340656-SW02-S004-Surrounding Properties.dwg[FIG 2-2] LS:(11/10/2025 - mkarpl) - LP: 12/5/2025 11:46 AM



LEGEND

- SUBJECT PROPERTY
- SURROUNDING PROPERTY
- 1000 FOOT PROPERTY OFFSET
- CHAMPAIGN COUNTY
- AG AGRICULTURAL
- C-2 GENERAL COMMERCIAL
- C-3 INDUSTRIAL COMMERCIAL
- I-2 INDUSTRIAL HEAVY
- R-4 GENERAL MULTIFAMILY RESIDENTIAL

REFERENCE

1. SITE IMAGE TAKEN FROM UAV FLYOVER COMPLETED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATE OF FLYOVER OCTOBER 6, 2025
2. SURROUNDING IMAGE PROVIDED BY GOOGLE EARTH. DATE OF IMAGE: MARCH 21, 2024.
3. ZONING DISTRICTS PROVIDED BY VILLAGE OF RANTOUL PUBLIC WORKS DEPARTMENT.

*HAND SIGNATURE ON FILE

SCALE IN FEET

0 400 800

Civil & Environmental Consultants, Inc.
1230 East Diehl Road
Suite 200
Naperville, IL 60563
Ph: 630.963.6026
www.cecinc.com

AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
896 WEST CHAMPAIGN AVENUE
RANTOUL, ILLINOIS

RESIDENTIAL SETBACK

DRAWN BY:	MSK	CHECKED BY:	JEH	APPROVED BY:	JEH*	FIGURE NO.:
DATE:	12/08/2025	DWG SCALE:	1"=400'	PROJECT NO:	340-656.2002	2-3

P:\340-000\340-656\-CAD\Dwg\SW02-Permit Application\340656-SW02-S005-Residential Setback.dwg[FIG 2-3] LS:(10/14/2025 - mkarpl) - LP: 12/5/2025 11:47 AM



REFERENCE

1. SITE IMAGE TAKEN FROM UAV FLYOVER COMPLETED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATE OF FLYOVER OCTOBER 6, 2025.
2. SURROUNDING IMAGE PROVIDED BY GOOGLE EARTH. DATE OF IMAGE: MARCH 21, 2024.
3. FRESHWATER EMERGENT WETLAND AND FRESHWATER POND LOCATION PROVIDED BY U.S. FISH AND WILDLIFE SERVICE, NATIONAL WETLANDS INVENTORY, WETLANDS MAPPER WEBSITE.

LEGEND

- BOUNDARY OF RANTOUL RECYCLING AND TRANSFER STATION
- FRESHWATER EMERGENT WETLAND
- FRESHWATER POND

*HAND SIGNATURE ON FILE

SCALE IN FEET

0 300 600

Civil & Environmental Consultants, Inc.
1230 East Diehl Road
Suite 200
Naperville, IL 60563
Ph: 630.963.6026
www.cecinc.com

AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
896 WEST CHAMPAIGN AVENUE
RANTOUL, ILLINOIS

SURROUNDING WETLANDS

DRAWN BY:	MSK	CHECKED BY:	JEH	APPROVED BY:	JEH*	FIGURE NO.:	2-4
DATE:	12/08/2025	DWG SCALE:	1"=300'	PROJECT NO:	340-656.2002		

P:\340-000\340-656\-CADD\Dwg\SW02-Permit Application\340656-SW02-S008-Surrounding Wetlands.dwg[FIG 2-4] LS:(10/14/2025 - mkarpl) - LP: 12/5/2025 11:56 AM



REFERENCE

1. SITE IMAGE TAKEN FROM UAV FLYOVER COMPLETED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATE OF FLYOVER OCTOBER 6, 2025.
2. SURROUNDING IMAGE PROVIDED BY GOOGLE EARTH. DATE OF IMAGE: MARCH 21, 2024.

*HAND SIGNATURE ON FILE

SCALE IN FEET

0 1200 2400

Civil & Environmental Consultants, Inc.
1230 East Diehl Road
Suite 200
Naperville, IL 60563
Ph: 630.963.6026
www.cecinc.com

AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
896 WEST CHAMPAIGN AVENUE
RANTOUL, ILLINOIS

AIRPORT PROXIMITY

DRAWN BY:	MSK	CHECKED BY:	JEH	APPROVED BY:	JEH*	FIGURE NO.:
DATE:	12/08/2025	DWG SCALE:	1"=1200'	PROJECT NO:	340-656.2002	2-5

P:\340-000\340-656\-CADD\Dwg\SW02-Permit Application\340656-SW02-5006-Airport Proximity.dwg(FIG 2-5) LS:(10/14/2025 - mkampf) - LP: 12/5/2025 11:57 AM

CRITERION 2

TABLES

Civil & Environmental Consultants, Inc.

Table 2-1
Rantoul Recycling and Transfer Station
Projected Material Processing and Traffic Volume
350 Tons Per Day Municipal Solid Waste

Time	Collection Vehicle Distribution		Municipal Solid Waste Delivered									Outgoing MSW		Municipal Solid Waste Transferred					Required Tip Floor Storage	
	Hour Incoming		Hour Incoming				Total Hourly Incoming			Cumulative Incoming		from SSR	MSW	Hourly Transferred			Cum Out	Hourly Truck Volumes		
(Hour Beginning)	Packer (trucks)	Roll-off (trucks)	Packer (trucks)	Packer (tons)	Roll-off (trucks)	Roll-off (tons)	Trucks	Tons	yd^3	Tons	yd^3	Tons	Tons	Trucks	Tons	yd^3	tons	(trucks)	Tons	yd^3
12:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0.0%	0.8%	0	0	0	2	0	2	8	2	8	0	2	0	0	0	0	0	2	8
7:00 AM	0.0%	0.8%	0	0	0	2	0	2	8	3	16	0	3	0	0	0	0	0	3	16
8:00 AM	0.0%	2.5%	0	0	1	5	1	5	24	8	39	0	8	0	0	0	0	1	8	39
9:00 AM	6.0%	2.5%	3	22	1	5	4	27	135	35	175	0	35	1	24	120	24	5	11	55
10:00 AM	7.8%	2.5%	4	29	1	5	5	34	171	69	345	0	69	1	24	120	48	6	21	105
11:00 AM	16.2%	1.7%	8	61	1	3	8	64	319	133	664	0	133	2	48	240	96	10	37	184
12:00 PM	7.2%	2.5%	3	27	1	5	5	32	159	165	824	0	165	2	48	240	144	7	21	104
1:00 PM	6.0%	0.0%	3	22	0	0	3	22	112	187	936	0	187	1	24	120	168	4	19	96
2:00 PM	7.8%	0.8%	4	29	0	2	4	31	155	218	1091	0	218	1	24	120	192	5	26	131
3:00 PM	10.2%	0.8%	5	38	0	2	5	40	200	258	1290	0	258	2	48	240	240	7	18	90
4:00 PM	8.4%	0.0%	4	32	0	0	4	32	158	290	1448	0	290	2	48	240	288	6	2	8
5:00 PM	15.6%	0.0%	7	58	0	0	7	58	292	348	1741	0	348	1	24	120	312	8	36	181
6:00 PM			0	0	0	0	0	0	0	348	1741	0	348	1.5	36	180	348	2	0	1
7:00 PM			0	0	0	0	0	0	0	348	1741	0	348	0	0	0	348	0	0	1
8:00 PM			0	0	0	0	0	0	0	348	1741	0	348	0	0	0	348	0	0	1
9:00 PM			0	0	0	0	0	0	0	348	1741	0	348	0	0	0	348	0	0	1
10:00 PM			0	0	0	0	0	0	0	348	1741	0	348	0	0	0	348	0	0	1
11:00 PM			0	0	0	0	0	0	0	348	1741	0	348	0	0	0	348	0	0	1
DAILY TOTALS	85%	15%	40	320	7	28	47	348	1741	348	1741	0	348	14.5	348	1740	348	62	MAX 37	MAX 184

Assumptions:

47 is total collection vehicles per day.
350 tons = approximate daily throughput of MSW.
8 tons = average MSW packer truck load.
4 tons = average MSW roll-off truck load.
24 tons = average MSW transfer trailer load.
1 ton MSW = 5 cubic yards on tipping floor (or 400 pounds/cubic yard).
85% of total incoming vehicles are MSW packer trucks.
15% of total incoming vehicles are MSW roll-off trucks.

R-168

Table 2-2
Rantoul Recycling and Transfer Station
Projected Material Processing and Traffic Volume
150 Tons Per Day Single-Stream Recyclables

Time	Collection Vehicle Distribution		SSR Delivered									Outgoing		SSR Transferred				Required Tip Floor Storage	
	Hour Incoming		Hour Incoming				Total Hourly Incoming			Cumulative Incoming				Hourly Transferred			Hourly Truck Volumes		
(Hour Beginning)	Packer (trucks)	Roll-off (trucks)	Packer (trucks)	Packer (tons)	Roll-off (trucks)	Roll-off (tons)	Trucks	Tons	yd^3	Tons	yd^3	SSR Tons	MSW Tons	Trucks	Tons	yd^3	(trucks)	Tons	yd^3
12:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	5.8%	0.0%	1	9	0	0	1	9	44	9	44	9	0	0	0	0	1	9	87
10:00 AM	12.5%	0.0%	3	19	0	0	3	19	94	27	137	27	0	1	18	90	4	9	95
11:00 AM	17.5%	0.0%	4	26	0	0	4	26	131	54	269	54	0	1	18	90	5	18	177
12:00 PM	6.7%	0.0%	2	10	0	0	2	10	50	64	319	64	0	1	18	90	3	10	98
1:00 PM	3.3%	0.0%	1	5	0	0	1	5	25	69	344	69	0	0	0	0	1	15	147
2:00 PM	5.8%	0.0%	1	9	0	0	1	9	44	77	387	77	0	1	18	90	2	5	54
3:00 PM	16.7%	0.0%	4	25	0	0	4	25	125	102	512	102	0	1	18	90	5	12	125
4:00 PM	15.8%	0.0%	4	24	0	0	4	24	119	126	631	126	0	1	18	90	5	18	182
5:00 PM	15.8%	0.0%	4	24	0	0	4	24	119	150	749	150	0	1	18	90	5	24	239
6:00 PM			0	0	0	0	0	0	0	150	749	150	0	1.33	23.85	119.25	1	0	0
7:00 PM			0	0	0	0	0	0	0	150	749	150	0	0	0	0	0	0	0
8:00 PM			0	0	0	0	0	0	0	150	749	150	0	0	0	0	0	0	0
9:00 PM			0	0	0	0	0	0	0	150	749	150	0	0	0	0	0	0	0
10:00 PM			0	0	0	0	0	0	0	150	749	150	0	0	0	0	0	0	0
11:00 PM			0	0	0	0	0	0	0	150	749	150	0	0	0	0	0	0	0
DAILY TOTALS	100%	0%	25	150	0	0	25	150	749	150	749	150	0	8.33	150	749	33	MAX 24	MAX 239

Assumptions:

25 is total collection vehicles per day.
150 tons = maximum daily throughput of SSR.
6 is tons of average packer truck load.
18 is tones of average transfer trailer load.
1 ton MSW = 10 cubic yards on tipping floor (or 200 pounds/cubic yard).
100% = percentage of incoming SSR that is sent to a MRF.
0% = percentage of incoming SSR that is not recycled (and hauled off as MSW).

R-169

CRITERION 2

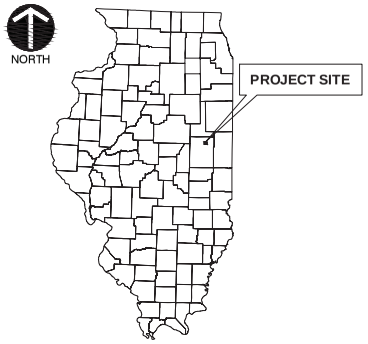
DRAWINGS

AREA DISPOSAL SERVICE, INC.

RANTOUL RECYCLING AND TRANSFER STATION

896 WEST CHAMPAIGN AVENUE

RANTOUL, CHAMPAIGN COUNTY, ILLINOIS



LOCATION KEY MAP

COUNTY MAP SOURCE:
ILLINOIS STATE GEOLOGICAL SURVEY
NOT TO SCALE

OWNER/TEAM INFORMATION

CIVIL ENGINEER

CIVIL & ENVIRONMENTAL CONSULTANTS, INC.
1230 EAST DIEHL ROAD, SUITE 200
NAPERVILLE, ILLINOIS
PH: (630) 963-6026
FX: (630) 963-6027
CONTACTS: JOHN E. HOCK, PE

OWNER

AREA DISPOSAL SERVICE, INC.
4700 NORTH STERLING AVENUE
PEORIA, ILLINOIS

LAND SURVEYOR - PLAT OF SURVEY

FEHR GRAHAM
101 WEST STEPHENSON STREET
FREEPORT, ILLINOIS
PH: (815) 235-7643
CONTACT: CHAD M. OSTERBUR, PLS

LAND SURVEYOR - EXISTING SITE CONDITIONS

MOHR & KERR ENGINEERING & LAND SURVEYING, P.C.
5901 N. PROSPECT, SUITE 6B
PEORIA, ILLINOIS
PH: (309) 692-8500
CONTACT: CALEB E. JOHNSON, PLS



SITE LOCATION MAP

U.S.G.S. 7.5 MIN. TOPOGRAPHIC MAP,
RANTOUL QUADRANGLE, ILLINOIS DATED: 2021
SCALE: 1"=1000'
SCALE IN FEET
0 1000 2000

LIST OF DRAWINGS	
DRAWING NUMBER	DRAWING TITLE
S100	COVER SHEET
S200	AERIAL PHOTOGRAPH
S300	PLAT OF SURVEY
S400	EXISTING SITE CONDITIONS
S500	PROPOSED SITE CONDITIONS
S600	BUILDING FLOOR PLAN
S700	BUILDING ELEVATIONS

*HAND SIGNATURE ON FILE

REVISION RECORD

NO	DATE	DESCRIPTION

1230 East Diehl Road
Suite 200
Naperville, IL 60563
Ph: 630.963.6026
www.cecinc.com

Civil & Environmental Consultants, Inc.

AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
896 WEST CHAMPAIGN AVENUE
RANTOUL, ILLINOIS

COVER SHEET

DATE:	12/08/2025
DWG SCALE:	AS SHOWN
PROJECT NO:	340-668.2002
Drawn By:	MSK
CHECKED BY:	JEH
APPROVED BY:	JEH*

DRAWING NO.: S100
SHEET 1 OF 7

R-171

P:\340-668\340-668\~CAD\Dwg\SHEET-Permit Application\340668-SHEET-Cover Sheet.dwg[11X17 (ANSI B)] 12/8/2025 - mmoyd - LP: 12/8/2025 8:45 AM

REFERENCE

1. BASE IMAGE TAKEN FROM UAV FLYOVER CONDUCTED BY CMT ENGINEERING & ENVIRONMENTAL CONSULTANTS, INC. DATE OF FLYOVER: OCTOBER 6, 2025.
2. SURROUNDING IMAGE PROVIDED BY GOOGLE EARTH. DATE OF IMAGE: MARCH 21, 2024.

*THIRD SIGNATURE ON FILE

REVISION RECORD

NO	DATE	DESCRIPTION

700 Cherrington Parkway
Moon Township, PA 15108
Ph: 412.429.2324 · 800.365.2324
www.cecinc.com
Civil & Environmental Consultants, Inc.

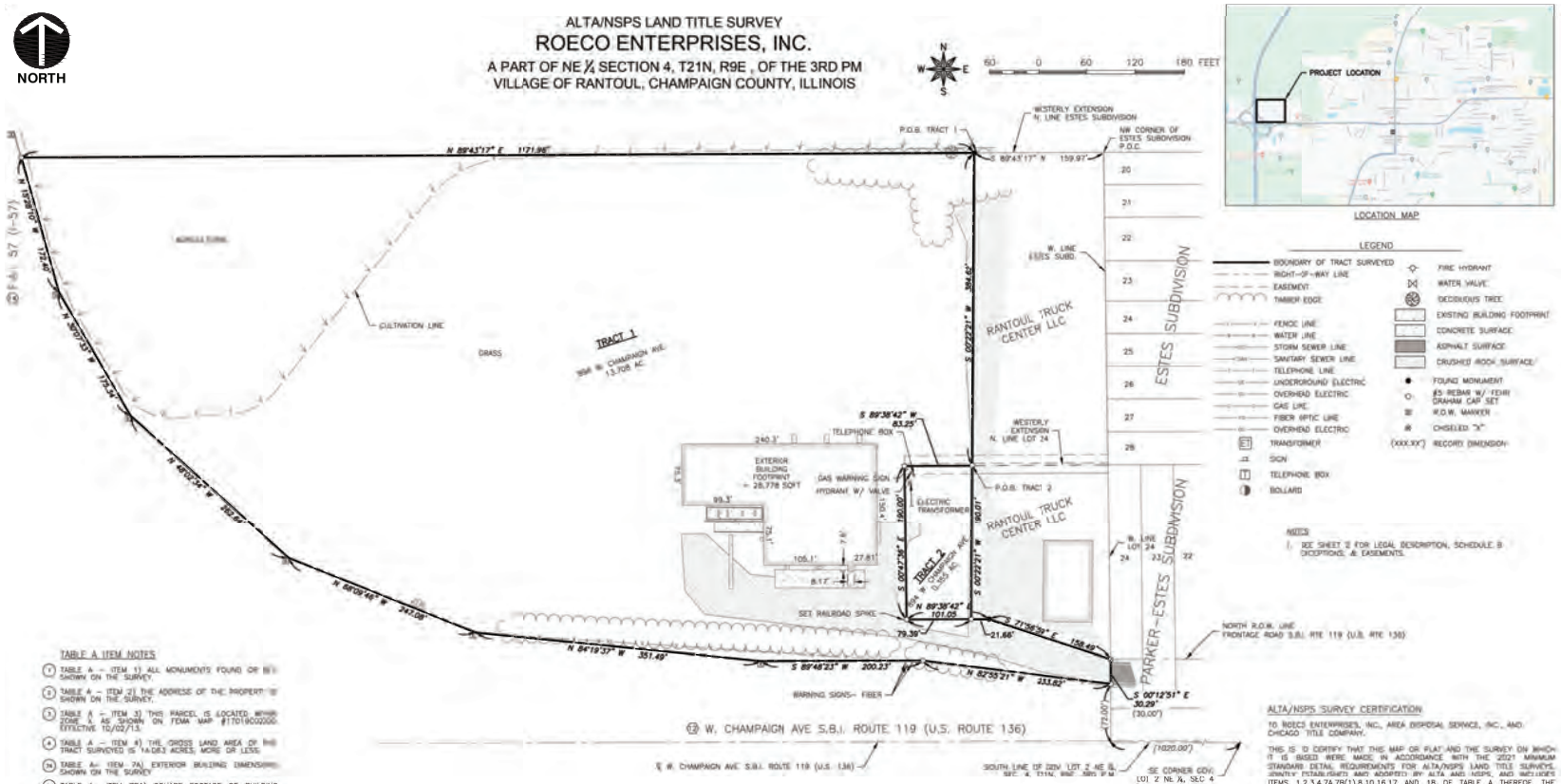
AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
896 WEST CHAMPAIGN AVENUE
RANTOUL, ILLINOIS

AERIAL PHOTOGRAPH

DATE:	12/08/2025
DRAWN BY:	MSK
DWG SCALE:	1"=200'
CHECKED BY:	JEH
PROJECT NO:	240-656.2002
APPROVED BY:	JEH*

DRAWING NO: **S200**
SHEET 2 OF 7

ALTA/NSPS LAND TITLE SURVEY
ROECO ENTERPRISES, INC.
A PART OF NE ¼ SECTION 4, T21N, R9E , OF THE 3RD PM
VILLAGE OF RANTOUL, CHAMPAIGN COUNTY, ILLINOIS



LOCATION MAP

LEGEND

- BOUNDARY OF TRACT SURVEYED
- RIGHT-OF-WAY LINE
- EASEMENT
- TIMBER EDGE
- FENCE LINE
- WATER LINE
- STORM SEWER LINE
- SANITARY SEWER LINE
- TELEPHONE LINE
- UNDERGROUND ELECTRIC
- OVERHEAD ELECTRIC
- GAS LINE
- FIBER OPTIC LINE
- OVERHEAD ELECTRIC
- TRANSFORMER
- SIGN
- TELEPHONE BOX
- BOLLARD
- FIRE HYDRANT
- WATER VALVE
- DECIDUOUS TREE
- EXISTING BUILDING FOOTPRINT
- CONCRETE SURFACE
- ASPHALT SURFACE
- CRUSHED ROCK SURFACE
- FOUND MONUMENT
- Ø5 REBAR W/ FEHR GRAHAM CAP SET
- M.O.W. MARKER
- CHISELED "X"
- (XXX.XX') RECORD DIMENSION

NOTES
1. SEE SHEET 2 FOR LEGAL DESCRIPTION, SCHEDULE B EXCEPTIONS, & EASEMENTS.

TABLE A ITEM NOTES

1. TABLE A – ITEM 1) ALL MONUMENTS FOUND OR SET SHOWN ON THE SURVEY.
2. TABLE A – ITEM 2) THE ADDRESS OF THE PROPERTY IS SHOWN ON THE SURVEY.
3. TABLE A – ITEM 3) THIS PARCEL IS LOCATED WITHIN ZONE X AS SHOWN ON FEMA MAP #17019C0200D EFFECTIVE 10/02/13.
4. TABLE A – ITEM 4) THE GROSS LAND AREA OF THE TRACT SURVEYED IS 14.063 ACRES, MORE OR LESS.
5a. TABLE A– ITEM 7A) EXTERIOR BUILDING DIMENSIONS SHOWN ON THE SURVEY.
5b. TABLE A– ITEM 7B1) SQUARE FOOTAGE OF BUILDING SHOWN ON THE SURVEY.
6. TABLE A – ITEM 8) SUBSTANTIAL FEATURES SHOWN ON THE SURVEY AND LEGEND.
7. TABLE A – ITEM 10) NO DIVISION OR PARTY WALLS OBSERVED.
8. TABLE A – ITEM 16) NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED.
9. TABLE A – ITEM 17) NO KNOWN PROPOSED CHANGES IN STREET RIGHT-OF-WAY LINES, NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OBSERVED.
10. TABLE A– ITEM 18) NO KNOWN PLOTTABLE OFFSITE EASEMENTS DISCLOSED.

REFERENCE

1. ALTA/NSPS LAND TITLE SURVEY PROVIDED BY FEHR GRAHAM, DRAWING: ALTA SURVEY, DATED APRIL 26, 2024.

LEGAL DESCRIPTION

TRACT 1:

PART OF NORTHEAST QUARTER OF SECTION OF 4, TOWNSHIP 21 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "N" AT PAGE 70 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS; THENCE SOUTH 89°43'17" WEST ALONG A WESTERLY EXTENSION OF THE NORTH LINE OF SAID ESTES SUBDIVISION 159.97 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00°22'21" WEST 394.62 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 24 OF PARKER-ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "N" AT PAGE 69 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS; THENCE SOUTH 89°38'42" WEST ALONG SAID EXTENSION 83.25 FEET; THENCE SOUTH 00°47'36" EAST 190.00 FEET; THENCE NORTH 89°38'42" EAST 101.05 FEET; THENCE SOUTH 71°56'39" EAST 158.49 FEET TO THE WEST LINE OF LOT 24 OF SAID PARKER-ESTES SUBDIVISION; THENCE SOUTH 00°12'51" EAST ALONG SAID WEST LINE 30.29 FEET TO THE NORTH RIGHT-OF-WAY LINE OF S.B.I. ROUTE 119 (U.S. ROUTE 136); THENCE NORTH 82°55'21" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 233.82 FEET; THENCE SOUTH 89°48'23" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 200.23 FEET; THENCE NORTH 84°19'37" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 351.49 FEET; THENCE NORTH 56°09'48" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 247.08 FEET; THENCE NORTH 48°02'24" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 282.64 FEET TO THE EAST RIGHT-OF-WAY LINE OF F.A.I. 57 (INTERSTATE 57); THENCE NORTH 00°07'33" WEST ALONG SAID EAST RIGHT-OF-WAY LINE 174.24 FEET; THENCE NORTH 15°26'10" WEST ALONG SAID EAST RIGHT-OF-WAY LINE 113.40 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF SAID ESTES SUBDIVISION; THENCE NORTH 89°43'17" EAST ALONG SAID WESTERLY EXTENSION 1171.96 FEET TO THE POINT OF BEGINNING, IN CHAMPAIGN COUNTY, ILLINOIS.

TRACT 2:

PART OF NORTHEAST QUARTER OF SECTION OF 4, TOWNSHIP 21 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "N" AT PAGE 70 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS; THENCE SOUTH 89°43'17" WEST ALONG A WESTERLY EXTENSION OF THE NORTH LINE OF SAID ESTES SUBDIVISION 159.97 FEET; THENCE SOUTH 00°22'21" WEST 394.62 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 24 OF PARKER-ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "N" AT PAGE 69 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS, ALSO BEING THE POINT OF BEGINNING; THENCE SOUTH 00°22'21" WEST 190.01 FEET; THENCE SOUTH 89°38'42" WEST 79.39 FEET; THENCE NORTH 00°47'36" WEST 190.00 FEET TO THE WESTERLY EXTENSION OF SAID LOT 24; THENCE NORTH 89°38'42" EAST ALONG SAID WESTERLY EXTENSION 83.25 FEET TO THE POINT OF BEGINNING, IN CHAMPAIGN COUNTY, ILLINOIS.

ALTA/NSPS SURVEY CERTIFICATION

TO ROECO ENTERPRISES, INC., AREA DISPOSAL SERVICE, INC., AND CHICAGO TITLE COMPANY.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1,2,3,4,7A,7B(1),8,10,16,17 AND 18 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MARCH 6, 2024

SIGNED THIS 26TH DAY OF APRIL, 2024

CHAD M. OSTERBUR
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3815
CHAMPAIGN, ILLINOIS

LICENSE EXPIRES NOVEMBER 30, 2024.

CHAD M. OSTERBUR 035-003815 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS CHAMPAIGN, IL

*HARD SIGNATURE ON FILE

SCALE IN FEET
0 60 120

REVISION RECORD		
NO	DATE	DESCRIPTION

700 Cherrington Parkway
Moon Township, PA 15108
Ph: 412.429.2324 800.365.2324
www.cecinc.com
Civil & Environmental Consultants, Inc.

AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
896 WEST CHAMPAIGN AVENUE
RANTOUL, ILLINOIS

PLAT OF SURVEY

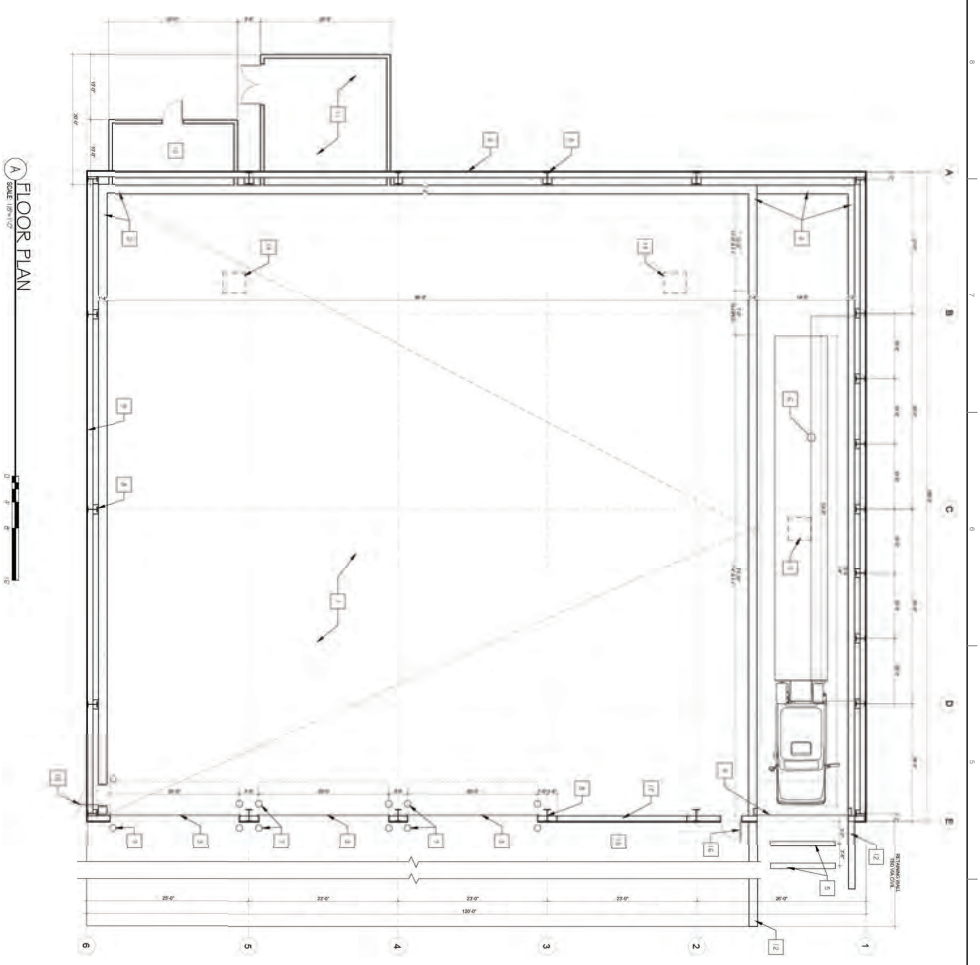
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DWG SCALE:	1"=60'	CHECKED BY: JEH
PROJECT NO:		340-858.2002
APPROVED BY:		JEH

DRAWING NO.: **S300**
SHEET 3 OF 7

P:\340-000\340-858\1-CAD\Dwg\[858-Rantoul Recycling Station] 340858-2002-1103.dwg or Survey-Reg(ANSI B) (11/11/2025 - mkopf - LP: 12/8/2025 8:44 AM

AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND
TRANSFER STATION
896 WEST CHAMPAIGN AVENUE
RANTOUL, ILLINOIS
EXISTING SITE CONDITIONS
S400
DRAWING NO.
SHEET 4 OF 7
DATE: 12/08/2025
DRAWN BY: MSK
DWG SCALE: 1"=50'
CHECKED BY: JEH
PROJECT NO: 240-656.2002
APPROVED BY: JEH*
Civil & Environmental Consultants, Inc.
1230 East Diehl Road
Suite 200
Naperville, IL 60563
Ph: 630.963.6026
www.cecinc.com
REVISION RECORD
NO. DATE DESCRIPTION
EXISTING WATER VALVE
EXISTING LIGHT POLE
EXISTING ELECTRIC CHARGING PORT
EXISTING ELECTRIC TRANSFORMER
EXISTING ELECTRIC METER
EXISTING TELEPHONE MANHOLE
EXISTING TELEPHONE PEDESTAL
EXISTING SIGN
EXISTING BOLLARD
EXISTING PROPERTY LINE
EXISTING STORM SEWER
EXISTING SANITARY SEWER
EXISTING WATER MAIN
EXISTING ELECTRIC LINE
EXISTING GAS LINE
EXISTING TELEPHONE LINE
EXISTING FIBER OPTICS LINE
EXISTING CURB AND GUTTER
EXISTING FENCE LINE
EXISTING TREE LINE
EXISTING INDEX CONTOUR
EXISTING INTERMEDIATE CONTOUR
EXISTING BUILDING
EXISTING ASPHALT PAVEMENT
EXISTING CONCRETE AREA
PROPOSED STORM CATCH BASIN
PROPOSED STORM CURB INLET
PROPOSED STORM TRENCH DRAIN
PROPOSED STORM SEWER
PROPOSED FORCEMAIN
PROPOSED SUMP PIT AND PUMP
*HAND SIGNATURE ON FILE
SCALE IN FEET
0 50 100
OFFICE AND MAINTENANCE BUILDING
EMPLOYEE AND VISITOR PARKING
ENTRANCE ROAD
ENTRANCE
DRIVEWAY TO/FROM PARKING AND STAGING AREA
STORMWATER DETENTION POND
CONCRETE DITCH
INLET STRUCTURE TO STORMWATER DETENTION POND
OUTLET FROM STORMWATER DETENTION POND
NORTH
REFERENCE
1. SURVEY IS BASED UPON FIELD OBSERVATIONS MADE JULY 2025 BY MOHR & KERR ENGINEERING & LAND SURVEYING, P.C., ROMA, ILLINOIS.
P:\240-000\240-656_CAD\[sht]S402-Site Conditions.dwg[S402-S10A-Existing Site Conditions]Model LAST:1/1/2025 - mwyn - 12/8/2025 8:58 AM

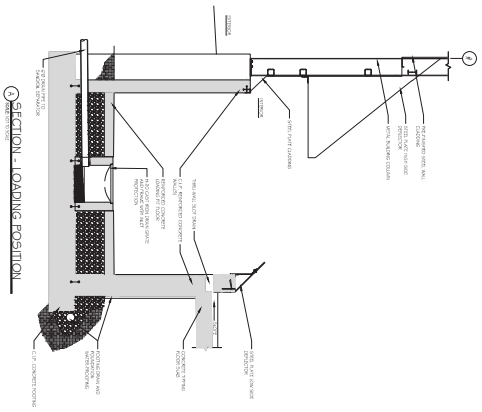
AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND
TRANSFER STATION
896 WEST CHAMPAIGN AVENUE
RANTOUL, ILLINOIS
PROPOSED SITE CONDITIONS
S500
DRAWING
SHEET
5 OF 7
DATE: 12/08/2025
DRAWN BY: MSK
DWG SCALE: 1"=50'
CHECKED BY: JEH
PROJECT NO: 340-656.2002
APPROVED BY: JEH*
Civil & Environmental Consultants, Inc.
1230 East Diehl Road
Suite 200
Naperville, IL 60563
Ph: 630.963.6026
www.cecinc.com
REVISION RECORD
NO DATE DESCRIPTION
LEGEND
EXISTING STORM INLET
EXISTING CURB INLET
EXISTING STORM CLEANOUT
EXISTING BUILDING DOWNSPOUT
EXISTING SANITARY MANHOLE
EXISTING FIRE HYDRANT
EXISTING WATER VALVE
EXISTING LIGHT POLE
EXISTING ELECTRIC CHARGING PORT
EXISTING ELECTRIC TRANSFORMER
EXISTING ELECTRIC METER
EXISTING TELEPHONE MANHOLE
EXISTING TELEPHONE PEDESTAL
EXISTING SIGN
EXISTING BOLLARD
EXISTING PROPERTY LINE
EXISTING STORM SEWER
EXISTING SANITARY SEWER
EXISTING WATER MAIN
EXISTING ELECTRIC LINE
EXISTING GAS LINE
EXISTING TELEPHONE LINE
EXISTING FIBER OPTICS LINE
EXISTING CURB AND GUTTER
EXISTING EDGE LINE
EXISTING TREE LINE
EXISTING INDEX CONTOUR
EXISTING INTERMEDIATE CONTOUR
EXISTING BUILDING
EXISTING CONCRETE AREA
EXISTING AGGREGATE AREA
PROPOSED STORM CATCH BASIN
PROPOSED STORM CURB INLET
PROPOSED STORM TRENCH DRAIN
PROPOSED STORM SEWER
PROPOSED FORCEMAIN
PROPOSED SUMP PIT AND PUMP
PROPOSED WATER LINE
PROPOSED WATER VALVE
PROPOSED ELECTRIC LINE
PROPOSED FENCE LINE
PROPOSED TRANSFER TRAILER FLOW
PROPOSED COLLECTION VEHICLE FLOW
PROPOSED CONCRETE PAVEMENT
PROPOSED ASPHALT PAVEMENT
SCALE IN FEET
0 50 100
*HAND SIGNATURE ON FILE
OFFICE AND MAINTENANCE BUILDING
VEHICLE QUEUING AREA
OPTIONAL SCALE ENTRANCE GATE
GATE
TRANSFER STATION BUILDING
2,500 GALLON STORAGE TANK
FIRE HYDRANT AND GATE CONCRETE SLAB
UTILITY ROOMS
EMERGENCY SPILLWAY RIP RAP
NORTH
REFERENCE
1. SURVEY IS BASED UPON FIELD OBSERVATIONS MADE JULY 9, 2025 BY ACHP & KERR ENGINEERING & LAND SURVEYING, PLLC, PEORIA, ILLINOIS.

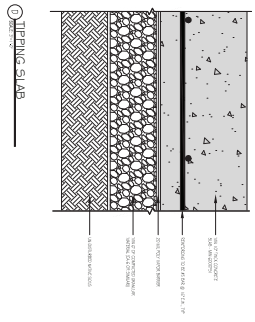


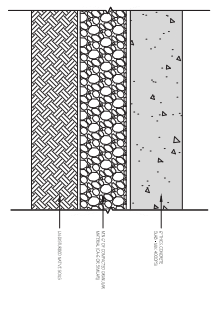
REFERENCE
1. BUILDING FLOOR PLAN PROVIDED BY ARAMSCO COMPANIES, GRIFFITH, INDIANA, PROJECT NO. 2024-0001, RANTOUL, DATE OF LATEST REVISION NOVEMBER 14, 2025.

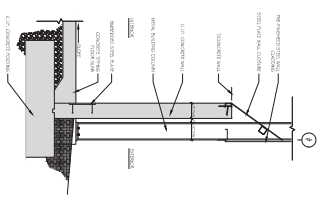
PLAN KEYNOTES

1. REINFORCED CONCRETE TIPPING SLAB - SLOPE TO SLOT DRAIN FOR COLLECTION IN PIT DRAIN
2. CAST-IN-PLACE REINFORCED CONCRETE WALL
3. COILING OVERHEAD TIPPING BAY DOOR(S)
4. SECTIONAL LOADING PIT DOOR
5. TRENCH DRAINS @ PIT.
6. HIGH-SIDE DEFLECTOR SHIELD
7. CONCRETE-FILLED STEEL PIPE BOLLARDS
8. METAL BUILDING COLUMNS
9. METAL BUILDING WALL CONSTRUCTION
10. UTILITY ROOM (ELEC & DATA)
11. UTILITY ROOM (WATER)
12. CAST-IN-PLACE REINFORCED CONCRETE RETAINING WALL
13. CONCRETE EXTERIOR CIRCULATION SITE PAVEMENT - SEE CIVIL PLANS FOR CONTINUATION
14. ROOF MOUNTED EXHAUST FAN(S) RATED AT MIN. 10,000CFM
15. LOADING PIT COLLECTION DRAIN
16. 3X7' MANDOOR
17. FUTURE COILING O.H. DOOR. PRICE ALTERNATE









THIRD ISSUE FOR PERMIT

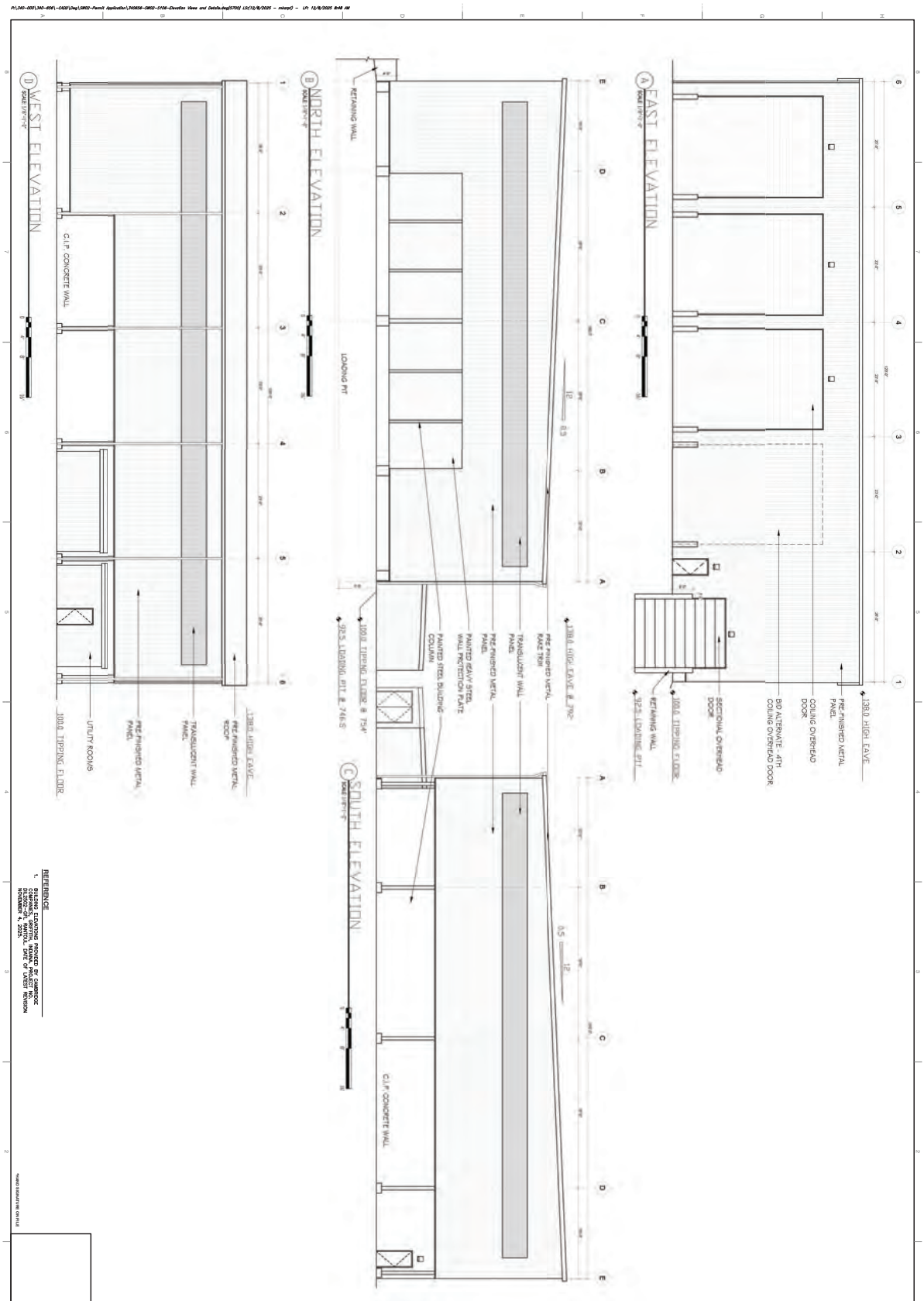
SHEET NO.	9 OF 17
DRAWING NO.	S600
BUILDING FLOOR PLAN	
DATE:	12/08/2025
DRAWN BY:	MSK
DWG SCALE:	AS SHOWN
CHECKED BY:	JEH
PROJECT NO:	340-656.2022
APPROVED BY:	JEH*

AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
896 WEST CHAMPAIGN AVENUE
RANTOUL, ILLINOIS

Civil & Environmental Consultants, Inc.
1230 East Diehl Road
Suite 200
Naperville, IL 60563
Ph: 630.963.6026
www.cecinc.com

REVISION RECORD

NO.	DATE	DESCRIPTION



REFERENCE
1. DRAWING PREPARED BY CANNON DESIGN, CHICAGO, ILLINOIS, DATED NOVEMBER 4, 2025.

SHEET 7 OF 7	DRAWING NO. S700	BUILDING ELEVATIONS
DATE: 12/08/2025	DRAWN BY: MSK	
DWG SCALE: AS SHOWN	CHECKED BY: JEH	
PROJECT NO: 340-656.2002		
APPROVED BY: JEH*		

AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
896 WEST CHAMPAIGN AVENUE
RANTOUL, ILLINOIS

Civil & Environmental Consultants, Inc.
1230 East Diehl Road
Suite 200
Naperville, IL 60563
Ph: 630.963.6026
www.cecinc.com

REVISION RECORD

NO	DATE	DESCRIPTION

APPENDIX 2-A

CERTIFICATE OF GOOD STANDING

File Number 5310-680-3

STATE OF ILLINOIS
OFFICE OF THE SECRETARY OF STATE

To all to whom these Presents Shall Come, Greeting:

I,* Alexi Giannoulias*, Secretary of State of the State of Illinois, do hereby certify that I am the keeper of the records of the Department of Business Services. I certify that

AREA DISPOSAL SERVICE, INC., A DOMESTIC CORPORATION, INCORPORATED UNDER THE LAWS OF THIS STATE ON JUNE 03, 1983, APPEARS TO HAVE COMPLIED WITH ALL THE PROVISIONS OF THE BUSINESS CORPORATION ACT OF THIS STATE, AND AS OF THIS DATE, IS IN GOOD STANDING AS A DOMESTIC CORPORATION IN THE STATE OF ILLINOIS.

In Testimony Whereof, *I hereto set my hand and cause to be affixed the Great Seal of the State of Illinois, this* 4TH *day of* JUNE ***A.D.*** 2025 .

Authentication #: 2515503722 verifiable until 06/04/2026

Authenticate at: https://www.ilsos.gov

SECRETARY OF STATE

R-179

APPENDIX 2-B

AREA DISPOSAL SUMMARY OF EXPERIENCE

Clinton Landfill Transfer Station
9550 Heritage Road
Clinton, DeWitt County, Illinois

PROPERTY/TAX ID: 12-10-400-003

PROPERTY OWNER: Clinton Landfill, Inc. [Note that Clinton Landfill, Inc. is not a subsidiary or parent company of Area Disposal Service, Inc. Rather, it is owned by the same parent company as Area Disposal Service, Inc.]

DATE OF ORIGINAL TRANSFER STATION DEVELOPMENT PERMIT: October 22, 1982

NARRATIVE: The original transfer station building was present at the facility as early as 1983. At this time, the transfer station solely handles recyclable materials.

TRANSFER STATION VIOLATIONS IN THE PAST 5 YEARS: None.

Lincoln Trucking Facility
835 1575th Street
Lincoln, Logan County, Illinois

PROPERTY/TAX ID: 12-033-020-00 and 12-033-020-50.

PROPERTY OWNER: Area Disposal Service, Inc.

DATE OF ORIGINAL TRANSFER STATION DEVELOPMENT PERMIT: May 5, 1981

NARRATIVE: The property was developed into a municipal waste transfer station in 1981. The facility remains permitted as a transfer station; however, it ceased the waste transfer operations circa 1997.

TRANSFER STATION VIOLATIONS IN THE PAST 5 YEARS: None.

Morgan County Recycling and Transfer Facility
2234 State Highway 104
Jacksonville, Morgan County, Illinois

PROPERTY/TAX ID: 09-35-200-002

PROPERTY OWNER: Area Disposal Service, Inc.

DATE OF ORIGINAL TRANSFER STATION DEVELOPMENT PERMIT: June 11, 2009

NARRATIVE: The current transfer station and office/scale house buildings were constructed in 2009. The facility has operated continuously since that time, and currently accepts approximately 200 tons per day of municipal solid waste.

TRANSFER STATION VIOLATIONS IN THE PAST 5 YEARS: None.

Wigand Transfer Station
19908 North Route 29
Chillicothe, Peoria County, Illinois

PROPERTY/TAX ID: 05-16-300-025, 05-21-101-011, and 05-21-101-021.

PROPERTY OWNER: Area Disposal Service, Inc.

DATE OF ORIGINAL TRANSFER STATION DEVELOPMENT PERMIT: November 10, 1997

NARRATIVE: The facility is a permitted municipal solid waste transfer station, including recyclable materials and landscape waste. Solid waste transfer operations were initiated in 1998 and have continued through the present time. The facility currently accepts approximately 150 tons per day.

TRANSFER STATION VIOLATIONS IN THE PAST 5 YEARS: None.

APPENDIX 2-C

WARRANTY DEED

2025R18645
REC ON: 12/04/2025 12:20:50 PM
CHAMPAIGN COUNTY
AARON AMMONS
REC FEE: 52.00
RHSPS FEE: 18.00
STATE TAX:
COUNTY TAX:
PLAT ACT:
PAGES: 6

File No.: 5253-2400140

(Grantor) Roeco Enterprises, Inc. an Illinois corporation
and Re-Recording Deed to correct legal description
(Grantee) Area Disposal Service, Inc., dba GFL Environmental, an Illinois corporation

This page is added to provide adequate space for recording information and microfilming.
Do not remove this page as it is now part of the document.

PREPARED BY AND RETURN THIS DOCUMENT TO:

Brian J. Meginnes
Elias, Meginnes & Seghetti
416 Main St, Suite 1400
Peoria, IL 61602

Chicago Title and Trust Company
301 North Neil, Suite 304
Champaign, IL 61820

Exempt under provisions of Paragraph e
Section 4 Real Estate Transfer Tax Act.
12/3/25
Date Buyer, Seller or Representative

2024R07403
REC ON: 06/06/2024 09:00:32 AM
CHAMPAIGN COUNTY
AARON AMMONS
REC FEE: 52.00
RHSPS FEE: 18.00
STATE TAX: 510.00
COUNTY TAX: 255.00
PLAT ACT:
PAGES: 4

5253-24000140

WARRANTY DEED

THE GRANTOR, Roeco Enterprises, Inc., an Illinois Corporation, for and in consideration of Ten Dollars ($10.00) and other good and valuable consideration in hand paid, **CONVEYS** and **WARRANTS** to the **GRANTEE, Area Disposal Service, Inc., an Illinois Corporation,** the following described real estate:

TRACT 1:

PART OF NORTHEAST QUARTER OF SECTION OF 4, TOWNSHIP 21 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "N" AT PAGE 70 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS, THENCE SOUTH 89°43'17" WEST ALONG A WESTERLY EXTENSION OF THE NORTH LINE OF SAID ESTES SUBDIVISION 159.97 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00°22'21" WEST 384.62 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 24 OF PARKER-ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "M" AT PAGE 99 IN THE OFFICE OF

THE CHAMPAIGN COUNTY RECORDER OF DEEDS; THENCE SOUTH 89°38'42" WEST ALONG SAID EXTENSION 83.25 FEET; THENCE SOUTH 00°47'36" EAST 190.00 FEET; THENCE NORTH 89°38'42" EAST 101.05 FEET; THENCE SOUTH 71°56'59" EAST 158.49 FEET TO THE WEST LINE OF LOT 24 OF SAID PARKER-ESTES SUBDIVISION; THENCE SOUTH 00°12'51" EAST ALONG SAID WEST LINE 30.29 FEET TO THE NORTH RIGHT-OF-WAY LINE OF S.B.I. ROUTE 119 (U.S. ROUTE 136); THENCE NORTH 82°55'21" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 233.82 FEET; THENCE SOUTH 89°48'23" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 200.23 FEET; THENCE NORTH 84°19'37" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 351.49 FEET; THENCE NORTH 68°09'46" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 247.08 FEET; THENCE NORTH 48°02'34" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 262.64 FEET TO THE EAST RIGHT-OF-WAY LINE OF F.A.I. 57 (INTERSTATE 57); THENCE NORTH 30°07'33" WEST ALONG SAID EAST RIGHT-OF-WAY LINE 175.34 FEET; THENCE NORTH 15°28'10" WEST ALONG SAID EAST RIGHT-OF-WAY LINE 172.40 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF SAID ESTES SUBDIVISION; THENCE NORTH 89°43'17" EAST ALONG SAID WESTERLY EXTENSION 1171.96 FEET TO THE POINT OF BEGINNING, IN CHAMPAIGN COUNTY, ILLINOIS.

PIN 20-09-04-201-004

TRACT 2:

PART OF NORTHEAST QUARTER OF SECTION OF 4, TOWNSHIP 21 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "N" AT PAGE 70 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS, THENCE SOUTH ~~89°43'17"~~ * WEST ALONG A WESTERLY EXTENSION OF THE NORTH LINE OF SAID ESTES SUBDIVISION 159.97 FEET; THENCE SOUTH 00°22'21" WEST 384.62 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 24 OF PARKER-ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "M" AT PAGE 99 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS, ALSO BEING THE POINT OF BEGINNING; THENCE SOUTH 00°22'21" WEST 190.01 FEET; THENCE SOUTH 89°38'42" WEST 79.39 FEET; THENCE NORTH 00°47'36" WEST 190.00 FEET TO THE WESTERLY EXTENSION OF SAID LOT 24; THENCE NORTH 89°38'42" EAST ALONG SAID WESTERLY EXTENSION 83.25 FEET TO THE POINT OF BEGINNING, IN CHAMPAIGN COUNTY, ILLINOIS. * 89°43'17" or

PIN 20-09-04-227-005

Subject to: (1) Real estate taxes for the year 2024 and subsequent years;
(2) Covenants, conditions, restrictions and easements apparent or of record;

(3) All applicable zoning laws and ordinances;

In witness whereof, said Grantor, **Roeco Enterprises, Inc., an Illinois Corporation,** has caused its name to be signed to these presents by its President this 31 day of May, 2024.

Roeco Enterprises, Inc.

By: _____
Lawrence W. Roessler, Its President

STATE OF ILLINOIS)
)**SS:**
COUNTY OF CHAMPAIGN)

I am a Notary Public in and for said County and in the State aforesaid, and DO HEREBY CERTIFY that, **Lawrence W. Roessler, President of Roeco Enterprises, Inc., an Illinois Corporation,** and, personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that he signed and delivered the said instrument as his free and voluntary act, and as the free and voluntary act and deed of said corporation, for the uses and purposes therein set forth.

GIVEN under my hand and notarial seal this 31 day of May, 2024.

_____
Notary Public

WILLIAM ROY SCOTT
OFFICIAL SEAL
Notary Public - State of Illinois
Commission No. 987167
My Commission Expires February 15, 2028

PLAT ACT AFFIDAVIT

STATE OF ILLINOIS)
) **SS:**
COUNTY OF CHAMPAIGN)

Lawrence Roessler, being first duly sworn on oath, state, that the attached deed should be accepted for recording as it is not in violation of Section 1 of the Plat Act Statute for the following reason:

Grantor owns nothing adjoining the property herein conveyed.

Affiant also states that, according to his/her belief, the filing of the accompanying deed will not constitute a violation of any relevant subdivision ordinance.

Lawrence Roessler

Subscribed and Sworn to before me this May 31, 2024

Notary Public

WILLIAM ROY SCOTT
OFFICIAL SEAL
Notary Public - State of Illinois
Commission No. 987167
My Commission Expires February 15, 2028

Deed Prepared By
William R. Scott
ALLEN & KORKOWSKI & ASSOCIATES
123 N. Garrard
P.O. Box 200
Rantoul, Illinois, 61866
217-893-1401

Return To:

Brian J. Meginnes
Elias, Meginnes & Seghetti, P.C.
416 Main Street
Suite 1400
Peoria, IL 61602-1611

Send Tax Bill To:

Area Disposal Service, Inc.
4700 N Sterling Ave
Peoria IL 61615-3652



I certify that this is a copy of an instrument recorded in my office.

Aaron Ammons

Aaron Ammons Champaign Co. Clerk/Recorder

Date 11/19/2025 Deputy

APPENDIX 2-D

ECOCAT REPORT

EcoCAT
Ecological Compliance Assessment Tool

Applicant:	Brice Rhoades	*IDNR Project Number:*	2511131
Contact:	Brice Rhoades	*Date:*	03/25/2025
Address:	1230 East Diehl Road Suite 200 Naperville, IL 60653		
Project:	340-656 Rantoul		
Address:	894 and 896 West Champaign Avenue, Rantoul		

Description: Preparing a notice of intent for this property, requesting permitting to develop an MSW transfer station at the property.

Natural Resource Review Results

This project was submitted for information only. It is not a consultation under Part 1075.

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

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

County: Champaign

Township, Range, Section:
21N, 9E, 4



IL Department of Natural Resources Contact
Impact Assessment Section
217-785-5500
Division of Ecosystems & Environment

Disclaimer

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

Terms of Use

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

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

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

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

Security

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

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

Privacy

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

EcoCAT
Ecological Compliance Assessment Tool

ILLINOIS DEPARTMENT OF NATURAL RESOURCES

EcoCAT Receipt

Project Code 2511131

APPLICANT	DATE
Brice Rhoades Brice Rhoades 1230 East Diehl Road Suite 200 Naperville, IL 60653	3/25/2025

DESCRIPTION	FEE	CONVENIENCE FEE	TOTAL PAID
EcoCAT Consultation	$ 25.00	$ 1.00	$ 26.00

TOTAL PAID $ 26.00

Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62702
217-785-5500
dnr.ecocat@illinois.gov

APPENDIX 2-E

LETTER FROM RANTOUL AIRPORT

Village of Rantoul

Public Works
200 West Grove
Rantoul, IL 61866

Phone: 217.892.6526
Fax: 217.892.6527

Mr. John E. Hock, P.E. | Vice President
Civil & Environmental Consultants, Inc.
1230 East Diehl Road, Suite 200
Naperville, Illinois 60563

December 16, 2025

RE: Proposed Waste Recycling and Transfer Station in Rantoul, IL

Dear Mr. Hock:

I am following up on the proposal to construct a Waste Recycling and Transfer Station at 896 W. Champaign Ave in Rantoul, IL.

I have studied the construction plans and other documents you have provided that show the location of the facility and describe its operation. On December 10, 2025, I conducted a site visit of a similar facility under construction that is owned by your client to view its operation in Peoria, IL. I also visited an operational facility in Chillicothe, IL and discussed typical day-to-day operations, with an emphasis on waste containment and daily clean up procedures. We also discussed typical observations of birds with the on-site foreman of operations.

The U.S. Department of Transportation, Federal Aviation Administration, has published Advisory Circular 150/5200-33C, "Hazardous Wildlife Attractants on or near Airport," which serves as a guide for airport facility managers regarding all aspects of wildlife management and mitigation of areas of attraction for wildlife. Advisory Circulars are not legally binding and do not constitute a regulation, per se, but are provided to guide aviation professionals in decision making. I have reviewed the AC carefully, and in particular cite Paragraph 2.2.4:

Enclosed waste-handling facilities that receive garbage behind closed doors; process it via compaction, incineration, or similar manager; and remove all residue by enclosed vehicles generally are compatible with safe airport operations, provided they are constructed and operated properly and are not located on airport property or with the Runway Protection Zone.

Based upon my site review of existing facilities and with reference to the FAA Advisory Circular cited above, I do not foresee any impact on airport operations of the proposed Waste Recycling and Transfer Station. I have no objections to the project proceeding as proposed.

Sincerely,

RE Coverdill

Robert E. Coverdill
Manager, Rantoul National Aviation Center
6 Aviation Center Drive
Rantoul, IL 61866

APPENDIX 2-F

STORMWATER MANAGEMENT PLAN

RANTOUL RECYCLING AND TRANSFER STATION
STORMWATER MANAGEMENT PLAN

Prepared For:
RANTOUL RECYCLING AND TRANSFER STATION
RANTOUL, ILLINOIS
CHAMPAIGN COUNTY

Prepared By:
CIVIL & ENVIRONMENTAL CONSULTANTS, INC.
NAPERVILLE, ILLINOIS

CEC Project 340-656

DECEMBER 2025

Civil & Environmental Consultants, Inc.
1230 East Diehl Road, Suite 200 | Naperville, IL 60563 | p: 630-963-6026 f: 630-963-6027 | www.cecinc.com

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2.0 STORMWATER MANAGEMENT PLAN [MANUAL OF PRACTICE: CHAP. 6.3, SECTION B].....4

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Appendix 2 Rantoul Approval of Phase 1 Stormwater Design
Appendix 3 HydroCAD Report - Existing Conditions
Appendix 4 HydroCAD Report - Proposed Conditions
Appendix 5 Catchment Area Exhibits
Appendix 6 Catchment Areas Table
Appendix 7 Precipitation Frequency Data
Appendix 8 National Flood Hazard Area FIRMette
Appendix 9 Soil Resource Report

1.0 INTRODUCTION

Area Disposal Service, Inc. (Area Disposal) is applying to the Village of Rantoul (Rantoul) for local siting approval of a municipal solid waste (MSW) transfer station, which will be located at 896 West Champaign Avenue, Rantoul, Champaign County (site). Area Disposal currently operates a waste hauling business at the approximately 14.03-acre site. The proposed facility the Rantoul Recycling and Transfer Station (Rantoul RTS) is located northeast of Interstate 57 and West Champaign Avenue (or Route 136) in the western portion of Rantoul.

The proposed Rantoul RTS shall be a state-of-the-practice facility where loads of MSW from collection vehicles will be consolidated into larger loads for transport to a permitted landfill. In addition to MSW, the proposed facility is designed to accept single stream recyclables from collection vehicles for consolidation into larger loads for transport to a material recovery facility. The proposed Rantoul RTS will complement the existing waste hauling business at the site and is designed to accommodate a daily throughput of 500 tons per day.

Given the site location, the Village of Rantoul maintains regulatory authority for the review and permitting of stormwater management features, which are to be designed and implemented in accordance with the Rantoul Code and Manual of Practice for the Village of Rantoul, Chapter 6: "Design and Construction Standards for Storm Sewers, Drainage Ways and Storm Water Detention Facilities" (Manual). From Chapter 6, Section 6.3(B)(1):

…a stormwater management plan is required for all developments which meet the following criteria:

a. *Residential developments of five (5) or more acres gross aggregate land area, including roads, utility rights-of-way, and any other dedicated lands. Residential developments of less than five (5) acres if the amount of impervious surface is greater than fifty (50) per cent of the area of development.*
b. *Nonresidential developments of two (2) or more acres gross aggregate land area including roads, utility rights-of-way, and any other dedicated lands. Nonresidential developments of less than two (2) acres if the amount of impervious surface is greater than fifty (50) per cent of the area of development.*
c. *Developments of less than two (2) acres located in the CB Central Business Zoning District shall be exempt from these regulations.*

The site includes the non-residential development of two or more acres of gross aggregate land area. As such, we understand that the preparation and approval of a stormwater management plan meeting the requirements of Section 6.3(B)(4) is required. The design criteria for the stormwater

management plan, requirements for detention facilities, and requirements for physical aspects of wet and dry bottom reservoirs are contained in Sections 6.3(B)(5) through 6.3(B)(7), respectively.

The following sections address each Section of Chapter 6.3(B)(4) through 6.3(B)(7) of the Manual. Excerpts from the Manual are shown below in italicized text followed by Civil & Environmental Consultant's (CEC's) response describing compliance with the Manual excerpt.

1.1 STORMWATER DESIGN SUMMARY

Prior to 2024, the site had been used for various commercial purposes and had remained largely unchanged since approximately 2006. A storage/office building and aggregate access road were also present on the site during this time.

Improvements were made to the site in 2024 and 2025 including renovations to the storage/office building, improvements to the access road, addition of an aggregate parking area for commercial vehicles, addition of a paved parking area for employees/ visitors, and addition of a detention basin and storm sewer system (Phase 1 Improvements). The Phase 1 Improvements are shown on the drawings prepared by Mohr and Kerr Engineering & Land Surveying, P.C. (Mohr & Kerr) in Appendix 1. Prior to construction of the Phase 1 Improvements, stormwater calculations and drawings (Phase 1 Stormwater Plan) were performed by Mohr & Kerr, which were submitted to and approved by Rantoul. The calculations prepared by Mohr & Kerr included determination of the site's pre-existing peak flow rate from the natural undeveloped state for a two-year, critical duration (thirty-minute) storm event (4.61 cubic feet per second), as required by the Manual, and used a tabular Modified Rational Method approach for detention sizing. Precipitation data utilized NOAA Atlas 14, Volume 2, Version 3, Point Precipitation Frequency Estimates, as required by the Manual.

The Phase 1 Stormwater Plan included a narrative, calculations, and drawings, which are provided in Appendix 1. As discussed further below, the Phase 1 Stormwater Plan included consideration for the additional impervious areas that are to be added as part of the Phase 2 improvements. T he Phase 1 Stormwater Plan was approved by Rantoul on November 15, 2024 (see approval included in Appendix 2). The Phase 1 Improvements were completed in the Spring 2025.

The improvements proposed for the Rantoul RTS will include a transfer station building, scale, additional access roads, and additional stormwater management features (Phase 2 Improvements). The drawings for the Phase 2 Improvements are provided in the Drawings portion of the Criterion 2 Report. The stormwater management features for the Phase 2 Improvements are designed consistent with the stormwater management features designed and constructed for the Phase 1 Improvements. Specifically, both the Phase 1 and 2 Improvements have been hydraulically modelled using the same method used by Morh & Kerr (i.e., the Modified Rational Method).

As noted above, Phase 1 Improvements were calculated by Mohr & Kerr in tabular format using the Modified Rational Method. CEC recreated the Phase 1 Improvement calculations using the Modified Rational Method in HydroCAD version 10.2, which provides additional time-based analysis and produces hydrographs of the various modelled stormwater events. As discussed further below, the Phase 1 Improvement model produced substantially equivalent results to the Mohr & Kerr tabular method.

CEC additionally modelled the Phase 2 Improvements using the Modified Rational Method in HydroCAD version 10.2. In addition to detention sizing, both the Phase 1 and Phase 2 Improvement models included an assessment of the storm sewer system which has been sized to convey the critical duration 10-year event without surcharge. The HydoCAD model results for the Phase 1 Improvements (i.e., the existing conditions) is provided in Appendix 3 and the HydroCAD model results for the Phase 2 Improvements (i.e., the proposed conditions) is provided in Appendix 4.

The models indicate the following as discussed further below:

- For Phase 1 and 2 Improvements, the surface water from the majority of tributary area of the site respectively, is appropriately conveyed to the detention basin on the west portion of the site. For Phase 2, all of the runoff from operational areas will flow to the detention basin. Exhibits of the pond watershed area for each phase are provided as Appendix 5.
- The required storage capacity for the Phase 2 Improvements is 1.798 acre-feet based upon the critical duration 100-year event. The existing detention basin has adequate capacity to store this volume with a high-water level (HWL) of 738.64. Based on the surveyed existing conditions of the Phase 1 improvements, the existing detention basin has 0.86 feet of freeboard at HWL. Minor modifications to the existing detention basin will be required to obtain the required 1-foot of freeboard and overflow location.
- The required release rate from the detention basin for the Phase 2 Improvements is the same as Phase 1 Improvements and equals 4.61 cubic feet per second. Based on the Phase 2 model, the existing detention basin will provide a release rate of 2.94 cubic feet per second at HWL.
- The storm sewer is adequately sized to convey the 5-year, 50-year, and 100-year critical duration storm event without system surcharge.

Based on the above information, with minor proposed modifications, the existing detention basin is sufficiently sized to accommodate the Phase 2 Improvements,. Additional details describing how the stormwater management design for the Phase 2 Improvements meets the Manual are discussed below.

2.0 STORMWATER MANAGEMENT PLAN [MANUAL OF PRACTICE: CHAP. 6.3, SECTION B]

Chapter 6.3 B - No development shall be approved unless the Director approves a stormwater management plan which attenuates the acceleration of runoff due to development. For the purposes of this Section, a stormwater management plan means a report, plans and documents which identify the water which naturally flows to, from and through the development, the means of controlling the stormwater runoff release from the development,

4. *Plan requirements. Unless the Director excludes specific items, the stormwater management plan shall include, but not be limited to, the following information:*

    a. *A topographic map of the project site, and a drainage basin limits map and other pertinent data necessary to define flows entering the development from adjacent land. Maps shall be of suitable scale and contour interval, and include the extent of floodplains, calculated high water elevations, the shoreline of existing lakes, ponds, swamps and detention basins as well as their inflow and outflow structures, if any. Maps shall also include the fifty (50) and one hundred (100) year floodplain elevations for any streams for which detailed flood studies have been prepared by the Illinois Division of Water Resources or federal agencies. Floodway limits should also be shown as defined by available studies.*

Response:

The topographic map of the existing features of the site is provided in Drawing S400 included in the Criterion 2 report.

Drainage limits for the Phase 1 Improvements are shown on the Catchment Basin Exhibit - Existing Conditions and drainage limits for the Phase 2 Improvements are shown on the Catchment Basin Exhibit - Proposed Conditions, both included in Appendix 5. The exhibits indicate the natural tributary areas to the pond, which include off-site areas as well as areas from the improved site. The off-site areas that flow to the property include approximately 2.86 acres to the east, which are part of the northeast parking area, southeast parking area, and east building catchment areas. A portion of the north, west, and south parts of the site naturally flow to lower ground located north, west, and south of the site. There are no 50- and 100-year floodplains as shown in the FEMA map included in Appendix 8.

b. *The locations and invert elevation of all existing sanitary and storm sewers in the development area or in adjacent areas.*

Response:

A map of the site showing proposed conditions can be found in Drawing S500 in the Criterion 2 report. Existing storm sewer rims, inverts, and pipes are provided in the catchment area exhibits included as Appendix 5.

c. *Detailed calculations of runoff anticipated for the developed site which indicate design volumes and existing and proposed runoff rates for each portion of the watershed tributary to the storm drainage system. The Design Engineer shall submit the calculations used to determine such runoff volumes and rates as well as a restatement of the criteria used throughout the calculations. Calculations are to be provided for a five-year storm, fifty-year storm and a one hundred-year storm event.*

Response:

Catchment area exhibits are provided in Appendix 5 for both Phase 1 and Phase 2 Improvements. The soil types and Rational Method C-value associated with each catchment area for both Phase 1 and Phase 2 Improvements are included in Appendix 6.

The stormwater management calculations for both Phase 1 and Phase 2 improvements are provided as Appendices 3 and 4, respectively. The calculations are provided as a report from HydroCAD and include analyses of the 5-year, 10-year, 50-year, and 100-year storm events. The results are summarized in the tables below.

The pond HWL for each critical storm duration for each analyzed rainfall event, 5-year, 50-year, and 100-year is highlighted in yellow in tables 1 through 6 below. The critical storm duration is that which results in the highest basin elevation for each rainfall event. Please note, to avoid hundreds of pages of additional calculation outputs from the HydroCAD model, the calculations included in Appendices 3 and 4 only contain the highlighted events.

The model results for the Phase I Improvements (existing conditions) indicate that the pond HWL for each critical duration storm associated with the 5-year, 50-year, and 100-year events, is substantially the same as the calculations prepared by Mohr & Kerr. Based on the model, the pond HWL is 738.20 feet for the 100-year event.

A HWL is not provided in the Mohr & Kerr calculations; however, for the 100-year event, the required storage indicates 61,746 cubic feet, or 1.42 acre-feet, and, based on the stage storage table provided, this volume is achieved at pond elevation 738.50 (62,081 cubic feet, or 1.43 acre-feet). This difference results from the variation between design basin storage capacity and as-built storage capacity as calculated from the existing conditions survey prepared by Mohr & Kerr subsequent to construction. Please note, the basin outflow rate of the critical duration 100-year storm event is 2.72 cubic feet per second, which is lower than the required release rate of 4.61 cubic feet per second.

Table 1: Existing Conditions 5-Year Event

Area (acres)	Runoff Coef.	Storm Duration (min)	Rainfall Intensity (inch/hr)	Basin Inflow rate (cfs)	Basin Outflow rate (cfs)	Basin Volume (acre-ft)	Basin HWL Elevation
12.43	0.44	5	6.88	13.75	1.60	0.093	736.53
12.43	0.44	10	5.35	17.24	1.88	0.233	736.86
12.43	0.44	15	4.36	17.91	2.05	0.369	737.10
12.43	0.44	30	3.00	15.97	2.24	0.562	737.38
12.43	0.44	60	1.88	10.44	2.32	0.658	737.50
12.43	0.44	120	1.10	6.11	2.29	0.625	737.46
12.43	0.44	150	0.92	5.09	2.17	0.484	737.27
12.43	0.44	165	0.85	4.71	2.12	0.432	737.20
12.43	0.44	180	0.79	4.39	2.07	0.388	737.13

Table 2: Existing Conditions 50-Year Event

Area (acres)	Runoff Coef.	Storm Duration (min)	Rainfall Intensity (inch/hr)	Basin Inflow rate (cfs)	Basin Outflow rate (cfs)	Basin Volume (acre-ft)	Basin HWL Elevation
12.43	0.44	5	9.73	17.05	1.71	0.139	736.66
12.43	0.44	10	7.38	19.46	2.01	0.334	737.04
12.43	0.44	15	6.08	20.78	2.21	0.530	737.33
12.43	0.44	30	4.34	18.65	2.44	0.835	737.71
12.43	0.44	60	2.86	15.65	2.59	1.083	737.97
12.43	0.44	120	1.75	9.69	2.62	1.135	738.02
12.43	0.44	150	1.46	8.12	2.49	0.920	737.79
12.43	0.44	165	1.36	7.53	2.44	0.826	737.70
12.43	0.44	180	1.27	7.03	2.39	0.755	737.62

Table 3: Existing Conditions 100-Year Event

Area (acres)	Runoff Coef.	Storm Duration (min)	Rainfall Intensity (inch/hr)	Basin Inflow rate (cfs)	Basin Outflow rate (cfs)	Basin Volume (acre-ft)	Basin HWL Elevation
12.43	0.44	5	10.57	17.55	1.74	0.152	736.69
12.43	0.44	10	7.98	20.18	2.04	0.362	737.09
12.43	0.44	15	6.60	21.65	2.25	0.576	737.40
12.43	0.44	30	4.76	19.43	2.49	0.914	737.79

Area (acres)	Runoff Coef.	Storm Duration (min)	Rainfall Intensity (inch/hr)	Basin Inflow rate (cfs)	Basin Outflow rate (cfs)	Basin Volume (acre-ft)	Basin HWL Elevation
12.43	0.44	60	3.18	16.46	2.66	1.211	738.09
12.43	0.44	120	1.99	11.02	2.72	1.328	738.20
12.43	0.44	150	1.67	9.28	2.59	1.077	737.96
12.43	0.44	165	1.55	8.63	2.54	0.982	737.87
12.43	0.44	180	1.45	8.07	2.49	0.903	737.78

The model for the Phase 2 Improvements (proposed conditions) indicates that the pond HWL for each critical duration storm associated with the 5-year, 50-year, and 100-year events is similar to the pond HWLs provided in Phase 1. The 100-year HWL elevation is 738.64 feet versus 738.50 feet calculated in Phase 1. The maximum release rate is 2.94 cubic feet per second, which is below the required rate of 4.61 cubic feet per second.

Table 4: Proposed Conditions 5-Year Event

Area (acres)	Runoff Coef.	Storm Duration (min)	Rainfall Intensity (inch/hr)	Basin Inflow rate (cfs)	Basin Outflow rate (cfs)	Basin Volume (acre-ft)	Basin HWL Elevation
12.79	0.53	5	6.88	21.71	1.75	0.155	736.70
12.79	0.53	10	5.35	22.04	1.99	0.312	737.01
12.79	0.53	15	4.36	21.54	2.12	0.435	737.20
12.79	0.53	30	3.00	18.38	2.31	0.650	737.49
12.79	0.53	60	1.88	12.91	2.43	0.815	737.68
12.79	0.53	120	1.10	7.55	2.45	0.848	737.72
12.79	0.53	150	0.92	6.30	2.44	0.825	737.70
12.79	0.53	165	0.85	5.83	2.43	0.810	737.68
12.79	0.53	180	0.79	5.43	2.41	0.780	737.65

Table 5: Proposed Conditions 50-Year Event

Area (acres)	Runoff Coef.	Storm Duration (min)	Rainfall Intensity (inch/hr)	Basin Inflow rate (cfs)	Basin Outflow rate (cfs)	Basin Volume (acre-ft)	Basin HWL Elevation
12.79	0.53	5	9.73	28.11	1.87	0.226	736.85
12.79	0.53	10	7.38	27.11	2.12	0.433	737.20
12.79	0.53	15	6.08	25.25	2.28	0.607	737.44
12.79	0.53	30	4.34	22.45	2.54	0.983	737.87
12.79	0.53	60	2.86	18.82	2.72	1.332	738.21
12.79	0.53	120	1.75	11.98	2.81	1.514	738.38
12.79	0.53	150	1.46	10.05	2.82	1.521	738.38
12.79	0.53	165	1.36	9.32	2.82	1.518	738.38
12.79	0.53	180	1.27	8.70	2.80	1.480	738.35

Table 6: Proposed Conditions 100-Year Event

Area (acres)	Runoff Coef.	Storm Duration (min)	Rainfall Intensity (inch/hr)	Basin Inflow rate (cfs)	Basin Outflow rate (cfs)	Basin Volume (acre-ft)	Basin HWL Elevation
12.79	0.53	5	10.57	29.69	1.90	0.246	736.89
12.79	0.53	10	7.98	27.82	2.15	0.468	737.25
12.79	0.53	15	6.60	26.21	2.32	0.658	737.50
12.79	0.53	30	4.76	23.37	2.59	1.081	737.97
12.79	0.53	60	3.18	19.66	2.81	1.504	738.37
12.79	0.53	120	1.99	13.63	2.93	1.766	738.61
12.79	0.53	150	1.67	11.48	2.94	1.792	738.63
12.79	0.53	165	1.55	10.67	2.94	1.798	738.64
12.79	0.53	180	1.45	9.98	2.93	1.760	738.60

d. *A site plan of the proposed storm water management system including the location and size of all drainage structures, storm sewers, channels and channel sections, detention basins, outlet lines, and analyses of the effect of said improvement on the receiving outlet pipe, the associated channel and high water elevations.*

e. *The slope, type, and size of all existing and proposed storm sewers and other waterways.*

Response:

A site plan has been provided in Drawing -S500 included in the Criterion 2 report showing the proposed improvements. Piping details will be provided during final engineering.

High water elevations for the 5-year, 50-year, and 100-year critical duration storm event are provided for each structure in Tables 7 through 9. Storm duration analyzed for each storm event uses the critical duration established in the detention pond analysis determined in Tables 4 through 6 above (i.e., 120 minutes for the 5-year event, 150 minutes for the 50-year event, and 165 minutes for the 100-year event). The analysis indicates that the existing and proposed storm sewer system can convey the critical duration storm for the 5-year, 50-year, and 100-year event without surcharge. Structure 5-4 has not been modeled due to its role as a back-up inlet for structure 6-3.

Table 7: Structures Water Elevation 5-Year Event

Structure	Structure HydroCAD ID	Storm Duration (min)	Rainfall Intensity (inch/hr)	Structure Inflow rate (cfs)	Structure Rim Elevation	Structure water elevation
Inlet 1-4	I14	120	1.10	6.14	749.98	742.64
Inlet 1-5	I15	120	1.10	6.00	750.40	745.71

Structure	Structure HydroCAD ID	Storm Duration (min)	Rainfall Intensity (inch/hr)	Structure Inflow rate (cfs)	Structure Rim Elevation	Structure water elevation
Inlet 1-6	I16	120	1.10	0.52	752.90	749.69
Trench Drain 1-7	I17	120	1.10	0.43	746.50	745.96
Inlet 1-8	I18	120	1.10	6.14	752.61	744.14
Inlet 1-9	I19	120	1.10	0.14	751.91	745.59
Inlet 2-1	I21	120	1.10	4.23	752.51	747.98
Inlet 3-1	I31	120	1.10	2.93	752.46	748.50
Inlet 4-1	I41	120	1.10	0.53	754.18	749.31
Inlet 5-1	I51	120	1.10	1.35	752.93	749.56
Inlet 5-2	I52	120	1.10	1.10	752.31	750.63
Inlet 5-3	I53	120	1.10	0.09	752.78	750.64
Inlet 6-1	I61	120	1.10	1.25	752.92	749.06
Inlet 6-2	I62	120	1.10	0.91	752.75	749.78
Inlet 6-3	I63	120	1.10	0.65	752.35	750.38
Inlet 7-1	I71	120	1.10	1.65	752.23	748.37
Inlet 8-1	I81	120	1.10	0.56	753.87	748.95
Inlet 8-2	I82	120	1.10	0.39	752.00	751.07
Inlet 9-1	I91	120	1.10	0.45	754.11	750.61
Inlet 9-2	I92	120	1.10	0.37	753.34	751.56

Table 8: Structures Water Elevation 50-Year Event

Structure	Structure HydroCAD ID	Storm Duration (min)	Rainfall Intensity (inch/hr)	Structure Inflow rate (cfs)	Structure Rim Elevation	Structure water elevation
Inlet 1-4	I14	150	1.46	8.17	749.98	742.77
Inlet 1-5	I15	150	1.46	7.98	750.40	745.86
Inlet 1-6	I16	150	1.46	0.69	752.90	749.75
Trench Drain 1-7	I17	150	1.46	0.58	746.50	746.12
Inlet 1-8	I18	150	1.46	8.17	752.61	744.27
Inlet 1-9	I19	150	1.10	0.19	751.91	745.62
Inlet 2-1	I21	150	1.46	5.62	752.51	748.13
Inlet 3-1	I31	150	1.46	3.89	752.46	748.63
Inlet 4-1	I41	150	1.46	0.70	754.18	749.38
Inlet 5-1	I51	150	1.46	1.79	752.93	749.64
Inlet 5-2	I52	150	1.46	1.47	752.31	750.73
Inlet 5-3	I53	150	1.46	0.12	752.78	750.67
Inlet 6-1	I61	150	1.46	1.66	752.92	749.14
Inlet 6-2	I62	150	1.46	1.21	752.75	749.86
Inlet 6-3	I63	150	1.46	0.87	752.35	750.46
Inlet 7-1	I71	150	1.46	2.19	752.23	748.48
Inlet 8-1	I81	150	1.46	0.75	753.87	748.99
Inlet 8-2	I82	150	1.46	0.52	752.00	751.12
Inlet 9-1	I91	150	1.46	0.60	754.11	750.66
Inlet 9-2	I92	150	1.46	0.49	753.34	751.61

Table 9: Structures Water Elevation 100-Year Event

Structure	Structure HydroCAD ID	Storm Duration (min)	Rainfall Intensity (inch/hr)	Structure Inflow rate (cfs)	Structure Rim Elevation	Structure water elevation
Inlet 1-4	I14	165	1.55	8.68	749.98	742.80
Inlet 1-5	I15	165	1.55	8.48	750.40	745.89
Inlet 1-6	I16	165	1.55	0.73	752.90	749.77
Trench Drain 1-7	I17	165	1.55	0.61	746.50	746.17
Inlet 1-8	I18	165	1.55	8.68	752.61	744.30
Inlet 1-9	I19	165	1.10	0.20	751.91	745.63
Inlet 2-1	I21	165	1.55	5.97	752.51	748.16
Inlet 3-1	I31	165	1.55	4.13	752.46	748.66
Inlet 4-1	I41	165	1.55	0.75	754.18	749.40
Inlet 5-1	I51	165	1.55	1.90	752.93	749.66
Inlet 5-2	I52	165	1.55	1.56	752.31	750.75
Inlet 5-3	I53	165	1.55	0.13	752.78	750.67
Inlet 6-1	I61	165	1.55	1.77	752.92	749.16
Inlet 6-2	I62	165	1.55	1.28	752.75	749.88
Inlet 6-3	I63	165	1.55	0.92	752.35	750.48
Inlet 7-1	I71	165	1.55	2.33	752.23	748.51
Inlet 8-1	I81	165	1.55	0.79	753.87	749.01
Inlet 8-2	I82	165	1.55	0.55	752.00	751.13
Inlet 9-1	I91	165	1.55	0.64	754.11	750.67
Inlet 9-2	I92	165	1.55	0.52	753.34	751.63

f. A plot or tabulation of storage volumes with corresponding water surface elevations and of the basin outflow rates for five-year, fifty-year and one hundred-year water surface elevations for all detention basins. If development work is to be performed in phases, such tabulations should be performed independently for each phase.

Response:

Storage volumes and water surface elevations for the Phase 2 (proposed conditions) 5-year, 50-year, and 100-year storm events are provided in Tables 4 through 6 above respectively.

g. Design hydrographs of inflow and corresponding outflow for both the fifty-year and one hundred-year design runoff events for the site's projected final stage of development and the calculated five- year, fifty-year, and one hundred-year peak inflows from the development under natural, existing conditions and under the projected final stage of development for all detention basins.

Response:
Phase 2 Improvement inflow and outflow conditions are modelled for each catchment area, storm sewer, and pond for each of the 5-year, 10-year, 50-year, and 100-year conditions. See hydrographs and associated calculations included in Appendix 4. Catchment areas are provided in Appendix 5.

The 2-year, 10-year, and 100-year natural existing conditions peak flows were previously calculated as part of the Phase 1 improvements by Mohr & Kerr. The natural existing condition peak flows are as follows:

- 2-year: 4.61 cubic feet per second;
- 10-year: 6.49 cubic feet per second; and
- 100-year: 10.25 cubic feet per second.

The project maximum allowable release rate is based upon the 2-year condition, or 4.61 cubic feet per second.

h. *A profile and one or more cross sections of all existing and proposed channels or other open drainage facilities, showing existing conditions and the proposed changes thereto. In addition, the Design Engineer shall provide high water elevations expected from stormwater runoff under the controlled conditions called for by these regulations and the relationship of structures, streets, and other utilities to such channels.*

Response:
The final design of the storm management system, including detention pond and storm sewers, will be performed subsequent to siting approval. Proposed channels are not anticipated as the site is intended to convey the stormwater surface drainage via overland flow or storm sewers. Cross-sections for the proposed pond will be provided following siting approval during final site engineering.

i. *An engineering cost estimate detailing and explaining all construction costs associated with the stormwater management plan.*

Response:
The existing stormwater management system in place is substantially complete to accommodate the proposed conditions. Costs associated with stormwater management modifications will be provided during final engineering. Costs would be expected to be in the range of $25,000 to $50,000.

5. *Design criteria for the stormwater management plan:*
   a. *Methods of determining stormwater runoff rate and volume. Drainage and storage facilities shall be designed using one of the methods of calculating of runoff discharge rate and total volume given below. The Director may approve other calculation methods.*

      TR-20
      Modified Rational Method
      TR-55
      Quick TR-55 Pond-2

      Response:
      Both the Phase 1 (existing conditions) and Phase 2 (proposed conditions) have been modeled using the Modified Rational Method within HydroCAD. Outputs for the models are provided in Appendices 3 and 4. Additionally, the previous phase calculations performed by Mohr & Kerr were made in accordance with the Modified Rational Method. These can be found in Appendix 1.

   b. *Release rate. The controlled release rate of stormwater runoff from developments subject to this Section shall not exceed the subject property's rate of runoff from the natural undeveloped rate for a two (2) storm with a maximum run-off coefficient of C=0.15. The design rate at which stormwater runoff is delivered to a designated stormwater storage area shall be based on a hundred- year storm after full development. The storm sewers, however, shall be designed to deliver a runoff resulting from a ten-year storm, flowing under gravity conditions. The balance of runoff is to be delivered by overland flow or in the storm sewers under surcharge conditions. In the event the natural downstream channel or storm sewer system is inadequate to accommodate the required release rate, the allowable release rate shall be reduced to that rate permitted by the capacity of the downstream channel or storm sewer system without overflowing its banks or surcharging of sewers.*

      The allowable release rate has been determined following the criteria above. The calculation can be found in Appendix 1, where the 2-year undeveloped release rate was determined to be 4.61 cubic feet per second.

      The existing conditions hydraulic model in Appendix 3 shows that the maximum release rate from the site under the worst-case scenario during a 100-year storm event is 2.72 cubic feet per second, which is below the allowable release rate.

Similarly, the proposed conditions hydraulic model in Appendix 4 shows that the maximum release rate associated with the critical duration 100-year storm event is 2.94 cubic feet per second.

The critical storm duration for the storm sewer capacity for the 10-year storm event has been determined in Table 10. The event with the highest inflow volume has been selected as the critical scenario for calculating storm sewer capacity. Storm sewer capacity for the 10-year storm event is shown in Table 11. Storm sewer R54 connecting inlet 5-4 to 6-3 is not modelled due to structure 5-4 role as a back-up inlet for structure 6-3.

Table 10: Proposed Conditions Storm Duration 10-Year Event

Area (acres)	Runoff Coef.	Storm Duration (min)	Rainfall Intensity (inch/hr)	Basin Inflow rate (cfs)	Basin Outflow rate (cfs)	Basin Volume (acre-ft)	Basin Elevation
12.79	0.53	5	7.74	23.77	1.79	0.177	736.75
12.79	0.53	10	5.98	23.90	2.03	0.350	737.07
12.79	0.53	15	4.88	23.28	2.17	0.488	737.28
12.79	0.53	30	3.40	20.31	2.39	0.750	737.61
12.79	0.53	60	2.16	14.84	2.52	0.961	737.84
12.79	0.53	120	1.28	8.76	2.56	1.027	737.91
12.79	0.53	150	1.06	7.29	2.55	1.006	737.89
12.79	0.53	165	0.98	6.74	2.54	0.992	737.88
12.79	0.53	180	0.91	6.27	2.52	0.959	737.84

Table 11: Structures Water Elevation 10-Year Event

Structure	Structure HydroCAD ID	Storm Duration (min)	Rainfall Intensity (inch/hr)	Sewer Size (inch)	Sewer inflow flow rate (cfs)	Sewer outflow flow rate (cfs)	Sewer avg. flow depth (ft)	Sewer max. vel. (fps)
Pipe I14-Pond	R14	10	5.98	24	17.53	17.54	0.87	13.44
Pipe I15-I14	R15	10	5.98	24	16.91	16.89	1.21	8.50
Pipe I16-I14	R16	10	5.98	12	2.82	2.83	0.63	5.45
Pipe I17-Pond	R17	10	5.98	6	1.46	1.46	0.46	7.89
Pipe I18-I14	R18	10	5.98	24	0.80	17.55	17.53	14.86
Pipe I19-I18	R19	10	5.98	12	0.76	0.77	0.21	6.53
Pipe I21-I15	R21	10	5.98	24	12.87	12.72	1.27	6.04
Pipe I31-I21	R31	10	5.98	18	7.11	6.95	1.24	4.46
Pipe I41-I31	R41	10	5.98	12	2.88	2.30	1.00	3.10
Pipe I51-I31	R51	10	5.98	15	2.98	2.94	0.56	5.58
Pipe I52-I51	R52	10	5.98	12	1.73	1.71	0.49	4.53
Pipe I53-I52	R53	10	5.98	6	0.50	0.39	0.50	2.21
PipeI61-I31	R61	10	5.98	15	2.74	2.73	0.63	4.41
Pipe I62-I61	R62	10	5.98	12	2.19	2.15	0.63	4.09
Pipe I63-I62	R63	10	5.98	12	0.85	0.83	0.38	3.00

Structure	Structure HydroCAD ID	Storm Duration (min)	Rainfall Intensity (inch/hr)	Sewer Size (inch)	Sewer inflow flow rate (cfs)	Sewer outflow flow rate (cfs)	Sewer avg. flow depth (ft)	Sewer max. vel. (fps)
Pipe I71-I15	R71	10	5.98	12	7.48	3.74	1.00	5.36
Pipe –CA13-I81	R13	10	5.98	12	0.94	0.94	0.31	4.60
Pipe I81-I71	R81	10	5.98	12	3.05	3.05	0.60	6.21
Pipe I82-I81	R82	10	5.98	12	2.11	2.11	0.47	5.85
Pipe I91-I71	R91	10	5.98	12	1.88	1.84	0.55	4.16
Pipe I92-I91	R92	10	5.98	12	1.54	1.51	0.48	4.01

c. *Development design. Streets, blocks, lots, parks, and other public grounds shall be located and designed to give a continuous surface relief path avoiding the flooding of buildings and structures, and to preserve and utilize existing and planned streams, channels, and detention basins. Whenever possible, streams and floodplains shall be located within parks and other public grounds.*

Response:

The site is designed to shed water away from the buildings towards the detention pond to the west. Proposed grades generally follow existing drainage patterns for the site.

d. *No drainage facility for the purpose of the detention or retention of water shall be constructed within a distance of ten (10) feet plus one-and-one-half (1 1/2) times the depth of any drainage facility adjacent to the right-of-way of any public street without the written permission of the Director or other authority having jurisdiction over the public street. No earthen berm such that the toe of a berm will be nearer than ten (10) feet to the right-of-way of any public street without the written permission of the Director or other authority having jurisdiction over the public street.*

Response:

The property is adjacent to Interstate 57 right-of-way, which is located west/southwest of the site. Basin depth is approximately 4 feet. Based on the above criteria, the drainage facility requires an offset of 10 feet plus 1.5 x 4 feet = 16 feet. The basin also includes a small berm (1-foot to 4-foot in height). The existing offset from property line to toe of berm is 4.4 feet and the offset to pond HWL is 17.7 feet. The pond location was previously approved as part of the Phase 1 improvements.

6. *Detention facilities. The increased stormwater runoff resulting from a proposed development may be stored in appropriate detention facilities including wet bottom reservoirs, dry bottom reservoirs and parking lots. The following standards shall govern the design of such detention facilities:*

   a. *Storage volume. The volume of storage capacity provided in detention facilities shall be sufficient to control the excess stormwater runoff, resulting from a hundred-year rainfall as published by the Illinois State Water Survey in Technical Letter 13.*

      Response:
      Stormwater runoff has been calculated based on rainfall data from NOAA's National Weather Service Hydrometeorological Design Studies Center Atlas 14 Precipitation frequency estimates for the Site location (http://hdsc.nws.noaa.gov/hdsc/pfds/). This data was used instead of Technical Letter 13 as it includes a broader range of events (180 minutes storm durations vs. 60 minutes storm durations provided by Illinois State Water Survey Technical Letter 13) and has more conservative estimates of rainfall events. The data is included in Appendix 7.

   b. *Release rate. At no time shall the stormwater runoff release rate exceed the allowable release rate required in Section 6.3.B.5.b of this Chapter.*

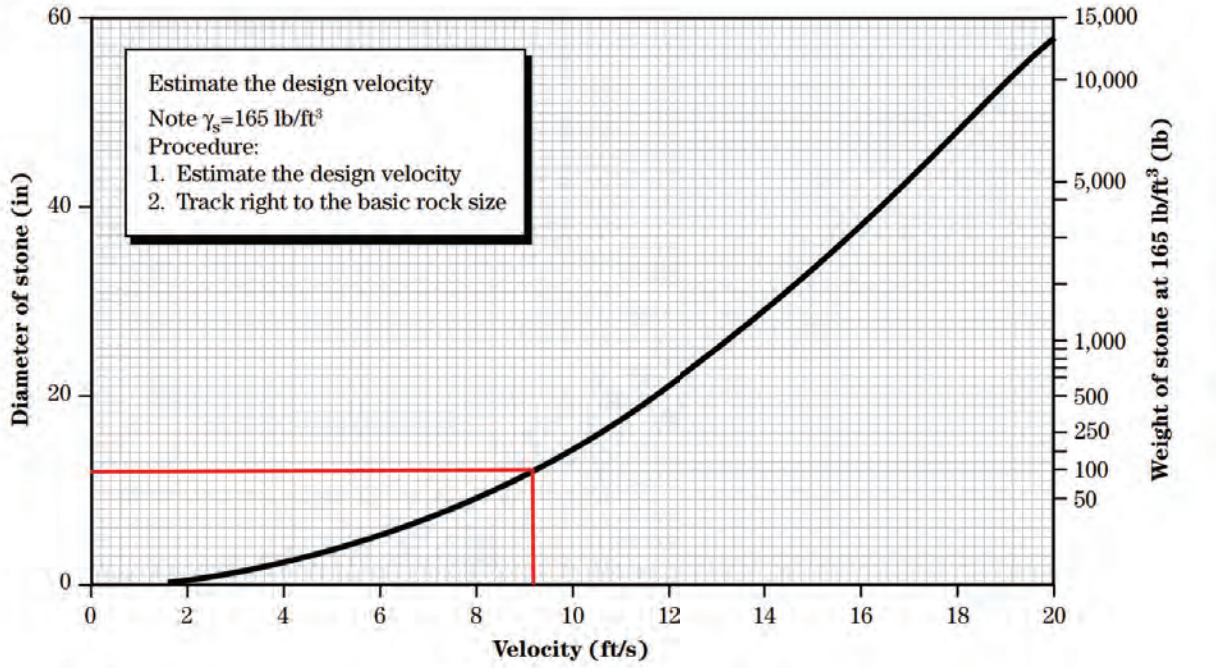
   c. *Release velocity. Detention facilities shall release storm water at a non-erosive velocity. Protected channels receiving detention discharge shall incorporate features to reduce velocity to non- erosive levels where such discharge enters the unprotected channel.*

      Response:
      The pond release rate under Phase 1 and Phase 2 is below the required 4.61 cubic foot per second rate. The spillway of the existing detention pond includes RR4 riprap area at the outlet to prevent erosion. Table 12 below provides a calculation of the release rate and water velocity under various pond elevations up to the maximum pond freeboard elevation (at 739.5 elevation). The maximum water velocity at top of freeboard is 9.57 feet per second. Based on the United States Department of Agriculture Technical Supplement 14C RR4 riprap, which includes angular 6-inch to 12-inch stone provides adequate protection against the maximum estimated water velocity as per figure TS14C-5 provided below.

Table 12: Proposed Conditions Detention Basin Release Rate and Velocity at Varying Water Elevations

Water elevation (feet)	Basin Outflow rate (cfs)	Basin Outflow velocity (fps)	Basin Volume (acre-ft)
736.0	0.00	0.00	0.000
736.5	1.57	4.50	0.083
737.0	1.98	5.67	0.308
737.5	2.32	6.65	0.658
738.0	2.61	7.48	1.117
738.5	2.88	8.25	1.647
739.0	3.12	8.94	2.214
739.5	3.34	9.57	2.825

Figure TS14C–5 Rock size based on Isbash curve



d. Spillway. An emergency spillway shall be provided to permit the safe passage of runoff generated from a one hundred-year storm or greater under developed conditions.

Response:

The Phase 1 improvements did not include a defined emergency spillway. An emergency spillway is proposed as part of the Phase 2 improvements.

e. *Freeboard. Wet and dry bottom reservoirs shall have adequate capacity to contain the storage volume of tributary stormwater runoff in a hundred-year storm with at least one foot of freeboard above the water surface.*

Response:

The Phase 2 calculations indicate a 100-year HWL of 738.64. The top of the existing pond is at 739.50, which would provide 0.86 feet of freeboard. An additional 0.64 feet of height shall be added to the pond embankment in order to provide an emergency spillway with maximum height of 0.5 feet, and to obtain 1 foot of freeboard above the HWL.

7. *Physical aspects of wet and dry bottom reservoirs. To ensure public safety, the protection of the facility, the ease of facility maintenance, facility durability and aesthetics, the following shall be considerations in detention facility design:*

a. *The water depth near the perimeter of a storage pool shall be limited. Access restrictions (fence, walls, etc.) may be required if land availability dictates greater water depth.*

Response:

The Phase 1 pond provides for 5:1 side slopes at the pond perimeter and a maximum water depth of approximately 4 feet at pond bottom. The facility is private and not anticipated to be accessed by the public. The pond design is believed to be adequate for public safety and facility functionality.

b. *The amount and geometric shape of available land sites and location of the detention facility will influence depth and side slopes specifications and other design factors.*

c. *To facilitate maintenance and reduce safety hazards the side slopes for grassed areas should not be steeper than 1 to 4.*

Response:

Side slopes are indicated as 5:1 on the Phase 1 plans prepared by Mohr & Kerr.

d. *To promote surface drainage for grass mowing and multiple purpose use, grass bottoms in detention basins should be designed with minimum slopes of one per cent.*

Response:
The Phase 1 detention pond is anticipated to be seeded. Grassed areas of the pond bottom vary but are designed to be above 1%.

e. *Provisions should be made to protect the facility from soil erosion under all probable flow conditions imposed by the design storm.*

Response:
Phase 1 grading design of the detention basin directs inflow water from storm sewers to a concrete-paved ditch, which reduces erosion. Additionally, a riprap is located downstream of the outlet. Other areas of the pond bottom are anticipated to be seeded and have shallow slopes.

f. *Control devices should be adequately protected from theft and vandalism.*

Response:
The site is to be secured by a fence, therefore providing protection from theft and vandalism.

g. *The facility's landscaping should harmonize with the surrounding area.*

Response:
Landscaping for the site is discussed in the Criterion 3 report for the local siting application.

h. *The design shall facilitate control and removal of debris both in the storage structure and in all inlet or outlet devices.*
i. *Inflow and outflow structures, pumping stations, and other structures should be protected and designed to minimize safety hazards.*
j. *To promote the facility's durability, longevity and physical appearance construction specifications should require quality materials and workmanship.*
k. *The outflow structure shall have an orifice, weir plate or similar control device to contain the basin's outflow at the same release rate specified in Section 6.3.B.5.b of this Chapter.*

Response:
The release rate from the detention pond is controlled with an 8-inch outlet pipe which restricts the outflow. The hydraulic calculations provided in Appendices 3 and 4 show that at the maximum water elevation the flowrate does not exceed the

maximum allowable release rate of 4.61 cubic feet per second. The maximum release rate is 3.34 cubic feet per second at the designed 739.50 (freeboard) water elevation. The pond side slopes of 5:1, and the generally flat bottom, will allow for access for mowing (if necessary) and enable the removal of debris.

l. To minimize debris a debris catcher chamber shall be installed at the inlet end of reservoirs greater than ten (10) acre-feet. For ponds smaller than ten (10) acre-feet a manhole constructed two (2) feet deeper than the inlet and outlet pipes may serve as a debris catcher.

Response:

A catch basin, structure 1-8, is proposed to be added as part of the Phase 2 improvements to enable debris catchment prior to storm sewer flow entering the pond.

m. Dry bottom reservoir construction detail. A dry bottom reservoir should be designed to drain within twenty-four (24) hours after a twenty-five-year rain event, and after associated flows have ceased. Further, the following construction details shall apply to the design and construction of a dry bottom reservoir.

Response:

As per calculations shown in Table 13, the maximum level of the Detention Basin in a 25-year storm event is calculated to be 738.16 for a 120 minutes storm duration. These calculations were performed using HydroCAD. Table 14 shows the dewatering time of the basin at 25-year HWL, which is approximately 17.80 hours.

Table 13: Proposed Conditions Storm Duration 25-Year Event

Area (acres)	Runoff Coef.	Storm Duration (min)	Rainfall Intensity (inch/hr)	Basin Inflow rate (cfs)	Basin Outflow rate (cfs)	Basin Volume (acre-ft)	Basin Elevation
12.79	0.53	5	8.86	26.42	1.83	0.205	736.81
12.79	0.53	10	6.78	25.95	2.08	0.398	737.14
12.79	0.53	15	5.56	24.52	2.23	0.556	737.37
12.79	0.53	30	3.94	21.54	2.48	0.886	737.76
12.79	0.53	60	2.55	17.51	2.64	1.166	738.05
12.79	0.53	120	1.53	10.47	2.70	1.285	738.16
12.79	0.53	150	1.28	8.77	2.70	1.280	738.16
12.79	0.53	165	1.18	8.12	2.69	1.273	738.15
12.79	0.53	180	1.10	7.58	2.68	1.238	738.12

Table 14: Proposed Conditions Storm Duration 25-Year Event

Water surface elevation (ft)	Cumulative storage volume (cu. Ft)	Discharge (cfs)	Average discharge (cfs)	Time (hrs)	Accumulated time (hrs)
736.0	0	0.000	0.000	0.0	0.0
736.5	3,615	1.697	0.849	1.2	1.2
737.0	17,032	2.072	1.885	2.0	3.2
737.5	45,694	2.389	2.230	3.6	6.7
738.0	94,351	2.668	2.528	5.3	12.1
738.16	149,759	2.751	2.710	5.7	17.8

(1) Grass and other vegetation used to line the bottom and shall be able to sustain a minimum thirty-hour period of inundation.

Response:

The proposed vegetation for the pond bottom, seeded grass, is expected to be able to withstand a thirty-hour period of inundation.

(2) Whenever possible, the dry-bottom reservoir should be considered for other land uses during dry periods. Appropriate secondary land uses include: baseball fields, tennis courts, playgrounds and parks.

(3) To expedite drainage, french drains shall be included in any dry bottom reservoir having multiple land uses. Each tile line shall have a clean-out and/or manhole at each end to allow maintenance.

Response:

A secondary use for detention pond is not planned for the facility.

APPENDIX 1

MOHR & KERR STORMWATER CALCULATIONS AND DRAWINGS FOR PHASE 1 STORMWATER DESIGN

Mohr & Kerr Engineering & Land Surveying, P.C.

5901 N. Prospect, Suite 6B
Peoria, IL 61614
(309) 692-8500 Office
(309) 692-8501 Fax

www.mohrandkerr.com

November 4, 2024

Jake McCoy, P.E.

Re: GFL Environmental
Rantoul, IL

Dear Jake,

On behalf of GFL Environmental, Mohr & Kerr Engineering & Land Surveying, P.C. (MKELS) (Engineer) is submitting the attached report for the above referenced project.

To accomplish general site erosion control, MKELS used silt fence, inlet protection and other techniques shown in the construction plans on the SWPPP. The disturbance is greater than 1 acre, an NOI (Notice of Intent) for the NPDES General Permit has been applied for.

MKELS analyzed the property from a standpoint of existing (all grass) to proposed conditions. The existing site drainage area to the proposed detention is 12.43 acres.

The proposed improvements outlined in the attached construction plans modify the drainage patterns such that the site will be drained through storm sewer to a new detention basin to the West.

Following the Village of Rantoul Manual of Practice, we analyzed the site using the modified rational method for the following storm events with a 2 year storm event release rate (4.61 CFS):

5yr – 26,533 cu. ft. of storage required
50yr – 49,006 cu. ft. of storage required
100yr – 61,746 cu. ft. of storage required

The proposed basin is designed to hold a storage volume of 62081 cu. Ft with a foot of freeboard above the water surface. This includes storage for future development in the property. We believe the design conforms to the Village policy for erosion control and storm water management.

Included in this submittal are the following: Civil Plans including a SWPPP, Proposed Drainage Areas & Flow Routes and Modified Rational Method Hydraulic Calculations for 5yr, 50yr and 100yr storm events.

If during your review, you have any questions or concerns, please don't hesitate to contact me by phone or email. I may be reached at 309-635-7765 or alherrmann@mohrandkerr.com.

Sincerely,

Alex Herrmann

Mohr and Kerr Engineering and Land Surveying, P.C.
5901 N. Prospect Rd., Suite 6B
Peoria, IL 61614
Office: (309) 692-8500
Fax: (309) 692-8501

Detention Calculations Modified Rational Method - GFL Environmental - Rantoul, IL

Existing Peak Flow - 2 year storm (Rantoul)

Area Acres - Impervious	0
C Value Impervious	0.95
Area Acres - Gravel	0
C Value Gravel	0.50
Area Acres - Grass	12.43
C Value Grass	0.15
Tc - Minutes	30
Rainfall Intensity - 2 year/30 min	2.47
Discharge CFS	4.61

Mohr and Kerr Engineering and Land Surveying, P.C.
5901 N. Prospect Rd., Suite 6B
Peoria, IL 61614
Office: (309) 692-8500
Fax: (309) 692-8501

Detention Calculations Modified Rational Method - GFL Environmental - Rantoul, IL

Existing Peak Flow - 10 year storm (Rantoul)

Area Acres - Impervious	0
C Value Impervious	0.95
Area Acres - Gravel	0
C Value Gravel	0.50
Area Acres - Grass	12.43
C Value Grass	0.15
Tc - Minutes	30
Rainfall Intensity - 10 year/30 min	3.48
Discharge CFS	6.49

Mohr and Kerr Engineering and Land Surveying, P.C.
5901 N. Prospect Rd., Suite 6B
Peoria, IL 61614
Office: (309) 692-8500
Fax: (309) 692-8501

Detention Calculations Modified Rational Method - GFL Environmental - Rantoul, IL

Existing Peak Flow - 100 year storm (Rantoul)

Area Acres - Impervious	0
C Value Impervious	0.95
Area Acres - Gravel	0
C Value Gravel	0.50
Area Acres - Grass	12.43
C Value Grass	0.15
Tc - Minutes	30
Rainfall Intensity - 100 year/30 min	5.5
Discharge CFS	10.25

Mohr and Kerr Engineering and Land Surveying, P.C.
5901 N. Prospect Rd., Suite 6B
Peoria, IL 61614
Office: (309) 692-8500
Fax: (309) 692-8501

Detention Calculations Modified Rational Method - GFL Environmental - Rantoul, IL

Existing Allowable Discharge - 2 year storm (Rantoul)

Area Acres - Impervious	0
C Value Impervious	0.95
Area Acres - Gravel	0
C Value Gravel	0.50
Area Acres - Grass	12.43
C Value Grass	0.15
Tc - Minutes	30
Rainfall Intensity - 2 year/30 min	2.47
Allowable Discharge CFS	4.61

Outlet Sizing

2 year - A=q/(C(2*g*H)^0.5)			
q	4.61	cfs	
h	4.00	feet	
C	0.51		
Allowable Area	0.560	sf	
Allowable Diameter	0.84	feet	**Use a 8" Pipe**

Proposed Storage - 5 year inflow, 2 year outfall

	Area - Ac.	C	CA
Paved/Roof	3.37	0.95	3.20
Gravel	5.17	0.50	2.59
Residential/Grass	3.89	0.15	0.58
Total / Composite C	12.43		0.51

Runoff Coeff. C	Storm Duration T min	Intensity I in/hr	Area A Acres	Inflow Rate Qi cfs	Release Rate Qo cfs	Storage Rate S cfs	Storage cu. Ft
0.51	5	6.88	12.43	43.83	4.61	39.22	11766
0.51	10	5.35	12.43	34.08	4.61	29.47	17685
0.51	15	4.38	12.43	27.90	4.61	23.30	20966
0.51	30	3.00	12.43	19.11	4.61	14.50	26108
0.51	60	1.88	12.43	11.98	4.61	7.37	26533
0.51	120	1.10	12.43	7.01	4.61	2.40	17292

Proposed Stage Storage Table

Elevation	Area - sf	Volume	Cumulative Volume
735.5	0		
736	1635	409	409
737	21689	11662	12071
738	38187	29938	42009
739	42102	20072	62081
739	46808	22228	84309
739.5	49275	24021	108329

Mohr and Kerr Engineering and Land Surveying, P.C.
5901 N. Prospect Rd., Suite 6B
Peoria, IL 61614
Office: (309) 692-8500
Fax: (309) 692-8501

Detention Calculations Modified Rational Method - GFL Environmental - Rantoul, IL

Existing Allowable Discharge - 2 year storm (Rantoul)

Area Acres - Impervious	0
C Value Impervious	0.95
Area Acres - Gravel	0
C Value Gravel	0.50
Area Acres - Grass	12.43
C Value Grass	0.15
Tc - Minutes	30
Rainfall Intensity - 2 year/30 min	2.47
Allowable Discharge CFS	4.61

Outlet Sizing

2 year - A=q/(C(2*g*H)^0.5)			
q	4.61	cfs	
h	4.00	feet	
C	0.51		
Allowable Area	0.560	sf	
Allowable Diameter	0.84	feet	**Use a 8" Pipe**

Proposed Storage - 50 year inflow, 2 year outfall

	Area - Ac.	C	CA
Paved/Roof	3.37	0.95	3.20
Gravel	5.17	0.50	2.59
Residential/Grass	3.89	0.15	0.58
Total / Composite C	12.43		0.51

Runoff Coeff. C	Storm Duration T min	Intensity I in/hr	Area A Acres	Inflow Rate Qi cfs	Release Rate Qo cfs	Storage Rate S cfs	Storage cu. Ft
0.51	5	9.73	12.43	61.98	4.61	57.37	17212
0.51	10	7.37	12.43	46.95	4.61	42.34	25405
0.51	15	6.08	12.43	38.73	4.61	34.12	30712
0.51	30	4.35	12.43	27.71	4.61	23.10	41588
0.51	60	2.86	12.43	18.22	4.61	13.61	49006
0.51	120	1.74	12.43	11.08	4.61	6.48	46645
0.51	180	1.27	12.43	8.09	4.61	3.48	37634

Proposed Stage Storage Table

Elevation	Area - sf	Volume	Cumulative Volume
735.5	0		
736	1635	409	409
737	21689	11662	12071
738	38187	29938	42009
739	42102	20072	62081
739	46808	22228	84309
739.5	49275	24021	108329

Mohr and Kerr Engineering and Land Surveying, P.C.
5901 N. Prospect Rd., Suite 6B
Peoria, IL 61614
Office: (309) 692-8500
Fax: (309) 692-8501

Detention Calculations Modified Rational Method - GFL Environmental - Rantoul, IL

Existing Allowable Discharge - 2 year storm (Rantoul)

Area Acres - Impervious	0
C Value Impervious	0.95
Area Acres - Gravel	0
C Value Gravel	0.50
Area Acres - Grass	12.43
C Value Grass	0.15
Tc - Minutes	30
Rainfall Intensity - 2 year/30 min	2.47
Allowable Discharge CFS	4.61

Outlet Sizing

2 year - A=q/(C(2*g*H)^0.5)

q	4.61	cfs	
h	4.00	feet	
C	0.51		
Allowable Area	0.560	sf	
Allowable Diameter	0.84	feet	**Use a 8" Pipe**

Proposed Storage - 100 year inflow, 2 year outfall

	Area - Ac.	C	CA
Paved/Roof	3.37	0.95	3.20
Gravel	5.17	0.50	2.59
Residential/Grass	3.89	0.15	0.58
Total / Composite C	12.43		0.51

Runoff Coeff. C	Storm Duration T min	Intensity I in/hr	Area A Acres	Inflow Rate Qi cfs	Release Rate Qo cfs	Storage Rate S cfs	Storage cu. Ft
0.51	5	10.60	12.43	67.52	4.61	62.92	18875
0.51	10	7.96	12.43	50.71	4.61	46.10	27660
0.51	15	6.59	12.43	41.98	4.61	37.37	33636
0.51	30	4.76	12.43	30.32	4.61	25.72	46289
0.51	60	3.18	12.43	20.26	4.61	15.65	56345
0.51	120	1.99	12.43	12.68	4.61	8.07	58111
0.51	150	1.80	12.43	11.47	4.61	6.86	61746
0.51	165	1.65	12.43	10.51	4.61	5.91	58461
0.51	180	1.45	12.43	9.24	4.61	4.63	50017

Proposed Stage Storage Table

Elevation	Area - sf	Volume	Cumulative Volume
735.50	0		
736.00	1635	409	409
737.00	21689	11662	12071
738.00	38187	29938	42009
738.50	42102	20072	62081
739.0	46808	22228	84309
739.5	49275	24021	108329

Summary for Subcatchment 1S: EXISTING SITE

Runoff = 0.00 cfs @ 5.00 hrs, Volume= 0.000 af, Depth= 0.00"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Rainfall file not specified

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
19.7	200	0.0150	0.17		**Sheet Flow, Sheet Flow** Grass: Short n= 0.150 P2= 3.02"
14.9	768	0.0150	0.86		**Shallow Concentrated Flow, Grass** Short Grass Pasture Kv= 7.0 fps
34.6	968	Total			

SITE EXPANSION
FOR
GFL ENVIRONMENTAL
RANTOUL, ILLINOIS

IDOT STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND FOOT

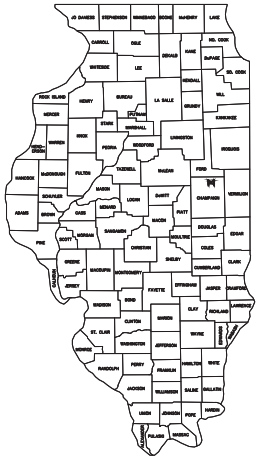
UTILITY COMPANIES

VILLAGE OF RANTOUL ELECTRIC	PHONE: (217) 892-6595
VILLAGE OF RANTOUL WATER	PHONE: (217) 892-6524
VILLAGE OF RANTOUL SEWER	PHONE: (217) 892-6560
NICOR GAS GAS	PHONE: (888) 642-6748
AT&T	PHONE: (217) 398-7980



LOCATION MAP

N



LOCATION OF PROPOSED IMPROVEMENT

INDEX OF SHEETS

	COVER SHEET
1	GENERAL NOTES & SPECIFICATIONS
2	EXISTING SITE & DEMOLITION PLAN
3-4	SITE LAYOUT PLAN
5-6	SITE GRADING PLAN
7	SITE UTILITY PLAN
8	DETENTION BASIN DETAIL
9-11	CONSTRUCTION DETAILS
12	STORM WATER POLLUTION PREVENTION PLAN

GENERAL NOTES

ALL ROAD AND STORM SEWER CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" OF THE STATE OF ILLINOIS, ADOPTED JANUARY 1, 2022, AND CURRENT SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS. ACCEPTANCE BY THE LOCAL AUTHORITY AND RELATED IMPROVEMENTS ARE BASED ON THE CONDITION OF THE IMPROVEMENTS AT THE TIME THE FINAL INSPECTION IS MADE.

GFL ENVIRONMENTAL
896 W. CHAMPAIGN AVE SERVICE RD
RANTOUL, IL 61866

CALL JULIE 811 OR 1-800-892-0123 48 HOURS BEFORE YOU DIG
EXCLUDING SATURDAYS, SUNDAYS, AND HOLIDAYS

811 Know what's below. Call before you dig.

PRELIMINARY ONLY
NOT FOR CONSTRUCTION

MOHR & KERR ENGINEERING & LAND SURVEYING, P.C.
5901 N. Prospect Road, Suite 6B
Peoria, Illinois 61614
www.mohrandkerr.com
Office: (309) 692-8500
Fax: (309) 692-8501
Professional Design Firm #184.005091

N:\24-333 R \Hoerr GFL Rantoul\DWG\PHASE I\COVER SHEET GFL RANTOUL 24-333.dwg, Dec 20, 2024

GENERAL NOTES

ALL WORK SHALL BE IN CONFORMANCE WITH THE APPLICABLE SECTIONS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (HEREIN AFTER STANDARD SPECIFICATIONS) LATEST EDITION. WITHIN THE STANDARD SPECIFICATIONS, ARTICLES 105.01, 105.09, 105.10, 105.11, 105.12, 105.13, AND SECTION 109 SHALL NOT BE INCORPORATED INTO THIS CONTRACT.

ALL WORK SHALL BE IN CONFORMANCE WITH THE ILLINOIS ACCESSIBILITY CODE AND ILLINOIS PLUMBING CODE.

ALL REFERENCES TO THE "DEPARTMENT" OR "ENGINEER" IN THE STANDARD SPECIFICATIONS AND SUPPLEMENTAL SPECIFICATIONS SHALL BE CONSTRUED TO MEAN THE OWNER OR OWNERS REPRESENTATIVE, IF APPLICABLE. REFERENCES TO "INSPECTION OF" "INSPECTOR" IN THE STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, AND SPECIFICATIONS/SPECIAL PROVISIONS SHALL NOT CREATE, IMPOSE, OR GIVE RISE TO ANY DUTY OWED BY THE OWNER OR OWNERS REPRESENTATIVE.

THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCK PILES, AND PARKED CONSTRUCTION EQUIPMENT THAT MAY POSE A POTENTIAL HAZARD TO THE DAILY OPERATIONS WITHIN THE CONSTRUCTION LIMITS.

ALL SIGNS, TRAFFIC CONTROL DEVICES, ETC. SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS - CURRENT EDITION, THE APPLICABLE GUIDELINES IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES - CURRENT EDITION, THE APPLICABLE GUIDELINES IN THE ILLINOIS MANUAL ON TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS - CURRENT EDITION, THE SPECIFICATIONS/SPECIAL PROVISIONS, ANY SPECIAL DETAILS, AND ILLINOIS DEPARTMENT OF TRANSPORTATION HIGHWAY STANDARDS INCLUDED IN THE CONTRACT DOCUMENTS.

PRIOR TO BEGINNING THE PROJECT, THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS AND DIMENSIONS SHOWN AND SHALL REPORT TO THE ENGINEER ANY DISCREPANCIES WHICH MAY AFFECT THE PERFORMANCE OF THE WORK IN ACCORDANCE WITH THE CONTRACT DRAWINGS.

ALL WORK MUST BE FULLY COORDINATED WITH OWNER'S SITE ACTIVITIES OVER THE CONSTRUCTION PERIOD.

THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, IF ANY, FROM ALL LOCAL AGENCIES.

CONTRACTORS BIDDING THIS PROJECT SHALL VISIT THE SITE BEFORE BIDDING.

ALL SECTIONS, DETAILS, AND NOTES SHOWN ON THE DRAWINGS ARE INTENDED TO BE TYPICAL AND SHALL APPLY TO SIMILAR SITUATIONS ELSEWHERE, UNLESS OTHERWISE SHOWN.

ADJUSTMENT OF NEW GRADES TO MATCH EXISTING FIELD CONDITIONS MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.

CONTRACTOR PARKING SHALL BE COORDINATED WITH THE OWNER, IF APPLICABLE.

ALL EXCESS MATERIALS (SUITABLE AND UNSUITABLE), INCLUDING EXCAVATED AND DETRITUS MATERIALS, SHALL BE HAULED AND LEGALLY DISPOSED OF OFF-SITE.

ELECTRONIC FILES FOR SITE GRADING ACTIVITIES WILL BE AVAILABLE UPON REQUEST.

STORM SEWER

PIPE LENGTH ON THE PLANS IS THE LENGTH FROM INSIDE STRUCTURE WALL TO INSIDE OF STRUCTURE WALL ALONG THE CENTERLINE OF THE PIPE. PIPES WITH END SECTIONS ARE MEASURED TO THE INVERT OF THE END SECTION.

COORDINATES FOR MANHOLE STRUCTURES ARE GIVEN TO THE CENTER OF THE STRUCTURE. COORDINATES FOR INLET AND INLET-MANHOLES ARE GIVEN TO THE CENTER BACK OF THE CASTING.

COORDINATES AND ELEVATIONS FOR END SECTIONS ARE GIVEN AT THE OUTFALL OF THE END SECTION.

PRIOR TO ORDERING STORM SEWER MATERIALS, CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING ALL EXISTING MANHOLE INVERT ELEVATIONS (THAT ARE BEING TIED INTO AS A PART OF THIS PROJECT), FIELD VERIFYING INVERT ELEVATIONS AT ALL EXISTING STORM SEWER PIPES AT THE NEW CONNECTION LOCATIONS, AND FIELD VERIFYING ELEVATIONS AT ALL UTILITY CROSSINGS AS PART OF THE PROJECT.

ALL VOIDS BETWEEN A STRUCTURE'S WALL (MANHOLE, INLET, INLET-MANHOLE, ETC.) AND THE OUTSIDE WALL OF A PIPE PENETRATION SHALL BE INFILLED WITH BRICKS AND NON-SHRINK GROUT.

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO THE ENGINEER FOR REVIEW ON ALL STORM SEWER COMPONENTS 7 DAYS AFTER THE NOTICE TO PROCEED.

EXAMINATION OF EXISTING CONDITIONS

IT IS THE RESPONSIBILITY OF EACH BIDDER TO SATISFY HIMSELF/HERSELF AS TO CONDITIONS HE/SHE WILL ENCOUNTER IN PERFORMING THE WORK. FAILURE TO DO SO WILL NOT BE CONSIDERED AS GROUNDS FOR ADDITIONAL COMPENSATION FOR UNFORESEEN ADVERSE CONDITIONS ENCOUNTERED DURING THE PROGRESS OF THE WORK.

PLANS, SPECIFICATIONS, AND/OR SPECIAL PROVISIONS - CONFLICTS WITH CIVIL/SITE ITEMS

IF THERE IS A CONFLICT BETWEEN THE PLANS, SPECIFICATIONS, AND/OR SPECIAL PROVISIONS, THE MORE STRINGENT OR MORE COSTLY AS DETERMINED BY THE OWNER OR THE ENGINEER, IF APPLICABLE, SHALL APPLY.

MATERIAL TESTING

THE CONTRACTOR SHALL EMPLOY A MATERIAL TESTING COMPANY WITH A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF ILLINOIS TO PROVIDE QUALITY CONTROL / VERIFICATION THAT THE FOLLOWING ITEMS MEET THE MINIMUM REQUIREMENTS OF THE CONTRACT DOCUMENTS:

AGGREGATE MATERIALS
BITUMINOUS MATERIALS
CONCRETE MATERIALS
EARTHEN MATERIALS

THE RESULTS SHALL BE SUBMITTED ELECTRONICALLY (PDF FORMAT) TO THE OWNER OR THE ENGINEER, IF APPLICABLE, AS SOON AS POSSIBLE. THE FREQUENCY OF MATERIAL TESTING AND THE TESTING OF MATERIALS SHALL BE IN ACCORDANCE WITH CURRENT IDOT MANUALS, POLICIES, AND PROCEDURES. THE MATERIAL TESTING COMPANY SHALL BE AN ILLINOIS LICENSED ENGINEERING FIRM.

CONSTRUCTION LAYOUT & STAKING

THE CONTRACTOR SHALL PROVIDE CONSTRUCTION LAYOUT AND STAKING BASED ON GRADES AND HORIZONTAL LOCATIONS SHOWN ON THE PLANS. ELECTRONIC FILES AND CONTROL WILL BE PROVIDED BY THE ENGINEER.

JULIE & EXISTING UNDERGROUND FACILITIES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE J.U.L.I.E. NUMBER IS 800-892-0123 OR 811. A MINIMUM OF FORTY-EIGHT (48) HOURS ADVANCE NOTICE IS REQUIRED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES. THE CONTRACTOR SHALL USE A SUBCONSULTANT, IF NECESSARY, TO LOCATE ALL UNDERGROUND UTILITIES. THE OWNER ASSUMES NO RESPONSIBILITY FOR THE PRESENCE, SPECIFIC SIZE OR LOCATION OF ANY UNDERGROUND UTILITIES. DAMAGED UTILITIES SHALL BE REPAIRED TO THE SATISFACTION OF THE CURRENT AND/OR FUTURE OWNER OF THE UNDERGROUND UTILITY. NO RESPONSIBILITY FOR THE PROTECTION OF SAID UNDERGROUND SYSTEMS WILL BE ASSUMED BY THE OWNER EXCEPT WHERE DESIGNATED OTHERWISE.

THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM THE BEST AVAILABLE INFORMATION AND MUST BE CONSIDERED APPROXIMATE.

THE COST TO REPAIR DAMAGED UTILITIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CONTRACTOR TO LOCATE THE UTILITIES AND FOR THE CONTRACTOR TO UNCOVER AND/OR HAND DIG AROUND EXISTING UTILITIES.

KEEPING ROADS OPEN TO TRAFFIC

THE CONTRACTOR MAY SHUT DOWN ACCESS TO THE CONSTRUCTION AREA AS LONG AS IT DOES NOT CONFLICT WITH THE OWNER'S OPERATIONS.

TRAFFIC CONTROL AND PROTECTION

THIS WORK SHALL CONSIST OF FURNISHING, INSTALLING, MAINTAINING, SURVEILLANCE (WHEN REQUIRED), RELOCATING, AND REMOVAL OF ALL TRAFFIC CONTROL REQUIRED FOR THE PURPOSE OF REGULATING, WARNING OR DIRECTING TRAFFIC FOR CONSTRUCTION ACTIVITIES. THIS WORK INCLUDES, BUT IS NOT LIMITED TO, PROVIDING, RELOCATING AND REMOVING SIGNS AND BARRICADE. THIS WORK SHALL BE DONE IN ACCORDANCE WITH ARTICLE 107.14 AND SECTION 701 OF THE STANDARD SPECIFICATIONS, APPLICABLE HIGHWAY STANDARDS AND SPECIAL PROVISIONS. COORDINATE WITH LOCAL AUTHORITY.

ALL CONSTRUCTION ACTIVITIES WHICH REQUIRE TRAFFIC CONTROL MAY NOT BE IDENTIFIED AND MAY REQUIRE ADDITIONAL SIGNING AND BARRICADES DUE TO THE CONTRACTOR'S ACTIVITIES.

EXISTING REGULATORY TRAFFIC SIGNING SHALL BE REMOVED OR RELOCATED AS NEEDED FOR EACH CONSTRUCTION OPERATION. THE CONTRACTOR SHALL FURNISH, INSTALL AND MAINTAIN ANY TEMPORARY REGULATORY OR WARNING SIGNS NECESSARY. TEMPORARY SIGNS SHALL REMAIN IN PLACE AS REQUIRED.

CLEANING

THE CONTRACTOR SHALL BE RESPONSIBLE DURING CONSTRUCTION FOR THE PROTECTION AND CLEANING OF ALL WORK UNDER THE CONTRACT, UNTIL FINAL COMPLETION AND ACCEPTANCE THEREOF, UNLESS AN EARLIER DATE IS AGREED UPON.

THE CONTRACTOR SHALL PROVIDE REMOVAL AND LEGAL DISPOSAL OF ALL DEBRIS FROM THE SITE AT A MINIMUM OF A DAILY BASIS.

THE CONTRACTOR SHALL KEEP ALL PAVED SURFACES CLEAR OF MUD, DIRT AND DEBRIS DURING CONSTRUCTION. CLEANING SHALL BE DONE IN AN ACCEPTABLE MANNER AS REQUESTED BY THE ENGINEER, WITH EQUIPMENT THAT DOES NOT DAMAGE THE EXISTING PAVEMENT.

ALL PAVED SURFACES SHALL BE SWEPT TO THE SATISFACTION OF THE ENGINEER AT THE END OF EACH WORKING DAY. THE LIMITS OF THE SWEEPING SHALL BE DETERMINED BY THE ENGINEER. THE TYPE OF STREET SWEEPING MACHINE SHALL BE A MOTORIZED VEHICLE SIMILAR TO WHAT IS USED TO CLEAN/SWEEP CITY STREETS.

DAMAGE TO EXISTING STRUCTURES

IF DAMAGE IS DONE TO EXISTING OR NEW STRUCTURES DURING CONSTRUCTION OF THE PROPOSED IMPROVEMENT, THE DAMAGED STRUCTURE SHALL BE REPLACED OR REPAIRED IN A SATISFACTORY MANNER BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE OWNER AND/OR LOCAL MUNICIPALITY.

PAVEMENT, SIDEWALK, AND CURB REMOVAL

PAVEMENT, SIDEWALK, AND CURB (COMBINATION CURB AND GUTTER AND/OR CURB) REMOVAL SHALL BE IN ACCORDANCE WITH SECTION 440 OF THE STANDARD SPECIFICATIONS EXCEPT THE REMOVAL SHALL INCLUDE THE AGGREGATE BASE COURSE/SUBBASE GRANULAR MATERIAL LOCATED BENEATH THE PAVEMENT, SIDEWALK, CONCRETE MEDIAN, AND CURB (COMBINATION CURB AND GUTTER AND/OR CURB).

AS PROVIDED FOR IN ARTICLE 107.16 OF THE STANDARD SPECIFICATIONS, PAVEMENT, SIDEWALK, CURB AND GUTTER AND STRUCTURES ON OR ADJACENT TO THE WORK SHALL BE PROTECTED IN A MANNER SATISFACTORY TO THE OWNER(S) OF THE PAVEMENT, SIDEWALK, CURB AND GUTTER, AND STRUCTURE FROM DAMAGE BY LUGS OR CLEATS OR TREADS OR WHEELS OF EQUIPMENT. THE CONTRACTOR WILL BE RESPONSIBLE FOR PATCHING ANY PAVEMENT, SIDEWALK, CURB AND GUTTER, DISTURBED, DESTROYED, OR REMOVED AS A RESULT OF HIS/HER OPERATION, AT THE CONTRACTOR'S EXPENSE.

CONCRETE AND BITUMINOUS SAW CUT

FULL DEPTH CONCRETE AND BITUMINOUS SAWING SHALL BE PERFORMED AT ALL REMOVAL LIMITS ILLUSTRATED ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL FURNISH ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO ACCOMPLISH THIS WORK. NO ADDITIONAL COMPENSATION WILL BE ALLOWED. FINAL PAVING OPERATION SHALL NOT COMMENCE.

AGGREGATE BASE COURSE, TYPE B

THIS WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH DETAILS IN THE PLANS AND SECTION 351 OF THE STANDARD SPECIFICATIONS EXCEPT: ALL LIFTS SHALL BE COMPACTED TO MINIMUM 95% STANDARD PROCTOR DENSITY.

CONCRETE CURE / SEALANT

THIS WORK SHALL BE ACCORDING TO SECTION 587 OF THE STANDARD SPECIFICATIONS EXCEPT AS MODIFIED HEREIN:
THE CONCRETE CURE/SEALANT SHALL BE APPLIED WITHIN 10 MINUTES AFTER ALL FINISHING WORK TO THE CONCRETE SURFACE HAS BEEN COMPLETED.

THE APPLICATION RATE AND TYPE OF EQUIPMENT REQUIRED TO APPLY THE CONCRETE CURE/SEALANT, SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

THE CONCRETE CURE/SEALANT SEALER SHALL BE CHEMMASTER'S SILENCURE SRT OR EQUAL APPROVED IN WRITING BY THE ENGINEER.

THE CONCRETE CURE/SEALANT SHALL BE APPLIED TO ALL CONCRETE PAVEMENT, UNLESS DIRECTED OTHERWISE. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK.

JOINT SEALANT

ALL THE PROPOSED SIDEWALK EXPANSION JOINTS, ALL COMBINATION CONCRETE CURB AND GUTTER JOINTS (CONTRACTION/TRANSVERSE, CONSTRUCTION, LONGITUDINAL, AND EXPANSION), ALL CONCRETE CURB JOINTS (CONTRACTION/TRANSVERSE, CONSTRUCTION, LONGITUDINAL, AND EXPANSION), IF APPLICABLE, AND ALL EXPANSION JOINTS ADJACENT TO STRUCTURES SHALL BE SEALED WITH SELF-LEVELING JOINT SEALANT OF THE COLOR "GREY". EXPANSION JOINTS IN THE SIDEWALK SHALL BE ROUTED TO THE DEPTH NOTED ON THE SIDEWALK DETAILS IN THE PLANS. IMMEDIATELY AHEAD OF THE PLACEMENT OF THE SEALER, DUST AND DEBRIS SHALL BE BLOWN FROM THE JOINT WITH A POWER BRUSH OR WITH COMPRESSED AIR AT A MINIMUM PRESSURE OF 90 PSI. IF COMPRESSED AIR IS USED, THE PNEUMATIC TOOL LUBRICATOR MUST BE BYPASSED AND A FILTER INSTALLED ON THE DISCHARGE VALVE TO KEEP WATER AND OIL OUT OF THE LINES. THE JOINT SHALL ALSO BE DRY. THE JOINT RESERVOIR SHALL BE FILLED FLUSH WITH SEALANT.

JOINT MATERIALS

EXPANSION JOINT MATERIAL SHALL BE FLEX/FOAM EXPANSION JOINT, OF THE THICKNESS SPECIFIED, AS MANUFACTURED BY RIGHT POINTE COMPANY, OR APPROVED EQUAL. THIS EXPANSION MATERIAL SHALL BE USED ON PAVEMENTS, CURB AND GUTTER, SIDEWALK, ENTRANCES, PAVED DITCH OR ANY OTHER REQUIRED EXPANSION JOINT.

P.C.C. PAVEMENT

THE P.C.C. PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 420 OF THE STANDARD SPECIFICATIONS EXCEPT: THE CONCRETE'S COURSE AGGREGATE SHALL CONSIST OF CRUSHED LIMESTONE AND ALL JOINTS (CONTRACTION, CONSTRUCTION, EXPANSION, LONGITUDINAL, AND TRANSVERSE) SHALL BE SEALED WITH GREY SELF-LEVELING SEALANT.

CONTRACTOR TO PROVIDE POUR SCHEDULE AND PROPOSED JOINT LOCATIONS.

P.C.C. SIDEWALK

THE SIDEWALK SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 424 OF THE STANDARD SPECIFICATIONS EXCEPT: THE CONCRETE'S COURSE AGGREGATE SHALL CONSIST OF CRUSHED LIMESTONE AND ALL EXPANSION JOINTS SHALL BE SEALED WITH GREY SELF LEVELING SEALANT.

SUBGRADE

ALL PAVEMENT, SIDEWALK, COMBINATION CURB AND GUTTER, AND LANDSCAPED AREAS SHALL BE PREPARED IN ACCORDANCE WITH ARTICLE 301 OF THE STANDARD SPECIFICATIONS.

EARTHWORK, COMPLETE

THIS WORK SHALL CONSIST OF ALL CLEARING, STRIPPING OF VEGETATION, TOPSOIL REMOVAL, EMBANKMENT, DRYING AGENTS, MIXING OF DRYING AGENTS, EXCAVATION, AND TRANSPORTATION OF ALL EARTHWORK SUCH THAT THE PROPOSED FINISHED SURFACE ELEVATIONS MEET THE LINES AND GRADES INDICATED IN THE PLANS. THE EARTH EXCAVATION AND EMBANKMENT SHALL CONFORM TO SECTIONS 202 AND 205 OF THE STANDARD SPECIFICATIONS UNLESS INDICATED OTHERWISE IN THE CONTRACT DOCUMENTS. EMBANKMENT SHALL CONFORM TO THE DENSITY REQUIREMENTS OUTLINED IN ARTICLE 205.06 OF THE STANDARD SPECIFICATIONS EXCEPT ALL LIFTS SHALL BE COMPACTED TO MINIMUM 95% STANDARD PROCTOR DENSITY. THE THIRD PARAGRAPH OF ARTICLE 205.06 OF THE STANDARD SPECIFICATIONS SHOULD ALSO BE REVISED TO READ: ALL EMBANKMENT CONSTRUCTED OF COHESIVE SOILS SHALL BE CONSTRUCTED WITH NOT MORE THAN 110% OF OPTIMUM MOISTURE CONTENT, DETERMINED BY THE STANDARD PROCTOR TEST. COHESIVE SOIL SHALL BE DEFINED AS ANY SOIL WHICH CONTAINS GREATER THAN 10% OF PARTICLES BY WEIGHT PASSING THE #200 SIEVE. THE 100% OF OPTIMUM MOISTURE LIMIT MAY BE WAIVED IN FREE DRAINING GRANULAR MATERIAL WHEN APPROVED BY THE ENGINEER. THE CONTRACTOR MAY, AT THEIR OPTION, ADD A DRYING AGENT TO LOWER THE MOISTURE CONTENT AS SPECIFIED ABOVE. THE DRYING AGENT MUST BE APPROVED BY THE MATERIALS TESTING COMPANY PRIOR TO USE. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE USE OF A DRYING AGENT.

DISPOSAL OF EXCESS EXCAVATED MATERIALS, INCLUDING TOPSOIL, SHALL BE IN ACCORDANCE WITH THE GENERAL NOTES IN THE PLANS UNLESS DIRECTED OTHERWISE BY THE ENGINEER IN WRITING.

THE COST TO PROTECT AND EXCAVATE AROUND THE UTILITIES WITH APPURTENANCES AT THE SURFACE (MANHOLES, INLETS, INLET-MANHOLES, FRAMES AND LIDS, VALVE VAULTS/BOXES, CABINETS, FIRE HYDRANTS, CLEANOUTS, ETC.) SHALL BE CONSIDERED INCIDENTAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CONTRACTOR TO PROVIDE A TANDEM AXLE DUMP TRUCK WITH AT LEAST 25 TONS GROSS WEIGHT DRIVEN OVER THE PROPOSED PAVED AREAS PRIOR TO THE PLACEMENT OF THE PAVING. PROOF ROLLING CONSISTS OF TWO PASSES IN PERPENDICULAR DIRECTIONS. THE OWNER SHALL BE PRESENT TO OBSERVE THE PROOF ROLLING OF THE BASE COURSE'S PROPOSED FINISHED SURFACE ELEVATION.

THE CONTRACTOR SHALL PROOF ROLL THE BASE COURSE UNTIL IT IS APPROVED BY THE OWNER. IF THERE IS INCLEMENT WEATHER AFTER THE BASE COURSE HAS BEEN PREPARED, THE OWNER MAY REQUEST THAT THE BASE COURSE BE RE-PROOF ROLLED (MULTIPLE TIMES IF NECESSARY) UNTIL REAPPROVED. NO ADDITIONAL COMPENSATION WILL BE ALLOWED TO REPROCESS AND RECOMPACT PREVIOUSLY APPROVED BASE COURSE (INCLUDING REPROCESSING AND RECOMPACTING DUE TO INCLEMENT WEATHER). REPROCESSING AND RECOMPACTION SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.

MAINTAINING STORM WATER CONVEYANCE

THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE MEANS AND METHODS AND SUBSEQUENTLY MAINTAINING THE FLOW BETWEEN EXISTING STORM WATER CONVEYANCE SYSTEM(S) AND PROPOSED STORM WATER CONVEYANCE SYSTEM(S). THIS MAY CONSIST OF BUT IS NOT LIMITED TO: TEMPORARY PIPING, DITCHING, PUMPING, AND DE-WATERING OPERATIONS.

SHORING AND SUPPORTING EXISTING UTILITIES AND STRUCTURES TO REMAIN IN PLACE

THE CONTRACTOR SHALL FURNISH ALL LABOR, EQUIPMENT AND MATERIALS NEEDED TO SAFELY AND ADEQUATELY SHORE AND/OR SUPPORT EXISTING UTILITIES, STORM SEWER SYSTEMS, SANITARY SEWER SYSTEMS, WATER DISTRIBUTION SYSTEMS, ETC. AND STRUCTURES TO REMAIN IN PLACE. THE EXISTING UTILITIES, STORM SEWER SYSTEMS, SANITARY SEWER SYSTEMS, WATER DISTRIBUTION SYSTEMS, ETC. AND STRUCTURES SHALL BE SHORED AND SUPPORTED TO THE SATISFACTION OF THE UTILITY OWNER AND/OR THE ENGINEER.

LANDSCAPING, COMPLETE

THIS WORK SHALL BE IN ACCORDANCE WITH SECTIONS 211, 250, AND 251 OF THE STANDARD SPECIFICATIONS EXCEPT AS MODIFIED HEREIN. ITEMS INCLUDED IN THIS WORK ARE:

ROUGH AND FINAL GRADING THE AREAS DISTURBED BY THE PROPOSED IMPROVEMENTS.

TOPSOIL FURNISH AND PLACE 4" IN ALL DISTURBED LANDSCAPED AREAS. TOPSOIL SHALL BE FREE OF DEBRIS, ROCKS AND CLODS GREATER THAN ½" IN SIZE.

SEEDING, CLASS 2 IN ALL DISTURBED, NON-PAVED AREAS.

FERTILIZER NUTRIENTS (NITROGEN, POTASSIUM, AND PHOSPHOROUS) IN ALL DISTURBED LANDSCAPED AREAS.

MULCH, METHOD 2, PROCEDURE 2 IN ALL DISTURBED LANDSCAPED AREAS.

COMBINATION CONCRETE CURB AND GUTTER

THE WORK SHALL BE IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS EXCEPT: THE COURSE AGGREGATE SHALL CONSIST OF CRUSHED LIMESTONE.

PAINT PAVEMENT MARKING - LINE & PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS

THIS WORK SHALL BE IN ACCORDANCE WITH SECTION 780 OF THE STANDARD SPECIFICATIONS

MANHOLES AND INLETS

THIS WORK SHALL BE IN ACCORDANCE WITH THE SECTION 602 OF THE STANDARD SPECIFICATIONS.

SIGNS

ALL SIGNS SHALL BE CONSTRUCTED AND INSTALLED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION HIGHWAY STANDARDS 720006 TYPICAL SECTION FOR URBAN LOCATION.

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Office: (309) 692-8500
Fax: (309) 692-8501
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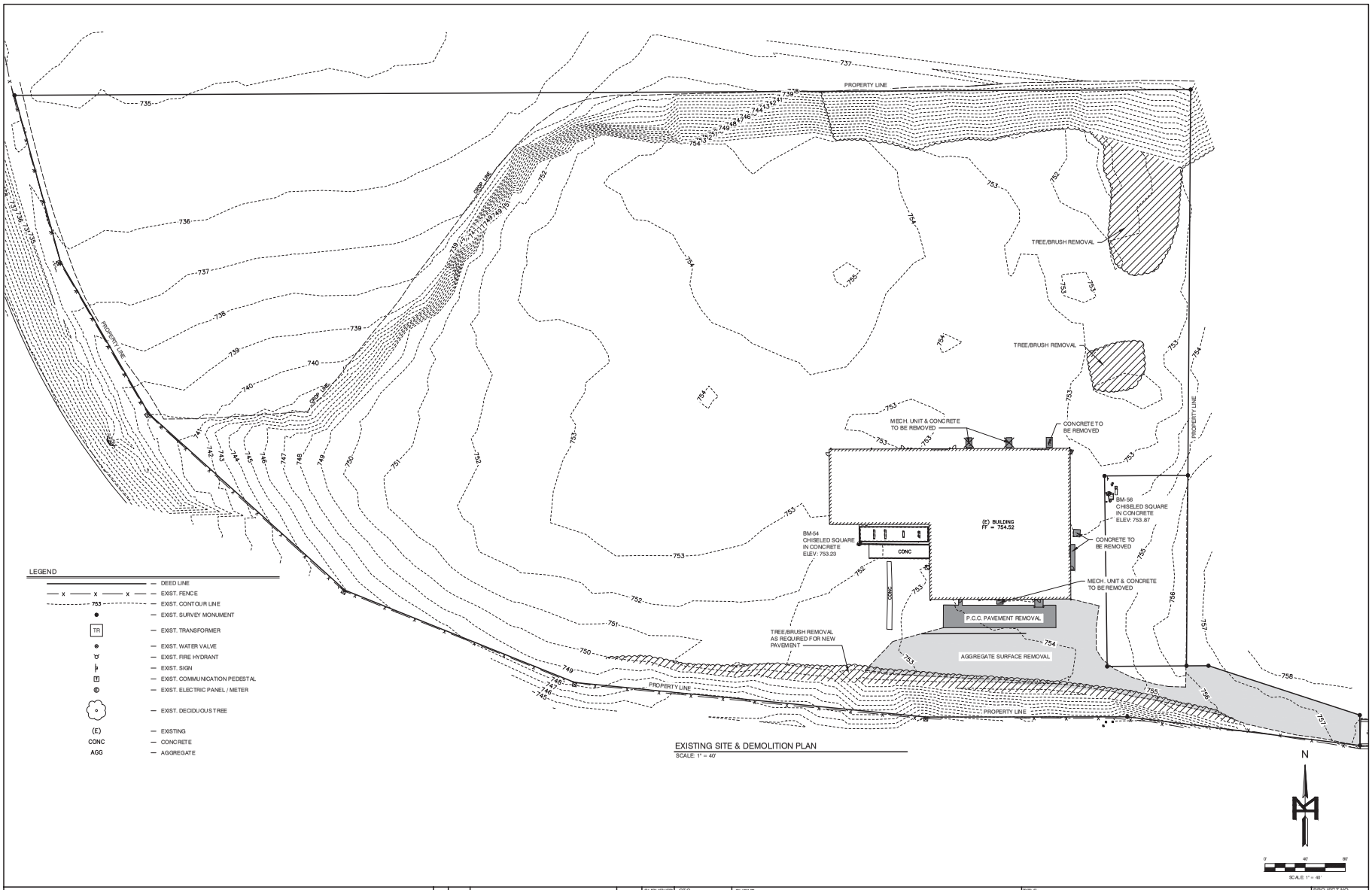
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CHECKED	SDK
SCALE	
DATE	12-20-2024

CLIENT: P.J. HOERR
GFL, RANTOUL, IL

TITLE: GENERAL NOTES & SPECIFICATIONS

PROJECT NO. 24-333
SHEET 1 OF 12
DRAWING NO. 1

R-229



EXISTING SITE & DEMOLITION PLAN
SCALE: 1" = 40'

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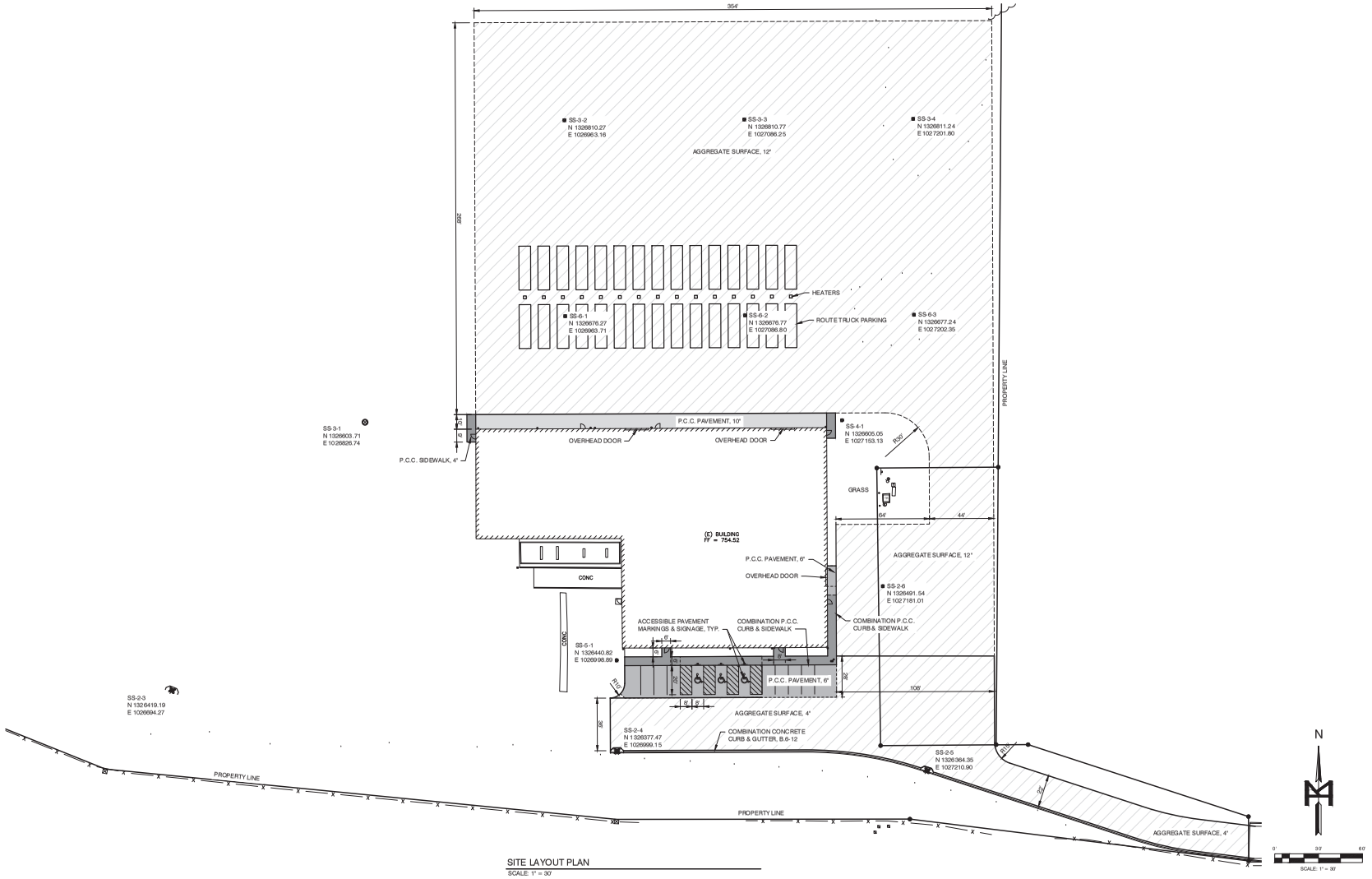
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DRAWN	ALH
CHECKED	BDK
SCALE	1" = 40'
DATE	12-20-2024

CLIENT: P.J. HOERR
GFL, RANTOUL, IL

TITLE: EXISTING SITE & DEMOLITION PLAN

PROJECT NO. 24-333
SHEET 2 OF 12
DRAWING NO. 2

R-230



SITE LAYOUT PLAN
SCALE: 1" = 30'

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5901 N. Prospect Road, Suite 6B
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1	12-13-24	GRADING REVISIONS	

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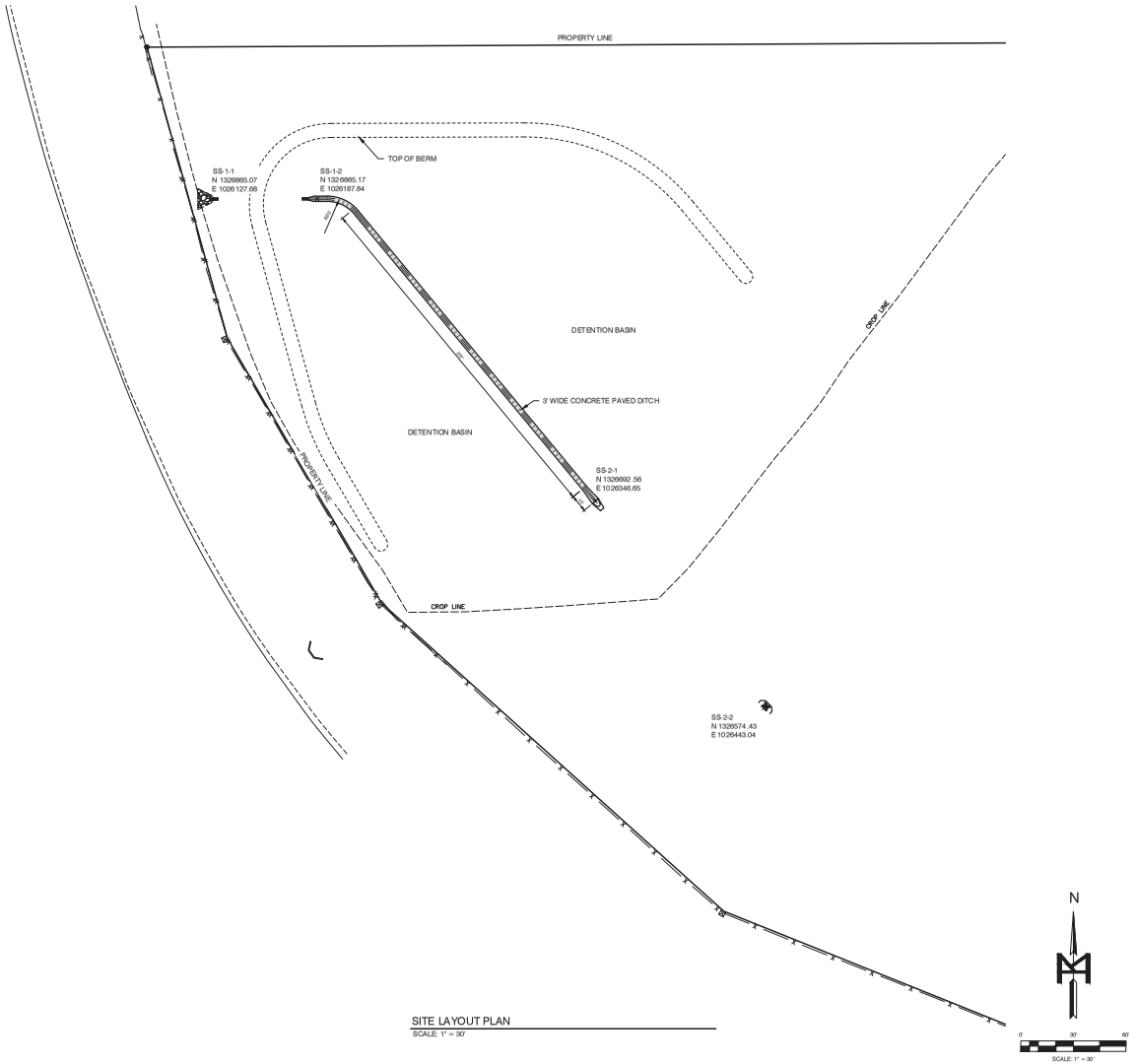
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DRAWN	ALH
CHECKED	SDK
SCALE	1" = 30'
DATE	12-20-2024

CLIENT:
P.J. HOERR
GFL, RANTOUL, IL

TITLE:
SITE LAYOUT PLAN

PROJECT NO.
24-333
SHEET 3 OF 12
DRAWING NO.
3

R-231



SITE LAYOUT PLAN
SCALE: 1" = 30'

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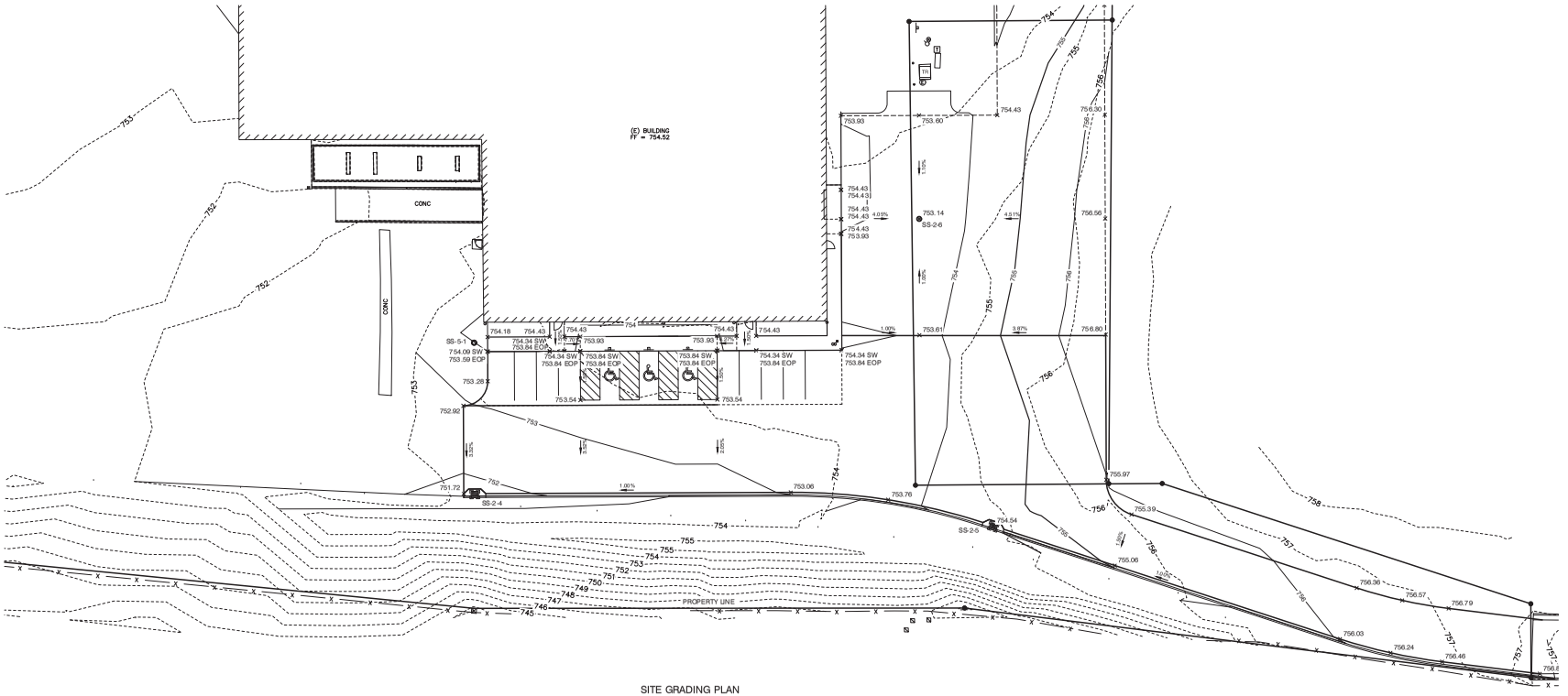
SURVEYED	CTG
DRAWN	ALH
CHECKED	SDK
SCALE	1" = 30'
DATE	12-20-2024

CLIENT:
P.J. HOERR
GFL, RANTOUL, IL

TITLE:
SITE LAYOUT PLAN

PROJECT NO.
24-333
SHEET 4 OF 12
DRAWING NO.
4

R-232



SITE GRADING PLAN

SCALE: 1" = 20'

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1	12-13-24	GRADING REVISIONS	

FILE NAME:

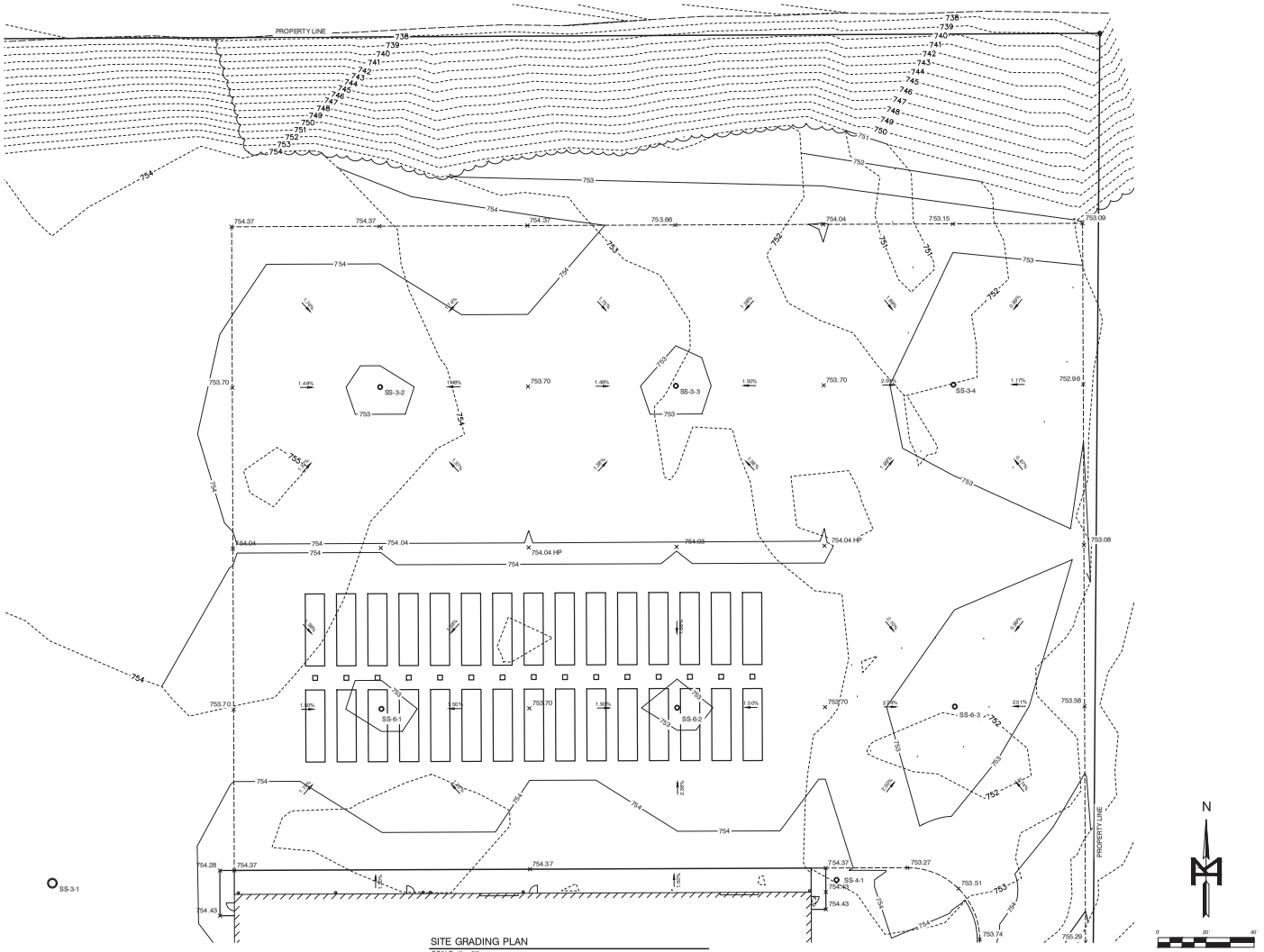
SURVEYED	CTG
DRAWN	ALH
CHECKED	SDK
SCALE	1" = 20'
DATE	12-20-2024

CLIENT: P.J. HOERR
GFL, RANTOUL, IL

TITLE: SITE GRADING PLAN

PROJECT NO. 24-333
SHEET 5 OF 12
DRAWING NO. 5

R-233



SITE GRADING PLAN
SCALE: 1" = 20'

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5901 N. Prospect Road, Suite 6B
Peoria, Illinois 61614
www.mohrandkerr.com
Office: (309) 692-8500
Fax: (309) 692-8501
Professional Design Firm #184.005091

REV.	DATE	NATURE OF REVISION	CHECKED
1	12-13-24	GRADING REVISIONS	

FILE NAME:

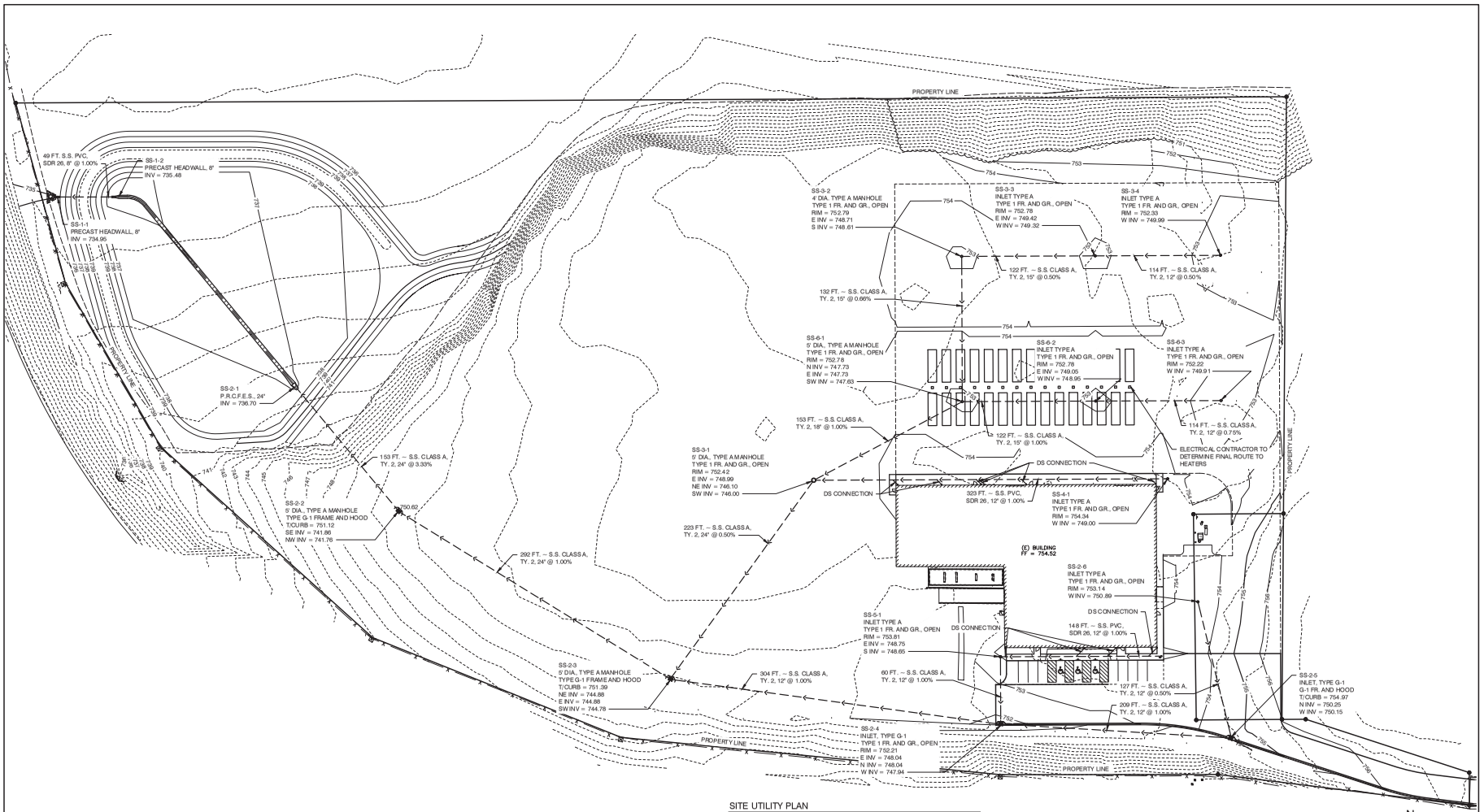
SURVEYED	CTG
DRAWN	ALH
CHECKED	SDK
SCALE	1" = 20'
DATE	12-20-2024

CLIENT:
P.J. HOERR
GFL, RANTOUL, IL

TITLE:
SITE GRADING PLAN

PROJECT NO.
24-333
SHEET 6 OF 12
DRAWING NO.
6

R-234



SITE UTILITY PLAN
SCALE: 1" = 40'

N

SCALE 1" = 40'

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Peoria, Illinois 61614
www.mohrandkerr.com
Office: (309) 692-8500
Fax: (309) 692-8501
Professional Design Firm #184.005091

REV.	DATE	NATURE OF REVISION	CHECKED
1	12-13-24	GRADING REVISIONS	

FILE NAME:

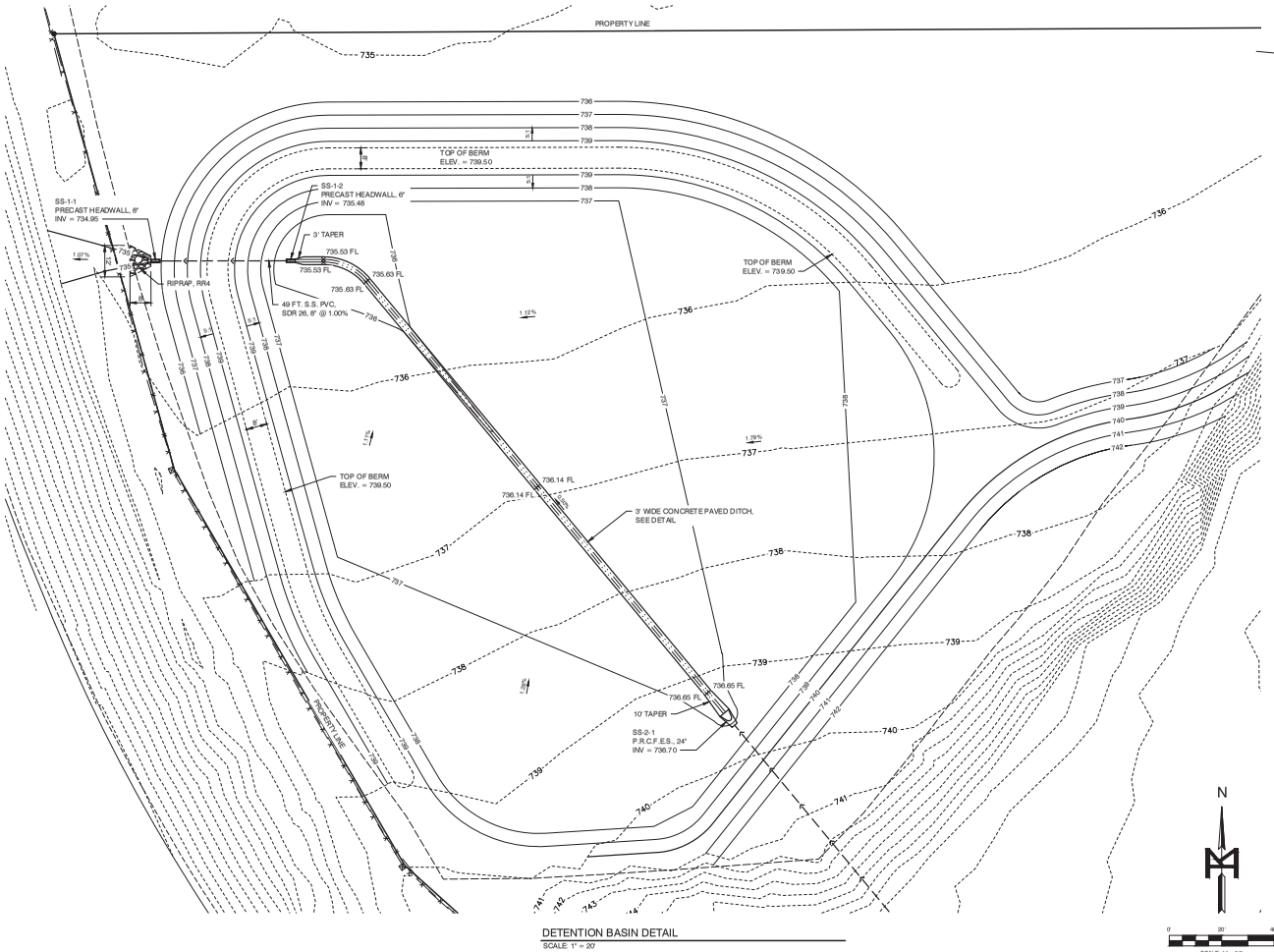
SURVEYED CTG
DRAWN ALH
CHECKED SDK
SCALE 1" = 40'
DATE 12-20-2024

CLIENT: P.J. HOERR
GFL, RANTOUL, IL

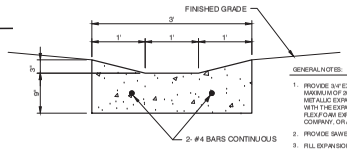
TITLE: SITE UTILITY PLAN

PROJECT NO. 24-333
SHEET 7 OF 12
DRAWING NO. 7

R-235



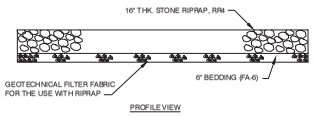
DETENTION BASIN DETAIL
SCALE: 1" = 20'



3' WIDE CONCRETE PAVED DITCH DETAIL
SCALE: 1" = 1'

GENERAL NOTES:

1. PROVIDE 3/4" EXPANSION JOINTS AT WORK STOPPAGE POINTS, AND AT A MAXIMUM OF 200' O.C. USE No. 6 SMOOTH BARS, 18" LONG, WITH A METALLIC EXPANSION SLEEVE ON ONE END. GREASE THE HALF OF BAR WITH THE EXPANSION SLEEVE. EXPANSION JOINT MATERIAL SHALL BE FLEXIFOAM EXPANSION JOINT, AS MANUFACTURED BY THE RIGHT POINTE COMPANY, OR APPROVED EQUAL.
2. PROVIDE SAWED CONTRACTION JOINTS AT 20' O.C., 2" DEEP.
3. FILL EXPANSION JOINTS AND SAW CUTS WITH APPROVED JOINT SEALER
4. ALL REINFORCEMENT BARS TO BE EPOXY COATED.



PROFILE VIEW

RIP RAP DETAIL
NOT TO SCALE

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REV.	DATE	NATURE OF REVISION	CHECKED
1	12-13-24	GRADING REVISIONS	

FILE NAME:

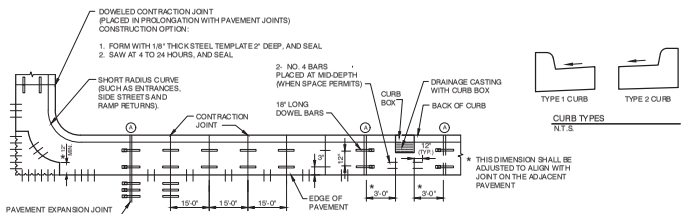
SURVEYED	CTG
DRAWN	ALH
CHECKED	SDK
SCALE	1" = 20'
DATE	12-20-2024

CLIENT:
P.J. HOERR
GFL, RANTOUL, IL

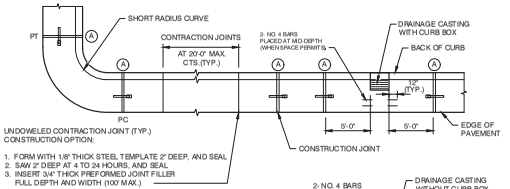
TITLE:
DETENTION BASIN DETAIL

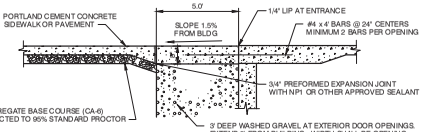
PROJECT NO.
24-333
SHEET 8 OF 12
DRAWING NO.
8

R-236

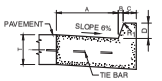


CURB TYPES
N.T.S.





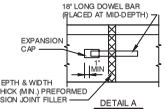
SIDEWALK / DOORWAY DETAIL AT ENTRANCE APPROACH PAD
NOT TO SCALE



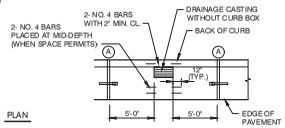
BARRIER CURB

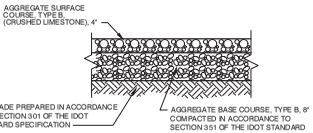


ADJACENT TO PCC BASE COURSE WITH HMA SURFACING



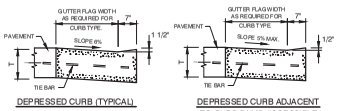
DETAIL A
EXPANSION JOINT





AGGREGATE SURFACE DETAIL
NOT TO SCALE

TABLE OF DIMENSIONS BARRIER CURB					
TYPE	A	B	C	D	R_1
B-6.12	12"	1"	6"	6"	1"
B-6.18	18"	1"	6"	6"	1"
B-6.24	24"	1"	6"	6"	1"
B-9.12	12"	2"	5"	9"	1"
B-9.18	18"	2"	5"	9"	1"
B-9.24	24"	2"	5"	9"	1"



DEPRESSED CURB (TYPICAL)

DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED

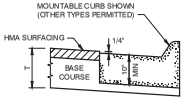
GENERAL NOTES

THE BOTTOM SLOPE OF COMBINATION CURB AND GUTTER CONSTRUCTED ADJACENT TO PCC PAVEMENT SHALL BE THE SAME SLOPE AS THE SUBBASE OR 6% WHEN SUBBASE IS OMITTED.

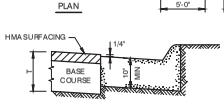
T = THICKNESS OF PAVEMENT.

LONGITUDINAL JOINT TIE BARS SHALL BE NO. 6 AT 24" CENTERS IN ACCORDANCE WITH DETAILS FOR LONGITUDINAL CONSTRUCTION JOINT SHOWN ON STANDARD 420001.

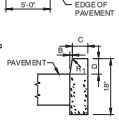
A MINIMUM CLEARANCE OF 2" BETWEEN THE END OF THE TIE BAR AND THE BACK OF THE CURB SHALL BE MAINTAINED.



ON DISTURBED SUBGRADE



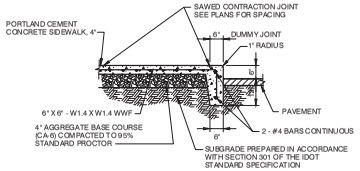
ON UNDISTURBED SUBGRADE



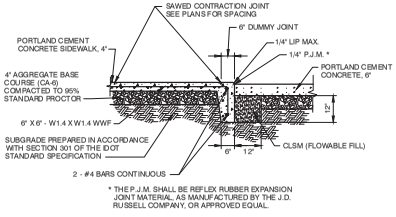
BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT

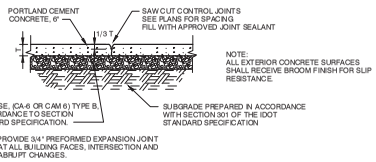
COMBINATION CONCRETE CURB AND GUTTER DETAIL
NOT TO SCALE



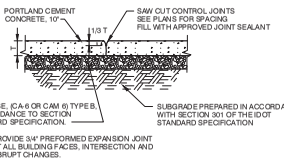
COMBINATION P.C.C. CURB AND SIDEWALK
NOT TO SCALE



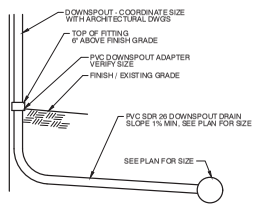
COMBINATION P.C.C. CURB AND SIDEWALK (DEPRESSED)
NOT TO SCALE



P.C.C. PAVEMENT, 6"
NOT TO SCALE



P.C.C. PAVEMENT, 10"
NOT TO SCALE



DOWNSPOUT CONNECTION DETAIL
NOT TO SCALE

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REV.	DATE	NATURE OF REVISION	CHECKED
1	12-13-24	GRADING REVISIONS	

FILE NAME:

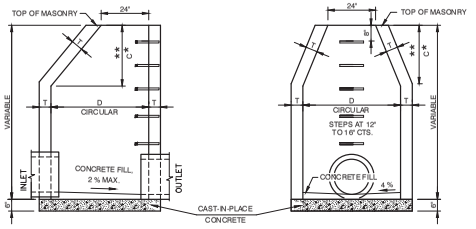
SURVEYED: CTG
DRAWN: ALH
CHECKED: SDK
SCALE:
DATE: 12-20-2024

CLIENT: P.J. HOERR
GFL, RANTOUL, IL

TITLE: CONSTRUCTION DETAILS

PROJECT NO. 24-333
SHEET 9 OF 12
DRAWING NO. 9

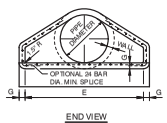
R-237



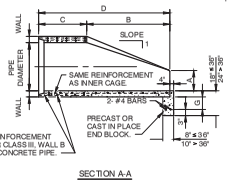
ELEVATION - ECCENTRIC

ELEVATION - CONCENTRIC

PIPE DIA.	APPROX LBS	WALL	A	B	C	D	E	G	R	APPROX SLOPE
12"	530	2"	4"	24"	4'-0 7/8"	6'-0 7/8"	24"	2"	9"	1:2.4
15"	740	2.25"	6"	27"	3'-10"	6'-1"	30"	2.25"	11"	1:2.4
18"	990	2.5"	9"	27"	3'-10"	6'-1"	36"	2.5"	12"	1:2.4
21"	1280	2.5"	9"	35"	38"	6'-1"	3'-6"	2.75"	13"	1:2.4
24"	1520	3"	9.5"	3'-7.5"	30"	6'-1.5"	4'-0"	3"	14"	1:2.5



END VIEW

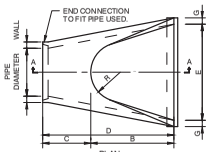


STANDARD REINFORCEMENT FOR CIRCULAR CLASS III, WALL B REINFORCED CONCRETE PIPE.

SECTION A-A

GENERAL NOTES

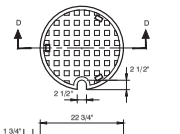
ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H).



PLAN

PRECAST REINFORCED CONCRETE FLARED END SECTION

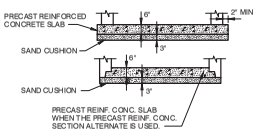
NOT TO SCALE



SECTION D-D

CAST CLOSED LID

GRAY IRON LID



ALTERNATE BOTTOM SLAB

ALTERNATE MATERIALS FOR WALLS	D	C	T (MIN.)
CONCRETE MASONRY UNIT	(4'-0") (5'-0")	(30") (3'-9")	(5") (5")
BRICK MASONRY	(4'-0") (5'-0")	(30") (3'-9")	(8") (8")
PRECAST REINFORCED CONCRETE SECTION	(4'-0") (5'-0")	(30") (3'-9")	(4") (5")
CAST-IN-PLACE CONCRETE	(4'-0") (5'-0")	(30") (3'-9")	(6") (6")

GENERAL NOTES

* DIMENSION "C" FOR PRECAST REINFORCED CONCRETE SECTIONS MAY VARY FROM THE DIMENSION GIVEN TO PLUS 6".

** SEE FOR OPTIONAL PRECAST REINFORCED CONCRETE FLAT SLAB TOP.

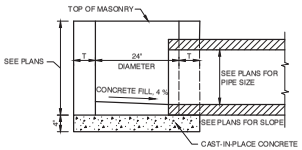
MANHOLE TYPE A

NOT TO SCALE

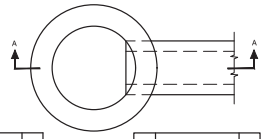
ALTERNATE MATERIALS FOR WALLS	T
BRICK MASONRY	8"
CAST-IN-PLACE CONCRETE	6"
CONCRETE MASONRY UNIT	5"
PRECAST REINFORCED CONCRETE SECTION	3"

GENERAL NOTES

AN ALTERNATE PAVED INVERT MEETING THE APPROVAL OF THE ENGINEER MAY BE SUBSTITUTED FOR THAT SHOWN IN SIDE VIEW.



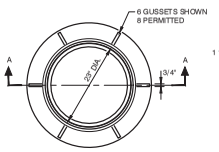
SECTION A-A

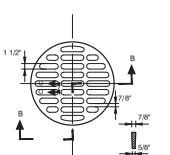


ALTERNATE METHODS

INLET TYPE A DETAILS

NOT TO SCALE

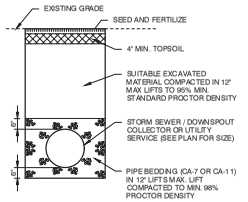




TYPE 1 FRAME AND LID

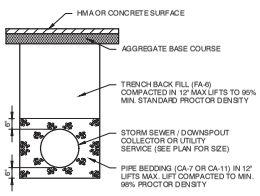
NOT TO SCALE

NEENAH R-2504 OR APPROVED EQUAL



TRENCH DETAILS CASE 1

NOT TO SCALE

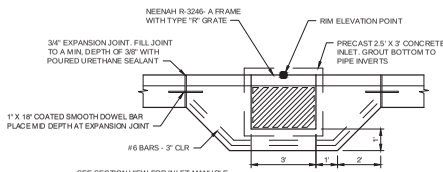


TRENCH DETAIL CASE 2

NOT TO SCALE

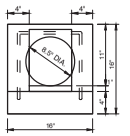
TRENCH DETAILS

NOT TO SCALE

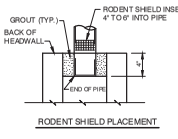


INLET, TYPE G-1

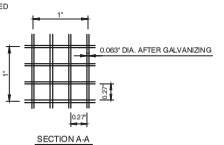
NOT TO SCALE



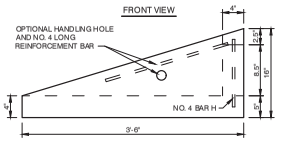
FRONT VIEW



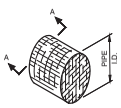
RODENT SHIELD PLACEMENT



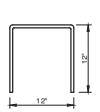
SECTION A-A



SIDE VIEW



DETAIL OF RODENT SHIELD



BAR H

CONCRETE HEADWALL FOR PIPE DRAIN

NOT TO SCALE

R-238

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REV.	DATE	NATURE OF REVISION	CHECKED
A	12/13/24	GRADING REVISIONS	

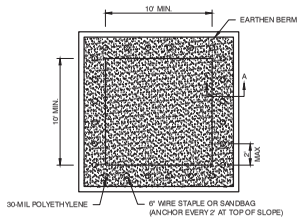
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SURVEYED	CTG
DRAWN	ALH
CHECKED	SDK
SCALE	
DATE	12-20-2024

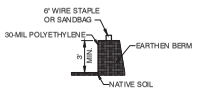
CLIENT: P.J. HOERR GFL, RANTOUL, IL

TITLE: CONSTRUCTION DETAILS

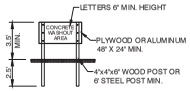
PROJECT NO. 24-333
SHEET 10 OF 12
DRAWING NO. 10



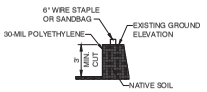
PLAN VIEW
SCALE: 1:5



SECTION A-A - EARTHEN BERM
SCALE: 1:2



SIGN DETAIL
SCALE: 1:2



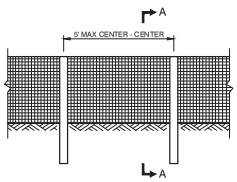
SECTION A-A - SUBGRADE
SCALE: 1:2

NOTES:

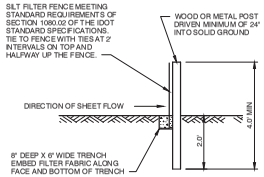
MAINTAINING TEMPORARY CONCRETE WASHOUT FACILITIES SHALL INCLUDE REMOVING AND DISPOSING OF HARDENED CONCRETE AND/OR SLURRY AND RETURNING THE FACILITIES TO FUNCTIONAL CONDITION.

FACILITY SHALL BE CLEANED OR RECONSTRUCTED IN A NEW AREA ONCE WASHOUT BECOMES TWO-THIRDS FULL.

TEMPORARY CONCRETE WASHOUT FACILITY - EARTHEN TYPE
SCALE: 1" = 5'

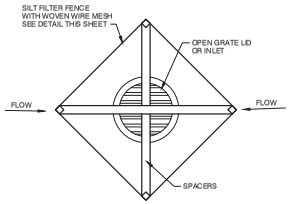


ELEVATION



SECTION A-A

SILT FENCE DETAIL
NOT TO SCALE



APPROVED INLET BAGS ARE ACCEPTABLE
INLET BAGS SHALL BE MAINTAINED AFTER EVERY RAINFALL

INLET PROTECTION
NOT TO SCALE

R-239

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REV.	DATE	NATURE OF REVISION	CHECKED
1	12-13-24	GRADING REVISIONS	

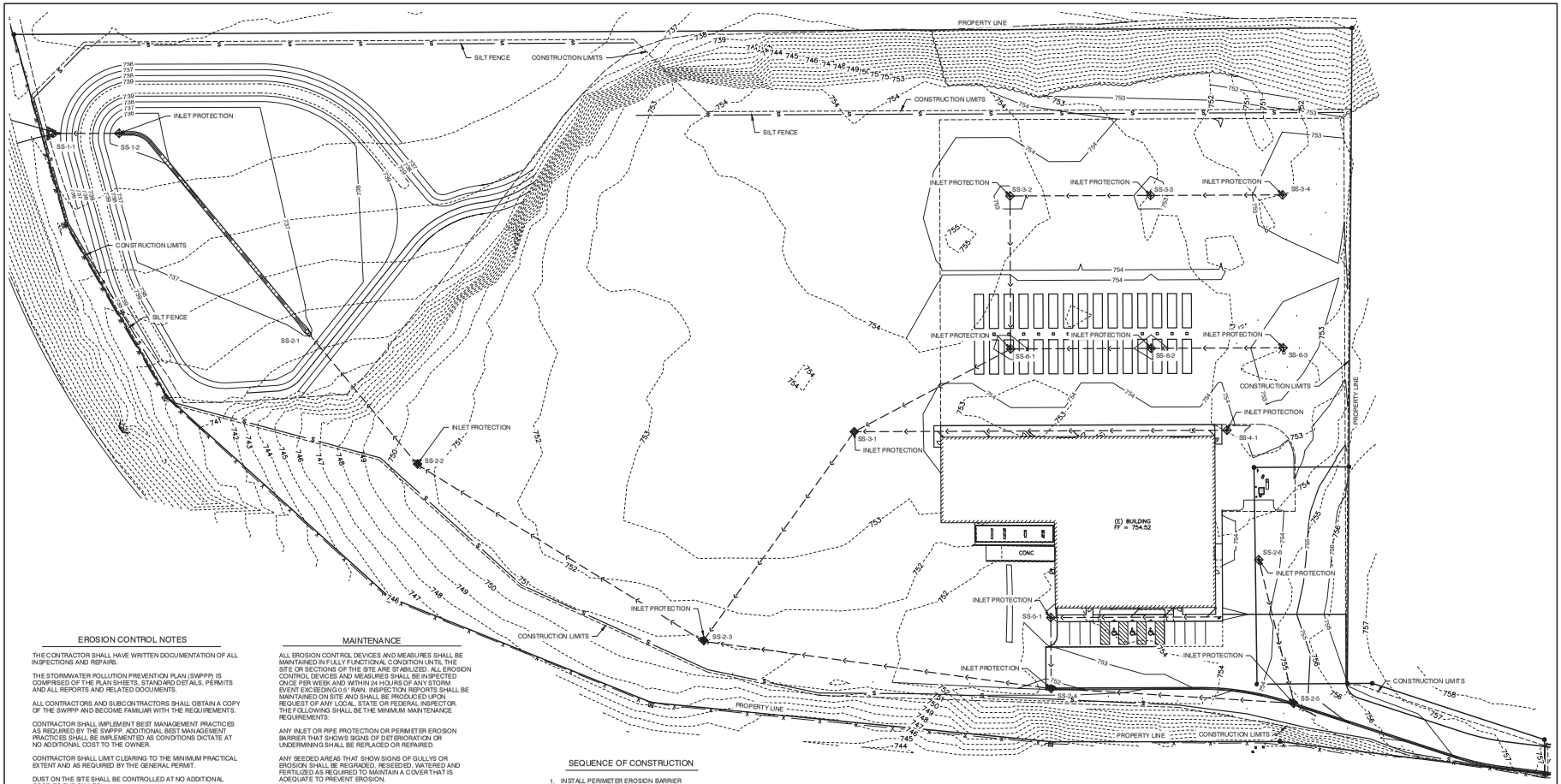
FILE NAME:

SURVEYED	CTG
DRAWN	ALH
CHECKED	SDK
SCALE	
DATE	12-20-2024

CLIENT:
P.J. HOERR
GFL, RANTOUL, IL

TITLE:
CONSTRUCTION DETAILS

PROJECT NO.
24-333
SHEET 11 OF 12
DRAWING NO.
11



STORM WATER POLLUTION PREVENTION PLAN
SCALE: 1" = 40'

EROSION CONTROL NOTES

THE CONTRACTOR SHALL HAVE WRITTEN DOCUMENTATION OF ALL INSPECTIONS AND REPAIRS.

THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) IS COMPRISED OF THE PLAN SHEETS, STANDARD DETAILS, PERMITS AND ALL REPORTS AND RELATED DOCUMENTS.

ALL CONTRACTORS AND SUBCONTRACTORS SHALL OBTAIN A COPY OF THE SWPPP AND BECOME FAMILIAR WITH THE REQUIREMENTS.

CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES AS REQUIRED BY THE SWPPP. ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS CONDITIONS DICTATE AT NO ADDITIONAL COST TO THE OWNER.

CONTRACTOR SHALL LIMIT CLEARING TO THE MINIMUM PRACTICAL EXTENT AND AS REQUIRED BY THE GENERAL PERMIT.

DUST ON THE SITE SHALL BE CONTROLLED AT NO ADDITIONAL COST TO THE OWNER.

DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY WILL BE TEMPORARILY STOPPED SHALL BE TEMPORARILY SEEDED NO LATER THAN 7 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY.

DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENT SEEDED NO LATER THAN 7 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY.

CONTRACTOR SHALL BE REQUIRED TO REMOVE ANY COLLECTED SEDIMENT FROM DETENTION PONDS, SILT BASINS, AND STORM SEWERS AT NO ADDITIONAL COST TO THE OWNER UNTIL THE SITE IS STABILIZED.

DUE TO GRADE CHANGES DURING THE CONSTRUCTION ACTIVITY, THE CONTRACTOR MAY BE REQUIRED TO ADJUST SILT FENCES, STRAW BALES, ETC. AT NO ADDITIONAL COST TO THE OWNER.

MAINTENANCE

ALL EROSION CONTROL DEVICES AND MEASURES SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL THE SITE OR SECTIONS OF THE SITE ARE STABILIZED. ALL EROSION CONTROL DEVICES AND MEASURES SHALL BE INSPECTED ONCE PER WEEK AND WITHIN 24 HOURS OF ANY STORM EVENT EXCEEDING 0.5" RAIN. INSPECTION REPORTS SHALL BE MAINTAINED ON SITE AND SHALL BE PRODUCED UPON REQUEST OF ANY LOCAL, STATE OR FEDERAL INSPECTOR. THE FOLLOWING SHALL BE THE MINIMUM MAINTENANCE REQUIREMENTS:

ANY INLET OR PIPE PROTECTION OR PERIMETER EROSION BARRIER THAT SHOWS SIGNS OF DETERIORATION OR UNDERMINING SHALL BE REPLACED OR REPAIRED.

ANY SEEDED AREAS THAT SHOW SIGNS OF GULLYS OR EROSION SHALL BE REGRADED, RESEEDED, WATERED AND FERTILIZED AS REQUIRED TO MAINTAIN A COVER THAT IS ADEQUATE TO PREVENT EROSION.

SEDIMENT SHALL BE REMOVED FROM PERIMETER EROSION BARRIER WHEN SILT REACHES ONE HALF THE HEIGHT OF THE FENCE.

CONSTRUCTION ENTRANCES SHALL BE MAINTAINED TO PREVENT TRACKING OF MUD ONTO THE RIGHT OF WAY OR PUBLIC PARKING LOTS. TOP DRESSING MAY BE REQUIRED ON THE CONSTRUCTION ENTRANCES.

ANY MUD OR DEBRIS TRACKED ON A PUBLIC ROAD SHALL BE REMOVED BY THE CONTRACTOR TO THE SATISFACTION OF THE JURISDICTIONAL BODY OF THE ROAD. THIS SHALL BE AT NO ADDITIONAL COST TO THE OWNER.

EROSION CONTROL LEGEND

CONSTRUCTION LIMITS

PERIMETER EROSION BARRIER — S —

INLET AND PIPE PROTECTION ☒

SEQUENCE OF CONSTRUCTION

1. INSTALL PERIMETER EROSION BARRIER
2. CONSTRUCT STORM SEWER
3. INSTALL INLET AND PIPE PROTECTION
4. CLEAR AND GRUB WITHIN CONSTRUCTION LIMITS
5. GRADE SITE
6. BEGIN STRUCTURE CONSTRUCTION
7. TEMPORARY SEED BARE AREAS
8. PAVE SITE
9. COMPLETE GRADING AND FINAL SEED OR SOD
10. REMOVE TEMPORARY EROSION DEVICES ONCE SITE IS STABILIZED

AREA OF CONSTRUCTION LIMITS	= 11.94 AC
DISTURBED AREA	= 11.16 AC
IMPERVIOUS AREA ADDED	= 3.37 AC
TEMPORARY SEEDING	= 11.16 AC

NOTE: SEE SWPPP DETAILS ON SHEET 11

N

0 40 80
SCALE: 1" = 40'

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REV.	DATE	NATURE OF REVISION	CHECKED
A	12-13-24	GRADING REVISIONS	

FILE NAME: [illegible]

SURVEYED	CTG
DRAWN	ALH
CHECKED	SDK
SCALE	1" = 40'
DATE	12-20-2024

CLIENT: P.J. HOERR
GFL, RANTOUL, IL

TITLE: STORM WATER POLLUTION PREVENTION PLAN

PROJECT NO. 24-333
SHEET 12 OF 12
DRAWING NO. 12

R-240

APPENDIX 2

RANTOUL APPROVAL OF PHASE 1 STORMWATER DESIGN

Outlook

FW: GFL RANTOUL SITE PERMITTING

From Alex Herrmann <alherrmann@mohrandkerr.com>
Date Wed 1/22/2025 10:12 AM
To Hock, John <jhock@cecinc.com>

John,

Forwarding my communication with Village of Rantoul. Let me know if you need anything else.

Thanks,

Alex Herrmann
Project Engineer
Mohr & Kerr Engineering & Land Surveying, P.C.

Email: alherrmann@mohrandkerr.com
Office: (309) 692-8500 | Mobile: (309) 635-7765

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From: Jake McCoy <jmccoy@village.rantoul.il.us>
Sent: Friday, November 15, 2024 9:15 AM
To: Alex Herrmann <alherrmann@mohrandkerr.com>
Subject: RE: GFL RANTOUL SITE PERMITTING

Alex,

I have no comments on the engineering plans or the storm drainage calculations. It all looks good to Public Works.

Jake McCoy, P.E.
Director of Public Works
Village of Rantoul
217-892-6526
jmccoy@myrantoul.com

From: Alex Herrmann <alherrmann@mohrandkerr.com>
Sent: Monday, November 11, 2024 8:19 AM
To: Jake McCoy <jmccoy@village.rantoul.il.us>
Subject: RE: GFL RANTOUL SITE PERMITTING

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Jake,

I have submitted an updated PDF set of the civil plans. There were some incorrect elevations in the detention basin. Let me know where you are in the review process as well. We just got the NPDES NOI

approved over the weekend so they will be wanting to start here as soon as possible.

Thanks,

Alex Herrmann
Project Engineer
Mohr & Kerr Engineering & Land Surveying, P.C.

Email: alherrmann@mohrandkerr.com
Office: (309) 692-8500 | Mobile: (309) 635-7765

5901 N. Prospect Rd., Suite 6B, Peoria, IL 61614
www.mohrandkerr.com

From: Alex Herrmann
Sent: Monday, November 4, 2024 8:24 AM
To: 'jmccoy@myrantoul.com' <jmccoy@myrantoul.com>
Subject: GFL RANTOUL SITE PERMITTING

Jake,

We are working with P.J. Hoerr on the site development of GFL in Rantoul. Attached are my drainage calcs and site plans. Please distribute to anyone else who would need to review these as well. We have an NOI applied for that should be approved here in a week or two and are looking to start as soon after that as possible and get as much done before winter as they can. The basin is sized for a future building along with significant area of additional impervious and gravel. Let me know if you have any questions on anything.

Thanks,

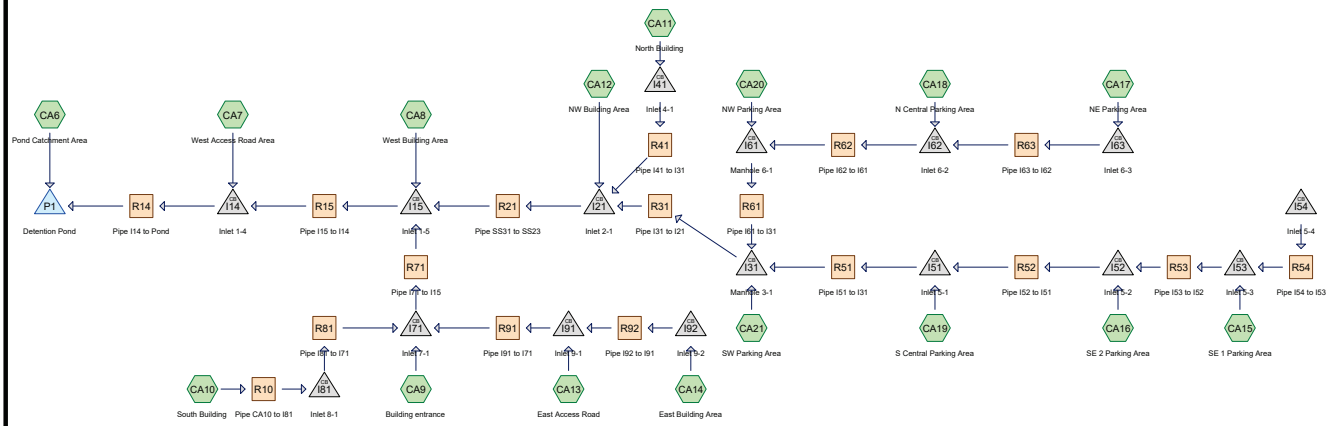
Alex Herrmann
Project Engineer
Mohr & Kerr Engineering & Land Surveying, P.C.

Email: alherrmann@mohrandkerr.com
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APPENDIX 3

HYDROCAD REPORT - EXISTING CONDITIONS



Subcat Reach Pond Link

Routing Diagram for 340656 - Rantoul Transfer Station - Existing Conditions Rational

Prepared by CEC Inc, Printed 8/13/2025

HydroCAD® 10.20-7a s/n 01006 © 2025 HydroCAD Software Solutions LLC

Area Listing (all nodes)

Area (acres)	C	Description (subcatchment-numbers)
0.229	0.95	Building (CA11)
1.568	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C (CA13, CA14, CA16, CA17, CA9)
1.695	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D (CA12, CA20, CA21, CA6, CA7)
2.872	0.60	Gravel (CA12, CA13, CA14, CA15, CA16, CA17, CA18, CA19, CA20, CA21, CA9)
0.070	0.40	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C (CA6, CA8)
4.075	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D (CA12, CA16, CA17, CA21, CA6, CA7, CA8, CA9)
0.432	0.95	Roof (CA10)
0.218	0.95	Sidewalk (CA12, CA14, CA16, CA19, CA21, CA8, CA9)
1.271	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C (CA14, CA15, CA16, CA17, CA19, CA21, CA8, CA9)
12.430	**0.44**	**TOTAL AREA**

Soil Listing (all nodes)

Area (acres)	Soil Group	Subcatchment Numbers
0.000	HSG A	
5.770	HSG B	CA12, CA16, CA17, CA20, CA21, CA6, CA7, CA8, CA9
2.909	HSG C	CA13, CA14, CA15, CA16, CA17, CA19, CA21, CA6, CA8, CA9
0.000	HSG D	
3.751	Other	CA10, CA11, CA12, CA13, CA14, CA15, CA16, CA17, CA18, CA19, CA20, CA21, CA8, CA9
12.430		**TOTAL AREA**

Ground Covers (all nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover
0.000	0.000	0.000	0.000	0.229	0.229	Building
0.000	0.000	1.568	0.000	0.000	1.568	Dana silt loam, 2 to 5 percent slopes (56B), Well drained
0.000	1.695	0.000	0.000	0.000	1.695	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained
0.000	0.000	0.000	0.000	2.872	2.872	Gravel
0.000	0.000	0.070	0.000	0.000	0.070	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained
0.000	4.075	0.000	0.000	0.000	4.075	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained
0.000	0.000	0.000	0.000	0.432	0.432	Roof
0.000	0.000	0.000	0.000	0.218	0.218	Sidewalk
0.000	0.000	1.271	0.000	0.000	1.271	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained
0.000	**5.770**	**2.909**	**0.000**	**3.751**	**12.430**	**TOTAL AREA**

Pipe Listing (all nodes)

Line#	Node Number	In-Invert (feet)	Out-Invert (feet)	Length (feet)	Slope (ft/ft)	n	Width (inches)	Diam/Height (inches)	Inside-Fill (inches)	Node Name
1	CA10	0.00	0.00	81.0	0.0100	0.012	0.0	8.0	0.0	
2	R10	750.17	748.69	149.2	0.0099	0.010	0.0	12.0	0.0	
3	R14	741.84	736.82	148.6	0.0338	0.012	0.0	24.0	0.0	
4	R15	744.87	741.84	294.5	0.0103	0.012	0.0	24.0	0.0	
5	R21	746.00	744.88	223.0	0.0050	0.012	0.0	24.0	0.0	
6	R31	747.75	747.18	154.3	0.0037	0.012	0.0	18.0	0.0	
7	R41	748.86	748.17	324.3	0.0021	0.010	0.0	12.0	0.0	
8	R51	749.07	747.75	123.9	0.0107	0.012	0.0	15.0	0.0	
9	R52	750.10	749.10	114.4	0.0087	0.012	0.0	12.0	0.0	
10	R53	750.43	750.26	62.2	0.0027	0.010	0.0	6.0	0.0	
11	R54	752.46	750.56	68.7	0.0277	0.010	0.0	6.0	0.0	
12	R61	748.55	747.75	133.8	0.0060	0.012	0.0	15.0	0.0	
13	R62	749.32	748.61	122.3	0.0058	0.012	0.0	12.0	0.0	
14	R63	749.91	749.35	117.3	0.0048	0.012	0.0	12.0	0.0	
15	R71	747.78	744.96	307.3	0.0092	0.012	0.0	12.0	0.0	
16	R81	748.66	747.78	63.2	0.0139	0.012	0.0	12.0	0.0	
17	R91	750.30	748.93	206.5	0.0066	0.012	0.0	12.0	0.0	
18	R92	751.22	750.30	134.2	0.0069	0.012	0.0	12.0	0.0	
19	P1	735.51	734.98	50.4	0.0105	0.010	0.0	8.0	0.0	

Time span=0.00-2.00 hrs, dt=0.01 hrs, 201 points
Runoff by Rational method, Rise/Fall=1.0/1.0 xTc
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment CA10: South Building Runoff Area=0.432 ac 100.00% Impervious Runoff Depth=1.79"
Flow Length=227' Slope=0.0100 '/' Tc=1.6 min C=0.95 Runoff=0.78 cfs 0.064 af

Subcatchment CA11: North Building Runoff Area=0.229 ac 100.00% Impervious Runoff Depth=1.79"
Flow Length=80' Slope=0.0100 '/' Tc=0.7 min C=0.95 Runoff=0.41 cfs 0.034 af

Subcatchment CA12: NW Building Area Runoff Area=0.484 ac 2.27% Impervious Runoff Depth=0.60"
Flow Length=323' Tc=10.7 min C=0.32 Runoff=0.29 cfs 0.024 af

Subcatchment CA13: East Access Road Runoff Area=0.072 ac 0.00% Impervious Runoff Depth=0.98"
Flow Length=194' Tc=6.9 min C=0.52 Runoff=0.07 cfs 0.006 af

Subcatchment CA14: East Building Area Runoff Area=0.656 ac 1.22% Impervious Runoff Depth=1.02"
Flow Length=194' Tc=6.9 min C=0.54 Runoff=0.67 cfs 0.055 af

Subcatchment CA15: SE 1 Parking Area Runoff Area=0.156 ac 0.00% Impervious Runoff Depth=1.00"
Flow Length=1,178' Tc=20.8 min C=0.53 Runoff=0.16 cfs 0.013 af

Subcatchment CA16: SE 2 Parking Area Runoff Area=2.030 ac 0.30% Impervious Runoff Depth=0.85"
Flow Length=1,178' Tc=20.8 min C=0.45 Runoff=1.73 cfs 0.143 af

Subcatchment CA17: NE Parking Area Runoff Area=1.364 ac 0.00% Impervious Runoff Depth=0.81"
Flow Length=764' Tc=15.1 min C=0.43 Runoff=1.11 cfs 0.092 af

Subcatchment CA18: N Central Parking Area Runoff Area=0.385 ac 0.00% Impervious Runoff Depth=1.13"
Flow Length=91' Slope=0.0048 '/' Tc=1.1 min C=0.60 Runoff=0.44 cfs 0.036 af

Subcatchment CA19: S Central Parking Area Runoff Area=0.354 ac 5.65% Impervious Runoff Depth=1.17"
Flow Length=91' Slope=0.0048 '/' Tc=1.1 min C=0.62 Runoff=0.42 cfs 0.034 af

Subcatchment CA20: NW Parking Area Runoff Area=0.643 ac 0.00% Impervious Runoff Depth=0.88"
Flow Length=292' Tc=19.2 min C=0.47 Runoff=0.57 cfs 0.047 af

Subcatchment CA21: SW Parking Area Runoff Area=0.510 ac 5.10% Impervious Runoff Depth=1.07"
Flow Length=228' Tc=22.6 min C=0.57 Runoff=0.55 cfs 0.046 af

Subcatchment CA6: Pond Catchment Area Runoff Area=3.224 ac 0.00% Impervious Runoff Depth=0.56"
Flow Length=435' Tc=16.9 min C=0.30 Runoff=1.83 cfs 0.152 af

Subcatchment CA7: West Access Road Area Runoff Area=0.350 ac 0.00% Impervious Runoff Depth=0.56"
Flow Length=435' Tc=16.9 min C=0.30 Runoff=0.20 cfs 0.016 af

Subcatchment CA8: West Building Area Runoff Area=1.154 ac 4.42% Impervious Runoff Depth=0.64"
Flow Length=435' Tc=16.9 min C=0.34 Runoff=0.74 cfs 0.061 af

Subcatchment CA9: Building entrance Runoff Area=0.387 ac 24.81% Impervious Runoff Depth=1.17"
Flow Length=264' Tc=12.7 min C=0.62 Runoff=0.45 cfs 0.038 af

Reach R10: Pipe CA10 to I81 Avg. Flow Depth=0.28' Max Vel=4.37 fps Inflow=0.78 cfs 0.064 af
12.0" Round Pipe n=0.010 L=149.2' S=0.0099 '/' Capacity=4.61 cfs Outflow=0.78 cfs 0.064 af

Reach R14: Pipe I14 to Pond Avg. Flow Depth=0.59' Max Vel=11.05 fps Inflow=8.60 cfs 0.711 af
24.0" Round Pipe n=0.012 L=148.6' S=0.0338 '/' Capacity=45.04 cfs Outflow=8.60 cfs 0.711 af

Reach R15: Pipe I15 to I14 Avg. Flow Depth=0.80' Max Vel=7.14 fps Inflow=8.40 cfs 0.694 af
24.0" Round Pipe n=0.012 L=294.5' S=0.0103 '/' Capacity=24.86 cfs Outflow=8.40 cfs 0.694 af

Reach R21: Pipe SS31 to SS23 Avg. Flow Depth=0.79' Max Vel=4.95 fps Inflow=5.68 cfs 0.470 af
24.0" Round Pipe n=0.012 L=223.0' S=0.0050 '/' Capacity=17.37 cfs Outflow=5.68 cfs 0.470 af

Reach R31: Pipe I31 to I21 Avg. Flow Depth=0.94' Max Vel=4.26 fps Inflow=4.98 cfs 0.411 af
18.0" Round Pipe n=0.012 L=154.3' S=0.0037 '/' Capacity=6.92 cfs Outflow=4.98 cfs 0.411 af

Reach R41: Pipe I41 to I31 Avg. Flow Depth=0.30' Max Vel=2.10 fps Inflow=0.41 cfs 0.034 af
12.0" Round Pipe n=0.010 L=324.3' S=0.0021 '/' Capacity=2.14 cfs Outflow=0.41 cfs 0.034 af

Reach R51: Pipe I51 to I31 Avg. Flow Depth=0.49' Max Vel=5.23 fps Inflow=2.30 cfs 0.190 af
15.0" Round Pipe n=0.012 L=123.9' S=0.0107 '/' Capacity=7.22 cfs Outflow=2.30 cfs 0.190 af

Reach R52: Pipe I52 to I51 Avg. Flow Depth=0.51' Max Vel=4.65 fps Inflow=1.89 cfs 0.156 af
12.0" Round Pipe n=0.012 L=114.4' S=0.0087 '/' Capacity=3.61 cfs Outflow=1.89 cfs 0.156 af

Reach R53: Pipe I53 to I52 Avg. Flow Depth=0.22' Max Vel=1.85 fps Inflow=0.16 cfs 0.013 af
6.0" Round Pipe n=0.010 L=62.2' S=0.0027 '/' Capacity=0.38 cfs Outflow=0.16 cfs 0.013 af

Reach R54: Pipe I54 to I53 Avg. Flow Depth=0.00' Max Vel=0.00 fps Inflow=0.00 cfs 0.000 af
6.0" Round Pipe n=0.010 L=68.7' S=0.0277 '/' Capacity=1.21 cfs Outflow=0.00 cfs 0.000 af

Reach R61: Pipe I61 to I31 Avg. Flow Depth=0.54' Max Vel=4.14 fps Inflow=2.12 cfs 0.175 af
15.0" Round Pipe n=0.012 L=133.8' S=0.0060 '/' Capacity=5.41 cfs Outflow=2.12 cfs 0.175 af

Reach R62: Pipe I62 to I61 Avg. Flow Depth=0.52' Max Vel=3.79 fps Inflow=1.55 cfs 0.128 af
12.0" Round Pipe n=0.012 L=122.3' S=0.0058 '/' Capacity=2.94 cfs Outflow=1.55 cfs 0.128 af

Reach R63: Pipe I63 to I62 Avg. Flow Depth=0.45' Max Vel=3.24 fps Inflow=1.11 cfs 0.092 af
12.0" Round Pipe n=0.012 L=117.3' S=0.0048 '/' Capacity=2.67 cfs Outflow=1.11 cfs 0.092 af

Reach R71: Pipe I71 to I15 Avg. Flow Depth=0.52' Max Vel=4.79 fps Inflow=1.98 cfs 0.163 af
12.0" Round Pipe n=0.012 L=307.3' S=0.0092 '/' Capacity=3.70 cfs Outflow=1.98 cfs 0.163 af

Reach R81: Pipe I81 to I71 Avg. Flow Depth=0.28' Max Vel=4.33 fps Inflow=0.78 cfs 0.064 af
12.0" Round Pipe n=0.012 L=63.2' S=0.0139 '/' Capacity=4.55 cfs Outflow=0.78 cfs 0.064 af

Reach R91: Pipe I91 to I71 Avg. Flow Depth=0.33' Max Vel=3.28 fps Inflow=0.74 cfs 0.061 af
12.0" Round Pipe n=0.012 L=206.5' S=0.0066 '/' Capacity=3.14 cfs Outflow=0.74 cfs 0.061 af

Reach R92: Pipe I92 to I91 Avg. Flow Depth=0.31' Max Vel=3.22 fps Inflow=0.67 cfs 0.055 af
12.0" Round Pipe n=0.012 L=134.2' S=0.0069 '/' Capacity=3.20 cfs Outflow=0.67 cfs 0.055 af

Pond I14: Inlet 1-4 Peak Elev=742.80' Inflow=8.60 cfs 0.711 af
Outflow=8.60 cfs 0.711 af

Pond I15: Inlet 1-5 Peak Elev=745.88' Inflow=8.40 cfs 0.694 af
Outflow=8.40 cfs 0.694 af

Pond I21: Inlet 2-1 Peak Elev=748.14' Inflow=5.68 cfs 0.470 af
Outflow=5.68 cfs 0.470 af

Pond I31: Manhole 3-1 Peak Elev=748.78' Inflow=4.98 cfs 0.411 af
Outflow=4.98 cfs 0.411 af

Pond I41: Inlet 4-1 Peak Elev=749.25' Inflow=0.41 cfs 0.034 af
Outflow=0.41 cfs 0.034 af

Pond I51: Inlet 5-1 Peak Elev=749.72' Inflow=2.30 cfs 0.190 af
Outflow=2.30 cfs 0.190 af

Pond I52: Inlet 5-2 Peak Elev=750.84' Inflow=1.89 cfs 0.156 af
Outflow=1.89 cfs 0.156 af

Pond I53: Inlet 5-3 Peak Elev=750.70' Inflow=0.16 cfs 0.013 af
Outflow=0.16 cfs 0.013 af

Pond I54: Inlet 5-4 Peak Elev=0.00'
Primary=0.00 cfs 0.000 af

Pond I61: Manhole 6-1 Peak Elev=749.23' Inflow=2.12 cfs 0.175 af
Outflow=2.12 cfs 0.175 af

Pond I62: Inlet 6-2 Peak Elev=749.94' Inflow=1.55 cfs 0.128 af
Outflow=1.55 cfs 0.128 af

Pond I63: Inlet 6-3 Peak Elev=750.55' Inflow=1.11 cfs 0.092 af
Outflow=1.11 cfs 0.092 af

Pond I71: Inlet 7-1 Peak Elev=748.44' Inflow=1.98 cfs 0.163 af
Outflow=1.98 cfs 0.163 af

Pond I81: Inlet 8-1 Peak Elev=749.04' Inflow=0.78 cfs 0.064 af
Outflow=0.78 cfs 0.064 af

Pond I91: Inlet 9-1 Peak Elev=750.70' Inflow=0.74 cfs 0.061 af
Outflow=0.74 cfs 0.061 af

Pond I92: Inlet 9-2 Peak Elev=751.68' Inflow=0.67 cfs 0.055 af
Outflow=0.67 cfs 0.055 af

Pond P1: Detention Pond Peak Elev=737.50' Storage=0.658 af Inflow=10.44 cfs 0.862 af
8.0" Round Culvert n=0.010 L=50.4' S=0.0105 '/' Outflow=2.32 cfs 0.333 af

Total Runoff Area = 12.430 ac Runoff Volume = 0.862 af Average Runoff Depth = 0.83"
92.93% Pervious = 11.551 ac 7.07% Impervious = 0.879 ac

Summary for Subcatchment CA10: South Building

[70] Warning: Tc<8dt requires smaller dt

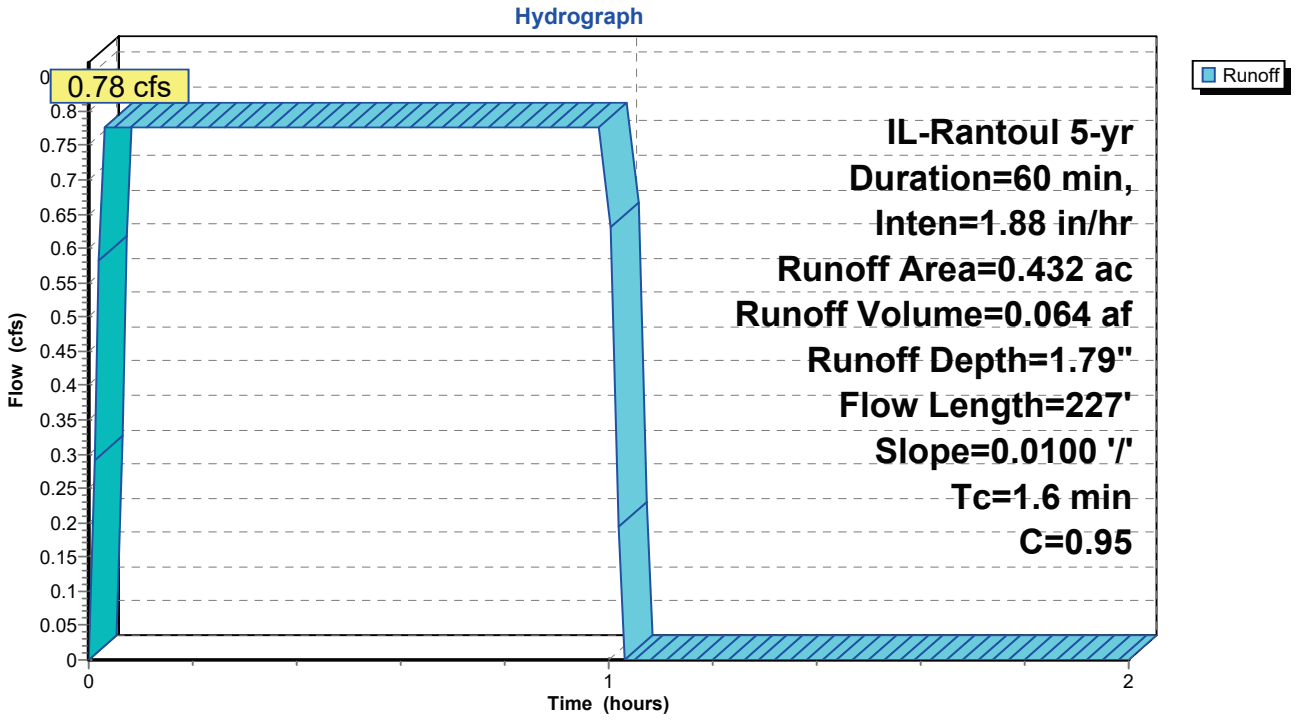
Runoff = 0.78 cfs @ 0.03 hrs, Volume= 0.064 af, Depth= 1.79"
Routed to Reach R10 : Pipe CA10 to I81

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=60 min, Inten=1.88 in/hr

Area (ac)	C	Description
0.432	0.95	Roof
0.432		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.2	146	0.0100	2.03		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
0.4	81	0.0100	3.75	1.31	**Pipe Channel, Downpipes** 8.0" Round Area= 0.3 sf Perim= 2.1' r= 0.17' n= 0.012 Corrugated PP, smooth interior
1.6	227	Total			

Subcatchment CA10: South Building



Summary for Subcatchment CA11: North Building

[70] Warning: Tc<8dt requires smaller dt

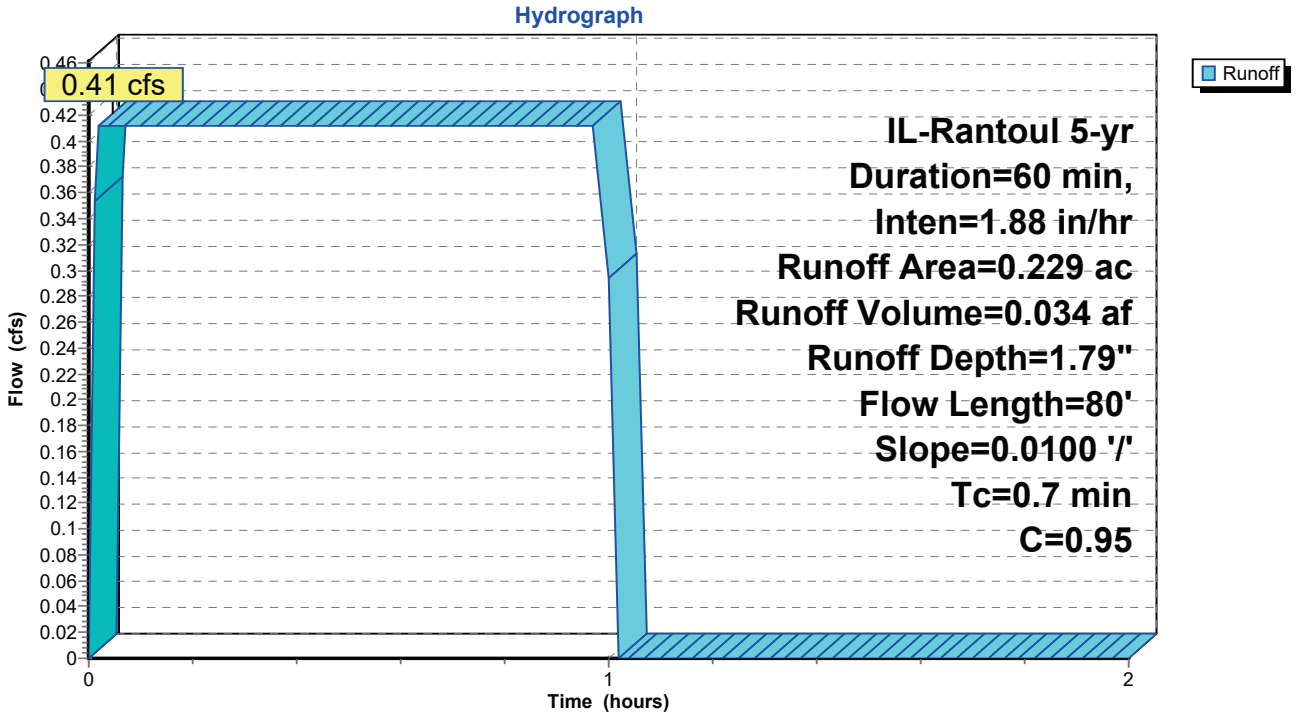
Runoff = 0.41 cfs @ 0.02 hrs, Volume= 0.034 af, Depth= 1.79"
Routed to Pond I41 : Inlet 4-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=60 min, Inten=1.88 in/hr

Area (ac)	C	Description
0.229	0.95	Building
0.229		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.7	80	0.0100	2.03		**Shallow Concentrated Flow, N building** Paved Kv= 20.3 fps

Subcatchment CA11: North Building



Summary for Subcatchment CA12: NW Building Area

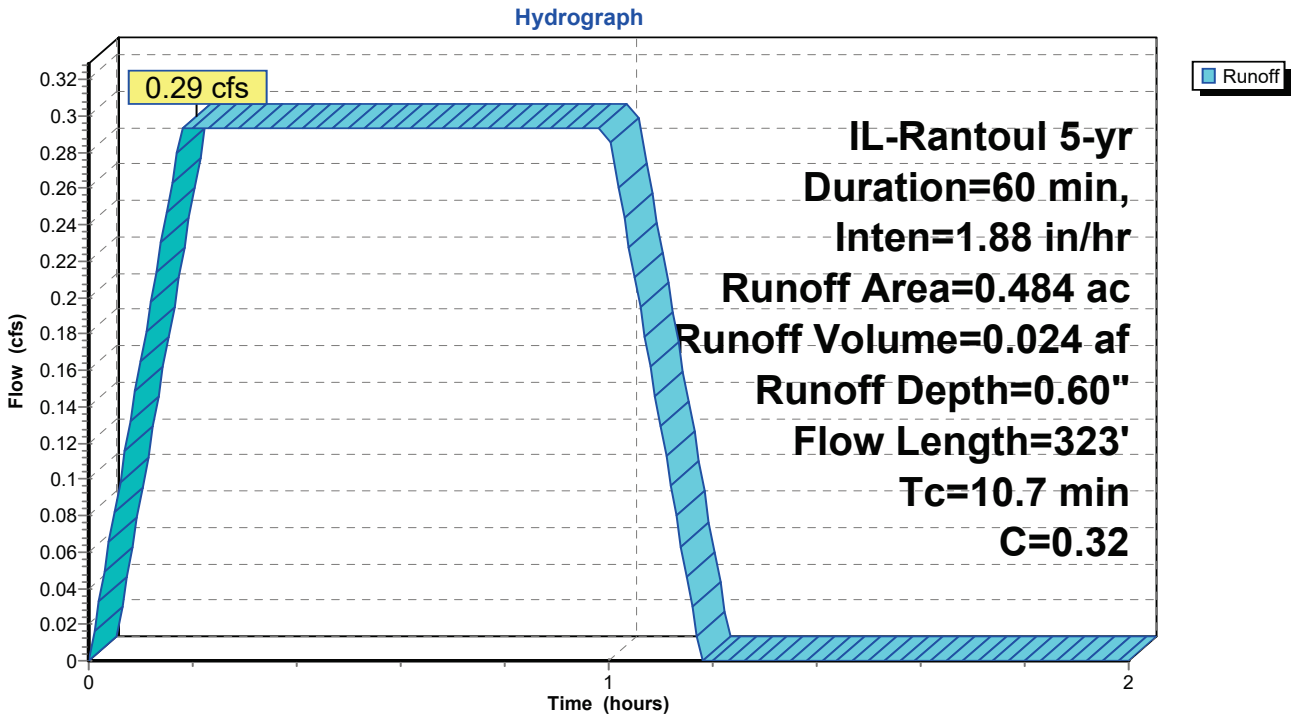
Runoff = 0.29 cfs @ 0.18 hrs, Volume= 0.024 af, Depth= 0.60"
Routed to Pond I21 : Inlet 2-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=60 min, Inten=1.88 in/hr

Area (ac)	C	Description
0.095	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.368	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.011	0.95	Sidewalk
0.010	0.60	Gravel
0.484	0.32	Weighted Average
0.473		97.73% Pervious Area
0.011		2.27% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.9	185	0.0003	0.39		**Sheet Flow, Parking N of building** Smooth surfaces n= 0.011 P2= 5.80"
1.4	60	0.0012	0.70		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
1.4	78	0.0187	0.96		**Shallow Concentrated Flow, Parking N of building** Short Grass Pasture Kv= 7.0 fps
10.7	323	Total			

Subcatchment CA12: NW Building Area



Summary for Subcatchment CA13: East Access Road

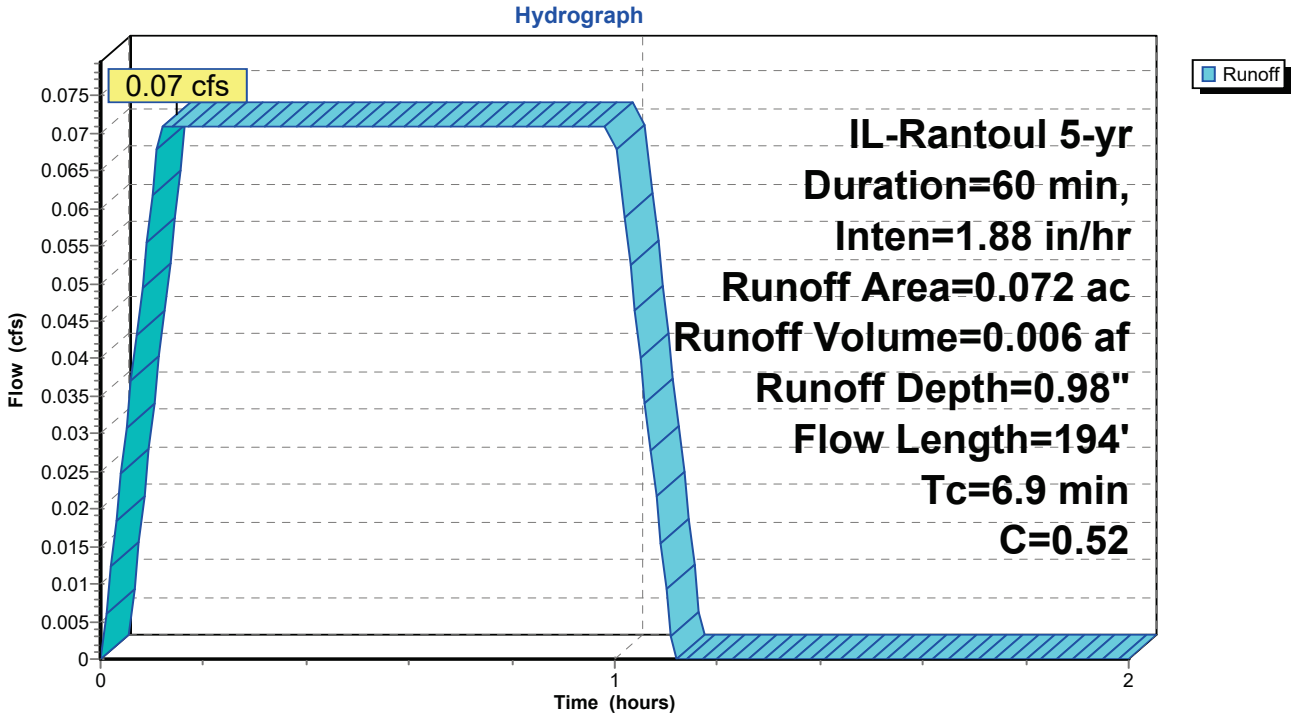
Runoff = 0.07 cfs @ 0.12 hrs, Volume= 0.006 af, Depth= 0.98"
Routed to Pond I91 : Inlet 9-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=60 min, Inten=1.88 in/hr

Area (ac)	C	Description
0.031	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.041	0.60	Gravel
0.072	0.52	Weighted Average
0.072		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.9	78	0.0208	0.22		**Sheet Flow, Grass E of building** Grass: Short n= 0.150 P2= 5.80"
1.0	116	0.0088	1.90		**Shallow Concentrated Flow, Access Road** Paved Kv= 20.3 fps
6.9	194	Total			

Subcatchment CA13: East Access Road



Summary for Subcatchment CA14: East Building Area

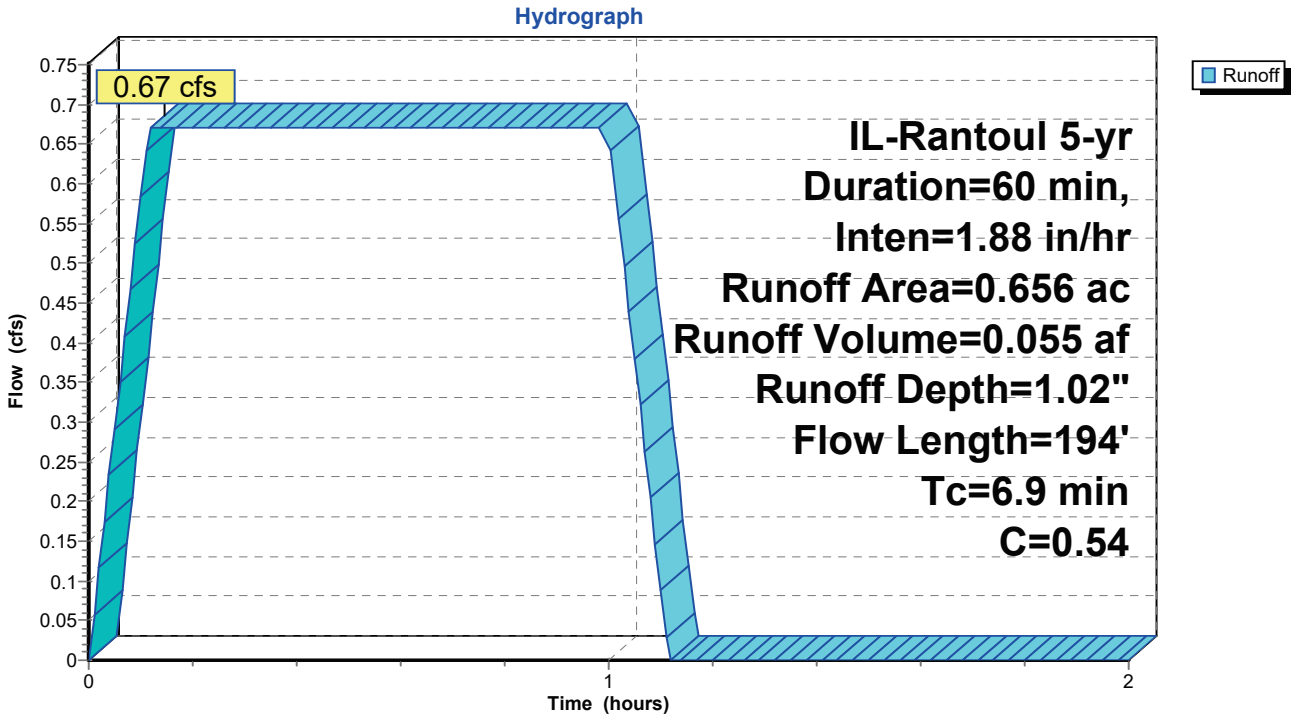
Runoff = 0.67 cfs @ 0.12 hrs, Volume= 0.055 af, Depth= 1.02"
Routed to Pond I92 : Inlet 9-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=60 min, Inten=1.88 in/hr

Area (ac)	C	Description
0.032	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.216	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.008	0.95	Sidewalk
0.400	0.60	Gravel
0.656	0.54	Weighted Average
0.648		98.78% Pervious Area
0.008		1.22% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.9	78	0.0208	0.22		**Sheet Flow, Grass E of building** Grass: Short n= 0.150 P2= 5.80"
1.0	116	0.0088	1.90		**Shallow Concentrated Flow, Access Road** Paved Kv= 20.3 fps
6.9	194	Total			

Subcatchment CA14: East Building Area



Summary for Subcatchment CA15: SE 1 Parking Area

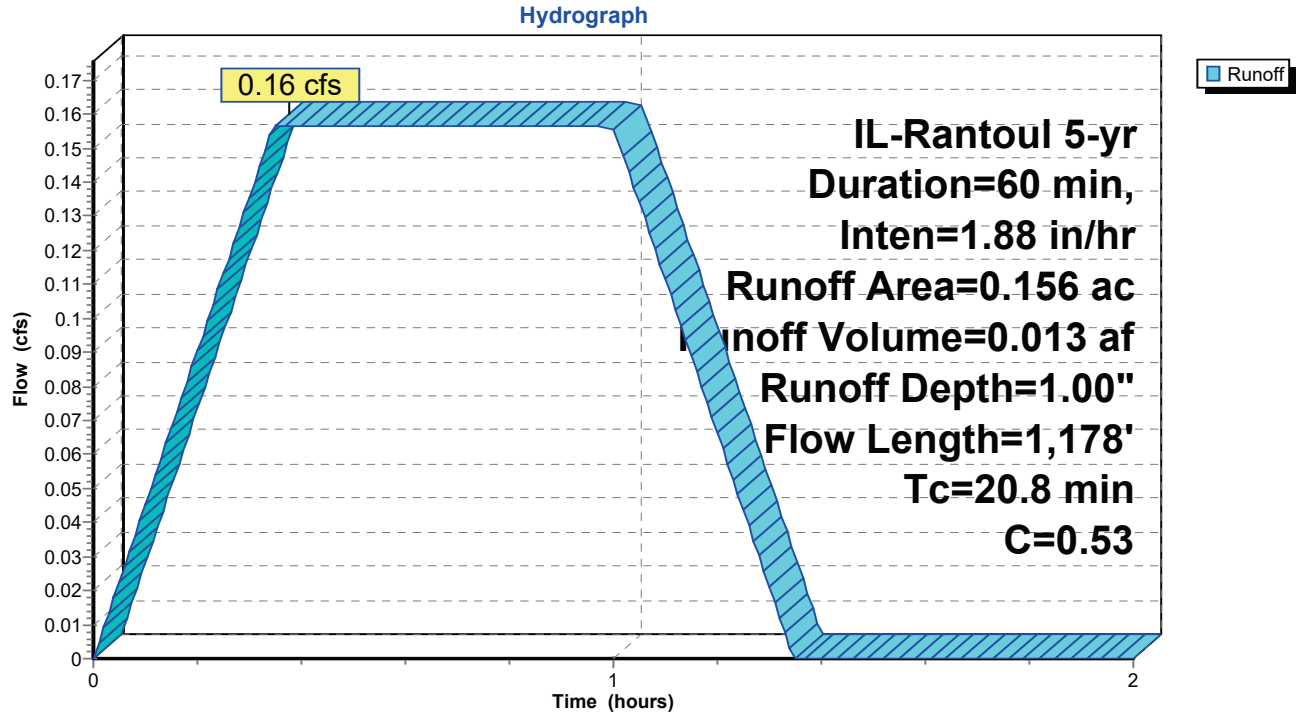
Runoff = 0.16 cfs @ 0.35 hrs, Volume= 0.013 af, Depth= 1.00"
Routed to Pond I53 : Inlet 5-3

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=60 min, Inten=1.88 in/hr

Area (ac)	C	Description
0.060	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.096	0.60	Gravel
0.156	0.53	Weighted Average
0.156		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0	100	0.0500	0.33		**Sheet Flow, Area E outside of property** Grass: Short n= 0.150 P2= 5.80"
8.8	539	0.0040	1.02		**Shallow Concentrated Flow, Area E outside of property** Unpaved Kv= 16.1 fps
7.0	539	0.0040	1.28		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
20.8	1,178	Total			

Subcatchment CA15: SE 1 Parking Area



Summary for Subcatchment CA16: SE 2 Parking Area

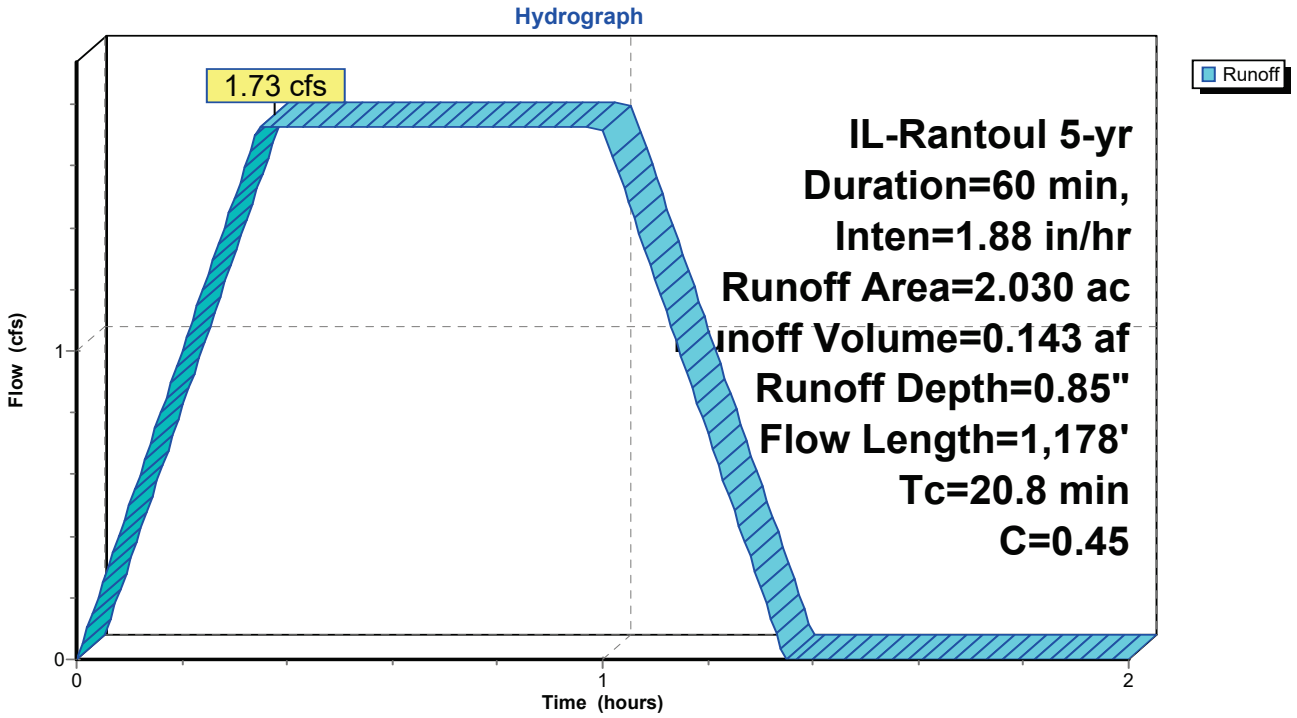
Runoff = 1.73 cfs @ 0.35 hrs, Volume= 0.143 af, Depth= 0.85"
Routed to Pond I52 : Inlet 5-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=60 min, Inten=1.88 in/hr

Area (ac)	C	Description
0.609	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.101	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.951	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.006	0.95	Sidewalk
0.363	0.60	Gravel
2.030	0.45	Weighted Average
2.024		99.70% Pervious Area
0.006		0.30% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0	100	0.0500	0.33		**Sheet Flow, Area E outside of property** Grass: Short n= 0.150 P2= 5.80"
8.8	539	0.0040	1.02		**Shallow Concentrated Flow, Area E outside of property** Unpaved Kv= 16.1 fps
7.0	539	0.0040	1.28		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
20.8	1,178	Total			

Subcatchment CA16: SE 2 Parking Area



Summary for Subcatchment CA17: NE Parking Area

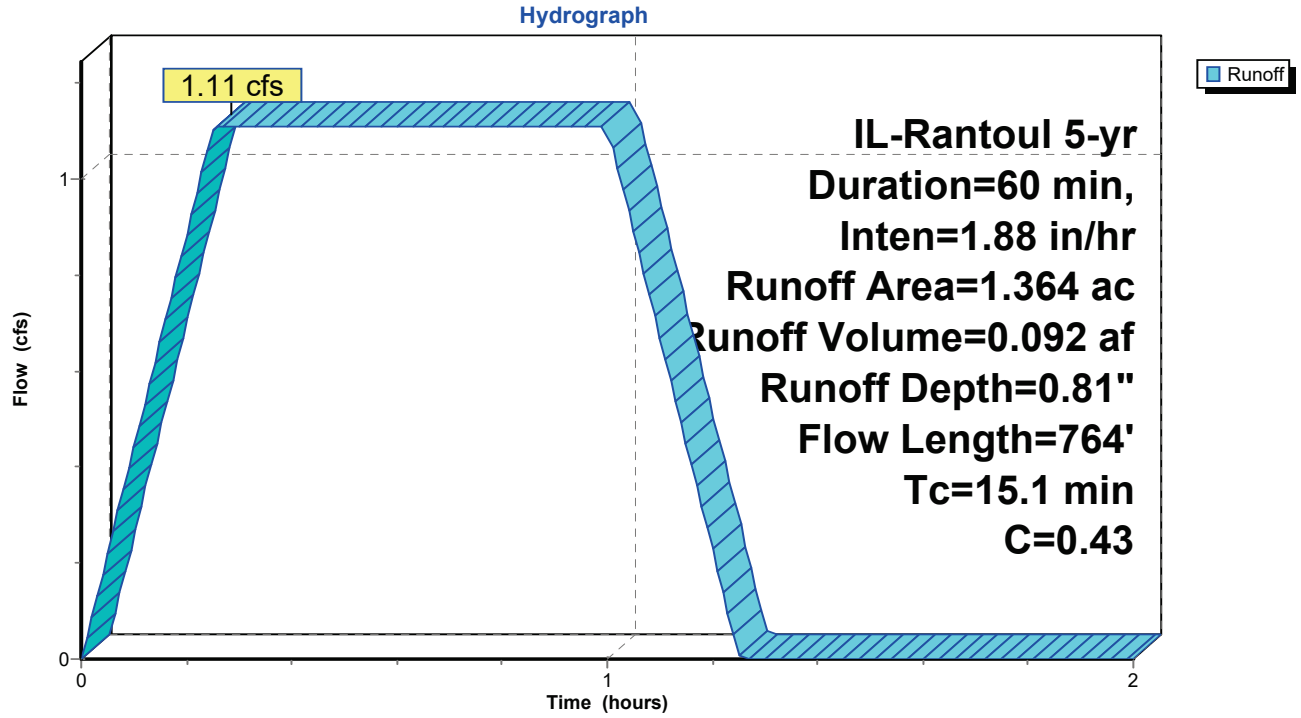
Runoff = 1.11 cfs @ 0.26 hrs, Volume= 0.092 af, Depth= 0.81"
Routed to Pond I63 : Inlet 6-3

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=60 min, Inten=1.88 in/hr

Area (ac)	C	Description
0.319	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.362	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.338	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.345	0.60	Gravel
1.364	0.43	Weighted Average
1.364		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0	100	0.0500	0.33		**Sheet Flow, Area E outside of property** Grass: Short n= 0.150 P2= 5.80"
9.5	568	0.0038	0.99		**Shallow Concentrated Flow, Area E outside of property** Unpaved Kv= 16.1 fps
0.6	96	0.0160	2.57		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
15.1	764	Total			

Subcatchment CA17: NE Parking Area



Summary for Subcatchment CA18: N Central Parking Area

[70] Warning: Tc<8dt requires smaller dt

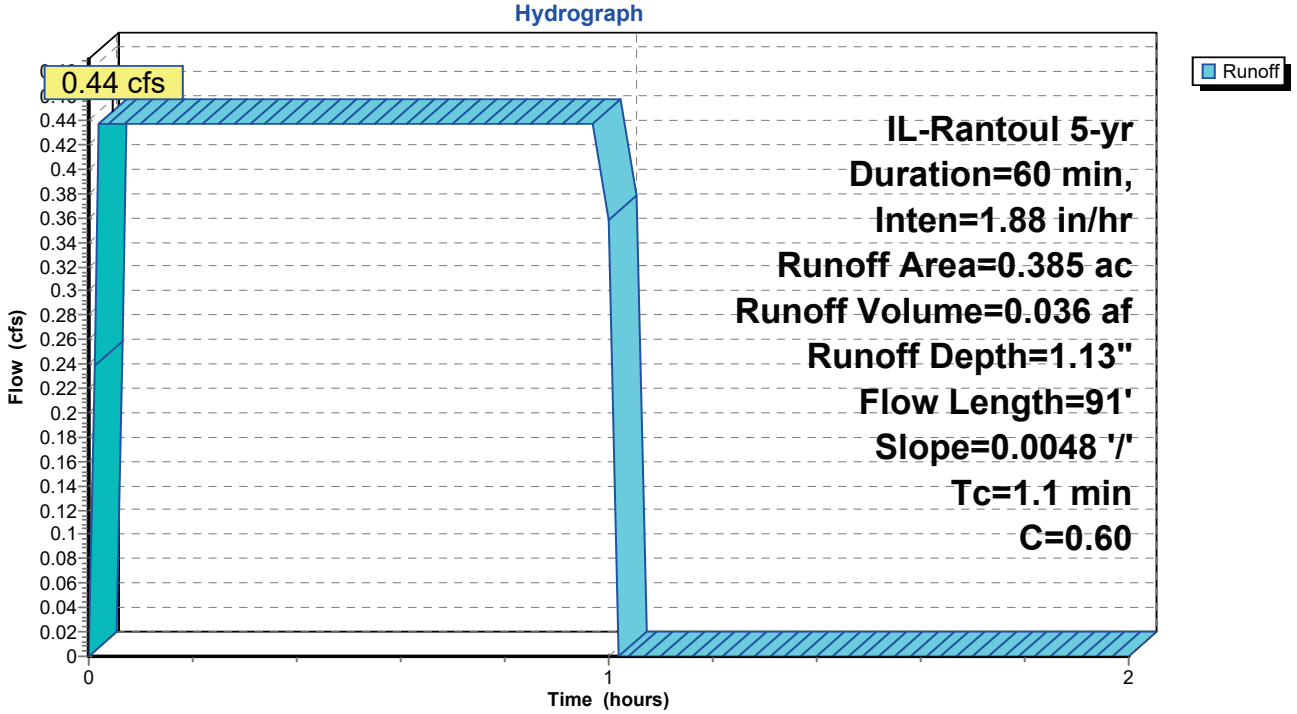
Runoff = 0.44 cfs @ 0.02 hrs, Volume= 0.036 af, Depth= 1.13"
Routed to Pond I62 : Inlet 6-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=60 min, Inten=1.88 in/hr

Area (ac)	C	Description
0.385	0.60	Gravel
0.385		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.1	91	0.0048	1.41		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps

Subcatchment CA18: N Central Parking Area



Summary for Subcatchment CA19: S Central Parking Area

[70] Warning: Tc<8dt requires smaller dt

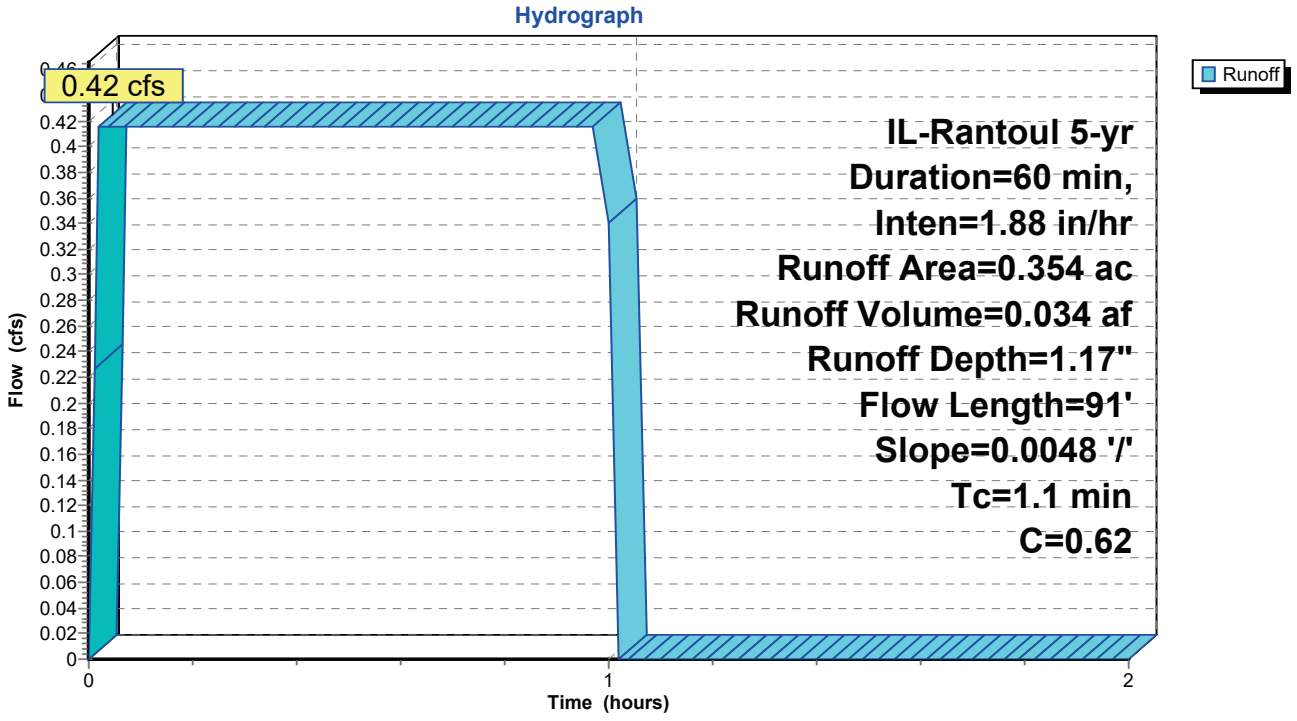
Runoff = 0.42 cfs @ 0.02 hrs, Volume= 0.034 af, Depth= 1.17"
Routed to Pond I51 : Inlet 5-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=60 min, Inten=1.88 in/hr

Area (ac)	C	Description
0.003	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.331	0.60	Gravel
0.020	0.95	Sidewalk
0.354	0.62	Weighted Average
0.334		94.35% Pervious Area
0.020		5.65% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.1	91	0.0048	1.41		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps

Subcatchment CA19: S Central Parking Area



Summary for Subcatchment CA20: NW Parking Area

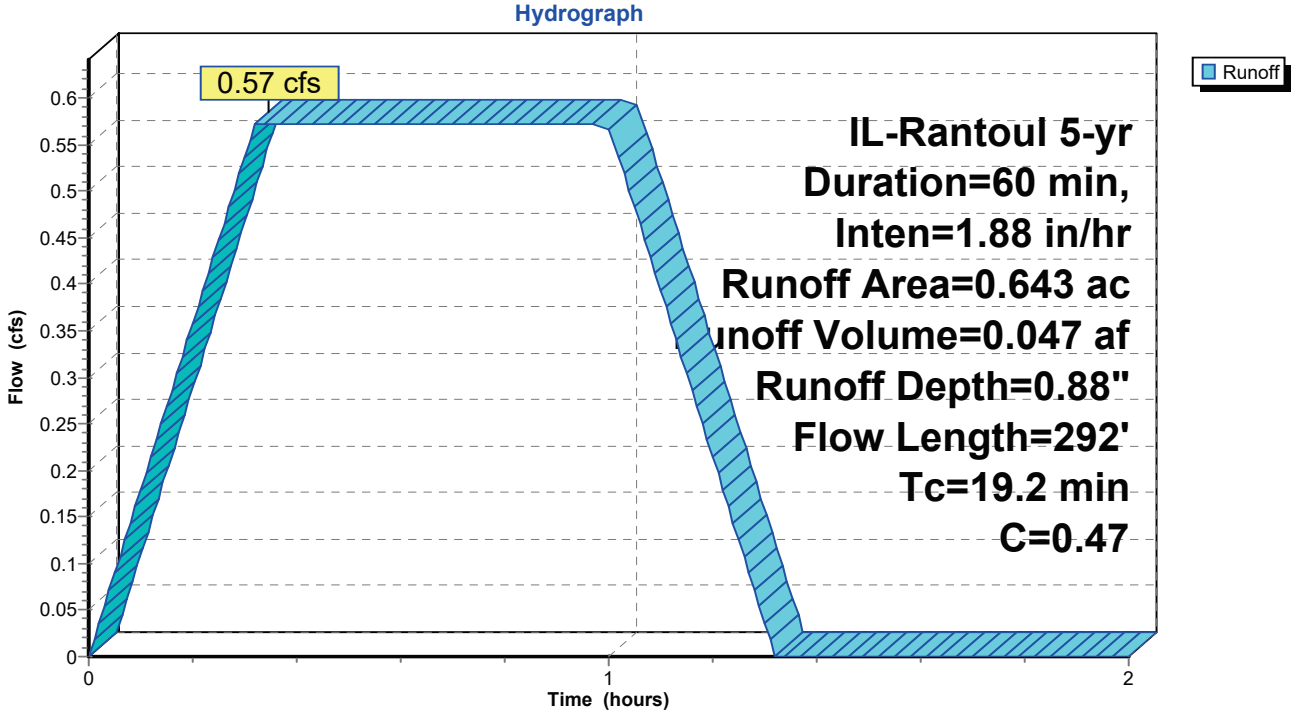
Runoff = 0.57 cfs @ 0.32 hrs, Volume= 0.047 af, Depth= 0.88"
Routed to Pond I61 : Manhole 6-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=60 min, Inten=1.88 in/hr

Area (ac)	C	Description
0.280	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.363	0.60	Gravel
0.643	0.47	Weighted Average
0.643		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
16.2	114	0.0035	0.12		**Sheet Flow, Grass area N of building** Grass: Short n= 0.150 P2= 5.80"
2.4	114	0.0129	0.80		**Shallow Concentrated Flow, Grass area N of building** Short Grass Pasture Kv= 7.0 fps
0.6	64	0.0072	1.72		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
19.2	292	Total			

Subcatchment CA20: NW Parking Area



Summary for Subcatchment CA21: SW Parking Area

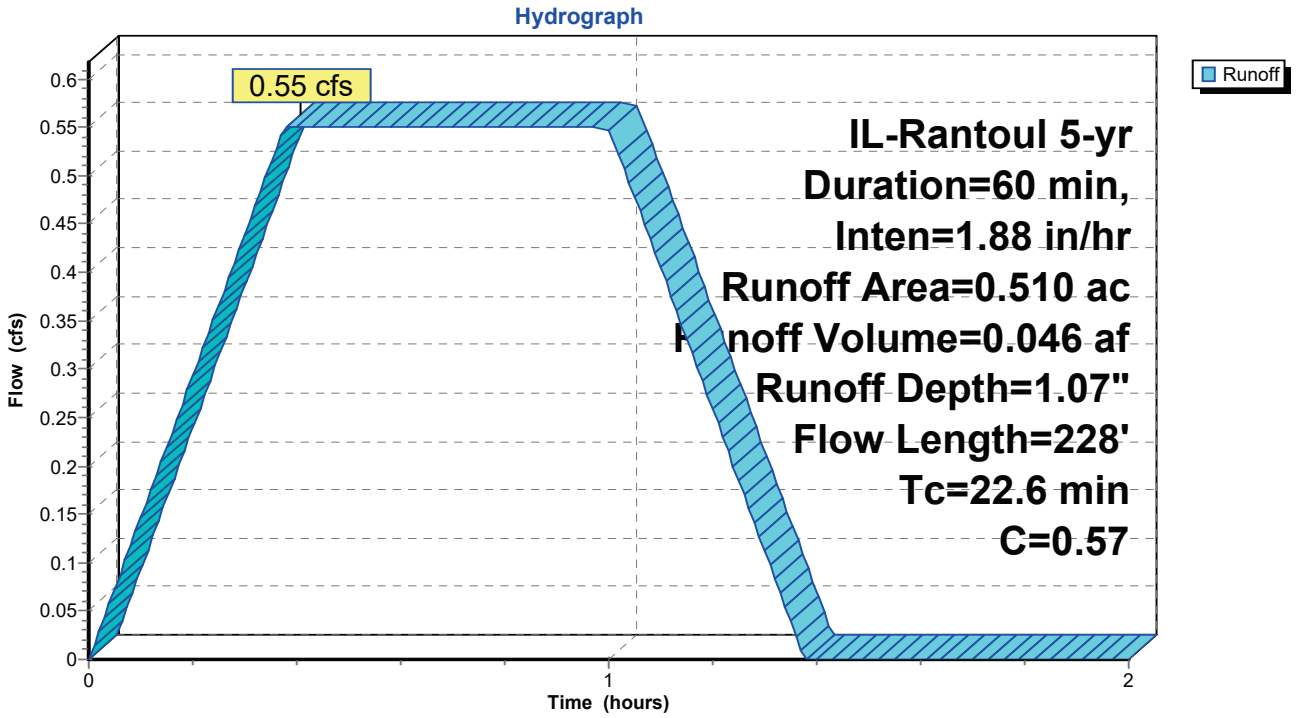
Runoff = 0.55 cfs @ 0.38 hrs, Volume= 0.046 af, Depth= 1.07"
Routed to Pond I31 : Manhole 3-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=60 min, Inten=1.88 in/hr

Area (ac)	C	Description
0.065	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.024	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.001	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.026	0.95	Sidewalk
0.394	0.60	Gravel
0.510	0.57	Weighted Average
0.484		94.90% Pervious Area
0.026		5.10% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
14.9	98	0.0032	0.11		**Sheet Flow, Grass area N of building** Grass: Short n= 0.150 P2= 5.80"
7.1	60	0.0004	0.14		**Shallow Concentrated Flow, Grass area N of building** Short Grass Pasture Kv= 7.0 fps
0.6	70	0.0100	2.03		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
22.6	228	Total			

Subcatchment CA21: SW Parking Area



Summary for Subcatchment CA6: Pond Catchment Area

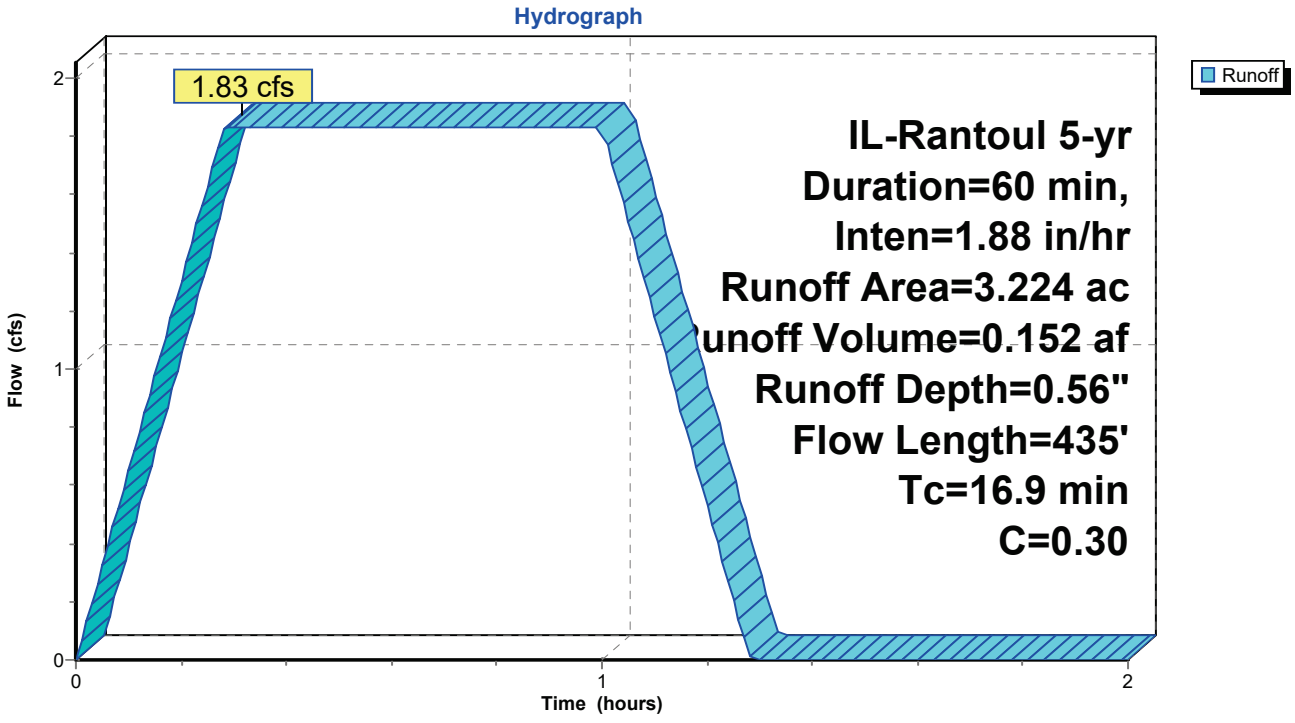
Runoff = 1.83 cfs @ 0.29 hrs, Volume= 0.152 af, Depth= 0.56"
Routed to Pond P1 : Detention Pond

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=60 min, Inten=1.88 in/hr

Area (ac)	C	Description
1.253	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
1.908	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.063	0.40	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C
3.224	0.30	Weighted Average
3.224		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.6	100	0.0051	0.13		**Sheet Flow, Grass area W of parking area** Grass: Short n= 0.150 P2= 5.80"
4.3	335	0.0344	1.30		**Shallow Concentrated Flow, Grass area W of parking area** Short Grass Pasture Kv= 7.0 fps
16.9	435	Total			

Subcatchment CA6: Pond Catchment Area



Summary for Subcatchment CA7: West Access Road Area

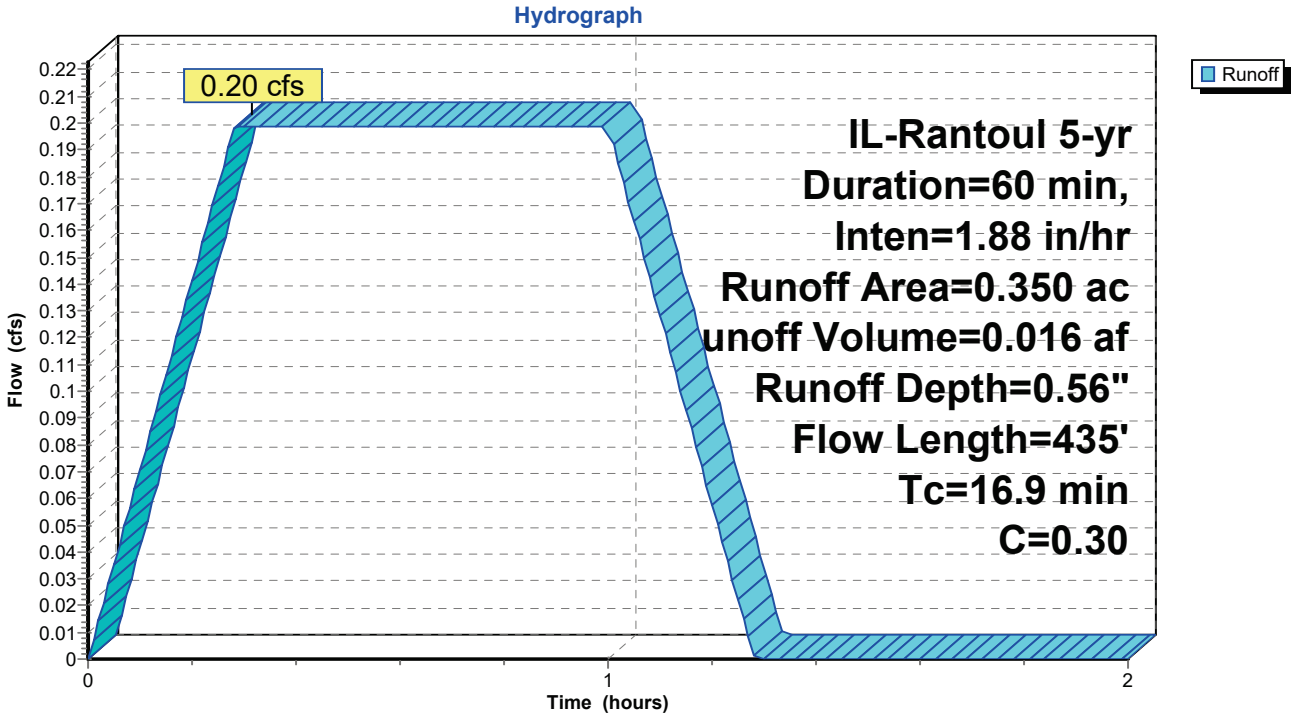
Runoff = 0.20 cfs @ 0.29 hrs, Volume= 0.016 af, Depth= 0.56"
Routed to Pond I14 : Inlet 1-4

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=60 min, Inten=1.88 in/hr

Area (ac)	C	Description
0.348	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.002	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.350	0.30	Weighted Average
0.350		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.6	100	0.0051	0.13		**Sheet Flow, Grass area W of parking area** Grass: Short n= 0.150 P2= 5.80"
4.3	335	0.0344	1.30		**Shallow Concentrated Flow, Grass area W of parking area** Short Grass Pasture Kv= 7.0 fps
16.9	435	Total			

Subcatchment CA7: West Access Road Area



Summary for Subcatchment CA8: West Building Area

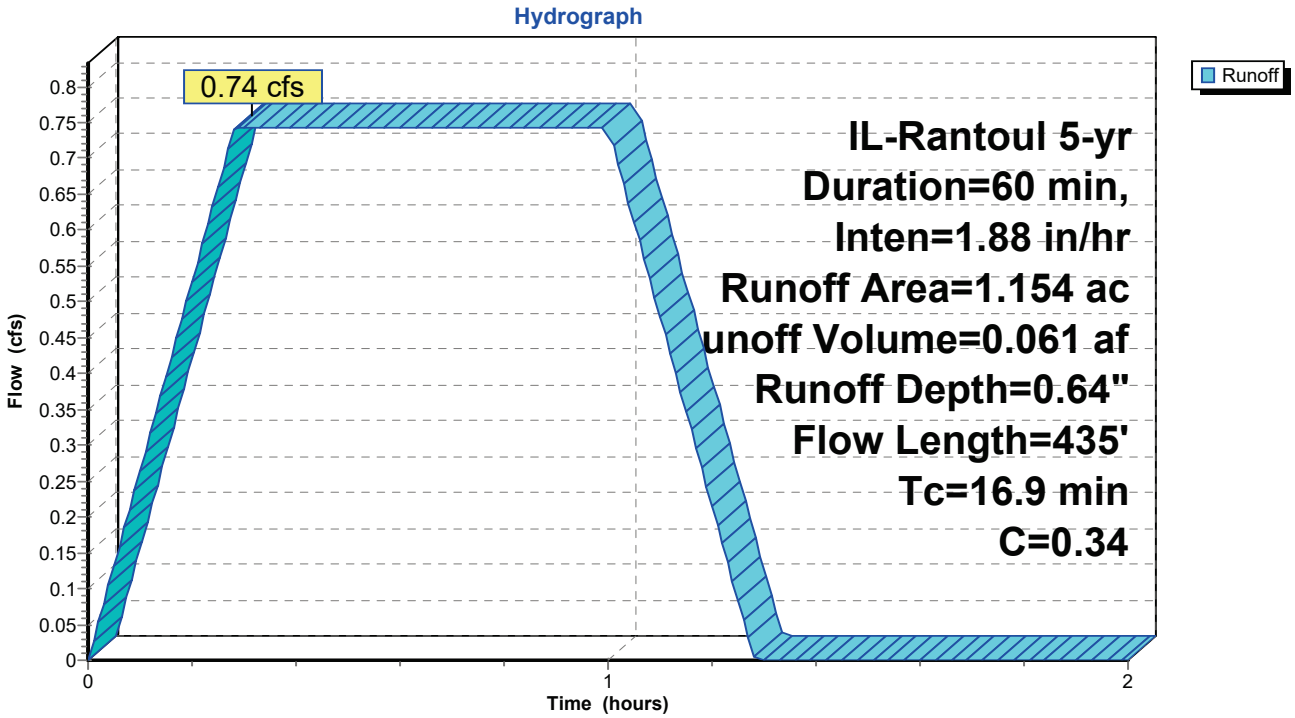
Runoff = 0.74 cfs @ 0.29 hrs, Volume= 0.061 af, Depth= 0.64"
Routed to Pond I15 : Inlet 1-5

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=60 min, Inten=1.88 in/hr

Area (ac)	C	Description
0.960	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.136	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.007	0.40	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C
0.051	0.95	Sidewalk
1.154	0.34	Weighted Average
1.103		95.58% Pervious Area
0.051		4.42% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.6	100	0.0051	0.13		**Sheet Flow, Grass area W of parking area** Grass: Short n= 0.150 P2= 5.80"
4.3	335	0.0344	1.30		**Shallow Concentrated Flow, Grass area W of parking area** Short Grass Pasture Kv= 7.0 fps
16.9	435	Total			

Subcatchment CA8: West Building Area



Summary for Subcatchment CA9: Building entrance

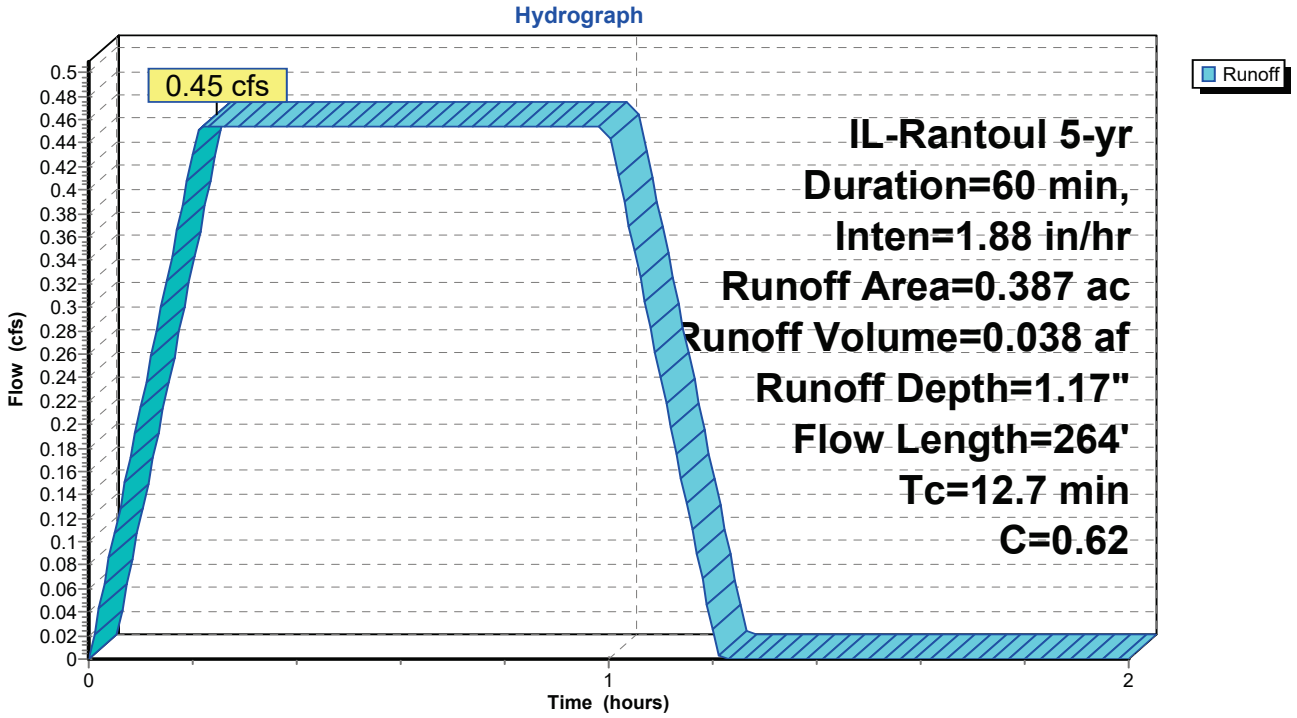
Runoff = 0.45 cfs @ 0.22 hrs, Volume= 0.038 af, Depth= 1.17"
Routed to Pond I71 : Inlet 7-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=60 min, Inten=1.88 in/hr

Area (ac)	C	Description
0.111	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.004	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.032	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.096	0.95	Sidewalk
0.144	0.60	Gravel
0.387	0.62	Weighted Average
0.291		75.19% Pervious Area
0.096		24.81% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
11.7	148	0.0135	0.21		**Sheet Flow, Gass SE of building** Grass: Short n= 0.150 P2= 5.80"
1.0	116	0.0088	1.90		**Shallow Concentrated Flow, Access Road** Paved Kv= 20.3 fps
12.7	264	Total			

Subcatchment CA9: Building entrance



Summary for Reach R10: Pipe CA10 to I81

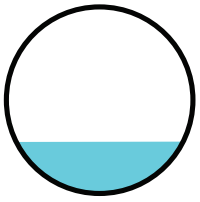
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.432 ac,100.00% Impervious, Inflow Depth = 1.79" for 5-yr event
Inflow = 0.78 cfs @ 0.03 hrs, Volume= 0.064 af
Outflow = 0.78 cfs @ 0.23 hrs, Volume= 0.064 af, Atten= 0%, Lag= 12.0 min
Routed to Pond I81 : Inlet 8-1

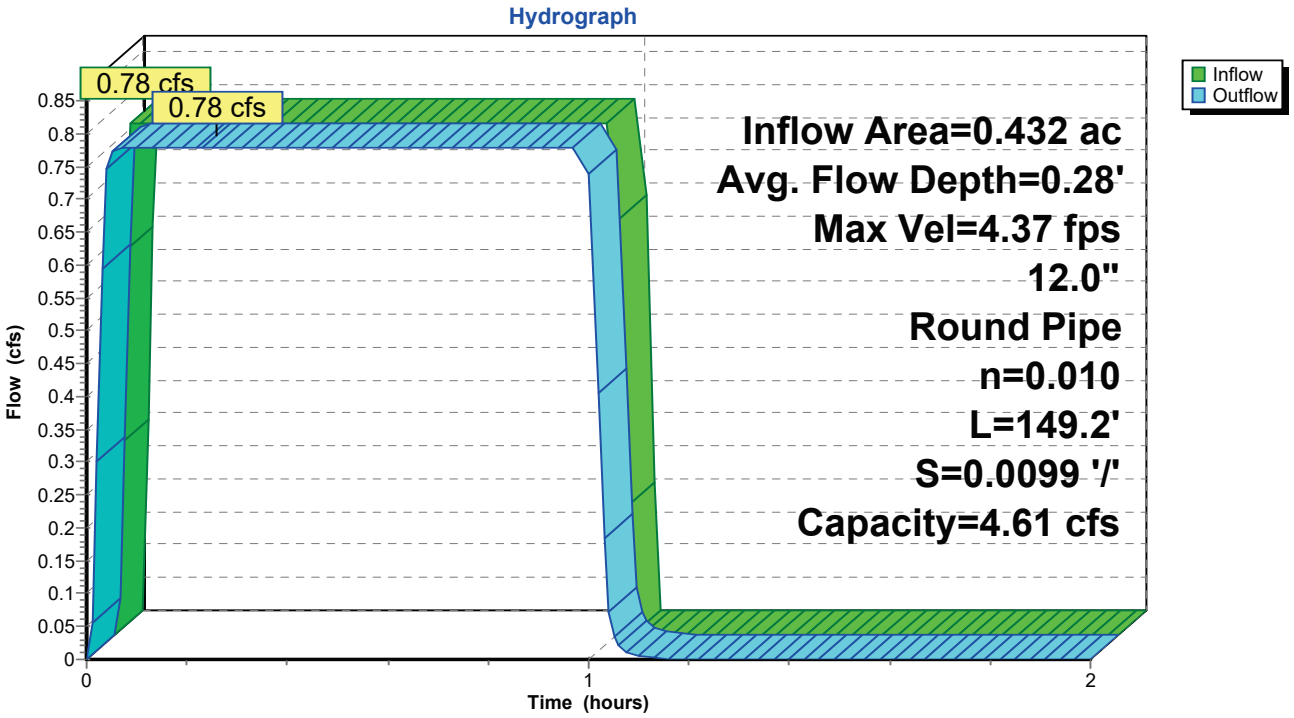
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.37 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 3.42 fps, Avg. Travel Time= 0.7 min

Peak Storage= 27 cf @ 0.23 hrs
Average Depth at Peak Storage= 0.28' , Surface Width= 0.90'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 4.61 cfs

12.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 149.2' Slope= 0.0099 '/'
Inlet Invert= 750.17', Outlet Invert= 748.69'



Reach R10: Pipe CA10 to I81



Summary for Reach R14: Pipe I14 to Pond

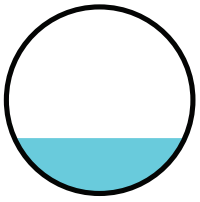
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 9.206 ac, 9.55% Impervious, Inflow Depth > 0.93" for 5-yr event
Inflow = 8.60 cfs @ 0.99 hrs, Volume= 0.711 af
Outflow = 8.60 cfs @ 1.00 hrs, Volume= 0.711 af, Atten= 0%, Lag= 0.6 min
Routed to Pond P1 : Detention Pond

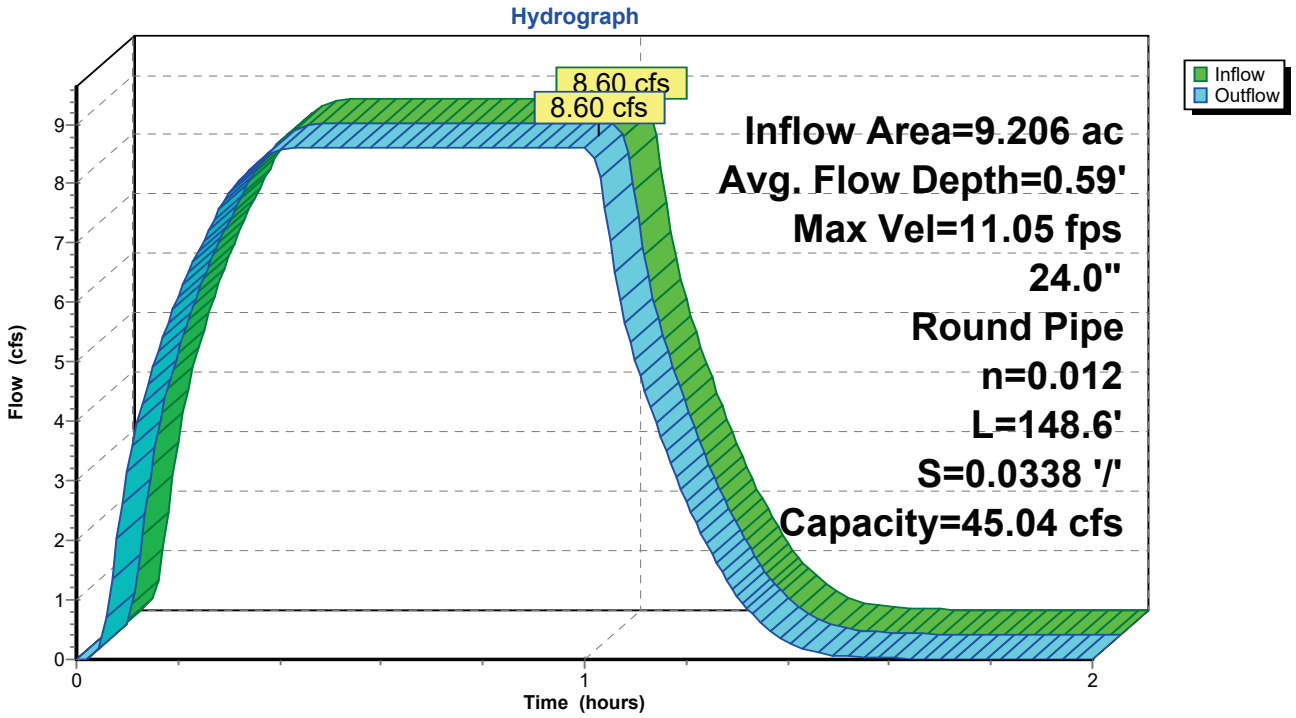
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 11.05 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 7.15 fps, Avg. Travel Time= 0.3 min

Peak Storage= 116 cf @ 1.00 hrs
Average Depth at Peak Storage= 0.59' , Surface Width= 1.83'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 45.04 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 148.6' Slope= 0.0338 '/'
Inlet Invert= 741.84', Outlet Invert= 736.82'



Reach R14: Pipe I14 to Pond



Summary for Reach R15: Pipe I15 to I14

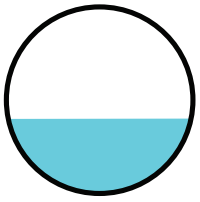
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 8.856 ac, 9.93% Impervious, Inflow Depth > 0.94" for 5-yr event
Inflow = 8.40 cfs @ 1.00 hrs, Volume= 0.694 af
Outflow = 8.40 cfs @ 1.00 hrs, Volume= 0.694 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I14 : Inlet 1-4

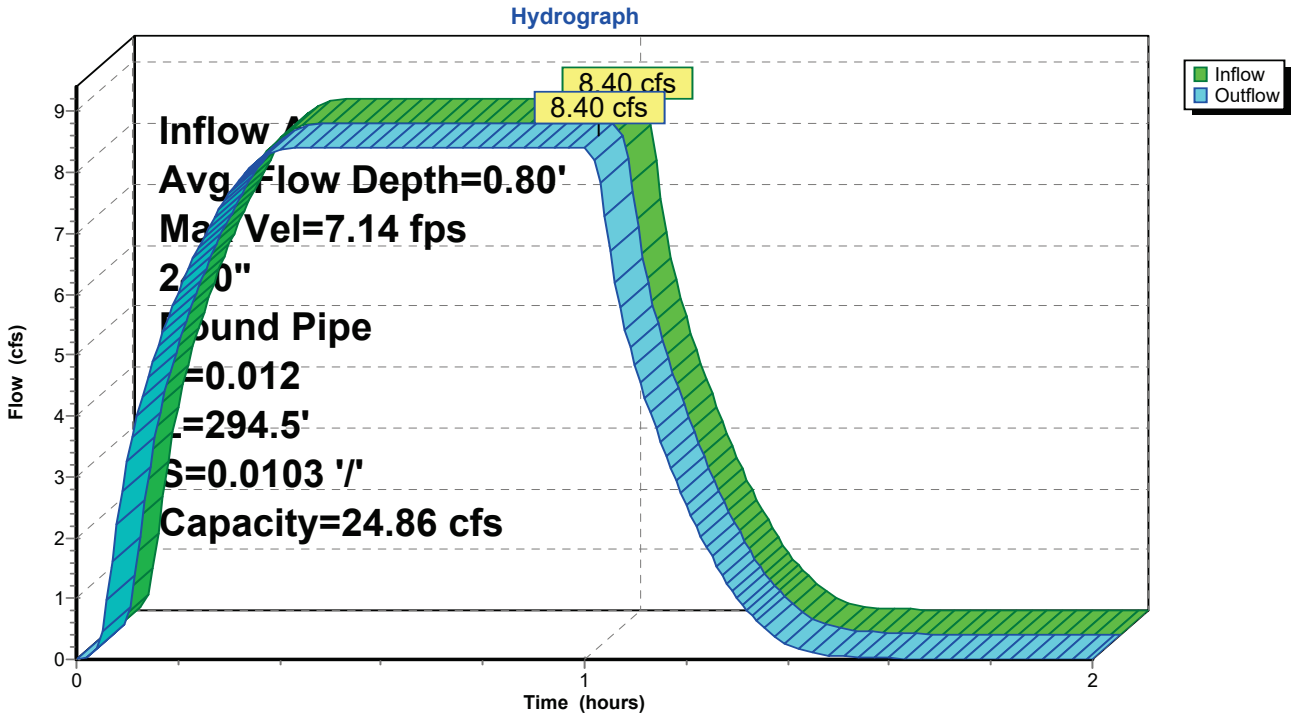
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 7.14 fps, Min. Travel Time= 0.7 min
Avg. Velocity = 4.62 fps, Avg. Travel Time= 1.1 min

Peak Storage= 346 cf @ 1.00 hrs
Average Depth at Peak Storage= 0.80' , Surface Width= 1.96'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 24.86 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 294.5' Slope= 0.0103 '/'
Inlet Invert= 744.87', Outlet Invert= 741.84'



Reach R15: Pipe I15 to I14



Summary for Reach R21: Pipe SS31 to SS23

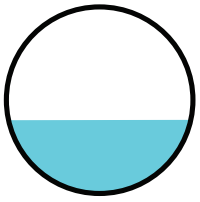
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 6.155 ac, 4.74% Impervious, Inflow Depth = 0.92" for 5-yr event
Inflow = 5.68 cfs @ 0.99 hrs, Volume= 0.470 af
Outflow = 5.68 cfs @ 1.00 hrs, Volume= 0.470 af, Atten= 0%, Lag= 0.6 min
Routed to Pond I15 : Inlet 1-5

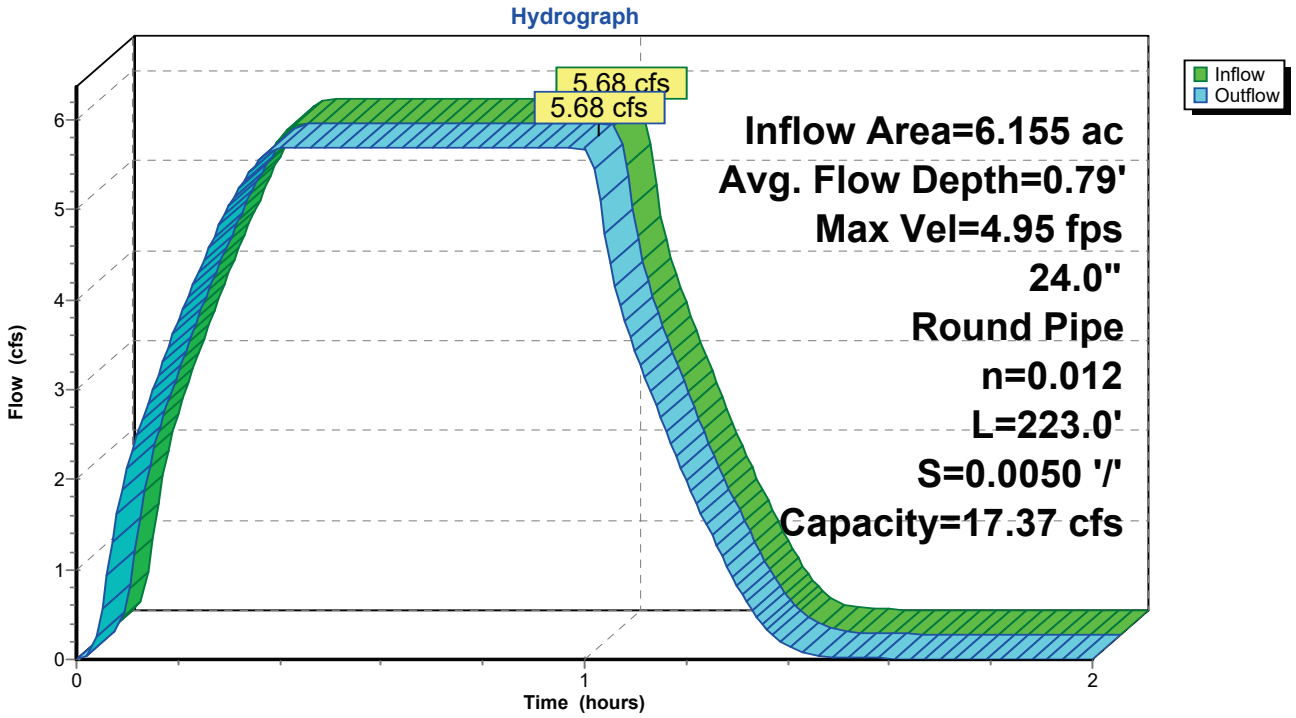
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.95 fps, Min. Travel Time= 0.8 min
Avg. Velocity = 3.20 fps, Avg. Travel Time= 1.2 min

Peak Storage= 256 cf @ 1.00 hrs
Average Depth at Peak Storage= 0.79' , Surface Width= 1.95'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 17.37 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 223.0' Slope= 0.0050 '/'
Inlet Invert= 746.00', Outlet Invert= 744.88'



Reach R21: Pipe SS31 to SS23



Summary for Reach R31: Pipe I31 to I21

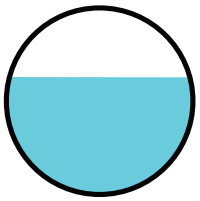
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 5.442 ac, 0.96% Impervious, Inflow Depth = 0.91" for 5-yr event
Inflow = 4.98 cfs @ 0.55 hrs, Volume= 0.411 af
Outflow = 4.98 cfs @ 0.59 hrs, Volume= 0.411 af, Atten= 0%, Lag= 2.4 min
Routed to Pond I21 : Inlet 2-1

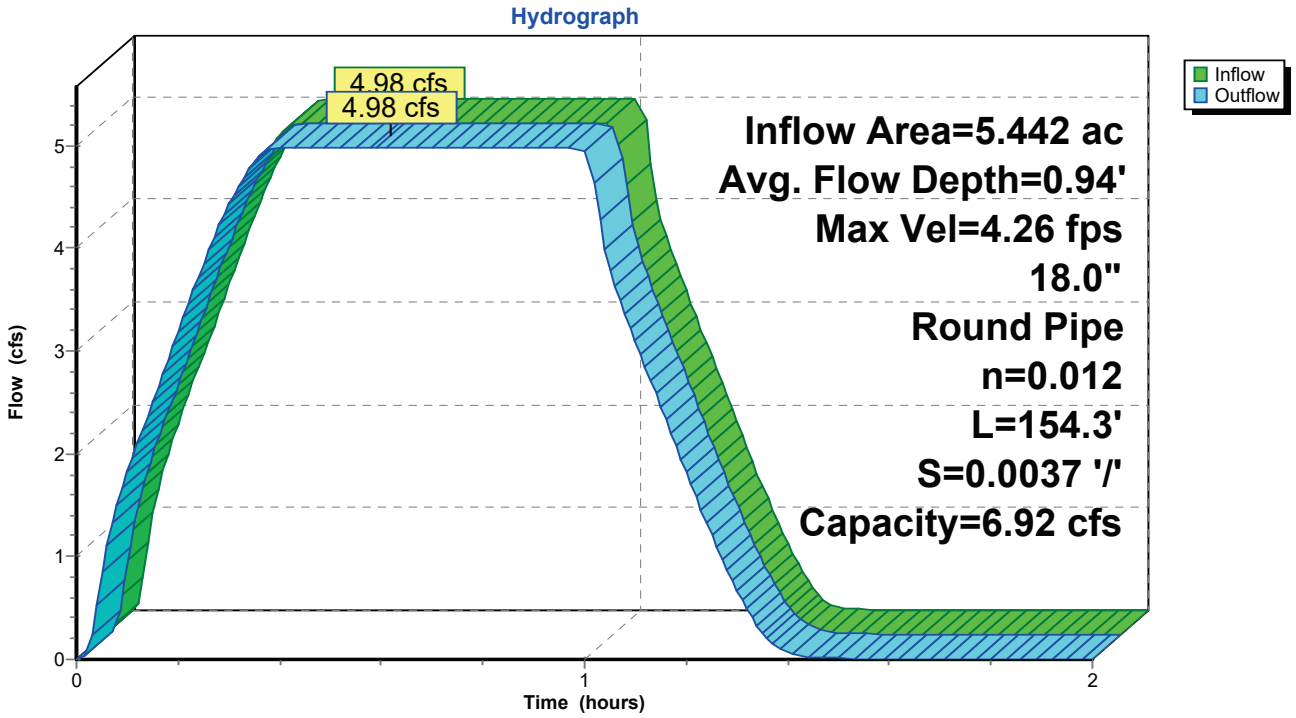
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.26 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 2.75 fps, Avg. Travel Time= 0.9 min

Peak Storage= 180 cf @ 0.59 hrs
Average Depth at Peak Storage= 0.94' , Surface Width= 1.45'
Bank-Full Depth= 1.50' Flow Area= 1.8 sf, Capacity= 6.92 cfs

18.0" Round Pipe
n= 0.012 Steel, smooth
Length= 154.3' Slope= 0.0037 '/'
Inlet Invert= 747.75', Outlet Invert= 747.18'



Reach R31: Pipe I31 to I21



Summary for Reach R41: Pipe I41 to I31

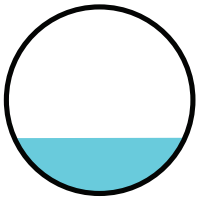
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I41 by 0.21' @ 1.03 hrs (0.19 cfs 0.001 af)

Inflow Area = 0.229 ac,100.00% Impervious, Inflow Depth = 1.79" for 5-yr event
Inflow = 0.41 cfs @ 0.38 hrs, Volume= 0.034 af
Outflow = 0.41 cfs @ 1.00 hrs, Volume= 0.034 af, Atten= 0%, Lag= 37.2 min
Routed to Pond I21 : Inlet 2-1

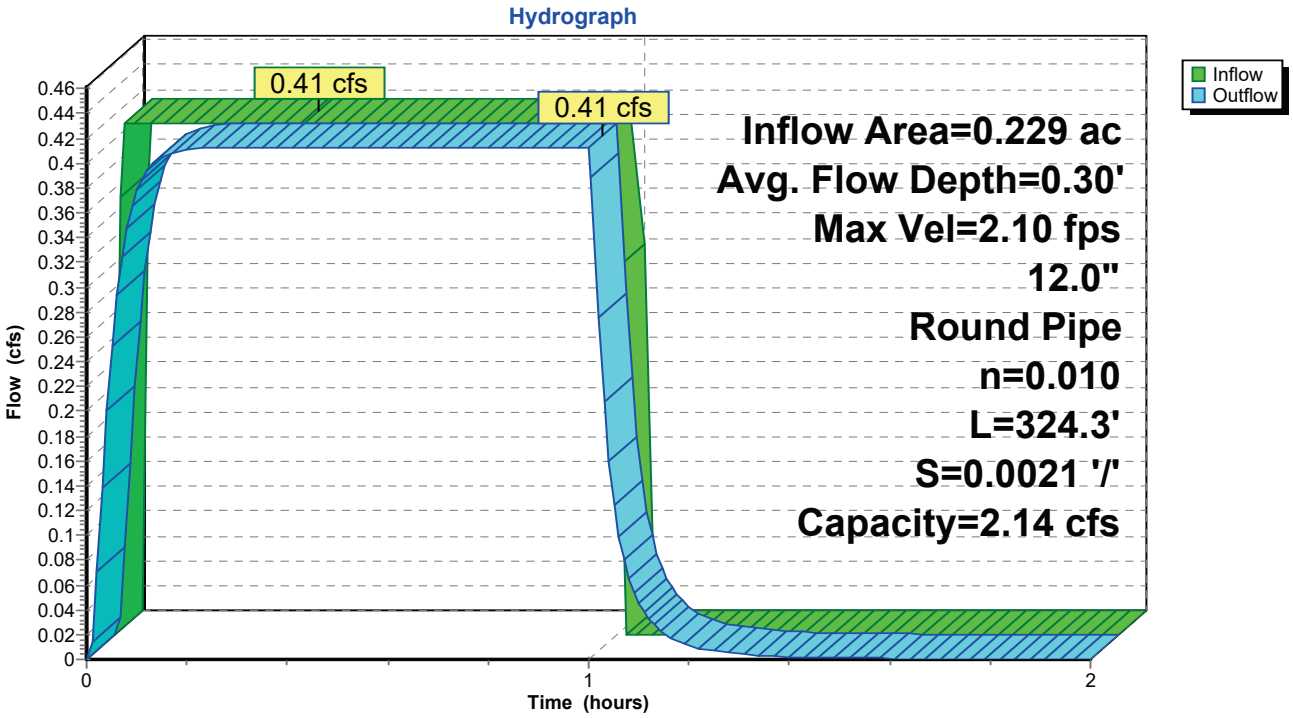
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 2.10 fps, Min. Travel Time= 2.6 min
Avg. Velocity = 1.29 fps, Avg. Travel Time= 4.2 min

Peak Storage= 64 cf @ 1.00 hrs
Average Depth at Peak Storage= 0.30' , Surface Width= 0.91'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 2.14 cfs

12.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 324.3' Slope= 0.0021 '/'
Inlet Invert= 748.86', Outlet Invert= 748.17'



Reach R41: Pipe I41 to I31



Summary for Reach R51: Pipe I51 to I31

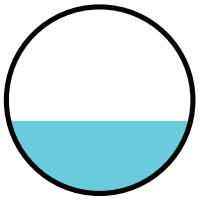
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 2.540 ac, 1.02% Impervious, Inflow Depth = 0.90" for 5-yr event
Inflow = 2.30 cfs @ 0.57 hrs, Volume= 0.190 af
Outflow = 2.30 cfs @ 0.55 hrs, Volume= 0.190 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I31 : Manhole 3-1

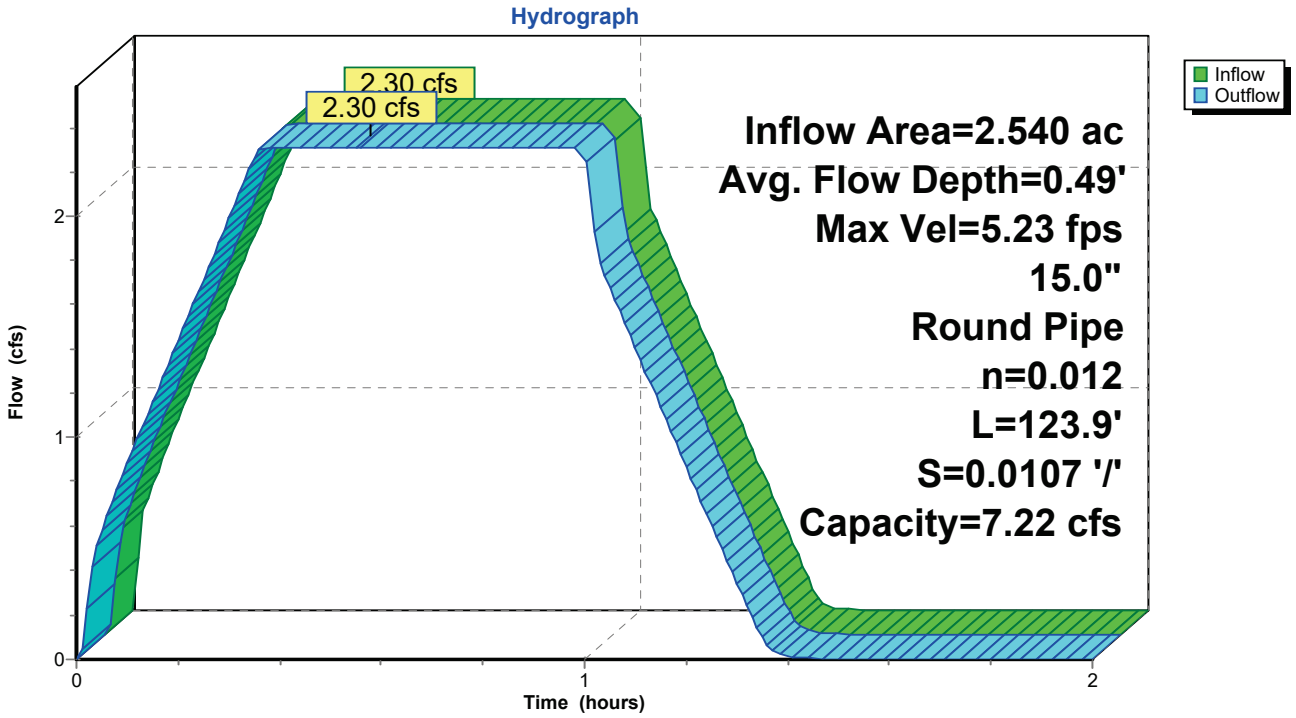
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 5.23 fps, Min. Travel Time= 0.4 min
Avg. Velocity = 3.65 fps, Avg. Travel Time= 0.6 min

Peak Storage= 55 cf @ 0.55 hrs
Average Depth at Peak Storage= 0.49' , Surface Width= 1.22'
Bank-Full Depth= 1.25' Flow Area= 1.2 sf, Capacity= 7.22 cfs

15.0" Round Pipe
n= 0.012 Steel, smooth
Length= 123.9' Slope= 0.0107 '/'
Inlet Invert= 749.07', Outlet Invert= 747.75'



Reach R51: Pipe I51 to I31



Summary for Reach R52: Pipe I52 to I51

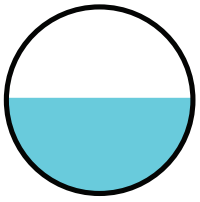
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 2.186 ac, 0.27% Impervious, Inflow Depth = 0.86" for 5-yr event
Inflow = 1.89 cfs @ 0.52 hrs, Volume= 0.156 af
Outflow = 1.89 cfs @ 0.53 hrs, Volume= 0.156 af, Atten= 0%, Lag= 0.6 min
Routed to Pond I51 : Inlet 5-1

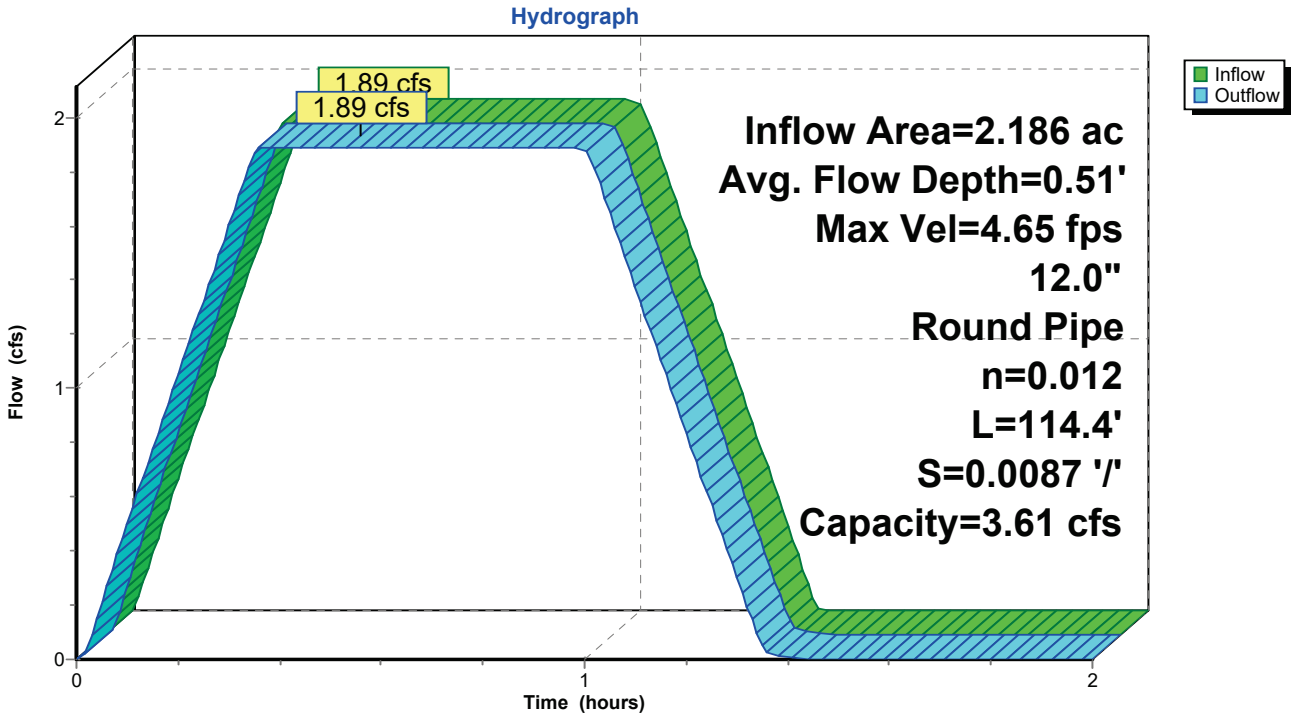
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.65 fps, Min. Travel Time= 0.4 min
Avg. Velocity = 3.34 fps, Avg. Travel Time= 0.6 min

Peak Storage= 46 cf @ 0.53 hrs
Average Depth at Peak Storage= 0.51' , Surface Width= 1.00'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.61 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 114.4' Slope= 0.0087 '/'
Inlet Invert= 750.10', Outlet Invert= 749.10'



Reach R52: Pipe I52 to I51



Summary for Reach R53: Pipe I53 to I52

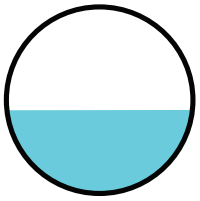
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I53 by 0.04' @ 1.35 hrs (0.01 cfs 0.000 af)

Inflow Area = 0.156 ac, 0.00% Impervious, Inflow Depth = 1.00" for 5-yr event
Inflow = 0.16 cfs @ 0.46 hrs, Volume= 0.013 af
Outflow = 0.16 cfs @ 0.53 hrs, Volume= 0.013 af, Atten= 0%, Lag= 4.2 min
Routed to Pond I52 : Inlet 5-2

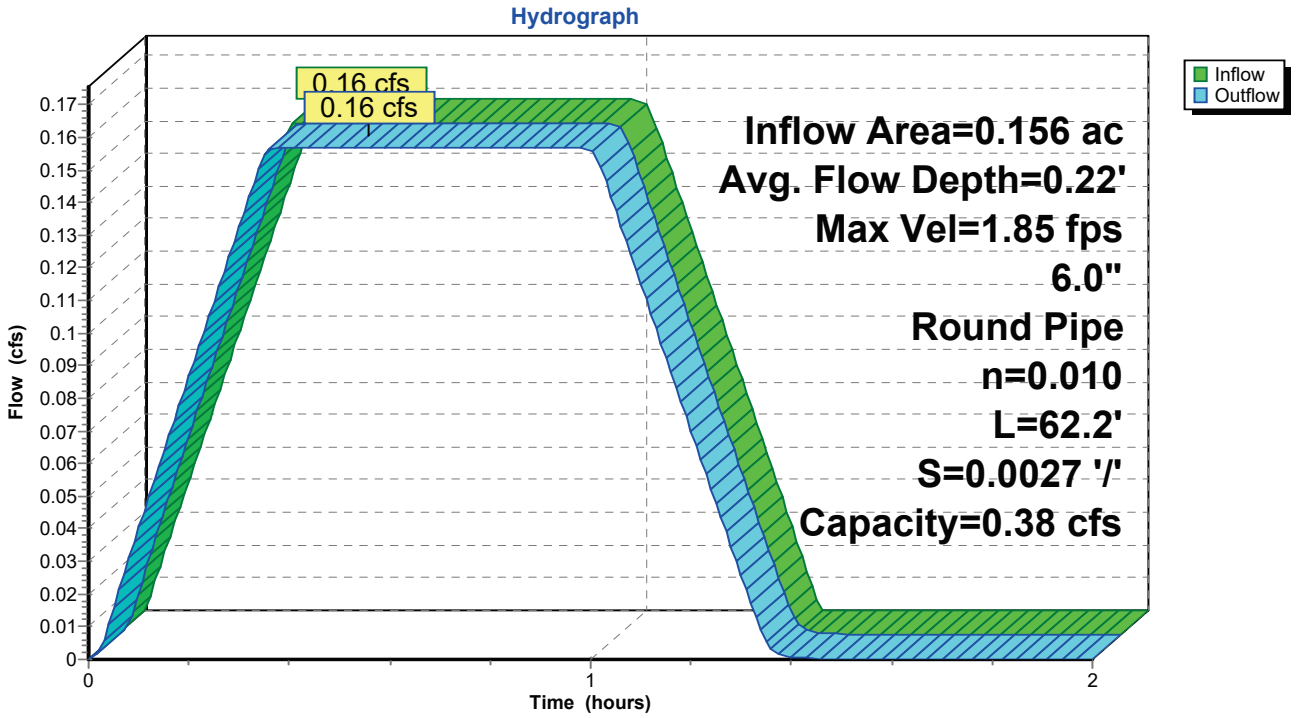
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 1.85 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 1.40 fps, Avg. Travel Time= 0.7 min

Peak Storage= 5 cf @ 0.53 hrs
Average Depth at Peak Storage= 0.22' , Surface Width= 0.50'
Bank-Full Depth= 0.50' Flow Area= 0.2 sf, Capacity= 0.38 cfs

6.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 62.2' Slope= 0.0027 '/'
Inlet Invert= 750.43', Outlet Invert= 750.26'



Reach R53: Pipe I53 to I52



Summary for Reach R54: Pipe I54 to I53

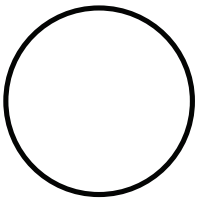
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af
Outflow = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I53 : Inlet 5-3

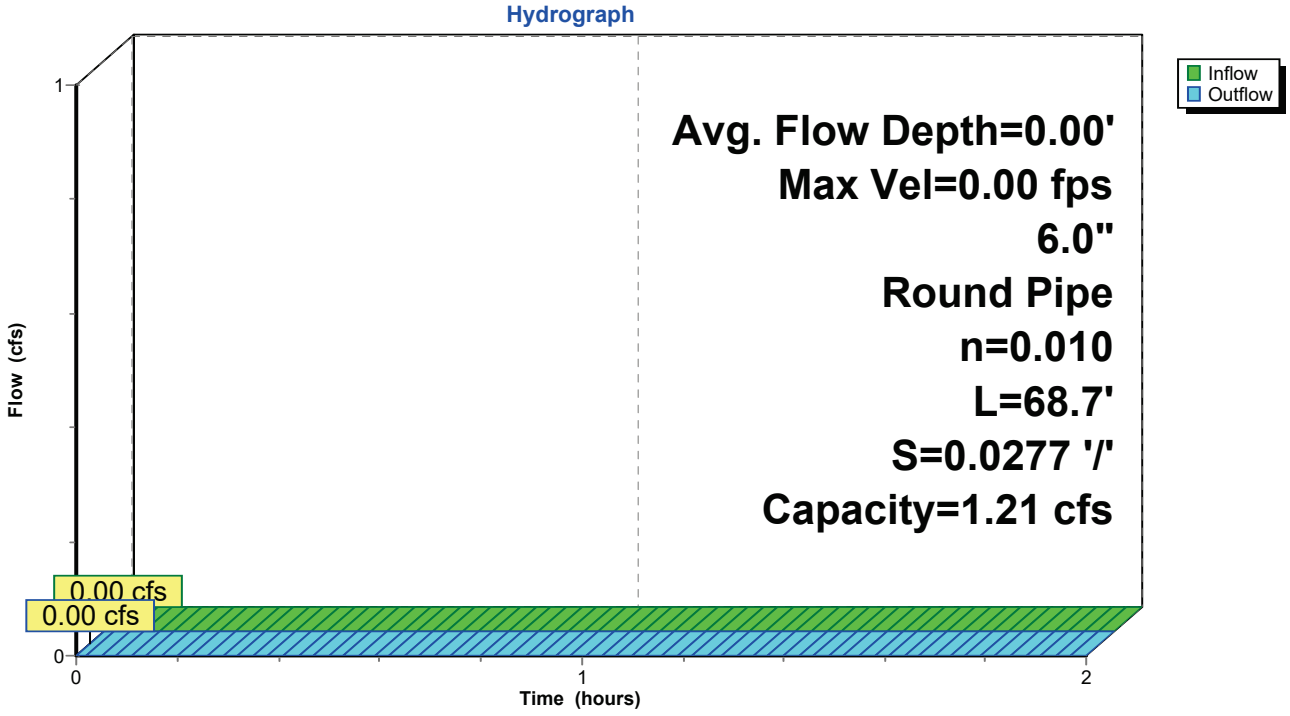
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 0.00 fps, Min. Travel Time= 0.0 min
Avg. Velocity = 0.00 fps, Avg. Travel Time= 0.0 min

Peak Storage= 0 cf @ 0.00 hrs
Average Depth at Peak Storage= 0.00'
Bank-Full Depth= 0.50' Flow Area= 0.2 sf, Capacity= 1.21 cfs

6.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 68.7' Slope= 0.0277 '/'
Inlet Invert= 752.46', Outlet Invert= 750.56'



Reach R54: Pipe I54 to I53



Summary for Reach R61: Pipe I61 to I31

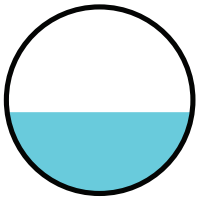
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 2.392 ac, 0.00% Impervious, Inflow Depth = 0.88" for 5-yr event
Inflow = 2.12 cfs @ 0.47 hrs, Volume= 0.175 af
Outflow = 2.12 cfs @ 0.48 hrs, Volume= 0.175 af, Atten= 0%, Lag= 0.6 min
Routed to Pond I31 : Manhole 3-1

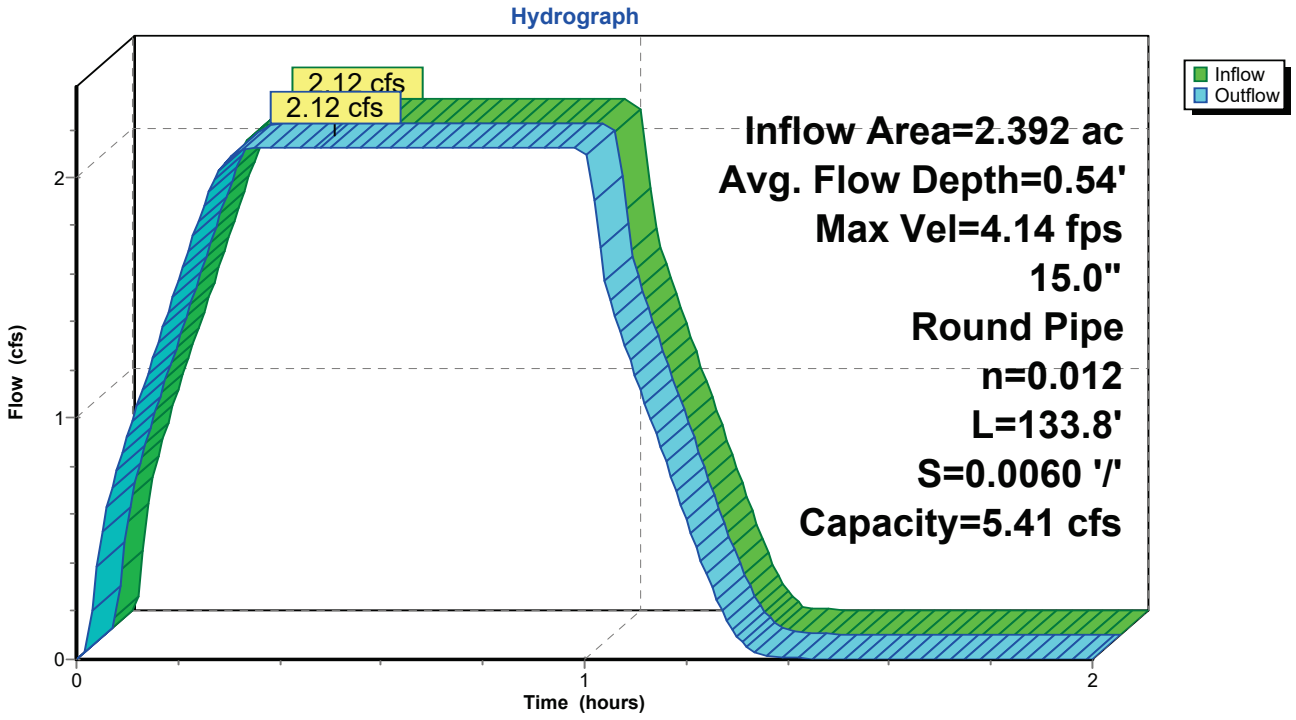
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.14 fps, Min. Travel Time= 0.5 min
Avg. Velocity = 2.60 fps, Avg. Travel Time= 0.9 min

Peak Storage= 69 cf @ 0.48 hrs
Average Depth at Peak Storage= 0.54' , Surface Width= 1.24'
Bank-Full Depth= 1.25' Flow Area= 1.2 sf, Capacity= 5.41 cfs

15.0" Round Pipe
n= 0.012 Steel, smooth
Length= 133.8' Slope= 0.0060 '/'
Inlet Invert= 748.55', Outlet Invert= 747.75'



Reach R61: Pipe I61 to I31



Summary for Reach R62: Pipe I62 to I61

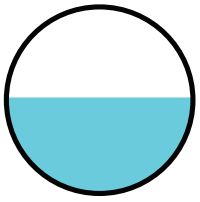
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 1.749 ac, 0.00% Impervious, Inflow Depth = 0.88" for 5-yr event
Inflow = 1.55 cfs @ 0.48 hrs, Volume= 0.128 af
Outflow = 1.55 cfs @ 0.47 hrs, Volume= 0.128 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I61 : Manhole 6-1

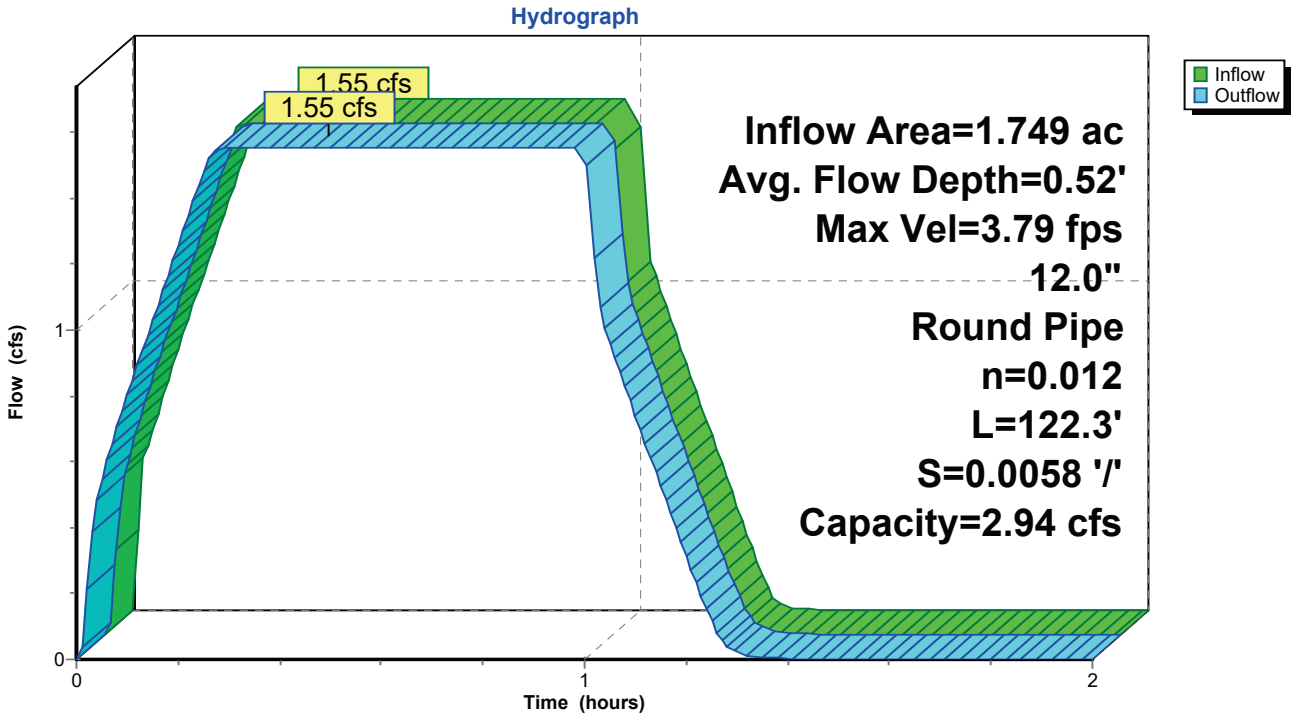
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.79 fps, Min. Travel Time= 0.5 min
Avg. Velocity = 2.49 fps, Avg. Travel Time= 0.8 min

Peak Storage= 50 cf @ 0.47 hrs
Average Depth at Peak Storage= 0.52' , Surface Width= 1.00'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 2.94 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 122.3' Slope= 0.0058 '/'
Inlet Invert= 749.32', Outlet Invert= 748.61'



Reach R62: Pipe I62 to I61



Summary for Reach R63: Pipe I63 to I62

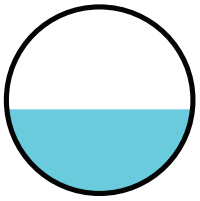
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I63 by 0.07' @ 1.27 hrs (0.02 cfs 0.000 af)

Inflow Area = 1.364 ac, 0.00% Impervious, Inflow Depth = 0.81" for 5-yr event
Inflow = 1.11 cfs @ 0.36 hrs, Volume= 0.092 af
Outflow = 1.11 cfs @ 0.46 hrs, Volume= 0.092 af, Atten= 0%, Lag= 6.0 min
Routed to Pond I62 : Inlet 6-2

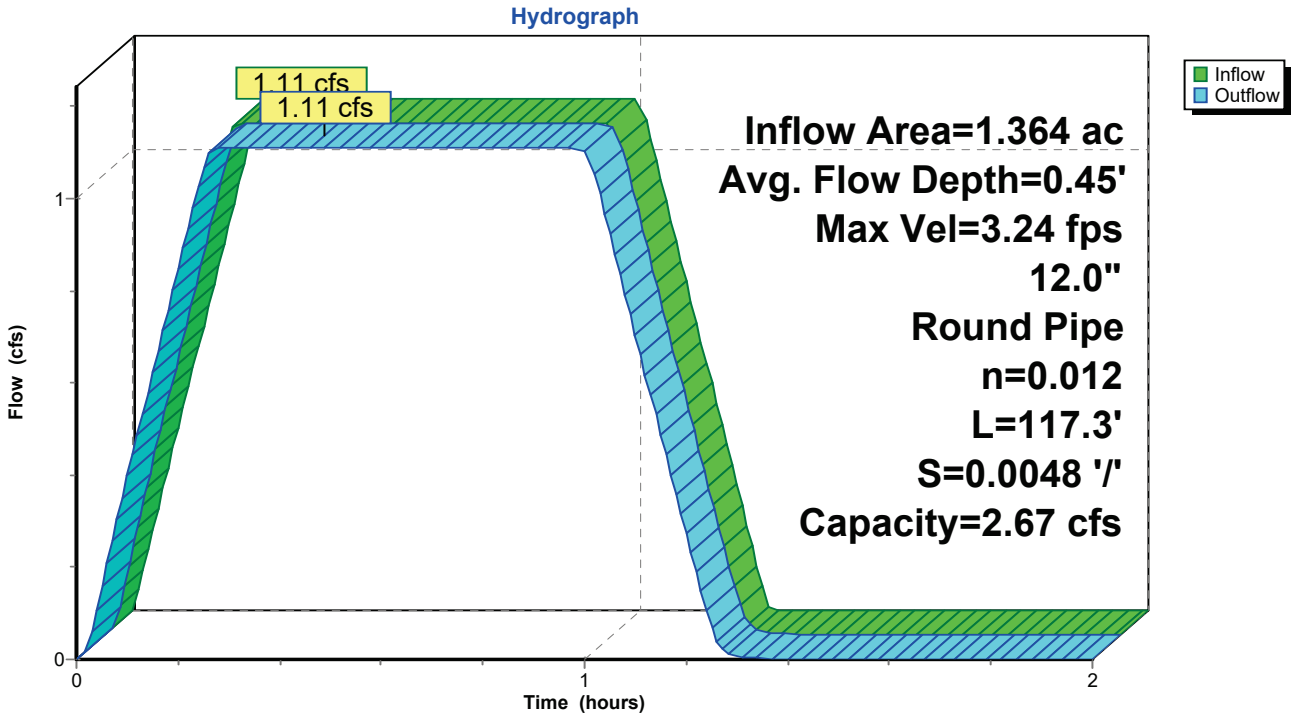
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.24 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 2.27 fps, Avg. Travel Time= 0.9 min

Peak Storage= 40 cf @ 0.46 hrs
Average Depth at Peak Storage= 0.45' , Surface Width= 1.00'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 2.67 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 117.3' Slope= 0.0048 '/'
Inlet Invert= 749.91', Outlet Invert= 749.35'



Reach R63: Pipe I63 to I62



Summary for Reach R71: Pipe I71 to I15

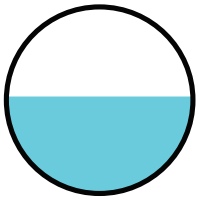
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 1.547 ac, 34.65% Impervious, Inflow Depth = 1.27" for 5-yr event
Inflow = 1.98 cfs @ 0.55 hrs, Volume= 0.163 af
Outflow = 1.98 cfs @ 0.62 hrs, Volume= 0.163 af, Atten= 0%, Lag= 4.2 min
Routed to Pond I15 : Inlet 1-5

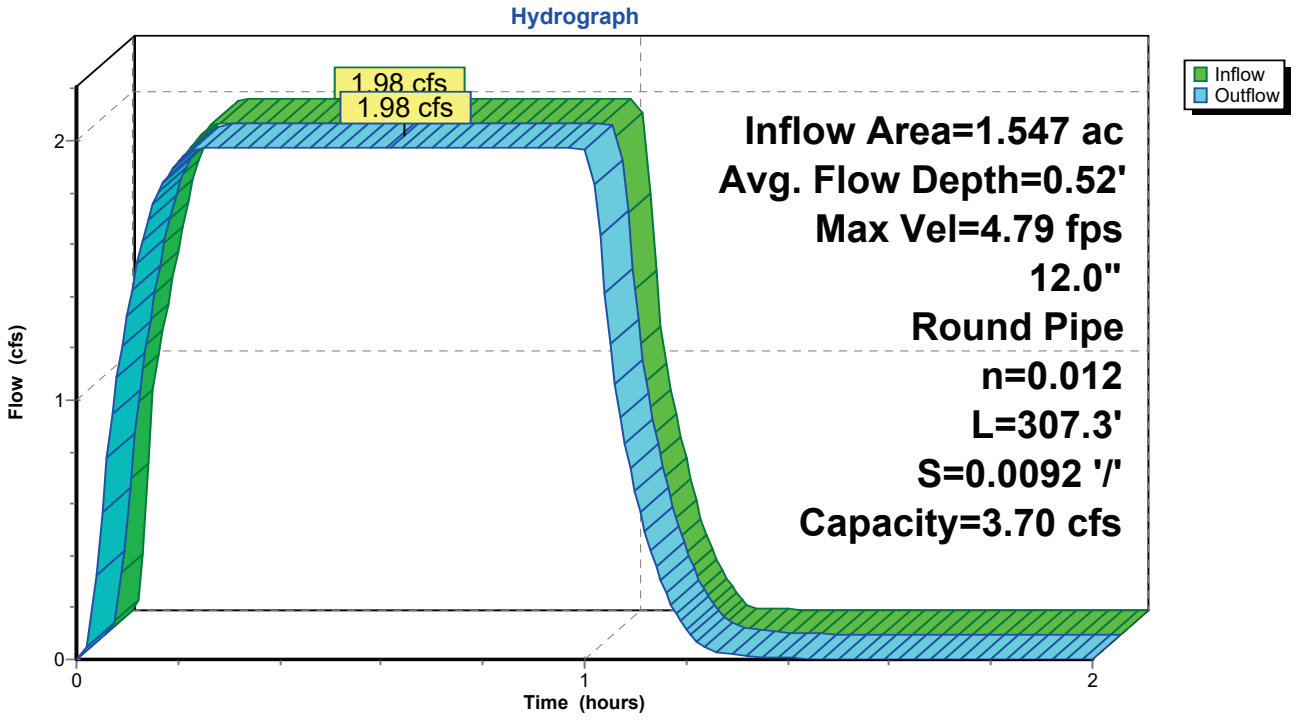
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.79 fps, Min. Travel Time= 1.1 min
Avg. Velocity = 2.91 fps, Avg. Travel Time= 1.8 min

Peak Storage= 127 cf @ 0.62 hrs
Average Depth at Peak Storage= 0.52' , Surface Width= 1.00'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.70 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 307.3' Slope= 0.0092 '/'
Inlet Invert= 747.78', Outlet Invert= 744.96'



Reach R71: Pipe I71 to I15



Summary for Reach R81: Pipe I81 to I71

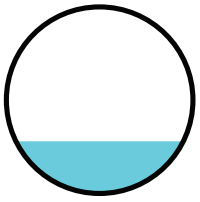
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.432 ac,100.00% Impervious, Inflow Depth = 1.79" for 5-yr event
Inflow = 0.78 cfs @ 0.23 hrs, Volume= 0.064 af
Outflow = 0.78 cfs @ 0.09 hrs, Volume= 0.064 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I71 : Inlet 7-1

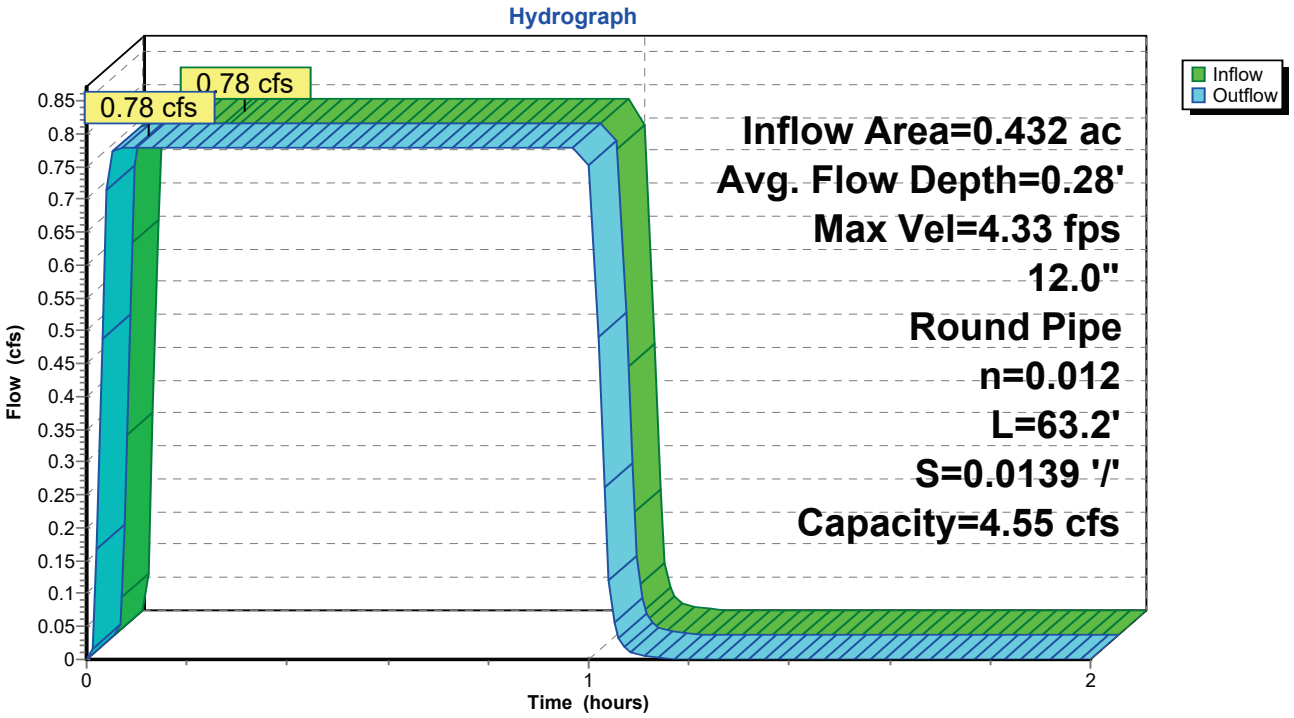
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.33 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 3.32 fps, Avg. Travel Time= 0.3 min

Peak Storage= 11 cf @ 0.09 hrs
Average Depth at Peak Storage= 0.28' , Surface Width= 0.90'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 4.55 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 63.2' Slope= 0.0139 '/'
Inlet Invert= 748.66', Outlet Invert= 747.78'



Reach R81: Pipe I81 to I71



Summary for Reach R91: Pipe I91 to I71

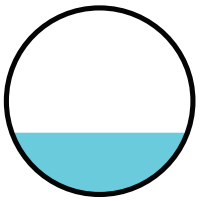
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.728 ac, 1.10% Impervious, Inflow Depth = 1.01" for 5-yr event
Inflow = 0.74 cfs @ 0.37 hrs, Volume= 0.061 af
Outflow = 0.74 cfs @ 0.54 hrs, Volume= 0.061 af, Atten= 0%, Lag= 10.2 min
Routed to Pond I71 : Inlet 7-1

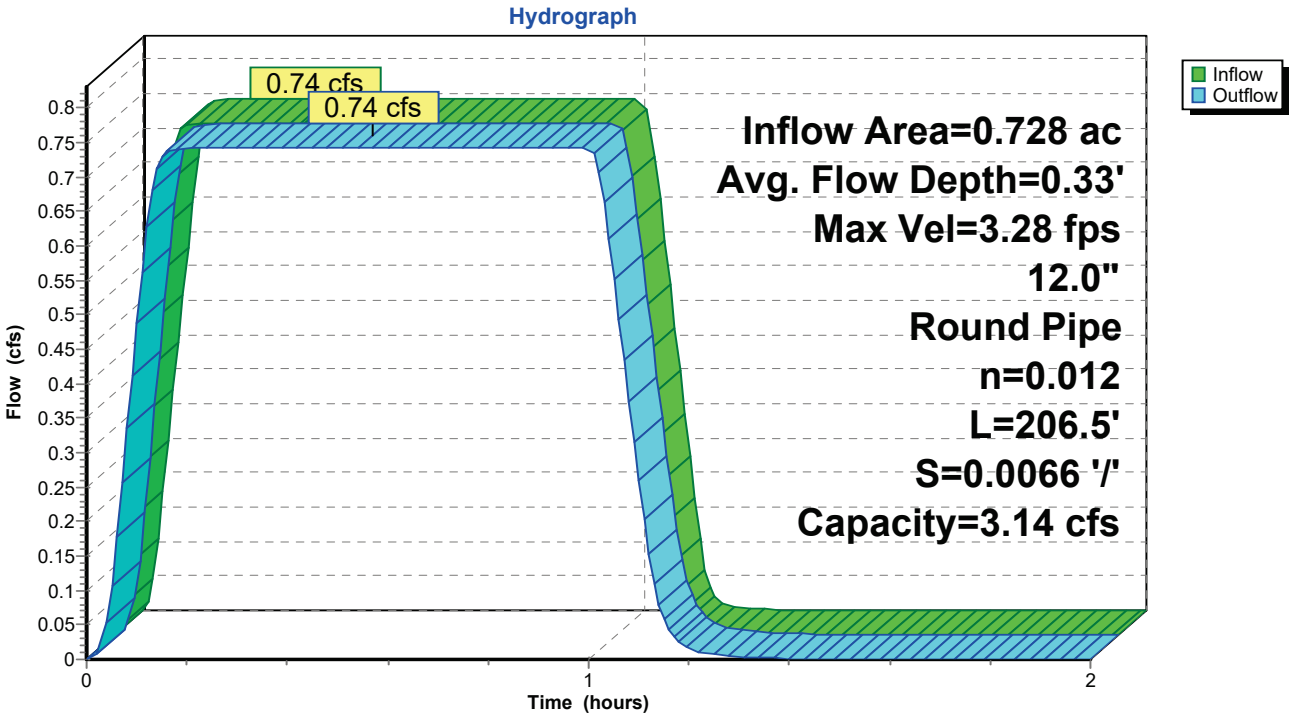
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.28 fps, Min. Travel Time= 1.1 min
Avg. Velocity = 2.03 fps, Avg. Travel Time= 1.7 min

Peak Storage= 47 cf @ 0.53 hrs
Average Depth at Peak Storage= 0.33' , Surface Width= 0.94'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.14 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 206.5' Slope= 0.0066 '/'
Inlet Invert= 750.30', Outlet Invert= 748.93'



Reach R91: Pipe I91 to I71



Summary for Reach R92: Pipe I92 to I91

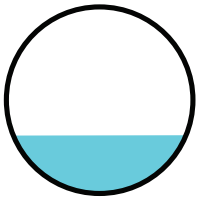
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I92 by 0.07' @ 1.13 hrs (0.02 cfs 0.000 af)

Inflow Area = 0.656 ac, 1.22% Impervious, Inflow Depth = 1.02" for 5-yr event
Inflow = 0.67 cfs @ 0.17 hrs, Volume= 0.055 af
Outflow = 0.67 cfs @ 0.36 hrs, Volume= 0.055 af, Atten= 0%, Lag= 11.4 min
Routed to Pond I91 : Inlet 9-1

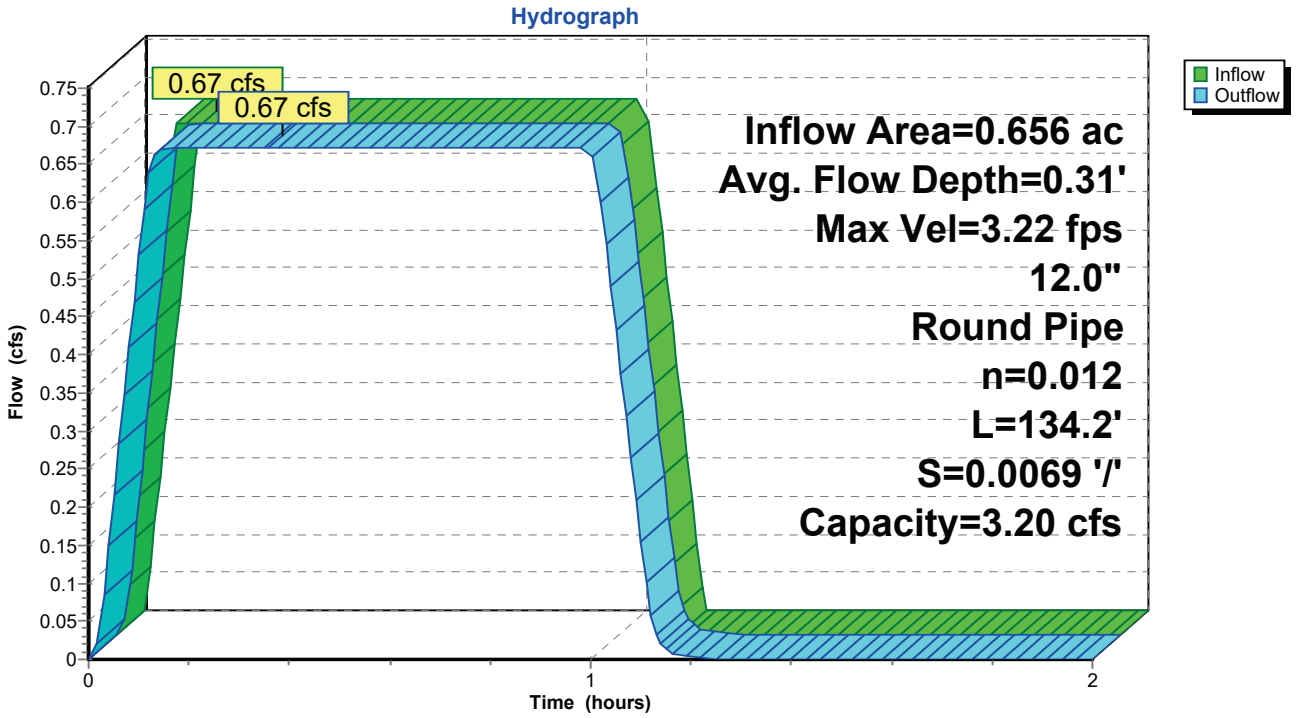
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.22 fps, Min. Travel Time= 0.7 min
Avg. Velocity = 2.35 fps, Avg. Travel Time= 1.0 min

Peak Storage= 28 cf @ 0.36 hrs
Average Depth at Peak Storage= 0.31' , Surface Width= 0.93'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.20 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 134.2' Slope= 0.0069 '/'
Inlet Invert= 751.22', Outlet Invert= 750.30'



Reach R92: Pipe I92 to I91



Summary for Pond I14: Inlet 1-4

[57] Hint: Peaked at 742.80' (Flood elevation advised)
[62] Hint: Exceeded Reach R15 OUTLET depth by 0.16' @ 1.03 hrs

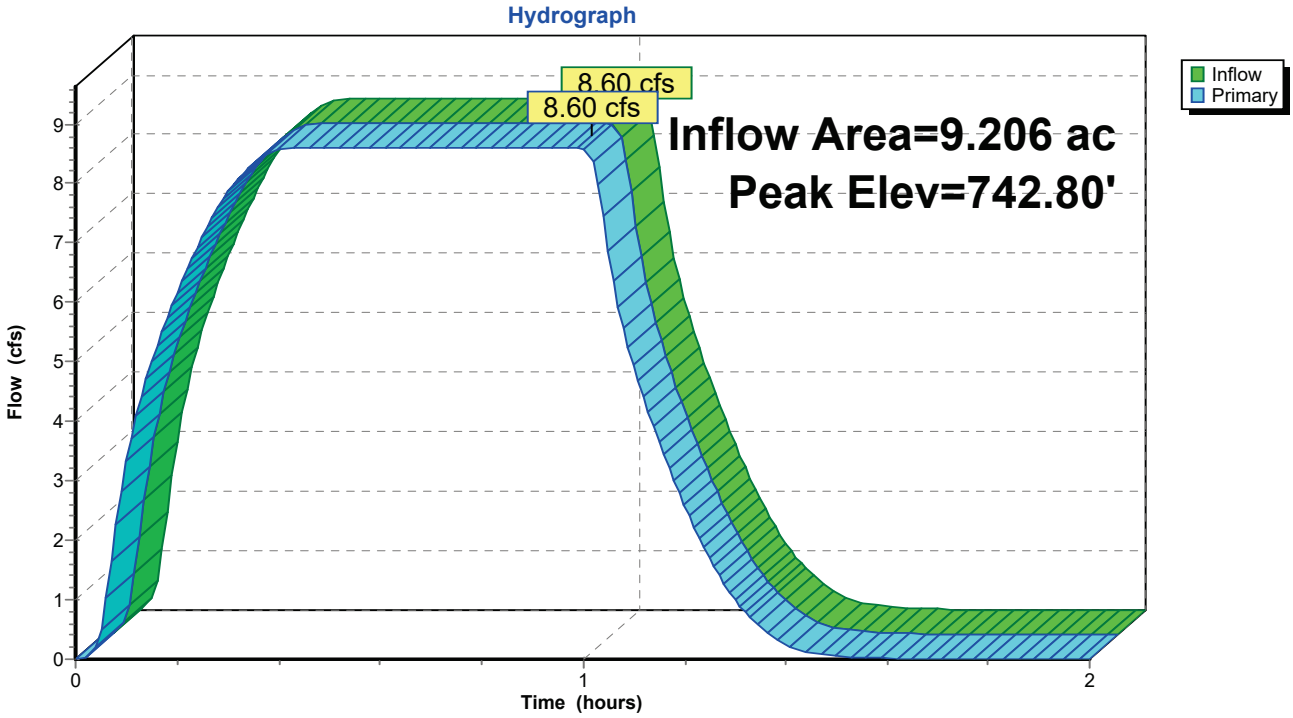
Inflow Area = 9.206 ac, 9.55% Impervious, Inflow Depth > 0.93" for 5-yr event
Inflow = 8.60 cfs @ 1.00 hrs, Volume= 0.711 af
Outflow = 8.60 cfs @ 0.99 hrs, Volume= 0.711 af, Atten= 0%, Lag= 0.0 min
Primary = 8.60 cfs @ 0.99 hrs, Volume= 0.711 af
Routed to Reach R14 : Pipe I14 to Pond

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 742.80' @ 0.87 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	741.84'	**24.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	741.84'	**24.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=8.60 cfs @ 0.99 hrs HW=742.80' TW=742.43' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 4.30 cfs @ 2.90 fps)
└─**2=Orifice/Grate** (Orifice Controls 4.30 cfs @ 2.90 fps)

Pond I14: Inlet 1-4



Summary for Pond I15: Inlet 1-5

[57] Hint: Peaked at 745.88' (Flood elevation advised)
[62] Hint: Exceeded Reach R21 OUTLET depth by 0.22' @ 1.03 hrs
[62] Hint: Exceeded Reach R71 OUTLET depth by 0.42' @ 1.04 hrs

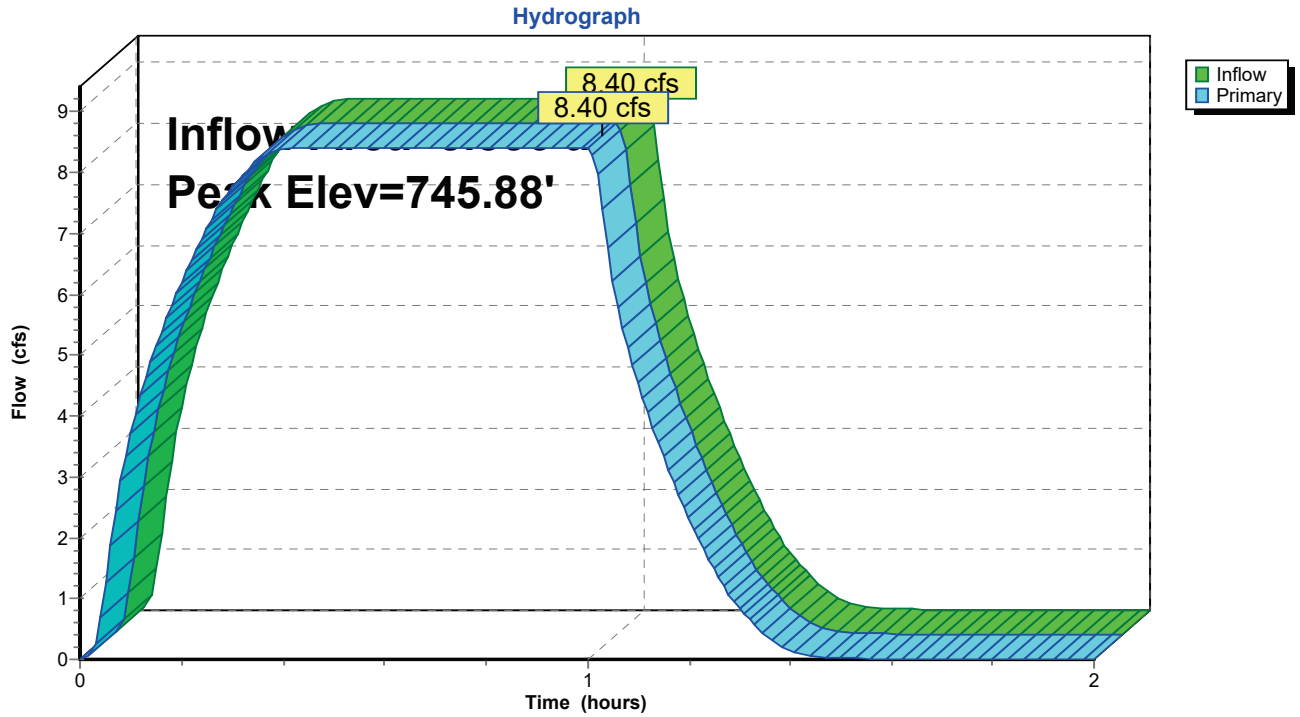
Inflow Area = 8.856 ac, 9.93% Impervious, Inflow Depth > 0.94" for 5-yr event
Inflow = 8.40 cfs @ 1.00 hrs, Volume= 0.694 af
Outflow = 8.40 cfs @ 1.00 hrs, Volume= 0.694 af, Atten= 0%, Lag= 0.0 min
Primary = 8.40 cfs @ 1.00 hrs, Volume= 0.694 af
Routed to Reach R15 : Pipe I15 to I14

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 745.88' @ 0.87 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	744.87'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	744.96'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	744.96'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=8.40 cfs @ 1.00 hrs HW=745.88' TW=745.67' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 3.56 cfs @ 2.22 fps)
└─**2=Orifice/Grate** (Orifice Controls 1.69 cfs @ 2.22 fps)
└─**3=Orifice/Grate** (Orifice Controls 3.16 cfs @ 2.22 fps)

Pond I15: Inlet 1-5



Summary for Pond I21: Inlet 2-1

[57] Hint: Peaked at 748.14' (Flood elevation advised)
[62] Hint: Exceeded Reach R31 OUTLET depth by 0.05' @ 0.18 hrs

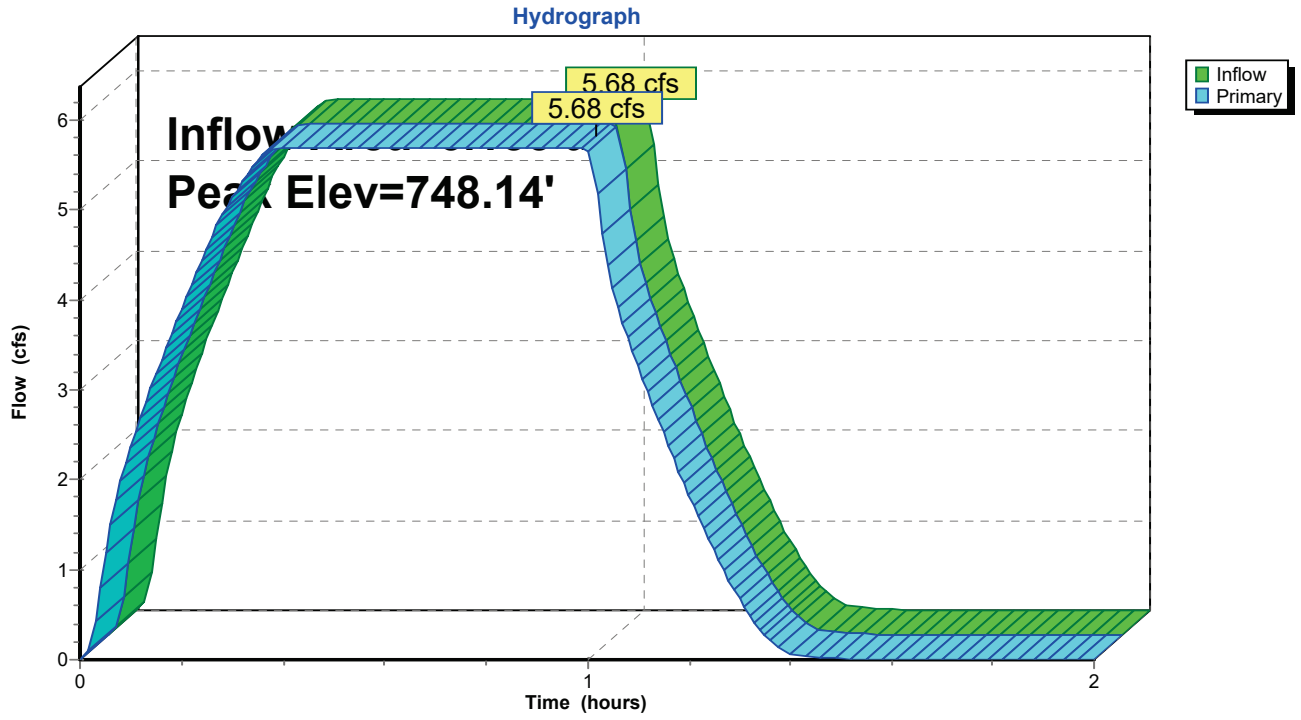
Inflow Area = 6.155 ac, 4.74% Impervious, Inflow Depth = 0.92" for 5-yr event
Inflow = 5.68 cfs @ 1.00 hrs, Volume= 0.470 af
Outflow = 5.68 cfs @ 0.99 hrs, Volume= 0.470 af, Atten= 0%, Lag= 0.0 min
Primary = 5.68 cfs @ 0.99 hrs, Volume= 0.470 af
Routed to Reach R21 : Pipe SS31 to SS23

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 748.14' @ 0.85 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	747.10'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	748.18'	**18.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	748.17'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=5.68 cfs @ 0.99 hrs HW=748.14' TW=746.79' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 5.68 cfs @ 3.46 fps)
└─**2=Orifice/Grate** (Controls 0.00 cfs)
└─**3=Orifice/Grate** (Controls 0.00 cfs)

Pond I21: Inlet 2-1



Summary for Pond I31: Manhole 3-1

[57] Hint: Peaked at 748.78' (Flood elevation advised)
[62] Hint: Exceeded Reach R51 OUTLET depth by 0.56' @ 1.02 hrs
[62] Hint: Exceeded Reach R61 OUTLET depth by 0.49' @ 1.02 hrs

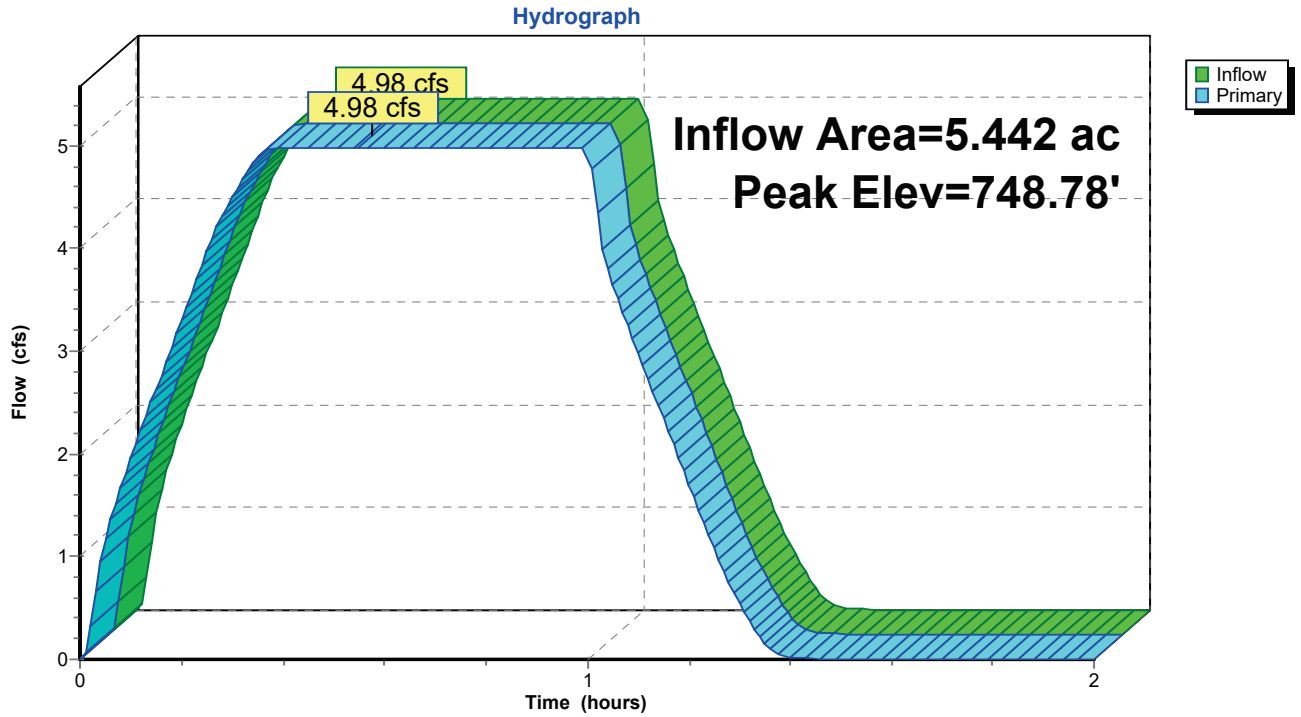
Inflow Area = 5.442 ac, 0.96% Impervious, Inflow Depth = 0.91" for 5-yr event
Inflow = 4.98 cfs @ 0.55 hrs, Volume= 0.411 af
Outflow = 4.98 cfs @ 0.55 hrs, Volume= 0.411 af, Atten= 0%, Lag= 0.0 min
Primary = 4.98 cfs @ 0.55 hrs, Volume= 0.411 af
Routed to Reach R31 : Pipe I31 to I21

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 748.78' @ 0.56 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	747.75'	**18.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	747.75'	**15.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	747.75'	**15.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=4.98 cfs @ 0.55 hrs HW=748.78' TW=748.69' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 1.86 cfs @ 1.44 fps)
└─**2=Orifice/Grate** (Orifice Controls 1.56 cfs @ 1.44 fps)
└─**3=Orifice/Grate** (Orifice Controls 1.56 cfs @ 1.44 fps)

Pond I31: Manhole 3-1



Summary for Pond I41: Inlet 4-1

[57] Hint: Peaked at 749.25' (Flood elevation advised)

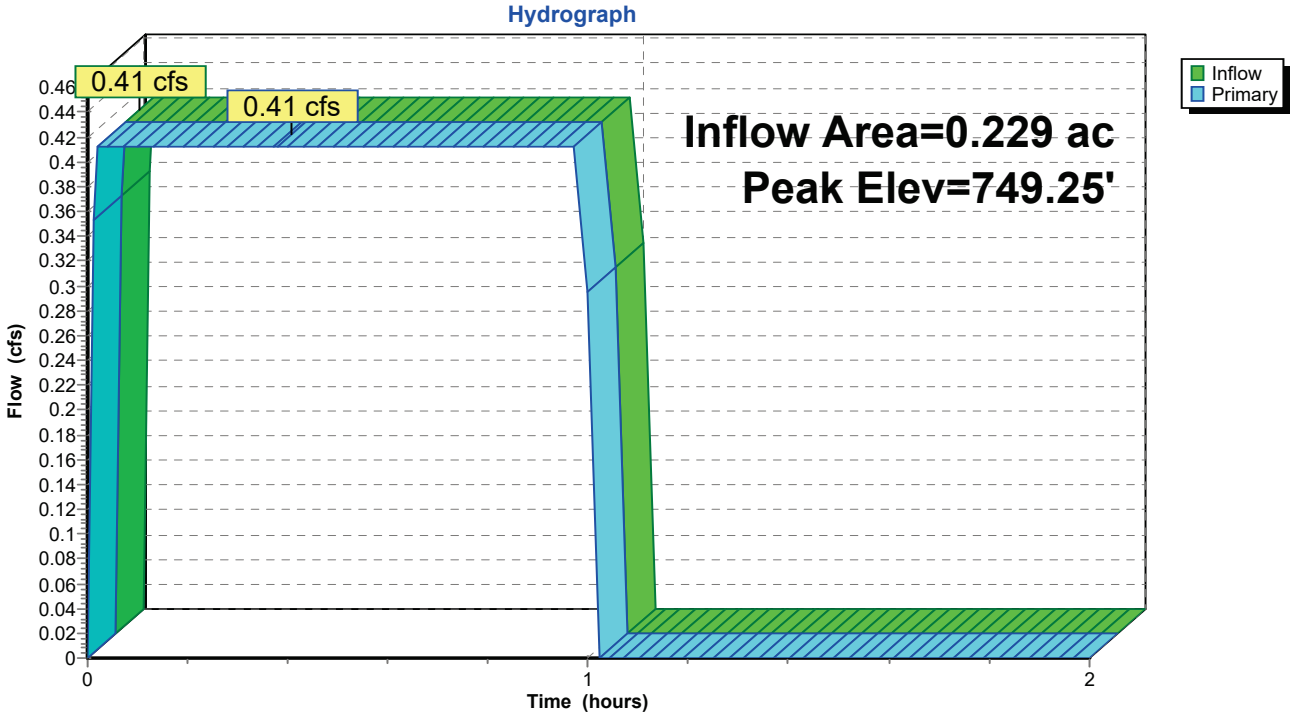
Inflow Area = 0.229 ac,100.00% Impervious, Inflow Depth = 1.79" for 5-yr event
Inflow = 0.41 cfs @ 0.02 hrs, Volume= 0.034 af
Outflow = 0.41 cfs @ 0.38 hrs, Volume= 0.034 af, Atten= 0%, Lag= 21.6 min
Primary = 0.41 cfs @ 0.38 hrs, Volume= 0.034 af
Routed to Reach R41 : Pipe I41 to I31

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 749.25' @ 0.90 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	748.86'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.41 cfs @ 0.38 hrs HW=749.25' TW=749.16' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.41 cfs @ 1.46 fps)

Pond I41: Inlet 4-1



Summary for Pond I51: Inlet 5-1

[57] Hint: Peaked at 749.72' (Flood elevation advised)
[62] Hint: Exceeded Reach R52 OUTLET depth by 0.14' @ 0.02 hrs

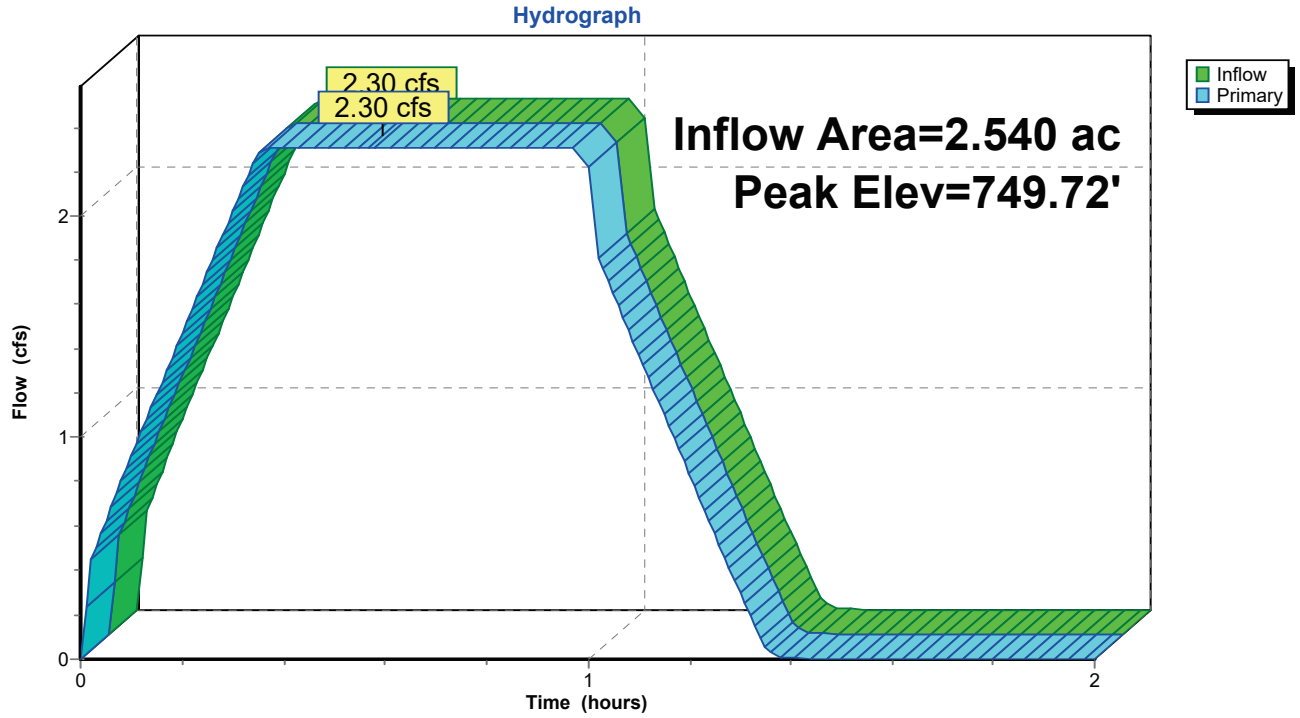
Inflow Area = 2.540 ac, 1.02% Impervious, Inflow Depth = 0.90" for 5-yr event
Inflow = 2.30 cfs @ 0.53 hrs, Volume= 0.190 af
Outflow = 2.30 cfs @ 0.57 hrs, Volume= 0.190 af, Atten= 0%, Lag= 2.4 min
Primary = 2.30 cfs @ 0.57 hrs, Volume= 0.190 af
Routed to Reach R51 : Pipe I51 to I31

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 749.72' @ 0.50 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.07'	**15.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	749.10'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=2.30 cfs @ 0.57 hrs HW=749.72' TW=749.56' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 1.29 cfs @ 1.98 fps)
2=Orifice/Grate (Orifice Controls 1.02 cfs @ 1.98 fps)

Pond I51: Inlet 5-1



Summary for Pond I52: Inlet 5-2

[57] Hint: Peaked at 750.84' (Flood elevation advised)
[63] Warning: Exceeded Reach R53 INLET depth by 0.19' @ 0.50 hrs

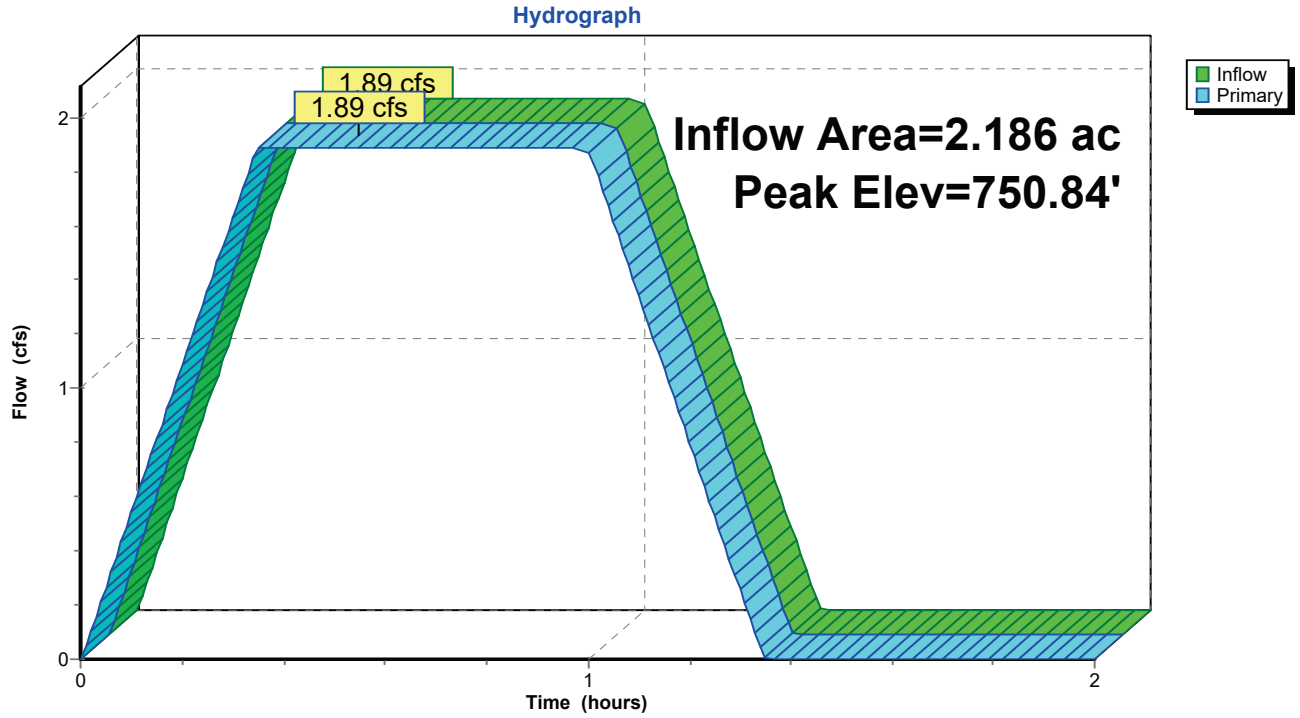
Inflow Area = 2.186 ac, 0.27% Impervious, Inflow Depth = 0.86" for 5-yr event
Inflow = 1.89 cfs @ 0.52 hrs, Volume= 0.156 af
Outflow = 1.89 cfs @ 0.52 hrs, Volume= 0.156 af, Atten= 0%, Lag= 0.0 min
Primary = 1.89 cfs @ 0.52 hrs, Volume= 0.156 af
Routed to Reach R52 : Pipe I52 to I51

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 750.84' @ 0.50 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	750.10'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	750.26'	**6.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.89 cfs @ 0.52 hrs HW=750.84' TW=750.61' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 1.44 cfs @ 2.30 fps)
2=Orifice/Grate (Orifice Controls 0.45 cfs @ 2.30 fps)

Pond I52: Inlet 5-2



Summary for Pond I53: Inlet 5-3

[57] Hint: Peaked at 750.70' (Flood elevation advised)
[62] Hint: Exceeded Reach R54 OUTLET depth by 0.14' @ 0.50 hrs

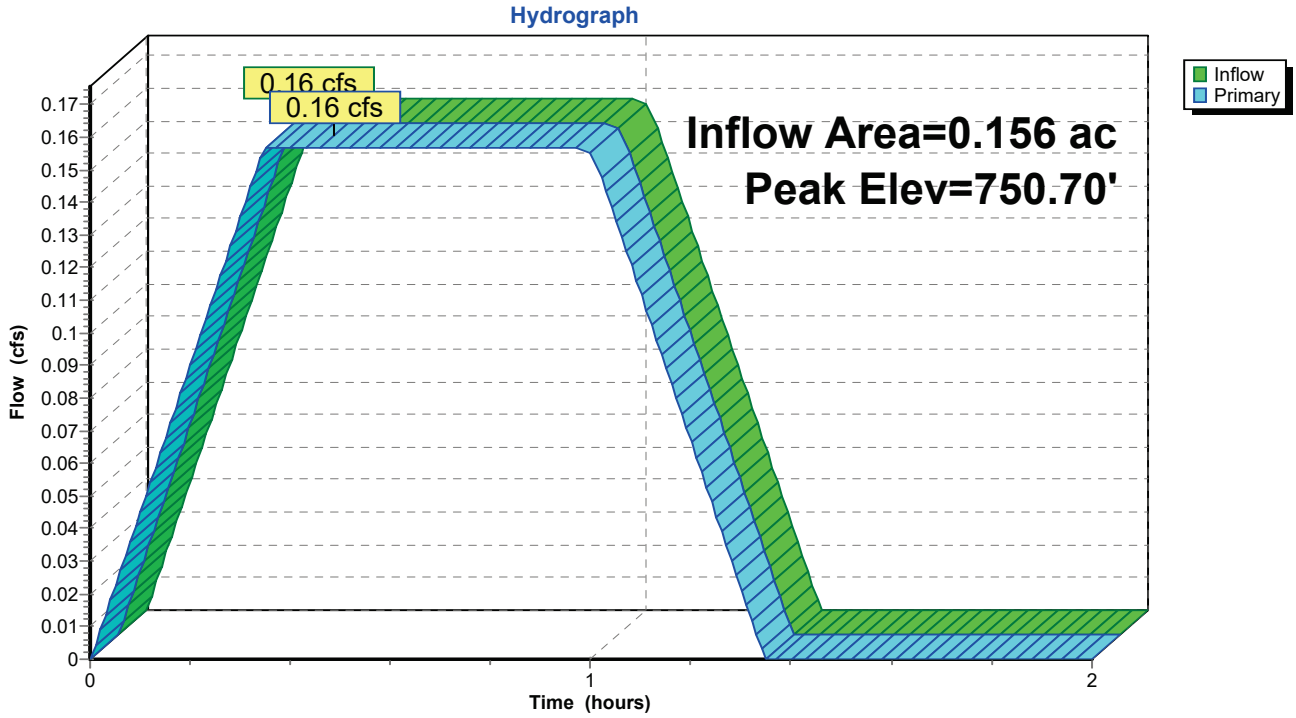
Inflow Area = 0.156 ac, 0.00% Impervious, Inflow Depth = 1.00" for 5-yr event
Inflow = 0.16 cfs @ 0.35 hrs, Volume= 0.013 af
Outflow = 0.16 cfs @ 0.46 hrs, Volume= 0.013 af, Atten= 0%, Lag= 6.6 min
Primary = 0.16 cfs @ 0.46 hrs, Volume= 0.013 af
Routed to Reach R53 : Pipe I53 to I52

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 750.70' @ 0.50 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	750.43'	**6.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	750.56'	**6.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=0.16 cfs @ 0.46 hrs HW=750.70' TW=750.65' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 0.11 cfs @ 1.03 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.05 cfs @ 1.03 fps)

Pond I53: Inlet 5-3



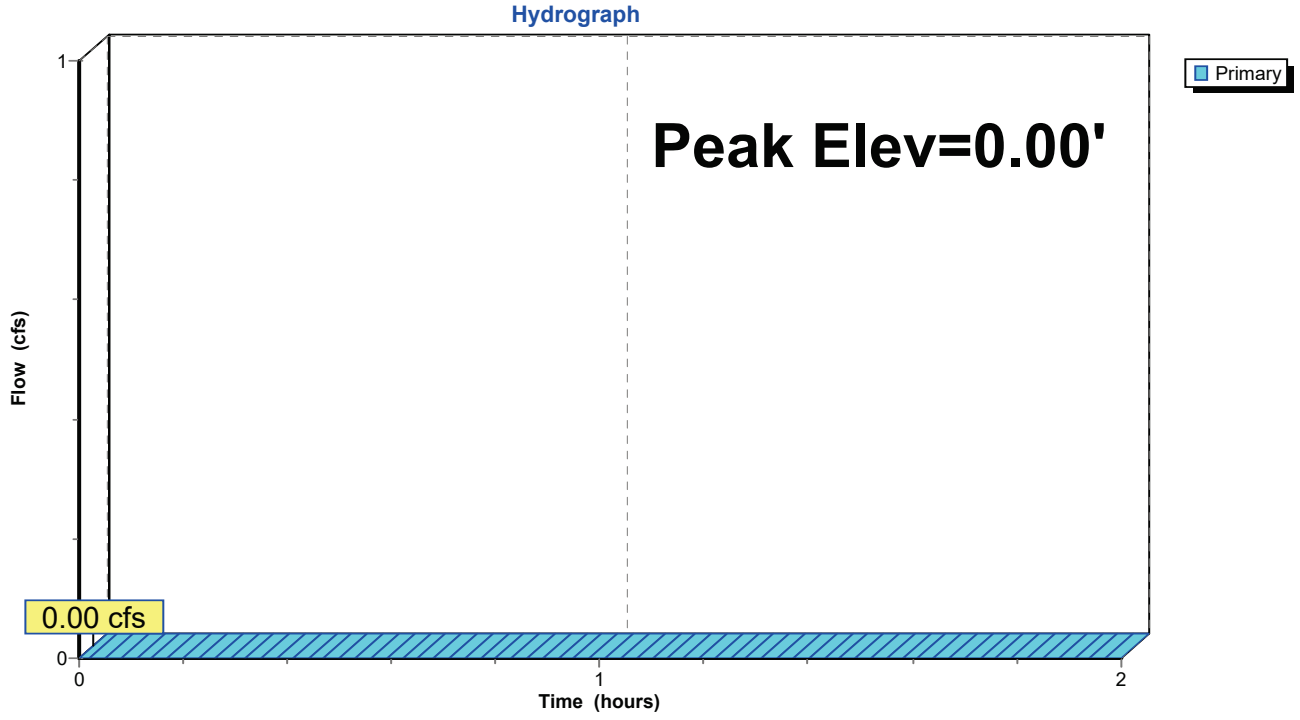
Summary for Pond I54: Inlet 5-4

[43] Hint: Has no inflow (Outflow=Zero)

Device	Routing	Invert	Outlet Devices
#1	Primary	750.30'	**6.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=0.00' TW=752.46' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Controls 0.00 cfs)

Pond I54: Inlet 5-4



Summary for Pond I61: Manhole 6-1

[57] Hint: Peaked at 749.23' (Flood elevation advised)
[62] Hint: Exceeded Reach R62 OUTLET depth by 0.14' @ 1.03 hrs

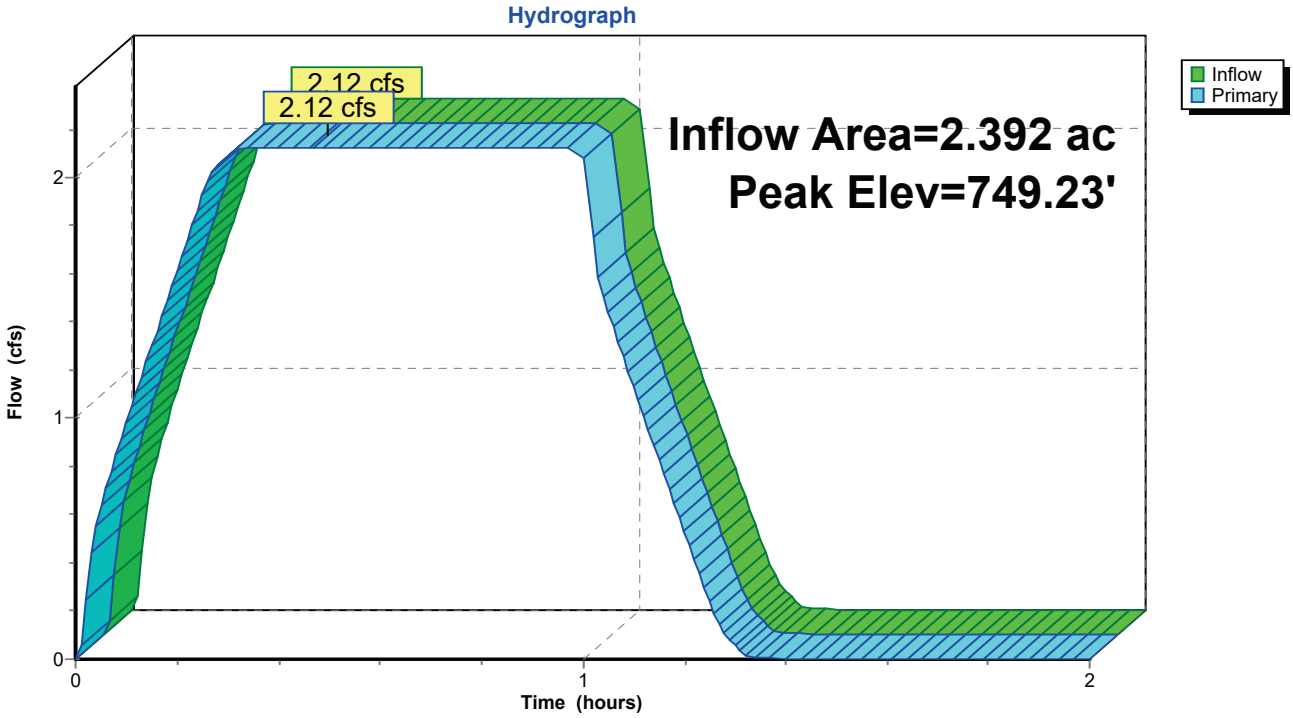
Inflow Area = 2.392 ac, 0.00% Impervious, Inflow Depth = 0.88" for 5-yr event
Inflow = 2.12 cfs @ 0.47 hrs, Volume= 0.175 af
Outflow = 2.12 cfs @ 0.47 hrs, Volume= 0.175 af, Atten= 0%, Lag= 0.0 min
Primary = 2.12 cfs @ 0.47 hrs, Volume= 0.175 af
Routed to Reach R61 : Pipe I61 to I31

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 749.23' @ 0.46 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	748.55'	**15.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	748.61'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=2.12 cfs @ 0.47 hrs HW=749.23' TW=749.09' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 1.21 cfs @ 1.78 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.91 cfs @ 1.78 fps)

Pond I61: Manhole 6-1



Summary for Pond I62: Inlet 6-2

[57] Hint: Peaked at 749.94' (Flood elevation advised)
[62] Hint: Exceeded Reach R63 OUTLET depth by 0.16' @ 0.04 hrs

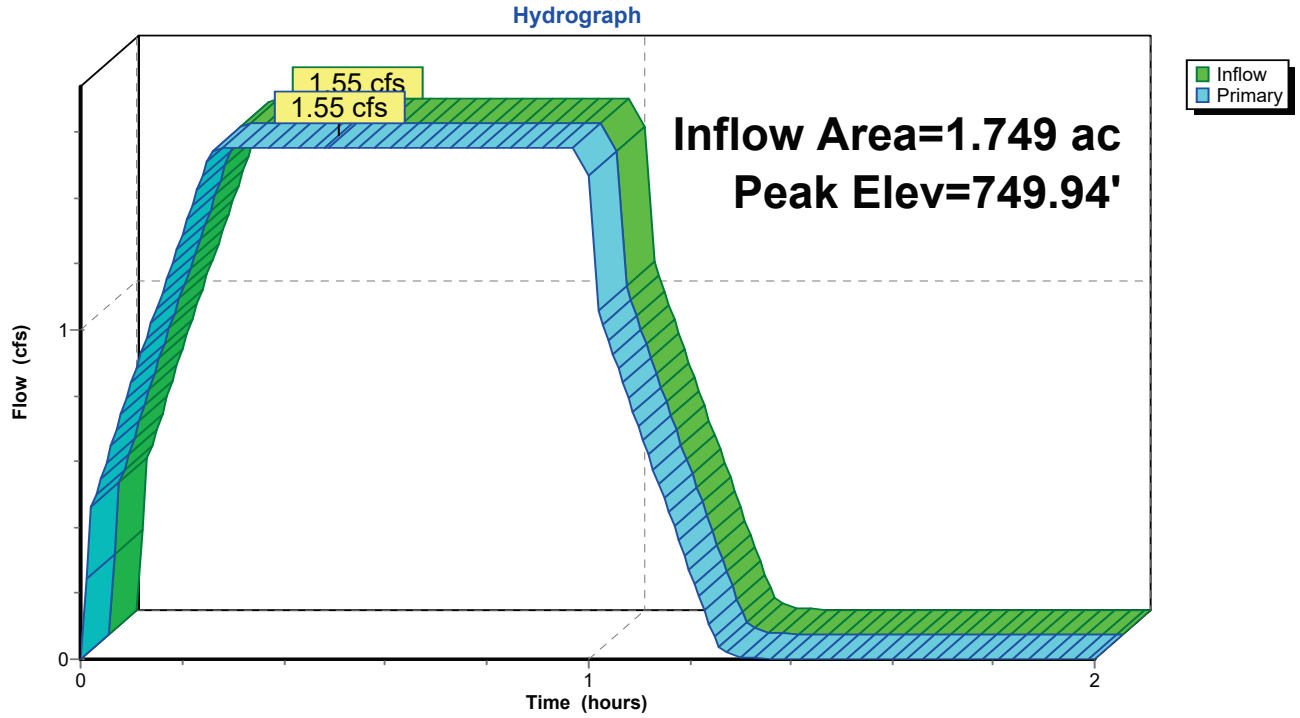
Inflow Area = 1.749 ac, 0.00% Impervious, Inflow Depth = 0.88" for 5-yr event
Inflow = 1.55 cfs @ 0.46 hrs, Volume= 0.128 af
Outflow = 1.55 cfs @ 0.48 hrs, Volume= 0.128 af, Atten= 0%, Lag= 1.2 min
Primary = 1.55 cfs @ 0.48 hrs, Volume= 0.128 af
Routed to Reach R62 : Pipe I62 to I61

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 749.94' @ 0.43 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.32'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	749.35'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.55 cfs @ 0.48 hrs HW=749.94' TW=749.84' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.80 cfs @ 1.56 fps)
2=Orifice/Grate (Orifice Controls 0.75 cfs @ 1.56 fps)

Pond I62: Inlet 6-2



Summary for Pond I63: Inlet 6-3

[57] Hint: Peaked at 750.55' (Flood elevation advised)

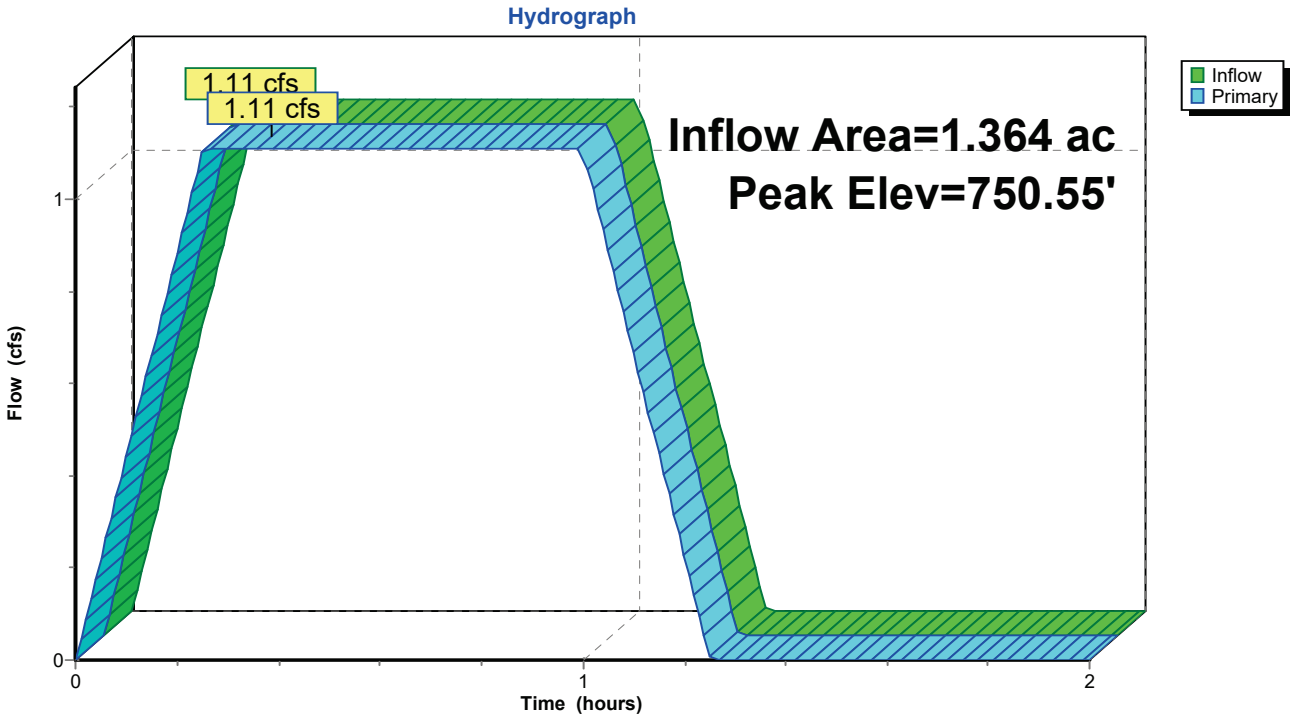
Inflow Area = 1.364 ac, 0.00% Impervious, Inflow Depth = 0.81" for 5-yr event
Inflow = 1.11 cfs @ 0.26 hrs, Volume= 0.092 af
Outflow = 1.11 cfs @ 0.36 hrs, Volume= 0.092 af, Atten= 0%, Lag= 6.0 min
Primary = 1.11 cfs @ 0.36 hrs, Volume= 0.092 af
Routed to Reach R63 : Pipe I63 to I62

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 750.55' @ 0.42 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.91'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.11 cfs @ 0.36 hrs HW=750.55' TW=750.36' (Dynamic Tailwater)
↑**1=Orifice/Grate** (Orifice Controls 1.11 cfs @ 2.10 fps)

Pond I63: Inlet 6-3



Summary for Pond I71: Inlet 7-1

[57] Hint: Peaked at 748.44' (Flood elevation advised)
[62] Hint: Exceeded Reach R81 OUTLET depth by 0.43' @ 1.04 hrs

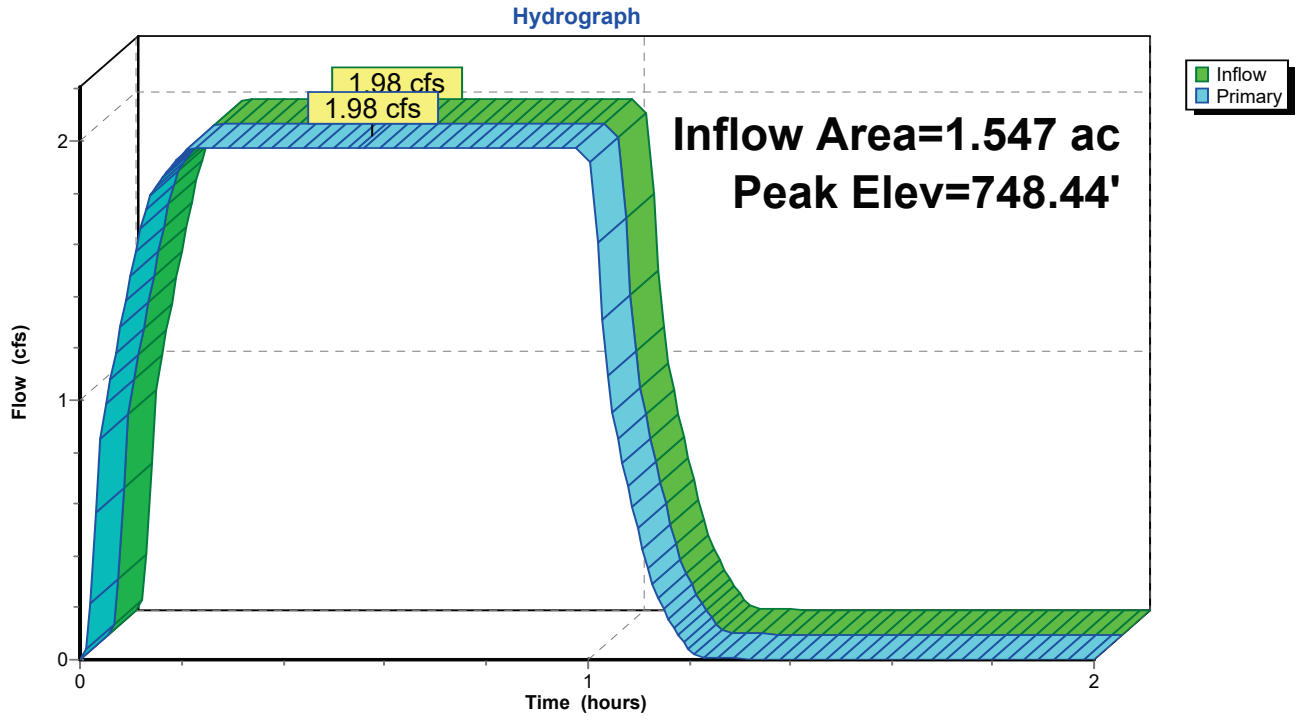
Inflow Area = 1.547 ac, 34.65% Impervious, Inflow Depth = 1.27" for 5-yr event
Inflow = 1.98 cfs @ 0.54 hrs, Volume= 0.163 af
Outflow = 1.98 cfs @ 0.55 hrs, Volume= 0.163 af, Atten= 0%, Lag= 0.6 min
Primary = 1.98 cfs @ 0.55 hrs, Volume= 0.163 af
Routed to Reach R71 : Pipe I71 to I15

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 748.44' @ 0.55 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	747.78'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	747.78'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	748.93'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=1.98 cfs @ 0.55 hrs HW=748.44' TW=748.30' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 0.99 cfs @ 1.80 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.99 cfs @ 1.80 fps)
└─**3=Orifice/Grate** (Controls 0.00 cfs)

Pond I71: Inlet 7-1



Summary for Pond I81: Inlet 8-1

[57] Hint: Peaked at 749.04' (Flood elevation advised)
[62] Hint: Exceeded Reach R10 OUTLET depth by 0.08' @ 1.02 hrs

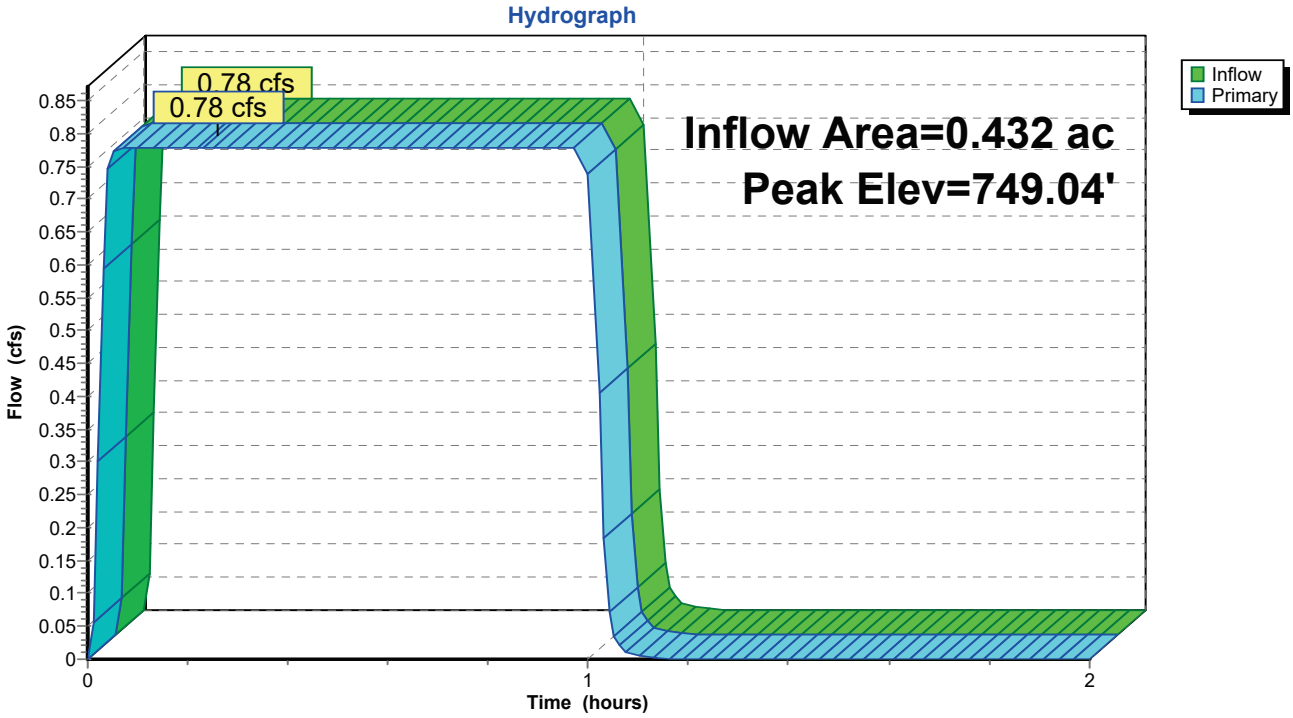
Inflow Area = 0.432 ac,100.00% Impervious, Inflow Depth = 1.79" for 5-yr event
Inflow = 0.78 cfs @ 0.23 hrs, Volume= 0.064 af
Outflow = 0.78 cfs @ 0.23 hrs, Volume= 0.064 af, Atten= 0%, Lag= 0.0 min
Primary = 0.78 cfs @ 0.23 hrs, Volume= 0.064 af
Routed to Reach R81 : Pipe I81 to I71

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 749.04' @ 0.10 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	748.66'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	748.69'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.78 cfs @ 0.23 hrs HW=749.04' TW=748.94' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 0.41 cfs @ 1.51 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.37 cfs @ 1.51 fps)

Pond I81: Inlet 8-1



Summary for Pond I91: Inlet 9-1

[57] Hint: Peaked at 750.70' (Flood elevation advised)
[62] Hint: Exceeded Reach R92 OUTLET depth by 0.10' @ 1.03 hrs

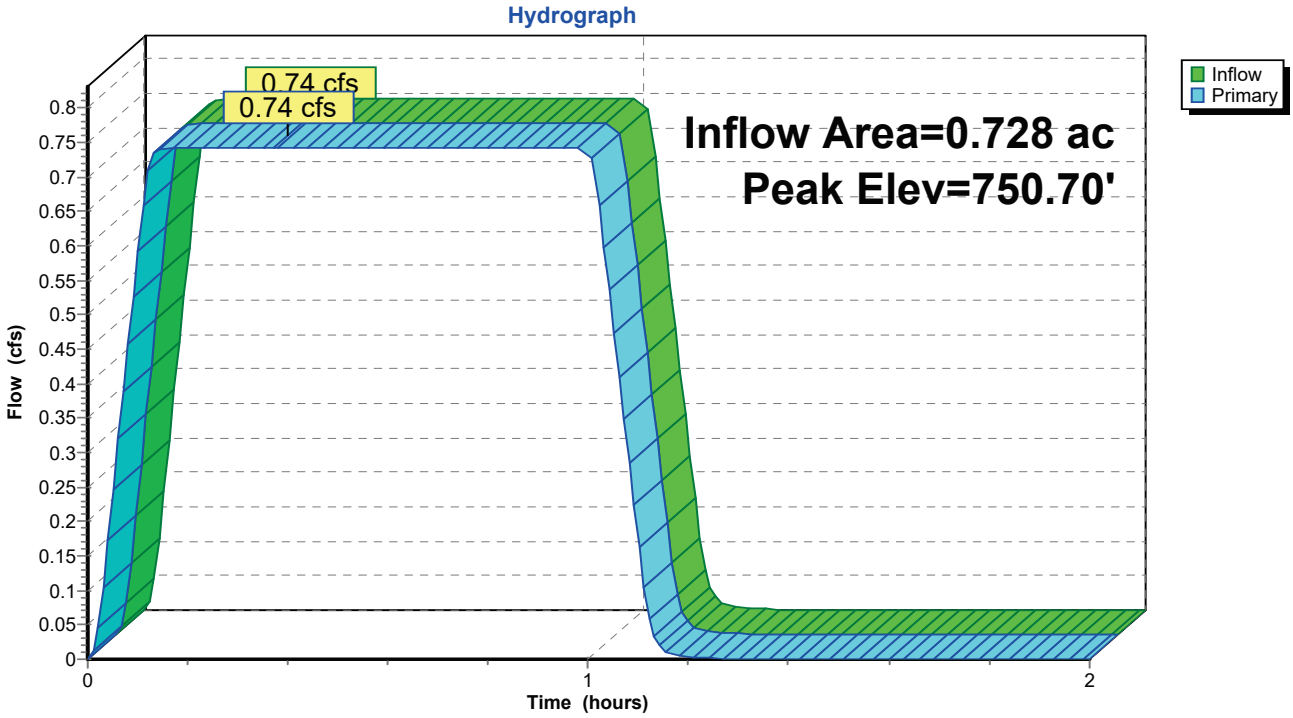
Inflow Area = 0.728 ac, 1.10% Impervious, Inflow Depth = 1.01" for 5-yr event
Inflow = 0.74 cfs @ 0.36 hrs, Volume= 0.061 af
Outflow = 0.74 cfs @ 0.37 hrs, Volume= 0.061 af, Atten= 0%, Lag= 0.6 min
Primary = 0.74 cfs @ 0.37 hrs, Volume= 0.061 af
Routed to Reach R91 : Pipe I91 to I71

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 750.70' @ 0.45 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	750.30'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	750.30'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.74 cfs @ 0.37 hrs HW=750.70' TW=750.63' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 0.37 cfs @ 1.27 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.37 cfs @ 1.27 fps)

Pond I91: Inlet 9-1



Summary for Pond I92: Inlet 9-2

[57] Hint: Peaked at 751.68' (Flood elevation advised)

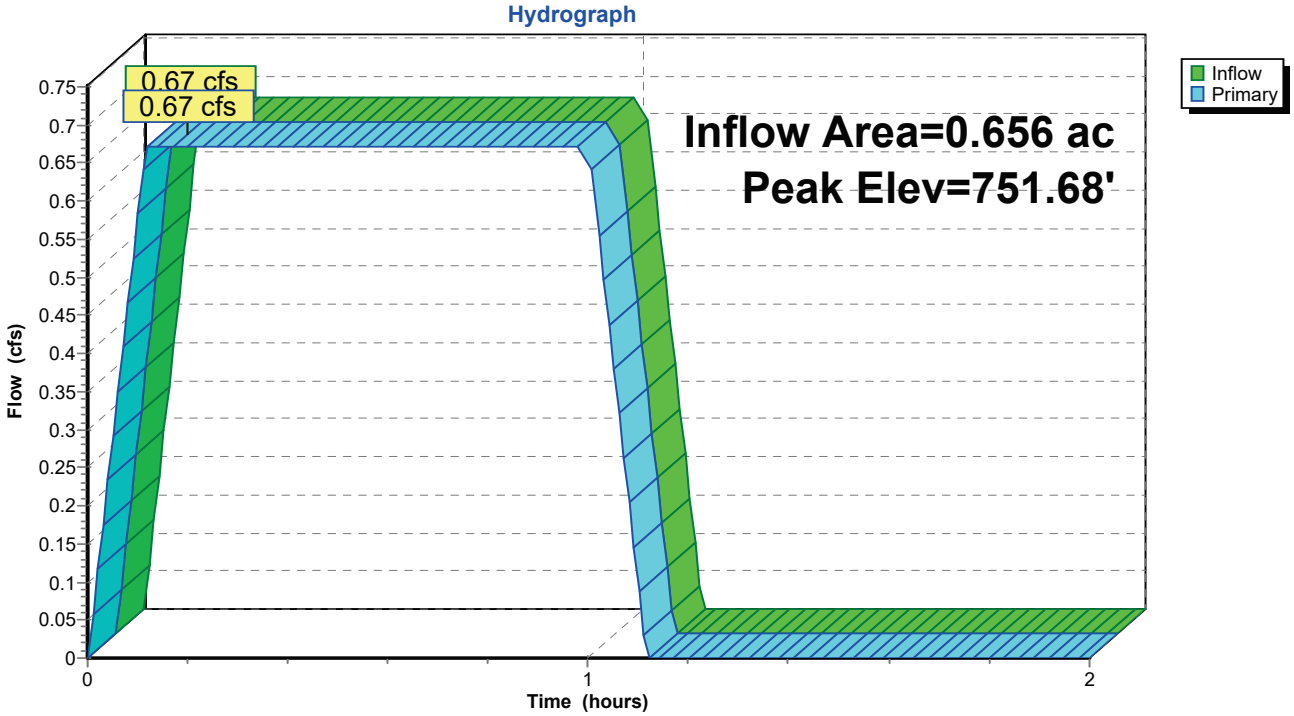
Inflow Area = 0.656 ac, 1.22% Impervious, Inflow Depth = 1.02" for 5-yr event
Inflow = 0.67 cfs @ 0.12 hrs, Volume= 0.055 af
Outflow = 0.67 cfs @ 0.17 hrs, Volume= 0.055 af, Atten= 0%, Lag= 3.0 min
Primary = 0.67 cfs @ 0.17 hrs, Volume= 0.055 af
Routed to Reach R92 : Pipe I92 to I91

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 751.68' @ 0.32 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	751.22'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.67 cfs @ 0.17 hrs HW=751.68' TW=751.53' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.67 cfs @ 1.88 fps)

Pond I92: Inlet 9-2



Summary for Pond P1: Detention Pond

[44] Hint: Outlet device #1 is below defined storage
[62] Hint: Exceeded Reach R14 OUTLET depth by 0.58' @ 1.53 hrs

Inflow Area = 12.430 ac, 7.07% Impervious, Inflow Depth > 0.83" for 5-yr event
Inflow = 10.44 cfs @ 1.00 hrs, Volume= 0.862 af
Outflow = 2.32 cfs @ 1.24 hrs, Volume= 0.333 af, Atten= 78%, Lag= 14.1 min
Primary = 2.32 cfs @ 1.24 hrs, Volume= 0.333 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 737.50' @ 1.24 hrs Surf.Area= 0.809 ac Storage= 0.658 af

Plug-Flow detention time= 45.7 min calculated for 0.333 af (39% of inflow)
Center-of-Mass det. time= 26.6 min (65.9 - 39.3)

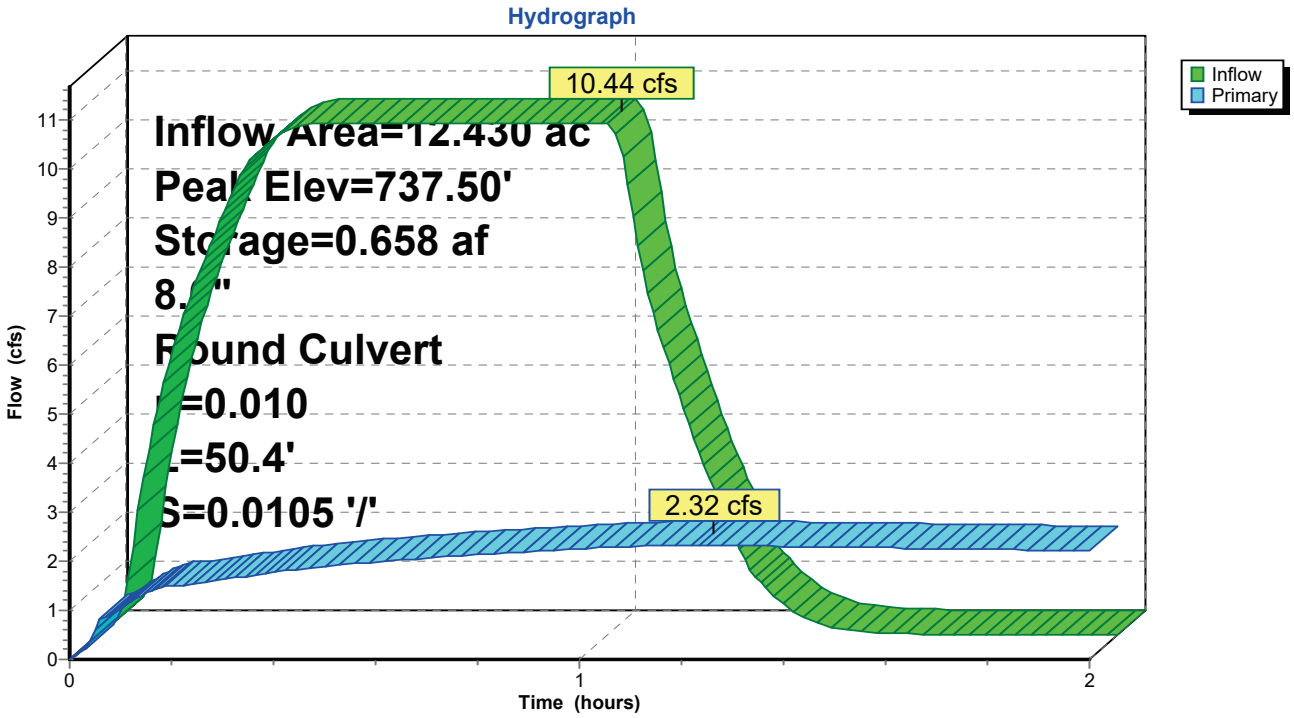
Volume	Invert	Avail.Storage	Storage Description
#1	736.00'	2.825 af	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (acres)	Inc.Store (acre-feet)	Cum.Store (acre-feet)
736.00	0.024	0.000	0.000
737.00	0.592	0.308	0.308
738.00	1.025	0.809	1.117
739.00	1.170	1.097	2.214
739.50	1.276	0.611	2.825

Device	Routing	Invert	Outlet Devices
#1	Primary	735.51'	**8.0" Round Culvert** L= 50.4' RCP, rounded edge headwall, Ke= 0.100 Inlet / Outlet Invert= 735.51' / 734.98' S= 0.0105 '/' Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.35 sf

Primary OutFlow Max=2.32 cfs @ 1.24 hrs HW=737.50' (Free Discharge)
1=Culvert (Barrel Controls 2.32 cfs @ 6.64 fps)

Pond P1: Detention Pond



Summary for Subcatchment CA10: South Building

[70] Warning: Tc<8dt requires smaller dt

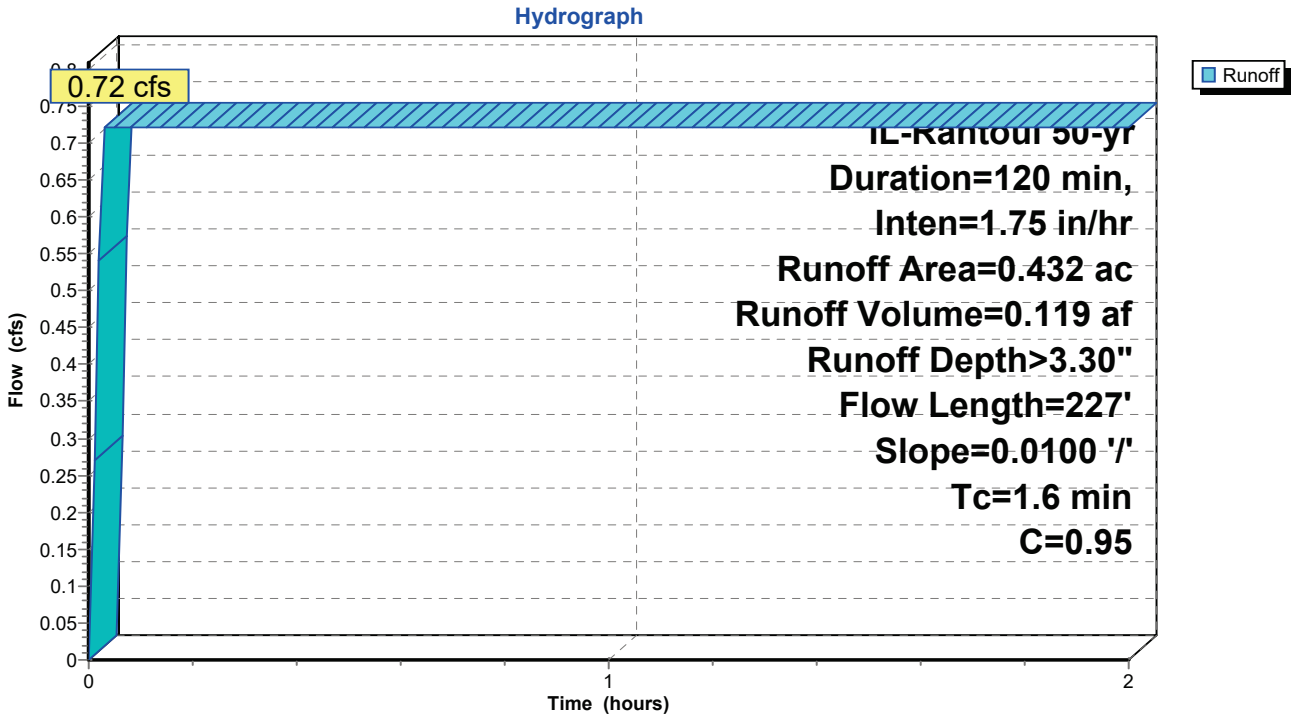
Runoff = 0.72 cfs @ 0.03 hrs, Volume= 0.119 af, Depth> 3.30"
Routed to Reach R10 : Pipe CA10 to I81

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=120 min, Inten=1.75 in/hr

Area (ac)	C	Description
0.432	0.95	Roof
0.432		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.2	146	0.0100	2.03		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
0.4	81	0.0100	3.75	1.31	**Pipe Channel, Downpipes** 8.0" Round Area= 0.3 sf Perim= 2.1' r= 0.17' n= 0.012 Corrugated PP, smooth interior
1.6	227	Total			

Subcatchment CA10: South Building



Summary for Subcatchment CA11: North Building

[70] Warning: Tc<8dt requires smaller dt

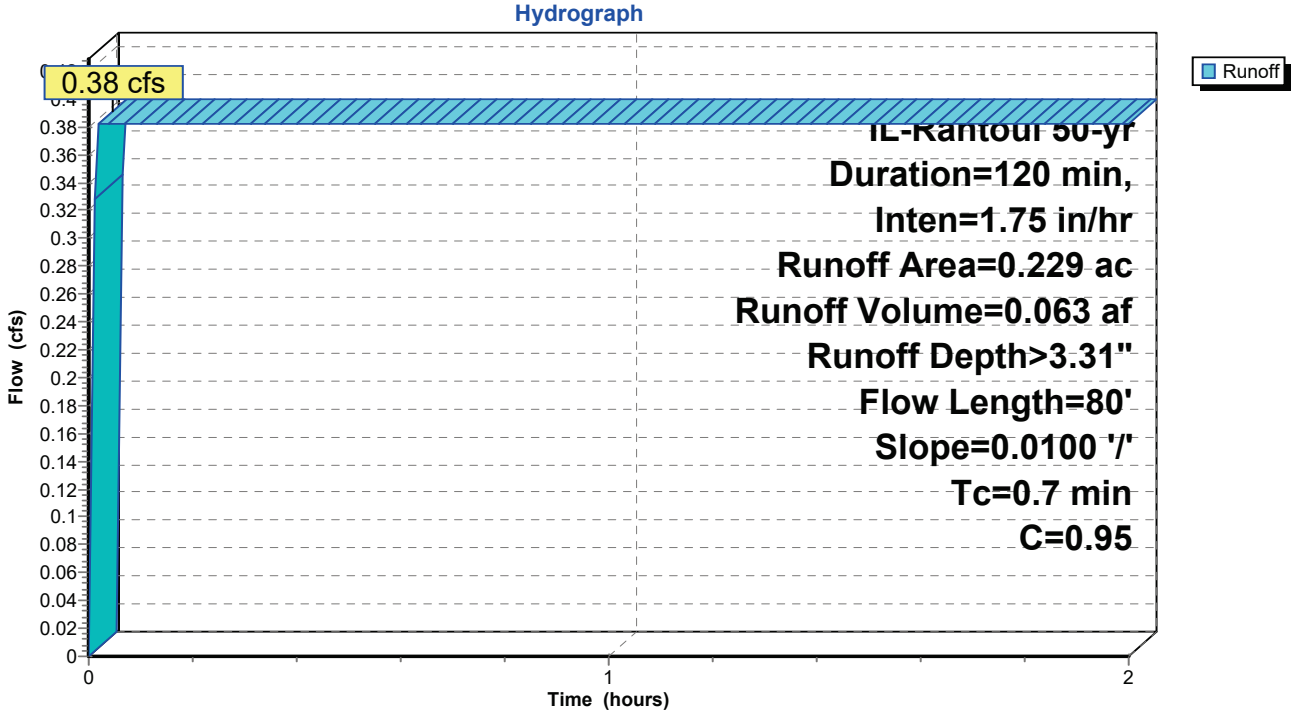
Runoff = 0.38 cfs @ 0.02 hrs, Volume= 0.063 af, Depth> 3.31"
Routed to Pond I41 : Inlet 4-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=120 min, Inten=1.75 in/hr

Area (ac)	C	Description
0.229	0.95	Building
0.229		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.7	80	0.0100	2.03		**Shallow Concentrated Flow, N building** Paved Kv= 20.3 fps

Subcatchment CA11: North Building



Summary for Subcatchment CA12: NW Building Area

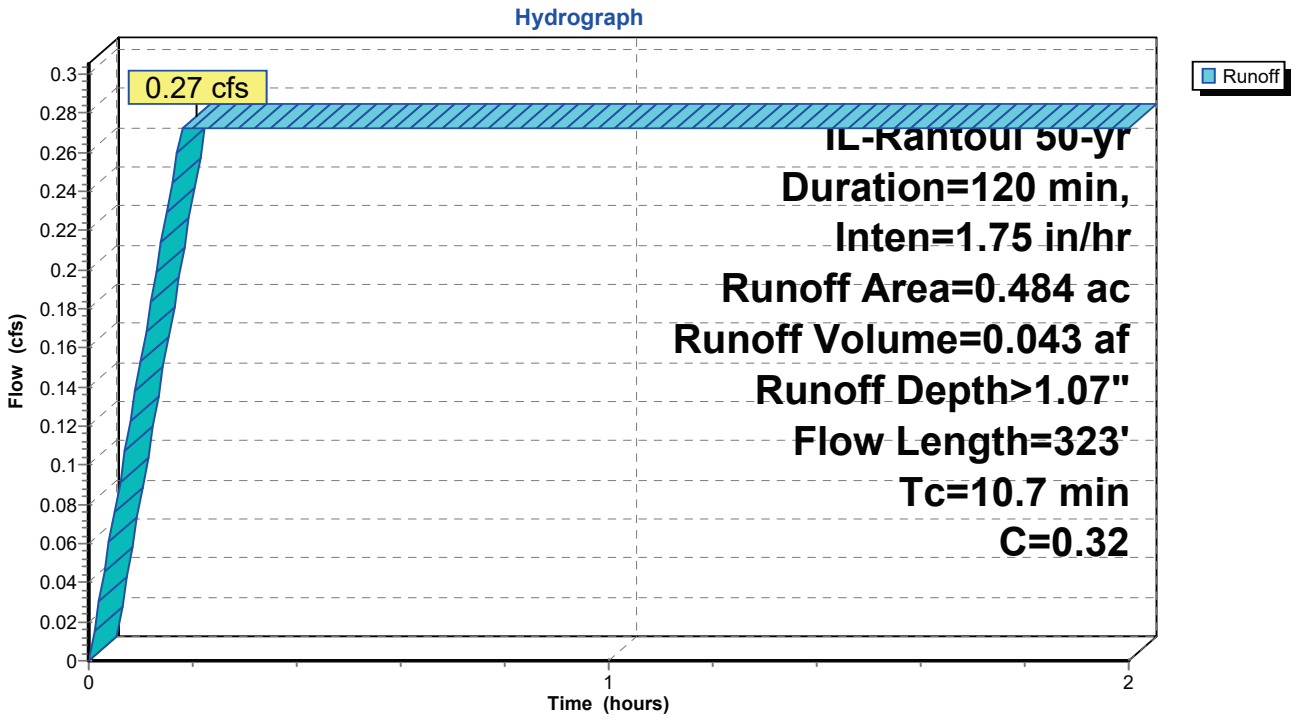
Runoff = 0.27 cfs @ 0.18 hrs, Volume= 0.043 af, Depth> 1.07"
Routed to Pond I21 : Inlet 2-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=120 min, Inten=1.75 in/hr

Area (ac)	C	Description
0.095	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.368	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.011	0.95	Sidewalk
0.010	0.60	Gravel
0.484	0.32	Weighted Average
0.473		97.73% Pervious Area
0.011		2.27% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.9	185	0.0003	0.39		**Sheet Flow, Parking N of building** Smooth surfaces n= 0.011 P2= 5.80"
1.4	60	0.0012	0.70		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
1.4	78	0.0187	0.96		**Shallow Concentrated Flow, Parking N of building** Short Grass Pasture Kv= 7.0 fps
10.7	323	Total			

Subcatchment CA12: NW Building Area



Summary for Subcatchment CA13: East Access Road

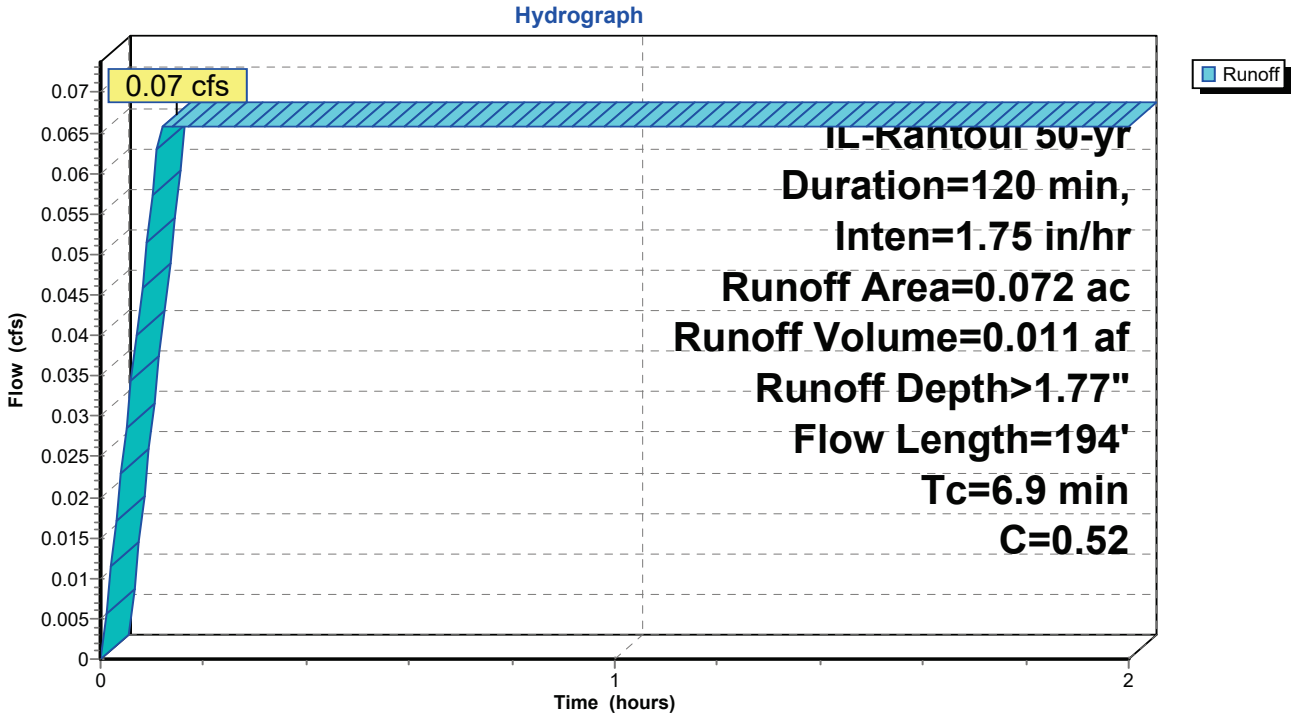
Runoff = 0.07 cfs @ 0.12 hrs, Volume= 0.011 af, Depth> 1.77"
Routed to Pond I91 : Inlet 9-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=120 min, Inten=1.75 in/hr

Area (ac)	C	Description
0.031	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.041	0.60	Gravel
0.072	0.52	Weighted Average
0.072		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.9	78	0.0208	0.22		**Sheet Flow, Grass E of building** Grass: Short n= 0.150 P2= 5.80"
1.0	116	0.0088	1.90		**Shallow Concentrated Flow, Access Road** Paved Kv= 20.3 fps
6.9	194	Total			

Subcatchment CA13: East Access Road



Summary for Subcatchment CA14: East Building Area

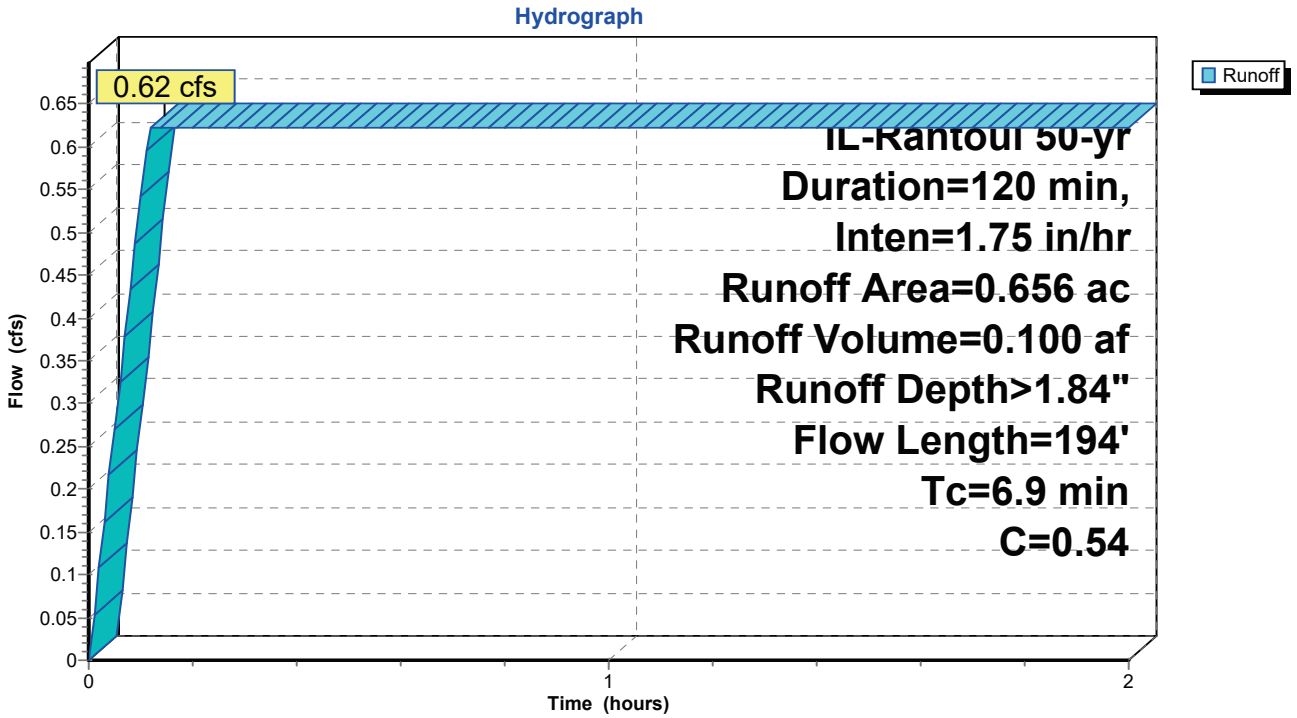
Runoff = 0.62 cfs @ 0.12 hrs, Volume= 0.100 af, Depth> 1.84"
Routed to Pond I92 : Inlet 9-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=120 min, Inten=1.75 in/hr

Area (ac)	C	Description
0.032	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.216	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.008	0.95	Sidewalk
0.400	0.60	Gravel
0.656	0.54	Weighted Average
0.648		98.78% Pervious Area
0.008		1.22% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.9	78	0.0208	0.22		**Sheet Flow, Grass E of building** Grass: Short n= 0.150 P2= 5.80"
1.0	116	0.0088	1.90		**Shallow Concentrated Flow, Access Road** Paved Kv= 20.3 fps
6.9	194	Total			

Subcatchment CA14: East Building Area



Summary for Subcatchment CA15: SE 1 Parking Area

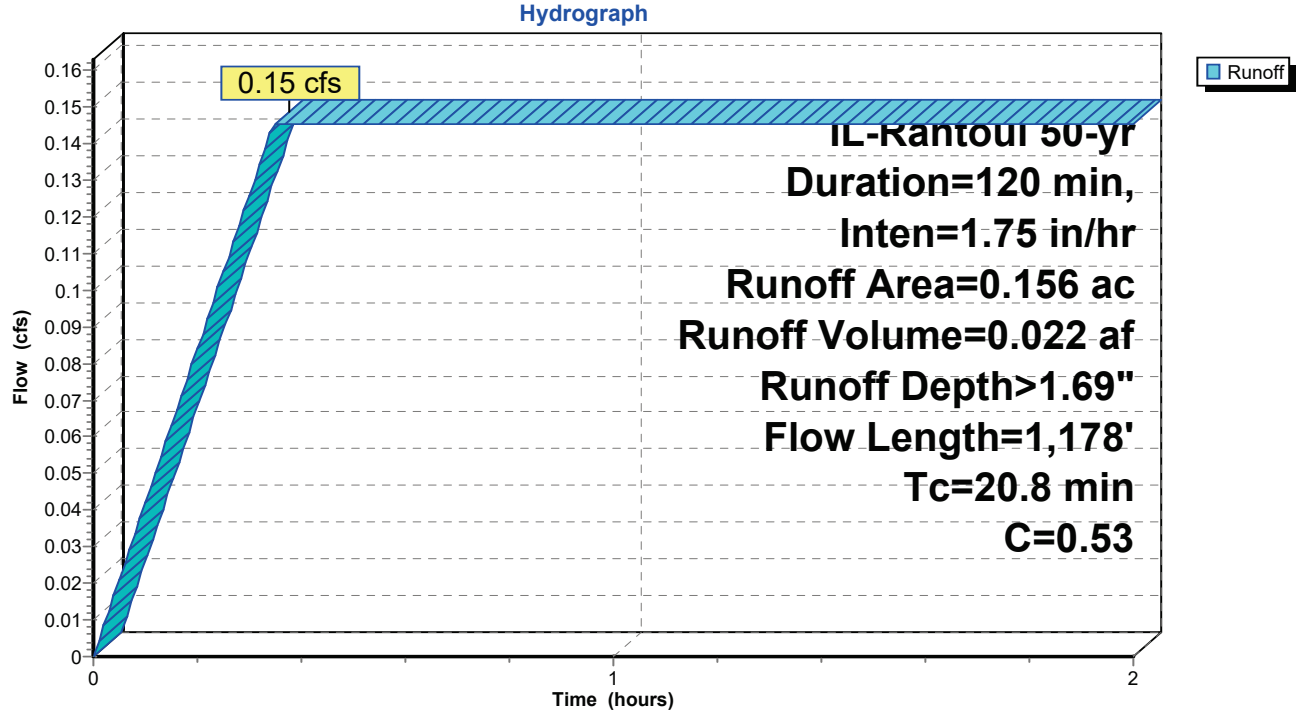
Runoff = 0.15 cfs @ 0.35 hrs, Volume= 0.022 af, Depth> 1.69"
Routed to Pond I53 : Inlet 5-3

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=120 min, Inten=1.75 in/hr

Area (ac)	C	Description
0.060	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.096	0.60	Gravel
0.156	0.53	Weighted Average
0.156		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0	100	0.0500	0.33		**Sheet Flow, Area E outside of property** Grass: Short n= 0.150 P2= 5.80"
8.8	539	0.0040	1.02		**Shallow Concentrated Flow, Area E outside of property** Unpaved Kv= 16.1 fps
7.0	539	0.0040	1.28		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
20.8	1,178	Total			

Subcatchment CA15: SE 1 Parking Area



Summary for Subcatchment CA16: SE 2 Parking Area

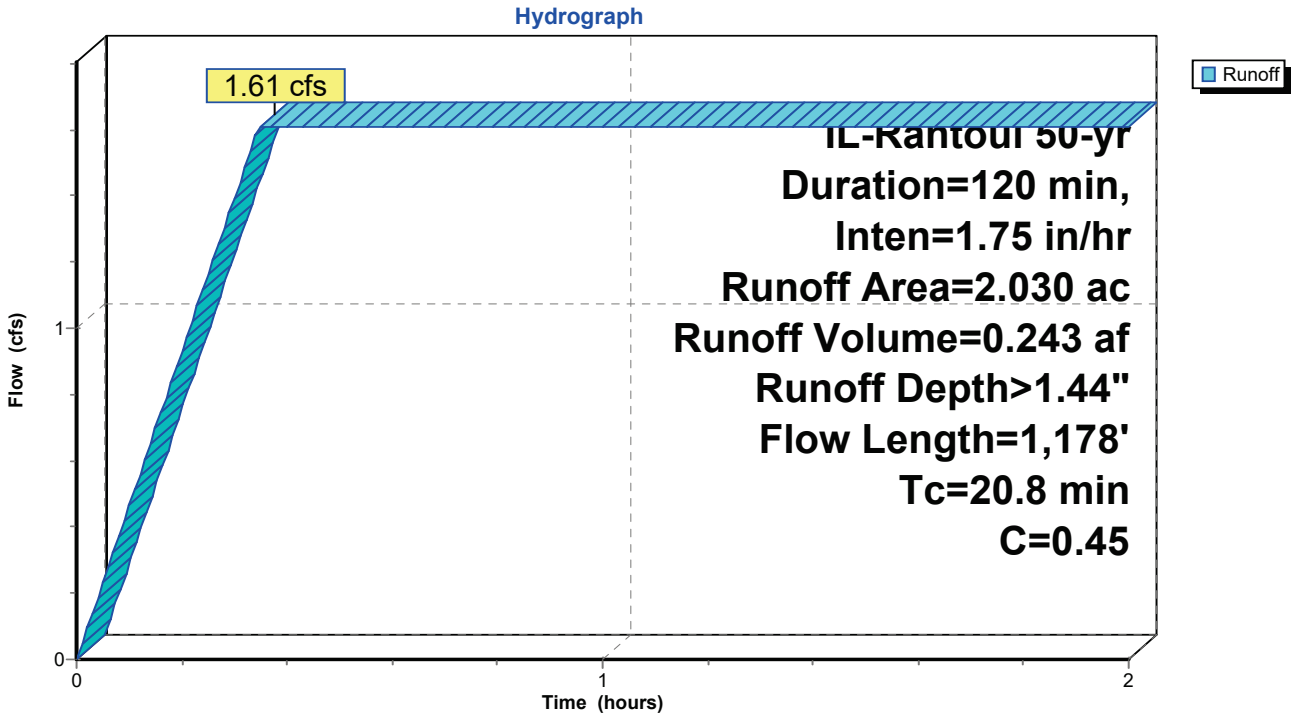
Runoff = 1.61 cfs @ 0.35 hrs, Volume= 0.243 af, Depth> 1.44"
Routed to Pond I52 : Inlet 5-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=120 min, Inten=1.75 in/hr

Area (ac)	C	Description
0.609	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.101	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.951	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.006	0.95	Sidewalk
0.363	0.60	Gravel
2.030	0.45	Weighted Average
2.024		99.70% Pervious Area
0.006		0.30% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0	100	0.0500	0.33		**Sheet Flow, Area E outside of property** Grass: Short n= 0.150 P2= 5.80"
8.8	539	0.0040	1.02		**Shallow Concentrated Flow, Area E outside of property** Unpaved Kv= 16.1 fps
7.0	539	0.0040	1.28		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
20.8	1,178	Total			

Subcatchment CA16: SE 2 Parking Area



Summary for Subcatchment CA17: NE Parking Area

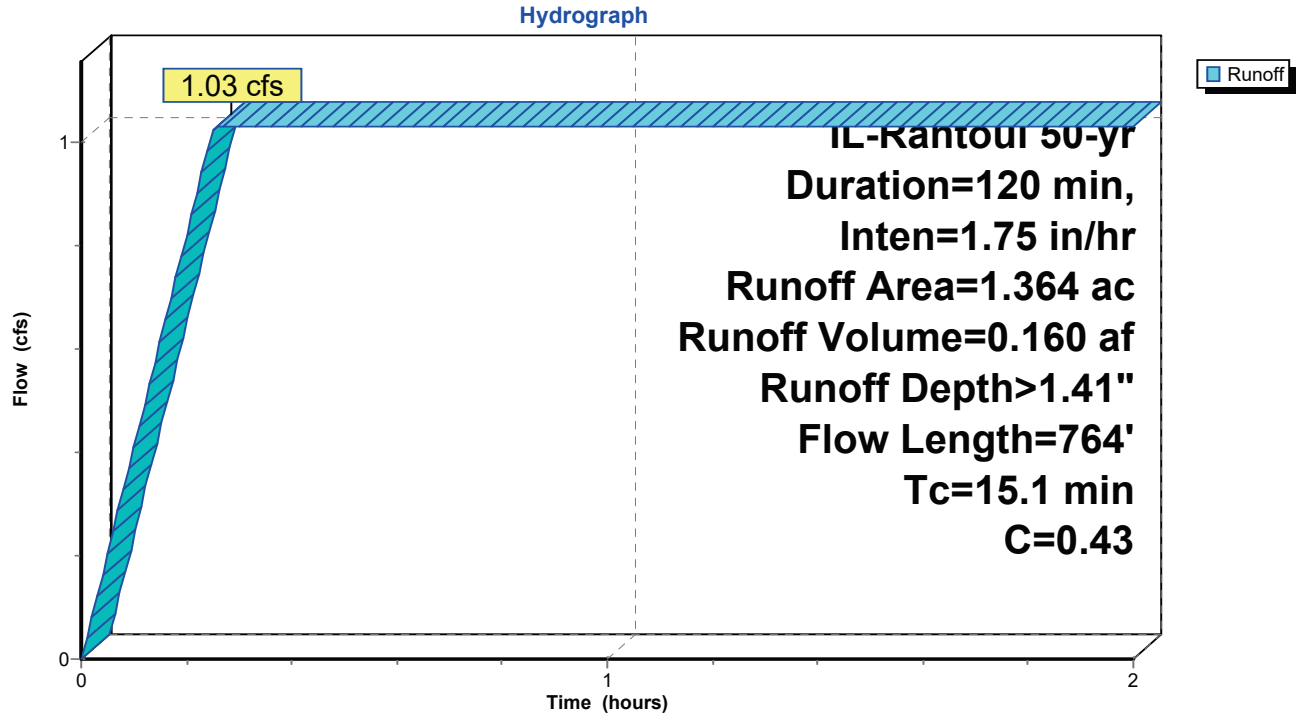
Runoff = 1.03 cfs @ 0.26 hrs, Volume= 0.160 af, Depth> 1.41"
Routed to Pond I63 : Inlet 6-3

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=120 min, Inten=1.75 in/hr

Area (ac)	C	Description
0.319	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.362	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.338	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.345	0.60	Gravel
1.364	0.43	Weighted Average
1.364		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0	100	0.0500	0.33		**Sheet Flow, Area E outside of property** Grass: Short n= 0.150 P2= 5.80"
9.5	568	0.0038	0.99		**Shallow Concentrated Flow, Area E outside of property** Unpaved Kv= 16.1 fps
0.6	96	0.0160	2.57		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
15.1	764	Total			

Subcatchment CA17: NE Parking Area



Summary for Subcatchment CA18: N Central Parking Area

[70] Warning: Tc<8dt requires smaller dt

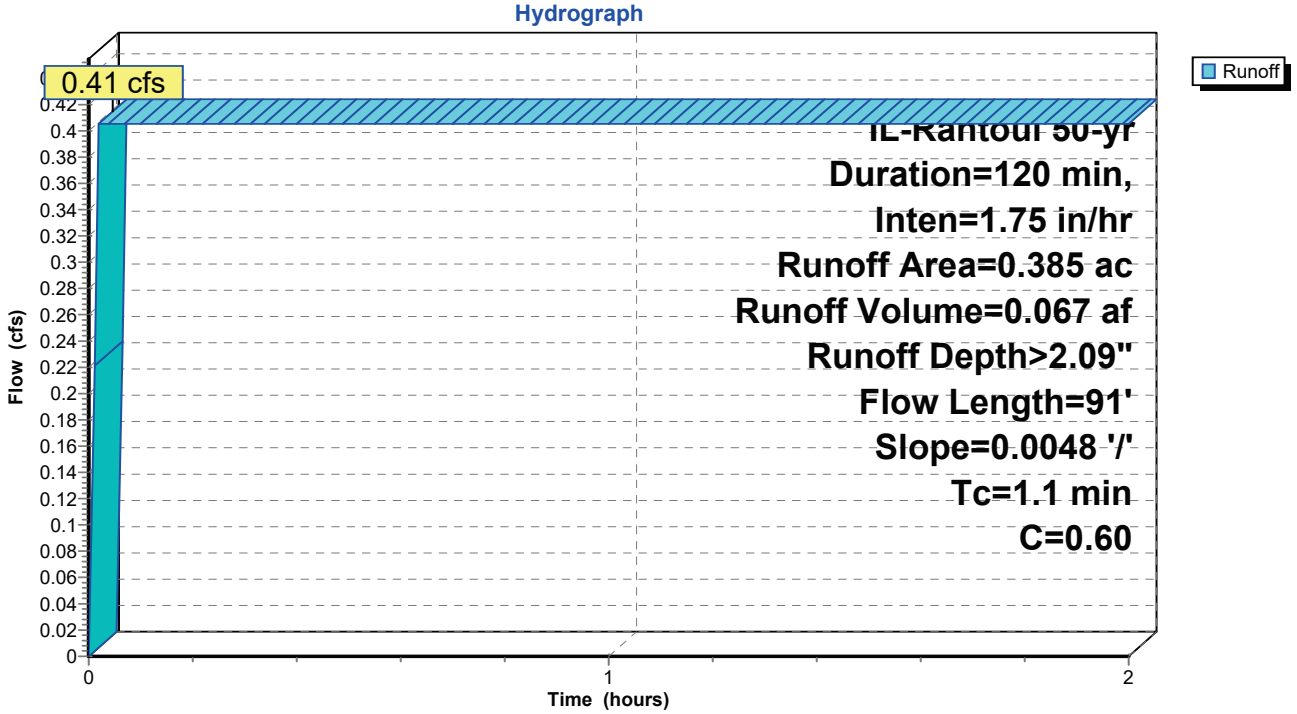
Runoff = 0.41 cfs @ 0.02 hrs, Volume= 0.067 af, Depth> 2.09"
Routed to Pond I62 : Inlet 6-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=120 min, Inten=1.75 in/hr

Area (ac)	C	Description
0.385	0.60	Gravel
0.385		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.1	91	0.0048	1.41		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps

Subcatchment CA18: N Central Parking Area



Summary for Subcatchment CA19: S Central Parking Area

[70] Warning: Tc<8dt requires smaller dt

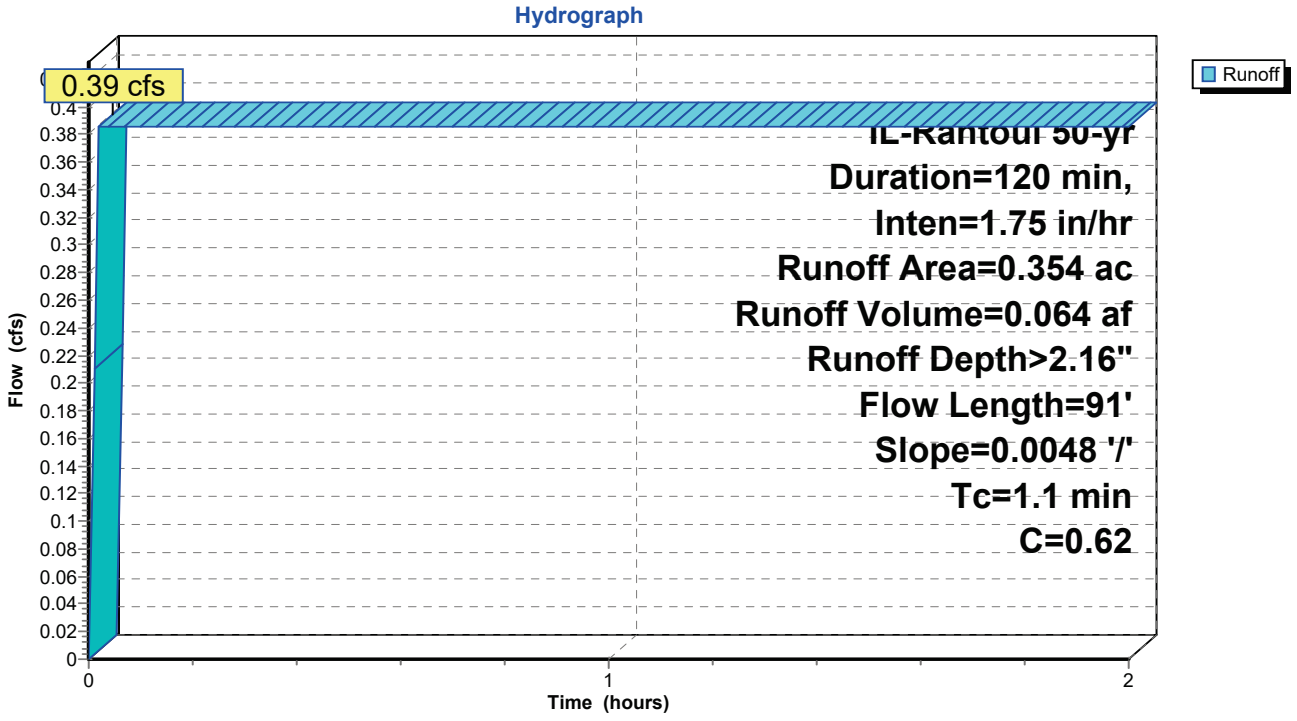
Runoff = 0.39 cfs @ 0.02 hrs, Volume= 0.064 af, Depth> 2.16"
Routed to Pond I51 : Inlet 5-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=120 min, Inten=1.75 in/hr

Area (ac)	C	Description
0.003	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.331	0.60	Gravel
0.020	0.95	Sidewalk
0.354	0.62	Weighted Average
0.334		94.35% Pervious Area
0.020		5.65% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.1	91	0.0048	1.41		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps

Subcatchment CA19: S Central Parking Area



Summary for Subcatchment CA20: NW Parking Area

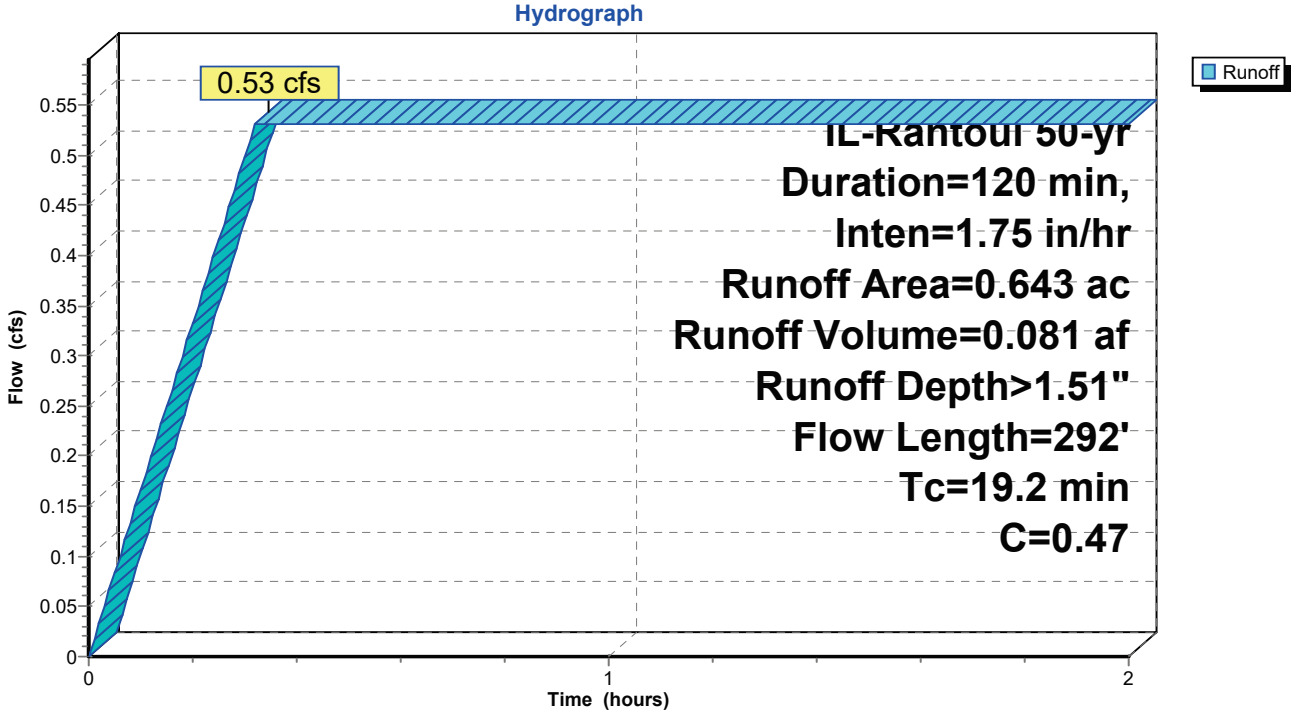
Runoff = 0.53 cfs @ 0.32 hrs, Volume= 0.081 af, Depth> 1.51"
Routed to Pond I61 : Manhole 6-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=120 min, Inten=1.75 in/hr

Area (ac)	C	Description
0.280	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.363	0.60	Gravel
0.643	0.47	Weighted Average
0.643		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
16.2	114	0.0035	0.12		**Sheet Flow, Grass area N of building** Grass: Short n= 0.150 P2= 5.80"
2.4	114	0.0129	0.80		**Shallow Concentrated Flow, Grass area N of building** Short Grass Pasture Kv= 7.0 fps
0.6	64	0.0072	1.72		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
19.2	292	Total			

Subcatchment CA20: NW Parking Area



Summary for Subcatchment CA21: SW Parking Area

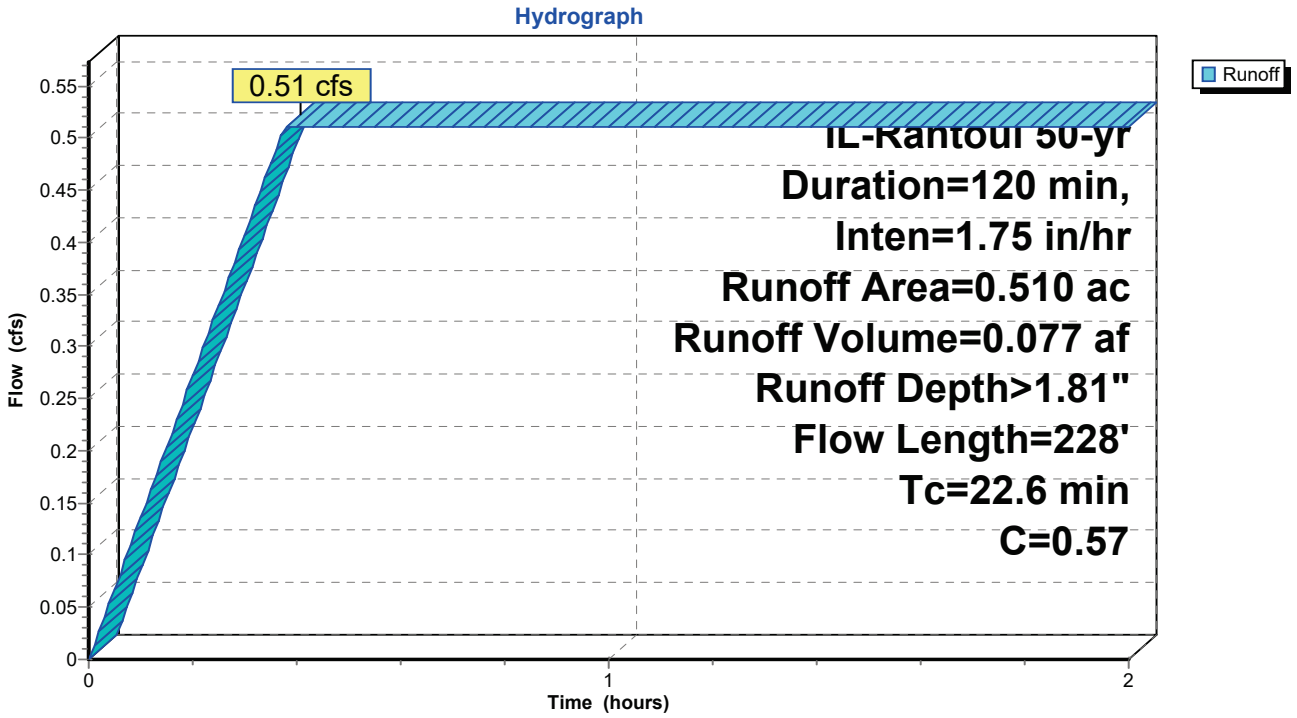
Runoff = 0.51 cfs @ 0.38 hrs, Volume= 0.077 af, Depth> 1.81"
Routed to Pond I31 : Manhole 3-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=120 min, Inten=1.75 in/hr

Area (ac)	C	Description
0.065	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.024	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.001	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.026	0.95	Sidewalk
0.394	0.60	Gravel
0.510	0.57	Weighted Average
0.484		94.90% Pervious Area
0.026		5.10% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
14.9	98	0.0032	0.11		**Sheet Flow, Grass area N of building** Grass: Short n= 0.150 P2= 5.80"
7.1	60	0.0004	0.14		**Shallow Concentrated Flow, Grass area N of building** Short Grass Pasture Kv= 7.0 fps
0.6	70	0.0100	2.03		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
22.6	228	Total			

Subcatchment CA21: SW Parking Area



Summary for Subcatchment CA6: Pond Catchment Area

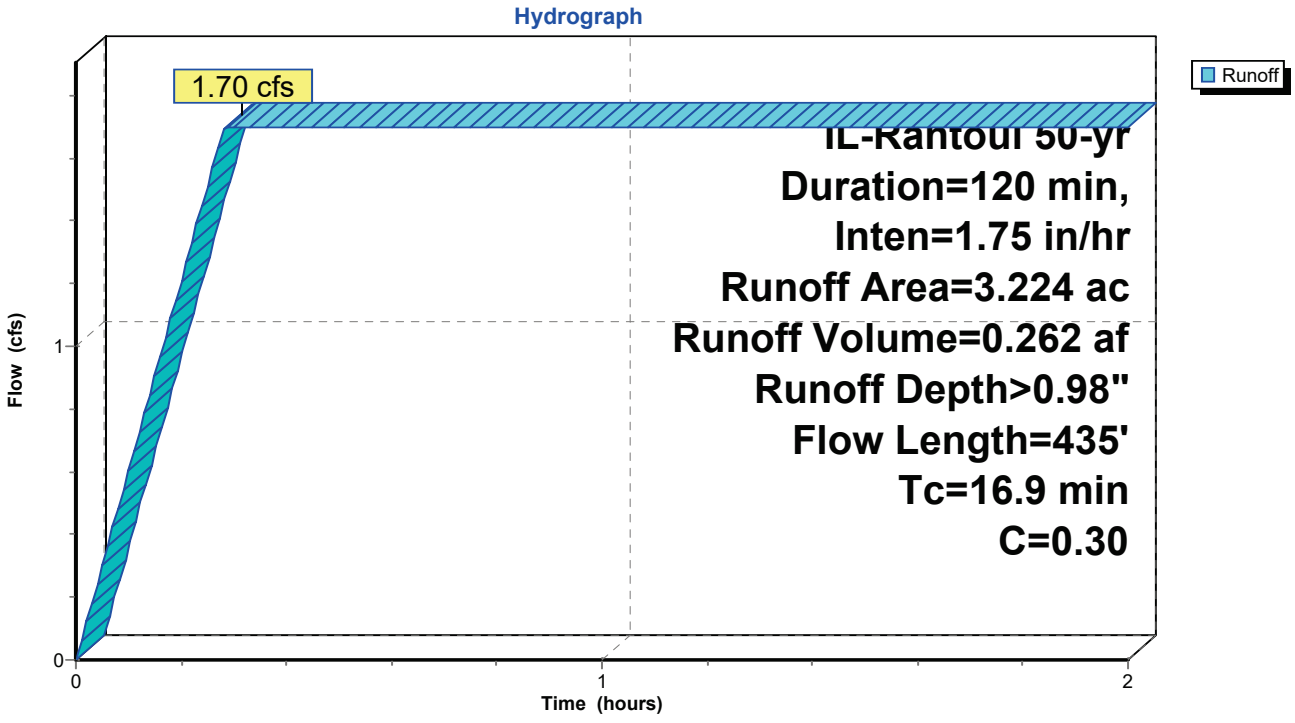
Runoff = 1.70 cfs @ 0.29 hrs, Volume= 0.262 af, Depth> 0.98"
Routed to Pond P1 : Detention Pond

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=120 min, Inten=1.75 in/hr

Area (ac)	C	Description
1.253	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
1.908	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.063	0.40	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C
3.224	0.30	Weighted Average
3.224		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.6	100	0.0051	0.13		**Sheet Flow, Grass area W of parking area** Grass: Short n= 0.150 P2= 5.80"
4.3	335	0.0344	1.30		**Shallow Concentrated Flow, Grass area W of parking area** Short Grass Pasture Kv= 7.0 fps
16.9	435	Total			

Subcatchment CA6: Pond Catchment Area



Summary for Subcatchment CA7: West Access Road Area

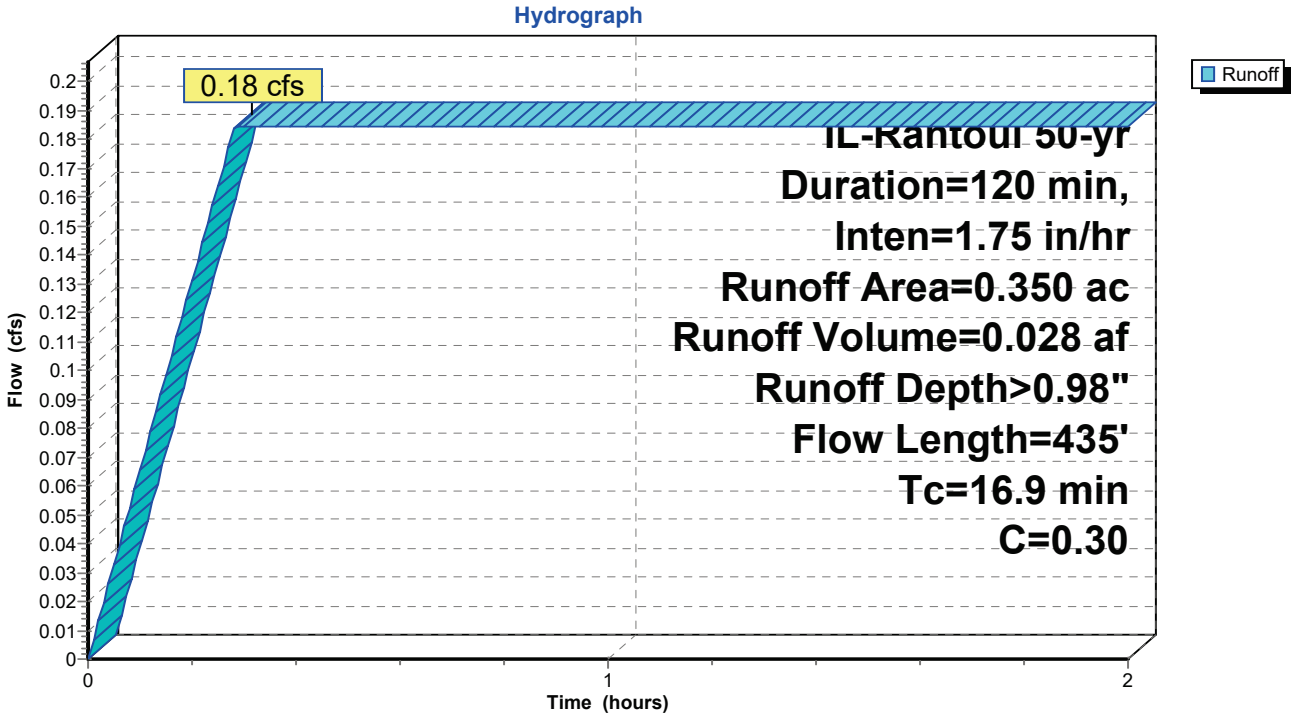
Runoff = 0.18 cfs @ 0.29 hrs, Volume= 0.028 af, Depth> 0.98"
Routed to Pond I14 : Inlet 1-4

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=120 min, Inten=1.75 in/hr

Area (ac)	C	Description
0.348	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.002	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.350	0.30	Weighted Average
0.350		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.6	100	0.0051	0.13		**Sheet Flow, Grass area W of parking area** Grass: Short n= 0.150 P2= 5.80"
4.3	335	0.0344	1.30		**Shallow Concentrated Flow, Grass area W of parking area** Short Grass Pasture Kv= 7.0 fps
16.9	435	Total			

Subcatchment CA7: West Access Road Area



Summary for Subcatchment CA8: West Building Area

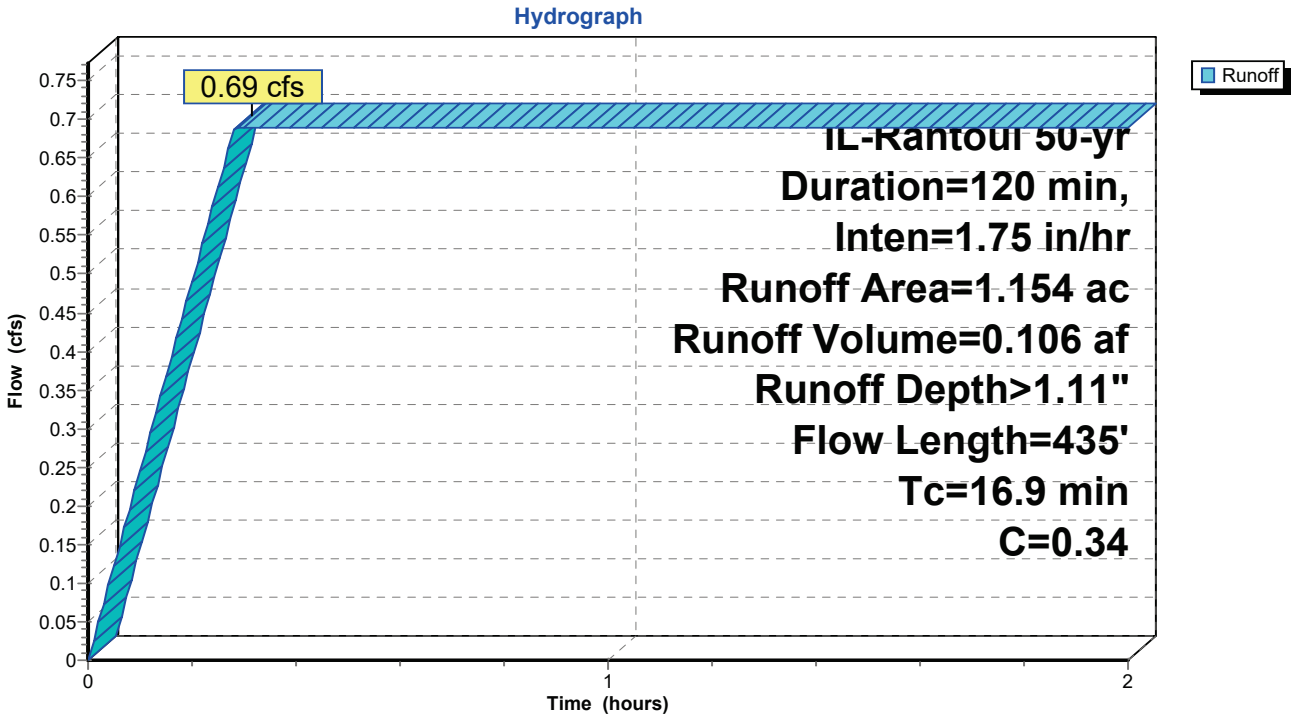
Runoff = 0.69 cfs @ 0.29 hrs, Volume= 0.106 af, Depth> 1.11"
Routed to Pond I15 : Inlet 1-5

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=120 min, Inten=1.75 in/hr

Area (ac)	C	Description
0.960	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.136	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.007	0.40	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C
0.051	0.95	Sidewalk
1.154	0.34	Weighted Average
1.103		95.58% Pervious Area
0.051		4.42% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.6	100	0.0051	0.13		**Sheet Flow, Grass area W of parking area** Grass: Short n= 0.150 P2= 5.80"
4.3	335	0.0344	1.30		**Shallow Concentrated Flow, Grass area W of parking area** Short Grass Pasture Kv= 7.0 fps
16.9	435	Total			

Subcatchment CA8: West Building Area



Summary for Subcatchment CA9: Building entrance

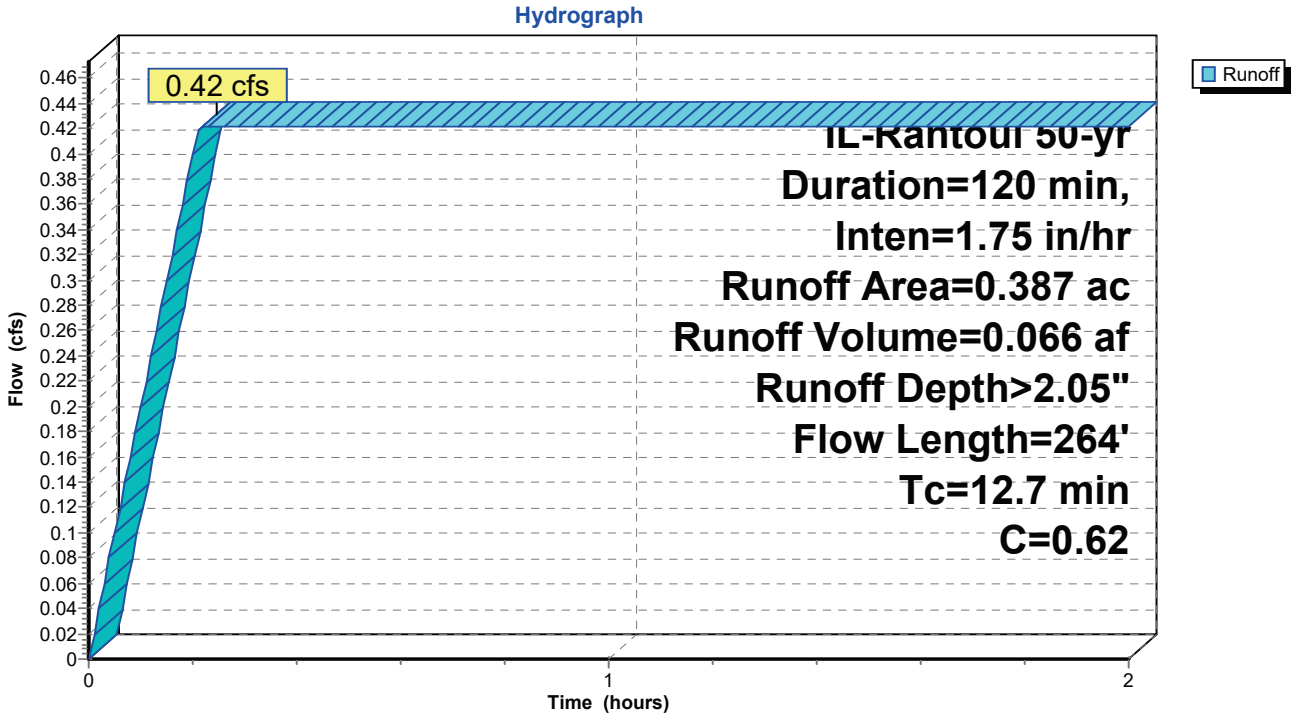
Runoff = 0.42 cfs @ 0.22 hrs, Volume= 0.066 af, Depth> 2.05"
Routed to Pond I71 : Inlet 7-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=120 min, Inten=1.75 in/hr

Area (ac)	C	Description
0.111	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.004	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.032	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.096	0.95	Sidewalk
0.144	0.60	Gravel
0.387	0.62	Weighted Average
0.291		75.19% Pervious Area
0.096		24.81% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
11.7	148	0.0135	0.21		**Sheet Flow, Gass SE of building** Grass: Short n= 0.150 P2= 5.80"
1.0	116	0.0088	1.90		**Shallow Concentrated Flow, Access Road** Paved Kv= 20.3 fps
12.7	264	Total			

Subcatchment CA9: Building entrance



Summary for Reach R10: Pipe CA10 to I81

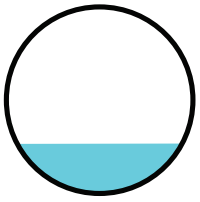
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.432 ac,100.00% Impervious, Inflow Depth > 3.30" for 50-yr event
Inflow = 0.72 cfs @ 0.03 hrs, Volume= 0.119 af
Outflow = 0.72 cfs @ 0.23 hrs, Volume= 0.118 af, Atten= 0%, Lag= 12.0 min
Routed to Pond I81 : Inlet 8-1

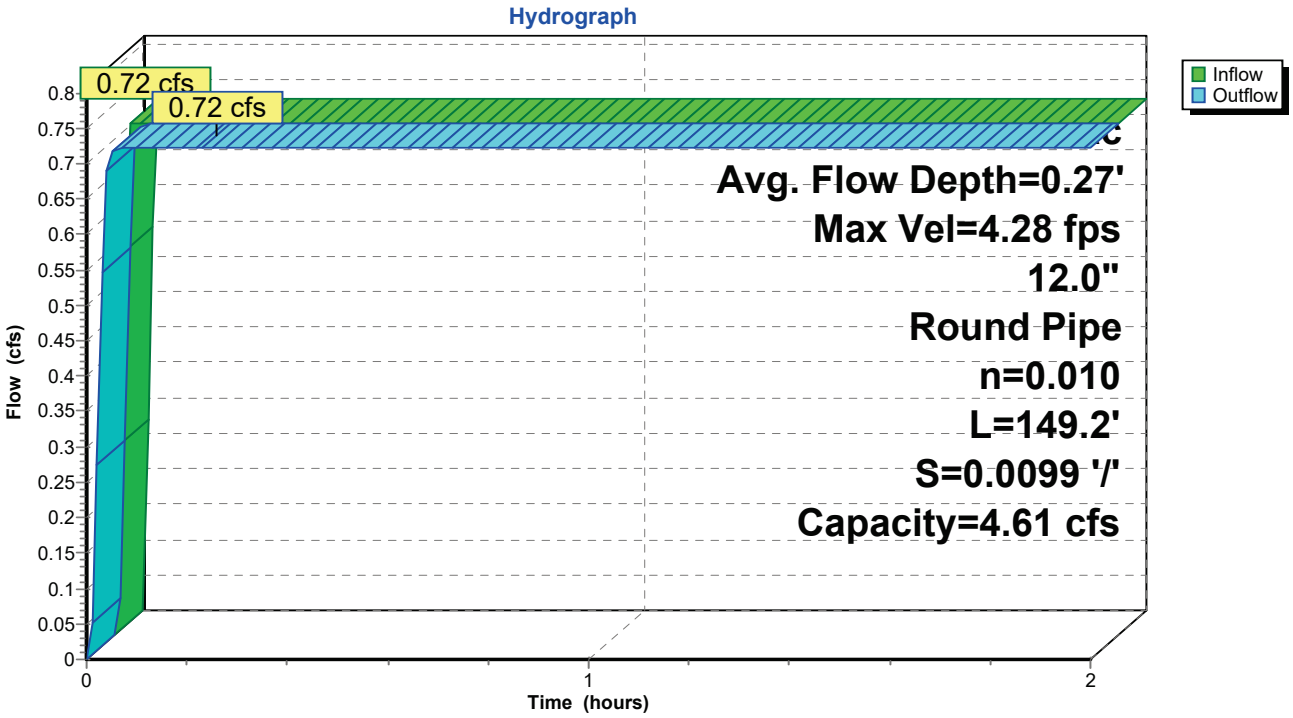
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.28 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 4.26 fps, Avg. Travel Time= 0.6 min

Peak Storage= 25 cf @ 0.23 hrs
Average Depth at Peak Storage= 0.27' , Surface Width= 0.89'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 4.61 cfs

12.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 149.2' Slope= 0.0099 '/'
Inlet Invert= 750.17', Outlet Invert= 748.69'



Reach R10: Pipe CA10 to I81



Summary for Reach R14: Pipe I14 to Pond

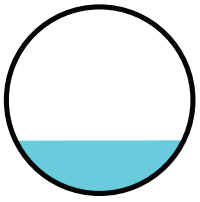
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 9.206 ac, 9.55% Impervious, Inflow Depth > 1.59" for 50-yr event
Inflow = 7.98 cfs @ 1.10 hrs, Volume= 1.222 af
Outflow = 7.98 cfs @ 1.10 hrs, Volume= 1.220 af, Atten= 0%, Lag= 0.0 min
Routed to Pond P1 : Detention Pond

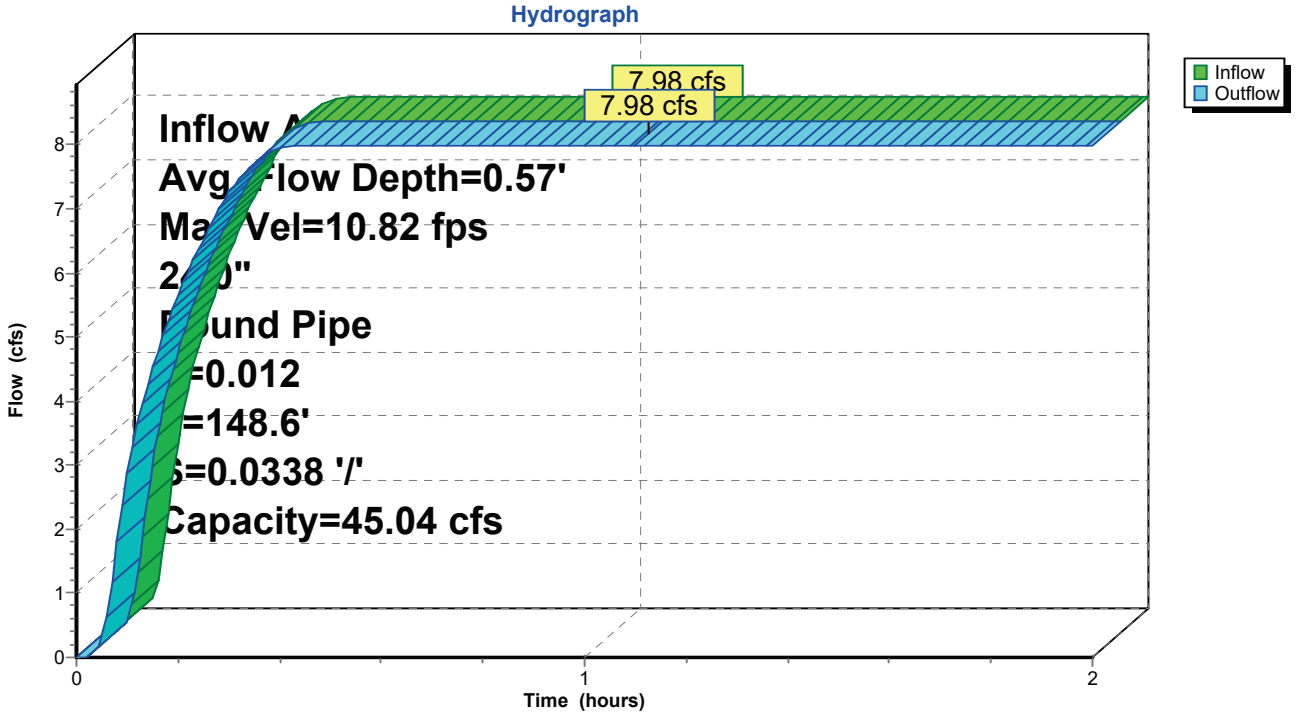
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 10.82 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 10.38 fps, Avg. Travel Time= 0.2 min

Peak Storage= 110 cf @ 1.10 hrs
Average Depth at Peak Storage= 0.57' , Surface Width= 1.81'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 45.04 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 148.6' Slope= 0.0338 '/'
Inlet Invert= 741.84', Outlet Invert= 736.82'



Reach R14: Pipe I14 to Pond



Summary for Reach R15: Pipe I15 to I14

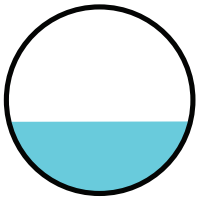
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 8.856 ac, 9.93% Impervious, Inflow Depth > 1.63" for 50-yr event
Inflow = 7.80 cfs @ 1.11 hrs, Volume= 1.201 af
Outflow = 7.80 cfs @ 1.10 hrs, Volume= 1.194 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I14 : Inlet 1-4

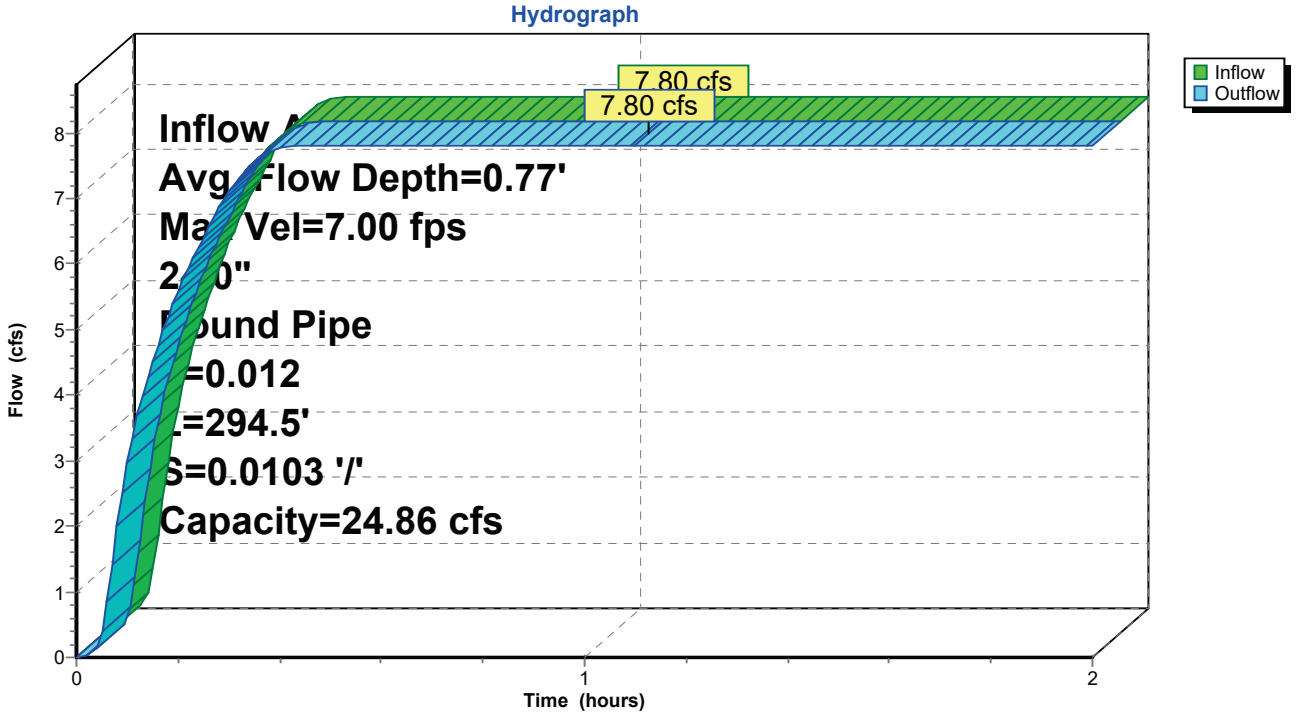
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 7.00 fps, Min. Travel Time= 0.7 min
Avg. Velocity = 6.74 fps, Avg. Travel Time= 0.7 min

Peak Storage= 328 cf @ 1.06 hrs
Average Depth at Peak Storage= 0.77' , Surface Width= 1.95'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 24.86 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 294.5' Slope= 0.0103 '/'
Inlet Invert= 744.87', Outlet Invert= 741.84'



Reach R15: Pipe I15 to I14



Summary for Reach R21: Pipe SS31 to SS23

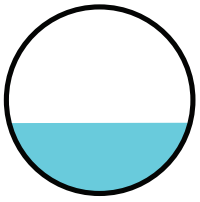
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 6.155 ac, 4.74% Impervious, Inflow Depth > 1.58" for 50-yr event
Inflow = 5.28 cfs @ 1.05 hrs, Volume= 0.810 af
Outflow = 5.28 cfs @ 1.10 hrs, Volume= 0.804 af, Atten= 0%, Lag= 3.0 min
Routed to Pond I15 : Inlet 1-5

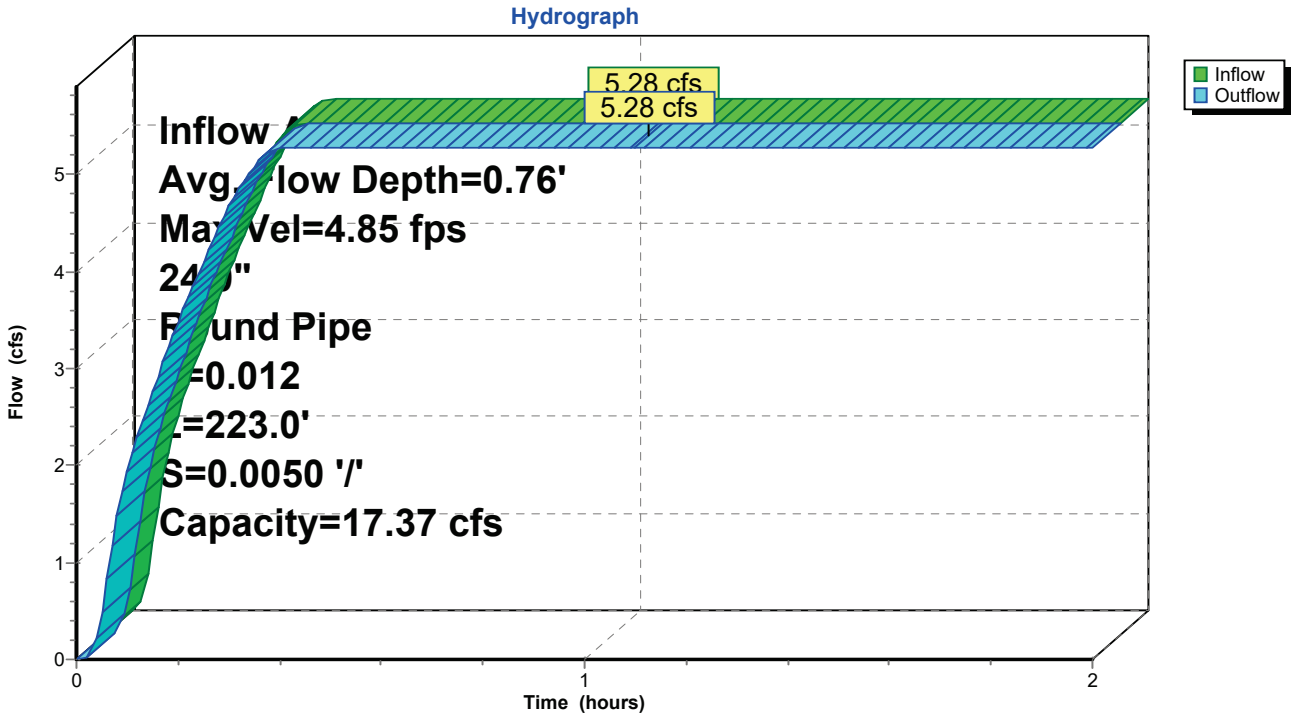
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.85 fps, Min. Travel Time= 0.8 min
Avg. Velocity = 4.67 fps, Avg. Travel Time= 0.8 min

Peak Storage= 243 cf @ 1.10 hrs
Average Depth at Peak Storage= 0.76' , Surface Width= 1.94'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 17.37 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 223.0' Slope= 0.0050 '/'
Inlet Invert= 746.00', Outlet Invert= 744.88'



Reach R21: Pipe SS31 to SS23



Summary for Reach R31: Pipe I31 to I21

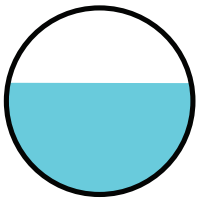
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 5.442 ac, 0.96% Impervious, Inflow Depth > 1.56" for 50-yr event
Inflow = 4.62 cfs @ 0.55 hrs, Volume= 0.708 af
Outflow = 4.62 cfs @ 0.60 hrs, Volume= 0.705 af, Atten= 0%, Lag= 3.0 min
Routed to Pond I21 : Inlet 2-1

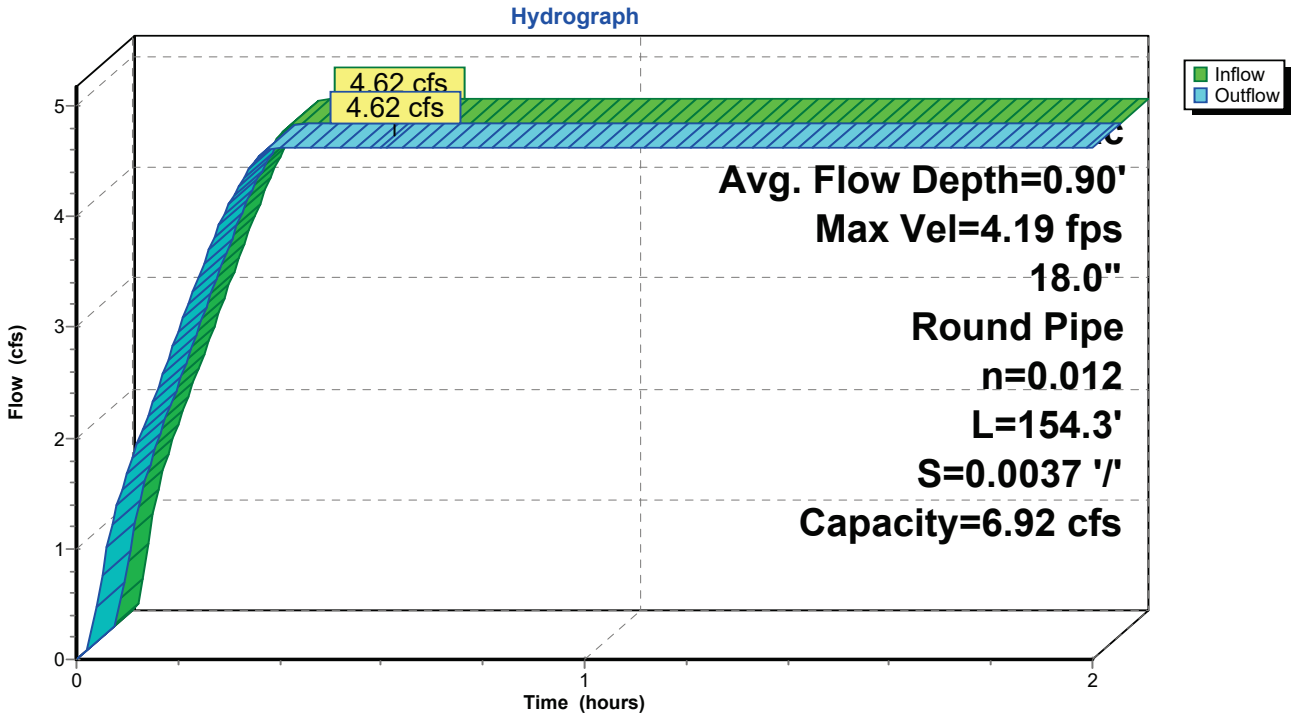
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.19 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 4.05 fps, Avg. Travel Time= 0.6 min

Peak Storage= 170 cf @ 0.60 hrs
Average Depth at Peak Storage= 0.90' , Surface Width= 1.47'
Bank-Full Depth= 1.50' Flow Area= 1.8 sf, Capacity= 6.92 cfs

18.0" Round Pipe
n= 0.012 Steel, smooth
Length= 154.3' Slope= 0.0037 '/'
Inlet Invert= 747.75', Outlet Invert= 747.18'



Reach R31: Pipe I31 to I21



Summary for Reach R41: Pipe I41 to I31

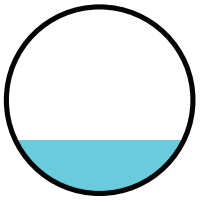
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.229 ac,100.00% Impervious, Inflow Depth > 3.31" for 50-yr event
Inflow = 0.38 cfs @ 0.23 hrs, Volume= 0.063 af
Outflow = 0.38 cfs @ 1.12 hrs, Volume= 0.062 af, Atten= 0%, Lag= 53.4 min
Routed to Pond I21 : Inlet 2-1

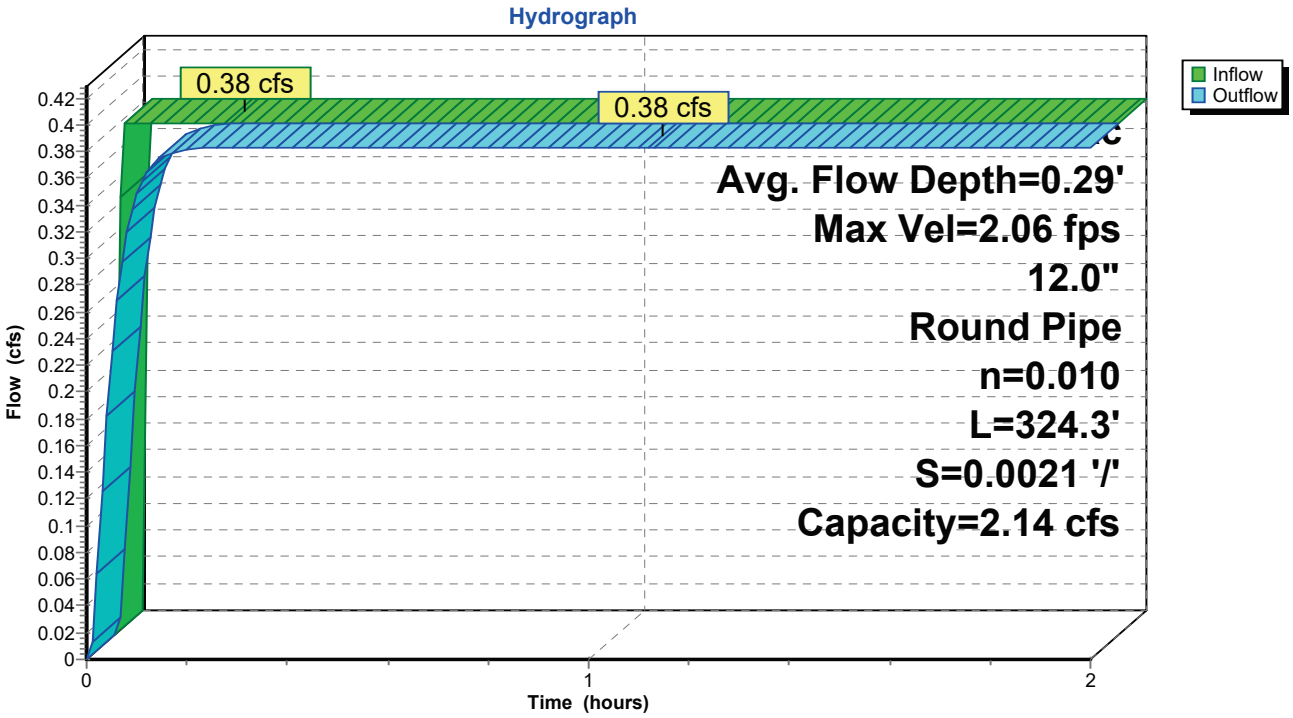
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 2.06 fps, Min. Travel Time= 2.6 min
Avg. Velocity = 2.04 fps, Avg. Travel Time= 2.7 min

Peak Storage= 60 cf @ 1.12 hrs
Average Depth at Peak Storage= 0.29' , Surface Width= 0.90'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 2.14 cfs

12.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 324.3' Slope= 0.0021 '/'
Inlet Invert= 748.86', Outlet Invert= 748.17'



Reach R41: Pipe I41 to I31



Summary for Reach R51: Pipe I51 to I31

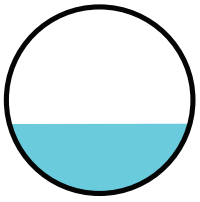
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 2.540 ac, 1.02% Impervious, Inflow Depth > 1.55" for 50-yr event
Inflow = 2.14 cfs @ 0.54 hrs, Volume= 0.328 af
Outflow = 2.14 cfs @ 0.55 hrs, Volume= 0.327 af, Atten= 0%, Lag= 0.6 min
Routed to Pond I31 : Manhole 3-1

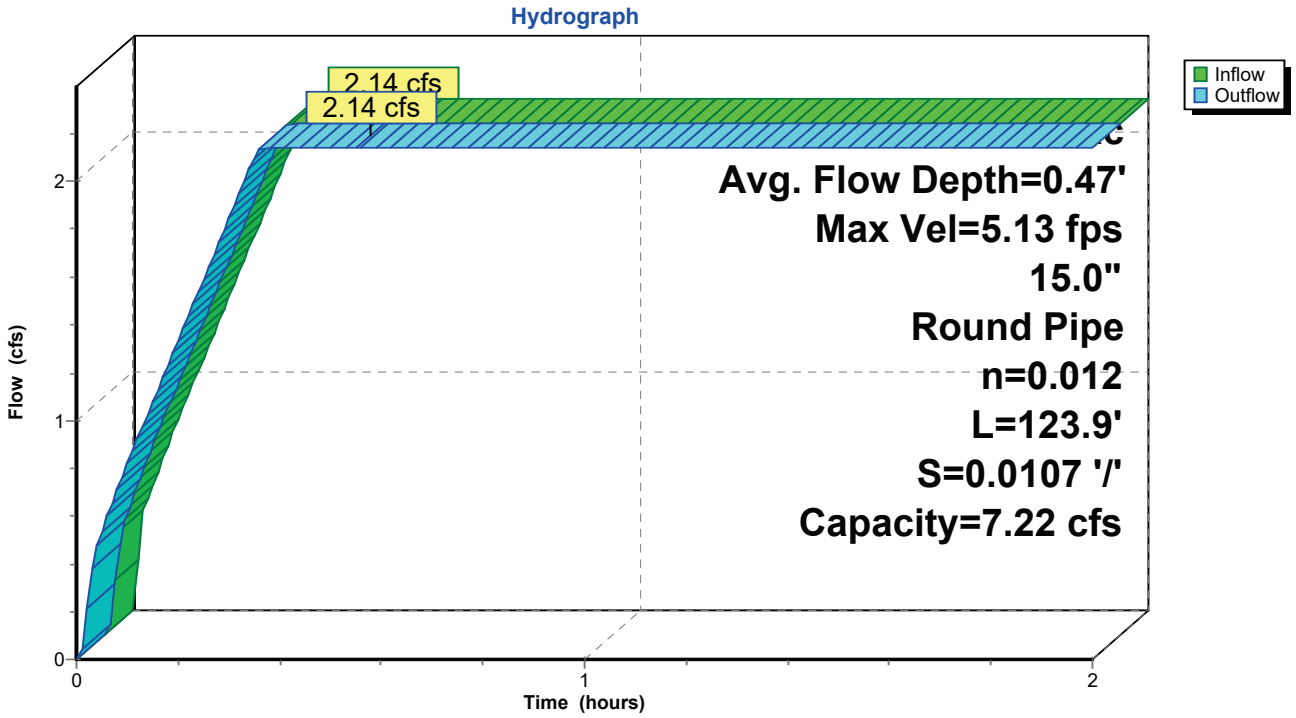
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 5.13 fps, Min. Travel Time= 0.4 min
Avg. Velocity = 4.97 fps, Avg. Travel Time= 0.4 min

Peak Storage= 52 cf @ 0.55 hrs
Average Depth at Peak Storage= 0.47' , Surface Width= 1.21'
Bank-Full Depth= 1.25' Flow Area= 1.2 sf, Capacity= 7.22 cfs

15.0" Round Pipe
n= 0.012 Steel, smooth
Length= 123.9' Slope= 0.0107 '/'
Inlet Invert= 749.07', Outlet Invert= 747.75'



Reach R51: Pipe I51 to I31



Summary for Reach R52: Pipe I52 to I51

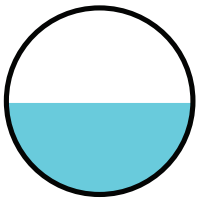
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 2.186 ac, 0.27% Impervious, Inflow Depth > 1.46" for 50-yr event
Inflow = 1.75 cfs @ 0.53 hrs, Volume= 0.265 af
Outflow = 1.75 cfs @ 0.54 hrs, Volume= 0.264 af, Atten= 0%, Lag= 0.6 min
Routed to Pond I51 : Inlet 5-1

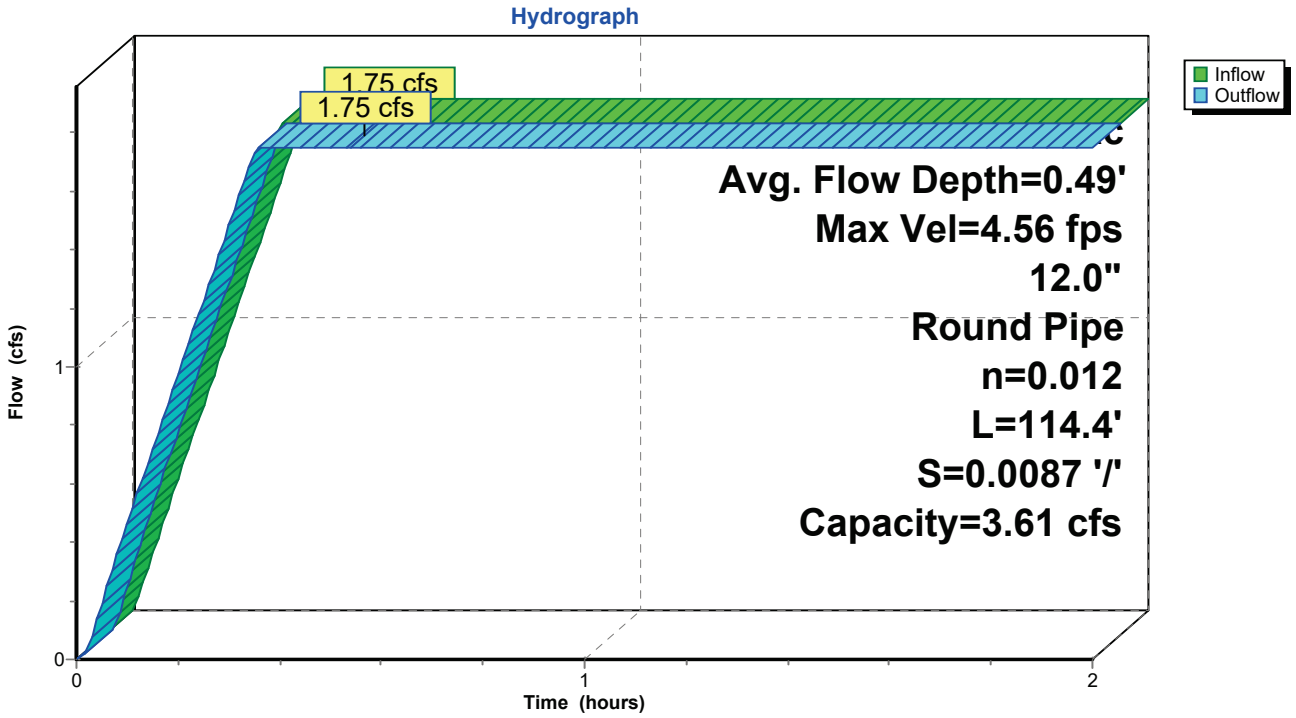
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.56 fps, Min. Travel Time= 0.4 min
Avg. Velocity = 4.38 fps, Avg. Travel Time= 0.4 min

Peak Storage= 44 cf @ 0.54 hrs
Average Depth at Peak Storage= 0.49' , Surface Width= 1.00'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.61 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 114.4' Slope= 0.0087 '/'
Inlet Invert= 750.10', Outlet Invert= 749.10'



Reach R52: Pipe I52 to I51



Summary for Reach R53: Pipe I53 to I52

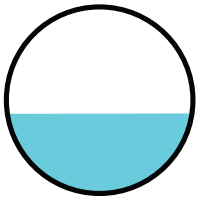
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.156 ac, 0.00% Impervious, Inflow Depth > 1.69" for 50-yr event
Inflow = 0.15 cfs @ 0.36 hrs, Volume= 0.022 af
Outflow = 0.15 cfs @ 0.54 hrs, Volume= 0.022 af, Atten= 0%, Lag= 10.8 min
Routed to Pond I52 : Inlet 5-2

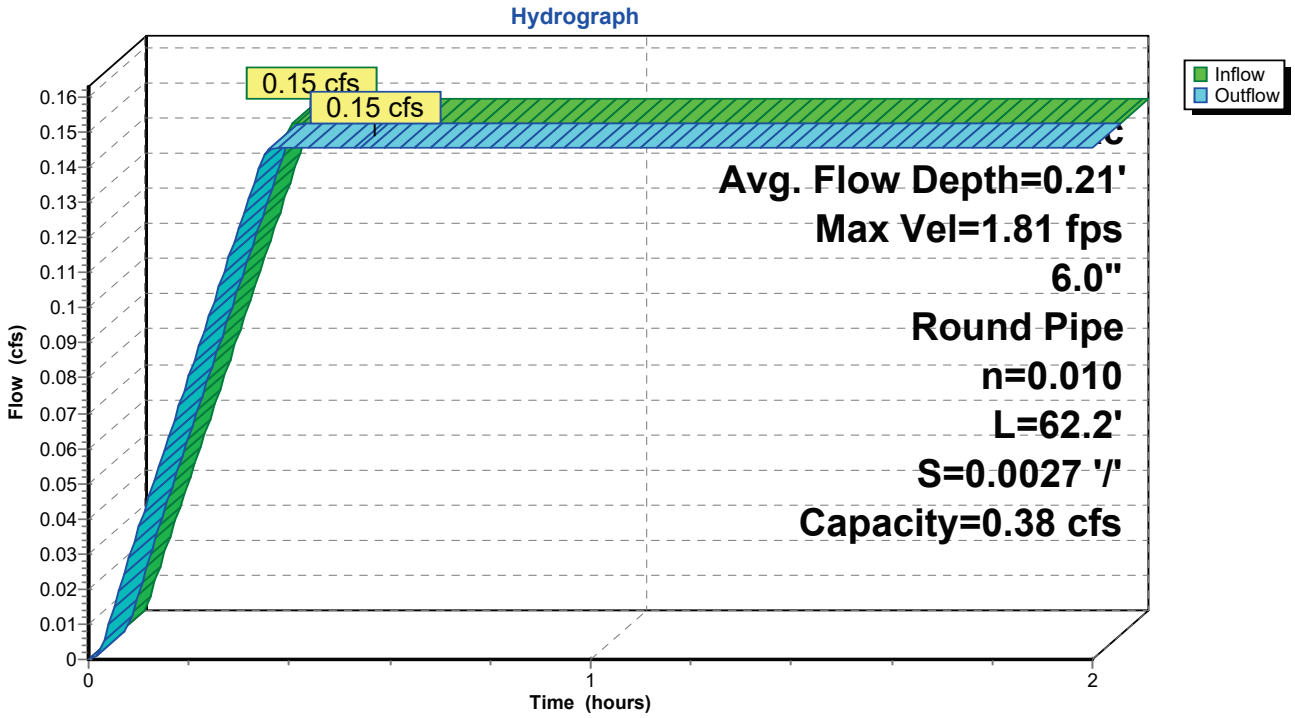
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 1.81 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 1.74 fps, Avg. Travel Time= 0.6 min

Peak Storage= 5 cf @ 0.54 hrs
Average Depth at Peak Storage= 0.21' , Surface Width= 0.49'
Bank-Full Depth= 0.50' Flow Area= 0.2 sf, Capacity= 0.38 cfs

6.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 62.2' Slope= 0.0027 '/'
Inlet Invert= 750.43', Outlet Invert= 750.26'



Reach R53: Pipe I53 to I52



Summary for Reach R54: Pipe I54 to I53

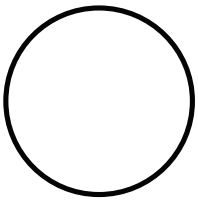
[52] Hint: Inlet/Outlet conditions not evaluated

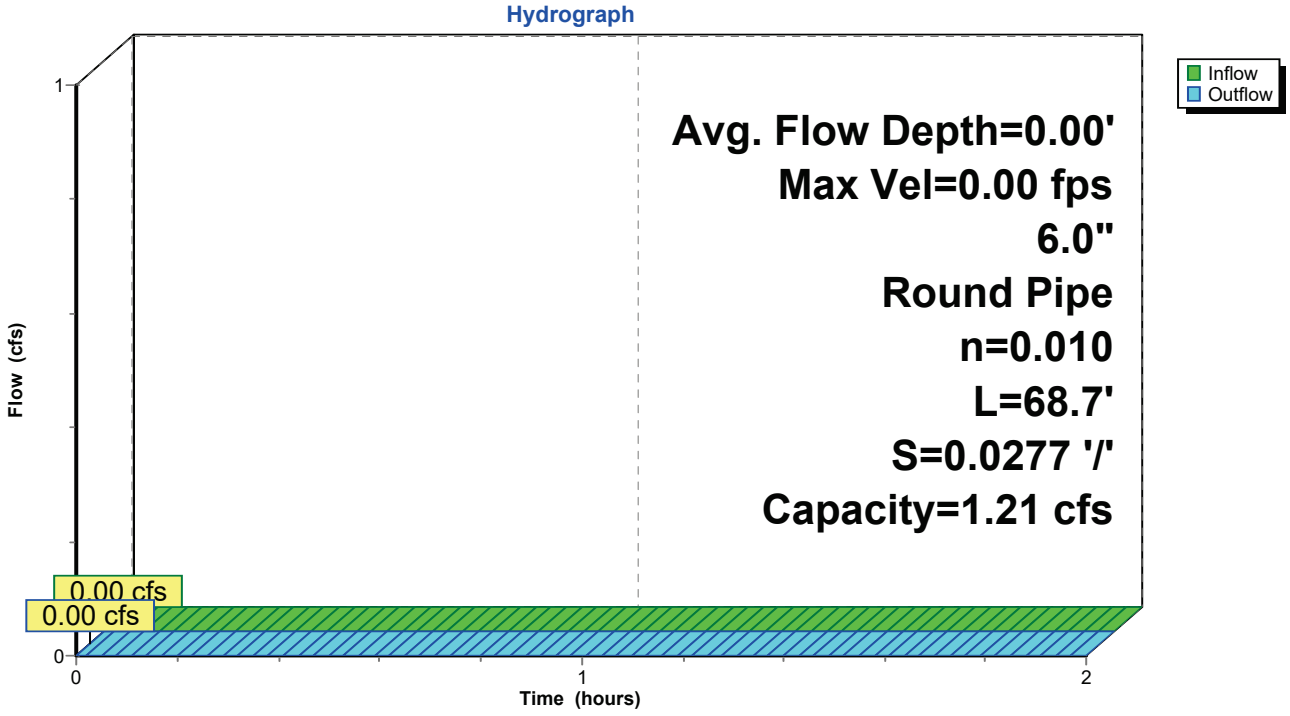
Inflow = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af
Outflow = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I53 : Inlet 5-3

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 0.00 fps, Min. Travel Time= 0.0 min
Avg. Velocity = 0.00 fps, Avg. Travel Time= 0.0 min

Peak Storage= 0 cf @ 0.00 hrs
Average Depth at Peak Storage= 0.00'
Bank-Full Depth= 0.50' Flow Area= 0.2 sf, Capacity= 1.21 cfs

6.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 68.7' Slope= 0.0277 '/'
Inlet Invert= 752.46', Outlet Invert= 750.56'





Summary for Reach R61: Pipe I61 to I31

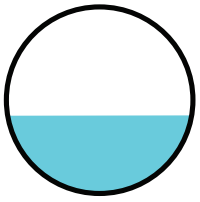
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 2.392 ac, 0.00% Impervious, Inflow Depth > 1.54" for 50-yr event
Inflow = 1.97 cfs @ 0.49 hrs, Volume= 0.306 af
Outflow = 1.97 cfs @ 0.49 hrs, Volume= 0.305 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I31 : Manhole 3-1

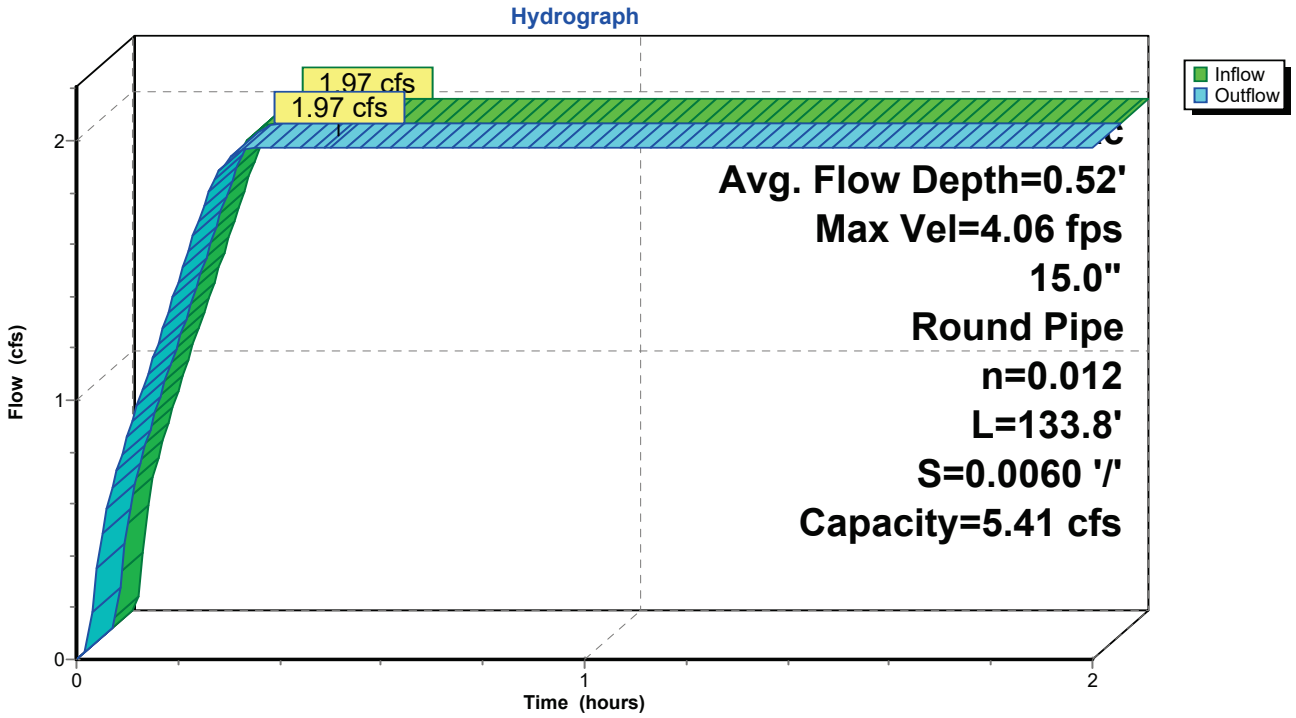
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.06 fps, Min. Travel Time= 0.5 min
Avg. Velocity = 3.95 fps, Avg. Travel Time= 0.6 min

Peak Storage= 65 cf @ 0.49 hrs
Average Depth at Peak Storage= 0.52' , Surface Width= 1.23'
Bank-Full Depth= 1.25' Flow Area= 1.2 sf, Capacity= 5.41 cfs

15.0" Round Pipe
n= 0.012 Steel, smooth
Length= 133.8' Slope= 0.0060 '/'
Inlet Invert= 748.55', Outlet Invert= 747.75'



Reach R61: Pipe I61 to I31



Summary for Reach R62: Pipe I62 to I61

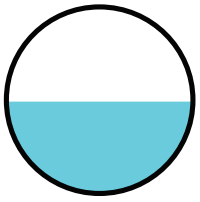
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 1.749 ac, 0.00% Impervious, Inflow Depth > 1.55" for 50-yr event
Inflow = 1.44 cfs @ 0.47 hrs, Volume= 0.226 af
Outflow = 1.44 cfs @ 0.48 hrs, Volume= 0.225 af, Atten= 0%, Lag= 0.6 min
Routed to Pond I61 : Manhole 6-1

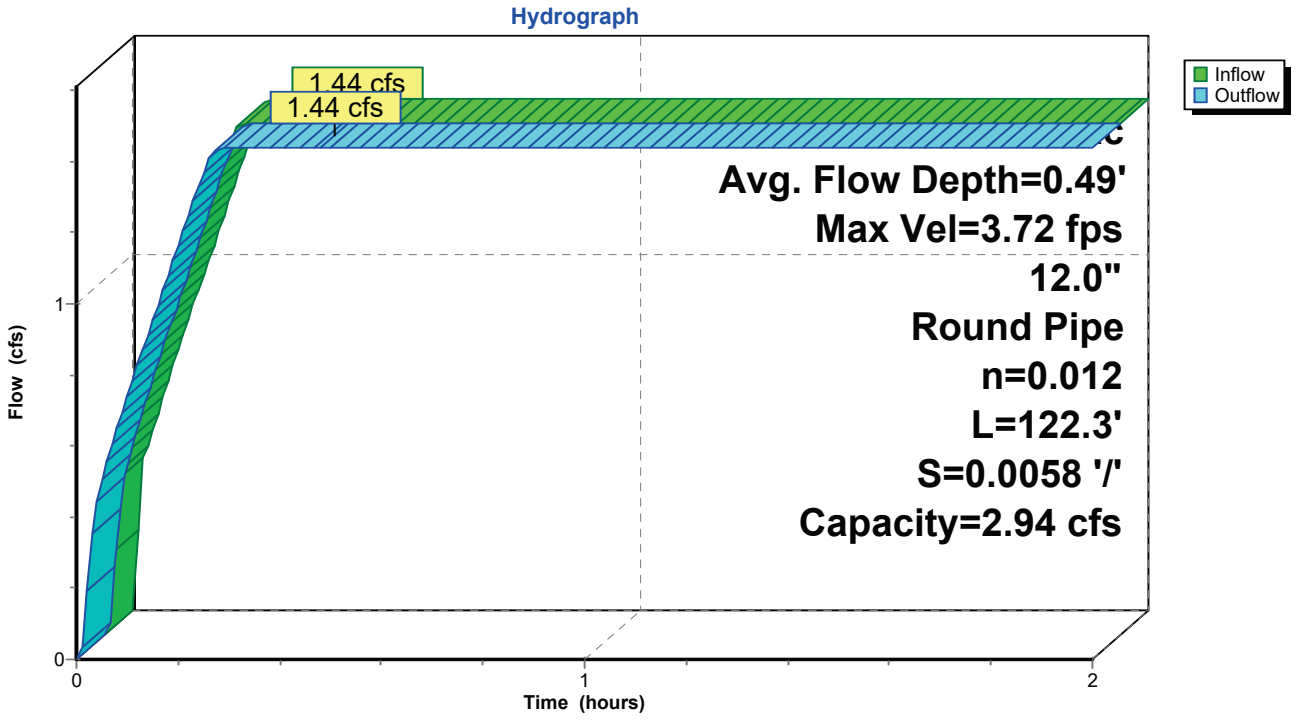
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.72 fps, Min. Travel Time= 0.5 min
Avg. Velocity = 3.65 fps, Avg. Travel Time= 0.6 min

Peak Storage= 47 cf @ 0.48 hrs
Average Depth at Peak Storage= 0.49' , Surface Width= 1.00'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 2.94 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 122.3' Slope= 0.0058 '/'
Inlet Invert= 749.32', Outlet Invert= 748.61'



Reach R62: Pipe I62 to I61



Summary for Reach R63: Pipe I63 to I62

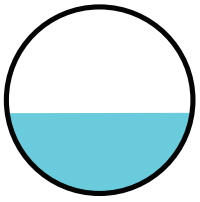
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 1.364 ac, 0.00% Impervious, Inflow Depth > 1.41" for 50-yr event
Inflow = 1.03 cfs @ 0.27 hrs, Volume= 0.160 af
Outflow = 1.03 cfs @ 0.46 hrs, Volume= 0.159 af, Atten= 0%, Lag= 11.4 min
Routed to Pond I62 : Inlet 6-2

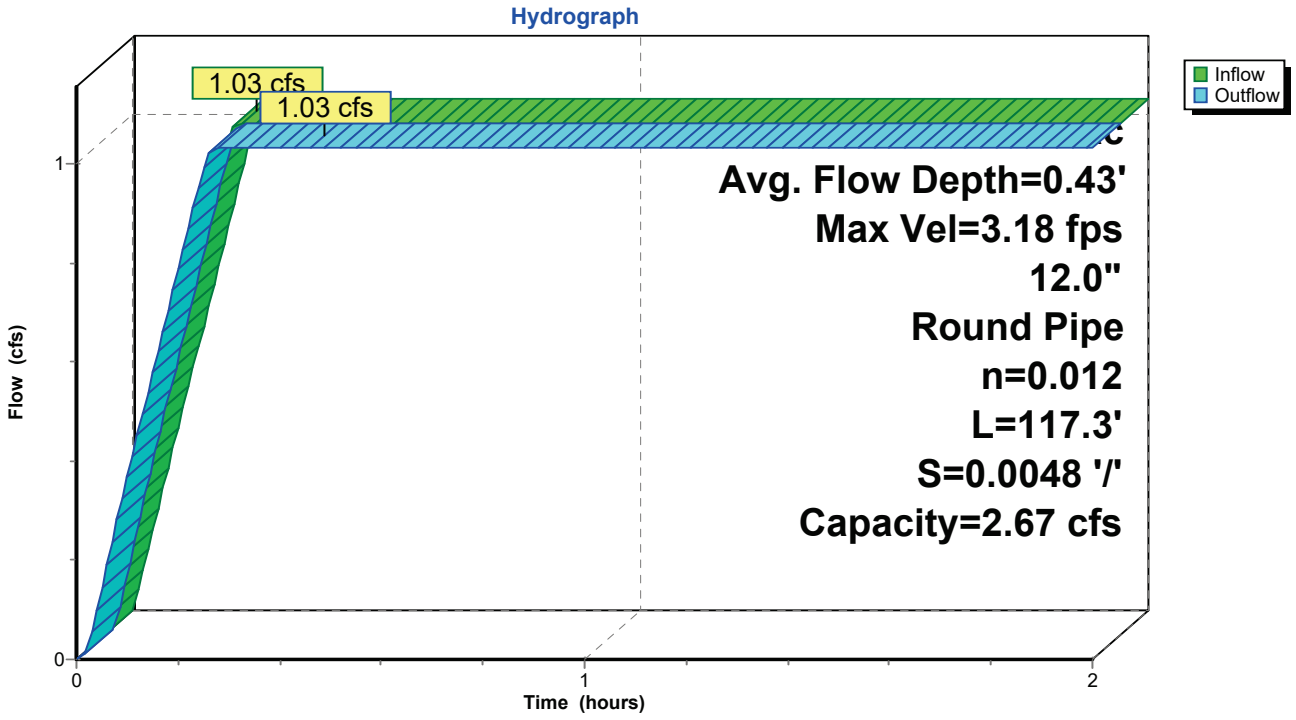
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.18 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 3.08 fps, Avg. Travel Time= 0.6 min

Peak Storage= 38 cf @ 0.47 hrs
Average Depth at Peak Storage= 0.43' , Surface Width= 0.99'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 2.67 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 117.3' Slope= 0.0048 '/'
Inlet Invert= 749.91', Outlet Invert= 749.35'



Reach R63: Pipe I63 to I62



Summary for Reach R71: Pipe I71 to I15

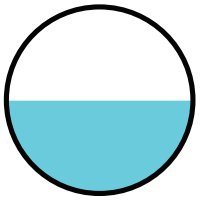
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 1.547 ac, 34.65% Impervious, Inflow Depth > 2.28" for 50-yr event
Inflow = 1.83 cfs @ 0.55 hrs, Volume= 0.294 af
Outflow = 1.83 cfs @ 0.63 hrs, Volume= 0.291 af, Atten= 0%, Lag= 4.8 min
Routed to Pond I15 : Inlet 1-5

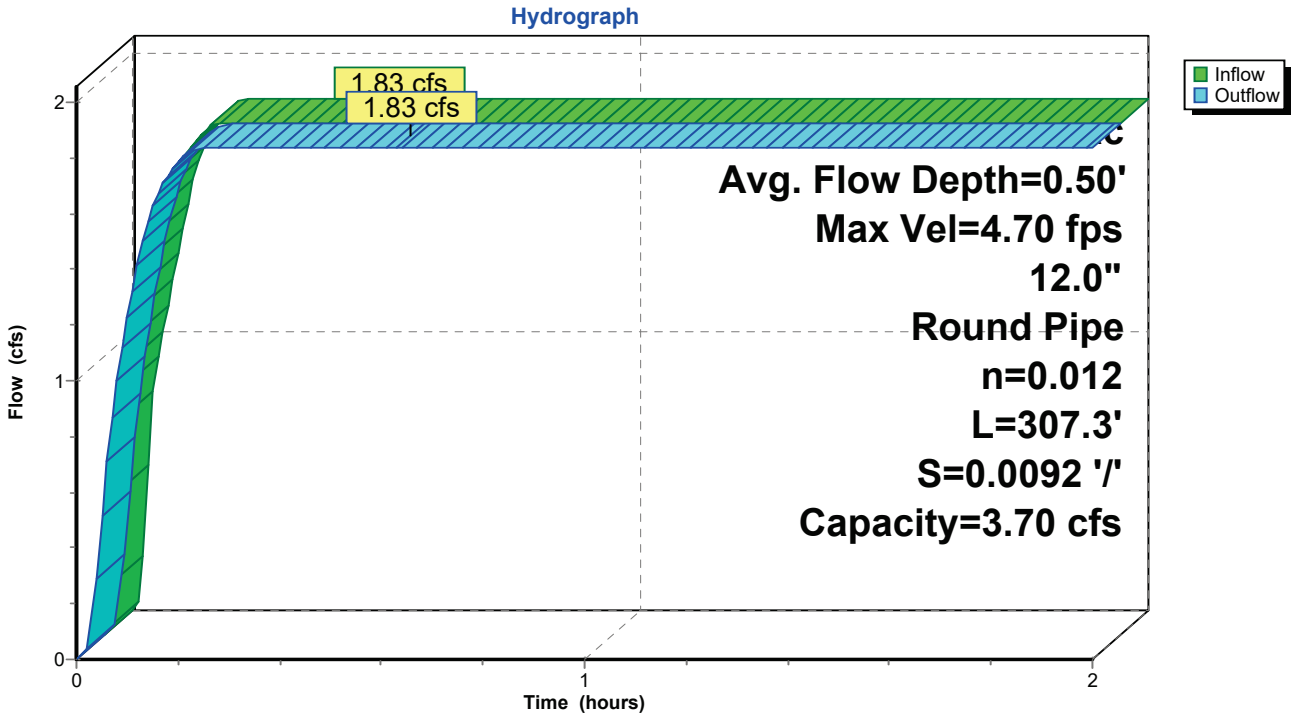
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.70 fps, Min. Travel Time= 1.1 min
Avg. Velocity = 4.60 fps, Avg. Travel Time= 1.1 min

Peak Storage= 120 cf @ 0.63 hrs
Average Depth at Peak Storage= 0.50' , Surface Width= 1.00'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.70 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 307.3' Slope= 0.0092 '/'
Inlet Invert= 747.78', Outlet Invert= 744.96'



Reach R71: Pipe I71 to I15



Summary for Reach R81: Pipe I81 to I71

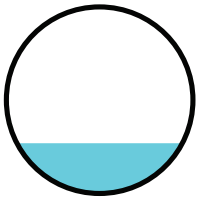
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.432 ac,100.00% Impervious, Inflow Depth > 3.28" for 50-yr event
Inflow = 0.72 cfs @ 0.23 hrs, Volume= 0.118 af
Outflow = 0.72 cfs @ 0.09 hrs, Volume= 0.118 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I71 : Inlet 7-1

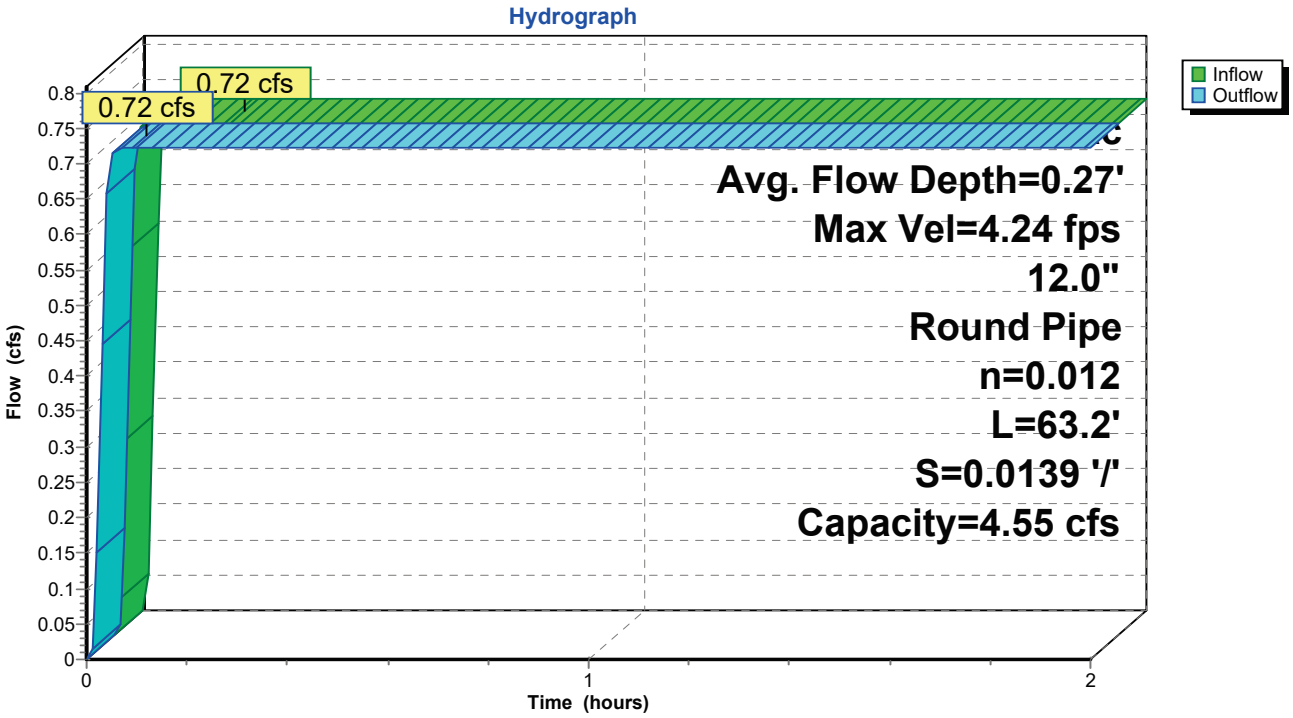
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.24 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 4.21 fps, Avg. Travel Time= 0.3 min

Peak Storage= 11 cf @ 0.09 hrs
Average Depth at Peak Storage= 0.27' , Surface Width= 0.89'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 4.55 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 63.2' Slope= 0.0139 '/'
Inlet Invert= 748.66', Outlet Invert= 747.78'



Reach R81: Pipe I81 to I71



Summary for Reach R91: Pipe I91 to I71

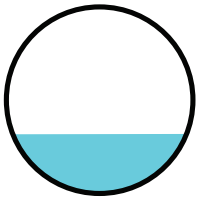
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.728 ac, 1.10% Impervious, Inflow Depth > 1.82" for 50-yr event
Inflow = 0.69 cfs @ 0.40 hrs, Volume= 0.110 af
Outflow = 0.69 cfs @ 0.55 hrs, Volume= 0.109 af, Atten= 0%, Lag= 9.0 min
Routed to Pond I71 : Inlet 7-1

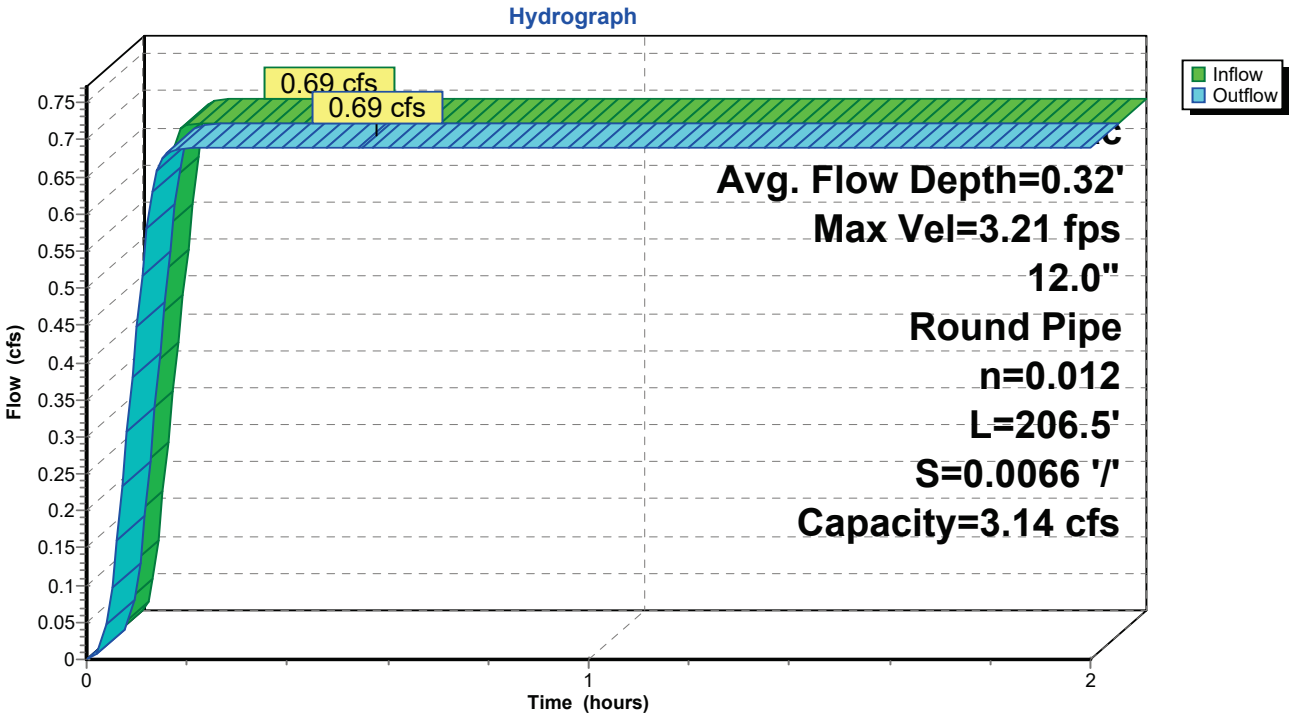
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.21 fps, Min. Travel Time= 1.1 min
Avg. Velocity = 3.13 fps, Avg. Travel Time= 1.1 min

Peak Storage= 44 cf @ 0.55 hrs
Average Depth at Peak Storage= 0.32' , Surface Width= 0.93'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.14 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 206.5' Slope= 0.0066 '/'
Inlet Invert= 750.30', Outlet Invert= 748.93'



Reach R91: Pipe I91 to I71



Summary for Reach R92: Pipe I92 to I91

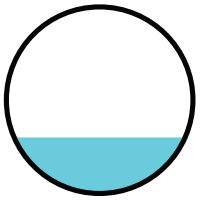
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.656 ac, 1.22% Impervious, Inflow Depth > 1.84" for 50-yr event
Inflow = 0.62 cfs @ 0.12 hrs, Volume= 0.100 af
Outflow = 0.62 cfs @ 0.38 hrs, Volume= 0.100 af, Atten= 0%, Lag= 15.6 min
Routed to Pond I91 : Inlet 9-1

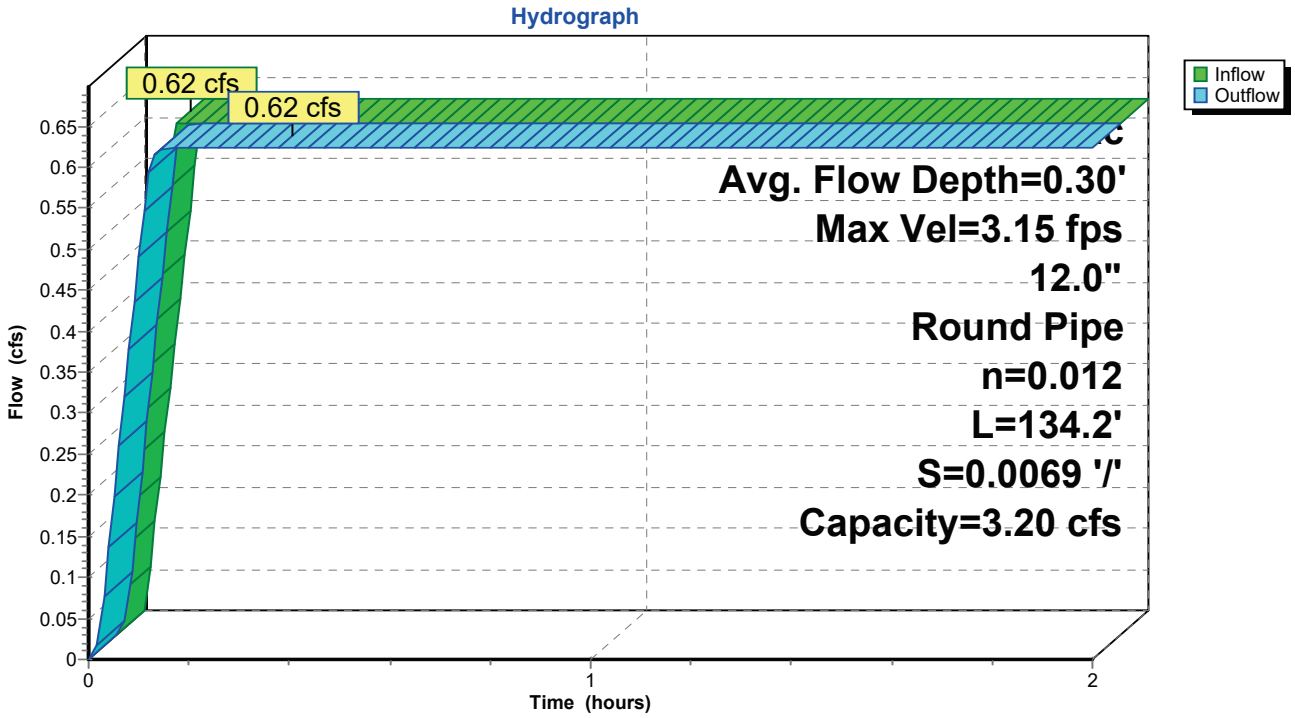
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.15 fps, Min. Travel Time= 0.7 min
Avg. Velocity = 3.10 fps, Avg. Travel Time= 0.7 min

Peak Storage= 27 cf @ 0.38 hrs
Average Depth at Peak Storage= 0.30' , Surface Width= 0.92'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.20 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 134.2' Slope= 0.0069 '/'
Inlet Invert= 751.22', Outlet Invert= 750.30'



Reach R92: Pipe I92 to I91



Summary for Pond I14: Inlet 1-4

[57] Hint: Peaked at 742.76' (Flood elevation advised)
[62] Hint: Exceeded Reach R15 OUTLET depth by 0.15' @ 0.85 hrs

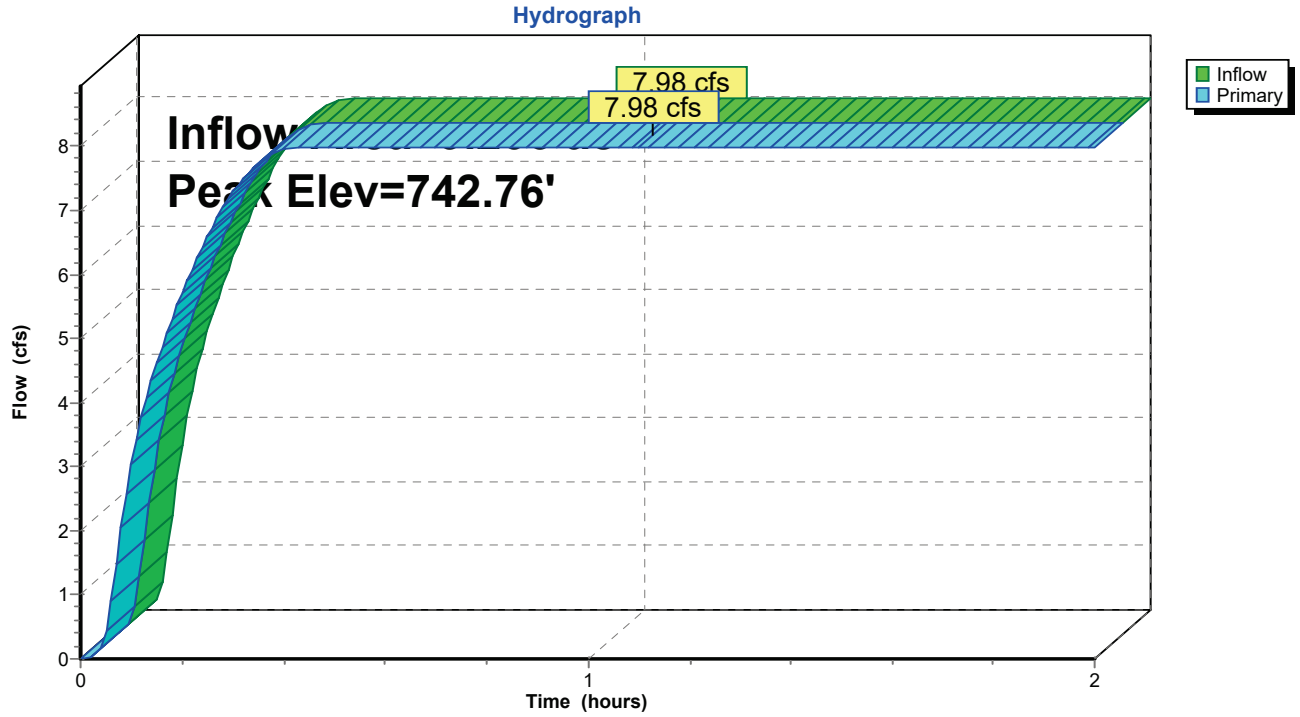
Inflow Area = 9.206 ac, 9.55% Impervious, Inflow Depth > 1.59" for 50-yr event
Inflow = 7.98 cfs @ 1.10 hrs, Volume= 1.222 af
Outflow = 7.98 cfs @ 1.10 hrs, Volume= 1.222 af, Atten= 0%, Lag= 0.0 min
Primary = 7.98 cfs @ 1.10 hrs, Volume= 1.222 af
Routed to Reach R14 : Pipe I14 to Pond

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 742.76' @ 0.90 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	741.84'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	741.84'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=7.98 cfs @ 1.10 hrs HW=742.76' TW=742.41' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 3.99 cfs @ 2.84 fps)
└─**2=Orifice/Grate** (Orifice Controls 3.99 cfs @ 2.84 fps)

Pond I14: Inlet 1-4



Summary for Pond I15: Inlet 1-5

[57] Hint: Peaked at 745.84' (Flood elevation advised)
[62] Hint: Exceeded Reach R21 OUTLET depth by 0.21' @ 0.88 hrs
[62] Hint: Exceeded Reach R71 OUTLET depth by 0.39' @ 0.88 hrs

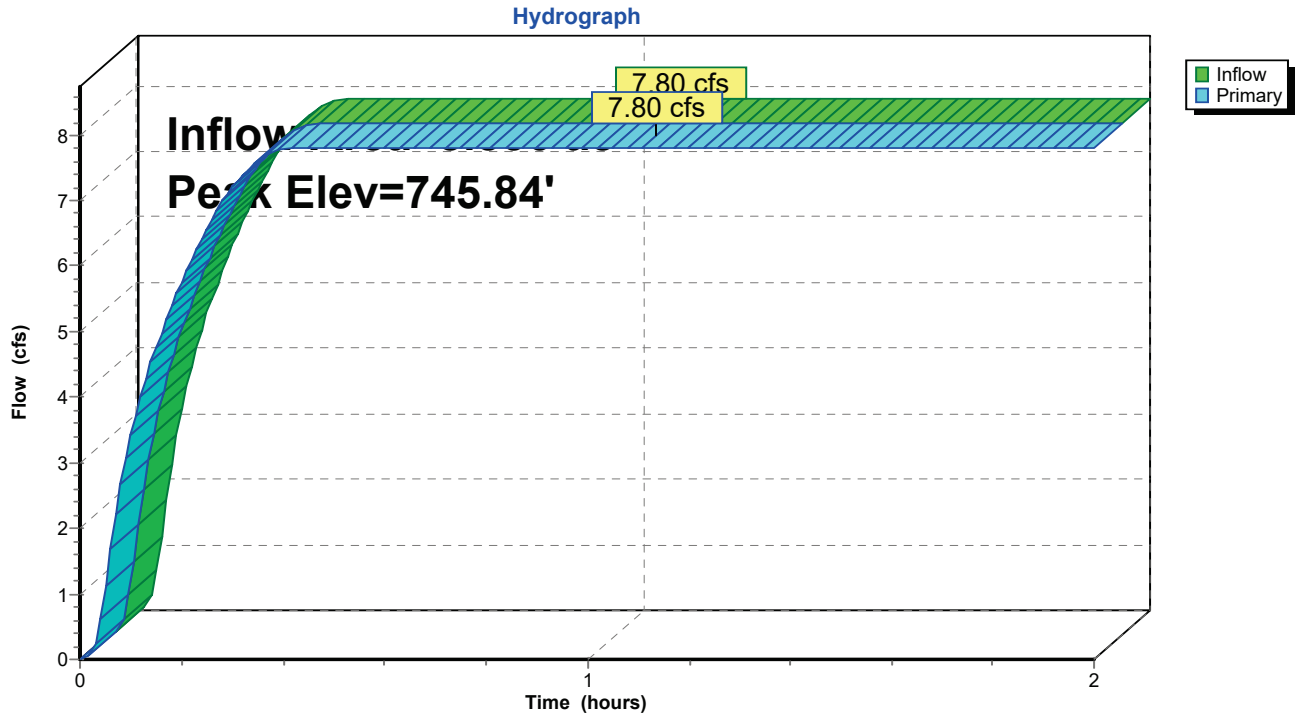
Inflow Area = 8.856 ac, 9.93% Impervious, Inflow Depth > 1.63" for 50-yr event
Inflow = 7.80 cfs @ 1.10 hrs, Volume= 1.201 af
Outflow = 7.80 cfs @ 1.11 hrs, Volume= 1.201 af, Atten= 0%, Lag= 0.6 min
Primary = 7.80 cfs @ 1.11 hrs, Volume= 1.201 af
Routed to Reach R15 : Pipe I15 to I14

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 745.84' @ 0.88 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	744.87'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	744.96'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	744.96'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=7.80 cfs @ 1.11 hrs HW=745.84' TW=745.64' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 3.30 cfs @ 2.17 fps)
└─**2=Orifice/Grate** (Orifice Controls 1.60 cfs @ 2.17 fps)
└─**3=Orifice/Grate** (Orifice Controls 2.91 cfs @ 2.17 fps)

Pond I15: Inlet 1-5



Summary for Pond I21: Inlet 2-1

[57] Hint: Peaked at 748.09' (Flood elevation advised)
[62] Hint: Exceeded Reach R31 OUTLET depth by 0.04' @ 0.18 hrs

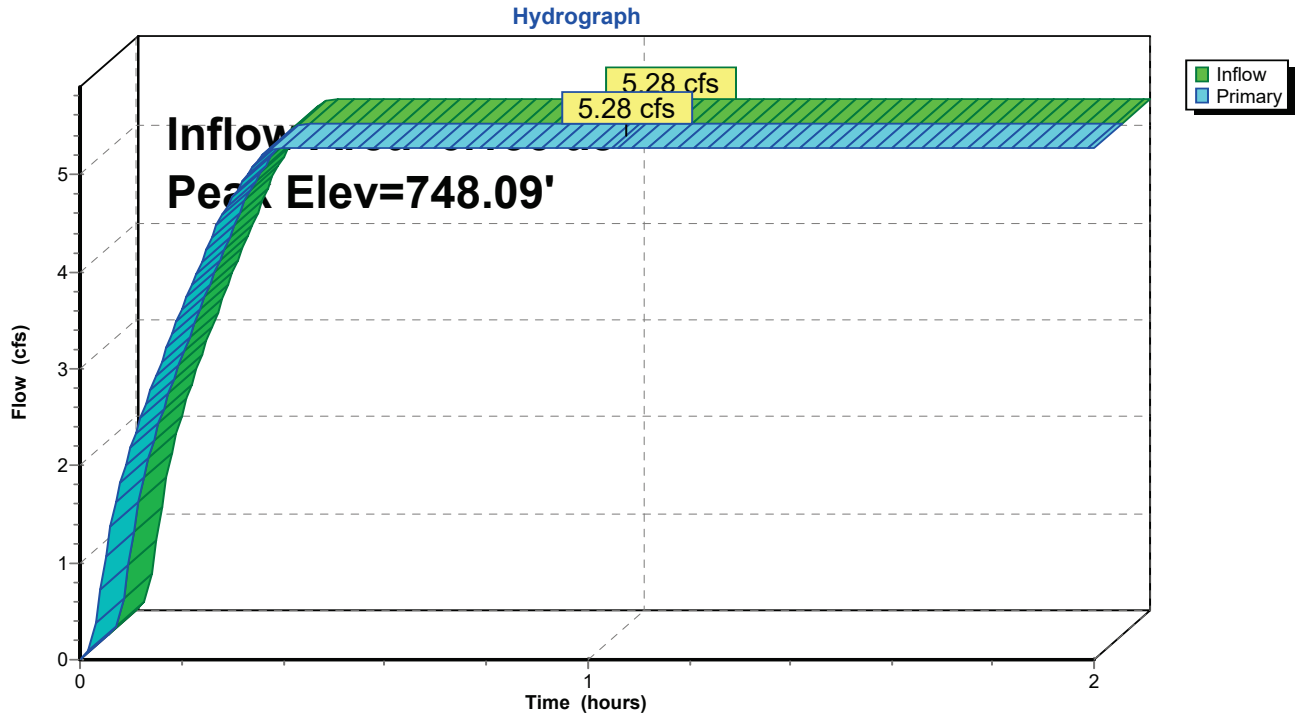
Inflow Area = 6.155 ac, 4.74% Impervious, Inflow Depth > 1.58" for 50-yr event
Inflow = 5.28 cfs @ 1.08 hrs, Volume= 0.810 af
Outflow = 5.28 cfs @ 1.05 hrs, Volume= 0.810 af, Atten= 0%, Lag= 0.0 min
Primary = 5.28 cfs @ 1.05 hrs, Volume= 0.810 af
Routed to Reach R21 : Pipe SS31 to SS23

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 748.09' @ 0.91 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	747.10'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	748.18'	**18.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	748.17'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=5.28 cfs @ 1.05 hrs HW=748.09' TW=746.76' (Dynamic Tailwater)
- **1=Orifice/Grate** (Orifice Controls 5.28 cfs @ 3.39 fps)
- **2=Orifice/Grate** (Controls 0.00 cfs)
- **3=Orifice/Grate** (Controls 0.00 cfs)

Pond I21: Inlet 2-1



Summary for Pond I31: Manhole 3-1

[57] Hint: Peaked at 748.73' (Flood elevation advised)
[62] Hint: Exceeded Reach R51 OUTLET depth by 0.52' @ 0.56 hrs
[62] Hint: Exceeded Reach R61 OUTLET depth by 0.46' @ 0.56 hrs

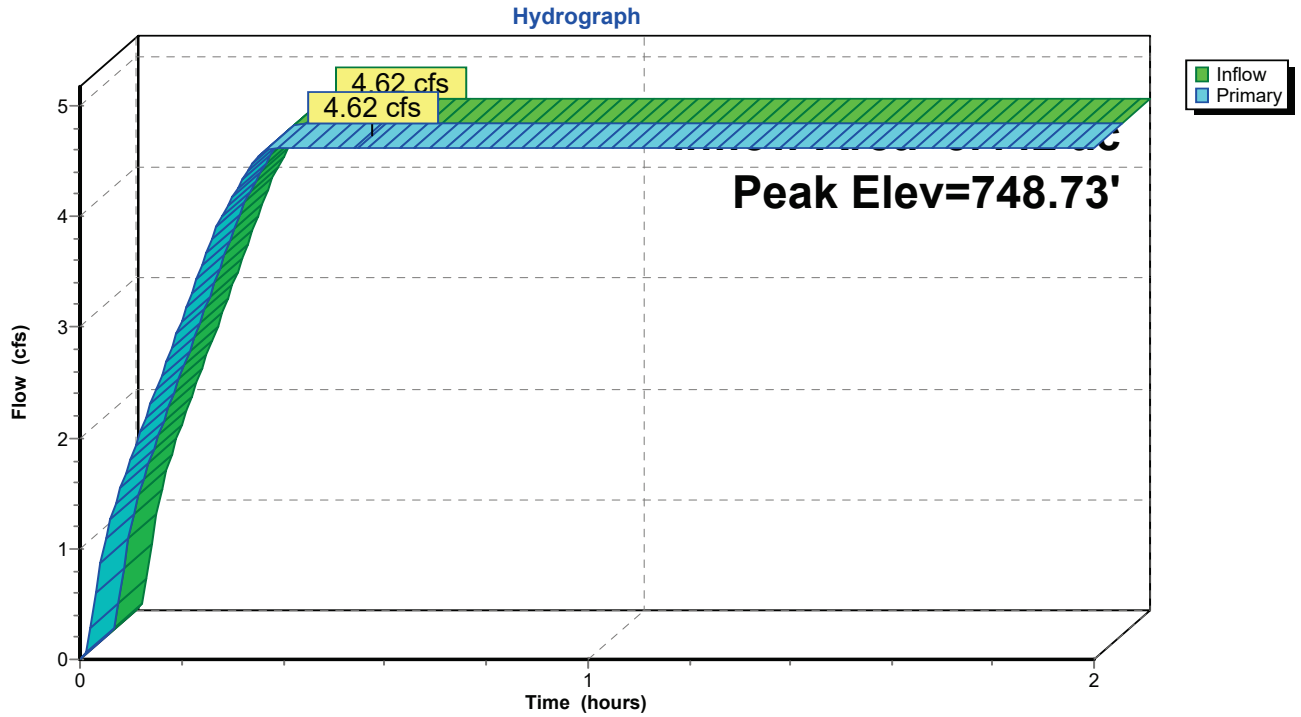
Inflow Area = 5.442 ac, 0.96% Impervious, Inflow Depth > 1.56" for 50-yr event
Inflow = 4.62 cfs @ 0.55 hrs, Volume= 0.708 af
Outflow = 4.62 cfs @ 0.55 hrs, Volume= 0.708 af, Atten= 0%, Lag= 0.0 min
Primary = 4.62 cfs @ 0.55 hrs, Volume= 0.708 af
Routed to Reach R31 : Pipe I31 to I21

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 748.73' @ 0.56 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	747.75'	**18.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	747.75'	**15.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	747.75'	**15.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=4.62 cfs @ 0.55 hrs HW=748.73' TW=748.65' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 1.72 cfs @ 1.40 fps)
└─**2=Orifice/Grate** (Orifice Controls 1.45 cfs @ 1.40 fps)
└─**3=Orifice/Grate** (Orifice Controls 1.45 cfs @ 1.40 fps)

Pond I31: Manhole 3-1



Summary for Pond I41: Inlet 4-1

[57] Hint: Peaked at 749.23' (Flood elevation advised)

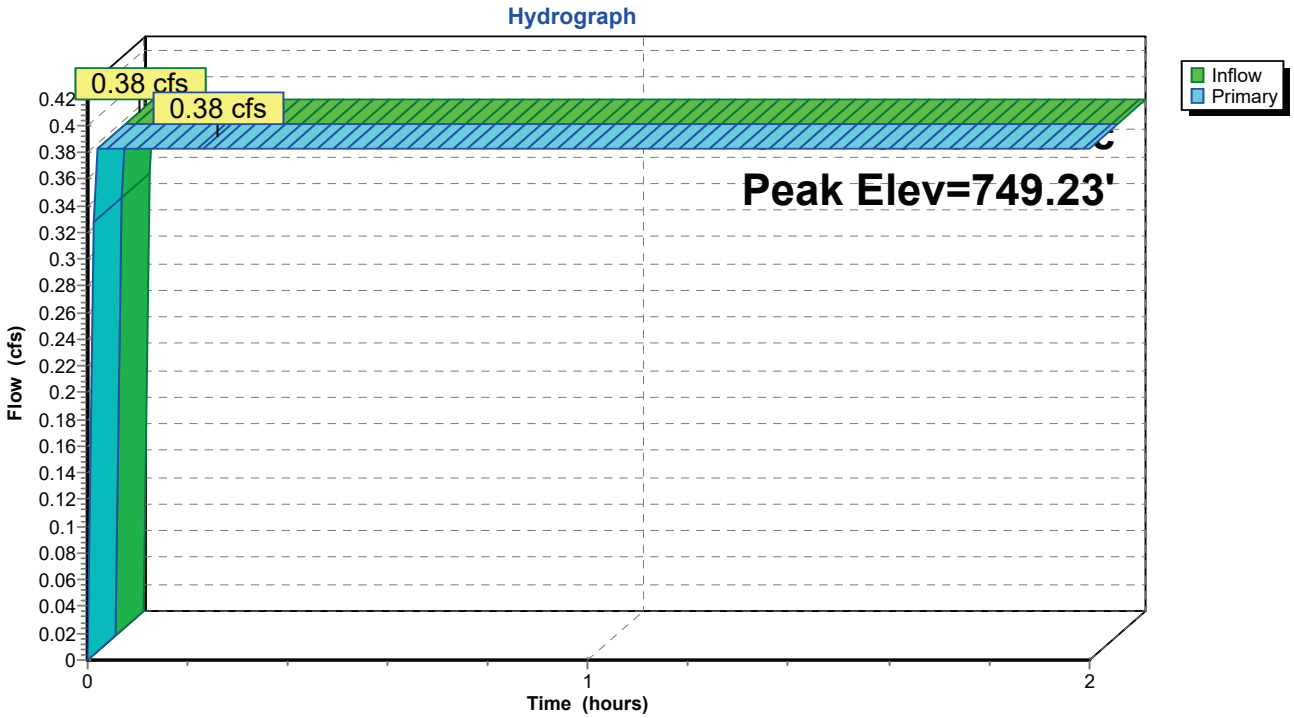
Inflow Area = 0.229 ac,100.00% Impervious, Inflow Depth > 3.31" for 50-yr event
Inflow = 0.38 cfs @ 0.02 hrs, Volume= 0.063 af
Outflow = 0.38 cfs @ 0.23 hrs, Volume= 0.063 af, Atten= 0%, Lag= 12.6 min
Primary = 0.38 cfs @ 0.23 hrs, Volume= 0.063 af
Routed to Reach R41 : Pipe I41 to I31

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 749.23' @ 0.91 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	748.86'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.38 cfs @ 0.23 hrs HW=749.23' TW=749.15' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.38 cfs @ 1.43 fps)

Pond I41: Inlet 4-1



Summary for Pond I51: Inlet 5-1

[57] Hint: Peaked at 749.70' (Flood elevation advised)
[62] Hint: Exceeded Reach R52 OUTLET depth by 0.13' @ 0.02 hrs

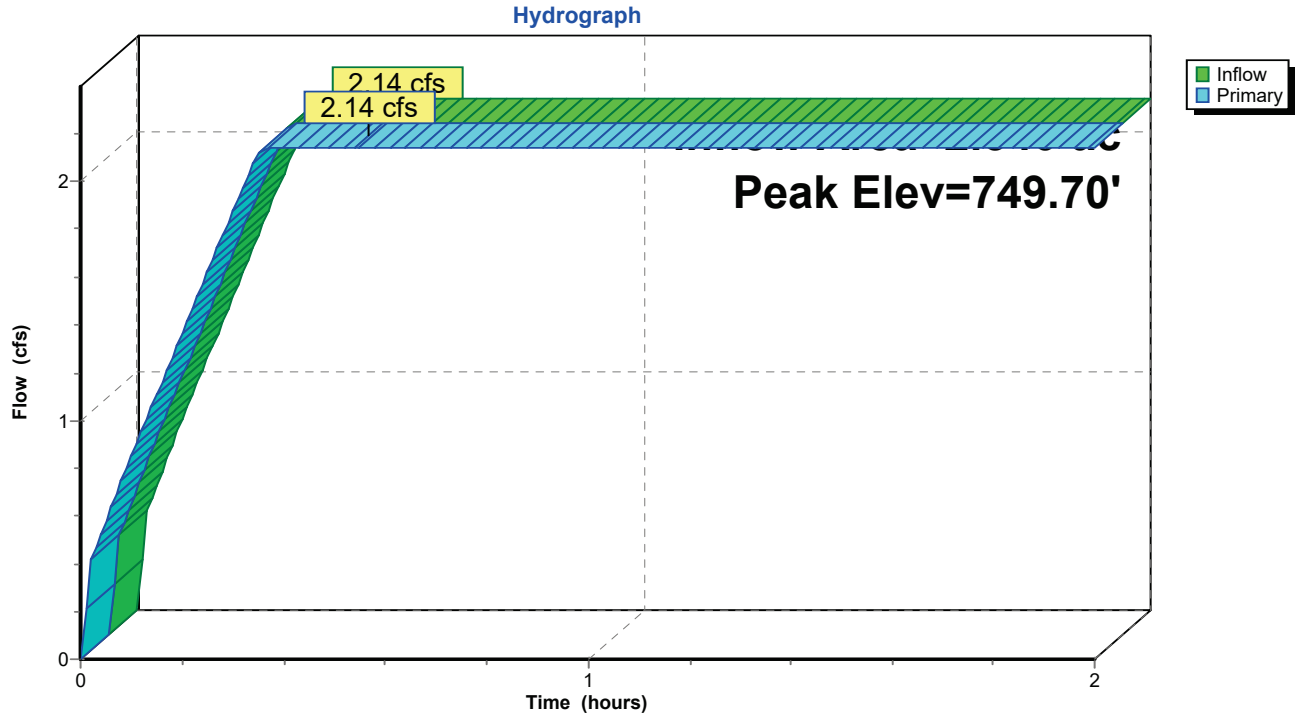
Inflow Area = 2.540 ac, 1.02% Impervious, Inflow Depth > 1.55" for 50-yr event
Inflow = 2.14 cfs @ 0.54 hrs, Volume= 0.328 af
Outflow = 2.14 cfs @ 0.54 hrs, Volume= 0.328 af, Atten= 0%, Lag= 0.0 min
Primary = 2.14 cfs @ 0.54 hrs, Volume= 0.328 af
Routed to Reach R51 : Pipe I51 to I31

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 749.70' @ 0.50 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.07'	**15.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	749.10'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=2.14 cfs @ 0.54 hrs HW=749.70' TW=749.54' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 1.19 cfs @ 1.93 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.95 cfs @ 1.93 fps)

Pond I51: Inlet 5-1



Summary for Pond I52: Inlet 5-2

[57] Hint: Peaked at 750.80' (Flood elevation advised)
[63] Warning: Exceeded Reach R53 INLET depth by 0.16' @ 0.50 hrs

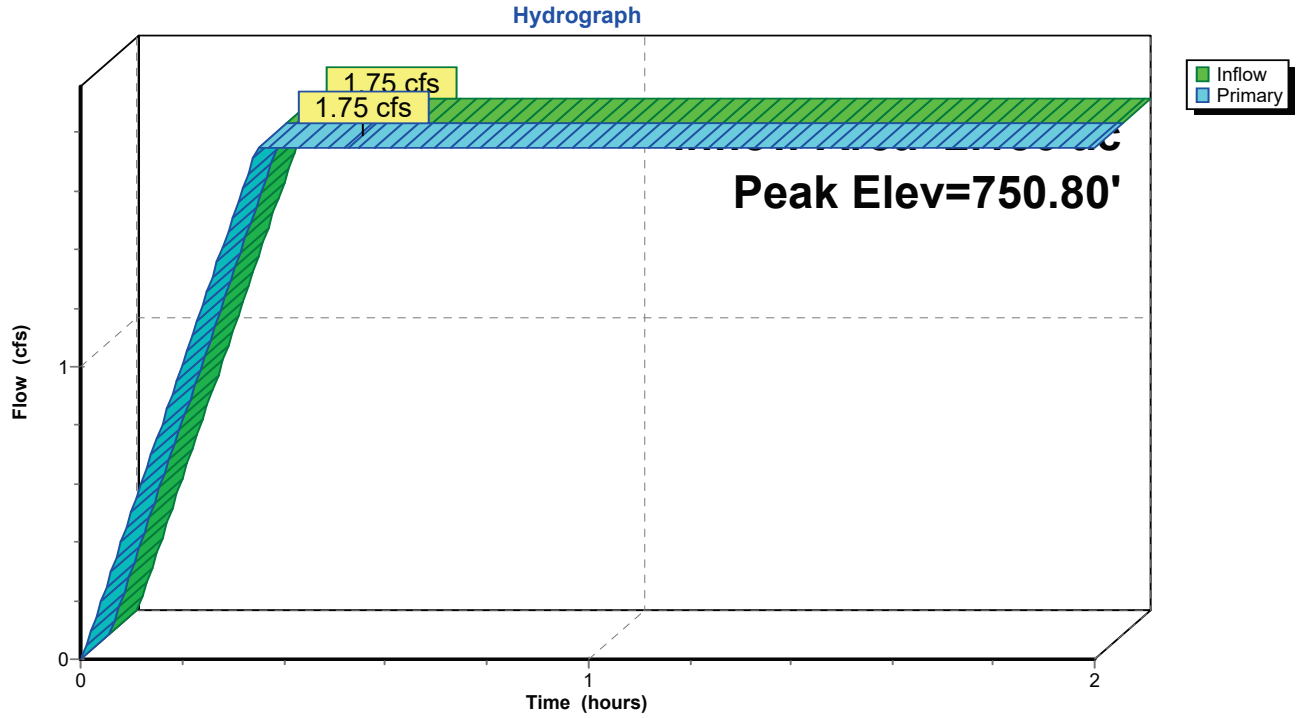
Inflow Area = 2.186 ac, 0.27% Impervious, Inflow Depth > 1.46" for 50-yr event
Inflow = 1.75 cfs @ 0.53 hrs, Volume= 0.265 af
Outflow = 1.75 cfs @ 0.53 hrs, Volume= 0.265 af, Atten= 0%, Lag= 0.0 min
Primary = 1.75 cfs @ 0.53 hrs, Volume= 0.265 af
Routed to Reach R52 : Pipe I52 to I51

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 750.80' @ 0.50 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	750.10'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	750.26'	**6.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.75 cfs @ 0.53 hrs HW=750.80' TW=750.59' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 1.32 cfs @ 2.22 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.44 cfs @ 2.22 fps)

Pond I52: Inlet 5-2



Summary for Pond I53: Inlet 5-3

[57] Hint: Peaked at 750.69' (Flood elevation advised)
[62] Hint: Exceeded Reach R54 OUTLET depth by 0.13' @ 0.50 hrs

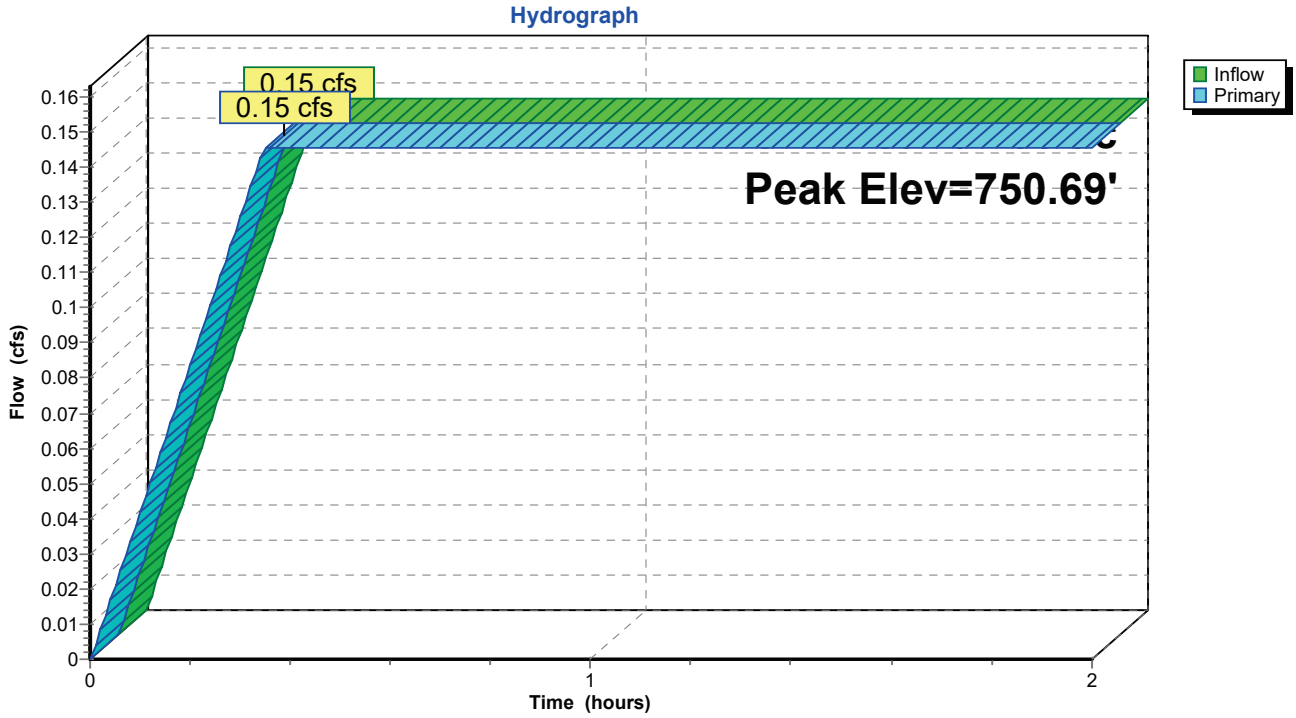
Inflow Area = 0.156 ac, 0.00% Impervious, Inflow Depth > 1.69" for 50-yr event
Inflow = 0.15 cfs @ 0.35 hrs, Volume= 0.022 af
Outflow = 0.15 cfs @ 0.36 hrs, Volume= 0.022 af, Atten= 0%, Lag= 0.6 min
Primary = 0.15 cfs @ 0.36 hrs, Volume= 0.022 af
Routed to Reach R53 : Pipe I53 to I52

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 750.69' @ 0.50 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	750.43'	**6.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	750.56'	**6.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=0.14 cfs @ 0.36 hrs HW=750.69' TW=750.64' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 0.10 cfs @ 1.01 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.04 cfs @ 1.01 fps)

Pond I53: Inlet 5-3



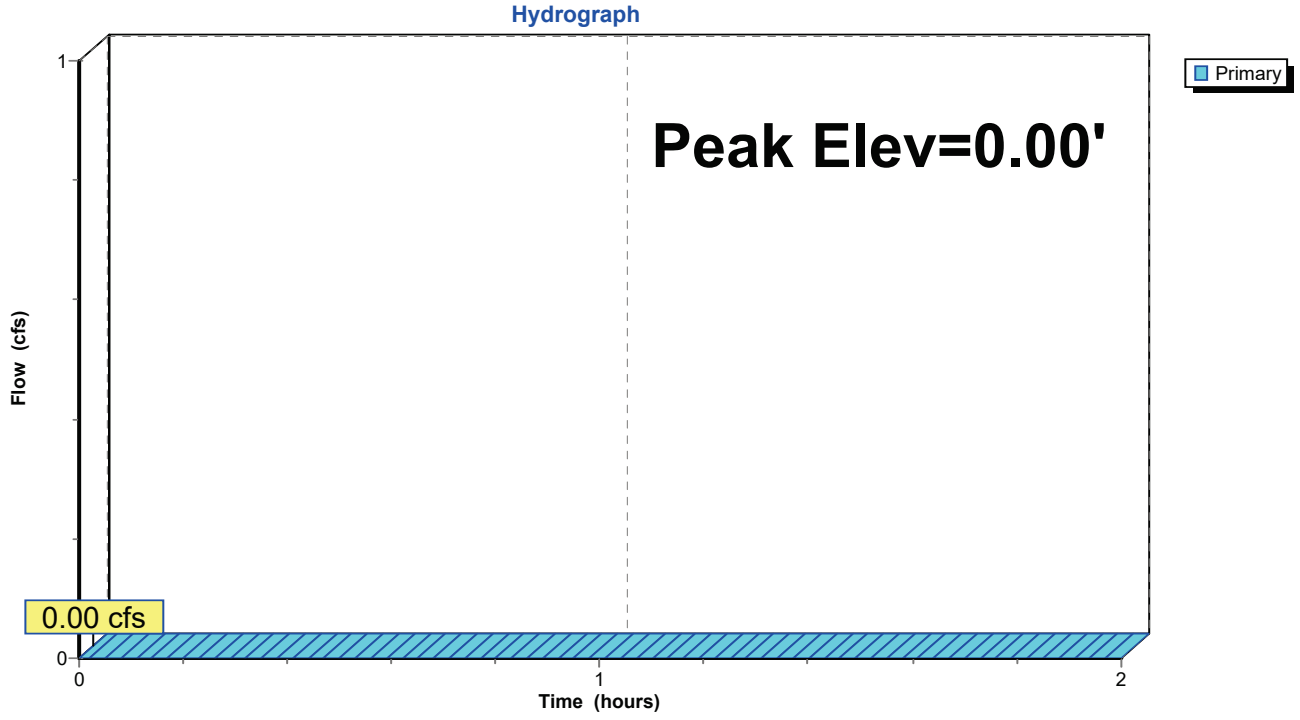
Summary for Pond I54: Inlet 5-4

[43] Hint: Has no inflow (Outflow=Zero)

Device	Routing	Invert	Outlet Devices
#1	Primary	750.30'	**6.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=0.00' TW=752.46' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Controls 0.00 cfs)

Pond I54: Inlet 5-4



Summary for Pond I61: Manhole 6-1

[57] Hint: Peaked at 749.20' (Flood elevation advised)
[62] Hint: Exceeded Reach R62 OUTLET depth by 0.10' @ 0.46 hrs

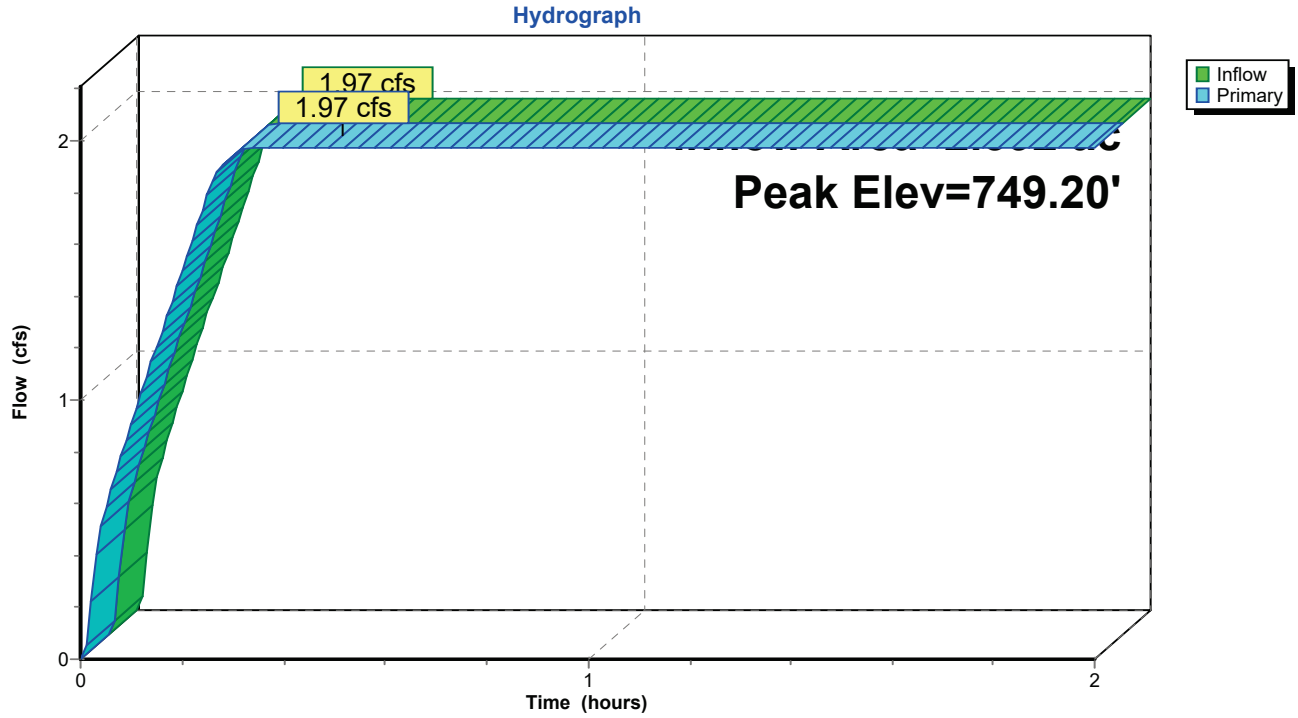
Inflow Area = 2.392 ac, 0.00% Impervious, Inflow Depth > 1.54" for 50-yr event
Inflow = 1.97 cfs @ 0.48 hrs, Volume= 0.306 af
Outflow = 1.97 cfs @ 0.49 hrs, Volume= 0.306 af, Atten= 0%, Lag= 0.6 min
Primary = 1.97 cfs @ 0.49 hrs, Volume= 0.306 af
Routed to Reach R61 : Pipe I61 to I31

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 749.20' @ 0.46 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	748.55'	**15.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	748.61'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=1.97 cfs @ 0.49 hrs HW=749.20' TW=749.07' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 1.13 cfs @ 1.74 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.84 cfs @ 1.74 fps)

Pond I61: Manhole 6-1



Summary for Pond I62: Inlet 6-2

[57] Hint: Peaked at 749.91' (Flood elevation advised)
[62] Hint: Exceeded Reach R63 OUTLET depth by 0.15' @ 0.04 hrs

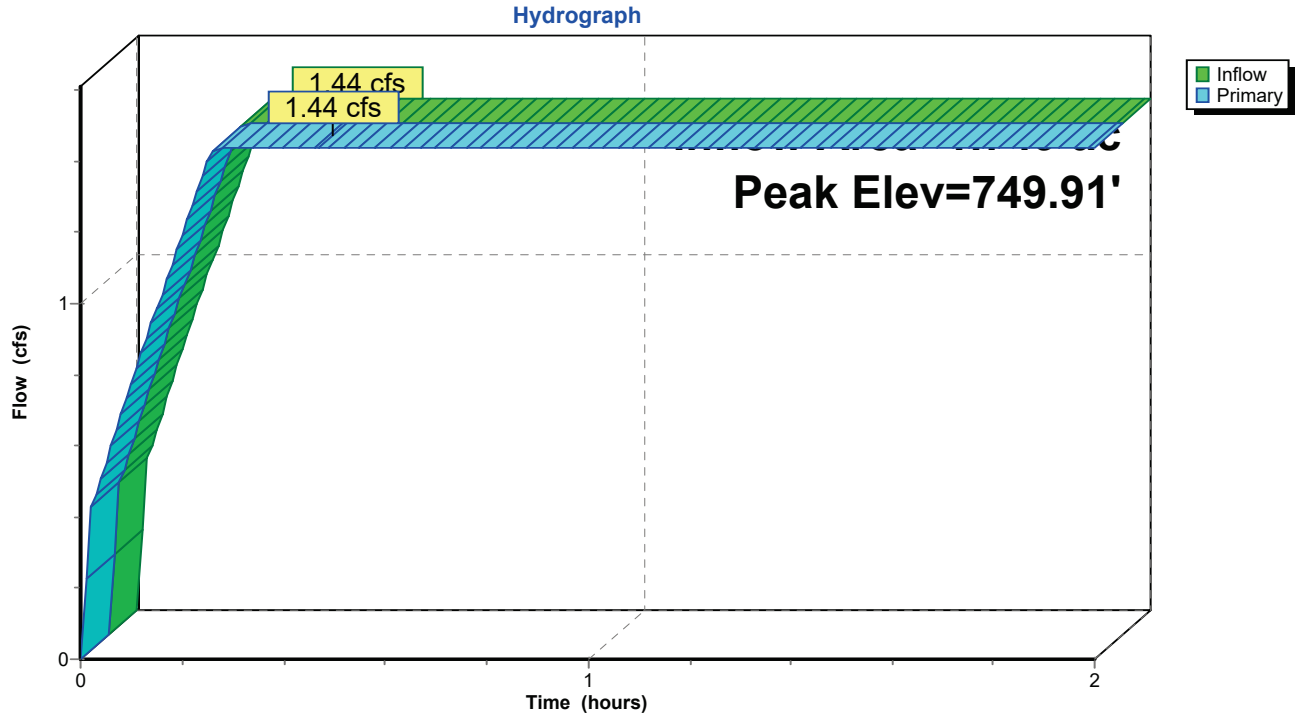
Inflow Area = 1.749 ac, 0.00% Impervious, Inflow Depth > 1.55" for 50-yr event
Inflow = 1.44 cfs @ 0.46 hrs, Volume= 0.226 af
Outflow = 1.44 cfs @ 0.47 hrs, Volume= 0.226 af, Atten= 0%, Lag= 0.6 min
Primary = 1.44 cfs @ 0.47 hrs, Volume= 0.226 af
Routed to Reach R62 : Pipe I62 to I61

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 749.91' @ 0.45 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.32'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	749.35'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.44 cfs @ 0.47 hrs HW=749.91' TW=749.81' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 0.74 cfs @ 1.53 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.70 cfs @ 1.53 fps)

Pond I62: Inlet 6-2



Summary for Pond I63: Inlet 6-3

[57] Hint: Peaked at 750.52' (Flood elevation advised)

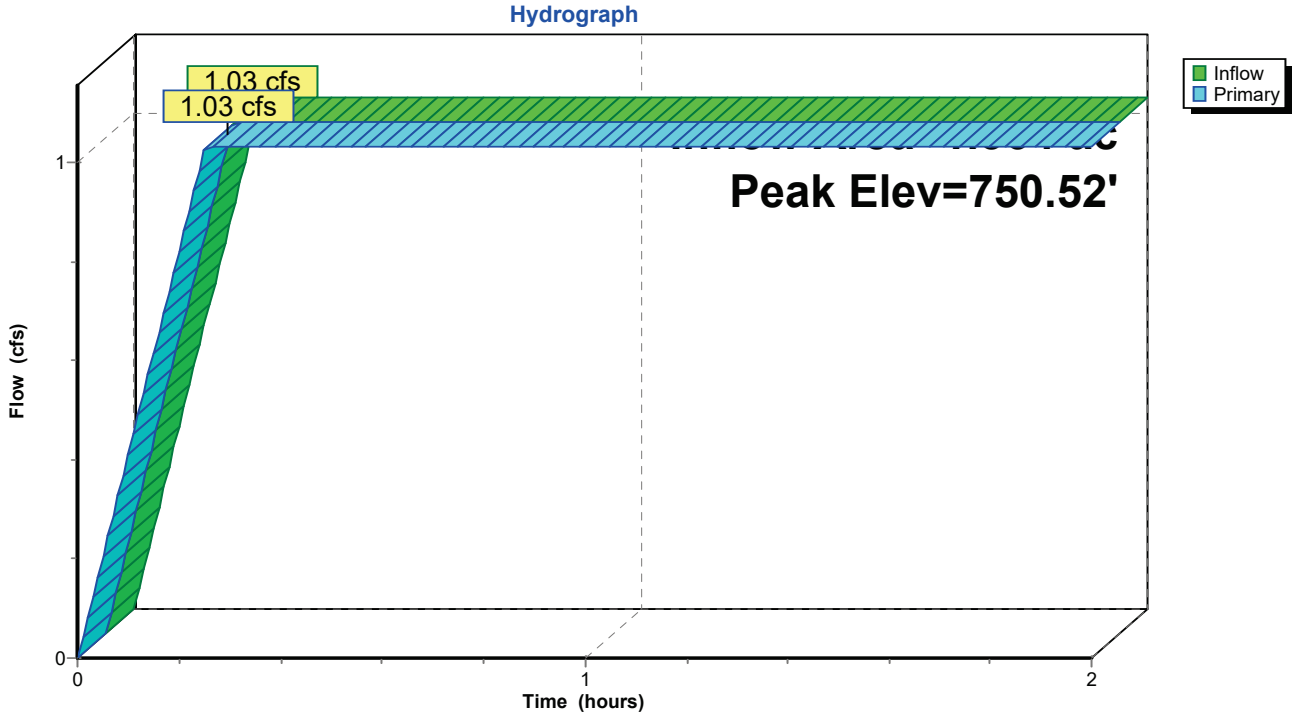
Inflow Area = 1.364 ac, 0.00% Impervious, Inflow Depth > 1.41" for 50-yr event
Inflow = 1.03 cfs @ 0.26 hrs, Volume= 0.160 af
Outflow = 1.03 cfs @ 0.27 hrs, Volume= 0.160 af, Atten= 0%, Lag= 0.6 min
Primary = 1.03 cfs @ 0.27 hrs, Volume= 0.160 af
Routed to Reach R63 : Pipe I63 to I62

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 750.52' @ 0.42 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.91'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.03 cfs @ 0.27 hrs HW=750.52' TW=750.34' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 1.03 cfs @ 2.04 fps)

Pond I63: Inlet 6-3



Summary for Pond I71: Inlet 7-1

[57] Hint: Peaked at 748.41' (Flood elevation advised)
[62] Hint: Exceeded Reach R81 OUTLET depth by 0.36' @ 0.54 hrs

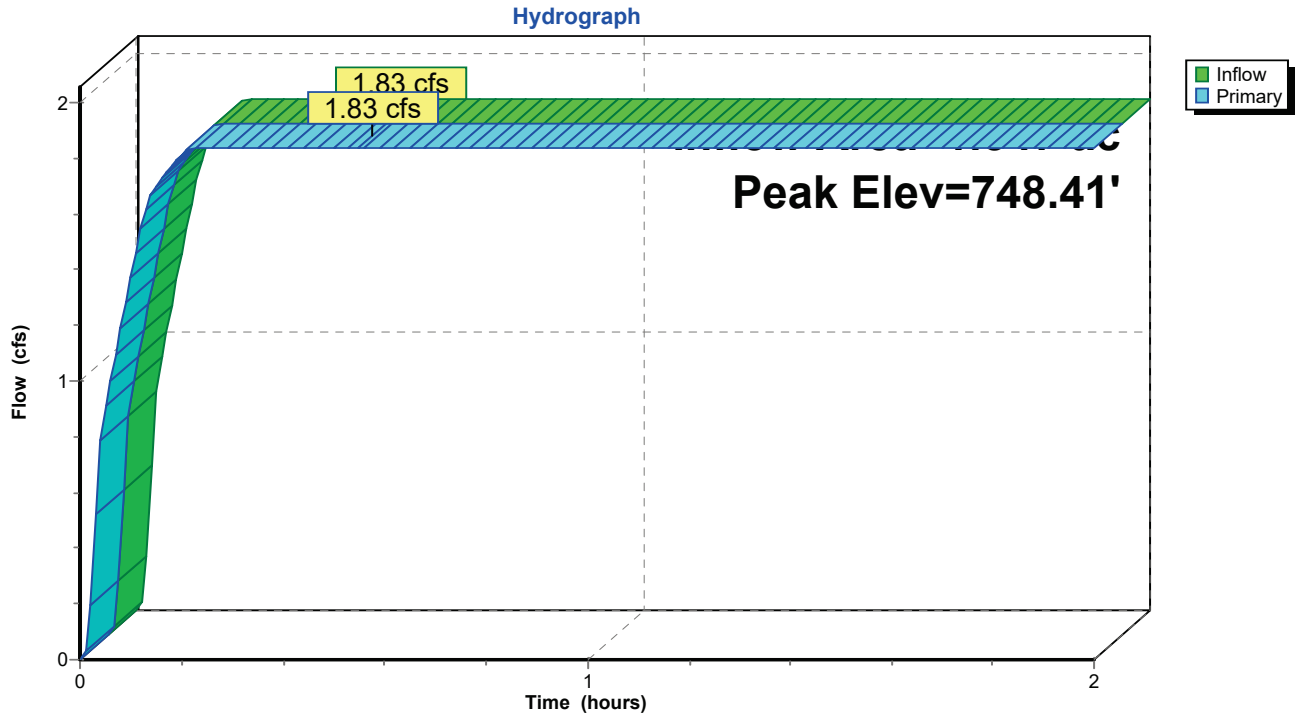
Inflow Area = 1.547 ac, 34.65% Impervious, Inflow Depth > 2.28" for 50-yr event
Inflow = 1.83 cfs @ 0.55 hrs, Volume= 0.294 af
Outflow = 1.83 cfs @ 0.55 hrs, Volume= 0.294 af, Atten= 0%, Lag= 0.0 min
Primary = 1.83 cfs @ 0.55 hrs, Volume= 0.294 af
Routed to Reach R71 : Pipe I71 to I15

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 748.41' @ 0.54 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	747.78'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	747.78'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	748.93'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=1.83 cfs @ 0.55 hrs HW=748.41' TW=748.28' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 0.92 cfs @ 1.76 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.92 cfs @ 1.76 fps)
└─**3=Orifice/Grate** (Controls 0.00 cfs)

Pond I71: Inlet 7-1



Summary for Pond I81: Inlet 8-1

[57] Hint: Peaked at 749.02' (Flood elevation advised)
[62] Hint: Exceeded Reach R10 OUTLET depth by 0.07' @ 0.10 hrs

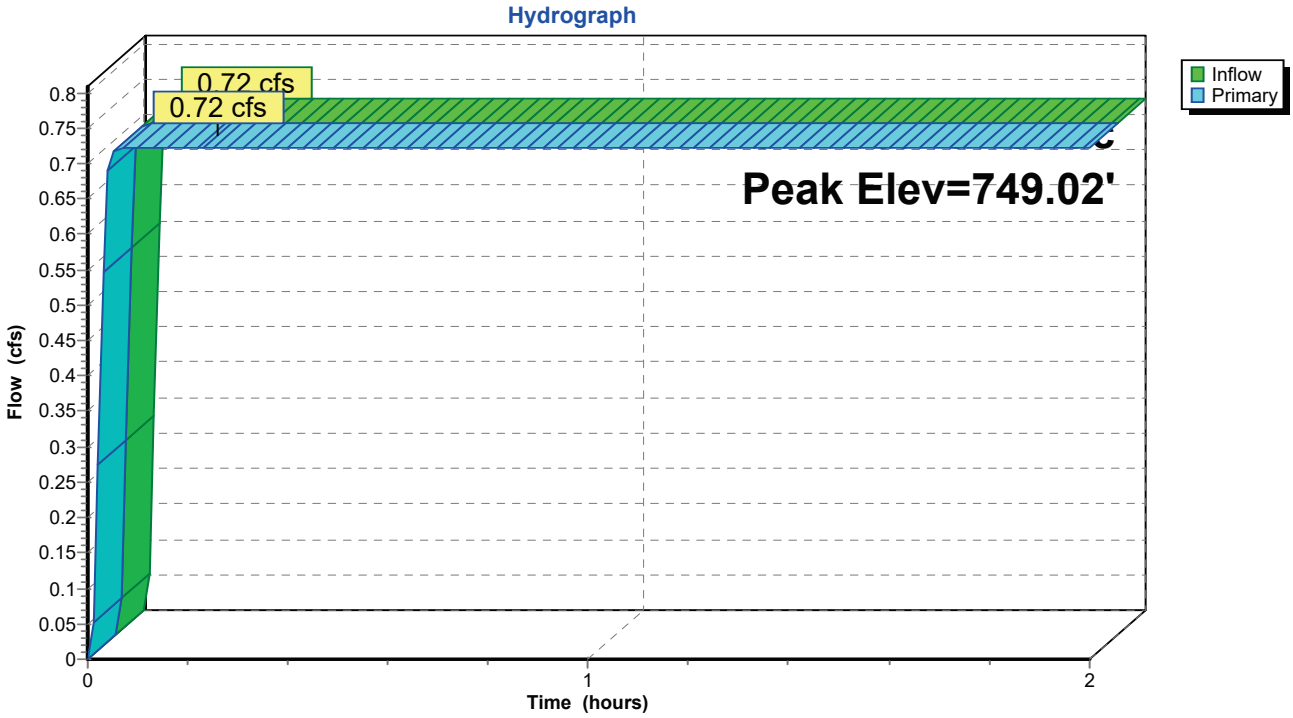
Inflow Area = 0.432 ac,100.00% Impervious, Inflow Depth > 3.28" for 50-yr event
Inflow = 0.72 cfs @ 0.23 hrs, Volume= 0.118 af
Outflow = 0.72 cfs @ 0.23 hrs, Volume= 0.118 af, Atten= 0%, Lag= 0.0 min
Primary = 0.72 cfs @ 0.23 hrs, Volume= 0.118 af
Routed to Reach R81 : Pipe I81 to I71

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 749.02' @ 0.10 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	748.66'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	748.69'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.72 cfs @ 0.23 hrs HW=749.02' TW=748.93' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 0.38 cfs @ 1.48 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.34 cfs @ 1.48 fps)

Pond I81: Inlet 8-1



Summary for Pond I91: Inlet 9-1

[57] Hint: Peaked at 750.68' (Flood elevation advised)
[62] Hint: Exceeded Reach R92 OUTLET depth by 0.08' @ 0.46 hrs

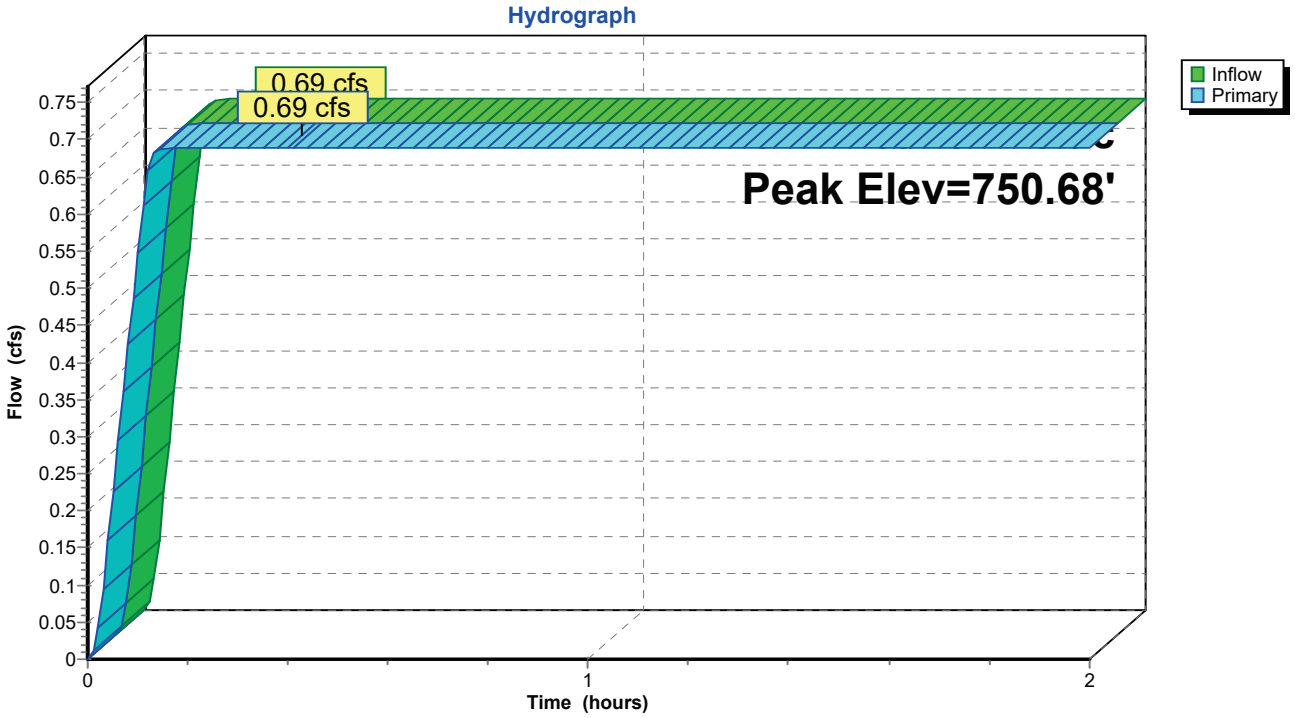
Inflow Area = 0.728 ac, 1.10% Impervious, Inflow Depth > 1.82" for 50-yr event
Inflow = 0.69 cfs @ 0.38 hrs, Volume= 0.110 af
Outflow = 0.69 cfs @ 0.40 hrs, Volume= 0.110 af, Atten= 0%, Lag= 1.2 min
Primary = 0.69 cfs @ 0.40 hrs, Volume= 0.110 af
Routed to Reach R91 : Pipe I91 to I71

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 750.68' @ 0.46 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	750.30'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	750.30'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.69 cfs @ 0.40 hrs HW=750.68' TW=750.62' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 0.34 cfs @ 1.24 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.34 cfs @ 1.24 fps)

Pond I91: Inlet 9-1



Summary for Pond I92: Inlet 9-2

[57] Hint: Peaked at 751.67' (Flood elevation advised)

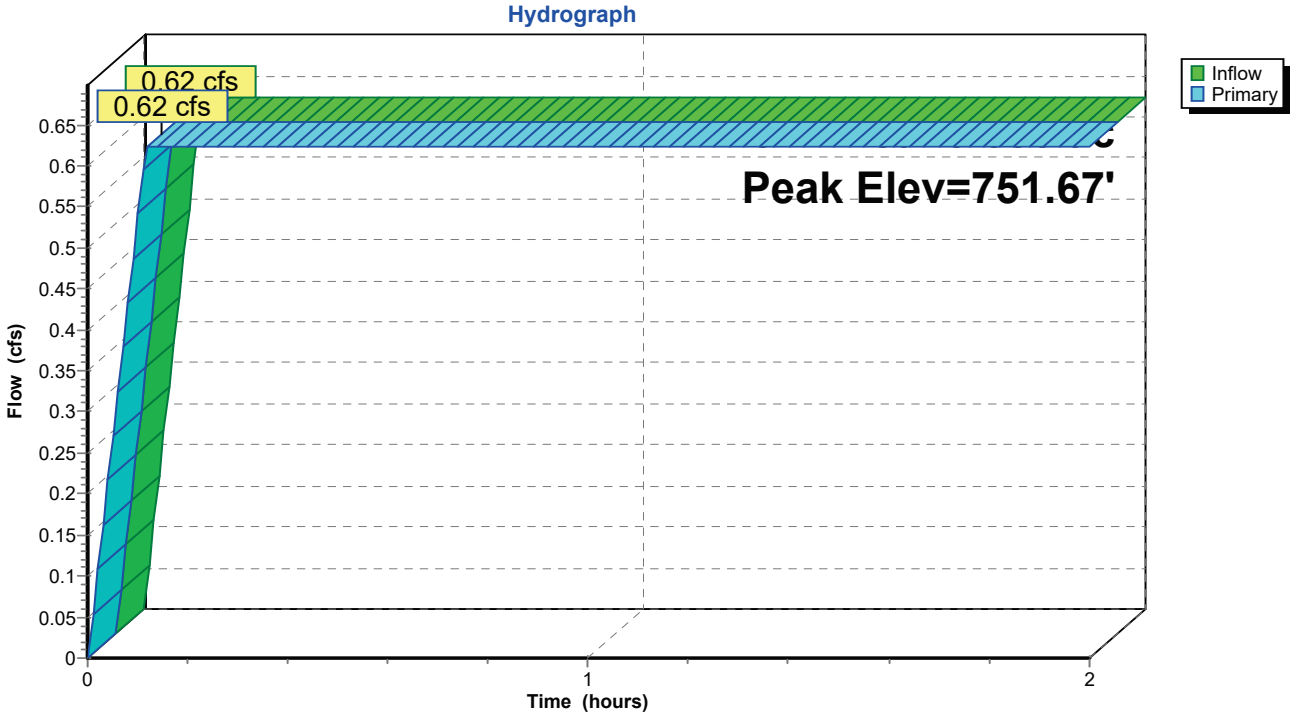
Inflow Area = 0.656 ac, 1.22% Impervious, Inflow Depth > 1.84" for 50-yr event
Inflow = 0.62 cfs @ 0.12 hrs, Volume= 0.100 af
Outflow = 0.62 cfs @ 0.12 hrs, Volume= 0.100 af, Atten= 0%, Lag= 0.0 min
Primary = 0.62 cfs @ 0.12 hrs, Volume= 0.100 af
Routed to Reach R92 : Pipe I92 to I91

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 751.67' @ 0.34 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	751.22'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.60 cfs @ 0.12 hrs HW=751.66' TW=751.51' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.60 cfs @ 1.83 fps)

Pond I92: Inlet 9-2



Summary for Pond P1: Detention Pond

[44] Hint: Outlet device #1 is below defined storage
[62] Hint: Exceeded Reach R14 OUTLET depth by 0.62' @ 1.99 hrs

Inflow Area = 12.430 ac, 7.07% Impervious, Inflow Depth > 1.43" for 50-yr event
Inflow = 9.69 cfs @ 1.10 hrs, Volume= 1.482 af
Outflow = 2.62 cfs @ 2.00 hrs, Volume= 0.344 af, Atten= 73%, Lag= 54.0 min
Primary = 2.62 cfs @ 2.00 hrs, Volume= 0.344 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 738.02' @ 2.00 hrs Surf.Area= 1.028 ac Storage= 1.135 af

Plug-Flow detention time= 45.9 min calculated for 0.342 af (23% of inflow)
Center-of-Mass det. time= 3.1 min (67.7 - 64.6)

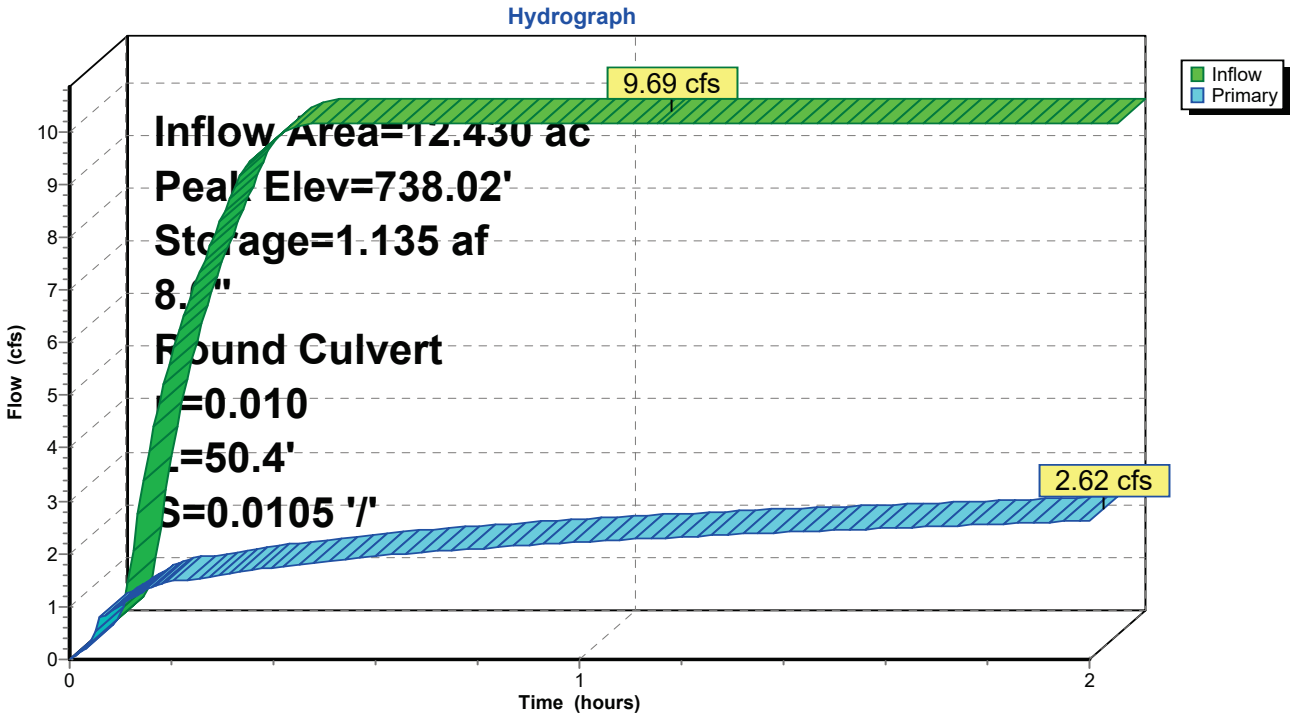
Volume	Invert	Avail.Storage	Storage Description
#1	736.00'	2.825 af	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (acres)	Inc.Store (acre-feet)	Cum.Store (acre-feet)
736.00	0.024	0.000	0.000
737.00	0.592	0.308	0.308
738.00	1.025	0.809	1.117
739.00	1.170	1.097	2.214
739.50	1.276	0.611	2.825

Device	Routing	Invert	Outlet Devices
#1	Primary	735.51'	**8.0" Round Culvert** L= 50.4' RCP, rounded edge headwall, Ke= 0.100 Inlet / Outlet Invert= 735.51' / 734.98' S= 0.0105 '/' Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.35 sf

Primary OutFlow Max=2.62 cfs @ 2.00 hrs HW=738.02' (Free Discharge)
1=Culvert (Barrel Controls 2.62 cfs @ 7.51 fps)

Pond P1: Detention Pond



Time span=0.00-2.00 hrs, dt=0.01 hrs, 201 points
Runoff by Rational method, Rise/Fall=1.0/1.0 xTc
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

SubcatchmentCA10: South Building Runoff Area=0.432 ac 100.00% Impervious Runoff Depth>3.75"
Flow Length=227' Slope=0.0100 '/' Tc=1.6 min C=0.95 Runoff=0.82 cfs 0.135 af

SubcatchmentCA11: North Building Runoff Area=0.229 ac 100.00% Impervious Runoff Depth>3.77"
Flow Length=80' Slope=0.0100 '/' Tc=0.7 min C=0.95 Runoff=0.44 cfs 0.072 af

SubcatchmentCA12: NW Building Area Runoff Area=0.484 ac 2.27% Impervious Runoff Depth>1.22"
Flow Length=323' Tc=10.7 min C=0.32 Runoff=0.31 cfs 0.049 af

SubcatchmentCA13: East Access Road Runoff Area=0.072 ac 0.00% Impervious Runoff Depth>2.01"
Flow Length=194' Tc=6.9 min C=0.52 Runoff=0.07 cfs 0.012 af

SubcatchmentCA14: East Building Area Runoff Area=0.656 ac 1.22% Impervious Runoff Depth>2.09"
Flow Length=194' Tc=6.9 min C=0.54 Runoff=0.71 cfs 0.114 af

SubcatchmentCA15: SE 1 Parking Area Runoff Area=0.156 ac 0.00% Impervious Runoff Depth>1.93"
Flow Length=1,178' Tc=20.8 min C=0.53 Runoff=0.17 cfs 0.025 af

SubcatchmentCA16: SE 2 Parking Area Runoff Area=2.030 ac 0.30% Impervious Runoff Depth>1.64"
Flow Length=1,178' Tc=20.8 min C=0.45 Runoff=1.83 cfs 0.277 af

SubcatchmentCA17: NE Parking Area Runoff Area=1.364 ac 0.00% Impervious Runoff Depth>1.60"
Flow Length=764' Tc=15.1 min C=0.43 Runoff=1.17 cfs 0.182 af

SubcatchmentCA18: N Central Parking Area Runoff Area=0.385 ac 0.00% Impervious Runoff Depth>2.38"
Flow Length=91' Slope=0.0048 '/' Tc=1.1 min C=0.60 Runoff=0.46 cfs 0.076 af

SubcatchmentCA19: S Central Parking Area Runoff Area=0.354 ac 5.65% Impervious Runoff Depth>2.46"
Flow Length=91' Slope=0.0048 '/' Tc=1.1 min C=0.62 Runoff=0.44 cfs 0.072 af

SubcatchmentCA20: NW Parking Area Runoff Area=0.643 ac 0.00% Impervious Runoff Depth>1.72"
Flow Length=292' Tc=19.2 min C=0.47 Runoff=0.60 cfs 0.092 af

SubcatchmentCA21: SW Parking Area Runoff Area=0.510 ac 5.10% Impervious Runoff Depth>2.06"
Flow Length=228' Tc=22.6 min C=0.57 Runoff=0.58 cfs 0.087 af

SubcatchmentCA6: Pond Catchment Area Runoff Area=3.224 ac 0.00% Impervious Runoff Depth>1.11"
Flow Length=435' Tc=16.9 min C=0.30 Runoff=1.94 cfs 0.298 af

SubcatchmentCA7: West Access Road Area Runoff Area=0.350 ac 0.00% Impervious Runoff Depth>1.11"
Flow Length=435' Tc=16.9 min C=0.30 Runoff=0.21 cfs 0.032 af

SubcatchmentCA8: West Building Area Runoff Area=1.154 ac 4.42% Impervious Runoff Depth>1.26"
Flow Length=435' Tc=16.9 min C=0.34 Runoff=0.79 cfs 0.121 af

SubcatchmentCA9: Building entrance Runoff Area=0.387 ac 24.81% Impervious Runoff Depth>2.34"
Flow Length=264' Tc=12.7 min C=0.62 Runoff=0.48 cfs 0.075 af

Reach R10: Pipe CA10 to I81 Avg. Flow Depth=0.29' Max Vel=4.44 fps Inflow=0.82 cfs 0.135 af
12.0" Round Pipe n=0.010 L=149.2' S=0.0099 '/' Capacity=4.61 cfs Outflow=0.82 cfs 0.135 af

Reach R14: Pipe I14 to Pond Avg. Flow Depth=0.61' Max Vel=11.22 fps Inflow=9.08 cfs 1.391 af
24.0" Round Pipe n=0.012 L=148.6' S=0.0338 '/' Capacity=45.04 cfs Outflow=9.08 cfs 1.388 af

Reach R15: Pipe I15 to I14 Avg. Flow Depth=0.83' Max Vel=7.25 fps Inflow=8.87 cfs 1.367 af
24.0" Round Pipe n=0.012 L=294.5' S=0.0103 '/' Capacity=24.86 cfs Outflow=8.87 cfs 1.359 af

Reach R21: Pipe SS31 to SS23 Avg. Flow Depth=0.81' Max Vel=5.02 fps Inflow=6.00 cfs 0.921 af
24.0" Round Pipe n=0.012 L=223.0' S=0.0050 '/' Capacity=17.37 cfs Outflow=6.00 cfs 0.915 af

Reach R31: Pipe I31 to I21 Avg. Flow Depth=0.98' Max Vel=4.31 fps Inflow=5.26 cfs 0.806 af
18.0" Round Pipe n=0.012 L=154.3' S=0.0037 '/' Capacity=6.92 cfs Outflow=5.26 cfs 0.802 af

Reach R41: Pipe I41 to I31 Avg. Flow Depth=0.31' Max Vel=2.14 fps Inflow=0.44 cfs 0.072 af
12.0" Round Pipe n=0.010 L=324.3' S=0.0021 '/' Capacity=2.14 cfs Outflow=0.44 cfs 0.070 af

Reach R51: Pipe I51 to I31 Avg. Flow Depth=0.50' Max Vel=5.31 fps Inflow=2.43 cfs 0.373 af
15.0" Round Pipe n=0.012 L=123.9' S=0.0107 '/' Capacity=7.22 cfs Outflow=2.43 cfs 0.372 af

Reach R52: Pipe I52 to I51 Avg. Flow Depth=0.53' Max Vel=4.71 fps Inflow=1.99 cfs 0.302 af
12.0" Round Pipe n=0.012 L=114.4' S=0.0087 '/' Capacity=3.61 cfs Outflow=1.99 cfs 0.301 af

Reach R53: Pipe I53 to I52 Avg. Flow Depth=0.23' Max Vel=1.87 fps Inflow=0.17 cfs 0.025 af
6.0" Round Pipe n=0.010 L=62.2' S=0.0027 '/' Capacity=0.38 cfs Outflow=0.17 cfs 0.025 af

Reach R54: Pipe I54 to I53 Avg. Flow Depth=0.00' Max Vel=0.00 fps Inflow=0.00 cfs 0.000 af
6.0" Round Pipe n=0.010 L=68.7' S=0.0277 '/' Capacity=1.21 cfs Outflow=0.00 cfs 0.000 af

Reach R61: Pipe I61 to I31 Avg. Flow Depth=0.56' Max Vel=4.20 fps Inflow=2.24 cfs 0.349 af
15.0" Round Pipe n=0.012 L=133.8' S=0.0060 '/' Capacity=5.41 cfs Outflow=2.24 cfs 0.347 af

Reach R62: Pipe I62 to I61 Avg. Flow Depth=0.53' Max Vel=3.84 fps Inflow=1.64 cfs 0.258 af
12.0" Round Pipe n=0.012 L=122.3' S=0.0058 '/' Capacity=2.94 cfs Outflow=1.64 cfs 0.256 af

Reach R63: Pipe I63 to I62 Avg. Flow Depth=0.46' Max Vel=3.29 fps Inflow=1.17 cfs 0.182 af
12.0" Round Pipe n=0.012 L=117.3' S=0.0048 '/' Capacity=2.67 cfs Outflow=1.17 cfs 0.181 af

Reach R71: Pipe I71 to I15 Avg. Flow Depth=0.54' Max Vel=4.85 fps Inflow=2.09 cfs 0.334 af
12.0" Round Pipe n=0.012 L=307.3' S=0.0092 '/' Capacity=3.70 cfs Outflow=2.09 cfs 0.331 af

Reach R81: Pipe I81 to I71 Avg. Flow Depth=0.29' Max Vel=4.40 fps Inflow=0.82 cfs 0.135 af
12.0" Round Pipe n=0.012 L=63.2' S=0.0139 '/' Capacity=4.55 cfs Outflow=0.82 cfs 0.134 af

Reach R91: Pipe I91 to I71 Avg. Flow Depth=0.34' Max Vel=3.33 fps Inflow=0.78 cfs 0.126 af
12.0" Round Pipe n=0.012 L=206.5' S=0.0066 '/' Capacity=3.14 cfs Outflow=0.78 cfs 0.124 af

Reach R92: Pipe I92 to I91 Avg. Flow Depth=0.32' Max Vel=3.27 fps Inflow=0.71 cfs 0.114 af
12.0" Round Pipe n=0.012 L=134.2' S=0.0069 '/' Capacity=3.20 cfs Outflow=0.71 cfs 0.113 af

Pond I14: Inlet 1-4 Peak Elev=742.82' Inflow=9.08 cfs 1.391 af
Outflow=9.08 cfs 1.391 af

Pond I15: Inlet 1-5 Peak Elev=745.92' Inflow=8.87 cfs 1.367 af
Outflow=8.87 cfs 1.367 af

Pond I21: Inlet 2-1 Peak Elev=748.17' Inflow=6.00 cfs 0.921 af
Outflow=6.00 cfs 0.921 af

Pond I31: Manhole 3-1 Peak Elev=748.82' Inflow=5.26 cfs 0.806 af
Outflow=5.26 cfs 0.806 af

Pond I41: Inlet 4-1 Peak Elev=749.26' Inflow=0.44 cfs 0.072 af
Outflow=0.44 cfs 0.072 af

Pond I51: Inlet 5-1 Peak Elev=749.74' Inflow=2.43 cfs 0.373 af
Outflow=2.43 cfs 0.373 af

Pond I52: Inlet 5-2 Peak Elev=750.87' Inflow=1.99 cfs 0.302 af
Outflow=1.99 cfs 0.302 af

Pond I53: Inlet 5-3 Peak Elev=750.71' Inflow=0.17 cfs 0.025 af
Outflow=0.17 cfs 0.025 af

Pond I54: Inlet 5-4 Peak Elev=0.00'
Primary=0.00 cfs 0.000 af

Pond I61: Manhole 6-1 Peak Elev=749.25' Inflow=2.24 cfs 0.349 af
Outflow=2.24 cfs 0.349 af

Pond I62: Inlet 6-2 Peak Elev=749.96' Inflow=1.64 cfs 0.258 af
Outflow=1.64 cfs 0.258 af

Pond I63: Inlet 6-3 Peak Elev=750.57' Inflow=1.17 cfs 0.182 af
Outflow=1.17 cfs 0.182 af

Pond I71: Inlet 7-1 Peak Elev=748.46' Inflow=2.09 cfs 0.334 af
Outflow=2.09 cfs 0.334 af

Pond I81: Inlet 8-1 Peak Elev=749.05' Inflow=0.82 cfs 0.135 af
Outflow=0.82 cfs 0.135 af

Pond I91: Inlet 9-1 Peak Elev=750.71' Inflow=0.78 cfs 0.126 af
Outflow=0.78 cfs 0.126 af

Pond I92: Inlet 9-2 Peak Elev=751.70' Inflow=0.71 cfs 0.114 af
Outflow=0.71 cfs 0.114 af

Pond P1: Detention Pond Peak Elev=738.20' Storage=1.328 af Inflow=11.02 cfs 1.687 af
8.0" Round Culvert n=0.010 L=50.4' S=0.0105 '/' Outflow=2.72 cfs 0.356 af

Total Runoff Area = 12.430 ac Runoff Volume = 1.722 af Average Runoff Depth = 1.66"
92.93% Pervious = 11.551 ac 7.07% Impervious = 0.879 ac

Summary for Subcatchment CA10: South Building

[70] Warning: Tc<8dt requires smaller dt

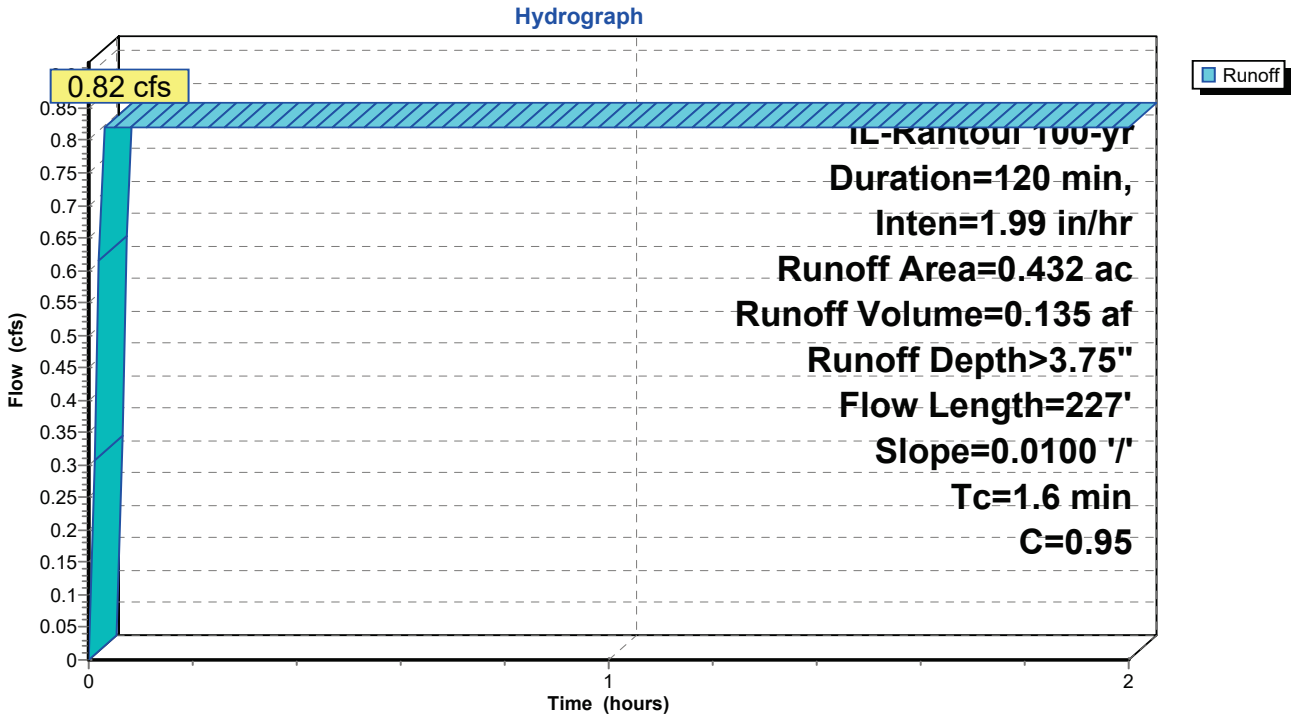
Runoff = 0.82 cfs @ 0.03 hrs, Volume= 0.135 af, Depth> 3.75"
Routed to Reach R10 : Pipe CA10 to I81

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=120 min, Inten=1.99 in/hr

Area (ac)	C	Description
0.432	0.95	Roof
0.432		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.2	146	0.0100	2.03		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
0.4	81	0.0100	3.75	1.31	**Pipe Channel, Downpipes** 8.0" Round Area= 0.3 sf Perim= 2.1' r= 0.17' n= 0.012 Corrugated PP, smooth interior
1.6	227	Total			

Subcatchment CA10: South Building



Summary for Subcatchment CA11: North Building

[70] Warning: Tc<8dt requires smaller dt

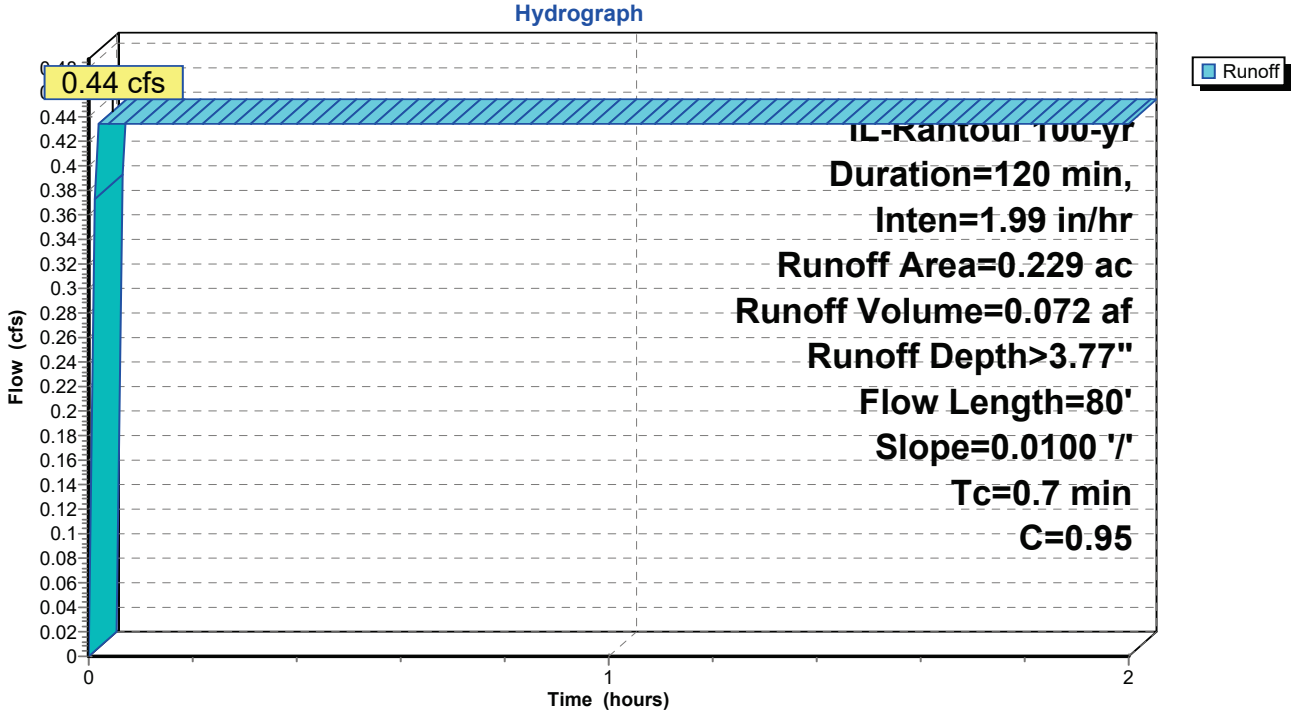
Runoff = 0.44 cfs @ 0.02 hrs, Volume= 0.072 af, Depth> 3.77"
Routed to Pond I41 : Inlet 4-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=120 min, Inten=1.99 in/hr

Area (ac)	C	Description
0.229	0.95	Building
0.229		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.7	80	0.0100	2.03		**Shallow Concentrated Flow, N building** Paved Kv= 20.3 fps

Subcatchment CA11: North Building



Summary for Subcatchment CA12: NW Building Area

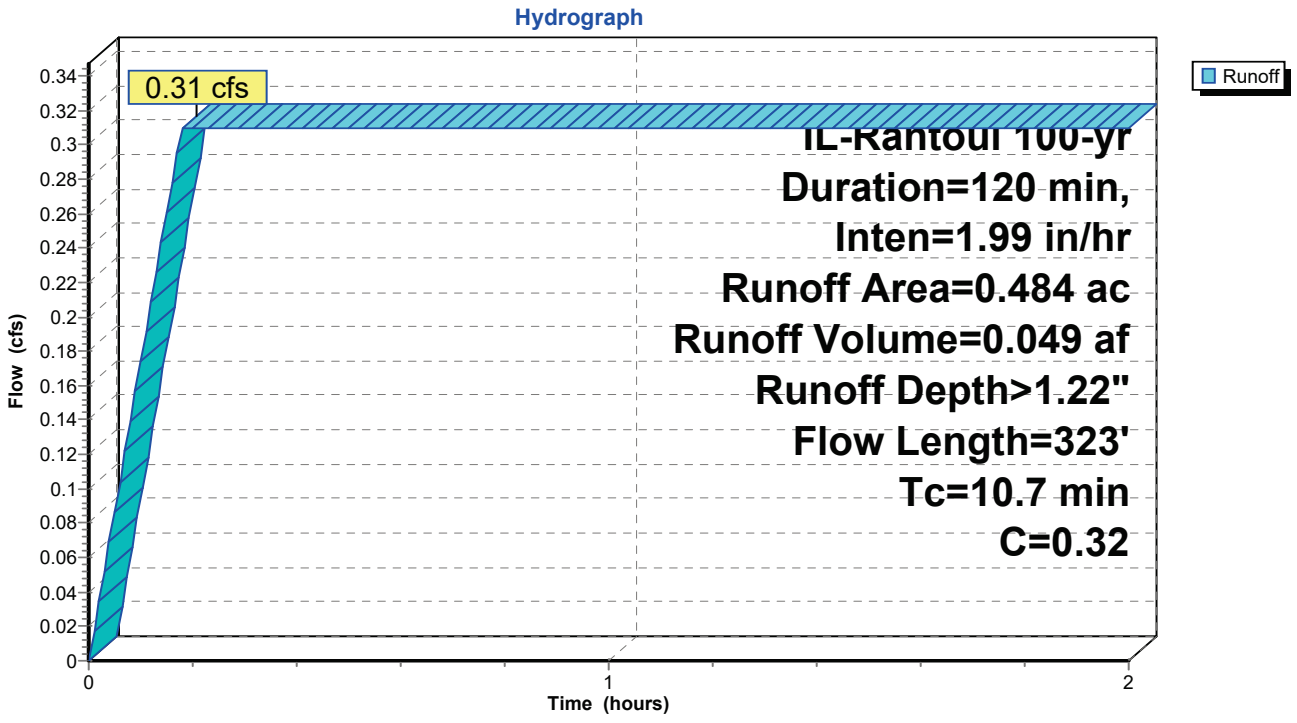
Runoff = 0.31 cfs @ 0.18 hrs, Volume= 0.049 af, Depth> 1.22"
Routed to Pond I21 : Inlet 2-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=120 min, Inten=1.99 in/hr

Area (ac)	C	Description
0.095	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.368	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.011	0.95	Sidewalk
0.010	0.60	Gravel
0.484	0.32	Weighted Average
0.473		97.73% Pervious Area
0.011		2.27% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.9	185	0.0003	0.39		**Sheet Flow, Parking N of building** Smooth surfaces n= 0.011 P2= 5.80"
1.4	60	0.0012	0.70		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
1.4	78	0.0187	0.96		**Shallow Concentrated Flow, Parking N of building** Short Grass Pasture Kv= 7.0 fps
10.7	323	Total			

Subcatchment CA12: NW Building Area



Summary for Subcatchment CA13: East Access Road

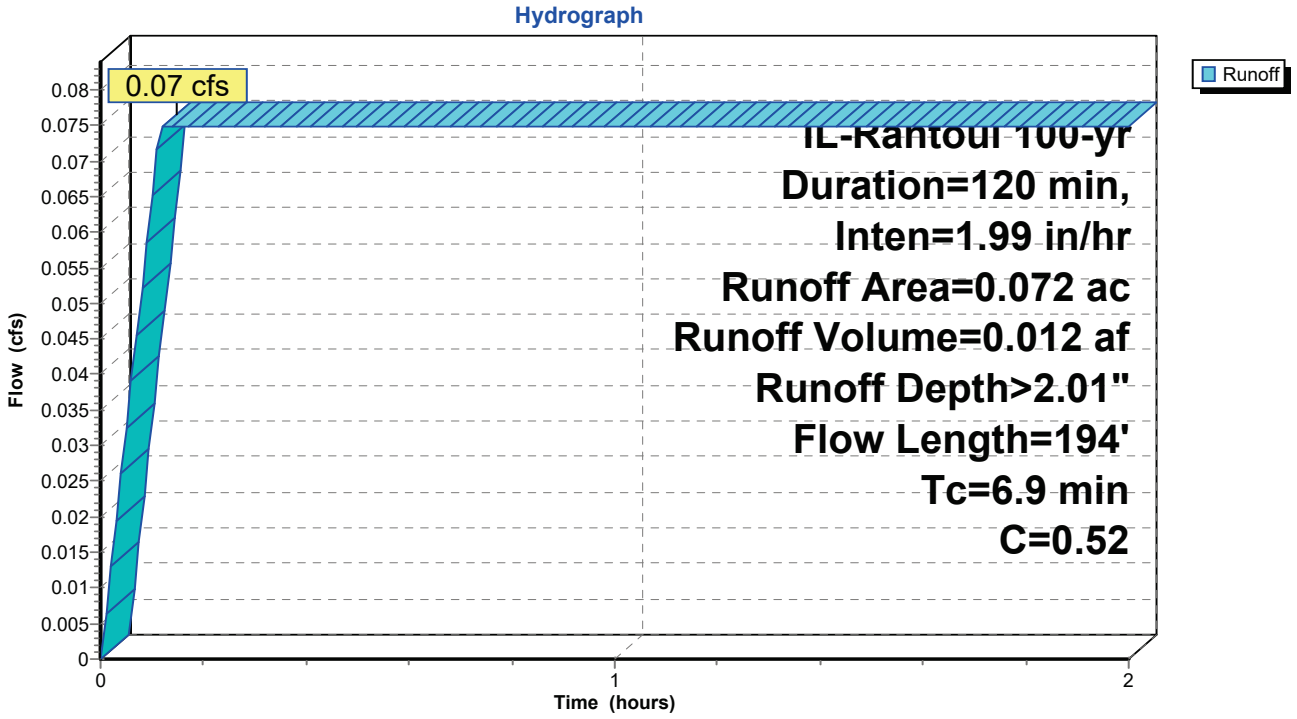
Runoff = 0.07 cfs @ 0.12 hrs, Volume= 0.012 af, Depth> 2.01"
Routed to Pond I91 : Inlet 9-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=120 min, Inten=1.99 in/hr

Area (ac)	C	Description
0.031	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.041	0.60	Gravel
0.072	0.52	Weighted Average
0.072		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.9	78	0.0208	0.22		**Sheet Flow, Grass E of building** Grass: Short n= 0.150 P2= 5.80"
1.0	116	0.0088	1.90		**Shallow Concentrated Flow, Access Road** Paved Kv= 20.3 fps
6.9	194	Total			

Subcatchment CA13: East Access Road



Summary for Subcatchment CA14: East Building Area

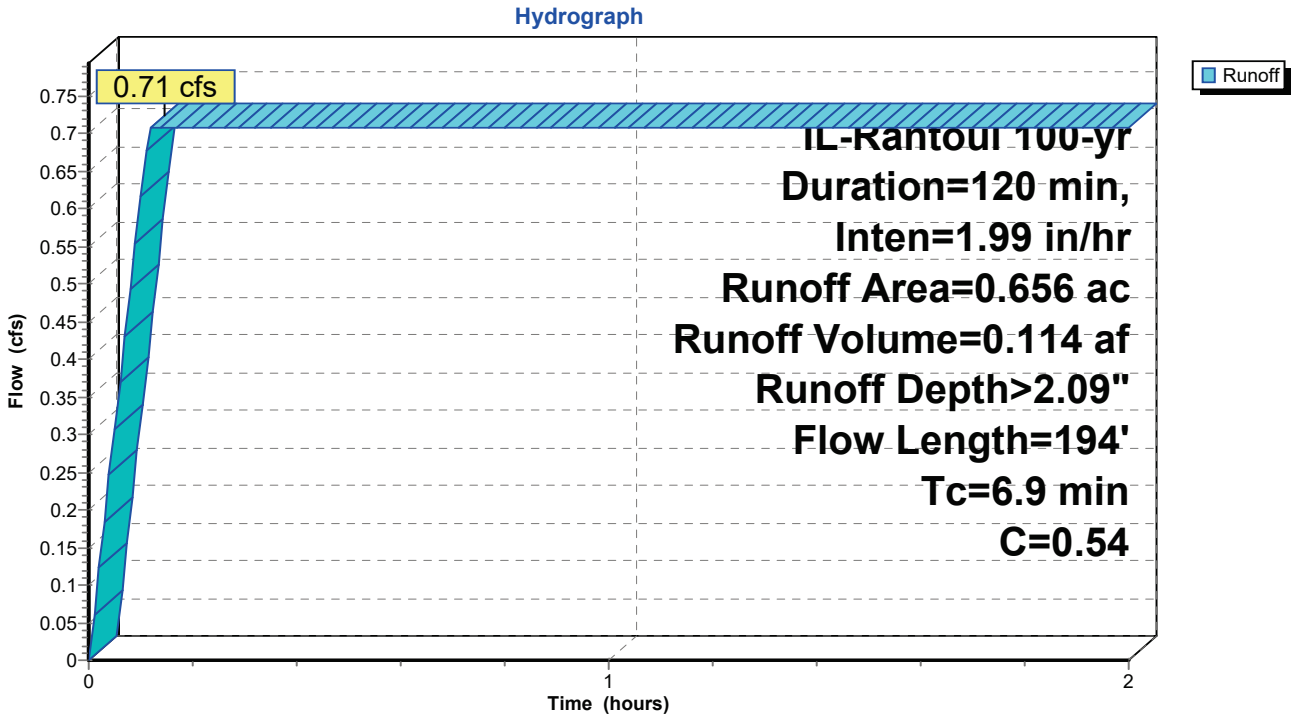
Runoff = 0.71 cfs @ 0.12 hrs, Volume= 0.114 af, Depth> 2.09"
Routed to Pond I92 : Inlet 9-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=120 min, Inten=1.99 in/hr

Area (ac)	C	Description
0.032	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.216	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.008	0.95	Sidewalk
0.400	0.60	Gravel
0.656	0.54	Weighted Average
0.648		98.78% Pervious Area
0.008		1.22% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.9	78	0.0208	0.22		**Sheet Flow, Grass E of building** Grass: Short n= 0.150 P2= 5.80"
1.0	116	0.0088	1.90		**Shallow Concentrated Flow, Access Road** Paved Kv= 20.3 fps
6.9	194	Total			

Subcatchment CA14: East Building Area



Summary for Subcatchment CA15: SE 1 Parking Area

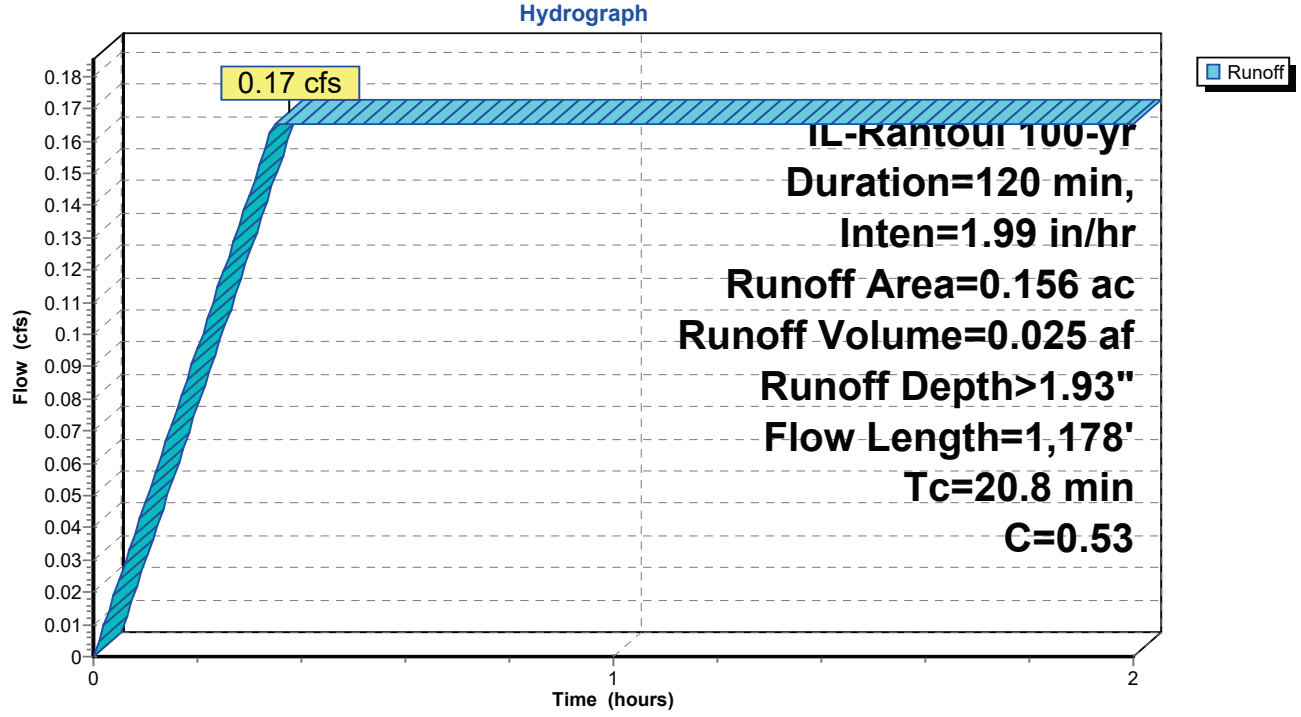
Runoff = 0.17 cfs @ 0.35 hrs, Volume= 0.025 af, Depth> 1.93"
Routed to Pond I53 : Inlet 5-3

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=120 min, Inten=1.99 in/hr

Area (ac)	C	Description
0.060	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.096	0.60	Gravel
0.156	0.53	Weighted Average
0.156		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0	100	0.0500	0.33		**Sheet Flow, Area E outside of property** Grass: Short n= 0.150 P2= 5.80"
8.8	539	0.0040	1.02		**Shallow Concentrated Flow, Area E outside of property** Unpaved Kv= 16.1 fps
7.0	539	0.0040	1.28		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
20.8	1,178	Total			

Subcatchment CA15: SE 1 Parking Area



Summary for Subcatchment CA16: SE 2 Parking Area

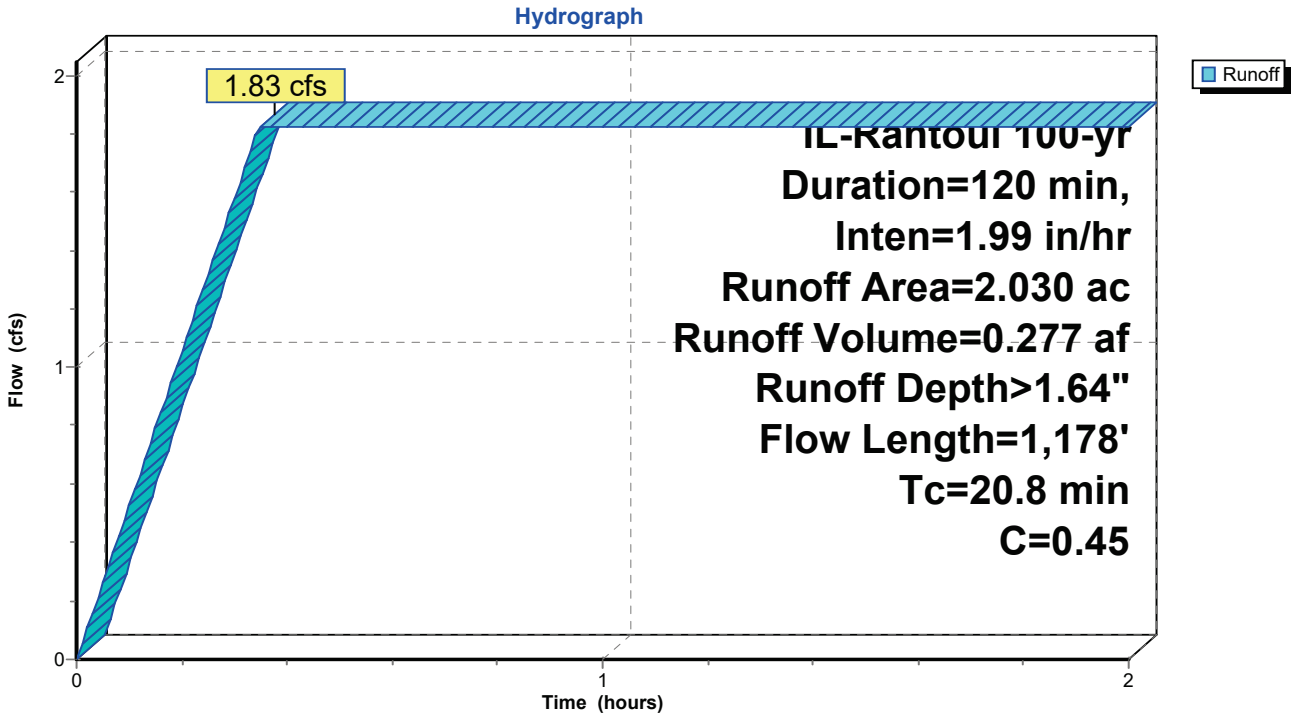
Runoff = 1.83 cfs @ 0.35 hrs, Volume= 0.277 af, Depth> 1.64"
Routed to Pond I52 : Inlet 5-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=120 min, Inten=1.99 in/hr

Area (ac)	C	Description
0.609	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.101	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.951	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.006	0.95	Sidewalk
0.363	0.60	Gravel
2.030	0.45	Weighted Average
2.024		99.70% Pervious Area
0.006		0.30% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0	100	0.0500	0.33		**Sheet Flow, Area E outside of property** Grass: Short n= 0.150 P2= 5.80"
8.8	539	0.0040	1.02		**Shallow Concentrated Flow, Area E outside of property** Unpaved Kv= 16.1 fps
7.0	539	0.0040	1.28		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
20.8	1,178	Total			

Subcatchment CA16: SE 2 Parking Area



Summary for Subcatchment CA17: NE Parking Area

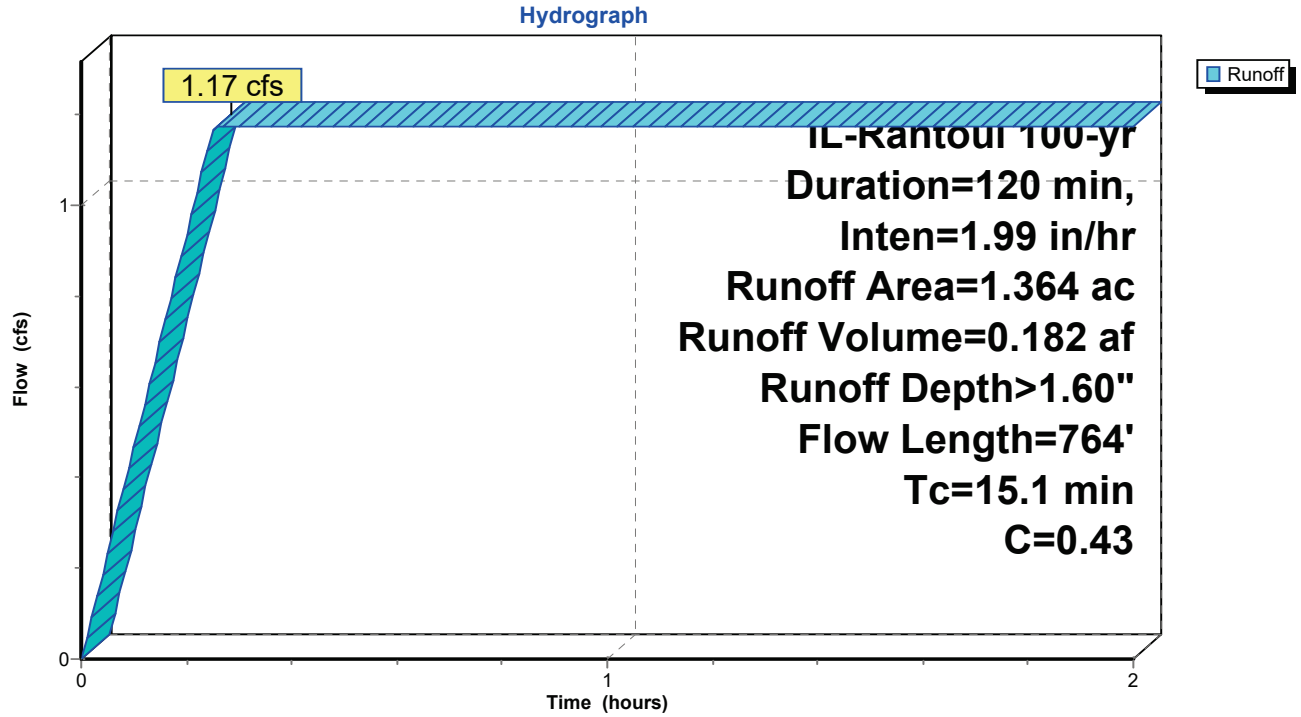
Runoff = 1.17 cfs @ 0.26 hrs, Volume= 0.182 af, Depth> 1.60"
Routed to Pond I63 : Inlet 6-3

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=120 min, Inten=1.99 in/hr

Area (ac)	C	Description
0.319	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.362	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.338	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.345	0.60	Gravel
1.364	0.43	Weighted Average
1.364		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0	100	0.0500	0.33		**Sheet Flow, Area E outside of property** Grass: Short n= 0.150 P2= 5.80"
9.5	568	0.0038	0.99		**Shallow Concentrated Flow, Area E outside of property** Unpaved Kv= 16.1 fps
0.6	96	0.0160	2.57		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
15.1	764	Total			

Subcatchment CA17: NE Parking Area



Summary for Subcatchment CA18: N Central Parking Area

[70] Warning: Tc<8dt requires smaller dt

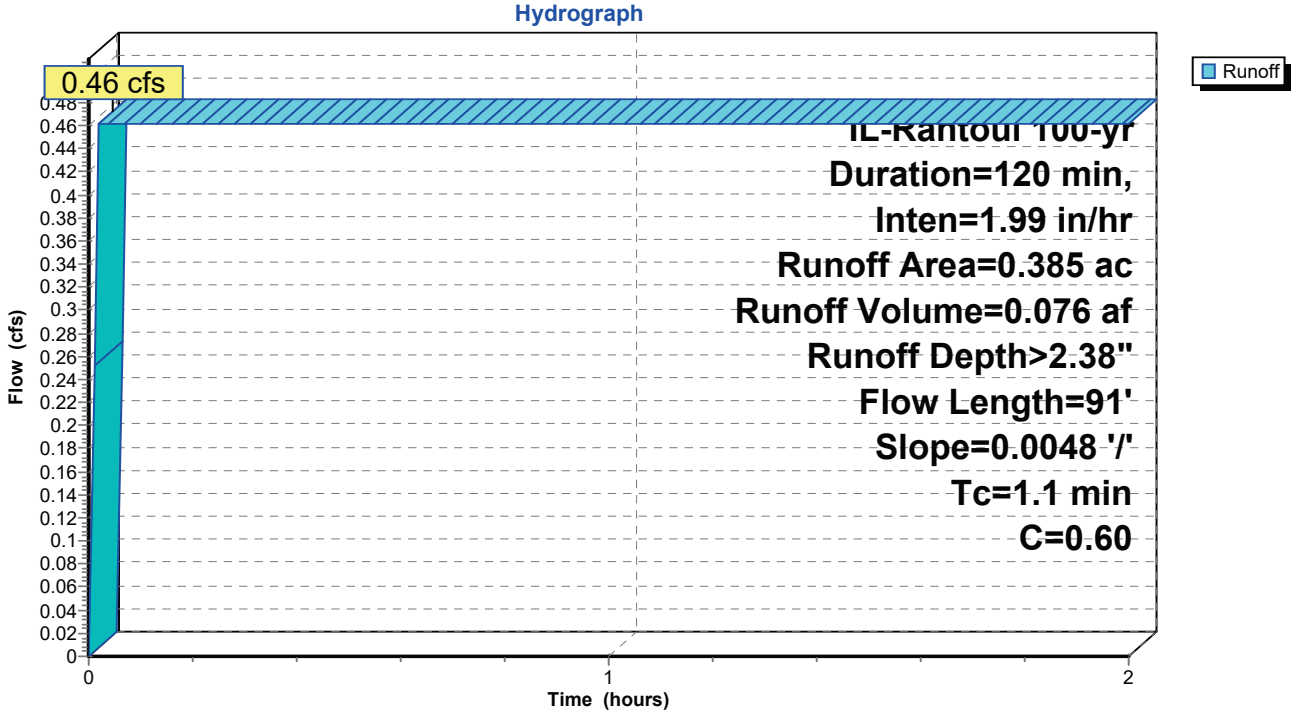
Runoff = 0.46 cfs @ 0.02 hrs, Volume= 0.076 af, Depth> 2.38"
Routed to Pond I62 : Inlet 6-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=120 min, Inten=1.99 in/hr

Area (ac)	C	Description
0.385	0.60	Gravel
0.385		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.1	91	0.0048	1.41		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps

Subcatchment CA18: N Central Parking Area



Summary for Subcatchment CA19: S Central Parking Area

[70] Warning: Tc<8dt requires smaller dt

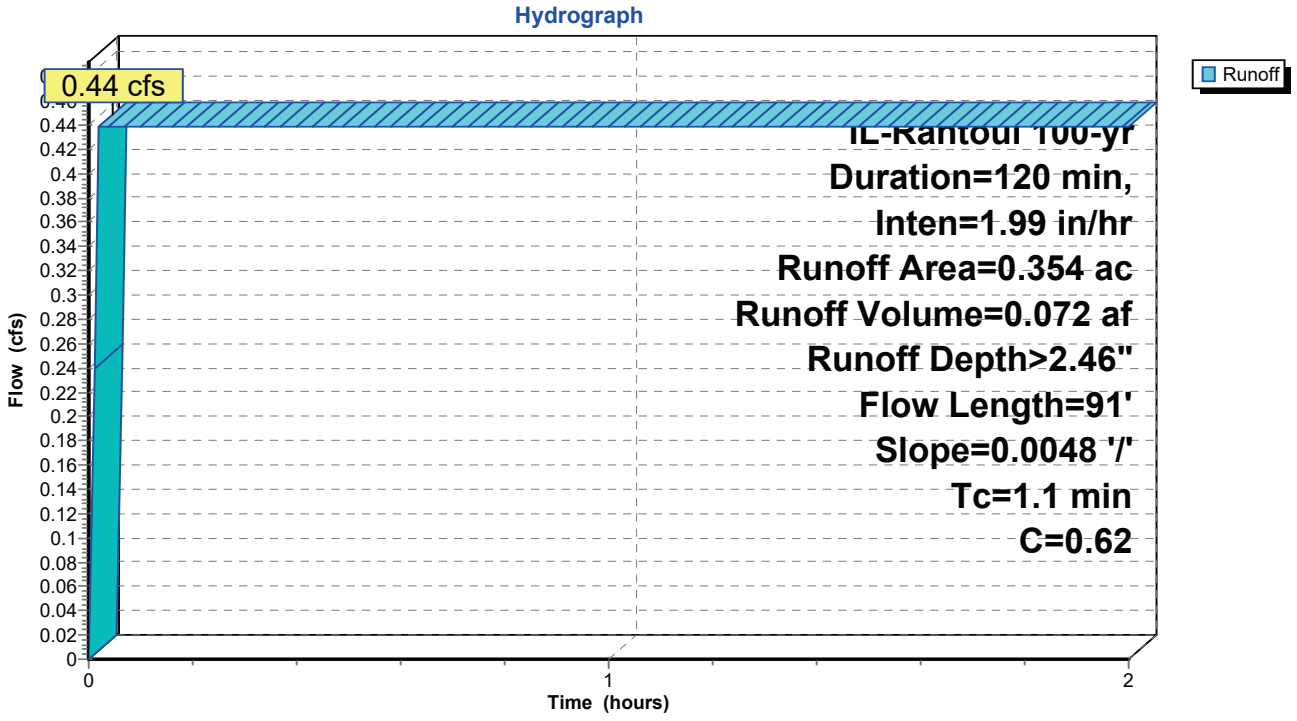
Runoff = 0.44 cfs @ 0.02 hrs, Volume= 0.072 af, Depth> 2.46"
Routed to Pond I51 : Inlet 5-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=120 min, Inten=1.99 in/hr

Area (ac)	C	Description
0.003	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.331	0.60	Gravel
0.020	0.95	Sidewalk
0.354	0.62	Weighted Average
0.334		94.35% Pervious Area
0.020		5.65% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.1	91	0.0048	1.41		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps

Subcatchment CA19: S Central Parking Area



Summary for Subcatchment CA20: NW Parking Area

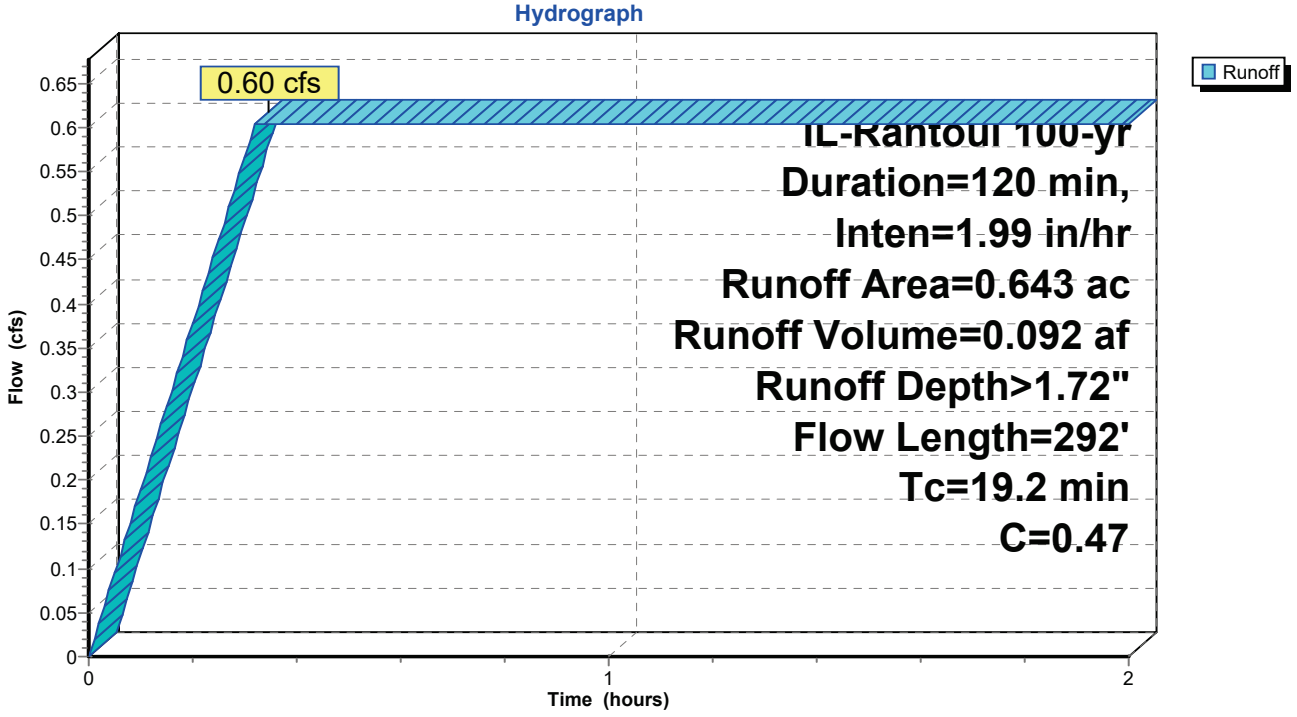
Runoff = 0.60 cfs @ 0.32 hrs, Volume= 0.092 af, Depth> 1.72"
Routed to Pond I61 : Manhole 6-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=120 min, Inten=1.99 in/hr

Area (ac)	C	Description
0.280	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.363	0.60	Gravel
0.643	0.47	Weighted Average
0.643		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
16.2	114	0.0035	0.12		**Sheet Flow, Grass area N of building** Grass: Short n= 0.150 P2= 5.80"
2.4	114	0.0129	0.80		**Shallow Concentrated Flow, Grass area N of building** Short Grass Pasture Kv= 7.0 fps
0.6	64	0.0072	1.72		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
19.2	292	Total			

Subcatchment CA20: NW Parking Area



Summary for Subcatchment CA21: SW Parking Area

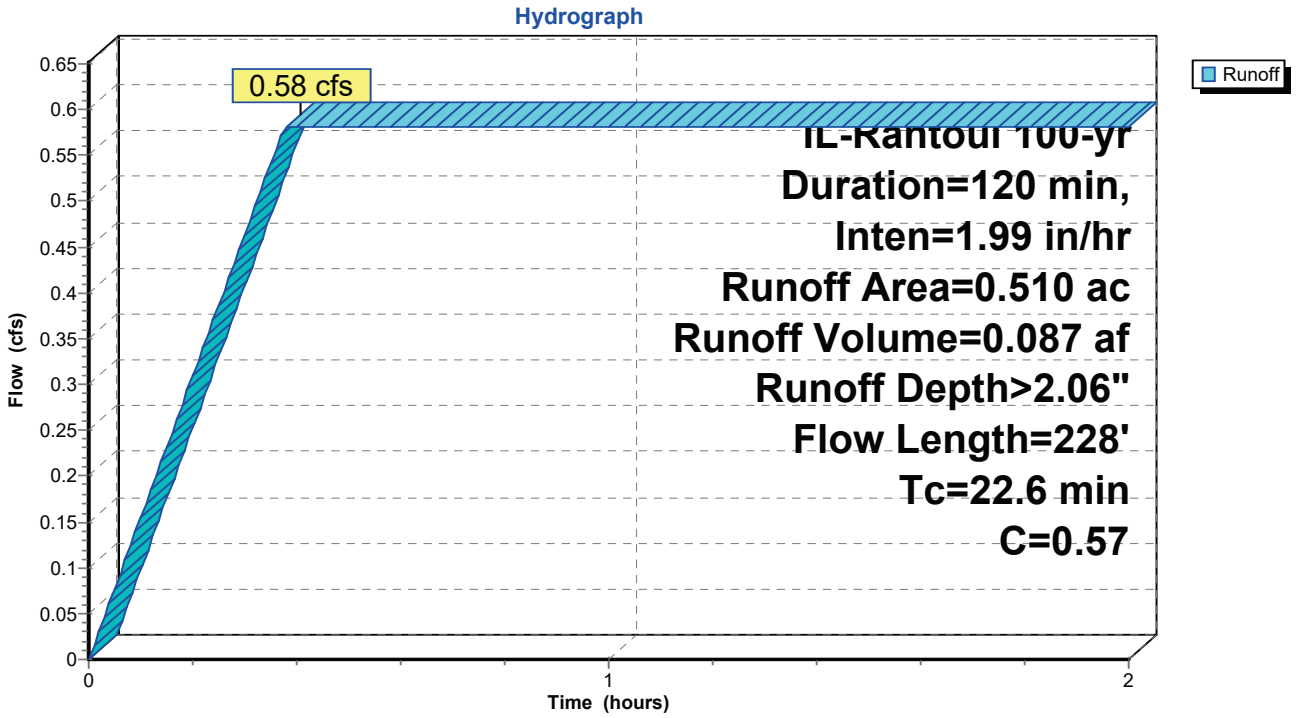
Runoff = 0.58 cfs @ 0.38 hrs, Volume= 0.087 af, Depth> 2.06"
Routed to Pond I31 : Manhole 3-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=120 min, Inten=1.99 in/hr

Area (ac)	C	Description
0.065	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.024	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.001	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.026	0.95	Sidewalk
0.394	0.60	Gravel
0.510	0.57	Weighted Average
0.484		94.90% Pervious Area
0.026		5.10% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
14.9	98	0.0032	0.11		**Sheet Flow, Grass area N of building** Grass: Short n= 0.150 P2= 5.80"
7.1	60	0.0004	0.14		**Shallow Concentrated Flow, Grass area N of building** Short Grass Pasture Kv= 7.0 fps
0.6	70	0.0100	2.03		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
22.6	228	Total			

Subcatchment CA21: SW Parking Area



Summary for Subcatchment CA6: Pond Catchment Area

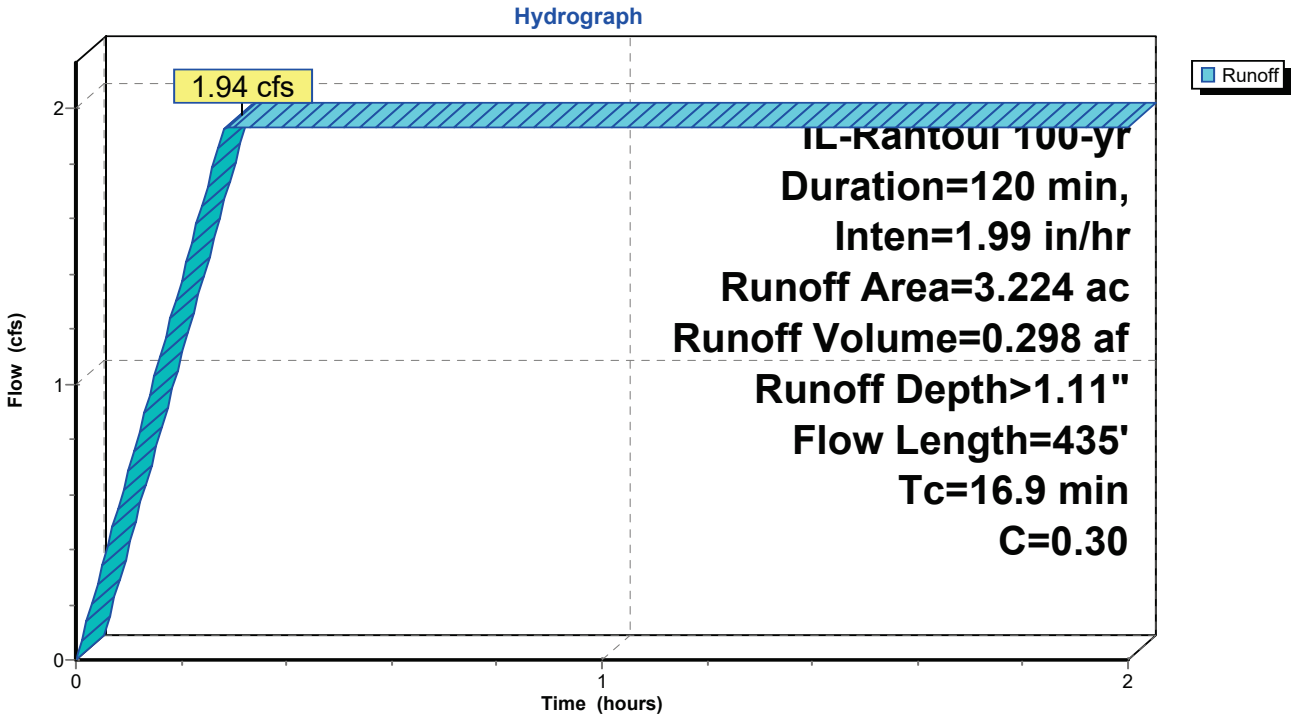
Runoff = 1.94 cfs @ 0.29 hrs, Volume= 0.298 af, Depth> 1.11"
Routed to Pond P1 : Detention Pond

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=120 min, Inten=1.99 in/hr

Area (ac)	C	Description
1.253	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
1.908	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.063	0.40	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C
3.224	0.30	Weighted Average
3.224		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.6	100	0.0051	0.13		**Sheet Flow, Grass area W of parking area** Grass: Short n= 0.150 P2= 5.80"
4.3	335	0.0344	1.30		**Shallow Concentrated Flow, Grass area W of parking area** Short Grass Pasture Kv= 7.0 fps
16.9	435	Total			

Subcatchment CA6: Pond Catchment Area



Summary for Subcatchment CA7: West Access Road Area

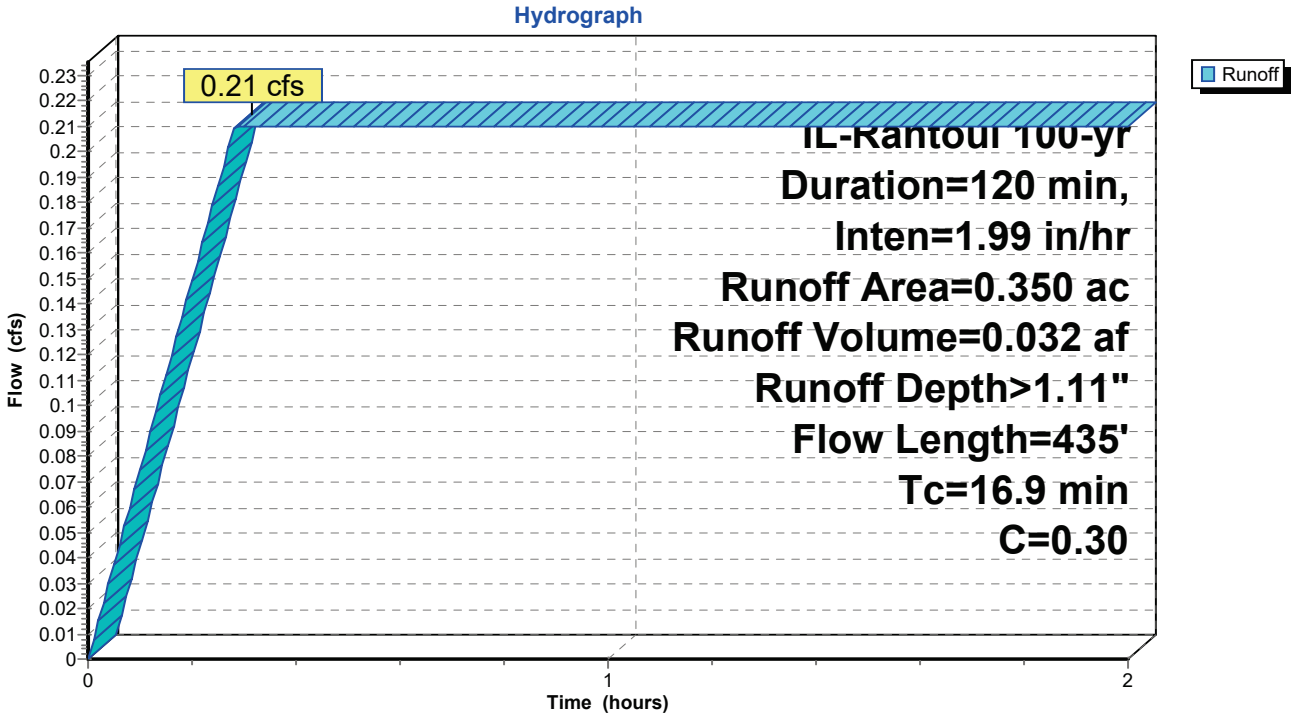
Runoff = 0.21 cfs @ 0.29 hrs, Volume= 0.032 af, Depth> 1.11"
Routed to Pond I14 : Inlet 1-4

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=120 min, Inten=1.99 in/hr

Area (ac)	C	Description
0.348	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.002	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.350	0.30	Weighted Average
0.350		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.6	100	0.0051	0.13		**Sheet Flow, Grass area W of parking area** Grass: Short n= 0.150 P2= 5.80"
4.3	335	0.0344	1.30		**Shallow Concentrated Flow, Grass area W of parking area** Short Grass Pasture Kv= 7.0 fps
16.9	435	Total			

Subcatchment CA7: West Access Road Area



Summary for Subcatchment CA8: West Building Area

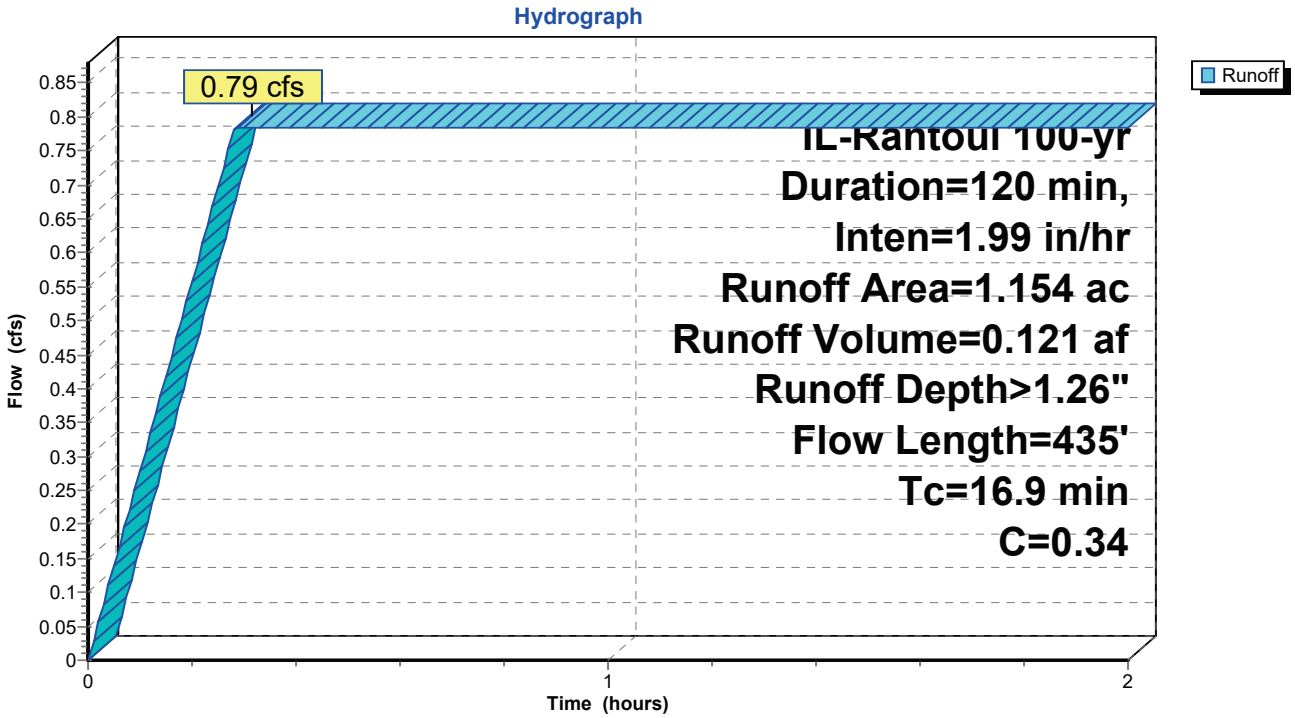
Runoff = 0.79 cfs @ 0.29 hrs, Volume= 0.121 af, Depth> 1.26"
Routed to Pond I15 : Inlet 1-5

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=120 min, Inten=1.99 in/hr

Area (ac)	C	Description
0.960	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.136	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.007	0.40	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C
0.051	0.95	Sidewalk
1.154	0.34	Weighted Average
1.103		95.58% Pervious Area
0.051		4.42% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.6	100	0.0051	0.13		**Sheet Flow, Grass area W of parking area** Grass: Short n= 0.150 P2= 5.80"
4.3	335	0.0344	1.30		**Shallow Concentrated Flow, Grass area W of parking area** Short Grass Pasture Kv= 7.0 fps
16.9	435	Total			

Subcatchment CA8: West Building Area



Summary for Subcatchment CA9: Building entrance

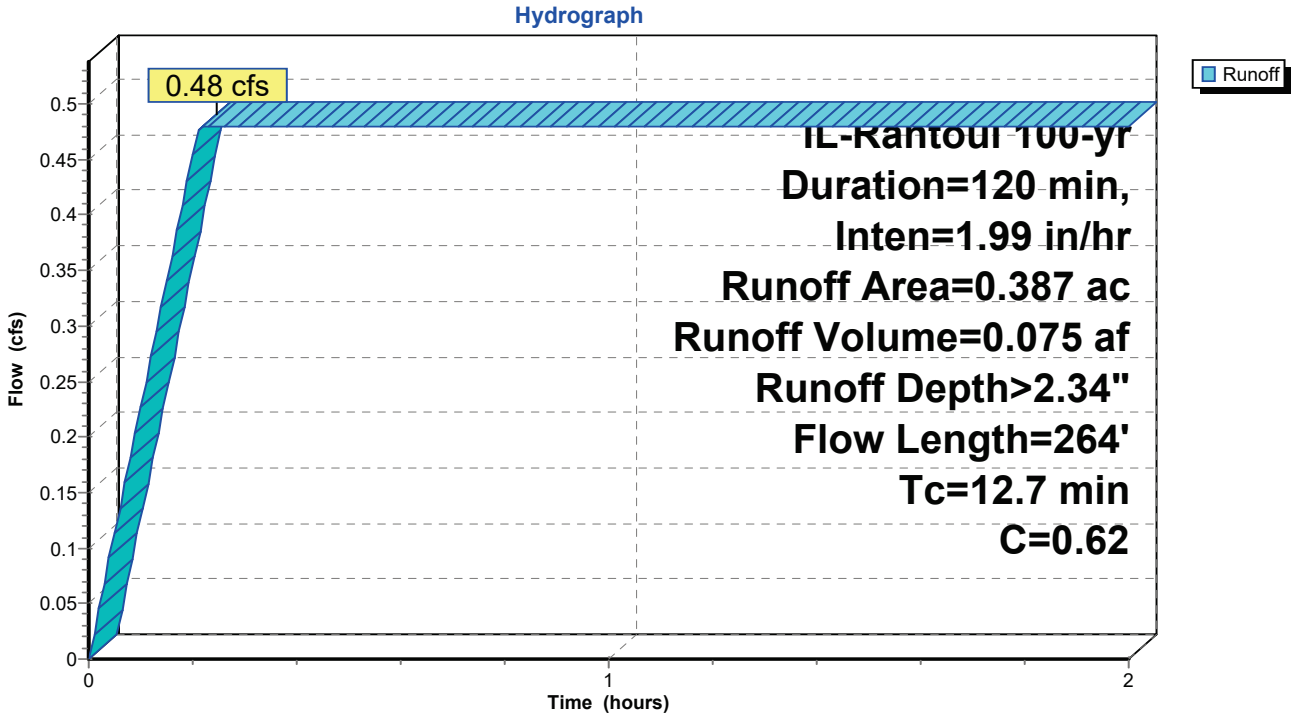
Runoff = 0.48 cfs @ 0.22 hrs, Volume= 0.075 af, Depth> 2.34"
Routed to Pond I71 : Inlet 7-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=120 min, Inten=1.99 in/hr

Area (ac)	C	Description
0.111	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.004	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.032	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.096	0.95	Sidewalk
0.144	0.60	Gravel
0.387	0.62	Weighted Average
0.291		75.19% Pervious Area
0.096		24.81% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
11.7	148	0.0135	0.21		**Sheet Flow, Gass SE of building** Grass: Short n= 0.150 P2= 5.80"
1.0	116	0.0088	1.90		**Shallow Concentrated Flow, Access Road** Paved Kv= 20.3 fps
12.7	264	Total			

Subcatchment CA9: Building entrance



Summary for Reach R10: Pipe CA10 to I81

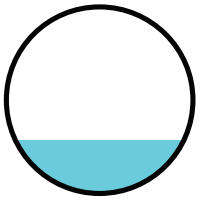
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.432 ac,100.00% Impervious, Inflow Depth > 3.75" for 100-yr event
Inflow = 0.82 cfs @ 0.03 hrs, Volume= 0.135 af
Outflow = 0.82 cfs @ 0.22 hrs, Volume= 0.135 af, Atten= 0%, Lag= 11.4 min
Routed to Pond I81 : Inlet 8-1

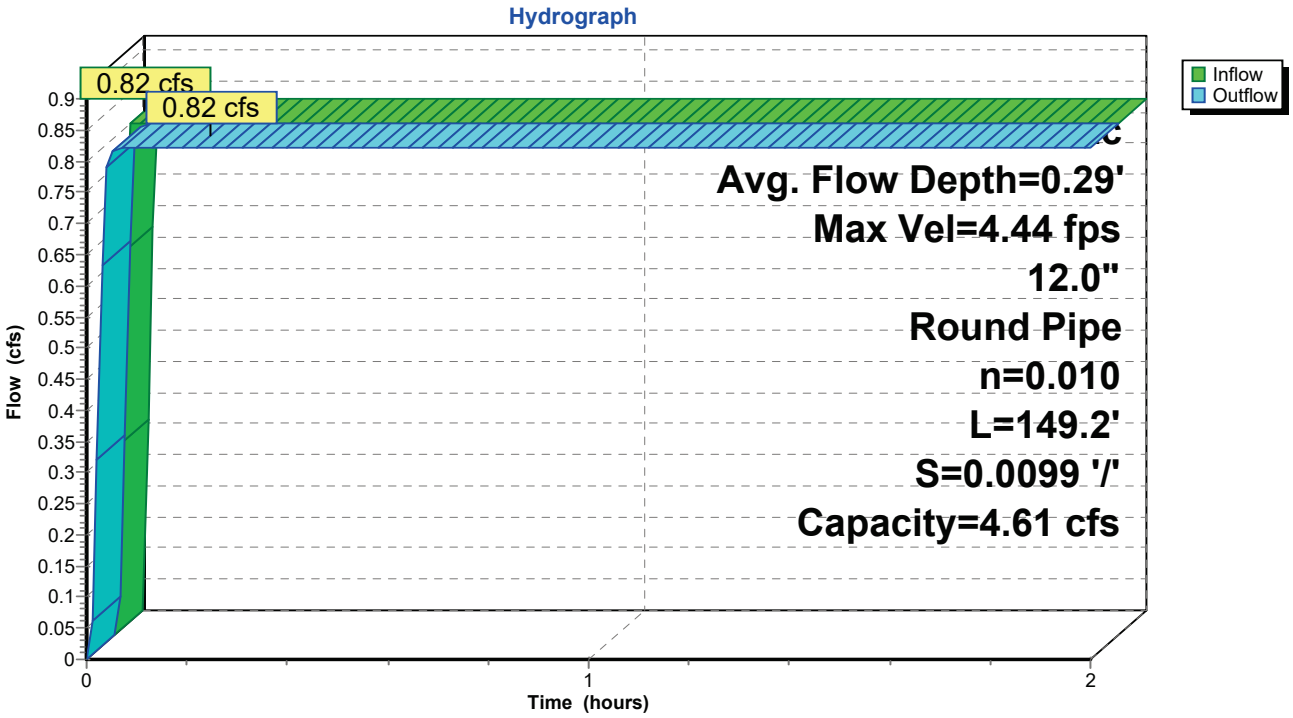
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.44 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 4.42 fps, Avg. Travel Time= 0.6 min

Peak Storage= 28 cf @ 0.22 hrs
Average Depth at Peak Storage= 0.29' , Surface Width= 0.90'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 4.61 cfs

12.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 149.2' Slope= 0.0099 '/'
Inlet Invert= 750.17', Outlet Invert= 748.69'



Reach R10: Pipe CA10 to I81



Summary for Reach R14: Pipe I14 to Pond

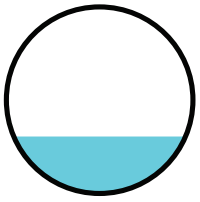
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 9.206 ac, 9.55% Impervious, Inflow Depth > 1.81" for 100-yr event
Inflow = 9.08 cfs @ 1.03 hrs, Volume= 1.391 af
Outflow = 9.08 cfs @ 1.02 hrs, Volume= 1.388 af, Atten= 0%, Lag= 0.0 min
Routed to Pond P1 : Detention Pond

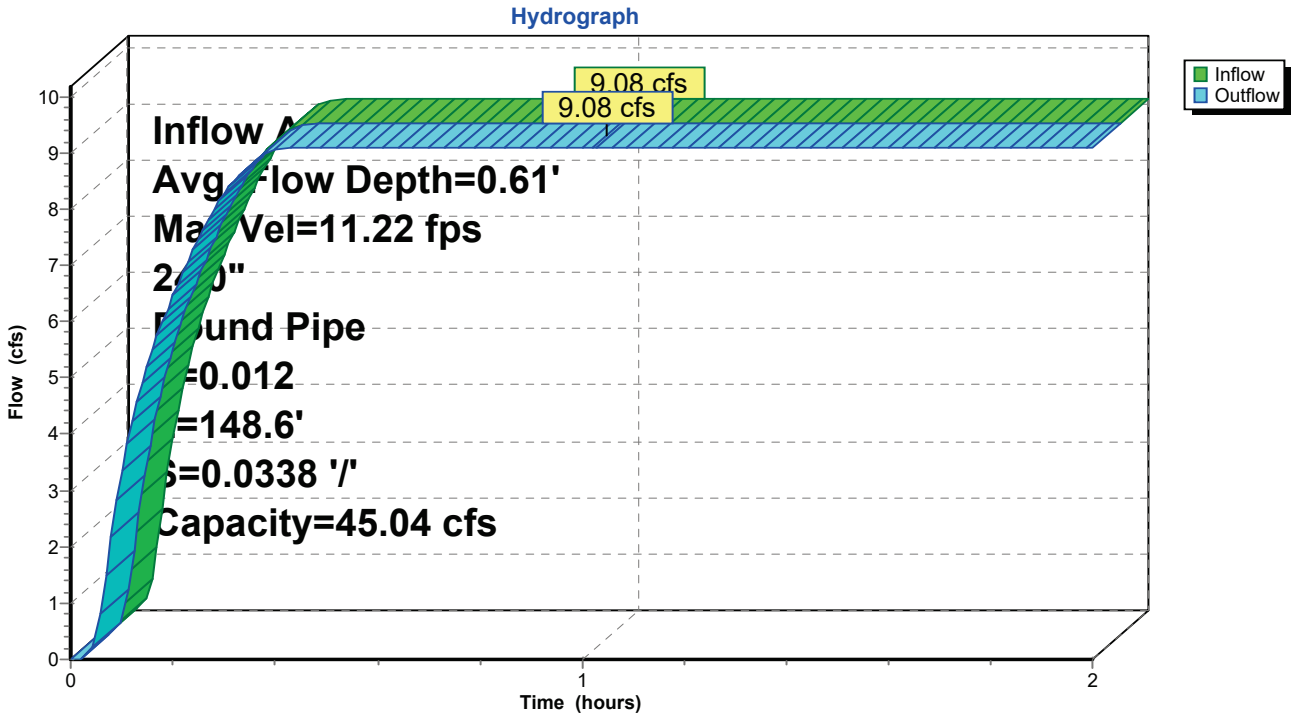
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 11.22 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 10.78 fps, Avg. Travel Time= 0.2 min

Peak Storage= 120 cf @ 1.02 hrs
Average Depth at Peak Storage= 0.61' , Surface Width= 1.84'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 45.04 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 148.6' Slope= 0.0338 '/'
Inlet Invert= 741.84', Outlet Invert= 736.82'



Reach R14: Pipe I14 to Pond



Summary for Reach R15: Pipe I15 to I14

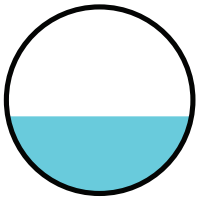
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 8.856 ac, 9.93% Impervious, Inflow Depth > 1.85" for 100-yr event
Inflow = 8.87 cfs @ 1.07 hrs, Volume= 1.367 af
Outflow = 8.87 cfs @ 1.03 hrs, Volume= 1.359 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I14 : Inlet 1-4

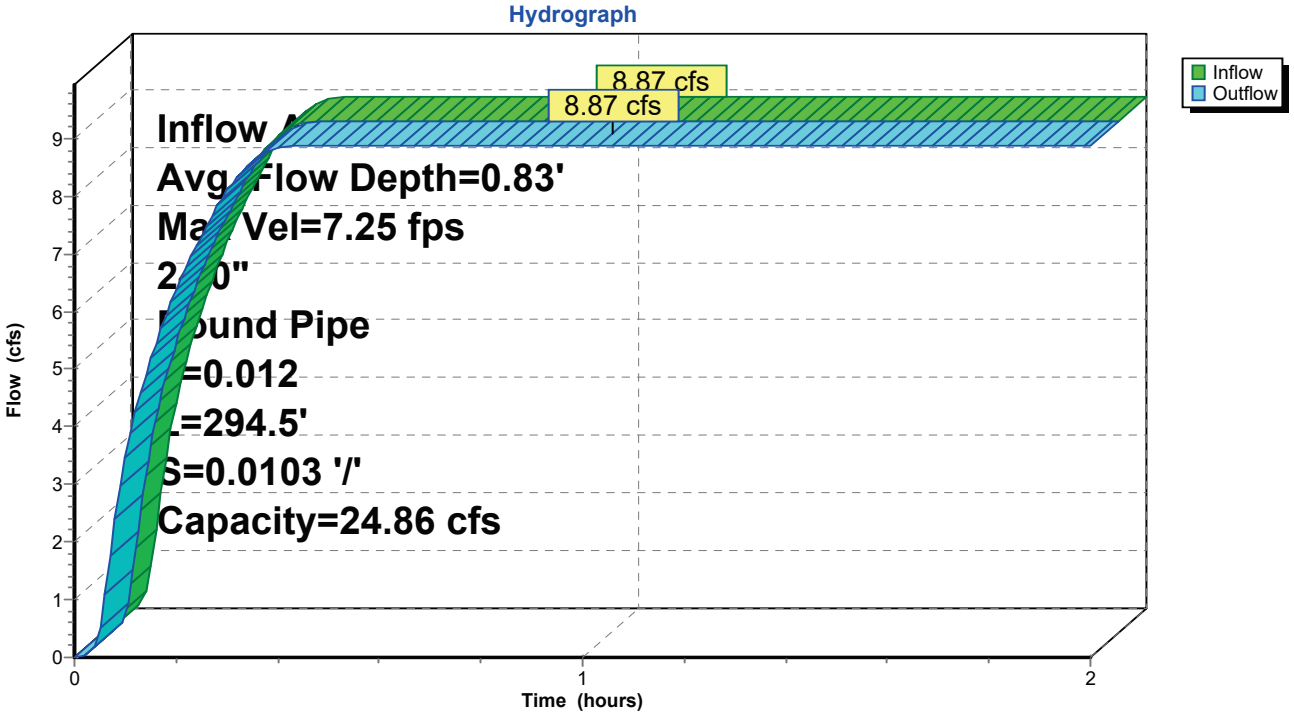
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 7.25 fps, Min. Travel Time= 0.7 min
Avg. Velocity = 6.98 fps, Avg. Travel Time= 0.7 min

Peak Storage= 360 cf @ 1.03 hrs
Average Depth at Peak Storage= 0.83' , Surface Width= 1.97'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 24.86 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 294.5' Slope= 0.0103 '/'
Inlet Invert= 744.87', Outlet Invert= 741.84'



Reach R15: Pipe I15 to I14



Summary for Reach R21: Pipe SS31 to SS23

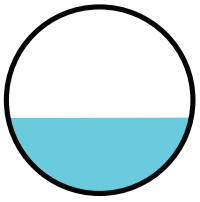
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 6.155 ac, 4.74% Impervious, Inflow Depth > 1.80" for 100-yr event
Inflow = 6.00 cfs @ 1.08 hrs, Volume= 0.921 af
Outflow = 6.00 cfs @ 1.03 hrs, Volume= 0.915 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I15 : Inlet 1-5

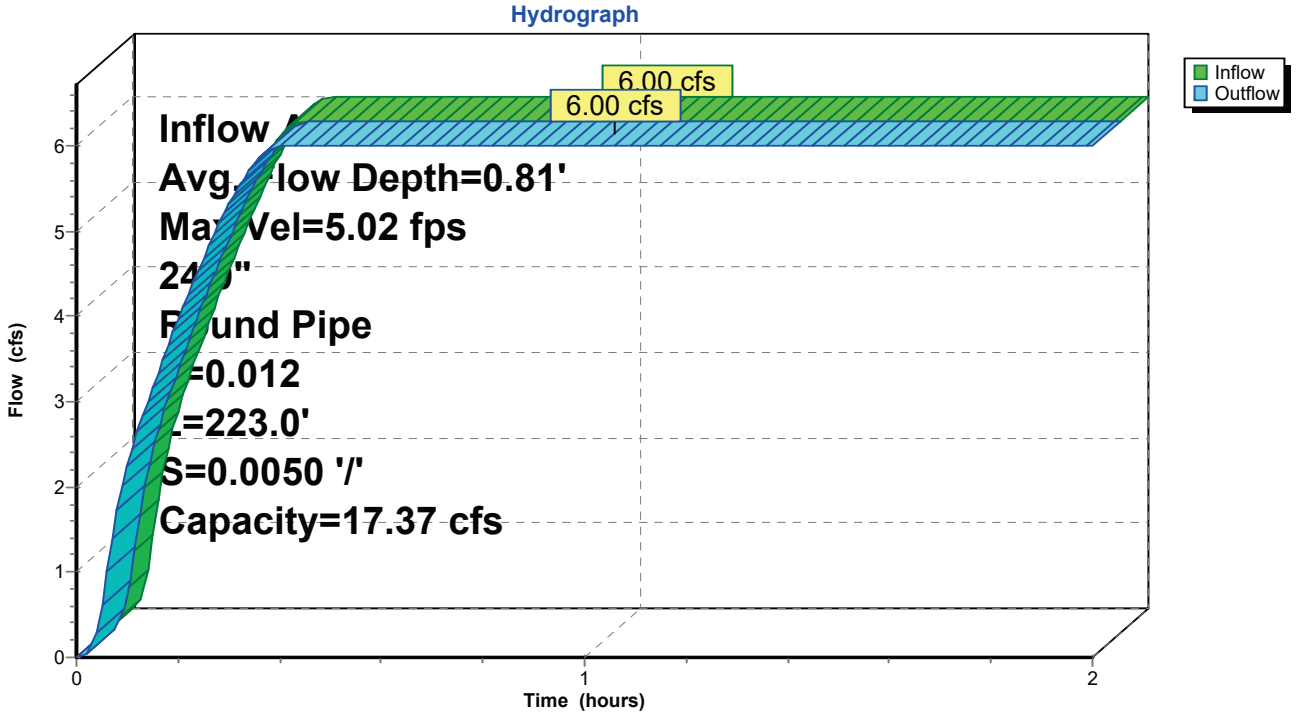
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 5.02 fps, Min. Travel Time= 0.7 min
Avg. Velocity = 4.84 fps, Avg. Travel Time= 0.8 min

Peak Storage= 267 cf @ 1.02 hrs
Average Depth at Peak Storage= 0.81' , Surface Width= 1.96'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 17.37 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 223.0' Slope= 0.0050 '/'
Inlet Invert= 746.00', Outlet Invert= 744.88'



Reach R21: Pipe SS31 to SS23



Summary for Reach R31: Pipe I31 to I21

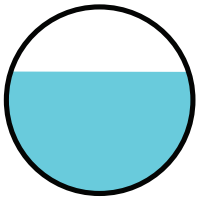
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 5.442 ac, 0.96% Impervious, Inflow Depth > 1.78" for 100-yr event
Inflow = 5.26 cfs @ 0.55 hrs, Volume= 0.806 af
Outflow = 5.26 cfs @ 0.60 hrs, Volume= 0.802 af, Atten= 0%, Lag= 3.0 min
Routed to Pond I21 : Inlet 2-1

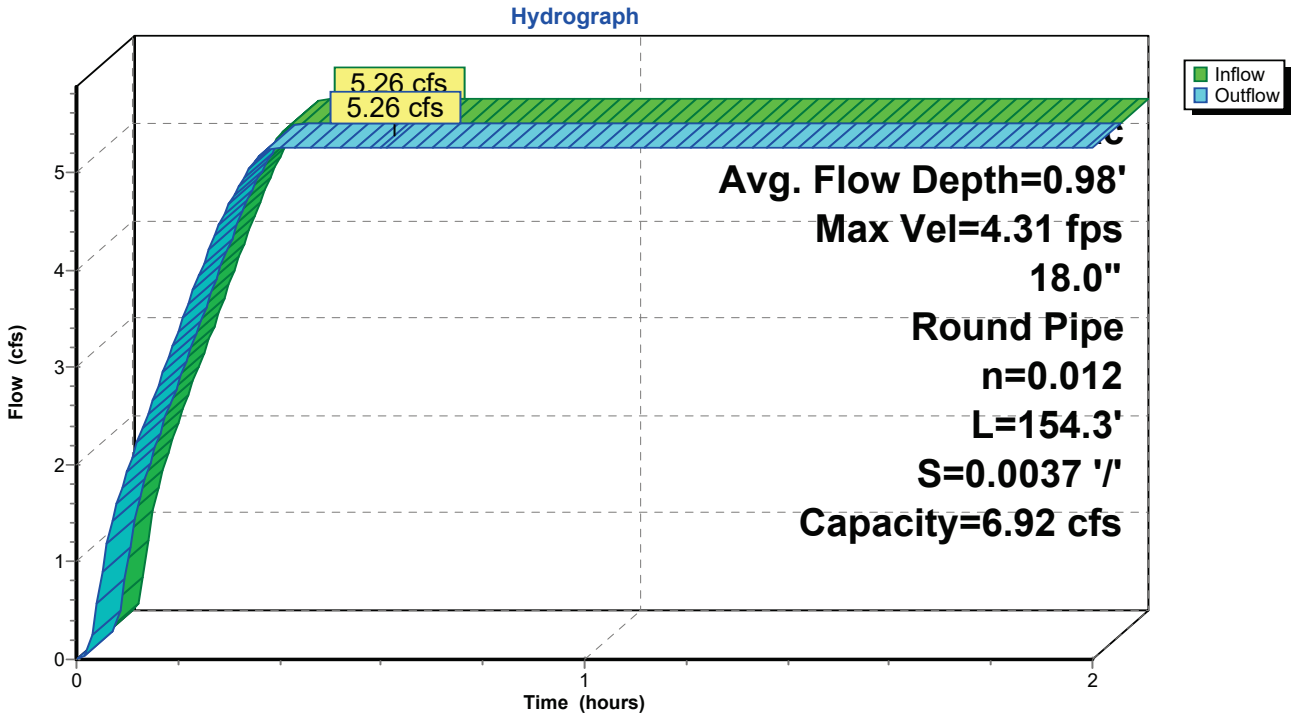
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.31 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 4.17 fps, Avg. Travel Time= 0.6 min

Peak Storage= 188 cf @ 0.60 hrs
Average Depth at Peak Storage= 0.98' , Surface Width= 1.43'
Bank-Full Depth= 1.50' Flow Area= 1.8 sf, Capacity= 6.92 cfs

18.0" Round Pipe
n= 0.012 Steel, smooth
Length= 154.3' Slope= 0.0037 '/'
Inlet Invert= 747.75', Outlet Invert= 747.18'



Reach R31: Pipe I31 to I21



Summary for Reach R41: Pipe I41 to I31

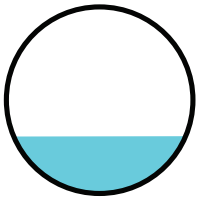
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.229 ac,100.00% Impervious, Inflow Depth > 3.77" for 100-yr event
Inflow = 0.44 cfs @ 0.81 hrs, Volume= 0.072 af
Outflow = 0.44 cfs @ 1.08 hrs, Volume= 0.070 af, Atten= 0%, Lag= 16.2 min
Routed to Pond I21 : Inlet 2-1

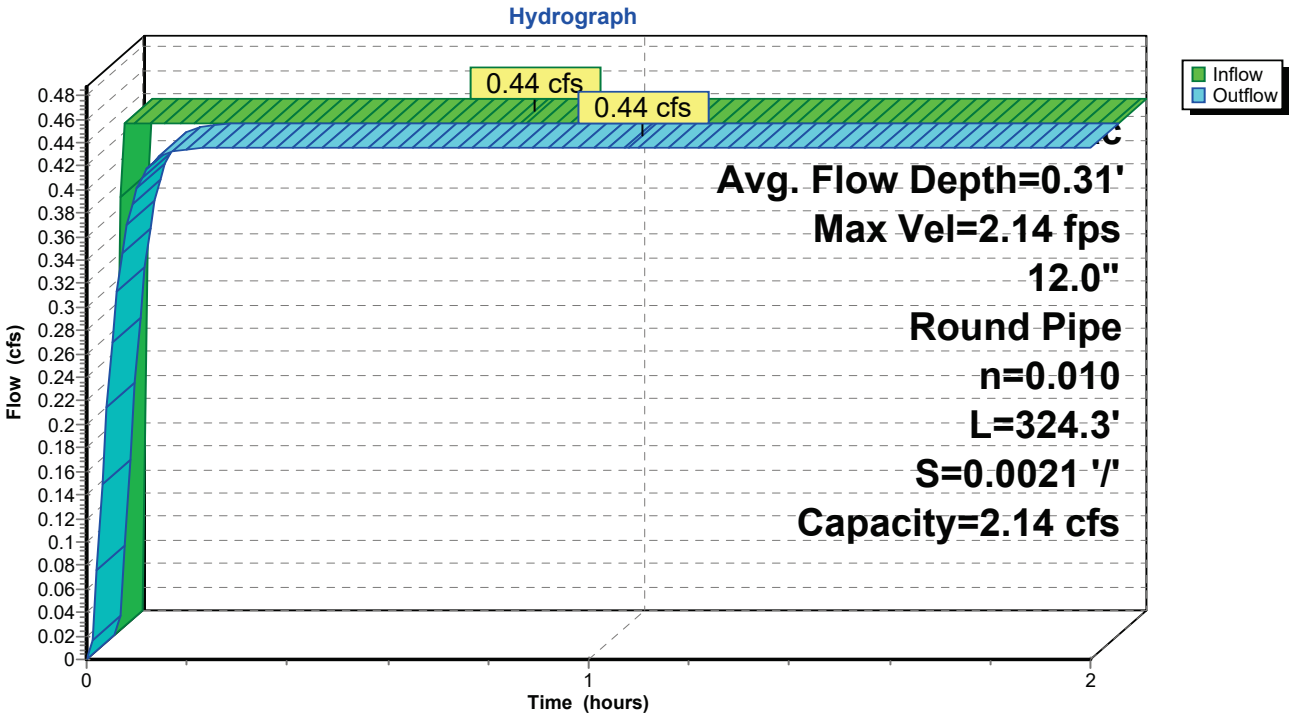
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 2.14 fps, Min. Travel Time= 2.5 min
Avg. Velocity = 2.11 fps, Avg. Travel Time= 2.6 min

Peak Storage= 66 cf @ 1.08 hrs
Average Depth at Peak Storage= 0.31' , Surface Width= 0.92'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 2.14 cfs

12.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 324.3' Slope= 0.0021 '/'
Inlet Invert= 748.86', Outlet Invert= 748.17'



Reach R41: Pipe I41 to I31



Summary for Reach R51: Pipe I51 to I31

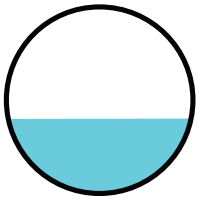
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 2.540 ac, 1.02% Impervious, Inflow Depth > 1.76" for 100-yr event
Inflow = 2.43 cfs @ 0.52 hrs, Volume= 0.373 af
Outflow = 2.43 cfs @ 0.53 hrs, Volume= 0.372 af, Atten= 0%, Lag= 0.6 min
Routed to Pond I31 : Manhole 3-1

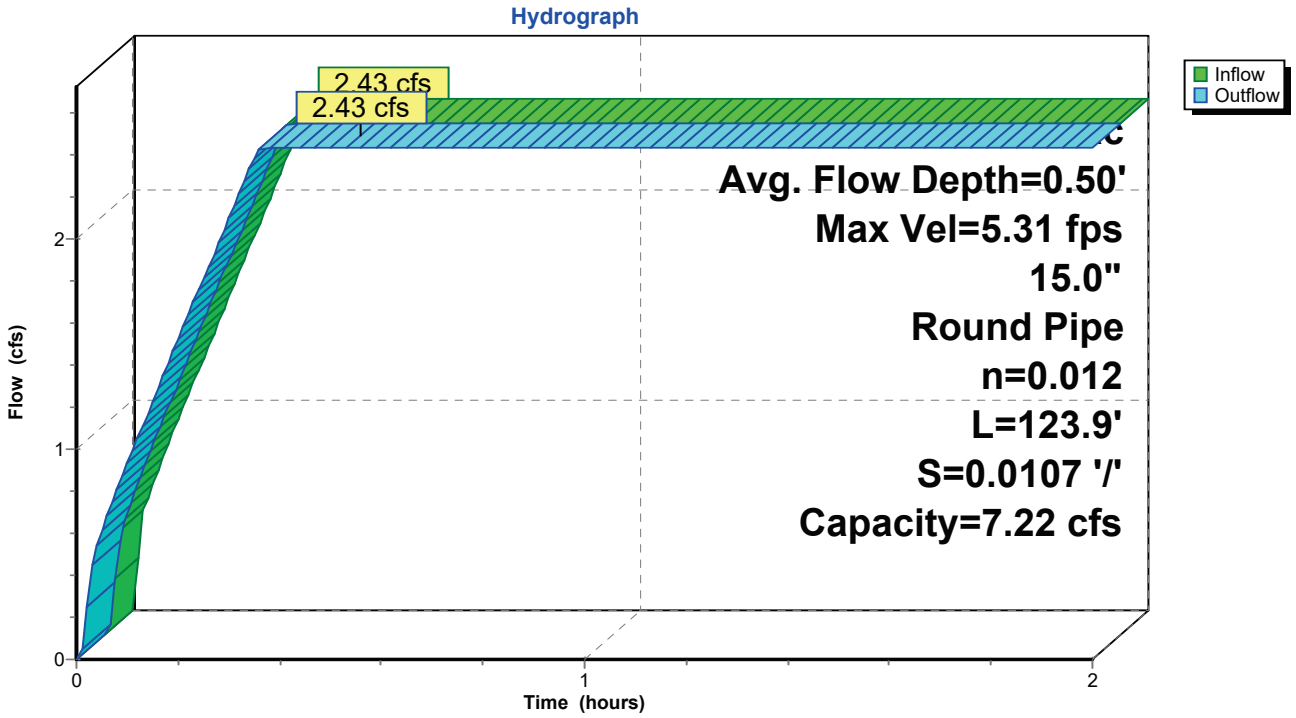
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 5.31 fps, Min. Travel Time= 0.4 min
Avg. Velocity = 5.15 fps, Avg. Travel Time= 0.4 min

Peak Storage= 57 cf @ 0.53 hrs
Average Depth at Peak Storage= 0.50' , Surface Width= 1.22'
Bank-Full Depth= 1.25' Flow Area= 1.2 sf, Capacity= 7.22 cfs

15.0" Round Pipe
n= 0.012 Steel, smooth
Length= 123.9' Slope= 0.0107 '/'
Inlet Invert= 749.07', Outlet Invert= 747.75'



Reach R51: Pipe I51 to I31



Summary for Reach R52: Pipe I52 to I51

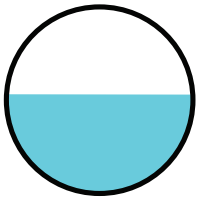
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 2.186 ac, 0.27% Impervious, Inflow Depth > 1.66" for 100-yr event
Inflow = 1.99 cfs @ 0.51 hrs, Volume= 0.302 af
Outflow = 1.99 cfs @ 0.52 hrs, Volume= 0.301 af, Atten= 0%, Lag= 0.6 min
Routed to Pond I51 : Inlet 5-1

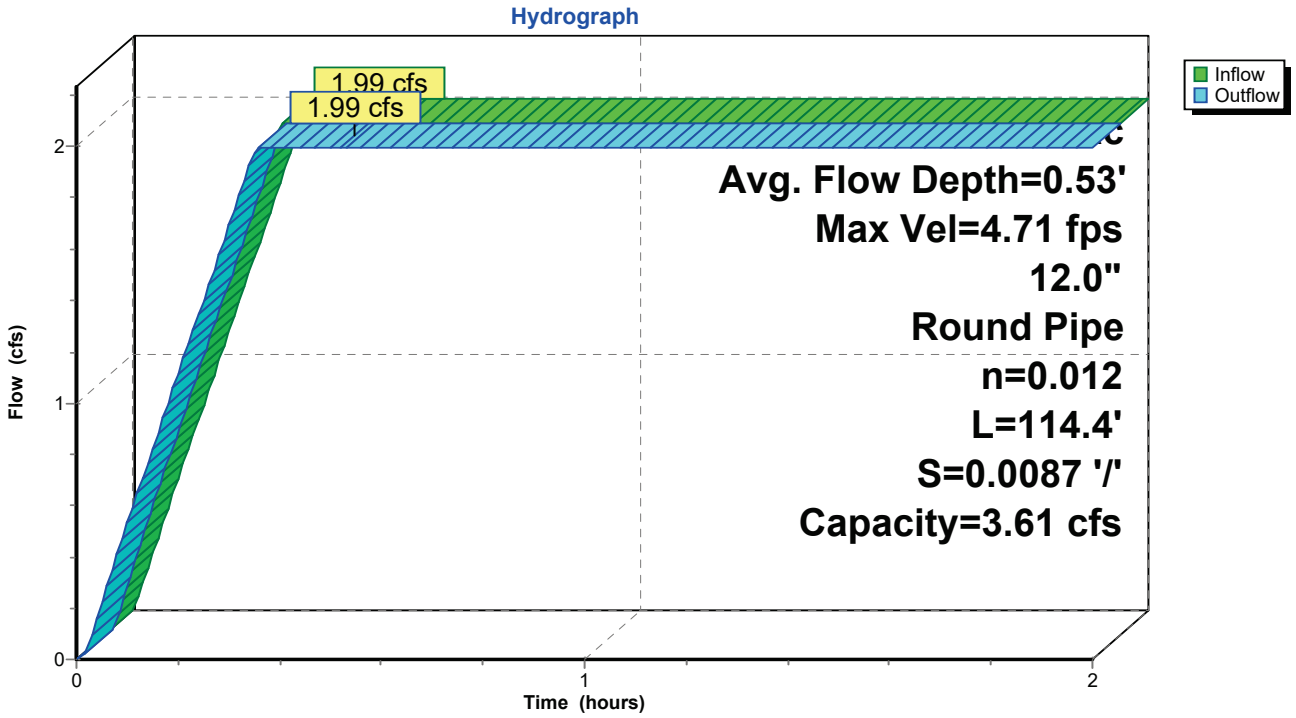
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.71 fps, Min. Travel Time= 0.4 min
Avg. Velocity = 4.53 fps, Avg. Travel Time= 0.4 min

Peak Storage= 48 cf @ 0.52 hrs
Average Depth at Peak Storage= 0.53' , Surface Width= 1.00'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.61 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 114.4' Slope= 0.0087 '/'
Inlet Invert= 750.10', Outlet Invert= 749.10'



Reach R52: Pipe I52 to I51



Summary for Reach R53: Pipe I53 to I52

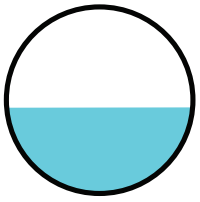
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.156 ac, 0.00% Impervious, Inflow Depth > 1.93" for 100-yr event
Inflow = 0.17 cfs @ 0.42 hrs, Volume= 0.025 af
Outflow = 0.17 cfs @ 0.53 hrs, Volume= 0.025 af, Atten= 0%, Lag= 6.6 min
Routed to Pond I52 : Inlet 5-2

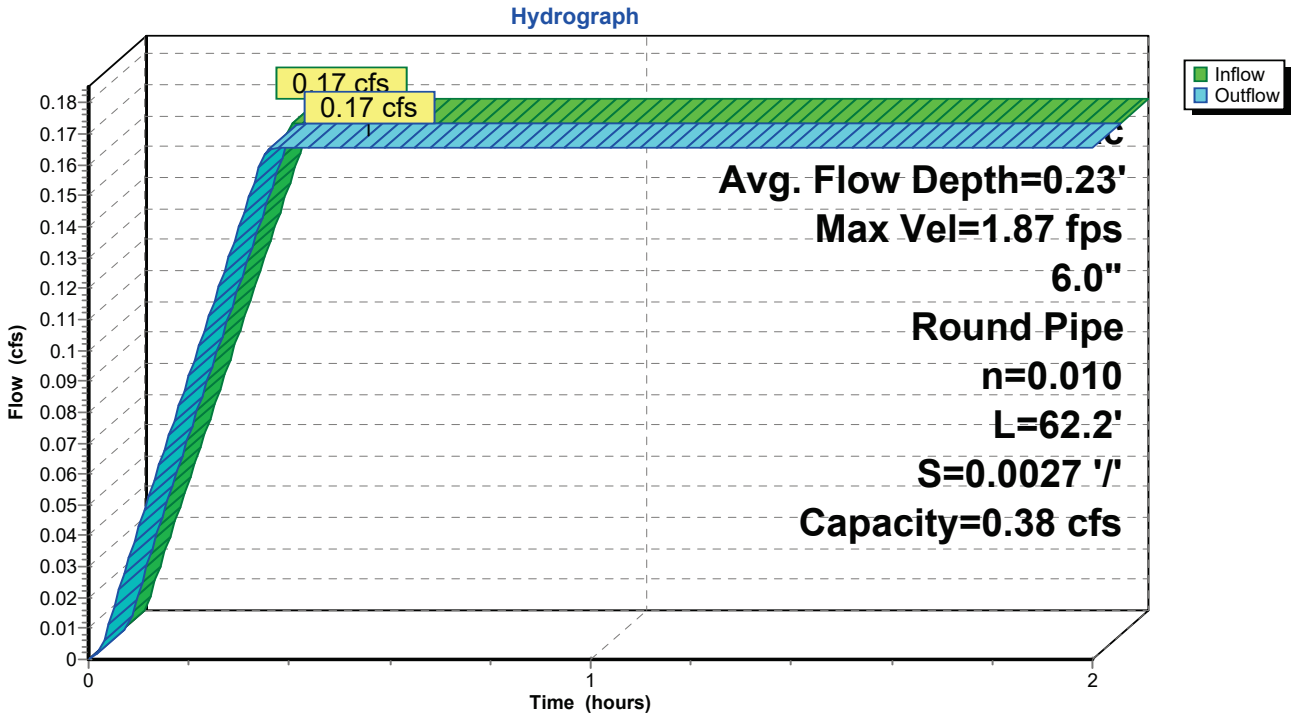
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 1.87 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 1.80 fps, Avg. Travel Time= 0.6 min

Peak Storage= 5 cf @ 0.53 hrs
Average Depth at Peak Storage= 0.23' , Surface Width= 0.50'
Bank-Full Depth= 0.50' Flow Area= 0.2 sf, Capacity= 0.38 cfs

6.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 62.2' Slope= 0.0027 '/'
Inlet Invert= 750.43', Outlet Invert= 750.26'



Reach R53: Pipe I53 to I52



Summary for Reach R54: Pipe I54 to I53

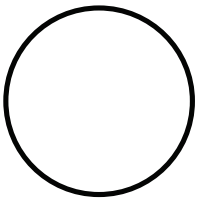
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af
Outflow = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I53 : Inlet 5-3

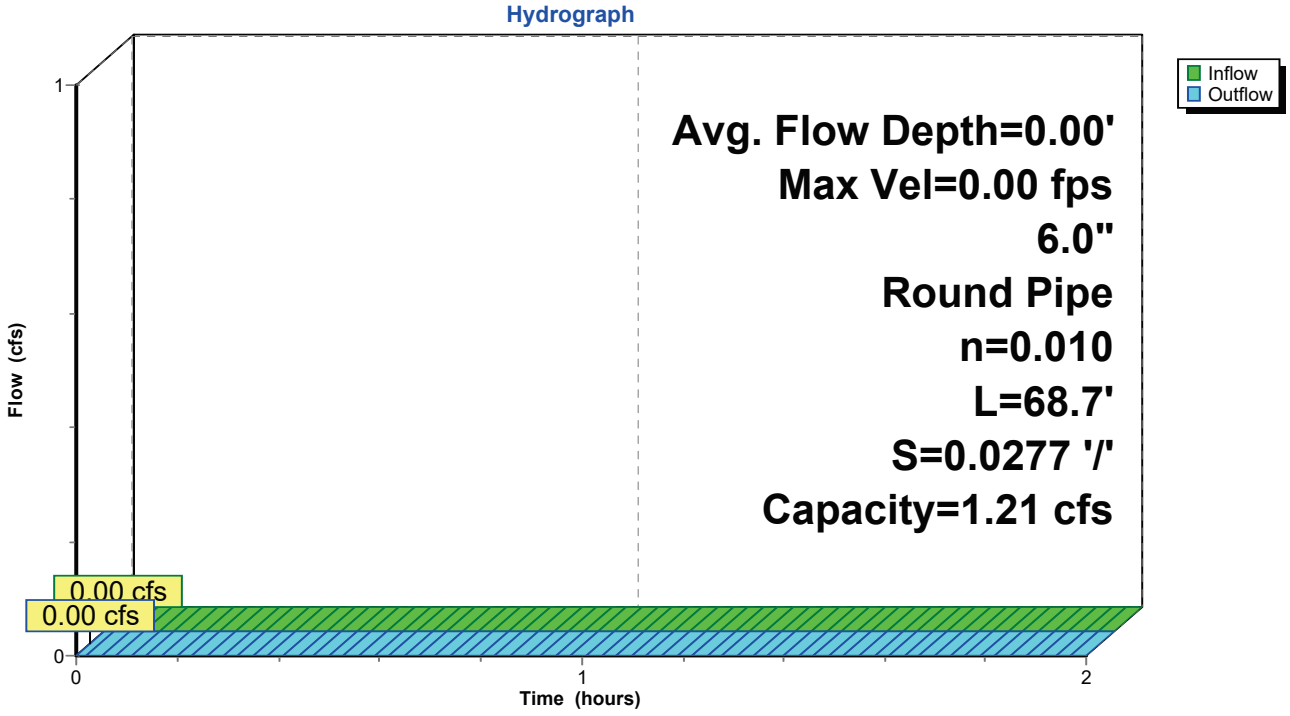
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 0.00 fps, Min. Travel Time= 0.0 min
Avg. Velocity = 0.00 fps, Avg. Travel Time= 0.0 min

Peak Storage= 0 cf @ 0.00 hrs
Average Depth at Peak Storage= 0.00'
Bank-Full Depth= 0.50' Flow Area= 0.2 sf, Capacity= 1.21 cfs

6.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 68.7' Slope= 0.0277 '/'
Inlet Invert= 752.46', Outlet Invert= 750.56'



Reach R54: Pipe I54 to I53



Summary for Reach R61: Pipe I61 to I31

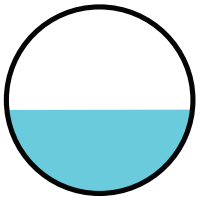
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 2.392 ac, 0.00% Impervious, Inflow Depth > 1.75" for 100-yr event
Inflow = 2.24 cfs @ 0.47 hrs, Volume= 0.349 af
Outflow = 2.24 cfs @ 0.49 hrs, Volume= 0.347 af, Atten= 0%, Lag= 1.2 min
Routed to Pond I31 : Manhole 3-1

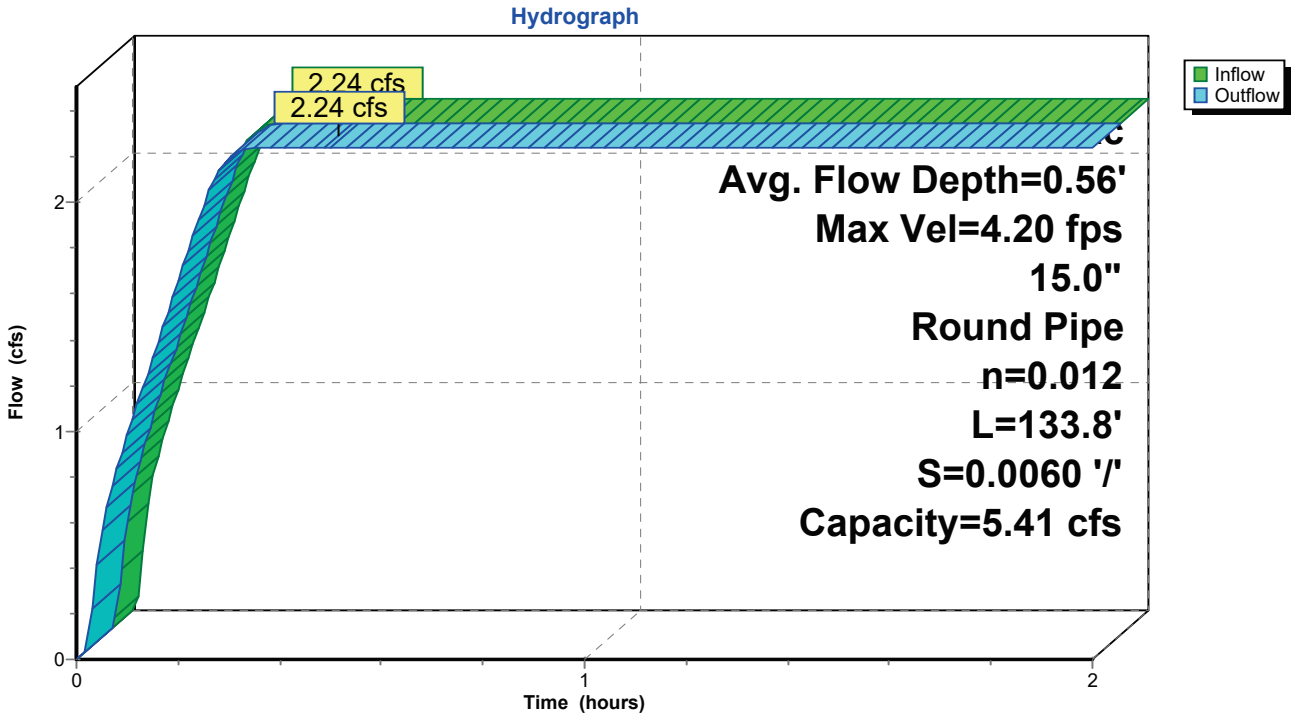
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.20 fps, Min. Travel Time= 0.5 min
Avg. Velocity = 4.09 fps, Avg. Travel Time= 0.5 min

Peak Storage= 71 cf @ 0.49 hrs
Average Depth at Peak Storage= 0.56' , Surface Width= 1.24'
Bank-Full Depth= 1.25' Flow Area= 1.2 sf, Capacity= 5.41 cfs

15.0" Round Pipe
n= 0.012 Steel, smooth
Length= 133.8' Slope= 0.0060 '/'
Inlet Invert= 748.55', Outlet Invert= 747.75'



Reach R61: Pipe I61 to I31



Summary for Reach R62: Pipe I62 to I61

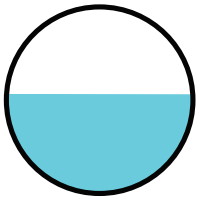
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 1.749 ac, 0.00% Impervious, Inflow Depth > 1.77" for 100-yr event
Inflow = 1.64 cfs @ 0.47 hrs, Volume= 0.258 af
Outflow = 1.64 cfs @ 0.47 hrs, Volume= 0.256 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I61 : Manhole 6-1

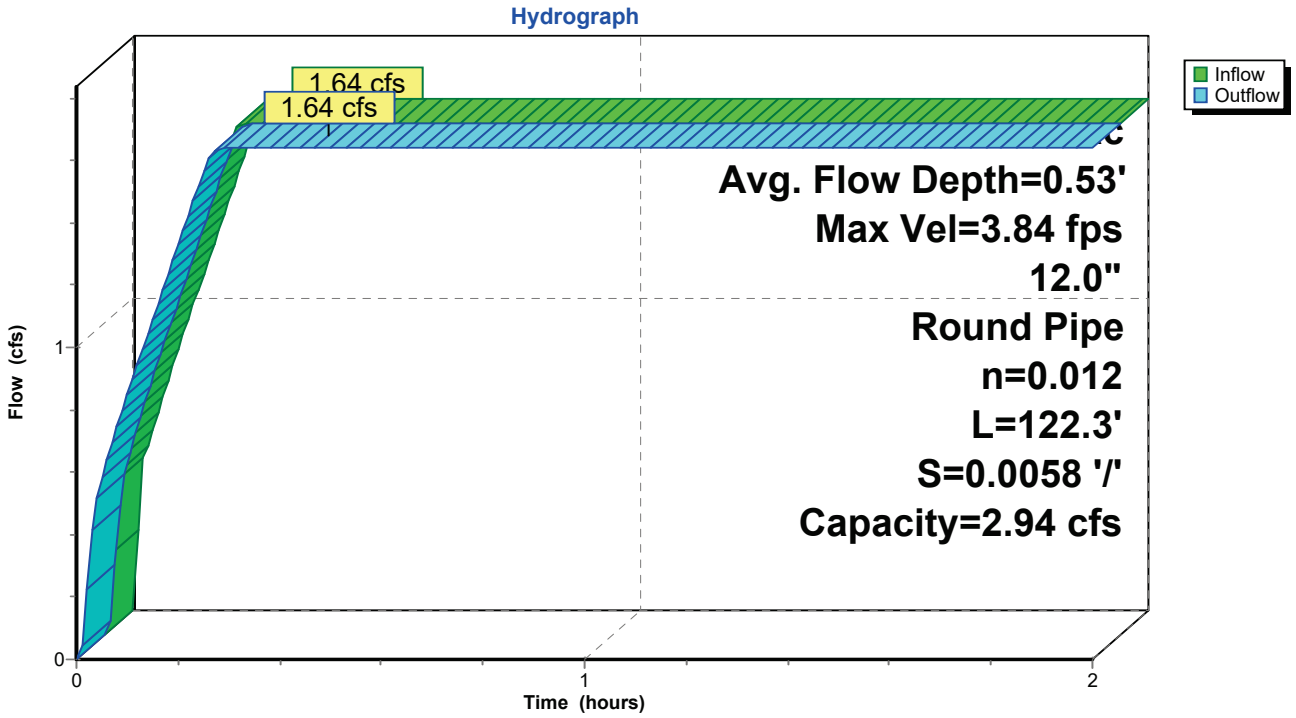
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.84 fps, Min. Travel Time= 0.5 min
Avg. Velocity = 3.77 fps, Avg. Travel Time= 0.5 min

Peak Storage= 52 cf @ 0.47 hrs
Average Depth at Peak Storage= 0.53' , Surface Width= 1.00'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 2.94 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 122.3' Slope= 0.0058 '/'
Inlet Invert= 749.32', Outlet Invert= 748.61'



Reach R62: Pipe I62 to I61



Summary for Reach R63: Pipe I63 to I62

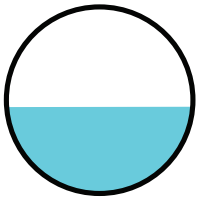
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 1.364 ac, 0.00% Impervious, Inflow Depth > 1.60" for 100-yr event
Inflow = 1.17 cfs @ 0.27 hrs, Volume= 0.182 af
Outflow = 1.17 cfs @ 0.46 hrs, Volume= 0.181 af, Atten= 0%, Lag= 11.4 min
Routed to Pond I62 : Inlet 6-2

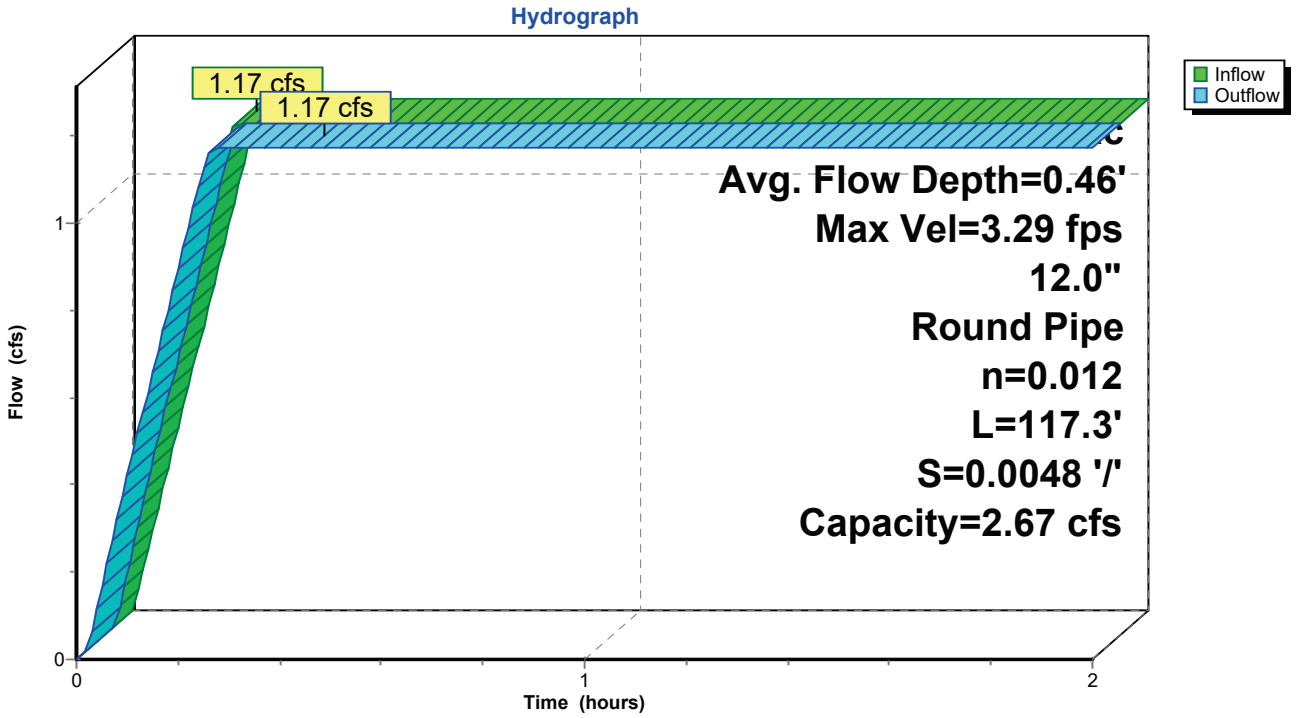
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.29 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 3.19 fps, Avg. Travel Time= 0.6 min

Peak Storage= 42 cf @ 0.46 hrs
Average Depth at Peak Storage= 0.46' , Surface Width= 1.00'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 2.67 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 117.3' Slope= 0.0048 '/'
Inlet Invert= 749.91', Outlet Invert= 749.35'



Reach R63: Pipe I63 to I62



Summary for Reach R71: Pipe I71 to I15

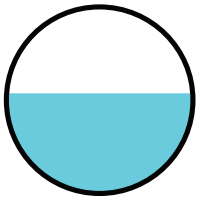
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 1.547 ac, 34.65% Impervious, Inflow Depth > 2.59" for 100-yr event
Inflow = 2.09 cfs @ 0.53 hrs, Volume= 0.334 af
Outflow = 2.09 cfs @ 0.63 hrs, Volume= 0.331 af, Atten= 0%, Lag= 6.0 min
Routed to Pond I15 : Inlet 1-5

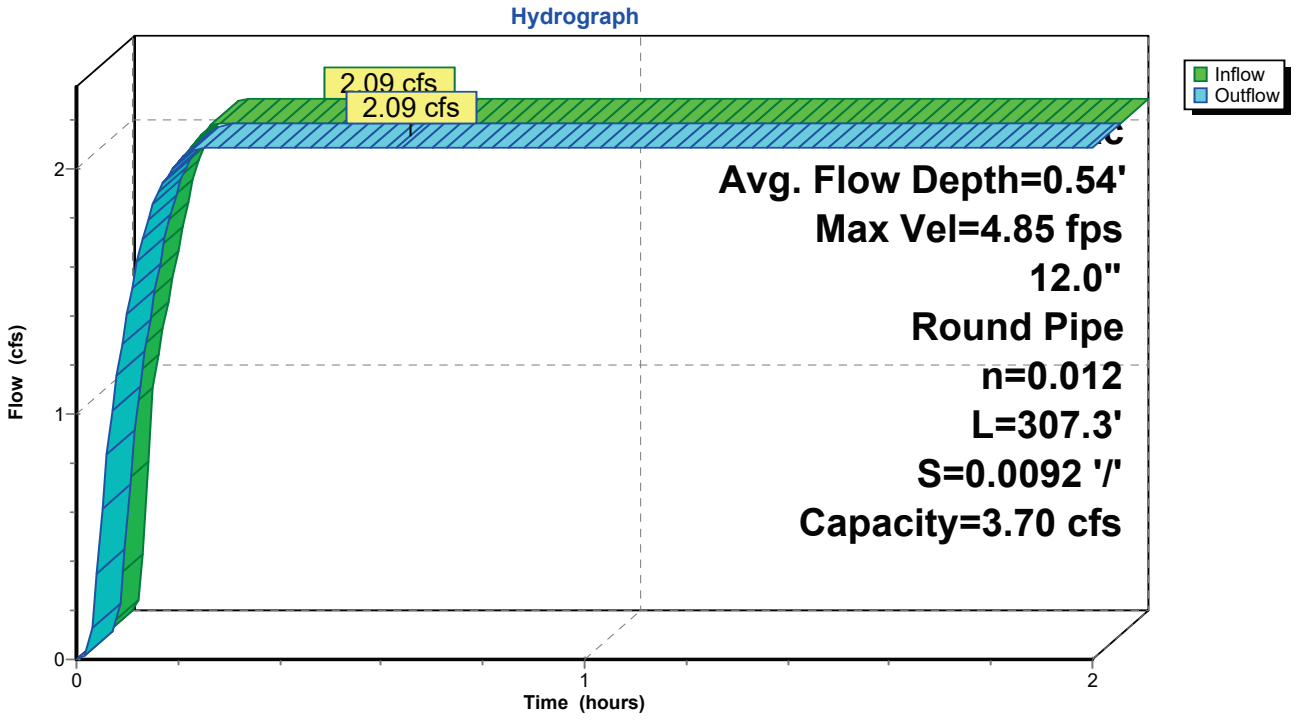
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.85 fps, Min. Travel Time= 1.1 min
Avg. Velocity = 4.75 fps, Avg. Travel Time= 1.1 min

Peak Storage= 132 cf @ 0.62 hrs
Average Depth at Peak Storage= 0.54' , Surface Width= 1.00'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.70 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 307.3' Slope= 0.0092 '/'
Inlet Invert= 747.78', Outlet Invert= 744.96'



Reach R71: Pipe I71 to I15



Summary for Reach R81: Pipe I81 to I71

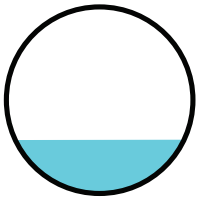
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.432 ac,100.00% Impervious, Inflow Depth > 3.74" for 100-yr event
Inflow = 0.82 cfs @ 0.22 hrs, Volume= 0.135 af
Outflow = 0.82 cfs @ 0.07 hrs, Volume= 0.134 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I71 : Inlet 7-1

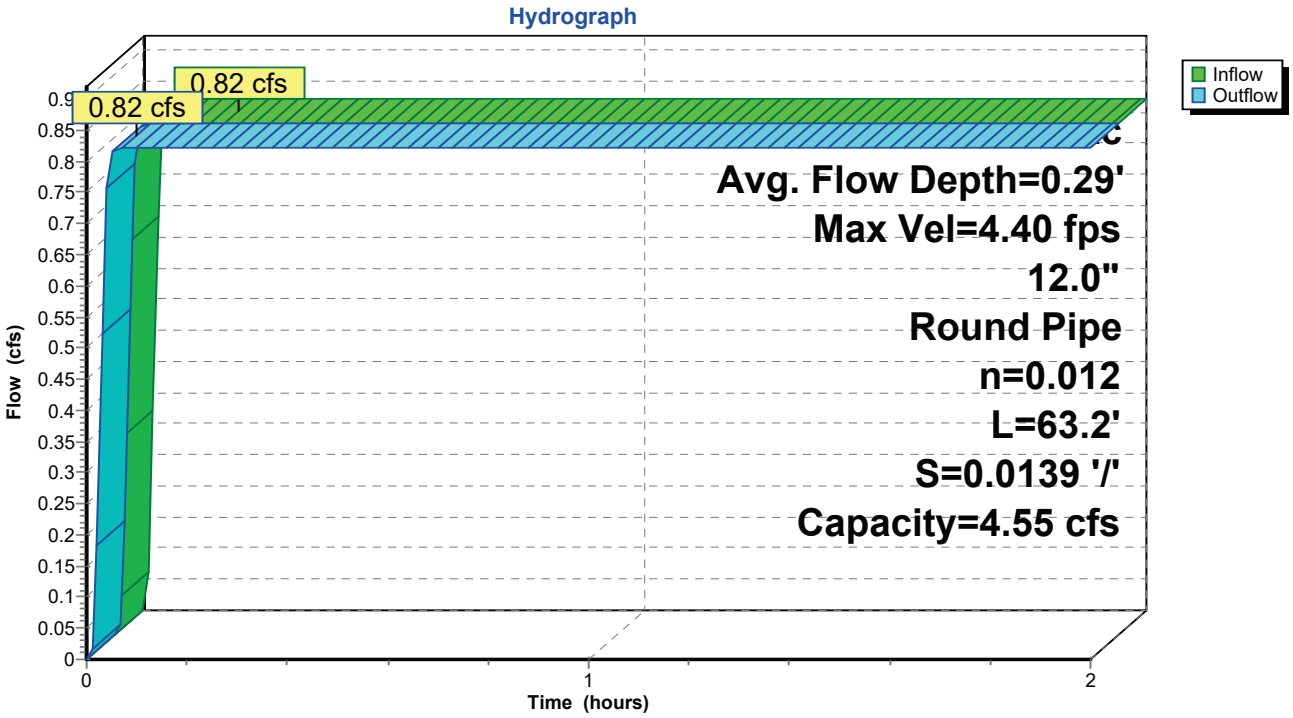
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.40 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 4.37 fps, Avg. Travel Time= 0.2 min

Peak Storage= 12 cf @ 0.07 hrs
Average Depth at Peak Storage= 0.29' , Surface Width= 0.91'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 4.55 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 63.2' Slope= 0.0139 '/'
Inlet Invert= 748.66', Outlet Invert= 747.78'



Reach R81: Pipe I81 to I71



Summary for Reach R91: Pipe I91 to I71

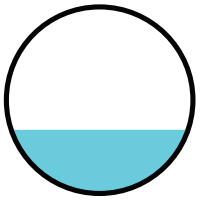
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.728 ac, 1.10% Impervious, Inflow Depth > 2.07" for 100-yr event
Inflow = 0.78 cfs @ 0.38 hrs, Volume= 0.126 af
Outflow = 0.78 cfs @ 0.55 hrs, Volume= 0.124 af, Atten= 0%, Lag= 10.2 min
Routed to Pond I71 : Inlet 7-1

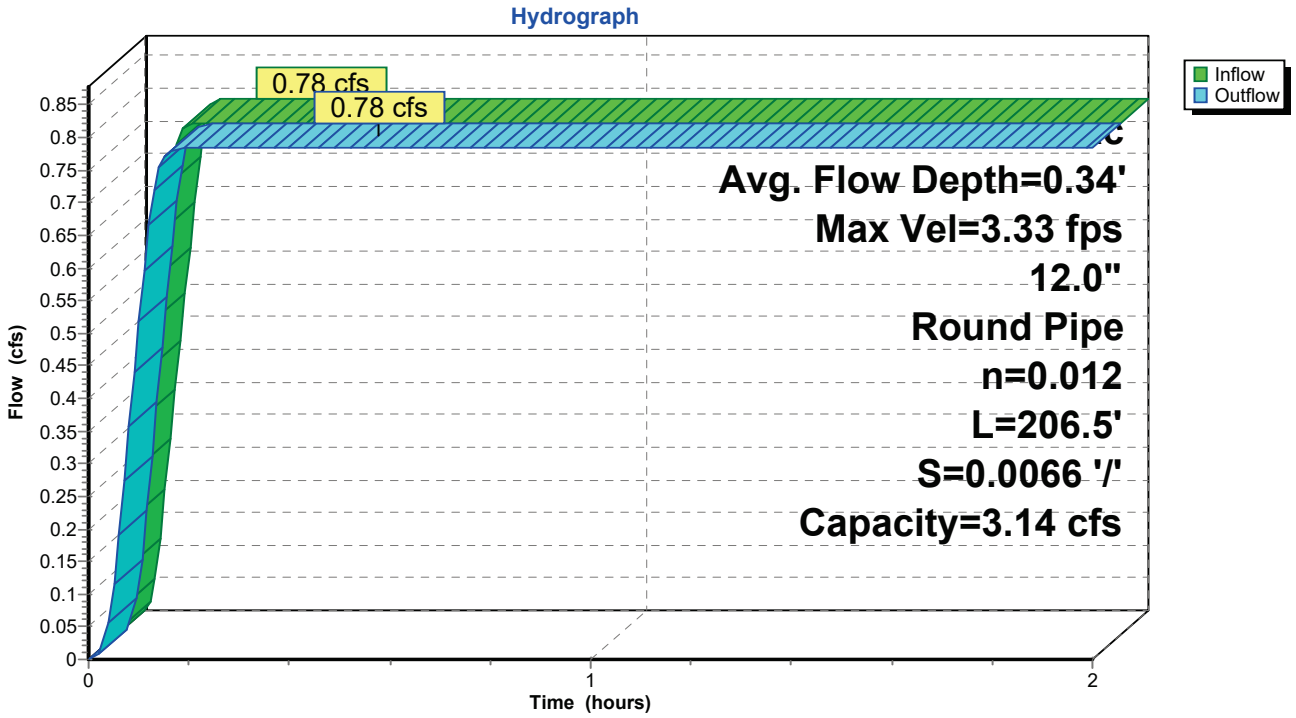
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.33 fps, Min. Travel Time= 1.0 min
Avg. Velocity = 3.25 fps, Avg. Travel Time= 1.1 min

Peak Storage= 49 cf @ 0.54 hrs
Average Depth at Peak Storage= 0.34' , Surface Width= 0.95'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.14 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 206.5' Slope= 0.0066 '/'
Inlet Invert= 750.30', Outlet Invert= 748.93'



Reach R91: Pipe I91 to I71



Summary for Reach R92: Pipe I92 to I91

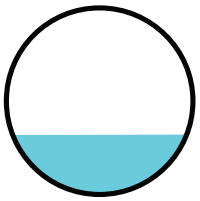
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.656 ac, 1.22% Impervious, Inflow Depth > 2.09" for 100-yr event
Inflow = 0.71 cfs @ 0.16 hrs, Volume= 0.114 af
Outflow = 0.71 cfs @ 0.36 hrs, Volume= 0.113 af, Atten= 0%, Lag= 12.0 min
Routed to Pond I91 : Inlet 9-1

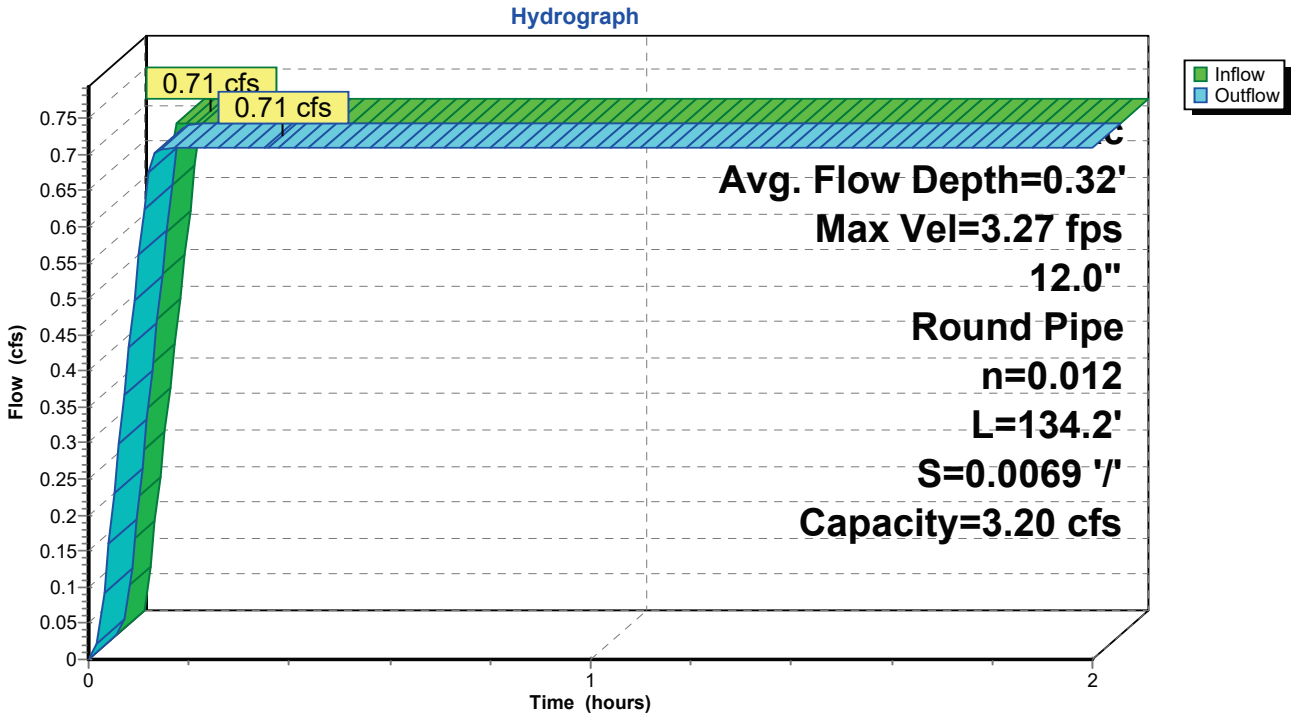
Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.27 fps, Min. Travel Time= 0.7 min
Avg. Velocity = 3.22 fps, Avg. Travel Time= 0.7 min

Peak Storage= 29 cf @ 0.36 hrs
Average Depth at Peak Storage= 0.32' , Surface Width= 0.93'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.20 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 134.2' Slope= 0.0069 '/'
Inlet Invert= 751.22', Outlet Invert= 750.30'



Reach R92: Pipe I92 to I91



Summary for Pond I14: Inlet 1-4

[57] Hint: Peaked at 742.82' (Flood elevation advised)
[62] Hint: Exceeded Reach R15 OUTLET depth by 0.16' @ 0.83 hrs

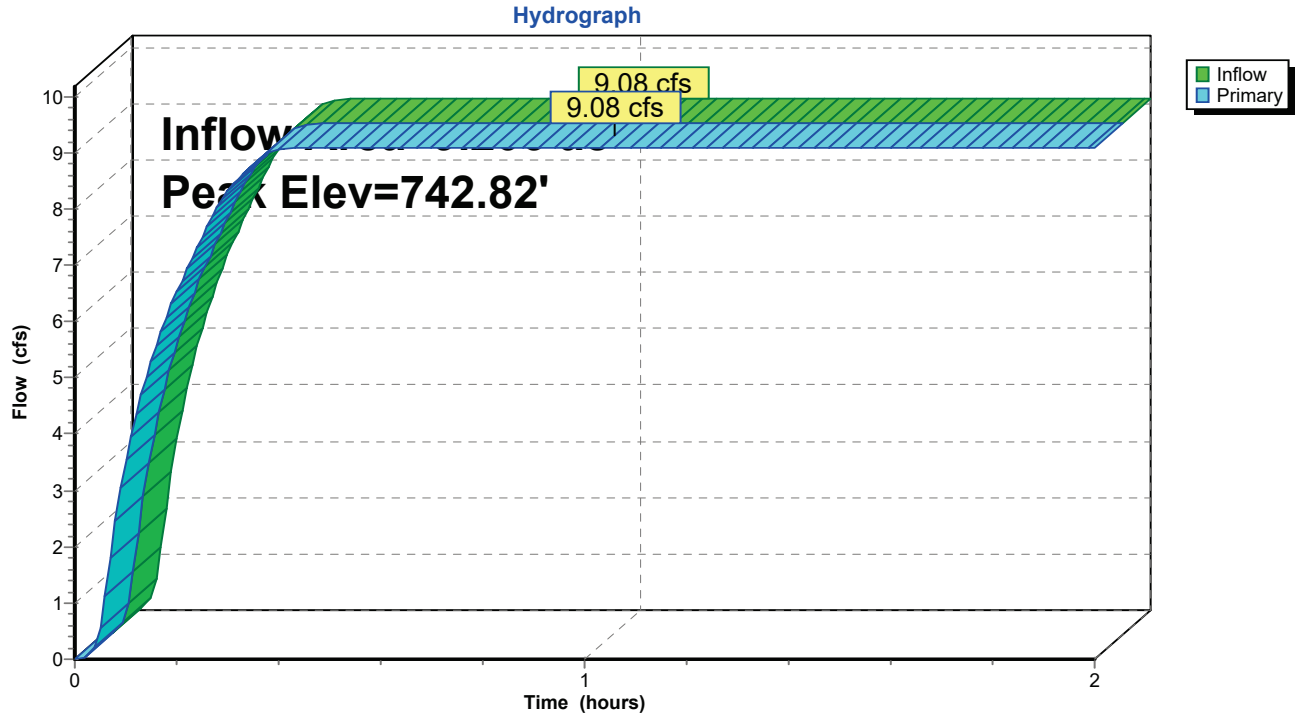
Inflow Area = 9.206 ac, 9.55% Impervious, Inflow Depth > 1.81" for 100-yr event
Inflow = 9.08 cfs @ 1.03 hrs, Volume= 1.391 af
Outflow = 9.08 cfs @ 1.03 hrs, Volume= 1.391 af, Atten= 0%, Lag= 0.0 min
Primary = 9.08 cfs @ 1.03 hrs, Volume= 1.391 af
Routed to Reach R14 : Pipe I14 to Pond

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 742.82' @ 0.86 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	741.84'	**24.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	741.84'	**24.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=9.08 cfs @ 1.03 hrs HW=742.82' TW=742.45' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 4.54 cfs @ 2.95 fps)
└─**2=Orifice/Grate** (Orifice Controls 4.54 cfs @ 2.95 fps)

Pond I14: Inlet 1-4



Summary for Pond I15: Inlet 1-5

[57] Hint: Peaked at 745.92' (Flood elevation advised)
[62] Hint: Exceeded Reach R21 OUTLET depth by 0.23' @ 0.81 hrs
[62] Hint: Exceeded Reach R71 OUTLET depth by 0.42' @ 0.85 hrs

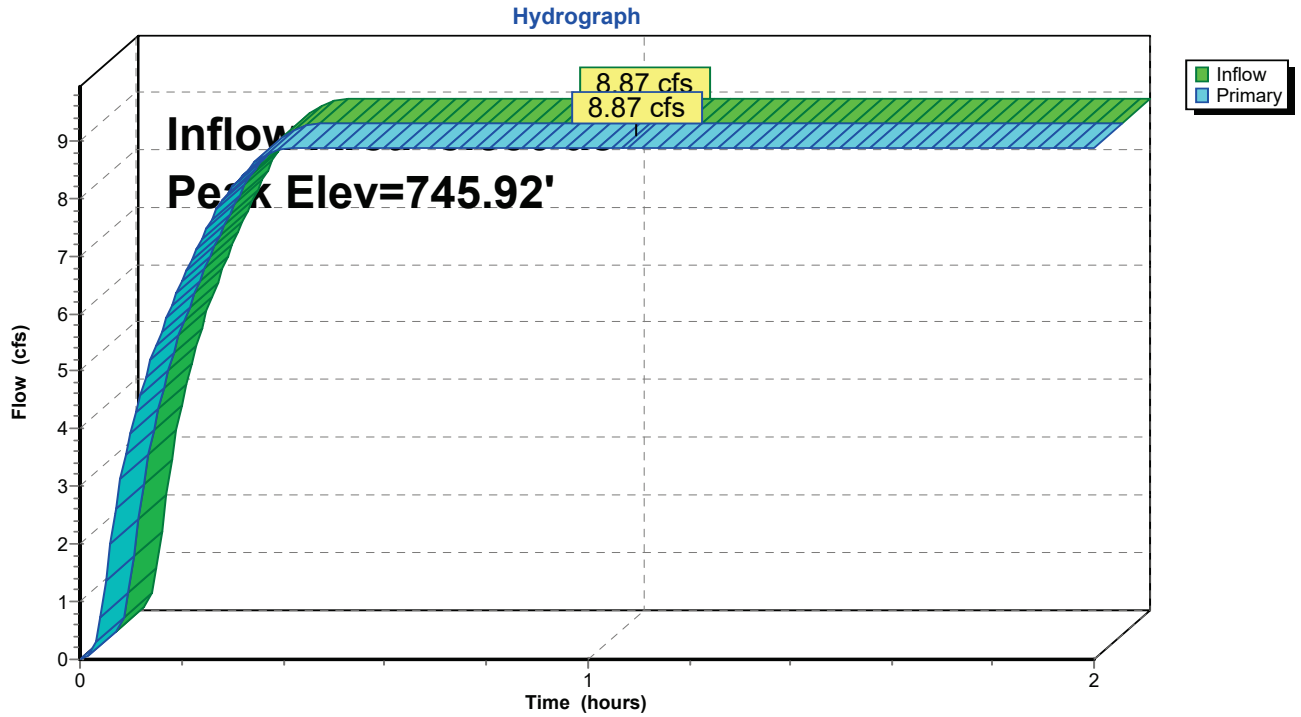
Inflow Area = 8.856 ac, 9.93% Impervious, Inflow Depth > 1.85" for 100-yr event
Inflow = 8.87 cfs @ 1.03 hrs, Volume= 1.367 af
Outflow = 8.87 cfs @ 1.07 hrs, Volume= 1.367 af, Atten= 0%, Lag= 2.4 min
Primary = 8.87 cfs @ 1.07 hrs, Volume= 1.367 af
Routed to Reach R15 : Pipe I15 to I14

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 745.92' @ 0.85 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	744.87'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	744.96'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	744.96'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=8.87 cfs @ 1.07 hrs HW=745.92' TW=745.70' (Dynamic Tailwater)
- **1=Orifice/Grate** (Orifice Controls 3.76 cfs @ 2.26 fps)
- **2=Orifice/Grate** (Orifice Controls 1.75 cfs @ 2.26 fps)
- **3=Orifice/Grate** (Orifice Controls 3.36 cfs @ 2.26 fps)

Pond I15: Inlet 1-5



Summary for Pond I21: Inlet 2-1

[57] Hint: Peaked at 748.17' (Flood elevation advised)
[62] Hint: Exceeded Reach R31 OUTLET depth by 0.05' @ 0.18 hrs

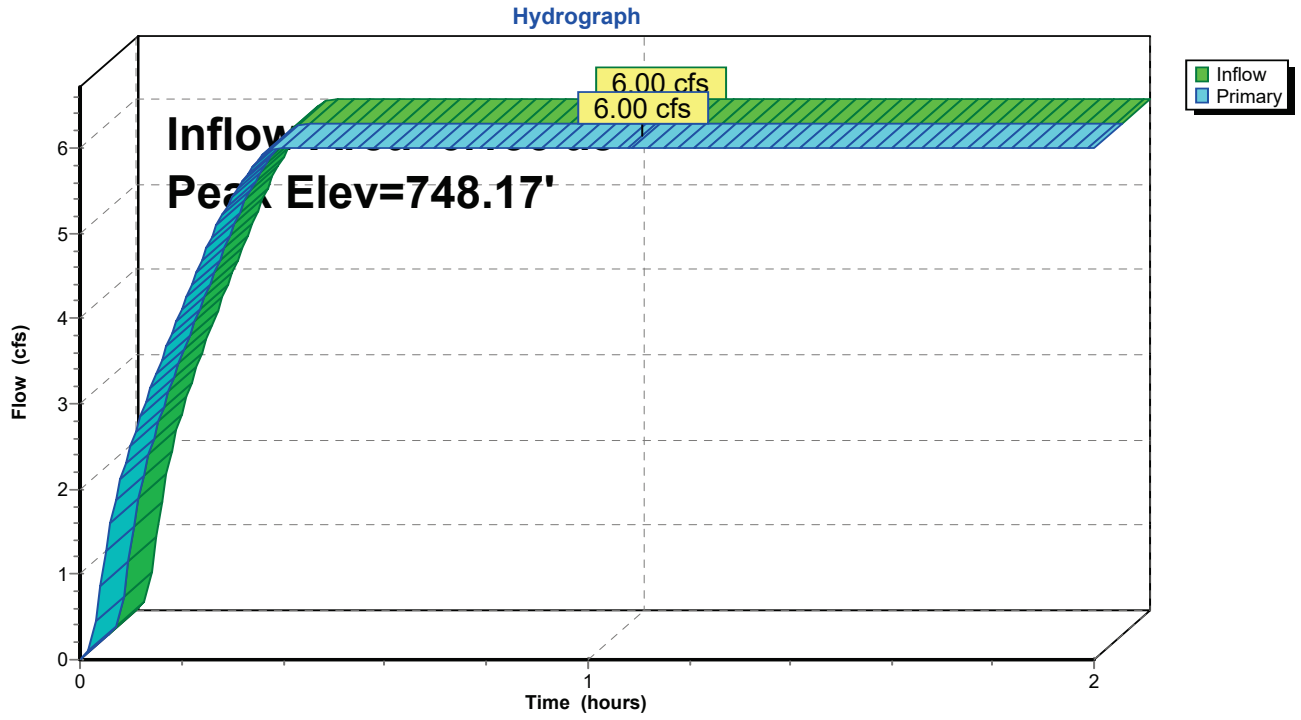
Inflow Area = 6.155 ac, 4.74% Impervious, Inflow Depth > 1.80" for 100-yr event
Inflow = 6.00 cfs @ 1.06 hrs, Volume= 0.921 af
Outflow = 6.00 cfs @ 1.08 hrs, Volume= 0.921 af, Atten= 0%, Lag= 1.2 min
Primary = 6.00 cfs @ 1.08 hrs, Volume= 0.921 af
Routed to Reach R21 : Pipe SS31 to SS23

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 748.17' @ 0.88 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	747.10'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	748.18'	**18.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	748.17'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=6.00 cfs @ 1.08 hrs HW=748.17' TW=746.81' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 6.00 cfs @ 3.52 fps)
└─**2=Orifice/Grate** (Controls 0.00 cfs)
└─**3=Orifice/Grate** (Controls 0.00 cfs)

Pond I21: Inlet 2-1



Summary for Pond I31: Manhole 3-1

[57] Hint: Peaked at 748.82' (Flood elevation advised)
[62] Hint: Exceeded Reach R51 OUTLET depth by 0.57' @ 0.56 hrs
[62] Hint: Exceeded Reach R61 OUTLET depth by 0.51' @ 0.56 hrs

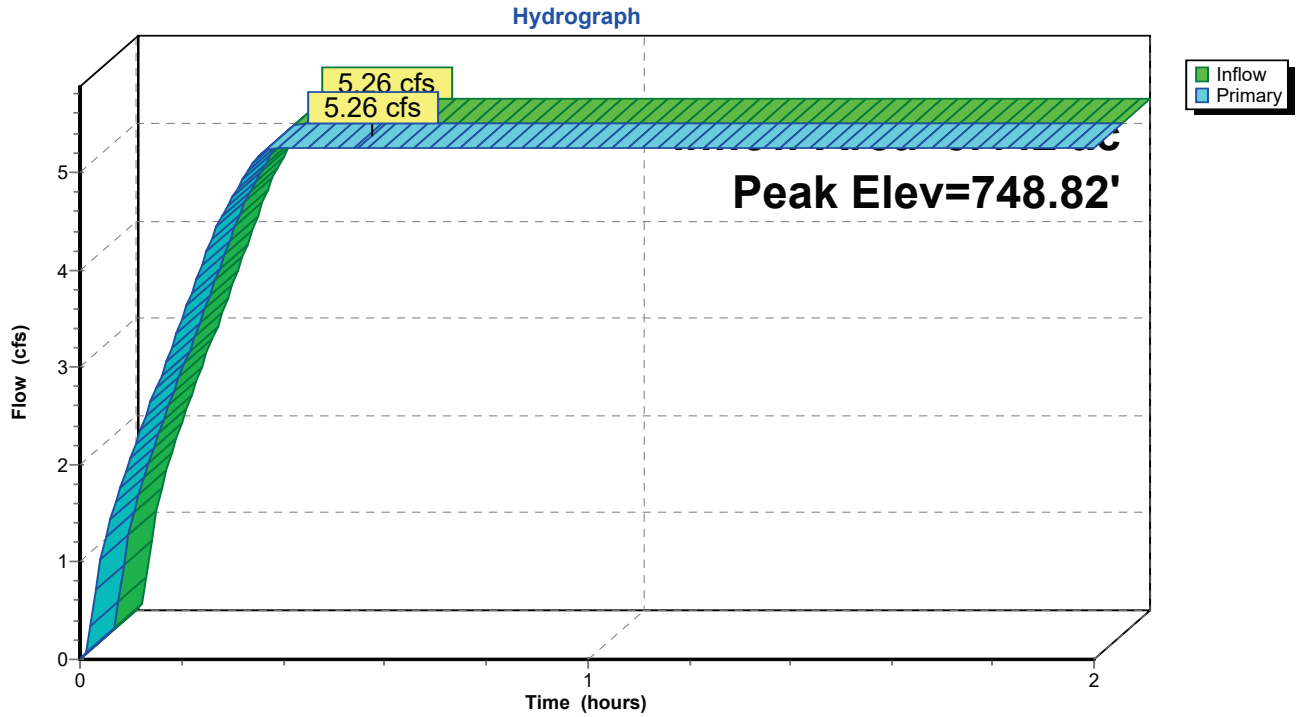
Inflow Area = 5.442 ac, 0.96% Impervious, Inflow Depth > 1.78" for 100-yr event
Inflow = 5.26 cfs @ 0.52 hrs, Volume= 0.806 af
Outflow = 5.26 cfs @ 0.55 hrs, Volume= 0.806 af, Atten= 0%, Lag= 1.8 min
Primary = 5.26 cfs @ 0.55 hrs, Volume= 0.806 af
Routed to Reach R31 : Pipe I31 to I21

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 748.82' @ 0.56 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	747.75'	**18.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	747.75'	**15.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	747.75'	**15.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=5.26 cfs @ 0.55 hrs HW=748.82' TW=748.73' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 1.98 cfs @ 1.47 fps)
└─**2=Orifice/Grate** (Orifice Controls 1.64 cfs @ 1.47 fps)
└─**3=Orifice/Grate** (Orifice Controls 1.64 cfs @ 1.47 fps)

Pond I31: Manhole 3-1



Summary for Pond I41: Inlet 4-1

[57] Hint: Peaked at 749.26' (Flood elevation advised)

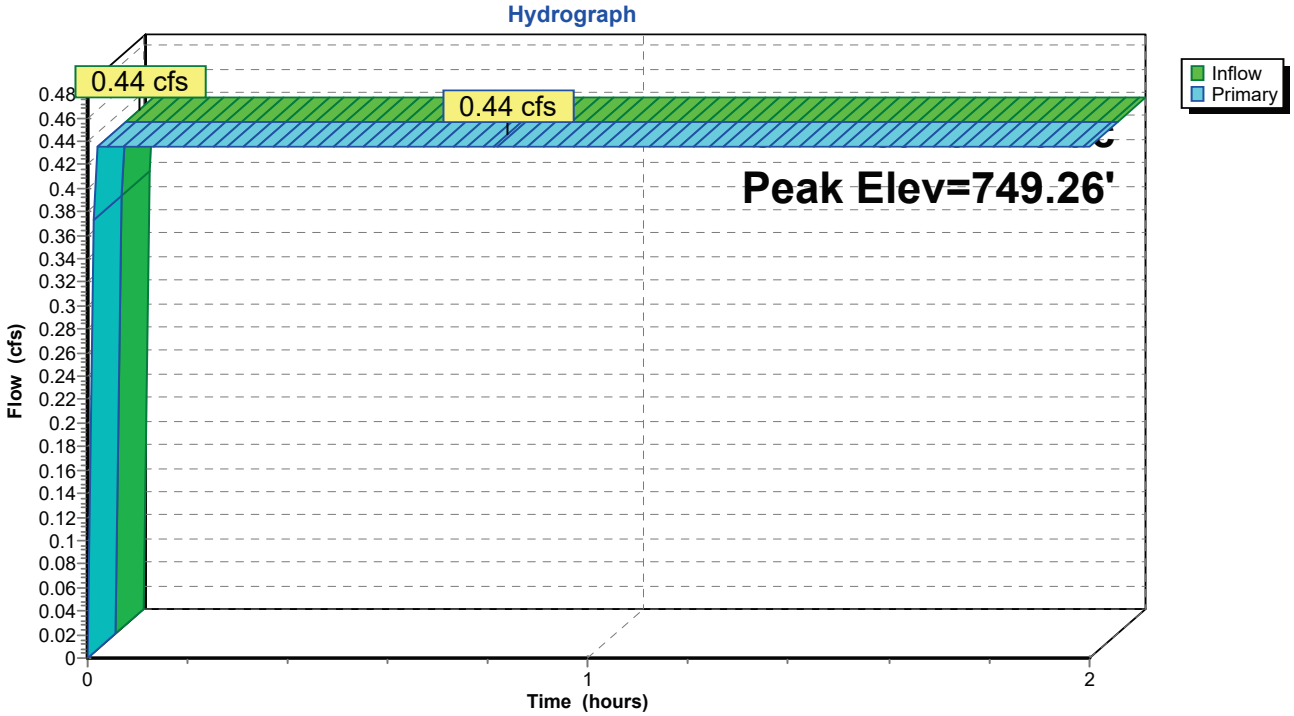
Inflow Area = 0.229 ac,100.00% Impervious, Inflow Depth > 3.77" for 100-yr event
Inflow = 0.44 cfs @ 0.02 hrs, Volume= 0.072 af
Outflow = 0.44 cfs @ 0.81 hrs, Volume= 0.072 af, Atten= 0%, Lag= 47.4 min
Primary = 0.44 cfs @ 0.81 hrs, Volume= 0.072 af
Routed to Reach R41 : Pipe I41 to I31

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 749.26' @ 0.87 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	748.86'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.44 cfs @ 0.81 hrs HW=749.26' TW=749.17' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.44 cfs @ 1.48 fps)

Pond I41: Inlet 4-1



Summary for Pond I51: Inlet 5-1

[57] Hint: Peaked at 749.74' (Flood elevation advised)
[62] Hint: Exceeded Reach R52 OUTLET depth by 0.14' @ 0.02 hrs

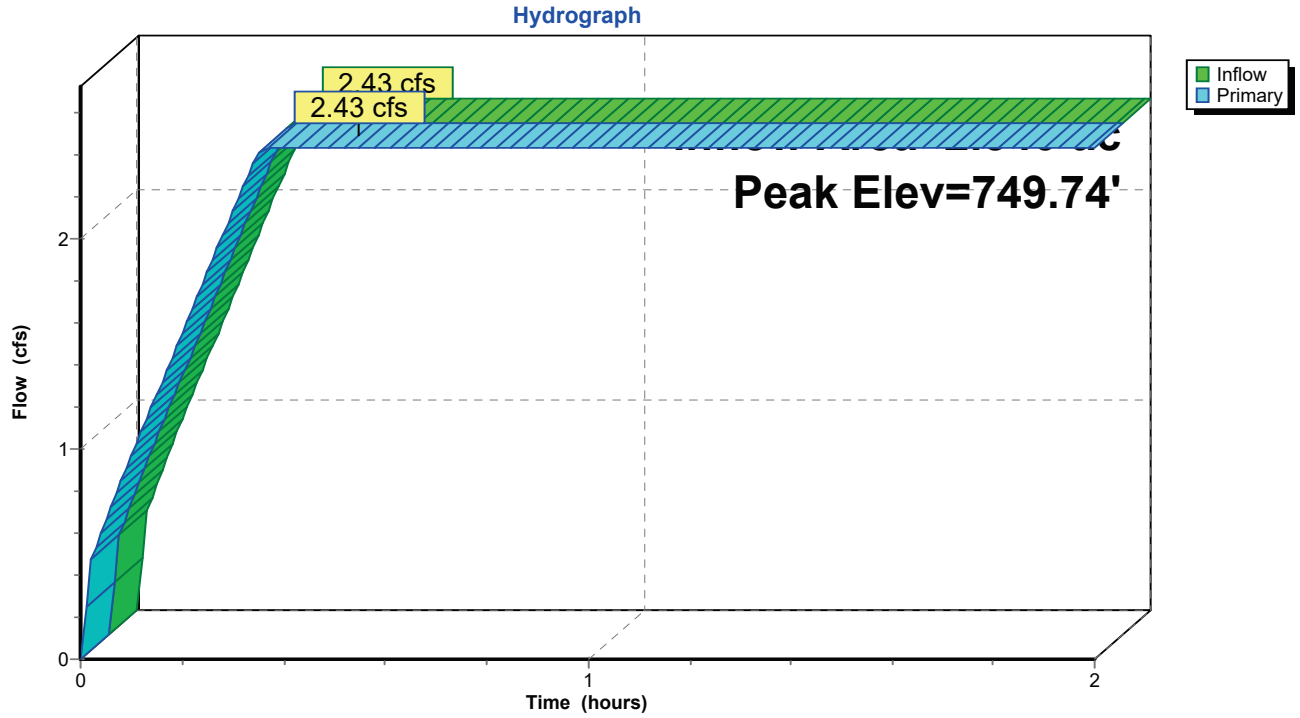
Inflow Area = 2.540 ac, 1.02% Impervious, Inflow Depth > 1.76" for 100-yr event
Inflow = 2.43 cfs @ 0.52 hrs, Volume= 0.373 af
Outflow = 2.43 cfs @ 0.52 hrs, Volume= 0.373 af, Atten= 0%, Lag= 0.0 min
Primary = 2.43 cfs @ 0.52 hrs, Volume= 0.373 af
Routed to Reach R51 : Pipe I51 to I31

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 749.74' @ 0.50 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.07'	**15.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	749.10'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=2.43 cfs @ 0.52 hrs HW=749.74' TW=749.57' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 1.36 cfs @ 2.01 fps)
└─**2=Orifice/Grate** (Orifice Controls 1.08 cfs @ 2.01 fps)

Pond I51: Inlet 5-1



Summary for Pond I52: Inlet 5-2

[57] Hint: Peaked at 750.87' (Flood elevation advised)
[63] Warning: Exceeded Reach R53 INLET depth by 0.21' @ 0.50 hrs

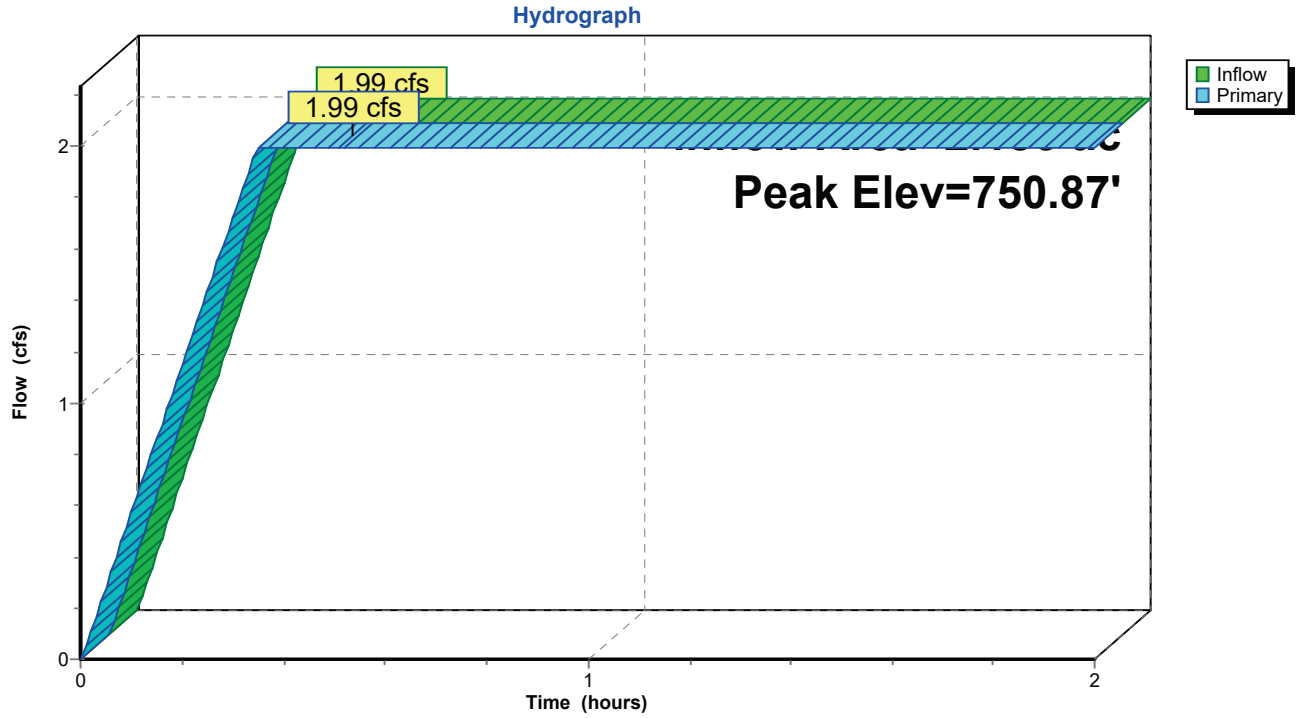
Inflow Area = 2.186 ac, 0.27% Impervious, Inflow Depth > 1.66" for 100-yr event
Inflow = 1.99 cfs @ 0.51 hrs, Volume= 0.302 af
Outflow = 1.99 cfs @ 0.51 hrs, Volume= 0.302 af, Atten= 0%, Lag= 0.0 min
Primary = 1.99 cfs @ 0.51 hrs, Volume= 0.302 af
Routed to Reach R52 : Pipe I52 to I51

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 750.87' @ 0.50 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	750.10'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	750.26'	**6.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.99 cfs @ 0.51 hrs HW=750.87' TW=750.63' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 1.53 cfs @ 2.36 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.46 cfs @ 2.36 fps)

Pond I52: Inlet 5-2



Summary for Pond I53: Inlet 5-3

[57] Hint: Peaked at 750.71' (Flood elevation advised)
[62] Hint: Exceeded Reach R54 OUTLET depth by 0.15' @ 0.49 hrs

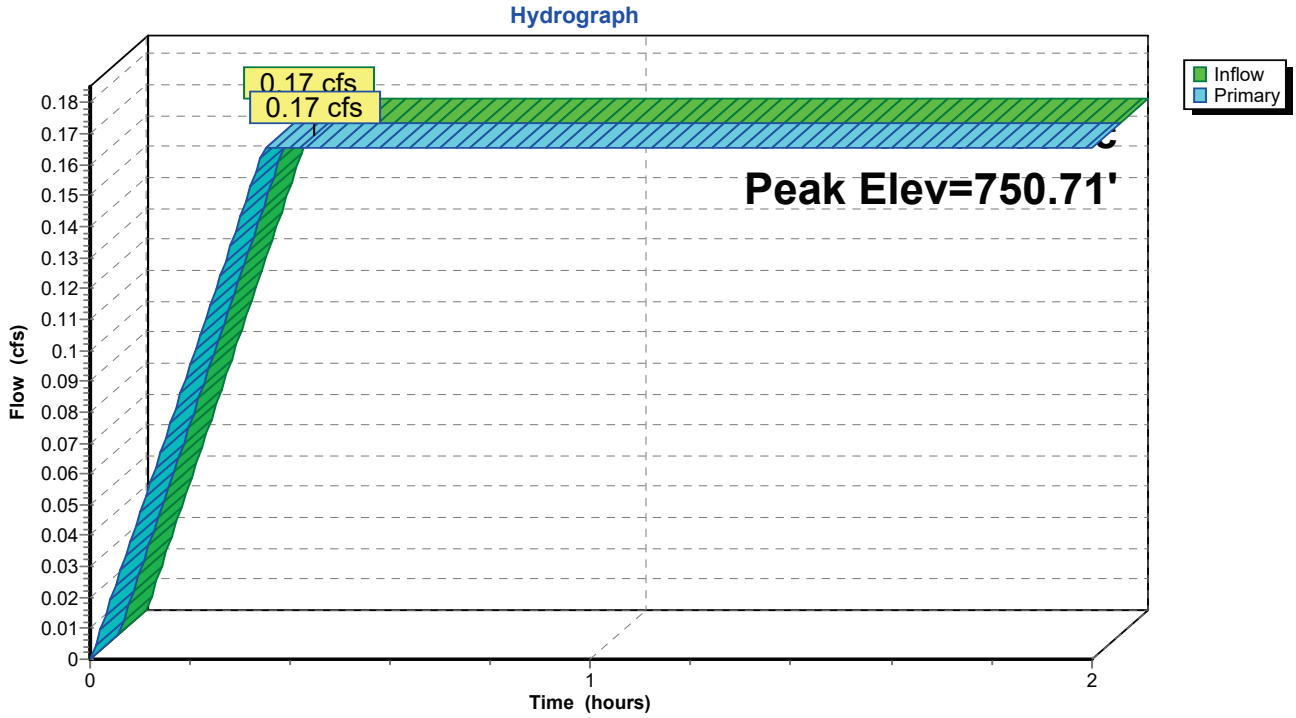
Inflow Area = 0.156 ac, 0.00% Impervious, Inflow Depth > 1.93" for 100-yr event
Inflow = 0.17 cfs @ 0.35 hrs, Volume= 0.025 af
Outflow = 0.17 cfs @ 0.42 hrs, Volume= 0.025 af, Atten= 0%, Lag= 4.2 min
Primary = 0.17 cfs @ 0.42 hrs, Volume= 0.025 af
Routed to Reach R53 : Pipe I53 to I52

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 750.71' @ 0.49 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	750.43'	**6.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	750.56'	**6.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=0.17 cfs @ 0.42 hrs HW=750.71' TW=750.66' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 0.12 cfs @ 1.04 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.05 cfs @ 1.04 fps)

Pond I53: Inlet 5-3



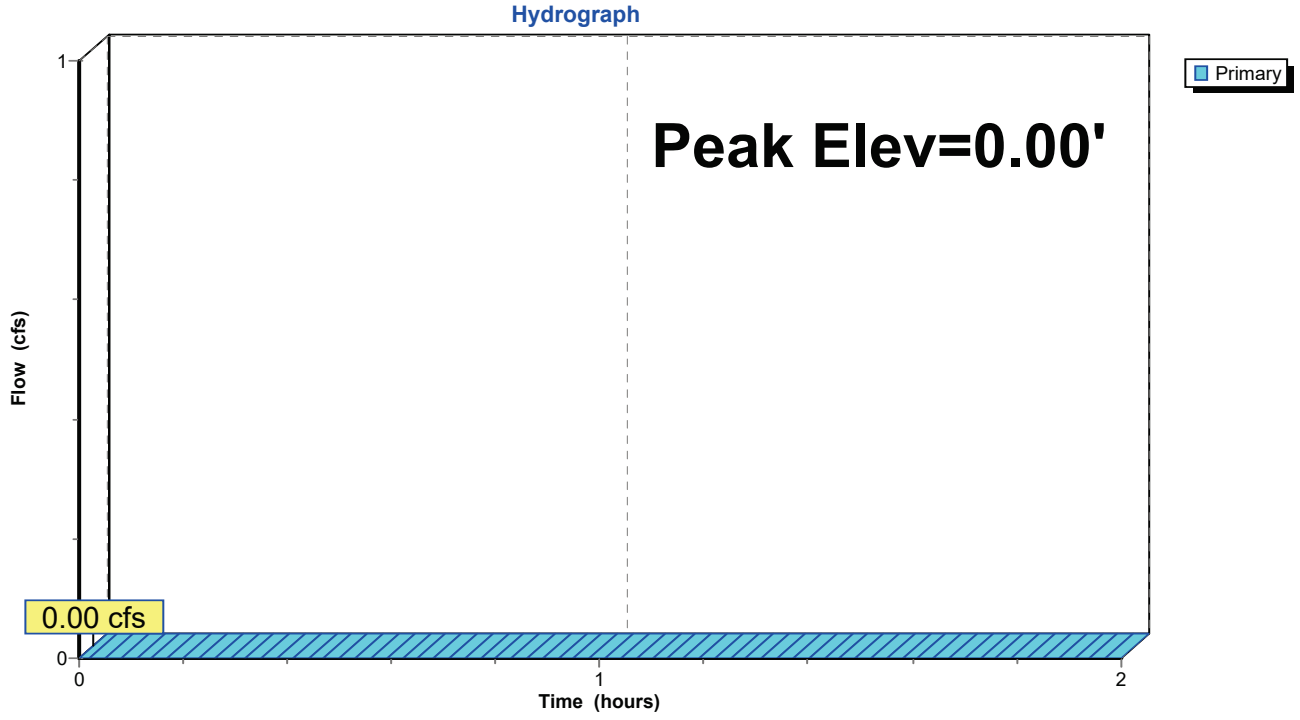
Summary for Pond I54: Inlet 5-4

[43] Hint: Has no inflow (Outflow=Zero)

Device	Routing	Invert	Outlet Devices
#1	Primary	750.30'	**6.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=0.00' TW=752.46' (Dynamic Tailwater)
└**1=Orifice/Grate** (Controls 0.00 cfs)

Pond I54: Inlet 5-4



Summary for Pond I61: Manhole 6-1

[57] Hint: Peaked at 749.25' (Flood elevation advised)
[62] Hint: Exceeded Reach R62 OUTLET depth by 0.11' @ 0.46 hrs

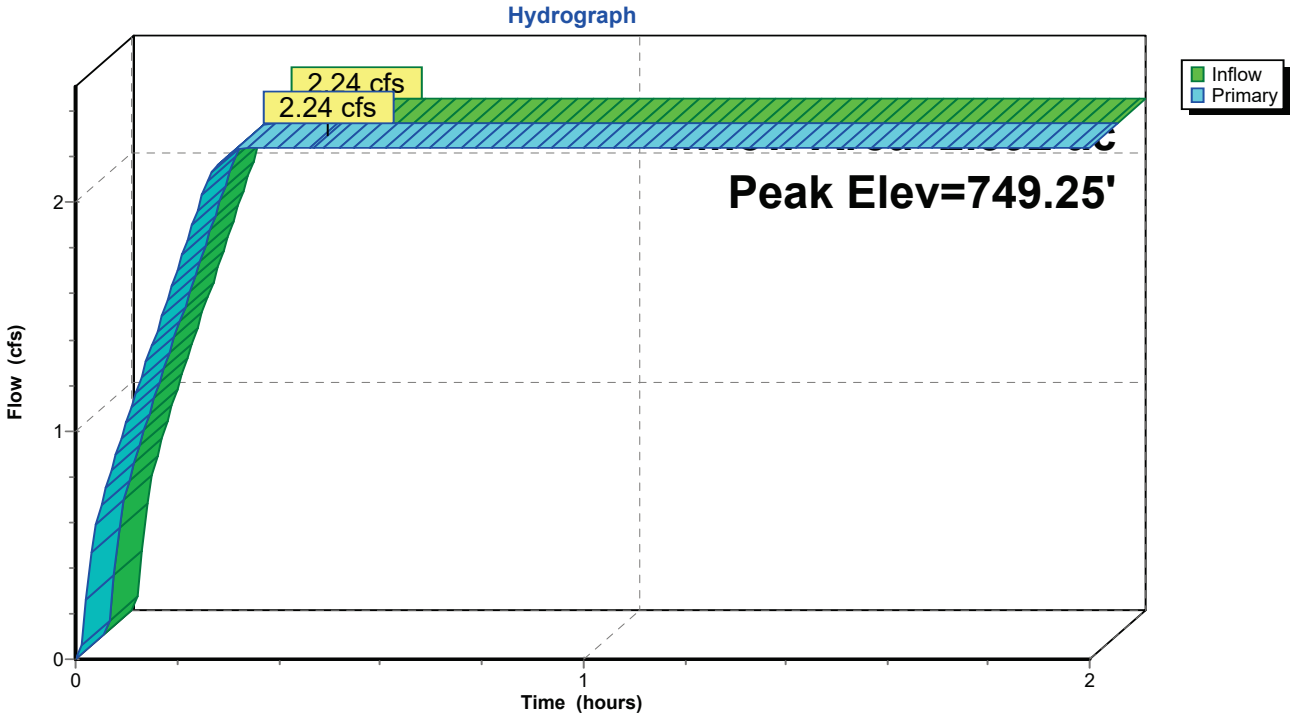
Inflow Area = 2.392 ac, 0.00% Impervious, Inflow Depth > 1.75" for 100-yr event
Inflow = 2.24 cfs @ 0.47 hrs, Volume= 0.349 af
Outflow = 2.24 cfs @ 0.47 hrs, Volume= 0.349 af, Atten= 0%, Lag= 0.0 min
Primary = 2.24 cfs @ 0.47 hrs, Volume= 0.349 af
Routed to Reach R61 : Pipe I61 to I31

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 749.25' @ 0.46 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	748.55'	**15.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	748.61'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=2.24 cfs @ 0.47 hrs HW=749.25' TW=749.11' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 1.28 cfs @ 1.81 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.96 cfs @ 1.81 fps)

Pond I61: Manhole 6-1



Summary for Pond I62: Inlet 6-2

[57] Hint: Peaked at 749.96' (Flood elevation advised)
[62] Hint: Exceeded Reach R63 OUTLET depth by 0.16' @ 0.04 hrs

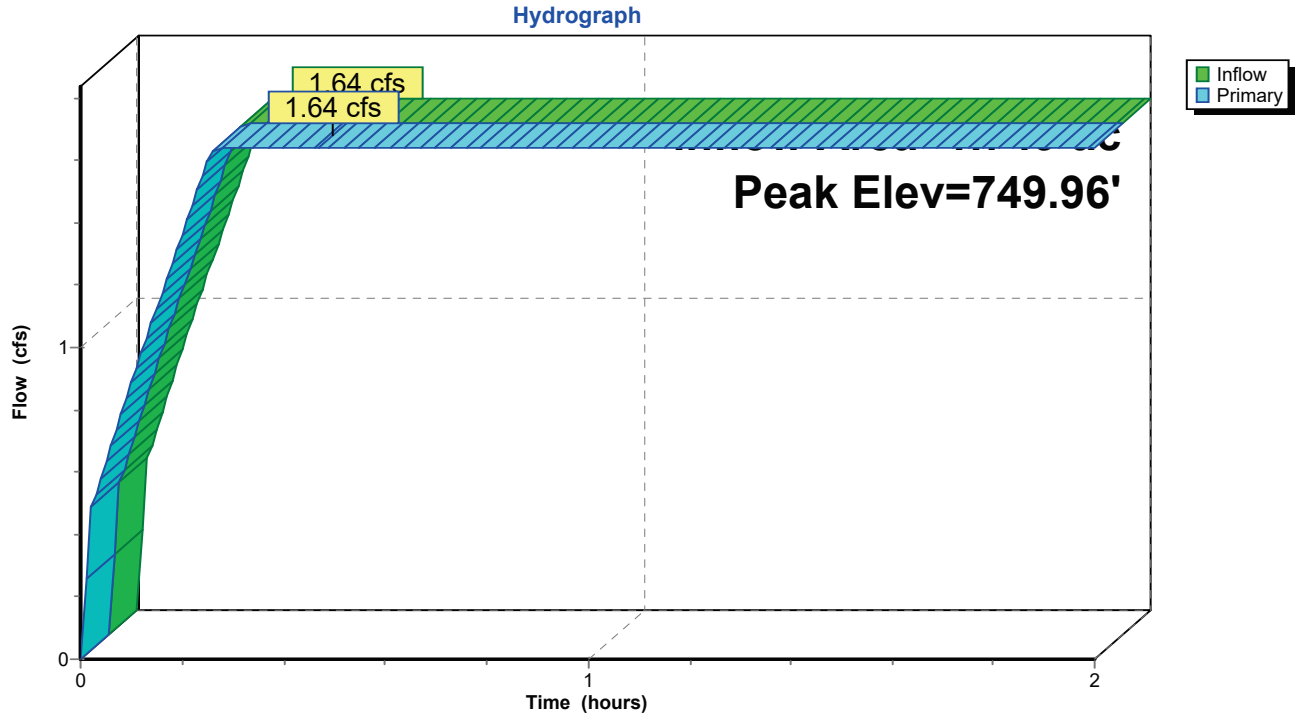
Inflow Area = 1.749 ac, 0.00% Impervious, Inflow Depth > 1.77" for 100-yr event
Inflow = 1.64 cfs @ 0.46 hrs, Volume= 0.258 af
Outflow = 1.64 cfs @ 0.47 hrs, Volume= 0.258 af, Atten= 0%, Lag= 0.6 min
Primary = 1.64 cfs @ 0.47 hrs, Volume= 0.258 af
Routed to Reach R62 : Pipe I62 to I61

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 749.96' @ 0.43 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.32'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	749.35'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.64 cfs @ 0.47 hrs HW=749.96' TW=749.85' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 0.84 cfs @ 1.58 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.80 cfs @ 1.58 fps)

Pond I62: Inlet 6-2



Summary for Pond I63: Inlet 6-3

[57] Hint: Peaked at 750.57' (Flood elevation advised)

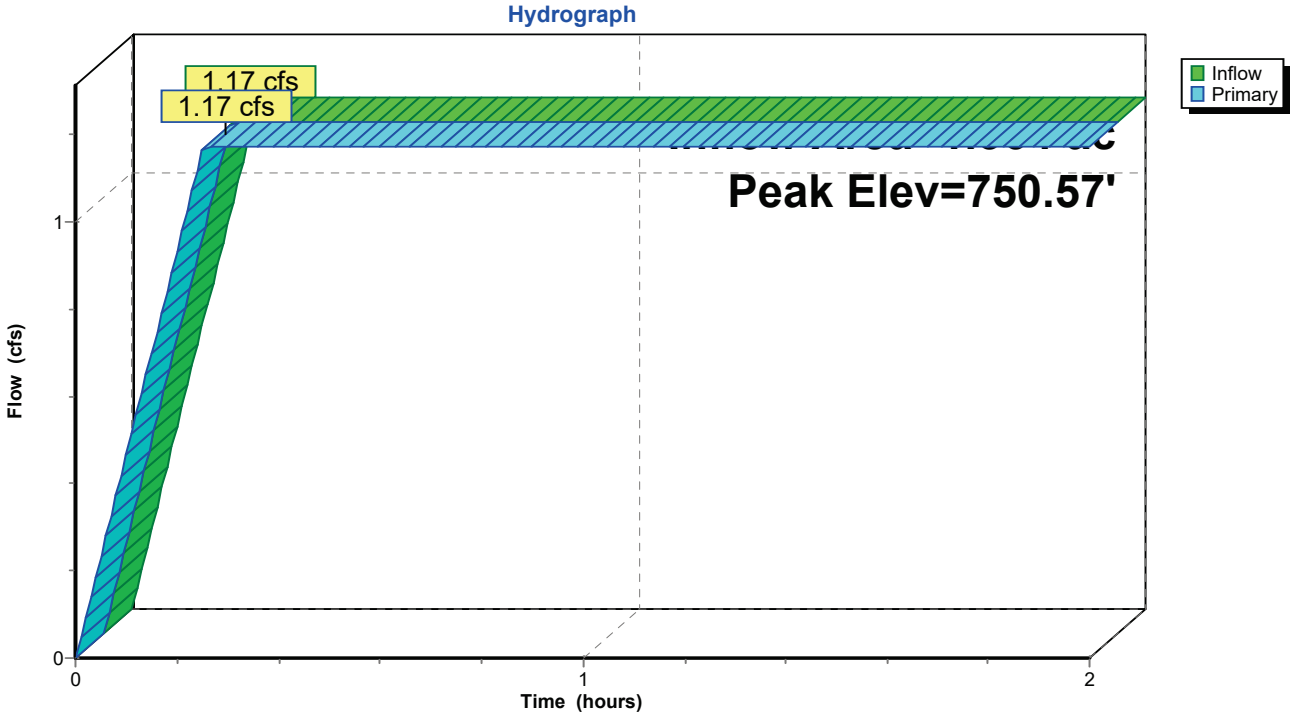
Inflow Area = 1.364 ac, 0.00% Impervious, Inflow Depth > 1.60" for 100-yr event
Inflow = 1.17 cfs @ 0.26 hrs, Volume= 0.182 af
Outflow = 1.17 cfs @ 0.27 hrs, Volume= 0.182 af, Atten= 0%, Lag= 0.6 min
Primary = 1.17 cfs @ 0.27 hrs, Volume= 0.182 af
Routed to Reach R63 : Pipe I63 to I62

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 750.57' @ 0.42 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.91'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.17 cfs @ 0.27 hrs HW=750.57' TW=750.37' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 1.17 cfs @ 2.13 fps)

Pond I63: Inlet 6-3



Summary for Pond I71: Inlet 7-1

[57] Hint: Peaked at 748.46' (Flood elevation advised)
[62] Hint: Exceeded Reach R81 OUTLET depth by 0.39' @ 0.54 hrs

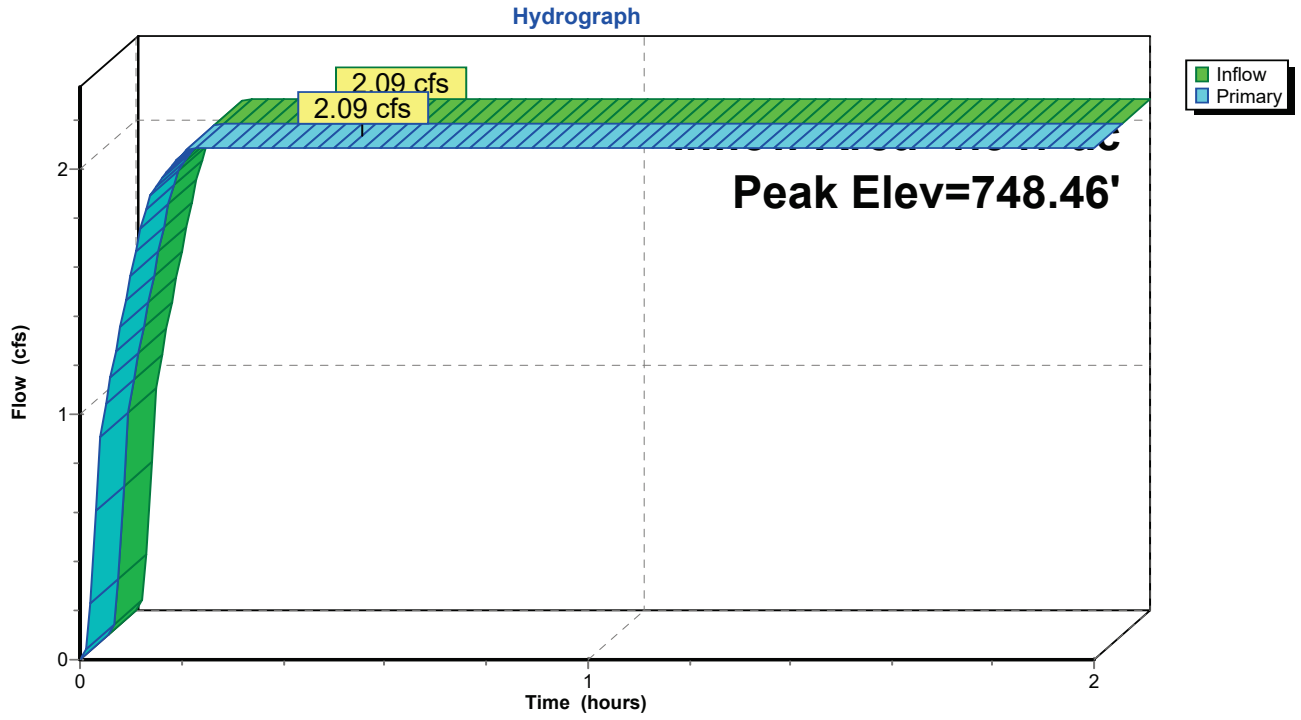
Inflow Area = 1.547 ac, 34.65% Impervious, Inflow Depth > 2.59" for 100-yr event
Inflow = 2.09 cfs @ 0.55 hrs, Volume= 0.334 af
Outflow = 2.09 cfs @ 0.53 hrs, Volume= 0.334 af, Atten= 0%, Lag= 0.0 min
Primary = 2.09 cfs @ 0.53 hrs, Volume= 0.334 af
Routed to Reach R71 : Pipe I71 to I15

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 748.46' @ 0.54 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	747.78'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	747.78'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	748.93'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=2.09 cfs @ 0.53 hrs HW=748.46' TW=748.32' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 1.04 cfs @ 1.83 fps)
└─**2=Orifice/Grate** (Orifice Controls 1.04 cfs @ 1.83 fps)
└─**3=Orifice/Grate** (Controls 0.00 cfs)

Pond I71: Inlet 7-1



Summary for Pond I81: Inlet 8-1

[57] Hint: Peaked at 749.05' (Flood elevation advised)
[62] Hint: Exceeded Reach R10 OUTLET depth by 0.07' @ 0.08 hrs

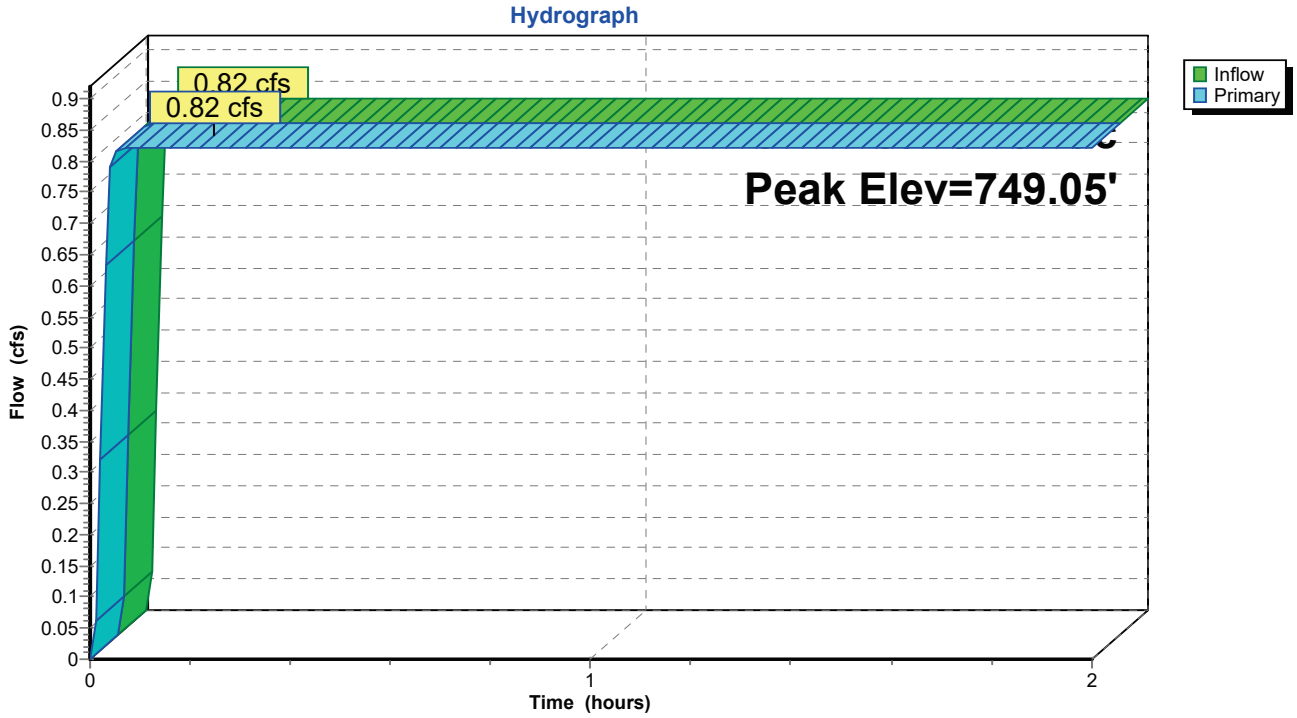
Inflow Area = 0.432 ac,100.00% Impervious, Inflow Depth > 3.74" for 100-yr event
Inflow = 0.82 cfs @ 0.22 hrs, Volume= 0.135 af
Outflow = 0.82 cfs @ 0.22 hrs, Volume= 0.135 af, Atten= 0%, Lag= 0.0 min
Primary = 0.82 cfs @ 0.22 hrs, Volume= 0.135 af
Routed to Reach R81 : Pipe I81 to I71

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 749.05' @ 0.08 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	748.66'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	748.69'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.82 cfs @ 0.22 hrs HW=749.05' TW=748.95' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 0.43 cfs @ 1.53 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.39 cfs @ 1.53 fps)

Pond I81: Inlet 8-1



Summary for Pond I91: Inlet 9-1

[57] Hint: Peaked at 750.71' (Flood elevation advised)
[62] Hint: Exceeded Reach R92 OUTLET depth by 0.09' @ 0.44 hrs

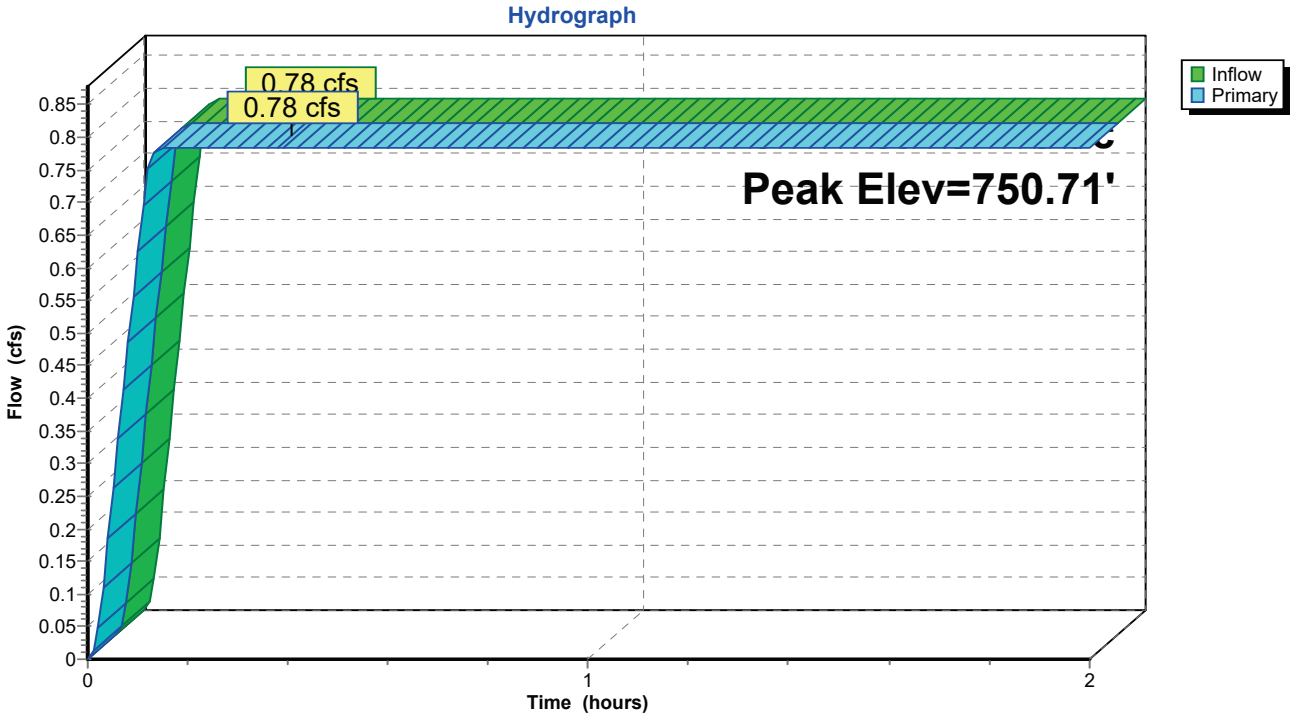
Inflow Area = 0.728 ac, 1.10% Impervious, Inflow Depth > 2.07" for 100-yr event
Inflow = 0.78 cfs @ 0.36 hrs, Volume= 0.126 af
Outflow = 0.78 cfs @ 0.38 hrs, Volume= 0.126 af, Atten= 0%, Lag= 1.2 min
Primary = 0.78 cfs @ 0.38 hrs, Volume= 0.126 af
Routed to Reach R91 : Pipe I91 to I71

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 750.71' @ 0.44 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	750.30'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	750.30'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.78 cfs @ 0.38 hrs HW=750.71' TW=750.64' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 0.39 cfs @ 1.29 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.39 cfs @ 1.29 fps)

Pond I91: Inlet 9-1



Summary for Pond I92: Inlet 9-2

[57] Hint: Peaked at 751.70' (Flood elevation advised)

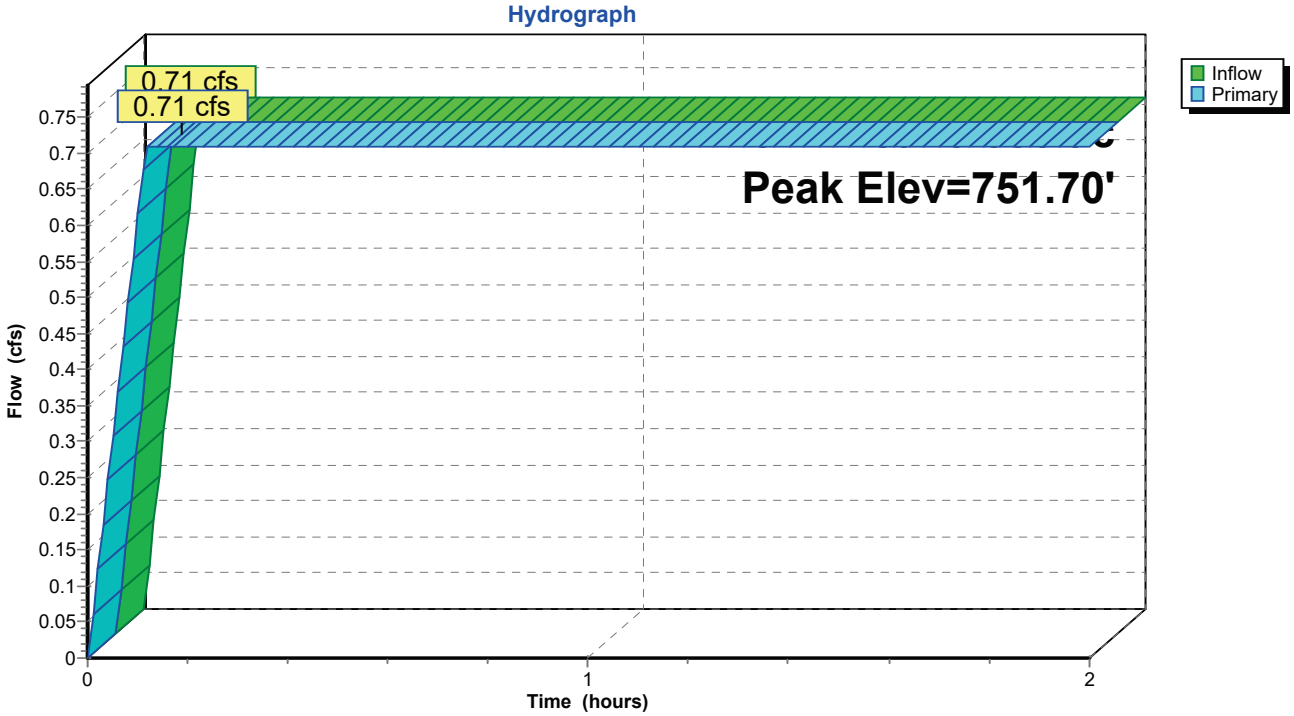
Inflow Area = 0.656 ac, 1.22% Impervious, Inflow Depth > 2.09" for 100-yr event
Inflow = 0.71 cfs @ 0.12 hrs, Volume= 0.114 af
Outflow = 0.71 cfs @ 0.16 hrs, Volume= 0.114 af, Atten= 0%, Lag= 2.4 min
Primary = 0.71 cfs @ 0.16 hrs, Volume= 0.114 af
Routed to Reach R92 : Pipe I92 to I91

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 751.70' @ 0.31 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	751.22'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.71 cfs @ 0.16 hrs HW=751.70' TW=751.54' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.71 cfs @ 1.91 fps)

Pond I92: Inlet 9-2



Summary for Pond P1: Detention Pond

[44] Hint: Outlet device #1 is below defined storage
[62] Hint: Exceeded Reach R14 OUTLET depth by 0.77' @ 1.99 hrs

Inflow Area = 12.430 ac, 7.07% Impervious, Inflow Depth > 1.63" for 100-yr event
Inflow = 11.02 cfs @ 1.02 hrs, Volume= 1.687 af
Outflow = 2.72 cfs @ 2.00 hrs, Volume= 0.356 af, Atten= 75%, Lag= 58.8 min
Primary = 2.72 cfs @ 2.00 hrs, Volume= 0.356 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-2.00 hrs, dt= 0.01 hrs
Peak Elev= 738.20' @ 2.00 hrs Surf.Area= 1.054 ac Storage= 1.328 af

Plug-Flow detention time= 47.5 min calculated for 0.356 af (21% of inflow)
Center-of-Mass det. time= 3.2 min (67.8 - 64.6)

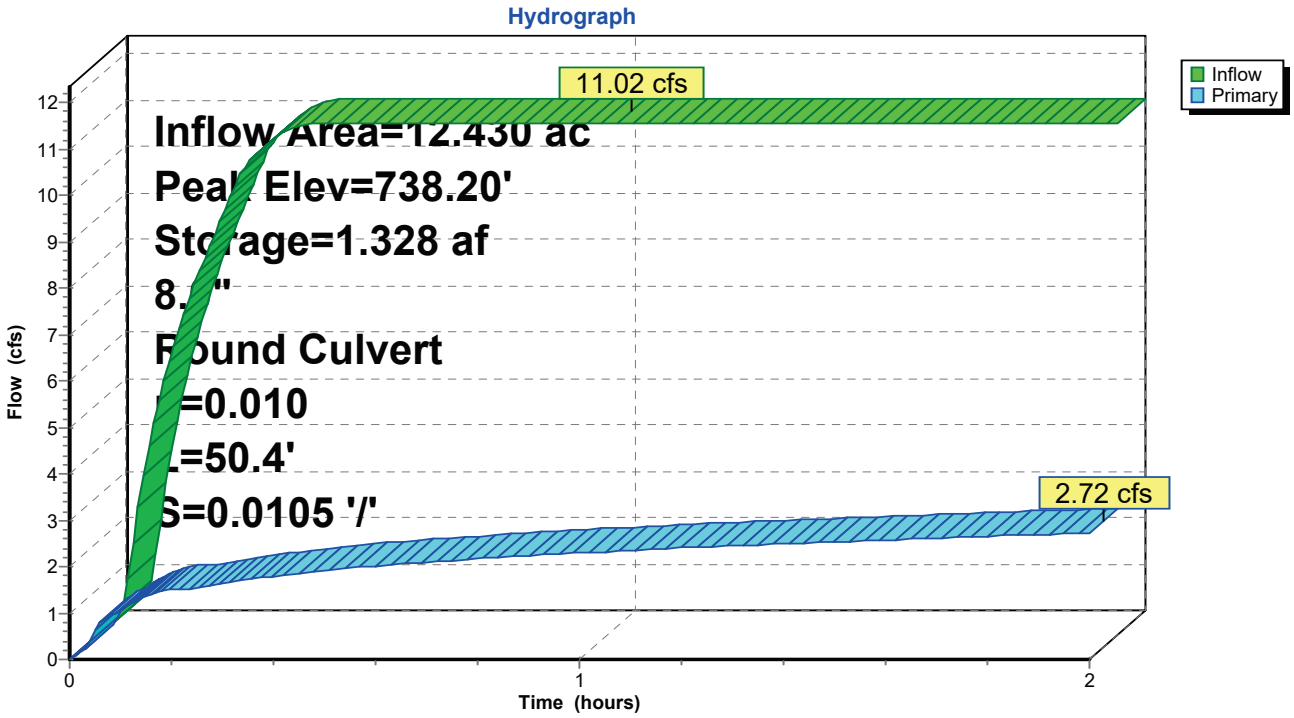
Volume	Invert	Avail.Storage	Storage Description
#1	736.00'	2.825 af	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (acres)	Inc.Store (acre-feet)	Cum.Store (acre-feet)
736.00	0.024	0.000	0.000
737.00	0.592	0.308	0.308
738.00	1.025	0.809	1.117
739.00	1.170	1.097	2.214
739.50	1.276	0.611	2.825

Device	Routing	Invert	Outlet Devices
#1	Primary	735.51'	**8.0" Round Culvert** L= 50.4' RCP, rounded edge headwall, Ke= 0.100 Inlet / Outlet Invert= 735.51' / 734.98' S= 0.0105 '/' Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.35 sf

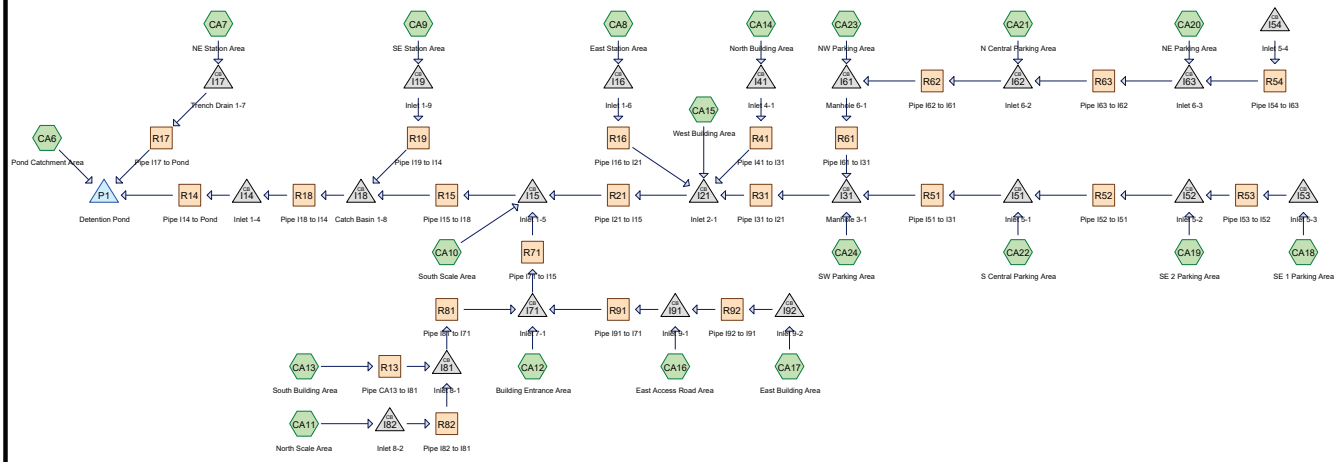
Primary OutFlow Max=2.72 cfs @ 2.00 hrs HW=738.20' (Free Discharge)
1=Culvert (Barrel Controls 2.72 cfs @ 7.80 fps)

Pond P1: Detention Pond



APPENDIX 4

HYDROCAD REPORT - PROPOSED CONDITIONS



Subcat Reach Pond Link

Routing Diagram for 340656 - Rantoul Transfer Station - Proposed Conditions Rational

Prepared by CEC Inc, Printed 12/9/2025

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Area Listing (all nodes)

Area (acres)	C	Description (subcatchment-numbers)
0.047	0.95	Ashpalt (CA16)
1.601	0.95	Asphalt (CA11, CA12, CA15, CA17, CA24, CA7, CA8, CA9)
0.452	0.95	Building (CA13, CA6)
0.005	0.95	Concrete (CA6)
1.629	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C (CA11, CA12, CA16, CA17, CA19, CA20)
1.562	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D (CA15, CA23, CA24, CA6, CA7)
2.591	0.60	Gravel (CA11, CA12, CA15, CA16, CA17, CA18, CA19, CA20, CA21, CA22, CA23, CA24)
0.070	0.40	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C (CA10, CA6)
2.920	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D (CA10, CA11, CA12, CA13, CA15, CA19, CA20, CA24, CA6, CA7, CA8, CA9)
0.228	0.95	Sidewalk (CA11, CA12, CA13, CA15, CA17, CA19, CA22, CA24)
0.503	0.95	Unconnected roofs, HSG A (CA14)
1.181	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C (CA11, CA12, CA17, CA18, CA19, CA20, CA22, CA24)
12.789	**0.53**	**TOTAL AREA**

Soil Listing (all nodes)

Area (acres)	Soil Group	Subcatchment Numbers
0.503	HSG A	CA14
4.482	HSG B	CA10, CA11, CA12, CA13, CA15, CA19, CA20, CA23, CA24, CA6, CA7, CA8, CA9
2.880	HSG C	CA10, CA11, CA12, CA16, CA17, CA18, CA19, CA20, CA22, CA24, CA6
0.000	HSG D	
4.924	Other	CA11, CA12, CA13, CA15, CA16, CA17, CA18, CA19, CA20, CA21, CA22, CA23, CA24, CA6, CA7, CA8, CA9
12.789		**TOTAL AREA**

Ground Covers (all nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover
0.000	0.000	0.000	0.000	0.047	0.047	Ashpalt
0.000	0.000	0.000	0.000	1.601	1.601	Asphalt
0.000	0.000	0.000	0.000	0.452	0.452	Building
0.000	0.000	0.000	0.000	0.005	0.005	Concrete
0.000	0.000	1.629	0.000	0.000	1.629	Dana silt loam, 2 to 5 percent slopes (56B), Well drained
0.000	1.562	0.000	0.000	0.000	1.562	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained
0.000	0.000	0.000	0.000	2.591	2.591	Gravel
0.000	0.000	0.070	0.000	0.000	0.070	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained
0.000	2.920	0.000	0.000	0.000	2.920	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained
0.000	0.000	0.000	0.000	0.228	0.228	Sidewalk
0.503	0.000	0.000	0.000	0.000	0.503	Unconnected roofs
0.000	0.000	1.181	0.000	0.000	1.181	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained
0.503	**4.482**	**2.880**	**0.000**	**4.924**	**12.789**	**TOTAL AREA**

Pipe Listing (all nodes)

Line#	Node Number	In-Invert (feet)	Out-Invert (feet)	Length (feet)	Slope (ft/ft)	n	Width (inches)	Diam/Height (inches)	Inside-Fill (inches)	Node Name
1	R13	750.17	748.69	149.2	0.0099	0.010	0.0	12.0	0.0	
2	R14	741.84	736.82	148.6	0.0338	0.012	0.0	24.0	0.0	
3	R15	744.87	743.36	147.0	0.0103	0.012	0.0	24.0	0.0	
4	R16	749.30	748.18	108.0	0.0104	0.012	0.0	12.0	0.0	
5	R17	745.50	744.50	20.0	0.0500	0.012	0.0	6.0	0.0	
6	R18	743.36	736.82	147.0	0.0445	0.012	0.0	24.0	0.0	
7	R19	745.41	743.36	46.0	0.0446	0.012	0.0	12.0	0.0	
8	R21	746.00	744.88	223.0	0.0050	0.012	0.0	24.0	0.0	
9	R31	747.75	747.18	154.3	0.0037	0.012	0.0	18.0	0.0	
10	R41	748.86	748.17	324.3	0.0021	0.010	0.0	12.0	0.0	
11	R51	749.07	747.75	123.9	0.0107	0.012	0.0	15.0	0.0	
12	R52	750.10	749.10	114.4	0.0087	0.012	0.0	12.0	0.0	
13	R53	750.43	750.26	62.2	0.0027	0.010	0.0	6.0	0.0	
14	R54	750.30	749.91	63.0	0.0062	0.010	0.0	6.0	0.0	
15	R61	748.55	747.75	133.8	0.0060	0.012	0.0	15.0	0.0	
16	R62	749.32	748.61	122.3	0.0058	0.012	0.0	12.0	0.0	
17	R63	749.91	749.35	117.3	0.0048	0.012	0.0	12.0	0.0	
18	R71	747.78	744.96	307.3	0.0092	0.012	0.0	12.0	0.0	
19	R81	748.66	747.78	63.2	0.0139	0.012	0.0	12.0	0.0	
20	R82	750.74	748.70	136.0	0.0150	0.012	0.0	12.0	0.0	
21	R91	750.30	748.93	206.5	0.0066	0.012	0.0	12.0	0.0	
22	R92	751.22	750.30	134.2	0.0069	0.012	0.0	12.0	0.0	
23	P1	735.51	734.98	50.4	0.0105	0.010	0.0	8.0	0.0	

Time span=0.00-3.00 hrs, dt=0.01 hrs, 301 points
Runoff by Rational method, Rise/Fall=1.0/1.0 xTc
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

SubcatchmentCA10: South Scale Area Runoff Area=0.371 ac 0.00% Impervious Runoff Depth=0.66"
Flow Length=218' Tc=13.3 min C=0.30 Runoff=0.12 cfs 0.020 af

SubcatchmentCA11: North Scale Area Runoff Area=0.625 ac 35.68% Impervious Runoff Depth=1.23"
Flow Length=168' Tc=5.9 min C=0.56 Runoff=0.39 cfs 0.064 af

SubcatchmentCA12: Building Entrance Runoff Area=0.720 ac 70.56% Impervious Runoff Depth=1.76"
Flow Length=376' Tc=12.6 min C=0.80 Runoff=0.64 cfs 0.106 af

SubcatchmentCA13: South Building Area Runoff Area=0.167 ac 97.60% Impervious Runoff Depth=2.05"
Flow Length=85' Slope=0.0100 '/' Tc=0.7 min C=0.93 Runoff=0.17 cfs 0.028 af

SubcatchmentCA14: North Building Area Runoff Area=0.503 ac 100.00% Impervious Runoff Depth=2.09"
Flow Length=162' Slope=0.0100 '/' Tc=1.3 min C=0.95 Runoff=0.53 cfs 0.088 af

SubcatchmentCA15: West Building Area Runoff Area=0.650 ac 7.23% Impervious Runoff Depth=0.77"
Flow Length=175' Tc=13.3 min C=0.35 Runoff=0.25 cfs 0.042 af

SubcatchmentCA16: East Access Road Runoff Area=0.109 ac 43.12% Impervious Runoff Depth=1.43"
Flow Length=172' Tc=11.0 min C=0.65 Runoff=0.08 cfs 0.013 af

SubcatchmentCA17: East Building Area Runoff Area=0.531 ac 21.66% Impervious Runoff Depth=1.39"
Flow Length=221' Tc=12.9 min C=0.63 Runoff=0.37 cfs 0.061 af

SubcatchmentCA18: SE 1 Parking Area Runoff Area=0.156 ac 0.00% Impervious Runoff Depth=1.17"
Flow Length=146' Tc=7.8 min C=0.53 Runoff=0.09 cfs 0.015 af

SubcatchmentCA19: SE 2 Parking Area Runoff Area=2.030 ac 0.30% Impervious Runoff Depth=0.99"
Flow Length=694' Tc=40.1 min C=0.45 Runoff=1.01 cfs 0.167 af

SubcatchmentCA20: NE Parking Area Runoff Area=1.364 ac 0.00% Impervious Runoff Depth=0.95"
Flow Length=738' Tc=40.7 min C=0.43 Runoff=0.65 cfs 0.108 af

SubcatchmentCA21: N Central Parking Area Runoff Area=0.385 ac 0.00% Impervious Runoff Depth=1.32"
Flow Length=92' Slope=0.0121 '/' Tc=1.4 min C=0.60 Runoff=0.26 cfs 0.042 af

SubcatchmentCA22: S Central Parking Area Runoff Area=0.354 ac 5.65% Impervious Runoff Depth=1.36"
Flow Length=86' Slope=0.0137 '/' Tc=1.3 min C=0.62 Runoff=0.24 cfs 0.040 af

SubcatchmentCA23: NW Parking Area Runoff Area=0.659 ac 0.00% Impervious Runoff Depth=1.03"
Flow Length=203' Tc=30.5 min C=0.47 Runoff=0.34 cfs 0.057 af

SubcatchmentCA24: SW Parking Area Runoff Area=0.510 ac 6.86% Impervious Runoff Depth=1.28"
Flow Length=179' Tc=12.3 min C=0.58 Runoff=0.33 cfs 0.054 af

SubcatchmentCA6: Pond Catchment Area Runoff Area=2.266 ac 13.02% Impervious Runoff Depth=0.86"
Flow Length=218' Slope=0.0698 '/' Tc=2.0 min C=0.39 Runoff=0.98 cfs 0.162 af

Subcatchment CA7: NE Station Area Runoff Area=0.750 ac 33.20% Impervious Runoff Depth=1.14"
Flow Length=258' Tc=15.8 min C=0.52 Runoff=0.43 cfs 0.071 af

Subcatchment CA8: East Station Area Runoff Area=0.504 ac 97.62% Impervious Runoff Depth=2.05"
Flow Length=219' Tc=3.9 min C=0.93 Runoff=0.52 cfs 0.086 af

Subcatchment CA9: SE Station Area Runoff Area=0.135 ac 98.52% Impervious Runoff Depth=2.07"
Flow Length=117' Tc=3.1 min C=0.94 Runoff=0.14 cfs 0.023 af

Reach R13: Pipe CA13 to I81 Avg. Flow Depth=0.13' Max Vel=2.81 fps Inflow=0.17 cfs 0.028 af
12.0" Round Pipe n=0.010 L=149.2' S=0.0099 '/' Capacity=4.61 cfs Outflow=0.17 cfs 0.028 af

Reach R14: Pipe I14 to Pond Avg. Flow Depth=0.50' Max Vel=10.03 fps Inflow=6.14 cfs 1.015 af
24.0" Round Pipe n=0.012 L=148.6' S=0.0338 '/' Capacity=45.04 cfs Outflow=6.14 cfs 1.015 af

Reach R15: Pipe I15 to I18 Avg. Flow Depth=0.67' Max Vel=6.51 fps Inflow=6.00 cfs 0.992 af
24.0" Round Pipe n=0.012 L=147.0' S=0.0103 '/' Capacity=24.84 cfs Outflow=6.00 cfs 0.992 af

Reach R16: Pipe I16 to I21 Avg. Flow Depth=0.25' Max Vel=3.47 fps Inflow=0.52 cfs 0.086 af
12.0" Round Pipe n=0.012 L=108.0' S=0.0104 '/' Capacity=3.93 cfs Outflow=0.52 cfs 0.086 af

Reach R17: Pipe I17 to Pond Avg. Flow Depth=0.19' Max Vel=6.15 fps Inflow=0.43 cfs 0.071 af
6.0" Round Pipe n=0.012 L=20.0' S=0.0500 '/' Capacity=1.36 cfs Outflow=0.43 cfs 0.071 af

Reach R18: Pipe I18 to I14 Avg. Flow Depth=0.47' Max Vel=11.07 fps Inflow=6.14 cfs 1.015 af
24.0" Round Pipe n=0.012 L=147.0' S=0.0445 '/' Capacity=51.69 cfs Outflow=6.14 cfs 1.015 af

Reach R19: Pipe I19 to I14 Avg. Flow Depth=0.09' Max Vel=3.94 fps Inflow=0.14 cfs 0.023 af
12.0" Round Pipe n=0.012 L=46.0' S=0.0446 '/' Capacity=8.15 cfs Outflow=0.14 cfs 0.023 af

Reach R21: Pipe I21 to I15 Avg. Flow Depth=0.67' Max Vel=4.56 fps Inflow=4.23 cfs 0.699 af
24.0" Round Pipe n=0.012 L=223.0' S=0.0050 '/' Capacity=17.37 cfs Outflow=4.23 cfs 0.699 af

Reach R31: Pipe I31 to I21 Avg. Flow Depth=0.68' Max Vel=3.75 fps Inflow=2.93 cfs 0.484 af
18.0" Round Pipe n=0.012 L=154.3' S=0.0037 '/' Capacity=6.92 cfs Outflow=2.93 cfs 0.484 af

Reach R41: Pipe I41 to I31 Avg. Flow Depth=0.34' Max Vel=2.26 fps Inflow=0.53 cfs 0.088 af
12.0" Round Pipe n=0.010 L=324.3' S=0.0021 '/' Capacity=2.14 cfs Outflow=0.53 cfs 0.088 af

Reach R51: Pipe I51 to I31 Avg. Flow Depth=0.37' Max Vel=4.51 fps Inflow=1.35 cfs 0.223 af
15.0" Round Pipe n=0.012 L=123.9' S=0.0107 '/' Capacity=7.22 cfs Outflow=1.35 cfs 0.223 af

Reach R52: Pipe I52 to I51 Avg. Flow Depth=0.38' Max Vel=4.04 fps Inflow=1.10 cfs 0.183 af
12.0" Round Pipe n=0.012 L=114.4' S=0.0087 '/' Capacity=3.61 cfs Outflow=1.10 cfs 0.183 af

Reach R53: Pipe I53 to I52 Avg. Flow Depth=0.17' Max Vel=1.60 fps Inflow=0.09 cfs 0.015 af
6.0" Round Pipe n=0.010 L=62.2' S=0.0027 '/' Capacity=0.38 cfs Outflow=0.09 cfs 0.015 af

Reach R54: Pipe I54 to I63 Avg. Flow Depth=0.00' Max Vel=0.00 fps Inflow=0.00 cfs 0.000 af
6.0" Round Pipe n=0.010 L=63.0' S=0.0062 '/' Capacity=0.57 cfs Outflow=0.00 cfs 0.000 af

Reach R61: Pipe I61 to I31 Avg. Flow Depth=0.41' Max Vel=3.59 fps Inflow=1.25 cfs 0.207 af
15.0" Round Pipe n=0.012 L=133.8' S=0.0060 '/' Capacity=5.41 cfs Outflow=1.25 cfs 0.207 af

Reach R62: Pipe I62 to I61 Avg. Flow Depth=0.38' Max Vel=3.30 fps Inflow=0.91 cfs 0.150 af
12.0" Round Pipe n=0.012 L=122.3' S=0.0058 '/' Capacity=2.94 cfs Outflow=0.91 cfs 0.150 af

Reach R63: Pipe I63 to I62 Avg. Flow Depth=0.34' Max Vel=2.80 fps Inflow=0.65 cfs 0.108 af
12.0" Round Pipe n=0.012 L=117.3' S=0.0048 '/' Capacity=2.67 cfs Outflow=0.65 cfs 0.108 af

Reach R71: Pipe I71 to I15 Avg. Flow Depth=0.47' Max Vel=4.57 fps Inflow=1.65 cfs 0.273 af
12.0" Round Pipe n=0.012 L=307.3' S=0.0092 '/' Capacity=3.70 cfs Outflow=1.65 cfs 0.273 af

Reach R81: Pipe I81 to I71 Avg. Flow Depth=0.24' Max Vel=3.94 fps Inflow=0.56 cfs 0.093 af
12.0" Round Pipe n=0.012 L=63.2' S=0.0139 '/' Capacity=4.55 cfs Outflow=0.56 cfs 0.093 af

Reach R82: Pipe I82 to I81 Avg. Flow Depth=0.19' Max Vel=3.63 fps Inflow=0.39 cfs 0.064 af
12.0" Round Pipe n=0.012 L=136.0' S=0.0150 '/' Capacity=4.73 cfs Outflow=0.39 cfs 0.064 af

Reach R91: Pipe I91 to I71 Avg. Flow Depth=0.26' Max Vel=2.84 fps Inflow=0.45 cfs 0.074 af
12.0" Round Pipe n=0.012 L=206.5' S=0.0066 '/' Capacity=3.14 cfs Outflow=0.45 cfs 0.074 af

Reach R92: Pipe I92 to I91 Avg. Flow Depth=0.23' Max Vel=2.72 fps Inflow=0.37 cfs 0.061 af
12.0" Round Pipe n=0.012 L=134.2' S=0.0069 '/' Capacity=3.20 cfs Outflow=0.37 cfs 0.061 af

Pond I14: Inlet 1-4 Peak Elev=742.64' Inflow=6.14 cfs 1.015 af
Outflow=6.14 cfs 1.015 af

Pond I15: Inlet 1-5 Peak Elev=745.71' Inflow=6.00 cfs 0.992 af
Outflow=6.00 cfs 0.992 af

Pond I16: Inlet 1-6 Peak Elev=749.69' Inflow=0.52 cfs 0.086 af
Outflow=0.52 cfs 0.086 af

Pond I17: Trench Drain 1-7 Peak Elev=745.96' Inflow=0.43 cfs 0.071 af
Outflow=0.43 cfs 0.071 af

Pond I18: Catch Basin 1-8 Peak Elev=744.14' Inflow=6.14 cfs 1.015 af
Outflow=6.14 cfs 1.015 af

Pond I19: Inlet 1-9 Peak Elev=745.59' Inflow=0.14 cfs 0.023 af
Outflow=0.14 cfs 0.023 af

Pond I21: Inlet 2-1 Peak Elev=747.98' Inflow=4.23 cfs 0.699 af
Outflow=4.23 cfs 0.699 af

Pond I31: Manhole 3-1 Peak Elev=748.50' Inflow=2.93 cfs 0.484 af
Outflow=2.93 cfs 0.484 af

Pond I41: Inlet 4-1 Peak Elev=749.31' Inflow=0.53 cfs 0.088 af
Outflow=0.53 cfs 0.088 af

Pond I51: Inlet 5-1 Peak Elev=749.56' Inflow=1.35 cfs 0.223 af
Outflow=1.35 cfs 0.223 af

Pond I52: Inlet 5-2 Peak Elev=750.63' Inflow=1.10 cfs 0.183 af
Outflow=1.10 cfs 0.183 af

Pond I53: Inlet 5-3 Peak Elev=750.64' Inflow=0.09 cfs 0.015 af
Outflow=0.09 cfs 0.015 af

Pond I54: Inlet 5-4 Peak Elev=0.00'
Primary=0.00 cfs 0.000 af

Pond I61: Manhole 6-1 Peak Elev=749.06' Inflow=1.25 cfs 0.207 af
Outflow=1.25 cfs 0.207 af

Pond I62: Inlet 6-2 Peak Elev=749.78' Inflow=0.91 cfs 0.150 af
Outflow=0.91 cfs 0.150 af

Pond I63: Inlet 6-3 Peak Elev=750.38' Inflow=0.65 cfs 0.108 af
Outflow=0.65 cfs 0.108 af

Pond I71: Inlet 7-1 Peak Elev=748.37' Inflow=1.65 cfs 0.273 af
Outflow=1.65 cfs 0.273 af

Pond I81: Inlet 8-1 Peak Elev=748.95' Inflow=0.56 cfs 0.093 af
Outflow=0.56 cfs 0.093 af

Pond I82: Inlet 8-2 Peak Elev=751.07' Inflow=0.39 cfs 0.064 af
Outflow=0.39 cfs 0.064 af

Pond I91: Inlet 9-1 Peak Elev=750.61' Inflow=0.45 cfs 0.074 af
Outflow=0.45 cfs 0.074 af

Pond I92: Inlet 9-2 Peak Elev=751.56' Inflow=0.37 cfs 0.061 af
Outflow=0.37 cfs 0.061 af

Pond P1: Detention Pond Peak Elev=737.72' Storage=0.848 af Inflow=7.55 cfs 1.249 af
Primary=2.45 cfs 0.525 af Secondary=0.00 cfs 0.000 af Outflow=2.45 cfs 0.525 af

Total Runoff Area = 12.789 ac Runoff Volume = 1.249 af Average Runoff Depth = 1.17"
77.82% Pervious = 9.953 ac 22.18% Impervious = 2.836 ac

Summary for Subcatchment CA10: South Scale Area

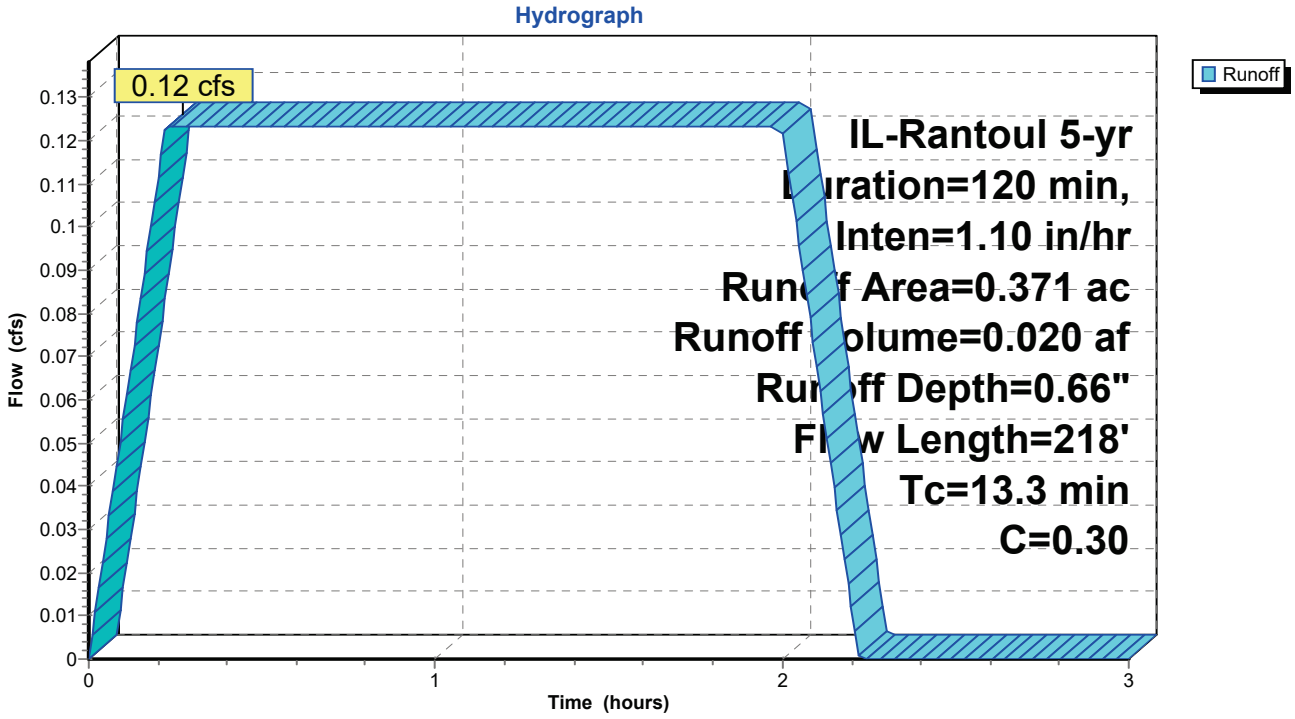
Runoff = 0.12 cfs @ 0.23 hrs, Volume= 0.020 af, Depth= 0.66"
Routed to Pond I15 : Inlet 1-5

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=120 min, Inten=1.10 in/hr

Area (ac)	C	Description
0.007	0.40	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C
0.364	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.371	0.30	Weighted Average
0.371		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.6	100	0.0176	0.16		**Sheet Flow, Grass area S of access road** Grass: Short n= 0.150 P2= 3.03"
2.7	118	0.0105	0.72		**Shallow Concentrated Flow, Grass area s of access road** Short Grass Pasture Kv= 7.0 fps
13.3	218	Total			

Subcatchment CA10: South Scale Area



Summary for Subcatchment CA11: North Scale Area

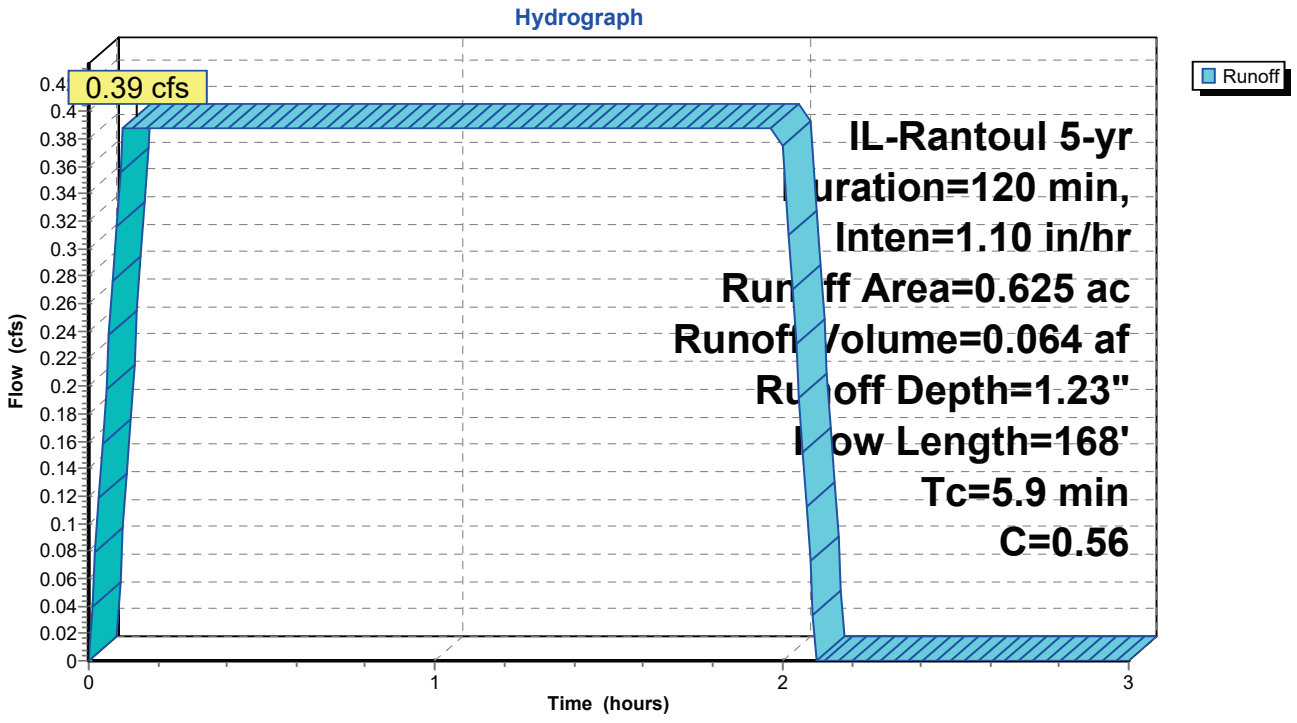
Runoff = 0.39 cfs @ 0.10 hrs, Volume= 0.064 af, Depth= 1.23"
Routed to Pond I82 : Inlet 8-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=120 min, Inten=1.10 in/hr

Area (ac)	C	Description
0.032	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.258	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.111	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.162	0.95	Asphalt
0.061	0.95	Sidewalk
0.001	0.60	Gravel
0.625	0.56	Weighted Average
0.402		64.32% Pervious Area
0.223		35.68% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
4.4	42	0.0274	0.16		**Sheet Flow, Grass area SW of building** Grass: Short n= 0.150 P2= 3.03"
1.5	126	0.0047	1.39		**Shallow Concentrated Flow, Access road N of scale** Paved Kv= 20.3 fps
5.9	168	Total			

Subcatchment CA11: North Scale Area



Summary for Subcatchment CA12: Building Entrance Area

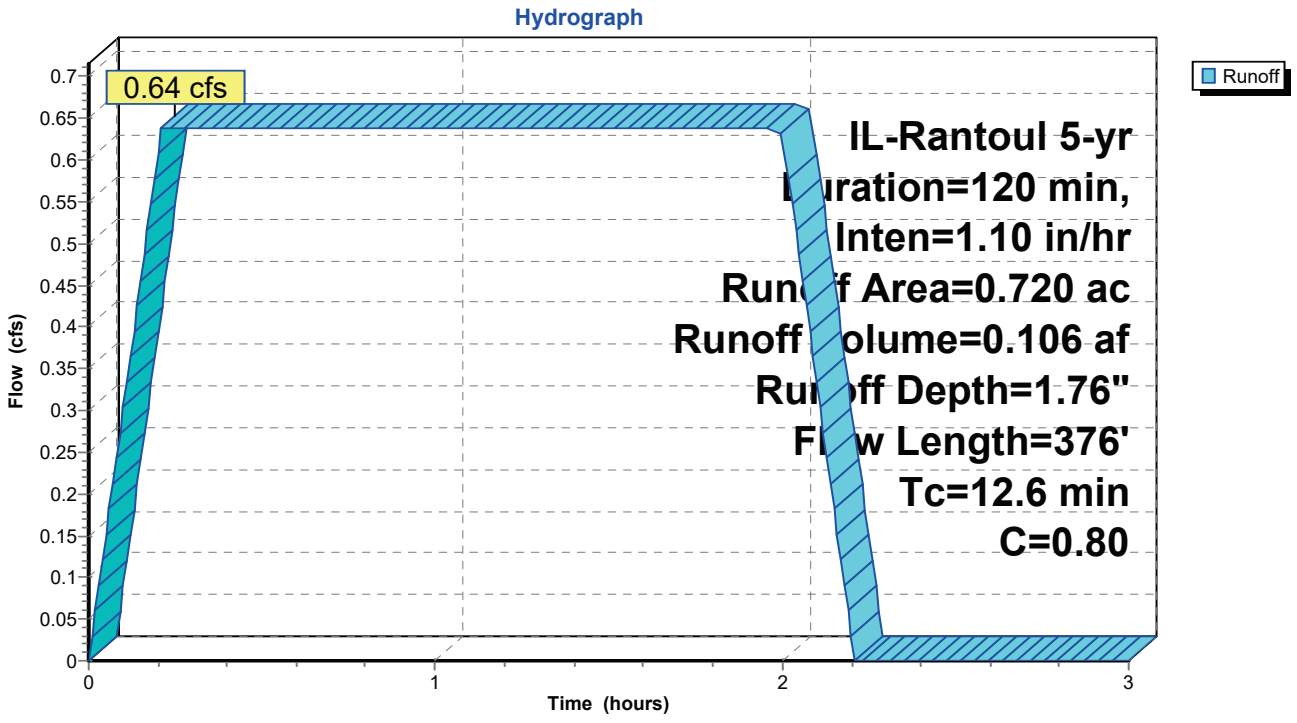
Runoff = 0.64 cfs @ 0.21 hrs, Volume= 0.106 af, Depth= 1.76"
Routed to Pond I71 : Inlet 7-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=120 min, Inten=1.10 in/hr

Area (ac)	C	Description
0.132	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.001	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.046	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.413	0.95	Asphalt
0.095	0.95	Sidewalk
0.033	0.60	Gravel
0.720	0.80	Weighted Average
0.212		29.44% Pervious Area
0.508		70.56% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.8	116	0.0224	0.18		**Sheet Flow, Gass SE of building** Grass: Short n= 0.150 P2= 3.03"
1.8	260	0.0137	2.38		**Shallow Concentrated Flow, Access Road** Paved Kv= 20.3 fps
12.6	376	Total			

Subcatchment CA12: Building Entrance Area



Summary for Subcatchment CA13: South Building Area

[70] Warning: Tc<8dt requires smaller dt

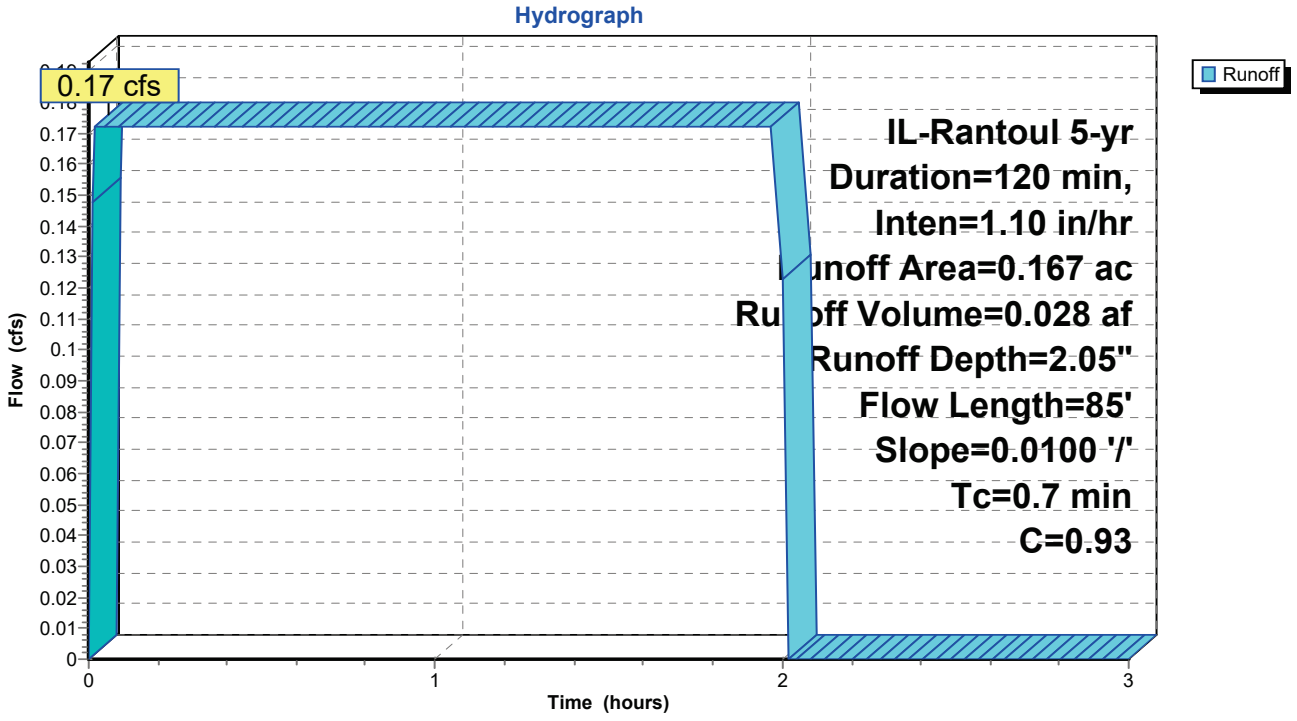
Runoff = 0.17 cfs @ 0.02 hrs, Volume= 0.028 af, Depth= 2.05"
Routed to Reach R13 : Pipe CA13 to I81

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=120 min, Inten=1.10 in/hr

Area (ac)	C	Description
0.162	0.95	Building
0.001	0.95	Sidewalk
0.004	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.167	0.93	Weighted Average
0.004		2.40% Pervious Area
0.163		97.60% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.7	85	0.0100	2.03		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps

Subcatchment CA13: South Building Area



Summary for Subcatchment CA14: North Building Area

[70] Warning: Tc<8dt requires smaller dt

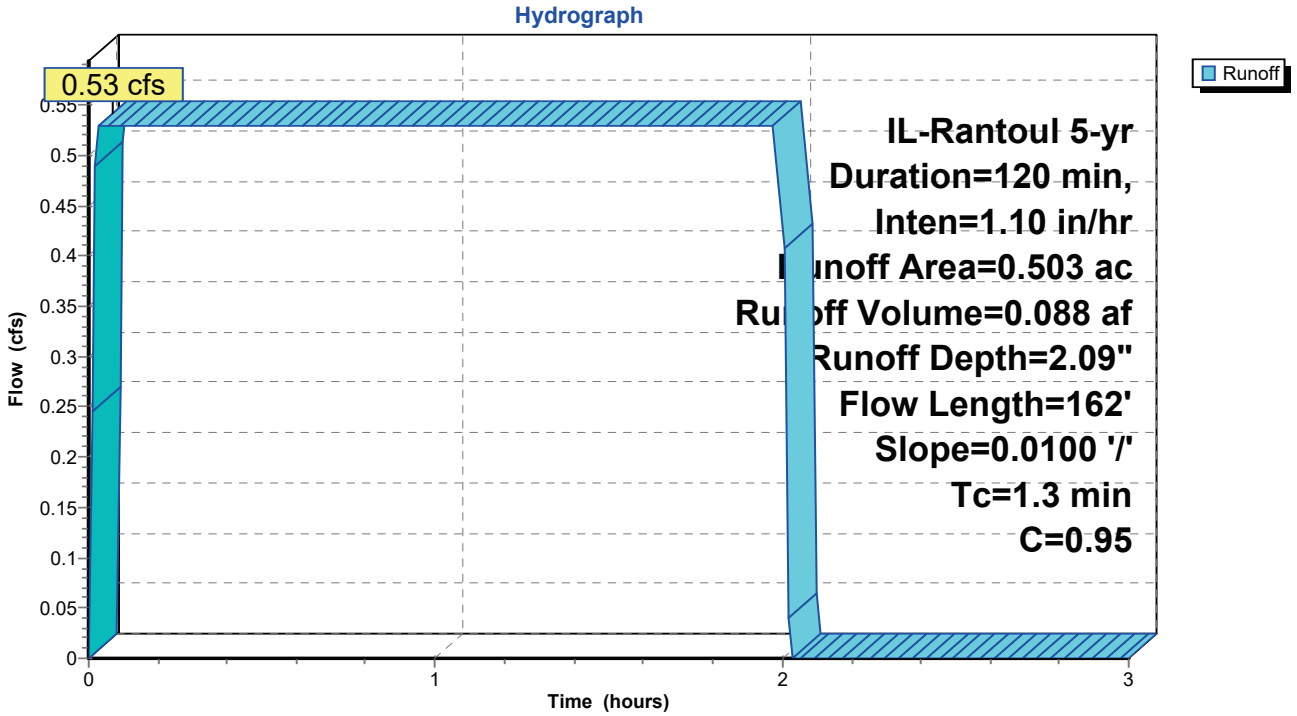
Runoff = 0.53 cfs @ 0.03 hrs, Volume= 0.088 af, Depth= 2.09"
Routed to Pond I41 : Inlet 4-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=120 min, Inten=1.10 in/hr

Area (ac)	C	Description
0.503	0.95	Unconnected roofs, HSG A
0.503		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.3	162	0.0100	2.03		**Shallow Concentrated Flow, N building** Paved Kv= 20.3 fps

Subcatchment CA14: North Building Area



Summary for Subcatchment CA15: West Building Area

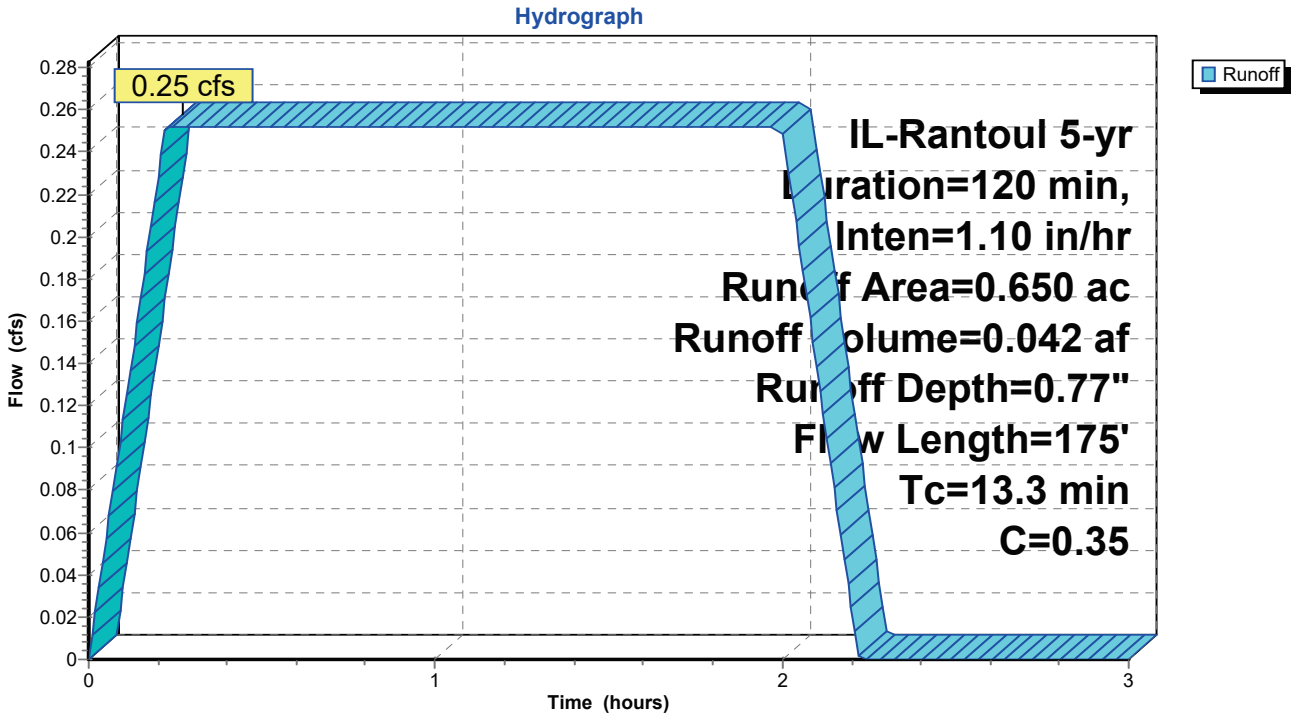
Runoff = 0.25 cfs @ 0.23 hrs, Volume= 0.042 af, Depth= 0.77"
Routed to Pond I21 : Inlet 2-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=120 min, Inten=1.10 in/hr

Area (ac)	C	Description
0.394	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.199	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.036	0.95	Asphalt
0.011	0.95	Sidewalk
0.010	0.60	Gravel
0.650	0.35	Weighted Average
0.603		92.77% Pervious Area
0.047		7.23% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.1	79	0.0123	0.13		**Sheet Flow, Parking N of building** Grass: Short n= 0.150 P2= 3.03"
1.0	5	0.0172	0.09		**Sheet Flow, Parking N of building** Grass: Short n= 0.150 P2= 3.03"
0.3	16	0.0193	0.91		**Sheet Flow, Parking access road** Smooth surfaces n= 0.011 P2= 3.03"
1.9	75	0.0084	0.64		**Shallow Concentrated Flow, Parking N of building** Short Grass Pasture Kv= 7.0 fps
13.3	175	Total			

Subcatchment CA15: West Building Area



Summary for Subcatchment CA16: East Access Road Area

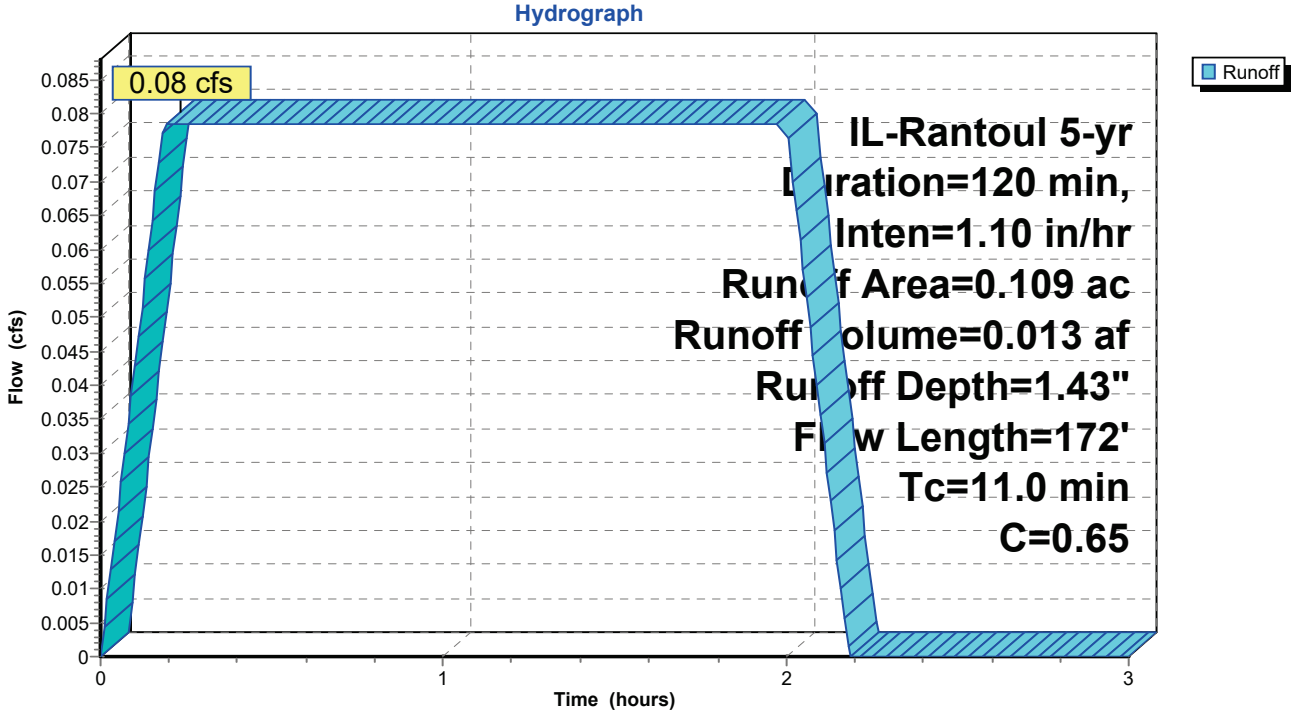
Runoff = 0.08 cfs @ 0.19 hrs, Volume= 0.013 af, Depth= 1.43"
Routed to Pond I91 : Inlet 9-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=120 min, Inten=1.10 in/hr

Area (ac)	C	Description
0.061	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.047	0.95	Ashpalt
0.001	0.60	Gravel
0.109	0.65	Weighted Average
0.062		56.88% Pervious Area
0.047		43.12% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.7	113	0.0218	0.18		**Sheet Flow, Grass E of building** Grass: Short n= 0.150 P2= 3.03"
0.3	59	0.0327	3.67		**Shallow Concentrated Flow, Access Road** Paved Kv= 20.3 fps
11.0	172	Total			

Subcatchment CA16: East Access Road Area



Summary for Subcatchment CA17: East Building Area

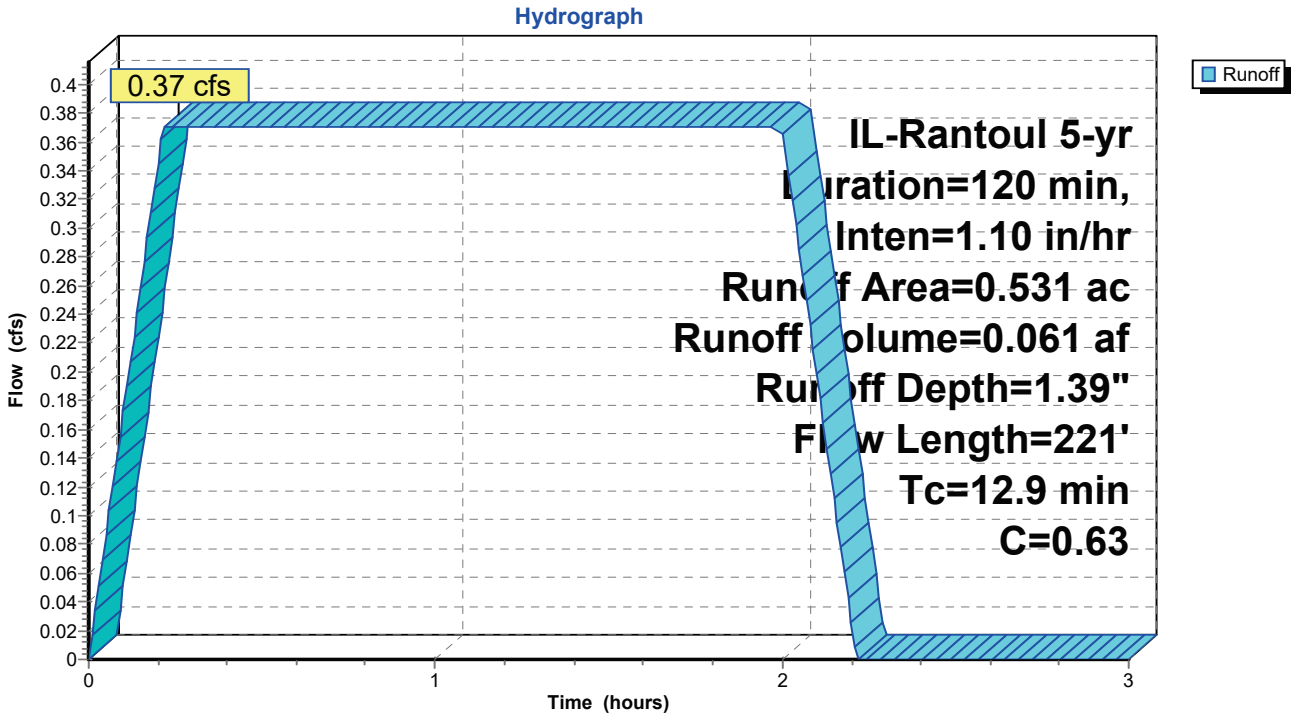
Runoff = 0.37 cfs @ 0.22 hrs, Volume= 0.061 af, Depth= 1.39"
Routed to Pond I92 : Inlet 9-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=120 min, Inten=1.10 in/hr

Area (ac)	C	Description
0.115	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.032	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.008	0.95	Sidewalk
0.269	0.60	Gravel
0.107	0.95	Asphalt
0.531	0.63	Weighted Average
0.416		78.34% Pervious Area
0.115		21.66% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.0	100	0.0129	0.14		**Sheet Flow, Grass E of building** Grass: Short n= 0.150 P2= 3.03"
0.4	26	0.0231	1.06		**Shallow Concentrated Flow, Access Road** Short Grass Pasture Kv= 7.0 fps
0.5	95	0.0344	2.99		**Shallow Concentrated Flow, Access Road** Unpaved Kv= 16.1 fps
12.9	221	Total			

Subcatchment CA17: East Building Area



Summary for Subcatchment CA18: SE 1 Parking Area

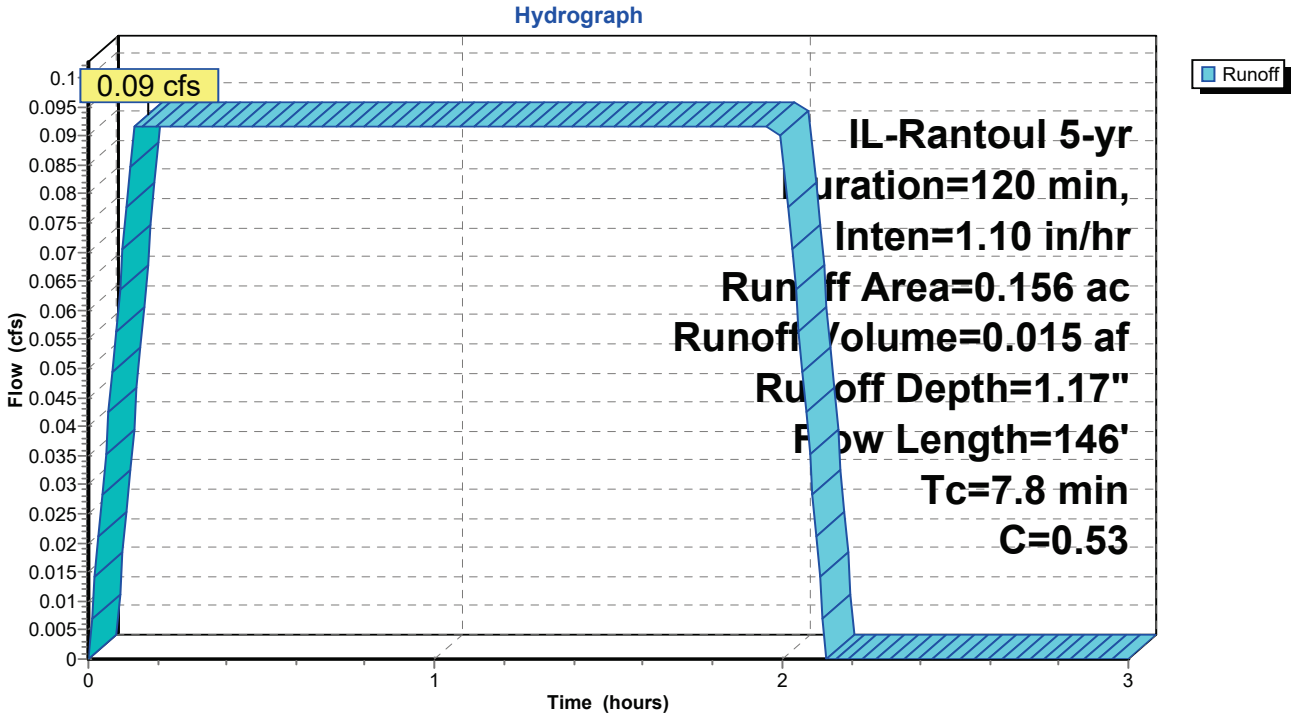
Runoff = 0.09 cfs @ 0.13 hrs, Volume= 0.015 af, Depth= 1.17"
Routed to Pond I53 : Inlet 5-3

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=120 min, Inten=1.10 in/hr

Area (ac)	C	Description
0.060	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.096	0.60	Gravel
0.156	0.53	Weighted Average
0.156		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.2	87	0.0350	0.20		**Sheet Flow, Area E outside of property** Grass: Short n= 0.150 P2= 3.03"
0.6	59	0.0114	1.72		**Shallow Concentrated Flow, Area E outside of property** Unpaved Kv= 16.1 fps
7.8	146	Total			

Subcatchment CA18: SE 1 Parking Area



Summary for Subcatchment CA19: SE 2 Parking Area

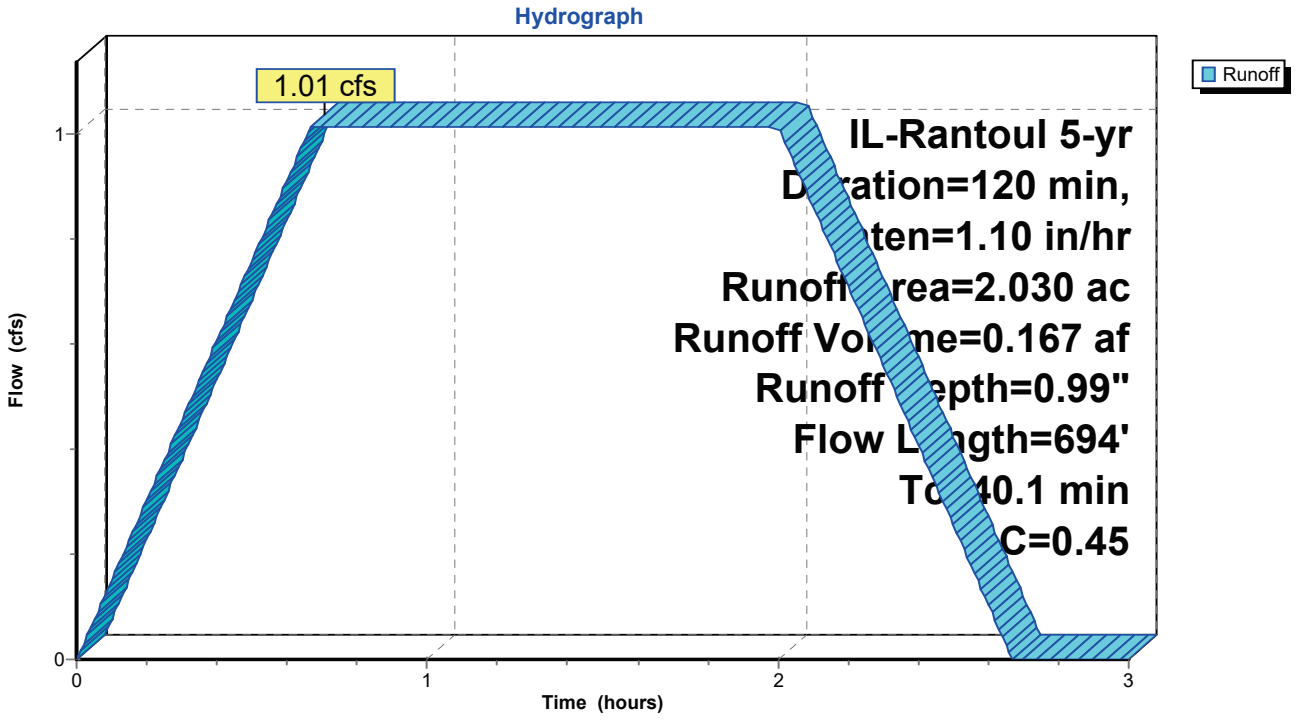
Runoff = 1.01 cfs @ 0.67 hrs, Volume= 0.167 af, Depth= 0.99"
Routed to Pond I52 : Inlet 5-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=120 min, Inten=1.10 in/hr

Area (ac)	C	Description
0.951	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.609	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.101	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.363	0.60	Gravel
0.006	0.95	Sidewalk
2.030	0.45	Weighted Average
2.024		99.70% Pervious Area
0.006		0.30% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
25.3	100	0.0020	0.07		**Sheet Flow, Area E outside of property** Grass: Short n= 0.150 P2= 3.03"
14.4	526	0.0076	0.61		**Shallow Concentrated Flow, Area E outside of property** Short Grass Pasture Kv= 7.0 fps
0.4	68	0.0248	2.54		**Shallow Concentrated Flow, Parking N of building** Unpaved Kv= 16.1 fps
40.1	694	Total			

Subcatchment CA19: SE 2 Parking Area



Summary for Subcatchment CA20: NE Parking Area

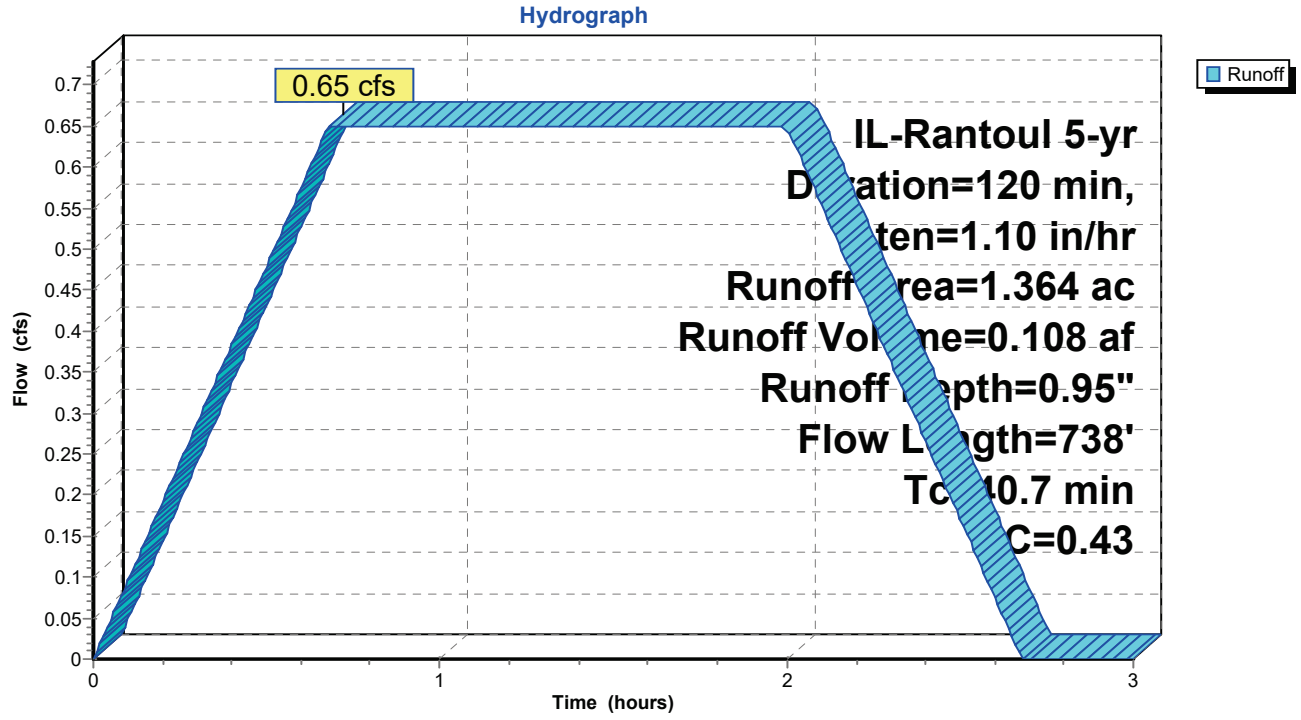
Runoff = 0.65 cfs @ 0.68 hrs, Volume= 0.108 af, Depth= 0.95"
Routed to Pond I63 : Inlet 6-3

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=120 min, Inten=1.10 in/hr

Area (ac)	C	Description
0.338	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.319	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.362	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.345	0.60	Gravel
1.364	0.43	Weighted Average
1.364		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
25.3	100	0.0020	0.07		**Sheet Flow, Area E outside of property** Grass: Short n= 0.150 P2= 3.03"
14.8	568	0.0083	0.64		**Shallow Concentrated Flow, Area E outside of property** Short Grass Pasture Kv= 7.0 fps
0.6	70	0.0132	1.85		**Shallow Concentrated Flow, Parking N of building** Unpaved Kv= 16.1 fps
40.7	738	Total			

Subcatchment CA20: NE Parking Area



Summary for Subcatchment CA21: N Central Parking Area

[70] Warning: Tc<8dt requires smaller dt

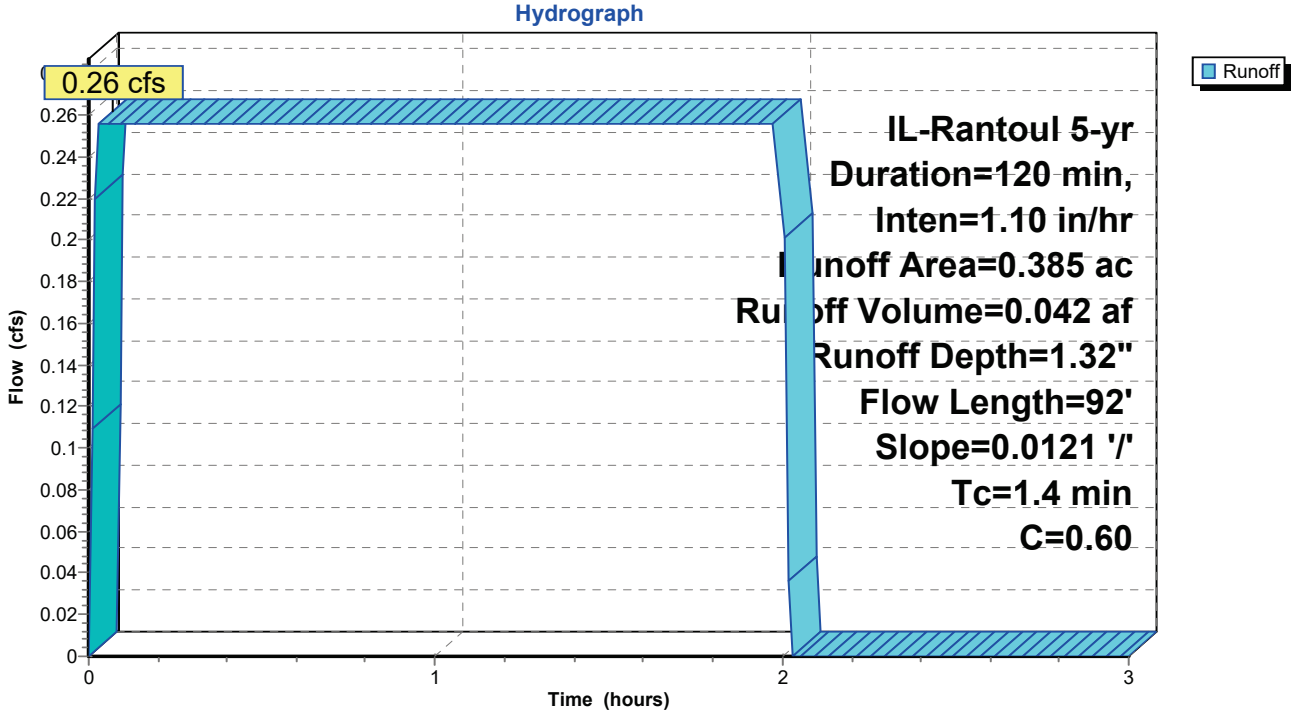
Runoff = 0.26 cfs @ 0.03 hrs, Volume= 0.042 af, Depth= 1.32"
Routed to Pond I62 : Inlet 6-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=120 min, Inten=1.10 in/hr

Area (ac)	C	Description
0.385	0.60	Gravel
0.385		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.4	92	0.0121	1.08		**Sheet Flow, Parking Area** Smooth surfaces n= 0.011 P2= 3.03"

Subcatchment CA21: N Central Parking Area



Summary for Subcatchment CA22: S Central Parking Area

[70] Warning: Tc<8dt requires smaller dt

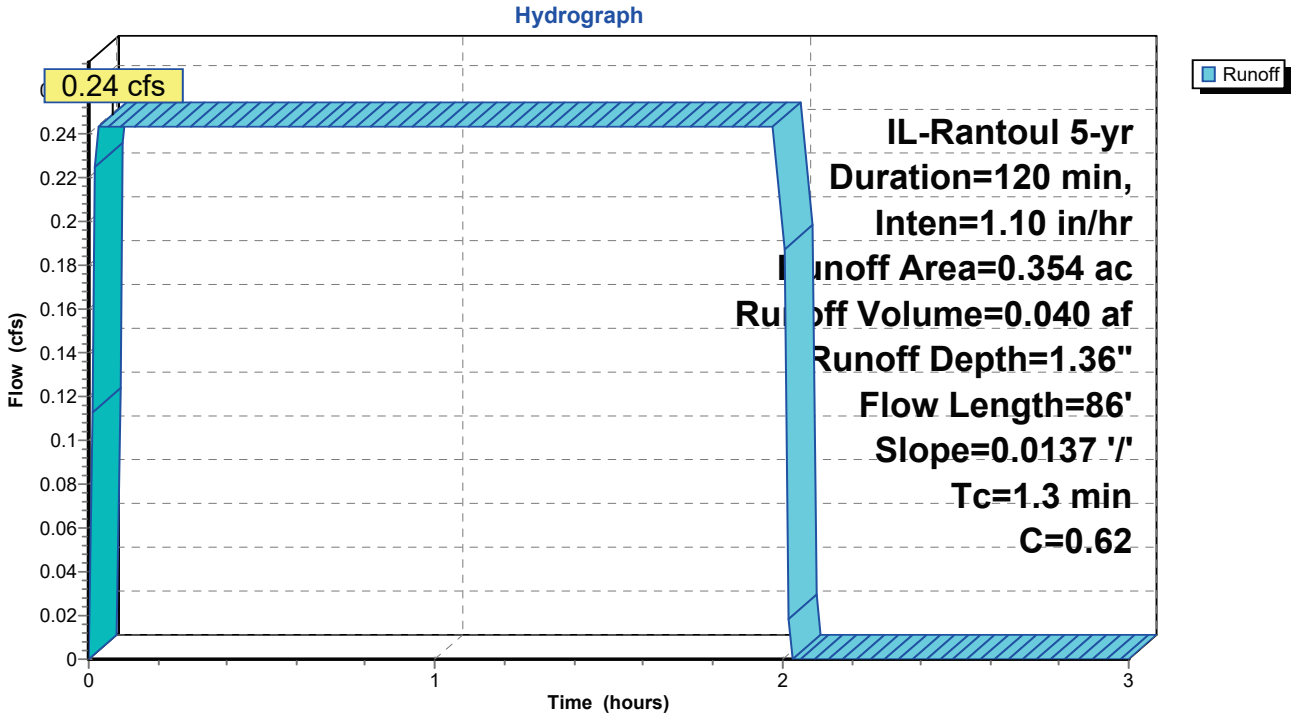
Runoff = 0.24 cfs @ 0.03 hrs, Volume= 0.040 af, Depth= 1.36"
Routed to Pond I51 : Inlet 5-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=120 min, Inten=1.10 in/hr

Area (ac)	C	Description
0.003	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.331	0.60	Gravel
0.020	0.95	Sidewalk
0.354	0.62	Weighted Average
0.334		94.35% Pervious Area
0.020		5.65% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.3	86	0.0137	1.12		**Sheet Flow, Parking Area** Smooth surfaces n= 0.011 P2= 3.03"

Subcatchment CA22: S Central Parking Area



Summary for Subcatchment CA23: NW Parking Area

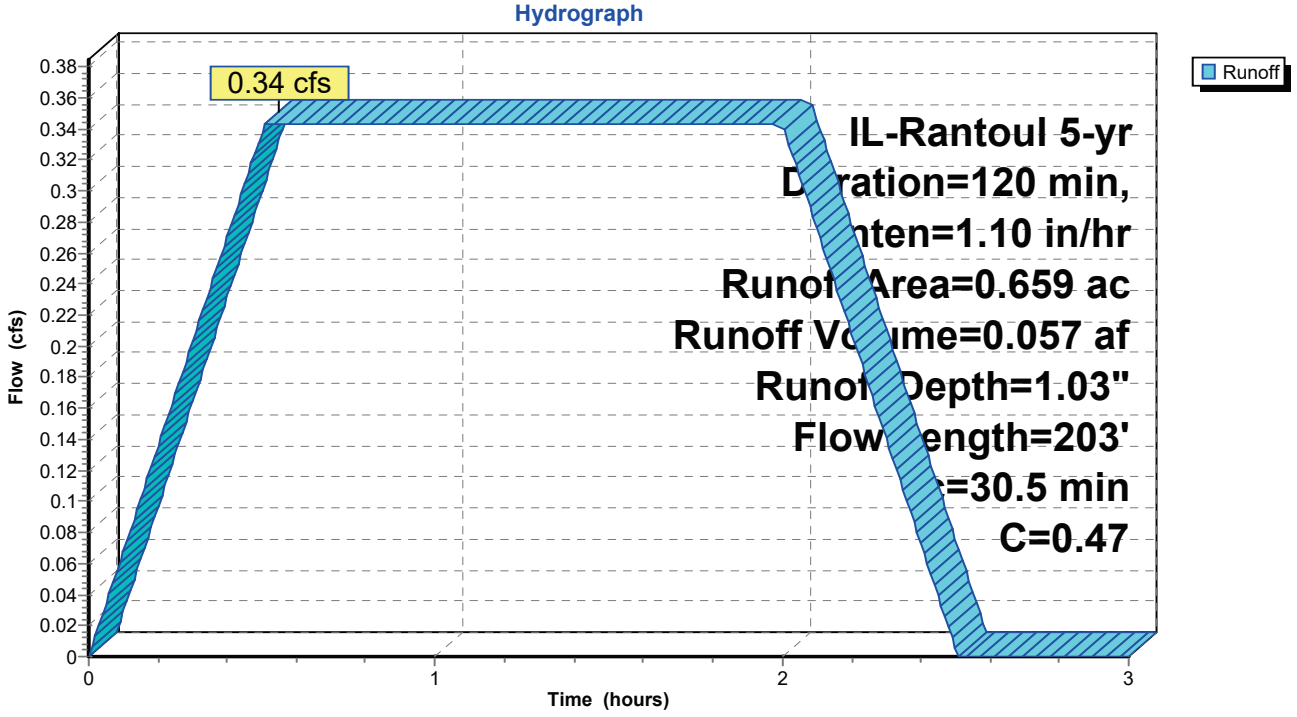
Runoff = 0.34 cfs @ 0.51 hrs, Volume= 0.057 af, Depth= 1.03"
Routed to Pond I61 : Manhole 6-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=120 min, Inten=1.10 in/hr

Area (ac)	C	Description
0.296	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.363	0.60	Gravel
0.659	0.47	Weighted Average
0.659		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
29.2	100	0.0014	0.06		**Sheet Flow, Grass area N of building** Grass: Short n= 0.150 P2= 3.03"
0.6	40	0.0238	1.08		**Shallow Concentrated Flow, Grass area N of building** Short Grass Pasture Kv= 7.0 fps
0.7	63	0.0096	1.58		**Shallow Concentrated Flow, Parking N of building** Unpaved Kv= 16.1 fps
30.5	203	Total			

Subcatchment CA23: NW Parking Area



Summary for Subcatchment CA24: SW Parking Area

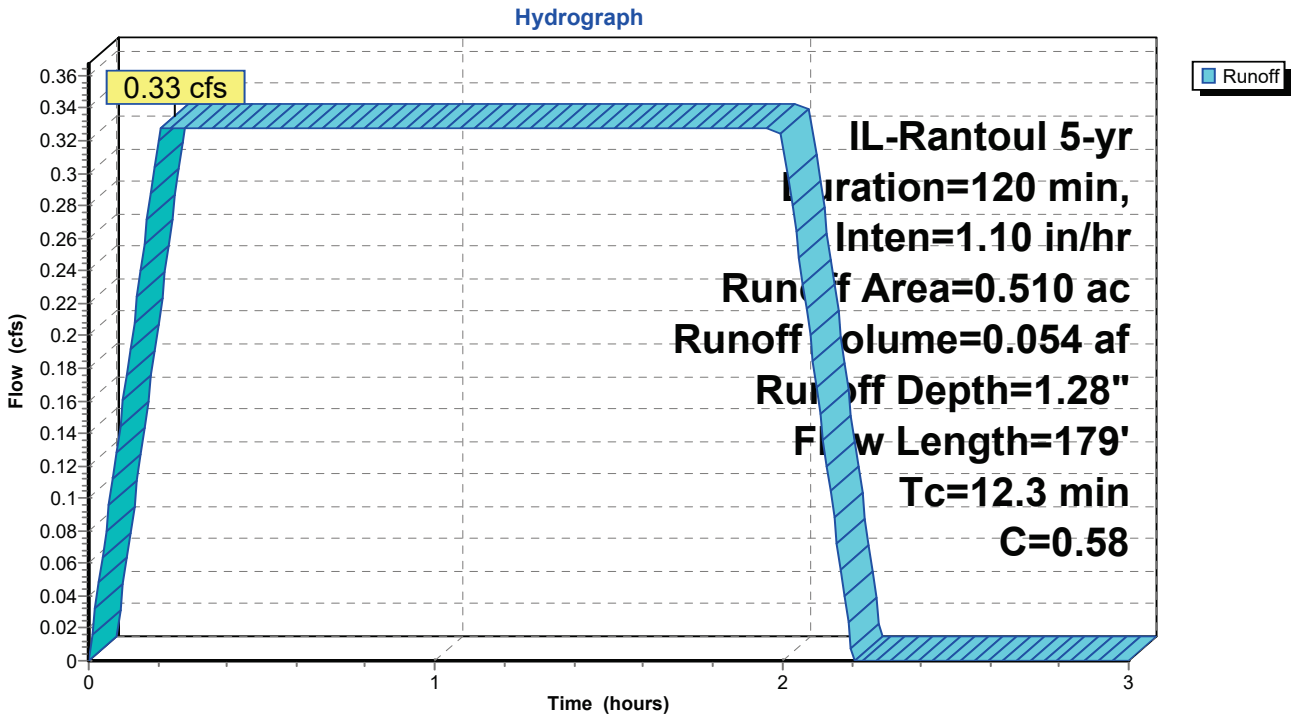
Runoff = 0.33 cfs @ 0.21 hrs, Volume= 0.054 af, Depth= 1.28"
Routed to Pond I31 : Manhole 3-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=120 min, Inten=1.10 in/hr

Area (ac)	C	Description
0.001	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.065	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.015	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.394	0.60	Gravel
0.026	0.95	Sidewalk
0.009	0.95	Asphalt
0.510	0.58	Weighted Average
0.475		93.14% Pervious Area
0.035		6.86% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
11.4	78	0.0090	0.11		**Sheet Flow, Grass area N of building** Grass: Short n= 0.150 P2= 3.03"
0.9	101	0.0133	1.86		**Shallow Concentrated Flow, Parking N of building** Unpaved Kv= 16.1 fps
12.3	179	Total			

Subcatchment CA24: SW Parking Area



Summary for Subcatchment CA6: Pond Catchment Area

[70] Warning: Tc<8dt requires smaller dt

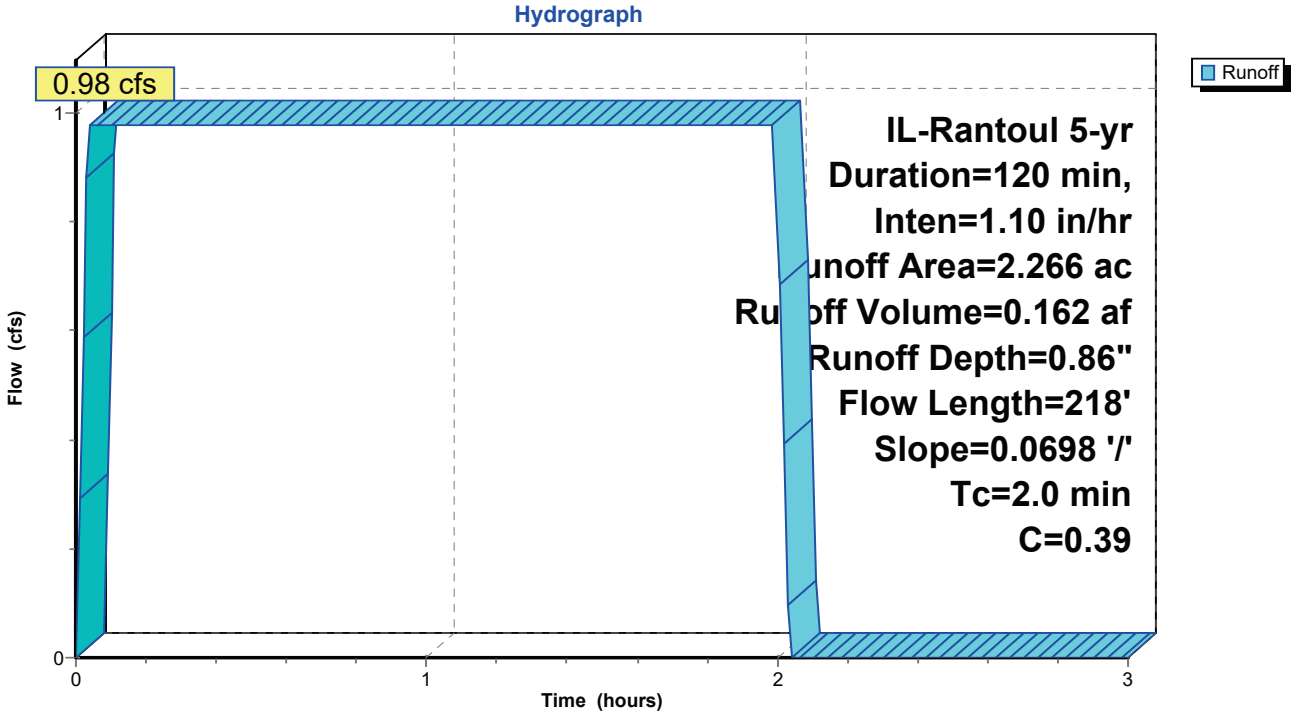
Runoff = 0.98 cfs @ 0.04 hrs, Volume= 0.162 af, Depth= 0.86"
Routed to Pond P1 : Detention Pond

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=120 min, Inten=1.10 in/hr

Area (ac)	C	Description
0.523	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
1.385	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.063	0.40	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C
0.005	0.95	Concrete
0.290	0.95	Building
2.266	0.39	Weighted Average
1.971		86.98% Pervious Area
0.295		13.02% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.0	218	0.0698	1.85		**Shallow Concentrated Flow, Grass area W of parking area** Short Grass Pasture Kv= 7.0 fps

Subcatchment CA6: Pond Catchment Area



Summary for Subcatchment CA7: NE Station Area

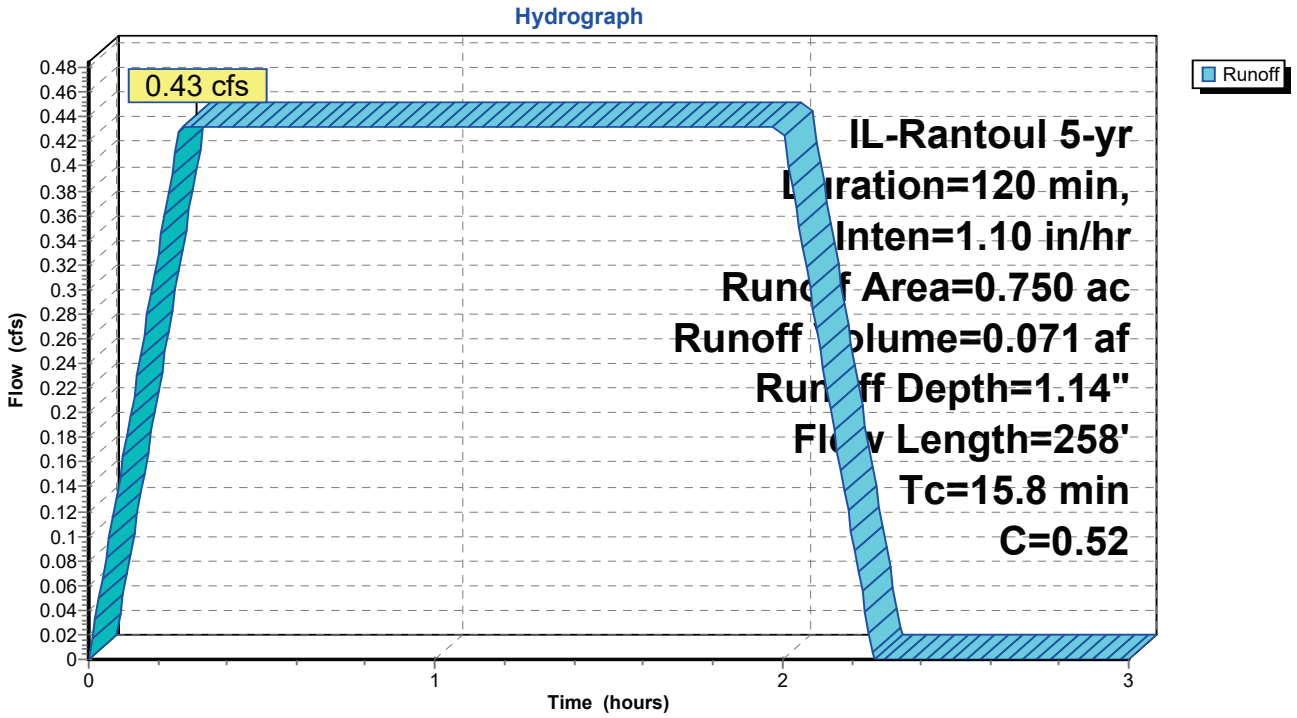
Runoff = 0.43 cfs @ 0.27 hrs, Volume= 0.071 af, Depth= 1.14"
Routed to Pond I17 : Trench Drain 1-7

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=120 min, Inten=1.10 in/hr

Area (ac)	C	Description
0.479	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.022	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.249	0.95	Asphalt
0.750	0.52	Weighted Average
0.501		66.80% Pervious Area
0.249		33.20% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
14.2	100	0.0084	0.12		**Sheet Flow, Parking N of building** Grass: Short n= 0.150 P2= 3.03"
0.6	50	0.0042	1.32		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
0.0	13	0.0927	6.18		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
1.0	95	0.0560	1.66		**Shallow Concentrated Flow, Parking N of building** Short Grass Pasture Kv= 7.0 fps
15.8	258	Total			

Subcatchment CA7: NE Station Area



Summary for Subcatchment CA8: East Station Area

[70] Warning: Tc<8dt requires smaller dt

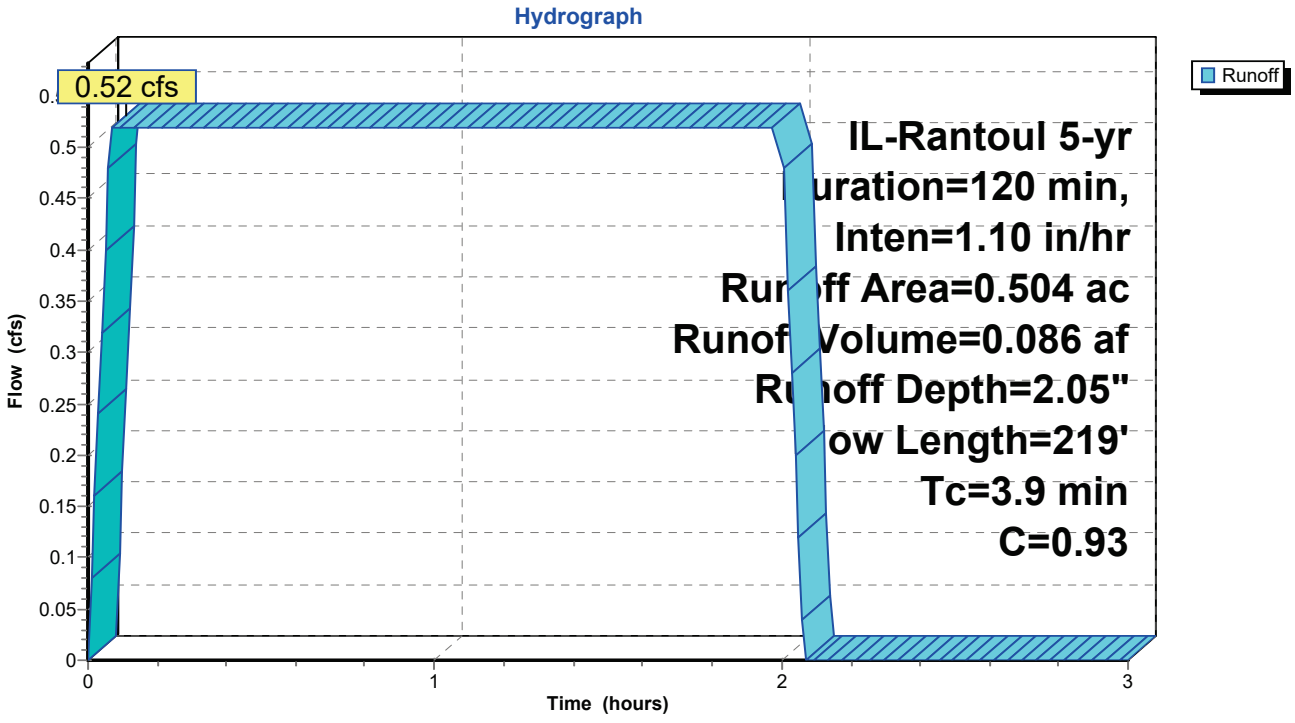
Runoff = 0.52 cfs @ 0.07 hrs, Volume= 0.086 af, Depth= 2.05"
Routed to Pond I16 : Inlet 1-6

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=120 min, Inten=1.10 in/hr

Area (ac)	C	Description
0.012	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.492	0.95	Asphalt
0.504	0.93	Weighted Average
0.012		2.38% Pervious Area
0.492		97.62% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.7	100	0.0087	0.96		**Sheet Flow, Grass area W of parking area** Smooth surfaces n= 0.011 P2= 3.03"
2.2	119	0.0019	0.88		**Shallow Concentrated Flow, Grass area W of parking area** Paved Kv= 20.3 fps
3.9	219	Total			

Subcatchment CA8: East Station Area



Summary for Subcatchment CA9: SE Station Area

[70] Warning: Tc<8dt requires smaller dt

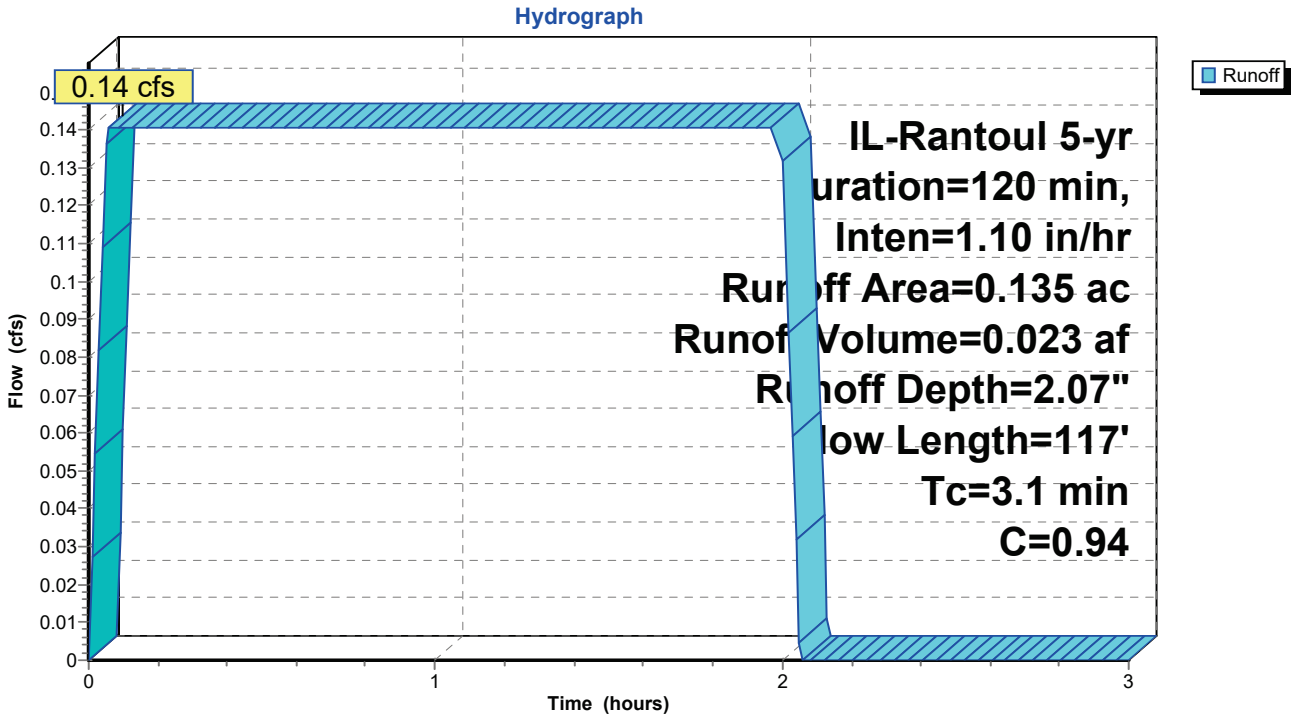
Runoff = 0.14 cfs @ 0.06 hrs, Volume= 0.023 af, Depth= 2.07"
Routed to Pond I19 : Inlet 1-9

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 5-yr Duration=120 min, Inten=1.10 in/hr

Area (ac)	C	Description
0.002	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.133	0.95	Asphalt
0.135	0.94	Weighted Average
0.002		1.48% Pervious Area
0.133		98.52% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.0	100	0.0023	0.56		**Sheet Flow, Access Road** Smooth surfaces n= 0.011 P2= 3.03"
0.1	17	0.0253	3.23		**Shallow Concentrated Flow, Access Road** Paved Kv= 20.3 fps
3.1	117	Total			

Subcatchment CA9: SE Station Area



Summary for Reach R13: Pipe CA13 to I81

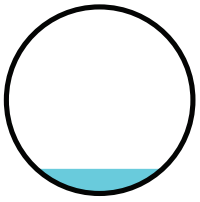
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.167 ac, 97.60% Impervious, Inflow Depth = 2.05" for 5-yr event
Inflow = 0.17 cfs @ 0.02 hrs, Volume= 0.028 af
Outflow = 0.17 cfs @ 0.35 hrs, Volume= 0.028 af, Atten= 0%, Lag= 19.8 min
Routed to Pond I81 : Inlet 8-1

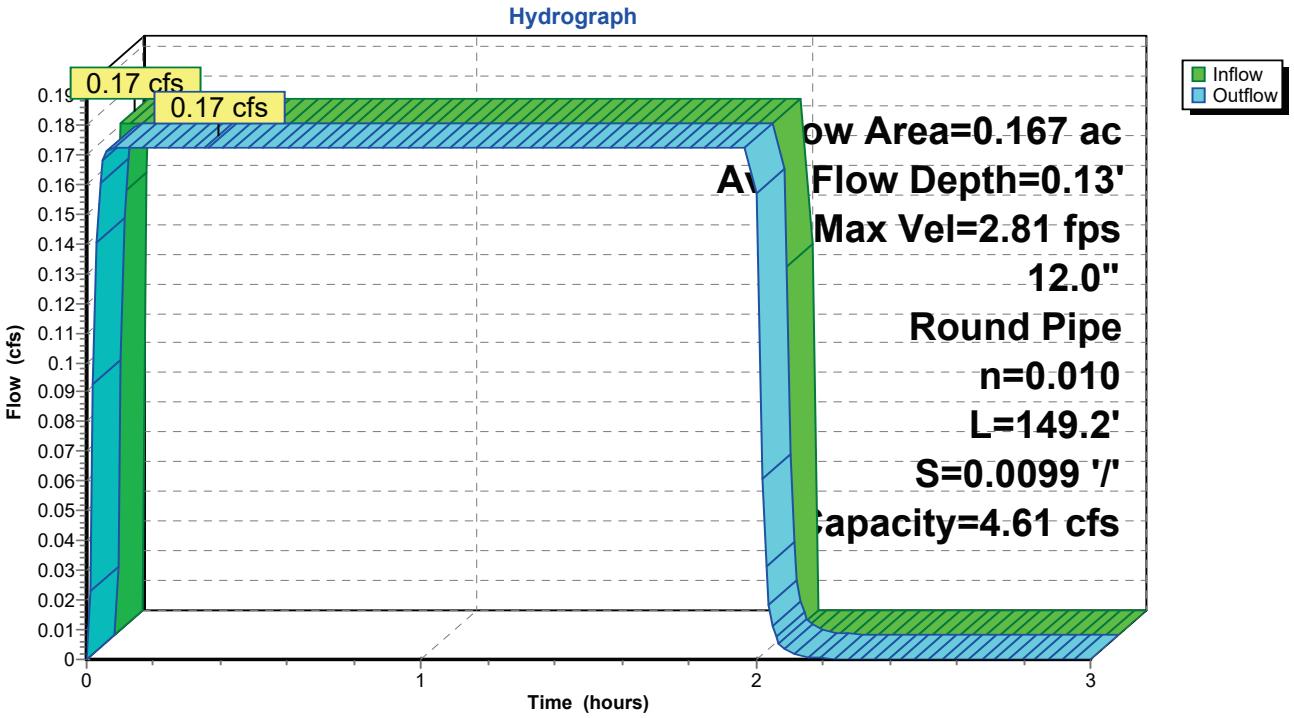
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 2.81 fps, Min. Travel Time= 0.9 min
Avg. Velocity = 2.50 fps, Avg. Travel Time= 1.0 min

Peak Storage= 9 cf @ 0.35 hrs
Average Depth at Peak Storage= 0.13' , Surface Width= 0.68'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 4.61 cfs

12.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 149.2' Slope= 0.0099 '/'
Inlet Invert= 750.17', Outlet Invert= 748.69'



Reach R13: Pipe CA13 to I81



Summary for Reach R14: Pipe I14 to Pond

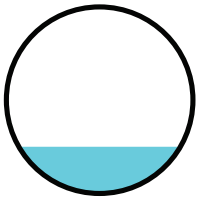
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 9.773 ac, 23.45% Impervious, Inflow Depth > 1.25" for 5-yr event
Inflow = 6.14 cfs @ 1.03 hrs, Volume= 1.015 af
Outflow = 6.14 cfs @ 1.04 hrs, Volume= 1.015 af, Atten= 0%, Lag= 0.5 min
Routed to Pond P1 : Detention Pond

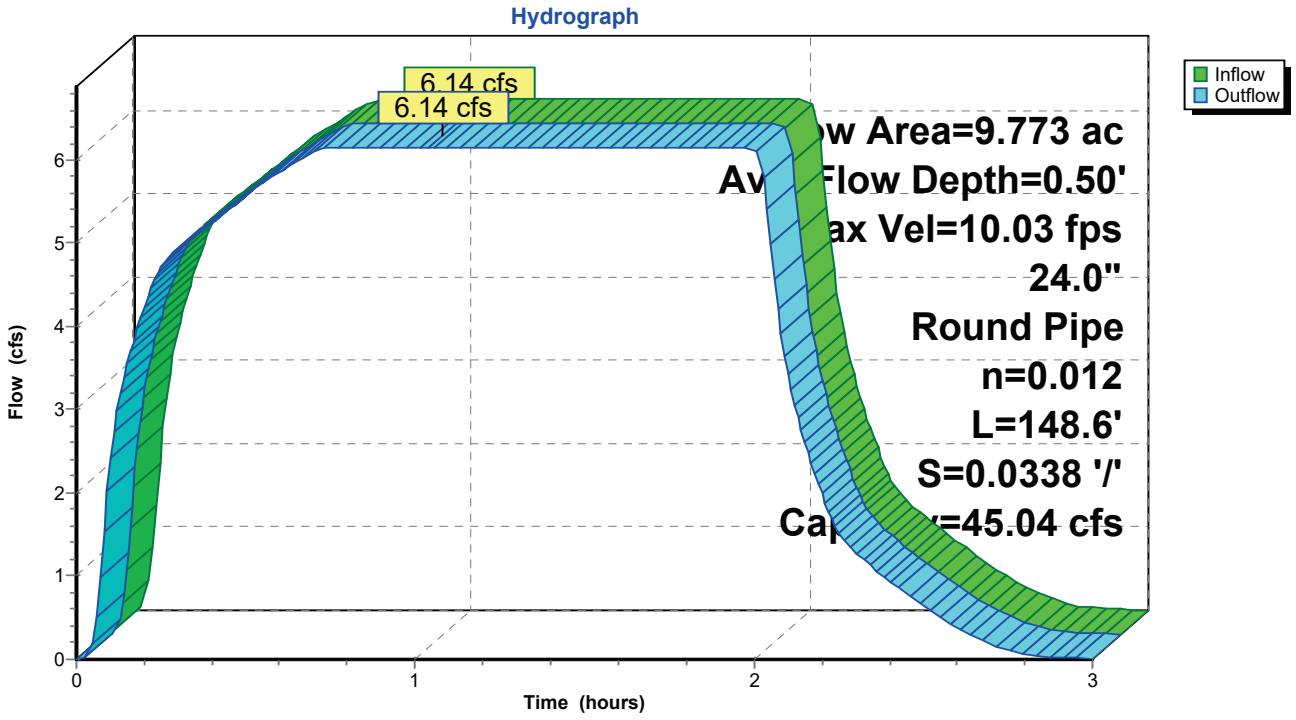
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 10.03 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 8.06 fps, Avg. Travel Time= 0.3 min

Peak Storage= 91 cf @ 1.04 hrs
Average Depth at Peak Storage= 0.50' , Surface Width= 1.73'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 45.04 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 148.6' Slope= 0.0338 '/'
Inlet Invert= 741.84', Outlet Invert= 736.82'



Reach R14: Pipe I14 to Pond



Summary for Reach R15: Pipe I15 to I18

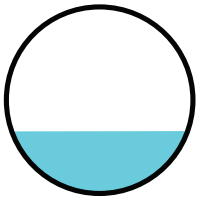
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 9.638 ac, 22.40% Impervious, Inflow Depth > 1.23" for 5-yr event
Inflow = 6.00 cfs @ 1.02 hrs, Volume= 0.992 af
Outflow = 6.00 cfs @ 1.03 hrs, Volume= 0.992 af, Atten= 0%, Lag= 0.6 min
Routed to Pond I18 : Catch Basin 1-8

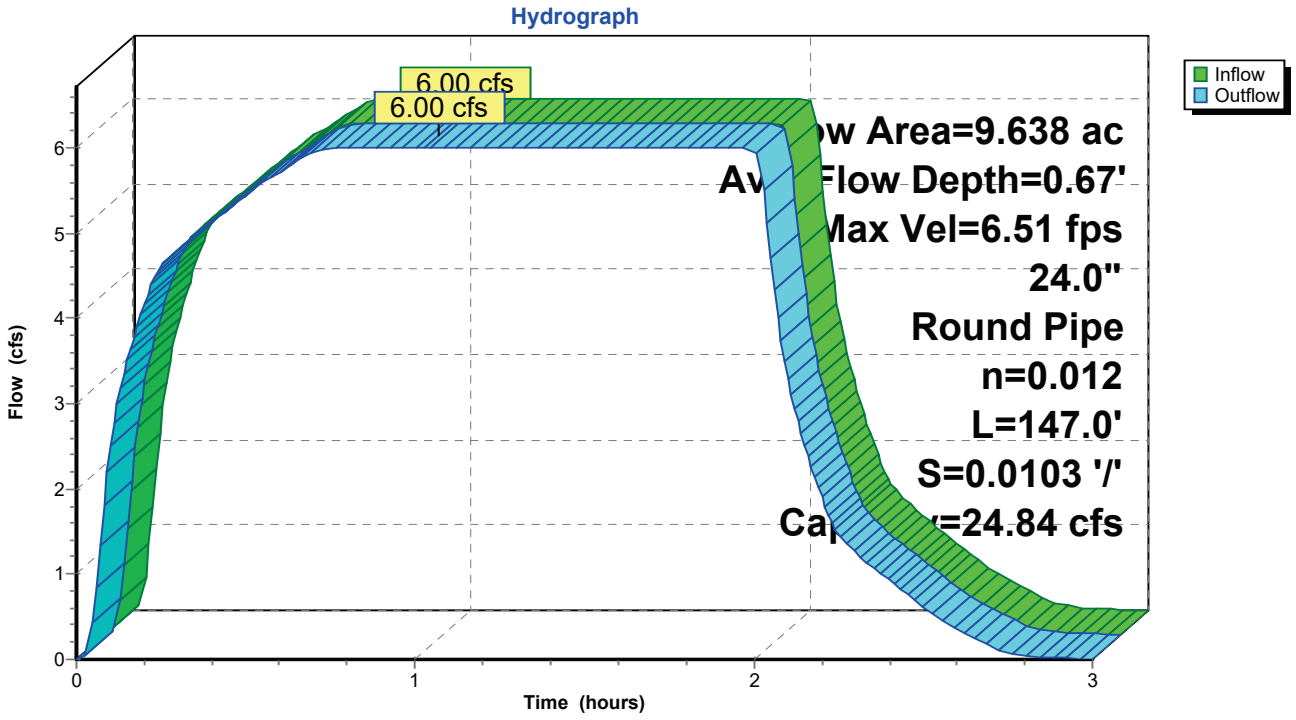
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 6.51 fps, Min. Travel Time= 0.4 min
Avg. Velocity = 5.23 fps, Avg. Travel Time= 0.5 min

Peak Storage= 136 cf @ 1.02 hrs
Average Depth at Peak Storage= 0.67' , Surface Width= 1.89'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 24.84 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 147.0' Slope= 0.0103 '/'
Inlet Invert= 744.87', Outlet Invert= 743.36'



Reach R15: Pipe I15 to I18



Summary for Reach R16: Pipe I16 to I21

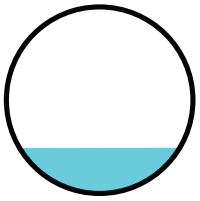
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I16 by 0.06' @ 2.08 hrs (0.01 cfs 0.000 af)

Inflow Area = 0.504 ac, 97.62% Impervious, Inflow Depth = 2.05" for 5-yr event
Inflow = 0.52 cfs @ 0.13 hrs, Volume= 0.086 af
Outflow = 0.52 cfs @ 0.23 hrs, Volume= 0.086 af, Atten= 0%, Lag= 6.0 min
Routed to Pond I21 : Inlet 2-1

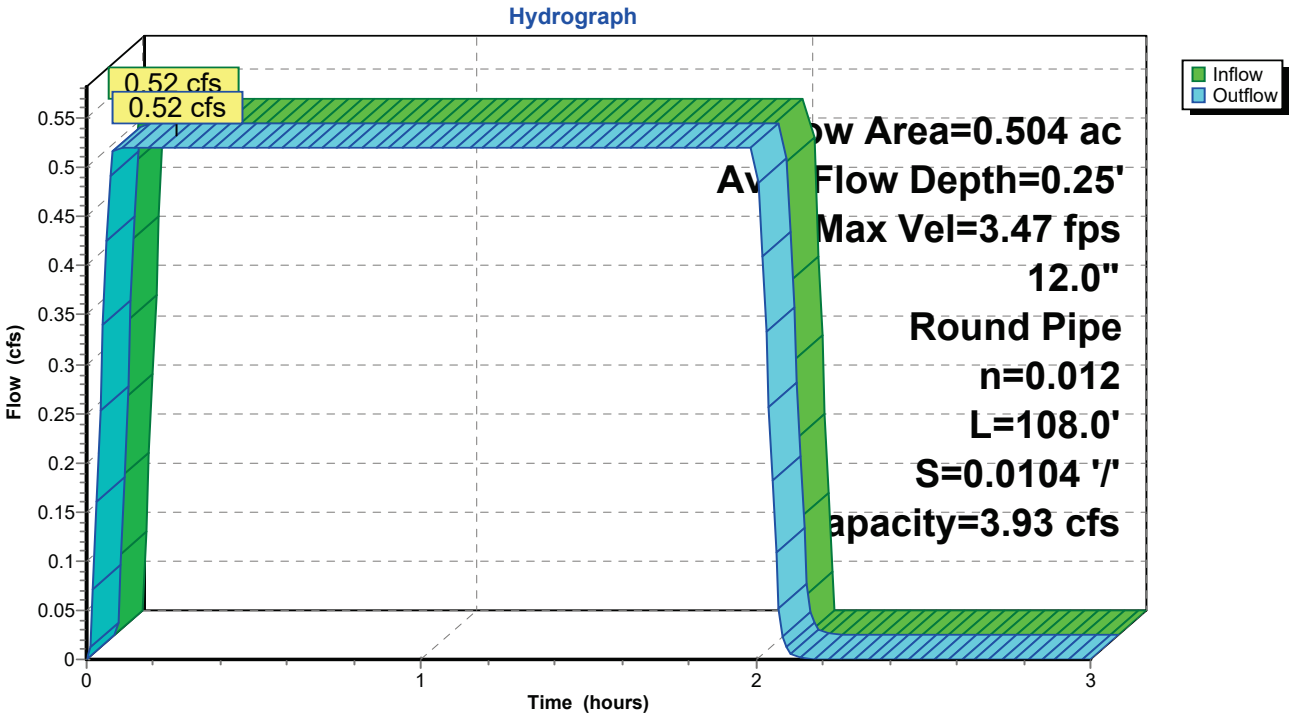
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.47 fps, Min. Travel Time= 0.5 min
Avg. Velocity = 3.08 fps, Avg. Travel Time= 0.6 min

Peak Storage= 16 cf @ 0.22 hrs
Average Depth at Peak Storage= 0.25' , Surface Width= 0.86'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.93 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 108.0' Slope= 0.0104 '/'
Inlet Invert= 749.30', Outlet Invert= 748.18'



Reach R16: Pipe I16 to I21



Summary for Reach R17: Pipe I17 to Pond

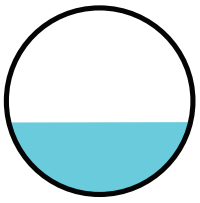
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.750 ac, 33.20% Impervious, Inflow Depth = 1.14" for 5-yr event
Inflow = 0.43 cfs @ 0.27 hrs, Volume= 0.071 af
Outflow = 0.43 cfs @ 0.27 hrs, Volume= 0.071 af, Atten= 0%, Lag= 0.0 min
Routed to Pond P1 : Detention Pond

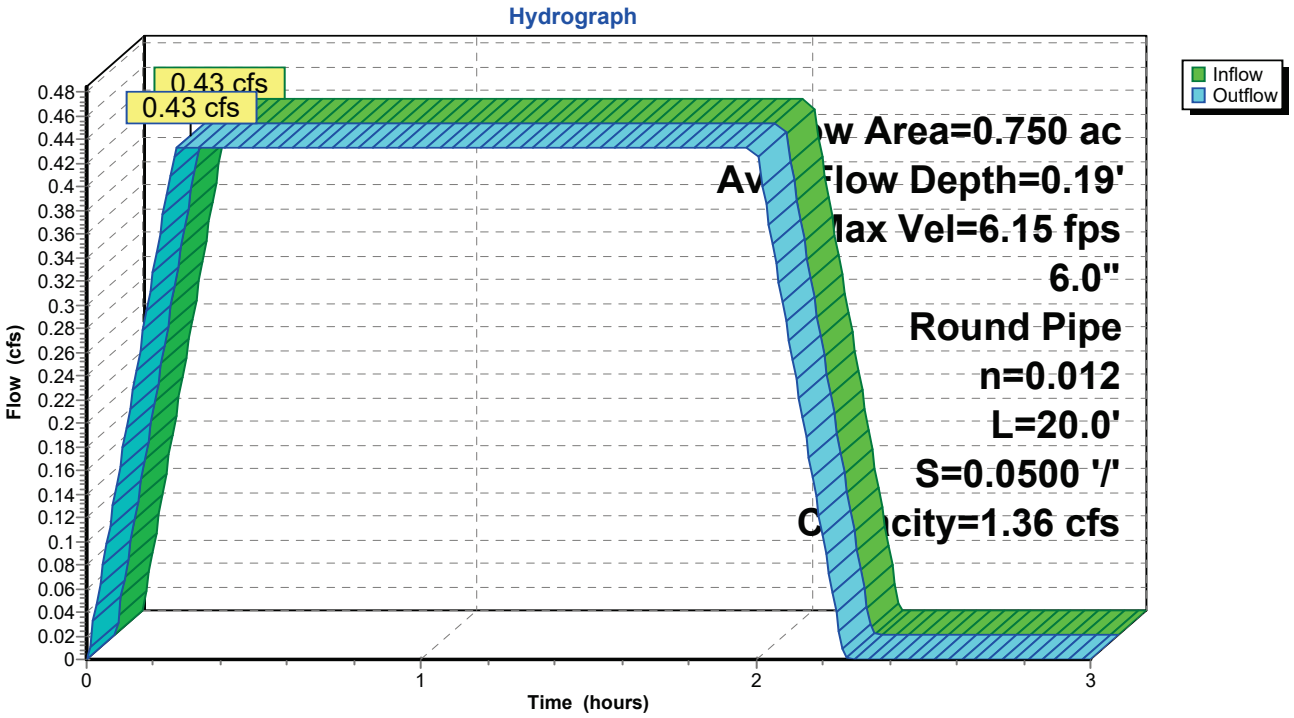
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 6.15 fps, Min. Travel Time= 0.1 min
Avg. Velocity = 5.82 fps, Avg. Travel Time= 0.1 min

Peak Storage= 1 cf @ 0.27 hrs
Average Depth at Peak Storage= 0.19' , Surface Width= 0.49'
Bank-Full Depth= 0.50' Flow Area= 0.2 sf, Capacity= 1.36 cfs

6.0" Round Pipe
n= 0.012 Steel, smooth
Length= 20.0' Slope= 0.0500 '/'
Inlet Invert= 745.50', Outlet Invert= 744.50'



Reach R17: Pipe I17 to Pond



Summary for Reach R18: Pipe I18 to I14

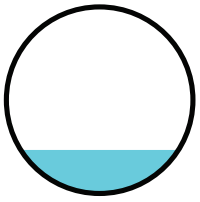
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 9.773 ac, 23.45% Impervious, Inflow Depth > 1.25" for 5-yr event
Inflow = 6.14 cfs @ 1.03 hrs, Volume= 1.015 af
Outflow = 6.14 cfs @ 1.06 hrs, Volume= 1.015 af, Atten= 0%, Lag= 1.9 min
Routed to Pond I14 : Inlet 1-4

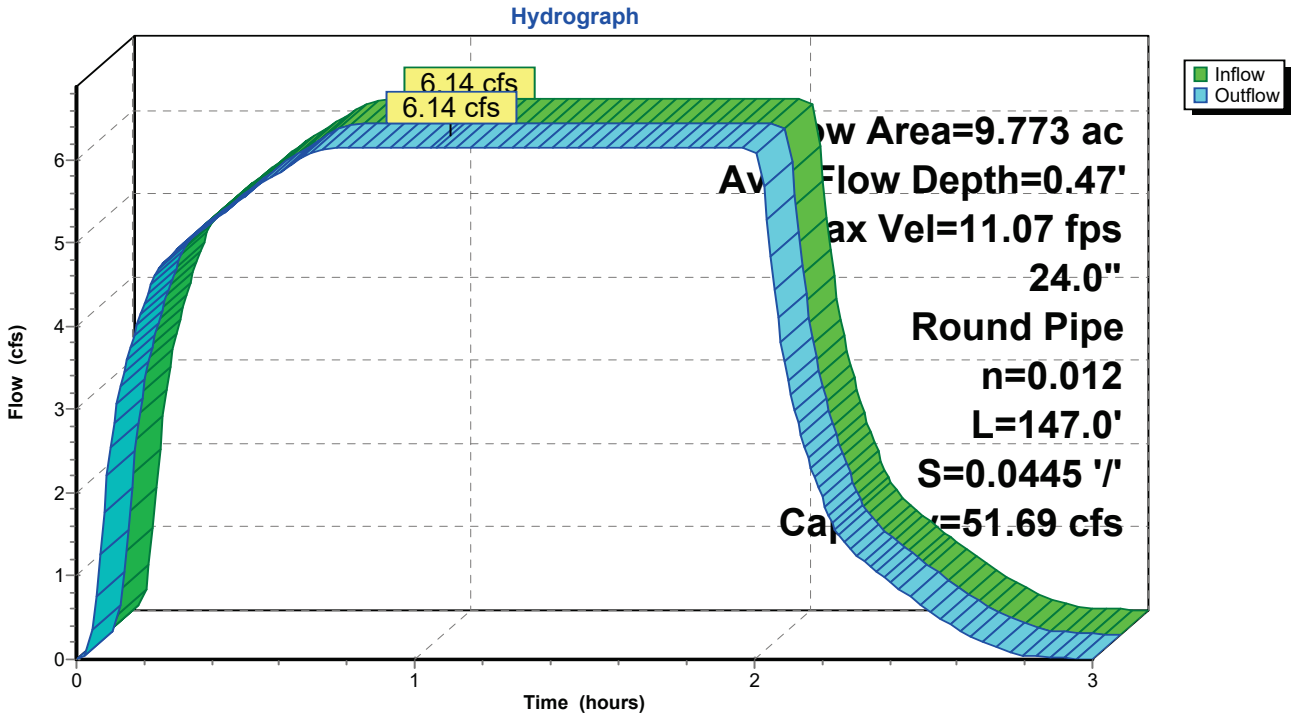
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 11.07 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 8.89 fps, Avg. Travel Time= 0.3 min

Peak Storage= 82 cf @ 1.06 hrs
Average Depth at Peak Storage= 0.47' , Surface Width= 1.69'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 51.69 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 147.0' Slope= 0.0445 '/'
Inlet Invert= 743.36', Outlet Invert= 736.82'



Reach R18: Pipe I18 to I14



Summary for Reach R19: Pipe I19 to I14

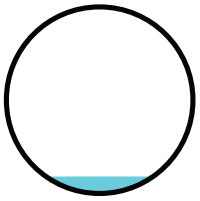
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I19 by 0.01' @ 2.06 hrs (0.00 cfs 0.000 af)

Inflow Area = 0.135 ac, 98.52% Impervious, Inflow Depth = 2.07" for 5-yr event
Inflow = 0.14 cfs @ 0.06 hrs, Volume= 0.023 af
Outflow = 0.14 cfs @ 0.06 hrs, Volume= 0.023 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I18 : Catch Basin 1-8

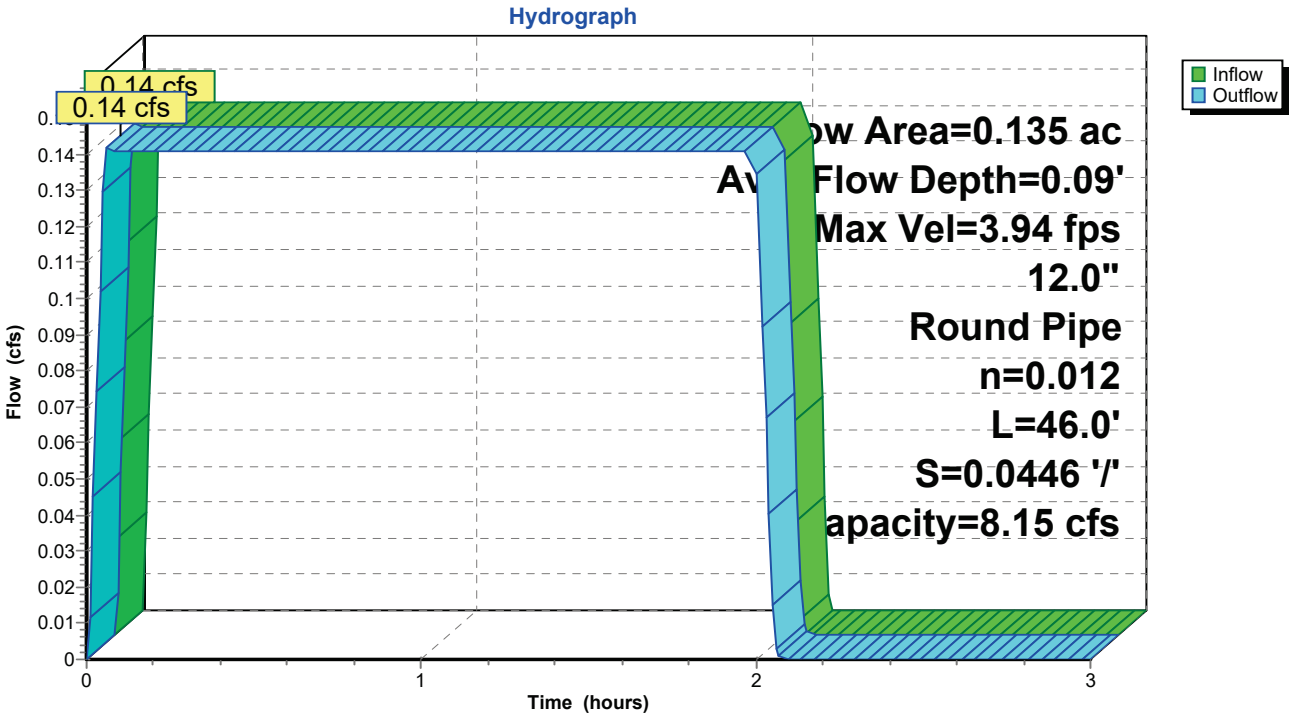
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.94 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 3.83 fps, Avg. Travel Time= 0.2 min

Peak Storage= 2 cf @ 0.06 hrs
Average Depth at Peak Storage= 0.09' , Surface Width= 0.58'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 8.15 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 46.0' Slope= 0.0446 '/'
Inlet Invert= 745.41', Outlet Invert= 743.36'



Reach R19: Pipe I19 to I14



Summary for Reach R21: Pipe I21 to I15

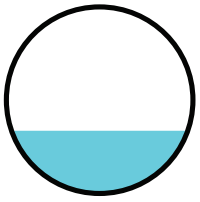
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 7.115 ac, 15.50% Impervious, Inflow Depth > 1.18" for 5-yr event
Inflow = 4.23 cfs @ 1.01 hrs, Volume= 0.699 af
Outflow = 4.23 cfs @ 1.02 hrs, Volume= 0.699 af, Atten= 0%, Lag= 0.6 min
Routed to Pond I15 : Inlet 1-5

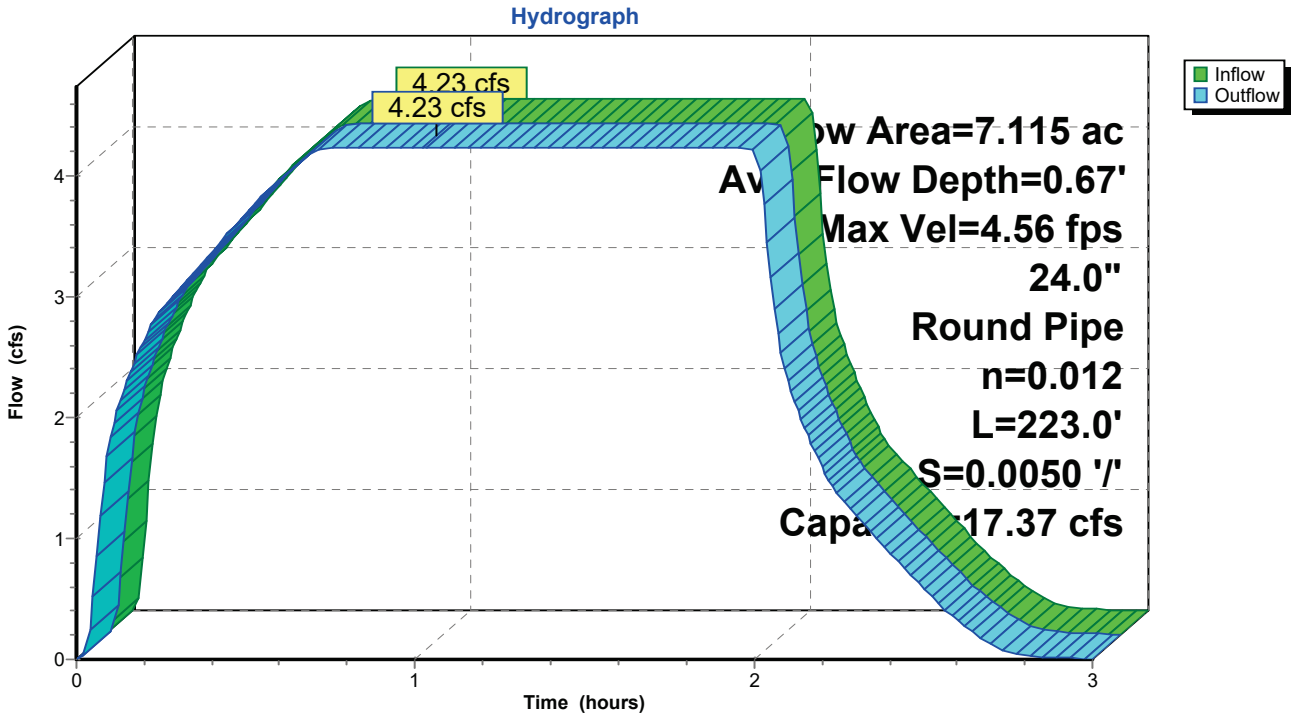
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.56 fps, Min. Travel Time= 0.8 min
Avg. Velocity = 3.70 fps, Avg. Travel Time= 1.0 min

Peak Storage= 207 cf @ 1.02 hrs
Average Depth at Peak Storage= 0.67' , Surface Width= 1.89'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 17.37 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 223.0' Slope= 0.0050 '/'
Inlet Invert= 746.00', Outlet Invert= 744.88'



Reach R21: Pipe I21 to I15



Summary for Reach R31: Pipe I31 to I21

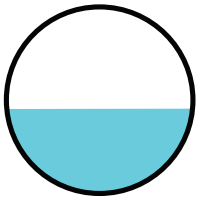
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 5.458 ac, 1.12% Impervious, Inflow Depth > 1.06" for 5-yr event
Inflow = 2.93 cfs @ 0.93 hrs, Volume= 0.484 af
Outflow = 2.93 cfs @ 0.96 hrs, Volume= 0.484 af, Atten= 0%, Lag= 1.8 min
Routed to Pond I21 : Inlet 2-1

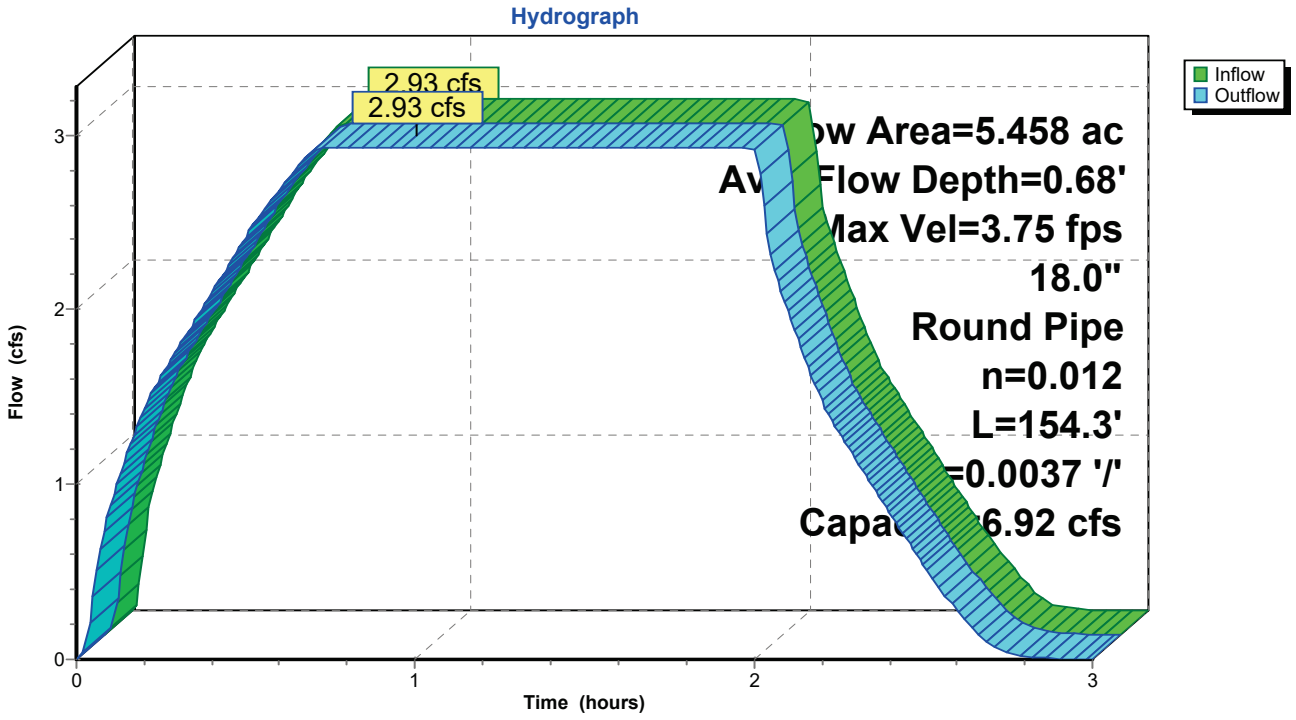
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.75 fps, Min. Travel Time= 0.7 min
Avg. Velocity = 3.06 fps, Avg. Travel Time= 0.8 min

Peak Storage= 120 cf @ 0.96 hrs
Average Depth at Peak Storage= 0.68' , Surface Width= 1.49'
Bank-Full Depth= 1.50' Flow Area= 1.8 sf, Capacity= 6.92 cfs

18.0" Round Pipe
n= 0.012 Steel, smooth
Length= 154.3' Slope= 0.0037 '/'
Inlet Invert= 747.75', Outlet Invert= 747.18'



Reach R31: Pipe I31 to I21



Summary for Reach R41: Pipe I41 to I31

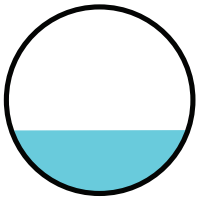
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I41 by 0.22' @ 2.04 hrs (0.20 cfs 0.001 af)

Inflow Area = 0.503 ac,100.00% Impervious, Inflow Depth = 2.09" for 5-yr event
Inflow = 0.53 cfs @ 0.32 hrs, Volume= 0.088 af
Outflow = 0.53 cfs @ 1.05 hrs, Volume= 0.088 af, Atten= 0%, Lag= 43.8 min
Routed to Pond I21 : Inlet 2-1

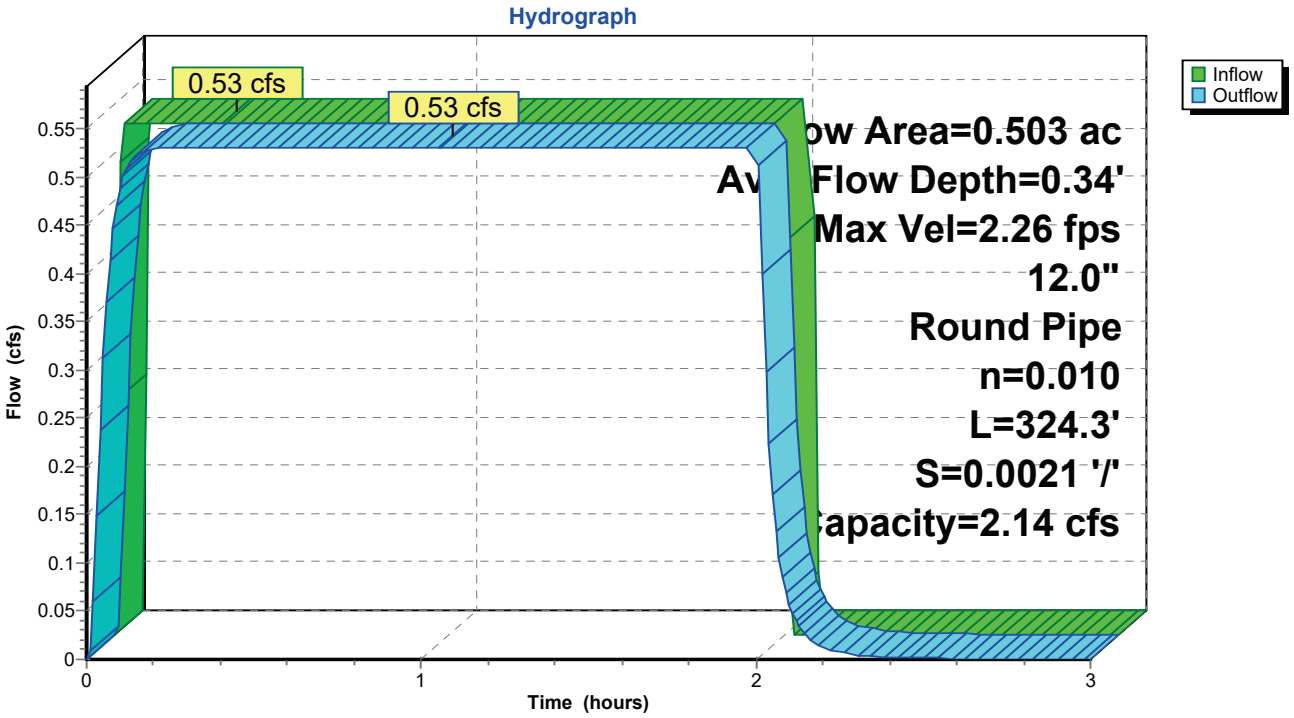
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 2.26 fps, Min. Travel Time= 2.4 min
Avg. Velocity = 1.67 fps, Avg. Travel Time= 3.2 min

Peak Storage= 76 cf @ 1.04 hrs
Average Depth at Peak Storage= 0.34' , Surface Width= 0.95'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 2.14 cfs

12.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 324.3' Slope= 0.0021 '/'
Inlet Invert= 748.86', Outlet Invert= 748.17'



Reach R41: Pipe I41 to I31



Summary for Reach R51: Pipe I51 to I31

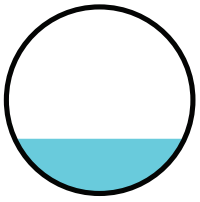
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 2.540 ac, 1.02% Impervious, Inflow Depth = 1.05" for 5-yr event
Inflow = 1.35 cfs @ 0.80 hrs, Volume= 0.223 af
Outflow = 1.35 cfs @ 0.81 hrs, Volume= 0.223 af, Atten= 0%, Lag= 0.6 min
Routed to Pond I31 : Manhole 3-1

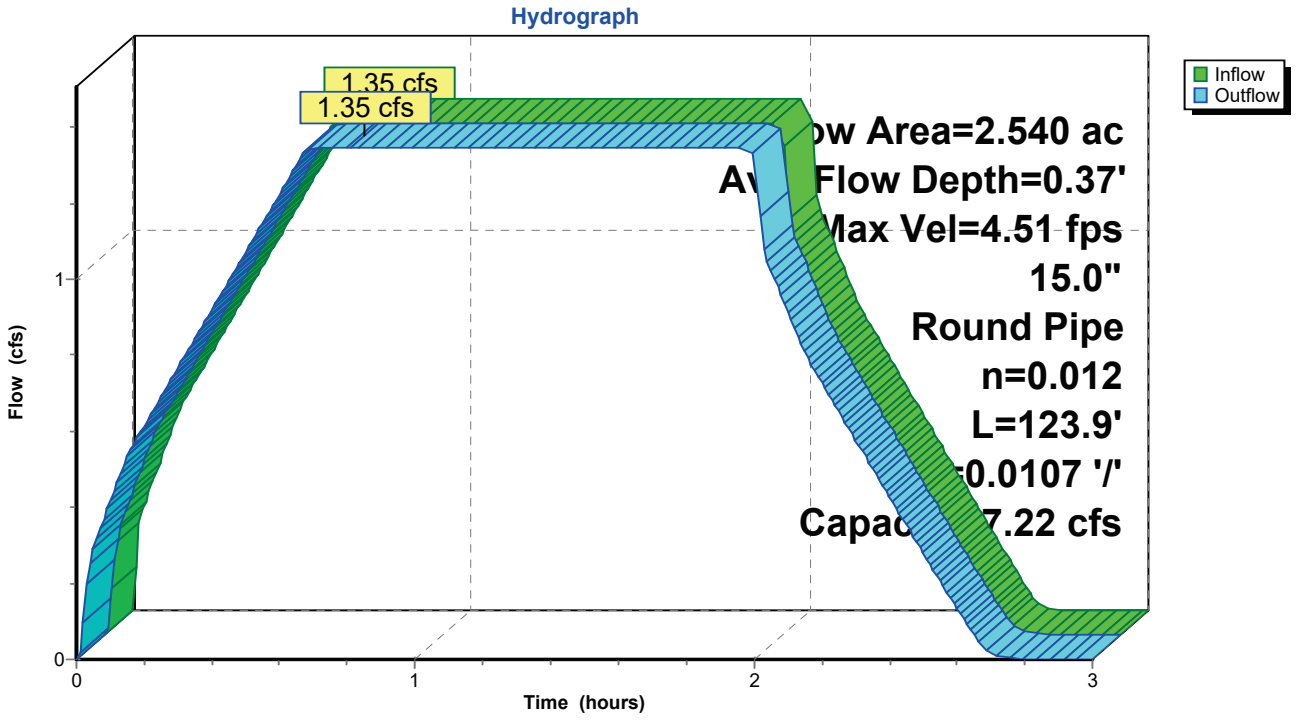
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.51 fps, Min. Travel Time= 0.5 min
Avg. Velocity = 3.65 fps, Avg. Travel Time= 0.6 min

Peak Storage= 37 cf @ 0.80 hrs
Average Depth at Peak Storage= 0.37' , Surface Width= 1.14'
Bank-Full Depth= 1.25' Flow Area= 1.2 sf, Capacity= 7.22 cfs

15.0" Round Pipe
n= 0.012 Steel, smooth
Length= 123.9' Slope= 0.0107 '/'
Inlet Invert= 749.07', Outlet Invert= 747.75'



Reach R51: Pipe I51 to I31



Summary for Reach R52: Pipe I52 to I51

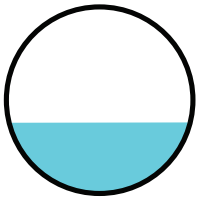
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I52 by 0.01' @ 2.80 hrs (0.00 cfs 0.000 af)

Inflow Area = 2.186 ac, 0.27% Impervious, Inflow Depth = 1.00" for 5-yr event
Inflow = 1.10 cfs @ 0.67 hrs, Volume= 0.183 af
Outflow = 1.10 cfs @ 0.79 hrs, Volume= 0.183 af, Atten= 0%, Lag= 7.2 min
Routed to Pond I51 : Inlet 5-1

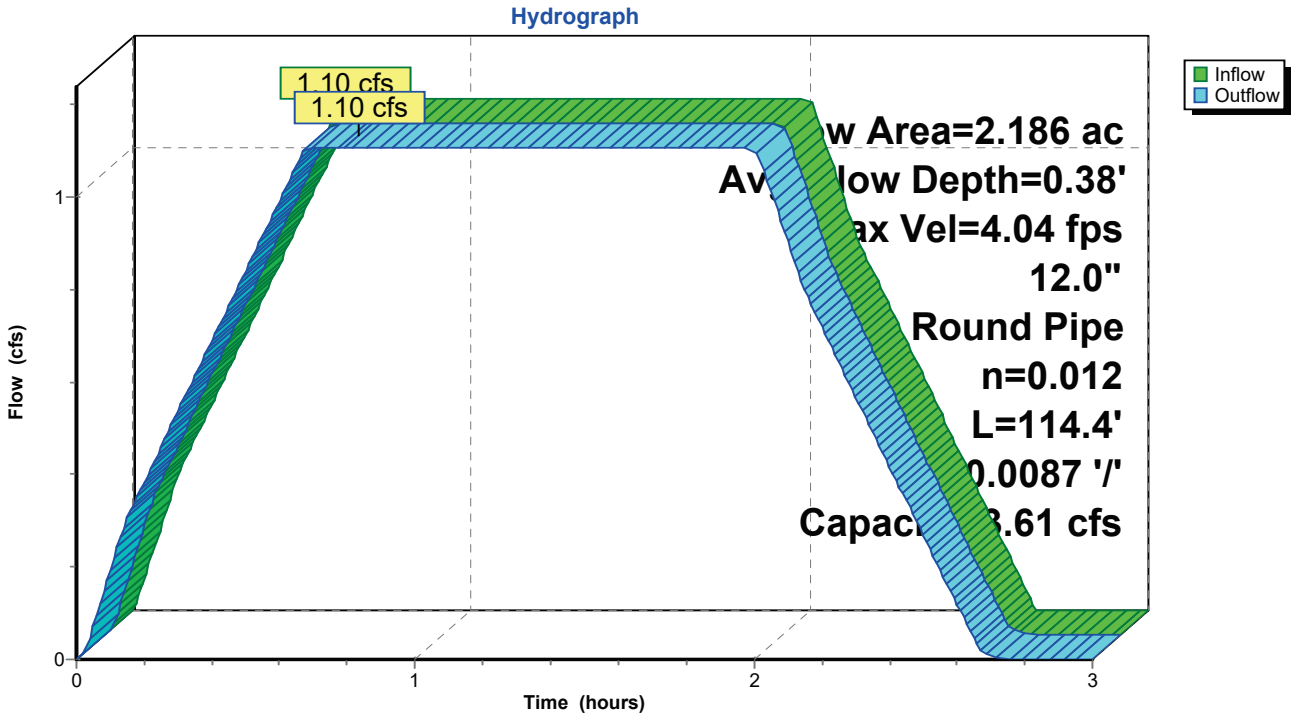
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.04 fps, Min. Travel Time= 0.5 min
Avg. Velocity = 3.27 fps, Avg. Travel Time= 0.6 min

Peak Storage= 31 cf @ 0.79 hrs
Average Depth at Peak Storage= 0.38' , Surface Width= 0.97'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.61 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 114.4' Slope= 0.0087 '/'
Inlet Invert= 750.10', Outlet Invert= 749.10'



Reach R52: Pipe I52 to I51



Summary for Reach R53: Pipe I53 to I52

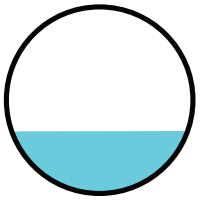
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I53 by 0.04' @ 2.14 hrs (0.00 cfs 0.000 af)

Inflow Area = 0.156 ac, 0.00% Impervious, Inflow Depth = 1.17" for 5-yr event
Inflow = 0.09 cfs @ 0.14 hrs, Volume= 0.015 af
Outflow = 0.09 cfs @ 0.36 hrs, Volume= 0.015 af, Atten= 0%, Lag= 13.2 min
Routed to Pond I52 : Inlet 5-2

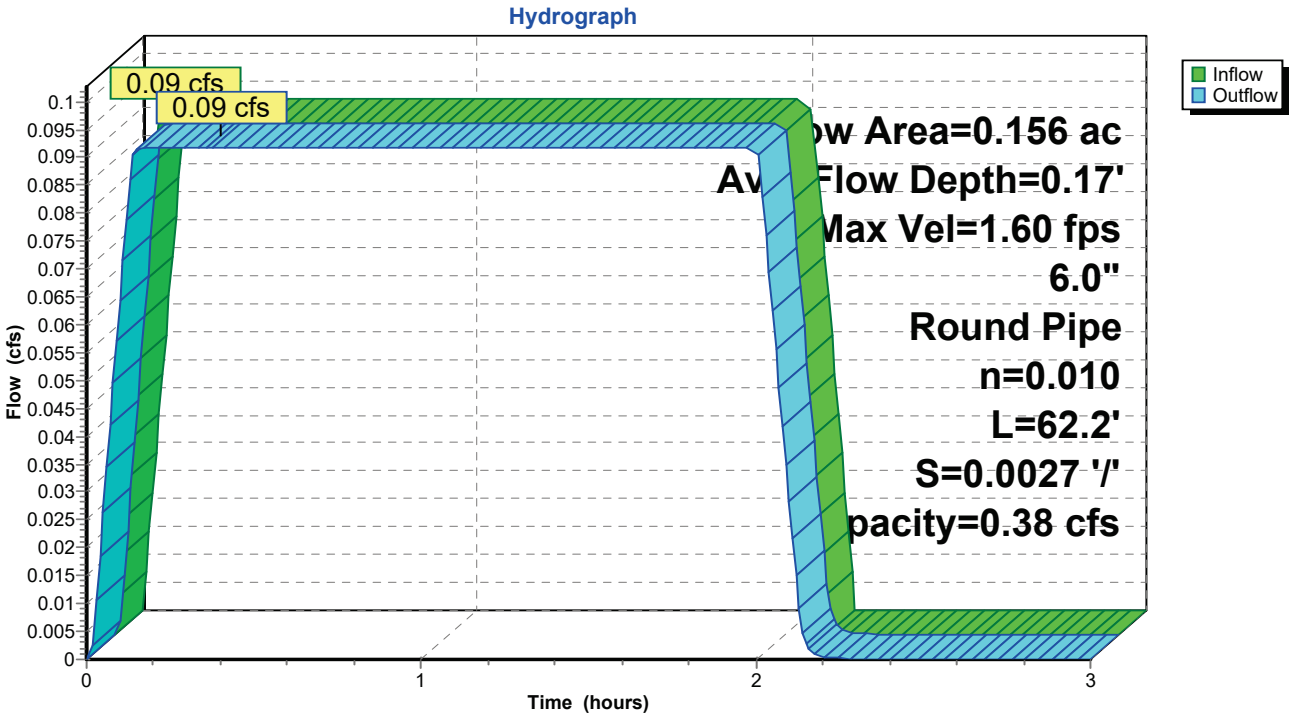
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 1.60 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 1.40 fps, Avg. Travel Time= 0.7 min

Peak Storage= 4 cf @ 0.36 hrs
Average Depth at Peak Storage= 0.17' , Surface Width= 0.47'
Bank-Full Depth= 0.50' Flow Area= 0.2 sf, Capacity= 0.38 cfs

6.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 62.2' Slope= 0.0027 '/'
Inlet Invert= 750.43', Outlet Invert= 750.26'



Reach R53: Pipe I53 to I52



Summary for Reach R54: Pipe I54 to I63

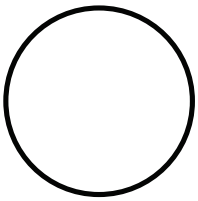
[52] Hint: Inlet/Outlet conditions not evaluated

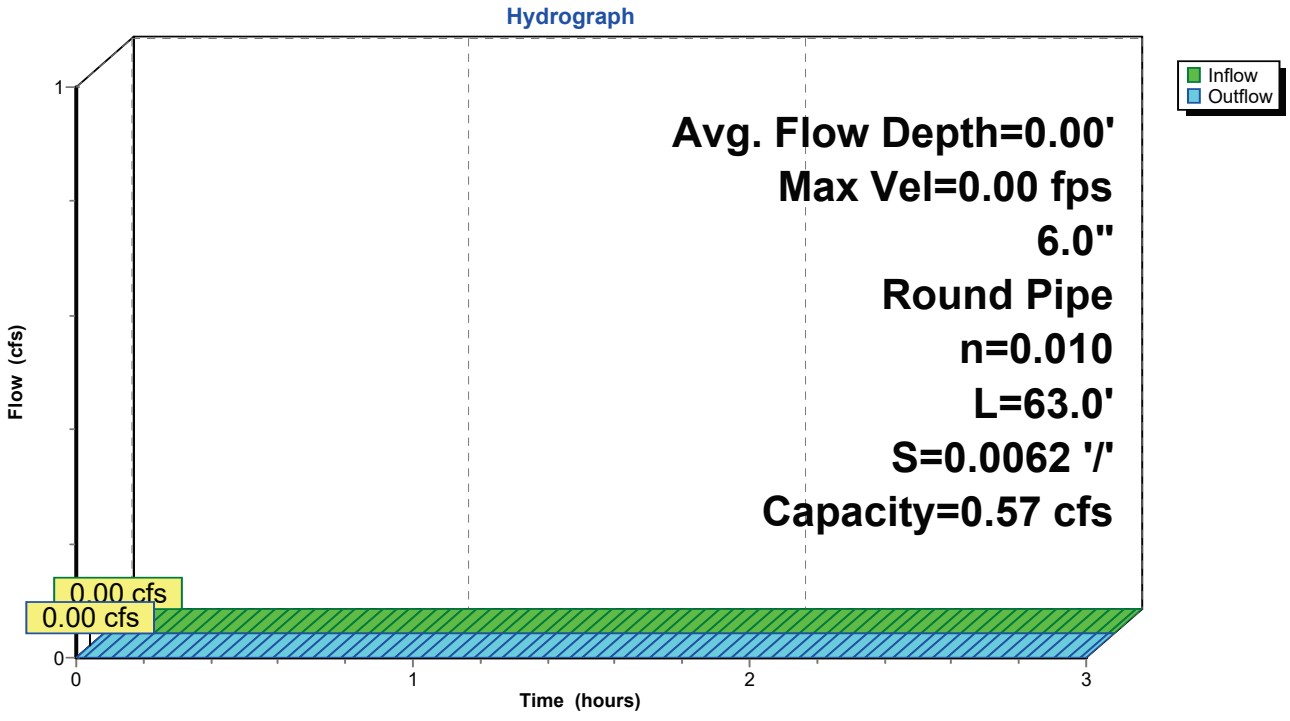
Inflow = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af
Outflow = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I63 : Inlet 6-3

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 0.00 fps, Min. Travel Time= 0.0 min
Avg. Velocity = 0.00 fps, Avg. Travel Time= 0.0 min

Peak Storage= 0 cf @ 0.00 hrs
Average Depth at Peak Storage= 0.00'
Bank-Full Depth= 0.50' Flow Area= 0.2 sf, Capacity= 0.57 cfs

6.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 63.0' Slope= 0.0062 '/'
Inlet Invert= 750.30', Outlet Invert= 749.91'





Summary for Reach R61: Pipe I61 to I31

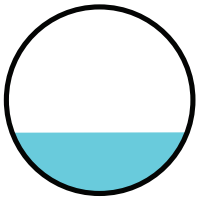
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 2.408 ac, 0.00% Impervious, Inflow Depth > 1.03" for 5-yr event
Inflow = 1.25 cfs @ 0.93 hrs, Volume= 0.207 af
Outflow = 1.25 cfs @ 0.94 hrs, Volume= 0.207 af, Atten= 0%, Lag= 0.6 min
Routed to Pond I31 : Manhole 3-1

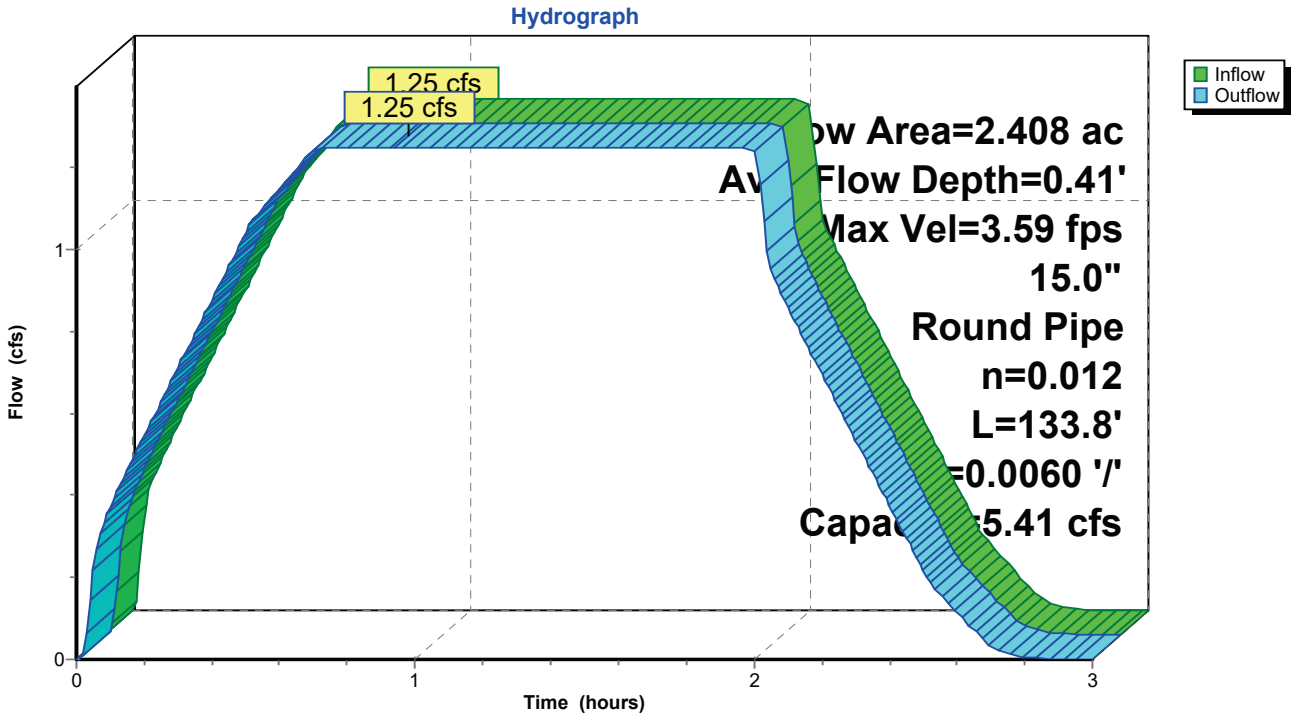
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.59 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 2.92 fps, Avg. Travel Time= 0.8 min

Peak Storage= 47 cf @ 0.94 hrs
Average Depth at Peak Storage= 0.41' , Surface Width= 1.17'
Bank-Full Depth= 1.25' Flow Area= 1.2 sf, Capacity= 5.41 cfs

15.0" Round Pipe
n= 0.012 Steel, smooth
Length= 133.8' Slope= 0.0060 '/'
Inlet Invert= 748.55', Outlet Invert= 747.75'



Reach R61: Pipe I61 to I31



Summary for Reach R62: Pipe I62 to I61

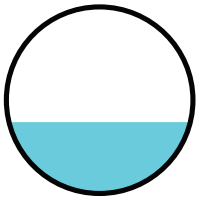
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 1.749 ac, 0.00% Impervious, Inflow Depth > 1.03" for 5-yr event
Inflow = 0.91 cfs @ 0.91 hrs, Volume= 0.150 af
Outflow = 0.91 cfs @ 0.92 hrs, Volume= 0.150 af, Atten= 0%, Lag= 0.6 min
Routed to Pond I61 : Manhole 6-1

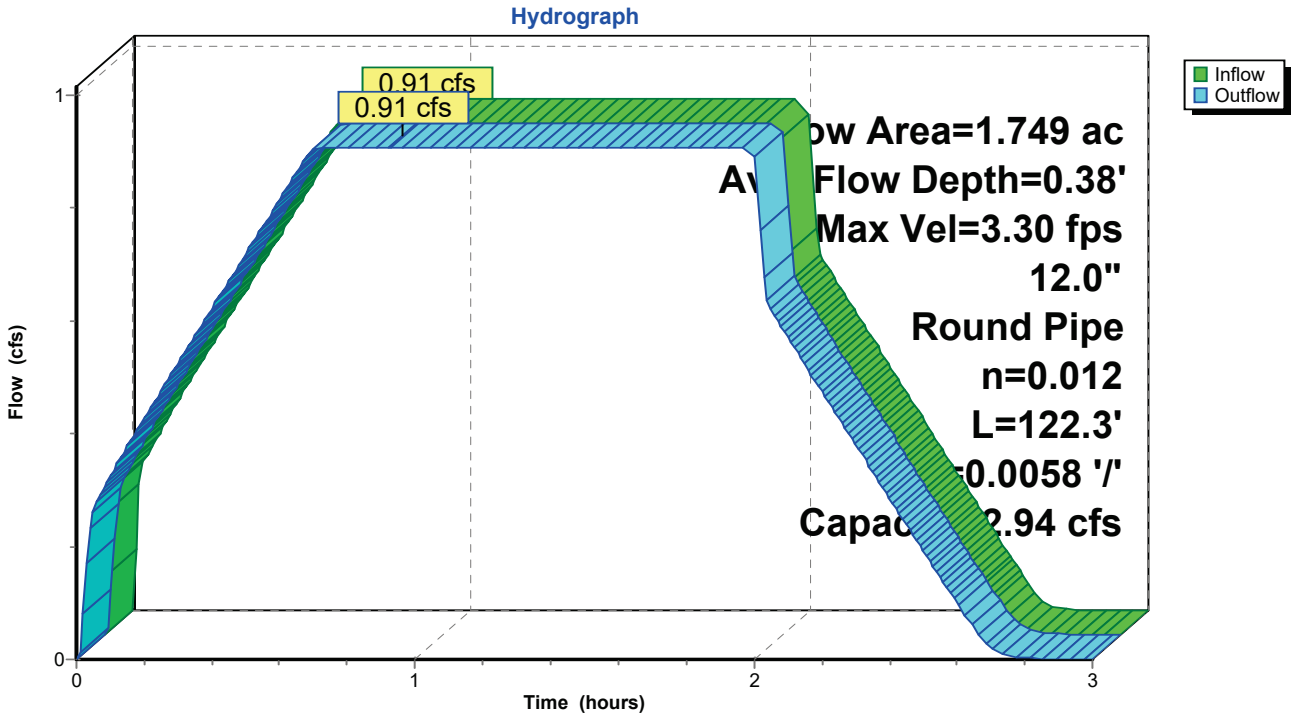
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.30 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 2.69 fps, Avg. Travel Time= 0.8 min

Peak Storage= 34 cf @ 0.92 hrs
Average Depth at Peak Storage= 0.38' , Surface Width= 0.97'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 2.94 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 122.3' Slope= 0.0058 '/'
Inlet Invert= 749.32', Outlet Invert= 748.61'



Reach R62: Pipe I62 to I61



Summary for Reach R63: Pipe I63 to I62

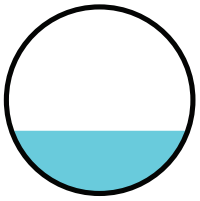
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I63 by 0.06' @ 2.68 hrs (0.02 cfs 0.000 af)

Inflow Area = 1.364 ac, 0.00% Impervious, Inflow Depth = 0.95" for 5-yr event
Inflow = 0.65 cfs @ 0.69 hrs, Volume= 0.108 af
Outflow = 0.65 cfs @ 0.92 hrs, Volume= 0.108 af, Atten= 0%, Lag= 13.8 min
Routed to Pond I62 : Inlet 6-2

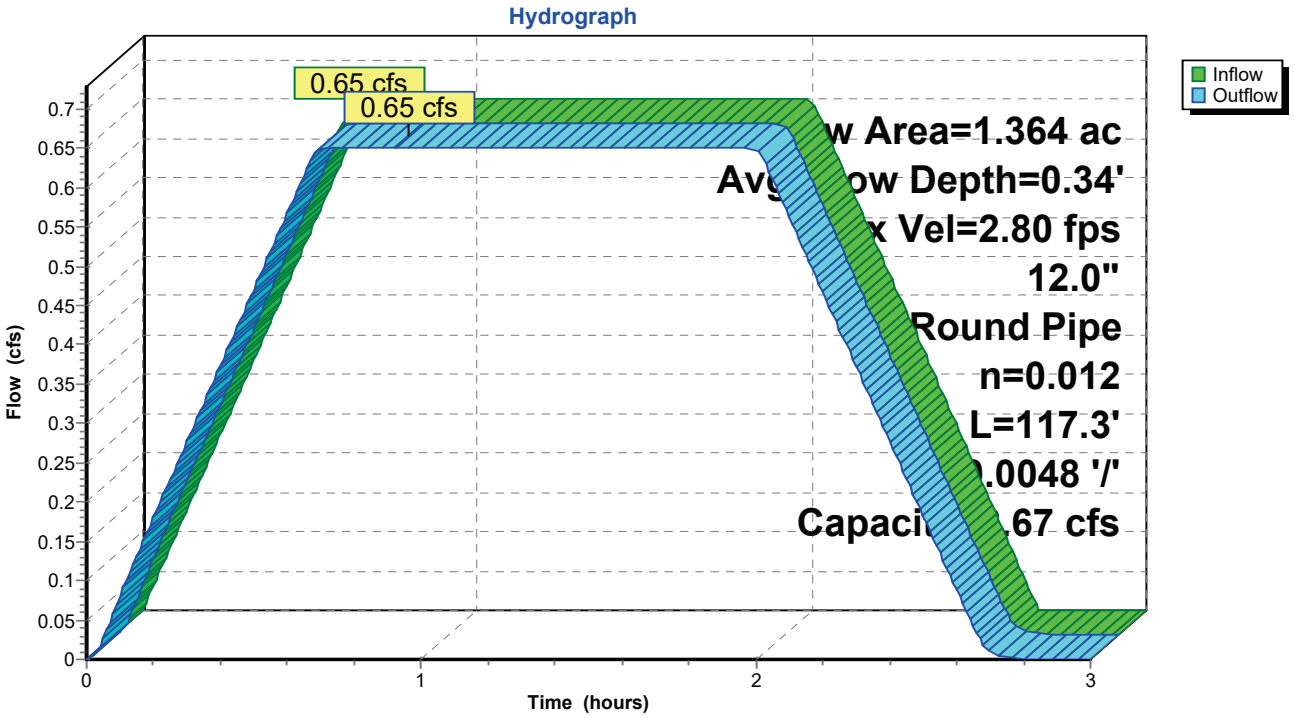
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 2.80 fps, Min. Travel Time= 0.7 min
Avg. Velocity = 2.26 fps, Avg. Travel Time= 0.9 min

Peak Storage= 27 cf @ 0.92 hrs
Average Depth at Peak Storage= 0.34' , Surface Width= 0.94'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 2.67 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 117.3' Slope= 0.0048 '/'
Inlet Invert= 749.91', Outlet Invert= 749.35'



Reach R63: Pipe I63 to I62



Summary for Reach R71: Pipe I71 to I15

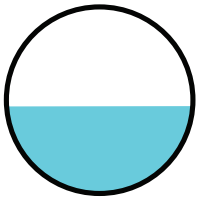
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 2.152 ac, 49.07% Impervious, Inflow Depth = 1.52" for 5-yr event
Inflow = 1.65 cfs @ 0.70 hrs, Volume= 0.273 af
Outflow = 1.65 cfs @ 0.72 hrs, Volume= 0.273 af, Atten= 0%, Lag= 1.2 min
Routed to Pond I15 : Inlet 1-5

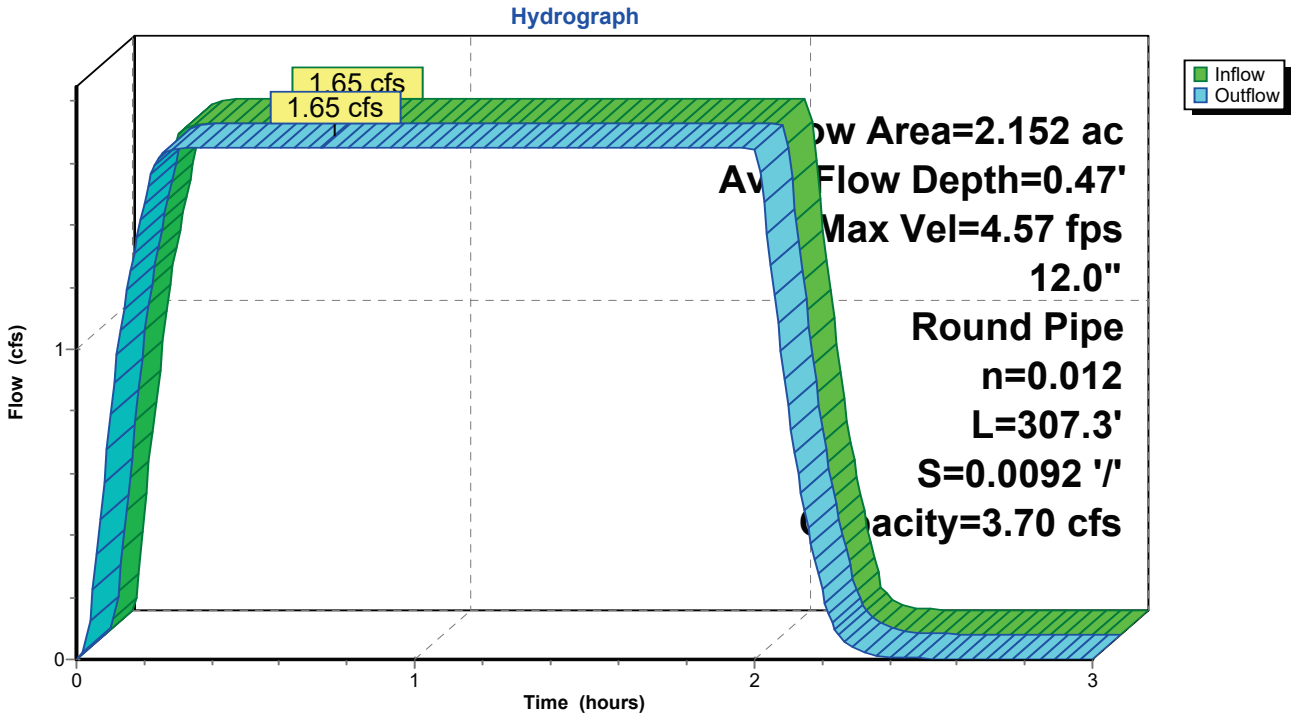
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.57 fps, Min. Travel Time= 1.1 min
Avg. Velocity = 3.42 fps, Avg. Travel Time= 1.5 min

Peak Storage= 111 cf @ 0.72 hrs
Average Depth at Peak Storage= 0.47' , Surface Width= 1.00'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.70 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 307.3' Slope= 0.0092 '/'
Inlet Invert= 747.78', Outlet Invert= 744.96'



Reach R71: Pipe I71 to I15



Summary for Reach R81: Pipe I81 to I71

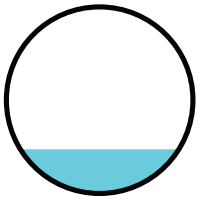
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.792 ac, 48.74% Impervious, Inflow Depth = 1.40" for 5-yr event
Inflow = 0.56 cfs @ 0.35 hrs, Volume= 0.093 af
Outflow = 0.56 cfs @ 0.35 hrs, Volume= 0.093 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I71 : Inlet 7-1

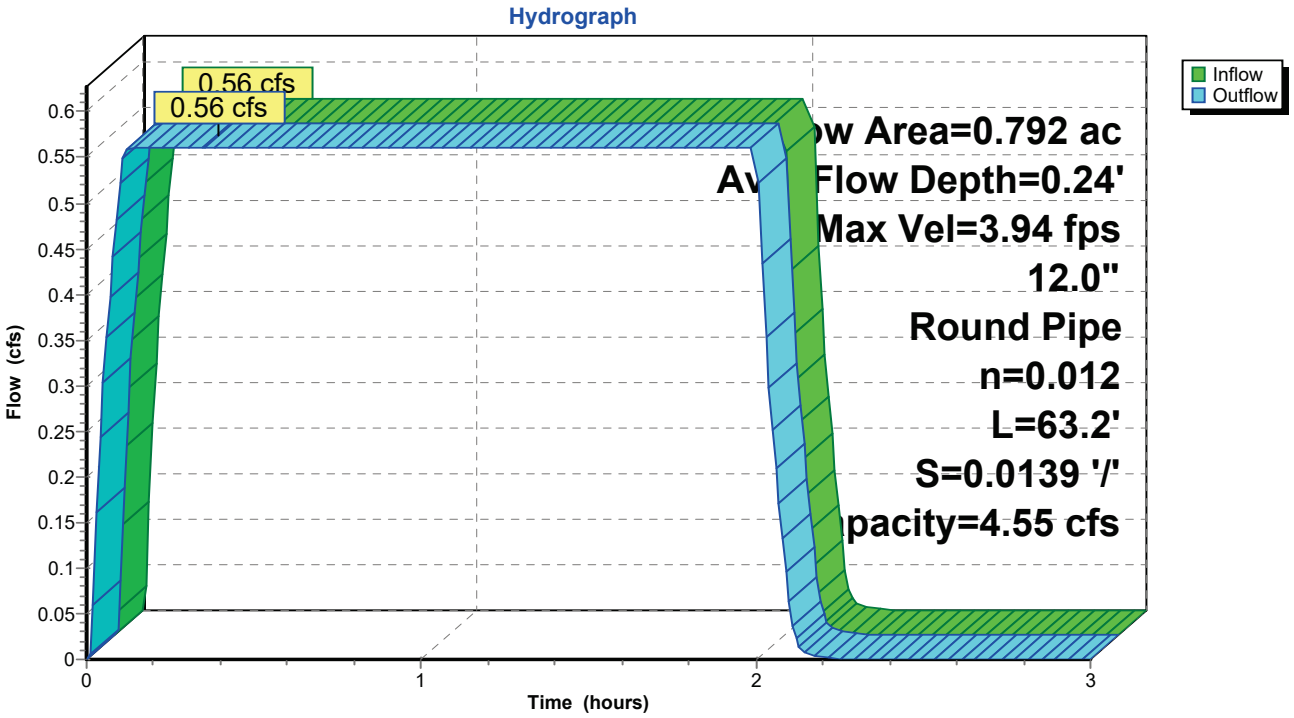
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.94 fps, Min. Travel Time= 0.3 min
Avg. Velocity = 3.38 fps, Avg. Travel Time= 0.3 min

Peak Storage= 9 cf @ 0.35 hrs
Average Depth at Peak Storage= 0.24' , Surface Width= 0.85'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 4.55 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 63.2' Slope= 0.0139 '/'
Inlet Invert= 748.66', Outlet Invert= 747.78'



Reach R81: Pipe I81 to I71



Summary for Reach R82: Pipe I82 to I81

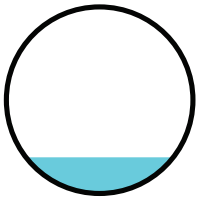
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I82 by 0.05' @ 2.11 hrs (0.01 cfs 0.000 af)

Inflow Area = 0.625 ac, 35.68% Impervious, Inflow Depth = 1.23" for 5-yr event
Inflow = 0.39 cfs @ 0.24 hrs, Volume= 0.064 af
Outflow = 0.39 cfs @ 0.31 hrs, Volume= 0.064 af, Atten= 0%, Lag= 4.2 min
Routed to Pond I81 : Inlet 8-1

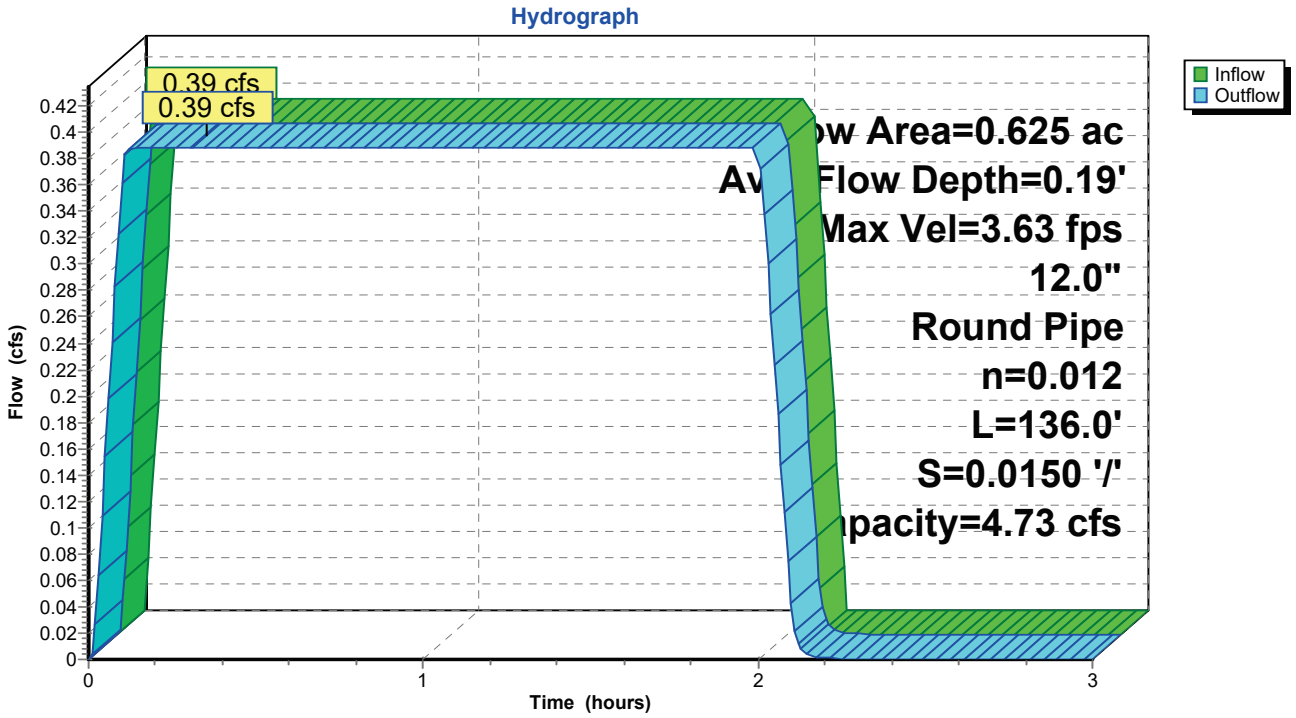
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.63 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 3.20 fps, Avg. Travel Time= 0.7 min

Peak Storage= 15 cf @ 0.31 hrs
Average Depth at Peak Storage= 0.19' , Surface Width= 0.79'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 4.73 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 136.0' Slope= 0.0150 '/'
Inlet Invert= 750.74', Outlet Invert= 748.70'



Reach R82: Pipe I82 to I81



Summary for Reach R91: Pipe I91 to I71

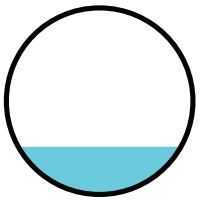
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.640 ac, 25.31% Impervious, Inflow Depth = 1.39" for 5-yr event
Inflow = 0.45 cfs @ 0.53 hrs, Volume= 0.074 af
Outflow = 0.45 cfs @ 0.70 hrs, Volume= 0.074 af, Atten= 0%, Lag= 10.2 min
Routed to Pond I71 : Inlet 7-1

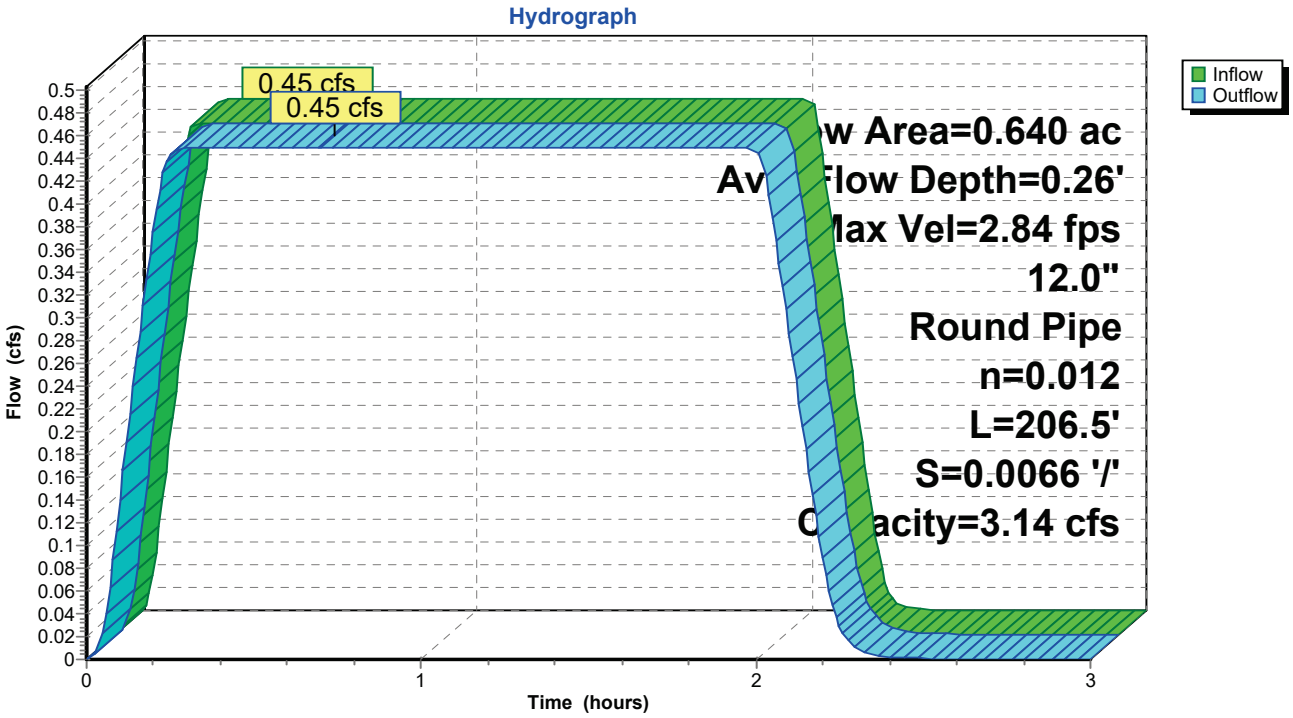
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 2.84 fps, Min. Travel Time= 1.2 min
Avg. Velocity = 2.13 fps, Avg. Travel Time= 1.6 min

Peak Storage= 33 cf @ 0.69 hrs
Average Depth at Peak Storage= 0.26' , Surface Width= 0.87'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.14 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 206.5' Slope= 0.0066 '/'
Inlet Invert= 750.30', Outlet Invert= 748.93'



Reach R91: Pipe I91 to I71



Summary for Reach R92: Pipe I92 to I91

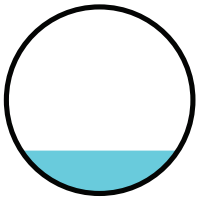
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I92 by 0.05' @ 2.23 hrs (0.01 cfs 0.000 af)

Inflow Area = 0.531 ac, 21.66% Impervious, Inflow Depth = 1.39" for 5-yr event
Inflow = 0.37 cfs @ 0.22 hrs, Volume= 0.061 af
Outflow = 0.37 cfs @ 0.52 hrs, Volume= 0.061 af, Atten= 0%, Lag= 18.0 min
Routed to Pond I91 : Inlet 9-1

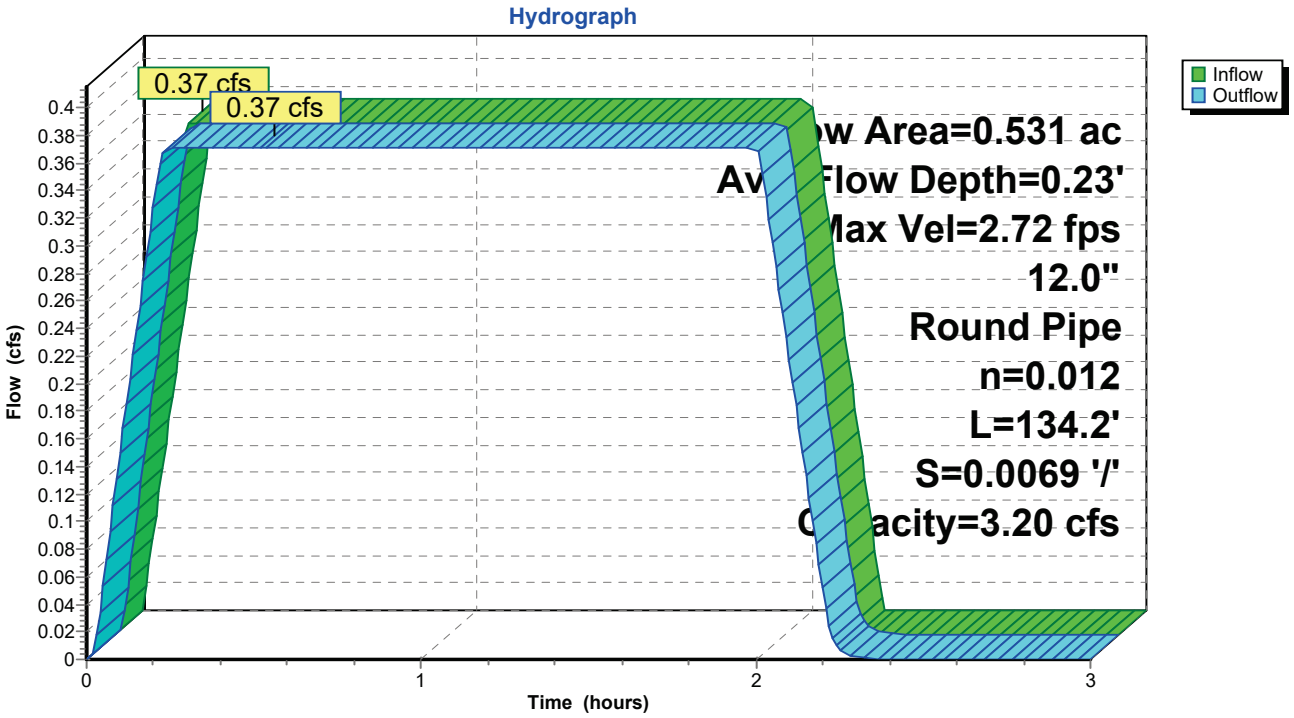
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 2.72 fps, Min. Travel Time= 0.8 min
Avg. Velocity = 2.25 fps, Avg. Travel Time= 1.0 min

Peak Storage= 18 cf @ 0.52 hrs
Average Depth at Peak Storage= 0.23' , Surface Width= 0.84'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.20 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 134.2' Slope= 0.0069 '/'
Inlet Invert= 751.22', Outlet Invert= 750.30'



Reach R92: Pipe I92 to I91



Summary for Pond I14: Inlet 1-4

[57] Hint: Peaked at 742.64' (Flood elevation advised)
[62] Hint: Exceeded Reach R18 OUTLET depth by 5.35' @ 0.97 hrs

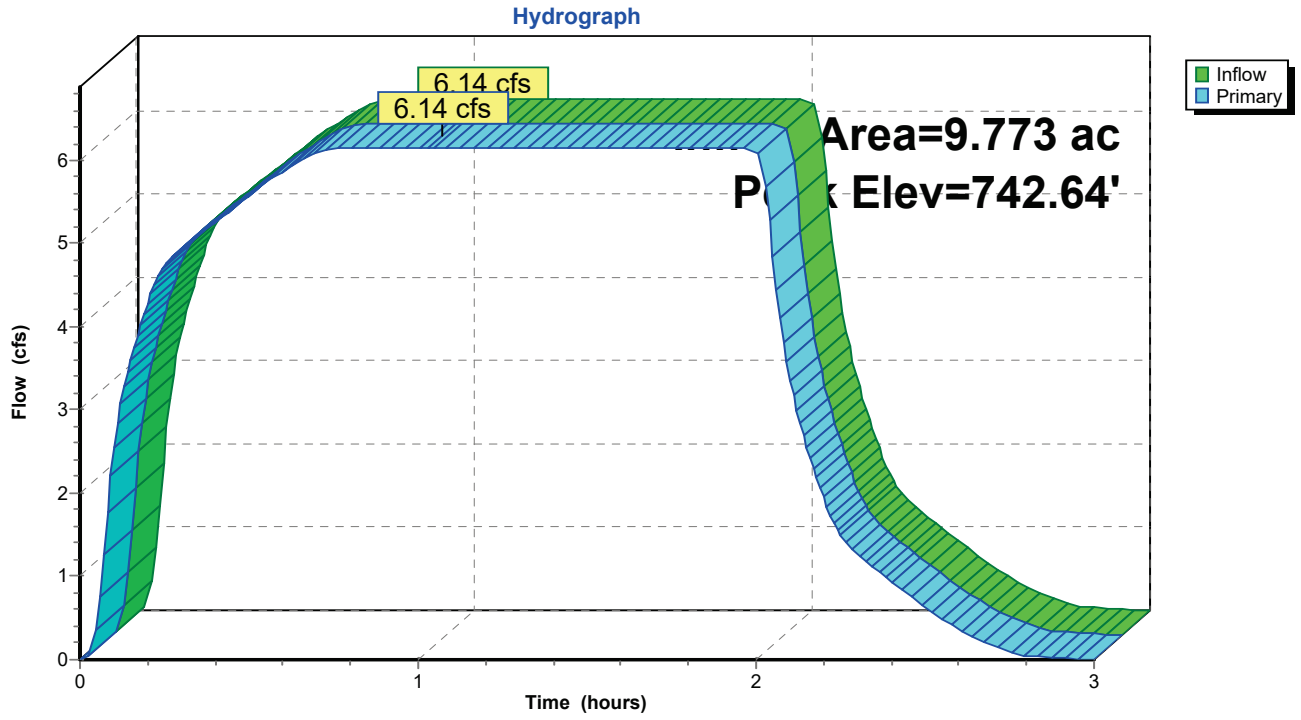
Inflow Area = 9.773 ac, 23.45% Impervious, Inflow Depth > 1.25" for 5-yr event
Inflow = 6.14 cfs @ 1.06 hrs, Volume= 1.015 af
Outflow = 6.14 cfs @ 1.03 hrs, Volume= 1.015 af, Atten= 0%, Lag= 0.0 min
Primary = 6.14 cfs @ 1.03 hrs, Volume= 1.015 af
Routed to Reach R14 : Pipe I14 to Pond

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 742.64' @ 0.97 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	741.84'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	741.84'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	743.84'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=6.14 cfs @ 1.03 hrs HW=742.64' TW=742.34' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 3.07 cfs @ 2.63 fps)
└─**2=Orifice/Grate** (Orifice Controls 3.07 cfs @ 2.63 fps)
└─**3=Orifice/Grate** (Controls 0.00 cfs)

Pond I14: Inlet 1-4



Summary for Pond I15: Inlet 1-5

[57] Hint: Peaked at 745.71' (Flood elevation advised)
[62] Hint: Exceeded Reach R21 OUTLET depth by 0.17' @ 0.27 hrs
[62] Hint: Exceeded Reach R71 OUTLET depth by 0.29' @ 2.02 hrs

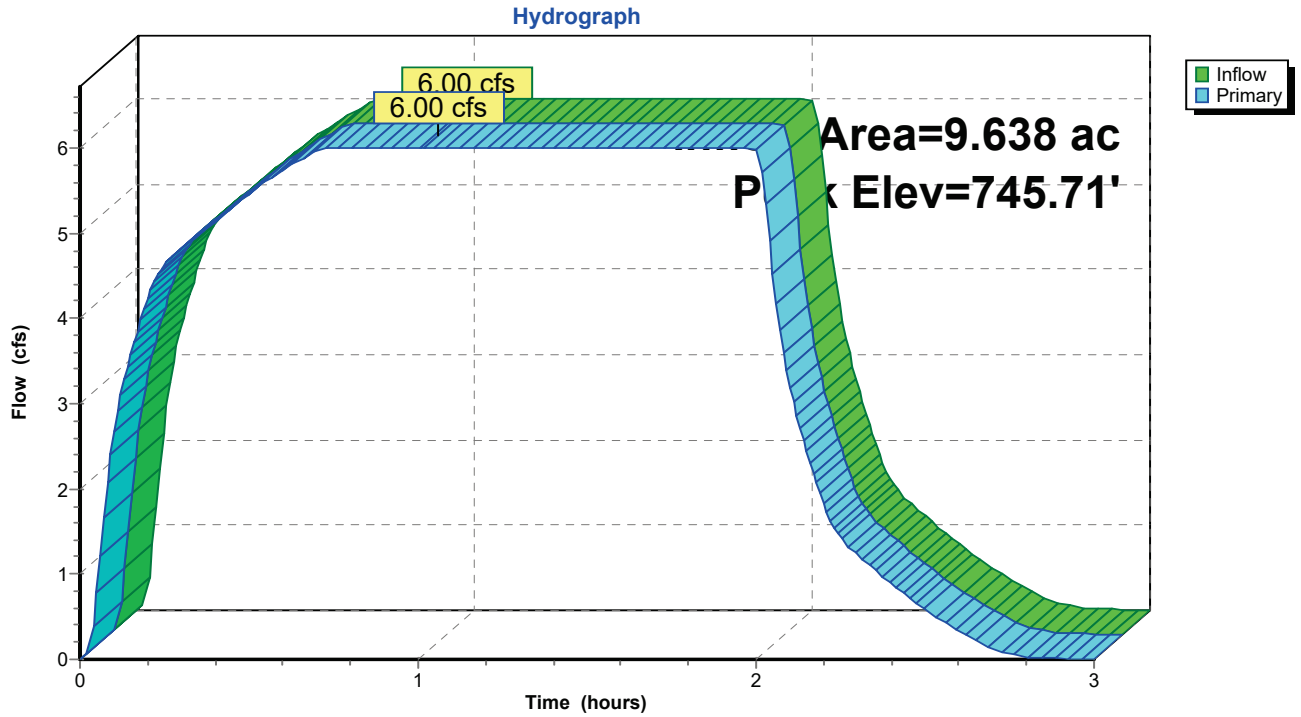
Inflow Area = 9.638 ac, 22.40% Impervious, Inflow Depth > 1.23" for 5-yr event
Inflow = 6.00 cfs @ 1.02 hrs, Volume= 0.992 af
Outflow = 6.00 cfs @ 1.02 hrs, Volume= 0.992 af, Atten= 0%, Lag= 0.0 min
Primary = 6.00 cfs @ 1.02 hrs, Volume= 0.992 af
Routed to Reach R15 : Pipe I15 to I18

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 745.71' @ 0.99 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	744.87'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	744.96'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	744.96'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=6.00 cfs @ 1.02 hrs HW=745.71' TW=745.54' (Dynamic Tailwater)
- **1=Orifice/Grate** (Orifice Controls 2.54 cfs @ 2.01 fps)
- **2=Orifice/Grate** (Orifice Controls 1.28 cfs @ 2.01 fps)
- **3=Orifice/Grate** (Orifice Controls 2.18 cfs @ 2.01 fps)

Pond I15: Inlet 1-5



Summary for Pond I16: Inlet 1-6

[57] Hint: Peaked at 749.69' (Flood elevation advised)

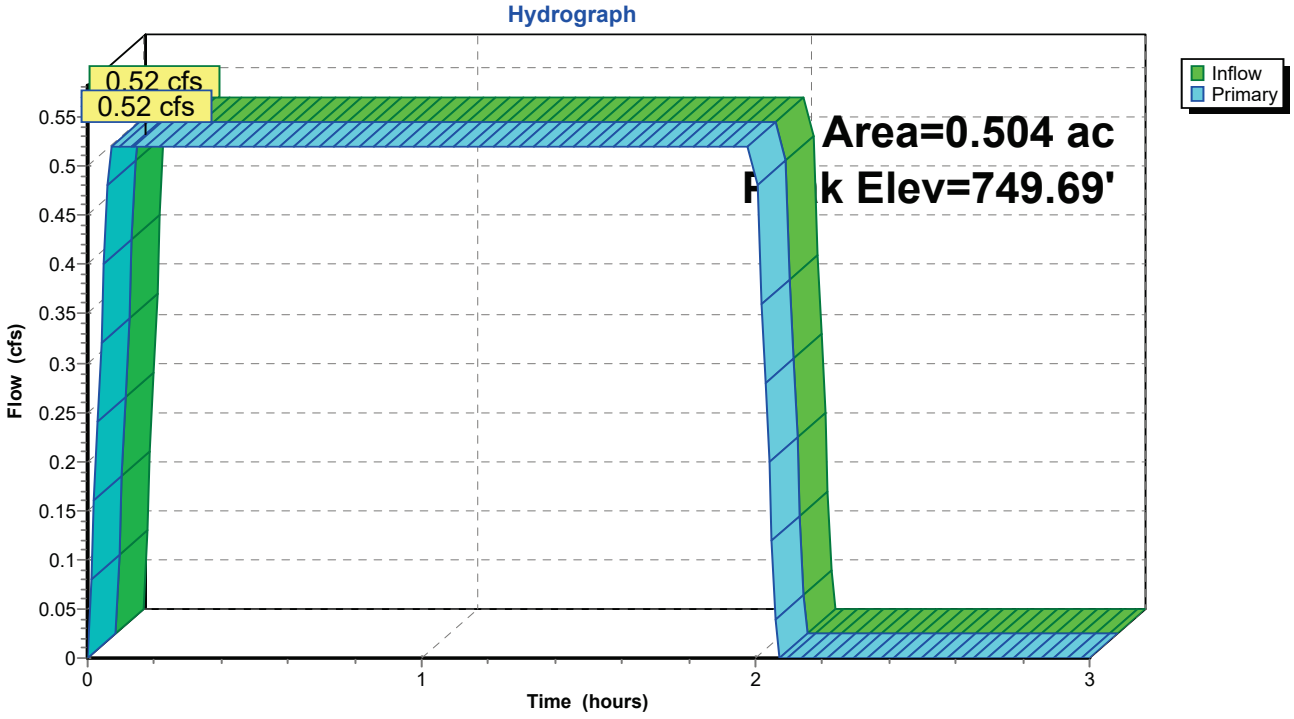
Inflow Area = 0.504 ac, 97.62% Impervious, Inflow Depth = 2.05" for 5-yr event
Inflow = 0.52 cfs @ 0.07 hrs, Volume= 0.086 af
Outflow = 0.52 cfs @ 0.13 hrs, Volume= 0.086 af, Atten= 0%, Lag= 3.6 min
Primary = 0.52 cfs @ 0.13 hrs, Volume= 0.086 af
Routed to Reach R16 : Pipe I16 to I21

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 749.69' @ 0.20 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.30'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.52 cfs @ 0.13 hrs HW=749.69' TW=749.55' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.52 cfs @ 1.83 fps)

Pond I16: Inlet 1-6



Summary for Pond I17: Trench Drain 1-7

[57] Hint: Peaked at 745.96' (Flood elevation advised)

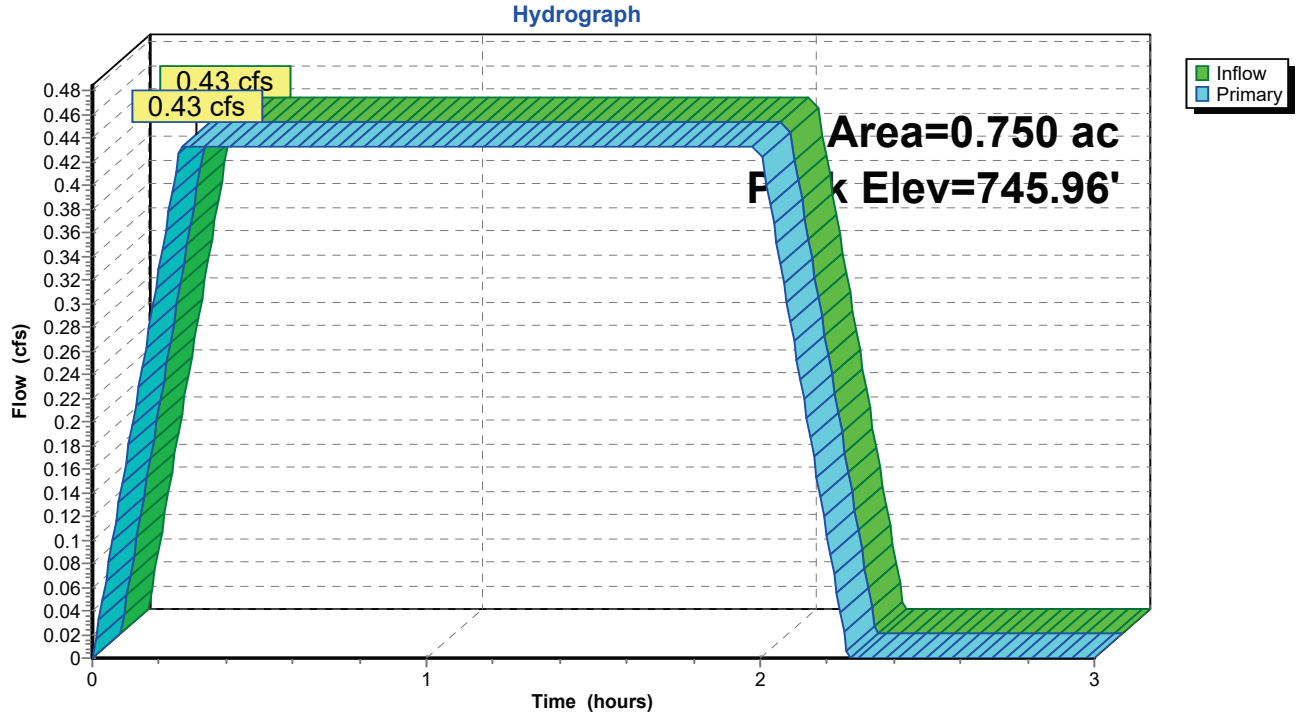
Inflow Area = 0.750 ac, 33.20% Impervious, Inflow Depth = 1.14" for 5-yr event
Inflow = 0.43 cfs @ 0.27 hrs, Volume= 0.071 af
Outflow = 0.43 cfs @ 0.27 hrs, Volume= 0.071 af, Atten= 0%, Lag= 0.0 min
Primary = 0.43 cfs @ 0.27 hrs, Volume= 0.071 af
Routed to Reach R17 : Pipe I17 to Pond

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 745.96' @ 0.27 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	745.50'	**6.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.43 cfs @ 0.27 hrs HW=745.96' TW=745.69' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.43 cfs @ 2.30 fps)

Pond I17: Trench Drain 1-7



Summary for Pond I18: Catch Basin 1-8

[57] Hint: Peaked at 744.14' (Flood elevation advised)
[62] Hint: Exceeded Reach R15 OUTLET depth by 0.11' @ 0.95 hrs
[62] Hint: Exceeded Reach R19 OUTLET depth by 0.69' @ 2.02 hrs

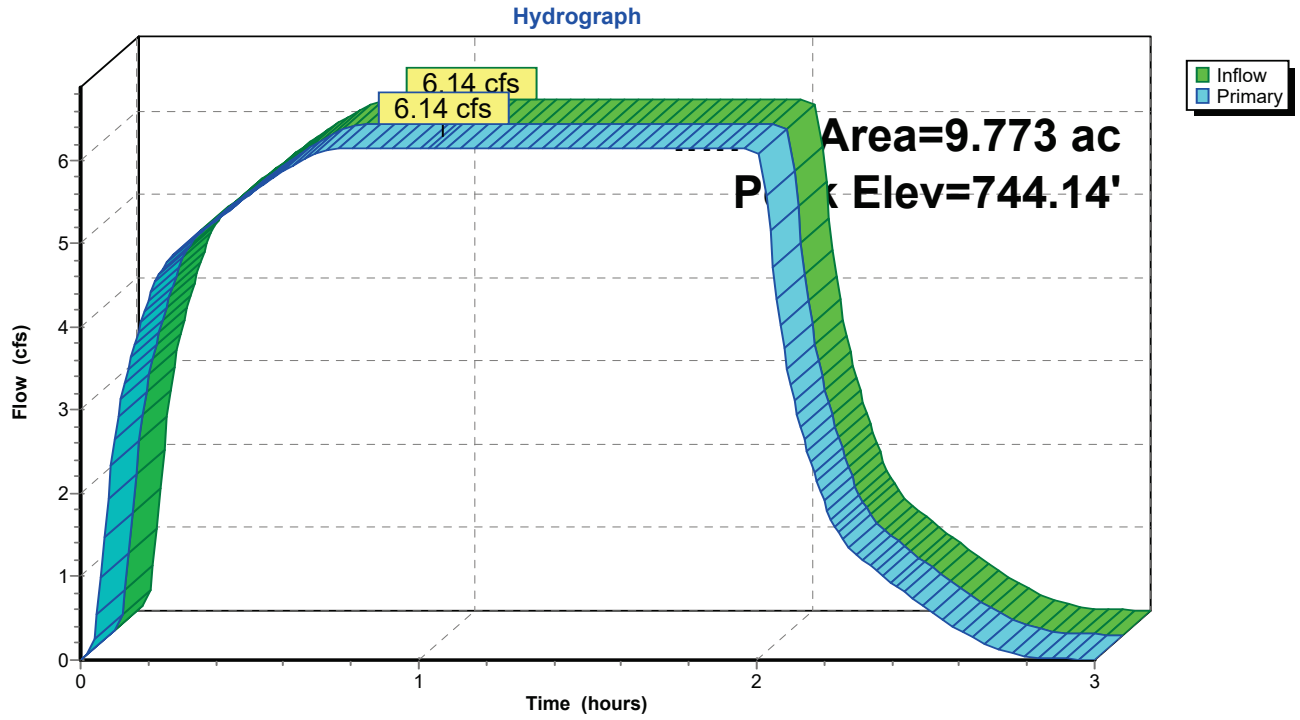
Inflow Area = 9.773 ac, 23.45% Impervious, Inflow Depth > 1.25" for 5-yr event
Inflow = 6.14 cfs @ 1.03 hrs, Volume= 1.015 af
Outflow = 6.14 cfs @ 1.03 hrs, Volume= 1.015 af, Atten= 0%, Lag= 0.1 min
Primary = 6.14 cfs @ 1.03 hrs, Volume= 1.015 af
Routed to Reach R18 : Pipe I18 to I14

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 744.14' @ 0.95 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	743.36'	**24.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	743.36'	**24.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=6.14 cfs @ 1.03 hrs HW=744.14' TW=743.83' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 3.07 cfs @ 2.70 fps)
└─**2=Orifice/Grate** (Orifice Controls 3.07 cfs @ 2.70 fps)

Pond I18: Catch Basin 1-8



Summary for Pond I19: Inlet 1-9

[57] Hint: Peaked at 745.59' (Flood elevation advised)

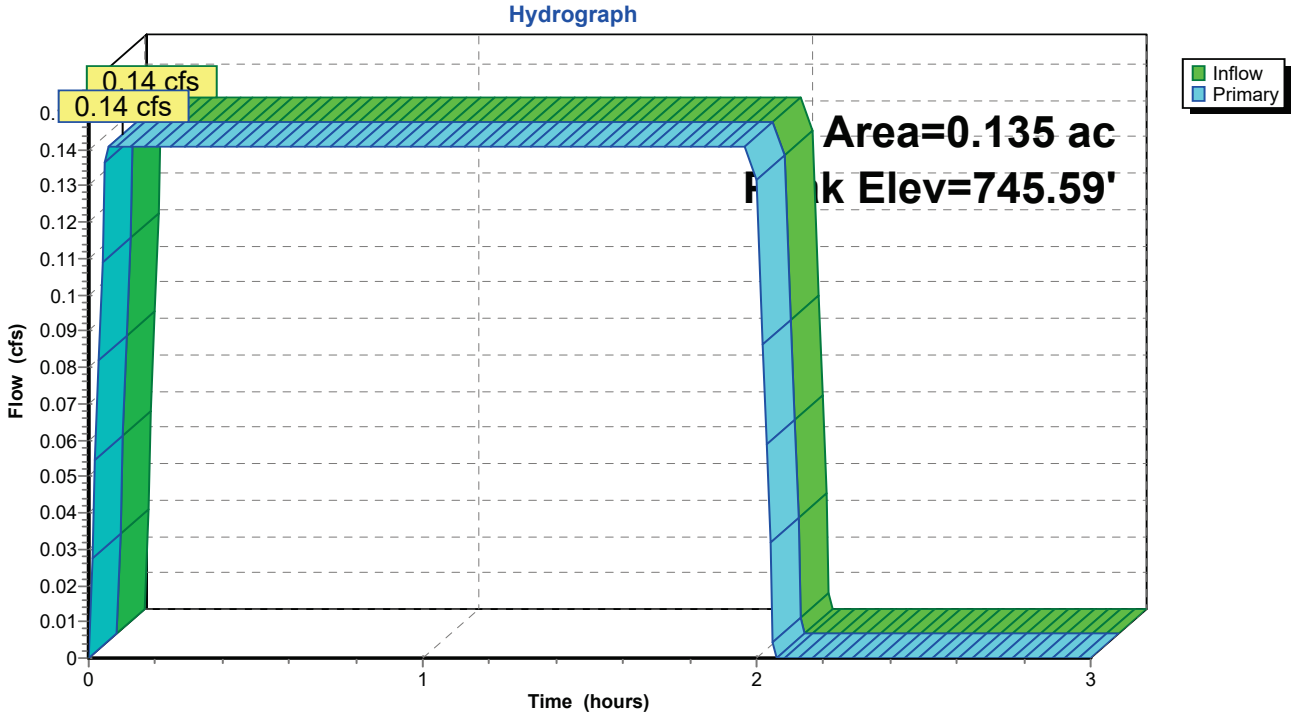
Inflow Area = 0.135 ac, 98.52% Impervious, Inflow Depth = 2.07" for 5-yr event
Inflow = 0.14 cfs @ 0.06 hrs, Volume= 0.023 af
Outflow = 0.14 cfs @ 0.06 hrs, Volume= 0.023 af, Atten= 0%, Lag= 0.0 min
Primary = 0.14 cfs @ 0.06 hrs, Volume= 0.023 af
Routed to Reach R19 : Pipe I19 to I14

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 745.59' @ 0.07 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	745.41'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.14 cfs @ 0.06 hrs HW=745.59' TW=745.50' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.14 cfs @ 1.44 fps)

Pond I19: Inlet 1-9



Summary for Pond I21: Inlet 2-1

[57] Hint: Peaked at 747.98' (Flood elevation advised)
[62] Hint: Exceeded Reach R31 OUTLET depth by 0.15' @ 0.22 hrs

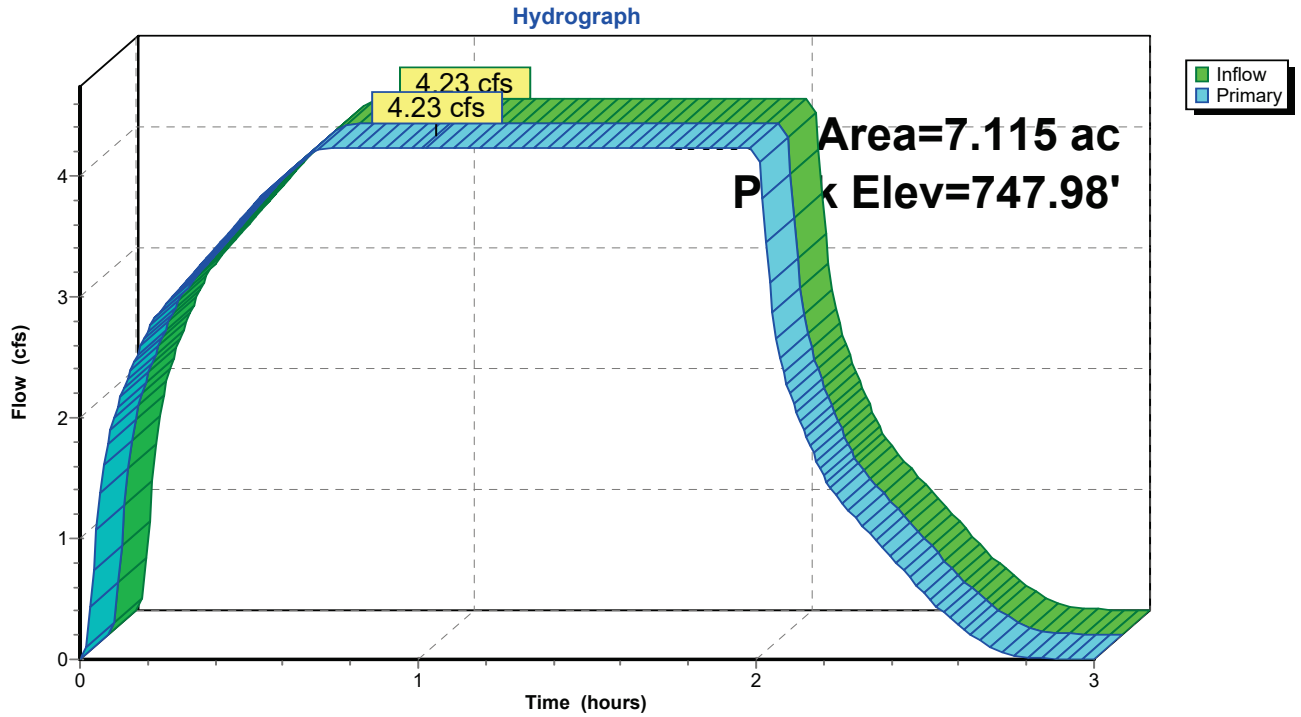
Inflow Area = 7.115 ac, 15.50% Impervious, Inflow Depth > 1.18" for 5-yr event
Inflow = 4.23 cfs @ 1.01 hrs, Volume= 0.699 af
Outflow = 4.23 cfs @ 1.01 hrs, Volume= 0.699 af, Atten= 0%, Lag= 0.0 min
Primary = 4.23 cfs @ 1.01 hrs, Volume= 0.699 af
Routed to Reach R21 : Pipe I21 to I15

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 747.98' @ 0.92 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	747.10'	**24.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	748.18'	**18.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Primary	748.17'	**12.0" Vert. Orifice/Grate X 2.00** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=4.23 cfs @ 1.01 hrs HW=747.98' TW=746.67' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 4.23 cfs @ 3.19 fps)
└─**2=Orifice/Grate** (Controls 0.00 cfs)
└─**3=Orifice/Grate** (Controls 0.00 cfs)

Pond I21: Inlet 2-1



Summary for Pond I31: Manhole 3-1

[57] Hint: Peaked at 748.50' (Flood elevation advised)
[62] Hint: Exceeded Reach R51 OUTLET depth by 0.39' @ 2.02 hrs
[62] Hint: Exceeded Reach R61 OUTLET depth by 0.34' @ 2.02 hrs

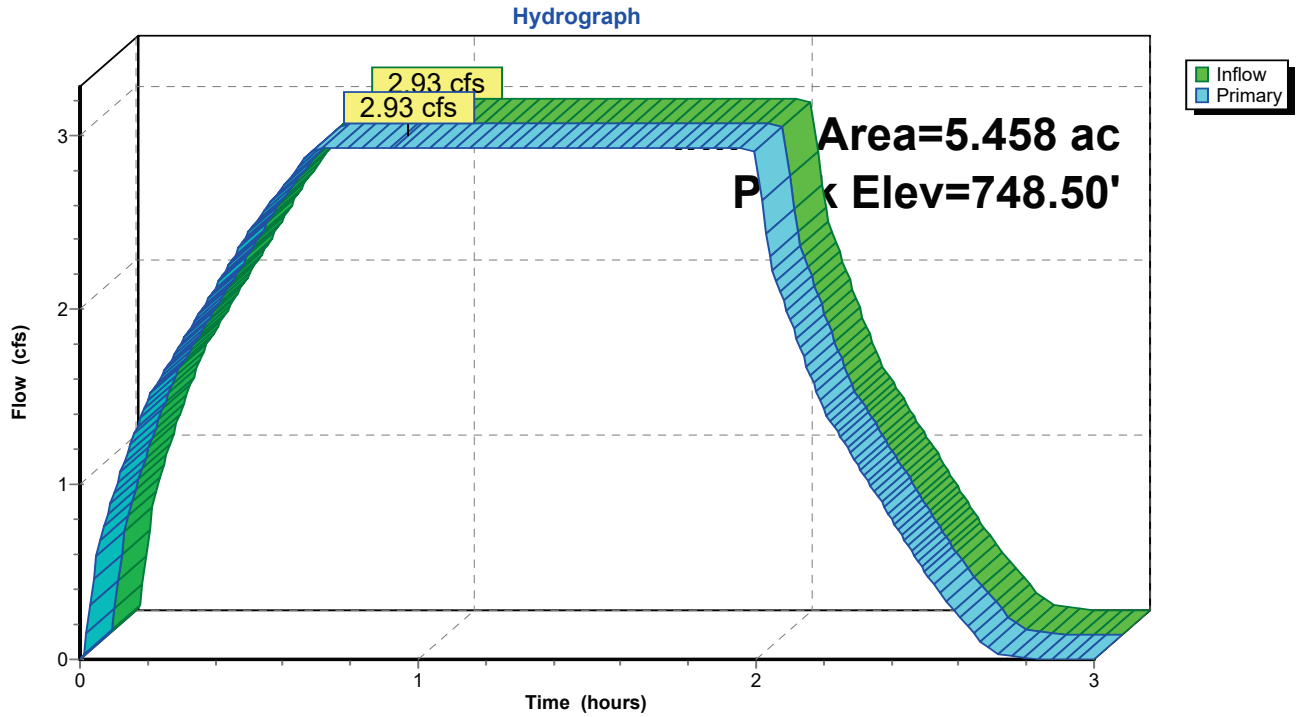
Inflow Area = 5.458 ac, 1.12% Impervious, Inflow Depth > 1.06" for 5-yr event
Inflow = 2.93 cfs @ 0.93 hrs, Volume= 0.484 af
Outflow = 2.93 cfs @ 0.93 hrs, Volume= 0.484 af, Atten= 0%, Lag= 0.0 min
Primary = 2.93 cfs @ 0.93 hrs, Volume= 0.484 af
Routed to Reach R31 : Pipe I31 to I21

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 748.50' @ 0.92 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	747.75'	**18.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	747.75'	**15.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	747.75'	**15.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=2.93 cfs @ 0.93 hrs HW=748.50' TW=748.43' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 1.07 cfs @ 1.22 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.93 cfs @ 1.22 fps)
└─**3=Orifice/Grate** (Orifice Controls 0.93 cfs @ 1.22 fps)

Pond I31: Manhole 3-1



Summary for Pond I41: Inlet 4-1

[57] Hint: Peaked at 749.31' (Flood elevation advised)

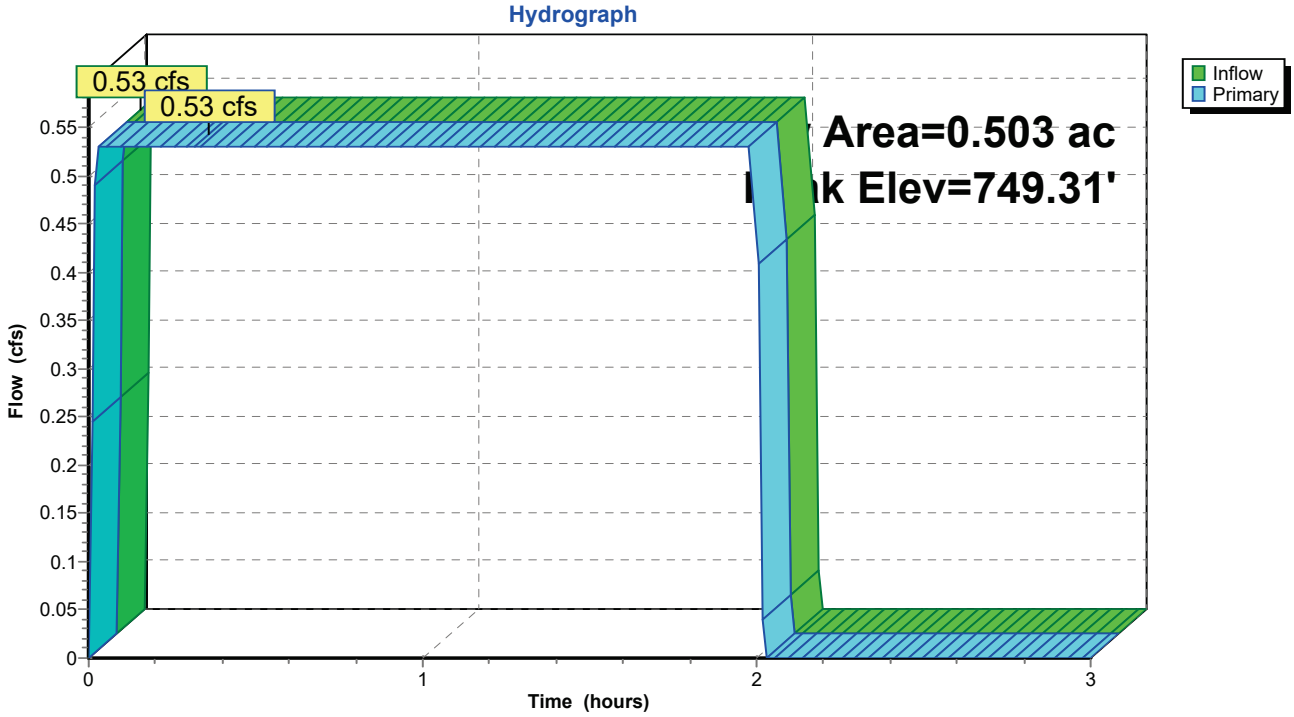
Inflow Area = 0.503 ac,100.00% Impervious, Inflow Depth = 2.09" for 5-yr event
Inflow = 0.53 cfs @ 0.03 hrs, Volume= 0.088 af
Outflow = 0.53 cfs @ 0.32 hrs, Volume= 0.088 af, Atten= 0%, Lag= 17.4 min
Primary = 0.53 cfs @ 0.32 hrs, Volume= 0.088 af
Routed to Reach R41 : Pipe I41 to I31

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 749.31' @ 0.90 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	748.86'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.53 cfs @ 0.32 hrs HW=749.31' TW=749.20' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.53 cfs @ 1.57 fps)

Pond I41: Inlet 4-1



Summary for Pond I51: Inlet 5-1

[57] Hint: Peaked at 749.56' (Flood elevation advised)
[62] Hint: Exceeded Reach R52 OUTLET depth by 0.11' @ 0.02 hrs

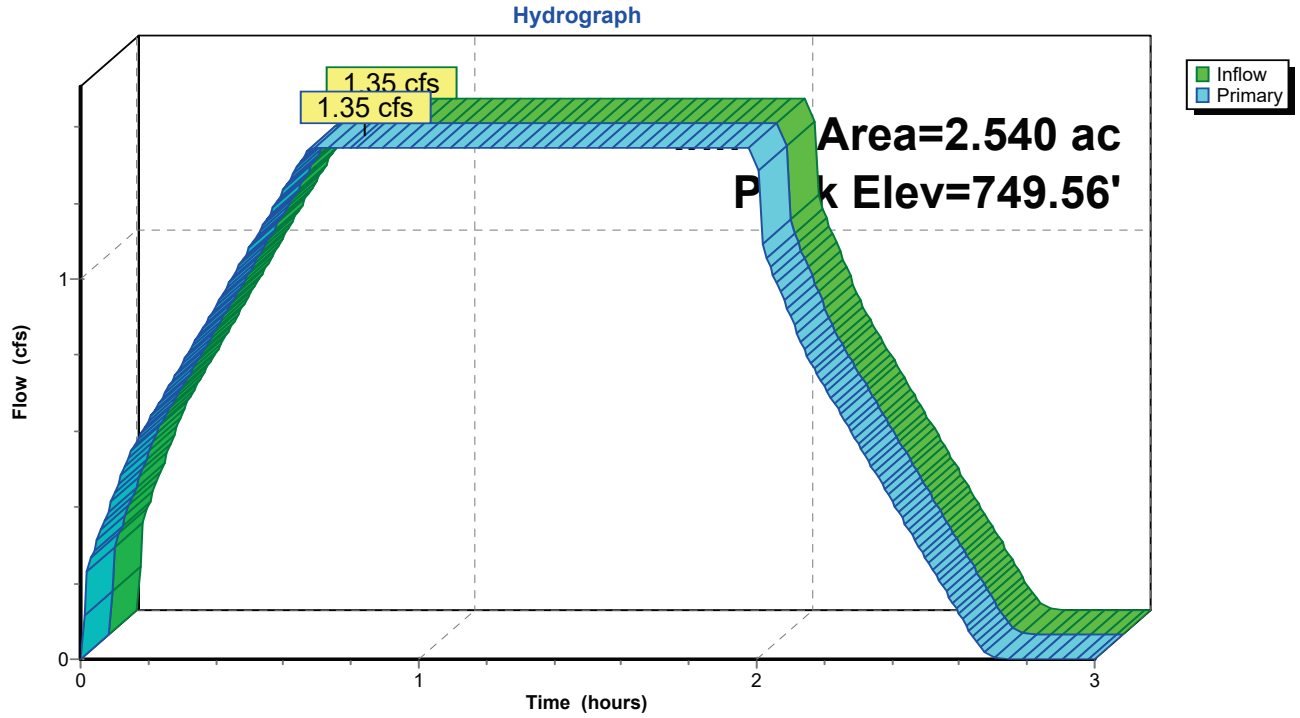
Inflow Area = 2.540 ac, 1.02% Impervious, Inflow Depth = 1.05" for 5-yr event
Inflow = 1.35 cfs @ 0.79 hrs, Volume= 0.223 af
Outflow = 1.35 cfs @ 0.80 hrs, Volume= 0.223 af, Atten= 0%, Lag= 0.6 min
Primary = 1.35 cfs @ 0.80 hrs, Volume= 0.223 af
Routed to Reach R51 : Pipe I51 to I31

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 749.56' @ 0.78 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.07'	**15.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	749.10'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.35 cfs @ 0.80 hrs HW=749.56' TW=749.44' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 0.75 cfs @ 1.69 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.60 cfs @ 1.69 fps)

Pond I51: Inlet 5-1



Summary for Pond I52: Inlet 5-2

[57] Hint: Peaked at 750.63' (Flood elevation advised)
[63] Warning: Exceeded Reach R53 INLET depth by 0.09' @ 2.16 hrs

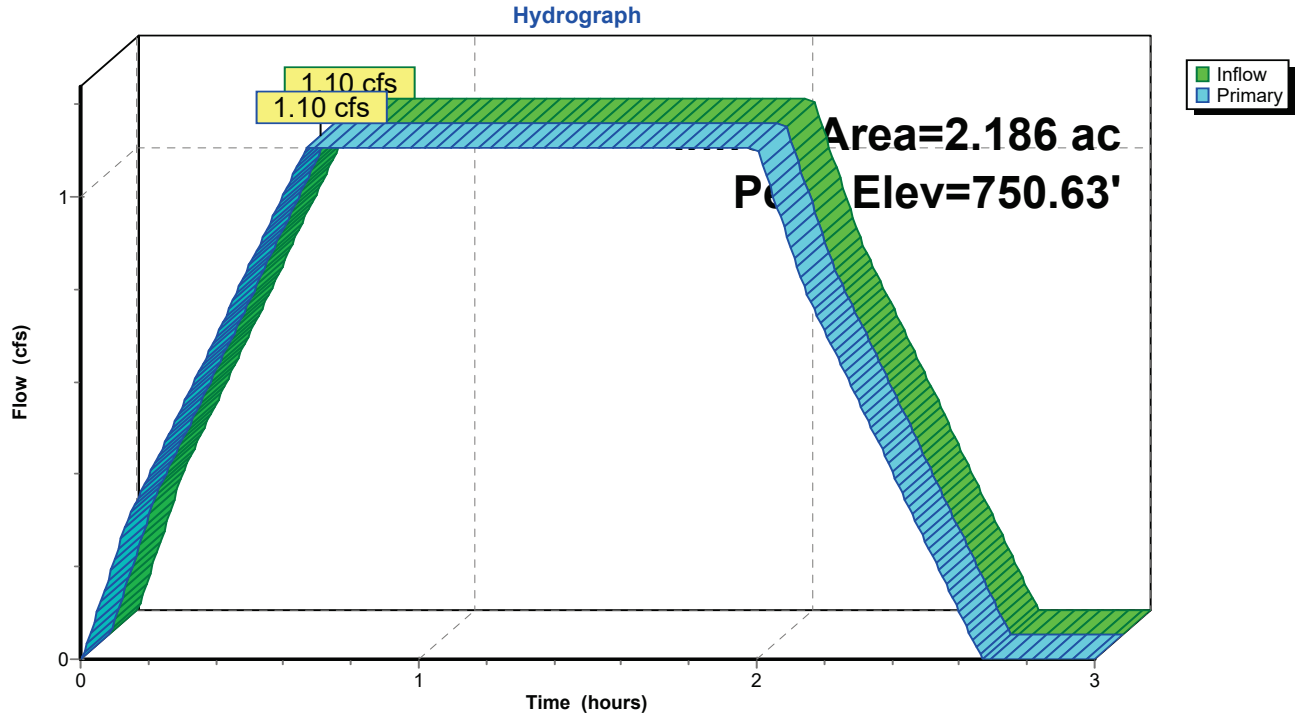
Inflow Area = 2.186 ac, 0.27% Impervious, Inflow Depth = 1.00" for 5-yr event
Inflow = 1.10 cfs @ 0.67 hrs, Volume= 0.183 af
Outflow = 1.10 cfs @ 0.67 hrs, Volume= 0.183 af, Atten= 0%, Lag= 0.0 min
Primary = 1.10 cfs @ 0.67 hrs, Volume= 0.183 af
Routed to Reach R52 : Pipe I52 to I51

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 750.63' @ 0.77 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	750.10'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	750.26'	**6.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.10 cfs @ 0.67 hrs HW=750.63' TW=750.48' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.80 cfs @ 1.89 fps)
2=Orifice/Grate (Orifice Controls 0.30 cfs @ 1.89 fps)

Pond I52: Inlet 5-2



Summary for Pond I53: Inlet 5-3

[57] Hint: Peaked at 750.64' (Flood elevation advised)

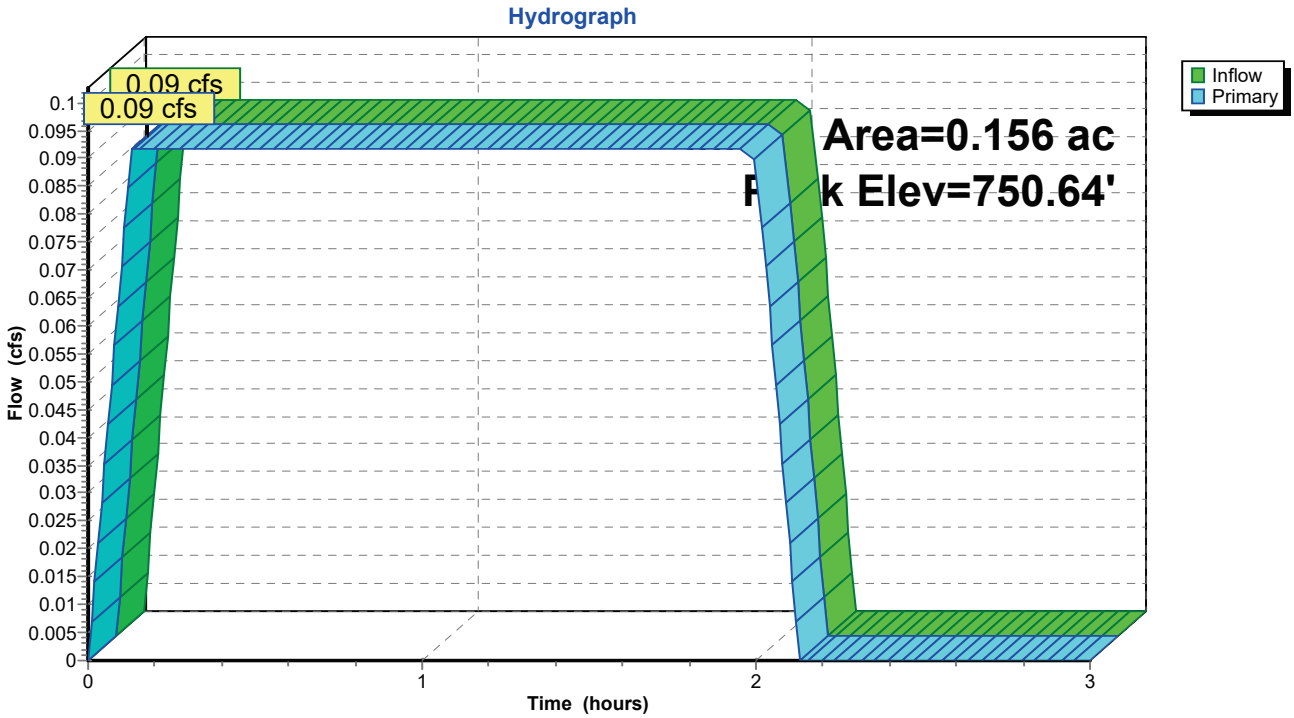
Inflow Area = 0.156 ac, 0.00% Impervious, Inflow Depth = 1.17" for 5-yr event
Inflow = 0.09 cfs @ 0.13 hrs, Volume= 0.015 af
Outflow = 0.09 cfs @ 0.14 hrs, Volume= 0.015 af, Atten= 0%, Lag= 0.6 min
Primary = 0.09 cfs @ 0.14 hrs, Volume= 0.015 af
Routed to Reach R53 : Pipe I53 to I52

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 750.64' @ 0.32 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	750.43'	**6.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	750.56'	**6.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=0.09 cfs @ 0.14 hrs HW=750.63' TW=750.60' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.07 cfs @ 0.94 fps)
2=Orifice/Grate (Orifice Controls 0.02 cfs @ 0.93 fps)

Pond I53: Inlet 5-3



Summary for Pond I54: Inlet 5-4

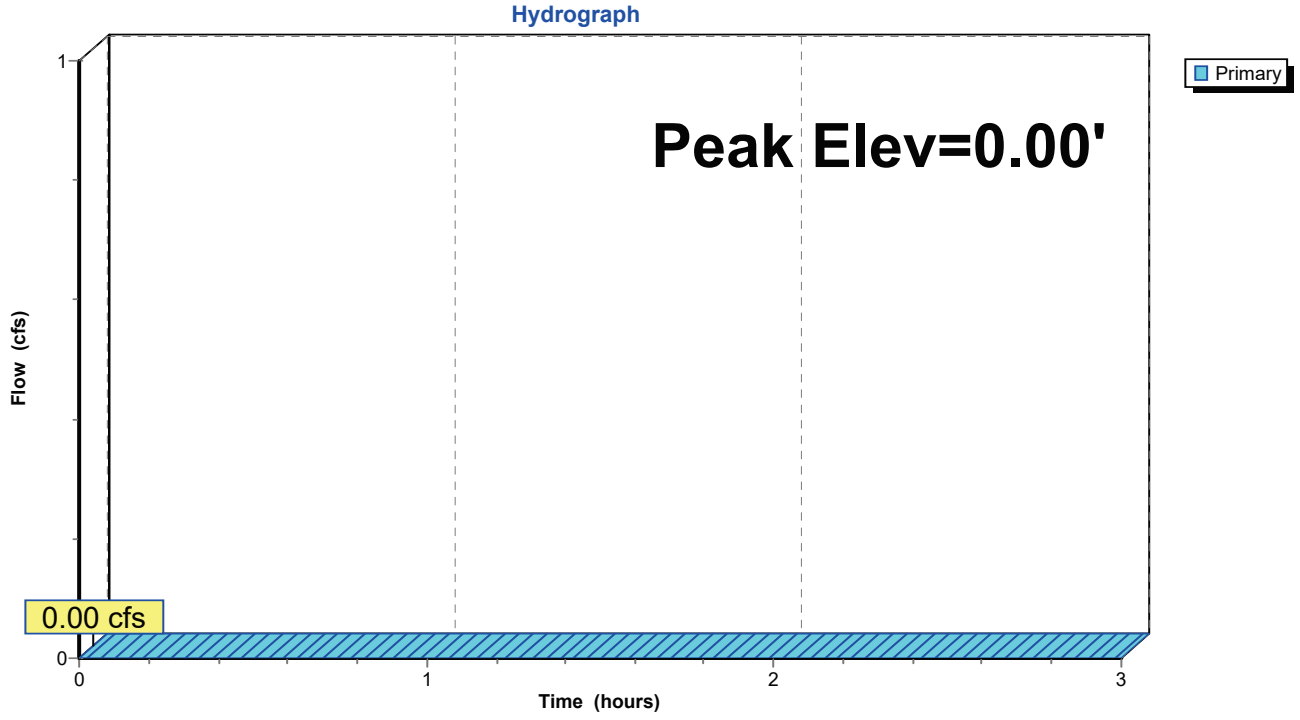
[43] Hint: Has no inflow (Outflow=Zero)

Device	Routing	Invert	Outlet Devices
#1	Primary	750.30'	**6.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=0.00' TW=750.30' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Controls 0.00 cfs)

Pond I54: Inlet 5-4

Hydrograph



Summary for Pond I61: Manhole 6-1

[57] Hint: Peaked at 749.06' (Flood elevation advised)
[62] Hint: Exceeded Reach R62 OUTLET depth by 0.09' @ 2.03 hrs

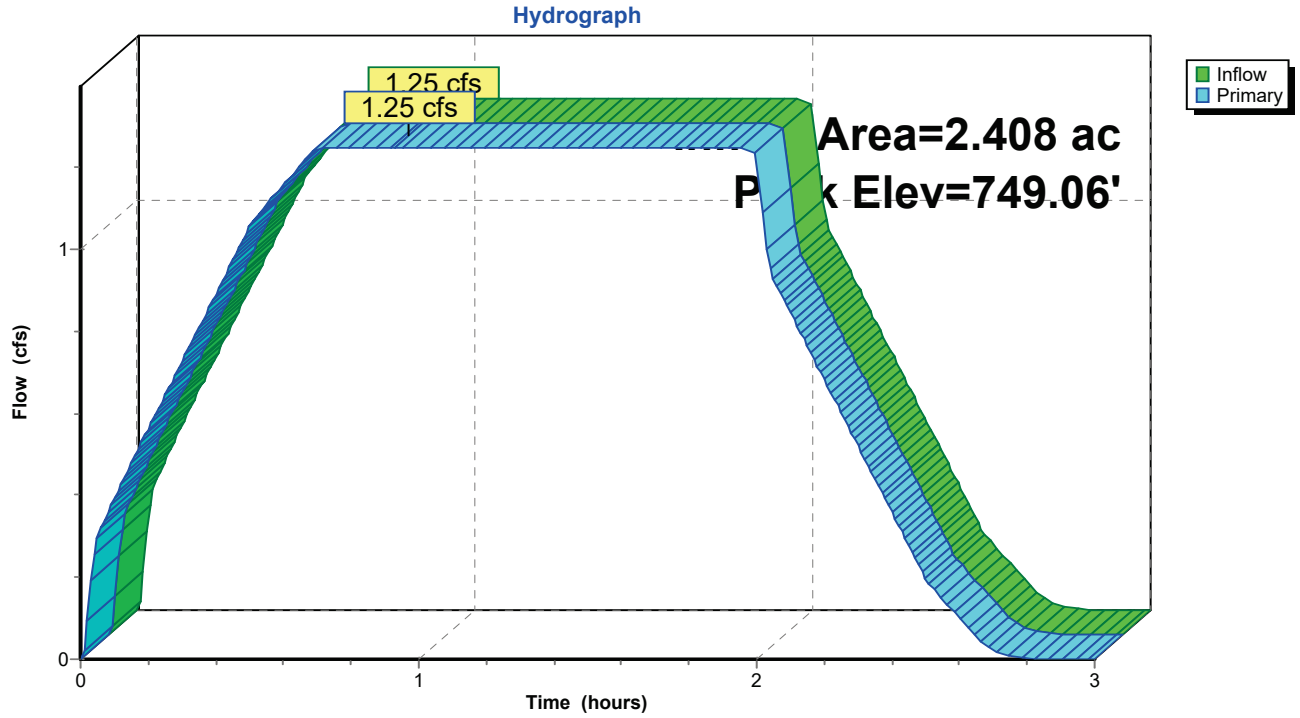
Inflow Area = 2.408 ac, 0.00% Impervious, Inflow Depth > 1.03" for 5-yr event
Inflow = 1.25 cfs @ 0.92 hrs, Volume= 0.207 af
Outflow = 1.25 cfs @ 0.93 hrs, Volume= 0.207 af, Atten= 0%, Lag= 0.6 min
Primary = 1.25 cfs @ 0.93 hrs, Volume= 0.207 af
Routed to Reach R61 : Pipe I61 to I31

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 749.06' @ 0.91 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	748.55'	**15.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	748.61'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.25 cfs @ 0.93 hrs HW=749.06' TW=748.96' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.72 cfs @ 1.54 fps)
2=Orifice/Grate (Orifice Controls 0.53 cfs @ 1.54 fps)

Pond I61: Manhole 6-1



Summary for Pond I62: Inlet 6-2

[57] Hint: Peaked at 749.78' (Flood elevation advised)
[62] Hint: Exceeded Reach R63 OUTLET depth by 0.14' @ 0.05 hrs

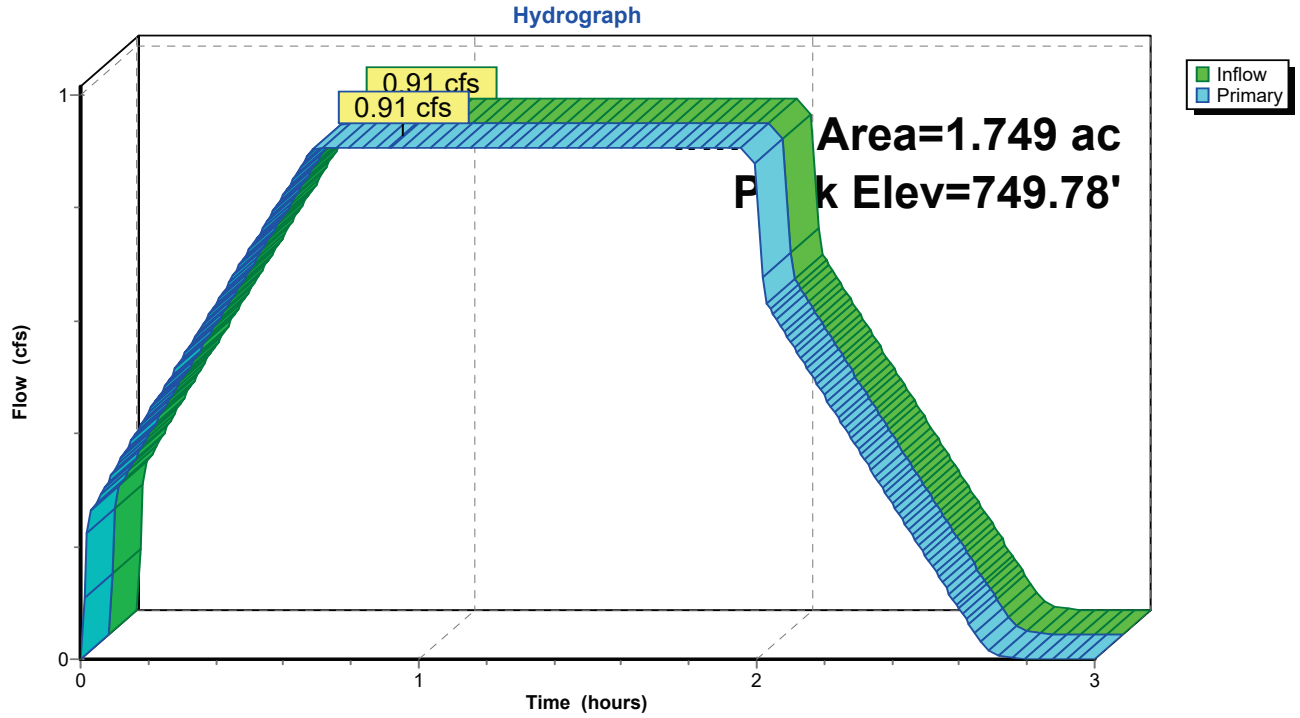
Inflow Area = 1.749 ac, 0.00% Impervious, Inflow Depth > 1.03" for 5-yr event
Inflow = 0.91 cfs @ 0.91 hrs, Volume= 0.150 af
Outflow = 0.91 cfs @ 0.91 hrs, Volume= 0.150 af, Atten= 0%, Lag= 0.0 min
Primary = 0.91 cfs @ 0.91 hrs, Volume= 0.150 af
Routed to Reach R62 : Pipe I62 to I61

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 749.78' @ 0.89 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.32'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	749.35'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.91 cfs @ 0.91 hrs HW=749.78' TW=749.70' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 0.47 cfs @ 1.35 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.43 cfs @ 1.35 fps)

Pond I62: Inlet 6-2



Summary for Pond I63: Inlet 6-3

[57] Hint: Peaked at 750.38' (Flood elevation advised)
[63] Warning: Exceeded Reach R54 INLET depth by 0.08' @ 0.87 hrs

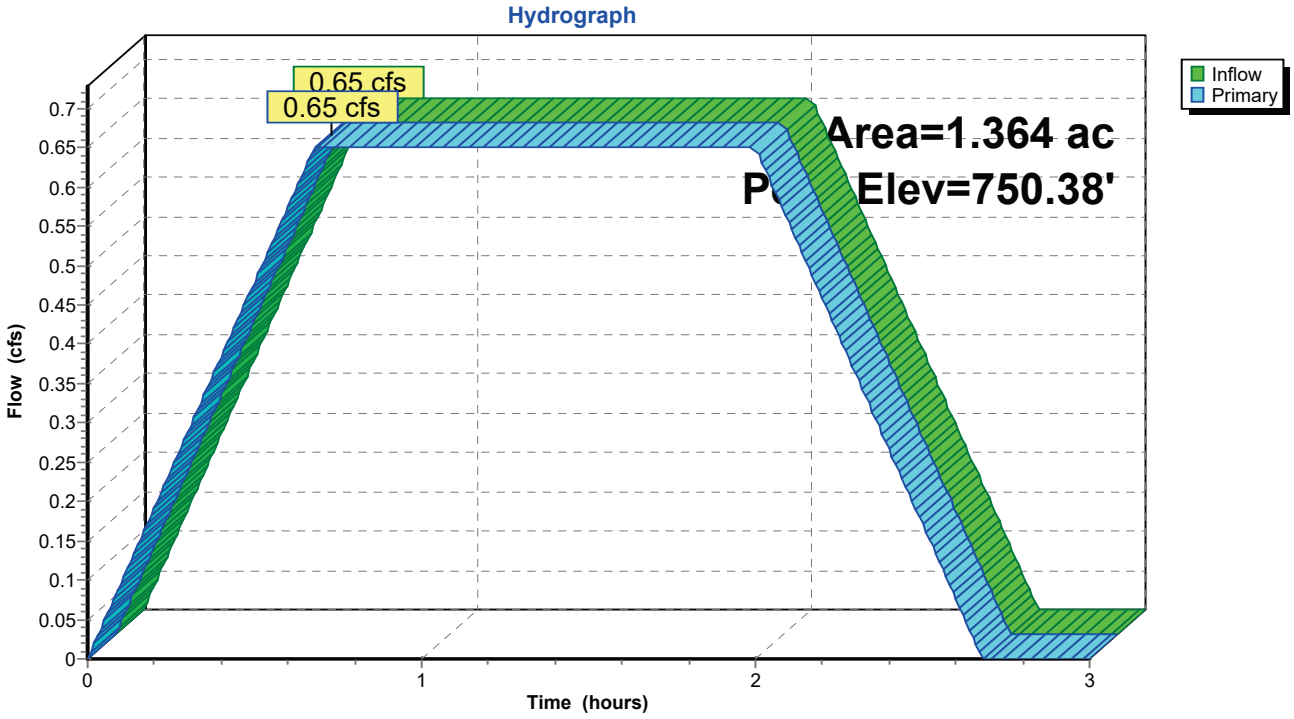
Inflow Area = 1.364 ac, 0.00% Impervious, Inflow Depth = 0.95" for 5-yr event
Inflow = 0.65 cfs @ 0.68 hrs, Volume= 0.108 af
Outflow = 0.65 cfs @ 0.69 hrs, Volume= 0.108 af, Atten= 0%, Lag= 0.6 min
Primary = 0.65 cfs @ 0.69 hrs, Volume= 0.108 af
Routed to Reach R63 : Pipe I63 to I62

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 750.38' @ 0.87 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.91'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.65 cfs @ 0.69 hrs HW=750.38' TW=750.25' (Dynamic Tailwater)
↑**1=Orifice/Grate** (Orifice Controls 0.65 cfs @ 1.78 fps)

Pond I63: Inlet 6-3



Summary for Pond I71: Inlet 7-1

[57] Hint: Peaked at 748.37' (Flood elevation advised)
[62] Hint: Exceeded Reach R81 OUTLET depth by 0.36' @ 2.03 hrs

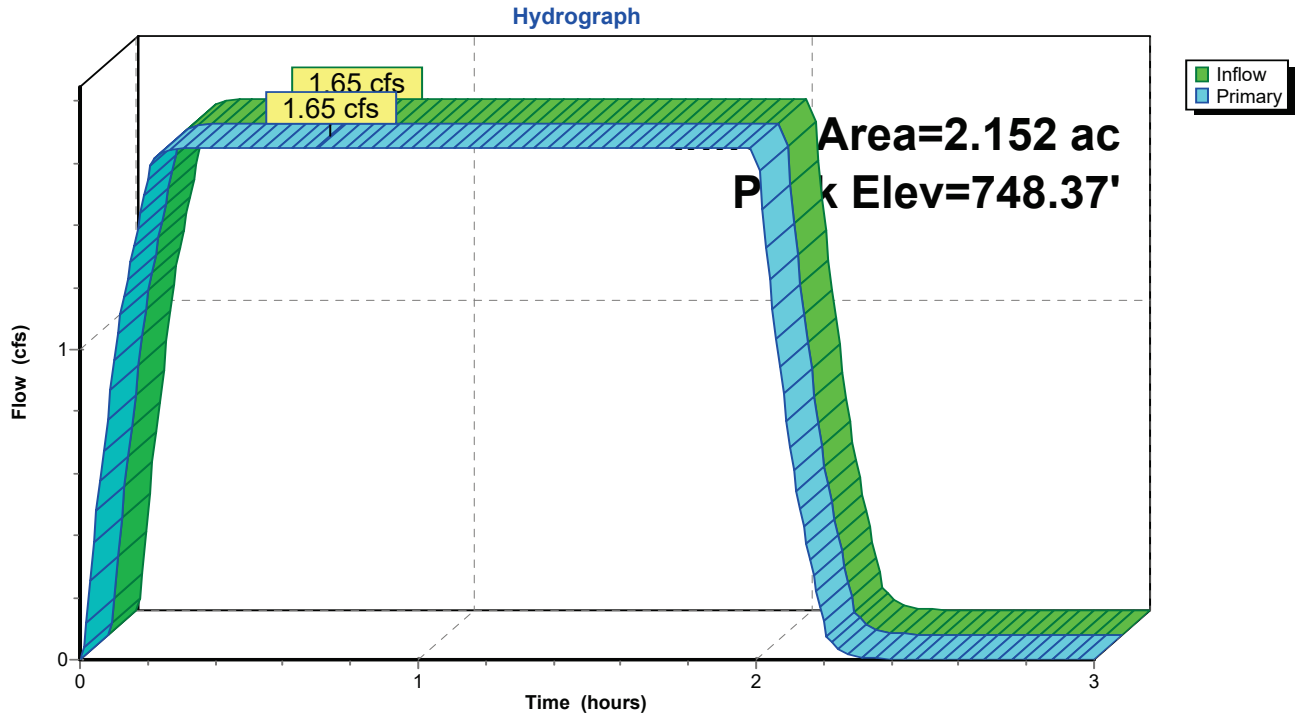
Inflow Area = 2.152 ac, 49.07% Impervious, Inflow Depth = 1.52" for 5-yr event
Inflow = 1.65 cfs @ 0.69 hrs, Volume= 0.273 af
Outflow = 1.65 cfs @ 0.70 hrs, Volume= 0.273 af, Atten= 0%, Lag= 0.6 min
Primary = 1.65 cfs @ 0.70 hrs, Volume= 0.273 af
Routed to Reach R71 : Pipe I71 to I15

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 748.37' @ 0.62 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	747.78'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	747.78'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	748.93'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=1.65 cfs @ 0.70 hrs HW=748.37' TW=748.25' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.82 cfs @ 1.70 fps)
2=Orifice/Grate (Orifice Controls 0.82 cfs @ 1.70 fps)
3=Orifice/Grate (Controls 0.00 cfs)

Pond I71: Inlet 7-1



Summary for Pond I81: Inlet 8-1

[57] Hint: Peaked at 748.95' (Flood elevation advised)
[62] Hint: Exceeded Reach R13 OUTLET depth by 0.15' @ 2.02 hrs
[62] Hint: Exceeded Reach R82 OUTLET depth by 0.06' @ 0.29 hrs

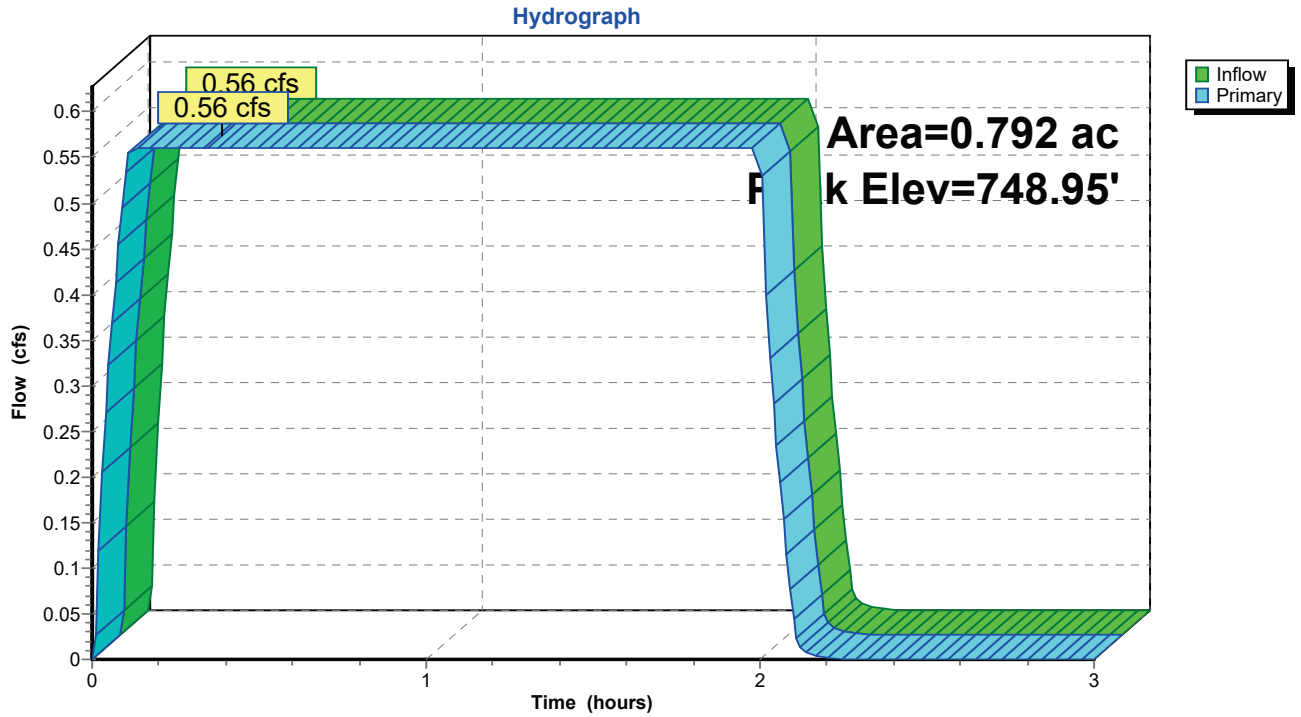
Inflow Area = 0.792 ac, 48.74% Impervious, Inflow Depth = 1.40" for 5-yr event
Inflow = 0.56 cfs @ 0.35 hrs, Volume= 0.093 af
Outflow = 0.56 cfs @ 0.35 hrs, Volume= 0.093 af, Atten= 0%, Lag= 0.0 min
Primary = 0.56 cfs @ 0.35 hrs, Volume= 0.093 af
Routed to Reach R81 : Pipe I81 to I71

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 748.95' @ 0.29 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	748.66'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	748.69'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	748.70'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=0.56 cfs @ 0.35 hrs HW=748.95' TW=748.90' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 0.21 cfs @ 1.11 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.18 cfs @ 1.11 fps)
└─**3=Orifice/Grate** (Orifice Controls 0.17 cfs @ 1.11 fps)

Pond I81: Inlet 8-1



Summary for Pond I82: Inlet 8-2

[57] Hint: Peaked at 751.07' (Flood elevation advised)

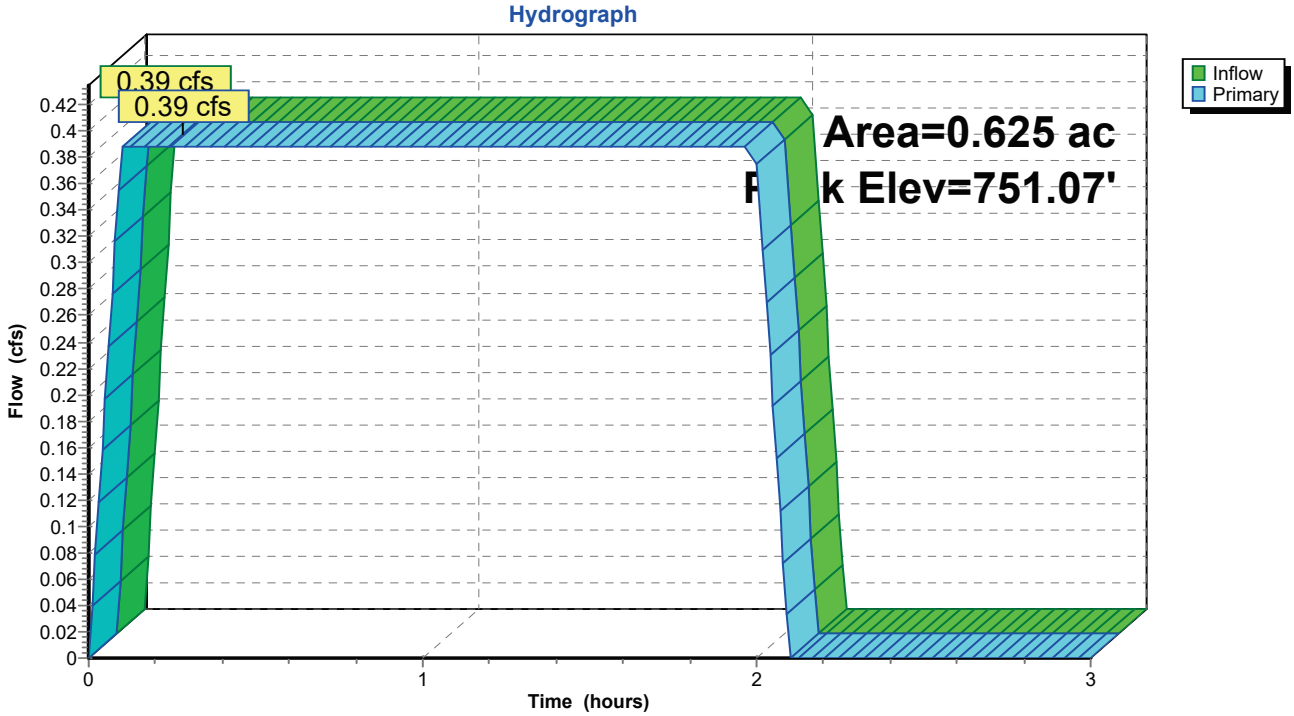
Inflow Area = 0.625 ac, 35.68% Impervious, Inflow Depth = 1.23" for 5-yr event
Inflow = 0.39 cfs @ 0.10 hrs, Volume= 0.064 af
Outflow = 0.39 cfs @ 0.24 hrs, Volume= 0.064 af, Atten= 0%, Lag= 8.4 min
Primary = 0.39 cfs @ 0.24 hrs, Volume= 0.064 af
Routed to Reach R82 : Pipe I82 to I81

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 751.07' @ 0.27 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	750.74'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.39 cfs @ 0.24 hrs HW=751.07' TW=750.93' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.39 cfs @ 1.75 fps)

Pond I82: Inlet 8-2



Summary for Pond I91: Inlet 9-1

[57] Hint: Peaked at 750.61' (Flood elevation advised)
[62] Hint: Exceeded Reach R92 OUTLET depth by 0.08' @ 2.03 hrs

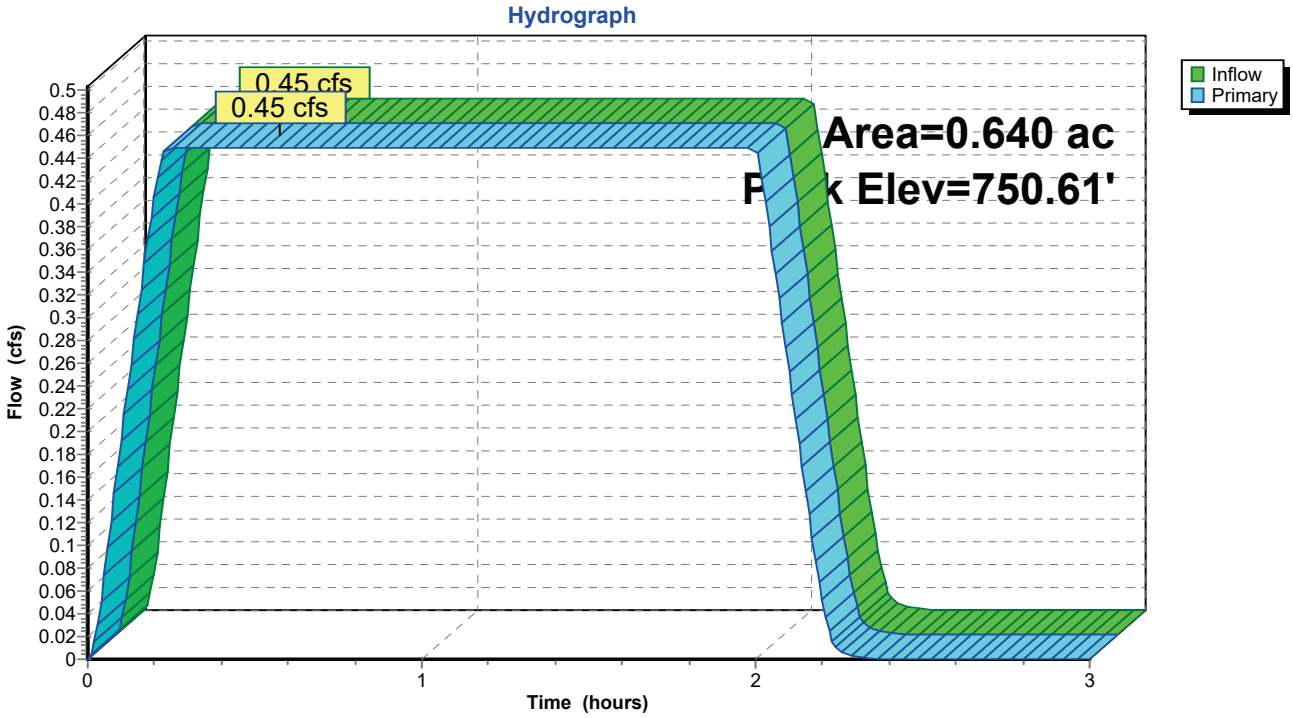
Inflow Area = 0.640 ac, 25.31% Impervious, Inflow Depth = 1.39" for 5-yr event
Inflow = 0.45 cfs @ 0.52 hrs, Volume= 0.074 af
Outflow = 0.45 cfs @ 0.53 hrs, Volume= 0.074 af, Atten= 0%, Lag= 0.6 min
Primary = 0.45 cfs @ 0.53 hrs, Volume= 0.074 af
Routed to Reach R91 : Pipe I91 to I71

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 750.61' @ 0.59 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	750.30'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	750.30'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.45 cfs @ 0.53 hrs HW=750.61' TW=750.56' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.22 cfs @ 1.10 fps)
2=Orifice/Grate (Orifice Controls 0.22 cfs @ 1.10 fps)

Pond I91: Inlet 9-1



Summary for Pond I92: Inlet 9-2

[57] Hint: Peaked at 751.56' (Flood elevation advised)

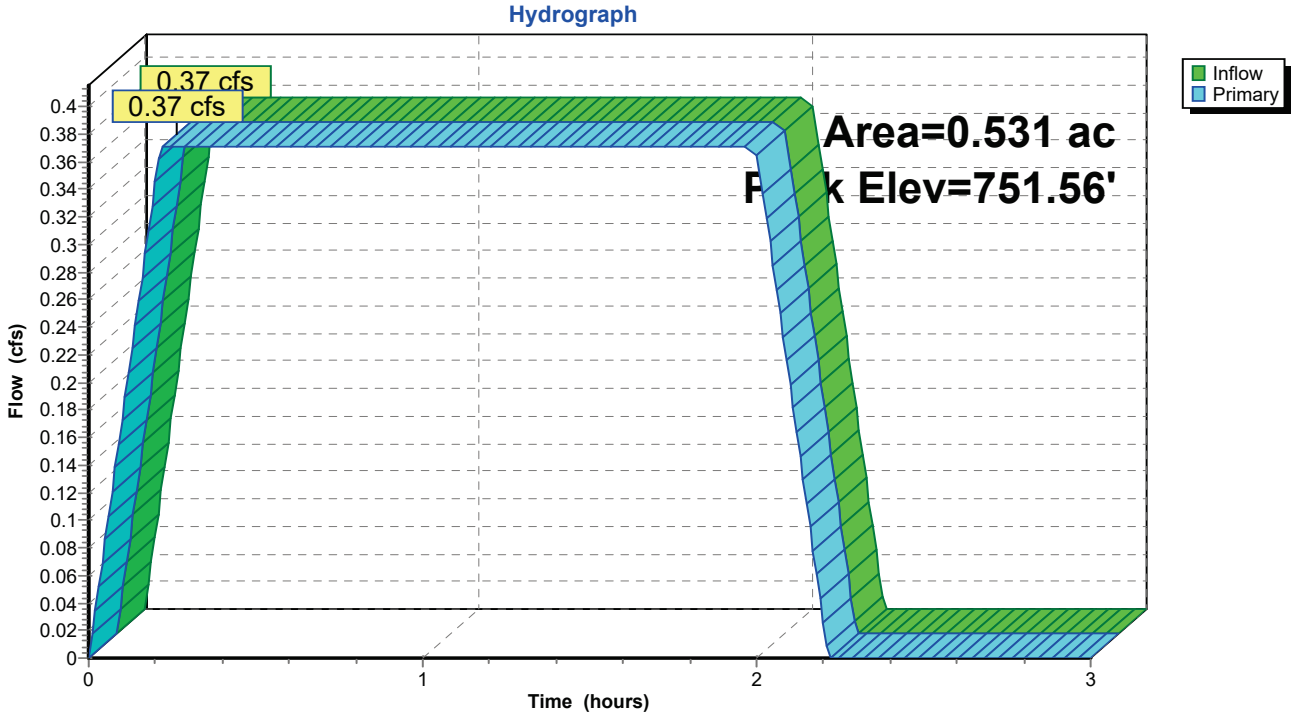
Inflow Area = 0.531 ac, 21.66% Impervious, Inflow Depth = 1.39" for 5-yr event
Inflow = 0.37 cfs @ 0.22 hrs, Volume= 0.061 af
Outflow = 0.37 cfs @ 0.22 hrs, Volume= 0.061 af, Atten= 0%, Lag= 0.0 min
Primary = 0.37 cfs @ 0.22 hrs, Volume= 0.061 af
Routed to Reach R92 : Pipe I92 to I91

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 751.56' @ 0.44 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	751.22'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.36 cfs @ 0.22 hrs HW=751.55' TW=751.45' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.36 cfs @ 1.58 fps)

Pond I92: Inlet 9-2



Summary for Pond P1: Detention Pond

[44] Hint: Outlet device #1 is below defined storage
[62] Hint: Exceeded Reach R14 OUTLET depth by 0.76' @ 2.83 hrs

Inflow Area = 12.789 ac, 22.18% Impervious, Inflow Depth > 1.17" for 5-yr event
Inflow = 7.55 cfs @ 0.97 hrs, Volume= 1.249 af
Outflow = 2.45 cfs @ 2.17 hrs, Volume= 0.525 af, Atten= 68%, Lag= 72.2 min
Primary = 2.45 cfs @ 2.17 hrs, Volume= 0.525 af
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 737.72' @ 2.17 hrs Surf.Area= 0.905 ac Storage= 0.848 af

Plug-Flow detention time= 64.2 min calculated for 0.525 af (42% of inflow)
Center-of-Mass det. time= 28.4 min (98.6 - 70.2)

Volume	Invert	Avail.Storage	Storage Description
#1	736.00'	3.653 af	**Custom Stage Data (Prismatic)** Listed below (Recalc)

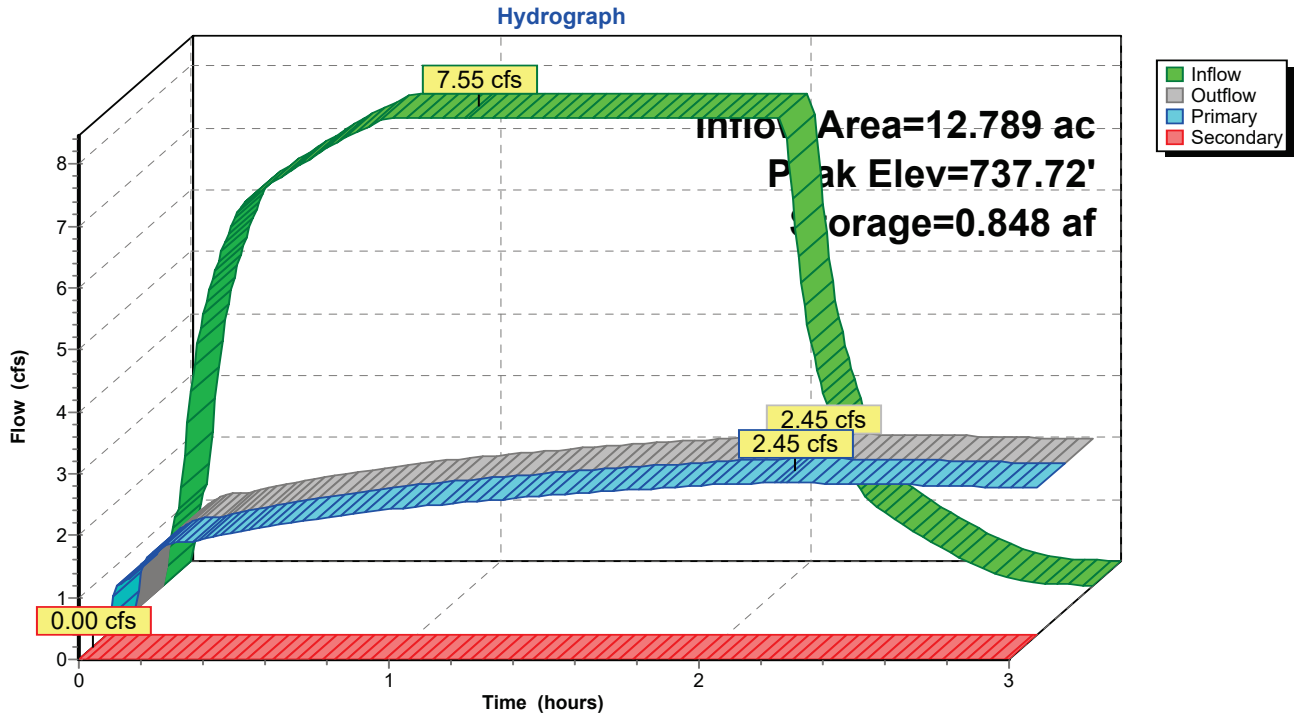
Elevation (feet)	Surf.Area (acres)	Inc.Store (acre-feet)	Cum.Store (acre-feet)
736.00	0.024	0.000	0.000
737.00	0.592	0.308	0.308
738.00	1.025	0.809	1.117
739.00	1.170	1.097	2.214
739.50	1.276	0.611	2.825
740.14	1.310	0.828	3.653

Device	Routing	Invert	Outlet Devices
#1	Primary	735.51'	**8.0" Round Culvert** L= 50.4' RCP, rounded edge headwall, Ke= 0.100 Inlet / Outlet Invert= 735.51' / 734.98' S= 0.0105 '/' Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.35 sf
#2	Secondary	739.50'	**33.0' long x 8.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.43 2.54 2.70 2.69 2.68 2.68 2.66 2.64 2.64 2.64 2.65 2.65 2.66 2.66 2.68 2.70 2.74

Primary OutFlow Max=2.45 cfs @ 2.17 hrs HW=737.72' (Free Discharge)
└**1=Culvert** (Barrel Controls 2.45 cfs @ 7.03 fps)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=736.00' (Free Discharge)
└**2=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Pond P1: Detention Pond



Pipe Listing (all nodes)

Line#	Node Number	In-Invert (feet)	Out-Invert (feet)	Length (feet)	Slope (ft/ft)	n	Width (inches)	Diam/Height (inches)	Inside-Fill (inches)	Node Name
1	R13	750.17	748.69	149.2	0.0099	0.010	0.0	12.0	0.0	
2	R14	741.84	736.82	148.6	0.0338	0.012	0.0	24.0	0.0	
3	R15	744.87	743.36	147.0	0.0103	0.012	0.0	24.0	0.0	
4	R16	749.30	748.18	108.0	0.0104	0.012	0.0	12.0	0.0	
5	R17	745.50	744.50	20.0	0.0500	0.012	0.0	6.0	0.0	
6	R18	743.36	736.82	147.0	0.0445	0.012	0.0	24.0	0.0	
7	R19	745.41	743.36	46.0	0.0446	0.012	0.0	12.0	0.0	
8	R21	746.00	744.88	223.0	0.0050	0.012	0.0	24.0	0.0	
9	R31	747.75	747.18	154.3	0.0037	0.012	0.0	18.0	0.0	
10	R41	748.86	748.17	324.3	0.0021	0.010	0.0	12.0	0.0	
11	R51	749.07	747.75	123.9	0.0107	0.012	0.0	15.0	0.0	
12	R52	750.10	749.10	114.4	0.0087	0.012	0.0	12.0	0.0	
13	R53	750.43	750.26	62.2	0.0027	0.010	0.0	6.0	0.0	
14	R54	750.30	749.91	63.0	0.0062	0.010	0.0	6.0	0.0	
15	R61	748.55	747.75	133.8	0.0060	0.012	0.0	15.0	0.0	
16	R62	749.32	748.61	122.3	0.0058	0.012	0.0	12.0	0.0	
17	R63	749.91	749.35	117.3	0.0048	0.012	0.0	12.0	0.0	
18	R71	747.78	744.96	307.3	0.0092	0.012	0.0	12.0	0.0	
19	R81	748.66	747.78	63.2	0.0139	0.012	0.0	12.0	0.0	
20	R82	750.74	748.70	136.0	0.0150	0.012	0.0	12.0	0.0	
21	R91	750.30	748.93	206.5	0.0066	0.012	0.0	12.0	0.0	
22	R92	751.22	750.30	134.2	0.0069	0.012	0.0	12.0	0.0	
23	P1	735.51	734.98	50.4	0.0105	0.010	0.0	8.0	0.0	

Time span=0.00-3.00 hrs, dt=0.01 hrs, 301 points
Runoff by Rational method, Rise/Fall=1.0/1.0 xTc
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment CA10: South Scale Area Runoff Area=0.371 ac 0.00% Impervious Runoff Depth=0.22"
Flow Length=218' Tc=13.3 min C=0.30 Runoff=0.50 cfs 0.007 af

Subcatchment CA11: North Scale Area Runoff Area=0.625 ac 35.68% Impervious Runoff Depth=0.56"
Flow Length=168' Tc=5.9 min C=0.56 Runoff=2.11 cfs 0.029 af

Subcatchment CA12: Building Entrance Runoff Area=0.720 ac 70.56% Impervious Runoff Depth=0.63"
Flow Length=376' Tc=12.6 min C=0.80 Runoff=2.71 cfs 0.038 af

Subcatchment CA13: South Building Area Runoff Area=0.167 ac 97.60% Impervious Runoff Depth=0.92"
Flow Length=85' Slope=0.0100 '/' Tc=0.7 min C=0.93 Runoff=0.94 cfs 0.013 af

Subcatchment CA14: North Building Area Runoff Area=0.503 ac 100.00% Impervious Runoff Depth=0.94"
Flow Length=162' Slope=0.0100 '/' Tc=1.3 min C=0.95 Runoff=2.88 cfs 0.040 af

Subcatchment CA15: West Building Area Runoff Area=0.650 ac 7.23% Impervious Runoff Depth=0.26"
Flow Length=175' Tc=13.3 min C=0.35 Runoff=1.01 cfs 0.014 af

Subcatchment CA16: East Access Road Runoff Area=0.109 ac 43.12% Impervious Runoff Depth=0.59"
Flow Length=172' Tc=11.0 min C=0.65 Runoff=0.38 cfs 0.005 af

Subcatchment CA17: East Building Area Runoff Area=0.531 ac 21.66% Impervious Runoff Depth=0.49"
Flow Length=221' Tc=12.9 min C=0.63 Runoff=1.54 cfs 0.022 af

Subcatchment CA18: SE 1 Parking Area Runoff Area=0.156 ac 0.00% Impervious Runoff Depth=0.53"
Flow Length=146' Tc=7.8 min C=0.53 Runoff=0.50 cfs 0.007 af

Subcatchment CA19: SE 2 Parking Area Runoff Area=2.030 ac 0.30% Impervious Runoff Depth=0.11"
Flow Length=694' Tc=40.1 min C=0.45 Runoff=1.35 cfs 0.019 af

Subcatchment CA20: NE Parking Area Runoff Area=1.364 ac 0.00% Impervious Runoff Depth=0.11"
Flow Length=738' Tc=40.7 min C=0.43 Runoff=0.85 cfs 0.012 af

Subcatchment CA21: N Central Parking Area Runoff Area=0.385 ac 0.00% Impervious Runoff Depth=0.59"
Flow Length=92' Slope=0.0121 '/' Tc=1.4 min C=0.60 Runoff=1.39 cfs 0.019 af

Subcatchment CA22: S Central Parking Area Runoff Area=0.354 ac 5.65% Impervious Runoff Depth=0.62"
Flow Length=86' Slope=0.0137 '/' Tc=1.3 min C=0.62 Runoff=1.32 cfs 0.018 af

Subcatchment CA23: NW Parking Area Runoff Area=0.659 ac 0.00% Impervious Runoff Depth=0.15"
Flow Length=203' Tc=30.5 min C=0.47 Runoff=0.60 cfs 0.008 af

Subcatchment CA24: SW Parking Area Runoff Area=0.510 ac 6.86% Impervious Runoff Depth=0.47"
Flow Length=179' Tc=12.3 min C=0.58 Runoff=1.42 cfs 0.020 af

Subcatchment CA6: Pond Catchment Area Runoff Area=2.266 ac 13.02% Impervious Runoff Depth=0.39"
Flow Length=218' Slope=0.0698 '/' Tc=2.0 min C=0.39 Runoff=5.33 cfs 0.073 af

Subcatchment CA7: NE Station Area Runoff Area=0.750 ac 33.20% Impervious Runoff Depth=0.33"
Flow Length=258' Tc=15.8 min C=0.52 Runoff=1.46 cfs 0.020 af

Subcatchment CA8: East Station Area Runoff Area=0.504 ac 97.62% Impervious Runoff Depth=0.92"
Flow Length=219' Tc=3.9 min C=0.93 Runoff=2.82 cfs 0.039 af

Subcatchment CA9: SE Station Area Runoff Area=0.135 ac 98.52% Impervious Runoff Depth=0.94"
Flow Length=117' Tc=3.1 min C=0.94 Runoff=0.76 cfs 0.011 af

Reach R13: Pipe CA13 to I81 Avg. Flow Depth=0.31' Max Vel=4.60 fps Inflow=0.94 cfs 0.013 af
12.0" Round Pipe n=0.010 L=149.2' S=0.0099 '/' Capacity=4.61 cfs Outflow=0.94 cfs 0.013 af

Reach R14: Pipe I14 to Pond Avg. Flow Depth=0.87' Max Vel=13.44 fps Inflow=17.53 cfs 0.320 af
24.0" Round Pipe n=0.012 L=148.6' S=0.0338 '/' Capacity=45.04 cfs Outflow=17.54 cfs 0.320 af

Reach R15: Pipe I15 to I18 Avg. Flow Depth=1.21' Max Vel=8.50 fps Inflow=16.91 cfs 0.309 af
24.0" Round Pipe n=0.012 L=147.0' S=0.0103 '/' Capacity=24.84 cfs Outflow=16.89 cfs 0.309 af

Reach R16: Pipe I16 to I21 Avg. Flow Depth=0.63' Max Vel=5.45 fps Inflow=2.82 cfs 0.039 af
12.0" Round Pipe n=0.012 L=108.0' S=0.0104 '/' Capacity=3.93 cfs Outflow=2.83 cfs 0.039 af

Reach R17: Pipe I17 to Pond Avg. Flow Depth=0.46' Max Vel=7.89 fps Inflow=1.46 cfs 0.020 af
6.0" Round Pipe n=0.012 L=20.0' S=0.0500 '/' Capacity=1.36 cfs Outflow=1.46 cfs 0.020 af

Reach R18: Pipe I18 to I14 Avg. Flow Depth=0.80' Max Vel=14.86 fps Inflow=17.55 cfs 0.320 af
24.0" Round Pipe n=0.012 L=147.0' S=0.0445 '/' Capacity=51.69 cfs Outflow=17.53 cfs 0.320 af

Reach R19: Pipe I19 to I14 Avg. Flow Depth=0.21' Max Vel=6.53 fps Inflow=0.76 cfs 0.011 af
12.0" Round Pipe n=0.012 L=46.0' S=0.0446 '/' Capacity=8.15 cfs Outflow=0.77 cfs 0.011 af

Reach R21: Pipe I21 to I15 Avg. Flow Depth=1.27' Max Vel=6.04 fps Inflow=12.87 cfs 0.196 af
24.0" Round Pipe n=0.012 L=223.0' S=0.0050 '/' Capacity=17.37 cfs Outflow=12.72 cfs 0.196 af

Reach R31: Pipe I31 to I21 Avg. Flow Depth=1.24' Max Vel=4.46 fps Inflow=7.11 cfs 0.103 af
18.0" Round Pipe n=0.012 L=154.3' S=0.0037 '/' Capacity=6.92 cfs Outflow=6.95 cfs 0.103 af

Reach R41: Pipe I41 to I31 Avg. Flow Depth=1.00' Max Vel=3.10 fps Inflow=2.88 cfs 0.040 af
12.0" Round Pipe n=0.010 L=324.3' S=0.0021 '/' Capacity=2.14 cfs Outflow=2.30 cfs 0.040 af

Reach R51: Pipe I51 to I31 Avg. Flow Depth=0.56' Max Vel=5.58 fps Inflow=2.98 cfs 0.044 af
15.0" Round Pipe n=0.012 L=123.9' S=0.0107 '/' Capacity=7.22 cfs Outflow=2.94 cfs 0.044 af

Reach R52: Pipe I52 to I51 Avg. Flow Depth=0.49' Max Vel=4.53 fps Inflow=1.73 cfs 0.026 af
12.0" Round Pipe n=0.012 L=114.4' S=0.0087 '/' Capacity=3.61 cfs Outflow=1.71 cfs 0.026 af

Reach R53: Pipe I53 to I52 Avg. Flow Depth=0.50' Max Vel=2.21 fps Inflow=0.50 cfs 0.007 af
6.0" Round Pipe n=0.010 L=62.2' S=0.0027 '/' Capacity=0.38 cfs Outflow=0.39 cfs 0.007 af

Reach R54: Pipe I54 to I63 Avg. Flow Depth=0.00' Max Vel=0.00 fps Inflow=0.00 cfs 0.000 af
6.0" Round Pipe n=0.010 L=63.0' S=0.0062 '/' Capacity=0.57 cfs Outflow=0.00 cfs 0.000 af

Reach R61: Pipe I61 to I31 Avg. Flow Depth=0.63' Max Vel=4.41 fps Inflow=2.74 cfs 0.039 af
15.0" Round Pipe n=0.012 L=133.8' S=0.0060 '/' Capacity=5.41 cfs Outflow=2.73 cfs 0.039 af

Reach R62: Pipe I62 to I61 Avg. Flow Depth=0.63' Max Vel=4.09 fps Inflow=2.19 cfs 0.031 af
12.0" Round Pipe n=0.012 L=122.3' S=0.0058 '/' Capacity=2.94 cfs Outflow=2.15 cfs 0.031 af

Reach R63: Pipe I63 to I62 Avg. Flow Depth=0.38' Max Vel=3.00 fps Inflow=0.85 cfs 0.012 af
12.0" Round Pipe n=0.012 L=117.3' S=0.0048 '/' Capacity=2.67 cfs Outflow=0.83 cfs 0.012 af

Reach R71: Pipe I71 to I15 Avg. Flow Depth=1.00' Max Vel=5.36 fps Inflow=7.48 cfs 0.107 af
12.0" Round Pipe n=0.012 L=307.3' S=0.0092 '/' Capacity=3.70 cfs Outflow=3.74 cfs 0.107 af

Reach R81: Pipe I81 to I71 Avg. Flow Depth=0.60' Max Vel=6.21 fps Inflow=3.05 cfs 0.042 af
12.0" Round Pipe n=0.012 L=63.2' S=0.0139 '/' Capacity=4.55 cfs Outflow=3.05 cfs 0.042 af

Reach R82: Pipe I82 to I81 Avg. Flow Depth=0.47' Max Vel=5.85 fps Inflow=2.11 cfs 0.029 af
12.0" Round Pipe n=0.012 L=136.0' S=0.0150 '/' Capacity=4.73 cfs Outflow=2.11 cfs 0.029 af

Reach R91: Pipe I91 to I71 Avg. Flow Depth=0.55' Max Vel=4.16 fps Inflow=1.88 cfs 0.027 af
12.0" Round Pipe n=0.012 L=206.5' S=0.0066 '/' Capacity=3.14 cfs Outflow=1.84 cfs 0.027 af

Reach R92: Pipe I92 to I91 Avg. Flow Depth=0.48' Max Vel=4.01 fps Inflow=1.54 cfs 0.022 af
12.0" Round Pipe n=0.012 L=134.2' S=0.0069 '/' Capacity=3.20 cfs Outflow=1.51 cfs 0.022 af

Pond I14: Inlet 1-4 Peak Elev=743.27' Inflow=17.53 cfs 0.320 af
Outflow=17.53 cfs 0.320 af

Pond I15: Inlet 1-5 Peak Elev=746.43' Inflow=16.91 cfs 0.309 af
Outflow=16.91 cfs 0.309 af

Pond I16: Inlet 1-6 Peak Elev=750.49' Inflow=2.82 cfs 0.039 af
Outflow=2.82 cfs 0.039 af

Pond I17: Trench Drain 1-7 Peak Elev=748.32' Inflow=1.46 cfs 0.020 af
Outflow=1.46 cfs 0.020 af

Pond I18: Catch Basin 1-8 Peak Elev=744.76' Inflow=17.55 cfs 0.320 af
Outflow=17.55 cfs 0.320 af

Pond I19: Inlet 1-9 Peak Elev=745.85' Inflow=0.76 cfs 0.011 af
Outflow=0.76 cfs 0.011 af

Pond I21: Inlet 2-1 Peak Elev=748.60' Inflow=12.87 cfs 0.196 af
Outflow=12.87 cfs 0.196 af

Pond I31: Manhole 3-1 Peak Elev=749.09' Inflow=7.11 cfs 0.103 af
Outflow=7.11 cfs 0.103 af

Pond I41: Inlet 4-1 Peak Elev=750.44' Inflow=2.88 cfs 0.040 af
Outflow=2.88 cfs 0.040 af

Pond I51: Inlet 5-1 Peak Elev=749.82' Inflow=2.98 cfs 0.044 af
Outflow=2.98 cfs 0.044 af

Pond I52: Inlet 5-2 Peak Elev=750.79' Inflow=1.73 cfs 0.026 af
Outflow=1.73 cfs 0.026 af

Pond I53: Inlet 5-3 Peak Elev=751.00' Inflow=0.50 cfs 0.007 af
Outflow=0.50 cfs 0.007 af

Pond I54: Inlet 5-4 Peak Elev=0.00'
Primary=0.00 cfs 0.000 af

Pond I61: Manhole 6-1 Peak Elev=749.33' Inflow=2.74 cfs 0.039 af
Outflow=2.74 cfs 0.039 af

Pond I62: Inlet 6-2 Peak Elev=750.08' Inflow=2.19 cfs 0.031 af
Outflow=2.19 cfs 0.031 af

Pond I63: Inlet 6-3 Peak Elev=750.45' Inflow=0.85 cfs 0.012 af
Outflow=0.85 cfs 0.012 af

Pond I71: Inlet 7-1 Peak Elev=749.48' Inflow=7.48 cfs 0.107 af
Outflow=7.48 cfs 0.107 af

Pond I81: Inlet 8-1 Peak Elev=749.39' Inflow=3.05 cfs 0.042 af
Outflow=3.05 cfs 0.042 af

Pond I82: Inlet 8-2 Peak Elev=751.59' Inflow=2.11 cfs 0.029 af
Outflow=2.11 cfs 0.029 af

Pond I91: Inlet 9-1 Peak Elev=750.96' Inflow=1.88 cfs 0.027 af
Outflow=1.88 cfs 0.027 af

Pond I92: Inlet 9-2 Peak Elev=751.95' Inflow=1.54 cfs 0.022 af
Outflow=1.54 cfs 0.022 af

Pond P1: Detention Pond Peak Elev=737.07' Storage=0.350 af Inflow=23.90 cfs 0.414 af
Primary=2.03 cfs 0.414 af Secondary=0.00 cfs 0.000 af Outflow=2.03 cfs 0.414 af

Total Runoff Area = 12.789 ac Runoff Volume = 0.414 af Average Runoff Depth = 0.39"
77.82% Pervious = 9.953 ac 22.18% Impervious = 2.836 ac

Summary for Subcatchment CA10: South Scale Area

[48] Hint: Peak<CiA due to short duration

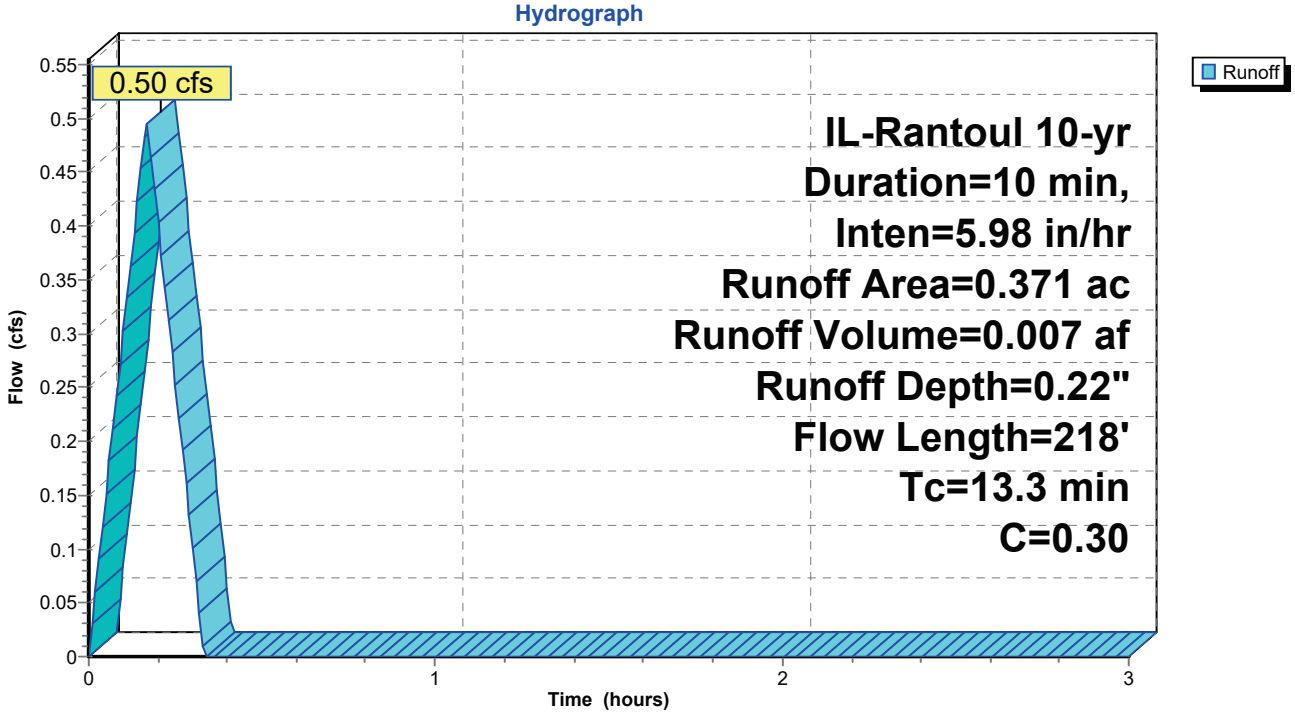
Runoff = 0.50 cfs @ 0.17 hrs, Volume= 0.007 af, Depth= 0.22"
Routed to Pond I15 : Inlet 1-5

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 10-yr Duration=10 min, Inten=5.98 in/hr

Area (ac)	C	Description
0.007	0.40	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C
0.364	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.371	0.30	Weighted Average
0.371		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.6	100	0.0176	0.16		**Sheet Flow, Grass area S of access road** Grass: Short n= 0.150 P2= 3.03"
2.7	118	0.0105	0.72		**Shallow Concentrated Flow, Grass area s of access road** Short Grass Pasture Kv= 7.0 fps
13.3	218	Total			

Subcatchment CA10: South Scale Area



Summary for Subcatchment CA11: North Scale Area

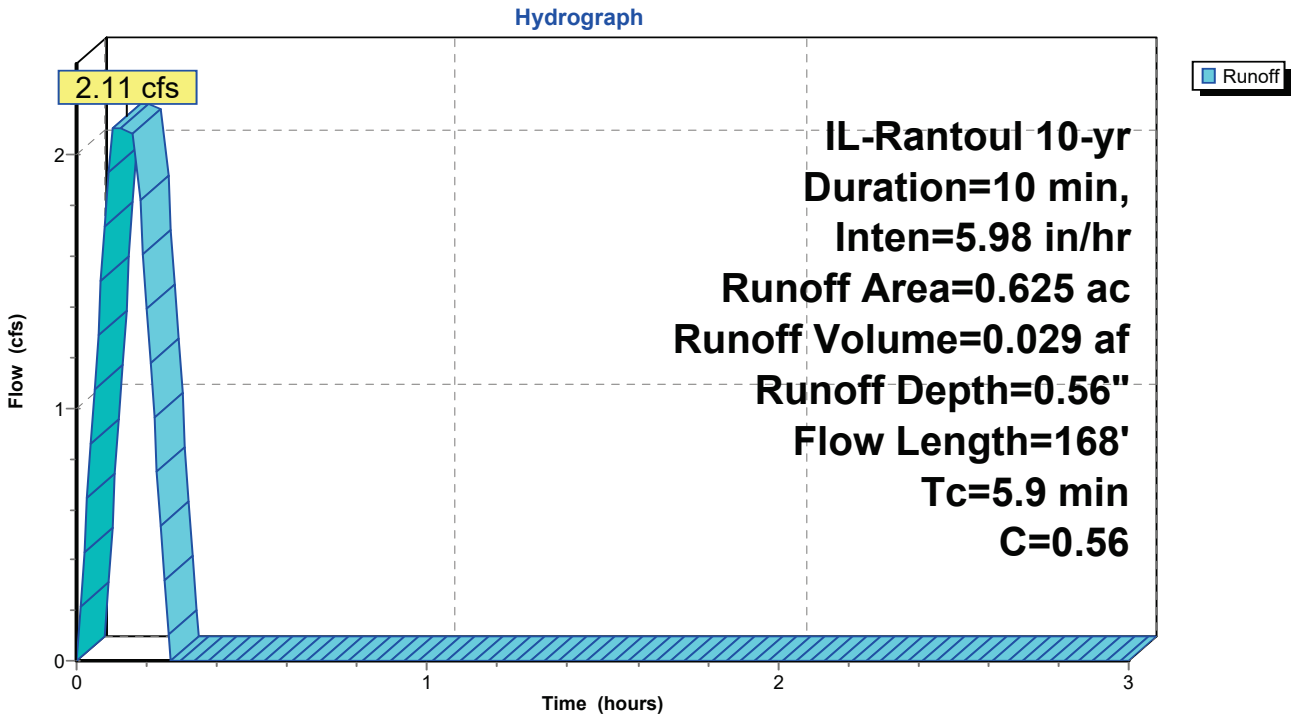
Runoff = 2.11 cfs @ 0.10 hrs, Volume= 0.029 af, Depth= 0.56"
Routed to Pond I82 : Inlet 8-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 10-yr Duration=10 min, Inten=5.98 in/hr

Area (ac)	C	Description
0.032	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.258	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.111	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.162	0.95	Asphalt
0.061	0.95	Sidewalk
0.001	0.60	Gravel
0.625	0.56	Weighted Average
0.402		64.32% Pervious Area
0.223		35.68% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
4.4	42	0.0274	0.16		**Sheet Flow, Grass area SW of building** Grass: Short n= 0.150 P2= 3.03"
1.5	126	0.0047	1.39		**Shallow Concentrated Flow, Access road N of scale** Paved Kv= 20.3 fps
5.9	168	Total			

Subcatchment CA11: North Scale Area



Summary for Subcatchment CA12: Building Entrance Area

[48] Hint: Peak<CiA due to short duration

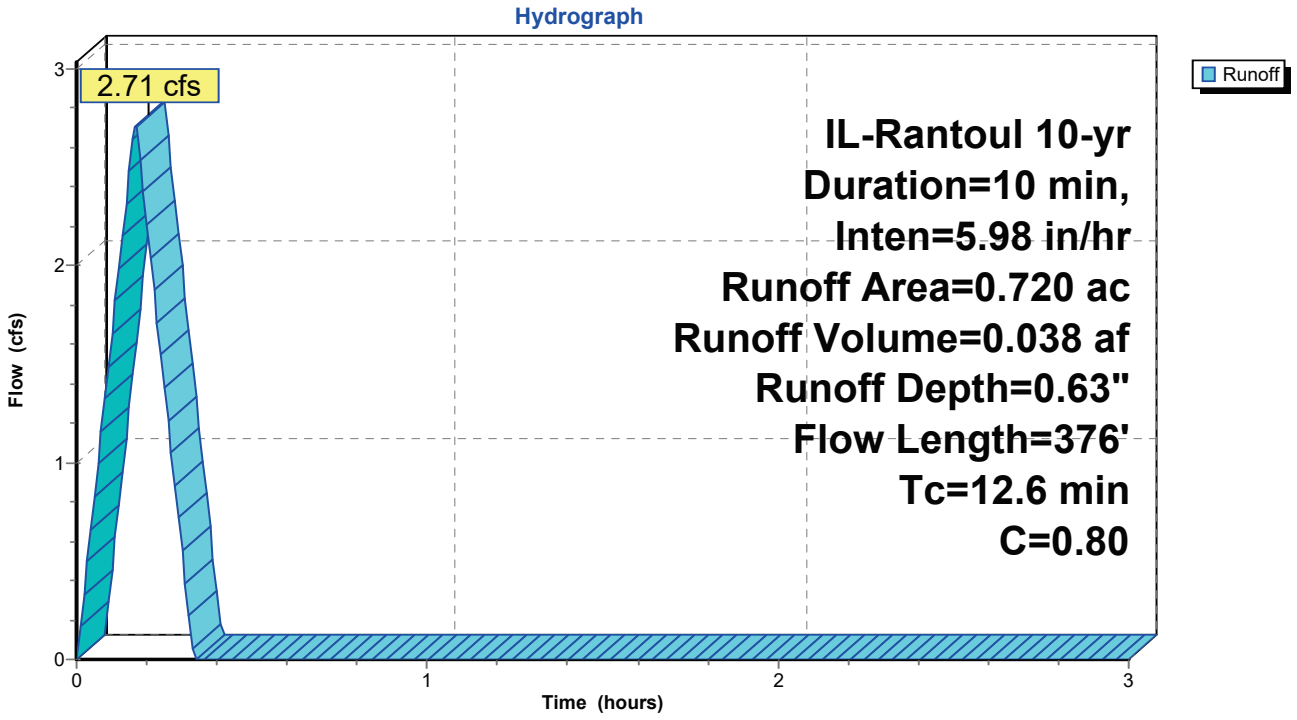
Runoff = 2.71 cfs @ 0.17 hrs, Volume= 0.038 af, Depth= 0.63"
Routed to Pond I71 : Inlet 7-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 10-yr Duration=10 min, Inten=5.98 in/hr

Area (ac)	C	Description
0.132	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.001	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.046	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.413	0.95	Asphalt
0.095	0.95	Sidewalk
0.033	0.60	Gravel
0.720	0.80	Weighted Average
0.212		29.44% Pervious Area
0.508		70.56% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.8	116	0.0224	0.18		**Sheet Flow, Gass SE of building** Grass: Short n= 0.150 P2= 3.03"
1.8	260	0.0137	2.38		**Shallow Concentrated Flow, Access Road** Paved Kv= 20.3 fps
12.6	376	Total			

Subcatchment CA12: Building Entrance Area



Summary for Subcatchment CA13: South Building Area

[70] Warning: Tc<8dt requires smaller dt

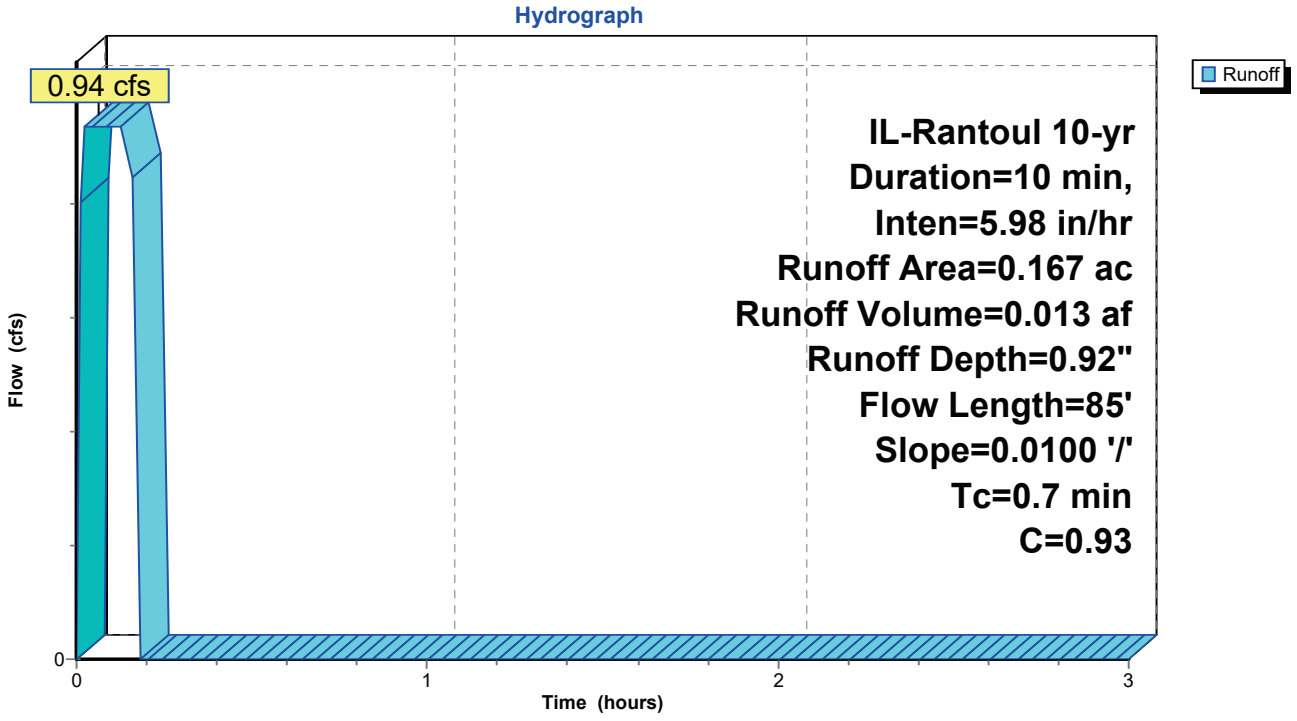
Runoff = 0.94 cfs @ 0.02 hrs, Volume= 0.013 af, Depth= 0.92"
Routed to Reach R13 : Pipe CA13 to I81

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 10-yr Duration=10 min, Inten=5.98 in/hr

Area (ac)	C	Description
0.162	0.95	Building
0.001	0.95	Sidewalk
0.004	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.167	0.93	Weighted Average
0.004		2.40% Pervious Area
0.163		97.60% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.7	85	0.0100	2.03		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps

Subcatchment CA13: South Building Area



Summary for Subcatchment CA14: North Building Area

[70] Warning: Tc<8dt requires smaller dt

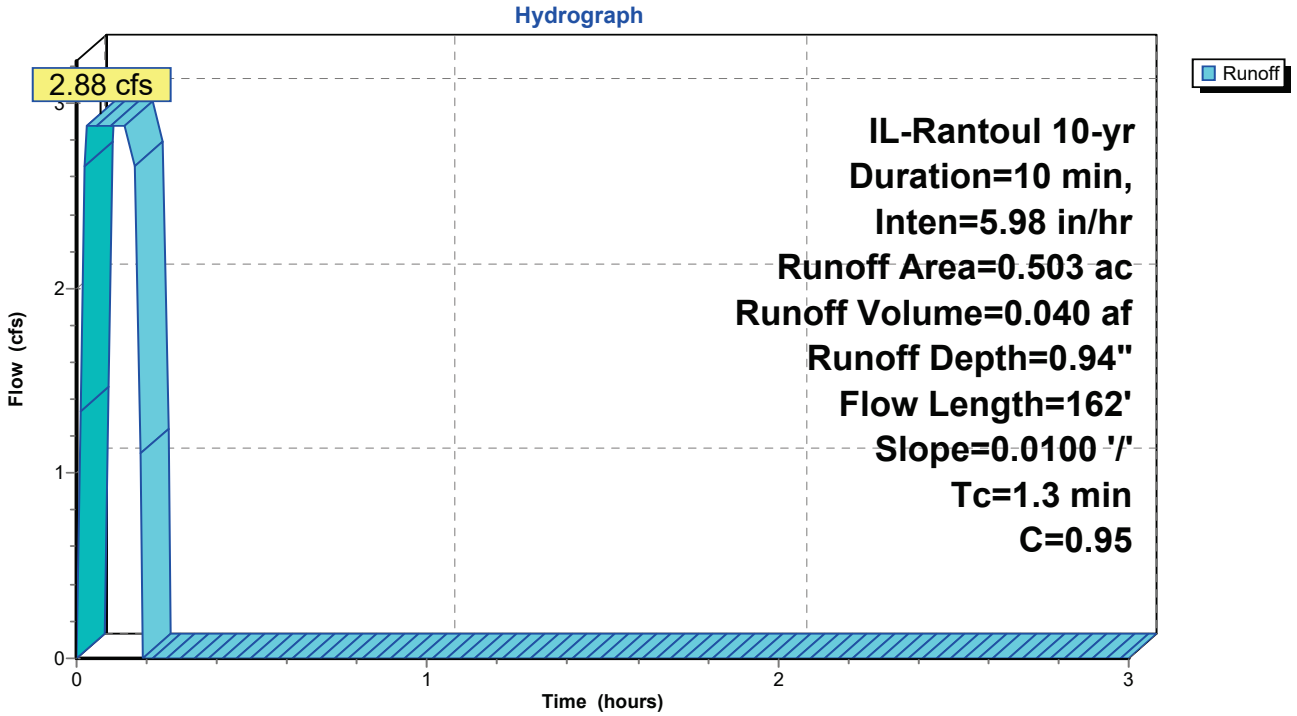
Runoff = 2.88 cfs @ 0.03 hrs, Volume= 0.040 af, Depth= 0.94"
Routed to Pond I41 : Inlet 4-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 10-yr Duration=10 min, Inten=5.98 in/hr

Area (ac)	C	Description
0.503	0.95	Unconnected roofs, HSG A
0.503		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.3	162	0.0100	2.03		**Shallow Concentrated Flow, N building** Paved Kv= 20.3 fps

Subcatchment CA14: North Building Area



Summary for Subcatchment CA15: West Building Area

[48] Hint: Peak<CiA due to short duration

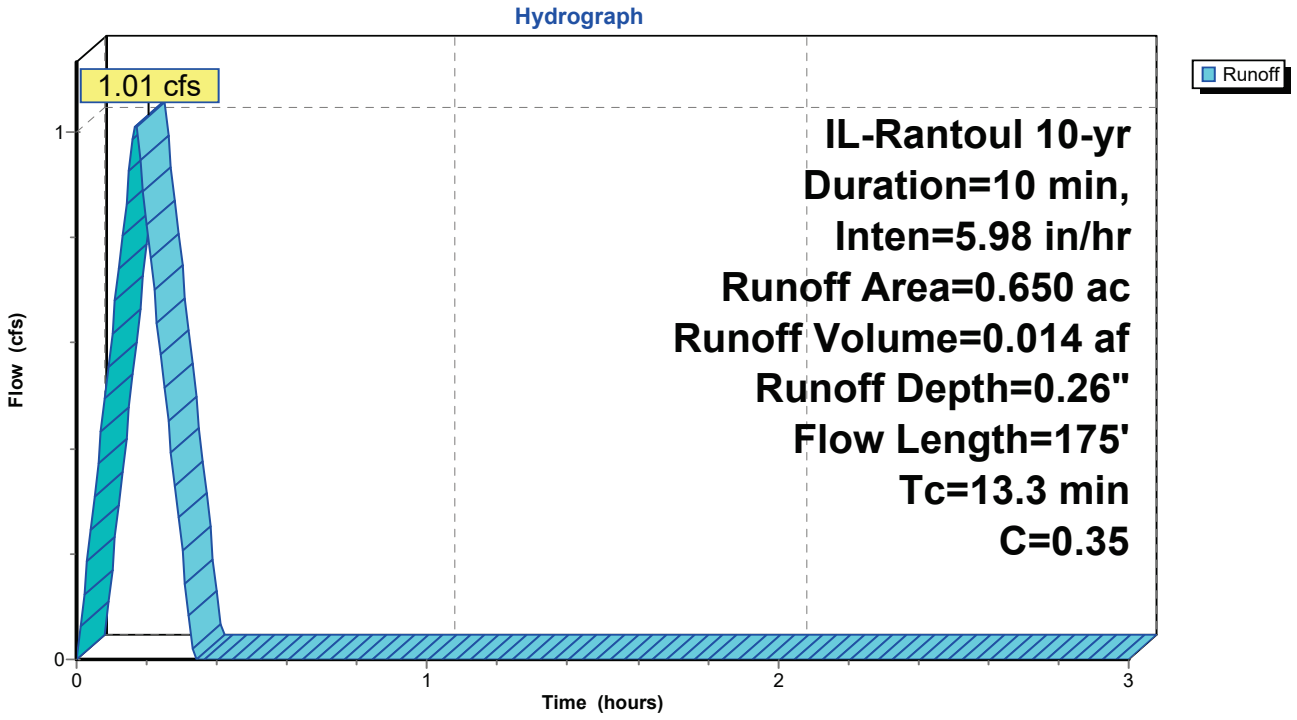
Runoff = 1.01 cfs @ 0.17 hrs, Volume= 0.014 af, Depth= 0.26"
Routed to Pond I21 : Inlet 2-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 10-yr Duration=10 min, Inten=5.98 in/hr

Area (ac)	C	Description
0.394	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.199	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.036	0.95	Asphalt
0.011	0.95	Sidewalk
0.010	0.60	Gravel
0.650	0.35	Weighted Average
0.603		92.77% Pervious Area
0.047		7.23% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.1	79	0.0123	0.13		**Sheet Flow, Parking N of building** Grass: Short n= 0.150 P2= 3.03"
1.0	5	0.0172	0.09		**Sheet Flow, Parking N of building** Grass: Short n= 0.150 P2= 3.03"
0.3	16	0.0193	0.91		**Sheet Flow, Parking access road** Smooth surfaces n= 0.011 P2= 3.03"
1.9	75	0.0084	0.64		**Shallow Concentrated Flow, Parking N of building** Short Grass Pasture Kv= 7.0 fps
13.3	175	Total			

Subcatchment CA15: West Building Area



Summary for Subcatchment CA16: East Access Road Area

[48] Hint: Peak<CiA due to short duration

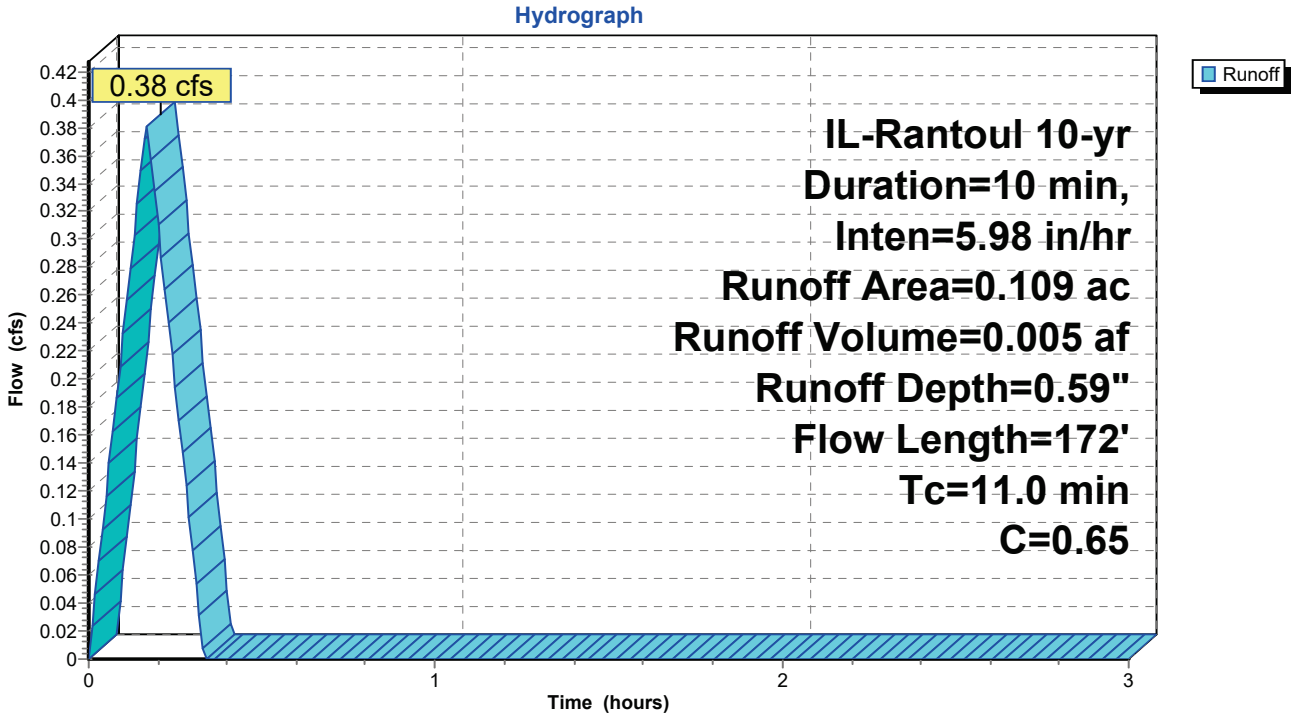
Runoff = 0.38 cfs @ 0.17 hrs, Volume= 0.005 af, Depth= 0.59"
Routed to Pond I91 : Inlet 9-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 10-yr Duration=10 min, Inten=5.98 in/hr

Area (ac)	C	Description
0.061	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.047	0.95	Ashpalt
0.001	0.60	Gravel
0.109	0.65	Weighted Average
0.062		56.88% Pervious Area
0.047		43.12% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.7	113	0.0218	0.18		**Sheet Flow, Grass E of building** Grass: Short n= 0.150 P2= 3.03"
0.3	59	0.0327	3.67		**Shallow Concentrated Flow, Access Road** Paved Kv= 20.3 fps
11.0	172	Total			

Subcatchment CA16: East Access Road Area



Summary for Subcatchment CA17: East Building Area

[48] Hint: Peak<CiA due to short duration

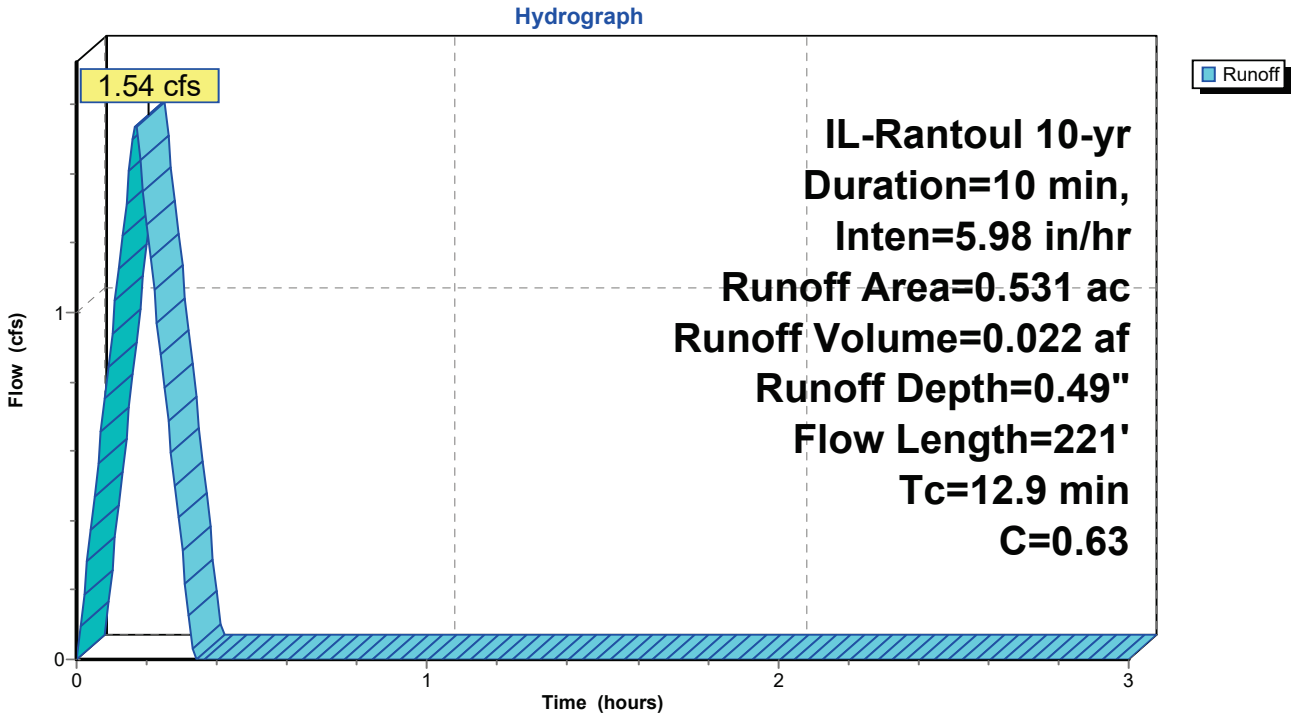
Runoff = 1.54 cfs @ 0.17 hrs, Volume= 0.022 af, Depth= 0.49"
Routed to Pond I92 : Inlet 9-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 10-yr Duration=10 min, Inten=5.98 in/hr

Area (ac)	C	Description
0.115	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.032	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.008	0.95	Sidewalk
0.269	0.60	Gravel
0.107	0.95	Asphalt
0.531	0.63	Weighted Average
0.416		78.34% Pervious Area
0.115		21.66% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.0	100	0.0129	0.14		**Sheet Flow, Grass E of building** Grass: Short n= 0.150 P2= 3.03"
0.4	26	0.0231	1.06		**Shallow Concentrated Flow, Access Road** Short Grass Pasture Kv= 7.0 fps
0.5	95	0.0344	2.99		**Shallow Concentrated Flow, Access Road** Unpaved Kv= 16.1 fps
12.9	221	Total			

Subcatchment CA17: East Building Area



Summary for Subcatchment CA18: SE 1 Parking Area

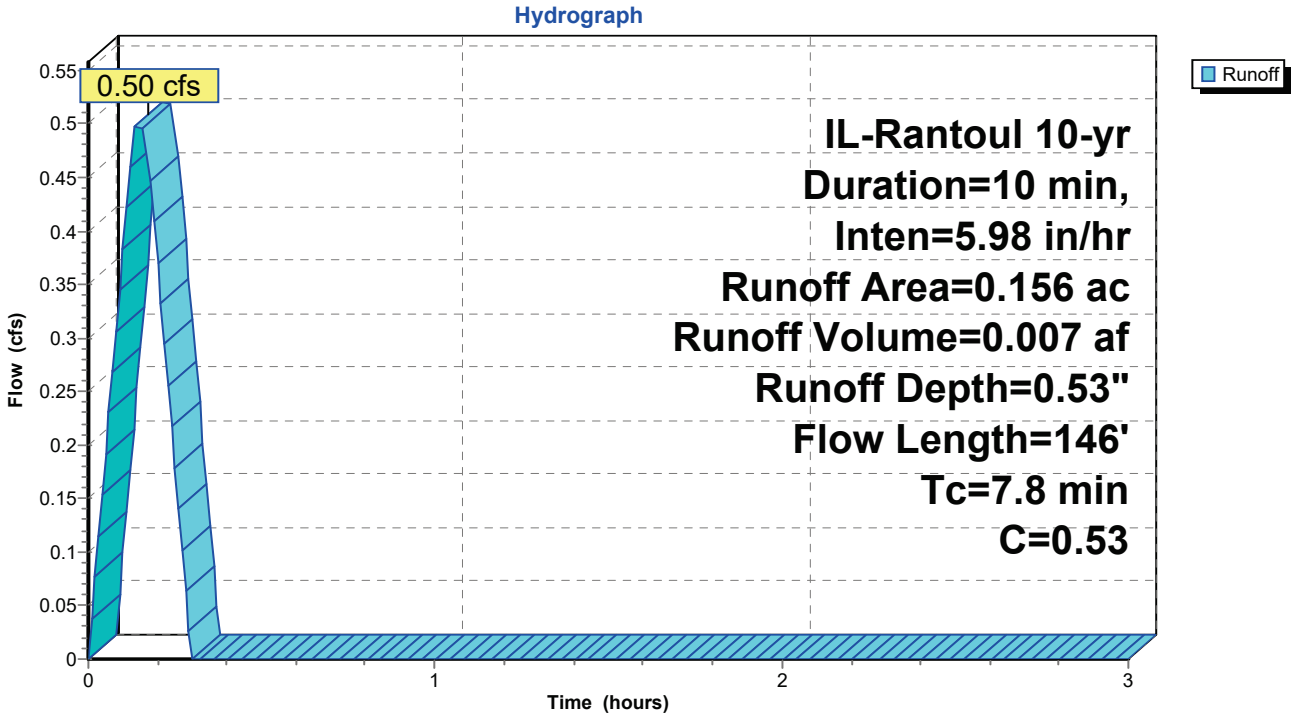
Runoff = 0.50 cfs @ 0.13 hrs, Volume= 0.007 af, Depth= 0.53"
Routed to Pond I53 : Inlet 5-3

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 10-yr Duration=10 min, Inten=5.98 in/hr

Area (ac)	C	Description
0.060	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.096	0.60	Gravel
0.156	0.53	Weighted Average
0.156		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.2	87	0.0350	0.20		**Sheet Flow, Area E outside of property** Grass: Short n= 0.150 P2= 3.03"
0.6	59	0.0114	1.72		**Shallow Concentrated Flow, Area E outside of property** Unpaved Kv= 16.1 fps
7.8	146	Total			

Subcatchment CA18: SE 1 Parking Area



Summary for Subcatchment CA19: SE 2 Parking Area

[48] Hint: Peak<CiA due to short duration

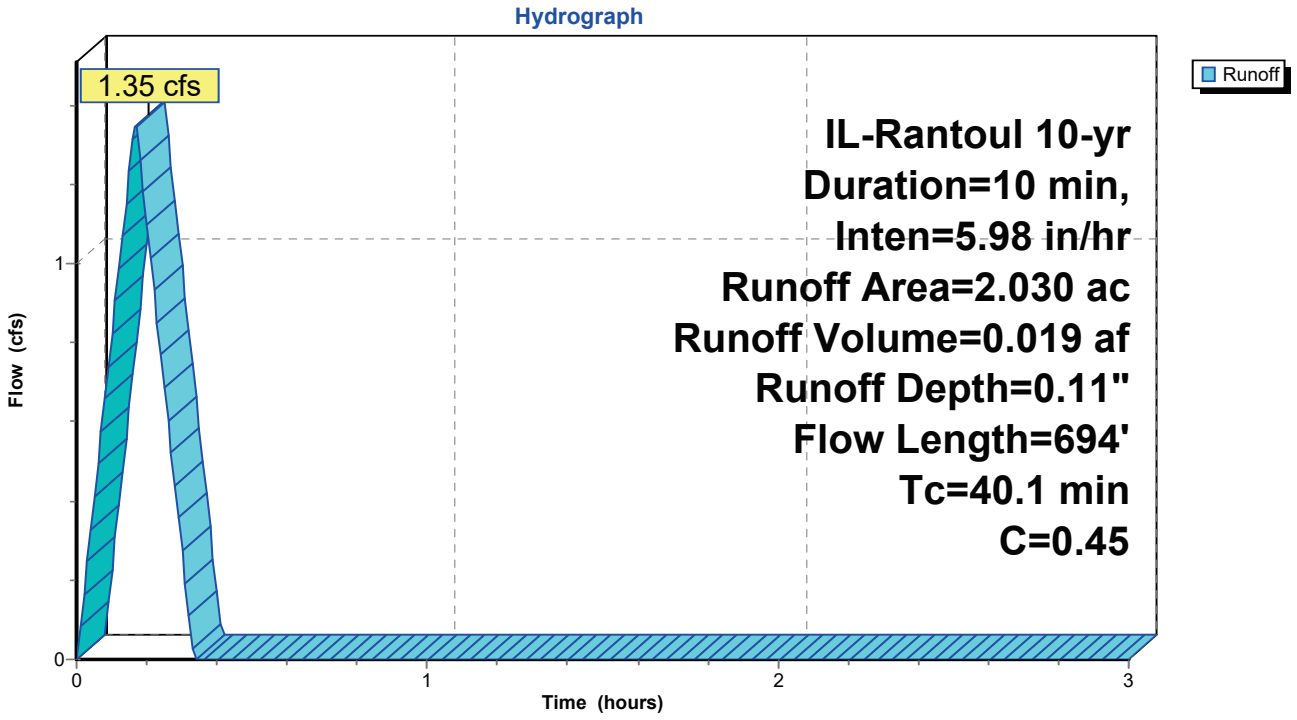
Runoff = 1.35 cfs @ 0.17 hrs, Volume= 0.019 af, Depth= 0.11"
Routed to Pond I52 : Inlet 5-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 10-yr Duration=10 min, Inten=5.98 in/hr

Area (ac)	C	Description
0.951	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.609	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.101	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.363	0.60	Gravel
0.006	0.95	Sidewalk
2.030	0.45	Weighted Average
2.024		99.70% Pervious Area
0.006		0.30% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
25.3	100	0.0020	0.07		**Sheet Flow, Area E outside of property** Grass: Short n= 0.150 P2= 3.03"
14.4	526	0.0076	0.61		**Shallow Concentrated Flow, Area E outside of property** Short Grass Pasture Kv= 7.0 fps
0.4	68	0.0248	2.54		**Shallow Concentrated Flow, Parking N of building** Unpaved Kv= 16.1 fps
40.1	694	Total			

Subcatchment CA19: SE 2 Parking Area



Summary for Subcatchment CA20: NE Parking Area

[48] Hint: Peak<CiA due to short duration

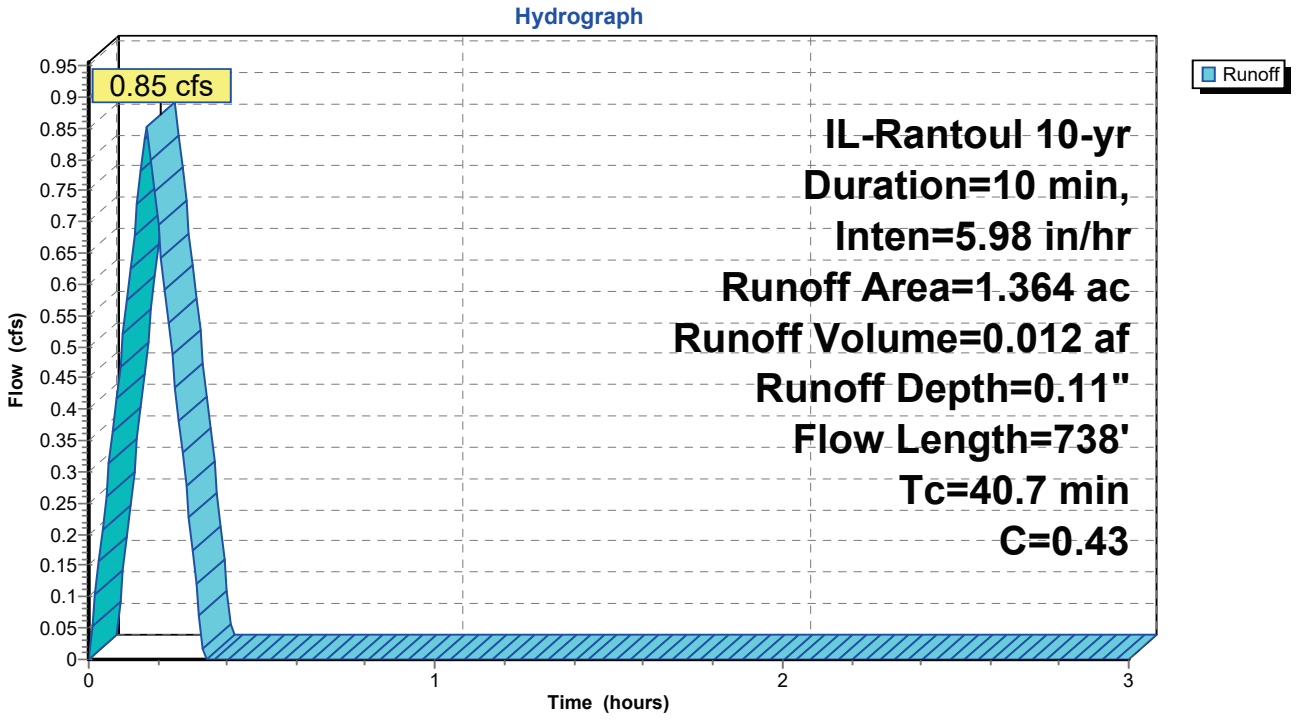
Runoff = 0.85 cfs @ 0.17 hrs, Volume= 0.012 af, Depth= 0.11"
Routed to Pond I63 : Inlet 6-3

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 10-yr Duration=10 min, Inten=5.98 in/hr

Area (ac)	C	Description
0.338	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.319	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.362	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.345	0.60	Gravel
1.364	0.43	Weighted Average
1.364		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
25.3	100	0.0020	0.07		**Sheet Flow, Area E outside of property** Grass: Short n= 0.150 P2= 3.03"
14.8	568	0.0083	0.64		**Shallow Concentrated Flow, Area E outside of property** Short Grass Pasture Kv= 7.0 fps
0.6	70	0.0132	1.85		**Shallow Concentrated Flow, Parking N of building** Unpaved Kv= 16.1 fps
40.7	738	Total			

Subcatchment CA20: NE Parking Area



Summary for Subcatchment CA21: N Central Parking Area

[70] Warning: Tc<8dt requires smaller dt

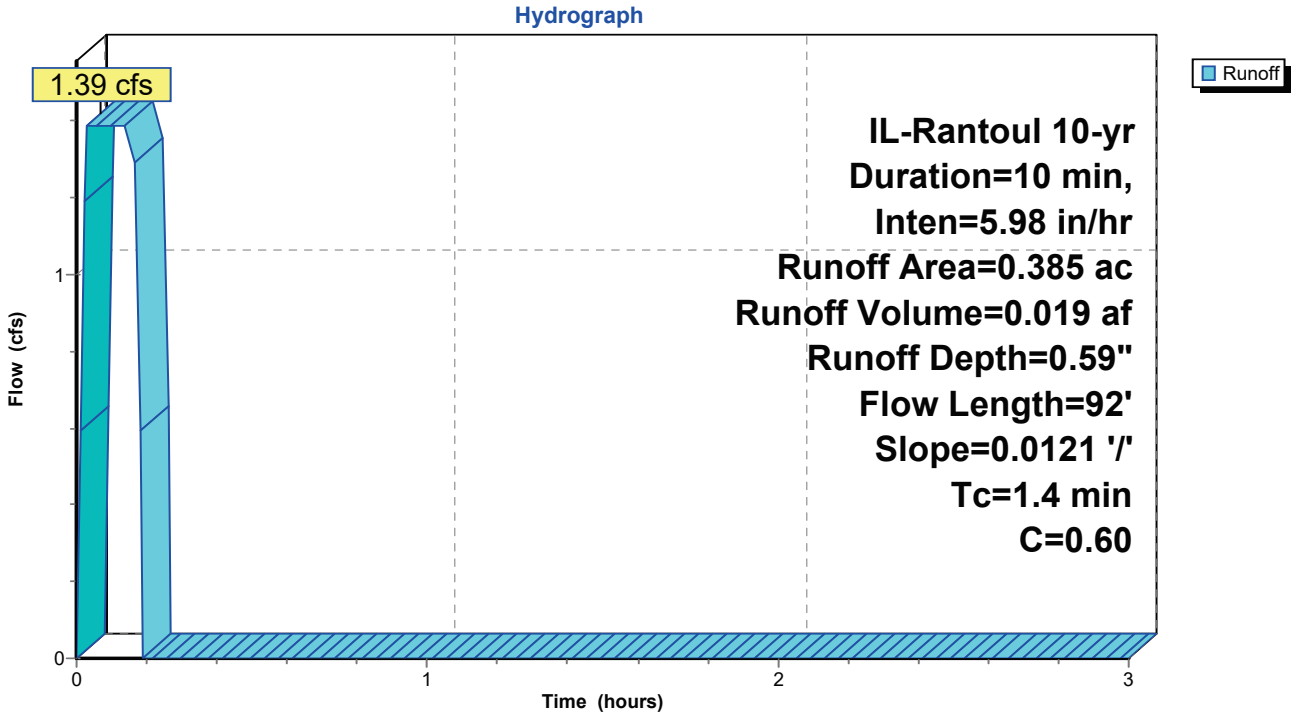
Runoff = 1.39 cfs @ 0.03 hrs, Volume= 0.019 af, Depth= 0.59"
Routed to Pond I62 : Inlet 6-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 10-yr Duration=10 min, Inten=5.98 in/hr

Area (ac)	C	Description
0.385	0.60	Gravel
0.385		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.4	92	0.0121	1.08		**Sheet Flow, Parking Area** Smooth surfaces n= 0.011 P2= 3.03"

Subcatchment CA21: N Central Parking Area



Summary for Subcatchment CA22: S Central Parking Area

[70] Warning: Tc<8dt requires smaller dt

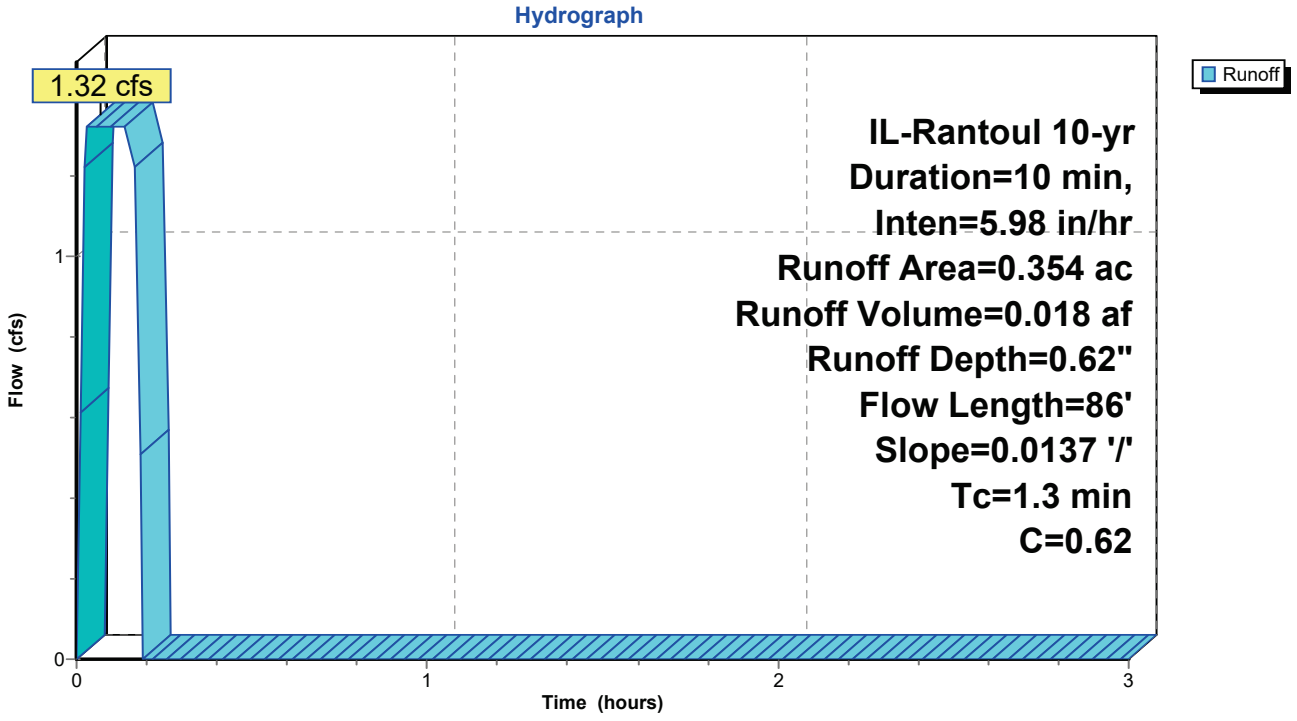
Runoff = 1.32 cfs @ 0.03 hrs, Volume= 0.018 af, Depth= 0.62"
Routed to Pond I51 : Inlet 5-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 10-yr Duration=10 min, Inten=5.98 in/hr

Area (ac)	C	Description
0.003	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.331	0.60	Gravel
0.020	0.95	Sidewalk
0.354	0.62	Weighted Average
0.334		94.35% Pervious Area
0.020		5.65% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.3	86	0.0137	1.12		**Sheet Flow, Parking Area** Smooth surfaces n= 0.011 P2= 3.03"

Subcatchment CA22: S Central Parking Area



Summary for Subcatchment CA23: NW Parking Area

[48] Hint: Peak<CiA due to short duration

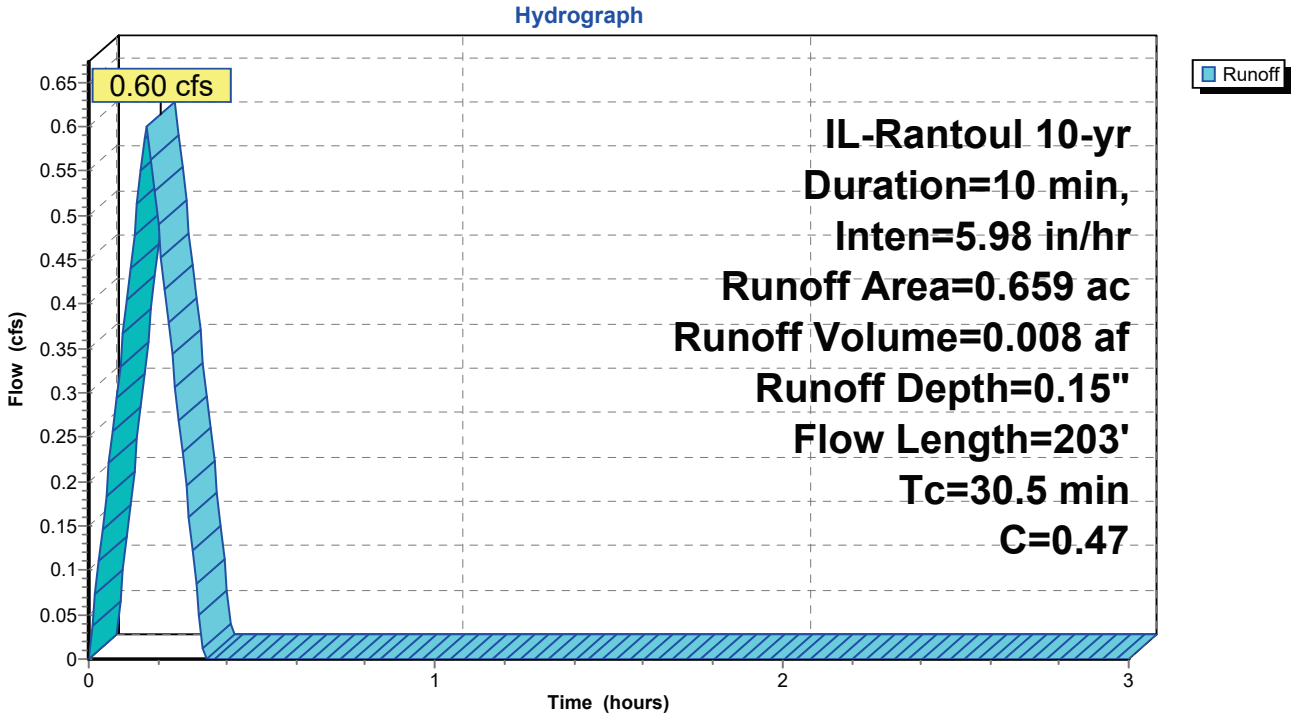
Runoff = 0.60 cfs @ 0.17 hrs, Volume= 0.008 af, Depth= 0.15"
Routed to Pond I61 : Manhole 6-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 10-yr Duration=10 min, Inten=5.98 in/hr

Area (ac)	C	Description
0.296	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.363	0.60	Gravel
0.659	0.47	Weighted Average
0.659		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
29.2	100	0.0014	0.06		**Sheet Flow, Grass area N of building** Grass: Short n= 0.150 P2= 3.03"
0.6	40	0.0238	1.08		**Shallow Concentrated Flow, Grass area N of building** Short Grass Pasture Kv= 7.0 fps
0.7	63	0.0096	1.58		**Shallow Concentrated Flow, Parking N of building** Unpaved Kv= 16.1 fps
30.5	203	Total			

Subcatchment CA23: NW Parking Area



Summary for Subcatchment CA24: SW Parking Area

[48] Hint: Peak<CiA due to short duration

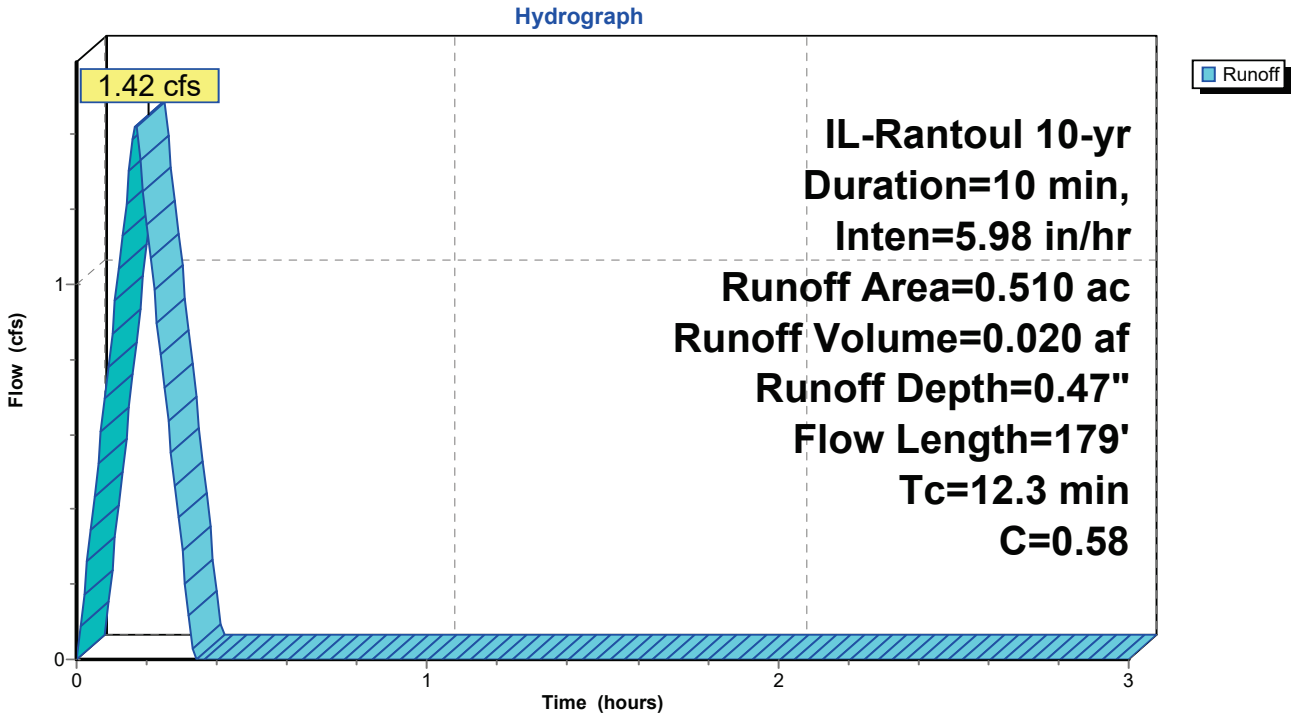
Runoff = 1.42 cfs @ 0.17 hrs, Volume= 0.020 af, Depth= 0.47"
Routed to Pond I31 : Manhole 3-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 10-yr Duration=10 min, Inten=5.98 in/hr

Area (ac)	C	Description
0.001	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.065	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.015	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.394	0.60	Gravel
0.026	0.95	Sidewalk
0.009	0.95	Asphalt
0.510	0.58	Weighted Average
0.475		93.14% Pervious Area
0.035		6.86% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
11.4	78	0.0090	0.11		**Sheet Flow, Grass area N of building** Grass: Short n= 0.150 P2= 3.03"
0.9	101	0.0133	1.86		**Shallow Concentrated Flow, Parking N of building** Unpaved Kv= 16.1 fps
12.3	179	Total			

Subcatchment CA24: SW Parking Area



Summary for Subcatchment CA6: Pond Catchment Area

[70] Warning: Tc<8dt requires smaller dt

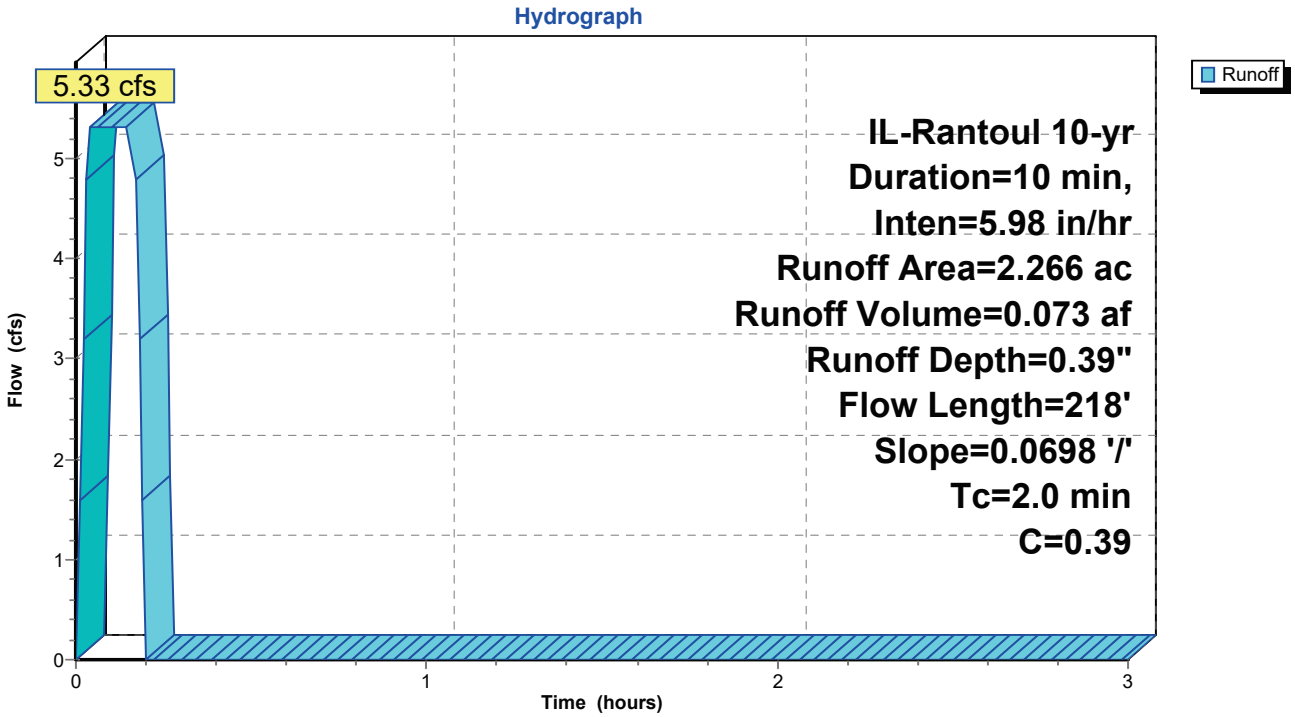
Runoff = 5.33 cfs @ 0.04 hrs, Volume= 0.073 af, Depth= 0.39"
Routed to Pond P1 : Detention Pond

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 10-yr Duration=10 min, Inten=5.98 in/hr

Area (ac)	C	Description
0.523	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
1.385	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.063	0.40	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C
0.005	0.95	Concrete
0.290	0.95	Building
2.266	0.39	Weighted Average
1.971		86.98% Pervious Area
0.295		13.02% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.0	218	0.0698	1.85		**Shallow Concentrated Flow, Grass area W of parking area** Short Grass Pasture Kv= 7.0 fps

Subcatchment CA6: Pond Catchment Area



Summary for Subcatchment CA7: NE Station Area

[48] Hint: Peak<CiA due to short duration

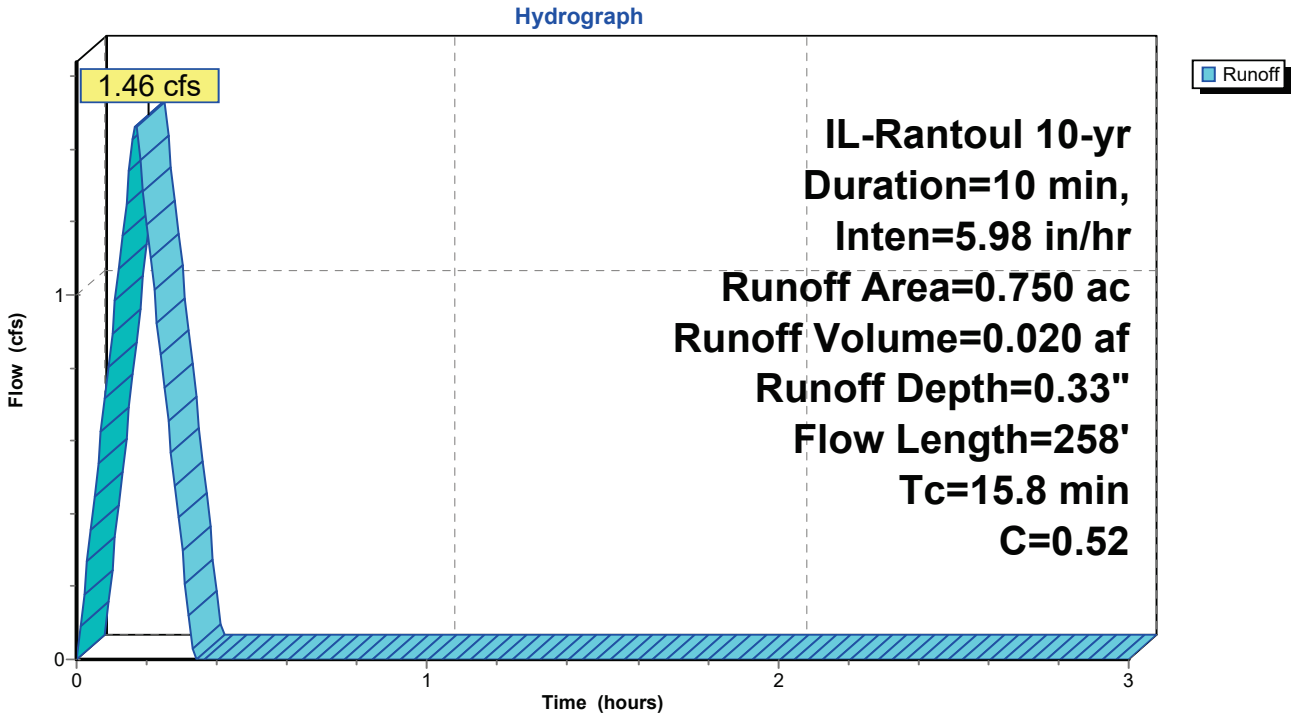
Runoff = 1.46 cfs @ 0.17 hrs, Volume= 0.020 af, Depth= 0.33"
Routed to Pond I17 : Trench Drain 1-7

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 10-yr Duration=10 min, Inten=5.98 in/hr

Area (ac)	C	Description
0.479	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.022	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.249	0.95	Asphalt
0.750	0.52	Weighted Average
0.501		66.80% Pervious Area
0.249		33.20% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
14.2	100	0.0084	0.12		**Sheet Flow, Parking N of building** Grass: Short n= 0.150 P2= 3.03"
0.6	50	0.0042	1.32		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
0.0	13	0.0927	6.18		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
1.0	95	0.0560	1.66		**Shallow Concentrated Flow, Parking N of building** Short Grass Pasture Kv= 7.0 fps
15.8	258	Total			

Subcatchment CA7: NE Station Area



Summary for Subcatchment CA8: East Station Area

[70] Warning: Tc<8dt requires smaller dt

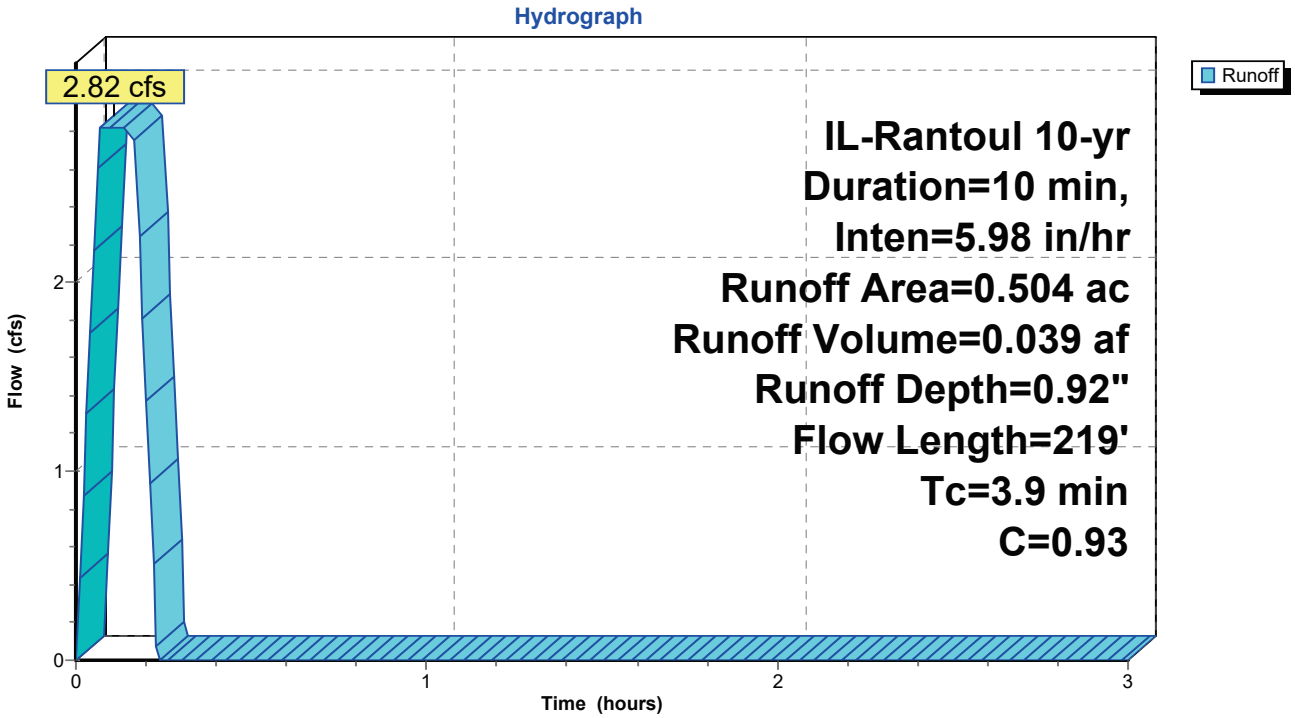
Runoff = 2.82 cfs @ 0.07 hrs, Volume= 0.039 af, Depth= 0.92"
Routed to Pond I16 : Inlet 1-6

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 10-yr Duration=10 min, Inten=5.98 in/hr

Area (ac)	C	Description
0.012	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.492	0.95	Asphalt
0.504	0.93	Weighted Average
0.012		2.38% Pervious Area
0.492		97.62% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.7	100	0.0087	0.96		**Sheet Flow, Grass area W of parking area** Smooth surfaces n= 0.011 P2= 3.03"
2.2	119	0.0019	0.88		**Shallow Concentrated Flow, Grass area W of parking area** Paved Kv= 20.3 fps
3.9	219	Total			

Subcatchment CA8: East Station Area



Summary for Subcatchment CA9: SE Station Area

[70] Warning: Tc<8dt requires smaller dt

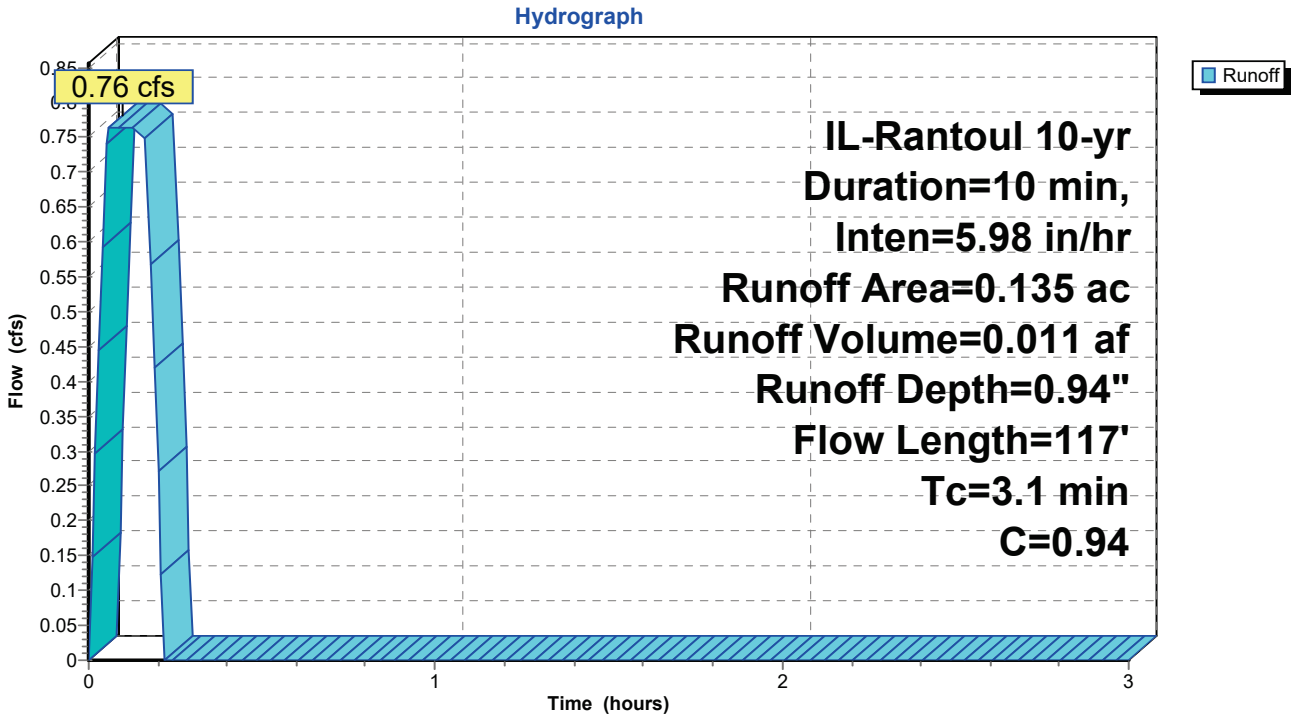
Runoff = 0.76 cfs @ 0.06 hrs, Volume= 0.011 af, Depth= 0.94"
Routed to Pond I19 : Inlet 1-9

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 10-yr Duration=10 min, Inten=5.98 in/hr

Area (ac)	C	Description
0.002	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.133	0.95	Asphalt
0.135	0.94	Weighted Average
0.002		1.48% Pervious Area
0.133		98.52% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.0	100	0.0023	0.56		**Sheet Flow, Access Road** Smooth surfaces n= 0.011 P2= 3.03"
0.1	17	0.0253	3.23		**Shallow Concentrated Flow, Access Road** Paved Kv= 20.3 fps
3.1	117	Total			

Subcatchment CA9: SE Station Area



Summary for Reach R13: Pipe CA13 to I81

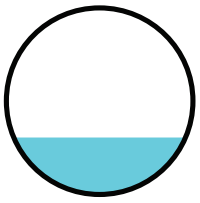
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.167 ac, 97.60% Impervious, Inflow Depth = 0.92" for 10-yr event
Inflow = 0.94 cfs @ 0.02 hrs, Volume= 0.013 af
Outflow = 0.94 cfs @ 0.16 hrs, Volume= 0.013 af, Atten= 0%, Lag= 8.4 min
Routed to Pond I81 : Inlet 8-1

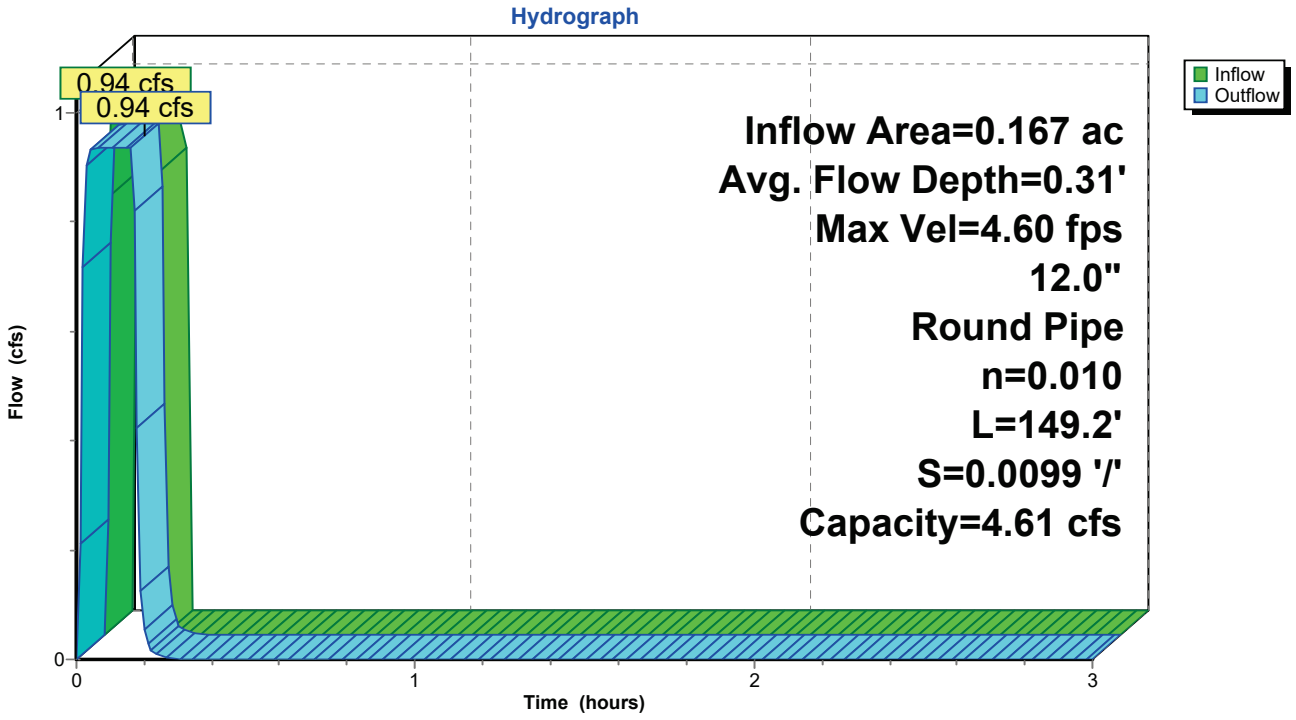
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.60 fps, Min. Travel Time= 0.5 min
Avg. Velocity = 2.01 fps, Avg. Travel Time= 1.2 min

Peak Storage= 30 cf @ 0.16 hrs
Average Depth at Peak Storage= 0.31' , Surface Width= 0.92'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 4.61 cfs

12.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 149.2' Slope= 0.0099 '/'
Inlet Invert= 750.17', Outlet Invert= 748.69'



Reach R13: Pipe CA13 to I81



Summary for Reach R14: Pipe I14 to Pond

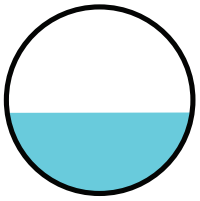
[52] Hint: Inlet/Outlet conditions not evaluated
[90] Warning: Qout>Qin may require smaller dt or Finer Routing

Inflow Area = 9.773 ac, 23.45% Impervious, Inflow Depth = 0.39" for 10-yr event
Inflow = 17.53 cfs @ 0.17 hrs, Volume= 0.320 af
Outflow = 17.54 cfs @ 0.18 hrs, Volume= 0.320 af, Atten= 0%, Lag= 0.1 min
Routed to Pond P1 : Detention Pond

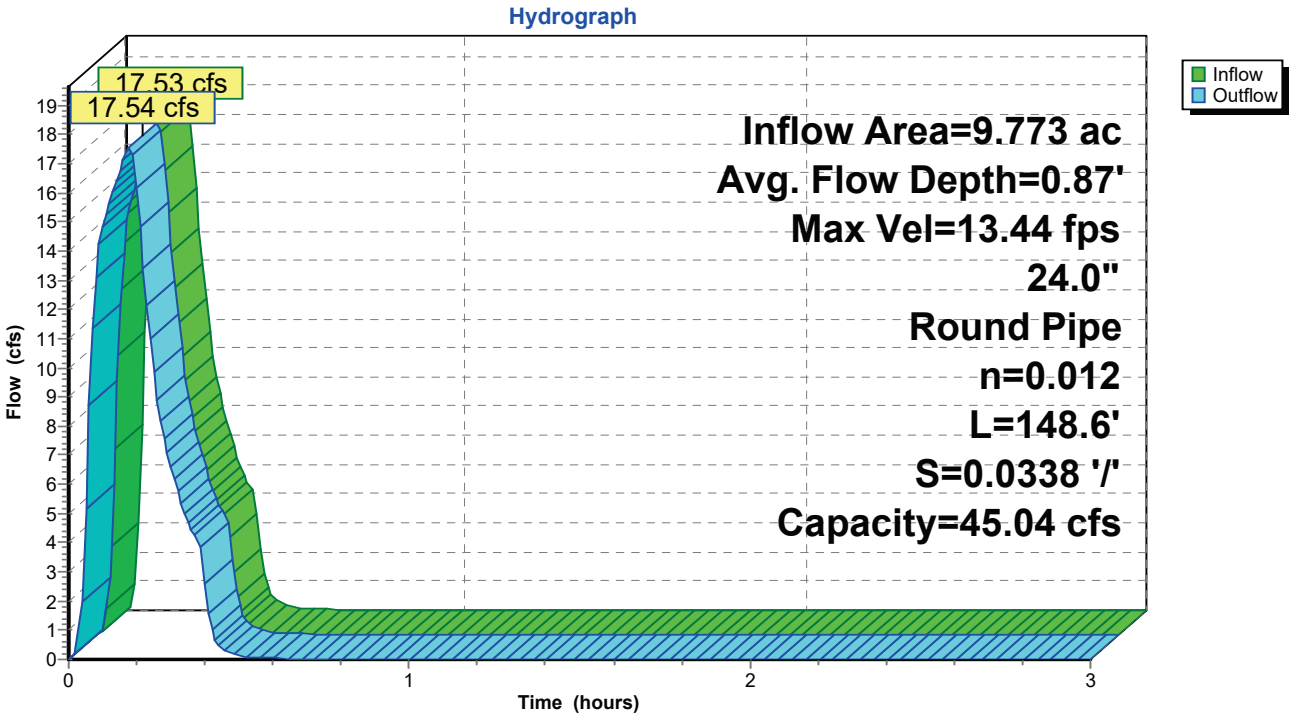
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 13.44 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 3.67 fps, Avg. Travel Time= 0.7 min

Peak Storage= 194 cf @ 0.18 hrs
Average Depth at Peak Storage= 0.87' , Surface Width= 1.98'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 45.04 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 148.6' Slope= 0.0338 '/'
Inlet Invert= 741.84', Outlet Invert= 736.82'



Reach R14: Pipe I14 to Pond



Summary for Reach R15: Pipe I15 to I18

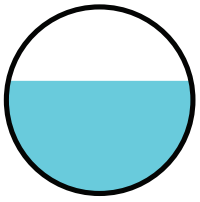
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 9.638 ac, 22.40% Impervious, Inflow Depth = 0.39" for 10-yr event
Inflow = 16.91 cfs @ 0.17 hrs, Volume= 0.309 af
Outflow = 16.89 cfs @ 0.18 hrs, Volume= 0.309 af, Atten= 0%, Lag= 0.2 min
Routed to Pond I18 : Catch Basin 1-8

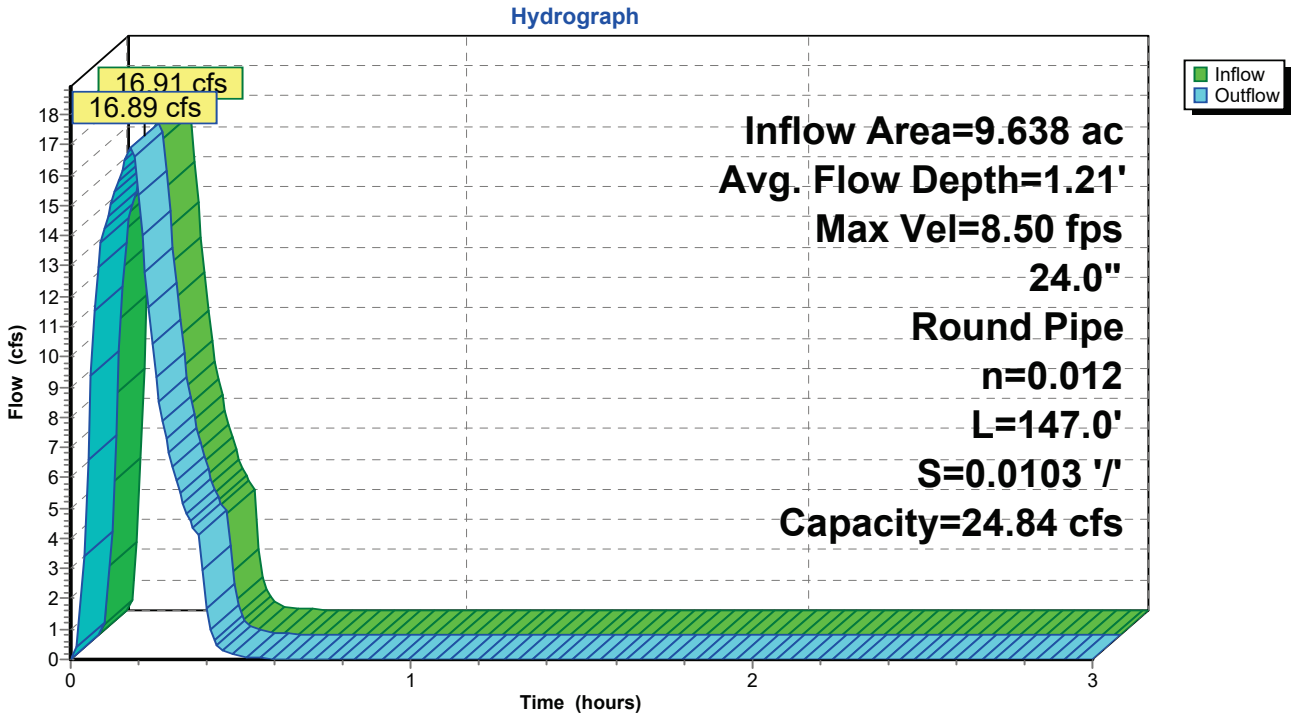
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 8.50 fps, Min. Travel Time= 0.3 min
Avg. Velocity = 2.19 fps, Avg. Travel Time= 1.1 min

Peak Storage= 292 cf @ 0.18 hrs
Average Depth at Peak Storage= 1.21' , Surface Width= 1.96'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 24.84 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 147.0' Slope= 0.0103 '/'
Inlet Invert= 744.87', Outlet Invert= 743.36'



Reach R15: Pipe I15 to I18



Summary for Reach R16: Pipe I16 to I21

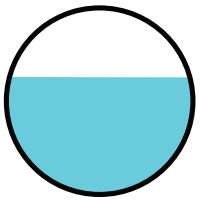
[52] Hint: Inlet/Outlet conditions not evaluated
[90] Warning: Qout>Qin may require smaller dt or Finer Routing
[80] Warning: Exceeded Pond I16 by 0.11' @ 0.24 hrs (0.06 cfs 0.000 af)

Inflow Area = 0.504 ac, 97.62% Impervious, Inflow Depth = 0.92" for 10-yr event
Inflow = 2.82 cfs @ 0.07 hrs, Volume= 0.039 af
Outflow = 2.83 cfs @ 0.08 hrs, Volume= 0.039 af, Atten= 0%, Lag= 0.6 min
Routed to Pond I21 : Inlet 2-1

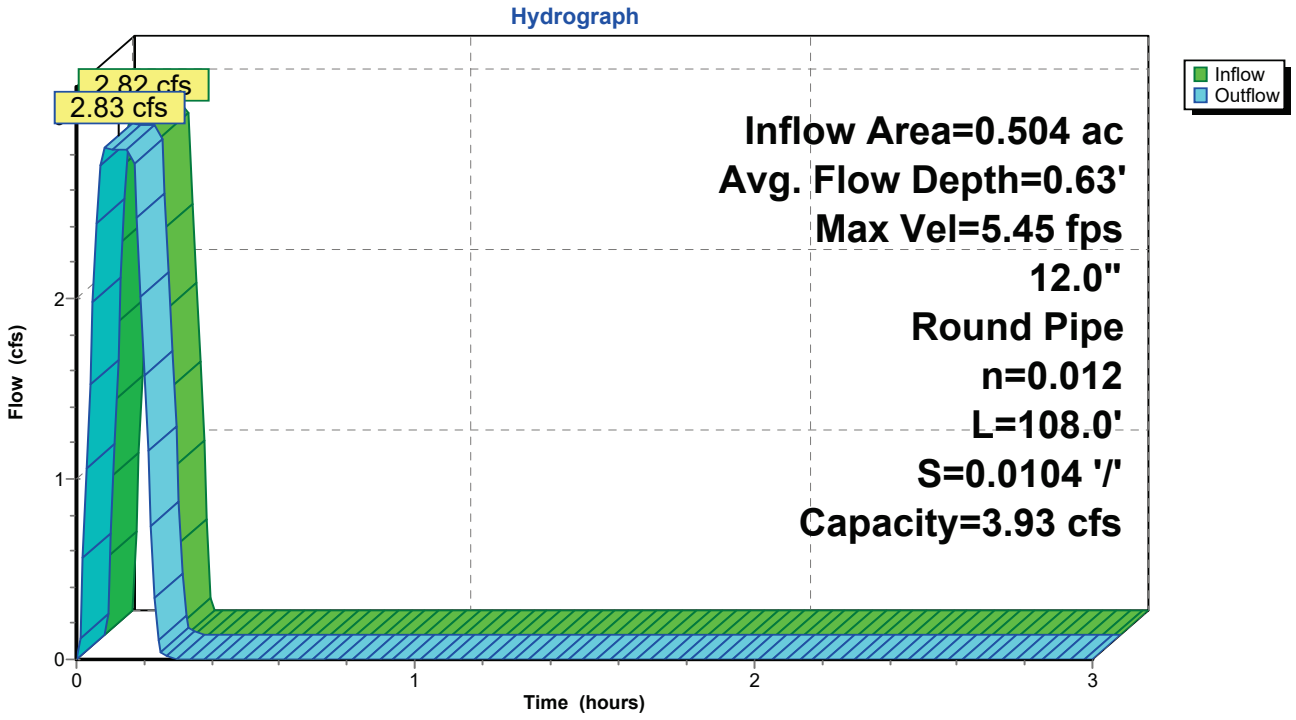
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 5.45 fps, Min. Travel Time= 0.3 min
Avg. Velocity = 2.50 fps, Avg. Travel Time= 0.7 min

Peak Storage= 56 cf @ 0.08 hrs
Average Depth at Peak Storage= 0.63' , Surface Width= 0.97'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.93 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 108.0' Slope= 0.0104 '/'
Inlet Invert= 749.30', Outlet Invert= 748.18'



Reach R16: Pipe I16 to I21



Summary for Reach R17: Pipe I17 to Pond

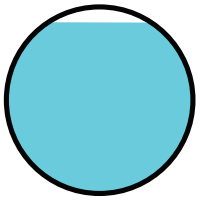
[52] Hint: Inlet/Outlet conditions not evaluated
[55] Hint: Peak inflow is 108% of Manning's capacity

Inflow Area = 0.750 ac, 33.20% Impervious, Inflow Depth = 0.33" for 10-yr event
Inflow = 1.46 cfs @ 0.17 hrs, Volume= 0.020 af
Outflow = 1.46 cfs @ 0.17 hrs, Volume= 0.020 af, Atten= 0%, Lag= 0.0 min
Routed to Pond P1 : Detention Pond

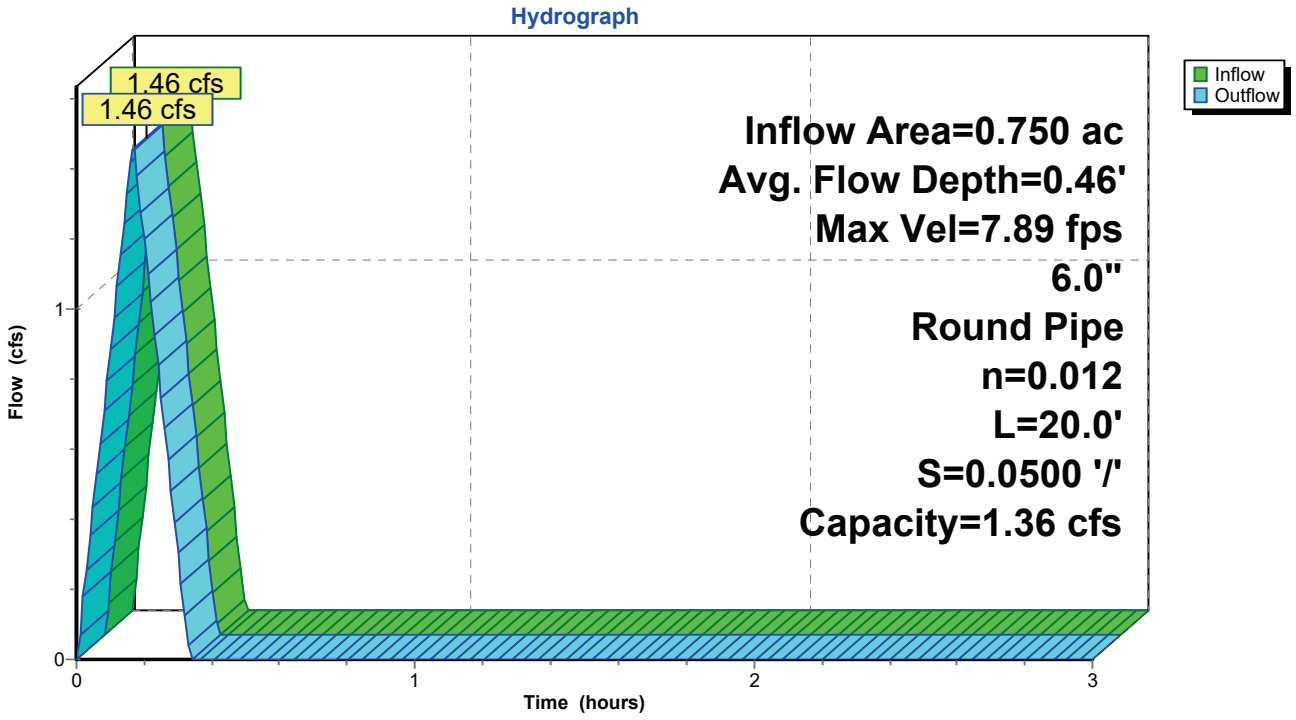
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 7.89 fps, Min. Travel Time= 0.0 min
Avg. Velocity = 6.49 fps, Avg. Travel Time= 0.1 min

Peak Storage= 4 cf @ 0.17 hrs
Average Depth at Peak Storage= 0.46' , Surface Width= 0.28'
Bank-Full Depth= 0.50' Flow Area= 0.2 sf, Capacity= 1.36 cfs

6.0" Round Pipe
n= 0.012 Steel, smooth
Length= 20.0' Slope= 0.0500 '/'
Inlet Invert= 745.50', Outlet Invert= 744.50'



Reach R17: Pipe I17 to Pond



Summary for Reach R18: Pipe I18 to I14

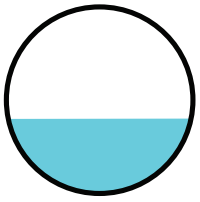
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 9.773 ac, 23.45% Impervious, Inflow Depth = 0.39" for 10-yr event
Inflow = 17.55 cfs @ 0.17 hrs, Volume= 0.320 af
Outflow = 17.53 cfs @ 0.17 hrs, Volume= 0.320 af, Atten= 0%, Lag= 0.1 min
Routed to Pond I14 : Inlet 1-4

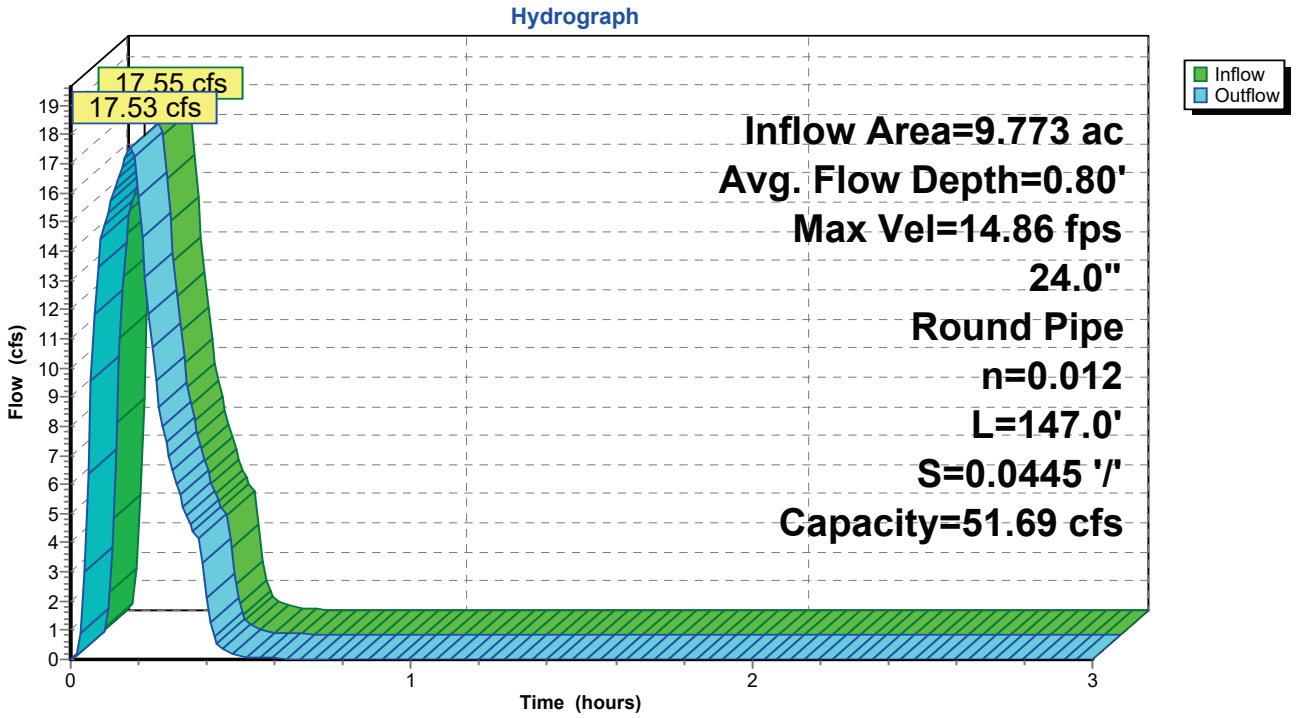
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 14.86 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 4.19 fps, Avg. Travel Time= 0.6 min

Peak Storage= 173 cf @ 0.17 hrs
Average Depth at Peak Storage= 0.80' , Surface Width= 1.96'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 51.69 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 147.0' Slope= 0.0445 '/'
Inlet Invert= 743.36', Outlet Invert= 736.82'



Reach R18: Pipe I18 to I14



Summary for Reach R19: Pipe I19 to I14

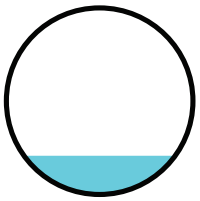
[52] Hint: Inlet/Outlet conditions not evaluated
[90] Warning: Qout>Qin may require smaller dt or Finer Routing
[80] Warning: Exceeded Pond I19 by 0.05' @ 0.22 hrs (0.01 cfs 0.000 af)

Inflow Area = 0.135 ac, 98.52% Impervious, Inflow Depth = 0.94" for 10-yr event
Inflow = 0.76 cfs @ 0.07 hrs, Volume= 0.011 af
Outflow = 0.77 cfs @ 0.06 hrs, Volume= 0.011 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I18 : Catch Basin 1-8

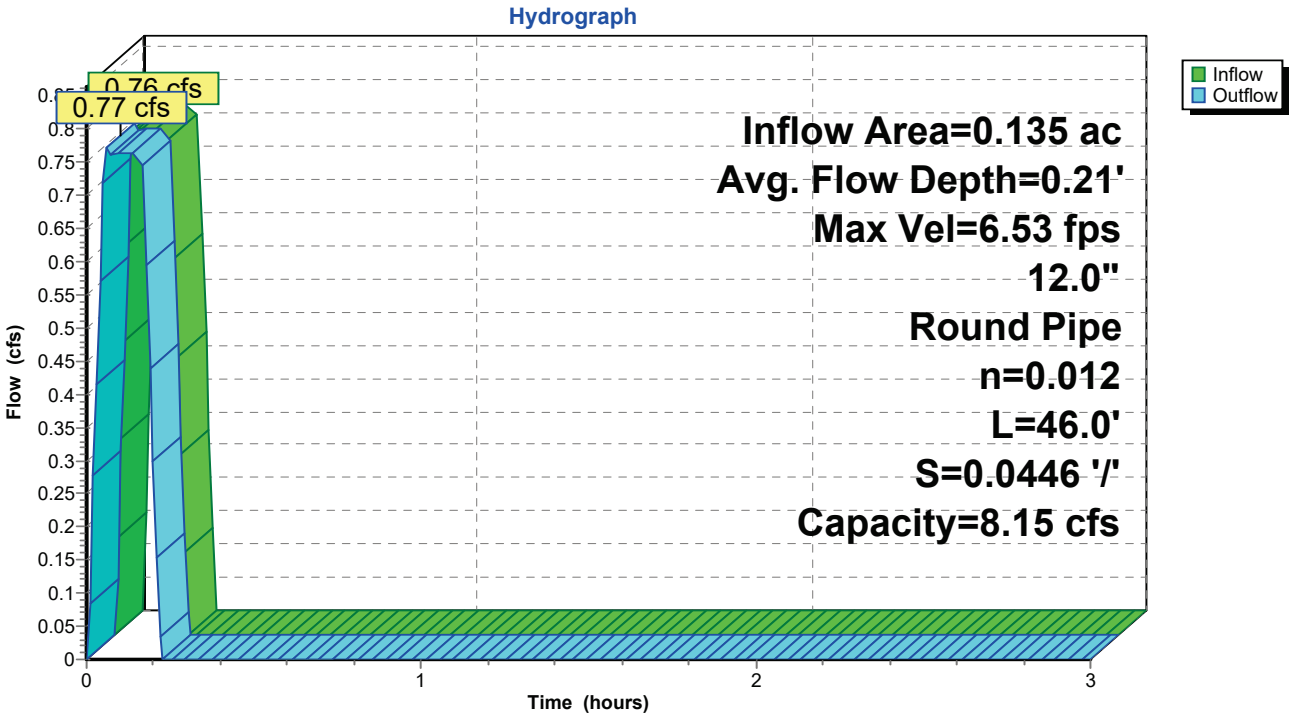
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 6.53 fps, Min. Travel Time= 0.1 min
Avg. Velocity = 5.78 fps, Avg. Travel Time= 0.1 min

Peak Storage= 5 cf @ 0.06 hrs
Average Depth at Peak Storage= 0.21' , Surface Width= 0.81'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 8.15 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 46.0' Slope= 0.0446 '/'
Inlet Invert= 745.41', Outlet Invert= 743.36'



Reach R19: Pipe I19 to I14



Summary for Reach R21: Pipe I21 to I15

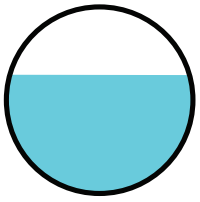
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 7.115 ac, 15.50% Impervious, Inflow Depth = 0.33" for 10-yr event
Inflow = 12.87 cfs @ 0.17 hrs, Volume= 0.196 af
Outflow = 12.72 cfs @ 0.17 hrs, Volume= 0.196 af, Atten= 1%, Lag= 0.3 min
Routed to Pond I15 : Inlet 1-5

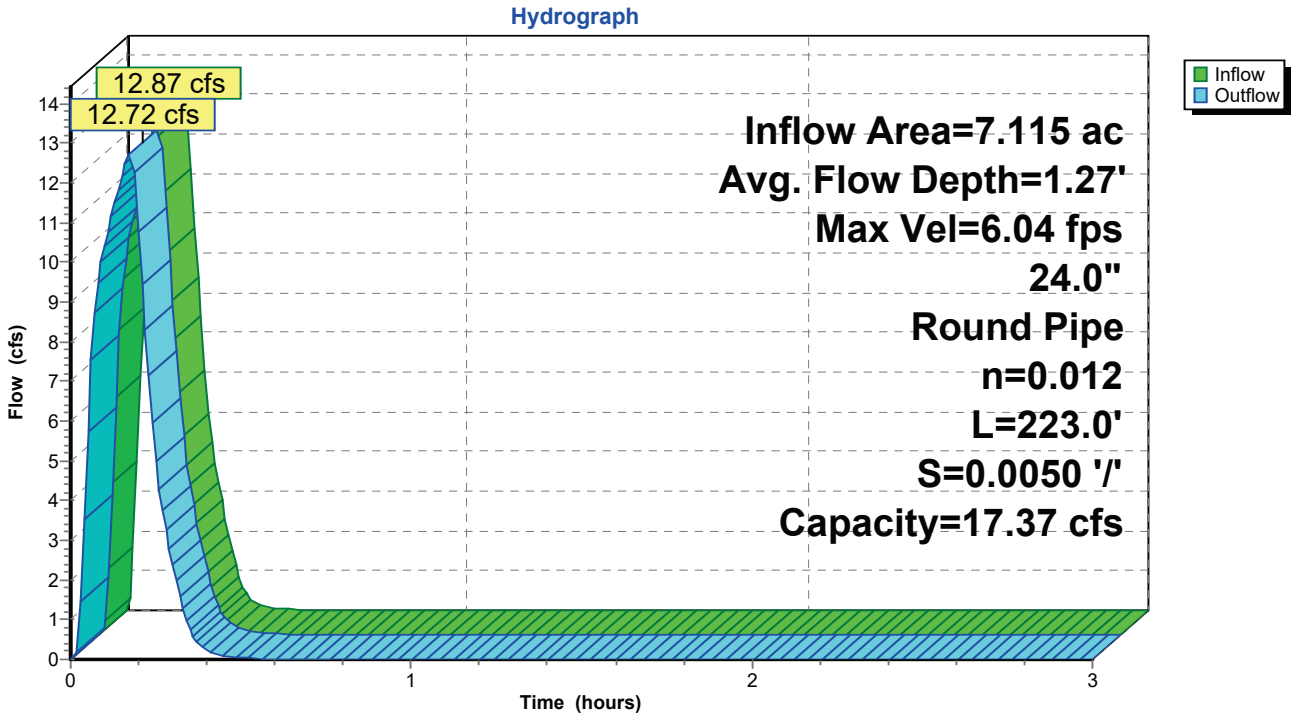
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 6.04 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 1.42 fps, Avg. Travel Time= 2.6 min

Peak Storage= 470 cf @ 0.17 hrs
Average Depth at Peak Storage= 1.27' , Surface Width= 1.93'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 17.37 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 223.0' Slope= 0.0050 '/'
Inlet Invert= 746.00', Outlet Invert= 744.88'



Reach R21: Pipe I21 to I15



Summary for Reach R31: Pipe I31 to I21

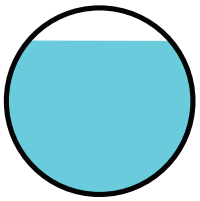
[52] Hint: Inlet/Outlet conditions not evaluated
[55] Hint: Peak inflow is 103% of Manning's capacity
[80] Warning: Exceeded Pond I31 by 0.02' @ 0.04 hrs (1.34 cfs 0.002 af)

Inflow Area = 5.458 ac, 1.12% Impervious, Inflow Depth = 0.23" for 10-yr event
Inflow = 7.11 cfs @ 0.17 hrs, Volume= 0.103 af
Outflow = 6.95 cfs @ 0.17 hrs, Volume= 0.103 af, Atten= 2%, Lag= 0.3 min
Routed to Pond I21 : Inlet 2-1

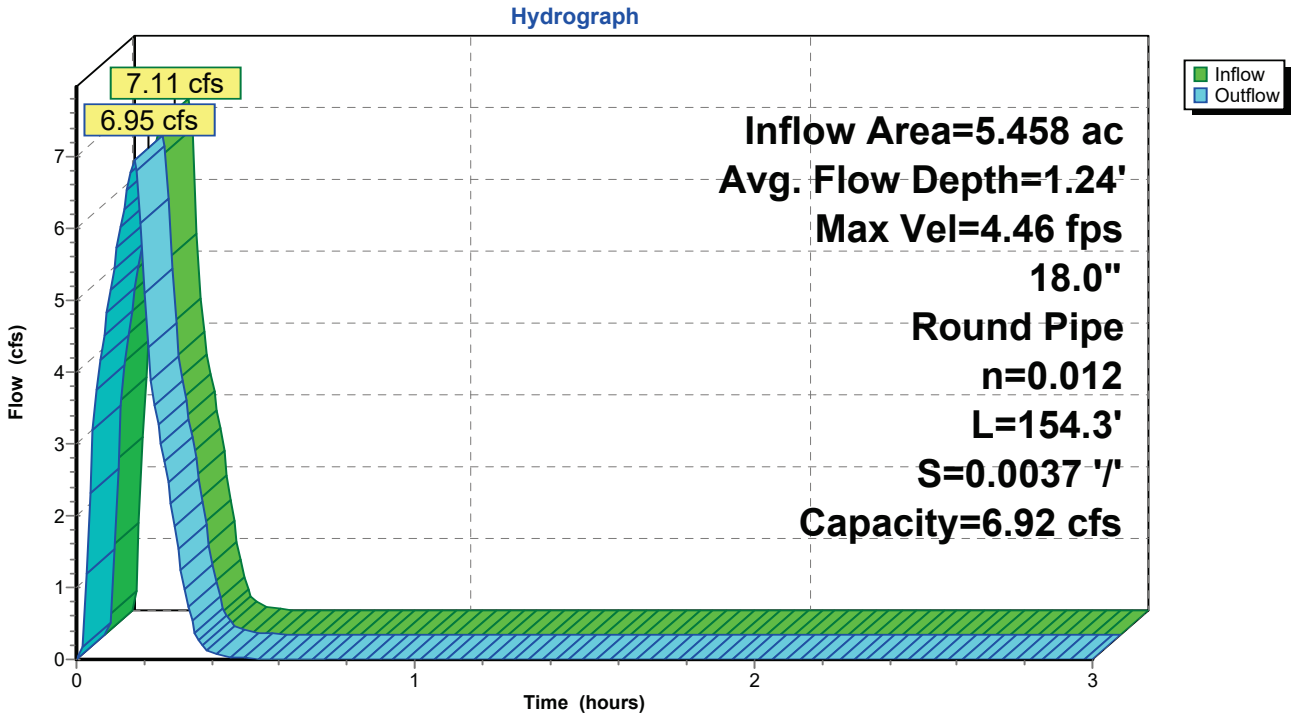
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.46 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 1.34 fps, Avg. Travel Time= 1.9 min

Peak Storage= 240 cf @ 0.17 hrs
Average Depth at Peak Storage= 1.24' , Surface Width= 1.14'
Bank-Full Depth= 1.50' Flow Area= 1.8 sf, Capacity= 6.92 cfs

18.0" Round Pipe
n= 0.012 Steel, smooth
Length= 154.3' Slope= 0.0037 '/'
Inlet Invert= 747.75', Outlet Invert= 747.18'



Reach R31: Pipe I31 to I21



Summary for Reach R41: Pipe I41 to I31

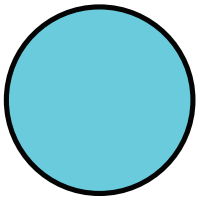
[52] Hint: Inlet/Outlet conditions not evaluated
[55] Hint: Peak inflow is 135% of Manning's capacity
[76] Warning: Detained 0.007 af (Pond w/culvert advised)
[80] Warning: Exceeded Pond I41 by 1.00' @ 0.20 hrs (2.67 cfs 0.010 af)

Inflow Area = 0.503 ac,100.00% Impervious, Inflow Depth = 0.94" for 10-yr event
Inflow = 2.88 cfs @ 0.03 hrs, Volume= 0.040 af
Outflow = 2.30 cfs @ 0.06 hrs, Volume= 0.040 af, Atten= 20%, Lag= 1.8 min
Routed to Pond I21 : Inlet 2-1

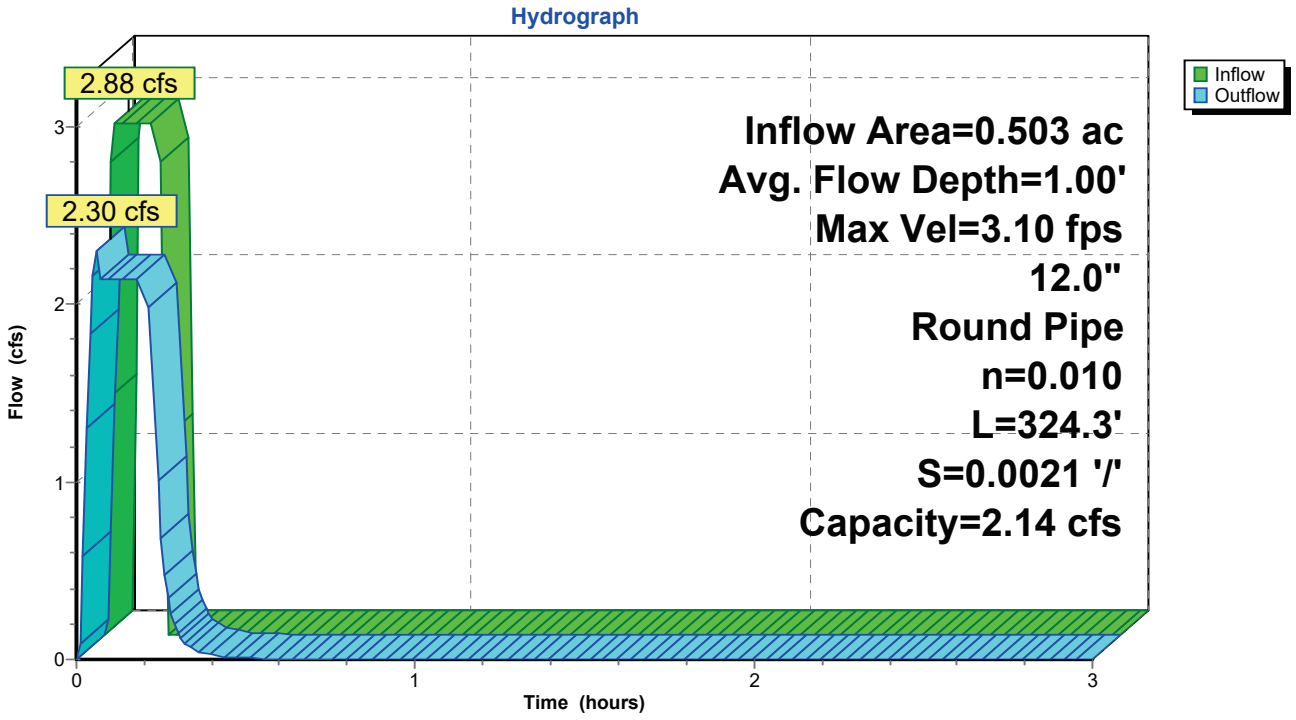
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.10 fps, Min. Travel Time= 1.7 min
Avg. Velocity = 0.71 fps, Avg. Travel Time= 7.7 min

Peak Storage= 255 cf @ 0.07 hrs
Average Depth at Peak Storage= 1.00'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 2.14 cfs

12.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 324.3' Slope= 0.0021 '/'
Inlet Invert= 748.86', Outlet Invert= 748.17'



Reach R41: Pipe I41 to I31



Summary for Reach R51: Pipe I51 to I31

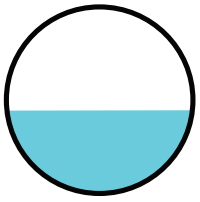
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 2.540 ac, 1.02% Impervious, Inflow Depth = 0.21" for 10-yr event
Inflow = 2.98 cfs @ 0.16 hrs, Volume= 0.044 af
Outflow = 2.94 cfs @ 0.16 hrs, Volume= 0.044 af, Atten= 1%, Lag= 0.2 min
Routed to Pond I31 : Manhole 3-1

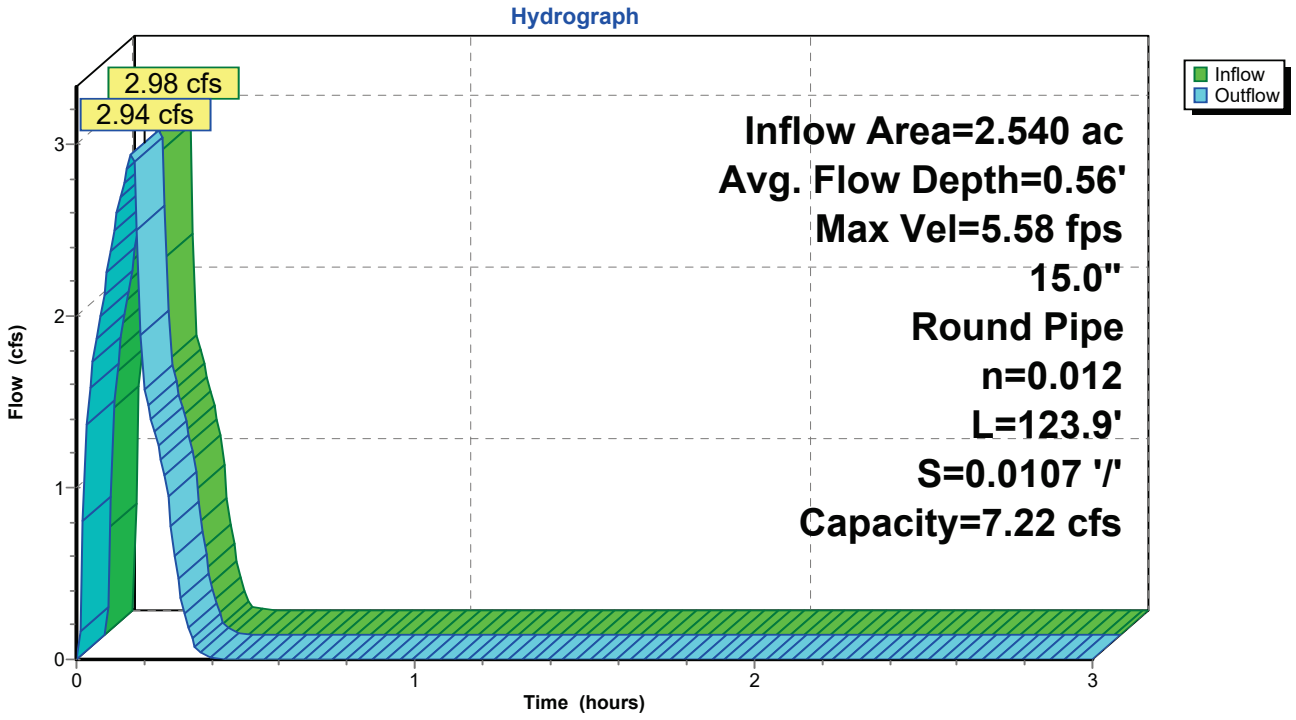
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 5.58 fps, Min. Travel Time= 0.4 min
Avg. Velocity = 2.31 fps, Avg. Travel Time= 0.9 min

Peak Storage= 65 cf @ 0.16 hrs
Average Depth at Peak Storage= 0.56' , Surface Width= 1.24'
Bank-Full Depth= 1.25' Flow Area= 1.2 sf, Capacity= 7.22 cfs

15.0" Round Pipe
n= 0.012 Steel, smooth
Length= 123.9' Slope= 0.0107 '/'
Inlet Invert= 749.07', Outlet Invert= 747.75'



Reach R51: Pipe I51 to I31



Summary for Reach R52: Pipe I52 to I51

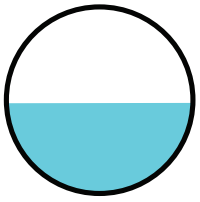
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 2.186 ac, 0.27% Impervious, Inflow Depth = 0.14" for 10-yr event
Inflow = 1.73 cfs @ 0.17 hrs, Volume= 0.026 af
Outflow = 1.71 cfs @ 0.17 hrs, Volume= 0.026 af, Atten= 1%, Lag= 0.3 min
Routed to Pond I51 : Inlet 5-1

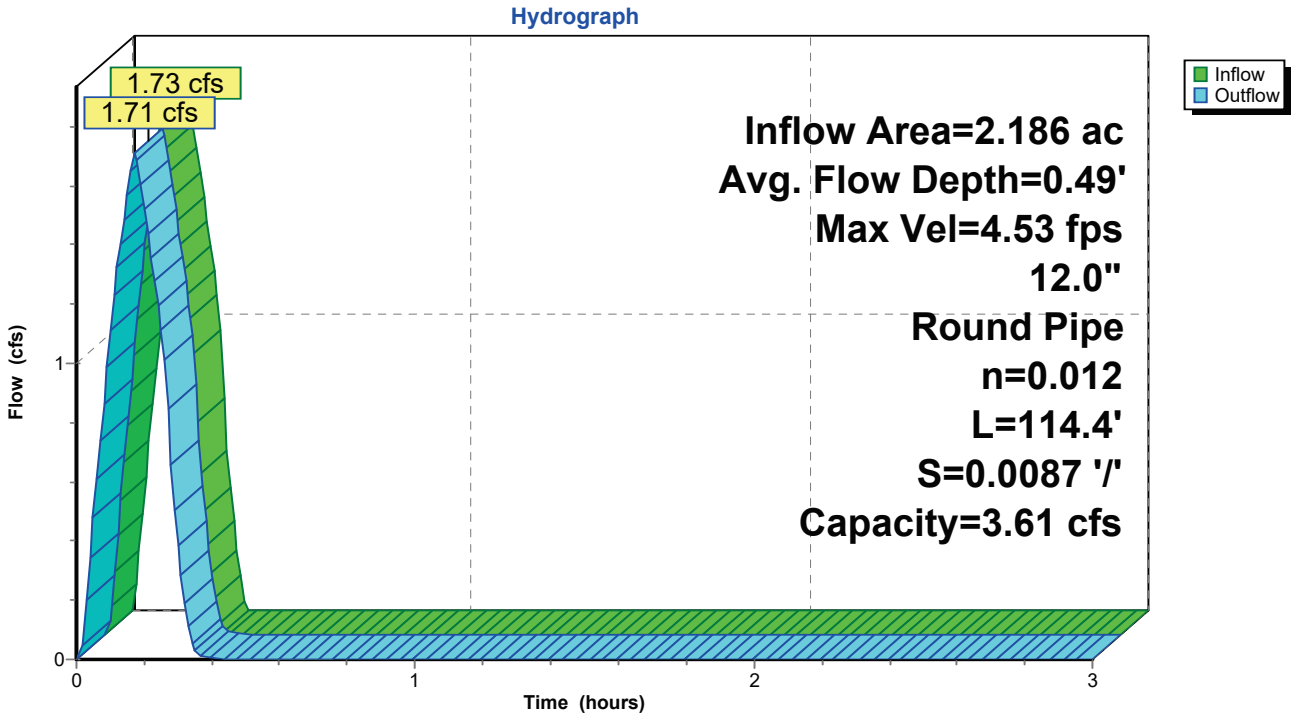
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.53 fps, Min. Travel Time= 0.4 min
Avg. Velocity = 2.01 fps, Avg. Travel Time= 0.9 min

Peak Storage= 43 cf @ 0.17 hrs
Average Depth at Peak Storage= 0.49' , Surface Width= 1.00'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.61 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 114.4' Slope= 0.0087 '/'
Inlet Invert= 750.10', Outlet Invert= 749.10'



Reach R52: Pipe I52 to I51



Summary for Reach R53: Pipe I53 to I52

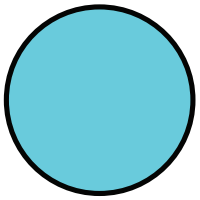
[52] Hint: Inlet/Outlet conditions not evaluated
[55] Hint: Peak inflow is 131% of Manning's capacity
[76] Warning: Detained 0.001 af (Pond w/culvert advised)
[80] Warning: Exceeded Pond I53 by 0.06' @ 0.31 hrs (0.01 cfs 0.000 af)

Inflow Area = 0.156 ac, 0.00% Impervious, Inflow Depth = 0.53" for 10-yr event
Inflow = 0.50 cfs @ 0.13 hrs, Volume= 0.007 af
Outflow = 0.39 cfs @ 0.11 hrs, Volume= 0.007 af, Atten= 21%, Lag= 0.0 min
Routed to Pond I52 : Inlet 5-2

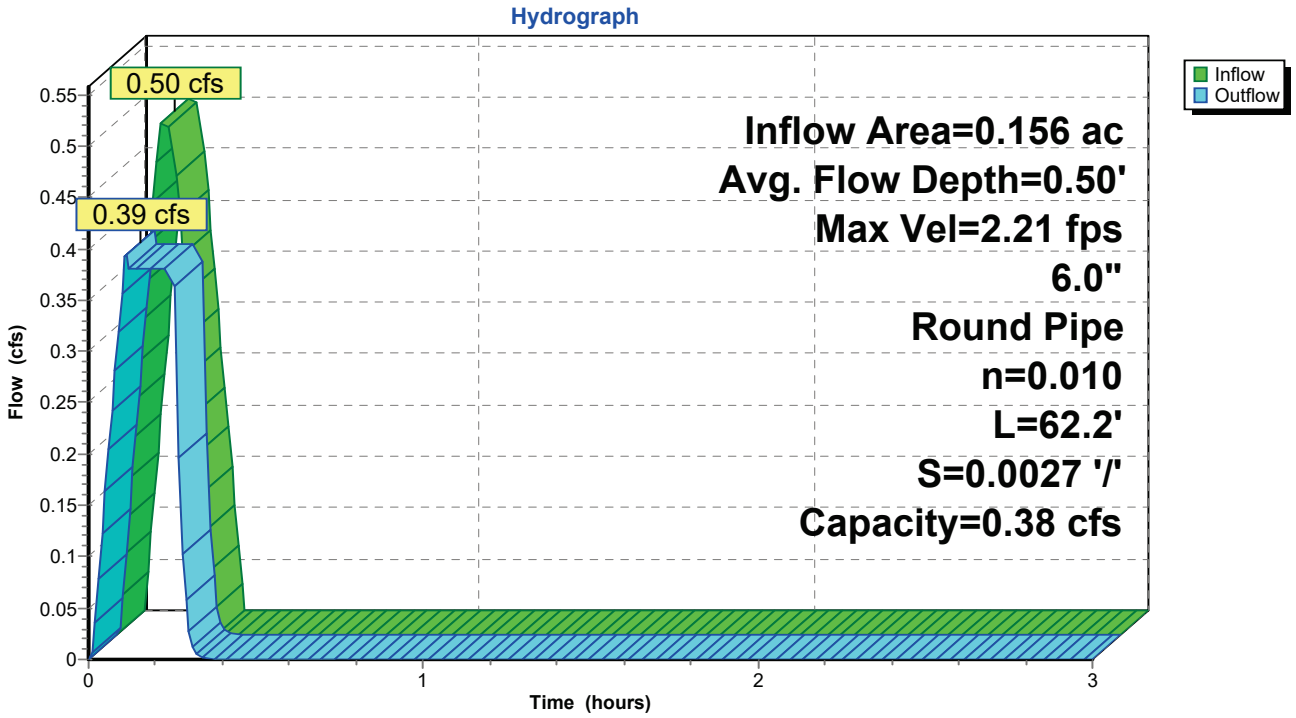
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 2.21 fps, Min. Travel Time= 0.5 min
Avg. Velocity = 1.07 fps, Avg. Travel Time= 1.0 min

Peak Storage= 12 cf @ 0.12 hrs
Average Depth at Peak Storage= 0.50'
Bank-Full Depth= 0.50' Flow Area= 0.2 sf, Capacity= 0.38 cfs

6.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 62.2' Slope= 0.0027 '/'
Inlet Invert= 750.43', Outlet Invert= 750.26'



Reach R53: Pipe I53 to I52



Summary for Reach R54: Pipe I54 to I63

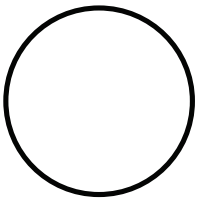
[52] Hint: Inlet/Outlet conditions not evaluated

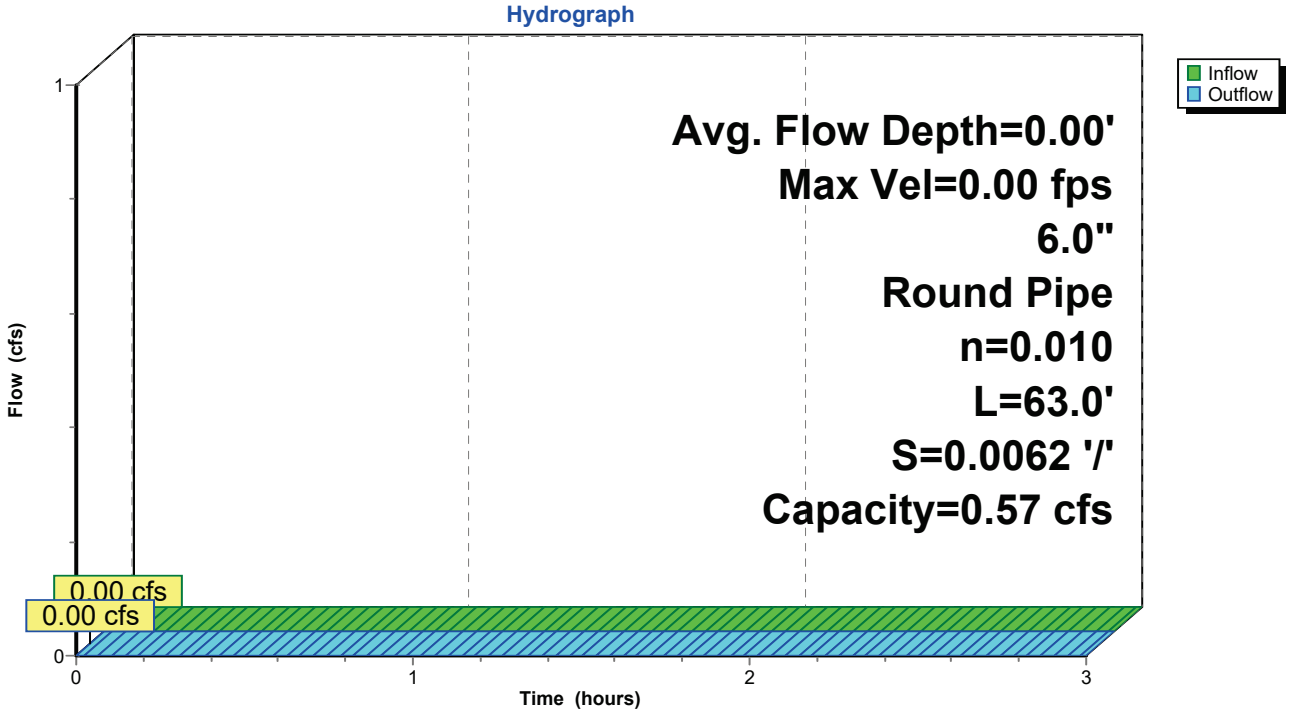
Inflow = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af
Outflow = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I63 : Inlet 6-3

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 0.00 fps, Min. Travel Time= 0.0 min
Avg. Velocity = 0.00 fps, Avg. Travel Time= 0.0 min

Peak Storage= 0 cf @ 0.00 hrs
Average Depth at Peak Storage= 0.00'
Bank-Full Depth= 0.50' Flow Area= 0.2 sf, Capacity= 0.57 cfs

6.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 63.0' Slope= 0.0062 '/'
Inlet Invert= 750.30', Outlet Invert= 749.91'





Summary for Reach R61: Pipe I61 to I31

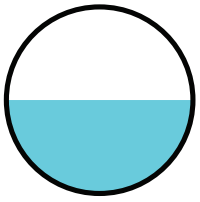
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 2.408 ac, 0.00% Impervious, Inflow Depth = 0.20" for 10-yr event
Inflow = 2.74 cfs @ 0.16 hrs, Volume= 0.039 af
Outflow = 2.73 cfs @ 0.17 hrs, Volume= 0.039 af, Atten= 0%, Lag= 0.2 min
Routed to Pond I31 : Manhole 3-1

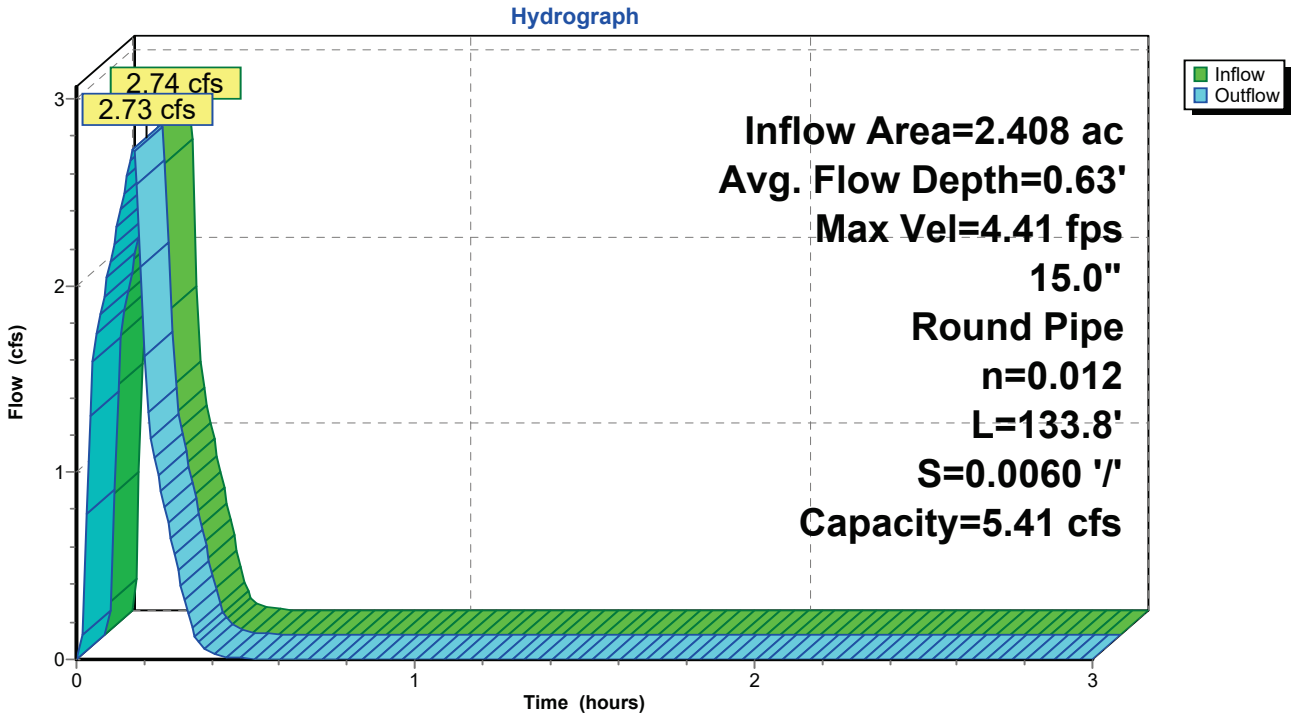
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.41 fps, Min. Travel Time= 0.5 min
Avg. Velocity = 1.47 fps, Avg. Travel Time= 1.5 min

Peak Storage= 83 cf @ 0.17 hrs
Average Depth at Peak Storage= 0.63' , Surface Width= 1.25'
Bank-Full Depth= 1.25' Flow Area= 1.2 sf, Capacity= 5.41 cfs

15.0" Round Pipe
n= 0.012 Steel, smooth
Length= 133.8' Slope= 0.0060 '/'
Inlet Invert= 748.55', Outlet Invert= 747.75'



Reach R61: Pipe I61 to I31



Summary for Reach R62: Pipe I62 to I61

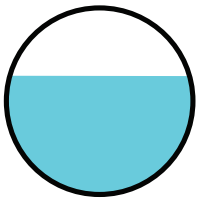
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 1.749 ac, 0.00% Impervious, Inflow Depth = 0.21" for 10-yr event
Inflow = 2.19 cfs @ 0.16 hrs, Volume= 0.031 af
Outflow = 2.15 cfs @ 0.16 hrs, Volume= 0.031 af, Atten= 2%, Lag= 0.2 min
Routed to Pond I61 : Manhole 6-1

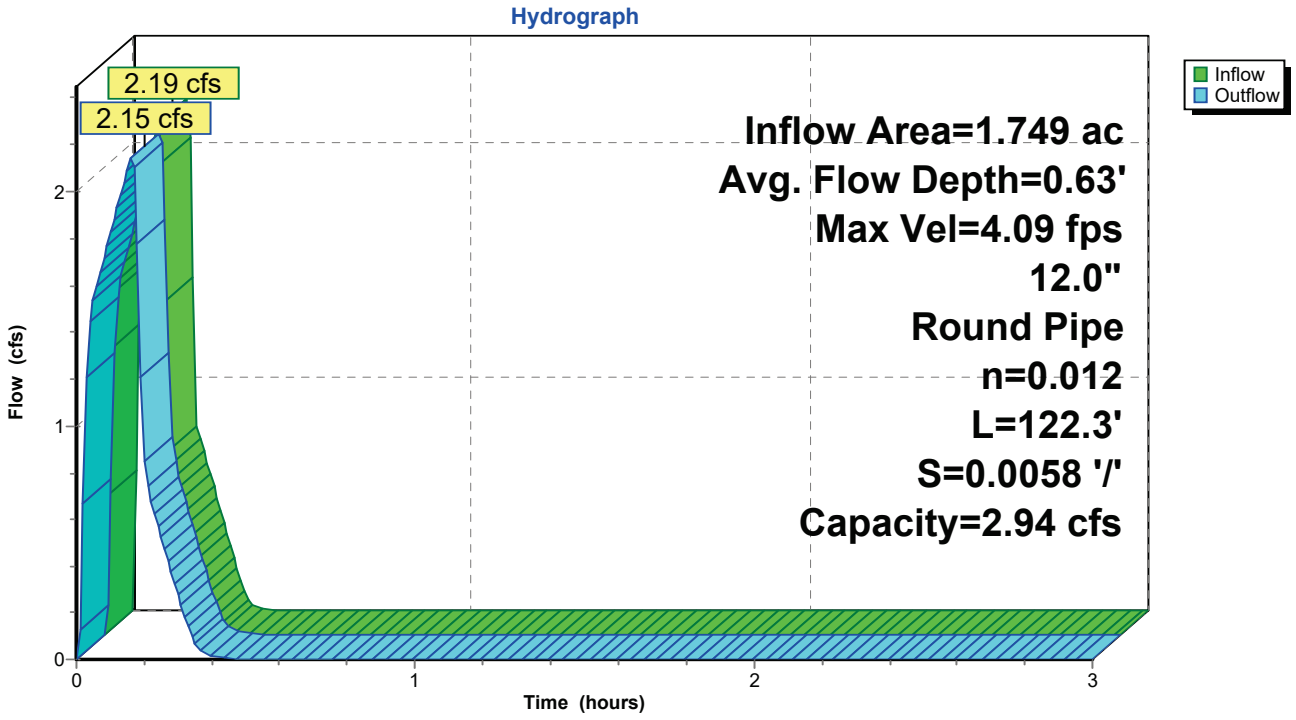
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.09 fps, Min. Travel Time= 0.5 min
Avg. Velocity = 1.46 fps, Avg. Travel Time= 1.4 min

Peak Storage= 64 cf @ 0.16 hrs
Average Depth at Peak Storage= 0.63' , Surface Width= 0.96'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 2.94 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 122.3' Slope= 0.0058 '/'
Inlet Invert= 749.32', Outlet Invert= 748.61'



Reach R62: Pipe I62 to I61



Summary for Reach R63: Pipe I63 to I62

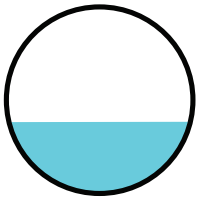
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I63 by 0.07' @ 0.35 hrs (0.02 cfs 0.000 af)

Inflow Area = 1.364 ac, 0.00% Impervious, Inflow Depth = 0.11" for 10-yr event
Inflow = 0.85 cfs @ 0.17 hrs, Volume= 0.012 af
Outflow = 0.83 cfs @ 0.17 hrs, Volume= 0.012 af, Atten= 2%, Lag= 0.4 min
Routed to Pond I62 : Inlet 6-2

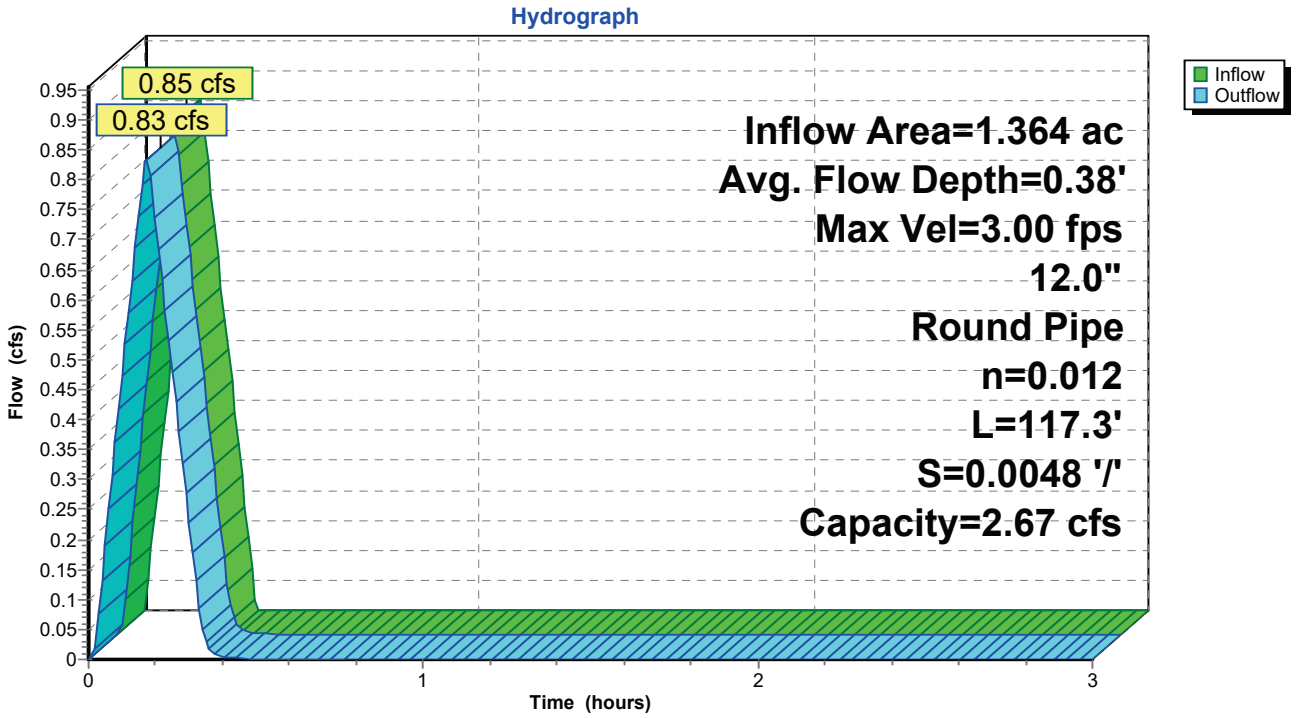
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.00 fps, Min. Travel Time= 0.7 min
Avg. Velocity = 1.23 fps, Avg. Travel Time= 1.6 min

Peak Storage= 33 cf @ 0.17 hrs
Average Depth at Peak Storage= 0.38' , Surface Width= 0.97'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 2.67 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 117.3' Slope= 0.0048 '/'
Inlet Invert= 749.91', Outlet Invert= 749.35'



Reach R63: Pipe I63 to I62



Summary for Reach R71: Pipe I71 to I15

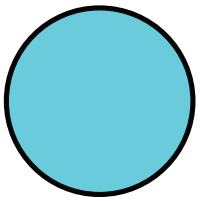
[52] Hint: Inlet/Outlet conditions not evaluated
[55] Hint: Peak inflow is 202% of Manning's capacity
[76] Warning: Detained 0.028 af (Pond w/culvert advised)

Inflow Area = 2.152 ac, 49.07% Impervious, Inflow Depth = 0.59" for 10-yr event
Inflow = 7.48 cfs @ 0.17 hrs, Volume= 0.107 af
Outflow = 3.74 cfs @ 0.08 hrs, Volume= 0.107 af, Atten= 50%, Lag= 0.0 min
Routed to Pond I15 : Inlet 1-5

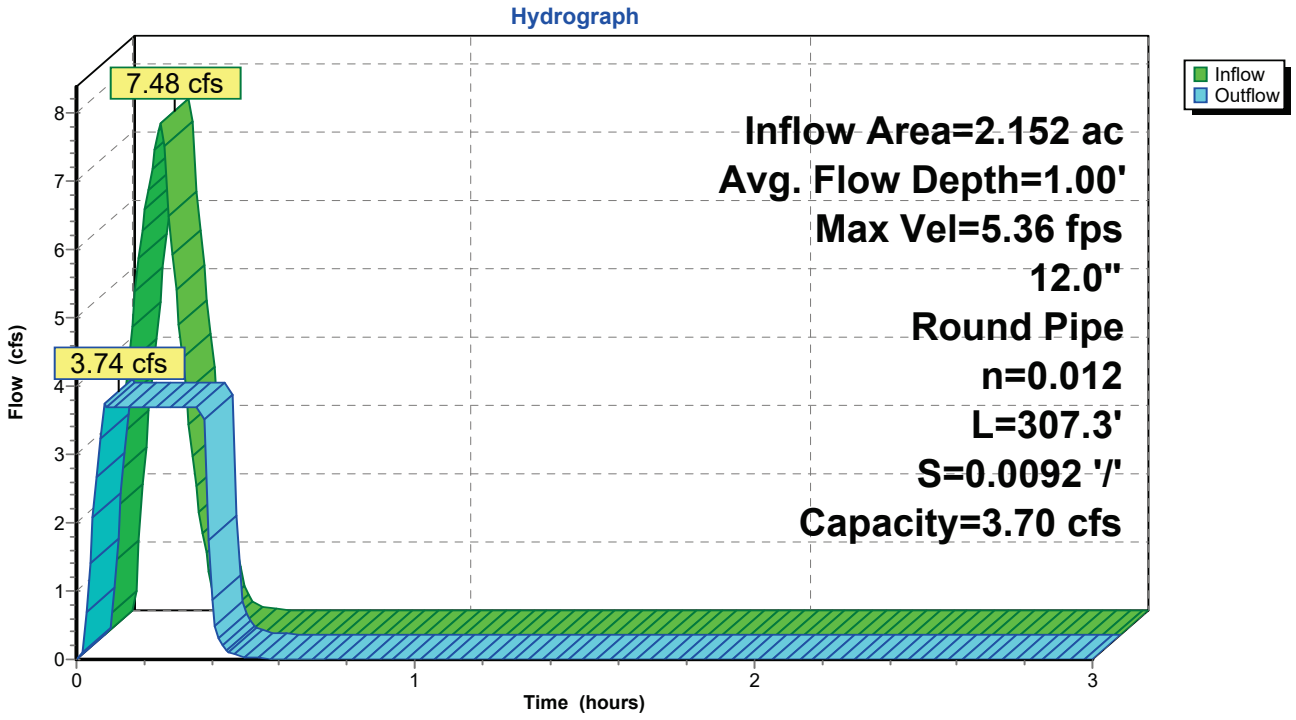
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 5.36 fps, Min. Travel Time= 1.0 min
Avg. Velocity = 1.70 fps, Avg. Travel Time= 3.0 min

Peak Storage= 241 cf @ 0.09 hrs
Average Depth at Peak Storage= 1.00'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.70 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 307.3' Slope= 0.0092 '/'
Inlet Invert= 747.78', Outlet Invert= 744.96'



Reach R71: Pipe I71 to I15



Summary for Reach R81: Pipe I81 to I71

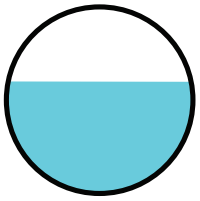
[52] Hint: Inlet/Outlet conditions not evaluated
[90] Warning: Qout>Qin may require smaller dt or Finer Routing

Inflow Area = 0.792 ac, 48.74% Impervious, Inflow Depth = 0.63" for 10-yr event
Inflow = 3.05 cfs @ 0.11 hrs, Volume= 0.042 af
Outflow = 3.05 cfs @ 0.12 hrs, Volume= 0.042 af, Atten= 0%, Lag= 0.6 min
Routed to Pond I71 : Inlet 7-1

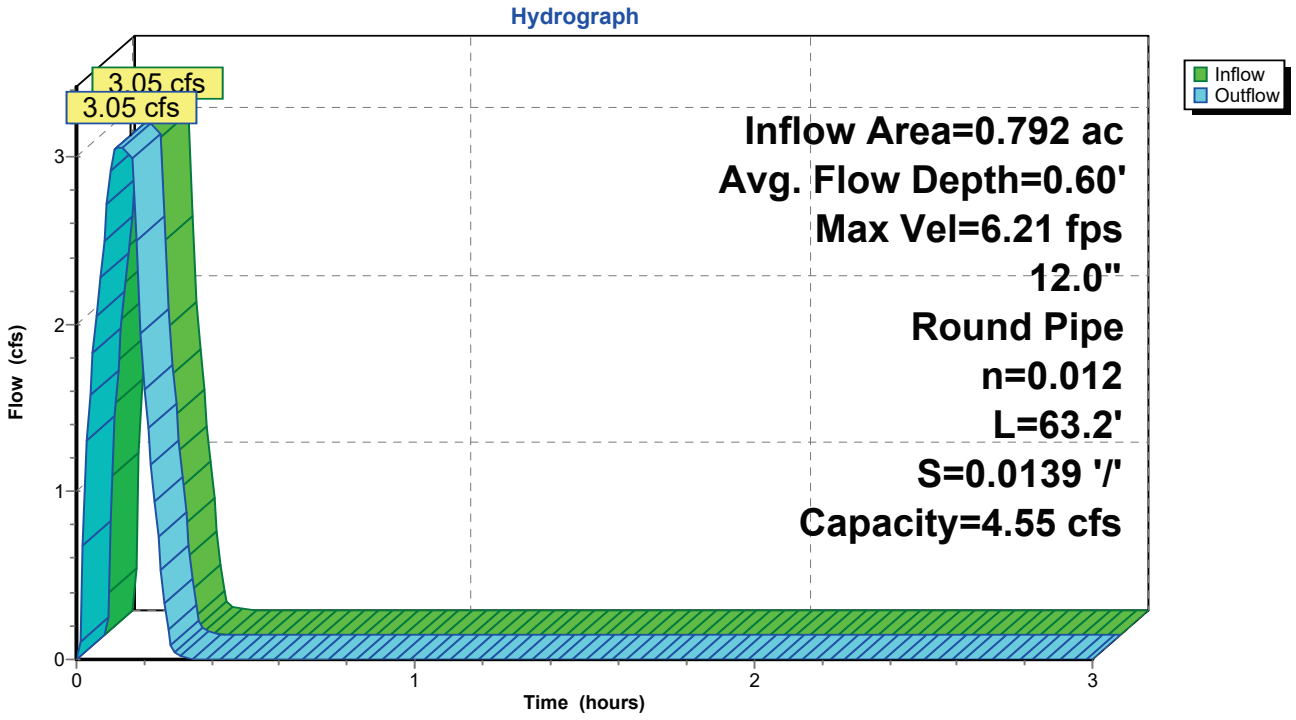
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 6.21 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 2.60 fps, Avg. Travel Time= 0.4 min

Peak Storage= 31 cf @ 0.12 hrs
Average Depth at Peak Storage= 0.60' , Surface Width= 0.98'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 4.55 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 63.2' Slope= 0.0139 '/'
Inlet Invert= 748.66', Outlet Invert= 747.78'



Reach R81: Pipe I81 to I71



Summary for Reach R82: Pipe I82 to I81

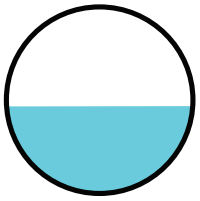
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I82 by 0.07' @ 0.28 hrs (0.02 cfs 0.000 af)

Inflow Area = 0.625 ac, 35.68% Impervious, Inflow Depth = 0.56" for 10-yr event
Inflow = 2.11 cfs @ 0.10 hrs, Volume= 0.029 af
Outflow = 2.11 cfs @ 0.11 hrs, Volume= 0.029 af, Atten= 0%, Lag= 0.6 min
Routed to Pond I81 : Inlet 8-1

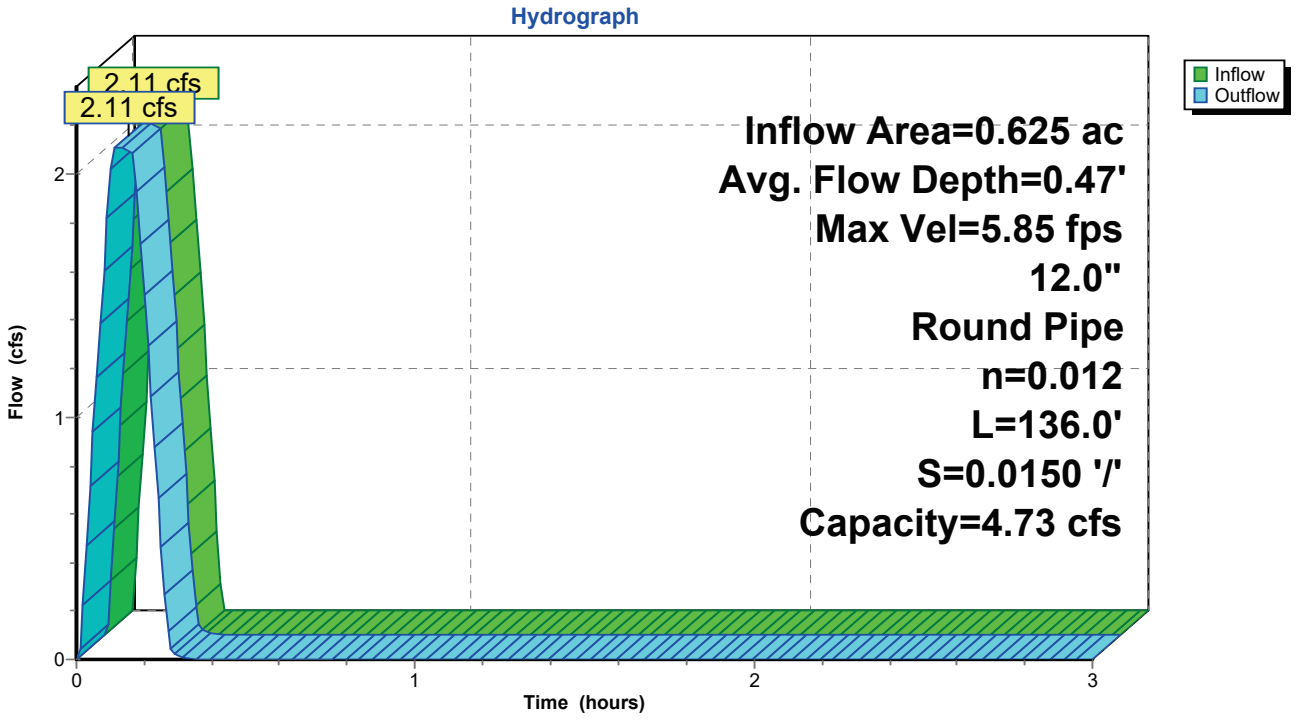
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 5.85 fps, Min. Travel Time= 0.4 min
Avg. Velocity = 2.68 fps, Avg. Travel Time= 0.8 min

Peak Storage= 49 cf @ 0.11 hrs
Average Depth at Peak Storage= 0.47' , Surface Width= 1.00'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 4.73 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 136.0' Slope= 0.0150 '/'
Inlet Invert= 750.74', Outlet Invert= 748.70'



Reach R82: Pipe I82 to I81



Summary for Reach R91: Pipe I91 to I71

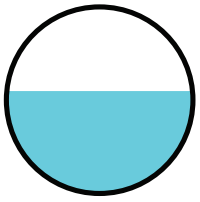
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.640 ac, 25.31% Impervious, Inflow Depth = 0.50" for 10-yr event
Inflow = 1.88 cfs @ 0.17 hrs, Volume= 0.027 af
Outflow = 1.84 cfs @ 0.18 hrs, Volume= 0.027 af, Atten= 3%, Lag= 0.6 min
Routed to Pond I71 : Inlet 7-1

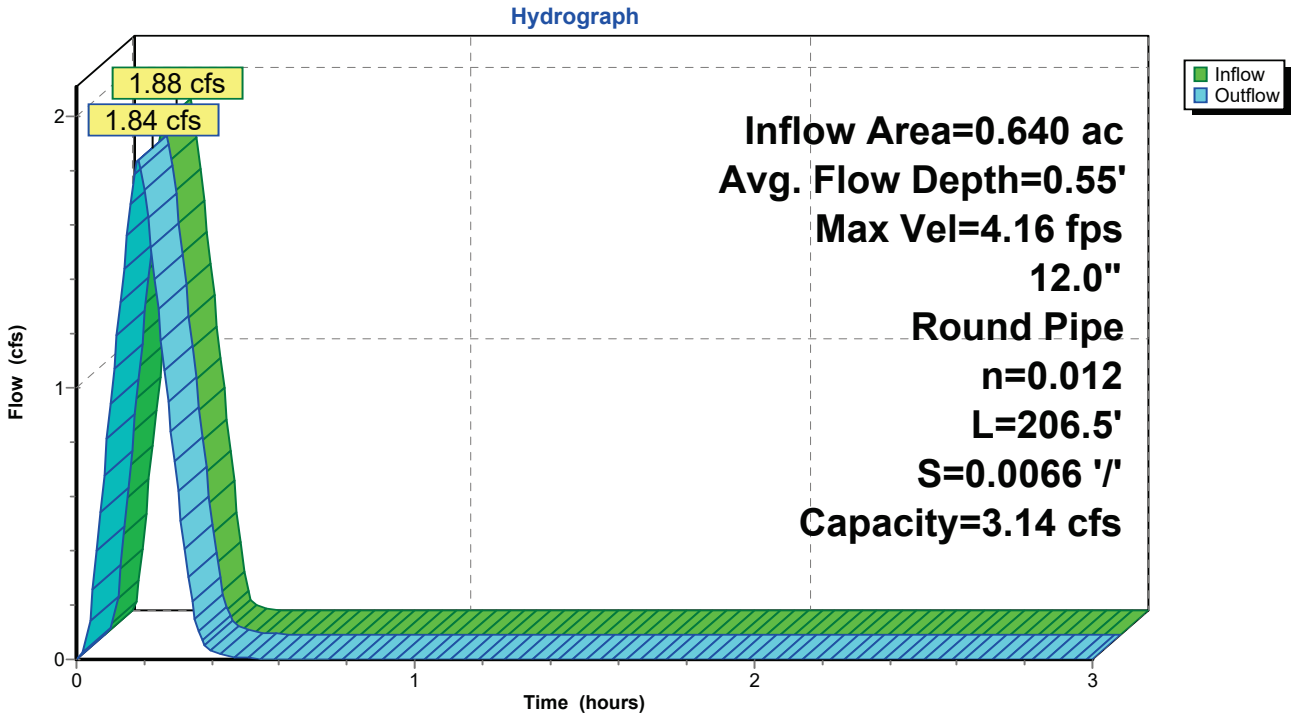
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.16 fps, Min. Travel Time= 0.8 min
Avg. Velocity = 1.35 fps, Avg. Travel Time= 2.6 min

Peak Storage= 91 cf @ 0.18 hrs
Average Depth at Peak Storage= 0.55' , Surface Width= 1.00'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.14 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 206.5' Slope= 0.0066 '/'
Inlet Invert= 750.30', Outlet Invert= 748.93'



Reach R91: Pipe I91 to I71



Summary for Reach R92: Pipe I92 to I91

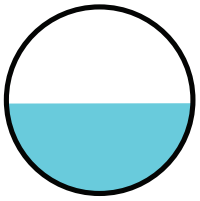
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I92 by 0.10' @ 0.34 hrs (0.05 cfs 0.000 af)

Inflow Area = 0.531 ac, 21.66% Impervious, Inflow Depth = 0.49" for 10-yr event
Inflow = 1.54 cfs @ 0.17 hrs, Volume= 0.022 af
Outflow = 1.51 cfs @ 0.17 hrs, Volume= 0.022 af, Atten= 2%, Lag= 0.3 min
Routed to Pond I91 : Inlet 9-1

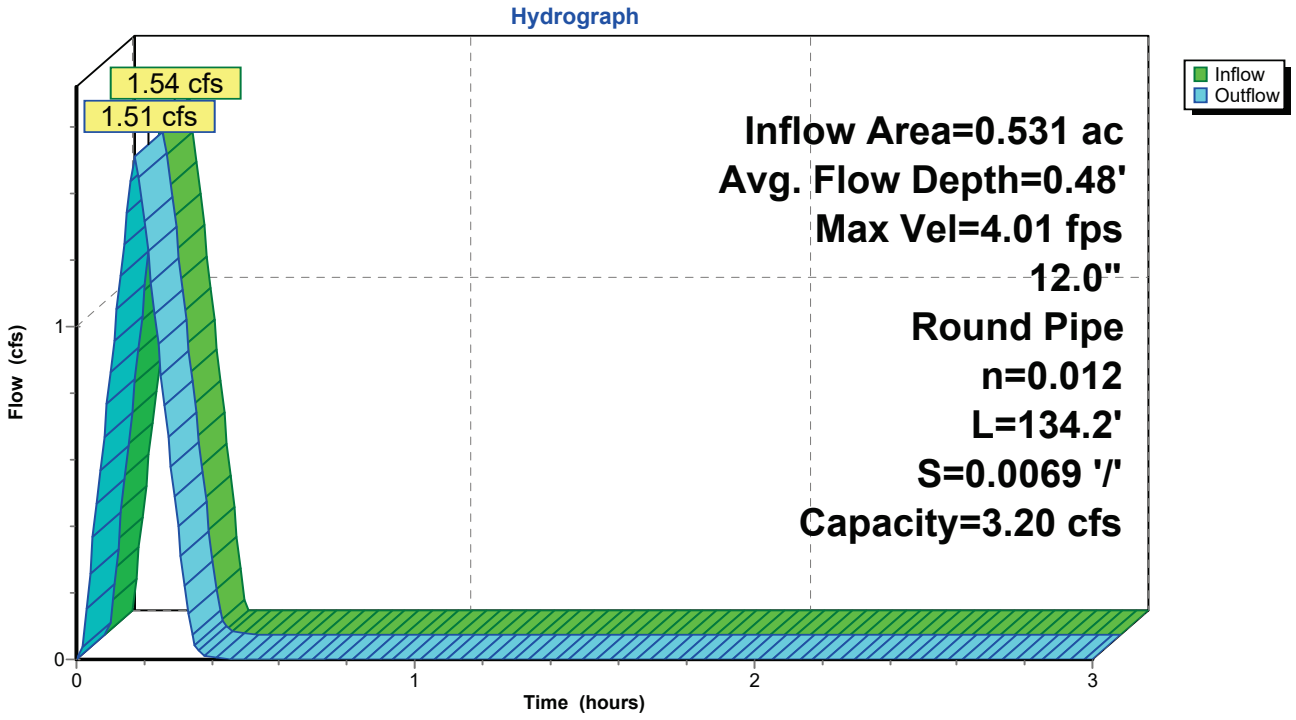
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.01 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 1.64 fps, Avg. Travel Time= 1.4 min

Peak Storage= 50 cf @ 0.17 hrs
Average Depth at Peak Storage= 0.48' , Surface Width= 1.00'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.20 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 134.2' Slope= 0.0069 '/'
Inlet Invert= 751.22', Outlet Invert= 750.30'



Reach R92: Pipe I92 to I91



Summary for Pond I14: Inlet 1-4

[57] Hint: Peaked at 743.27' (Flood elevation advised)
[62] Hint: Exceeded Reach R18 OUTLET depth by 5.65' @ 0.18 hrs

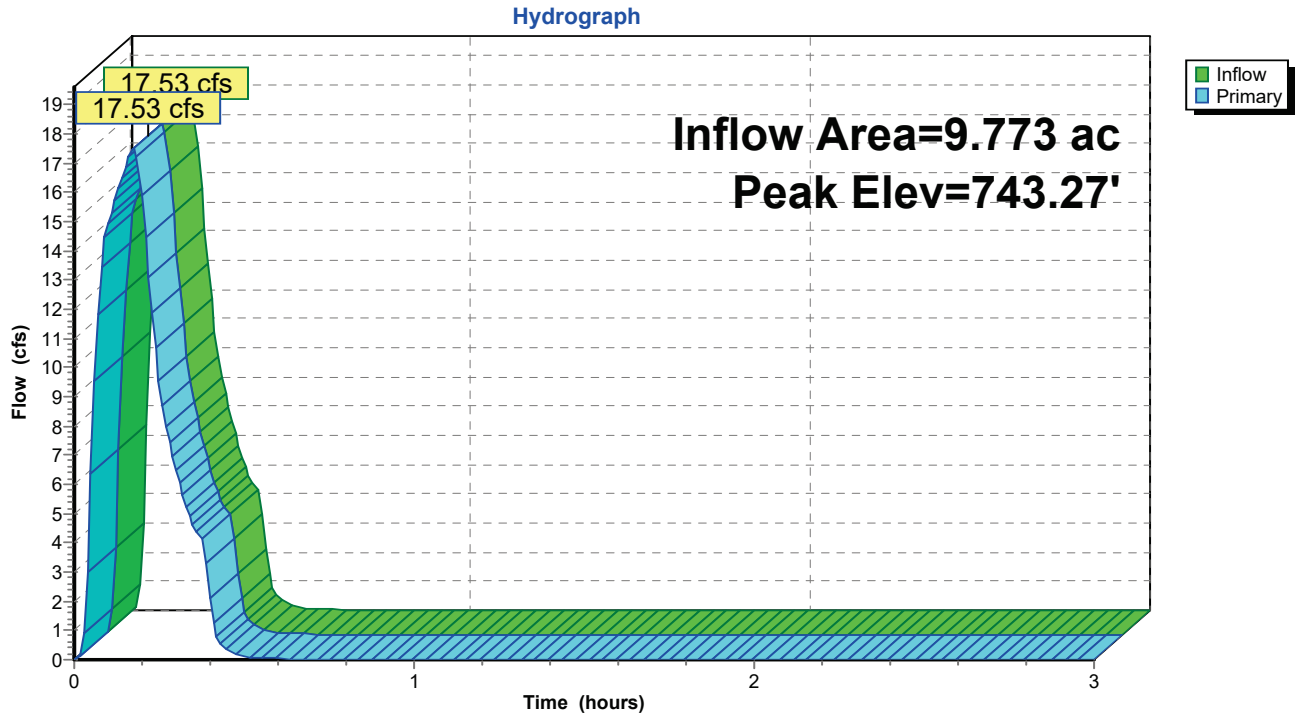
Inflow Area = 9.773 ac, 23.45% Impervious, Inflow Depth = 0.39" for 10-yr event
Inflow = 17.53 cfs @ 0.17 hrs, Volume= 0.320 af
Outflow = 17.53 cfs @ 0.17 hrs, Volume= 0.320 af, Atten= 0%, Lag= 0.0 min
Primary = 17.53 cfs @ 0.17 hrs, Volume= 0.320 af
Routed to Reach R14 : Pipe I14 to Pond

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 743.27' @ 0.18 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	741.84'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	741.84'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	743.84'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=17.41 cfs @ 0.17 hrs HW=743.27' TW=742.70' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 8.70 cfs @ 3.62 fps)
└─**2=Orifice/Grate** (Orifice Controls 8.70 cfs @ 3.62 fps)
└─**3=Orifice/Grate** (Controls 0.00 cfs)

Pond I14: Inlet 1-4



Summary for Pond I15: Inlet 1-5

[57] Hint: Peaked at 746.43' (Flood elevation advised)
[62] Hint: Exceeded Reach R21 OUTLET depth by 0.48' @ 0.38 hrs
[62] Hint: Exceeded Reach R71 OUTLET depth by 0.47' @ 0.18 hrs

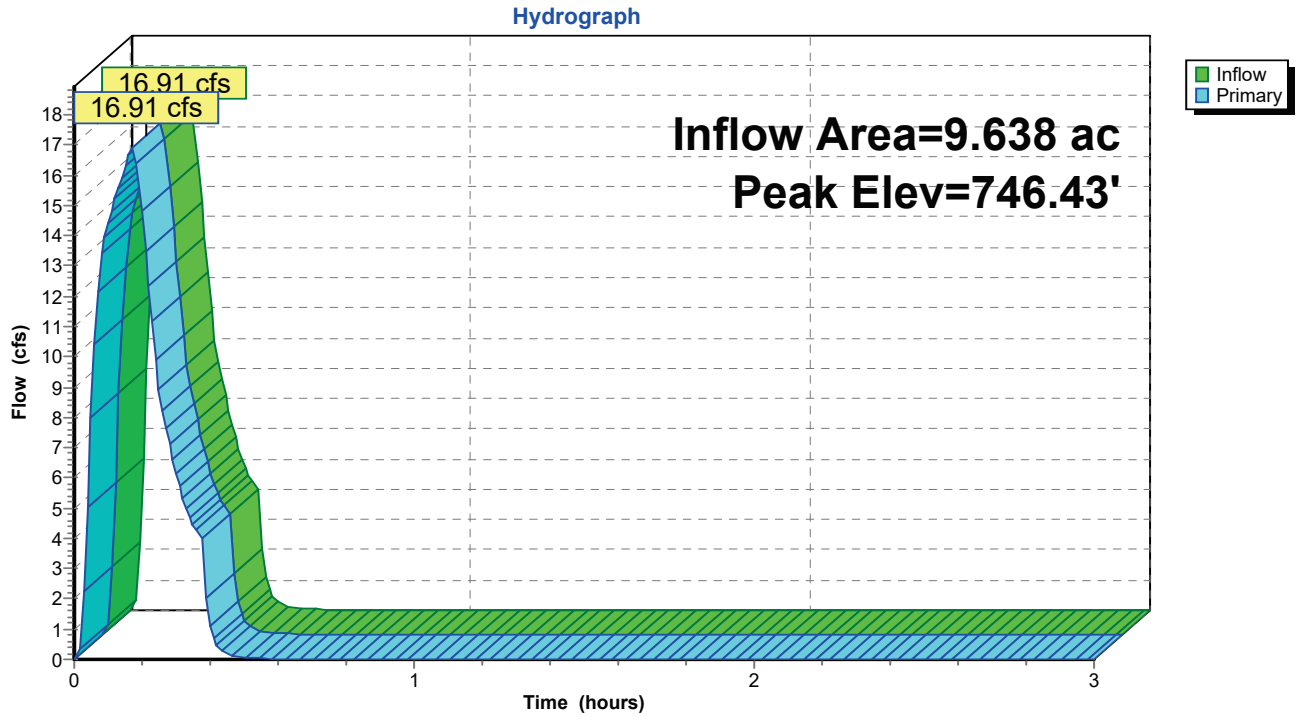
Inflow Area = 9.638 ac, 22.40% Impervious, Inflow Depth = 0.39" for 10-yr event
Inflow = 16.91 cfs @ 0.17 hrs, Volume= 0.309 af
Outflow = 16.91 cfs @ 0.17 hrs, Volume= 0.309 af, Atten= 0%, Lag= 0.0 min
Primary = 16.91 cfs @ 0.17 hrs, Volume= 0.309 af
Routed to Reach R15 : Pipe I15 to I18

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 746.43' @ 0.18 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	744.87'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	744.96'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	744.96'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=16.60 cfs @ 0.17 hrs HW=746.42' TW=746.08' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 7.41 cfs @ 2.83 fps)
└─**2=Orifice/Grate** (Orifice Controls 2.22 cfs @ 2.83 fps)
└─**3=Orifice/Grate** (Orifice Controls 6.97 cfs @ 2.83 fps)

Pond I15: Inlet 1-5



Summary for Pond I16: Inlet 1-6

[57] Hint: Peaked at 750.49' (Flood elevation advised)

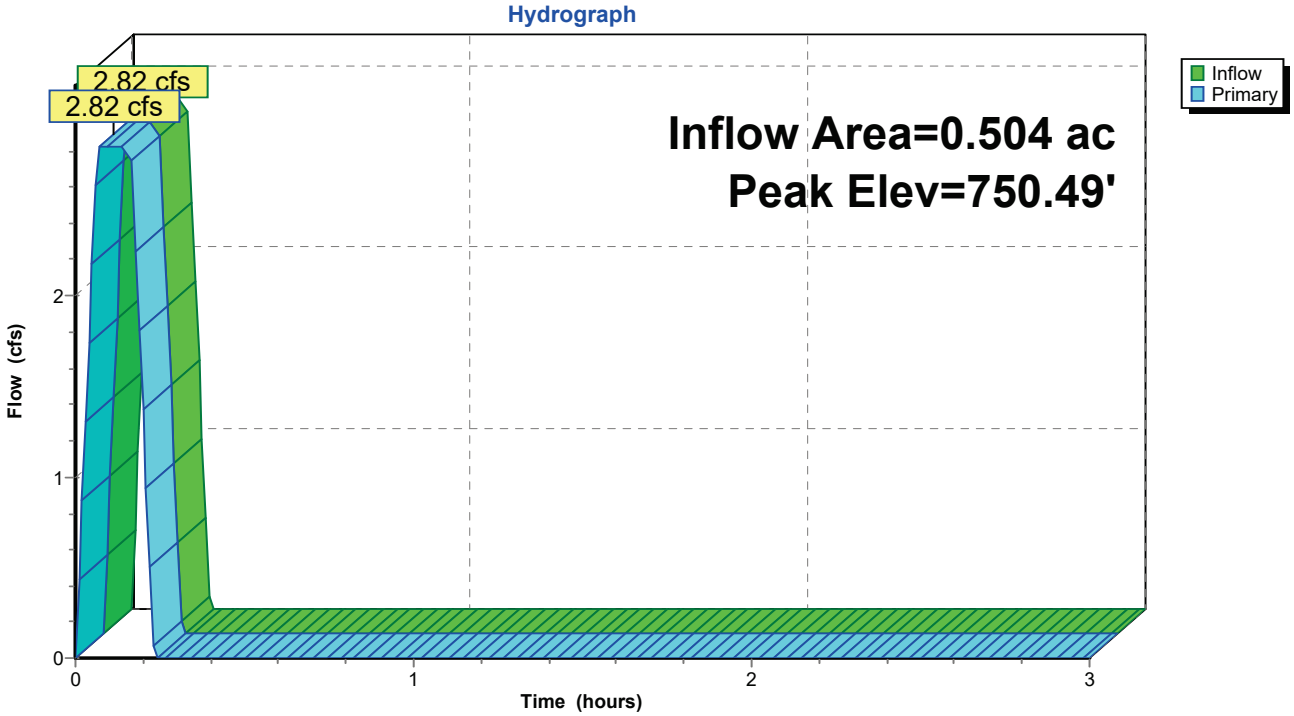
Inflow Area = 0.504 ac, 97.62% Impervious, Inflow Depth = 0.92" for 10-yr event
Inflow = 2.82 cfs @ 0.07 hrs, Volume= 0.039 af
Outflow = 2.82 cfs @ 0.07 hrs, Volume= 0.039 af, Atten= 0%, Lag= 0.0 min
Primary = 2.82 cfs @ 0.07 hrs, Volume= 0.039 af
Routed to Reach R16 : Pipe I16 to I21

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 750.49' @ 0.09 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.30'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=2.70 cfs @ 0.07 hrs HW=750.42' TW=749.91' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 2.70 cfs @ 3.44 fps)

Pond I16: Inlet 1-6



Summary for Pond I17: Trench Drain 1-7

[57] Hint: Peaked at 748.32' (Flood elevation advised)

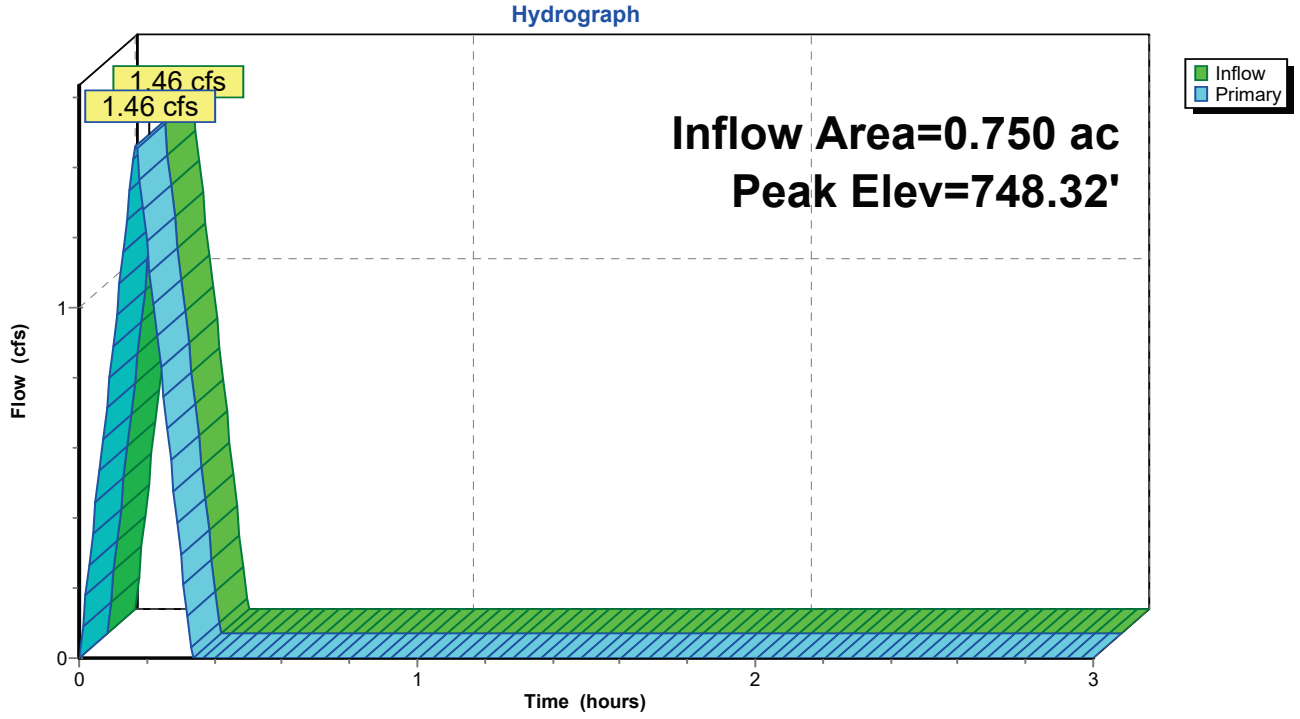
Inflow Area = 0.750 ac, 33.20% Impervious, Inflow Depth = 0.33" for 10-yr event
Inflow = 1.46 cfs @ 0.17 hrs, Volume= 0.020 af
Outflow = 1.46 cfs @ 0.17 hrs, Volume= 0.020 af, Atten= 0%, Lag= 0.0 min
Primary = 1.46 cfs @ 0.17 hrs, Volume= 0.020 af
Routed to Reach R17 : Pipe I17 to Pond

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 748.32' @ 0.17 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	745.50'	**6.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.44 cfs @ 0.17 hrs HW=748.28' TW=745.95' (Dynamic Tailwater)
↳**1=Orifice/Grate** (Orifice Controls 1.44 cfs @ 7.35 fps)

Pond I17: Trench Drain 1-7



Summary for Pond I18: Catch Basin 1-8

[57] Hint: Peaked at 744.76' (Flood elevation advised)
[62] Hint: Exceeded Reach R15 OUTLET depth by 0.19' @ 0.16 hrs
[62] Hint: Exceeded Reach R19 OUTLET depth by 1.22' @ 0.19 hrs

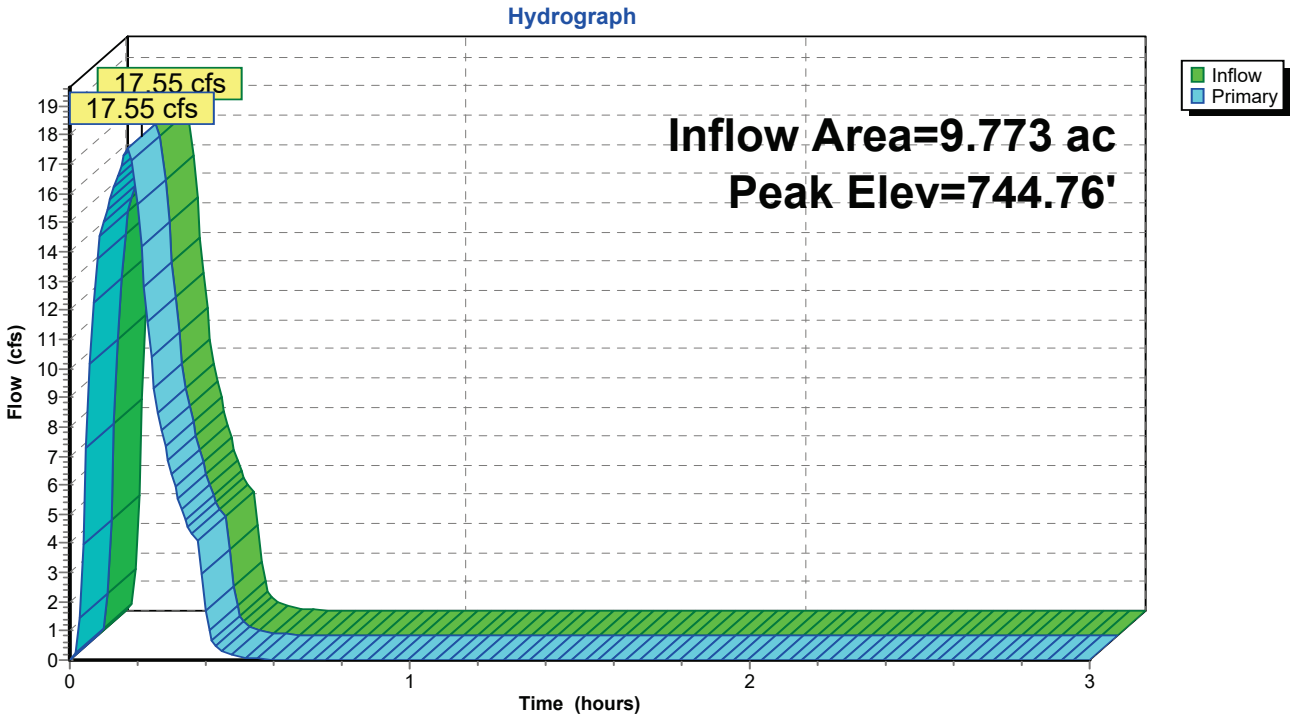
Inflow Area = 9.773 ac, 23.45% Impervious, Inflow Depth = 0.39" for 10-yr event
Inflow = 17.55 cfs @ 0.17 hrs, Volume= 0.320 af
Outflow = 17.55 cfs @ 0.17 hrs, Volume= 0.320 af, Atten= 0%, Lag= 0.0 min
Primary = 17.55 cfs @ 0.17 hrs, Volume= 0.320 af
Routed to Reach R18 : Pipe I18 to I14

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 744.76' @ 0.17 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	743.36'	**24.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	743.36'	**24.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=17.44 cfs @ 0.17 hrs HW=744.76' TW=744.16' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 8.72 cfs @ 3.72 fps)
└─**2=Orifice/Grate** (Orifice Controls 8.72 cfs @ 3.72 fps)

Pond I18: Catch Basin 1-8



Summary for Pond I19: Inlet 1-9

[57] Hint: Peaked at 745.85' (Flood elevation advised)

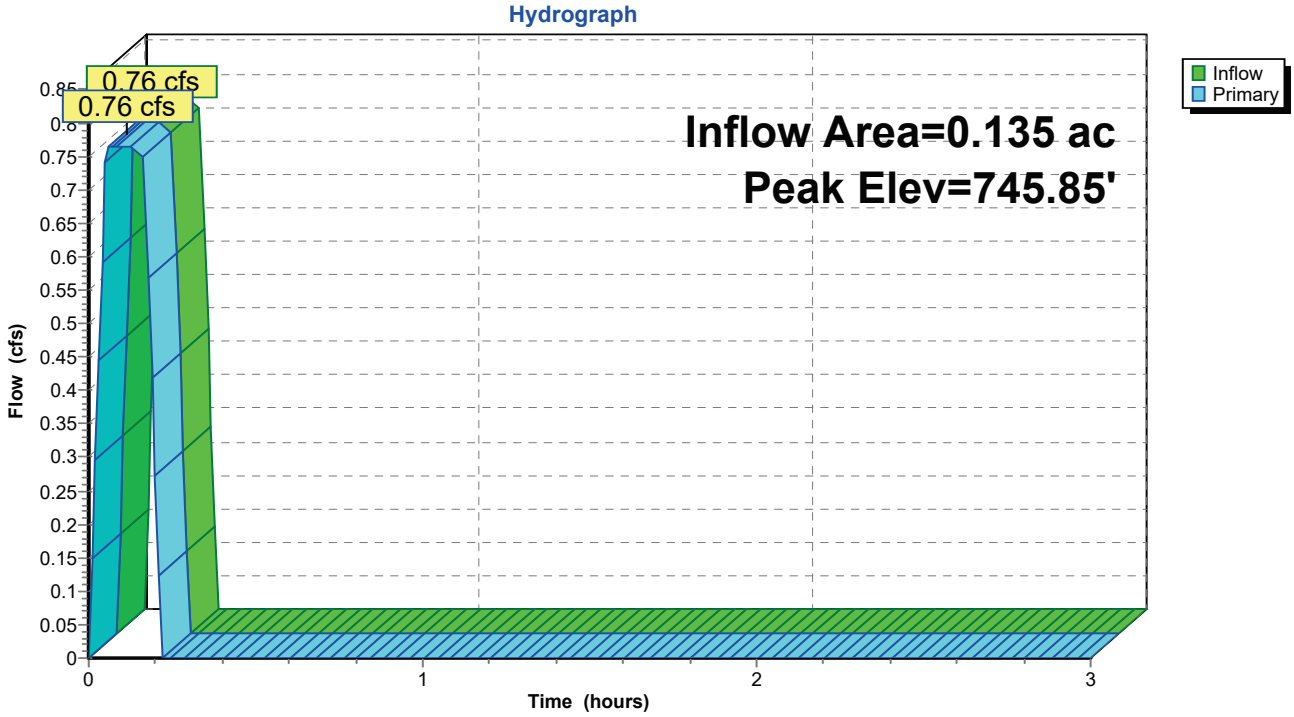
Inflow Area = 0.135 ac, 98.52% Impervious, Inflow Depth = 0.94" for 10-yr event
Inflow = 0.76 cfs @ 0.06 hrs, Volume= 0.011 af
Outflow = 0.76 cfs @ 0.07 hrs, Volume= 0.011 af, Atten= 0%, Lag= 0.6 min
Primary = 0.76 cfs @ 0.07 hrs, Volume= 0.011 af
Routed to Reach R19 : Pipe I19 to I14

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 745.85' @ 0.06 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	745.41'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.76 cfs @ 0.07 hrs HW=745.85' TW=745.62' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.76 cfs @ 2.27 fps)

Pond I19: Inlet 1-9



Summary for Pond I21: Inlet 2-1

[57] Hint: Peaked at 748.60' (Flood elevation advised)
[61] Hint: Exceeded Reach R16 outlet invert by 0.42' @ 0.17 hrs
[62] Hint: Exceeded Reach R31 OUTLET depth by 0.42' @ 0.06 hrs
[61] Hint: Exceeded Reach R41 outlet invert by 0.43' @ 0.17 hrs

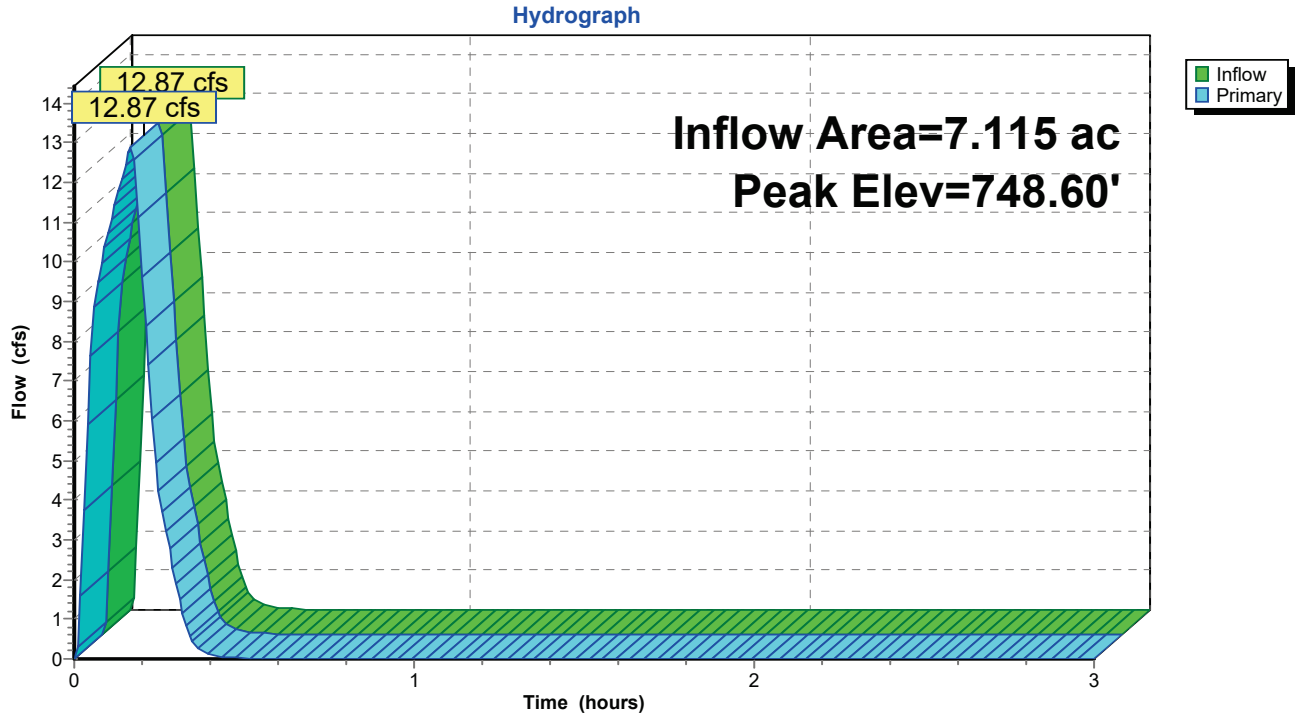
Inflow Area = 7.115 ac, 15.50% Impervious, Inflow Depth = 0.33" for 10-yr event
Inflow = 12.87 cfs @ 0.17 hrs, Volume= 0.196 af
Outflow = 12.87 cfs @ 0.17 hrs, Volume= 0.196 af, Atten= 0%, Lag= 0.0 min
Primary = 12.87 cfs @ 0.17 hrs, Volume= 0.196 af
Routed to Reach R21 : Pipe I21 to I15

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 748.60' @ 0.17 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	747.10'	**24.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	748.18'	**18.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Primary	748.17'	**12.0" Vert. Orifice/Grate X 2.00** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=12.80 cfs @ 0.17 hrs HW=748.60' TW=747.27' (Dynamic Tailwater)
- **1=Orifice/Grate** (Orifice Controls 10.50 cfs @ 4.17 fps)
- **2=Orifice/Grate** (Orifice Controls 0.88 cfs @ 2.20 fps)
- **3=Orifice/Grate** (Orifice Controls 1.42 cfs @ 2.22 fps)

Pond I21: Inlet 2-1



Summary for Pond I31: Manhole 3-1

[57] Hint: Peaked at 749.09' (Flood elevation advised)
[62] Hint: Exceeded Reach R51 OUTLET depth by 0.84' @ 0.19 hrs
[62] Hint: Exceeded Reach R61 OUTLET depth by 0.74' @ 0.18 hrs

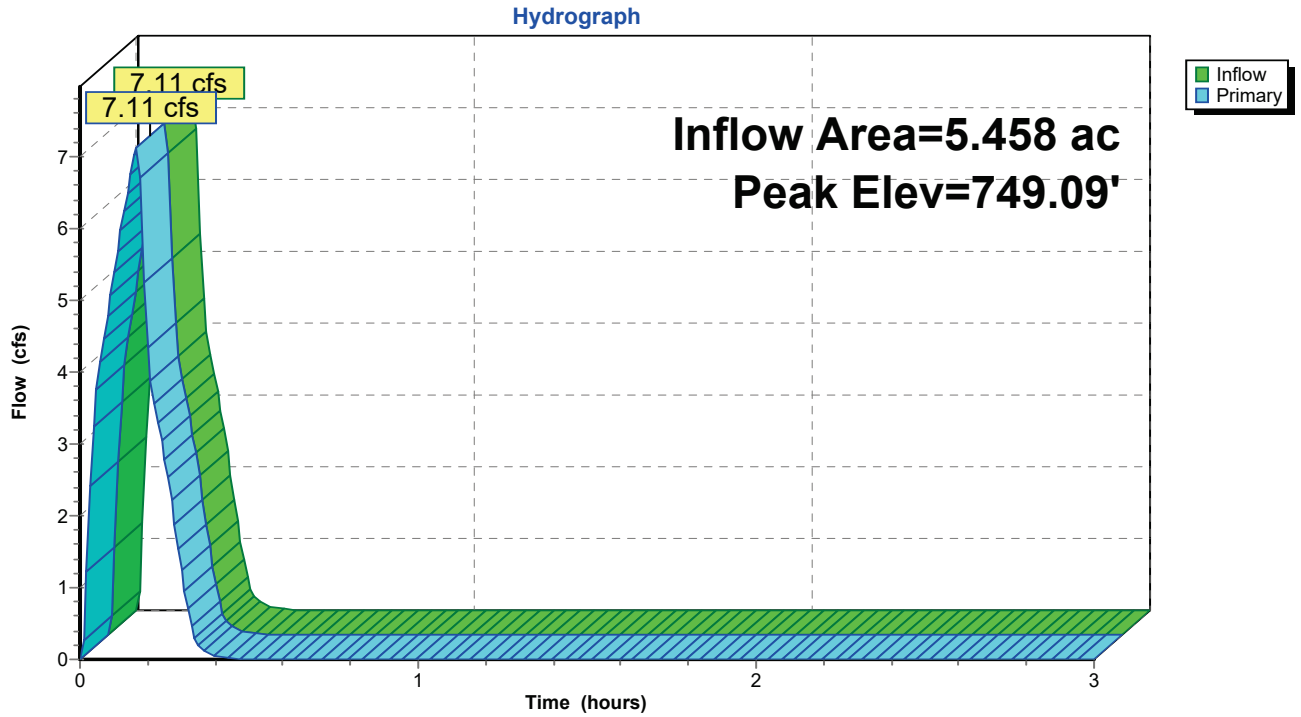
Inflow Area = 5.458 ac, 1.12% Impervious, Inflow Depth = 0.23" for 10-yr event
Inflow = 7.11 cfs @ 0.17 hrs, Volume= 0.103 af
Outflow = 7.11 cfs @ 0.17 hrs, Volume= 0.103 af, Atten= 0%, Lag= 0.0 min
Primary = 7.11 cfs @ 0.17 hrs, Volume= 0.103 af
Routed to Reach R31 : Pipe I31 to I21

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 749.09' @ 0.18 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	747.75'	**18.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	747.75'	**15.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	747.75'	**15.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=5.90 cfs @ 0.17 hrs HW=749.06' TW=748.97' (Dynamic Tailwater)
- **1=Orifice/Grate** (Orifice Controls 2.36 cfs @ 1.44 fps)
- **2=Orifice/Grate** (Orifice Controls 1.77 cfs @ 1.44 fps)
- **3=Orifice/Grate** (Orifice Controls 1.77 cfs @ 1.44 fps)

Pond I31: Manhole 3-1



Summary for Pond I41: Inlet 4-1

[57] Hint: Peaked at 750.44' (Flood elevation advised)

Inflow Area = 0.503 ac,100.00% Impervious, Inflow Depth = 0.94" for 10-yr event
Inflow = 2.88 cfs @ 0.03 hrs, Volume= 0.040 af
Outflow = 2.88 cfs @ 0.03 hrs, Volume= 0.040 af, Atten= 0%, Lag= 0.0 min
Primary = 2.88 cfs @ 0.03 hrs, Volume= 0.040 af
Routed to Reach R41 : Pipe I41 to I31

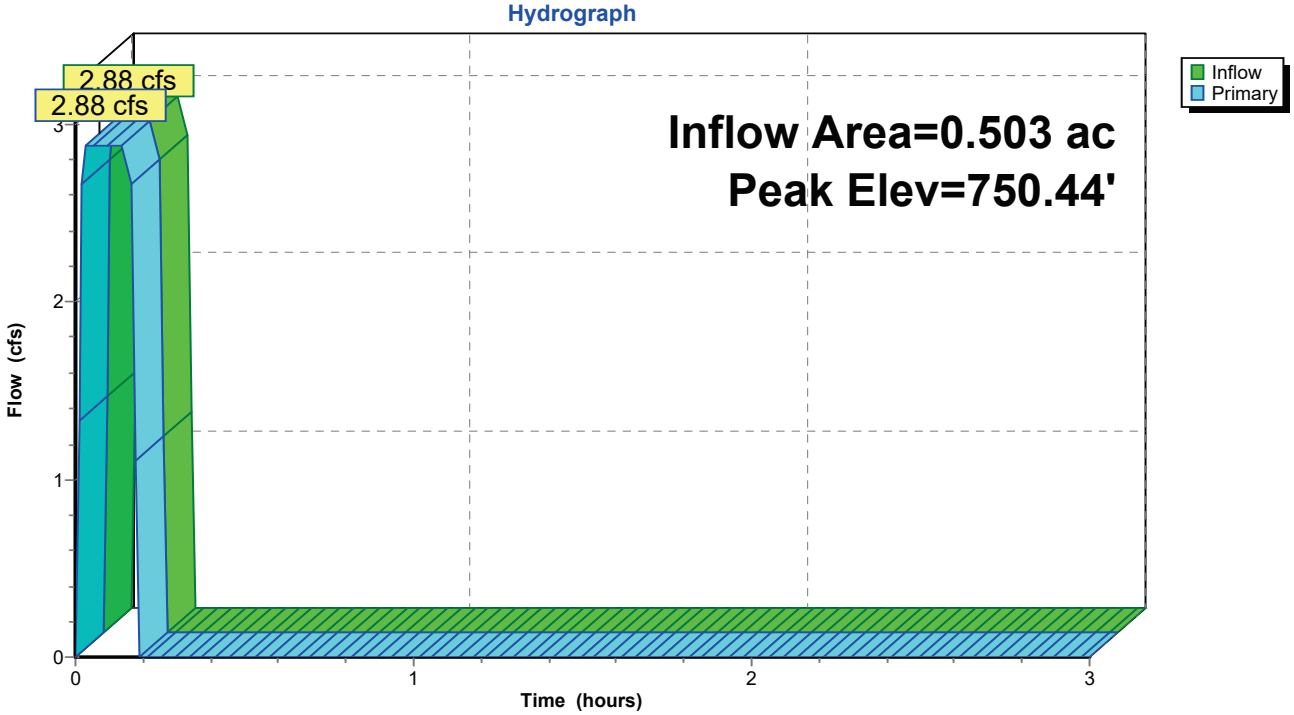
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 750.44' @ 0.08 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	748.86'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=2.72 cfs @ 0.03 hrs HW=749.94' TW=749.42' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 2.72 cfs @ 3.46 fps)

Pond I41: Inlet 4-1

Hydrograph



Summary for Pond I51: Inlet 5-1

[57] Hint: Peaked at 749.82' (Flood elevation advised)
[62] Hint: Exceeded Reach R52 OUTLET depth by 0.29' @ 0.04 hrs

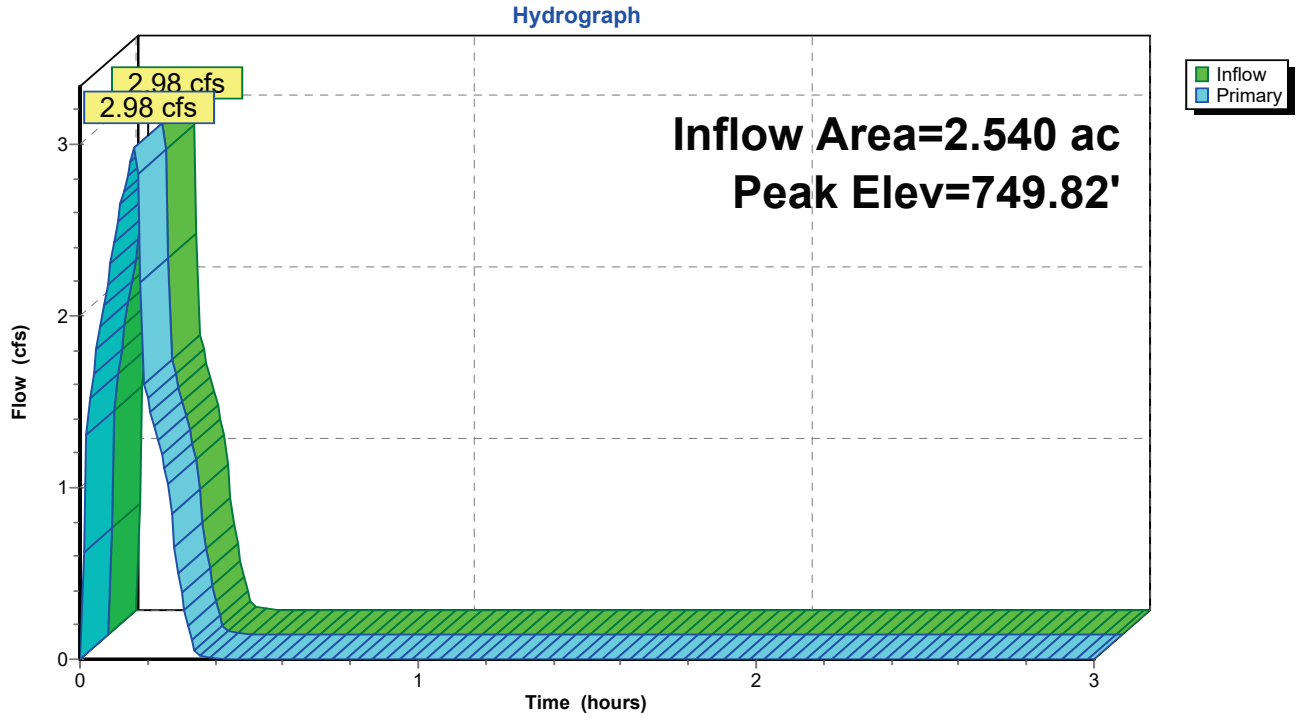
Inflow Area = 2.540 ac, 1.02% Impervious, Inflow Depth = 0.21" for 10-yr event
Inflow = 2.98 cfs @ 0.16 hrs, Volume= 0.044 af
Outflow = 2.98 cfs @ 0.16 hrs, Volume= 0.044 af, Atten= 0%, Lag= 0.0 min
Primary = 2.98 cfs @ 0.16 hrs, Volume= 0.044 af
Routed to Reach R51 : Pipe I51 to I31

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 749.82' @ 0.16 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	749.07'	**15.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	749.10'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=2.90 cfs @ 0.16 hrs HW=749.82' TW=749.62' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 1.62 cfs @ 2.12 fps)
2=Orifice/Grate (Orifice Controls 1.28 cfs @ 2.12 fps)

Pond I51: Inlet 5-1



Summary for Pond I52: Inlet 5-2

[57] Hint: Peaked at 750.79' (Flood elevation advised)
[62] Hint: Exceeded Reach R53 OUTLET depth by 0.07' @ 0.28 hrs

Inflow Area = 2.186 ac, 0.27% Impervious, Inflow Depth = 0.14" for 10-yr event
Inflow = 1.73 cfs @ 0.17 hrs, Volume= 0.026 af
Outflow = 1.73 cfs @ 0.17 hrs, Volume= 0.026 af, Atten= 0%, Lag= 0.0 min
Primary = 1.73 cfs @ 0.17 hrs, Volume= 0.026 af
Routed to Reach R52 : Pipe I52 to I51

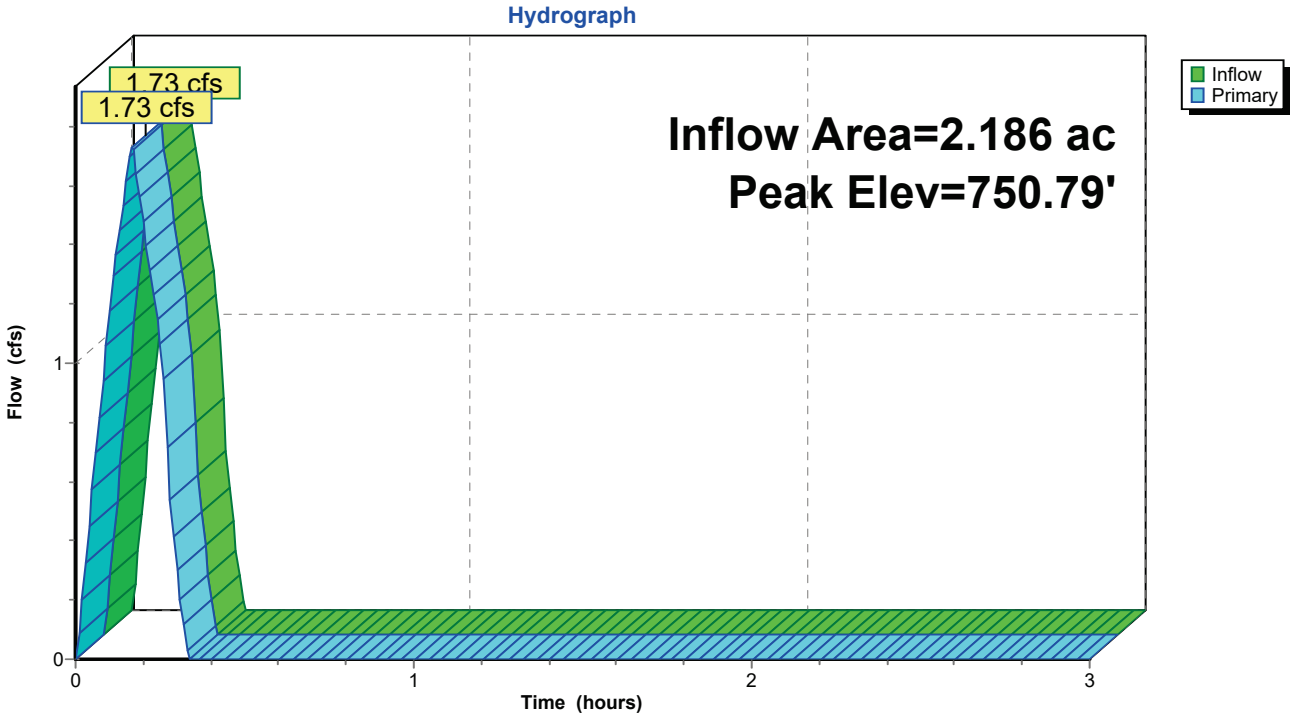
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 750.79' @ 0.17 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	750.10'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	750.26'	**6.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.68 cfs @ 0.17 hrs HW=750.79' TW=750.58' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 1.25 cfs @ 2.18 fps)
2=Orifice/Grate (Orifice Controls 0.43 cfs @ 2.18 fps)

Pond I52: Inlet 5-2

Hydrograph



Summary for Pond I53: Inlet 5-3

[57] Hint: Peaked at 751.00' (Flood elevation advised)

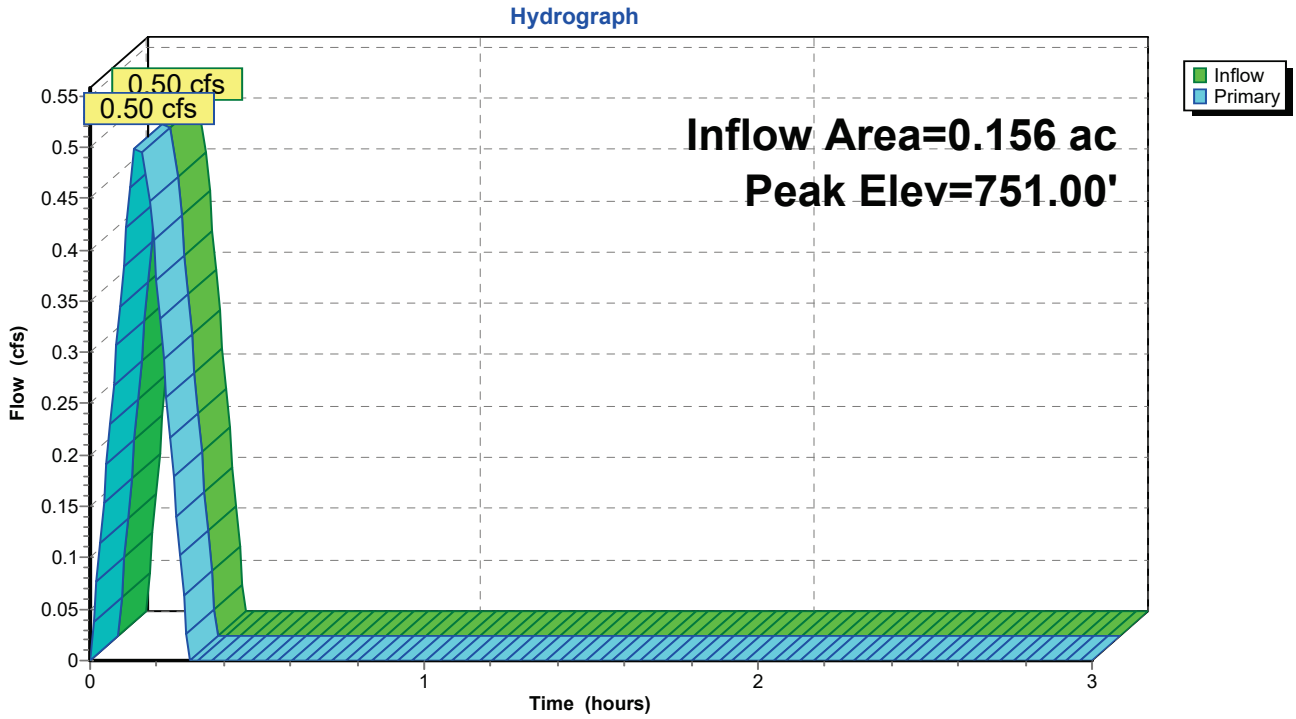
Inflow Area = 0.156 ac, 0.00% Impervious, Inflow Depth = 0.53" for 10-yr event
Inflow = 0.50 cfs @ 0.13 hrs, Volume= 0.007 af
Outflow = 0.50 cfs @ 0.13 hrs, Volume= 0.007 af, Atten= 0%, Lag= 0.0 min
Primary = 0.50 cfs @ 0.13 hrs, Volume= 0.007 af
Routed to Reach R53 : Pipe I53 to I52

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 751.00' @ 0.13 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	750.43'	**6.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	750.56'	**6.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=0.50 cfs @ 0.13 hrs HW=751.00' TW=750.93' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 0.26 cfs @ 1.31 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.24 cfs @ 1.31 fps)

Pond I53: Inlet 5-3



Summary for Pond I54: Inlet 5-4

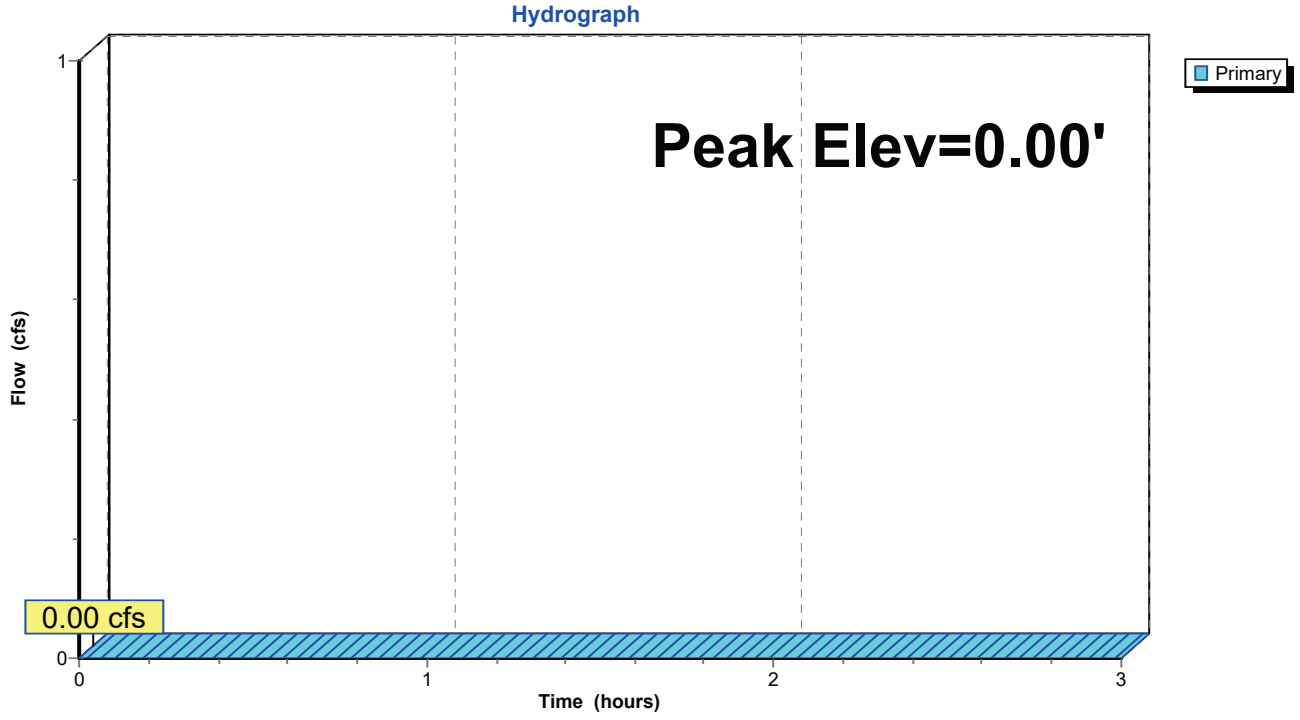
[43] Hint: Has no inflow (Outflow=Zero)

Device	Routing	Invert	Outlet Devices
#1	Primary	750.30'	**6.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=0.00' TW=750.30' (Dynamic Tailwater)
└**1=Orifice/Grate** (Controls 0.00 cfs)

Pond I54: Inlet 5-4

Hydrograph



Summary for Pond I61: Manhole 6-1

[57] Hint: Peaked at 749.33' (Flood elevation advised)
[62] Hint: Exceeded Reach R62 OUTLET depth by 0.19' @ 0.20 hrs

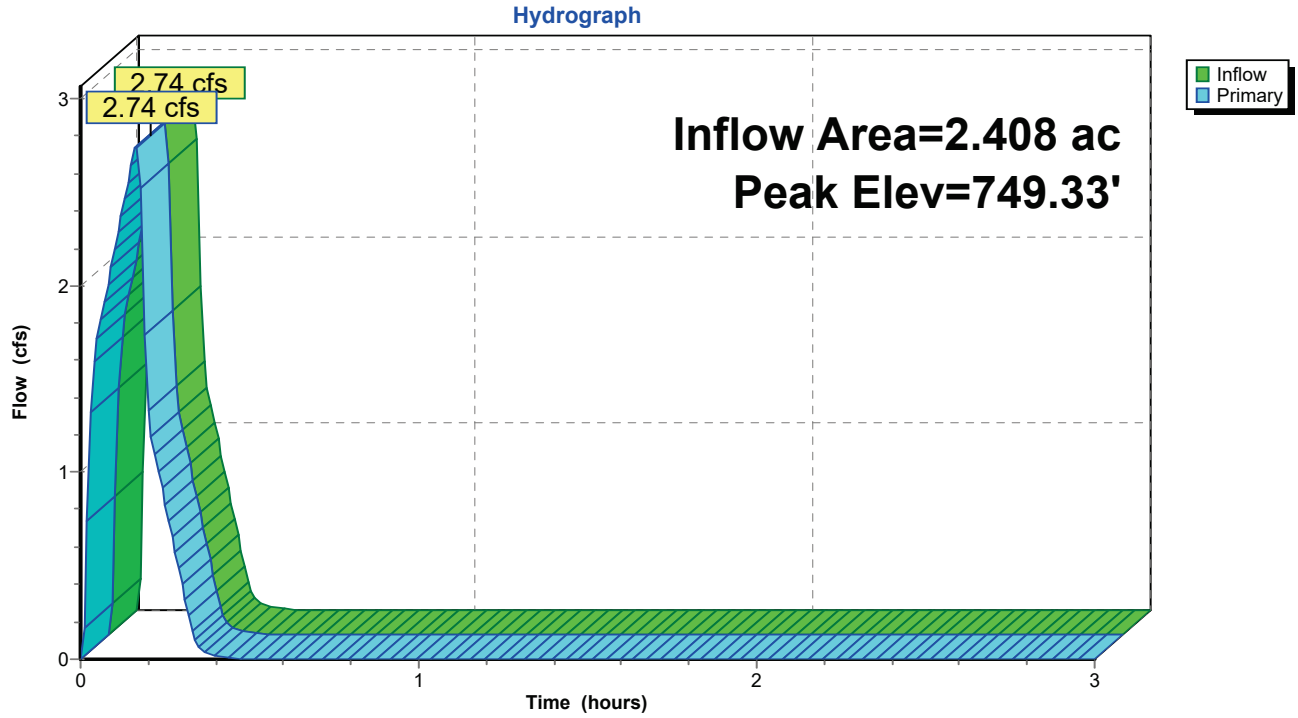
Inflow Area = 2.408 ac, 0.00% Impervious, Inflow Depth = 0.20" for 10-yr event
Inflow = 2.74 cfs @ 0.16 hrs, Volume= 0.039 af
Outflow = 2.74 cfs @ 0.16 hrs, Volume= 0.039 af, Atten= 0%, Lag= 0.0 min
Primary = 2.74 cfs @ 0.16 hrs, Volume= 0.039 af
Routed to Reach R61 : Pipe I61 to I31

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 749.33' @ 0.17 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	748.55'	**15.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	748.61'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=2.64 cfs @ 0.16 hrs HW=749.33' TW=749.17' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 1.51 cfs @ 1.88 fps)
└─**2=Orifice/Grate** (Orifice Controls 1.13 cfs @ 1.88 fps)

Pond I61: Manhole 6-1



Summary for Pond I62: Inlet 6-2

[57] Hint: Peaked at 750.08' (Flood elevation advised)
[62] Hint: Exceeded Reach R63 OUTLET depth by 0.40' @ 0.05 hrs

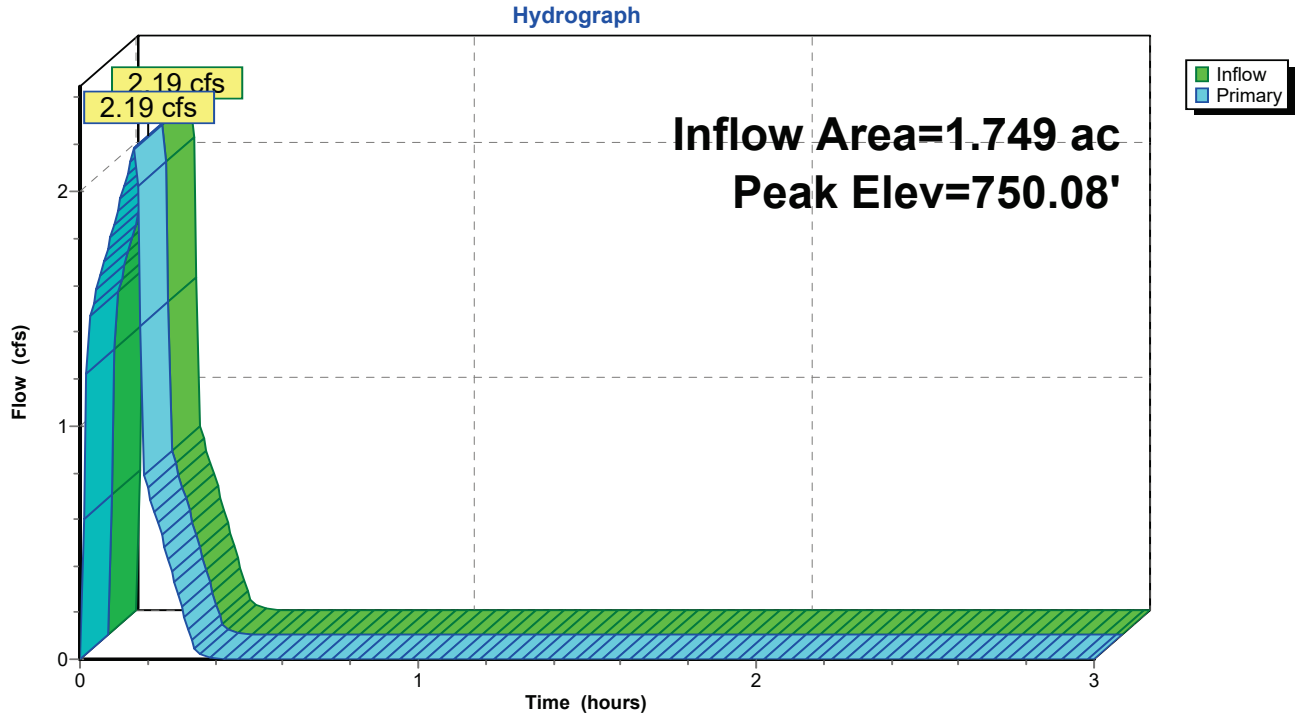
Inflow Area = 1.749 ac, 0.00% Impervious, Inflow Depth = 0.21" for 10-yr event
Inflow = 2.19 cfs @ 0.16 hrs, Volume= 0.031 af
Outflow = 2.19 cfs @ 0.16 hrs, Volume= 0.031 af, Atten= 0%, Lag= 0.0 min
Primary = 2.19 cfs @ 0.16 hrs, Volume= 0.031 af
Routed to Reach R62 : Pipe I62 to I61

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 750.08' @ 0.16 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.32'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	749.35'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=2.08 cfs @ 0.16 hrs HW=750.07' TW=749.95' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 1.06 cfs @ 1.67 fps)
└─**2=Orifice/Grate** (Orifice Controls 1.02 cfs @ 1.67 fps)

Pond I62: Inlet 6-2



Summary for Pond I63: Inlet 6-3

[57] Hint: Peaked at 750.45' (Flood elevation advised)
[63] Warning: Exceeded Reach R54 INLET depth by 0.15' @ 0.17 hrs

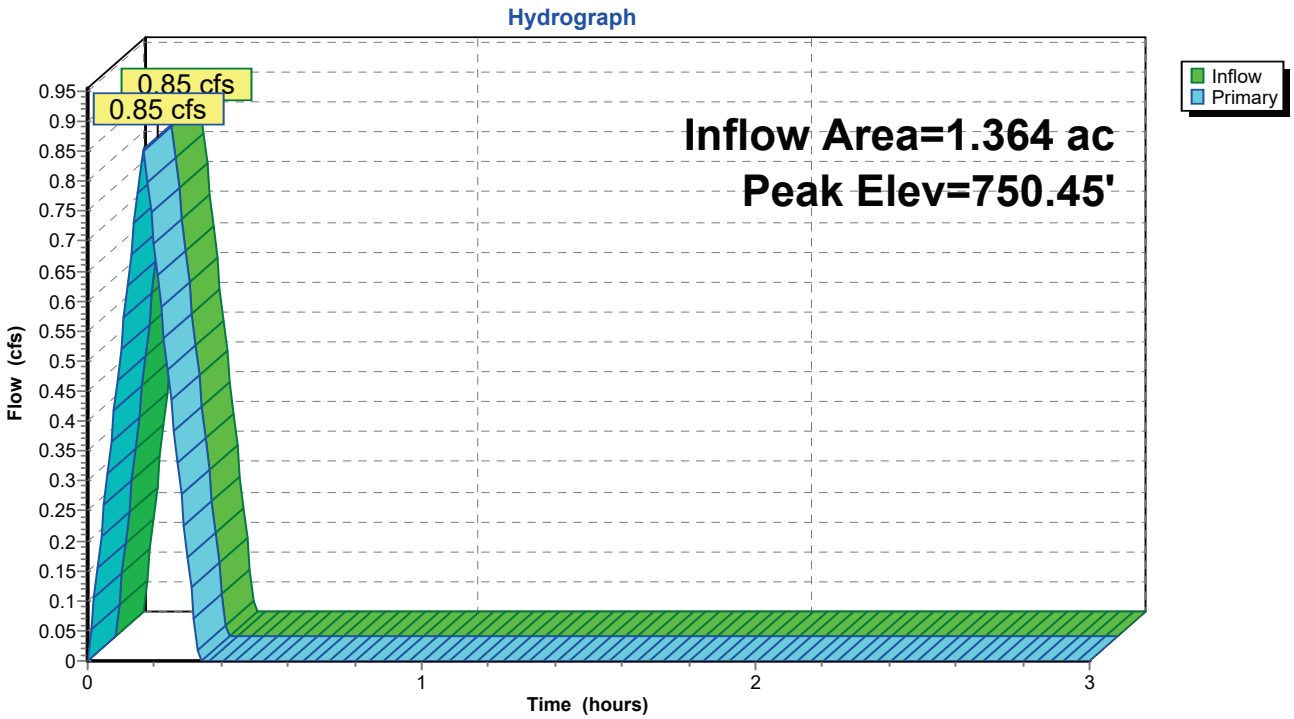
Inflow Area = 1.364 ac, 0.00% Impervious, Inflow Depth = 0.11" for 10-yr event
Inflow = 0.85 cfs @ 0.17 hrs, Volume= 0.012 af
Outflow = 0.85 cfs @ 0.17 hrs, Volume= 0.012 af, Atten= 0%, Lag= 0.0 min
Primary = 0.85 cfs @ 0.17 hrs, Volume= 0.012 af
Routed to Reach R63 : Pipe I63 to I62

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 750.45' @ 0.17 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.91'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.82 cfs @ 0.17 hrs HW=750.45' TW=750.29' (Dynamic Tailwater)
↑—**1=Orifice/Grate** (Orifice Controls 0.82 cfs @ 1.90 fps)

Pond I63: Inlet 6-3



Summary for Pond I71: Inlet 7-1

[57] Hint: Peaked at 749.48' (Flood elevation advised)
[63] Warning: Exceeded Reach R81 INLET depth by 0.23' @ 0.17 hrs
[62] Hint: Exceeded Reach R91 OUTLET depth by 0.02' @ 0.16 hrs

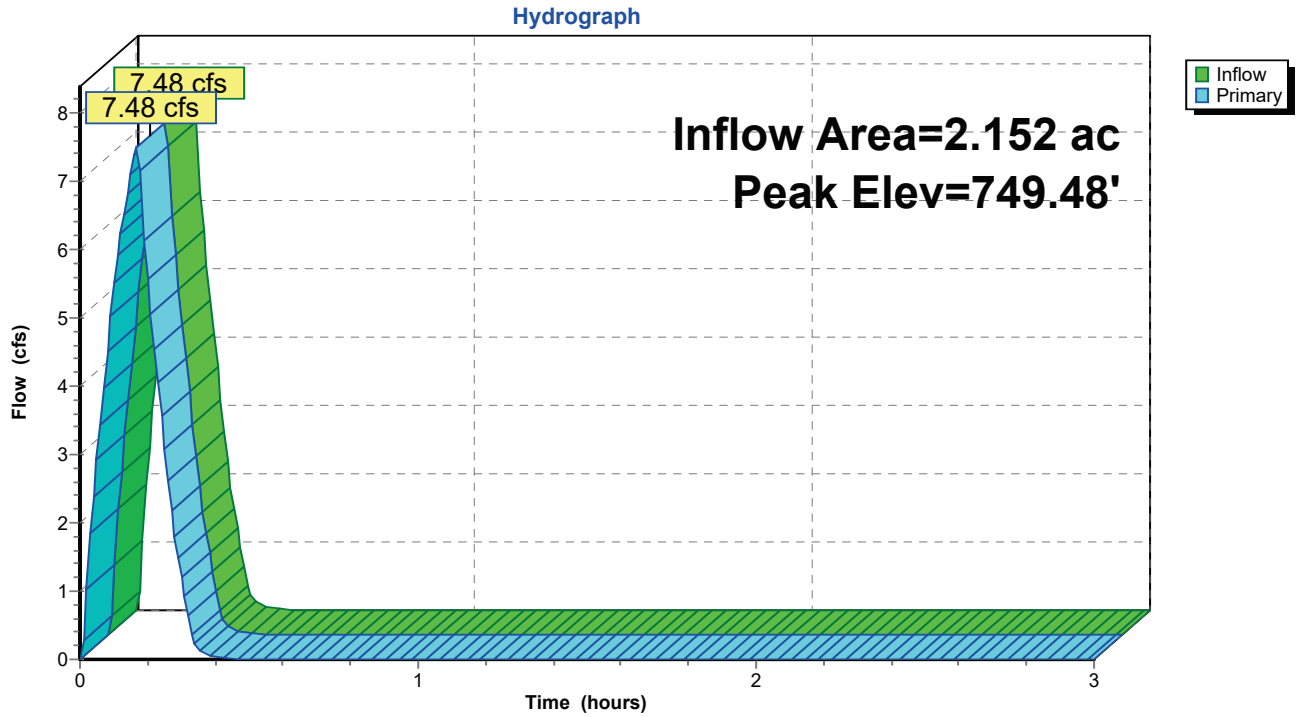
Inflow Area = 2.152 ac, 49.07% Impervious, Inflow Depth = 0.59" for 10-yr event
Inflow = 7.48 cfs @ 0.17 hrs, Volume= 0.107 af
Outflow = 7.48 cfs @ 0.17 hrs, Volume= 0.107 af, Atten= 0%, Lag= 0.0 min
Primary = 7.48 cfs @ 0.17 hrs, Volume= 0.107 af
Routed to Reach R71 : Pipe I71 to I15

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 749.48' @ 0.17 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	747.78'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	747.78'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	748.93'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=7.40 cfs @ 0.17 hrs HW=749.47' TW=748.78' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 3.15 cfs @ 4.01 fps)
└─**2=Orifice/Grate** (Orifice Controls 3.15 cfs @ 4.01 fps)
└─**3=Orifice/Grate** (Orifice Controls 1.10 cfs @ 2.51 fps)

Pond I71: Inlet 7-1



Summary for Pond I81: Inlet 8-1

[57] Hint: Peaked at 749.39' (Flood elevation advised)
[62] Hint: Exceeded Reach R13 OUTLET depth by 0.46' @ 0.19 hrs
[62] Hint: Exceeded Reach R82 OUTLET depth by 0.22' @ 0.13 hrs

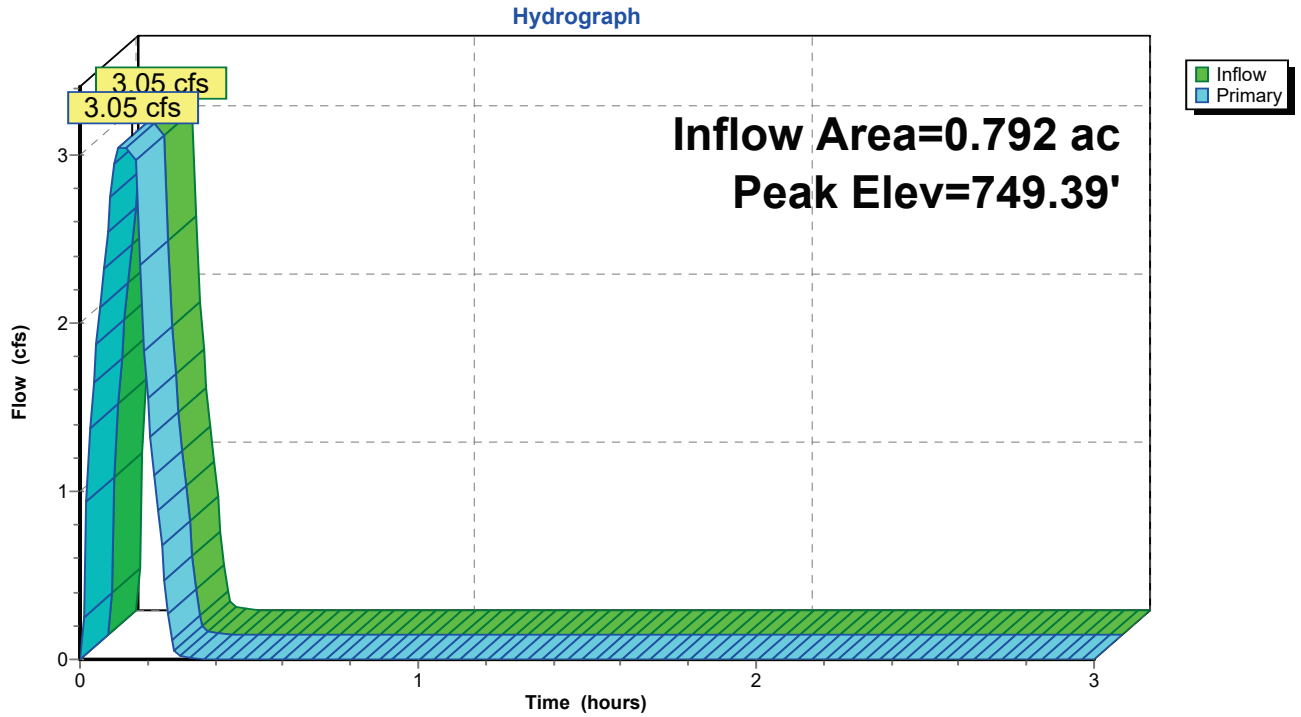
Inflow Area = 0.792 ac, 48.74% Impervious, Inflow Depth = 0.63" for 10-yr event
Inflow = 3.05 cfs @ 0.11 hrs, Volume= 0.042 af
Outflow = 3.05 cfs @ 0.11 hrs, Volume= 0.042 af, Atten= 0%, Lag= 0.0 min
Primary = 3.05 cfs @ 0.11 hrs, Volume= 0.042 af
Routed to Reach R81 : Pipe I81 to I71

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 749.39' @ 0.13 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	748.66'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	748.69'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	748.70'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=2.86 cfs @ 0.11 hrs HW=749.37' TW=749.26' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 0.99 cfs @ 1.65 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.94 cfs @ 1.65 fps)
└─**3=Orifice/Grate** (Orifice Controls 0.93 cfs @ 1.65 fps)

Pond I81: Inlet 8-1



Summary for Pond I82: Inlet 8-2

[57] Hint: Peaked at 751.59' (Flood elevation advised)

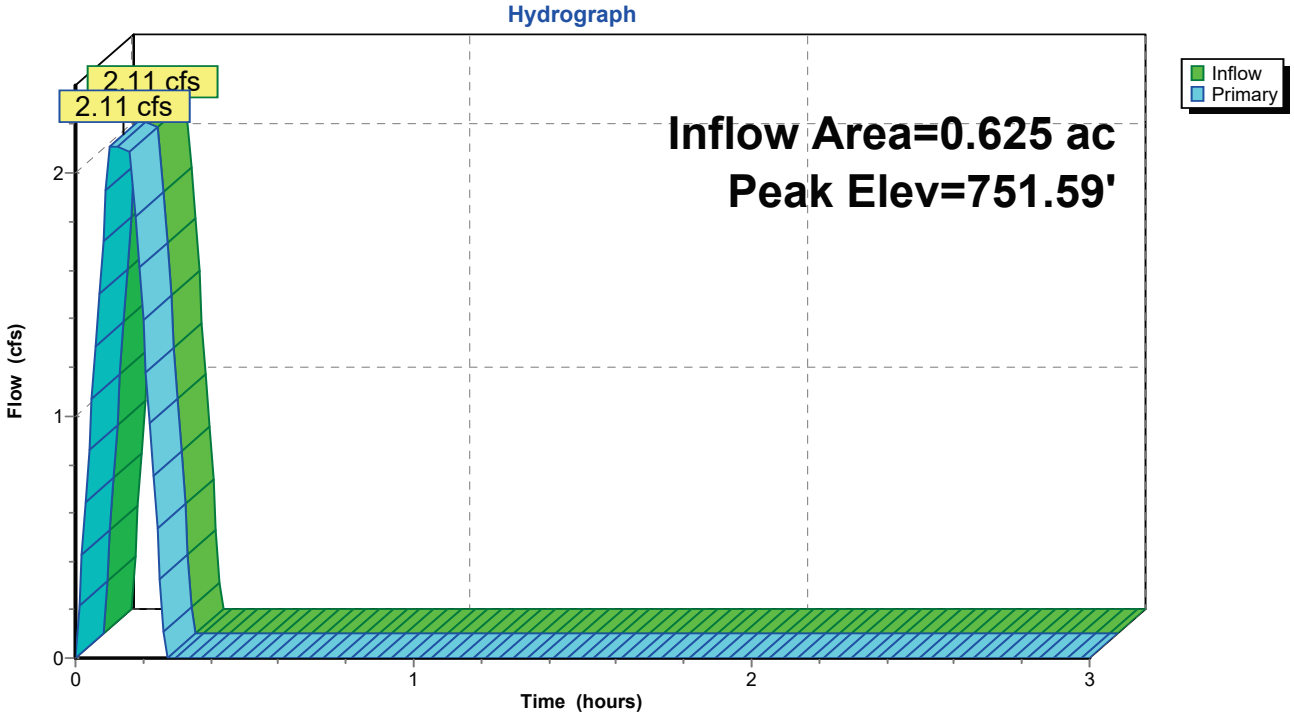
Inflow Area = 0.625 ac, 35.68% Impervious, Inflow Depth = 0.56" for 10-yr event
Inflow = 2.11 cfs @ 0.10 hrs, Volume= 0.029 af
Outflow = 2.11 cfs @ 0.10 hrs, Volume= 0.029 af, Atten= 0%, Lag= 0.0 min
Primary = 2.11 cfs @ 0.10 hrs, Volume= 0.029 af
Routed to Reach R82 : Pipe I82 to I81

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 751.59' @ 0.12 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	750.74'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=2.04 cfs @ 0.10 hrs HW=751.57' TW=751.20' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 2.04 cfs @ 2.93 fps)

Pond I82: Inlet 8-2



Summary for Pond I91: Inlet 9-1

[57] Hint: Peaked at 750.96' (Flood elevation advised)
[62] Hint: Exceeded Reach R92 OUTLET depth by 0.20' @ 0.20 hrs

Inflow Area = 0.640 ac, 25.31% Impervious, Inflow Depth = 0.50" for 10-yr event
Inflow = 1.88 cfs @ 0.17 hrs, Volume= 0.027 af
Outflow = 1.88 cfs @ 0.17 hrs, Volume= 0.027 af, Atten= 0%, Lag= 0.0 min
Primary = 1.88 cfs @ 0.17 hrs, Volume= 0.027 af
Routed to Reach R91 : Pipe I91 to I71

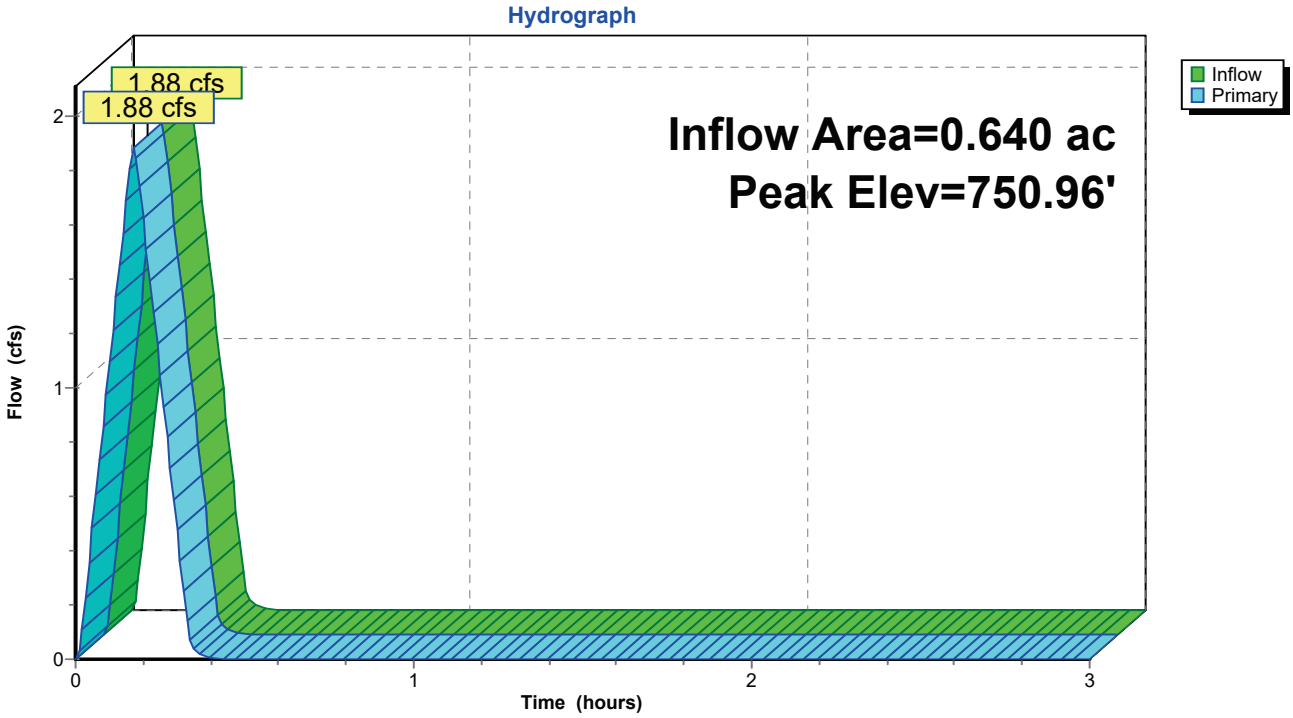
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 750.96' @ 0.18 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	750.30'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	750.30'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.74 cfs @ 0.17 hrs HW=750.95' TW=750.84' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.87 cfs @ 1.60 fps)
2=Orifice/Grate (Orifice Controls 0.87 cfs @ 1.60 fps)

Pond I91: Inlet 9-1

Hydrograph



Summary for Pond I92: Inlet 9-2

[57] Hint: Peaked at 751.95' (Flood elevation advised)

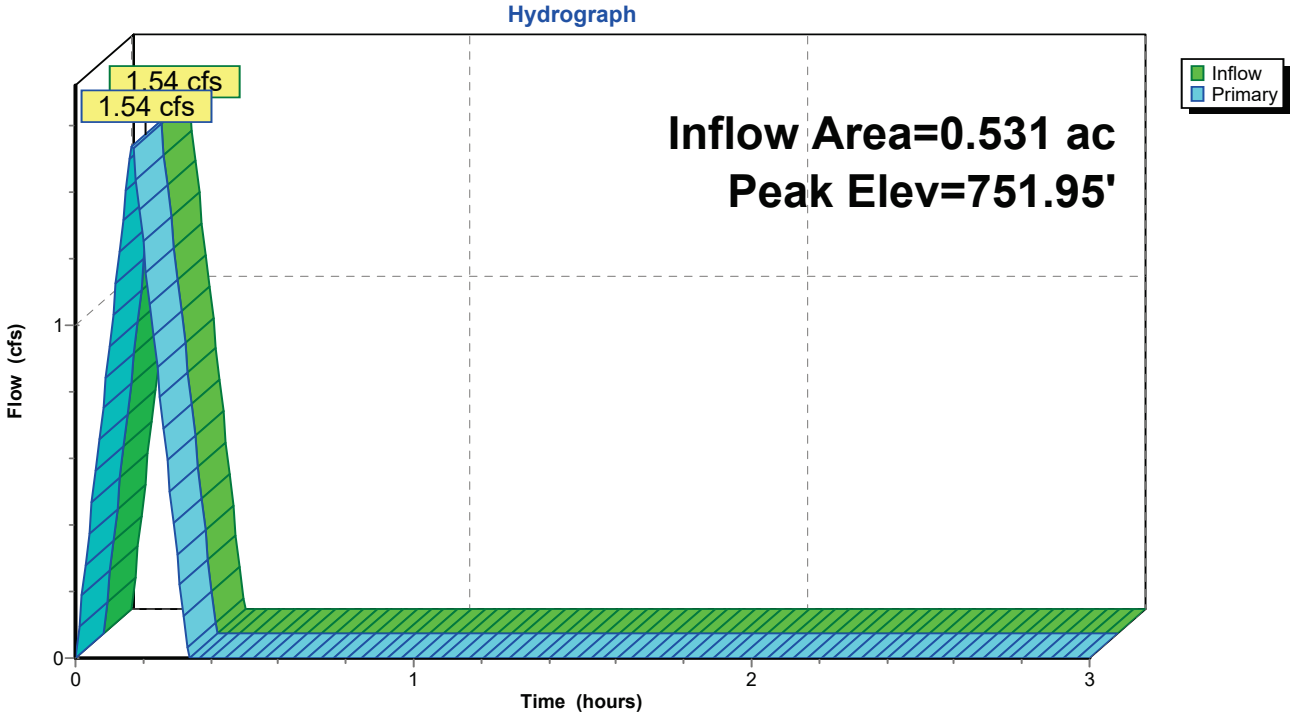
Inflow Area = 0.531 ac, 21.66% Impervious, Inflow Depth = 0.49" for 10-yr event
Inflow = 1.54 cfs @ 0.17 hrs, Volume= 0.022 af
Outflow = 1.54 cfs @ 0.17 hrs, Volume= 0.022 af, Atten= 0%, Lag= 0.0 min
Primary = 1.54 cfs @ 0.17 hrs, Volume= 0.022 af
Routed to Reach R92 : Pipe I92 to I91

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 751.95' @ 0.17 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	751.22'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.48 cfs @ 0.17 hrs HW=751.95' TW=751.70' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 1.48 cfs @ 2.41 fps)

Pond I92: Inlet 9-2



Summary for Pond P1: Detention Pond

[44] Hint: Outlet device #1 is below defined storage
[62] Hint: Exceeded Reach R14 OUTLET depth by 0.16' @ 0.57 hrs

Inflow Area = 12.789 ac, 22.18% Impervious, Inflow Depth = 0.39" for 10-yr event
Inflow = 23.90 cfs @ 0.16 hrs, Volume= 0.414 af
Outflow = 2.03 cfs @ 0.41 hrs, Volume= 0.414 af, Atten= 92%, Lag= 14.6 min
Primary = 2.03 cfs @ 0.41 hrs, Volume= 0.414 af
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 737.07' @ 0.41 hrs Surf.Area= 0.622 ac Storage= 0.350 af

Plug-Flow detention time= 71.9 min calculated for 0.412 af (100% of inflow)
Center-of-Mass det. time= 72.1 min (82.7 - 10.5)

Volume	Invert	Avail.Storage	Storage Description
#1	736.00'	3.653 af	**Custom Stage Data (Prismatic)** Listed below (Recalc)

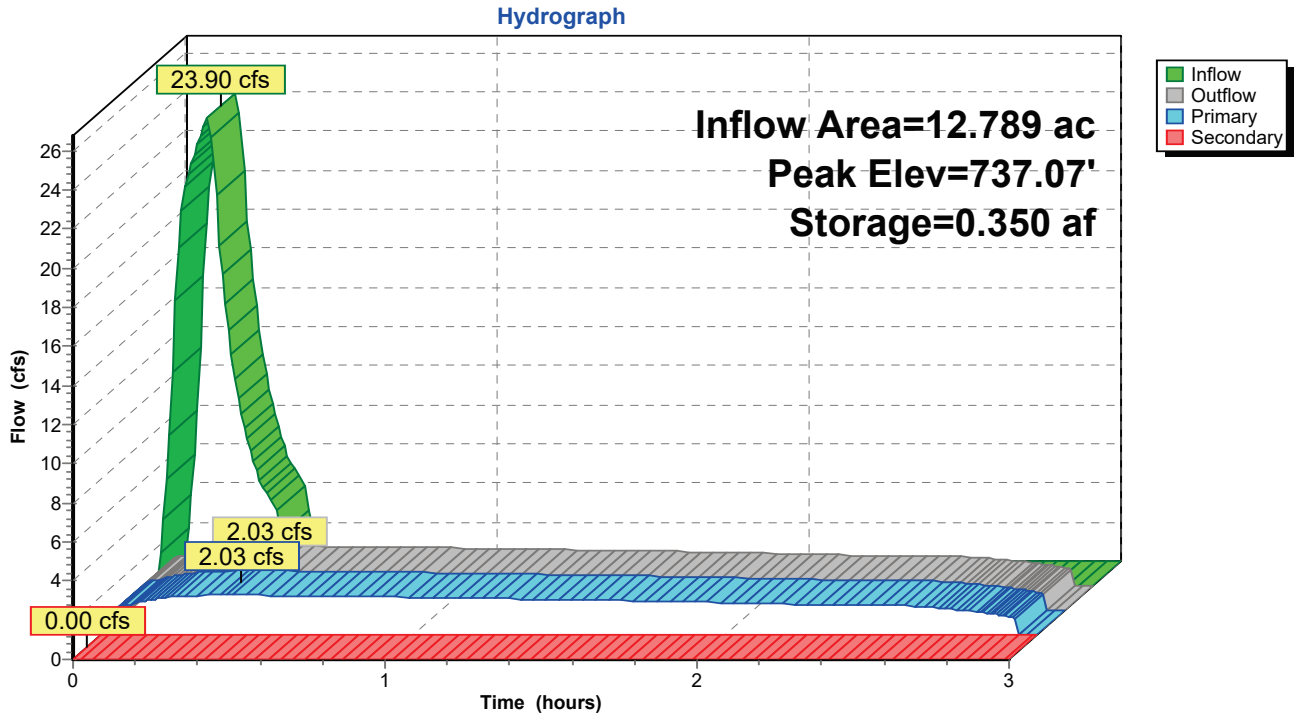
Elevation (feet)	Surf.Area (acres)	Inc.Store (acre-feet)	Cum.Store (acre-feet)
736.00	0.024	0.000	0.000
737.00	0.592	0.308	0.308
738.00	1.025	0.809	1.117
739.00	1.170	1.097	2.214
739.50	1.276	0.611	2.825
740.14	1.310	0.828	3.653

Device	Routing	Invert	Outlet Devices
#1	Primary	735.51'	**8.0" Round Culvert** L= 50.4' RCP, rounded edge headwall, Ke= 0.100 Inlet / Outlet Invert= 735.51' / 734.98' S= 0.0105 '/' Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.35 sf
#2	Secondary	739.50'	**33.0' long x 8.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.43 2.54 2.70 2.69 2.68 2.68 2.66 2.64 2.64 2.64 2.65 2.65 2.66 2.66 2.68 2.70 2.74

Primary OutFlow Max=2.03 cfs @ 0.41 hrs HW=737.07' (Free Discharge)
└**1=Culvert** (Barrel Controls 2.03 cfs @ 5.82 fps)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=736.00' (Free Discharge)
└**2=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Pond P1: Detention Pond



Pipe Listing (all nodes)

Line#	Node Number	In-Invert (feet)	Out-Invert (feet)	Length (feet)	Slope (ft/ft)	n	Width (inches)	Diam/Height (inches)	Inside-Fill (inches)	Node Name
1	R13	750.17	748.69	149.2	0.0099	0.010	0.0	12.0	0.0	
2	R14	741.84	736.82	148.6	0.0338	0.012	0.0	24.0	0.0	
3	R15	744.87	743.36	147.0	0.0103	0.012	0.0	24.0	0.0	
4	R16	749.30	748.18	108.0	0.0104	0.012	0.0	12.0	0.0	
5	R17	745.50	744.50	20.0	0.0500	0.012	0.0	6.0	0.0	
6	R18	743.36	736.82	147.0	0.0445	0.012	0.0	24.0	0.0	
7	R19	745.41	743.36	46.0	0.0446	0.012	0.0	12.0	0.0	
8	R21	746.00	744.88	223.0	0.0050	0.012	0.0	24.0	0.0	
9	R31	747.75	747.18	154.3	0.0037	0.012	0.0	18.0	0.0	
10	R41	748.86	748.17	324.3	0.0021	0.010	0.0	12.0	0.0	
11	R51	749.07	747.75	123.9	0.0107	0.012	0.0	15.0	0.0	
12	R52	750.10	749.10	114.4	0.0087	0.012	0.0	12.0	0.0	
13	R53	750.43	750.26	62.2	0.0027	0.010	0.0	6.0	0.0	
14	R54	750.30	749.91	63.0	0.0062	0.010	0.0	6.0	0.0	
15	R61	748.55	747.75	133.8	0.0060	0.012	0.0	15.0	0.0	
16	R62	749.32	748.61	122.3	0.0058	0.012	0.0	12.0	0.0	
17	R63	749.91	749.35	117.3	0.0048	0.012	0.0	12.0	0.0	
18	R71	747.78	744.96	307.3	0.0092	0.012	0.0	12.0	0.0	
19	R81	748.66	747.78	63.2	0.0139	0.012	0.0	12.0	0.0	
20	R82	750.74	748.70	136.0	0.0150	0.012	0.0	12.0	0.0	
21	R91	750.30	748.93	206.5	0.0066	0.012	0.0	12.0	0.0	
22	R92	751.22	750.30	134.2	0.0069	0.012	0.0	12.0	0.0	
23	P1	735.51	734.98	50.4	0.0105	0.010	0.0	8.0	0.0	

Time span=0.00-3.00 hrs, dt=0.01 hrs, 301 points
Runoff by Rational method, Rise/Fall=1.0/1.0 xTc
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment CA10: South Scale Area Runoff Area=0.371 ac 0.00% Impervious Runoff Depth=1.10"
Flow Length=218' Tc=13.3 min C=0.30 Runoff=0.16 cfs 0.034 af

Subcatchment CA11: North Scale Area Runoff Area=0.625 ac 35.68% Impervious Runoff Depth=2.05"
Flow Length=168' Tc=5.9 min C=0.56 Runoff=0.52 cfs 0.107 af

Subcatchment CA12: Building Entrance Runoff Area=0.720 ac 70.56% Impervious Runoff Depth=2.93"
Flow Length=376' Tc=12.6 min C=0.80 Runoff=0.85 cfs 0.176 af

Subcatchment CA13: South Building Area Runoff Area=0.167 ac 97.60% Impervious Runoff Depth=3.40"
Flow Length=85' Slope=0.0100 '/' Tc=0.7 min C=0.93 Runoff=0.23 cfs 0.047 af

Subcatchment CA14: North Building Area Runoff Area=0.503 ac 100.00% Impervious Runoff Depth=3.47"
Flow Length=162' Slope=0.0100 '/' Tc=1.3 min C=0.95 Runoff=0.70 cfs 0.146 af

Subcatchment CA15: West Building Area Runoff Area=0.650 ac 7.23% Impervious Runoff Depth=1.28"
Flow Length=175' Tc=13.3 min C=0.35 Runoff=0.34 cfs 0.069 af

Subcatchment CA16: East Access Road Runoff Area=0.109 ac 43.12% Impervious Runoff Depth=2.38"
Flow Length=172' Tc=11.0 min C=0.65 Runoff=0.10 cfs 0.022 af

Subcatchment CA17: East Building Area Runoff Area=0.531 ac 21.66% Impervious Runoff Depth=2.30"
Flow Length=221' Tc=12.9 min C=0.63 Runoff=0.49 cfs 0.102 af

Subcatchment CA18: SE 1 Parking Area Runoff Area=0.156 ac 0.00% Impervious Runoff Depth=1.94"
Flow Length=146' Tc=7.8 min C=0.53 Runoff=0.12 cfs 0.025 af

Subcatchment CA19: SE 2 Parking Area Runoff Area=2.030 ac 0.30% Impervious Runoff Depth>1.63"
Flow Length=694' Tc=40.1 min C=0.45 Runoff=1.35 cfs 0.276 af

Subcatchment CA20: NE Parking Area Runoff Area=1.364 ac 0.00% Impervious Runoff Depth>1.56"
Flow Length=738' Tc=40.7 min C=0.43 Runoff=0.87 cfs 0.177 af

Subcatchment CA21: N Central Parking Area Runoff Area=0.385 ac 0.00% Impervious Runoff Depth=2.19"
Flow Length=92' Slope=0.0121 '/' Tc=1.4 min C=0.60 Runoff=0.34 cfs 0.070 af

Subcatchment CA22: S Central Parking Area Runoff Area=0.354 ac 5.65% Impervious Runoff Depth=2.27"
Flow Length=86' Slope=0.0137 '/' Tc=1.3 min C=0.62 Runoff=0.32 cfs 0.067 af

Subcatchment CA23: NW Parking Area Runoff Area=0.659 ac 0.00% Impervious Runoff Depth>1.72"
Flow Length=203' Tc=30.5 min C=0.47 Runoff=0.46 cfs 0.094 af

Subcatchment CA24: SW Parking Area Runoff Area=0.510 ac 6.86% Impervious Runoff Depth=2.12"
Flow Length=179' Tc=12.3 min C=0.58 Runoff=0.44 cfs 0.090 af

Subcatchment CA6: Pond Catchment Area Runoff Area=2.266 ac 13.02% Impervious Runoff Depth=1.43"
Flow Length=218' Slope=0.0698 '/' Tc=2.0 min C=0.39 Runoff=1.30 cfs 0.269 af

Subcatchment CA7: NE Station Area Runoff Area=0.750 ac 33.20% Impervious Runoff Depth=1.90"
Flow Length=258' Tc=15.8 min C=0.52 Runoff=0.58 cfs 0.119 af

Subcatchment CA8: East Station Area Runoff Area=0.504 ac 97.62% Impervious Runoff Depth=3.40"
Flow Length=219' Tc=3.9 min C=0.93 Runoff=0.69 cfs 0.143 af

Subcatchment CA9: SE Station Area Runoff Area=0.135 ac 98.52% Impervious Runoff Depth=3.44"
Flow Length=117' Tc=3.1 min C=0.94 Runoff=0.19 cfs 0.039 af

Reach R13: Pipe CA13 to I81 Avg. Flow Depth=0.15' Max Vel=3.06 fps Inflow=0.23 cfs 0.047 af
12.0" Round Pipe n=0.010 L=149.2' S=0.0099 '/' Capacity=4.61 cfs Outflow=0.23 cfs 0.047 af

Reach R14: Pipe I14 to Pond Avg. Flow Depth=0.58' Max Vel=10.89 fps Inflow=8.17 cfs 1.679 af
24.0" Round Pipe n=0.012 L=148.6' S=0.0338 '/' Capacity=45.04 cfs Outflow=8.17 cfs 1.678 af

Reach R15: Pipe I15 to I18 Avg. Flow Depth=0.78' Max Vel=7.04 fps Inflow=7.98 cfs 1.641 af
24.0" Round Pipe n=0.012 L=147.0' S=0.0103 '/' Capacity=24.84 cfs Outflow=7.98 cfs 1.641 af

Reach R16: Pipe I16 to I21 Avg. Flow Depth=0.28' Max Vel=3.77 fps Inflow=0.69 cfs 0.143 af
12.0" Round Pipe n=0.012 L=108.0' S=0.0104 '/' Capacity=3.93 cfs Outflow=0.69 cfs 0.143 af

Reach R17: Pipe I17 to Pond Avg. Flow Depth=0.23' Max Vel=6.64 fps Inflow=0.58 cfs 0.119 af
6.0" Round Pipe n=0.012 L=20.0' S=0.0500 '/' Capacity=1.36 cfs Outflow=0.58 cfs 0.119 af

Reach R18: Pipe I18 to I14 Avg. Flow Depth=0.54' Max Vel=12.01 fps Inflow=8.17 cfs 1.679 af
24.0" Round Pipe n=0.012 L=147.0' S=0.0445 '/' Capacity=51.69 cfs Outflow=8.17 cfs 1.679 af

Reach R19: Pipe I19 to I14 Avg. Flow Depth=0.10' Max Vel=4.30 fps Inflow=0.19 cfs 0.039 af
12.0" Round Pipe n=0.012 L=46.0' S=0.0446 '/' Capacity=8.15 cfs Outflow=0.19 cfs 0.039 af

Reach R21: Pipe I21 to I15 Avg. Flow Depth=0.78' Max Vel=4.93 fps Inflow=5.62 cfs 1.156 af
24.0" Round Pipe n=0.012 L=223.0' S=0.0050 '/' Capacity=17.37 cfs Outflow=5.62 cfs 1.154 af

Reach R31: Pipe I31 to I21 Avg. Flow Depth=0.81' Max Vel=4.03 fps Inflow=3.89 cfs 0.799 af
18.0" Round Pipe n=0.012 L=154.3' S=0.0037 '/' Capacity=6.92 cfs Outflow=3.89 cfs 0.798 af

Reach R41: Pipe I41 to I31 Avg. Flow Depth=0.40' Max Vel=2.44 fps Inflow=0.70 cfs 0.146 af
12.0" Round Pipe n=0.010 L=324.3' S=0.0021 '/' Capacity=2.14 cfs Outflow=0.70 cfs 0.146 af

Reach R51: Pipe I51 to I31 Avg. Flow Depth=0.42' Max Vel=4.88 fps Inflow=1.79 cfs 0.368 af
15.0" Round Pipe n=0.012 L=123.9' S=0.0107 '/' Capacity=7.22 cfs Outflow=1.79 cfs 0.368 af

Reach R52: Pipe I52 to I51 Avg. Flow Depth=0.44' Max Vel=4.36 fps Inflow=1.47 cfs 0.301 af
12.0" Round Pipe n=0.012 L=114.4' S=0.0087 '/' Capacity=3.61 cfs Outflow=1.47 cfs 0.301 af

Reach R53: Pipe I53 to I52 Avg. Flow Depth=0.19' Max Vel=1.73 fps Inflow=0.12 cfs 0.025 af
6.0" Round Pipe n=0.010 L=62.2' S=0.0027 '/' Capacity=0.38 cfs Outflow=0.12 cfs 0.025 af

Reach R54: Pipe I54 to I63 Avg. Flow Depth=0.00' Max Vel=0.00 fps Inflow=0.00 cfs 0.000 af
6.0" Round Pipe n=0.010 L=63.0' S=0.0062 '/' Capacity=0.57 cfs Outflow=0.00 cfs 0.000 af

Reach R61: Pipe I61 to I31 Avg. Flow Depth=0.48' Max Vel=3.88 fps Inflow=1.66 cfs 0.341 af
15.0" Round Pipe n=0.012 L=133.8' S=0.0060 '/' Capacity=5.41 cfs Outflow=1.66 cfs 0.341 af

Reach R62: Pipe I62 to I61 Avg. Flow Depth=0.45' Max Vel=3.56 fps Inflow=1.21 cfs 0.247 af
12.0" Round Pipe n=0.012 L=122.3' S=0.0058 '/' Capacity=2.94 cfs Outflow=1.21 cfs 0.247 af

Reach R63: Pipe I63 to I62 Avg. Flow Depth=0.39' Max Vel=3.03 fps Inflow=0.87 cfs 0.177 af
12.0" Round Pipe n=0.012 L=117.3' S=0.0048 '/' Capacity=2.67 cfs Outflow=0.87 cfs 0.177 af

Reach R71: Pipe I71 to I15 Avg. Flow Depth=0.55' Max Vel=4.91 fps Inflow=2.19 cfs 0.453 af
12.0" Round Pipe n=0.012 L=307.3' S=0.0092 '/' Capacity=3.70 cfs Outflow=2.19 cfs 0.453 af

Reach R81: Pipe I81 to I71 Avg. Flow Depth=0.27' Max Vel=4.28 fps Inflow=0.75 cfs 0.154 af
12.0" Round Pipe n=0.012 L=63.2' S=0.0139 '/' Capacity=4.55 cfs Outflow=0.75 cfs 0.154 af

Reach R82: Pipe I82 to I81 Avg. Flow Depth=0.22' Max Vel=3.95 fps Inflow=0.52 cfs 0.107 af
12.0" Round Pipe n=0.012 L=136.0' S=0.0150 '/' Capacity=4.73 cfs Outflow=0.52 cfs 0.107 af

Reach R91: Pipe I91 to I71 Avg. Flow Depth=0.30' Max Vel=3.08 fps Inflow=0.60 cfs 0.124 af
12.0" Round Pipe n=0.012 L=206.5' S=0.0066 '/' Capacity=3.14 cfs Outflow=0.60 cfs 0.124 af

Reach R92: Pipe I92 to I91 Avg. Flow Depth=0.27' Max Vel=2.95 fps Inflow=0.49 cfs 0.102 af
12.0" Round Pipe n=0.012 L=134.2' S=0.0069 '/' Capacity=3.20 cfs Outflow=0.49 cfs 0.102 af

Pond I14: Inlet 1-4 Peak Elev=742.77' Inflow=8.17 cfs 1.679 af
Outflow=8.17 cfs 1.679 af

Pond I15: Inlet 1-5 Peak Elev=745.86' Inflow=7.98 cfs 1.641 af
Outflow=7.98 cfs 1.641 af

Pond I16: Inlet 1-6 Peak Elev=749.75' Inflow=0.69 cfs 0.143 af
Outflow=0.69 cfs 0.143 af

Pond I17: Trench Drain 1-7 Peak Elev=746.12' Inflow=0.58 cfs 0.119 af
Outflow=0.58 cfs 0.119 af

Pond I18: Catch Basin 1-8 Peak Elev=744.27' Inflow=8.17 cfs 1.679 af
Outflow=8.17 cfs 1.679 af

Pond I19: Inlet 1-9 Peak Elev=745.62' Inflow=0.19 cfs 0.039 af
Outflow=0.19 cfs 0.039 af

Pond I21: Inlet 2-1 Peak Elev=748.13' Inflow=5.62 cfs 1.156 af
Outflow=5.62 cfs 1.156 af

Pond I31: Manhole 3-1 Peak Elev=748.63' Inflow=3.89 cfs 0.799 af
Outflow=3.89 cfs 0.799 af

Pond I41: Inlet 4-1 Peak Elev=749.38' Inflow=0.70 cfs 0.146 af
Outflow=0.70 cfs 0.146 af

Pond I51: Inlet 5-1 Peak Elev=749.64' Inflow=1.79 cfs 0.368 af
Outflow=1.79 cfs 0.368 af

Pond I52: Inlet 5-2 Peak Elev=750.73' Inflow=1.47 cfs 0.301 af
Outflow=1.47 cfs 0.301 af

Pond I53: Inlet 5-3 Peak Elev=750.67' Inflow=0.12 cfs 0.025 af
Outflow=0.12 cfs 0.025 af

Pond I54: Inlet 5-4 Peak Elev=0.00'
Primary=0.00 cfs 0.000 af

Pond I61: Manhole 6-1 Peak Elev=749.14' Inflow=1.66 cfs 0.341 af
Outflow=1.66 cfs 0.341 af

Pond I62: Inlet 6-2 Peak Elev=749.86' Inflow=1.21 cfs 0.247 af
Outflow=1.21 cfs 0.247 af

Pond I63: Inlet 6-3 Peak Elev=750.46' Inflow=0.87 cfs 0.177 af
Outflow=0.87 cfs 0.177 af

Pond I71: Inlet 7-1 Peak Elev=748.48' Inflow=2.19 cfs 0.453 af
Outflow=2.19 cfs 0.453 af

Pond I81: Inlet 8-1 Peak Elev=748.99' Inflow=0.75 cfs 0.154 af
Outflow=0.75 cfs 0.154 af

Pond I82: Inlet 8-2 Peak Elev=751.12' Inflow=0.52 cfs 0.107 af
Outflow=0.52 cfs 0.107 af

Pond I91: Inlet 9-1 Peak Elev=750.66' Inflow=0.60 cfs 0.124 af
Outflow=0.60 cfs 0.124 af

Pond I92: Inlet 9-2 Peak Elev=751.61' Inflow=0.49 cfs 0.102 af
Outflow=0.49 cfs 0.102 af

Pond P1: Detention Pond Peak Elev=738.38' Storage=1.521 af Inflow=10.05 cfs 2.066 af
Primary=2.82 cfs 0.578 af Secondary=0.00 cfs 0.000 af Outflow=2.82 cfs 0.578 af

Total Runoff Area = 12.789 ac Runoff Volume = 2.072 af Average Runoff Depth = 1.94"
77.82% Pervious = 9.953 ac 22.18% Impervious = 2.836 ac

Summary for Subcatchment CA10: South Scale Area

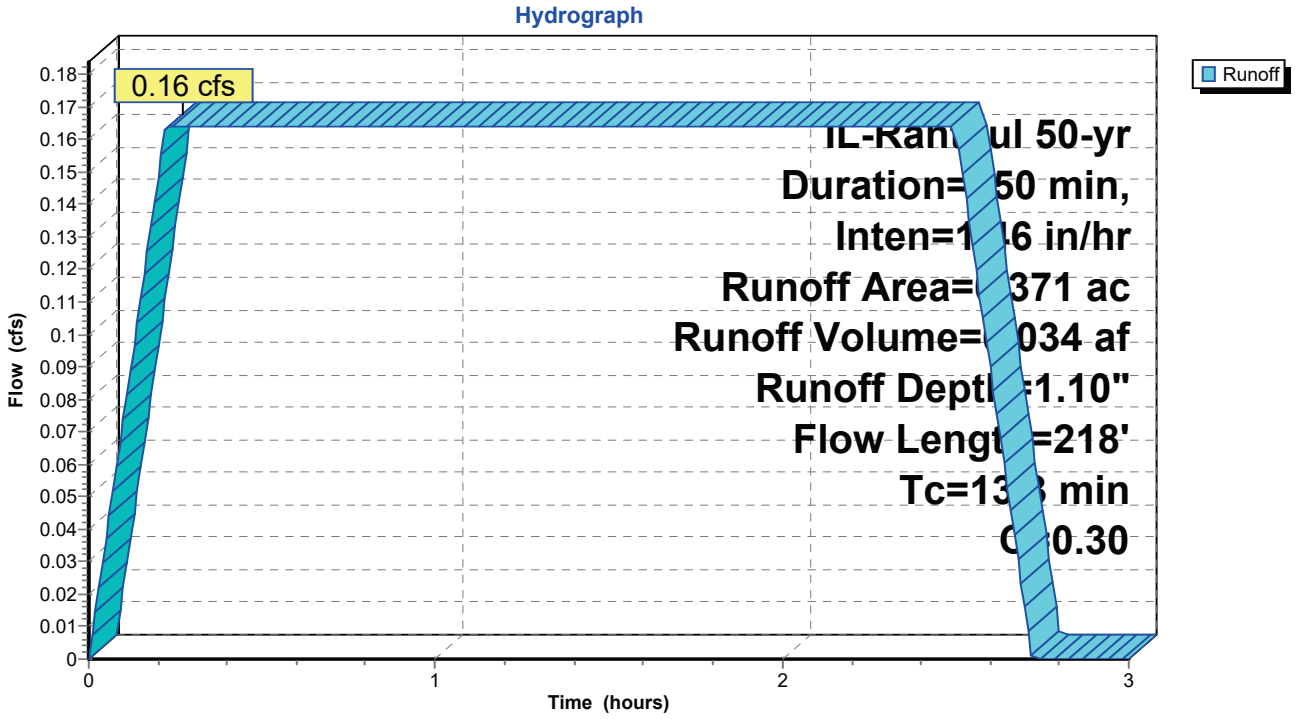
Runoff = 0.16 cfs @ 0.23 hrs, Volume= 0.034 af, Depth= 1.10"
Routed to Pond I15 : Inlet 1-5

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=150 min, Inten=1.46 in/hr

Area (ac)	C	Description
0.007	0.40	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C
0.364	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.371	0.30	Weighted Average
0.371		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.6	100	0.0176	0.16		**Sheet Flow, Grass area S of access road** Grass: Short n= 0.150 P2= 3.03"
2.7	118	0.0105	0.72		**Shallow Concentrated Flow, Grass area s of access road** Short Grass Pasture Kv= 7.0 fps
13.3	218	Total			

Subcatchment CA10: South Scale Area



Summary for Subcatchment CA11: North Scale Area

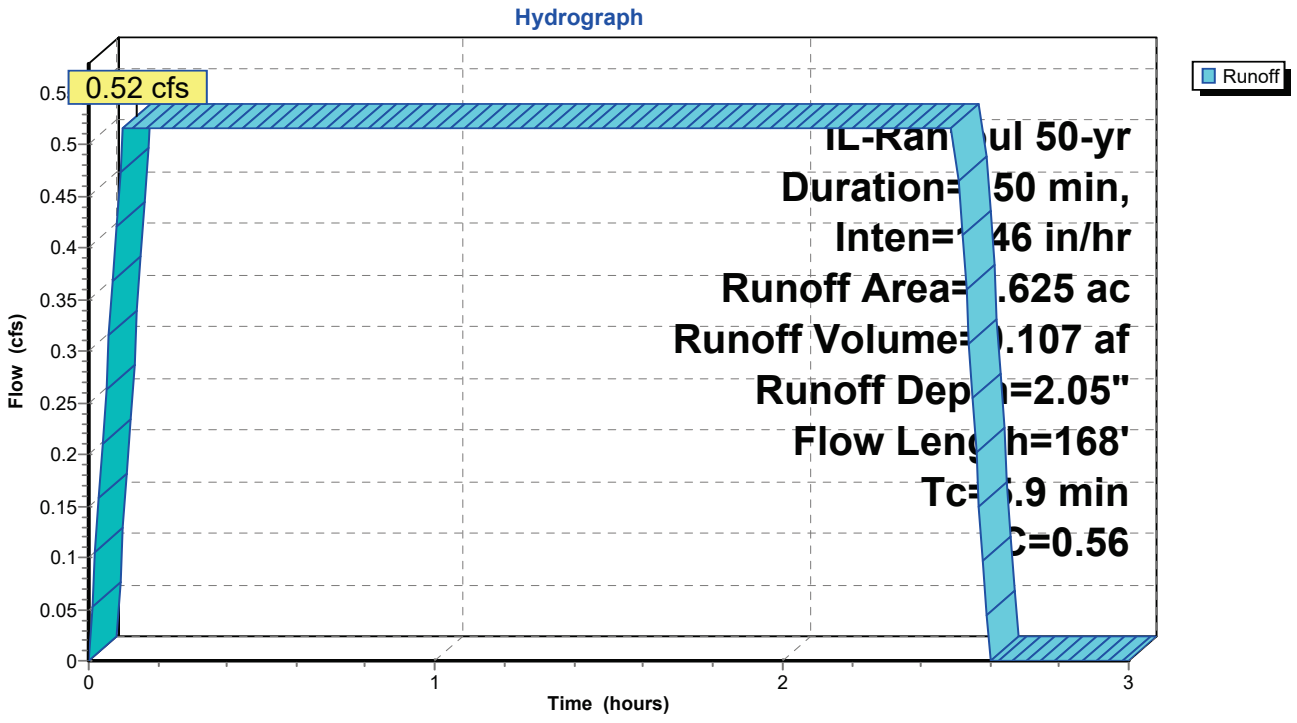
Runoff = 0.52 cfs @ 0.10 hrs, Volume= 0.107 af, Depth= 2.05"
Routed to Pond I82 : Inlet 8-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=150 min, Inten=1.46 in/hr

Area (ac)	C	Description
0.032	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.258	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.111	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.162	0.95	Asphalt
0.061	0.95	Sidewalk
0.001	0.60	Gravel
0.625	0.56	Weighted Average
0.402		64.32% Pervious Area
0.223		35.68% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
4.4	42	0.0274	0.16		**Sheet Flow, Grass area SW of building** Grass: Short n= 0.150 P2= 3.03"
1.5	126	0.0047	1.39		**Shallow Concentrated Flow, Access road N of scale** Paved Kv= 20.3 fps
5.9	168	Total			

Subcatchment CA11: North Scale Area



Summary for Subcatchment CA12: Building Entrance Area

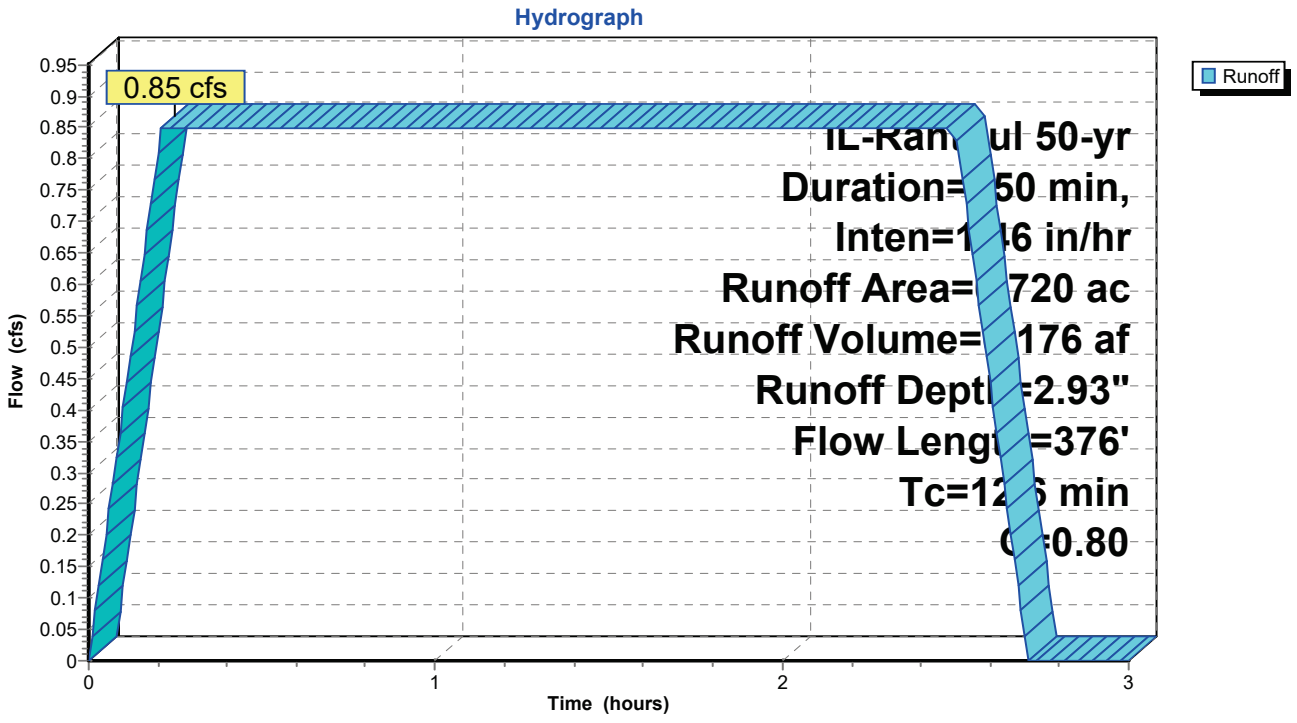
Runoff = 0.85 cfs @ 0.21 hrs, Volume= 0.176 af, Depth= 2.93"
Routed to Pond I71 : Inlet 7-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=150 min, Inten=1.46 in/hr

Area (ac)	C	Description
0.132	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.001	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.046	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.413	0.95	Asphalt
0.095	0.95	Sidewalk
0.033	0.60	Gravel
0.720	0.80	Weighted Average
0.212		29.44% Pervious Area
0.508		70.56% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.8	116	0.0224	0.18		**Sheet Flow, Gass SE of building** Grass: Short n= 0.150 P2= 3.03"
1.8	260	0.0137	2.38		**Shallow Concentrated Flow, Access Road** Paved Kv= 20.3 fps
12.6	376	Total			

Subcatchment CA12: Building Entrance Area



Summary for Subcatchment CA13: South Building Area

[70] Warning: Tc<8dt requires smaller dt

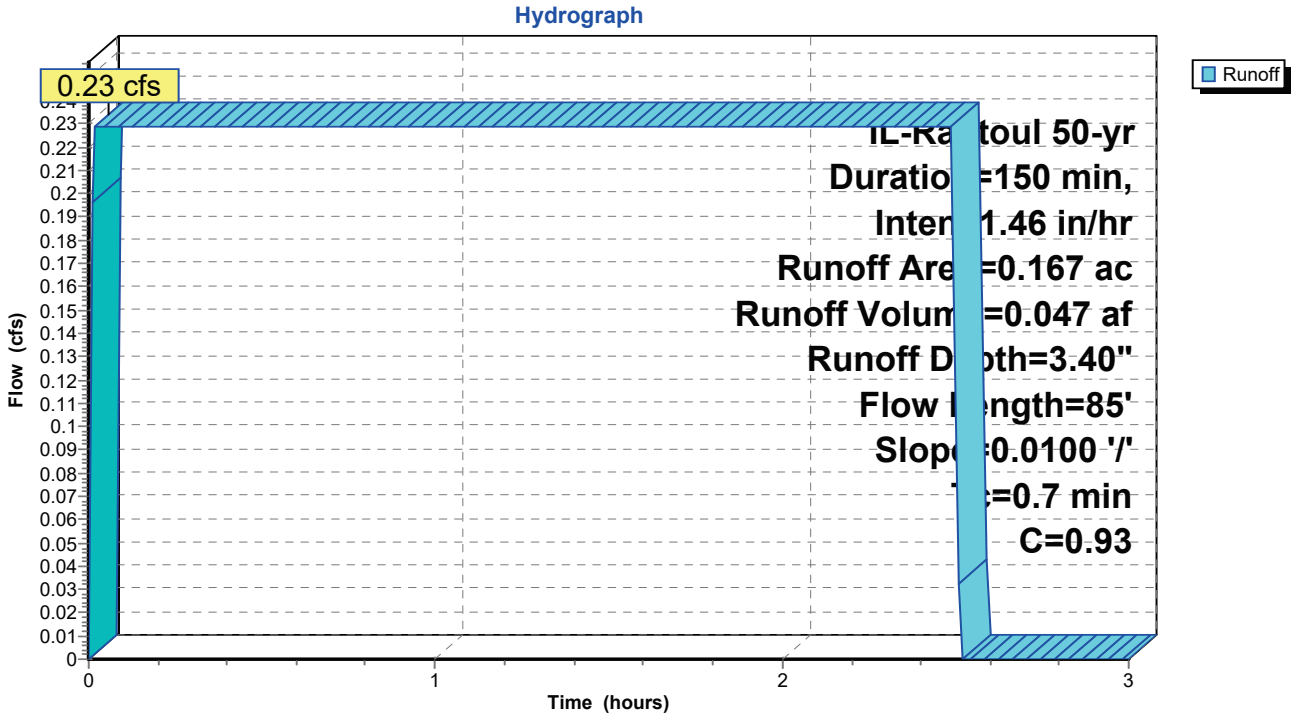
Runoff = 0.23 cfs @ 0.02 hrs, Volume= 0.047 af, Depth= 3.40"
Routed to Reach R13 : Pipe CA13 to I81

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=150 min, Inten=1.46 in/hr

Area (ac)	C	Description
0.162	0.95	Building
0.001	0.95	Sidewalk
0.004	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.167	0.93	Weighted Average
0.004		2.40% Pervious Area
0.163		97.60% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.7	85	0.0100	2.03		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps

Subcatchment CA13: South Building Area



Summary for Subcatchment CA14: North Building Area

[70] Warning: Tc<8dt requires smaller dt

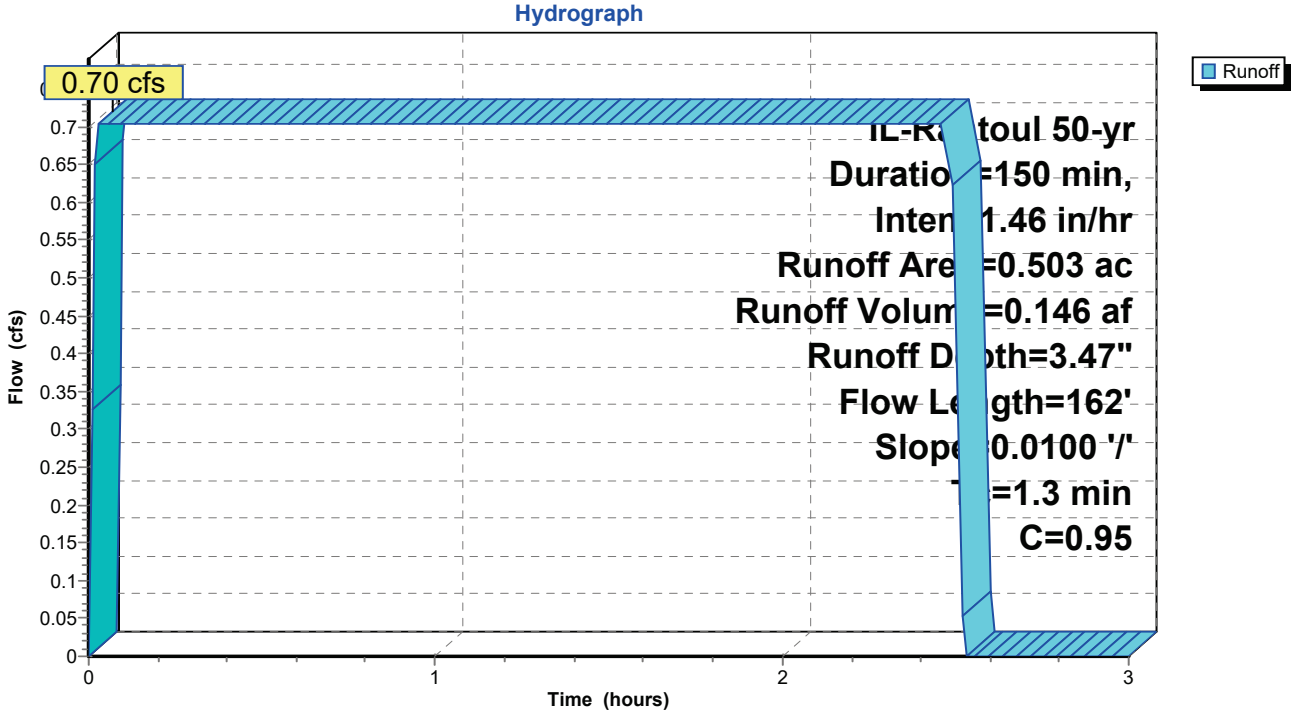
Runoff = 0.70 cfs @ 0.03 hrs, Volume= 0.146 af, Depth= 3.47"
Routed to Pond I41 : Inlet 4-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=150 min, Inten=1.46 in/hr

Area (ac)	C	Description
0.503	0.95	Unconnected roofs, HSG A
0.503		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.3	162	0.0100	2.03		**Shallow Concentrated Flow, N building** Paved Kv= 20.3 fps

Subcatchment CA14: North Building Area



Summary for Subcatchment CA15: West Building Area

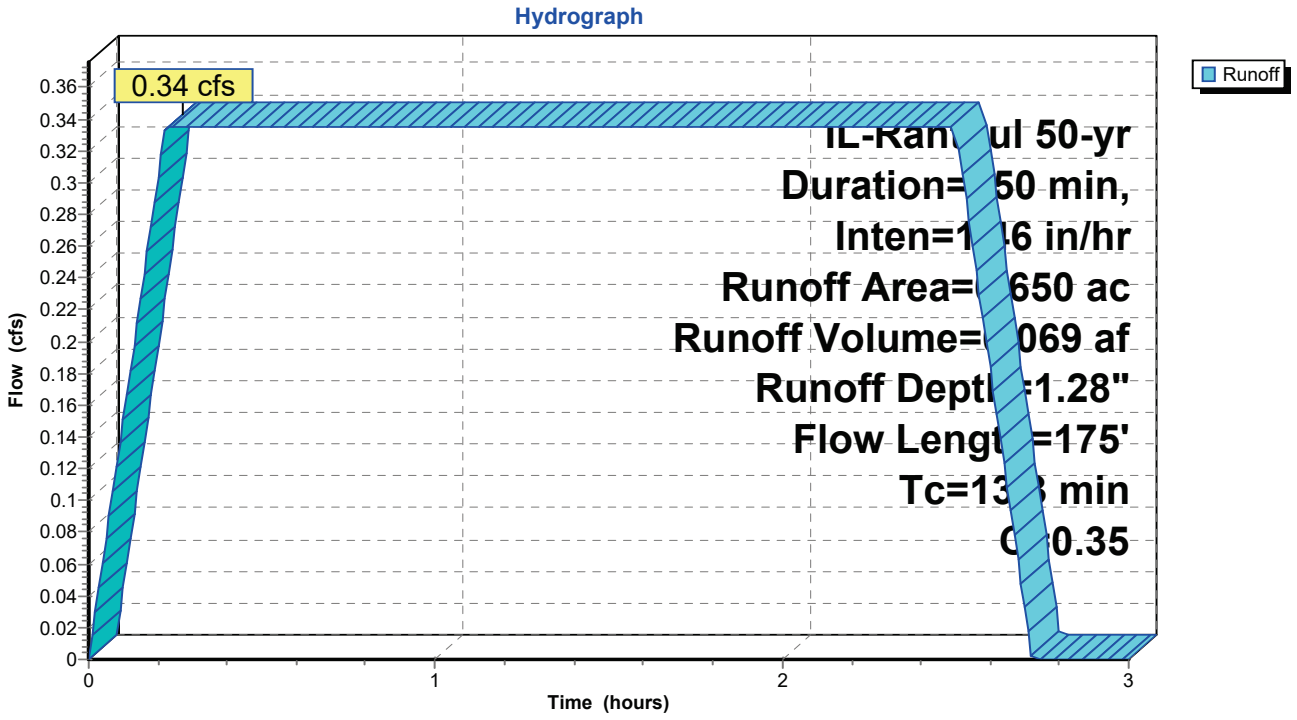
Runoff = 0.34 cfs @ 0.23 hrs, Volume= 0.069 af, Depth= 1.28"
Routed to Pond I21 : Inlet 2-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=150 min, Inten=1.46 in/hr

Area (ac)	C	Description
0.394	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.199	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.036	0.95	Asphalt
0.011	0.95	Sidewalk
0.010	0.60	Gravel
0.650	0.35	Weighted Average
0.603		92.77% Pervious Area
0.047		7.23% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.1	79	0.0123	0.13		**Sheet Flow, Parking N of building** Grass: Short n= 0.150 P2= 3.03"
1.0	5	0.0172	0.09		**Sheet Flow, Parking N of building** Grass: Short n= 0.150 P2= 3.03"
0.3	16	0.0193	0.91		**Sheet Flow, Parking access road** Smooth surfaces n= 0.011 P2= 3.03"
1.9	75	0.0084	0.64		**Shallow Concentrated Flow, Parking N of building** Short Grass Pasture Kv= 7.0 fps
13.3	175	Total			

Subcatchment CA15: West Building Area



Summary for Subcatchment CA16: East Access Road Area

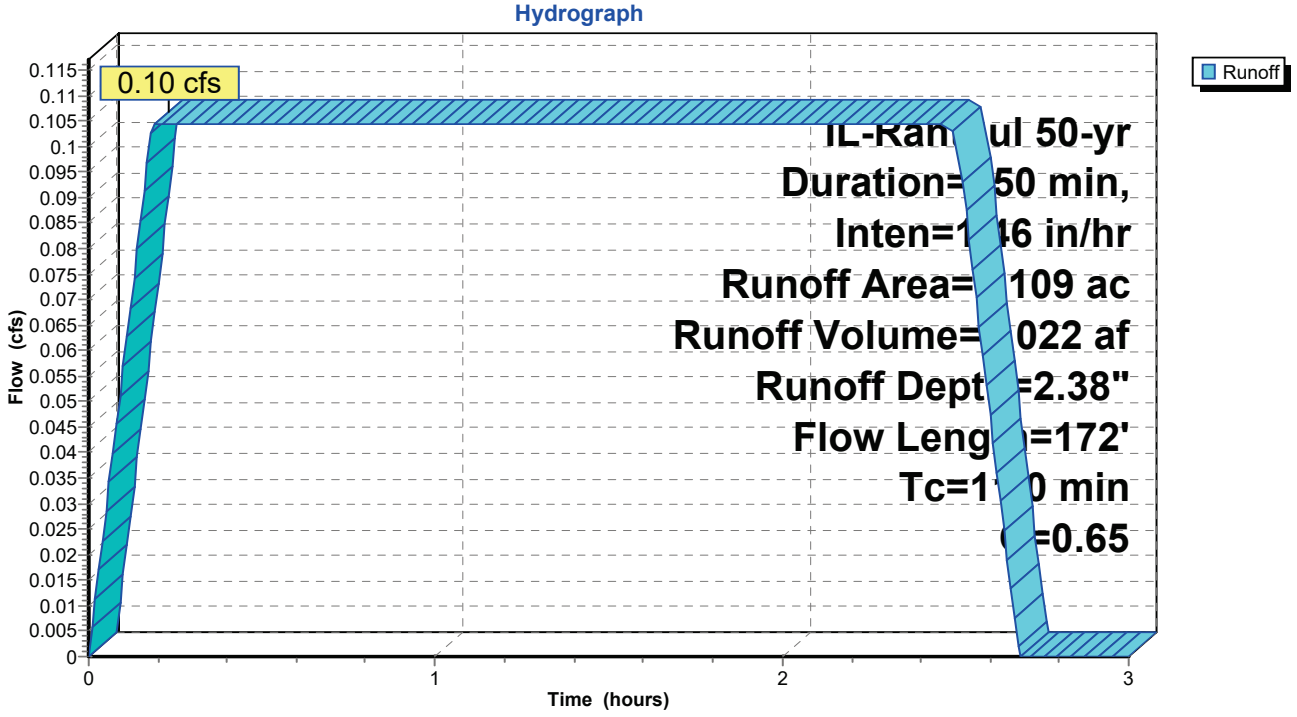
Runoff = 0.10 cfs @ 0.19 hrs, Volume= 0.022 af, Depth= 2.38"
Routed to Pond I91 : Inlet 9-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=150 min, Inten=1.46 in/hr

Area (ac)	C	Description
0.061	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.047	0.95	Ashpalt
0.001	0.60	Gravel
0.109	0.65	Weighted Average
0.062		56.88% Pervious Area
0.047		43.12% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.7	113	0.0218	0.18		**Sheet Flow, Grass E of building** Grass: Short n= 0.150 P2= 3.03"
0.3	59	0.0327	3.67		**Shallow Concentrated Flow, Access Road** Paved Kv= 20.3 fps
11.0	172	Total			

Subcatchment CA16: East Access Road Area



Summary for Subcatchment CA17: East Building Area

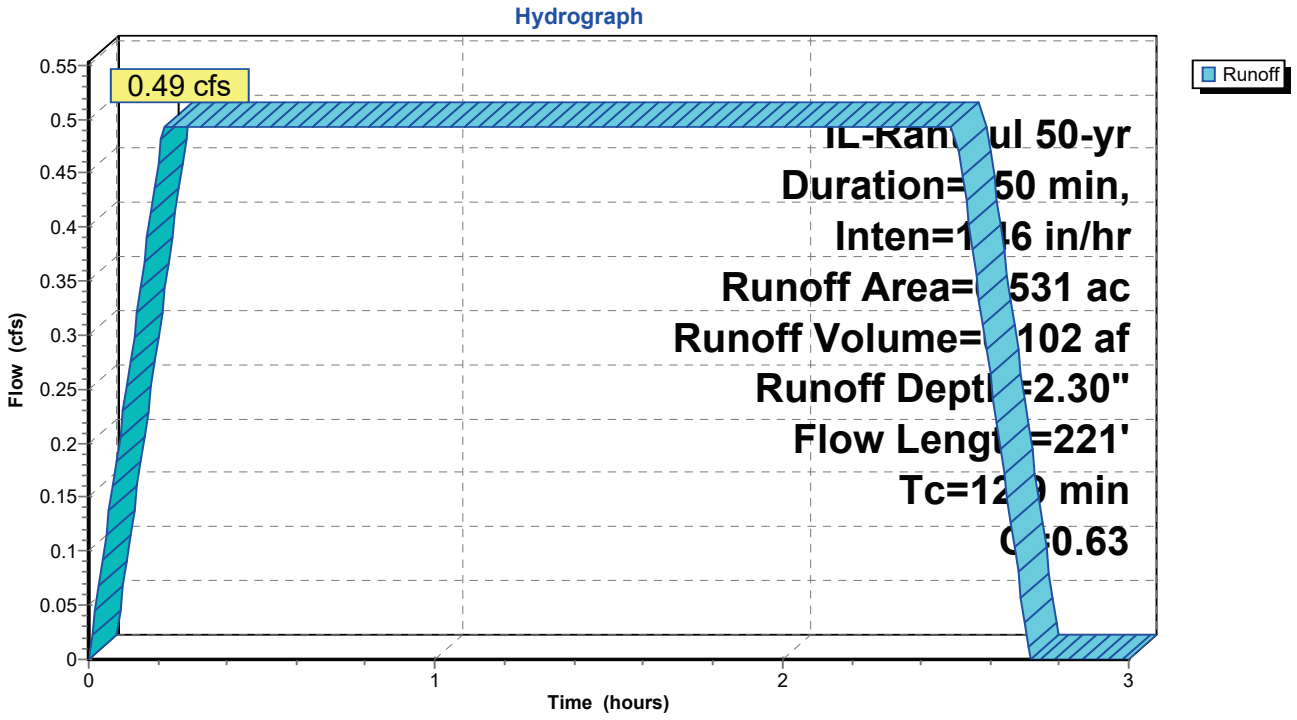
Runoff = 0.49 cfs @ 0.22 hrs, Volume= 0.102 af, Depth= 2.30"
Routed to Pond I92 : Inlet 9-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=150 min, Inten=1.46 in/hr

Area (ac)	C	Description
0.115	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.032	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.008	0.95	Sidewalk
0.269	0.60	Gravel
0.107	0.95	Asphalt
0.531	0.63	Weighted Average
0.416		78.34% Pervious Area
0.115		21.66% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.0	100	0.0129	0.14		**Sheet Flow, Grass E of building** Grass: Short n= 0.150 P2= 3.03"
0.4	26	0.0231	1.06		**Shallow Concentrated Flow, Access Road** Short Grass Pasture Kv= 7.0 fps
0.5	95	0.0344	2.99		**Shallow Concentrated Flow, Access Road** Unpaved Kv= 16.1 fps
12.9	221	Total			

Subcatchment CA17: East Building Area



Summary for Subcatchment CA18: SE 1 Parking Area

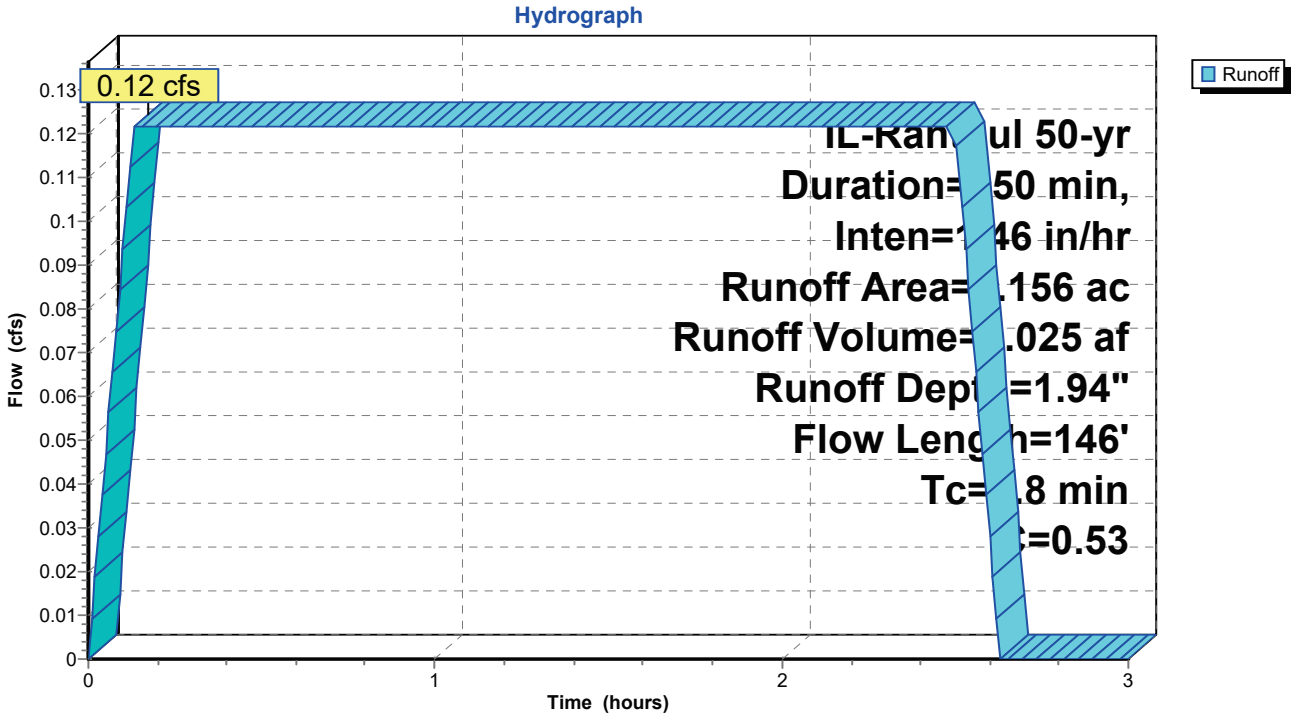
Runoff = 0.12 cfs @ 0.13 hrs, Volume= 0.025 af, Depth= 1.94"
Routed to Pond I53 : Inlet 5-3

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=150 min, Inten=1.46 in/hr

Area (ac)	C	Description
0.060	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.096	0.60	Gravel
0.156	0.53	Weighted Average
0.156		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.2	87	0.0350	0.20		**Sheet Flow, Area E outside of property** Grass: Short n= 0.150 P2= 3.03"
0.6	59	0.0114	1.72		**Shallow Concentrated Flow, Area E outside of property** Unpaved Kv= 16.1 fps
7.8	146	Total			

Subcatchment CA18: SE 1 Parking Area



Summary for Subcatchment CA19: SE 2 Parking Area

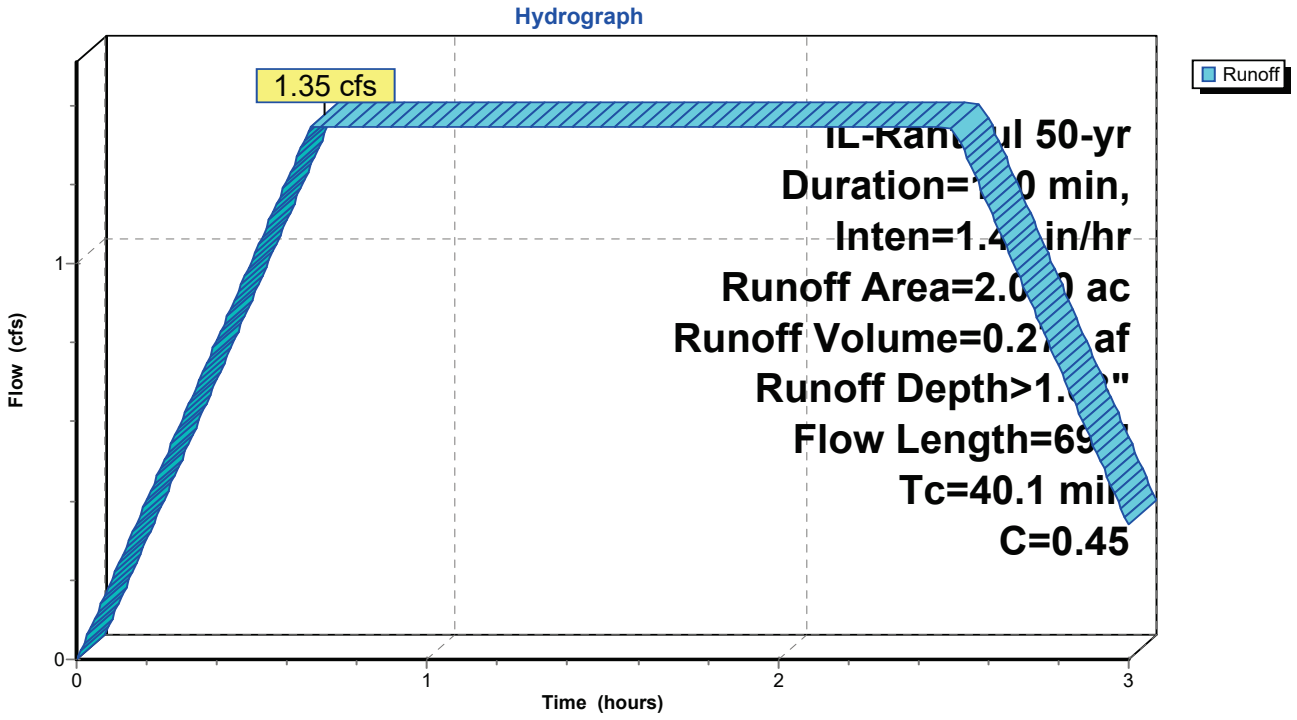
Runoff = 1.35 cfs @ 0.67 hrs, Volume= 0.276 af, Depth> 1.63"
Routed to Pond I52 : Inlet 5-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=150 min, Inten=1.46 in/hr

Area (ac)	C	Description
0.951	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.609	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.101	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.363	0.60	Gravel
0.006	0.95	Sidewalk
2.030	0.45	Weighted Average
2.024		99.70% Pervious Area
0.006		0.30% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
25.3	100	0.0020	0.07		**Sheet Flow, Area E outside of property** Grass: Short n= 0.150 P2= 3.03"
14.4	526	0.0076	0.61		**Shallow Concentrated Flow, Area E outside of property** Short Grass Pasture Kv= 7.0 fps
0.4	68	0.0248	2.54		**Shallow Concentrated Flow, Parking N of building** Unpaved Kv= 16.1 fps
40.1	694	Total			

Subcatchment CA19: SE 2 Parking Area



Summary for Subcatchment CA20: NE Parking Area

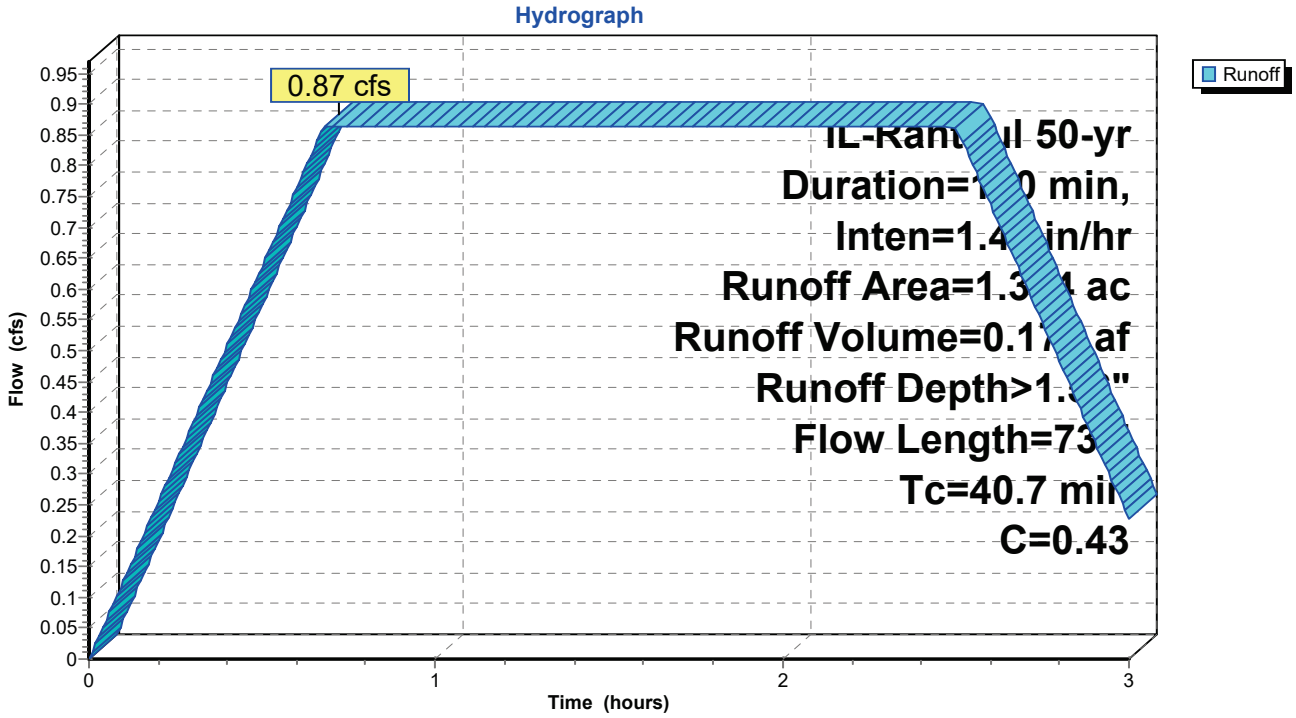
Runoff = 0.87 cfs @ 0.68 hrs, Volume= 0.177 af, Depth> 1.56"
Routed to Pond I63 : Inlet 6-3

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=150 min, Inten=1.46 in/hr

Area (ac)	C	Description
0.338	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.319	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.362	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.345	0.60	Gravel
1.364	0.43	Weighted Average
1.364		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
25.3	100	0.0020	0.07		**Sheet Flow, Area E outside of property** Grass: Short n= 0.150 P2= 3.03"
14.8	568	0.0083	0.64		**Shallow Concentrated Flow, Area E outside of property** Short Grass Pasture Kv= 7.0 fps
0.6	70	0.0132	1.85		**Shallow Concentrated Flow, Parking N of building** Unpaved Kv= 16.1 fps
40.7	738	Total			

Subcatchment CA20: NE Parking Area



Summary for Subcatchment CA21: N Central Parking Area

[70] Warning: Tc<8dt requires smaller dt

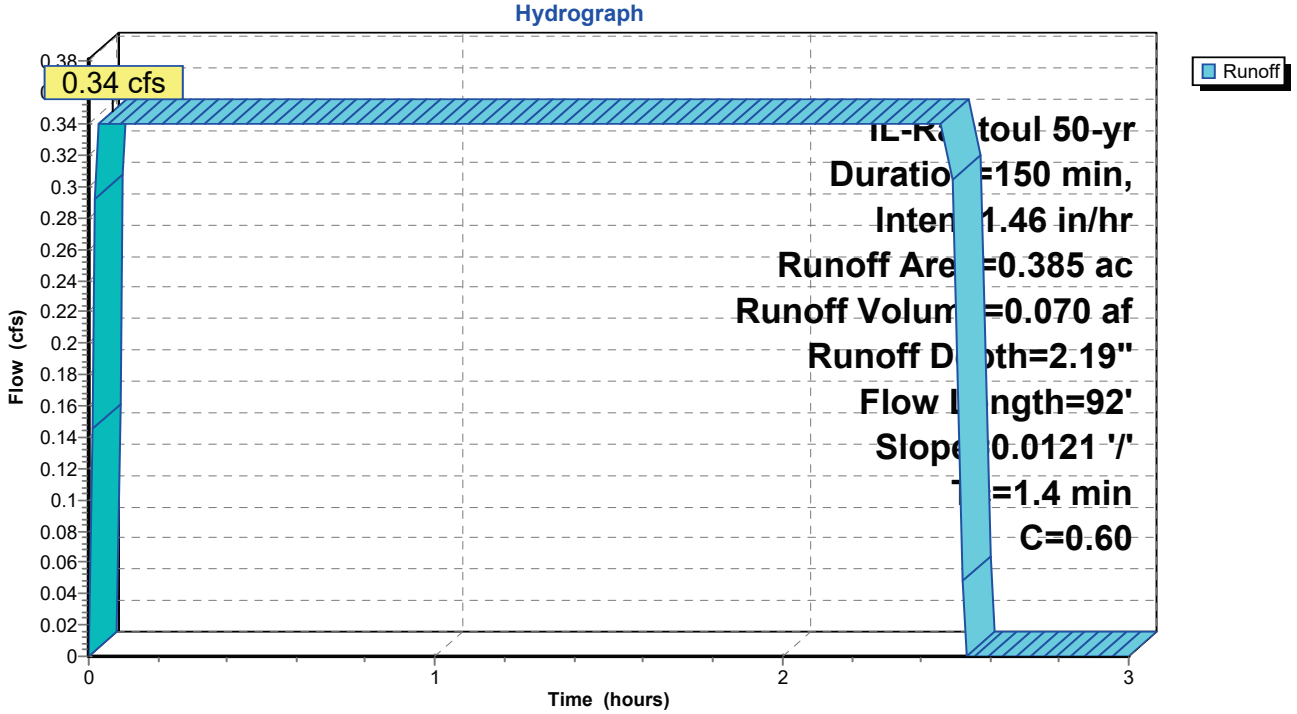
Runoff = 0.34 cfs @ 0.03 hrs, Volume= 0.070 af, Depth= 2.19"
Routed to Pond I62 : Inlet 6-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=150 min, Inten=1.46 in/hr

Area (ac)	C	Description
0.385	0.60	Gravel
0.385		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.4	92	0.0121	1.08		**Sheet Flow, Parking Area** Smooth surfaces n= 0.011 P2= 3.03"

Subcatchment CA21: N Central Parking Area



Summary for Subcatchment CA22: S Central Parking Area

[70] Warning: Tc<8dt requires smaller dt

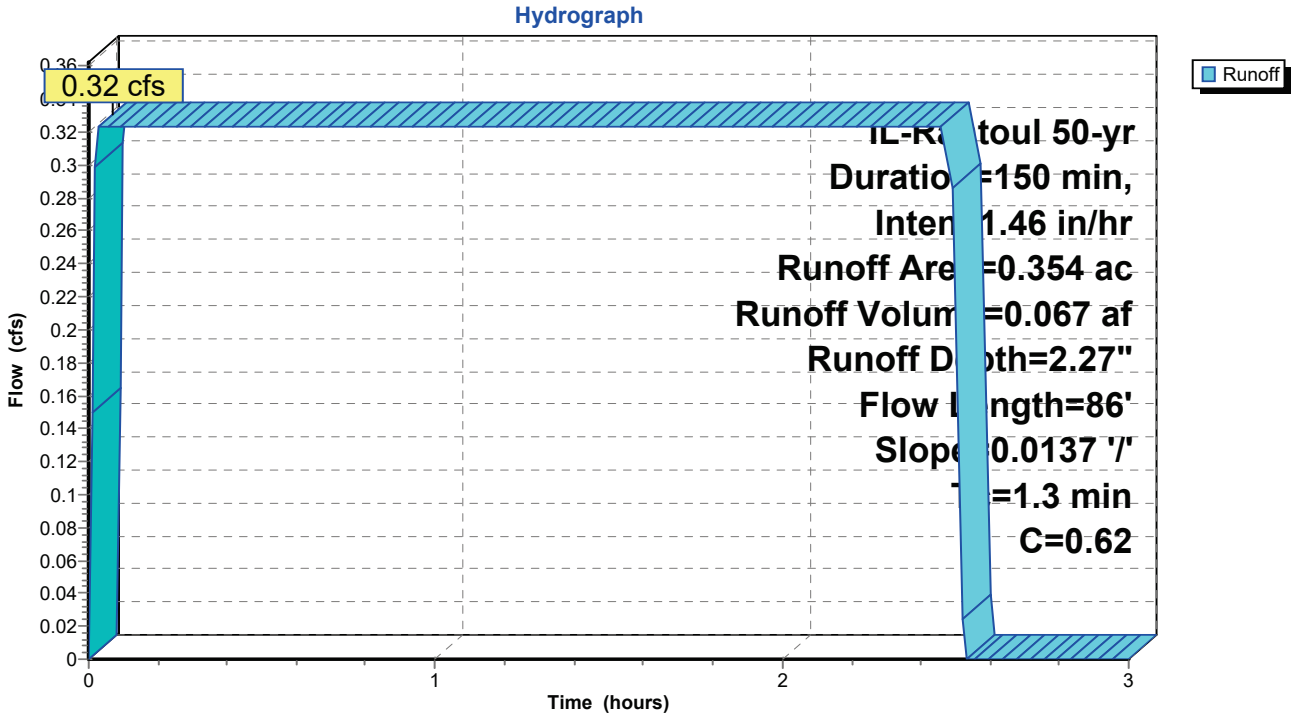
Runoff = 0.32 cfs @ 0.03 hrs, Volume= 0.067 af, Depth= 2.27"
Routed to Pond I51 : Inlet 5-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=150 min, Inten=1.46 in/hr

Area (ac)	C	Description
0.003	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.331	0.60	Gravel
0.020	0.95	Sidewalk
0.354	0.62	Weighted Average
0.334		94.35% Pervious Area
0.020		5.65% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.3	86	0.0137	1.12		**Sheet Flow, Parking Area** Smooth surfaces n= 0.011 P2= 3.03"

Subcatchment CA22: S Central Parking Area



Summary for Subcatchment CA23: NW Parking Area

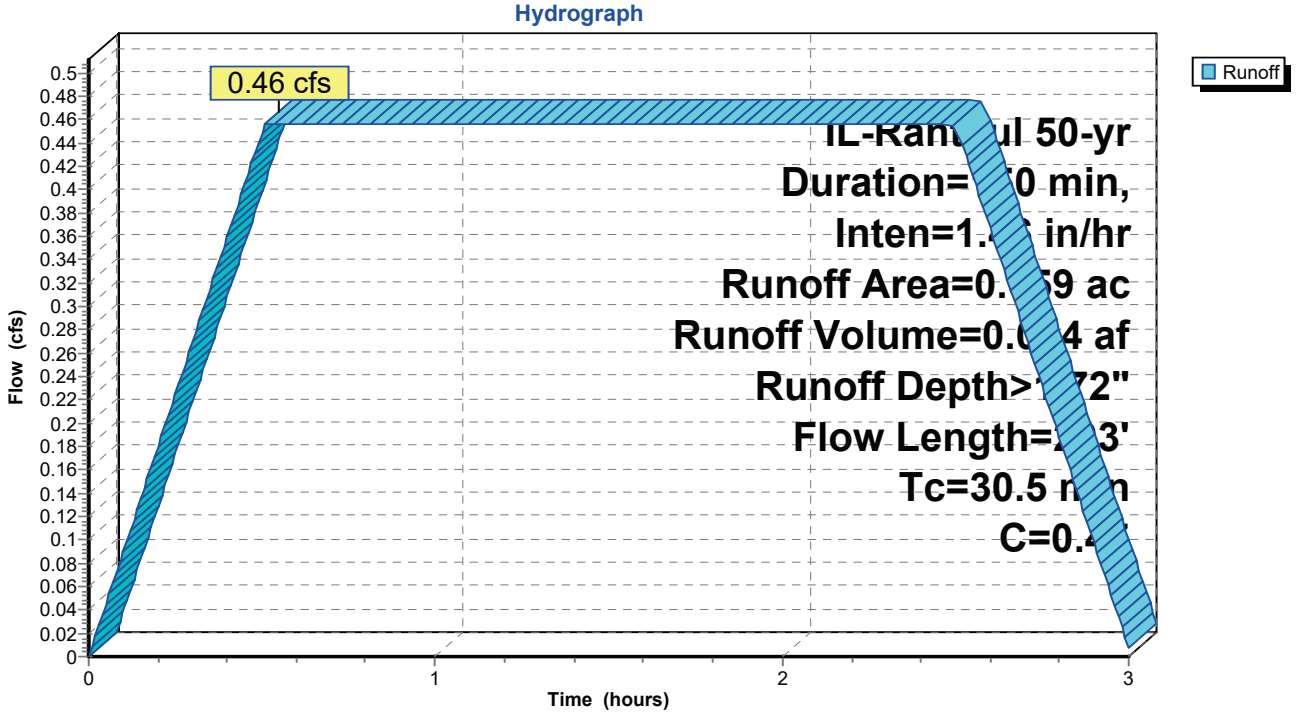
Runoff = 0.46 cfs @ 0.51 hrs, Volume= 0.094 af, Depth> 1.72"
Routed to Pond I61 : Manhole 6-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=150 min, Inten=1.46 in/hr

Area (ac)	C	Description
0.296	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.363	0.60	Gravel
0.659	0.47	Weighted Average
0.659		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
29.2	100	0.0014	0.06		**Sheet Flow, Grass area N of building** Grass: Short n= 0.150 P2= 3.03"
0.6	40	0.0238	1.08		**Shallow Concentrated Flow, Grass area N of building** Short Grass Pasture Kv= 7.0 fps
0.7	63	0.0096	1.58		**Shallow Concentrated Flow, Parking N of building** Unpaved Kv= 16.1 fps
30.5	203	Total			

Subcatchment CA23: NW Parking Area



Summary for Subcatchment CA24: SW Parking Area

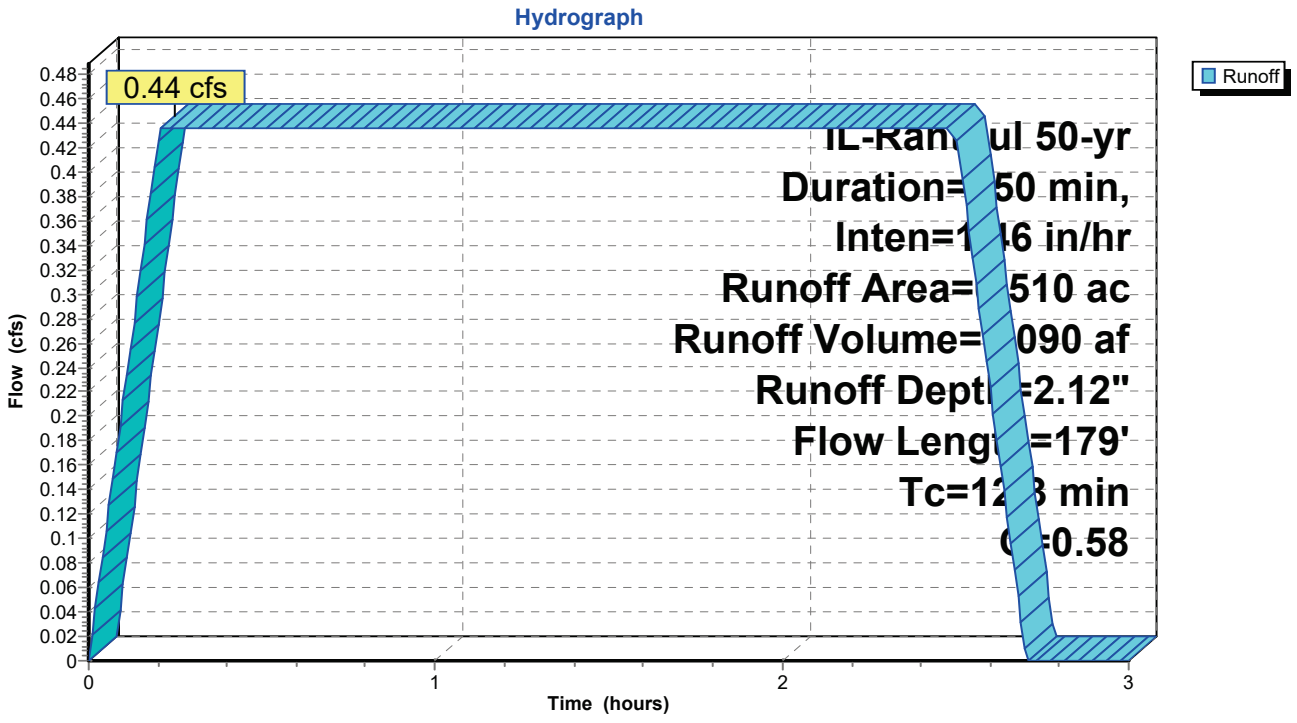
Runoff = 0.44 cfs @ 0.21 hrs, Volume= 0.090 af, Depth= 2.12"
Routed to Pond I31 : Manhole 3-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=150 min, Inten=1.46 in/hr

Area (ac)	C	Description
0.001	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.065	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.015	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.394	0.60	Gravel
0.026	0.95	Sidewalk
0.009	0.95	Asphalt
0.510	0.58	Weighted Average
0.475		93.14% Pervious Area
0.035		6.86% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
11.4	78	0.0090	0.11		**Sheet Flow, Grass area N of building** Grass: Short n= 0.150 P2= 3.03"
0.9	101	0.0133	1.86		**Shallow Concentrated Flow, Parking N of building** Unpaved Kv= 16.1 fps
12.3	179	Total			

Subcatchment CA24: SW Parking Area



Summary for Subcatchment CA6: Pond Catchment Area

[70] Warning: Tc<8dt requires smaller dt

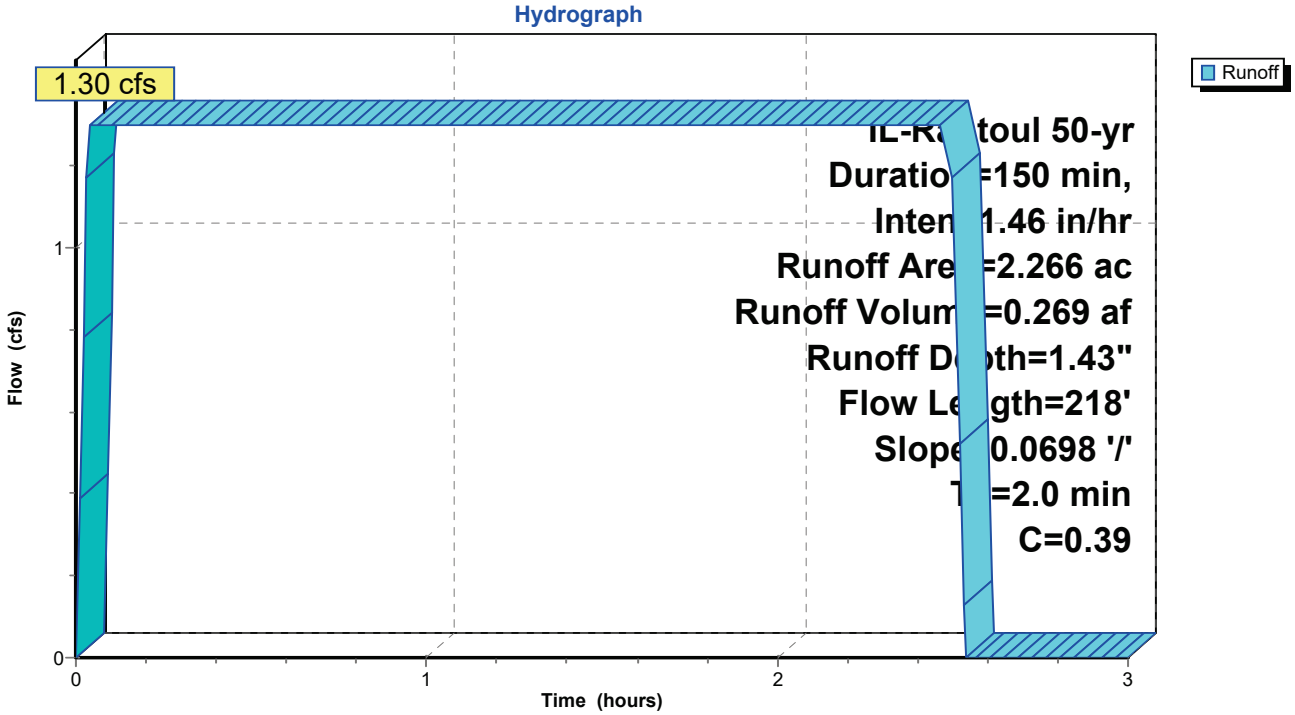
Runoff = 1.30 cfs @ 0.04 hrs, Volume= 0.269 af, Depth= 1.43"
Routed to Pond P1 : Detention Pond

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=150 min, Inten=1.46 in/hr

Area (ac)	C	Description
0.523	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
1.385	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.063	0.40	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C
0.005	0.95	Concrete
0.290	0.95	Building
2.266	0.39	Weighted Average
1.971		86.98% Pervious Area
0.295		13.02% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.0	218	0.0698	1.85		**Shallow Concentrated Flow, Grass area W of parking area** Short Grass Pasture Kv= 7.0 fps

Subcatchment CA6: Pond Catchment Area



Summary for Subcatchment CA7: NE Station Area

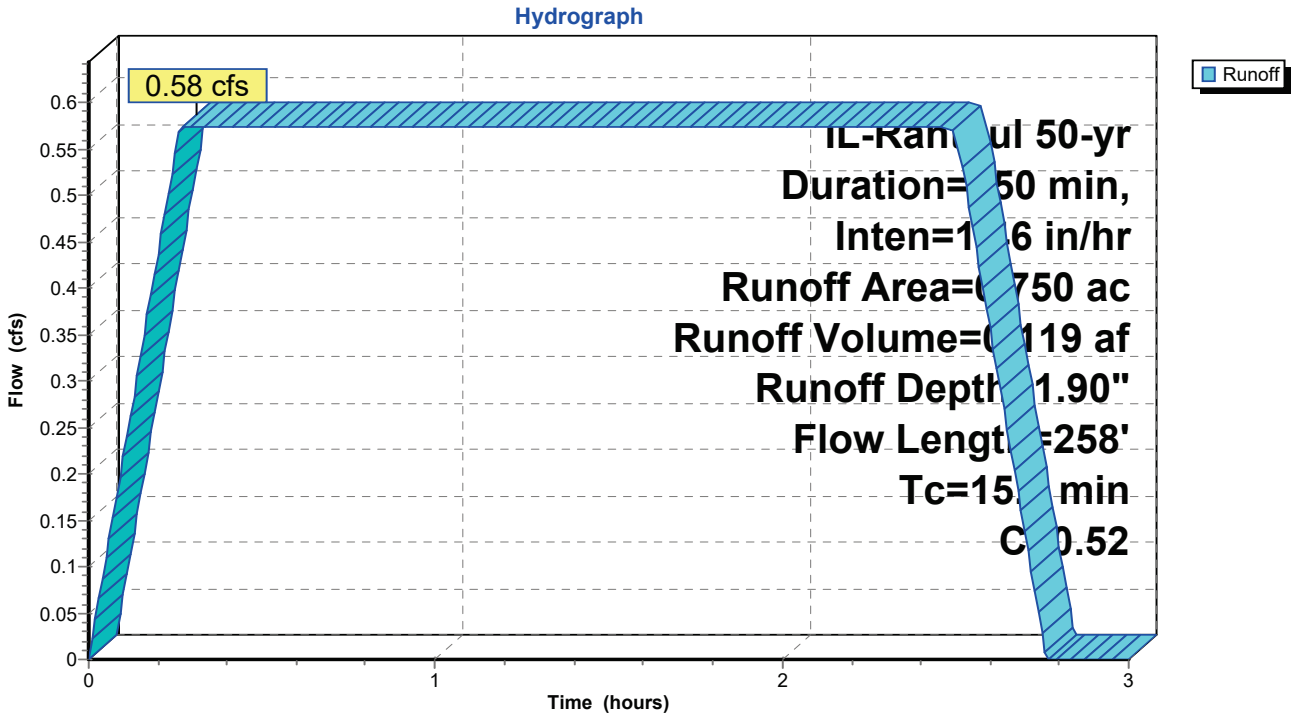
Runoff = 0.58 cfs @ 0.27 hrs, Volume= 0.119 af, Depth= 1.90"
Routed to Pond I17 : Trench Drain 1-7

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=150 min, Inten=1.46 in/hr

Area (ac)	C	Description
0.479	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.022	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.249	0.95	Asphalt
0.750	0.52	Weighted Average
0.501		66.80% Pervious Area
0.249		33.20% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
14.2	100	0.0084	0.12		**Sheet Flow, Parking N of building** Grass: Short n= 0.150 P2= 3.03"
0.6	50	0.0042	1.32		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
0.0	13	0.0927	6.18		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
1.0	95	0.0560	1.66		**Shallow Concentrated Flow, Parking N of building** Short Grass Pasture Kv= 7.0 fps
15.8	258	Total			

Subcatchment CA7: NE Station Area



Summary for Subcatchment CA8: East Station Area

[70] Warning: Tc<8dt requires smaller dt

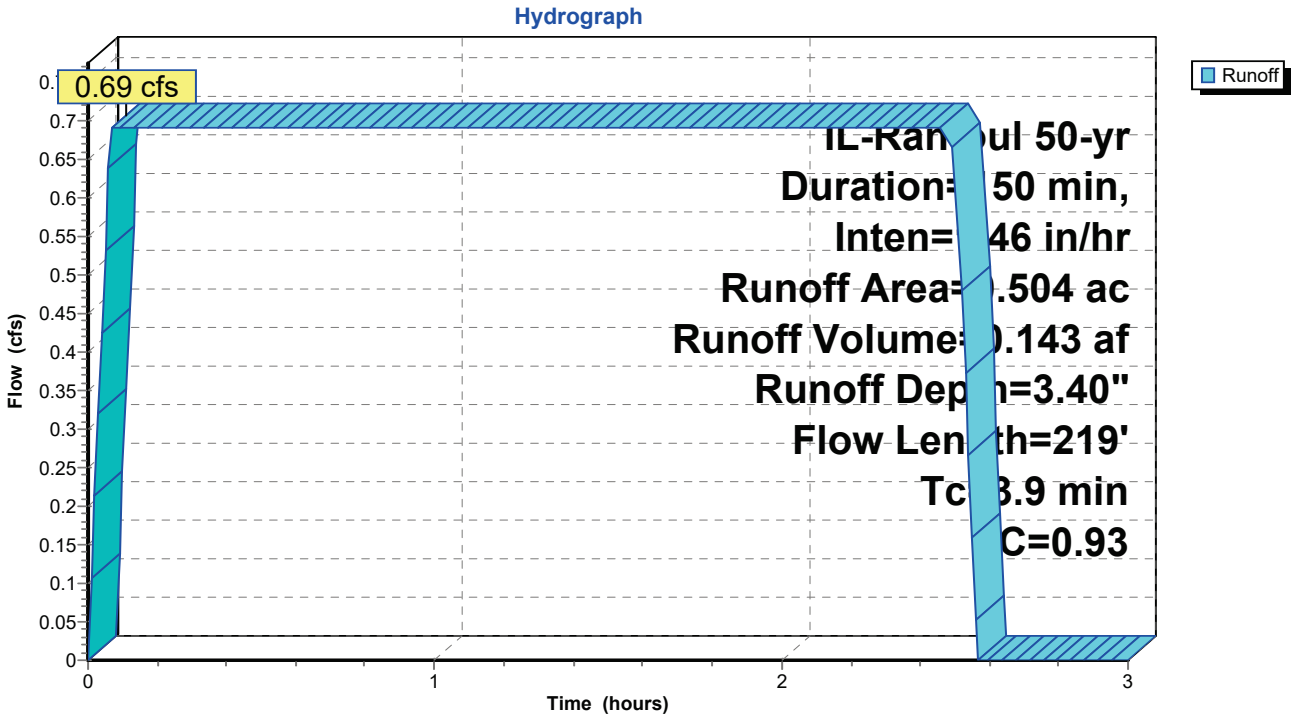
Runoff = 0.69 cfs @ 0.07 hrs, Volume= 0.143 af, Depth= 3.40"
Routed to Pond I16 : Inlet 1-6

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=150 min, Inten=1.46 in/hr

Area (ac)	C	Description
0.012	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.492	0.95	Asphalt
0.504	0.93	Weighted Average
0.012		2.38% Pervious Area
0.492		97.62% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.7	100	0.0087	0.96		**Sheet Flow, Grass area W of parking area** Smooth surfaces n= 0.011 P2= 3.03"
2.2	119	0.0019	0.88		**Shallow Concentrated Flow, Grass area W of parking area** Paved Kv= 20.3 fps
3.9	219	Total			

Subcatchment CA8: East Station Area



Summary for Subcatchment CA9: SE Station Area

[70] Warning: Tc<8dt requires smaller dt

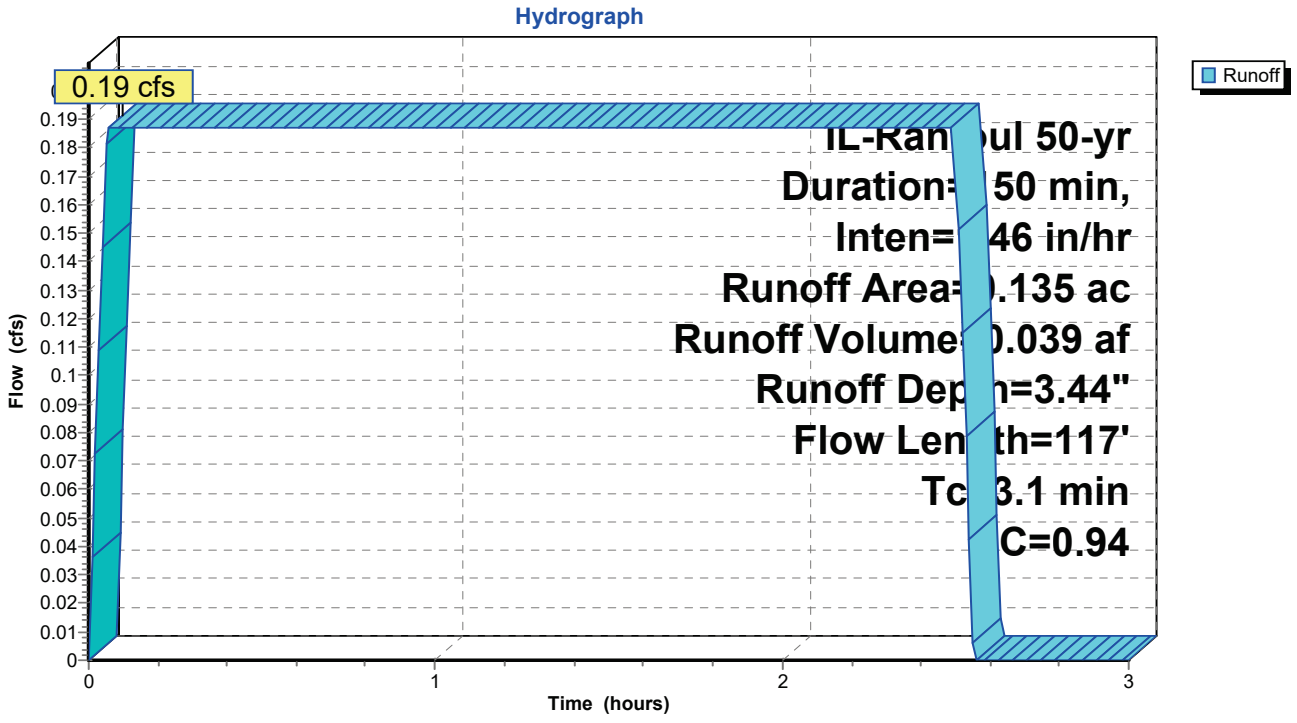
Runoff = 0.19 cfs @ 0.06 hrs, Volume= 0.039 af, Depth= 3.44"
Routed to Pond I19 : Inlet 1-9

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 50-yr Duration=150 min, Inten=1.46 in/hr

Area (ac)	C	Description
0.002	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.133	0.95	Asphalt
0.135	0.94	Weighted Average
0.002		1.48% Pervious Area
0.133		98.52% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.0	100	0.0023	0.56		**Sheet Flow, Access Road** Smooth surfaces n= 0.011 P2= 3.03"
0.1	17	0.0253	3.23		**Shallow Concentrated Flow, Access Road** Paved Kv= 20.3 fps
3.1	117	Total			

Subcatchment CA9: SE Station Area



Summary for Reach R13: Pipe CA13 to I81

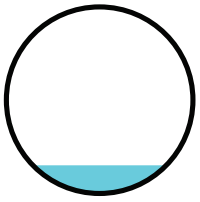
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.167 ac, 97.60% Impervious, Inflow Depth = 3.40" for 50-yr event
Inflow = 0.23 cfs @ 0.02 hrs, Volume= 0.047 af
Outflow = 0.23 cfs @ 0.32 hrs, Volume= 0.047 af, Atten= 0%, Lag= 18.0 min
Routed to Pond I81 : Inlet 8-1

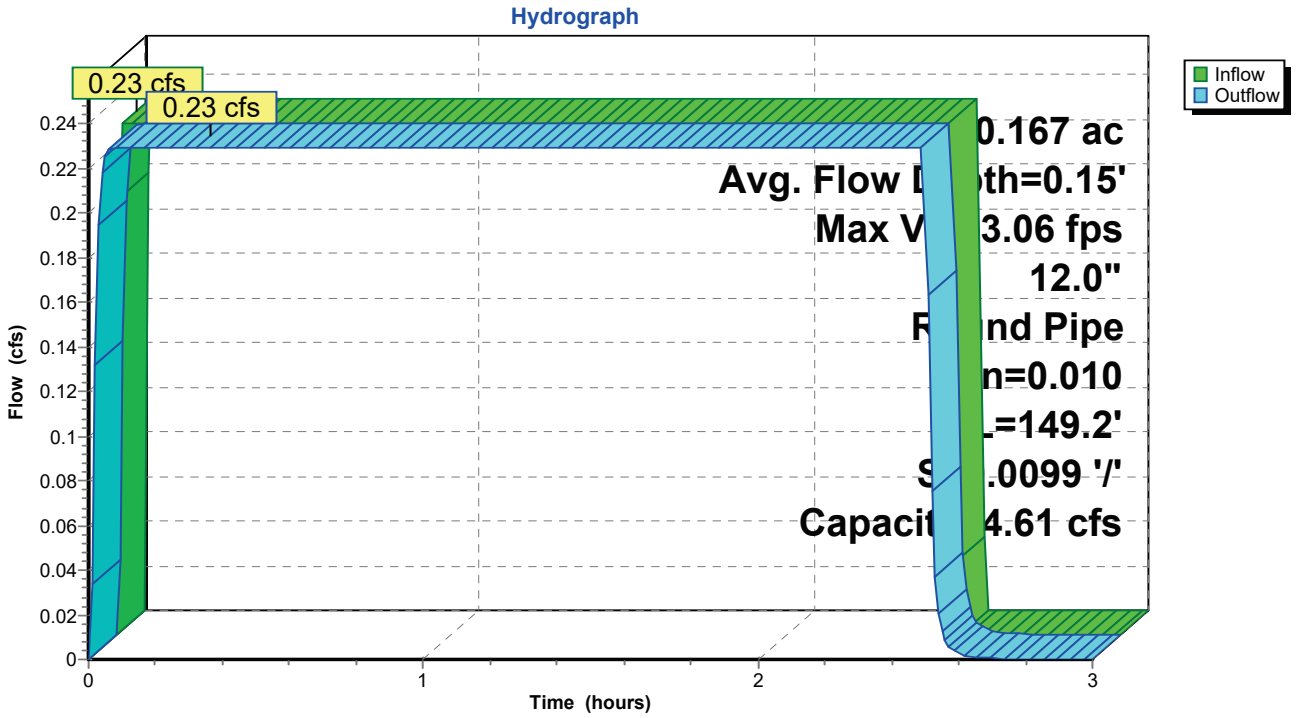
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.06 fps, Min. Travel Time= 0.8 min
Avg. Velocity = 2.77 fps, Avg. Travel Time= 0.9 min

Peak Storage= 11 cf @ 0.32 hrs
Average Depth at Peak Storage= 0.15' , Surface Width= 0.72'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 4.61 cfs

12.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 149.2' Slope= 0.0099 '/'
Inlet Invert= 750.17', Outlet Invert= 748.69'



Reach R13: Pipe CA13 to I81



Summary for Reach R14: Pipe I14 to Pond

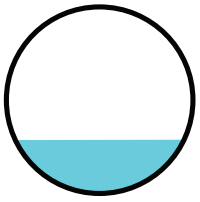
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 9.773 ac, 23.45% Impervious, Inflow Depth > 2.06" for 50-yr event
Inflow = 8.17 cfs @ 1.01 hrs, Volume= 1.679 af
Outflow = 8.17 cfs @ 1.00 hrs, Volume= 1.678 af, Atten= 0%, Lag= 0.0 min
Routed to Pond P1 : Detention Pond

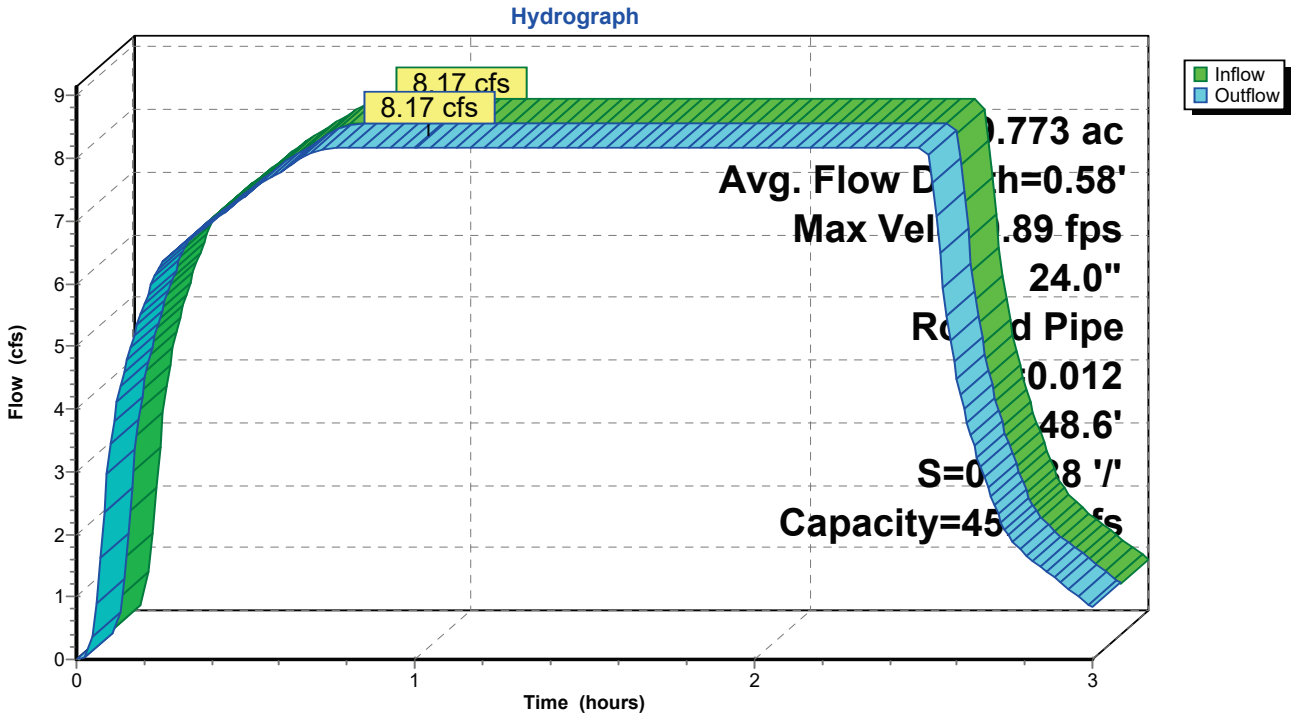
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 10.89 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 10.02 fps, Avg. Travel Time= 0.2 min

Peak Storage= 111 cf @ 1.00 hrs
Average Depth at Peak Storage= 0.58' , Surface Width= 1.81'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 45.04 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 148.6' Slope= 0.0338 '/'
Inlet Invert= 741.84', Outlet Invert= 736.82'



Reach R14: Pipe I14 to Pond



Summary for Reach R15: Pipe I15 to I18

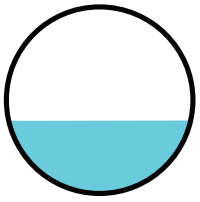
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 9.638 ac, 22.40% Impervious, Inflow Depth > 2.04" for 50-yr event
Inflow = 7.98 cfs @ 1.00 hrs, Volume= 1.641 af
Outflow = 7.98 cfs @ 1.00 hrs, Volume= 1.641 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I18 : Catch Basin 1-8

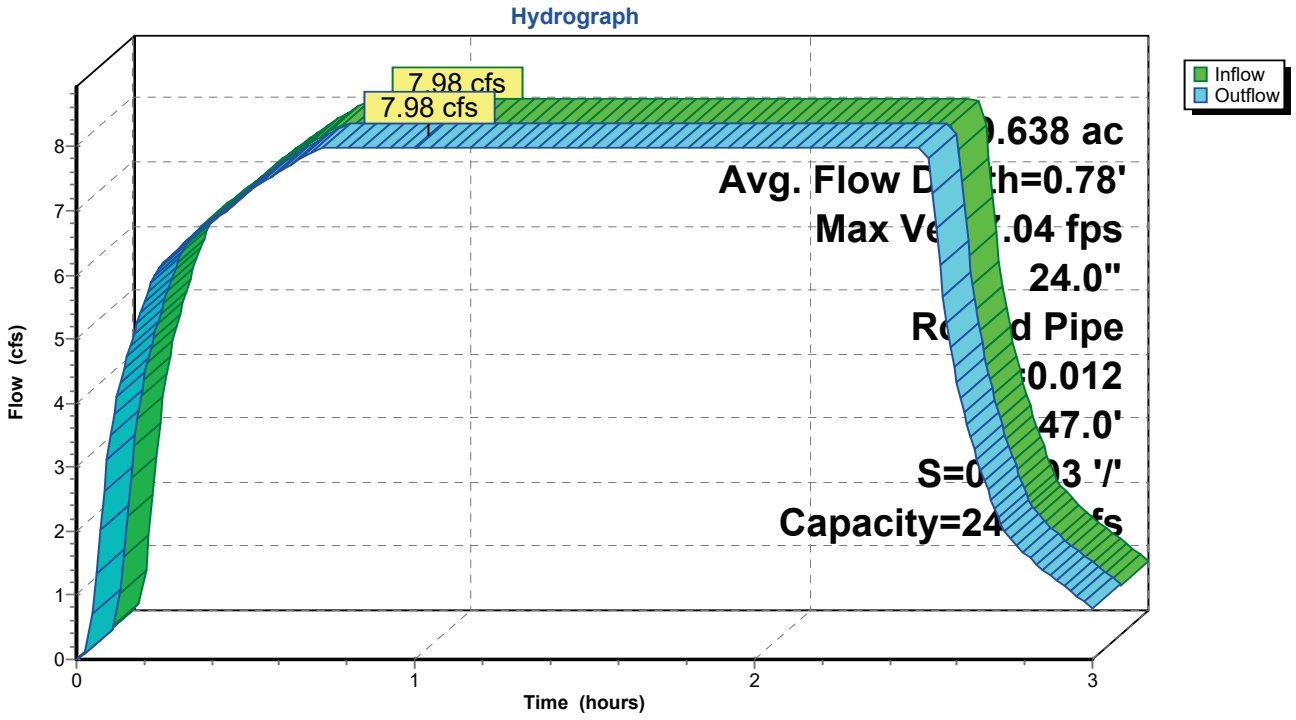
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 7.04 fps, Min. Travel Time= 0.3 min
Avg. Velocity = 6.50 fps, Avg. Travel Time= 0.4 min

Peak Storage= 167 cf @ 1.00 hrs
Average Depth at Peak Storage= 0.78' , Surface Width= 1.95'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 24.84 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 147.0' Slope= 0.0103 '/'
Inlet Invert= 744.87', Outlet Invert= 743.36'



Reach R15: Pipe I15 to I18



Summary for Reach R16: Pipe I16 to I21

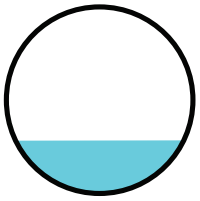
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I16 by 0.09' @ 2.57 hrs (0.03 cfs 0.000 af)

Inflow Area = 0.504 ac, 97.62% Impervious, Inflow Depth = 3.40" for 50-yr event
Inflow = 0.69 cfs @ 0.16 hrs, Volume= 0.143 af
Outflow = 0.69 cfs @ 0.20 hrs, Volume= 0.143 af, Atten= 0%, Lag= 2.4 min
Routed to Pond I21 : Inlet 2-1

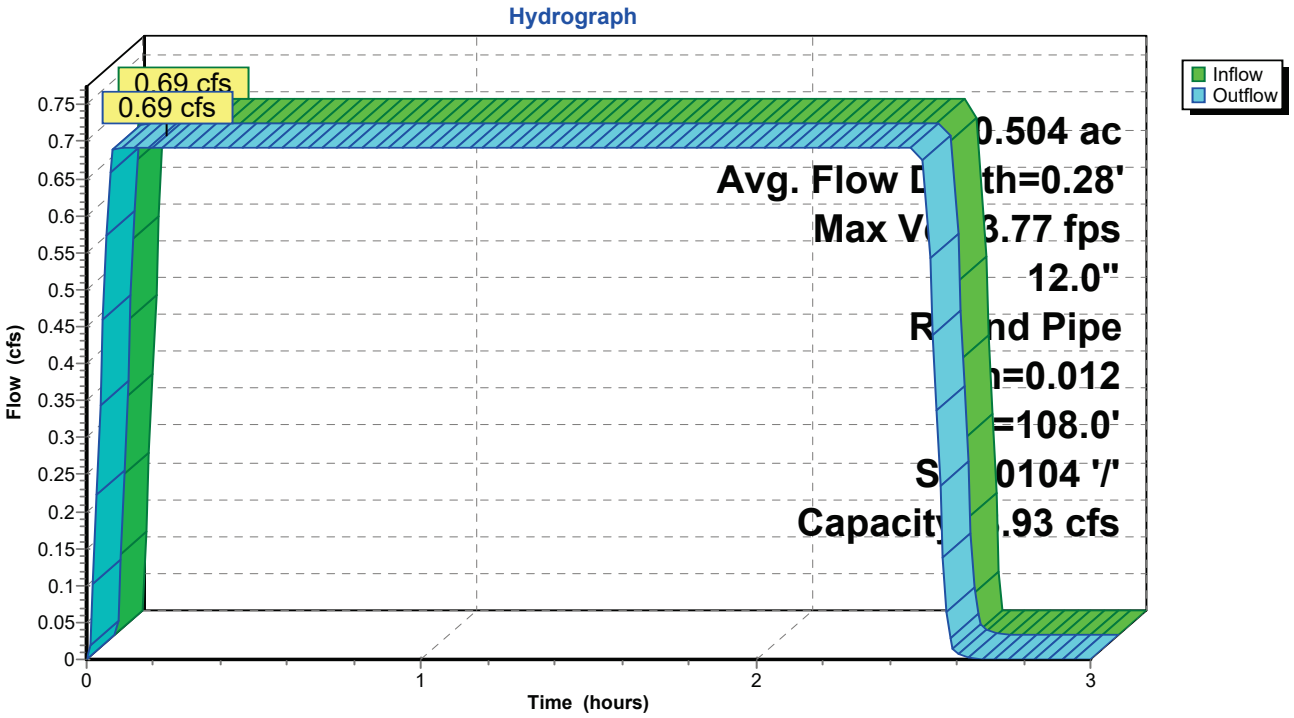
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.77 fps, Min. Travel Time= 0.5 min
Avg. Velocity = 3.41 fps, Avg. Travel Time= 0.5 min

Peak Storage= 20 cf @ 0.20 hrs
Average Depth at Peak Storage= 0.28' , Surface Width= 0.90'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.93 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 108.0' Slope= 0.0104 '/'
Inlet Invert= 749.30', Outlet Invert= 748.18'



Reach R16: Pipe I16 to I21



Summary for Reach R17: Pipe I17 to Pond

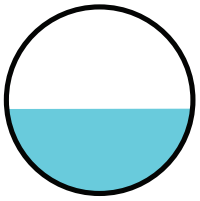
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I17 by 0.01' @ 2.77 hrs (0.00 cfs 0.000 af)

Inflow Area = 0.750 ac, 33.20% Impervious, Inflow Depth = 1.90" for 50-yr event
Inflow = 0.58 cfs @ 0.27 hrs, Volume= 0.119 af
Outflow = 0.58 cfs @ 0.27 hrs, Volume= 0.119 af, Atten= 0%, Lag= 0.0 min
Routed to Pond P1 : Detention Pond

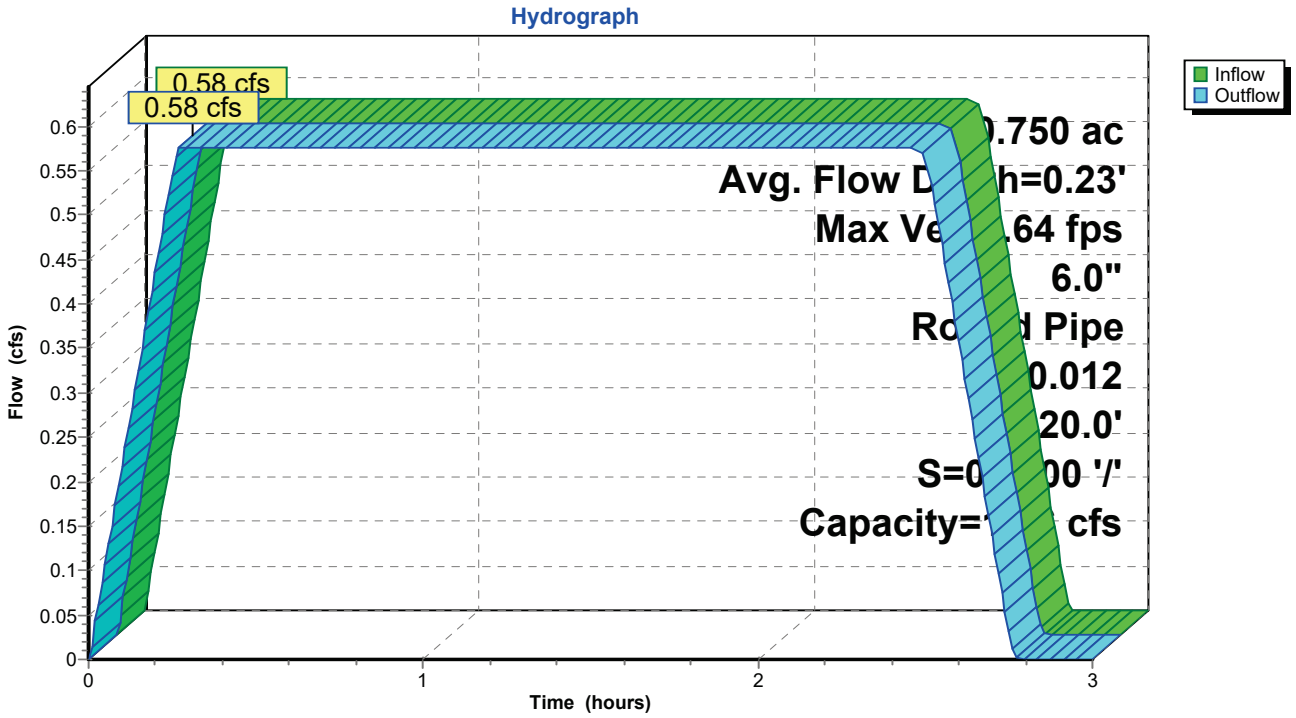
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 6.64 fps, Min. Travel Time= 0.1 min
Avg. Velocity = 6.35 fps, Avg. Travel Time= 0.1 min

Peak Storage= 2 cf @ 0.27 hrs
Average Depth at Peak Storage= 0.23' , Surface Width= 0.50'
Bank-Full Depth= 0.50' Flow Area= 0.2 sf, Capacity= 1.36 cfs

6.0" Round Pipe
n= 0.012 Steel, smooth
Length= 20.0' Slope= 0.0500 '/'
Inlet Invert= 745.50', Outlet Invert= 744.50'



Reach R17: Pipe I17 to Pond



Summary for Reach R18: Pipe I18 to I14

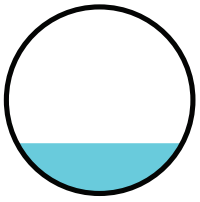
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 9.773 ac, 23.45% Impervious, Inflow Depth > 2.06" for 50-yr event
Inflow = 8.17 cfs @ 1.00 hrs, Volume= 1.679 af
Outflow = 8.17 cfs @ 1.00 hrs, Volume= 1.679 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I14 : Inlet 1-4

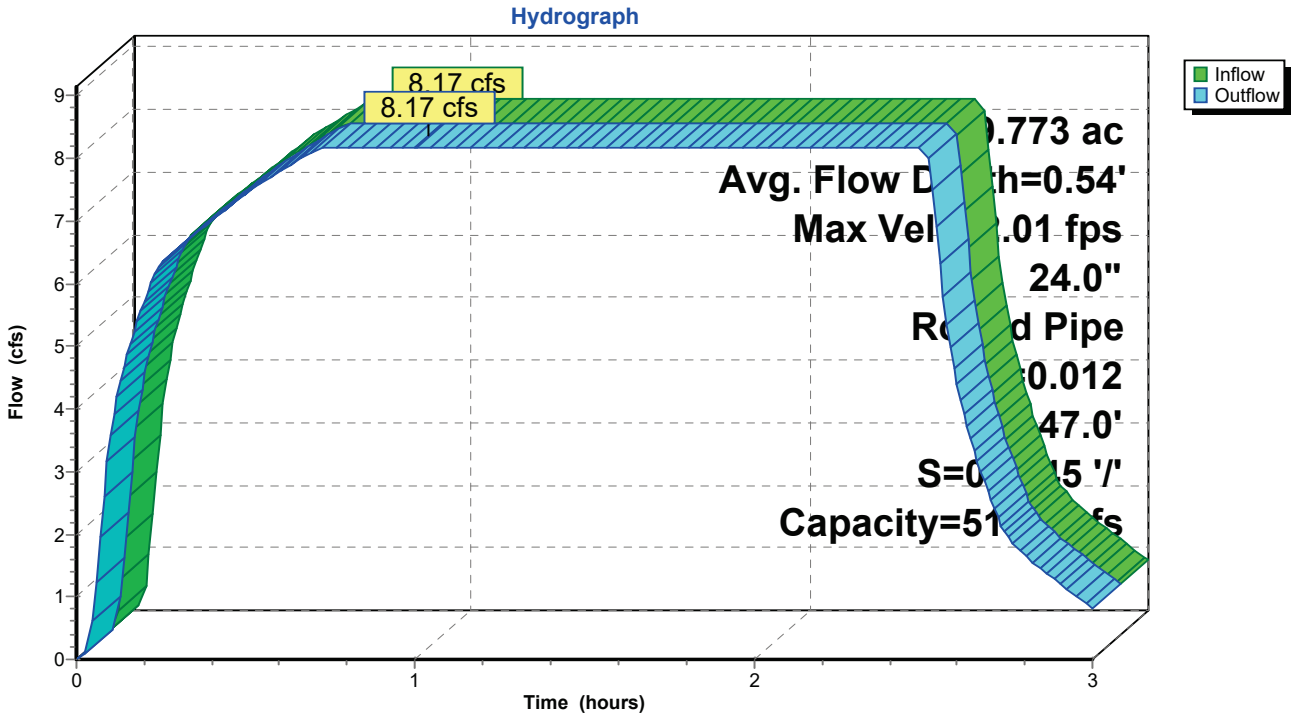
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 12.01 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 11.07 fps, Avg. Travel Time= 0.2 min

Peak Storage= 100 cf @ 0.99 hrs
Average Depth at Peak Storage= 0.54' , Surface Width= 1.77'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 51.69 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 147.0' Slope= 0.0445 '/'
Inlet Invert= 743.36', Outlet Invert= 736.82'



Reach R18: Pipe I18 to I14



Summary for Reach R19: Pipe I19 to I14

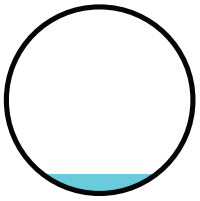
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I19 by 0.01' @ 2.57 hrs (0.00 cfs 0.000 af)

Inflow Area = 0.135 ac, 98.52% Impervious, Inflow Depth = 3.44" for 50-yr event
Inflow = 0.19 cfs @ 0.10 hrs, Volume= 0.039 af
Outflow = 0.19 cfs @ 0.06 hrs, Volume= 0.039 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I18 : Catch Basin 1-8

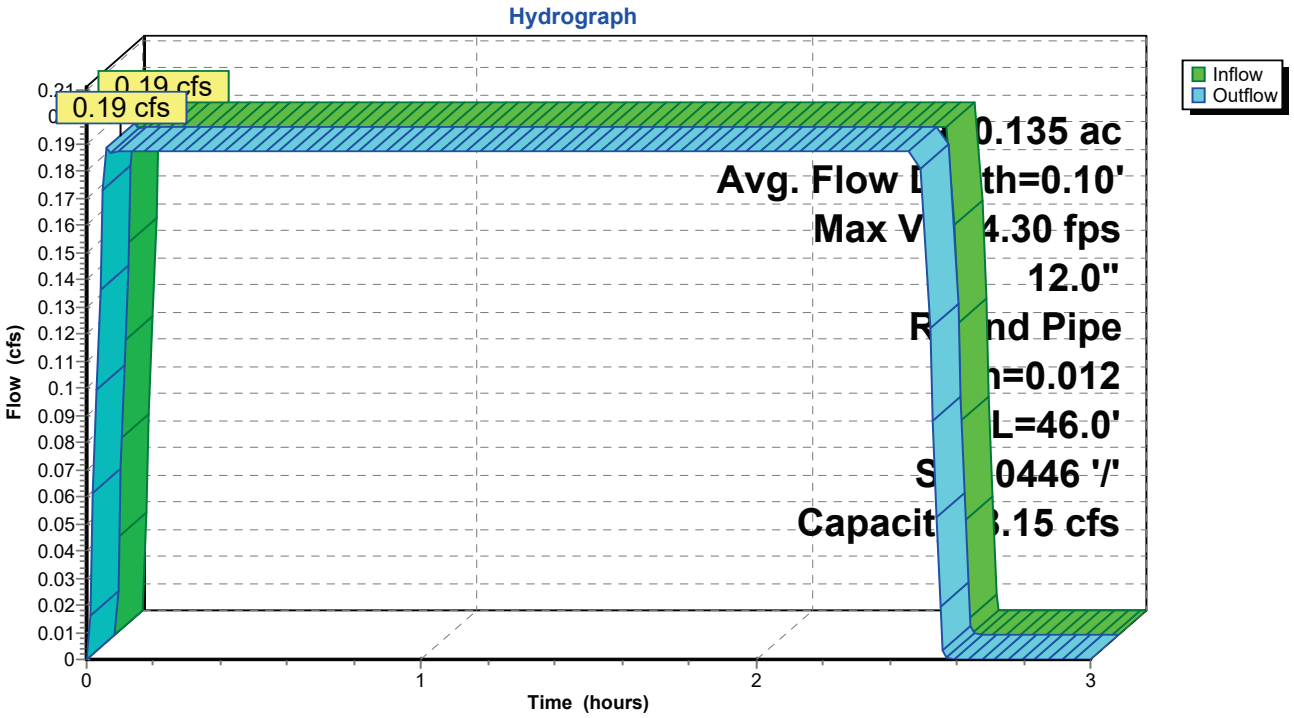
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.30 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 4.20 fps, Avg. Travel Time= 0.2 min

Peak Storage= 2 cf @ 0.06 hrs
Average Depth at Peak Storage= 0.10' , Surface Width= 0.61'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 8.15 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 46.0' Slope= 0.0446 '/'
Inlet Invert= 745.41', Outlet Invert= 743.36'



Reach R19: Pipe I19 to I14



Summary for Reach R21: Pipe I21 to I15

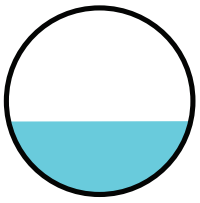
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 7.115 ac, 15.50% Impervious, Inflow Depth > 1.95" for 50-yr event
Inflow = 5.62 cfs @ 0.99 hrs, Volume= 1.156 af
Outflow = 5.62 cfs @ 1.00 hrs, Volume= 1.154 af, Atten= 0%, Lag= 0.6 min
Routed to Pond I15 : Inlet 1-5

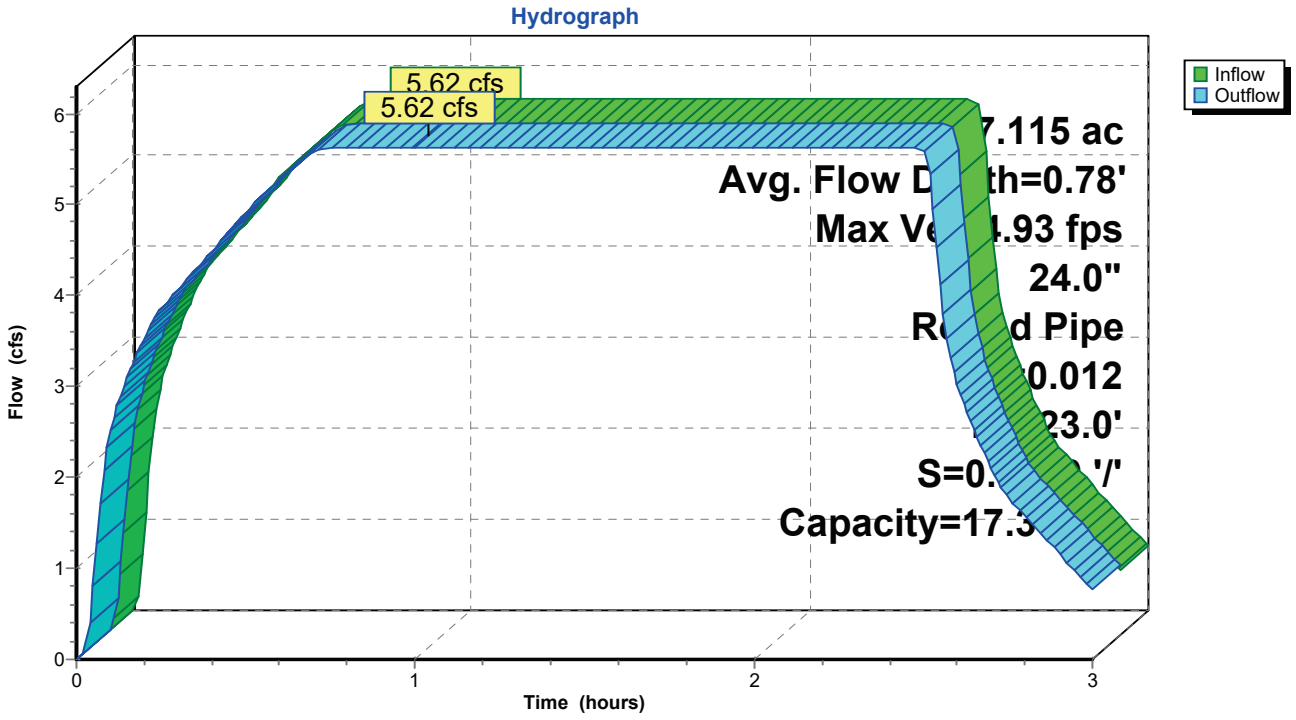
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.93 fps, Min. Travel Time= 0.8 min
Avg. Velocity = 4.58 fps, Avg. Travel Time= 0.8 min

Peak Storage= 254 cf @ 1.00 hrs
Average Depth at Peak Storage= 0.78' , Surface Width= 1.95'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 17.37 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 223.0' Slope= 0.0050 '/'
Inlet Invert= 746.00', Outlet Invert= 744.88'



Reach R21: Pipe I21 to I15



Summary for Reach R31: Pipe I31 to I21

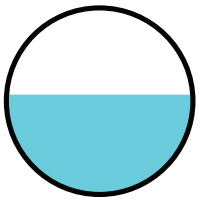
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 5.458 ac, 1.12% Impervious, Inflow Depth > 1.76" for 50-yr event
Inflow = 3.89 cfs @ 0.92 hrs, Volume= 0.799 af
Outflow = 3.89 cfs @ 0.95 hrs, Volume= 0.798 af, Atten= 0%, Lag= 1.8 min
Routed to Pond I21 : Inlet 2-1

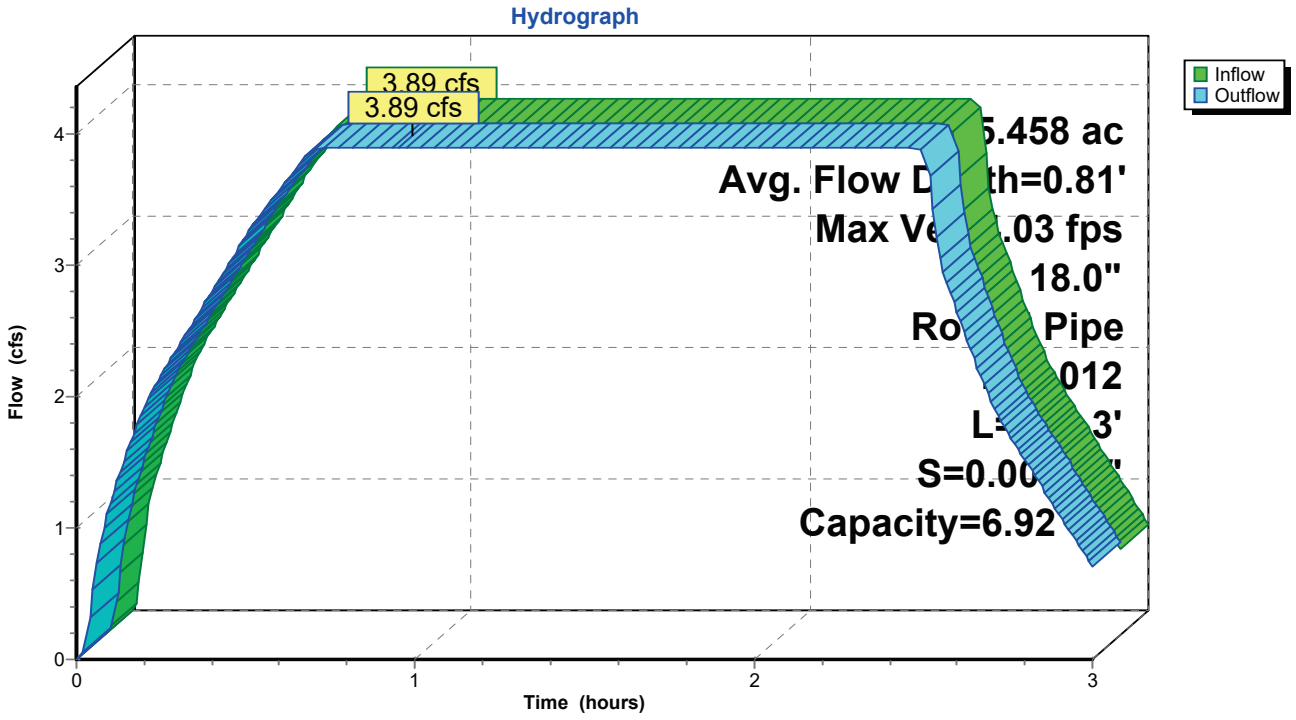
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.03 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 3.76 fps, Avg. Travel Time= 0.7 min

Peak Storage= 149 cf @ 0.94 hrs
Average Depth at Peak Storage= 0.81' , Surface Width= 1.50'
Bank-Full Depth= 1.50' Flow Area= 1.8 sf, Capacity= 6.92 cfs

18.0" Round Pipe
n= 0.012 Steel, smooth
Length= 154.3' Slope= 0.0037 '/'
Inlet Invert= 747.75', Outlet Invert= 747.18'



Reach R31: Pipe I31 to I21



Summary for Reach R41: Pipe I41 to I31

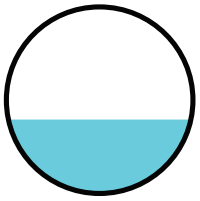
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I41 by 0.01' @ 2.98 hrs (0.00 cfs 0.000 af)

Inflow Area = 0.503 ac,100.00% Impervious, Inflow Depth = 3.47" for 50-yr event
Inflow = 0.70 cfs @ 0.03 hrs, Volume= 0.146 af
Outflow = 0.70 cfs @ 1.00 hrs, Volume= 0.146 af, Atten= 0%, Lag= 58.2 min
Routed to Pond I21 : Inlet 2-1

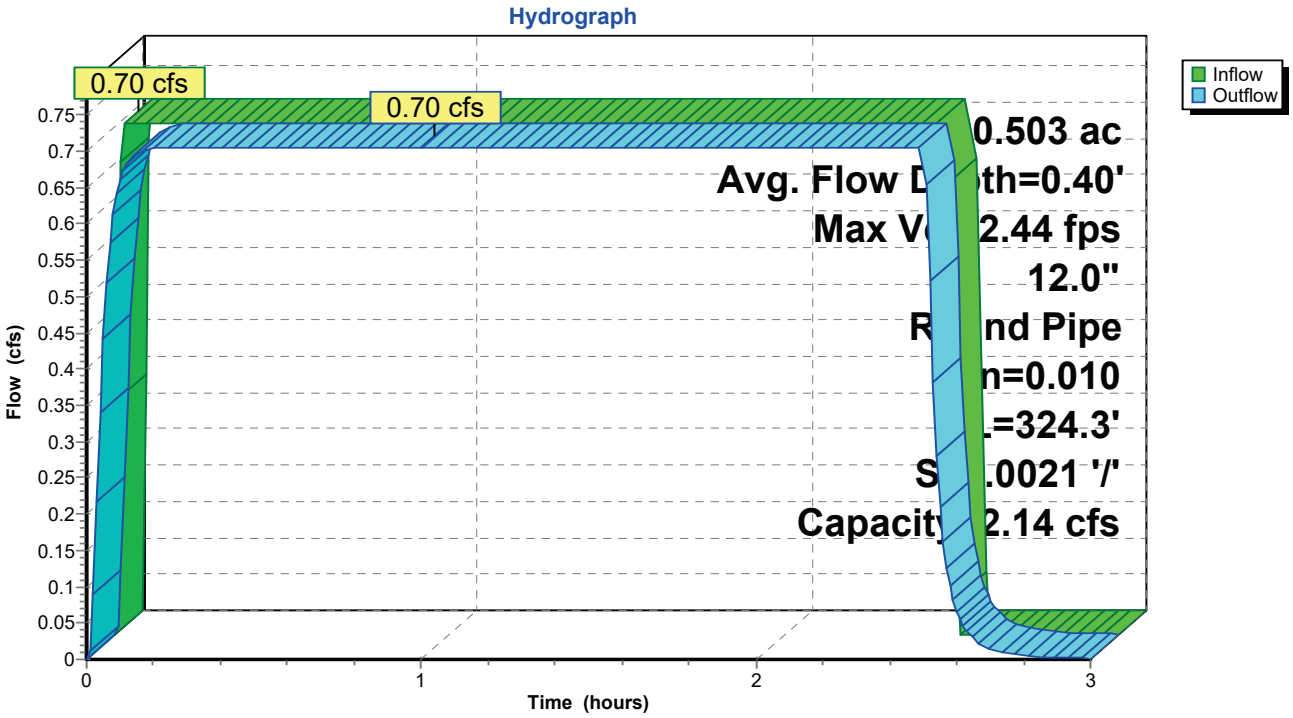
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 2.44 fps, Min. Travel Time= 2.2 min
Avg. Velocity = 2.16 fps, Avg. Travel Time= 2.5 min

Peak Storage= 94 cf @ 1.00 hrs
Average Depth at Peak Storage= 0.40' , Surface Width= 0.98'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 2.14 cfs

12.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 324.3' Slope= 0.0021 '/'
Inlet Invert= 748.86', Outlet Invert= 748.17'



Reach R41: Pipe I41 to I31



Summary for Reach R51: Pipe I51 to I31

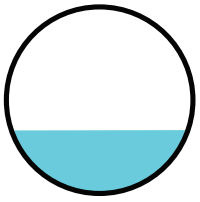
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 2.540 ac, 1.02% Impervious, Inflow Depth > 1.74" for 50-yr event
Inflow = 1.79 cfs @ 0.78 hrs, Volume= 0.368 af
Outflow = 1.79 cfs @ 0.78 hrs, Volume= 0.368 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I31 : Manhole 3-1

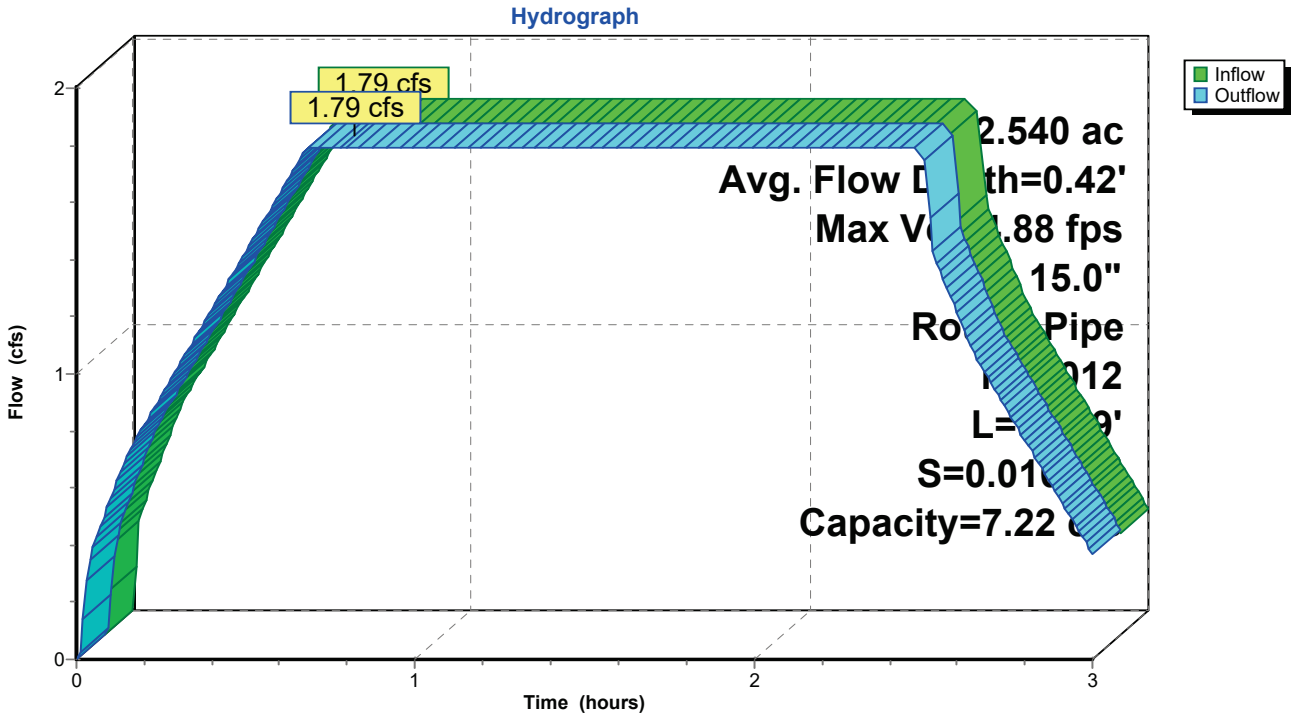
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.88 fps, Min. Travel Time= 0.4 min
Avg. Velocity = 4.55 fps, Avg. Travel Time= 0.5 min

Peak Storage= 45 cf @ 0.78 hrs
Average Depth at Peak Storage= 0.42' , Surface Width= 1.18'
Bank-Full Depth= 1.25' Flow Area= 1.2 sf, Capacity= 7.22 cfs

15.0" Round Pipe
n= 0.012 Steel, smooth
Length= 123.9' Slope= 0.0107 '/'
Inlet Invert= 749.07', Outlet Invert= 747.75'



Reach R51: Pipe I51 to I31



Summary for Reach R52: Pipe I52 to I51

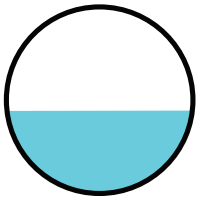
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 2.186 ac, 0.27% Impervious, Inflow Depth > 1.65" for 50-yr event
Inflow = 1.47 cfs @ 0.78 hrs, Volume= 0.301 af
Outflow = 1.47 cfs @ 0.78 hrs, Volume= 0.301 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I51 : Inlet 5-1

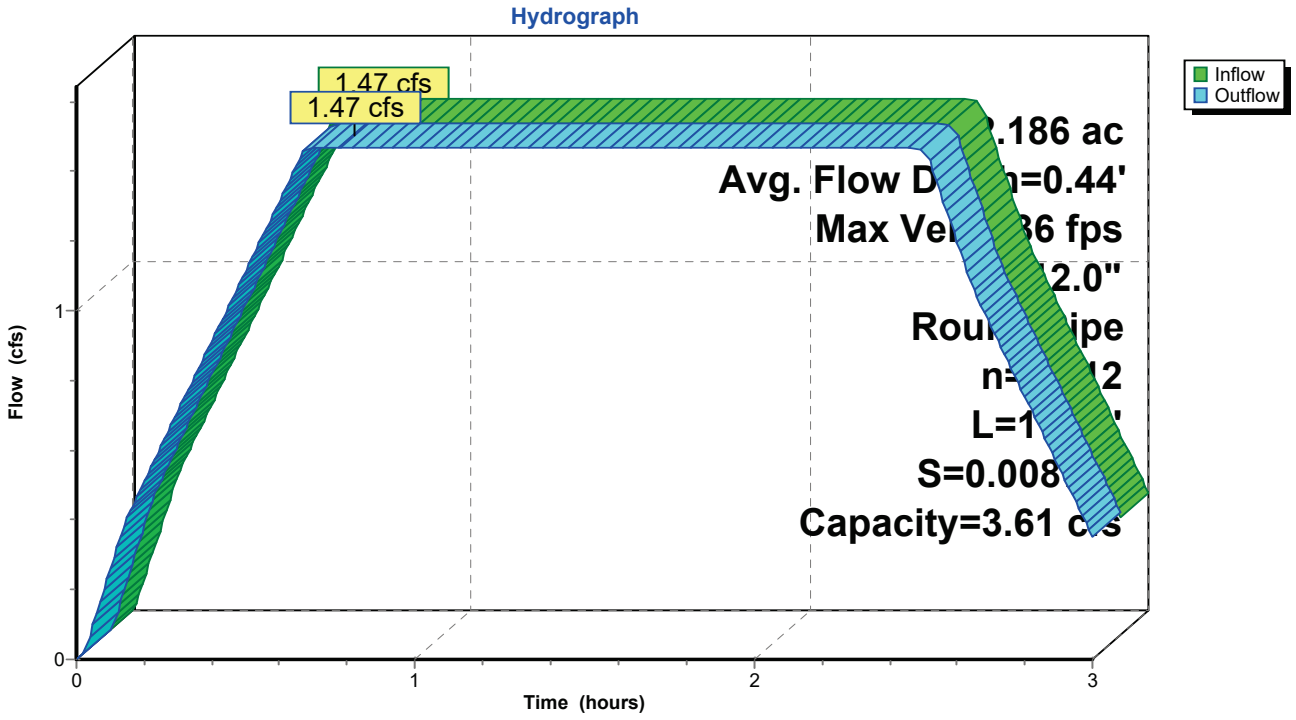
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.36 fps, Min. Travel Time= 0.4 min
Avg. Velocity = 4.05 fps, Avg. Travel Time= 0.5 min

Peak Storage= 39 cf @ 0.78 hrs
Average Depth at Peak Storage= 0.44' , Surface Width= 0.99'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.61 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 114.4' Slope= 0.0087 '/'
Inlet Invert= 750.10', Outlet Invert= 749.10'



Reach R52: Pipe I52 to I51



Summary for Reach R53: Pipe I53 to I52

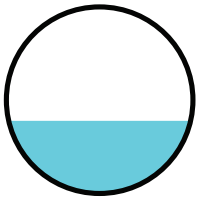
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I53 by 0.04' @ 2.64 hrs (0.01 cfs 0.000 af)

Inflow Area = 0.156 ac, 0.00% Impervious, Inflow Depth = 1.94" for 50-yr event
Inflow = 0.12 cfs @ 0.23 hrs, Volume= 0.025 af
Outflow = 0.12 cfs @ 0.33 hrs, Volume= 0.025 af, Atten= 0%, Lag= 6.0 min
Routed to Pond I52 : Inlet 5-2

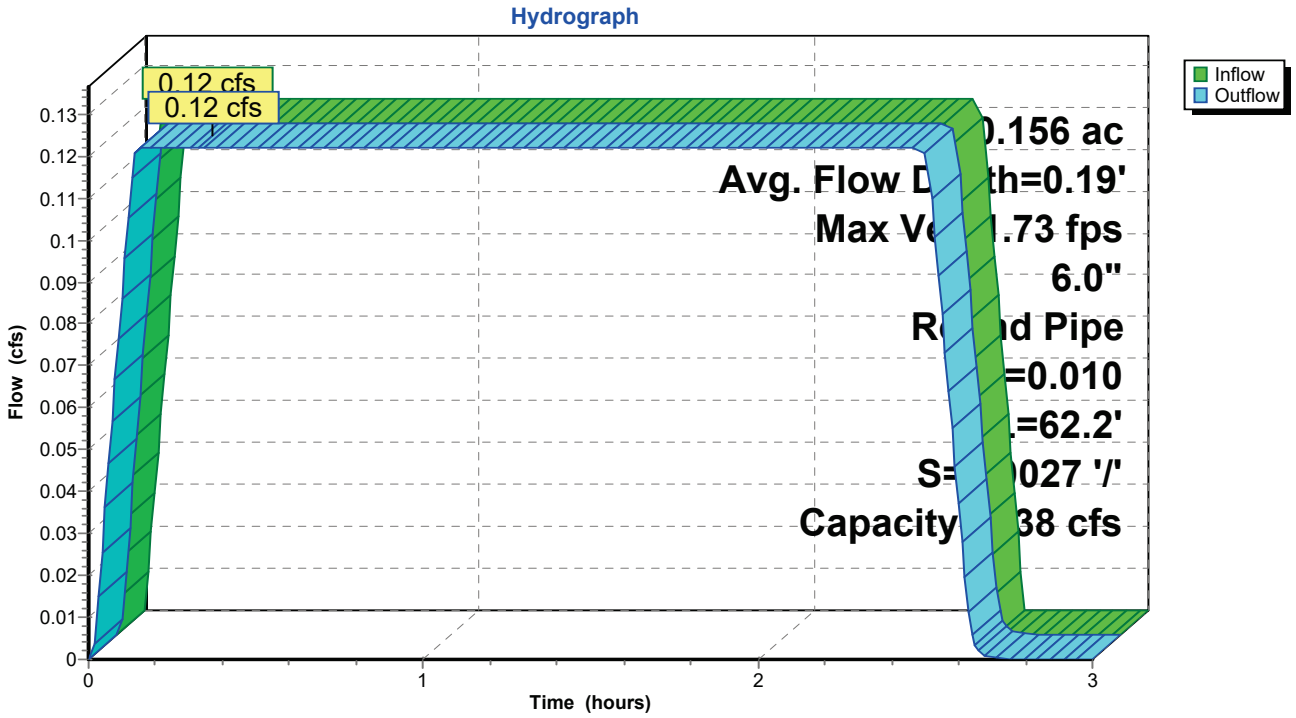
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 1.73 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 1.55 fps, Avg. Travel Time= 0.7 min

Peak Storage= 4 cf @ 0.33 hrs
Average Depth at Peak Storage= 0.19' , Surface Width= 0.49'
Bank-Full Depth= 0.50' Flow Area= 0.2 sf, Capacity= 0.38 cfs

6.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 62.2' Slope= 0.0027 '/'
Inlet Invert= 750.43', Outlet Invert= 750.26'



Reach R53: Pipe I53 to I52



Summary for Reach R54: Pipe I54 to I63

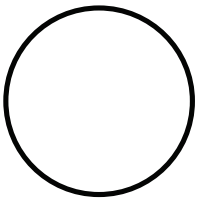
[52] Hint: Inlet/Outlet conditions not evaluated

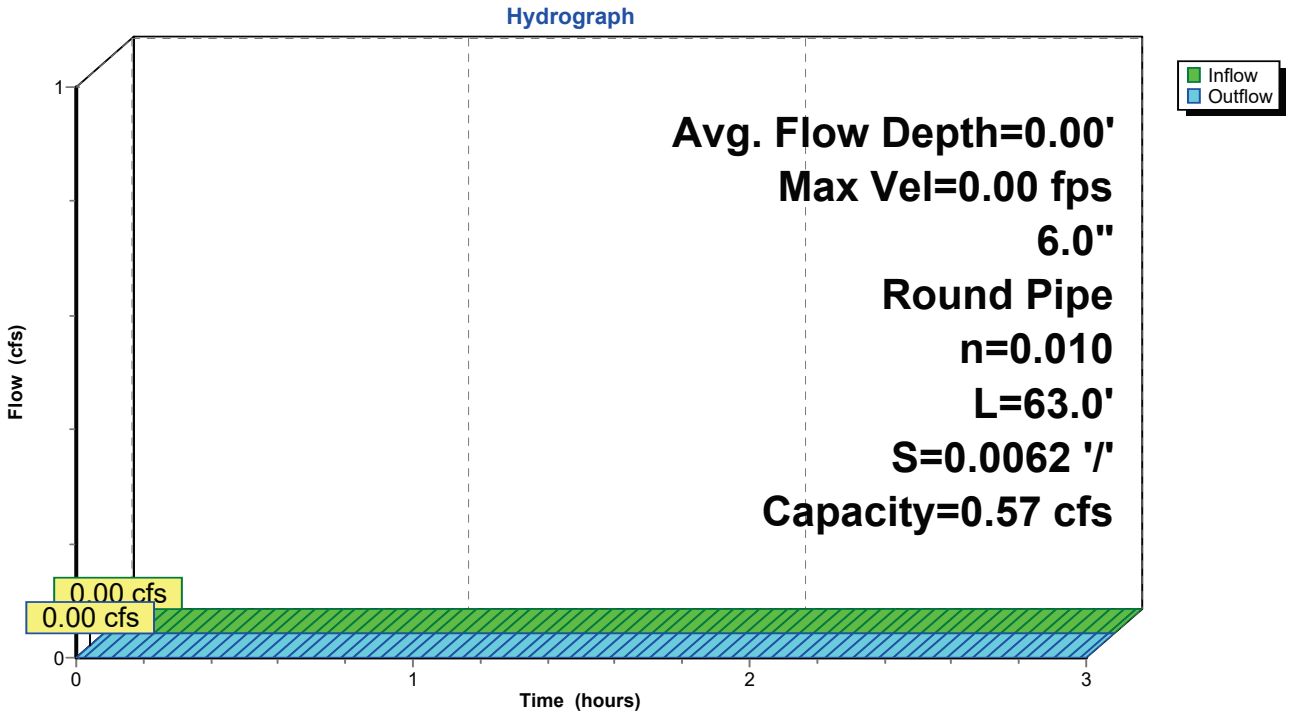
Inflow = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af
Outflow = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I63 : Inlet 6-3

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 0.00 fps, Min. Travel Time= 0.0 min
Avg. Velocity = 0.00 fps, Avg. Travel Time= 0.0 min

Peak Storage= 0 cf @ 0.00 hrs
Average Depth at Peak Storage= 0.00'
Bank-Full Depth= 0.50' Flow Area= 0.2 sf, Capacity= 0.57 cfs

6.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 63.0' Slope= 0.0062 '/'
Inlet Invert= 750.30', Outlet Invert= 749.91'





Summary for Reach R61: Pipe I61 to I31

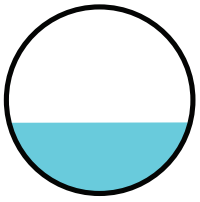
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 2.408 ac, 0.00% Impervious, Inflow Depth > 1.70" for 50-yr event
Inflow = 1.66 cfs @ 0.91 hrs, Volume= 0.341 af
Outflow = 1.66 cfs @ 0.94 hrs, Volume= 0.341 af, Atten= 0%, Lag= 1.8 min
Routed to Pond I31 : Manhole 3-1

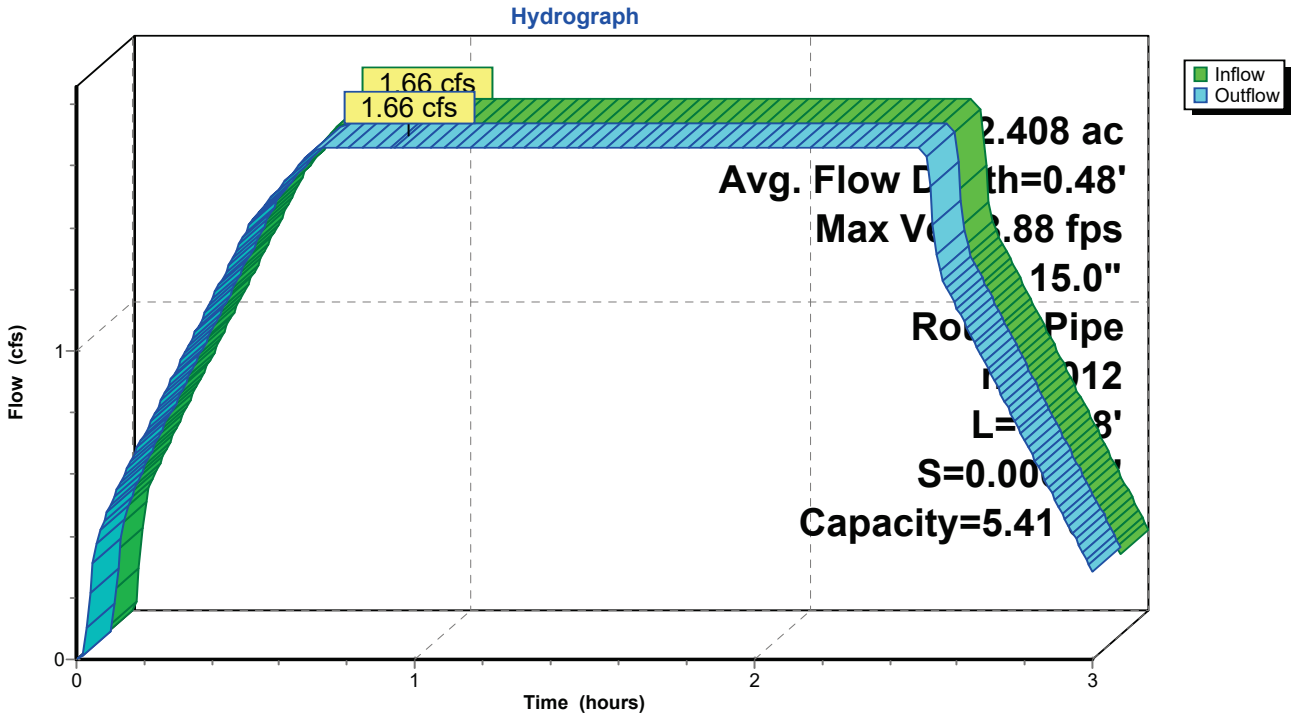
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.88 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 3.61 fps, Avg. Travel Time= 0.6 min

Peak Storage= 57 cf @ 0.94 hrs
Average Depth at Peak Storage= 0.48' , Surface Width= 1.21'
Bank-Full Depth= 1.25' Flow Area= 1.2 sf, Capacity= 5.41 cfs

15.0" Round Pipe
n= 0.012 Steel, smooth
Length= 133.8' Slope= 0.0060 '/'
Inlet Invert= 748.55', Outlet Invert= 747.75'



Reach R61: Pipe I61 to I31



Summary for Reach R62: Pipe I62 to I61

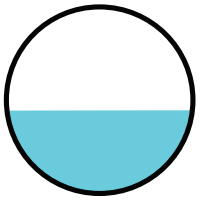
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 1.749 ac, 0.00% Impervious, Inflow Depth > 1.70" for 50-yr event
Inflow = 1.21 cfs @ 0.92 hrs, Volume= 0.247 af
Outflow = 1.21 cfs @ 0.92 hrs, Volume= 0.247 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I61 : Manhole 6-1

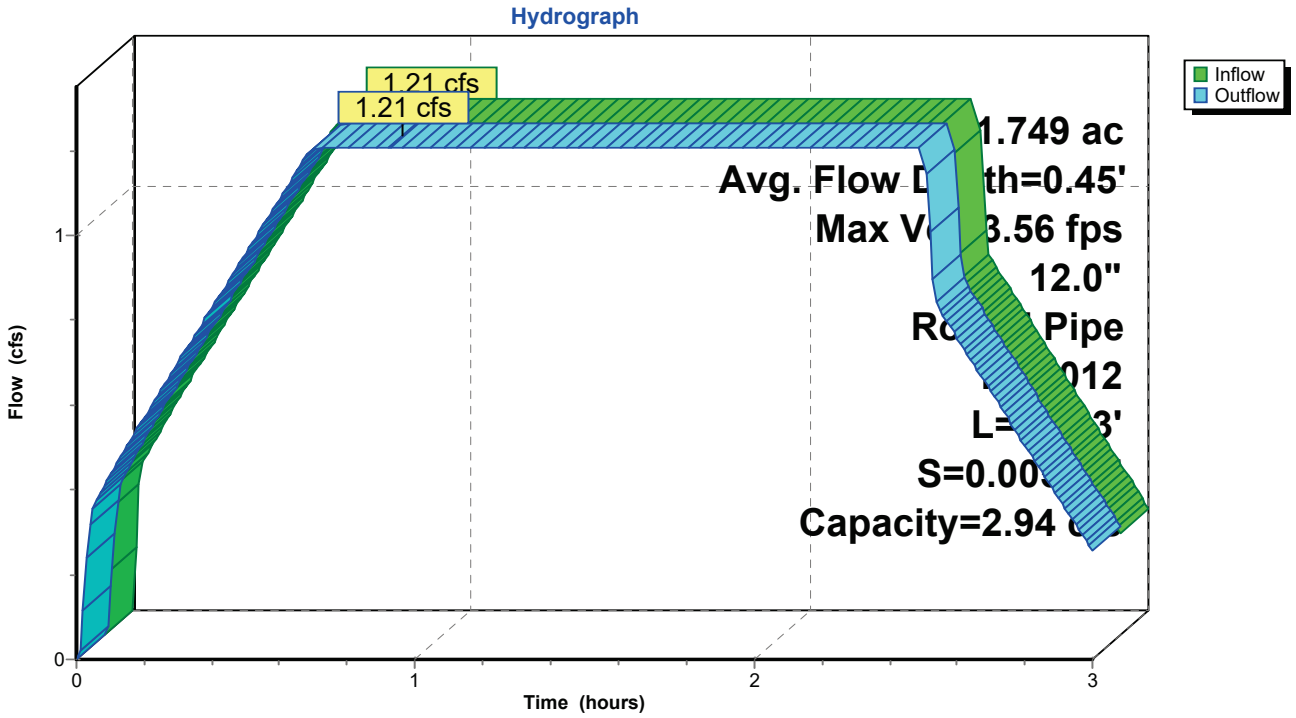
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.56 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 3.33 fps, Avg. Travel Time= 0.6 min

Peak Storage= 41 cf @ 0.92 hrs
Average Depth at Peak Storage= 0.45' , Surface Width= 0.99'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 2.94 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 122.3' Slope= 0.0058 '/'
Inlet Invert= 749.32', Outlet Invert= 748.61'



Reach R62: Pipe I62 to I61



Summary for Reach R63: Pipe I63 to I62

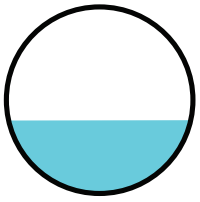
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 1.364 ac, 0.00% Impervious, Inflow Depth > 1.56" for 50-yr event
Inflow = 0.87 cfs @ 0.69 hrs, Volume= 0.177 af
Outflow = 0.87 cfs @ 0.90 hrs, Volume= 0.177 af, Atten= 0%, Lag= 12.6 min
Routed to Pond I62 : Inlet 6-2

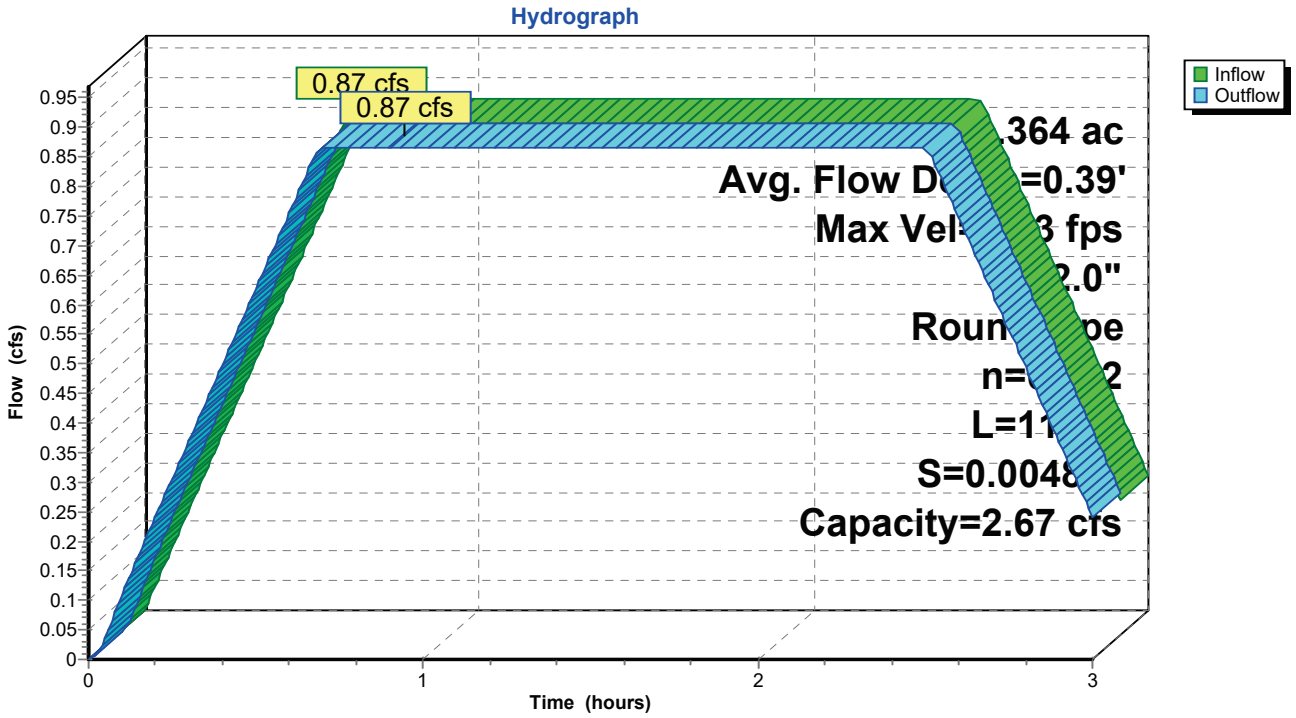
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.03 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 2.81 fps, Avg. Travel Time= 0.7 min

Peak Storage= 33 cf @ 0.89 hrs
Average Depth at Peak Storage= 0.39' , Surface Width= 0.98'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 2.67 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 117.3' Slope= 0.0048 '/'
Inlet Invert= 749.91', Outlet Invert= 749.35'



Reach R63: Pipe I63 to I62



Summary for Reach R71: Pipe I71 to I15

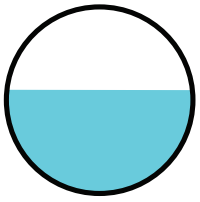
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 2.152 ac, 49.07% Impervious, Inflow Depth > 2.53" for 50-yr event
Inflow = 2.19 cfs @ 0.65 hrs, Volume= 0.453 af
Outflow = 2.19 cfs @ 0.69 hrs, Volume= 0.453 af, Atten= 0%, Lag= 2.4 min
Routed to Pond I15 : Inlet 1-5

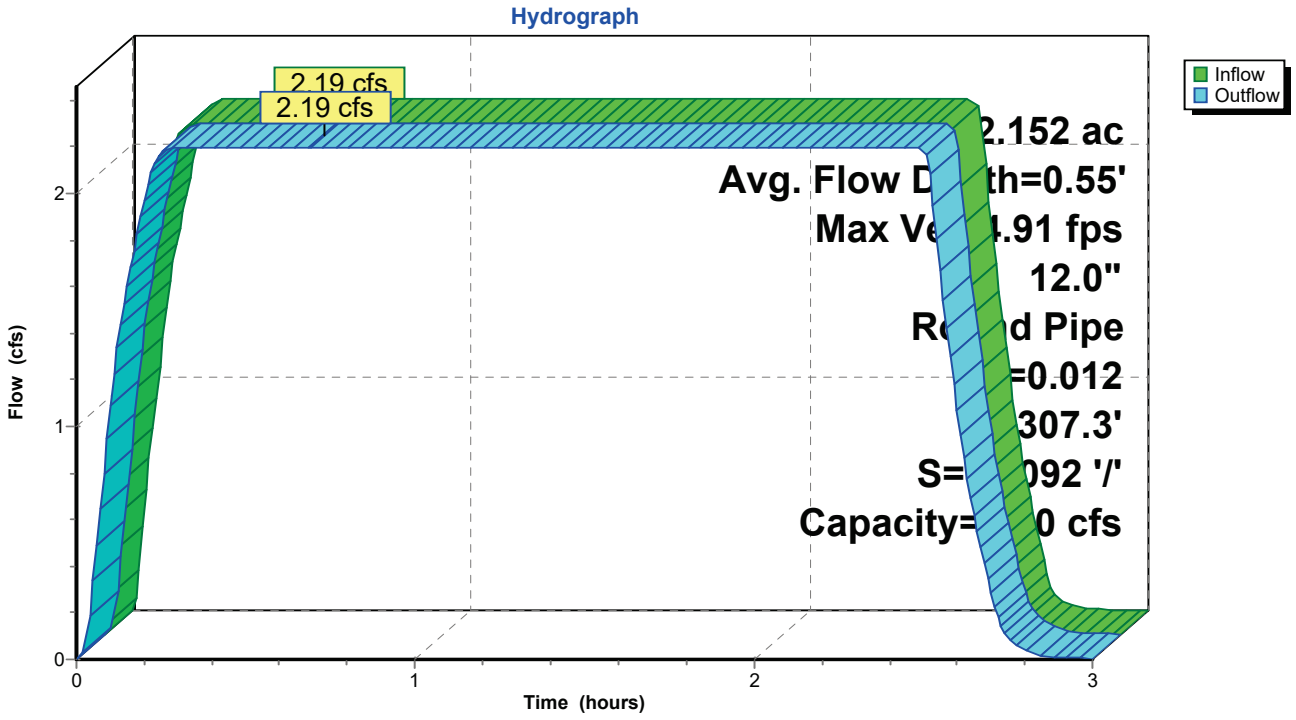
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.91 fps, Min. Travel Time= 1.0 min
Avg. Velocity = 4.40 fps, Avg. Travel Time= 1.2 min

Peak Storage= 137 cf @ 0.69 hrs
Average Depth at Peak Storage= 0.55' , Surface Width= 0.99'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.70 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 307.3' Slope= 0.0092 '/'
Inlet Invert= 747.78', Outlet Invert= 744.96'



Reach R71: Pipe I71 to I15



Summary for Reach R81: Pipe I81 to I71

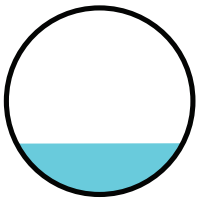
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.792 ac, 48.74% Impervious, Inflow Depth = 2.33" for 50-yr event
Inflow = 0.75 cfs @ 0.33 hrs, Volume= 0.154 af
Outflow = 0.75 cfs @ 0.14 hrs, Volume= 0.154 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I71 : Inlet 7-1

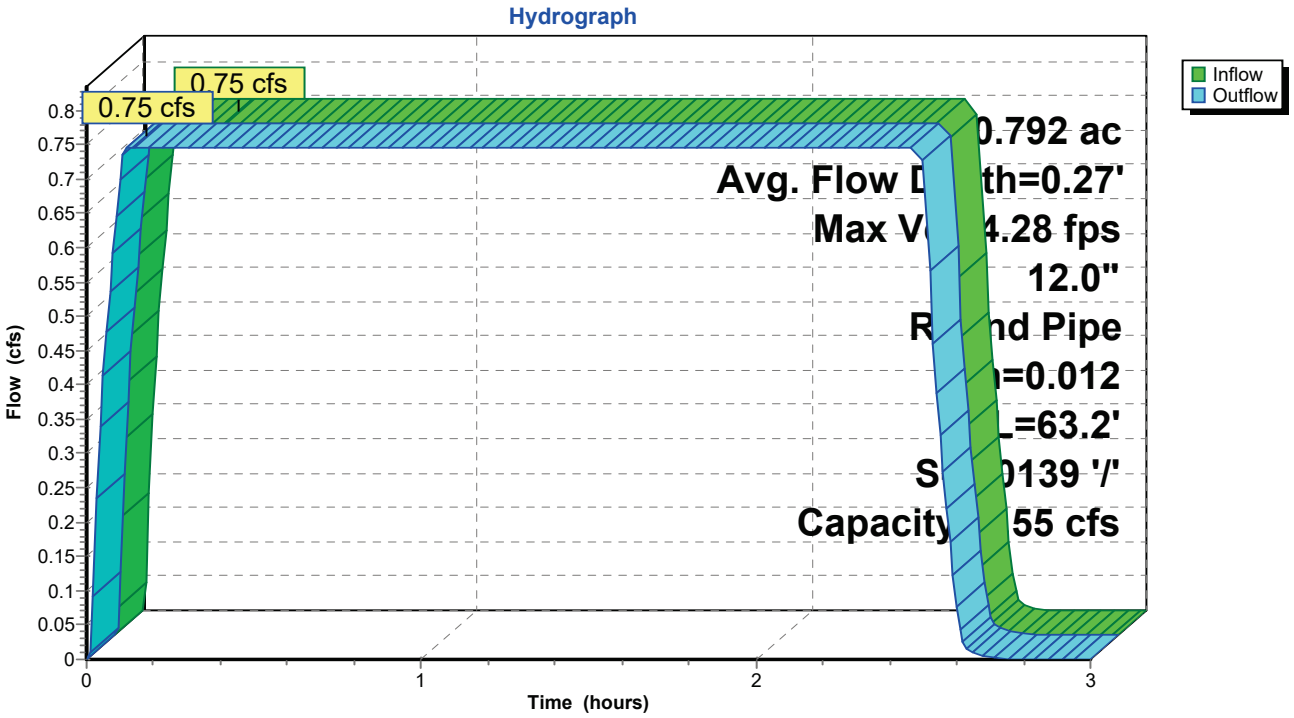
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.28 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 3.77 fps, Avg. Travel Time= 0.3 min

Peak Storage= 11 cf @ 0.14 hrs
Average Depth at Peak Storage= 0.27' , Surface Width= 0.89'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 4.55 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 63.2' Slope= 0.0139 '/'
Inlet Invert= 748.66', Outlet Invert= 747.78'



Reach R81: Pipe I81 to I71



Summary for Reach R82: Pipe I82 to I81

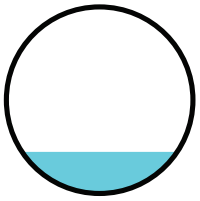
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I82 by 0.05' @ 2.61 hrs (0.01 cfs 0.000 af)

Inflow Area = 0.625 ac, 35.68% Impervious, Inflow Depth = 2.05" for 50-yr event
Inflow = 0.52 cfs @ 0.18 hrs, Volume= 0.107 af
Outflow = 0.52 cfs @ 0.29 hrs, Volume= 0.107 af, Atten= 0%, Lag= 6.6 min
Routed to Pond I81 : Inlet 8-1

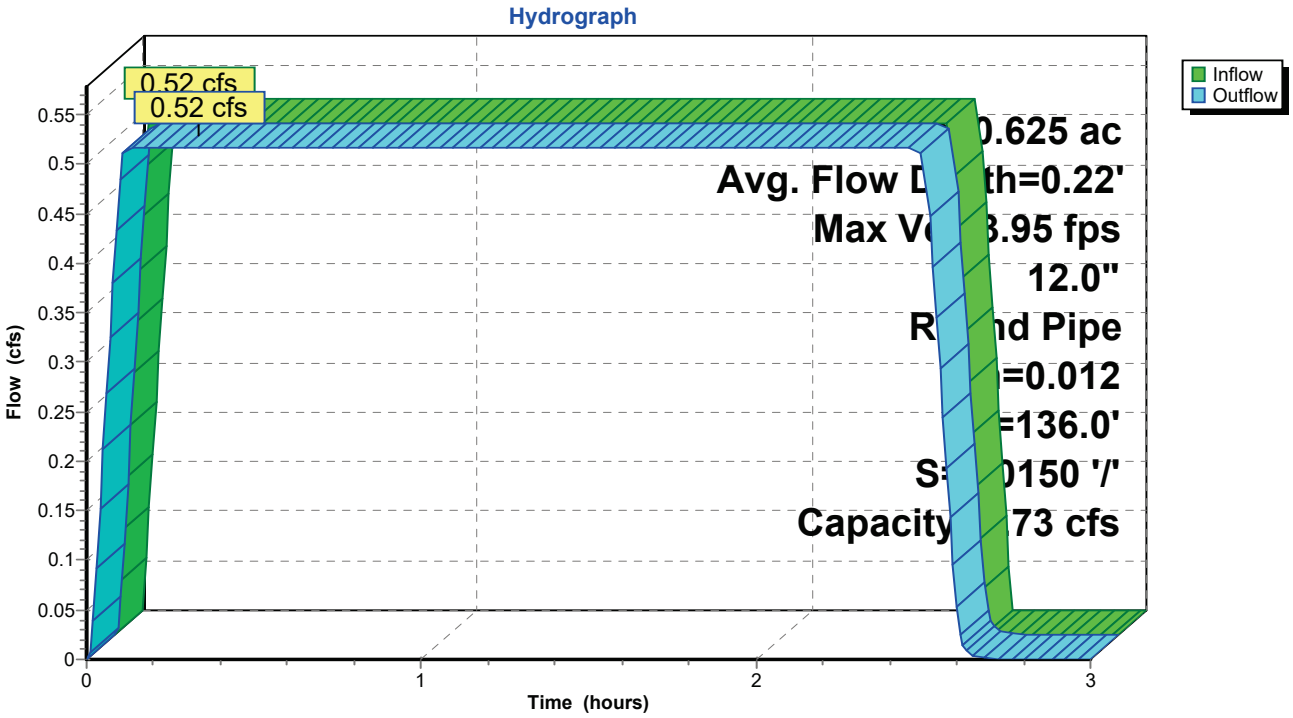
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.95 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 3.56 fps, Avg. Travel Time= 0.6 min

Peak Storage= 18 cf @ 0.29 hrs
Average Depth at Peak Storage= 0.22' , Surface Width= 0.83'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 4.73 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 136.0' Slope= 0.0150 '/'
Inlet Invert= 750.74', Outlet Invert= 748.70'



Reach R82: Pipe I82 to I81



Summary for Reach R91: Pipe I91 to I71

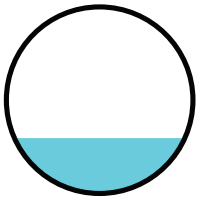
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.640 ac, 25.31% Impervious, Inflow Depth > 2.32" for 50-yr event
Inflow = 0.60 cfs @ 0.60 hrs, Volume= 0.124 af
Outflow = 0.60 cfs @ 0.65 hrs, Volume= 0.124 af, Atten= 0%, Lag= 3.0 min
Routed to Pond I71 : Inlet 7-1

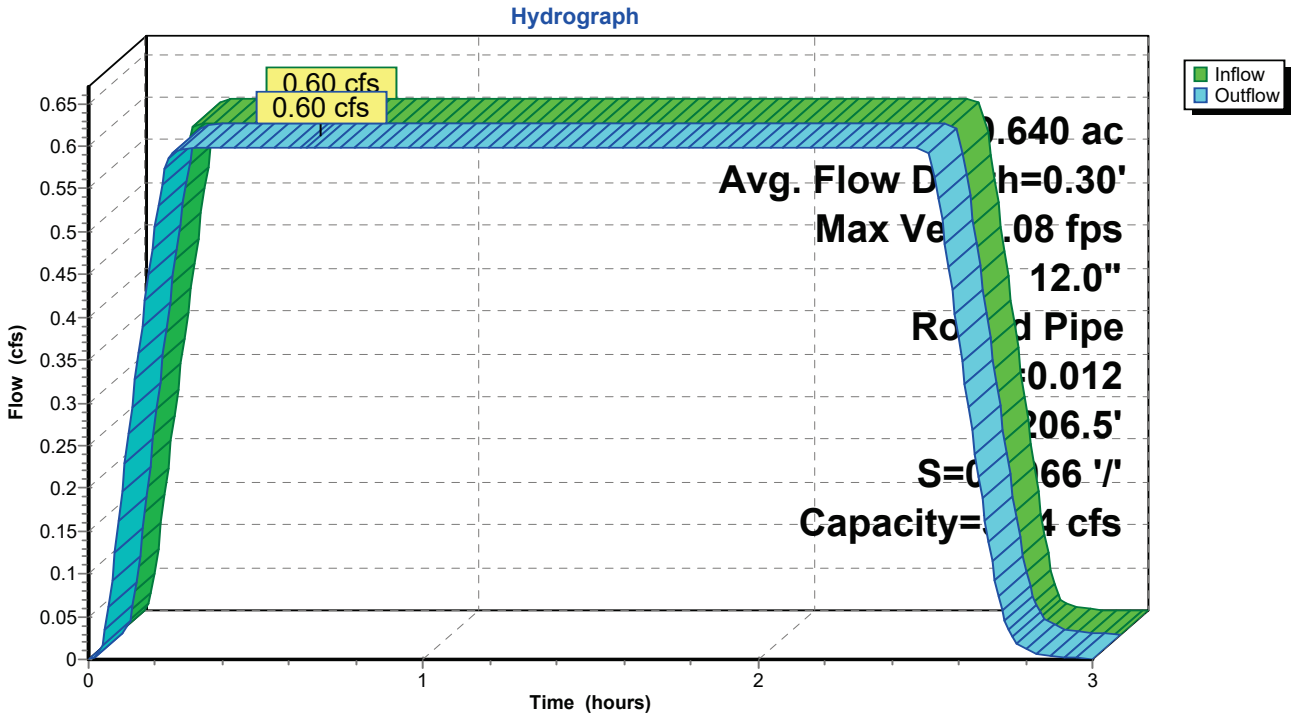
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.08 fps, Min. Travel Time= 1.1 min
Avg. Velocity = 2.76 fps, Avg. Travel Time= 1.2 min

Peak Storage= 40 cf @ 0.65 hrs
Average Depth at Peak Storage= 0.30' , Surface Width= 0.91'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.14 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 206.5' Slope= 0.0066 '/'
Inlet Invert= 750.30', Outlet Invert= 748.93'



Reach R91: Pipe I91 to I71



Summary for Reach R92: Pipe I92 to I91

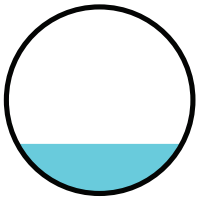
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I92 by 0.07' @ 2.72 hrs (0.02 cfs 0.000 af)

Inflow Area = 0.531 ac, 21.66% Impervious, Inflow Depth = 2.30" for 50-yr event
Inflow = 0.49 cfs @ 0.31 hrs, Volume= 0.102 af
Outflow = 0.49 cfs @ 0.49 hrs, Volume= 0.102 af, Atten= 0%, Lag= 10.8 min
Routed to Pond I91 : Inlet 9-1

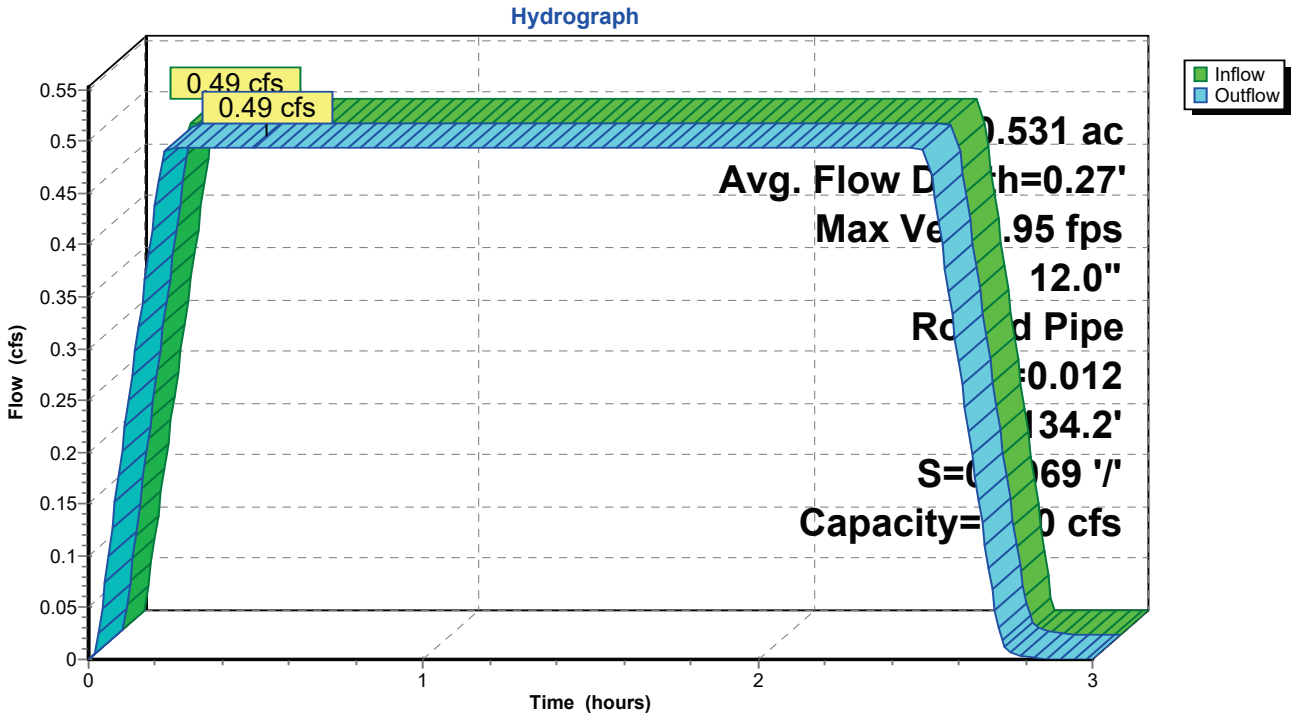
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 2.95 fps, Min. Travel Time= 0.8 min
Avg. Velocity = 2.62 fps, Avg. Travel Time= 0.9 min

Peak Storage= 22 cf @ 0.48 hrs
Average Depth at Peak Storage= 0.27' , Surface Width= 0.88'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.20 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 134.2' Slope= 0.0069 '/'
Inlet Invert= 751.22', Outlet Invert= 750.30'



Reach R92: Pipe I92 to I91



Summary for Pond I14: Inlet 1-4

[57] Hint: Peaked at 742.77' (Flood elevation advised)
[62] Hint: Exceeded Reach R18 OUTLET depth by 5.41' @ 0.93 hrs

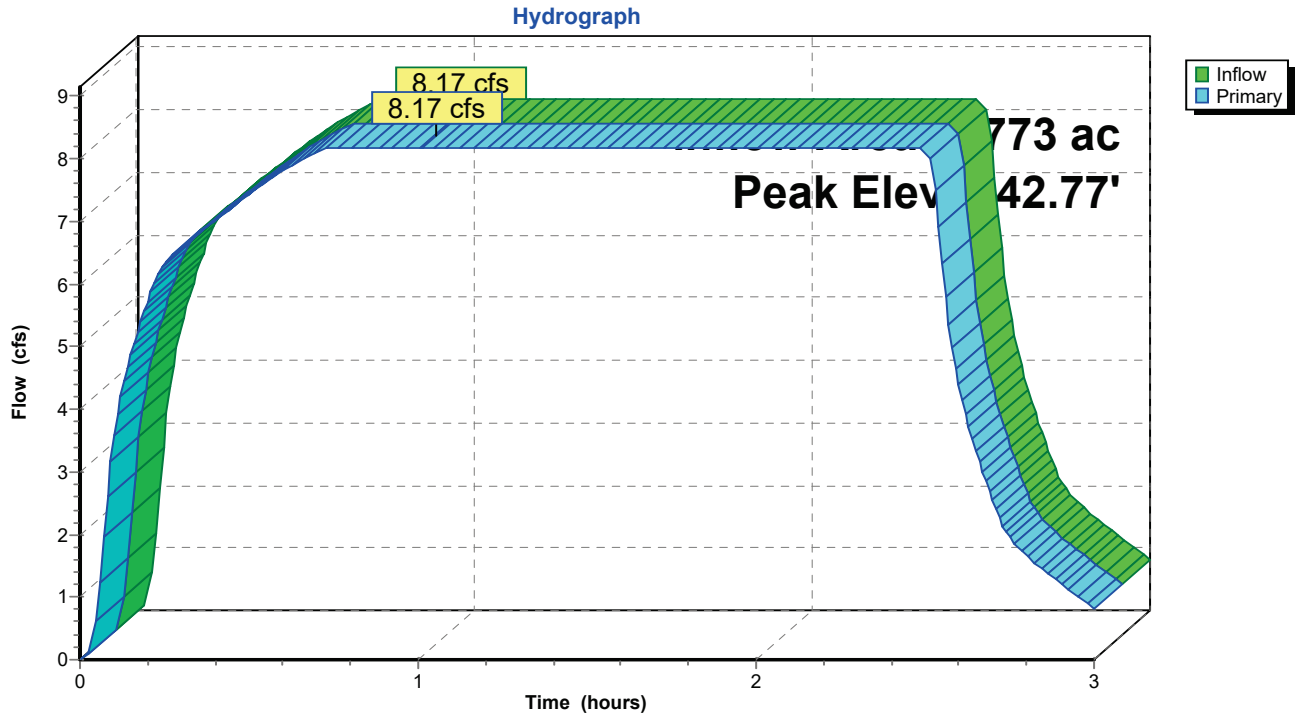
Inflow Area = 9.773 ac, 23.45% Impervious, Inflow Depth > 2.06" for 50-yr event
Inflow = 8.17 cfs @ 1.00 hrs, Volume= 1.679 af
Outflow = 8.17 cfs @ 1.01 hrs, Volume= 1.679 af, Atten= 0%, Lag= 0.6 min
Primary = 8.17 cfs @ 1.01 hrs, Volume= 1.679 af
Routed to Reach R14 : Pipe I14 to Pond

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 742.77' @ 0.94 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	741.84'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	741.84'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	743.84'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=8.17 cfs @ 1.01 hrs HW=742.77' TW=742.42' (Dynamic Tailwater)
- **1=Orifice/Grate** (Orifice Controls 4.08 cfs @ 2.86 fps)
- **2=Orifice/Grate** (Orifice Controls 4.08 cfs @ 2.86 fps)
- **3=Orifice/Grate** (Controls 0.00 cfs)

Pond I14: Inlet 1-4



Summary for Pond I15: Inlet 1-5

[57] Hint: Peaked at 745.86' (Flood elevation advised)
[62] Hint: Exceeded Reach R21 OUTLET depth by 0.21' @ 0.27 hrs
[62] Hint: Exceeded Reach R71 OUTLET depth by 0.34' @ 2.52 hrs

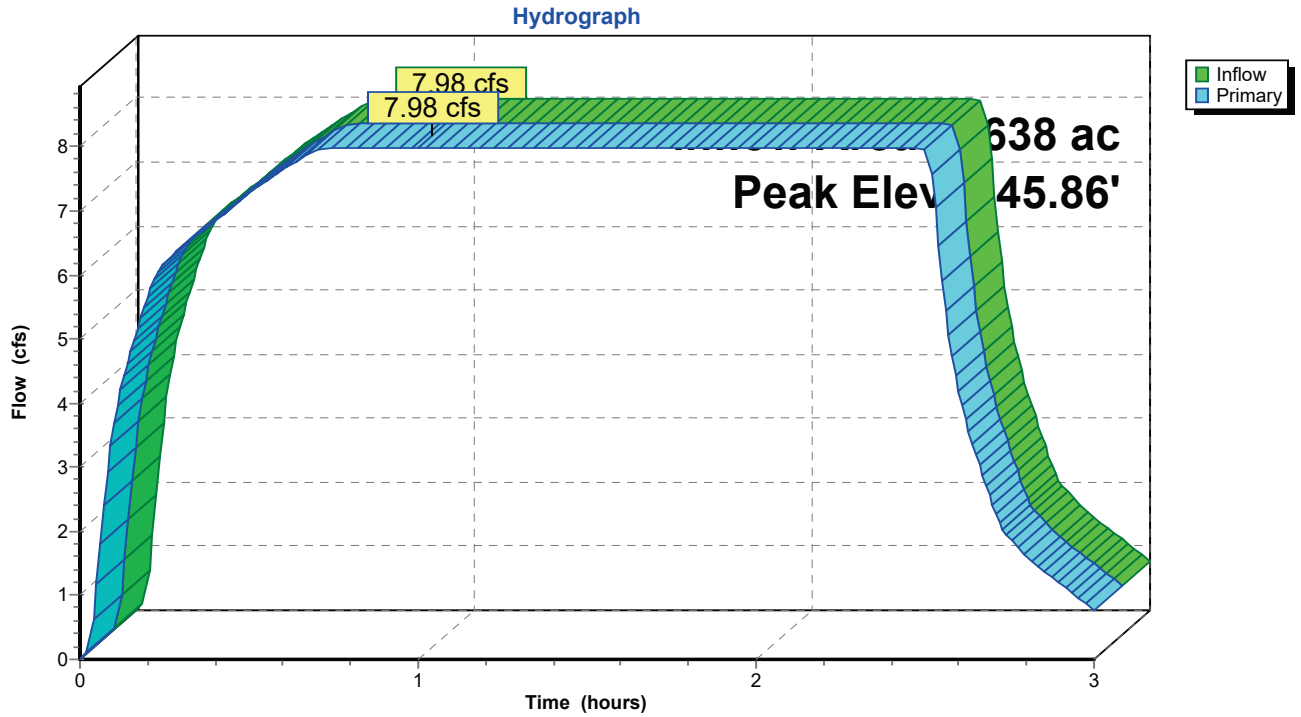
Inflow Area = 9.638 ac, 22.40% Impervious, Inflow Depth > 2.04" for 50-yr event
Inflow = 7.98 cfs @ 1.00 hrs, Volume= 1.641 af
Outflow = 7.98 cfs @ 1.00 hrs, Volume= 1.641 af, Atten= 0%, Lag= 0.0 min
Primary = 7.98 cfs @ 1.00 hrs, Volume= 1.641 af
Routed to Reach R15 : Pipe I15 to I18

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 745.86' @ 0.93 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	744.87'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	744.96'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	744.96'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=7.98 cfs @ 1.00 hrs HW=745.86' TW=745.65' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 3.38 cfs @ 2.19 fps)
└─**2=Orifice/Grate** (Orifice Controls 1.62 cfs @ 2.19 fps)
└─**3=Orifice/Grate** (Orifice Controls 2.98 cfs @ 2.19 fps)

Pond I15: Inlet 1-5



Summary for Pond I16: Inlet 1-6

[57] Hint: Peaked at 749.75' (Flood elevation advised)

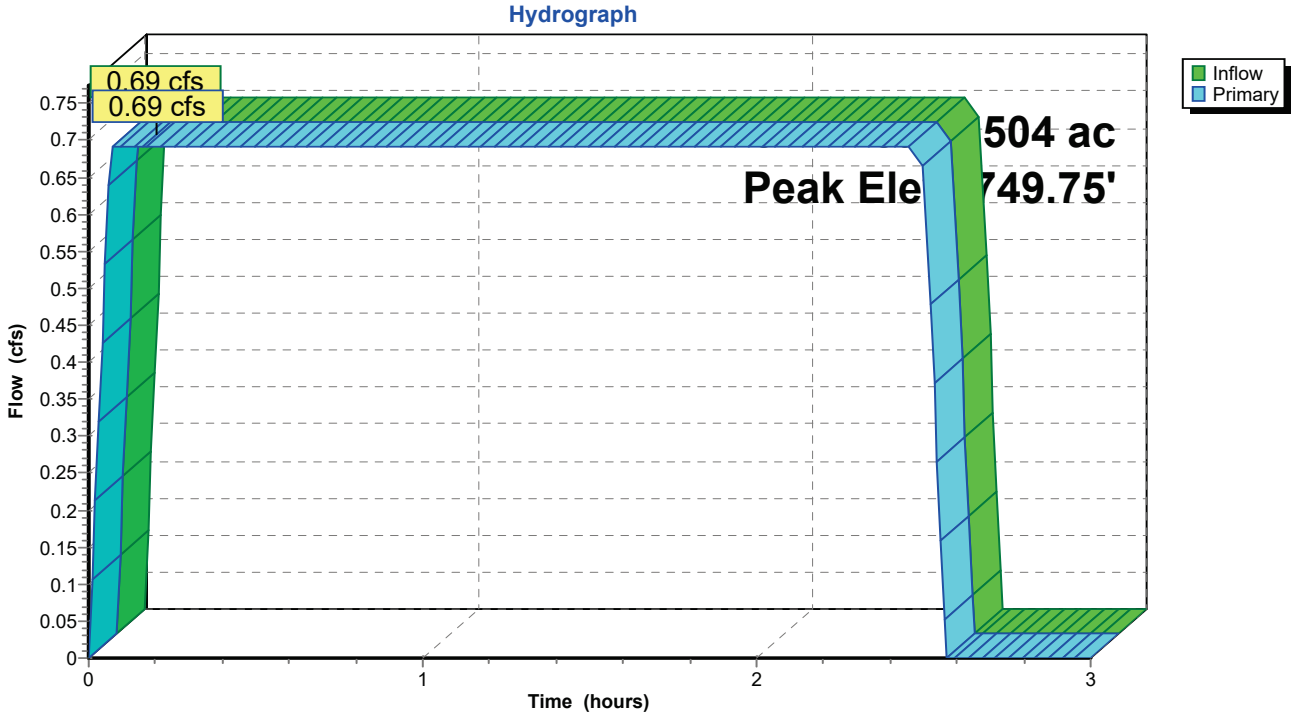
Inflow Area = 0.504 ac, 97.62% Impervious, Inflow Depth = 3.40" for 50-yr event
Inflow = 0.69 cfs @ 0.07 hrs, Volume= 0.143 af
Outflow = 0.69 cfs @ 0.16 hrs, Volume= 0.143 af, Atten= 0%, Lag= 5.4 min
Primary = 0.69 cfs @ 0.16 hrs, Volume= 0.143 af
Routed to Reach R16 : Pipe I16 to I21

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 749.75' @ 0.18 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.30'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.69 cfs @ 0.16 hrs HW=749.75' TW=749.58' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.69 cfs @ 1.99 fps)

Pond I16: Inlet 1-6



Summary for Pond I17: Trench Drain 1-7

[57] Hint: Peaked at 746.12' (Flood elevation advised)

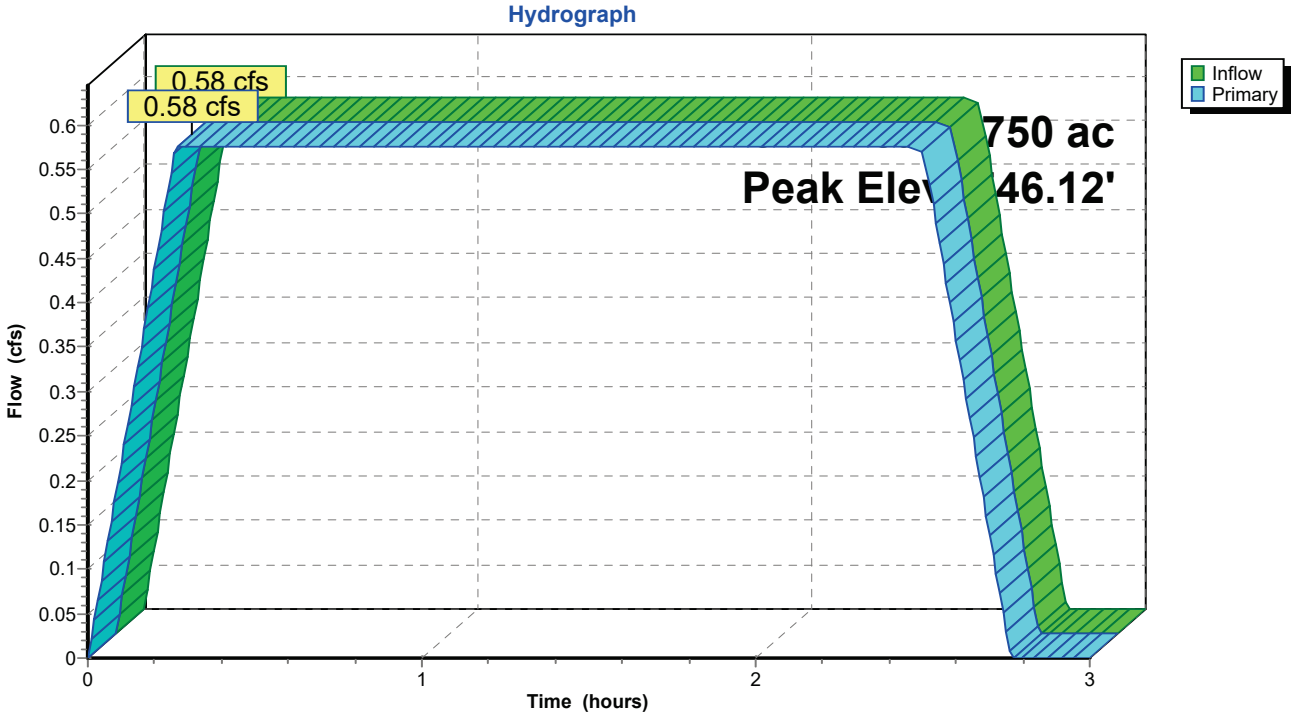
Inflow Area = 0.750 ac, 33.20% Impervious, Inflow Depth = 1.90" for 50-yr event
Inflow = 0.58 cfs @ 0.27 hrs, Volume= 0.119 af
Outflow = 0.58 cfs @ 0.27 hrs, Volume= 0.119 af, Atten= 0%, Lag= 0.0 min
Primary = 0.58 cfs @ 0.27 hrs, Volume= 0.119 af
Routed to Reach R17 : Pipe I17 to Pond

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 746.12' @ 0.27 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	745.50'	**6.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.58 cfs @ 0.27 hrs HW=746.12' TW=745.73' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.58 cfs @ 2.93 fps)

Pond I17: Trench Drain 1-7



Summary for Pond I18: Catch Basin 1-8

[57] Hint: Peaked at 744.27' (Flood elevation advised)
[62] Hint: Exceeded Reach R15 OUTLET depth by 0.13' @ 0.94 hrs
[62] Hint: Exceeded Reach R19 OUTLET depth by 0.81' @ 2.52 hrs

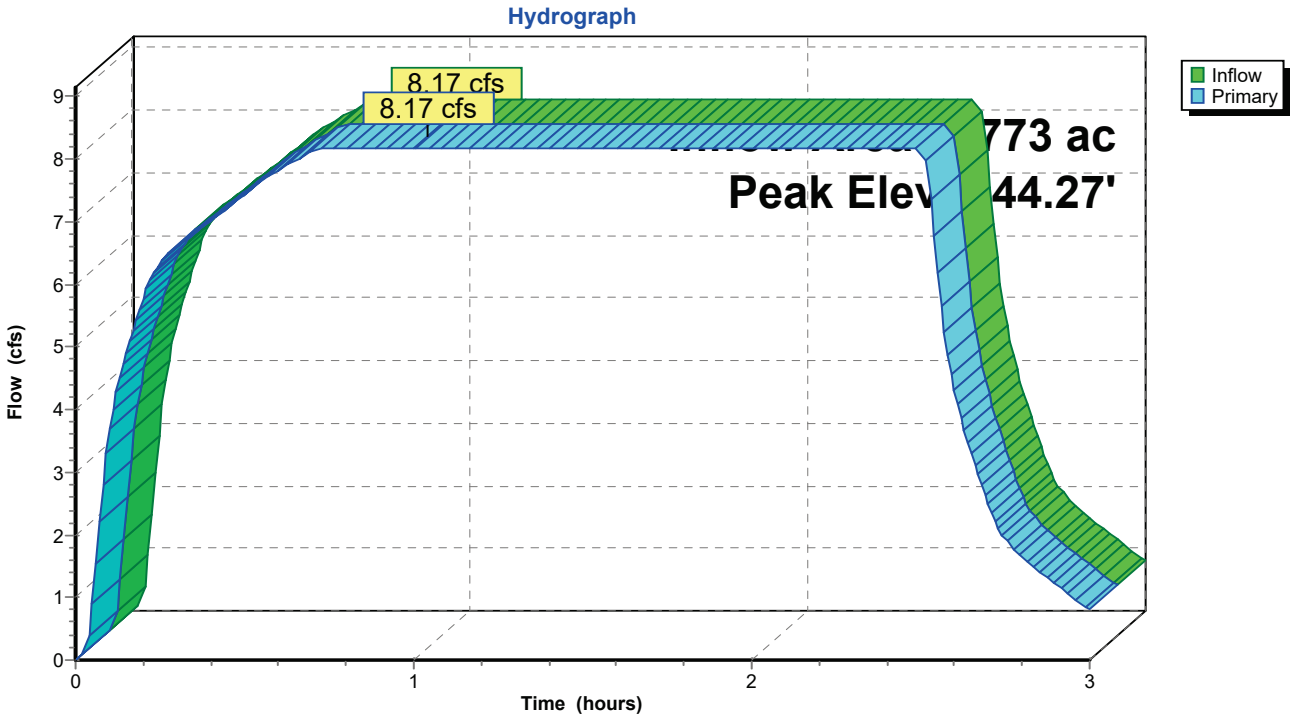
Inflow Area = 9.773 ac, 23.45% Impervious, Inflow Depth > 2.06" for 50-yr event
Inflow = 8.17 cfs @ 1.00 hrs, Volume= 1.679 af
Outflow = 8.17 cfs @ 1.00 hrs, Volume= 1.679 af, Atten= 0%, Lag= 0.0 min
Primary = 8.17 cfs @ 1.00 hrs, Volume= 1.679 af
Routed to Reach R18 : Pipe I18 to I14

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 744.27' @ 0.94 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	743.36'	**24.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	743.36'	**24.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=8.17 cfs @ 1.00 hrs HW=744.27' TW=743.90' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 4.08 cfs @ 2.94 fps)
└─**2=Orifice/Grate** (Orifice Controls 4.08 cfs @ 2.94 fps)

Pond I18: Catch Basin 1-8



Summary for Pond I19: Inlet 1-9

[57] Hint: Peaked at 745.62' (Flood elevation advised)

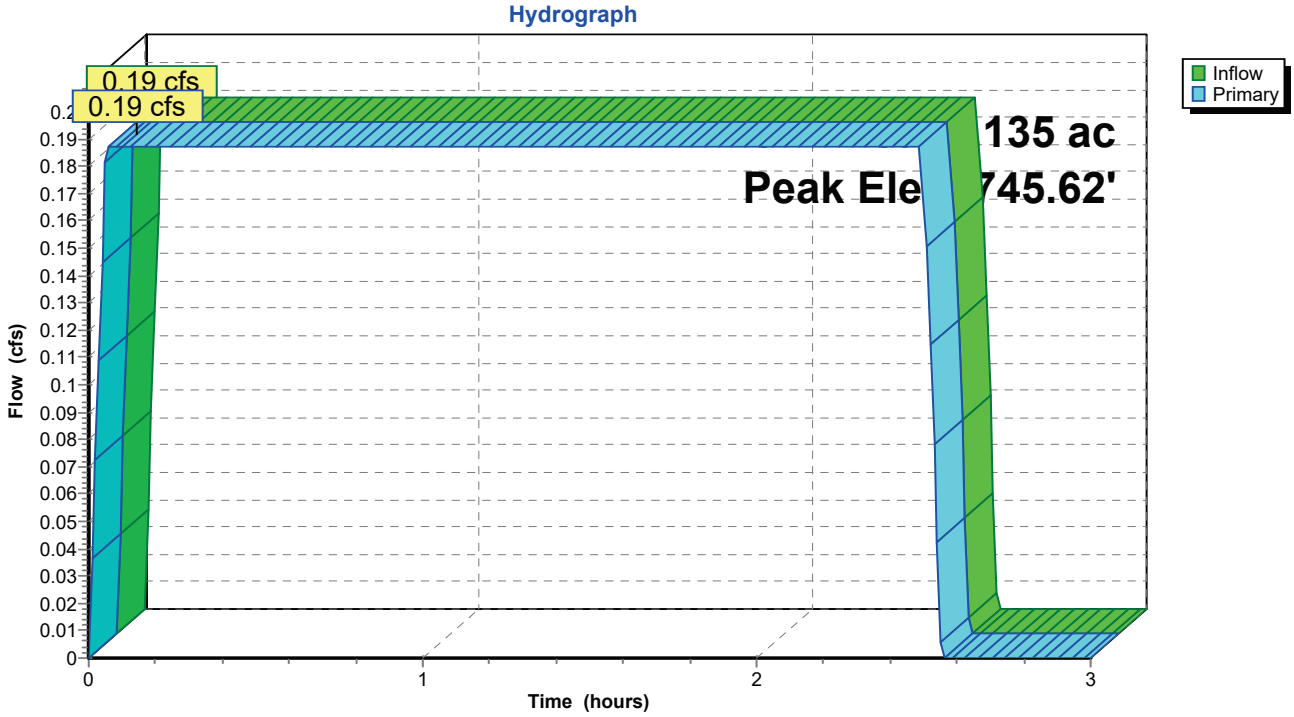
Inflow Area = 0.135 ac, 98.52% Impervious, Inflow Depth = 3.44" for 50-yr event
Inflow = 0.19 cfs @ 0.06 hrs, Volume= 0.039 af
Outflow = 0.19 cfs @ 0.10 hrs, Volume= 0.039 af, Atten= 0%, Lag= 2.4 min
Primary = 0.19 cfs @ 0.10 hrs, Volume= 0.039 af
Routed to Reach R19 : Pipe I19 to I14

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 745.62' @ 0.06 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	745.41'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.19 cfs @ 0.10 hrs HW=745.62' TW=745.51' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.19 cfs @ 1.56 fps)

Pond I19: Inlet 1-9



Summary for Pond I21: Inlet 2-1

[57] Hint: Peaked at 748.13' (Flood elevation advised)
[62] Hint: Exceeded Reach R31 OUTLET depth by 0.19' @ 0.12 hrs

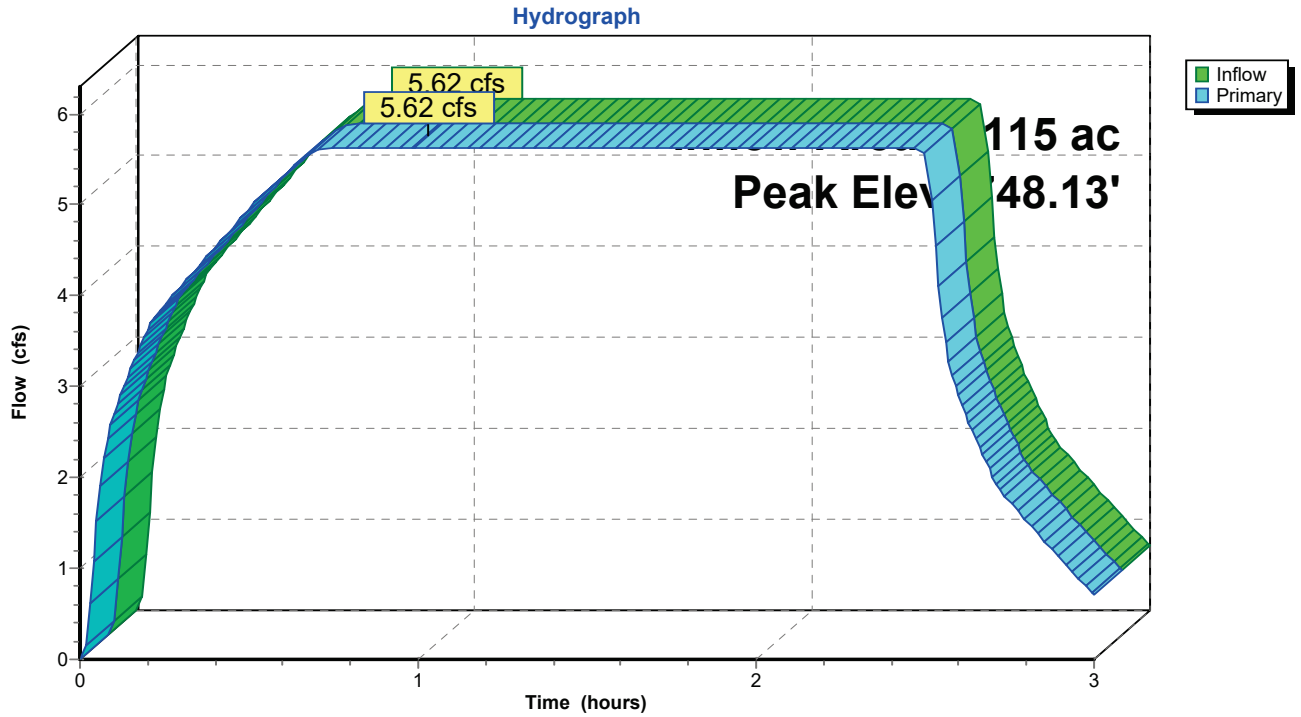
Inflow Area = 7.115 ac, 15.50% Impervious, Inflow Depth > 1.95" for 50-yr event
Inflow = 5.62 cfs @ 0.99 hrs, Volume= 1.156 af
Outflow = 5.62 cfs @ 0.99 hrs, Volume= 1.156 af, Atten= 0%, Lag= 0.0 min
Primary = 5.62 cfs @ 0.99 hrs, Volume= 1.156 af
Routed to Reach R21 : Pipe I21 to I15

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 748.13' @ 0.90 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	747.10'	**24.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	748.18'	**18.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Primary	748.17'	**12.0" Vert. Orifice/Grate X 2.00** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=5.62 cfs @ 0.99 hrs HW=748.13' TW=746.78' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 5.62 cfs @ 3.45 fps)
└─**2=Orifice/Grate** (Controls 0.00 cfs)
└─**3=Orifice/Grate** (Controls 0.00 cfs)

Pond I21: Inlet 2-1



Summary for Pond I31: Manhole 3-1

[57] Hint: Peaked at 748.63' (Flood elevation advised)
[62] Hint: Exceeded Reach R51 OUTLET depth by 0.47' @ 2.52 hrs
[62] Hint: Exceeded Reach R61 OUTLET depth by 0.41' @ 2.52 hrs

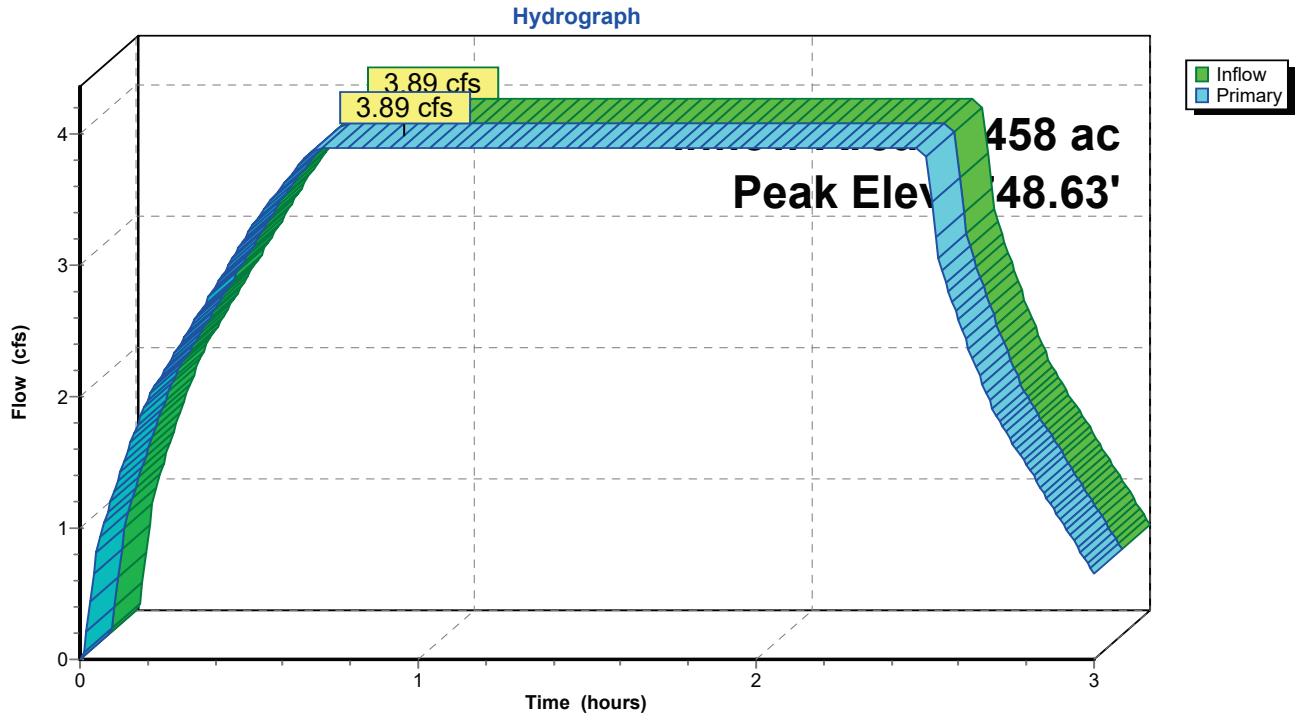
Inflow Area = 5.458 ac, 1.12% Impervious, Inflow Depth > 1.76" for 50-yr event
Inflow = 3.89 cfs @ 0.92 hrs, Volume= 0.799 af
Outflow = 3.89 cfs @ 0.92 hrs, Volume= 0.799 af, Atten= 0%, Lag= 0.0 min
Primary = 3.89 cfs @ 0.92 hrs, Volume= 0.799 af
Routed to Reach R31 : Pipe I31 to I21

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 748.63' @ 0.92 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	747.75'	**18.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	747.75'	**15.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	747.75'	**15.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=3.89 cfs @ 0.92 hrs HW=748.63' TW=748.56' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 1.43 cfs @ 1.33 fps)
└─**2=Orifice/Grate** (Orifice Controls 1.23 cfs @ 1.33 fps)
└─**3=Orifice/Grate** (Orifice Controls 1.23 cfs @ 1.33 fps)

Pond I31: Manhole 3-1



Summary for Pond I41: Inlet 4-1

[57] Hint: Peaked at 749.38' (Flood elevation advised)

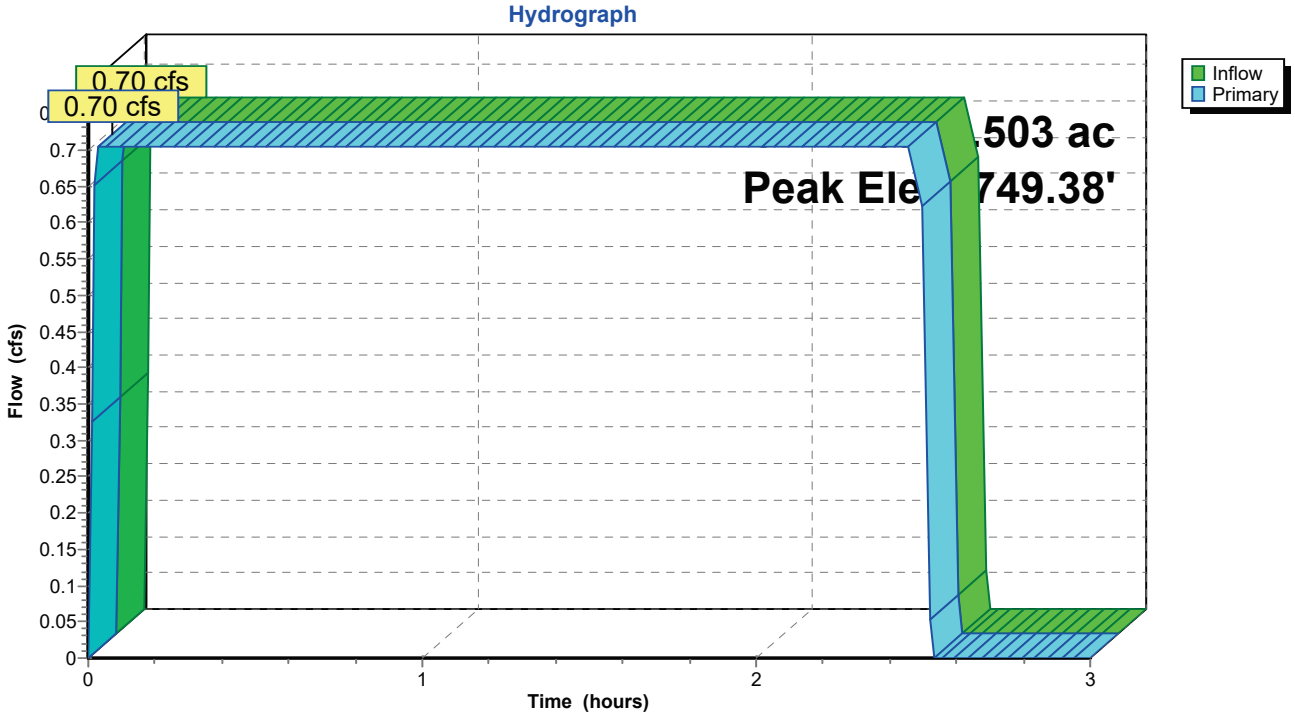
Inflow Area = 0.503 ac,100.00% Impervious, Inflow Depth = 3.47" for 50-yr event
Inflow = 0.70 cfs @ 0.03 hrs, Volume= 0.146 af
Outflow = 0.70 cfs @ 0.03 hrs, Volume= 0.146 af, Atten= 0%, Lag= 0.0 min
Primary = 0.70 cfs @ 0.03 hrs, Volume= 0.146 af
Routed to Reach R41 : Pipe I41 to I31

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 749.38' @ 0.79 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	748.86'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.70 cfs @ 0.03 hrs HW=749.28' TW=749.08' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.70 cfs @ 2.20 fps)

Pond I41: Inlet 4-1



Summary for Pond I51: Inlet 5-1

[57] Hint: Peaked at 749.64' (Flood elevation advised)
[62] Hint: Exceeded Reach R52 OUTLET depth by 0.13' @ 0.02 hrs

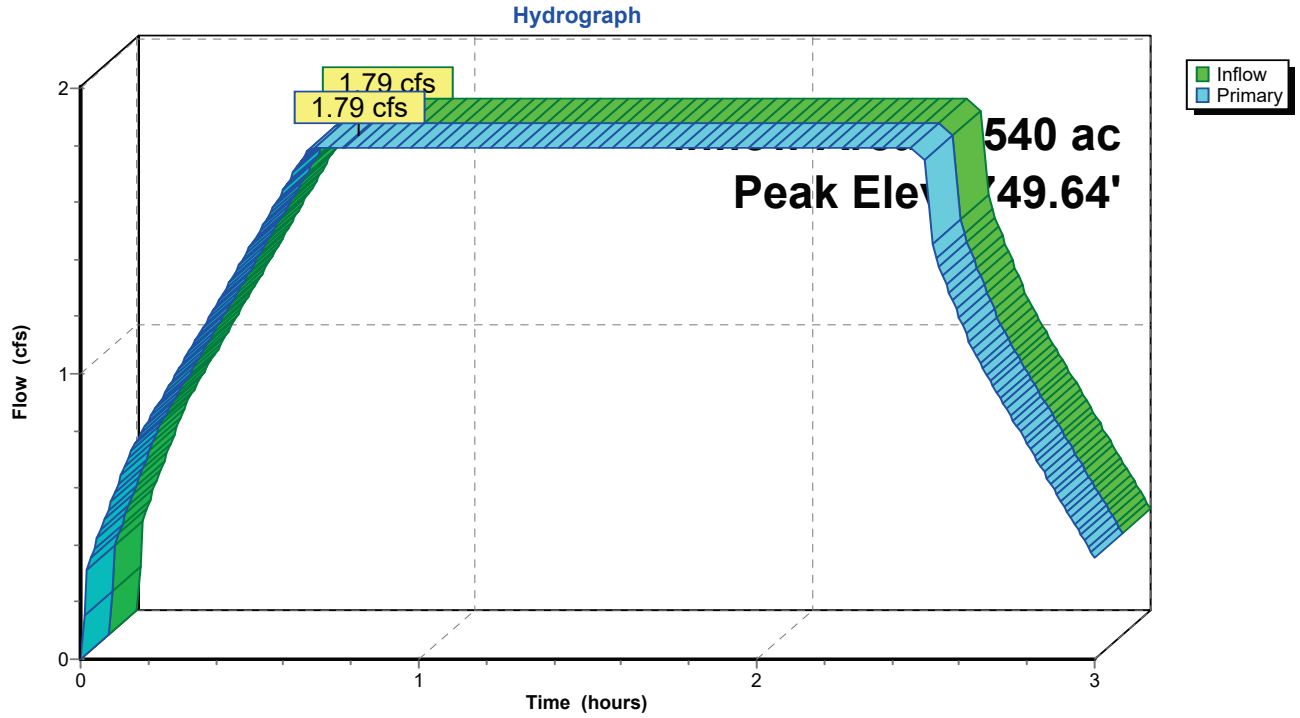
Inflow Area = 2.540 ac, 1.02% Impervious, Inflow Depth > 1.74" for 50-yr event
Inflow = 1.79 cfs @ 0.78 hrs, Volume= 0.368 af
Outflow = 1.79 cfs @ 0.78 hrs, Volume= 0.368 af, Atten= 0%, Lag= 0.0 min
Primary = 1.79 cfs @ 0.78 hrs, Volume= 0.368 af
Routed to Reach R51 : Pipe I51 to I31

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 749.64' @ 0.76 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.07'	**15.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	749.10'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.79 cfs @ 0.78 hrs HW=749.64' TW=749.49' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 1.00 cfs @ 1.84 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.79 cfs @ 1.84 fps)

Pond I51: Inlet 5-1



Summary for Pond I52: Inlet 5-2

[57] Hint: Peaked at 750.73' (Flood elevation advised)
[63] Warning: Exceeded Reach R53 INLET depth by 0.16' @ 2.66 hrs

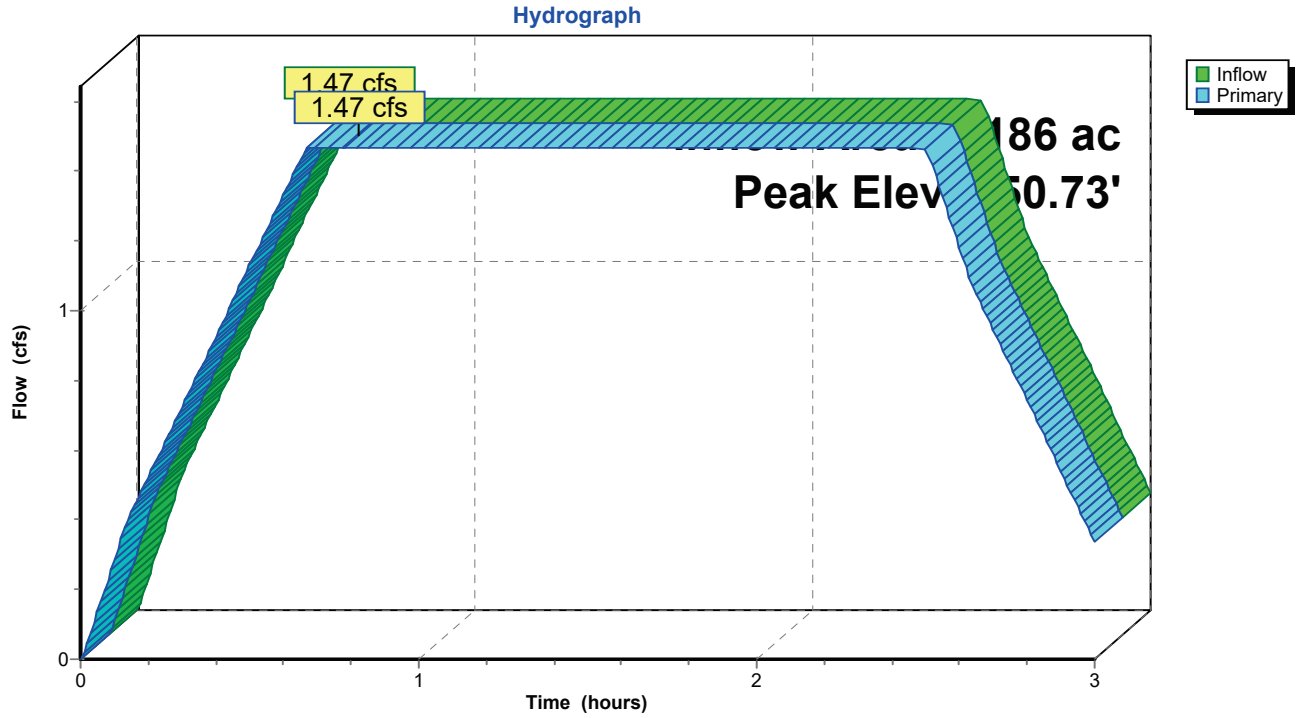
Inflow Area = 2.186 ac, 0.27% Impervious, Inflow Depth > 1.65" for 50-yr event
Inflow = 1.47 cfs @ 0.67 hrs, Volume= 0.301 af
Outflow = 1.47 cfs @ 0.78 hrs, Volume= 0.301 af, Atten= 0%, Lag= 6.6 min
Primary = 1.47 cfs @ 0.78 hrs, Volume= 0.301 af
Routed to Reach R52 : Pipe I52 to I51

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 750.73' @ 0.76 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	750.10'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	750.26'	**6.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.47 cfs @ 0.78 hrs HW=750.73' TW=750.54' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 1.07 cfs @ 2.07 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.40 cfs @ 2.07 fps)

Pond I52: Inlet 5-2



Summary for Pond I53: Inlet 5-3

[57] Hint: Peaked at 750.67' (Flood elevation advised)

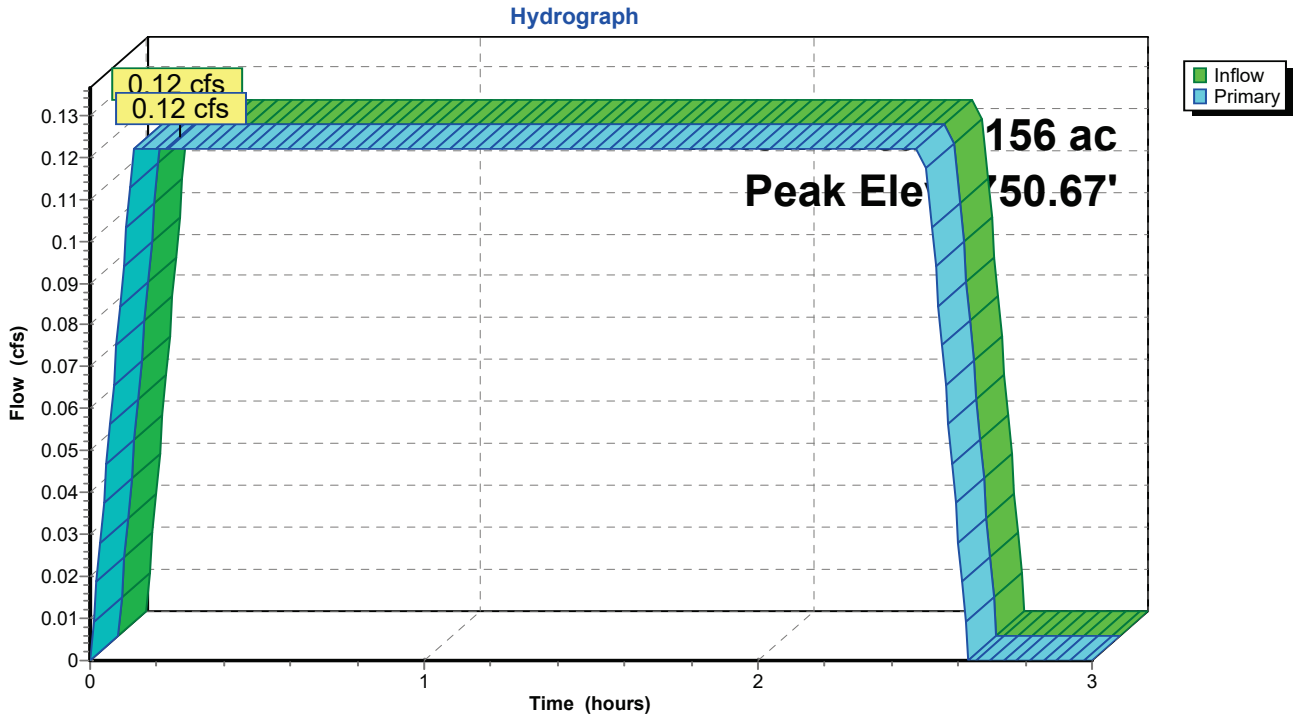
Inflow Area = 0.156 ac, 0.00% Impervious, Inflow Depth = 1.94" for 50-yr event
Inflow = 0.12 cfs @ 0.13 hrs, Volume= 0.025 af
Outflow = 0.12 cfs @ 0.23 hrs, Volume= 0.025 af, Atten= 0%, Lag= 6.0 min
Primary = 0.12 cfs @ 0.23 hrs, Volume= 0.025 af
Routed to Reach R53 : Pipe I53 to I52

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 750.67' @ 0.29 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	750.43'	**6.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	750.56'	**6.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=0.12 cfs @ 0.23 hrs HW=750.67' TW=750.62' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.09 cfs @ 1.00 fps)
2=Orifice/Grate (Orifice Controls 0.03 cfs @ 1.00 fps)

Pond I53: Inlet 5-3



Summary for Pond I54: Inlet 5-4

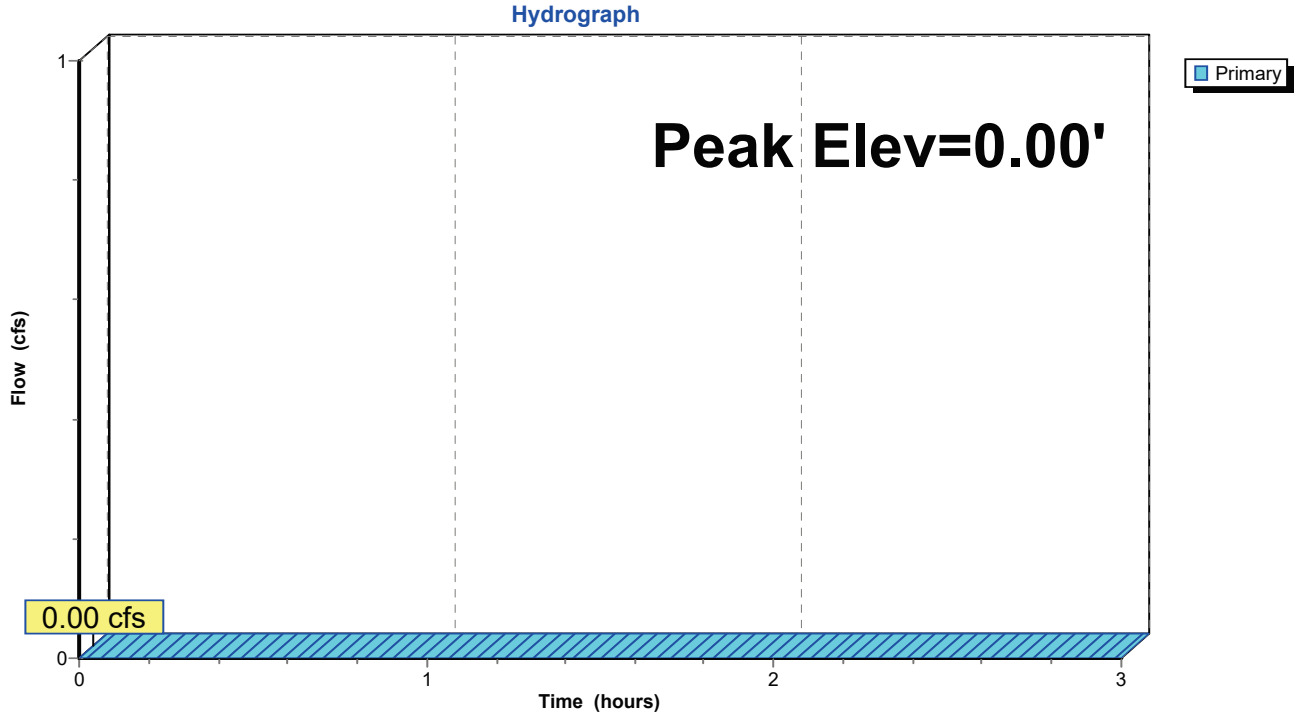
[43] Hint: Has no inflow (Outflow=Zero)

Device	Routing	Invert	Outlet Devices
#1	Primary	750.30'	**6.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=0.00' TW=750.30' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Controls 0.00 cfs)

Pond I54: Inlet 5-4

Hydrograph



Summary for Pond I61: Manhole 6-1

[57] Hint: Peaked at 749.14' (Flood elevation advised)
[62] Hint: Exceeded Reach R62 OUTLET depth by 0.11' @ 2.53 hrs

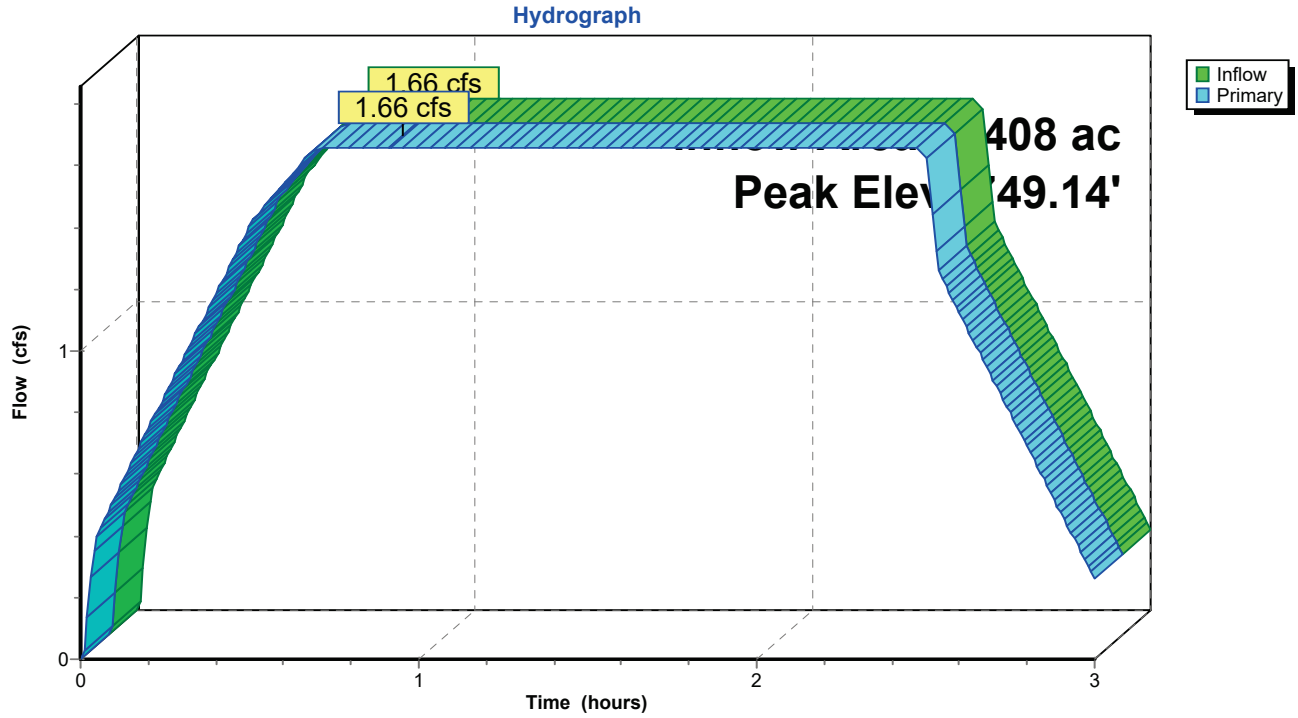
Inflow Area = 2.408 ac, 0.00% Impervious, Inflow Depth > 1.70" for 50-yr event
Inflow = 1.66 cfs @ 0.92 hrs, Volume= 0.341 af
Outflow = 1.66 cfs @ 0.91 hrs, Volume= 0.341 af, Atten= 0%, Lag= 0.0 min
Primary = 1.66 cfs @ 0.91 hrs, Volume= 0.341 af
Routed to Reach R61 : Pipe I61 to I31

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 749.14' @ 0.89 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	748.55'	**15.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	748.61'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.66 cfs @ 0.91 hrs HW=749.14' TW=749.03' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 0.95 cfs @ 1.66 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.71 cfs @ 1.66 fps)

Pond I61: Manhole 6-1



Summary for Pond I62: Inlet 6-2

[57] Hint: Peaked at 749.86' (Flood elevation advised)
[62] Hint: Exceeded Reach R63 OUTLET depth by 0.17' @ 0.05 hrs

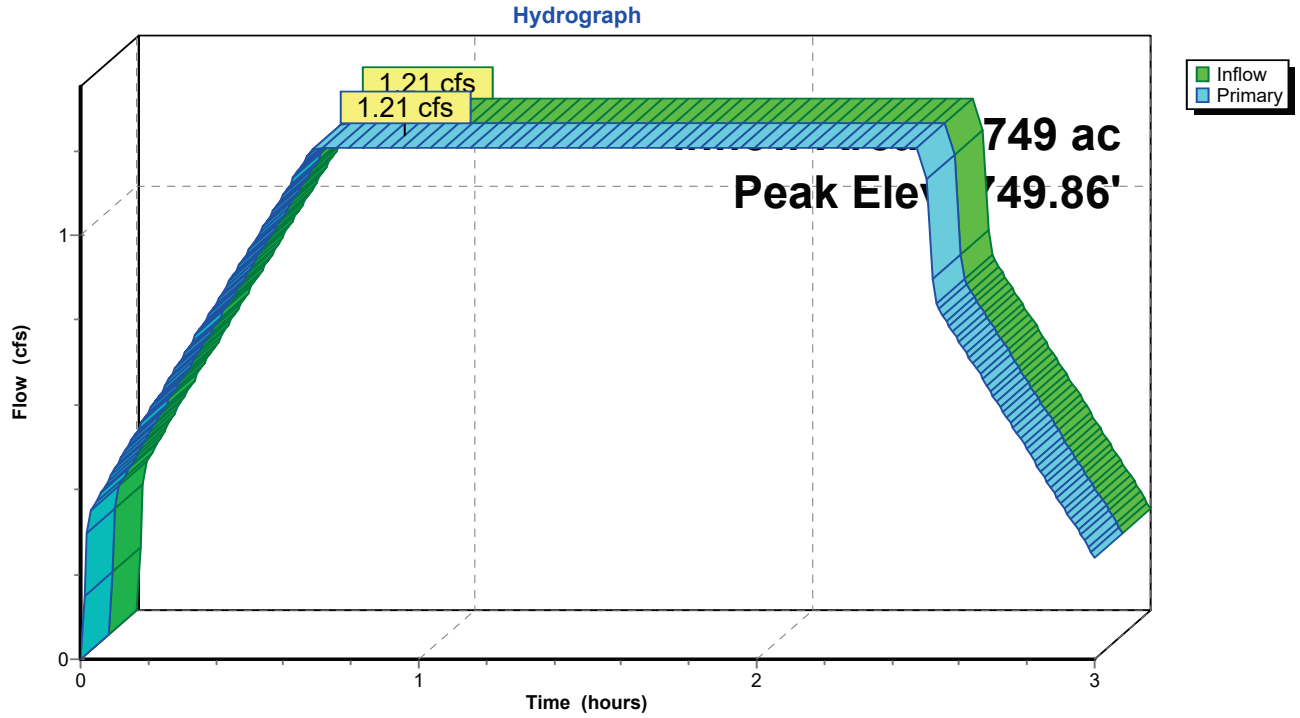
Inflow Area = 1.749 ac, 0.00% Impervious, Inflow Depth > 1.70" for 50-yr event
Inflow = 1.21 cfs @ 0.90 hrs, Volume= 0.247 af
Outflow = 1.21 cfs @ 0.92 hrs, Volume= 0.247 af, Atten= 0%, Lag= 1.2 min
Primary = 1.21 cfs @ 0.92 hrs, Volume= 0.247 af
Routed to Reach R62 : Pipe I62 to I61

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 749.86' @ 0.86 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.32'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	749.35'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.21 cfs @ 0.92 hrs HW=749.86' TW=749.77' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.62 cfs @ 1.45 fps)
2=Orifice/Grate (Orifice Controls 0.58 cfs @ 1.45 fps)

Pond I62: Inlet 6-2



Summary for Pond I63: Inlet 6-3

[57] Hint: Peaked at 750.46' (Flood elevation advised)
[63] Warning: Exceeded Reach R54 INLET depth by 0.16' @ 0.85 hrs

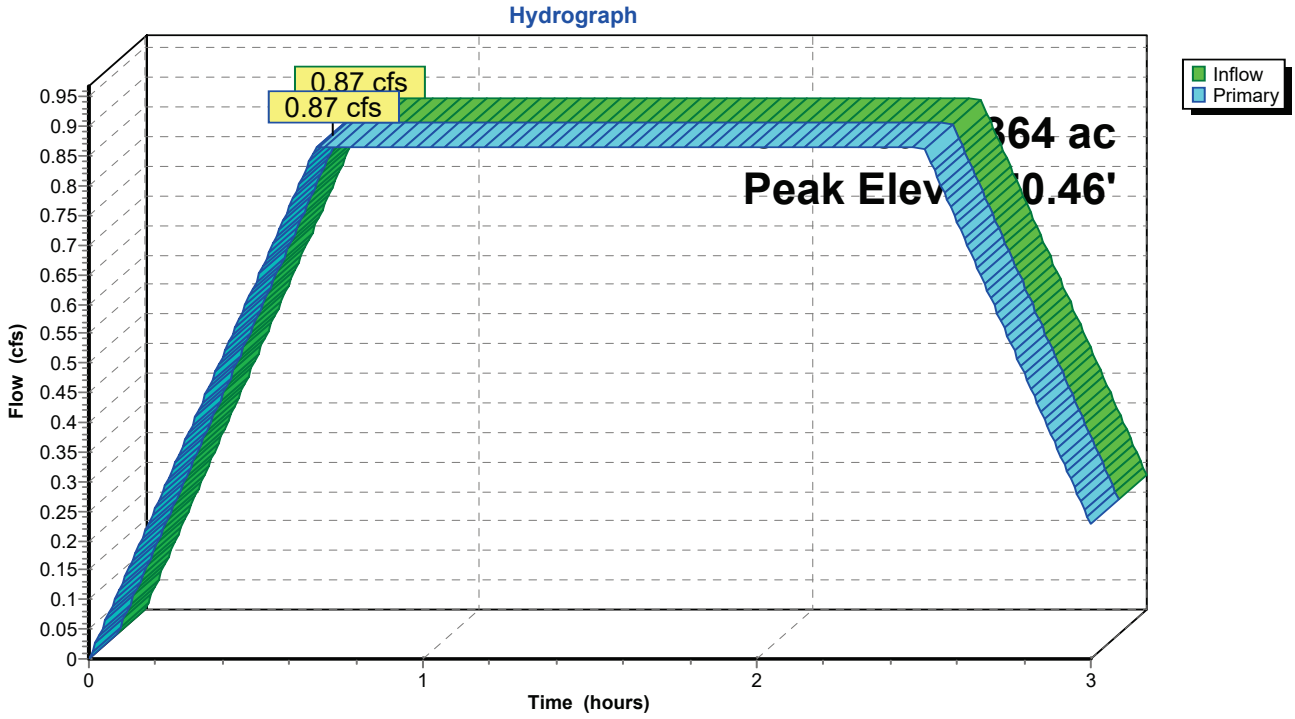
Inflow Area = 1.364 ac, 0.00% Impervious, Inflow Depth > 1.56" for 50-yr event
Inflow = 0.87 cfs @ 0.68 hrs, Volume= 0.177 af
Outflow = 0.87 cfs @ 0.69 hrs, Volume= 0.177 af, Atten= 0%, Lag= 0.6 min
Primary = 0.87 cfs @ 0.69 hrs, Volume= 0.177 af
Routed to Reach R63 : Pipe I63 to I62

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 750.46' @ 0.85 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.91'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.86 cfs @ 0.69 hrs HW=750.46' TW=750.30' (Dynamic Tailwater)
↑—**1=Orifice/Grate** (Orifice Controls 0.86 cfs @ 1.93 fps)

Pond I63: Inlet 6-3



Summary for Pond I71: Inlet 7-1

[57] Hint: Peaked at 748.48' (Flood elevation advised)
[62] Hint: Exceeded Reach R81 OUTLET depth by 0.44' @ 2.52 hrs

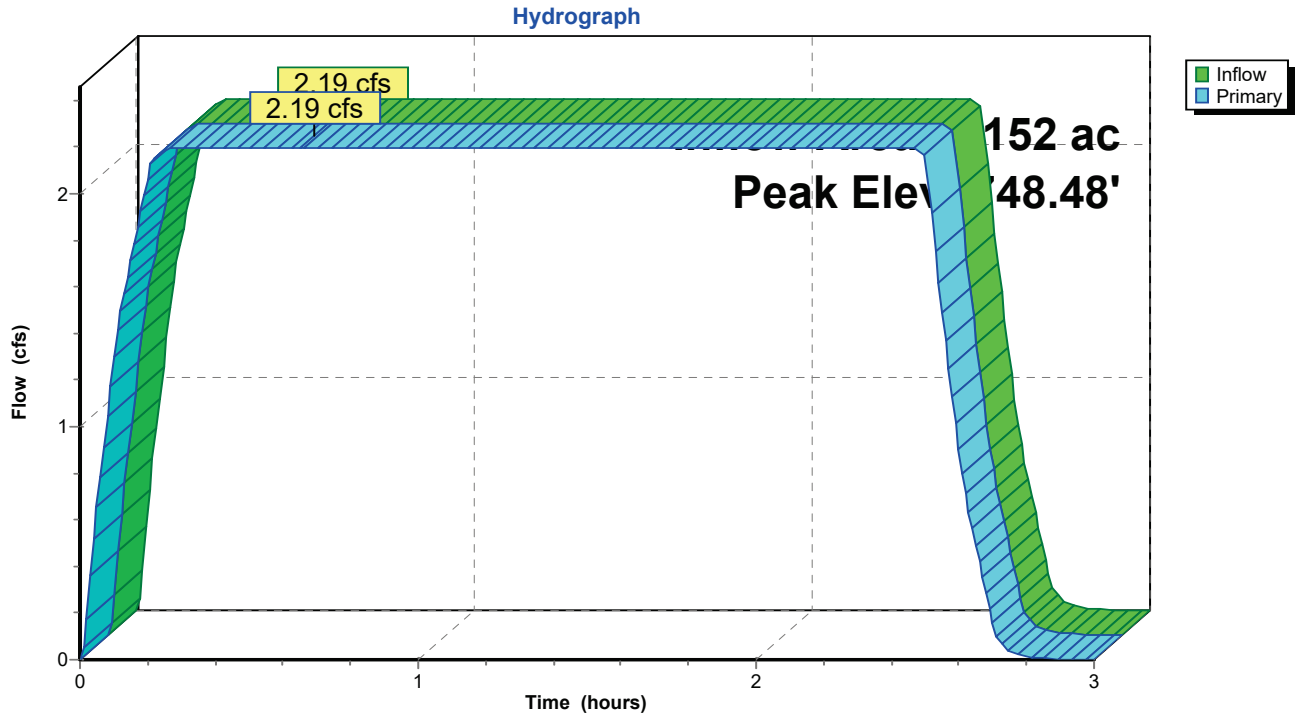
Inflow Area = 2.152 ac, 49.07% Impervious, Inflow Depth > 2.53" for 50-yr event
Inflow = 2.19 cfs @ 0.65 hrs, Volume= 0.453 af
Outflow = 2.19 cfs @ 0.65 hrs, Volume= 0.453 af, Atten= 0%, Lag= 0.0 min
Primary = 2.19 cfs @ 0.65 hrs, Volume= 0.453 af
Routed to Reach R71 : Pipe I71 to I15

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 748.48' @ 0.60 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	747.78'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	747.78'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	748.93'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=2.19 cfs @ 0.65 hrs HW=748.48' TW=748.33' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 1.10 cfs @ 1.86 fps)
└─**2=Orifice/Grate** (Orifice Controls 1.10 cfs @ 1.86 fps)
└─**3=Orifice/Grate** (Controls 0.00 cfs)

Pond I71: Inlet 7-1



Summary for Pond I81: Inlet 8-1

[57] Hint: Peaked at 748.99' (Flood elevation advised)
[62] Hint: Exceeded Reach R13 OUTLET depth by 0.18' @ 2.52 hrs
[62] Hint: Exceeded Reach R82 OUTLET depth by 0.07' @ 0.15 hrs

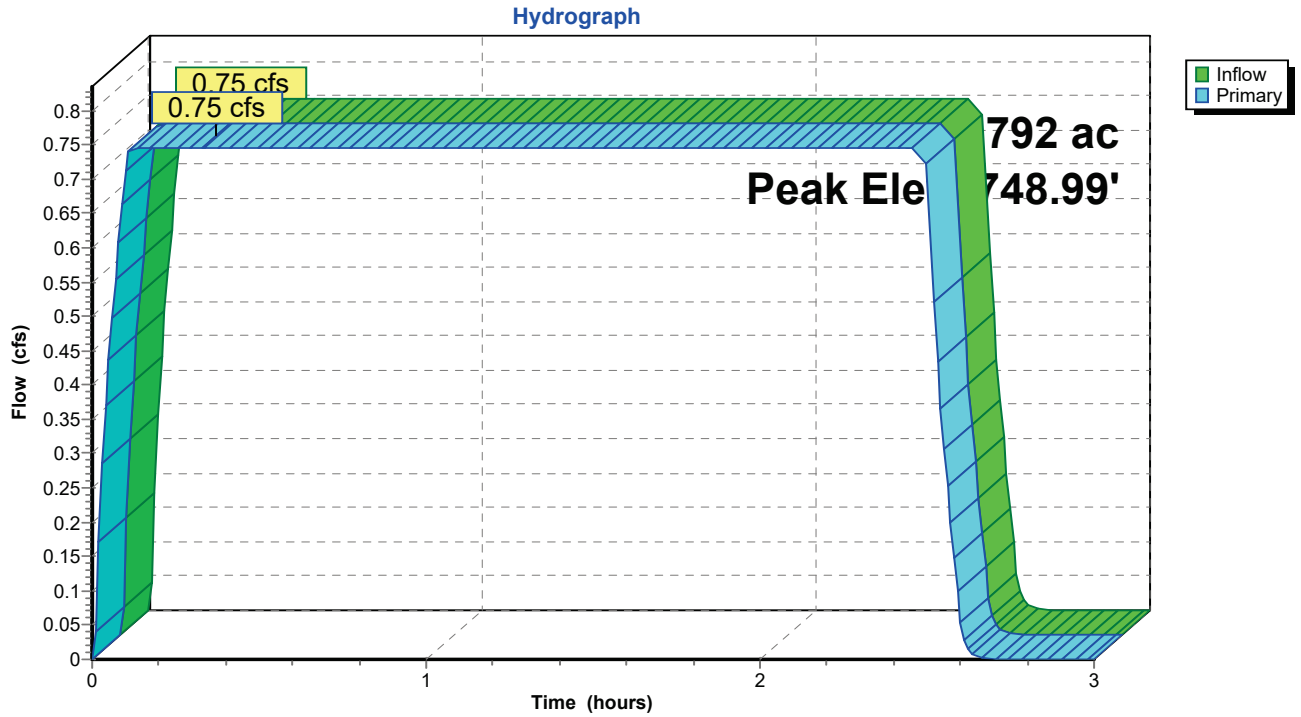
Inflow Area = 0.792 ac, 48.74% Impervious, Inflow Depth = 2.33" for 50-yr event
Inflow = 0.75 cfs @ 0.32 hrs, Volume= 0.154 af
Outflow = 0.75 cfs @ 0.33 hrs, Volume= 0.154 af, Atten= 0%, Lag= 0.6 min
Primary = 0.75 cfs @ 0.33 hrs, Volume= 0.154 af
Routed to Reach R81 : Pipe I81 to I71

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 748.99' @ 0.15 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	748.66'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	748.69'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	748.70'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=0.75 cfs @ 0.33 hrs HW=748.99' TW=748.93' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 0.27 cfs @ 1.19 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.24 cfs @ 1.19 fps)
└─**3=Orifice/Grate** (Orifice Controls 0.23 cfs @ 1.19 fps)

Pond I81: Inlet 8-1



Summary for Pond I82: Inlet 8-2

[57] Hint: Peaked at 751.12' (Flood elevation advised)

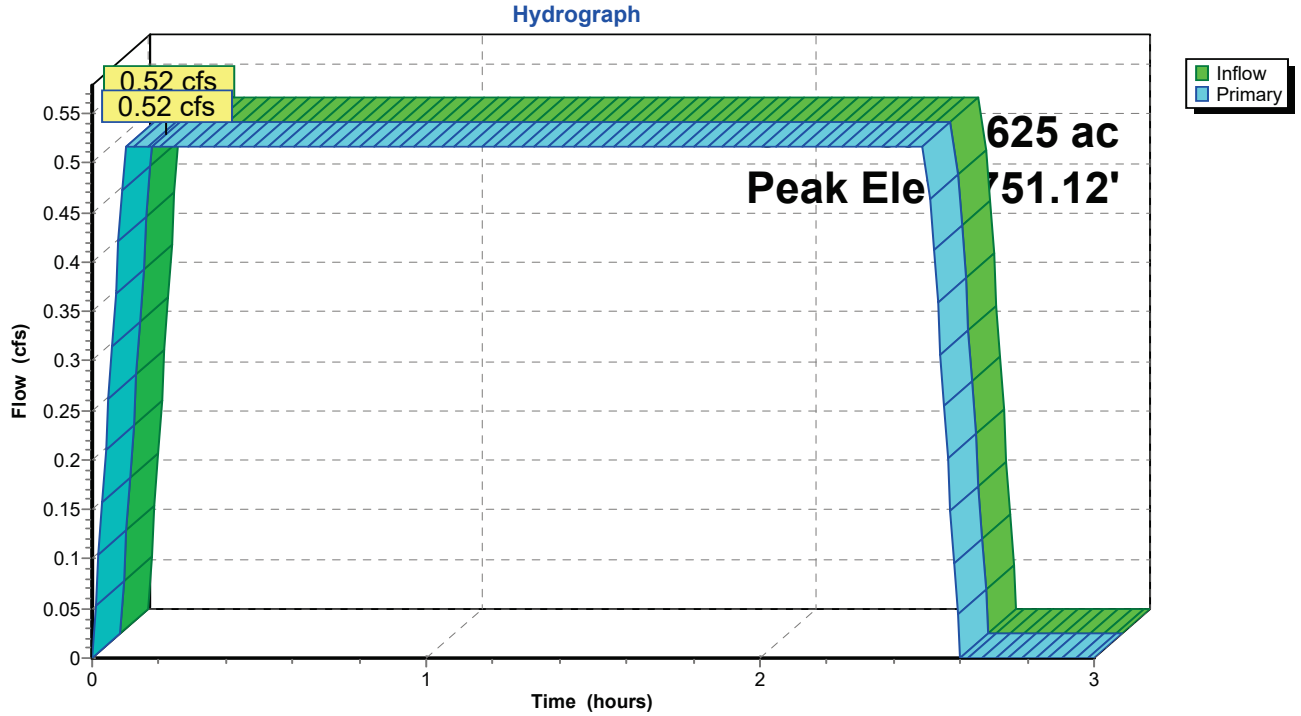
Inflow Area = 0.625 ac, 35.68% Impervious, Inflow Depth = 2.05" for 50-yr event
Inflow = 0.52 cfs @ 0.10 hrs, Volume= 0.107 af
Outflow = 0.52 cfs @ 0.18 hrs, Volume= 0.107 af, Atten= 0%, Lag= 4.8 min
Primary = 0.52 cfs @ 0.18 hrs, Volume= 0.107 af
Routed to Reach R82 : Pipe I82 to I81

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 751.12' @ 0.24 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	750.74'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.52 cfs @ 0.18 hrs HW=751.12' TW=750.96' (Dynamic Tailwater)
└**1=Orifice/Grate** (Orifice Controls 0.52 cfs @ 1.90 fps)

Pond I82: Inlet 8-2



Summary for Pond I91: Inlet 9-1

[57] Hint: Peaked at 750.66' (Flood elevation advised)
[62] Hint: Exceeded Reach R92 OUTLET depth by 0.09' @ 2.53 hrs

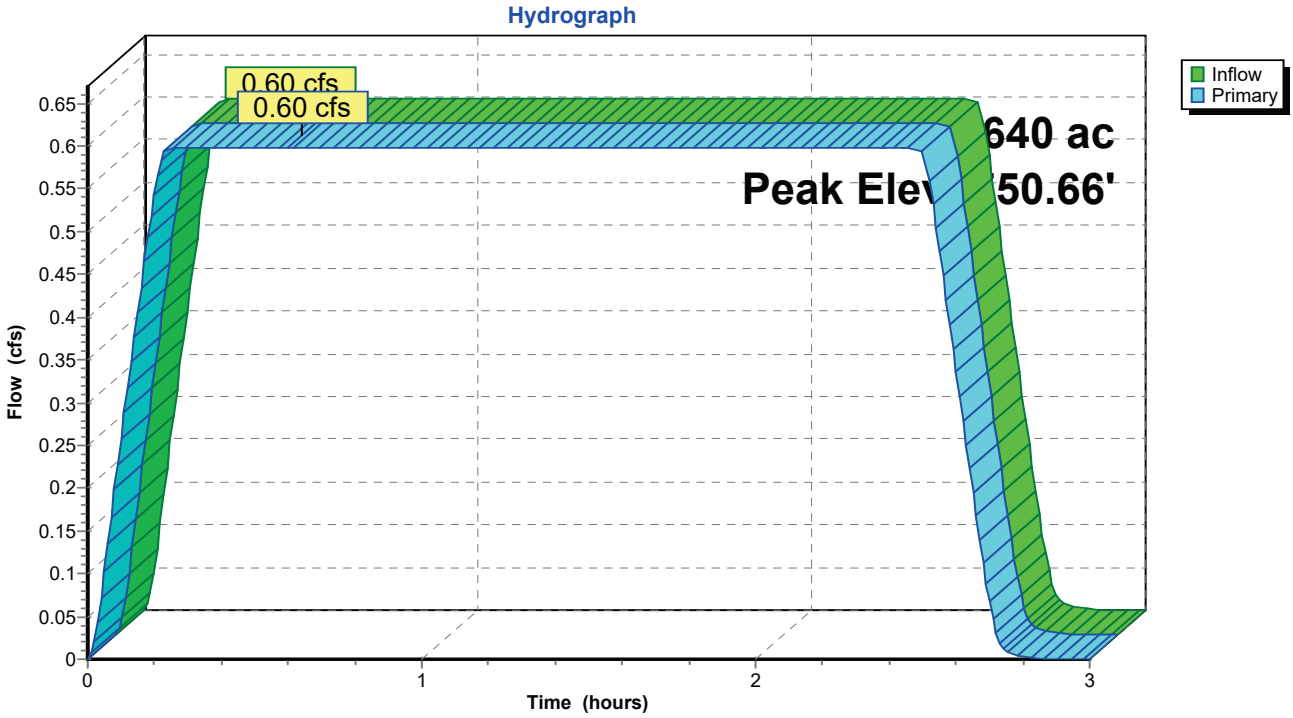
Inflow Area = 0.640 ac, 25.31% Impervious, Inflow Depth > 2.32" for 50-yr event
Inflow = 0.60 cfs @ 0.48 hrs, Volume= 0.124 af
Outflow = 0.60 cfs @ 0.60 hrs, Volume= 0.124 af, Atten= 0%, Lag= 7.2 min
Primary = 0.60 cfs @ 0.60 hrs, Volume= 0.124 af
Routed to Reach R91 : Pipe I91 to I71

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 750.66' @ 0.57 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	750.30'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	750.30'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.60 cfs @ 0.60 hrs HW=750.66' TW=750.60' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 0.30 cfs @ 1.19 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.30 cfs @ 1.19 fps)

Pond I91: Inlet 9-1



Summary for Pond I92: Inlet 9-2

[57] Hint: Peaked at 751.61' (Flood elevation advised)

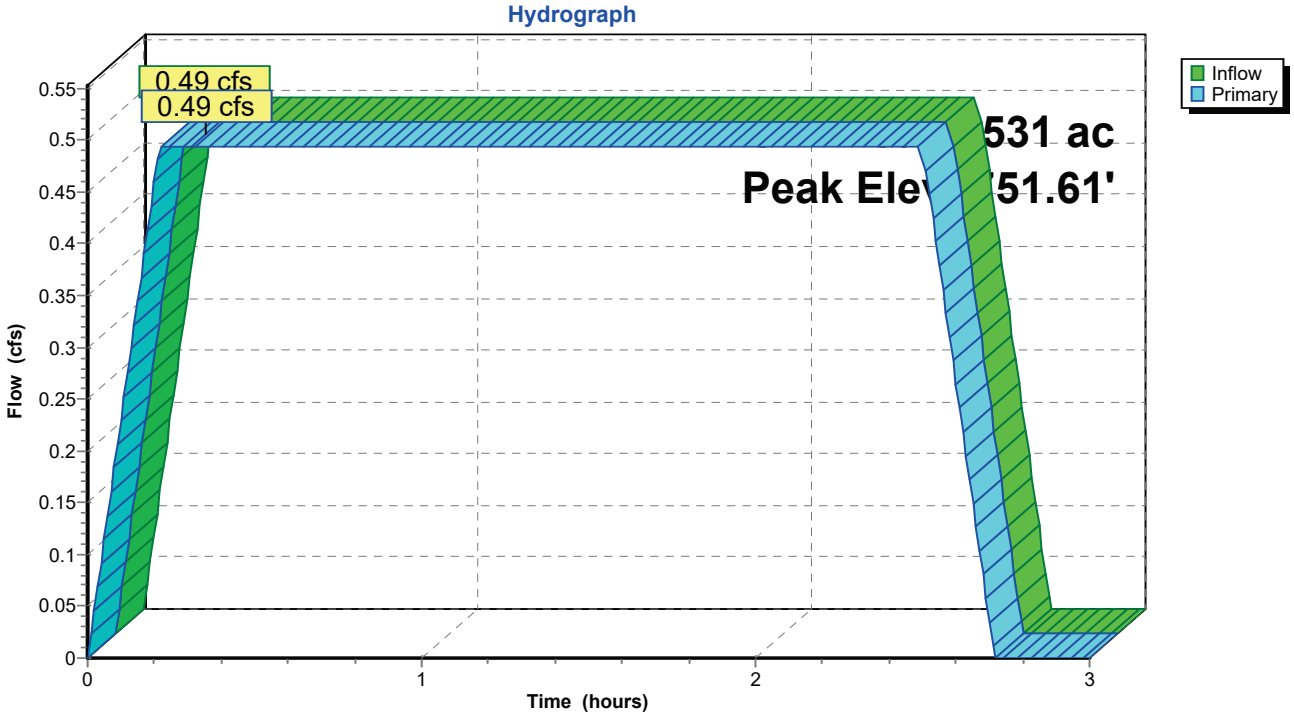
Inflow Area = 0.531 ac, 21.66% Impervious, Inflow Depth = 2.30" for 50-yr event
Inflow = 0.49 cfs @ 0.22 hrs, Volume= 0.102 af
Outflow = 0.49 cfs @ 0.31 hrs, Volume= 0.102 af, Atten= 0%, Lag= 5.4 min
Primary = 0.49 cfs @ 0.31 hrs, Volume= 0.102 af
Routed to Reach R92 : Pipe I92 to I91

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 751.61' @ 0.43 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	751.22'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.49 cfs @ 0.31 hrs HW=751.61' TW=751.49' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.49 cfs @ 1.72 fps)

Pond I92: Inlet 9-2



Summary for Pond P1: Detention Pond

[44] Hint: Outlet device #1 is below defined storage
[62] Hint: Exceeded Reach R14 OUTLET depth by 1.34' @ 2.99 hrs

Inflow Area =	12.789 ac,	22.18% Impervious,	Inflow Depth >	1.94"	for 50-yr event
Inflow =	10.05 cfs @	0.93 hrs,	Volume=	2.066 af	
Outflow =	2.82 cfs @	2.70 hrs,	Volume=	0.578 af,	Atten= 72%, Lag= 105.9 min
Primary =	2.82 cfs @	2.70 hrs,	Volume=	0.578 af	
Secondary =	0.00 cfs @	0.00 hrs,	Volume=	0.000 af	

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 738.38' @ 2.70 hrs Surf.Area= 1.081 ac Storage= 1.521 af

Plug-Flow detention time= 70.4 min calculated for 0.578 af (28% of inflow)
Center-of-Mass det. time= 15.5 min (100.1 - 84.6)

Volume	Invert	Avail.Storage	Storage Description
#1	736.00'	3.653 af	**Custom Stage Data (Prismatic)** Listed below (Recalc)

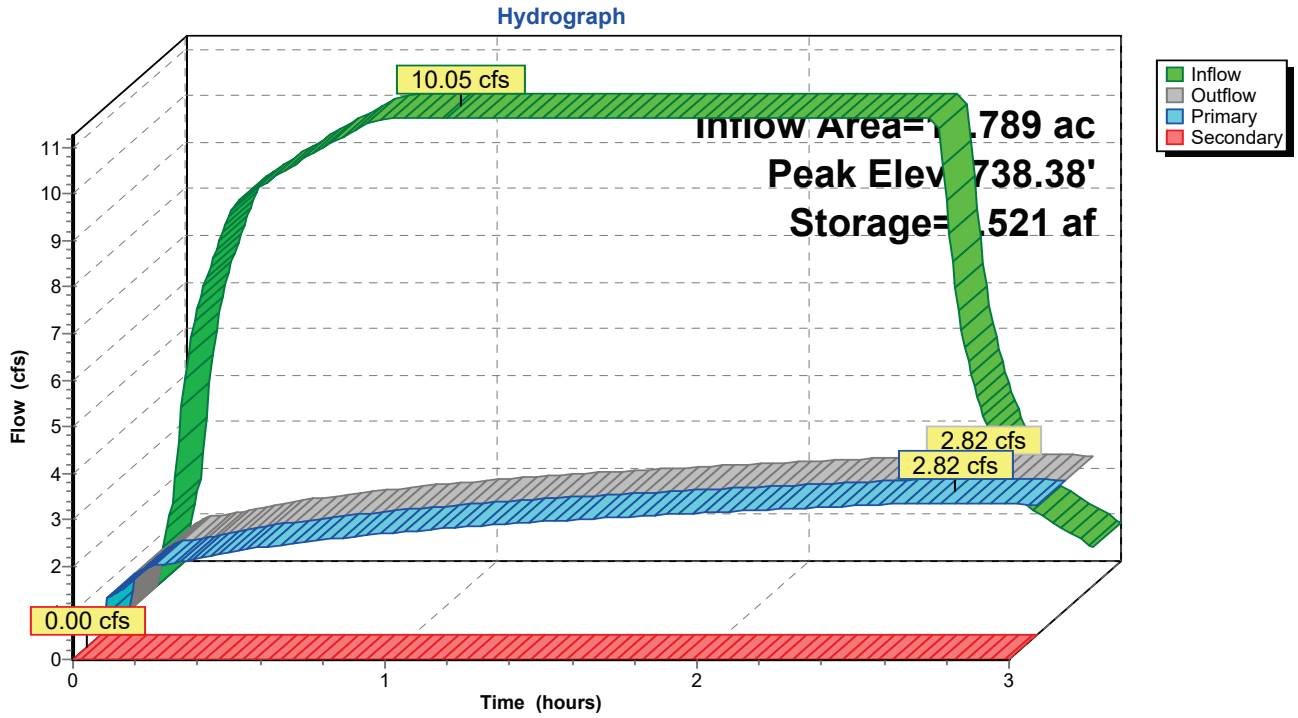
Elevation (feet)	Surf.Area (acres)	Inc.Store (acre-feet)	Cum.Store (acre-feet)
736.00	0.024	0.000	0.000
737.00	0.592	0.308	0.308
738.00	1.025	0.809	1.117
739.00	1.170	1.097	2.214
739.50	1.276	0.611	2.825
740.14	1.310	0.828	3.653

Device	Routing	Invert	Outlet Devices
#1	Primary	735.51'	**8.0" Round Culvert** L= 50.4' RCP, rounded edge headwall, Ke= 0.100 Inlet / Outlet Invert= 735.51' / 734.98' S= 0.0105 '/' Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.35 sf
#2	Secondary	739.50'	**33.0' long x 8.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.43 2.54 2.70 2.69 2.68 2.68 2.66 2.64 2.64 2.64 2.65 2.65 2.66 2.66 2.68 2.70 2.74

Primary OutFlow Max=2.82 cfs @ 2.70 hrs HW=738.38' (Free Discharge)
└**1=Culvert** (Barrel Controls 2.82 cfs @ 8.07 fps)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=736.00' (Free Discharge)
└**2=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Pond P1: Detention Pond



Pipe Listing (all nodes)

Line#	Node Number	In-Invert (feet)	Out-Invert (feet)	Length (feet)	Slope (ft/ft)	n	Width (inches)	Diam/Height (inches)	Inside-Fill (inches)	Node Name
1	R13	750.17	748.69	149.2	0.0099	0.010	0.0	12.0	0.0	
2	R14	741.84	736.82	148.6	0.0338	0.012	0.0	24.0	0.0	
3	R15	744.87	743.36	147.0	0.0103	0.012	0.0	24.0	0.0	
4	R16	749.30	748.18	108.0	0.0104	0.012	0.0	12.0	0.0	
5	R17	745.50	744.50	20.0	0.0500	0.012	0.0	6.0	0.0	
6	R18	743.36	736.82	147.0	0.0445	0.012	0.0	24.0	0.0	
7	R19	745.41	743.36	46.0	0.0446	0.012	0.0	12.0	0.0	
8	R21	746.00	744.88	223.0	0.0050	0.012	0.0	24.0	0.0	
9	R31	747.75	747.18	154.3	0.0037	0.012	0.0	18.0	0.0	
10	R41	748.86	748.17	324.3	0.0021	0.010	0.0	12.0	0.0	
11	R51	749.07	747.75	123.9	0.0107	0.012	0.0	15.0	0.0	
12	R52	750.10	749.10	114.4	0.0087	0.012	0.0	12.0	0.0	
13	R53	750.43	750.26	62.2	0.0027	0.010	0.0	6.0	0.0	
14	R54	750.30	749.91	63.0	0.0062	0.010	0.0	6.0	0.0	
15	R61	748.55	747.75	133.8	0.0060	0.012	0.0	15.0	0.0	
16	R62	749.32	748.61	122.3	0.0058	0.012	0.0	12.0	0.0	
17	R63	749.91	749.35	117.3	0.0048	0.012	0.0	12.0	0.0	
18	R71	747.78	744.96	307.3	0.0092	0.012	0.0	12.0	0.0	
19	R81	748.66	747.78	63.2	0.0139	0.012	0.0	12.0	0.0	
20	R82	750.74	748.70	136.0	0.0150	0.012	0.0	12.0	0.0	
21	R91	750.30	748.93	206.5	0.0066	0.012	0.0	12.0	0.0	
22	R92	751.22	750.30	134.2	0.0069	0.012	0.0	12.0	0.0	
23	P1	735.51	734.98	50.4	0.0105	0.010	0.0	8.0	0.0	

Time span=0.00-3.00 hrs, dt=0.01 hrs, 301 points
Runoff by Rational method, Rise/Fall=1.0/1.0 xTc
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment CA10: South Scale Area Runoff Area=0.371 ac 0.00% Impervious Runoff Depth=1.28"
Flow Length=218' Tc=13.3 min C=0.30 Runoff=0.17 cfs 0.040 af

Subcatchment CA11: North Scale Area Runoff Area=0.625 ac 35.68% Impervious Runoff Depth=2.39"
Flow Length=168' Tc=5.9 min C=0.56 Runoff=0.55 cfs 0.125 af

Subcatchment CA12: Building Entrance Runoff Area=0.720 ac 70.56% Impervious Runoff Depth=3.42"
Flow Length=376' Tc=12.6 min C=0.80 Runoff=0.90 cfs 0.205 af

Subcatchment CA13: South Building Area Runoff Area=0.167 ac 97.60% Impervious Runoff Depth=3.97"
Flow Length=85' Slope=0.0100 '/' Tc=0.7 min C=0.93 Runoff=0.24 cfs 0.055 af

Subcatchment CA14: North Building Area Runoff Area=0.503 ac 100.00% Impervious Runoff Depth=4.06"
Flow Length=162' Slope=0.0100 '/' Tc=1.3 min C=0.95 Runoff=0.75 cfs 0.170 af

Subcatchment CA15: West Building Area Runoff Area=0.650 ac 7.23% Impervious Runoff Depth=1.50"
Flow Length=175' Tc=13.3 min C=0.35 Runoff=0.36 cfs 0.081 af

Subcatchment CA16: East Access Road Runoff Area=0.109 ac 43.12% Impervious Runoff Depth=2.78"
Flow Length=172' Tc=11.0 min C=0.65 Runoff=0.11 cfs 0.025 af

Subcatchment CA17: East Building Area Runoff Area=0.531 ac 21.66% Impervious Runoff Depth=2.69"
Flow Length=221' Tc=12.9 min C=0.63 Runoff=0.52 cfs 0.119 af

Subcatchment CA18: SE 1 Parking Area Runoff Area=0.156 ac 0.00% Impervious Runoff Depth=2.26"
Flow Length=146' Tc=7.8 min C=0.53 Runoff=0.13 cfs 0.029 af

Subcatchment CA19: SE 2 Parking Area Runoff Area=2.030 ac 0.30% Impervious Runoff Depth>1.83"
Flow Length=694' Tc=40.1 min C=0.45 Runoff=1.43 cfs 0.310 af

Subcatchment CA20: NE Parking Area Runoff Area=1.364 ac 0.00% Impervious Runoff Depth>1.75"
Flow Length=738' Tc=40.7 min C=0.43 Runoff=0.92 cfs 0.199 af

Subcatchment CA21: N Central Parking Area Runoff Area=0.385 ac 0.00% Impervious Runoff Depth=2.56"
Flow Length=92' Slope=0.0121 '/' Tc=1.4 min C=0.60 Runoff=0.36 cfs 0.082 af

Subcatchment CA22: S Central Parking Area Runoff Area=0.354 ac 5.65% Impervious Runoff Depth=2.65"
Flow Length=86' Slope=0.0137 '/' Tc=1.3 min C=0.62 Runoff=0.34 cfs 0.078 af

Subcatchment CA23: NW Parking Area Runoff Area=0.659 ac 0.00% Impervious Runoff Depth>1.96"
Flow Length=203' Tc=30.5 min C=0.47 Runoff=0.49 cfs 0.108 af

Subcatchment CA24: SW Parking Area Runoff Area=0.510 ac 6.86% Impervious Runoff Depth=2.48"
Flow Length=179' Tc=12.3 min C=0.58 Runoff=0.46 cfs 0.105 af

Subcatchment CA6: Pond Catchment Area Runoff Area=2.266 ac 13.02% Impervious Runoff Depth=1.67"
Flow Length=218' Slope=0.0698 '/' Tc=2.0 min C=0.39 Runoff=1.38 cfs 0.315 af

Subcatchment CA7: NE Station Area Runoff Area=0.750 ac 33.20% Impervious Runoff Depth>2.22"
Flow Length=258' Tc=15.8 min C=0.52 Runoff=0.61 cfs 0.139 af

Subcatchment CA8: East Station Area Runoff Area=0.504 ac 97.62% Impervious Runoff Depth=3.97"
Flow Length=219' Tc=3.9 min C=0.93 Runoff=0.73 cfs 0.167 af

Subcatchment CA9: SE Station Area Runoff Area=0.135 ac 98.52% Impervious Runoff Depth=4.02"
Flow Length=117' Tc=3.1 min C=0.94 Runoff=0.20 cfs 0.045 af

Reach R13: Pipe CA13 to I81 Avg. Flow Depth=0.16' Max Vel=3.11 fps Inflow=0.24 cfs 0.055 af
12.0" Round Pipe n=0.010 L=149.2' S=0.0099 '/' Capacity=4.61 cfs Outflow=0.24 cfs 0.055 af

Reach R14: Pipe I14 to Pond Avg. Flow Depth=0.59' Max Vel=11.08 fps Inflow=8.68 cfs 1.934 af
24.0" Round Pipe n=0.012 L=148.6' S=0.0338 '/' Capacity=45.04 cfs Outflow=8.68 cfs 1.933 af

Reach R15: Pipe I15 to I18 Avg. Flow Depth=0.81' Max Vel=7.16 fps Inflow=8.48 cfs 1.891 af
24.0" Round Pipe n=0.012 L=147.0' S=0.0103 '/' Capacity=24.84 cfs Outflow=8.48 cfs 1.889 af

Reach R16: Pipe I16 to I21 Avg. Flow Depth=0.29' Max Vel=3.83 fps Inflow=0.73 cfs 0.167 af
12.0" Round Pipe n=0.012 L=108.0' S=0.0104 '/' Capacity=3.93 cfs Outflow=0.73 cfs 0.167 af

Reach R17: Pipe I17 to Pond Avg. Flow Depth=0.24' Max Vel=6.74 fps Inflow=0.61 cfs 0.139 af
6.0" Round Pipe n=0.012 L=20.0' S=0.0500 '/' Capacity=1.36 cfs Outflow=0.61 cfs 0.139 af

Reach R18: Pipe I18 to I14 Avg. Flow Depth=0.55' Max Vel=12.22 fps Inflow=8.68 cfs 1.934 af
24.0" Round Pipe n=0.012 L=147.0' S=0.0445 '/' Capacity=51.69 cfs Outflow=8.68 cfs 1.934 af

Reach R19: Pipe I19 to I14 Avg. Flow Depth=0.11' Max Vel=4.37 fps Inflow=0.20 cfs 0.045 af
12.0" Round Pipe n=0.012 L=46.0' S=0.0446 '/' Capacity=8.15 cfs Outflow=0.20 cfs 0.045 af

Reach R21: Pipe I21 to I15 Avg. Flow Depth=0.81' Max Vel=5.02 fps Inflow=5.97 cfs 1.325 af
24.0" Round Pipe n=0.012 L=223.0' S=0.0050 '/' Capacity=17.37 cfs Outflow=5.97 cfs 1.322 af

Reach R31: Pipe I31 to I21 Avg. Flow Depth=0.84' Max Vel=4.09 fps Inflow=4.13 cfs 0.909 af
18.0" Round Pipe n=0.012 L=154.3' S=0.0037 '/' Capacity=6.92 cfs Outflow=4.13 cfs 0.907 af

Reach R41: Pipe I41 to I31 Avg. Flow Depth=0.41' Max Vel=2.48 fps Inflow=0.75 cfs 0.170 af
12.0" Round Pipe n=0.010 L=324.3' S=0.0021 '/' Capacity=2.14 cfs Outflow=0.75 cfs 0.170 af

Reach R51: Pipe I51 to I31 Avg. Flow Depth=0.44' Max Vel=4.97 fps Inflow=1.90 cfs 0.417 af
15.0" Round Pipe n=0.012 L=123.9' S=0.0107 '/' Capacity=7.22 cfs Outflow=1.90 cfs 0.417 af

Reach R52: Pipe I52 to I51 Avg. Flow Depth=0.46' Max Vel=4.43 fps Inflow=1.56 cfs 0.340 af
12.0" Round Pipe n=0.012 L=114.4' S=0.0087 '/' Capacity=3.61 cfs Outflow=1.56 cfs 0.339 af

Reach R53: Pipe I53 to I52 Avg. Flow Depth=0.20' Max Vel=1.76 fps Inflow=0.13 cfs 0.029 af
6.0" Round Pipe n=0.010 L=62.2' S=0.0027 '/' Capacity=0.38 cfs Outflow=0.13 cfs 0.029 af

Reach R54: Pipe I54 to I63 Avg. Flow Depth=0.00' Max Vel=0.00 fps Inflow=0.00 cfs 0.000 af
6.0" Round Pipe n=0.010 L=63.0' S=0.0062 '/' Capacity=0.57 cfs Outflow=0.00 cfs 0.000 af

Reach R61: Pipe I61 to I31 Avg. Flow Depth=0.49' Max Vel=3.94 fps Inflow=1.77 cfs 0.388 af
15.0" Round Pipe n=0.012 L=133.8' S=0.0060 '/' Capacity=5.41 cfs Outflow=1.77 cfs 0.387 af

Reach R62: Pipe I62 to I61 Avg. Flow Depth=0.46' Max Vel=3.62 fps Inflow=1.28 cfs 0.281 af
12.0" Round Pipe n=0.012 L=122.3' S=0.0058 '/' Capacity=2.94 cfs Outflow=1.28 cfs 0.280 af

Reach R63: Pipe I63 to I62 Avg. Flow Depth=0.40' Max Vel=3.08 fps Inflow=0.92 cfs 0.199 af
12.0" Round Pipe n=0.012 L=117.3' S=0.0048 '/' Capacity=2.67 cfs Outflow=0.92 cfs 0.198 af

Reach R71: Pipe I71 to I15 Avg. Flow Depth=0.58' Max Vel=4.98 fps Inflow=2.33 cfs 0.529 af
12.0" Round Pipe n=0.012 L=307.3' S=0.0092 '/' Capacity=3.70 cfs Outflow=2.33 cfs 0.529 af

Reach R81: Pipe I81 to I71 Avg. Flow Depth=0.28' Max Vel=4.35 fps Inflow=0.79 cfs 0.180 af
12.0" Round Pipe n=0.012 L=63.2' S=0.0139 '/' Capacity=4.55 cfs Outflow=0.79 cfs 0.180 af

Reach R82: Pipe I82 to I81 Avg. Flow Depth=0.23' Max Vel=4.02 fps Inflow=0.55 cfs 0.125 af
12.0" Round Pipe n=0.012 L=136.0' S=0.0150 '/' Capacity=4.73 cfs Outflow=0.55 cfs 0.125 af

Reach R91: Pipe I91 to I71 Avg. Flow Depth=0.30' Max Vel=3.13 fps Inflow=0.64 cfs 0.144 af
12.0" Round Pipe n=0.012 L=206.5' S=0.0066 '/' Capacity=3.14 cfs Outflow=0.64 cfs 0.144 af

Reach R92: Pipe I92 to I91 Avg. Flow Depth=0.27' Max Vel=3.00 fps Inflow=0.52 cfs 0.119 af
12.0" Round Pipe n=0.012 L=134.2' S=0.0069 '/' Capacity=3.20 cfs Outflow=0.52 cfs 0.119 af

Pond I14: Inlet 1-4 Peak Elev=742.80' Inflow=8.68 cfs 1.934 af
Outflow=8.68 cfs 1.934 af

Pond I15: Inlet 1-5 Peak Elev=745.89' Inflow=8.48 cfs 1.891 af
Outflow=8.48 cfs 1.891 af

Pond I16: Inlet 1-6 Peak Elev=749.77' Inflow=0.73 cfs 0.167 af
Outflow=0.73 cfs 0.167 af

Pond I17: Trench Drain 1-7 Peak Elev=746.17' Inflow=0.61 cfs 0.139 af
Outflow=0.61 cfs 0.139 af

Pond I18: Catch Basin 1-8 Peak Elev=744.30' Inflow=8.68 cfs 1.934 af
Outflow=8.68 cfs 1.934 af

Pond I19: Inlet 1-9 Peak Elev=745.63' Inflow=0.20 cfs 0.045 af
Outflow=0.20 cfs 0.045 af

Pond I21: Inlet 2-1 Peak Elev=748.16' Inflow=5.97 cfs 1.325 af
Outflow=5.97 cfs 1.325 af

Pond I31: Manhole 3-1 Peak Elev=748.66' Inflow=4.13 cfs 0.909 af
Outflow=4.13 cfs 0.909 af

Pond I41: Inlet 4-1 Peak Elev=749.40' Inflow=0.75 cfs 0.170 af
Outflow=0.75 cfs 0.170 af

Pond I51: Inlet 5-1 Peak Elev=749.66' Inflow=1.90 cfs 0.417 af
Outflow=1.90 cfs 0.417 af

Pond I52: Inlet 5-2 Peak Elev=750.75' Inflow=1.56 cfs 0.340 af
Outflow=1.56 cfs 0.340 af

Pond I53: Inlet 5-3 Peak Elev=750.67' Inflow=0.13 cfs 0.029 af
Outflow=0.13 cfs 0.029 af

Pond I54: Inlet 5-4 Peak Elev=0.00'
Primary=0.00 cfs 0.000 af

Pond I61: Manhole 6-1 Peak Elev=749.16' Inflow=1.77 cfs 0.388 af
Outflow=1.77 cfs 0.388 af

Pond I62: Inlet 6-2 Peak Elev=749.88' Inflow=1.28 cfs 0.281 af
Outflow=1.28 cfs 0.281 af

Pond I63: Inlet 6-3 Peak Elev=750.48' Inflow=0.92 cfs 0.199 af
Outflow=0.92 cfs 0.199 af

Pond I71: Inlet 7-1 Peak Elev=748.51' Inflow=2.33 cfs 0.529 af
Outflow=2.33 cfs 0.529 af

Pond I81: Inlet 8-1 Peak Elev=749.01' Inflow=0.79 cfs 0.180 af
Outflow=0.79 cfs 0.180 af

Pond I82: Inlet 8-2 Peak Elev=751.13' Inflow=0.55 cfs 0.125 af
Outflow=0.55 cfs 0.125 af

Pond I91: Inlet 9-1 Peak Elev=750.67' Inflow=0.64 cfs 0.144 af
Outflow=0.64 cfs 0.144 af

Pond I92: Inlet 9-2 Peak Elev=751.63' Inflow=0.52 cfs 0.119 af
Outflow=0.52 cfs 0.119 af

Pond P1: Detention Pond Peak Elev=738.64' Storage=1.798 af Inflow=10.67 cfs 2.386 af
Primary=2.94 cfs 0.590 af Secondary=0.00 cfs 0.000 af Outflow=2.94 cfs 0.590 af

Total Runoff Area = 12.789 ac Runoff Volume = 2.398 af Average Runoff Depth = 2.25"
77.82% Pervious = 9.953 ac 22.18% Impervious = 2.836 ac

Summary for Subcatchment CA10: South Scale Area

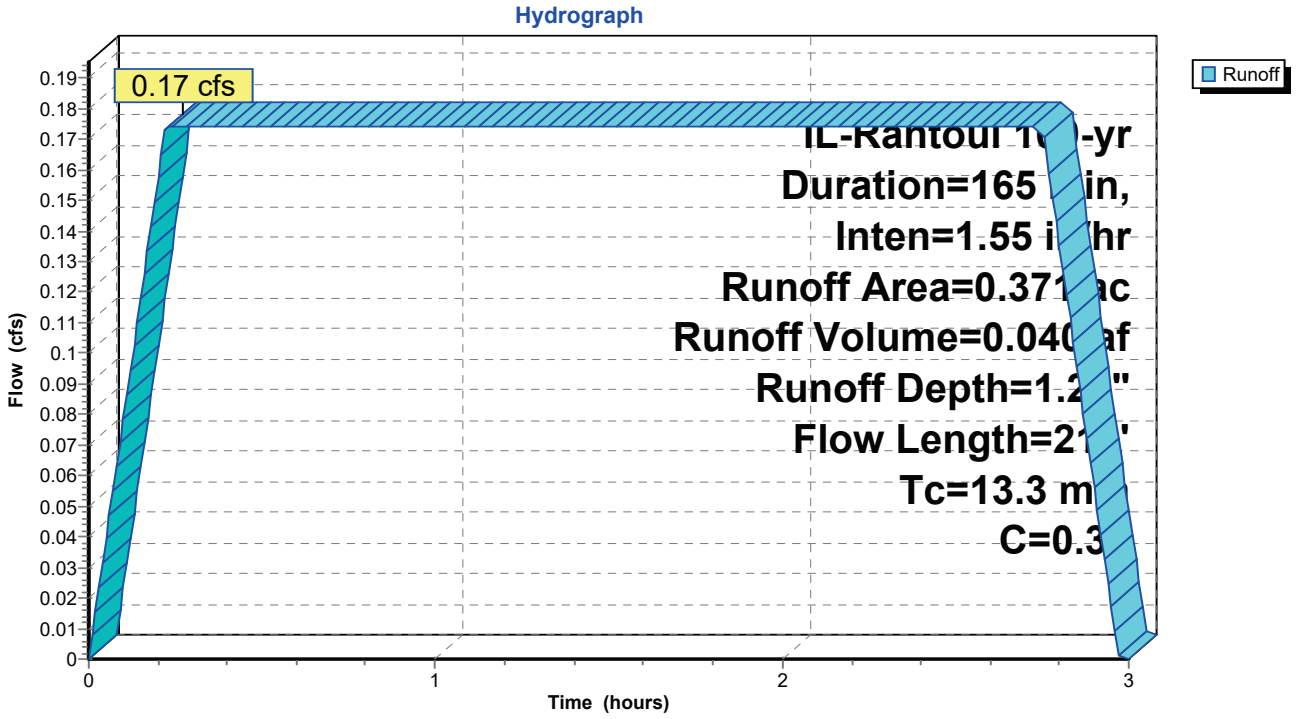
Runoff = 0.17 cfs @ 0.23 hrs, Volume= 0.040 af, Depth= 1.28"
Routed to Pond I15 : Inlet 1-5

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=165 min, Inten=1.55 in/hr

Area (ac)	C	Description
0.007	0.40	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C
0.364	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.371	0.30	Weighted Average
0.371		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.6	100	0.0176	0.16		**Sheet Flow, Grass area S of access road** Grass: Short n= 0.150 P2= 3.03"
2.7	118	0.0105	0.72		**Shallow Concentrated Flow, Grass area s of access road** Short Grass Pasture Kv= 7.0 fps
13.3	218	Total			

Subcatchment CA10: South Scale Area



Summary for Subcatchment CA11: North Scale Area

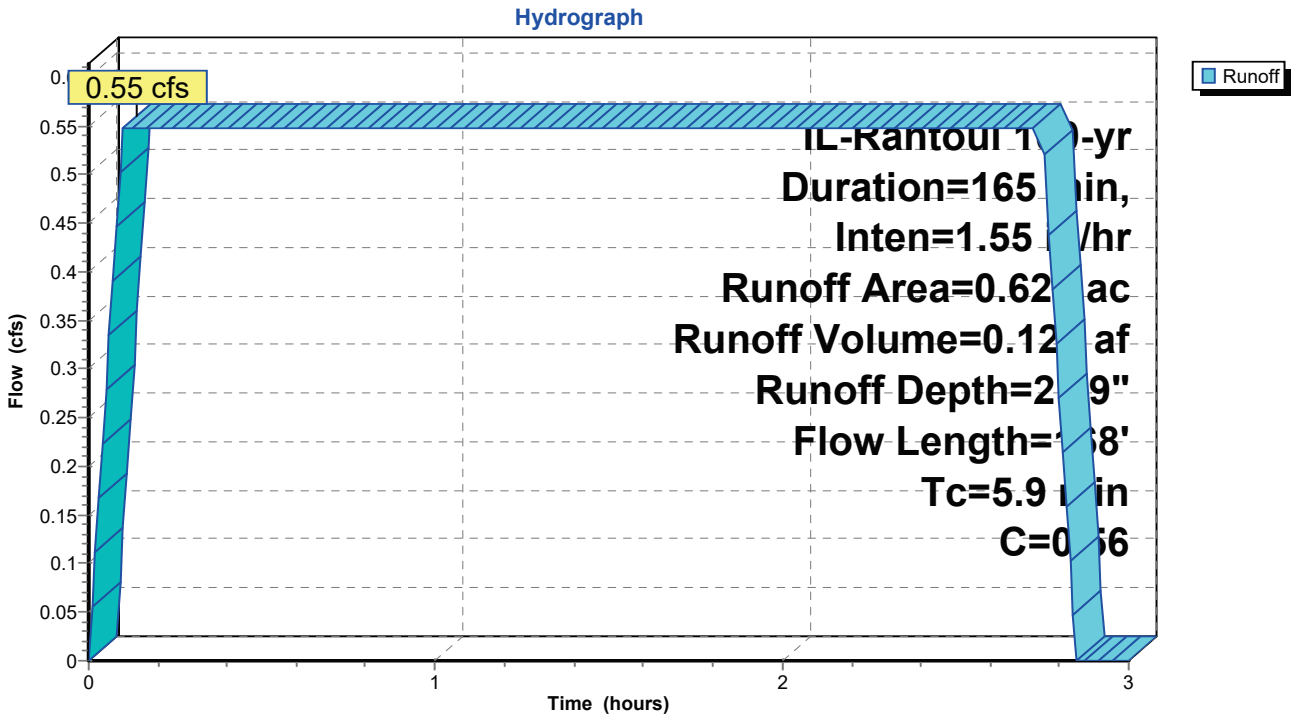
Runoff = 0.55 cfs @ 0.10 hrs, Volume= 0.125 af, Depth= 2.39"
Routed to Pond I82 : Inlet 8-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=165 min, Inten=1.55 in/hr

Area (ac)	C	Description
0.032	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.258	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.111	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.162	0.95	Asphalt
0.061	0.95	Sidewalk
0.001	0.60	Gravel
0.625	0.56	Weighted Average
0.402		64.32% Pervious Area
0.223		35.68% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
4.4	42	0.0274	0.16		**Sheet Flow, Grass area SW of building** Grass: Short n= 0.150 P2= 3.03"
1.5	126	0.0047	1.39		**Shallow Concentrated Flow, Access road N of scale** Paved Kv= 20.3 fps
5.9	168	Total			

Subcatchment CA11: North Scale Area



Summary for Subcatchment CA12: Building Entrance Area

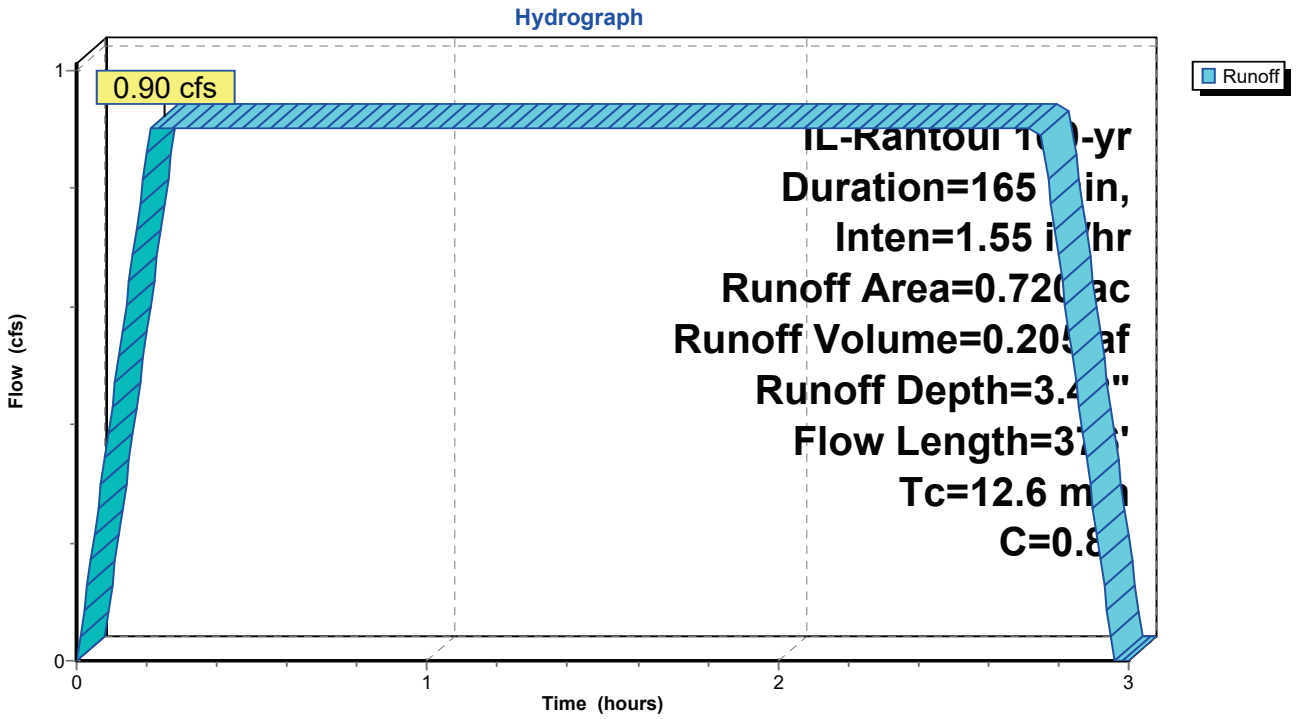
Runoff = 0.90 cfs @ 0.21 hrs, Volume= 0.205 af, Depth= 3.42"
Routed to Pond I71 : Inlet 7-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=165 min, Inten=1.55 in/hr

Area (ac)	C	Description
0.132	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.001	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.046	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.413	0.95	Asphalt
0.095	0.95	Sidewalk
0.033	0.60	Gravel
0.720	0.80	Weighted Average
0.212		29.44% Pervious Area
0.508		70.56% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.8	116	0.0224	0.18		**Sheet Flow, Gass SE of building** Grass: Short n= 0.150 P2= 3.03"
1.8	260	0.0137	2.38		**Shallow Concentrated Flow, Access Road** Paved Kv= 20.3 fps
12.6	376	Total			

Subcatchment CA12: Building Entrance Area



Summary for Subcatchment CA13: South Building Area

[70] Warning: Tc<8dt requires smaller dt

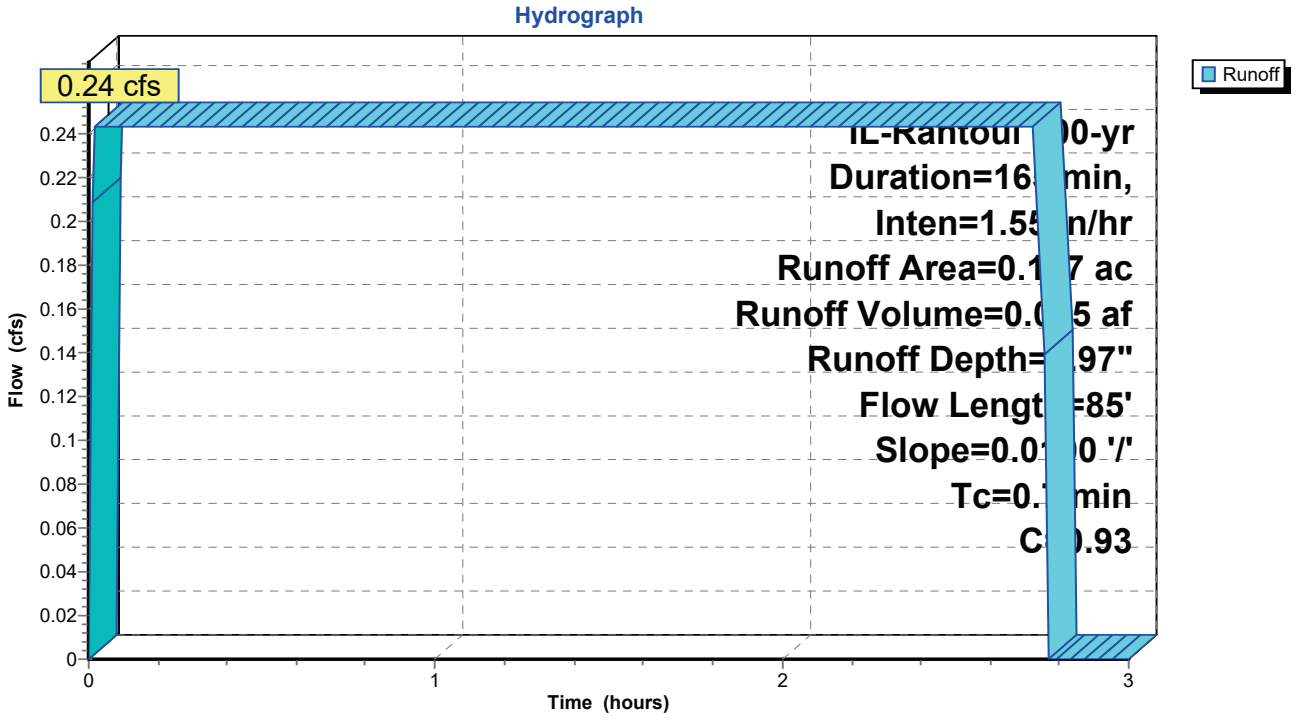
Runoff = 0.24 cfs @ 0.02 hrs, Volume= 0.055 af, Depth= 3.97"
Routed to Reach R13 : Pipe CA13 to I81

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=165 min, Inten=1.55 in/hr

Area (ac)	C	Description
0.162	0.95	Building
0.001	0.95	Sidewalk
0.004	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.167	0.93	Weighted Average
0.004		2.40% Pervious Area
0.163		97.60% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.7	85	0.0100	2.03		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps

Subcatchment CA13: South Building Area



Summary for Subcatchment CA14: North Building Area

[70] Warning: Tc<8dt requires smaller dt

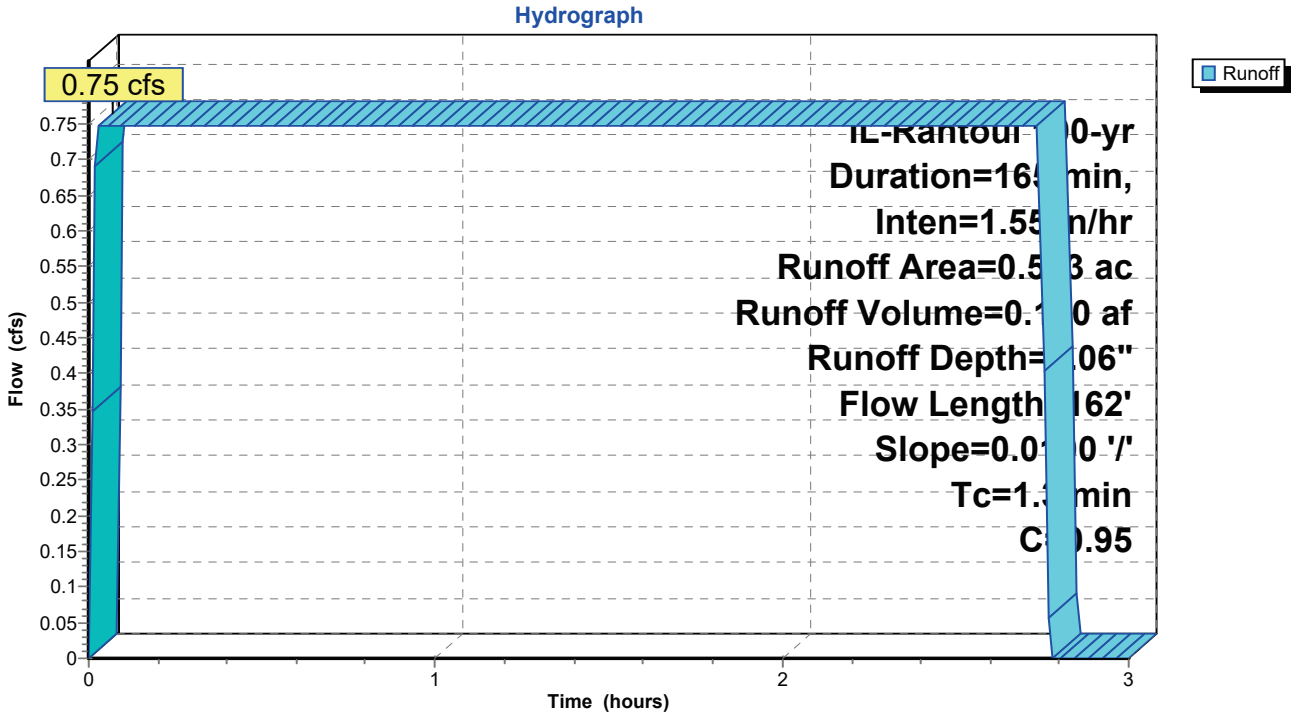
Runoff = 0.75 cfs @ 0.03 hrs, Volume= 0.170 af, Depth= 4.06"
Routed to Pond I41 : Inlet 4-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=165 min, Inten=1.55 in/hr

Area (ac)	C	Description
0.503	0.95	Unconnected roofs, HSG A
0.503		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.3	162	0.0100	2.03		**Shallow Concentrated Flow, N building** Paved Kv= 20.3 fps

Subcatchment CA14: North Building Area



Summary for Subcatchment CA15: West Building Area

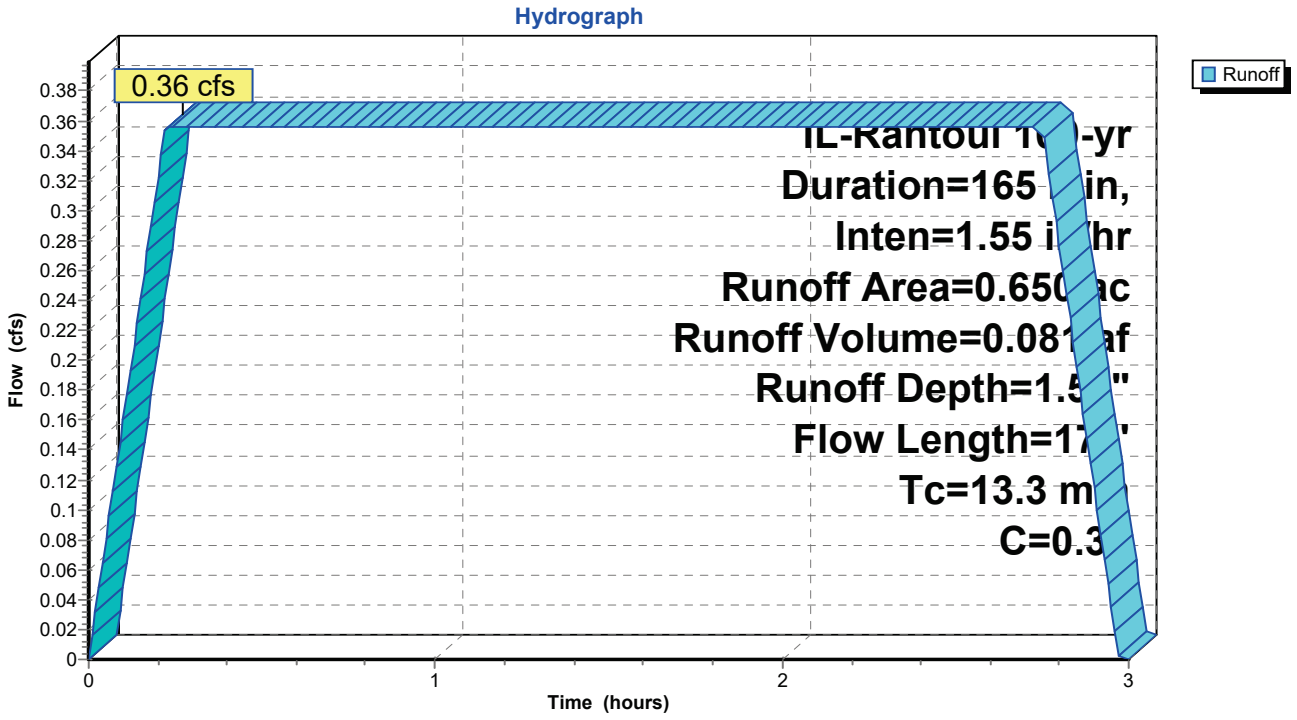
Runoff = 0.36 cfs @ 0.23 hrs, Volume= 0.081 af, Depth= 1.50"
Routed to Pond I21 : Inlet 2-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=165 min, Inten=1.55 in/hr

Area (ac)	C	Description
0.394	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.199	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.036	0.95	Asphalt
0.011	0.95	Sidewalk
0.010	0.60	Gravel
0.650	0.35	Weighted Average
0.603		92.77% Pervious Area
0.047		7.23% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.1	79	0.0123	0.13		**Sheet Flow, Parking N of building** Grass: Short n= 0.150 P2= 3.03"
1.0	5	0.0172	0.09		**Sheet Flow, Parking N of building** Grass: Short n= 0.150 P2= 3.03"
0.3	16	0.0193	0.91		**Sheet Flow, Parking access road** Smooth surfaces n= 0.011 P2= 3.03"
1.9	75	0.0084	0.64		**Shallow Concentrated Flow, Parking N of building** Short Grass Pasture Kv= 7.0 fps
13.3	175	Total			

Subcatchment CA15: West Building Area



Summary for Subcatchment CA16: East Access Road Area

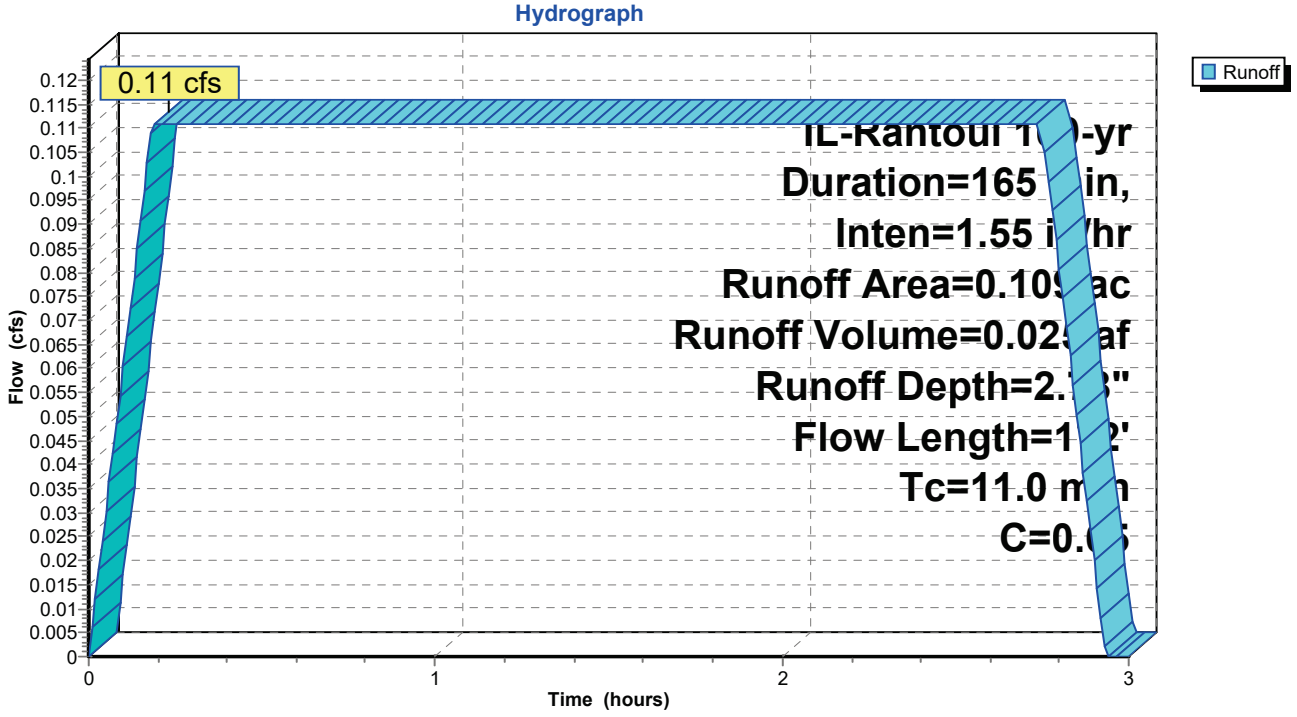
Runoff = 0.11 cfs @ 0.19 hrs, Volume= 0.025 af, Depth= 2.78"
Routed to Pond I91 : Inlet 9-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=165 min, Inten=1.55 in/hr

Area (ac)	C	Description
0.061	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.047	0.95	Ashpalt
0.001	0.60	Gravel
0.109	0.65	Weighted Average
0.062		56.88% Pervious Area
0.047		43.12% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.7	113	0.0218	0.18		**Sheet Flow, Grass E of building** Grass: Short n= 0.150 P2= 3.03"
0.3	59	0.0327	3.67		**Shallow Concentrated Flow, Access Road** Paved Kv= 20.3 fps
11.0	172	Total			

Subcatchment CA16: East Access Road Area



Summary for Subcatchment CA17: East Building Area

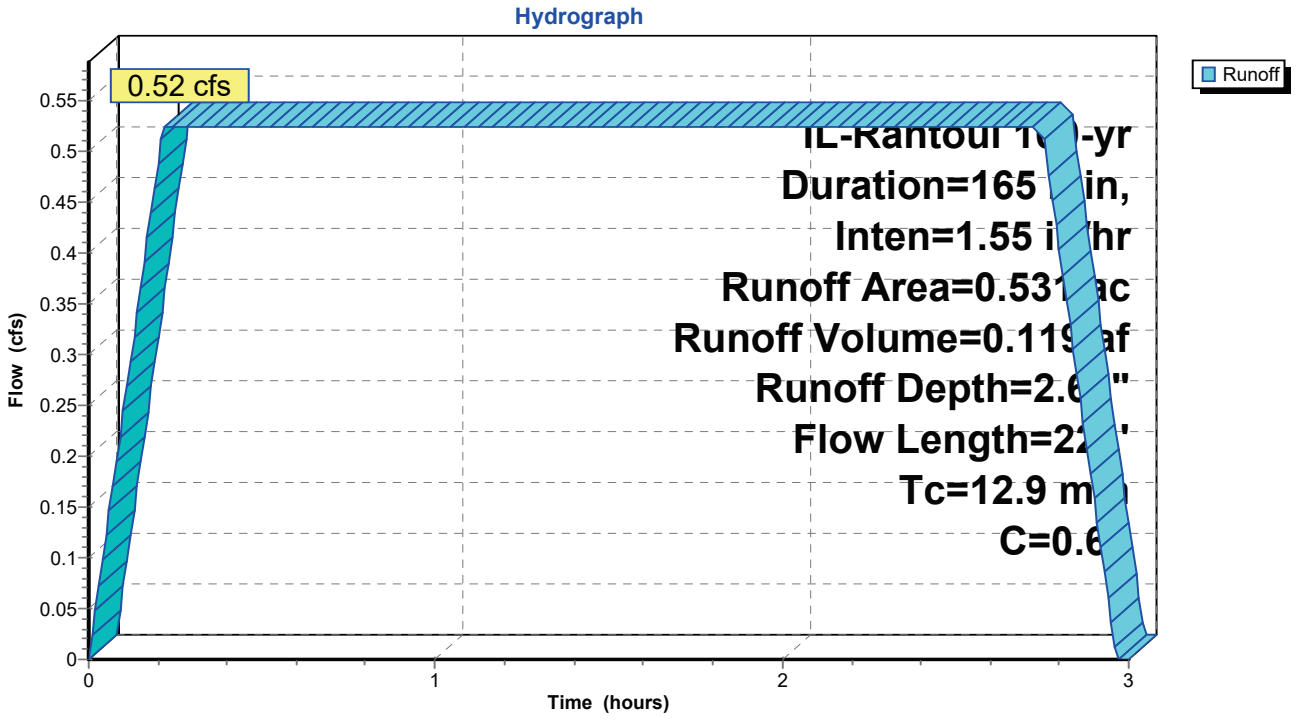
Runoff = 0.52 cfs @ 0.22 hrs, Volume= 0.119 af, Depth= 2.69"
Routed to Pond I92 : Inlet 9-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=165 min, Inten=1.55 in/hr

Area (ac)	C	Description
0.115	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.032	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.008	0.95	Sidewalk
0.269	0.60	Gravel
0.107	0.95	Asphalt
0.531	0.63	Weighted Average
0.416		78.34% Pervious Area
0.115		21.66% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.0	100	0.0129	0.14		**Sheet Flow, Grass E of building** Grass: Short n= 0.150 P2= 3.03"
0.4	26	0.0231	1.06		**Shallow Concentrated Flow, Access Road** Short Grass Pasture Kv= 7.0 fps
0.5	95	0.0344	2.99		**Shallow Concentrated Flow, Access Road** Unpaved Kv= 16.1 fps
12.9	221	Total			

Subcatchment CA17: East Building Area



Summary for Subcatchment CA18: SE 1 Parking Area

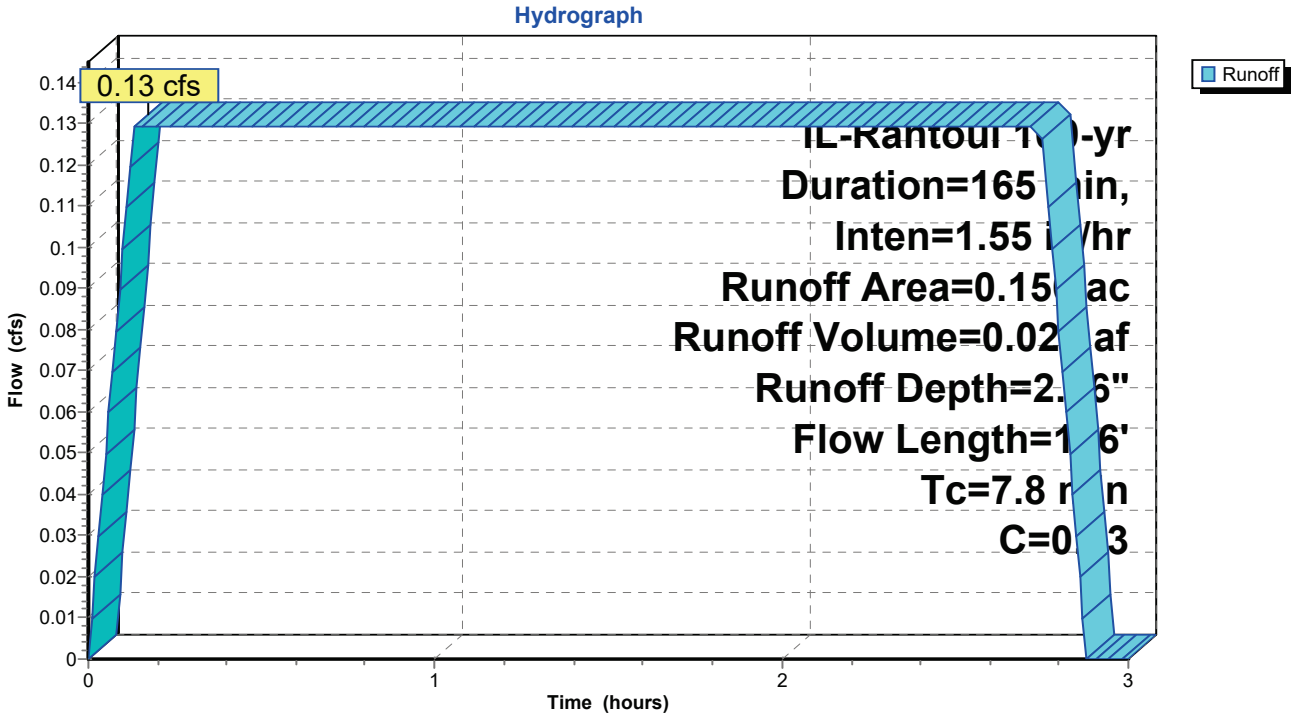
Runoff = 0.13 cfs @ 0.13 hrs, Volume= 0.029 af, Depth= 2.26"
Routed to Pond I53 : Inlet 5-3

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=165 min, Inten=1.55 in/hr

Area (ac)	C	Description
0.060	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.096	0.60	Gravel
0.156	0.53	Weighted Average
0.156		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.2	87	0.0350	0.20		**Sheet Flow, Area E outside of property** Grass: Short n= 0.150 P2= 3.03"
0.6	59	0.0114	1.72		**Shallow Concentrated Flow, Area E outside of property** Unpaved Kv= 16.1 fps
7.8	146	Total			

Subcatchment CA18: SE 1 Parking Area



Summary for Subcatchment CA19: SE 2 Parking Area

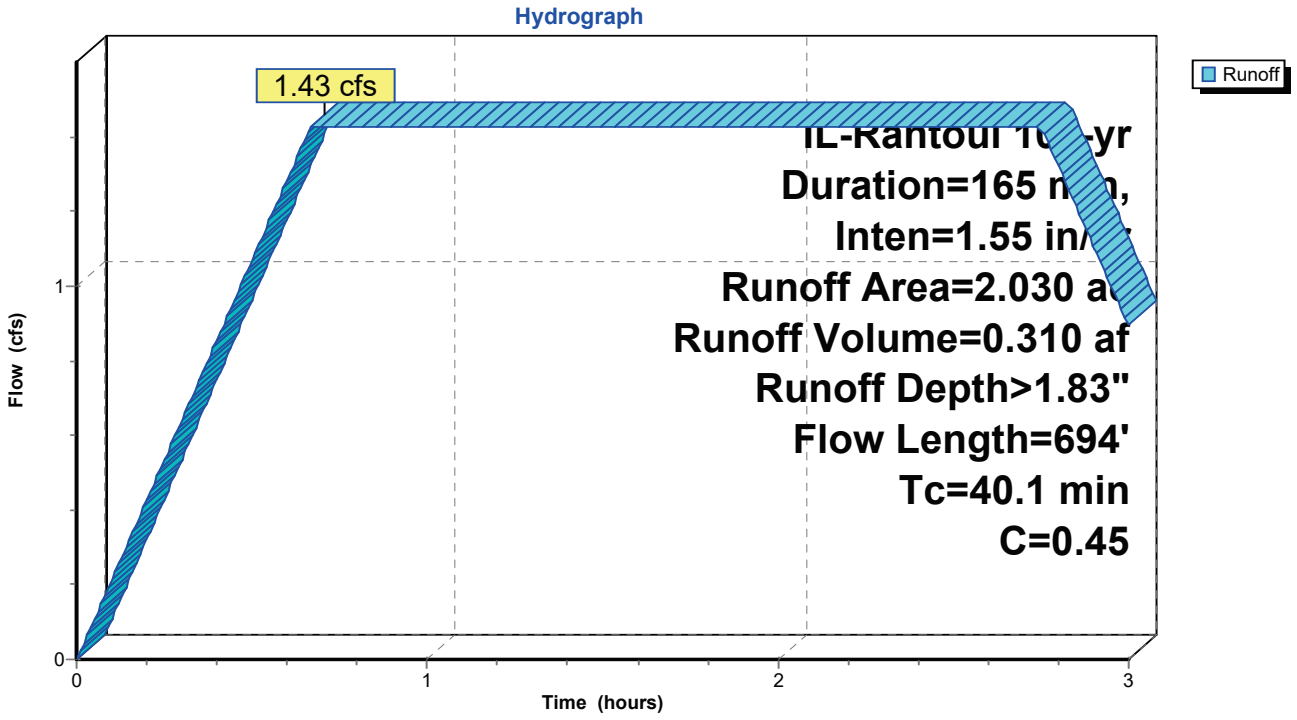
Runoff = 1.43 cfs @ 0.67 hrs, Volume= 0.310 af, Depth> 1.83"
Routed to Pond I52 : Inlet 5-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=165 min, Inten=1.55 in/hr

Area (ac)	C	Description
0.951	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.609	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.101	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.363	0.60	Gravel
0.006	0.95	Sidewalk
2.030	0.45	Weighted Average
2.024		99.70% Pervious Area
0.006		0.30% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
25.3	100	0.0020	0.07		**Sheet Flow, Area E outside of property** Grass: Short n= 0.150 P2= 3.03"
14.4	526	0.0076	0.61		**Shallow Concentrated Flow, Area E outside of property** Short Grass Pasture Kv= 7.0 fps
0.4	68	0.0248	2.54		**Shallow Concentrated Flow, Parking N of building** Unpaved Kv= 16.1 fps
40.1	694	Total			

Subcatchment CA19: SE 2 Parking Area



Summary for Subcatchment CA20: NE Parking Area

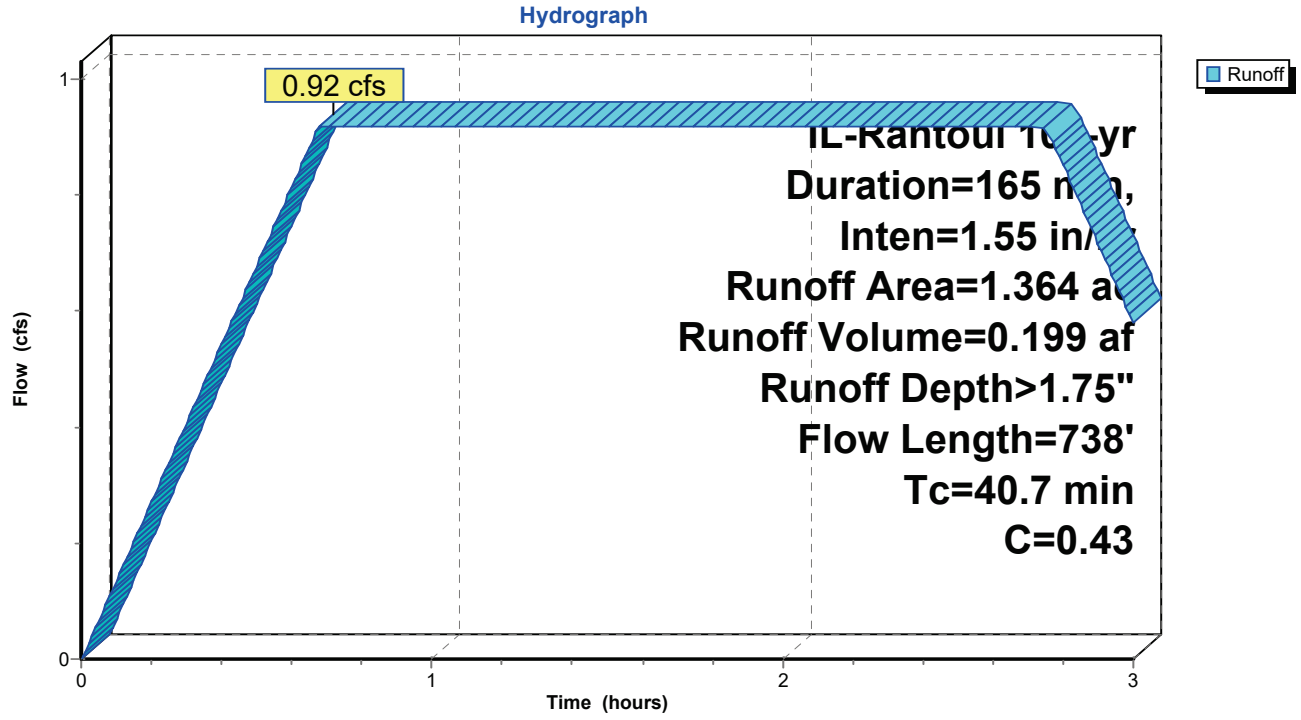
Runoff = 0.92 cfs @ 0.68 hrs, Volume= 0.199 af, Depth> 1.75"
Routed to Pond I63 : Inlet 6-3

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=165 min, Inten=1.55 in/hr

Area (ac)	C	Description
0.338	0.42	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C
0.319	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.362	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.345	0.60	Gravel
1.364	0.43	Weighted Average
1.364		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
25.3	100	0.0020	0.07		**Sheet Flow, Area E outside of property** Grass: Short n= 0.150 P2= 3.03"
14.8	568	0.0083	0.64		**Shallow Concentrated Flow, Area E outside of property** Short Grass Pasture Kv= 7.0 fps
0.6	70	0.0132	1.85		**Shallow Concentrated Flow, Parking N of building** Unpaved Kv= 16.1 fps
40.7	738	Total			

Subcatchment CA20: NE Parking Area



Summary for Subcatchment CA21: N Central Parking Area

[70] Warning: Tc<8dt requires smaller dt

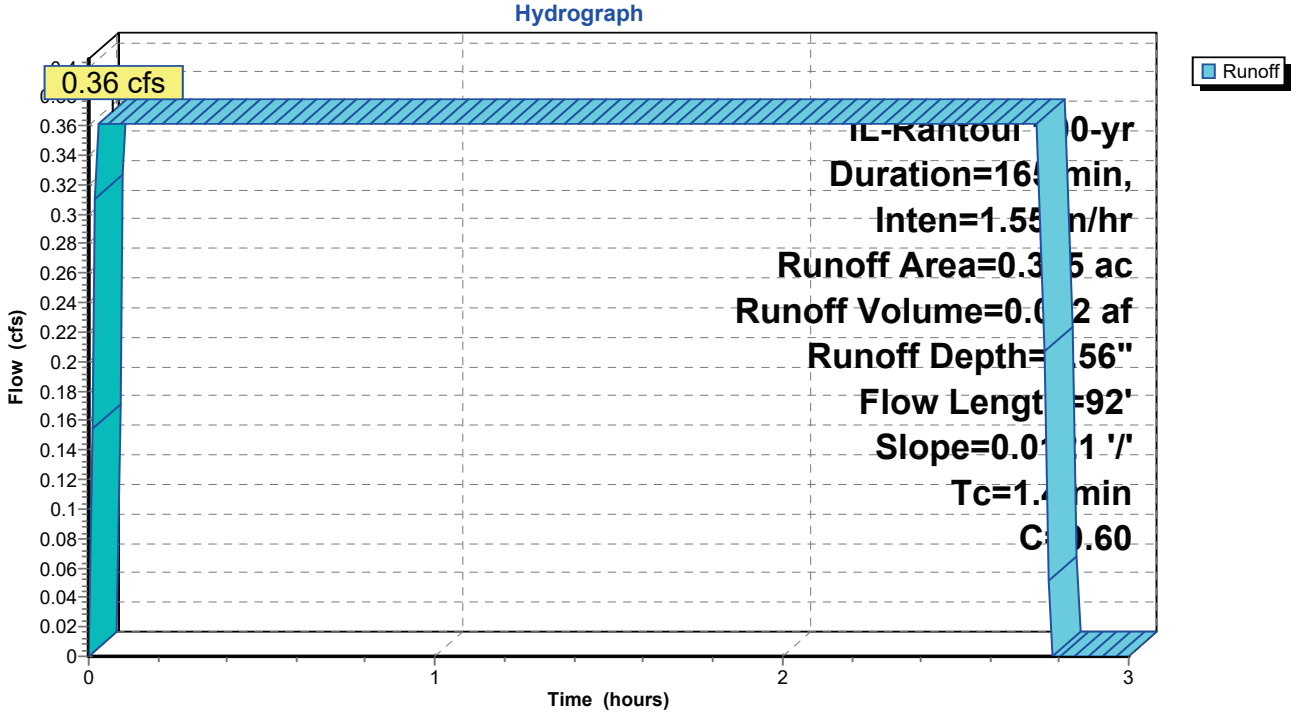
Runoff = 0.36 cfs @ 0.03 hrs, Volume= 0.082 af, Depth= 2.56"
Routed to Pond I62 : Inlet 6-2

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=165 min, Inten=1.55 in/hr

Area (ac)	C	Description
0.385	0.60	Gravel
0.385		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.4	92	0.0121	1.08		**Sheet Flow, Parking Area** Smooth surfaces n= 0.011 P2= 3.03"

Subcatchment CA21: N Central Parking Area



Summary for Subcatchment CA22: S Central Parking Area

[70] Warning: Tc<8dt requires smaller dt

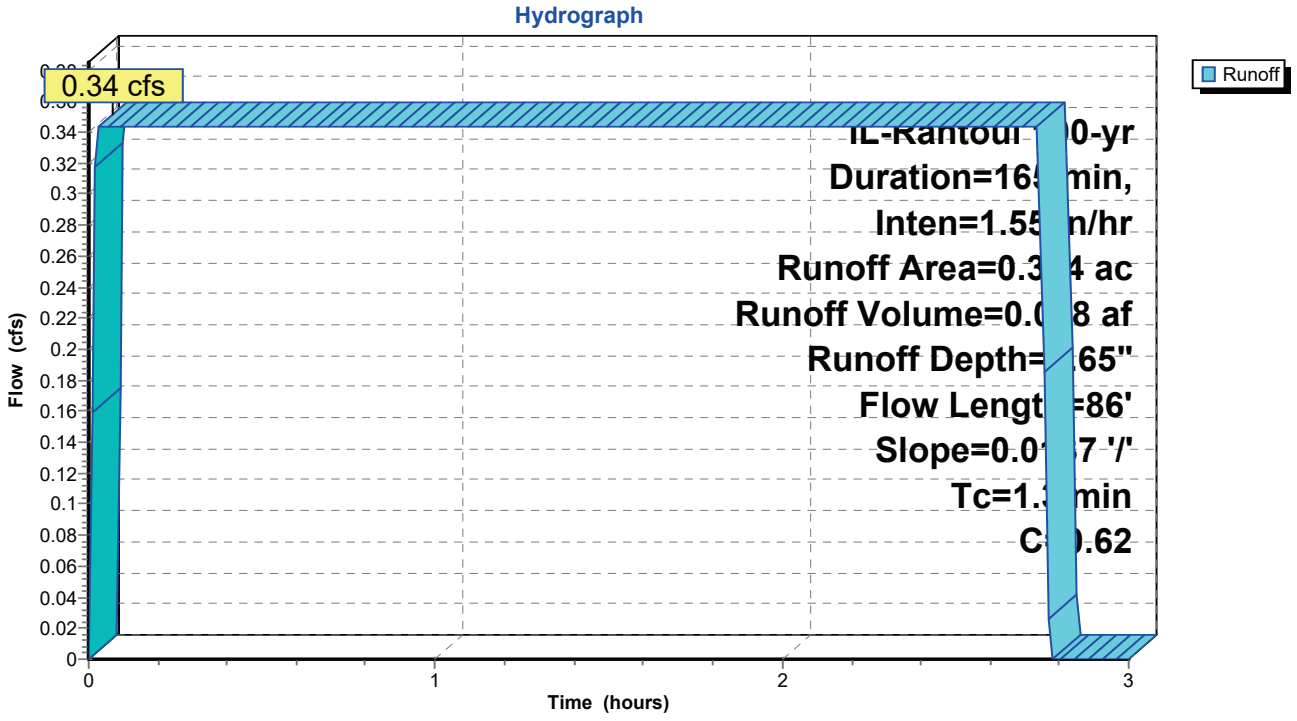
Runoff = 0.34 cfs @ 0.03 hrs, Volume= 0.078 af, Depth= 2.65"
Routed to Pond I51 : Inlet 5-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=165 min, Inten=1.55 in/hr

Area (ac)	C	Description
0.003	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.331	0.60	Gravel
0.020	0.95	Sidewalk
0.354	0.62	Weighted Average
0.334		94.35% Pervious Area
0.020		5.65% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.3	86	0.0137	1.12		**Sheet Flow, Parking Area** Smooth surfaces n= 0.011 P2= 3.03"

Subcatchment CA22: S Central Parking Area



Summary for Subcatchment CA23: NW Parking Area

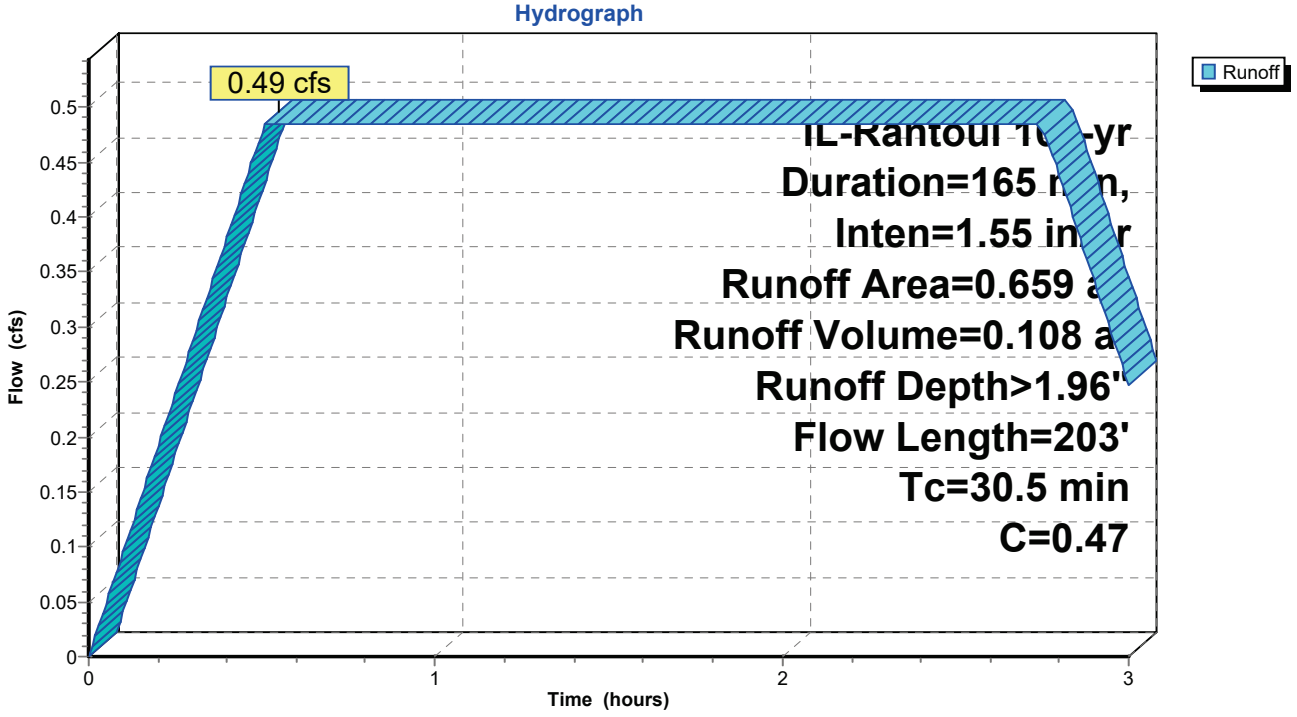
Runoff = 0.49 cfs @ 0.51 hrs, Volume= 0.108 af, Depth> 1.96"
Routed to Pond I61 : Manhole 6-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=165 min, Inten=1.55 in/hr

Area (ac)	C	Description
0.296	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.363	0.60	Gravel
0.659	0.47	Weighted Average
0.659		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
29.2	100	0.0014	0.06		**Sheet Flow, Grass area N of building** Grass: Short n= 0.150 P2= 3.03"
0.6	40	0.0238	1.08		**Shallow Concentrated Flow, Grass area N of building** Short Grass Pasture Kv= 7.0 fps
0.7	63	0.0096	1.58		**Shallow Concentrated Flow, Parking N of building** Unpaved Kv= 16.1 fps
30.5	203	Total			

Subcatchment CA23: NW Parking Area



Summary for Subcatchment CA24: SW Parking Area

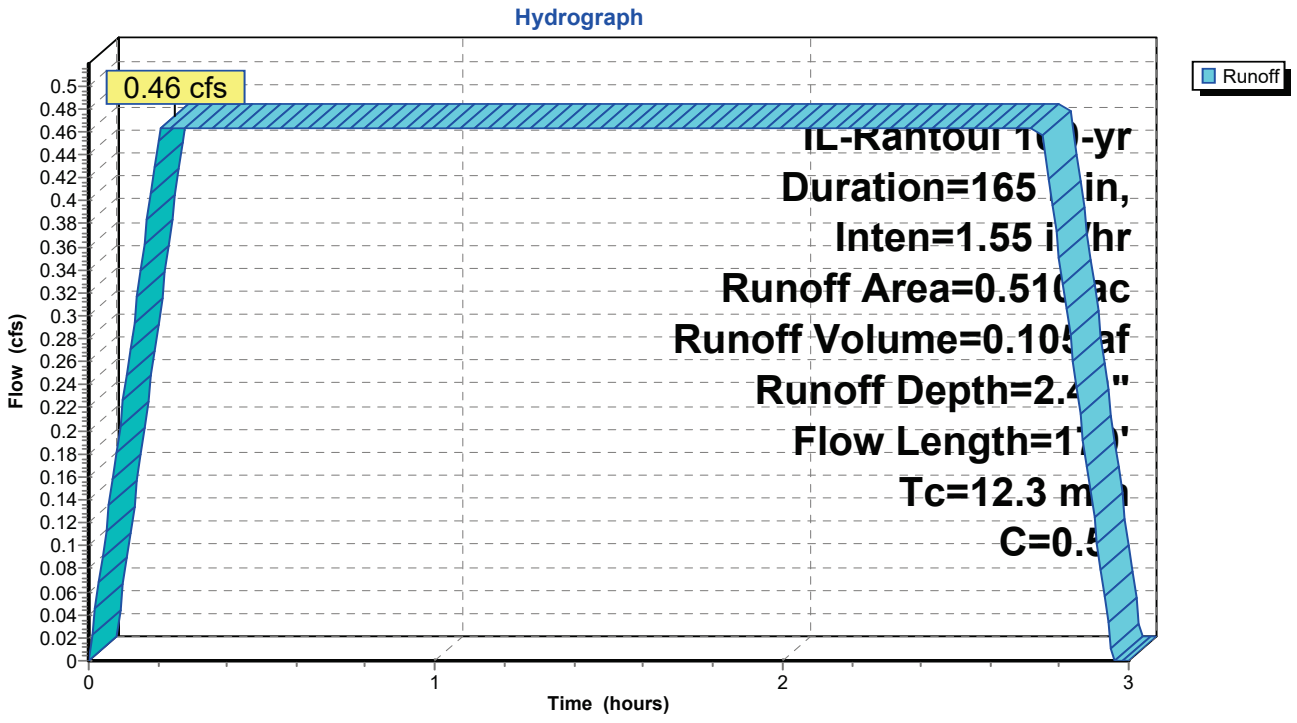
Runoff = 0.46 cfs @ 0.21 hrs, Volume= 0.105 af, Depth= 2.48"
Routed to Pond I31 : Manhole 3-1

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=165 min, Inten=1.55 in/hr

Area (ac)	C	Description
0.001	0.42	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C
0.065	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.015	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.394	0.60	Gravel
0.026	0.95	Sidewalk
0.009	0.95	Asphalt
0.510	0.58	Weighted Average
0.475		93.14% Pervious Area
0.035		6.86% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
11.4	78	0.0090	0.11		**Sheet Flow, Grass area N of building** Grass: Short n= 0.150 P2= 3.03"
0.9	101	0.0133	1.86		**Shallow Concentrated Flow, Parking N of building** Unpaved Kv= 16.1 fps
12.3	179	Total			

Subcatchment CA24: SW Parking Area



Summary for Subcatchment CA6: Pond Catchment Area

[70] Warning: Tc<8dt requires smaller dt

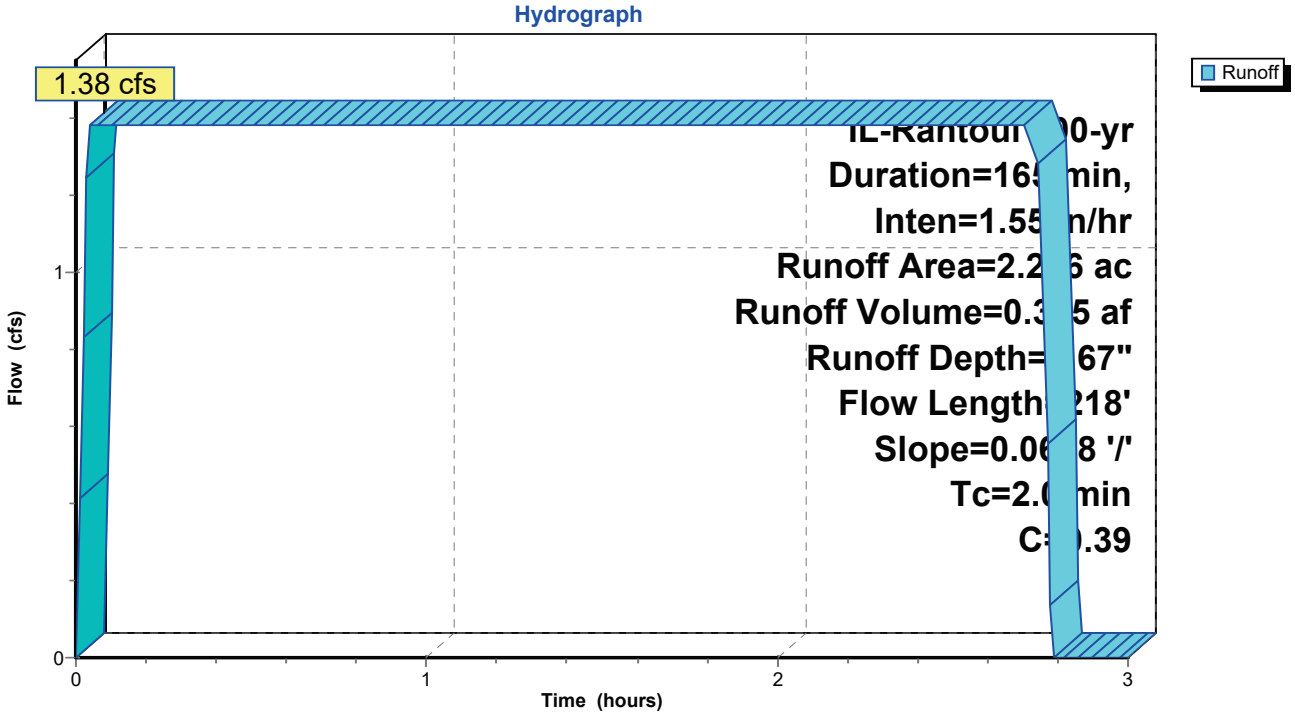
Runoff = 1.38 cfs @ 0.04 hrs, Volume= 0.315 af, Depth= 1.67"
Routed to Pond P1 : Detention Pond

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=165 min, Inten=1.55 in/hr

Area (ac)	C	Description
0.523	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
1.385	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.063	0.40	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C
0.005	0.95	Concrete
0.290	0.95	Building
2.266	0.39	Weighted Average
1.971		86.98% Pervious Area
0.295		13.02% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.0	218	0.0698	1.85		**Shallow Concentrated Flow, Grass area W of parking area** Short Grass Pasture Kv= 7.0 fps

Subcatchment CA6: Pond Catchment Area



Summary for Subcatchment CA7: NE Station Area

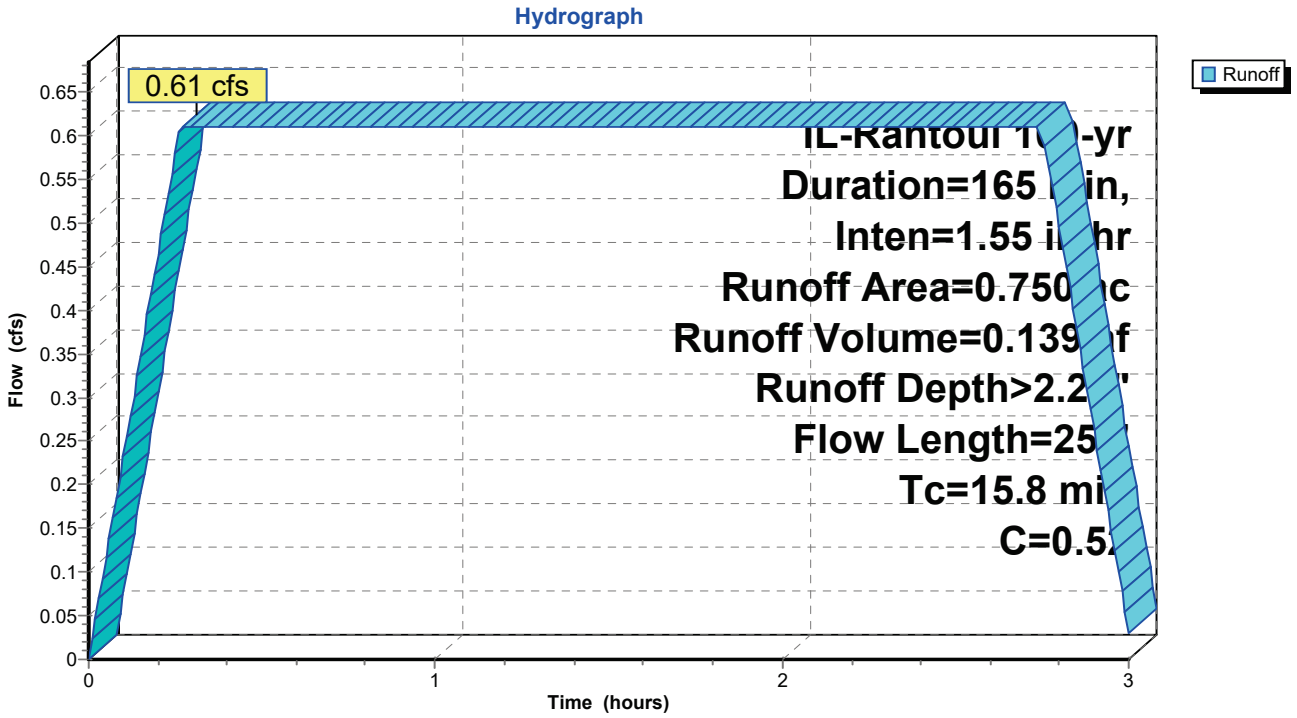
Runoff = 0.61 cfs @ 0.27 hrs, Volume= 0.139 af, Depth> 2.22"
Routed to Pond I17 : Trench Drain 1-7

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=165 min, Inten=1.55 in/hr

Area (ac)	C	Description
0.479	0.30	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D
0.022	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.249	0.95	Asphalt
0.750	0.52	Weighted Average
0.501		66.80% Pervious Area
0.249		33.20% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
14.2	100	0.0084	0.12		**Sheet Flow, Parking N of building** Grass: Short n= 0.150 P2= 3.03"
0.6	50	0.0042	1.32		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
0.0	13	0.0927	6.18		**Shallow Concentrated Flow, Parking N of building** Paved Kv= 20.3 fps
1.0	95	0.0560	1.66		**Shallow Concentrated Flow, Parking N of building** Short Grass Pasture Kv= 7.0 fps
15.8	258	Total			

Subcatchment CA7: NE Station Area



Summary for Subcatchment CA8: East Station Area

[70] Warning: Tc<8dt requires smaller dt

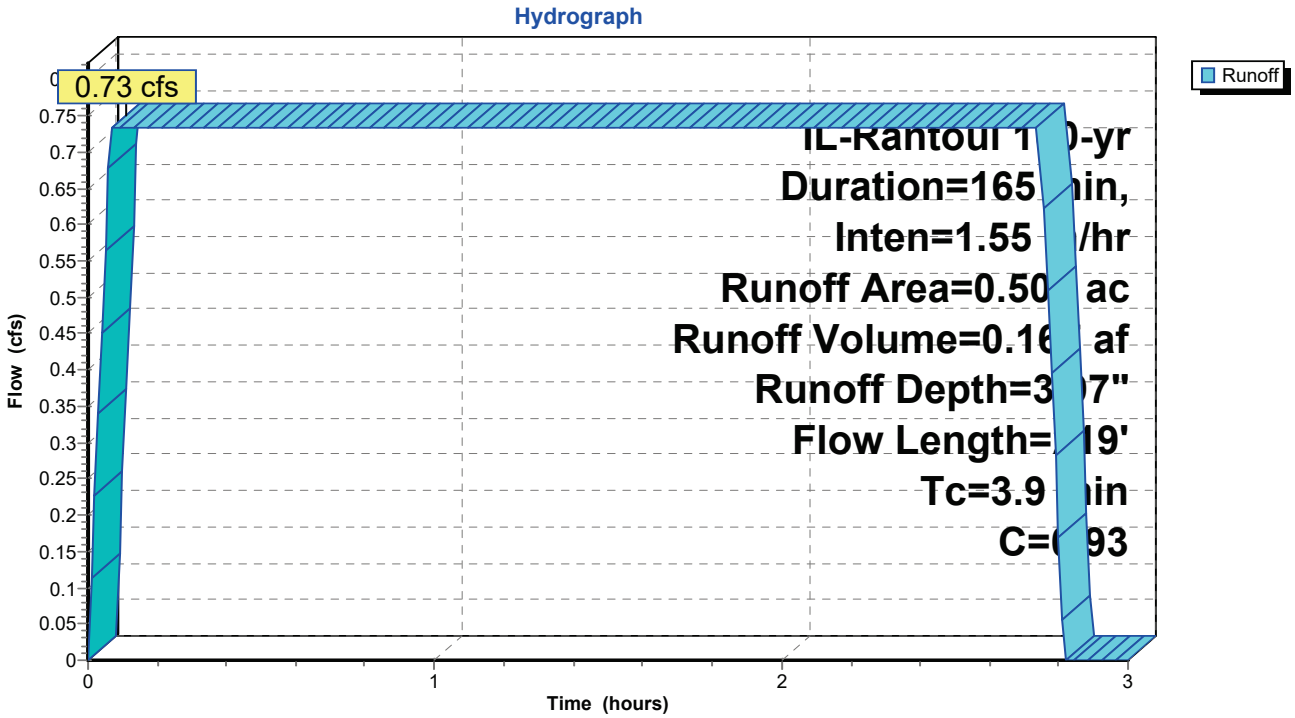
Runoff = 0.73 cfs @ 0.07 hrs, Volume= 0.167 af, Depth= 3.97"
Routed to Pond I16 : Inlet 1-6

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=165 min, Inten=1.55 in/hr

Area (ac)	C	Description
0.012	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.492	0.95	Asphalt
0.504	0.93	Weighted Average
0.012		2.38% Pervious Area
0.492		97.62% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.7	100	0.0087	0.96		**Sheet Flow, Grass area W of parking area** Smooth surfaces n= 0.011 P2= 3.03"
2.2	119	0.0019	0.88		**Shallow Concentrated Flow, Grass area W of parking area** Paved Kv= 20.3 fps
3.9	219	Total			

Subcatchment CA8: East Station Area



Summary for Subcatchment CA9: SE Station Area

[70] Warning: Tc<8dt requires smaller dt

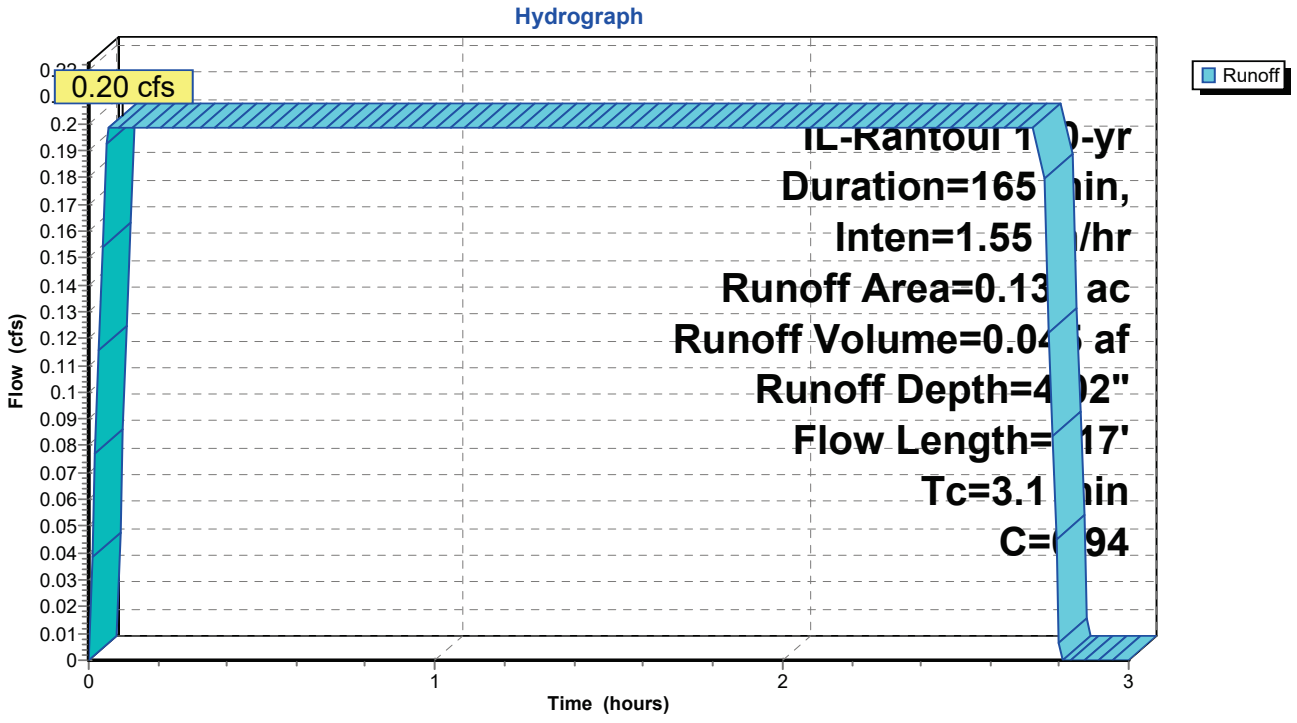
Runoff = 0.20 cfs @ 0.06 hrs, Volume= 0.045 af, Depth= 4.02"
Routed to Pond I19 : Inlet 1-9

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
IL-Rantoul 100-yr Duration=165 min, Inten=1.55 in/hr

Area (ac)	C	Description
0.002	0.30	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D
0.133	0.95	Asphalt
0.135	0.94	Weighted Average
0.002		1.48% Pervious Area
0.133		98.52% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.0	100	0.0023	0.56		**Sheet Flow, Access Road** Smooth surfaces n= 0.011 P2= 3.03"
0.1	17	0.0253	3.23		**Shallow Concentrated Flow, Access Road** Paved Kv= 20.3 fps
3.1	117	Total			

Subcatchment CA9: SE Station Area



Summary for Reach R13: Pipe CA13 to I81

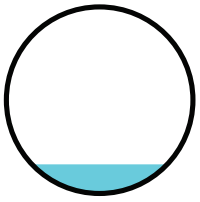
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.167 ac, 97.60% Impervious, Inflow Depth = 3.97" for 100-yr event
Inflow = 0.24 cfs @ 0.02 hrs, Volume= 0.055 af
Outflow = 0.24 cfs @ 0.32 hrs, Volume= 0.055 af, Atten= 0%, Lag= 18.0 min
Routed to Pond I81 : Inlet 8-1

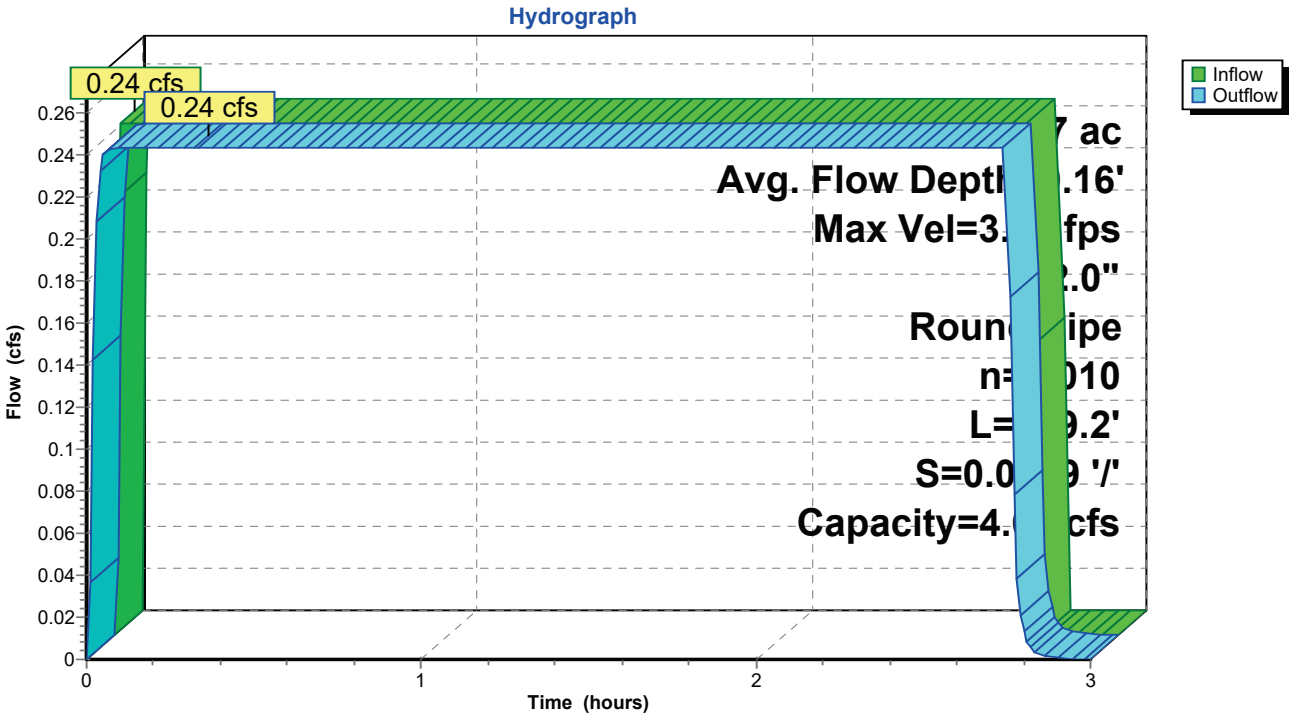
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.11 fps, Min. Travel Time= 0.8 min
Avg. Velocity = 2.92 fps, Avg. Travel Time= 0.9 min

Peak Storage= 12 cf @ 0.32 hrs
Average Depth at Peak Storage= 0.16' , Surface Width= 0.73'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 4.61 cfs

12.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 149.2' Slope= 0.0099 '/'
Inlet Invert= 750.17', Outlet Invert= 748.69'



Reach R13: Pipe CA13 to I81



Summary for Reach R14: Pipe I14 to Pond

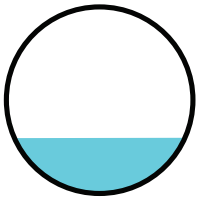
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 9.773 ac, 23.45% Impervious, Inflow Depth > 2.37" for 100-yr event
Inflow = 8.68 cfs @ 0.98 hrs, Volume= 1.934 af
Outflow = 8.68 cfs @ 0.99 hrs, Volume= 1.933 af, Atten= 0%, Lag= 0.5 min
Routed to Pond P1 : Detention Pond

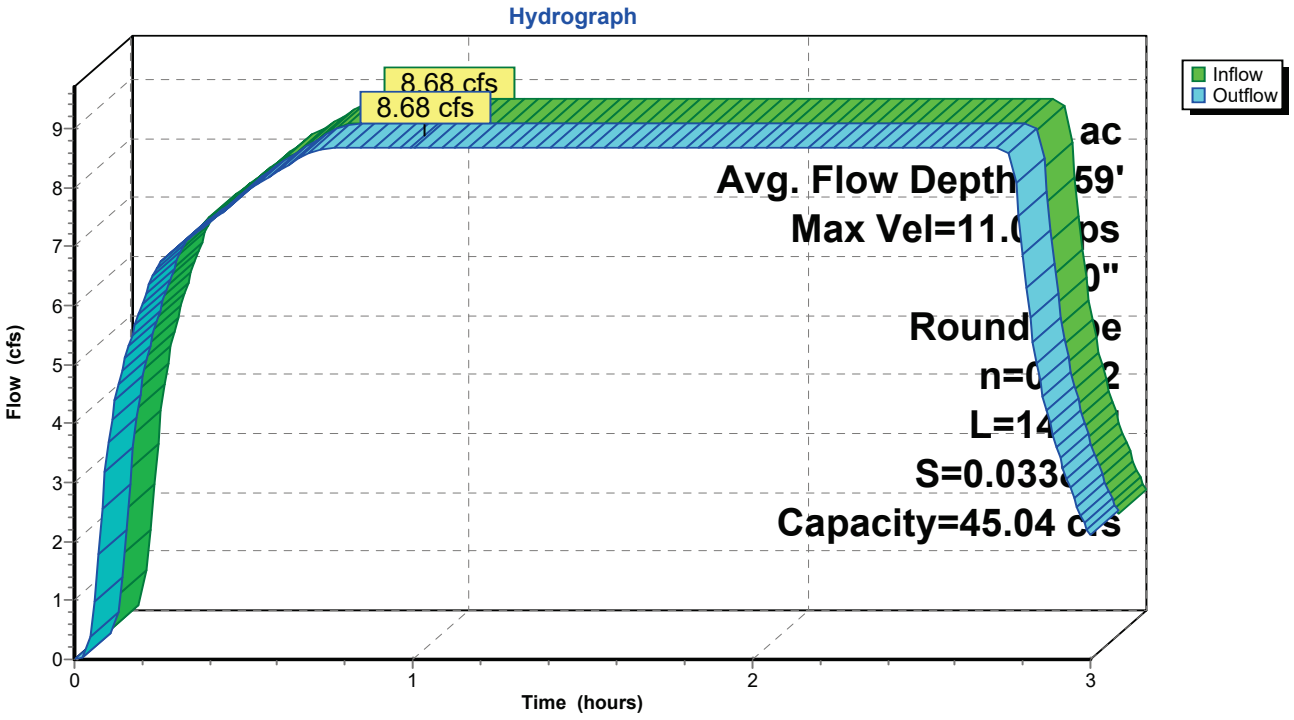
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 11.08 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 10.58 fps, Avg. Travel Time= 0.2 min

Peak Storage= 116 cf @ 0.99 hrs
Average Depth at Peak Storage= 0.59' , Surface Width= 1.83'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 45.04 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 148.6' Slope= 0.0338 '/'
Inlet Invert= 741.84', Outlet Invert= 736.82'



Reach R14: Pipe I14 to Pond



Summary for Reach R15: Pipe I15 to I18

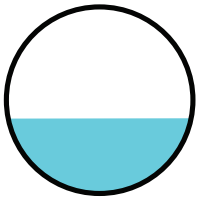
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 9.638 ac, 22.40% Impervious, Inflow Depth > 2.35" for 100-yr event
Inflow = 8.48 cfs @ 0.98 hrs, Volume= 1.891 af
Outflow = 8.48 cfs @ 0.98 hrs, Volume= 1.889 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I18 : Catch Basin 1-8

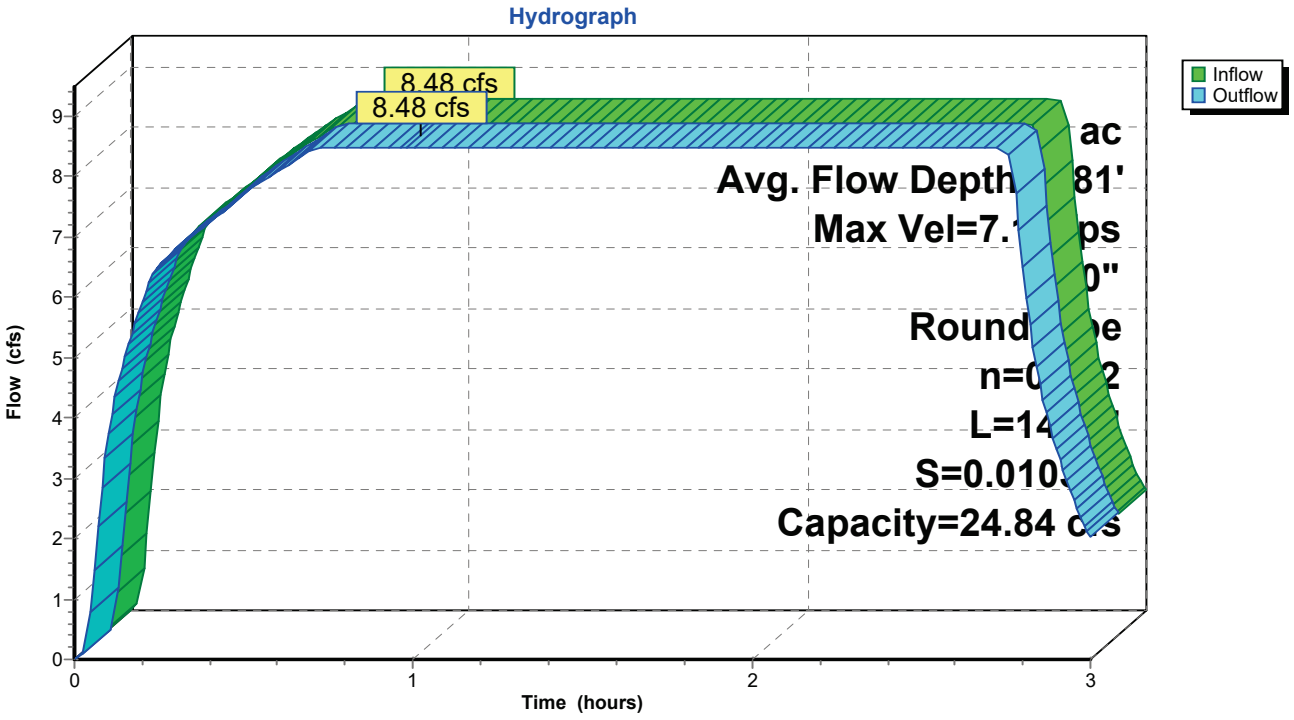
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 7.16 fps, Min. Travel Time= 0.3 min
Avg. Velocity = 6.85 fps, Avg. Travel Time= 0.4 min

Peak Storage= 174 cf @ 0.98 hrs
Average Depth at Peak Storage= 0.81' , Surface Width= 1.96'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 24.84 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 147.0' Slope= 0.0103 '/'
Inlet Invert= 744.87', Outlet Invert= 743.36'



Reach R15: Pipe I15 to I18



Summary for Reach R16: Pipe I16 to I21

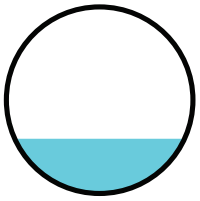
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I16 by 0.09' @ 2.82 hrs (0.04 cfs 0.000 af)

Inflow Area = 0.504 ac, 97.62% Impervious, Inflow Depth = 3.97" for 100-yr event
Inflow = 0.73 cfs @ 0.13 hrs, Volume= 0.167 af
Outflow = 0.73 cfs @ 0.19 hrs, Volume= 0.167 af, Atten= 0%, Lag= 3.6 min
Routed to Pond I21 : Inlet 2-1

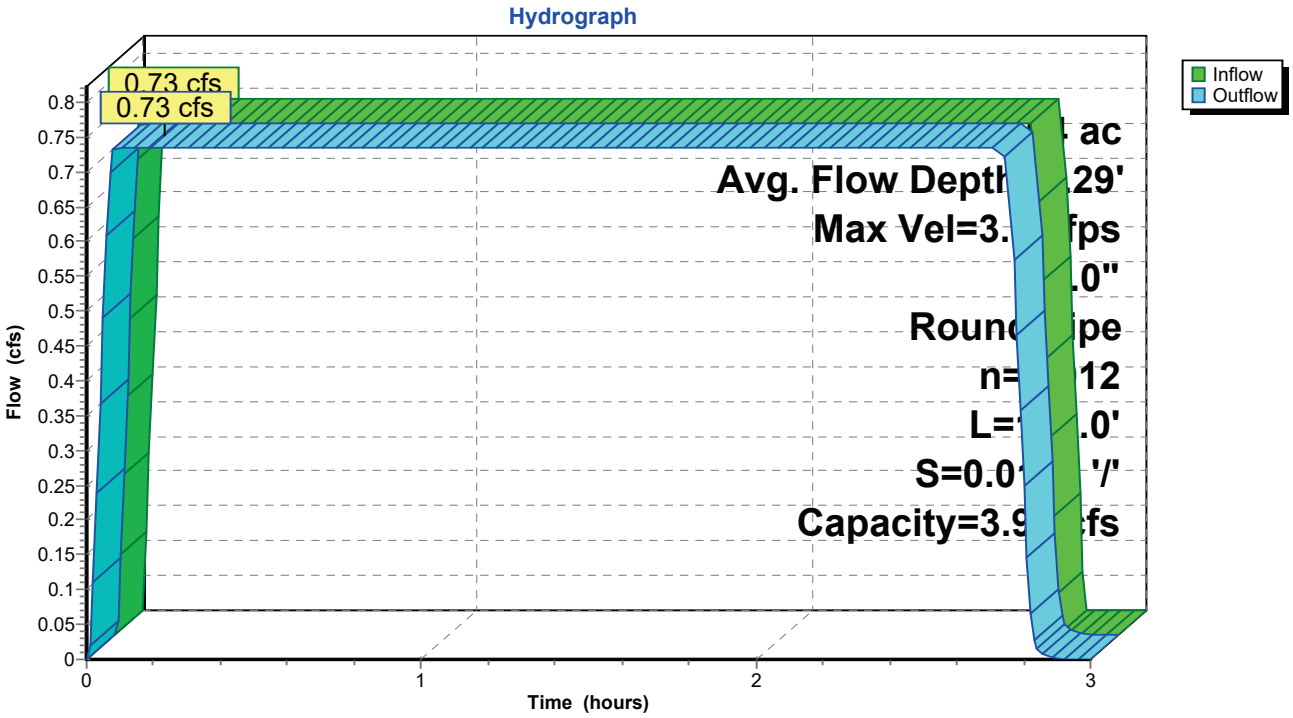
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.83 fps, Min. Travel Time= 0.5 min
Avg. Velocity = 3.60 fps, Avg. Travel Time= 0.5 min

Peak Storage= 21 cf @ 0.19 hrs
Average Depth at Peak Storage= 0.29' , Surface Width= 0.91'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.93 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 108.0' Slope= 0.0104 '/'
Inlet Invert= 749.30', Outlet Invert= 748.18'



Reach R16: Pipe I16 to I21



Summary for Reach R17: Pipe I17 to Pond

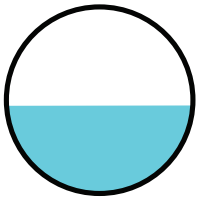
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.750 ac, 33.20% Impervious, Inflow Depth > 2.22" for 100-yr event
Inflow = 0.61 cfs @ 0.27 hrs, Volume= 0.139 af
Outflow = 0.61 cfs @ 0.27 hrs, Volume= 0.139 af, Atten= 0%, Lag= 0.0 min
Routed to Pond P1 : Detention Pond

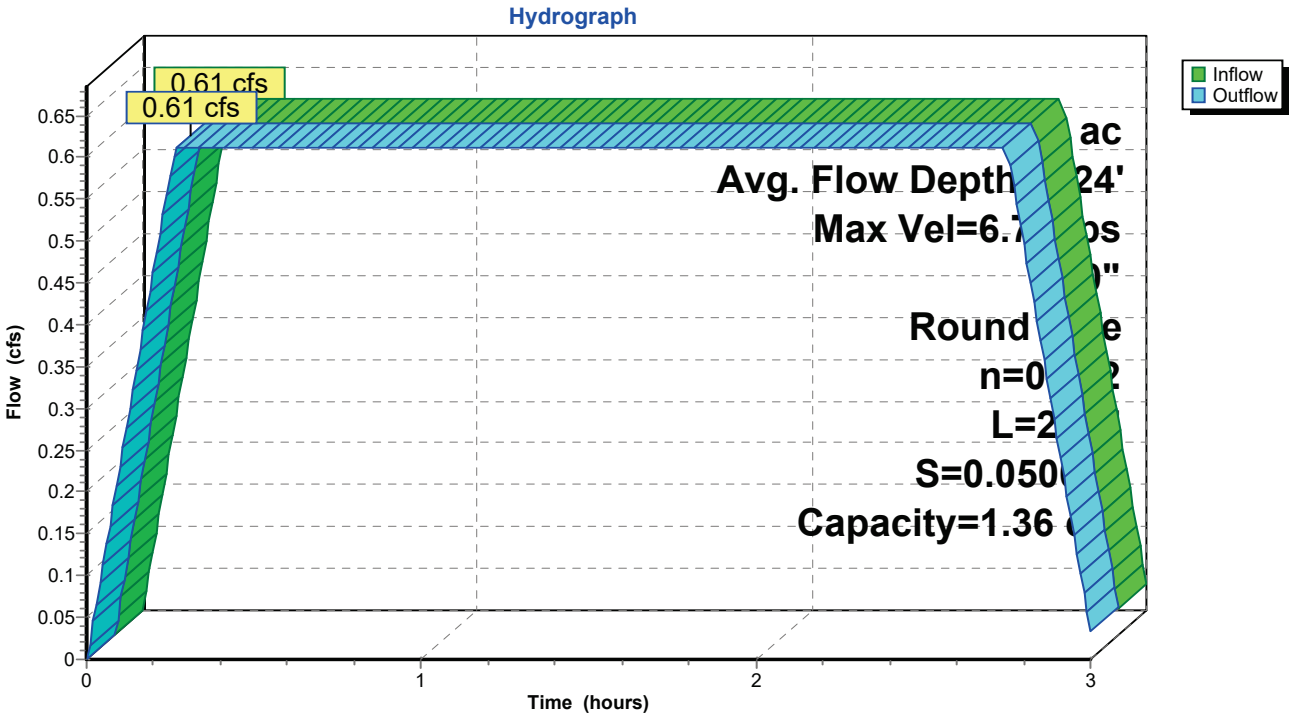
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 6.74 fps, Min. Travel Time= 0.0 min
Avg. Velocity = 6.50 fps, Avg. Travel Time= 0.1 min

Peak Storage= 2 cf @ 0.27 hrs
Average Depth at Peak Storage= 0.24' , Surface Width= 0.50'
Bank-Full Depth= 0.50' Flow Area= 0.2 sf, Capacity= 1.36 cfs

6.0" Round Pipe
n= 0.012 Steel, smooth
Length= 20.0' Slope= 0.0500 '/'
Inlet Invert= 745.50', Outlet Invert= 744.50'



Reach R17: Pipe I17 to Pond



Summary for Reach R18: Pipe I18 to I14

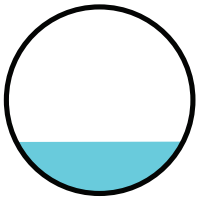
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 9.773 ac, 23.45% Impervious, Inflow Depth > 2.38" for 100-yr event
Inflow = 8.68 cfs @ 1.01 hrs, Volume= 1.934 af
Outflow = 8.68 cfs @ 0.99 hrs, Volume= 1.934 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I14 : Inlet 1-4

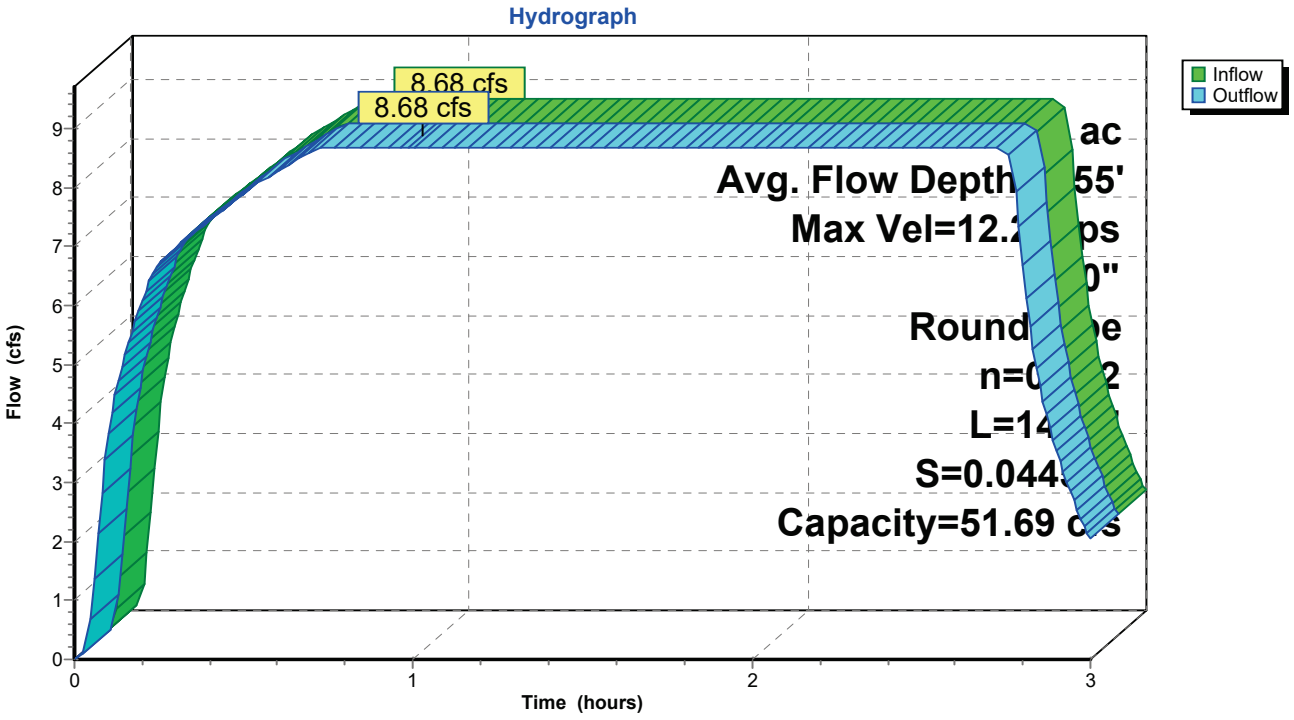
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 12.22 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 11.69 fps, Avg. Travel Time= 0.2 min

Peak Storage= 104 cf @ 0.99 hrs
Average Depth at Peak Storage= 0.55' , Surface Width= 1.79'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 51.69 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 147.0' Slope= 0.0445 '/'
Inlet Invert= 743.36', Outlet Invert= 736.82'



Reach R18: Pipe I18 to I14



Summary for Reach R19: Pipe I19 to I14

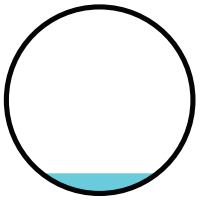
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I19 by 0.01' @ 2.82 hrs (0.00 cfs 0.000 af)

Inflow Area = 0.135 ac, 98.52% Impervious, Inflow Depth = 4.02" for 100-yr event
Inflow = 0.20 cfs @ 0.23 hrs, Volume= 0.045 af
Outflow = 0.20 cfs @ 0.06 hrs, Volume= 0.045 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I18 : Catch Basin 1-8

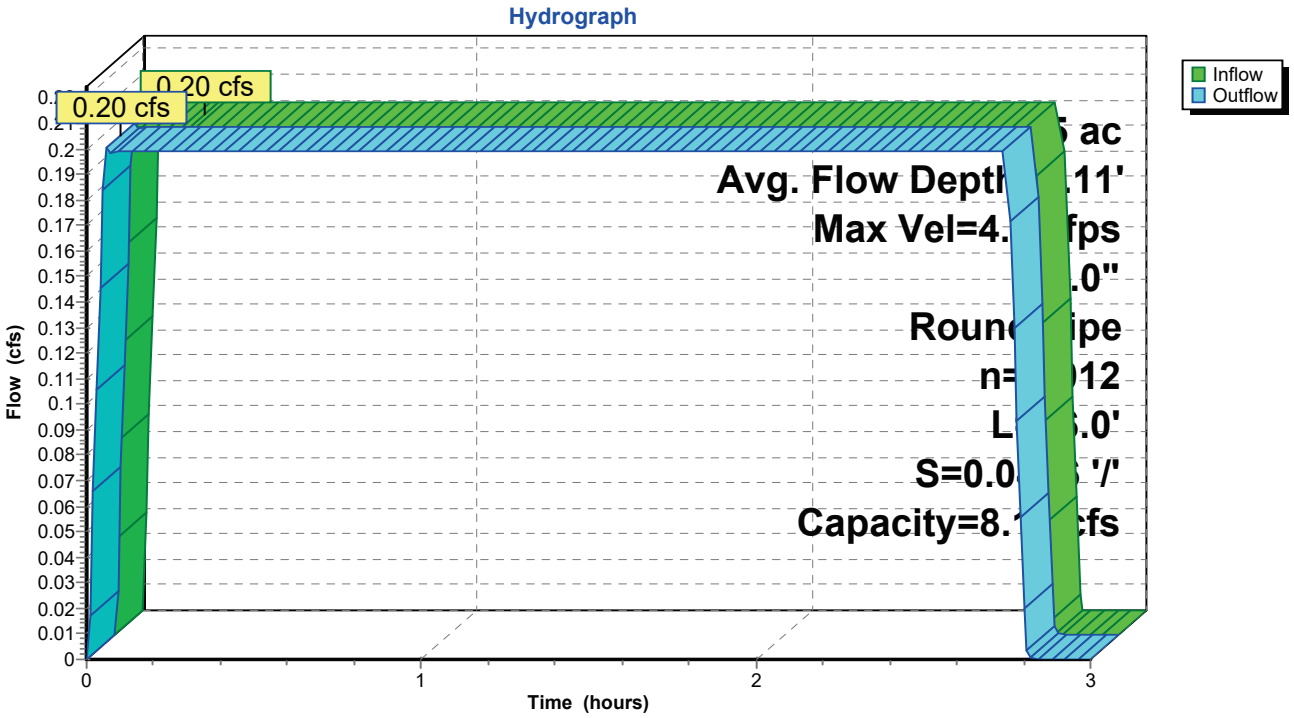
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.37 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 4.28 fps, Avg. Travel Time= 0.2 min

Peak Storage= 2 cf @ 0.06 hrs
Average Depth at Peak Storage= 0.11' , Surface Width= 0.62'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 8.15 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 46.0' Slope= 0.0446 '/'
Inlet Invert= 745.41', Outlet Invert= 743.36'



Reach R19: Pipe I19 to I14



Summary for Reach R21: Pipe I21 to I15

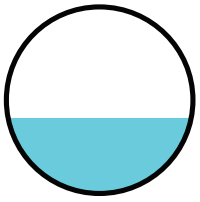
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 7.115 ac, 15.50% Impervious, Inflow Depth > 2.23" for 100-yr event
Inflow = 5.97 cfs @ 0.94 hrs, Volume= 1.325 af
Outflow = 5.97 cfs @ 0.98 hrs, Volume= 1.322 af, Atten= 0%, Lag= 2.4 min
Routed to Pond I15 : Inlet 1-5

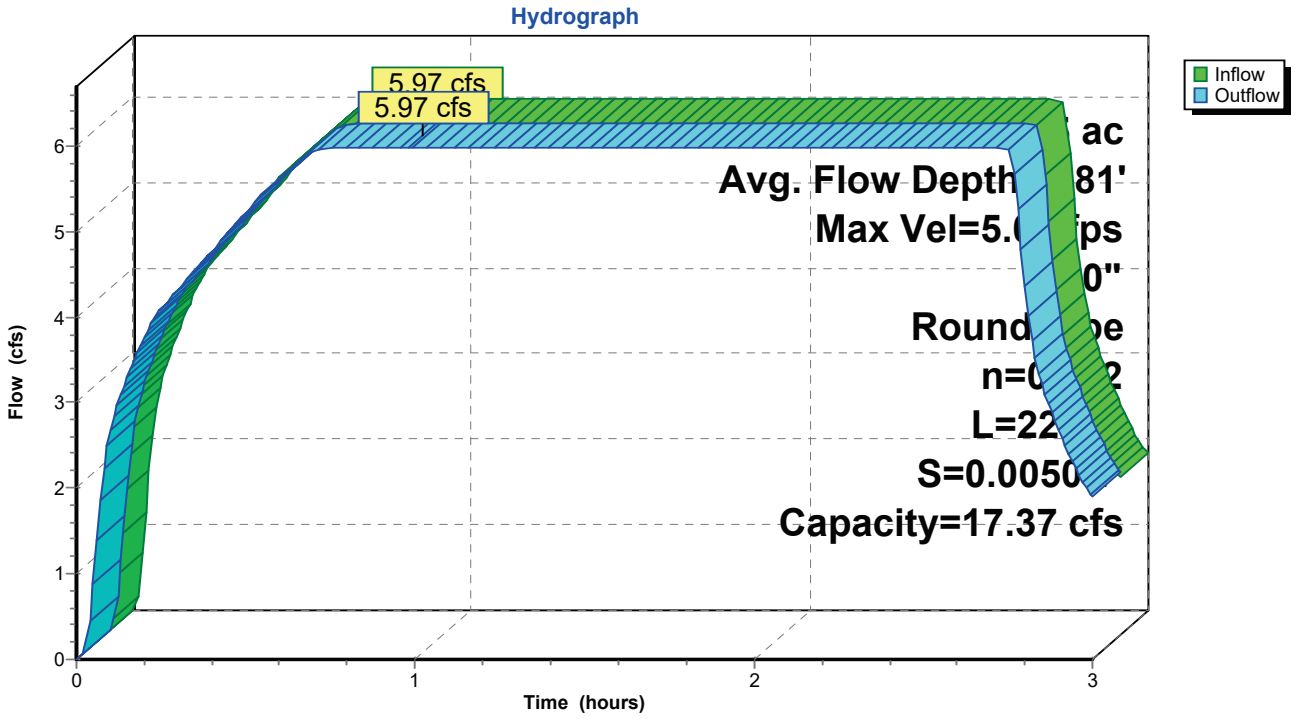
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 5.02 fps, Min. Travel Time= 0.7 min
Avg. Velocity = 4.80 fps, Avg. Travel Time= 0.8 min

Peak Storage= 266 cf @ 0.98 hrs
Average Depth at Peak Storage= 0.81' , Surface Width= 1.96'
Bank-Full Depth= 2.00' Flow Area= 3.1 sf, Capacity= 17.37 cfs

24.0" Round Pipe
n= 0.012 Steel, smooth
Length= 223.0' Slope= 0.0050 '/'
Inlet Invert= 746.00', Outlet Invert= 744.88'



Reach R21: Pipe I21 to I15



Summary for Reach R31: Pipe I31 to I21

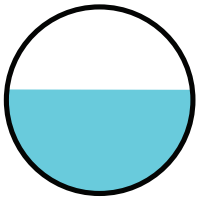
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 5.458 ac, 1.12% Impervious, Inflow Depth > 2.00" for 100-yr event
Inflow = 4.13 cfs @ 0.91 hrs, Volume= 0.909 af
Outflow = 4.13 cfs @ 0.94 hrs, Volume= 0.907 af, Atten= 0%, Lag= 1.8 min
Routed to Pond I21 : Inlet 2-1

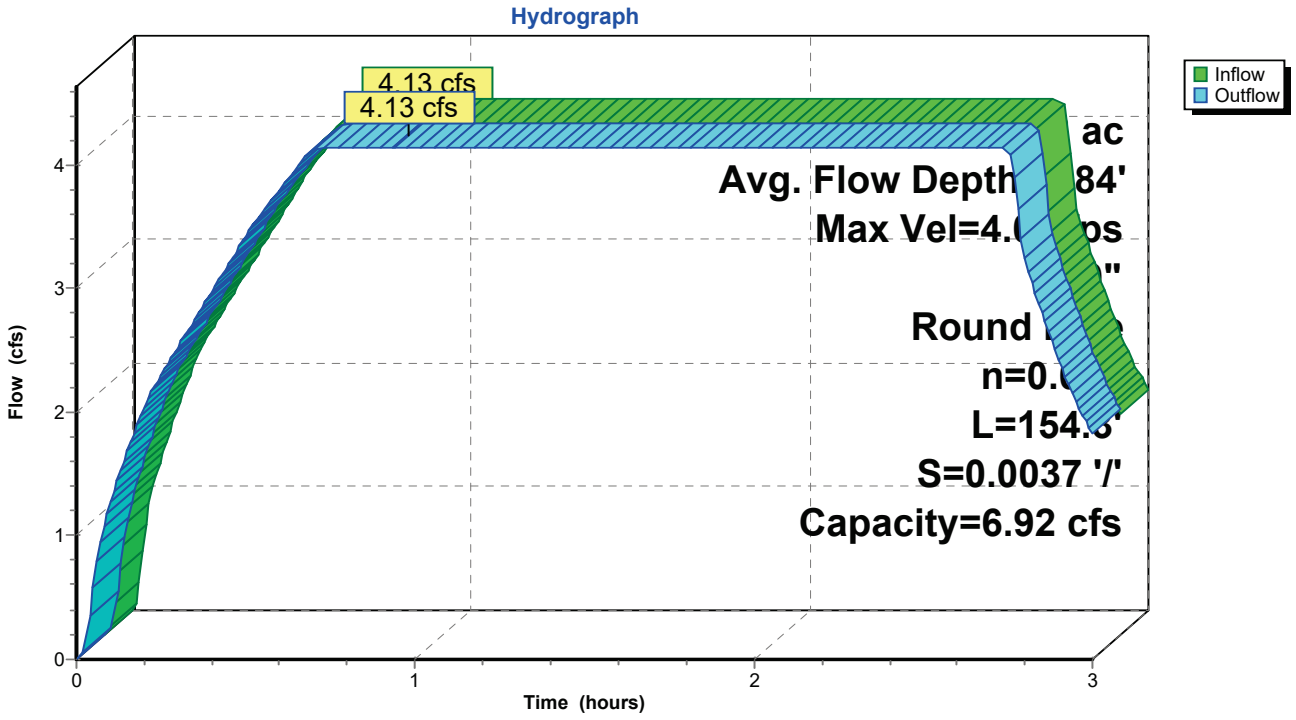
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.09 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 3.91 fps, Avg. Travel Time= 0.7 min

Peak Storage= 156 cf @ 0.94 hrs
Average Depth at Peak Storage= 0.84' , Surface Width= 1.49'
Bank-Full Depth= 1.50' Flow Area= 1.8 sf, Capacity= 6.92 cfs

18.0" Round Pipe
n= 0.012 Steel, smooth
Length= 154.3' Slope= 0.0037 '/'
Inlet Invert= 747.75', Outlet Invert= 747.18'



Reach R31: Pipe I31 to I21



Summary for Reach R41: Pipe I41 to I31

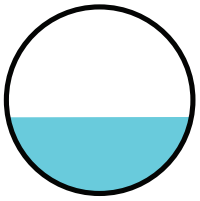
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I41 by 0.29' @ 2.78 hrs (0.35 cfs 0.001 af)

Inflow Area = 0.503 ac,100.00% Impervious, Inflow Depth = 4.06" for 100-yr event
Inflow = 0.75 cfs @ 0.59 hrs, Volume= 0.170 af
Outflow = 0.75 cfs @ 0.98 hrs, Volume= 0.170 af, Atten= 0%, Lag= 23.4 min
Routed to Pond I21 : Inlet 2-1

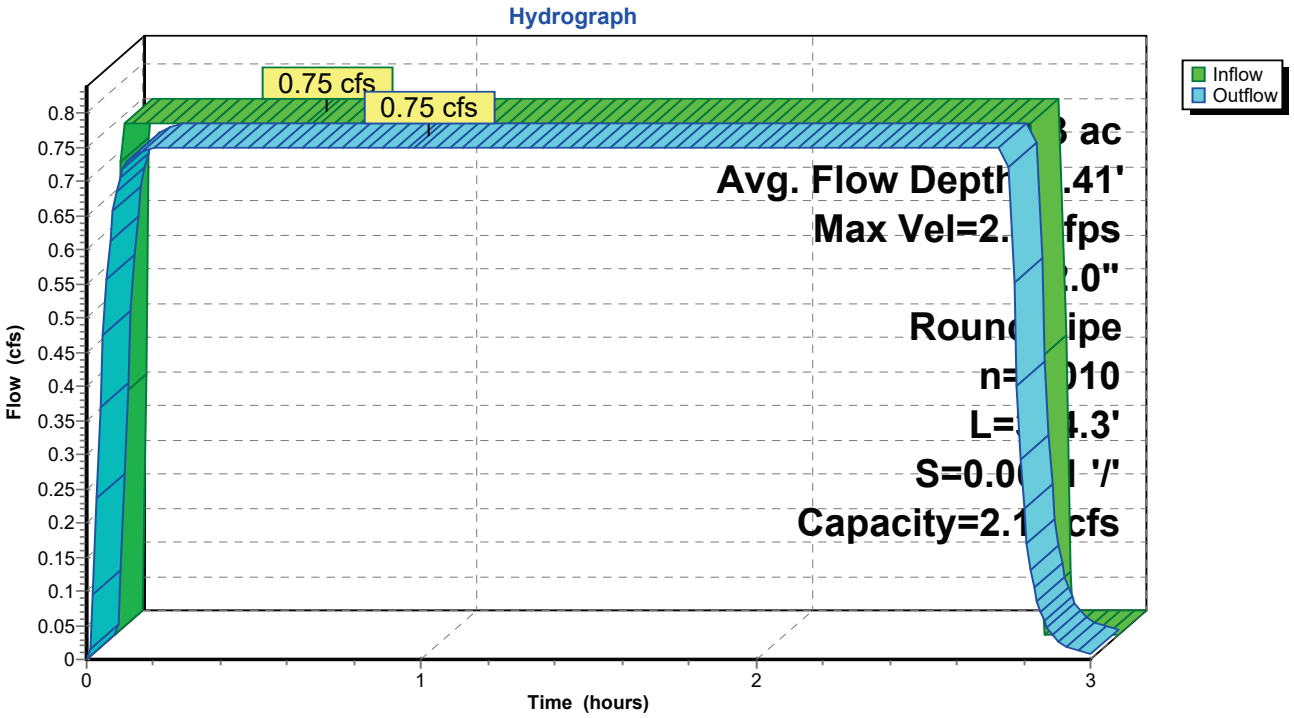
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 2.48 fps, Min. Travel Time= 2.2 min
Avg. Velocity = 2.36 fps, Avg. Travel Time= 2.3 min

Peak Storage= 98 cf @ 0.98 hrs
Average Depth at Peak Storage= 0.41' , Surface Width= 0.98'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 2.14 cfs

12.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 324.3' Slope= 0.0021 '/'
Inlet Invert= 748.86', Outlet Invert= 748.17'



Reach R41: Pipe I41 to I31



Summary for Reach R51: Pipe I51 to I31

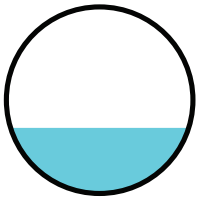
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 2.540 ac, 1.02% Impervious, Inflow Depth > 1.97" for 100-yr event
Inflow = 1.90 cfs @ 0.77 hrs, Volume= 0.417 af
Outflow = 1.90 cfs @ 0.78 hrs, Volume= 0.417 af, Atten= 0%, Lag= 0.6 min
Routed to Pond I31 : Manhole 3-1

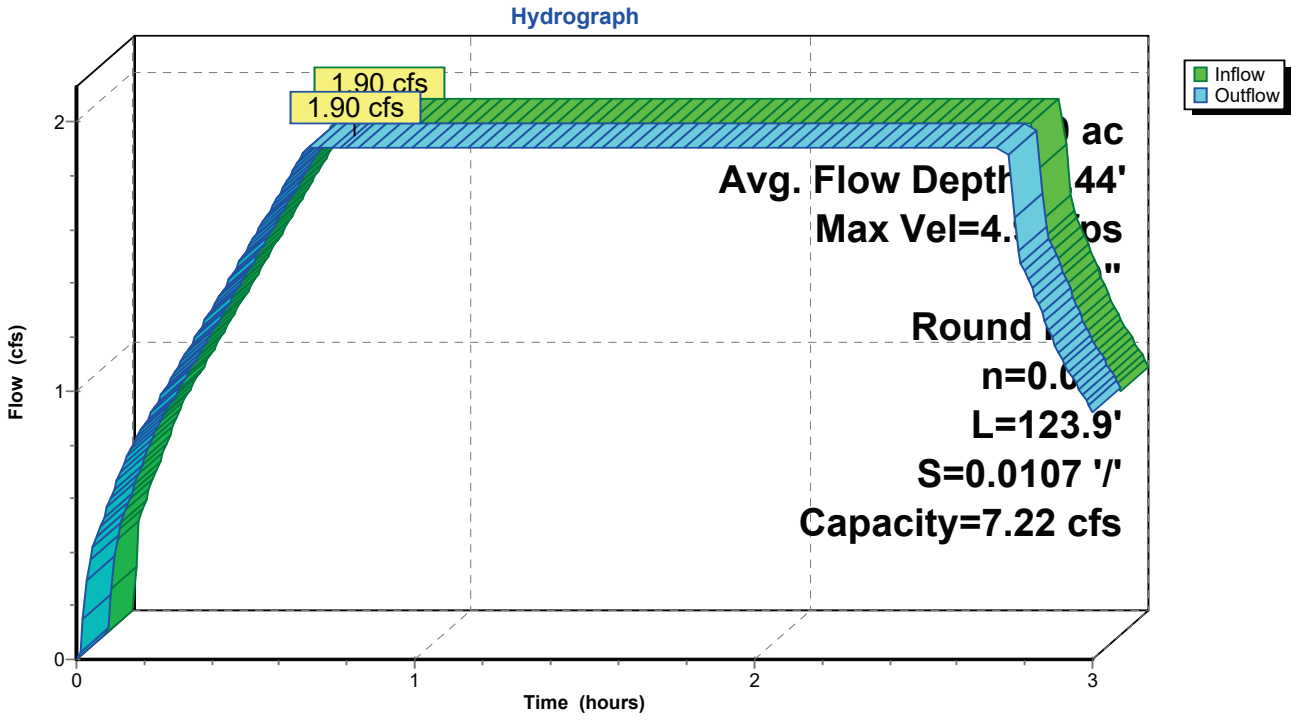
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.97 fps, Min. Travel Time= 0.4 min
Avg. Velocity = 4.74 fps, Avg. Travel Time= 0.4 min

Peak Storage= 48 cf @ 0.78 hrs
Average Depth at Peak Storage= 0.44' , Surface Width= 1.19'
Bank-Full Depth= 1.25' Flow Area= 1.2 sf, Capacity= 7.22 cfs

15.0" Round Pipe
n= 0.012 Steel, smooth
Length= 123.9' Slope= 0.0107 '/'
Inlet Invert= 749.07', Outlet Invert= 747.75'



Reach R51: Pipe I51 to I31



Summary for Reach R52: Pipe I52 to I51

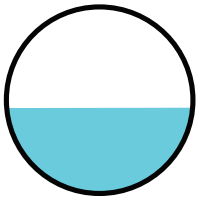
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 2.186 ac, 0.27% Impervious, Inflow Depth > 1.86" for 100-yr event
Inflow = 1.56 cfs @ 0.67 hrs, Volume= 0.340 af
Outflow = 1.56 cfs @ 0.77 hrs, Volume= 0.339 af, Atten= 0%, Lag= 6.0 min
Routed to Pond I51 : Inlet 5-1

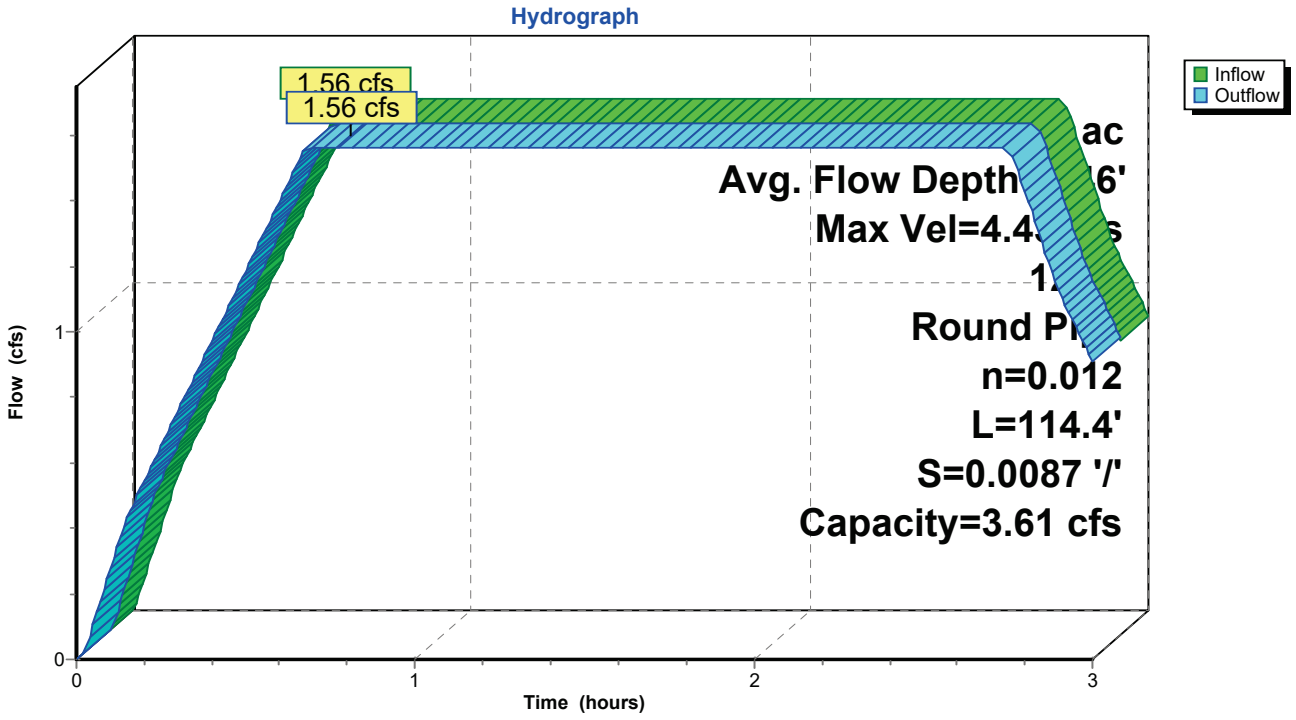
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.43 fps, Min. Travel Time= 0.4 min
Avg. Velocity = 4.20 fps, Avg. Travel Time= 0.5 min

Peak Storage= 40 cf @ 0.77 hrs
Average Depth at Peak Storage= 0.46' , Surface Width= 1.00'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.61 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 114.4' Slope= 0.0087 '/'
Inlet Invert= 750.10', Outlet Invert= 749.10'



Reach R52: Pipe I52 to I51



Summary for Reach R53: Pipe I53 to I52

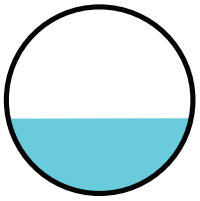
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I53 by 0.04' @ 2.89 hrs (0.01 cfs 0.000 af)

Inflow Area = 0.156 ac, 0.00% Impervious, Inflow Depth = 2.26" for 100-yr event
Inflow = 0.13 cfs @ 0.26 hrs, Volume= 0.029 af
Outflow = 0.13 cfs @ 0.33 hrs, Volume= 0.029 af, Atten= 0%, Lag= 4.2 min
Routed to Pond I52 : Inlet 5-2

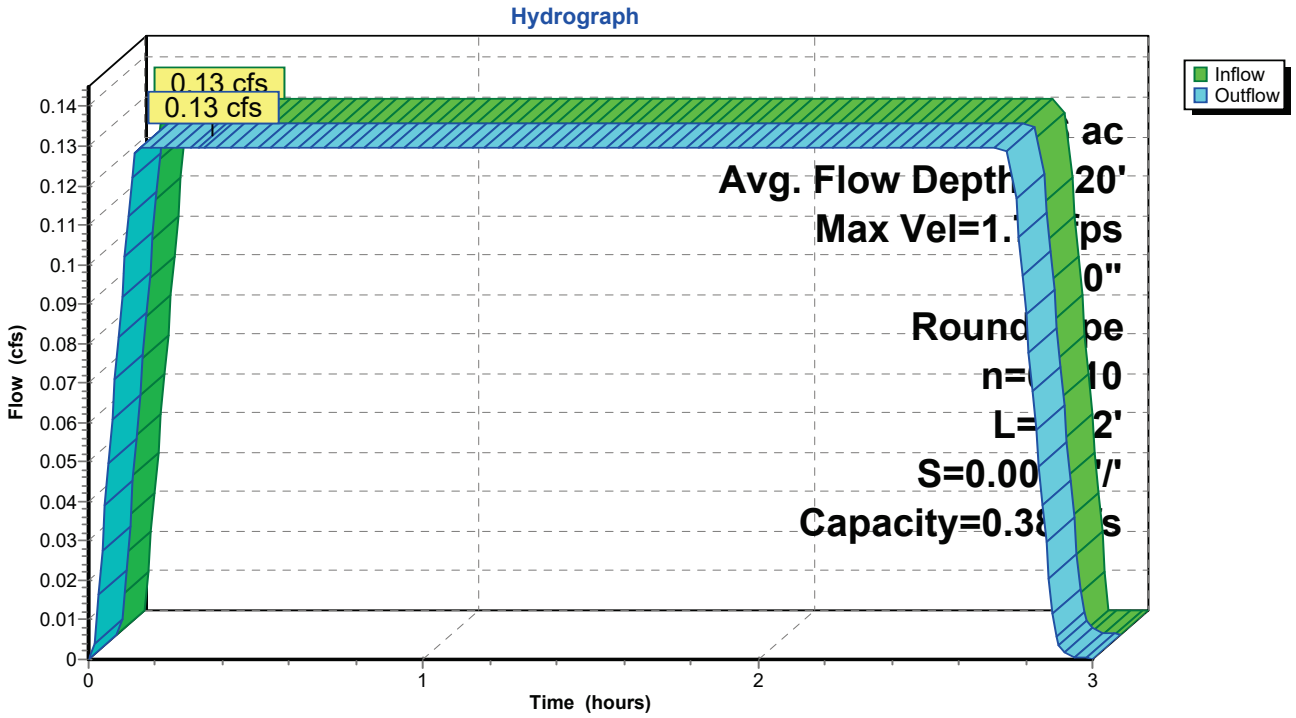
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 1.76 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 1.67 fps, Avg. Travel Time= 0.6 min

Peak Storage= 5 cf @ 0.33 hrs
Average Depth at Peak Storage= 0.20' , Surface Width= 0.49'
Bank-Full Depth= 0.50' Flow Area= 0.2 sf, Capacity= 0.38 cfs

6.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 62.2' Slope= 0.0027 '/'
Inlet Invert= 750.43', Outlet Invert= 750.26'



Reach R53: Pipe I53 to I52



Summary for Reach R54: Pipe I54 to I63

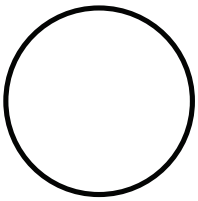
[52] Hint: Inlet/Outlet conditions not evaluated

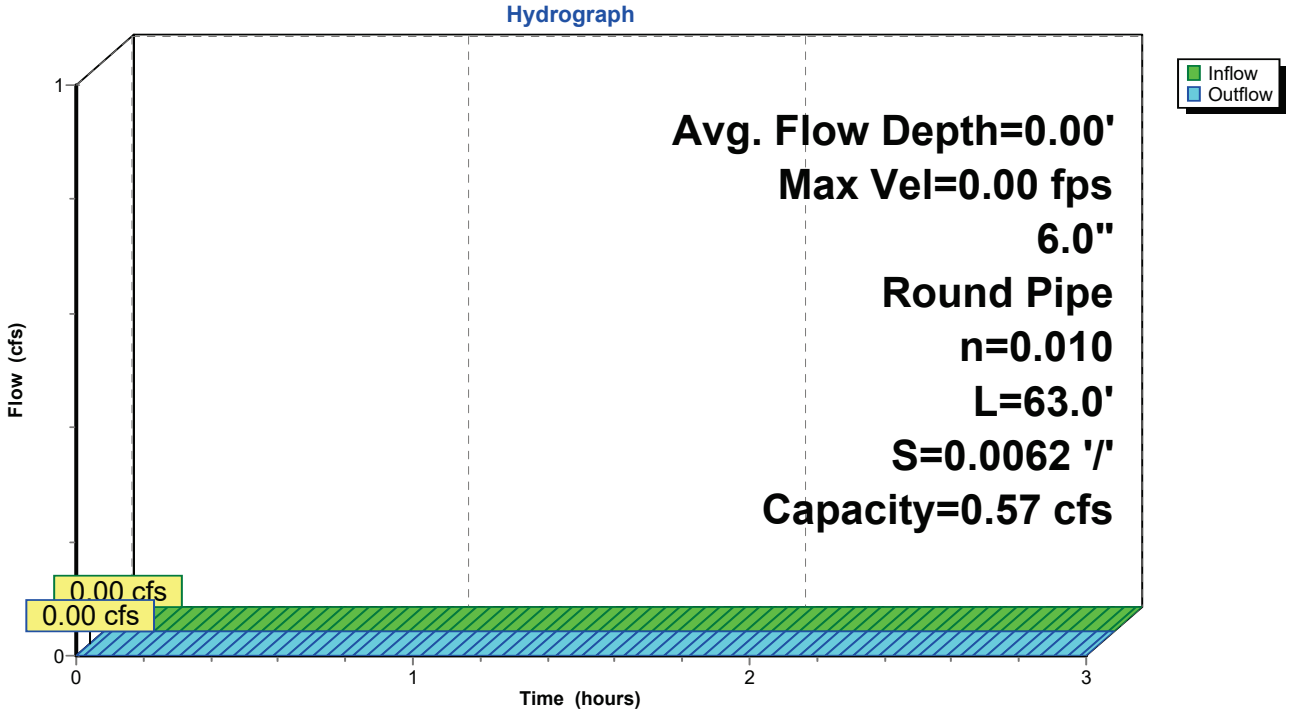
Inflow = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af
Outflow = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I63 : Inlet 6-3

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 0.00 fps, Min. Travel Time= 0.0 min
Avg. Velocity = 0.00 fps, Avg. Travel Time= 0.0 min

Peak Storage= 0 cf @ 0.00 hrs
Average Depth at Peak Storage= 0.00'
Bank-Full Depth= 0.50' Flow Area= 0.2 sf, Capacity= 0.57 cfs

6.0" Round Pipe
n= 0.010 PVC, smooth interior
Length= 63.0' Slope= 0.0062 '/'
Inlet Invert= 750.30', Outlet Invert= 749.91'





Summary for Reach R61: Pipe I61 to I31

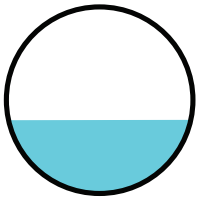
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 2.408 ac, 0.00% Impervious, Inflow Depth > 1.93" for 100-yr event
Inflow = 1.77 cfs @ 0.90 hrs, Volume= 0.388 af
Outflow = 1.77 cfs @ 0.92 hrs, Volume= 0.387 af, Atten= 0%, Lag= 1.2 min
Routed to Pond I31 : Manhole 3-1

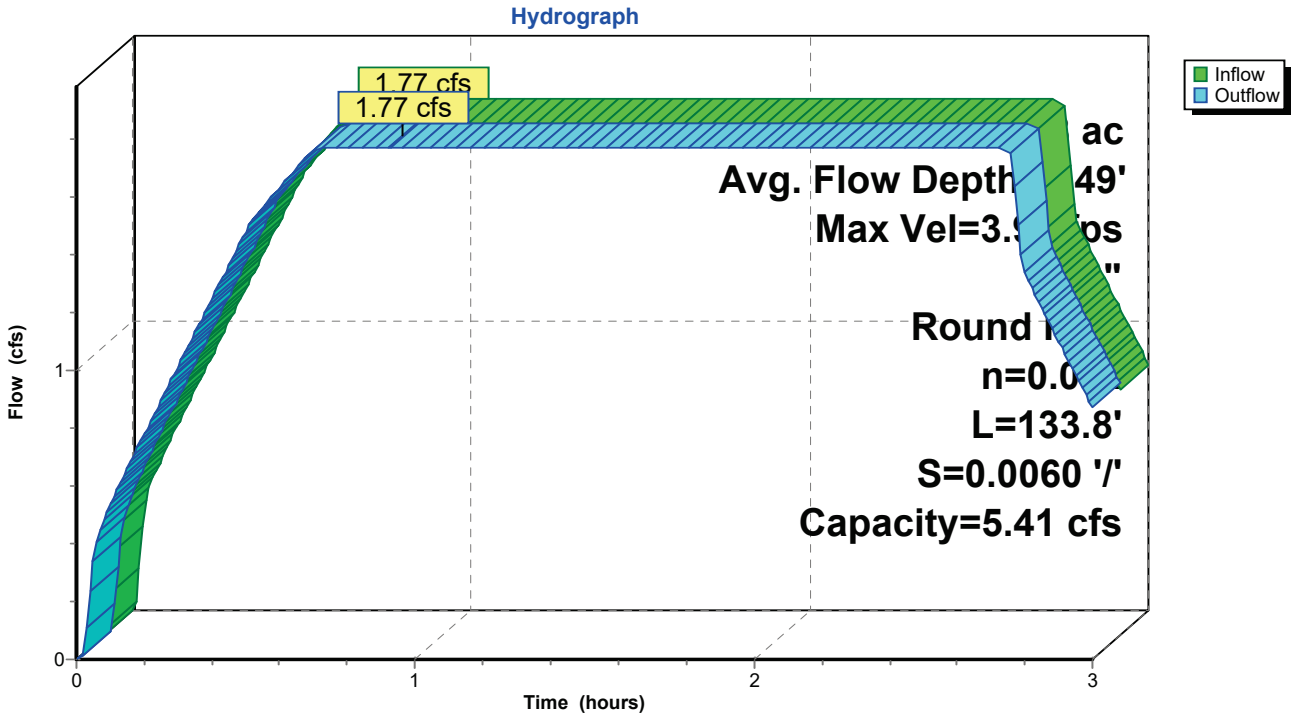
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.94 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 3.77 fps, Avg. Travel Time= 0.6 min

Peak Storage= 60 cf @ 0.92 hrs
Average Depth at Peak Storage= 0.49' , Surface Width= 1.22'
Bank-Full Depth= 1.25' Flow Area= 1.2 sf, Capacity= 5.41 cfs

15.0" Round Pipe
n= 0.012 Steel, smooth
Length= 133.8' Slope= 0.0060 '/'
Inlet Invert= 748.55', Outlet Invert= 747.75'



Reach R61: Pipe I61 to I31



Summary for Reach R62: Pipe I62 to I61

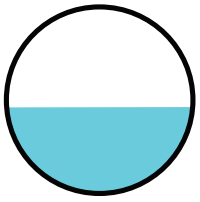
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 1.749 ac, 0.00% Impervious, Inflow Depth > 1.92" for 100-yr event
Inflow = 1.28 cfs @ 0.90 hrs, Volume= 0.281 af
Outflow = 1.28 cfs @ 0.90 hrs, Volume= 0.280 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I61 : Manhole 6-1

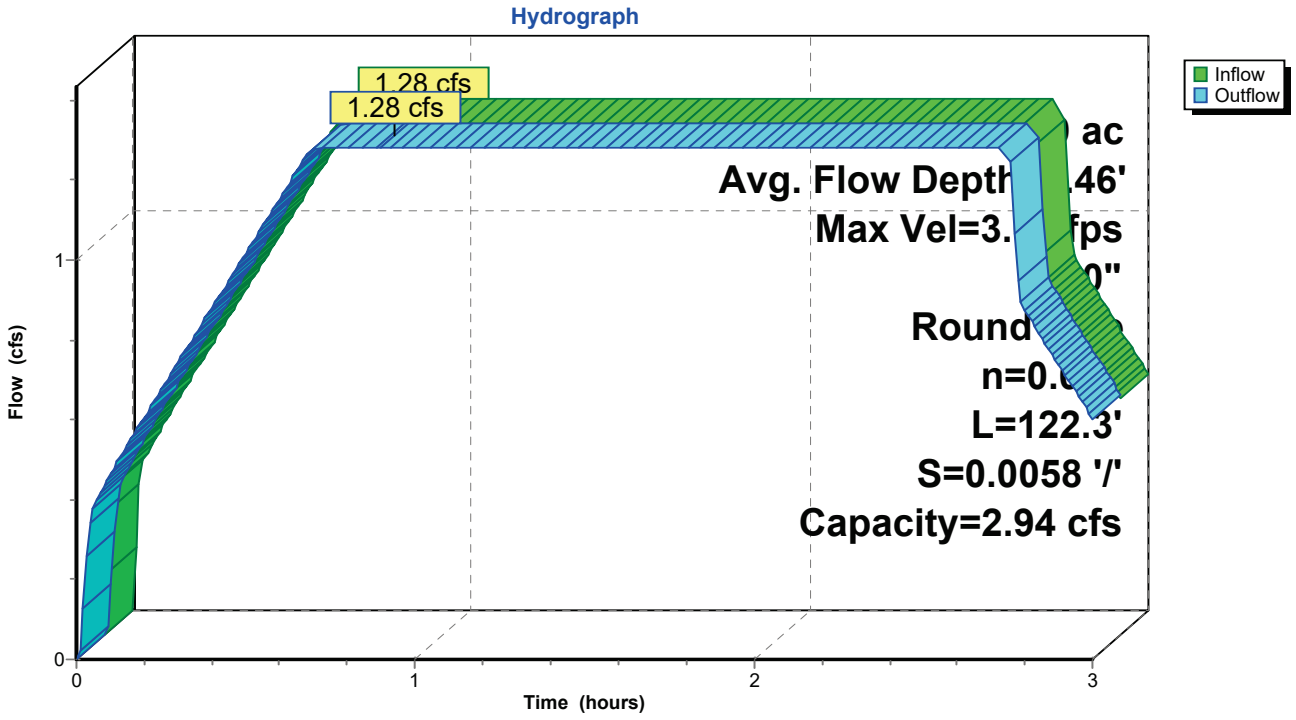
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.62 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 3.46 fps, Avg. Travel Time= 0.6 min

Peak Storage= 43 cf @ 0.90 hrs
Average Depth at Peak Storage= 0.46' , Surface Width= 1.00'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 2.94 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 122.3' Slope= 0.0058 '/'
Inlet Invert= 749.32', Outlet Invert= 748.61'



Reach R62: Pipe I62 to I61



Summary for Reach R63: Pipe I63 to I62

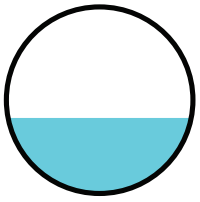
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 1.364 ac, 0.00% Impervious, Inflow Depth > 1.75" for 100-yr event
Inflow = 0.92 cfs @ 0.82 hrs, Volume= 0.199 af
Outflow = 0.92 cfs @ 0.89 hrs, Volume= 0.198 af, Atten= 0%, Lag= 4.2 min
Routed to Pond I62 : Inlet 6-2

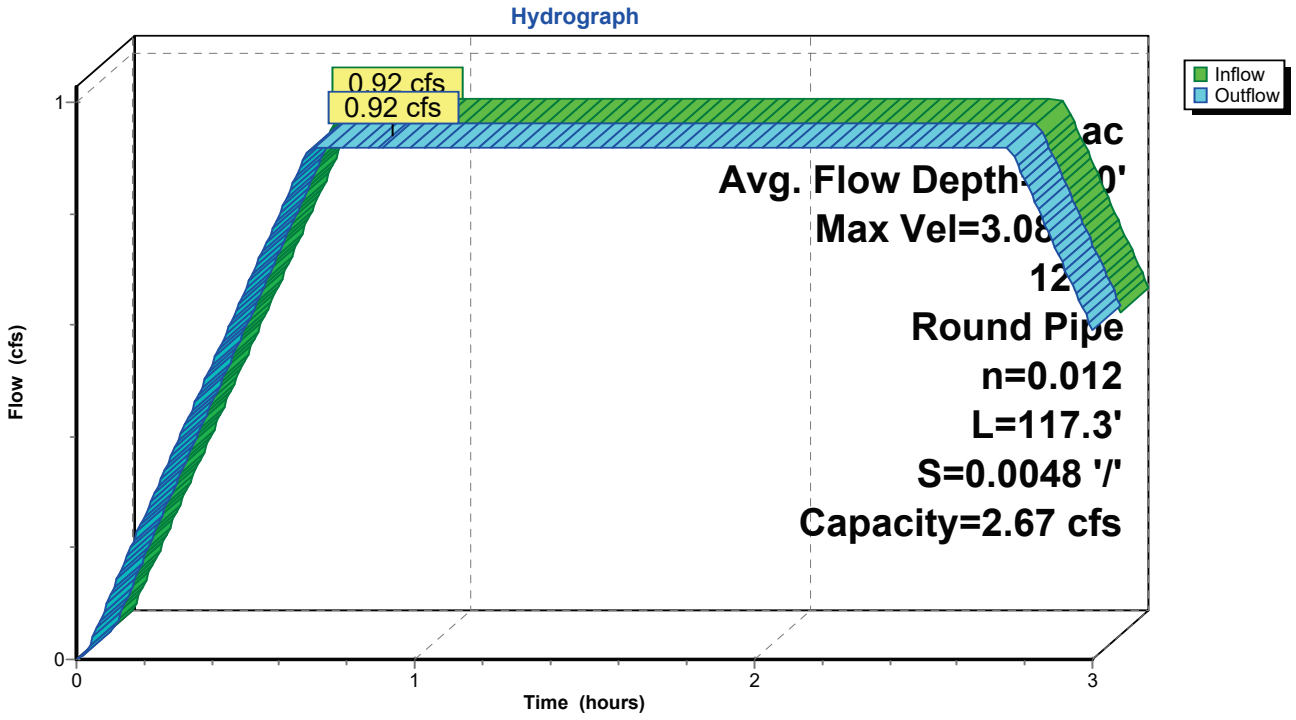
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.08 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 2.91 fps, Avg. Travel Time= 0.7 min

Peak Storage= 35 cf @ 0.89 hrs
Average Depth at Peak Storage= 0.40' , Surface Width= 0.98'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 2.67 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 117.3' Slope= 0.0048 '/'
Inlet Invert= 749.91', Outlet Invert= 749.35'



Reach R63: Pipe I63 to I62



Summary for Reach R71: Pipe I71 to I15

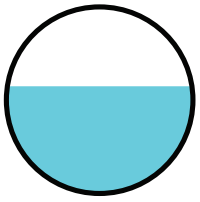
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 2.152 ac, 49.07% Impervious, Inflow Depth > 2.95" for 100-yr event
Inflow = 2.33 cfs @ 0.65 hrs, Volume= 0.529 af
Outflow = 2.33 cfs @ 0.68 hrs, Volume= 0.529 af, Atten= 0%, Lag= 1.8 min
Routed to Pond I15 : Inlet 1-5

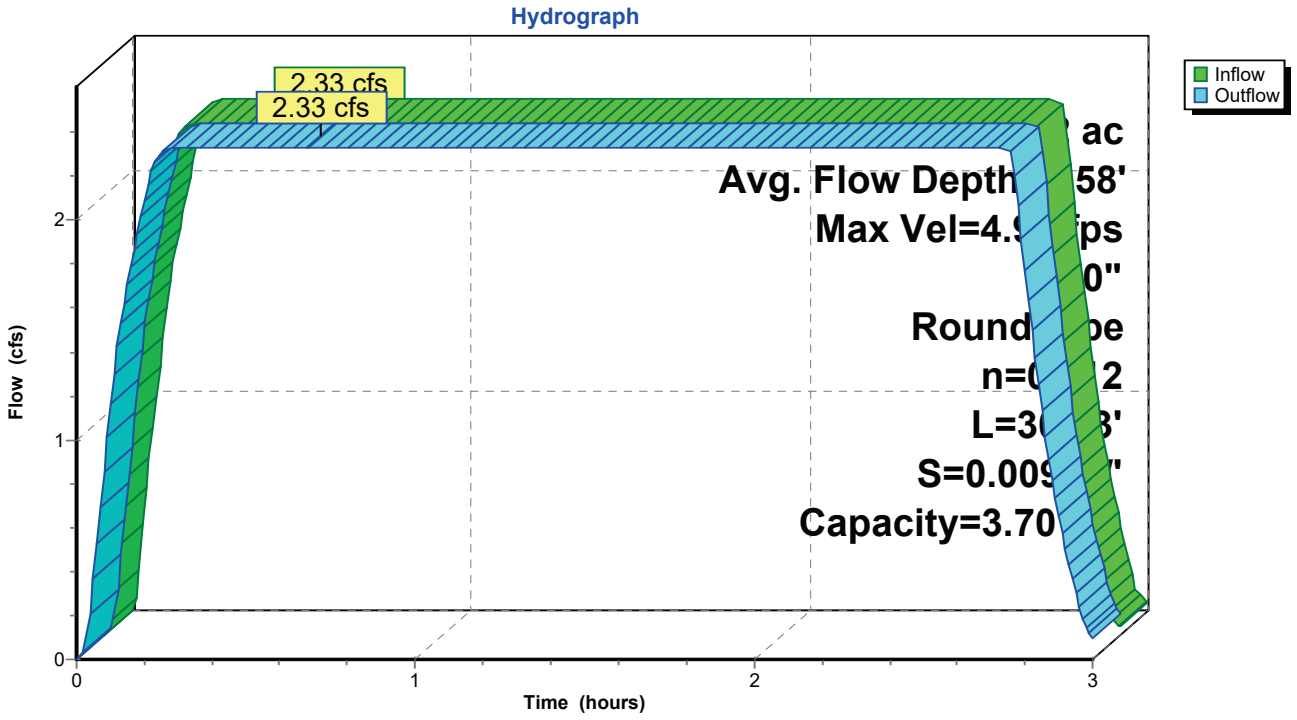
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.98 fps, Min. Travel Time= 1.0 min
Avg. Velocity = 4.78 fps, Avg. Travel Time= 1.1 min

Peak Storage= 144 cf @ 0.68 hrs
Average Depth at Peak Storage= 0.58' , Surface Width= 0.99'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.70 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 307.3' Slope= 0.0092 '/'
Inlet Invert= 747.78', Outlet Invert= 744.96'



Reach R71: Pipe I71 to I15



Summary for Reach R81: Pipe I81 to I71

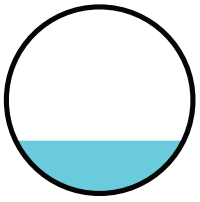
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.792 ac, 48.74% Impervious, Inflow Depth > 2.73" for 100-yr event
Inflow = 0.79 cfs @ 0.32 hrs, Volume= 0.180 af
Outflow = 0.79 cfs @ 0.14 hrs, Volume= 0.180 af, Atten= 0%, Lag= 0.0 min
Routed to Pond I71 : Inlet 7-1

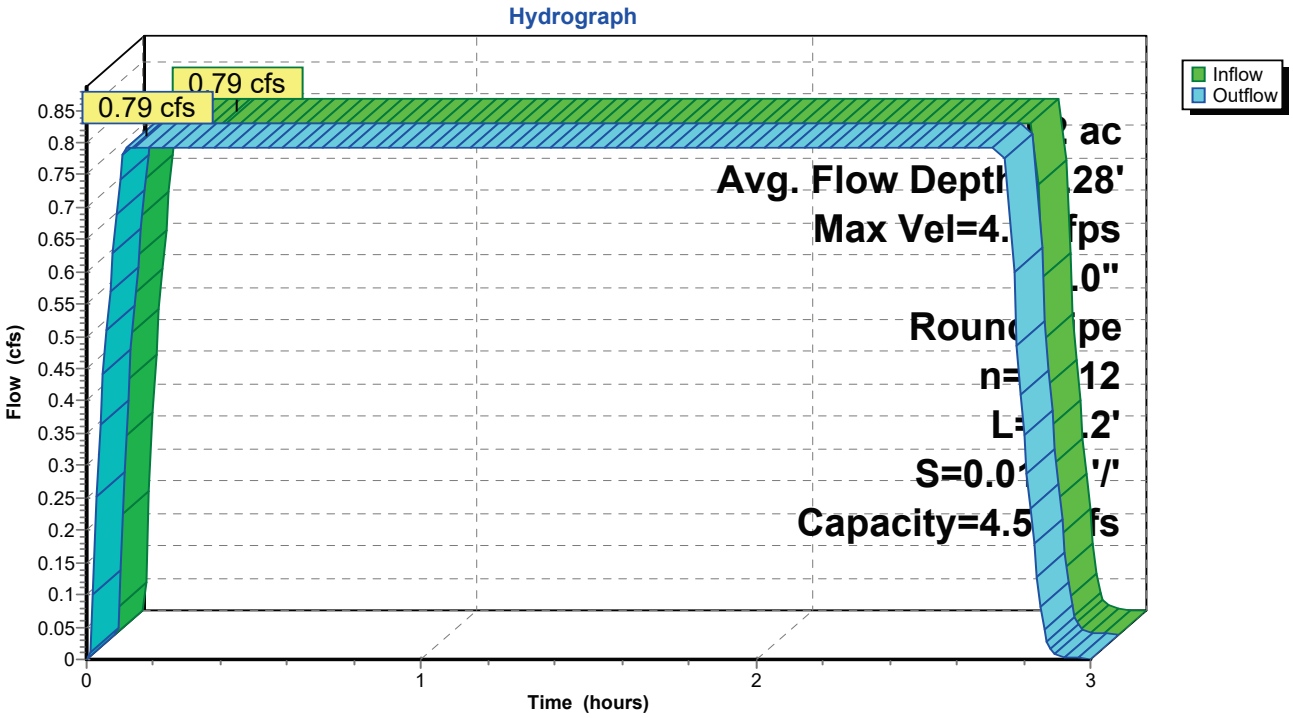
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.35 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 4.12 fps, Avg. Travel Time= 0.3 min

Peak Storage= 12 cf @ 0.14 hrs
Average Depth at Peak Storage= 0.28' , Surface Width= 0.90'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 4.55 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 63.2' Slope= 0.0139 '/'
Inlet Invert= 748.66', Outlet Invert= 747.78'



Reach R81: Pipe I81 to I71



Summary for Reach R82: Pipe I82 to I81

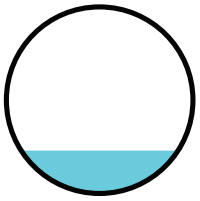
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I82 by 0.08' @ 2.85 hrs (0.03 cfs 0.000 af)

Inflow Area = 0.625 ac, 35.68% Impervious, Inflow Depth = 2.39" for 100-yr event
Inflow = 0.55 cfs @ 0.10 hrs, Volume= 0.125 af
Outflow = 0.55 cfs @ 0.29 hrs, Volume= 0.125 af, Atten= 0%, Lag= 11.4 min
Routed to Pond I81 : Inlet 8-1

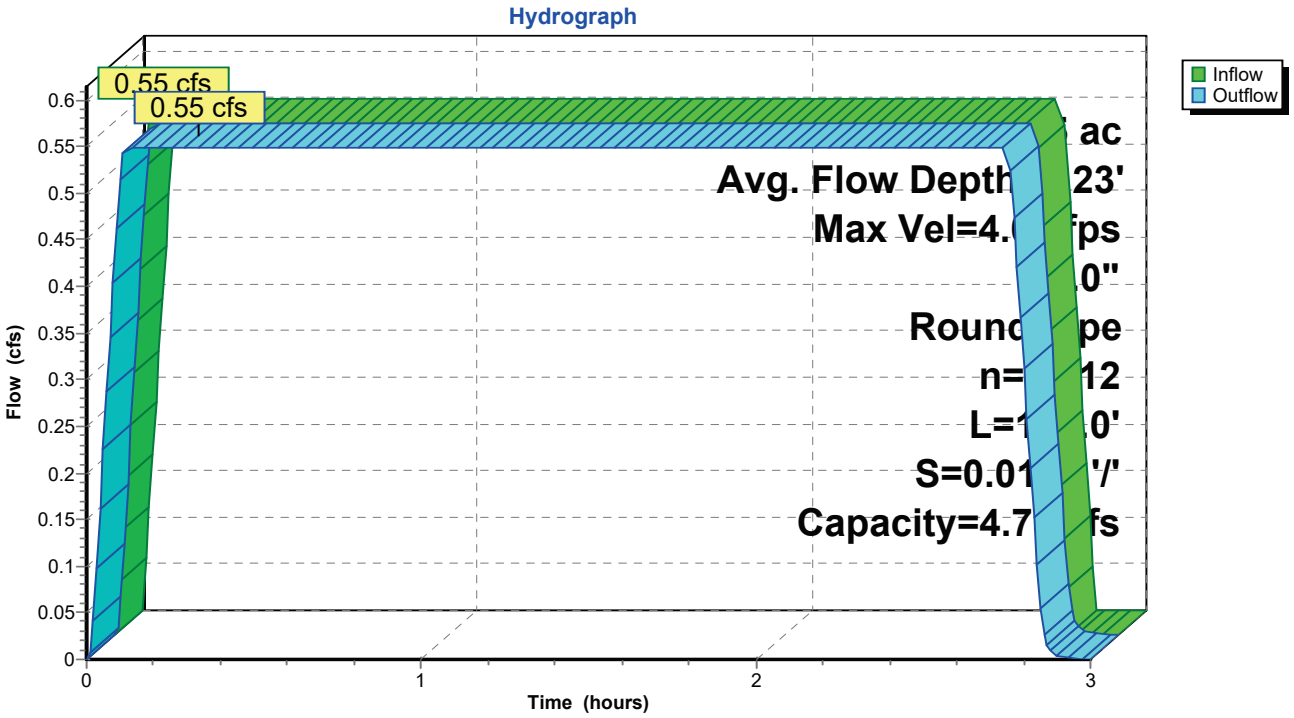
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 4.02 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 3.80 fps, Avg. Travel Time= 0.6 min

Peak Storage= 19 cf @ 0.29 hrs
Average Depth at Peak Storage= 0.23' , Surface Width= 0.84'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 4.73 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 136.0' Slope= 0.0150 '/'
Inlet Invert= 750.74', Outlet Invert= 748.70'



Reach R82: Pipe I82 to I81



Summary for Reach R91: Pipe I91 to I71

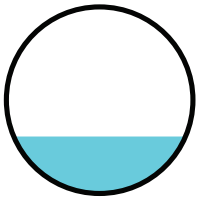
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.640 ac, 25.31% Impervious, Inflow Depth > 2.71" for 100-yr event
Inflow = 0.64 cfs @ 0.49 hrs, Volume= 0.144 af
Outflow = 0.64 cfs @ 0.66 hrs, Volume= 0.144 af, Atten= 0%, Lag= 10.1 min
Routed to Pond I71 : Inlet 7-1

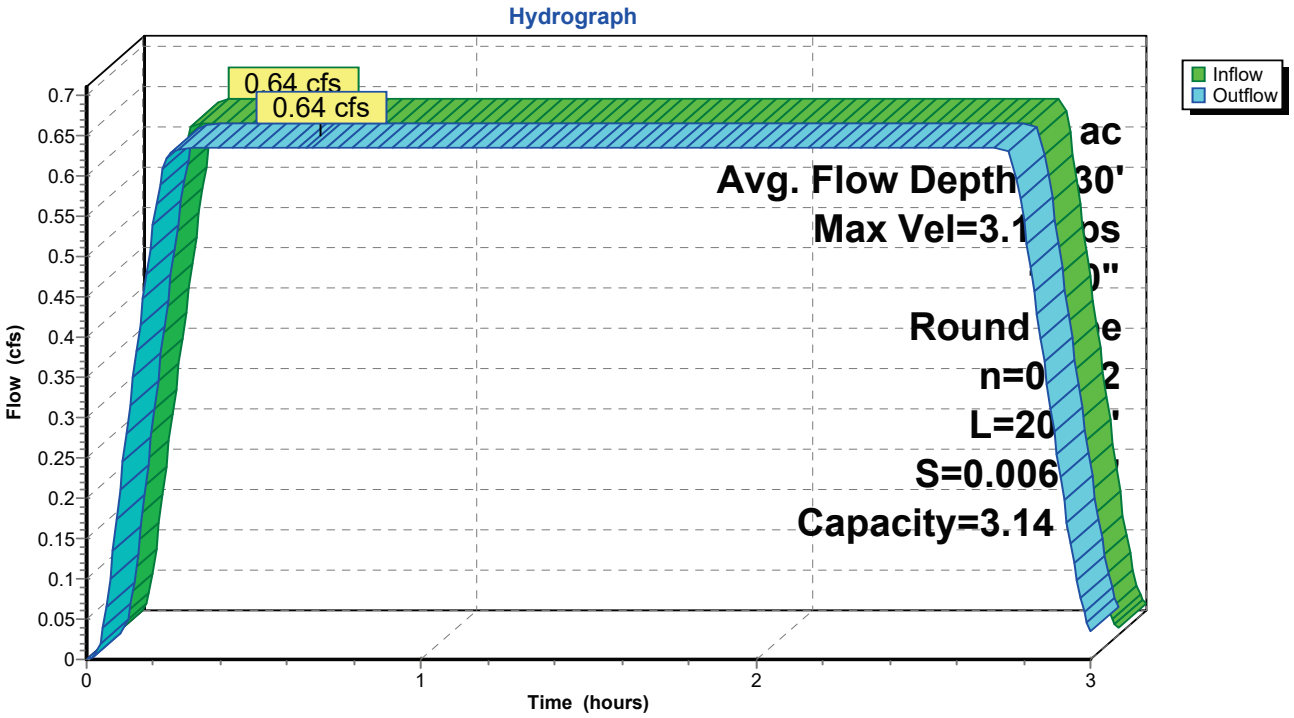
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.13 fps, Min. Travel Time= 1.1 min
Avg. Velocity = 3.00 fps, Avg. Travel Time= 1.1 min

Peak Storage= 42 cf @ 0.65 hrs
Average Depth at Peak Storage= 0.30' , Surface Width= 0.92'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.14 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 206.5' Slope= 0.0066 '/'
Inlet Invert= 750.30', Outlet Invert= 748.93'



Reach R91: Pipe I91 to I71



Summary for Reach R92: Pipe I92 to I91

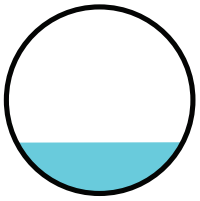
[52] Hint: Inlet/Outlet conditions not evaluated
[80] Warning: Exceeded Pond I92 by 0.06' @ 2.98 hrs (0.01 cfs 0.000 af)

Inflow Area = 0.531 ac, 21.66% Impervious, Inflow Depth = 2.69" for 100-yr event
Inflow = 0.52 cfs @ 0.23 hrs, Volume= 0.119 af
Outflow = 0.52 cfs @ 0.48 hrs, Volume= 0.119 af, Atten= 0%, Lag= 15.0 min
Routed to Pond I91 : Inlet 9-1

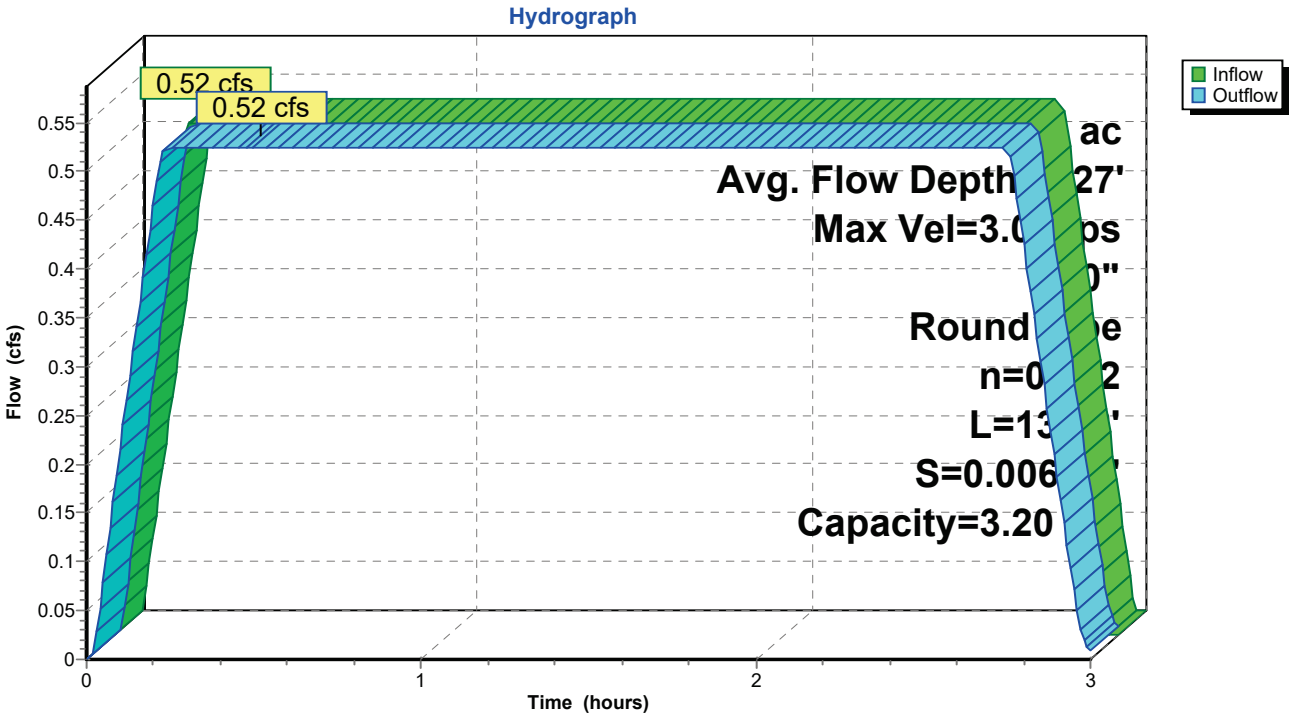
Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Max. Velocity= 3.00 fps, Min. Travel Time= 0.7 min
Avg. Velocity = 2.88 fps, Avg. Travel Time= 0.8 min

Peak Storage= 23 cf @ 0.48 hrs
Average Depth at Peak Storage= 0.27' , Surface Width= 0.89'
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 3.20 cfs

12.0" Round Pipe
n= 0.012 Steel, smooth
Length= 134.2' Slope= 0.0069 '/'
Inlet Invert= 751.22', Outlet Invert= 750.30'



Reach R92: Pipe I92 to I91



Summary for Pond I14: Inlet 1-4

[57] Hint: Peaked at 742.80' (Flood elevation advised)
[62] Hint: Exceeded Reach R18 OUTLET depth by 5.43' @ 0.93 hrs

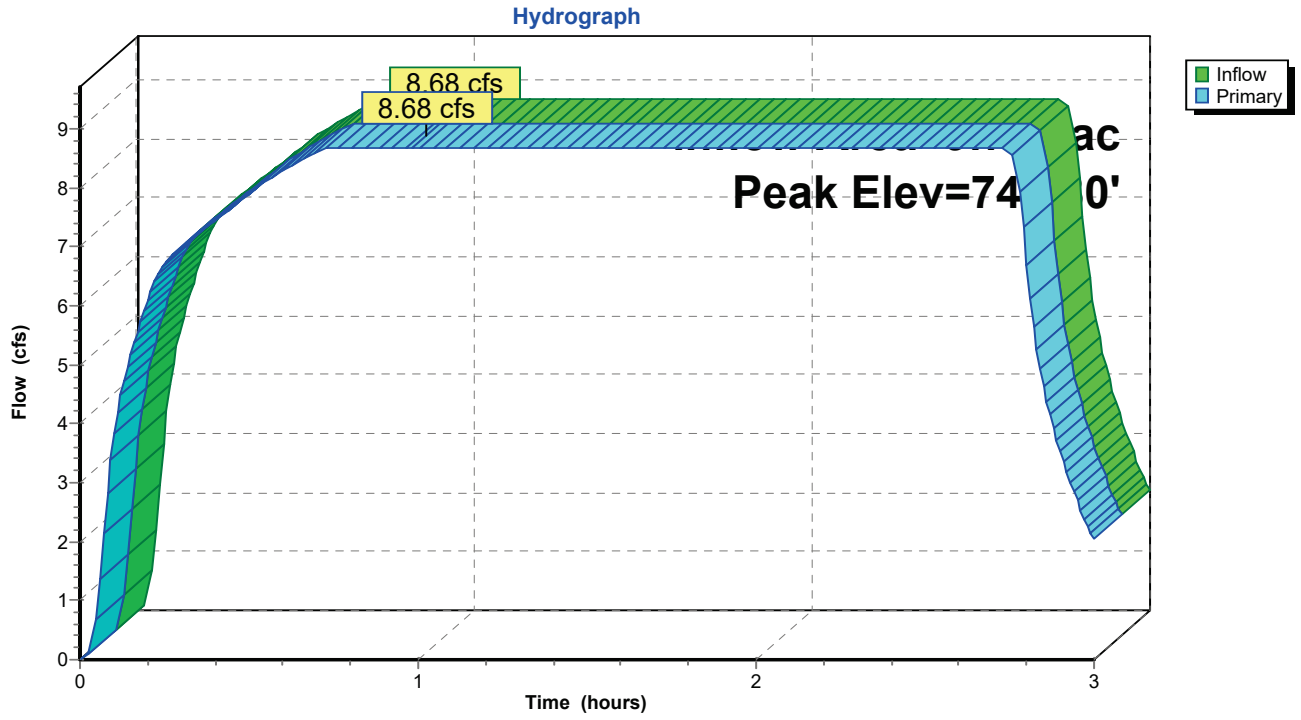
Inflow Area = 9.773 ac, 23.45% Impervious, Inflow Depth > 2.37" for 100-yr event
Inflow = 8.68 cfs @ 0.99 hrs, Volume= 1.934 af
Outflow = 8.68 cfs @ 0.98 hrs, Volume= 1.934 af, Atten= 0%, Lag= 0.0 min
Primary = 8.68 cfs @ 0.98 hrs, Volume= 1.934 af
Routed to Reach R14 : Pipe I14 to Pond

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 742.80' @ 0.94 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	741.84'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	741.84'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	743.84'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=8.68 cfs @ 0.98 hrs HW=742.80' TW=742.43' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 4.34 cfs @ 2.91 fps)
└─**2=Orifice/Grate** (Orifice Controls 4.34 cfs @ 2.91 fps)
└─**3=Orifice/Grate** (Controls 0.00 cfs)

Pond I14: Inlet 1-4



Summary for Pond I15: Inlet 1-5

[57] Hint: Peaked at 745.89' (Flood elevation advised)
[62] Hint: Exceeded Reach R21 OUTLET depth by 0.21' @ 0.27 hrs
[62] Hint: Exceeded Reach R71 OUTLET depth by 0.36' @ 2.77 hrs

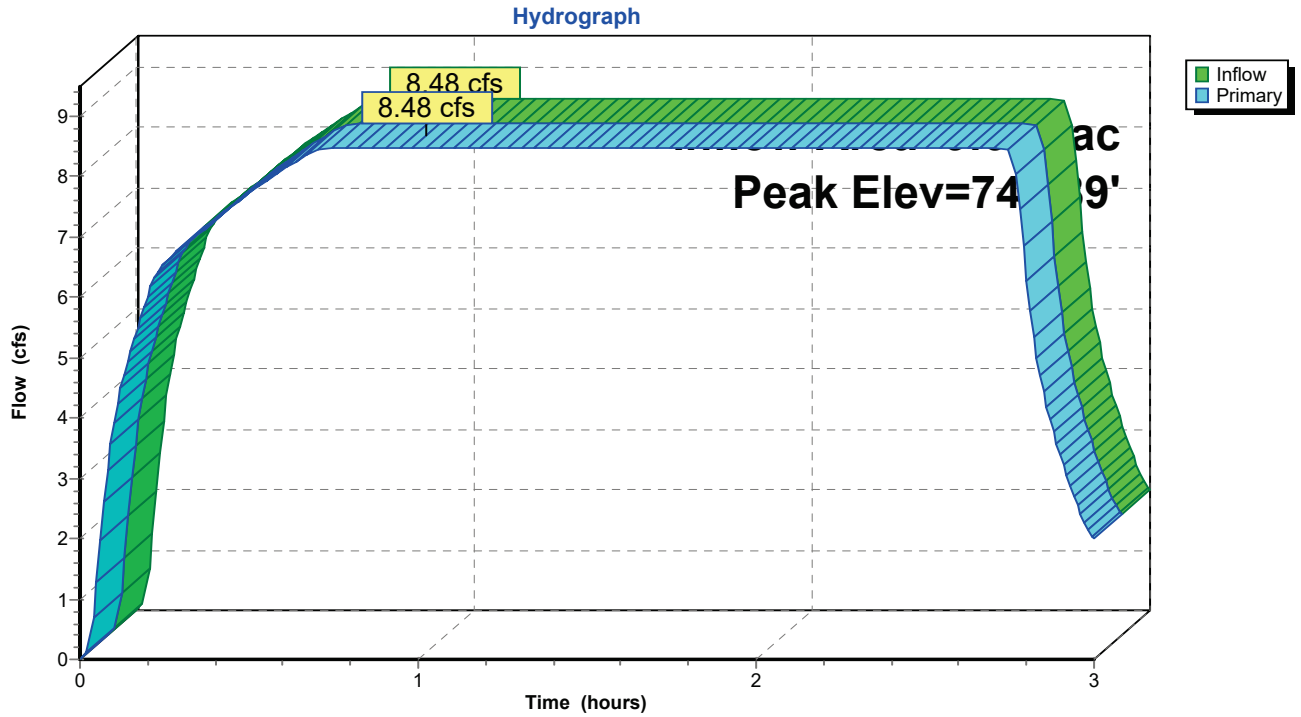
Inflow Area = 9.638 ac, 22.40% Impervious, Inflow Depth > 2.35" for 100-yr event
Inflow = 8.48 cfs @ 0.98 hrs, Volume= 1.891 af
Outflow = 8.48 cfs @ 0.98 hrs, Volume= 1.891 af, Atten= 0%, Lag= 0.0 min
Primary = 8.48 cfs @ 0.98 hrs, Volume= 1.891 af
Routed to Reach R15 : Pipe I15 to I18

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 745.89' @ 0.93 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	744.87'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	744.96'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	744.96'	**24.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=8.48 cfs @ 0.98 hrs HW=745.89' TW=745.68' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 3.59 cfs @ 2.23 fps)
└─**2=Orifice/Grate** (Orifice Controls 1.70 cfs @ 2.23 fps)
└─**3=Orifice/Grate** (Orifice Controls 3.19 cfs @ 2.23 fps)

Pond I15: Inlet 1-5



Summary for Pond I16: Inlet 1-6

[57] Hint: Peaked at 749.77' (Flood elevation advised)

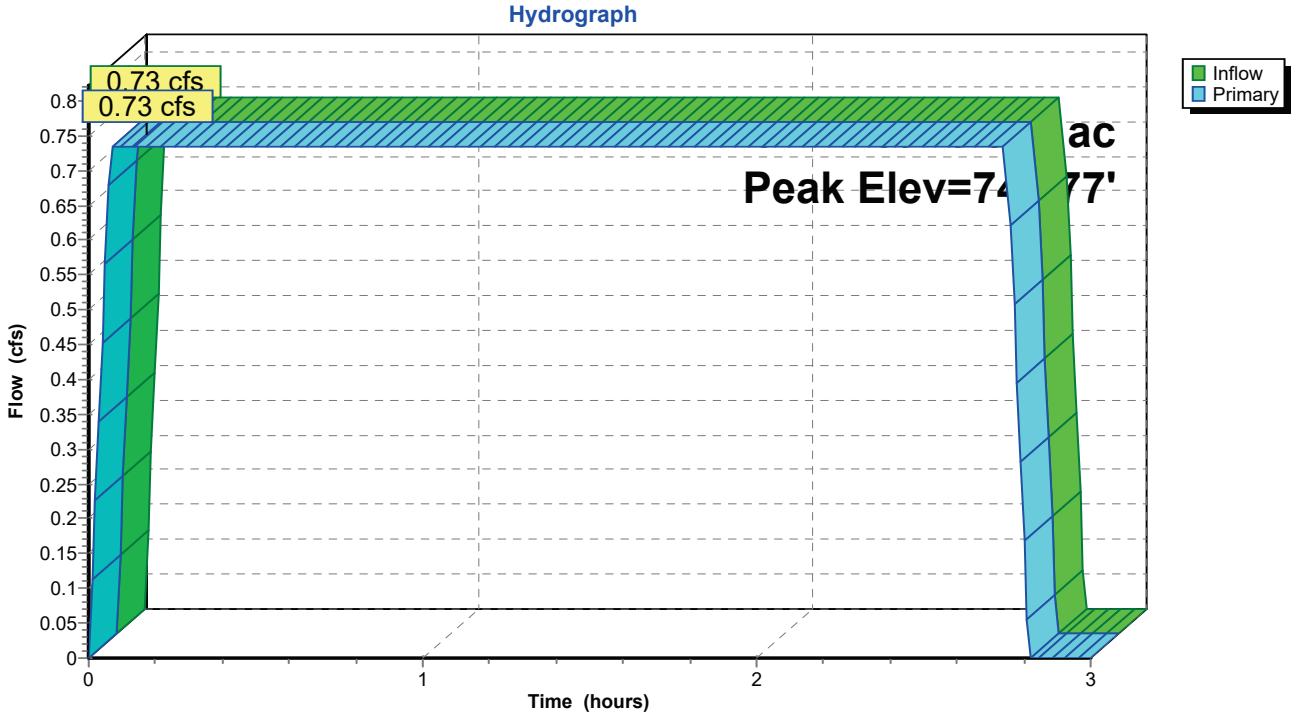
Inflow Area = 0.504 ac, 97.62% Impervious, Inflow Depth = 3.97" for 100-yr event
Inflow = 0.73 cfs @ 0.07 hrs, Volume= 0.167 af
Outflow = 0.73 cfs @ 0.13 hrs, Volume= 0.167 af, Atten= 0%, Lag= 3.6 min
Primary = 0.73 cfs @ 0.13 hrs, Volume= 0.167 af
Routed to Reach R16 : Pipe I16 to I21

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 749.77' @ 0.17 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.30'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.73 cfs @ 0.13 hrs HW=749.77' TW=749.59' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.73 cfs @ 2.03 fps)

Pond I16: Inlet 1-6



Summary for Pond I17: Trench Drain 1-7

[57] Hint: Peaked at 746.17' (Flood elevation advised)

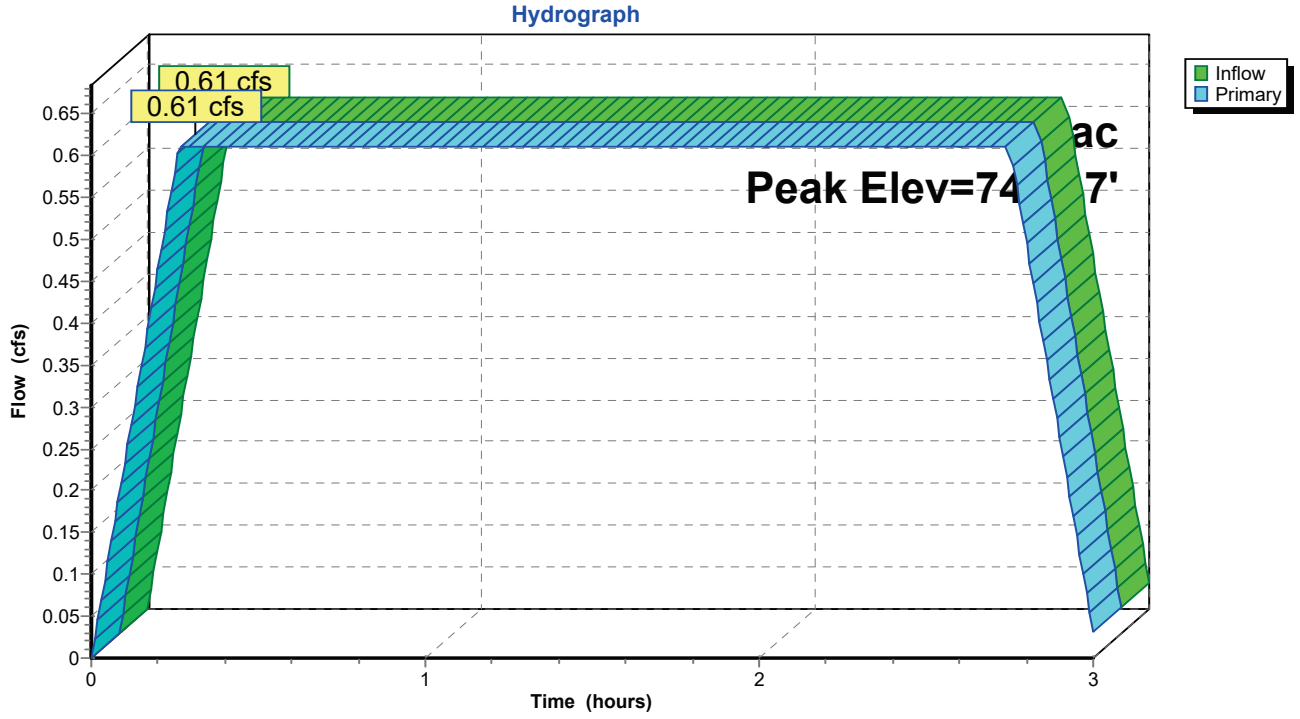
Inflow Area = 0.750 ac, 33.20% Impervious, Inflow Depth > 2.22" for 100-yr event
Inflow = 0.61 cfs @ 0.27 hrs, Volume= 0.139 af
Outflow = 0.61 cfs @ 0.27 hrs, Volume= 0.139 af, Atten= 0%, Lag= 0.0 min
Primary = 0.61 cfs @ 0.27 hrs, Volume= 0.139 af
Routed to Reach R17 : Pipe I17 to Pond

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 746.17' @ 0.27 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	745.50'	**6.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.61 cfs @ 0.27 hrs HW=746.17' TW=745.74' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.61 cfs @ 3.11 fps)

Pond I17: Trench Drain 1-7



Summary for Pond I18: Catch Basin 1-8

[57] Hint: Peaked at 744.30' (Flood elevation advised)
[62] Hint: Exceeded Reach R15 OUTLET depth by 0.13' @ 0.93 hrs
[62] Hint: Exceeded Reach R19 OUTLET depth by 0.84' @ 2.76 hrs

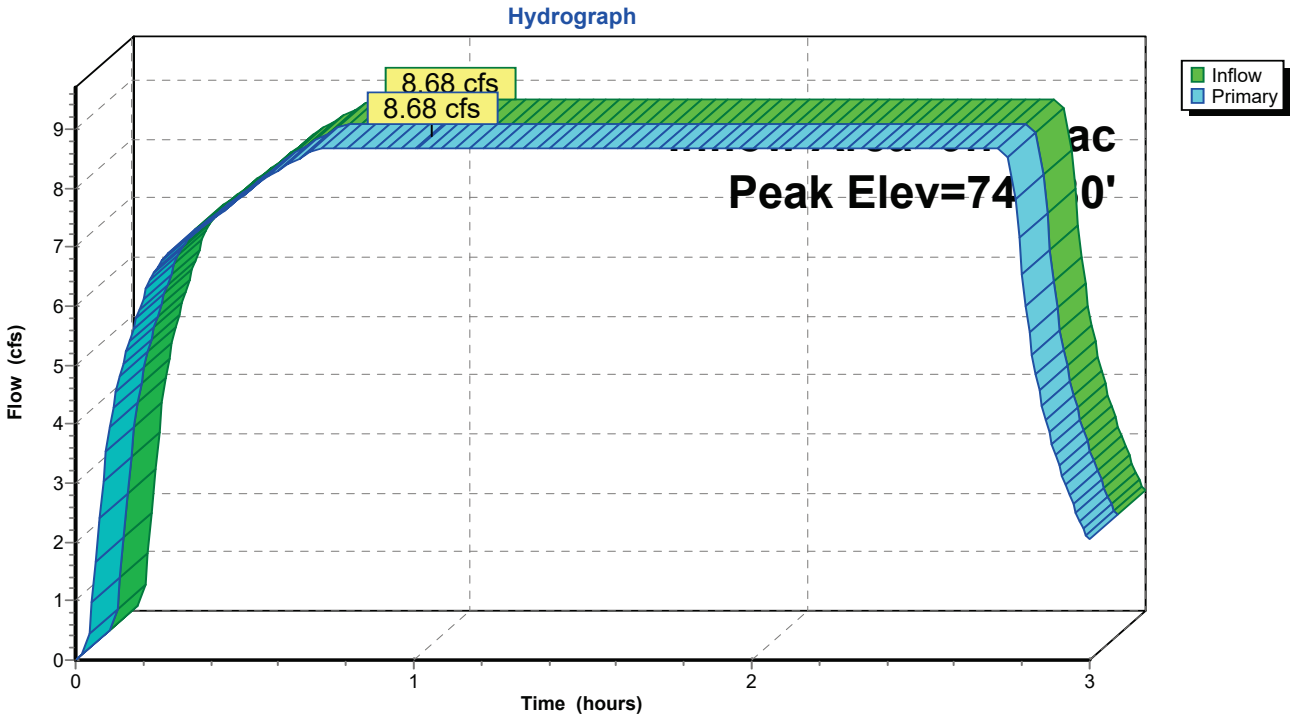
Inflow Area = 9.773 ac, 23.45% Impervious, Inflow Depth > 2.38" for 100-yr event
Inflow = 8.68 cfs @ 0.98 hrs, Volume= 1.934 af
Outflow = 8.68 cfs @ 1.01 hrs, Volume= 1.934 af, Atten= 0%, Lag= 1.8 min
Primary = 8.68 cfs @ 1.01 hrs, Volume= 1.934 af
Routed to Reach R18 : Pipe I18 to I14

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 744.30' @ 0.95 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	743.36'	**24.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	743.36'	**24.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=8.68 cfs @ 1.01 hrs HW=744.30' TW=743.91' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 4.34 cfs @ 2.99 fps)
└─**2=Orifice/Grate** (Orifice Controls 4.34 cfs @ 2.99 fps)

Pond I18: Catch Basin 1-8



Summary for Pond I19: Inlet 1-9

[57] Hint: Peaked at 745.63' (Flood elevation advised)

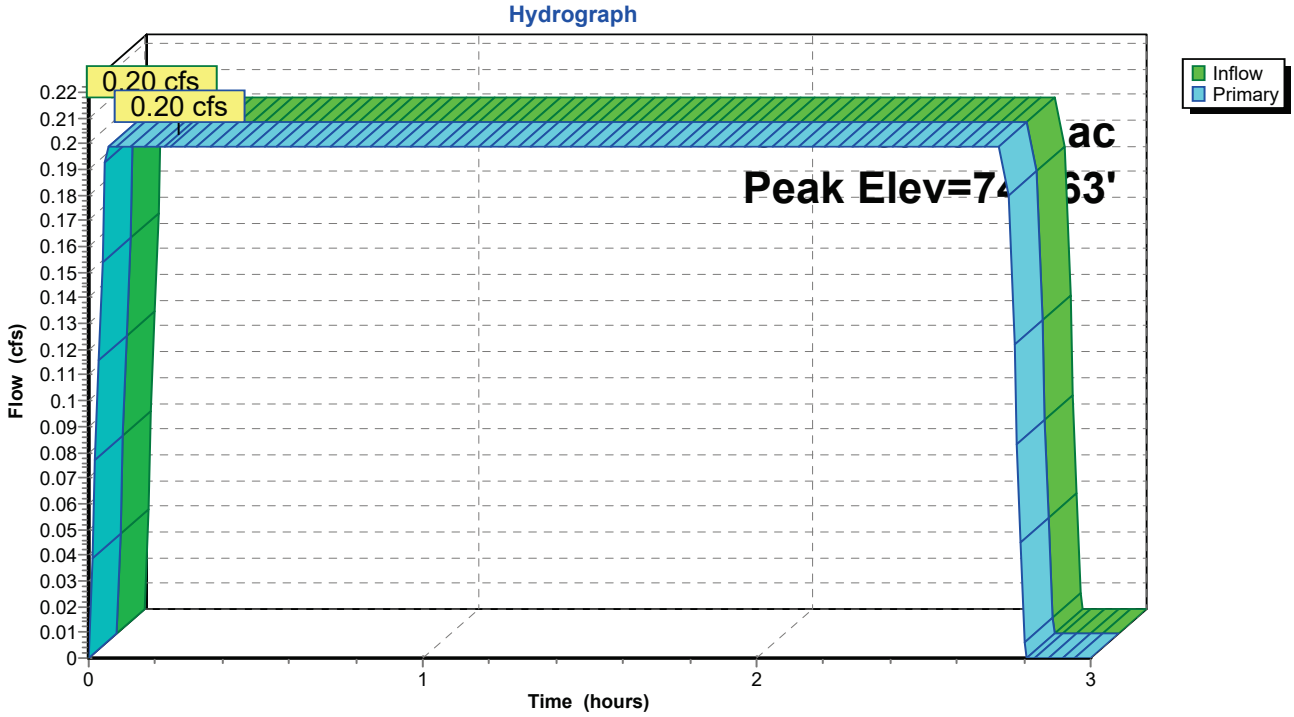
Inflow Area = 0.135 ac, 98.52% Impervious, Inflow Depth = 4.02" for 100-yr event
Inflow = 0.20 cfs @ 0.06 hrs, Volume= 0.045 af
Outflow = 0.20 cfs @ 0.23 hrs, Volume= 0.045 af, Atten= 0%, Lag= 10.2 min
Primary = 0.20 cfs @ 0.23 hrs, Volume= 0.045 af
Routed to Reach R19 : Pipe I19 to I14

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 745.63' @ 0.08 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	745.41'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.20 cfs @ 0.23 hrs HW=745.63' TW=745.52' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.20 cfs @ 1.59 fps)

Pond I19: Inlet 1-9



Summary for Pond I21: Inlet 2-1

[57] Hint: Peaked at 748.16' (Flood elevation advised)
[62] Hint: Exceeded Reach R31 OUTLET depth by 0.20' @ 0.12 hrs

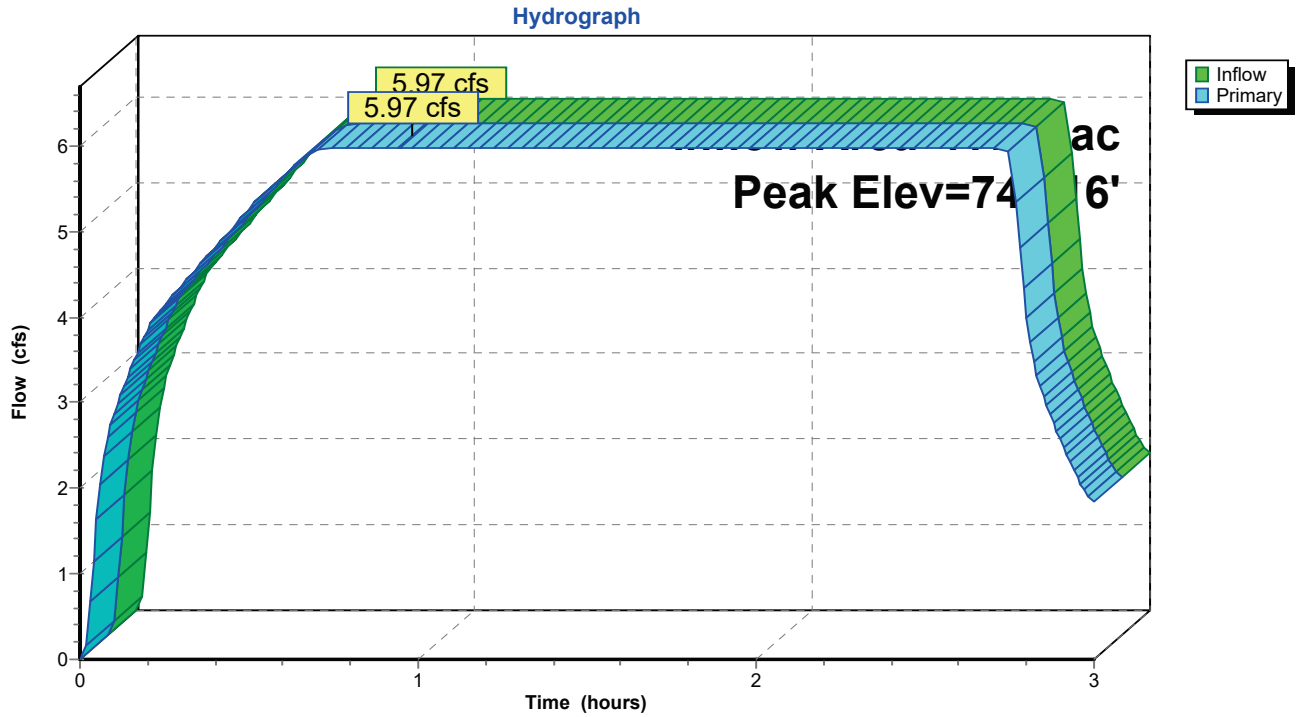
Inflow Area = 7.115 ac, 15.50% Impervious, Inflow Depth > 2.23" for 100-yr event
Inflow = 5.97 cfs @ 0.94 hrs, Volume= 1.325 af
Outflow = 5.97 cfs @ 0.94 hrs, Volume= 1.325 af, Atten= 0%, Lag= 0.0 min
Primary = 5.97 cfs @ 0.94 hrs, Volume= 1.325 af
Routed to Reach R21 : Pipe I21 to I15

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 748.16' @ 0.90 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	747.10'	**24.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	748.18'	**18.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Primary	748.17'	**12.0" Vert. Orifice/Grate X 2.00** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=5.97 cfs @ 0.94 hrs HW=748.16' TW=746.81' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 5.97 cfs @ 3.51 fps)
└─**2=Orifice/Grate** (Controls 0.00 cfs)
└─**3=Orifice/Grate** (Controls 0.00 cfs)

Pond I21: Inlet 2-1



Summary for Pond I31: Manhole 3-1

[57] Hint: Peaked at 748.66' (Flood elevation advised)
[62] Hint: Exceeded Reach R51 OUTLET depth by 0.49' @ 2.77 hrs
[62] Hint: Exceeded Reach R61 OUTLET depth by 0.42' @ 2.77 hrs

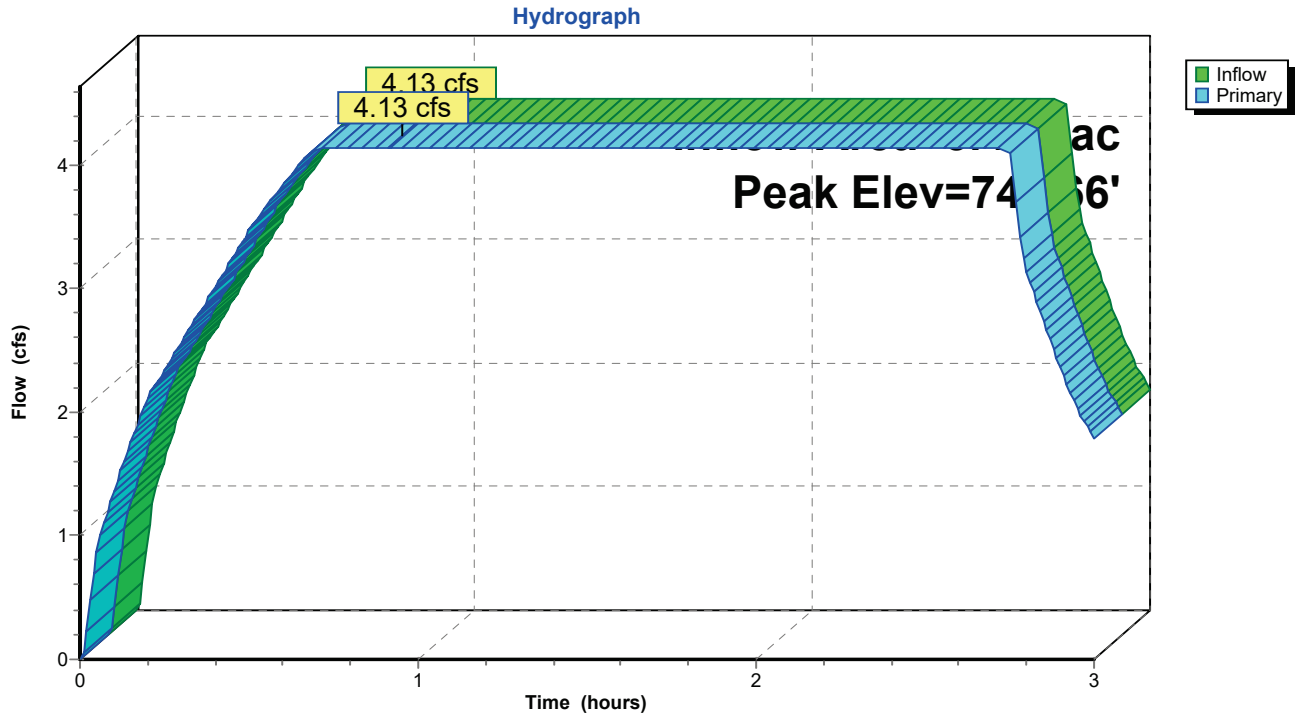
Inflow Area = 5.458 ac, 1.12% Impervious, Inflow Depth > 2.00" for 100-yr event
Inflow = 4.13 cfs @ 0.91 hrs, Volume= 0.909 af
Outflow = 4.13 cfs @ 0.91 hrs, Volume= 0.909 af, Atten= 0%, Lag= 0.0 min
Primary = 4.13 cfs @ 0.91 hrs, Volume= 0.909 af
Routed to Reach R31 : Pipe I31 to I21

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 748.66' @ 0.90 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	747.75'	**18.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	747.75'	**15.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	747.75'	**15.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=4.13 cfs @ 0.91 hrs HW=748.66' TW=748.59' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 1.53 cfs @ 1.35 fps)
└─**2=Orifice/Grate** (Orifice Controls 1.30 cfs @ 1.35 fps)
└─**3=Orifice/Grate** (Orifice Controls 1.30 cfs @ 1.35 fps)

Pond I31: Manhole 3-1



Summary for Pond I41: Inlet 4-1

[57] Hint: Peaked at 749.40' (Flood elevation advised)

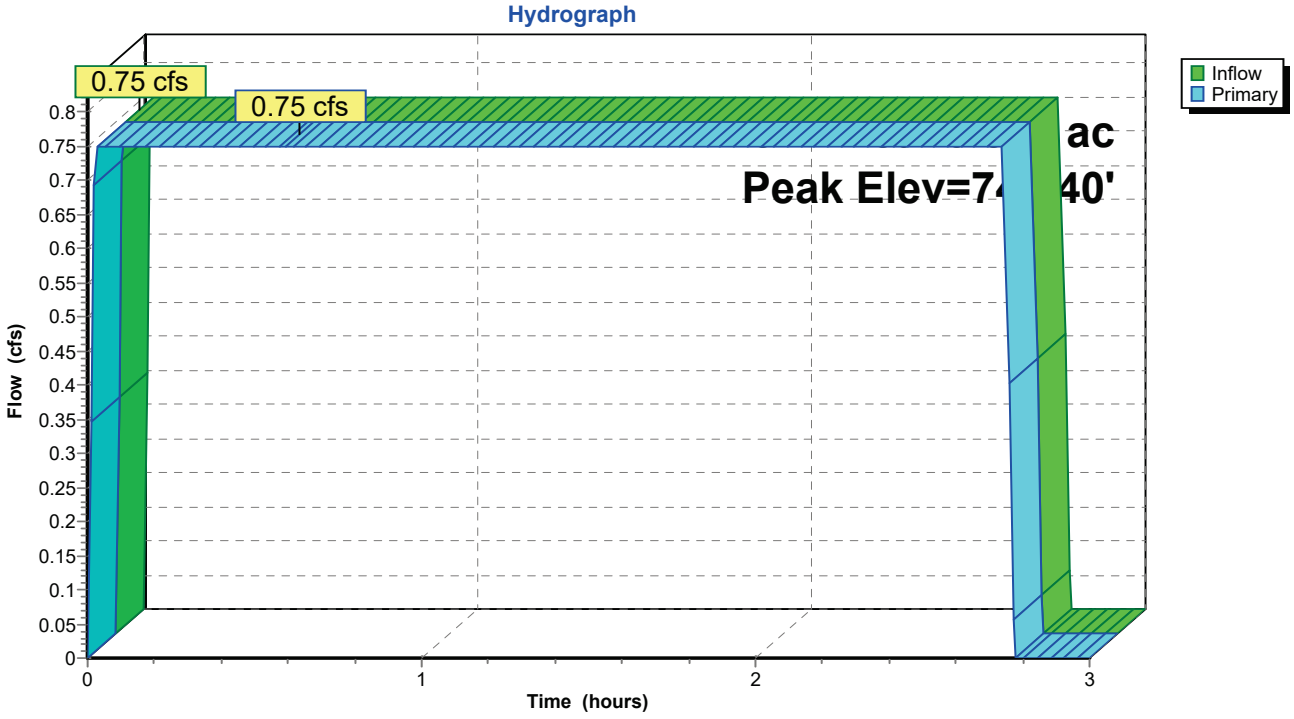
Inflow Area = 0.503 ac,100.00% Impervious, Inflow Depth = 4.06" for 100-yr event
Inflow = 0.75 cfs @ 0.03 hrs, Volume= 0.170 af
Outflow = 0.75 cfs @ 0.59 hrs, Volume= 0.170 af, Atten= 0%, Lag= 33.6 min
Primary = 0.75 cfs @ 0.59 hrs, Volume= 0.170 af
Routed to Reach R41 : Pipe I41 to I31

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 749.40' @ 0.77 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	748.86'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.75 cfs @ 0.59 hrs HW=749.40' TW=749.27' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.75 cfs @ 1.74 fps)

Pond I41: Inlet 4-1



Summary for Pond I51: Inlet 5-1

[57] Hint: Peaked at 749.66' (Flood elevation advised)
[62] Hint: Exceeded Reach R52 OUTLET depth by 0.13' @ 0.02 hrs

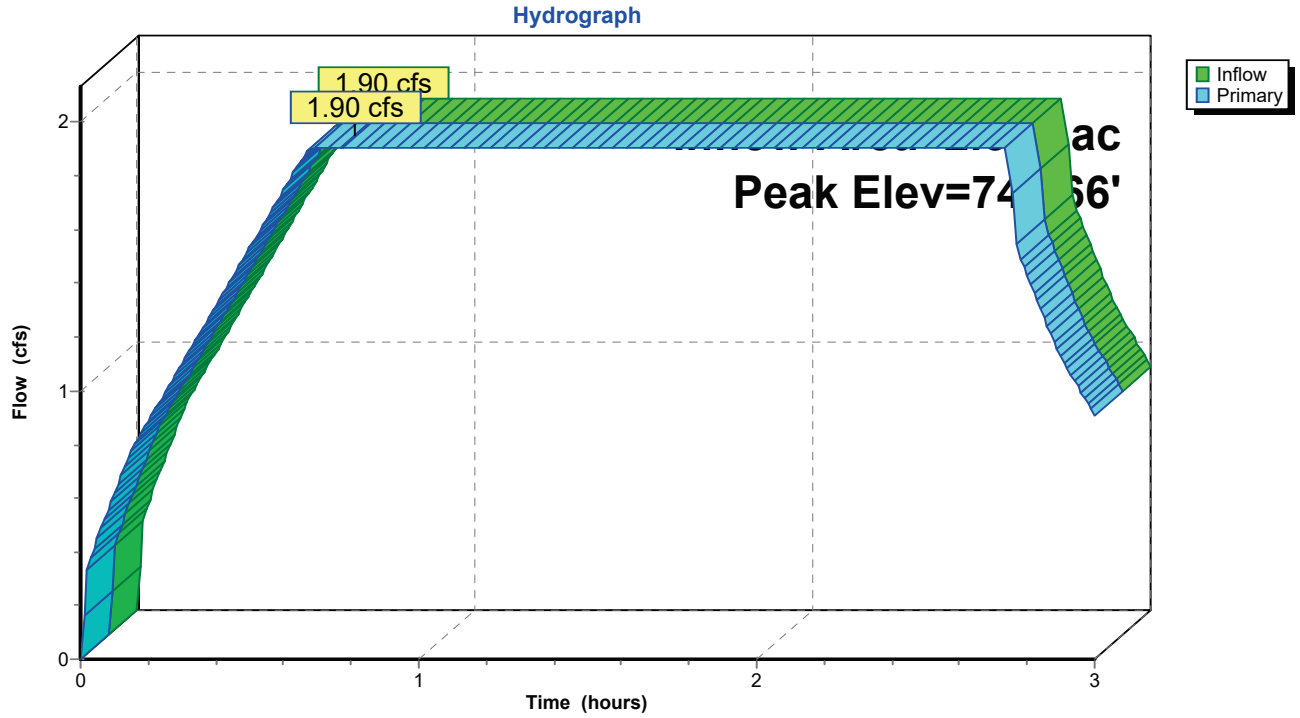
Inflow Area = 2.540 ac, 1.02% Impervious, Inflow Depth > 1.97" for 100-yr event
Inflow = 1.90 cfs @ 0.77 hrs, Volume= 0.417 af
Outflow = 1.90 cfs @ 0.77 hrs, Volume= 0.417 af, Atten= 0%, Lag= 0.0 min
Primary = 1.90 cfs @ 0.77 hrs, Volume= 0.417 af
Routed to Reach R51 : Pipe I51 to I31

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 749.66' @ 0.76 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.07'	**15.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	749.10'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.90 cfs @ 0.77 hrs HW=749.66' TW=749.51' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 1.06 cfs @ 1.87 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.84 cfs @ 1.87 fps)

Pond I51: Inlet 5-1



Summary for Pond I52: Inlet 5-2

[57] Hint: Peaked at 750.75' (Flood elevation advised)
[63] Warning: Exceeded Reach R53 INLET depth by 0.18' @ 2.91 hrs

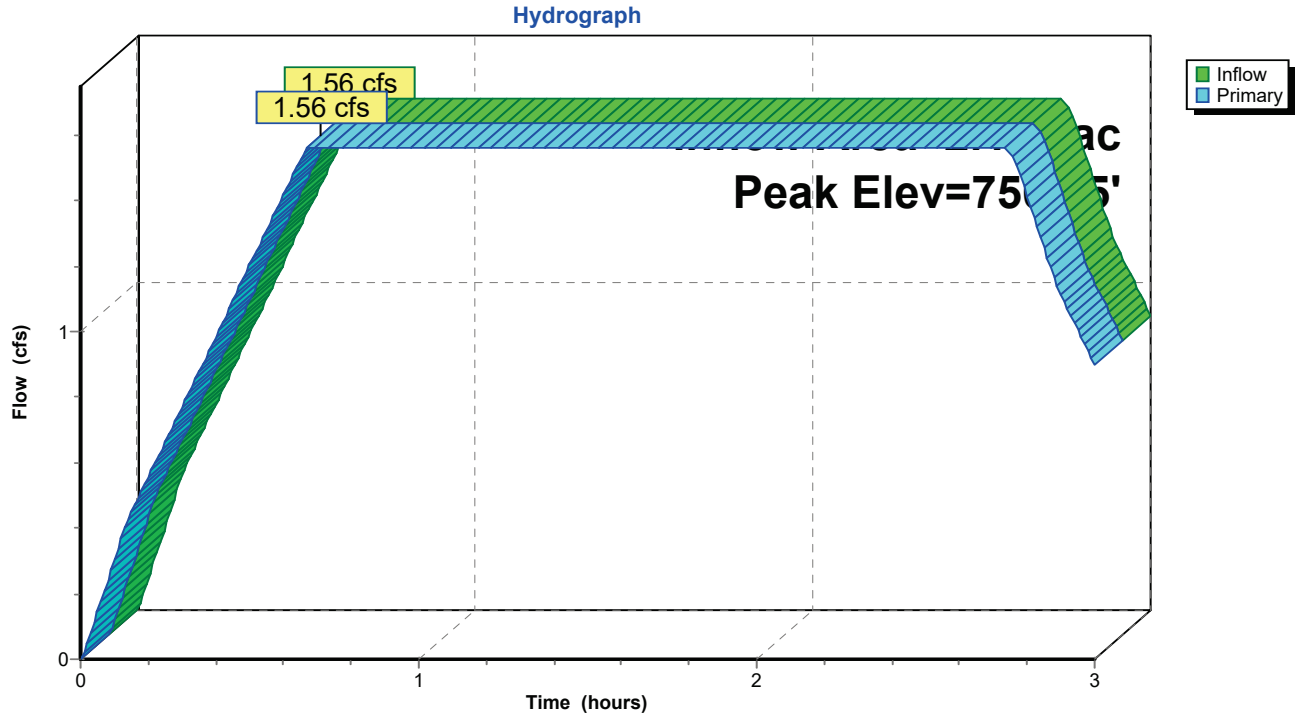
Inflow Area = 2.186 ac, 0.27% Impervious, Inflow Depth > 1.86" for 100-yr event
Inflow = 1.56 cfs @ 0.67 hrs, Volume= 0.340 af
Outflow = 1.56 cfs @ 0.67 hrs, Volume= 0.340 af, Atten= 0%, Lag= 0.0 min
Primary = 1.56 cfs @ 0.67 hrs, Volume= 0.340 af
Routed to Reach R52 : Pipe I52 to I51

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 750.75' @ 0.75 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	750.10'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	750.26'	**6.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.55 cfs @ 0.67 hrs HW=750.75' TW=750.56' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 1.14 cfs @ 2.11 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.41 cfs @ 2.11 fps)

Pond I52: Inlet 5-2



Summary for Pond I53: Inlet 5-3

[57] Hint: Peaked at 750.67' (Flood elevation advised)

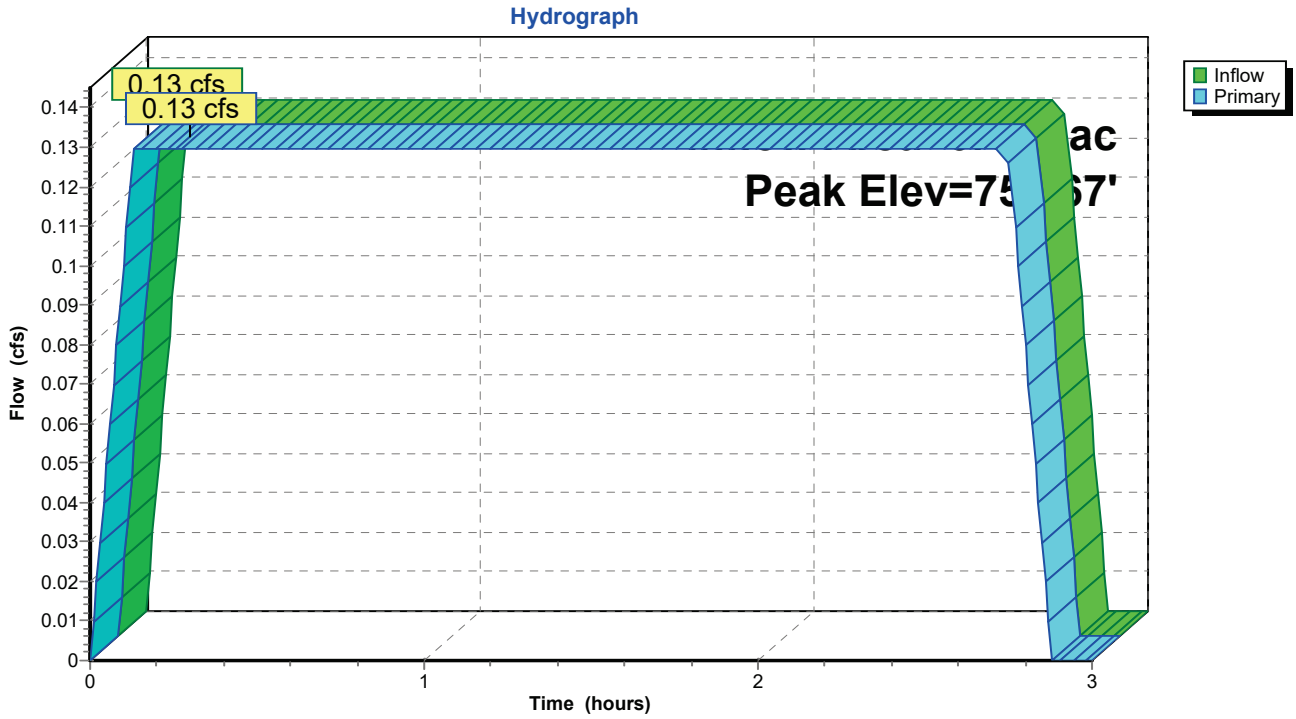
Inflow Area = 0.156 ac, 0.00% Impervious, Inflow Depth = 2.26" for 100-yr event
Inflow = 0.13 cfs @ 0.13 hrs, Volume= 0.029 af
Outflow = 0.13 cfs @ 0.26 hrs, Volume= 0.029 af, Atten= 0%, Lag= 7.8 min
Primary = 0.13 cfs @ 0.26 hrs, Volume= 0.029 af
Routed to Reach R53 : Pipe I53 to I52

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 750.67' @ 0.29 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	750.43'	**6.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	750.56'	**6.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=0.13 cfs @ 0.26 hrs HW=750.67' TW=750.63' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.10 cfs @ 1.00 fps)
2=Orifice/Grate (Orifice Controls 0.03 cfs @ 1.00 fps)

Pond I53: Inlet 5-3



Summary for Pond I54: Inlet 5-4

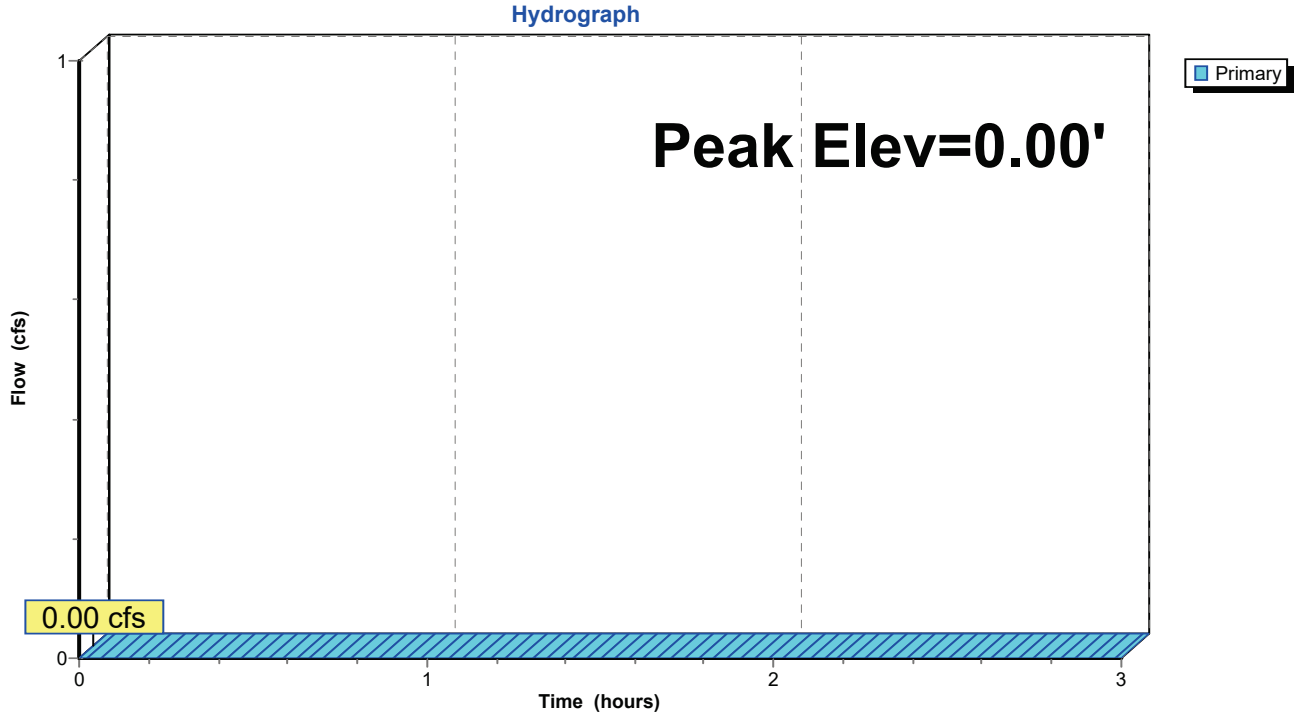
[43] Hint: Has no inflow (Outflow=Zero)

Device	Routing	Invert	Outlet Devices
#1	Primary	750.30'	**6.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=0.00' TW=750.30' (Dynamic Tailwater)
└**1=Orifice/Grate** (Controls 0.00 cfs)

Pond I54: Inlet 5-4

Hydrograph



Summary for Pond I61: Manhole 6-1

[57] Hint: Peaked at 749.16' (Flood elevation advised)
[62] Hint: Exceeded Reach R62 OUTLET depth by 0.12' @ 2.78 hrs

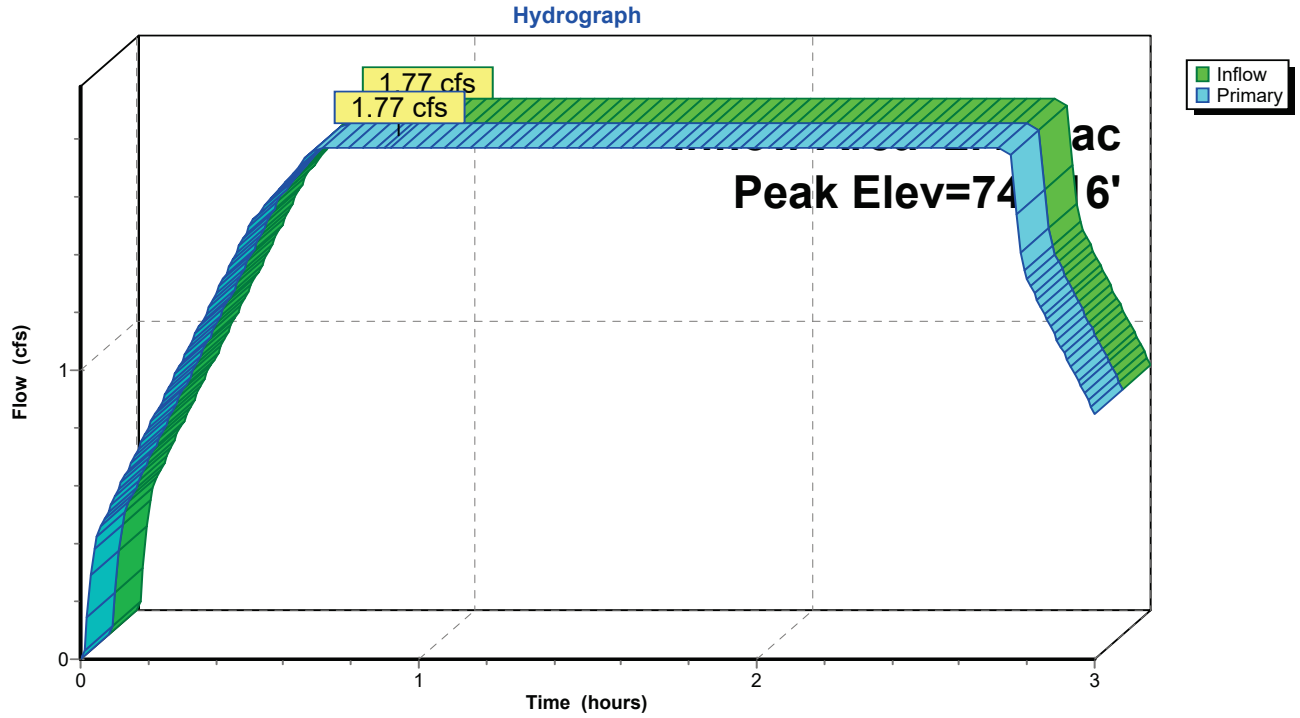
Inflow Area = 2.408 ac, 0.00% Impervious, Inflow Depth > 1.93" for 100-yr event
Inflow = 1.77 cfs @ 0.90 hrs, Volume= 0.388 af
Outflow = 1.77 cfs @ 0.90 hrs, Volume= 0.388 af, Atten= 0%, Lag= 0.0 min
Primary = 1.77 cfs @ 0.90 hrs, Volume= 0.388 af
Routed to Reach R61 : Pipe I61 to I31

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 749.16' @ 0.87 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	748.55'	**15.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	748.61'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.77 cfs @ 0.90 hrs HW=749.16' TW=749.04' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 1.01 cfs @ 1.69 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.75 cfs @ 1.69 fps)

Pond I61: Manhole 6-1



Summary for Pond I62: Inlet 6-2

[57] Hint: Peaked at 749.88' (Flood elevation advised)
[62] Hint: Exceeded Reach R63 OUTLET depth by 0.17' @ 0.05 hrs

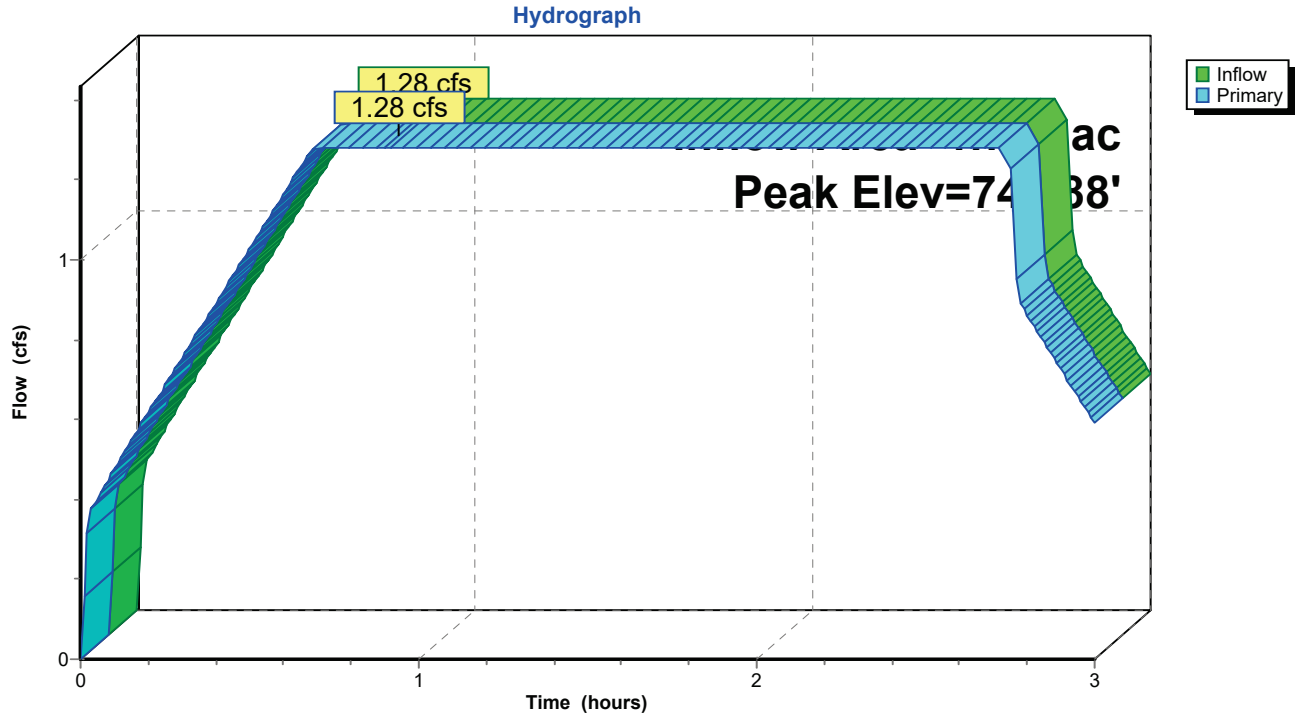
Inflow Area = 1.749 ac, 0.00% Impervious, Inflow Depth > 1.92" for 100-yr event
Inflow = 1.28 cfs @ 0.89 hrs, Volume= 0.281 af
Outflow = 1.28 cfs @ 0.90 hrs, Volume= 0.281 af, Atten= 0%, Lag= 0.6 min
Primary = 1.28 cfs @ 0.90 hrs, Volume= 0.281 af
Routed to Reach R62 : Pipe I62 to I61

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 749.88' @ 0.86 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.32'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	749.35'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.28 cfs @ 0.90 hrs HW=749.88' TW=749.78' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.66 cfs @ 1.48 fps)
2=Orifice/Grate (Orifice Controls 0.62 cfs @ 1.48 fps)

Pond I62: Inlet 6-2



Summary for Pond I63: Inlet 6-3

[57] Hint: Peaked at 750.48' (Flood elevation advised)
[63] Warning: Exceeded Reach R54 INLET depth by 0.18' @ 0.86 hrs

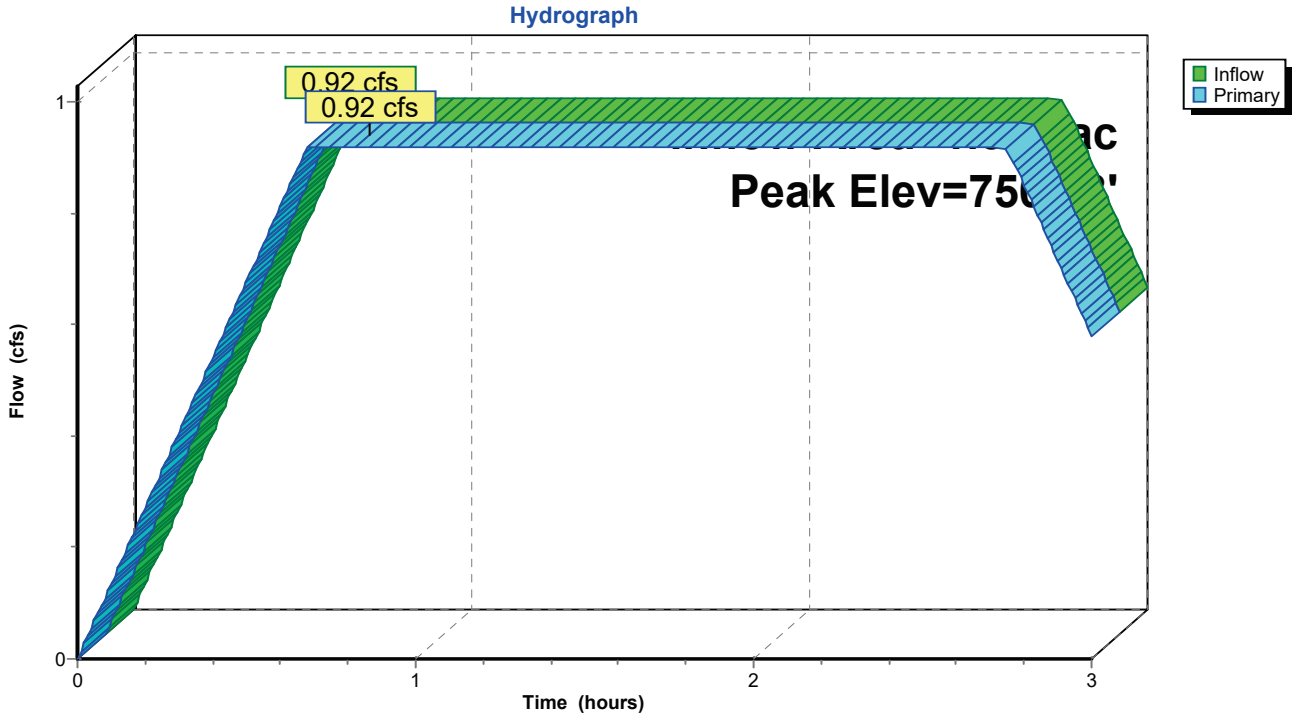
Inflow Area = 1.364 ac, 0.00% Impervious, Inflow Depth > 1.75" for 100-yr event
Inflow = 0.92 cfs @ 0.68 hrs, Volume= 0.199 af
Outflow = 0.92 cfs @ 0.82 hrs, Volume= 0.199 af, Atten= 0%, Lag= 8.4 min
Primary = 0.92 cfs @ 0.82 hrs, Volume= 0.199 af
Routed to Reach R63 : Pipe I63 to I62

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 750.48' @ 0.86 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	749.91'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.92 cfs @ 0.82 hrs HW=750.48' TW=750.31' (Dynamic Tailwater)
↑**1=Orifice/Grate** (Orifice Controls 0.92 cfs @ 1.97 fps)

Pond I63: Inlet 6-3



Summary for Pond I71: Inlet 7-1

[57] Hint: Peaked at 748.51' (Flood elevation advised)
[62] Hint: Exceeded Reach R81 OUTLET depth by 0.46' @ 2.77 hrs

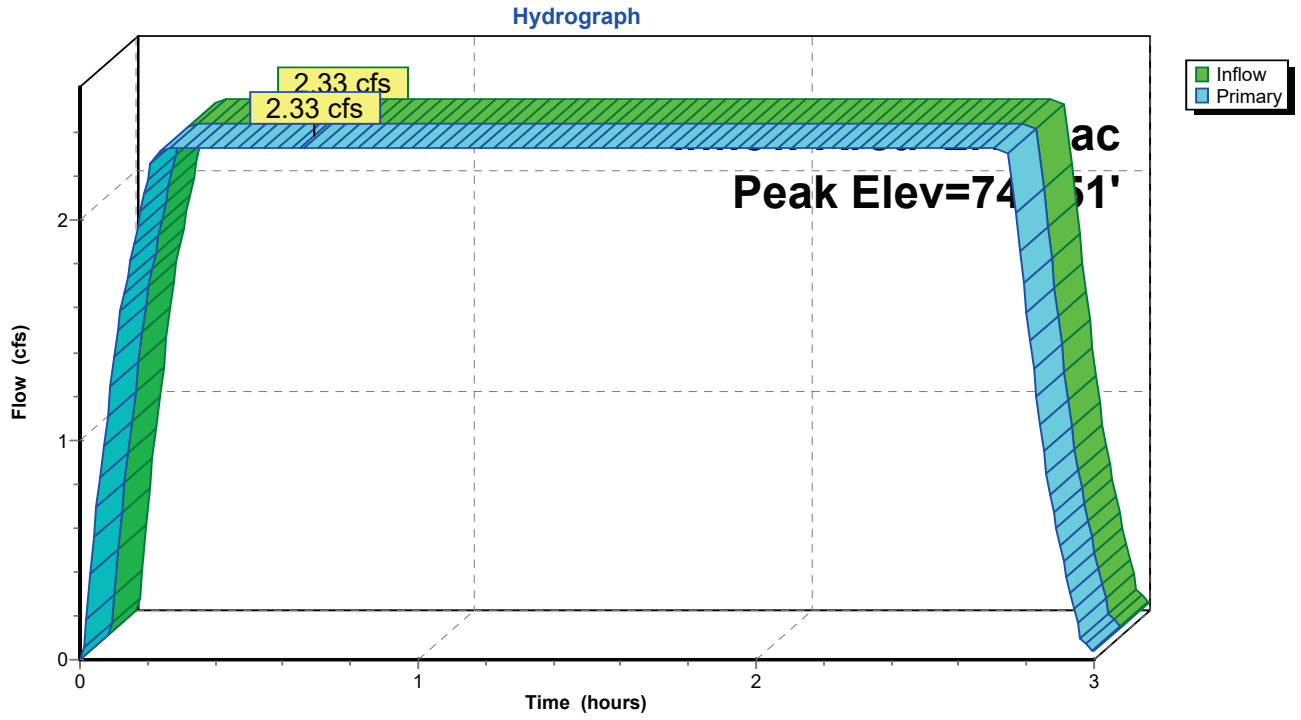
Inflow Area = 2.152 ac, 49.07% Impervious, Inflow Depth > 2.95" for 100-yr event
Inflow = 2.33 cfs @ 0.65 hrs, Volume= 0.529 af
Outflow = 2.33 cfs @ 0.65 hrs, Volume= 0.529 af, Atten= 0%, Lag= 0.0 min
Primary = 2.33 cfs @ 0.65 hrs, Volume= 0.529 af
Routed to Reach R71 : Pipe I71 to I15

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 748.51' @ 0.59 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	747.78'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	747.78'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	748.93'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=2.33 cfs @ 0.65 hrs HW=748.51' TW=748.36' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 1.16 cfs @ 1.89 fps)
└─**2=Orifice/Grate** (Orifice Controls 1.16 cfs @ 1.89 fps)
└─**3=Orifice/Grate** (Controls 0.00 cfs)

Pond I71: Inlet 7-1



Summary for Pond I81: Inlet 8-1

[57] Hint: Peaked at 749.01' (Flood elevation advised)
[62] Hint: Exceeded Reach R13 OUTLET depth by 0.19' @ 2.77 hrs
[62] Hint: Exceeded Reach R82 OUTLET depth by 0.08' @ 0.15 hrs

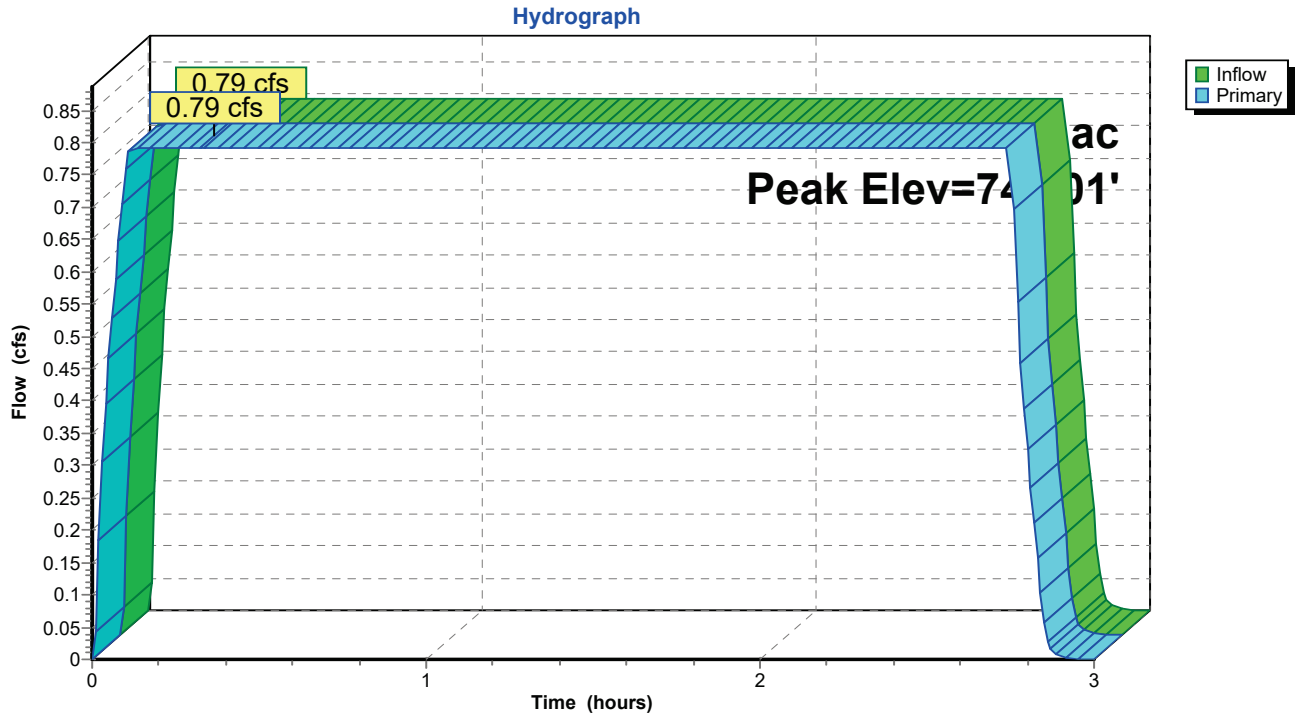
Inflow Area = 0.792 ac, 48.74% Impervious, Inflow Depth > 2.73" for 100-yr event
Inflow = 0.79 cfs @ 0.32 hrs, Volume= 0.180 af
Outflow = 0.79 cfs @ 0.32 hrs, Volume= 0.180 af, Atten= 0%, Lag= 0.1 min
Primary = 0.79 cfs @ 0.32 hrs, Volume= 0.180 af
Routed to Reach R81 : Pipe I81 to I71

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 749.01' @ 0.15 hrs

Device	Routing	Invert	Outlet Devices		
#1	Primary	748.66'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#2	Primary	748.69'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads
#3	Primary	748.70'	**12.0" Vert. Orifice/Grate**	C= 0.600	Limited to weir flow at low heads

Primary OutFlow Max=0.79 cfs @ 0.32 hrs HW=749.01' TW=748.94' (Dynamic Tailwater)
└─**1=Orifice/Grate** (Orifice Controls 0.29 cfs @ 1.21 fps)
└─**2=Orifice/Grate** (Orifice Controls 0.26 cfs @ 1.21 fps)
└─**3=Orifice/Grate** (Orifice Controls 0.25 cfs @ 1.21 fps)

Pond I81: Inlet 8-1



Summary for Pond I82: Inlet 8-2

[57] Hint: Peaked at 751.13' (Flood elevation advised)

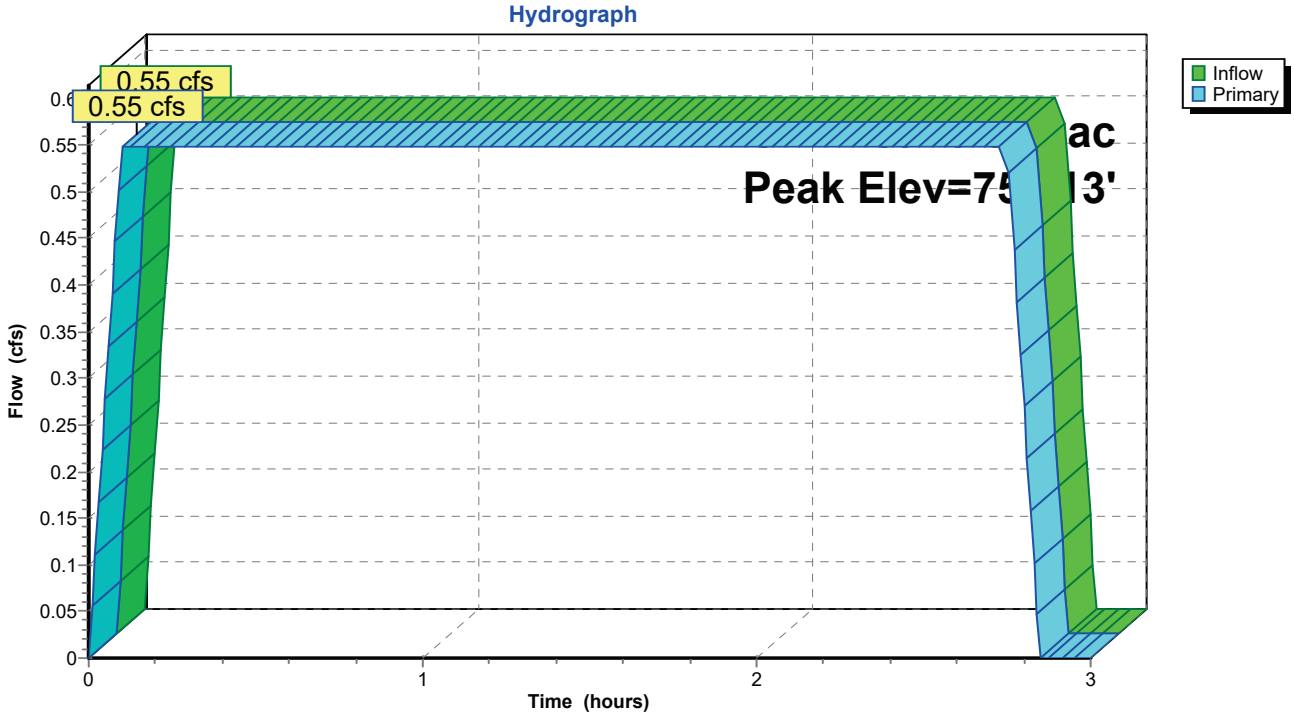
Inflow Area = 0.625 ac, 35.68% Impervious, Inflow Depth = 2.39" for 100-yr event
Inflow = 0.55 cfs @ 0.10 hrs, Volume= 0.125 af
Outflow = 0.55 cfs @ 0.10 hrs, Volume= 0.125 af, Atten= 0%, Lag= 0.0 min
Primary = 0.55 cfs @ 0.10 hrs, Volume= 0.125 af
Routed to Reach R82 : Pipe I82 to I81

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 751.13' @ 0.24 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	750.74'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.53 cfs @ 0.10 hrs HW=751.12' TW=750.96' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.53 cfs @ 1.92 fps)

Pond I82: Inlet 8-2



Summary for Pond I91: Inlet 9-1

[57] Hint: Peaked at 750.67' (Flood elevation advised)
[62] Hint: Exceeded Reach R92 OUTLET depth by 0.10' @ 2.78 hrs

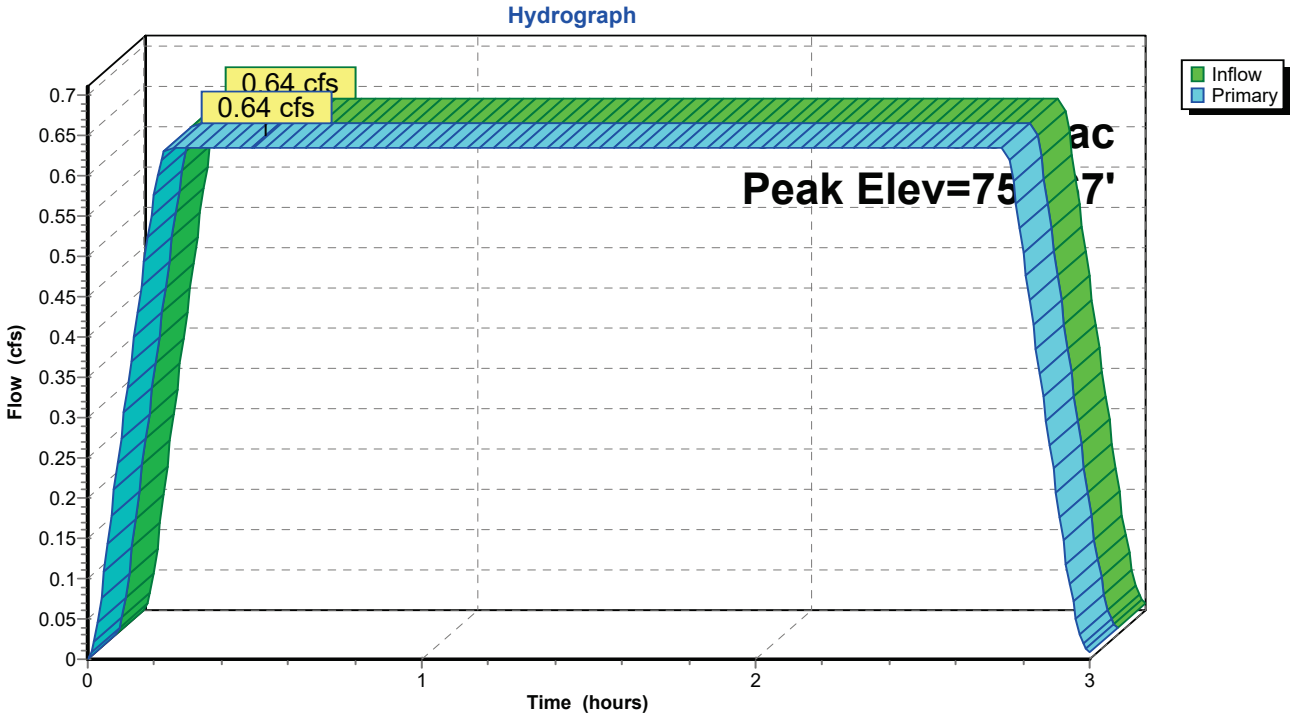
Inflow Area = 0.640 ac, 25.31% Impervious, Inflow Depth > 2.71" for 100-yr event
Inflow = 0.64 cfs @ 0.48 hrs, Volume= 0.144 af
Outflow = 0.64 cfs @ 0.49 hrs, Volume= 0.144 af, Atten= 0%, Lag= 0.7 min
Primary = 0.64 cfs @ 0.49 hrs, Volume= 0.144 af
Routed to Reach R91 : Pipe I91 to I71

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 750.67' @ 0.57 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	750.30'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	750.30'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.64 cfs @ 0.49 hrs HW=750.67' TW=750.60' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.32 cfs @ 1.21 fps)
2=Orifice/Grate (Orifice Controls 0.32 cfs @ 1.21 fps)

Pond I91: Inlet 9-1



Summary for Pond I92: Inlet 9-2

[57] Hint: Peaked at 751.63' (Flood elevation advised)

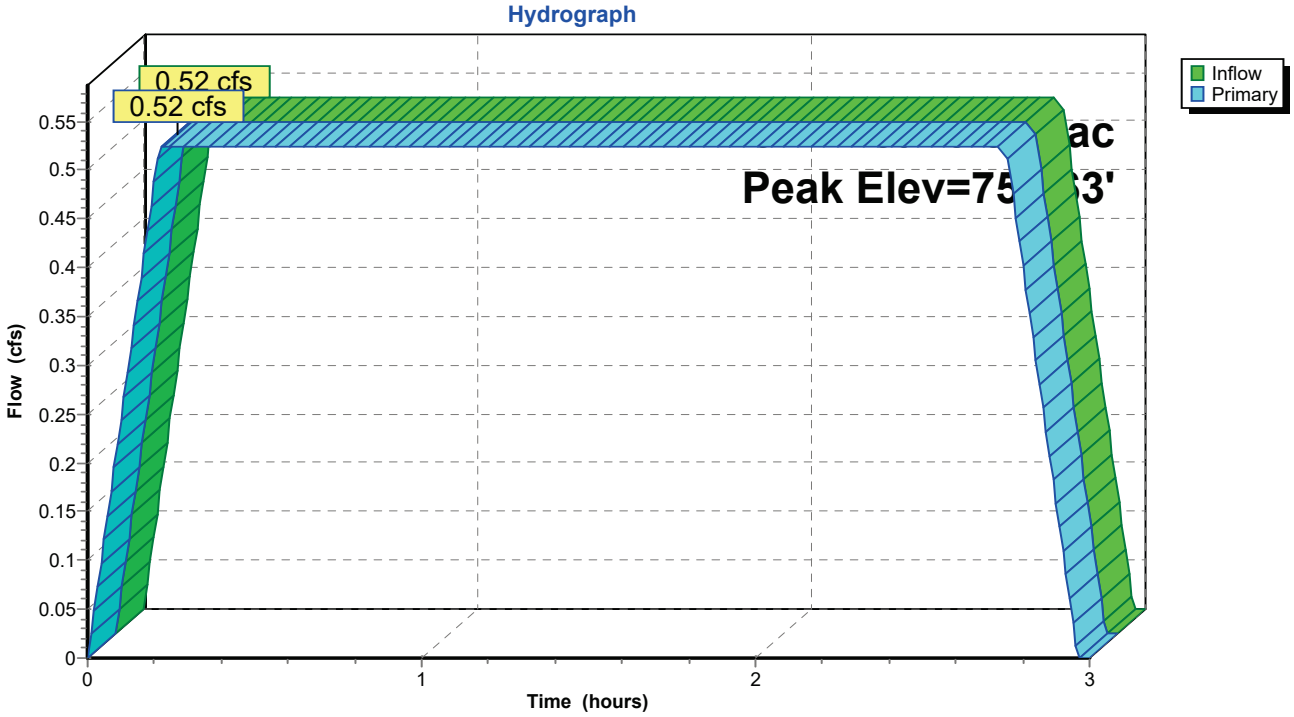
Inflow Area = 0.531 ac, 21.66% Impervious, Inflow Depth = 2.69" for 100-yr event
Inflow = 0.52 cfs @ 0.22 hrs, Volume= 0.119 af
Outflow = 0.52 cfs @ 0.23 hrs, Volume= 0.119 af, Atten= 0%, Lag= 0.6 min
Primary = 0.52 cfs @ 0.23 hrs, Volume= 0.119 af
Routed to Reach R92 : Pipe I92 to I91

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 751.63' @ 0.42 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	751.22'	**12.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.52 cfs @ 0.23 hrs HW=751.62' TW=751.49' (Dynamic Tailwater)
1=Orifice/Grate (Orifice Controls 0.52 cfs @ 1.74 fps)

Pond I92: Inlet 9-2



Summary for Pond P1: Detention Pond

[44] Hint: Outlet device #1 is below defined storage
[62] Hint: Exceeded Reach R14 OUTLET depth by 1.52' @ 2.99 hrs

Inflow Area =	12.789 ac,	22.18% Impervious,	Inflow Depth >	2.24"	for 100-yr event
Inflow =	10.67 cfs @	0.91 hrs,	Volume=	2.386 af	
Outflow =	2.94 cfs @	2.95 hrs,	Volume=	0.590 af,	Atten= 72%, Lag= 122.3 min
Primary =	2.94 cfs @	2.95 hrs,	Volume=	0.590 af	
Secondary =	0.00 cfs @	0.00 hrs,	Volume=	0.000 af	

Routing by Dyn-Stor-Ind method, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Peak Elev= 738.64' @ 2.95 hrs Surf.Area= 1.117 ac Storage= 1.798 af

Plug-Flow detention time= 71.7 min calculated for 0.590 af (25% of inflow)
Center-of-Mass det. time= 9.6 min (100.4 - 90.9)

Volume	Invert	Avail.Storage	Storage Description
#1	736.00'	3.653 af	**Custom Stage Data (Prismatic)** Listed below (Recalc)

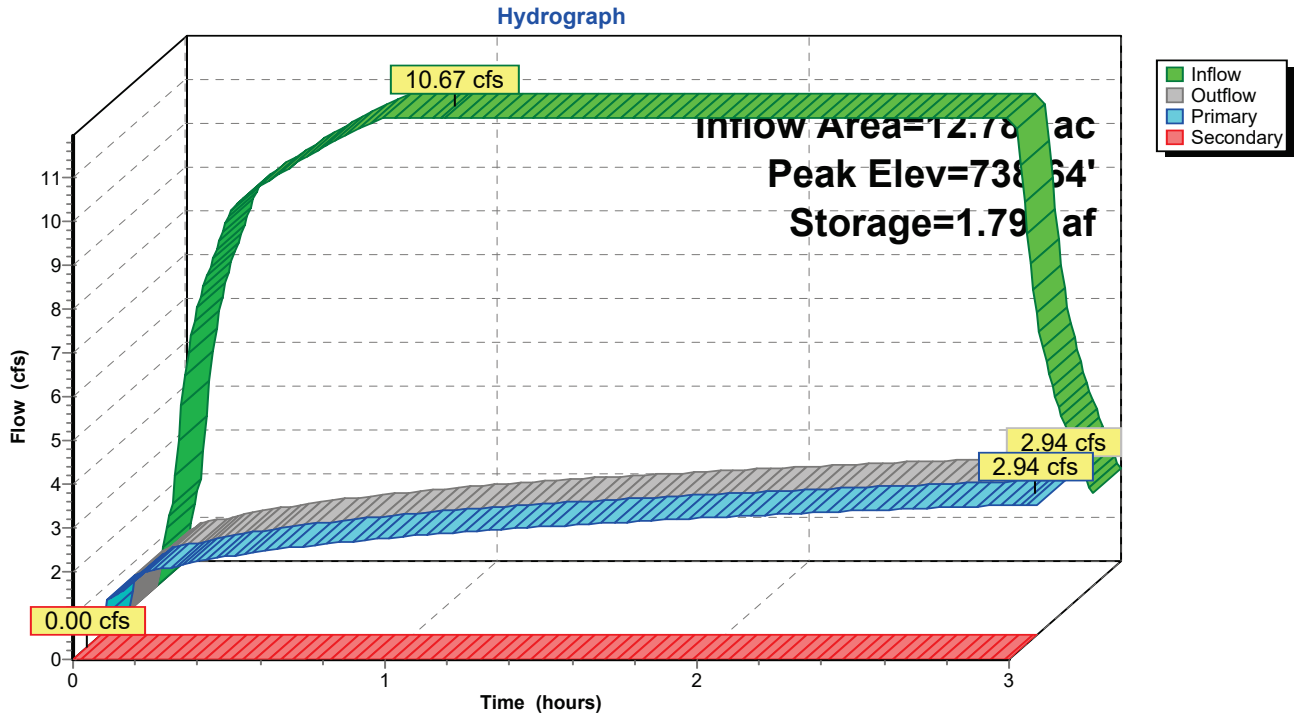
Elevation (feet)	Surf.Area (acres)	Inc.Store (acre-feet)	Cum.Store (acre-feet)
736.00	0.024	0.000	0.000
737.00	0.592	0.308	0.308
738.00	1.025	0.809	1.117
739.00	1.170	1.097	2.214
739.50	1.276	0.611	2.825
740.14	1.310	0.828	3.653

Device	Routing	Invert	Outlet Devices
#1	Primary	735.51'	**8.0" Round Culvert** L= 50.4' RCP, rounded edge headwall, Ke= 0.100 Inlet / Outlet Invert= 735.51' / 734.98' S= 0.0105 '/' Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.35 sf
#2	Secondary	739.50'	**33.0' long x 8.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.43 2.54 2.70 2.69 2.68 2.68 2.66 2.64 2.64 2.64 2.65 2.65 2.66 2.66 2.68 2.70 2.74

Primary OutFlow Max=2.94 cfs @ 2.95 hrs HW=738.64' (Free Discharge)
└**1=Culvert** (Barrel Controls 2.94 cfs @ 8.43 fps)

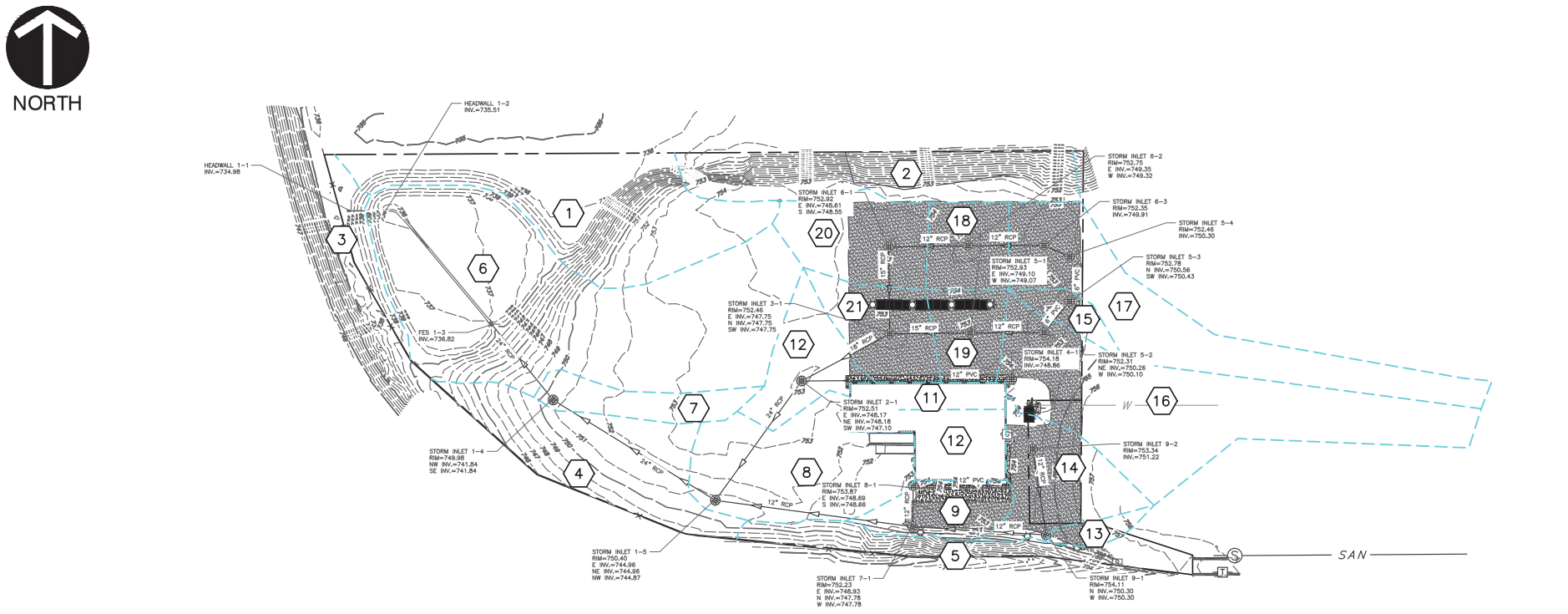
Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=736.00' (Free Discharge)
└**2=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Pond P1: Detention Pond



APPENDIX 5

CATCHMENT AREA EXHIBITS



AREA #	DESCRIPTION	AREA [ACRES]	C-VALUE
1	RUNOFF NORTHWEST CATCHMENT AREA	1.597	0.30
2	RUNOFF NORTHEAST CATCHMENT AREA	1.045	0.30
3	RUNOFF WEST CATCHMENT AREA	0.210	0.33
4	RUNOFF SOUTHWEST CATCHMENT AREA	1.069	0.34
5	RUNOFF SOUTH CATCHMENT AREA	0.514	0.41
6	POND CATCHMENT AREA	3.224	0.30
7	NORTHEAST STATION CATCHMENT AREA	0.350	0.30
8	SOUTHWEST BUILDING CATCHMENT AREA	1.153	0.34
9	BUILDING ENTRANCE AREA	0.388	0.62
10	SOUTH BUILDING AREA	0.432	0.95
11	NORTH BUILDING AREA	0.229	0.95
12	NORTHWEST BUILDING AREA	0.484	0.32
13	EAST ACCESS ROAD AREA	0.072	0.52
14	EAST BUILDING AREA	0.656	0.54
15	SOUTHEAST 1 PARKING AREA	0.156	0.53
16	SOUTHEAST 2 PARKING AREA	2.030	0.45
17	NORTHEAST PARKING AREA	1.364	0.43
18	NORTH CENTRAL PARKING AREA	0.385	0.60
19	SOUTH CENTRAL PARKING AREA	0.354	0.62
20	NORTHWEST PARKING AREA	0.643	0.47
21	SOUTHWEST PARKING AREA	0.509	0.57

LEGEND

- EXISTING STORM MANHOLE
- EXISTING STORM INLET
- EXISTING CURB INLET
- EXISTING STORM CLEANOUT
- EXISTING BUILDING DOWNSPOUT
- EXISTING SIGN
- EXISTING BOLLARD
- EXISTING PROPERTY CORNER IRON PIPE
- EXISTING PROPERTY LINE
- EXISTING STORM SEWER
- EXISTING SANITARY SEWER
- EXISTING CURB AND GUTTER
- EXISTING FENCE LINE
- EXISTING TREE LINE
- 755 EXISTING INDEX CONTOUR
- 753 EXISTING INTERMEDIATE CONTOUR
- SUB-CATCHMENT AREA LIMITS
- EXISTING BUILDING
- EXISTING CONCRETE AREA
- EXISTING AGGREGATE AREA
- PROPOSED FENCE LINE
- PROPOSED CONCRETE PAVEMENT
- PROPOSED ASPHALT PAVEMENT

SCALE IN FEET

0 150 300

Civil & Environmental Consultants, Inc.

1230 East Diehl Road
Suite 200
Naperville, IL 60563
Ph: 630.963.6026
www.cecinc.com

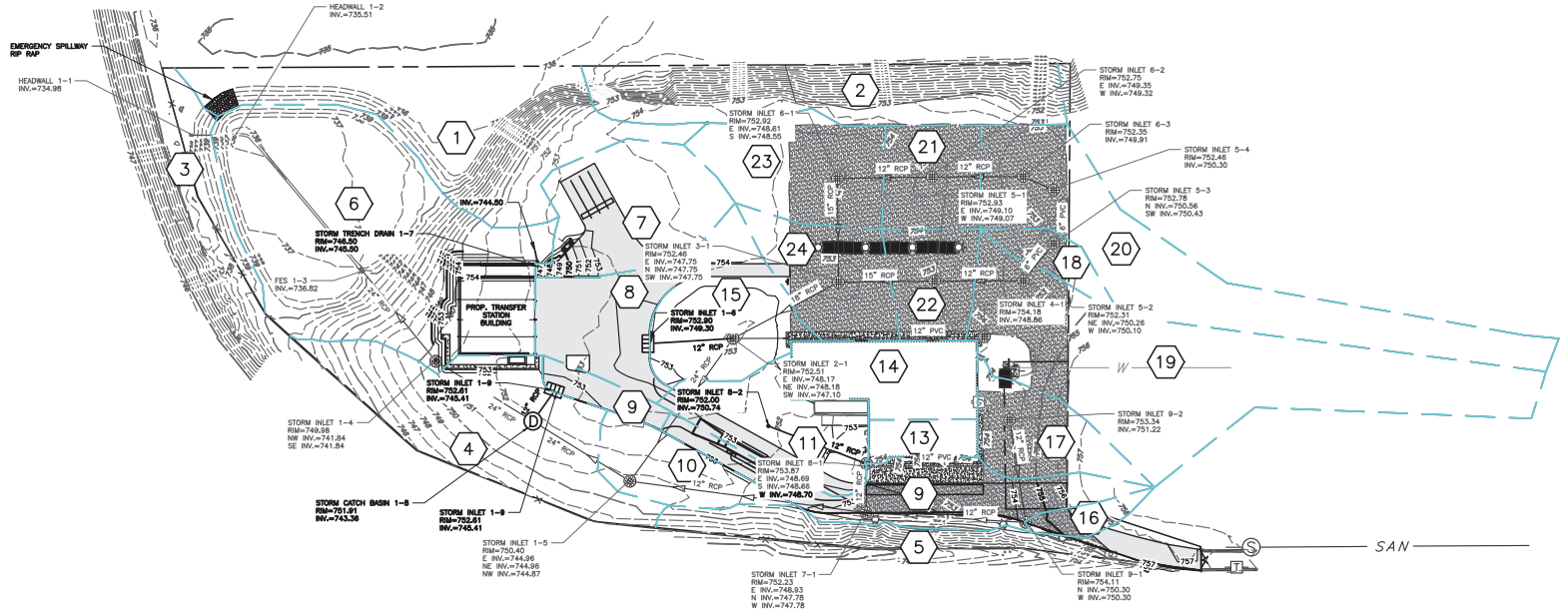
AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
849 AND 896 WEST CHAMPAIGN AVENUE
RANTOUL, ILLINOIS

CATCHMENT AREA EXHIBIT
EXISTING CONDITIONS

DRAWN BY:	AB	CHECKED BY:	DAK	APPROVED BY:	DAK	FIGURE NO.:
DATE:	NOVEMBER 25, 2025	DWG SCALE:	1"=150'	PROJECT NO:	340-656.2005	FIG-1

R-850

P:\340-000\340-656\-CADD\Dwg\CV02-Figures\340656-CV02-Figures.dwg[FIG. 1] LS:(11/25/2025 - abasha) - LP: 11/26/2025 9:22 AM



AREA #	DESCRIPTION	AREA [ACRES]	C-VALUE
1	RUNOFF NORTHWEST CATCHMENT AREA	1.358	0.30
2	RUNOFF NORTHEAST CATCHMENT AREA	1.045	0.30
3	RUNOFF WEST CATCHMENT AREA	0.210	0.33
4	RUNOFF SOUTHWEST CATCHMENT AREA	1.206	0.39
5	RUNOFF SOUTH CATCHMENT AREA	0.513	0.50
6	POND CATCHMENT AREA	2.266	0.39
7	NORTHEAST STATION CATCHMENT AREA	0.750	0.52
8	EAST STATION CATCHMENT AREA	0.504	0.93
9	SOUTHEAST STATION CATCHMENT AREA	0.135	0.94
10	SOUTH SCALE CATCHMENT AREA	0.370	0.30
11	NORTH SCALE CATCHMENT AREA	0.625	0.56
12	BUILDING ENTRANCE CATCHMENT AREA	0.720	0.80
13	SOUTH BUILDING CATCHMENT AREA	0.162	0.93
14	NORTH BUILDING CATCHMENT AREA	0.503	0.95
15	WEST BUILDING CATCHMENT AREA	0.650	0.35
16	EAST ACCESS ROAD CATCHMENT AREA	0.109	0.85
17	EAST BUILDING CATCHMENT AREA	0.532	0.63
18	SOUTHEAST 1 PARKING AREA	0.156	0.53
19	SOUTHEAST 2 PARKING AREA	2.030	0.45
20	NORTHEAST PARKING AREA	1.364	0.43
21	NORTH CENTRAL PARKING AREA	0.385	0.60
22	SOUTH CENTRAL PARKING AREA	0.354	0.62
23	NORTHWEST PARKING AREA	0.659	0.47
24	SOUTHWEST PARKING AREA	0.509	0.58

LEGEND

- EXISTING STORM MANHOLE
- EXISTING STORM INLET
- EXISTING CURB INLET
- EXISTING STORM CLEANOUT
- EXISTING BUILDING DOWNSPOUT
- EXISTING SIGN
- EXISTING BOLLARD
- EXISTING PROPERTY CORNER IRON PIPE
- EXISTING PROPERTY LINE
- EXISTING STORM SEWER
- EXISTING SANITARY SEWER
- EXISTING CURB AND GUTTER
- EXISTING FENCE LINE
- EXISTING TREE LINE
- 755 EXISTING INDEX CONTOUR
- 753 EXISTING INTERMEDIATE CONTOUR
- SUB-CATCHMENT AREA LIMITS
- EXISTING BUILDING
- EXISTING CONCRETE AREA
- EXISTING AGGREGATE AREA
- PROPOSED FENCE LINE
- PROPOSED CONCRETE PAVEMENT
- PROPOSED ASPHALT PAVEMENT

SCALE IN FEET
0 150 300

Civil & Environmental Consultants, Inc.
1230 East Diehl Road
Suite 200
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Ph: 630.963.6026
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RANTOUL RECYCLING AND TRANSFER STATION
849 AND 896 WEST CHAMPAIGN AVENUE
RANTOUL, ILLINOIS

CATCHMENT AREA EXHIBIT
PROPOSED CONDITIONS

DRAWN BY:	AB	CHECKED BY:	DAK	APPROVED BY:	DAK	FIGURE NO.:
DATE:	NOVEMBER 25, 2025	DWG SCALE:	1"=150'	PROJECT NO:	340-656.2005	FIG-2

R-851

P:\340-000\340-656\1-CADD\Dwg\CV02-Figures\340656-CV02-Figures.dwg[FIG. 2] LS:(11/26/2025 - abasha) - LP: 12/5/2025 1:54 PM

APPENDIX 6

CATCHMENT AREAS TABLE

Existing Conditions Catchment Area

HydroCAD ID	Area Description	Area (acres)	CN Description	C Value
N/A	Runoff North West Catchment Area	1.479	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D	0.30
		0.118	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
N/A	Runoff North East Catchment Area	0.670	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D	0.30
		0.367	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.009	Gravel	0.60
N/A	Runoff West Catchment Area	0.149	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D	0.30
		0.015	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.067	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C	0.40
N/A	Runoff South West Catchment Area	0.689	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.380	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C	0.40
N/A	Runoff South Catchment Area	0.031	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.048	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C	0.42
		0.198	Westmoreland-Berks complex, 40 to 70 percent slopes (56B), Well drained, HSG B	0.42
		0.227	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C	0.40
		0.010	Gravel	0.60
CA6	Pond Catchment Area	1.253	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D	0.30
		1.908	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.063	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C	0.40
CA7	West Access Road Catchment Area	0.348	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.002	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D	0.30
CA8	West Building Catchment Area	0.960	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.136	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C	0.42
		0.007	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C	0.4
		0.051	Sidewalk	0.95
CA9	Building Entrance Catchment Area	0.032	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C	0.42
		0.111	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C	0.42
		0.004	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.096	Sidewalk	0.95
		0.144	Gravel	0.60
CA10	South Building Catchemnt Area	0.432	Building	0.95
CA11	North Building Catchment Area	0.229	Building	0.95
CA12		0.368	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30

	Northwest Building Catchment Area	0.095	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D	0.30
		0.011	Sidewalk	0.95
		0.010	Gravel	0.60
CA13	East Access Road Catchment Area	0.031	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C	0.42
		0.041	Gravel	0.60
CA14	East Building Catchment Area	0.216	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C	0.42
		0.032	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C	0.42
		0.008	Sidewalk	0.95
		0.400	Gravel	0.60
CA15	Southeast 1 Parking Area	0.060	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C	0.42
		0.096	Gravel	0.60
CA16	Southeast 2 Parking Area	0.951	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C	0.42
		0.609	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C	0.42
		0.101	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.006	Sidewalk	0.95
		0.363	Gravel	0.60
CA17	Northeast Parking Area	0.338	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C	0.42
		0.319	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C	0.42
		0.362	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.345	Gravel	0.60
CA18	North Central Parking Area	0.385	Gravel	0.60
CA19	South Central Parking Area	0.003	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C	0.42
		0.331	Gravel	0.60
		0.020	Sidewalk	0.95
CA20	Northwest Parking Area	0.280	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D	0.30
		0.363	Gravel	0.60
CA21	Southwest Parking Area	0.065	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D	0.30
		0.024	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.001	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C	0.42
		0.026	Sidewalk	0.95
		0.394	Gravel	0.60

Proposed Conditions Catchment Area

HydroCAD ID	Area Description	Area (acres)	CN Description	C Value
N/A	Runoff Northwest Catchment Area	1.240	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D	0.30
		0.118	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
N/A	Runoff Northeast Catchment Area	0.670	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D	0.30
		0.367	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.009	Gravel	0.60
N/A	Runoff West Catchment Area	0.138	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D	0.30
		0.014	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.058	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C	0.40
N/A	Runoff Southwest Catchment Area	0.725	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.380	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C	0.40
		0.007	Building	0.95
		0.080	Asphalt	0.95
		0.015	Sidewalk	0.95
N/A	Runoff South Catchment Area	0.032	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.048	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C	0.42
		0.114	Westmoreland-Berks complex, 40 to 70 percent slopes (56B), Well drained, HSG B	0.42
		0.225	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C	0.40
		0.092	Asphalt	0.95
		0.002	Gravel	0.60
CA6	Pond Catchment Area	0.523	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D	0.30
		1.385	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.063	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C	0.40
		0.005	Sidewalk	0.95
		0.290	Building	0.95
CA7	Northeast Station Catchment Area	0.479	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D	0.30
		0.022	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.249	Asphalt	0.95
CA8	East Station Catchment Area	0.012	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.492	Asphalt	0.95
CA9	Southeast Station Catchment Area	0.002	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.133	Asphalt	0.95
CA10	South Scale Catchment Area	0.364	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.007	Orthents, loamy, 1 to 7 percent slopes (802B), Well drained, HSG C	0.40
CA11	North Scale Catchment Area	0.032	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C	0.42
		0.111	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C	0.42
		0.258	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.162	Asphalt	0.95

		0.061	Sidewalk	0.95
		0.000	Gravel	0.60
CA12	Building Entrance Catchment Area	0.132	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C	0.42
		0.046	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C	0.42
		0.000	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.413	Asphalt	0.95
		0.095	Sidewalk	0.95
		0.033	Gravel	0.60
CA13	South Building Catchment Area	0.157	Building	0.95
		0.001	Sidewalk	0.95
		0.004	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
CA14	North Building Catchment Area	0.503	Building	0.95
CA15	West Building Catchment Area	0.394	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.199	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D	0.30
		0.036	Asphalt	0.95
		0.010	Gravel	0.60
		0.011	Sidewalk	0.95
CA16	East Access Road Catchment Area	0.061	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C	0.42
		0.047	Asphalt	0.95
		0.000	Gravel	0.60
CA17	East Building Catchment Area	0.115	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C	0.42
		0.032	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C	0.42
		0.008	Sidewalk	0.95
		0.107	Asphalt	0.95
		0.269	Gravel	0.60
CA18	Southeast 1 Parking Area	0.060	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C	0.42
		0.096	Gravel	0.60
CA19	Southeast 2 Parking Area	0.951	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C	0.42
		0.609	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C	0.42
		0.101	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.006	Sidewalk	0.95
		0.363	Gravel	0.60
CA20	Northeast Parking Area	0.338	Dana silt loam, 2 to 5 percent slopes (56B), Well drained, HSG C	0.42
		0.319	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C	0.42
		0.362	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.345	Gravel	0.60
CA21	North Central Parking Area	0.385	Gravel	0.60
CA22	South Central Parking Area	0.003	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C	0.42
		0.331	Gravel	0.60
		0.020	Sidewalk	0.95

CA23	Northwest Parking Area	0.296	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D	0.30
		0.363	Gravel	0.60
CA24	Southwest Parking Area	0.065	Drummer silty clay loam, 0 to 2 percent slopes (152A), Poorly drained, HSG B/D	0.30
		0.001	Wyanet silt loam, 5 to 10 percent slopes, eroded (622C2), Well drained, HSG C	0.42
		0.015	Raub silt loam, 0 to 2 percent slopes (481A), Poorly drained, HSG B/D	0.30
		0.009	Asphalt	0.95
		0.026	Sidewalk	0.95
		0.394	Gravel	0.60

APPENDIX 7

PRECIPITATION FREQUENCY DATA

NOAA Atlas 14, Volume 2, Version 3
Location name: Rantoul, Illinois, USA*
Latitude: 40.3065°, Longitude: -88.1464°
Elevation: 738 ft**
* source: ESRI Maps
** source: USGS

POINT PRECIPITATION FREQUENCY ESTIMATES

G.M. Bonnin, D. Martin, B. Lin, T. Parzybok, M.Yekta, and D. Riley

NOAA, National Weather Service, Silver Spring, Maryland

PF_tabular | PF_graphical | Maps_&_aerials

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches)[1]

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	**0.408** (0.376-0.443)	**0.483** (0.446-0.526)	**0.574** (0.527-0.625)	**0.645** (0.591-0.702)	**0.738** (0.673-0.803)	**0.811** (0.736-0.881)	**0.882** (0.797-0.958)	**0.957** (0.860-1.04)	**1.06** (0.942-1.15)	**1.14** (1.00-1.23)
10-min	**0.633** (0.585-0.689)	**0.754** (0.696-0.822)	**0.892** (0.819-0.972)	**0.996** (0.913-1.08)	**1.13** (1.03-1.23)	**1.23** (1.12-1.34)	**1.33** (1.20-1.44)	**1.43** (1.28-1.55)	**1.56** (1.38-1.69)	**1.65** (1.46-1.80)
15-min	**0.776** (0.717-0.844)	**0.922** (0.851-1.00)	**1.10** (1.00-1.19)	**1.22** (1.12-1.33)	**1.39** (1.27-1.52)	**1.52** (1.38-1.65)	**1.65** (1.49-1.79)	**1.78** (1.60-1.93)	**1.94** (1.73-2.11)	**2.06** (1.83-2.24)
30-min	**1.03** (0.948-1.12)	**1.23** (1.14-1.34)	**1.50** (1.38-1.63)	**1.70** (1.56-1.85)	**1.97** (1.80-2.14)	**2.17** (1.97-2.36)	**2.38** (2.15-2.59)	**2.59** (2.33-2.82)	**2.88** (2.56-3.13)	**3.10** (2.74-3.37)
60-min	**1.25** (1.16-1.36)	**1.51** (1.40-1.65)	**1.88** (1.73-2.05)	**2.16** (1.98-2.36)	**2.55** (2.33-2.78)	**2.86** (2.60-3.11)	**3.18** (2.88-3.46)	**3.52** (3.16-3.82)	**3.98** (3.54-4.32)	**4.35** (3.85-4.73)
2-hr	**1.49** (1.36-1.63)	**1.79** (1.64-1.96)	**2.20** (2.02-2.41)	**2.55** (2.33-2.79)	**3.05** (2.78-3.33)	**3.49** (3.17-3.80)	**3.98** (3.59-4.32)	**4.52** (4.07-4.91)	**5.36** (4.79-5.82)	**6.09** (5.41-6.62)
3-hr	**1.59** (1.46-1.75)	**1.92** (1.76-2.11)	**2.37** (2.18-2.61)	**2.75** (2.51-3.02)	**3.31** (3.02-3.62)	**3.81** (3.45-4.16)	**4.36** (3.94-4.76)	**4.99** (4.48-5.44)	**5.97** (5.31-6.50)	**6.84** (6.03-7.44)
6-hr	**1.89** (1.73-2.08)	**2.27** (2.08-2.50)	**2.79** (2.54-3.07)	**3.23** (2.94-3.55)	**3.90** (3.53-4.27)	**4.48** (4.04-4.89)	**5.13** (4.60-5.60)	**5.88** (5.24-6.40)	**7.03** (6.21-7.65)	**8.04** (7.06-8.75)
12-hr	**2.20** (2.02-2.40)	**2.64** (2.42-2.89)	**3.22** (2.96-3.52)	**3.71** (3.40-4.06)	**4.45** (4.06-4.86)	**5.09** (4.62-5.54)	**5.81** (5.25-6.32)	**6.63** (5.96-7.20)	**7.87** (7.01-8.55)	**8.98** (7.95-9.74)
24-hr	**2.54** (2.37-2.75)	**3.03** (2.83-3.28)	**3.69** (3.44-4.01)	**4.27** (3.96-4.64)	**5.14** (4.73-5.61)	**5.91** (5.38-6.47)	**6.80** (6.13-7.46)	**7.81** (6.95-8.63)	**9.40** (8.19-10.5)	**10.8** (9.27-12.2)
2-day	**2.95** (2.77-3.16)	**3.51** (3.29-3.76)	**4.24** (3.97-4.54)	**4.86** (4.54-5.22)	**5.80** (5.38-6.26)	**6.64** (6.09-7.20)	**7.59** (6.87-8.29)	**8.67** (7.76-9.56)	**10.4** (9.07-11.6)	**11.8** (10.2-13.5)
3-day	**3.15** (2.96-3.36)	**3.74** (3.52-4.00)	**4.50** (4.22-4.80)	**5.14** (4.81-5.49)	**6.09** (5.66-6.53)	**6.92** (6.38-7.46)	**7.85** (7.16-8.52)	**8.90** (8.03-9.75)	**10.5** (9.31-11.7)	**12.0** (10.5-13.5)
4-day	**3.34** (3.15-3.56)	**3.98** (3.75-4.24)	**4.75** (4.48-5.06)	**5.41** (5.08-5.76)	**6.37** (5.94-6.80)	**7.20** (6.66-7.72)	**8.12** (7.44-8.76)	**9.14** (8.30-9.94)	**10.7** (9.55-11.8)	**12.2** (10.7-13.6)
7-day	**3.95** (3.74-4.18)	**4.67** (4.42-4.94)	**5.48** (5.19-5.80)	**6.15** (5.82-6.51)	**7.14** (6.71-7.58)	**7.97** (7.46-8.50)	**8.88** (8.25-9.51)	**9.88** (9.10-10.7)	**11.4** (10.3-12.4)	**12.7** (11.3-14.0)
10-day	**4.49** (4.26-4.74)	**5.30** (5.03-5.59)	**6.19** (5.88-6.53)	**6.93** (6.56-7.30)	**7.98** (7.52-8.44)	**8.86** (8.30-9.41)	**9.80** (9.14-10.5)	**10.8** (10.0-11.6)	**12.3** (11.2-13.4)	**13.6** (12.2-14.9)
20-day	**6.07** (5.78-6.38)	**7.13** (6.80-7.49)	**8.20** (7.82-8.61)	**9.07** (8.63-9.52)	**10.3** (9.75-10.8)	**11.3** (10.7-11.9)	**12.3** (11.6-13.1)	**13.4** (12.5-14.3)	**15.0** (13.8-16.1)	**16.2** (14.9-17.7)
30-day	**7.50** (7.17-7.85)	**8.77** (8.39-9.20)	**10.0** (9.57-10.5)	**11.0** (10.5-11.5)	**12.4** (11.8-13.1)	**13.6** (12.9-14.4)	**14.9** (14.0-15.7)	**16.2** (15.1-17.3)	**18.1** (16.7-19.5)	**19.6** (18.0-21.4)
45-day	**9.41** (9.00-9.83)	**11.0** (10.5-11.5)	**12.4** (11.9-13.0)	**13.6** (13.0-14.2)	**15.2** (14.5-16.0)	**16.5** (15.7-17.4)	**17.9** (16.9-18.9)	**19.3** (18.1-20.5)	**21.2** (19.8-22.8)	**22.8** (21.1-24.7)
60-day	**11.2** (10.7-11.7)	**13.1** (12.5-13.7)	**14.7** (14.1-15.4)	**16.1** (15.4-16.8)	**17.9** (17.1-18.8)	**19.4** (18.4-20.4)	**20.9** (19.8-22.1)	**22.5** (21.2-23.9)	**24.7** (23.0-26.5)	**26.4** (24.5-28.7)

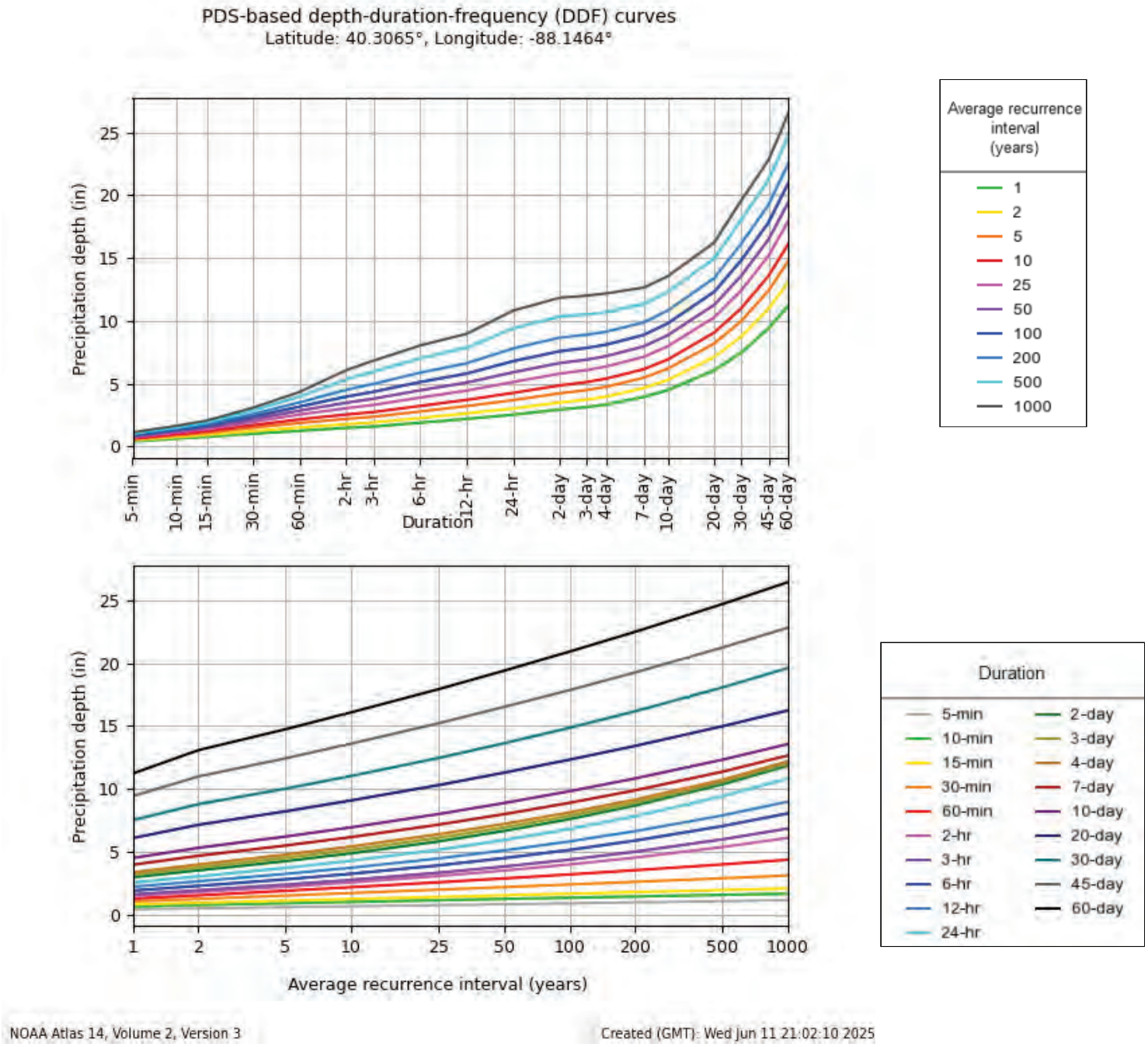
[1] Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

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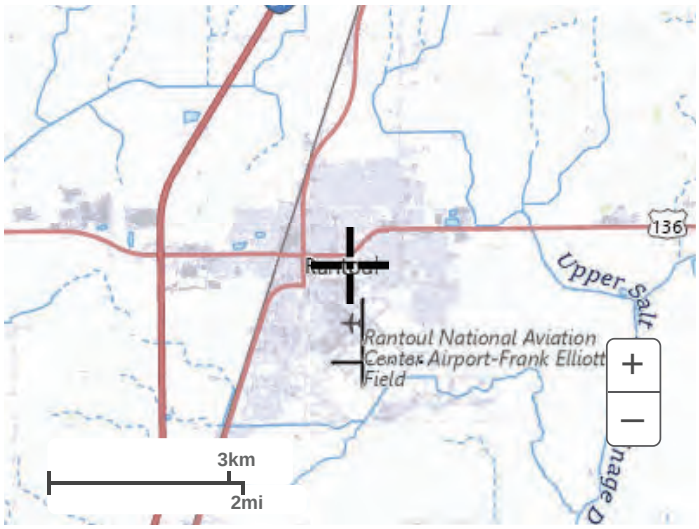
PF graphical



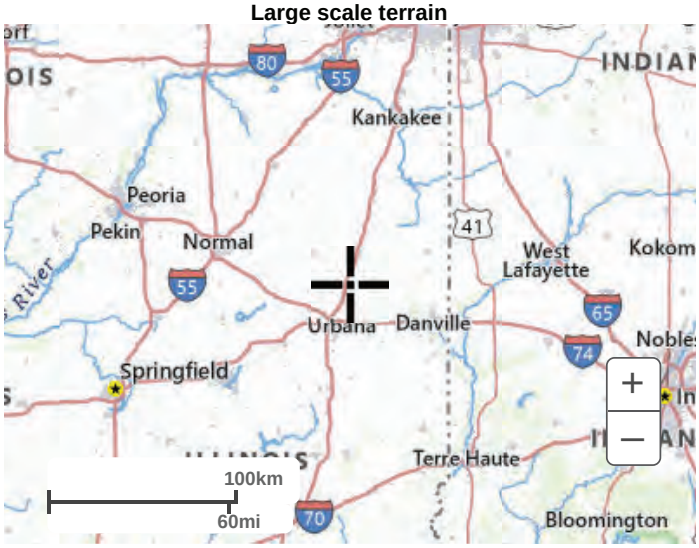
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Maps & aerials

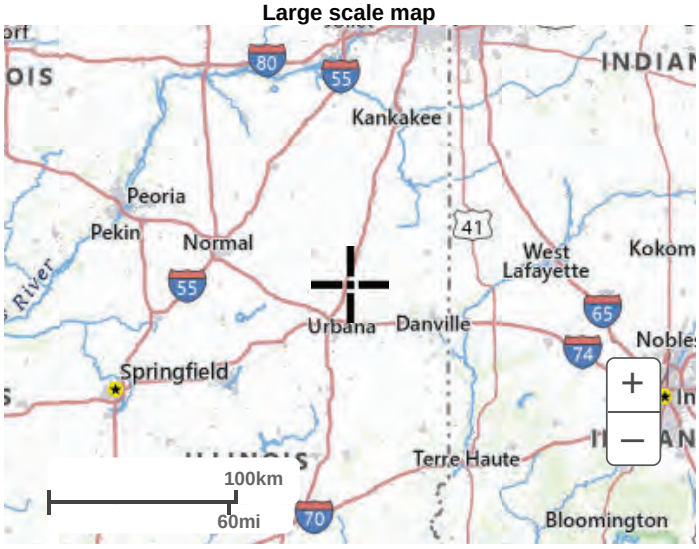
Small scale terrain



Large scale terrain



Large scale map



Large scale aerial



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US Department of Commerce
National Oceanic and Atmospheric Administration
National Weather Service
National Water Center
1325 East West Highway
Silver Spring, MD 20910
Questions?: HDSC.Questions@noaa.gov

Disclaimer

APPENDIX 8

NATIONAL FLOOD HAZARD AREA FIRMETTE

National Flood Hazard Layer FIRMette

FEMA

88°11'6"W 40°18'46"N



88°10'29"W 40°18'19"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 6/13/2025 at 2:01 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

R-864

APPENDIX 9

SOIL RESOURCE REPORT

United States Department of Agriculture

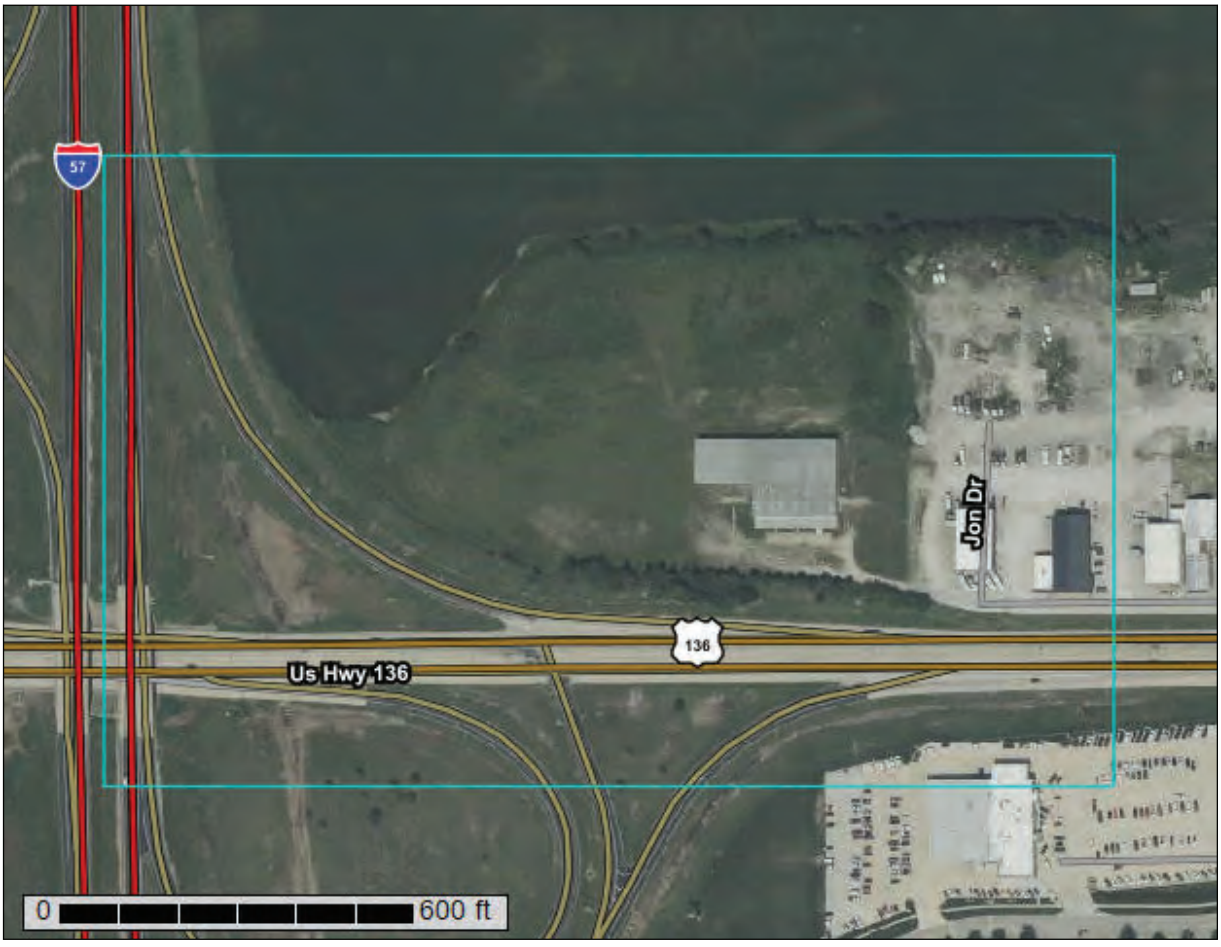
NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for Champaign County, Illinois

Rantoul Transfer Station



May 12, 2025

R-866

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (https://offices.sc.egov.usda.gov/locator/app?agency=nrcs) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report
Soil Map (Rantoul Transfer Station)



R-874

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Champaign County, Illinois
Survey Area Data: Version 19, Aug 21, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 30, 2023—Sep 2, 2023

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

R-875

Map Unit Legend (Rantoul Transfer Station)

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
56B	Dana silt loam, 2 to 5 percent slopes	4.4	10.4%
149A	Brenton silt loam, 0 to 2 percent slopes	0.1	0.3%
152A	Drummer silty clay loam, 0 to 2 percent slopes	7.8	18.6%
481A	Raub silt loam, non-densic substratum, 0 to 2 percent slopes	8.9	21.3%
622C2	Wyanet silt loam, 5 to 10 percent slopes, eroded	3.3	7.8%
802B	Orthents, loamy, 1 to 7 percent slopes	17.5	41.6%
Totals for Area of Interest		**42.0**	**100.0%**

Map Unit Descriptions (Rantoul Transfer Station)

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit

descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Champaign County, Illinois

56B—Dana silt loam, 2 to 5 percent slopes

Map Unit Setting

National map unit symbol: 2smzw
Elevation: 610 to 850 feet
Mean annual precipitation: 37 to 43 inches
Mean annual air temperature: 48 to 54 degrees F
Frost-free period: 165 to 190 days
Farmland classification: All areas are prime farmland

Map Unit Composition

Dana and similar soils: 96 percent
Minor components: 4 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Dana

Setting

Landform: Ground moraines, till plains
Landform position (two-dimensional): Summit, shoulder
Landform position (three-dimensional): Interfluve
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Loess over loamy till

Typical profile

Ap - 0 to 11 inches: silt loam
Bt1 - 11 to 32 inches: silty clay loam
2Bt2 - 32 to 58 inches: clay loam
2C - 58 to 79 inches: loam

Properties and qualities

Slope: 2 to 5 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Moderately well drained
Runoff class: Low
Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.60 in/hr)
Depth to water table: About 24 to 42 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 40 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: High (about 9.8 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 2e
Hydrologic Soil Group: C
Ecological site: R108XA006IL - Loess Upland Prairie
Hydric soil rating: No

Minor Components

Drummer, drained

Percent of map unit: 4 percent
Landform: Swales on till plains
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Base slope
Down-slope shape: Linear
Across-slope shape: Concave
Ecological site: R108XA013IL - Wet Outwash Prairie, R110XY024IL - Ponded Depressional Sedge Meadow
Hydric soil rating: Yes

149A—Brenton silt loam, 0 to 2 percent slopes

Map Unit Setting

National map unit symbol: 2sssp
Elevation: 490 to 1,010 feet
Mean annual precipitation: 35 to 43 inches
Mean annual air temperature: 46 to 54 degrees F
Frost-free period: 155 to 200 days
Farmland classification: All areas are prime farmland

Map Unit Composition

Brenton and similar soils: 97 percent
Minor components: 3 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Brenton

Setting

Landform: Outwash plains, stream terraces
Landform position (two-dimensional): Summit, footslope
Landform position (three-dimensional): Interfluve, tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Loess over stratified loamy outwash

Typical profile

Ap - 0 to 14 inches: silt loam
Bt1 - 14 to 33 inches: silty clay loam
2Bt2 - 33 to 54 inches: loam
2Cg - 54 to 79 inches: stratified silt loam to loamy sand

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat poorly drained
Runoff class: Low

Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 2.00 in/hr)
Depth to water table: About 12 to 24 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 15 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: High (about 9.7 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 1
Hydrologic Soil Group: B/D
Ecological site: R108XA012IL - Outwash Prairie, R111XD020IN - Wet Outwash Mollisol
Hydric soil rating: No

Minor Components

Drummer, drained

Percent of map unit: 3 percent
Landform: Swales on till plains, swales on outwash plains
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Base slope
Down-slope shape: Linear
Across-slope shape: Concave
Ecological site: R108XA013IL - Wet Outwash Prairie, R110XY024IL - Ponded Depressional Sedge Meadow
Hydric soil rating: Yes

152A—Drummer silty clay loam, 0 to 2 percent slopes

Map Unit Setting

National map unit symbol: 2ssrz
Elevation: 490 to 1,020 feet
Mean annual precipitation: 33 to 43 inches
Mean annual air temperature: 46 to 54 degrees F
Frost-free period: 160 to 190 days
Farmland classification: Prime farmland if drained

Map Unit Composition

Drummer, drained, and similar soils: 94 percent
Minor components: 6 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Drummer, Drained

Setting

Landform: Stream terraces on outwash plains, stream terraces on till plains, swales on outwash plains, swales on till plains

Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Base slope, talf
Down-slope shape: Linear
Across-slope shape: Linear, concave
Parent material: Loess over stratified loamy outwash

Typical profile

Ap - 0 to 14 inches: silty clay loam
Btg - 14 to 41 inches: silty clay loam
2Btg - 41 to 47 inches: loam
2Cg - 47 to 60 inches: stratified sandy loam to clay loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Poorly drained
Runoff class: Negligible
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 2.00 in/hr)
Depth to water table: About 0 to 12 inches
Frequency of flooding: None
Frequency of ponding: Frequent
Calcium carbonate, maximum content: 30 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: High (about 9.6 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 2w
Hydrologic Soil Group: B/D
Ecological site: R108XA013IL - Wet Outwash Prairie, R110XY024IL - Ponded Depressional Sedge Meadow, R111XD020IN - Wet Outwash Mollisol
Hydric soil rating: Yes

Minor Components

Peotone, drained

Percent of map unit: 3 percent
Landform: Depressions on outwash plains
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Dip
Down-slope shape: Concave
Across-slope shape: Concave
Ecological site: R110XY024IL - Ponded Depressional Sedge Meadow
Hydric soil rating: Yes

Harpster, drained

Percent of map unit: 3 percent
Landform: Depressions on outwash plains
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Dip
Down-slope shape: Concave
Across-slope shape: Concave
Ecological site: R110XY025IL - Ponded Calcareous Sedge Meadow
Hydric soil rating: Yes

481A—Raub silt loam, non-densic substratum, 0 to 2 percent slopes

Map Unit Setting

National map unit symbol: 2smzs
Elevation: 600 to 880 feet
Mean annual precipitation: 35 to 43 inches
Mean annual air temperature: 48 to 54 degrees F
Frost-free period: 160 to 190 days
Farmland classification: All areas are prime farmland

Map Unit Composition

Raub and similar soils: 94 percent
Minor components: 6 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Raub

Setting

Landform: Ground moraines, till plains
Landform position (two-dimensional): Summit, footslope
Landform position (three-dimensional): Interfluve
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Loess over loamy till

Typical profile

Ap - 0 to 18 inches: silt loam
Bt1 - 18 to 32 inches: silty clay loam
2Bt2 - 32 to 50 inches: clay loam
2C - 50 to 60 inches: loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat poorly drained
Runoff class: Low
Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.60 in/hr)
Depth to water table: About 12 to 24 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 35 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: High (about 9.8 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 1
Hydrologic Soil Group: B/D

Ecological site: R108XA006IL - Loess Upland Prairie, R110XY007IL - Moist Glacial Drift Upland Prairie
Hydric soil rating: No

Minor Components

Drummer, drained
Percent of map unit: 6 percent
Landform: Swales on till plains
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Base slope
Down-slope shape: Linear
Across-slope shape: Concave
Ecological site: R108XA013IL - Wet Outwash Prairie, R110XY024IL - Ponded Depressional Sedge Meadow
Hydric soil rating: Yes

622C2—Wyanet silt loam, 5 to 10 percent slopes, eroded

Map Unit Setting
National map unit symbol: 2zss1
Elevation: 490 to 1,130 feet
Mean annual precipitation: 35 to 42 inches
Mean annual air temperature: 48 to 54 degrees F
Frost-free period: 150 to 185 days
Farmland classification: Farmland of statewide importance

Map Unit Composition
Wyanet, eroded, and similar soils: 93 percent
Minor components: 7 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Wyanet, Eroded

Setting
Landform: Ground moraines, end moraines
Landform position (two-dimensional): Backslope
Landform position (three-dimensional): Side slope
Down-slope shape: Convex
Across-slope shape: Linear
Parent material: Thin mantle of loess or other silty material over calcareous loamy till

Typical profile
Ap - 0 to 8 inches: silt loam
Bt1 - 8 to 28 inches: clay loam
Bt2 - 28 to 35 inches: loam
C - 35 to 60 inches: loam

Properties and qualities
Slope: 5 to 10 percent

Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Runoff class: Low
Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.60 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 35 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Sodium adsorption ratio, maximum: 6.0
Available water supply, 0 to 60 inches: Moderate (about 7.9 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 3e
Hydrologic Soil Group: C
Ecological site: R108XA006IL - Loess Upland Prairie, R110XY006IL - Dry Glacial Drift Upland Prairie
Hydric soil rating: No

Minor Components

Drummer, drained

Percent of map unit: 5 percent
Landform: Outwash plains, till plains, stream terraces, swales
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Base slope, tread
Down-slope shape: Linear
Across-slope shape: Linear, concave
Ecological site: R108XA013IL - Wet Outwash Prairie, R110XY024IL - Ponded Depressional Sedge Meadow, R111XD020IN - Wet Outwash Mollisol
Hydric soil rating: Yes

Sable

Percent of map unit: 1 percent
Landform: Swales
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Dip
Down-slope shape: Linear
Across-slope shape: Concave
Ecological site: R108XB009IL - Ponded Loess Sedge Meadow
Hydric soil rating: Yes

Raub

Percent of map unit: 1 percent
Landform: Ground moraines, end moraines
Landform position (two-dimensional): Summit, footslope
Landform position (three-dimensional): Interfluve
Down-slope shape: Linear
Across-slope shape: Linear
Ecological site: R108XA006IL - Loess Upland Prairie, R110XY007IL - Moist Glacial Drift Upland Prairie
Hydric soil rating: No

802B—Orthents, loamy, 1 to 7 percent slopes

Map Unit Setting

National map unit symbol: 2ytdv
Elevation: 510 to 890 feet
Mean annual precipitation: 35 to 40 inches
Mean annual air temperature: 50 to 54 degrees F
Frost-free period: 158 to 182 days
Farmland classification: Not prime farmland

Map Unit Composition

Orthents, loamy, and similar soils: 90 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Orthents, Loamy

Setting

Landform: Outwash plains
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Talf
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Loamy human-transported material

Typical profile

^A - 0 to 6 inches: loam
^C - 6 to 79 inches: clay loam

Properties and qualities

Slope: 1 to 7 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Runoff class: Low
Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.60 in/hr)
Depth to water table: About 40 to 72 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 20 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: Moderate (about 6.1 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 3e
Hydrologic Soil Group: C
Ecological site: R108XA013IL - Wet Outwash Prairie
Hydric soil rating: No

Minor Components

Drummer, drained

Percent of map unit: 4 percent
Landform: Stream terraces on outwash plains, stream terraces on till plains, swales on outwash plains, swales on till plains
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Base slope, talf
Down-slope shape: Linear
Across-slope shape: Linear, concave
Ecological site: R108XA013IL - Wet Outwash Prairie, R110XY024IL - Ponded Depressional Sedge Meadow, R111XD020IN - Wet Outwash Mollisol
Hydric soil rating: Yes

Urban land

Percent of map unit: 3 percent
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

Ipava

Percent of map unit: 2 percent
Landform: Ground moraines
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Talf
Down-slope shape: Linear
Across-slope shape: Linear
Ecological site: R108XB008IL - Wet Loess Upland Prairie
Hydric soil rating: No

Aquents, clayey

Percent of map unit: 1 percent
Landform: Lake plains, depressions
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Talf, dip
Down-slope shape: Linear, concave
Across-slope shape: Linear, concave
Ecological site: F095XB002WI - Wet Floodplain
Hydric soil rating: Yes

References

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United States Department of Agriculture, Natural Resources Conservation Service. National soil survey handbook, title 430-VI. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/scientists/?cid=nrcs142p2_054242

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APPENDIX 2-G

PRE-FILING AFFIDAVIT

Rantoul Village Board

In re: APPLICATION FOR LOCAL SITING APPROVAL OF A POLLUTION CONTROL FACILITY, RANTOUL RECYCLING AND TRANSFER STATION	)
Submitted by: AREA DISPOSAL SERVICE, INC.	)
Applicant.	)

AFFIDAVIT OF COMPLIANCE WITH 415 ILCS 5/39.2(b)

STATE OF ILLINOIS)
) ss.
COUNTY OF PEORIA)

Janaki Nair, having been first duly sworn upon her oath, deposes and states as follows:

1. I am counsel for Area Disposal Service, Inc. ("Area").

2. In the course of my representation of Area, I caused a written notice of Area's request for local siting approval in this matter to be prepared pursuant to 415 ILCS §5/39.2. A true and accurate copy of the written notice so prepared is attached hereto as Exhibit A. Such notice states the name and address of the applicant (Area), the location of the proposed site, the nature and size of the development, the nature of the activity proposed, the probable life of the proposed activity, the date when the request for site approval will be submitted, and a description of the right of persons to comment on such request as hereafter provided.

3. No later than fourteen (14) days before the date on which the county board or governing body of the municipality receives a request for site approval (namely, on December 1, 2025), I caused written notice of Area's request for local siting approval in this matter to be served

by certified mail, return receipt requested, on the owners of all property within the subject area not solely owned by Area, and on the owners of all property within 1,000 feet in each direction of the lot line of the subject property, said owners being such persons or entities which appear from the authentic tax records of the Champaign County.

4. I searched the authentic tax records in Champaign County, Illinois to ascertain the names and addresses of all owners of the subject property and all other property within 1,000 feet in each direction of the lot line of the subject property. I learned that Champaign County maintains the official tax records database, which can be accessed by the Champaign County Property Tax Inquiry webpage[1] via the Champaign County Assessment Office website[2]. The Champaign County GIS website, which shows all real estate parcels in the county, also links to the Champaign County Property Tax Inquiry webpage. This is the computer equivalent of information previously available in hard copies of plat books and section maps.

5. On December 1, 2025, I also caused written notice of Area's request for local siting approval in this matter to be served by certified mail, return receipt requested, upon members of the General Assembly from the legislative district in which the proposed facility is located.

6. Attached hereto and made a part hereof as Exhibit B is the full and complete list of all individuals and entities which were sent pre-filing Notice on December 1, 2025, pursuant to 415 ILCS 5/39.2(b). This includes all owners of property and members of the General Assembly who were entitled to Notice. Some entities entitled to notice were sent an additional notice at a secondary address, as indicated on Exhibit B.

[1] https://champaignil.devnetwedge.com/
[2] https://www.co.champaign.il.us/ccao/assessor.php

7. Attached hereto and made a part hereof as Exhibit C are the certified mail receipts issued by the U.S. Postal Service. Attached hereto and made a part hereof as Exhibit D are the returns from the recipients (green cards) that have been received as of the morning of December 15, 2025.

8. I caused written notice of Area's request for local siting approval in this matter to be published in a newspaper of general circulation published in Champaign County, the county in which the site is located, namely, in The News-Gazette. The Affidavit of Publication is provided as Exhibit E.

9. The siting application herein is planned to be filed on December 22, 2025.

10. All of the foregoing complies fully and completely with the pre-filing notice requirements of 415 ILCS §5/39.2(b).

11. I am an adult and if called upon to testify in this matter, I could competently testify to the facts stated herein.

FURTHER AFFIANT SAYETH NOT.

Janaki Nair

Subscribed and sworn to before me
this 15th day of December, 2025.

Notary Public

OFFICIAL SEAL
JULIA WHITMAN
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES: 10/20/2026

925-0422.3

EXHIBIT A

NOTICE OF INTENT TO FILE A REQUEST FOR LOCAL SITING APPROVAL

[Attached]

NOTICE OF INTENT TO FILE A REQUEST FOR LOCAL SITING APPROVAL FOR A POLLUTION CONTROL FACILITY WITH THE VILLAGE OF RANTOUL, ILLINOIS

Please take notice that on December 22, 2025, Area Disposal Service, Inc., will file with the Village of Rantoul, Illinois, an application for local siting approval of a pollution control facility pursuant to 415 ILCS §5/39.2.

This Notice is required to be given to:

a. The owners of all property within the subject property not solely owned by the Applicant and on the owners of all property within five hundred (500) feet in each direction of the lot line of the subject property described below, said owners being such persons or entities which appear from the authentic tax records of Champaign County (the number of all feet occupied by all public roads, streets, alleys and other public ways have been excluded in computing the five hundred (500) feet); provided further, that in no event shall this requirement exceed 1,000 feet, including public streets, alleys and other public ways; and

b. Each member of the General Assembly from the legislative district in which the proposed facility is to be located.

This Notice also is being published in The News-Gazette, being a newspaper of general circulation in Champaign County, Illinois.

Please note as follows:

1. Name and address of applicant:

   Area Disposal Service, Inc.
   4700 N. Sterling Avenue
   Peoria, IL 61615

2. Location of proposed site:

   The Rantoul Recycling and Transfer Station (RTS) will be located at the existing waste hauling business owned by Area Disposal Service, Inc. located northeast of Interstate 57 and West Champaign Avenue (or Route 136) in the western portion of Rantoul. The address of the site is 896 West Champaign Avenue, Rantoul, Champaign County. The site is legally described as follows:

   TRACT 1:

   PART OF NORTEAST QUARTER OF SECTION OF 4, TOWNSHIP 21 NORTH, RANGE 9 EAST OF THE THIRD PRNCIPAL MERIDIAN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "N" AT PAGE 70 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS, THENCE SOUTH 89° 43' 17" WEST ALONG A WESTERLY EXTENSION OF THE NORTH LINE OF SAID ESTES SUBDIVISION 159.97 FEET TO THE PONT OF BEGINNING; SOUTH 00° 22' 21" WEST 384.62 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 24 OF PARKER-ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "M" AT PAGE 99 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS; THENCE SOUTH 89° 38' 42" WEST ALONG SAID EXTENSION 83.25 FEET; THENCE SOUTH 00° 47' 36" EAST 190.00 FEET; THENCE NORTH 89° 38' 42" EAST 101.05 FEET; THENCE SOUTH 71° 56' 59" EAST 158.49 FEET TO THE WEST LINE OF LOT 24 OF SAID PARKER-ESTES SUBDIVISION; THENCE SOUTH 00° 12' 51" EAST ALONG SAID WEST LINE 30.29 FEET TO THE NORTH RIGHT-OF-WAY LINE OF S.B.I. ROUTE 119 (U.S. ROUTE 136); THENCE NORTH 82° 55' 21" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 233.82 FEET; THENCE SOUTH 89° 48' 23" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 200.23 FEET; THENCE NORTH 84° 19' 37" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 351.49 FEET; THENCE NORTH 68° 09' 46" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 247.08 FEET; THENCE NORTH 48° 02' 34" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 262.64 FEET TO THE EAST RIGHT-OF-WAY LINE OF F.A.I. 57 (INTERSTATE 57); THENCE NORTH 30° 07' 33" WEST ALONG SAID EAST RIGHT-OF-WAY LINE 175.34 FEET; THENCE NORTH 15° 28' 10" WEST ALONG SAID EAST RIGHT-OF-WAY LINE 172.40 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF SAID ESTES SUBDIVISION; THENCE NORTH 89° 43' 17" EAST ALONG SAID WESTERLY EXTENSION 1171.96 FEET TO THE POINT OF BEGINNING, IN CHAMPAIGN COUNTY, ILLINOIS.

PIN 20-09-04-201-004

TRACT 2:

PART OF NORTHEAST QUARTER OF SECTION OF 4, TOWNSHIP 21 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "N" AT PAGE 70 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS, THENCE SOUTH 89° 43' 17" WEST ALONG A WESTERLY EXTENSION OF THE NORTH LINE OF SAID ESTES SUBDIVISION 159.97 FEET; THENCE SOUTH 00° 22' 21" WEST 384.62 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 24 OF PARKER-ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "M" AT PAGE 99 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS, ALSO BEING THE POINT OF BEGINNING; THENCE SOUTH 00° 22' 21" WEST 190.01 FEET; THENCE SOUTH 89° 38' 42" WEST 79.39 FEET; THENCE NORTH 00° 47' 36" WEST 190.00 FEET TO

THE WESTERLY EXTENSION OF SAID LOT 24; THENCE NORTH 89° 38' 42" EAST ALONG SAID WESTERLY EXTENSION 83.25 FEET TO THE POINT OF BEGINNING, IN CHAMPAIGN COUNTY, ILLINOIS.

PIN 20-09-04-227-005

3. Nature and size of the development:

Recycling and transfer facility including a building, on-site roads, fencing, scale and landscape improvements on a land parcel totaling about 14.03 acres.

4. Nature of the activity proposed:

The facility would be designed to receive non-hazardous solid waste and single stream recyclables from the County of Champaign and surrounding areas. The proposed transfer station will be a state-of-the practice facility where loads of refuse from collection vehicles will be consolidated into larger loads for transport to a disposal facility. Recyclable materials will be consolidated into larger loads for transfer to a material recovery facility. The proposed Rantoul RTS will allow for more efficient processing and/or transportation of these materials, and is designed to accommodate a daily throughput of 500 tons per day.

5. Probable life of the proposed activity:

20 years

6. Date when the request for site approval will be submitted:

December 22, 2025

7. Description of the right of persons to comment on the request in writing:

The Rantoul Village Board is required to hold at least one public hearing on the request for siting approval no sooner than 90 days and no later than 120 days after receipt of the Application.

A copy of the request for site approval shall be made available for public inspection in the office of the Clerk of the Village of Rantoul and members of the public shall be allowed to obtain a copy of the request for site approval or any part thereof upon payment of the actual cost of reproduction to the Clerk of the Village of Rantoul. All copying requests shall be fulfilled by the Clerk of the Village of Rantoul within a reasonable time from the time of the request.

The Clerk of the Village of Rantoul (on behalf of the Rantoul Village Board) shall receive written comment from any person concerning the appropriateness of the proposed site. Upon receipt of any such written comment the Clerk of the Village of Rantoul shall date

stamp same and file the written comment with the postmarked envelope in which the comment is received.

Copies of the written comments shall be made available for public inspection in the office of the Clerk of the Village of Rantoul, and members of the public shall be allowed to obtain a copy of any written comment upon payment of actual cost of reproduction.

Any written comment received by the Clerk of the Village of Rantoul or postmarked not later than thirty (30) days after the date of the last public hearing shall be made part of the record as hereinafter described and the Rantoul Village Board shall consider any such timely written comments in making its final determination. In the event that the 30th day falls on a Sunday or federal holiday, the next day on which mail is received by the Clerk of the Village of Rantoul shall be considered the 30th day for purposes of this paragraph.

This Notice is being given in accordance with the requirements of §39.2(b) of the Illinois Environmental Protection Act (415 ILCS §5/39.2(b)).

Janaki Nair
Elias, Meginnes & Seghetti, P.C.
416 Main Street
Suite 1400
Peoria, IL 61602

Area Disposal Service, Inc.
4700 N. Sterling Avenue
Peoria, IL 61615

925-0424.2

EXHIBIT B

ADDRESSES FOR PRE-FILING NOTICES

Ingleman, Milton Bryan,
Ingleman 2023 Family Trust
7399 Versailes Pland Road
Derby, NY 14047

Ingleman, Milton Bryan,
Ingleman 2023 Family Trust
7399 Versailles Plank Road
Derby, NY 14047

Rantoul Truck Center, LLC
892 W. Champaign Avenue
Rantoul, IL 61866-2114

Rantoul Truck Center, L.L.C.
Kyle Emkes, Registered Agent
2102 Windsor Place, Ste 1
Champaign, IL 61820-7803

Combest, Steve
350 Gibbs Drive
Rantoul, IL 61866-0000

Hepburn & Schlorff
868 W. Champaign Ave.
Rantoul, IL 61866-2114

Combest, Steven R
892 W. Champaign Ave.
Rantoul, IL 61866-2114

Shields Family Limited Partnership
PO Box 225
Rantoul, IL, 61866-0225

Shields Family Limited Partnership
c/o Paul F. Gerbosi, Former Agent
200 W. Adams St., Ste-2500
Chicago, IL 60606-5283

Shields Family Limited Partnership
2420 Brickell Ave #103B Forest
Miami, FL 33129

Shields Auto Center
c/o Duane Shields
850 Broadmeadow Road
Rantoul, IL 61866-0000

MACS, Convenience Stores
4080 W. Jonathan Moore Pike
Columbus, IN 47201-8667

Village of Rantoul
333 S. Tanner Street
Rantoul, IL, 61866-0000

Oceanview Motel, LLC
833 Corriente Point Drive
Redwood City, CA 94065-0000

Oceanview Motel, LLC
c/o FR Registered Agent Services, Inc.,
Registered Agent
10 Parkway North Boulevard, Suite 110
Deerfield, IL 60015

Walmart Stores Inc.
PO Box 8050
Bentonville, AR 72712-8055

Shree Raj Hospitality, LLC
4811 Oakdale Drive
Champaign, IL, 61822-0000

NS Retail Holdings, LLC
5910 N Central Expy, Ste 1600
Dallas, TX, 75206-5173

NS Retail Holdings LLC
2021 Mckinney Ave # 1150
Dallas, TX, 75201-0000

NS Retail Holdings LLC
c/o United Agent Group Inc., Registered Agent
1320 Tower Road
Schaumburg, IL 60173

Rantoul 57 Hospitality, LLC
330 W. Marion Ave.
Forsyth, IL 62535-0000

Webster, Hazel E Trust
Carl Schlensker
907 Illinois Court
Rantoul, IL 61866-0000

Lex Rantoul L.P
12400 Coit Rd., Suite 1270
Dallas, TX 75251-0000

Lex Rantoul L.P
c/o Illinois Corporation Service Company,
Registered Agent
801 Adlai Stevenson Drive
Springfield, IL 62703-4261

Warner, Joseph
1254 County Road 2700N
Rantoul, IL 61866-9725

Representative Brandun Schweizer
223-N Stratton Building
Springfield, IL 62706

Representative Brandun Schweizer
3821 N. Vermilion
Ste. 5
Danville, IL 61832

Representative Brandun Schweizer
112 E. Sangamon
Rantoul, IL 61866

Senator Paul Faraci
Stratton Office Building, 401 S. Spring
Section F, Office J
Springfield, IL 62706

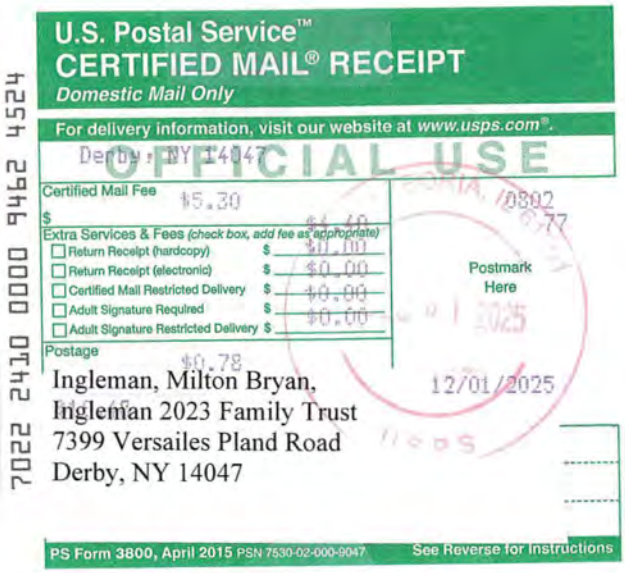
Senator Paul Faraci
45 E. University Ave.
Suite 206
Champaign, IL 61820

Senator Paul Faraci
201 North Vermilion St.
Suite 323
Danville, IL 61832

925-0894

EXHIBIT C

CERTIFIED MAIL RECEIPTS ISSUED BY THE U.S. POSTAL SERVICE



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For delivery information, visit our website at www.usps.com®.
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Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
☐ Return Receipt (hardcopy) $1.00
☐ Return Receipt (electronic) $0.00
☐ Certified Mail Restricted Delivery $0.00
☐ Adult Signature Required $0.00
☐ Adult Signature Restricted Delivery $
Postage $0.78
Postmark Here
12/01/2025
Ingleman, Milton Bryan,
Ingleman 2023 Family Trust
7399 Versailes Pland Road
Derby, NY 14047
PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions
7022 2410 0000 9462 4524



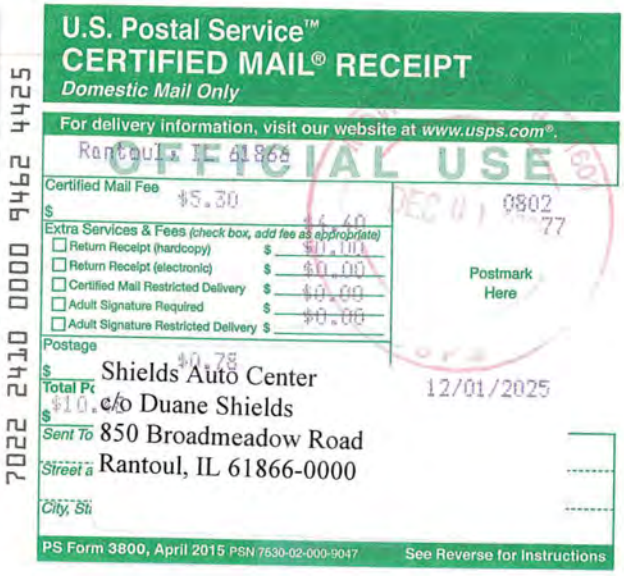
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☐ Adult Signature Required $0.00
☐ Adult Signature Restricted Delivery $
Postage $0.78
Postmark Here
12/01/2025
Ingleman, Milton Bryan,
Ingleman 2023 Family Trust
7399 Versailles Plank Road
Derby, NY 14047
PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions
7022 2410 0000 9462 4517



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☐ Return Receipt (electronic) $0.00
☐ Certified Mail Restricted Delivery $0.00
☐ Adult Signature Required $0.00
☐ Adult Signature Restricted Delivery $
Postage $0.78
Postmark Here
12/01/2025
Rantoul Truck Center, LLC
892 W. Champaign Avenue
Rantoul, IL 61866-2114
PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions
7022 2410 0000 9462 4500



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Extra Services & Fees (check box, add fee as appropriate)
☐ Return Receipt (hardcopy) $1.00
☐ Return Receipt (electronic) $0.00
☐ Certified Mail Restricted Delivery $0.00
☐ Adult Signature Required $0.00
☐ Adult Signature Restricted Delivery $
Postage $0.78
Postmark Here
12/01/2025
Rantoul Truck Center, L.L.C.
Kyle Emkes, Registered Agent
2102 Windsor Place, Ste 1
Champaign, IL 61820-7803
PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions
7022 2410 0000 9462 4494



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Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $4.40
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.78

Total Postage and Fees $10.48

Sent To Shields Auto Center
c/o Duane Shields
Street and Apt. No. 850 Broadmeadow Road
City, State, ZIP+4® Rantoul, IL 61866-0000

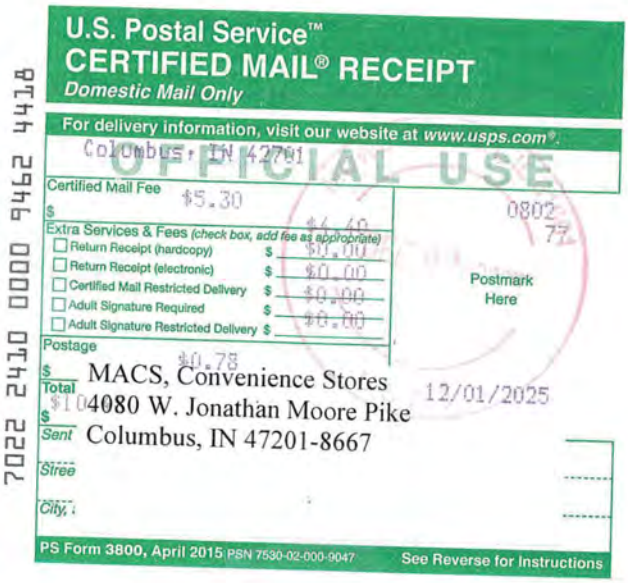
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12/01/2025

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7022 2410 0000 9462 4425



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Columbus, IN 47201

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Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
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- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.78

Total Postage and Fees $10.48

Sent To MACS, Convenience Stores
4080 W. Jonathan Moore Pike
Street and Apt. No.
City, State, ZIP+4® Columbus, IN 47201-8667

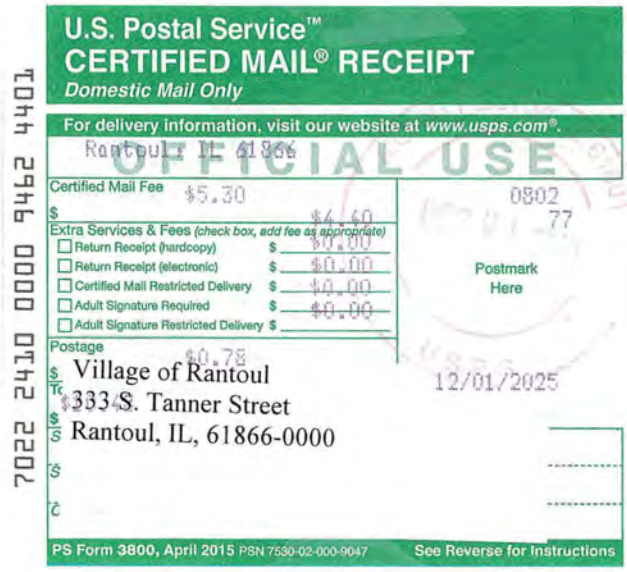
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Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $4.40
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.78

Total Postage and Fees $10.48

Sent To Village of Rantoul
333 S. Tanner Street
Street and Apt. No.
City, State, ZIP+4® Rantoul, IL, 61866-0000

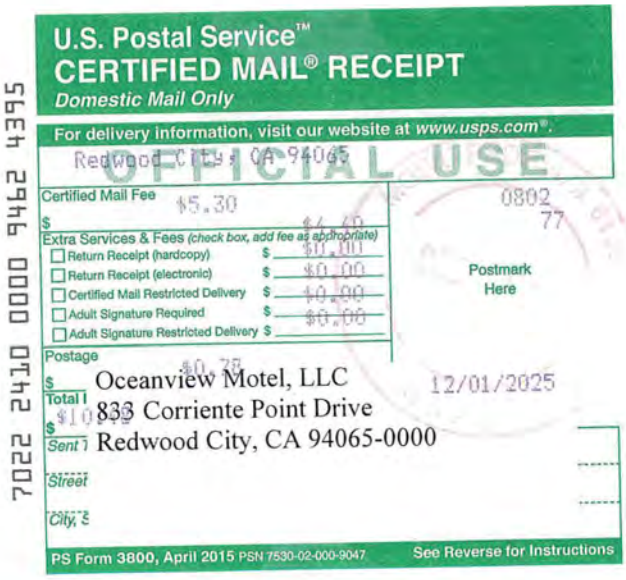
0802
77

Postmark Here

12/01/2025

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7022 2410 0000 9462 4401



U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
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For delivery information, visit our website at www.usps.com®.

Redwood City, CA 94065

OFFICIAL USE

Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $4.40
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.78

Total Postage and Fees $10.48

Sent To Oceanview Motel, LLC
833 Corriente Point Drive
Street and Apt. No.
City, State, ZIP+4® Redwood City, CA 94065-0000

0802
77

Postmark Here

12/01/2025

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7022 2410 0000 9462 4395



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For delivery information, visit our website at www.usps.com®.

Deerfield, IL 60015

OFFICIAL USE

Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $4.40
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.78

Total Postage and Fees $10.48

Sent To Oceanview Motel, LLC
c/o FR Registered Agent Services, Inc.,
Registered Agent
Street and Apt. No. 10 Parkway North Boulevard, Suite 110
City, State, ZIP+4® Deerfield, IL 60015

0802
77

Postmark Here

12/01/2025

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7022 2410 0000 9462 4388



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Bentonville, AR 72712

OFFICIAL USE

Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $4.40
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.78

Total Postage and Fees $10.48

Sent To Walmart Stores Inc.
PO Box 8050
Street and Apt. No.
City, State, ZIP+4® Bentonville, AR 72712-8055

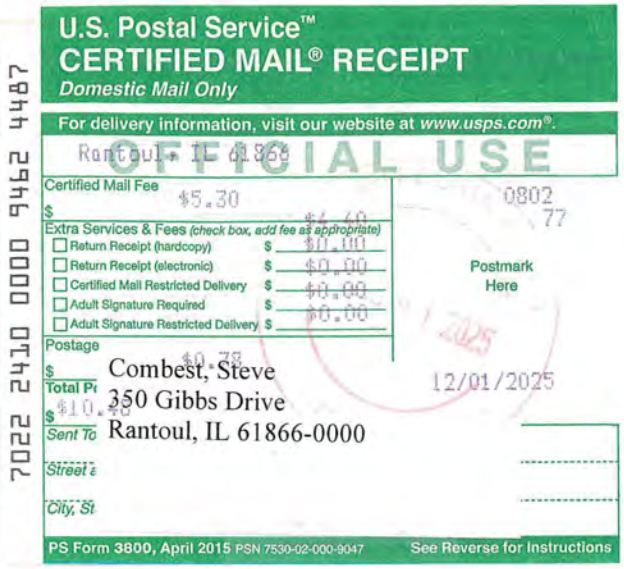
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Postmark Here

12/01/2025

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

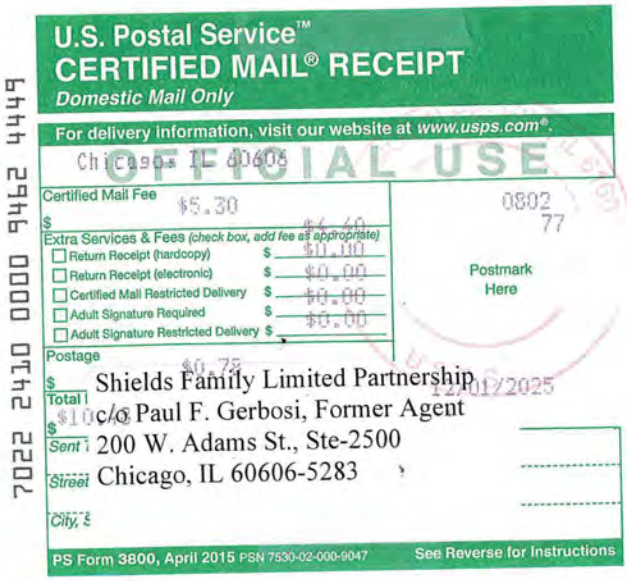
7022 2410 0000 9462 4371

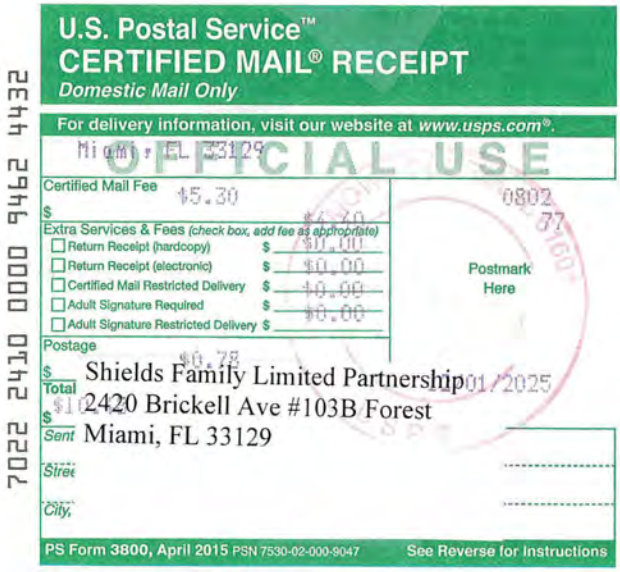

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
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For delivery information, visit our website at www.usps.com®.
Rantoul, IL 61866
OFFICIAL USE
Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
Return Receipt (hardcopy) $0.00
Return Receipt (electronic) $0.00
Certified Mail Restricted Delivery $0.00
Adult Signature Required $0.00
Adult Signature Restricted Delivery $
Postage $0.78
Total Postage and Fees $10.48
Sent To Combest, Steve
Street and Apt. No., or PO Box No. 350 Gibbs Drive
City, State, ZIP+4® Rantoul, IL 61866-0000
Postmark Here
0802 77
12/01/2025
7022 2410 0000 9462 4487
PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions


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CERTIFIED MAIL® RECEIPT
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For delivery information, visit our website at www.usps.com®.
Rantoul, IL 61866
OFFICIAL USE
Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
Return Receipt (hardcopy) $0.00
Return Receipt (electronic) $0.00
Certified Mail Restricted Delivery $0.00
Adult Signature Required $0.00
Adult Signature Restricted Delivery $
Postage $0.78
Total Postage and Fees $10.48
Sent To Hepburn & Schlorff
Street and Apt. No., or PO Box No. 868 W. Champaign Ave.
City, State, ZIP+4® Rantoul, IL 61866-2114
Postmark Here
0802 77
12/01/2025
7022 2410 0000 9462 4470
PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions


U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
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For delivery information, visit our website at www.usps.com®.
Rantoul, IL 61866
OFFICIAL USE
Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
Return Receipt (hardcopy) $0.00
Return Receipt (electronic) $0.00
Certified Mail Restricted Delivery $0.00
Adult Signature Required $0.00
Adult Signature Restricted Delivery $
Postage $0.78
Total Postage and Fees $10.48
Sent To Combest, Steven R
Street and Apt. No., or PO Box No. 892 W. Champaign Ave.
City, State, ZIP+4® Rantoul, IL 61866-2114
Postmark Here
0802 77
12/01/2025
7022 2410 0000 9462 4463
PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions


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CERTIFIED MAIL® RECEIPT
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For delivery information, visit our website at www.usps.com®.
Rantoul, IL 61866
OFFICIAL USE
Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
Return Receipt (hardcopy) $0.00
Return Receipt (electronic) $0.00
Certified Mail Restricted Delivery $0.00
Adult Signature Required $0.00
Adult Signature Restricted Delivery $
Postage $0.78
Total Postage and Fees $10.48
Sent To Shields Family Limited Partnership
Street and Apt. No., or PO Box No. PO Box 225
City, State, ZIP+4® Rantoul, IL, 61866-0225
Postmark Here
0802 77
12/01/2025
7022 2410 0000 9462 4456
PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions


U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
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For delivery information, visit our website at www.usps.com®.
Chicago, IL 60606
OFFICIAL USE
Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
Return Receipt (hardcopy) $0.00
Return Receipt (electronic) $0.00
Certified Mail Restricted Delivery $0.00
Adult Signature Required $0.00
Adult Signature Restricted Delivery $
Postage $0.78
Total Postage and Fees $10.48
Sent To Shields Family Limited Partnership
Street and Apt. No., or PO Box No. c/o Paul F. Gerbosi, Former Agent
City, State, ZIP+4® 200 W. Adams St., Ste-2500 Chicago, IL 60606-5283
Postmark Here
0802 77
12/01/2025
7022 2410 0000 9462 4449
PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions


U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only
For delivery information, visit our website at www.usps.com®.
Miami, FL 33129
OFFICIAL USE
Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
Return Receipt (hardcopy) $0.00
Return Receipt (electronic) $0.00
Certified Mail Restricted Delivery $0.00
Adult Signature Required $0.00
Adult Signature Restricted Delivery $
Postage $0.78
Total Postage and Fees $10.48
Sent To Shields Family Limited Partnership
Street and Apt. No., or PO Box No. 2420 Brickell Ave #103B Forest
City, State, ZIP+4® Miami, FL 33129
Postmark Here
0802 77
12/01/2025
7022 2410 0000 9462 4432
PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions



U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

Champaign, IL 61822

OFFICIAL USE

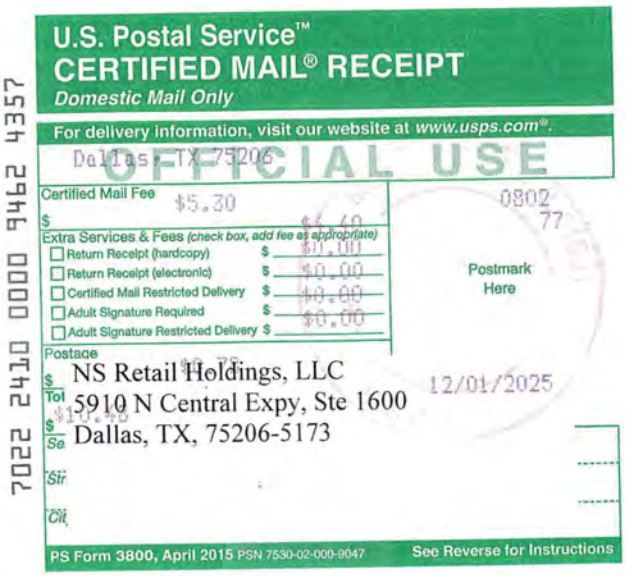
Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.78
Total $10.48
Sent To Shree Raj Hospitality, LLC
Street 4811 Oakdale Drive
City, Champaign, IL, 61822-0000

0802 77
Postmark Here
12/01/2025

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7022 2410 0000 9462 4364



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For delivery information, visit our website at www.usps.com®.

Dallas, TX 75206

OFFICIAL USE

Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.78
Total $10.48
Sent To NS Retail Holdings, LLC
Street 5910 N Central Expy, Ste 1600
City, Dallas, TX, 75206-5173

0802 77
Postmark Here
12/01/2025

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7022 2410 0000 9462 4357



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Dallas, TX 75201

OFFICIAL USE

Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.78
Total $10.48
Sent To NS Retail Holdings LLC
Street 2021 Mckinney Ave # 1150
City, Dallas, TX, 75201-0000

0802 77
Postmark Here
12/01/2025

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7022 2410 0000 9462 4340



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For delivery information, visit our website at www.usps.com®.

Schaumburg, IL 60173

OFFICIAL USE

Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.78
Total $10.48
Sent To NS Retail Holdings LLC
Street c/o United Agent Group Inc., Registered Agent
City, 1320 Tower Road
Schaumburg, IL 60173

0802 77
Postmark Here
12/01/2025

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7022 2410 0000 9462 4333



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For delivery information, visit our website at www.usps.com®.

Forsyth, IL 62535

OFFICIAL USE

Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.78
Total $10.48
Sent To Rantoul 57 Hospitality, LLC
Street 330 W. Marion Ave.
City, Forsyth, IL 62535-0000

0802 77
Postmark Here
12/01/2025

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7022 2410 0000 9462 4326



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For delivery information, visit our website at www.usps.com®.

Rantoul, IL 61866

OFFICIAL USE

Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $0.00
- Return Receipt (electronic) $0.00
- Certified Mail Restricted Delivery $0.00
- Adult Signature Required $0.00
- Adult Signature Restricted Delivery $

Postage $0.78
Total Postage and Fees $10.48
Sent To Webster, Hazel E Trust
Street and Apt. No., or PO Box No. Carl Schlensker
City, State, ZIP+4® 907 Illinois Court
Rantoul, IL 61866-0000

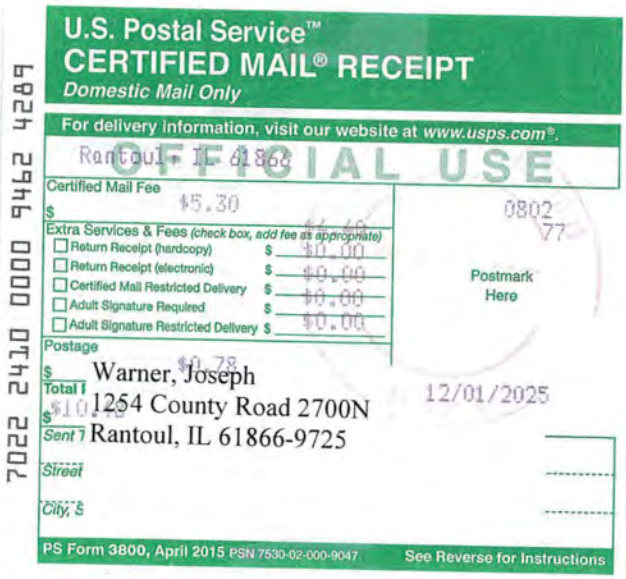
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Postmark Here
12/01/2025

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7022 2410 0000 9462 4319

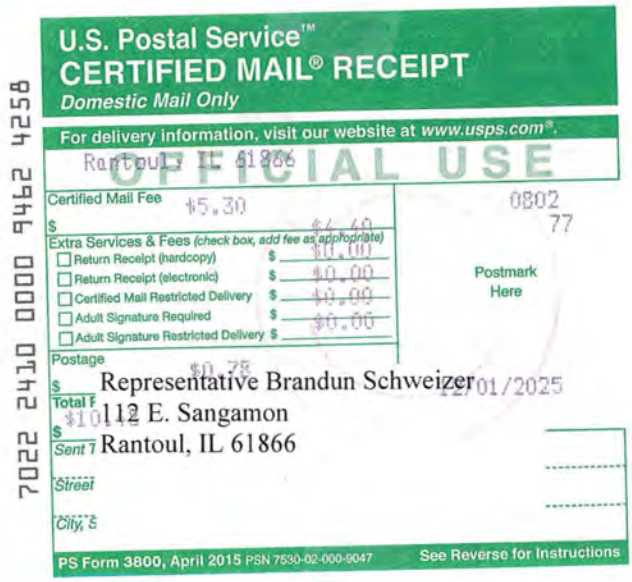

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only
For delivery information, visit our website at www.usps.com®.
Dallas, TX 75251
OFFICIAL USE
Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
Return Receipt (hardcopy) $
Return Receipt (electronic) $
Certified Mail Restricted Delivery $
Adult Signature Required $
Adult Signature Restricted Delivery $
Postage $0.78
Total Postage and Fees $10.48
Sent To Lex Rantoul L.P
Street and Apt. No., or PO Box No. 12400 Coit Rd., Suite 1270
City, State, ZIP+4® Dallas, TX 75251-0000
0802 77
Postmark Here
12/01/2025
PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions
7022 2410 0000 9462 4302


U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only
For delivery information, visit our website at www.usps.com®.
Springfield, IL 62703
OFFICIAL USE
Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
Return Receipt (hardcopy) $
Return Receipt (electronic) $
Certified Mail Restricted Delivery $
Adult Signature Required $
Adult Signature Restricted Delivery $
Postage $0.78
Total Postage and Fees $10.48
Sent To Lex Rantoul L.P
Street and Apt. No., or PO Box No. c/o Illinois Corporation Service Company,
City, State, ZIP+4® Registered Agent
801 Adlai Stevenson Drive
Springfield, IL 62703-4261
0802 77
Postmark Here
12/01/2025
PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions
7022 2410 0000 9462 4296


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CERTIFIED MAIL® RECEIPT
Domestic Mail Only
For delivery information, visit our website at www.usps.com®.
Rantoul, IL 61866
OFFICIAL USE
Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
Return Receipt (hardcopy) $
Return Receipt (electronic) $
Certified Mail Restricted Delivery $
Adult Signature Required $
Adult Signature Restricted Delivery $
Postage $0.78
Total Postage and Fees $10.48
Sent To Warner, Joseph
Street and Apt. No., or PO Box No. 1254 County Road 2700N
City, State, ZIP+4® Rantoul, IL 61866-9725
0802 77
Postmark Here
12/01/2025
PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions
7022 2410 0000 9462 4289


U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only
For delivery information, visit our website at www.usps.com®.
Springfield, IL 62706
OFFICIAL USE
Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
Return Receipt (hardcopy) $
Return Receipt (electronic) $
Certified Mail Restricted Delivery $
Adult Signature Required $
Adult Signature Restricted Delivery $
Postage $0.78
Total Postage and Fees $10.48
Sent To Representative Brandun Schweizer
Street and Apt. No., or PO Box No. 223-N Stratton Building
City, State, ZIP+4® Springfield, IL 62706
0802 77
Postmark Here
12/01/2025
PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions
7022 2410 0000 9462 4272


U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only
For delivery information, visit our website at www.usps.com®.
Danville, IL 61832
OFFICIAL USE
Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
Return Receipt (hardcopy) $
Return Receipt (electronic) $
Certified Mail Restricted Delivery $
Adult Signature Required $
Adult Signature Restricted Delivery $
Postage $0.78
Total Postage and Fees $10.48
Sent To Representative Brandun Schweizer
Street and Apt. No., or PO Box No. 3821 N. Vermilion
City, State, ZIP+4® Ste. 5
Danville, IL 61832
0802 77
Postmark Here
12/01/2025
PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions
7022 2410 0000 9462 4265


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CERTIFIED MAIL® RECEIPT
Domestic Mail Only
For delivery information, visit our website at www.usps.com®.
Rantoul, IL 61866
OFFICIAL USE
Certified Mail Fee $5.30
Extra Services & Fees (check box, add fee as appropriate)
Return Receipt (hardcopy) $
Return Receipt (electronic) $
Certified Mail Restricted Delivery $
Adult Signature Required $
Adult Signature Restricted Delivery $
Postage $0.78
Total Postage and Fees $10.48
Sent To Representative Brandun Schweizer
Street and Apt. No., or PO Box No. 112 E. Sangamon
City, State, ZIP+4® Rantoul, IL 61866
0802 77
Postmark Here
12/01/2025
PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions
7022 2410 0000 9462 4258



U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

Springfield, IL 62706

OFFICIAL USE

Certified Mail Fee $5.30 $4.40

Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $ $0.00
- Return Receipt (electronic) $ $0.00
- Certified Mail Restricted Delivery $ $0.00
- Adult Signature Required $ $0.00
- Adult Signature Restricted Delivery $

Postage $0.78

Total P $10.

Sent T Senator Paul Faraci

Street Stratton Office Building, 401 S. Spring
Section F, Office J

City, St Springfield, IL 62706

0802 77

Postmark Here

12/01/2025

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7022 2410 0000 9462 4241



U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

Champaign, IL 61820

OFFICIAL USE

Certified Mail Fee $5.30 $4.40

Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $ $0.00
- Return Receipt (electronic) $ $0.00
- Certified Mail Restricted Delivery $ $0.00
- Adult Signature Required $ $0.00
- Adult Signature Restricted Delivery $

Postage $0.78

Total P $10.

Sent T Senator Paul Faraci

Street 45 E. University Ave.
Suite 206

City, S Champaign, IL 61820

0802 77

Postmark Here

12/01/2025

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7022 2410 0000 9462 4234



U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

Danville, IL 61832

OFFICIAL USE

Certified Mail Fee $5.30 $4.40

Extra Services & Fees (check box, add fee as appropriate)
- Return Receipt (hardcopy) $ $0.00
- Return Receipt (electronic) $ $0.00
- Certified Mail Restricted Delivery $ $0.00
- Adult Signature Required $ $0.00
- Adult Signature Restricted Delivery $

Postage $0.78

Total Pos $10.

Sent To Senator Paul Faraci

Street an 201 North Vermilion St.
Suite 323

City, Stat Danville, IL 61832

0802 77

Postmark Here

DEC 01 2025

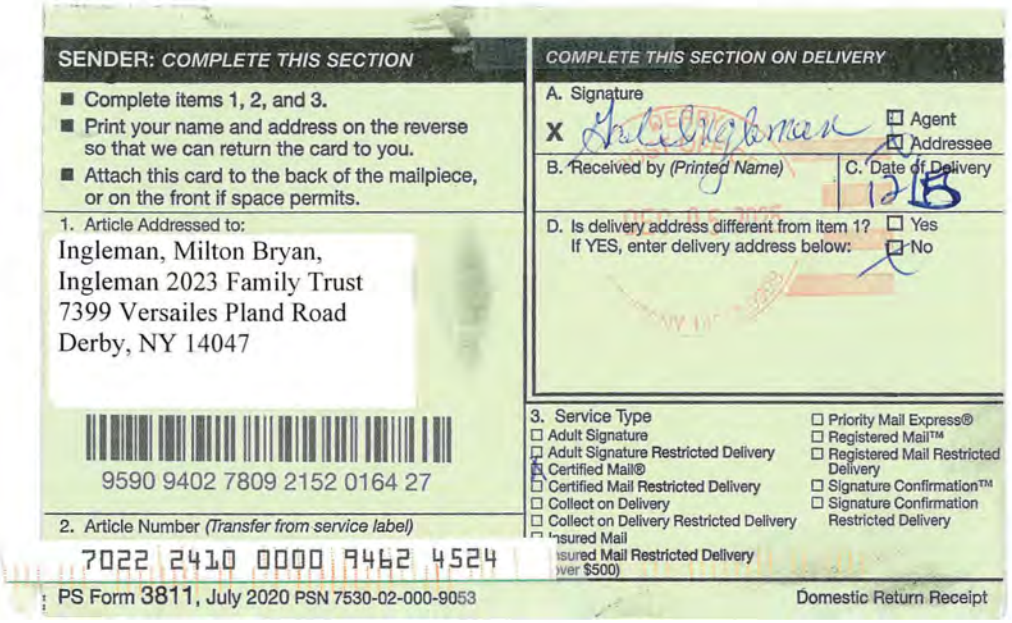
12/01/2025

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7022 2410 0000 9462 4227

EXHIBIT D

GREEN CARDS RECEIVED



SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Ingleman, Milton Bryan,
Ingleman 2023 Family Trust
7399 Versailes Pland Road
Derby, NY 14047

9590 9402 7809 2152 0164 27

2. Article Number *(Transfer from service label)*

7022 2410 0000 9462 4524

COMPLETE THIS SECTION ON DELIVERY

A. Signature

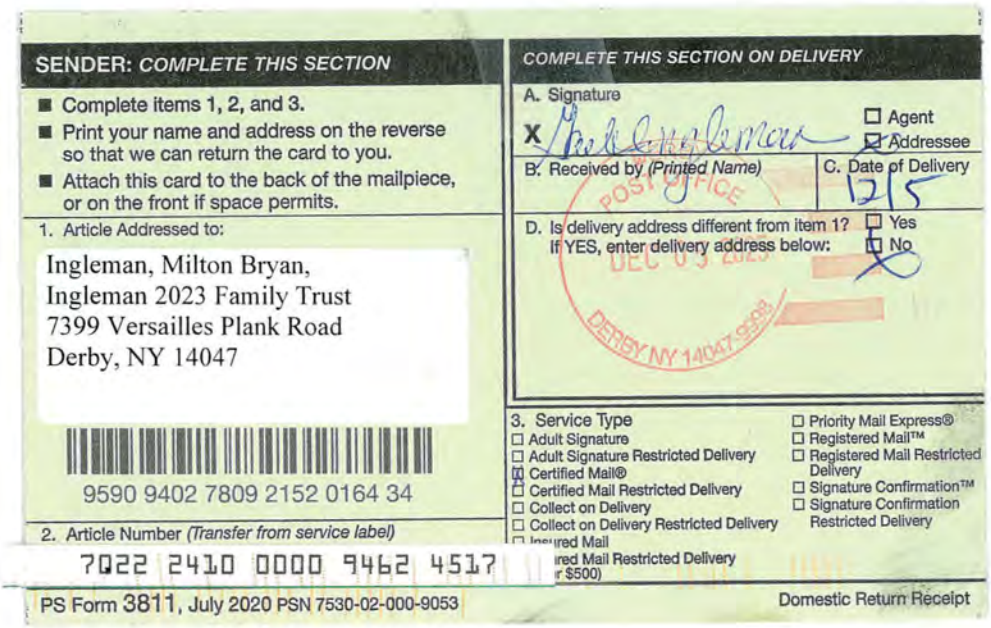
X [signature] ☐ Agent ☐ Addressee

B. Received by *(Printed Name)* C. Date of Delivery 12/5

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☐ Adult Signature
☐ Adult Signature Restricted Delivery
☑ Certified Mail®
☐ Certified Mail Restricted Delivery
☐ Collect on Delivery
☐ Collect on Delivery Restricted Delivery
☐ Insured Mail
☐ Insured Mail Restricted Delivery (over $500)
☐ Priority Mail Express®
☐ Registered Mail™
☐ Registered Mail Restricted Delivery
☐ Signature Confirmation™
☐ Signature Confirmation Restricted Delivery

PS Form 3811, July 2020 PSN 7530-02-000-9053 Domestic Return Receipt



SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Ingleman, Milton Bryan,
Ingleman 2023 Family Trust
7399 Versailles Plank Road
Derby, NY 14047

9590 9402 7809 2152 0164 34

2. Article Number *(Transfer from service label)*

7022 2410 0000 9462 4517

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X [signature] ☐ Agent ☑ Addressee

B. Received by *(Printed Name)* C. Date of Delivery 12/5

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

POST OFFICE DEC 03 2025 DERBY NY 14047

3. Service Type
☐ Adult Signature
☐ Adult Signature Restricted Delivery
☑ Certified Mail®
☐ Certified Mail Restricted Delivery
☐ Collect on Delivery
☐ Collect on Delivery Restricted Delivery
☐ Insured Mail
☐ Insured Mail Restricted Delivery (over $500)
☐ Priority Mail Express®
☐ Registered Mail™
☐ Registered Mail Restricted Delivery
☐ Signature Confirmation™
☐ Signature Confirmation Restricted Delivery

PS Form 3811, July 2020 PSN 7530-02-000-9053 Domestic Return Receipt

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Rantoul Truck Center, LLC
892 W. Champaign Avenue
Rantoul, IL 61866-2114

9590 9402 7809 2152 0164 41

2. Article Number *(Transfer from service label)*

7022 2410 0000 9462 4500

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X [signature] ☒ Agent ☐ Addressee

B. Received by *(Printed Name)* Joshua Johnson

C. Date of Delivery 12/4/25

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
- ☐ Adult Signature
- ☐ Adult Signature Restricted Delivery
- ☒ Certified Mail®
- ☐ Certified Mail Restricted Delivery
- ☐ Collect on Delivery
- ☐ Collect on Delivery Restricted Delivery
- ☐ Insured Mail
- ☐ Insured Mail Restricted Delivery (over $500)
- ☐ Priority Mail Express®
- ☐ Registered Mail™
- ☐ Registered Mail Restricted Delivery
- ☐ Signature Confirmation™
- ☐ Signature Confirmation Restricted Delivery

PS Form 3811, July 2020 PSN 7530-02-000-9053 Domestic Return Receipt

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SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Rantoul Truck Center, L.L.C.
Kyle Emkes, Registered Agent
2102 Windsor Place, Ste 1
Champaign, IL 61820-7803

9590 9402 7809 2152 0164 58

2. Article Number *(Transfer from service label)*

7022 2410 0000 9462 4494

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X Lauryn Hancock ☒ Agent ☐ Addressee

B. Received by *(Printed Name)* Lauryn Hancock

C. Date of Delivery 4 Dec 2025

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☒ No

3. Service Type
- ☐ Adult Signature
- ☐ Adult Signature Restricted Delivery
- ☒ Certified Mail®
- ☐ Certified Mail Restricted Delivery
- ☐ Collect on Delivery
- ☐ Collect on Delivery Restricted Delivery
- ☐ Insured Mail
- ☐ Insured Mail Restricted Delivery (over $500)
- ☐ Priority Mail Express®
- ☐ Registered Mail™
- ☐ Registered Mail Restricted Delivery
- ☐ Signature Confirmation™
- ☐ Signature Confirmation Restricted Delivery

PS Form 3811, July 2020 PSN 7530-02-000-9053 Domestic Return Receipt

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SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Combest, Steve
350 Gibbs Drive
Rantoul, IL 61866-0000

9590 9402 7809 2152 0164 65

2. Article Number *(Transfer from service label)*

7022 2410 0000 9462 4487

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X [signature] ☒ Agent ☐ Addressee

B. Received by *(Printed Name)*

C. Date of Delivery 12-4-25

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
- ☐ Adult Signature
- ☐ Adult Signature Restricted Delivery
- ☒ Certified Mail®
- ☐ Certified Mail Restricted Delivery
- ☐ Collect on Delivery
- ☐ Collect on Delivery Restricted Delivery
- ☐ Insured Mail
- ☐ Insured Mail Restricted Delivery (over $500)
- ☐ Priority Mail Express®
- ☐ Registered Mail™
- ☐ Registered Mail Restricted Delivery
- ☐ Signature Confirmation™
- ☐ Signature Confirmation Restricted Delivery

PS Form 3811, July 2020 PSN 7530-02-000-9053 Domestic Return Receipt

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Combest, Steven R
892 W. Champaign Ave.
Rantoul, IL 61866-2114

9590 9402 7809 2152 0164 89

2. Article Number *(Transfer from service label)*

7022 2410 0000 9462 4463

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X

☒ Agent
☐ Addressee

B. Received by *(Printed Name)* Joshua Johnson

C. Date of Delivery 12/4/25

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☐ Adult Signature
☐ Adult Signature Restricted Delivery
☒ Certified Mail®
☐ Certified Mail Restricted Delivery
☐ Collect on Delivery
☐ Collect on Delivery Restricted Delivery
☐ Insured Mail
☐ ed Mail Restricted Delivery
$500)

☐ Priority Mail Express®
☐ Registered Mail™
☐ Registered Mail Restricted Delivery
☐ Signature Confirmation™
☐ Signature Confirmation Restricted Delivery

PS Form 3811, July 2020 PSN 7530-02-000-9053 Domestic Return Receipt

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SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Shields Family Limited Partnership
PO Box 225
Rantoul, IL, 61866-0225

9590 9402 7809 2152 0164 96

2. Article Number *(Transfer from service label)*

7022 2410 0000 9462 4456

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X Curtis Shields

☐ Agent
☐ Addressee

B. Received by *(Printed Name)*

C. Date of Delivery 12-8-25

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☐ Adult Signature
☐ Adult Signature Restricted Delivery
☒ Certified Mail®
☐ Certified Mail Restricted Delivery
☐ Collect on Delivery
☐ Collect on Delivery Restricted Delivery
☐ Insured Mail
☐ nsured Mail Restricted Delivery
over $500)

☐ Priority Mail Express®
☐ Registered Mail™
☐ Registered Mail Restricted Delivery
☐ Signature Confirmation™
☐ Signature Confirmation Restricted Delivery

PS Form 3811, July 2020 PSN 7530-02-000-9053 Domestic Return Receipt

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SENDER: C

- Complete i
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

hields Auto Center
/o Duane Shields
50 Broadmeadow Road
antoul, IL 61866-0000

9590 9402 7809 2152 0162 50

2. Article Number *(Transfer from service label)*

7022 2410 0000 9462 4425

COMPLETE THIS SECTION ON DELIVERY

X

☐ Agent
☐ Addressee

B. Received by *(Printed Name)*

C. Date of Delivery 12/4/25

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☐ Adult Signature
☐ Adult Signature Restricted Delivery
☒ Certified Mail®
☐ Certified Mail Restricted Delivery
☐ Collect on Delivery
☐ Collect on Delivery Restricted Delivery
☐ Insured Mail
☐ nsured Mail Restricted Delivery
over $500)

☐ Priority Mail Express®
☐ Registered Mail™
☐ Registered Mail Restricted Delivery
☐ Signature Confirmation™
☐ Signature Confirmation Restricted Delivery

PS Form 3811, July 2020 PSN 7530-02-000-9053 Domestic Return Receipt

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

MACS, Convenience Stores
4080 W. Jonathan Moore Pike
Columbus, IN 47201-8667

9590 9402 7809 2152 0162 67

2. Article Number *(Transfer from service label)*

7022 2410 0000 9462 4418

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X [signature]

☐ Agent
☐ Addressee

B. Received by *(Printed Name)* [illegible]

C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type

☐ Adult Signature
☐ Adult Signature Restricted Delivery
☒ Certified Mail®
☐ Certified Mail Restricted Delivery
☐ Collect on Delivery
☐ Collect on Delivery Restricted Delivery
☐ Insured Mail
Insured Mail Restricted Delivery (over $500)
☐ Priority Mail Express®
☐ Registered Mail™
☐ Registered Mail Restricted Delivery
☐ Signature Confirmation™
☐ Signature Confirmation Restricted Delivery

PS Form 3811, July 2020 PSN 7530-02-000-9053 Domestic Return Receipt

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- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Oceanview Motel, LLC
833 Corriente Point Drive
Redwood City, CA 94065-0000

9590 9402 7809 2152 0162 81

2. Article Number *(Transfer from service label)*

7022 2410 0000 9462 4395

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X [signature]

☐ Agent
☐ Addressee

B. Received by *(Printed Name)* [illegible]

C. Date of Delivery 12/5

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type

☐ Adult Signature
☐ Adult Signature Restricted Delivery
☒ Certified Mail®
☐ Certified Mail Restricted Delivery
☐ Collect on Delivery
☐ Collect on Delivery Restricted Delivery
☐ Insured Mail
☐ Priority Mail Express®
☐ Registered Mail™
☐ Registered Mail Restricted Delivery
☐ Signature Confirmation™
☐ Signature Confirmation Restricted Delivery

PS Form 3811, July 2020 PSN 7530-02-000-9053 Domestic Return Receipt

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- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

NS Retail Holdings, LLC
5910 N Central Expy, Ste 1600
Dallas, TX, 75206-5173

9590 9402 7809 2152 0163 28

2. Article Number *(Transfer from service label)*

7022 2410 0000 9462 4357

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X [signature]

☐ Agent
☐ Addressee

B. Received by *(Printed Name)* Taylor Troup

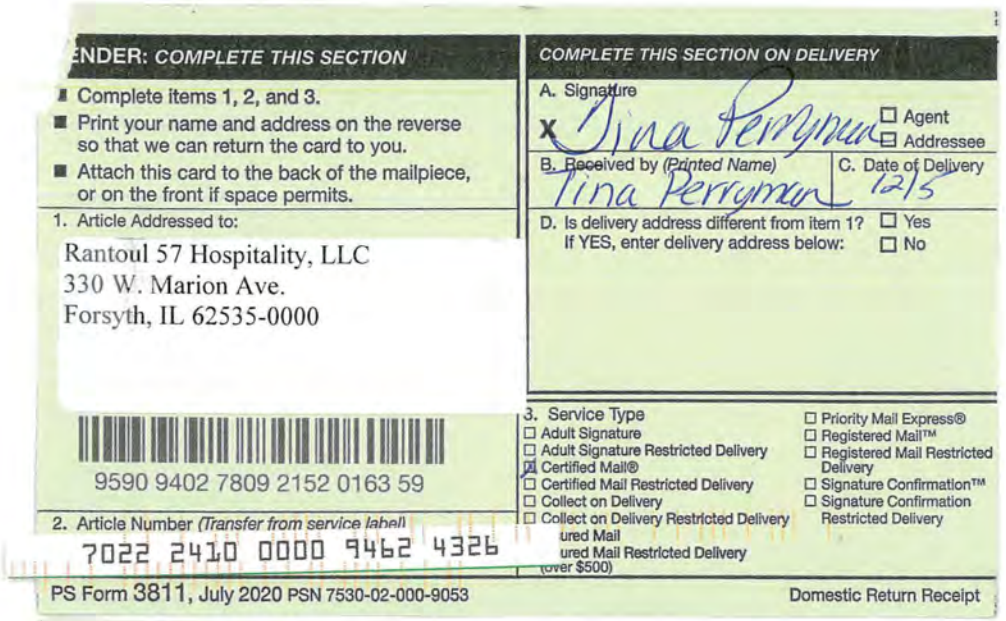
C. Date of Delivery 12/5/25

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type

☐ Adult Signature
☐ Adult Signature Restricted Delivery
☒ Certified Mail®
☐ Certified Mail Restricted Delivery
☐ Collect on Delivery
☐ Collect on Delivery Restricted Delivery
☐ Insured Mail
☐ Insured Mail Restricted Delivery (over $500)
☐ Priority Mail Express®
☐ Registered Mail™
☐ Registered Mail Restricted Delivery
☐ Signature Confirmation™
☐ Signature Confirmation Restricted Delivery

PS Form 3811, July 2020 PSN 7530-02-000-9053 Domestic Return Receipt



ENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Rantoul 57 Hospitality, LLC
330 W. Marion Ave.
Forsyth, IL 62535-0000

9590 9402 7809 2152 0163 59

2. Article Number (Transfer from service label)
7022 2410 0000 9462 4326

COMPLETE THIS SECTION ON DELIVERY

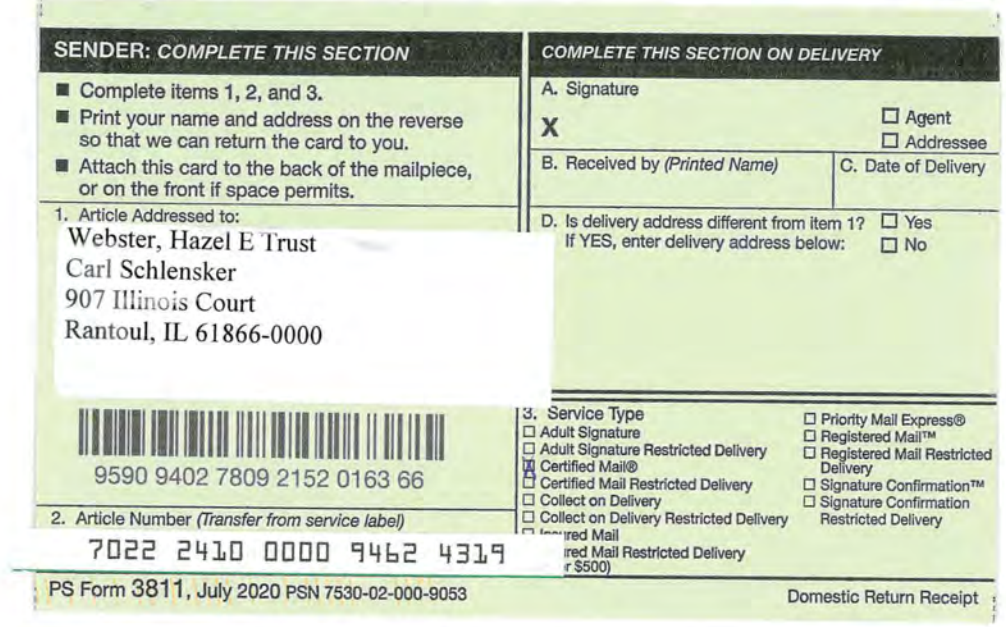
A. Signature
X Tina Perryman ☐ Agent ☐ Addressee

B. Received by (Printed Name) Tina Perryman
C. Date of Delivery 12/5

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☐ Adult Signature
☐ Adult Signature Restricted Delivery
☑ Certified Mail®
☐ Certified Mail Restricted Delivery
☐ Collect on Delivery
☐ Collect on Delivery Restricted Delivery
☐ ured Mail
☐ ured Mail Restricted Delivery
(over $500)
☐ Priority Mail Express®
☐ Registered Mail™
☐ Registered Mail Restricted Delivery
☐ Signature Confirmation™
☐ Signature Confirmation Restricted Delivery

PS Form 3811, July 2020 PSN 7530-02-000-9053 Domestic Return Receipt



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- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Webster, Hazel E Trust
Carl Schlensker
907 Illinois Court
Rantoul, IL 61866-0000

9590 9402 7809 2152 0163 66

2. Article Number (Transfer from service label)
7022 2410 0000 9462 4319

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X ☐ Agent ☐ Addressee

B. Received by (Printed Name)
C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☐ Adult Signature
☐ Adult Signature Restricted Delivery
☑ Certified Mail®
☐ Certified Mail Restricted Delivery
☐ Collect on Delivery
☐ Collect on Delivery Restricted Delivery
☐ ured Mail
☐ ured Mail Restricted Delivery
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☐ Priority Mail Express®
☐ Registered Mail™
☐ Registered Mail Restricted Delivery
☐ Signature Confirmation™
☐ Signature Confirmation Restricted Delivery

PS Form 3811, July 2020 PSN 7530-02-000-9053 Domestic Return Receipt



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- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Lex Rantoul L.P
c/o Illinois Corporation Service Company,
Registered Agent
801 Adlai Stevenson Drive
Springfield, IL 62703-4261

9590 9402 7809 2152 0163 80

2. Article Number (Transfer from service label)
7022 2410 0000 9462 4296

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X ☐ Agent ☐ Addressee

B. Received by (Printed Name) Matt Dierking
C. Date of Delivery DEC 05 2025

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☐ Adult Signature
☐ Adult Signature Restricted Delivery
☑ Certified Mail®
☐ Certified Mail Restricted Delivery
☐ Collect on Delivery
☐ Collect on Delivery Restricted Delivery
☐ ured Mail
☐ ured Mail Restricted Delivery
er $500)
☐ Priority Mail Express®
☐ Registered Mail™
☐ Registered Mail Restricted Delivery
☐ Signature Confirmation™
☐ Signature Confirmation Restricted Delivery

PS Form 3811, July 2020 PSN 7530-02-000-9053 Domestic Return Receipt

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- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Representative Brandun Schweizer
223-N Stratton Building
Springfield, IL 62706

9590 9402 7809 2152 0164 03

2. Article Number *(Transfer from service label)*

7022 2410 0000 9462 4272

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X Melinda Bailey ☐ Agent ☐ Addressee

B. Received by *(Printed Name)* C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type

- ☐ Adult Signature
- ☐ Adult Signature Restricted Delivery
- ☑ Certified Mail®
- ☐ Certified Mail Restricted Delivery
- ☐ Collect on Delivery
- ☐ Collect on Delivery Restricted Delivery
- ☐ Insured Mail
- ☐ Insured Mail Restricted Delivery (over $500)
- ☐ Priority Mail Express®
- ☐ Registered Mail™
- ☐ Registered Mail Restricted Delivery
- ☐ Signature Confirmation™
- ☐ Signature Confirmation Restricted Delivery

PS Form 3811, July 2020 PSN 7530-02-000-9053 Domestic Return Receipt

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- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Representative Brandun Schweizer
3821 N. Vermilion
Ste. 5
Danville, IL 61832

9590 9402 7809 2152 0164 10

2. Article Number *(Transfer from service label)*

7022 2410 0000 9462 4265

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X ☐ Agent ☐ Addressee

B. Received by *(Printed Name)* C. Date of Delivery 12-4-25

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type

- ☐ Adult Signature
- ☐ Adult Signature Restricted Delivery
- ☑ Certified Mail®
- ☐ Certified Mail Restricted Delivery
- ☐ Collect on Delivery
- ☐ Collect on Delivery Restricted Delivery
- ☐ Priority Mail Express®
- ☐ Registered Mail™
- ☐ Registered Mail Restricted Delivery
- ☐ Signature Confirmation™
- ☐ Signature Confirmation Restricted Delivery

PS Form 3811, July 2020 PSN 7530-02-000-9053 Domestic Return Receipt

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SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Senator Paul Faraci
45 E. University Ave.
Suite 206
Champaign, IL 61820

9590 9402 7809 2152 0162 36

2. Article Number *(Transfer from service label)*

7022 2410 0000 9462 4234

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X ☐ Agent ☐ Addressee

B. Received by *(Printed Name)* C. Date of Delivery 12-5-6

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type

- ☐ Adult Signature
- ☐ Adult Signature Restricted Delivery
- ☑ Certified Mail®
- ☐ Certified Mail Restricted Delivery
- ☐ Collect on Delivery
- ☐ Collect on Delivery Restricted Delivery
- ☐ Insured Mail
- ☐ Insured Mail Restricted Delivery (over $500)
- ☐ Priority Mail Express®
- ☐ Registered Mail™
- ☐ Registered Mail Restricted Delivery
- ☐ Signature Confirmation™
- ☐ Signature Confirmation Restricted Delivery

PS Form 3811, July 2020 PSN 7530-02-000-9053 Domestic Return Receipt

SENDER: *COMPLETE THIS SECTION*

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Senator Paul Faraci
201 North Vermilion St.
Suite 323
Danville, IL 61832

9590 9402 7809 2152 0162 43

2. Article Number *(Transfer from service label)*
7022 2410 0000 9462 4227

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X Cassy Carter ☐ Agent ☒ Addressee

B. Received by *(Printed Name)* Cassy Carter | C. Date of Delivery 12-4-25

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
- ☐ Adult Signature
- ☐ Adult Signature Restricted Delivery
- ☒ Certified Mail®
- ☐ Certified Mail Restricted Delivery
- ☐ Collect on Delivery
- ☐ Collect on Delivery Restricted Delivery
- nsured Mail
- nsured Mail Restricted Delivery (over $500)
- ☐ Priority Mail Express®
- ☐ Registered Mail™
- ☐ Registered Mail Restricted Delivery
- ☐ Signature Confirmation™
- ☐ Signature Confirmation Restricted Delivery

PS Form 3811, July 2020 PSN 7530-02-000-9053 Domestic Return Receipt

EXHIBIT E

AFFIDAVIT OF PUBLICATION

[Attached]

AFFP
NOTICE OF INTENT TO FILE A REQ

Affidavit of Publication

STATE OF ILLINOIS }
COUNTY OF CHAMPAIGN } SS

Paul Barrett, being duly sworn, says:

That he is Publisher of the News-Gazette, a daily newspaper of general circulation, printed and published in Champaign, Champaign County, Illinois; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

December 04, 2025

, Authorized Agent, Champaign County, Illinois

99258285 01178071

Elias, Meginnes & Seghetti, P.C.
416 Main St., Suite 1400
Peoria, IL 61602

NOTICE OF INTENT TO FILE A REQUEST FOR LOCAL SITING APPROVAL FOR A
POLLUTION CONTROL FACILITY WITH THE
VILLAGE OF RANTOUL, ILLINOIS

Please take notice that on December 22, 2025, Area Disposal Service, Inc., will file with the Village of Rantoul, Illinois, an application for local siting approval of a pollution control facility pursuant to 415 ILCS §5/39.2.

This Notice is required to be given to:

a. The owners of all property within the subject property not solely owned by the Applicant and on the owners of all property within five hundred (500) feet in each direction of the lot line of the subject property described below, said owners being such persons or entities which appear from the authentic tax records of Champaign County (the number of all feet occupied by all public roads, streets, alleys and other public ways have been excluded in computing the five hundred (500) feet); provided further, that in no event shall this requirement exceed 1,000 feet, including public streets, alleys and other public ways; and

b. Each member of the General Assembly from the legislative district in which the proposed facility is to be located.

This Notice also is being published in The News-Gazette, being a newspaper of general circulation in Champaign County, Illinois.

Please note as follows:

1. Name and address of applicant:

Area Disposal Service, Inc.
4700 N. Sterling Avenue
Peoria, IL 61615

2. Location of proposed site:

The Rantoul Recycling and Transfer Station (RTS) will be located at the existing waste hauling business owned by Area Disposal Service, Inc. located northeast of Interstate 57 and West Champaign Avenue (or Route 136) in the western portion of Rantoul. The address of the site is 896 West Champaign Avenue, Rantoul, Champaign County. The site is legally described as follows:

TRACT 1:
PART OF NORTEAST QUARTER OF SECTION OF 4, TOWNSHIP 21 NORTH, RANGE 9 EAST OF THE THIRD PRNCIPAL MERIDIAN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "N" AT PAGE 70 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS, THENCE SOUTH 89° 43' 17" WEST ALONG A WESTERLY EXTENSION OF THE NORTH LINE OF SAID ESTES SUBDIVISION 159.97 FEET TO THE PONT OF BEGINNING; SOUTH 00° 22' 21" WEST 384.62 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 24 OF PARKER-ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "M" AT PAGE 99 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS; THENCE SOUTH 89° 38' 42" WEST ALONG SAID EXTENSION 83.25 FEET; THENCE SOUTH 00° 47' 36" EAST 190.00 FEET; THENCE NORTH 89° 38' 42" EAST 101.05 FEET; THENCE SOUTH 71° 56' 59" EAST 158.49 FEET TO THE WEST LINE OF LOT 24 OF SAID PARKER-ESTES SUBDIVISION; THENCE SOUTH 00° 12' 51" EAST ALONG SAID WEST LINE 30.29 FEET TO THE NORTH RIGHT-OF-WAY LINE OF S.B.I. ROUTE 119 (U.S. ROUTE 136); THENCE NORTH 82° 55' 21" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 233.82 FEET; THENCE SOUTH 89° 48' 23" WEST ALONG SAID

NORTH RIGHT-OF-WAY LINE 200.23 FEET; THENCE NORTH 84° 19' 37" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 351.49 FEET; THENCE NORTH 68° 09' 46" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 247.08 FEET; THENCE NORTH 48° 02' 34" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 262.64 FEET TO THE EAST RIGHT-OF-WAY LINE OF F.A.I. 57 (INTERSTATE 57); THENCE NORTH 30° 07' 33" WEST ALONG SAID EAST RIGHT-OF-WAY LINE 175.34 FEET; THENCE NORTH 15° 28' 10" WEST ALONG SAID EAST RIGHT-OF-WAY LINE 172.40 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF SAID ESTES SUBDIVISION; THENCE NORTH 89° 43' 17" EAST ALONG SAID WESTERLY EXTENSION 1171.96 FEET TO THE POINT OF BEGINNING, IN CHAMPAIGN COUNTY, ILLINOIS.

PIN 20-09-04-201-004

TRACT 2:
PART OF NORTHEAST QUARTER OF SECTION OF 4, TOWNSHIP 21 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "N" AT PAGE 70 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS, THENCE SOUTH 89° 43' 17" WEST ALONG A WESTERLY EXTENSION OF THE NORTH LINE OF SAID ESTES SUBDIVISION 159.97 FEET; THENCE SOUTH 00° 22' 21" WEST 384.62 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 24 OF PARKER-ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "M" AT PAGE 99 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS, ALSO BEING THE POINT OF BEGINNING; THENCE SOUTH 00° 22' 21" WEST 190.01 FEET; THENCE SOUTH 89° 38' 42" WEST 79.39 FEET; THENCE NORTH 00° 47' 36" WEST 190.00 FEET TO THE WESTERLY EXTENSION OF SAID LOT 24; THENCE NORTH 89° 38' 42" EAST ALONG SAID WESTERLY EXTENSION 83.25 FEET TO THE POINT OF BEGINNING, IN CHAMPAIGN COUNTY, ILLINOIS.

PIN 20-09-04-227-005

3. Nature and size of the development:

Recycling and transfer facility including a building, on-site roads, fencing, scale and landscape improvements on a land parcel totaling about 14.03 acres.

4. Nature of the activity proposed:

The facility would be designed to receive non-hazardous solid waste and single stream recyclables from the County of Champaign and surrounding areas. The proposed transfer station will be a state-of-the practice facility where loads of refuse from collection vehicles will be consolidated into larger loads for transport to a disposal facility. Recyclable materials will be consolidated into larger loads for transfer to a material recovery facility. The proposed Rantoul RTS will allow for more efficient processing and/or transportation of these materials, and is designed to accommodate a daily throughput of 500 tons per day.

5. Probable life of the proposed activity:

20 years

6. Date when the request for site approval will be submitted:

December 22, 2025

7. Description of the right of persons to comment on the request in writing:

The Rantoul Village Board is required to hold at least one public hearing on the request for siting approval no sooner than 90 days and no later than 120 days after receipt of the Application.

A copy of the request for site approval shall be made available for public inspection in the office of the Clerk of the Village of Rantoul and members of the public shall be allowed to obtain a copy of the request for site approval or any part thereof upon payment of the actual cost of reproduction to the Clerk of the Village of Rantoul. All copying requests shall be fulfilled by the Clerk of the Village of Rantoul within a reasonable time from the time of the request.

The Clerk of the Village of Rantoul (on behalf of the Rantoul Village Board) shall receive written comment from any person concerning the appropriateness of the

proposed site. Upon receipt of any such written comment the Clerk of the Village of Rantoul shall date stamp same and file the written comment with the postmarked envelope in which the comment is received.

Copies of the written comments shall be made available for public inspection in the office of the Clerk of the Village of Rantoul, and members of the public shall be allowed to obtain a copy of any written comment upon payment of actual cost of reproduction.

Any written comment received by the Clerk of the Village of Rantoul or postmarked not later than thirty (30) days after the date of the last public hearing shall be made part of the record as hereinafter described and the Rantoul Village Board shall consider any such timely written comments in making its final determination. In the event that the 30th day falls on a Sunday or federal holiday, the next day on which mail is received by the Clerk of the Village of Rantoul shall be considered the 30th day for purposes of this paragraph.

This Notice is being given in accordance with the requirements of §39.2(b) of the Illinois Environmental Protection Act (415 ILCS §5/39.2(b)).

Janaki Nair
Elias, Meginnes &
Seghetti, P.C.
416 Main Street Suite 1400 Peoria, IL 61602

Area Disposal
4700 N. Sterling Ave.,
Peoria, IL 61615

925-0424.2

1178071 12/4

CRITERION 3:

"the facility is located so as to minimize incompatibility with the character of the surrounding area and to minimize the effect on the value of the surrounding property"
415 ILCS 5/39.2(a)(iii)

LAND USE AND PLANNING ANALYSIS
(PREPARED BY THE LANNERT GROUP, INC.)

Land Use and Planning Analysis

Rantoul Recycling and Transfer Station

Project No. 2406

Prepared For:

Area Disposal Service, Inc.
896 West Champaign Ave.
Rantoul, IL 61866

Prepared By:

The Lannert Group, Inc.

215 Fulton Street
Geneva, IL 60134

December, 2025

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1. Executive Summary

The Illinois Environmental Protection Act ("Act"), 415 ILCS 5/1, *et seq.*, contains requirements for local siting approval of new pollution control facilities. Section 39.2(a) of the Act provides nine criteria that must be satisfied as part of the local siting approval process. Criterion 3, at Section 39.2(a)(3) of the Act, requires the applicant to demonstrate that the proposed Rantoul Recycling and Transfer Station:

> "is located so as to minimize incompatibility with the character of the surrounding area and to minimize the effect on the value of surrounding property."

The Lannert Group, Inc. (TLG) was retained by Area Disposal Services, Inc. (Area Disposal) through its engineers, Civil & Environmental Consultants, Inc. (CEC), to undertake an independent analysis to determine if the proposed Rantoul Recycling and Transfer Station (Subject Site) is located so as to minimize incompatibility with the character of the surrounding area, and therefore, satisfies the first part of Criterion 3. The benchmark for Criterion 3 is to demonstrate that the impact is minimized within the context and relationship to the established character of the area. TLG was also asked to prepare a Landscape Plan for the Subject Site. Based on its analysis, TLG has determined that this facility is so located as to minimize the incompatibility with the character of the surrounding area, based upon the following findings:

Findings

- The Subject Site is located in a C-2 Commercial district within the Village of Rantoul.
- The character of the immediate area surrounding the site has been defined by commercial and other businesses uses that have been established over the past years. The proposed transfer station development will blend with this existing land use pattern.
- The major land use in the area continues to be Agriculture within the County and the City.
- The Route 136 corridor (W. Champaign Ave.) is an appropriate land use buffer along the south property line, and mirrors adjacent uses.
- Agricultural, Commercial/Office, and Industrial/Manufacturing uses are compatible uses comprising 82.5% of the land in the focused study area, and 84.1% of the land in the wider study area, exceeding the requirements of the Siting Ordinance (2,500 feet).
- No residential zoned or used property is located within the 1,000' setback requirement of 415 ILCS 22.14.
- Residential uses account for approximately 7.3% of the Wider Study Area and occur to the southeast within established neighborhood areas, removed from any major impact of the proposed transfer station site.
- The proposed transfer station development will be screened by plantings along the roadway frontages, west and south, and by berms and plantings along the north.

Based on our analysis and findings, it is the opinion of the Lannert Group, Inc., that the Rantoul Recycling and Transfer Station, as proposed, is so located as to minimize the incompatibility with the character of the surrounding area and satisfies the relevant requirements of 415 ILCS 5/39.2(a)(3).

2. Introduction and Methodology

The Lannert Group, Inc. was retained to perform an independent analysis to determine if the proposed Subject Site satisfies the requirements of the first part of Criterion 3 of Section 39.2(a) of the Act, such that the Subject Site is located so as to minimize incompatibility with the character of the surrounding area.

Methodology

This study concentrates on general land use issues and is not intended to encompass the operational or engineering issues associated with the proposed Subject Site.

The Village Siting Ordinance stipulates the evaluation of a study area within 2,500 feet of the site (Focused Study Area). Land Use and Zoning Exhibits specifically demonstrate the 2,500 foot study area. In order to more precisely evaluate and measure the area of the Focused Study Area, it was determined to be contained within the area described as follows:

North Boundary – Canadian National Spur Railroad Line
West Boundary – 1300 E
South Boundary – An east/west line along the top property line of the Rantoul Family Sports Complex; from west to east
East Boundary – North East Street; north/south

The Study Area contains approximately 907.5 acres reflecting the intent of the ordinance (Focused Study Area).

In addition to the Focused Study Area and the adjacency of Champaign County properties, a Wider Study Area was evaluated to determine if additional impacts occur. The Wider Study Area, of approximately one mile, is described as follows:

North Boundary – 3100 N
West Boundary – 1300E
South Boundary – 2900N (approximate south property line of the Rantoul Family Sports Complex)
East Boundary – W. Liberty Avenue and the Canadian Central Railroad south of W. Champaign Avenue and Penfield Road extended on the north.

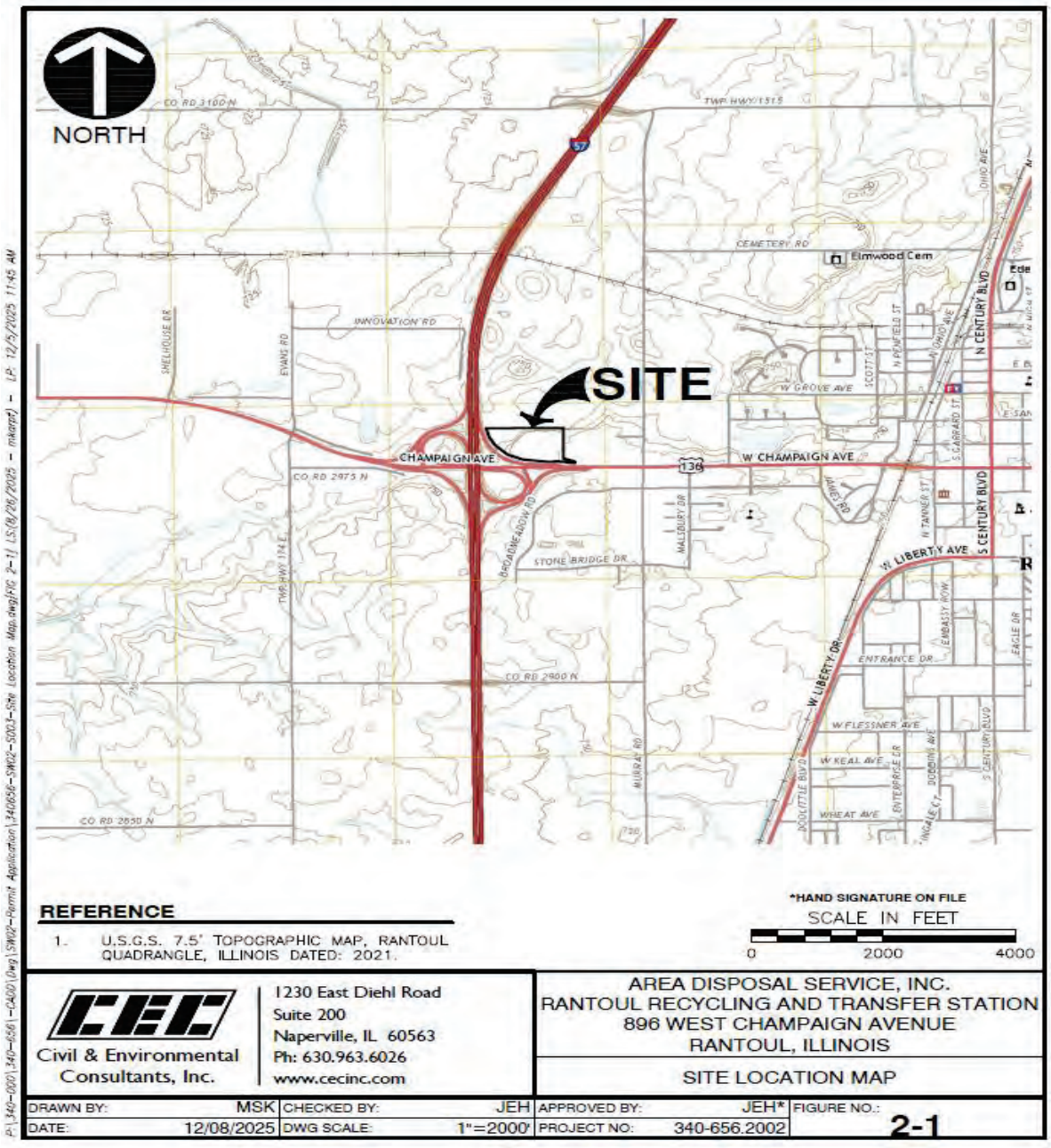
This study area contains approximately 3,642.2 acres of additional property in the Village and County.

Location, Background and Proposed Activity

The Subject Site is specifically located on the northeast quadrant of Interstate 57 and Route 136 (W. Champaign Ave.) in the Village of Rantoul. The documents and research materials supporting the work of TLG include Aerial Photography, Zoning Ordinance & Map, and the Comprehensive Plan of the Village of Rantoul. Additionally, the Champaign County Zoning Map and GIS information were also incorporated. TLG conducted field investigations and took photographs of the Subject Site and its environs to confirm land uses and become familiarized with the site and surrounding area. A detailed site investigation was performed within the context of the focused neighborhood adjacent to the proposed site.

The proposed Subject Site is located within the municipal limits of the Village of Rantoul in a C-2 Commercial Zoning District.

The overall property consists of approximately 14 acres. The proposed Facility will consist of the transfer building, which includes a tipping floor and transfer trailer loading bay, scale house, staff and employee parking, a transfer trailer queuing area, and landscape features. The existing building, with associated office space, will remain and function as Area Disposal's waste hauling maintenance building and office. Access will enter from a service road into the Subject Site. The Facility will generally operate Monday through Saturday. The Facility will typically transfer less than 500 tons per day. The proposed transfer site will accept non-hazardous municipal solid waste and recyclables, as approved by the Illinois Environmental Protection Agency. Waste materials banned by the Illinois Environmental Protection Act will not be accepted. All transfer of municipal solid waste will take place inside the building.



Subject Site Location Map

3. Existing Surrounding Land Use

The purpose of this section is to analyze and evaluate the compatibility of the existing land uses within the Focused and Wider Study Areas of the Subject Site. In general, the study area boundary, as described above (Section 2) and shown on Exhibit 1, is the basis for the analysis. Criterion 3 requires an analysis of the "character of the surrounding area" (see 415 ILCS 5/39.2(a)(3). The term "character" denotes the broad general nature and attributes of each type of land use. Each land use has its own unique characteristics that are readily distinguishable from one another. There are several forms of land use that are suited for serving as buffers or transitions between uses of different intensities. The most common forms of land use utilized for buffering or transitional purposes include open space, agriculture, natural features and man-made facilities, such as roads, railroads, and buildings of similar uses, or intervening development.

The character of the study areas is consistent. Both the Focused and Wider Study Areas share the transportation features (Interstate, Illinois Highway, and railroad) that are necessary for development. Existing industrial uses and agricultural land within the Village and County have established this pattern. These development concepts are reflected in the plans and ordinances of the Village.

Exhibit 1, (*Land Use Aerial*) graphically shows the land use patterns of the Village and County within the study areas. This exhibit was prepared using an aerial photo and referencing zoning maps. It was verified by a vehicle drive around of the areas. The predominant land uses are shown in color. The land use patterns that are developed within the study areas tend to be homogenous by group. Historically, the growth of towns and villages grouped similar uses together. Property by property development resulted as a by-product. The color-coded Land Use Plan visually displays this development pattern.

As a further analysis of the existing character, land use ratios were calculated to quantify uses within the study areas. Development within the study areas was defined by a general use category, such as agricultural, open space, residential, industrial/manufacturing, commercial, and office. Each use was then measured in terms of area (in acres) and percentages of the whole study area were calculated to determine which land use is the most significant within the study areas. The results are as follows:

Land Use Ratios

	FOCUSED		WIDER	
Use	**Acres**	**Percentage**	**Acres**	**Percentage**
Agricultural (Parks, Open Space, vacant)	588.8	64.9	2704.9	74.3
Residential	42.7	4.7	264.7	7.3
Commercial/Office	81.1	8.9	84.3	2.3
Industrial/Manufacturing	79.2	8.7	271.5	7.5
Public/School/Church	3.1	0.3	109.7	3.0
Transportation/R.O.W.	112.7	12.4	207.1	5.7
Total	**907.5**	**100%**	**3642.2**	**100%**

Agricultural, Commercial/Office, and Industrial/Manufacturing uses are compatible uses comprising 82.5% of the land in the focused study area, and 84.1% of the land in the wider study area. As shown on the Land Use Aerial (Exhibit 1), these combined uses are mostly located along the major roadways in the area. Residential uses comprise 4.7% of the land in the focused

study area, and 7.3% of the land in the wider study area. A unified and adjacent development pattern is depicted, resulting from the goals and policies of the Village.

Findings:

- The character of the surrounding area is defined by Agricultural, Commercial/Office, and Industrial/Manufacturing, consisting of approximately 84.1% in the wider study area. Agriculture uses are reflective of the lands zoned within the County and the Village. The proposed transfer station development will not impact this existing land use feature.
- The existing farming on the north, and the existing industrial uses west and northwest of the site, serve as indicators of the existing recent development trends.
- Residential uses within the study areas occur within historically established neighborhood areas and are removed from the impact of the proposed Facility.
- The Route 136 (W. Champaign Ave.) corridor, and the Interstate 57 rights-of-ways and plantings, are appropriate land use buffers that transition on the west and north into the surrounding undeveloped areas.

4. Site Photographs

Site photographs were taken to illustrate the character of the area. Exhibits 2 and 3 (*Off -Site Views*), show multiple photographs with descriptions, and a photograph location map. These pictures represent the character of the adjacent area, on-site conditions, and depict the context of the existing character established in the area. The photographs demonstrate that the proposed Transfer Station Building minimizes any character of incompatibility.

Photographs were taken to evaluate the context of the area. Views 1 through 14 show the character of the area and were taken counterclockwise from the site, on public roadways. All of the photographs demonstrate that the impact is minimized within the context of the area.

View 1

This view is looking south along Interstate 57, ½ mile north of the Rantoul Exit 250, illustrating the successful manufacturing, industrial development to the west.

View 2

This view is from W. Champaign Avenue looking east, adjacent to the eastbound off-ramp. The topography in the area and Interstate bridge obscure view to the site.

View 3

This view is looking southeast along the east access ramp to Interstate 57. The Holiday Inn Express and the sports complex lighting is visible.

View 4

This view is from the Holiday Inn Express parking lot looking north. The foreground and midground remain vacant with the Ford Dealership sign/building, mature vegetation, and the Interstate signage shown on the horizon.

View 5

This view is from the parking lot of the auto dealership, looking northwest towards the proposed Facility. Distance, roadways, and existing vegetation filter views to the Site.

View 6

This view is from Evans Road looking west. The power lines and the hotel on Murry Road are shown and block the Site from this vantage point.

View 7

This view is from the intersection of Cemetery Road and County Road 1500N, looking southwest. The agriculture land is depicted with the hedgerow plantings, grading, and Ford signage shown on the horizon.

View 8

This view is from County Road 1500 adjacent to the existing homestead, looking southwest. The surrounding agriculture land is depicted. On the horizon, the higher elevation, mature vegetation, and existing buildings along W. Champaign Avenue are seen.

View 9

This view is from County Road 1500 at the corporate limit line. The new utility easement construction is seen in the midground, and the commercial uses along W. Champaign Avenue are shown in the background.

View 10

This view is looking south down Murry Road to the intersection with West Champaign Avenue. The commercial development is depicted in the background, the utility extension in the midground, and agricultural land in the foreground that continues to the north.

View 11

This view is at the proposed new entrance to the Facility looking westerly. The existing hauling operation to the right, and the mature vegetation to the left, frame the proposed access into the proposed Facility.

View 12

This view is from the northbound access roadway to Interstate 57. The existing mature vegetation and embankment shown, will buffer and filter the view into the proposed Facility.

View 13

This view is looking north on the entrance ramp to Interstate 57, at the west end of the proposed Facility Site. The area behind the fence row plantings will be the location of the detention area.

View 14

This view is looking east from County Road 1300E, slightly north of the corporate limits. The power lines, topography, intervening mature vegetation, and distance, obscure the visibility of the Facility. The water tower is visible in the distance.

5. Zoning

Section 39.2(g) of the Illinois Environmental Protection Act provides that *local zoning or other land use requirements are not applicable to the local siting process*. However, local zoning classifications are helpful when reviewing existing land uses of surrounding properties and determining how such properties may be developed in the future. Therefore, although the zoning classifications referenced in this report are not determinative of an evaluation under Criterion 3, TLG has included a discussion of local zoning classifications to further illustrate minimized incompatibility with the character of the surrounding area.

The study area for the local zoning analysis is described on Exhibit 4 (*Zoning Aerial*). This area encompasses approximately 3,642.2 acres within the County and the corporate limits of the

Village of Rantoul; the same study area as defined in the Land Use Aerial (Exhibit 1). The primary documents used in this analysis include an aerial photograph, and copies of the zoning maps of the Village of Rantoul and Champaign County, and GIS maps.

Subject Site Zoning

The Subject Site can be seen on Exhibit 4 (*Zoning Aerial*). The Subject Site is located in the Village of Rantoul within a C-2, Commercial District. The C-2 Commercial District permits several categories of use including the following: manufacturing, wholesaling, and warehousing activities. The Village of Rantoul Zoning Ordinance does not designate a transfer facility as a permitted or special use in any zoning district. However, "All manufacturing and industrial activities, including fabrication, processing, assembly, disassembly, repairing, recycling, cleaning, servicing, sorting, testing, packaging and storage of materials, products and goods that can be conducted wholly within enclosed buildings or structures" are allowed in the C-2 District. The proposed transfer station is similar in use, character, and intensity to the allowable uses described in the C-2 text.

Zoning Adjacent to the Recycling and Transfer Station Site

TLG analyzed zoning classifications adjacent to and surrounding the Subject Site for the purposes of evaluating the minimization of the Subject Site with surrounding zoning. Specifically, TLG analyzed zoning classifications within the study Areas surrounding the Subject Site.

The zoning of the proposed transfer station facility and the surrounding area is C-2, Commercial District. This zoning has been established historically and is appropriately positioned as a result of the established roadway system and existing built environment. There are no residentially zoned areas within the mandated minimum setback of 1,000 feet from the Subject site. An analysis of the existing zoning and the permitted uses within the study areas of the Subject Site, indicates that the existing uses have been established for many years and continued growth is anticipated as planned.

Based on the zoning analysis, it is the opinion of TLG that the proposed use for the Subject Site, lying within a C-2 Commercial District, minimizes incompatibility with the zoning uses in the area surrounding the site. The future uses that may be contemplated, will minimize impact on zoned or designated Comprehensive Plan uses.

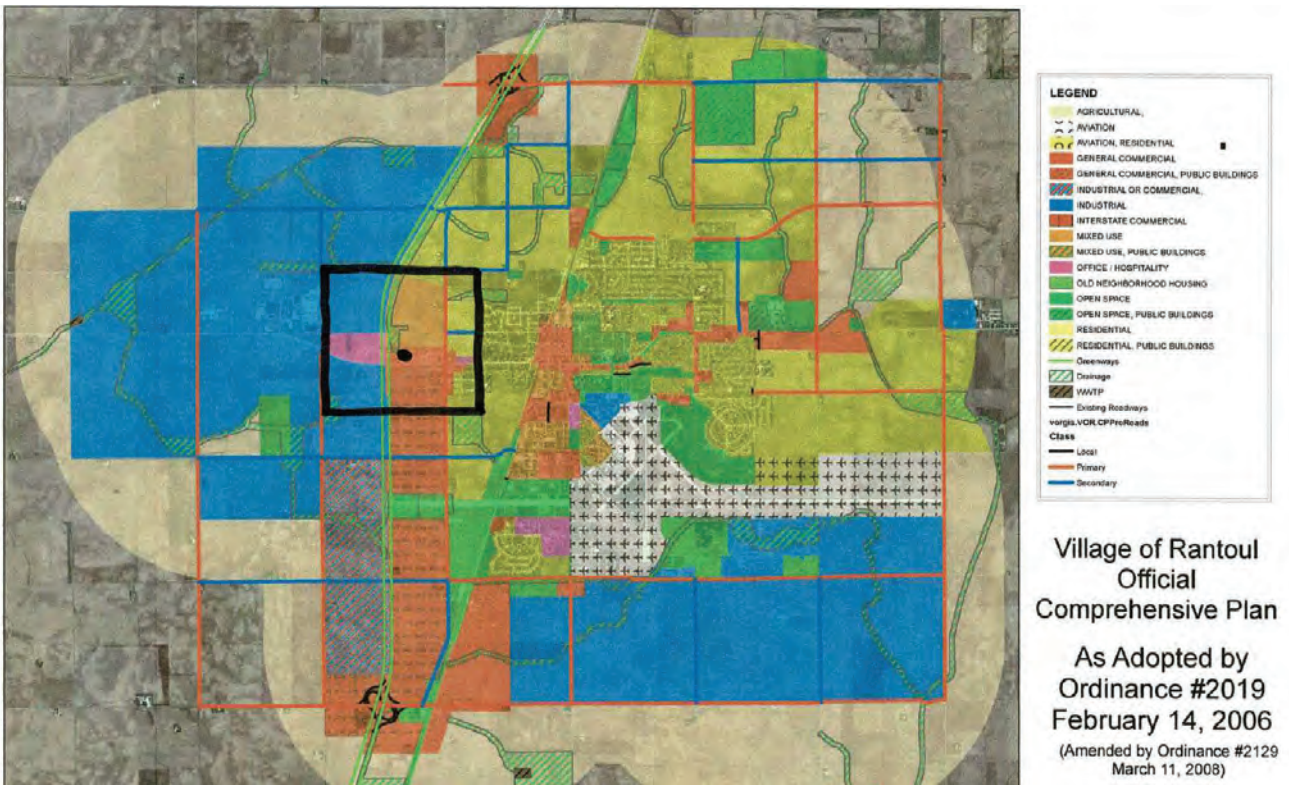
Use	Acres	Percentage
Champaign County		
AG-Agriculture	1,970.2	54.1
Village of Rantoul		
R1 Residential	140.3	3.9
R2 Residential	93.1	2.6
R4 Residential	37.2	1.0
C2 Commercial	167.7	4.6
C3 Commercial	45.5	1.3
I-1 Industrial Light	119.3	3.3
I-2 Industrial Heavy	388.3	10.7
AG Agriculture	485.0	13.3
R.O.W. Right of Way	147.0	4.0
Undefined Zoning	48.6	1.3
Total	3,642.2	**100%**

Findings:

- The Subject Site is located in a, C-2, Commercial District within the Village of Rantoul.
- Adjacent zoning in the immediate neighborhood is compatible with the proposed use.
- Residential uses have been successfully integrated within the study area. No residentially zoned property is located within the 1,000' setback requirement.
- Industrial and agricultural zoning classifications comprise approximately 81.4% of the study areas.

6. Comprehensive Plan

The Comprehensive Plan, adopted by Ordinance #2019 and amended by Ordinance #2129 on March 11, 2008, is referenced below. The plan depicts nineteen (19) designated land uses that generally coincide with the Village zoning classifications reflecting potential future uses. The Plan locates the Facility with a black dot, and the black line outlines a study area of approximately 2,500 feet. The Facility lies in the interstate commercial designation (red) along with the area to the south. The areas to the west, north, and south (in blue), reflect an industrial use while the land immediately west, shows Office/Hospitality (pink). The existing new Interstate 57 interchange has been constructed within this area and some land continues to be unincorporated. A mixed-use area (orange) is identified north of the Facility and contemplates multiple potentials. The Village's recent success in attracting industrial and manufacturing, and the time lapse from the last update suggests additional study could modify the designation currently shown. The area to the east (east of Murray Road/CO Road 1400) reflects old neighborhood housing that currently exists and is envisioned into the future.



Findings:

- Development trends in the area have reflected the plans intent.
- The Comprehensive Plan land uses are consistent with the Facility.
- Consideration for a Comprehensive Plan update is suggested.

7. Site Plan and Landscape Plan

The Site Plan depicting the new transfer station building location is shown on Exhibit 5 (Site Plan and Landscape Plan). The Site and Landscape Plan has been designed to accommodate traffic flow on and off site and preserve the existing vegetation along West Champaign Avenue. The landscape concept provides for maintenance of the mature planting along the existing roadways, plantings along the Interstate 57 frontage road, and additional plantings along the north side of the building, in order to reduce any impact not achieved by the large setbacks. The existing berm elevation on the north and the mature vegetation will continue to buffer the new Facility from southwest views. A plant list, comprised of botanical names, common names, and size, are provided for clarity in the material list shown on the plan. The final selection of the specific plant material will be designated at the time of installation, due to the season, weather, and availability.

8. Findings

In preparation of this report, TLG analyzed zoning maps, zoning ordinances, land use patterns, aerial photographs, site photographs, and surveyed land uses within the study area to determine the character and trend of land development in the area surrounding the Subject Site. Based on these reviews, exhibits, experience and analysis, it is the professional opinion of TLG that the proposed Rantoul Recycling and Transfer Station, when constructed with the proposed improvements and landscape plans, is so located as to minimize the incompatibility with the character of the surrounding area. Our conclusions supporting this finding are summarized as follows:

- The Subject Site is located in a C-2 Commercial district within the Village of Rantoul.
- The character of the immediate area surrounding the site has been defined by commercial and other businesses uses that have been established over the past years. The proposed transfer station development will blend with this existing land use pattern.
- The major land use in the area continues to be Agriculture within the County and the City.
- The Route 136 corridor (W. Champaign Ave.) is an appropriate land use buffer along the south property line, and mirrors adjacent uses.
- Agricultural, Commercial/Office, and Industrial/Manufacturing uses are compatible uses comprising 82.5% of the land in the focused study area, and 84.1% of the land in the wider study area, exceeding the requirements of the Siting Ordinance (2,500 feet).
- No residential zoned or used property is located within the 1,000’ setback requirement of 415 ILCS 22.14.
- Residential uses account for approximately 7.3% of the Wider Study Area and occur primarily to the southeast within established neighborhood areas, removed from any major impact of the proposed transfer station site.

- The proposed transfer station development will be screened by plantings along the roadway frontages, west and south, and by berms and plantings along the north.

The zoning classification percentages generally reflect the existing land use patterns percentages. The similarity indicates that land use and zoning decisions are related and supported by development activities.

9. Conclusion

Based on our land use analysis and findings, it is the opinion of The Lannert Group, Inc. and its professionals, that the proposed Rantoul Recycling and Transfer Station is so located as to minimize the incompatibility with the character of the surrounding area and, therefore, satisfies the first part of Criterion 3 of Section 39.2(a) of the Act.

J. Christopher Lannert, President
The Lannert Group, Inc.

_____
December, 2025

10. Appendix

Municipal and County Resources

Village of Rantoul

Zoning Ordinance
Zoning Map
Comprehensive Plan

Champaign County

Zoning Map (Current G.I.S. Postings)

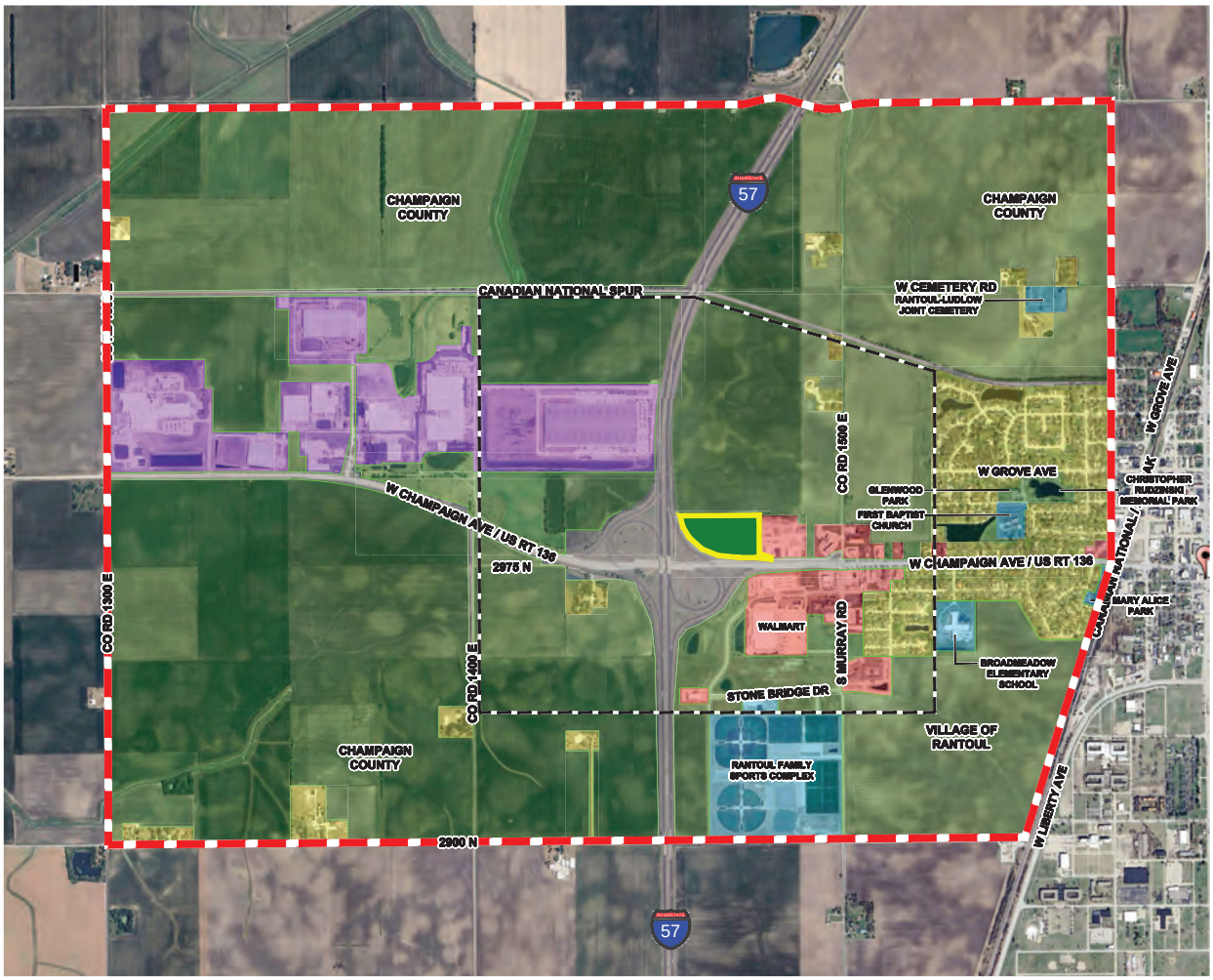
Resume

J. Christopher Lannert

Exhibits

Exhibit 1, (*Land Use Aerial*)
Exhibit 2, (*Off Site Views)*
Exhibit 3, (*Off Site Views*)
Exhibit 4, (*Zoning Aerial*)
Exhibit 5, *(Landscape Plan)*)

DRAWING NAME: H:\Project Files\Active Jobs\2024 Jobs\2406 Rantoul Recycling & Transfer Station\Drawing Data\A-Exhibits\2025-12-15_Exhibits\2406_2025-12-15_LU-Z_Exhibits.dwg DATE PRINTED: Dec 15, 2025 - 4:43pm



LEGEND

- SUBJECT SITE
- WIDER STUDY AREA
- FOCUS STUDY AREA

LAND USE CLASSIFICATIONS

	FOCUS STUDY AREA ACRES	%	WIDER STUDY AREA ACRES	%
AGRICULTURE / OPEN SPACE*	588.8	64.9%	2704.9	74.3%
RESIDENTIAL	42.7	4.7%	264.7	7.3%
COMMERCIAL*	81.1	8.9%	84.3	2.3%
INDUSTRIAL / WAREHOUSE	79.2	8.7%	271.5	7.5%
PUBLIC / SCHOOL / CHURCH	3.1	0.3%	109.7	3.0%
TRANSPORTATION / RIGHT-OF-WAY	112.7	12.4%	207.1	5.7%
TOTAL	907.5	100%	3642.2	100%

* INCLUDES SUBJECT SITE

ZONING INFORMATION AS AVAILABLE FEBRUARY 10, 2025 VIA THE CHAMPAIGN COUNTY GIS CONSORTIUM

AERIAL PHOTOGRAPHY OBTAINED VIA: GOOGLE EARTH DATED JUNE 29, 2023

SHEET NUMBER 1 OF 5

LAND USE AERIAL EXHIBIT

800 400 0 800 1600 2400

SCALE 1"=800'

NORTH

© 2025 The Lannert Group, Inc.

Lannert Group
Landscape Architecture ▪ Planning ▪ Community Consulting
215 Fulton Street
Geneva, Illinois 60134
(630) 208-8088
Fax (630) 208-8050
http://www.lannert.com
tlg @ lannert.com

RANTOUL RECYCLING & TRANSFER FACILITY

PREPARED FOR:
CIVIL & ENVIRONMENTAL CONSULTANTS, iNC.

DRAWN BY: KL

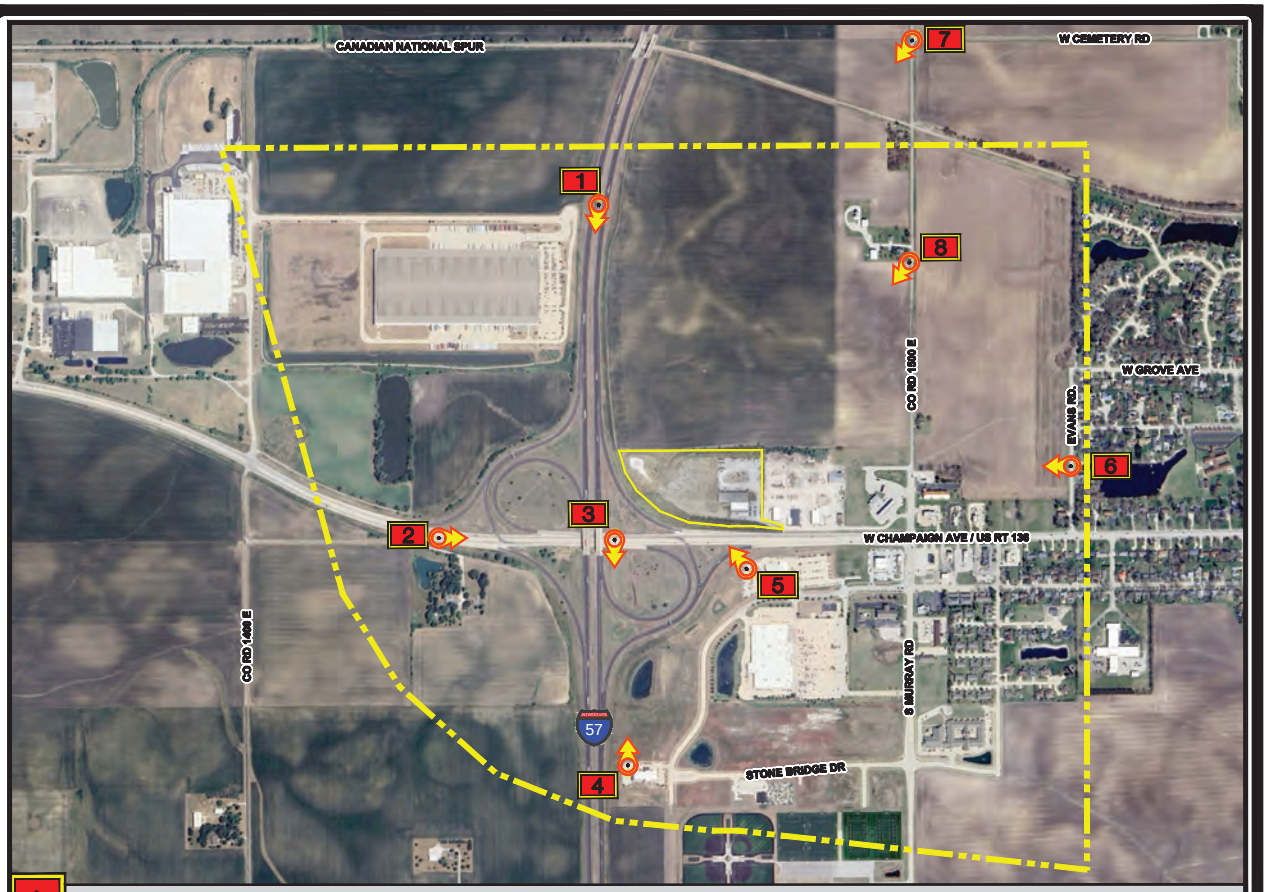
REVISIONS:

DATE: DECEMBER 2025

JOB NO.: 2406

R-933

DRAWING NAME: H:\Project Files\Active Jobs\2024 Jobs\2406 Rantoul Recycling & Transfer Station\Drawing Data\A-Exhibits\2025-12-15_Exhibits\2406_2025-12-15_OffSiteViews.dwg DATE PRINTED: Dec 15, 2025 - 11:11am



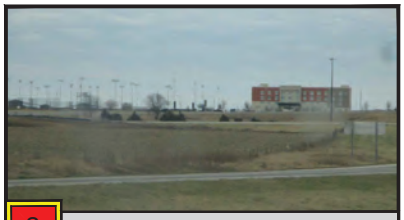
A VIEW KEY



1 This view is looking south along Interstate 57, ½ mile north of the Rantoul exit 250 is illustrating the successful manufacturing, industrial development to the west.



2 This view is from W. Champaign Avenue looking east, adjacent to the eastbound off-ramp. The topography in the area and Interstate bridge obscure view to the site.



3 This view is looking southeast along the east access ramp to Interstate 57. The Holiday Inn Express and the sports complex lighting is visible.



4 This view is from the Holiday Inn Express parking lot looking north. The foreground and midground remain vacant with the Ford Dealership sign/building, mature vegetation, and the Interstate signage shown on the horizon.



5 This view is from the parking lot of the auto dealership, looking northwest towards the proposed Facility. Distance, roadways, and existing vegetation filter views to the Site.



6 This view is from Evans Road looking west. The power lines and the hotel on Murry Road are shown, and block the Site from this vantage point.



7 This view is from the intersection of Cemetery Road and County Road 1500N, looking southwest. The agriculture land is depicted with the hedgerow plantings, grading, and Ford signage shown on the horizon.



8 This view is from County Road 1500 adjacent to the existing homestead, looking southwest. The surrounding agriculture land is depicted. On the horizon, the higher elevation, mature vegetation, and existing buildings along W. Champaign Avenue are seen.

SHEET NUMBER 2 OF 5

OFF-SITE VIEWS #1

400 200 0 400 800 1,200

SCALE 1"=400'

NORTH

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Geneva, Illinois 60134
(630) 208-8088
Fax (630) 208-8050
http://www.lannert.com
tlg @ lannert.com

RANTOUL RECYCLING & TRANSFER FACILITY

PREPARED FOR:
CIVIL & ENVIRONMENTAL CONSULTANTS, iNC.

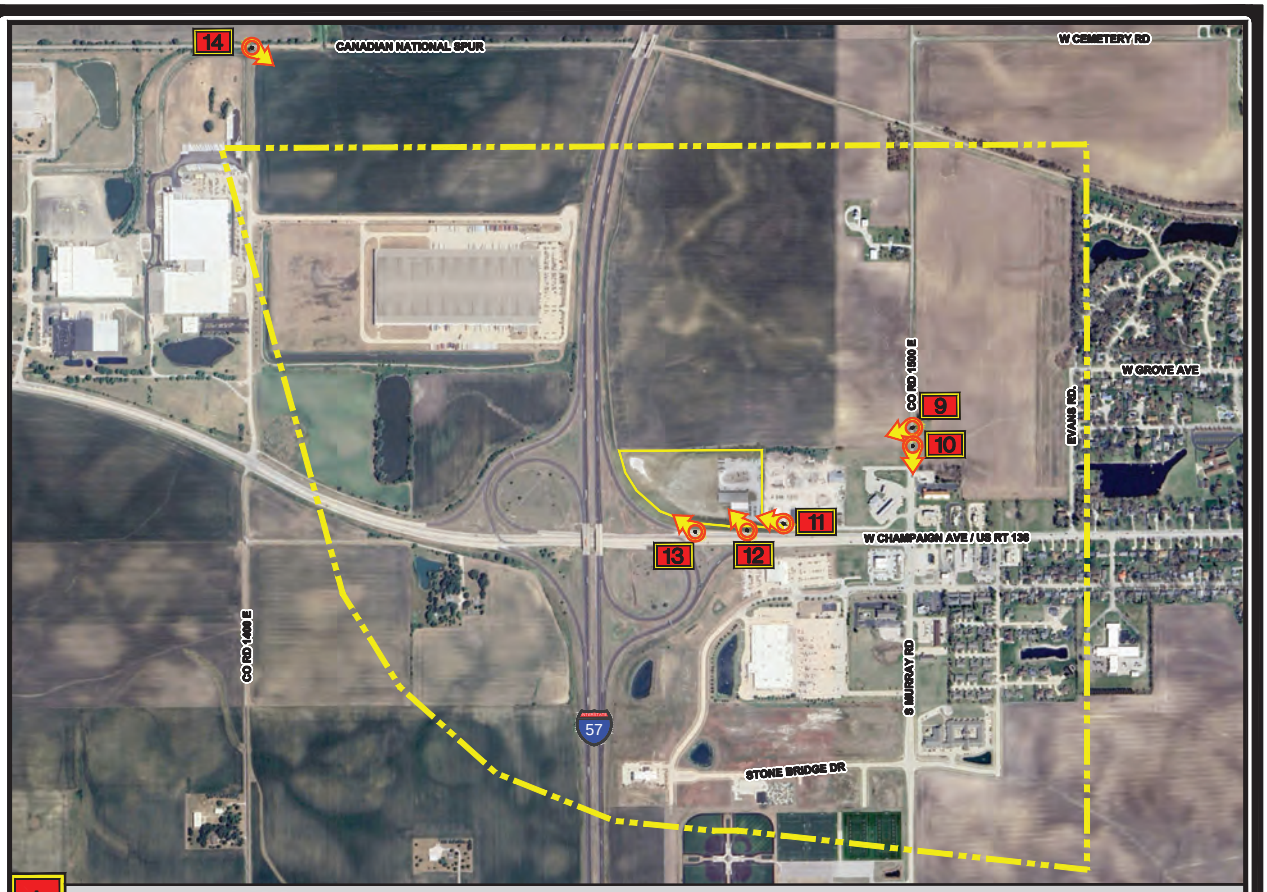
DRAWN BY: KL

REVISIONS:

DATE: DECEMBER 2025

JOB NO.: 2406

R-934



A VIEW KEY



9 This view is from County Road 1500 at the corporate limit line. The new utility easement construction is seen in the midground, and the commercial uses along W. Champaign Avenue are shown in the background.



10 This view is looking south down Murry Road to the intersection with West Champaign Avenue. The commercial development is depicted in the background, the utility extension in the midground, and agricultural land in the foreground that continues to the north.



11 This view is at the proposed new entrance to the Facility looking westerly. The existing hauling operation to the right, and the mature vegetation to the left, frame the proposed access into the proposed Facility.



12 This view is from the northbound access roadway to Interstate 57. The existing mature vegetation and embankment shown, will buffer and filter the view into the proposed Facility.



13 This view is looking north on the entrance ramp to Interstate 57, at the west end of the proposed Facility Site. The area behind the fence row plantings will be the location of the detention area.



14 This view is looking east from County Road 1300E, slightly north of the corporate limits. The power lines, topography, intervening mature vegetation, and distance, obscure the visibility of the Facility. The water tower is visible in the distance.

SHEET NUMBER 3 OF 5

OFF-SITE VIEWS #2

NORTH

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DRAWN BY: KL

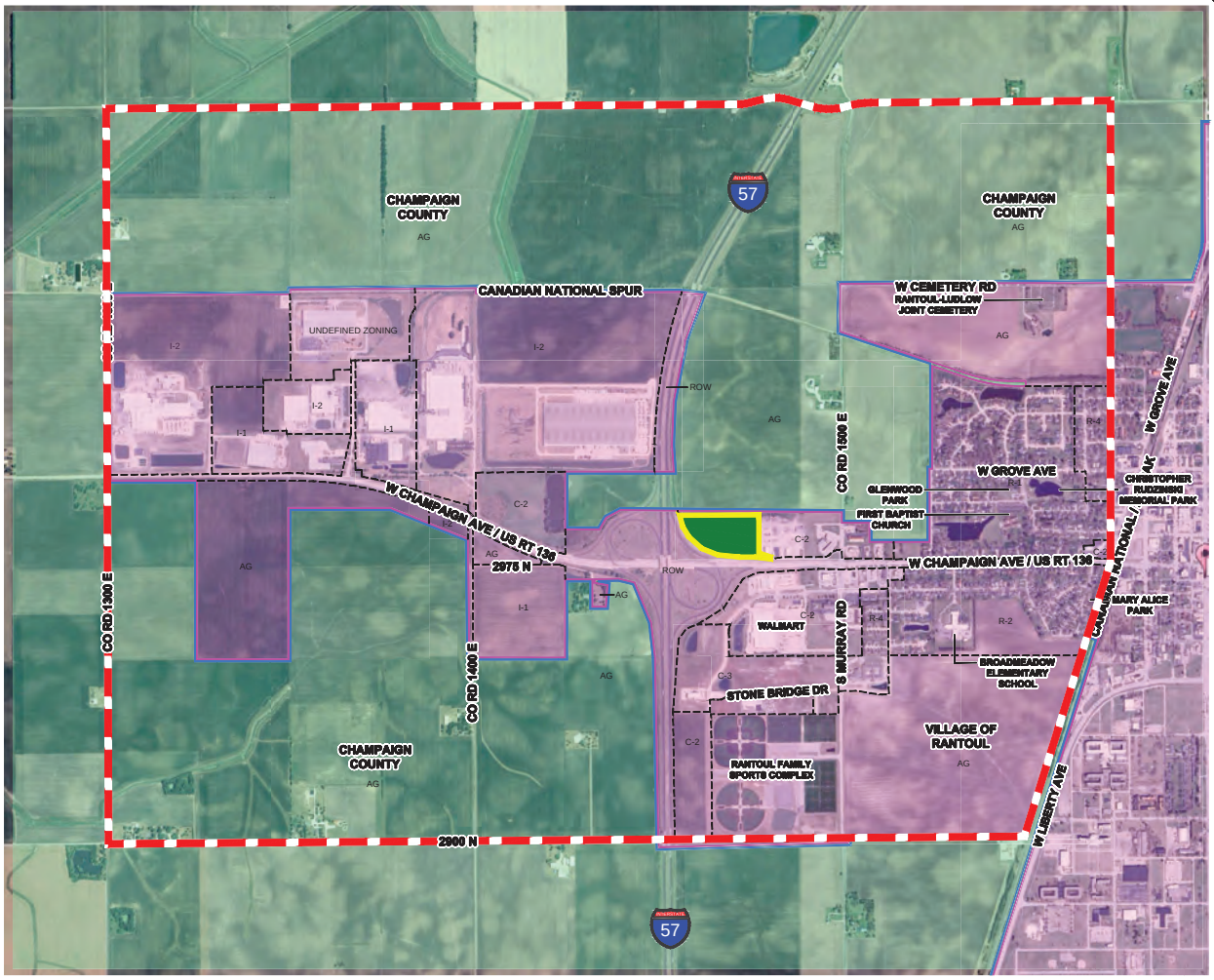
REVISIONS:

DATE: DECEMBER 2025

JOB NO.: 2406

R-935

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LEGEND

- SUBJECT SITE
- STUDY AREA
- ZONING DISTRICT BOUNDARY

ZONING CLASSIFICATIONS

ZONING USES		AC	%
CHAMPAIGN COUNTY, IL			
AG	AGRICULTURE	1970.0	54.1%
VILLAGE OF RANTOUL			
R1	RESIDENTIAL 1	140.3	3.9%
R2	RESIDENTIAL 2	93.1	2.6%
R4	RESIDENTIAL 4	37.2	1.0%
C-2	COMMERCIAL*	167.7	4.6%
C-3	COMMERCIAL	45.5	1.3%
I-1	INDUSTRIAL LIGHT	119.3	3.3%
I-2	INDUSTRIAL HEAVY	388.3	10.7%
AG	AGRICULTURE	485.0	13.3%
ROW	RIGHT-OF-WAY	147.0	4.0%
	UNDEFINED ZONINING	48.6	1.3%
TOTAL		3642.2	100.0%

*INCLUDES SUBJECT SITE

ZONING INFORMATION AS AVAILABLE FEBRUARY 10, 2025 VIA THE CHAMPAIGN COUNTY GIS CONSORTIUM

AERIAL PHOTOGRAPHY OBTAINED VIA: GOOGLE EARTH DATED JUNE 29, 2023

SHEET NUMBER 4 OF 5

ZONING AERIAL EXHIBIT

800 400 0 800 1600 2400
SCALE 1"=800'
NORTH

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Geneva, Illinois 60134
(630) 208-8088
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RANTOUL RECYCLING & TRANSFER FACILITY

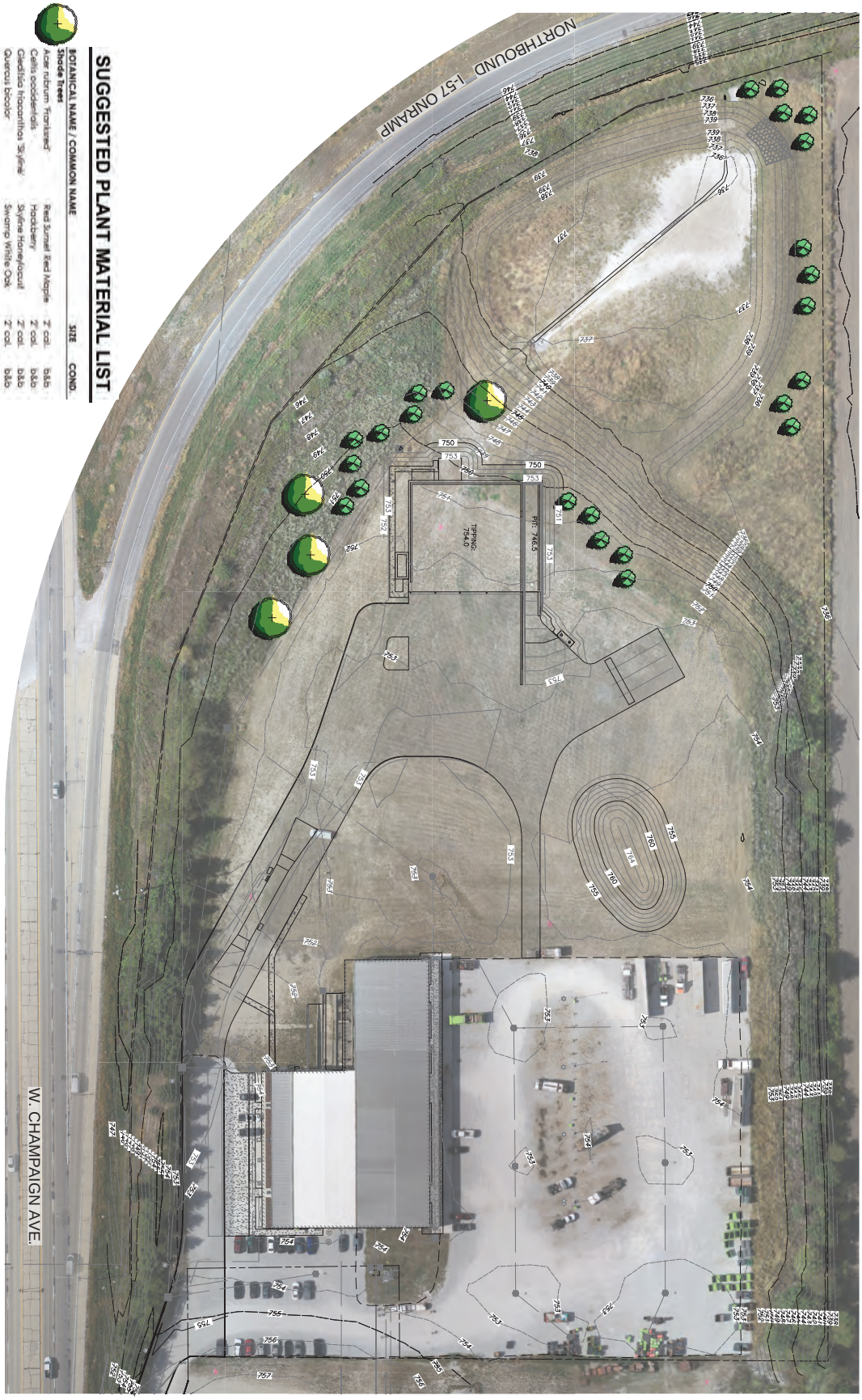
PREPARED FOR:
CIVIL & ENVIRONMENTAL CONSULTANTS, INC.

DRAWN BY: KL
REVISIONS:
DATE: DECEMBER 2025
JOB NO.: 2406

DRAWING NAME: H:\Project Files\Active Jobs\2024 Jobs\2406 Rantoul Recycling & Transfer Station\Drawing Data\A-Exhibits\2025-12-15_Exhibits\2406_2025-12-15_Landscape.dwg DATE PRINTED: Dec 14, 2025 - 3:39pm

SUGGESTED PLANT MATERIAL LIST

BOTANICAL NAME / COMMON NAME		SIZE	COND.
Shade Trees			
Acer rubrum 'Franksred'	Red Sunset Red Maple	2" cal.	b&b
Celtis occidentalis	Hackberry	2" cal.	b&b
Gleditsia triacanthos 'Skyline'	Skyline Honeylocust	2" cal.	b&b
Quercus bicolor	Swamp White Oak	2" cal.	b&b
Taxodium distichum	Bald cypress	2" cal.	b&b
Evergreen Trees			
Picea glauca var. densata	Black Hills spruce	8' ht.	b&b
Pinus flexilis 'Vanderwolf's Pyramid'	Limber Pine	8' ht.	b&b
Thuja occidentalis 'Nigra'	Dark Green Arborvitae	8' ht.	b&b
Ornamental Trees			
Amelanchier canadensis	Serviceberry	6' ht.	b&b
Betula populifolia 'Whitespire'	Whitespire White Birch	2" cal.	b&b
Cercis canadensis	Redbud	6' ht.	b&b



LANDSCAPE PLAN

SCALE 1"=40'

NORTH

SHEET NUMBER 5 OF 5

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(630) 208-8088
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RANTOUL RECYCLING & TRANSFER FACILITY

PREPARED FOR:
CIVIL & ENVIRONMENTAL CONSULTANTS, iNC.

DRAWN BY: TKL

REVISIONS

DATE: DECEMBER 2025

JOB NO.: 2406

R-937

REAL ESTATE IMPACT STUDY
(PREPARED BY ASSOCIATED PROPERTY COUNSELORS, LTD.)

THE REAL ESTATE IMPACT STUDY

The Proposed Rantoul Recycling and Transfer Station

LOCATION

896 West Champaign Avenue Service Road
Champaign County, Rantoul, Illinois 61866

PREPARED FOR

Area Disposal Services, Inc.
c/o Mr. Matt Coulter
4700 North Sterling Avenue
Peoria, Illinois 60615

PREPARED BY

Dale J. Kleszynski, MAI, SRA
Patrick A. Kleszynski, MAI
7350 West College Drive, Suite 101
Palos Heights, Illinois 60463

AS OF

September 1, 2025

ASSOCIATED PROPERTY COUNSELORS, LTD.
Real Estate Appraisers and Consultants

ASSOCIATED PROPERTY COUNSELORS, LTD.
Real Estate Appraisers and Consultants

7350 West College Drive, Suite 101
Palos Heights, Illinois, 60463
Phone: 708-535-6900
Fax : 708-535-6969
www.apclimited.com

Dale J Kleszynski, MAI, SRA President
dale@apclimited.com
Patrick A. Kleszynski, MAI Vice President
pat@apclimited.com

December 15, 2025

Area Disposal Services, Inc.
c/o Mr. Matt Coulter
4700 North Sterling Avenue
Peoria, Illinois 61615

Re: The Real Estate Impact Study
The Proposed Rantoul Recycling and Transfer Station
894 and 896 West Champaign Avenue Service Road
Champaign County, Rantoul Illinois

Dear Mr. Coulter:

At the request of Area Disposal Services, Inc. (ADS), Associated Property Counselors, Ltd. (APC) completed a study of the Proposed Rantoul Recycling and Transfer Station to determine if the development satisfies the second portion of Illinois Environmental Protection Act, 415 ILCS 5/39.2 (a) (iii), commonly referred to as "Criterion 3". Criterion 3 requires that "the facility is located so as to minimize incompatibility with the character of the surrounding area and to minimize the effect on the value of the surrounding property". This report evaluates whether the proposed facility minimizes the effect on the value of the surrounding property.

The attached report describes the applied methodology and contains pertinent data gathered while completing this study. The study and report are intended to meet the applicable Law in the State of Illinois, the Uniform Standards of Professional Appraisal Practice and the Code of Ethics of the Appraisal Institute.

Based on our analysis, APC concludes that the Proposed Rantoul Recycling and Transfer Station is located "so as to minimize incompatibility with the character of the surrounding area and to minimize the effect on the value of the surrounding property" thereby meeting the standards set in "Criterion 3".

If you have any questions, please contact me.

Respectfully submitted,

Dale J. Kleszynski, MAI, SRA
President
Illinois License Number 553.000213
Expires 9/30/2027

Patrick A. Kleszynski, MAI
Vice President
Associated Property Counselors, Ltd.
Certified General Real Estate Appraiser (IL License Number 553.002510)
Expires 9/30/2027

3.1 INTRODUCTION

The second portion of Illinois Environmental Protection Act, 415 ILCS 5/39.2 (a) (iii), commonly referred to as "Criterion 3" requires that the applicant for a transfer station demonstrate that "the facility is located so as to minimize incompatibility with the character of the surrounding area and to minimize the effect on the value of the surrounding property". Associated Property Counselors, Ltd. (APC) completed a study of the Proposed Rantoul Recycling and Transfer Station to determine whether the proposed development satisfies this requirement.

This section of the report contains items that are required to meet the Uniform Standards of Professional Appraisal Practice and the Code of Ethics of the Appraisal Institute. Subsequent sections of the report describe the applied methodology and contain pertinent data gathered while completing this study.

INTENDED USER OF THE REPORT

In this matter, the client is identified as Area Disposal Service, Inc. Mr. Matt Coulter represents the client. The client is the intended user of the study and report. Additional intended users will be named later, if necessary. No other user is intended or implied.

INTENDED USE OF THE REPORT

This study and report are to be used by the client as part of the siting application for the Proposed Rantoul Recycling and Transfer Station. The improvements are to be developed and located within the northeast quadrant of Interstate 57 and West Champaign Avenue Service Road with a common address of 894 and 896 West Champaign Avenue, Rantoul, Champaign County, Illinois. No other use is intended or implied.

IDENTIFICATION OF THE REAL ESTATE

The subject property is located within the southeast quadrant of Interstate 57 and West Champaign Avenue with a common address of 896 West Champaign Avenue, Rantoul, Champaign County, Illinois 61866. The proposed location of the transfer station is at the western terminus of the existing facility that adjacent to Interstate 57 and the service road that grants access to the subject and nearby commercial development. The proposed transfer station site has frontage on the existing West Champaign Service Road and Interstate 57. The property is further identified by Permanent Real Estate Tax Index Number(s) 20-09-04-201-004 and 20-09-04-227-005. The location and layout of the subject property can best be understood by viewing the various illustrations that are located elsewhere in this report.

PROPERTY RIGHTS AND MARKET VALUE

Neither the subject property nor any adjacent properties have been evaluated as part of this study. Where applied, the term "Market Value" refers to the fee simple estate. The Dictionary of Real Estate Appraisal, Seventh Edition, defines fee simple estate as the "absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat."

Where applied, the definition of Market Value is taken from the Appraisal of Real Estate, Fifteenth Edition.

PURPOSE OF THE STUDY

The purpose of this study is to determine if the proposed transfer station complies with the second portion of Illinois Environmental Protection Act, 415 ILCS 5/39.2 (a) (iii), commonly referred to as “Criterion 3”. “Criterion 3” requires that the applicant for a transfer station demonstrate that “the facility is located so as to minimize incompatibility with the character of the surrounding area and to minimize the effect on the value of the surrounding property”.

EFFECTIVE DATE OF THE STUDY

The effective date of the study is September 1, 2025.

EFFECTIVE DATE OF THE REPORT

The effective date of the report is December 15, 2025.

COMPLIANCE WITH USPAP

This study and report are completed in compliance with the applicable law in the State of Illinois, the Uniform Standards of Professional Appraisal Practice and the Code of Ethics of the Appraisal Institute. Additional data is retained in my file and/or office.

DISCLOSURE OF PAST WORK, EXTRAORDINARY ASSUMPTIONS, HYPOTHETICAL CONDITIONS AND/OR SPECIAL LIMITING CONDITIONS

Neither Associated Property Counselors, Ltd., Dale J. Kleszynski, MAI, SRA nor Patrick A. Kleszynski, MAI has completed professional services associated with this property during the past three years.

The description of the proposed improvements is based on information provided by Civil & Environmental Consultants, Inc. (CEC). The provided information includes, but is not limited to, multiple drawings, proposed building elevations, the Local Siting Application, The EDR Aerial Photo Decade Package, the report prepared by the Lannert Group, Inc., and Section 2.2 of the AEI Criterion 2 report. APC reserves the right to amend this study and report if additional information becomes available or the subject transfer station is not developed in accordance with the provided plans and specifications.

There are no other extraordinary assumptions, hypothetical conditions, and/or special limiting conditions that impact the study and/or report.

3.2 EXISTING CONDITIONS AND PROPOSED DEVELOPMENT

The subject property is located within the northeast confluence of Interstate 57 and the West Champaign Avenue, Rantoul, Illinois.

A Regional Map showing the approximate location of the site follows. Information describing the Village of Rantoul, taken from various sources, is also presented.

The drawings provided by CEC indicates that the subject property is to be located within the 13.68-acre Rantoul Recycling and Transfer Station property that is generally bounded by the Interstate 57 to the west, West Champaign Service Road to the south, agricultural land to the north and industrial/commercial development to the east. Photographs and illustrations of the subject property showing the existing conditions follow.

Uses currently located on the Rantoul Recycling and Transfer Station include a maintenance building, paved parking and internal roadway/driveways. Upon completion of construction the Rantoul Recycling and Transfer Station, (having approximately 13.68 acres and identified as S500), will include a scale, maintenance/office building, various internal roadways, and parking areas. The site will be used to receive 500 tons of municipal solid wase and recyclables daily.

The property and transfer station will have access from the West Champaign Avenue Service Road from South Murry Road. The topography of the property is generally level and at the grade of surrounding properties. This is typical of the area. All utilities are reported to be available in the area and to the subject property.

The primary transportation link to the subject property is the West Champaign Avenue Service Road. This service road provides access to South Murray Road and primary West Champaign Avenue (Illinois Route 136 parallel to the service road). Illinois Route 136 is a full interchange of Interstate 57, local Illinois Routes and the region in general.

RANTOUL RECYCLING AND TRANSFER STATION



This map application was prepared with geographic information system (GIS) data created by the Champaign County GIS Consortium (CCGISC), or other CCGISC member agency. These entities do not warrant or guarantee the accuracy or suitability of GIS data for any purpose. The GIS data within this application is intended to be used as a general index to spatial information and not intended for detailed, site-specific analysis or resolution of legal matters. Users assume all risk arising from the use or misuse of this application and information contained herein. The use of this application constitutes acknowledgement of this disclaimer.

240
Feet

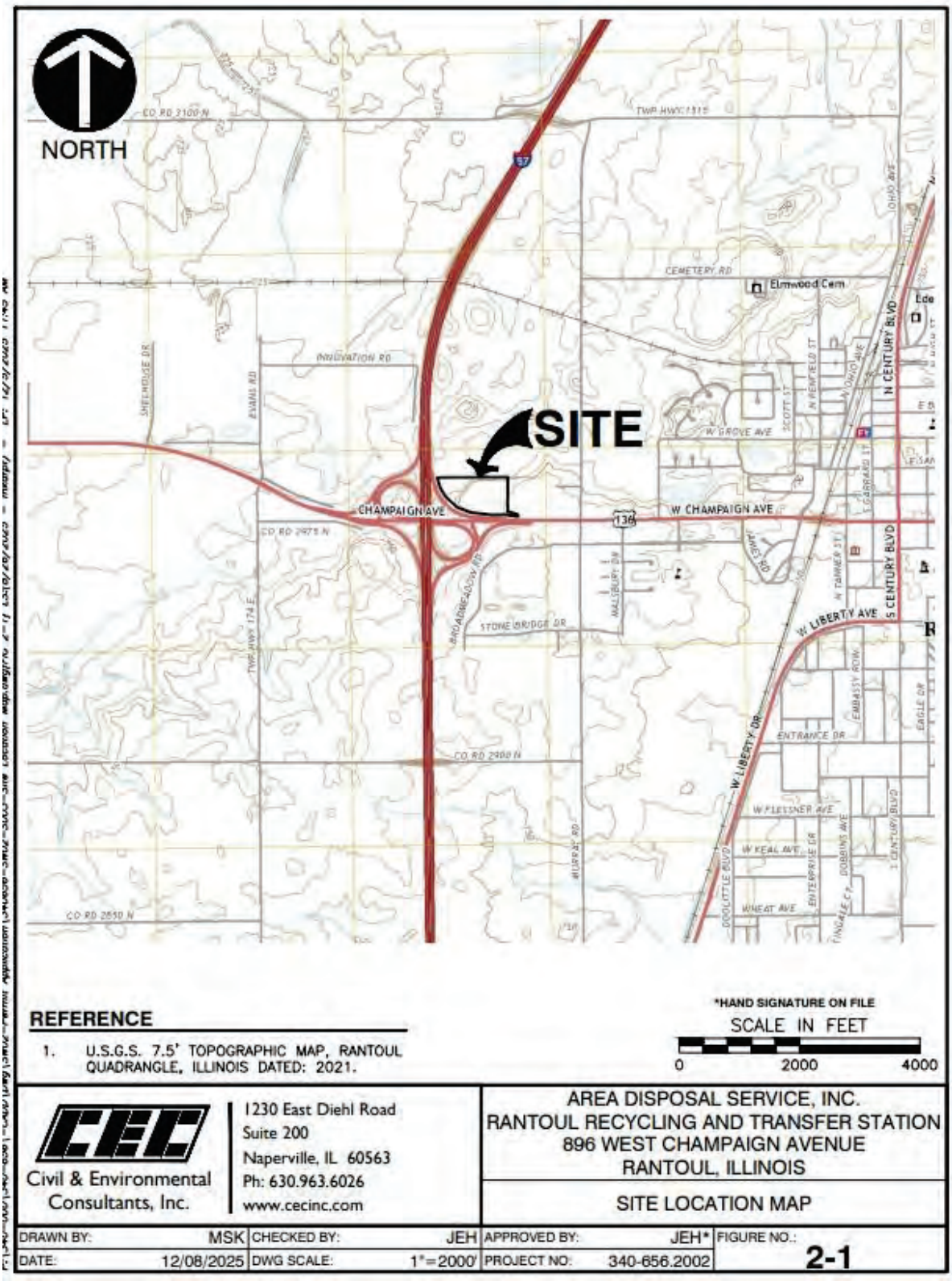
NORTH

Date: Monday, June 2, 2025

AREA DATA - SUMMARY

Location:	Village of Rantoul Champaign, Illinois
Distance to Major Cities:	Chicago, Illinois 123 miles Indianapolis, Indiana 130 miles St. Louis, Missouri 196 miles
Housing:	Rantoul is an established community with diverse home styles ranging from historic to new construction. According to the Multiple Listing Service, the average sale price of a home in Rantoul was $138,000 in 2025.
Health Care:	Health care needs are served by Carle Health and OSF Medical. Larger medical facilities are located in nearby Champaign, Illinois.
Education:	Rantoul City Schools School District 137 serves the city of Rantoul. There are five (5) public schools serving grades kindergarten through grade 8. Rantoul Township High School District 193 serves grades 9 through 12. In addition, there are a number of private and parochial schools that serve the area. Higher education needs are served by the University of Illinois Urbana-Champaign in nearby Champaign, Illinois.
Recreational Facilities:	Recreational needs are well served by the Rantoul Parks and Recreation Department. The city services numerous parks, aquatic center, campground, fitness center and youth center.
Labor Market:	Champaign County and the area surrounding Rantoul has a large labor pool of both skilled and unskilled labor. The convenient location has attracted major industries to the area and the current unemployment rate is reported to be 3.2 percent.
Employment:	Employment in Rantoul is generally local in character. Larger nearby employers include OSF Medical, Walmart Distribution, Constellation Energy, Vista Outdoor, Jeld-wen Windows ConAir, Vactor Manufacturing and James Hardie.
Utilities:	Electricity, gas, municipal water, sewer and sanitation in the area are provided Ameren Illinois and Commonwealth Edison.
Transportation:	Rantoul is located along Interstate 57 and private vehicles are the primary mode of transportation. The expressway system allows convenient access to all portions of the state. Public transportation in Rantoul is provided by Eagle Express Bus Service while rail transportation is provided daily by Amtrak. Regional air transportation is facilitated at Willard Airport in Urbana.

REGIONAL AND LOCATION MAP



REFERENCE

1. U.S.G.S. 7.5' TOPOGRAPHIC MAP, RANTOUL QUADRANGLE, ILLINOIS DATED: 2021.

*HAND SIGNATURE ON FILE

SCALE IN FEET

0 2000 4000

Civil & Environmental Consultants, Inc.

1230 East Diehl Road
Suite 200
Naperville, IL 60563
Ph: 630.963.6026
www.cecinc.com

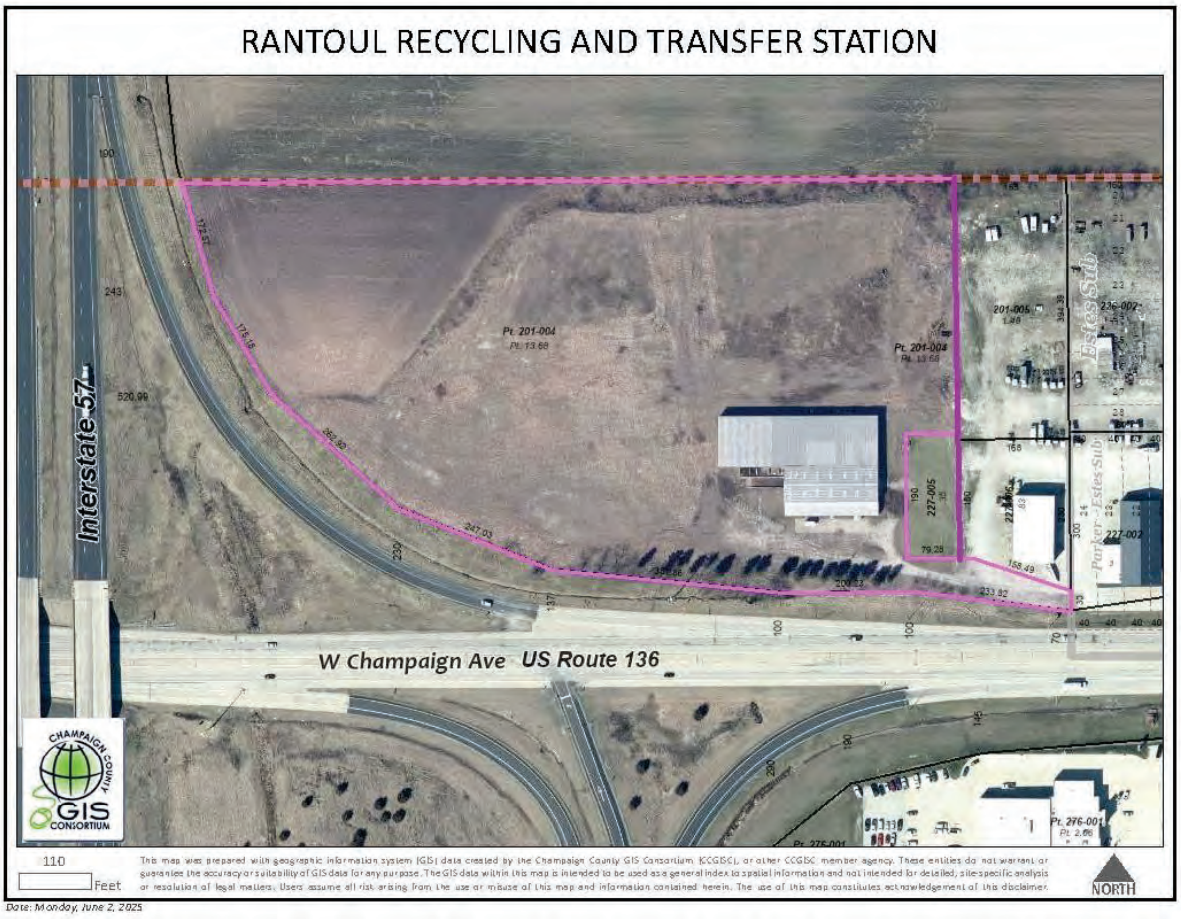
AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
896 WEST CHAMPAIGN AVENUE
RANTOUL, ILLINOIS

SITE LOCATION MAP

DRAWN BY:	MSK	CHECKED BY:	JEH	APPROVED BY:	JEH*	FIGURE NO.:
DATE:	12/08/2025	DWG SCALE:	1"=2000'	PROJECT NO:	340-656.2002	2-1

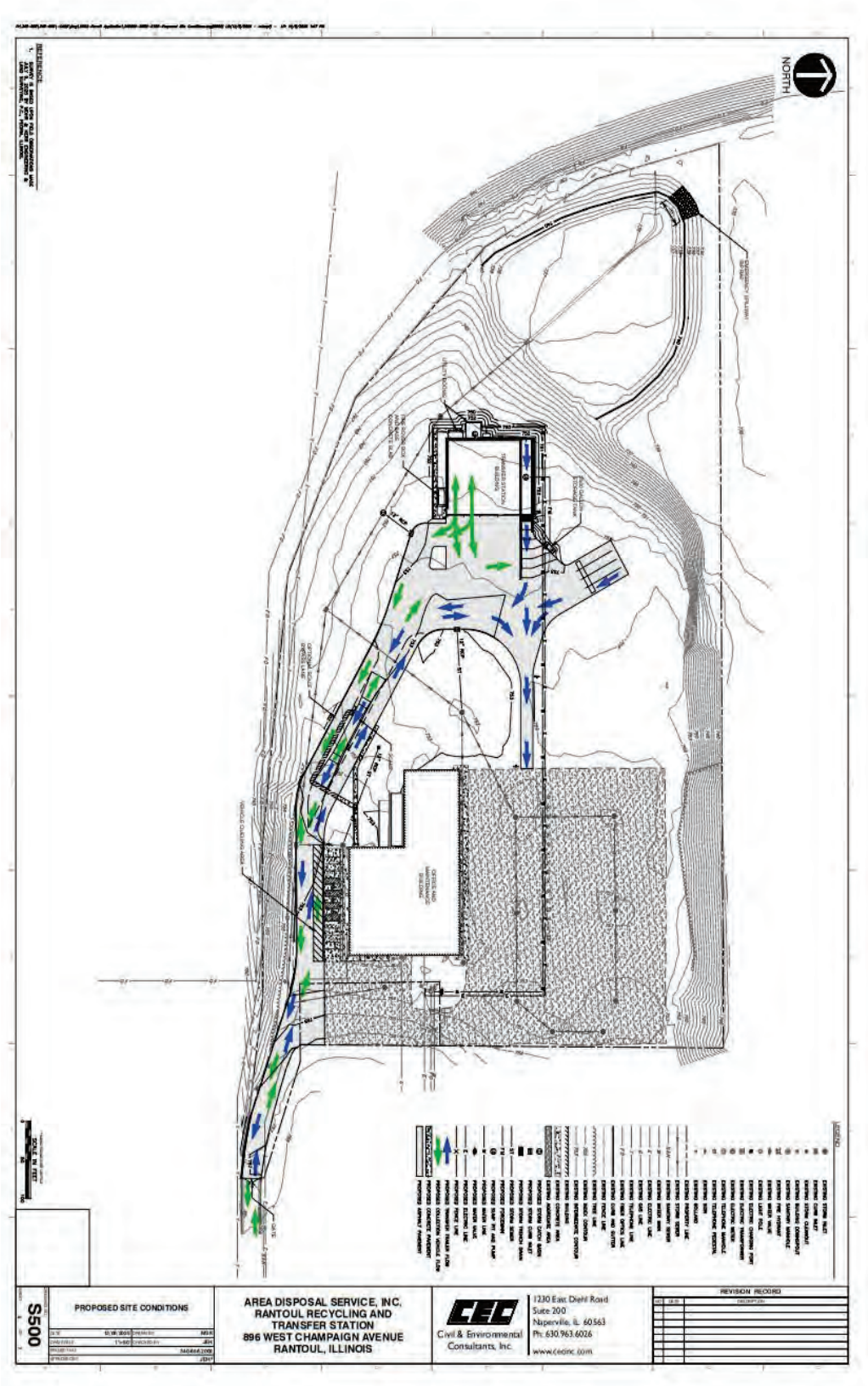
PHOTOGRAPHS OF THE SUBJECT PROPERTY

The following identifies the site features of the subject property – Existing Conditions.

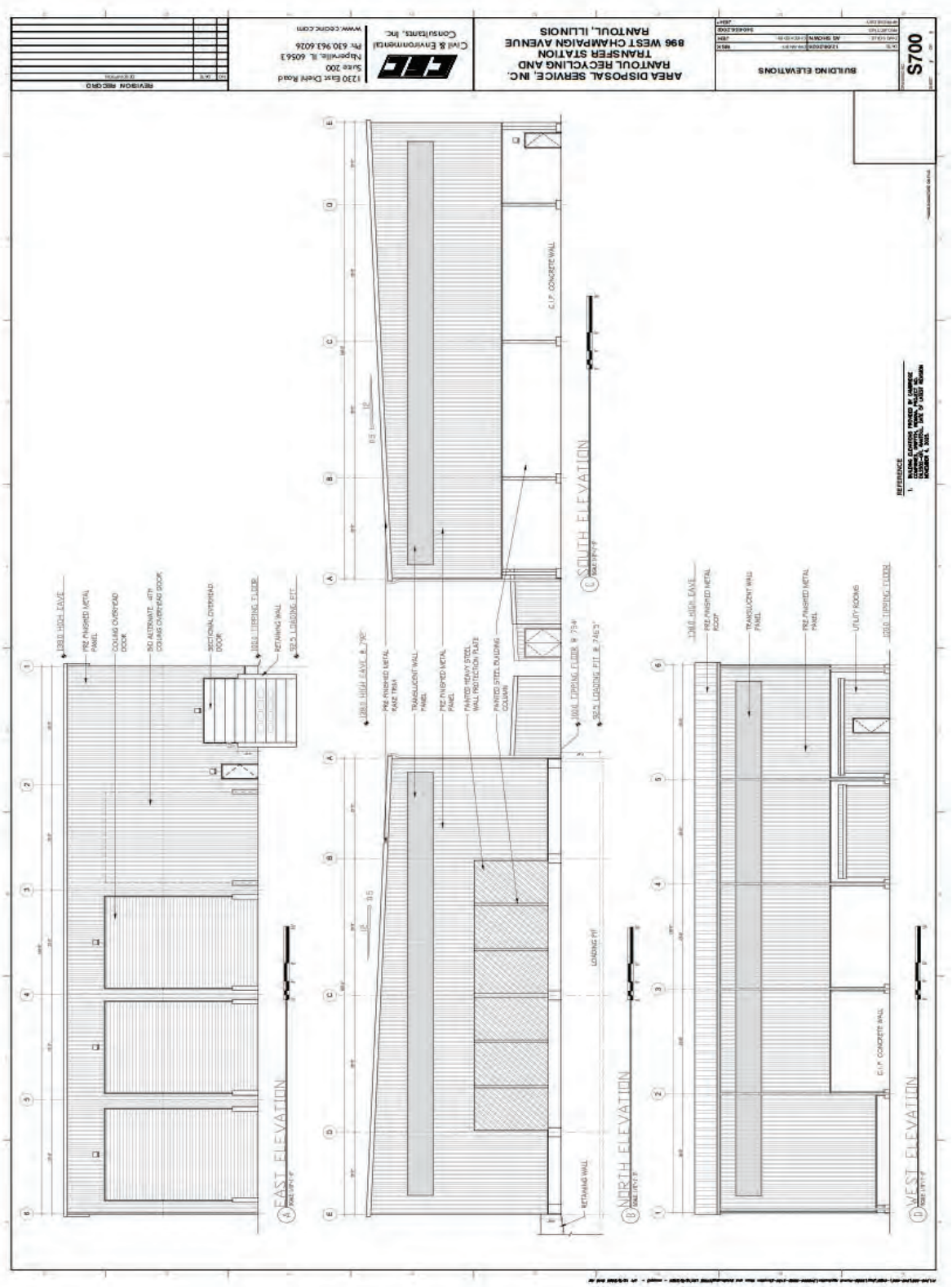


SUBJECT PROPERTY – AERIAL PHOTOGRAPH

SUBJECT PROPERTY – PROPOSED CONDITIONS



SUBJECT PROPERTY – PROPOSED CONDITIONS



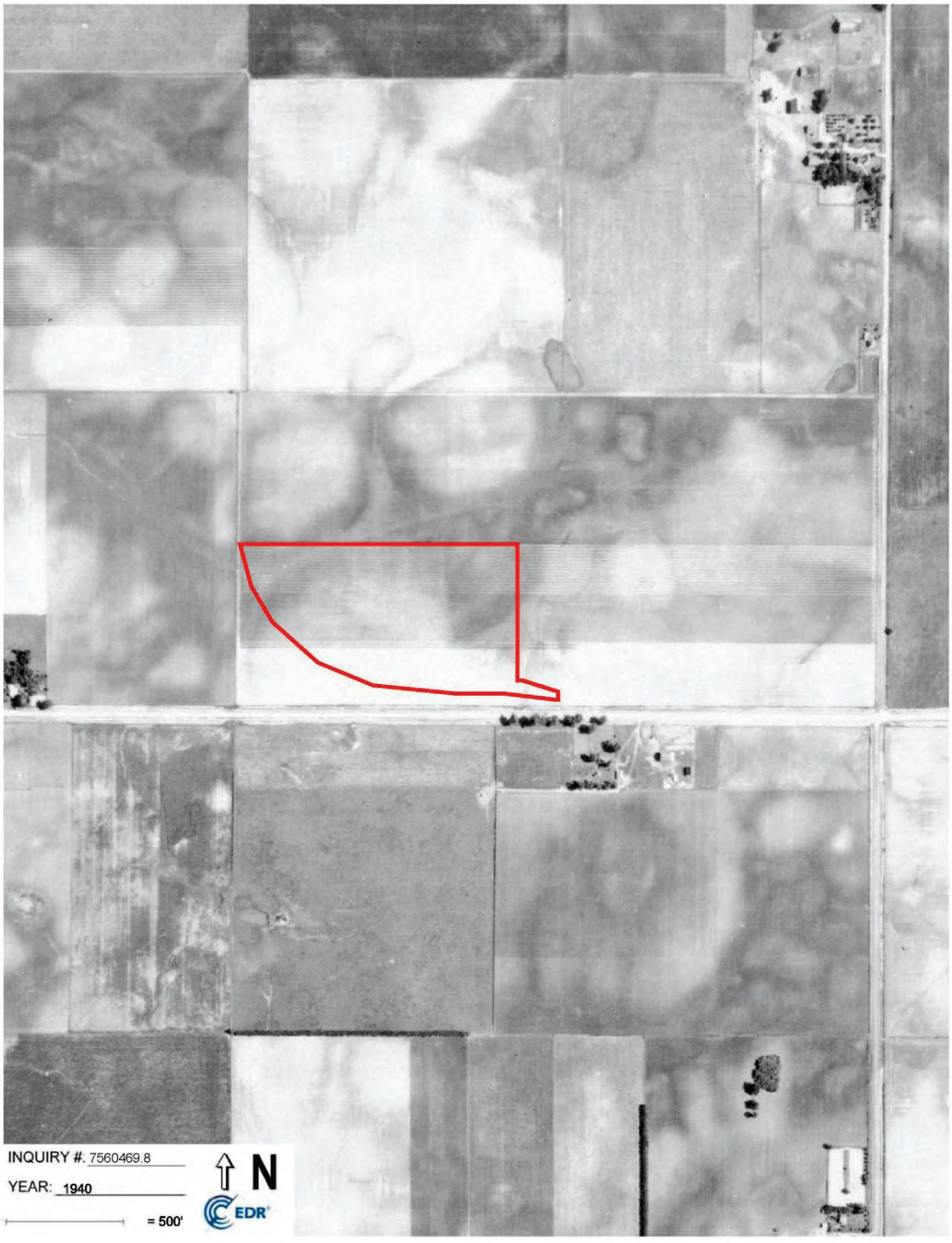
3.3 HISTORIC AERIAL PHOTOS

The following aerial photographs demonstrate the development trends near the subject site from 1940 through 2019. The subject property is identified as being within the Rantoul Recycling and Transfer Station that is generally bounded by the West Champaign Avenue Service Road to the south, the access ramp of Interstate 57 to the west, agricultural land to the north and industrial/commercial applications to the east. Uses surrounding the property include, but are not limited to, Area Disposal Service, Inc., Rantoul Truck Center, Inc., Steve Combest, Hepburn & Schlorff and Macs Convenience Store, Agricultural applications, hotels, retail establishments and an automobile dealership.

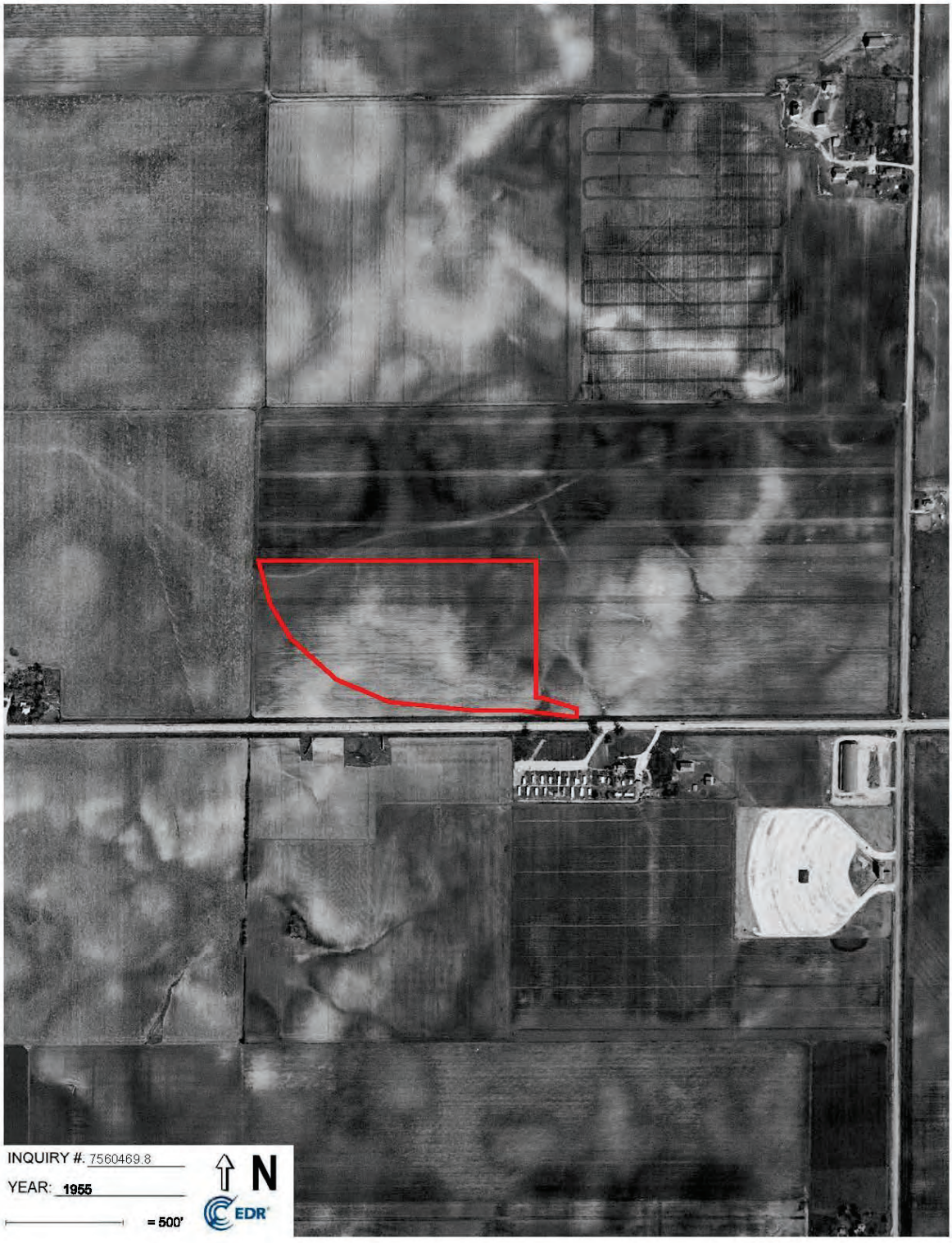
The aerial photos show the location of recycling and industrial uses as well as commercial development in the area. The photographs demonstrate the compatibility of the uses and support the conclusion that the area has developed in a manner that has capitalized on the arterial streets and the access to Interstate 57. General development has been consistent since the construction of the access to Interstate 57 in the 1960's. See illustrations that follow.

Uses in the area are consistent and demonstrate the compatibility of the industrial/recycling applications with various commercial applications. The photographs that follow demonstrate that the Rantoul Recycling and Transfer Station is experiencing construction/expansion that accommodate the Highest and Best Use of the property. The modification and construction of the improvements demonstrate a commitment to the current use and area.

1940



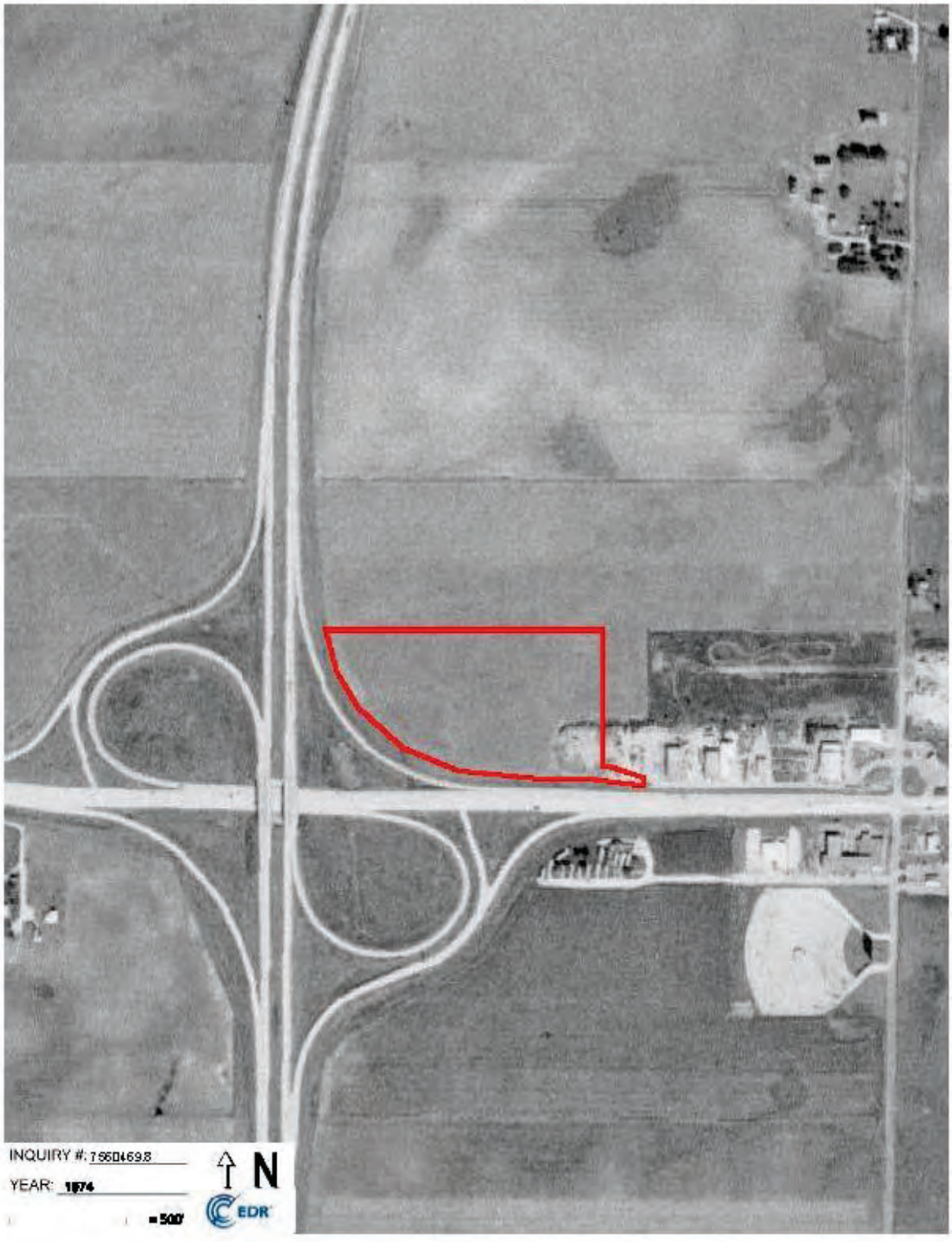
1955



1969


INQUIRY #: 7560469.8
YEAR: 1969
= 500'
N
EDR
Subject boundary not shown because it exceeds image extent or image is not georeferenced.

1974



1976



1983



1993



1998


INQUIRY #: 7560469.8
YEAR: 1998
= 500'
N
EDR
Subject boundary not shown because it exceeds image extent or image is not georeferenced.

2006



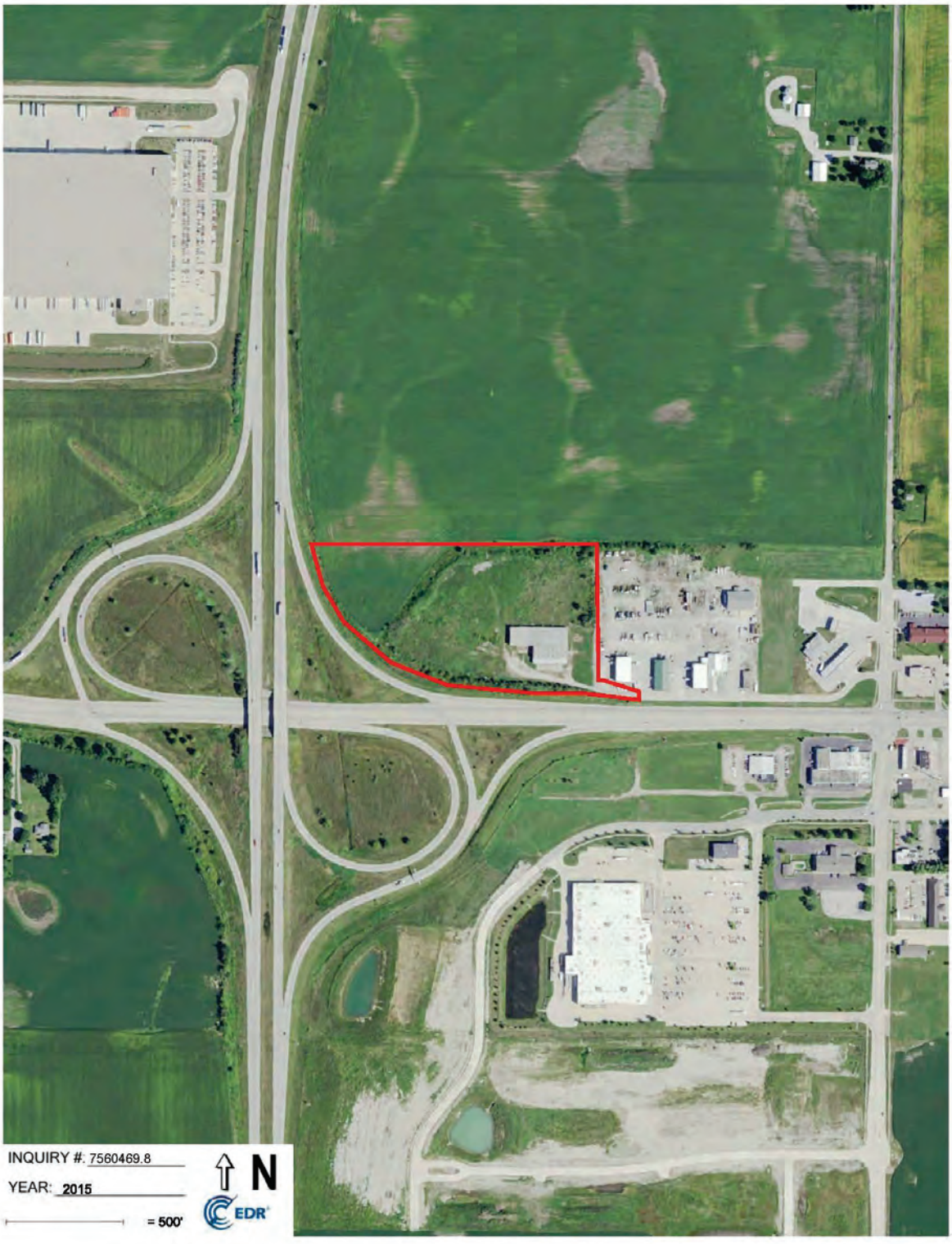
2009



2012



2015



2019



3.4 DEVELOPMENT IN THE STUDY AREA

The Project Area Map that follows this discussion identifies the location of the subject and shows the uses that exist nearby. The site can only be accessed from the West Champaign Avenue Service Road with the primary cross street being to the east at South Murray Road. The site cannot be accessed from the west or north since the West Champaign Avenue Service Road dead ends at the western elevation of the property. It is noteworthy that all the businesses located along the north side of the West Champaign Access Road are similar to the subject with respect to access and nearby primary roadways. Only the retail fuel sales facility has superior access due to the location at a signalized intersection of South Murray Road and Champaign Avenue. It is further noteworthy that the Proposed Rantoul Recycling and Transfer Station is to be located at the western terminus of the access roadway and the northern portion of the site effectively isolating the intended development from nearby properties.

Manmade boundaries for the study area are Illinois Route 136 (West Champaign Avenue), Interstate 57 and County Road 1500 E (Murray Road). Within the overall study area, the Proposed Rantoul Recycling and Transfer Station is shielded from surrounding uses by its location at the northwestern portion of the site, the north side of the Illinois Route 136 (Champaign Avenue), the east side of the Interstate 57 Interchange, the industrial/commercial uses located to the northwest of the intersection of South Murray Road and Illinois Route 136/West Champaign Avenue (3-25).

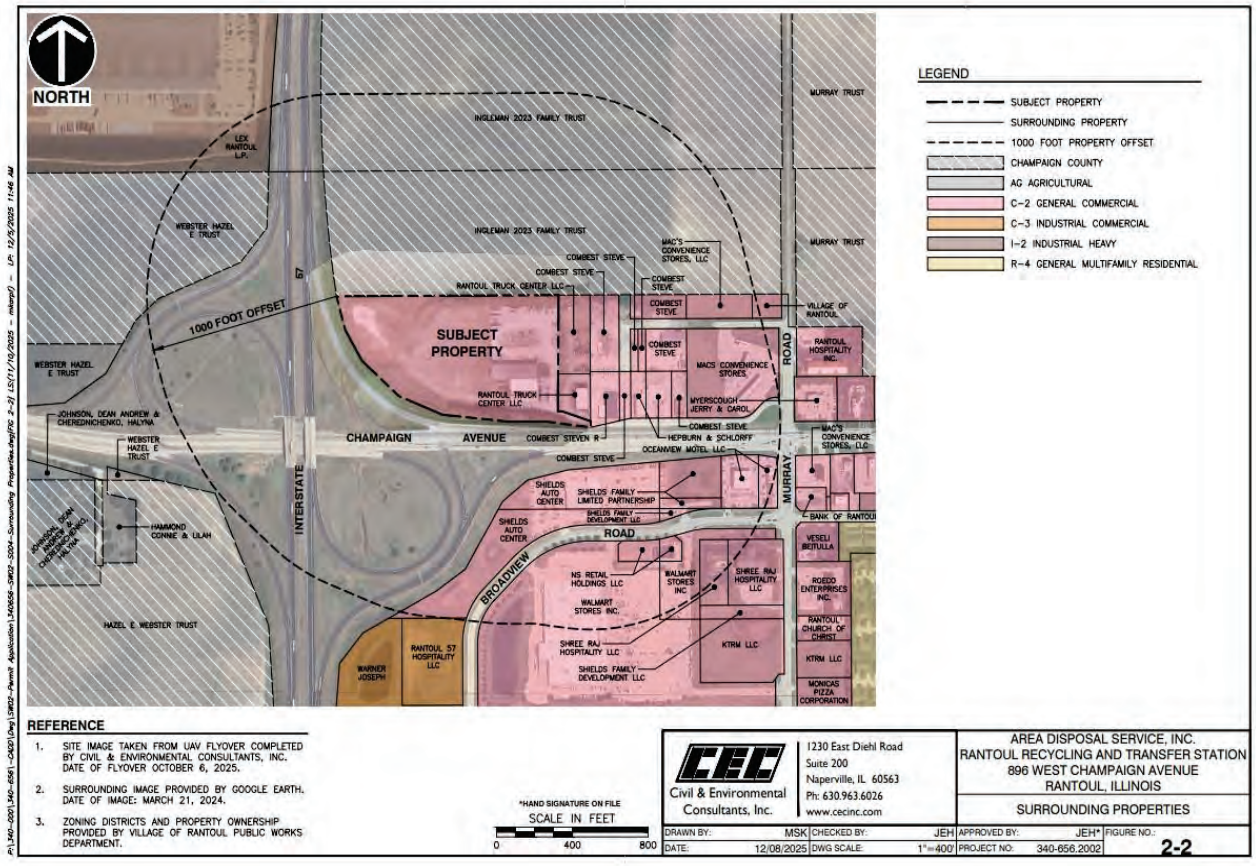
The area within these boundaries encompasses approximately 40.00 acres. The man-made boundaries, applications within these boundaries and primary streets that define this area effectively isolate and buffer the Proposed Rantoul Recycling and Transfer Station from all adjacent applications. The impact of these locational features is to isolate and minimize any influence the intended use will have on properties outside the defined area. The illustration that follows identifies the general uses that are in the study area surrounding the subject site. See illustrations that follow.


NORTH
AGRICULTURAL
AGRICULTURAL
INDUSTRIAL
INTERSTATE
57
CHAMPAIGN
INDUSTRIAL
APPROXIMATE PROPERTY BOUNDARY
BROADVIEW
AGRICULTURAL
1500' PROPERTY OFFSET
COMMERCIAL
ROAD
COMMERCIAL
AVENUE
MURRAY
ROAD
COMMERCIAL
MULTIFAMILY RESIDENTIAL
AGRICULTURAL
AERIAL PHOTOGRAPH
S200
AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
896 WEST CHAMPAIGN AVENUE
RANTOUL, ILLINOIS
Civil & Environmental Consultants, Inc.
700 Cherrington Parkway
Moon Township, PA 15108
Ph: 412.429.2324 · 800.365.2324
www.cecinc.com
REVISION RECORD

Within the defined manmade boundaries and the adjacent areas on the west side of Illinois 136 (West Champaign Avenue), outlined in the hash marks on the illustration, the uses are compatible with the Proposed Rantoul Recycling and Transfer Station and consistent with commercial uses located within the southwest quadrant of Interstate 57 and West Champaign Avenue. Uses within the radius identified below include Area Disposal Service, Inc., Rantoul Truck Center, Inc., Steve Combest, Hepburn & Schlorff, Mac's Convenience Stores, LLC., Oceanview Motel, LLC., Shields Family Limited Partnership, Shields Family Development, LLC, Shields Family Auto Center, NS Retail Holdings, LLC, Walmart Stores, Inc., and Shree Raj Hospitality, LLC.

The Proposed Rantoul Recycling and Transfer Station is consistent with nearby uses while being isolated by the previously outlined manmade and natural boundaries. Uses or development within the study area that include the above-mentioned range of applications are identified on the illustration below, the Zoning Map that follows and the photographs presented elsewhere.

The following illustration identifies the uses that are within the study area for the Proposed Rantoul Recycling and Transfer Station.



REFERENCE

1. SITE IMAGE TAKEN FROM UAV FLYOVER COMPLETED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATE OF FLYOVER OCTOBER 6, 2025.
2. SURROUNDING IMAGE PROVIDED BY GOOGLE EARTH. DATE OF IMAGE: MARCH 21, 2024.
3. ZONING DISTRICTS AND PROPERTY OWNERSHIP PROVIDED BY VILLAGE OF RANTOUL PUBLIC WORKS DEPARTMENT.

*HAND SIGNATURE ON FILE

SCALE IN FEET
0 400 800

Civil & Environmental Consultants, Inc.
1230 East Diehl Road
Suite 200
Naperville, IL 60563
Ph: 630.963.6026
www.cecinc.com

AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
896 WEST CHAMPAIGN AVENUE
RANTOUL, ILLINOIS

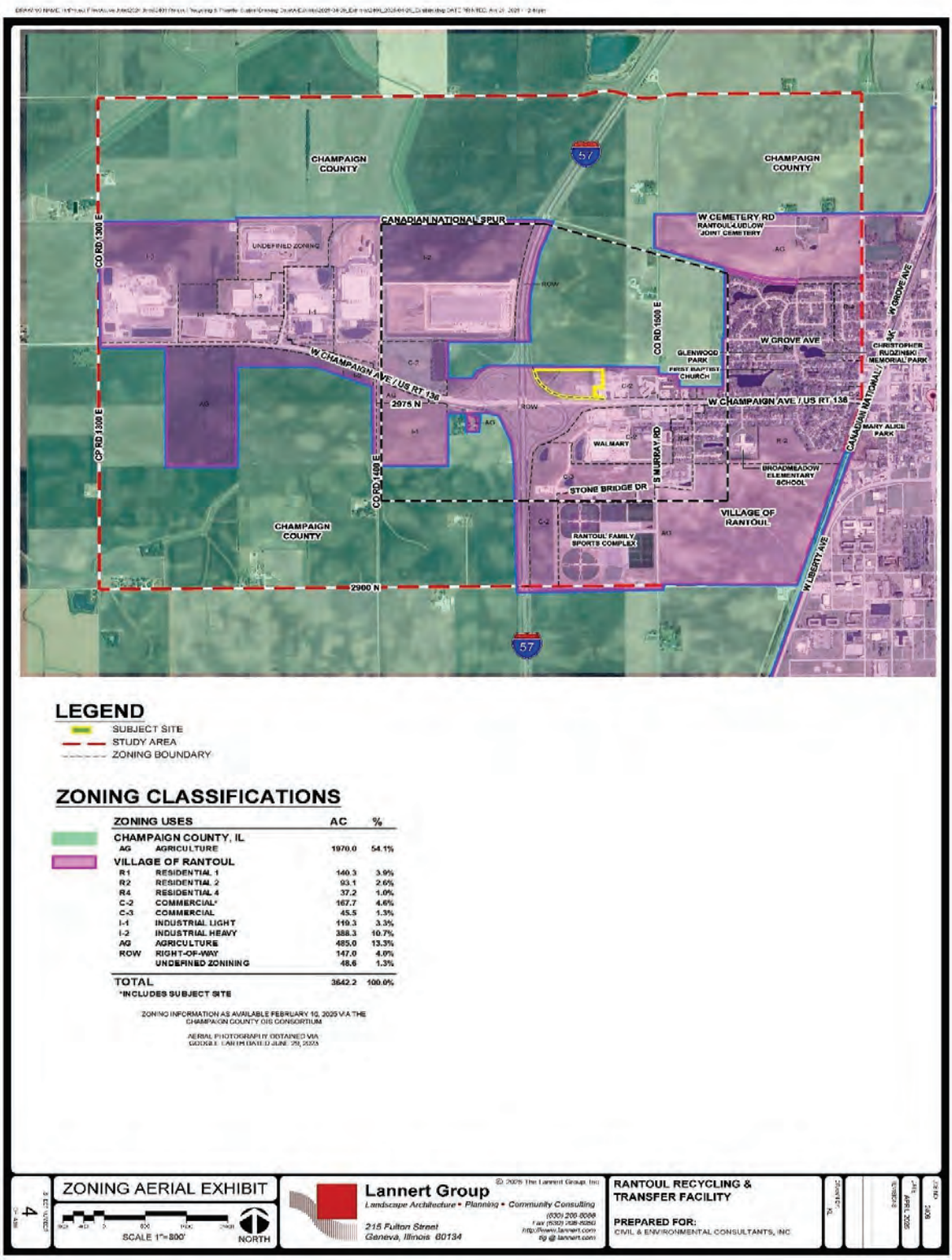
SURROUNDING PROPERTIES

DRAWN BY:	MSK	CHECKED BY:	JEH	APPROVED BY:	JEH*	FIGURE NO.:
DATE:	12/08/2025	DWG SCALE:	1"=400'	PROJECT NO:	340-656.2002	2-2

P:\340-0001\340-656\-CAD\Dwg\SM02-Permit Application\340656-SM02-SD01-Surrounding Properties.dwg[FIG 2-2] LS(11/10/2025 - mtemp) - LP, 12/5/2025 11:46 AM

3.5 ZONING MAP

The zoning map for the subject property and surrounding area follows. The table on the zoning map summarizes land uses to over one half mile from the subject property.



The above zoning map indicates that zoning classifications within the Study Area and adjacent areas include County Classifications, (AG) Agricultural, C-2, General Commercial, C-3, Industrial Commercial, I-2, Industry Heavy, and R-4, General Multi-family Residential.

In summary, uses within the study area discussed above include the following:

- Area Disposal Service
- Rantoul Truck Center
- Retail Fuel Sales
- Automobile Sales and Service
- Agricultural Use
- Walmart
- Hospitality facilities

From an appraisal perspective it is significant to note that the value of any property is maximized, and the impact uses have on adjacent properties is minimized when individual development is the Highest and Best Use of the property, area developments comply with existing zoning requirements and development patterns adhere to the principle of conformity in a balanced market. Adherence to reasonable conformity and balance are supported by the above referenced inventory of nearby applications.

3.6 HIGHEST AND BEST USE

A Highest and Best Use Analysis was completed in this matter.

The following definition of Highest and Best Use is applied in this study.

> "The reasonably probable and legal use of vacant land or an improved property, which is physically possible, appropriately supported, financially feasible, and that results in the highest value. The four criteria the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum productivity."

The following criteria must be met in determining Highest and Best Use:

1. Legal Permissibility. A property use that is either currently allowed or most probably allowable under zoning codes, building codes, environmental regulations, and other applicable laws and regulations that govern land use restrictions.
2. Physical Possibility. The land must be able to accommodate the size and shape of the ideal improvement.
3. Financial Feasibility. The ability of a property to generate sufficient income to support the use for which it was designed.
4. Maximum Productivity. The selected land use must yield the highest value of the possible uses.

General Comments

The analysis of Highest and Best Use is not a standalone examination of the specific subject property and the proposed use as the Rantoul Recycling and Transfer Station. The analysis of Highest and Best Use is applied in conjunction with all other analytical techniques to examine if "the facility is located so as to minimize incompatibility with the character of the surrounding area and to minimize the effect on the value of the surrounding property". 415 ILCS 5/39.2(a)(iii)

When a property is put to its Highest and Best Use, the real estate being analyzed is found to be the optimum use of the site and it is further concluded that the application will yield the greatest net return to the land for the longest period of time. The concluded Highest and Best Use will contribute the greatest value for the longest period of time and as the optimum use of the property, the concluded application meets the tests of being legally permissible or reasonably probable (consistent with the zoning classification and/or area development patterns), physically possible, financially feasible and maximally productive.

When a property meets the above tests, it has great contributory value to the property itself while also contributing value to the overall location or adjacent/nearby properties. When found to be the Highest and Best Use, the examined application is typically not a source of locational obsolescence thereby supporting that it will not have a negative impact on the surrounding properties or the area, in general. This test contributes to meeting the purpose and intent of Criterion 3.

DISCUSSION OF LEGAL PERMISSIBILITY

According to the Village of Rantoul Zoning Department, the subject site is zoned C-2, "General Commercial District" and several industrial and commercial are currently operating within this district. The intended use of the property as the Rantoul Recycling and Transfer Station is reported to be consistent with facilities currently operating in this zoning classification. See zoning map below.



Date: Wednesday, June 4, 2025

COMMENTS ON PLANNING IN CHAMPAIGN COUNTY AND THE VILLAGE OF RANTOUL

Within Champaign County and the Village of Rantoul, planning and zoning issues are evaluated on an individual basis with consideration given to the merits of each application. My review of the various zoning ordinances, comprehensive plans and literature suggests that Champaign County and the Village of Rantoul have areas and communities that are unique in character. These areas, communities and districts are designed with consideration given to manmade boundaries, natural boundaries, available infrastructure and growth patterns. Both Champaign County and the Village of Rantoul encourage development to occur in consistent and defined areas so development can take place in an efficient and consistent manner based on available public services, and development patterns. This is demonstrated by the pattern of development in the study area (presented elsewhere) and the area surrounding the study area. Development in the county and municipality is designed, therefore, to respect existing land uses, avoid environmental conflicts and demonstrate good zoning practice.

According to the Village of Rantoul Zoning Ordinance the C-2 General Commercial District is intended to provide a variety of commercial uses meeting the general shopping, service, and business needs of the Village and wider geographic area.

A complete list of permitted and conditional uses in the C-2, “General Commercial District” are retained in the file. For additional information see the Village of Rantoul, Illinois Zoning Ordinance along with the Zoning Map that is located elsewhere.

Based on my review of the current zoning ordinance and the comprehensive plans for Champaign County and the Village of Rantoul, I conclude that the proposed Rantoul Recycling and Transfer Station is a consistent use in this location that meets the standard of being reasonably probable and/or legally permissible.

Based on my inspection of the study area, in which the proposed Rantoul Recycling and Transfer Station is to be located, we conclude that appropriate planning and zoning exists to maximize the value of subject and area property and to minimize negative impacts on surrounding uses. Based on our analysis of the zoning and legal permissibility, we conclude that the subject is “located so as to minimize incompatibility with the character of the surrounding area and to minimize the effect on the value of the surrounding property”.

DISCUSSION OF PHYSICAL POSSIBILITY

My review of the CEC Drawings and the Location Standards of the Criterion 2 report prepared by CEC indicate that no physical conditions exist that prohibit the development of the Rantoul Recycling and Transfer Station in accordance with the provided specifications. My review of the above information, my physical inspection of the property, the presence of the current infrastructure allows me to conclude that there are no obvious issues that would cause us to believe that the property cannot be developed in accordance with the proposed plan.

DISCUSSION OF FINANCIAL FEASIBILITY

The test of financial feasibility examines if the intended development of the property will yield the greatest net return to the land for the longest period of time.

My analysis of available market data allows me to conclude that properties in the study area are primarily owner-occupied with few being leased in third-party transactions.

Previously presented maps of the area demonstrate that the subject is located in the greater Champaign-Urbana Market and this area of central Illinois is primarily agricultural in character. The aerial photographs of the study area and individual Planning report prepared by the Lannert Group, Inc. demonstrate that development transitioned over an extended period in a consistent pattern within and adjacent to the study area with uses being commercial, industrial, and hospitality in character. It is noted that development and population centers in central Illinois are spread over a wide geographic area and few sales have occurred when compared to the northern portions of the state.

Information taken from the CoStar Database reports that “the Champaign-Urbana industrial market has a vacancy rate of 8.0% as of the third quarter of 2025. Over the past year, the market's vacancy rate has changed by 2.5%, a result of no net delivered space and -380,000 SF of net absorption.

“Champaign-Urbana's vacancy rate of 8.0% compares to the market's five-year average of 5.1% and the 10-year average of 6.0%.

“The Champaign-Urbana industrial market has roughly 920,000 SF of space listed as available, for an availability rate of 6.2%. As of the second and third quarter of 2025, there is no industrial space under construction in the Champaign-Urbana Market. In comparison, the market has averaged 10,000 SF of under construction inventory over the past 10 years.

“The Champaign-Urbana industrial market contains roughly 15.0 million SF of inventory. The market has approximately 11.5 million SF of logistics inventory, 1.2 million SF of flex inventory, and 2.3 million SF of specialized inventory.

“Market rents in Champaign-Urbana average $6.80/SF. Rents average around $6.00/SF for logistics buildings, $11.70/SF for flex properties, and $8.20/SF for specialized assets.

“Rents have changed by 1.9% year over year in Champaign-Urbana. Market rents have changed by 2.7% in logistics buildings year over year, 0.9% in flex buildings, and -0.2% in specialized buildings. In Champaign- Urbana, five-year average annual rent growth is 5.3% and 10-year average annual rent growth is 4.4%.

It is noteworthy that uses like the subject rarely sell independent of the business because recycling and transfer stations require specific local approvals, intensive approvals from state and federal governmental agencies, specialized skills to operate, and constant monitoring/regulation programs for development and continued operation. Overall, the intended use of the subject property as the proposed Rantoul Recycling and Transfer Station is an industrial application that is unique in use causing it to be classified as a "special purpose property". The state and local permitting process is extensive, and the siting application carries with it an extensive examination of physical and operational issues. Few Transfer Stations are sold or leased and when a purchase occurs the transaction typically includes the real estate, permits, and may include the ongoing business assets.

Based on my analysis, I conclude that the intended use of the property as the proposed Rantoul Recycling and Transfer Station meets the test of being financially feasible.

DISCUSSION OF MAXIUM PRODUCTIVITY AND IMPACT ON ADJACENT PROPERTY

Maximum productivity is the examination of the legally permissible, physically possible and financially feasible use that will yield the greatest net return to the land for the longest period of time and have the least impact on the area and adjacent properties.

By definition, an adverse impact on real estate value is manifested through an obvious rejection of property, stigma, elongated marketing period, lower prices and reduced listing prices. An examination of the ariel photographs of the study area, indicates that development at the general interchange of Interstate 57 and West Champaign Avenue has proceed over an extended period of time with no market evidence of obvious rejection of property, stigma, elongated marketing period, lower prices and reduced listing prices. Our examination of the development in the study area and the general intersection of Interstate 57 and West Champaign Avenue indicates that the intended use as the Rantoul Recycling and Transfer Station meets the test of being the maximally productive use of the site.

Based on our examination of the tests of Highest and Best Use, we conclude that the intended use of the property as the Rantoul Recycling and Transfer Station is the Highest and Best use of the real estate and is located "so as to minimize incompatibility with the character of the surrounding area and to minimize the effect on the value of the surrounding property".

3.7 ANALYSIS OF COMPETITIVE SITES AND ADJACENT PROPERTIES

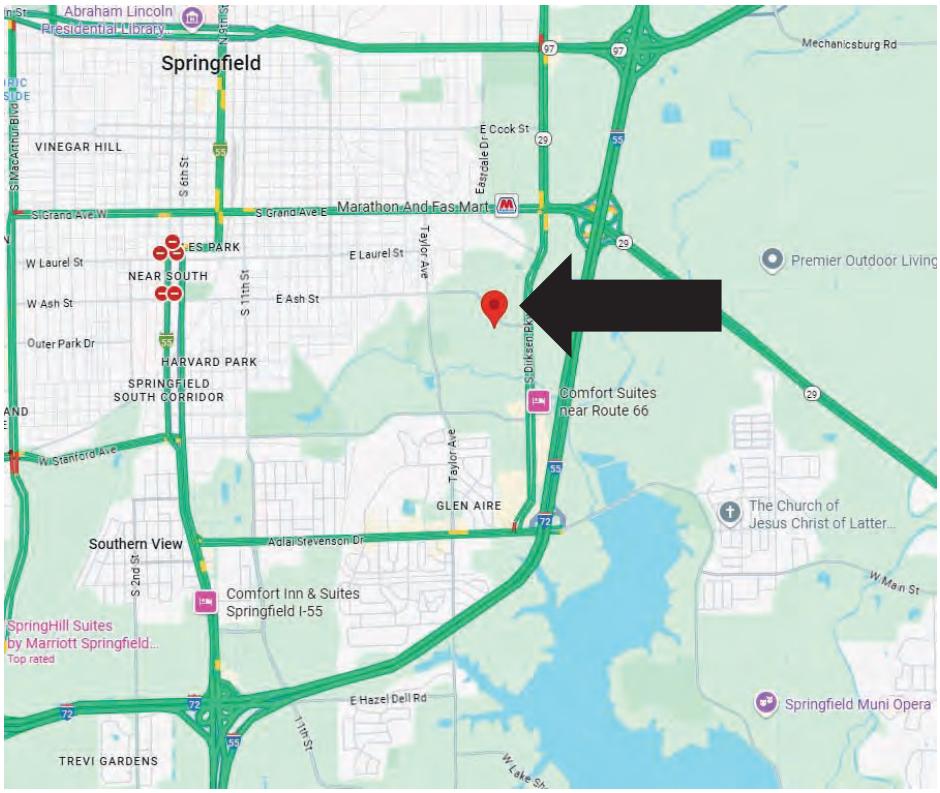
Valuation Concept

To assist in determining if the Rantoul Transfer Station meets the test of Criterion 3 - “the facility is located so as to minimize incompatibility with the character of the surrounding area and to minimize the effect on the value of the surrounding property” per 415 ILCS 5/39.2(a)(iii) we completed an examination of the real estate market, sale activity and value trends located in areas where similar development has occurred.

The impact of the intended use is measured through a "paired sales" analysis or an extensive examination of sale activity that compares pricing patterns, value patterns, listing price patterns and marketing times near to and away from similar applications. The data is examined over an elongated period of time and multiple sales transactions are tested. This is done to ensure the validity of the conclusions formulated. A detrimental condition is typically manifested through obvious rejection of property, stigma, elongated marketing period, lower prices and reduced listing prices.

The analysis that follows is a summary of the locations, data, and conclusions formulated.

Test Site One - Transfer Station – 3000 East Ash Street, Springfield, Illinois





Summary of Property Operations:

The Springfield Transfer Station, operated by Waste Management, is located on an approximately 3.3 acres of land in Springfield, Sangamon County. The common address is 3000 East Ash Street, Springfield. This facility began operations in 1980. Annual Solid Waste Capacity Reports indicate that the site is allowed to accept MSW, recyclables, solid waste and brush. A maximum acceptable amount is not listed.

The Springfield Transfer Station has good proximity to the expressway system and is generally located in a commercial and industrial area. This is similar to the location of the Rantoul Recycling and Transfer Station. We reviewed historical aerial photographs, which demonstrate that increases in the development of commercial and industrial uses have occurred to the north, east and south of the Springfield Transfer Station since approximately 1995. Uses to the west of the Springfield Transfer Station consistently remained residential. The development in the vicinity of the Springfield Transfer Station has followed a similar pattern as the area surrounding the proposed Rantoul Recycling and Transfer Station.

The following photo array identifies the development patterns surrounding the Springfield Transfer Station located at 3000 East Ash Street, Springfield, Illinois.

HISTORIC PHOTOGRAPHS – 3000 EAST ASH STREET – SPRINGFIELD, ILLINOIS

1995

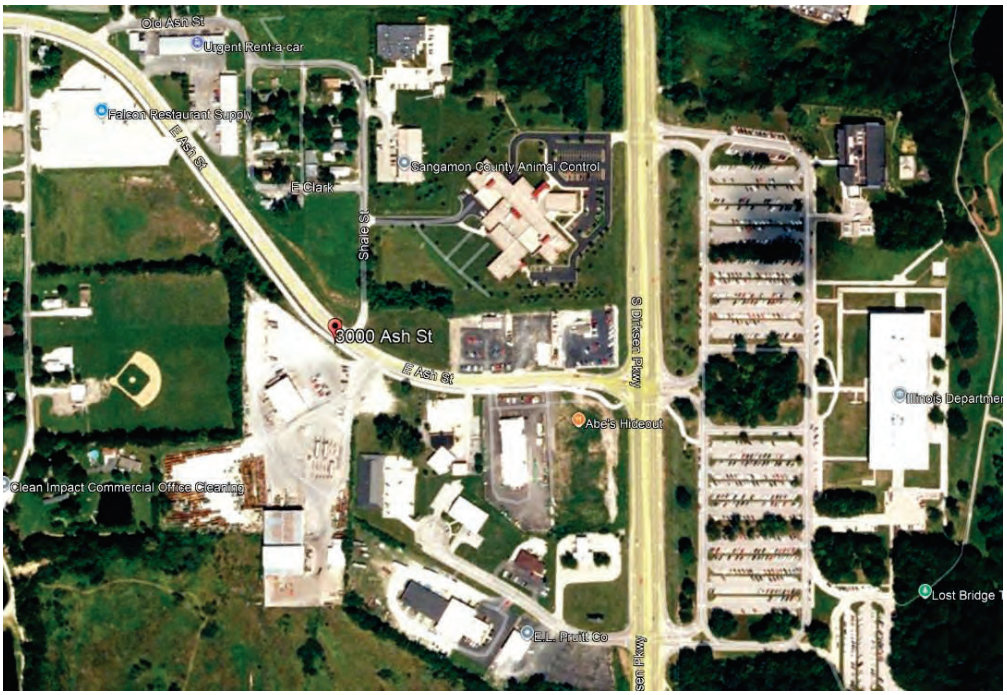


2005

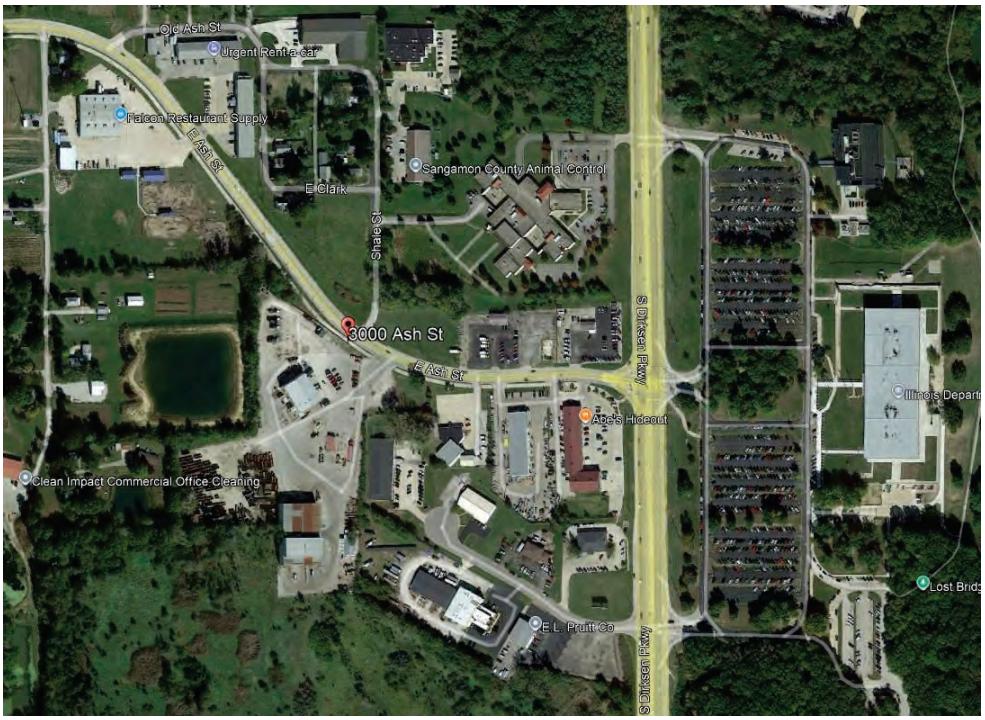


HISTORIC PHOTOGRAPHS – 3000 EAST ASH STREET – SPRINGFIELD, ILLINOIS

2009



2018



HISTORIC PHOTOGRAPHS – 3000 EAST ASH STREET – SPRINGFIELD, ILLINOIS

2023



2025



APPLIED ANALYSIS

Based on my inspection and database information, the area surrounding 3000 East Ash Street, Springfield, Illinois is generally improved with industrial applications, retail development and open space that is used as agricultural land. The property is located with positive access to primary roadways and is under 1.0 mile from access to Interstate 55.

We examined market activity for properties located within .75 miles of the transfer station and compared the activity with data that is located beyond .75 miles but within 1.50 miles of the transfer station. The data reviewed was taken from the CoStar Database, realtor websites and the Multiple Listing Service. The search harvested data over a period of 10 years prior to the date of this study. Primary activity surrounding this location came from the sale of industrial and retail improvements. These improvements and uses are similar to those located near the proposed Rantoul Transfer Station.

Sale Activity Within .75 Miles of 3000 East Ash Street, Springfield, Illinois

This search indicates that twenty-five (25) industrial and retail transactions occurred within .75 miles of the transfer station located at 3000 East Ash Street, Springfield, Illinois between August of 2015 and April 2025.

The following is a summary of the data considered. The data indicates a consistent pattern of sales that are similar to the industrial and retail uses found in the overall Springfield market. The data did not yield any indication of obvious rejection of property, stigma, elongated marketing period, lower prices and reduced listing prices. Prices paid appeared to reflect typical market activity and variances.

Property Address	Property City	Sale Date	Property Type	Sale Price	Building SF	Price Per SF
3051 Reilly Dr	Springfield	4/14/2025	Retail	$273,000	3,242	$84.21
2690 S Dirksen Pky	Springfield	4/3/2025	Retail	$350,000	4,900	$71.43
3201 Horizon	Springfield	12/27/2024	Retail	$4,700,000	6,163	$762.62
2600 Sunrise Dr	Springfield	12/14/2023	Retail	$2,375,000	4,480	$530.13
1549 S Dirksen Pky	Springfield	11/29/2022	Retail	$380,000	4,261	$89.18
1501 S Dirksen Pky	Springfield	4/25/2022	Retail	$1,438,900	56,160	$25.62
3151 Horizon	Springfield	2/10/2022	Retail	$600,000	7,500	$80.00
3051 Reilly Dr	Springfield	9/8/2021	Retail	$200,000	3,242	$61.69
3105 Dotmar Ave	Springfield	7/23/2021	Industrial	$807,500	13,493	$59.85
2251 S Dirksen Pky	Springfield	7/16/2020	Retail	$200,000	968	$206.61
2215 Groth	Springfield	5/15/2020	Industrial	$267,000	6,000	$44.50
3201 Horizon	Springfield	3/26/2020	Retail	$3,750,000	6,163	$608.47
3051 Reilly Dr	Springfield	10/30/2019	Retail	$215,000	3,242	$66.32
3201 Horizon	Springfield	10/14/2019	Retail	$590,000	6,163	$95.73
1600 Taylor Ave	Springfield	7/29/2019	Industrial	$656,683	9,500	$69.12
2554 Sunrise Dr	Springfield	1/1/2019	Retail	$2,096,825	5,125	$409.14
2500 Sunrise Dr	Springfield	12/1/2018	Retail	$2,096,825	5,581	$375.71
2600 Sunrise Dr	Springfield	10/31/2018	Retail	$1,600,000	4,480	$357.14
3040 E Ash St	Springfield	12/29/2017	Retail	$2,212,500	11,586	$190.96
3241 Horizon Dr	Springfield	12/21/2017	Retail	$2,700,000	4,262	$633.51
1501 S Dirksen Pky	Springfield	1/4/2017	Retail	$2,375,000	56,160	$42.29
2640 E Ash St	Springfield	12/9/2016	Industrial	$506,000	18,126	$27.92
3115 Dotmar Ave	Springfield	5/11/2016	Industrial	$680,000	5,760	$118.06
3051 Reilly Dr	Springfield	8/28/2015	Retail	$215,000	3,242	$66.32
3010 E Ash St	Springfield	8/18/2015	Retail	$322,000	8,650	$37.23

Sale Activity – From 0.75 miles to 1.50 Miles of 3000 East Ash Street, Springfield, Illinois

To further test the impact of the transfer station we researched sales that are beyond .75 miles while being within 1.50 miles of the transfer station. The search yielded eighteen (18) industrial and retail transactions that occurred between August of 2016 and October of 2024. The examination of the data below indicates that industrial and retail properties located away from the Springfield transfer station exhibited similar price patterns as those located near the property at 3000 East Ash Street. There was no indication of obvious rejection of property, stigma, elongated marketing period, lower prices and reduced listing prices. Prices paid reflected typical market activity and variances.

Property Address	Property City	Sale Date	Property Typ	Sale Price	Building SF	Price Per SF
3009 Singer Ave	Springfield	1/28/2020	Industrial	$235,000	12,500	$18.80
2951 Stanton St	Springfield	8/25/2016	Industrial	$280,000	8,200	$34.15
3009 Singer Ave	Springfield	10/1/2015	Industrial	$300,000	12,500	$24.00
2301 Adlai Stevenson Dr	Springfield	10/30/2024	Retail	$450,000	12,480	$36.06
2901 S Grand Ave E	Springfield	2/23/2024	Retail	$269,326	3,948	$68.22
1221-1241 Knoll Pointe Pl	Springfield	12/18/2023	Retail	$1,217,240	9,026	$134.86
3219 Lake Plaza Dr	Springfield	3/2/2023	Retail	$120,000	1,273	$94.27
2501 Stevenson Dr	Springfield	3/4/2022	Retail	$1,157,000	5,167	$223.92
2501 Stevenson Dr	Springfield	2/18/2022	Retail	$900,000	5,167	$174.18
3120 Stanton St	Springfield	2/16/2022	Retail	$150,000	8,400	$17.86
3117 Wide Track Dr	Springfield	10/14/2021	Retail	$3,214,000	16,006	$200.80
3117 Wide Track Dr	Springfield	8/13/2021	Retail	$2,250,000	16,006	$140.57
1221-1241 Knoll Pointe Pl	Springfield	6/30/2021	Retail	$1,203,486	9,026	$133.34
2905 Adlai Stevenson Dr	Springfield	4/21/2021	Retail	$1,953,250	2,079	$939.51
824 Commercial Ave	Springfield	4/3/2019	Retail	$254,000	13,278	$19.13
2801 S Grand Ave E	Springfield	11/13/2018	Retail	$1,550,000	2,426	$638.91
711 S Dirksen Pky	Springfield	1/24/2018	Retail	$3,727,166	18,744	$198.85
1401 S Dirksen	Springfield	10/25/2017	Retail	$285,000	4,500	$63.33

ANALYSIS AND CONCLUSION – SPRINGFIELD TRANSFER STATION

In the area within 0.75 miles of 3000 East Ash Street, five (5) industrial transactions involving properties having between 6,000 and 18,126 square feet of building area sold over the past ten (10) years. These properties had unit prices of $27.92 to $118.06 per square foot of building area, including land. During this same period in this geographic location, twenty (20) retail properties having from 968 to 56,160 square feet of building area sold. These properties transferred at prices ranging from $37.23 to $633.51 per square foot of building area, including land.

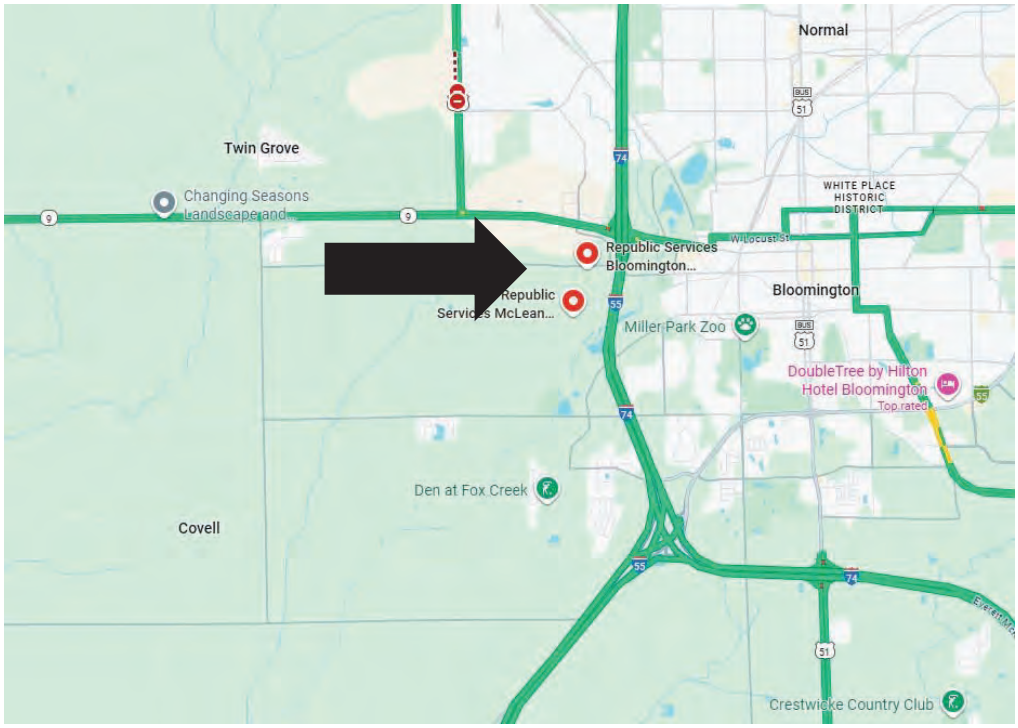
In the geographic area that is over 0.75 miles from but within 1.50 miles of 3000 East Ash Street, there were three (3) industrial transactions, having between 8,200 and 12,500 square feet of building area that sold over the past ten (10) years. These properties had unit pricing patterns of $18.80 to $34.15 per square foot of building area, including land. During this same period and geographic location, fifteen (15) retail properties having from 3,948 to 18,744 square feet of building area sold. These properties transferred at prices ranging from $19.13 to $939.51 per square foot of building area, including land.

The data supports the conclusion that industrial and retail sales in the geographic area near and away from 3000 East Ash Street, Springfield, Illinois have been generally stable and similar to one another. We found no indication of obvious rejection of property, stigma, elongated marketing period, lower prices and reduced listing prices. Prices paid reflected typical market activity and variances.

CONCLUSION

We conclude that the transfer station, located at 3000 East Ash Street, Springfield, Illinois had no impact on surrounding property values.

Test Site Two - Transfer Station – 2112 West Washington Ave. Bloomington, Illinois





Summary of Property Operations:

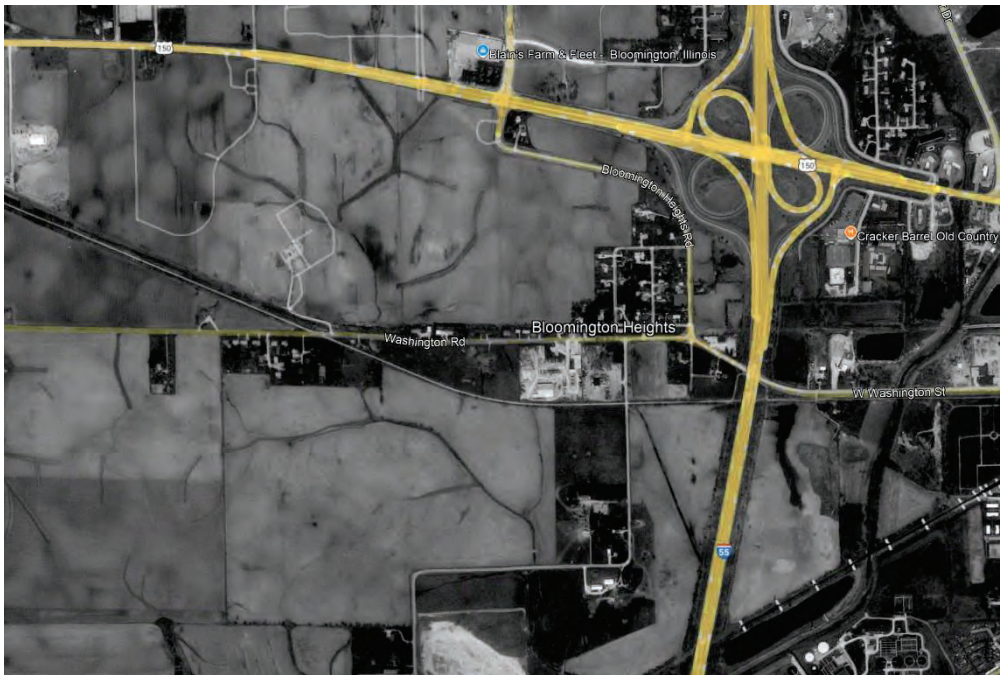
The Bloomington Transfer Station, operated by American Disposal Services, Inc. is located on site having approximately 7.0 acres. The common address is 2112 Washington Road, Bloomington, McLean County, Illinois. This transfer station began operation in 1978 and is a subsidiary of Republic Services. The annual solid waste capacity reports indicate that the site accepts municipal waste, recyclables, and medical waste. A maximum acceptable amount is not listed.

The Bloomington Transfer Station is bordered to the south by the closed ADS/McLean County Landfill and related property, to the west by agricultural uses, to the east by a commercial/ industrial uses. The area immediately to the north of this property is residential in character. A residential subdivision is also located less than 0.25 miles to the northeast of the Bloomington Transfer Station. We reviewed historical aerial photographs, which demonstrate that increases in the development of residential properties to the northeast of the Bloomington Transfer Station have occurred since approximately 1995 and industrial development occurred from the west toward the transfer station. The use and occupancy of the residential properties immediately north of the Bloomington Transfer Station have remained consistent over time and are considered to be typical of other portions of the Bloomington Illinois Market.

The following photo array identifies the development patterns surrounding the Bloomington Transfer Station located at 2112 Washington Road, Bloomington, Illinois.

HISTORIC PHOTOGRAPHS – 2112 WASHINGTON AVE. BLOOMINGTON, ILLINOIS

1995

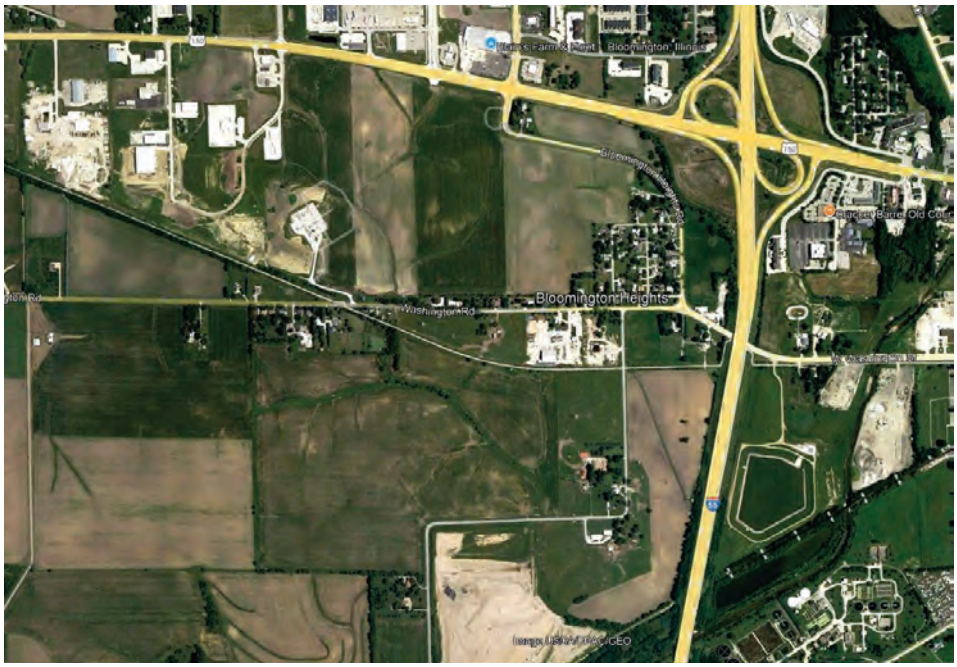


2005



HISTORIC PHOTOGRAPHS – 2112 WASHINGTON AVE. BLOOMINGTON, ILLINOIS

2009



2012



HISTORIC PHOTOGRAPHS – 2112 WASHINGTON AVE. BLOOMINGTON, ILLINOIS

2019



2025



APPLIED ANALYSIS

Based on my inspection and database information, the area surrounding the Bloomington Transfer Station is property is primarily residential and agricultural in character. It is noteworthy that the ariel photographs show industrial applications located to the west on the north side of Washington Avenue with a development pattern that is moving east toward the transfer station. The location at 2112 West Washington Avenue, Bloomington, Illinois is similar to the Rantoul Transfer Station with respect to primary roadways and this property is under 2.0 miles from access to Interstate 55.

We examined market activity for properties located within .50 miles of the transfer station and compared the activity with date that is located beyond .50 miles but within 1.00 mile of the transfer station. The search was conducted using the Multiple Listing Service (MLS), realtor websites and public record.

Sale Activity Within .50 Miles of 2112 Washington Street, Bloomington, Illinois

The search indicates that eight (8) residential transactions having multiple transfers occurred within .50 mile of the property located at 2112 Washington Street, Bloomington, Illinois. Public record and the MLS database indicated that many of the residential units are or have been owned by the same entities for multiple years. The data did not yield any indication of obvious rejection of property, stigma, elongated marketing period, lower prices and reduced listing prices. Prices paid appeared to reflect typical market activity and variances.

Sales and Resale Data
Properties Near and Away From
2112 Washington Avenue
Bloomington, Illinois

Properties Within .50 Miles of the Republic Services Bloomington Transfer Station

Address	Sale Date	Sale Price	Price Change	Percent Change	Months	
106 Constantine	June 21, 2004	$116,750				
	July 27, 2007	$131,000	$14,250.00	12.21%	37	0.33%
	April 28, 2017	$125,000	-$6,000.00	-4.58%	117	-0.04%
109 Constantine	October 27, 2003	$105,000				
	January 25, 2013	$92,000	-$13,000.00	-12.38%	111	-0.11%
112 Bloomington Heights Rd	April 29, 2010	$111,700				
	December 10, 2021	$139,900	$28,200.00	25.25%	139	0.18%
114 Bloomington Heights Rd	November 9, 2004	$43,000				
	February 15, 2006	$58,000	$15,000.00	34.88%	15	2.33%
120 Bloomington Heights Rd	December 22, 2004	$25,000				
	May 10, 2005	$54,900	$29,900.00	119.60%	5	23.92%
2001 Interurban	May 31, 2002	$80,000				
	November 1, 2011	$73,000	-$7,000.00	-8.75%	113	-0.08%
2003 Interurban	June 30, 2010	$145,800				
	May 3, 2021	$159,900	$14,100.00	9.67%	130	0.07%
2025 Interurban	January 25, 2002	$83,000				
	January 30, 2012	$80,000	-$3,000.00	-3.61%	120	-0.03%

Sale Activity Between 0.50-and 1.0- Miles of 2112 Washington Street, Bloomington, Illinois

To further test the impact of the transfer station we searched data that is beyond .50 miles but within 1.00 miles of the transfer station. The data indicates that eleven (11) residential transactions sold and resold in this geographic area. There was no indication of obvious rejection of property, stigma, elongated marketing period, lower prices and reduced listing prices. Prices paid reflected typical market activity and variances.

Sales and Resale Data
Properties Near and Away From
2112 Washington Avenue
Bloomington, Illinois

Properties Within 1.0 Miles of the Republic Services Bloomington Transfer Station

Properties within 1 Mile

Address	Sale Date	Sale Price	Price Change	Percent Change	Months	
704 Marshall Lane	September 26, 2002	$75,000				
	September 3, 2013	$129,500	$54,500.00	72.67%	131	0.55%
	September 13, 2021	$145,000	$15,500.00	11.97%	96	0.12%
710 Brad Street	June 8, 2007	$111,000				
	May 11, 2012	$122,000	$11,000.00	9.91%	59	0.17%
	March 11, 2015	$122,000	$0.00	0.00%	34	0.00%
	October 29, 2020	$125,000	$3,000.00	2.46%	68	0.04%
924 Maple Hill Road	October 18, 2004	$110,000				
	September 10, 2018	$127,500	$17,500.00	15.91%	167	0.10%
1018 Maple Hill Road	December 15, 2001	$117,500				
	June 22, 2004	$139,250	$21,750.00	18.51%	30	0.62%
1020 Maple Hill Road	July 1, 2005	$110,900				
	November 28, 2008	$85,500	-$25,400.00	-22.90%	41	-0.56%
	September 23, 2015	$149,500	$64,000.00	74.85%	82	0.91%
1709 W. Indiana	May 19, 2003	$51,000				
	May 10, 2019	$49,000	-$2,000.00	-3.92%	192	-0.02%
1713 Indiana	December 8, 2009	$30,000				
	June 16, 2010	$99,900	$69,900.00	233.00%	6	38.83%
1719 Indiana Street	June 17, 2020	$40,000				
	August 23, 2023	$135,000	$95,000.00	237.50%	38	6.25%
1720 Indiana Street	August 30, 2000	$63,900				
	February 21, 2003	$46,000	-$17,900.00	-28.01%	30	-0.93%
	August 29, 2022	$125,000	$79,000.00	171.74%	234	0.73%
1723 Indiana	December 4, 2017	$45,000				
	August 28, 2018	$74,000	$29,000.00	64.44%	9	7.16%
2312 Washington Street	September 27, 2007	$154,000				
	November 26, 2013	$171,000	$17,000.00	11.04%	74	0.15%
	June 22, 2020	$192,000	$21,000.00	12.28%	79	0.16%

ANALYSIS AND CONCLUSION – BLOOMINGTON TRANSFER STATION

In the area that is within .50 miles of the transfer station, the data indicates that eight (8) residential transactions occurred. A comparison of the data indicates that the change in price points over time changed from negative 12.83 percent to positive 119.60 percent. The transactions ranged in price from $25,000 to $159,900.

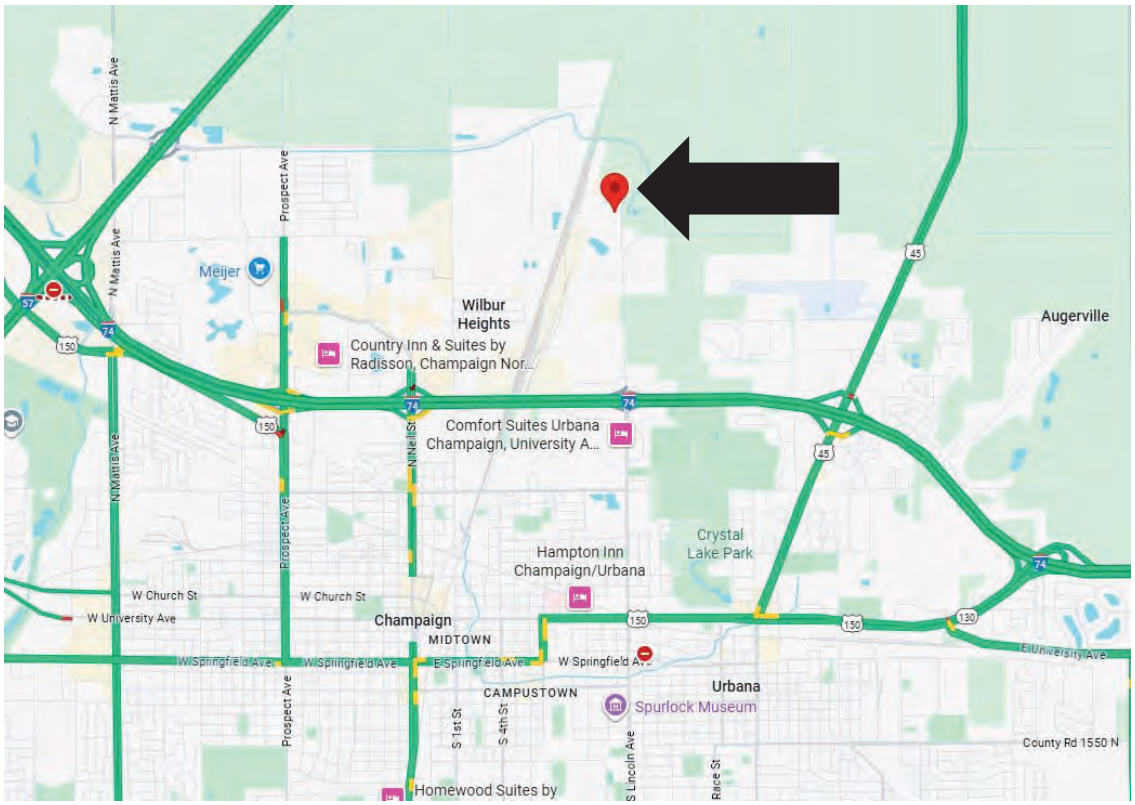
In the geographic area over 0.50 miles from but within 1.0-mile of 2112 Washington Street, the data indicates that eleven (11) residential transactions occurred during the study period. A comparison of the data indicates that the change in price over time ranged from negative 28.01 percent to positive 237.50 percent. The transactions ranged in price from $30,000 to $192,000.

The data supports the conclusion that residential sales located over 0.50 mile of and within 1.0-mile of 2112 Washington Street, Bloomington, Illinois have been generally stable and that property transfers have been typical of the area and similar to one another. We found no indication of obvious rejection of property, stigma, elongated marketing period, lower prices and reduced listing prices. Prices paid reflected typical market activity and variances.

CONCLUSION

We conclude that the transfer station, located at 2112 Washington Street, Bloomington Illinois had no impact on surrounding property values.

Test Site Three - Transfer Station – 910 Saline Court, Urbana, Illinois





Summary of Property Operations:

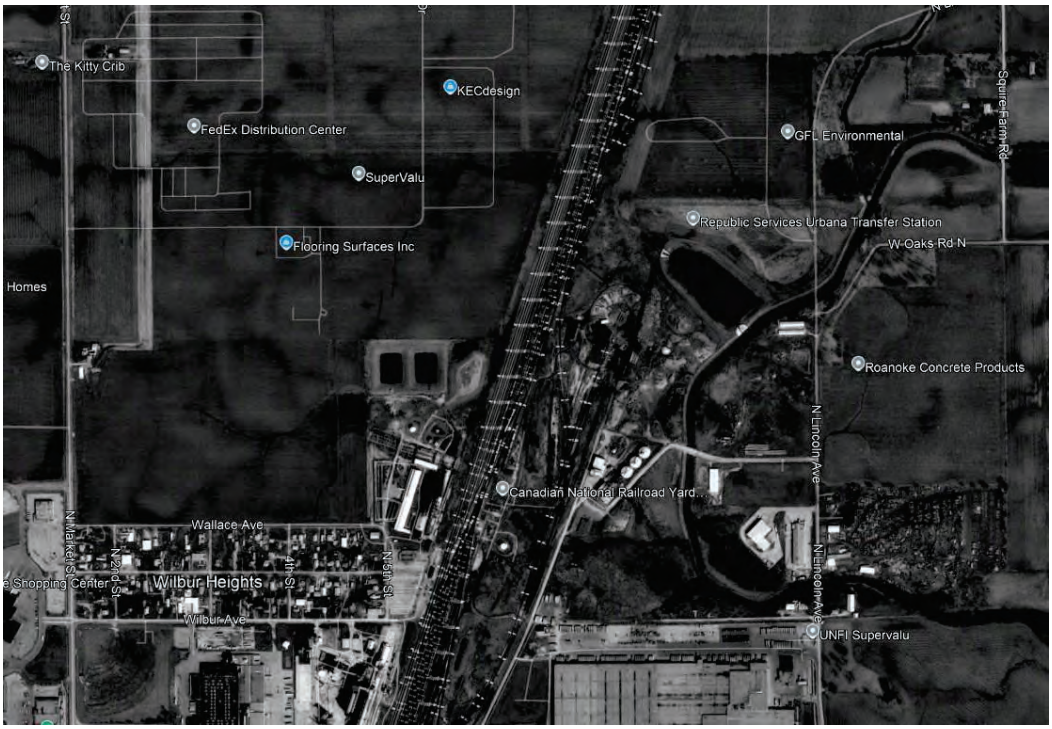
The Urbana Transfer Station, operated as the Central Waste Services and Recycling Facility [Illinois EPA ID# 0191055163], is located on a site having approximately 11.3-acres. The property is located in Urbana, Champaign County with a common address of 921 Saline Court, Urbana, 61802. The property is known as The Urbana Transfer Station which began operation in 2003. The property is owned by Republic Services. Annual IEPA solid waste capacity reports indicate that the site accepts municipal waste and recyclables. A maximum acceptable amount is not listed.

The Urbana Transfer Station is located in an industrial area and nearby uses include the GFL Henson Urbana General Construction or Demolition Debris Recycling Facility. We reviewed historical aerial photographs, which demonstrate consistent industrial uses since at least 1993.

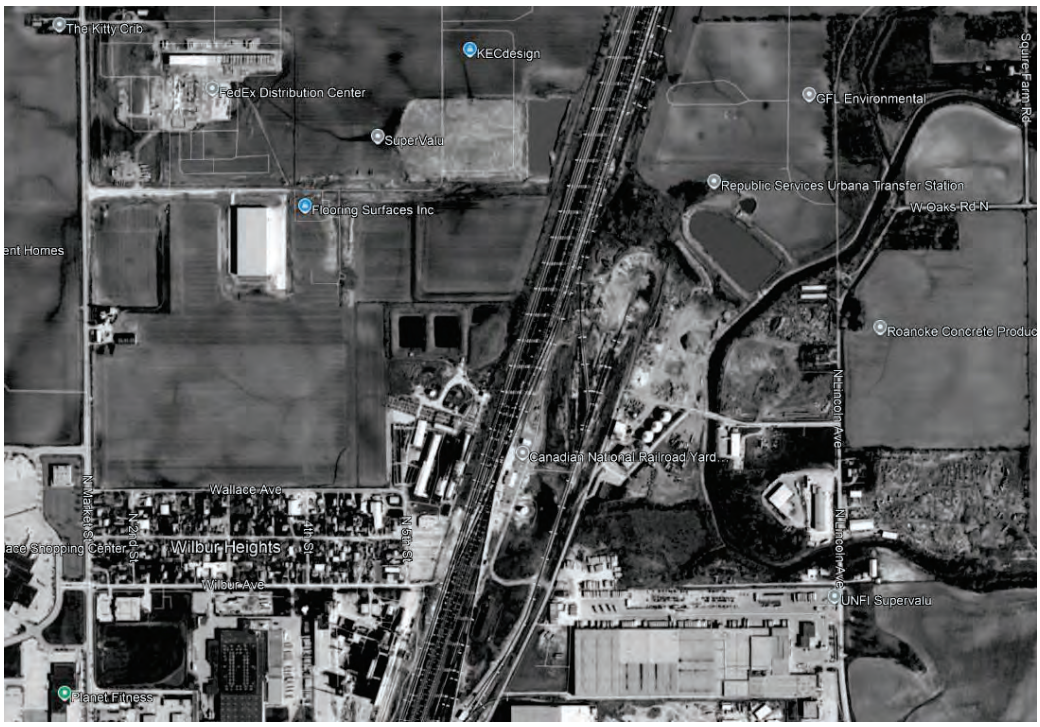
The following photo array identifies the development patterns surrounding the Urbana Transfer Station located at 910 Saline Court, Urbana, Illinois.

HISTORIC PHOTOGRAPHS – 910 SALINE COURT, URBANA, LLINOIS

1993



2003



HISTORIC PHOTOGRAPHS – 910 SALINE COURT, URBANA, LLINOIS

2005

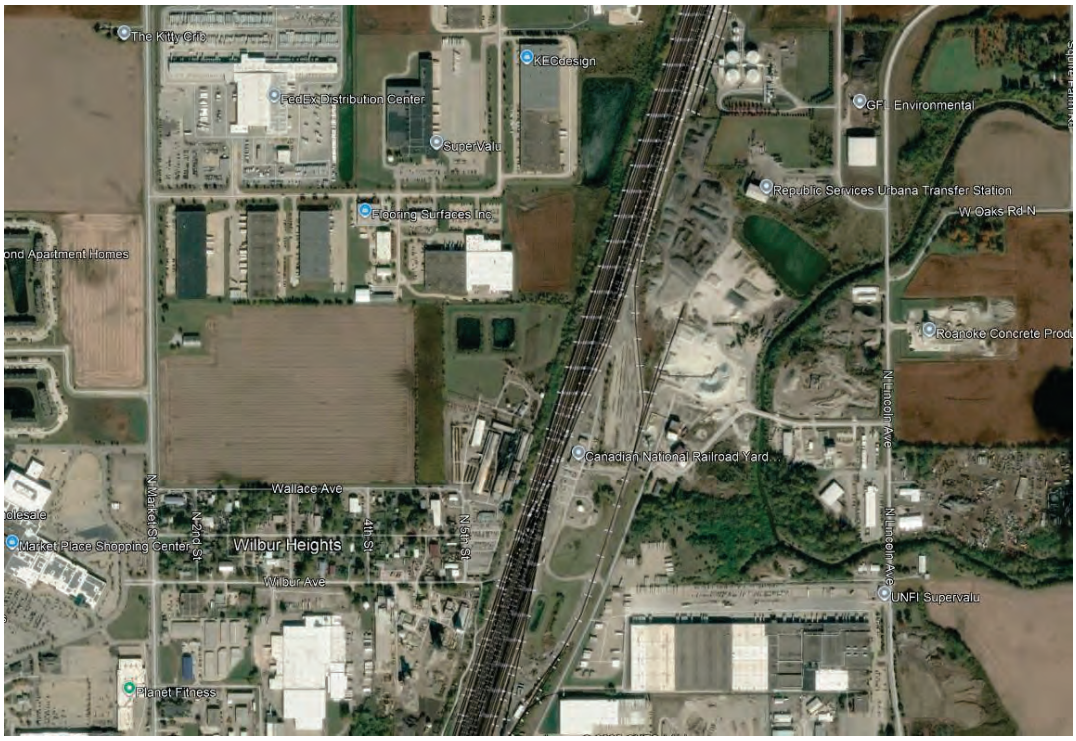


2009



HISTORIC PHOTOGRAPHS – 910 SALINE COURT, URBANA, LLINOIS

2020



2025



APPLIED ANALYSIS

Based on my inspection and database information, the area surrounding the property located at 910 Saline Court, Urbana, Illinois is improved with industrial applications and open space that is used as agricultural land. The property is similar to the subject with respect to access to primary roadways and is under 5.0 miles from entrances to Interstates 74 and 55. It is noteworthy that the area immediately surrounding the transfer station (910 Saline Court) is heavy industrial in character and a railroad right of way to the west separates the heavy industrial uses from lighter industrial applications and newer development. Due to the size of the uses and industrial intensity of the area surrounding the transfer station there has been limited development in the area. The area to the west of the right of way appears to demonstrate consistent development with industrial applications.

We examined market activity for properties located within .75 of the transfer station and compared this activity with data that is located beyond .75 miles and within 1.50 miles of 910 Saline Court, Urbana, Illinois. The search was conducted using the CoStar Database, realtor websites, the Multiple Listing Service and public record. The search harvested data for a period of 10 years prior to the date of this study. Primary activity surrounding this location came from the sale of industrial improvements. These improvements and uses are similar to the uses that are located near the Rantoul Transfer Station.

Sale Activity Within .75 Miles of 910 Saline Court, Urbana, Illinois

The search indicates that four (4) industrial transactions occurred within .75 miles of the property located at 910 Saline Court, Urbana, Illinois during the study period.

The following summary of the data considered. The data indicates a consistent pattern of sales that are similar to the industrial uses found in the overall Urbana market. The data did not yield any indication of obvious rejection of property, stigma, elongated marketing period, lower prices and reduced listing prices. Prices paid appeared to reflect typical market activity and variances.

Property Address	Property City	Sale Date	Property Type	Sale Price	Building SF	Price Per SF	Land Area SF	Land Area AC
2912 N Oak St	Urbana	3/21/2025	Industrial	$2,196,500	16,416	$133.80	2,324,518	53.36
2801 Gemini	Champaign	10/19/2021	Industrial	$1,537,500	9,024	$170.38	54,014	1.24
3001 N Lincoln Ave	Urbana	5/26/2015	Industrial	$310,000	13,192	$23.50	84,054	1.93
601 Mercury Dr	Champaign	10/30/2014	Industrial	$10,800,000	204,934	$52.70	1,028,016	23.60

Sale Activity – From 0.75 miles to 1.50 Miles of 910 Saline Court, Urbana, Illinois

To further test the impact of the transfer station we researched sales that are beyond .75 miles of the transfer station and within 1.50 miles of the transfer station. The data yielded sixteen (16) industrial transactions occurred in this area during the study period. The examination of the data below indicates that industrial properties located away from the Urbana Transfer Station exhibited similar price patterns as those located near the property at 910 Saline Court. There was no indication of obvious rejection of property, stigma, elongated marketing period, lower prices and reduced listing prices. Prices paid reflected typical market activity and variances.

Property Address	Property City	Sale Date	Property Type	Sale Price	Building SF	Price Per SF	Land Area SF	Land Area AC
2401 Willow Rd	Urbana	11/1/2022	Industrial	$6,676,000	120,875	$55.23	606,522	13.92
2508 N Shore Dr	Urbana	5/30/2022	Industrial	$300,000	4,300	$69.77	24,565	0.56
1812 Federal Dr	Urbana	2/28/2022	Industrial	$960,000	20,399	$47.06	65,327	1.50
2007 N Federal Dr	Urbana	9/8/2021	Industrial	$2,300,000	25,850	$88.97	187,744	4.31
2500 N Shore Dr	Urbana	5/29/2020	Industrial	$325,000	7,200	$45.14	41,818	0.96
1807 N Federal Dr	Urbana	3/31/2020	Industrial	$672,000	9,747	$68.94	65,340	1.50
308 E Anthony Dr	Urbana	7/30/2019	Industrial	$900,000	29,460	$30.55	94,656	2.17
1908 N Linview Ave	Urbana	5/31/2019	Industrial	$1,252,500	20,868	$60.02	40,075	0.92
1406 Cardinal Ct	Urbana	12/10/2018	Industrial	$200,000	30,307	$6.60	162,043	3.72
1201 W Kenyon Rd	Urbana	11/21/2018	Industrial	$650,000	12,000	$54.17	3,485	0.08
2611 N Lincoln Ave	Urbana	5/1/2018	Industrial	$50,872,000	884,366	$57.52	2,741,231	62.93
1812 Federal Dr	Urbana	12/15/2017	Industrial	$925,000	20,399	$45.34	65,327	1.50
1812 Federal Dr	Urbana	11/1/2017	Industrial	$500,100	20,399	$24.52	65,327	1.50
1600 N Oak St	Champaign	3/2/2017	Industrial	$725,000	20,445	$35.46	98,010	2.25
2509 N Shore Dr	Urbana	5/5/2016	Industrial	$260,000	8,000	$32.50	45,302	1.04
2007 N Federal Dr	Urbana	10/16/2015	Industrial	$2,514,500	25,850	$97.27	187,744	4.31

ANALYSIS – URBANA TRANSFER STATION

In the area within 0.75 miles of 910 Saline Court, four (4) industrial transactions sold over the past ten (10) years. These properties had unit pricing patterns of $23.50 to $170.38 per square foot of building area, including land. The properties appeared to be somewhat specialized, and no resales were reported. This is expected given the area development patterns with heavy industrial applications.

In the geographic area that is over 0.75 miles from but within 1.50 miles of 910 Saline Court, the data indicates that sixteen (16) industrial transactions sold and, in several instances, resold over the past ten (10) years. These properties had unit pricing patterns of $6.60 to $97.27 per square foot of building area, including land.

The data supports the conclusion that industrial sales in the geographic area beyond 0.75 miles but within 1.50 miles of the property located at 910 Saline Court, Urbana, Illinois have been generally stable and similar to those near the transfer station. Published data and public record does not support significant variations in marketing periods, list prices, or sale prices when the two data sets are compared. We found no indication of obvious rejection of property, stigma, elongated marketing period, lower prices and reduced listing prices. Prices paid reflected typical market activity and variances.

CONCLUSION

We conclude that the transfer station, located at 910 Saline Court, Urbana, Illinois had no impact on surrounding property values.

3.8 CONCLUSIONS

Based on the above study, APC concludes that the development of the subject site, with the Rantoul Recycling and Transfer Station, meets the second portion of Illinois Environmental Protection Act, 415 ILCS 5/39.2 (a) (iii), commonly referred to as "Criterion 3" that requires the applicant for a transfer station demonstrate that "the facility is located so as to minimize incompatibility with the character of the surrounding area and to minimize the effect on the value of the surrounding property". A summary of the conclusions formulated follows

- The subject property is located in an area of historic and current recycling, industrial and commercial use and development.
- The area within which the subject site is located has man-made boundaries that isolate and buffer the area. This effectively minimizes any influences the uses in this industrial and commercial area (including the development of the Proposed Rantoul Recycling and Transfer Station) have on properties located outside of the area, including the properties within 2,500 feet of the subject.
- The location of the subject property has sufficient access to primary roadways of Champaign Avenue, Murray Road and Interstate 57 to accommodate the development of the Rantoul Recycling and Transfer Station.
- Historical and current industrial and commercial development activity in the area includes trucking uses that are similar to the intended use of the subject property. The proposed use is very consistent with the existing uses in the area.
- Both Champaign County and the Village of Rantoul encourage development to occur in consistent and defined areas and the proposed use is consistent with zoning classifications in the area.
- Because the proposed use is consistent with and conforms to the current and planned uses in the subject area, the impact the proposed use will have on adjacent and nearby property values is minimized.
- The physical characteristics of the subject property, in the existing configuration and condition, are an underutilization of the property. The intended development, with the Rantoul Recycling and Transfer Station, will include significant infrastructure and improvements that will be an enhancement to the property.
- The infrastructure improvements to the subject site will result in secondary improvements (e.g., improved storm water management and West Champaign Avenue Service Road) and will improve the subject area.
- Market data demonstrates that users in the study area tend to be long term occupants of properties. The proposed use will ensure a long-term stable use of this property.

3.8 CONCLUSIONS (CONT'D)

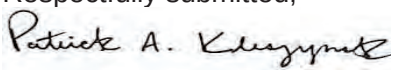
- Development with the Rantoul Recycling and Transfer Station is the Highest and Best Use of the subject property, as improved and will not be a source of locational obsolescence (Detrimental Condition) in the area.
- Development of property in accordance with its Highest and Best Use has a positive impact on surrounding property values and assists to minimize the effect on the value of surrounding property, including the property values within 2,500 feet of the subject.
- The examination of the impact of a transfer station and recycling facilities in Springfield, Bloomington and Urbana, Illinois allows me to conclude that the Rantoul Recycling and Transfer Station, as improved, will not be a source of locational obsolescence in the subject location.
- **Based on our analysis, APC concludes that the Proposed Rantoul Recycling and Transfer Station is located "so as to minimize incompatibility with the character of the surrounding area and to minimize the effect on the value of the surrounding property" and meets the standards of "Criterion 3".**

3.9 CERTIFICATION

I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased professional analyses, opinions and conclusions.
- I have no present or prospective interest in the property that is the subject of this report and I have no personal interest with respect to the parties involved.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics & Standards of Professional Appraisal Practice of the Appraisal Institute.
- The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- I, Dale J. Kleszynski, MAI, SRA, have made a personal inspection of the property that is the subject of this report.
- I, Patrick A. Kleszynski, MAI, provided significant appraisal assistance. Dale J. Kleszynski, MAI, SRA formulated the conclusions presented.
- No one provided significant real property appraisal assistance to the person signing this certification.
- As of the date of this report, I (Dale J. Kleszynski, MAI, SRA) have completed the continuing education program for Designated Members of the Appraisal Institute.
- As of the date of this report, I (Patrick A. Kleszynski, MAI) have completed the continuing education program for Designated Members of the Appraisal Institute.
- Other than ongoing work associated with this assignment, we have not completed an appraisal or analysis of the subject property during the past three years.

Respectfully submitted,



Patrick A. Kleszynski, MAI
Vice President
Associated Property Counselors, Ltd.
Certified General Real Estate Appraiser (IL License Number 553.002510)
Expires 9/30/2027



Dale J. Kleszynski, MAI, SRA
President
Associated Property Counselors, Ltd.
Certified General Real Estate Appraiser (IL License Number 553.000213)
Expires 9/30/2027

3.10 UNDERLYING ASSUMPTIONS AND LIMITING CONDITIONS

1. By this notice, all persons and firms reviewing, using or relying on this report in any manner bind themselves to accept these assumptions and limiting conditions. **Do not use this report if you do not accept these assumptions and limiting conditions**. These conditions are a preface to any certification, definition, fact or analysis, and are intended to establish as a matter of record that the consultant's function is to provide an opinion based on the appraiser's/consultant's observations of the subject property and real estate market as of a certain date. As the property and conclusions may be impacted by the passage of time due to various factors including, by way of description and not limitation: physical changes, economic changes and/or market activity, the opinions are considered to be reliable as of the date of the assignment. Subsequent to that date, the appraiser(s)/consultant(s) reserve the right to amend the analysis and/or conclusion in light of such changed conditions. This appraisal/consulting assignment and report are not an engineering, construction, legal or architectural study or survey and expertise in these areas is not implied.

2. The liability of Associated Property Counselors, Ltd., its officers, employees, contractors, and associate appraisers/consultants (hereinafter referred to collectively as "APC") is limited to the identified client. There is no accountability, obligation, or liability to any third party except if otherwise specifically stated within the report. APC's maximum liability relating to services rendered under this assignment (regardless of form of action, whether in contract, negligence or otherwise) shall be limited to the charges paid to APC for the portion of its services or work products giving rise to liability. In no event shall APC be liable for any consequential, special, incidental or punitive loss, damage or expense (including without limitation, lost profits, opportunity costs, etc.) even if advised of their possible existence. If this report is placed in the hands of anyone other than the client, the client shall make such party aware of all limiting conditions and assumptions of the assignment and related discussions. The appraisers/consultants are in no way responsible for any costs incurred to discover or correct any deficiency in the property. In the case of limited partnerships or syndication offerings or stock offerings in real estate, the client agrees that in case of lawsuit (brought by lender, partner, or part owner in any form of ownership, tenant, or any other party), the client will defend and hold Associated Property Counselors, Ltd., its officers, employees and associate appraisers/consultants completely harmless. Acceptance of and/or use of this report by the client or any third party is prima facie evidence that the user understands and agrees to these conditions.

3. The user/client agrees that any dispute arising from the completion of this assignment shall be settled through mediation and/or arbitration.

4. The report is intended to comply with the reporting requirements set forth in the Uniform Standards of Professional Appraisal Practice and it may or may not include discussions of the data, reasoning, and analysis used in the process of developing the appraiser's/consultant's opinion. The extent of the discussion and analysis applicable is based on the scope of work and report option outlined in the letter of transmittal and report. In some instances supporting documentation data, reasoning, and analyses is retained in the appraiser's file and/or office. The information contained in the report is specific to the needs of the client and for the intended use stated in the report. The appraiser/consultant is not responsible for unauthorized use of the report.

5. Unless otherwise specifically stated in the report, the assignment is based on the following assumptions: (a) that there is full compliance with all applicable federal, state and local environmental regulations and laws; (b) that all zoning, building, use regulations and restrictions of all types have been complied with; and (c) that all licenses, consents, permits, or other documentation required by any relevant legislative or administrative authority, local, state, federal and/or private entity or organization for any use considered in the value estimate have been or can be obtained or renewed.

6. As far as possible, the appraisers/consultants have inspected the property by personal observation. It is not, however, possible to observe conditions beneath the soil or hidden structural components. In this assignment it is assumed that the existing soil has the proper load bearing qualities to support the existing or proposed improvements where they exist or where they are proposed to exist. In this assignment no investigation of the potential for seismic hazard in the subject area was made. In this assignment mechanical components within the improvements were not critically inspected and no representations are made as to these matters unless specifically stated and considered in this report. In this assignment it is assumed that there are no conditions of the property site, subsoil, or structures, whether latent, patent or concealed, which would render it less valuable.

7. Unless otherwise stated within the report, no title evidence pertaining to easements, leases, reservations or other parties-in-interest was furnished.

8. In valuation assignments the property is appraised in fee simple estate unless otherwise noted.

9. In valuation assignments, the appraisal/consulting agreement assumes responsible ownership and competent management.

10. In this assignment it is assumed that the title of the property is good and merchantable. No responsibility is assumed for matters that are legal in nature, nor is any opinion of the state of the title to the property rendered herewith. A survey was not provided to the appraiser/consultant unless specifically stated in this report.

11. All data provided by the client or researched from public records is deemed reliable. If any errors are found that could have a material impact on the conclusion, APC reserves the right to recall this report and amend the analysis and/or conclusions. No guarantee is made for the accuracy of estimates or opinions furnished by others and contained in this report.

12. No liability is assumed for matters of legal character affecting the property, including by way of description and not limitation: title defects, encroachments, liens, overlapping lines.

13. Any liens or encumbrances that may now exist have been disregarded. In valuation assignments property is appraised as though free of indebtedness and as though no delinquency in payment of general taxes and special assessments exist.

14. In valuation or consulting assignments, any value assigned to improvements is in proportion to the contribution said improvements make to the value of the property as a whole.

15. Compensation for appraisal/consulting services is dependent only upon the delivery of the report.

16. In valuation or consulting assignments, the value found by the appraiser/consultant is in no way contingent upon the compensation to be paid or the appraisal services.

17. The assignment is completed in compliance with the Uniform Standards of Professional Appraisal Practice (USPAP) and the Code of Ethics of the Appraisal Institute.

18. In the event that the subject property enters into condemnation proceedings, it is assumed the appraiser/consultant will be given additional time for court preparation.

19. No portion of this report may be published or reproduced without the prior written consent of the appraiser/consultant and APC.

20. Unless specifically stated otherwise within the report, no earthquake compliance report, engineering report, flood zone analysis, hazardous waste or asbestos analysis was made, provided or ordered in conjunction with this assignment. The client is strongly urged to retain experts in these fields, if so desired.

21. In valuation assignments involving apartments, attempts were made to inspect a representative sample of the total number of units. In these assignments it is assumed that the condition and finish of all units is similar to the condition and finish of the inspected units. If it is determined that units not inspected differ from those inspected units in either condition or finish, the appraiser/consultant reserves the right to recall the appraisal to amend the analysis and/or conclusion.

22. Appraisal or consulting assignments involving less than the whole fee simple estate are subject to the following additional limitation: “The value reported for such estates relates to a fractional interest only in the real estate involved and the value of the fractional interest plus the value of all other fractional interests may or may not equal the value of the entire fee simple estate considered as a whole.”

23. Appraisal or consulting assignments that relate to geographical portions of a large parcel or tract of real estate are subject to the following additional limitation: “The value reported for such geographical portion relates to such portion only and should not be construed as applying with equal validity to other portions of the larger parcel or tract. The value reported for such geographical portion plus the value of all other geographical portions may or may not equal the value of the entire parcel or tract considered as an entity.”

24. The appraiser/consultant assumes that a any purchaser of the property that is the subject of this report is aware that (1) an appraisal of the subject property does not serve as a warranty of the condition of the property, (2) it is the responsibility of the purchaser to examine the property carefully and to take all necessary precautions before signing a purchase contract, and (3) any estimate for repairs is a non-warranted opinion of the appraiser/consultant unless otherwise stated.

25. Assignments prepared based upon provided plans and specifications are based on the assumption that the project is completed in a workmanlike manner in compliance with the plans and specifications. In prospective value assignments, it is understood and agreed that the appraiser/consultant cannot be held responsible for unforeseen events that impact the value or any conclusion presented. The user of the report and client agree that unforeseeable events may alter market conditions prior to completion of the project. The user and client agree the appraiser has the right to amend the report and conclusions in light of the identified changes.

26. In assignments where a Discounted Cash Flow Analysis is used as an analytical tool the user and client understand that the analysis has been prepared on the basis of information and assumptions identified in this report. The user/client understand that the achievement of any financial projections will be affected by fluctuating economic conditions and the conclusion is dependent upon the occurrence of other future events that cannot be assured Therefore, the actual results achieved may vary from the projections made and such variation may be material. The client agrees to allow the appraiser to revise the conclusion and report in light of these changes.

27. Prior to entering into an agreement to perform any assignment, an appraiser/consultant must carefully consider the knowledge and experience that will be required to complete the assignment competently; disclose any lack of specific knowledge or experience to the client; and take all steps necessary or appropriate to complete the assignment competently. The appraisers/consultants have both the knowledge and experience required to complete this assignment competently.

28. The appraisers/consultants have inspected the subject property with the due diligence expected of a professional real estate appraiser. The appraisers/consultants are not qualified to detect hazardous waste and/or toxic materials. Any comment by the appraisers/consultants that might suggest the possibility of the presence of hazardous waste and/or toxic materials are subject to review by a qualified expert in the field. The user/client agree that the appraiser/consultant has the right to amend the assignment, report and conclusion after an investigation by a qualified expert in the field of environmental assessment is completed.

29. The user/client understands that the presence of substances such as asbestos, urea formaldehyde foam insulation, or other hazardous substances or environmental conditions, may affect the property and the conclusions presented. The appraiser's/consultant's opinion and conclusions are predicated on the assumption that there is no such condition on, in or near the property that could cause a loss in value or an extension of the marketing time. The user/client agree to allow the appraiser/consultant to review and amend the analysis, report and conclusions if the referenced substances or others exist on the property.

30. No responsibility is assumed for any environmental conditions, or for any expertise or engineering knowledge required to discover them. The appraiser's/consultant's descriptions and resulting comments are the result of routine observations made during the appraisal process. The client is urged to retain an expert in this field, if so desired.

31. The Americans with Disabilities Act (ADA) became effective January 26, 1992. No specific compliance survey and analysis of this property have been made to determine whether or not it is in conformity with the various detailed requirements of the ADA. It is possible that a compliance survey of the property, together with a detailed analysis of the requirements of the ADA could reveal that the property is not in compliance with one or more requirements of the Act. The user/client understands that, this fact could have an effect on the property and conclusions presented. In this assignment the possibility of non-compliance with the requirements of ADA was not considered. The user/client agree that the appraiser/consultant has the right to amend the assignment, report and conclusion after an investigation by a qualified expert in the field is completed.

3.11 STATEMENT OF PROFESSIONAL QUALIFICATIONS

DALE J. KLESZYNSKI, MAI, SRA

Dale J. Kleszynski, MAI, SRA, is president and principal shareholder of Associated Property Counselors, Ltd. He has served as an expert witness in various areas of litigation and arbitration practice including zoning issues and disputes, legal malpractice, appraisal malpractice, dispute management, mediation, appraisal methodology, damages and eminent domain matters. As part of his service, he has prepared use impact studies, highest and best use studies, feasibility studies, cost estimates, estimates of just compensation, leasehold interests and leased fee interests. In addition to the above services, he has provided documented appraisals for financial institutions, corporations, developers, municipalities, governmental agencies, law firms, school districts and private individuals. Appraisal, arbitration and consulting assignments have been completed on a regional and nationwide basis.

Mr. Kleszynski has taught numerous appraisal and USPAP courses for professional organizations and specialized groups and he served as part of the development team that authored courses for the Appraisal Institute. He serves as a qualified instructor for the Appraisal Institute and is a certified USPAP instructor for the Appraisal Foundation. During the past 40 years, he has served on numerous national and local committees for the State of Illinois and the Appraisal Institute. Mr. Kleszynski is licensed and certified to complete appraisal and consulting assignments in the states of Illinois, Indiana, and Michigan.

Educational Background

Loyola University of Chicago, Bachelor of Arts, 1971

Completed all educational, admissions, demonstration report and comprehensive examination requirements to be awarded the MAI and SRA designations by the Appraisal Institute

Currently certified under the Appraisal Institute Continuing Education Program

Currently certified under the Continuing Education Requirements of the State of Illinois

Currently certified under the Continuing Education Requirements of the State of Indiana

STATEMENT OF PROFESSIONAL QUALIFICATIONS

DALE J. KLESZYNSKI, MAI, SRA

Professional Designations and Certification

Member of the Appraisal Institute - MAI No. 6747
Senior Residential Appraiser - SRA

Illinois State Certified Real Estate Appraiser- License No. 553.000213
Indiana Certified General Appraiser - License No. CG49300022

Appraisal and Consultation Experience

Since 1979, various types of real estate, including:

- Office and commercial buildings
- Assisted living facilities
- Apartment structures and complexes
  - Including Low Income Housing Tax Credit complexes
- Industrial and warehouse properties
- Single-family and condominium residential properties
- Vacant land
  - Residential, multi-family, commercial, and industrial
- Special purpose properties
  - Including bulk petroleum storage facilities, steel fabricating plants, hotels, soccer arenas, golf courses, motels, chemical processing facilities, restaurants, bank facilities and ice arenas
- Eminent domain projects
  - McCormick Place expansion
  - Extension of Interstate 355 in Cook and Will Counties
  - City of Hammond v. Great Lakes Marina
  - Palwaukee Airport expansion
  - Lansing Municipal Airport expansion
  - Little Calumet River and Levee and Flood Abatement Project
  - O'Hare International Airport expansion
  - Various road and municipal projects
- Various zoning and municipal projects
  - Adult use impact study - County of Cook
  - Impact study for group home zoning
  - Impact studies for cell tower development
  - School site selection
  - Commercial development impact studies
  - Real estate tax impact studies
- Arbitration
  - Sole arbitrator to determine just compensation for a fiber optic easement

STATEMENT OF PROFESSIONAL QUALIFICATIONS

DALE J. KLESZYNSKI, MAI, SRA

Service Offices

President - Chicago Chapter of the Appraisal Institute
Regional Representative - Appraisal Institute
Division of Faculty - Appraisal Institute
Regional Chairman - Ethics Administration
Assistant Regional Representative - Review and Counseling
National Board of Directors - Appraisal Institute
Vice Chairman - General Appraisal Board
Chairman - General Appraisal Board
Executive Committee - Appraisal Institute
National Nominating Committee - Appraisal Institute
General Appraisal Council

Professional Experience

President and Chief Appraiser, Associated Property Counselors, Ltd.
Staff Appraiser, Abacus Realty Appraisers, Inc., Chicago
Staff Appraiser, Property Assessment Advisors, Chicago
Staff Appraiser, Central Appraisal Company, Chicago
Mortgage Loan Officer, First Calumet City Savings and Loan, Calumet City, Illinois

Course and Seminar Development

Course 700 - Introduction to Litigation - Development Team
Course 710 - Eminent Domain - Part A - Development Team
Course 720 - Eminent Domain - Part B - Development Team
Individual seminars for the Cook County State's Attorney

STATEMENT OF PROFESSIONAL QUALIFICATIONS

DALE J. KLESZYNSKI, MAI, SRA

Qualified Instructor for the Appraisal Institute

Courses:

Basic Income Capitalization
General Applications
7-Hour National USPAP Update Course
General Appraiser Sales Comparison Approach
15-Hour National USPAP Course
Business Practices and Ethics
Advanced Income Capitalization
Advanced Applications
The Appraiser as an Expert Witness: Preparation & Testimony
Litigation Appraising: Specialized Topics and Applications
Condemnation Appraising: Basic Principles and Applications
Condemnation Appraising: Advanced Topics and Applications

Seminars:

Litigation Skills for the Appraiser
Partial Interest Valuation – Undivided
Case Studies in Commercial Highest and Best Use
Understanding and Testing DCF Valuation Models
Appraisal Review – General
Supporting Capitalization Rates
Scope of Work: Expanding Your Range of Services
The Road Less Traveled: Special Purpose Properties
Real Estate Finance, Value, and Investment Performance
Introduction to Income Capitalization

STATEMENT OF PROFESSIONAL QUALIFICATIONS

PATRICK A. KLESZYNSKI, MAI

Patrick A. Kleszynski, MAI joined Associated Property Counselors, Ltd. in 2008. After completing both qualifying and continuing education coursework, professional experience requirements and examinations, he obtained his Certified General Real Estate Appraiser licensure with the state of Illinois in 2015 and the state of Indiana in 2016. In April 2016, Mr. Kleszynski received his MAI designation from the Appraisal Institute. Over the course of his career, he has provided real estate appraisal and consulting services involving a variety of residential, commercial, industrial and special purpose properties for mortgage financing, real estate tax appeal, estate planning and litigation assignments. Mr. Patrick A. Kleszynski, MAI is currently the vice president of Associated Property Counselors, Ltd. and is the firm's senior commercial staff appraiser.

EDUCATION

Illinois Wesleyan University, Bachelor of Arts, 2006

APPRAISAL COURSES

Real estate appraisal classes successfully completed through the Appraisal Institute:

- Basic Appraisal Principles
- Basic Appraisal Procedures
- 15-Hour National USPAP
- Business Practices and Ethics
- General Appraiser Income Approach (Part 1)
- General Appraiser Income Approach (Part 2)
- General Appraiser Site Valuation & Cost Approach
- General Appraiser Sales Comparison Approach
- General Appraiser Market Analysis & Highest and Best Use
- Real Estate Finance, Statistics and Valuation Modeling
- General Appraiser Report Writing and Case Studies
- Advanced Income Capitalization
- Advanced Market Analysis and Highest & Best Use
- Advanced Concepts and Case Studies

LICENSURE

Illinois State Certified General Real Estate Appraiser – License No. 553.002510
Indiana State Certified General Appraiser – License No. CG41600007
Currently certified under the Continuing Education Requirements of the State of Illinois and State of Indiana

AFFILIATIONS

MAI Designated member of the Appraisal Institute

PROFESSIONAL EXPERIENCE

Associated Property Counselors – July 2008 to Present

Responsibilities include appraising various types of real estate, both existing and proposed, including single-family homes, multi-family structures and complexes, industrial manufacturing and warehouse properties, commercial office and retail buildings, and vacant land (residential, commercial and industrial).

3.12 PARTIAL LIST OF CLIENTS

Financial Institutions

American Chartered Bank
Associated Bank
Bank of Choice
Baytree Bank
Centrue Bank
Cole Taylor Bank
Delaware Place Bank
Fifth Third Bank
First Choice Bank
First Financial Bank
First Midwest Bank
First Trust
George Washington Savings Bank
Harris Bank
Heritage Community Bank
LaSalle Bank
MB Financial
Mercantile Bank
Midwest Bank
National City Bank
Peoples Bank
S & T Bank
Standard Bank
State Bank of Countryside
The Private Bank

Government Services Administration

City of Chicago
City of Kankakee
City of Palos Heights
City of Park Ridge
Cook County State's Attorney
Department of Justice
DuPage County State's Attorney
DuPage County Assessor's Office
Federal Aviation Administration
Frankfort Square Park District
Homewood-Flossmoor Park District
Kankakee County State's Attorney
Lake County Parks Department
Lan Oak Park District
Lansing Municipal Airport
Little Calumet River Basin Development
Manteno Township Assessor's Office
McHenry County Conservation District
Office of Banks and Real Estate
Town of Hobart
Town of Munster
University of Illinois
Various School Districts in Cook, DuPage, Lake, and Will Counties
Village of Bradley
Village of Burr Ridge
Village of Crestwood
Village of Glen Ellyn
Village of Lansing
Village of Lombard
Village of Maywood
Village of Oak Lawn
Village of Orland Park
Village of Riverdale
Village of Rosemont
Village of Western Springs
Village of Wheeling
Waubonsee Community College
Will County State's Attorney
Wisconsin Department of Revenue

Corporations

The Archdiocese of Chicago
AT&T
Attorney's Title Insurance Fund, Inc.
BP International
BP Products – North America
Broadacre Management
Casey's General Store
Commonwealth Edison
FP International
Gallagher Asphalt
Gallagher & Henry
Garvey Marine
Lucent Technologies
McDonald's Corporation
Moser Enterprises
Pasquinelli Development
Peoples Energy
Prairie Material Sales, Inc.
The Pritzker Foundation
Robinson Engineering
RR Donnelley Company
Sherwin-Williams Company
T-Mobile USA, Inc.
Taco Bell
Travelers Insurance
U. S. Steel Corporation
Wiseman-Hughes Enterprises

PARTIAL LIST OF CLIENTS

Professional Law Firms

Antonopoulos & Virtel, P.C.
Arnstein & Lehr, LLP
Azulay Seiden Law Group
Baker & McKenzie
Bell, Boyd & Lloyd, LLP
Blachly, Tabor, Bozik & Hartman
Burke, Burns and Pinelli, Ltd.
Burke, Warren, McKay & Serritella, P.C.
Campion, Curran, Dunlop & Lamb
Casale, Woodward & Buls, LLP
Clifford Law Offices
Defrees & Fisk, LLC
DLA Piper
Dunn Martin Miller & Heathcock, Ltd.
Eiden & O'Donnell, Ltd.
Figliulo & Silverman, P.C.
Fioretti, Lower & Carbona, LLP
Foley & Lardner, LLP
Foran, O'Toole & Burke, LLC
Franczek Radelet P. C.
Goldstine, Skrodzki, Russian, Nemec & Hoff, Ltd.
Goodman, Katz and Scheele
Gordon & Pikarski
Green, Schoenfeld & Kyle, LLP
Harrison & Held
Helm and Wagner
Hinshaw & Culbertson, LLP
Holland and Knight, LLC
Huck Bouma
Jenner & Block, LLP
Joyce, Edward T. & Associates, P.C.
Klein, Thorpe & Jenkins, Ltd.
Koransky, Bouwer & Poracky, PC
Law Office of Eugene M. Feingold
Law Office of Matthew J. Carmody
Law Office of John K. Kallman
Law Office of Bryan P. Lynch
Law Office of Ronald N. Primack, LLC
Law Office of Randall A. Wolff
Liston & Tsantilis, P.C.
Masters, Charles J., Ltd.
McGuire Woods, LLP
Neal & Leroy, LLC
Newby, Lewis, Kaminski & Jones, LLP
Noonan & Lieberman, Ltd.
Peacock & McFarland, P.C.
Petersen and Houpt
Polsinelli Shughart PC
Pretzel & Stouffer, Chartered
Rathbun, Cservenyak & Kozol, LLC
Righeimer Martin and Cinquino
Robbins Schwartz
Ryan and Ryan
Sandrick Law Firm
Savaiano & Spear
Schain, Burney, Ross & Citron, Ltd.
Schopf & Weiss, LLP
Seyfarth Shaw
Shaw Fishman Glantz & Towbin
Sonnenschein Nath & Rosenthal, LLC
Sosin & Arnold, Ltd.
Sullivan, Hincks & Conway
Sullivan, John P., DDS, JD
Tressler, LLP
Whitt Law

Personal and case references available upon request

CRITERION 4:

"for a facility other than a sanitary landfill or waste disposal site, the facility is located outside the boundary of the 100-year floodplain or the site is flood-proofed"
415 ILCS 5/39.2(a)(iv)

CRITERION 4:
FLOODPLAIN ASSESSMENT

The Illinois Environmental Protection Act, at 415 ILCS 5/39.2 (a)(iv), requires that an applicant for transfer station siting demonstrate that the proposed transfer station is located outside the boundary of the 100-year floodplain or that the site is flood-proofed. This report demonstrates that the proposed Rantoul Recycling and Transfer Station is located outside the boundary of the 100-year floodplain or is flood-proofed.

Prepared for:
AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
RANTOUL, ILLINOIS
CHAMPAIGN COUNTY

Prepared by:
CIVIL & ENVIRONMENTAL CONSULTANTS, INC.
NAPERVILLE, ILLINOIS

CEC Project 340-656

DECEMBER 2025

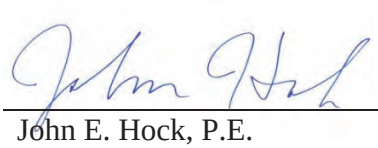
4.0 FLOODPLAIN ASSESSMENT

The proposed Rantoul Recycling and Transfer Station is not located in any 100-year floodplain as shown on the flood insurance rate map (FIRM) provided as Figure 4-1. The FIRM is prepared by the Federal Emergency Management Agency and indicates the presence of special flood hazard areas (floodplain) within the area. As shown, the site is not located in any special flood hazard area.

Based on the above information, the proposed Rantoul Recycling and Transfer Station is located outside of the 100-year floodplain or flood-proofed and, therefore, will not restrict the flow of a 100-year flood, nor reduce the temporary water storage capacity of any 100-year floodplain.

4.1 CERTIFICATION

I hereby certify that all information contained in this Application for Local Siting Approval for Criterion 4 was prepared by me or under my direct supervision and is true and correct to the best of my knowledge and belief.



John E. Hock, P.E.

December 18, 2025
Date

062-047623 - IL

Professional Engineer Registration Number and State

CRITERION 4

FIGURES

R-1019

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or flood plain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or flood plain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

In the State of Illinois, any portion of a stream or watercourse that lies within the **floodway fringe** of a studied (AE) stream may have a state regulated floodway. The FIRM may not depict these state regulated floodways.

Floodways restricted by anthropogenic features such as bridges and culverts are drawn to reflect natural conditions and may not agree with the model computed widths listed in the Floodway Data table in the Flood Insurance Study report.

Multiple **topographic sources** may have been used in the delineation of Special Flood Hazard Areas. See Flood Insurance Study report for details on source resolution and geographic extent.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 16. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

NGS Information Services, NOAA, N/NGS12
National Geodetic Survey SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at www.ngs.noaa.gov.

Base map information shown on this FIRM was provided in digital format by the Champaign County GIS Consortium. Color digital orthophotos with a 2-foot pixel resolution were photogrammatically compiled from aerial photography obtained in 2008. Photography Copyright © 2008 by Champaign County GIS Consortium.

This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The Special Flood Hazard Areas and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

For information on available products associated with this **FIRM** visit the Map Service Center (MSC) website at http://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the MSC website.

If you have **questions about this map**, how to order products or the National Flood Insurance Program in general, please call the **FEMA Map Information eXchange (FMIX)** at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA website at http://www.fema.gov/business/nfip.



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Areas formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

	1% annual chance floodplain boundary
	0.2% annual chance floodplain boundary
	Floodway boundary
	Zone D boundary
	CBRS and OPA boundary
	Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
513	Base Flood Elevation line and value; elevation in feet*
(EL 987)	Base Flood Elevation value where uniform within zone; elevation in feet*
*Referenced to the North American Vertical Datum of 1988	
A — A	Cross section line
23 — 23	Transect line
45° 02' 08", 93° 02' 12"	Geographic coordinates referenced to the North American Datum of 1983 (NAD 83)
4989000 N	1000-meter Universal Transverse Mercator grid values, zone 16
1565000 FT	5000-foot grid tick: Illinois State Plane East Coordinate System, 3776 zone (FIPSZONE 1201) Transverse Mercator
DX5510$_X$	Bench mark (see explanation in Notes to Users section of this FIRM panel)
M1.5	River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
OCTOBER 2, 2013

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

REFERENCE

1. IMAGE PROVIDED BY FEMA FLOOD INSURANCE RATE MAP NUMBER 17019C200D REVISED OCTOBER 2013.

*HAND SIGNATURE ON FILE

SCALE IN FEET

0 2000 4000

Civil & Environmental Consultants, Inc.
1230 East Diehl Road
Suite 200
Naperville, IL 60563
Ph: 630.963.6026
www.cecinc.com

AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
896 WEST CHAMPAIGN AVENUE
RANTOUL, ILLINOIS

FLOOD INSURANCE RATE MAP

DRAWN BY:	MSK	CHECKED BY:	JEH	APPROVED BY:	JEH*	FIGURE NO.:	4-1
DATE:	12/08/2025	DWG SCALE:	1"=2000'	PROJECT NO:	340-656.2002		

P:\340-000\340-656\-0400\Dwg\SW02-Permit Application\340656-SW02-S007-Flood Insurance Rate Map.dwg[FIG 4-1] LS:(8/26/2025 - mkarp) -- LD: 12/5/2025 11:59 AM

CRITERION 5:

"the plan of operations for the facility is designed to minimize the danger to the surrounding area from fire, spills, or other operational accidents"
415 ILCS 5/39.2(a)(v)

CRITERION 5:
INCIDENT PREVENTION AND RESPONSE PLAN

The Illinois Environmental Protection Act, at 415 ILCS 5/39.2 (a)(v), requires that an applicant for a transfer station siting demonstrate that the plan of operations for the facility is designed to minimize the danger to the surrounding area from fires, spills, or other operational accidents. This report demonstrates that the proposed Rantoul Recycling and Transfer Station will operate with minimal danger to the surrounding areas. It also explains the facility's incident prevention and response plan.

Prepared for:

AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
RANTOUL, ILLINOIS
CHAMPAIGN COUNTY

Prepared by:

CIVIL & ENVIRONMENTAL CONSULTANTS, INC.
NAPERVILLE, ILLINOIS

CEC Project 340-656

DECEMBER 2025

5.0 INTRODUCTION

The proposed Rantoul Recycling and Transfer Station (Rantoul RTS) will be operated by Area Disposal Service, Inc. (Area Disposal) and is located at 896 West Champaign Avenue, Rantoul, Champaign County (site). The site includes numerous design and operational features, which will minimize the danger to the surrounding area from fire, spills, or other operational accidents. These design and operational features are detailed in Criterion 2 of this Application for Local Siting Approval.

Additionally, an incident prevention and response plan (Plan), described below, has been prepared to specifically address fire, spill, and accident prevention and response for the Rantoul RTS. The Plan is designed with two focuses. First, the Plan presents the actions to be taken to prevent fires, spills, and other operation accidents from occurring. Second, the Plan presents an organized and coordinated course of action to be taken in responding to potential fires, spills, or other operational accidents at the Rantoul RTS, if any occur.

5.1 SAFETY PERSONNEL

The Rantoul RTS will have a designated safety officer. The facility manager (or duly designated equipment operator) will serve as the safety officer to ensure an identified safety officer is on-site at all times during operation. The Rantoul RTS anticipates operating hours of up to 5:00 a.m. to 6:00 p.m. on weekdays and 5:00 a.m. to 12:00 p.m. on Saturdays. The safety officer will be responsible for implementing procedures to prevent fires, spills, and other operational accidents, and to coordinate responses to incidents or emergencies, if any were to occur. Responses will be consistent with the Plan and with any government response to the incident, such as the police and fire department.

5.2 INCIDENT PREVENTION

5.2.1 FIRE PREVENTION AND CONTROL

The Rantoul RTS has been designed to prevent fires from occurring and, if any fires should ignite, to minimize the impact on the site and prevent any impacts to the surrounding areas. The transfer building will be a pre-engineered metal building and be equipped with a Fire Rover early detection and response system. A Fire Rover unit will be provided east of the transfer building and piping and monitoring equipment will be installed in the transfer building. The Fire Rover combines twenty-four hours per day, seven days per week remote thermal monitoring, a fire-fighting foam system that can be released quickly if a spike in temperature in the transfer building is detected, and a remote person who activates and directs the fire-fighting foam system [https://firerover.com/demo/]. The Fire Rover is used at other Area Disposal affiliated facilities and has been highly effective.

In addition to the Fire Rover system, design features and equipment will include:

- Access roads which will accommodate emergency vehicles, including fire trucks;
- Fire extinguishers in each piece of heavy equipment, the transfer building, and the scale house; and
- An on-site water truck with a pressurized water supply and hose reel.

The following actions will be taken regularly by Rantoul RTS personnel to prevent fires:

- The equipment operators will be trained to be alert for signs of burning waste such as smoke, steam, or heat being released from incoming waste loads.
- Equipment used to move waste will be routinely cleaned through the use of high-pressure water. The high-pressure water will remove combustible waste and caked material, which can cause equipment overheating and increase fire potential.
- Smoking will not be permitted near waste management areas.

Fires in waste transfer stations do not frequently occur. When they do occur, they are usually caused by a smoldering load of waste being unloaded on the tipping floor or combustible papers/cardboard coming into contact with an ignition source.

All equipment operators and other personnel who are routinely inside the transfer building will be given instruction and training in initial fire response and control procedures. The training will include identifying all potential fire hazards on the site, learning the procedures to prevent fires from occurring, learning the proper methods to put out any fires that might occur, and learning

how to use all fire equipment on-site. Personnel will also be trained to immediately contact the safety officer who will assess the need for local outside emergency response services.

If a "hot load" enters the Rantoul RTS, it will be directed to the concrete area east of the transfer building where the load can be contained and managed. This location is readily accessible to waste hauling and emergency vehicles, yet far enough from the transfer building that the potential for spread of fire will be minimized.

Incoming collection trucks recognized with hot loads can bypass the scale house and approach the designated area, which is the concrete area outside the transfer building where trucks begin to back into the building; alternatively, hot loads that have reached the scale can proceed directly to the designated area. Smoldering wastes located in the transfer building can be pushed directly to the designated area. Water will be available from the water truck. In the unlikely event that a transfer trailer is identified with a hot load, the trailer can be positioned in the hot load containment area, and the trailer disengaged from the tractor.

5.2.2 SPILL PREVENTION AND CONTROL

The Rantoul RTS will not accept liquid waste. The only spills that could occur at the transfer building would be residual liquid from waste materials unloaded on the tipping floor, minor fluid leakage from equipment/vehicles, and fluid from refueling activities.

Some liquids may be present in the waste materials unloaded on the tipping floor of the transfer building. These liquids would generally be small amounts and would normally be absorbed by the dry solid waste materials as the material is pushed along the tipping floor for loading onto the transfer trucks. Liquid that accumulates on the tipping floor or in the loading pit will be directed through an oil-water separator and then collected in an on-site holding tank. No liquid from the tipping floor or the loading pit will be discharged to the stormwater system.

Any free liquids from spills or equipment/vehicle leakage will be contained and removed with absorbent materials. The used absorbent materials will be handled and disposed according to the type of liquid material that was spilled. If any solid waste materials are significantly affected by a liquid spill, after they are identified, they will be segregated from other waste materials and managed according to the waste type.

The Rantoul RTS will have fuel tanks to refuel on-site equipment. The tanks will be equipped with secondary containment and automatic shutoff controls. Personnel will be trained to remain with their vehicle at all times when the tanks are being filled or when equipment is being fueled. A spill prevention control and countermeasure plan detailing these and other procedures will be prepared and implemented in accordance with the applicable regulations.

5.2.3 ACCIDENT PREVENTION AND CONTROL

Only trained and authorized employees will be allowed to operate any heavy equipment on-site. All employees working in the transfer building will have received training on the equipment in the building and will receive periodic refresher instruction.

All employees will be provided with the appropriate personal protective equipment based on the work being performed. All employees will be required to wear the personal protective equipment assigned to them while they are working on-site, which will minimally include hardhats, steel-toed boots, and long pants. Failure to comply with these requirements will result in disciplinary action.

The safety officer will be knowledgeable of the proper operational accident prevention and site safety programs**.** The safety officer will ensure that all personnel are properly trained and are operating the transfer station in accordance with the required standards.

5.2.4 TRAINING PROGRAM

The Rantoul RTS is designed to ensure a safe work environment for all employees as well as those people using the site. All employees will be given training in safe operating procedures for all equipment, the use of the appropriate personal protective equipment, identification of potential hazards, methods to avoid those hazards, and instruction in handling any potential emergencies that might arise.

New employees will receive a comprehensive overview of all aspects of fire, spill, and accident prevention for transfer station operations, focusing on information that is necessary to enable them to perform their duties safely. Initial training subject matter will include applicable requirements found at the facility, and other plans such as the stormwater pollution prevention plan.

Safety meetings will be scheduled and conducted for all employees at least once per month. If a regular monthly meeting is canceled, it will be rescheduled or combined with the scheduled training the next month. Training sessions will be scheduled to allow facility operations to continue uninterrupted. Records of personnel attending each training session, and the topics covered, will be maintained at the Rantoul RTS. Topics for monthly training may vary, but will include the following:

- Equipment safety;
- Personal protective equipment;
- Fire protection, prevention, and evacuation;
- Use and limitation of fire-fighting methods;
- Spill prevention and control;

- Emergency response;
- Litter control and windblown waste pick-up; and
- Waste screening and prohibited waste management.

5.3 INCIDENT RESPONSE

5.3.1 RESPONSE PROCEDURES

In the case of any incident on-site (i.e., fire, spill, or other operational accident), immediate assessment of the possible hazard(s) to public health, safety, or the environment will be made by the safety officer. Rantoul RTS personnel will respond as directed by the safety officer. Immediate action by on-site personnel will concentrate on preventing the spread of any fire/explosion/spill/leak situation that occurs. Immediate emergency medical attention will be provided to injured personnel. In the case of a fire or explosion, any possible sources of ignition will be removed from the incident area, provided this can be done without risk to personnel. Vehicular traffic will be suspended/redirected, and work ceased until the fire or incident can be safely contained and controlled.

If the site has a fire and/or explosion, spill or release, or other incident that presents a possible threat to public health, safety, or the environment, the safety officer will contact local authorities (police/fire department) in order to inform them of the situation and request assistance, as necessary.

In the event of a physical injury, the safety officer will quickly assess the situation for the need for outside assistance (i.e., ambulance). Temporary medical assistance will be administered as necessary for injuries. The safety officer (at least) will be qualified to provide first aid and cardiopulmonary resuscitation. The injured person will be transported to the closest medical care site, commensurate with the level of injury.

An internal communication system consisting of mobile phones will be used for alerting personnel in the event of an emergency. This system will provide site personnel with immediate emergency notification capabilities, and the opportunity to receive necessary instructions in the event of an incident.

5.3.2 ADDITIONAL RESPONSE PROCEDURES IN THE EVENT OF A FIRE

Site personnel will take the following actions if a fire is discovered:

- Contact the local fire department by calling 911.
- Alert other site personnel.
- Assess extent of fire, possibilities for the fire to spread, and alternatives for extinguishing the fire.
- If it appears that the fire can be safely fought with available fire-fighting devices until arrival of the local fire department, attempt to contain or extinguish the fire.

- Upon arrival of local fire department personnel, direct them to the fire and provide assistance as appropriate.
- No attempt will be made to fight the fire without adequate personnel or personal protective equipment. Site personnel will be familiar with the use and limitations of fire-fighting equipment available on-site.

Firefighting methods for burning solid waste include smothering the waste, separating burning material from other waste, or spraying with water. Small fires might be controlled with hand-held extinguishers. A water truck with a pressurized water supply and hose reel will be available on-site.

If a fire occurs on a vehicle or piece of equipment, the equipment operator will bring the vehicle or equipment to a safe stop. If safety of personnel will allow, the vehicle will be parked away from fuel supplies, uncovered solid wastes, and other vehicles. The engine will be shut off, and the brake engaged to prevent movement of the vehicle or piece of equipment.

Portable fire extinguishers will be provided on all mobile equipment. The fire extinguishers will be type ABC, which are suitable for fighting combustible (A), flammable liquid and gas (B), and electrical (C) fires. Fire extinguishers will also be located within the buildings. Each extinguisher will be routinely inspected and recharged as necessary. A qualified service company will perform these inspections, and all extinguishers will display a current inspection tag. Inspection and recharging will be performed following each use.

5.3.3 RANTOUL FIRE DEPARTMENT NOTIFICATION

After any fire occurs, the Rantoul Fire Department will be contacted. The Rantoul RTS will provide the fire department as much information as possible regarding the fire and fire-fighting efforts, as soon as possible after the fire occurs. The fire prevention and fire control procedures for the site will be revisited if a significant fire occurs to determine if modifications are warranted.

Tours of the Rantoul RTS will be made available to the police department, the fire department, and those agencies/services that would respond to emergency situations at the site to familiarize personnel with specific operations and layout of the site, and to seek their input on preventive measures.

5.3.4 EVACUATION

The safety officer will normally determine the need for evacuation of the site and communicate the need through the radio/telephone system. The evacuation routes are posted in the existing site

building and will be posted in the transfer building. When evacuation is required, the following procedures will be followed:

- Alert all personnel using the radio/telephone system.
- Shut down all mobile equipment.
- Assist site users or visitors in the evacuation process.
- Proceed to the designated "regrouping area". Once assembled, this will permit a determination and identification of any missing persons.
- Exercise judgment and use prescribed evacuation routes to exit the buildings and assemble at the designated meeting location. For immediate evacuation, the nearest doorway or opening would be the preferred escape route from the building.

5.3.5 POST-INCIDENT ACTIVITIES

Following any incident, the safety officer will:

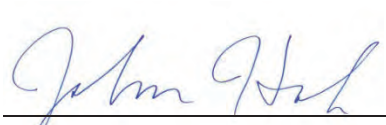
- Make arrangements for the storage or disposal of any recovered wastes, water, or any contaminated materials resulting from the incident.
- Ensure all emergency response equipment used will be cleaned and made fit for re-use, or replaced as necessary, so that the equipment will be available when Rantoul RTS operations resume. An inspection of all equipment will take place before operations resume ensuring that each item is in proper working condition. Procedures may include recharging of fire extinguishers, replacement of personal protective gear, restocking of disposable items, and other preparedness measures.
- Document the incident. Records will be retained on-site for the duration of the life of the transfer station and notifications/information will be filed with the appropriate agencies as required by law.

5.3.6 INSURANCE COVERAGE

Area Disposal has and will maintain insurance coverage for accidents, such as fires, explosions, non-sudden accidental occurrences and pollution impairment.

5.4 CERTIFICATION

I hereby certify that all information contained in this Application for Local Siting Approval for Criterion 5 was prepared by me or under my direct supervision, and is true and correct to the best of my knowledge and belief.



John Hock, P.E.

December 18, 2025
Date

062-047623 - IL

Professional Engineer Registration Number and State

CRITERION 6:

“the traffic patterns to or from the facility are so designed as to minimize the impact on existing traffic flows”
415 ILCS 5/39.2(a)(vi)

Traffic Impact Study
Rantoul Recycling and Transfer Station
Rantoul, Illinois



Prepared For:

Area Disposal Service, Inc.

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

December 16, 2025

R-1033

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed municipal solid waste transfer station to be located in Rantoul, Illinois. The proposed waste transfer station is to be located at the existing Area Disposal waste hauling facility located on the north side of the West Champaign Avenue service road just west of Murray Road. Currently, the Area Disposal waste hauling operation stores and maintains approximately 37 trucks at the facility and has a total of approximately 45 employees. Access to the current Area Disposal waste hauling facility is provided via a single access drive located at the west end of the West Champaign Avenue service road. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

As proposed, the transfer station will accept and transfer a maximum of 500 tons of waste/recyclables per day including up to 350 tons of municipal solid waste (MSW) and up to 150 tons of single stream recyclables. The proposed facility is projected to have a total of five employees in addition to the existing employes working at the hauling operations and is expected to receive and transfer waste/recyclables from 5:00 A.M. to 6:00 P.M. on weekdays and from 5:00 A.M. to 12:00 P.M. on Saturdays. Access to the facility is proposed to be provided via the existing access drive on the West Champaign Avenue service road serving the waste hauling facility.

The waste and recyclables will be transported to the proposed transfer station via collection trucks and transported from the proposed transfer station to a distant disposal facility via transfer trailers. Transfer stations provide the means to safely and efficiently transfer waste and recyclables from the local collection trucks to transfer trailers, eliminating the need for collection trucks to travel to/from the landfills. It is important to note that transfer trailers transport three to six times the volume of waste/recyclables transported by collection trucks.

As is the case with any development, waste transfer stations do result in an increase in traffic in the immediate vicinity of the site. However, the volume of traffic generated in any one time period is limited as the traffic generated by a waste transfer station is distributed throughout the day. Furthermore, the peak traffic periods of waste transfer stations generally occur during the late morning and early afternoon, which do not coincide with the critical morning commuter peak hour of traffic on the existing roadway system. Therefore, waste transfer stations typically generate a low volume of traffic during the critical morning commuter peak period, when traffic on the roadway system is at its highest levels.

KLOA, Inc. was asked to conduct this study to address the sixth siting criterion provided in Section 39.2 of the Illinois Environmental Protection Act. That criterion reads as follows: "The traffic patterns to or from the facility are so designed as to minimize the impact on existing traffic flows." Based on our review of the information described below, KLOA, Inc. has determined that the proposed Rantoul transfer station will comply with that siting criterion.



Site Location **Figure 1**



Aerial View of Site **Figure 2**

In addition, the proposed transfer station is to be located at the existing Area Disposal waste hauling facility, which contains a storage and maintenance yard for trucks that will support the operation of the proposed transfer station. Currently, the waste collected by these collection trucks is disposed of at a remote waste disposal facility before they return to the Area Disposal waste hauling facility and are parked at the end of the day. As proposed, the waste collected by the Area Disposal collection trucks will be disposed of at the proposed transfer station and will not have to leave the Area Disposal waste hauling facility. As such, the location of the proposed transfer station on the Area Disposal waste hauling facility will result in a reduction of (1) the traffic generated by the transfer station and (2) the miles traveled by the Area Disposal collection trucks as many of the trucks will remain at the Area Disposal waste hauling facility after disposing their waste. In addition, a large percentage of the traffic generated by the proposed transfer station will consist of Area Disposal trucks that are already traversing the area roadway system.

The sections of this report present the following:

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

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

1. Year 2025 Existing Conditions - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Year 2031 No-Build Conditions – Analyzes the capacity of the roadway system using Year 2025 existing peak hour traffic volumes increased by an ambient area growth factor not attributable to any particular development.

3. Year 2031 Total Conditions – Analyzes the capacity of the roadway system using Year 2031 total traffic volumes that include the existing traffic volumes, ambient traffic growth, and the traffic estimated to be generated by the proposed transfer station.

2. Existing Conditions

The following provides a description of the geographical location of the site and a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses, and peak hour traffic flows along area roadways.

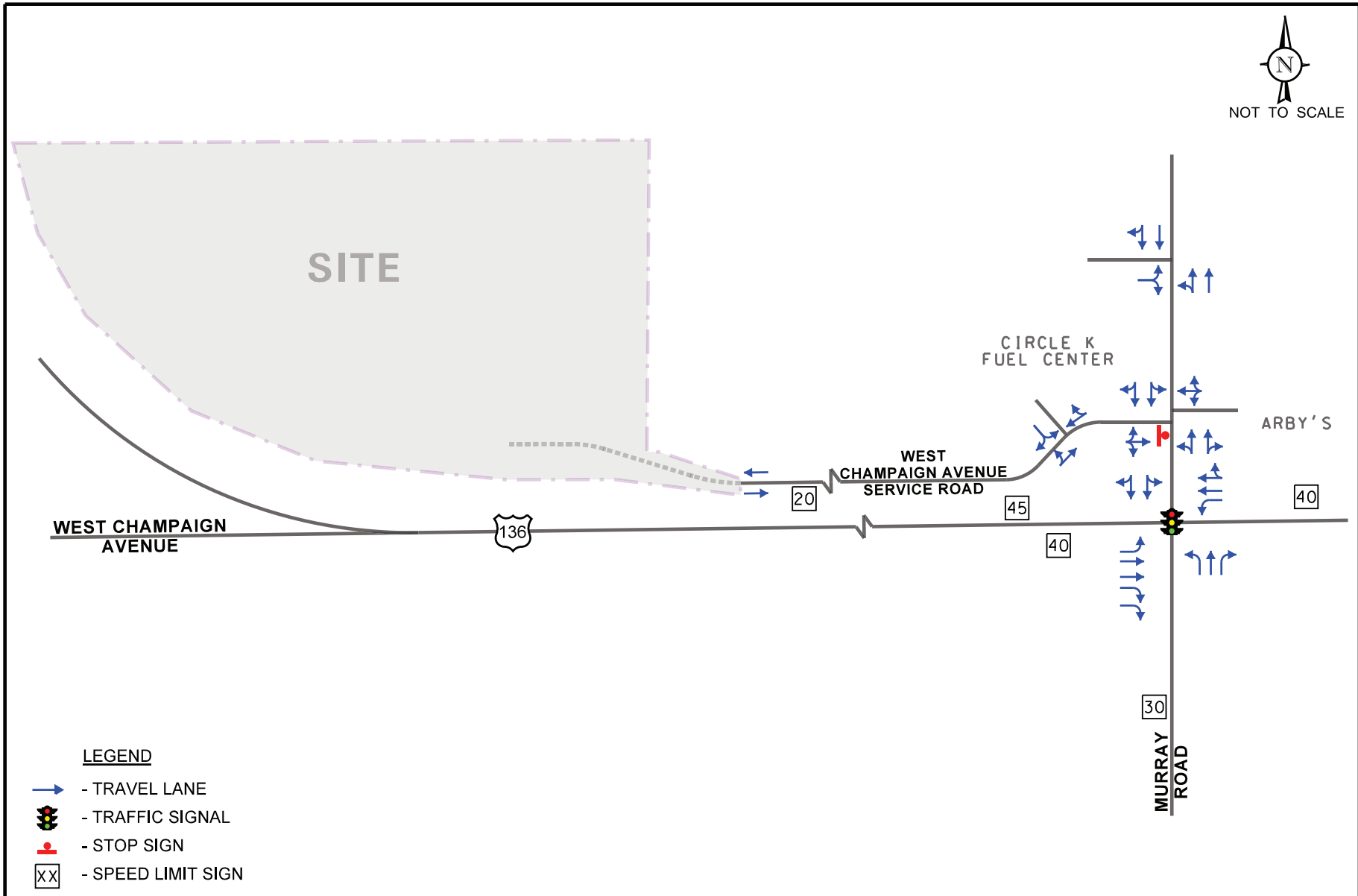
Site Location

The proposed waste transfer station is to be located at the existing Area Disposal waste hauling facility located on the north side of West Champaign Avenue service road just west of Murray Road. Currently, the Area Disposal waste hauling facility stores and maintains approximately 37 trucks and has a total of approximately 45 employees. The Area Disposal waste hauling facility is bounded by agricultural land to the north, commercial and industrial uses to the east, the West Champaign Avenue service road to the south and the I-57/West Champaign Avenue (U.S. Route 136) interchange to the south and west. Land uses in the area generally consist of vacant agricultural land to the north and commercial and industrial developments to the east and south. A Circle K fuel center is located in the northwest quadrant of the intersection of the Murray Road with the West Champaign Avenue service road. In addition, an Arby's restaurant and a Super 8 hotel are located on the east side of Murray Road north of West Champaign Avenue.

Existing Roadway System Characteristics

The characteristics of the existing roadways that serve the site are illustrated in **Figure 3** and described below.

West Champaign Avenue (U.S. Route 136) is an east-west, major arterial road that has two lanes in each direction divided by a median or a two-way, center left-turn lane and has a full access interchange with I-55. At its signalized intersection with Murray Road, West Champaign Avenue has an exclusive left-turn lane, two through lanes, and dual right-turn lanes on the eastbound approach and an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the westbound approach. West Champaign Avenue has free flow ramps in all directions to and from I-55 except for the movements from southbound I-55 to eastbound West Champaign Avenue and from northbound I-55 to westbound West Champaign Avenue. West Champaign Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT), has a posted speed limit that varies between 40 and 45 mph, and has an Average Annual Daily Traffic Volume (AADT) of 10,600 vehicles west of Murray Road and 12,700 vehicles east of Murray Road (IDOT 2023).



Rantoul Transfer Station
Rantoul, Illinois

Existing Roadway Characteristics

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Figure: 3

Murray Road is a north-south road. North of West Champaign Avenue, Murray Road is classified as a local road and has two lanes in each direction that taper down to one-lane in each direction just north of the Circle K fuel center. South of West Champaign Avenue, Murray Road is classified as a local road and has two lanes in each direction. At its signalized intersection with West Champaign Avenue, Murray Road has a shared through/left-turn lane and a shared through/right-turn lane on the southbound approach and an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the northbound approach. At its unsignalized intersection with the Champaign Road service road, Murray Road has a through lane and a shared through/right-turn lane on the southbound approach and a shared through/left-turn lane and a through lane on the northbound approach. North of West Champaign Avenue, Murray Road is under the jurisdiction of Village of Rantoul or Ludlow Township and has an AADT volume of 500 vehicles (IDOT 2021). South of West Champaign Avenue, Murray Road is under the jurisdiction of Village of Rantoul, has a posted speed limit of 30 mph, and an AADT volume of 6,200 vehicles (IDOT 2021).

West Champaign Avenue Service Road is an east-west, local road that extends from Murray Road to the subject site and has one lane in each direction. At its unsignalized intersection with Murray Road, the West Champaign Avenue service road is offset just south of the Arby's restaurant access drive and the West Champaign Avenue service road approach has a shared left-turn/right-turn lane that is under stop sign control. The West Champaign Avenue service road is under the jurisdiction of the Village of Rantoul.

Proposed Roadway Improvements

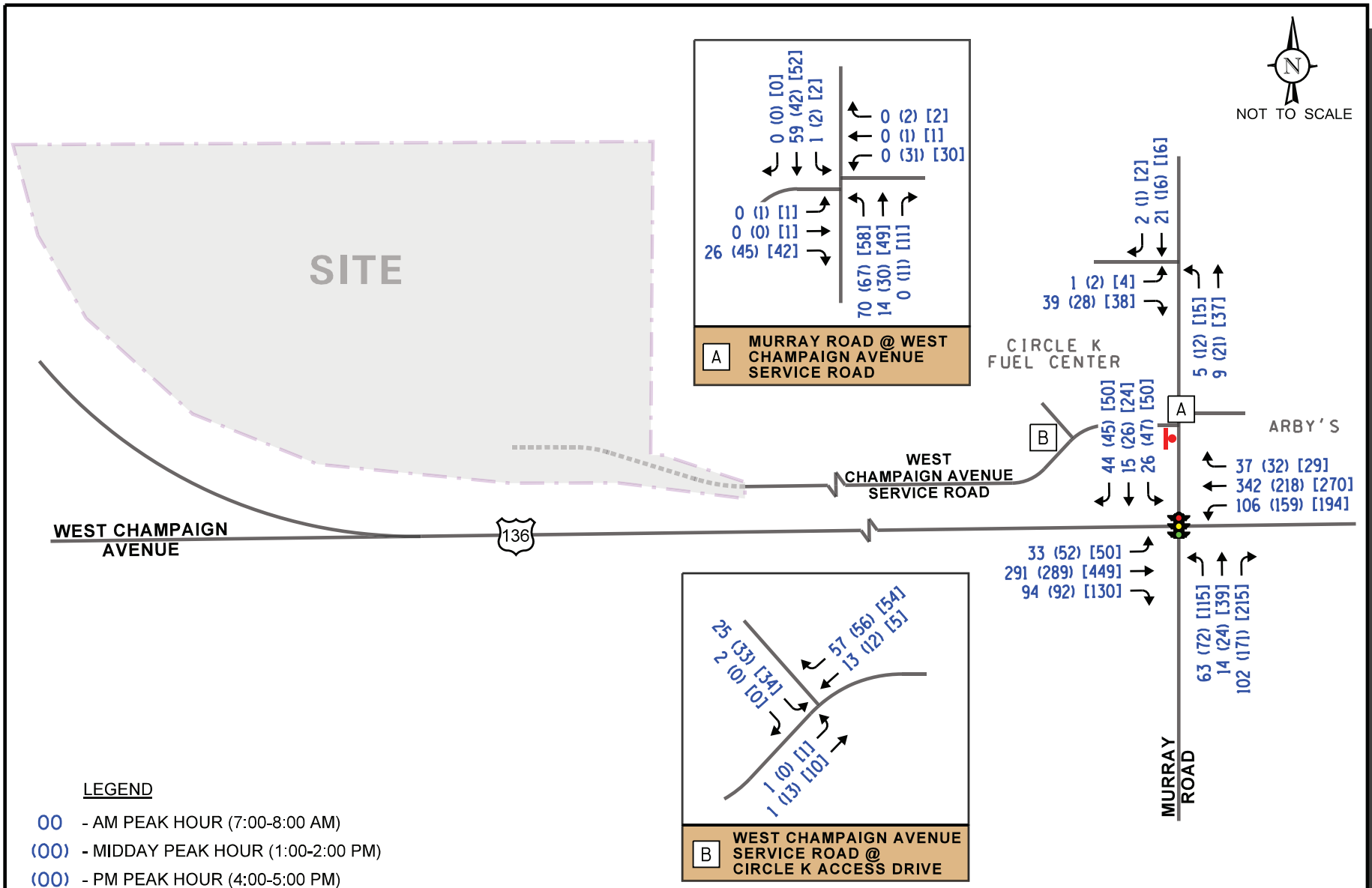
IDOT is planning to implement modifications to the traffic signal and its operation at the intersection of West Champaign Avenue with Murray Road. The modifications include upgrades to the traffic signal and phasing and timing adjustments as well as ADA enhancements. As currently proposed, the split phase signal operation on Murray Road will be eliminated and the two Murray Road approaches will operate under the same signal phases. According to IDOT, the traffic signal modifications and ADA enhancements project will be completed in 2026. A copy of the IDOT signal plans is included in the Appendix.

Existing Traffic Volumes

To determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts at the following intersections:

- Murray Road with West Champaign Avenue
- Murray Road with the West Champaign Avenue service road and the Arby's access drive
- Murray Road with the Circle K access drive
- West Champaign Avenue service road with the Circle K access drive

The traffic counts were performed on Tuesday, March 4, 2025 from 6:00 A.M. to 6:00 P.M. The results of the traffic counts showed that the weekday morning peak hour of traffic occurred from 7:00 to 8:00 A.M., the midday peak hour occurred from 1:00 to 2:00 P.M., and the evening peak hour of traffic occurred from 4:00 to 5:00 P.M. **Figure 4** illustrates the Year 2025 existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.



Rantoul Transfer Station
Rantoul, Illinois

Existing Traffic Volumes

KLOA
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Job No: 25-042

Figure: 4

Crash Summary

KLOA, Inc. obtained crash data from IDOT for the most recent available past five years (2020 to 2024) for the intersection of Murray Road with West Champaign Avenue. Given the proximity of the Murray Road/West Champaign Avenue intersection to the Murray Road/West Champaign Avenue service road/Arby's access drive intersection, the crash data includes the crashes at both intersections. **Table 1** shows the crash data at the two intersections. Further, a review of the crash data revealed there were no fatalities reported at any of the intersections during the reviewed period.

Table 1
MURRAY ROAD WITH WEST CHAMPAIGN AVENUE AND THE WEST CHAMPAIGN SERVICE ROAD CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2020	0	0	0	1	0	5	0	6
2021	1	0	0	1	0	4	0	6
2022	0	0	0	0	0	2	0	2
2023	0	0	0	0	0	5	0	5
2024	0	0	2	0	0	4	0	6
Total	**1**	**0**	**2**	**2**	**0**	**20**	**0**	**25**
Average	**>1.0**	**0**	**>1.0**	**>1.0**	**0**	**4.0**	**0**	**5.0**

3. Traffic Characteristics of the Transfer Station

To evaluate the impact the proposed transfer station will have on the area roadway system, it was necessary to quantify the number of trips the proposed transfer station will generate during the weekday morning, midday, and evening peak hours and then determine the directions from which this traffic will approach and depart the proposed transfer station.

Proposed Transfer Station

The proposed waste transfer station is to be located at the existing Area Disposal waste hauling facility located on the north side of West Champaign Avenue service road just west of Murray Road. Currently, the Area Disposal waste hauling facility stores and maintains approximately 37 trucks and has a total of approximately 45 employees. Access to the Area Disposal waste hauling facility is provided via a single access drive located at the west end of the West Champaign Avenue service road.

As proposed, the transfer station will accept and transfer a maximum of 500 tons of MSW and recyclables per day including up to 350 tons per day of MSW and up to 150 tons per day of single stream recyclables. It is anticipated that the proposed transfer station will receive incoming MSW and recyclables from 5:00 A.M. to 6:00 P.M. Monday through Friday and 5:00 A.M. to 12:00 P.M. Saturday. The facility will typically be closed on Sundays and holidays. The proposed facility is projected to have a total of five employees in addition to the existing employees working at the hauling operations. A copy of the site plan is included in the Appendix.

Site Access and Proposed Roadway Improvements

Access to the proposed transfer station will be provided via the existing single access drive serving the Area Disposal waste hauling facility which is located at the west end of the West Champaign Avenue service road. The access drive has one inbound lane and one outbound lane.

As part of the proposed transfer station, the radius in the southwest corner of the intersection of Murray Road and the West Champaign Avenue service road will be increased to better accommodate turning truck traffic at this intersection. The Preliminary Engineering Plans, prepared by Civil & Environmental Consultants, Inc. (Preliminary Engineering Plans), which detail the proposed improvements, are provided in the Appendix. A December 12, 2025, correspondence from Foth indicates that the Village of Rantoul Director of Public Works finds the Preliminary Engineering Plans are acceptable subject to submittal and approval of final plans for construction.

Directional Distribution

The routes the collection trucks (inbound waste/recyclables) will use to travel to and from the proposed transfer station was estimated based on the intended service area of the facility and the existing travel patterns, as determined from the traffic counts. According to the operator, the service area of the transfer station will consist of Champaign County, the townships of Sullivant, Drummer, Dix, Peach, Orchard, Wall, Patton, and Button in Ford County, and Loda Township in Iroquois County.

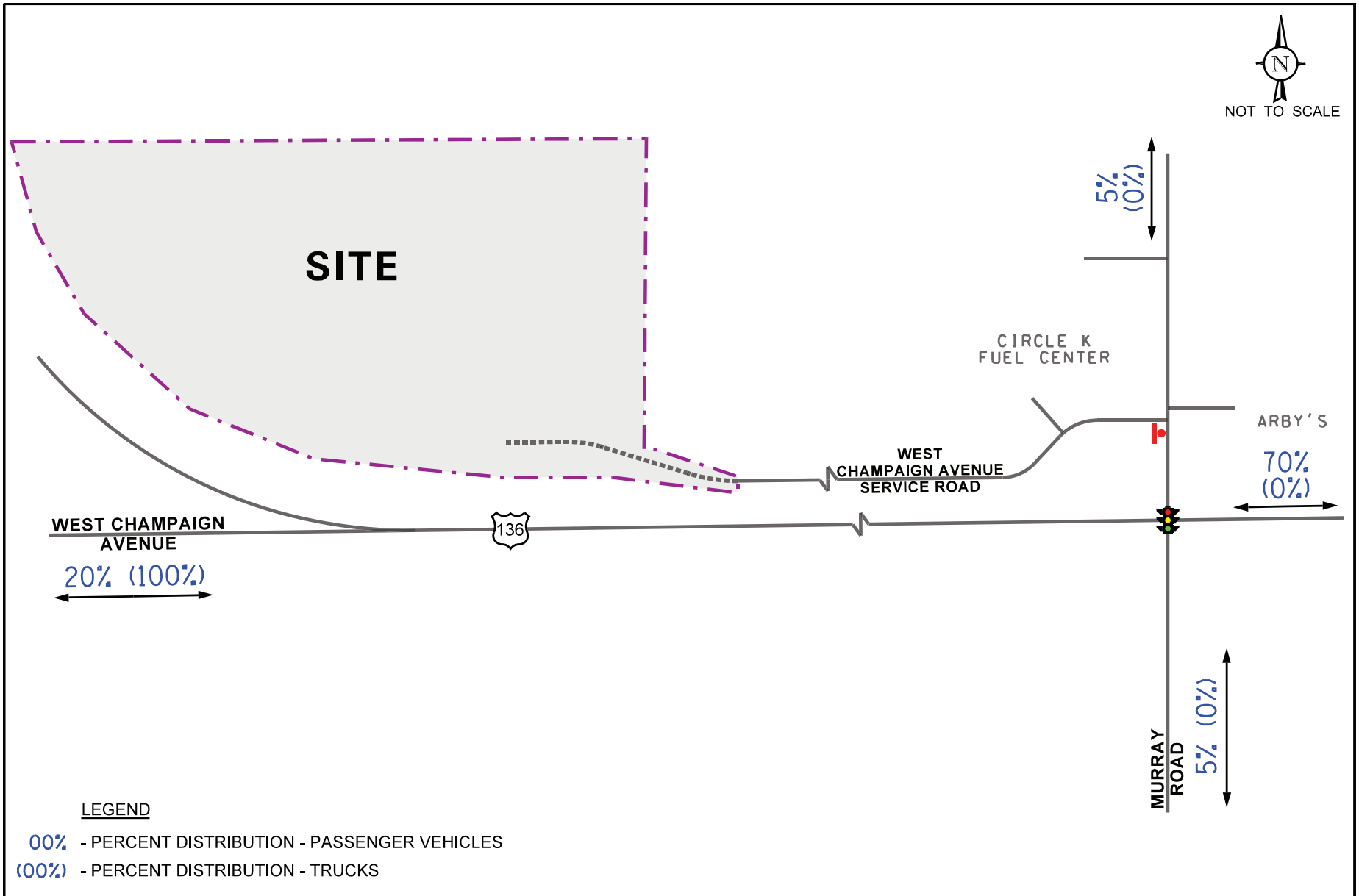
All the outbound waste/recyclables will be transported from the proposed transfer station to a distant disposal facility. It is anticipated that outbound waste/recyclables will be transported to the Clinton Landfill, which is located in DeWitt County. The route the transfer trailers will use to travel between the proposed transfer station and the landfill is U.S. Route 136 to IL 54. **Figure 5** illustrates the estimated directional distribution for the proposed transfer station.

Trip Generation Estimates

The estimated traffic that will be generated by the proposed transfer station was based on the magnitude and character of the proposed facility and its intended service area. As proposed, the facility will accept and transfer a maximum of 500 tons of MSW and recyclables per day including up to 350 tons per day of MSW and up to 150 tons per day of single stream recyclables. Further, the facility will have a total of five employees in addition to the existing employees working at the Area Disposal waste hauling facility.

Most of the direct haul inbound MSW and recyclables will be transported to the proposed transfer station via four-ton (typical payload) roll-off trucks, six-ton (typical payload) recyclable trucks, and eight-ton (typical payload) packer trucks. Further, most of the recyclables will be transported from the proposed transfer station via 18-ton (typical payload) transfer trailers and the MSW will be transported via 24-ton (typical payload) transfer trailers. The estimate of the traffic to be generated by the proposed transfer station was based on the expected daily MSW and recyclables that will be processed and the make-up of the type of traffic that will be transporting the MSW and recyclables.

It is anticipated that the proposed transfer station will have a total of five employees in addition to the existing employees working at the Area Disposal waste hauling facility. Most employees are projected to arrive and depart the facility outside of the weekday morning and evening peak hours. However, to provide a conservative (worst-case) analysis, all five employees were assumed to arrive during the morning peak hour and depart during the evening peak hour. Beyond employee and truck traffic, the proposed transfer station will generate several trips per day due to the maintenance/service of the proposed transfer station. It is anticipated that very few, if any, of the maintenance/service vehicles will arrive at or depart from the proposed transfer station during the weekday morning or evening commuter peak hours. **Table 2** shows the traffic projected to be generated by the proposed transfer station assuming it accepts 500 tons of MSW and recyclables per day.



Rantoul Transfer Station Rantoul, Illinois	Directional Distribution	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 25-042 Figure: 5

Table 2
PROPOSED TRANSFER STATION PEAK HOUR TRAFFIC VOLUMES

	Morning Peak Hour		Midday Peak Hour		Evening Peak Hour	
	In	Out	In	Out	In	Out
Municipal Solid Waste (Single-Unit Truck)	4	4	8	8	7	7
Single-Source Recyclables (Single-Unit Truck)	1	1	4	4	4	4
Transfer Trailers (Semi-Trailers)	1	1	3	3	2	2
Employees (Passenger Vehicles)	5	0	0	0	0	5
Total	11	6	15	15	13	18

Lastly, the proposed transfer station is to be located at the existing Area Disposal waste hauling facility, which contains a storage and maintenance yard for trucks that will support the operation of the proposed transfer station. Currently, the waste collected by these collection trucks is disposed of at a remote waste disposal facility before they return to the Area Disposal waste hauling facility and are parked at the end of the day. As proposed, the waste collected by the Area Disposal collection trucks will be disposed of at the proposed transfer station and will not have to leave the Area Disposal waste hauling facility. As such, the location of the proposed transfer station on the Area Disposal waste hauling facility will result in a reduction of (1) the traffic generated by the transfer station and (2) the miles travel by the Area Disposal collection trucks as many of the trucks will remain at the Area Disposal waste hauling facility after disposing their waste. In addition, a large percentage of the traffic generated by the proposed transfer station will consist of Area Disposal trucks that are already traversing the area roadway system.

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Proposed Transfer Station Traffic Assignment

The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed transfer station assuming it processes 500 tons of MSW and recyclables per day were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the traffic to be generated by the proposed transfer station.

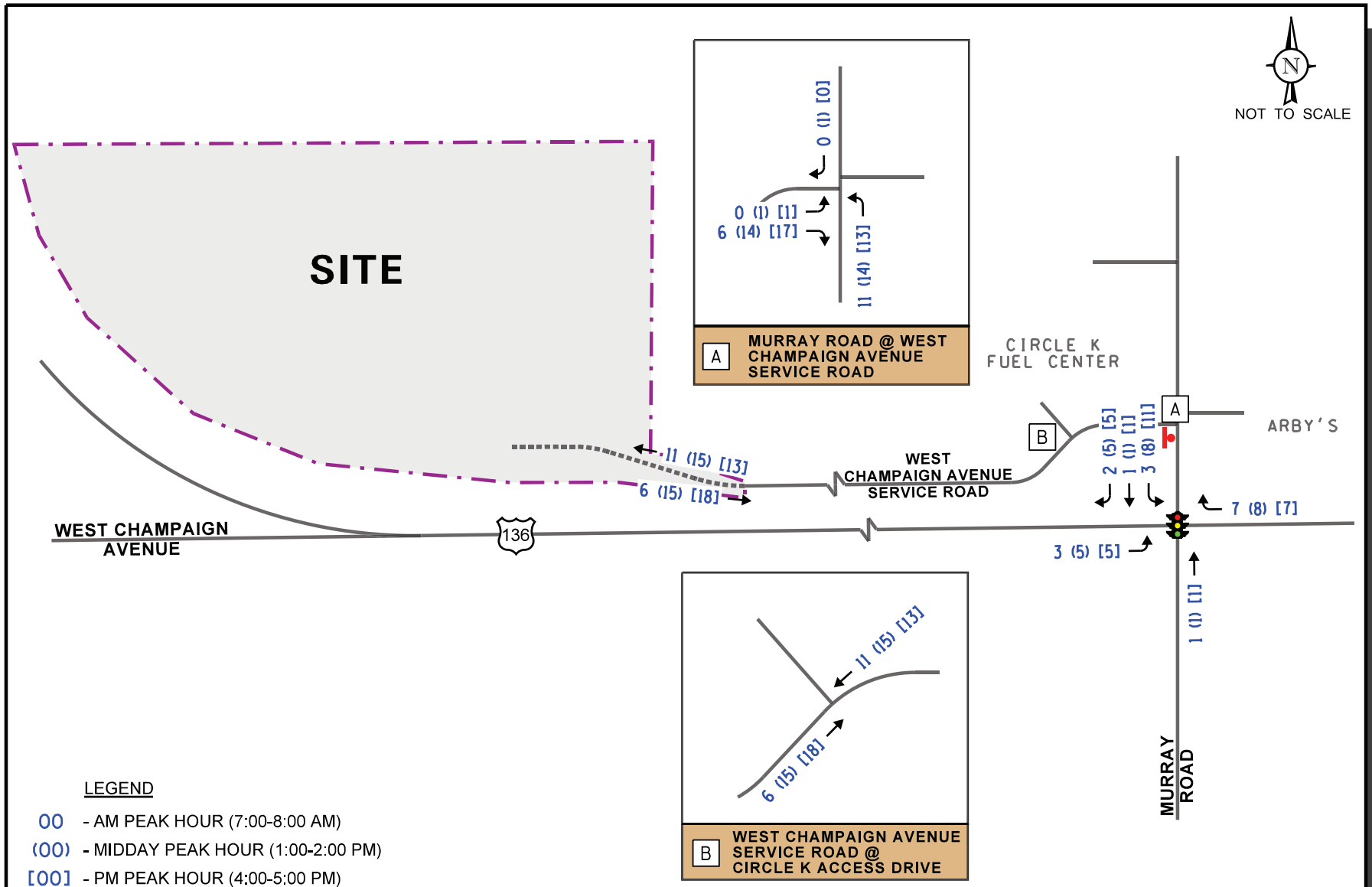
Year 2031 Background (No-Build) Traffic Volumes

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on historic Average Daily Traffic (ADT) volumes obtained from the IDOT web site, the traffic volumes on West Champaign Avenue have been decreasing since 2019. Nevertheless, to provide a worst-case analysis, the existing traffic volumes were increased by an annually compounded growth rate of approximately 2.0 percent per year for six years (construction year plus five years) for a total of 13 percent.

Further, it should be noted that when the traffic counts were performed, the Area Disposal hauling facility was not yet operating at the subject site. As such, the Year 2031 background traffic includes the traffic to be generated by the Area Disposal hauling facility, which was based on its operation as provided by Area Disposal. The projected Year 2031 no-build traffic volumes, which include the existing traffic volumes increased by the regional growth factor and the traffic generated by the Area Disposal facility, are illustrated in **Figure 7**.

Year 2031 Total Projected Traffic Volumes

The additional traffic to be generated by the proposed transfer station assuming it processes 500 tons of MSW and recyclables per day was added to the Year 2031 no-build traffic volumes to determine the Year 2031 total projected traffic volumes, as shown in **Figure 8**.



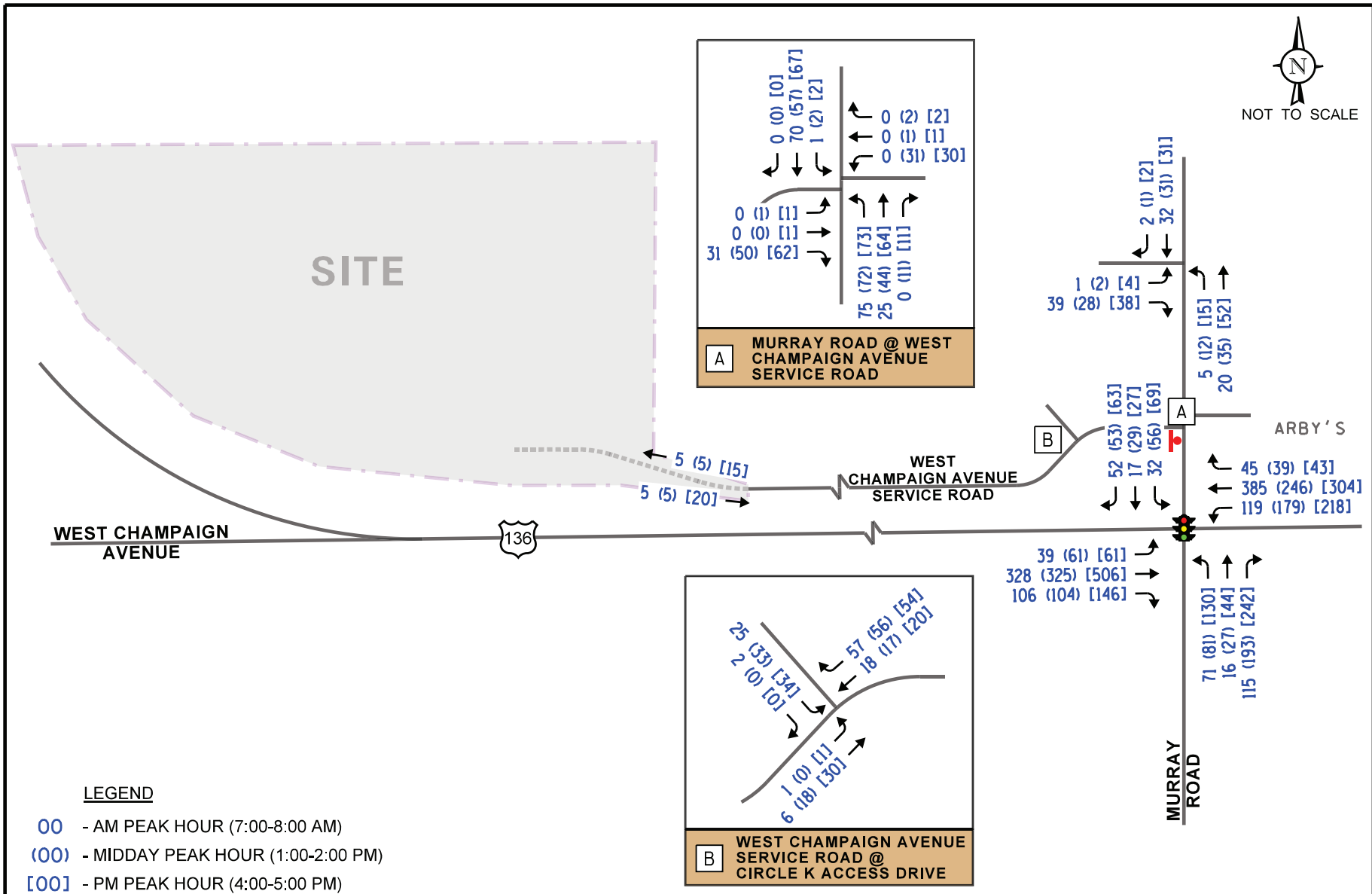
Rantoul Transfer Station
Rantoul, Illinois

Transfer Station-Generated Traffic Volumes

KLOA
KenIg,LIndgren,O'Hara,Aboona,Inc.

Job No: 25-042

Figure: 6



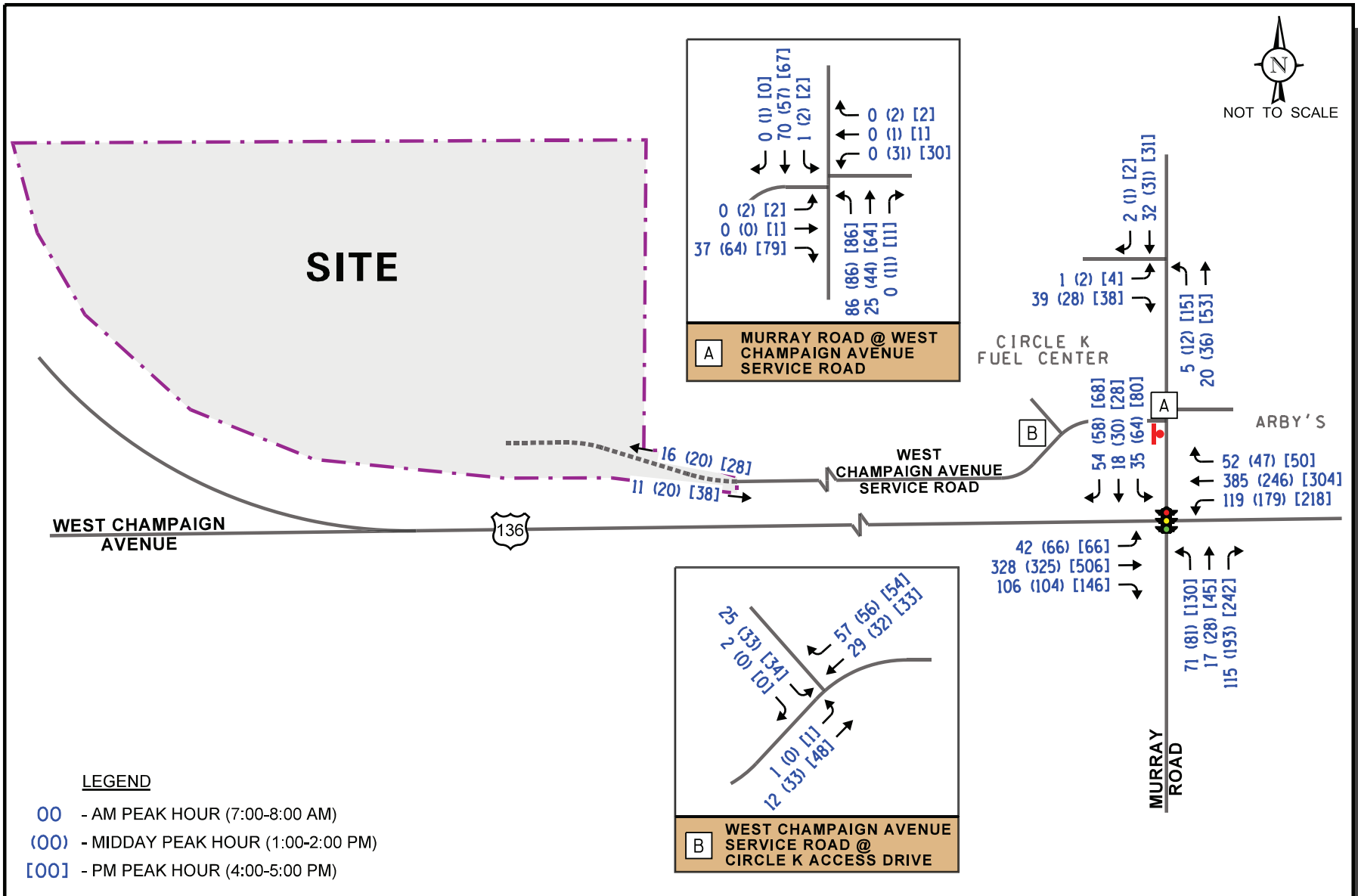
Rantoul Transfer Station
Rantoul, Illinois

Year 2031 No-Build Traffic Volumes

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

Job No: 25-042

Figure: 7



Rantoul Transfer Station
Rantoul, Illinois

Year 2031 Total Traffic Volumes

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

Job No: 25-042

Figure: 8

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning, midday, and evening peak hours. The analysis includes conducting capacity analyses to determine how the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, midday, and evening peak hours for the existing Year 2025, Year 2031 no-build, and Year 2031 total conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6th Edition and analyzed using Synchro/SimTraffic 11 software. The analyses for the traffic-signal controlled intersections were accomplished using field measured cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing Year 2025 conditions, Year 2031 no-build conditions, and Year 2031 total conditions are presented in **Tables 3** through **6.** A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3
CAPACITY ANALYSIS RESULTS – WEST CHAMPAIGN AVENUE WITH MURRAY ROAD – SIGNALIZED

	Peak Hour	Eastbound			Westbound		Northbound			Southbound			Overall
		L	T	R	L	T/R	L	T	R	L	T	R	
Existing Conditions	Weekday Morning	B 12.3	C 25.0	A 2.4	B 13.4	C 25.2	D 40.9	D 37.4	A 4.7	C 23.0			C 20.9
		B – 18.9			C – 22.7		B – 19.9						
	Weekday Midday	B 12.8	C 25.1	A 2.3	B 14.7	C 23.3	D 42.0	D 38.2	A 4.6	C 27.4			B 19.8
		B – 18.8			B – 20.0		B – 17.8						
	Weekday Evening	B 12.6	C 27.0	A 2.1	B 16.4	C 24.1	D 46.7	D 38.8	A 4.8	C 26.3			C 21.4
		C – 20.7			C – 21.1		C – 21.4						
No-Build[1] Conditions	Weekday Morning	B 12.5	C 25.4	A 3.0	B 13.8	C 25.9	C 23.3	C 32.7	A 4.8	C 22.1	B 14.4		B 19.9
		B – 19.3			C – 23.3		B – 13.6			B – 16.8			
	Weekday Midday	B 13.0	C 25.6	A 2.9	B 15.4	C 23.7	C 23.8	C 33.2	A 4.3	C 22.9	B 16.3		B 18.1
		B – 19.2			C – 20.5		B – 12.1			B – 19.0			
	Weekday Evening	B 12.9	C 27.8	A 2.6	B 18.1	C 24.6	C 26.0	C 33.7	A 4.6	C 23.1	B 14.8		B 19.8
		C – 21.4			C – 22.1		B – 14.4			B – 18.4			
Total[1] Conditions	Weekday Morning	B 12.7	C 25.4	A 3.0	B 13.8	C 25.9	C 23.3	C 32.8	A 4.8	C 22.5	B 14.6		B 20.0
		B – 19.3			C – 23.3		B – 13.6			B – 17.2			
	Weekday Midday	B 13.4	C 25.6	A 2.9	B 15.4	C 23.7	C 23.9	C 33.4	A 4.3	C 23.9	B 16.4		B 18.2
		B – 19.2			C – 20.6		B – 12.2			B – 19.6			
	Weekday Evening	B 13.3	C 27.8	A 2.6	B 18.1	C 24.6	C 26.1	C 33.8	A 5.1	C 24.6	B 15.1		B 19.9
		C – 21.4			C – 22.2		B – 14.7			B – 19.4			

Letters denotes Level of Service and delay is measured in seconds.
The Year 2031 no-build and total traffic conditions assumed the traffic signal modifications at the West Champaign Avenue and Murray Road intersection.

L – Left Turn
T – Through
R – Right Turn

Table 4
CAPACITY ANALYSIS RESULTS – YEAR 2025 EXISTING CONDITIONS
UNSIGNALIZED INTERSECTIONS

Intersection	Weekday Morning Peak Hour		Weekday Midday Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Murray Road with West Champaign Avenue Service Road & Arby's Access Drive						
• Eastbound Approach	A	8.6	A	8.8	A	8.8
• Westbound Approach	--	--	B	11.0	B	10.7
• Northbound Left Turn	A	7.5	A	7.5	A	7.4
• Southbound Left Turn	A	7.2	A	7.3	A	7.3
Murray Road with Circle K Fuel Center Access Drive						
• Eastbound Approach	A	8.9	A	8.5	A	8.6
• Northbound Left Turn	A	7.4	A	7.7	A	7.5
West Champaign Avenue Service Road with Circle K Fuel Center Access Drive						
• Southbound Approach	A	8.9	A	8.9	A	8.9
• Eastbound Left Turn	A	7.4	--	--	A	7.3

LOS = Level of Service, Delay is measured in seconds

Table 5
CAPACITY ANALYSIS RESULTS – YEAR 2031 NO-BUILD CONDITIONS
UNSIGNALIZED INTERSECTIONS

Intersection	Weekday Morning Peak Hour		Weekday Midday Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Murray Road with West Champaign Avenue Service Road & Arby's Access Drive						
• Eastbound Approach	A	8.6	A	8.9	A	8.9
• Westbound Approach	--	--	B	11.4	B	11.5
• Northbound Left Turn	A	7.5	A	7.5	A	7.5
• Southbound Left Turn	A	7.3	A	7.3	A	7.4
Murray Road with Circle K Fuel Center Access Drive						
• Eastbound Approach	A	8.6	A	8.6	A	8.6
• Northbound Left Turn	A	8.3	A	7.8	A	7.5
West Champaign Avenue Service Road with Circle K Fuel Center Access Drive						
• Southbound Approach	A	8.9	A	9.0	A	9.1
• Eastbound Left Turn	A	7.4	--	--	A	7.4

LOS = Level of Service, Delay is measured in seconds

Table 6
CAPACITY ANALYSIS RESULTS – YEAR 2031 TOTAL CONDITIONS
UNSIGNALIZED INTERSECTIONS

Intersection	Weekday Morning Peak Hour		Weekday Midday Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Murray Road with West Champaign Avenue Service Road & Arby's Access Drive						
• Eastbound Approach	A	8.8	A	9.2	A	9.3
• Westbound Approach	--	--	B	12.0	B	12.1
• Northbound Left Turn	A	7.6	A	7.8	A	7.7
• Southbound Left Turn	A	7.3	A	7.3	A	7.4
Murray Road with Circle K Fuel Center Access Drive						
• Eastbound Approach	A	8.9	A	8.6	A	8.6
• Northbound Left Turn	A	8.3	A	7.8	A	7.5
West Champaign Avenue Service Road with Circle K Fuel Center Access Drive						
• Southbound Approach	A	9.0	A	9.2	A	9.3
• Eastbound Left Turn	A	7.4	--	--	A	7.4

LOS = Level of Service, Delay is measured in seconds

Discussion and Recommendations

The following summarizes how the intersections currently and are projected to operate and identifies any roadway and/or traffic control improvements necessary to accommodate the development traffic.

West Champaign Avenue with Murray Road

The results of the capacity analysis indicate that this signalized intersection currently operates at an overall Level of Service (LOS) C during the weekday morning and evening peak hours and LOS B during the weekday midday peak hour. In addition, all the approaches and movements operate at LOS D or better during both peak hours.

As discussed previously, IDOT is planning to implement modifications to the traffic signal and its operation at the intersection of West Champaign Avenue with Murray Road. The modifications include upgrades to the traffic signal and phasing and timing adjustments as well as ADA enhancements. As currently proposed, the split phase signal operation on Murray Road will be eliminated and the two Murray Road approaches will operate under the same signal phases. According to IDOT, the traffic signal modifications and ADA enhancements have a start date July 2025.

Assuming the projected Year 2031 no-build traffic volumes and the Year 2031 total traffic volumes and the traffic signal modifications, this signalized intersection is projected to operate at LOS B during the weekday morning, midday peak hour, and weekday evening peak hours. Further, all movements are projected to operate at LOS C or better during all three peak hours. As such, the intersection has sufficient reserve capacity to accommodate the traffic to be generated by the proposed transfer station and no additional geometric improvements and/or traffic control modifications are required.

Murray Road with West Champaign Avenue Service Road and Arby's Access Drive

The results of the capacity analysis indicate that all the critical movements and approaches at this stop sign-controlled intersection currently operate at LOS B or better during the weekday, midday, and evening peak hours. Assuming the projected Year 2031 no-build traffic volumes all the critical movements and approaches are projected to continue to operate at LOS B or better during the three peak hours.

As part of the proposed transfer station, the radius in the southwest corner of the intersection of Murray Road and West Champaign Avenue service road will be increased to better accommodate the turning truck traffic at this intersection.

Assuming the projected Year 2031 total traffic volumes and the intersection improvements, all the critical movements and approaches are projected to continue to operate at LOS B or better during the weekday morning, midday, and evening peak hours. As such, the intersection has sufficient reserve capacity to accommodate the traffic to be generated by the proposed transfer station and no additional geometric improvements and/or traffic control modifications are required.

Murray Road with Circle K Fuel Center Access Drive

The results of the capacity analysis indicate that all the critical movements and approaches at this stop sign-controlled intersection currently operate at LOS A during the weekday morning, midday, and evening peak hours. Assuming the projected Year 2031 no-build traffic volumes and the Year 2031 total traffic volumes, all the critical movements and approaches are projected to continue to operate at LOS A during the three peak hours. As such, the intersection has sufficient reserve capacity to accommodate the traffic to be generated by the proposed transfer station and no geometric improvements and/or traffic control modifications are required.

West Champaign Avenue Service Road with Circle K Fuel Center Access Drive

The results of the capacity analysis indicate that all the critical movements and approaches at this stop sign-controlled intersection currently operate at LOS A during the weekday morning, midday, and evening peak hours. Assuming the projected Year 2031 no-build traffic volumes and the Year 2031 total traffic volumes, all the critical movements and approaches are projected to continue to operate at LOS A during the three peak hours. As such, the intersection has sufficient reserve capacity to accommodate the traffic to be generated by the proposed transfer station and no geometric improvements and/or traffic control modifications are required.

6. Conclusion

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

- The proposed waste transfer station is to be located at the existing Area Disposal waste hauling facility located on the north side of the West Champaign Avenue service road just west of Murray Road. Currently, the Area Disposal waste hauling facility stores and maintains approximately 37 trucks and has a total of approximately 45 employees. Access to the current Area Disposal waste hauling facility is provided via a single access drive located at the west end of the West Champaign Avenue service road.

- As proposed, the transfer station will accept and transfer a maximum of 500 tons of MSW and recyclables per day including up to 350 tons of MSW and up to 150 tons of single stream recyclables. The proposed facility is projected to have a total of five employees and is anticipated to receive and transfer waste and recyclables from 5:00 A.M. to 6:00 P.M. on weekdays and 5:00 A.M. to 12:00 P.M. on Saturdays.

- Access to the facility is proposed to be provided via the existing access drive on the West Champaign Avenue service road serving the Area Disposal waste hauling facility.

- As part of the proposed transfer station, the radius in the southwest corner of the intersection of Murray Road and West Champaign Avenue service road will be increased to better accommodate the turning truck traffic at this intersection.

- The intersection capacity analyses have shown that the roadway system has sufficient reserve capacity to accommodate the additional traffic to be generated by the proposed transfer station.

- Based on KLOA, Inc.'s analyses described in this study, it is the opinion of KLOA, Inc. and its professionals, to a reasonable degree of engineering certainty, that the proposed transfer station has been designed to minimize the impact on existing traffic flow and, therefore, complies with the sixth siting criterion.

Appendix

Champaign/Murray IDOT Traffic Signal Plans
Traffic Count Summary Sheets
Site Plan
Proposed Roadway Improvement Plans
Level of Service Criteria
Capacity Analysis Summary Sheets

West Champaign Avenue/Murray Road
IDOT Traffic Signal Plans

R-1061

04-25-2025 LETTING ITEM 097

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
709	113N	CHAMPAIGN	22	1
		CONTRACT NO. 70H36		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

FAP ROUTE 709 / U.S. 136
SECTION 113N
PROJECT HSIP-S96N(203)
TRAFFIC SIGNAL MODERNIZATION
CHAMPAIGN COUNTY

C-95-021-25

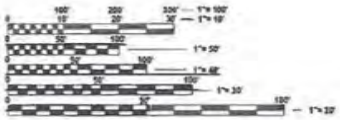
FOR INDEX OF SHEETS, SEE SHEET NO. 2

D-95-024-24





VILLAGE OF RANTOUL



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: JEFFERY L. ALLEN
PROJECT MANAGER: ROGER D. BIGGS
TELEPHONE : (217) 465-4181

CONTRACT NO. 70H36

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED 01/29/25
Kevin A. Gardner
REGIONAL ENGINEER
March 21, 25
ENGINEER OF REGION AND ENVIRONMENT
March 24, 25
DIRECTOR OF HIGHWAYS, PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV. 2/10/25

R-1062

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	GENERAL NOTES, STANDARDS TO BE INCLUDED IN THE PLANS, INDEX OF SHEETS
3-7	SUMMARY OF QUANTITIES
8	U.S. 136 PLAN SHEET & PAVEMENT MARKING PLAN
9-12	ADA PEDESTRIAN RAMP DETAILS
13	ROADWAY SCHEDULES
14	TRAFFIC SIGNAL SCHEDULES
15	TRAFFIC PLAN LAYOUT
16	CONDUIT & CABLE LAYOUT
17	EXISTING TRAFFIC SIGNAL REMOVAL
18	TRAFFIC SIGNAL DETAILS
19-22	PAVEMENT MARKING AND MARKERS

LIST OF HIGHWAY STANDARDS

STANDARDS TO BE INCLUDED IN THE PLANS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
424001-12	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-05	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
606001-08	CONCRETE CURB, TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701101-05	OFF RD. OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701106-02	OFF RD. OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-10	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720016-04	MAST ARM MOUNTED STREET NAME SIGNS
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
814001-03	HANDHOLES
814006-03	DOUBLE HANDHOLES
821101-03	LUMINAIRE WIRING IN POLE
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
862001-01	UNINTERRUPTABLE POWER SUPPLY
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
877001-06	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
877011-10	STEEL COMB. MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
878001-11	CONCRETE FOUNDATION DETAILS
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS

GENERAL NOTES

G.N.-100A
ELECTRONIC FILES AND/OR ELECTRONIC SURVEY INFORMATION INCLUDING CADD FILES WILL NOT BE AVAILABLE TO THE CONTRACTOR.

G.N.-105.09A
ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. (NAVD 88)

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION	US 136
MIXTURE USE	POLYMER SURFACE MISCELLANEOUS BY GUTTER FLAG
AC/PG	SBS PG 70-22
DESIGN AIR VOIDS	4.0% @ Ndes=70
MIX COMP.(GRADATION)	IL 9.5
FRICTION AGGREGATE	MIX "D"
MIXTURE WEIGHT	112
QUALITY MANAGEMENT PROGRAM	QC / QA
SUBLOT SIZE	3000
MATERIAL TRANSFER DEVICE (REQUIRED ?)	NO

G.N.-440B
THE EXISTING TIE BARS BETWEEN THE EXISTING PAVEMENT AND EXISTING COMBINATION CURB AND GUTTERS THAT ARE FOUND SUITABLE FOR REUSE SHALL BE CLEANED, STRAIGHTENED, AND INCORPORATED INTO THE NEW CONSTRUCTION. ANY EXISTING TIE BARS THAT ARE FOUND UNSUITABLE TO BE INCORPORATED INTO THE PROPOSED CONSTRUCTION DUE TO EXCESSIVE RUSTING OR DISTRESS SHALL BE REMOVED FLUSH WITH THE FACE OF THE EXISTING CONCRETE AND DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.

THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE VARIOUS REMOVAL PAY ITEMS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

BENCHMARKS

5125-1
STA. 241+19.369 / RT. 126.471
MARK IS THE NE CORNER OF ELEVATED LIGHT POLE FOUNDATION IN SE QUAD OF INTERSECTION OF US 136 AND MURRAY ROAD.
POINT NUMBER = 2244
ELEVATION = 758.705'

5125-2
STA. 241+32.491 / RT. 00.00
MARK IS AN ALUMINUM DISK IN CENTERLINE OF PAVEMENT OF US 136, +/- 62' EAST OF INTERSECTION OF US 136 AND MURRAY ROAD.
POINT NUMBER = 2265
ELEVATION = 757.737'

USER NAME: * Justin Goodrich	DESIGNED: -	REVISED: -
	DRAWN: -	REVISED: -
	CHECKED: -	REVISED: -
PLOT DATE: * 1/28/2025	DATE: -	REVISED: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES & COMMITMENTS

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
150	113H	CHAMPAIGN	22	2
		CONTRACT NO. 70H36		
		ILLINOIS FED. AID PROJECT		

R-1063

SUMMARY OF QUANTITIES

					LOCATION OF WORK:	FAP 709 U.S. 136 & MURRAY RD. CHAMPAIGN CO. 90% FED 5% STATE 5% CITY	FAP 709 U.S. 136 & MURRAY RD. CHAMPAIGN CO. 100% City
					CONSTRUCTION TYPE CODE:	0021 URBAN	0021 URBAN
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	QUANTITY	QUANTITY
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	18.0	18.0	
	40604162	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	4.0	4.0	
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	639.0	639.0	
*	42400800	DETECTABLE WARNINGS	SQ FT	72.0	72.0	
	44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	39.0	39.0	
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	117.0	117.0	
	44000600	SIDEWALK REMOVAL	SQ FT	779.0	779.0	
	60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	2.0	2.0	
	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	117.0	117.0	
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	35.0	35.0	
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	1.0	1.0	
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1.0	1.0	
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1.0	1.0	
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	18.0	18.0	

*= SPECIALTY ITEM

	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE. / SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
	DRAWN -	REVISED -			709 / 1CH / CHAMPAIGN / 22 / 5
	CHECKED -	REVISED -			CONTRACT NO. 70H36
	DATE -	REVISED -		SCALE: / SHEET 1 OF 5 SHEETS STA. / TO STA.	FED. AID PROJECT

REV. 3/25/25

R-1064

SUMMARY OF QUANTITIES

					LOCATION OF WORK:	FAP 709 U.S. 136 & MURRAY RD. CHAMPAIGN CO. 90% FED 5% STATE 5% CITY	FAP 709 U.S. 136 & MURRAY RD. CHAMPAIGN CO. 100% City
					CONSTRUCTION TYPE CODE:	0021 URBAN	0021 URBAN
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY		QUANTITY	QUANTITY
	67100100	MOBILIZATION	L SUM	1.0		1.0	
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1.0		1.0	
	70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	777.0		777.0	
	70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	190.0		190.0	
*	78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	777.0		777.0	
*	78001180	PAINT PAVEMENT MARKING - LINE 24"	FOOT	190.0		190.0	
	78300201	PAVEMENT MARKING REMOVAL - GRINDING	FOOT	757.0		757.0	
	81028350	UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	169.4		169.4	
	81028370	UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	161.7		161.7	
	81028390	UNDERGROUND CONDUIT, PVC, 4" DIA.	FOOT	225.1		225.1	
	81100600	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	12.0		12.0	
	81400100	HANDHOLE	EACH	3.0		3.0	
	81400300	DOUBLE HANDHOLE	EACH	1.0		1.0	
	81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	827.7			827.7

*= SPECIALTY ITEM

	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE. 709 / SECTION 113H / COUNTY CHAMPAIGN / TOTAL SHEETS 22 / SHEET NO. 4
	DRAWN -	REVISED -		SCALE: / SHEET 2 OF 5 SHEETS STA. / TO STA.	CONTRACT NO. 70H56
	CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT
	DATE -	REVISED -			

REV. 3/25/25

R-1065

SUMMARY OF QUANTITIES

		LOCATION OF WORK:			FAP 709 U.S. 136 & MURRAY RD. CHAMPAIGN CO. 90% FED 5% STATE 5% CITY	FAP 709 U.S. 136 & MURRAY RD. CHAMPAIGN CO. 100% City
		CONSTRUCTION TYPE CODE:			0021 URBAN	0021 URBAN
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	QUANTITY	QUANTITY	
82110007	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION G	EACH	2.0		2.0	
85700300	FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1.0	1.0		
86200200	UNINTERRUPTABLE POWER SUPPLY, STANDARD	EACH	1.0	1.0		
87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	18.0	18.0		
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1314.2	1314.2		
87301235	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 4C	FOOT	1371.6	1371.6		
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1115.8	1115.8		
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2551.7	2551.7		
87301605	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	62.0	62.0		
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	747.0	747.0		
87502640	TRAFFIC SIGNAL POST, ALUMINUM 10 FT.	EACH	3.0	3.0		
87502680	TRAFFIC SIGNAL POST, ALUMINUM 14 FT.	EACH	5.0	5.0		
87700230	STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	1.0	1.0		
87700280	STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.	EACH	1.0	1.0		

SUMMARY OF QUANTITIES

		LOCATION OF WORK:			**FAP 709 U.S. 136 & MURRAY RD. CHAMPAIGN CO. 90% FED 5% STATE 5% CITY**	**FAP 709 U.S. 136 & MURRAY RD. CHAMPAIGN CO. 100% City**
		CONSTRUCTION TYPE CODE:			**0021 URBAN**	**0021 URBAN**
CODE NO.		**ITEM**	**UNIT**	**TOTAL QUANTITY**	**QUANTITY**	**QUANTITY**
87702930		STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 40 FT.	EACH	1.0	1.0	
87702960		STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 46 FT.	EACH	1.0	1.0	
87800100		CONCRETE FOUNDATION, TYPE A	FOOT	24.0	24.0	
87800150		CONCRETE FOUNDATION, TYPE C	FOOT	3.0	3.0	
87800415		CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	52.0	52.0	
88040070		SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2.0	2.0	
88040090		SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	7.0	7.0	
88040110		SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 4-SECTION, BRACKET MOUNTED	EACH	4.0	4.0	
88040120		SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	4.0	4.0	
88040150		SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4.0	4.0	
88040160		SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	1.0	1.0	
88102717		PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMEI	EACH	8.0	8.0	
88200510		TRAFFIC SIGNAL BACKPLATE, RETROREFLECTIVE	EACH	22.0	22.0	
89502375		REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1.0	1.0	

USER NAME = Justin Chamberlain	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE. 709
	DRAWN -	REVISED -			SECTION 113H
	CHECKED -	REVISED -			COUNTY CHAMPAIGN
PLOT NAME = 1/28/2025	DATE -	REVISED -		SCALE: SHEET 4 OF 5 SHEETS STA. TO STA.	TOTAL SHEETS 22
					SHEET NO. 5
					CONTRACT NO. 70H36
					ILLINOIS FED. AID PROJECT

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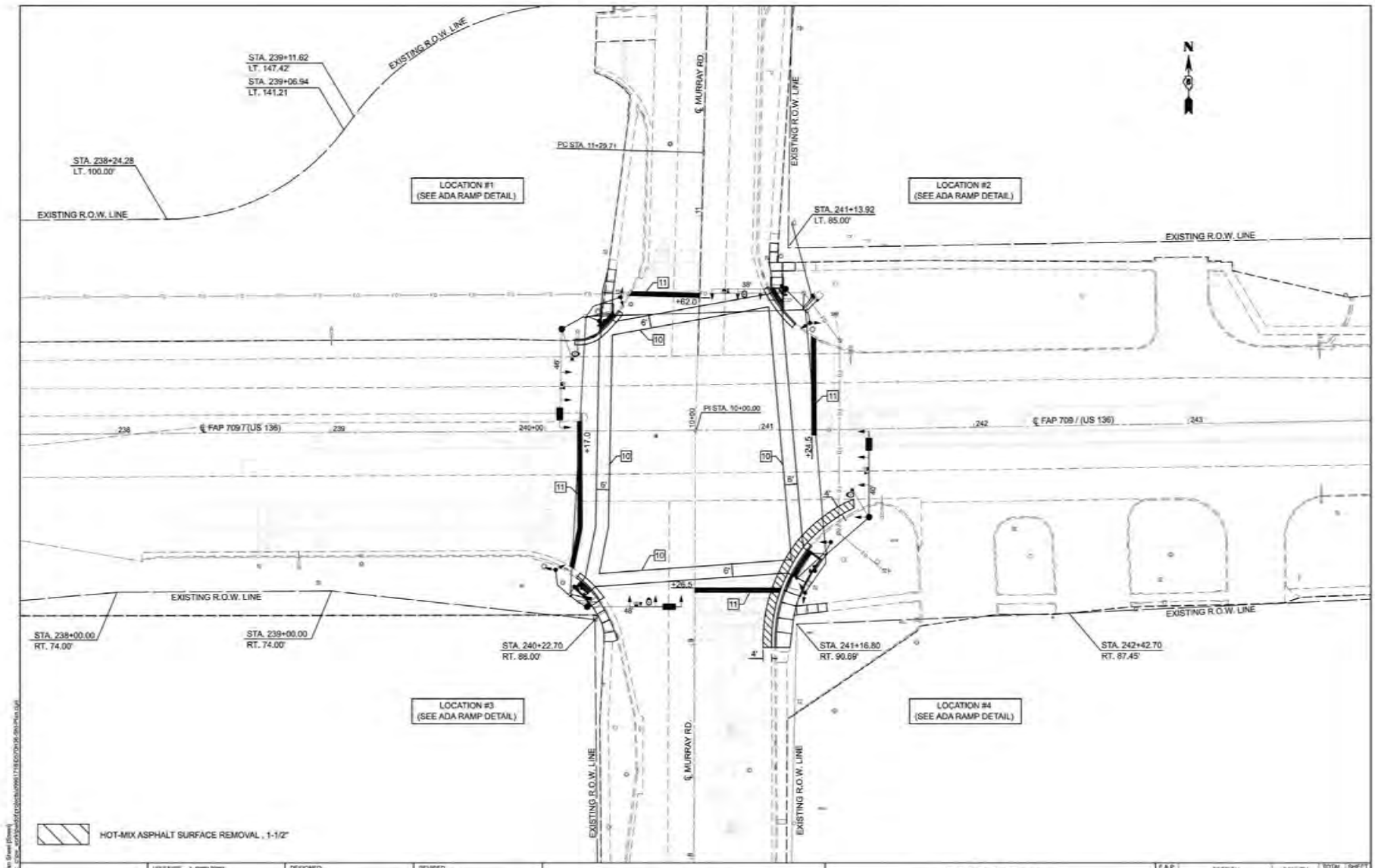
SUMMARY OF QUANTITIES

		LOCATION OF WORK:			FAP 709 U.S. 136 & MURRAY RD. CHAMPAIGN CO. 90% FED 5% STATE 5% CITY		FAP 709 U.S. 136 & MURRAY RD. CHAMPAIGN CO. 100% City		
		CONSTRUCTION TYPE CODE:			0021 URBAN		0021 URBAN		
	CODE NO.	**ITEM**	**UNIT**		**QUANTITY**		**QUANTITY**		**QUANTITY**
	89502380	REMOVE EXISTING HANDHOLE	EACH		3.0		3.0		
	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH		9.0		9.0		
	X8050115	SERVICE INSTALLATION, TYPE A (MODIFIED)	EACH		1.0		1.0		
	X8710012	FIBER OPTIC CABLE IN CONDUIT (INSTALL ONLY)	FOOT		35.0		35.0		
	X8710103	ETHERNET SWITCH	EACH		1.0		1.0		
	X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH		8.0		8.0		
	X8891007	VIDEO VEHICLE DETECTION SYSTEM COMPLETE	EACH		1.0		1.0		

USER NAME = Justin Davidson	DESIGNED -	REVISED -	**STATE OF ILLINOIS**		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**		709	113H	CHAMPAIGN	22	7
	CHECKED -	REVISED -					CONTRACT NO. 70H36		
PLOT SCALE = 1.000000	DATE -	REVISED -	SCALE:	SHEET 5 OF 5 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

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R-1068



USER NAME = rogan.diggin	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 136 PLAN SHEET & PAVEMENT MARKING PLAN SHEET
	DRAWN -	REVISED -		
PLOT DATE = 1/29/2025	CHECKED -	REVISED -		
	DATE: -	REVISED -		

SCALE: | SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
709	113N	CHAMPAIGN	22	8

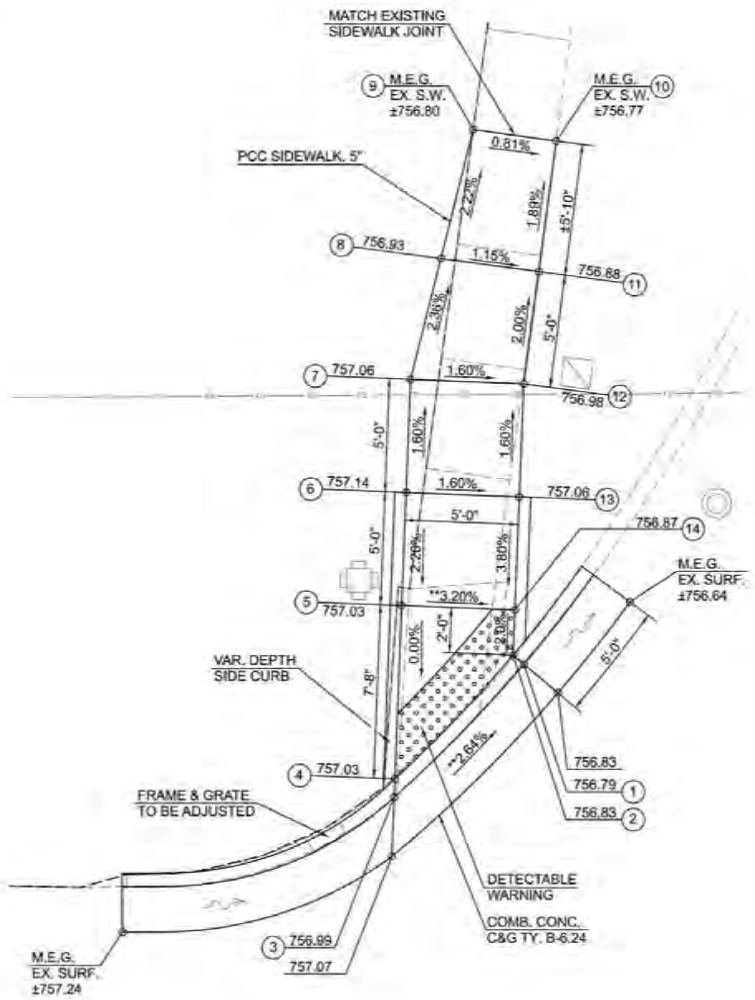
CONTRACT NO. 70H36

ILLINOIS | FED. AID PROJECT

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R-1069

LOCATION #1
N.W. QUADRANT
MURRAY RD.



LOCATION #1 - N.W. QUADRANT
US 136 & MURRAY RD.

LOCATION	STATION	OFFSET
1	240+31.85	LT. 52.00
2	240+31.38	LT. 52.40
3	240+26.09	LT. 46.15
4	240+26.13	LT. 46.97
5	240+26.48	LT. 54.62
6	240+26.70	LT. 59.62
7	240+26.92	LT. 64.62
8	240+28.29	LT. 69.95
9	240+29.75	LT. 75.63
10	240+33.41	LT. 75.10
11	240+32.61	LT. 69.34
12	240+31.92	LT. 64.39
13	240+31.69	LT. 59.40
14	240+31.47	LT. 54.40

NOTE:
CURB & GUTTER FLOWLINE
RADIUS = 15.0' & 60.0'

**NOTE:
THE PROPOSED CROSS SLOPE MEETS PROWAG REQUIREMENTS AT THIS LOCATION. THE CROSS SLOPE IS PERMITTED TO EQUAL THE STREET GRADE AT PEDESTRIAN STEET CROSSINGS WITHOUT YIELD OR STOP CONTROL.

NOTES:
1. M.E.G. = MATCH EXISTING GRADE.
2. EXISTING CONDITIONS MAY VARY SLIGHTLY IN THE FIELD. THE ENGINEER CAN ADJUST GRADES AND TIE IN LOCATIONS AS NECESSARY TO CONSTRUCT RAMP. ANY ADJUSTMENTS MADE BY THE ENGINEER SHALL MEET ADA REQUIREMENTS FOR CURB RAMPS.
3. MAX ALLOWABLE RUNNING SLOPE OF RAMP = 1:12 (8.3%), SLOPE < 7% PREFERRED.
4. MAX ALLOWABLE RUNNING SLOPE OF TURNING SPACE = 1:48 (2.1%), SLOPE < 1.5% PREFERRED.
5. MIN. ALLOWABLE WIDTH OF RAMP = 4'.
6. MAX. ALLOWABLE CROSS SLOPE OF SIDEWALK OR LANDING = 1:48 (2.1%), SLOPE < 1.5% PREFERRED.

USER NAME = Aaron Chambers	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 1.000000	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA PEDESTRIAN RAMP DETAIL
LOCATION #1 (N.W. QUAD / MURRAY RD.)

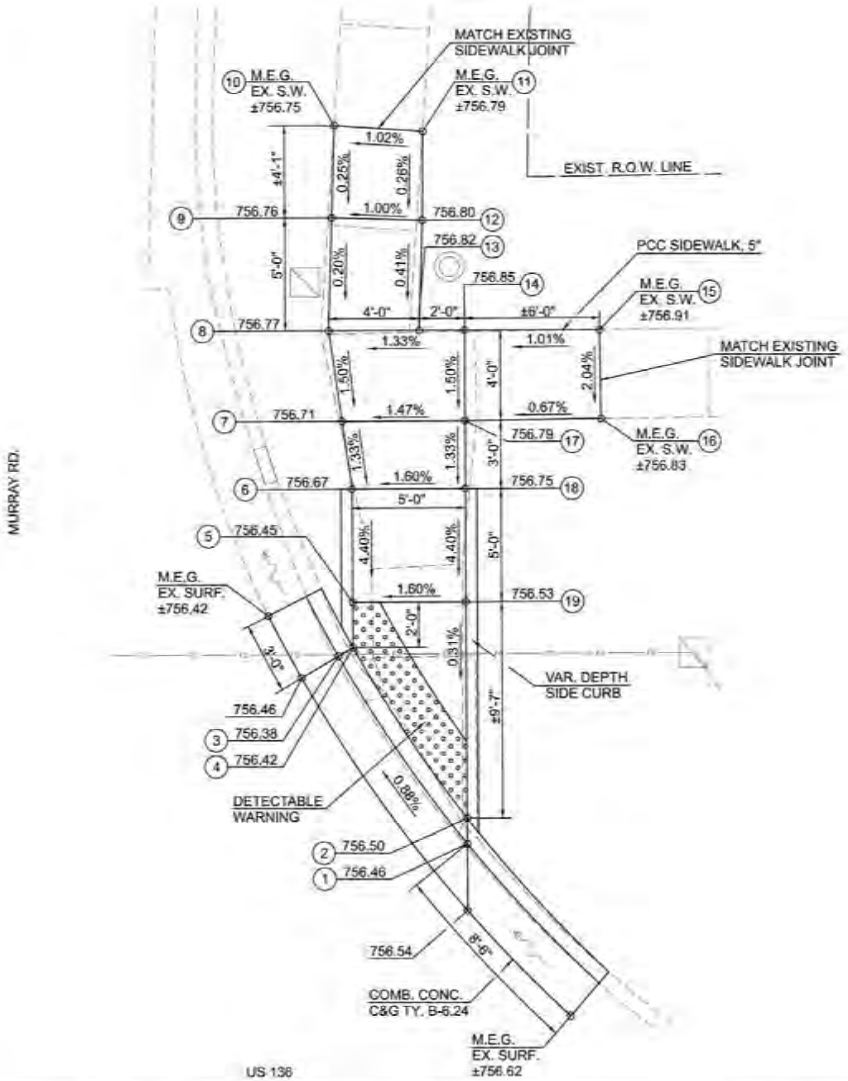
SCALE: | SHEET 1 OF 4 SHEETS STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
136	113W	CHAMPAIGN	22	3
		CONTRACT NO. 70H36		
		ILLINOIS FED. AID PROJECT		

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R-1070

LOCATION #2
N.E. QUADRANT
MURRAY RD.



LOCATION #2 - N.E. QUADRANT
US 136 & MURRAY RD.

LOCATION	STATION	OFFSET
1	241+11.11	LT. 55.55
2	241+11.11	LT. 56.68
3	241+05.47	LT. 63.87
4	241+06.11	LT. 64.25
5	241+06.11	LT. 66.25
6	241+06.11	LT. 71.25
7	241+05.69	LT. 74.25
8	241+05.11	LT. 78.25
9	241+05.26	LT. 83.25
10	241+05.41	LT. 87.31
11	241+09.31	LT. 87.03
12	241+09.27	LT. 83.12
13	241+09.11	LT. 78.25
14	241+11.11	LT. 78.25
15	241+17.08	LT. 78.23
16	241+17.11	LT. 74.32
17	241+11.11	LT. 74.25
18	241+11.11	LT. 71.25
19	241+11.11	LT. 66.25

NOTE:
CURB & GUTTER FLOWLINE
RADIUS = 60.0'

NOTES:
1. M.E.G. = MATCH EXISTING GRADE.
2. EXISTING CONDITIONS MAY VARY SLIGHTLY IN THE FIELD. THE ENGINEER CAN ADJUST GRADES AND TIE IN LOCATIONS AS NECESSARY TO CONSTRUCT RAMP. ANY ADJUSTMENTS MADE BY THE ENGINEER SHALL MEET ADA REQUIREMENTS FOR CURB RAMPS.
3. MAX ALLOWABLE RUNNING SLOPE OF RAMP = 1:12 (8.3%), SLOPE < 7% PREFERRED.
4. MAX ALLOWABLE RUNNING SLOPE OF TURNING SPACE = 1:48 (2.1%), SLOPE < 1.5% PREFERRED.
5. MIN. ALLOWABLE WIDTH OF RAMP = 4'.
6. MAX. ALLOWABLE CROSS SLOPE OF SIDEWALK OR LANDING = 1:48 (2.1%), SLOPE < 1.5% PREFERRED.

USER NAME = Aaron Cameron	DESIGNED - --	REVISED - --	
	DRAWN - --	REVISED - --	
	CHECKED - --	REVISED - --	
PLOT NAME = 1/20/2025	DATE - --	REVISED - --	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA PEDESTRIAN RAMP DETAIL
LOCATION #2 (N.E. QUAD / MURRAY RD.)

SCALE: | SHEET 2 OF 4 SHEETS STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
128	113H	CHAMPAIGN	22	10
		CONTRACT NO. 70H36		
		ILLINOIS FED. AID PROJECT		

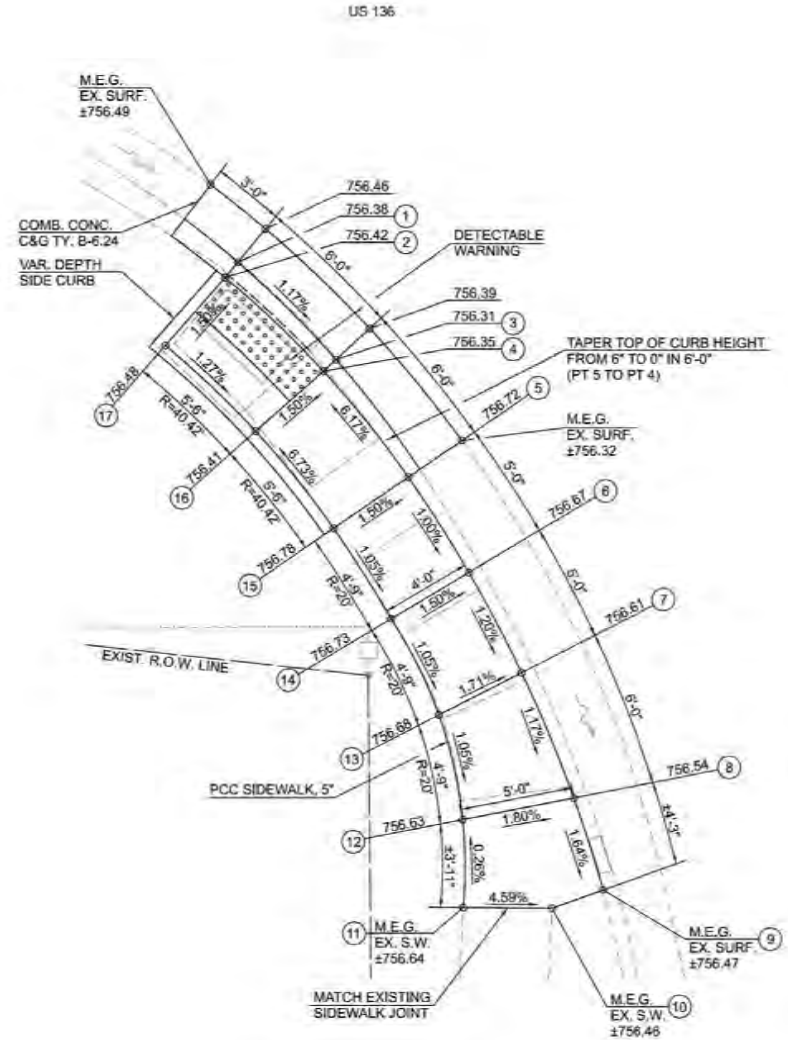
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R-1071

LOCATION #3

S.W. QUADRANT

MURRAY RD.



LOCATION #3 - S.W. QUADRANT
US 136 & MURRAY RD.

LOCATION	STATION	OFFSET
1	240+17.05	RT. 69.70
2	240+16.48	RT. 70.38
3	240+21.36	RT. 74.04
4	240+20.80	RT. 74.54
5	240+24.52	RT. 79.25
6	240+27.18	RT. 83.48
7	240+29.48	RT. 87.92
8	240+31.75	RT. 93.47
9	240+33.03	RT. 97.54
10	240+30.76	RT. 98.34
11	240+26.84	RT. 98.29
12	240+26.83	RT. 94.40
13	240+25.81	RT. 89.77
14	240+23.73	RT. 85.51
15	240+21.21	RT. 81.49
16	240+17.79	RT. 77.18
17	240+13.83	RT. 73.38

NOTE:
CURB & GUTTER FLOWLINE
RADIUS = 45.0'

NOTES:
1. M.E.G. = MATCH EXISTING GRADE.
2. EXISTING CONDITIONS MAY VARY SLIGHTLY IN THE FIELD. THE ENGINEER CAN ADJUST GRADES AND TIE IN LOCATIONS AS NECESSARY TO CONSTRUCT RAMP. ANY ADJUSTMENTS MADE BY THE ENGINEER SHALL MEET ADA REQUIREMENTS FOR CURB RAMPS.
3. MAX ALLOWABLE RUNNING SLOPE OF RAMP = 1:12 (8.3%), SLOPE < 7% PREFERRED.
4. MAX ALLOWABLE RUNNING SLOPE OF TURNING SPACE = 1:48 (2.1%), SLOPE < 1.5% PREFERRED.
5. MIN. ALLOWABLE WIDTH OF RAMP = 4'.
6. MAX. ALLOWABLE CROSS SLOPE OF SIDEWALK OR LANDING = 1:48 (2.1%), SLOPE < 1.5% PREFERRED.

USER NAME =	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT NAME =	DATE -	REVISED -

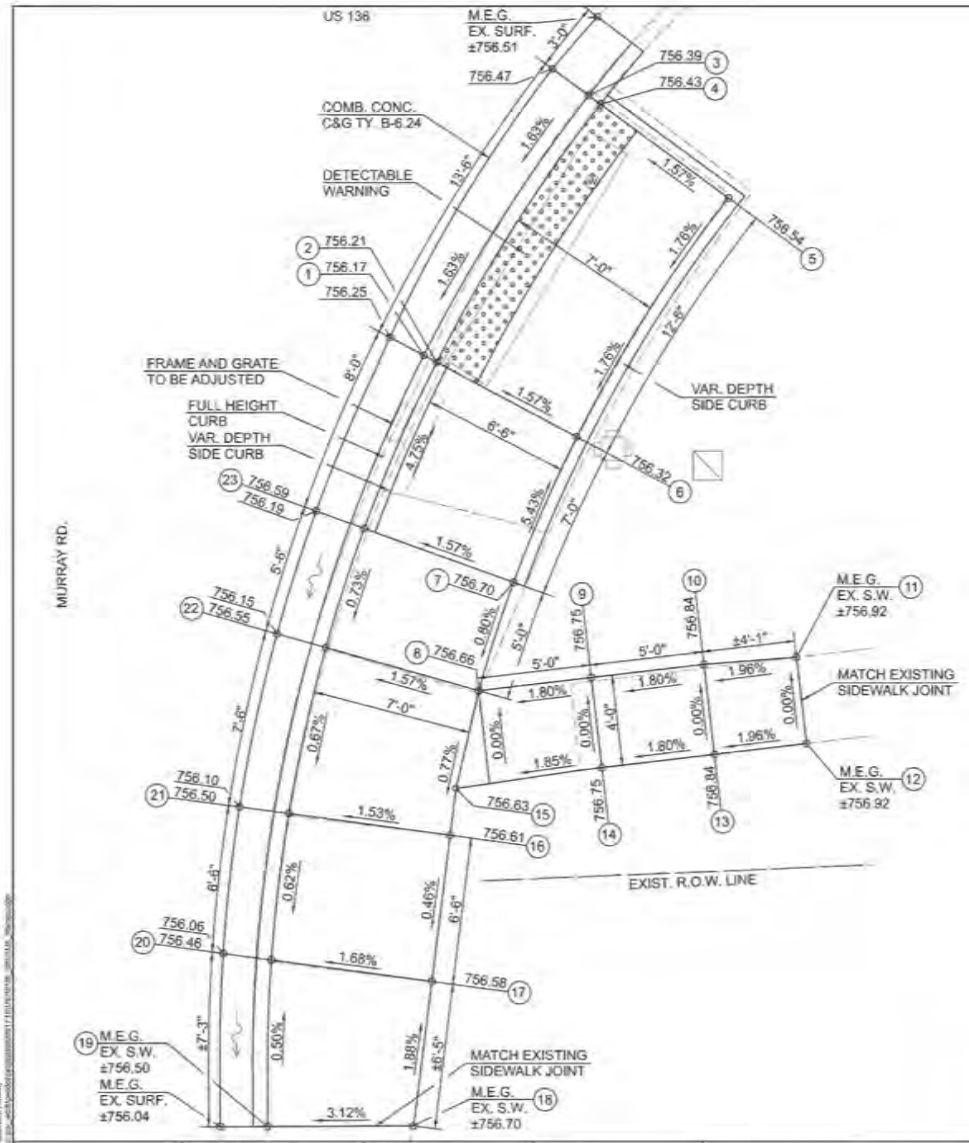
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA PEDESTRIAN RAMP DETAIL
LOCATION #3 (S.W. QUAD / MURRAY RD.)

SCALE: | SHEET 3 OF 4 SHEETS STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
136	113W	CHAMPAIGN	22	11
		CONTRACT NO. 70H36		
	ILLINOIS FED. AID PROJECT			

R-1072



LOCATION #4

S.E. QUADRANT

MURRAY RD.

N

LOCATION #4 - S.E. QUADRANT
US 136 & MURRAY RD.

LOCATION	STATION	OFFSET
1	241+14.36	RT. 67.53
2	241+14.92	RT. 67.64
3	241+21.70	RT. 56.11
4	241+22.21	RT. 56.50
5	241+27.84	RT. 60.67
6	241+21.09	RT. 71.17
7	241+18.26	RT. 77.57
8	241+16.69	RT. 82.31
9	241+21.66	RT. 81.76
10	241+26.63	RT. 81.20
11	241+30.71	RT. 80.91
12	241+31.14	RT. 84.72
13	241+27.07	RT. 85.18
14	241+22.10	RT. 85.73
15	241+15.67	RT. 86.62
16	241+15.40	RT. 88.67
17	241+14.55	RT. 95.12
18	241+13.69	RT. 101.46
19	241+07.27	RT. 101.45
20	241+07.48	RT. 94.13
21	241+08.29	RT. 87.68
22	241+09.97	RT. 80.37
23	241+11.69	RT. 75.15

NOTE:
CURB & GUTTER FLOWLINE
RADIUS = 70.0'

NOTES:
1. M.E.G. = MATCH EXISTING GRADE.
2. EXISTING CONDITIONS MAY VARY SLIGHTLY IN THE FIELD. THE ENGINEER CAN ADJUST GRADES AND TIE IN LOCATIONS AS NECESSARY TO CONSTRUCT RAMP. ANY ADJUSTMENTS MADE BY THE ENGINEER SHALL MEET ADA REQUIREMENTS FOR CURB RAMPS.
3. MAX ALLOWABLE RUNNING SLOPE OF RAMP = 1:12 (8.3%), SLOPE < 7% PREFERRED.
4. MAX ALLOWABLE RUNNING SLOPE OF TURNING SPACE = 1:48 (2.1%), SLOPE < 1.5% PREFERRED.
5. MIN. ALLOWABLE WIDTH OF RAMP = 4'.
6. MAX. ALLOWABLE CROSS SLOPE OF SIDEWALK OR LANDING = 1:48 (2.1%), SLOPE < 1.5% PREFERRED.

USER NAME =	DESIGNED =	REVISED =	
	DRAWN =	REVISED =	
	CHECKED =	REVISED =	
PLOT SCALE =	DATE =	REVISED =	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA PEDESTRIAN RAMP DETAIL
LOCATION #4 (S.E. QUAD / MURRAY RD.)

SCALE: | SHEET 4 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
709	113H	CHAMPAIGN	22	12
		CONTRACT NO. 70H36		
		ILLINOIS FED. AID PROJECT		

R-1073

ROADWAY SCHEDULES

(ADA) PEDESTRIAN RAMP SCHEDULE

	LOCATION		44000500 COMBINATION CURB & GUTTER REMOVAL (FT)	44000600 SIDEWALK REMOVAL (SQ FT)	60605000 COMBINATION CONCRETE CURB & GUTTER TYPE B-6.24 (FT)	42400200 PORTLAND CEMENT CONCRETE SIDEWALK, 5" (SQ FT)	42400800 DETECTABLE WARNINGS (SQ FT)	60300105 FRAMES AND GRATES TO BE ADJUSTED (EACH)
1	MURRAY RD.	N.W. QUADRANT	27.0	106.0	27.0	134.0	15.0	1.0
2	MURRAY RD.	N.E. QUADRANT	22.0	153.0	22.0	165.0	18.0	
3	MURRAY RD.	S.W. QUADRANT	16.0	138.0	16.0	142.0	12.0	
4	MURRAY RD.	S.E. QUADRANT	52.0	382.0	52.0	398.0	27.0	1.0
		TOTAL =	117.0	779.0	117.0	839.0	72.0	2.0
			FT	SQ FT	FT	SQ FT	SQ FT	EACH

78300201 PAVEMENT MARKING REMOVAL - GRINDING

LOCATION		STATION	OFFSET (FT)	STATION	OFFSET (FT)	78300201 QUANTITY (SQ FT)
US 136 AT MURRAY RD. / WEST SIDE	CROSSWALK	240+23.33	RT. 67.51	240+30.77	LT. 44.28	112.0
US 136 AT MURRAY RD. / EAST SIDE	CROSSWALK	241+15.21	RT. 61.75	241+05.33	LT. 55.99	113.0
US 136 AT MURRAY RD. / NORTH SIDE	CROSSWALK	240+30.77	LT. 44.28	241+05.33	LT. 55.99	75.0
US 136 AT MURRAY RD. / SOUTH SIDE	CROSSWALK	240+23.33	RT. 67.51	241+15.21	RT. 61.75	90.0
US 136 AT MURRAY RD. / WEST SIDE	STOP BAR	240+16.00	LT. 4.46	240+09.63	RT. 62.16	135.0
US 136 AT MURRAY RD. / EAST SIDE	STOP BAR	241+25.41	RT. 3.11	241+25.11	LT. 42.41	91.0
US 136 AT MURRAY RD. / NORTH SIDE	STOP BAR	240+41.66	LT. 62.91	240+72.65	LT. 64.37	62.0
US 136 AT MURRAY RD. / SOUTH SIDE	STOP BAR	240+70.19	RT. 74.75	241+09.64	RT. 74.12	79.0
					TOTAL =	757.0
						SQ FT

78001130 PAINT PAVEMENT MARKING - LINE 6"

70300241 TEMPORARY PAVEMENT MARKING - LINE 6" - PAINT

LOCATION		STATION	OFFSET (FT)	STATION	OFFSET (FT)	78001130 QUANTITY (FT)	70300241 QUANTITY (FT)	[illegible]
US 136 AT MURRAY RD. / WEST SIDE	CROSSWALK	240+24.78	RT. 66.53	240+31.51	LT. 44.82	224.0	224.0	[illegible]
US 136 AT MURRAY RD. / EAST SIDE	CROSSWALK	241+14.55	RT. 60.60	241+04.68	LT. 57.48	227.0	227.0	[illegible]
US 136 AT MURRAY RD. / NORTH SIDE	CROSSWALK	240+31.51	LT. 44.82	241+04.68	LT. 57.48	145.0	145.0	[illegible]
US 136 AT MURRAY RD. / SOUTH SIDE	CROSSWALK	240+24.78	RT. 66.53	241+14.55	RT. 60.60	181.0	181.0	[illegible]
					TOTAL =	777.0	777.0	
						FT	FT	

78001180 PAINT PAVEMENT MARKING - LINE 24"

70300281 TEMPORARY PAVEMENT MARKING - LINE 24" - PAINT

LOCATION		STATION	78001180 QUANTITY (FT)	70300281 QUANTITY (FT)	COLOR
US 136 AT MURRAY RD. / WEST SIDE	RT.	240+17.00	69.0	69.0	WHITE
US 136 AT MURRAY RD. / EAST SIDE	LT.	241+24.50	47.0	47.0	WHITE
US 136 AT MURRAY RD. / NORTH SIDE	LT.	10+62.00	33.0	33.0	WHITE
US 136 AT MURRAY RD. / SOUTH SIDE	LT.	9+26.50	41.0	41.0	WHITE
		TOTAL =	190.0	190.0	
			FT	FT	

HOT-MIX ASPHALT SCHEDULE

LOCATION	STATION	OFFSET	TO	STATION	OFFSET	LENGTH (FT)	AVERAGE WIDTH (FT)	AREA (SQ YD)	HMA SURFACE THICKNESS (INCHES)	44000155 HMA SURFACE REMOVAL, 1-1/2" (SQ YD)	40600290 BITUMINOUS MATERIAL TACK COAT (POUND)	40604162 POLY HMA SURFACE COURSE IL-9.5, MIX "D", N70 (TON)
S.E. QUAD / MURRAY RD.	241+05.18	RT. 101.44		241+43.50	RT. 36.67	86.00	4.00	38.22	1.5	38.22	17.20	3.21
									TOTAL =	38.22	17.20	3.21
									USE =	39.00	18.00	4.00
										SQ YD	POUND	TON

NOTE:
THE INTENT IS TO MILL TO AN 1-1/2" DEPTH BELOW THE GUTTER FLAG TO REMOVE THE HMA MATERIAL THAT IS SHOVING AGAINST THE CURB & GUTTER. THIS WORK SHALL ONLY BE COMPLETED IN THE S.E. QUADRANT OF US 136 & MURRAY RD.

MODEL: Schedules [Sheet]
FILE NAME: c:\dw_work\pwidot\projects\d0981718\D2578h26-Sht-Schedules.dgn

USER NAME = Justin.Cearlock	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 1/29/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
709	113N	CHAMPAIGN	22	13
		CONTRACT NO. 70H36		
		ILLINOIS FED. AID PROJECT		

R-1074

TRAFFIC SIGNAL SCHEDULES

QUAD.	81400100 HANDHOLE		
SE	STA. 241+29.9; 57.8' RT.	1.0	EACH
SW	STA. 240+11.3; 76.3' RT.	1.0	EACH
NW	STA. 240+19.2; 53.5' LT.	1.0	EACH
	TOTAL =	3.0	EACH

QUAD.	81400300 DOUBLE HANDHOLE		
NE	STA. 241+21.9; 56.1' LT.	1	EACH

QUAD.	87800100 CONCRETE FOUNDATION, TYPE A		
SE	STA. 241+20.8; 76.1' RT.	3.0	FOOT
SE	STA. 241+24.8; 65.7' RT.	3.0	FOOT
SE	STA. 241+32.5; 52.5' RT.	3.0	FOOT
SW	STA. 240+13.1; 72.6' RT.	3.0	FOOT
SW	STA. 240+04.4; 64.7' LT.	3.0	FOOT
NW	STA. 240+25.4; 50.4' LT.	3.0	FOOT
NW	STA. 240+35.4; 62.4' LT.	3.0	FOOT
NE	STA. 241+23.9; 49.9' LT.	3.0	FOOT
	TOTAL =	24.0	FOOT

QUAD.	87502680 TRAFFIC SIGNAL POST, ALUMINUM 24 FT.		
SE	STA. 241+20.8; 76.1' RT.	1.0	EACH
SE	STA. 241+32.5; 52.5' RT.	1.0	EACH
SW	STA. 240+04.4; 64.7' LT.	1.0	EACH
NW	STA. 240+35.4; 62.4' LT.	1.0	EACH
NE	STA. 241+23.9; 49.9' LT.	1.0	EACH
	TOTAL =	5.0	EACH

QUAD.	87502640 TRAFFIC SIGNAL POST, ALUMINUM 10 FT.		
SE	STA. 241+24.8; 65.7' RT.	1.0	FOOT
SW	STA. 240+13.1; 72.6' RT.	1.0	FOOT
NW	STA. 240+25.4; 50.4' LT.	1.0	FOOT

QUAD.	87800150 CONCRETE FOUNDATION, TYPE C		
NE	STA. 241+23.7; 57.9' LT.	3	FOOT

QUAD.	87500200 FULL-ACTUATED CONT. & TYPE IV CAB. 86200200 UNINTERRUPTABLE POWER SUPPLY, STD.		
NE	STA. 241+23.7; 57.9' LT.	1	EACH

QUAD.	87800415 CONCRETE FOUNDATION, TYPE F, 36 IN.		
NW	STA. 241+50.4; 41.2' RT.	13.0	FOOT
SW	STA. 240+19.2; 82.0' RT.	13.0	FOOT
SE	STA. 240+07.9; 47.7' LT.	13.0	FOOT
NE	STA. 241+12.6; 65.8' LT.	13.0	FOOT
	TOTAL =	52.0	FOOT

QUAD.	87700230 STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.		
NE	STA. 241+12.6; 65.8' LT.	1	EACH

QUAD.	87700280 STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.		
SW	STA. 240+19.2; 82.0' RT.	1	EACH

QUAD.	87702960 STEEL COMB MAST ARM ASSEMBLY AND POLE 46 FT.		
NW	STA. 240+07.9; 47.7' LT.	1	EACH

QUAD.	87702930 STEEL COMB MAST ARM ASEMBLY AND POLE 40 FT.		
SE	STA. 241+50.4; 41.2' RT.	1	EACH

QUAD.	82110007 LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION G		
NW	STA. 240+07.9; 47.7' LT.	1	EACH
SE	STA. 241+50.4; 41.2' RT.	1	EACH

QUAD.	80500100 SERVICE INSTALLATION, TYPE A (MODIFIED)		
NE	STA. 241+23.7; 57.9' LT.	1	EACH

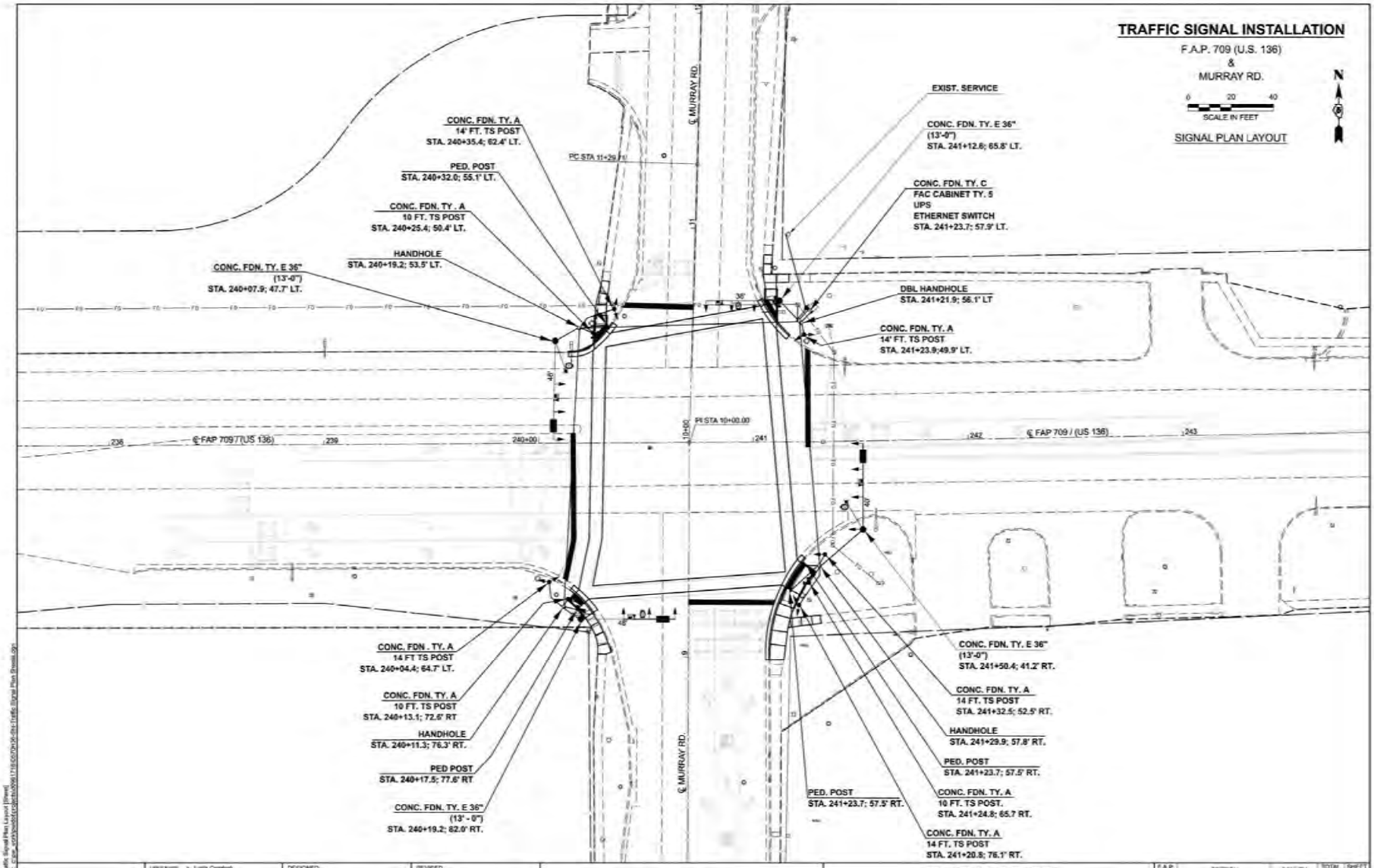
QUAD.	89502380 REMOVE EXISTING HANDHOLE		
SW	STA. 238+68.1; 62.2' RT. *	1	EACH
NW	STA. 240+34.2; 64.9' LT.	1	EACH
NE	STA. 241+22.5; 71.6' RT.	1	EACH
		3	EACH

QUAD.	89502385 REMOVE EXISTING CONCRETE FOUNDATION		
SW	STA. 239+99.1; 63.1' RT.	1	EACH
SW	STA. 240+15.0; 79.7' RT.	1	EACH
NW	STA. 240+15.3; 46.7' LT.	1	EACH
NW	STA. 240+25.0; 55.8' LT.	1	EACH
NE	STA. 241+14.6; 60.6' LT.	1	EACH
NE	STA. 241+36.2; 54.0' LT.	1	EACH
NE	STA. 241+25.0; 46.9' LT.	1	EACH
SE	STA. 241+22.5; 71.6' RT.	1	EACH
SE	STA. 241+56.4; 41.5' RT.	1	EACH
	TOTAL	9	EACH

USER NAME: = roger.biggs	DESIGNED: -	REVISED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN: -	REVISED: -	SCHEDULE OF QUANTITIES
	CHECKED: -	REVISED: -	SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.
PLOT DATE: = 5/29/2025	DATE: -	REVISED: -	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	11SN	CHAMPAIGN	22	14
		CONTRACT NO. 70H36		
		ILLINOIS FED. AID PROJECT		

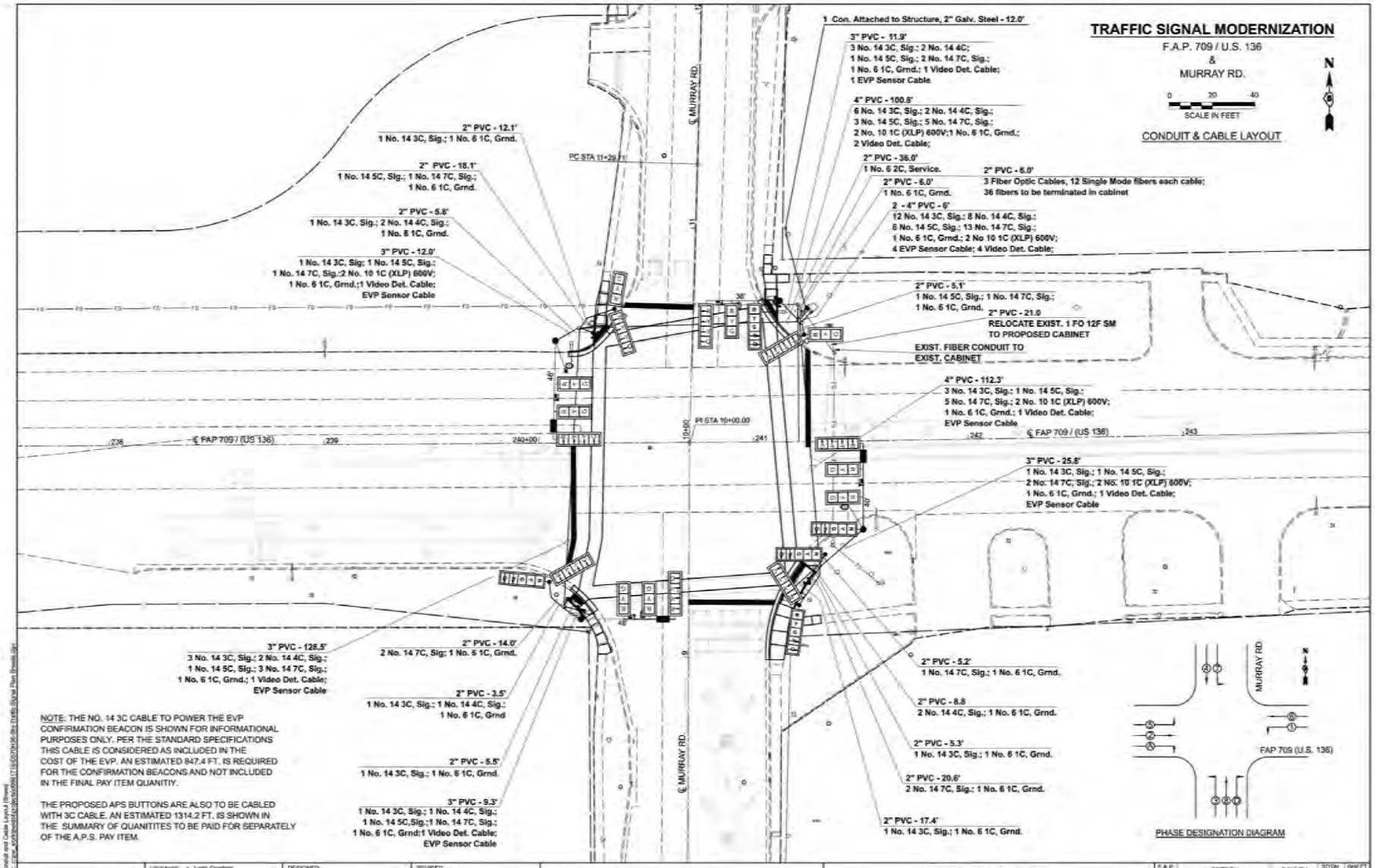
MODEL: Schedule-1 [plan]
FILE NAME: c:\pw_work\dot\projects\d0\d1174\d1174-01\d1174-01-schedules_sht



USER NAME = Justin.Crawford	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL PLAN LAYOUT	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -			709	113N	CHAMPAIGN	22	15
PLOT DATE = 1/29/2025	CHECKED -	REVISED -					CONTRACT NO. 70H36		
	DATE -	REVISED -		SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

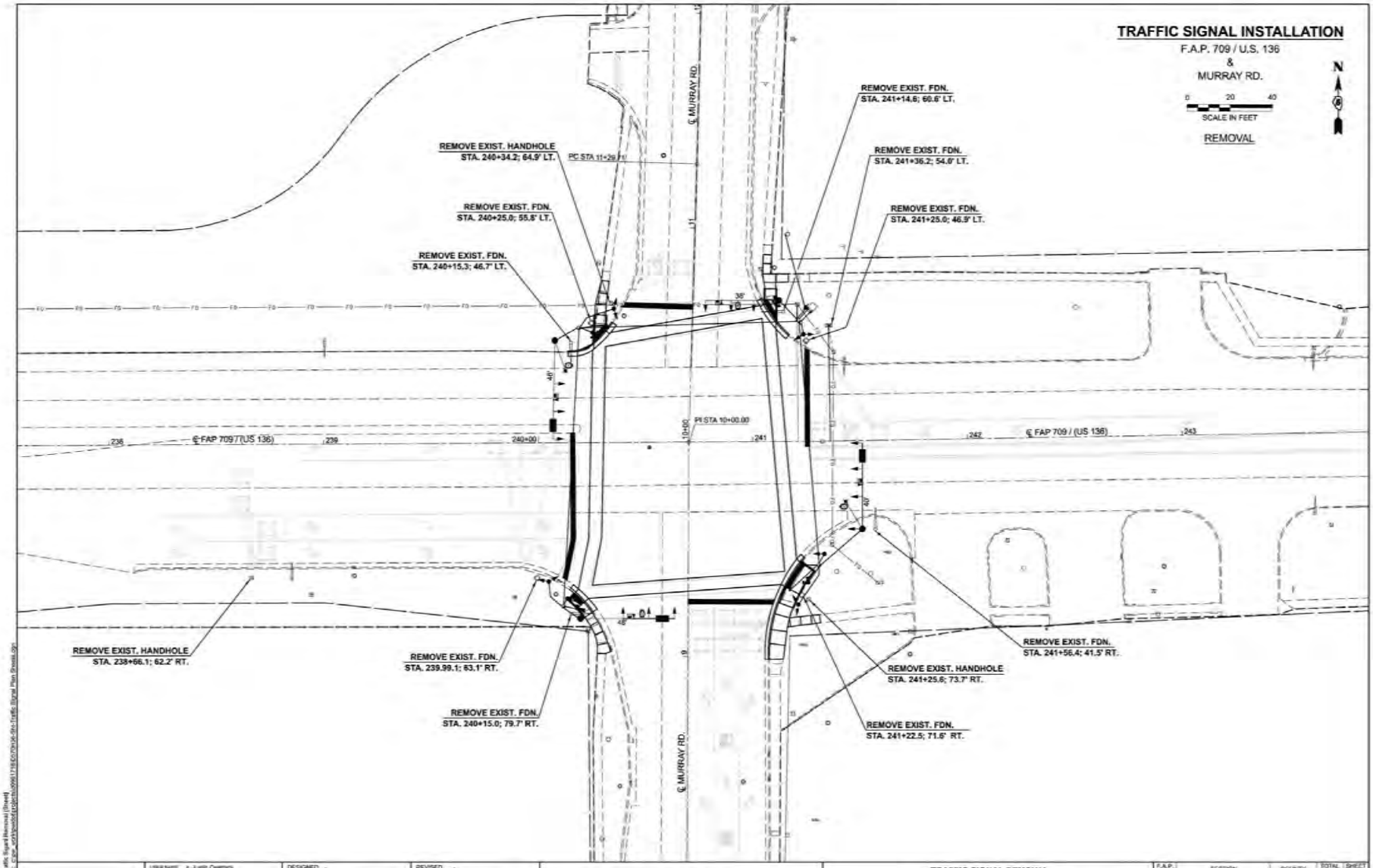
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R-1076



User Name: Justin Overbeck	DESIGNED: -	REVISED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONDUIT AND CABLE LAYOUT	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN: -	REVISED: -			709	113H	CHAMPAIGN	22	15
Plot Date: 1/23/2025	CHECKED: -	REVISED: -					CONTRACT NO. 70H35		
	DATE: -	REVISED: -		SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

MODEL: Conduit and Cable Layout (Sheet)
FILE NAME: c:\pw_work\dot\d0cjobs\d0961113\d0709-06-0hz-Traffic Signal Plan Sheets.dgn



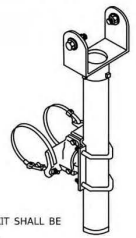
MODEL: Traffic Signal Removal (Sheet)
FILE NAME: c:\pw_work\pwidot\projects\d0961718\C07\h34-thru-Traffic Signal Plan Sheets.dgn

USER NAME = Justin Overbeck	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL REMOVAL	
	DRAWN -	REVISED -			
PLOT DATE = 1/23/2025	CHECKED -	REVISED -			
	DATE: -	REVISED -		SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
709	113N	CHAMPAIGN	22	17
		CONTRACT NO. 70H36		
		ILLINOIS FED. AID PROJECT		

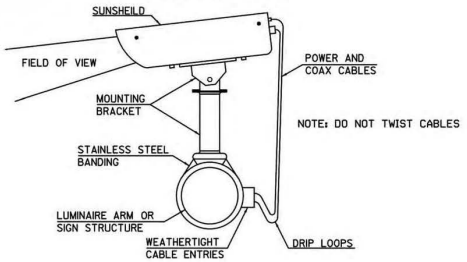
R-1078

VIDEO DETECTION CAMERA BRACKET
MAST-ARM MOUNTED

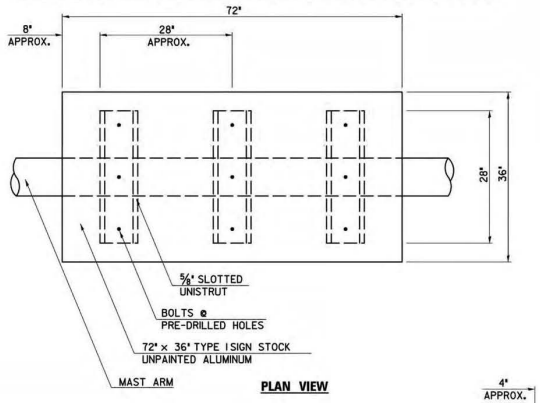


NOTE: CLAMP SCREW KIT SHALL BE STAINLESS STEEL.

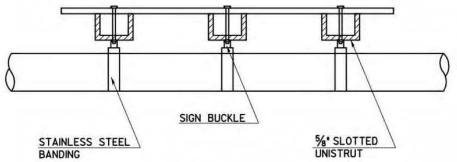
VIDEO DETECTOR MOUNTING DETAIL
LUMINAIRE TRUSS MOUNTED



MAST ARM DAMPENING DEVICE MOUNTING DETAIL

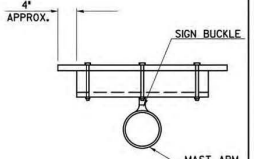


PLAN VIEW

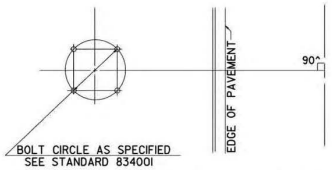


ELEVATION

NOTE: PAINT ENDS OF UNISTRUT WITH SPRAY ON GALVANIZED PAINT

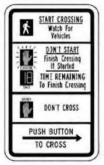


CROSS SECTION



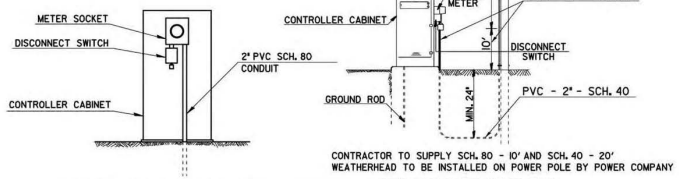
DETAIL OF MAST ARM FOUNDATION BOLT PATTERN

PEDESTRIAN PUSH-BUTTON SIGNS



R10-3e

PEDESTRIAN PUSH-BUTTON SIGNS SHALL BE MOUNTED ABOVE THE PEDESTRIAN PUSH BUTTONS. THE SIGNS SHALL BE BOLTED TO THE POSTS.



SERVICE INSTALLATION TY. A (MODIFIED)

TRAFFIC SIGNAL GENERAL NOTES

1. THE ACTUAL LOCATION OF ALL SIGNAL FOUNDATIONS, HANDHOLES, AND TRAFFIC CONTROLLER WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
2. THE FINAL LOCATIONS OF ALL TRAFFIC CONTROL ITEMS SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.
3. POST MOUNTED SIGNALS SHALL BE INSTALLED SO THAT NO PART OF THE SIGNAL HEAD IS WITHIN 2 FT. OF THE FACE OF CURB.
4. ALL MAST ARM POLES SHALL BE A MINIMUM OF 6 FT. FROM THE CENTER OF THE POLE TO THE FACE OF CURB (ON THE MAST ARM SIDE) OR AS SHOWN ON THE PLANS.
5. COMBINATION MAST ARM ASSEMBLIES SHALL BE FURNISHED WITH 15' LUMINAIRE TRUSS ARMS WITH A MOUNTED LUMINAIRE HEIGHT OF 40 FT.
6. ALL TRAFFIC SIGNAL MAST ARMS MUST BE DESIGNED FOR THE LOADINGS SHOWN ON THE HIGHWAY STANDARDS OR THESE SIGNAL PLANS, WHICHEVER IS GREATER.
7. SIGNAL FACES FOR THE NORTH APPROACH ARE NOTED AS "A","B" FOR THE SOUTH APPROACH,"C" FOR THE WEST APPROACH, AND "D" FOR THE EAST APPROACH.
8. ALIGN ADJACENT RED INDICATIONS TO SAME HEIGHT ABOVE PAVEMENT.
9. THE BASE FOR A TRAFFIC SIGNAL POST SHALL BE SITUATED SUCH THAT THE HANDHOLE IS LOCATED ON A SIDE AWAY FROM A TRAVELED LANE.
10. PEDESTRIAN PUSHBUTTON SIGNAL SIGNS SHALL BE MOUNTED ABOVE THE APPROPRIATE PEDESTRIAN PUSHBUTTON.
11. ITEMS REMOVED WILL BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE NOTED IN THE CONTRACT.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ELECTRICAL SERVICE FOR THE TRAFFIC SIGNALS. THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANY PRIOR TO COMMENCEMENT OF WORK TO OBTAIN UTILITY COMPANY REQUIREMENTS FOR THE SERVICE INSTALLATIONS.
13. THE ANTI-BACKUP FEATURE SHALL BE HARDWIRED ON THE BACKPANEL OF THE CONTROLLER CABINET.
14. TIMINGS SHOWN ARE FOR INITIAL OPERATION AND MAY BE ADJUSTED TO REFLECT SITE CONDITIONS PER APPROVAL OF THE TRAFFIC OPERATIONS ENGINEER.
15. THE CONTRACTOR SHALL SUPPLY AND MOUNT SIGNS BY THE MASTARM MOUNTED FYA SIGNAL HEADS STATING "LEFT TURN YIELD ON FLASHING YELLOW ARROW" (R10-I109 AS SHOWN IN THE ILLINOIS STANDARD HIGHWAY SIGNS BOOK - JULY 1, 2014)

USER NAME = roger.biggs	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 1/29/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

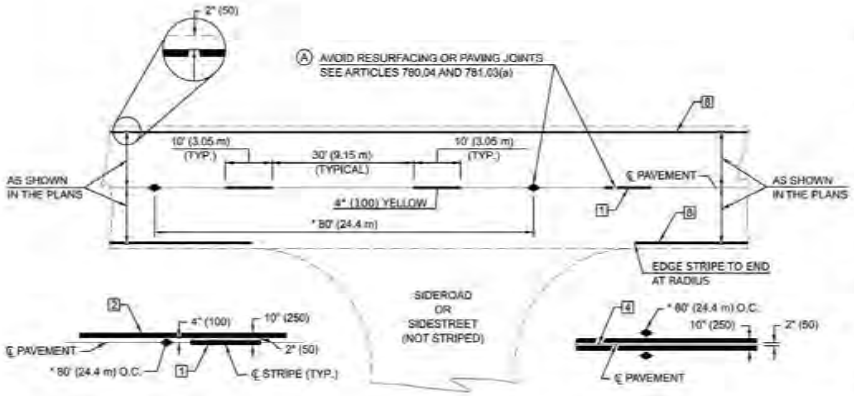
TRAFFIC SIGNAL DETAILS

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
709	113N	CHAMPAIGN	22	18
		CONTRACT NO. 70H36		
		ILLINOIS FED. AID PROJECT		

MODEL: Signal Details (Sheet)
FILE NAME: c:\dw_work\pwidot\projects\d0981718\D2570h26-Sht-details.dgn

R-1079



SINGLE NO PASSING

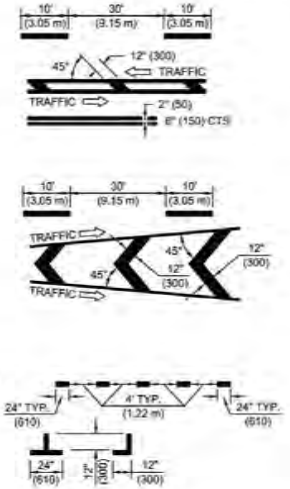
DOUBLE NO PASSING

* REDUCE TO 40' (12.2 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEEDS OF 45 mph (70 km/h) OR LESS.

TWO LANE/TWO WAY

TYPICAL PAVEMENT MARKING LENGEND

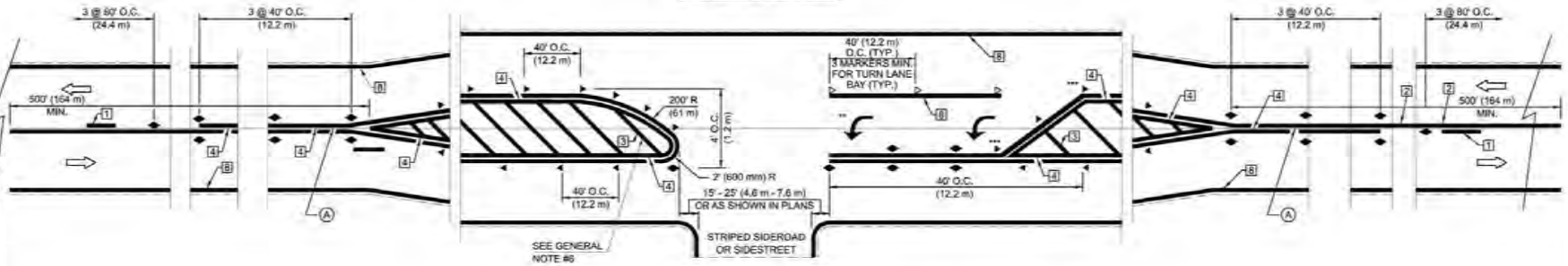
1. 4" (100) SKIP-DASH (YELLOW)
2. 4" (100) SOLID (YELLOW)
3. 12" (300) DIAGONAL (YELLOW)
4. 4" (100) DOUBLE YELLOW (NARROW)
5. RESERVED
6. RESERVED
7. 4" (100) SKIP-DASH (WHITE)
8. 4" (100) SOLID (WHITE)
9. 12" (300) DIAGONAL (WHITE)
10. 6" (150) SOLID (WHITE)
11. 24" (600) STOP BAR (WHITE)
12. 8" (200) SOLID (WHITE)
13. 4" (100) LANE LINE EXTENSIONS (WHITE)
14. 4" (100) PARKING WHITE



TYPICAL PAVEMENT MARKERS LENGEND

- TWO-WAY AMBER MARKER
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER

RURAL LEFT TURN



*** REDUCE SPACING IF NECESSARY TO ASSURE MARKERS AT CORNER POINTS.

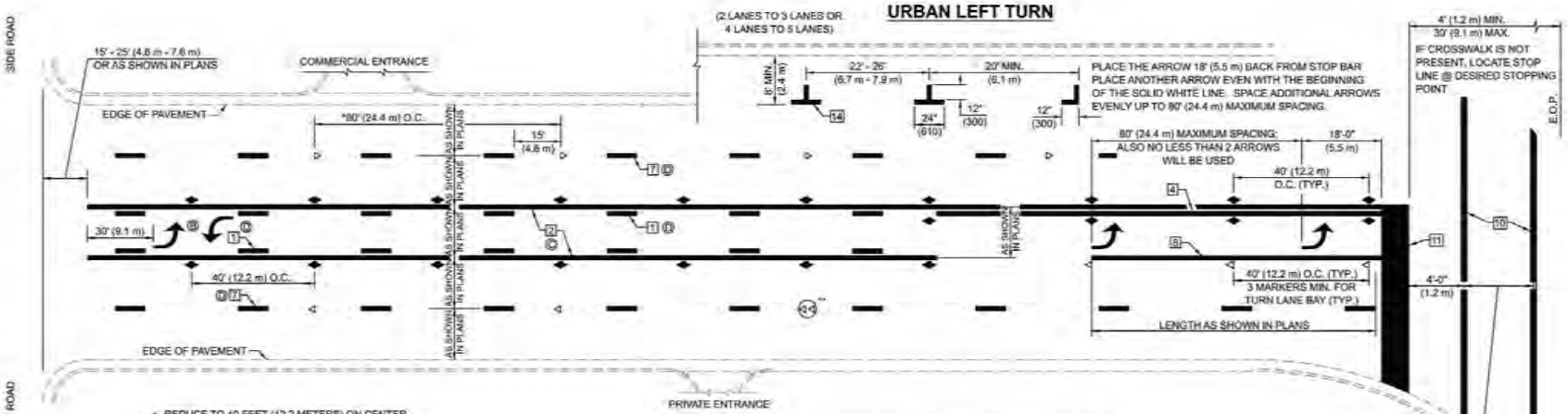
** TURN ARROWS SHALL BE PLACED AS SHOWN OF SHEET #2.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 7800AAAA

USER NAME =	DESIGNED =	REVISED =		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN =	REVISED =				129	113H	CHAMPAIGN	22	19
PLOT NAME =	CHECKED =	REVISED =						CONTRACT NO. 70H36		
PLOT SCALE =	DATE =	REVISED =			SCALE: SHEET 1 OF 4 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

R-1080



* REDUCE TO 40 FEET (12.2 METERS) ON CENTER ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

** DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED AND SPACED AS SHOWN IN HIGHWAY STANDARD 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED HIGHWAYS.

BLOOMINGTON-NORMAL CITY LIMITS ONLY

CROSSWALK WIDTH 6'-0" (1.8 m) OR AS SHOWN IN PLANS

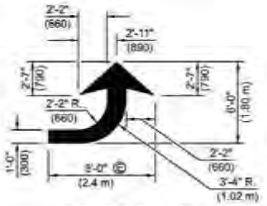
GENERAL NOTES:

(B) TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE.

(C) THE SOLID YELLOW PAVEMENT MARKINGS [2] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.

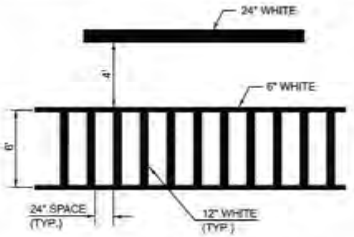
(D) THE SKIP-DASH PAVEMENT MARKINGS [1] OR [7] SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER. SEE EXAMPLE ON SHEET 2 OF 3.

(E) USE LARGE ARROW SIZE FOR BOTH RURAL AND URBAN LOCATIONS. (SEE LAST PAGE OF SECTION 780x FOR SYMBOLS TABLE)

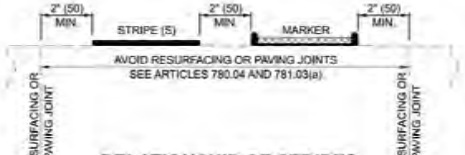


LEFT ARROW

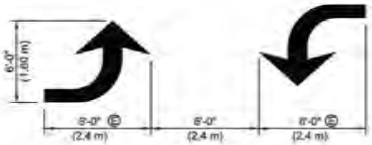
REVERSE FOR RIGHT ARROW
AREA = 15.5 SQ. FT. (1.47 m²)
(WHITE)



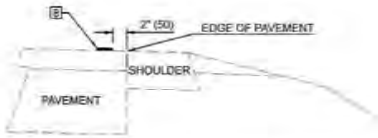
TYPICAL SPACING FOR CROSSWALKS & STOP BARS



RELATIONSHIP OF STRIPES, MARKERS AND JOINTS



TYPICAL DOUBLE TURN ARROWS (WHITE)



RELATIONSHIP OF EDGE LINE TO EDGE OF PAVEMENT

(SAFETY SHOULDER OR PAVED SURFACE)
SEE ARTICLE 780.04

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

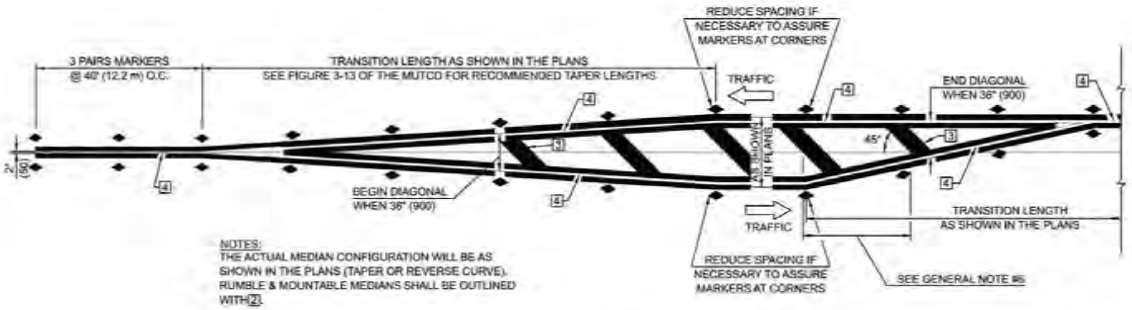
DISTRICT 5 DETAIL NO. 7800AAAA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
150	113H	CHAMPAIGN	22	22
		CONTRACT NO. 70H36		
		ILLINOIS FED. AID PROJECT		

USER NAME = Aaron.Chambers	DESIGNED -	REVISED -	ADDED JLA	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)
	DRAWN -	REVISED -	3/2016 SWH		
	CHECKED -	REVISED -	6/2022 JLA		
PLOT NAME = 1/7/2022	DATE -	REVISED -	9/2022 JWS		SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.

MODEL - 7800AAAA Sheet 2 (1mm)
FILE NAME = c:\pw_work\aaron.chambers\d0244\Mod1113\d0244_01s1.dgn

R-1081

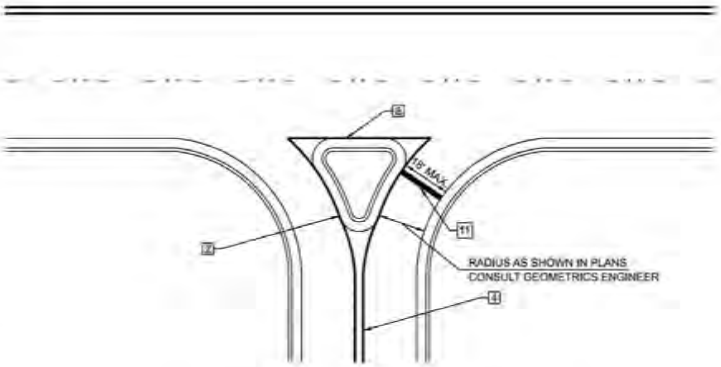


NOTES:
THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE). RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

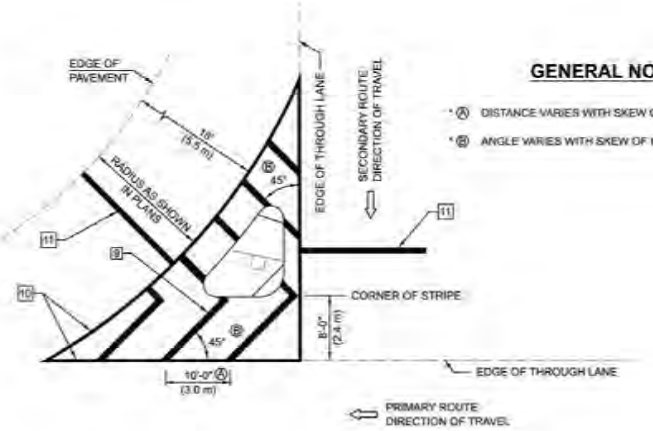
TYPICAL MEDIAN TRANSITIONS

GENERAL NOTES

1. WHEN MEDIANS ARE PRESENT, PAVEMENT MARKINGS ARE TO BE PLACED ADJACENT TO MEDIANS.
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. A STRIPING KEY IS AVAILABLE ELSEWHERE AND SHALL BE SHOWN WHERE THE QUANTITIES ARE LISTED.
5. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
6. THE FOLLOWING CRITERIA SHALL BE USED FOR SELECTING THE DIAGONAL PAVEMENT MARKING SPACING.
   <30 MPH USE 15' (<50 km/h USE 4.5 m)
   30-45 MPH USE 20' (50-75 km/h USE 6.0 m)
   >45 MPH USE 30' (>75 km/h USE 9.0 m)



RIGHT IN - RIGHT OUT ACCESS



GENERAL NOTES

* Ⓐ DISTANCE VARIES WITH SKEW OF INTERSECTION.
* Ⓑ ANGLE VARIES WITH SKEW OF INTERSECTION.

ISLAND

* FOR RIGHT TURN LANE AND ISLAND STRIPING CONSULT GEOMETRICS ENGINEER.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

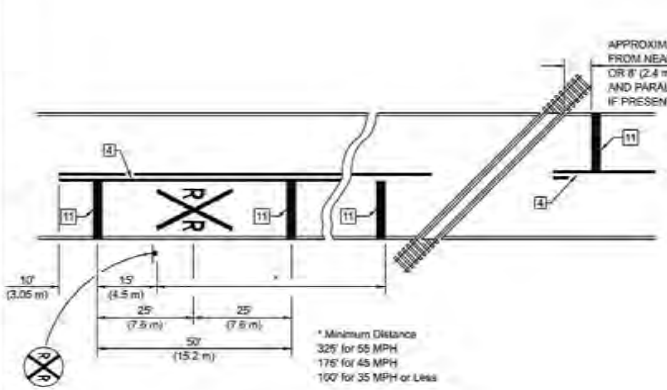
DISTRICT 5 DETAIL NO. 7800AAAA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
109	113H	CHAMPAIGN	22	21
		CONTRACT NO. 70H36		
		ILLINOIS FED. AID PROJECT		

USER NAME: * Aurora Chambers	DESIGNED: --	REVISED: --	ADDED JLA	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)
	DRAWN: --	REVISED: --	5/15/18 SWH		
	CHECKED: --	REVISED: --	6/2022 JLA		
PLOT NAME: * 1/7/2022	DATE: --	REVISED: --	9/2022 JWS		SCALE: SHEET 21 OF 44 SHEETS STA. TO STA.

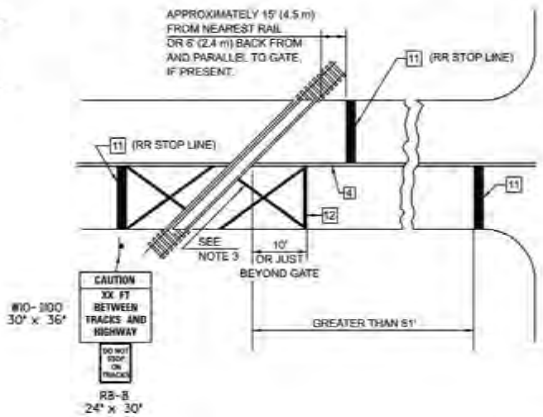
MODEL: 7800AAA Sheet 2 (none)
FILE NAME: c:\pw_work\pwidot\aurchambers\d0\wwd1178\D0130.dgn

R-1082



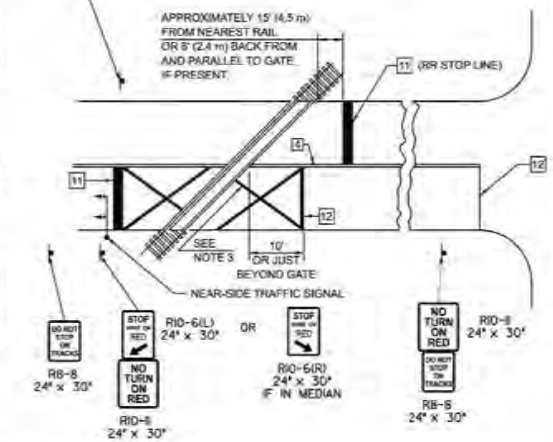
PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

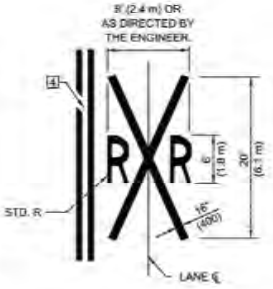
RAILROAD CROSSING WITH INTERCONNECT ONLY



ONLY IF SIGNAL HEAD CANNOT BE LOCATED IN MEDIAN

RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS





GENERAL NOTES

1. SUPPLEMENTAL PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.

2. EXTEND PAVEMENT MARKINGS TO THE INTERSECTION ONLY WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED.

3. 6" WHITE PAVEMENT MARKINGS AT 45° TO PAVEMENT, 8' CENTER TO CENTER.

4. XX DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET FROM THE RAIL CLOSEST TO THE INTERSECTION OR FROM THE CLOSEST POINT ALONG THE EXIT GATE IF PRESENT OVER THE ROADWAY WHEN IN THE LOWERED POSITION TO THE STOP BAR OR CROSSWALK, WHICH EVER IS CLOSEST, ROUNDED DOWN TO NEAREST 5 FEET. WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.

5. THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6 FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS EXTENDED TO THE INTERSECTION.

SUPPLEMENT PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING

ALTERNATE SIGNS

R10-6a(L) 24" x 30"

R10-6a(R) 24" x 30"

NOTES

THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE III-1, CONDITION B OF THE MUTCD.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 7800AAAA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
136	113W	CHAMPAIGN	22	22

CONTRACT NO. 70H36

ILLINOIS FED. AID PROJECT

USER NAME = Aaron.Cowdrick	DESIGNED -	REVISED -	ADDED JLA
	DRAWN -	REVISED -	ADDED SWH
	CHECKED -	REVISED -	ADDED JLA
PLOT NAME = 1/7/2022	DATE -	REVISED -	ADDED JWD

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND MARKERS
(RURAL & URBAN APPLICATIONS)

SCALE: SHEET # OF # SHEETS STA. TO STA.

MODEL: Highway-Std_Sheet # (Sheet)
FILE NAME: c:\pw_work\pwidot\d-cpdb\pw1178-d3f3b1\d1178-d3f3b1.dgn

Traffic Count Summary Sheets

Champaign Avenue Service Road with Circle K ... - TMC

Tue Mar 4, 2025
Full Length (6 AM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1273593, Location: 40.308729, -88.175177

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Circle K Access Drive					Champaign Avenue Service Drive					Champaign Avenue Service Drive					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-03-04 6:00AM	5	0	0	**5**	0	2	9	0	**11**	0	0	1	0	**1**	0	**17**
6:15AM	3	0	0	**3**	0	0	9	0	**9**	0	0	1	0	**1**	0	**13**
6:30AM	4	0	0	**4**	0	4	8	0	**12**	0	0	0	0	**0**	0	**16**
6:45AM	4	1	0	**5**	0	1	6	0	**7**	0	0	0	0	**0**	0	**12**
Hourly Total	16	1	0	**17**	0	7	32	0	**39**	0	0	2	0	**2**	0	**58**
7:00AM	8	0	0	**8**	0	2	7	0	**9**	0	1	0	0	**1**	0	**18**
7:15AM	5	0	0	**5**	0	2	17	0	**19**	0	0	0	0	**0**	0	**24**
7:30AM	5	1	0	**6**	0	2	17	0	**19**	0	0	0	0	**0**	0	**25**
7:45AM	7	1	0	**8**	1	6	14	0	**20**	2	0	1	0	**1**	0	**29**
Hourly Total	25	2	0	**27**	1	12	55	0	**67**	2	1	1	0	**2**	0	**96**
8:00AM	4	0	0	**4**	0	7	18	0	**25**	0	0	3	0	**3**	0	**32**
8:15AM	7	1	0	**8**	0	4	11	0	**15**	0	0	3	0	**3**	0	**26**
8:30AM	4	1	0	**5**	0	0	12	0	**12**	0	1	1	0	**2**	0	**19**
8:45AM	5	0	0	**5**	3	1	13	0	**14**	0	0	2	0	**2**	0	**21**
Hourly Total	20	2	0	**22**	3	12	54	0	**66**	0	1	9	0	**10**	0	**98**
9:00AM	6	2	1	**9**	1	1	18	0	**19**	0	0	1	0	**1**	0	**29**
9:15AM	8	0	0	**8**	0	3	15	0	**18**	0	1	4	0	**5**	0	**31**
9:30AM	6	0	0	**6**	0	4	4	0	**8**	0	0	5	0	**5**	0	**19**
9:45AM	3	0	0	**3**	0	3	11	0	**14**	0	0	2	0	**2**	0	**19**
Hourly Total	23	2	1	**26**	1	11	48	0	**59**	0	1	12	0	**13**	0	**98**
10:00AM	6	1	0	**7**	0	2	15	0	**17**	0	1	6	0	**7**	0	**31**
10:15AM	7	0	0	**7**	0	4	7	0	**11**	0	0	3	0	**3**	0	**21**
10:30AM	5	0	0	**5**	0	2	10	0	**12**	0	0	3	0	**3**	0	**20**
10:45AM	7	0	0	**7**	0	2	19	0	**21**	0	0	5	0	**5**	0	**33**
Hourly Total	25	1	0	**26**	0	10	51	0	**61**	0	1	17	0	**18**	0	**105**
11:00AM	12	0	0	**12**	0	3	21	0	**24**	0	0	3	0	**3**	0	**39**
11:15AM	8	0	0	**8**	0	5	9	0	**14**	0	1	2	0	**3**	0	**25**
11:30AM	10	0	0	**10**	0	0	10	0	**10**	0	0	4	0	**4**	0	**24**
11:45AM	1	0	0	**1**	0	8	11	0	**19**	0	0	5	0	**5**	0	**25**
Hourly Total	31	0	0	**31**	0	16	51	0	**67**	0	1	14	0	**15**	0	**113**
12:00PM	14	0	0	**14**	0	3	17	0	**20**	0	0	3	0	**3**	0	**37**
12:15PM	14	0	0	**14**	0	3	12	0	**15**	0	1	8	0	**9**	0	**38**
12:30PM	6	0	0	**6**	0	4	14	0	**18**	0	0	2	0	**2**	0	**26**
12:45PM	10	0	0	**10**	0	3	12	0	**15**	0	1	3	0	**4**	0	**29**
Hourly Total	44	0	0	**44**	0	13	55	0	**68**	0	2	16	0	**18**	0	**130**
1:00PM	7	0	0	**7**	0	5	15	0	**20**	0	0	4	0	**4**	0	**31**
1:15PM	14	0	0	**14**	0	2	15	0	**17**	0	0	4	0	**4**	0	**35**
1:30PM	8	0	0	**8**	0	3	13	0	**16**	0	0	3	0	**3**	0	**27**
1:45PM	4	0	0	**4**	0	3	12	0	**15**	0	0	2	0	**2**	0	**21**
Hourly Total	33	0	0	**33**	0	13	55	0	**68**	0	0	13	0	**13**	0	**114**
2:00PM	10	1	0	**11**	1	2	17	0	**19**	2	1	2	0	**3**	0	**33**
2:15PM	4	0	0	**4**	0	3	7	0	**10**	0	0	3	0	**3**	0	**17**
2:30PM	12	1	0	**13**	0	2	23	0	**25**	1	0	2	0	**2**	0	**40**
2:45PM	13	1	0	**14**	0	1	13	0	**14**	0	0	5	0	**5**	0	**33**
Hourly Total	39	3	0	**42**	1	8	60	0	**68**	3	1	12	0	**13**	0	**123**
3:00PM	5	0	0	**5**	0	1	22	0	**23**	0	0	2	0	**2**	0	**30**
3:15PM	12	2	0	**14**	0	1	14	0	**15**	0	0	3	0	**3**	0	**32**
3:30PM	11	0	0	**11**	0	1	16	0	**17**	0	0	4	0	**4**	0	**32**
3:45PM	4	1	0	**5**	0	2	15	0	**17**	0	0	1	0	**1**	0	**23**
Hourly Total	32	3	0	**35**	0	5	67	0	**72**	0	0	10	0	**10**	0	**117**
4:00PM	4	0	0	**4**	0	3	13	0	**16**	0	0	4	0	**4**	0	**24**
4:15PM	7	0	0	**7**	0	0	12	0	**12**	0	0	1	0	**1**	0	**20**

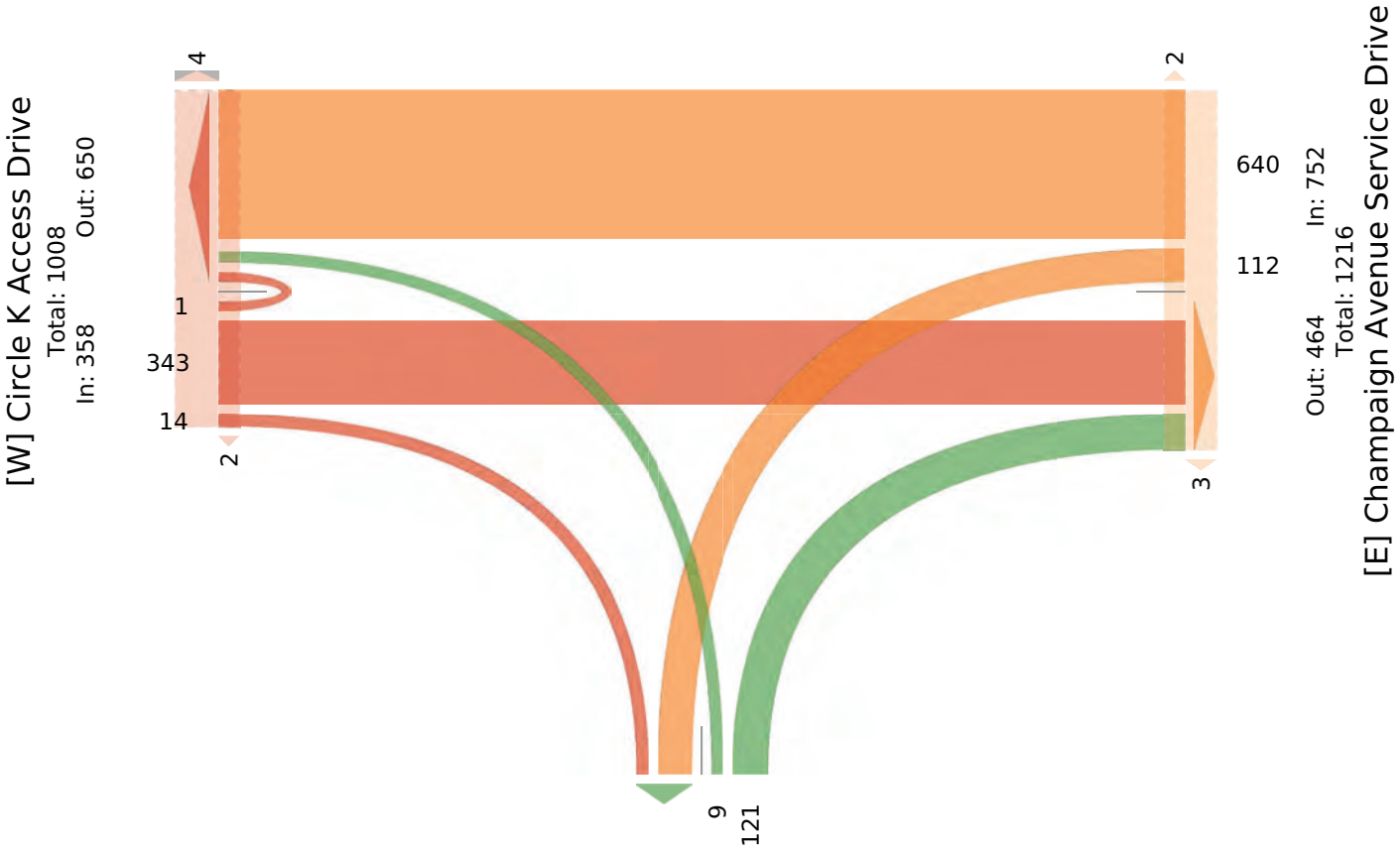
Leg	Circle K Access Drive					Champaign Avenue Service Drive					Champaign Avenue Service Drive					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
4:30PM	10	0	0	**10**	0	1	16	0	**17**	0	1	2	0	**3**	0	**30**
4:45PM	13	0	0	**13**	0	0	13	0	**13**	0	0	2	0	**2**	0	**28**
Hourly Total	34	0	0	**34**	0	4	54	0	**58**	0	1	9	0	**10**	0	**102**
5:00PM	5	0	0	**5**	0	0	19	0	**19**	0	0	6	0	**6**	0	**30**
5:15PM	11	0	0	**11**	0	0	18	0	**18**	0	0	0	0	**0**	0	**29**
5:30PM	2	0	0	**2**	0	0	9	0	**9**	0	0	0	0	**0**	0	**11**
5:45PM	3	0	0	**3**	0	1	12	0	**13**	0	0	0	0	**0**	0	**16**
Hourly Total	21	0	0	**21**	0	1	58	0	**59**	0	0	6	0	**6**	0	**86**
Total	343	14	1	**358**	6	112	640	0	**752**	5	9	121	0	**130**	0	**1240**
% Approach	95.8%	3.9%	0.3%	**-**	-	14.9%	85.1%	0%	**-**	-	6.9%	93.1%	0%	**-**	-	-
% Total	27.7%	1.1%	0.1%	**28.9%**	-	9.0%	51.6%	0%	**60.6%**	-	0.7%	9.8%	0%	**10.5%**	-	-
Lights	335	13	1	**349**	-	72	628	0	**700**	-	6	85	0	**91**	-	1140
% Lights	97.7%	92.9%	100%	**97.5%**	-	64.3%	98.1%	0%	**93.1%**	-	66.7%	70.2%	0%	**70.0%**	-	91.9%
Single-Unit Trucks	6	1	0	**7**	-	8	8	0	**16**	-	1	6	0	**7**	-	30
% Single-Unit Trucks	1.7%	7.1%	0%	**2.0%**	-	7.1%	1.3%	0%	**2.1%**	-	11.1%	5.0%	0%	**5.4%**	-	2.4%
Articulated Trucks	1	0	0	**1**	-	31	1	0	**32**	-	1	30	0	**31**	-	64
% Articulated Trucks	0.3%	0%	0%	**0.3%**	-	27.7%	0.2%	0%	**4.3%**	-	11.1%	24.8%	0%	**23.8%**	-	5.2%
Buses	0	0	0	**0**	-	0	1	0	**1**	-	0	0	0	**0**	-	1
% Buses	0%	0%	0%	**0%**	-	0%	0.2%	0%	**0.1%**	-	0%	0%	0%	**0%**	-	0.1%
Bicycles on Road	1	0	0	**1**	-	1	2	0	**3**	-	1	0	0	**1**	-	5
% Bicycles on Road	0.3%	0%	0%	**0.3%**	-	0.9%	0.3%	0%	**0.4%**	-	11.1%	0%	0%	**0.8%**	-	0.4%
Pedestrians	-	-	-	-	6	-	-	-	-	5	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	-

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

Champaign Avenue Service Road with Circle K ... - TMC

Tue Mar 4, 2025
Full Length (6 AM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1273593, Location: 40.308729, -88.175177

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Out: 126 In: 130
Total: 256
[S] Champaign Avenue Service Drive

Champaign Avenue Service Road with Circle K ... - TMC

Tue Mar 4, 2025
F M l eaL ngth0 F M (6th0 F MA
F -- P -a))e) nCsi SUJ, c ski -e(d ksUTruBL), F rUsBu-aUey TruBL), o u)e), l eye)Uusak), osBRB-e) vk mvayA
F -- MvI eDekUJ
:1 t 72gh53h, CvBaUsvkt 409h06g23, (669 7g57gg



l rvI syey . Rt 8 eksi Cskyi rek b kOara F . vvka, :kB9
35g5 ' 9Osi i sk) my9, c usUe 400, mv)eDvkU,:C, H0076, d c

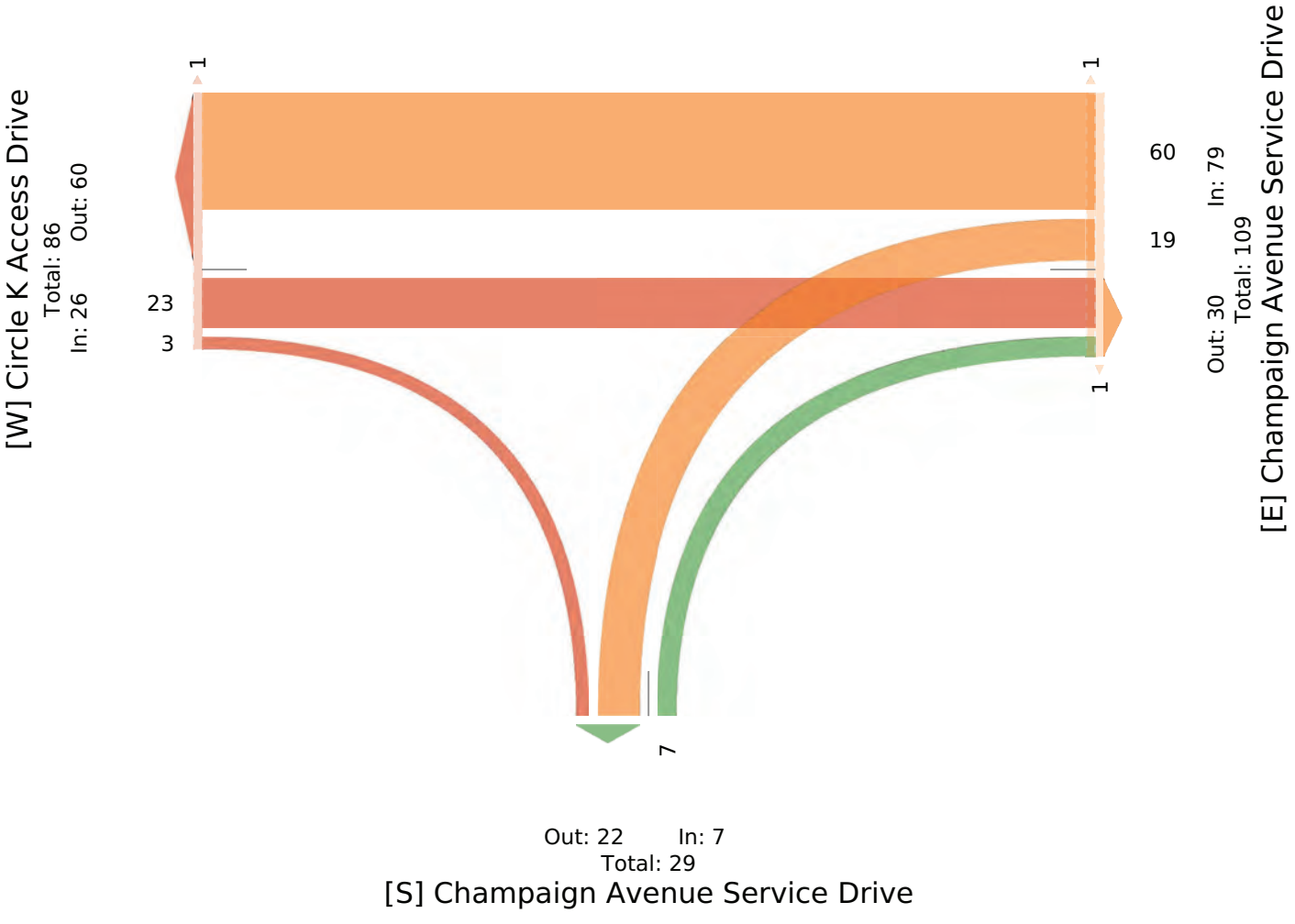
Cei 1 sreBtsvk	PsrBe 8 FBBe)) 1 rsI e pa)Uvuky					PSaDWisi k FIekue cerIsBe 1 rsI e ' e)Uvuky					PSaDWisi k FIekue cerIsBe 1 rsI e EvrUs. vuky					
TsDe	T	m	d	FWW	l eyN	C	T	d	FWW	l eyN	C	m	d	FWW	l eyN	:kU
2025(0h(04 gth0F M	5	7	0	**H**	0	2	7g	0	**73**	0	0	0	0	**0**	0	**25**
gt45F M	g	7	0	**6**	7	H	74	0	**20**	2	0	7	0	**7**	0	**23**
6t00F M	4	0	0	**4**	0	g	76	0	**25**	0	0	h	0	**h**	0	**h2**
6t75F M	g	7	0	**6**	0	4	77	0	**75**	0	0	h	0	**h**	0	**2H**
Tvld-	2h	h	0	**2H**	7	73	HD	0	**g3**	2	0	g	0	**g**	0	**772**
*** FWWvaBS**	669 5*	779 5*	0*	**(**	(	249 7*	g59 3*	0*	**(**	(	0*	700*	0*	**(**	(	(
*** Tvld-**	209 5*	29g*	0*	**2h9 2***	(	7g9 0*	5h9 H*	0*	**g09 5***	(	0*	H9h*	0*	**H9h***	(	(
l O%	09g6H	09g50	(	**09g67**	(	09Hg3	096H6	(	**0967h**	(	(	0956h	(	**0956h**	(	0966g
CsiSUJ	22	h	0	**25**	(	7h	5g	0	**g0**	(	0	2	0	**2**	(	3g
*** CsiSUJ**	359 g*	700*	0*	**3H2 2***	(	H69 4*	359 0*	0*	**669 H***	(	0*	269 H*	0*	**269 H***	(	6H9 H*
cski -e(d ksUTruBL)	0	0	0	**0**	(	0	7	0	**7**	(	0	0	0	**0**	(	7
*** cski -e(d ksUTruBL)**	0*	0*	0*	**0***	(	0*	79 g*	0*	**79 h***	(	0*	0*	0*	**0***	(	09 2*
FrUsBu-aUey TruBL)	0	0	0	**0**	(	H	0	0	**H**	(	0	5	0	**5**	(	77
*** FrUsBu-aUey TruBL)**	0*	0*	0*	**0***	(	h79 H*	0*	0*	**g9 H***	(	0*	g79 4*	0*	**g79 4***	(	39 6*
ou)e)	0	0	0	**0**	(	0	7	0	**7**	(	0	0	0	**0**	(	7
*** ou)e)**	0*	0*	0*	**0***	(	0*	79 g*	0*	**79 h***	(	0*	0*	0*	**0***	(	09 2*
osBRB-e) vk mvay	7	0	0	**7**	(	0	7	0	**7**	(	0	0	0	**0**	(	2
*** osBRB-e) vk mvay**	49 h*	0*	0*	**h9 5***	(	0*	79 g*	0*	**79 h***	(	0*	0*	0*	**0***	(	79 5*
l eye)Uusak)	(	(	(	(	7	(	(	(	(	2	(	(	(	(	0	
* l eye)Uusak)	(	(	(	(	700*	(	(	(	(	700*	(	(	(	(	(	(

N l eye)Uusak) aky osBRB-e) vk Prv))wa-L9Ct CefU,mt msi SU,Tt TSru, d t d (Turk

Champaign Avenue Service Road with Circle K ... - TMC

Tue Mar 4, 2025
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1273593, Location: 40.308729, -88.175177

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Champaign Avenue Service Road with Circle K ... - TMC

Tue Mar 4, 2025

MIl laL neag th2 nM (h nM6

A-- P -a))e) tCEsi S), UEcs -e(k cIS Trudg), ArSEdu-aSel Trudg), Bu)e), nel e)SFac), BEdLd-e) yc o yal 6

A-- MyRev ecS)

nh Dh2: 1571, CydaSEycD403109: 27, (993h: 5h: :

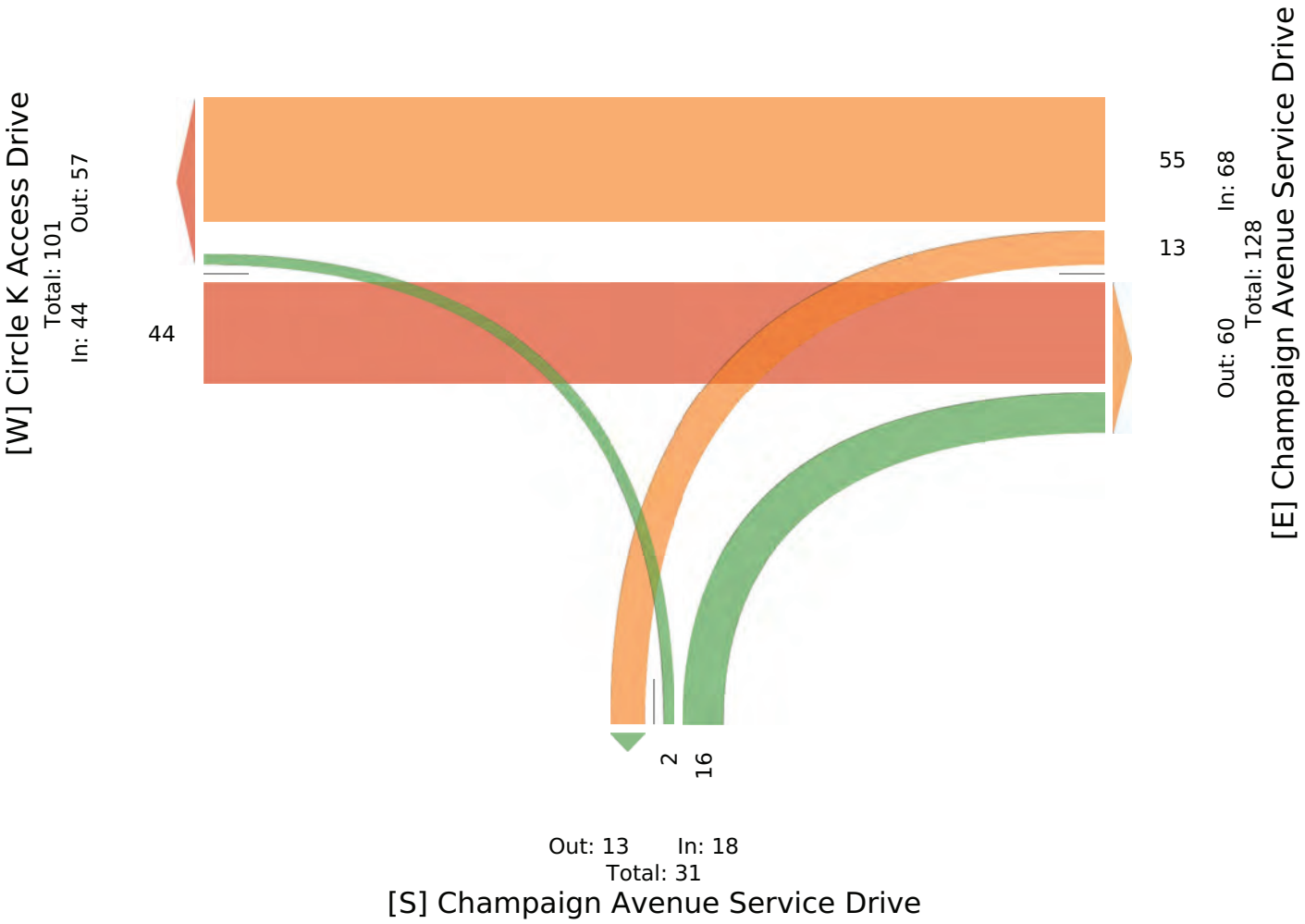
nryREl el . LD8 ecEs CEcl s rec b kOara A. yyca, mcd3

75: 5 ' 3OEssEc) o l 3, UuESe 400, o y)ev ycS, mC, H00h9, k U

Ces I FredSEyc	PFcd-e 8 Adde)) I rRe pa)S yucl						Pi av WdEsc ARecue UerRde I rRe ' e)S yucl						Pi av WdEsc ARecue UerRde I rRe EyrS . yucl						
TEv e		T	o	k	AWW	nel N		C	T	k	AWW	nel N		C	o	k	AWW	nel N	mS
2025(01(04 h2D00nM		h4	0	0	h4	0		1	h:	0	20	0		0	1	0	1	0	1:
h2D05nM		h4	0	0	h4	0		1	h2	0	h5	0		h	9	0	7	0	19
h2D10nM		H	0	0	H	0		4	h4	0	h9	0		0	2	0	2	0	2H
h2D45nM		h0	0	0	h0	0		1	h2	0	h5	0		h	1	0	4	0	27
TySa-		44	0	0	44	0		h1	55	0	H9	0		2	hH	0	h9	0	h10
* AWWyadi		h00*	0*	0*	(	(		h73n*	903 7*	0*	(	(		hh3n*	993 7*	0*	(	(	(
* TySa-		113 9*	0*	0*	113 9*	(		h03 0*	423 1*	0*	523 1*	(		h3 5*	h23 1*	0*	h13 9*	(	(
nO%		03 9H	(	(	03 9H	(		h3000	03907	(	03919	(		03250	03500	(	034: 2	(	03942
CEsi S)		42	0	0	42	(		h0	51	0	H1	(		h	h1	0	h4	(	hh7
* CEsi S)		753 5*	0*	0*	753 5*	(		: HB7*	7HB4*	0*	723 H*	(		503 0*	9h3 1*	0*	: : 39*	(	7h3 5*
UEcs -e(k cIS Trudg)		2	0	0	2	(		0	h	0	h	(		0	h	0	h	(	4
* UEcs -e(k cIS Trudg)		43 5*	0*	0*	43 5*	(		0*	h39*	0*	h35*	(		0*	HB1*	0*	53 H*	(	13 h*
ArSEdu-aSel Trudg)		0	0	0	0	(		2	h	0	1	(		0	2	0	2	(	5
* ArSEdu-aSel Trudg)		0*	0*	0*	0*	(		h53 4*	h39*	0*	434*	(		0*	h23 5*	0*	hh3 h*	(	139*
Bu)e)		0	0	0	0	(		0	0	0	0	(		0	0	0	0	(	0
* Bu)e)		0*	0*	0*	0*	(		0*	0*	0*	0*	(		0*	0*	0*	0*	(	0*
BEdLd-e) yc o yal		0	0	0	0	(		h	0	0	h	(		h	0	0	h	(	2
* BEdLd-e) yc o yal		0*	0*	0*	0*	(		: 3 *	0*	0*	h35*	(		503 0*	0*	0*	53 H*	(	h3 5*
nel e)SFac)		(	(	(	(	0		(	(	(	(	0		(	(	(	(	0	
* nel e)SFac)		(	(	(	(	(		(	(	(	(	(		(	(	(	(	(	(

Nnel e)SFac) acl BEdLd-e) yc Pry))wa-g3CDCefS, o Do Esi S, TDTi ru, k Dk (Turc

(rdyAPeP bkmKeSA LASPi reS O'Hara) bddSa, RSU9
15I 5 W9HAi Ass BP9, t uAe 400,
Bdseo dSh, RL, 6003. , n t



Champaign Avenue Service Road with Circle K ... - TMC

Tue Mar 4, 2025

FM Feal L2rg0 FM t grg0 FMht (6eraAAFeal - Pur

) AACAsses Li SUcks, dSBUAtty BSkTruol s,) rkSouAkeR Truol s, v uses, FeReskrSaBs, v SomoAes PBI PaRh

) AAMP6eDeBks

:1 n723g59g, i PoakSPBm40.g08329, t88.735733

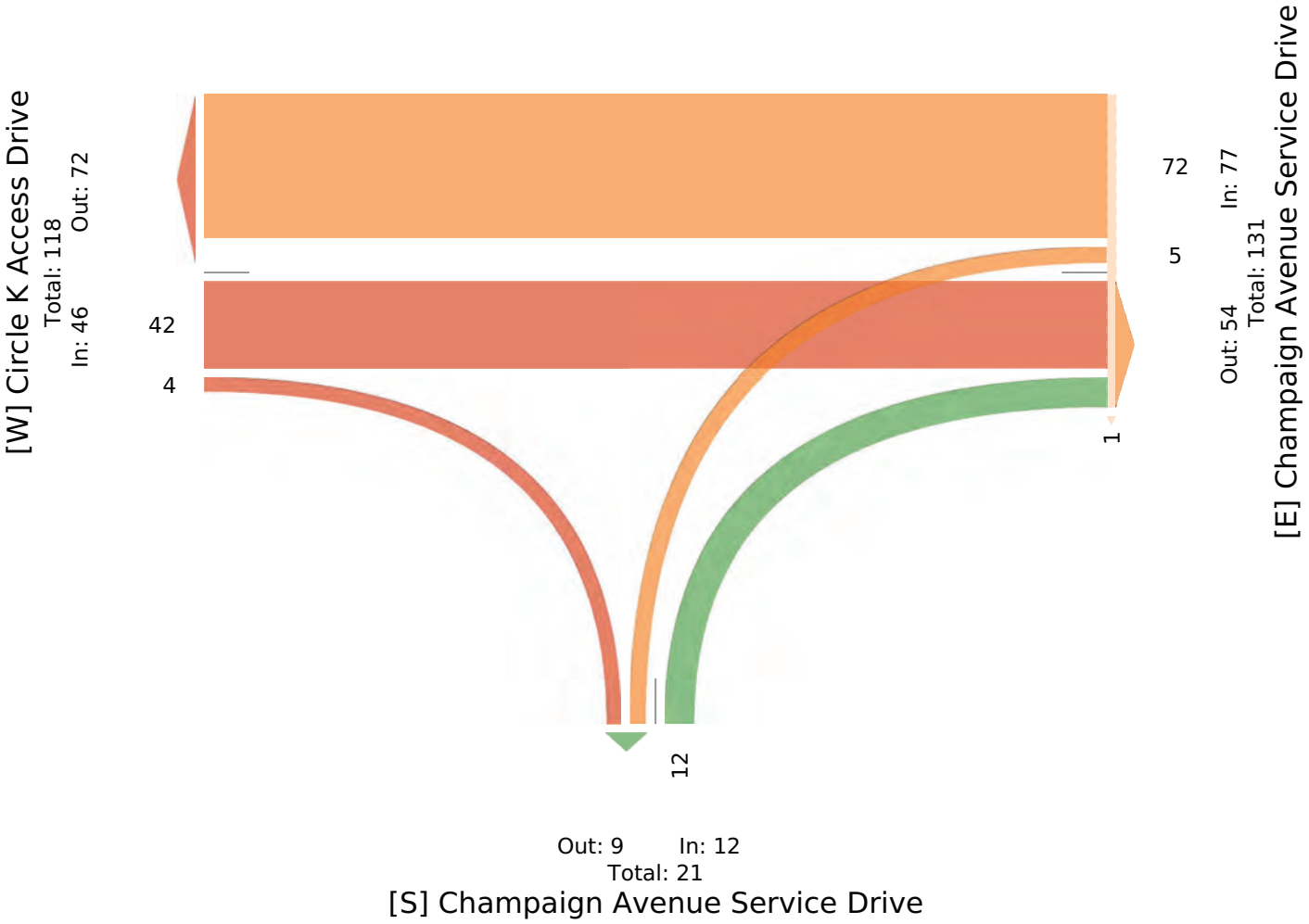
FrP6SReRbmnKeBSUi SBRUreB (Θara) bPPBa,
:Bo.
9535 ' . - SUUSBs I R., duSte 400,
I PseD PBk, :i , H0078, y d

i eU 1 SreokSPB	CSroAt K) ooess 1 rS6e paskboPuBR					CcaDWdSUB) 6eBue der6Sne 1 rS6e ' eskboPuBR					CcaDWdSUB) 6eBue der6Sne 1 rS6e E PrkcbPuBR					
TSDe	T	I	y	) WW	FeRN	i	T	y	) WW	FeRN	i	I	y	) WW	FeRN	:Bk
2025t0gt04 2rg0FM	72	7	0	**7g**	0	2	2g	0	**25**	7	0	2	0	**2**	0	**40**
2m45FM	7g	7	0	**74**	0	7	7g	0	**74**	0	0	5	0	**5**	0	**gg**
gr00FM	5	0	0	**5**	0	7	22	0	**2g**	0	0	2	0	**2**	0	**g0**
gr75FM	72	2	0	**74**	0	7	74	0	**75**	0	0	g	0	**g**	0	**g2**
TPlaA	42	4	0	**4H**	0	5	32	0	**33**	7	0	72	0	**72**	0	**7g5**
***) WWPaoc**	97.g*	8.3*	0*	**t**	t	H5*	9g.5*	0*	**t**	t	0*	700*	0*	**t**	t	t
*** TPlaA**	g7.7*	g.0*	0*	**g4.7***	t	g.3*	5g.g*	0*	**53.0***	t	0*	8.9*	0*	**8.9***	t	t
F- %	0.808	0.500	t	**0.827**	t	0.H25	0.38g	t	**0.330**	t	t	0.H00	t	**0.H00**	t	0.844
i SUcks	47	4	0	**45**	t	2	32	0	**34**	t	0	3	0	**3**	t	72H
*** i SUcks**	93.H*	700*	0*	**93.8***	t	40.0*	700*	0*	**9H7***	t	0*	58.g*	0*	**58.g***	t	9g.g*
dSBUAtty BSkTruol s	7	0	0	**7**	t	0	0	0	**0**	t	0	7	0	**7**	t	2
*** dSBUAtty BSkTruol s**	2.4*	0*	0*	**2.2***	t	0*	0*	0*	**0***	t	0*	8.g*	0*	**8.g***	t	7.5*
) rkSouAkeR Truol s	0	0	0	**0**	t	g	0	0	**g**	t	0	4	0	**4**	t	3
***) rkSouAkeR Truol s**	0*	0*	0*	**0***	t	H0.0*	0*	0*	**g.9***	t	0*	gg.g*	0*	**gg.g***	t	5.2*
v uses	0	0	0	**0**	t	0	0	0	**0**	t	0	0	0	**0**	t	0
*** v uses**	0*	0*	0*	**0***	t	0*	0*	0*	**0***	t	0*	0*	0*	**0***	t	0*
v SomoAes PBI PaR	0	0	0	**0**	t	0	0	0	**0**	t	0	0	0	**0**	t	0
*** v SomoAes PBI PaR**	0*	0*	0*	**0***	t	0*	0*	0*	**0***	t	0*	0*	0*	**0***	t	0*
FeReskrSaBs	t	t	t	t	0	t	t	t	t	7	t	t	t	t	0	
* FeReskrSaBs	t	t	t	t	t	t	t	t	t	700*	t	t	t	t	t	t

NFeReskrSaBs aBR v SomoAes PB CrPsswaA. i ni efk, I nI SUck, TnTcru, y ny t TurB

Champaign Avenue Service Road with Circle K ... - TMC
Tue Mar 4, 2025
AM AeaP k2(70 AM : 7(70 AM3: - 8era)) AeaP l Cur
s)) L)aiiei kghtSni, Unct)e:d chnTruBPi, s rnhBu)aney TruBPi, ouiei, Aeyeirnhaci,
ohBRBjei Cc vCay3
s)) MC8emecni
ID(12975. 7, gCBanhCc(40b70K92. , :KKb195199

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
ArC8hyey COR(' echt ghcyt rec - lHara s OCCca,
IcBb
. 595 Wbl ht thci v yb, Uuhe 400,
v CiemCcn, Ig, 6001K, d U



Champaigne Avenue with Murray Road TMC - TMC

Tue Mar 4, 2025
Full Length (6 AM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 127359. , Location: 408809272, -998 17474

Provided by: Kenig Lindgren O'Hara Aboona, Inc8
. 575 W8Higgins Rd8 Suite 400,
Rosemont, IL, 60019, US

Leg	Champaign Avenue						Champaign Avenue						Murray Road						Murray Road						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-03-04 6:00AM	3	1.	9	0	**30**	0	7	71	3	0	**91**	0	13	6	7	0	**26**	0	4	3	5	0	**12**	0	**14.**
6:15AM	1	26	11	0	**39**	0	14	101	6	0	**121**	0	14	4	.	0	**27**	0	1	3	3	0	**7**	0	**1. 3**
6:30AM	4	53	11	0	**69**	0	7	101	4	0	**112**	0	.	7	13	0	**2.**	0	2	1	.	0	**12**	0	**221**
6:45AM	6	62	19	0	**96**	0	19	97	3	0	**109**	0	11	0	12	0	**23**	0	4	2	14	0	**20**	0	**237**
Hourly Total	14	160	49	0	**222**	0	46	360	16	0	**422**	0	47	17	41	0	**105**	0	11	.	31	0	**51**	0	**900**
7:00AM	6	71	16	0	**. 3**	0	22	104	5	0	**131**	0	19	4	29	0	**50**	0	4	2	6	0	**12**	0	**296**
7:15AM	5	95	34	0	**124**	0	25	. 2	10	0	**127**	0	13	4	23	0	**40**	0	12	3	13	0	**29**	0	**31.**
7:30AM	14	73	22	0	**10.**	0	33	. 4	9	0	**135**	0	16	3	29	0	**47**	0	6	3	.	0	**19**	0	**30.**
7:45AM	9	62	22	0	**. 2**	1	26	52	14	0	**. 2**	0	16	3	23	0	**42**	0	4	7	14	0	**25**	0	**251**
Hourly Total	33	2. 1	. 4	0	**419**	1	106	342	37	0	**495**	0	63	14	102	0	**17.**	0	26	15	42	0	**93**	0	**1165**
9:00AM	.	53	16	0	**79**	0	40	66	10	0	**116**	0	20	9	13	0	**41**	0	1	3	10	0	**14**	0	**24.**
9:15AM	10	42	27	0	**7.**	0	35	57	7	0	**. .**	0	11	4	24	0	**3.**	0	7	4	15	0	**26**	0	**243**
9:30AM	7	41	17	0	**65**	0	24	5.	6	0	**9.**	0	16	3	25	0	**44**	0	4	6	7	0	**17**	0	**215**
9:45AM	6	40	17	0	**63**	0	2.	54	6	0	**9.**	0	13	.	33	0	**55**	0	5	2	5	0	**12**	0	**21.**
Hourly Total	32	176	77	0	**295**	0	129	236	2.	0	**3. 3**	0	60	24	. 5	0	**17.**	0	17	15	37	0	**6.**	0	**. 26**
. :00AM	4	31	14	0	**4.**	0	40	43	11	0	**. 4**	0	13	4	40	0	**57**	0	.	9	7	0	**24**	0	**224**
. :15AM	9	39	15	0	**61**	0	35	42	.	0	**96**	0	20	9	1.	0	**47**	0	9	9	.	0	**25**	0	**21.**
. :30AM	6	4.	13	0	**69**	0	30	57	4	0	**. 1**	0	11	5	25	0	**41**	0	5	6	6	0	**17**	0	**217**
. :45AM	3	4.	20	0	**72**	0	32	46	.	0	**97**	0	16	4	29	0	**49**	0	5	4	9	0	**17**	0	**224**
Hourly Total	21	167	62	0	**250**	0	137	199	33	0	**359**	0	60	21	112	0	**1. 3**	0	27	26	30	0	**93**	0	**994**
10:00AM	.	37	21	0	**67**	0	41	33	.	0	**93**	0	16	7	30	0	**53**	0	6	3	14	0	**23**	0	**226**
10:15AM	4	34	14	0	**52**	0	29	59	6	0	**. 2**	0	13	6	23	0	**42**	0	5	5	12	0	**22**	0	**209**
10:30AM	11	46	24	0	**91**	0	40	3.	4	0	**93**	0	17	4	24	0	**45**	0	5	5	.	0	**1.**	0	**229**
10:45AM	10	47	14	0	**71**	0	29	46	13	0	**97**	0	10	4	45	0	**5.**	0	9	.	13	0	**30**	0	**247**
Hourly Total	34	164	73	0	**271**	0	137	176	32	0	**345**	0	56	21	122	0	**1. .**	0	24	22	49	0	**. 4**	0	**. 0.**
11:00AM	13	53	21	0	**97**	0	3.	4.	11	0	**. .**	0	16	9	43	0	**67**	0	10	7	13	0	**30**	0	**293**
11:15AM	6	50	24	0	**90**	0	37	40	5	0	**92**	0	19	4	43	0	**65**	0	3	.	16	0	**29**	0	**255**
11:30AM	9	66	22	0	**. 6**	0	31	57	5	0	**. 3**	0	16	7	41	0	**64**	0	14	4	14	0	**32**	0	**295**
11:45AM	11	45	23	0	**7.**	0	31	56	9	0	**. 5**	0	1.	11	42	0	**72**	0	.	.	15	0	**33**	0	**27.**
Hourly Total	39	214	. 0	0	**342**	0	139	202	2.	0	**36.**	0	6.	30	16.	0	**269**	0	36	2.	59	0	**123**	0	**1102**
12:00PM	14	61	16	0	**. 1**	1	43	61	7	0	**111**	0	14	7	4.	0	**70**	0	27	4	16	0	**47**	0	**31.**
12:15PM	7	43	24	2	**76**	0	32	62	7	1	**102**	0	21	4	40	0	**65**	0	11	9	21	0	**40**	0	**293**
12:30PM	11	53	19	0	**92**	0	46	55	9	0	**10.**	0	15	4	3.	0	**59**	0	.	5	14	0	**29**	0	**277**
12:45PM	6	4.	30	0	**95**	0	3.	4.	12	0	**100**	0	16	5	3.	0	**60**	0	9	6	17	0	**31**	0	**276**
Hourly Total	39	206	99	2	**334**	1	160	227	34	1	**422**	0	66	20	167	0	**253**	0	55	23	69	0	**146**	0	**1155**
1:00PM	15	54	19	0	**97**	0	34	39	12	1	**95**	0	10	3	33	0	**46**	0	10	7	13	0	**30**	0	**249**
1:15PM	11	57	23	0	**. 1**	0	44	5.	10	0	**113**	0	22	6	43	0	**71**	0	10	11	13	0	**34**	0	**30.**
1:30PM	9	67	20	0	**. 5**	0	47	65	4	0	**116**	0	1.	.	49	0	**76**	0	10	3	10	0	**23**	0	**310**
1:45PM	17	111	31	0	**15.**	0	33	56	6	0	**. 5**	0	21	6	47	0	**74**	0	15	5	5	0	**25**	0	**353**
Hourly Total	51	29.	. 2	0	**432**	0	159	219	32	1	**40.**	0	72	24	171	0	**267**	0	45	26	41	0	**112**	0	**1220**
2:00PM	14	. 2	26	0	**132**	0	4.	69	6	0	**123**	1	10	14	49	0	**72**	0	11	5	12	0	**29**	0	**355**
2:15PM	9	62	2.	0	**. .**	0	41	91	4	0	**126**	1	1.	4	47	0	**70**	0	10	3	15	0	**29**	0	**323**
2:30PM	13	112	26	0	**151**	0	36	69	12	0	**116**	0	23	16	47	0	**96**	0	10	12	11	0	**33**	0	**396**
2:45PM	13	. 1	34	0	**139**	0	47	79	11	0	**136**	0	23	3	57	0	**93**	0	10	7	14	0	**31**	0	**399**
Hourly Total	49	357	115	0	**520**	0	173	2. 5	33	0	**501**	2	75	37	1. .	0	**311**	0	41	27	52	0	**120**	0	**1452**
3:00PM	15	103	35	0	**153**	0	5.	63	.	1	**132**	0	29	13	44	0	**95**	0	10	9	10	0	**29**	0	**3. 9**
3:15PM	13	55	.	0	**77**	0	39	97	6	0	**131**	0	1.	13	65	0	**. 7**	0	.	10	19	0	**37**	0	**342**
3:30PM	10	90	23	0	**113**	0	47	. 1	.	0	**147**	0	26	10	47	0	**93**	0	12	2	24	0	**39**	0	**391**
3:45PM	11	76	25	0	**112**	0	55	60	9	0	**123**	0	21	5	60	0	**96**	0	4	6	10	0	**20**	0	**341**
Hourly Total	4.	314	. 2	0	**455**	0	1. .	301	32	1	**533**	0	. 4	41	216	0	**351**	0	35	26	62	0	**123**	0	**1462**
4:00PM	11	126	42	0	**17.**	0	50	62	5	0	**117**	0	33	9	53	0	**. 4**	0	13	.	10	0	**32**	0	**422**
4:15PM	19	109	26	0	**152**	0	47	62	9	0	**117**	0	24	9	59	0	**. 0**	0	7	5	7	0	**1.**	0	**379**
4:30PM	10	123	42	0	**175**	0	52	95	10	0	**147**	0	21	12	51	0	**94**	0	16	6	17	0	**3.**	0	**445**
4:45PM	10	. 2	20	0	**122**	0	45	61	5	0	**111**	0	37	11	53	0	**101**	0	14	4	16	0	**34**	0	**369**

R-1093

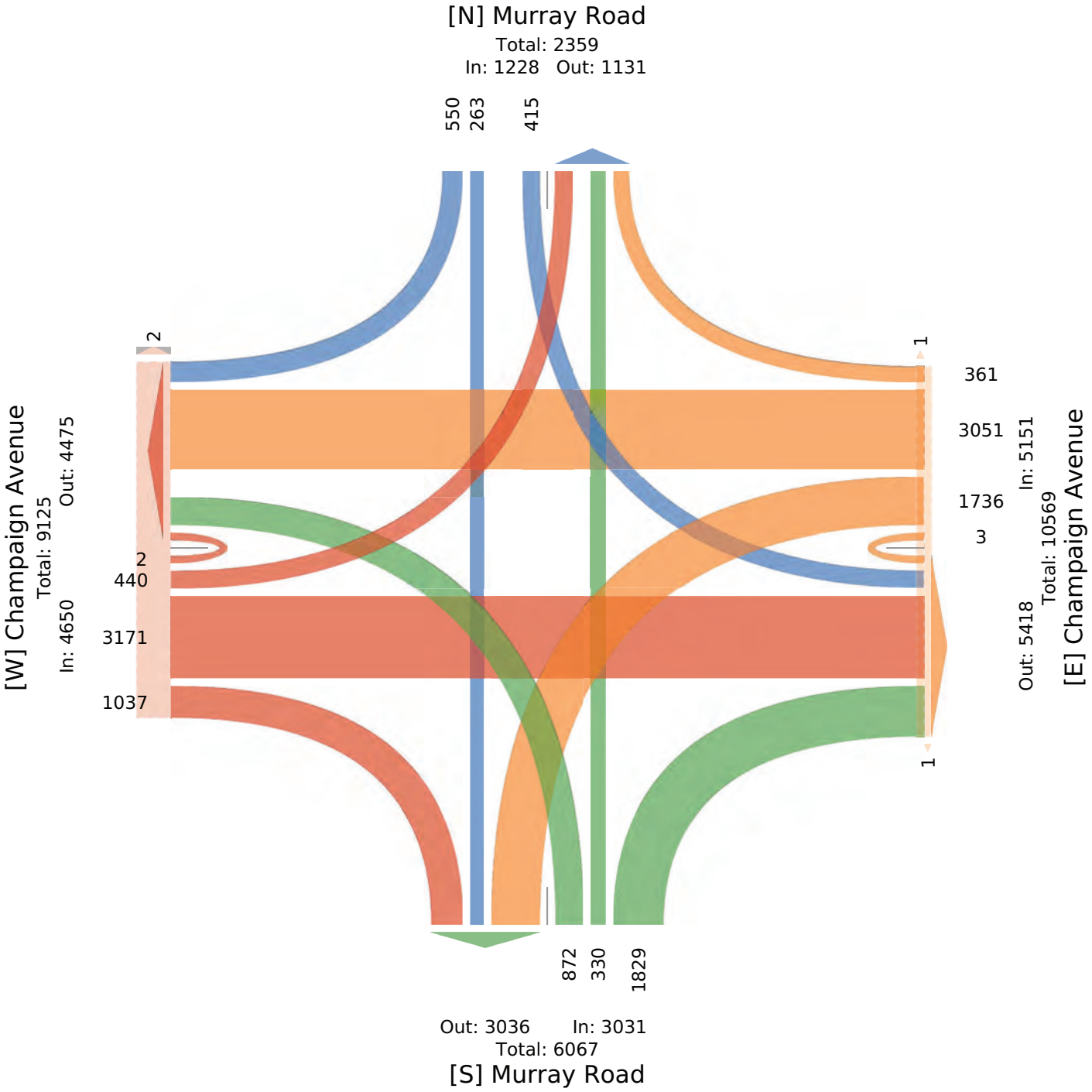
Leg	Champaign Avenue						Champaign Avenue						Murray Road						Murray Road						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
Hourly Total	4.	44.	130	0	**629**	0	1. 4	270	29	0	**4. 2**	0	115	3.	215	0	**36.**	0	50	24	50	0	**124**	0	**1613**
5:00PM	13	109	24	0	**145**	0	36	66	6	0	**109**	0	24	17	73	0	**114**	0	16	7	10	0	**33**	0	**400**
5:15PM	9	. 4	17	0	**11.**	0	42	61	9	0	**111**	0	31	12	60	0	**103**	0	14	6	10	0	**30**	0	**363**
5:30PM	5	103	20	0	**129**	0	40	63	5	0	**109**	0	19	7	43	0	**69**	0	.	3	9	0	**20**	0	**324**
5:45PM	7	7.	15	0	**101**	0	42	46	7	0	**. 5**	0	22	6	44	0	**72**	0	.	5	3	0	**17**	0	**295**
Hourly Total	33	394	76	0	**4. 3**	0	160	236	26	0	**422**	0	. 5	42	220	0	**357**	0	49	21	31	0	**100**	0	**1372**
Total	440	3171	1037	2	**4650**	2	1736	3051	361	3	**5151**	2	972	330	192.	0	**3031**	0	415	263	550	0	**1229**	0	**14060**
% Approach	. 8	5%	69	2%	22	3%	0%	**-**	-	33	7%	5. 8	2%	78	0%	08	1%	**-**	-	29	9%	108	%	60	3%	0%	**-**	-	33	9%	21	4%	44	9%	0%	**-**	-	-
% Total	38	1%	226	6%	78	4%	0%	**338**	**1%**	-	128	3%	218	7%	26	6%	0%	**368**	**6%**	-	68	2%	28	3%	138	0%	0%	**218**	**6%**	-	38	0%	18	%	38	%	0%	**98**	**7%**	-	-
Lights	392	2. . 5	. 90	2	**435.**	-	171.	2976	340	3	**4. 39**	-	916	321	1912	0	**2. 4.**	-	3. .	252	4. 0	0	**1141**	-	13397
% Lights	96	9%	. 48	4%	. 46	5%	100%	**. 38**	**7%**	-	. . 8	0%	. 48	3%	. 48	2%	100%	**. 58**	**%**	-	. 36	6%	. 78	3%	. . 81	%	0%	**. 78**	**3%**	-	. 68	1%	. 58	9%	9. 81	%	0%	**. 28**	**%**	-	. 58	2%
Single-Unit Trucks	16	63	17	0	**. 6**	-	5	63	13	0	**91**	-	14	7	11	0	**32**	-	6	.	1.	0	**34**	-	243
% Single-Unit Trucks	38	6%	28	0%	18	6%	0%	**28**	**1%**	-	08	3%	28	1%	38	6%	0%	**18**	**6%**	-	18	6%	28	1%	08	6%	0%	**18**	**1%**	-	18	4%	38	4%	38	5%	0%	**28**	**9%**	-	18	7%
Articulated Trucks	42	. 9	33	0	**173**	-	4	103	9	0	**115**	-	32	1	5	0	**39**	-	.	2	41	0	**52**	-	379
% Articulated Trucks	. 8	5%	38	1%	38	2%	0%	**38**	**7%**	-	08	2%	38	4%	28	2%	0%	**28**	**2%**	-	38	7%	08	3%	08	3%	0%	**18**	**8%**	-	28	2%	08	9%	78	5%	0%	**48**	**2%**	-	28	7%
Buses	0	11	7	0	**19**	-	9	.	0	0	**17**	-	10	1	1	0	**12**	-	1	0	0	0	**1**	-	49
% Buses	0%	08	3%	08	7%	0%	**08**	**4%**	-	08	5%	08	3%	0%	0%	**08**	**3%**	-	18	1%	08	3%	08	1%	0%	**08**	**4%**	-	08	2%	0%	0%	0%	**08**	**1%**	-	08	3%
Bicycles on Road	0	4	0	0	**4**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	4
% Bicycles on Road	0%	08	1%	0%	0%	**08**	**1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk8L: Left, R: Right, T: Thru, U: U-Turn

Champaigne Avenue with Murray Road TMC - TMC

Tue Mar 4, 2025
Full Length (6 AM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 127359. , Location: 408309272, -998817474

Provided by: Kenig Lindgren O'Hara Aboona, Inc8
. 575 W8Higgins Rd8, Suite 400,
Rosemont, IL, 60019, US



Champaigne Avenue with Murray Road TMC - TMC

Tue Mar 4, 2025
F M l eaL ng F M t h F M(
F 66A6a--e- nP)Csi-, S)UCGetc Uji TrukL-, F ri)ku6aied TrukL-, Bu-e-, l ede-ir)aU-,
B)kyk6e- oURoad(
F 66MovemeUi-
ID: 12g75h3, Pokai)oU: 409970h2g2, thh91g4g4



l rov)ded . y: 8 eU)CP)UdCreUb kOara F . ooUa, IUk9
35g5 ' 9O)CC)U- Rd9 Su)ie 400, Ro-emoUi, IP, H001h, c S

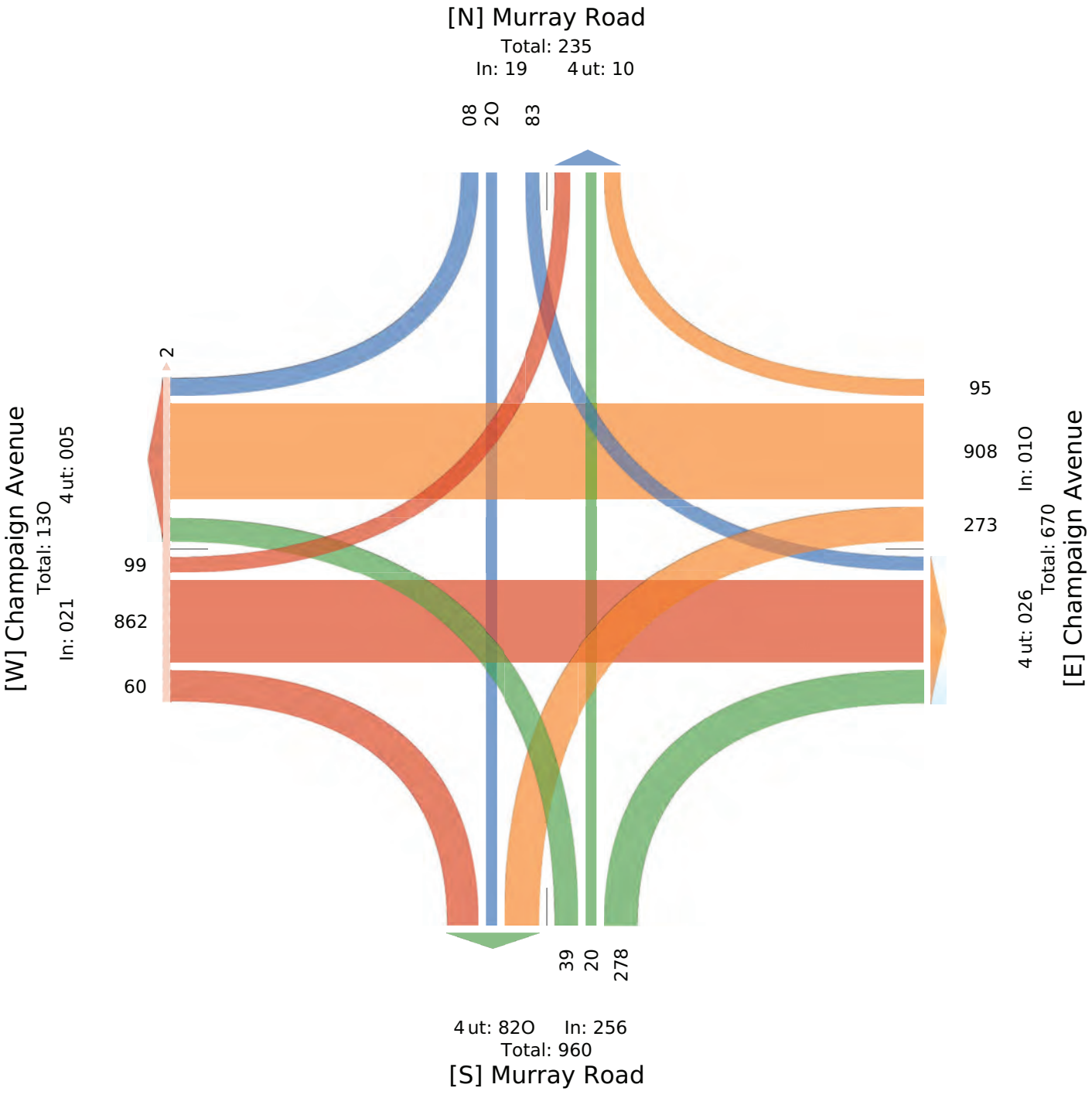
PeC D)reki)oU	As amWi)CUF veUue pa-i. ouUd						As amWi)CUF veUue ' e-i. ouUd						Murray Road Eoris. ouUd						Murray Road Souis. ouUd						
T)me	P	T	R	c	FWW l edN		P	T	R	c	FWW l edN		P	T	R	c	FWW l edN		P	T	R	c	FWW l edN		IUi
2025t07t04 g:00F M	H	g1	1H	0	**37**	0	22	104	5	0	**171**	0	1h	4	2h	0	**50**	0	4	2	H	0	**12**	0	**2hH**
g:15F M	5	h5	74	0	**124**	0	25	32	10	0	**12g**	0	17	4	27	0	**40**	0	12	7	17	0	**2h**	0	**713**
g:70F M	14	g7	22	0	**103**	0	77	34	h	0	**175**	0	1H	7	2h	0	**4g**	0	H	7	3	0	**1h**	0	**703**
g:45F M	h	H2	22	0	**32**	1	2H	52	14	0	**32**	0	1H	7	27	0	**42**	0	4	g	14	0	**25**	0	**251**
Toia6	77	231	34	0	**41h**	1	10H	742	7g	0	**4h5**	0	H7	14	102	0	**1g3**	0	2H	15	42	0	**h7**	0	**11H5**
*** FWWoaks**	g93*	H39H*	2295*	0*	**t**	t	2193*	g095*	g9H*	0*	**t**	t	7592*	g9h*	5g90*	0*	**t**	t	7197*	1h91*	5094*	0*	**t**	t	t
*** Toia6**	29h*	2590*	h91*	0*	**7593***	t	391*	2394*	792*	0*	**419H***	t	594*	192*	h9h*	0*	**1594***	t	292*	197*	79H*	0*	**g91***	t	t
l O%	095h3	09h57	09H31	t	**09h41**	t	09h07	09h22	09HH1	t	**09h3h**	t	09hg5	09hg5	0931 1	t	**09h35**	t	0954 2	0957H	09g50	t	**09g41**	t	0931 2
P)Csi-	70	2gH	30	0	**73H**	t	105	772	7H	0	**4g7**	t	HD	14	100	0	**1g4**	t	25	15	7g	0	**gg**	t	1120
*** P)Csi-**	3093*	349h*	359g*	0*	**349g***	t	3391*	3g91*	3g97*	0*	**3g95***	t	3592*	100*	3h90*	0*	**3g92***	t	3H2*	100*	hh91*	0*	**329h***	t	3H91*
S)UCGetc Uji TrukL-	0	4	2	0	**H**	t	1	4	1	0	**H**	t	1	0	1	0	**2**	t	1	0	1	0	**2**	t	1H
*** S)UCGetc Uji TrukL-**	0*	194*	291*	0*	**194***	t	093*	192*	29g*	0*	**192***	t	19H*	0*	190*	0*	**191***	t	79h*	0*	294*	0*	**294***	t	194*
F ri)ku6aied TrukL-	7	h	1	0	**12**	t	0	H	0	0	**H**	t	0	0	1	0	**1**	t	0	0	4	0	**4**	t	27
*** F ri)ku6aied TrukL-**	391*	29g*	191*	0*	**293***	t	0*	19h*	0*	0*	**192***	t	0*	0*	190*	0*	**09H***	t	0*	0*	395*	0*	**49h***	t	290*
Bu-e-	0	2	1	0	**7**	t	0	0	0	0	**0**	t	2	0	0	0	**2**	t	0	0	0	0	**0**	t	5
*** Bu-e-**	0*	09g*	191*	0*	**09g***	t	0*	0*	0*	0*	**0***	t	792*	0*	0*	0*	**191***	t	0*	0*	0*	0*	**0***	t	094*
B)kyk6e- oU Road	0	1	0	0	**1**	t	0	0	0	0	**0**	t	0	0	0	0	**0**	t	0	0	0	0	**0**	t	1
*** B)kyk6e- oURoad**	0*	097*	0*	0*	**092***	t	0*	0*	0*	0*	**0***	t	0*	0*	0*	0*	**0***	t	0*	0*	0*	0*	**0***	t	091*
l ede-ir)aU-	t	t	t	t	t	1	t	t	t	t	t	0	t	t	t	t	t	0	t	t	t	t	t	0	
* l ede-ir)aU-	t	t	t	t	t	100*	t	t	t	t	t	t	t	t	t	t	t	t	t	t	t	t	t	t	t

Ni l ede-ir)aU- aUd B)kyk6e- oUAro--wa6L9P: Pefi, R: R)Csi, T: Tsru, c : c tTurU

Champaigne Avenue with Murray Road TMC - TMC

Tue Mar 4, 2025
AM Peak (7 AM : 3 AM-
A88) 8all el (CsLi gl, hst L8e:S t sgTrunkl, Argsnu8ageUTrunkl, c ul el, PeUelgrsat l,
c sndn8el Bt y BaU-
A88MBoeR et gl
vmI D271539, CBnagsBt I 40.103272, :33.D7474

PrBosUeUbdI Ket sL Cst ULret O'Hara AbBBt a,
vt n.
9575 W. HsLLst l y U, husge 400,
y BleR Bt g vC, 600D3, S h



Champaigne Avenue with Murray Road TMC - TMC

Tue Mar 4, 2025

MHl aL neag th nM (2 nM6

A-- P-a))e) tCis i S), URcs-e(k cIS Trudg), ArSdu-aSel Trudg), Bu)e), nel e)SFac), BRdLd-e) yc o yal 6

A-- MyRev ecS)

nl Dh2: 1573, CydaSEycD4091072: 2, (779n: 4: 4

nryRHel . LD8 ecIs CRcl srec b kOara A. yyca, mcd9 35: 5 ' 9OIssFc) o l 9, UuISe 400, o y)ev ycS, mC, H00h7, k U

Ces I FredSyc	Pi av WilEsc ARecue pa)S yucl					Pi av WilEsc ARecue ' e)S yucl					MurraLo yal EyrS . yucl					MurraLo yal UyuS . yucl					
TRv e	C	T	o	k	AWWnel N	C	T	o	k	AWWnel N	C	T	o	k	AWWnel N	C	T	o	k	AWWnel N	mS
2025(01(04 hD00nM	h5	54	h7	0	**7:**	0	14	17	h2	h	**75**	0	h0	1	11	0	**4H**	0	h0	:	h1	0	**10**	0	**247**
hD05nM	hh	5:	21	0	**3h**	0	44	53	h0	0	**hh1**	0	22	H	41	0	**: h**	0	h0	hh	h1	0	**14**	0	**103**
hD10nM	7	H:	20	0	**35**	0	4:	H5	4	0	**hhH**	0	h3	3	47	0	**: H**	0	h0	1	h0	0	**21**	0	**1h0**
hD45nM	h:	hhh	1h	0	**h53**	0	11	5H	H	0	**35**	0	2h	H	4:	0	**: 4**	0	h5	5	5	0	**25**	0	**151**
TySa-	5h	273	32	0	**412**	0	h57	2h7	12	h	**403**	0	: 2	24	h: h	0	**2H:**	0	45	2H	4h	0	**hh2**	0	**h220**
*** AWWyadi**	hh9*	H-B*	2h9*	0*	**(**	(	179H*	519*	: 9*	092*	**(**	(	2: 9*	39*	H49*	0*	**(**	(	409 2*	219 2*	1HBH*	0*	**(**	(	(
*** TySa-**	492*	219 *	: 5*	0*	**1594***	(	h19*	h: 9 3*	29H*	09h*	**115 5***	(	59 3*	29*	h49*	0*	**2h93***	(	19 *	29h*	194*	0*	**392***	(	(
nO%	09: 50	09-Eh	09: 42	(	**09H 3**	(	0974 0	09717	09HH:	09250	**0977h**	(	097h7	09HH:	0973h	(	**09: 7**	(	09: 50	095 3h	09: 77	(	**0972 4**	(	097H4
CRs i S)	41	2: :	73	0	**403**	(	h5:	204	27	h	**130**	(	H7	21	h: 0	0	**2Hh**	(	42	25	1H	0	**h01**	(	hhH1
*** CRs i S)**	749 1*	359 7*	3H9 *	0*	**349 ***	(	339 4*	319 H*	7: 95*	h00*	**359 4***	(	349 4*	359 7*	339 4*	0*	**3: 97***	(	319 1*	3H2*	7: 9 7*	0*	**329 0***	(	359 1*
URcs-e(k cIS Trudg)	5	5	h	0	**hh**	(	0	h	1	0	**4**	(	2	h	h	0	**4**	(	h	h	2	0	**4**	(	21
*** URcs-e(k cIS Trudg)**	39 7*	h9 *	h9h*	0*	**295 5***	(	0*	095*	394*	0*	**h90***	(	29 7*	49 2*	09H*	0*	**h95 5***	(	29 2*	19 7*	49 3*	0*	**19H***	(	h93*
ArSRdu-aSel Trudg)	1	:	h	0	**hh**	(	h	hh	h	0	**h1**	(	2	0	0	0	**2**	(	2	0	1	0	**5**	(	1h
*** ArSRdu-aSel Trudg)**	59 3*	29 4*	h9h*	0*	**295 5***	(	09H*	59 0*	19h*	0*	**192***	(	29 7*	0*	0*	0*	**09 ***	(	49 4*	0*	: 9 1*	0*	**495 5***	(	29 5*
Bu)e)	0	0	h	0	**h**	(	0	2	0	0	**2**	(	0	0	0	0	**0**	(	0	0	0	0	**0**	(	1
*** Bu)e)**	0*	0*	h9h*	0*	**092***	(	0*	092*	0*	0*	**095 5***	(	0*	0*	0*	0*	**0***	(	0*	0*	0*	0*	**0***	(	092*
BRdLd-e) yc o yal	0	0	0	0	**0**	(	0	0	0	0	**0**	(	0	0	0	0	**0**	(	0	0	0	0	**0**	(	0
*** BRdLd-e) yc o yal**	0*	0*	0*	0*	**0***	(	0*	0*	0*	0*	**0***	(	0*	0*	0*	0*	**0***	(	0*	0*	0*	0*	**0***	(	0*
nel e)SFac)	(	(	(	(	(	0	(	(	(	(	(	0	(	(	(	(	(	0	(	(	(	(	(	0	
* nel e)SFac)	(	(	(	(	(	(	(	(	(	(	(	(	(	(	(	(	(	(	(	(	(	(	(	(	(

Nnel e)SFac) acl BRdLd-e) yc Pry))wa-g9CDCefS, o Do Es i S, TDTi ru, k Dk (Turc

Champaigne Avenue with Murray Road TMC - TMC

Tue Mar 4, 2025

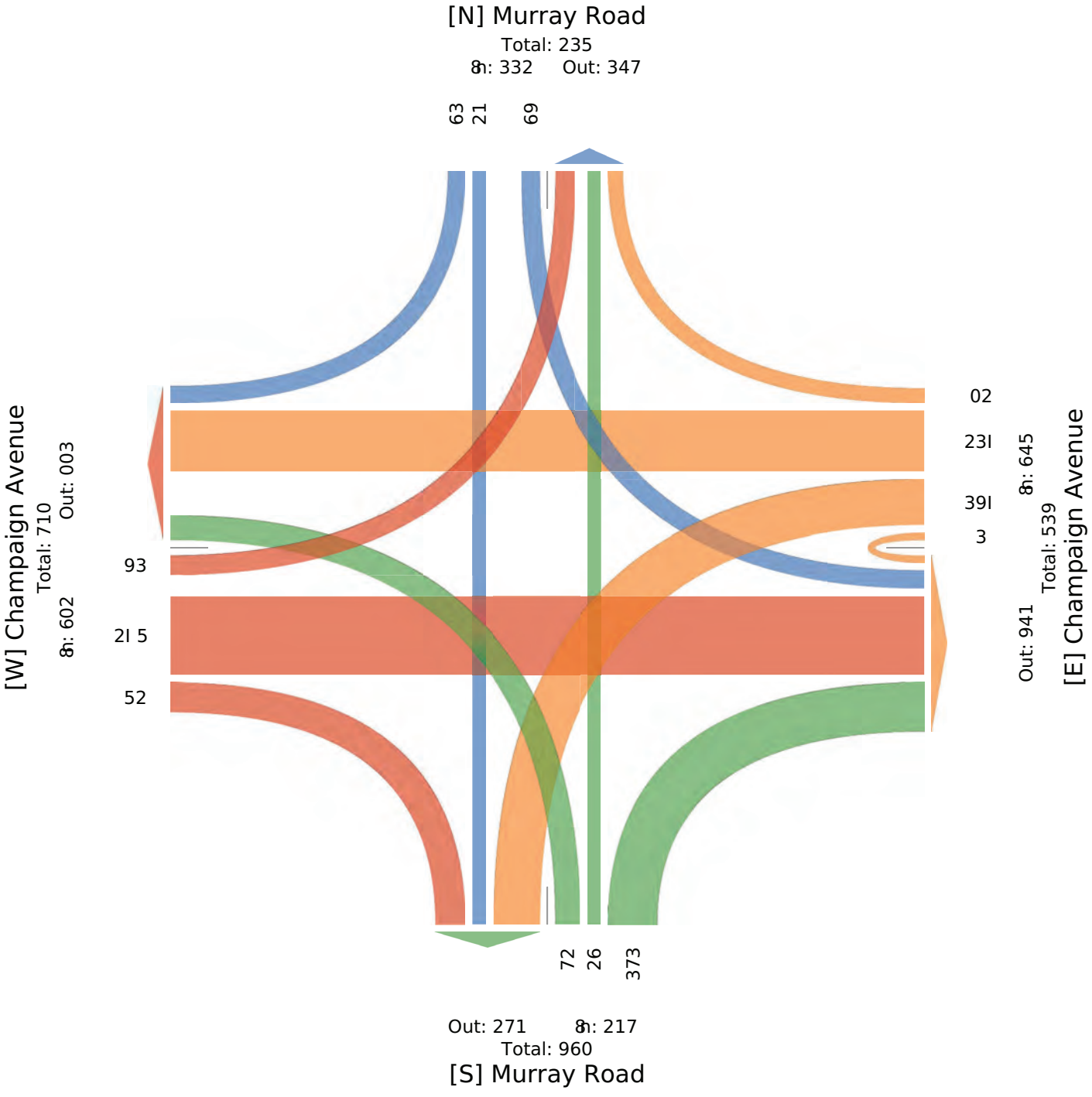
MAPPak (ea7 :3 (M - 2 (M8

) ll Classes : LAgls, t ASi le-n SAnTruU7s,) rhAUlaheP TruU7s, c uses, (ePeshrASs, c AkUes dS BdaP8

) ll Mdyeo eShs

Rv m32I D519, LdUahdSm40.D012I 2, -11.3I 4I 4

(rdyAPeP bkmKeSA LASPi reS O'Hara) bddSa, RSU
95I 5 W. HAi Ass BP., t uAe 400,
Bdseo dSh, RL, 60031, n t



Champaigne Avenue with Murray Road TMC - TMC

Tue Mar 4, 2025
FM Feal L4 FM n5 FMgnt hera((Feal 6 Aur
- ((P(a))e) ICsi SUJ, cski (end ksUTruBl), - rUsBu(aUdy TruBl), ou)e), Feye)Uusak), osBRB(e) Ak v Aayg
- ((MAhemekUJ
ID: 127359. , CABaUsAk: 408809272, n998l7474

FrAhsyey bR: Keksi Cskyi rek t (6 ara - bAAka, IkBB
. 575 ' 86 si i sk) v y8, cusUe 400, v A)em AkUIC, HD019, d c

Cei DsreBtsAk	PSam Wsi k - hekue pa)UbAuky						PSam Wsi k - hekue ' e)UbAuky						MurraR v Aay EArUSbAuky						MurraR v Aay cAuUSbAuky						
Tsme	C	T	v	d	- WW	FeyN	C	T	v	d	- WW	FeyN	C	T	v	d	- WW	FeyN	C	T	v	d	- WW	FeyN	IkU
2025n03n04 4:00FM	11	12H	42	0	**17.**	0	50	H2	5	0	**117**	0	33	9	53	0	**. 4**	0	13	.	10	0	**32**	0	**422**
4:15FM	19	109	2H	0	**152**	0	47	H2	9	0	**117**	0	24	9	59	0	**. 0**	0	7	5	7	0	**1.**	0	**379**
4:30FM	10	123	42	0	**175**	0	52	95	10	0	**147**	0	21	12	51	0	**94**	0	1H	H	17	0	**3.**	0	**445**
4:45FM	10	. 2	20	0	**122**	0	45	H1	5	0	**111**	0	37	11	53	0	**101**	0	14	4	1H	0	**34**	0	**3H9**
TALa(	4.	44.	130	0	**H29**	0	1. 4	270	29	0	**4. 2**	0	115	3.	215	0	**3H**	0	50	24	50	0	**124**	0	**1H13**
*** - WWAaBS**	789*	7185*	2087*	0*	**n**	n	3. 84*	548 *	587*	0*	**n**	n	3182*	109H*	5983*	0*	**n**	n	4083*	1. 84*	4083*	0*	**n**	n	n
*** TALa(**	380*	2789*	981*	0*	**398 ***	n	1280*	1H87*	187*	0*	**3085***	n	781*	284*	1383*	0*	**228 ***	n	381*	185*	381*	0*	**787***	n	n
F6 %	08H91	089. 1	08774	n	**0897**	n	08 33	087. 4	08700	n	**0893**	n	08777	0891 3	08 27	n	**08 13**	n	08791	08HH7	08735	n	**087. 5**	n	08 0H
CsiSUJ	45	427	123	0	**5. 5**	n	1. 3	25.	27	0	**47.**	n	104	3.	214	0	**357**	n	4.	23	47	0	**11.**	n	1550
*** CsiSUJ**	. 189*	. 581*	. 48H*	0*	**. 487***	n	. . 85*	. 58 *	. H84*	0*	**. 781***	n	. 084*	100*	. . 85*	0*	**. H87***	n	. 980*	. 589*	. 480*	0*	**. H80***	n	. H81*
cski (end ksU TruBl)	1	H	0	0	**7**	n	0	H	1	0	**7**	n	2	0	1	0	**3**	n	1	1	1	0	**3**	n	20
*** cski (end ksU TruBl)**	280*	183*	0*	0*	**181***	n	0*	282*	38H*	0*	**181***	n	187*	0*	085*	0*	**089***	n	280*	482*	280*	0*	**284***	n	182*
- rUsBu(aUdy TruBl)	3	14	H	0	**23**	n	0	5	0	0	**5**	n	H	0	0	0	**H**	n	0	0	2	0	**2**	n	3H
*** - rUsBu(aUdy TruBl)**	H81*	381*	48H*	0*	**387***	n	0*	18 *	0*	0*	**180***	n	582*	0*	0*	0*	**18H***	n	0*	0*	480*	0*	**18H***	n	282*
ou)e)	0	2	1	0	**3**	n	1	0	0	0	**1**	n	3	0	0	0	**3**	n	0	0	0	0	**0**	n	7
*** ou)e)**	0*	084*	089*	0*	**085***	n	085*	0*	0*	0*	**082***	n	28H*	0*	0*	0*	**089***	n	0*	0*	0*	0*	**0***	n	084*
osBRB(e) Ak v Aay	0	0	0	0	**0**	n	0	0	0	0	**0**	n	0	0	0	0	**0**	n	0	0	0	0	**0**	n	0
*** osBRB(e) Ak v Aay**	0*	0*	0*	0*	**0***	n	0*	0*	0*	0*	**0***	n	0*	0*	0*	0*	**0***	n	0*	0*	0*	0*	**0***	n	0*
Feye)Uusak)	n	n	n	n	n	0	n	n	n	n	n	0	n	n	n	n	n	0	n	n	n	n	n	0	
* Feye)Uusak)	n	n	n	n	n	n	n	n	n	n	n	n	n	n	n	n	n	n	n	n	n	n	n	n	n

[N] Feye)Uusak) aky osBRB(e) Ak PrA))wa(l 8C: CefU,v : v si SU,T: TSru, d : d n Turk

Champaigne Avenue with Murray Road TMC - TMC

Tue Mar 4, 2025

AM AeaP k4 AM (5 AM7(: 3era-- AeaP 8) ur

l -- C-asses kLights, Sing-e(Unit TrucPs, l rticu-ated TrucPs, Buses, Aedestrians, Bicyc-es) n o) ad7

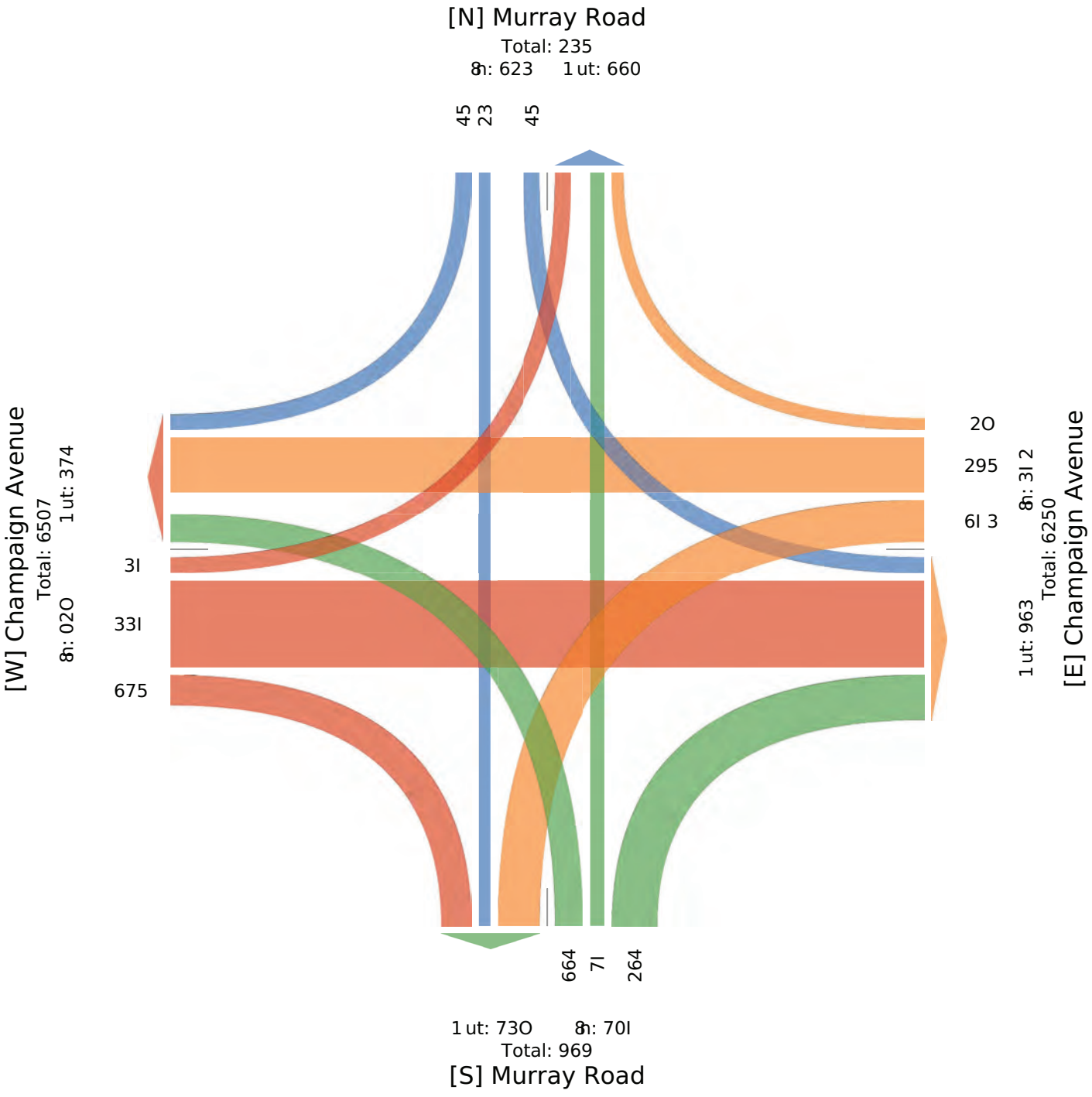
l -- M) 3eR ents

vmI D2195. b, L) cati) nI 40I90. 212, (. . I01414

Ar) 3ided OyI ' enig Lindgren : I8 ara l O)) na, vncK

b515 WK8 iggins o dK, Suite 400,

o) seR) nt, vL, 600D , US



hotel access and murray rd - TMC

Tue Mar 4, 2025
Full Length (6 AM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1273714, Location: 40930. 36. , -88917472.

Provided by: Kenig Lindgren O'Hara Aboona, Inc9
. 575 W9Higgins Rd9 Suite 400,
Rosemont, IL, 60018, US

Leg	access rd						access rd						murray rd						murray rd						
Direction	pastbound						Westbound						E orthbound						Southbound						
Time	L	T	R	U	ANN	Ped*	L	T	R	U	ANN	Ped*	L	T	R	U	ANN	Ped*	L	T	R	U	ANN	Ped*	Int
2025-03-04 6:00AM	1	0	5	0	**6**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	2	0	0	**2**	0	**.**
6:15AM	0	0	2	0	**2**	0	0	0	0	0	**0**	0	1	1	0	0	**2**	0	0	1	0	0	**1**	0	**5**
6:30AM	0	0	6	0	**6**	0	0	0	0	0	**0**	0	1	3	0	0	**4**	0	0	4	1	0	**5**	0	**15**
6:45AM	0	0	6	0	**6**	0	0	1	0	0	**1**	0	0	2	0	0	**2**	0	0	.	0	0	**.**	0	**18**
Hourly Total	1	0	1.	0	**20**	0	0	1	0	0	**1**	0	2	7	0	0	**.**	0	0	16	1	0	**17**	0	**47**
7:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	3	0	0	**3**	0	0	3	0	0	**3**	0	**6**
7:15AM	0	0	15	0	**15**	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	7	1	0	**8**	0	**24**
7:30AM	1	0	.	0	**10**	0	1	0	0	0	**1**	0	3	2	1	0	**6**	0	0	5	0	0	**5**	0	**22**
7:45AM	0	0	12	0	**12**	0	0	0	0	0	**0**	0	2	3	0	0	**5**	0	0	5	1	0	**6**	0	**23**
Hourly Total	1	0	36	0	**37**	0	2	0	0	0	**2**	0	5	8	1	0	**14**	0	0	20	2	0	**22**	0	**75**
8:00AM	1	0	6	0	**7**	0	0	0	0	0	**0**	0	0	2	1	0	**3**	0	0	3	1	0	**4**	0	**14**
8:15AM	2	0	.	0	**11**	0	0	0	0	0	**0**	0	4	4	0	0	**8**	0	0	8	0	0	**8**	0	**27**
8:30AM	0	0	10	0	**10**	0	0	0	0	0	**0**	0	1	1	0	1	**3**	0	0	1	1	0	**2**	0	**15**
8:45AM	0	0	7	0	**7**	0	0	0	0	0	**0**	0	2	6	0	0	**8**	0	0	0	0	0	**0**	0	**15**
Hourly Total	3	0	32	0	**35**	0	0	0	0	0	**0**	0	7	13	1	1	**22**	0	0	12	2	0	**14**	0	**71**
. :00AM	0	0	11	0	**11**	0	0	0	0	0	**0**	0	0	2	1	0	**3**	0	0	6	0	0	**6**	0	**20**
. :15AM	0	0	.	0	**.**	0	0	0	0	0	**0**	0	1	5	0	0	**6**	0	0	5	0	0	**5**	0	**20**
. :30AM	0	0	6	0	**6**	0	0	0	1	0	**1**	0	3	1	3	0	**7**	0	0	1	0	0	**1**	0	**15**
. :45AM	0	0	8	0	**8**	0	0	0	0	0	**0**	0	3	0	1	0	**4**	1	0	4	0	0	**4**	0	**16**
Hourly Total	0	0	34	0	**34**	0	0	0	1	0	**1**	0	7	8	5	0	**20**	1	0	16	0	0	**16**	0	**71**
10:00AM	0	0	8	0	**8**	0	0	0	0	0	**0**	0	3	2	0	0	**5**	0	0	2	1	0	**3**	0	**16**
10:15AM	0	0	8	0	**8**	0	0	1	0	0	**1**	0	1	7	0	0	**8**	0	0	4	0	0	**4**	0	**21**
10:30AM	0	0	5	0	**5**	0	1	0	0	0	**1**	0	1	4	0	0	**5**	0	0	3	0	0	**3**	0	**14**
10:45AM	1	0	8	0	**.**	0	2	0	0	0	**2**	0	4	1	1	0	**6**	0	0	8	0	0	**8**	0	**25**
Hourly Total	1	0	2.	0	**30**	0	3	1	0	0	**4**	0	.	14	1	0	**24**	0	0	17	1	0	**18**	0	**76**
11:00AM	0	0	6	0	**6**	0	1	0	0	0	**1**	0	1	3	0	0	**4**	0	0	6	0	0	**6**	0	**17**
11:15AM	1	0	11	0	**12**	0	0	0	0	0	**0**	0	2	0	0	0	**2**	0	0	1	0	0	**1**	0	**15**
11:30AM	0	0	5	0	**5**	0	0	0	0	0	**0**	0	1	5	0	0	**6**	0	0	3	1	0	**4**	0	**15**
11:45AM	0	0	.	0	**.**	0	0	0	0	0	**0**	0	5	5	1	0	**11**	0	0	4	0	0	**4**	0	**24**
Hourly Total	1	0	31	0	**32**	0	1	0	0	0	**1**	0	.	13	1	0	**23**	0	0	14	1	0	**15**	0	**71**
12:00PM	0	0	7	0	**7**	1	0	0	0	0	**0**	0	5	6	0	0	**11**	0	0	4	1	0	**5**	0	**23**
12:15PM	1	0	8	0	**.**	0	0	0	0	0	**0**	0	3	3	0	0	**6**	0	0	3	0	0	**3**	0	**18**
12:30PM	0	0	11	0	**11**	0	0	0	0	0	**0**	0	4	5	0	0	**.**	0	0	6	1	0	**7**	0	**27**
12:45PM	1	0	7	0	**8**	0	0	0	0	0	**0**	0	5	5	0	0	**10**	0	0	4	1	0	**5**	0	**23**
Hourly Total	2	0	33	0	**35**	1	0	0	0	0	**0**	0	17	1.	0	0	**36**	0	0	17	3	0	**20**	0	**. 1**
1:00PM	1	0	7	0	**8**	0	1	0	0	0	**1**	0	2	6	0	0	**8**	0	0	3	1	0	**4**	0	**21**
1:15PM	0	0	8	0	**8**	0	0	0	0	0	**0**	0	4	3	0	0	**7**	0	0	4	0	0	**4**	0	**1.**
1:30PM	0	0	3	0	**3**	0	0	0	0	0	**0**	0	0	5	0	0	**5**	1	0	3	0	0	**3**	0	**11**
1:45PM	1	0	.	0	**10**	0	0	0	0	0	**0**	0	6	2	1	0	**.**	2	0	4	0	0	**4**	0	**23**
Hourly Total	2	0	27	0	**2.**	0	1	0	0	0	**1**	0	12	16	1	0	**2.**	3	0	14	1	0	**15**	0	**74**
2:00PM	2	0	5	0	**7**	0	0	0	0	0	**0**	0	5	10	0	0	**15**	0	0	5	0	0	**5**	0	**27**
2:15PM	0	0	15	0	**15**	0	0	0	0	0	**0**	0	2	5	0	0	**7**	0	0	3	1	0	**4**	0	**26**
2:30PM	3	0	.	0	**12**	1	0	0	0	0	**0**	1	7	8	0	0	**15**	2	0	4	0	0	**4**	0	**31**
2:45PM	4	0	4	0	**8**	0	2	0	0	0	**2**	0	5	4	2	1	**12**	0	0	1	1	0	**2**	0	**24**
Hourly Total	.	0	33	0	**42**	1	2	0	0	0	**2**	1	1.	27	2	1	**4.**	2	0	13	2	0	**15**	0	**108**
3:00PM	2	0	.	0	**11**	0	1	0	0	0	**1**	0	4	10	0	0	**14**	0	0	3	0	0	**3**	0	**2.**
3:15PM	0	0	10	0	**10**	0	2	1	0	0	**3**	0	3	10	3	0	**16**	0	0	7	0	0	**7**	0	**36**
3:30PM	0	0	8	0	**8**	0	1	0	0	0	**1**	0	5	6	0	0	**11**	0	0	5	0	0	**5**	0	**25**
3:45PM	2	0	13	0	**15**	0	0	0	0	0	**0**	0	4	3	0	0	**7**	0	0	2	0	0	**2**	0	**24**
Hourly Total	4	0	40	0	**44**	0	4	1	0	0	**5**	0	16	2.	3	0	**48**	0	0	17	0	0	**17**	0	**114**
4:00PM	2	0	11	0	**13**	1	0	0	0	0	**0**	0	1	7	1	0	**.**	0	0	4	0	0	**4**	0	**26**

R-1102

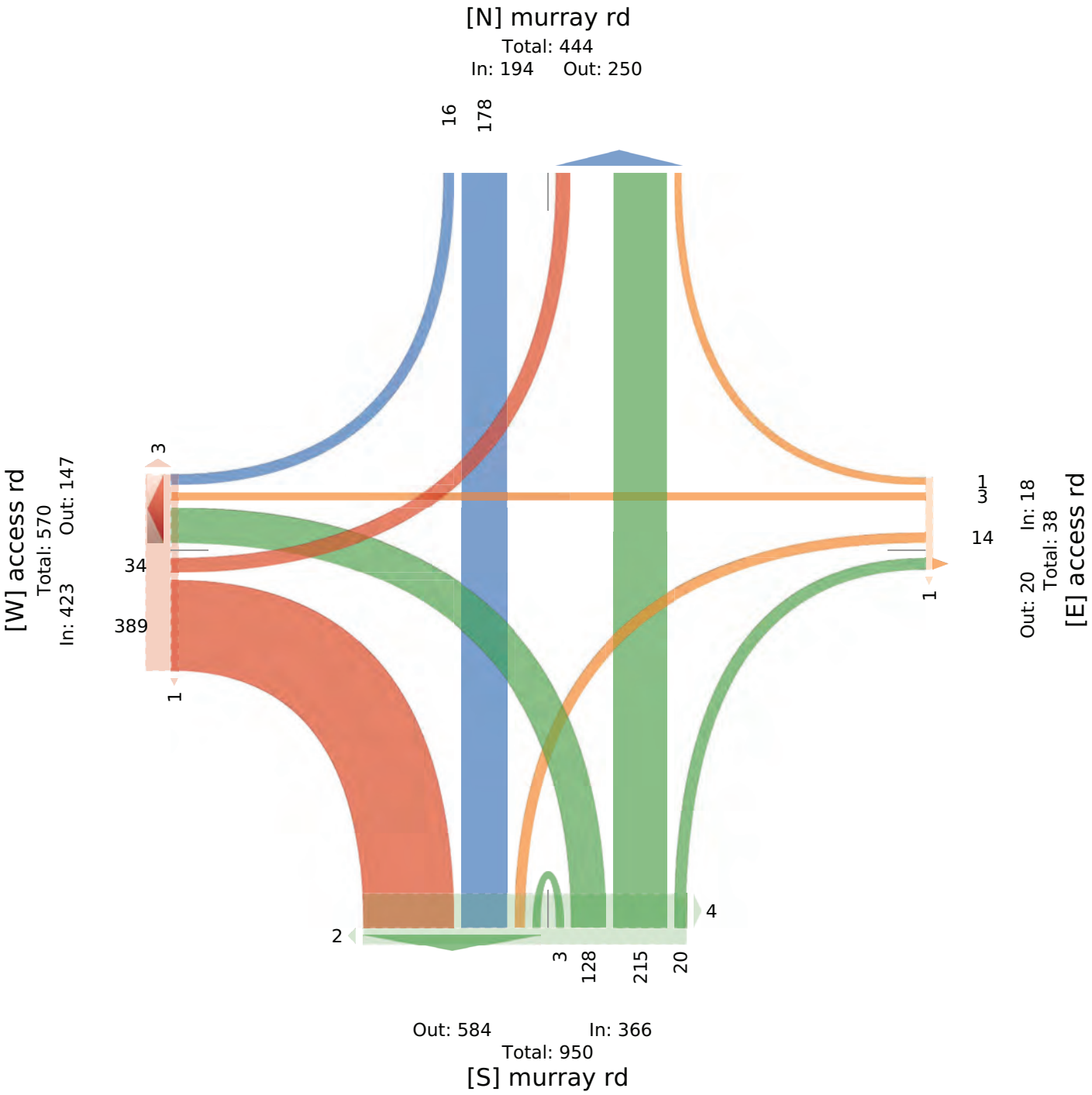
Leg	access rd						access rd						murray rd						murray rd						
Direction	pastbound						Westbound						Eorthbound						Southbound						
Time	L	T	R	U	**ANN**	Ped*	L	T	R	U	**ANN**	Ped*	L	T	R	U	**ANN**	Ped*	L	T	R	U	**ANN**	Ped*	**Int**
4:15PM	1	0	4	0	**5**	0	0	0	0	0	**0**	0	5	10	0	0	**15**	0	0	3	0	0	**3**	0	**23**
4:30PM	0	0	10	0	**10**	1	1	0	0	0	**1**	0	4	8	2	1	**15**	0	0	3	0	0	**3**	0	**2.**
4:45PM	1	0	.	0	**10**	0	0	0	0	0	**0**	0	5	.	0	0	**14**	0	0	4	2	0	**6**	0	**30**
Hourly Total	4	0	34	0	**38**	2	1	0	0	0	**1**	0	15	34	3	1	**53**	0	0	14	2	0	**16**	0	**108**
5:00PM	1	0	12	0	**13**	0	0	0	0	0	**0**	0	6	11	1	0	**18**	0	0	1	0	0	**1**	0	**32**
5:15PM	2	0	12	0	**14**	0	0	0	0	0	**0**	0	0	6	1	0	**7**	0	0	1	0	0	**1**	0	**22**
5:30PM	2	0	.	0	**11**	0	0	0	0	0	**0**	0	2	3	0	0	**5**	0	0	4	1	0	**5**	0	**21**
5:45PM	1	0	7	0	**8**	0	0	0	0	0	**0**	0	2	7	0	0	**.**	0	0	2	0	0	**2**	0	**1.**
Hourly Total	6	0	40	0	**46**	0	0	0	0	0	**0**	0	10	27	2	0	**3.**	0	0	8	1	0	**.**	0	**. 4**
6:00PM	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
Hourly Total	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
Total	34	0	38.	0	**423**	4	14	3	1	0	**18**	1	128	215	20	3	**366**	6	0	178	16	0	**1. 4**	0	**1001**
% ANNroach	89	0%	0%	. 29	0%	0%	**-**	-	779	8%	16	7%	59	6%	0%	**-**	-	359	0%	589	7%	59	5%	09	8%	**-**	-	0%	. 19	8%	89	2%	0%	**-**	-	-
% Total	39	4%	0%	389	%	0%	**429**	**8%**	-	19	4%	09	3%	09	1%	0%	**19**	**8%**	-	129	8%	219	5%	29	0%	09	3%	**369**	**6%**	-	0%	179	8%	19	6%	0%	**1. 9**	**1%**	-	-
Lights	33	0	370	0	**403**	-	14	3	1	0	**18**	-	101	202	20	3	**326**	-	0	148	15	0	**163**	-	. 10
% Lights	. 79	1%	0%	. 59	1%	0%	**. 59**	**8%**	-	100%	100%	100%	0%	**100%**	-	789	%	. 49	0%	100%	100%	**8. 9**	**1%**	-	0%	839	1%	. 39	8%	0%	**849**	**0%**	-	. 09	%
Single-Unit Trucks	1	0	8	0	**.**	-	0	0	0	0	**0**	-	12	2	0	0	**14**	-	0	12	1	0	**13**	-	36
% Single-Unit Trucks	29	%	0%	29	1%	0%	**29**	**1%**	-	0%	0%	0%	0%	**0%**	-	. 9	4%	09	%	0%	0%	**39**	**8%**	-	0%	69	7%	69	3%	0%	**69**	**7%**	-	39	6%
Articulated Trucks	0	0	10	0	**10**	-	0	0	0	0	**0**	-	15	11	0	0	**26**	-	0	18	0	0	**18**	-	54
% Articulated Trucks	0%	0%	29	6%	0%	**29**	**4%**	-	0%	0%	0%	0%	**0%**	-	119	7%	59	1%	0%	0%	**79**	**1%**	-	0%	109	1%	0%	0%	**. 9**	**8%**	-	59	4%
Buses	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Buses	0%	0%	09	3%	0%	**09**	**2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	09	1%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk9L: Left, R: Right, T: Thru, U: U-Turn

hotel access and murray rd - TMC

Tue Mar 4, 2025
Full Length (6 AM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1273714, Location: 4093 0. 36. , -889 17472.

Provided by: Kenig Lindgren O'Hara Aboona, Inc9
. 575 W9Higgins Rd9 Suite 400,
Rosemont, IL, 60018, US



hotel access and murray rd - TMC

Tue Mar 4, 2025
F M l eaL ngth0 F M (6th0 F MA
F -- P -a))e) nCsi SUJ, c ski -e(d ksUTruBL), F rusBu-aUey TruBL), o u)e), l eye)Uusak),
osBRB-e) vk mvayA
F -- MvI eDekUJ
:1 t 72ghg74, CvBaUsvkt 403h09h. 9, (6637g4g29



l rvI syey 8Rt b eksi Cskyi rek KO ara F 8vvka,
:kB3
95g5 H 3' si i sk) my3 cusUe 400,
mv)eDvkU:C, . 0076, d c

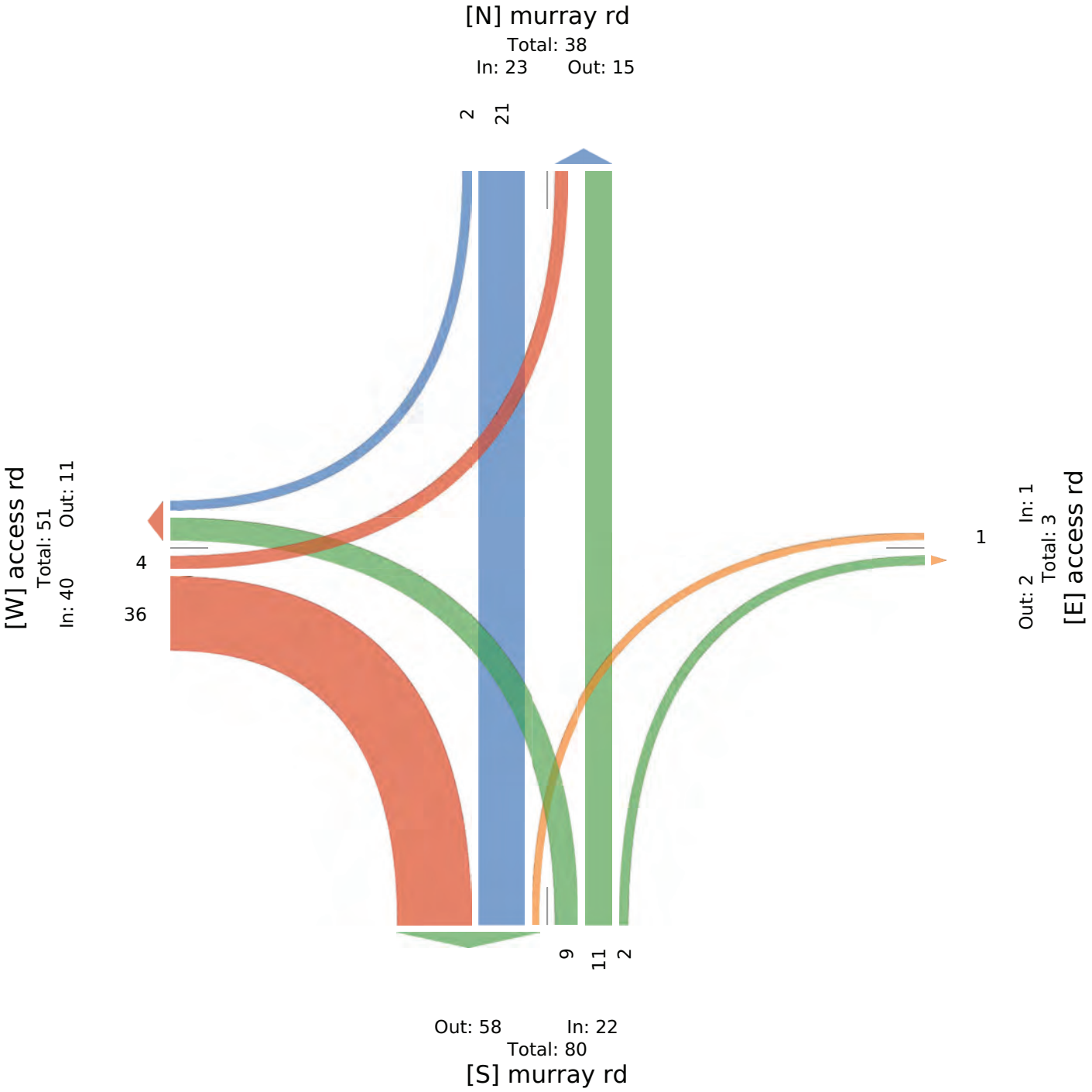
Cei 1 sreBUsvk	aBBe)) ry Wa)U8vuky					aBBe)) ry H e)U8vuky					DurraRry p vrUS8vuky					DurraRry c vuUS8vuky					
TsDe	C	T	m	d	FEE l eyN	C	T	m	d	FEE l eyN	C	T	m	d	FEE l eyN	C	T	m	d	FEE l eyN	:kU
2025(0h(04 gth0F M	7	0	9	0	**70** 0	7	0	0	0	**7** 0	h	2	7	0	**.** 0	0	5	0	0	**5** 0	**22**
gt45F M	0	0	72	0	**72** 0	0	0	0	0	**0** 0	2	h	0	0	**5** 0	0	5	7	0	**.** 0	**2h**
6t00F M	7	0	.	0	**g** 0	0	0	0	0	**0** 0	0	2	7	0	**h** 0	0	h	7	0	**4** 0	**74**
6t75F M	2	0	9	0	**77** 0	0	0	0	0	**0** 0	4	4	0	0	**6** 0	0	6	0	0	**6** 0	**2g**
TvUi-	4	0	h.	0	**40** 0	7	0	0	0	**7** 0	9	77	2	0	**22** 0	0	27	2	0	**2h** 0	**6.**
*** FEErvaBS**	703 0*	0*	903 0*	0*	**(** (	700*	0*	0*	0*	**(** (	403 9*	503 0*	93 7*	0*	**(** (	0*	973 h*	63 g*	0*	**(** (	(
*** TvUi-**	43 g*	0*	473 9*	0*	**4. 3 5*** (	732*	0*	0*	0*	**732*** (	703 5*	723 6*	23 1*	0*	**253 *** (	0*	243 4*	23 h*	0*	**2. 3 g*** (	(
l ' %	03500	(	03 g50	(	**036hh** (	03250	(	(	(	**03250** (	035. h	03 66	03500	(	**03 66** (	(	03 5.	03500	(	**03 g79** (	03 g9.
CsiSUJ	4	0	h4	0	**h6** (	7	0	0	0	**7** (	6	70	2	0	**20** (	0	76	2	0	**20** (	g9
*** CsiSUJ**	700*	0*	943 4*	0*	**953 0*** (	700*	0*	0*	0*	**700*** (	663 9*	903 9*	700*	0*	**903 9*** (	0*	653 g*	700*	0*	**6g3 0*** (	973 9*
cski -e(d ksUTruBL)	0	0	7	0	**7** (	0	0	0	0	**0** (	7	0	0	0	**7** (	0	7	0	0	**7** (	h
*** cski -e(d ksUTruBL)**	0*	0*	23 6*	0*	**23 5*** (	0*	0*	0*	0*	**0*** (	773 7*	0*	0*	0*	**43 5*** (	0*	43 6*	0*	0*	**43 h*** (	h3 5*
FrusBu-aUey TruBL)	0	0	7	0	**7** (	0	0	0	0	**0** (	0	7	0	0	**7** (	0	2	0	0	**2** (	4
*** FrusBu-aUey TruBL)**	0*	0*	23 6*	0*	**23 5*** (	0*	0*	0*	0*	**0*** (	0*	93 7*	0*	0*	**43 5*** (	0*	93 5*	0*	0*	**63 g*** (	43 g*
ou)e)	0	0	0	0	**0** (	0	0	0	0	**0** (	0	0	0	0	**0** (	0	0	0	0	**0** (	0
*** ou)e)**	0*	0*	0*	0*	**0*** (	0*	0*	0*	0*	**0*** (	0*	0*	0*	0*	**0*** (	0*	0*	0*	0*	**0*** (	0*
osBRB-e) vk mvay	0	0	0	0	**0** (	0	0	0	0	**0** (	0	0	0	0	**0** (	0	0	0	0	**0** (	0
*** osBRB-e) vk mvay**	0*	0*	0*	0*	**0*** (	0*	0*	0*	0*	**0*** (	0*	0*	0*	0*	**0*** (	0*	0*	0*	0*	**0*** (	0*
l eye)Uusak)	(	(	(	(	(0	(	(	(	(	(0	(	(	(	(	(0	(	(	(	(	(0	
* l eye)Uusak)	(	(	(	(	((	(	(	(	(	((	(	(	(	(	((	(	(	(	(	((	(

N l eye)Uusak) aky osBRB-e) vk Prv))wa-L3Ct CefUmt msi SUTt TSru, d t d (Turk

hotel access and murray rd - TMC

Tue Mar 4, 2025
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1273714, Location: 409[illegible]30. 3b. , -889[illegible]17472.

Provided by: Kenig Lindgren O'Hara Aboona, Inc
9575 W Higgins Rd, Suite 400,
Rosemont, IL, 60018, US



hotel access and murray rd - TMC

Tue Mar 4, 2025

MFl aL neag thh(45 6 M Ah2(45 nM-

6 HP) PaCCeCts Fi SUC, cFki PeAl kFUTruBgC, 6 rUBuPaUel TruBgC, yuCeC, nel eCuTakC,

yHBLBeCok Roal -

6 HPMovemekUC

ID(h2: 1: h4, s oBaUok(4071031 93, A . 7h: 4: 23



nrovFel 8L(b ekFi s Fkl i rek KO ara 6 8ooka,

IkB7

35: 5 H 7' Fi i FkCRl 7, cuFe 400,

RoCemokU,Is , 900h. , d c

s ei DFreBUok	aBBeCCrl WaC8oukl						aBBeCCrl He C8oukl						murraL rl p orU8oukl						murraL rl couU8oukl						
TFme	s	T	R	d	6 EE	nel N	s	T	R	d	6 EE	nel N	s	T	R	d	6 EE	nel N	s	T	R	d	6 EE	nel N	IkU
2025A01A04 hh(456 M	0	0	3	0	**3**	0	0	0	0	0	**0**	0	5	5	h	0	**hh**	0	0	4	0	0	**4**	0	**24**
h2(00nM	0	0	:	0	**:**	h	0	0	0	0	**0**	0	5	9	0	0	**hh**	0	0	4	h	0	**5**	0	**21**
h2(h5nM	h	0	.	0	**3**	0	0	0	0	0	**0**	0	1	1	0	0	**9**	0	0	1	0	0	**1**	0	**h.**
h2(10nM	0	0	hh	0	**hh**	0	0	0	0	0	**0**	0	4	5	0	0	**3**	0	0	9	h	0	**:**	0	**2:**
TotaP	h	0	15	0	**19**	h	0	0	0	0	**0**	0	h:	h3	h	0	**1:**	0	0	h:	2	0	**h3**	0	**32**
*** 6 EEroaBS**	27.*	0*	3: 72*	0*	**A**	A	0*	0*	0*	0*	**A**	A	457 3*	5h7 4*	27.*	0*	**A**	A	0*	. 375*	h07 5*	0*	**A**	A	A
*** TotaP**	h7 n*	0*	1. 70*	0*	**137 h***	A	0*	0*	0*	0*	**0***	A	h. 75*	207.*	h7 n*	0*	**4072***	A	0*	h. 75*	272*	0*	**207.***	A	A
n' %	07250	A	07. 35	A	**07. h.**	A	A	A	A	A	**A**	A	07. 50	07. 32	07250	A	**07. 4h**	A	A	07. 0.	07500	A	**079: 3**	A	07. 52
s FiSUC	h	0	14	0	**15**	A	0	0	0	0	**0**	A	h1	h:	h	0	**1h**	A	0	h2	2	0	**h4**	A	. 0
*** s FiSUC**	h00*	0*	3: 7h*	0*	**3: 72***	A	0*	0*	0*	0*	**A**	A	: 975*	. 375*	h00*	0*	**. 17.***	A	0*	: 079*	h00*	0*	**: 17.***	A	. : 70*
ckiPeAlkFUTruBgC	0	0	0	0	**0**	A	0	0	0	0	**0**	A	2	0	0	0	**2**	A	0	1	0	0	**1**	A	5
*** ckiPeAlkFUTruBgC**	0*	0*	0*	0*	**0***	A	0*	0*	0*	0*	**A**	A	hh7.*	0*	0*	0*	**574***	A	0*	h: 79*	0*	0*	**h57.***	A	574*
6 rUBuPaUel TruBgC	0	0	h	0	**h**	A	0	0	0	0	**0**	A	2	2	0	0	**4**	A	0	2	0	0	**2**	A	:
*** 6 rUBuPaUel TruBgC**	0*	0*	273*	0*	**27.***	A	0*	0*	0*	0*	**A**	A	hh7.*	h075*	0*	0*	**h07.***	A	0*	hh7.*	0*	0*	**h075***	A	: 79*
yuCeC	0	0	0	0	**0**	A	0	0	0	0	**0**	A	0	0	0	0	**0**	A	0	0	0	0	**0**	A	0
*** yuCeC**	0*	0*	0*	0*	**0***	A	0*	0*	0*	0*	**A**	A	0*	0*	0*	0*	**0***	A	0*	0*	0*	0*	**0***	A	0*
yHBLBeCok Roal	0	0	0	0	**0**	A	0	0	0	0	**0**	A	0	0	0	0	**0**	A	0	0	0	0	**0**	A	0
*** yHBLBeCok Roal**	0*	0*	0*	0*	**0***	A	0*	0*	0*	0*	**A**	A	0*	0*	0*	0*	**0***	A	0*	0*	0*	0*	**0***	A	0*
nel eCuTakC	A	A	A	A	A	h	A	A	A	A	A	0	A	A	A	A	A	0	A	A	A	A	A	0	
* nel eCuTakC	A	A	A	A	Ah00*		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

Nnel eCuTakCakl yHBLBeCok) roCCwaPg7s (s efU,R(RFi SU,T(TSru, d (d ATurk

R-1107

hotel access and murray rd - TMC

Tue Mar 4, 2025

MAPPak (ea7 :33-45 8 M) 32-45 (Ml

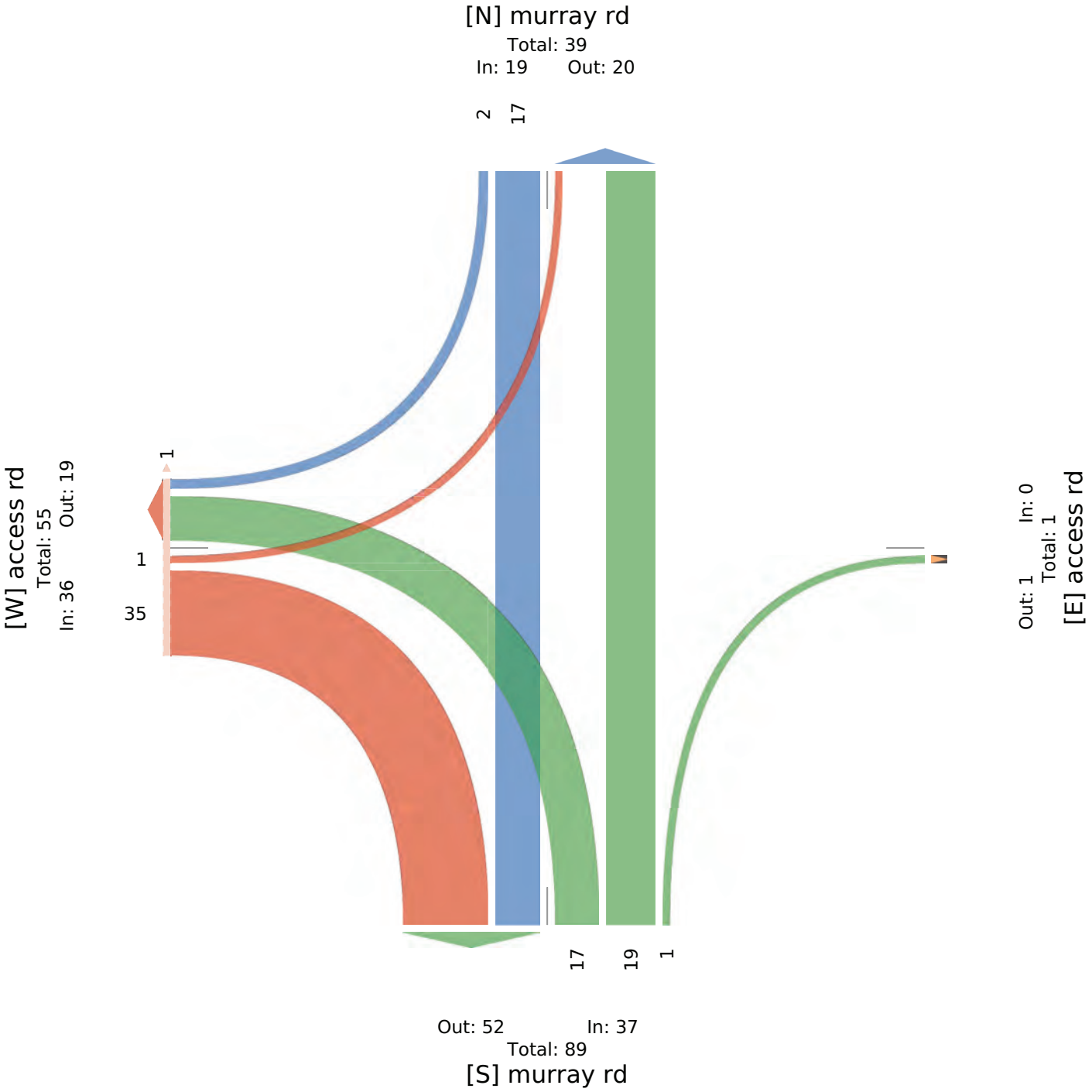
8 CCs GaLLeL: i AghtL, SAngCe)UnA Truc7L, 8 rtAcuGtePTruc7L, d uIeL, (ePeLtrAanL, d AkcGeLBn y BaPl

8 CCMBoeRentL

vm- 32I DI 34, i BcatABn- 401D09D 9,)bb13I 4I 29

(rBoAPeP Kk- OenAg i AnPgren ' PWara 8 KBBna, vnc1

95I 5 6 1WAggAnLy P1, SuAe 400, y BLeR Bnt, vi , . 003b, US



hotel access and murray rd - TMC

Tue Mar 4, 2025

FM Feal L2rg0 FM t grg0 FMht (6eraAAFeal - Pur

) AACAsses Li SUcks, dSPBUAtty BSk Truol s,) rkSouAaleR Truol s, v uses, FeReskrSaBs, v SomoAes PBI PaRh

) AAMP6eDeBks

:1 n723g374, i PoakSPBn409g0. g8. , tbb973432.

FrP6SReRKmnOeBSUi SBRUreB ('- ara) KPPBa, :Bo9

. 535 H 9- SUUSBs I R9, duSe 400, I PseD PBk, :i , 8007b, y d

i eU 1 SreokSPB	aooess rR WaskKPuBR						aooess rR H eskKPuBR						DurramrR p PrkcKPuBR						DurramrR dPukcKPuBR						
TSDe	i	T	I	y	) EE.	FeRN	i	T	I	y	) EE.	FeRN	i	T	I	y	) EE.	FeRN	i	T	I	y	) EE.	FeRN	:Bk
2025t0gt04 2rg0FM	g	0	.	0	**72**	7	0	0	0	0	**0**	7	3	b	0	0	**75**	2	0	4	0	0	**4**	0	**g7**
2n45FM	4	0	4	0	**b**	0	2	0	0	0	**2**	0	5	4	2	7	**72**	0	0	7	7	0	**2**	0	**24**
gr00FM	2	0	.	0	**77**	0	7	0	0	0	**7**	0	4	70	0	0	**74**	0	0	g	0	0	**g**	0	**2.**
gr75FM	0	0	70	0	**70**	0	2	7	0	0	**g**	0	g	70	g	0	**78**	0	0	3	0	0	**3**	0	**g8**
TPlaA	.	0	g2	0	**47**	7	5	7	0	0	**8**	7	7.	g2	5	7	**53**	2	0	75	7	0	**78**	0	**720**
***) EErPaoc**	229 0*	0*	3b9 0*	0*	**t**	t	bg9g*	789 3*	0*	0*	**t**	t	gg9g*	589 7*	b9b*	79b*	**t**	t	0*	. g9b*	89g*	0*	**t**	t	t
*** TPlaA**	395*	0*	289 3*	0*	**g49 2***	t	492*	09b*	0*	0*	**59 0***	t	759b*	289 3*	492*	09b*	**439 5***	t	0*	725 5*	09b*	0*	**7g9g***	t	t
F- %	0958g	t	09b00	t	**09b54**	t	0982 5	0925 0	t	t	**0950 0**	t	0983.	09b00	0947 3	0925 0	**09b. 7**	t	t	095g8	0925 0	t	**0953 7**	t	09bgg
i SUcks	.	0	g0	0	**g.**	t	5	7	0	0	**8**	t	75	g0	5	7	**57**	t	0	75	7	0	**78**	t	772
*** i SUcks**	700*	0*	. g9b*	0*	**. 597***	t	700*	700*	0*	0*	**700***	t	3b9 *	. g9b*	700*	700*	**b. 95***	t	0*	700*	700*	0*	**700***	t	. g9g*
dSBUAtty BSk Truol s	0	0	7	0	**7**	t	0	0	0	0	**0**	t	2	0	0	0	**2**	t	0	0	0	0	**0**	t	g
*** dSBUAtty BSk Truol s**	0*	0*	g97*	0*	**29 1***	t	0*	0*	0*	0*	**0***	t	709 5*	0*	0*	0*	**g95***	t	0*	0*	0*	0*	**0***	t	295*
) rkSouAaleR Truol s	0	0	7	0	**7**	t	0	0	0	0	**0**	t	2	2	0	0	**4**	t	0	0	0	0	**0**	t	5
***) rkSouAaleR Truol s**	0*	0*	g97*	0*	**29 1***	t	0*	0*	0*	0*	**0***	t	709 5*	89g*	0*	0*	**39 0***	t	0*	0*	0*	0*	**0***	t	492*
v uses	0	0	0	0	**0**	t	0	0	0	0	**0**	t	0	0	0	0	**0**	t	0	0	0	0	**0**	t	0
*** v uses**	0*	0*	0*	0*	**0***	t	0*	0*	0*	0*	**0***	t	0*	0*	0*	0*	**0***	t	0*	0*	0*	0*	**0***	t	0*
v SomoAes PBI PaR	0	0	0	0	**0**	t	0	0	0	0	**0**	t	0	0	0	0	**0**	t	0	0	0	0	**0**	t	0
*** v SomoAes PBI PaR**	0*	0*	0*	0*	**0***	t	0*	0*	0*	0*	**0***	t	0*	0*	0*	0*	**0***	t	0*	0*	0*	0*	**0***	t	0*
FeReskrSaBs	t	t	t	t	t	7	t	t	t	t	t	7	t	t	t	t	t	2	t	t	t	t	t	0	
* FeReskrSaBs	t	t	t	t	t	700*	t	t	t	t	t	700*	t	t	t	t	t	700*	t	t	t	t	t	t	t

NFeReskrSaBs aBR v SomoAes PB CrPsswaA9i ni efk, I nI SUck, TnTcru, y ny t TurB

hotel access and murray rd - TMC

Tue Mar 4, 2025

AM AeaP k2(70 AM : 7(70 AM3: - 8era)) AeaP l Cur

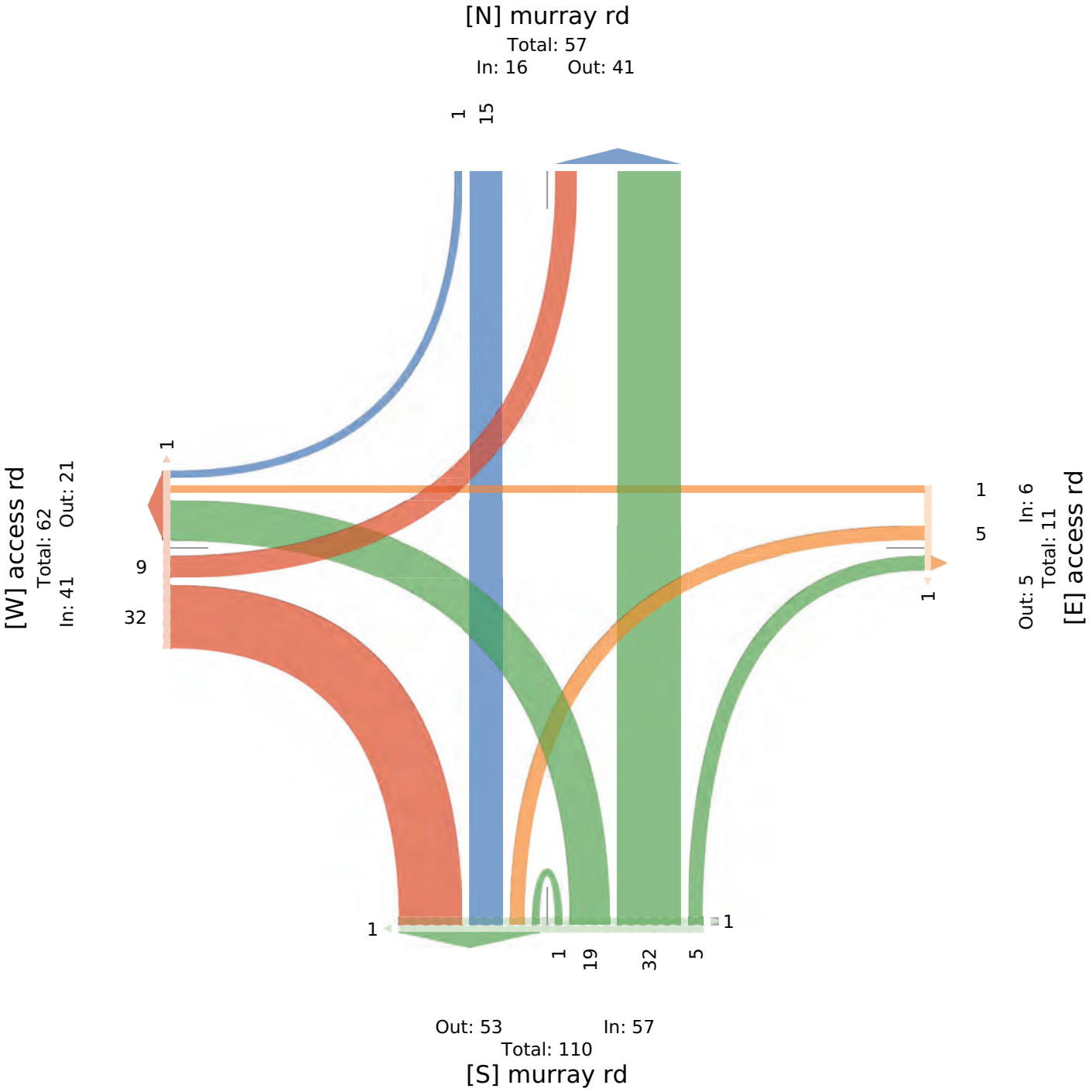
s)) L)aiieiikghtSni, Unct)e:d chnTruBPi, s rnhBu)aney TruBPi, ouiei, Aeyeirnhaci, ohBRBjei Cc vCay3

s)) MC8emecni

ID(1297914, gCBanhCc(40.70b7Kb, :CO.19492b

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

ArC8hyey ' R(Hecht ghcyt rec - Wara s ' CCca, IcB
b595 6 . l ht t hci v y., Uuhne 400,
v CiemCcn, Ig, K001Q, d U



Murray Road with Champaign Avenue Service Ro... - TMC

Tue Mar 4, 2025
Full Length (6 AM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1273591, Location: 40.308787, -88.174751

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Champaign Avenue Service Road						Champaign Avenue Service Road						Murray Road						Murray Road						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-03-04 6:00AM	0	0	3	0	**3**	0	0	0	0	0	**0**	0	11	1	0	0	**12**	0	0	5	0	0	**5**	0	**20**
6:15AM	0	0	3	0	**3**	0	0	0	0	0	**0**	0	6	2	0	0	**8**	0	0	5	0	0	**5**	0	**16**
6:30AM	0	0	4	0	**4**	0	0	0	0	0	**0**	0	10	4	0	0	**14**	0	0	8	1	0	**9**	0	**27**
6:45AM	0	0	4	0	**4**	0	0	0	0	0	**0**	0	8	1	1	0	**10**	0	0	15	0	0	**15**	0	**29**
Hourly Total	0	0	14	0	**14**	0	0	0	0	0	**0**	0	35	8	1	0	**44**	0	0	33	1	0	**34**	0	**92**
7:00AM	0	0	7	0	**7**	0	0	0	0	0	**0**	0	10	4	0	0	**14**	0	0	7	0	0	**7**	0	**28**
7:15AM	0	0	5	0	**5**	0	0	0	0	0	**0**	0	20	0	0	0	**20**	0	0	23	0	0	**23**	0	**48**
7:30AM	0	0	5	0	**5**	0	0	0	0	0	**0**	0	19	5	0	0	**24**	0	1	12	0	0	**13**	0	**42**
7:45AM	0	0	8	0	**8**	0	0	0	0	0	**0**	0	20	5	0	0	**25**	0	0	17	0	0	**17**	0	**50**
Hourly Total	0	0	25	0	**25**	0	0	0	0	0	**0**	0	69	14	0	0	**83**	0	1	59	0	0	**60**	0	**168**
8:00AM	0	0	7	0	**7**	0	0	1	0	0	**1**	0	23	4	0	0	**27**	0	0	9	0	0	**9**	0	**44**
8:15AM	0	0	9	0	**9**	0	0	0	0	0	**0**	0	14	7	0	0	**21**	0	0	17	0	0	**17**	0	**47**
8:30AM	0	0	5	0	**5**	0	0	0	0	0	**0**	0	13	4	0	0	**17**	0	0	11	0	0	**11**	0	**33**
8:45AM	1	0	5	0	**6**	0	0	0	0	0	**0**	0	13	7	0	0	**20**	0	0	9	0	0	**9**	0	**35**
Hourly Total	1	0	26	0	**27**	0	0	1	0	0	**1**	0	63	22	0	0	**85**	0	0	46	0	0	**46**	0	**159**
9:00AM	0	0	7	0	**7**	0	0	0	0	0	**0**	0	19	2	0	0	**21**	0	0	18	0	0	**18**	0	**46**
9:15AM	0	0	12	0	**12**	0	0	0	0	0	**0**	0	16	6	1	0	**23**	0	0	10	1	0	**11**	0	**46**
9:30AM	0	0	11	0	**11**	0	0	0	0	0	**0**	0	8	7	0	0	**15**	0	0	7	0	0	**7**	0	**33**
9:45AM	0	0	5	0	**5**	0	0	0	0	0	**0**	0	14	4	0	0	**18**	0	0	13	0	0	**13**	1	**36**
Hourly Total	0	0	35	0	**35**	0	0	0	0	0	**0**	0	57	19	1	0	**77**	0	0	48	1	0	**49**	1	**161**
10:00AM	0	0	12	0	**12**	1	2	0	0	0	**2**	0	18	7	2	0	**27**	0	0	10	0	0	**10**	0	**51**
10:15AM	1	0	9	0	**10**	0	1	0	0	0	**1**	0	11	5	0	0	**16**	0	0	11	0	0	**11**	0	**38**
10:30AM	0	0	8	0	**8**	0	2	0	0	0	**2**	0	11	5	2	0	**18**	0	0	9	0	0	**9**	0	**37**
10:45AM	0	0	12	0	**12**	0	2	0	0	0	**2**	0	21	6	1	0	**28**	0	1	17	1	0	**19**	0	**61**
Hourly Total	1	0	41	0	**42**	1	7	0	0	0	**7**	0	61	23	5	0	**89**	0	1	47	1	0	**49**	0	**187**
11:00AM	0	0	15	0	**15**	0	4	0	0	0	**4**	0	22	5	4	0	**31**	1	0	13	1	0	**14**	0	**64**
11:15AM	0	0	10	0	**10**	0	6	0	0	0	**6**	0	14	1	1	0	**16**	0	0	11	0	0	**11**	0	**43**
11:30AM	0	1	13	0	**14**	0	9	0	1	0	**10**	0	12	6	3	0	**21**	0	0	8	0	0	**8**	0	**53**
11:45AM	0	0	5	0	**5**	0	19	1	3	0	**23**	0	19	7	4	0	**30**	0	0	11	0	0	**11**	0	**69**
Hourly Total	0	1	43	0	**44**	0	38	1	4	0	**43**	0	67	19	12	0	**98**	1	0	43	1	0	**44**	0	**229**
12:00PM	0	0	17	0	**17**	1	19	0	1	0	**20**	0	19	8	6	0	**33**	0	2	10	0	0	**12**	0	**82**
12:15PM	0	2	20	0	**22**	0	11	1	1	0	**13**	0	14	7	2	0	**23**	0	0	12	0	0	**12**	0	**70**
12:30PM	0	0	8	1	**9**	0	4	2	1	0	**7**	0	16	7	1	0	**24**	0	2	12	0	0	**14**	0	**54**
12:45PM	1	0	12	0	**13**	0	8	0	1	0	**9**	0	15	7	1	0	**23**	0	0	13	0	0	**13**	0	**58**
Hourly Total	1	2	57	1	**61**	1	42	3	4	0	**49**	0	64	29	10	0	**103**	0	4	47	0	0	**51**	0	**264**
1:00PM	0	1	10	0	**11**	0	9	0	1	0	**10**	0	20	7	2	0	**29**	0	0	10	0	0	**10**	0	**60**
1:15PM	0	0	17	0	**17**	0	6	0	1	0	**7**	0	19	7	4	0	**30**	0	1	11	0	0	**12**	0	**66**
1:30PM	0	0	11	0	**11**	0	5	1	0	0	**6**	0	12	4	2	0	**18**	0	0	8	0	0	**8**	0	**43**
1:45PM	0	0	6	0	**6**	0	11	0	0	0	**11**	0	15	12	3	0	**30**	0	1	11	0	0	**12**	0	**59**
Hourly Total	0	1	44	0	**45**	0	31	1	2	0	**34**	0	66	30	11	0	**107**	0	2	40	0	0	**42**	0	**228**
2:00PM	0	1	11	0	**12**	0	7	0	1	0	**8**	1	20	11	1	0	**32**	2	0	10	0	0	**10**	0	**62**
2:15PM	0	0	7	0	**7**	0	5	0	0	0	**5**	0	9	6	1	0	**16**	0	0	15	1	0	**16**	0	**44**
2:30PM	0	0	15	0	**15**	0	5	0	0	0	**5**	1	23	17	3	0	**43**	1	1	11	0	0	**12**	0	**75**
2:45PM	1	0	16	0	**17**	0	11	0	0	0	**11**	0	14	11	1	0	**26**	0	0	8	0	0	**8**	0	**62**
Hourly Total	1	1	49	0	**51**	0	28	0	1	0	**29**	2	66	45	6	0	**117**	3	1	44	1	0	**46**	0	**243**
3:00PM	0	0	7	0	**7**	0	3	0	0	0	**3**	0	22	12	3	0	**37**	0	0	15	0	0	**15**	0	**62**
3:15PM	1	0	14	0	**15**	0	6	0	2	0	**8**	0	14	15	4	0	**33**	0	0	18	0	0	**18**	0	**74**
3:30PM	0	0	15	0	**15**	0	11	1	0	0	**12**	0	16	10	3	0	**29**	0	0	13	0	0	**13**	0	**69**
3:45PM	0	0	5	0	**5**	0	4	0	1	0	**5**	0	15	7	2	0	**24**	0	0	15	1	0	**16**	0	**50**
Hourly Total	1	0	41	0	**42**	0	24	1	3	0	**28**	0	67	44	12	0	**123**	0	0	61	1	0	**62**	0	**255**
4:00PM	0	0	8	0	**8**	0	6	0	1	0	**7**	1	17	8	1	0	**26**	0	0	14	0	0	**14**	0	**55**
4:15PM	0	0	8	0	**8**	0	3	0	0	0	**3**	0	12	16	4	0	**32**	0	0	8	0	0	**8**	0	**51**
4:30PM	0	1	11	0	**12**	1	13	1	1	0	**15**	1	16	13	4	0	**33**	1	0	15	0	0	**15**	0	**75**
4:45PM	1	0	15	0	**16**	0	8	0	0	0	**8**	0	13	12	0	0	**25**	0	2	13	0	0	**15**	0	**64**

R-1111

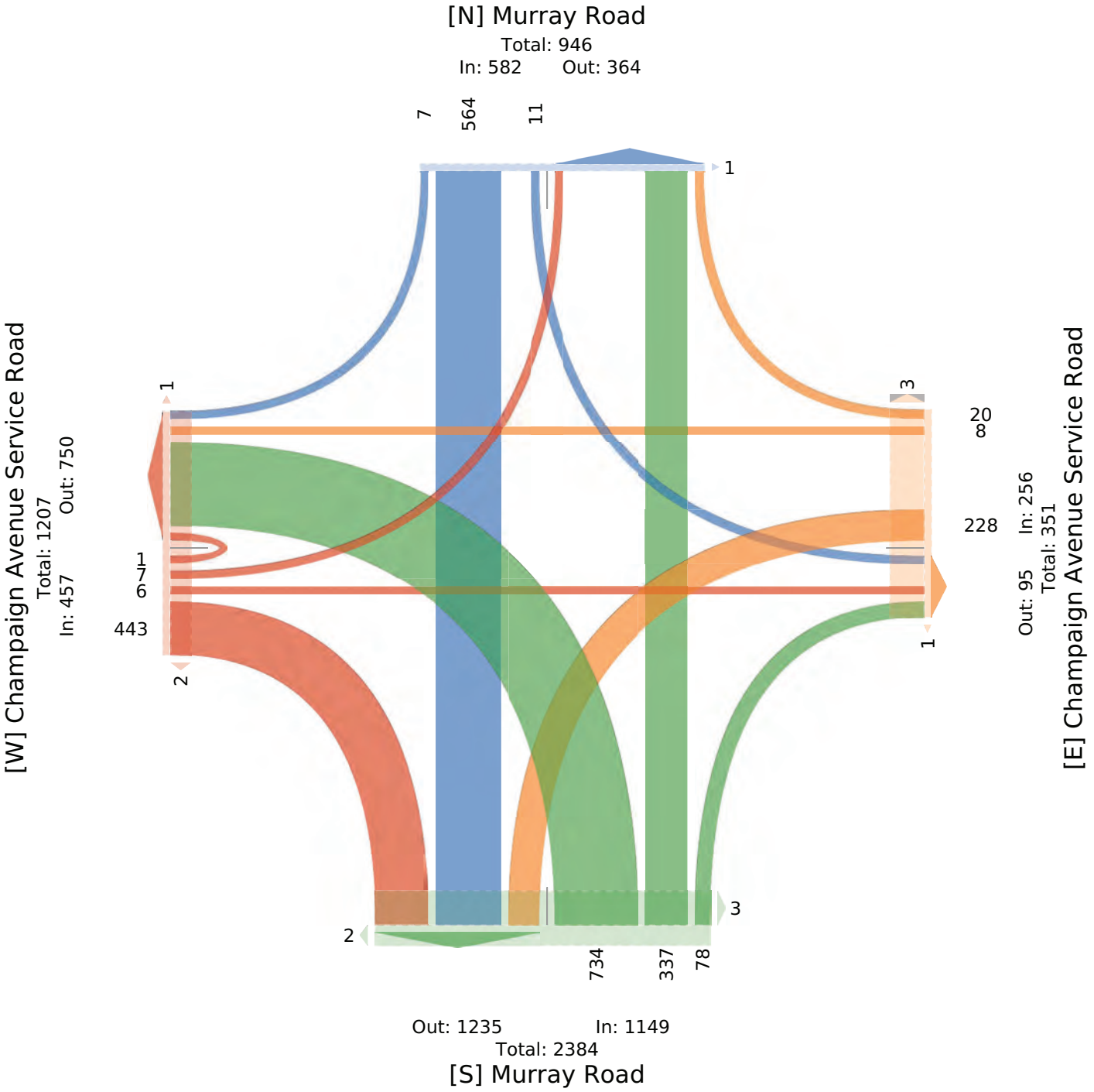
Leg	Champaign Avenue Service Road						Champaign Avenue Service Road						Murray Road						Murray Road						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
Hourly Total	1	1	42	0	**44**	1	30	1	2	0	**33**	2	58	49	9	0	**116**	1	2	50	0	0	**52**	0	**245**
5:00PM	1	0	10	0	**11**	0	10	0	2	0	**12**	0	21	16	2	0	**39**	0	0	11	0	0	**11**	0	**73**
5:15PM	0	0	12	0	**12**	0	7	0	1	0	**8**	0	19	6	4	0	**29**	0	0	14	0	0	**14**	0	**63**
5:30PM	0	0	1	0	**1**	0	5	0	0	0	**5**	0	10	5	3	0	**18**	0	0	13	1	0	**14**	0	**38**
5:45PM	0	0	3	0	**3**	0	6	0	1	0	**7**	0	11	8	2	0	**21**	0	0	8	0	0	**8**	0	**39**
Hourly Total	1	0	26	0	**27**	0	28	0	4	0	**32**	0	61	35	11	0	**107**	0	0	46	1	0	**47**	0	**213**
Total	7	6	443	1	**457**	3	228	8	20	0	**256**	4	734	337	78	0	**1149**	5	11	564	7	0	**582**	1	**2444**
% Approach	1.5%	1.3%	96.9%	0.2%	**-**	-	89.1%	3.1%	7.8%	0%	**-**	-	63.9%	29.3%	6.8%	0%	**-**	-	1.9%	96.9%	1.2%	0%	**-**	-	-
% Total	0.3%	0.2%	18.1%	0%	**18.7%**	-	9.3%	0.3%	0.8%	0%	**10.5%**	-	30.0%	13.8%	3.2%	0%	**47.0%**	-	0.5%	23.1%	0.3%	0%	**23.8%**	-	-
Lights	7	5	400	1	**413**	-	225	5	19	0	**249**	-	689	298	76	0	**1063**	-	10	519	5	0	**534**	-	2259
% Lights	100%	83.3%	90.3%	100%	**90.4%**	-	98.7%	62.5%	95.0%	0%	**97.3%**	-	93.9%	88.4%	97.4%	0%	**92.5%**	-	90.9%	92.0%	71.4%	0%	**91.8%**	-	92.4%
Single-Unit Trucks	0	0	14	0	**14**	-	2	0	1	0	**3**	-	13	14	2	0	**29**	-	0	18	2	0	**20**	-	66
% Single-Unit Trucks	0%	0%	3.2%	0%	**3.1%**	-	0.9%	0%	5.0%	0%	**1.2%**	-	1.8%	4.2%	2.6%	0%	**2.5%**	-	0%	3.2%	28.6%	0%	**3.4%**	-	2.7%
Articulated Trucks	0	0	28	0	**28**	-	1	0	0	0	**1**	-	31	25	0	0	**56**	-	0	25	0	0	**25**	-	110
% Articulated Trucks	0%	0%	6.3%	0%	**6.1%**	-	0.4%	0%	0%	0%	**0.4%**	-	4.2%	7.4%	0%	0%	**4.9%**	-	0%	4.4%	0%	0%	**4.3%**	-	4.5%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	1	0	0	**1**	-	2
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%	0%	0%	0%	**0.1%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.1%
Bicycles on Road	0	1	1	0	**2**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	1	1	0	0	**2**	-	7
% Bicycles on Road	0%	16.7%	0.2%	0%	**0.4%**	-	0%	37.5%	0%	0%	**1.2%**	-	0%	0%	0%	0%	**0%**	-	9.1%	0.2%	0%	0%	**0.3%**	-	0.3%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

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

Murray Road with Champaign Avenue Service Ro... - TMC

Tue Mar 4, 2025
Full Length (6 AM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1273591, Location: 40.308787, -88.174751

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



R-1113

Murray Road with Champaign Avenue Service Ro... - TMC

Tue Mar 4, 2025

F M l eaL ng0 F M t gg F Mh

F ((6 (aAAeAn- P) CsA, i PS) (etUSPs TrucLA, F rsRcu(asek TrucLA, d uAeA, l ekeAsrPaSA, d RcBc(eAyS o yakh

F ((MyRev eSsA

mh Dg2: 157g, - ycasPySD403109: 9: , t993g: 4: 5g

l ryRPkek . BD8 eSP) - PSk) reS b kOara F . yySa, mSc3

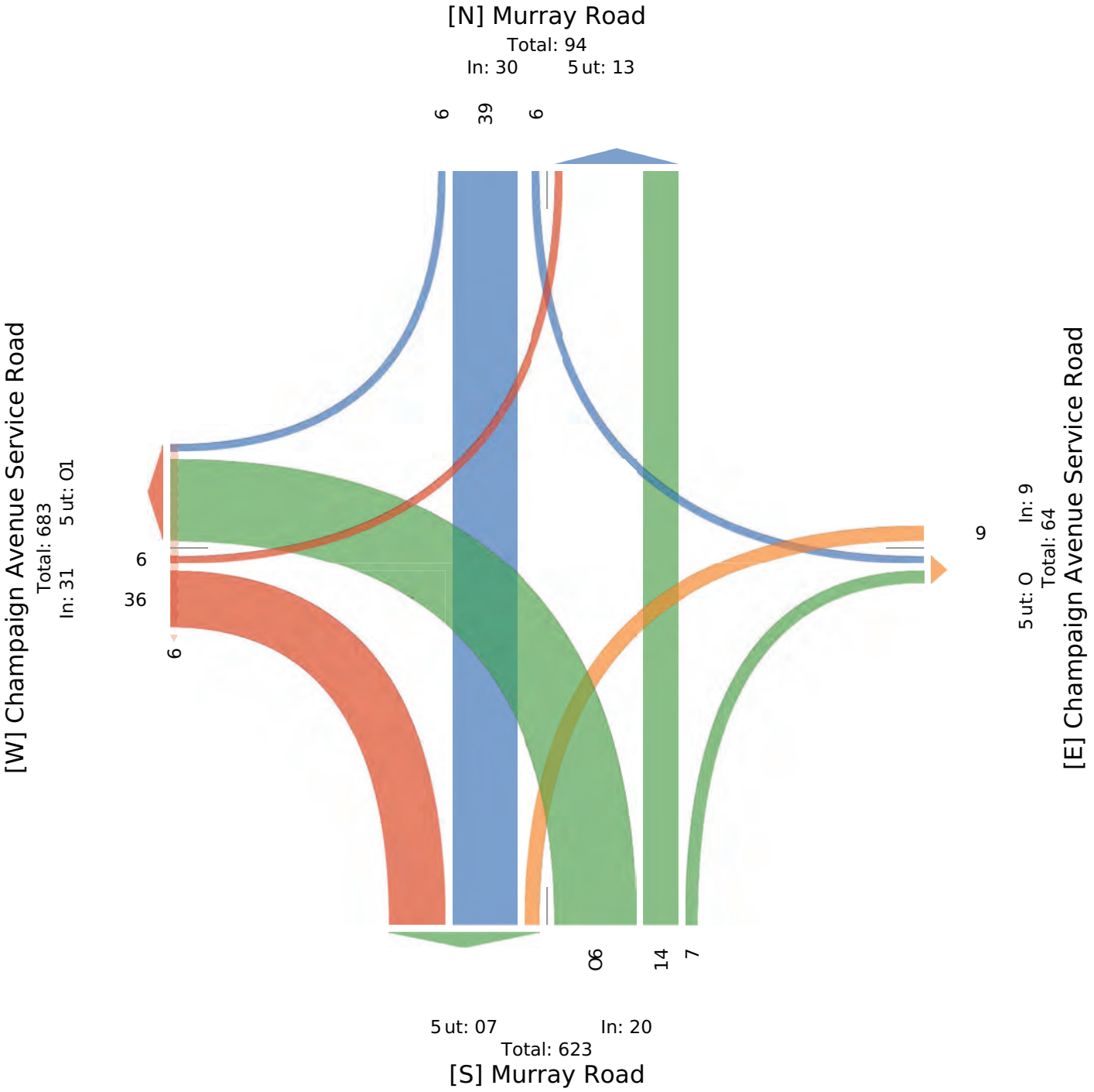
75: 5 ' 3OP)) PSAo k3, i uPse 400, o yAev ySs, ma , H00g9, Ui

- e) I PrecsPyS	6 Cav WaP) S F ReSue i erRRce o yak paAs. yuSk					6 Cav WaP) S F ReSue i erRRce o yak ' eAs. yuSk					MurraBo yak EyrsC. yuSk					MurraBo yak i yusC. yuSk					
TPve	-	T	o	U	FWW l ekN	-	T	o	U	FWW l ekN	-	T	o	U	FWW l ekN	-	T	o	U	FWW l ekN	mSs
2025t01t04 g0D0F M	0	0	g2	0	**g2** g	2	0	0	0	**2** 0	g9	:	2	0	**2:** 0	0	g0	0	0	**g0** 0	**5g**
g0P5F M	g	0	7	0	**g0** 0	g	0	0	0	**g** 0	gg	5	0	0	**gH** 0	0	gg	0	0	**gg** 0	**19**
g0D0F M	0	0	9	0	**9** 0	2	0	0	0	**2** 0	gg	5	2	0	**g9** 0	0	7	0	0	**7** 0	**1:**
g0P5F M	0	0	g2	0	**g2** 0	2	0	0	0	**2** 0	2g	H	g	0	**29** 0	g	g:	g	0	**g7** 0	**Hg**
Tysa(	g	0	4g	0	**42** g	:	0	0	0	**:** 0	Hg	21	5	0	**97** 0	g	4:	g	0	**47** 0	**g9:**
*** F WWyacC**	234*	0*	7: 3H*	0*	**t** t	g00*	0*	0*	0*	**t** t	H935*	2539*	53H*	0*	**t** t	230*	7537*	230*	0*	**t** t	t
*** Tysa(**	035*	0*	2g37*	0*	**2235*** t	13 *	0*	0*	0*	**13 *** t	123H*	g231*	23 *	0*	**4: 3H*** t	035*	253g*	035*	0*	**2H2*** t	t
l O%	03250	t	0394	t	**039: 5** t	039: 5	t	t	t	**039: 5** t	03 2H	0392g	03H25	t	**03 75** t	03250	03H7g	03250	t	**03H45** t	03 HH
- P) CsA	g	0	1H	0	**1:** t	:	0	0	0	**:** t	5:	2g	5	0	**91** t	g	44	0	0	**45** t	g: 2
*** - P) CsA**	g00*	0*	9: 3*	0*	**993g*** t	g00*	0*	0*	0*	**g00*** t	7134*	7g31*	g00*	0*	**7131*** t	g00*	713H*	0*	0*	**7g39*** t	7230*
i PS) (etUSPs TrucLA	0	0	2	0	**2** t	0	0	0	0	**0** t	g	g	0	0	**2** t	0	2	g	0	**1** t	:
*** i PS) (etUSPs TrucLA**	0*	0*	437*	0*	**439*** t	0*	0*	0*	0*	**0*** t	g3H*	431*	0*	0*	**232*** t	0*	431*	g00*	0*	**Hg*** t	13 *
F rsRcu(asek TrucLA	0	0	1	0	**1** t	0	0	0	0	**0** t	1	g	0	0	**4** t	0	g	0	0	**g** t	9
*** F rsRcu(asek TrucLA**	0*	0*	: 31*	0*	**: 3g*** t	0*	0*	0*	0*	**0*** t	437*	431*	0*	0*	**435*** t	0*	23g*	0*	0*	**230*** t	431*
d uAeA	0	0	0	0	**0** t	0	0	0	0	**0** t	0	0	0	0	**0** t	0	0	0	0	**0** t	0
*** d uAeA**	0*	0*	0*	0*	**0*** t	0*	0*	0*	0*	**0*** t	0*	0*	0*	0*	**0*** t	0*	0*	0*	0*	**0*** t	0*
d RcBc(eAyS o yak	0	0	0	0	**0** t	0	0	0	0	**0** t	0	0	0	0	**0** t	0	0	0	0	**0** t	0
*** d RcBc(eAyS o yak**	0*	0*	0*	0*	**0*** t	0*	0*	0*	0*	**0*** t	0*	0*	0*	0*	**0*** t	0*	0*	0*	0*	**0*** t	0*
l ekeAsrPaSA	t	t	t	t	t g	t	t	t	t	t 0	t	t	t	t	t 0	t	t	t	t	t 0	
* l ekeAsrPaSA	t	t	t	t	t g00*	t	t	t	t	t t	t	t	t	t	t t	t	t	t	t	t t	t

N l ekeAsrPaSAaSk d RcBc(eAyS 6 ryAAwa(L3- D- efs, o Do P) Cs, TDTCru, UDUt TurS

Murray Road with Champaign Avenue Service Ro... - TMC
Tue Mar 4, 2025
AM Peak (70 AM : 77 AM3
A-- 8 -a))e) (l GsLi), gGhs-e:t hG TruSk), AriGSu-aien TruSk), Uu)e), Pene)irGah), UGScS-e) dh Bdan3
A-- Mdyeo ehi)
Rv m72I D517, l dSaiGdhm409D0. I . I , :. . 97I 4I 57

PrdyGuen bcmKehGs l Gnsreh O'Hara Abddha, RnS9
15I 5 W9HGs sGh) Bn9 guGe 400,
Bd)eo dhi, R , 6007. , t g



Murray Road with Champaign Avenue Service Ro... - TMC

Tue Mar 4, 2025

MFl laL neag thh(45 6 M Ah2(45 nM- AP) eraCneag s i ur
6 CCSGaUeUtc kdB, yFokGeARoBTruvgU, 6 rBvuGBl TruvgU, muUeU, nel eUBFaoU, mFvLvGeUi o I i al -
6 CCMi) eDeoB
:1 (h27359h, c i vaBi o(40.308787, A88.h7475h

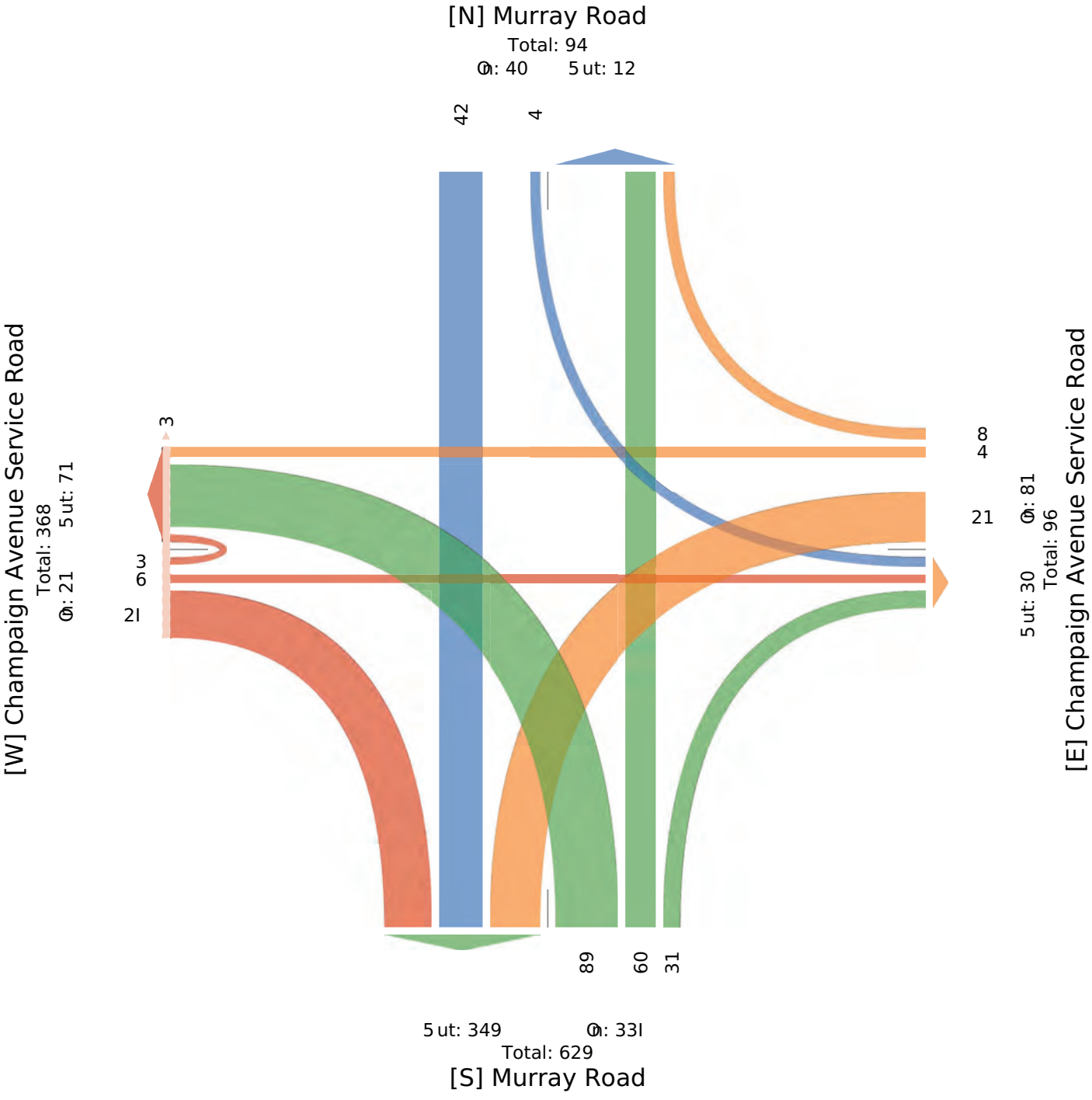
nri) Fel bL(KeoFk c Fol kreo P S ara 6 bi i oa,
:ov.
9575 ' . s FkkFoUI l., yuB 400,
I i UeDi oB:c , H0h8, Ry

c ek 1 FevBi o	SdaDWdFko 6) eoue yer) Fve I i al paUBi uol							SdaDWdFko 6) eoue yer) Fve I i al ' eUBi uol							MurraL I i al E i rBbi uol							MurraL I i al yi uBbi uol							
THDe	c	T	I	R	6 WW	nel N		c	T	I	R	6 WW	nel N		c	T	I	R	6 WW	nel N		c	T	I	R	6 WW	nel N	:oB
2025A03A04 hh(456 M	0	0	5	0	**5**	0		h9	h	3	0	**23**	0		h9	7	4	0	**30**	0		0	hh	0	0	**hh**	0	**H9**
h2(00nM	0	0	h7	0	**h7**	h		h9	0	h	0	**20**	0		h9	8	H	0	**33**	0		2	h0	0	0	**h2**	0	**82**
h2(h5nM	0	2	20	0	**22**	0		hh	h	h	0	**h3**	0		h4	7	2	0	**23**	0		0	h2	0	0	**h2**	0	**70**
h2(30nM	0	0	8	h	**9**	0		4	2	h	0	**7**	0		hH	7	h	0	**24**	0		2	h2	0	0	**h4**	0	**54**
Ti BaC	0	2	50	h	**53**	h		53	4	H	0	**HB**	0		HB	29	h3	0	**hh0**	0		4	45	0	0	**49**	0	**275**
*** 6 WWi avd**	0*	3.8*	94.3*	h.9*	**A**	A		84.h*	H3*	9.5*	0*	**A**	A		Hh.8*	2H4*	hh.8*	0*	**A**	A		8.2*	9h.8*	0*	0*	**A**	A	A
*** Ti BaC**	0*	0.7*	h8.2*	0.4*	**h9.3***	A		h9.3*	h.5*	2.2*	0*	**22.9***	A		24.7*	h0.5*	4.7*	0*	**40.0***	A		h.5*	hH4*	0*	0*	**h7.8***	A	A
ns %	A	0.250	0.H25	0.250	**0.H02**	A		0.H97	0.500	0.500	A	**0.HB5**	A		0.895	0.90H	0.542	A	**0.833**	A		0.500	0.938	A	A	**0.875**	A	0.838
c FkdBU	0	2	45	h	**48**	A		52	4	5	0	**Hh**	A		Hh	23	h3	0	**97**	A		4	38	0	0	**42**	A	248
*** c FkdBU**	0*	h00*	90.0*	h00*	**90.H***	A		98.h*	h00*	83.3*	0*	**9H8***	A		89.7*	79.3*	h00*	0*	**88.2***	A		h00*	84.4*	0*	0*	**85.7***	A	90.2*
yFokGeARoBTruvgU	0	0	2	0	**2**	A		h	0	h	0	**2**	A		2	2	0	0	**4**	A		0	4	0	0	**4**	A	h2
*** yFokGeARoBTruvgU**	0*	0*	4.0*	0*	**3.8***	A		h.9*	0*	hH7*	0*	**3.2***	A		2.9*	H9*	0*	0*	**3.H***	A		0*	8.9*	0*	0*	**8.2***	A	4.4*
6 rBvuGBl TruvgU	0	0	3	0	**3**	A		0	0	0	0	**0**	A		5	4	0	0	**9**	A		0	3	0	0	**3**	A	h5
*** 6 rBvuGBl TruvgU**	0*	0*	H0*	0*	**5.7***	A		0*	0*	0*	0*	**0***	A		7.4*	h3.8*	0*	0*	**8.2***	A		0*	H7*	0*	0*	**Hh***	A	5.5*
muUeU	0	0	0	0	**0**	A		0	0	0	0	**0**	A		0	0	0	0	**0**	A		0	0	0	0	**0**	A	0
*** muUeU**	0*	0*	0*	0*	**0***	A		0*	0*	0*	0*	**0***	A		0*	0*	0*	0*	**0***	A		0*	0*	0*	0*	**0***	A	0*
mFvLvGeUi o I i al	0	0	0	0	**0**	A		0	0	0	0	**0**	A		0	0	0	0	**0**	A		0	0	0	0	**0**	A	0
*** mFvLvGeUi o I i al**	0*	0*	0*	0*	**0***	A		0*	0*	0*	0*	**0***	A		0*	0*	0*	0*	**0***	A		0*	0*	0*	0*	**0***	A	0*
nel eUBFaoU	A	A	A	A	A	h		A	A	A	A	A	0		A	A	A	A	A	0		A	A	A	A	A	0	
* nel eUBFaoU	A	A	A	A	Ah00*			A	A	A	A	A	A		A	A	A	A	A	A		A	A	A	A	A	A	A

Nnel eUBFaoUaol mFvLvGeUi o Sri UUwaGg. c (c efB, I (I FkdB, T(Tdru, R(RATuro

Murray Road with Champaign Avenue Service Ro... - TMC
Tue Mar 4, 2025
MAPPak (ea7 :33-45 8 M) 32-45 (Ml) CseraIL(ea7 i gur
8 ILh Iatt et :SAuUt, dABnIe)y BAeTruo7t, 8 rcAuIaceP Truo7t, Rutet, (ePetcraBt,
RAkoIet gBvgaPl
8 ILMgsemeBct
ID- 32195. 3, SgoacAgB- 40b90K1K1,)KKb314153

(rgsAePeP Ck-' eBAn SABPnreBCiHara 8 QggBa,
IBob
. 515 Wbi AnnABt v Pb, duAe 400,
v gtemgBc, IS, 6003K, y d



Murray Road with Champaign Avenue Service Ro... - TMC

Tue Mar 4, 2025
FM Feal L2rg0 FM t grg0 FMh
(66A6a--e- IP)Csi-, S)UC6etc Uji Trukl -, (ri)ku6aied Trukl -, Bu-e-, Fede-ir)aU-, B)kyk6e- oURoadh
(66MovemeUi-
IDn: 21g57: , Pokai)oUh403g09191, t993 1415:

Frov)ded . yn8 eU)C P)UdCreUb kOara (. ooUa, IUk3
7515 ' 3O)CC)U- Rd3 Su)ie 400, Ro-emoUi, IP, H00: 9, c S

PeC D)reki)oU	As amWi)CU(veUue Serv)ke Road pa-i. ouUd					As amWi)CU(veUue Serv)ke Road ' e-i. ouUd					Murray Road Eoris. ouUd					Murray Road Souis. ouUd					
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2n45FM	:	0	: H	0	**: 1**	0	: :	0	0	0	**: :**	0	: 4	: :	:	0	**2H**	0	0	9	0	0	**9**	0	**H2**
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gn 5FM	:	0	: 4	0	**: 5**	0	H	0	2	0	**9**	0	: 4	: 5	4	0	**gg**	0	0	: 9	0	0	**: 9**	0	**14**
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*** (WWoaks**	g31*	0*	7H8g*	0*	**t**	t	723H*	0*	134*	0*	**t**	t	5235*	g73H*	137*	0*	**t**	t	: 37*	793 *	0*	0*	**t**	t	t
*** Toia6**	031*	0*	: 730*	0*	**: 739***	t	732*	0*	031*	0*	**737***	t	2H81*	203 *	430*	0*	**5037***	t	034*	: 730*	0*	0*	**: 734***	t	t
FO%	0350	0	t 039: g	t	**0314**	t	035H9	t	0325	0	t **03H 4**	t	0317g	0907	03H99	t	**0390**	t	0325	0	0312	2	t t **031gH**	t	037: 0
P)Csi-	2	0	4H	0	**49**	t	24	0	2	0	**2H**	t	1:	47	: :	0	**: g:**	t	:	50	0	0	**5:**	t	25H
*** P)Csi-**	: 00*	0*	9935*	0*	**993 7***	t	7H80*	0*	: 00*	0*	**7H8g***	t	713g*	973 *	: 00*	0*	**743 2***	t	: 00*	7H82*	0*	0*	**7H82***	t	7g39*
S)UC6etc Uji Trukl -	0	0	g	0	**g**	t	0	0	0	0	**0**	t	0	2	0	0	**2**	t	0	:	0	0	**:**	t	H
*** S)UC6etc Uji Trukl -**	0*	0*	539*	0*	**53H***	t	0*	0*	0*	0*	**0***	t	0*	g3H*	0*	0*	**: 34***	t	0*	: 37*	0*	0*	**: 37***	t	232*
(ri)ku6aied Trukl -	0	0	g	0	**g**	t	:	0	0	0	**:**	t	2	4	0	0	**H**	t	0	:	0	0	**:**	t	: :
*** (ri)ku6aied Trukl -**	0*	0*	539*	0*	**53H***	t	430*	0*	0*	0*	**g31***	t	231*	13g*	0*	0*	**43g***	t	0*	: 37*	0*	0*	**: 37***	t	430*
Bu-e-	0	0	0	0	**0**	t	0	0	0	0	**0**	t	0	0	0	0	**0**	t	0	0	0	0	**0**	t	0
*** Bu-e-**	0*	0*	0*	0*	**0***	t	0*	0*	0*	0*	**0***	t	0*	0*	0*	0*	**0***	t	0*	0*	0*	0*	**0***	t	0*
B)kyk6e- oURoad	0	0	0	0	**0**	t	0	0	0	0	**0**	t	0	0	0	0	**0**	t	0	0	0	0	**0**	t	0
*** B)kyk6e- oURoad**	0*	0*	0*	0*	**0***	t	0*	0*	0*	0*	**0***	t	0*	0*	0*	0*	**0***	t	0*	0*	0*	0*	**0***	t	0*
Fede-ir)aU-	t	t	t	t	t	0	t	t	t	t	t	:	t	t	t	t	t	:	t	t	t	t	t	0	
* Fede-ir)aU-	t	t	t	t	t	t	t	t	t	t	t : 00*		t	t	t	t	t : 00*		t	t	t	t	t	t	t

[N]Fede-ir)aU- aUd B)kyk6e- oUAro--wa6 3PnPefi, RnR)Csi, TnTsru, c nc tTurU

Murray Road with Champaign Avenue Service Ro... - TMC

Tue Mar 4, 2025

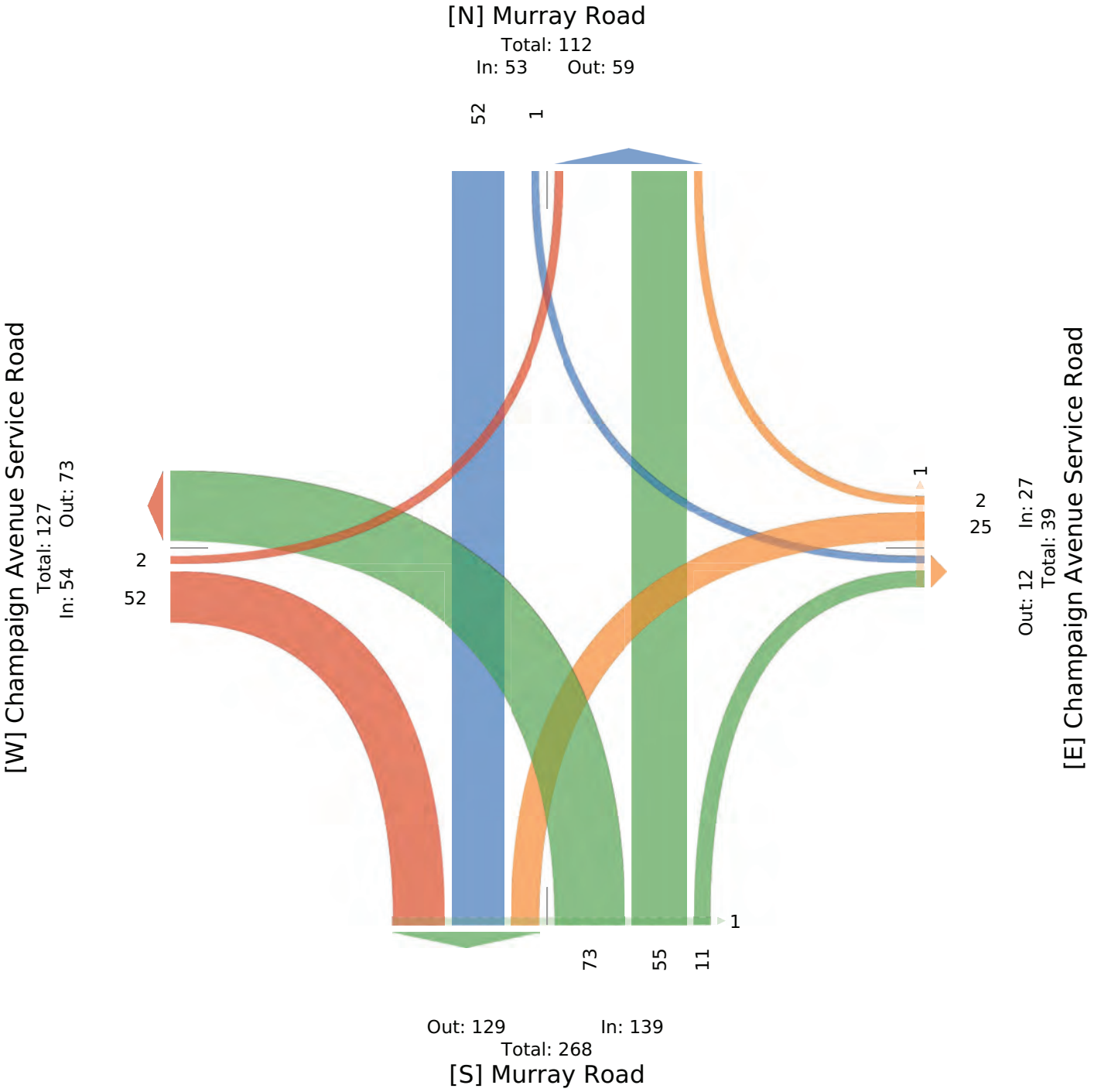
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- 88) 8all el kCsLi g], hst L8e:S t sgTrunPl, - rgsnu8ageUTrunPl, c ul el, AeUelgsat l, c sndn8el Bt y BaU3

- 88MBoeR et g

vm(I2D751I, CBnagsBt (4097O. D. D, :. . 9I D4D5I

ArBosUeUbd(Ket sL Cst ULret O'Hara - bBBt a, vt n9
15D5 W9HsLLst l y U9, husge 400,
y BleR Bt g vC, 600I . , S h



R-1119

Site Plan

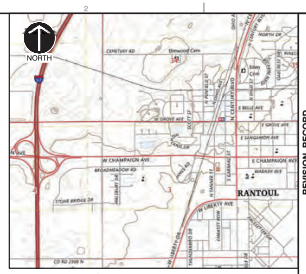
AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND
TRANSFER STATION
896 WEST CHAMPAIGN AVENUE
RANTOUL, ILLINOIS
PROPOSED SITE CONDITIONS
S500
DATE: 12/08/2025
DRAWN BY: MSK
DWG SCALE: 1"=50'
CHECKED BY: JEH
PROJECT NO: 340-656.2002
APPROVED BY: JEH*
REVISION RECORD
NO DATE DESCRIPTION
Civil & Environmental Consultants, Inc.
1230 East Diehl Road
Suite 200
Naperville, IL 60563
Ph: 630.963.6026
www.cecinc.com
LEGEND
EXISTING STORM INLET
EXISTING CURB INLET
EXISTING STORM CLEANOUT
EXISTING BUILDING DOWNSPOUT
EXISTING SANITARY MANHOLE
EXISTING FIRE HYDRANT
EXISTING WATER VALVE
EXISTING LIGHT POLE
EXISTING ELECTRIC CHARGING PORT
EXISTING ELECTRIC TRANSFORMER
EXISTING ELECTRIC METER
EXISTING TELEPHONE MANHOLE
EXISTING TELEPHONE PEDESTAL
EXISTING SIGN
EXISTING BOLLARD
EXISTING PROPERTY LINE
EXISTING STORM SEWER
EXISTING SANITARY SEWER
EXISTING WATER MAIN
EXISTING ELECTRIC LINE
EXISTING GAS LINE
EXISTING TELEPHONE LINE
EXISTING FIBER OPTICS LINE
EXISTING CURB AND GUTTER
EXISTING EDGE LINE
EXISTING TREE LINE
EXISTING INDEX CONTOUR
EXISTING INTERMEDIATE CONTOUR
EXISTING BUILDING
EXISTING CONCRETE AREA
EXISTING AGGREGATE AREA
PROPOSED STORM CATCH BASIN
PROPOSED STORM CURB INLET
PROPOSED STORM TRENCH DRAIN
PROPOSED STORM SEWER
PROPOSED FORCEMAIN
PROPOSED SUMP PIT AND PUMP
PROPOSED WATER LINE
PROPOSED WATER VALVE
PROPOSED ELECTRIC LINE
PROPOSED FENCE LINE
PROPOSED TRANSFER TRAILER FLOW
PROPOSED COLLECTION VEHICLE FLOW
PROPOSED CONCRETE PAVEMENT
PROPOSED ASPHALT PAVEMENT
GATE
OFFICE AND MAINTENANCE BUILDING
VEHICLE QUEUING AREA
OPTIONAL SCALE ENTRANCE GATE
12" RCP
TRANSFER STATION BUILDING
2,500 GALLON STORAGE TANK
FIRE HYDRANT AND GATE VALVE CONCRETE SLAB
UTILITY ROOMS
EMERGENCY SPILLWAY RIP RAP
NORTH
SCALE IN FEET
0
50
100
*HAND SIGNATURE ON FILE
REFERENCE
1. SURVEY IS BASED UPON FIELD OBSERVATIONS MADE JULY 9, 2025 BY ACHP & KERR ENGINEERING & LAND SURVEYING, PLLC, ROCHA, ILLINOIS.

R-1121

Proposed Roadway Improvement Plans

AREA DISPOSAL SERVICE, INC.
INTERSECTION IMPROVEMENTS AT SOUTH MURRAY ROAD AND WEST CHAMPAIGN AVENUE SERVICE ROAD
PRELIMINARY ENGINEERING PLANS
RANTOUL, CHAMPAIGN COUNTY, ILLINOIS

R-1123



VICINITY MAP

BASE MAP IMAGE PROVIDED BY U.S. GEOLOGICAL SURVEY
RANTOUL QUADRANGLE, DATED 2024
NOT TO SCALE



SITE MAP

BASE IMAGE FROM GOOGLE EARTH
DATED MARCH 2021
SCALE: 1"=200'
SCALE IN FEET
0 200 400

EXISITING LEGEND

- EXISTING INDEX (MAJOR) CONTOUR
- EXISTING INTERMEDIATE (MINOR) CONTOUR
- EXISTING CURB
- EXISTING EDGE OF PAVEMENT
- EXISTING ASPHALT PAVEMENT
- EXISTING CONCRETE AREA
- EXISTING ASPHALT AREA
- EXISTING STORM PIPE
- EXISTING STORM PIPE (ATLAS)
- EXISTING WATER LINE
- EXISTING SANITARY SEWER LINE
- EXISTING SANITARY SEWER LINE (ATLAS)
- EXISTING GAS LINE
- EXISTING GAS LINE (ATLAS)
- EXISTING FIBER OPTIC LINE
- EXISTING FIBER OPTIC LINE (ATLAS)
- EXISTING WATER LINE (ATLAS)
- EXISTING SPOT ELEVATION
- EXISTING MAILBOX
- EXISTING SIGN
- EXISTING LIGHT POLE
- EXISTING STORM MANHOLE
- EXISTING CURB INLET
- EXISTING INLET (CIRCULAR)
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING POWER POLE
- EXISTING TREE DECIDUOUS
- EXISTING BUSH/SHRUB
- EXISTING TRAFFIC POLE
- EXISTING ELECTRIC PULL BOX
- EXISTING FIBER OPTIC PULL BOX
- EXISTING TRANSFORMER

DEMOLITION LEGEND

- PROPOSED CURB REMOVAL
- PROPOSED PAVEMENT SAWCUT
- PROPOSED SIDEWALK REMOVAL
- PROPOSED LANDSCAPE REMOVAL
- PROPOSED CONCRETE REMOVAL
- PROPOSED LANDSCAPE REMOVAL
- PROPOSED CURB INLET REMOVAL

PROPOSED LEGEND

- PROPOSED INDEX (MAJOR) CONTOUR
- PROPOSED INTERMEDIATE (MINOR) CONTOUR
- PROPOSED CURB
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CONCRETE PAVEMENT, CURB & GUTTER
- PROPOSED LANDSCAPE AREA
- PROPOSED STORM SEWER
- PROPOSED CURB INLET
- PROPOSED SPOT ELEVATION
- PROPOSED SURFACE SLOPE
- TOP OF CURB ELEVATION / FLOWLINE ELEVATION

DRAWING INDEX	
DRAWING NUMBER	SHEET TITLE
C000	COVER SHEET
C100	EXISTING CONDITIONS PLAN
C101	DEMOLITION PLAN
C200	PAVEMENT AND GEOMETRIC PLAN
C300	GRADING AND DRAINAGE PLAN

PROJECT TEAM

CIVIL ENGINEER

CIVIL & ENVIRONMENTAL CONSULTANTS, INC.
1230 EAST DIEHL ROAD, SUITE 200
NAPERVILLE, ILLINOIS
PH: (630) 963-6026
FX: (630) 963-6027
CONTACTS: DAVID A. KAMANO, PE, LEED AP
JOHN E. HOOK, PE

LAND SURVEYOR

MOHR & KERR ENGINEERING & LAND SURVEYING, P.C.
5901 N. PROSPECT ROAD, SUITE 6B
PEORIA, ILLINOIS
PH: (309) 692-8500
FX: (309) 692-8501

CONTACT: CALEB E. JOHNSON, PLS

OWNER

AREA DISPOSAL SERVICE, INC.
4700 NORTH STERLING AVENUE
PEORIA, ILLINOIS 61615

PRELIMINARY
NOT FOR CONSTRUCTION

811 Know what's below. Call before you dig.

ILLINOIS LAW REQUIRES ANYONE DIGGING TO CALL JULIE AT 1-800-892-0123 AT LEAST 48 HOURS/TWO WORKING DAYS PRIOR TO THE START OF EXCAVATION AND THE PROJECT MUST BEGIN WITHIN 14 CALENDAR DAYS FROM THE CALL.

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REVISION RECORD

NO.	DATE	DESCRIPTION

1230 East Diehl Road
Suite 200
Naperville, IL 60563
Ph: 630.963.6026
www.cecinc.com

Civil & Environmental Consultants, Inc.

AREA DISPOSAL SERVICE, INC.
INTERSECTION IMPROVEMENTS
AT SOUTH MURRAY ROAD AND WEST
CHAMPAIGN AVENUE SERVICE ROAD
RANTOUL, ILLINOIS

COVER SHEET

DATE: AUGUST 6, 2025 | DRAWN BY: AB ET
FIELD BOOK #: AS SHOWN | CHECKED BY: DAK
PROJECT NO.: 240-5295 | APPROVED BY: DAK

DRAWING NO.: C000
SHEET 1 OF 5

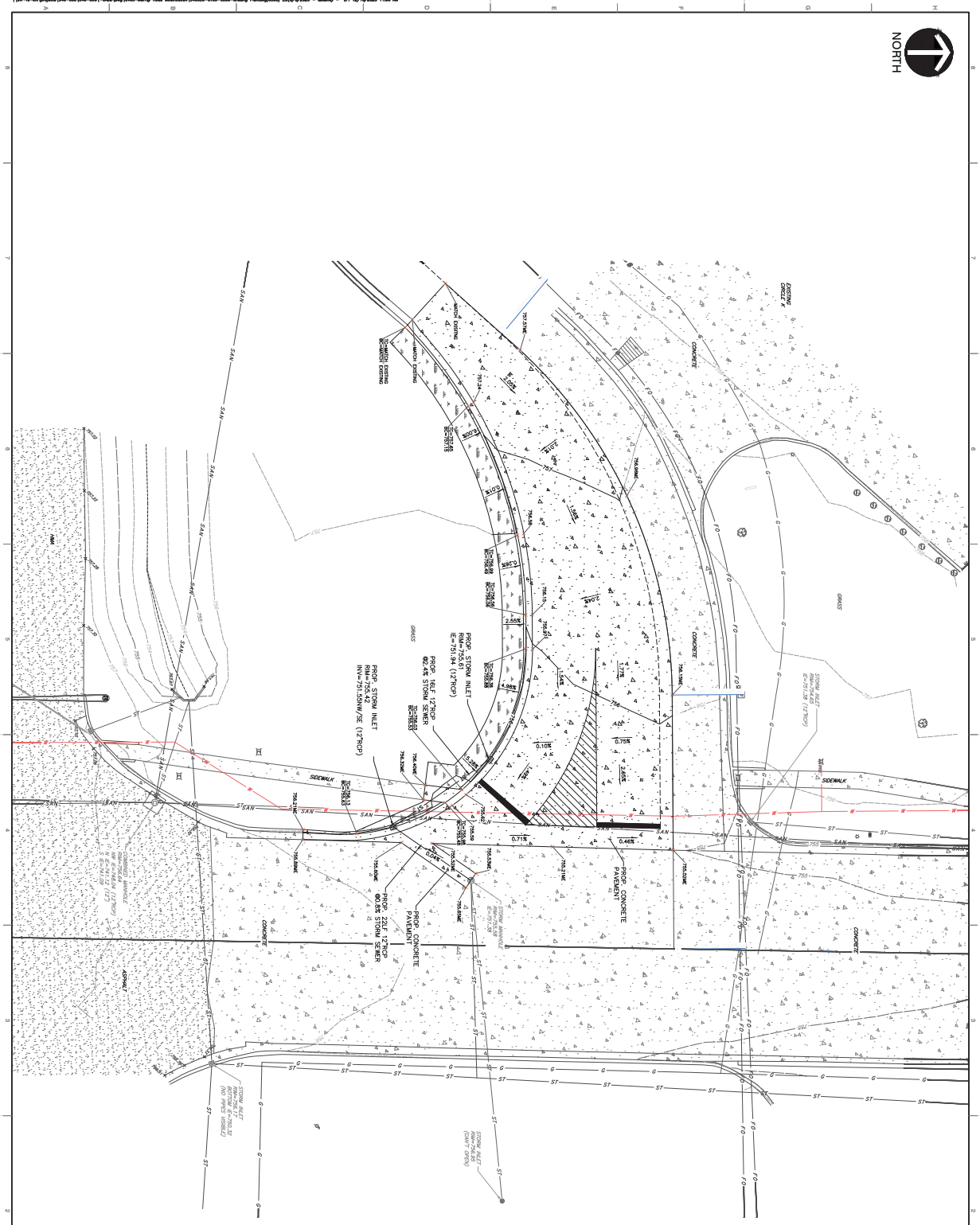
AREA DISPOSAL SERVICE, INC.
INTERSECTION IMPROVEMENTS
AT SOUTH MURRAY ROAD AND WEST CHAMPAIGN AVENUE SERVICE ROAD
RANTOUL, ILLINOIS
EXISTING CONDITIONS
C100
SHEET 2 OF 6
DRAWING
DATE: AUGUST 6, 2025
DRAWN BY: AB/ET
PROJECT NO: 340-656.2005
CHECKED BY: DAK
APPROVED BY: DAK
H.SCALE: 1" = 10'
V.SCALE:
Civil & Environmental Consultants, Inc.
1230 East Diehl Road
Suite 200
Naperville, IL 60563
Ph: 630.963.6026
www.cecinc.com
REVISION RECORD
NO. DATE DESCRIPTION
PRELIMINARY
NOT FOR CONSTRUCTION
SCALE IN FEET
0 10 20
SOUTH MURRAY ROAD
WEST CHAMPAIGN AVENUE (ROUTE 136)
WEST CHAMPAIGN AVENUE SERVICE ROAD
EXISTING CIRCLE K
NORTH
REFERENCE
1. EXISTING TOPOGRAPHY DATA IS BASED UPON FIELD SURVEY CONDUCTED ON APRIL 30, 2025, BY KOHR & KERR CONSULTING & LAND SURVEYING, P.C.
2. HORIZONTAL DATUM IS BASED UPON ILLINOIS STATE PLANE NAD83-2011, EAST ZONE AND VERTICAL DATUM IS BASED UPON NAVD88 (GEOID 18) ESTABLISHED BY KOHR & KERR ENGINEERING & LAND SURVEYING, P.C., USING SURVEY GRADE GPS EQUIPMENT AND THE ILLINOIS CORS NETWORK.
3. SEE COVER SHEET FOR LEGEND & ESMTS.
4. ADDITIONAL UTILITY INFORMATION SHOWN IN RED IS BASED UPON VILLAGE OF RANTOUL UTILITY ATLAS MAPS.

AREA DISPOSAL SERVICE, INC.
INTERSECTION IMPROVEMENTS
AT SOUTH MURRAY ROAD AND WEST CHAMPAIGN AVENUE SERVICE ROAD
RANTOUL, ILLINOIS
DEMOLITION PLANS
C101
AUGUST 6, 2025
AB/ET
340-656.2005
DAK
PRELIMINARY
NOT FOR CONSTRUCTION
SCALE IN FEET
0
10
20
NORTH
EXISTING CIRCLE K
(E)STORM INLET
RIM=754.83
IE=751.38 (12"RCP)
(E)STORM MANHOLE
RIM=755.38
IE=751.38
(E)STORM INLET
RIM=756.17
BOTTOM IE=750.32
(NOT PIPES VISIBLE)
(E)STORM INLET
RIM=754.35
NW IE=754.35 (10"RCP)
(E)COMBINATION MANHOLE
RIM=756.64
NW IE=748.04 (12"RCP)
S IE=741.09
CONCRETE PAVEMENT TO BE REMOVED
SAWCUT CONCRETE PAVEMENT (TYP.)
STORM INLET TO BE REMOVED
STORM SEWER TO BE REMOVED AND ABANDONED
CONCRETE TO BE REMOVED
CONC. CURB & GUTTER TO BE REMOVED
CONCRETE SIDEWALK TO BE REMOVED
LANDSCAPED AREA TO BE REMOVED
CONCRETE PAVEMENT TO BE REMOVED
REFERENCE
1. EXISTING TOPOGRAPHY DATA IS BASED UPON FIELD SURVEY CONDUCTED ON APRIL 30, 2025, BY KOHR & KERR ENGINEERING & LAND SURVEYING, P.C.
2. HORIZONTAL DATUM IS BASED UPON ILLINOIS STATE PLANE NAD83-2011, EAST ZONE AND VERTICAL DATUM IS BASED UPON NAVD88 (GEOID 18) AS UTILIZED BY KOHR & KERR ENGINEERING & LAND SURVEYING, P.C. USING SURVEY GRADE GPS EQUIPMENT AND ILCORS NETWORK PROCESSING.
3. SEE COVER SHEET FOR LEGEND & EXHIBITS.
4. ADDITIONAL UTILITY INFORMATION SHOWN IN RED IS BASED UPON VILLAGE OF RANTOUL UTILITY ATLAS MAPS.
REVISION RECORD
NO | DATE | DESCRIPTION
Civil & Environmental Consultants, Inc.
1230 East Diehl Road
Suite 200
Naperville, IL 60563
Ph: 630.963.6026
www.cecinc.com
CEC

R-1125

AREA DISPOSAL SERVICE, INC.
INTERSECTION IMPROVEMENTS
AT SOUTH MURRAY ROAD AND WEST
CHAMPAIGN AVENUE SERVICE ROAD
RANTOUL, ILLINOIS
SITE PLAN
DRAWING NO. C200
SHEET 4 OF 6
DATE: AUGUST 6, 2025 DRAWN BY: AB/ET
PROJECT NO.: 340-656.2005
DWG SCALE: 1"=10' CHECKED BY: DAK
APPROVED BY: DAK
Civil & Environmental Consultants, Inc.
1230 East Diehl Road
Suite 200
Naperville, IL 60563
Ph: 630.963.6026
www.cecinc.com
REVISION RECORD
NO. DATE DESCRIPTION
PRELIMINARY
NOT FOR CONSTRUCTION
SCALE IN FEET
0 10 20
NORTH
REFERENCE
1. EXISTING TOPOGRAPHY DATA IS BASED UPON FIELD SURVEY CONDUCTED ON APRIL 30, 2025, BY KOHR & KORR LAND SURVEYING, P.C.
2. HORIZONTAL DATUM IS BASED UPON ILLINOIS STATE PLANE NAD83-2011, EAST ZONE AND VERTICAL DATUM IS BASED UPON NAVD88 (GEOID 18) AS ESTABLISHED BY KOHR & KORR ENGINEERING & LAND SURVEYING, P.C., USING SURVEY GRADE GPS EQUIPMENT AND ONLINE NGS OPUS PROCESSING.
3. SEE COVER SHEET FOR LEGEND & ABBR.
4. ADDITIONAL UTILITY INFORMATION SHOWN IN RED IS BASED UPON VILLAGE OF RANTOUL UTILITY ATLAS MAPS.

R-1127



PRELIMINARY
NOT FOR CONSTRUCTION

SCALE IN FEET
0 10 20

SHEET	DRAWING NO: C300	GRADING PLAN	
DATE:	AUGUST 6, 2025	DRAWN BY:	AB/ET
DWG SCALE:	1"=10'	CHECKED BY:	DAK
PROJECT NO:			340-656.2005
APPROVED BY:			DAK

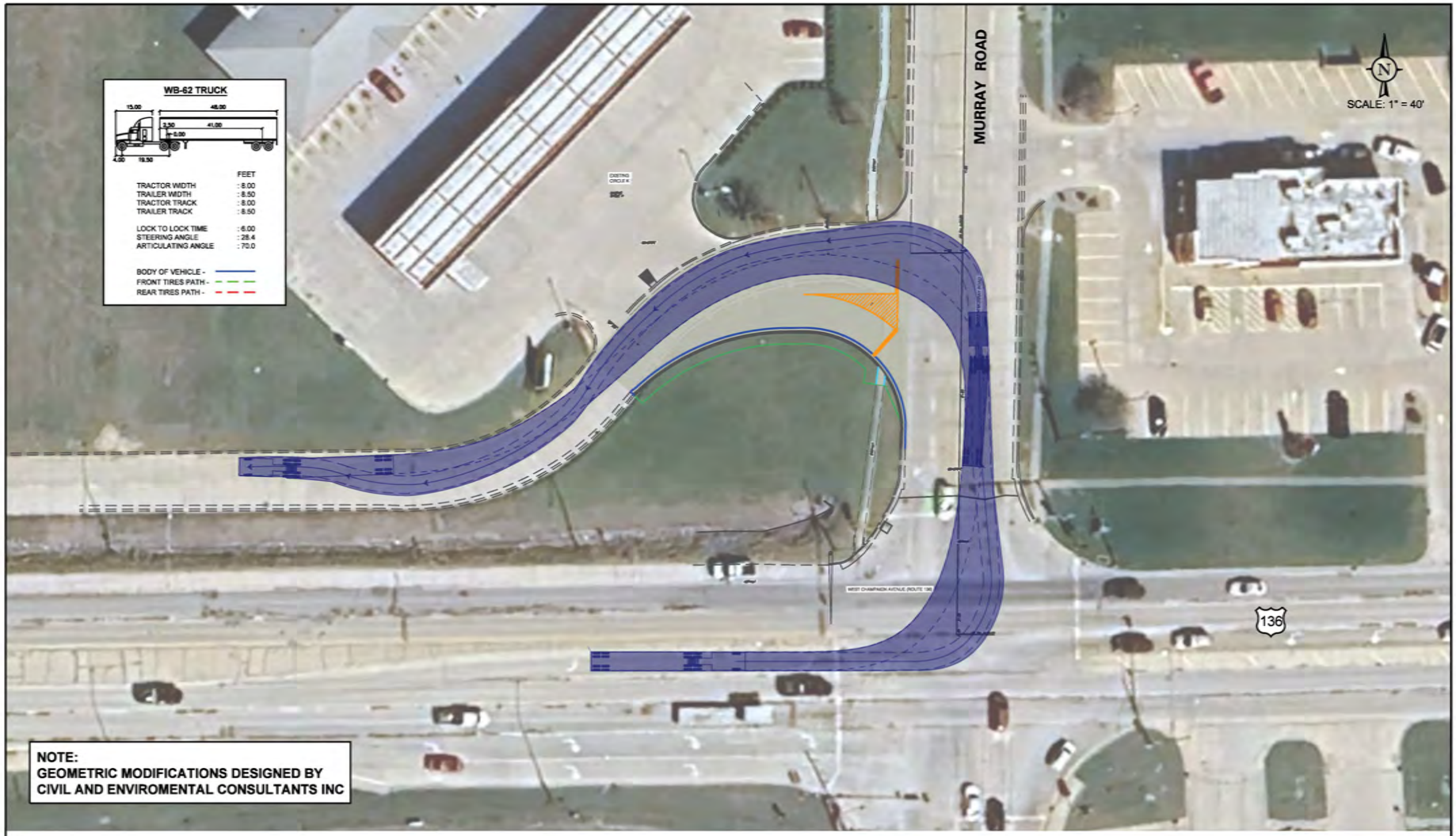
AREA DISPOSAL SERVICE, INC.
INTERSECTION IMPROVEMENTS
AT SOUTH MURRAY ROAD AND WEST
CHAMPAIGN AVENUE SERVICE ROAD
RANTOUL, ILLINOIS

CEC
Civil & Environmental Consultants, Inc.
1230 East Diehl Road
Suite 200
Naperville, IL 60563
Ph: 630.963.6026
www.cecinc.com

REVISION RECORD

NO	DATE	DESCRIPTION

R-1128



TRANSFER STATION
RANTOUL, ILLINOIS

WB-62 TRUCK INBOUND MANEUVER

DRAWN: MD CHECKED: MW
DATE: 02-18-25 REV: 10-06-25
PROJECT #: 25-042
EXHIBIT: A

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

R-1129



TRANSFER STATION
RANTOUL, ILLINOIS

WB-62 TRUCK OUTBOUND MANEUVER

DRAWN: MD CHECKED: MW
DATE: 02-18-25 REV: 10-06-25
PROJECT #: 25-042
EXHIBIT: B

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

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

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

Unsignalized Intersections	
Level of Service	**Average Total Delay (sec/veh)**
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 7th Edition.

Capacity Analysis Summary Sheets

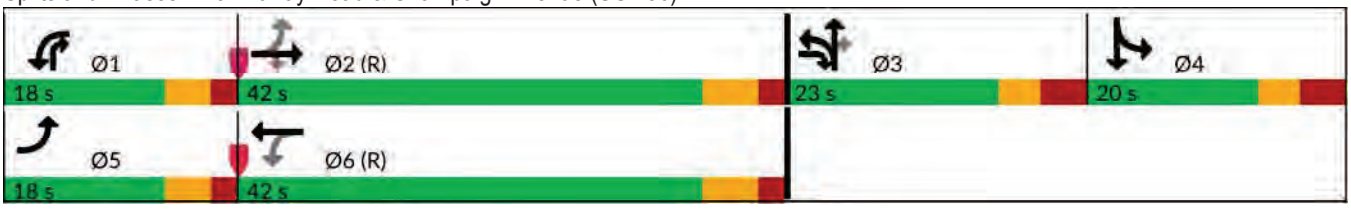
Weekday Morning Peak Hour – Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	291	94	106	342	37	63	14	102	26	15	44
Future Volume (vph)	33	291	94	106	342	37	63	14	102	26	15	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	122		203	185		0	0		178	0		0
Storage Lanes	1		2	1		0	1		1	0		0
Taper Length (ft)	130			170			25			25		
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor											0.99	
Frt			0.850		0.985				0.850		0.923	
Flt Protected	0.950			0.950			0.950				0.985	
Satd. Flow (prot)	1656	3438	2733	1787	3452	0	1719	1900	1583	0	3032	0
Flt Permitted	0.465			0.548			0.950				0.985	
Satd. Flow (perm)	811	3438	2733	1031	3452	0	1719	1900	1583	0	3032	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			103		12				112		48	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1299			1952			1300			171	
Travel Time (s)		19.7			29.6			29.5			3.9	
Confl. Peds. (#/hr)												1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	5%	4%	1%	3%	3%	5%	0%	2%	4%	0%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	320	103	116	417	0	69	15	112	0	93	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2	3	1	6		3	3	1	4	4	
Permitted Phases	2		2	6					3			
Detector Phase	5	2	3	1	6		3	3	1	4	4	
Switch Phase												
Minimum Initial (s)	6.0	14.0	8.0	6.0	14.0		8.0	8.0	6.0	8.0	8.0	
Minimum Split (s)	11.6	35.3	22.7	11.6	35.3		22.7	22.7	11.6	20.0	20.0	
Total Split (s)	18.0	42.0	23.0	18.0	42.0		23.0	23.0	18.0	20.0	20.0	
Total Split (%)	17.5%	40.8%	22.3%	17.5%	40.8%		22.3%	22.3%	17.5%	19.4%	19.4%	
Yellow Time (s)	3.6	4.3	3.2	3.6	4.3		3.2	3.2	3.6	3.2	3.2	
All-Red Time (s)	2.0	2.0	3.5	2.0	2.0		3.5	3.5	2.0	3.5	3.5	
Lost Time Adjust (s)	0.0	0.0	2.3	0.0	0.0		0.0	0.0	2.7		0.0	
Total Lost Time (s)	5.6	6.3	9.0	5.6	6.3		6.7	6.7	8.3		6.7	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	Max	Max	Max	Max		Max	Max	Max	Max	Max	
Act Effct Green (s)	48.8	35.7	56.0	48.8	35.7		16.3	16.3	24.4		13.3	
Actuated g/C Ratio	0.47	0.35	0.54	0.47	0.35		0.16	0.16	0.24		0.13	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.07	0.27	0.07	0.20	0.35		0.25	0.05	0.24		0.21	
Control Delay (s/veh)	12.3	25.0	2.4	13.4	25.2		40.9	37.4	4.7		23.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay (s/veh)	12.3	25.0	2.4	13.4	25.2		40.9	37.4	4.7		23.0	
LOS	B	C	A	B	C		D	D	A		C	
Approach Delay (s/veh)		18.9			22.7			19.9			23.0	
Approach LOS		B			C			B			C	
Queue Length 50th (ft)	11	78	0	37	103		40	9	0		14	
Queue Length 95th (ft)	27	114	13	66	144		82	28	27		38	
Internal Link Dist (ft)		1219			1872			1220			91	
Turn Bay Length (ft)	122		203	185					178			
Base Capacity (vph)	485	1191	1532	579	1204		272	300	460		433	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.07	0.27	0.07	0.20	0.35		0.25	0.05	0.24		0.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 103			
Actuated Cycle Length: 103			
Offset: 40 (39%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 0.35			
Intersection Signal Delay (s/veh): 20.9		Intersection LOS: C	
Intersection Capacity Utilization 43.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Murray Road & Champaign Avenue (US 136)



Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	26	0	0	0	70	14	0	1	59	0
Future Vol, veh/h	0	0	26	0	0	0	70	14	0	1	59	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	4	21	0	0	5	0
Mvmt Flow	0	0	33	0	0	0	76	15	0	1	64	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	226	234	32	202	234	8	64	0	0	15	0	0
Stage 1	66	66	-	167	167	-	-	-	-	-	-	-
Stage 2	160	167	-	34	66	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.24	-	-	2.2	-	-
Pot Cap-1 Maneuver	715	670	1041	744	670	1079	1522	-	-	1616	-	-
Stage 1	942	844	-	824	764	-	-	-	-	-	-	-
Stage 2	832	764	-	983	844	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	679	636	1041	684	636	1079	1522	-	-	1616	-	-
Mov Cap-2 Maneuver	679	636	-	684	636	-	-	-	-	-	-	-
Stage 1	942	843	-	782	725	-	-	-	-	-	-	-
Stage 2	790	725	-	952	843	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.57	0	6.25	0.13
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1515	-	-	1041	-	60	-	-
HCM Lane V/C Ratio	0.05	-	-	0.031	-	0.001	-	-
HCM Control Delay (s/veh)	7.5	0	-	8.6	0	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	13	57	25	2
Future Vol, veh/h	1	1	13	57	25	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	14	62	27	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	76	0	-	0	48	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	3	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1523	-	-	-	961	1025
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	1020	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	960	1025
Mov Cap-2 Maneuver	-	-	-	-	960	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	1020	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.68	0	8.85
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	900	-	-	-	965
HCM Lane V/C Ratio	0.001	-	-	-	0.03
HCM Control Delay (s/veh)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	39	5	9	21	2
Future Vol, veh/h	1	39	5	9	21	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	90	2	28	0
Mvmt Flow	1	42	5	10	23	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	40	13	25	0	-	0
Stage 1	24	-	-	-	-	-
Stage 2	16	-	-	-	-	-
Critical Hdwy	6.8	6.9	5.9	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	3.1	-	-	-
Pot Cap-1 Maneuver	973	1071	1127	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	968	1071	1127	-	-	-
Mov Cap-2 Maneuver	968	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.51	2.94	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1124	-	1068	-	-
HCM Lane V/C Ratio	0.005	-	0.041	-	-
HCM Control Delay (s/veh)	8.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Capacity Analysis Summary Sheets

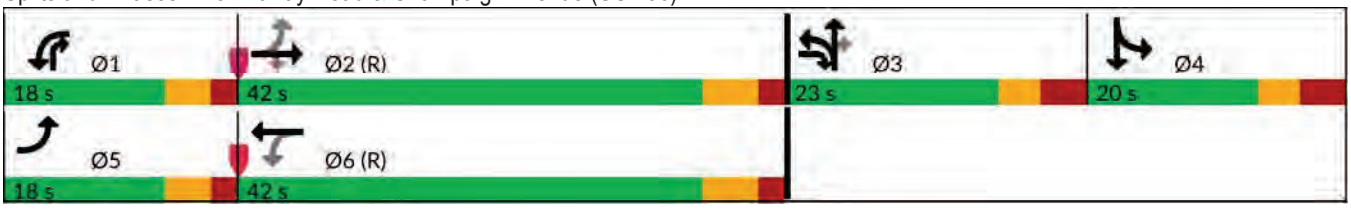
Weekday Midday Peak Hour – Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	289	92	159	218	32	72	24	171	47	26	45
Future Volume (vph)	52	289	92	159	218	32	72	24	171	47	26	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	122		203	185		0	0		178	0		0
Storage Lanes	1		2	1		0	1		1	0		0
Taper Length (ft)	130			170			25			25		
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor											0.99	
Frt			0.850		0.981				0.850		0.943	
Flt Protected	0.950			0.950			0.950				0.980	
Satd. Flow (prot)	1556	3471	2760	1787	3317	0	1703	1827	1599	0	3065	0
Flt Permitted	0.574			0.533			0.950				0.980	
Satd. Flow (perm)	940	3471	2760	1003	3317	0	1703	1827	1599	0	3065	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107		17				199		52	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1299			1952			1300			171	
Travel Time (s)		19.7			29.6			29.5			3.9	
Confl. Peds. (#/hr)												1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	16%	4%	3%	1%	6%	12%	6%	4%	1%	7%	4%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	336	107	185	290	0	84	28	199	0	137	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2	3	1	6		3	3	1	4	4	
Permitted Phases	2		2	6					3			
Detector Phase	5	2	3	1	6		3	3	1	4	4	
Switch Phase												
Minimum Initial (s)	6.0	14.0	8.0	6.0	14.0		8.0	8.0	6.0	8.0	8.0	
Minimum Split (s)	11.6	35.3	22.7	11.6	35.3		22.7	22.7	11.6	20.0	20.0	
Total Split (s)	18.0	42.0	23.0	18.0	42.0		23.0	23.0	18.0	20.0	20.0	
Total Split (%)	17.5%	40.8%	22.3%	17.5%	40.8%		22.3%	22.3%	17.5%	19.4%	19.4%	
Yellow Time (s)	3.6	4.3	3.2	3.6	4.3		3.2	3.2	3.6	3.2	3.2	
All-Red Time (s)	2.0	2.0	3.5	2.0	2.0		3.5	3.5	2.0	3.5	3.5	
Lost Time Adjust (s)	0.0	0.0	2.3	0.0	0.0		0.0	0.0	2.7		0.0	
Total Lost Time (s)	5.6	6.3	9.0	5.6	6.3		6.7	6.7	8.3		6.7	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	Max	Max	Max	Max		Max	Max	Max	Max	Max	
Act Effct Green (s)	48.8	35.7	56.0	48.8	35.7		16.3	16.3	24.4		13.3	
Actuated g/C Ratio	0.47	0.35	0.54	0.47	0.35		0.16	0.16	0.24		0.13	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.12	0.28	0.07	0.33	0.25		0.31	0.10	0.38		0.31	
Control Delay (s/veh)	12.8	25.1	2.3	14.7	23.3		42.0	38.2	4.6		27.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay (s/veh)	12.8	25.1	2.3	14.7	23.3		42.0	38.2	4.6		27.4	
LOS	B	C	A	B	C		D	D	A		C	
Approach Delay (s/veh)		18.8			20.0			17.8			27.4	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)	19	83	0	61	66		50	16	0		26	
Queue Length 95th (ft)	37	113	11	95	94		92	40	29		53	
Internal Link Dist (ft)		1219			1872			1220			91	
Turn Bay Length (ft)	122		203	185					178			
Base Capacity (vph)	519	1203	1549	569	1160		269	289	530		441	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.12	0.28	0.07	0.33	0.25		0.31	0.10	0.38		0.31	

Intersection Summary			
Area Type:	Other		
Cycle Length: 103			
Actuated Cycle Length: 103			
Offset: 40 (39%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay (s/veh): 19.8		Intersection LOS: B	
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Murray Road & Champaign Avenue (US 136)



Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	45	31	1	2	67	30	11	2	42	0
Future Vol, veh/h	0	1	45	31	1	2	67	30	11	2	42	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	10	3	0	0	7	26	0	0	7	0
Mvmt Flow	0	1	52	36	1	2	78	35	13	2	49	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	227	257	24	227	251	24	49	0	0	48	0	0
Stage 1	53	53	-	197	197	-	-	-	-	-	-	-
Stage 2	174	203	-	30	53	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.1	7.56	6.5	6.9	4.24	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.56	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.56	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.4	3.53	4	3.3	2.27	-	-	2.2	-	-
Pot Cap-1 Maneuver	714	651	1021	707	656	1054	1520	-	-	1573	-	-
Stage 1	958	854	-	783	742	-	-	-	-	-	-	-
Stage 2	817	737	-	980	854	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	673	616	1021	633	621	1054	1520	-	-	1573	-	-
Mov Cap-2 Maneuver	673	616	-	633	621	-	-	-	-	-	-	-
Stage 1	957	853	-	742	703	-	-	-	-	-	-	-
Stage 2	771	699	-	927	853	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.78	10.91	4.67	0.34
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1499	-	-	1006	648	164	-	-
HCM Lane V/C Ratio	0.051	-	-	0.053	0.061	0.001	-	-
HCM Control Delay (s/veh)	7.5	0.1	-	8.8	10.9	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	13	12	56	33	0
Future Vol, veh/h	0	13	12	56	33	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	14	13	61	36	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	74	0	-	0	58	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	14	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1526	-	-	-	950	1027
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	1009	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1526	-	-	-	950	1027
Mov Cap-2 Maneuver	-	-	-	-	950	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	1009	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	8.94
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1526	-	-	-	950
HCM Lane V/C Ratio	-	-	-	-	0.038
HCM Control Delay (s/veh)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	28	12	20	16	1
Future Vol, veh/h	2	28	12	20	16	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	42	15	19	0
Mvmt Flow	2	34	14	24	19	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	61	10	20	0	-	0
Stage 1	20	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.94	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.62	-	-	-
Pot Cap-1 Maneuver	944	1075	1346	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	934	1075	1346	-	-	-
Mov Cap-2 Maneuver	934	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	982	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.5	2.91	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1337	-	1064	-	-
HCM Lane V/C Ratio	0.011	-	0.034	-	-
HCM Control Delay (s/veh)	7.7	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Capacity Analysis Summary Sheets

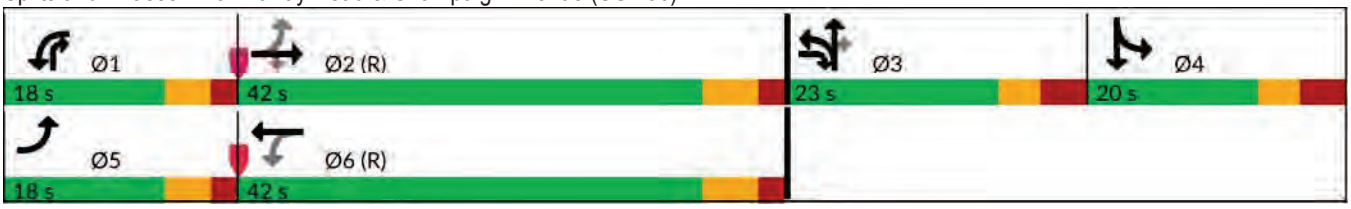
Weekday Evening Peak Hour – Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	449	130	194	270	29	115	39	215	50	24	50
Future Volume (vph)	50	449	130	194	270	29	115	39	215	50	24	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	122		203	185		0	0		178	0		0
Storage Lanes	1		2	1		0	1		1	0		0
Taper Length (ft)	130			170			25			25		
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.985				0.850		0.939	
Flt Protected	0.950			0.950			0.950				0.980	
Satd. Flow (prot)	1671	3438	2707	1787	3419	0	1641	1900	1599	0	3194	0
Flt Permitted	0.540			0.405			0.950				0.980	
Satd. Flow (perm)	950	3438	2707	762	3419	0	1641	1900	1599	0	3194	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143		12				236		55	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1299			1952			1300			171	
Travel Time (s)		19.7			29.6			29.5			3.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	5%	5%	1%	4%	4%	10%	0%	1%	2%	4%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	493	143	213	329	0	126	43	236	0	136	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2	3	1	6		3	3	1	4	4	
Permitted Phases	2		2	6					3			
Detector Phase	5	2	3	1	6		3	3	1	4	4	
Switch Phase												
Minimum Initial (s)	6.0	14.0	8.0	6.0	14.0		8.0	8.0	6.0	8.0	8.0	
Minimum Split (s)	11.6	35.3	22.7	11.6	35.3		22.7	22.7	11.6	20.0	20.0	
Total Split (s)	18.0	42.0	23.0	18.0	42.0		23.0	23.0	18.0	20.0	20.0	
Total Split (%)	17.5%	40.8%	22.3%	17.5%	40.8%		22.3%	22.3%	17.5%	19.4%	19.4%	
Yellow Time (s)	3.6	4.3	3.2	3.6	4.3		3.2	3.2	3.6	3.2	3.2	
All-Red Time (s)	2.0	2.0	3.5	2.0	2.0		3.5	3.5	2.0	3.5	3.5	
Lost Time Adjust (s)	0.0	0.0	2.3	0.0	0.0		0.0	0.0	2.7		0.0	
Total Lost Time (s)	5.6	6.3	9.0	5.6	6.3		6.7	6.7	8.3		6.7	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	Max	Max	Max	Max		Max	Max	Max	Max	Max	
Act Effct Green (s)	48.8	35.7	56.0	48.8	35.7		16.3	16.3	24.4		13.3	
Actuated g/C Ratio	0.47	0.35	0.54	0.47	0.35		0.16	0.16	0.24		0.13	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.10	0.41	0.09	0.44	0.28		0.49	0.14	0.42		0.30	
Control Delay (s/veh)	12.6	27.0	2.1	16.4	24.1		46.7	38.8	4.8		26.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay (s/veh)	12.6	27.0	2.1	16.4	24.1		46.7	38.8	4.8		26.3	
LOS	B	C	A	B	C		D	D	A		C	
Approach Delay (s/veh)		20.7			21.1			21.4			26.3	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	17	128	0	72	78		77	25	0		25	
Queue Length 95th (ft)	36	175	15	115	114		136	57	37		54	
Internal Link Dist (ft)		1219			1872			1220			91	
Turn Bay Length (ft)	122		203	185					178			
Base Capacity (vph)	536	1191	1537	484	1192		259	300	558		460	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.10	0.41	0.09	0.44	0.28		0.49	0.14	0.42		0.30	

Intersection Summary			
Area Type:	Other		
Cycle Length: 103			
Actuated Cycle Length: 103			
Offset: 40 (39%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay (s/veh): 21.4		Intersection LOS: C	
Intersection Capacity Utilization 51.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Murray Road & Champaign Avenue (US 136)



Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	42	30	1	2	58	49	11	2	52	0
Future Vol, veh/h	1	1	42	30	1	2	58	49	11	2	52	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	7	0	0	0	3	6	0	0	4	0
Mvmt Flow	1	1	46	33	1	2	64	54	12	2	57	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	216	255	29	221	249	33	57	0	0	66	0	0
Stage 1	62	62	-	187	187	-	-	-	-	-	-	-
Stage 2	155	193	-	34	62	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.04	7.5	6.5	6.9	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.37	3.5	4	3.3	2.23	-	-	2.2	-	-
Pot Cap-1 Maneuver	727	652	1024	721	657	1040	1538	-	-	1549	-	-
Stage 1	948	848	-	802	749	-	-	-	-	-	-	-
Stage 2	838	744	-	984	848	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	692	624	1024	658	629	1040	1538	-	-	1549	-	-
Mov Cap-2 Maneuver	692	624	-	658	629	-	-	-	-	-	-	-
Stage 1	947	846	-	768	717	-	-	-	-	-	-	-
Stage 2	799	713	-	937	846	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.79	10.66	3.7	0.28
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1408	-	-	998	672	133	-	-
HCM Lane V/C Ratio	0.041	-	-	0.048	0.054	0.001	-	-
HCM Control Delay (s/veh)	7.4	0.1	-	8.8	10.7	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	10	5	54	34	0
Future Vol, veh/h	1	10	5	54	34	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	11	5	59	37	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	64	0	-	0	48	35
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1538	-	-	-	962	1038
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1538	-	-	-	961	1038
Mov Cap-2 Maneuver	-	-	-	-	961	-
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	1010	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.67	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	164	-	-	-	961
HCM Lane V/C Ratio	0.001	-	-	-	0.038
HCM Control Delay (s/veh)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	38	15	37	16	2
Future Vol, veh/h	4	38	15	37	16	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	20	0	12	0
Mvmt Flow	5	46	18	45	19	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	79	11	22	0	-	0
Stage 1	20	-	-	-	-	-
Stage 2	58	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.5	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.4	-	-	-
Pot Cap-1 Maneuver	921	1074	1470	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	909	1074	1470	-	-	-
Mov Cap-2 Maneuver	909	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	963	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.58	2.19	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1038	-	1056	-	-
HCM Lane V/C Ratio	0.012	-	0.048	-	-
HCM Control Delay (s/veh)	7.5	0.1	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Capacity Analysis Summary Sheets

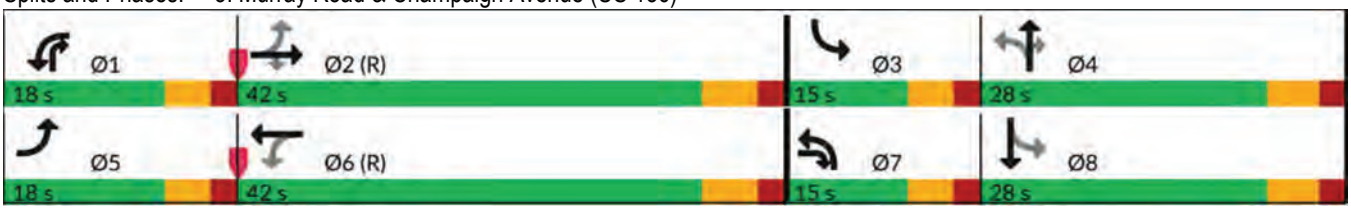
Weekday Morning Peak Hour – No-Build Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	328	106	119	385	45	71	16	115	32	17	52
Future Volume (vph)	39	328	106	119	385	45	71	16	115	32	17	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	122		203	185		0	0		178	0		0
Storage Lanes	1		2	1		0	1		1	1		0
Taper Length (ft)	130			170			25			25		
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											0.99	
Frt			0.850		0.984				0.850		0.887	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	3438	2733	1787	3449	0	1719	1900	1583	1736	1531	0
Flt Permitted	0.421			0.512			0.708			0.746		
Satd. Flow (perm)	734	3438	2733	963	3449	0	1281	1900	1583	1363	1531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116		13				126		57	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1299			1952			1300			171	
Travel Time (s)		19.7			29.6			29.5			3.9	
Confl. Peds. (#/hr)												1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	5%	4%	1%	3%	3%	5%	0%	2%	4%	0%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	360	116	131	472	0	78	18	126	35	76	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2	7	1	6		7	4	1	3	8	
Permitted Phases	2		2	6			4		4	8		
Detector Phase	5	2	7	1	6		7	4	1	3	8	
Switch Phase												
Minimum Initial (s)	6.0	14.0	8.0	6.0	14.0		8.0	8.0	6.0	8.0	8.0	
Minimum Split (s)	11.6	35.3	15.0	11.6	35.3		15.0	20.0	11.6	15.0	20.0	
Total Split (s)	18.0	42.0	15.0	18.0	42.0		15.0	28.0	18.0	15.0	28.0	
Total Split (%)	17.5%	40.8%	14.6%	17.5%	40.8%		14.6%	27.2%	17.5%	14.6%	27.2%	
Yellow Time (s)	3.6	4.3	3.6	3.6	4.3		3.6	4.0	3.6	3.6	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	2.3	0.0	0.0		0.0	0.0	2.7	0.0	0.0	
Total Lost Time (s)	5.6	6.3	7.9	5.6	6.3		5.6	6.0	8.3	5.6	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	Max	Max	Max	Max		Max	Max	Max	Max	Max	
Act Effct Green (s)	48.8	35.7	49.1	48.8	35.7		31.8	22.0	37.7	31.8	22.0	
Actuated g/C Ratio	0.47	0.35	0.48	0.47	0.35		0.31	0.21	0.37	0.31	0.21	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.09	0.30	0.09	0.24	0.39		0.18	0.04	0.19	0.08	0.20	
Control Delay (s/veh)	12.5	25.4	3.0	13.8	25.9		23.3	32.7	4.8	22.1	14.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	12.5	25.4	3.0	13.8	25.9		23.3	32.7	4.8	22.1	14.4	
LOS	B	C	A	B	C		C	C	A	C	B	
Approach Delay (s/veh)		19.3			23.3			13.6			16.8	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	13	90	0	42	118		34	10	0	15	10	
Queue Length 95th (ft)	30	128	15	74	163		67	28	37	37	49	
Internal Link Dist (ft)		1219			1872			1220			91	
Turn Bay Length (ft)	122		203	185					178			
Base Capacity (vph)	458	1191	1363	555	1203		435	405	659	454	371	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.09	0.30	0.09	0.24	0.39		0.18	0.04	0.19	0.08	0.20	

Intersection Summary			
Area Type:	Other		
Cycle Length: 103			
Actuated Cycle Length: 103			
Offset: 40 (39%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 85			
Control Type: Pretimed			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay (s/veh): 19.9		Intersection LOS: B	
Intersection Capacity Utilization 43.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Murray Road & Champaign Avenue (US 136)



Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	31	0	0	0	75	25	0	1	70	0
Future Vol, veh/h	0	0	31	0	0	0	75	25	0	1	70	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	4	21	0	0	5	0
Mvmt Flow	0	0	39	0	0	0	82	27	0	1	76	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	255	268	38	230	268	14	76	0	0	27	0	0
Stage 1	78	78	-	190	190	-	-	-	-	-	-	-
Stage 2	177	190	-	40	78	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.24	-	-	2.2	-	-
Pot Cap-1 Maneuver	683	641	1032	710	641	1069	1506	-	-	1600	-	-
Stage 1	927	834	-	799	747	-	-	-	-	-	-	-
Stage 2	814	747	-	975	834	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	645	606	1032	646	606	1069	1506	-	-	1600	-	-
Mov Cap-2 Maneuver	645	606	-	646	606	-	-	-	-	-	-	-
Stage 1	927	833	-	756	706	-	-	-	-	-	-	-
Stage 2	769	706	-	938	833	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.62	0	5.66	0.11
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1495	-	-	1032	-	51	-	-
HCM Lane V/C Ratio	0.054	-	-	0.038	-	0.001	-	-
HCM Control Delay (s/veh)	7.5	0.1	-	8.6	0	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	6	18	57	25	2
Future Vol, veh/h	1	6	18	57	25	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	7	20	62	27	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	82	0	-	0	59	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1516	-	-	-	948	1018
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	1014	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1516	-	-	-	947	1018
Mov Cap-2 Maneuver	-	-	-	-	947	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	1014	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.05	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	257	-	-	-	952
HCM Lane V/C Ratio	0.001	-	-	-	0.031
HCM Control Delay (s/veh)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	39	5	20	32	2
Future Vol, veh/h	1	39	5	20	32	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	90	2	28	0
Mvmt Flow	1	42	5	22	35	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	58	18	37	0	-	0
Stage 1	36	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.8	6.9	5.9	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	3.1	-	-	-
Pot Cap-1 Maneuver	949	1062	1111	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	944	1062	1111	-	-	-
Mov Cap-2 Maneuver	944	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	1004	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.55	1.67	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	720	-	1059	-	-
HCM Lane V/C Ratio	0.005	-	0.041	-	-
HCM Control Delay (s/veh)	8.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Capacity Analysis Summary Sheets

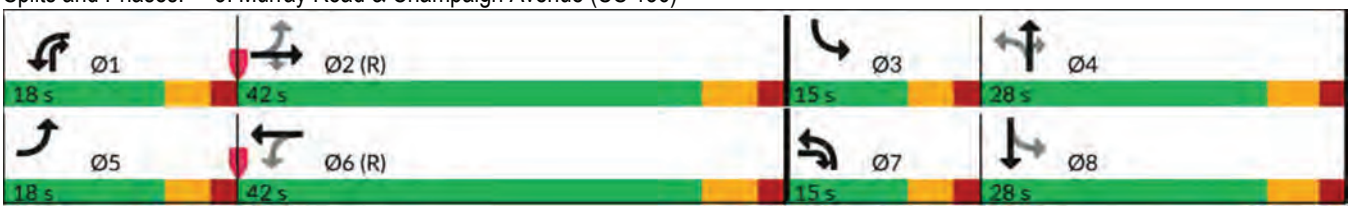
Weekday Midday Peak Hour – No-Build Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	325	104	179	246	39	81	27	193	56	29	53
Future Volume (vph)	61	325	104	179	246	39	81	27	193	56	29	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	122		203	185		0	0		178	0		0
Storage Lanes	1		2	1		0	1		1	1		0
Taper Length (ft)	130			170			25			25		
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											0.99	
Frt			0.850		0.980				0.850		0.903	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1556	3471	2760	1787	3312	0	1703	1827	1599	1687	1558	0
Flt Permitted	0.538			0.497			0.695			0.737		
Satd. Flow (perm)	881	3471	2760	935	3312	0	1246	1827	1599	1309	1558	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121		19				224		62	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1299			1952			1300			171	
Travel Time (s)		19.7			29.6			29.5			3.9	
Confl. Peds. (#/hr)												1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	16%	4%	3%	1%	6%	12%	6%	4%	1%	7%	4%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	378	121	208	331	0	94	31	224	65	96	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2	7	1	6		7	4	1	3	8	
Permitted Phases	2		2	6			4		4	8		
Detector Phase	5	2	7	1	6		7	4	1	3	8	
Switch Phase												
Minimum Initial (s)	6.0	14.0	8.0	6.0	14.0		8.0	8.0	6.0	8.0	8.0	
Minimum Split (s)	11.6	35.3	15.0	11.6	35.3		15.0	20.0	11.6	15.0	20.0	
Total Split (s)	18.0	42.0	15.0	18.0	42.0		15.0	28.0	18.0	15.0	28.0	
Total Split (%)	17.5%	40.8%	14.6%	17.5%	40.8%		14.6%	27.2%	17.5%	14.6%	27.2%	
Yellow Time (s)	3.6	4.3	3.6	3.6	4.3		3.6	4.0	3.6	3.6	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	2.3	0.0	0.0		0.0	0.0	2.7	0.0	0.0	
Total Lost Time (s)	5.6	6.3	7.9	5.6	6.3		5.6	6.0	8.3	5.6	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	Max	Max	Max	Max		Max	Max	Max	Max	Max	
Act Effct Green (s)	48.8	35.7	49.1	48.8	35.7		31.8	22.0	37.7	31.8	22.0	
Actuated g/C Ratio	0.47	0.35	0.48	0.47	0.35		0.31	0.21	0.37	0.31	0.21	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.14	0.31	0.09	0.38	0.29		0.22	0.08	0.31	0.15	0.25	
Control Delay (s/veh)	13.0	25.6	2.9	15.4	23.7		23.8	33.2	4.3	22.9	16.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	13.0	25.6	2.9	15.4	23.7		23.8	33.2	4.3	22.9	16.3	
LOS	B	C	A	B	C		C	C	A	C	B	
Approach Delay (s/veh)		19.2			20.5			12.1			19.0	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	22	95	0	70	77		41	16	0	28	18	
Queue Length 95th (ft)	43	127	14	106	107		74	40	41	55	57	
Internal Link Dist (ft)		1219			1872			1220			91	
Turn Bay Length (ft)	122		203	185					178			
Base Capacity (vph)	498	1203	1379	545	1160		426	390	727	438	381	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.14	0.31	0.09	0.38	0.29		0.22	0.08	0.31	0.15	0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 103			
Actuated Cycle Length: 103			
Offset: 40 (39%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 85			
Control Type: Pretimed			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay (s/veh): 18.1		Intersection LOS: B	
Intersection Capacity Utilization 47.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Murray Road & Champaign Avenue (US 136)



Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	50	31	1	2	72	44	11	2	57	0
Future Vol, veh/h	0	1	50	31	1	2	72	44	11	2	57	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	10	3	0	0	7	26	0	0	7	0
Mvmt Flow	0	1	58	36	1	2	84	51	13	2	66	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	265	302	33	263	296	32	66	0	0	64	0	0
Stage 1	71	71	-	225	225	-	-	-	-	-	-	-
Stage 2	194	231	-	38	71	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.1	7.56	6.5	6.9	4.24	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.56	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.56	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.4	3.53	4	3.3	2.27	-	-	2.2	-	-
Pot Cap-1 Maneuver	672	614	1007	666	619	1041	1498	-	-	1551	-	-
Stage 1	936	840	-	754	721	-	-	-	-	-	-	-
Stage 2	796	717	-	969	840	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	630	578	1007	589	583	1041	1498	-	-	1551	-	-
Mov Cap-2 Maneuver	630	578	-	589	583	-	-	-	-	-	-	-
Stage 1	935	839	-	711	680	-	-	-	-	-	-	-
Stage 2	747	676	-	910	839	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.86	11.37	4.31	0.26
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1470	-	-	993	605	122	-	-
HCM Lane V/C Ratio	0.056	-	-	0.06	0.065	0.001	-	-
HCM Control Delay (s/veh)	7.5	0.1	-	8.9	11.4	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	18	17	56	33	0
Future Vol, veh/h	0	18	17	56	33	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	20	18	61	36	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	79	0	-	0	68	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	20	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1519	-	-	-	936	1020
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	1003	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1519	-	-	-	936	1020
Mov Cap-2 Maneuver	-	-	-	-	936	-
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	1003	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1519	-	-	-	936
HCM Lane V/C Ratio	-	-	-	-	0.038
HCM Control Delay (s/veh)	0	-	-	-	9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	28	12	34	31	1
Future Vol, veh/h	2	28	12	34	31	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	42	15	19	0
Mvmt Flow	2	34	14	41	37	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	87	19	39	0	-	0
Stage 1	38	-	-	-	-	-
Stage 2	49	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.94	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.62	-	-	-
Pot Cap-1 Maneuver	910	1061	1322	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	973	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	900	1061	1322	-	-	-
Mov Cap-2 Maneuver	900	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	973	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.56	2.06	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	939	-	1048	-	-
HCM Lane V/C Ratio	0.011	-	0.034	-	-
HCM Control Delay (s/veh)	7.8	0.1	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Capacity Analysis Summary Sheets

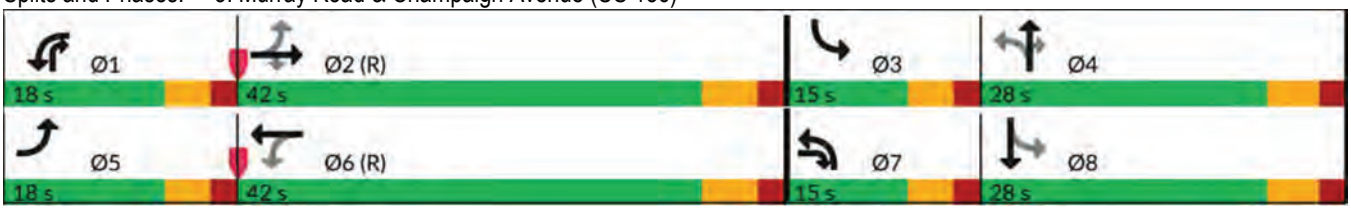
Weekday Evening Peak Hour – No-Build Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	506	146	218	304	43	130	44	242	69	27	63
Future Volume (vph)	61	506	146	218	304	43	130	44	242	69	27	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	122		203	185		0	0		178	0		0
Storage Lanes	1		2	1		0	1		1	1		0
Taper Length (ft)	130			170			25			25		
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.981				0.850		0.895	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	3438	2707	1787	3405	0	1641	1900	1599	1770	1613	0
Flt Permitted	0.494			0.360			0.693			0.726		
Satd. Flow (perm)	869	3438	2707	677	3405	0	1197	1900	1599	1352	1613	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160		16				260		69	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1299			1952			1300			171	
Travel Time (s)		19.7			29.6			29.5			3.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	5%	5%	1%	4%	4%	10%	0%	1%	2%	4%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	556	160	240	381	0	143	48	266	76	99	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2	7	1	6		7	4	1	3	8	
Permitted Phases	2		2	6			4		4	8		
Detector Phase	5	2	7	1	6		7	4	1	3	8	
Switch Phase												
Minimum Initial (s)	6.0	14.0	8.0	6.0	14.0		8.0	8.0	6.0	8.0	8.0	
Minimum Split (s)	11.6	35.3	15.0	11.6	35.3		15.0	20.0	11.6	15.0	20.0	
Total Split (s)	18.0	42.0	15.0	18.0	42.0		15.0	28.0	18.0	15.0	28.0	
Total Split (%)	17.5%	40.8%	14.6%	17.5%	40.8%		14.6%	27.2%	17.5%	14.6%	27.2%	
Yellow Time (s)	3.6	4.3	3.6	3.6	4.3		3.6	4.0	3.6	3.6	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	2.3	0.0	0.0		0.0	0.0	2.7	0.0	0.0	
Total Lost Time (s)	5.6	6.3	7.9	5.6	6.3		5.6	6.0	8.3	5.6	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	Max	Max	Max	Max		Max	Max	Max	Max	Max	
Act Effct Green (s)	48.8	35.7	49.1	48.8	35.7		31.8	22.0	37.7	31.8	22.0	
Actuated g/C Ratio	0.47	0.35	0.48	0.47	0.35		0.31	0.21	0.37	0.31	0.21	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.13	0.47	0.12	0.53	0.32		0.35	0.12	0.35	0.17	0.25	
Control Delay (s/veh)	12.9	27.8	2.6	18.1	24.6		26.0	33.7	4.6	23.1	14.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	12.9	27.8	2.6	18.1	24.6		26.0	33.7	4.6	23.1	14.8	
LOS	B	C	A	B	C		C	C	A	C	B	
Approach Delay (s/veh)		21.4			22.1			14.4			18.4	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	21	148	0	82	91		65	26	3	33	16	
Queue Length 95th (ft)	42	199	18	130	131		113	57	55	65	60	
Internal Link Dist (ft)		1219			1872			1220			91	
Turn Bay Length (ft)	122		203	185					178			
Base Capacity (vph)	508	1191	1374	454	1190		410	405	750	455	398	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.13	0.47	0.12	0.53	0.32		0.35	0.12	0.35	0.17	0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 103			
Actuated Cycle Length: 103			
Offset: 40 (39%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 85			
Control Type: Pretimed			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay (s/veh): 19.8		Intersection LOS: B	
Intersection Capacity Utilization 54.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Murray Road & Champaign Avenue (US 136)



Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	62	30	1	2	73	64	11	2	67	0
Future Vol, veh/h	1	1	62	30	1	2	73	64	11	2	67	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	7	0	0	0	3	6	0	0	4	0
Mvmt Flow	1	1	68	33	1	2	80	70	12	2	74	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	274	321	37	279	315	41	74	0	0	82	0	0
Stage 1	78	78	-	237	237	-	-	-	-	-	-	-
Stage 2	196	243	-	42	78	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.04	7.5	6.5	6.9	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.37	3.5	4	3.3	2.23	-	-	2.2	-	-
Pot Cap-1 Maneuver	662	599	1011	657	604	1027	1517	-	-	1528	-	-
Stage 1	928	834	-	751	713	-	-	-	-	-	-	-
Stage 2	793	709	-	973	834	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	623	566	1011	578	571	1027	1517	-	-	1528	-	-
Mov Cap-2 Maneuver	623	566	-	578	571	-	-	-	-	-	-	-
Stage 1	926	833	-	710	674	-	-	-	-	-	-	-
Stage 2	747	670	-	905	833	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.92	11.46	3.76	0.22
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1473	-	-	989	593	104	-	-
HCM Lane V/C Ratio	0.053	-	-	0.071	0.061	0.001	-	-
HCM Control Delay (s/veh)	7.5	0.1	-	8.9	11.5	7.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	30	20	54	34	0
Future Vol, veh/h	1	30	20	54	34	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	33	22	59	37	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	80	0	-	0	86	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1517	-	-	-	915	1017
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1517	-	-	-	915	1017
Mov Cap-2 Maneuver	-	-	-	-	915	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	988	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.24	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	58	-	-	-	915
HCM Lane V/C Ratio	0.001	-	-	-	0.04
HCM Control Delay (s/veh)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	38	15	52	31	2
Future Vol, veh/h	4	38	15	52	31	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	20	0	12	0
Mvmt Flow	5	46	18	63	37	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	106	20	40	0	-	0
Stage 1	39	-	-	-	-	-
Stage 2	67	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.5	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.4	-	-	-
Pot Cap-1 Maneuver	886	1060	1446	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	875	1060	1446	-	-	-
Mov Cap-2 Maneuver	875	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	953	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.64	1.73	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	806	-	1039	-	-
HCM Lane V/C Ratio	0.012	-	0.049	-	-
HCM Control Delay (s/veh)	7.5	0.1	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Capacity Analysis Summary Sheets

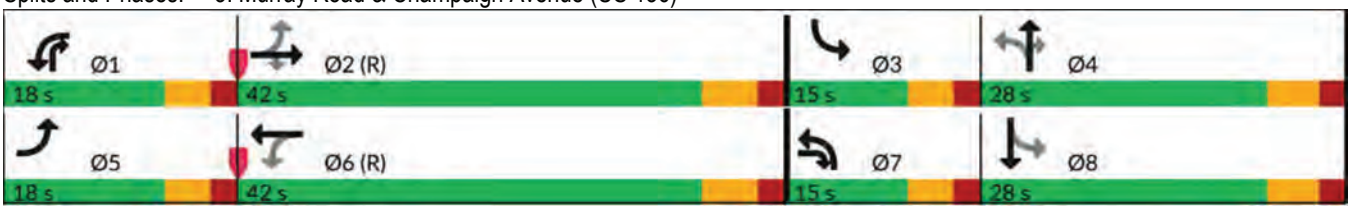
Weekday Morning Peak Hour – Total Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	328	106	119	385	52	71	17	115	35	18	54
Future Volume (vph)	42	328	106	119	385	52	71	17	115	35	18	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	122		203	185		0	0		178	0		0
Storage Lanes	1		2	1		0	1		1	1		0
Taper Length (ft)	130			170			25			25		
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											0.99	
Frt			0.850		0.982				0.850		0.888	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1517	3438	2733	1787	3391	0	1719	1792	1583	1467	1434	0
Flt Permitted	0.415			0.512			0.706			0.745		
Satd. Flow (perm)	663	3438	2733	963	3391	0	1278	1792	1583	1151	1434	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116		16				126		59	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1299			1952			1300			171	
Travel Time (s)		19.7			29.6			29.5			3.9	
Confl. Peds. (#/hr)												1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	19%	5%	4%	1%	3%	16%	5%	6%	2%	23%	6%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	360	116	131	480	0	78	19	126	38	79	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2	7	1	6		7	4	1	3	8	
Permitted Phases	2		2	6			4		4	8		
Detector Phase	5	2	7	1	6		7	4	1	3	8	
Switch Phase												
Minimum Initial (s)	6.0	14.0	8.0	6.0	14.0		8.0	8.0	6.0	8.0	8.0	
Minimum Split (s)	11.6	35.3	15.0	11.6	35.3		15.0	20.0	11.6	15.0	20.0	
Total Split (s)	18.0	42.0	15.0	18.0	42.0		15.0	28.0	18.0	15.0	28.0	
Total Split (%)	17.5%	40.8%	14.6%	17.5%	40.8%		14.6%	27.2%	17.5%	14.6%	27.2%	
Yellow Time (s)	3.6	4.3	3.6	3.6	4.3		3.6	4.0	3.6	3.6	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	2.3	0.0	0.0		0.0	0.0	2.7	0.0	0.0	
Total Lost Time (s)	5.6	6.3	7.9	5.6	6.3		5.6	6.0	8.3	5.6	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	Max	Max	Max	Max		Max	Max	Max	Max	Max	
Act Effct Green (s)	48.8	35.7	49.1	48.8	35.7		31.8	22.0	37.7	31.8	22.0	
Actuated g/C Ratio	0.47	0.35	0.48	0.47	0.35		0.31	0.21	0.37	0.31	0.21	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.11	0.30	0.09	0.24	0.41		0.18	0.05	0.19	0.10	0.22	
Control Delay (s/veh)	12.7	25.4	3.0	13.8	25.9		23.3	32.8	4.8	22.5	14.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	12.7	25.4	3.0	13.8	25.9		23.3	32.8	4.8	22.5	14.6	
LOS	B	C	A	B	C		C	C	A	C	B	
Approach Delay (s/veh)		19.3			23.3			13.6			17.2	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	14	90	0	42	120		34	10	0	16	11	
Queue Length 95th (ft)	32	128	15	74	166		67	30	37	39	50	
Internal Link Dist (ft)		1219			1872			1220			91	
Turn Bay Length (ft)	122		203	185					178			
Base Capacity (vph)	416	1191	1363	555	1185		434	382	659	384	352	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.11	0.30	0.09	0.24	0.41		0.18	0.05	0.19	0.10	0.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 103			
Actuated Cycle Length: 103			
Offset: 40 (39%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 85			
Control Type: Pretimed			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay (s/veh): 20.0		Intersection LOS: B	
Intersection Capacity Utilization 43.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Murray Road & Champaign Avenue (US 136)



Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	37	0	0	0	86	25	0	1	70	0
Future Vol, veh/h	0	0	37	0	0	0	86	25	0	1	70	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	16	0	0	0	11	21	0	0	5	0
Mvmt Flow	0	0	46	0	0	0	93	27	0	1	76	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	279	292	38	254	292	14	76	0	0	27	0	0
Stage 1	78	78	-	214	214	-	-	-	-	-	-	-
Stage 2	201	214	-	40	78	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.22	7.5	6.5	6.9	4.32	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.46	3.5	4	3.3	2.31	-	-	2.2	-	-
Pot Cap-1 Maneuver	657	622	982	683	622	1069	1457	-	-	1600	-	-
Stage 1	927	834	-	774	729	-	-	-	-	-	-	-
Stage 2	788	729	-	975	834	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	614	581	982	609	581	1069	1457	-	-	1600	-	-
Mov Cap-2 Maneuver	614	581	-	609	581	-	-	-	-	-	-	-
Stage 1	927	833	-	724	682	-	-	-	-	-	-	-
Stage 2	737	682	-	929	833	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.85	0	5.93	0.11
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1446	-	-	982	-	51	-	-
HCM Lane V/C Ratio	0.064	-	-	0.047	-	0.001	-	-
HCM Control Delay (s/veh)	7.6	0.1	-	8.8	0	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	12	29	57	25	2
Future Vol, veh/h	1	12	29	57	25	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	50	38	2	2	2
Mvmt Flow	1	13	32	62	27	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	93	0	-	0	78	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	15	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1501	-	-	-	925	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	1008	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1501	-	-	-	924	1002
Mov Cap-2 Maneuver	-	-	-	-	924	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	1008	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.57	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	138	-	-	-	930
HCM Lane V/C Ratio	0.001	-	-	-	0.032
HCM Control Delay (s/veh)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	39	5	20	32	2
Future Vol, veh/h	1	39	5	20	32	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	90	2	28	0
Mvmt Flow	1	42	5	22	35	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	58	18	37	0	-	0
Stage 1	36	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.8	6.9	5.9	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	3.1	-	-	-
Pot Cap-1 Maneuver	949	1062	1111	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	944	1062	1111	-	-	-
Mov Cap-2 Maneuver	944	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	1004	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.55	1.67	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	720	-	1059	-	-
HCM Lane V/C Ratio	0.005	-	0.041	-	-
HCM Control Delay (s/veh)	8.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Capacity Analysis Summary Sheets

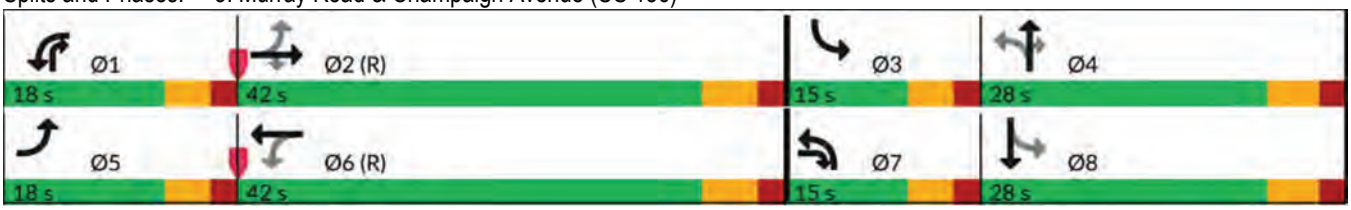
Weekday Midday Peak Hour – Total Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	325	104	179	246	47	81	28	193	64	30	58
Future Volume (vph)	66	325	104	179	246	47	81	28	193	64	30	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	122		203	185		0	0		178	0		0
Storage Lanes	1		2	1		0	1		1	1		0
Taper Length (ft)	130			170			25			25		
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											0.99	
Frt			0.850		0.976				0.850		0.901	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1410	3471	2760	1787	3160	0	1703	1759	1599	1421	1428	0
Flt Permitted	0.529			0.497			0.691			0.736		
Satd. Flow (perm)	785	3471	2760	935	3160	0	1239	1759	1599	1101	1428	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121		24				224		67	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1299			1952			1300			171	
Travel Time (s)		19.7			29.6			29.5			3.9	
Confl. Peds. (#/hr)												1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	28%	4%	3%	1%	6%	40%	6%	8%	1%	27%	7%	25%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	378	121	208	341	0	94	33	224	74	102	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2	7	1	6		7	4	1	3	8	
Permitted Phases	2		2	6			4		4	8		
Detector Phase	5	2	7	1	6		7	4	1	3	8	
Switch Phase												
Minimum Initial (s)	6.0	14.0	8.0	6.0	14.0		8.0	8.0	6.0	8.0	8.0	
Minimum Split (s)	11.6	35.3	15.0	11.6	35.3		15.0	20.0	11.6	15.0	20.0	
Total Split (s)	18.0	42.0	15.0	18.0	42.0		15.0	28.0	18.0	15.0	28.0	
Total Split (%)	17.5%	40.8%	14.6%	17.5%	40.8%		14.6%	27.2%	17.5%	14.6%	27.2%	
Yellow Time (s)	3.6	4.3	3.6	3.6	4.3		3.6	4.0	3.6	3.6	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	2.3	0.0	0.0		0.0	0.0	2.7	0.0	0.0	
Total Lost Time (s)	5.6	6.3	7.9	5.6	6.3		5.6	6.0	8.3	5.6	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	Max	Max	Max	Max		Max	Max	Max	Max	Max	
Act Effct Green (s)	48.8	35.7	49.1	48.8	35.7		31.8	22.0	37.7	31.8	22.0	
Actuated g/C Ratio	0.47	0.35	0.48	0.47	0.35		0.31	0.21	0.37	0.31	0.21	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.17	0.31	0.09	0.38	0.31		0.22	0.09	0.31	0.20	0.29	
Control Delay (s/veh)	13.4	25.6	2.9	15.4	23.7		23.9	33.4	4.3	23.9	16.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	13.4	25.6	2.9	15.4	23.7		23.9	33.4	4.3	23.9	16.4	
LOS	B	C	A	B	C		C	C	A	C	B	
Approach Delay (s/veh)		19.2			20.6			12.2			19.6	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	24	95	0	70	78		41	18	0	32	19	
Queue Length 95th (ft)	46	127	14	106	110		74	42	41	62	59	
Internal Link Dist (ft)		1219			1872			1220			91	
Turn Bay Length (ft)	122		203	185					178			
Base Capacity (vph)	447	1203	1379	545	1110		424	375	727	369	357	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.17	0.31	0.09	0.38	0.31		0.22	0.09	0.31	0.20	0.29	

Intersection Summary			
Area Type:	Other		
Cycle Length: 103			
Actuated Cycle Length: 103			
Offset: 40 (39%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 85			
Control Type: Pretimed			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay (s/veh): 18.2		Intersection LOS: B	
Intersection Capacity Utilization 47.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Murray Road & Champaign Avenue (US 136)



Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	64	31	1	2	86	44	11	2	57	1
Future Vol, veh/h	0	1	64	31	1	2	86	44	11	2	57	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	32	3	0	0	23	26	0	0	7	0
Mvmt Flow	0	1	74	36	1	2	100	51	13	2	66	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	298	335	34	296	330	32	67	0	0	64	0	0
Stage 1	72	72	-	258	258	-	-	-	-	-	-	-
Stage 2	226	264	-	38	72	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.54	7.56	6.5	6.9	4.56	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.56	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.56	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.62	3.53	4	3.3	2.43	-	-	2.2	-	-
Pot Cap-1 Maneuver	637	588	942	631	593	1041	1391	-	-	1551	-	-
Stage 1	936	839	-	722	698	-	-	-	-	-	-	-
Stage 2	762	694	-	969	839	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	587	544	942	537	548	1041	1391	-	-	1551	-	-
Mov Cap-2 Maneuver	587	544	-	537	548	-	-	-	-	-	-	-
Stage 1	934	838	-	669	647	-	-	-	-	-	-	-
Stage 2	703	643	-	890	838	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.2	12.01	4.79	0.25
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1366	-	-	932	553	117	-	-
HCM Lane V/C Ratio	0.072	-	-	0.081	0.071	0.001	-	-
HCM Control Delay (s/veh)	7.8	0.1	-	9.2	12	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.2	0	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	33	32	56	33	0
Future Vol, veh/h	0	33	32	56	33	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	18	62	2	2	2
Mvmt Flow	0	36	35	61	36	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	96	0	-	0	101	65
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	36	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1498	-	-	-	897	999
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1498	-	-	-	897	999
Mov Cap-2 Maneuver	-	-	-	-	897	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	987	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	9.18
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1498	-	-	-	897
HCM Lane V/C Ratio	-	-	-	-	0.04
HCM Control Delay (s/veh)	0	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	28	12	34	31	1
Future Vol, veh/h	2	28	12	34	31	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	42	15	19	0
Mvmt Flow	2	34	14	41	37	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	87	19	39	0	-	0
Stage 1	38	-	-	-	-	-
Stage 2	49	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.94	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.62	-	-	-
Pot Cap-1 Maneuver	910	1061	1322	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	973	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	900	1061	1322	-	-	-
Mov Cap-2 Maneuver	900	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	973	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.56	2.06	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	939	-	1048	-	-
HCM Lane V/C Ratio	0.011	-	0.034	-	-
HCM Control Delay (s/veh)	7.8	0.1	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Capacity Analysis Summary Sheets

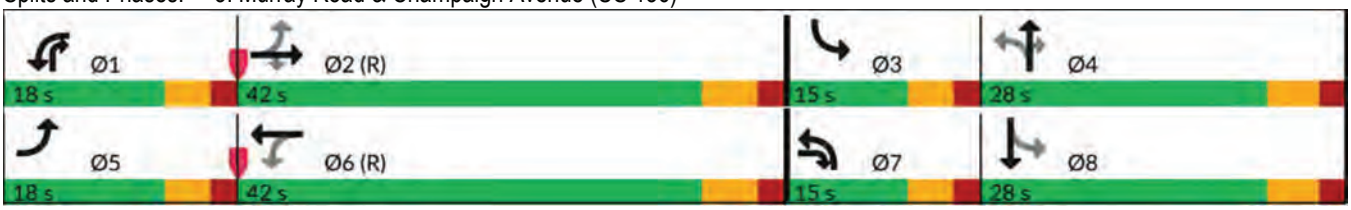
Weekday Evening Peak Hour – Total Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	506	146	218	304	50	130	45	242	80	28	68
Future Volume (vph)	66	506	146	218	304	50	130	45	242	80	28	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	122		203	185		0	0		178	0		0
Storage Lanes	1		2	1		0	1		1	1		0
Taper Length (ft)	130			170			25			25		
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.979				0.850		0.894	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1456	3438	2707	1787	3223	0	1641	1863	1599	1378	1415	0
Flt Permitted	0.488			0.360			0.689			0.725		
Satd. Flow (perm)	748	3438	2707	677	3223	0	1190	1863	1599	1052	1415	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160		20				251		75	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1299			1952			1300			171	
Travel Time (s)		19.7			29.6			29.5			3.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	24%	5%	5%	1%	4%	44%	10%	2%	1%	31%	8%	25%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	556	160	240	389	0	143	49	266	88	106	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2	7	1	6		7	4	1	3	8	
Permitted Phases	2		2	6			4		4	8		
Detector Phase	5	2	7	1	6		7	4	1	3	8	
Switch Phase												
Minimum Initial (s)	6.0	14.0	8.0	6.0	14.0		8.0	8.0	6.0	8.0	8.0	
Minimum Split (s)	11.6	35.3	15.0	11.6	35.3		15.0	20.0	11.6	15.0	20.0	
Total Split (s)	18.0	42.0	15.0	18.0	42.0		15.0	28.0	18.0	15.0	28.0	
Total Split (%)	17.5%	40.8%	14.6%	17.5%	40.8%		14.6%	27.2%	17.5%	14.6%	27.2%	
Yellow Time (s)	3.6	4.3	3.6	3.6	4.3		3.6	4.0	3.6	3.6	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	2.3	0.0	0.0		0.0	0.0	2.7	0.0	0.0	
Total Lost Time (s)	5.6	6.3	7.9	5.6	6.3		5.6	6.0	8.3	5.6	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	Max	Max	Max	Max		Max	Max	Max	Max	Max	
Act Effct Green (s)	48.8	35.7	49.1	48.8	35.7		31.8	22.0	37.7	31.8	22.0	
Actuated g/C Ratio	0.47	0.35	0.48	0.47	0.35		0.31	0.21	0.37	0.31	0.21	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.17	0.47	0.12	0.53	0.34		0.35	0.12	0.36	0.25	0.29	
Control Delay (s/veh)	13.3	27.8	2.6	18.1	24.6		26.1	33.8	5.1	24.6	15.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	13.3	27.8	2.6	18.1	24.6		26.1	33.8	5.1	24.6	15.1	
LOS	B	C	A	B	C		C	C	A	C	B	
Approach Delay (s/veh)		21.4			22.2			14.7			19.4	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	23	148	0	82	93		65	26	6	39	17	
Queue Length 95th (ft)	46	199	18	130	134		113	58	59	75	62	
Internal Link Dist (ft)		1219			1872			1220			91	
Turn Bay Length (ft)	122		203	185					178			
Base Capacity (vph)	439	1191	1374	454	1130		408	397	744	354	361	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.17	0.47	0.12	0.53	0.34		0.35	0.12	0.36	0.25	0.29	

Intersection Summary			
Area Type:	Other		
Cycle Length: 103			
Actuated Cycle Length: 103			
Offset: 40 (39%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 85			
Control Type: Pretimed			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay (s/veh): 19.9		Intersection LOS: B	
Intersection Capacity Utilization 54.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Murray Road & Champaign Avenue (US 136)



Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1	79	30	1	2	86	64	11	2	67	0
Future Vol, veh/h	2	1	79	30	1	2	86	64	11	2	67	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	24	0	0	0	18	6	0	0	4	0
Mvmt Flow	2	1	87	33	1	2	95	70	12	2	74	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	303	349	37	307	343	41	74	0	0	82	0	0
Stage 1	78	78	-	265	265	-	-	-	-	-	-	-
Stage 2	225	271	-	42	78	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.38	7.5	6.5	6.9	4.46	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.54	3.5	4	3.3	2.38	-	-	2.2	-	-
Pot Cap-1 Maneuver	632	578	960	627	582	1027	1415	-	-	1528	-	-
Stage 1	928	834	-	723	693	-	-	-	-	-	-	-
Stage 2	763	689	-	973	834	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	585	538	960	530	542	1027	1415	-	-	1528	-	-
Mov Cap-2 Maneuver	585	538	-	530	542	-	-	-	-	-	-	-
Stage 1	926	833	-	673	645	-	-	-	-	-	-	-
Stage 2	708	642	-	883	833	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.25	12.06	4.18	0.22
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1381	-	-	937	546	104	-	-
HCM Lane V/C Ratio	0.067	-	-	0.096	0.066	0.001	-	-
HCM Control Delay (s/veh)	7.7	0.1	-	9.3	12.1	7.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	48	33	54	34	0
Future Vol, veh/h	1	48	33	54	34	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	40	45	2	2	2
Mvmt Flow	1	52	36	59	37	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	95	0	-	0	120	65
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	54	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1499	-	-	-	876	999
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	968	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1499	-	-	-	875	999
Mov Cap-2 Maneuver	-	-	-	-	875	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	968	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.15	0	9.29
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	37	-	-	-	875
HCM Lane V/C Ratio	0.001	-	-	-	0.042
HCM Control Delay (s/veh)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	38	15	53	31	2
Future Vol, veh/h	4	38	15	53	31	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	20	0	12	0
Mvmt Flow	5	46	18	64	37	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	107	20	40	0	-	0
Stage 1	39	-	-	-	-	-
Stage 2	68	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.5	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.4	-	-	-
Pot Cap-1 Maneuver	885	1060	1446	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	874	1060	1446	-	-	-
Mov Cap-2 Maneuver	874	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	953	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.64	1.71	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	794	-	1039	-	-
HCM Lane V/C Ratio	0.012	-	0.049	-	-
HCM Control Delay (s/veh)	7.5	0.1	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

CRITERION 7:

"if the facility will be treating, storing or disposing of hazardous waste, an emergency response plan exists for the facility which includes notification, containment, and evacuation procedures to be used in case of an accidental release"
415 ILCS 5/39.2(a)(vii)

CRITERION 7:
HAZARDOUS WASTE PRECLUSION

The Illinois Environmental Protection Act, at 415 ILCS 5/39.2 (a)(vii), requires that an applicant for transfer station siting demonstrate that the proposed transfer station will not be treating, storing, or disposing of hazardous waste. This report demonstrates that the proposed Rantoul Recycling and Transfer Station will not be accepting hazardous waste, and an emergency response plan is not required at the time this Application for Local Siting Approval was submitted.

Prepared for:
AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
RANTOUL, ILLINOIS
CHAMPAIGN COUNTY

Prepared by:
CIVIL & ENVIRONMENTAL CONSULTANTS, INC.
NAPERVILLE, ILLINOIS

CEC Project 340-656

DECEMBER 2025

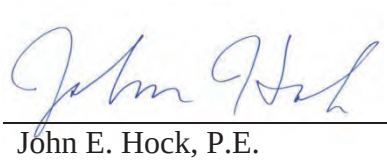
7.0 HAZARDOUS WASTE PRECLUSION

The proposed Rantoul Recycling and Transfer Station will accept general non-hazardous municipal solid waste and recyclables. No regulated quantities of hazardous wastes, radioactive materials, potentially infectious medical wastes, or polychlorinated biphenyls will be accepted. Waste acceptance procedures for the proposed Rantoul Recycling and Transfer Station are provided in Section 2.4 of Criterion 2 of this Application for Local Siting Approval.

Accordingly, as the proposed Rantoul Recycling and Transfer Station will not be treating, storing, or disposing of hazardous waste, Criterion 7 does not apply, and an emergency response plan is not required.

7.1 CERTIFICATION

I hereby certify that all information contained in this Application for Local Siting Approval for Criterion 7 was prepared by me or under my direct supervision and is true and correct to the best of my knowledge and belief.



John E. Hock, P.E.

December 18, 2025
Date

062-047623 - IL

Professional Engineer Registration Number and State

CRITERION 8:

"if the facility is to be located in a county where a county board has adopted a solid waste management plan consistent with the planning requirements of the Local Solid Waste Disposal Act or the Solid Waste Planning and Recycling Act, the facility is consistent with that plan"
415 ILCS 5/39.2(a)(viii)

CRITERION 8:
SOLID WASTE MANAGEMENT PLAN CONSISTENCY ANALYSIS

The Illinois Environmental Protection Act, at 415 ILCS 5/39.2 (a)(viii), requires that an applicant for a transfer station siting demonstrate that the proposed transfer station is consistent with a solid management waste plan adopted pursuant to the planning requirements of the Local Solid Waste Disposal Act or the Solid Waste Planning and Recycling Act. This report demonstrates that the proposed Rantoul Recycling and Transfer Station is consistent with the Champaign County Solid Waste Management Plan in effect at the time this Application for Local Siting Approval was submitted.

Prepared for:
AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
RANTOUL, ILLINOIS
CHAMPAIGN COUNTY

Prepared by:
CIVIL & ENVIRONMENTAL CONSULTANTS, INC.
NAPERVILLE, ILLINOIS

CEC Project 340-656

DECEMBER 2025

8.0 INTRODUCTION

The Illinois Environmental Protection Act requires that if a pollution control facility, such as the transfer station that is the subject of this Application for Local Siting Approval (Application), is to be located in a county where the county board has adopted a solid waste management plan pursuant to the Local Solid Waste Disposal Act or the Solid Waste Planning and Recycling Act, the transfer station must be consistent with the county plan. This demonstration must be consistent with the plan in effect when an application for siting approval is submitted for local approval. This report demonstrates that the Rantoul Recycling and Transfer Station (Rantoul RTS) is consistent with the Champaign County Solid Waste Management Plan (SWMP) now in effect.

8.1 RANTOUL RECYCLING AND TRANSFER STATION

Area Disposal Service, Inc. (Area Disposal) is applying to the Village of Rantoul (Rantoul) for local siting approval of a municipal solid waste (MSW) transfer station, which will be located at 896 West Champaign Avenue, Rantoul, Champaign County (site). Area Disposal currently operates a waste hauling business at the approximately 14.03-acre site. The proposed facility (the Rantoul RTS) is located northeast of Interstate 57 and West Champaign Avenue (or Route 136) in the western portion of Rantoul.

The proposed Rantoul RTS shall be a state-of-the-practice facility where loads of MSW from collection vehicles will be consolidated into larger loads for transport to a permitted landfill. In addition to MSW, the proposed facility is designed to accept single stream recyclables from collection vehicles for consolidation into larger loads for transport to a material recovery facility. The proposed Rantoul RTS will complement the existing waste hauling business at the site.

The proposed facility will assist cities and towns in Champaign County and adjacent townships, by providing efficient transport services to disposal locations outside the county. The communities in Champaign County currently rely on transfer of MSW to out-of-county landfills. The proposed facility will benefit the community by:

- Increasing competition and available transfer station capacity, which has been clearly recognized to help control price increases and maintain a high quality of service in both the residential and commercial sectors;
- Increasing recycling for rural areas;
- Reducing environmental impacts to the area by decreasing the travel distance of MSW collection vehicles; and
- Providing a host fee to be paid for every ton of refuse that is transferred at the facility to Rantoul.

The Rantoul RTS is designed to accommodate a daily throughput of 500 tons per day. The facility will transfer MSW and recyclable materials collected by Area Disposal, as well as from third-party haulers.

8.2 COUNTY SOLID WASTE PLANNING REQUIREMENTS

The Illinois Solid Waste Planning and Recycling Act (Waste Planning Act), initially promulgated in 1988, required that each county in the state adopt a twenty-year plan for managing the MSW generated within its boundaries [415 ILCS 15/1 et seq.]. Each county waste management plan is required to be updated and reviewed every five years.

Each SWMP is required to contain, at a minimum, the following provisions:

- A description of the origin, content, and weight or volume of municipal waste currently generated within the county's boundaries, and the origin, content, and weight or volume of municipal waste that will be generated within the county's boundaries during the next twenty years, including an assessment of the primary variables affecting this estimate and the extent to which they can reasonably be expected to occur.
- A description of the facilities where municipal waste is currently being processed or disposed of and the remaining available permitted capacity of such facilities.
- A description of the facilities and programs that are proposed for the management of municipal waste generated within the county's boundaries during the next twenty years, including, but not limited to, their size, expected cost, and financing method.
- An evaluation of the environmental, energy, life cycle cost, and economic advantages and disadvantages of the proposed waste management facilities and programs.
- A description of the time schedule for the development and operation of each proposed facility or program.
- The identity of potential sites within the county where each proposed waste processing, disposal, and recycling program will be located or an explanation of how the sites will be chosen. For any facility outside the county that the county proposes to utilize, the plan shall explain the reasons for selecting such facility.
- The identity of the governmental entity that will be responsible for implementing the plan on behalf of the county and explanation of the legal basis for the entity's authority to do so.

The Waste Planning Act also requires that each county SWMP shall also include a recycling program. Such recycling programs:

- Shall be designed to recycle, by the end of the third and fifth years of the program, respectively 15% and 25% of the municipal waste generated in the county, subject to the existence of a viable market for the recycled material, based on measurements of recycling and waste generated in terms of weight.

- May provide for the construction and operation of one or more recycling centers by a unit of local government, or for contracting with other public or private entities for the operation of recycling centers.
- Shall include public education and notification programs to foster understanding of and encourage compliance with the recycling program.
- Shall include provisions for compliance, including incentives and penalties.
- Shall include provisions for (i) recycling the collected materials, (ii) identifying potential markets for at least three recyclable materials, and (iii) promoting the use of products made from recovered or recycled materials among businesses, newspapers, and local governments in the county.

8.3 CHAMPAIGN COUNTY SOLID WASTE MANAGEMENT PLAN

Champaign County adopted the Champaign County Solid Waste Management Plan by Champaign County Board Resolution No. 3077 on February 19, 1991 (CCSWMP or Adopted Plan). The Adopted Plan consisted of five parts as follows:

- Part I: Solid Waste Characteristics.
- Part II: Source Reduction.
- Part III: Recycling.
- Part IV: Facilities, Siting Criteria and System Costs.
- Part V: Compilation of Public Comments and Responses.

The Champaign County Board has adopted five-year updates to the Adopted Plan in 1996, 2002, 2007, 2012, 2017, and 2022. The update adopted in 1996 (1996 Update) included updates regarding the characteristics of solid waste (e.g., collection, disposal, generation rate); characteristics of recycling (e.g., programs, common materials collected, special collections, education, recycling rates); and recommendations and an implementation schedule.

The updates adopted in 2002, 2007, 2012, and 2017 have a consistent format and included a discussion regarding the following:

- Recommendations and implementation schedule contained in the Adopted Plan;
- Current plan implementation efforts;
- Recycling program status;
- Current needs assessment information (optional); and
- New recommendations and implementation schedule.

The update adopted in 2022 (2022 Update) is substantially more comprehensive than the previous updates and includes the following sections.

- Background;
- Current Plan Implementation Status;
- Existing Infrastructure Report;
- Waste Generation Assessment;
- Proposed Material Management Programs;
- Public Education and Outreach; and
- Summary of Recommendations.

The 2022 Update indicates that recommendations and requirements applicable to pollution control facilities that may have existed in previous CCSWMP versions or subsequent updates are superseded by the 2022 Update [page 5-12]. The proposed Rantoul RTS meets the definition of a new pollution control facility as defined in Section 3.330 of the Illinois Environmental Protection Act [415 ILCS 5/3.330] and the 2022 Update.

The 2022 Update is provided in Attachment 8-A and is discussed further below.

8.3.1 2022 UPDATE

The 2022 Update describes the following:

- Background and context for solid waste management planning in Champaign County.
- Waste generation estimates and diversion activities across all geographic areas of Champaign County, and the status of recycling in Champaign County.
- Proposed material management programs that may have potential benefits to Champaign County residents or businesses.
- Provisions regarding new development or expansion of pollution control facilities.

The following are relevant excerpts from the 2022 Update:

- New solid waste transfer stations as defined in 415 ILCS 5/3.500 or expansions of existing solid waste transfer stations are consistent with the CCSWMP 2022 Update [2022 Update, page 5-12].
- During the 2022–2027 planning period, the private sector is encouraged to propose developing the in-county waste transfer station network [2022 Update, page 5-12].
- A proposed waste transfer station expansion or new waste transfer station must follow the requirements of the Champaign County Ordinance No. 2022-2, establishing the Champaign County Pollution Control Facility Siting Procedures, or to the Pollution Control Facility Siting Procedures pursuant to Illinois Environmental Protection Act [415 ILCS 5/39.2 et seq.] adopted by the municipality in which they propose to locate or expand [2022 Update, page 5-12].
- A proposed new or expanded waste transfer station (that meets the definition of a pollution control facility per 415 ILCS 5/39.2 et seq.) must meet the following requirements to be considered consistent with the 2022 Update [2022 Update, page 5-12]:
    - Locating a site of sufficient size is critical to operating efficiencies and minimizing impacts on the surrounding community. The area required for specific transfer stations varies significantly, depending on the volume of waste to be transferred, rates at which waste will be delivered, the functions to be carried out at the site, and the types of customers the facility is intended to serve [2022 Update, page 5-13].

- Transfer station operations related to the unloading of refuse, recyclables and landscape waste, temporary storage of the materials on the tipping floor, and the loading of transfer trailers, must be located within a portion of the transfer station that can be completely enclosed. (This does not require the transfer station to keep its incoming and outgoing doors closed during operations unless proximity to a Federal Aviation Administration regulated airport requires that doors open and close with the acceptance of waste.)

  Developers are strongly encouraged to incorporate green/sustainable building principles into the design and operation of the facility and the oversight, including Leadership in Energy and Environmental Design (LEED) certification for the facility [2022 Update, page 5-13].

- A proposed new or expanded transfer station facility must meet the Host Community Benefit Agreement requirements listed below [2022 Update, page 5-13].
  - Prior to filing the siting application, the applicant shall first enter into a Host Community Benefit Agreement (defined as any type of legal agreement entered into or assumed by the applicant and any other person or legal entity) with the governing body with jurisdiction over the proposed facility [2022 Update, page 5-14].
  - The new and/or amended Host Community Benefit Agreement must, at a minimum, contain provisions for: (1) a guarantee of access to capacity at the facility for Champaign County's unincorporated and incorporated solid waste, (2) environmental safeguards, and (3) payment of host benefit fees [2022 Update, page 5-14].
  - All reasonable and necessary costs, including but not limited to legal fees and consulting fees, associated with the development of Host Community Benefit Agreement shall be paid for by the developer to the affected unit of local government [2022 Update, page 5-14].

8.4 SUMMARY

The 2022 Update recognizes the need for new or expanded transfer stations. The Rantoul RTS is a new solid waste transfer station as defined in 415 ILCS 5/3.500 and would expand the in-county waste transfer station network.

The 2022 Update encourages the private sector to develop the in-county waste transfer station network. The Rantoul RTS will be owned and operated by Area Disposal, which is part of the private sector.

Rantoul adopted Ordinance 2796 in June 2025 (Ordinance), which amended Chapter 28 - Solid Waste of the Rantoul Code regarding pollution control facilities. Rantoul is the municipality in which the facility is proposed to be located. This Application was prepared consistent with the Ordinance and the proposed Rantoul RTS will follow the requirements of the Ordinance.

The 2022 Update recognizes that a proposed transfer station must be of sufficient size to provide operating efficiencies and minimize impacts on the surrounding community. The 2022 Update also recognizes that the area required for specific transfer stations varies significantly, depending on the volume of waste to be transferred, rates at which waste will be delivered, the functions to be carried out at the site, and the types of customers the facility is intended to serve. The Rantoul RTS is located on an approximately 14-acre property, which, as discussed in the Criterion 2 report, is generously sized.

The 2022 Update recognizes transfer station operations related to the unloading of refuse, recyclables and landscape waste, temporary storage of the materials on the tipping floor, and the loading of transfer trailers, must be located within a portion of the transfer station that can be completely enclosed. The 2022 Update also recognizes that this does not require the transfer station to keep its incoming and outgoing doors closed during operations unless proximity to a Federal Aviation Administration regulated airport requires that doors open and close with the acceptance of waste. The operations of the Rantoul RTS and its proximity to the Rantoul National Aviation Center Airport (Rantoul Airport) are discussed in the Criterion 2 report. The Criterion 2 report demonstrates that the transfer station operations, including the unloading of refuse and recyclables, temporary storage of the materials on the tipping floor, and the loading of transfer trailers will performed in the enclosed transfer station building.

The 2022 Update strongly encourages the operator to incorporate green/sustainable building principles into the design and operation of the facility. As discussed in the Criterion 2 report, the proposed Rantoul RTS is planned to incorporate the following green/sustainable building principles into the design and operation of the facility.

- Use of recycled materials - The transfer building is intended to be manufactured with up to 95% recycled steel, and the aggregate subbase for the turnaround areas, roads and building are intended to be produced from recycled concrete
- Minimize energy use - The transfer building is designed to minimize energy usage by:
    - Using light emitting diode bulbs for all interior lights, which are generally 90% more efficient than incandescent bulbs
    - Constructing translucent panels in the transfer building sidewalls to admit daylight during operational hours.
    - Using a high albedo roof to keep the transfer building cooler and preclude the need for air conditioning.

The 2022 Update requires a new transfer station facility to enter into a Host Community Benefit Agreement with the governing body with jurisdiction over the proposed facility prior to filing the siting application. The Host Community Benefit Agreement must, at a minimum, contain provisions for: (1) a guarantee of access to capacity at the facility for Champaign County's unincorporated and incorporated solid waste, (2) environmental safeguards, and (3) payment of host benefit fees. In addition, the Host Community Benefit Agreement must contain provisions for all reasonable and necessary costs, including but not limited to legal fees and consulting fees, associated with the development of Host Community Benefit Agreement to be paid for by the developer to the affected unit of local government.

Area Disposal entered into a Host Community Benefit Agreement with Rantoul in June2025 (Rantoul Host Agreement). The Rantoul Host Agreement is provided in Attachment 1-C and includes all of the required provisions discussed in Section 8.31. Specifically:

- Section 9 of the Rantoul Host Agreement indicates that Area Disposal shall pay Rantoul a Host Benefit Fee for each ton of MSW transferred at the Rantoul RTS for land disposal. The Host Benefit Fee shall be $0.40 for each ton of MSW transferred at the Rantoul RTS for land disposal and shall be increased annually based on the consumer price index.
- Section 10 of the Rantoul Host Agreement indicates that Area Disposal will reimburse Rantoul for all reasonable and necessary costs, including but not limited to legal fees and consulting fees, associated with the development of the Rantoul Host Agreement.
- Section 11 of the Rantoul Host Agreement indicates that Rantoul has the right to require that the Rantoul RTS be designed and operated in compliance with all applicable federal, state, and local laws and regulations. In addition, Area Disposal agrees that the design and operation of the Rantoul RTS will incorporate all relevant environmental safeguards required by applicable federal, state, and local laws and regulations.
- Section 12 of the Rantoul Host Agreement indicates that Area Disposal warrants that it will at all times conduct its operations at the Rantoul RTS in material compliance with all of

the ordinances, laws, rules and regulations of Rantoul, the State of Illinois, and the United States of America relevant thereto.

- Section 15 of the Rantoul Host Agreement indicates that Area Disposal agrees that solid waste generated in unincorporated and incorporated Champaign County will be accepted at the Rantoul RTS at market rates.

Rantoul confirmed via email that their costs associated with the development of the Rantoul Host Community Agreement, including but not limited to legal fees and consulting fees, were reimbursed by Area Disposal.

8.5 CONCLUSION

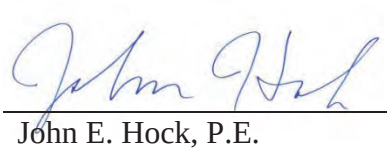
This report demonstrates that Rantoul RTS is consistent with the SWMP and all provisions in effect at the time of the submittal of this Application. The following factors support this conclusion:

- The 2022 Update recognizes the need for new or expanded transfer stations, and the Rantoul RTS is a new solid waste transfer stations that would expand the in-county waste transfer station network.
- The 2022 Update encourages the private sector to develop the in-county waste transfer station network, and the Rantoul RTS will be owned and operated by Area Disposal.
- Rantoul adopted a local siting ordinance in June 2025, this Application was prepared consistent with the Ordinance, and the proposed Rantoul RTS will follow the requirements of the Ordinance.
- The 2022 Update recognizes that a proposed transfer station must be sufficiently sized, and, as demonstrated in the Criterion 2 report, the proposed Rantoul RTS is generously sized.
- The 2022 Update recognizes transfer station waste unloading, temporary storage and loading operations must be performed in an enclosed transfer station building and, as demonstrated in the Criterion 2 report, the proposed Rantoul RTS will include an enclosed transfer station building for waste unloading, temporary storage and loading operations.
- The 2022 Update strongly encourages the operator to incorporate green/sustainable building principles into the facility, and as demonstrated in the Criterion 2 report, the proposed Rantoul RTS will include green/sustainable building principles.
- The 2022 Update requires a new transfer station facility to enter into a Host Community Benefit Agreement with the governing body prior to filing the siting application and include certain provisions. Area Disposal entered into the Rantoul Host Agreement prior to filing this Application, which includes the specified provisions.

For the reasons cited above, the Rantoul RTS meets the requirements of Criterion 8, as it is consistent with the Champaign County SWMP now in effect.

8.6 CERTIFICATION

I hereby certify that all information contained in this Application for Local Siting Approval for Criterion 8 was prepared by me or under my direct supervision and is true and correct to the best of my knowledge and belief.



John E. Hock, P.E.

December 18, 2025
Date

062-047623 - IL
Professional Engineer Registration Number and State

ATTACHMENT 8-A

2022 UPDATE

Champaign County Solid Waste Management Plan 2022 Update

Final Draft , June 9, 2022

Please forward Final Draft review comments to:
Susan Monte, Planner and County Recycling Coordinator
smonte@co.champaign.il.us or (217) 819-4127

Environment and Land Use Committee (ELUC) Members

Eric Thorsland, Chair

Aaron Esry, Vice-Chair

Stephanie Fortado

Mary King

Kyle Patterson

Jacob Paul

Christ Stohr

In consultation with Champaign County Department of Planning and Zoning

John Hall, Director

Project Staff:

Susan Monte, Planner and Recycling Coordinator

Champaign County Department of Planning & Zoning

Champaign County Solid Waste Management Plan 2022 Update

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Acronyms

CCES	Champaign County Environmental Stewards
CCSWMP	Champaign County Solid Waste Management Plan
CERA	Consumer Electronics Recycling Act
HHW	Household Hazardous Waste
iCAP	University of Illinois at Urbana-Champaign Illinois Climate Action Plan
IEPA	Illinois Environmental Protection Agency
ISTC	Illinois Sustainable Technology Center
IRA	Illinois Recycling Association
ISWDA	Intergovernmental Solid Waste Disposal Association
LRC	Landscape Recycling Center
MRF	Material Recovery Facility
REC	Residential Electronics Collection
WTS	Waste Transfer Station

Executive Summary

Highlights of the Champaign County Solid Waste Management Plan 2022 Update include:

❖ **Background regarding solid waste management planning in Champaign County**

Section 1 provides the historical context of solid waste management planning in Champaign County, beginning in 1976 to the present. Early cooperative intergovernmental efforts included formation of the Intergovernmental Solid Waste Disposal Association, established in 1986 and developed to implement these goals:

- Develop aggressive recycling efforts, including curbside collection.
- Operate a yard waste reclamation site.
- Explore means of diverting small quantity hazardous waste and household hazardous waste from the waste stream.
- Develop a state-of-the-art regional landfill.
- Pursue resource recovery technologies.

Within a few years, the ISWDA lost its original authority to operate, and its power to implement the goals noted above became severely limited. The ISWDA eventually dissolved in 1998. During this period, it became clear that siting of a landfill in Champaign County would not be supportable, and that flow control restrictions on waste haulers to take their solid waste to a county-operated landfill and transfer station would not be implemented.

Waste hauling services continue to be provided by the private sector in urbanized areas of Champaign County. The larger municipalities in Champaign County have requirements regarding provision of curbside trash and recycling pickup. The Village of Rantoul has a franchise agreement with its waste hauler.

Most early goals have been realized to some extent, although not without certain problems that regularly resurface (e.g., several waste haulers operating the same route areas; lack of funding from landfill tipping fees to support and implement countywide recycling programs.) One early goal not yet addressed adequately is: "Explore means of diverting small quantity hazardous waste and household hazardous waste from the waste stream."

❖ **Status of recycling in Champaign County**

Sections 2 and 3 note progress and barriers toward implementing the CCSWMP 2017 Update recommendations. Recycling is not mandatory in unincorporated Champaign County, and residents, businesses, and institutions are free to choose whether to participate in a recycling program.

Champaign County covers nearly 1,000 square miles. Many rural residents of Champaign County, especially those in outlying areas away from municipalities, do not have access to a trash or recycling pick-up services. Some of these residents provided their comments in the Resident Survey (see Appendix F), expressing their frustrations. Only one public recycling drop-off station is presently available in Champaign County. Three limited service recycling stations are available specifically to residents of Ogden Township, South Homer Township, and Philo Township.

Notable is that the recycling services available to Champaign County government buildings and employees can be significantly improved. Presently many county employees do not have sufficient guidance, motivation or support to recycle basic office materials such as paper, cardboard, bottles, or cans, or ink printer cartridges.

Section 4 includes information about the estimated 'capture rate' of 37% which can be considered an estimated recycling rate, for the Champaign County residential waste sector.

❖ **Provisions regarding new development or expansion of pollution control facilities**.

Section 5 includes recommendations regarding the pollution control facilities to be allowed in Champaign County. Types of pollution control facilities considered as not consistent with the CCSWMP 2022 Update are: landfills and mass burn incinerators or thermal or chemical conversion facilities such as gasification pollution control facilities.

The CCSWMP 2022 Update requires a Host Community Benefit Agreement for a new or expanded waste transfer station (with some exceptions noted) and for a new or expanded waste-to-energy through biological conversion pollution control facility.

❖ **Summary of critical recommendations.**

Section 7 contains a summary of the Champaign County Material Management Goals and Recommended Strategies. Appendix I is a Schedule for Implementing the Recommended Strategies.

High Priority Goals and Recommendations:

T-1	Publicize information about material reduce, reuse, recycle options in Champaign County.
O-3	Review Champaign Ordinances to consider pre-/post-consumer food compost land uses.
NT-1	Support convenient and consistent collection options for household hazardous waste and recycling or residents' electronics items.
NT-3	Encourage development of improved recycling options for batteries, unwanted medications, pharmaceuticals, and sharps.

Medium Priority Goals and Recommendations:

T-1	Improve trash disposal options and recycling drop-off options for outlying rural residents.
T-3	Support initiatives that discourage the use of single-use plastics.
T-4	Encourage development of separate source glass bottle/container drop-offs or collection services.
O-1	Promote "greenscaping" and home management of leaves, yard trimmings and brush.
O-2	Evaluate Champaign County restrictions on the open burning of landscape waste to encourage composting of leaves and landscape trimmings and brush.
NT-2	Promote increased recycling of construction and demolition debris.

1 Background

Scope of the Champaign County Solid Waste Management Plan 2022 Update

The Champaign County Solid Waste Management Plan (CCSWMP) 2022 Update describes the following:

- Background and context for solid waste management planning in Champaign County.
- Waste generation estimates and diversion activities across all geographic areas of Champaign County, and the status of recycling in Champaign County.
- Proposed material management programs that may have potential benefits to Champaign County residents or businesses.
- Provisions regarding new development or expansion of pollution control facilities.[1] A pollution control facility or new pollution control facility proposed to be located or expanded within incorporated or unincorporated Champaign County must demonstrate that it is consistent with the CCSWMP 2022 Update to receive local siting approval.[2]
- Solid waste management goals for the next planning period and recommendations.

Solid Waste Management Planning Context

This section describes two key Illinois statutes regarding solid waste management that were passed in the early 1980s:

Illinois Solid Waste Management Act. The Illinois Solid Waste Management Act (415 ILCS 20/1 *et seq.*) passed in 1986 created an early funding source for county solid waste planning and established the Illinois waste management hierarchy, in descending order of preference, as State policy.

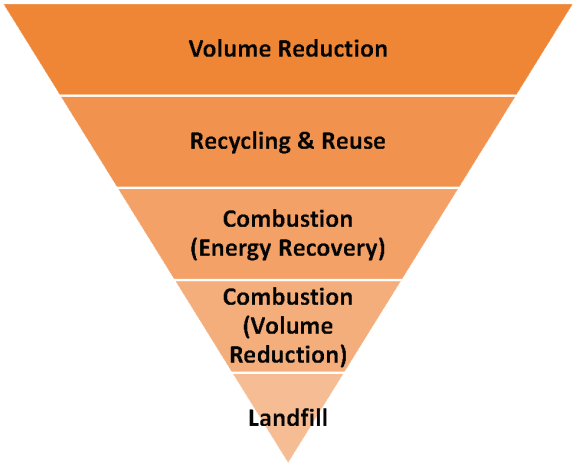


Figure 1. Illinois Waste Management Hierarchy

Solid Waste Planning and Recycling Act. The Solid Waste Planning and Recycling Act (415 ILCS 15/1 *et seq.*) passed in 1988 contained planning requirements for county plans.[3] Highlights of Illinois county requirements under this Act are listed below:

- Each county was required to develop, adopt, and implement a municipal solid waste management plan for waste generated within its county, either by 1991, or by 1995. Appendix A lists required provisions for a county waste management plan.

- Each county waste management plan must include a recycling program to implement throughout the county and designed to recycle 25 percent of municipal waste generated in the county. Appendix B lists county recycling program requirements.

- Each county waste management plan needs to be updated and reviewed every five years, and any necessary or appropriate revisions submitted to the IEPA for review and comment.

Early Regional Waste Management Initiatives : City of Champaign, City of Urbana, and Champaign County

Excerpt from "Regional Waste Management – A Success Story", by Linda Hinsman, *Resource Recycling,* May/June, 1988

"Since 1976, the cities of Champaign and Urbana have, through intergovernmental agreement, operated regional sanitary landfills that serve not only the cities, but Champaign County as well. In 1984, the three entities pooled their resources and formed the Intergovernmental Task Force on Solid Waste Management. Elected officials from each member agency served on the task force which was charged with developing a long-range solid waste management plan for Champaign County.

The Task Force engaged the consulting firm of Gershman, Brickner and Bratton (GBB) to develop a solid waste plan. GBB's final report in 1986 recommended, among other things, the creation of an implementation organization to move ahead with the technical recommendations.

As a result, the Intergovernmental Solid Waste Disposal Association (ISWDA) was created in 1986. The nine-member board consists of three officials from each political entity. An agreement among the member agencies commits them contractually to a minimum 30-year term to develop and manage solid waste disposal facilities and programs for Champaign County.

By contract, ISWDA is committed to reducing the dependency on landfilling by at least 50 percent by 1992. The goals the association developed are to:

- Develop aggressive recycling efforts, including curbside collection.
- Operate a yard waste reclamation site.
- Explore means of diverting small quantity hazardous waste and household hazardous waste from the waste stream.
- Develop a state-of-the-art regional landfill.
- Pursue resource recovery technologies.

Says Jim Darling, director of Urbana Public Works and co-manager of ISWDA, "The association represents a regional effort that is unprecedented in Illinois."

Champaign County Solid Waste Management Plan Adopted in 1991

Champaign County adopted the Champaign County Solid Waste Management Plan (CCSWMP) by Champaign County Board Resolution No. 3077 on February 19, 1991.

- Champaign County Board Resolution No. 3077 on February 19, 1991

  The CCSWMP adopted in 1991 consists of five parts as follows:
  - Part I: Solid Waste Characteristics
  - Part II: Source Reduction
  - Part III: Recycling
  - Part IV: Facilities, Siting Criteria and System Costs
  - Part V: Compilation of Public Comments and Responses

Events Following Adoption of CCSWMP in 1991

The Intergovernmental Solid Waste Disposal Association (ISWDA) was the agency formed in 1986 to implement CCSWMP recommendations. ISWDA was comprised of members from Champaign County, the City of Champaign, and the City of Urbana. A key challenge for ISWDA was to develop a consensus between the various local municipalities, the private and non-profit sector, and the larger citizenry of Champaign County regarding implementing CCSWMP recommendations.

Once plans moved forward to centralize authority of Champaign County's solid waste management in the hands of ISWDA, a number of philosophical and practical barriers to ISWDA acting as the implementing agency became apparent. Large projects such as locating, financing and managing the recommended transfer and landfill facilities fostered disagreement and dissension. In addition, initiatives to standardize collection and processing procedures throughout the County through flow control measures met with resistance.

ISWDA proposed actions met with opposition mainly from four stakeholder groups. The farming community in Homer objected to the placement of a landfill in an area that was once farmland. The independent waste haulers who operated in the Urbana-Champaign area formed a Waste Haulers Association in August 1992 and lobbied for the privatization of solid waste management services in the Cities of Champaign and Urbana. The Waste Haulers Association objected to the type of flow control restrictions suggested by ISWDA. These restrictions on where the haulers could take their solid waste were an integral part of the ISWDA plan to pay for the operation of a Champaign County landfill and transfer station. Local municipalities and regional nonprofit corporations raised doubts that ISWDA would operate these facilities as efficiently as would a private and/or nonprofit company.

In the Spring of 1992, after opposition was met from the farming community in Homer, and amidst negotiations with waste haulers to privatize collection of solid waste, the City of Champaign decided to withdraw from ISWDA. Champaign County had already relaxed its support for the inter-jurisdictional agency. The ISWDA lost its original authority and its power to implement aspects of the Solid Waste Management Act became severely limited, and the ISWDA was eventually dissolved in 1998. Consequently, most recommendations from the CCSWMP adopted in 1991 were not implemented.

Appendix C contains the original list of CCSWMP recommendations adopted in 1991. These include both specific and general recommendations directed at Champaign County, the City of Urbana, the City of Champaign and interested parties in the private and non-profit sector.

Five-Year Updates to the Champaign County Solid Waste Management Plan

To date, Champaign County Board has adopted the following 5-year updates to the CCSWMP in 1996, 2002, 2007, 2012 and 2017.

- 5-Year Update to CCSWMP in 1996
- 10-Year Update to CCSWMP in 2001 Champaign County Board Resolution No. 4497 on January 23,2002
- 15-Year Update to CCSWMP in 2007 Champaign County Board Resolution No. 6146 on August 23, 2007
- 20-Year Update to CCSWMP in 2012 Champaign County Board Resolution No. 8205 on August 23, 2012
- 25-Year Update to CCSWMP in 2017 Champaign County Board Resolution No. 10161 on November 21, 2017
-

Existing CCSWMP 2017 Update Recommendations

The CCSWMP 2017 Update contains the following Recommendations and Implementation Schedule:

1. Champaign County will, as resources permit, encourage recycling initiated by municipalities or by private or non-profit groups and encourage education efforts made by such groups.
2. The County will consider using any excess funds from waste hauler licensing to promote recycling efforts.
3. The County will encourage all departments to promote and educate staff on office recycling efforts.
4. The County will monitor, where information exists, County recycling rates and consider programming changes should current rates fall below 20% for non-market related reasons.
5. The County will, as possible, encourage landscape waste recycling efforts.
6. The County will, as possible, encourage countywide monitoring, collection and reporting of recycling rates.
7. The County will, as possible, consider requiring businesses that contract with the County to practice commercial and/or industrial recycling.
8. The County will, as possible, encourage volume-based collection fees.

_____
Section 1 Notes

1. A "pollution control facility" or “new pollution control facility” is any facility defined as such in the Illinois Environmental Protection Act (415 ILCS 5/3 et seq.) and includes landfills, transfer stations, and facilities requesting to store, dispose of, or transfer, or incinerate, municipal solid waste or special or hazardous waste.

2. Pollution control facilities must meet the following criterion (415 ILCS 5/39.2(a)(viii)) to be granted local siting approval (along with 8 other criteria):

   > “If the facility is to be located in a county where the county board has adopted a solid waste management plan consistent with the planning requirements of the Local Solid Waste Disposal Act or the Solid Waste Planning and Recycling Act, the facility is consistent with that plan; for purposes of this criterion (viii), the "solid waste management plan" means the plan that is in effect as of the date the application for siting approval is filed.”

   This criterion clarifies that recommendations and requirements applicable to pollution control facilities that may have existed in the CCSWMP adopted in 1991, or in subsequent CCSWMP Updates are superseded by the recommendations contained within the CCSWMP 2022 Plan Update.

3. As a result of these laws, during the 1980’s and early 1990’s, 101 of Illinois’ 102 counties developed and adopted solid waste management plans. Illinois counties applied for and used planning grants from the IEPA that covered 70% of the costs of developing the plans. Most county plans were developed with the assistance of consultants and had to be completed by 1991 (counties with a population of 100,000 or more), or by 1995 (counties with a population of less than 100,000).

2 Current Plan Implementation Status

Review of Progress on Recommendations from Current CCSWMP 2017 Update

The CCSWMP 2017 contains eight recommendations, referenced in Section 1. Table 2-1 contains a review of progress toward implementing each recommendation and indicates barriers to progress where appropriate.

Table 2-1. Progress and Barriers toward Implementing 2017 Update Recommendations

1	*Champaign County will, as resources permit, encourage recycling initiated by municipalities or by private or non-profit groups and encourage education efforts made by such groups.*	
	Progress:	Over the years, the County Solid Waste Management fund has served as a source of limited financial support, e.g., as matching grant funds, for various grant applications, such as the annual Illinois American Water Environmental Grant Program application submitted by the County Recycling Coordinator. In recent years, the County Solid Waste Management Fund has made contributions available upon request to the nonprofit organization Champaign County Environmental Stewards (CCES). To date, County Solid Waste Management funds contributed to CCES, upon request, have been used as follows: • To provide annual support to CCES to maintain an information website serving Champaign County residents. The CCES website is maintained to serve as a useful resource that contains comprehensive and timely information about community collection events and local options for recycling and reuse of unwanted items. • To apply for various grant opportunities available to a nonprofit organization for recycling collection efforts. In this way, CCES used the modest County Solid Waste Management fund contributions as support for grants received for residential battery collection boxes, and as support for a pre-consumer commercial food scrap collection program in partnership with the Landscape Recycling Center in Urbana. • To supplement funds contributed by other local agencies to CCES to commission the *Feasibility Study: Household Hazardous Waste Collection Fixed Facility Serving Champaign County nearby Counties in 2021.*
	Barriers:	In recent years, the maximum total amount available from the County Solid Waste Management fund for contributions to a requesting nonprofit organization has not exceeded $3,000 annually.

Table 2-1 Continued

2	*The County will consider using any excess funds from waste hauler licensing to promote recycling efforts.*	
	Progress:	In 2019, the County adjusted the waste hauler vehicle licensing fee amount to disallow a built-in discount for waste haulers utilizing a greater number of waste hauler vehicles. This amended ordinance resulted in increased waste hauler vehicle license fee revenue and a more equitable waste hauler vehicle fee structure. Even so, the balance of the County's Solid Waste Management fund continues to steadily decline.
	Barriers:	No federal or state grants for improving reuse or recycle or landfill diversion efforts by local governments in Illinois have been available to request for several years.
3	*The County will encourage all departments to promote and educate staff on office recycling efforts.*	
	Progress:	Since 2017, the County Recycling Coordinator has coordinated the collection of toner and ink cartridges, collaborating with the County maintenance staff at Brookens Administrative Center. Over the years, only a portion of the staff of County Department have voluntarily participated in recycling of paper, cardboard, plastics, and glass.
	Barriers:	The time and resource limitations of the Champaign County Recycling Coordinator have not yet allowed for additional work toward this effort. There is not a County policy that County staff participate while at work in recycling of non-contaminated materials accepted by the County vendor for recycling (namely, paper, cardboard, plastics, and glass.)
4	*The County will monitor, where information exists, County recycling rates and consider programming changes should current rates fall below 20% for non-market related reasons.*	
	Progress:	None
	Barriers:	The County Waste Hauler Fee Ordinance does not include reporting requirements. The time and resource limitations of the Champaign County Recycling Coordinator have not yet allowed for additional work toward this effort.
5	*The County will, as possible, encourage landscape waste recycling efforts.*[1]	
	Progress:	Limited progress. The County Solid Waste Management fund provides annual support to CCES, upon request, to maintain the CCES website, which promotes the regularly held leaf and brush collections held seasonally throughout Champaign County.

Table 2-1 Continued

	Barriers:	The time and resource limitations of the Champaign County Recycling Coordinator have not yet allowed for additional work toward this effort.
6	*The County will, as possible, encourage countywide monitoring, collection and reporting of recycling rates.*	
	Progress:	None
	Barriers:	The time and resource limitations of the Champaign County Recycling Coordinator have not yet allowed for additional work toward this effort.
7	*The County will, as possible, consider requiring businesses that contract with the County to practice commercial and/or industrial recycling.*	
	Progress:	None
	Barriers:	The time and resource limitations of the Champaign County Recycling Coordinator have not yet allowed for additional work toward this effort.
8	*The County will, as possible, encourage volume-based collection fees.*	
	Progress:	None
	Barriers:	The time and resource limitations of the Champaign County Recycling Coordinator have not yet allowed for additional work toward this effort.

Summary of Current Recycling Programs and Diversion Activities

Recycling is not mandatory in unincorporated Champaign County, and residents, businesses, and institutions are free to choose whether to recycle or participate in a recycling program.

Recycling programs within the County have been established at the University of Illinois at Urbana-Champaign, and within the City of Urbana and City of Champaign. Curbside recycling service is available to residents of the centrally located and largest municipalities within the County: Champaign, Urbana, Savoy, and Rantoul.

The City of Champaign requires local haulers to provide curbside recycling pickup service to city residents and the City of Urbana contracts with a vendor to provide curbside and multifamily recycling collection services to its residents. The Village of Rantoul has a franchise agreement with a waste hauler and requires curbside recycling be provided for an extra charge. In other communities within the County, private haulers may elect to provide recycling services to residents for an additional charge.

Since 2019 Champaign County has provided annual support to the nonprofit organization Champaign County Environmental Stewards (CCES) to maintain a comprehensive information webpage regarding local recycling options, previously posted on the Champaign County Reduce Reuse Recycle webpage. The CCES 'Recycle/Reuse' webpage at https://www.ccenvstew.com/recycle-and-reuse-materials/ contains listings of known local reduce/reuse/recycling options available to County residents.

A description of recycling programs in various Champaign County communities and at the University of Illinois Urbana-Champaign campus follows.

City of Champaign

The City strongly supports recycling and encourages all citizens to take part in waste reduction. Citizens may take part by participating in the City's single-family curbside recycling program or the City's multifamily recycling program, "Feed the Thing."

City ordinances provide for curbside recycling to all citizens who live in a single to four-plex residence. This service is provided by the waste hauler who is required to provide recycling as part of basic service and must accept a long list of recyclable materials, which was increased on January 1, 2017. Haulers must provide curbside collection of recyclables at least once a week and cannot count materials toward the "per container cost" of service.

In December, 2010, the City of Champaign began the "Feed the Thing" recycling program for multifamily properties. This program serves buildings with five or more units (condos, co-ops, and apartments) and all shared housing, which includes fraternities, sororities, and other shared living arrangements. The City provides blue "Feed the Thing" 95-gallon containers for all such properties.

Since August 2011, the City of Champaign has partnered with local non-profit agencies to encourage students to donate any unwanted items that can be resold or reused at Dump and Run collections. Drop-off locations are designated, or the students can arrange for a scheduled pick-up. Additionally, the City of Champaign hosts a Cardboard Dumpster Event for "Feed the Thing" during move in/out. The goal of the event is to provide students living in multifamily buildings, fraternities, sororities, and Private Certified housing the opportunity to properly dispose of cardboard that doesn't fit in the "Feed the Thing" carts. This helps reduce the amount of materials entering the waste stream.

The City Environmental Sustainability Specialist maintains the recycling webpage at https://champaignil.gov/public-works/recycling/ so residents are provided with the most up-to-date information about recycling and recycling events. Additionally, the City maintains a website for the multifamily recycling program https://champaignil.gov/public-works/recycling/feed-the-thing/.

City of Urbana

The City of Urbana offers two recycling programs for residents: a residential curbside recycling program and multifamily recycling program.

Urbana's residential curbside recycling program, U-CYCLE, began in 1986 and was one of the first citywide recycling programs offered in Illinois. Urbana's residential recycling program provides service to all residents in single-family through fourplex dwellings. The program serves an estimated 18,000 residents throughout the city.

The City of Urbana's U-Cycle program expanded in 1999 when recycling was offered to all residents in apartment buildings, dormitories, fraternities/sororities, rooming houses and condominiums. The multifamily program now serves buildings with five or more dwelling

units. The multifamily U-Cycle recycling program serves an estimated 15,000 residents in Urbana. Because of these programs, every resident in the City of Urbana has an opportunity to recycle.

Since 2011, the City of Urbana has required local waste haulers to provide recycling service to its commercial customers.

University of Illinois at Urbana-Champaign

The University's Material Recovery Facility (MRF) opened for business in 1997. The MRF collects solid waste from campus facilities and allows the campus to capture certain recyclable materials that formerly ended up in a landfill and to market those at a profit as feasible. At present, the MRF recycles cardboard, paper, plastics, and metal, but not glass.

The Illinois Climate Action Plan (ICAP) Portal website for the University of Illinois at Urbana-Champaign refers to the MRF as the Waste Transfer Station (WTS). Table 2-2 describes current MRF projects.

Table 2-2. Projects at the University of Illinois at Urbana-Champaign MRF

Indoor Bin Update	This project will improve the recycling process in buildings around campus by encouraging sustainable actions and improving the layout of waste and recycling bins within these buildings. Facilities & Services collaborated with ISTC to make an "Indoor Solid Waste and Recycling Collection Assessment". This assessment determined that the type and layout of collection containers in buildings across campus should be standardized. An update would enable them to be co-located and allow for greater infrastructure consistency. https://icap.sustainability.illinois.edu/project/indoor-bin-update
Increase Recycling Rates	The 2015 iCAP, chapter 6, objective 2, is "Reduce municipal solid waste (MSW) going to landfills. This involves reducing nondurable goods purchases, effectively reusing materials, and recycling. In the latter category, campus will increase the diversion rate of MSW to 45% by FY20, 60% by FY25, and 80% by FY35, while also increasing the total diversion rate to 90% by FY20 and 95% by FY25. https://icap.sustainability.illinois.edu/project/increase-recycling-rates
Increase Recycling through the WTS	The University has a long history of reducing landfill waste. For many years, campus has utilized the reduce, reuse, recycle practice. University Surplus handles the majority of reuse for physical inventory. F&S Waste Management handles the majority of recycling and oversees the management of waste going to the landfill. https://icap.sustainability.illinois.edu/project/increase-recycling-through-wts

Source: iCAP Portal, Illinois Climate Action Plan (iCAP), University of Illinois at Urbana-Champaign, https://icap.sustainability.illinois.edu/content/waste-transfer-station

Community Recycling Drop-Off Sites

In the 1990's Champaign County had access to limited grant opportunities for potential resources to support local recycling drop sites to collect plastics, glass, and metal food and beverage containers. In 1993, the County applied for and received a Hometown Assistance Grant to establish public recycling drop-off sites in six communities within the County including: Homer, Ogden, Philo, Tolono, Sidney, and St. Joseph. During 1994-1995, funds from this Grant were subsequently used by the County to establish additional recycling drop-off sites in the communities of Thomasboro, Gifford, and Fisher. The County used an estimated $22,000 in grant funds to offset the start-up costs such as fencing, collection containers and signage. Due to increased popularity of the drop-off sites, continued instances of illegal dumping occurring at the sites, and increased operational costs to hosting municipalities and townships, all but three of these smaller community public recycling drop-off sites were closed. Only three community recycling drop-off sites remain in operation today:

I) The Village of Ogden and Ogden Township jointly fund a recycling drop-off site in the Village of Ogden. A private waste hauler is paid monthly to service the Ogden drop-off site.

2) The Village of Homer and South Homer Township jointly fund a recycling drop-off site in the Village of Homer. A private waste hauler is paid monthly to service the Homer recycling drop-off site.

3) The Village of Philo and Philo Township jointly fund a recycling drop-off site in the Village of Philo, which is serviced by a private waste hauler.

Illini Recycling Public Recycling Drop-Off Center

Illini Recycling, a private waste hauler and recycling company, has operated a free 24-hour public drop off recycling site, located at 420 Paul Avenue in Champaign. The Recycling Drop-Off Center accepts only the following items: cardboard, magazines, newspaper, office paper, #1-#7 plastic bottles, tin food cans, aluminum cans, and aluminum foil/pans. No commingled materials or "mixed paper" is accepted. Items must be separated. There is a container for newspaper, magazines/catalogs, and a separate container for office paper/junk-mail. Plastic bottles #1-#7 can be placed in the same container, but that is separate from the one for tin and aluminum cans.

The Illini Recycling Public Recycling Drop Off Center does not accept glass of any kind. The Illini Recycling Public Drop Off Center does not accept garbage, Styrofoam, plastic grocery bags, plastic toys or plastic items not marked with the recycling symbol.

Landscape Recycling Center

The Landscape Recycling Center (LRC) is a city-owned enterprise that accepts local organic yard waste and debris. Over 100,000 cubic yards of waste are diverted from landfills annually and recycled into high quality organic mulch and compost that can be purchased in bulk or by the gallon. LRC is a community resource for citizens and businesses with landscape mulch or landscape waste needs. The LRC requires a tipping fee for disposal costs based on the type of material and the quantity of waste. The

collected fees are the only funding source for all the expenses of operating the facility.

Materials accepted by the LRC include trees, shrubs, bulk wood, leaves, grass clippings, brush, plant cuttings, sod, woodchips, and clean soil. The LRC sells processed materials (such as fertile mulch and composts) to both the public and to private firms.

Community Collection Events

Residential Electronics Collections

Beginning in 2007, a coalition of local area government recycling coordinators for Champaign County, the Cities of Champaign and Urbana, and Village of Savoy got together to pool resources to provide information more efficiently and consistently to the public regarding the importance of recycling electronics and to jointly promote and support a series of one-day drop-off electronics collection events. Presently these events are referred to as "Residential Electronics Collections" and are held twice a year.

Illinois adopted a landfill ban on many electronic devices beginning on January I, 2012, banning the 17 categories electronic devices from Illinois landfills listed in Table 2-3.

Table 2-3 Categories of Electronics Items Banned from Illinois Landfills

• Computers • Computer monitors • Televisions • Printers • Electronic keyboards • Facsimile machines • Videocassette recorders • Portable digital music players • Digital video disc players	• Electronic mice • Scanners • Digital converter boxes • Cable receivers • Satellite receivers • Digital video disc recorders • Small-scale servers • Video games consoles

The Illinois adoption of the Consumer Electronics Recycling Act (CERA) in 2017 allowed for each Illinois county to opt-in to participate in the state manufacturer-funded program administered by IEPA.[2] The CERA state manufacturer-funded program allows that Champaign County may choose to hold up to four separate residential electronics collection events or to operate one program collection facility in Champaign County for collection of residents' unwanted electronics items banned from Illinois landfills.

Under the CERA program, the County is responsible to cover operating costs for these options. Under CERA, all other recycling and transportation costs are covered by the electronics manufacturers doing retail business in Illinois. Champaign County collaborates with the City of Urbana, the City of Champaign and the Village of Savoy to share the costs to operate the CERA Residential Electronics Collections (REC) held in Champaign County at Parkland College Parking Lot M-4 twice a year. To further recoup operational costs for REC events held, each year the Champaign County Recycling Coordinator invites each village in Champaign County to provide a modest contribution (based on current population estimates) to also allow residents of each respective village to participate in planned REC events.

Operational costs include hiring of a qualified and capable electronics recycler as a Collector under the CERA program, and related incidental costs of holding one-day collections in a parking lot. Champaign County has entered into an agreement with Parkland College which has agreed to serve as host site for the twice annual Residential Electronics events for several years. Appendix D contains the most recent summary reports regarding REC events held during 2021, and of REC events held since 2017, noting trends observed in electronics collected, and participation results.

IEPA-Sponsored One-Day Household Hazardous Waste Collections

Since IEPA One-Day HHW Collection events were initiated in 1989 and through 2020, the element of uncertainty about the collection schedule was a key shortcoming of the program. Residents never knew, from year to year, if the Champaign County application for an IEPA-sponsored One-Day HHW Collection would be selected or not.

In September 2020, the IEPA selected Champaign County as one of a limited number of "hub locations" in the state where IEPA will sponsor a One-Day Household Hazardous Waste (HHW) Collection each year. Appendix E contains a summary of collection results from the IEPA-Sponsored One-Day Household Hazardous Waste Collection held in April, 2021.

"Hub Location" Implications for Champaign County and Nearby Residents.

Now, as a designated "hub location" to receive an annual IEPA-sponsored One-Day HHW Collection, Champaign County and areawide residents can expect the consistency of knowing that at least once a year there will be an IEPA-Sponsored One-Day HHW Collection held at a central Champaign County location. Organizers can plan for a similar collection event date each year (e.g., 2nd Saturday each April).

Standard Waste Diversion and Waste Generation Reporting Metrics

The existing target set by Solid Waste Planning and Recycling Act is that each County Recycling Program should be designed to recycle 25% of the solid municipal waste generated within its boundaries.

Champaign County has no ordinance that requires waste haulers operating within the County to provide estimates of solid waste collected and diverted from landfills, or to report the amounts of recyclable materials collected from residents or commercial entities. Since the complete dissolution of ISWDA, Champaign County has lacked the staff and funding resources to conduct its own needs assessment with measurement estimates.

As an affordable option to provide requested waste diversion and waste generation estimates, the CCSWMP 2022 Update utilizes reporting metrics that are based on a default rate of waste generation and diversion rates developed based on population characteristics. Section 4 of the CCSWMP 2022 Update includes reporting metrics based on the Illinois Solid Waste Disposal and Recycling Model, published by the Illinois Recycling Association (IRA) in 2017. The model is available online at the IRA at https://illinoisrecycles.org/documents.

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Section 2 Notes

1. Current protocol is to avoid the use of “waste” and to use other words such as “trimmings” or “brush” instead.

2. Consumer Electronics Recycling Act (415 ILCS 151/et seq.,), effective 8/25/2017.

3 Existing Infrastructure Report

Existing Landfills Utlilized by Waste Haulers Operating in Champaign County

Waste haulers operating in Champaign County that have received waste hauler vehicle licenses report on which landfills they utilize for solid waste disposal. In 2022, reports were received from 19 solid waste haulers that operate in Champaign County. Table 3-1 summarizes the locations of all waste disposal sites used by these solid waste haulers.

Table 3-1. Locations of Waste Disposal Sites Reported as Used by 19 Solid Waste Haulers Operating in Champaign County

1	Cinton Landfill #3
2	Henson Disposal & Recycling
3	Republic Transfer Station[1]
4	Clinton Landfill #3, Republic Transfer Station[1], and Henson Disposal & Recycling
5	Brickyard Disposal & Recycling Inc. Landfill, Republic Transfer Station[1]
6	Clinton Landfill #3, Henson Disposal & Recycling, Midwest Fiber in Normal
7	Republic Transfer Station[1], Brickyard Disposal & Recycling Inc. Landfill, Clinton Landfill #3
8	Brickyard Disposal & Recycling Inc. Landfill
9	Henson Disposal & Recycling
10	Republic Transfer Station[1], Urbana Landscape Recycling Center
11	Clinton Landfill #3
12	Clinton Landfill #3, Republic Transfer Station[1], Henson Disposal & Recycling
13	Republic Transfer Station[1]
14	Republic Transfer Station[1]
15	Midwest Fiber in Normal
16	Brickyard Disposal & Recycling Inc. Landfill, Republic Transfer Station[1]
17	Brickyard Disposal & Recycling Inc. Landfill, Republic Transfer Station[1]
18	Henson Disposal & Recycling
19	Valley View Landfill Inc.

Table 3-1 Note

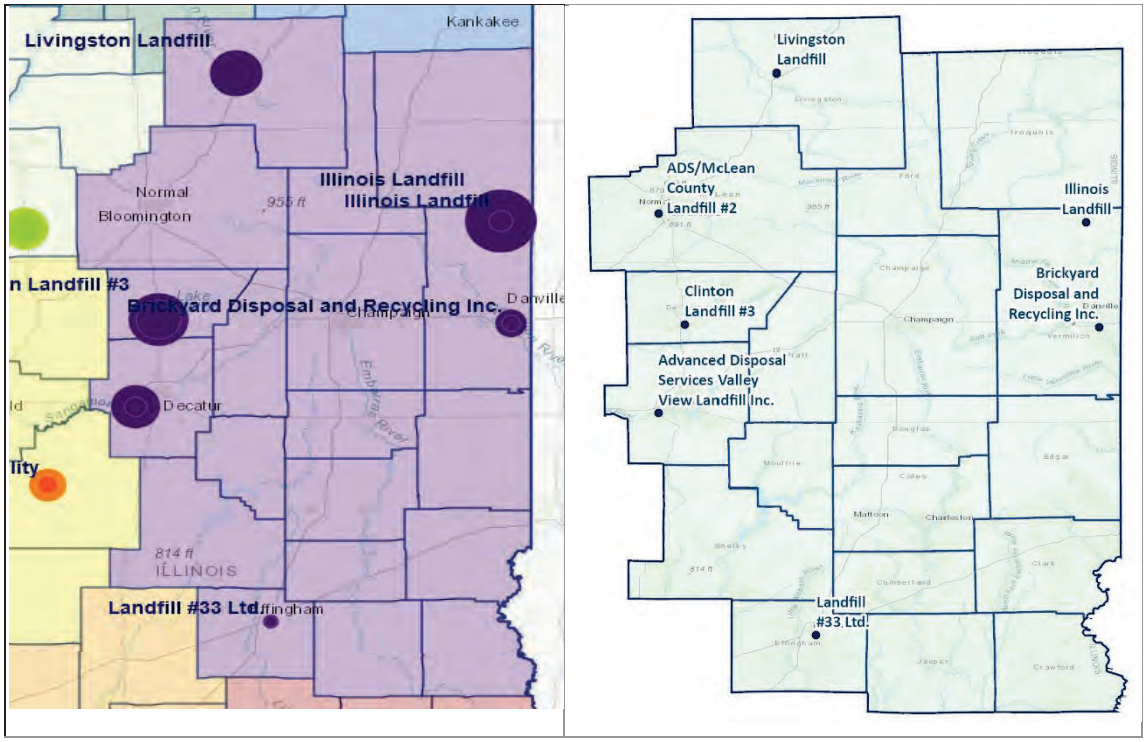
1. Republic Transfer Station is commonly referred to as “Urbana Transfer Station”

Table 3-1 illustrates that the 19 waste haulers operating in Champaign County report that they may utilize one or more of a mix of landfill or transfer station or recycling facility disposal sites.

Based on these reports, and as illustated in Figure 3-1, only three of the six operational landfills located in IEPA Region 4 are being utilized by Champaign County licensed solid waste haulers operating in Champaign County:

- Clinton Landfill #3
- Brickyard Disposal & Recycling Inc Landfill
- Valley View Landfill

Figure 3-1 Location Maps of IEPA Region 4 East Central Illinois Operational Landfills



Source: IEPA 2019 Landfill Capacity Report webpage, Interactive Landfill Capacity and Life Expectancy Map Report Interactive Map, https://www.arcgis.com/apps/webappviewer/index.html?id=b94e36a2ef1f4a6f80e6ae5b8945da20

Summary Table 3-2 is the IEPA 'Interactive Landfill Capacity and Life Expectancy Map' for IEPA Region 4 East Central Illinois. This table includes capacity and life expectancy estimates for each of the six operational landfills in IEPA Region 4. The three landfills used by reporting Champaign County licensed solid waste haulers are highlighted in Table 3-2.

Table 3-2. Interactive Landfill Capacity and Life Expectancy Map, IEPA Region 4, East Central Illinois

Landfill	Capacity (cubic yds)	Disposal Volume (cubic yds)	Average Disposal (5 yr)[1]	Life Expectancy (yrs)
Advanced Disposal Services Valley View Landfill Inc	17,707,125	568,300	539,475	31
Brickyard Disposal and Recycling Inc.	11,371703	689,585	689,605	17
Clinton Landfill #3	55,230,467	1,369,028	1,073,993	51
Illinois Landfill	20,160,580	105,235	104,071	194
Landfill #33 Ltd.	972,012	305,506	272,251	3
Livingston Landfill	69,254,530	2,877,159.00	3,525,376	20
Six Landfills Total	174,696,417	5,914,813	6,204,771	28.16

Table 3-3 Note

1. Average Disposal (five-year) data and regional totals are from IEPA Landfill Report data as of January 1, 2020.

A general trend noted by IEPA is that in Illinois, although the number of landfills has decreased over the years, the total capacity has increased as existing landfills have expanded. Statewide, the current IEPA estimate is that landfills in Illinois still have 1,232.4 million gate cubic yards of available capacity, enough space to last Illinois residents for about 24 years.

Disposing waste in landfills is one part of an integrated waste management system. As noted in Section 1, landfilling is the least preferred option of the waste management hierarchy in Illinois.

Transfer Stations Located in Champaign County

Waste transfer stations are facilities where municipal solid waste is unloaded from collection vehicles and briefly held while it is reloaded onto larger long-distance transport vehicles for shipment to landfills or other treatment or disposal facilities. By combining the loads of several individual waste collection trucks into a single shipment, companies or communities can save money on the labor and operating costs of transporting the waste to a distant disposal site… and reduce the total number of vehicular trips traveling to and from the disposal site. Although waste transfer stations help reduce the impacts of trucks traveling to and from the disposal site, they can cause an increase in traffic in the immediate area where they are located. If not properly sited, designed and operated they can cause problems for residents living near them. (Excerpt from US EPA webpage "Transfer Stations" https://archive.epa.gov/epawaste/nonhaz/municipal/web/html/transfer.html)

Table 3-3 is an IEPA listing of Transfer Stations in IEPA Region 4, East Central Illinois. The list highlights two transfer stations for solid waste located within Champaign County.

Table 3-3. IEPA Listing of Transfer Stations in IEPA Region 4, East Central Illinois

Champaign County	Waste Transfer & Material Recovery Facility, 10 E St Mary's Rd, Champaign
	Central Waste Services, 915 Saline Ct/Urbana Transfer Station, 921 Saline Ct, Urbana[1]
	Safety Kleen Corp, 500 W. Anthony Dr, Urbana
Piatt County	Monticello Transfer Station, 904 Allerton Rd, Monticello
Macon County	Macon County Composting LSW Transfer Station, 3520 N Bearsdale Rd, Decatur
DeWitt County	Clinton Transfer Station, Rt 51, Clinton
McLean County	Veolia ES Solid Waste Midwest LLC, 6351 W State St, Charleston
	Bloomington Transfer Station, 2112 W Washington St, Bloomington
Edgar County	Paris Transfer Station, 12783 E 950th Rd, Paris
Effingham County	Effingham County Transfer Station, 2184 N 300th St, Mason
Shelby County	Shelbyville Transfer Station, 615 W Main St, Shelbyville
	Evergreen AES Environmental Services, 1000 S 1st St, Shelbyville
Moultrie County	D&B Waste Transfer Station, RR 3 Route 121 West, Sullivan

Table 3-1 Note

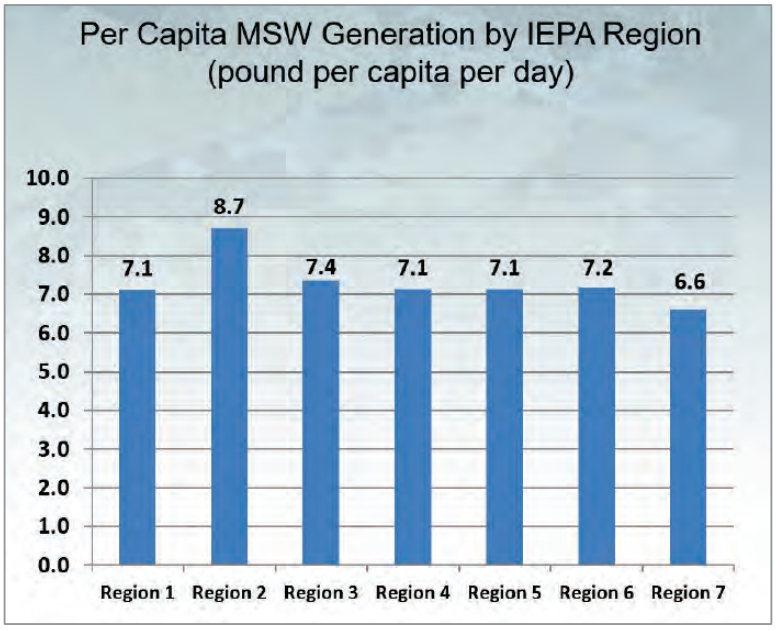
1. This transfer station is commonly referred to as the “Republic Transfer Station” or the “Urbana Transfer Station.”

4 Waste Generation Assessment

Estimated Per Capita MSW Generation

Champaign County is located in IEPA Region 4. As of 2014, the estimated rate of municipal solid waste (MSW) generation in IEPA Region 4 is 7.1 pounds per capita per day, as shown in Figure 4-1.

Figure 4-1. Waste Generation Estimates by IEPA Region



Source: Illinois Commodity/Waste Generation and Characterization Study Update, March 30, 2015, p. 2, https://www.illinoisrecycles.org/wp-content/uploads/2014/10/2015-Waste-Characterization-Update-FINAL.pdf.

Standard Waste Diversion and Waste Generation Reporting Metrics

The existing target set by Solid Waste Planning and Recycling Act is that each County Recycling Program should be designed to recycle 25% of the solid municipal waste generated within its boundaries.

Reporting metrics for Champaign County are from the Illinois Solid Waste Disposal and Recycling Model, published by the Illinois Recycling Association (IRA) in 2017. The model is available online at the IRA at https://illinoisrecycles.org/documents.

The model presents estimates of the tons disposed and recycled by the community, for 54 material categories. The user can choose to have the model describe either the Residential, the Industrial/Commercial/Institutional (ICI) waste stream or describe the combined Residential and ICI waste stream.

Two separate Illinois Solid Waste Disposal and Recycling Model Reports are provided. Figure 4-2 is the Illinois Solid Waste Disposal and Recycling Model Report for Champaign County: Residential

Waste Sector. Figure 4-3 is the Illinois Solid Waste Disposal and Recycling Model Report for Champaign County: Residential and Commercial Combined Waste Sector.

Appendix G contains the Material List referenced in the Illinois Solid Waste Disposal and Recycling Model Reports. The Material List is based on Waste Generation and Composition Data from the 2015 Illinois Commodity/Waste Generation and Characterization Study Update.[1]

Continued on Next Page

Illinois Solid Waste Disposal and Recycling Model Report [1]

Champaign County: Residential Waste Sector

Material Material Class Category		Estimated Generation (tons)	Estimated Recovery (tons)	Estimated Disposal (tons)	Capture Rate
Paper		**22,345**	**8,639**	**13,706**	**39%**
	Newsprint	2,701	1,136	1,564	42%
	High Grade Office Paper	1,476	835	641	57%
	Magazines/Catalogs	1,842	796	1,046	43%
	Uncoated OCC/Kraft	6,523	3,522	3,001	54%
	Boxboard	2,864	1,017	1,847	36%
	Mixed Paper - Recyclable	2,968	725	2,243	24%
	Compostable Paper	3,394	505	2,890	15%
	Other Paper	577	103	474	18%
Beverage Containers		**188**	**70**	**118**	**37%**
	Milk & Juice Cartons/Boxes - Coated	188	70	118	37%
Plastic		**12,098**	**2,144**	**9,954**	**18%**
	#1 PET Bottles/Jars	917	127	790	14%
	#1 Other PET Containers	373	95	278	25%
	#2 HDPE Bottles/Jars - Clear	481	215	266	45%
	#2 HDPE Bottles/Jars - Color	543	214	329	39%
	#2 Other HDPE Containers	40	13	27	33%
	#6 Exp. Polystyrene Packaging	741	134	607	18%
	#3-#7 Other - All	725	115	610	16%
	Other Rigid Plastic Products	2,482	702	1,780	28%
	Grocery & Merchandise Bags	721	0	721	0%
	Trash Bags	1,154	197	956	17%
	Commercial & Industrial Film	159	0	159	0%
	Other Film	2,341	331	2,010	14%
	Other Plastic	1,422	0	1,422	0%
Glass		**4,288**	**1,400**	**2,887**	**33%**
	Recyclable Glass Bottles &	3,868	1,374	2,494	36%
	Jars Flat Glass	326	0	326	0%
	Other Glass	94	27	67	29%
Metal		**5,428**	**2,640**	**2,788**	**49%**
	Aluminum Beverage Containers	830	416	413	50%
	Other Aluminum	469	202	268	43%
	Ferrous Containers (Tin Cans)	1,201	641	560	53%
	Other Ferrous	1,977	1,106	870	56%
	Other Non-Ferrous	161	23	137	14%
	Other Metal	791	251	540	32%

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Figure 4-2. Illinois Solid Waste Disposal and Recycling Model Report for Champaign County: Residential Waste Sector

Figure 4-2. Continued

Champaign County: Residential Waste Sector

Illinois Solid Waste Disposal and Recycling Model Report [1]

Material Class	Material Type	Estimated Generation (tons)	Estimated Recovery (tons)	Estimated Disposal (tons)	Capture Rate
Organics		**32,145**	**7,967**	**24,178**	**25%**
	Yard Waste - Compostable	8,884	5,106	3,778	57%
	Yard Waste - Woody	846	530	317	63%
	Food Scraps	15,835	1,510	14,326	10%
	Bottom Fines & Dirt	1,038	0	1,038	0%
	Diapers	2,529	285	2,245	11%
	Other Organic	3,012	537	2,475	18%
Inorganics		**10,004**	**6,315**	**3,689**	**63%**
	Televisions	0	0	0	
	Computer Monitors	148	72	77	48%
	Computer Equipment/Peripherals	357	192	165	54%
	Electronic Equipment	989	494	494	50%
	White Goods - Refrigerated	534	534	0	100%
	White Goods - Not refrigerated	1,045	770	275	74%
	Lead-acid Batteries	938	938	0	100%
	Other Household Batteries	312	15	297	5%
	Tires	1,828	1,683	145	92%
	Household Bulky Items	3,836	1,612	2,224	42%
	Fluorescent Lights/Ballasts	16	4	12	24%
Textiles		**6,157**	**1,592**	**4,565**	**26%**
	Carpet	1,377	312	1,064	23%
	Carpet Padding	344	38	306	11%
	Clothing	2,922	1,135	1,787	39%
	Other Textiles	1,515	106	1,409	7%
Household Hazardous Waste		**1,047**	**638**	**410**	**61%**
	Household Hazardous Waste	1,047	638	410	61%
Construction and Demolition Debris		**16,801**	**9,694**	**7,107**	**58%**
	Construction and Demolition Debris (C&D)	16,801	9,694	7,107	58%
Total		**110,501**	**41,100**	**69,401**	**37%**

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Figure 4-2. Illinois Solid Waste Disposal and Recycling Model Report for Champaign County: Residential Waste Sector

Champaign County: Residential and Commercial Combined Waste Sector

Illinois Solid Waste Disposal and Recycling Model Report [1]

Material Class	Material Category	Estimated Generation (tons)	Estimated Recovery (tons)	Estimated Disposal (tons)	Capture Rate
Paper		**66,958**	**29,304**	**37,655**	**44%**
	Newsprint	5,183	2,181	3,002	42%
	High Grade Office Paper	4,862	2,752	2,111	57%
	Magazines/Catalogs	2,975	1,286	1,690	43%
	Uncoated OCC/Kraft	34,125	18,424	15,701	54%
	Boxboard	5,594	1,987	3,607	36%
	Mixed Paper - Recyclable	5,455	1,333	4,122	24%
	Compostable Paper	7,489	1,113	6,375	15%
	Other Paper	1,275	228	1,046	18%
Beverage Containers		**522**	**195**	**326**	**37%**
	Milk & Juice Cartons/Boxes - Coated	522	195	326	37%
Plastic		**30,892**	**4,978**	**25,914**	**16%**
	#1 PET Bottles/Jars	2,058	285	1,773	14%
	#1 Other PET Containers	583	149	435	25%
	#2 HDPE Bottles/Jars - Clear	1,044	467	577	45%
	#2 HDPE Bottles/Jars - Color	965	380	585	39%
	#2 Other HDPE Containers	70	23	47	33%
	#6 Exp. Polystyrene Packaging	1,886	341	1,545	18%
	#3-#7 Other - All	1,346	214	1,132	16%
	Other Rigid Plastic Products	5,941	1,681	4,260	28%
	Grocery & Merchandise Bags	1,176	0	1,176	0%
	Trash Bags	3,430	586	2,843	17%
	Commercial & Industrial Film	3,301	0	3,301	0%
	Other Film	6,020	852	5,168	14%
	Other Plastic	3,072	0	3,072	0%
Glass		**8,796**	**2,706**	**6,090**	**31%**
	Recyclable Glass Bottles & Jars	6,983	2,480	4,503	36%
	Flat Glass	1,023	0	1,023	0%
	Other Glass	791	226	565	29%
Metal		**12,606**	**6,011**	**6,594**	**48%**
	Aluminum Beverage Containers	1,577	791	786	50%
	Other Aluminum	894	384	510	43%
	Ferrous Containers (Tin Cans)	2,340	1,250	1,090	53%
	Other Ferrous	5,247	2,937	2,310	56%
	Other Non-Ferrous	921	133	788	14%
	Other Metal	1,627	516	1,110	32%

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Figure 4-3. Illinois Solid Waste Disposal and Recycling Model Report for Champaign County: Residential and Commercial Combined Waste Sector

Figure 4-3. Continued

Champaign County: Residential and Commercial Combined Waste Sector

Illinois Solid Waste Disposal and Recycling Model Report [1]

Material Class	Material Type	Estimated Generation (tons)	Estimated Recovery (tons)	Estimated Disposal (tons)	Capture Rate
Organics		**59,500**	**12,697**	**46,803**	**21%**
	Yard Waste - Compostable	12,055	6,929	5,126	57%
	Yard Waste - Woody	2,377	1,488	889	63%
	Food Scraps	32,323	3,082	29,241	10%
	Bottom Fines & Dirt	4,629	1	4,627	0%
	Diapers	3,801	428	3,373	11%
	Other Organic	4,315	769	3,546	18%
Inorganics		**17,954**	**11,546**	**6,408**	**64%**
	Televisions	510	391	119	77%
	Computer Monitors	321	155	166	48%
	Computer Equipment/Peripherals	723	388	335	54%
	Electronic Equipment	1,488	744	744	50%
	White Goods - Refrigerated	1,064	1,064	0	100%
	White Goods - Not refrigerated	2,369	1,746	623	74%
	Lead-acid Batteries	1,868	1,868	0	100%
	Other Household Batteries	443	22	421	5%
	Tires	2,645	2,435	210	92%
	Household Bulky Items	6,472	2,720	3,752	42%
	Fluorescent Lights/Ballasts	50	12	38	24%
Textiles		**10,422**	**2,609**	**7,812**	**25%**
	Carpet	2,512	570	1,942	23%
	Carpet Padding	683	76	607	11%
	Clothing	4,575	1,777	2,797	39%
	Other Textiles	2,653	186	2,466	7%
Household Hazardous Waste		**2,759**	**1,680**	**1,079**	**61%**
	Household Hazardous Waste	2,759	1,680	1,079	61%
Construction and Demolition Debris		**61,042**	**35,222**	**25,820**	**58%**
	Construction and Demolition Debris (C&D)	61,042	35,222	25,820	58%
Total		**271,450**	**106,949**	**164,501**	**39%**

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Figure 4-3. Illinois Solid Waste Disposal and Recycling Model Report for Champaign County: Residential and Commercial Combined Waste Sector

Continued on Next Page

Section 4 Note

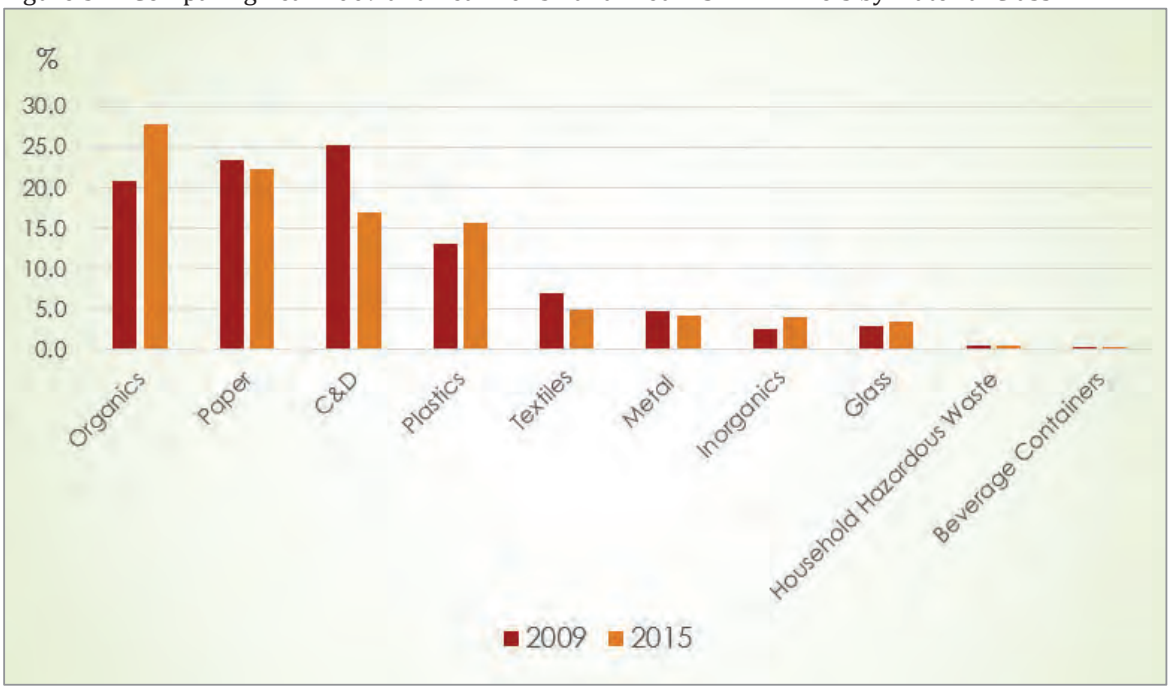
1. *Illinois Commodity/Waste Generation and Characterization Study Update*, dated March 30, 2015, p. 2., accessed at the Illinois Recycling Association website, https://illinoisrecycles.org/documents/.

Proposed Material Management Programs

Materials to Target for Diversion

The CCSWMP Update 2022 notes the waste characterization study data trends apparent based on the Illinois Commodity/Waste Generation and Characterization Study, from 2009 and 2015. Notable trends in Figure 5-1 are the increasing amounts of organics materials, plastics, and glass bottles/glass containers found in Illinois landfills.

Figure 5-1. Comparing Year 2009 and Year 2015 Landfilled MSW in Illinois by Material Class



Source: Illinois Commodity/Waste Generation and Characterization Study, May 22, 2009, and Illinois Commodity/Waste Generation and Characterization Study Update, March 30, 2015

The CCSWMP Update 2022 utilized the US EPA "Managing and Transforming Waste Tool" as a means to access ideas for potential waste **material diversion programs or policies** to consider for possible implementation in Champaign County. This Tool was accessed and customized to include the following filters:

- Diversion Potential: All
- Upstream Impacts: All
- Local Authority: Low
- Receptivity: Med/Easy
- Staff Knowledge: Med/Low
- Community Led Initiatives: Easy

Running the US EPA "Managing and Transforming Waste Tool" with the above settings resulted in the selected 18 entries shown in Table 5-1.

Table 5-1. Potential Waste Material Diversion Programs or Policies in Champaign County

#	Policy or Program	Description
22	Retailer Take-back (voluntary) *Sector: ICI* *Material or Product Group: Electronics, HHW, Hard to Recycle*	Encourage businesses to take back products and associated packaging, especially items that are toxic in their manufacture, use, or disposal that are not currently reusable, recyclable or compostable locally.
27	Recycled Content Buying Cooperative *Sector: ICI* *Material or Product Group: Paper, Plastics, Glass, Metals, Various*	Encourage local buying cooperatives or other coordinated approaches for private sector businesses and organizations to procure recycled content products.
32	Zero Waste Private Venues & Events *Sector: ICI* *Material or Product Group: Paper, Plastics, Glass, Metals, Organics*	Promote setting of zero waste goals to owners/operators of private venues, e.g., sports stadiums, hotel conferences. Provide training and technical assistance to event coordinators for implementation of zero waste action plans.
36	Backyard/ Neighborhood Composting *Sectors: Residential, ICI* *Material or Product Group: Organics*	Encourage and provide incentives for homes, neighborhoods, schools and businesses to set up a bin for composting food and yard waste. (Considered a source reduction activity with upstream impacts.)
51	Food Waste Outreach & Prevention (vendors) *Sector: ICI* *Material or Product Group: Organics, Paper, Plastics*	Conduct outreach to grocery stores, restaurants, school cafeterias and other food service vendors on opportunities and practices to prevent food waste, as well as to reduce disposable food ware packaging.
54	Paper Reduction at Offices *Sector: ICI* *Material or Product Group: Paper*	Conduct outreach on Paperless Office strategies.
55	Best Practices Training *Sector: ICI* *Material or Product Group: Paper, Plastics, Metals, Glass, Organics*	Conduct training, e.g., site visits, walk-through audits, distribution of displays and signs to increase rates of recycling and/or composting at facilities.
56	Extended Producer Responsibility (legislation) *Sector: ICI* *Material or Product Group: HHW, Hard to Handle, Electronics, Various*	Advocate for Producer Responsibility legislation and programs, e.g., through participating in Product Stewardship Councils and/or adopting local resolutions.

59	Retail Reuse Promotions *Sector: ICI* *Material or Product Group: Textiles, Hard-to-Handle, Various*	Encourage retail store "bargain basements" for sale of used clothes and other goods at discounted prices.
60	Reuse Business Network *Sector: ICI* *Material or Product Group: Various*	Develop a network of local businesses to repair, refurbish, market, and sell used products. Examples and Resources
61	Rental Business Promotions *Sector: ICI* *Material or Product Group: Various*	Help promote services that provide short term rentals of reusable goods such as tools, sports equipment, party equipment (tables, chairs, serving utensils), as well as sharing websites.
62	Recognition & Certification Programs (local) *Sector: ICI* *Material or Product Group: Various*	To increase the level of participation in recycling and composting programs, provide recognition for successes through a Green Business program or a Zero Waste Businesses or Schools program.
69	C&D Recycling/Reuse Guidance *Sector: C&D projects* *Material or Product Group: C&D*	Prepare and post on the web a how-to deconstruction and services guide.
76	Outreach & Education *Sector: Community* *Material or Product Group: Various*	Promote best practices for source reduction or organize volunteer opportunities for residents to promote waste reduction, reuse, recycling and composting.
79	Repair/Reuse Workshops *Sector: Community* *Material or Product Group: Various*	Sponsor or organize product repair workshops or reuse workshops with local service clubs.
80	Market Development Opportunities Assessment *Sector: Community* *Material or Product Group: Various*	Assess the state of existing local and regional markets for materials across the waste stream; study service voids for missed opportunities to recover commodities. Shape strategic action plans around the findings.
87	Reuse Closet *Sector: Govt, ICI* *Material or Product Group: Various*	Encourage storing of unwanted office supplies for re-use by employees or staff and teachers.
88	Flea Markets, Garage Sales, Reuse Swaps *Sector: Community* *Material or Product Group: Textiles, Various*	Promote local flea markets and garage sales for sale of reusable items and swaps for household goods, e.g., clothing, toys, etc.

Source: Online US EPA "Managing and Transforming Waste Tool" accessed 5/2/2022
https://www.epa.gov/transforming-waste-tool/managing-and-transforming-waste-streams-tool

CC SWMP 2022 Update: Traditional Material Diversion Efforts

Traditional materials for diversion from a landfill or for recycling includes materials that are collected from generators, by waste and recycling haulers typically as part of a regularly-scheduled service. These materials include residential curbside single-stream recycling and commercial single-stream recycling. Traditional materials to divert or recycle include newspaper, including advertisements, cardboard, paper, magazines, catalogues, junk mail, glass bottles/jars, tin cans, aluminum cans, and plastics (except Styrofoam).

Traditional materials for diversion from a landfill or to recycle that are collected by a recycling hauler most typically will provide the hauler (the collector) with a marketable commodity to sell for a profit. One notable exception, here in Champaign County, is collecting of glass bottles or glass jars. There is no nearby glass processing company to ship the heavy loads of collected glass to for processing, and so collecting glass is not profitable for haulers in east central Illinois.

Current Items Diverted/Recycled.

In larger urban areas of Champaign County, where curbside recycling is available, materials typically accepted for recycling include:

- Newspaper, including advertisements
- Cardboard
- Paper, including magazines, catalogues, junk mail
- Glass bottles/jars
- Tin cans
- Aluminum cans
- Plastic -- Plastics with #1 through #7, except no Styrofoam

Additional Traditional Materials to be Diverted.

Glass Bottles/Glass Containers. Locally, there is increasing interest in forming a "separate source" type of collection option to be available to residents and to businesses for the separate collection of glass bottles/glass containers, instead of including this glass in the recycle bins collected curbside. Reasons include the low rate of glass recycling (approximately 35% or less) compared to the potential recycling rate possible for glass, which is 100 percent. Additionally, not all waste haulers collect glass bottles/glass containers. The collection of glass bottles/glass containers represents a negative value for waste haulers in Champaign County because there is no glass processor located nearby and the costs to ship heavy glass are high.

All Traditional Materials Listed. Champaign County residents who reside outside of urban areas increasingly seek a means to recycle all traditional materials listed, including glass bottles/glass containers. Presently, such residents have limited access to one public recycling drop-off center, which does not accept glass bottles/glass containers.

Champaign County government, along with several businesses and other government institutions have not adopted recycling policies, and therefore do not provide options for their employees to recycle the listed traditional materials.

Traditional Material Diversion Efforts: Goals and Recommended Strategies

Appendix I contains a proposed Schedule for Implementing the Recommended Strategies for each Goal listed.

T-1 **Publicize information about material reduce, reuse, and recycle options in Champaign County.**

Recommended Strategies:

(1) Provide clear guidance about office recycling procedures and sufficient conveniently located recycling containers to all Champaign County employees to allow for the convenient recycling of office paper, cardboard, cans, and bottles.

(2) Consider a Champaign County policy that requires County employees to recycle office paper, cardboard, cans, and bottles.

(3) Encourage regional or local recycling efforts initiated by municipalties or by private or non-profit groups and encourage education efforts made by such groups.

(4) Support maintenance of a website that provides comprehensive and timely information and resources to Champaign County residents, businesses, and institutions about material reuse options, recycling opportunities, and material collection events. The website can promote State of Illinois recycling guidelines and other educational guidelines to reduce recycling contamination.

T-2 **Improve trash disposal options and recycling drop-off options for outlying rural residents**

(5) Support the development of additional recycling drop-off centers for public use in Champaign County.

T-3 **Support initiatives that discourage the use of single-use plastics**

(6) Conduct an educational campaign to promote minimizing the use of single-use plastics.

(7) Advocate for "extended producer responsibility" (EPR) legislation and programs, e.g., through participating in Product Stewardship Councils and/or adopting local resolutions.[1]

T-4 **Encourage development of separate source glass bottle/container drop-offs or collection services**

(8) Support the development of separate source glass bottle/glass container recycling program in Champaign County.

CCSWMP 2022 Update: Organics Material Diversion Efforts

Organics material is any material that is biodegradable (can be broken down into carbon dioxide, water, methane, or simple organic molecules by micro-organisms and other living things) and comes from either a plant or animal.[2] Examples of organics material are:

- Leaves, yard trimmings and brush
- Food scraps
- Bottom 'fines' and 'dirt'

Current Organics Items Diverted/Recycled.

In Champaign County, limited options exist for homeowners to divert landscape material (banned from Illinois landfills) from landfilling, via seasonal collection programs that a number of the larger municipalities may make available to their residents. In Urbana, the LRC accepts yard trimmings and brush from residents or businesses for composting, charging a fee to cover those operational costs.

In 2022, local nonprofit organization CCES, with the LRC and a local waste hauler to collect food scrap for composting, launched a pre-consumer commercial food scrap compost pilot project, with start-up funds provided by the Lumpkin Family Foundation and the Community Foundation of East Central Illinois. A limited number of pre-consumer commercial food scrap generators have signed up to participate.

It is likely that several urban and rural residents of Champaign County actively compost their own home generated food scrap on their residential property. That said, based on general observation only and on the increasing volume of food scrap in Illinois landfills, it would seem that the majority of Champaign County residents do not engage in home-composting of food scrap.

Additional Organics Items to be Diverted.

Based on Resident Survey results (see Appendix F), Champaign County residents appear receptive to the idea of subscribing to a convenient food scrap curbside collection service. Food scrap collectors need to utilize food scrap composting facilities that are nearby, and no such facilties yet exist in Champaign County or nearby in adjacent counties.

In Champaign County, few food scrap collection opportunities are available to a limited array of businesses.

Organics Material Diversion Efforts: Goals and Recommended Strategies

Appendix I contains a proposed Schedule for Implementing the Recommended Strategies for each Goal listed.

O-1 **Promote "greenscaping" and home management of leaves, yard trimmings, and brush.**

Recommended Strategies:

(1) Add a "green infrastructure" webpage to the Champaign County solid waste management website to educate landowners and tenants about the benefits of green infrastructure and green housekeeping in minimizing the volume of storm water runoff and pollutants from existing privately owned developed property.

(2) Add a "sustainable lawn care" webpage to the Champaign County solid waste management website to education landowners and tenants about the water quality impacts of overuse of fertilizers and pesticides in non-agricultural uses.

(3) Promote backyard composting programs with subsidized compost bin sales and/or workshops.

(4) Co-sponsor seasonal composting events such as pumpkin collection and Christmas tree composting.

O-2 **Evaluate Champaign County restrictions on the open burning of landscape waste to encourage composting of leaves and landscape trimmings and brush.**

(5) Update the Champaign County Public Nuisance Ordinance as needed, to ensure compatibility with state regulations.

O-3 **Review Champaign County Ordinances to consider pre/post consumer food compost land uses and and landscape trimmings and brush compost land uses.**

(6) Update the Champaign County Zoning Ordinance and the Champaign County Pollution Control Facility Siting Ordinance, as may be needed to allow for county review and potential development of food scrap composting facilities, wood chip recycling facilities, anarobic digestion faciltiies, and public drop-off locations for food scraps.

CCSWMP 2022 Update: Non-Traditional Material Diversion Efforts

Non-traditional recyclable materials include special materials or hazardous waste materials that are hard-to-recycle materials, are not collected curbside, and without a safe, consistent, and convenient collection option available.

Current Non-Traditional Items Diverted/Recycled. In Champaign County, known limited options exist for residents to divert/recycle certain non-traditional items:

o Residential electronics items	Each year in May, and in October, a local government coordinating team arrange for a host site and share Collector costs to hold a Residential Electronics Collection. Otherwise, year-round options recycling options for unwanted electronics exist in Champaign County--except for large cathode ray tube TVs, console TVs, or projection TVs.[3]
o Household hazardous waste	Each year in April, local governments arrange for a host site to hold an annual IEPA-sponsored One-Day HHW Collection.
o Unwanted medications and pharmaceuticals	Six pharmacies in Champaign, Urbana, and Savoy maintain a drug disposal box. Two hospitals located in Urbana each have a drug disposal box.

Residential Electronics Collections. On an annual basis, Champaign County opts-in to participate in the IEPA administered manufacturer supported e-waste program, commonly referred to as CERA, based on the Consumer Electronics Recycling Act. At present, residents of most all municipalities in the County and unincorporated Champaign County residents have the opportunity to participate in the two annually held Residential Electronics Collection events held at Parkland College in Champaign. These events are streamlined to avoid long lines of vehicles, however extreme weather sometimes slows down the service delivery. A more convenient option for Champaign County residents will be to identify a program collection site, which can be more accessible and open part-time and year-round. Similar to the current Residential Electronics Collection events held, operational costs could be shared fairly by local government agencies.

HHW. Certain non-traditional municipal solid waste items are considered HHW, and need to be handled with care and as safely disposed of as possible. HHW are hazardous wastes that can catch fire, react, or explode under certain circumstances, or that are corrosive or toxic. Lead-acid batteries, used oil, and mercury – banned from landfills—are considered HHW, when used by and disposed of by a household. HHW products include:

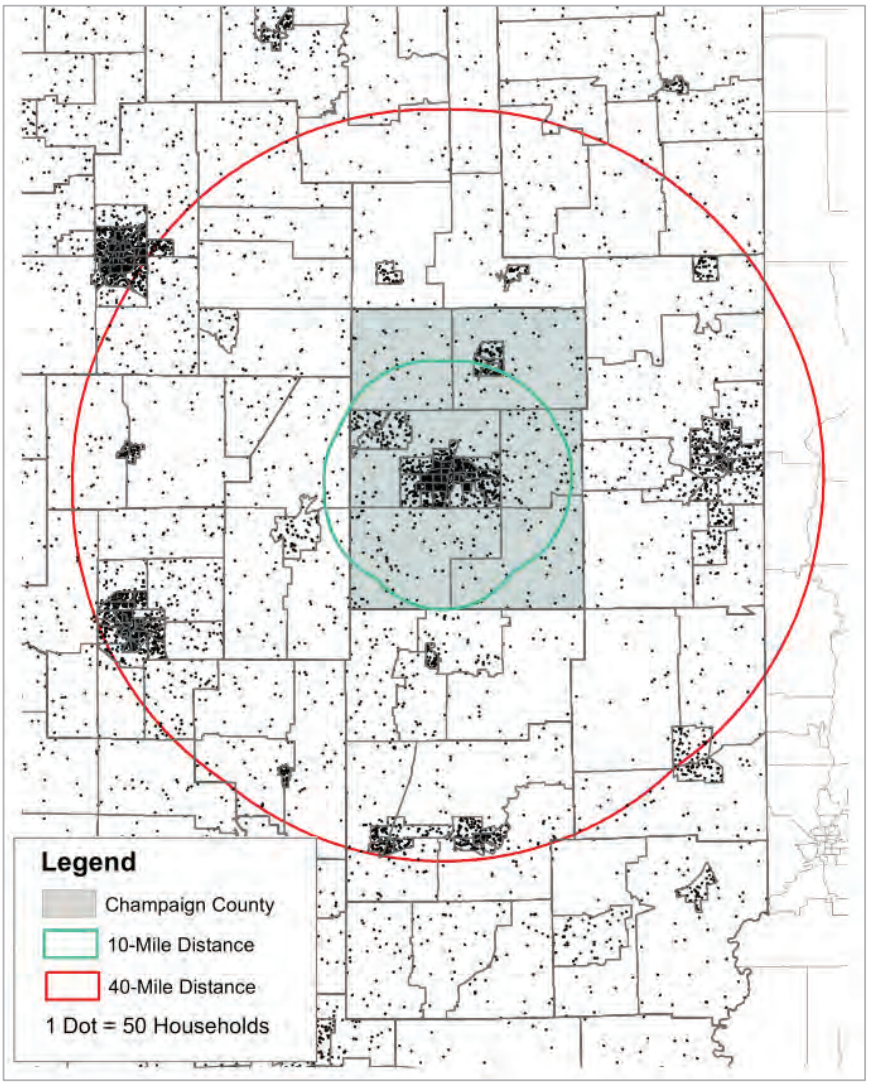
- Oil-based paints, aerosol paints
- Paint thinners, solvents
- Herbicides, insecticides, pesticides
- old gasoline, kerosene
- Pool chemicals
- Cleaning products
- Household batteries
- Drain cleaners
- Lawn chemicals
- Used motor oil
- Antifreeze
- Hobby chemicals
- Fluorescent light tubes
- Compact fluorescent light bulbs (CFLs)

Illinois residents located more than 40 miles from a fixed or permanent HHW collection facility continue to lack a convenient option for HHW disposal.[4] Figure 5-2 depicts a 10- and 40-mile radius around Champaign and population density in the region. The 10-mile radius encompasses an

estimated 80,000 households, and the larger 40-mile radius encompasses an estimated 260,747 households. An HHW collection facility strategically located in central Champaign County could provide a convenient HHW collection option to these households.

A next milestone to advance toward is to provide Champaign County residents an HHW collection option that is not only consistent, but also convenient, such as a permanent HHW collection facility in Champaign County available on a part-time, twice monthly basis. For the next five HHW collection facilities established in Illinois and meeting IEPA standards, IEPA has agreed to assume generator status and cover all processing and transportation costs.[5] Sources of additional support for capital and operational costs are needed in order to advance toward providing a consistent and convenient HHW collection option in Champaign County.

Figure 5-2. Households Within 10- and 40-Mile Radius of Central Champaign County



Source: Excerpt from the Feasibility Study: Household Hazardous Waste Collection Fixed Facility Serving Champaign County and Nearby Counties, October 2021 Final, Special Waste Associates, 2021

Additional Non-Traditional Items to be Diverted.

Batteries. Akaline batteries are also known as single-use batteries. Rechargeable batteries that contain lithium are increasingly used as power sources, and important to note is that lithium ion batteries can catch fire or even explode in the trash – causing millions of dollars of damage and endangering the lives of waste workers. Due to this threat, in Illinois, rechargeable batteries are banned from being placed in recycling containers intended for collection by a hauler for processing at a recycling center. There is increasing awareness of this danger, and residents increasingly seek out battery recycling options that are convenient.

Electric vehicles will become more common and electric car batteries will be added to the waste stream unless a means to recycle electric vehicle batteries can be sustainably implemented. Improving options available for recycling of batteries can avoid unnecessary use of precious natural resources and energy, and help to prevent toxic battery materials like cadmium and lead from contaiminating groundwater.

Unwanted Medications/Pharmaceuticals. Approximately six secure collection boxes are centrally situated at locations in Champaign, Urbana, and in Savoy. Champaign County residents who reside in other municipalities and in outlying rural areas would be better served if more additional securely located collection boxes were available in their own community.

Sharps. The known safe collection options for Champaign County residents to drop-off disposable needles, lancets, and other sharp medical supplies is at Carle locations: Carle Foundation Hospital and South Clinic, Urbana on Windsor, Champaign Surgery Center, and Champaign on Curtis. More expensive mail-in options can be utilized. An option that does not divert these materials from the landfill is the fall-back home disposal option commonly recommended: to place used needles and other shrps into a puncture-resistant plastic container such as a landry detergent container, and tightly secure the lid before dispoing into household trash. Champaign County residents who reside in other municipalities and in outlying rural areas would be better served if more additional securely located collection options available in their own community.

Construction and Demolition Debris. Construction and demolition (C&D) materials are recognized as one of the largest components of the solid waste stream. C&D is further divided into "clean C&D" (CCDD) and "general C&D" (GC&D).

- CCDD is defined to be uncontaminated masonry material, asphalt pavement, and soils generated from C&D. CCDD can be used as fill with the following restrictions: must be below grade, outside any setback zones, and covered with soil or a structure without any permitting requirements. Concrete without protruding rebar can be used as riprap for erosion control.

- GC&D is considered a [municipal solid] waste that must be either re-used, recycled, or landfilled. Section 22.38 of the Illinois Environmental Protection Act (415 ILCS 5/22.38) allows GC&D recycling facilities subject to local zoning and exempt from the Champaign County Pollution Control Facility Siting Ordinance, provided that several conditions are met, most notably that at least 75% of the GC&D is recycled.

  Based on available information, there is one GC&D facility in Champaign County located in Urbana.

Non-Traditional Material Diversion Efforts: Goals and Recommended Strategies

Appendix I contains a proposed Schedule for Implementing the Recommended Strategies for each Goal listed.

NT-1 **Support convenient and consistent collection options for household hazardous waste and recycling of residents' electronics items.**

Recommended Strategies:

(1) Provide a fair-share portion of annual support for the operation of a fixed HHW collection facility in Champaign County, once such facility is established. Until a fixed facility is established, continue to provide a fair-share portion of support for an annual IEPA-sponsored One-Day HHW Collection.

(2) Continue to opt-in annually for Champaign County and municipalities in Champaign County to participate in the Illinois CERA Program. Provide a fair-share portion of support to cover operational costs for either bi-annual Residential Electronics Collection events held at a host site (e.g., Parkland College); or a permanent collection site for residential electronics collection in Champaign County, once such permanent collection site is established.

NT-2 **Promote increased recycling of construction and demolition debris.**

(3) Publicize information about existing C&D processing facilities in Champaign County and promote C&D recycling.

NT-3 **Encourage development of improved recycling options for batteries, unwanted medications/pharmaceuticals, and sharps.**

(4) Encourage residents to participate in the Drug Enforcement Agency take-back program, typically held on an annual basis in Champaign County.

(5) Encourage the development of secure take-back sites for sharps and/or unwanted medicine/pharmaceuticals at convenient locations throughout Champaign County.

(6) Advocate for "extended producer responsibility" (EPR) legislation and programs for the safe collection of nontraditional materials such as batteries, medications, and used sharps by participating in the Illinois Product Stewardship Council or adopting local resolutions of support. EPR systems create a level playing field that shares responsibility fairly among producers and relieves local governments from the costs of disparate local recycling efforts.

Waste Disposal Recommendations

Pollution Control Facility Siting Ordinance Provisions

As indicated in Section 1, a pollution control facility proposed to be located anywhere within incorporated or unincorporated Champaign County must demonstrate that it is consistent with this Section of the CCSWMP 2022 Update in order to receive local siting approval. Recommendations and requirements application to pollution control facilities that may have existed in previous CCSWMP versions or subsequent updates are superseded by this CCSWMP 2022 Update.

Recommendations Regarding Pollution Control Facilities Allowed in Champaign County

Landfills

Champaign County maintains its policy of non-support of a new or expanded landfill facility in the County. Given the existing capacity in the landfills located within IEPA Region 4, East Central Illinois, the County will not support a new or expanded landfill operation to be located in Champaign County during the five-year planning period 2022–2027. A proposed landfill expansion or proposed new landfill proposed shall be deemed inconsistent with the CCSWMP 2022 Update.

Mass Burn Incineration or Thermal or Chemical Conversion such as Gasification Pollution Control Facilities

Any proposed mass burn incineration or thermal or chemical conversion facilities such as gasification pollution control facilities proposed in Champaign County during the 2022-2027 planning period shall be deemed inconsistent with the CCSWMP 2022 Update.

Waste Transfer Stations

New solid waste transfer stations as defined in 415 ILCS 5/3.500 or expansions of existing solid waste transfer stations are consistent with the CCSWMP 2022 Update. During the 2022-2027 planning period, the private sector is encouraged to propose developing the in-county waste transfer station network.

A proposed waste transfer station expansion or new waste transfer station must follow the requirements of the Champaign County Ordinance No. 2022-2, establishing the Champaign County Pollution Control Facility Siting Procedures, or to the Pollution Control Facility Siting Procedures pursuant to Illinois Environmental Protection Act (415 ILCS 5/39.2 et seq.) adopted by the municipality in which they propose to locate or expand.

In any part of Champaign County, a proposal to construct or to expand a waste transfer station that meets the definition of a pollution control facility pursuant to 415 ILCS 5/39.2 et seq. shall be subject to the following requirements:

1. A proposed new or expanded waste transfer station, must meet the requirements 2 through 4 below to be considered consistent with the CCSWMP 2022 Update. The requirements 2-4 below are not applicable to the following facility types:
    - Landscape waste transfer station
    - General construction and demolition debris recycling facility
    - Permanent household hazardous waste collection facility
    - Residential electronics program collection site

2. Locating a site of sufficient size is critical to operating efficiencies and minimizing impacts on the surrounding community. The area required for specific transfer stations varies significantly, depending on the volume of waste to be transferred, rates at which waste will be delivered, the functions to be carried out at the site, and the types of customers the facility is intended to serve.
3. Transfer station operations related to the unloading of refuse, recyclables and landscape waste, temporary storage of the materials on the tipping floor, and the loading of transfer trailers, must be located within a portion of the transfer station that can be completely enclosed. (This does not require the transfer station to keep its incoming and outgoing doors closed during operations unless proximity to a Federal Aviation Administration regulated airport requires that doors open and lose with the acceptance of waste.)

   Developers are strongly encouraged to incorporate green/sustainable building principles into the design and operation of the facility and the over site, including Leadership in Energy and Environmental Design (LEED) certification for the facility.
4. A proposed new or expanded transfer station facility must meet the Host Community Benefit Agreement requirements listed below.

Waste-to-Energy through Biological Conversion Pollution Control Facility

A proposed new or expanded waste-to-energy through biological conversion pollution control facility shall be considered as a local and sustainable solution to managing Champaign County's waste. If the proposed waste-to-energy through biological conversion pollution control facility meets all requirements noted in this Section, it will be considered consistent with the CCSWMP 2022 Update.

Any proposed waste-to-energy through biological conversion pollution control facility must follow the requirements of the Champaign County Ordinance No. 2022-2, establishing the Champaign County Pollution Control Facility Siting Procedures, or the Pollution Control Facility Siting Procedures pursuant to Illinois Environmental Protection Act (415 ILCS 5/39.2 et seq.) adopted by the municipality in which they propose to locate or expand.

A proposed new or expanded waste-to-energy through biological conversion pollution control facility in any part of Champaign County shall additionally meet the Host Community Benefit Agreement requirements listed below.

All Other Pollution Control Facilities

All other proposed new or expanded pollution control facilities must follow the requirements of the Champaign County Ordinance No. 2022-2, establishing the Champaign County Pollution Control Facility Siting Procedures, or the Pollution Control Facility Siting Procedures pursuant to Illinois Environmental Protection Act (415 ILCS 5/39.2 et seq.) adopted by the municipality in which they propose to locate or expand.

During the siting review, applicants should expect to address concerns regarding any potential adverse impacts to the Mahomet Aquifer water supply system located in Champaign County. If approved by the siting authority, such pollution control facilities shall be deemed consistent with the CCSWMP 2022 Update.

Host Community Benefit Agreement Required for Waste Transfer Station or Waste-to-Energy through Biological Conversion Pollution Control Facility

Prior to filing a siting application, pursuant to the Champaign County Ordinance No. 2022-2, establishing the Champaign County Pollution Control Facility Siting Procedures, or filing a siting application pursuant to the Pollution Control Facility Siting Procedures adopted by the municipality in which they propose to locate or expand, the applicant shall first enter into a Host Community Benefit Agreement (defined as any type of legal agreement entered into or assumed by the applicant and any other person or legal entity) with the governing body with jurisdiction over the proposed facility. In the event the applicant represents an existing pollution control facility with existing Host Community Benefit Agreement(s), the applicant shall amend each existing Host Community Agreement with each respective party prior to filing the siting application with the governing body.

The new and/or amended Host Community Benefit Agreement must, at a minimum, contain provisions for: 1) a guarantee of access to capacity at the facility for Champaign County's unincorporated and incorporated solid waste, 2) environmental safeguards, and 3) payment of host benefit fees.

All reasonable and necessary costs, including but not limited to legal fees and consulting fees, associated with the development of Host Community Benefit Agreement shall be paid for by the developer to the affected unit of local government.

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Section 5 Notes

1. In 2023, the Illinois Product Stewardship Council will begin promoting support for the passage of an "extended producer responsibility" (EPR) law for packaging and paper products (PPP) in Illinois. The EPR category "packaging and paper products" (PPP) includes plastic containers, steel and aluminum cans, glass bottles and jars, newspaper, and cardboard. https://www.productstewardship.us/page/Packaging. EPR legislation and programs can generate sustainable funding for recycling by shifting the burden from governments and taxpayers to packaging producers and brand owners. Well-designed EPR programs require modulated fees that oblige producers, through financial incentives, to design their PPP to be recyclable, conserve materials, and incorporate recycled content into new PPP.

2. This definition of "organic material" is from the Illinois Materials Management Advisory Committee Report to the General Assembly, dated July 1, 2021, p. 16, and is not based on a defined term in federal law, Illinois law, or Illinois Pollution Control Board regulations. https://www2.illinois.gov/epa/topics/waste-management/materials-management/Documents/MMAC_Report_Approved_7_1.pdf.

3. See the latest version of the E-Guide for Residents of Champaign County, available at the CCES website at https://unisyn-wp-assets.s3.amazonaws.com/cces/2022/04/19090637/Brochure_Electronics-Recycling-Reuse-Options_041922r.pdf.

4. The 2015 Illinois Task Force on the Advancement of Materials Recycling unanimously agreed that a convenient statewide HHW collection infrastructure is needed because Illinois residents who are located more than 40 miles from a HHW collection facility continue to lack a convenient option for HHW disposal.

5. In 2021, the Statewide Materials Management Advisory Committee recommended, in its July 2021 Report to the Illinois General Assembly, that the General Assembly appropriate the IEPA additional funds, using existing revenues from the Solid Waste Management Fund to expand the statewide materials management programs, and including annual support in the amount of $275,000 for transportation and processing at the next five qualifying HHW collection facilities established in Illinois. Illinois Materials Management Advisory Committee Report to the General Assembly, July 1, 2021, p. 58.

Public Education and Outreach

This section consolidates the recommended strategies that pertain to public education and outreach strategies recommended for use by Champaign County to promote the opportunities available to Champaign County residents and businesses to reduce, reuse, and recycle traditional municipal solid waste materials, organics, and non-traditional materials options. Appendix I contains a proposed implementation schedule for each recommended strategy.

The recommended strategies for education and outreach that are based on Traditional Materials Goal T-1 to "Publicize information about material reduce, reuse, and recycle options in Champaign County" are as follows:

T-1(1) Provide clear guidance about office recycling procedures and sufficient conveniently located recycling containers to all Champaign County employees to allow for the convenient recycling of office paper, cardboard, cans, and bottles.

T-1(2) Consider a Champaign County policy that requires County employees to recycle office paper, cardboard, cans, and bottles.

T-1(3) Encourage regional or local recycling efforts initiated by municipalities or by private or non-profit groups and encourage education efforts made by such groups.

T-1(4) Support maintenance of a website that provides comprehensive and timely information and resources to Champaign County residents, businesses, and institutions about material reuse options, recycling opportunities, and material collection events. The website can promote State of Illinois recycling guidelines and other educational guidelines to reduce recycling contamination.

The recommended strategies for education and outreach that are based on Traditional Materials Goal T-3 to "Support initiatives that discourage the use of single-use plastics" are as follows:

T-3(6) Conduct an educational campaign to promote minimizing the use of single-use plastics.

T-3(7) Advocate for "extended producer responsibility" (EPR) legislation and programs, e.g., through participating in Product Stewardship Councils and/or adopting local resolutions.

The recommended strategies for education and outreach that are based on Organics Materials Goal O-1 to "Promote "greenscaping" and home management of leaves, yard trimmings, and brush" are as follows:

O-1(1) Add a "green infrastructure" webpage to the Champaign County solid waste management website to educate landowners and tenants about the benefits of green infrastructure and green housekeeping in minimizing the volume of storm water runoff and pollutants from existing privately owned developed property.

O-1(2) Add a "sustainable lawn care" webpage to the Champaign County solid waste management website to education landowners and tenants about the water quality impacts of overuse of fertilizers and pesticides in non-agricultural uses.

O-1(3) Promote backyard composting programs with subsidized compost bin sales and/or workshops.

The recommended strategy for education and outreach that is based on Non-Traditional Materials Goal NT-2 "Promote increased recycling of construction and demolition debris" is as follows:

NT-2(3) Publicize information about existing C&D processing facilities in Champaign County and promote C&D recycling.

The recommended strategies for education and outreach that are based on Non-Traditional Materials Goal NT-3 "Encourage development of improved recycling options for batteries, unwanted medications/ pharmaceuticals, and sharps" are as follows:

NT-3(4) Encourage residents to participate in the Drug Enforcement Agency take-back program, typically held on an annual basis in Champaign County.

NT-3(5) Encourage the development of secure take-back sites for sharps and/or unwanted medicine/pharmaceuticals at convenient locations throughout Champaign County.

NT-3(6) Advocate for "extended producer responsibility" (EPR) legislation and programs for the safe collection of nontraditional materials such as batteries, medications, and used sharps by participating in the Illinois Product Stewardship Council or adopting local resolutions of support. EPR systems create a level playing field that shares responsibility fairly among producers and relieves local governments from the costs of disparate local recycling efforts.

Available Resources

Table 6-1 (on the following page) lists potential sources of information and resources to assist in implementing the public education and outreach strategies.

Table 6-1. Public Outreach and Education Resources

Links to IEPA website containing educational materials developed on a statewide level	
	IEPA General Information: Land Pollution and Waste Disposal for Citizens Land Pollution and Waste Disposal for Citizens - General Information (illinois.gov) IEPA Medications and Sharps Disposal Medication & Sharps Disposal - Medication & Sharps Disposal (illinois.gov) IEPA Household Hazardous Waste Household Hazardous Waste - Household Hazardous Waste (illinois.gov) IEPA Electronics Recycling Electronics Recycling - Electronics Recycling (illinois.gov) IEPA Pollutants around the Home Pollutants around the Home - Farm Pollutants (illinois.gov) IEPA Illegal Dumping Illegal Dumping - Illegal Dumping (illinois.gov) IEPA Waste Disposal Waste Disposal - Waste Disposal (illinois.gov) IEPA Composting Composting - Waste Management (illinois.gov) IEPA Find a Collection Location Recycle Illinois - Waste Management
List of resources	
	Recycle and Reuse Common Household/Business Materials • Recycling Can Be Easy, If You Do It Right (Recycling Guidelines Video) • Where Do I Recycle It? Recycle & Reuse Common Household / Business Materials - Champaign County Environmental Stewards (ccenvstew.com) E-Guide for Residents of Champaign County Brochure_Electronics-Recycling-Reuse-Options_041922r.pdf (unisyn-wp-assets.s3.amazonaws.com)
Local contact information	
	Champaign County Solid Waste Management Coordinator/Recycling Coordinator Champaign County Department of Planning & Zoning 1776 E. Washington Street, Urbana IL 61802 Phone: (217) 819-4127

Groups with additional resources on waste, recycling, and composting activities in the State of Illinois	
	Illinois Food Scrap Coalition (IFSC) Illinois Recycling Foundation (IRF) Illinois Product Stewardship Council (ILPSC) Illinois Counties Solid Waste Management Association (ILCSWMA) Illinois Chapter of the Solid Waste Association of North America (SWANA-IL) Seven Generation Ahead (SGA) SCARCE (School & Community Assistance for Recycling and Composting Education) Wasted Food Action Alliance (WFAA)
Inventory of available infrastructure	
	Refer to CCSWMP 2022 Update, Section 3.
Designated spokesperson/presenter to provide local, direct outreach, and public response	
	Champaign County Solid Waste Management Coordinator/Recycling Coordinator Champaign County Department of Planning & Zoning 1776 E. Washington Street, Urbana IL 61802 Phone: (217) 819-4127

Champaign County Material Management Goals and Programs

Summary of Recomendations

Traditional Material Diversion Efforts: Goals and Programs Recommendations

T-1 **Publicize information about material reduce, reuse, and recycle options in Champaign County.**

Strategies:

(1) Provide clear guidance about office recycling procedures and sufficient conveniently located recycling containers to all Champaign County employees to allow for the convenient recycling of office paper, cardboard, cans, and bottles.

(2) Consider a Champaign County policy that requires County employees to recycle office paper, cardboard, cans, and bottles.

(3) Encourage regional or local recycling efforts initiated by municipalties or by private or non-profit groups and encourage education efforts made by such groups.

(4) Support maintenance of a website that provides comprehensive and timely information and resources to Champaign County residents, businesses, and institutions about material reuse options, recycling opportunities, and material collection events. The website can promote State of Illinois recycling guidelines and other educational guidelines to reduce recycling contamination.

T-2 **Improve trash disposal options and recycling drop-off options for outlying rural residents**

(5) Support the development of additional recycling drop-off centers for public use in Champaign County.

T-3 **Support initiatives that discourage the use of single-use plastics**

(6) Conduct an educational campaign to promote minimizing the use of single-use plastics.

(7) Advocate for "extended producer responsibility" (EPR) legislation and programs, e.g., through participating in Product Stewardship Councils and/or adopting local resolutions.[1]

T-4 **Encourage development of separate source glass bottle/container drop-offs or collection services**

(8) Support the development of separate source glass bottle/glass container recycling program in Champaign County.

Organics Material Diversion Efforts: Goals and Programs Recommendations

0-1 **Promote "greenscaping" and home management of leaves, yard trimmings, and brush.**

Strategies:

(1) Add a "green infrastructure" webpage to the Champaign County solid waste management website to educate landowners and tenants about the benefits of green infrastructure and green housekeeping in minimizing the volume of storm water runoff and pollutants from existing privately owned developed property.

(2) Add a "sustainable lawn care" webpage to the Champaign County solid waste management website to education landowners and tenants about the water quality impacts of overuse of fertilizers and pesticides in non-agricultural uses.

(3) Promote backyard composting programs with subsidized compost bin sales and/or workshops.

(4) Co-sponsor seasonal composting events such as pumpkin collection and Christmas tree composting.

0-2 **Evaluate Champaign County restrictions on the open burning of landscape waste to encourage composting of leaves and landscape trimmings and brush.**

(5) Update the Champaign County Public Nuisance Ordinance as needed, to ensure compatibility with state regulations.

0-3 **Review Champaign County Ordinances to consider pre/post consumer food compost land uses and and landscape trimmings and brush compost land uses.**

(6) Update the Champaign County Zoning Ordinance and the Champaign County Pollution Control Facility Siting Ordinance, as may be needed to allow for county review and potential development of food scrap composting facilities, wood chip recycling facilities, anarobic digestion faciltiies, and public drop-off locations for food scraps.

Non-Traditional Material Diversion Efforts: Goals and Programs Recommendations

NT-1 **Support convenient and consistent collection options for household hazardous waste and recycling of residents' electronics items.**

Strategies:

(1) Provide a fair-share portion of annual support for the operation of a fixed HHW collection facility in Champaign County, once such facility is established. Until a fixed facility is established, continue to provide a fair-share portion of support for an annual IEPA-sponsored One-Day HHW Collection.

(2) Continue to opt-in annually for Champaign County and municipalities in Champaign County to participate in the Illinois CERA Program. Provide a fair-share portion of support to cover operational costs for either bi-annual Residential Electronics Collection events held at a host site (e.g., Parkland College); or a permanent collection site for residential electronics collection in Champaign County, once such permanent collection site is established.

NT-2 **Promote increased recycling of construction and demolition debris.**

(3) Publicize information about existing C&D processing facilities in Champaign County and promote C&D recycling.

NT-3 **Encourage development of improved recycling options for batteries, unwanted medications/pharmaceuticals, and sharps.**

(4) Encourage residents to participate in the Drug Enforcement Agency take-back program, typically held on an annual basis in Champaign County.

(5) Encourage the development of secure take-back sites for sharps and/or unwanted medicine/pharmaceuticals at convenient locations throughout Champaign County.

(6) Advocate for "extended producer responsibility" (EPR) legislation and programs for the safe collection of nontraditional materials such as batteries, medications, and used sharps by participating in the Illinois Product Stewardship Council or adopting local resolutions of support. EPR systems create a level playing field that shares responsibility fairly among producers and relieves local governments from the costs of disparate local recycling efforts.

Appendices

Section 4(c) of the Solid Waste Planning and Recycling Act (415 ILCS 15/1 et seq.) lists the minimum required provisions to be included in a county waste management plan, as follows:

" (1) A description of the origin, content and weight or volume of municipal waste currently generated within the county's boundaries, and the origin, content, and weight or volume of municipal waste that will be generated within the county's boundaries during the next 20 years, including an assessment of the primary variables affecting this estimate and the extent to which they can reasonably be expected to occur.

(2) A description of the facilities where municipal waste is currently being processed or disposed of and the remaining available permitted capacity of such facilities.

(3) A description of the facilities and programs that are proposed for the management of municipal waste generated within the county's boundaries during the next 20 years, including, but not limited to their size, expected cost and financing method.

(4) An evaluation of the environmental, energy, life cycle cost and economic advantages and disadvantages of the proposed waste management facilities and programs.

(5) A description of the time schedule for the development and operation of each proposed facility or program.

(6) The identity of potential sites within the county where each proposed waste processing, disposal and recycling program will be located or an explanation of how the sites will be chosen. For any facility outside the county that the county proposes to utilize, the plan shall explain the reasons for selecting such facility.

(7) The identity of the governmental entity that will be responsible for implementing the plan on behalf of the county and explanation of the legal basis for the entity's authority to do so.

(8) Any other information that the Agency may require."

Section 6 of the Solid Waste Planning and Recycling Act (415 ILCS 15/1 et seq.) lists requirements and provisions regarding a county recycling program, as follows:

" Sec. 6. Each county waste management plan adopted under Section 4 shall include a recycling program. Such recycling program:

(1) shall be implemented throughout the county and include a time schedule for implementation of the program.

(2) shall provide for the designation of a recycling coordinator to administer the program.

(3) shall be designed to recycle, by the end of the third and fifth years of the program, respectively 15% and 25% of the municipal waste generated in the county, subject to the existence of a viable market for the recycled material, based on measurements of recycling and waste generated in terms of weight. The determination of recycling rate shall not include: discarded motor vehicles, wastes used for clean fill or erosion control, or commercial, institutional or industrial machinery or equipment.

(4) may provide for the construction and operation of one or more recycling centers by a unit of local government, or for contracting with other public or private entities for the operation of recycling centers.

(5) may require residents of the county to separate recyclable materials at the time of disposal or trash pick-up.

(6) may make special provision for commercial and institutional establishments that implement their own specialized recycling programs, provided that such establishments annually provide written documentation to the county of the total number of tons of material recycled.

(7) shall provide for separate collection and composting of leaves.

(8) shall include public education and notification programs to foster understanding of and encourage compliance with the recycling program.

(9) shall include provisions for compliance, including incentives and penalties.

(10) shall include provisions for (i) recycling the collected materials, (ii) identifying potential markets for at least 3 recyclable materials, and (iii) promoting the use of products made from recovered or recycled materials among businesses, newspapers and local governments in the county.

(11) may provide for the payment of recycling diversion credits to public and private parties engaged in recycling activities."

1991 Champaign County Solid Waste Management Plan Recommendations[1]

The following recommendations appear in the original version of the Champaign County Solid Waste Management Plan (adopted by Resolution Number 3077 on February 19, 1991).

These include both specific and general recommendations directed at Champaign County, the City of Urbana, the City of Champaign and interested parties in the private and non-profit sector. The implementation schedule for most of these suggestions was left to the discretion of the implementing agency, the Intergovernmental Solid Waste Disposal Agency (ISWDA).

a. Source Reduction

Source Reduction recommendations can be divided into four different areas:

- Post-consumer source reduction
- Toxicity reduction
- Increasing recyclability of waste stream
- Industrial source reduction

No specific implementation schedule was associated with the 18 Source Reduction recommendations.

Post-Consumer Source Reduction

1) An education coordinator should be part of the implementing agency's staff.

2) The County and municipal governments, as well as other municipal agencies, should encourage source reduction activities whenever possible.

3) County and municipal governments, as well as other municipal agencies, should encourage State and Federal officials and representatives to address the issue of source reduction in whatever means possible.

4) County and municipal governments, as well as other municipal agencies, should require that all departments complete a waste audit.

5) County and municipal governments should require that the ultimate disposal costs be calculated as part of their procurement process.

Toxicity Reduction and ***Increasing 'Recyclability' of Waste Stream***

6) The education coordinator should develop materials to inform consumers of the type of hazardous waste in their home.

7) A separate publication on the alternatives to hazardous waste should be made available through local offices.

8) Implementation of toxicity reduction should be coordinated with other community groups.

9) County and municipal governments should encourage the introduction and passage [of legislation] at the State and Federal level that addresses the issue of toxicity reduction.

10) If the State or Federal governments do not pass legislation addressing the proper disposal of hazardous materials, or if no private firm establishes a comprehensive program for proper disposal of hazardous materials within 5 years, review of this plan should include consideration of banning these materials from any municipality owned or operated facilities or a review of the way and means of adding taxes on select hazardous materials.

11) If there has been no State or Federal legislation enacted to address problem components of the waste stream within five years of this plan's adoption, re-evaluation of deposits, surcharges and product bans and other related activities should be undertaken.

12) The education coordinator should include information on the recyclability of items in all program material as well as making sure retail and wholesale outlets use proper bags for the conveyance of purchases.

Industrial Source Reduction

13) The implementing authority should develop a waste audit program that would consist of staff visits to facilities to assist businesses and industries in determining where and how they may be able to reduce their waste generation and toxicity levels or to alter their waste to make it more easily processed.

14) Development of a waste audit disclosure report should be included as part of the review process within the economic development and planning departments of member governments.

15) The County and municipal governments should encourage efforts to reuse existing structures in the community as much as possible.

16) Demolition permits should have a 30-day waiting period.

17) The creation of a construction material recycling center should be investigated.

18) There should be a municipally sponsored Small Quantity Generator Program.

b. Recycling and Reuse

The 21 recommendations for recycling and reuse were divided into two separate implementation schedules: 17 recommendations for the next five years (1990-1995) and four long-term recommendations. The recommendations for 1990-1995 were divided into five categories: General, Residential, Yard waste, Commercial, and Community Recycling Center.

1990-1995 Recommendations: General

19) The Cities and County should develop a unified recycling system and agency to operate the recycling programs.

20) The Cities and County, through their membership in the association, should develop a material recovery facility to 'mainstream' recycling in Champaign County.

21) The Cities and the County should consider altering the current licensing structure for haulers.

1990-1995 Recommendations: Residential

22) The City of Urbana should add HDPE/PET collection to their curbside routes.

23) The City of Champaign and the City of Urbana should expand their curbside collection programs to service buildings with 5-9 units with a targeted participation rate of 30%.

24) Both Cities should use educational and promotional means to raise participation rates to a targeted range of 45% - 55%.

25) Both Cities should add the collection of cardboard/paperboard to the curbside programs (including the 5-9 unit buildings).

26) The County should maintain their current number of drop-offs.

1990-1995 Recommendations: Yard Waste

27) The City of Champaign should begin a nine-month yard waste collection program.

28) The City of Urbana should maintain their U-Bag and U-Tie Program

29) Both Cities should investigate the development of residential backyard composting programs.

1990-1995 Recommendations: Commercial

30) There should be no municipally sponsored programs intended to service large commercial and industrial firms in the County.

31) A partnership between the private haulers and the implementing authority should be developed to increase the recycling opportunities for small to medium sized businesses.

32) Both the Cities and the County should review their zoning, building codes, health and safety codes or any other ordinance or regulation that may hinder recycling activity in the commercial and industrial sector.

1990-1995 Recommendations: Community Recycling Center

33) CRC should re-evaluate its operations and determine whether collection or processing should be its primary function.

34) The in-town drop-off sites should be upgraded.

35) CRC should determine how to optimize its current capacity without any major improvements.

Long- Term Recommendations

36) The database of waste generation recycling and disposal information should be routinely updated.

37) The municipal programs should continuously adapt the materials collected to the changing mix of recyclable materials.

38) Studies on how to service 10+ unit residential structures should be undertaken.

39) The recycling programs should be amended to accommodate generator-based waste reduction programs when appropriate.

c. Combustion for Energy Recovery n/a

d. Combustion for Volume Reduction

Ten scenarios were considered within the body of Champaign County's Solid Waste Management Plan. Two of the 10 scenarios included the construction of a combustion facility. This facility was to be located in the vicinity of the University of Illinois Abbott Power Plant. In the final analysis, these scenarios were not recommended to be the most effective way to achieve Champaign County's solid waste management goals.

e. Disposal in Landfills

Scenario #6 was chosen as the most cost-effective way to achieve Champaign County's solid waste management goals. This proposal calls for:

40) The construction of an in-county transfer station with a material recovery component, and the construction of an in-county landfill.

Scenario #6 states that the previously mentioned expanded curbside program (see 'Residential' Recommendations) be implemented in 1992, the Transfer Station with material recovery will be operational by 1992, and the new landfill open in 1995.

The following six recommendations associated with the implementation of Scenario #6 are separated into four categories: Ownership; Operation and Procurement; Implementing Agency; Flow Control; and Financing.

Ownership, Operation and Procurement

41) Local government should own the facilities.

42) Local government should develop a public/private partnership for the operation of the solid waste facilities.

Implementing Agency

43) Designate the Intergovernmental Solid Waste Disposal Association as the implementing agency.

44) Local municipal recycling programs should continue under the direction of the member governments until ISWDA can consolidate service.

Flow Control

45) Flow Control should be enacted immediately after the adoption of the Solid Waste Management Plan to ensure demand for services for the future in-county landfill and reduce the municipality's liability with regard to out-of-county disposal sites.

Financing

46) In Champaign County, solid waste facilities should be financed with revenue bonds.

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Appendix C Note:

1. Appendix C content is an excerpt from Section 1 (Recommendations and Implementation Schedule Contained in the Adopted Plan) of Champaign County Solid Waste Management Plan 2017 Update, adopted by Champaign County Board Resolution No. 10161 on November 21, 2017.

Summary Reports: Residential Electronics Collections held in Champaign County

During 2021, two Residential Electronics Collection (REC) events took place outdoors at Parking Lot M at the Parkland College campus, on May 22, 2021 and on October 16, 2021. This summary report includes highlights of the REC events in 2021.

Collection Results *(Attachment A)*

In 2021, the two REC events resulted in a total of nearly 140 tons of unwanted residential electronics collected, on 330 pallets in total, and transported in 18-20 semi-loads.

In 2021, the weight of cathode-ray-tube (CRT) TV and monitors collected is tapering off. In October, CRT TVs and monitors comprised 36% of collected electronics. In May, CRT TVs and monitors comprised 38% of the electronics collected.

In 2021, LCD TVs and LCD monitors continue to trend upward.

Participation *(Attachment B)*

Residents of 21 municipalities in the County and of unincorporated Champaign County participated in both REC events.

A total of 1,717 persons registered to attend the May REC event. The estimated number of participants attending was 1,457. Approximately 15% of persons registered did not attend.

A total of 1,621 persons registered to attend the October REC event. The estimated number of participants attending was 1,322. Approximately 18% of persons registered did not attend.

Attachments

A Collection Reports Residential Electronics Collections
Details Category and Weights, Years 2021-2017
Comparative Chart —Years 2021-2017

B Residential Electronics Collection Participants in 2021

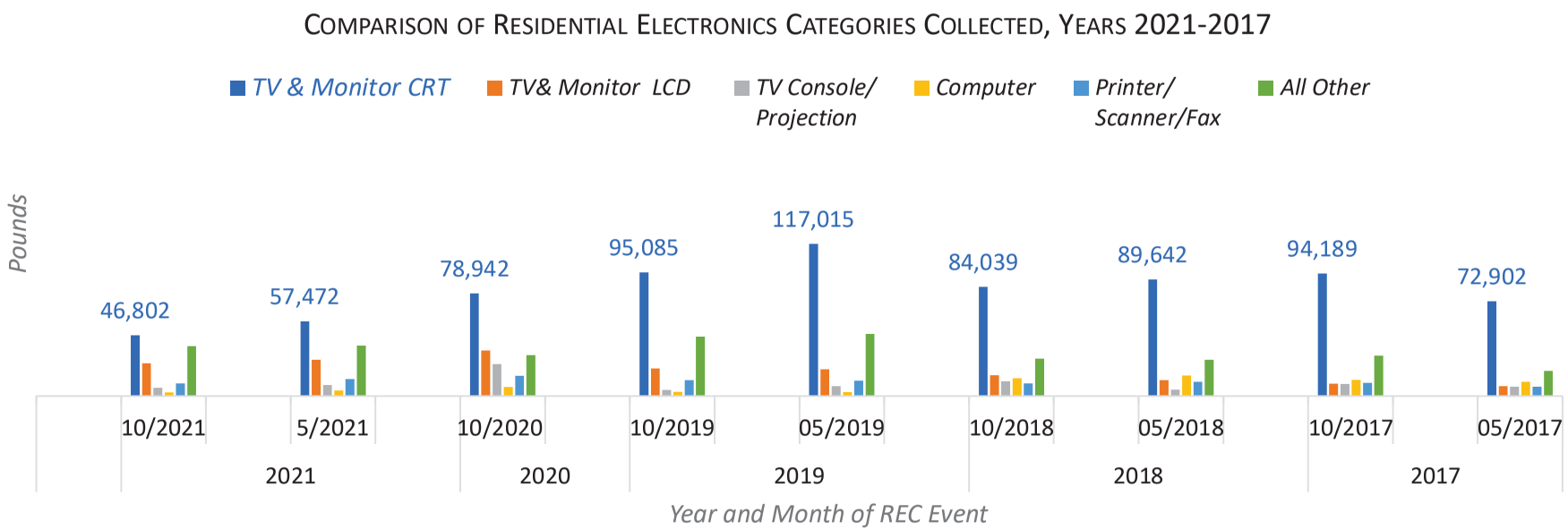
Residential Electronics Collections - Years 2021-2017
Collection Results

Year	REC Event Date	TV & Monitor CRT	TV& Monitor LCD	TV Console/ Projection	Computer	Printer/ Scanner/Fax	All Other	Subtotal Pounds	Subtotal Tons	Total Pounds	Total Tons
2021	10/2021	46,802	25,299	6,382	2,772	9,774	38,329	129,358	64.77		
	5/2021	57,472	28,028	8,396	4,291	13,098	38,811	150,096	75.05	279,454	139.73
2020	10/2020	78,942	35,144	24,597	6,978	15,598	31,431	192,690	96.35	192,690	96.35
2019	10/2019	95,085	21,244	4,709	3,178	12,219	45,771	182,206	91.10		
	05/2019	117,015	20,632	7,739	3,074	11,870	47,744	208,074	104.04	390,280	195.14
2018	10/2018	84,039	16,018	11,330	13,783	9,802	28,776	163,748	81.87		
	05/2018	89,642	12,212	4,994	15,835	11,091	28,022	161,796	80.90	325,544	162.77
2017	10/2017	94,189	9,628	9,396	12,463	10,075	31,046	166,797	83.40		
	05/2017	72,902	7,717	7,272	10,944	7,315	19,279	125,429	62.71	292,226	146.11

11/29/2021

Attachment A

R-1267



Attachment A

11/29/21

R-1268

Residential Electronics Collection Participants - May 22, 2021

Appendix D

	Total allowed to register online	Total registered once we closed…	Total registered after postcards went out…	Postcards collected on date of event:	Ppl who didn't get postcards or didn't register	Approx. total attendees:	Approx. no shows:	% showed up	% no show
Oct 15, 2016	708	715	674	681	35	716			
May 20, 2017	1040	1142	1099	924	50	974	125	89%	11%
Oct 14, 2017	1248	1296	1296	1072	31	1103	198	85%	15%
May 19, 2018	1600	1585	1545	1247	43	1290	255	83%	17%
Oct 13, 2018	1782	1595	1649	1266	54	1320	329	80%	20%
May 18, 2019	2240	2116	2115	1612	80	1692	423	80%	20%
Oct 12, 2019	2160	1980	1997	1472	112	1584	413	78%	22%
May 16, 2020	cancelled due to COVID-19								
Oct 9-10, 2020	2100	2118	2070	1775	5	1780	290	86%	14%
May 22, 2021	1735	1717		1357	100	1457	260	85%	15%

Semis filled	Total Lbs. collected	Total Tons collected	Lbs. of TV's collected	% of TV's collected
	110,173	50.1	67,114	60.9%
7	125,429	62.7	85,144	67.9%
9	166,797	83.4	110,984	66.5%
8/10	161,796	80.9	105,013	64.9%
8/10	163,748	81.9	107,834	65.9%
9.5/11	208,074	104.04	145,400	69.9%
8/9	182,200	91.1	121,000	66.4%

5/22/21 Event — weather: cloudy &warm (86 degrees)

	Total registered:	Total reg after cancellations &/or addtions	Postcards collected on date of event:	showed email/text at event:
7:00-7:15	88	85	71	5
7:15-7:30	79	80	67	5
7:30-7:45	85	81	67	5
7:45-8:00	86	82	72	5
8:00-8:15	88	87	70	5
8:15-8:30	87	88	67	5
8:30-8:45	87	87	67	5
8:45-9:00	87	87	73	5
9:00-9:15	87	87	75	5
9:15-9:30	87	88	71	5
9:30-9:45	87	86	70	5
9:45-10:00	88	87	68	5
10:00-10:15	87	91	79	5
10:15-10:30	87	88	65	5
10:30-10:45	87	86	71	5
10:45-11:00	88	85	67	5
11:00-11:15	87	86	64	5
11:15-11:30	87	86	65	5
11:30-11:45	88	86	55	5
11:45-12:00	88	84	53	5
	1735	**1717**	**1357**	**100**

Total approx # of participants:	**1457**	**85%**
Approx no shows (1717-1457):	**260**	**15%**

	Participating communities:		cancelled:	added:	total:
1	Bondville	7			7
2	Broadlands	3			3
3	Champaign	874	21	12	865
4	Fisher	16			16
5	Gifford	4			4
6	Homer	16			16
7	Ivesdale	4			4
8	Longview	4			4
9	Ludlow	2			2
10	Mahomet	172	5		167
11	Ogden	14			14
12	Pesotum	5			5
13	Rantoul	61	1	2	62
14	Royal	5			5
15	Sadorus	6	1	1	6
16	Savoy	84			84
17	Sidney	14	1		13
18	St. Joseph	78	2	1	77
19	Thomasboro	10	1		9
20	Tolono	31		2	33
21	Urbana	291	7	5	289
22	Unincorporated &	34	2		32
	TOTAL:	**1735**	**41**	**23**	**1717**

Attachment B

R-1269

Residential Electronics Collection Participants - October 16, 2021

	Total allowed to register online	Total registered once we closed…	Total registered after postcards went out…	Postcards collected on date of event:	Ppl who didn't get postcards or didn't register	Approx. total attendees:	Approx. no shows:	attendance %	% no show
Oct 15, 2016	708	715	674	681	35	716			
May 20, 2017	1040	1142	1099	924	50	974	125	89%	11%
Oct 14, 2017	1248	1296	1296	1072	31	1103	198	85%	15%
May 19, 2018	1600	1585	1545	1247	43	1290	255	83%	17%
Oct 13, 2018	1782	1595	1649	1266	54	1320	329	80%	20%
May 18, 2019	2240	2116	2115	1612	80	1692	423	80%	20%
Oct 12, 2019	2160	1980	1997	1472	112	1584	413	78%	22%
May 16, 2020	cancelled due to COVID-19								
Oct 9-10, 2020	2100	2118	2070	1775	5	1780	290	86%	14%
May 22, 2021	1735	1717		1357	100	1457	260	85%	15%
Oct 16, 2021	**1645**	**1621**		**1257**	**65**	**1322**	**299**	**82%**	**18%**

Semis filled	Total Lbs. collected	Total Tons collected	Lbs. of TV's collected	% of TV's collected
	110,173	50.1	67,114	60.9%
7	125,429	62.7	85,144	67.9%
9	166,797	83.4	110,984	66.5%
8/10	161,796	80.9	105,013	64.9%
8/10	163,748	81.9	107,834	65.9%
9.5/11	208,074	104.04	145,400	69.9%
8/9	182,200	91.1	121,000	66.4%
	192,690	96.35	133,284	69.2%
	150,096	75.05	90,908	60.6%

10/16/21 Event — weather: sunny & cool (40-60 degrees)

	Total registered:	Total reg after cancellations &/or addtions	Postcards collected on date of event:	showed email/text at event:
8:00-8:15	105	101	88	4
8:15-8:30	102	99	79	4
8:30-8:45	102	104	90	4
8:45-9:00	103	100	83	4
9:00-9:15	106	105	83	4
9:15-9:30	102	102	77	4
9:30-9:45	102	101	81	4
9:45-10:00	101	102	78	4
10:00-10:15	107	108	82	4
10:15-10:30	103	102	79	4
10:30-10:45	102	101	79	4
10:45-11:00	102	99	78	4
11:00-11:15	102	103	73	4
11:15-11:30	102	99	73	4
11:30-11:45	101	100	74	4
11:45-12:00	103	95	60	5
	1645	**1621**	**1257**	**65**

Total approx # of participants:	**1322**	**82%**
Approx no shows (1621-1257):	**299**	**18%**

	Participating communities:		cancelled:	added:	total:
1	Bondville	3			3
2	Broadlands	1			1
3	Champaign	825	27	23	821
4	Fisher	20	1		19
5	Gifford	7	2		5
6	Homer	7			7
7	Ivesdale	4			4
8	Longview	5			5
9	Ludlow	2			2
10	Mahomet	120	5	4	119
11	Ogden	9		1	10
12	Pesotum	2			2
13	Rantoul	65	1		64
14	Royal	1			1
15	Sadorus	4	1		3
16	Savoy	104	4	1	101
17	Sidney	11			11
18	St. Joseph	49	2	1	48
19	Thomasboro	7			7
20	Tolono	19	1		18
21	Urbana	355	17	7	345
22	Unincorporated &	25			25
	TOTAL:	**1645**	**61**	**37**	**1621**

Attachment B

R-1270

Heritage Environmental Services, LLC is the contractor for the Illinois Environmental Protection Agency (IEPA) that mobilized and provided staff onsite at the IEPA-sponsored One-Day Household Hazardous Waste (HHW) Collection held on April 4, 2021 at the northeast parking lot of Market Place Shopping Center in Champaign.

Collection Results *(Attachment A)*

Attachment A is an excerpt of the Heritage summary report for the IEPA-Sponsored One-Day HHW Collection held in 2021. The 2021 report features specific variable measurement units and data that differs from previous reports about IEPA-Sponsored One-Day HHW Collection results in 2019 and in 2012 that featured generalized data results.

Based on these available reports, only the following simple comparisons are shared for the IEPA-Sponsored One-Day HHW Collection events held in 2021, 2019, and in 2012.

Contractor Cost (Heritage Environmental Services), billed to IEPA:

2021	***2019***	***2012***
$101,273	$103,089	$135,455

Estimated Number of Participants reported by Heritage:

2021	***2019***	***2012***
n/a*	800	1,555

* Based on local coordination team attendance tracking , 874 persons out of 974 registered (approximately 89%) participated in the 2021 IEPA-sponsored one-day HHW collection.

Information to additionally compile and share for the IEPA-Sponsored One-Day HHW Collection event is total costs incurred by county and collaborating local coordinating team staff.

Attachment A

Excerpt of Heritage Disposal Summary Report for IEPA One-Day HHW Collection on April 4, 2021

Heritage - Disposal for One-Day HHW Events Starting FY 2011
Collections Held After November 22, 2011 10-DAY SUMMARY

IEPA Project Manager: Donald R. Buis

Collection Date:	April 4, 2021
Collection Location:	2000 N. Neil Street, Champaign, IL 61820
Contractor Name:	Heritage Environmental Services, LLC

WASTE	DISPOSAL FACILITIES	UNIT COST	UNIT	QUANTITY	TOTAL COST
Aerosol Paints & Solvents					
Processed and Recovered	RINECO	$72.00	5 gal		$0.00
	1007 Vulcan Road Haskell	$75.00	16 gal		$0.00
	Benton, AR 72015	$81.00	30 gal		$0.00
		$103.00	55 gal		$0.00
		$358.00	1 cy	6	$2,148.00
Aerosol Pesticides & Poisons					
Lab Packed & Incinerated	HES-WTI, Inc.	$68.00	5 gal		$0.00
	1250 St. George Street	$136.00	16 gal		$0.00
	East Liverpool, OH 43920	$142.00	30 gal		$0.00
		$158.00	55 gal		$0.00
		$453.00	1 cy	4	$1,812.00
Corrosives					
Lab Packed & Incinerated	HES-WTI, Inc.	$63.00	5 gal		$0.00
	1250 St. George Street	$72.00	16 gal		$0.00
	East Liverpool, OH 43920	$130.00	30 gal		$0.00
ACID		$217.00	55 gal	9	$1,953.00
BASE		$217.00	55 gal	13	$2,821.00
Oxidizers					
Lab Packed & Incinerated	HES-WTI, Inc.	$63.00	5 gal	1	$63.00
	1250 St. George Street	$72.00	16 gal	1	$72.00
	East Liverpool, OH 43920	$130.00	30 gal	2	$260.00
		$217.00	55 gal	1	$217.00
Waste Oils					
Bulked & Redistilled	Beaver Oil Company	$46.00	5 gal		$0.00
	6037 Lenzi Avenue	$49.00	16 gal		$0.00
	Hodgkins, IL 60525	$54.00	30 gal		$0.00
		$83.00	55 gal		$0.00
		$0.21	gal	1100	$231.00
Flammable Liquids (bulkable)					
Bulked & Burned for Fuel	RINECO	$46.00	5 gal		$0.00
	1007 Vulcan Road Haskell	$49.00	16 gal		$0.00
	Benton, AR 72015	$54.00	30 gal		$0.00
		$83.00	55 gal	12	$996.00
		$252.00	85 gal		$0.00
Flammable Solids					
Lab Packed & Incinerated	HES-WTI, Inc.	$63.00	5 gal		$0.00
	1250 St. George Street	$114.00	16 gal	1	$114.00
	East Liverpool, OH 43920	$239.00	30 gal		$0.00
		$334.00	55 gal		$0.00
Water Reactives					
Lab Packed & Incinerated	HES-WTI, Inc.	$73.00	5 gal	1	$73.00
	1250 St. George Street	$114.00	16 gal		$0.00
	East Liverpool, OH 43920	$239.00	30 gal		$0.00
		$334.00	55 gal		$0.00
Oil-Based Paints					
Bulked & Burned for Fuel	RINECO	$75.00	5 gal		$0.00
	1007 Vulcan Road Haskell	$106.00	16 gal		$0.00

	Benton, AR 72015	$162.00	30 gal		$0.00
		$225.00	55 gal	28	$6,300.00
		$412.00	85 gal		$0.00
Adhesives, Sealers, Flams Not Bulked					
Burned for Fuel	RINECO	$47.00	5 gal		$0.00
	1007 Vulcan Road Haskell	$49.00	16 gal		$0.00
	Benton, AR 72015	$62.00	30 gal		$0.00
		$126.00	55 gal		$0.00
		$398.00	1 cy	15	$5,970.00
Antifreeze					
Bulked & Burned for Fuel	RINECO	$47.00	5 gal		$0.00
	1007 Vulcan Road Haskell	$49.00	16 gal		$0.00
	Benton, AR 72015	$62.00	30 gal		$0.00
		$126.00	55 gal	7	$882.00
		$282.00	85 gal		$0.00
PCB Capacitors & Transformers					
Lab Packed & Incinerated	Veolia ETS	$85.00	5 gal	1	$85.00
	5752 West Jefferson Street	$322.00	16 gal		$0.00
	Phoenix, AZ 85043	$490.00	30 gal		$0.00
		$811.00	55 gal		$0.00
PCB Contaminated Liquids					
Incinerated	Veolia ETS	$115.00	5 gal		$0.00
	5752 West Jefferson Street	$233.00	16 gal		$0.00
	Phoenix, AZ 85043	$434.00	30 gal		$0.00
		$591.00	55 gal		$0.00
		$1,014.00	85 gal		$0.00
Poison Solids					
Lab Packed & Incinerated	HES-WTI, Inc.	$73.00	5 gal		$0.00
	1250 St. George Street	$146.00	16 gal		$0.00
	East Liverpool, OH 43920	$185.00	30 gal		$0.00
		$231.00	55 gal		$0.00
		$430.00	1 cy	9	$3,870.00
Poison Liquids					
Lab Packed & Incinerated	HES-WTI, Inc.	$73.00	5 gal		$0.00
	1250 St. George Street	$146.00	16 gal		$0.00
	East Liverpool, OH 43920	$154.00	30 gal		$0.00
		$202.00	55 gal	1	$202.00
		$747.40	1 cy	18	$13,453.20
Asbestos					
Landfilled	Heritage Roachdale Landfill	$65.00	5 gal		$0.00
	4370 West County Road 1275 North	$68.00	16 gal		$0.00
	Roachdale, IN 46172	$80.00	30 gal		$0.00
		$120.00	55 gal		$0.00
		$236.00	1 cy		$0.00
Household Batteries - NiCad					
Drummed & Recycled (nicad)	INMETCO	$65.00	5 gal		$0.00
	Route 488	$132.00	16 gal	1	$132.00
	Elwood City, PA 16117	$205.00	30 gal		$0.00
		$299.00	55 gal		$0.00
Household Batteries - Alkaline					
Drummed & Landfilled (alkaline)	Environmental Quality (Wayne Dispo	$50.00	5 gal	1	$50.00
	49350 North I-94 Service Drive	$74.00	16 gal	11	$814.00
	Belleville, MI 4811	$185.00	30 gal		$0.00
		$253.00	55 gal		$0.00
Household Batteries - Lithium					
Drummed & Recycled (lithium)	INMETCO	$223.00	5 gal		$0.00
	Route 488	$533.00	16 gal	2	$1,066.00
	Elwood City, PA 16117	$1,062.00	30 gal		$0.00

		$1,777.00	55 gal		$0.00
Household Batteries - Sealed Lead					
Drummed & Recycled (sealed lead)	RSR - Quemetco	$92.00	5 gal	1	$92.00
	7870 W. Morris Street	$95.00	16 gal		$0.00
	Indianapolis, IN 46231	$102.00	30 gal		$0.00
		$155.00	55 gal		$0.00
Fluorescent Lamps					
Lab Packed & Recycled	Lighting Resources, Inc	$0.15	Per Foot	9033	$1,354.95
Compact Fluorescent Lamps					
Lab Packed & Recycled	Lighting Resources, Inc	$21.00	5 gal		$0.00
	894 Park 800 Dr	$48.00	16 gal		$0.00
	Greenwood, IN 46143	$91.00	30 gal		$0.00
		$171.00	55 gal	9	$1,539.00
Mercury & Mercury Containing Waste					
Lab Packed & Recycled	Heritage Indianapolis Treatment	$529.00	5 gal	1	$529.00
	7901 West Morris Street	$1,015.00	16 gal	1	$1,015.00
	Indianapolis, IN 60439	$1,337.00	30 gal		$0.00
		$1,877.00	55 gal		$0.00
Hazardous Waste Solids Not Elsewhere Specified in This Bid					
Crushed Lamps	Lighting Resources, Inc	$73.00	5 gal		$0.00
	894 Park 800 Dr	$189.00	16 gal		$0.00
	Greenwood, IN 46143	$323.00	30 gal		$0.00
		$471.00	55 gal		$0.00
		$720.00	1 cy		$0.00
Hazardous Waste Liquids Not Elsewhere Specified in This Bid					
Lab Packed & Incinerated	HES-WTI, Inc.	$73.00	5 gal		$0.00
	1250 St. George Street	$189.00	16 gal		$0.00
	East Liverpool, OH 43920	$323.00	30 gal		$0.00
		$471.00	55 gal		$0.00
		$720.00	85 gal		$0.00

1) Waste Charge: $48,114.15

Mobilization		**ii. Each Additional 4-Person Team**	**# Additional Teams**
Northwest	$12,448.00	$2,917.00	
Chicago-Metro	$10,350.00	$2,843.00	
Peoria-Quad Cities	$12,810.00	$3,909.00	
East Central	$13,699.00	$3,946.00	10
West Central	$12,123.00	$3,965.00	
E. St. Louis Metro	$11,463.00	$2,962.00	
Southern	$11,874.00	$3,846.00	

Cost for Addl. Teams $39,460.00

2) Total Mobility Cost: $53,159.00

Excerpt of 10-Day Summary emailed on 5/25/2021 from D. Buis, IEPA

Total Cost: $101,273.15

Summary of Resident Survey Results
The responses to survey questions 1 through 13 are summarized below. Additional details and specific comments provided as responses to the Resident Survey start on Page F-6.

1. How much emphasis does your household place on recycling?

Of the 88 respondents,

9% … We don't recycle and are not interested.
3% … We don't recycle, but plan to begin.
28% … We recycle some of the time.
60% … We recycle most of the time.

2. Do you or other members of your household currently do any of the following?

The top two recycling activities indicated were:
'Recycle plastic bags' *and* ***'Recycle electronics items such as computers, televisions, printers.'***

3. Compared to five years ago, how would you describe the frequency of your recycling activities?

Of the 88 respondents,

55% indicated they recycle approximately the same amount,
30% indicated they recycle more frequently or somewhat more frequently, and
12.5% indicated they recycle less frequently.

4. What prevents you from recycling or recycling more than you currently do? (check all that apply)

Of the 86 respondents,

32 responded… Curbside recycling is not available.
29 responded… Nothing, I recycle everything possible.
25 responded… I do not know where to find recycling information.
23 responded … 'Other' Refer to p. F-7 for comments listed.
22 responded … Recycling takes up too much room.
18 responded … It is too much work or not physically able.
9 responded … Inconvenient locations and times.
3 responded … I do not know where to take materials.
3 responded … Recycling takes too much time.
1 responded … I do not think it is necessary to recycle.
1 responded … I do not know what I can recycle.

5. Do you or other members of your household currently do any of the following to reduce the amount of trash you throw away (i.e., waste reduction)? [Check all that apply.]

From 89 respondents, the top three responses were:

85 *responded … Donate clothing and household items.*
82 responded … Keep items (vehicles, lawn equipment, appliance, etc.) well-maintained to avoid repair and replacement.
75 responded … Use durable cups, plates, and utensils instead of disposables.

6. How willing are you to subscribe to a food scrap curbside collection program?

Of the 87 respondents,

17 were … Very willing
10 were … Somewhat willing
21 were … Not willing
21 indicated 'Don't know/Not sure'
18 indicated 'Not applicable'

7. How willing are you to bring food scrap from your residence to a food scrap collection drop off?

Of the 85 respondents,

51 were 'Not willing'
21 indicated 'Don't Know/Not sure'
10 were 'Somewhat willing' and
3 were 'Very willing'

8. How willing are you to pay for trash services based on the amount of trash you set out for disposal, similar to other utilities like water and electricity?

Of the 84 respondents,

30 were 'Very willing'
24 were 'Somewhat willing'
17 indicated 'Don't Know/Not sure'
13 were 'Not willing'

9. Please rate your agreement with the following statements.

- I am willing to help pay the costs to provide alternatives to landfill disposal, such as curbside food scrap collection for composting.

Strongly Agree: 17%	***Agree: 21.5%***	*Neutral: 20.4%*	*Disagree: 13.6%*	*Strongly Disagree: 15.9%*	*Don't Know: 11.3%*

- I am supportive of my city or county arranging my residential trash and recycling service.

Strongly Agree: 30.7%	*Agree: 18.2%*	*Neutral: 12.6%*	*Disagree: 6.8%*	*Strongly Disagree: 10.2%*	*Don't Know: 12.5%*

- I support public policies that lead to improved waste reduction and reuse.

Strongly Agree: 40.9%	*Agree: 32.9%*	*Neutral: 12.5%*	*Disagree: none*	*Strongly Disagree: 4.5%*	*Don't Know: 9.1%*

- I support public policies that lead to improved recycling programs.

Strongly Agree: 47.2%	*Agree: 33.7%*	*Neutral: 12.4%*	*Disagree: none*	*Strongly Disagree: 3.4%*	*Don't Know: 3.4%*

10. Please indicate how active of a role local government should take in each of the following.

- Educate residents about the importance of waste reduction and recycling.

Leadership Role: 62.8% *Supportive Role: 26.7%* *No Role: 10.5%*

- Support the development of comprehensive waste reduction and recycling programs.

Leadership Role: 55.8% *Supportive Role: 31.4%* *No Role: 12.8%*

- Inform residents and businesses about existing programs and services.

Leadership Role: 68.2% *Supportive Role: 22.3%* *No Role: 9.4%*

- Develop progressive programs to expand waste reduction and recycling in your community.

Leadership Role: 58.1% *Supportive Role: 27.9%* *No Role: 13.9%*

11. Please rate how supportive you would be of your city or county implementing the following policies to help reduce waste from landfills.

Of the 85 respondents,

- Mandatory recycling for residents

  Very Supportive: 33.3% *Somewhat Supportive: 33.3%* *Not Supportive: 33.3%*

- Mandatory recycling for businesses and institutions

  Very Supportive: 50% *Somewhat Supportive: 23.8%* *Not Supportive: 26.2%*

- Mandatory recycling for construction and demolition projects

  Very Supportive: 57.1% *Somewhat Supportive: 25%* *Not Supportive: 17.9%*

- Mandatory recycling for apartment complexes

  Very Supportive: 44.1% *Somewhat Supportive: 35.7%* *Not Supportive: 20.2%*

- Pay-As-You-Throw (i.e., each resident pays for the amount of trash set out at curb for disposal)

  Very Supportive: 42.4% *Somewhat Supportive: 31.8%* *Not Supportive: 25.9%*

Continued on Next Page

12. Please rate your satisfaction with the availability of the following types of services in the community where you live.

A. Availability of trash collection service

Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied	Don't Know	Total
39.5%	**40.7%**	11.1%	2.5%	3.7%	2.5%	81

B. Recycling collection or access to a public recycling drop off

Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied	Don't Know	Total
21.5%	20.3%	13.9%	**22.8%**	16.5%	5.1%	79

C. Landscape waste collection

Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied	Don't Know	Total
15.2%	21.5%	**30.4%**	15.2%	1.3%	16.5%	79

D. Food scrap composting options

Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied	Don't Know	Total
0%	1.3%	**42.3%**	11.5%	5.1%	39.7%	78

E. Glass bottle/container recycling

Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied	Don't Know	Total
21.3%	20%	10%	17.5%	**21.3%**	2.5%	80

F. Household Hazardous waste collection

Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied	Don't Know	Total
5.1%	17.7%	24.1%	**27.9%**	11.4%	13.9%	79

G. Used tire collection

Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied	Don't Know	Total
2.5%	8.8%	25%	16.3%	10%	**27.5%**	80

H. Safe disposal options for old unused medications

Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied	Don't Know	Total
12.5%	**35%**	30%	8.8%	2.5%	11.3%	80

I. Appliance disposal/recycling

Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied	Don't Know	Total
6.3%	18.8%	**28.8%**	13.8%	10%	22.5%	80

J. Bulky items pickup services

Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied	Don't Know	Total
5.1%	16.5%	**25.3%**	22.8%	5.1%	**25.3%**	79

Continued

K. Agricultural chemicals collection

Very Satisfied	*Satisfied*	*Neutral*	*Dissatisfied*	*Very Dissatisfied*	***Don't Know***	Total
1.3%	*8.8%*	*27.5%*	*7.5%*	*3.8%*	***51.3%***	80

L. Community/neighborhood clean-up days

Very Satisfied	*Satisfied*	***Neutral***	*Dissatisfied*	*Very Dissatisfied*	*Don't Know*	Total
3.8%	*17.7%*	***34.2%***	*10.1*	*5.1%*	*29.1%*	79

M. Electronics waste collection (televisions, computers, etc.)

Very Satisfied	*Satisfied*	*Neutral*	***Dissatisfied***	*Very Dissatisfied*	*Don't Know*	Total
11.3%	*23.8%*	*16.3%*	***30%***	*8.8%*	*10%*	80

N. Carpet recycling

Very Satisfied	*Satisfied*	*Neutral*	*Dissatisfied*	*Very Dissatisfied*	***Don't Know***	Total
2.5%	*3.8%*	*28.8%*	*7.5%*	*5%*	***52.5%***	80

O. Mattress and box spring recycling

Very Satisfied	*Satisfied*	*Neutral*	*Dissatisfied*	*Very Dissatisfied*	***Don't Know***	Total
3.8%	*7.6%*	*24.1%*	*16.5%*	*10.1%*	***38%***	79

P. Household battery recycling

Very Satisfied	***Satisfied***	*Neutral*	*Dissatisfied*	*Very Dissatisfied*	*Don't Know*	Total
10.1%	***24.1%***	*15.2%*	*19%*	*12.7%*	*19%*	79

Q. Safe disposal options for medical sharps/needles

Very Satisfied	*Satisfied*	*Neutral*	*Dissatisfied*	*Very Dissatisfied*	***Don't Know***	Total
11.3%	*20%*	*23.8%*	*10%*	*0%*	***35%***	80

13. Referring to the list in Question 12 above, which THREE services would you MOST LIKE to see offered or expanded in the community where you live? [Enter your selected TOP THREE services below using the letter shown for each item in Question 12.]

Summary of **top three services** selected by 77 – 79 survey respondents:

B. Selected by 27 respondents: **Recycling collection or access to a public recycling drop off**

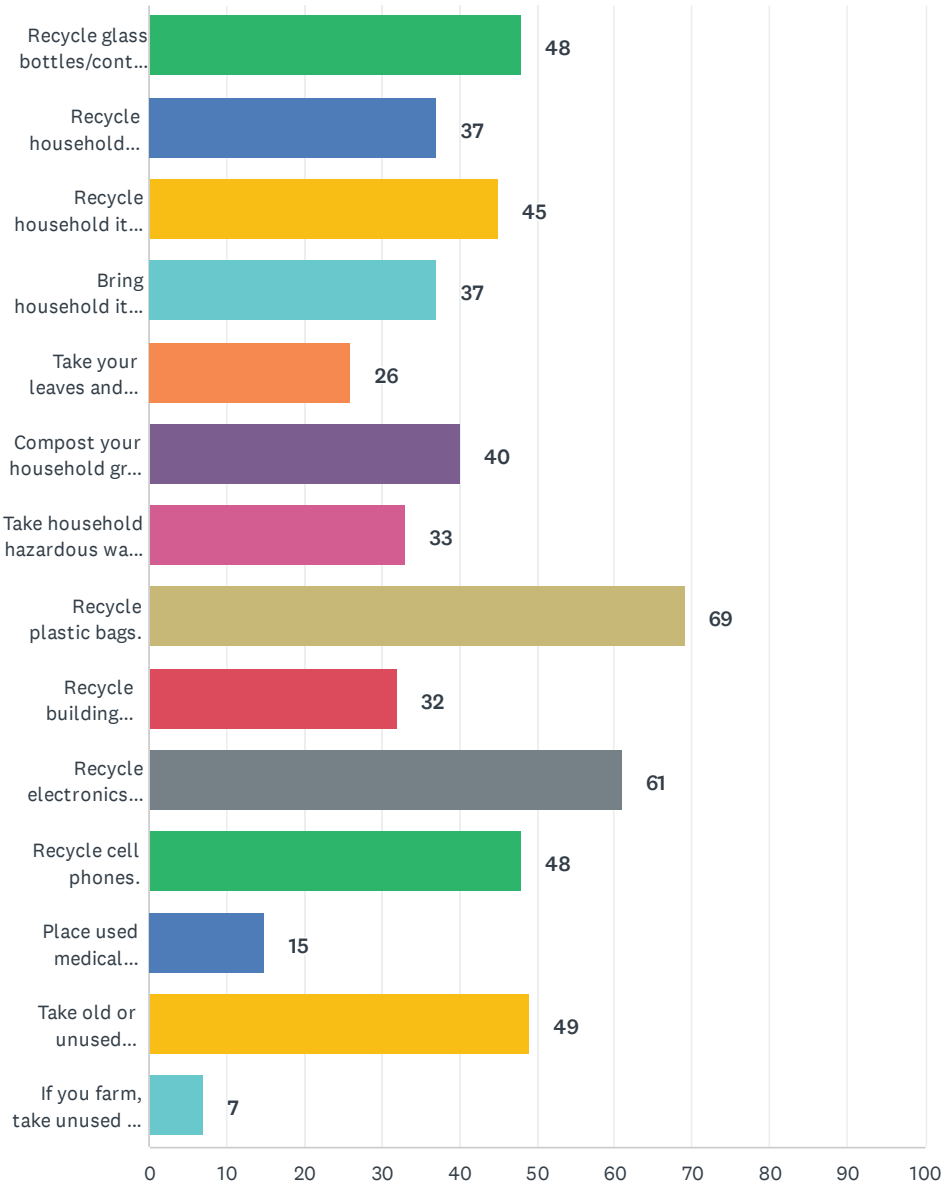
M. Selected by 24 respondents: **Electronics waste collection (televisions, computers, etc.)**

F. Selected by 21 respondents: **Household Hazardous Waste Collection**

Resident Survey: Waste Reduction, Recycling, Composting, and Trash Service

Q2 Do you or other members of your household currently do any of the following? [Check all that apply.]

Answered: 86 Skipped: 4



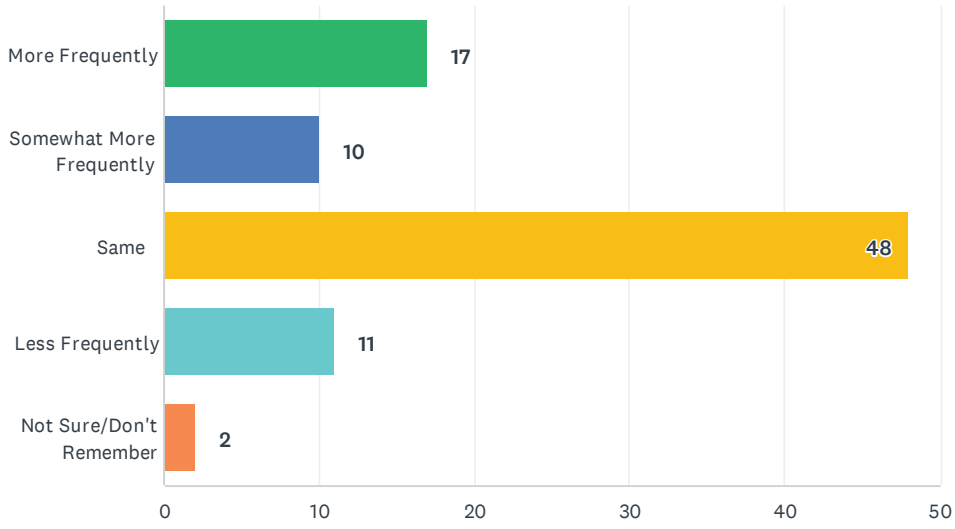
Resident Survey: Waste Reduction, Recycling, Composting, and Trash Service

ANSWER CHOICES	RESPONSES	
Recycle glass bottles/containers.	55.81%	48
Recycle household batteries.	43.02%	37
Recycle household items like cardboard, paper, bottles, containers, or cans curbside.	52.33%	45
Bring household items like cardboard, paper, plastic containers, or cans to a public drop-off recycling center.	43.02%	37
Take your leaves and brush to a landscape recycling facility, or set them [in bags or bound] at the curb for collection.	30.23%	26
Compost your household grass clippings, leaves, brush, or food scrap at home.	46.51%	40
Take household hazardous waste (HHW) items like oil-based paint, solvents, lawn chemicals, or automotive fluids to an HHW facility or to an annual HHW one-day collection in Champaign. (HHW collection facilities are located in northern IL, with one in Madison County in far southwestern IL).	38.37%	33
Recycle plastic bags.	80.23%	69
Recycle building materials from home repair or remodeling.	37.21%	32
Recycle electronics items such as computers, televisions, printers.	70.93%	61
Recycle cell phones.	55.81%	48
Place used medical sharps/needles in a safe approved disposal container (e.g., provided at a health care facility or using a mail-back box).	17.44%	15
Take old or unused medications/ pharmaceuticals to a collection container (e.g., at Walgreens, Carle Hospital, etc.) or to a special US Drug Enforcement Agency collection event for unwanted medications.	56.98%	49
If you farm, take unused or old farm agricultural chemicals to a regional IL Dept of Agriculture ag chemicals collection.	8.14%	7
Total Respondents: 86		

Resident Survey: Waste Reduction, Recycling, Composting, and Trash Service

Q3 Compared to five years ago, how would you describe the frequency of your recycling activities? [Check only one.]

Answered: 88 Skipped: 2

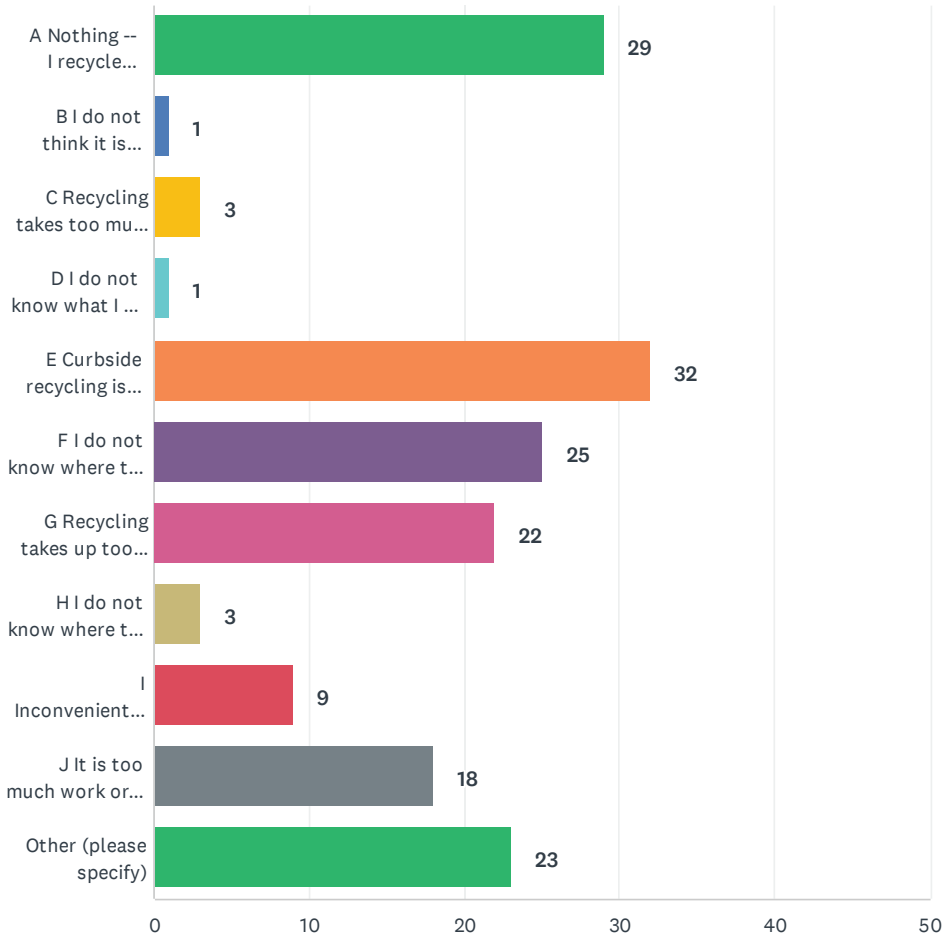


ANSWER CHOICES	RESPONSES	
More Frequently	19.32%	17
Somewhat More Frequently	11.36%	10
Same	54.55%	48
Less Frequently	12.50%	11
Not Sure/Don't Remember	2.27%	2
TOTAL		88

Resident Survey: Waste Reduction, Recycling, Composting, and Trash Service

Q4 What prevents you from recycling or recycling more than you currently do? [Check all that apply.]

Answered: 86 Skipped: 4



Resident Survey: Waste Reduction, Recycling, Composting, and Trash Service

ANSWER CHOICES	RESPONSES	
A Nothing -- I recycle everything possible.	33.72%	29
B I do not think it is necessary to recycle.	1.16%	1
C Recycling takes too much time.	3.49%	3
D I do not know what I can recycle.	1.16%	1
E Curbside recycling is not available.	37.21%	32
F I do not know where to take materials.	29.07%	25
G Recycling takes up too much room.	25.58%	22
H I do not know where to find recycling information.	3.49%	3
I Inconvenient locations and times.	10.47%	9
J It is too much work or not physically able.	20.93%	18
Other (please specify)	26.74%	23
Total Respondents: 86		

See the 23 Responses to Question #4 "Other {please specify} on next page....

"What Prevents you from recycling or recycling more than you currently do?"

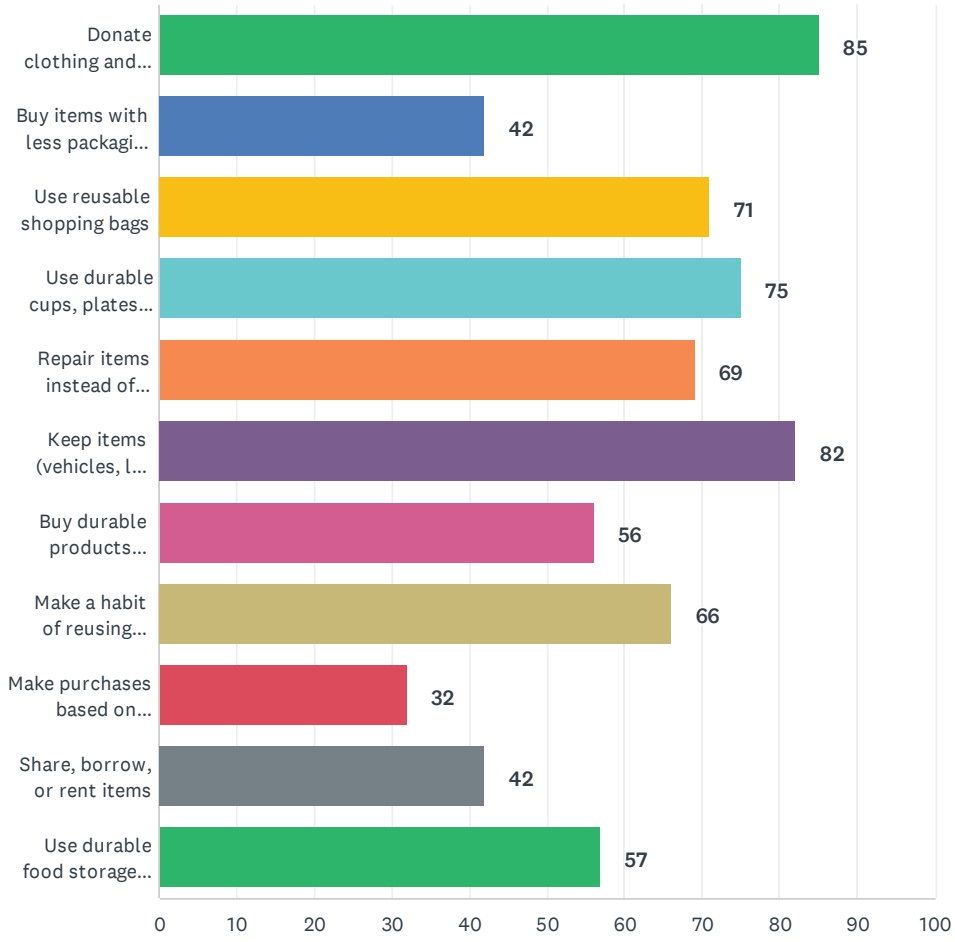
Question #4 What Prevents you from recycling or recycling more than you currently do?
Responses to "Other (please specify)"

1	No residential curbside service where I live between Urbana and St. Joe. I have to take all my recycling to the center in Champaign.
2	I live in the country not a part of trash pick-up.
3	I reduce and reuse products that come without containers.
4	We recycle a lot, but would appreciate more information on where to take special items.
5	I'm on a fixed income. Paying for garbage is enough burden on my income. In short, I just cannot add other expenses to my budget.
6	Recycling is a political ploy. People did more recycling 100 years ago. Free market could actually do repurpose but politics (progressivism is a disease not a help). I am not a kid.
7	We have no recycle drop-off. I sneak to a near village recycle drop off. The small towns around me stopped having dumpsters because public dropped off junk big and small.
8	I do not know a location accepting glass.
9	Wasn't aware some recycling opportunities were available--cell phones, med sharps, etc.
10	Only cardboard and cans appear to be economically recycled post consumer. Single stream recycling for plastic is a con by plastic manufacturers.
11	I am a one-person household and have very few items.
12	Not enough waste collection events for hazardous waste and electronics. It would be AWESOME if there was a 24/7 drop off.
13	We have limited options in my small community.
14	Styrofoam recycling could be made more available.
15	No one touches glass.
16	Our curbside recycling is part of our trash removal; however there are many items that are not included. Especially paint fluids, chemical items, and I have not found workable locations for these.
17	I am unsure if my landlord allows recycling cans. I would love one!
18	We were recycling consistently everything we could until they closed the free recycling drop-off. We cannot afford to pay for recycling.
19	I have no place to take glass jars, bottles.
20	Compost, except food scraps. Not interested. Been there, done that. Check out Eugene, OR and see what problems they have with food compost collection.
21	I don't try many things that require recycling.
22	Glass is hard to recycle/find a location.
23	Batteries need a common container in houses with a drop off location posted on its side so people don't throw in trash. Maybe have a monthly (Saturday) drop off point.

Resident Survey: Waste Reduction, Recycling, Composting, and Trash Service

Q5 Do you or other members of your household currently do any of the following to reduce the amount of trash you throw away (i.e. waste reduction)? [Check all that apply.]

Answered: 89 Skipped: 1



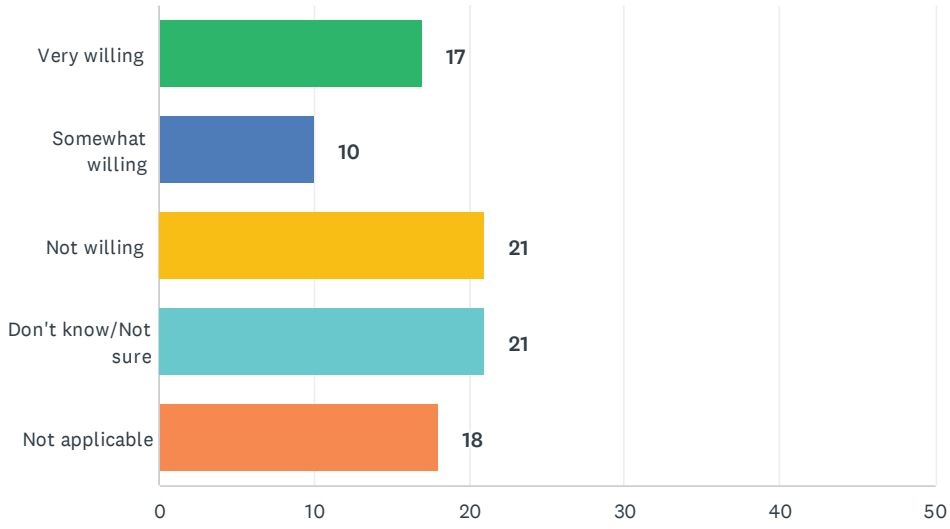
Resident Survey: Waste Reduction, Recycling, Composting, and Trash Service

ANSWER CHOICES	RESPONSES	
Donate clothing and household items	95.51%	85
Buy items with less packaging, buy in bulk, buy used items instead of new	47.19%	42
Use reusable shopping bags	79.78%	71
Use durable cups, plates, and utensils instead of disposables	84.27%	75
Repair items instead of replacing them	77.53%	69
Keep items (vehicles, lawn equipment, appliances, etc.) well-maintained to avoid repair and replacement	92.13%	82
Buy durable products designed to be repairable	62.92%	56
Make a habit of reusing items instead of throwing them away	74.16%	66
Make purchases based on environmental impact	35.96%	32
Share, borrow, or rent items	47.19%	42
Use durable food storage containers vs. disposable take-out containers offered at restaurants	64.04%	57
Total Respondents: 89		

Resident Survey: Waste Reduction, Recycling, Composting, and Trash Service

Q6 How willing are you to subscribe to a food scrap curbside collection program? [Check only one.]

Answered: 87 Skipped: 3

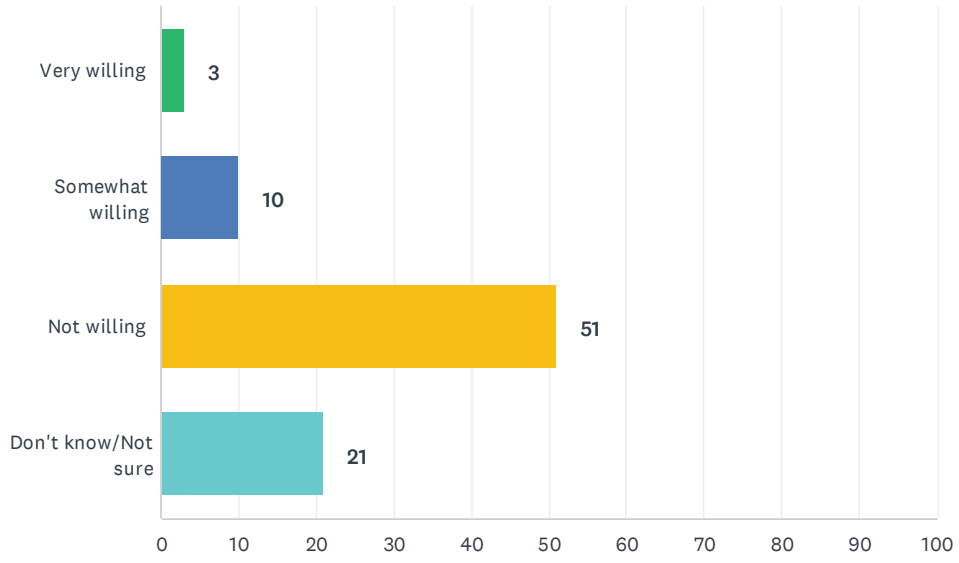


ANSWER CHOICES	RESPONSES	
Very willing	19.54%	17
Somewhat willing	11.49%	10
Not willing	24.14%	21
Don't know/Not sure	24.14%	21
Not applicable	20.69%	18
TOTAL		87

Resident Survey: Waste Reduction, Recycling, Composting, and Trash Service

Q7 How willing are you to bring food scrap from your residence to a food scrap collection drop off? [Check only one.]

Answered: 85 Skipped: 5

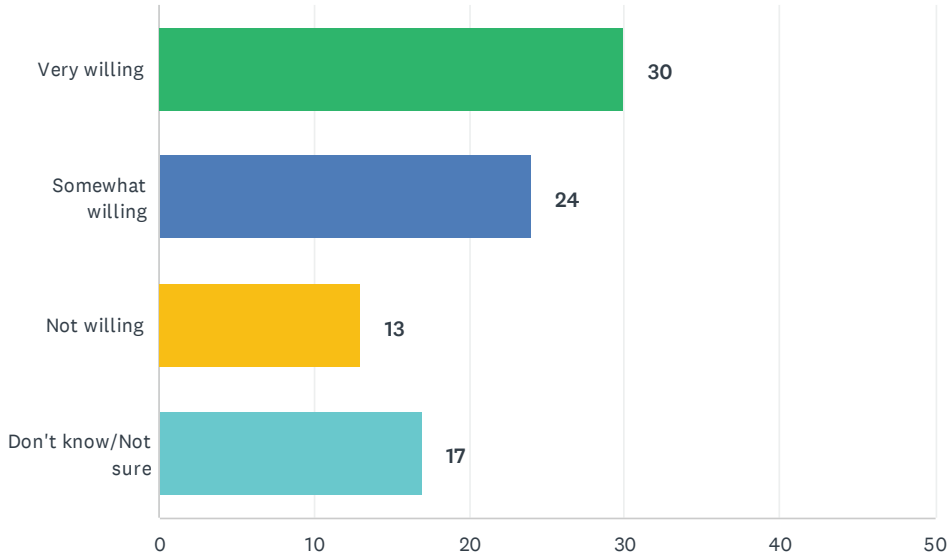


ANSWER CHOICES	RESPONSES	
Very willing	3.53%	3
Somewhat willing	11.76%	10
Not willing	60.00%	51
Don't know/Not sure	24.71%	21
TOTAL		85

Resident Survey: Waste Reduction, Recycling, Composting, and Trash Service

Q8 How willing are you to pay for trash services based on the amount of trash you set out for disposal, similar to other utilities like water and electricity? [Check only one.]

Answered: 84 Skipped: 6

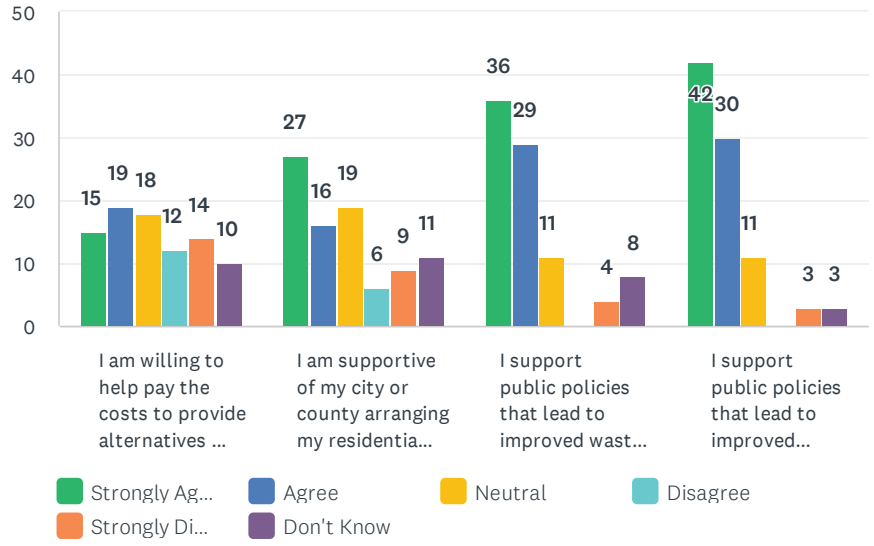


ANSWER CHOICES	RESPONSES	
Very willing	35.71%	30
Somewhat willing	28.57%	24
Not willing	15.48%	13
Don't know/Not sure	20.24%	17
TOTAL		84

Resident Survey: Waste Reduction, Recycling, Composting, and Trash Service

Q9 Please rate your agreement with the following statements. [Select the appropriate column response for each statement.]

Answered: 89 Skipped: 1

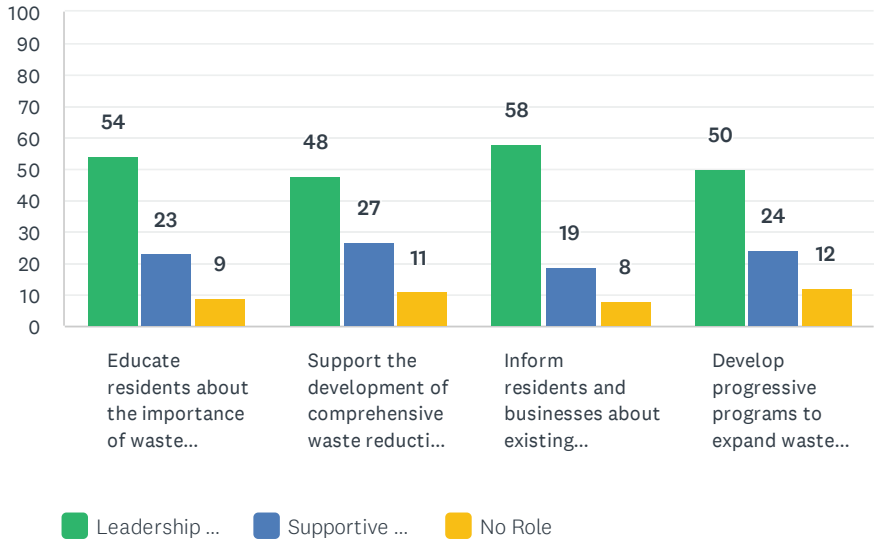


	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	DON'T KNOW	TOTAL
I am willing to help pay the costs to provide alternatives to landfill disposal, such as curbside food scrap collection for composting.	17.05% 15	21.59% 19	20.45% 18	13.64% 12	15.91% 14	11.36% 10	88
I am supportive of my city or county arranging my residential trash and recycling service.	30.68% 27	18.18% 16	21.59% 19	6.82% 6	10.23% 9	12.50% 11	88
I support public policies that lead to improved waste reduction and reuse.	40.91% 36	32.95% 29	12.50% 11	0.00% 0	4.55% 4	9.09% 8	88
I support public policies that lead to improved recycling programs.	47.19% 42	33.71% 30	12.36% 11	0.00% 0	3.37% 3	3.37% 3	89

Resident Survey: Waste Reduction, Recycling, Composting, and Trash Service

Q10 Please indicate how active of a role local government should take in each of the following.

Answered: 86 Skipped: 4

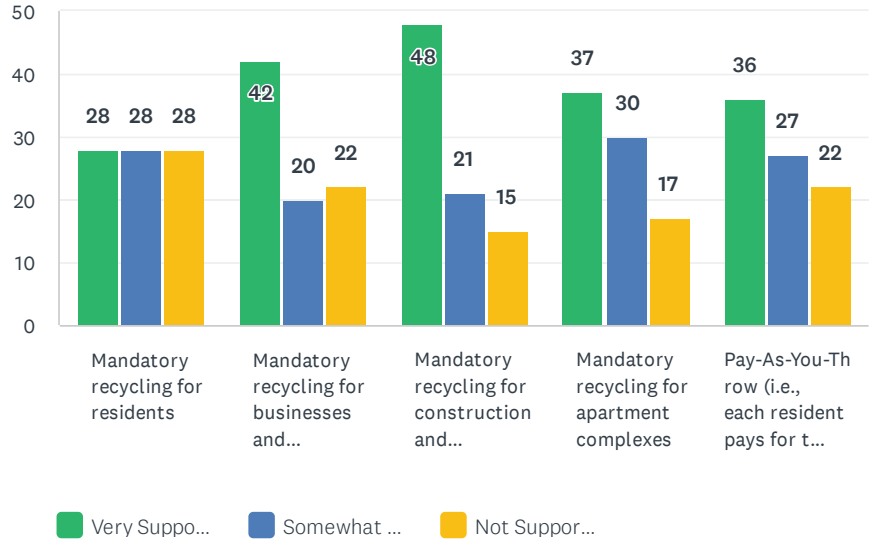


	LEADERSHIP ROLE	SUPPORTIVE ROLE	NO ROLE	TOTAL
Educate residents about the importance of waste reduction and recycling.	62.79% 54	26.74% 23	10.47% 9	86
Support the development of comprehensive waste reduction and recycling programs.	55.81% 48	31.40% 27	12.79% 11	86
Inform residents and businesses about existing programs and services.	68.24% 58	22.35% 19	9.41% 8	85
Develop progressive programs to expand waste reduction and recycling in your community.	58.14% 50	27.91% 24	13.95% 12	86

Resident Survey: Waste Reduction, Recycling, Composting, and Trash Service

Q11 Please rate how supportive you would be of your city or county implementing the following policies to help reduce waste from landfills. Very Supportive Somewhat Supportive Not Supportive

Answered: 85 Skipped: 5



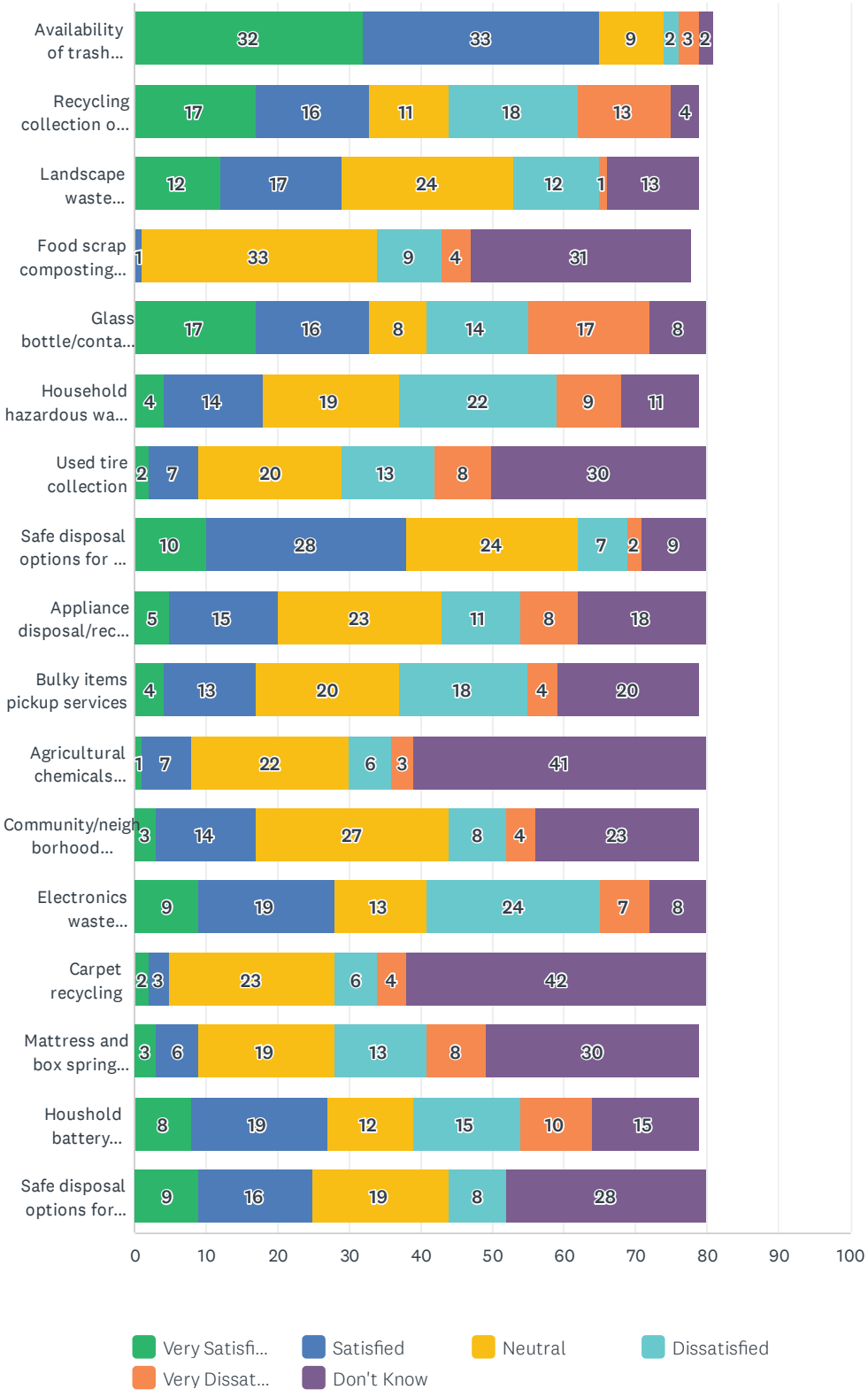
	VERY SUPPORTIVE	SOMEWHAT SUPPORTIVE	NOT SUPPORTIVE	TOTAL
Mandatory recycling for residents	33.33% 28	33.33% 28	33.33% 28	84
Mandatory recycling for businesses and institutions	50.00% 42	23.81% 20	26.19% 22	84
Mandatory recycling for construction and demolition projects	57.14% 48	25.00% 21	17.86% 15	84
Mandatory recycling for apartment complexes	44.05% 37	35.71% 30	20.24% 17	84
Pay-As-You-Throw (i.e., each resident pays for the amount of trash set out at curb for disposal)	42.35% 36	31.76% 27	25.88% 22	85

Resident Survey: Waste Reduction, Recycling, Composting, and Trash Service

Q12 Please rate your satisfaction with the availability of the following types of services in the community where you live.

Answered: 83 Skipped: 7

Resident Survey: Waste Reduction, Recycling, Composting, and Trash Service



Resident Survey: Waste Reduction, Recycling, Composting, and Trash Service

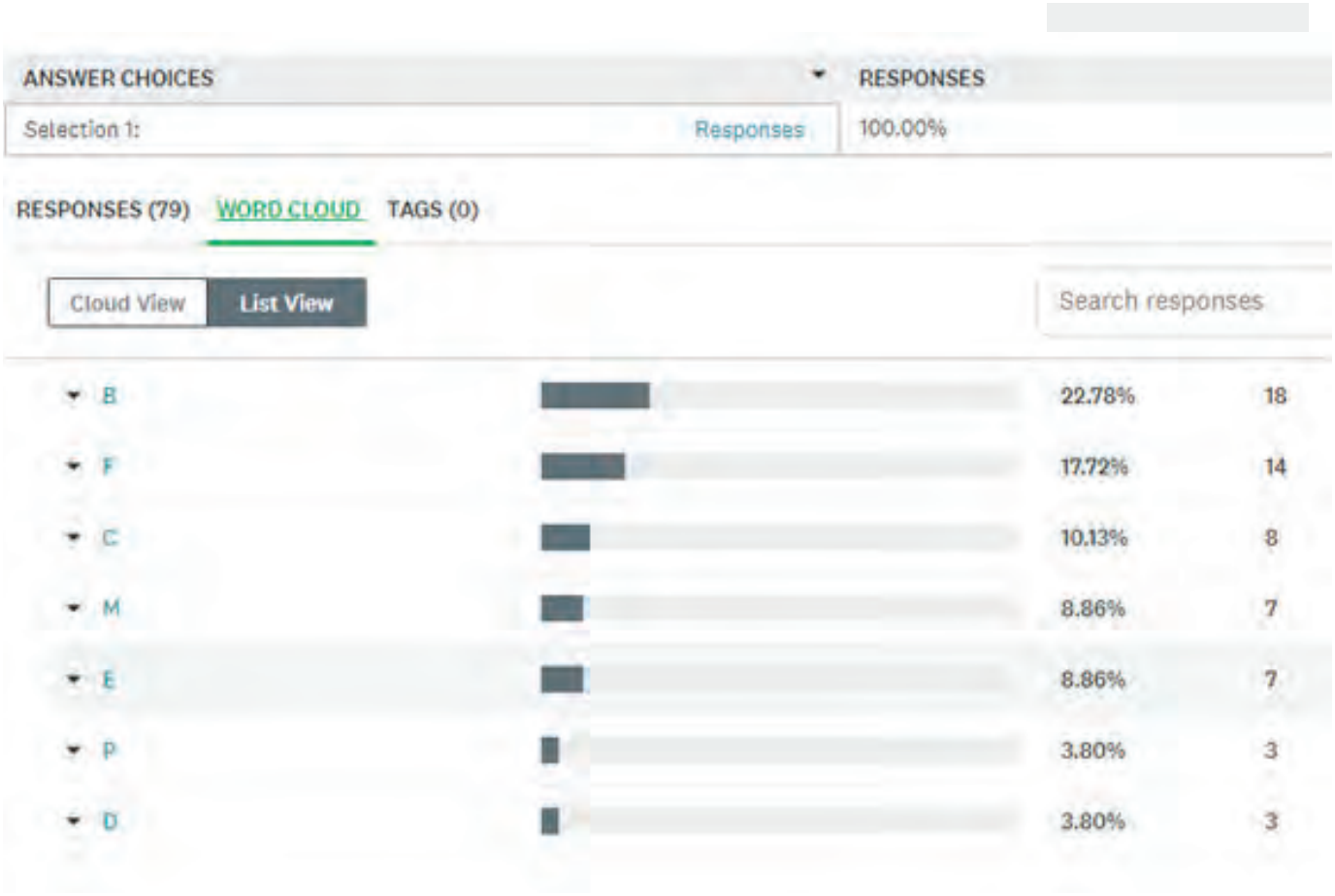
	VERY SATISFIED	SATISFIED	NEUTRAL	DISSATISFIED	VERY DISSATISFIED	DON'T KNOW	TOTAL
Availability of trash collection service	39.51% 32	40.74% 33	11.11% 9	2.47% 2	3.70% 3	2.47% 2	81
Recycling collection or access to a public recycling drop off	21.52% 17	20.25% 16	13.92% 11	22.78% 18	16.46% 13	5.06% 4	79
Landscape waste collection	15.19% 12	21.52% 17	30.38% 24	15.19% 12	1.27% 1	16.46% 13	79
Food scrap composting options	0.00% 0	1.28% 1	42.31% 33	11.54% 9	5.13% 4	39.74% 31	78
Glass bottle/container recycling	21.25% 17	20.00% 16	10.00% 8	17.50% 14	21.25% 17	10.00% 8	80
Household hazardous waste collection	5.06% 4	17.72% 14	24.05% 19	27.85% 22	11.39% 9	13.92% 11	79
Used tire collection	2.50% 2	8.75% 7	25.00% 20	16.25% 13	10.00% 8	37.50% 30	80
Safe disposal options for old unused medications	12.50% 10	35.00% 28	30.00% 24	8.75% 7	2.50% 2	11.25% 9	80
Appliance disposal/recycling	6.25% 5	18.75% 15	28.75% 23	13.75% 11	10.00% 8	22.50% 18	80
Bulky items pickup services	5.06% 4	16.46% 13	25.32% 20	22.78% 18	5.06% 4	25.32% 20	79
Agricultural chemicals collection	1.25% 1	8.75% 7	27.50% 22	7.50% 6	3.75% 3	51.25% 41	80
Community/neighborhood clean-up days	3.80% 3	17.72% 14	34.18% 27	10.13% 8	5.06% 4	29.11% 23	79
Electronics waste collection (televisions, computers, etc.)	11.25% 9	23.75% 19	16.25% 13	30.00% 24	8.75% 7	10.00% 8	80
Carpet recycling	2.50% 2	3.75% 3	28.75% 23	7.50% 6	5.00% 4	52.50% 42	80
Mattress and box spring recycling	3.80% 3	7.59% 6	24.05% 19	16.46% 13	10.13% 8	37.97% 30	79
Houshold battery recycling	10.13% 8	24.05% 19	15.19% 12	18.99% 15	12.66% 10	18.99% 15	79
Safe disposal options for medical sharps/needles	11.25% 9	20.00% 16	23.75% 19	10.00% 8	0.00% 0	35.00% 28	80

Resident Survey: Waste Reduction, Recycling, Composting, and Trash Service

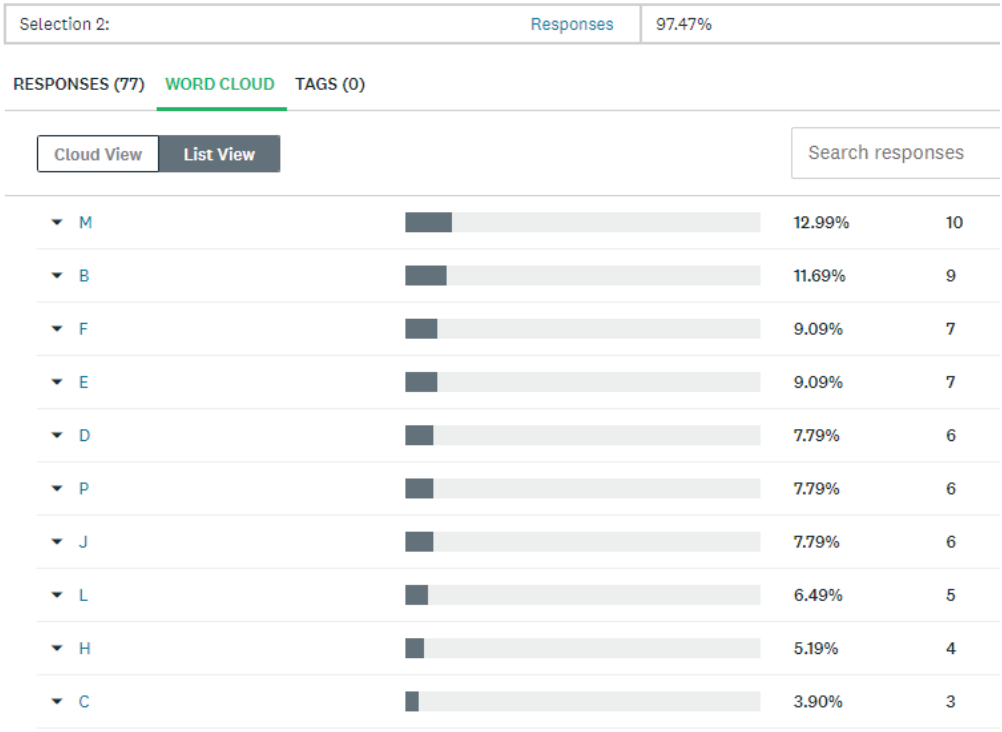
Q13 Referring to the list in Question 12 above... , which THREE services would you MOST LIKE to see offered or expanded in the community where you live? [Enter your selected TOP THREE services below using the letter shown for each item in Question 12.]

Answered: 79 Skipped: 11

ANSWER CHOICES	RESPONSES	
Selection 1:	100.00%	79
Selection 2:	97.47%	77
Selection 3:	97.47%	77



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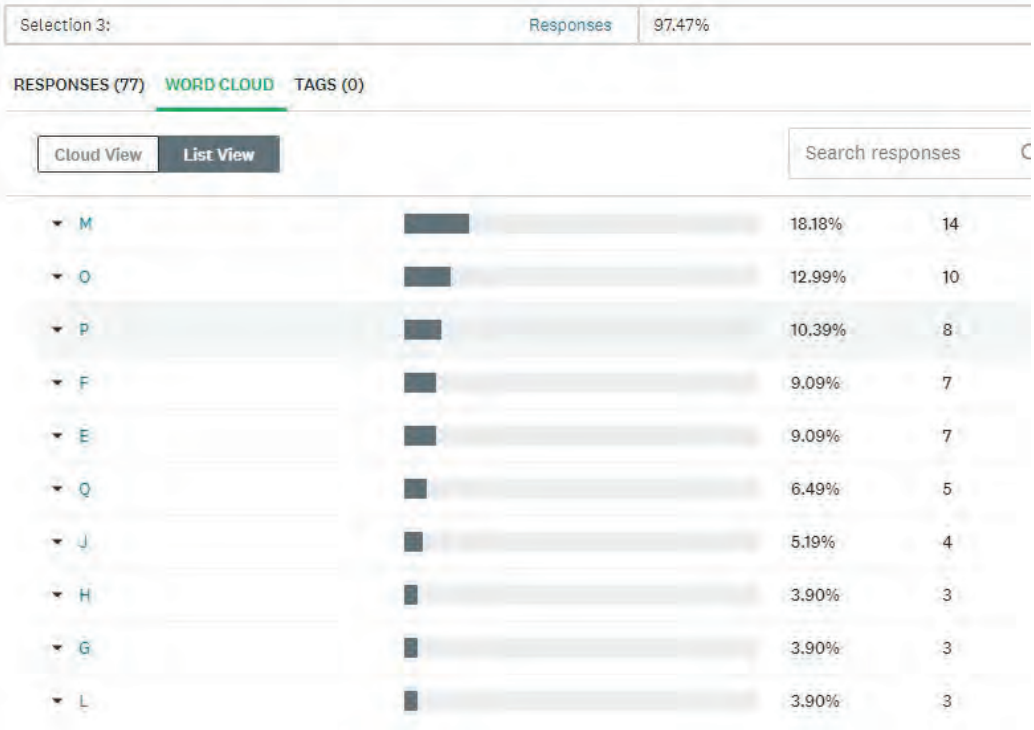
Selection 2:	Responses	97.47%

RESPONSES (77) WORD CLOUD TAGS (0)

Cloud View | List View

Search responses

M	12.99%	10
B	11.69%	9
F	9.09%	7
E	9.09%	7
D	7.79%	6
P	7.79%	6
J	7.79%	6
L	6.49%	5
H	5.19%	4
C	3.90%	3



Selection 3:	Responses	97.47%

RESPONSES (77) WORD CLOUD TAGS (0)

Cloud View | List View

Search responses

M	18.18%	14
O	12.99%	10
P	10.39%	8
F	9.09%	7
E	9.09%	7
Q	6.49%	5
J	5.19%	4
H	3.90%	3
G	3.90%	3
L	3.90%	3

Answered: 37 Skipped: 53
Responses

1	I am very interested in recycling. I think curbside recycling should be made available 2-3 miles outside of Champaign and Urbana Township. I have to drive 15-20 miles to recycle my items.
2	As a blind elderly woman, I rely on others to take things out for me.
3	I am somewhat concerned about food scrap collection and how that may attract animals, especially rats, etc. I very much support the pay-as-you-throw program because we RRR etc. We typically have very little garbage for collection.
4	Providing services and programs are great and should be developed, sustained. But telling manufacturers and companies and services they make is key. Companies will continue to make hazardous, potential landfill garbage if the sole responsibility of disposal is on the consumer.
5	I bought my home in Pesotum (unincorporated) Champaign County in September 2020. I contacted every refuse company in the area. I was told by all that they do not service my address. I contacted Republic Services twice and was denied service both times. I explained to them that all my neighbors have Republic and that they are not taking new customers and those that have service were grandfathered in. So, I watch every Friday morning as the Republic truck drives by my property. My only other alternative is to burn on my property. Not something I really want to do. I have contacted my county board reps and have not received a response. I have offered/asked if I could bring my trash to a refuse location. I was told yes, but the cost would be $225. I am hoping by writing this that I am able to elicit a response. I would like to be able to recycle and more importantly have a safe and environmentally friendly way to dispose of my trash. Thanks. Thomas Linshi, 759 CR 100N. (xxx)xxx-xxxx.
6	I am very interested in recycling. I think curbside recycling should be made available 2-3 miles outside of Champaign and Urbana Township. I have to drive 15-20 miles to recycle my items.
7	We live outside city limits and no services are available.
8	We live in the country near Gifford. We take all items such as plastic, metal cans, cardboard, magazine, newspaper to the recycling center at 415 Paul Ave in Champaign. They do not take glass anymore, so all glass is taken to landfills. It would be good if the county could find a contractor to take glass for recycle even if there was a tax charge on that.
9	There seem to be a lot of places around town that take electronics items. It would be wonderful if there could be one or two central spots for all the categories to make things easier.
10	Only one choice for garbage pickup. Only recycling is to bring to public drop off. Bins get full quickly. Electronic/hazardous recycling is only available infrequently with huge lines. We recycle our own yard waste. We are rural, so natural composting.
11	Additional costs to people already paying for garbage pickup. Don't need any more costs to their budget. The county should enforce violations to those not abiding by the rules. ..Being penalized by additional costs. Taxes in Champaign County are high enough without additional fees with their taxes. I believe Champaign County should focus on gun violence and safe place to live. Any garbage survey recycling is the least of our problems. . People leaving it quickly.
12	Keep government out of our trash. Let capitalism make $ on it. Stop wasting my taxes!

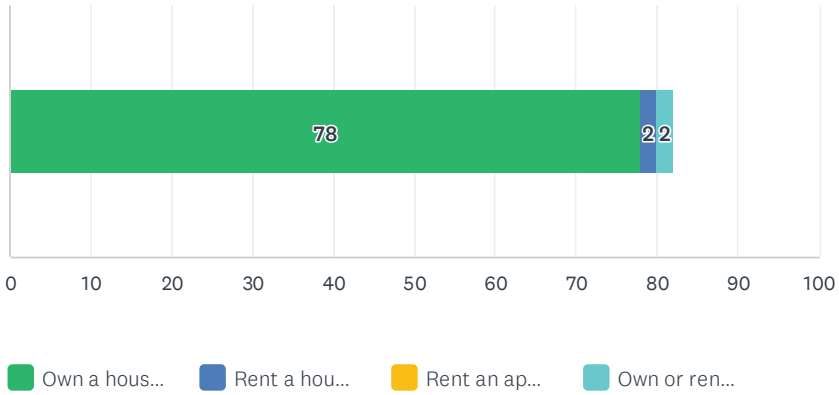
13	While we are most concerned about toxic waste ending up in our rural wells, there is still an alarming amount of trash (plastic in particular) and tires deposited in the Salt Fork River. We live along the Salt Fork River, so we are speaking from direct observation over decades.
14	I am not aware of anywhere to recycle glass. A drop off location for eastern Champaign County that offers all paper-glass-plastic would be wonderful.
15	I am glad recycling for the environment concerns is a priority or becoming one. I am glad for the opportunity to do more. Information about where and how would be helpful to us so we can do our part.
16	We live in rural area and take recycling to Bryant's outside Tuscola.
17	My son lives is St. Louis Park. I'm VERY impressed with their recycling/waste reduction. They provide large containers. Very little going into the actual trash. I think yard waste and hazardous waste are definite.
18	I live in the rural area where regular trash pickup is not economical. Post-consumer plastic recycling is a sham in the single stream system used now.. Glass does not have enough buyers to be sustainable. I am all for reduce reuse recycle and for keeping hazardous waste and electronics out of landfills. Recycled materials need markets for the system, more than wishful thinking.
19	We need a way to recycle electronics on a regular basis! There is so much of this and nowhere to take it. Right now, we have two tv's and two computers, so I hope this is something you make a priority. I am a huge believer in recycling and think it is easy enough for everyday items that everyone should do it without extra cost since some use that as an excuse. Thanks.
20	Live in mobile home community that has good trash p-u service weekly and has recycling containers p-u weekly. Management picks up appliances, building materials, tv's etc., and takes care of disposing properties.
21	Rural areas have higher cost for trash and other related services compared to larger communities. Cost needs to be fair for services.
22	It is so confusing to know--even with our disposal provider--what is really recyclable. I do paper--then I hear that receipts have a coating so don't put them in recycling. Then I hear the opposite. Styrofoam? Yes-No? It would be wonderful to be sure that what we are doing is actually being recycled. I recycle my plastic bags separately. My neighbor doesn't. I heard if there is plastic mixed in with other recycling they just throw it all out. HELP!
23	We live in a rural area and take our recycling to Champaign, but that facility doesn't accept glass, household batteries. There is a high need for people to know where to take these. It must be an easy access location.
24	The commercial recycling service in my town is very poor. We drive our recycling into north Champaign once a week. However, the facility there is not as good as the dairy S of 74.
25	Recycling collection needed further out in the county
26	Please work to educate the public regarding plastic recycling. Don't buy plastics unless you can repurpose because not much gets recycled.

27	We already pay for our recycling with our trash disposal service.
28	Better advertising and more sites for Styrofoam, lightbulbs of all types, tires, and carpet would be great! Dart foam recycling is always overflowing. We love that the Subaru dealership has a TerraCycle program. We would love to pay for pickup by volume, not to save us money, but to motivate others to reduce their waste. We can't wait to see how this progresses! Thanks for making this a priority.
29	We are a poor household, but we like to recycle. I don't mind dropping off recycling at a facility for free, but we can't afford to pay for it.
30	Need more drop off locations for metal, paper, cardboard, and glass.
31	Electronic recycling = too short of time frame, don't think you should have to make an appt. Not enough people get to dispose because of this, above.
32	Thanks for asking about these important issues for today and tomorrow. Recycling is very important for our environment.
33	We need mandatory recycling. Save fuel by zoning pickup of garbage. Better recycling options for household batteries.
34	I think recycling has not been encouraged in Champaign--especially in certain neighborhoods and def. not on campus.
35	I feel to be more educated on existing programs. I am supportive and willing to do things to improve our planet and community well-being.
36	Thanks for addressing the issue of recycling!

Resident Survey: Waste Reduction, Recycling, Composting, and Trash Service

Q16 Do you own or rent your current residence?

Answered: 82 Skipped: 8

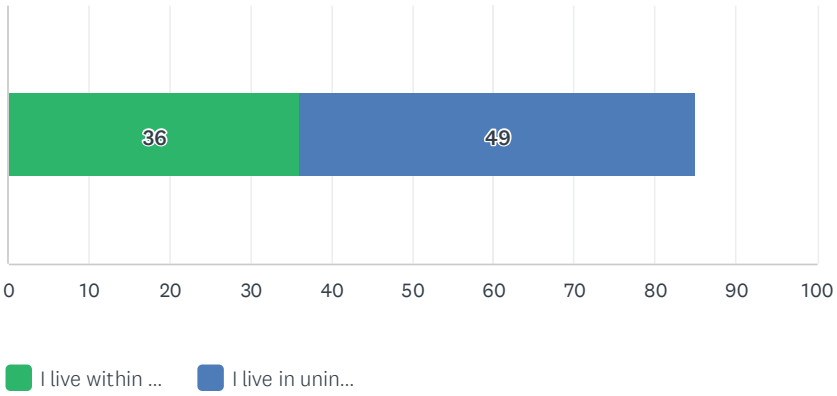


ANSWER CHOICES	RESPONSES	
Own a house, duplex, condo, or mobile home	95.12%	78
Rent a house, duplex, condo, or mobile home	2.44%	2
Rent an apartment	0.00%	0
Own or rent other residence	2.44%	2
TOTAL		82

Resident Survey: Waste Reduction, Recycling, Composting, and Trash Service

Q17 Do you live within a city or a village or in unicorporated Champaign County?

Answered: 85 Skipped: 5



ANSWER CHOICES	RESPONSES	
I live within a city or village	42.35%	36
I live in unincorporated Champaign County	57.65%	49
TOTAL		85

Material List

Material Group	Divertibility	Description
Paper		
Newsprint	Recoverable	Includes newspaper and glossy inserts, and all items made from newsprint, such as free advertising guides, election guides, plain news packing paper, stapled college schedules of classes, and tax instruction booklets.
High Grade Office Paper	Recoverable	Includes white and pastel bond, rag, or stationary grade paper, with or without ink. Examples include photocopy, laser print, letter paper, computer paper used for computer printouts, notebook or ledger paper, and index cards.
Magazines/Catalogs	Recoverable	Includes magazines and catalogs and other items made of glossy coated paper. This paper is usually slick, smooth to the touch, and reflects light. Does not include phone books.
Uncoated OCC/Kraft	Recoverable	Includes uncoated cardboard items with a wavy core, without wax coating on the inside or outside. Examples include shipping and moving boxes, computer packaging cartons, sheets and pieces of boxes and cartons, Kraft paper bags, and other Kraft paper. Does not include chipboard.
Boxboard	Recoverable	Includes chipboard not coated with wax, metal, or plastic. Also includes paperboard such as cereal and tissue boxes.
Mixed Paper - Recyclable	Recoverable	Includes all other recyclable papers not elsewhere described. Includes phone books and directories, junk mail, envelopes, brightly colored ledger paper and other dry paper, manila folders, index cards, carbonless forms, and egg cartons. Mixed Recyclable Paper may be combined with minor amounts of other materials such as wax or glues.
Compostable Paper	Compostable	Includes low grade and food contaminated paper which is compostable. Examples include paper towels, paper plates, waxed papers, and tissues.
Other Paper	Non-recoverable	Includes items made mostly of paper but combined with large amounts of other materials such as wax, plastic, glues, foil, wire, food and moisture. Examples include blueprints, sepia, onion skin, foiled lined fast food wrappers, carbon paper, coated OCC, and photographs.
Beverage Containers		
Milk and Juice cartons/boxes, coated	Recoverable	Includes aseptic packages and polycoated (gable top) cartons.

- Continued –

Material List - Continued

Plastic		
#1 PET Bottles/Jars	Recoverable	Includes clear or colored PET bottles (i.e., narrow neck containers) and jars marked with a #1. May also bear the letters "PETE" or "PET." The color is usually transparent green or clear, and does not turn white when bent. Examples include soft drink bottles, some liquor bottles, and cooking oil containers.
#1 Other PET Containers & Packaging	Potentially Recoverable	Includes PET containers and packaging marked with a #1 and potentially bearing the letters "PETE" or "PET."
#2 HDPE Bottles/Jars - Clear	Recoverable	Includes bottles (i.e., narrow neck containers) and jars marked with #2 that are cloudy white, allowing light to pass through it (natural). Examples include milk jugs, water jugs, some hair-care bottles, and other clear empty fluid containers marked with #2 or "HDPE."
#2 HDPE Bottles/Jars - Color	Recoverable	Includes bottles (i.e., narrow neck containers) and jars marked with #2 that are a solid color, preventing light from passing through it (pigmented). Examples include detergent bottles, some hair-care bottles, empty motor oil, empty antifreeze, and other empty vehicle and equipment fluid containers marked with #2 or "HDPE."
#2 Other HDPE Containers & Packaging	Potentially Recoverable	Includes HDPE containers and packaging marked with a #2 and potentially bearing the letters "HDPE."
#6 Expanded Polystyrene Packaging (EPS)	Recoverable	Includes formed or sheet expanded polystyrene (EPS) items marked with a PS or a #6, used for packaging and shipping. Examples include items used for food packaging or food service, food trays, egg cartons, packaging peanuts, packaging blocks, and coolers.
#3-#7 Other - All	Potentially Recoverable	Includes bottles, jars, and containers marked #3-#7 or unmarked that are made of types of plastic other than HDPE (high-density polyethylene) or PETE (polyethylene terephthalate). Examples include syrup bottles, salad dressing bottles, clamshells, salad trays, lids, cookie tray inserts, plastic spools, plastic frozen food trays, yogurt cups and lids, margarine tubs, clamshell-shaped fast food containers, shampoo containers, vitamin bottles, and toothpaste tubes. Also includes toxic product containers, such as for oil or antifreeze.
Other Rigid Plastic Products	Potentially Recoverable	Includes plastic items other than containers, film plastic, HDPE buckets, or #3-#7 buckets that are often made to last for more than one use. These items may bear the numbers 3 through 7 in the triangular recycling symbol. Examples include plastic outdoor furniture, plastic toys and sporting goods, CDs, and plastic house wares, such as mop buckets, dishes, cups, cutlery, fan blades, impact-resistant cases such as tool boxes and first aid boxes, and HDPE 5 gallon buckets.

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R-1305

Material List - Continued

Grocery & Merchandise Bags	Recoverable	Includes labeled grocery and merchandise, dry cleaner, and newspaper polyethylene film bags that were not contaminated with food, liquid or grit during use.
Trash Bags	Non-recoverable	Includes polyethylene film bags that were used to contain garbage such as black or transparent trash bags.
Commercial & Industrial Film	Recoverable	Includes film plastic used for large-scale packaging or transport packaging, such as industrial film, wrappings, plastic strapping, other thin flexible plastic packaging, plastic sheeting, and shrink wrap.
Other Film	Non-recoverable	Includes film packaging not defined above, such as film that is woven together (e.g., grain bags); contains multiple layers of film or other materials that have been fused together (e.g., potato chip bags); is used to contain food or liquid (e.g., produce and bread bags); plastic sheeting; photographic negatives; and shower curtains.
Remainder/ Composite Plastic	Non-recoverable	Includes plastic items not elsewhere classified, as well as items made mostly of plastic but combined with other materials. Examples include disposable razors, pens, lighters, 3-ring binders, auto parts made of plastic attached to metal, plastic outdoor furniture, and other objects that contain more than 50% plastic, etc.
Glass		
Recyclable Glass Bottles and Jars	Recoverable	Includes clear, green, brown, and other colored glass bottles and jars containing beverages, food, or consumable liquids. Examples include whole or broken clear or colored soda, beer bottles, fruit juice bottles, peanut butter jars, mayonnaise jars, wine bottles, cosmetic jars and non prescription medical bottles.
Flat Glass	Potentially Recoverable	Includes clear or tinted glass that is flat, such as glass window panes, doors, table tops, flat automotive window glass (side windows), safety glass, and architectural glass. This category does not include windshields, laminated glass, or any curved glass.
Other Glass	Non-recoverable	Includes glass that cannot be put in any other type or subtype. It includes items made mostly of glass but combined with other materials, such as Pyrex, crystal and other glass tableware, auto windshields, and incandescent light bulbs.
Metal		
Aluminum Beverage Containers	Recoverable	Includes any food or beverage container made mainly of aluminum, such as aluminum soda or beer cans and some pet food cans. This does not include bimetal containers with steel sides and aluminum ends.
Other Aluminum	Potentially Recoverable	Includes items such as aluminum foil, pie plates, trays, siding, and furniture.

- Continued –

Material List - Continued

Ferrous containers (tin cans)	Recoverable	Includes rigid containers made mainly of steel, such as items that will stick to a magnet and may be tin-coated. This subtype is used to store food, beverages, paint, and a variety of other household and consumer products. Examples include canned food and beverage containers, empty metal paint cans, empty spray paint and other aerosol containers, and bimetal containers with steel sides and aluminum ends.
Other Ferrous	Recoverable	Includes iron or steel that is magnetic or any stainless steel item, other than ferrous/bimetal cans. Examples include structural steel beams, boilers, metal clothes hangers, metal pipes, rebar, stainless steel cookware, security bars, scrap ferrous items, and galvanized items such as nails and flashing.
Other Non-Ferrous	Recoverable	Includes any metal item, other than aluminum cans, that is not magnetic. These items may be made of copper, brass, aluminum, bronze, lead, zinc, or other metals. Examples include aluminum window frames, aluminum siding, copper wire, shell casings, brass pipe, and aluminum foil.
Other Metal	Non-recoverable	Includes metal that cannot be put in any other category. This category includes items made mostly of metal but combined with other materials and items made of both ferrous metals and non-ferrous metal combined. Examples include small non-electronic appliances such as toasters and hair dryers, motors, insulated wire, and finished products that contain a mixture of metals, or metals and other materials, whose weight is derived significantly from the metal portion of its construction.
Organics		
Yard Waste - Compostable	Compostable	Includes leaves, grass clippings, garden debris, pruning, shrubs, and small branches up to 2 inches in diameter from any public or private landscapes.
Yard Waste - Woody	Compostable	Includes vegetative woody plant material, branches, shrubs, and stumps that exceed 2 inches in diameter from any public or private landscape.
Food Scraps	Compostable	Includes food material capable of being composted (including scrap animal parts). This type includes materials resulting from the processing, storage, preparation, cooking, handling or consumption of food and material from industrial, commercial or residential sources. Examples include discarded meat scraps, dairy products, egg shells, fruit or vegetable peels, and other food items from homes, stores, and restaurants. This type includes grape pomace and other processed residues or material from canneries, wineries, or other industrial sources.
Bottom Fines and Dirt	Non-recoverable	Includes fragments that pass through 1/4 inch screen. Examples include mixed residue, sand, soil, clay, and dirt.

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Material List - Continued

Diapers	Non-recoverable	Diapers made from a combination of fibers, synthetic, and/or natural, and made for the purpose of single use. This includes disposable baby diapers and adult protective undergarments.
Other Organic	Non-recoverable	Includes organic material that cannot be put in any other category such as items made mostly of organic materials but combined with other materials. Examples include cork, hemp rope, rubber/vinyl garden hoses, hair, cigarette butts, full vacuum bags, sawdust, and animal feces.
Inorganics		
Televisions	Recoverable	Includes televisions.
Computer Monitors	Recoverable	Includes computer monitors containing a cathode ray tube (CRT), including oscilloscopes. Does not include laptops and LCD monitors.
Computer Equipment/Peripherals	Recoverable	Includes keyboards, printers, modems, etc.
Electronic Equipment	Recoverable	Means large and small electronic goods that have circuitry. Examples include microwaves, stereos, VCRs, DVD players, radios, audio/visual equipment, and non-CRT televisions (such as LCD televisions); computer related electronics such as processors, mice, keyboards, laptops, disk drives, printers, modems, and fax machines; and other small consumer goods such as personal digital assistants (PDAs), cell phones, phone systems, phone answering machines, computer games and other electronic toys, portable CD players, camcorders, and digital cameras.
White Goods - refrigerated	Recoverable	Includes goods made mostly of metal but combined with other materials and items made of both ferrous and non-ferrous metals combined. Examples include large appliances such as refrigerators, freezers, and dehumidifiers.
White Goods - not refrigerated	Recoverable	Includes goods made mostly of metal but combined with other materials and items made of both ferrous and non-ferrous metals combined. Examples include large appliances and parts thereof such as stoves, washers, dryers, and water heaters; as well as small appliances such as fans, irons, and hair dryers.
Lead-acid Batteries	Recoverable	Includes batteries with liquid acid and lead cells, such as car, truck, lawn mower, and other batteries used to store power.
Other Household Batteries	Non-recoverable	Includes any type of dry cell battery, such as flashlight, small appliance, watch, cell phone, and hearing aid batteries.
Tires	Recoverable	Includes whole tires from automobiles, trucks, motorcycles, bicycles, wagons, and other transport vehicles.

- Continued –

R-1308

Material List - Continued

Other Household Batteries	Non-recoverable	Includes any type of dry cell battery, such as flashlight, small appliance, watch, cell phone, and hearing aid batteries.
Tires	Recoverable	Includes whole tires from automobiles, trucks, motorcycles, bicycles, wagons, and other transport vehicles.
Household Bulky Items	Potentially Recoverable	Includes multi-material furniture items such as couches, chairs, hutches, tables, entertainment centers, fragments of furniture items, and mattresses (fabric coated framed or unframed wire coil bulky item used for sleeping).
Fluorescent Lights/Ballasts	Recoverable	Includes a lamp tube that is able to be screwed or plugged in to a lamp or over head light that produces visible light by fluorescence, especially a glass tube whose inner wall is coated with a material that fluoresces when an electrical current causes a vapor within the tube to discharge electrons. Includes fluorescent lights, ballasts, and compact fluorescent bulbs (CFL).
Textiles		
Carpet	Potentially Recoverable	Includes material consisting mainly of carpet flooring applications consisting of various natural or synthetic fibers bonded to some type of backing material.
Carpet Padding	Potentially Recoverable	Includes plastic, foam, felt, and other materials used under carpet to provide insulation and padding.
Clothing	Potentially Recoverable	Includes items made of thread, yarn, fabric, cloth, clothes, natural and synthetic cloth fibers, and leather clothing goods.
Other Textiles	Non-recoverable	Includes drapes, curtains, bedding, blankets, upholstery, shoes, and other products comprised mostly of textiles and leather.
Household Hazardous Waste[1]		
Household Hazardous Waste[1]	Non-recoverable	Includes any household hazardous material (HHW) such as paints, fertilizers and pesticides, used oil and filters, any other automotive fluids, mercury-containing items, sharps and infectious waste, ash, sludge, or other caustic cleaners and corrosives, and solvents.
Construction and Demolition Debris[1]		
Construction and Demolition Debris (C&D)[1]	Potentially Recoverable	Includes construction and demolition materials such as reinforced concrete, asphalt paving, bricks, gypsum board, composition shingles and other roofing, ceramics/porcelain and items from different categories combined, which would be very hard to separate, such as metal sinks, fiberglass insulation, linoleum, nails, and cabinets.

Source: Waste Generation and Composition Data, 2015 Illinois Commodity/Waste Generation and Characterization Study Update, https://www.illinois.gov/dceo/whyillinois/KeyIndustries/Energy/Recycling/Documents/2015%20Waste%20Characterization%20Update%20FINAL.pdf

Material List Note:

R-1309

1. The Material List is based on Waste Generation and Composition Data from the 2015 Illinois Commodity/Waste Generation and Characterization Study Update. That being said, the following disclaimer from the Study about the data provided for the 'Household Hazardous Waste' and "Construction and Demolition Debris' categories is provided. "..Based on the definition of MSW several waste sectors were not considered as part of this study, specifically the following materials were excluded: … hazardous waste; … clean construction or demolition debris; … diverted C&D materials." *Illinois Commodity/Waste Generation and Characterization Study Update*, dated March 30, 2015, p. 2.

R-1310

Managing and Transforming Waste Streams Tool | US EPA - Champaign County IL

#	Policy or Program	Policy or Program Description	Sector(s)	Material or Product Group	Diversion Potential	Upstream Impacts	Local Authority	Receptivity	Staff Knowledge	Community Led Initiatives
22	Retailer Take-back (voluntary)	Encourage businesses to take back products and associated packaging, especially items that are toxic in their manufacture, use, or disposal that are not currently reusable, recyclable or compostable locally. Examples and Resources	ICI	Electronics, HHW, Hard to Recycle	Low	Low	Low	Med	Low	Easy
27	Recycled Content Buying Cooperative	Encourage local buying cooperatives or other coordinated approaches for private sector businesses and organizations to procure recycled content products. Examples and Resources	ICI	Paper, Plastics, Glass, Metals, Various	Low	High	Low	Easy	Med	Easy
32	Zero Waste Private Venues & Events	Promote setting of zero waste goals to owners/operators of private venues, e.g., sports stadiums, hotel conferences. Provide training and technical assistance to event coordinators for implementation of zero waste action plans. Examples and Resources	ICI	Paper, Plastics, Metals, Glass, Organics	Med	Low	Low	Easy	Low	Easy
36	Backyard/ Neighborhood Composting	Encourage and provide incentives for homes, neighborhoods, schools and businesses to set up a bin for composting food and yard waste. (Considered a source reduction activity with upstream impacts.) Examples and Resources	Residential, ICI	Organics	Low	Med	Low	Easy	Med	Easy
51	Food Waste Outreach & Prevention (vendors)	Conduct outreach to grocery stores, restaurants, school cafeterias and other food service vendors on opportunities and	ICI	Organics, Paper, Plastics	Low	Med	Low	Easy	Med	Easy

R-1311

#	Policy or Program	Policy or Program Description	Sector(s)	Material or Product Group	Diversion Potential	Upstream Impacts	Local Authority	Receptivity	Staff Knowledge	Community Led Initiatives
		practices to prevent food waste, as well as to reduce disposable food ware packaging. Examples and Resources								
54	Paper Reduction at Offices	Conduct outreach on Paperless Office strategies. Examples and Resources	ICI	Paper	Low	Med	Low	Easy	Low	Easy
55	Best Practices Training	Conduct training, e.g., site visits, walk-through audits, distribution of displays and signs to increase rates of recycling and/or composting at facilities. Examples and Resources	ICI	Paper, Plastics, Metals, Glass, Organics	Low	Low	Low	Easy	Low	Easy
56	Extended Producer Responsibility (legislation)	Advocate for Producer Responsibility legislation and programs, e.g., through participating in Product Stewardship Councils and/or adopting local resolutions. Examples and Resources	ICI	HHW, Hard to Handle, Electronics, Various	Low	Med	Low	Med	Med	Easy
59	Retail Reuse Promotions	Encourage retail store "bargain basements" for sale of used clothes and other goods at discounted prices. Examples and Resources	ICI	Textiles, Hard to Handle, Various	Low	Low	Low	Easy	Low	Easy
60	Reuse Business Network	Develop a network of local businesses to repair, refurbish, market, and sell used products. Examples and Resources	ICI	Various	Low	Med	Low	Easy	Low	Easy
61	Rental Business Promotions	Help promote services that provide short term rentals of reusable goods such as tools, sports equipment, party equipment (tables, chairs, serving utensils), as well as sharing websites. Examples and Resources	ICI	Various	Low	Low	Low	Easy	Low	Easy

#	Policy or Program	Policy or Program Description	Sector(s)	Material or Product Group	Diversion Potential	Upstream Impacts	Local Authority	Receptivity	Staff Knowledge	Community Led Initiatives
62	Recognition & Certification Programs (local)	To increase the level of participation in recycling and composting programs, provide recognition for successes through a Green Business program or a Zero Waste Businesses or Schools program. Examples and Resources	ICI	Various	Low	Low	Low	Med	Med	Easy
63	Recognition & Certification Programs (national)	To encourage businesses and institutions to adopt and implement zero waste or high diversion goals and plans, help connect them to national recognition and/or certification programs. Examples and Resources	ICI	Various	Med	Low	Low	Easy	Low	Easy
69	C&D Recycling/ Reuse Guidance	Prepare and post on the web a how-to deconstruction and services guide. Examples and Resources	C&D projects	C&D	Low	Low	Low	Easy	Low	Easy
76	Outreach & Education	Promote best practices for source reduction or organize volunteer opportunities for residents to promote waste reduction, reuse, recycling and composting. Examples and Resources	Community	Various	Low	Low	Low	Easy	Low	Easy
79	Repair/Reuse Workshops	Sponsor or organize product repair workshops or reuse workshops with local service clubs. Examples and Resources	Community	Various	Low	Low	Low	Easy	Low	Easy
80	Market Development Opportunities Assessment	Assess the state of existing local and regional markets for materials across the waste stream; study service voids for missed opportunities to recover commodities. Shape strategic action plans around the findings.	Community	Various	Low	Low	Low	Easy	Med	Easy

R-1313

#	Policy or Program	Policy or Program Description	Sector(s)	Material or Product Group	Diversion Potential	Upstream Impacts	Local Authority	Receptivity	Staff Knowledge	Community Led Initiatives
		Examples and Resources								
87	Reuse Closet	Encourage storing of unwanted office supplies for re-use by employees or staff and teachers. Examples and Resources	Govt, ICI	Various	Low	Low	Low	Easy	Low	Easy
88	Flea Markets, Garage Sales, and Reuse Swaps	Promote local flea markets and garage sales for sale of reusable items and swaps for household goods, e.g., clothing, toys, etc. Examples and Resources	Community	Textiles, Various	Low	Low	Low	Easy	Low	Easy

R-1314

Schedule for Implementing Recommendations

Traditional Material Diversion Efforts: Goals and Programs Recommendations

T-1	**Publicize information about material reduce, reuse, and recycle options in Champaign County**		***Priority: High***
(1)	Provide clear guidance about office recycling procedures and sufficient conveniently located recycling containers to all Champaign County employees to allow for the convenient recycling of office paper, cardboard, can, and bottles.	Status New	Responsible Party:County SWM Coordinator/Recycling Coordinator Funding Source: Champaign County SWM Fund to accommodate the County's fair-share of annual operational support for a HHW collection facility or for once annual one-day HHW collection. Suggested Timeframe: Collection facility: within 2 years of Champaign County Board approval of SWMP 2022 Update.
(2)	Consider a Champaign County policy that requires County employees to recycle office paper, cardboard, cans, and bottles.	Status New	Responsible Party:County SWM Coordinator/Recycling Coordinator Funding Source: County SWM Fund, federal, state, local, or grant Suggested Timeframe: within 2 years of Champaign County Board approval of SWMP 2022 Update.
(3)	Encourage regional or local recycling efforts initiated by municipalties or by private or non-profit groups and encourage education efforts made by such groups.	Status Ongoing	Responsible Party: County SWM Coordinator/Recycling Coordinator Funding Source: County SWM Fund Suggested Timeframe: Ongoing
(4)	Support maintenance of a website that provides comprehensive and timely information and resources to Champaign County residents, businesses, and institutions about material reuse options, recycling opportunities, and material collection events. The website can promote State of Illinois recycling guidelines and other educational guidelines to reduce recycling contamination.	Status Ongoing	Responsible Party:County SWM Coordinator/Recycling Coordinator Funding Source: County SWM Fund Suggested Timeframe: Ongoing
T-2	**Improve trash disposal options and recycling drop-off options for outlying rural residents.**		***Priority: Medium***
(5)	Support the development of additional recycling drop-off centers for public use in Champaign County.	Status New	Responsible Party:County SWM Coordinator/Recycling Coordinator Funding Source: Federal, state, local or grant Suggested Timeframe: prior to 2026
T-3	**Support initiatives that discourage the use of single-use plastics.**		***Priority: Medium***
(6)	Conduct an educational campaign to promote minimizing the use of single-use plastics.	Status Ongoing	Responsible Party:County SWM Coordinator/Recycling Coordinator Funding Source: Federal, state, local or grant Suggested Timeframe: prior to 2026

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	(7) Advocate for "extended producer responsibility" (EPR) legislation and programs, e.g., through participating in Product Stewardship Councils and/or adopting local resolutions.	Status Ongoing	Responsible Party:County SWM Coordinator/Recycling Coordinator Funding Source: Federal, state, local or grant Suggested Timeframe: prior to 2026
T-4	**Encourage development of separate source glass bottle/container drop-offs or collection services.**		***Priority: Medium***
	(8) Support the development of separate source glass bottle/glass container recycling program in Champaign County.	Status New	Responsible Party:County SWM Coordinator/Recycling Coordinator Funding Source: Federal, state, local or grant Suggested Timeframe: prior to 2026

Organics Material Diversion Efforts: Goals and Recommended Strategies

O-1	**Promote "greenscaping" and home management of leaves, yard trimmings, and brush.**		***Priority: Medium***
	(1) Add a "green infrastructure" webpage to the Champaign County solid waste management website to educate landowners and tenants about the benefits of green infrastructure and green housekeeping in minimizing the volume of storm water runoff and pollutants from existing privately owned developed property.	Status New	Responsible Party:County SWM Coordinator/Recycling Coordinator Funding Source: Federal, state, local, or grant Suggested Timeframe: prior to 2026
	(2) Add a "sustainable lawn care" webpage to the Champaign County solid waste management website to education landowners and tenants about the water quality impacts of overuse of fertilizers and pesticides in non-agricultural uses.	Status New	Responsible Party:County SWM Coordinator/Recycling Coordinator Funding Source: Federal, state, local, or grant Suggested Timeframe: prior to 2026
	(3) Promote backyard composting programs with subsidized compost bin sales and/or workshops.	Status New	Responsible Party:County SWM Coordinator/Recycling Coordinator Funding Source: Federal, state, local, or grant Suggested Timeframe: prior to 2026
	(4) Co-sponsor seasonal composting events such as pumpkin collection and Christmas tree composting.	Status New	Responsible Party:County SWM Coordinator/Recycling Coordinator Funding Source: Federal, state, local, or grant Suggested Timeframe: prior to 2026
O-2	**Evaluate Champaign County restrictions on the open burning of landscape waste to encourage composting of leaves and landscape trimmings and brush.**		***Priority: Medium***
	(5) Update the Champaign County Public Nuisance Ordinance as needed, to ensure compatibility with state regulations.	Status Ongoing	Responsible Party:County SWM Coordinator/Recycling Coordinator Funding Source: Champaign County Dept of Planning & Zoning Suggested Timeframe: prior to 2026
O-3	**Review Champaign County Ordinances to consider pre/post consumer food compost land uses and landscape trimmings and brush compost land uses.**		***Priority: High***

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(6)	Update the Champaign County Zoning Ordinance and the Champaign County Pollution Control Facility Siting Ordinance, as may be needed, to allow for county review and potential development of food scrap composting facilities, wood chip recycling facilities, anarobic digestion faciltiies, and public drop-off locations for food scraps.	Status Ongoing	Responsible Party:County SWM Coordinator/Recycling Coordinator Funding Source: Champaign County Dept of Planning & Zoning Suggested Timeframe: prior to 2025

Non-Traditional Material Diversion Efforts: Goals and Programs Recommendations

NT-1	**Support convenient and consistent collection options for household hazardous waste and recycling of residents' electronics items.**		***Priority: High***
(1)	Provide a fair-share portion of annual support for the operation of a fixed HHW collection facility in Champaign County, once such facility is established. Until a fixed facility is established, continue to provide a fair-share portion of support for an annual IEPA-sponsored One-Day HHW Collection.	Status New (collection facility) Ongoing (one-day collection)	Responsible Party:County SWM Coordinator/Recycling Coordinator Funding Source: Champaign County SWM Fund to accommodate the County's fair-share of annual operational support for a HHW collection facility or for once annual one-day HHW collection. Suggested Timeframe: Collection facility: within 2 years of Champaign County Board approval of SWMP 2022 Update.
(2)	Continue to opt-in annually for Champaign County and municipalities in Champaign County to participate in the Illinois CERA Program. Provide a fair-share portion of support to cover operational costs for either bi-annual Residential Electronics Collection events held at a host site (e.g., Parkland College); or a permanent collection site for residential electronics collection in Champaign County, once such permanent collection site is established.	Status Ongoing (one-day collections) New (permanent collection site)	Responsible Party:County SWM Coordinator/Recycling Coordinator Funding Source: Champaign County SWM Fund to accommodate County's fair-share off annual operational support for a REC Program Collection Site or for biannual REC events. Suggested Timeframe: REC Program Collection Site: within 2 years of Champaign County Board approval of SWMP 2022 Update.
NT-2	**Promote increased recycling of construction and demolition debris.**		***Priority: Medium***
(3)	Publicize information about existing C&D processing facilities in Champaign County and promote C&D recycling.	Status New	Responsible Party: County SWM Coordinator/Recycling Coordinator Funding Source: Federal, state, local or grant Suggested Timeframe: prior to 2025
NT-3	**Encourage development of improved recycling options for batteries, unwanted medications, pharmaceuticals, and sharps.**		***Priority: High***
(4)	Encourage residents to participate in the Drug Enforcement Agency take-back program, typically held on an annual basis in Champaign County.	Status Ongoing	Responsible Party: County SWM Coordinator/Recycling Coordinator Funding Source: Federal, state, local or grant Suggested Timeframe: prior to 2025

R-1317

(5)	Encourage the development of secure take-back sites for sharps and/or unwanted medicine/pharmaceuticals at convenient locations throughout Champaign County.	Status Ongoing	Responsible Party:County SWM Coordinator/Recycling Coordinator Funding Source: Federal, state, local or grant Suggested Timeframe: prior to 2025
(6)	Advocate for "extended producer responsibility" (EPR) legislation and programs for the safe collection of nontraditional materials such as batteries, medications, and used sharps by participating in the Illinois Product Stewardship Council or adopting local resolutions of support. EPR systems create a level playing field that shares responsibility fairly among producers and relieves local governments from the costs of disparate local recycling efforts.	Status New	Responsible Party:County SWM Coordinator/Recycling Coordinator Funding Source: Federal, state, local or grant Suggested Timeframe: prior to 2025

R-1318

CRITERION 9:

"if the facility will be located within a regulated recharge area, any applicable requirements specified by the Board for such areas have been met"
415 ILCS 5/39.2(a)(ix)

CRITERION 9:
REGULATED RECHARGE AREA

The Illinois Environmental Protection Act, at 415 ILCS 5/39.2 (a)(ix), requires that an applicant for a transfer station siting demonstrate that the proposed transfer station is not located within a regulated recharge area, and that any applicable requirements specified by the Illinois Pollution Control Board for such areas have been met. This report demonstrates that the proposed Rantoul Recycling and Transfer Station is not located within or near a regulated recharge area at the time this Application for Local Siting Approval was submitted.

Prepared for:
AREA DISPOSAL SERVICE, INC.
RANTOUL RECYCLING AND TRANSFER STATION
RANTOUL, ILLINOIS
CHAMPAIGN COUNTY

Prepared by:
CIVIL & ENVIRONMENTAL CONSULTANTS, INC.
NAPERVILLE, ILLINOIS

CEC Project 340-656

DECEMBER 2025

9.0 REGULATED RECHARGE AREA

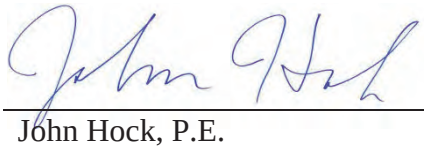
Regulated recharge areas are established by Illinois Environmental Protection Agency regulations. "Regulated recharge area" means a compact geographic area, as determined by the Illinois Pollution Control Board, the geology of which renders a potable resource groundwater particularly susceptible to contamination [415 ILCS 5/3.67]. Regulations related to the regulated recharge areas are provided in Title 35 of the Illinois Administrative Code (35 IAC) Part 617 - Regulated Recharge Areas. These regulations provide general and specific requirements for designated recharge areas within the State of Illinois.

According to 35 IAC Part 617, only one regulated recharge area has been established in Illinois, as of the date of this report, which is the Pleasant Valley Public Water District. Pleasant Valley provides public water supply service to an unincorporated area located south of Peoria in Peoria County, Illinois. The Pleasant Valley Public Water District recharge area consists of an area of approximately 182 acres centered on three community water supply wells. The boundary of the Pleasant Valley Public Water District recharge area is provided in 35 IAC Part 617, Appendix A.

The proposed Rantoul Recycling and Transfer Station is located in Rantoul, Champaign County, which is over 75 miles east of the Pleasant Valley Public Water District in Peoria County. The proposed Rantoul Recycling and Transfer Station is not located within or near a regulated recharge area.

9.1 CERTIFICATION

I hereby certify that all information contained in this Application for Local Siting Approval for Criterion 9 was prepared by me or under my direct supervision and is true and correct to the best of my knowledge and belief.



John Hock, P.E.

December 18, 2025
Date

062-047623 - IL
Professional Engineer Registration Number and State

Rantoul Village Board

In re: APPLICATION FOR LOCAL SITING	)
APPROVAL OF A POLLUTION CONTROL	)
FACILITY, RANTOUL RECYCLING AND	)
TRANSFER STATION	)
	)
Submitted by:	)
AREA DISPOSAL SERVICE, INC.	)
	)
Applicant.	)

ENTRY OF APPEARANCE

The undersigned firm of Elias, Meginnes & Seghetti, P.C. and attorney Janaki Nair hereby enters its/her appearance as counsel for Applicant AREA DISPOSAL SERVICE, INC. in the above-captioned matter.

ELIAS, MEGINNES & SEGHETTI, P.C. and
JANAKI NAIR

By: /s/ Janaki Nair
Attorney

Janaki Nair (ARDC No. 6278112)
Elias, Meginnes & Seghetti, P.C.
416 Main Street, Suite 1400
Peoria, Illinois 61602
Telephone: (309) 637-6000
Email: jnair@emrslaw.com

926-0233

REPORTING SERVICES, INC.

Transcript of Proceedings had in Application of Area Disposal Service, Inc. to the Village of Rantoul

Taken On: April 17, 2026

Royal Reporting Services, Inc.
Phone: 312.361.8851
Email: info@royalreportingservices.com
Website: royalreportingservices.com

PUBLIC HEARING

APPLICATION OF AREA DISPOSAL SERVICE, INC.

April 17, 2026

Rantoul Village Hall
333 South Tanner Street
Rantoul, Illinois

HEARING OFFICER
William Andrichik
Michael Best & Friedrich
William.Andrichik@michaelbest.com

VILLAGE BOARD OF TRUSTEES
Loise Haines
Donald Robertson
Gary Wilson
Mike Graham
Terry Workman

Appearing for Area Disposal Service
Janaki H. Nair
Elias, Meginnes & Seghetti, P.C.
jnair@emrslaw.com

Appearing for Village of Rantoul
David B. Wesner
Evans, Froehlich, Beth & Chamley
dwesner@efbclaw.com

Samuel Hall, III, Mayor
Scott Eisenhauer, Village Administrator
Chris Milliken, Urban Planning Manager
Tana Ward, Executive Assistant
Janet Gray, Clerk

June Haeme, CSR # 084-003038

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(Commencing at 9:00 a.m.)

MAYOR HALL: Good morning. I call this public hearing to order. Madam Clerk, would you do me the favor of doing the roll call.

(Roll call with Mayor Hall, Trustee Haines, Trustee Graham, Trustee Robertson, Trustee Workman, Trustee Wilson present.)

MS. GRAY: We have a quorum.

MAYOR HALL: Thank you, Madam Clerk. At this time I hereby appoint Mr. William Andrichik as the hearing officer for the purpose of and only for the purpose of overseeing the public hearing, including any and all matters relative to such for the application for a local siting approval submitted to the Village of Rantoul by Area Disposal Incorporated. May I please have a motion to concur with the appointment.

TRUSTEE GRAHAM: So move.

TRUSTEE WILSON: Second.

MAYOR HALL: Madam Clerk.

(Roll call vote with all trustees answering affirmatively.)

MS. GRAY: The vote is 5-0.

MAYOR HALL: All right, 5-0, motion

carries. I turn the hearing over to our hearing officer, Mr. Andrichik.

HEARING OFFICER ANDRICHIK: Thank you, Mr. Mayor. My name is Bill Andrichik. I am an attorney here in Illinois. I have now been appointed by the mayor with the concurrence of the board to act as hearing officer for this hearing.

The first thing I will ask is that everyone please silence their cell phones. Those of us with laptops, please silence those as well. If you do need to have a notification for emergency or medical purposes and you're able to put that to vibrate if possible, we would ask for that.

We are here for what is called an approval hearing for a pollution control facility. Specifically we are here to discuss Area Disposal Service Inc.'s application for approval of a recycling and transfer station proposed to be located at 896 West Champaign Avenue. Area Disposal Service filed its application on December 22nd, 2025, and that kicked off this process. You may hear us refer to them as applicant throughout the hearing as kind of a short term so we don't have to say Area Disposal Service Inc. every single time.

The process that we are here for is governed by law. Specifically we are following Section 39.2 of the Illinois Environmental Protection Act. We are also guided by Chapter 28 of the Rantoul Code as amended by Ordinance 2796. Both of these can be found online. There is a strict process that any applicant must follow. Generally speaking, that involves an application, notice, submissions and appearances to participate at this hearing, the hearing itself, a period for written comment including written public comment, board approval, and then it gets passed on to the Illinois Pollution Control Board for further steps in the process. We are at the local siting hearing phase of that process.

There are several requirements per the statute and ordinance for this hearing. One is that it must take place no less than 90 days and no more than 120 days following the application. We are within that window.

Another is that the applicant must be present at the hearing and present a witness who is subject to cross-examination. The applicant is here today and has proposed four witnesses who will be

under oath giving testimony and subject to cross-examination from the parties who are permitted to cross-examine pursuant to the statute.

Another requirement is that there be an official record of the hearing. While we do have a live stream of the hearing, a link to which is available on the village website and was posted in the notices, I believe it is also being recorded, but the official record is that of the court reporter who is sitting to my right and is preparing a transcript of everything that is said. That is why, you've already seen this so far, we may pause to make sure we are writing down the correct -- attributing comments to the correct individual who made them because that is important to keep the record straight. That is what the board will review when it is making its decision and that is what contains all of the evidence and record that is considered by higher authorities who are looking at this application and if there is any appeal.

The written record, plus any exhibits that are accepted today, including the applicant's application, plus any written public comment that is submitted within the 30 day period following the

hearing, make up that record on which the board will decide.

Another requirement of this hearing is advanced public notice of the hearing and notice to specific individuals and government entities based on the submissions, including the notices that I have reviewed. I find that that requirement was complied with.

And finally, this hearing is subject to a fundamental fairness standard. There will not be a requirement by me of compliance with strict rules of evidence. There will be times at which I may make a decision that deviates slightly from the exact text, but that will only be done in a case where I believe that that is adding fairness to the proceeding or the individual who may be affected by that ruling.

The hearing today, as you saw, began at nine o'clock. We have it scheduled to take place through five o'clock today if needed. Also, if needed, we can continue on Monday at nine o'clock. We do not anticipate that at the moment given the presubmissions, but that is available so that the hearing is conducted within the 90 to 100 day period.

We plan on taking a late morning break, we plan on taking a lunch break, and we plan on taking an afternoon break. We are targeting certain times for that, around 10:30, noon and 2:30, but those are targets and will be determined ultimately by the process and how far into a witness's testimony we are so that it also makes sense when we are taking those breaks.

The applicant here is presenting its case to the board. The board is acting as a jury with respect to this. They are considering whether the facility meets nine criteria which are set forth by the Illinois Environmental Protection Act.

So that everyone understands what the board is considering, these are the nine criteria, not all of which will apply in every instance. And you will hear from the applicant and their witnesses which of these criteria apply and, according to the applicant, why their application and their proposed site meets these criteria. They are:

No. 1, that the facility is necessary to accommodate the waste needs of the area it is intended to serve.

No. 2, the facility is so designed,

located and proposed to be operated that the public health, safety and welfare will be protect.

No. 3, the facility is located so as to minimize incompatibility with the character of the surrounding area and to minimize the effect on the value of the surrounding property.

No. 4, for a facility, other than a sanitary landfill or waste disposal site, the facility is located outside the boundary of the 100-year floodplain or the site is flood-proofed.

No. 5, the plan of operations for the facility is designed to minimize the danger to the surrounding area from fire, spills or other operational accidents.

No. 6, the traffic patterns to or from the facility are so designed as to minimize the impact on existing traffic flows.

No. 7, if the facility will be treating, storing or disposing of hazardous waste, an emergency response plan exists for the facility, which includes notification, containment and evacuation procedures to be used in case of an accidental release.

No. 8, if the facility is to be located in

a county where the county board has adopted a solid waste management plan consistent with the planning requirements of the local Solid Waste Disposal Act or the Solid Waste Planning and Recycling Act, the facility is consistent with that plan.

And No. 9, if the facility will be located within a regulated recharge area, any applicable requirements specified by the board for such areas have been met.

Those are the nine criteria that the board will be considering in deciding on the application here. As I mentioned, they are acting as a jury. There are three things important to remember with that. They cannot discuss directly with you, the public, including during the 30 day public comment period following the hearing.

For those of you who have served on jury duty before, you may have received an instruction similar to this from the judge, that you are not permitted to discuss the case as you were trying to determine the facts and make a decision. Just so, the board is not permitted to discuss the case outside of this hearing or outside of written submissions that are done by submitting them to the

village clerk.

So some of you may have had the opportunity of course in the past to discuss items with board members as needed. On this particular issue, they will not be able to discuss it with you. They are not being rude; they are doing their job.

Second, the law is clear that board members do not need to be present for this hearing, though it is obviously helpful when they are, but every board member has the ability to review the transcript. In this case, there will also be a recording, though as I mentioned that is not the official transcript, and the board can review any exhibits and any submissions before making their decision, and the case law has determined that that is sufficient review even if a board member is not present for some or all of the hearing.

Finally, the fact that a board member may or may not have expressed a public opinion on this matter does not preclude them from participating in making the decision. That is written right in the statute.

Those nine criteria that I listed before, if the application satisfies the criteria, the board

must approve the application. If it does not satisfy the criteria, the application should be denied. If no decision is reached by the board within 180 days following the application, then the application is deemed approved and it moves to the next phase of the process.

The applicant here is represented by Ms. Nair, the mayor and village are represented by Attorney Wesner, and then we also have the board members.

We will be hearing from four witnesses today. They will be placed under oath. They are subject to examination and cross-examination by the village and subject to questions from the board members. To be permitted to question at this hearing, a person or entity was required to enter an appearance at least ten days prior to the hearing and to cross-examine to have an attorney present at this hearing. That is written in the ordinance.

No -- there was one appearance that was filed, but that was withdrawn yesterday. So the individuals that I just mentioned, the applicant and their attorney, the village and mayor through their attorney, and the board members as well as myself

are the only individuals who are permitted to cross-examine and ask questions of the witnesses. That is during the evidence portion.

There will be -- the witnesses will be asked questions. I understand there will be presentations made. We will not be following a strict question-and-answer format like you may see in televised trials or court hearings. As I mentioned, the rules are relaxed here, and so a narrative type testimony where the witness is asked a few questions but is permitted to speak at length about their expertise is what we will be using today. This testimony, though, is still under oath and is still subject to cross-examination from the individuals I mentioned.

The applicant has the ability to make an opening statement, present the witnesses in whatever order or orders they would like, whether that is by witness, criteria, or some combination of the two, and then present a brief closing after which the village will be permitted to submit a case if it chooses.

Following all of that, the evidence will be closed and there will be an oral public comment

portion of this meeting. As I mentioned, though there were not any formal appearances filed prior to the hearing, this is one area where I have made the decision in fundamental fairness to permit individuals here to speak at this hearing if they would like to be heard. As I mentioned, they are not permitted to cross-examine the witnesses, but individuals speaking with public comment will also not be cross-examined by any of the attorneys. There is a chance that a board member may have a question for you based on some of your comments, which I will permit because the board is the one who is making the ultimate decision here.

We do have a sign-up sheet here. I would ask that -- I know there's already some sign-ups on there. I mentioned we will be taking some breaks. I would ask that you sign up on a break as opposed to coming up during the proceeding if at all possible. Given -- we will keep a view of how many names are signed up there. The current plan is to permit each individual up to five minutes as opposed to the typical three minutes, but I reserve the right to adjust that if there is a voluminous number of individuals who would like to say something so

that we have time for everyone to at least be heard on this issue.

Finally, as part of that, we are asking you to write down your name. We will also ask you to state your name for the record so that we know who is making the statements on that record. And as I mentioned, the -- there is an opportunity for public comment, written public comment within the 30 days following this hearing by submitting that to the clerk, and it must be received or postmarked within 30 days, and please pay attention to the recent changes to the postmark rule if you are nearing the end of that 30 days.

With that, I will turn it over to the applicant who I understand has a brief opening statement followed by the witnesses.

MS. NAIR: My name is Janaki Nair. I am an attorney representing the applicant in this case, Area Disposal Service Inc. I'd like to begin by just thanking the village trustees, the mayor, the hearing officer, the village administrator and all the staff here for setting all of this up, conducting this hearing. Honestly, this is one of the best venues we have ever seen for a hearing like

this in terms of the technology, the seating and so on. I do want to warn the members of the public who are here while we're on the topic that we will be using this screen for some of the presentations, and so those of you who are sitting underneath it might want to move around once that starts.

So I believe everyone in the room probably has some familiarity with the location where this proposed transfer station will be constructed. It is currently the GFL trucking depot located at the northeast quadrant of I-57 and Route 136, sort of tucked in there behind some other industrial commercial uses.

The village board previously approved a Host Community Agreement pursuant to which the village will receive 40 cents per ton of waste that is transferred through the transfer station. That Host Community Agreement is included in the application at Attachment 1D.

So as Mr. Andrichik said, the purpose of this hearing is to present some witnesses, to allow for cross-examination, to generally provide an overview of the project. The application was filed back in December. I think you can see it on some of

these benches here. It is two big volumes of materials. So we are not going to be covering every detail of the application; this is going to be an overview.

We're going to present four witnesses who will testify about the nine criteria that were covered just now. Mr. John Hock, J. Christopher Lannert, Dale Kleszynski who I am blocking here, and Michael Werthmann will all be testifying.

What we're going to do is start with Criterion 1 which is going to be presented by John Hock. He will then take questions about Criterion 1. Then we're going to switch to Criteria 3 and 6, and then we will resume back with Mr. Hock to wrap up the rest of those criteria.

Now we do believe that this is an excellent project, we think it's the right place for it, and we have -- we have great faith in the application that's been presented. We're happy to answer questions about it.

At the beginning of this process, actually before we filed the application, the village retained an expert outside engineering firm to review the application and to confirm that it was

consistent with the ordinance, with the law, and also to recommend either approval or denial of the siting.

So this firm Foth presented a letter, which I've included in the binders as Exhibit 2, in which they recommended approval of the application, and they found that this transfer station would be an asset to the village for numerous reasons. I'm not going to go through them. We will be covering most of them in the very first presentation.

So we have received 16 letters of public support for this project so far from various individuals and entities, including several governmental entities, the Village of Fisher, City of Tuscola, and Champaign-Urbana Mass Transit System.

If you grant siting approval, that is the first step of a longer process. We will then file for -- with the Illinois Environmental Protection Agency for permit approval. That permit application is again thousands of pages. We will need to get approval both to construct the facility and then approval to operate the facility. Your ordinance actually has an ongoing oversight element to it.

We're required to apply for an operator license which gives you ongoing oversight over the facility.

Lastly, I'd just like to remark on the binders that we placed in front of the trustees and Mr. Eisenhauer and Mr. Wesner and the mayor. These are our exhibits. All of these items are already in the record, but we thought it would just be easier to have them in front of you and for purposes of the record.

Our Exhibit No. 1 is the application which I did not recopy and put in front of everyone because it is too much. The other exhibits include the letter that I just referred to that Foth prepared, certificates and affidavits demonstrating our compliance with the notice rules and so on.

We've included the public comment that I mentioned as Exhibit 6 and that's -- that, again, is the public comment that was received up to the time of the hearing understanding that there will be additional public comments after.

We then have as Exhibit 7 our witness list which includes the curriculum vitae and the resumes for our witnesses. And then we actually have the printouts of the PowerPoint presentations that are

going to be presented up on the screen. So there might be some slight tweaks where we missed periods or commas or whatnot, but that should be almost identical to what you're seeing on the screen so that you can follow along in your binders as you go.

And that is Exhibits 1 through 11. I will ask that they're admitted into evidence.

HEARING OFFICER ANDRICHIK: They are admitted.

MS. NAIR: Thank you. So with that, I'm going to turn this over to our first witness, Mr. John Hock.

MR. HOCK: Thank you, Scott.

MS. NAIR: Before we begin, I think Mr. Hock needs to be sworn in.

(Mr. John Hock was duly sworn.)

MS. NAIR: Mr. Hock, if you could state your full name and spell your last name for the record.

MR. HOCK: My name is John Hock, and the last name is H-O-C-K.

MS. NAIR: Your resume or c.v. was submitted into the record on this matter on February 23rd, 2026, and is included in Applicant's Exhibit

7. Have there been any material changes to that resume?

MR. HOCK: No.

MS. NAIR: I understand that you prepared a presentation today. It's Exhibit 8 in the packet. I believe we covered your -- a brief overview of your resume in the first few slides, if you'd like to proceed with that.

MR. HOCK: Okay. As mentioned before, so I'm going to be testifying on a number of different criteria, so I'm going to start the first portion just with an overview of the project, a little bit about the applicant, the existing facility, and then we'll discuss Criterion 1.

So, first, a little bit about myself. I have over 38 years of experience in the solid waste business. I've been involved with a variety of facility development projects with a specialty in transfer stations. This is actually the seventh of these type of local siting hearings that I've testified on for a transfer station. I have a Bachelor of Science Degree in Chemical Engineering from the Ohio State University. I'm a professional engineer in six states including Illinois.

I work for -- excuse me, I work for Civil & Environmental Consultants and I'm a vice-president. Just so you know, CEC, we have a little over 1500 employees, we have about 30 offices nationwide, I'm part of an office out of our Naperville area, and I've actually held a number of corporate roles. I've been the solid waste practice lead for the company and I've been the office manager for the Naperville office. I'm a member of the National Waste and Recycling Association.

MS. NAIR: Mr. Hock, you mentioned you've testified at other siting hearings. Were you qualified as an expert -- as an expert by the hearing officer in those hearings?

MR. HOCK: Yes.

MS. NAIR: Mr. Chairman, we move to have Mr. Hock qualified as an expert witness for the purpose of rendering an opinion in this case regarding Criterion 1, the need for the transfer station.

HEARING OFFICER ANDRICHIK: Based on what has been testified today and my review of prior materials, he is so certified.

MS. NAIR: Mr. Hock, you mentioned you

prepared a report regarding Criterion 1. Is that included in the application?

MR. HOCK: Yes.

MS. NAIR: Did you render an opinion in that report?

MR. HOCK: I did.

MS. NAIR: In preparing that opinion, did you use essentially the same methodologies and principles you applied in other siting applications and hearings regarding Criterion 1?

MR. HOCK: Yes.

MS. NAIR: And are those essentially the same methodologies and principles applied by other experts in your field?

MR. HOCK: Yes.

MS. NAIR: Have those methodologies and principles gained general acceptance in your field?

MR. HOCK: Yes.

MS. NAIR: Now I'm going to ask you to proceed with your presentation which I believe will cover that opinion, thank you.

MR. HOCK: As I mentioned, I'm going to give a little background information before we get into the criterion just to help give the information

a little context.

So the applicant, as mentioned, is Area Disposal Service Inc. Area Disposal has served Champaign County and the Rantoul area for over 20 years. They've provided really essential waste management services including waste and recyclables hauling. They support the local economy through those competitive programs and providing those competitive rates. They employ about 40 people with an annual payroll of around $3 million and they spend approximately 1.5 million annually with other local vendors.

So Area Disposal is affiliated with other companies that I just wanted to clarify, so we have logos of those other entities up there. So Area Disposal is affiliated with GFL Environmental, so you see the kind of nice green -- you know, the nice bright green, for life, color; also associated or affiliated with PDC and Henson Disposal. So when you see any of those names out there, whether they be on a rolloff box or something similar, they're all part of the same company.

So the affiliated companies not only provide collection and transfer, they provide

recycling of general construction or demolition debris, they provide processing of single stream recyclables, and they also provide solid waste disposal meaning having a landfill.

And I do want to clarify as we talk about general construction or demolition debris throughout this, we're really referring to what it sounds like: waste generated from general construction and demolition projects. So it's wood, it's plastic, it's metal, it's concrete and it's soil and those type of things that you'd, you know, again typically consider associated with a demolition project.

When we talk about municipal solid waste, and I'll use that word a lot, municipal solid waste, it really is just residential and commercial waste. It's what we all throw in the garbage cans at our homes and our businesses.

And then when we talk about recyclables, we'll use the term single stream recyclables or SSR a lot, and again that is just what we all throw in our recycling bins in a single stream, so it's mixed together, and it's just the newspaper, the cardboard, the bottles, the cans and such that we all, again, kind of comingle in a single stream and

set out for recycling.

The site, as Janaki mentioned before, it's located just on the northeast corner of I-57 and Champaign Avenue. There's a graphic up there that hopefully provides some context. So I-57 and Champaign Avenue are labeled and it's obviously in the western portion of Rantoul.

The graphic up now is an aerial photo. Hopefully you can still see that same somewhat irregular shape with I-57 and Champaign Avenue labeled. It's on a very generously-sized 14 acre property and it's surrounded by commercial, industrial and agricultural uses. The industrial is actually on the west side of I-57, agricultural is directly north, and then the other commercial businesses are directly east and south.

So the graphic up on the screen now is an engineering drawing or topographic map of the site. Hopefully that same irregular shape is obvious with I-57 to the left and what would be Champaign Avenue to the south or the lower part of the screen. To make it a little easier to read, we've color coded key pieces of the existing property. You may have noticed that there's been substantial improvements

out there recently, including a very nicely refurbished and repainted building. That is highlighted in pink on the drawing and that's where they currently use for maintenance and also for dispatching and customer service for their existing hauling operations.

The area highlighted in green that's just north of the building, there's a very nice large parking area up there for the trucks. They use -- it includes electric hookups for the vehicles and lighting, and then there's pavement around to the front as well, and then there's a stormwater pond that was constructed over on the west side. If you kind of get on I-57 heading north, you can see it just off to the right. So all of that are recent improvements to the property over the last year and a half or so.

And what we're proposing is really a very simple operation. It's where municipal solid waste collection vehicles, so the trucks that go around and pick up the waste and recyclables from all of our homes and businesses, will come to the facility, they will unload the recyclables or waste into a large preengineered metal building with concrete

floors and walls. It will all be enclosed, so it will just be deposited on the floor. It will then be picked up and put into larger vehicles to be sent off site to either a landfill or a material recovery facility. So it's really a transportation logistics efficiency type of thing.

What happens is, as the material is brought in, it really is a first in/first out type of process. So as the waste comes in, it's dumped on the floor, that's what's picked up and put in the larger vehicle, and once that larger vehicle is full, again off it goes and it leaves. The nice part about this is, and we'll talk more about this, but it really complements the existing waste hauling business very nicely and it'll offer more efficient processing and transportation of these materials.

So the graphic up on the screen now is the same engineering drawing or topographic map that we showed previously. You can still see the building highlighted in pink and the parking area in green and the pond to the west in blue. And now what we've added is an approximately 12,000 square foot transfer building and that's highlighted in kind of a light orange, so it's in kind of the west central

portion of the property.

There will be a scale at the front as you come in. So as the vehicles come in, they'll go through the scale to be weighed, get a variety of information regarding the customer for billing purposes and such, and then there will be -- and that scale is kind of the elongated object that's highlighted in orange, kind of a brown, and then there will be a variety of access roads that will all be concrete or pavement, so just allowing -- you can see it just to the right of the transfer station building, so it just allows the trucks to enter and exit and maneuver around the property.

The transfer building will have utilities to it, meaning electric and water. And then the other improvements will include a variety of security type things. So there will be a locked -- you know, a lockable gate at the entrance, there will be a fence around the property, additional cameras and lights. The cameras are a nice thing with the technology of today. That you can put up many of these things and they work very nicely to keep the site very secure.

So that was the overview, and now I'm

going to talk specifically about Criterion 1 which, as a reminder, states that the facility is necessary to accommodate the waste needs of the area it is intended to serve.

So to do this, the methodology that we'll use is that we'll first define the service area for the proposed facility, meaning what's the geographic area from which we expect vehicles and people to use the facility. We'll look at the and evaluate the municipal solid waste generation and disposal volumes within that service area, so basically how much waste is generated, how much is recyclable and how is it all currently managed. We'll characterize the existing waste disposal infrastructure, including other transfer stations and landfills. We'll analyze the trends in the regional waste management system. And then we'll evaluate the benefits of the proposed Rantoul Recycling and Transfer Station.

So the graphic up now is basically a map of central Illinois with, hopefully you can see, the county descriptions, and there's the state line between Indiana and Illinois kind of vertically down the right, and our service area is highlighted in

pink. So -- and then the location of the Rantoul Recycling and Transfer Station is the red dot kind of in the middle of the service area. So our service area is all of Champaign County and then several townships in Ford County and then one township in Iroquois County.

In terms of the municipal solid waste generation and disposal volumes, there's actually a very unusually good amount of data to evaluate this for this service area. And my kudos to Champaign County for having a very good solid waste management plan with plenty of good information and data. And based on all that information, our service area is estimated to generate approximately 650 tons per day of municipal solid waste that requires disposal.

So just to be clear, that is not the total amount generated, that's what requires disposal from a transfer station in Rantoul. So we've already subtracted out the piece of that that is recyclable, things like landscape waste or general construction or demolition debris or other materials that are recycled from the waste stream.

It's important to know that there are no active landfills within the service area, so all of

the waste is eventually disposed of in an out-of-county or out-of-service area landfill. And we know that there's approximately 350 tons per day of municipal solid waste that's currently managed by transfer stations or recycling facilities within the service area, so about 350 of the 650 within, which leaves about 300 tons per day of municipal solid waste that is being managed by transfer stations or landfills not located in the service area. And the facility that we're proposing can help meet that demand in, we're going to call it, shortfall or need, so again, the portion that's not managed by in-service area facilities.

So now we're going to talk about what these operational facilities are. And I note that's still the same graphic of central Illinois with the service area highlighted in pink. And I know that the graphic is a little hard to read, so we color coded it by a variety of -- by who owns and operates the various facilities.

So again, our facility, the Rantoul Recycling and Transfer Facility, is the red dot in the middle. And there's actually only three other facilities within the service area. One is owned by

Republic Services. It's called the Central Waste Services and Recycling Facility. Because that's a long name, I'm just going to simply call it the Republic Services Urbana facility going forward, okay. And that facility does accept municipal solid waste. It's actually the only transfer station within the service area that can take municipal solid waste.

There's another facility called the Henson Urbana Recycling Center. As I mentioned before, Henson is an affiliated company with Area Disposal. It's also located in Urbana, but they can only accept general construction or demolition debris, so no municipal solid waste, and that facility is designed to basically recycle as much of the general construction or demolition debris as they can.

And then the third facility is called the Waste Transfer and Material and Recovery Facility, another long name, but that's basically at the University of Illinois, and that's really set up as primarily a recycling facility, but they also do take waste from the university itself. Again, that one is also limited at -- they're really not open to third-party haulers; it's just there to serve the

university.

So I'll talk to the facilities that are outside the service area, and so those owned by Republic Services are all in light blue. So I know it's -- again, it's hard to read, but you can kind of see around the service area there's actually a number of landfills. There's one called the Brickyard Landfill to the east, basically directly east of Champaign-Urbana. There's another one called the Illinois Landfill which is up near Hoopeston, also to the east. There's one in -- up in Indiana. There's the Livingston Landfill in Pontiac. And they have a transfer station in Bloomington.

There's a small transfer station in Monticello kind of to the -- it's just to the lower left of the service area. There's another facility called the Paris Transfer Station which is down to the right and it's highlighted in green. And then Waste Management has a landfill called the Valley View Landfill which is kind of farther off to the lower left and that's colored in red. And then the other two facilities that are affiliated with Area Disposal is the Clinton Landfill, which is in

Clinton and again basically directly west of Champaign-Urbana, to the left on the screen, and then they also have another recycling facility in Bloomington, but that again only accepts general construction or demolition debris.

What I'm going to do from here, I'm going to keep talking through a little bit of what's out there in terms of the system, we're going to talk about some data, some trends, and then we'll come back to the beginning and I'm -- we're going to kind of put all this together and tell you what it all means.

So in terms of local collection, what's important to know is that hauling services are generally bid on a client or company basis. So if you have a business, you can contract with whatever hauler you want. If you have multiple businesses, you can obviously do that for all of them. Some communities will similarly contract the residential collection to a single hauler, which is what Rantoul does, so that all of the -- all of the residences and smaller buildings will have the same hauler, but many in the service area do not, so that even residential customers have the option to contract

with whatever hauler they like.

What's also important to know is that the customers for the most part do not direct where the waste is disposed. So you're contracting for the hauling, but what's intrinsically part of that is the disposal, and it's really up to the hauler as to where they will dispose of it, dispose of that waste, whether it be through a transfer station or a landfill.

And with most services, the main things that dictate where they are going to dispose of it are driven by economics. So in this case, there's a tipping fee that they'll have to pay at the transfer station or landfill, it's a service for them to take it, and it's also then obviously the driving distance.

The solid waste business is, in essence, a transportation logistics business, so I like to think of it as Amazon in reverse. So instead of going from a factory through a fulfillment center to all of our homes, it's really the reverse where they're picking up the waste from our homes and taking it through I'll call it essentially a fulfillment center, which is a transfer station, and

eventually ending up in a consolidated location which is the landfill.

So like most service businesses, the economics are key, but then there's also service considerations, for instance, how long it takes for you to deposit that waste in a facility and then move on. No different than a store, right. If you're going to go buy something, a lot of your decision is going to be based on the price, but it may be for some reason it's really hard to get in and out of that store, they always have long lines, and if they have poor customer service, you may elect to go to another facility and pay a little bit more for the same service or the same business. This is pretty much the same way.

So the turnaround time is important, the operating hours are important. So again, you may want to go to a particular store or use the facility, but if those hours aren't convenient for you, you may end up having to go somewhere else. So this is really the -- all of those same service type of considerations come into play here as well.

And again, this is where I'm going to give you some more data. I'm going to try to run through

it fairly quick and then I'll kind of put it altogether. And this is again where I'm going to give kudos to Champaign County that they really had a lot of good helpful data, because if you haul waste or recyclables in Champaign County, you're required to be licensed, and not only do you need a license or the company, you need to license the number of vehicles that you use.

So we know that within Champaign County there's approximately 20 waste haulers that were licensed in 2024 and 2025. And again we know the number of vehicles. So Area Disposal actually has the largest number of licensed trucks at 28, Republic Services at 23, and Illini Recycling had 13. And those numbers do vary over time. Businesses can, you know, license additional trucks over the course of the year if they like. But then there's other haulers that operate about 54 trucks, and those different businesses have numbers of trucks ranging from 1 to 7. What's interesting to note, I'll talk about it more later, is that Waste Management only has three trucks that are licensed.

So I'm going to talk about a few important trends that are important to understand so that when

we bring this back around everything will make a little bit more sense. So the first is ongoing consolidation. Most of the waste business is now owned by one of four large publicly-traded companies, the largest of which is Waste Management who acquired Advanced Disposal. So again if you see a container or something and you see the Advanced Disposal name, that's really part of Waste Management.

Similarly with Republic Services, they acquired a company called Allied Waste Industries which acquired American Disposal Services, and they also own again the Central Waste Company. So if you see Allied Waste or American Disposal Services anywhere, that's all part of Republic Services.

As I mentioned before, GFL has all the other affiliated entities with PDC and Clinton Landfill and Henson, and those three companies are three of the four largest in the United States. The fourth -- actually it's the third largest is Waste Connections, and it's just relevant to know that they don't have any landfills or transfer stations in or near the service area and they also have no hauling, so they're really not in this market at

all.

The other important trend to understand is vertical integration. So if you think about what the waste disposal system includes, it starts with a collection vehicle that's parked at a location in the morning. So the driver will show up to work, get in the truck, drive out to the route, pick up the waste, the recyclables from all the various businesses or homes, and then they'll drive that collection vehicle to whatever the disposal location is, whether it be a transfer station or a landfill.

Again, if it's a transfer station, that material will be unloaded and put into a larger vehicle. And again, just to give you a sense, there's -- for every collection vehicle, there's three or four of those volumes that can be put into this larger transfer trailer. That transfer trailer also gets much better gas mileage than the collection vehicles that run around our neighborhoods. So again, you can start to see the advantage, you know, put four -- four into one, get better gas mileage, and there's a lot of advantages to that.

As I mentioned before, the collection

contracts include the disposal costs, you know, whether they be the transfer station or the landfill. And vertical integration, in essence, is the ability for the company to control their costs through the entire process, from collection through disposal, including transfer if it's needed.

So you can start to see hopefully that it's intuitive that if you have a collection company that does not have their own transfer or disposal facility, they face a significant competitive disadvantage. So -- because again what you're doing, so all of the people who own the transfer stations and landfills, they have their own hauling business as well.

So if you're going to bid on a contract that your competitor is also bidding on and you have to go to your competitor to get pricing, a significance portion of the pricing for what you're going to bid on, hopefully it's obvious what will likely happen and how they have that advantage; that basically they can price your work such that they have that advantage in the market.

Not only do they have that advantage, also picture, for instance, a municipal contract that are

typically five year bids. If you're trying to bid on it, you're going to try to get a price or you're going to have to estimate a price for five years. Well, that competitor is not going to give you pricing for five years, they might give it to you for six months or maybe a year, and now you have this unknown factor in your bid which is obviously going to cause you to add a contingency or safety factor and raise your price because you don't know what that's going to be.

Also think about that hauler who's now maybe trying to go borrow money to buy more trucks or infrastructure to grow their own business. You're going to go to a bank and you're not going to have -- there's going to be a significant portion that you don't know so it's going to be harder to get that money to begin with, and if you do get it, it's likely going to be at a higher interest rate.

And then again, all of those other operational inefficiencies that I mentioned before. Most of the companies that have transfer stations or landfills don't park the vehicles directly at the facility. That's exactly what GFL would do in this case where if we get the transfer station they'll

park their collection vehicles at this facility at the beginning and end of the day. If you can't do that, you have, you know, additional mileage to go back to wherever your facility is. You may have to go out of your way to get to that facility before they close because they're going to -- they're going to tailor their operations around their own needs. And if you can make it, great. If you can't, you may have to go out of your way and travel extra miles.

So the other -- so in addition to the vertical integration, the other trend to know is that there are significant recycling challenges out in the market. Again, Champaign County has actually done a very nice job, really a leader in trying to encourage recycling, very well-established recycling programs in Champaign-Urbana and at the University of Illinois, and in those -- you know, in the municipalities there is curbside recycling available, including Rantoul. But Champaign County is a very large county, nearly a thousand square miles, and there's many rural areas that really have -- not only do they not have access to curbside waste pickup, they don't even have -- you know, have

no access to curbside recycling and very few opportunities. And Champaign County in their solid waste management plan, they actually recognized this need, that those people in the rural areas are increasingly seeking options and have actually expressed their frustration over the lack of those options currently.

So you may hear or see sometimes there's drop-off locations where residents can drop their waste or recyclables. There's actually very few of those in the service area as well. There's one in Champaign, and then there's three limited service drop-off locations that are all actually south or east of Champaign-Urbana. There's actually nothing north.

And again, you look at the Champaign County solid waste management plan, it includes goals and recommendations to improve trash disposal options and provide additional recycling drop-off options. And again, everything I've been talking about is Champaign County. Remember before, we do include portions of Iroquois and Ford. So it's those solid waste management plans are not nearly as robust, but it's pretty obvious that the same

challenges facing rural folks, you know, rural areas in Champaign County, will be the same issues faced in Ford and Iroquois County.

So I'm going to come back to a little bit of data. And we're getting close, we're going to put it all back together, so hang in there. As I mentioned before, Champaign County requires all the haulers to be licensed, and so they not only have to tell you how many trucks are licensed, they have to report where they go and what facilities they use for disposal.

So again we know based on that data that GFL, Clinton Landfill, Brickyard Landfill and the Valley View Landfill are all utilized. They do not use the other Republic Services landfills, including the Illinois Landfill. They use the Republic Services Urbana Transfer Station and the GFL Henson Urbana Recycling Center, but they do not use the Paris Transfer Station or the University of Illinois. All of this makes sense with all the other stuff that we talked about. And that they do not use the Monticello Transfer Station because it's only open two weeks per year for cleanup days.

And again, all of that data corroborates

with what we're seeing. Again, we know University of Illinois is only open for their own campus material, Paris Transfer Station is really kind of out of the way and it's a small facility, so all of the data makes sense.

We also know based on host fee data for the Republic Services Urbana Transfer Station that they accept about 300 tons per day. We know what goes into the Henson Urbana facility because it's part of -- it's affiliated with our client, so we know that they take actually about 200 tons per day, about 50 tons per day is what goes into the landfill. And as you know, Area Disposal currently hauls about 190 tons per day of municipal solid waste, and that all goes directly to the Clinton Landfill. They do not use Republic Services Urbana Transfer Station hardly at all. And then we know just based on all that information that there's probably other haulers that do use the Republic Services Urbana Transfer Station and some that do not.

So again, here's the map we showed you before of all the different facilities, and we're going to start to cross off the facilities that are

not used. So that's the Livingston Landfill up in Pontiac. Again, too far out of the way, so that's not relevant to what we're -- to the service area. Same thing with the Republic Services Bloomington Transfer Station, same thing with the Bloomington Recycling facility. Again, those facilities are too far away. Monticello Transfer Station, as we mentioned before, it's only open two weeks per year for cleanup days. Paris Transfer Station, again you can see it's really kind of out of the way, so that's not used. Illinois Landfill which is over in Hoopeston is not used, and again consistent with the small amount of waste disposal business we know that's going on there. And then the other landfill up in Indiana. So it really starts to narrow the world in terms of what we know is used.

I'll go back. So what hopefully starts to become clear is Republic Services, when I mentioned vertical integration, they have hauling, they have the transfer station, they have the landfill, so they have what we're going to call full vertical integration, they have all three pieces. Area Disposal has the hauling, they have the Clinton Landfill, do not have the transfer station, so they

have two of the three pieces.

And then Waste Management, they really don't do much hauling, they just have the three trucks which are based out of Champaign-Urbana, they go out to the Valley View Landfill, so it's really -- it's really what we'll call nominal vertical integration. Then again, as I mentioned before, Waste Connections, no landfill, no transfer station, no hauling company, they're not even -- they're not even registered, so they're not in the picture. And then you've got a variety of other smaller companies with collection only. So that's really again the status of what's going on out there.

Because again this data is out there and because of the benefits of vertical integration, we know that Republic Services, the waste they pick up in the service area for the most part goes through their transfer station and goes out to the Brickyard Landfill. And again, that's just a graphic showing 300 tons per day. And again, they're taking advantage of the transporation efficiency we talked about before.

If we talked about Area Disposal, it'd be

about 50 tons a day that goes to a landfill from their recycling facility. Again, for those same reasons we talked about, that goes out to the Clinton Landfill. There's the graphic showing that. And then the other 190 tons per day in that entire service area also gets direct hauled out to the Clinton Landfill. So each of those collection vehicles has to drive all the way out there and drive all the way back to get to their next route.

And then again, Waste Management, those two trucks, we know that they pretty much just go out to the Valley View Landfill. And then there's about 90 tons per day from other haulers that could go to a variety of places and could direct haul -- could go to Republic Services, could go directly out to those landfills.

So again, this is an unusual amount of very good data that -- where we really know what's everything that's going on. So hopefully one of the question that you have in your head that you should be asking yourself: Why doesn't everybody use the Republic Services Urbana transfer station, too, because we talked about the importance of this vertical integration. Based on everything I've

said, I'm guessing you are starting to have an idea of what the answer is and why they do not.

Well, it is pricing, okay. And I'm going to ask you to start to think in your head how bad the pricing has to be or how high the pricing has to be for Area Disposal to go all the way out to their own landfill instead of using that transfer station. And to help you think of that answer, I'm going to give you a benchmark to start.

So we mentioned before Republic Services has a transfer station in Bloomington and they have a landfill in Pontiac. And Bloomington-Normal has municipal trucks that collect their waste and they use the Republic Services Bloomington transfer station, and because it's a municipal bid, that pricing is publicly available, so that's summarized up on the screen.

So when that contract began in 2021, they were charging, being charged about $56 per ton, and just with normal inflation factors, they're currently paying about $65 a ton in 2025. And again, that fee that Bloomington-Normal pays is the cost for Republic Services to transfer the waste, meaning they accept it, they pick it up, they put it

in the larger vehicle and they send it down the road to their landfill and that's all part of the fee.

Again, would be the same fee, the same service as if -- for anybody else using the Republic Services transfer station in Urbana. And again just to give you the graphic, there's the red line kind of showing the distance and estimated time it takes to go from Bloomington to Pontiac, and that's about 44 miles or 41 minutes, so actually a little longer than it would take to go from Urbana to Danville, which is where Brickyard Landfill is. That's 35 miles at 37 minutes.

I'm going to again ask you to think in your own head how high the pricing has to be to make this happen where Area Disposal will not use it. And the answer is Republic Services charges Area Disposal about $134 per ton, so basically twice the number as to what Bloomington-Normal pays. And again, same service, twice the price, and that is why other people do not, including Area Disposal, do not use the transfer station in Urbana.

And what that does is -- again, why do they charge that much? Well, because they're the only transfer station in town. They've got the

monopoly; they own the game. They're a company that's -- you know, they are there to make a profit like everybody else, so if they can charge the very high pricing, they will.

So again, hopefully it's obvious. So if you're the owner operator of the disposal location, you can readily just drive up the disposal costs for your competitors to give you the advantage in that market. If you do that, the overall likely impact is higher pricing in the market and a lower level of service.

And what prevents that from occurring, the economic factor, is competition. So again, no different than any other service business. If you want better pricing and better service, you need multiple -- you need multiple folks to provide that who are incentivized to want to bid and win that work. And Rantoul Recycling and Transfer Station would provide that other option for haulers in this area. And hopefully it's clear from all of that other information that Area Disposal or GFL is the only other company that's positioned to -- within the service area to provide that full vertical integration.

So the main benefit, one of the key benefits of this proposed facility is that Champaign County relies on only the single municipal solid waste transfer station currently with the one recycling facility to transport all of the nonrecyclable waste and MSW to out-of-county landfills. The Rantoul Recycling and Transfer Station would enhance the capability and capacity of Champaign County to manage its waste, including that 300 tons per day that is currently managed by facilities outside the service area. And the Rantoul Recycling and Transfer Station would also compete with that other transfer station which has been demonstrated to control costs and improve services.

And if you're not convinced by what I just said, federal government has a bureau called the Federal Trade Commission Bureau of Competition which basically establishes the government policy to protect consumers and provide competition or promote competition. If you go to their website, it says that competition in America is about price, selection and service. Competition benefits consumers by keeping prices low and the quality and

choice of goods and services high. Competition encourages businesses to offer new and better products. The bottom one is my favorite, competition makes our economy work.

And if you don't necessarily believe the federal government, I'm going to give you a couple examples. So Will County had a similar situation as Champaign County where there was only one transfer station in the county that could accept municipal solid waste. There was a new transfer station that was proposed actually just a mile and quarter from the other one and it was in the town of Rockdale.

We went through a local siting hearing similar to this and Rockdale approved that transfer station because they recognized the same competition benefits we've talked about this morning. Waste Management actually showed up to the hearing and vehemently opposed the approval of that local siting. Again it was approved. Waste Management appealed it all the way to the Illinois Supreme Court, but the approval eventually was upheld; that transfer station was constructed. They originally thought that they would start with about 350 tons per day of waste. It quickly grew because the other

haulers saw the benefits, you know, the competition of pricing and such, they actually got their limit raised to 1080 tons per day, and we know that that facility accepts in the range of 6 to 800 tons per day currently.

And as another example, DuPage County, again a similar situation where there was only, and there still is only one transfer station that's allowed to accept municipal solid waste today. It's located in West Chicago. And there was a company called Lakeshore Recycling Systems that proposed to construct a second transfer station in West Chicago. It was approved by West Chicago, again because they recognized the same competition benefits that we're talking about today.

And what's interesting to note is that West Chicago is one of those municipalities that bid out their hauling services on a five year basis to a single hauler. And Waste Connections, which is the owner of that other transfer station, had held that contract for many years. And just based on Lakeshore Recycling believing that they would get this other transfer station, they bid on that work. And Waste Connections also bid on it. And what

happened is Waste Connections actually lowered their pricing from the previous five year contract, lowered it such that West Chicago saved about $1.7 million over the five year contract, which equated to about $300 per single family home or family unit because they -- well, because they were nervous and really, really wanted to keep that work.

The way that one played out, Waste Connections again contested that approval, appealed it, and actually got it overturned on an administrative technicality, so that second transfer station has not been constructed and is now not an option. And all of this took a bunch of time. So the hauling contract came around again in 2024, Lakeshore Recycling was not able to bid it, and guess what? The pricing went up 10 to 20 percent from where it was before. So hopefully that makes the first benefit as clear as we can possibly make it.

The second benefit is to facilitate recycling in the service area. As we mentioned before, Champaign County has historically taken a very proactive leadership role. We talked about the challenges where they want to increase waste

diversion and specifically want help in the rural areas. Rantoul Recycling and Transfer Station is really ideally located to facilitate recycling in the rural areas, especially the underserved areas north of Champaign-Urbana, and that this ability to accept, consolidate and transfer the single stream recyclables to Area Disposal's own material recovery facility, which is actually in Pekin, will allow it to have better control of its cost and better serve the commercial and rural residence customers. And with this facility, Area Disposal would be able to actually offer curbside recycling to rural customers outside of Rantoul.

Third benefit that's hopefully intuitive based on everything I said in terms of the transportation efficiencies that would be gained is that it will reduce the environmental impact to Rantoul and the area. In essence, if this facility is granted, they would actually be able to reduce the number of trucks they have out on the roads and reduce the traveling distance of its hauling fleet.

And I'm going to show you the numbers in a moment and it really adds up to some pretty amazing numbers over time. And I'm going to give you what

Area Disposal will not only save, but there may be potential savings for the recycling operations and for other haulers that may use the facility. And that savings in miles is a reduction in fuel use, it's a reduction in wear-and-tear on roads, and then reduction in fuel usage also equates to reduced vehicle emissions.

And just in one year, we estimated almost 500,000 truck miles that would be reduced if this facility becomes operational. Over just a 20 year period, which is really just a pretty typical number, it balloons to almost 10 million truck miles in terms of reduction. That fuel usage would also then be reduced by about 2.5 million gallons of diesel fuel, and that then equates to over 56 million pounds of carbon dioxide, again reduced emissions of that number over the 20 year period, so it's really pretty dramatic numbers over time.

And then as Janaki mentioned earlier, the fourth benefit is that there is a Host Community Agreement with Rantoul, it would be paid about 40 cents per ton, and even just based on a 280 ton per day number, that's about $30,000 of revenue to the village.

So to wrap it up and summarize, the Rantoul Recycling and Transfer Station will increase competition and available transfer station capacity which has been clearly recognized to help control price increases and maintain a high quality of service in both the residential and commercial sectors. The proposed facility would increase recycling for the rural areas. It would reduce environmental impacts for the area by decreasing the travel distance of the municipal solid waste collection vehicles, and it would provide a host fee to be paid to Rantoul for every ton of refuse that's transferred at the facility.

MS. NAIR: Mr. Hock, based on the information and data you described and considered in preparing your report, do you have an opinion to a reasonable degree of technical certainty whether the facility is necessary to accommodate the waste needs of the area it's intended to serve?

MR. HOCK: I do.

MS. NAIR: And what is that opinion?

MR. HOCK: It is my professional opinion that the Rantoul Recycling and Transfer Station meets the requirements of Criterion 1 as it is

necessary to accommodate the waste needs of the area it is intended to serve.

MS. NAIR: And, Mr. Hock, is all of the information, data and analysis in the PowerPoint presentation and in your testimony today contained in your report which is included in the siting application?

MR. HOCK: Yes.

MS. NAIR: That concludes Mr. Hock's report on Criterion 1. I think it would be appropriate to have questions now.

HEARING OFFICER ANDRICHIK: Yes. So my understanding is Mr. Hock will be testifying on other criteria later in this hearing, so we'll take a pause now. Mr. Wesner, are there any questions for Mr. Hock on behalf of the village or the mayor?

MR. WESNER: On behalf of the village as an entity and the mayor, we do not have any questions for Mr. Hock.

HEARING OFFICER ANDRICHIK: Thank you. Trustees, do any of you have any questions for Mr. Hock on Criteria 1 with the recognition that you will be able to ask him questions on the other criteria once he presents his opinions on those?

TRUSTEE WILSON: I have a question. A couple of -- the landfill going to Clinton, what is the life expectancy of that and how long has that been open? I think from the standpoint as far as the residents, we all understand the environmental, the expense and everything that's going to benefit. It's just I think everybody is more worried about the location. Were other locations looked at for the site for this transfer station?

MR. HOCK: In terms of the Clinton Landfill, I know that it has more than 20 years of air space, so it will be there for a long time. And with the location, GFL bought the property for the waste hauling business first, so it's generously sized, it's really nicely situated close to the expressway and such, so I don't know that we could have found what we thought was a better property. So that this is the ideal location in our minds.

TRUSTEE WILSON: Thank you.

HEARING OFFICER ANDRICHIK: All right, do any of the other trustees have any questions for Mr. Hock on his testimony related to Criterion 1?

Ms. Nair, do you have redirect questions in response to Trustee Wilson's question?

MS. NAIR: I do not.
HEARING OFFICER ANDRICHIK: Okay. You may proceed with your next witness.
MS. NAIR: Thank you. Our next witness will be J. Christopher Lannert. Did we want to maybe take a five minute break? I see lots of --
HEARING OFFICER ANDRICHIK: Sure, why don't we -- that's a good suggestion. Why don't we take a comfort break. We will come back at let's make it 10:25 a.m.
MS. NAIR: Thank you.
(Recess at 10:17 a.m. to 10:28 a.m.)
HEARING OFFICER ANDRICHIK: All right, we will go back on the record.
MS. NAIR: Thank you. I think our next witness is ready to be sworn in.
(Mr. J. Christopher Lannert was duly sworn.)
MS. NAIR: Please state your full name and spell your last name for the record.
MR. LANNERT: My name is the initial J. Christopher Lannert, L-A-N-N-E-R-T.
MS. NAIR: Mr. Lannert, your resume was submitted into the record in this matter on February 23rd, 2026, and is included in Applicant's Exhibit

7. Have there been any material changes to that resume since it was submitted?

MR. LANNERT: No, there hasn't.

MS. NAIR: If you could proceed with the beginning of your presentation which reviews your professional accomplishments please.

MR. LANNERT: Yes, I can do that. As shown on the screen, I'm the president of the Lannert Group. I have an office in -- on Fulton Street in Geneva, Illinois, and also a second office in St. Joe, Michigan. We provide professional planning services in the area of community consulting, landscape architecture, and urban planning. I'm a member of a number of professional organizations. I've had the privilege to be the president of Landscape Architecture Foundation, which is our national chapter located in Washington D.C. I've been the past president of the department -- of the Illinois chapter of Landscape Architecture. And I also sat on the professional -- Department of Professional Regulations for ten years and chair for four of those years. And I've provided testimony on approximately 60 solid waste facilities, 40 of them in terms of landfills and 20

of them in terms of transportation.

MS. NAIR: And, Mr. Lannert, were you qualified as an expert by the hearing officer in those various siting hearings?

MR. LANNERT: Yes, a number of times.

MS. NAIR: Mr. Chairman, we move to have Mr. Lannert qualified as an expert witness for the purpose of rendering an opinion that the facility is located so as to minimize incompatibility with the character of the surrounding area.

HEARING OFFICER ANDRICHIK: Based on the testimony provided so far as well as the materials provided in advance of the hearing, he is so qualified.

MS. NAIR: Mr. Lannert, did you prepare a report that is included in the siting application filed in this case?

MR. LANNERT: Yes, I did.

MS. NAIR: And you rendered an opinion in that report?

MR. LANNERT: Yes, that's true.

MS. NAIR: In preparing that opinion, did you use essentially the same methodologies and principles you applied in other siting applications

and hearings regarding the subject?

MR. LANNERT: That's correct.

MS. NAIR: And are those methodologies and principles generally accepted in your field?

MR. LANNERT: Yes, they have been.

MS. NAIR: Your presentation is in the binders at Exhibit 9 if you'd like to proceed, thank you.

MR. LANNERT: Thank you. Yes, my testimony today will be on the first part of Criterion 3: the facility is located so as to minimize incompatibility with the character of the surrounding area. The second part will be handled by the next witness.

I have good fortune in terms of the methodology that we use is very visual so that you can understand the process that Lannert and Landscape Architects go through to make these types of determinations. The first thing that we do is obtain aerial photographs. That gives us a chance to focus on the area, determine where it's located, familiarize ourself with it. We gather documents because compatibility is part of your planning, part of your zoning, part of the existing context of the

property.

We then go out and check things in the field because what you see on paper is not always what you see in the field, so we think that's a very necessary step. Obviously use computer technology and lots of the newfangled implements that support our facility, but you got to get out of the office to be able to do this. The last thing --

HEARING OFFICER ANDRICHIK: Mr. Lannert, I'm sorry to interrupt. If you could just -- for the court reporter's benefit, just slow down just a little bit so that we can make sure, because all of your statements are very important and we want to make sure they all make it into the record, thank you.

MR. LANNERT: I'll pause. The next image is we prepare a landscape plan in order to minimize any incompatibilities that we discover through that process and then we end up preparing a report.

As has been stated before, the project is located in the northeast quadrant of 57 and Champaign Avenue. You've seen this slide before. The first thing that we do is we have developed -- and now I'm using the pointer to indicate a

black-and-white dashed line which is approximately a 250 foot radius from the property surroundings blended over to measurable areas that we can actually define. The 250 foot requirement in the ordinance gave us the middle of farm fields and things that weren't easily measurable.

But in addition to the ordinance requirement, we also had discovered -- we also have outlined in, and I'm using the pointer to define on slide number 6, the one mile study area. We feel that that also is important. I wanted to be sure that in our evaluation we looked at both the close-in context of compatibility as well as a wider view of compatibility. Color coding is the way we end up doing it.

And so as you can see, the purple color ends up being the industrial uses and manufacturing uses that you've been very successful in attracting. The red uses immediately to the east of us are commercial activities. The blue areas are public activities, schools, churches. And the big square immediately south of our site is the soccer fields that you've got, a huge complex out there. This has been very well-documented in terms of its success.

And then the significant thing probably for the people in the audience is the yellow shading area are the residential areas from a land use perspective.

Once we looked at this --

MS. NAIR: Mr. Lannert, before you move on, I wanted to clarify one point. The black-and-white dashed line that you've indicated, is that 2,500 feet? I think you said --

MR. LANNERT: Yes.

MS. NAIR: -- 250 feet, so --

MR. LANNERT: No, it's 2,500 feet. It's a little bit in excess of that. And on my views I'll be able to put that into context for everyone.

MS. NAIR: Thank you.

MR. LANNERT: The reason for the color coding is that once we end up with the color coding, we can then determine the percentages of land that's attributed to each use. This is a table that summarizes that. It's in the slides that you've got. It's also in the report. The first column, I'm pointing to the focus area on this slide, we studied about 900 acres in that area. That was the ordinance requirement.

We then additionally -- we then additionally studied the one mile area, which was 3600 acres, so about four times more area, but the interesting thing and the reason that we did is because you can see that even though there was four times more area studied in terms of compatibility in the larger area rather than the focused area, the numbers did not increase by four times.

You can see that there was 54[sic] percent of agriculture and open space when we went to look in the focused area. In the enlarged area, it was 74 percent, but that's not four times. So we ended up studying more area, but we had similar uses. The most comparable one is the commercial area where we had 81 acres, about 9 percent in the focused area, and that's because of the proximity of uses around this facility, but when you get to the larger area, it dropped to 2 percent, and again you can understand that. When we get further away from the facility, we end up into the agricultural areas both within the community as well as within the county.

So again, going back to what I spoke of earlier, this is an outside responsibility, it's not an inside responsibility. These next slides are the

photographs that we took to confirm the land uses and continue our familiarization with the project. The 2500 foot requirement is shown in yellow on these next slides which are the location maps for where the photographs were taken. And again, as I mentioned previously, it's very hard to measure areas on funny lines like this, and when you have a line going across a field, it's hard to measure that within the computer technology that we use for that particular activity.

This first view, number 2, is on the off ramp from 57 as you approach the site, and I'm pointing in a northeasterly direction. Because of the grade of the interstate, there's no view of the facility at that location.

Going further to the south, this is from the parking lot of the hotel viewing directly north to the site, you can see the signage along the tollway, you can see the Ford Motor Company sign, and you start to see the intervening vegetation which would be a similar pattern in many of these facilities as we go forward.

And the next one is again to the south. This is from the parking lot of the car dealership

looking across Champaign Avenue directly at the site, and I'm pointing to the mature vegetation that exists along that area. Existing vegetation and the undulation of the land within this area makes this site very appropriately sited in terms of those existing conditions.

Jumping over to the east side, this is on East Avenue looking directly west towards the site. And again you can see a little bit of a rise in topography. You can see the power lines along Champaign Avenue, and you can see the intervening uses on the other side of the farm field again obscuring any sight that you would have from any of these surrounding areas towards the proposal.

The next view is closer westerly to the site. Now this was taken last year when the evidence of your sewer line was, you know, still showing in the farm fields, and again everything is closer as you can see between these two slides, but again the buildings that are surrounding the site block any views of any construction or activity that might occur on that site.

This is a very close-up picture. It depicts a couple of things. The existing truck

facility is already there, so we're really not changing the character, we're just adding to it. And using the pointer to again identify the evergreen plantings along the north side of Champaign Avenue which again frame the entrance as well as protect the site.

This again is a close-up view as you're driving down Champaign to the west approaching the ramp. And again the significance of this vegetative material, as has been shown in many of these slides, continues to affirm that this is a well-secluded site in close proximity to other similar uses. The volunteer material, plant material that's along the right-of-way will continue to grow and mature. This is a good picture because you can see that even when there's no leaves on those trees, there is a filtering of light from that mass of vegetation.

This is the last shot and this is as you're approaching the ramp and you're actually turning on the ramp and going north on 57. In the corner, I'm pointing to the corner on slide 15, again the volunteer species along with the fence row will be enhanced with additional plantings, but again from this view you're approaching the on ramp,

you're looking to merge with traffic and so you're not looking backwards towards the retention pond which is the closest, as was shown on John's slides, to the site, and you certainly are not going to be aware of the building which is much out of your view from this angle.

After we've gone through that evaluation, we also look at the surrounding zoning. In this particular slide, the corporate limits are outlined in blue and rendered in purple, and what we do is I investigate the surrounding zoning. Zoning is not a criterion as it relates to land use compatibility, but I look at the zoning because what it does, it gives me a glimpse in terms of what direction the community is going in. It gives me an opportunity that, even though it might not exist now, there is a right to use that zoning in the future. So again it's not a determinant factor in terms of compatibility, but I like to look at it in terms of giving you a correct opinion.

When you look at this, the corporate limits are outlined and the -- let me go back here. And the specific zonings are outlined and labeled both in the county, which is all of the light green

area, as well as within the corporate limits of Rantoul, and so each of those parcels has been identified with the zoning. And the good news is that when you're looking at the same 3600 acres, the zoning and the land use on a percentage basis match up pretty well. And what that tells me from a planning perspective is that your goals and objectives as well as your zoning authorities are matching, so you obviously have a clear view of what the future holds and you're in control of that destiny. So when you look at those numbers, the same 80 plus percent of open space agriculture and commercial in the land use is also present in terms of your zoning classifications.

The last thing that we did is the landscape plan that we spoke of, and once again, I will continue to identify all of these mature evergreen material that blocks the site, you know, from the south, the volunteer specimens that are occurring along the edge of the right-of-way, and this is the additional plant material that we're adding to filter the view from off-site even though as you saw in those pictures there's not many direct views from passerbys in terms of vehicles into the

facility. And then again we also put some filtering evergreens along the northeast corner of the site, so again the only view towards this site is when you're coming across the bridge before you get to the exit. If you look this way, those evergreens will filter that view. As you're driving north, you're not going to turn backwards and look behind you because you should be focused on the roadway.

In terms of the summary of findings as listed in the report, this is a -- the subject site is located in a C2 commercial district within the Village of Rantoul. The character of the immediate area surrounding the site has been defined by commercial uses and other business uses that have been established over the past year. The proposed transfer station development will blend with the existing land use pattern. The major land use in the area continues to be agricultural within the county and the city. Route 36/West Champaign Avenue is an appropriate land use buffer along the south property line and mirrors the adjacent uses. Agricultural, commercial/office and industrial/manufacturing uses are compatible and comprise 82 percent of the land use area and 84

percent of the larger study area. Residential zoned property within a thousand feet do not exist. And the residential land uses account for approximately 7.3 percent of the wider area. And the proposed transfer station development will be screened by plantings along the roadway frontages west and south and by berms and plantings along the north.

MS. NAIR: Mr. Lannert, based upon the information and data you've described and considered in preparing your report, do you have an opinion with a reasonable degree of technical certainty whether the facility is located so as to minimize incompatibility with the character of the surrounding area?

MR. LANNERT: Yes, I do.

MS. NAIR: And what is that opinion?

MR. LANNERT: It is my professional opinion that the facility is located so as to minimize incompatibility with the character of the surrounding area and therefore satisfies the first part of Criterion No. 3.

MS. NAIR: Is all of the information, data and analysis in your PowerPoint presentation and your testimony today contained in your report which

is included in the siting application?

MR. LANNERT: Yes, it is.

MS. NAIR: This concludes Mr. Lannert's direct presentation and he's available for questions.

HEARING OFFICER ANDRICHIK: Mr. Wesner, are there any questions on behalf of the village?

MR. WESNER: The mayor did indicate to me he does have a question for Mr. Lannert.

MAYOR HALL: Thank you. And good after -- are we in the afternoon? No. Good morning, Mr. Lannert.

MR. LANNERT: Good morning.

MAYOR HALL: Feels like afternoon. You spoke to the benefits of the vegetation in and around the potential facility. Could you clarify those benefits? Are they -- are they strictly esthetic? Are there any other benefits?

MR. LANNERT: The reason I think that it's an appropriate site because of the location is probably a combination of three different things. One is just the distance setback from other dissimilar uses, the other factor is the existing vegetation that surrounds the site, and then the

other part is the physical terrain. The elevation of I-57 and other parts of elevation around the thing buffer just from natural conditions. So all of those things exist now today, and the enhancement that we're doing a landscape plan just add to that buffer.

MAYOR HALL: So just to follow up with that, thank you, some of the concerns that I've heard are potential odors and attraction of unwanted pests. Would you or could you speak to any of that?

MR. LANNERT: I've read the other consultants' reports, but Mr. Hock in terms of his operations will explain that more fully. Again, because of the improvements that are there, I feel from my perspective, in terms of the character and compatibility, that those issues have been resolved in the report.

MAYOR HALL: Okay, thank you.

MS. NAIR: And, Mr. Mayor, just to clarify that, when John Hock presents the second part of his presentation, it will include a detailed plan of operations, depictions of the facility as it's going to be constructed and operated, so a lot of those questions I think will be answered in his report.

MAYOR HALL: Awesome, thank you, thank you.

HEARING OFFICER ANDRICHIK: Mr. Wesner, any additional questions from the village?

MR. WESNER: No other questions, thank you.

HEARING OFFICER ANDRICHIK: Do any of the trustees have any questions for Mr. Lannert?

Does the applicant have any redirect questions for Mr. Lannert based on the questions that were posed to him?

MS. NAIR: We do not.

HEARING OFFICER ANDRICHIK: Okay. Thank you, Mr. Lannert.

MR. LANNERT: Thank you.

MS. NAIR: Thank you. Our next witness is Dale Kleszynski. Mr. Kleszynski, you began --

MR. KLESZYNSKI: I'm going to actually sit for this one --

MS. NAIR: That's fine.

MR. KLESZYNSKI: -- if that's okay.

HEARING OFFICER ANDRICHIK: Madam Court Reporter, if you could please swear in the witness.

(Mr. Dale Kleszynski was duly sworn.)

MS. NAIR: Could you please state your full name and spell your last name for the record?

MR. KLESZYNSKI: My name is Dale Kleszynski, K-L-E-S-Z-Y-N-S-K-I.

MS. NAIR: Mr. Kleszynski, your resume was submitted into the record in this matter on February 23rd, 2026, and is included in Applicant's Exhibit 7. Have there been any material changes to that resume since it was submitted?

MR. KLESZYNSKI: There have not.

MS. NAIR: I believe you briefly summarized your professional experience in your slide show, if you wouldn't mind skipping to that, it's actually slide 3, and then I'll have you --

MR. KLESZYNSKI: Sure.

MS. NAIR: -- go back.

MR. KLESZYNSKI: In my statement of professional qualifications, my educational background is that I'm a graduate of Loyola University. For the last 45 years I have been engaged by -- as an real estate appraiser and consultant. I've completed all educational requirements to be awarded my MAI and SRA designations. I'm licensed in the State of Illinois

and Indiana. I have -- over the years, I have been an instructor for the Appraisal Institute and instructed nearly every class that they offer. And in addition to that, I've testified on multiple occasions about the issue of damages to property in both eminent domain cases and in hearings such as this. So that's basically my educational background.

MS. NAIR: Have you testified in other pollution control facility hearings?

MR. KLESZYNSKI: Yes.

MS. NAIR: And in those hearings, were you qualified as an expert by the hearing officer?

MR. KLESZYNSKI: I was.

MS. NAIR: Mr. Chairman, we move to have Mr. Kleszynski qualified as an expert witness for the purpose of rendering an opinion that the facility is located so as to minimize the effect on the value of surrounding property.

HEARING OFFICER ANDRICHIK: Based on the testimony today as well as the materials provided in advance of the hearing, I deem him so qualified.

MS. NAIR: Mr. Kleszynski, did you prepare a report that's included in the siting application

filed by Area Disposal in this case?
MR. KLESZYNSKI: I did.
MS. NAIR: Did you render an opinion in that report?
MR. KLESZYNSKI: I did.
MS. NAIR: In preparing that opinion, did you use essentially the same methodologies and principles you applied in other siting applications and hearings regarding the subject?
MR. KLESZYNSKI: I did.
MS. NAIR: Have those methodologies and principles gained general acceptance in your field?
MR. KLESZYNSKI: They have.
MS. NAIR: All right. I'm going to route you back to your presentation which is Exhibit 10 in the binder.
MR. KLESZYNSKI: There's probably no reason to go back. My position here or my function here was to examine the situation to determine whether or not the applicant has demonstrated that the facility is located in such a manner so as to minimize the effects on value of surrounding properties, and so really my function is one of as an appraiser to determine what the actual impact of

facilities such as this will be on surrounding areas.

Additionally, candidly, Chris and I overlap in certain areas in terms of the presentation, and so I'm going to go through the beginning of my presentation and indicate which things you've already looked at because I'm not sure that there's a reason to be totally redundant on a number of these topics, okay?

But at any rate, as you have seen in other slides, the location of the property is at the intersection of Champaign Avenue and Interstate 57. It's located at the western terminus of that. And as far as from a strictly appraisal perspective, it's a very well-located and positioned site.

This obviously identifies the location of the property on West Champaign Avenue and it identifies its location adjacent to 57 and Champaign Avenue.

What's important to me from an appraisal perspective in answering this particular question is the fact that the transfer station is to be located in the central portion of this -- of this property. And for me that's important because of the fact that

the location of the property at the terminus of the -- the intersection of the interstate and Champaign Avenue is somewhat isolated, and basically the location of the transfer station on the site further isolates that particular use so as to protect it from -- so as to protect the properties that are located to the east from any what we identify in an appraisal as any detrimental condition.

So in the existing condition, the property has a maintenance building, paved parking and internal roadways. At the completion of construction, there'll be a transfer station, a scale, the maintenance and office building, various internal roadways. Access will remain the same, so there's no material change in the access of this -- access to this property than exists already. And all utilities are available to the site and I'm told in good working order.

The following aerial photographs kind of are re -- are somewhat redundant in terms of what the Lannert report did, but the important thing as far as I'm concerned as an appraiser is that the photographs demonstrate a couple of things. That the municipality and the county have done a very

good job of using the zone -- using their zoning authority to put uses in this area that are compatible and actually have the effect of enhancing the value. So from my perspective after having looked at your documents and after having gone through and inspected the area, I would compliment -- I would compliment the municipality on the efforts that they've made in terms of putting the uses of the property in the exact correct locations so as to maximize compatibility.

On the north side of Champaign Avenue, there's a consistency of trucking and industrial type uses that start at the gas station and work to the subject property that I also found as being very consistent and well-placed.

So as I went back through the aerials, this obvious -- this aerial identifies the subject property and its location in 1955, and as you can see, what's happened here is the area has grown and used the expressway and primary arterial streets as being a base or jumping off point for what I would call good and strong development, and you can see there's new development.

As we went through the pictures, in 1998

there's some new development. As it has gone further into 2019, you can see how the area has unfolded with strong commercial applications located to the south of Champaign Avenue and a consistent use of I would call, for lack of a better term, transportation or trucking type applications or vehicle applications located to the north side of Champaign Avenue.

You'll notice that the -- up in the upper left-hand corner of this particular slide, it demonstrates a development of the industrial application that again are an enhancement to the area.

This is just another reiteration of the location as well as the uses that are located near the subject property.

This is just a review of the zoning and the uses that are in the area that surrounds the subject property concentrating on the intersection of Interstate 57 and Champaign Avenue.

So what was important to me from an appraisal perspective is that the location of the property uses the manmade boundaries of the -- excuse me, of the interstate and Champaign Avenue in

order to be isolated in the use that is intended for this property. The site cannot be accessed from the west or north, and the -- again, the placement of the transfer station on the site itself acts to buffer that use from the adjacent -- from the adjacent applications. So I think that it's well-shielded from the nearby properties.

And this schematic indicates how the property will essentially be used, and what I was impressed by with this schematic is the idea that the -- again, the transfer station is located in the center portion of the site, the staging area for trucks is well-isolated from the adjacent users, and the traffic pattern takes the -- takes whatever vehicles come to the site to the southern portion of the property for the access -- to the access point onto the frontage road. I thought that the schematic was very well laid out and that the plan -- the plan showed good utilization of the property and the uses that are at that location.

So the first thing that happens for me as an appraiser when I'm investigating something like this is to determine whether or not the property is in fact going to be the highest or will the use

that's intended be the highest and best use of the property. And that test or that determination relies on four tests: is the use legally permissible, physically possible, financially feasible and maximally productive.

Now, it's true that this is not a specific requirement of Criterion 3, but it's for lack of a better term a personal requirement for making the determination as to whether or not the test of Criterion 3 is in fact met, okay. And so it contributes -- this analysis contributes to the purpose and the intent of Criterion 3.

And when a property is in fact the highest and best or when the improvements are in fact the highest and best use of the property, it brings the highest value to the ownership of the property, but it also stabilizes value or enhances value for adjacent properties because it is the optimum use and it gives the greatest land value for the longest period of time.

So when a property is in fact the highest -- meets the test of highest and best use, it is not a source of obsolescence, and in an appraisal, the term obsolescence refers specifically to the idea

that if there's obsolescence that either comes from within the site or from outside of the site, that that can have a negative impact on surrounding uses.

And in appraisal text material, by way of example, we basically have ten levels of examination of detrimental conditions and -- that range from benign detrimental conditions to conditions that cause long-term liability to the property owner or adjacent users. And so what that really -- what it really means is that the lowest, then, is basically something that someone, the next door neighbor, doesn't like when, you know, the house -- when the solar panels went onto the house next door up to something that looks like Three Mile Island or Love Canal or something like that where there's a huge long-term liability.

So when I examined this, in the discussion of legally permissible, I found that within this zoning classification the current use is legally permissible in the C2 general commercial district, and it's my opinion that the intended use of this site is a logical extension of that application. So generally speaking, assuming that all other criterion of the municipality are met, I think that

the use is legally permissible.

Again, I think that the village itself as well as Champaign County has done a very good job of placing of properties and using the zoning districts in order to enhance the value of the real estate. So I concluded that the appropriate planning and zoning exists to maximize the value of the subject property and minimize any negative impacts on surrounding uses.

As far as being physically possible, we became -- during the course of our study, we did not become aware of any physical conditions that exist on the site that would prohibit it from being developed, and the intent of the current -- the improvements to the current infrastructure as well as the roadway access to the subject property that's planned for the future would -- are an enhancement causing it to be physically possible.

Discussion of financially feasible required me to examine the general market for both industrial and commercial properties in the area. I've put some information up here about the average rental rates for various properties, but it's important for the public to understand in this

particular instance that properties like the subject are very specialized for a lot of different reasons. Not only is their use specialized, but they are regulated and they go through a process that we're going through now which causes them to, for lack of a better term, in my opinion be very responsible citizens in the locations where they are found.

We find that from a sales perspective they really don't sell unless they're -- unless it's a turnkey operation where the whole business or the company is sold because these processes are so difficult and oftentimes challenging that they carry with it a greater responsibility and a greater expense in terms of development. So it's my opinion that the Rantoul Recycling and Transfer Station meets the test of being financially feasible.

And so when -- to become maximally productive, when the property meets the first three tests, now you're into selecting which use would be the maximally productive site and yield the greatest net return to the land for the longest period of time thereby impacting the subject property as well as adjacent properties. Again, it's my opinion that this particular use is the -- is a logical extension

of the uses that are there currently and again in my opinion, because of the regulations and the improvements to the property that will be made, will be of benefit to the site for the longest period of time.

So now your next question to me should be where's the beef, you know, kind of like in that commercial, or how did we get to -- or how do we get to making this determination?

So oftentimes in real estate the idea of a detrimental condition comes up in zoning hearings and hearings like this because people are concerned about the uses that are around and that's why you're here today. You want -- you're concerned about what's going to happen. You can -- you may not like something, for example, in certain instances, and we bump into this all the time, but in order for a detrimental condition to exist, it has to be manifested into some manner.

So how do we test whether -- and generally speaking, the manifestation of a detrimental condition is the rejection of a property, stigma, marketing times, lowering of prices, reduced listing prices and long-term liability to the owner.

And in an appraisal, in order to test this, you have several opportunities to use different tools. One is called the compared sales analysis and that's generally applied where the uses surrounding the tested condition or the tested real estate is very homogenous, like it might be tract housing or an area like Elk Grove Village up near Chicago where there's a slew of 10,000 square foot industrial buildings where you can extract -- you can extract analysis and say -- and make a determination.

In this particular instance, because of the diversity of the location around the subject property in terms of that uses that are there being both indust -- being industrial and commercial and service oriented, we used a -- we used a test of determining what has occurred in similar locations over an elongated period of time in order to understand whether or not a use like a transfer station has an impact on surrounding property values.

So what we did was we selected three sites, three test sites. The first test site is located at 3000 East Ash Avenue or Street in

Springfield, Illinois. The -- the site was selected or the location was selected because, as you can see on the left-hand side with the mapping, it's got good access to the expressway system and to me there was similarities for this property location to the subject property.

The aerial photograph on the right demonstrates where the location of the transfer station is, and this particular slide indicates that there is residential, transfer station and commercial applications that surround it, similar to the subject property.

So in going back approximately ten years for sales in this area, what we do is we divide up the location and test to see what the property -- what properties' reactions have been within three-quarters of a mile of this particular -- of this particular transfer station, and then we go beyond the three-quarters of a mile into a mile and a half in order to determine what has transpired with the sales of similar type properties that are outside what I would call like an area of influence.

We found that within three-quarters of a mile there was a total of 25 industrial and

commercial retail sales transactions over that period of time, and that the pricing points ranged any place between $27 a square foot to -- actually there was a sale at $633 a square foot that quite frankly I didn't understand myself but it was there, and it demonstrated what the reaction to the marketplace is in that area.

We then compared it to the sales of similar industrial and retail properties that are outside three-quarters of a mile and -- but within one mile and a half of the Ash Street property. And as you can see, the pricing points and property types and the number of sales transactions were similar.

In addition to looking at these pricing points and things like that, the amount of information that was available on each one of these sales through the various database sources that we have was examined to determine whether or not there was any indication of stigma, reduced pricing, resistance to these particular properties, and we found that there were none.

So we were able to conclude in our first test site that the data supported the conclusion

that industrial and retail sales near and away from the transfer station tested had generally been stable and similar to one another. We found no indication of property rejection, stigma, lower pricing or long-term liability. We found that the sales activity was basically pretty typical both near and away from the transfer station, and so we were able to conclude that the existence of that transfer station had no impact on surrounding properties.

Test site number two was located in Bloomington on Washington Avenue, and as you can see from the illustration on the left, it's similar to the subject property with respect to access to the expressway system and primary streets. The primary test in this particular instance was a testing of residential applications. And as you can see from the illustration on the right, the arrow points to the transfer station, and the properties directly across the street are residential and agricultural in character. And this illustration shows those particular -- the location of the housing units with respect to its proximity to the transfer station.

So, in this instance, we decided to

examine the area that is within a half a mile of the transfer station and then went -- the second test was from the area that is over half a mile but within a mile of the transfer station. We found that there were a number of residential transfers -- transactions that had occurred. We found that their pricing points changed from a negative 12 percent to a positive 119 percent roughly. And when we examined those particular sales, the negative -- the negative number came because the house was purchased as a rehabber's dream I believe the language said that they used, so that the -- so the price that was paid reflected the condition of the property as opposed to the existence of the transfer station. The pricing points in that area were any place between $25,000 and $160,000.

When we went outside of that area a half a mile away but within a mile, we found 11 residential transfers with a negative -- with a negative change of 28 percent to a positive change of 237 percent with a general range of pricing between 30 and $192,000 which we considered to be similar to the first -- to the first test we performed.

And again, in looking at the material that

was associated with identifying -- you know, the first question that comes to mind is, well, why did this go down by 28 percent? Again, a rehabber's dream, damage to the property. Pricing against what was initially paid for the house had gone down in order to reflect the condition and the need for repairs to that particular property. And when, in fact, properties were improved in this area, they obviously increased in value significantly by going up as high as 237 percent.

So what did we conclude from that? We concluded that the data supported that residential sales near and away from the transfer station in Bloomington had been generally stable and similar to one another. We found no indication of rejection, stigma, lower prices, reduced pricing patterns or long-term liability, and the market reacted similarly both near and away from the transfer station. I concluded that the transfer station located at 2112 Washington Street in Bloomington had no impact on surrounding property values.

The third location that we tested, as you can see from the illustration on the left, is similar to the subject in terms of location given

the proximity to the expressway system. This one was a little bit more interesting to the extent that, as you can see by the illustration on the right, it is a predominantly -- the nearby location is predominantly heavy industrial in character, and we wanted to test that because we wanted to test all levels of property to determine what would happen as far as placing a transfer station at the subject location.

So we tested this and we sort of found what we sort of -- what we expected to find in this instance, that there were very few sales in the area of the industrial location that's south of the tracks in this illustration. And that's because those are all basically specialized properties that have a tendency to be long-term occupants of the location where they're placed. And that's a function of good zoning and, you know, being able to place the location where it conforms and you sort of have uses like these heavy industrial applications in the same place, and the owners stay there, expand the properties and become long-term neighbors of this location.

When you take a look at this particular

slide, you can see the railroad tracks act as a natural boundary to separate the commercial and somewhat of the lighter industrial uses in the area while on the -- on the right-hand side the uses are much more heavy oriented -- heavy industrial oriented.

So in this instance, we tested property sales within three-quarters of a mile of the transfer station over a ten year period of time and then we went beyond the three-quarters of a mile to a mile and a half to make a determination as to whether or not the markets were acting similarly. We found that although there were fewer sales transactions over that period of time, we attributed that to the specialized nature of those uses. And when we got into the more general industrial and commercial applications that are located beyond three-quarters of a mile, we found that the number of transactions increased but that the pricing patterns appeared to be reasonably similar given the types of property that were in those locations.

Our conclusions were is that the data supports that industrial sales near and away from the transfer station have been generally stable. We

found no indication of rejection, stigma, lower pricing, reduced listing prices, long-term liability. We found that the markets both near and away from the transfer station acted similarly and that we found that the transfer station located at 910 Saline Court in Urbana had no impact on surrounding property values.

So what does all of this mean? In summary, the subject is a well-located property and the aerial photographs demonstrate that there's been good planning and use -- you know, the uses that have been placed there are -- they conform to what I consider to be good zoning and good land use.

The property -- what I think is positive about this property location is that it's subject to manmade boundaries that isolate it. And the intention of the owners of this property to place the transfer station at the central portion of it is again an indication of being a good neighbor to make sure that that particular application is shielded or -- is shielded from the nearby uses.

I found that the proposed use is consistent with the existing uses that are there, and that there's sufficient access to primary

roadways to give it what I would consider to be a very positive rating in terms of transportation throughout the -- you know, throughout the area.

Again, I compliment both the county as well as the village for encouraging the type of consistent applications that they have placed at this area. I think it's been a very -- they've done a very good job. I found that the physical characteristics of the subject property and the existing condition is an underutilization of the site, and that to utilize this site to its fullest extent, the construction of the transfer station and the use of the property for that application will be an enhancement to the location.

I found that the users in the study area were long-term users of properties. There's not a lot of turnover which to me indicates that there's a great deal of stability. I found that the subject -- the intended use of the subject property is the highest and best use of the property and that it will not be a form of obsolescence that will impact the adjacent -- the adjacent users in this area.

And we tested this by examining three locations that had similarities to the subject

property and found that there was no impact because of the use -- because of the transfer station's existence, and we can conclude from those tests that there will not be an impact on property values surrounding the intended use of the subject property.

MS. NAIR: Mr. Kleszynski, based on the information and data you described and considered in preparing your report, do you have an opinion with a reasonable degree of technical certainty whether the facility is located so as to minimize the effect on the value of surrounding property?

MR. KLESZYNSKI: I do.

MS. NAIR: What is that opinion?

MR. KLESZYNSKI: It is my opinion that the proposed Rantoul Recycling and Transfer Station is located so as to minimize the effects on value of surrounding property and meets the standard of the second portion of Criterion 3.

MS. NAIR: Mr. Kleszynski, is all of the information, data and analysis in your PowerPoint presentation and your testimony today contained in your report which is included in the siting application?

MR. KLESZYNSKI: It is.

MS. NAIR: This concludes Mr. Kleszynski's direct presentation and he's available for questions.

HEARING OFFICER ANDRICHIK: Thank you. Mr. Wesner, are there any questions on behalf of the village?

MR. WESNER: Thank you, I do have a couple. Mr. Kleszynski, first I appreciate your analysis. I do a little bit of work in terms of values of property in different capacities, but -- and I appreciate your opinion that you stated earlier, but if I could just maybe ask a little bit more specific clarification.

In one of Mr. Lannert's slides, he had a graphic that had study areas is the way he called it. One was a close study area and one was a wide study area. And within that graphic it reflected that there is some residential neighborhoods I would say in close proximity I guess to this site and the proposed use, and although the percentage is small, obviously the concern is big.

What I'd like to ask is if in your professional opinion does the construction of the

project have potential negative impact on the property values at least for that residential -- residential neighborhoods in close proximity to the site?

MR. KLESZYNSKI: Well, that's why we tested test site number two which was predominantly residential in character for all of the data that we -- all of the data that we processed in this matter. And so we were able to find that applications, residential applications that were basically across the street and facing the entrance point of the transfer station on Washington Street operated the same as the residential properties that were over half a mile away from that point.

And so we were able to conclude that the -- that there was no impact. And so I would -- and that is specifically why we selected site number two because we knew that there would be -- although the residential uses that are located in the Lannert study area are much further away than those, we wanted to test to see as to whether or not any bad stuff had happened because of -- you know, because of it. And it didn't. Those -- that market operated very similarly to newer housing units that

were located further away.

And the users of those properties, when we went back and looked at the transfers to determine as to whether or not there was any transfers of the properties on Washington Street, those users were there for a long period of time, and so they had been accustomed that -- you know, they were -- they lived with that location.

And candidly, the tenants -- when an application is so detrimental -- I'm sorry if I'm going on too long. When an application is that detrimental, the citizenry who are occupants of those houses, they walk -- they vote with their feet. They become tired of it. It becomes a nuisance. They lower the price of the house until they can attract somebody who's willing to take that risk. We found none of that across the street from the location on Washington Street.

MR. WESNER: Okay, thank you. I just have kind of one other question that's really related to future. I know your analyses really kind of focused on existing uses surrounding a transfer station, but the village is also concerned about the future. And so in your professional opinion, will the

construction of this facility have a negative impact on potential future both commercial and residential development within this general area?

MR. KLESZYNSKI: No, I don't think it will because I think that what's been done that's been good there is the idea that all of those locations on that side of the street or that side of Champaign Avenue are somewhat transportation oriented. I mean, you've got the -- I sat in that gas station for a long time just taking a look at the vehicles and the amount of vehicles that go there. That is a very, very busy location, and I think that -- and it plays off of the expressway and the access to the area.

And so I -- my answer to that question would be no. I think that the uses that will likely go in -- I mean, if I was advising you guys as a consultant in terms of your zoning, I would say, well, obviously I think you're going to try to keep the uses to be -- you know, to be similar there, and, you know, you're not going to try and spot zone it to residential or, you know, something like that. But the point would be is that I don't think -- I think that the development will feed off of what's

going to go on over there and that it will be an enhancement to the area.

MR. WESNER: Thank you, sir.

HEARING OFFICER ANDRICHIK: Do any of the trustees have any questions for Mr. Kleszynski?

Ms. Nair, does the applicant have any redirect questions for Mr. Kleszynski following the village's questions?

MS. NAIR: No further questions.

HEARING OFFICER ANDRICHIK: Thank you, Mr. Kleszynski, you are excused.

MS. NAIR: Thank you.

MR. KLESZYNSKI: When you say I'm excused, you just mean to move out of my chair.

MS. NAIR: You can't leave the building.

MR. KLESZYNSKI: I just wanted to make sure that we're talking about the same thing.

HEARING OFFICER ANDRICHIK: Madam Court Reporter, would you please swear the next witness.

(Mr. Michael Werthmann was duly sworn.)

MS. NAIR: Could you please state your full name and spell your last name for the record.

MR. WERTHMANN: Michael Alan Werthmann, W-E-R-T-H-M-A-N-N.

MS. NAIR: Your resume was submitted into the record in this matter on February 23rd, 2026, and is included in Applicant's Exhibit 7. Have there been any material changes to that resume since it was submitted?

MR. WERTHMANN: No.

MS. NAIR: If you would, I believe that the first slide of your presentation, which is at tab 11 --

MR. WERTHMANN: There we go.

MS. NAIR: -- is going to briefly summarize your professional expertise, if you wouldn't mind walking us through that.

MR. WERTHMANN: Yes. Good morning, Michael Werthmann, I'm a principal engineer at the firm of the Kenig, Lindgren, O'Hara, Aboona, Inc. We have offices in Rosemont, Illinois. We are a traffic and transportation engineering firm. We are celebrating our 30th anniversary this year. I'm a Registered Professional Engineer in the State of Illinois, a certified Professional Traffic Operations Engineer or PTOE. I have a Bachelor's in Science in Civil Engineering from Michigan State University and have been practicing for 36 years

now. Provided testimony on over 25 solid waste related projects. And I'm a member of the Institute of Transportation Engineers.

MS. NAIR: Mr. Werthmann, were you qualified as an expert by the hearing officer in other siting hearings to do with solid waste related projects?

MR. WERTHMANN: Yes, I was.

MS. NAIR: Mr. Chairman, we move to have Mr. Werthmann qualified as an expert witness for the purpose of rendering an opinion that the traffic patterns to and from the facility are so designed as to minimize the impact on existing traffic flows.

HEARING OFFICER ANDRICHIK: Based on the testimony thus far as well as the materials presented in advance of the hearing, I deem him qualified.

MS. NAIR: Thank you. Mr. Werthmann, did you prepare a report that's included in the siting application filed in this matter?

MR. WERTHMANN: Yes, I did.

MS. NAIR: You rendered an opinion in that report?

MR. WERTHMANN: Yes, I did.

MS. NAIR: In preparing that opinion, did you use essentially the same methodologies and principles you applied in other siting applications and hearings regarding this subject?

MR. WERTHMANN: Yes.

MS. NAIR: Are those methodologies and principles generally accepted in your field?

MR. WERTHMANN: Yes.

MS. NAIR: I am going to turn you over to your own presentation at Exhibit 11.

MR. WERTHMANN: As you've heard, I was retained to address Criterion 6 which indicates the traffic patterns to and from the facility are so designed to minimize the impact on the existing traffic flows. This was accomplished by conducting a traffic impact study. The study was based on the methodology accepted within the industry and with transportation and planning officials, and the study consisted of a three phase study.

The first phase is we examine the existing physical and operating characteristics of the roadway system to understand that base condition. The second phase is determining the traffic characteristics of the proposed transfer station,

including the type and volume of traffic that will be generated and the travel routes that will be used to travel to and from the transfer station. And the last phase is the evaluation phase where we evaluate the impact that the facility-generated traffic will have on the roadway system.

Don't need to go through this slide again, everyone knows where the site is by now, but thank you.

So let's talk about the first phase which is the existing conditions. Some of the tasks that we included included investigating and examining area traffic and roadway conditions, collecting information and reviewing various data, and performing traffic counts at critical intersections/roadways in the site vicinity.

First thing I'd like to do is talk about the roadways within the immediate area of the transfer station. The first is West Champaign Avenue or U.S. 136. It's an east-west major arterial roadway, has two lanes in each direction divided by a median, full access interchange with I-57, and has a signalized intersection with Murray Road. It has a posted speed limit that varies

between 40 and 45 miles an hour and has a daily traffic volume that varies between 10,600 vehicles and 12,700 vehicles. And the roadway is under the Illinois Department of Transportation.

The second roadway is Murray Road. It is a north-south local road. It's got two lanes in each direction that tapers down to one lane in each direction just north of West Champaign Avenue just north of the Circle K Field Center. As we indicated, it is a signalized intersection with West Champaign Avenue. North of West Champaign Avenue the roadway is under the Village of Rantoul or Ludlow Township and has a daily traffic volume of 500 vehicles. South of West Champaign Avenue it's under the jurisdiction of Rantoul, has a 30 mile an hour speed limit and a daily traffic volume of just over 6,000 vehicles.

The last road we'd like to discuss is the West Champaign service road. This is an east-west local industrial or commercial roadway, extends from Murray Road to the subject site, so this is the road that serves the subject site, and extends for approximately about a thousand feet, so it only extends from Murray Road to the subject site.

The road serves several industrial uses which are very truck intensive, and while the road carries a low volume of traffic, a large percentage of that traffic is truck traffic. It's got one lane in each direction. It's under stop sign control at its intersection with Murray Road. While it's got a posted speed limit of 20 miles an hour, the speeds along the road are very low just given the short length of the road and the S curve within the road. And it's under the jurisdiction of the Village of Rantoul.

This just shows a slide of the site and the roadways and intersections that were included within the traffic study. You have West Champaign Avenue that runs east-west south of the site, you got Murray Road that runs north-south, and then you got the service road that runs from Murray to the site.

IDOT currently has improvements proposed at the intersection of West Champaign Avenue and Murray Road. This is the signalized intersection. These improvements include the upgrades to the traffic signal in the phasing and timing adjustments as well as ADA enhancements. Right now, the north

and south approaches operate on split phase where one goes and then the other goes, which is not the most efficient operation. So one of the changes are they're going to change that so they both occur concurrently, what you see at most intersections. This provides for much more efficient signal operation. According to IDOT, last I talked to them, this project should be completed this year.

In order to determine the existing traffic volumes on the roadway, we performed traffic counts on Tuesday March 4th, 2025, from 6:00 a.m. to 6:00 p.m. at the intersections of Murray Road with West Champaign Avenue, Murray Road with the West Champaign Avenue service road and the Arby's access drive, Murray Road with the Circle K access drive, and the West Champaign Avenue service road with the Circle K access drive.

The weekday morning peak hour traffic occurred from 7:00 to 8:00 a.m., the midday peak hour occurred from 1:00 to 2:00 p.m., and the evening peak hour occurred from 4:00 to 5:00 p.m. So as part of this study, we looked at both the morning and evening peak periods where traffic is highest on the roadway. We also looked at the

midday volume because that's when the facility generates its highest volume of traffic. As we'll talk about, traffic kind of ramps up towards the middle of the day and then ramps back down towards the end of the day. So the peak for the facility is in the middle of the day. That's why we looked at their 1:00 to 2:00 p.m. peak period.

This just shows the existing traffic volumes at the various intersections. When we do traffic counts, we look at each movement at the intersection. So a four-way intersection has 12 movements. Each approach has a left turn, a through movement and a right turn. So you can see there at Champaign and Murray there's 12 different movements. And we show the volumes for both the a.m., midday and p.m. peak periods.

So let's talk about phase two, the characteristics of a transfer station. What we looked at here was the characteristics of the transfer station and its operation, the directional distribution or the routes that will be used to travel to and from the transfer station, the volume of traffic that will be generated by the transfer station, and future traffic assignments.

So as you've heard several times, the transfer station is to be developed at the Area Disposal waste hauling facility. The Area Disposal facility stores and maintains approximately 37, 38 trucks and has a total of approximately 40 to 45 employees. The trucks at these facilities consist of both collection trucks and transfer trailers and are the type of truck that will be serving the transfer station.

So these trucks are already located at the facility, at the hauling facility. As such, many of the trucks generated by the transfer station are currently generated by this facility and are already on the roadways: the service road, Murray Road, Champaign Avenue. Access to the transfer station will be provided via the existing access drive serving the Area Disposal facility which is provided via a single access drive at the west end of the service road.

Regarding the transfer station operation, it's -- it can accept up to a maximum of 500 tons of waste recyclables per day. Of this, up to 350 tons will be municipal solid waste and up to 150 tons will be single stream recyclables. The transfer

station will receive incoming waste recyclables from 5:00 a.m. to 6:00 p.m. Monday through Friday and 5:00 a.m. to noon on Saturday. The facility is projected to have a total of five additional employees to the current employees that already work at the hauling operation. And access will be provided via the existing access drive serving the disposal waste hauling facility.

This just shows the site plan that you've seen before, and Mr. Hock will go over this in more detail as part of his testimony after me.

As part of the transfer station, we're proposing intersection improvements at the intersection of Murray Road and the West Champaign Avenue service road. This will include increasing the radius on the southwest corner of the intersection. So this is the intersection right at the Circle K, and what we want to do within that southwest corner is increase that radius so as trucks come around and come out it's much more efficient movement and they can make that movement much easier.

We've worked closely with the village and your consultant on the design of this and the routes

to the facility, and it's -- as we say there, the Rantoul Public Works director finds the preliminary plans acceptable subject to submittal and approval of the final plans. So as I said, we've worked closely with your staff and with your consultant on this design and the overall routes to and from the transfer station.

Talking about the routes to and from the transfer station, the inbound traffic, this is the collection trucks that you see out on the roadways that will be collecting the waste and bringing it to the facility. As John indicated, the service area is pretty much Champaign County and approximately nine additional townships around that. Given that the facility is generally located in the middle of the service area, the traffic to and from the facility, the inbound waste, will be distributed pretty much throughout the roadway system.

All of the outbound waste, this is what will be transferred in transfer trailers, will be transported from the proposed transfer station to the Clinton Landfill located in DeWitt County. The route between the proposed transfer station and landfill will be U.S. Route 136 to Illinois 54 to

the landfill.

This slide shows the volume of traffic that will be generated by the proposed transfer station. It shows it for the morning peak hour, the midday peak hour as well as the evening peak hour. The first shows the collection trucks that will be generated and delivering the admissible solid waste, the second row shows the single source recyclable trucks, the third line shows the traffic that will be generated by the transfer trailers, and the last shows the employees.

To provide a conservative analysis, we assume that all the employees arrive in the morning peak hour and leave in the evening peak hour, but they actually don't, but we wanted to do a very worst case analysis. What you can see is the volume of traffic generated any one hour is limited. In the midday, which is sort of our peak, we're talking 15 round trips in one hour which is not significant by any means in the traffic world. This is due to the fact that the traffic is distributed throughout the day, typically a 10 to 11 hour day, so that traffic is distributed and there really is no one peak period.

Further, a large portion of the traffic that will be generated by the transfer station is already on the roadway system as the trucks at the hauling yard will be serving the transfer station. So these trucks are already leaving in the morning to pick up waste. Instead of going somewhere else, they'll just come back here to drop the waste off, go back out. And the nice thing is is once they come back, they drop their waste and they stay on the site, so they don't have to leave again. So a good portion of the traffic that will be generated by the transfer station is already generated by the facility. It's leaving in the morning, coming back in the afternoon, and it's already on the roadway system.

In addition to the traffic that will be generated by the transfer station, we also looked at projected growth in the area, and based on historic traffic counts in the area, we increased the traffic on all of the area roadways by about 13 percent to accommodate future growth. We also added the traffic that would be generated by the hauling operation. When we did our traffic counts, the hauling operation was still under construction, so

working with that operator, we determined how much traffic is generated by that and added it to the existing traffic volume. So our year 2031 traffic volumes consist of the existing volumes increased by 13 percent, the traffic generated by the hauling operation that's there, as well as the traffic that will be generated by the transfer station are those very conservative numbers we talked about.

This slide just shows the total projected traffic volumes at the various intersections.

The last phase was the evaluation phase. This is when we look at those projected traffic volumes and just see how the intersections and roadways are projected to operate.

This was determined by conducting intersection capacity analyses. The intersection capacity analyses were performed using highway capacity software, and what this does is it determines the average delay at the intersection. And the industry has a standard, much like a grading scale from A to F, that based on the delay it tells you what level of service you have at an intersection. So, like a grading scale, the level of service A is great where there's very little

traffic and you don't have much congestion at all, to a level of service F where you have heavy congestion, what you find more up in the Chicagoland area. Typically if you can get a level of service B or C you're doing really, really well.

So what we found is under existing conditions, the signalized intersection and the critical movements at the stop sign controlled intersections currently operate at a good level of service A, B or C. So all the intersections, all of the movements are operating at a level of service A, B and C which is very, very good.

Under the projected conditions 2031, layering up all that traffic, the signalized intersection and the critical movements at the stop sign controlled intersections are projected to continue to operate at a level of service A, B or C. This would indicate that the existing roadway system has sufficient reserve capacity to accommodate the traffic to be generated by the transfer station.

With the radius improvements at the Murray Road/service road intersection, the roadway system will be sufficient to accommodate the transfer station traffic and the roadway system will continue

to function as it does today.

Access to the facility will be provided via the existing Area Disposal facility access drive which I indicated is located on the west end of the West Champaign Avenue service road. This access drive provides one inbound lane and one outbound lane. The existing access drive is more than sufficient to accommodate the additional traffic that will be generated by the facility.

The village and its consultant has reviewed and as you heard approved the proposed operation of the facility as well as the traffic study, the results of the traffic, including the volume of traffic that will be generated, the routes to and from the facility as well as the intersection improvements at Murray Road and the service road.

So just summary of findings. The facility is projected to process a maximum of 500 tons of waste recyclables per day and have a total of five employees. The volume of traffic to be generated in any one time period is limited as the transfer station traffic will be distributed throughout the day. The access system has been designed to provide efficient and orderly access with limited impact on

the service road. The improvement at the intersection will greatly improve the operation of the roadway system. And the roadway system has sufficient capacity to accommodate the additional traffic.

MS. NAIR: Mr. Werthmann, based on the information and data you described and considered in preparing your report, do you have an opinion with a reasonable degree of engineering certainty whether the traffic patterns to and from the facility are so designed as to minimize the impact on existing traffic flows?

MR. WERTHMANN: Yes. Based on the analysis described in this study, it's my opinion that the proposed transfer station has been designed to minimize the impact on the existing traffic flow and therefore complies with the sixth siting criterion.

MS. NAIR: Is all of the information, data and analysis in your presentation today and your testimony contained in your report which is included in the siting application?

MR. WERTHMANN: Yes, it is.

MS. NAIR: That concludes Mr. Werthmann's

direct presentation.

HEARING OFFICER ANDRICHIK: Thank you. Mr. Wesner, are there any questions on behalf of the village for Mr. Werthmann?

MR. WESNER: Thank you. No questions on behalf of the village or the mayor.

HEARING OFFICER ANDRICHIK: Do any of the trustees have any questions for Mr. Werthmann?

Okay. Thank you, Mr. Werthmann, you are excused from the witness stand. Ms. Nair, is your next witness Mr. Hock returning to the stand?

MS. NAIR: Yes, he is.

HEARING OFFICER ANDRICHIK: Okay. Do you have an approximate estimate, always a dangerous question to ask a lawyer and I won't hold you to it, of his anticipated remaining testimony?

MS. NAIR: Our rough estimate would be about 40 minutes, and we do anticipate there might be more questions in response to his presentation.

HEARING OFFICER ANDRICHIK: Okay, I'm going to suggest and actually state that we'll take our lunch break at this time. Let's return at one o'clock -- or, sorry, let's do 45 minutes. Is that good? So we'll return around 12:45. After that and

just so that the -- we will have public comment following Mr. Hock's testimony. So that is an approximate time of around 1:30, but -- and maybe a little after that, 1:45, just so that people can plan, but that is an approximate time. We will proceed with the public comment immediately following Mr. Hock's testimony. I'm just putting those markers out there so folks can plan. And again, if you do plan on participating in the oral public comment section, please sign up on this sheet so that we have a sense of how many folks are planning to do that. We will see everyone at around 12:45, thank you.

(Recess at 11:55 a.m. to 12:45 p.m.)

HEARING OFFICER ANDRICHIK: All right, we will be going back on the record.

MS. NAIR: All right, we would like to recall Mr. John Hock.

HEARING OFFICER ANDRICHIK: Mr. Hock, I will remind you you remain under oath.

MR. HOCK: I'm just going to flip forward.

MS. NAIR: And, Mr. Chairman, we previously reviewed Mr. Hock's experience and his expertise, and he's now going to be rendering

opinions on Criteria 2, 4, 5, 7, 8, 9, and we would ask that he be qualified as an expert to testify on the various siting criteria.

HEARING OFFICER ANDRICHIK: Thank you. Based on the prior testimony of Mr. Hock, based on materials submitted prior to the hearing, including this proposed presentation and Mr. Hock's c.v., I deem him qualified for those additional opinions on the additional criteria.

MS. NAIR: Thank you. Mr. Hock, I am going to ask you just one prior question. Did you prepare a report regarding Criteria 2, 4, 5, 7, 8 and 9 that's included in the application filed by Area Disposal?

MR. HOCK: Yes.

MS. NAIR: Did you render opinions in that report?

MR. HOCK: Yes.

MS. NAIR: In preparing the opinions on those criteria I just listed, did you use essentially the same methodologies and principles you applied in other siting applications and hearings regarding these criteria?

MR. HOCK: Yes.

MS. NAIR: And are those methodologies and principles generally accepted in the relevant fields?

MR. HOCK: Yes.

MS. NAIR: Please proceed with your presentation.

MR. HOCK: Thank you.

MS. NAIR: We're back in Exhibit 8.

MR. HOCK: Okay, so for this portion of the presentation, we're going to start with Criterion 2 which states that the facility is so designed and located and proposed to be operated that the public health, safety and welfare will be protected.

And so what's in this, again it says designed, located and proposed to be operated, so we're going to talk first through the location part, then we'll go to the design part, and then the third piece will be the operations.

So the various location standards are listed up on the screen. And, you know, this is a -- again, a property that's been developed for a long period of time. So the first three are obvious: that there are no archaeological,

architectural or historical sites on the property, there's no threatened or endangered species, and there's no wild and scenic rivers. The final slide we'll discuss one by one in subsequent slides, and within this there's two other criterion that are location standard like, so we'll cover them within this, one of which is Criterion 4 regarding 100-year floodplain and the other Criterion 9 regarding the regulated recharge area.

So we'll start by moving through the bottom five location standards listed up on the screen, the first of which is a -- is the residential setback. So the requirement is that we're set back at least a thousand feet from the nearest property zoned for residential uses and at least a thousand feet from any dwelling, so meaning a dwelling could be on a property that's not zoned for residential. For instance, it could be on an agricultural property.

So the site easily meets both of those. Again, we're surrounded by properties that are zoned general commercial, heavy industrial or agricultural, and residences are not permitted in the commercial and industrial zoning categories.

And so the nearest property that's zoned for residential use is just about 1400 feet to the southeast and the nearest occupied residence is about 14 -- a little over 1400 feet to the southeast as well.

For wetlands, again this is a long developed property. There are no standing water bodies or anything like that. Even the pond is generally dry that we constructed. So we looked at inventory, the National Wetlands Inventory database, and we reviewed it, and the nearest wetlands are actually right around the interstate interchange in the low areas associated with the entrance and exit ramps, so there are no wetlands identified on the project site.

For airports, there is actually no restriction on a distance from an airport for a transfer station, but there is guidance out there by the Federal Aviation Administration that talks about appropriate design and operations of a transfer station and actually many other uses that are within five miles. And that guidance really has to do with wildlife hazards or specifically birds. So you can imagine a number of uses, not just this, but golf

courses running open water body areas that might be an attractant to birds potentially being a hazard for airports.

So in our case, what the Advisory Circular says is that we need to like do these certain things so that we're not an attractant, and the airport is just about two miles to the southeast of the site. So again, we designed this such that it does meet all the criteria, but again it's a building, it's a building enclosed, there's not going to be any waste management activities outdoors or any of those things. We're actually going to have a ventilation filtration system to help control odors that I'll talk about a little bit more in this presentation.

But to make sure that we were satisfying any of the airport concerns, we actually worked with and sent information to the Rantoul Airport, a gentleman named Bob Coverdill, who I'll give him -- I'll commend him for his efforts. He not only did a very detailed review of the information we sent, he actually went and visited other similar facilities to make sure he had a good understanding of how they worked, reviewed the Advisory Circular and provided a letter for us in the siting application that says

that they do not perceive any impacts on the Rantoul Airport operations from our proposed operation, and they have no objection to the project proceeding as proposed.

Again, now within this location standard, we're going to digress momentarily to Criterion 4 which states that for a facility other than a sanitary landfill or waste disposal site, the facility is so located or is located outside the boundary of the 100-year floodplain or the site is flood-proofed.

And then Mr. Lannert I thought demonstrated nicely the property is actually raised up a bit from the surrounding grade so it's not in a floodplain. We actually looked at again the Federal Emergency Management Agency or FEMA flood insurance rate maps, that is what describes where the floodplains are, and we're not really anywhere close. The nearest floodplain is up -- associated with Big Ditch is over a mile to the north of the site.

MS. NAIR: Mr. Hock, based on the information and data you described and considered in preparing your report, do you have an opinion with a

reasonable degree of technical certainty whether the facility is located outside the boundary of the 100-year floodplain?

MR. HOCK: I do.

MS. NAIR: What is that opinion?

MR. HOCK: It is my professional opinion that the Rantoul Recycling and Transfer Station is located outside the boundary of the 100-year floodplain.

MS. NAIR: Thank you.

MR. HOCK: And so from here we'll move to the last of the items in the location standard piece, which is regulated recharge areas, and it's Criterion 9. Criterion 9 is if the facility will be located within a regulated recharge area, any applicable requirements specified by the board for such areas have been met.

So to answer your first question as to what is a regulated recharge area, it means a compact geographic area whose geology renders a potable resource groundwater particularly susceptible to contamination. So it'd be the type of soil that may be very sandy, it gets a lot of recharge from the rain and stormwater, and there's

actually only one within Illinois and it's Pleasant Valley Public Water District which is located south of Peoria in Peoria County and we're over 75 miles east of Pleasant Valley.

MS. NAIR: Based on the information and data you described and considered in preparing your report, do you have an opinion with a reasonable degree of technical certainty whether the facility is located within a regulated recharge area?

MR. HOCK: I do.

MS. NAIR: And what is that opinion?

MR. HOCK: It is my professional opinion that the Rantoul Recycling and Transfer Station is not located within or near a regulated recharge area.

Okay, so that kind of wraps up the location piece of Criterion 2, so now we'll discuss the design piece.

The slide that's up right now is the same slide that we showed you earlier when we were giving an overview of the facility. Again, just as a very quick reminder, hopefully you can see the shape of the site with Interstate 57 to the left and what would be Champaign Avenue to the bottom of the site.

And again, it's the pink hatching for the office and maintenance building, the green hatching for the parking areas, and then the blue hatching for the stormwater detention pond over on the west portion of the facility. And for this one, maybe I will just point out that there is catch basins and stormwater piping that takes the stormwater from the rest of the site over to the pond, and hopefully you can kind of see the blue lines that direct it over to the pond.

This again is, again just for review, the same slide as we presented before showing the transfer station building in the kind of light orange in the middle of the site with the scale that's kind of a darker brown, that elongated shape, and then the access areas that are associated with it. So I'll spend a bit more time talking about the transfer station building itself.

So it is -- so it's really a three-sided structure with the doors will be located on the east side, so I'm going to click back for a moment. So again, really the only open side is to the east. So if you're looking from Champaign Avenue to the south or from Interstate 57, you will not be able to see

in the building at all. In fact, the only way you can see in the building is if you're on the property and facing the other operations within the facility. So not only does it decrease any visibility, it helps control any litter or odors, it keeps your -- keeps our back to the predominant wind direction as the wind primarily blows from the southwest, and just makes it a very nice, clean, tight, contained structure.

So on the -- so I'll call your attention to the elevation view that would really be looking from the east up in the top. So there'll be three, at least three large bay doors that will be nice and tall for trucks to go in and out without inadvertently hitting the top of the building. We may construct a fourth bay door next to it.

And then on the right, and it's labeled the loading pit, so the loading pit is lower than the tipping floor. And we call it a tipping floor for the obvious reason that that's where the trucks come and tip their load onto the floor, so it's just that scientific of a name.

But what the loading pit does is allows the operation to be much more efficient where a

front end loader will pick up the waste or the recyclables that are deposited on the floor, bring it over and just simply place it into the transfer trailer. And by having it lower, it, one, prevents damage to the transfer trailer truck because he's not bumping the side of it and denting it, he can actually see into it so he can distribute the load nicely, and if it becomes a little bulky, he can actually reach in with the loader bucket and kind of tamp it down and spread it around a little bit so it's a nice even load.

And again, this is not an indoor landfill. This is just where the waste is placed. Most of the time the waste will be on the floor for less than 20 minutes. This is a relatively small operation in the grand scheme. If you go up to Chicago, there's many transfer stations that take in the range of 2,000 tons per day of waste. And again, this is -- between waste and recyclables, the maximum we expect is 500 tons per day and we're really only expecting about 350 tons per day at the max of waste.

The other elevation views just show the sides. The other thing I want to point out is the translucent wall panels. So this building has a few

very nice design features. So those translucent panels allow light through so it makes it much more visible, provides -- needs less lighting and it's good visibility. It will have LED lighting which minimizes energy uses, energy use. And the roof will have a reflective coating on it that actually keeps the building cooler. So again, there's no -- there's no heating or air conditioning necessary for this building. It's enclosed enough it's just fine in the winter, and with those other features, there's really no need to air condition it in the summer either.

And then just on the bottom there are utility rooms that are off the back, so that's where the water and the electric runs into the building. So, you know, electric obviously for the lighting and the doors. And the water, there'll basically be a pressure washer within the building that could be used to hose down the floor or the walls. Even though the material is not in there very long, as you can imagine, it'll stain the floor, and just to keep it clean and again help with odors, we wash it down pretty regularly to keep it nice and clean.

This is a little bit more detailed view of

the floor plan. So again it's orientated so that the top is north and you can still -- and again you can see the bay doors to the right which again faces east. The utility room is planned to be over on the back side or the west of the building. There's -- the tipping floor is really the majority of the building, so it's really just a big wide open building.

And we put concrete we call them barrier walls along both the south and west side of the building. So those are just concrete walls. We'll typically put a steel plate along a bottom portion of the wall. And what those concrete walls do is just allow us to have some more staging capacity. Again, any pile of something, it's easier to pile it against the wall than just out in the open floor, and it also gives us something to push against.

So if you can picture a loader bucket, no different than, you know, a shovel against a dustpan, right. To pick something up, you need something to kind of push against it so there's an opposing force, so that's what the barrier walls do. And we make them out of concrete so that it also protects the building and we're not pushing against

a piece of the metal building or a column and compromise the structure of the building.

And just for graphic purposes, we show the transfer trailer on the north outlined in blue. And so what will happen is that transfer trailer will back into the building, back down a ramp, and it will be positioned in there to make it nice and accessible for the front end loader. There's actually a little bit of wall around kind of the back corner and it makes it pretty easy for the loader to again kind of scoop it up and put it in the transfer trailer.

A few other things that are noted on there, it's a -- it's a 10-inch thick concrete reinforced floor and we actually use a special mix to make it extra durable. I mentioned the barrier walls. The other thing we do is we slope the floor so that the highest elevation is at the walls so that any liquid that happens to come in as part of a load will stay in the building, and any rainwater that falls outside will stay outside.

So, again, picture kind of coming up a little bit of a lip as you go over and enter the building, so that again water stays in and other

water stays out. And then there'll be floor drains in the building that will collect any of that wastewater. And really don't get much from the waste, but there is water generated when you wash it down, so there's actually a drain that will feed into a holding tank, and as the holding tank fills up, then we'll just have a tanker truck come and suck it out like you would a septic tank and take it out to a wastewater treatment plant.

And then there will be some -- I'll call them some minor improvements to the stormwater. When we -- when we did the improvements that are out there today, we had it in the back of our mind that we would construct or want to construct the transfer station, so we assumed additional impervious where we'd have the additional pavement and have the additional buildings, so we sized the pond accordingly going in so we don't have to make the pond any substantively different.

But we will add an overflow structure that wasn't included with the previous design, and again that's just for the 100-year storm. So that the pond is designed to hold the 100-year storm. If we get a really large one, it's very -- again, a very

typical stormwater design, so there's a way for the water to overflow in a very controlled manner to where we want it to go, so it's basically a riprap structure over the site of this pond.

Because we will have the different paved areas, we'll have some additional storm sewers and piping. And facilities like this, so not only do we have our permit with the Bureau of Land for the transfer station operation, there'll be another permit with the IEPA Bureau of Water for the stormwater discharge. So it requires us to have a stormwater prevention plan and do some monitoring, and so all the stormwater will be regulated as well. So that covers the additional description of the design.

So now we'll talk more details about the operations. So again we've already discussed it, but all of the existing hauling company operations will continue, so same vehicles, same, you know, customer service, dispatch and storage of some containers. We've said it many times before, but again this is just loads of materials coming in that are consolidated and placed into larger loads for transport to the landfill or the material recovery

facility. And it's really a very large generously sized facility for the 500 tons per day that we anticipate coming in.

I know the operation hours were mentioned before, but it's 5:00 a.m. to 6:00 p.m. on weekdays, 5:00 a.m. to 12:00 p.m. on Saturdays. Unless there's an emergency or, you know, some disaster, we won't operate on Sundays or holidays.

The additional employees that will be hired, there will be a couple of operators within the building, there will be a scale attendant, and then there's also laborers. If there is any litter that gets out of a truck or something, that they're around to clean that up or do any of those other things. They'll also be the folks who wash down the floor and do things of that nature.

There is additional training that goes on, so -- with the additional operations, so all of those employees will be trained in the appropriate operations, the waste acceptance procedures, so that they know what's acceptable and what's not. We do load inspections on a random basis and actually every load that comes in is inspected both at the scale and when it's tipped on the floor, and then

there's additional safety and emergency response type training as well.

And then we'll have additional equipment on the property. We'll have the front end loaders, we'll have additional semi trailers, we mentioned there's already a few out there, and then we'll probably have a yard tractor, so if we need to move the transfer trailers around on the property, that we have just an internal yard tractor to do that.

I mentioned this before as well. What's up there is the, again, municipal solid waste, it's really just garbage from households and businesses. What's up there is a formal definition. So it includes landscape waste, even though we don't accept landscape waste, it's actually banned from being disposed at landfills, and it also technically includes construction and demolition debris, although a large majority of that material goes off to a separate facility for recycling.

And again recyclables, I know we talked about it before, but it's really again just all the stuff that we put together in the single bins or containers that we set out for recycling, so the paper, the cardboard, the bottles, the cans and

such.

So this is the list of unacceptable waste. So there's no hazardous waste at all. And that is, in fact, Criterion 7, so I'll render an opinion likely with that shortly. There's no potentially infectious medical waste. So the things that are generated at hospitals and doctors' offices that go in red bags, none of them is accepted. There's no asbestos-containing materials, no PCB waste, no motor oils or liquids or sludges.

We're not allowed to accept white goods. White goods are stoves and refrigerators and things of that nature. Those are actually required to be handled separately. We're -- so like with an air conditioner or something, the freon is taken out. We're not allowed to take batteries. We're not allowed to take used tires or landscape waste.

What actually happens is those things do occasionally end up in vehicles that come into the facility. If we can't get the driver to take them back with them, we'll have little set-aside locations or containers, and we'll basically pull it out of the waste that comes in, put it in those containers, then when we, you know, get a few of

them, we'll have somebody come pick them up and manage them appropriately.

The anticipated acceptance volumes, we mentioned it before. That right now Area Disposal currently hauls about 190 tons per day of municipal solid waste. The 350 tons per day that we estimate basically just allows us to internalize that volume, so that would happen immediately, allows some volume from some other privately-owned companies, so those other independent haulers, and then some growth and a contingency for a peak day. As we mentioned, you know, there is a limited amount of volume, so, you know, that's a pretty -- it's a pretty solid number in terms of what we expect.

The single stream recyclables is a -- I'll describe it as a best case and a worst case number. So recyclables are lighter, meaning they weigh less per ton or per volume than waste, so it takes up more space on the floor in the transfer station. So it -- so in general -- plus it's lighter when you put it in transfer trailer trucks. So it's actually easier to take a higher volume of municipal solid waste than recyclables because again it just weighs more and it fills up the truck better.

So the 150 tons of recyclables. Right now Area Disposal only manages about 15 tons per day. We wish we can get to 150 tons per day because that would mean that there's a lot more recycling going on in the community than there is today.

It's a -- so it's a worst case from a design standpoint, because if we can handle 500 tons of combined municipal solid waste and recyclables, we can actually handle -- we could readily handle more municipal waste than the 350. I know I didn't explain that clearly, but meaning the 500 is a total, so we could easily handle 400 tons a day of municipal solid waste and 100 tons of recyclables or 450 tons of waste and 50 tons of recyclables. Again, we hope that that recyclable number actually gets to 150 tons, but that's a pretty optimistic view, so in that case it's the best case, but from a design standpoint for the building, it's the worst case. Hopefully I made that clear. Either way, the transfer station building has more than enough capacity.

So with the operations, what we're really trying to do is avoid any nuisance issues. That the way we want to operate is such that nobody knows

we're even there. So one is dust and mud control, which is why we first pave all the access roads in the parking area and storage areas and the vehicle maneuvering areas. We'll have rumble strips here and there that today you may see to knock any mud off, so we really keep it all on the property.

Again, in terms of dust, we'll have a street sweeper that will remove all the mud and dirt and stuff from our roads on an as needed basis. Obviously we don't operate the street sweeper during the winter or when it's raining. And then, as I mentioned before, we orientated the building so that we're protecting it from the wind.

For litter control, the waste that's coming in is primarily in enclosed trucks. It's the -- it's, again, the packing vehicles that you see running around the neighborhood. For ones that are like a roll-off box, so that those are tarped. And again all of the unloading, transferring and -- so the unloading, transferring and loading is all within the building indoors. Again, it's not an indoor landfill; it's all loaded out as it comes in.

The transfer trailers as they leave, those will also be tarped. And we use auto tarpers, so

it's basically a mechanical means to just tarp the top of the truck. It's just quicker and efficient, more efficient. And then we'll have a fence that surrounds the site. And again we'll have laborers and such to patrol it if there's any minor amounts of litter that gets out. And that's -- and it does happen, there's minor amounts of litter, but it's easy to pick up.

And then for odor controls, again the number one thing is that all of those operations are indoors. As I mentioned a couple times, waste is only on site for a short amount of time. This is a small facility, so it'll take about a half-hour to load a transfer trailer. What will happen, the waste will come in and the loader will pick it up and put it in the transfer trailer as it comes in and then will -- it'll sit in that trailer until enough waste comes in to fill it and then it will leave. And then we -- as I mentioned before, we clean the tipping floor and the barrier walls with a pressure washer if we need to.

And then this is also designed with really a state-of-the-practice ventilation filtration system. So there will be a ventilation fan that'll

be placed on the roof and orientated over by the northwest corner of the building in the back of the loading pit. And then there will be vents on the side of the building on the southeast, so when you turn the fan on, it'll tend to draw air from outside, across the waste, through this duct system that will have an ozone-generating system associated with it, so it will generate ozone so that as air leaves it'll hit the ozone which is really the best way to literally destroy the odors.

We have talked to this manufacturer and they actually described a perfume facility on the east coast that was the most odorous facility they've ever been associated with, and you might think a perfume factory would smell good, but it does not apparently. And so they described these other applications and it works incredibly well. And so that's what we'll have is really what I call a belt-and-spenders type approach.

And then the other thing we simply do is again we have multiple bay doors. When it's a slower time of day, we'll just keep the doors closed if they're not being used and it'll -- so it's really, like I said, a very good belt-and-spenders

approach.

MS. NAIR: Mr. Hock, based on the information and data you described and considered in preparing your report, do you have an opinion with a reasonable degree of technical certainty whether the facility is so designed, located and proposed to be operated that the public health, safety and welfare would be protected?

MR. HOCK: I do.

MS. NAIR: What is that opinion?

MR. HOCK: It is my professional opinion that the Rantoul Recycling and Transfer Station is so designed, located and proposed to be operated that the public health, safety and welfare will be protected.

MS. NAIR: Based upon the information and data you described and considered in preparing your report, do you have an opinion with a reasonable degree of technical certainty whether the facility will be treating, storing or disposing of hazardous waste?

MR. HOCK: I do.

MS. NAIR: And what's that opinion?

MR. HOCK: It is my professional opinion

that the Rantoul Recycling and Transfer Station will not be treating, storing or disposing of hazardous waste, so Criterion 7 does not apply.

Okay, so those of you keeping track at home, we're down to two criterion left. So next is Criterion 5 which is the plan of operations for the facility is designed to minimize the danger to the surrounding area from fire, spills or other operational accidents.

And to meet this criterion, there's really two pieces: first is prevention and the second is response. So prevention is the obvious, that we're going to provide actions to be taken to prevent fire, spills or other operational accidents from occurring. And then second, if they do occur, we have an organized and coordinated course of action to respond to those potential fire, spills or other operational accidents.

And really the -- one of the key points starts with a safety officer. We'll have a designated person on site at all times, which will typically be the facility manager but it could be a duly designated equipment operator if that person is off site, and that safety officer will be

responsible for ensuring the -- that the procedures are implemented to prevent fire, spills or other operational accidents and coordinate any responses if they occur, including interacting and responding to the police and fire department.

For spill and accident prevention, it really starts with training. I mentioned it before, but all new employees receive a very thorough training regimen before they really start doing any work. And then there are monthly safety meetings that are held at this facility and really all facilities like it as a continuing reminder of what to do in certain instances and how to prevent it from occurring; that really prevention is all about awareness and making sure people are thinking about what they're doing and how they're doing it and preventing these things from occurring.

We -- the site provides a large variety of personal protective equipment to folks, so everybody wears hardhats and safety boots and safety glasses and, you know, long pants so they protect themselves.

And then we will have procedures to contain and collect any spilled liquids. So if

there's, you know, a truck or a piece of equipment that leaks oil or something to that effect, there's absorbent material and such that will be available around the site to quickly contain it and clean it up, and again people will be trained to know how to do that.

Other things. As a reminder, again we do not accept liquid waste. Mentioned it before as well, but any minor liquids from the waste materials coming in are collected, and I actually didn't mention before, but there's an oil-water separator that it goes through before it goes to the holding tank. The POTWs generally do not like oil and grease. Again, it's all contained; nothing gets to the stormwater system.

We will have fuel tanks for -- we keep fuel tanks on site to fuel the equipment. And again training for things like, you know, while it's being -- either a tank is being filled or someone is filling their vehicle, there's someone standing there the whole time, there's automatic shutoff systems, and again there's the same type of cleanup material if there is a minor spill if they're fueling a vehicle.

Fire prevention is a very real and important thing at transfer stations. One of, again, kind of state-of-the-industry is what they call a Fire Rover, and a Fire Rover is a heat-sensing system. So there would be a shipping container is what it will be, and it will be for the most part contained within it. It will contain some foam, some equipment, and then there will be these pipes and sensors that will reach from that shipping container into the building. And they again are designed to detect heat, and if it is detected, it'll alert a person in a remote location.

So Fire Rover has a number of these across the country, they're pretty widely used now, and -- so again, picture a person sitting in a room that's always manned, and if an alert goes off, there's cameras so that person can see what's actually going on in the building. And then there's these nozzles that are connected to it to spray foam. So they'll be able to see where it is and direct these nozzles to actually spray foam on the smouldering area before it has a chance to really do any damage.

Again, works amazingly well, and the thing that I've always really liked about it, it's not

necessarily automatic, that there's a pair of human eyes on it so it actually sees what they're doing and can do it very quickly. And again it uses foam instead of water and that's part of what's contained in that shipping container outside the building.

The other thing we do is the access roads are plenty wide and plenty big for a fire truck to access the property if needed. We put fire extinguishers pretty much all over the place, on heavy equipment, within the transfer station building, at the scale office, so one is always handy if some small incident occurs. We will have a water truck on site that again is used for dust and also available if there's -- if there is a fire.

And then the other thing if -- and it has occurred that there could be what we call a hot load coming in, meaning something catches on -- catches in the truck as it's entering the facility. So there's again standard procedure. What we would do is not bring it in the building with all the other waste. In that case, we would actually dump it outside the building near it on the paved area so that then we could isolate it, bring the water truck over, do whatever we need to do to put that fire out

and make sure it's out before we put it near again the other equipment or the other waste in the building. So that's really the prevention piece.

And then in terms of incident response, it's the typical things you would think of. So obviously we would contact the emergency authorities, whether it be the police or fire, immediately. People would be trained to, you know, do whatever they could safely to prevent the spread of any fire, spill or leak. Obviously if there is some sort of injury, someone gets something in their eye or something of that nature, we will have immediate medical attention. We have eyewashes at these facilities as well. Obviously they would cease work, alert the other personnel.

And then what's also equally important is what we call post-incident activities, so if we use some spill response equipment, we would replenish it and fill it. And then we'd document it and use it as a lesson learned and notify the appropriate folks.

MS. NAIR: Mr. Hock, based on the information and data you described and considered in preparing your report, do you have an opinion with a

reasonable degree of technical certainty whether the plan of operations for the facility is designed to minimize the danger to the surrounding area from fire, spills or other operational accidents?

MR. HOCK: I do.

MS. NAIR: What's that opinion?

MR. HOCK: It is my professional opinion that the plan of operations for the Rantoul Recycling and Transfer Station is designed to minimize the danger to the surrounding area from fire, spills or other operational accidents.

MS. NAIR: Please continue.

MR. HOCK: Okay. Now we're down to the last criterion, which is Criterion 8, which states if the facility is so located -- sorry, if the facility is to be located in a county where a county board has adopted a solid waste management plan consistent with the planning requirements of the Local Solid Waste Disposal Act or the Solid Waste Planning and Recycling Act, the facility is consistent with that plan.

So that criterion has a lot of words that sound a little confusing in some ways. What it really boils down to is that in the late '80s

Illinois passed a law that said that counties are supposed to recycle and wanted each county to get to a minimum 25 percent recycling rate. So then it also said they need to describe how they're going to manage the waste in their community such that they can put forth these programs and such to meet that recycling objective. And each county was required to adopt a 20 year plan for managing their waste and hitting that recycling goal, and then that plan is supposed to be updated and reviewed every five years with those updates sent to the Illinois Environmental Protection Agency.

Again, Champaign County has done a nice job. They adopted their original solid waste management plan in 1991. They pretty much hit the five year updates almost right on schedule with updates in '96, 2002, 2007, 2012, 2017 and 2022. And the 2022 update was quite comprehensive and talked about a number of things that are listed up there.

So they talked about the background and context for solid waste management planning. They went through the waste generation estimates and diversion activities. Talked about the status of

recycling which we talked about in the benefits piece and in terms of how the rural areas were lacking. They proposed material management programs and talked about provisions for new development or expansion of pollution control facilities such as this facility.

What's also helpful is that they said those provisions for new facilities supercedes those in the previous solid waste management plans and updates. So made it very clear, very concise, and it was very split in terms of what you need to do to be consistent with the solid waste plan, so -- and I'm just going to click through each of these one by one.

The solid waste management plan says -- I'm sorry, it recognizes the need for new or expanded transfer stations and encourages the private sector to develop an in-county waste transfer station network. So again they recognized that there's only one and the county said we'd like more.

Our conclusion is obviously that the Rantoul Recycling and Transfer Station is a new solid waste transfer station that would expand the

in-county waste transfer network and would be owned and operated by Area Disposal which is part of the private sector, so exactly what they're asking for.

Second provision in the solid waste management plan's list is that a proposed transfer station must follow the requirements of the Champaign County ordinance or an ordinance adopted by the municipality in which they propose to locate.

Obviously this proposed facility is located in Rantoul and Rantoul passed an ordinance. They actually passed it in June of 2025. And our application was prepared consistent with the ordinance, and our proposed facility will follow the requirements of the ordinance.

The next provision of the 2022 update of the county solid waste management plan recognizes that a proposed transfer station site must be sufficiently sized to provide operational efficiencies and minimize impacts on the surrounding community. So basically they were saying don't put it on a really small piece of property, make sure it's adequate to do everything it needs.

And the Rantoul Recycling and Transfer Station is located on a generously-sized

approximately 14 acre property, so plenty of room not only for the transfer station but the stormwater and all the rest of the hauling -- the hauling company needs.

The 2022 update recognizes transfer station waste unloading, temporary storage and loading operations must be performed in an enclosed transfer station building. We've just talked through the proposed Rantoul Recycling and Transfer Station will include an enclosed transfer station building for waste unloading, temporary storage and loading operations.

The 2022 update strongly encouraged the operator to incorporate green or sustainable building principles into a facility. And as we mentioned, the proposed Rantoul Recycling and Transfer Station will include green/sustainable building principles including the use -- oh, I did mention -- including the use of recycled construction materials and a building design which minimizes energy usage.

So the building itself we intend, and you can get them this way, is made out of 95 percent recycled steel, so that's the recycled construction

materials. Oh, and the aggregate, it's -- so all of the paved surfaces have an aggregate underlay, right, for -- no different than any other construction. So our intention is to buy aggregate that's been recycled, so concrete that is crushed, turned back into a reusable product, and that's what we would use for the underlying materials. And I mentioned the energy use, how that's going to be minimized through the LED lighting and the roof that is reflective of the sunlight to prevent it from warming up more than it needed to.

And the 2022 update requires a new transfer station facility to enter into a Host Community Benefit Agreement with the governing body prior to filing the siting application and include certain provisions. And it also was mentioned before, Area Disposal entered into a Host Community Benefit Agreement with Rantoul in June of 2025, and the Rantoul Host Agreement includes all of the required provisions.

MS. NAIR: Mr. Hock, based on the information and data you described and considered in preparing your report, do you have an opinion with a reasonable degree of technical certainty whether the

facility is consistent with the solid waste management plan adopted by the Champaign County board?

MR. HOCK: I do.

MS. NAIR: What is that opinion?

MR. HOCK: It is my professional opinion that the Rantoul Recycling and Transfer Station is consistent with the Champaign County solid waste management plan and all provisions in effect at the time of the submittal of this application for local siting approval.

MS. NAIR: And, Mr. Hock, is all of the information, data and analysis in your PowerPoint presentation and your testimony today contained in your report which is included in the siting application?

MR. HOCK: Yes.

MS. NAIR: That concludes our direct of Mr. Hock.

HEARING OFFICER ANDRICHIK: Thank you. Mr. Wesner, does the village or does the mayor have any questions for Mr. Hock on the remaining -- on his testimony this afternoon about the remaining criteria?

MR. WESNER: Thank you. And the village or the mayor do not have any additional questions, thank you.

HEARING OFFICER ANDRICHIK: Do any of the trustees have any questions for Mr. Hock?

TRUSTEE WILSON: Yes, sir, I do. So I'm going to switch hats because I'm also a captain on the Rantoul Fire Department, senior engineer. So a couple questions. On your fire suppression system that you have, is there a generator backup or battery backup to this system if there's a power outage?

MR. HOCK: Yeah, there will be. We'll make sure that it's powered. So if there's -- if there is a power outage, it'll still work.

TRUSTEE WILSON: Okay. Is there -- and you said there's not going to be any heating or air conditioning in this building. Is there going to be a dry fire suppression system installed in the building?

MR. HOCK: There's not one designed at the moment, but as we go through detailed design, if there's other aspects you'd like to look at -- again this is the first process, so we'd still have to

come back in front of you guys for a building permit, and we can work through any of those questions at that time.

TRUSTEE WILSON: And then final question is, because we have to worry about this, your on-site water truck, how are you going to keep that from freezing in the winter because that pump will freeze.

MR. HOCK: Yeah, I mean we -- again, we're not --

TRUSTEE WILSON: I'm not trying to be critical, but I'm just saying, you know, if there's an emergency, you know, there's -- it's going to take us five to ten minutes to get and bring a truck out. And then with that, I was trying to find out where the hydrant is. I think the nearest hydrant might be down by Circle K. You may want to contact public works to see about extending that and putting another hydrant closer to your building in the event if there is a fire, because we have responded to -- down to Urbana before. We got called to put a fire out there at their transfer station.

MR. HOCK: Sure. So there is a hydrant on the east portion of the property.

TRUSTEE WILSON: Okay.
MR. HOCK: It's basically just east of the existing buildings.
TRUSTEE WILSON: Okay.
MR. HOCK: And, you know, you're right about the water truck from the context that in the middle of winter, yeah, we're not watering roads or anything.
TRUSTEE WILSON: Right.
MR. HOCK: But what is helpful again is the heavy equipment that we have moving the waste around. If we need to, you know, try to smother it with something, that there's materials around that we can do that and we have other means as well.
TRUSTEE WILSON: Very good. Thank you, sir.
HEARING OFFICER ANDRICHIK: Are there any other questions for Mr. Hock from the trustees?
TRUSTEE ROBERTSON: What if the fan fails? Do you have a backup plan?
MR. HOCK: Yeah, so if it does fail, then it'll get repaired quickly, but really it's really a belt-and-suspenders approach. So we really do not expect any odors at all from the building because

again material is only in there a short time, we're moving it in and out and keeping the floor clean. I probably should have mentioned that actually there's no waste that will be left on the floor at the end of each operating day. So we may leave recyclables on the floor overnight just to accumulate enough to get a load, but the waste itself will all be gone. So all the operational features itself will prevent the odors.

The ventilation and filtration system is really I'll call it an extra feature that -- but yeah, if it does break down for a short period of time, it's our job to make sure that we're preventing odors however that needs to occur, and that's what will happen.

TRUSTEE ROBERTSON: Thank you.

HEARING OFFICER ANDRICHIK: Are there any other questions from the trustees?

Mr. Wesner, did any of the trustees' questions create any additional questions from the village?

MR. WESNER: No, thank you.

HEARING OFFICER ANDRICHIK: Ms. Nair, does the applicant have any additional questions they

would like to ask of Mr. Hock in response to the trustees' questions?

MS. NAIR: No further questions from the applicant.

HEARING OFFICER ANDRICHIK: Thank you. Mr. Hock, you are excused as a witness.

MS. NAIR: Mr. Hearing Officer, this concludes the applicant's presentation of evidence today. I think we've already admitted the exhibits that were submitted previously.

HEARING OFFICER ANDRICHIK: Yes, I have admitted the nine exhibits.

MS. NAIR: I think we had 11 total which includes the application which isn't actually --

HEARING OFFICER ANDRICHIK: Correct, Exhibit 1 is the application. And the 11 that were submitted in the preliminary exhibits list and identified at the outset of the hearing.

MS. NAIR: Yes, thank you.

HEARING OFFICER ANDRICHIK: With the close of the applicant's submission of the evidence portion of their case, I do want to state for the record, to the extent I did not earlier in the hearing, the village has acknowledged receipt of the

mandatory fee payment by the applicant that began this process.

As part of the exhibits, there are the required notices that were placed in the various locations sent to the appropriate parties. I am confirming receipt of those and in their proper form. And also as part of the exhibits I have already accepted as an exhibit the approval letters that were submitted in writing prior to the hearing, which is my understanding of the prehearing written testimony in favor of the -- in favor of the application.

Since that concludes the applicant's evidence process, this is the point in time of the hearing that any prefiled written testimony by other parties is to be entered into the record. There was not any prefiled written testimony received by any other parties.

I will note, as I alluded to at the outset of the hearing, that American Disposal Services of Illinois, Inc., doing business as Republic Services of Bloomington, did enter an appearance a number -- within the required time prior to the hearing and also formally withdrew that appearance yesterday.

Since the appearance was filed with the clerk for -- under the fairness standard that I am applying, I think it is fair to also make the twelfth exhibit the withdrawal of the appearance just so that the record is clear that the appearance was both filed and withdrawn. As I have stated, there was not any prefiled written testimony which needs to be included in the record at this point in time.

The next phase pursuant to the ordinance is for the village. The village has prefiled written testimony to be placed into the record. Again, my understanding is there was not any prefiled written testimony by the village so there is nothing to enter into the record from that point.

The village also has the opportunity as a participant in this hearing to present a case at this point. Mr. Wesner, does the -- will the village be presenting any evidence?

MR. WESNER: Thank you. The village will not be presenting any testimony or witnesses or evidence.

HEARING OFFICER ANDRICHIK: So that officially concludes the evidence portion of this hearing. As I mentioned at the outset, while the

ordinance technically requires individuals to preregister their appearance in order to present at this hearing, in the order of fairness I would like to permit members of the public who are interested to speak today. You will not be under oath nor will you be subject to cross-examination. Your words will be written down in the official record.

Since you are not under oath, that is different testimony than the witnesses who were under oath and subject to cross-examination, and it is by rule afforded less weight than those witnesses' testimony, but it is just as important in my opinion to permit you the opportunity to speak today.

In addition, based on the number of folks who have signed up, we do have time in my discretion to use five minutes per speaker which I understand is longer than the typical amount of time. So I think again that that in the interest of fairness is going to satisfy that concern.

And I also want to remind everyone that following the closure of the hearing there is a 30 day period for written comment that can be submitted to the clerk and that written comment does become

part of the record for the board's consideration.

So with that, why don't we take a, just a five minute comfort break again so that we can kind of reset, and we will begin again at around probably 1:50, 1:55 with public comment. We will proceed in the order of the sign-up list. If you have not yet had a chance to sign up, please do so during the break. And I will ask for the clerk's help in identifying the individuals. We will take them in the order of the sign-up.

So we will be back on the record at -- let's go with 1:55.

(Recess at 1:44 p.m. to 1:57 p.m.)

HEARING OFFICER ANDRICHIK: All right, we are going back on the record. As I stated before we took our -- what I think will be our afternoon break, we will now proceed with public comment and individuals will be limited to five minutes. We have a nice timer up there to help assist with that. But a reminder again that for the 30 day period following the hearing anyone is permitted to submit written comment as well and that will be included with the materials considered by the board. So it is -- this five minutes is actually a bonus

in-person in addition to the permitted written comment.

So with that, if I could ask the village clerk to please read the first name.

MS. GRAY: I'd be glad to, but first I will state that your five minutes will begin when you begin speaking, just so you know. Our first speaker is Art Hess.

MR. HESS: Ready? Turn that clock on.

MS. GRAY: It's already on.

MR. HESS: Going to take a while, so --

MS. GRAY: It's on.

MR. HESS: Okay, all right. Clock's not ticking down.

MS. GRAY: Not until you start speaking. Did you not --

MR. HESS: Okay. Well, I am speaking.

MS. GRAY: We could've had 45 seconds on you --

MR. HESS: I'm speaking already. Hey, I want to thank everybody for being here, all you guys' reports. Sounds like a great deal, but not in my backyard, and I know that's the big -- or my front yard. I've lived in Rantoul my entire life,

grew up here, took great pride in having a military base here, hated to see it go, hated to see all the economic situations it brought to our community, and just have enjoyed lately seeing us digging ourselves out of this hole that we've been in.

We've seen a lot of improvement. Our downtown is improving, and we put a sports facility in, we've repurposed the base, and I see us hopefully bringing in more hotels, restaurants. It all should be in that direction.

I would urge the board members to -- or trustees, sorry, to vote this facility down. I have some specific reasons. I think that, first of all, a facility like this, I mean it's great and it needs to be done, I can see that from the financial point of view, but it needs to be in an area that's not near people. It needs to not be at the entrance of the town. 57's right there where when people are driving in that's what they see. I know there's some trees there, big deal. They've always been there or the last few years. And it's nice they want to keep it clean and they need to by law anyway. So all their little extra things, that's important, but that's stated by law they have to

have all these facilities regulated.

I see it more belonging in unincorporated areas or places where there's just low population, not much traffic flow, that sort of thing. They even mentioned, one of the speakers, that that facility, he was sitting at the gas station, there's a lot of traffic flow through there. 80 or 68, minimum of 68 garbage trucks a day extra coming in seems to be an issue. For me, I don't want to see that, I don't want to be in traffic.

My biggest problem is bringing the stuff into the community and getting it out. The facility itself, if it's clean and it does what they say, that's fine, but bringing this stuff in, we've all sat behind garbage trucks in town, stuff falls out, it spills out of the truck. It just happens, okay. It's just the nature. Once -- that's one of the reasons I don't want it in the town or real close to the town, the beginning of the town.

The other thing I mentioned, oh, the access road. I don't like that access now and I know there's talk about widening it, but maybe we could helicopter the trash in, I don't know what else to say. You get 80 or 68 -- I keep saying 80

something -- 68 trucks minimum, and in the future I'm sure there'll be expansion of this facility. That's one thing I think we need to take into account.

They've already set a potential other door, so that's going to be more business for them. More trash makes more business makes more money for the corporation. So their incentive is going to be to enlarge this thing, there's acreage for it, and that will come up for a vote, but that means even more trucks coming through. I know we have our own trucks, but these other communities we're serving will be bringing in their trucks. I don't know who regulates those trucks, how clean they are, but I just don't want to be behind them.

Let's see. The last thing I wanted to mention was the effect. I spent eight years on the Planning Commission here in town and my worry is also the plan for the future. I'm sure there's going to be developers. That I think natural urban sprawl would want to move neighborhoods closer to 57. It's just natural for Indian Hills area to possibly spread that way. I think this would not be a good area to be up against. I can't imagine

buying a house next to a transfer facility.

But those are just things I want the board to take into consideration. And I guess I spent more time than I wanted to, I've got 27 seconds left. I better quit. So anyway, all right, thanks for listening to me and my babble. Appreciate it.

HEARING OFFICER ANDRICHIK: Thank you.

TRUSTEE HAINES: Thank you.

MS. GRAY: All right, our next speaker is Kenda Hess.

MS. HESS: I don't have a ton to say. That was my husband and I echo everything he said. I've lived in Rantoul for about 39 years and I love this community. It supported us. It supported my husband's business. I'm a retired pharmacist.

And I kind of know the trash of Rantoul a little better than a lot of people. My neighbor and I like to walk when the weather is good and we always carry like Meijer trash bags with us because we pick up trash in the town, and I am -- there's way more than you would expect. Each of us usually fill two bags while we're out doing about a two mile loop on the west end of town, right. I live about a half mile from this proposed facility, so this is in

my front yard also.

And I don't mind doing my part or even more to keep our town looking good and cleaning up trash, but I know that there's always more after the trash trucks have been driving through that day. There's always more because it always -- you know, something spills. They're not doing anything wrong, they're doing their business, you know, they're doing what they're supposed to be doing. But it's there, I see it, this is something I personally experience, and we always carry home like four bags of trash to put in our trash can. And I don't want to pick up trash for all of Champaign County, I just don't, and it's going to happen.

So I just really appreciate it. I mean, I appreciate your charts and all that stuff, but to me that's just kind of marketing speak because the reality is what we're going to be living with going down the line. So I'd just appreciate if you take that into account in your decision. And thanks for listening, I appreciate it.

HEARING OFFICER ANDRICHIK: Thank you.

TRUSTEE HAINES: Thank you.

MS. GRAY: Theresa Adams.

MS. ADAMS: Hello, I'm Theresa Adams. I'm a pretty much lifelong resident of Rantoul. My parents grew up on Chanute Air Force Base or worked on Chanute Air Force Base, so it kind of says a little bit about -- more so about what I've experienced in my years here.

For sake of time, I just want to say I understand your business proposition, I understand the need. Just like others, I don't know if the placement and the location really suits our town of Rantoul.

Especially I would say -- probably not in your radar or possible, being that I know you've purchased that property with this long-term idea probably in place already, but the location-wise on -- this close to town and on the east side of 57, I think would have been a lot better on the west side of 57 further back into the existing industrial area where the south-southwest winds blowing north-northeast would go north of town not southwest or southeast and northeast into our primary tax real estate, you know, property, Indian Hills.

Indian Hills has probably just always been and probably -- to my knowledge, is probably the

most real estate tax generating properties in town, and now we're going to have this building where the south -- where the winds coming in are going to pull those fumes -- even though they say we're going to do our best, we all know that that's not -- it's not going to be zero -- are going to go into our brand-new downtown area, into our multimillion dollar sports complex area, and into our residential high district, high money real estate taxed Indian Hills area. Let alone we're trying to bring more people into town to build more houses which they're going to want to live out by Indian Hills. They're not going to want to do that now. That's my take on residential.

The real estate impact that your board -- that your witness provided, I question those numbers. Numbers are numbers, but they are only half of the story. They are not the emotions. They are not real life. Those numbers I know pretty -- I think I know, real estate values have gone up over the years already. I did not hear him say how much of that upward trend he saw or flatness that he saw was compared to just regular sites not around that transfer station, the transfer station that he was

looking at, you know.

So, yeah, property values were stagnant, stayed the same or went up 10 percent around those other transfer stations that they did that estimate around, but what did everybody else's property tax values do that weren't around there? Did they go up 20 percent? Did they go up 50 percent? Did they go up -- how did that compare? I did not hear that from their real estate impact people. So I don't think they met that requirement of location and impact at least in those two regards.

Traffic. I also do not believe the traffic study that they presented met or was valid being that we have triple the amount of people coming into town this weekend. They're going to be bypassing that intersection just this weekend. Him saying that on Tuesday, one day, not on a weekend, that that intersection was fine, I don't believe that either.

I have 55 seconds left. I have like ten pages of notes here, so I apologize if I didn't hit anything else, but I'll just say I don't disagree that it's needed. I don't agree with the location for those plus other reasons I'll state in my

written comments in the next 30 days. Thank you.

HEARING OFFICER ANDRICHIK: Thank you.

MS. GRAY: Kim Taylor.

MS. TAYLOR: Okay, going down in order. Try not to be nervous. Did you hear that? Sometimes I get nervous.

MS. GRAY: Uh-huh, heard that.

MS. TAYLOR: Hi. Thank you, guys, for being here today. Welcome to Rantoul. This is me not getting emotional. I am the HOA president for Westlin Meadows. If you're from Rantoul, you'll say, oh, that's -- those are the condos behind the DMV. If you're not from Rantoul, you will say, oh, Malsbury Road, Malsbury Drive, Malsbury Court. That's where we live, we reside. Forgive me, I get nervous talking in front of people even though I talk in front of people all the time.

We have some concerns, mostly about the smell, critters, we already have those critters that come into our neighborhood, along with trash that gets picked up every week when people are walking, and we're worried about the sound that the trucks make when they come and go. We already hear trucks at 4:00 a.m. that wake us up sometimes when they're

picking up stuff, so just please keep that in mind when you're making this decision.

I also believe that this is a great idea. I believe that it would be great for our community. I just believe that the location is maybe not the best. So I guess that's my time.

HEARING OFFICER ANDRICHIK: Thank you.

TRUSTEE HAINES: Thank you.

MS. GRAY: Rick Shields.

MR. SHIELDS: Hello. Welcome to Rantoul. We appreciate the possible investment. I'm Rich Shields. We have the car dealership right across the street, so we're Shields Auto Center right there, built a new facility.

You know, some of the things you showed today, you know, relieved some of my concerns, but I do believe that this particular facility -- I understand the economics, I mean I completely understand economics, the -- and I understand you would want to build this facility for economics on property you already own, but I do think this would be best to be on the outskirts of town not right smack when you're pulling -- the direct access into this community.

Even though you've got some ferns and some trees and some stuff trying to hide it, you know, I think -- I don't know what the best place would be. Maybe by the industrial complex or something like that. When I've been in big towns, big cities, you know, cutting to the airport trying to get through, I've seen these transfer stations and they're always located on a low traffic road kind of hidden away in a part of town. I don't think it's the right spot for us to come, go right into town and have it.

You know, some of the notes I had, you know, garbage will stay in the facility until the truck is full and ready for transit. I mean, will that garbage stay overnight? Will it be hauled out immediately? You know, we're concerned about the smell, you know. I grew up in this town, used to play ball out at the ball park we called the stinky stadium out at the -- where they treat the water, and there's a few ball parks over there. They're not there anymore because nobody'd want to play out there, it's stinky stadium.

But we built a multimillion dollar sports complex out here and we can smell the pork plant. The pork plant's just a few -- you know, a mile away

from us. And, you know, everybody that builds a pork industry, for farmers and stuff, you build -- you do build it in a certain part of your property so you don't get the smell, but we still get the smell. I mean, you know, it -- from the pork plant we still get the smell even though the wind directions are normally in a different direction.

So my concern, you know, is when they clean the floors, you know, when it's going to funnel out to the storage water pond out there, you know, is that going to be treated? I mean, there's open water there that's going to have waste -- you know, residue from waste running out to it. You know, it's going to smell. You know, so I -- I have my customers to deal with. I don't want them having to smell a bad smell, and I sure don't want our visitors to the community to have to smell a horrible smell. And I hope it doesn't, you know, but that was basically my main concerns.

And, you know, all the witnesses we had today, you know, most of them ended with a reasonable degree of certainty. Well, it's opinion. I mean, you don't know what it's going to be like, you don't know what it's going to be down -- years

down the road, and just have concerns. And appreciate your really taking that into account when you decide, but I really believe it needs to be -- I don't have a problem with being in Rantoul. It just needs to be on the outskirts of town on a less trafficked road, that's all I think.

And you could pretty much take it and just take the current plan and just drop it somewhere else, wouldn't be a lot of waste of energy, but anyway. I don't know how much time I've got, but --

HEARING OFFICER ANDRICHIK: Thank you.

MS. GRAY: Cain Kiser.

MR. KISER: Good afternoon, I'm Cain Kiser. I run Illini Recycling out of Champaign, Illinois. However, I do spend quite a bit of time here in Rantoul. My mother-in-law lives here, my wife works here daily, and then I use Mr. Combest back there quite a bit to work on our trucks.

I just wanted to call and -- or stop by and say that I am in favor of this. As a small company, our disposal costs are kind of dictated by the big three that kind of surround our area, and having more competition for us is a good thing. And while we've had a great relationship and partnership

with GFL and Area Disposal, yeah, we'd like to continue that with them. They've been a big help to us over the nine years since we took over the company, and I just wanted to tell -- or stop by and give my support for them and I hope you guys approve this, so thank you.

HEARING OFFICER ANDRICHIK: Thank you.

MS. GRAY: Steve Combest.

MR. COMBEST: Hello, I'm Steve Combest. I own the Napa Auto Parts and the Rantoul Truck Service next door to the GFL facility. I've lived in Rantoul my entire life and grew up in the trash business and we've --

HEARING OFFICER ANDRICHIK: Sorry, sir, I'm getting a few comments just asking if you could keep your voice up. Thank you.

MR. COMBEST: Yes. We met and went through drawings, ideas, plans that GFL has -- they have on the transfer station, and any concerns I've had they've addressed and answered. The plans for construction of the building, additional landscape improvements, and the construction of the frontage road will improve the appearance of the property and bring the value -- bring value to the Village of

Rantoul. I have faith that GFL will do the right thing and I hope we get this approved, thank you.

HEARING OFFICER ANDRICHIK: Thank you.

MS. GRAY: Russell Shaffer.

MR. SHAFFER: Hello, my name is Russ Shaffer. I'm a resident of Rantoul for three years. I work for GFL. I've actually been in the garbage business all my life. Actually sold my company to GFL and went to work for them. I think it's going to be a great idea for Rantoul. And I don't really think the smell, you're going to smell anything from over there, over the current smell that you're getting from the Rantoul Foods. So it's a great idea, it's a lot easier for the local haulers to go in there and it's a cheaper price, so -- and I am definitely for it. So that's about it.

HEARING OFFICER ANDRICHIK: Thank you.

MS. GRAY: That ends our speakers.

HEARING OFFICER ANDRICHIK: Thank you. The clerk has informed me we are through the list of people who had signed up. If there is anyone else who would like to provide public comment, again subject to the same parameters of the prior speakers, please come up to the podium now.

Otherwise, I will be closing the public comment section. And since we do not have your name written, if you could please just state your name and spell it for the court reporter before you begin speaking. Thank you.

MS. SHIELDS: Hi, I'm Lori Shields, L-O-R-I, S-H-I-E-L-D-S. Our business is across the street. We have made a major investment in this town. My husband has lived here all his life. He brought me to this town. And I'm like Kimmie, I get emotional.

Like I said, we have made a major investment and I mean a major investment. Our dealership was over here next to the railroad tracks. We built a new $6 million facility. I do not want something across the street that detracts from my beautiful building. And with the amount of money that we spent in advertising to get people to come to this town, I just feel extremely defeated to have something built like this across the street from our facility.

I understand we need it. I do not think it's the place where it needs to be. I do not want people that I am trying to get to come to this town

to have to see it. Those few trees that are there, those trees have been replaced multiple times since I've been on the Planning Commission because they die, and it took us several years to get them replaced after they died when the previous plant that was there that did the --

VOICE: Refrigeration.

MS. SHIELDS: Pardon me? Yeah, the refrigeration. They planted them; they died. I mean, I don't know how many times I talked to those people about getting their trees replanted. A few trees don't stop the smell, I worry about that, and then I also worry about vermin that are going to be showing up.

I don't know what your turnaround time is supposed to be to get it out of town, but right now our techs have to open the back doors every day and have to smell all the smells from the hog plant. We were told when the hog plant came to town that that facility would only have hogs coming in at night, they would be processed by morning, and we would never have a smell. Let me tell you it stinks to high heaven. I have employees that are constantly coming inside just to get away from the smell. And

I just really feel like it is not the place it needs to be. It needs to be on the other side of 57 further out.

I understand that we need it. I also understand, just like our business, you're going to want to grow your business, and it's going to be a lot more than 68 trucks coming in there a day. And like someone else said, the amount of traffic, if you ever were here not on a Tuesday -- a Tuesday is not a very good day to do a traffic check. Friday, Saturday, Sunday, it is -- it is almost impossible to get out of our business. If you go to Walmart or if you come to Shields Auto Center on a Saturday, to get off our small access road to get onto the main road, you're sitting there for -- and have 20 to 30 cars lined up in front of you and you can't get out.

Who's going to pay to redo this whole area out here? Unfortunately the State of Illinois has now taken 85 percent of our motor fuel tax and moved it to Chicago. We're only going to get 15 percent. That 15 percent is already not going to cover the amount of projects that the lower state of Illinois already has committed to, so things are going to be getting axed. So who's going to pay for all this

interchange to be redesigned and redone? $30,000 of income to the village is not going to pay for that construction to be done. It would take years for that to be recouped.

The other thing. I guess while I was gone I think somebody may have addressed the fact that the parking lot right now over there is rock, it's packed rock. We deal with -- every day with all the dust coming across the highway and can't keep our inventory clean. I don't have enough people that I can employ to wash 150 cars every day so when people come to look at our vehicles that we don't have -- and the dust doesn't just sit on the inside of the vehicle, it filters through all the air vents into the vehicle.

So for us, I -- and I live right down the street, I live next door to the Hesses, we are less than a half a mile. I don't want it in my front yard. I don't want it across the street from my business. I don't want people coming into my town and seeing that as the first thing that they see, especially after we made a huge, huge commitment to this town to build a beautiful facility. Our entrance for our village should look pristine. And

I appreciate Kenda and her -- all her friends that go walking and picking up trash every day. I know every day I have to walk the fence next to 136 and pick up trash from Walmart and everybody else who goes up and down 136.

Thank you for your time and I hope you consider our comments. Thank you.

HEARING OFFICER ANDRICHIK: Thank you.

TRUSTEE HAINES: Thank you.

HEARING OFFICER ANDRICHIK: Is there anyone else wishing to give public comment at this time? As a probably fifth reminder, there is a 30 day period of time following the closure of this hearing for written public comment to be submitted to the clerk which will become part of the written record that is transmitted by me to the board for their consideration.

A couple more items. To the extent that the applicant would like, they are permitted a closing statement at this time; to the extent the village would like, they are permitted a closing statement following that; and to the extent that both the applicant and the village make a statement, the applicant is permitted a short rebuttal closing

statement within the scope of any points that the village raised in their statement.

So I will start with Ms. Nair. Does the applicant have a closing statement that it wishes to give at this point?

MS. NAIR: I do very briefly.

HEARING OFFICER ANDRICHIK: Okay.

MS. NAIR: I'll stand here and just be loud. First, I just wanted to thank the trustees, the mayor, the city attorney, the village administrator and all of the staff for being here today, for being so hospitable. It's really been just a wonderful experience I think for everyone. Thank you so much for everything you've done today.

We really believe that we have established that the nine siting criteria that are set forth in the law and in the ordinance have been met. We believe we have demonstrated that through both the written submissions and then through the oral presentations today.

Area Disposal has made a long-term commitment to Rantoul and intends to continue to be a presence in Rantoul. Beginning in 1999 when Area Disposal acquired C&S Waste -- I think it's

interesting as we sit here today we have the son of the founder of C&S Waste here who spoke in favor and in support of the siting, and we have the son of the founder of Area Disposal, Matt Coulter, here. So we can see that continuing commitment to the Village of Rantoul in this next generation.

We are again very thankful for your time today. We look forward to submitting proposed findings of fact and conclusions of law to you, and I think that wraps it up from our perspective. We do intend to file some additional public comment just addressing some of the concerns that were raised today. And if anyone has any further questions or comments, we look forward to reviewing those through the public comment process and responding to those also. So thank you all for coming.

HEARING OFFICER ANDRICHIK: Thank you, Ms. Nair. Mr. Wesner, does the village have a closing statement that it would like to give at this time?

MR. WESNER: Just very briefly. I'd like to thank you for your service as hearing officer coordinating the hearing for today and as well as the presentations. We just look forward to the

preparation of the complete record and submission to the board for their consideration of the application. Thank you.

HEARING OFFICER ANDRICHIK: Thank you. In my discretion, there was not anything in the village's statement that would require any sort of rebuttal, so we will proceed to the second to last step. I will just note that pursuant to the statute, the county board will need to and will be certifying compliance with the hearing requirements of the subsection of the statute, and my understanding is that will take place at the next county board hearing.

Also, while my role is limited to hearing officer, part of that pursuant to the Rantoul ordinance is to prepare the record, including the written public record, coordinate with the village clerk to have that submitted and certified, and based on the public hearing transcript, the exhibits, and timely filed written comments, I am also to prepare -- prepare and submit draft written findings to the mayor and village board for their consideration, and that will also be filed with the village clerk.

With that, this public hearing is concluded, and that makes today the date that will be used as the last day of the public hearing pursuant Section 28-115 of the ordinance. So 30 days from today is the last day by which written public comment must be submitted. And I encourage anyone who wishes to do so to look closely at the -- both the ordinance, which is Chapter 28 of the Rantoul Code as amended by Ordinance 2796, and Section 39.2 of the Illinois Environmental Protection Act because those are what govern the requirements for timely filing and submitting that written public comment.

And with that, as I said, this hearing is concluded and we will go off the record. Thank you.

MS. GRAY: We will need a motion to -- mayor, we need a motion.

MAYOR HALL: So thank you to everyone here, your comments are much appreciated and heard, and thank you to our witnesses.

MS. GRAY: Excuse me, our meeting is still in order and as clerk I must hear what is being stated. So if the audience could please hold their comments until we adjourn our meeting, thank you.

Mayor, you have the floor.

MAYOR HALL: Thank you. So as I was saying, just want to say thank you to all the parties involved here today. Our residents, their voices are so important and we'll take into consideration. Thank you to our hearing officer, our court recorder, our clerk, our staff for preparing this event. At this time, I will now entertain a motion to adjourn this public hearing.

TRUSTEE GRAHAM: So move.

TRUSTEE ROBERTSON: Second.

MAYOR HALL: So we have a motion and second. I will bet there's no discussion. So I'll take that vote.

(Roll call vote with all trustees answering affirmatively.)

MS. GRAY: The vote is 5 yeas, 0 nays.

MAYOR HALL: All right, motion carries. Have a good evening.

(Adjourned at 2:32 p.m.)

STATE OF ILLINOIS)
)SS
COUNTY OF FORD)

I, June Haeme, a Notary Public in and for the County of Ford, State of Illinois, do hereby certify that Public Hearing was taken at the Rantoul Village Hall, 333 South Tanner Street, Rantoul, Illinois, on April 17, 2026.

That the said Public Hearing was taken down in stenograph notes and afterwards reduced to typewriting under my instruction and that the transcript is a true record of the testimony given at the hearing.

I do further certify that I am a disinterested person in this cause of action; that I am not a relative, or otherwise interested in the event of this action, and am not in the employ of the attorneys for either party.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal this 27th day of April, 2026.



JUNE HAEME, CSR
NOTARY PUBLIC

"OFFICIAL SEAL"
June Haeme
Notary Public, State of Illinois
My Commission Expires:
September 13, 2028

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2314 West Altorfer Drive
Peoria, IL 61615
(309) 691-5300
foth.com

December 12, 2025

Scott Eisenhauer
Administrator
Village of Rantoul
333 S. Tanner
Rantoul, IL 61866

Re: Rantoul RTS Application

Dear Scott Eisenhauer:

At your request, Foth Infrastructure & Environment, LLC (Foth) has completed a review of the application submitted by Civil & Environmental Consultants, Inc. on behalf of Area Disposal Service, Inc. for a solid waste transfer station (Rantoul RTS). The application was submitted to site the Rantoul RTS in the Village of Rantoul and in accordance with the Village's solid waste ordinance Chapter 28. Foth has reviewed the application for conformance with the siting ordinance Section 28-102(B). The review is detailed in the attached document.

Foth appreciates the opportunity to work with the Village. Please contact the undersigned with questions.

Sincerely,

Foth Infrastructure & Environment, LLC

Andrea S. Lorenz, PE
Lead Environmental Engineer
Licensed in IL, IA, MN, WI

Joshua C. Gabehart, PE
Senior Market Leader
Licensed in IL, IA, GA, AR, MO, IN

cc: John Hock, CEC

Attachment

Applicant's Exhibit 2
4/17/2026

1. Introduction

The Village of Rantoul (Village) amended Chapter 28 of its solid waste ordinance (Ordinance 2796) in June 2025 to provide an approval process for pollution control facilities desiring to locate within the Village. Section 28-102(B) within the amended Chapter 28 set forth nine siting criteria which reiterates the nine siting criteria in the Illinois Environmental Protection Act 415 ILCS 5/39.2(a), adding minimum documentation to be submitted by any applicant.

An application was submitted by Civil & Environmental Consultants, Inc. (CEC), on behalf of Area Disposal Service, Inc. to site a solid waste transfer station at 896 W. Champaign Avenue Service Road, Rantoul. The application was received in separate reports by November 2025.

Following receipt of the application for the Rantoul Recycling and Transfer Station (Rantoul RTS), the Village retained Foth Infrastructure & Environment, LLC (Foth) to conduct a review of the application for conformance with Section 28-102(B). Section 2 describes Foth's review and includes review comments, and Section 3 includes Foth's recommendations.

2. Criteria Review

Each criterion is copied from both the Act 415 ILCS 5/39.2(a) and Section 28-102(b) below with Foth's review comments on the right side of the table. While Foth's review was conducted for conformance of the application to Section 28-102(B) of the Village ordinance, the Act siting criteria is included for reference.

2.1 Criterion 1

From the Act: *"the facility is necessary to accommodate the waste needs of the area it is intended to serve" [415 ILCS 5/39.2(a)(i)].*

From Section 28-102(B)(1):	Foth's Comments:
The facility is necessary to accommodate the waste needs of the area that it is intended to serve.	CEC Criterion 1 Report reviewed; 100 pages
a. A description of the area to be served by the proposed facility and a statement of the needs of such area for such a facility;	a. within report; meets Criterion 1
b. To the extent the information is reasonably available, a list of the existing pollution control facilities located within or serving or capable of serving the area proposed to be served and, with respect to each such facility, the following information shall be provided: location, size, owner and/or operator, type of pollution control facility, remaining capacity, probable life of the proposed facility, and types of wastes received;	b. within report; meets Criterion 1
c. The expected types of hazardous, nonhazardous and special wastes, amounts and methods of treatment or storage of all wastes proposed for the pollution control facility, the geographic origins of these wastes, and the applicant's plan to preclude acceptance of unauthorized wastes.	c. within report; also see the CEC Criterion 2 Report; meets Criterion 1

2.2 Criterion 2

From the Act: *"the facility is so designed, located, and proposed to be operated that the public health, safety, and welfare will be protected" [415 ILCS 5/39.2(a)(ii)].*

From Section 28-102(B)(2):	Foth's Comments:
The facility is so designed, located and proposed to be operated that the public health, safety and welfare will be protected.	CEC Criterion 2 Report reviewed; 677 pages. Includes: ◆ Operations Plan (pp 1-60) ◆ Stormwater Management Plan (pp 61-677)
a. A planimetric map showing the location of the site and the area within one thousand five hundred (1,500) feet of the site. b. A plat or boundary survey of the site, including the legal description of the site. c. A site plan showing details of the facility including, but not limited to: i. Fences, easements, utilities, railroad spurs, buildings and other structures; ii. Roads, entrances, parking areas, and driveways; iii. Planned landscaping and screening; and	a, b, c: within report; meets Criterion 2
d. In the case of a sanitary landfill: i. Cross sections, both existing and proposed; ii. All existing water wells, whether active or abandoned, within fifteen hundred (1,500) feet of the site; iii. All ground water and/or methane monitoring wells, both existing and planned, whether public or private; and site. iv. Core sample locations on and within two hundred (200) feet of the v. Storage tanks, whether above ground or below ground; and, vi. All utilities.	d. Not applicable
e. A statement of the plan of operation for the proposed facility, including, but not limited to, the following: i. Method of landfilling, incineration, resource recovery or other process including flow diagrams depicting waste flow by type and volume from initial acceptance at the facility to final disposition; ii. Hours of operation; iii. Number, duties and training of facility personnel; iv. Litter, vector, dust and odor control on-site; v. Surface drainage and erosion control; vi. Fire and hazardous material control; vii. Corrective actions for spills and other operational accidents; viii. Collection and disposal of leachate generated from activities on-site; and, ix. Number and types of equipment proposed to be used.	e. within report (see the Operations Plan in Section 2.4 of the Criterion 2 Report); meets Criterion 2

f. If applicable, the stages of development or use. g. Building floor plans illustrating material handling equipment and processes as well as architectural elevations including exterior construction materials. h. A stormwater management plan consistent with the Village Code and any NPDES permit or application thereof required by the Agency. i. A closure and/or end use plan. j. A summary of the experience of the applicant and the proposed operator in operating other pollution control facilities of a type similar to the proposed pollution control facility, including the location, dates of operation of such facilities, and any operating violations by the applicant or operator or any subsidiary or parent corporation of the applicant or operator within the last five (5) years at any facility in the State of Illinois that is of the same type as the facility that is the subject of the application (e.g., transfer station, sanitary landfill). The Director of Public Works shall determine the scope of information required under this paragraph and shall advise the applicant of such determination not later than fifteen (15) calendar days following the initial pre-filing meeting.	f. Not applicable g. within report (see the Drawings section in the Criterion 2 Report); meets Criterion 2 h. within report (see Appendix 2-E in the Criterion 2 Report); meets Criterion 2. The Stormwater Management Plan was approved as part of the 2025 site construction and incorporated most of the Rantoul RTS plans i. within report (see Section 2.4.20 of the Operations Plan in the Criterion 2 Report); meets Criterion 2 j. within report (see Appendix 2-B in the Criterion 2 Report); meets Criterion 2. The Director of Public Works determined that the following information meets the scope of information required: ◆ A listing of municipal solid waste and/or recycling transfer stations, and similar facilities (landfills, hauling companies) ◆ Permitted within the state and operated by the applicant/operator ◆ Location and relevant dates ◆ Type of material permitted ◆ Any operating violations within the last five years ◆ Volume of municipal solid waste on a tons per day basis.

2.3 Criterion 3

From the Act: *"the facility is located so as to minimize incompatibility with the character of the surrounding area and to minimize the effect on the value of the surrounding property" [415 ILCS 5/39.2(a)(iii)].*

From Section 28-102(B)(3):	Foth's Comments:
The facility is located so as to minimize incompatibility with the character of the surrounding area and to minimize the effect on the value of the surrounding property. a. Map showing land uses within two thousand five hundred (2,500) feet of the perimeter of the site. b. Map showing zoning of all land within two thousand five hundred (2,500) feet of the perimeter of the site. c. Village's comprehensive plan showing projected land uses of the site and within two thousand five hundred (2,500) feet of the perimeter of the site. d. Report by MAI appraiser on projected impact on property values for the area within two thousand five hundred (2,500) feet of the facility if facility was constructed.	CEC Criterion 3 Report reviewed; 92 pages. Includes: ◆ Land Use Compatibility and Real Estate Impact Study by Associated Property Counselors, Ltd. ◆ Land Use and Planning Analysis by The Lannert Group, Inc. a-d. within reports; meets Criterion 3

2.4 Criteria 4

From the Act: *"for a facility other than a sanitary landfill or waste disposal site, the facility is located outside the boundary of the 100-year floodplain or the site is flood-proofed" [415 ILCS 5/39.2(a)(iv)(A)].*

From Section 28-102(B)(4):	Foth's Comments:
Flood Plain. a. For a facility other than a sanitary landfill or waste disposal site, the facility is located outside the boundary of the one hundred-year flood plain or the site is floodproofed. b. For a facility that is a sanitary landfill or waste disposal site, the facility is located outside the boundary of the one hundred-year flood plain, or if the facility is a facility described in subsection (b) of Section 22.19a of the Act, the site is flood-proofed: i. A detailed topographic survey of the subject site. ii. A map that shows the boundary of all one hundred-year floodplains within 500 feet of the site, if present. iii. Statement by project architect and/or engineer that the site is or will be floodproofed if the site is within a one hundred-year floodplain. iv. The identification of the drainage district, if any, in which the site is located.	CEC Criterion 4 Report reviewed; 6 pages. a. within report; meets Criterion 4 b. not applicable

2.5 Criteria 5

From the Act: *"the plan of operations for the facility is designed to minimize the danger to the surrounding area from fire, spills, or other operational accidents" [415 ILCS 5/39.2(a)(v)].*

From Section 28-102(B)(5):	Foth's Comments:
The plan of operations for the facility is designed to minimize the danger to the surrounding area from fire, spills, or other operational accidents. a. A statement of the plan of operation for the proposed facility, including, but not limited to, the following: i. Hours of operation; ii. Safety personnel; iii. Fire and hazardous material control; and iv. Corrective actions for spills and other operational accidents. b. A statement of the operator's ability to acquire certificates of insurance to cover accidents, such as fires, explosions, non-sudden accidental occurrences and pollution impairment.	CEC Criterion 5 Report reviewed; 12 pages. a, b: within report; meets Criterion 5. Hours of operation also stated in the Operations Plan in the Criterion 2 Report.

2.6 Criterion 6

From the Act: *"the traffic patterns to or from the facility are so designed as to minimize the impact on existing traffic flows" [415 ILCS 5/39.2(a)(vi)].*

From Section 28-102(B)(6):	Foth's Comments:
The traffic patterns to or from the facility are so designed as to minimize the impact on existing traffic flows. a. A report of off-site traffic impact regarding the proposed site including the anticipated number of vehicles and their size, weight and directional distribution, and the classification of the roadways reasonably likely to be used by vehicles entering and exiting the site. The report shall include reasonably sufficient information regarding traffic on the relevant roadways for the Public Works Department to analyze potential negative impacts on traffic to and from the facility and on the pavement of the roadways used to access the facility. The report must be prepared by an engineer experienced in traffic engineering and registered in the State of Illinois.	CEC Criterion 6 Report reviewed; 153 pages. Includes: ◆ Traffic Impact Study by KLOA, Inc. a. within report; meets Criterion 6 Foth requested comments from the Village Public Works Department on the traffic improvements at the intersection of the Service Road and Murray Road. The Director finds the Preliminary Engineering Plans in the Criterion 6 Report to be acceptable. The acceptance of the Preliminary Engineering Plans does not constitute approval of construction and final plans should be submitted to the Department for approval.

2.7 Criterion 7

From the Act: *"if the facility will be treating, storing or disposing of hazardous waste, an emergency response plan exists for the facility which includes notification, containment, and evacuation procedures to be used in case of an accidental release" [415 ILCS 5/39.2(a)(vii)].*

From Section 28-102(B)(7):	Foth's Comments:
If the facility will be treating, storing or disposing of hazardous waste, an emergency response plan for the facility. a. A copy of the contingency plan prepared pursuant to the Resource Conservation and Recovery Act (42 U.S.C. § 6901 et seq.) The plan shall include, but is not limited to, notification, containment and evacuation procedures to be used in the event of an accidental release. b. The chemical safety contingency plan prepared pursuant to the Illinois Chemical Safety Act. c. Compliance with the requirements of the Illinois Emergency Management Agency. d. Any other plan necessary to comply with this requirement.	CEC Criterion 7 Report reviewed; 4 pages. Not applicable; Rantoul RTS is not seeking approval for hazardous waste acceptance.

2.8 Criterion 8

From the Act: *"if the facility is to be located in a county where a county board has adopted a solid waste management plan consistent with the planning requirements of the Local Solid Waste Disposal Act or the Solid Waste Planning and Recycling Act, the facility is consistent with that plan" [415 ILCS 5/39.2(a)(viii)].*

From Section 28-102(B)(8):	Foth's Comments:
The facility is consistent and in compliance with the Champaign County Solid Waste Management Plan.	CEC Criteria 8 Report reviewed; 129 pages. Includes: ◆ Champaign County SWMP 2022 Update Rantoul RTS meets the requirements for Waste Transfer Stations and Host Agreement (page 5-12, 5-13, 5-14) in the 2022 Update

2.9 Criterion 9

From the Act: *"if the facility will be located within a regulated recharge area, any applicable requirements specified by the Board for such areas have been met" [415 ILCS 5/39.2(a)(ix)].*

From Section 28-102(B)(9):	Foth's Comments:
If the facility will be located within a regulated recharge area, proof that any and all applicable requirements specified by the Illinois Pollution Control Board for such area have been met.	CEC Criteria 9 Report reviewed; 3 pages. Not applicable.

3. Conclusion and Recommendations

Based on Foth's review as summarized in Section 2, the application for the Rantoul RTS meets the Village's ordinance Section 28-102(B).

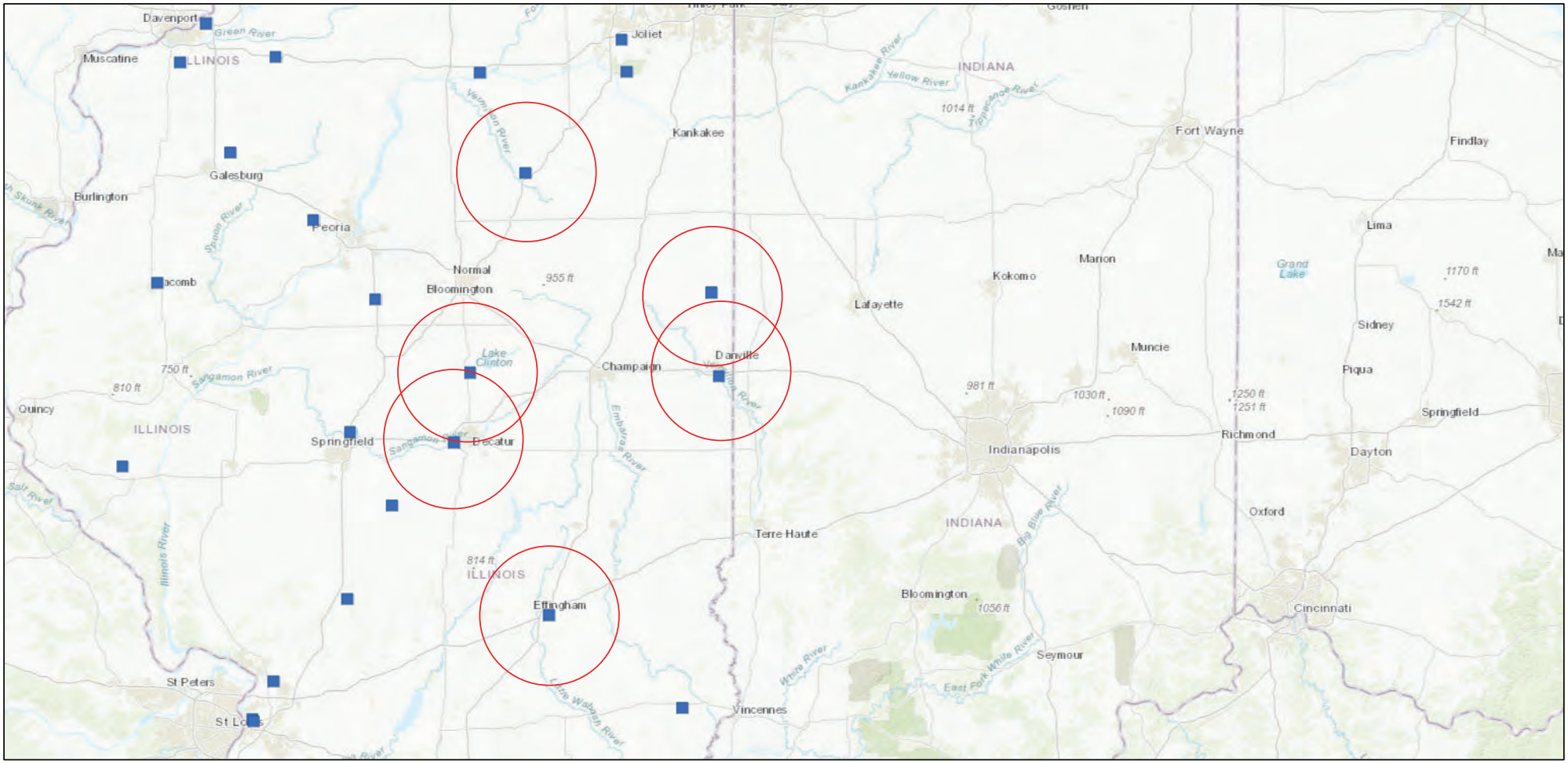
Foth recommends **approval** of the application.

The Village may consider whether to include a condition to allow the Village to inspect the Rantoul RTS.

It is Foth's opinion that the Rantoul RTS, if properly operated, will be an asset to the Village for the following reasons.

- The lack of solid waste landfills within a suitable distance of the Village requires excessive haul distance by garbage trucks on a daily basis for solid waste disposal. See the attached Illinois Landfill Map with a 20-mile radius around the landfills surrounding the Village.
- Many smaller trucks travelling long distances contribute to diesel emissions, additional wear on roadways, and additional staffing challenges relative to using transfer trailers.
- If the Rantoul RTS is approved, regional traffic will likely decrease due to fewer garbage trucks driving to distant landfills.
- Village residents will have additional options for solid waste drop off, if needed.
- Recycling rates may increase due to the Rantoul RTS recycling operations.

Illinois EPA Landfill Map



11/7/2025, 5:00:11 PM

Active Municipal Solid Waste Landfill

20 mile radius

1:2,311,162

0 20 40 80 mi

0 30 60 120 km

Esri, HERE, Garmin, FAO, USGS, EPA, NPS

ArcGIS Web AppBuilder

Esri, HERE, Garmin, FAO, USGS, EPA, NPS | IEPA | Illinois EPA | IEPA BOL Permits Section |

R-1577

Applicant's Exhibit 3

4/17/2026

AFFP
Notice of Filing

Affidavit of Publication

STATE OF ILLINOIS }
COUNTY OF CHAMPAIGN } SS

Devin L. Atkins, being duly sworn, says:

That she is Ad Verication Supervisor of the News-Gazette, a daily newspaper of general circulation, published in Champaign, Champaign County, Illinois; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

February 14, 2026

, Authorized Agent, Champaign County, Illinois

99258285 01187706

Elias, Meginnes & Seghetti, P.C.
416 Main St., Suite 1400
Peoria, IL 61602

NOTICE OF FILING OF APPLICATION FOR
LOCAL SITING
APPROVAL FOR A
POLLUTION CONTROL FACILITY WITH THE
VILLAGE OF RANTOUL, ILLINOIS AND NOTICE OF PUBLIC HEARING

Please take notice that on December 22, 2025, Area Disposal Service, Inc., filed with the Village of Rantoul, Illinois, an application for local siting approval of a pollution control facility pursuant to 415 ILCS §5/39.2.

Please note as follows:

1. Name and address of applicant:

Area Disposal Service, Inc.
4700 N. Sterling Avenue
Peoria, IL 61615

2. Legal description of proposed site:

TRACT 1:
PART OF NORTHEAST QUARTER OF SECTION OF 4, TOWNSHIP 21 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "N" AT PAGE 70 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS, THENCE SOUTH 89° 43' 17" WEST ALONG A WESTERLY EXTENSION OF THE NORTH LINE OF SAID ESTES SUBDIVISION 159.97 FEET TO THE PONT OF BEGINNING; THENCE SOUTH 00° 22' 21" WEST 384.62 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 24 OF PARKER-ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "M" AT PAGE 99 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS; THENCE SOUTH 89° 38' 42" WEST ALONG SAID EXTENSION 83.25 FEET; THENCE SOUTH 00° 47' 36" EAST 190.00 FEET; THENCE NORTH 89° 38' 42" EAST 101.05 FEET; THENCE SOUTH 71° 56' 59" EAST 158.49 FEET TO THE WEST LINE OF LOT 24 OF SAID PARKER-ESTES SUBDIVISION; THENCE SOUTH 00° 12' 51" EAST ALONG SAID WEST LINE 30.29 FEET TO THE NORTH RIGHT-OF-WAY LINE OF S.B.I. ROUTE 119 (U.S. ROUTE 136); THENCE NORTH 82° 55' 21" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 233.82 FEET; THENCE SOUTH 89° 48' 23" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 200.23 FEET; THENCE NORTH 84° 19' 37" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 351.49 FEET; THENCE NORTH 68° 09' 46" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 247.08 FEET; THENCE NORTH 48° 02' 34" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 262.64 FEET TO THE EAST RIGHT-OF-WAY LINE OF F.A.I. 57 (INTERSTATE 57); THENCE NORTH 30° 07' 33" WEST ALONG SAID EAST RIGHT-OF-WAY LINE 175.34 FEET; THENCE NORTH 15° 28' 10" WEST ALONG SAID EAST RIGHT-OF-WAY LINE 172.40 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF SAID ESTES SUBDIVISION; THENCE NORTH 89° 43' 17" EAST ALONG SAID WESTERLY EXTENSION 1171.96 FEET TO THE POINT OF BEGINNING, IN CHAMPAIGN COUNTY, ILLINOIS.

PIN 20-09-04-201-004

TRACT 2:

PART OF NORTHEAST QUARTER OF SECTION OF 4, TOWNSHIP 21 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "N" AT PAGE 70 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS, THENCE SOUTH 89° 43' 17"

WEST ALONG A WESTERLY EXTENSION OF THE NORTH LINE OF SAID ESTES SUBDIVISION 159.97 FEET; THENCE SOUTH 00° 22' 21" WEST 384.62 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 24 OF PARKER-ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "M" AT PAGE 99 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS, ALSO BEING THE POINT OF BEGINNING; THENCE SOUTH 00° 22' 21" WEST 190.01 FEET; THENCE SOUTH 89° 38' 42" WEST 79.39 FEET; THENCE NORTH 00° 47' 36" WEST 190.00 FEET TO THE WESTERLY EXTENSION OF SAID LOT 24; THENCE NORTH 89° 38' 42" EAST ALONG SAID WESTERLY EXTENSION 83.25 FEET TO THE POINT OF BEGINNING, IN CHAMPAIGN COUNTY, ILLINOIS.

PIN 20-09-04-227-005

3. Street address of proposed site:

The address of the site is 896 West Champaign Avenue, Rantoul, Champaign County. The Rantoul Recycling and Transfer Station (RTS) will be located at the existing waste hauling business owned by Area Disposal Service, Inc. located northeast of Interstate 57 and West Champaign Avenue (or Route 136) in the western portion of Rantoul.

4. Nature and size of the proposed facility:

Recycling and transfer
facility including a building, on-site roads, fencing, scale and landscape improvements on a land parcel totaling about 14.03 acres.

5. Nature of the activity proposed:

The facility would be designed to receive non-hazardous solid waste and single stream recyclables from the County of Champaign and surrounding areas. The proposed transfer station will be a state-of-the practice facility where loads of refuse from collection vehicles will be consolidated into larger loads for transport to a disposal facility. Recyclable materials will be consolidated into larger loads for transfer to a material recovery facility. The proposed Rantoul RTS will allow for more efficient processing and/or transportation of these materials, and is designed to accommodate a daily throughput of 500 tons per day.

6. Probable life of the proposed facility:

20 years

7. Time and date of the public hearing:

Commencing April 17, 2026, at 9:00 a.m.
(continuing on April 20, 2026, as needed).

8. Location of the public hearing:

Rantoul Village Hall
333 S. Tanner St.,
Rantoul, IL 61866

9. Any person who may be affected by the siting of the facility may file an appearance ten (10) days before the hearing to become a party and that five (5) copies, plus an electronic copy, of all testimony and exhibits to be submitted at the public hearing by a party must be pre-filed with the Village Clerk of the Village of Rantoul at least ten (10) days prior to the public hearing and one (1) copy served upon the hearing officer and each party.

This Notice is being given in accordance with the requirements of Section 28-109(A) of the Code of the Village of Rantoul, Champaign County, Illinois.

Janaki Nair
Elias, Meginnes &
Seghetti, P.C.
416 Main Street
Suite 1400
Peoria, IL 61602

Area Disposal Service, Inc.
4700 N. Sterling Avenue
Peoria, IL 61615

926-0009

1187706 2/14

AFFP

Notice of Public Hearing

Affidavit of Publication

STATE OF ILLINOIS }
COUNTY OF CHAMPAIGN } SS

Devin L. Atkins, being duly sworn, says:

That she is Ad Verication Supervisor of the News-Gazette, a daily newspaper of general circulation, published in Champaign, Champaign County, Illinois; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

March 27, 2026

, Authorized Agent, Champaign County, Illinois

99258285 01193302

Elias, Meginnes & Seghetti, P.C.
416 Main St., Suite 1400
Peoria, IL 61602

Applicant's Exhibit 4

4/17/2026

News-Gazette Classified

The News-Gazette

600 EMPLOYMENT

The federal, state and local laws make it illegal to cause to be published employment advertising that discriminates on the basis of race, ethnicity, religion, gender, age, marital status, handicap, sexual orientation and other protected bases. This newspaper will not accept ads that it deems in violation of these laws.

100 MERCHANDISE

Animals / Pets 102

4 Shorkie puppies, they are house raised, parents are registered, up to date on shots, vet checked. $650. (217-578-3859). Please do not contact on Sundays.

For Sale. AKC registered Yorkie femail. 217-543-2641.

Antiques & Unique 103

FREE - collection of 100 porcelain dolls and 150+ collectible painted plates by Thomas Kinkade, Donald Zolan and more. Text inquiries only to 217/841-7255 or 217/841-7256.

Collectibles 113

I buy collectible and vintage unopened and sealed bottles of bourbon, whiskey & other liquors. Call / text **608-213-5847**.

Miscellaneous 126

36" Ariens Power Brush 36 Model 926062. $1300. 217-778-0118

GUN & KNIFE SHOW Pope Creek Shows, March 28-29, Belle-Clair Fairgrounds, Belleville, IL. Sat. 9-4, Sun. 9-2. Food & Drink Available, for more info. www.pcshow.com or 309-582-6268, 309-737-8736

200 FARMERS MARKET

Auctions 220

Sat. April 11th 9 AM Martin's 51st Annual Lawn & Garden Online Auction! Selling Hundreds of Mowers, Nursery Stock, Tillers, Dump Trucks, Excavators and more. Visit us at www.martinauction.com or call us at 217-935-3245

Estate Sales 222

LIVING ESTATE SALE
Carol Jeane Muster
809 Ayrshire Champaign
Thurs. 4-7 Fri.-Sat. 8-2
1/2 pr. Sat.
Beautiful home with Beautiful treasures
Heirlooms by Gorham Marketplace estatesales.net Craigslist

300 GARAGE SALES

Zone 6: N Urbana 306

Large Garage Sale. A to Z Storage 3602 N. Country View Rd Urbana. Misc. items, tools, toys, clothing, golf cart accessories. Everything must go! Cheap! Saturday 10-4.

Zone 11: Area Town 311

FLEA MARKET
Countryside United Methodist Church
1807 CR 1000N
Urbana, IL (between Sidney and Philo)
Saturday, March 28
7am-2pm
Early Clothing/Linen Sale
Friday, March 27
5pm-7pm

400 REAL ESTATE

The Fair Housing Act of 1986 and similar state and local laws make it illegal to cause to be published real estate advertising that discriminates on the basis of race, ethnicity, religion, gender, age, marital status, handicap, sexual orientation and other protected bases. This newspaper will not accept ads that it deems in violation of these laws.

Central Illinois Business Magazine
PROMOTE your business here.

Legals 599

STATE OF ILLINOIS
CIRCUIT COURT
CHAMPAIGN COUNTY
Public Notice is hereby given there will be a court hearing on my request of Kirsten Shae Gilmore to change my minor child's name from CURRENT NAME Ezekiel Torrae Humphrey to NEW NAME Ezekiel Torrae Gilmore. Case #2025MR000264. The court hearing will be held on 5/6/2026, at 9 a.m., at Champaign County Circuit Court, 101 E. Main, in Courtroom J, Urbana, Illinois 61801.
Current name,
Kirsten Shae Gilmore
Ezekiel Torrae Humphrey
Petitioner

1191799 3/13,20,27

STATE OF ILLINOIS
IN THE CIRCUIT COURT OF THE SIXTH JUDICIAL CIRCUIT CHAMPAIGN COUNTY

IN PROBATE
IN THE MATTER OF THE ESTATE OF
JOHN MICHAEL CAVANAUGH, deceased.
NO. 2025PR000208

CLAIM NOTICE

Notice is given of the death of John Michael Cavanaugh of Palm Beach County, Florida. Letters of Office were issued on January 21, 2026, to Grace V. Cavanaugh, Executor.

Claims against the estate may be filed in the office of the Clerk of the Court at Champaign County Courthouse, Urbana, IL, 61801, or with representative's attorney, or both, within 6 months from the date of issuance of letters of office and any claim not filed within that period is barred.

Copies of a claim filed with the Clerk must be mailed or delivered to the attorney within 10 days after it has been filed.

Blake Cauble-Johnson
Attorney for the Estate
Attorney Registration #6302222
AFFINITY LEGAL, LLC
5600 N. River Rd., 8th Floor
Rosemont, IL 60018
Phone: 913-381-4800
blake@affinitylegalkc.com

1191526 3/13,20,27

DEATH AND CLAIM NOTICE

Notice is given to creditors of the death of Christopher D. Brown. Letters of Office were issued to Ethan Brown whose address is 1522 King St., Tilton, IL 61833, as Independent Administrator whose attorney of record is John Beardsley, 208 W. North St., P.O. Box 6, Danville, IL 61832. Claims against the estate may be filed in the Circuit Clerk's Office, Vermilion County Courthouse, 7 North Vermilion, Danville, IL 61832, or with the personal representative, or both, on or before the 31st day of September, 2026, or if mailing or delivery of a notice from the representative is required by Sec. 18-3 (755 ILCS 5/18-3) of the Probate Act of 1975, the date is barred. Copies of a claim filed with the clerk must be mailed or delivered by the claimant to the representative and the attorney within ten (10) after it has been filed.
Case No. 2026-PR-13

Ethan C. Brown,
Independent
Administrator of the Estate of Christopher D. Brown, Deceased
By: John Beardsley

John M. Beardsley
IL Attorney No. 6289026
Sailkley, Garrison, Colombo & Barney, LLC
208 W. North St.
Danville, IL 61832
217-442-0244
JohnBeardsleySGCB@gmail.com

1192582 3/20,27,4/3

DEATH AND CLAIM NOTICE

ESTATE OF Mary Jane Mertz deceased, No.2026PR000019, Notice is hereby given of the death of the above-named decedent who resided at 216 Perry Street, Rossville, Illinois, and that letters of office were issued on March 10, 2026 to Rose Kiser of 20424 Meridian Road, Patoka, Illinois as Independent Administrator whose attorney Gary J. Stokes, 200 North Gilbert, Illinois 61832. Claims against the estate may be filed in the office of the Clerk in Room 101 in the Court House at #7 North Vermilion, Danville, Illinois or with the Representative or both within six months from the date of first publication and any claim not filed within that period is barred. Copies of a claim filed with the Clerk must be mailed or delivered to the Representative and to the Attorney within 10 days after it has been filed.

Rose Kiser
INDEPENDENT EXECUTOR
Gary J. Stokes
Attorney at Law
200 North Gilbert
Danville, IL 61832
(217) 431-2503

1191679 3/13,20,27

Qualify, you can appreciate at a price you can afford.
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Classifieds from pros. Today.

Legals 599

IN THE CIRCUIT COURT OF THE SIXTH JUDICIAL CIRCUIT CHAMPAIGN COUNTY, ILLINOIS

In the Matter of the Estate of GRETCHEN C. WALKLET,
Estate No. 2026-PR-34
Deceased.

NOTICE IS GIVEN of the death of GRETCHEN C. WALKLET. The name and address of the representative and the representative's attorney of record are as stated below.

Claims may be filed against the estate on or before September 28, 2026 in the office of the Clerk of the Circuit Court, Champaign County Courthouse, 101 E. Main Street, Urbana, Illinois 61801, or with the representative, or both. Any claim not filed on or before the date stated in this Notice is barred.

Copies of a claim filed with the Clerk shall be mailed or delivered to the representative and to the attorney at their respective addresses stated below within ten (10) days after it has been filed.

Preston N. Walklet,
Executor
680 Hillside Drive
Wayzata, MN 55391

Attorney for Executor:
E. PHILLIPS KNOX of
TUMMELSON BRYAN & KNOX
115 N. Broadway Avenue
P.O. Box 99
Urbana, Illinois 61803 0099
Phone: 217/367 2500

1192197 3/20,27,4/3

IN THE CIRCUIT COURT OF THE SIXTH JUDICIAL CIRCUIT CHAMPAIGN COUNTY, ILLINOIS
IN THE MATTER OF THE ESTATE OF:
Paige L. Tobias,
Deceased.
No. 2026-PR-35

NOTICE FOR PUBLICATION - CLAIMS

Notice is given of the death of **Paige L. Tobias**. Letters of office were issued on February 26, 2026 to Rodney N. Cole, whose address is 1520 W Washington St, Champaign, IL 61821. His attorney is Matthew J. Miner of Allen & Korkowski & Assoc., 123 N Garrard St, Rantoul, IL 61866.
Claims against the estate may be filed in the office of the Clerk of the Circuit Court, Champaign County Courthouse, 101 E Main St, Urbana, IL, or with the representative, or both, on or before September 13, 2026, and any claim not filed within that period is barred. Copies of a claim filed with the Clerk must be mailed or delivered to the representative and to the attorney within ten days after it has been filed.

Matthew J. Miner
ARDC# 6336402
Allen & Korkowski & Assoc.
Attorneys for Executor
123 N Garrard St
Rantoul, IL 61866
217-893-1401
mminer@ak-law.com

1191480 3/13,20,27

IN THE CIRCUIT COURT OF THE SIXTH JUDICIAL CIRCUIT CHAMPAIGN COUNTY, ILLINOIS
IN THE MATTER OF THE ESTATE OF:
Jane Swinford,
Deceased.
No. 2026-PR-36

NOTICE FOR PUBLICATION - CLAIMS

Notice is given of the death of **Jane Swinford**. Letters of office were issued on February 27, 2026 to Todd A. Swinford, whose address is 914 W College Ave, Jacksonville, IL 62650. His attorney is Matthew J. Miner of Allen & Korkowski & Assoc., 123 N Garrard St, Rantoul, IL 61866.
Claims against the estate may be filed in the office of the Clerk of the Circuit Court, Champaign County Courthouse, 101 E Main St, Urbana, IL, or with the representative, or both, on or before September 13, 2026, and any claim not filed within that period is barred. Copies of a claim filed with the Clerk must be mailed or delivered to the representative and to the attorney within ten days after it has been filed.

Matthew J. Miner
ARDC# 6336402
Allen & Korkowski & Assoc.
Attorneys for Executor
123 N Garrard St
Rantoul, IL 61866
217-893-1401
mminer@ak-law.com

1191486 3/13,20,27

MECHANICS LIEN
Notice is hereby given that on or after April 26, 2026, the following vehicle will be sold by Don's 24 Hour Towing P.O. Box 6802, Champaign, IL, 61826 to enforce a lien existing under Illinois law for labor, services, skill expended for repairs/ storage at the request of the owner pursuant to Chapter 770 ILCS 50/3. Location of sale 1207 N. Harris Ave. Champaign, IL 61820.
Owner:
Julia Campbell
Lienholder:
Crispin Auto LLC
Vehicle:
2010 Ford Edge
VIN:
2FMDK3GC7ABA78025
Lien Amount: $1835.00
1193545 3/27

Legals 599

IN THE CIRCUIT COURT OF THE SIXTH JUDICIAL CIRCUIT CHAMPAIGN COUNTY, ILLINOIS
IN THE MATTER OF THE ESTATE OF:
Richard P. Sullivan,
Deceased.
No. 2026-PR-41

NOTICE FOR PUBLICATION - CLAIMS

Notice is given of the death of Richard P. Sullivan. Letters of office were issued on March 9, 2026 to Samantha J. Sullivan-Holness, whose address is 8751 W. Farge Dr., Peoria, AZ 85382 and Caitlyn I. Sullivan whose address is 1107 W. Osborn Rd. Unit 210, Phoenix, AZ 85013. Their attorney is William R. Scott of Allen & Korkowski & Associates, 123 N Garrard St, Rantoul, IL 61866.
Claims against the estate may be filed in the office of the Clerk of the Circuit Court, Champaign County Courthouse, 101 E Main St, Urbana, IL, or with the representatives, or both, on or before September 13, 2026, and any claim not filed within that period is barred. Copies of a claim filed with the Clerk must be mailed or delivered to the representative and to the attorney within ten days after it has been filed. As the Executors reside outside the State of Illinois, service may be had upon them c/o William R. Scott of Allen & Korkowski & Associates, 123 N Garrard St, Rantoul, IL 61866.

William R. Scott
ARDC# 2534045
Allen & Korkowski & Assoc.
Attorneys for Representative
123 N Garrard St
Rantoul, IL 61866
217-893-1401
bscott@ak-law.com

1191494 3/13,20,27

IN THE CIRCUIT COURT OF THE SIXTH JUDICIAL CIRCUIT CHAMPAIGN COUNTY, ILLINOIS
IN PROBATE

IN THE MATTER OF THE ESTATE OF:
ANITA A. DURING,
NO. 2026-PR-48
DECEASED.

CLAIM NOTICE

Notice is given of the death of **ANITA A. DURING**, who resided 722 Stone Bridge Center Drive, Rantoul, Illinois. Letters of office were issued to **KENNETH A. DURING**, 3393 C.R. 1300 E., Rantoul, IL 61866, whose attorney is **BRIAN T. SCHURTER**, TUMMELSON BRYAN & KNOX, LLP, 115 N. Broadway Avenue, P.O. Box 99, Urbana, Illinois, 61866.

Claims against the estate may be filed in the Office of the Clerk of the Circuit Court, Champaign County Courthouse, 101 E. Main Street, Urbana, IL 61801, or with the representative, or both, on or before **September 20, 2026**. Any claim not filed on or before the date stated in this Notice is barred. Copies of a claim filed with the Clerk must be mailed or delivered to the representative and to the attorneys at their respective addresses stated below within ten (10) days after a claim has been filed.

KENNETH A. DURING
Executor of the Estate of **ANITA A. DURING**,
Deceased
c/o Brian T. Schurter, Attorney,
TUMMELSON BRYAN & KNOX
115 N. Broadway,
P.O. Box 99
Urbana, IL 61803-0099
Ph. (217) 367-2500

1192293 3/20,27,4/3

IN THE CIRCUIT COURT OF THE SIXTH JUDICIAL CIRCUIT CHAMPAIGN COUNTY, ILLINOIS
IN THE MATTER OF THE ESTATE OF
SHARON MURIEL SCHWARTZ,
No. 2026-PR-9
DECEASED
NOTICE OF PUBLICATION

NOTICE IS HEREBY GIVEN of the death of SHARON MURIEL SCHWARTZ, of Sidney, Illinois, who died on November 26, 2025. Letters of Office were issued on February 13, 2026, to ERIK LEIGH SCHWARTZ, as Executor. The attorneys for the Estate are Maatuka Al-Heeti Emkes LLC, 2102 Windsor Place, Suite 1, Champaign, IL 61820. The Estate will be administered without Court supervision unless under Paragraph 5/28-4 of the Estates Act (755 ILCS 5/28-4) any interested person terminates Independent Administration at any time by mailing or delivering a Petition to Terminate to the Clerk.
Claims against the Estate may be filed in the Office of the Circuit Clerk, Probate Division at Champaign County Courthouse, 101 E. Main, Urbana, IL 61801, or with the representative, or both, within six (6) months from the first publication date and any claim not filed within that period is barred. Copies of a claim filed with the Clerk must be mailed or delivered to the representative and to the attorney within ten (10) days after it has been filed.
1193301 3/27,4/3,10

The News-Gazette, News you can use.

Legals 599

IN THE CIRCUIT COURT OF THE SIXTH JUDICIAL CIRCUIT CHAMPAIGN COUNTY, ILLINOIS

IN THE MATTER OF THE ESTATE OF:
RIMA TIKKU,
Case No. 2026-PR-51
Deceased.

CLAIM NOTICE

Notice is given of the death of **RIMA TIKKU**, who died on January 22, 2026. Letters of Office as Independent Co-Executors were issued on March 16, 2026, to **ASHOK ARMEN TIKKU** and **ANAHITA ANI TIKKU**, whose attorneys are Webber & Thies, P.C., 100 Trade Centre Drive, Suite 402, Champaign, Illinois, 61820. Claims against the estate may be filed in the Office of the Clerk of the Circuit Court, Champaign County Courthouse, 101 E. Main St., Urbana, Illinois, or with the Representatives in care of their attorneys, or both, within six months from the date of the first publication of this notice. Any claim not filed within that period is barred. Copies of a claim filed with the Clerk must be mailed or delivered to the Representatives and to the attorneys within ten days after it has been filed.

ASHOK ARMEN TIKKU
and **ANAHITA ANI TIKKU**,
Independent Co-Executors of the Estate of **RIMA TIKKU**

PREPARED BY:
Hayden R. Earl (6349190)
David C. Thies (3126449)
WEBBER & THIES, P.C.
100 Trade Centre Dr., Ste. 402
Champaign, IL 61820
Tel.: (217) 367-1126
Fax: (217) 367-3752
E-mail: hearl@webberthies.com
dthies@webberthies.com

1192292 3/20,27,4/3

Open Sesame!
Find what YOU need within the pages of
THE NEWS-GAZETTE

Legals 599

NOTICE OF PUBLIC HEARING

Please take notice that on December 22, 2025, Area Disposal Service, Inc., filed with the Village of Rantoul, Illinois, an application for local siting approval of a pollution control facility pursuant to 415 ILCS §5/39.2.

Please note as follows:
A. Name and address of applicant:
Area Disposal Service, Inc.
4700 N. Sterling Avenue
Peoria, IL 61615

B. Street address of proposed site:
The address of the site is 896 West Champaign Avenue, Rantoul, Champaign County. The Rantoul Recycling and Transfer Station (RTS) will be located at the existing waste hauling business owned by Area Disposal Service, Inc. located northeast of Interstate 57 and West Champaign Avenue (or Route 136) in the western portion of Rantoul.

C. Nature and size of the proposed facility:
Recycling and transfer facility including a building, on-site roads, fencing, scale and landscape improvements on a land parcel totaling about 14.03 acres.

D. Nature of the activity proposed:
The facility would be designed to receive non-hazardous solid waste and single stream recyclables from the County of Champaign and surrounding areas. The proposed transfer station will be a state-of-the practice facility where loads of refuse from collection vehicles will be consolidated into larger loads for transport to a disposal facility. Recyclable materials will be consolidated into larger loads for transfer to a material recovery facility. The proposed Rantoul RTS will allow for more efficient processing and/or transportation of these materials, and is designed to accommodate a daily throughput of 500 tons per day.

E. Probable life of the proposed facility:
20 years

F. Time and date of the public hearing:
Commencing April 17, 2026, at 9:00 a.m. (continuing on April 20, 2026, as needed).
Individuals who attend the public hearing in person will be given an opportunity to make limited oral public comment.
The Village of Rantoul is intending to livestream the public hearing at: https://myrantoul.com/507/Live-Streaming-Video

G. Location of the public hearing:
Rantoul Village Hall
333 S. Tanner St.,
Rantoul, IL 61866

This Notice is being given in accordance with the requirements of Section 28-109(B), (C), and (D) of the Code of the Village of Rantoul, Champaign County, Illinois.

Janaki Nair
Elias, Meginnes & Seghetti, P.C.
416 Main Street
Suite 1400
Peoria, IL 61602

Area Disposal Service, Inc.
4700 N. Sterling Avenue
Peoria, IL 61615

926-0174

HOROSCOPE

YOUR BIRTHDAY TODAY

Friday, March 27, 2026

It's time to step outside your comfort zone and test the possibilities. Explore what you enjoy doing and consider how to take what brings you joy to the next level. Develop your skills and reach out to people in positions you see yourself pursuing. Life is about choices, and it's time to make some positive moves.

ARIES (March 21-April 19) -- Divvy up your time according to importance first and preference second. A professional change will encourage greater socialization and encounters with those who enrich your life.

TAURUS (April 20-May 20) -- Change begins with you. Consider what makes life easier for you and start by altering your routine and surroundings. Fine-tune your life to ensure that you excel.

GEMINI (May 21-June 20) -- Initiate an exciting project. Call an old friend and catch up, attend a reunion or sign up for something that can enrich your mind, body or soul. Refuse to let what others do or say stand in your way.

CANCER (June 21-July 22) -- Avoid situations and people that make you feel vulnerable. Look for the good and the positive in everyone and follow your heart. Make your intentions and your feelings clear and explore what's possible.

LEO (July 23-Aug. 22) -- Do whatever it takes to reach your dreams. Doing some research or making plans with someone you want to get to know better will lift your spirits and give you hope. Take advantage of an opportunity.

VIRGO (Aug. 23-Sept. 22) -- Use your skills, experience, fortitude and a proactive approach, and rewards will follow. Raise your awareness, and you'll find the happiness that comes from doing something that benefits others.

LIBRA (Sept. 23-Oct. 23) -- Stick close to home and unwind and reconsider your priorities. The drive to combine the old with the new will help you piece together a timely and doable plan.

SCORPIO (Oct. 24-Nov. 22) -- Think big, muster up some energy and take physical action to ensure you reach your goal. Someone will push an emotional button. Don't ignore the message you receive.

SAGITTARIUS (Nov. 23-Dec. 21) -- Focus on home and the people and pastimes that bring you joy. An investment or purchase may pique your interest, but you should be wary. Your best return will come from home improvements that save you money.

CAPRICORN (Dec. 22-Jan. 19) -- Keep your eye on whatÕs happening around you. Someone will get in your way or lead you astray if you give them the chance. You can have fun if you donÕt overdo it and know when to stop.

AQUARIUS (Jan. 20-Feb. 19) -- You are in a better position than you realize. A healthy lifestyle change will motivate you to update your look, express your feelings and follow your dreams.

PISCES (Feb. 20-March 20) -- Sign up for something you enjoy doing and explore the possibilities. Size up situations quickly and move on until you connect with someone who feels like a good fit.

Rantoul Village Board

In re: APPLICATION FOR LOCAL SITING APPROVAL OF A POLLUTION CONTROL FACILITY, RANTOUL RECYCLING AND TRANSFER STATION	)
Submitted by: AREA DISPOSAL SERVICE, INC.	)
Applicant.	)

AFFIDAVIT OF COMPLIANCE WITH 415 ILCS 5/39.2(d) AND SECTIONS 28-109(B), (C), AND (D) OF THE CODE OF THE VILLAGE OF RANTOUL

STATE OF ILLINOIS)
) ss.
COUNTY OF PEORIA)

Janaki Nair, having been first duly sworn upon her oath, deposes and states as follows:

1. I am counsel for Area Disposal Service, Inc. ("Area").

2. In the course of my representation of Area, I caused a written notice of the public hearing to be held on Area's request for local siting approval in this matter to be prepared pursuant to 415 ILCS §5/39.2(d) and Sections 28-109(B), (C), and (D) of the Code of the Village of Rantoul.

3. A true and accurate copy of the written notice so prepared is attached hereto as Exhibit A.

4. The public hearing is scheduled for April 17, 2026.

5. On March 24, 2026, more than fourteen (14) days prior to the public hearing, I caused the attached written notice to be served by certified mail, return receipt requested, on the persons listed on Exhibit B hereto. The certified mail receipts are attached in Exhibit B.

Applicant's Exhibit 5
4/17/2026

6. I also caused the attached written notice to be published in the News-Gazette, a newspaper of general circulation in Champaign County, Illinois, including within the Village of Rantoul, on March 27, 2026. The Affidavit of Publication is being filed separately with the Clerk.

7. All of the foregoing complies fully and completely with the pre-hearing notice requirements of 415 ILCS §5/39.2(d) and Sections 28-109(B), (C), and (D) of the Code of the Village of Rantoul.

8. I am an adult and if called upon to testify in this matter, I could competently testify to the facts stated herein.

FURTHER AFFIANT SAYETH NOT.

Janaki Nair

Subscribed and sworn to before me

this 1 day of April, 2026.

Julia Whitman

Notary Public

OFFICIAL SEAL
JULIA WHITMAN
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES: 10/20/2026

926-0212

EXHIBIT A

FINAL PREHEARING NOTICE

[attached]

NOTICE OF PUBLIC HEARING

Please take notice that on December 22, 2025, Area Disposal Service, Inc., filed with the Village of Rantoul, Illinois, an application for local siting approval of a pollution control facility pursuant to 415 ILCS §5/39.2.

Please note as follows:

A. Name and address of applicant:

Area Disposal Service, Inc.
4700 N. Sterling Avenue
Peoria, IL 61615

B. Street address of proposed site:

The address of the site is 896 West Champaign Avenue, Rantoul, Champaign County. The Rantoul Recycling and Transfer Station (RTS) will be located at the existing waste hauling business owned by Area Disposal Service, Inc. located northeast of Interstate 57 and West Champaign Avenue (or Route 136) in the western portion of Rantoul.

C. Nature and size of the proposed facility:

Recycling and transfer facility including a building, on-site roads, fencing, scale and landscape improvements on a land parcel totaling about 14.03 acres.

D. Nature of the activity proposed:

The facility would be designed to receive non-hazardous solid waste and single stream recyclables from the County of Champaign and surrounding areas. The proposed transfer station will be a state-of-the practice facility where loads of refuse from collection vehicles will be consolidated into larger loads for transport to a disposal facility. Recyclable materials will be consolidated into larger loads for transfer to a material recovery facility. The proposed Rantoul RTS will allow for more efficient processing and/or transportation of these materials, and is designed to accommodate a daily throughput of 500 tons per day.

E. Probable life of the proposed facility:

20 years

F. Time and date of the public hearing:

Commencing April 17, 2026, at 9:00 a.m. (continuing on April 20, 2026, as needed).

Individuals who attend the public hearing in person will be given an opportunity to make limited oral public comment.

The Village of Rantoul is intending to livestream the public hearing at:
https://myrantoul.com/507/Live-Streaming-Video

G. Location of the public hearing:

Rantoul Village Hall
333 S. Tanner St., Rantoul, IL 61866

This Notice is being given in accordance with the requirements of Section 28-109(B), (C), and (D) of the Code of the Village of Rantoul, Champaign County, Illinois.

Janaki Nair
Elias, Meginnes & Seghetti, P.C.
416 Main Street
Suite 1400
Peoria, IL 61602

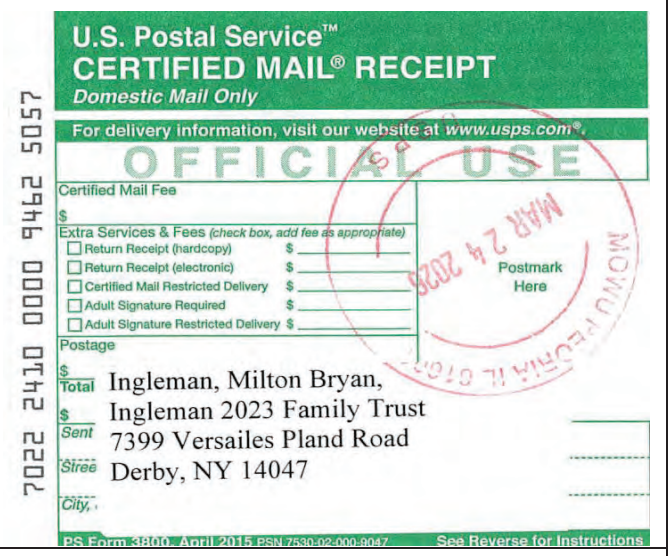
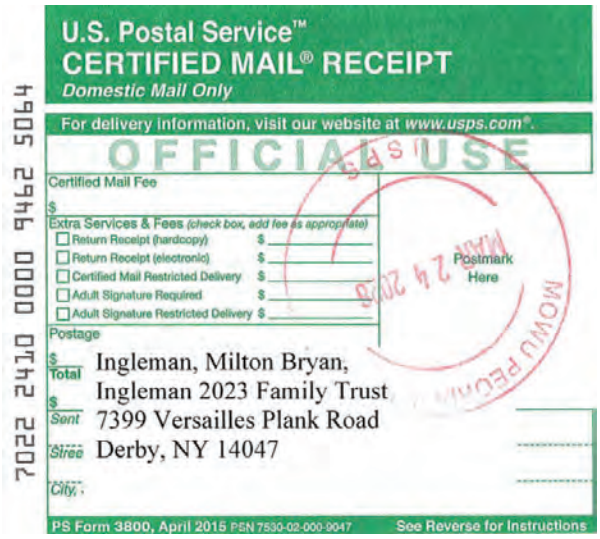
Area Disposal Service, Inc.
4700 N. Sterling Avenue
Peoria, IL 61615

926-0174

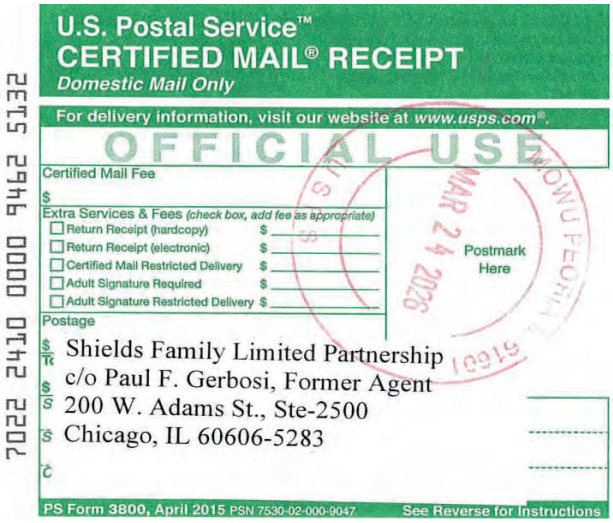
EXHIBIT B

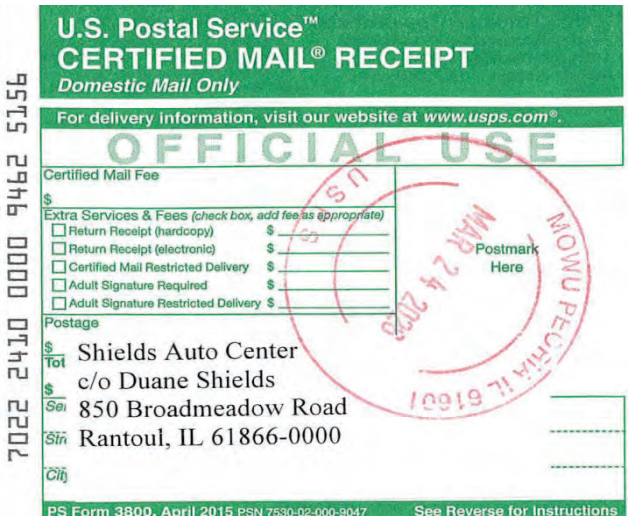
ADDRESSES AND RECEIPTS FOR MAILED PRE-HEARING NOTICES

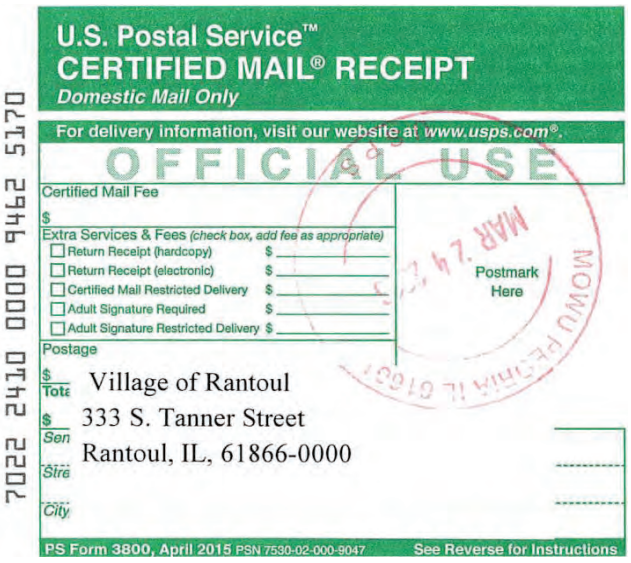
Champaign County Board Attn: Jennifer Locke, Chair Scott M. Bennett Administrative Center 102 E. Main Street Urbana, IL 61801-2744	
Illinois Environmental Protection Agency Illinois EPA Headquarters 2520 W. Iles Ave P.O. Box 19276 Springfield, Illinois 62794-9276	

Ingleman, Milton Bryan, Ingleman 2023 Family Trust 7399 Versailes Pland Road Derby, NY 14047	
Ingleman, Milton Bryan, Ingleman 2023 Family Trust 7399 Versailles Plank Road Derby, NY 14047	
Rantoul Truck Center, LLC 892 W. Champaign Avenue Rantoul, IL 61866-2114	

Rantoul Truck Center, L.L.C. Kyle Emkes, Registered Agent 2102 Windsor Place, Ste 1 Champaign, IL 61820-7803	
Combest, Steve 350 Gibbs Drive Rantoul, IL 61866-0000	
Hepburn & Schlorff 868 W. Champaign Ave. Rantoul, IL 61866-2114	

Combest, Steven R 892 W. Champaign Ave. Rantoul, IL 61866-2114	
Shields Family Limited Partnership PO Box 225 Rantoul, IL, 61866-0225	
Shields Family Limited Partnership c/o Paul F. Gerbosi, Former Agent 200 W. Adams St., Ste-2500 Chicago, IL 60606-5283	

Shields Family Limited Partnership 2420 Brickell Ave #103B Forest Miami, FL 33129	
Shields Auto Center c/o Duane Shields 850 Broadmeadow Road Rantoul, IL 61866-0000	
MACS, Convenience Stores 4080 W. Jonathan Moore Pike Columbus, IN 47201-8667	

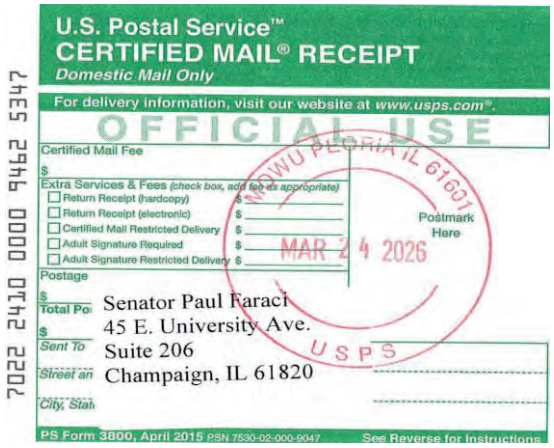
Village of Rantoul 333 S. Tanner Street Rantoul, IL, 61866-0000	
Oceanview Motel, LLC 833 Corriente Point Drive Redwood City, CA 94065-0000	
Oceanview Motel, LLC c/o FR Registered Agent Services, Inc., Registered Agent 10 Parkway North Boulevard, Suite 110 Deerfield, IL 60015	

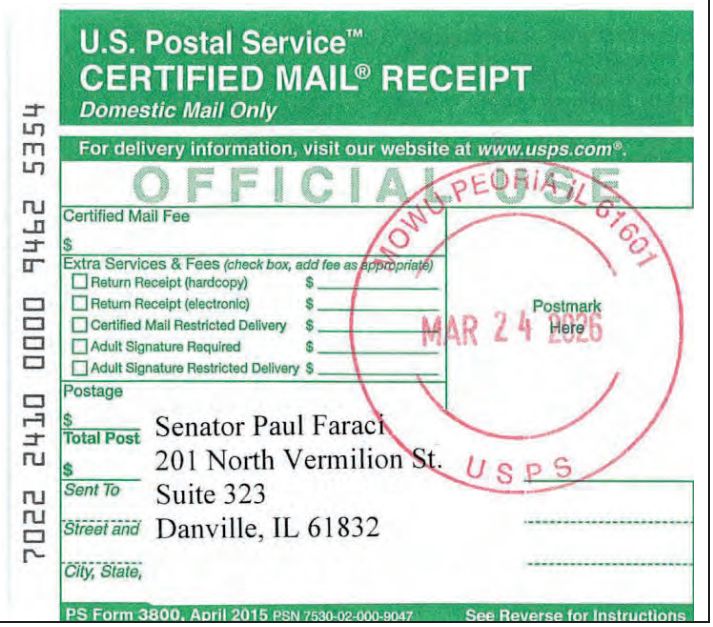
Walmart Stores Inc. PO Box 8050 Bentonville, AR 72712-8055	
Shree Raj Hospitality, LLC 4811 Oakdale Drive Champaign, IL, 61822-0000	
NS Retail Holdings, LLC 5910 N Central Expy, Ste 1600 Dallas, TX, 75206-5173	

NS Retail Holdings LLC 2021 Mckinney Ave # 1150 Dallas, TX, 75201-0000	
NS Retail Holdings LLC c/o United Agent Group Inc., Registered Agent 1320 Tower Road Schaumburg, IL 60173	
Rantoul 57 Hospitality, LLC 330 W. Marion Ave. Forsyth, IL 62535-0000	

Webster, Hazel E Trust Carl Schlensker 907 Illinois Court Rantoul, IL 61866-0000	
Lex Rantoul L.P 12400 Coit Rd., Suite 1270 Dallas, TX 75251-0000	
Lex Rantoul L.P c/o Illinois Corporation Service Company, Registered Agent 801 Adlai Stevenson Drive Springfield, IL 62703-4261	

Warner, Joseph 1254 County Road 2700N Rantoul, IL 61866-9725	
Representative Brandun Schweizer 223-N Stratton Building Springfield, IL 62706	
Representative Brandun Schweizer 3821 N. Vermilion Ste. 5 Danville, IL 61832	

Representative Brandun Schweizer 112 E. Sangamon Rantoul, IL 61866	
Senator Paul Faraci Stratton Office Building, 401 S. Spring Section F, Office J Springfield, IL 62706	
Senator Paul Faraci 45 E. University Ave. Suite 206 Champaign, IL 61820	

Senator Paul Faraci 201 North Vermilion St. Suite 323 Danville, IL 61832	

926-0210



Advanced Filtration Systems Inc.

3206 Farber Drive

Champaign, IL 61822

Date – 9-11-2025

RE: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

I am writing to express my support for the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to construct and operate the proposed Rantoul Recycling and Transfer Station.

This facility will reduce the number of trucks hauling waste to distant landfills which will result in less fuel usage, reduced vehicle emissions, and less wear and tear on our highways. These benefits and more will improve the robustness and sustainability of this area's refuse disposal network and provide assurance that current and future business and residential users will have dependable service and capacity well into the future.

I've found GFL to be trustworthy, responsive and environmentally conscientious. GFL is a great asset to the community. Its proposed investment in our community should be applauded and will provide long-term benefits to the area.

This is an important project for not only Rantoul, but also Champaign County and adjacent rural communities. I strongly urge your approval of GFL's proposed transfer station development in Rantoul.

Sincerely,

Jon E Bailey
Global Technical Support Manager

Applicant's Exhibit 6

4/17/2026

AFSI Confidentiality: Green

September 19, 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

This letter is respectfully submitted to urge approval of the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to build and operate the proposed Rantoul Recycling and Transfer Station.

Over the last several years, we have witnessed the number of disposal companies dwindling and/or consolidating in our local market. We understand this is partially due to the high cost associated with this industry and in maintaining compliance with local, state and federal regulations. Fewer bid participants over a long period of time leads to higher costs for government entities and taxpayers. As a result, GFL's proposed transfer station is timely, creating more competitive options for service in the area.

As a customer of GFL, we have been pleased with the company's environmental practices, its overall management philosophy and responsiveness to questions and outreach. As a result, we strongly urge your approval of GFL's proposed transfer station development in Rantoul, so residents, municipalities, and area businesses have more competitive options for their businesses well into the future.

Sincerely,

Gary Babb, CDG Real Estate / South Wind Properties

Owner

217-530-2568

___9/11/2025_____, 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

I am writing to express my support for the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to construct and operate the proposed Rantoul Recycling and Transfer Station.

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This is an important project for not only Rantoul, but also Champaign County and adjacent rural communities. I strongly urge your approval of GFL's proposed transfer station development in Rantoul.

Sincerely,

Supporter Name Harley Wagehoft
Supporter Title Owner/President
Contact information Captain Hook Inc
PO Box 7074, Champaign, IL 61826
217 493 9484

CENTRAL ILLINOIS DISPOSAL & RECYCLING, INC.

P.O. Box 314, 1190 N. Market St.
Paxton, IL 60957-0314
Phone (217) 379-3309
cidr1@cidrpaxton.com

September 18, 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

This letter is respectfully submitted to urge approval of the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to build and operate the proposed Rantoul Recycling and Transfer Station.

Over the last several years, we have witnessed the number of disposal companies dwindling and/or consolidating in our local market. We understand this is partially due to the high cost associated with this industry and in maintaining compliance with local, state, and federal regulations. Fewer bid participants over a long period of time leads to higher costs for government entities and taxpayers. As a result, GFL's proposed transfer station is timely, creating more competitive options for service in the area.

As a customer of GFL, we have been pleased with the company's environmental practices, its overall management philosophy and responsiveness to questions and outreach. As a result, we strongly urge your approval of GFL's proposed transfer station development in Rantoul, so residents, municipalities, and area businesses have more competitive options for their businesses well into the future.

Sincerely,

Gene May

Gene May
President

9/18, 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

David Thornton
Assistant Facilities Director
Champaign-Urbana Mass Transit District

dthornton@mtd.org
P: 217.384.8188 M: 217-417-6028
803 E. University Ave.
Urbana, IL 61802

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

This letter is respectfully submitted to urge approval of the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to build and operate the proposed Rantoul Recycling and Transfer Station.

Over the last several years, we have witnessed the number of disposal companies dwindling and/or consolidating in our local market. We understand this is partially due to the high cost associated with this industry and in maintaining compliance with local, state and federal regulations. Fewer bid participants over a long period of time leads to higher costs for government entities and taxpayers. As a result, GFL's proposed transfer station is timely, creating more competitive options for service in the area.

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Sincerely,

Supporter Name DAVE THORNTON

Supporter Title FACILITIES DIRECTOR CHAMPAIGN-URBANA MTD

Contact information DTHORNTON@MTD.ORG

COCHRANES OF CHAMPAIGN, INC
1612 S NEIL ST SUITE B
CHAMPAIGN IL 61820
(217) 351-8888

July 29, 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

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Sincerely,

Chris Copeland
Business Manager
Cochranes of Champaign, Inc./JTS Properties LLC

Collaborative Concepts

PO Box 634
Urbana, IL 61803

August 29th, 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

This letter is respectfully submitted to urge approval of the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to build and operate the proposed Rantoul Recycling and Transfer Station.

Over the last several years, we have witnessed the number of disposal companies dwindling and/or consolidating in our local market. We understand this is partially due to the high cost associated with this industry and in maintaining compliance with local, state and federal regulations. Fewer bid participants over a long period of time leads to higher costs for government entities and taxpayers. As a result, GFL's proposed transfer station is timely, creating more competitive options for service in the area.

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Sincerely,

Gregory Tresslar

Owner, Collaborative Concepts, LLC

September 17, 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

This letter is respectfully submitted to urge approval of the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to build and operate the proposed Rantoul Recycling and Transfer Station.

Over the last several years, we have witnessed the number of disposal companies dwindling and/or consolidating in our local market. We understand this is partially due to the high cost associated with this industry and in maintaining compliance with local, state and federal regulations. Fewer bid participants over a long period of time leads to higher costs for government entities and taxpayers. As a result, GFL's proposed transfer station is timely, creating more competitive options for service in the area.

As a customer of GFL, we have been pleased with the company's environmental practices, its overall management philosophy and responsiveness to questions and outreach. As a result, we strongly urge your approval of GFL's proposed transfer station development in Rantoul, so residents, municipalities, and area businesses have more competitive options for their businesses well into the future.

Sincerely,

David Kelton

Owner FMI and Greek Management

FMI
4210 Brittany Trail Drive
Champaign, IL. 61822
217-351-9022
dave@facilitymanagersinc.com

Michael Bayler, Mayor

Christa Moore, Clerk

Mary Hubbell, Treasurer

FISHER
ILLINOIS

VILLAGE OF FISHER
Incorporated May 1, 1895

Build Your Future in Fisher

217-897-1180
100 East School Street
Fisher, Illinois 61843

fishervillageoffice@gmail.com

September 2nd, 2025

Village of Rantoul

Attn: Village Clerk

333 South Tanner

Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

This letter is respectfully submitted to urge approval of the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to build and operate the proposed Rantoul Recycling and Transfer Station.

Dependable and cost-effective solid waste and recycling services are important for the sustainability of our community. We are confident that the proposed Rantoul Recycling and Transfer Station will improve the long-term efficiency and dependability of the solid waste services that our residents and businesses need.

As a representative of our citizens and as a customer of GFL, we have been pleased with the company's environmental stewardship, responsiveness and efforts to improve our community. In short, GFL is a great asset to the community and its proposed investment should be applauded as it will provide long-term benefits to the area. As a result, we strongly urge your approval of GFL's proposed Transfer Station development in Rantoul.

Sincerely,

Michael Bayler; Mayor

Village of Fisher



Full Service Real Estate Office • Residential Commercial • Property Management • Leasing • Sales

September 19, 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

I am writing to express my support for the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to construct and operate the proposed Rantoul Recycling and Transfer Station.

This facility will reduce the number of trucks hauling waste to distant landfills which will result in less fuel usage, reduced vehicle emissions, and less wear and tear on our highways. These benefits and more will improve the robustness and sustainability of this area's refuse disposal network and provide assurance that current and future business and residential users will have dependable service and capacity well into the future.

I've found GFL to be trustworthy, responsive and environmentally conscientious. GFL is a great asset to the community. Its proposed investment in our community should be applauded and will provide long-term benefits to the area.

This is an important project for not only Rantoul, but also Champaign County and adjacent rural communities. I strongly urge your approval of GFL's proposed transfer station development in Rantoul.

Sincerely,

Michael Ellars
Accountant
Green Street Realty
510 S Neil St
Champaign, IL 61820
217-202-8867
Michael.ellars@greenstrealty.com

Horizon Land Management

September 18, 2025
Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

This letter is respectfully submitted to urge approval of the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to build and operate the proposed Rantoul Recycling and Transfer Station.

Over the last several years, we have witnessed the number of disposal companies dwindling and/or consolidating in our local market. We understand this is partially due to the high cost associated with this industry and in maintaining compliance with local, state and federal regulations. Fewer bid participants over a long period of time leads to higher costs for government entities and taxpayers. As a result, GFL's proposed transfer station is timely, creating more competitive options for service in the area.

As a customer of GFL, we have been pleased with the company's environmental practices, its overall management philosophy and responsiveness to questions and outreach. As a result, we strongly urge your approval of GFL's proposed transfer station development in Rantoul, so residents, municipalities, and area businesses have more competitive options for their businesses well into the future.

Sincerely,
Lori Jones
Community Manager
Heritage Meadows & Maplewood Estates of Rantoul
600 S. Maplewood Dr.
Rantoul, IL 61866
Office: 217-394-4062
ljones@horizonlm.com // www.horizonlandmgmt.com

Horizon Land Management

City of **Tuscola**

MEMBER OF THE ILLINOIS MUNICIPAL LEAGUE

Daniel J. Kleiss Mayor
J. Drew Hoel City Administrator
Beth Leamon City Clerk
Alta Long City Treasurer

September 22, 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

This letter is respectfully submitted to urge approval of the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to build and operate the proposed Rantoul Recycling and Transfer Station.

Dependable and cost-effective solid waste and recycling services are important for the sustainability of our community. We are confident that the proposed Rantoul Recycling and Transfer Station will improve the long-term efficiency and dependability of the solid waste services that our residents and businesses need.

As a representative of our citizens and as a customer of GFL, we have been pleased with the company's environmental stewardship, responsiveness and efforts to improve our community. In short, GFL is a great asset to the community and its proposed investment should be applauded as it will provide long-term benefits to the area. As a result, we strongly urge your approval of GFL's proposed Transfer Station development in Rantoul.

Sincerely,

Daniel J. Kleiss
Mayor of Tuscola

214 NORTH MAIN STREET • TUSCOLA, ILLINOIS 61953
217.253.2112 • FAX 217.253.5026
WWW.TUSCOLA.ORG

Ramshaw
REAL ESTATE

July 14, 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866
Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

This letter is respectfully submitted to urge approval of the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to build and operate the proposed Rantoul Recycling and Transfer Station.

Over the last several years, we have witnessed the number of disposal companies dwindling and/or consolidating in our local market. We understand this is partially due to the high cost associated with this industry and in maintaining compliance with local, state and federal regulations. Fewer bid participants over a long period of time leads to higher costs for government entities and taxpayers. As a result, GFL's proposed transfer station is timely, creating more competitive options for service in the area.

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Sincerely,

Jay Ramshaw

Ramshaw Real Estate

President

Jay@ramshaw.com

(217)359-6400

September 5, 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

This letter is respectfully submitted to urge approval of the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to build and operate the proposed Rantoul Recycling and Transfer Station.

Over the last several years, we have witnessed the number of disposal companies dwindling and/or consolidating in our local market. We understand this is partially due to the high cost associated with this industry and in maintaining compliance with local, state and federal regulations. Fewer bid participants over a long period of time leads to higher costs for government entities and taxpayers. As a result, GFL's proposed transfer station is timely, creating more competitive options for service in the area.

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Sincerely,

Roxana Almaraz

Roxana Almaraz
Shadow wood
Property Manager
217-255-0038

September 22, 2025

Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

This letter is respectfully submitted to urge approval of the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to build and operate the proposed Rantoul Recycling and Transfer Station.

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Sincerely,

Austin Tabeling, General Manager of Tabeling Development Company

austin@tabelingco.com (217)722-4859

Tabeling Development

TLT PROPERTIES
THORSTENSON MANAGEMENT

41 E. University Avenue, 3rd Floor Champaign, IL 61820 217.355.1950 fax 772.619.3914
www.TLTProperties.com

September 18, 2025
Village of Rantoul
Attn: Village Clerk
333 South Tanner
Rantoul, IL 61866

Re: GFL's Transfer Station Siting Application

Dear Rantoul Mayor and Board of Trustees:

This letter is respectfully submitted to urge approval of the siting application by Area Disposal Service, Inc., doing business as GFL Environmental, to build and operate the proposed Rantoul Recycling and Transfer Station.

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Sincerely,

Todd Thorstenson
Owner, TLT Properties
217-778-9052

Rantoul Village Board

In re: APPLICATION FOR LOCAL SITING	)
APPROVAL OF A POLLUTION CONTROL	)
FACILITY, RANTOUL RECYCLING AND	)
TRANSFER STATION	)
	)
Submitted by:	)
AREA DISPOSAL SERVICE, INC.	)
	)
Applicant.	)

APPLICANT'S WITNESS LIST

A. **John E. Hock, P.E.**
Civil and Environmental Consultants, Inc.
1230 East Diehl Road, Suite 200
Naperville, Illinois 60563

Mr. Hock will testify regarding Criteria 1, 2, 4, 5, 7, 8, 9, Applicant's operating history and his previously filed reports. His CV is attached hereto.

B. **Dale J. Kleszynski, MAI, SRA**
Associated Property Counselors, Ltd.
7350 West College Drive, Suite 101
Palos Heights, Illinois 60463

Mr. Kleszynski will testify regarding Criterion 3 and his previously filed report. His CV is attached hereto.

C. **J. Christopher Lannert RLA**
The Lannert Group, Inc.
215 Fulton Street
Geneva, IL 60134

Mr. Lannert will testify regarding Criterion 3 and his previously filed report. His CV is attached hereto.

Applicant's Exhibit 7
4/17/2026

D. **Michael Werthmann, PE, PTOE**
Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA)
9575 West Higgins Road, Suite 400
Rosemont, IL. 60018

Mr. Werthmann testify regarding Criterion 6 and his previously filed report. His CV is attached hereto.

A

John E. Hock, P.E.
Vice President



38 YEARS EXPERIENCE

EDUCATION

B.S., Chemical Engineering, The Ohio State University, 1987

EXPERTISE

Municipal solid waste transfer stations and material recovery facilities

REGISTRATIONS

Professional Engineer

- IL 062-047623
- OH E-62132
- MO 2010015702
- KS 22267
- IN PE11200176
- OK 25661

Mr. Hock has more than 38 years of experience with environmental issues at solid waste, CERCLA, RCRA, and voluntary action sites from both the private industry and consulting perspectives.

Mr. Hock spent over 11 years of his career working for large and mid-size solid waste hauling and disposal companies as a site and region engineer throughout the Midwest. In this role, he developed an expertise in directing complex environmental projects at solid waste disposal sites, including issues related to environmental monitoring, minor and major permit modifications, compliance systems, landfill development, landfill gas systems, leachate treatment plant development, wetland mitigation, and closure activities.

Mr. Hock also served as a senior project manager in the environmental group of a major corporation. In this role, he managed multiple remedial projects under CERCLA, RCRA, NRC and property transfer regulations. The main projects involved Corrective Action Programs for two active manufacturing facilities, investigation of a low-level radioactive disposal site, and O&M of multiple Superfund Sites. Other projects involved steering committee participation, pump and treat systems, deep injection well abandonment, river/ creek remediation, insurance carrier litigation, third party damage claims, allocation arguments and PRP negotiations.

At CEC, Mr. Hock has managed or led a wide variety of solid waste and environmental projects for small family run companies to mid-size independent companies to large publicly traded companies in multiple States. He has developed an expertise in the feasibility evaluation, due diligence, local siting, permitting, design and construction support of municipal solid waste (MSW) transfer stations and material recovery facilities. He has also provided expert witness testimony on multiple projects.

PROJECT EXPERIENCE

Transfer Station Development, Stickney, IL
Principal for the local siting of an approximately 600 ton per day transfer station for street sweeping waste, landscape waste, hydro excavation waste and general construction or demolition debris, including providing expert witness testimony at the local siting hearing.

Transfer Station Development, Bloomington, IL
Principal for the local siting of an approximately 400 ton per day MSW and single stream recyclables transfer station, including providing expert witness testimony at the local siting hearing.

Transfer Station Development, West Chicago, IL
Principal for the local siting, permitting, and design of an approximately 1,950 ton per day MSW, construction or demolition debris, single stream recyclables, and hydro excavation waste transfer station, including providing expert witness testimony at the local siting hearing.

Transfer Station Development, Henry, IL
Principal for the local siting, permitting, and design of an approximately 3,000 ton per day barge to truck municipal solid waste transfer station, including providing expert witness testimony at the local siting hearing.

Transfer Station Development, Chicago, IL
Principal for the permitting of an approximately 2,400 ton per day municipal solid waste transfer station, construction and demolition debris (C&D) recycling facility and recyclables processing facility including providing a presentation at the public meeting.

Transfer Station Development, Rockdale, IL
Principal for the local siting, permitting, and design of an approximately 600 ton per day municipal solid waste transfer station, including providing expert witness testimony at the local siting hearing.

Transfer Station Development, Virden, IL
Principal for local siting, permitting, design and construction of a 400 ton per day municipal solid waste and single stream recyclables transfer station, including providing expert witness testimony at the local siting hearing.

Due Diligence, LJP Enterprises, Inc., Mankato, MN
Principal for pre-sale due diligence services on behalf of the seller for multiple facilities including a contract operated MSW landfill, MSW transfer stations, a recycling center, a maintenance shop and corporate offices.

Due Diligence for Transfer Stations and Hauling Companies, Multiple Locations, MN, MI, IN, WI and IL
Led the engineering and environmental due diligence of multiple MSW transfer stations and hauling companies including determining permit transfer requirements and evaluating compliance issues.

Due Diligence for MSW Landfill, MI
Led the engineering and environmental due diligence of an MSW landfill including determining permit transfer requirements; evaluating compliance issues; and preparing going forward cost estimates for cell development, site development, closure and post closure.

Due Diligence for MSW Landfill, Atkinson, IL
Led the engineering and environmental due diligence of an MSW landfill including determining permit transfer requirements; evaluating compliance issues and negotiating the transfer of a consent order; meeting with USACE representatives and evaluating wetland issues; preparing going forward cost estimates for cell development, site development, closure and post closure; and negotiating certain provisions of the purchase agreement.

Transfer Station and Material Recovery Facilities, Northern IL
Principal for due diligence, permitting, environmental investigation, compliance support, and/or design services at six MSW and/ or C&D transfer and material recovery facilities for multiple years.

Transfer Station Design and Construction, Newark, NJ
Principal for the design and construction of an approximately 2,000 ton per day truck to rail transfer station.

Transfer Station Due Diligence and Design, Chicago Heights, IL
Principal for the due diligence and storm water design for a municipal solid waste transfer station.

Transfer Station Development, Seattle, WA
Principal for the conceptual design and preliminary cost estimate to raze an existing municipal solid waste transfer station and construct a new facility in the same location.

Transfer Station Design, Bend, OR
Provided design expertise for the development of a municipal solid waste and source separated recyclable transfer station and citizen drop off area.

Transfer Station Design, Johnston, RI
Provided design expertise for the development of a municipal solid waste transfer station, material recovery facility and citizen drop off area.

Transfer Station Permitting, Northwest OH
Managed the permitting of a new solid waste transfer station.

Expert Witness Testimony, Illinois Association of Aggregate Producers, Springfield IL, IL
Testified to the Illinois Pollution Control Board on behalf of the Illinois Association of Aggregate Producers regarding the proposed rules (35 IAC Part 1100) to establish additional technical requirements for Clean Construction or Demolition Debris facilities; set operating standards for uncontaminated soil fill operations; and develop standards for the maximum allowable concentrations of chemical constituents in uncontaminated soil.

Expert Witness Testimony, Thompson Coburn, LLP, Hazelwood, MO
Provided expert opinions and deposition on behalf of Defendants Environmental Operations, Inc. and Geotechnology, Inc. regarding the generation and migration of methane gas at the Hazelwood Logistics Center, the actions taken to address the generation and migration of methane gas, the approach to address the generation and migration of methane gas, and to respond to the opinions of other experts.

Expert Witness Testimony, Pisanelli Bice, PLLC, Coyote Springs, NV
Provided an Expert Opinion at the request of Pisanelli Bice, PLLC on behalf of Coyote Springs Investment LLC to rebut a report in the case styled, Coyote Springs Investment LLC, et al. (CSI) v. Pardee Homes of Nevada, Inc., et al. CEC rebutted the conclusions in a report that “leach fields” were present at two Comfort Stations at the Coyote Springs Golf Course in Coyote Springs, Nevada.

Environmental Investigations, IL
Principal for environmental investigations at multiple sites under the Illinois Site Remediation Program.

Landfill Expansion Permitting, Northwest OH
Managed the permitting of a solid waste landfill expansion including presenting the proposed project at the local zoning hearing and the public meeting.

Landfill Expansion Permitting, Louisville, KY
Managed the permitting of a landfill expansion that was located in a wetland, in a floodplain and within 10,000 feet of a major airport, including satisfying approximately 17 different regulatory agencies and testifying at the local zoning hearing.

Compost Facility Permitting, Elwood, IL
Prepared the permit application and testified at the local zoning hearing for a compost facility.

Landfill Liner Development, Morris, IL
Certifying engineer for the liner development of six solid waste landfill cells with a groundwater underdrain and a composite liner system.

Composite Liner and leachate Collection System, Illinois, Kentucky, Ohio and Pennsylvania
Managed the construction of over 100 acres of composite and/or double composite liner and leachate collection systems over a 10+ year period at various solid waste landfills.

Landfill Final Cover Construction, Illinois, Kentucky, Ohio and Pennsylvania
Managed the construction of over 200 acres of soil and/or composite final cover systems over a 10+ year period at various solid waste landfills.

Leachate Treatment Plant, Clarion, PA
Managed the construction of 10M gallon per year leachate treatment plant including aerobic and anaerobic treatment capabilities and an on-site stream discharge.

RCRA Closure, Elwood, IL
Managed the RCRA Closure of an approximately 20 acre drum trench area and 60 acre co-disposal landfill, and clean closure of a decant facility, container storage area and waste storage ponds.

Landfill Investigation, Calumet City, IL
Managed the HSWA investigation of two landfill areas including the exhumation/relocation of waste material, installation of a slurry wall and retro-fitting of a leachate collection system.

Landfill Gas Collection and Control System, Illinois, Kentucky, Ohio and Pennsylvania
Managed the design, construction and operation of landfill gas extraction systems in closed and active portions of various solid waste landfills. The design included evaluating the overall effectiveness of the system and the construction included replacing/reconfiguring non-functional portions. The operations involved reviewing routine monitoring information from the system and recommending action items.

Solid Waste Landfill Exhumation and Relocation, Clarion, PA
Managed the exhumation and relocation of an approximately 20 acre unlined solid waste disposal area at a solid waste landfill.

Wetlands Enhancement, Louisville, KY
Managed the creation or enhancement of 434 acres of wetlands in four separate areas to compensate for the ability to alter and fill 178 acres of jurisdictional wetlands.

Environmental Compliance, Various
Managed environmental compliance issues at various hauling companies and transfer stations in Illinois, Kentucky, Ohio and Pennsylvania.

Stormwater Pollution Prevention Plan, North Chicago, IL
Revised the SPCC plan, Storm water Pollution Prevention Plan and Chemical Safety Contingency Plan for an approximately 300,000 square foot custom chemical blending and packaging facility with approximately 800,000 gallons of tank storage.

Manufacturing and Distribution Facility Environmental Programs, IL
Assessed the current environmental programs with regard to applicable federal, state, and local regulations (including the revised SPCC regulations) at an approximately 500,000 square foot custom printing, manufacturing, and distribution facility.

Landfill Environmental Compliance, Illinois, Ohio, and Pennsylvania
Developed and managed an environmental compliance system for non-hazardous solid waste landfills including state and local regulations, permit requirements (from air, water and land regulatory agencies) and company policies.

Landfill Environmental Compliance System, Louisville, KY
Managed an environmental compliance system at a non-hazardous solid waste landfill in Kentucky which involved landfill operations, environmental monitoring, construction in a floodplain, a wetland mitigation program, wastewater pretreatment, a landfill gas extraction system, soil bioremediation and yard waste composting.

Groundwater Extraction and Treatment System, TN
Served as the Respondent's designated Project Coordinator pursuant to an Administrative Order for a CERCLA site in Tennessee with a 300 gallon per minute groundwater extraction and treatment system.

Solid Waste Facility Environmental Audit, Nationwide
Participated in the environmental audit of several solid waste and RCRA facilities.

Radioactive Disposal Investigation and Dose Assessment, Breckenridge, MI
Performed an investigation and dose assessment pursuant to NRC regulations of a low-level radioactive disposal site in Michigan.

Manufacturing Investigation and Remediation, St. Louis, MI
Oversaw and represented the client in regulatory negotiations and at public meetings regarding a multi-agency investigation and remediation of a CERCLA site in Michigan that was contaminated by former pesticide and PBB manufacturing operations.

Mercury Processing Facility Human Health and Ecological Risk Assessment, Newark, NJ
Served as technical contact with the agencies, and coordinated the overall RI/FS activities under CERCLA, including preparation of the human health and ecological risk assessments, for a New Jersey property that was previously used as a mercury processing facility.

Chemical Manufacturing Facility Investigation/Remediation, Chattanooga, TN
Oversaw the RCRA Corrective Action Program of a chemical manufacturing facility in eastern Tennessee including the investigation/remediation of DNAPL and chlorinated organic compounds in groundwater, construction of an engineered cap and exhumation of waste disposal areas.

Chemical Manufacturing Facility Groundwater Extraction, Memphis, TN
Oversaw the RCRA Corrective Action Program of a former chemical manufacturing facility in western Tennessee including the construction and operation of a groundwater and vapor phase extraction and treatment system, exhumation of a buried pond/buried tank car, and investigation of off-site groundwater and sediment.

Phase I Remedial Investigation, Memphis, TN
Prepared a Phase I Remedial Investigation Report for a disposal site in Tennessee, including compiling information from various sources dating back 30 years (including information regarding two other highly contaminated adjacent properties) to help define the site conditions with regard to geology, hydrogeology, existing conditions, and potential exposure pathways.

Land Farm Area Investigation, Elwood, IL
Performed a HSWA investigation of a former land farm area in Illinois.

Landfill Financial Assurance Evaluation
Performed an evaluation of the surety industry's risk in issuing financial assurance bonds guaranteeing closure and post-closure obligations for municipal solid waste landfills, including describing current national solid waste industry trends, industry practices, regulatory requirements, risk factors, bankruptcy case studies and other catastrophic events

Landfill Odor Control, Various
Supported determination of odor origin, developed and managed odor control measures at a various solid waste landfills which were receiving numerous odor complaints. Measures included improving operations of landfill gas extraction system, installing additional landfill gas extraction wells and piping, applying geosysnthetic materials as intermediate cover material and using odor masking agents, tracking the effectiveness of odor control measures based on odor observations and complaints and meeting with local officials, residents and governmental agencies.

PROFESSIONAL AFFILIATIONS

National Waste and Recycling Association

B

STATEMENT OF PROFESSIONAL QUALIFICATIONS

DALE J. KLESZYNSKI, MAI, SRA

Dale J. Kleszynski, MAI, SRA, is president and principal shareholder of Associated Property Counselors, Ltd. He has served as an expert witness in various areas of litigation and arbitration practice including zoning issues and disputes, legal malpractice, appraisal malpractice, dispute management, mediation, appraisal methodology, damages and eminent domain matters. As part of his service, he has prepared use impact studies, highest and best use studies, feasibility studies, cost estimates, estimates of just compensation, leasehold interests and leased fee interests. In addition to the above services, he has provided documented appraisals for financial institutions, corporations, developers, municipalities, governmental agencies, law firms, school districts and private individuals. Appraisal, arbitration and consulting assignments have been completed on a regional and nationwide basis.

Mr. Kleszynski has taught numerous appraisal and USPAP courses for professional organizations and specialized groups and he served as part of the development team that authored courses for the Appraisal Institute. He has served as a qualified instructor for the Appraisal Institute in numerous areas including USPAP. During the past 45 years, he has served on a number of committees for the national organization and local chapter of the Appraisal Institute. Mr. Kleszynski is licensed and certified to complete appraisal and consulting assignments in the states of Illinois and Indiana.

Educational Background

Loyola University of Chicago, Bachelor of Arts, 1971

Completed all educational, admissions, demonstration report and comprehensive examination requirements to be awarded the MAI and SRA designations by the Appraisal Institute

Currently certified under the Appraisal Institute Continuing Education Program

Currently certified under the Continuing Education Requirements of the State of Illinois

Currently certified under the Continuing Education Requirements of the State of Indiana

Professional Designations and Certification

Member of the Appraisal Institute - MAI No. 6747
Senior Residential Appraiser - SRA

Illinois State Certified Real Estate Appraiser- License No. 553.000213
Indiana Certified General Appraiser - License No. CG49300022

STATEMENT OF PROFESSIONAL QUALIFICATIONS

DALE J. KLESZYNSKI, MAI, SRA

Appraisal and Consultation Experience

Since 1979, various types of real estate, including:

- Office and commercial buildings
- Assisted living facilities
- Apartment structures and complexes
  - Including Low Income Housing Tax Credit complexes
- Industrial and warehouse properties
- Single-family and condominium residential properties
- Vacant land
  - Residential, multi-family, commercial, and industrial
- Special purpose properties
  - Including bulk petroleum storage facilities, steel fabricating plants, hotels, soccer arenas, golf courses, motels, chemical processing facilities, restaurants, bank facilities and ice arenas
- Eminent domain projects
  - Various road and municipal projects for taking agencies and property owners
- Various zoning and municipal projects
  - Adult use impact study - County of Cook
  - Impact study for group home zoning
  - Impact studies for cell tower development
  - School site selection
  - Commercial development impact studies
  - Real estate tax impact studies
- Arbitration
- Court Appointed Expert – Cook County – Lake County Indiana – DuPage County

Course and Seminar Development and Instruction

- Course 700 - Introduction to Litigation - Development Team
- Course 710 - Eminent Domain - Part A - Development Team
- Course 720 - Eminent Domain - Part B - Development Team
- Individual seminars for the Cook County State's Attorney
- Instructor of Various Courses and Seminars for the Appraisal Institute

PARTIAL LIST OF CLIENTS

Financial Institutions

American Chartered Bank
Associated Bank
Bank of Choice
Baytree Bank
Centrue Bank
Cole Taylor Bank
Delaware Place Bank
Fifth Third Bank
First Choice Bank
First Financial Bank
First Midwest Bank
First Trust
Harris Bank
Heritage Community Bank
LaSalle Bank
MB Financial
Mercantile Bank
Midwest Bank
National City Bank
Peoples Bank
S & T Bank
Standard Bank
State Bank of Countryside
The Private Bank

Government Services Administration

City of Chicago
City of Kankakee
City of Palos Heights
City of Park Ridge
Cook County State's Attorney
Department of Justice
DuPage County State's Attorney
DuPage County Assessor's Office
Federal Aviation Administration
Frankfort Square Park District
Homewood-Flossmoor Park District
Kankakee County State's Attorney
Lake County Superior Court
Lake County Parks Department
Lan Oak Park District
Lansing Municipal Airport
Little Calumet River Basin Development
Manteno Township Assessor's Office
Metropolitan Water Reclamation District of Greater Chicago
McHenry County Conservation District
Office of Banks and Real Estate
Town of Hobart
Town of Munster
University of Illinois
Various School Districts in Cook, DuPage, Lake, and Will Counties
Village of Bradley
Village of Burr Ridge
Village of Crestwood
Village of Glen Ellyn
Village of Lansing
Village of Lombard
Village of Maywood
Village of Oak Lawn
Village of Orland Park
Village of Riverdale
Village of Rosemont
Village of Western Springs
Village of Wheeling
Waubonsee Community College
Will County State's Attorney
Wisconsin Department of Revenue

Corporations

The Archdiocese of Chicago
AT&T
Attorney's Title Insurance Fund, Inc.
BP International
BP Products – North America
Casey's General Store
Commonwealth Edison
FP International
Gallagher Asphalt
Gallagher & Henry
Garvey Marine
Lucent Technologies
McDonald's Corporation
Moser Enterprises
Peoples Energy
Prairie Material Sales, Inc.
The Pritzker Foundation
Robinson Engineering
RR Donnelley Company
Sherwin-Williams Company
Staff Augmenters
T-Mobile USA, Inc.
Taco Bell
Travelers Insurance
U. S. Steel Corporation
V3 Companies

PARTIAL LIST OF CLIENTS

Professional Law Firms

Antonopoulos & Virtel, P.C.
Arnstein & Lehr, LLP
Azulay Seiden Law Group
Baker & McKenzie
Bell, Boyd & Lloyd, LLP
Blachly, Tabor, Bozik & Hartman
Burke, Burns and Pinelli, Ltd.
Burke, Warren, McKay & Serritella, P.C.
Campion, Curran, Lamb & Cunabaugh, P.C.
Canna and Canna, Ltd.
Casale, Woodward & Buls, LLP
Clifford Law Offices
Defrees & Fisk, LLC
DLA Piper
Dunn Martin Miller & Heathcock, Ltd.
Eiden & O'Donnell, Ltd.
Figliulo & Silverman, P.C.
Fioretti, Lower & Carbona, LLP
Foley & Lardner, LLP
Foran, O'Toole & Burke, LLC
Franczek P. C.
Goldstine, Skrodzki, Russian, Nemec & Hoff, Ltd.
Goodman, Katz and Scheele
Gordon & Pikarski
Green, Schoenfeld & Kyle, LLP
Harrison & Held
Helm and Wagner
Hinshaw & Culbertson, LLP
Holland and Knight, LLC
Huck Bouma
Jenner & Block, LLP
Joyce, Edward T. & Associates, P.C.
Klein, Thorpe & Jenkins, Ltd.
Koransky, Bouwer & Poracky, PC
Law Office of Eugene M. Feingold
Law Office of Matthew J. Carmody
Law Office of John K. Kallman
Law Office of Bryan P. Lynch
Law Office of Ronald N. Primack, LLC
Law Office of Randall A. Wolff
Liston & Tsantilis, P.C.
Masters, Charles J., Ltd.
McGuire Woods, LLP
Neal & Leroy, LLC
Newby, Lewis, Kaminski & Jones, LLP
Noonan & Lieberman, Ltd.
Peacock & McFarland, P.C.
Petersen and Houpt
Polsinelli
Pretzel & Stouffer, Chartered
Rathbun, Cservenyak & Kozol, LLC
Righeimer Martin and Cinquino
Robbins Schwartz
Ryan and Ryan
Sandrick Law Firm
Savaiano & Spear
Scariano, Himes and Petrarca
Schain, Burney, Ross & Citron, Ltd.
Schopf & Weiss, LLP
Seyfarth Shaw
Shaw Fishman Glantz & Towbin
Sonnenschein Nath & Rosenthal, LLC
Sosin, Arnold & Schoenbeck, Ltd.
Sullivan, Hincks & Conway
Sullivan, John P., DDS, JD
Tressler, LLP
Whitt Law

Personal and case references available upon request

C

Lannert Group

J. Christopher Lannert RLA

President

Experience with this Firm

- 1982 through present

Previous Experience

- SSPF, Inc. - St. Charles, Illinois
- Wm. S. Lawrence & Associates, Inc. - Chicago, Illinois
- Carl Gardner & Associates, Inc. - Chicago, Illinois

Education

- Michigan State University
  B.S. Landscape Architecture/Urban and Regional Planning, 1970

License

Landscape Architect, State of Illinois #157-000886 (ASLA)
Landscape Architect, State of Indiana #AR11100042 (IPLA)

Professional Organizations

- American Society of Landscape Architects (ASLA)
- Landscape Architecture Foundation (LAF), Past President
- Illinois Department of Professional Regulation, Past Board Member &Chair
- CLARB, Master Grader
- Past President ILASLA

Community Consulting Commissions:

- Village of Oswego
- City of Sycamore
- City of Yorkville
- Village of Maple Park
- Village of North Aurora
- Village of New Lenox
- City of Beloit
- Village of Vernon Hills
- Village of West Dundee
- Village of Montgomery

Representative Project Experience

- ***The Brooks – Valparaiso, Indiana***
  150 Acre Mixed-Use Residential Community – Crescent shaped boulevards accessing six unique neighborhoods. Incorporating a 100, acre foot regional stormwater amenity.
- ***Caulkins Hill – Valparaiso, Indiana***
  3 Acre Urban Infill, Luxury Residential Community - Incorporating rooftop decks with a loop street courtyard surrounding a private park amenity.
- ***Southbury Village – Oswego, Illinois***
  350 Acre Mixed-Use Residential Community – Incorporating single family and multi-family into an open space clubhouse community (Ocean Atlantic).
- ***Harrison West – Valparaiso, Indiana***
  50-Acre Single Family Development – The overall plan uses best management practices throughout, establishes homeowner guidelines, and tree preservation and restoration (Wagner Homes).
- ***Mill Creek – Geneva, Illinois***
  1,375 Acres Mixed Use – Residential/commercial/golf course community incorporating walkable neighborhoods of various housing types, recreational amenities, Mill Creek Corridor protection and a pedestrian-oriented village center (Shodeen, Inc.).

- ***Prairie Crossing – Grayslake, Illinois***
  668 Acres Conservation Plan/Development **–** Integrating existing farm fields and a natural landscape of restored prairies, wetlands, meadows and lake, with 317 homes, balancing economic, social, civic and environmental objectives (Shaw Homes, Inc., George and Victoria Ranney)
- ***Danada Farms – Wheaton, Illinois***
  500 Acres Mixed Use – Residential/commercial property at the intersection of Naperville and Butterfield Roads, with neighborhood pods for builder purchases, mixed uses and significant commercial corners. (Keim Land Corporation).
- ***White Eagle Club – Aurora, Illinois***
  640 Acres Mixed Use – Residential/commercial property with an Arnold Palmer golf course as the open space amenity (Macom Corporation).
- ***The Galena Territory – Galena, Illinois***
  6,500 Acres – Recreational community including three golf courses, homeowner amenity package, 210 acres lake resort facilities and trails (The Branigar Organization).

Awards

- Kane County Legacy Award, Kane County, Illinois
- Caulkins Hill – Chamber of Commerce Honor Award, Valparaiso, Indiana
- AIA Illinois 150 Great Places in Illinois for New Lenox Commons Park, New Lenox, Illinois and Prairie Crossing, Grayslake, Illinois
- ASLA President's Award for Midwest Groundcovers Virgil Headquarters, Virgil, Illinois (Commercial Design)
- Silver Key Award for Southbury Village, Oswego, Illinois (Landscape Architecture)
- Silver Key Award for Riverwoods Residence, Riverwoods, Illinois (Landscape Architecture)
- Bronze Key Award for Southbury Village, Oswego, Illinois (Land Planning)
- Best in American Living Award for Mill Creek, Geneva, Illinois
- Silver Key Award for Farmington Lakes, Oswego, Illinois (Landscape Architecture)
- Bronze Key Award for Farmington Lakes, Oswego, Illinois (Land Planning)
- Indiana Dept. of Environmental Management Award for Harrison West, Valparaiso, IN (Land Use)
- Gold Key Award for Amli at St. Charles, Illinois (Multi-family, Land Planning)
- Gold Key Award for Amli at St. Charles, Illinois (Multi-family, Landscape Architecture)
- Silver Key Award for Majestic Oaks, St. Charles, Illinois (Single-family, Land Planning)
- ASLA Honor Award for Harrison West, Valparaiso, Indiana
- ASLA Honor Award for New Lenox Commons, New Lenox, Illinois (Planning and Analysis)
- ASLA Honor Award for Peck Farm Park, Geneva, Illinois (Design)
- ASLA Honor Award for Peck Farm Park, Geneva, Illinois (Planning and Analysis)
- Gold Key Award for Pheasant Run Trails, St. Charles, Illinois (Multi-family, Land Planning)
- Gold Key Award for Pheasant Run Trails, St. Charles, Illinois (Multi-family, Landscape Architecture)
- American Planning Association Award for St. Charles Park District Comprehensive Master Plan, St. Charles, Illinois (Environmental protection, greenway linkages and property acquisition.)
- American Planning Association Award for Innovation in Growth Management, Village of New Lenox Comprehensive Plan, New Lenox, Illinois
- Silver Key Award for Wesmere, Joliet, Illinois (Land Planning-Mixed-use Development)
- Gold Key Award for The Oaks, Waterford Homes, Inc., (Multi-family, Landscape Architecture)
- Gold Key Award for Prairie Crossing, Grayslake, Illinois (Single-family Land Planning)
- ASLA Honor Award for Mill Creek, Kane County, Illinois with Design Workshop (Environmentally Sustainable Community and Smart Growth Example)
- Certificate of Recognition (Nat'l. Assoc. of Homebuilders, Best in American Living Award) for Prairie Crossing, Grayslake, IL
- ASLA Honor Award for Prairie Crossing, Grayslake, Illinois, with Peter Walker of William Johnson & Partners (Environmentally Sustainable Community)
- Bronze Key Award for The Hamlet of Season's Ridge, Montgomery, Illinois (Landscape Architecture, Single-family Development)
- Bronze Key Award for Willowgate on the River, St. Charles, Illinois (Landscape Architecture, Multi-family Planning)

- Silver Key Award for Willowgate on the River, St. Charles, Illinois (Land Planning - Multi-family)
- Silver Key Award for Eaglebrook, Geneva, Illinois (Mixed-use Planning)
- Gold Key Award for Georgetown II, Batavia, Illinois (Multi-family Planning)
- Gold Key Award for Lakeview Estates, Oswego, Illinois (Mixed-use Development)
- ILCA Silver Award, Kahn Residence
- ASLA Merit Award for Campton Hills PUD, Kane County, Illinois
- Bronze Key Award for Seasons Ridge, Montgomery, Illinois (Land Plan, Mixed-use Development)
- Bronze Key Award for The Timbers, St. Charles, Illinois (Mixed-use Development)
- Silver Key Award for Brunswick Manor Homes, St. Charles, Illinois (Attached 1,201-1,500 sq. ft.)
- Silver Key Award for Windcrest, Oswego, Illinois (Single-family Detached over 2,500 sq. ft.)
- Silver Key Award for Windcrest, Oswego, Illinois (Single-family 2,000-2,500 sq. ft.)
- Silver Key Award for Butterfield, Aurora, Illinois (PUD Mixed-use)
- Merit Award, Builders Choice for Settlers Cottage, Galena, Illinois
- Merit Award, Builders Choice for the Farmsteads, Galena, Illinois

Special Plans

- Springfield Road Corridor Study, Winnebago County/Rockford, Illinois
- Route 31/34 Corridor Study, Oswego, Illinois
- Village Station – Phase I Commuter Parking Study, Valparaiso, Indiana
- New Lenox Open Space Plan, New Lenox, Illinois
- Cedar Road Corridor Study with Metro Transportation, New Lenox, Illinois
- Orchard Road Corridor Study, Montgomery, Illinois
- Beloit Industrial Plan, Beloit, Wisconsin
- Milwaukee Avenue/Route 45 Corridor Study, Vernon Hills, Illinois

Golf Course Projects

- Eagle Brook Country Club, Geneva, Illinois
- White Eagle Club, Aurora/Naperville, Illinois
- Orchard Valley, Aurora, Illinois
- Blue Island Landfill Golf Course, Blue Island, Illinois
- Bryn Mawr Golf Club, Dowagiac, Michigan
- Sand Creek Country Club, Chesterton, Indiana
- Techny Landfill Golf Course, Lake County, Illinois
- Settlers Hill Landfill Golf Course, Geneva, Illinois
- Galena Territory, Galena, Illinois

Comprehensive Plans

- Village of Oswego, Illinois
- Village of New Lenox, Illinois
- St. Charles Park District, St. Charles, Illinois
- City of Beloit, Wisconsin
- City of Beloit Park Master Plan, Beloit, Wisconsin
- City of Sycamore, Illinois
- City of Yorkville, Illinois
- Village of Montgomery, Illinois
- Village of Maple Park, Illinois
- Village of North Aurora, Illinois

Zoning Ordinances

- Village of Montgomery, Illinois
- Village of North Aurora, Illinois
- Village of Maple Park, Illinois
- Village of East Dundee, Illinois

Traffic Experience

- Development of land use, transportation, and access improvements for the Route 21 and Route 45 corridor in Vernon Hills, Illinois
- Landscape beautification, signage, lighting and pavement for Hough Street (Route 59) through Barrington, Illinois
- Comprehensive plan and traffic thoroughfare plan for North Aurora, Illinois with special emphasis on Interstate 88 and the Orchard Road and Randall Road corridors
- Comprehensive plan and traffic thoroughfare plan for Montgomery, Illinois located in Kane and Kendall County
- Master roadway network for the 6,500 acre Galena Territory to include major arterial development access and minor subdivision roads

Seminars "Presentations/Speaking Engagements"

- Sugar Grove Chamber of Commerce & Industry – Living Green
- W.C.R.T., Inc. (Investment Group) – "Dirt to Reality"
- Ohio-Kentucky-Indiana Regional Planning Conference
- University of Illinois Professional Development Class - I
- University of Illinois Professional Development Class - II
- Northern Indiana Planning Commission – Environmental Design Conference
- Wisconsin Community Development Institute, "Development without Sprawl"
- Kane County Bar Association's Municipal Law Committee's Seminar, "Stand By Your Plan"
- Iowa Chapter, ASLA Spring Conference, "Midwestern Communities"
- Graduate Builders Institute, Illinois State University
- Home Builders Association of Greater Chicago, Seminar on Land Planning: "Land Development"
- Landscape Buyer - Meet the Experts
- AIA National Housing Conference, New Towns - The Debate
- Home Builders Association of Greater Chicago, Land Development I
- Home Builders Association of Greater Chicago, Land Development II
- Home Builders Association of Greater Chicago, Land Development III
- AIA National Housing Committee Fall Conference
- Kane County Bar Association, Continuing Legal Education Program – I
- Kane County Bar Association, Continuing Legal Education Program – II
- University of Valparaiso, Senior Engineering Class Presentation - Site Planning Principals

Publications

- HBAGC Building America's Dream and APA Newsblast – "The Conservation Approach to Residential Development"
- Urban Land Institute - "Cost Effective Site Planning Commercial Investment"
- Real Estate Journal - "Practical Wetlands Planning Enhances Development"
- MSW Management – "Is Your Waste Facility a Good Neighbor"

Expert Witness Testimony

Condemnation – Highest and Best Use - Takings

- The Old Second National Bank of Aurora vs. The City of Aurora (Business Rezoning)
- Harrison Street & Chalmers Street/City of Geneva vs. Distinctive Properties (Multi-family Rezoning)
- Oliver Hoffmann Construction vs. Villa Park (Land Use after ROW Taking)
- DuPage County Forest Preserve vs. LaSalle National Bank (Butterfield) (Highest and Best Use Before Condemnation)
- Ivan Seppell & Marilee Seppell vs. The City of Aurora (Business Variation)
- IDOT vs. LaSalle National Bank & Trust, Wood Dale (Forest Creek) (Land Use After Taking)
- Guardian Pipeline, LLC vs. 976 Acres Land Owners, et al (Highest and Best Use)
- Harris Bank of Hinsdale vs. County of Kendall (Milbourne) (Residential Rezoning)
- Kane County Division of Transportation vs. Aurora Community Church (Damage to the Remainder After ROW Taking)

- IDOT vs. LaSalle National Bank (Heartland) (Highest and Best Use, Damage to the Remainder After ROW Taking)
- Deno Melchiorre vs. Village of South Elgin (Concord on the Fox) (Residential Rezoning)
- Guardian Pipeline, LLC vs. Vidican & McShane (Highest and Best Use for Pipeline)
- Kane County FPD vs. Harris Property, Nelson Lake (Highest and Best Use Before Condemnation)
- IDOT vs. Smith, Route 38 & County Line Road (Damage to the Remainder After ROW Taking)
- IDOT vs. Bartoszek, Lockport, Will County, Illinois (Land Use after ROW Taking)
- Kane County Forest Preserve District vs. Old Second National Bank of Aurora as Trustee (highest and best use testimony for condemnation)
- Blazek Special Use Zoning Case, Cook County, Illinois (the first approved zoning for an elderly day care in a residence in Cook County)
- Valley Run Stone, Kendall County, Illinois (Application for M-3 Earth Material Extraction, Processing & Site Reclamation and Proposed Special Use for Ready-Mix Cement Plant/Asphalt Plant)
- Michigan Avenue and Roosevelt Road, City of Chicago (height, character and use opinion regarding TIF District)
- Village of Lemont vs. Ganna Construction (Cook County ZBA petition to require review of permit)
- Dearborn-Buckingham Group (Cook County ZBA petition to rezone from single-family to townhomes)
- DeKalb County/Peace Road Condemnation (ROW taking and damage to remainder)
- Lincoln Inn, Batavia, Illinois (Highest and Best Use Zoning)
- Oliver Hoffman School District (Boundary change)
- Rosecranz Health Network (Annexation, Zoning and Special Use Permit)
- ISTHA vs. New Lenox State Bank (Highest and Best Use after ROW Taking)
- ISTHA Bridge Crossing, Lemont, Cook County/Will County, Illinois (Highest & Best Use)
- ISTHA vs. Handorf, Will County, Illinois (Highest &Best Use)
- IDOT vs. Ozinga, Will County, Illinois (Access and Highest and Best Use after ROW Taking)
- IDOT vs. Harris Bank Hinsdale Trust, Will County, Illinois (Access and Highest and Best Use after ROW Taking)
- ISTHA vs. McCarrin, Lemont, Illinois (Highest and Best Use damage to remainder)
- IDOT vs. LaSalle National Bank, Will County, Illinois (Access, Highest and Best Use, ROW Taking)
- IDOT vs. Heritage Trust Co., Will County, Illinois (Access, Highest and Best Use, ROW Taking)
- IDOT vs. Linkscorp, Inc., Tamarack Golf Course, Highway 59 Corridor, Naperville, Illinois (Highest and Best Use after ROW Taking)
- Burr Road/Silver Springs, Riemer, Kane County, Illinois (Rezoning)
- ISTHA vs. Chicago Title & Trust Co., Sprinkle Farm, Will County, Illinois (Highest and Best Use after ROW Taking)
- James Byrne (Walmart) vs. Village of Plainfield , Will County, Illinois (Highest and Best Use)
- IDOT vs. Sunnyside Partnership LP, Madison County, Illinois (Access and Highest and Best Use)

Solar Energy

- SunVest Solar, Burlington, Illinois – Burlington Solar Farm
- SunVest Soar, Lily Lake, Illinois – Lily Lake Solar Farm
- SunVest Solar, Plato, Illinois – Plato Solar Farm
- SunVest Solar, Kirkland, Illinois – Kirkland Solar Farm
- SunVest Solar, DeKalb, Illinois – DeKalb Solar Farm
- Cypress Creek Renewables, DeKalb, Illinois – Ordinance Review

Wind Energy

- Midwest Wind Energy, Dodge County, Wisconsin - Wind Farm Siting “Butler Ridge”
- Midwest Wind Energy, Bureau County, Illinois - Wind Farm Siting “Walnut Ridge”
- Porter County, Indiana – Text Review for County Ordinance
- Navitas, Winnebago County, Illinois – Permitted Special Use Ordinance
- Gamesa Energy USA, LLC, Livingston County, Illinois – Wind Farm Siting Special Use

Zoning

- Testimony for numerous annexation or rezoning projects from 1981 through present, including large scale, mixed-use office, commercial and residential planned unit developments.

Solid Waste Facility Testimony

Transfer Stations

- Atlas Transfer Station, Crestwood, Illinois
- Garden City Transfer Station, Bensenville, Illinois
- Melrose Park Transfer Station, Melrose Park, Illinois
- Westmont Transfer Station, Westmont, Illinois
- Dukane/Crown Transfer Station, West Chicago, Illinois
- Bensenville Transfer Station, DuPage County, Illinois
- Freeport Transfer Station, Freeport, Illinois
- Woodland Transfer Station, Kane County, Illinois
- West DuPage Transfer Station, West Chicago, Illinois
- Planet Recovery Transfer Station, Chicago, Illinois
- Onyx Transfer Station, Evanston, Illinois –Improvement Plan
- Spaulding Road Transfer Station, Elgin Illinois
- Greenwood Transfer Station, Maywood, Illinois
- Batavia Transfer Station, Batavia, Illinois
- Virginia Road Transfer Facility, Crystal Lake, Illinois
- Bluff City Transfer Station, Elgin, Illinois
- Northlake Transfer Station, Northlake, Illinois
- Lake Transfer Station, Village of Round Lake Park, IL
- Plano Transfer Station, Plano, Illinois
- Chicago Transfer Station Relocation Material Recycling Facility, Chicago, Illinois

Landfills

- Settlers Hill, Geneva, Illinois – Siting, expansion (2)
- McHenry County Landfill, McHenry County, Illinois – Siting
- St. Joseph County Landfill, St. Joseph County, Indiana – Siting
- Lake County Landfill, Lake County, Illinois – Siting
- Prairie Hill, Whiteside County, Illinois – Siting
- LaSalle County Landfill, LaSalle, Illinois – Siting
- Lee County Landfill, Lee County, Illinois – Expansion
- Marseilles Landfill, Marseilles, Illinois – Siting
- Orchard Hills, Davis Junction, Illinois – Siting
- Spoon Ridge Landfill, Fairview, Illinois – Expansion
- Rochelle Landfill, Ogle County, Illinois –Expansion (2)
- Barton Landfill, Edwardsville, Illinois – Siting
- Prairie View Landfill, Joliet, Illinois – Siting
- Joliet Arsenal Landfill, Will County, Illinois - Siting
- Milam County Landfill, East St. Louis, Illinois–Expansion for Cover, Footprint & Height Expansion (2)
- CDT Landfill, Joliet, Illinois – Siting
- Envirofil of Illinois, Inc., Disposal Facility, McDonough County, Illinois – Expansion
- Streator Area Landfill, Streator, Illinois – Expansion
- C.I.D. Landfill, Chicago, Illinois – End Use Plan Alternatives
- Newton County Landfill, Newton County, Illinois –Expansion
- Woodland, South Elgin, Illinois – Expansion
- Clinton Landfill, DeWitt County, Illinois – Expansion
- Kankakee Landfill, Kankakee County, Illinois – Expansion (2)
- Livingston Landfill, Livingston County, Illinois –Expansion
- Lee County Landfill, Lee County, Illinois – Siting
- Winnebago Landfill, Winnebago County, Illinois – Expansion

- Peoria Landfill-PDC No. 1, Peoria, Illinois – Hazardous Waste Siting
- Indian Creek Landfill, Tazewell County, Illinois – Footprint and Height Expansion
- Laraway Recycling and Disposal Facility, Will County, Illinois – Siting and Expansion (3)
- Rochelle Municipal Landfill #2, Rochelle, Illinois – Footprint and Height Expansion
- Peoria City/County - Landfill Expansion
- Fox Moraine, Yorkville, Illinois - Siting
- Willow Run Landfill, Kendall County, Illinois – Siting
- Willowhill Landfill, Kendall County, Illinois – Siting
- Willow Run Landfill #2, Kendall County, Illinois – Siting Review
- Roxana Landfill, Roxana, Illinois – Footprint and Height Expansion
- Veolia E.S. Zion Landfill, Zion, Illinois – Footprint and Height Expansion
- Winnebago Landfill- Baxter Road, Winnebago County, Illinois- Expansion
- Hickory Ridge, Pike County, Illinois - Expansion
- Knox County Landfill, Landfill #4 – Knox County, IL - Siting

D

Michael Werthmann, PE, PTOE — *Principal*



Mr. Werthmann is a traffic and transportation engineer with more than 25 years of experience and a founding Principal of Kenig, Lindgren, O'Hara, Aboona, Inc. Mr. Werthmann is currently responsible for traffic and transportation assignments and traffic signal design projects for the firm's private and public clients. He has served as project manager on a variety of public and private sector projects including site traffic impact analyses, parking demand analyses, traffic management, safety studies, traffic simulation models, transportation and planning studies, roadway planning and design, Intersection Design Studies (IDS) and Signal Design. Mr. Werthmann has also appeared as an expert witness at public hearings. Prior to the forming of Kenig, Lindgren, O'Hara, Aboona, Inc., Mr. Werthmann had been with Barton-Aschman Associates for six years.

EDUCATION

Bachelor of Science in Civil Engineering
Michigan State University

Masters of Management
Kellogg Graduate School of Management
Northwestern University

REGISTRATIONS

Professional Engineer in State of Illinois

Registered Professional Traffic Operations Engineer (PTOE)

PROFESSIONAL ASSOCIATIONS

Institute of Transportation Engineers

Traffic Impact Studies -
Residential, commercial, office, industrial, institutional, and mixed-use developments within the Chicago area and other states including Georgia, Indiana, Iowa, Michigan, Missouri, Pennsylvania, and Wisconsin.

Parking Needs and Feasibility Studies -
Residential, commercial, office, industrial, institutional, and mixed-use developments within the Chicago area and other states including Georgia, Indiana, Iowa, Michigan, Missouri, Pennsylvania, and Wisconsin.

Traffic, Parking, and Safety Studies -
Preschools, elementary, middle, and high schools and various school districts within the Chicago area.

Traffic Simulation and Traffic Signal Operational Analyses -
Various communities and developments within the Chicago and Wisconsin areas including Chicago, Mount Prospect, Oak Park, Schaumburg, and Will County, Illinois.

Corridor Studies and Pre-Phase 1 Studies -
Bloomingdale, Blue Island, Chicago, Elmwood Park, Evanston, Highwood, Lincolnshire, Mount Prospect, Palatine, Oak Park, Schaumburg, Villa Park, Wheaton, and Will County, Illinois.

Traffic Signal/Multiway Stop Sign Warrant Studies -
Along State, County, and local roadways at numerous locations within the Chicago area.

Intersection Design Studies and Traffic Signal Design -
New and modified intersections for various locations within Illinois.

Roadway/Site Access Geometric Concept Plans -
Various developments and municipalities.

Transportation and Planning Studies -
Various communities, downtowns/central business districts (CBDs), and roadway corridors within the Chicago area.

Neighborhood Traffic Studies -
Mount Prospect, Darien, Deer Park, Oak Park, Downers Grove, Naperville, Riverside, and Wheaton, Illinois.

University and College Traffic/ Parking Planning Studies -
Aurora University, Joliet Junior College, College of Lake County (Grayslake and Vernon Hills campuses), Harper College, University of Illinois at Chicago, Waubonsee Community College, Kishwaukee College, Benedictine University, Dominican University, and Roosevelt University.

Medical Campus Traffic/Parking Planning Studies -
Chicago, DuPage County, Geneva, Evergreen Park, Hoffman Estates, Lindenhurst, Naperville, La Grange, Lake Forest, Oak Park, and Waukegan, Illinois; Munster, Indiana; and Iowa City, Iowa.

Traffic Impact Studies for Waste Management Facilities -
New and expanded landfills and transfer stations in various municipalities and counties in Illinois and Indiana.

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

Civil & Environmental Consultants, Inc.

RANTOUL RECYCLING AND TRANSFER STATION

LOCAL SITING HEARING

Overview and Evaluation of Criterion 1, 2, 4, 5, 7, 8 and 9

APRIL 2026

1

John Hock, P. E.

- Over 38 years of experience in the solid waste business, both in industry and consulting
- Involved with the development of a variety of solid waste management facilities with expertise in the design and permitting of transfer stations
- The principal engineering witness at the local siting hearings for six other transfer stations
- B.S., Chemical Engineering from the Ohio State University
- Professional Engineer (P.E.) licensed in six states, including Illinois

2

John Hock, P. E. (cont.)

- Vice President of Civil & Environmental Consultants, Inc. (CEC)
- CEC Overview:
  - 1,500+ employees | 30 offices nationwide
  - Multidisciplinary consulting firm
- Key Roles at CEC:
  - Solid Waste Practice Lead
  - Office Lead – Naperville, IL
- Member of National Waste and Recycling Association



3

The Applicant - Area Disposal Service, Inc.

- Serves Champaign County and Rantoul for 20+ years
- Provides essential waste management services to the local community
- Supports the local economy through competitive programs and rates
- Employs ~40 people with an annual payroll of ~$3.0 million
- Spends ~$1.5 million annually with local vendors

4

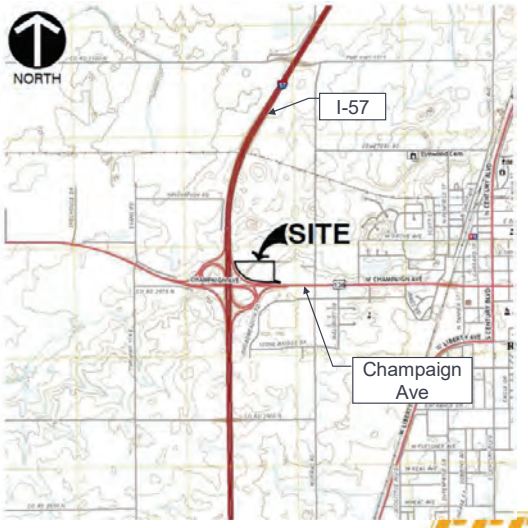
The Applicant – Affiliated Companies

- Affiliated companies include GFL Environmental, Inc. (GFL), Peoria Disposal Company (PDC), Clinton Landfill, Inc. and Henson Disposal LLC (Henson)
- Affiliated companies in Illinois offer:
  - Collection and transfer of:
    - General construction or demolition debris (GCDD) = wastes generated from construction or demolition activities (e.g., wood, metal, concrete, soil, shingles)
    - Residential and commercial waste (municipal solid waste or MSW) = garbage from households, businesses and institutions, and GCDD
    - Residential and commercial recyclables (Single-stream recyclable or SSR) = recyclables (e.g., paper, cardboard, bottles, cans) that are mixed together in a single bin/ container
  - GCDD recycling
  - SSR processing
  - Solid waste disposal

5

The Site - Rantoul Recycling and Transfer Station (RTS)

- Located in Champaign County
- Northeast of Interstate 57 and West Champaign Avenue (or Route 136) in the western portion of Rantoul.



6

The Site - Rantoul RTS (cont.)

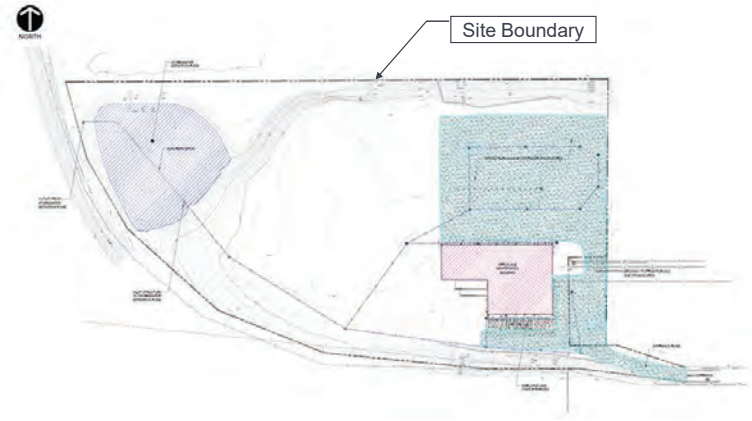


- Located on an approximately 14.03-acre parcel.
- Surrounded by commercial, industrial and agricultural uses.

7

Existing Operations – Waste Hauling Business

- Substantial recent improvements
- Parking of collection vehicles including electric hook ups and lighting
- Offices for dispatch and customer service
- Stormwater management including a detention pond, catch basins and piping



8

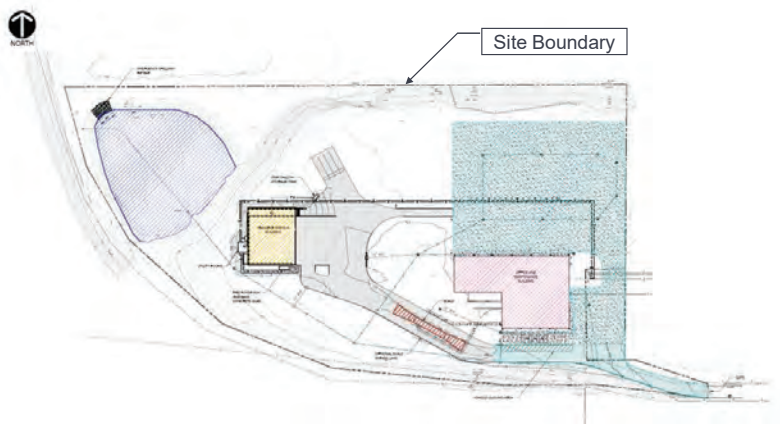
Proposed Operations – State-of-the-Practice Facility

- MSW delivered by collection vehicles will be consolidated into larger transfer loads for transport to a permitted landfill
  - All MSW handling will occur indoors
  - Three to four incoming collection vehicles will typically be combined into one larger outbound transfer load
  - MSW will remain on-site only briefly and will be managed on a first-in, first-out basis
- SSR will be consolidated and transported to a material recovery facility (MRF) for sorting and recycling
- The Rantoul RTS will complement the existing waste hauling business at the site and allow for more efficient processing and/or transportation of these materials

9

Proposed Facility Improvements

- Approximately 12,000 square foot transfer building
- Scale
- Scale office
- Access roads
- Stormwater controls
- Extending utilities
- Security – gate, fencing, cameras, lights



10

Section 39.2 of the Act : Criterion 1

"the facility is necessary to accommodate the waste needs of the area it is intended to serve"

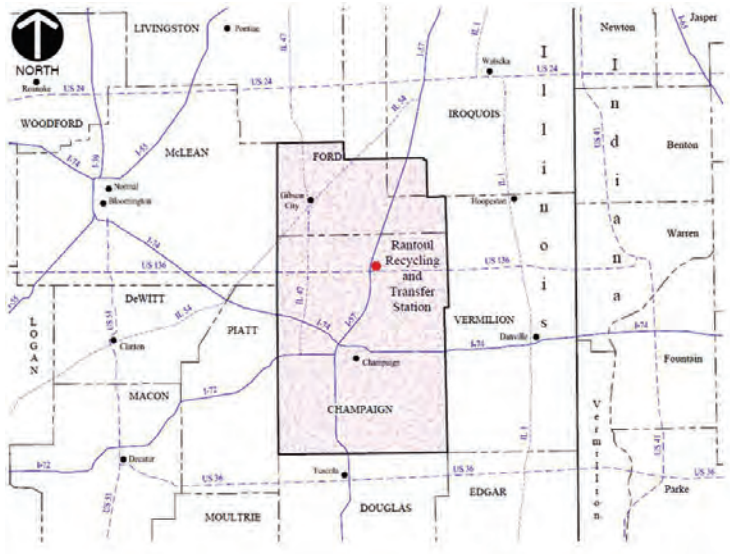
11

Methodology

- **Define the Service Area** for the proposed Rantoul RTS
- **Evaluate municipal solid waste generation and disposal volumes** within the Service Area
- **Characterize the existing waste disposal infrastructure**, including transfer stations and landfills
- **Analyze trends in the regional waste management system**
- **Evaluate the benefits** of the proposed Rantoul RTS

12

Rantoul RTS Service Area



- All of Champaign County;
- The townships of Sullivant, Drummer, Dix, Peach Orchard, Wall, Patton, and Button in Ford County; and
- Loda Township in Iroquois County.

13

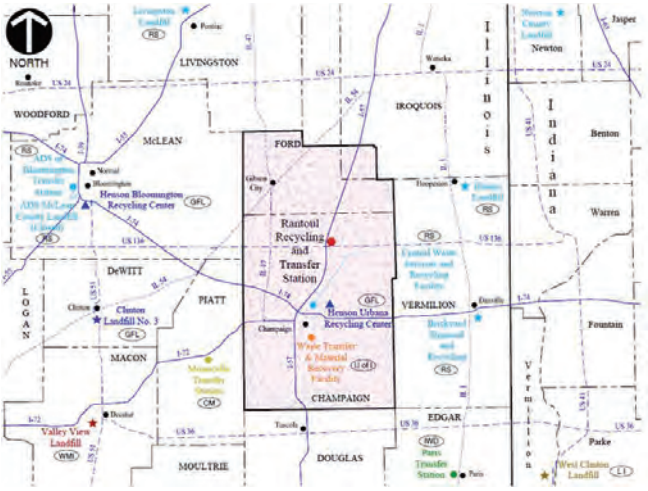
MSW Generation and Disposal Volumes

- Unusual amount of good data available to evaluate how much MSW from the Service Area is generated and how it is managed
- Service Area estimated to generate approximately 650 tons per day (tpd) of MSW requiring disposal
- No active landfills located within the Service Area
- Approximately 350 tpd of MSW is currently managed by transfer stations and recycling facilities within the Service Area
- Estimated 300 tons per day of MSW currently being managed by transfer stations or landfills not located in the Service Area (i.e., shortfall/need), which can be met by the proposed Rantoul RTS

14

Waste Disposal System – Operational Facilities in Service Area

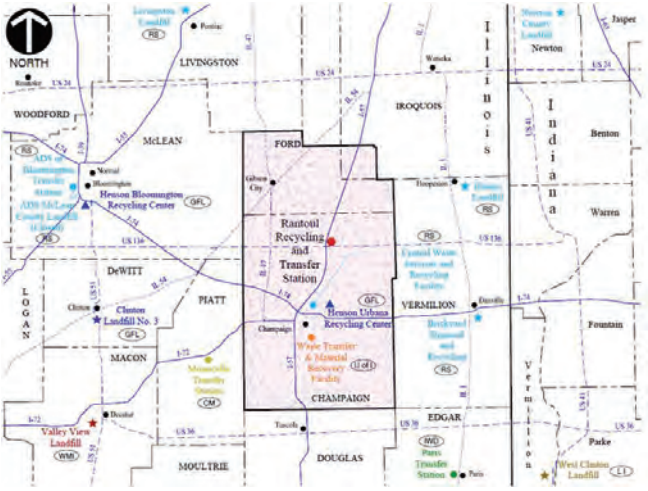
- Republic Services (RS) Central Waste Services and Recycling Facility (RS Urbana Facility) - accepts MSW
- Henson Urbana Recycling Center - accepts only GCDD
- Waste Transfer and Material and Recovery Facility - recycling and transfer facility for the University of Illinois waste and materials only



15

Waste Disposal System – Operational Facilities Outside Service Area

- RS – multiple landfills and transfer station in Bloomington
- Monticello Transfer Station
- Paris Transfer Station
- Waste Management (WM) Valley View Landfill
- Clinton Landfill No. 3
- Henson Bloomington Recycling Facility – accepts only GCDD



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Waste Disposal System – Local Collection Services

- Commercial and industrial hauling services are generally bid on a client or company basis
- Some communities contract residential collection services (e.g., Rantoul), while most in the Service Area allow multiple haulers to operate within the same area
- Customers generally do not direct a hauler where to dispose of waste. Thus, the hauler has the discretion to dispose of the waste at a transfer station or directly at a landfill based on:
  - Economics (e.g., driving distance, tipping fee)
  - Operational considerations ("turnaround time" at the facility, operating hours, ability to "stage" loads, location where collection vehicles are parked, location of vertically integrated landfill relative to locations of transfer station options)

17

Waste Disposal System – Licensed Haulers

- Waste and recyclables haulers in Champaign County are required to be licensed by Champaign County
- Publicly available information indicates that:
  - Approximately twenty haulers are licensed to haul waste and/or recyclables in 2024 and 2025
  - The haulers with the most collection vehicles in 2025 are Area Disposal (28 trucks), RS (23 trucks), and Illini Recycling (13 trucks)
  - Other haulers operate fifty-four trucks (ranging from 1 to 7 trucks and WM with 3 trucks)

18

Trends in the Waste Disposal System – Ongoing Consolidation by Publicly Traded Companies

- WM acquired Advanced Disposal, whose divestitures introduced GFL to Illinois market
- RS acquired Allied Waste Industries which acquired American Disposal Services of Illinois (ADS) and owns Central Waste Services and Recycling Facility
- GFL acquired PDC which owns Area Disposal and Clinton Landfill, Inc., and GFL also acquired Henson
- Note - Waste Connections (3rd largest in U.S.) does not have any landfills or transfer stations in or proximate to the Service Area

19

Trends in the Waste Disposal System – Importance of Vertical Integration

- The MSW waste disposal system in the Service Area includes:
  - Driving the collection vehicle (CV) from the parked location to the collection route
  - Collecting the waste from the generation location (e.g., homes, businesses)
  - Driving the collection vehicle to and off-loading the MSW at a transfer station or at an out-of-Service Area landfill
  - If off-loaded at a transfer station, then:
    - Transferring the MSW into a transfer trailer (TT) [1 TT = 3 CV]
    - Transporting the MSW to a landfill [TT mpg >> CV mpg]
  - Disposing the waste at the landfill

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Trends in the Waste Disposal System – Importance of Vertical Integration (cont.)

- Collection contracts typically include disposal costs (i.e., transfer station and/or landfill)
- Vertical integration provides the ability to control the costs of the entire waste management operations (i.e., collection, transfer and disposal)
- Collection companies without their own transfer or disposal infrastructure face a significant competitive disadvantage
  - Competitor is providing significant portion of pricing (i.e., transfer and/or disposal), which may be for a limited time period
  - Significant unknown cost factor when bidding municipal hauling contracts (typically 5 years)
  - Creates hurdles to make capital investments
  - Using a competitor's facility causes operational inefficiencies (e.g., CVs must drive from the disposal facility back to their facility at the end of the day versus parking at the same location, or may travel extra miles to deliver loads within the disposal facility operating hours)

21

Trends in the Waste Disposal System – Recycling Challenges

- Recycling programs within the county have been established at the University of Illinois at Urbana-Champaign, and within the City of Urbana and City of Champaign
- Curbside recycling service is available to residents of the centrally located and largest municipalities within the County: Champaign, Urbana, Savoy, and Rantoul
- Champaign County covers nearly 1,000 square miles; many rural residents of Champaign County, especially those in outlying areas away from municipalities, do not have access to a trash or recycling pick-up services, increasingly seek a means to recycle all traditional materials, and have expressed their frustrations

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Trends in the Waste Disposal System – Recycling Challenges (cont.)

- Only one public recycling drop-off station is presently available in Champaign County (operated by Illini Recycling at 420 Paul Avenue, Champaign)
- Three limited-service recycling drop-off stations are located in the Villages of Ogden, Homer, and Philo (which are all south or east of Champaign-Urbana)
- Champaign County goals and recommendations include improving trash disposal options and recycling drop-off options for outlying rural residents, including supporting the development of additional recycling drop-off centers for public use in Champaign County
- The recycling challenges faced by the rural areas of Champaign County are likely similar to the recycling challenges faced by the Ford and Iroquois County portions of the Service Area

23

Waste Disposal System – Utilized Disposal Facilities

- Licensed waste haulers must report which facilities they utilize for solid waste disposal
- In 2022, nineteen solid waste haulers reported that they:
  - Use the GFL Clinton Landfill, RS Brickyard Landfill and the WM Valley View Landfill
  - Do not use the other RS landfills including the RS Illinois Landfill, which is consistent with the very low reported waste acceptance volumes at the Illinois Landfill
  - Use the RS Urbana Transfer Station and the GFL Henson Urbana Recycling Center
  - Do not use the Paris Transfer Station or the University of Illinois Waste Transfer & Material Recovery Facility
  - Do not use the Monticello Transfer Station (open only 2 weeks per year for clean up days)

24

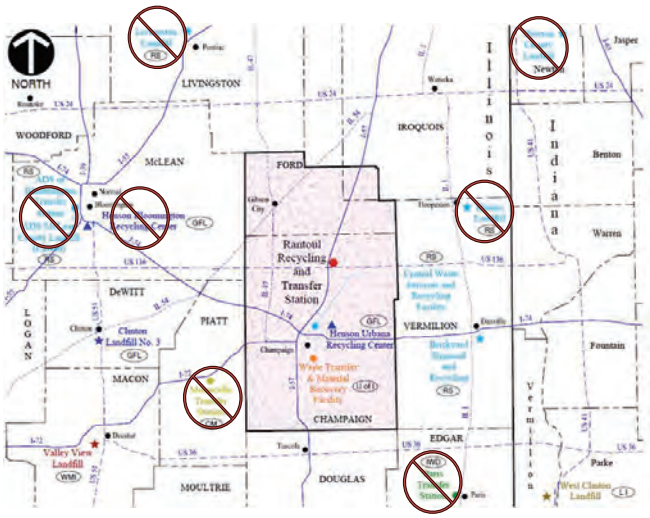
Waste Disposal System – Other Helpful Data

- Other available data indicates:
  - Publicly-available actual host fee data indicates that the RS Urbana Transfer Station accepted approximately 300 tpd of MSW in 2024
  - Henson Urbana Recycling Center was acquired by an affiliate of Area Disposal in March 2025 and the approximate amount of accepted non-recyclable GCDD is known to be about 50 tpd
  - Area Disposal currently direct hauls approximately 190 tpd of MSW to the Clinton Landfill (and does not use the RS Urbana Transfer Station)
  - The relatively large number of other licensed haulers suggest at least some would not be expected to use the RS Urbana Transfer Station

25

Waste Disposal System – Facility Observations

- The facilities in Livingston County and McLean County, IL and Newton County, IN are too far to manage MSW generated from the Service Area
- The U of I Waste Transfer and Material Recovery Facility, the Monticello Transfer Station, the Paris Transfer Station and the Illinois Landfill do not manage substantial volumes of MSW generated in the Service Area



26

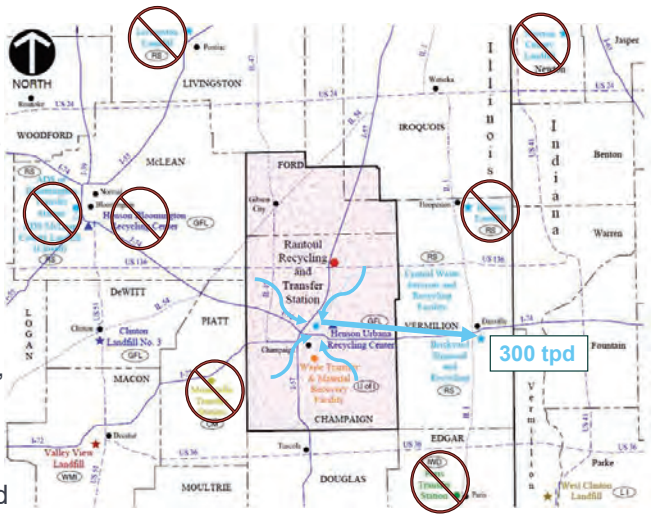
Waste Disposal System – Observations of Vertical Integration Status

- RS – Full vertical integration – proximate landfills, MSW transfer station in the Service Area, and substantial collection
- GFL – Partial vertical integration - proximate landfill, no MSW transfer station, and substantial collection
- WM – Nominal partial vertical integration - proximate landfill (but farther than RS or GFL landfills), no MSW transfer station, and minor collection (serving Champaign-Urbana but not the rural areas)
- Waste Connections – no landfill, no transfer station, and no collection (and is not even a registered hauler in the County)
- Various companies – collection only

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Waste Disposal System – RS Observations

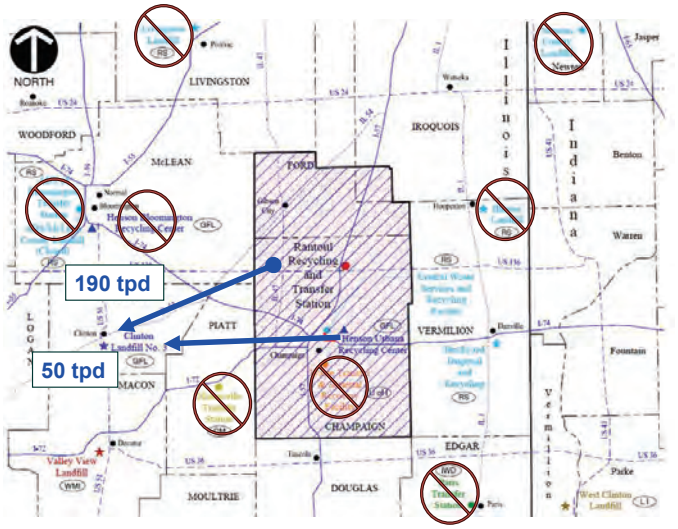
- RS primarily transports waste it collects to the RS Urbana Transfer Station, where it is consolidated into transfer trailers and transported to the Brickyard Landfill, allowing the company to control transfer and disposal costs through vertical integration
  - 1 TT = 3–4 CVs collection
  - TT > fuel efficiency than CVs
  - Reduced vehicle wear, fewer trips, and faster unloading
- Waste hauled by **other collection companies** to the RS Urbana Transfer Staton is also transferred and disposed at the Brickyard Landfill



28

Waste Disposal System – GFL Observations

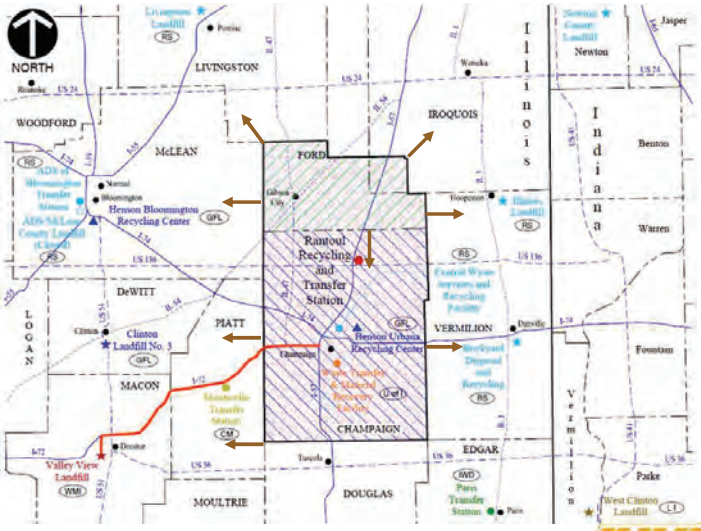
- Vertical integration incentives result in GFL affiliates hauling the non-recyclable waste from GFL's GCDD recycling facility in Urbana to GFL's affiliated landfill in Clinton
- **GFL almost entirely hauls the MSW it collects directly to the Clinton Landfill**



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Waste Disposal System – Remaining Companies Observations

- Vertical integration incentives likely result in WM hauling the waste it collects to the Valley View Landfill
- The remaining shortfall of 90 tpd from other haulers is managed by facilities outside the Service Area



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Waste Disposal System – Key Question

- Why don't all the haulers just use the RS Urbana Transfer Station?

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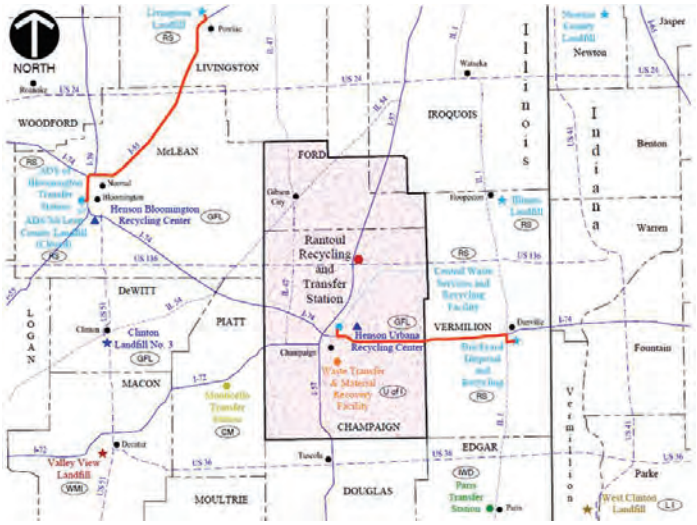
Waste Disposal System – Pricing Observations

- As a benchmark, the pricing for Bloomington-Normal to use the RS Bloomington Transfer Station was $56.29 per ton (for initial two-year period beginning in 2021) and then eventually increasing to $65.26 (for fifth additional one-year period, which should be 2025)
- The fee for Bloomington-Normal similarly includes the cost for RS to transfer the waste into a transfer trailer, haul the waste to the Livingston Landfill (in Pontiac which is a similar distance as Urbana to Danville), and the tipping fee at the Livingston Landfill

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Waste Disposal System – Pricing Observations (cont.)

- Distance from ADS of Bloomington to Livingston Landfill = 44 miles and estimated 41-minute drive time
- Distance of RS Urbana Transfer Station to Brickyard Landfill = 35 miles and estimated 37-minute drive time



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Waste Disposal System – Pricing Observations (cont.)

- RS charges Area Disposal approximately $134 per ton for use of the RS Urbana Transfer Station
- This fee consists of a tipping fee of $113.94 per ton plus an environmental fee of $19.71 per ticket (or load) plus a fuel recovery fee of $8.57 per ticket (or load)
- The fees charged by RS include the cost for RS to transfer the waste into a transfer trailer, haul the waste to the Brickyard Landfill, and the tipping fee at the Brickyard Landfill

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Waste Disposal System – Pricing Observations (cont.)

- The fee charged by RS to Area Disposal at the RS Urbana Transfer Station is over double the fee charged by RS to Bloomington-Normal for a very similar service at the RS Bloomington Transfer Station
- In summary, the very high pricing that RS charges Area Disposal (its main competitor in the market) for its use of the RS Urbana Transfer Station effectively deters Area Disposal from using the RS Urbana Transfer Station and provides a dramatic competitive advantage to RS.

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Waste Disposal System – Pricing Observations (cont.)

- The owner and/or operator of the disposal location can readily "drive up" the disposal cost of their competition and give its own hauling company a cost advantage
- The overall likely impact is higher pricing and a reduction in services
- The economic factor which tends to prevent this from occurring is competition; specifically, multiple potential transfer/disposal locations that are incentivized to want to bid on the hauling volume
- The Rantoul RTS would provide another option for haulers in the area
- GFL is the only other company serving the Service Area with an opportunity to fully vertically integrate

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Benefit 1 – Increase Competition and Transfer Capacity

- Champaign County relies on one MSW transfer station and one GCDD recycling facility to transport non-recyclable waste and MSW to out-of-county landfills
- The Rantoul RTS would enhance the capability and capacity of Champaign County to manage waste, including the 300 tpd currently managed by facilities outside of the Service Area
- The Rantoul RTS would also compete with the single other MSW transfer station in the Service Area, which has been demonstrated to control costs and improve services

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Benefit 1 – Established Benefits of Competition

- The Federal Trade Commission (FTC) Bureau of Competition advances the United States government policies that protect consumers and promote competition. The FTC website states:
  - Competition in America is about price, selection, and service
  - Competition benefits consumers by keeping prices low and the quality and choice of goods and services high
  - Competition encourages businesses to offer new and better products
  - Competition makes our economy work

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Benefit 1 – Example of Benefits of Increased Competition

- Prior to 2020, the WM Joliet Transfer Station was the only permitted MSW transfer station in Will County, and had a similar “monopoly” as the RS Bloomington Transfer Station
- A new transfer station (the Moen Transfer Station or MTS) was proposed, which is located approximately 1.25 miles from the WM Joliet Transfer Station, and was approved by Rockdale because they recognized the same competition benefits
- WM vehemently opposed the local siting of the MTS and appealed the decision all the way to the Illinois supreme court, but the approval was upheld
- Due to demand from outside haulers, the capacity of the transfer station has been increased from 350 tpd to 1,080 tpd, and observations by CEC indicate that the MTS regular accepts 600 to 800 tpd

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Benefit 1 – Another Example of Benefits of Increased Competition

- The Waste Connections DuKane Transfer Station is the only permitted MSW transfer station in DuPage County and is located in West Chicago
- In February 2023, West Chicago recognized the same competition benefits and approved the local siting of the West DuPage Recycling and Transfer Station (or West DuPage RTS), which is operated by LRS and is located approximately 0.5 miles from the DuKane Transfer Station
- Prior to the local siting process, LRS bid on the West Chicago hauling contract, which was awarded to Waste Connections, but resulted in a five-year savings of approximately $1.7M compared to the previous contract (or approximately $300 for each single-family unit) and included additional services

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Benefit 1 – Example of Drawback of Limited Competition

- Similar to the Moen Transfer Station, the existing competitor in the market (i.e., Waste Connections) participated in the local siting of the West DuPage RTS and opposed its approval
- Subsequent to the DuPage County's approval, Waste Connections appealed the decision to the Illinois Pollution Control Board, and, in 2024, the IPCB overturned the local siting approval due to an administrative issue
- The hauling contract for West Chicago was renewed again in late 2024 and was again won by Waste Connections. Not surprisingly, West Chicago residents saw price increases of 10% to 20%

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Benefit 2 – Facilitate Recycling in the Service Area

- Champaign County has historically taken a proactive leadership role in recycling, and the 2022 Update discusses the current challenges with recycling and increasing the diversion rate from landfills, including the specific desire to increase the recycling in the rural areas
- The Rantoul RTS is ideally located to facilitate recycling in the rural areas, especially the underserved areas north of Champaign-Urbana
- The ability to accept, consolidate, and transfer SSR to its MRF will allow Area Disposal to control costs and better serve commercial and rural residential customers
- With the Rantoul RTS, Area Disposal would be able to offer curbside recycling to rural customers outside of Rantoul

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Benefit 3 – Reduce Environmental Impacts to Rantoul and the Area

- Area Disposal currently has twenty-eight licensed vehicles in Champaign County that are predominantly parked and maintained at the site
- The collection vehicles travel from the site to their route, unload the waste or recyclables at another transfer station or landfill (currently the Illini Recycling facility in Champaign for SSR and the Clinton Landfill for MSW), potentially complete a second route/ unloading, and then return to the site to park overnight
- The proposed Rantoul RTS will reduce the travel distance of Area Disposal's hauling fleet

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Benefit 3 – Reduce Environmental Impacts to Rantoul and the Area (cont.)

- A key savings is that Area Disposal will be able to use fewer vehicles to haul the same amount of MSW (which is currently approximately 190 tpd) due to the reduced travel distance (and thus increased efficiency) of each collection vehicle
- These savings do not include (1) any potential mileage reductions in recyclables hauling, and (2) any potential mileage savings for additional MSW volumes hauled by Area Disposal
- The reductions in truck miles will save fuel and reduce wear on roads
- The reduction in fuel usage will reduce the emissions associated with managing MSW and SSR from the Service Area

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Benefit 3 – Reduce Environmental Impacts to Rantoul and the Area (cont.)

	Reduced Miles (per year)	Reduced Miles (over 20-year operating period)	Reduced Fuel Usage (gallons over 20-year operating period)	Reduced Emissions (pounds of CO2 over 20-year operating period)
Area Disposal MSW Collection Vehicles	408,000	8.2 million	2.1 million	47.77 million
Other Collection Vehicles	75,000	1.5 million	400,000	8.93 million
Total	**483,000**	**9.7 million**	**2.5 million**	**56.70 million**

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Benefit 4 – Direct Benefits to the Village of Rantoul

- Area Disposal executed a Host Community Agreement with the Village of Rantoul (June 2025)
- The agreement provides a host benefit fee of $0.40 per ton of waste transferred to a landfill or disposal facility
- Based on an estimated 280 tons per day of transferred waste, the facility would generate approximately $30,000 per year in revenue for the Village

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Summary

- The Rantoul RTS will:
  - Increase competition and available transfer station capacity, which has been clearly recognized to help control price increases and maintain a high quality of service in both the residential and commercial sectors
  - Increase recycling for rural areas
  - Reduce environmental impacts to the area by decreasing the travel distance of MSW collection vehicles
  - Provide a host fee to be paid to Rantoul for every ton of refuse that is transferred at the facility

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Opinion – Criterion 1

- It is my professional opinion that the Rantoul Recycling and Transfer Station meets the requirements of Criterion 1, as it is "necessary to accommodate the waste needs of the area it is intended to serve"

48

Section 39.2 of the Act : Criterion 2

"The facility is so designed, located and proposed to be operated that the public health, safety and welfare will be protected"

49

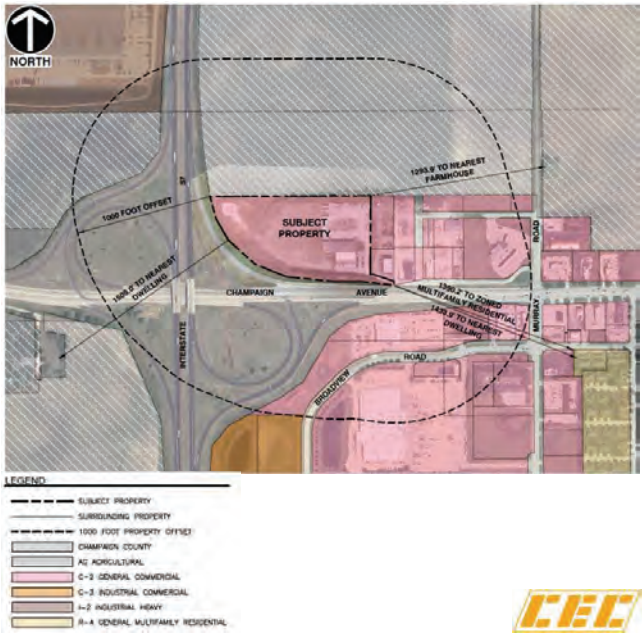
Location Standards

- Archaeological, Architectural or Historical Sites
- Threatened or Endangered Species
- Wild and Scenic Rivers
- Residential Setback
- Wetlands
- Airports
- 100 Year Floodplain (Criterion 4)
- Regulated Recharge Area (Criterion 9)

50

Residential Setback

- Required setback of at least 1,000 feet from the nearest property zoned for primarily residential uses or from any dwelling
- Surrounding properties are zoned C-2 General Commercial, I-2 Heavy Industrial (Village of Rantoul), or Agricultural (Champaign County)
- Residences are not permitted uses in a C-2 and I-2 (by Rantoul)
- Nearest property zoned for residential use is located 1,390 feet to the southeast, and the nearest occupied residence is 1,434 feet to the southeast



51

Wetlands



- The National Wetlands Inventory database was reviewed to identify wetlands in the vicinity of the proposed site
- No wetlands were identified on the project site
- The nearest mapped wetlands are located near the Interstate 57 interchange ramps to the southwest

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Airports



- The Rantoul Airport is located approximately 1.83 miles southeast of the site
- Transfer stations are not prohibited from being located nearby to airports
- Federal Aviation Administration (FAA) Advisory Circular 15/5200-33B (Advisory Circular) provides guidance on certain land uses, including MSW transfer stations, that have the potential to attract hazardous wildlife on or near public-use airports

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Airports (cont.)

- The Rantoul RTS meets all of applicable criteria in the Advisory Circular so will be compatible with safe airport operations
- CEC provided the proposed the design drawings and operating plan to the Rantoul Airport
- The Rantoul Airport provided a letter indicating that they:
  - Studied the provided information for the proposed Rantoul RTS
  - Visited similar facilities
  - Reviewed the Advisory Circular carefully
  - Do not foresee any impacts on the Rantoul Airport operations and have no objection to the project proceeding as proposed

54

Section 39.2 of the Act : Criterion 4

"for a facility other than a sanitary landfill or waste disposal site, the facility is located outside the boundary of the 100-year floodplain or the site is flood-proofed"

55

Floodplain Evaluation

- Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) were reviewed to identify floodplain conditions in the project area
- The proposed Rantoul RTS is not located within the100-year floodplain
- The nearest floodplain areas are associated with Big Ditch over one mile to the north



56

Opinion – Criterion 4

- It is my professional opinion that the Rantoul Recycling and Transfer Station is located outside the boundary of the 100-year floodplain

57

Section 39.2 of the Act : Criterion 9

"if the facility will be located within a regulated recharge area, any applicable requirements specified by the Board for such areas have been met"

58

Section 39.2 of the Act : Criterion 9

- "Regulated recharge area" means a compact geographic area whose geology renders a potable resource groundwater particularly susceptible to contamination
- Only one regulated recharge area has been established in Illinois, as of the date of this presentation, which is Pleasant Valley Public Water District (Pleasant Valley) located south of Peoria in Peoria County
- The Rantoul Recycling and Transfer Station is located over 75 miles east of Pleasant Valley

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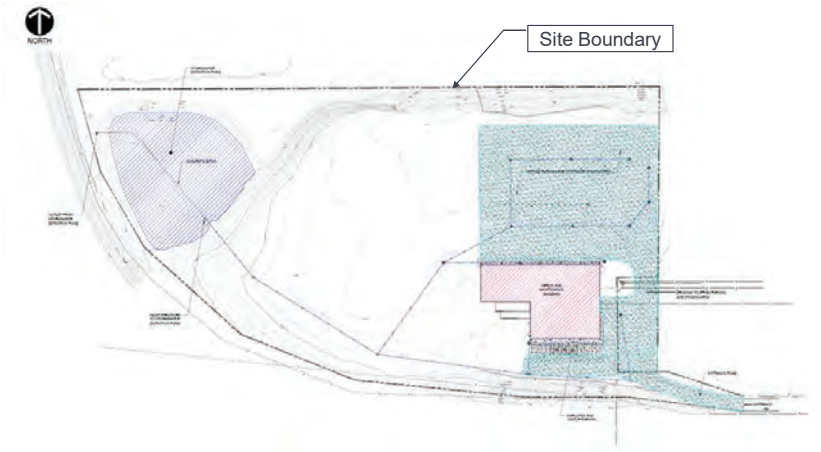
Opinion – Criterion 9

- It is my professional opinion that the Rantoul Recycling and Transfer Station is not located within or near a regulated recharge area

60

Existing Operations – Waste Hauling Business

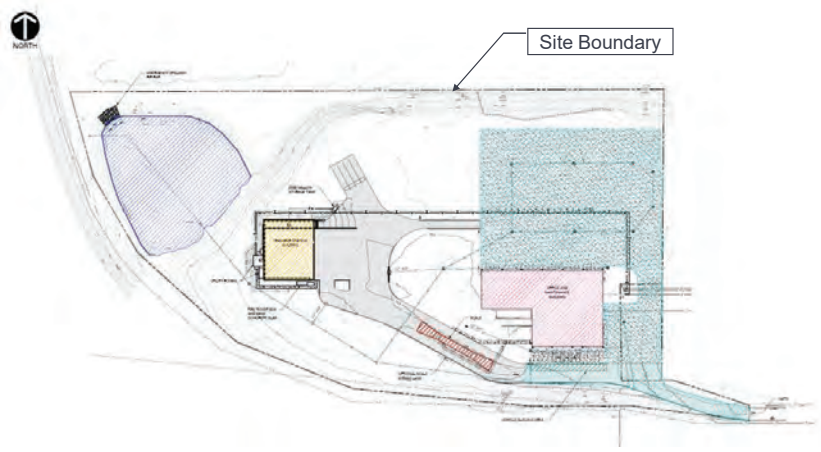
- Substantial recent improvements
- Parking of collection vehicles including electric hook ups and lighting
- Offices for dispatch and customer service
- Stormwater management including a detention pond, catch basins and piping



61

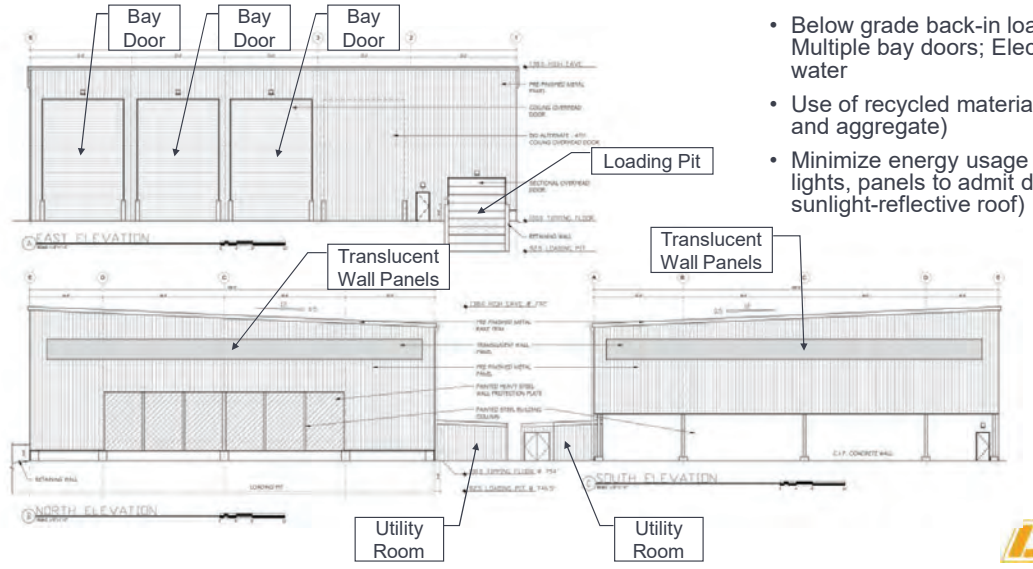
Proposed Facility Improvements – Site Plan

- Approximately 12,000 square foot transfer building
- Scale
- Scale office
- Access roads
- Stormwater controls
- Extending utilities
- Security – gate, fencing, cameras, lights



62

Proposed Facility Improvements – Elevation Views

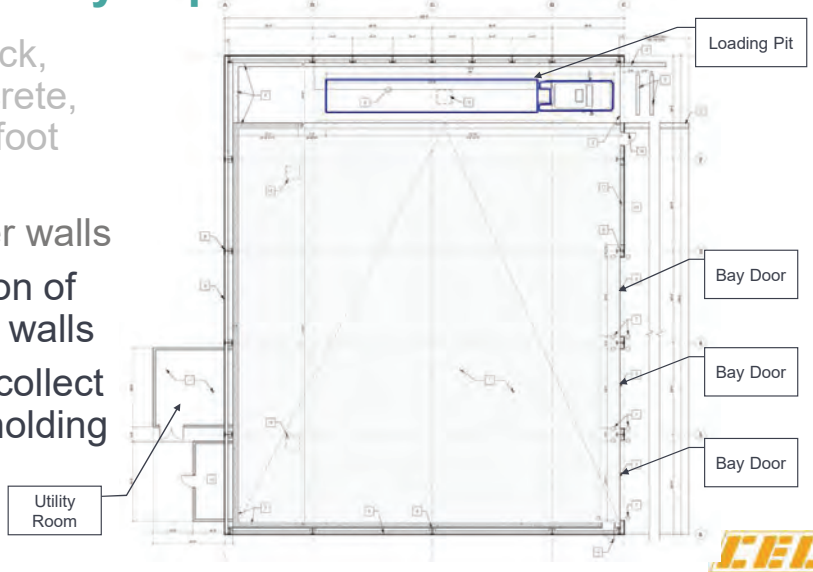


- Below grade back-in loading pit; Multiple bay doors; Electric and water
- Use of recycled materials (steel and aggregate)
- Minimize energy usage (LED lights, panels to admit daylight, sunlight-reflective roof)

63

Proposed Facility Improvements – Floor Plan

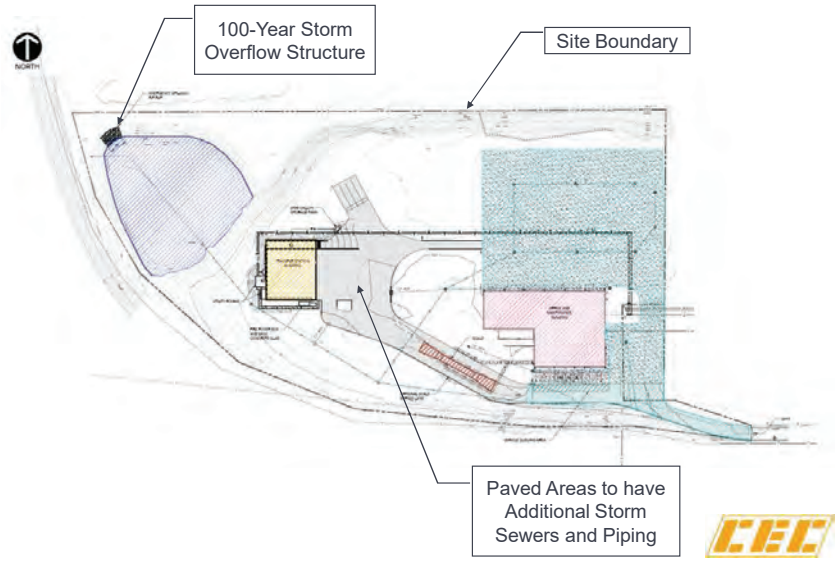
- Min. 10-inch thick, reinforced concrete, 10,000 square foot tipping floor
- Concrete barrier walls
- Highest elevation of tipping floors at walls
- Floor drains to collect wastewater in holding tank



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Proposed Facility Improvements – Stormwater

- Minimal additions because impervious pavement for transfer station was previously considered
- Additional storm sewers and piping
- 100-year storm overflow structure for pond
- Construction and operations to be performed pursuant to NPDES permits from the IEPA and stormwater pollution prevention plan



65

The Operations

- All existing hauling company operations would continue (e.g., vehicle parking, container storage, customer service and dispatch)
- Loads of MSW from collection vehicles will be consolidated into larger loads for transport to an area landfill for disposal
- Loads of recyclables from collection vehicles will be consolidated into larger loads for transport to a material recovery facility (MRF), such as GFL's MRF in Pekin, for separation and re-use as a commodity
- Designed to readily manage a combined amount 500 tpd

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Operations Plan

- **Operating hours -** 5 a.m. to 6 p.m. on weekdays and 5 a.m. to 12 p.m. on Saturdays, with no operation on Sundays or major holidays
- **Additional employees -** operators, laborers, and a scale attendant
- **Additional training -** operations, waste acceptance, load inspections, safety, emergency response, reporting
- **Additional equipment -** front end loaders, yard tractors, semi-trailers

67

Acceptable Materials

- **Municipal solid waste** - garbage, general household and commercial waste, industrial lunchroom or office waste, landscape waste, and construction or demolition debris as defined in Section 3.290 of the Illinois Environmental Protection Act (Act)
- **Residential and Commercial Recyclables -** various recyclables (e.g., paper, cardboard, bottles, cans) that are mixed together in a single bin/ container

68

Unacceptable Wastes

- Hazardous Waste (as defined by Section 3.220 of the Act) – Criterion 7
- Potentially Infectious Medical Wastes (as defined by The Act in Section 3.84)
- Regulated Asbestos Containing Materials
- Polychlorinated biphenyls (PCB) Wastes
- Used Motor Oil, Liquid Wastes or Sludge
- White goods
- Lead-acid automotive batteries
- Used Tires
- Landscape Waste

69

Anticipated Acceptance Volumes

- **MSW** - Area Disposal currently hauls approximately 190 tpd of MSW from the Service Area; the 350 tpd amount would accommodate the existing volume Area Disposal hauls, volume from other privately owned companies, reasonable growth, and a contingency for a peak day
- **SSR** - Area Disposal currently hauls approximately 15 tpd of SSR from the Service Area; the 150 tpd amount would accommodate the existing volume Area Disposal hauls, volume from other privately owned companies, significant growth, and a contingency for a peak day
- **Transfer Building Capacity** - More than adequate capacity to temporarily stage MSW and SSR during peak hours at maximum volumes

70

Dust and Mud Control

- Paved access roads, parking areas, storage areas, and vehicle-maneuvering areas
- Transfer building orientated to protect operations from wind
- Use of a street sweeper to remove mud, dirt and dust tracked onto hard surfaces on an as-needed basis, except during severe weather conditions (e.g., heavy rains, winter conditions when salt has been applied to the roadway)

71

Litter Control

- Waste will be delivered primarily in enclosed vehicles, and tarps will be required on all non-enclosed loads
- Unloading, transferring and loading of all waste will be performed indoors
- Loaded transfer trailers will be tarped using auto-tarpers
- The site is surrounded by fencing and will be patrolled to collect any litter

72

Odor Controls

- Unloading, transferring, and loading operations will be performed indoors
- Waste on-site for only a short time (e.g., first-in, first-out)
- Cleaning of the tipping floor and barrier walls with a pressure washer as needed
- Ventilation and filtration system with ventilation fan, duct system, particulate filter, ozone generation and dispersion in the duct system to destroy any odorous compounds
- Bay doors to remain closed when not in use

73

Opinion – Criterion 2 and 7

- Criterion 2: It is my professional opinion that the Rantoul RTS is so designed, located and proposed to be operated that the public health, safety and welfare will be protected
- Criterion 7: It is my professional opinion that the Rantoul RTS will not be treating, storing or disposing of hazardous waste, so Criterion 7 does not apply

74

Section 39.2 of the Act : Criterion 5

"the plan of operations for the facility is designed to minimize the danger to the surrounding area from fire, spills, or other operational accidents"

75

Incident Prevention and Response Plan (Criterion 5)

`

Prevention

First, the Plan presents the actions to be taken to prevent fires, spills and other operation accidents from occurring

Response

Second, the Plan presents an organized and coordinated course of action to be taken in responding to potential fires, spills or other operational accidents at the site, if any occur

76

Safety Officer

- On-site at ALL Times
  - The Facility Manager (or duly designated equipment operator) will serve as the Safety Officer to ensure an identified Safety Officer is on-site at all times during operation
- Responsibilities
  - Implement procedures to prevent fires, spills and other operational accidents, and
  - Coordinate responses to incidents or emergencies, if any were to occur, consistent with this plan and with any government response to the incident, such as the Police and Fire Department

77

Spill and Accident Prevention

- Training – prior to working at site, monthly safety meetings
- Personal Protective Equipment (PPE)
- Systems and procedures to contain and collect any spilled liquids



78

Spill Prevention and Control

- The facility will not accept liquid waste
- Minor liquids from waste materials will be captured on the tipping floor and directed to an oil-water separator and holding tank
- No liquids from the tipping floor or loading pit will discharge to the stormwater system
- Fuel tanks will include secondary containment and automatic shutoff controls
- Absorbent materials will be used to contain and clean any equipment fluid leaks or spills

79

Fire Prevention

- The transfer building will be equipped with a Fire Rover early detection and response system with 24-hour thermal monitoring and fire-fighting foam deployment
- Access roads are designed to accommodate emergency vehicles, including fire trucks
- Fire extinguishers will be located on all heavy equipment and within the transfer building and scale office
- An on-site water truck with a pressurized hose supply will be available for fire response
- A designated hot-load containment area will be used to safely manage smoldering loads if detected

80

Incident Response

- Contact emergency authorities
- Prevent spread of any fire/spill/leak
- Provide any immediate medical attention
- Cease work
- Alert other personnel
- Perform post-incident activities (e.g., replenish spill response materials)
- Document and notify as needed

81

Opinion – Criterion 5

- It is my professional opinion that the plan of operations for the Rantoul Recycling and Transfer Station is designed to minimize the danger to the surrounding area from fire, spills, or other operational accidents

82

Section 39.2 of the Act : Criterion 8

"if the facility is to be located in a county where a county board has adopted a solid waste management plan consistent with the planning requirements of the Local Solid Waste Disposal Act or the Solid Waste Planning and Recycling Act, the facility is consistent with that plan"

83

County Solid Waste Planning

- Each county in the State must adopt a twenty-year plan for managing the MSW generated within its boundaries
- The plan is required to include a recycling program designed to achieve at least a 25% recycling rate
- The plan is required to be updated and reviewed every five years

84

Champaign County SWMP - Background

- Champaign County adopted its original Solid Waste Management Plan (SWMP) in 1991
- The SWMP has been updated every five years, including updates in 1996, 2002, 2007, 2012, 2017, and 2022
- The 2022 Update describes:
  - The background and context for solid waste management planning
  - Waste generation estimates and diversion activities, and the status of recycling
  - Proposed material management programs that may have potential benefits
  - Provisions regarding new development or expansion of pollution control facilities (such as the Rantoul RTS), which supersede those in the SWMP and previous updates

85

SWMP Summary

- SWMP – The 2022 Update recognizes the need for new or expanded transfer stations, and encourages the private sector to develop the in-county waste transfer station network
- Conclusion – The Rantoul RTS is a new solid waste transfer station that would expand the in-county waste transfer station network, and will be owned and operated by Area Disposal, which is part of the private sector

86

SWMP Summary (cont.)

- SWMP – A proposed transfer station must follow the requirements of the Champaign County ordinance or an ordinance adopted by the municipality in which they propose to locate
- Conclusion – Rantoul adopted Ordinance 2796 in June 2025 (Ordinance), Rantoul is the municipality in which the facility is proposed to be located, this Application was prepared consistent with the Ordinance, and the proposed Rantoul RTS will follow the requirements of the Ordinance

87

SWMP Summary (cont.)

- SWMP – The 2022 Update recognizes that a proposed transfer station site must be sufficiently sized to provide operating efficiencies and minimize impacts on the surrounding community
- Conclusion – The Rantoul RTS is located on a generously sized, approximately 14-acre property

88

SWMP Summary (cont.)

- SWMP – The 2022 Update recognizes transfer station waste unloading, temporary storage and loading operations must be performed in an enclosed transfer station building
- Conclusion – The proposed Rantoul RTS will include an enclosed transfer station building for waste unloading, temporary storage and loading operations

89

SWMP Summary (cont.)

- SWMP – The 2022 Update strongly encourages the operator to incorporate green/sustainable building principles into the facility
- Conclusion – The proposed Rantoul RTS will include green/sustainable building principles, including the use of recycled construction materials and a building design which minimizes energy use

90

SWMP Summary (cont.)

- SWMP – The 2022 Update requires a new transfer station facility to enter into a Host Community Benefit Agreement with the governing body prior to filing the siting application and include certain provisions
- Conclusion – Area Disposal entered into a Host Community Benefit Agreement with Rantoul in June 2025 (Rantoul Host Agreement), and the Rantoul Host Agreement includes all of the required provisions

91

Opinion – Criterion 8

- It is my professional opinion that the Rantoul Recycling and Transfer Station is consistent with the Champaign County Solid Waste Management Plan and all provisions in effect at the time of the submittal of this Application for Local Siting Approval

92

Contact Information



John Hock

Mobile: 630-291-6026

Email: jhock@cecinc.com

www.cecinc.com

93

Rantoul Recycling & Transfer Station

Applicant's Exhibit 9

4/17/2026



Local Siting Presentation

Lannert Group

April 2026

R-1686

J. Christopher Lannert, R.L.A.

- President of the Lannert Group
- Provides Professional Services in the Areas of Planning, Community Consulting, and Landscape Architecture
- Professional Association Memberships
  - American Society of Landscape Architects
  - American Planning Association
  - Landscape Architecture Foundation
    Past Board President and Member
  - State of Illinois Department of Professional Regulation
    Past Board Chairman and Member
  - Registered Landscape Architect in States of Illinois and Indiana
  - ASLA president – State of Illinois Chapter
- Provided Testimony on Approximately 60 Solid Waste Related Proposals

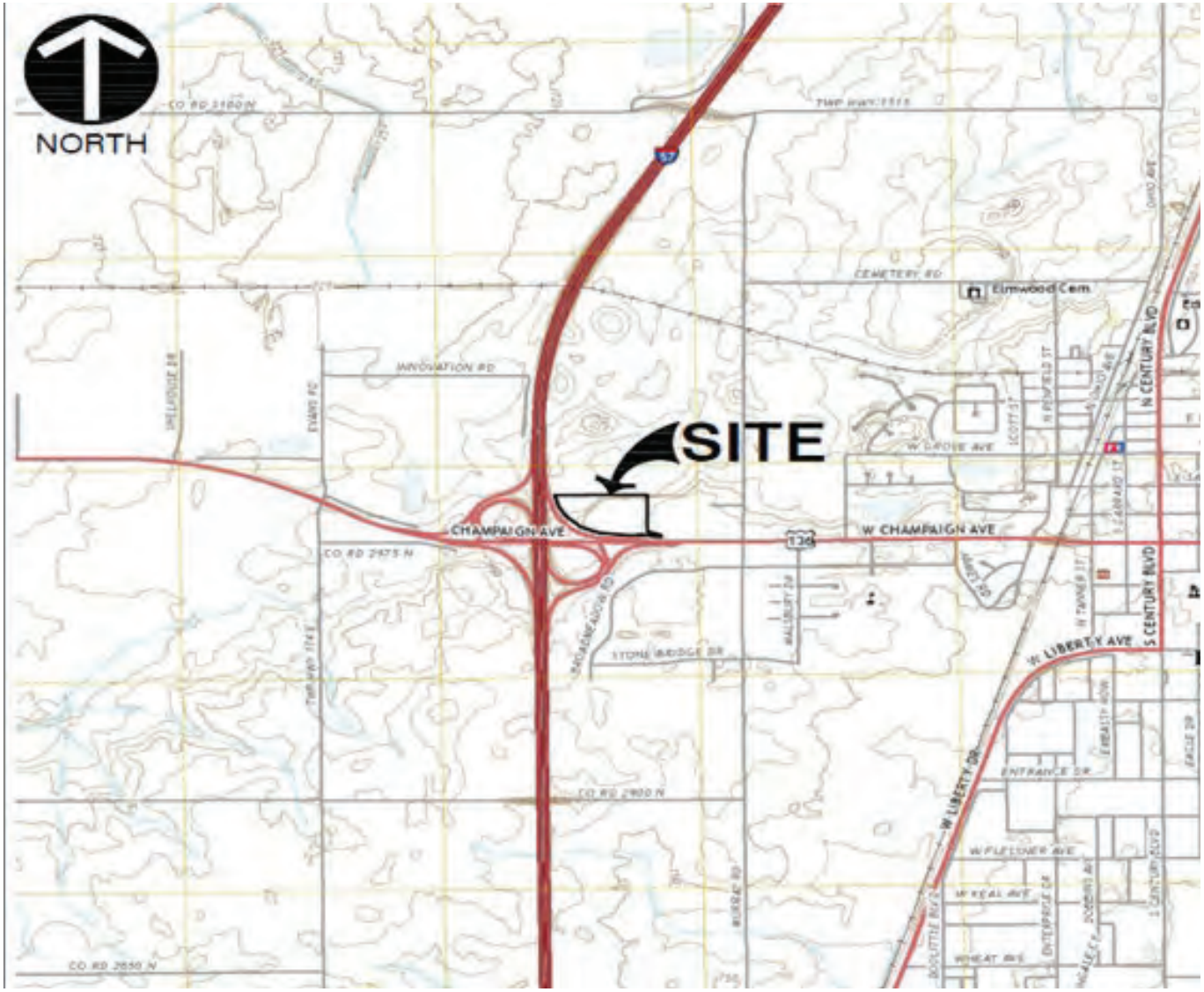
Section 39.2
Criterion 3
Land Use Compatibility

"The Facility is located so as to minimize incompatibility with the character of the surrounding area and to minimize the effect on the value of the surrounding property."

Methodology

- Obtain an Aerial Photograph
  - Located the Site and Surrounding Area Features
  - Provided Area Context for Evaluation
- Gather Regional Documents & Maps
  - Evaluated Existing and Projected Uses
  - Reviewed the Planning Documents, Maps and zoning Ordinances for the City of Rantoul and Champaign County
- Perform Field Inspection and Took Photographs
  - To Depict the Context of the Area
  - To Become Familiar with the Area
  - Verified Zoning and Land Use in the Field
- Develop a Landscape Plan to Buffer the Building On-Site and Minimize Any Incompatibilities
- Prepare a Report (included in application)

Site Location Map



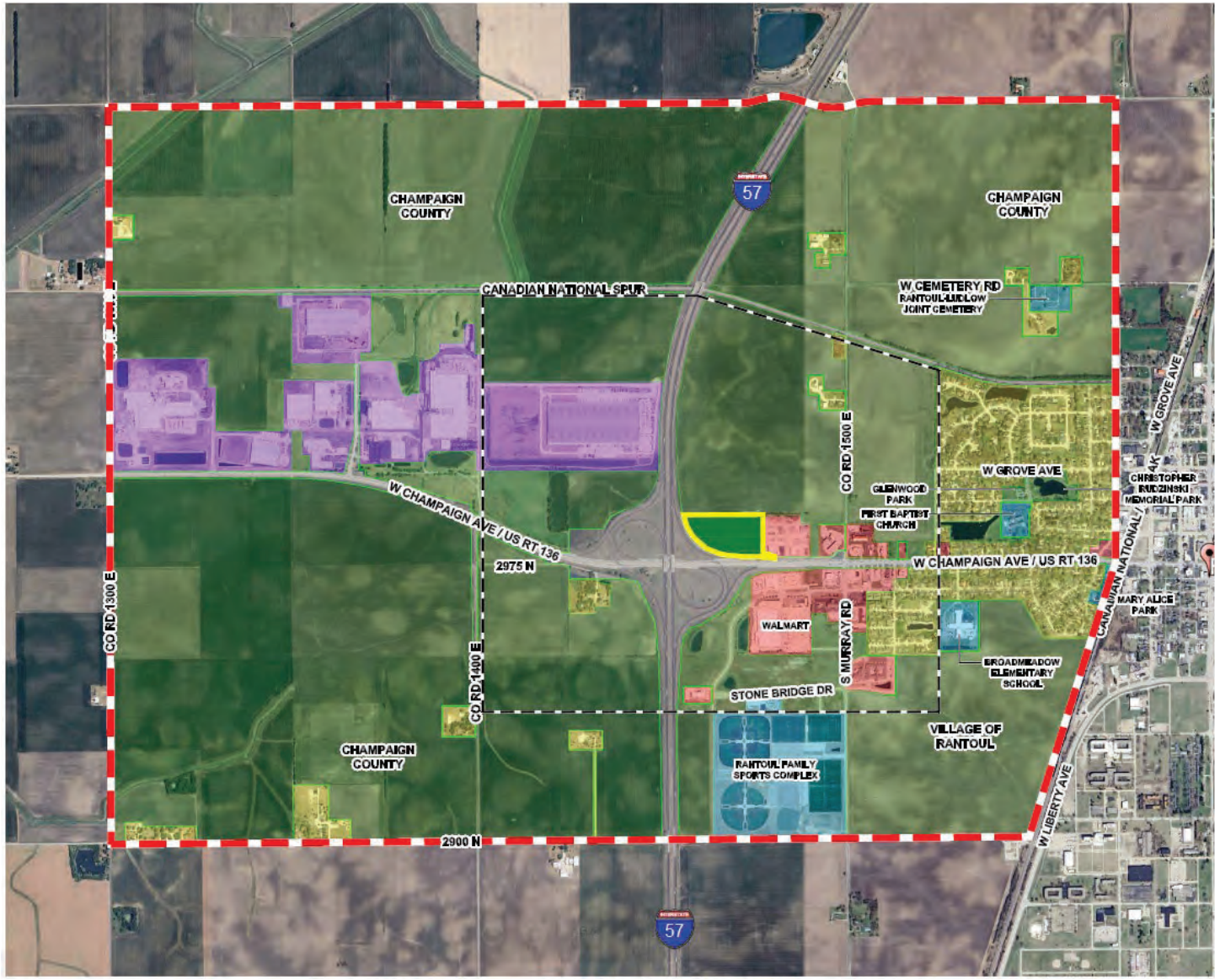
Rantoul Recycling & Transfer Station

Lannert Group

April 2026

R-1690

Existing Land Use Aerial



Rantoul Recycling & Transfer Station

Lannert Group

April 2026

R-1691

Existing Land Use Table

LEGEND

SUBJECT SITE
WIDER STUDY AREA
FOCUS STUDY AREA

LAND USE CLASSIFICATIONS

	FOCUS STUDY AREA ACRES	FOCUS STUDY AREA %	WIDER STUDY AREA ACRES	WIDER STUDY AREA %
AGRICULTURE / OPEN SPACE*	588.8	64.9%	2704.9	74.3%
RESIDENTIAL	42.7	4.7%	264.7	7.3%
COMMERCIAL*	81.1	8.9%	84.3	2.3%
INDUSTRIAL / WAREHOUSE	79.2	8.7%	271.5	7.5%
PUBLIC / SCHOOL / CHURCH	3.1	0.3%	109.7	3.0%
TRANSPORTATION / RIGHT-OF-WAY	112.7	12.4%	207.1	5.7%
TOTAL	907.5	100%	3642.2	100%

* INCLUDES SUBJECT SITE

ZONING INFORMATION AS AVAILABLE FEBRUARY 10, 2025 VIA THE CHAMPAIGN COUNTY GIS CONSORTIUM

AERIAL PHOTOGRAPHY OBTAINED VIA: GOOGLE EARTH DATED JUNE 29, 2023

Off Site Views



2

This view is from W. Champaign Avenue looking east, adjacent to the eastbound off-ramp. The topography in the area and Interstate bridge obscure view to the site.



Off Site Views



4

This view is from the Holiday Inn Express parking lot looking north. The foreground and midground remain vacant with the Ford Dealership sign/building, mature vegetation, and the Interstate signage shown on the horizon.



Off Site Views



5

This view is from the parking lot of the auto dealership, looking northwest towards the proposed Facility. Distance, roadways, and existing vegetation filter views to the Site.



Off Site Views



6

This view is from Evans Road looking west. The power lines and the hotel on Murry Road are shown, and block the Site from this vantage point.



Off Site Views



9

This view is from County Road 1500 at the corporate limit line. The new utility easement construction is seen in the midground, and the commercial uses along W. Champaign Avenue are shown in the background.



Off Site Views



11

This view is at the proposed new entrance to the Facility looking westerly. The existing hauling operation to the right, and the mature vegetation to the left, frame the proposed access into the proposed Facility.



Off Site Views



12

This view is from the northbound access roadway to Interstate 57. The existing mature vegetation and embankment shown, will buffer and filter the view into the proposed Facility.



Off Site Views

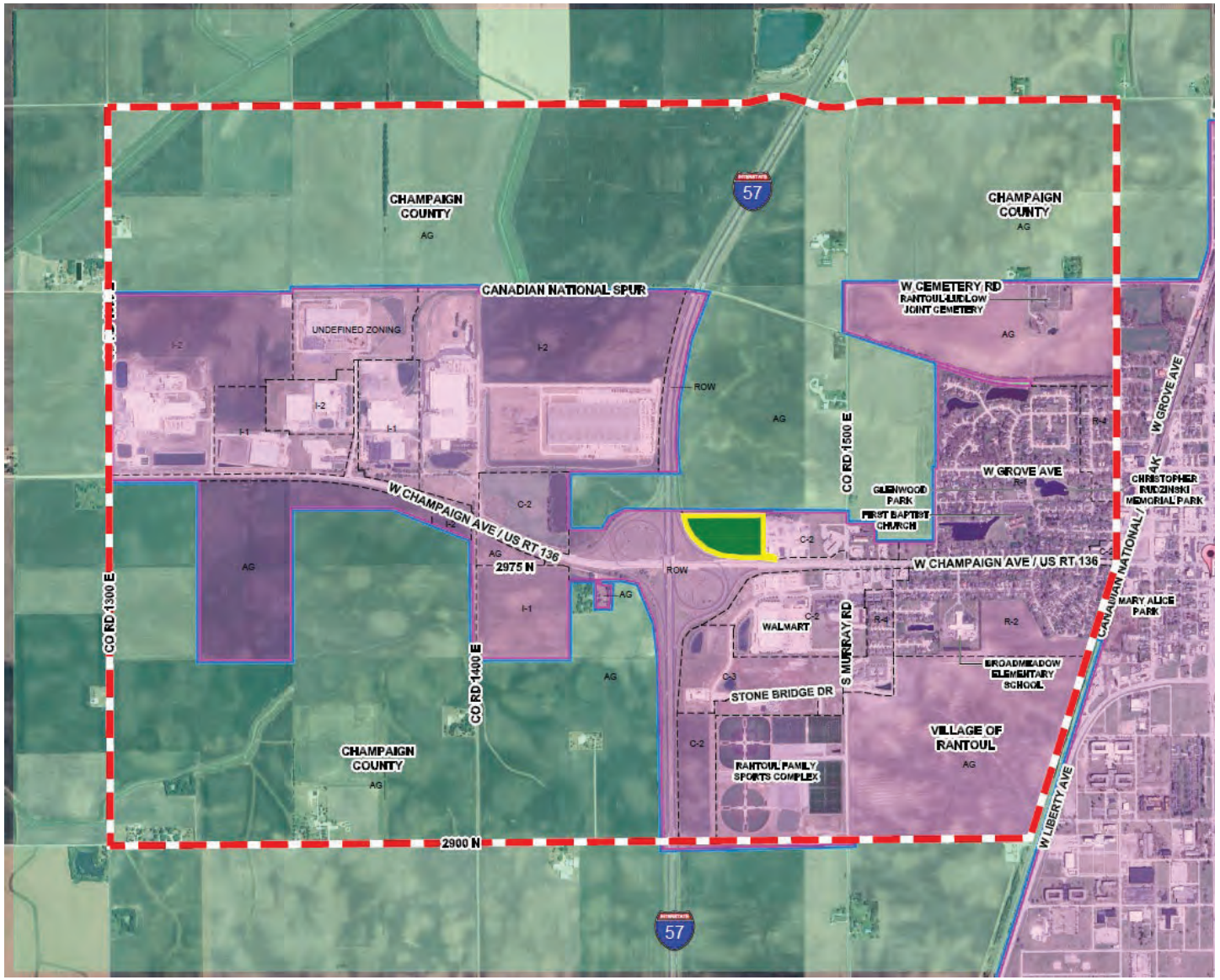


13

This view is looking north on the entrance ramp to Interstate 57, at the west end of the proposed Facility Site. The area behind the fence row plantings will be the location of the detention area.



Zoning Aerial



Rantoul Recycling & Transfer Station

Lannert Group

April 2026

R-1701

Zoning Table

LEGEND

SUBJECT SITE
STUDY AREA
ZONING DISTRICT BOUNDARY

ZONING CLASSIFICATIONS

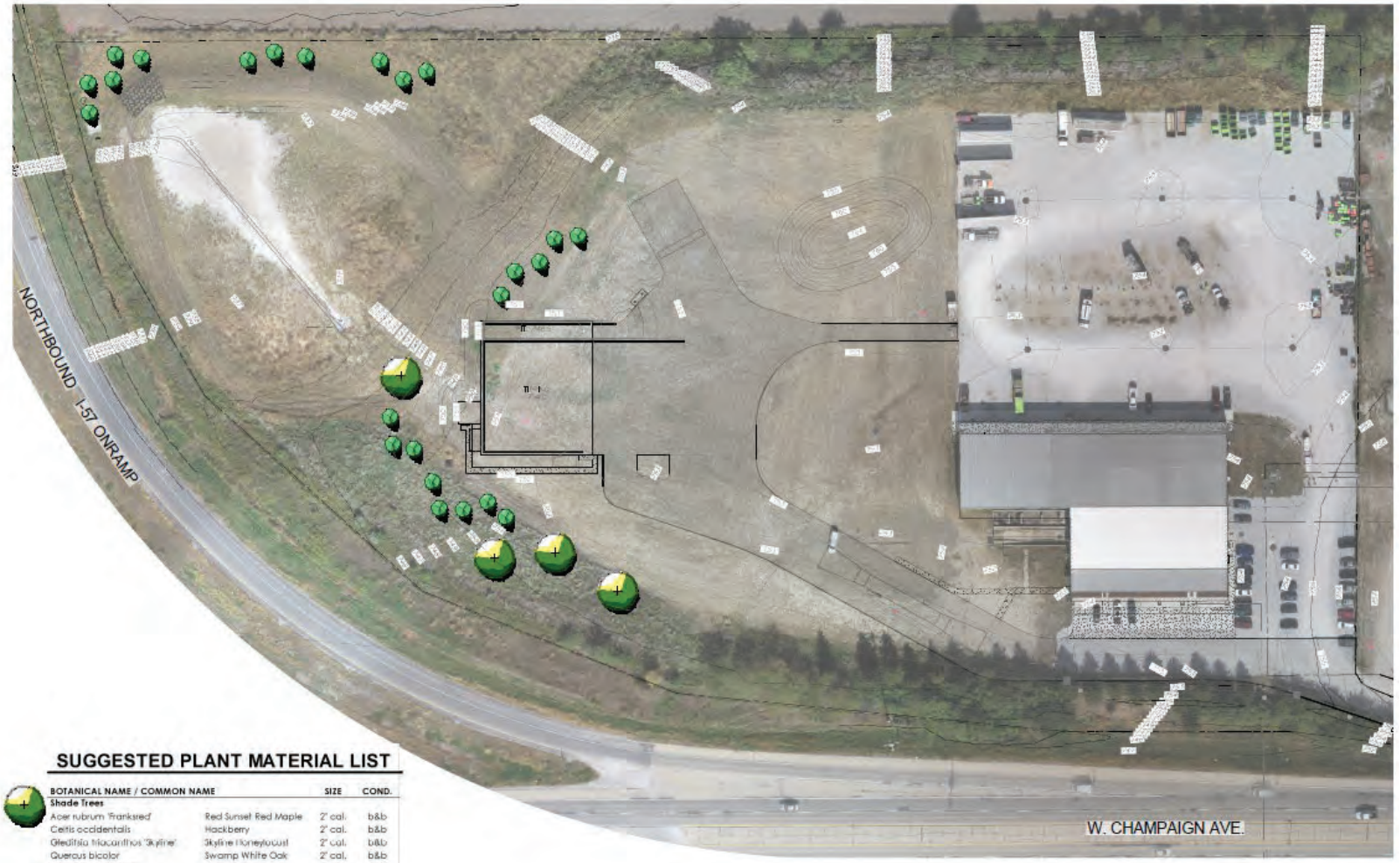
	ZONING USES		AC	%
	CHAMPAIGN COUNTY, IL			
	AG	AGRICULTURE	1970.0	54.1%
	VILLAGE OF RANTOUL			
	R1	RESIDENTIAL 1	140.3	3.9%
	R2	RESIDENTIAL 2	93.1	2.6%
	R4	RESIDENTIAL 4	37.2	1.0%
	C-2	COMMERCIAL*	167.7	4.6%
	C-3	COMMERCIAL	45.5	1.3%
	I-1	INDUSTRIAL LIGHT	119.3	3.3%
	I-2	INDUSTRIAL HEAVY	388.3	10.7%
	AG	AGRICULTURE	485.0	13.3%
	ROW	RIGHT-OF-WAY	147.0	4.0%
		UNDEFINED ZONINING	48.6	1.3%
	TOTAL		3642.2	100.0%

*INCLUDES SUBJECT SITE

ZONING INFORMATION AS AVAILABLE FEBRUARY 10, 2025 VIA THE CHAMPAIGN COUNTY GIS CONSORTIUM

AERIAL PHOTOGRAPHY OBTAINED VIA: GOOGLE EARTH DATED JUNE 29, 2023

Landscape Plan



SUGGESTED PLANT MATERIAL LIST

BOTANICAL NAME / COMMON NAME		SIZE	COND.
Shade Trees			
Acer rubrum 'Franksred'	Red Sunset Red Maple	2" cal.	b&b
Celtis occidentalis	Hackberry	2" cal.	b&b
Gleditsia triacanthos 'Skyline'	Skyline Honeylocust	2" cal.	b&b
Quercus bicolor	Swamp White Oak	2" cal.	b&b
Taxodium distichum	Baldcypress	2" cal.	b&b
Evergreen Trees			
Picea glauca var. densata	Black Hills spruce	8' ht.	b&b
Pinus flexilis 'Vanderwolf's Pyramid'	Limber Pine	8' ht.	b&b
Thuja occidentalis 'Nigra'	Dark Green Arborvitae	8' ht.	b&b
Ornamental Trees			
Amelanchier canadensis	Serviceberry	6' ht.	b&b
Betula papulifolia 'Whitespire'	Whitespire White Birch	2" cal.	b&b
Cercis canadensis	Redbud	6' ht.	b&b

Summary of Findings

- The Subject Site is located in a C-2 Commercial district within the Village of Rantoul.
- The character of the immediate area surrounding the site has been defined by commercial and other businesses uses that have been established over the past years. The proposed transfer station development will blend with this existing land use pattern.
- The major land use in the area continues to be Agriculture within the County and the City.
- The Route 136 corridor (W. Champaign Ave.) is an appropriate land use buffer along the south property line, and mirrors adjacent uses.
- Agricultural, Commercial/Office, and Industrial/Manufacturing uses are compatible uses comprising 82.5% of the land in the focused study area, and 84.1% of the land in the wider study area, exceeding the requirements of the Siting Ordinance (2,500 feet).
- No residential zoned or used property is located within the 1,000' setback requirement of 415 ILCS 22.14.
- Residential uses account for approximately 7.3% of the Wider Study Area and occur primarily to the southeast within established neighborhood areas, removed from any major impact of the proposed transfer station site.
- The proposed transfer station development will be screened by plantings along the roadway frontages, west and south, and by berms and plantings along the north.

Professional Opinion

It is my professional opinion that the Facility is located so as to minimize incompatibility with the character of the surrounding area and, therefore, satisfies the first part of Criterion 3 of Section 39.2(a) of the Illinois Environmental Protection Act.

THE REAL ESTATE IMPACT STUDY
The Proposed Rantoul Recycling and Transfer Station

LOCATION
896 West Champaign Avenue
Champaign County, Rantoul, Illinois 61866
PREPARED FOR
Area Disposal Service, Inc.
PREPARED BY
Dale J. Kleszynski, MAI, SRA
AS OF
September 1, 2025

ASSOCIATED PROPERTY COUNSELORS, LTD.

1

INTRODUCTION

The second portion of Illinois Environmental Protection Act, 415 ILCS 5/39.2 (a) (iii), commonly referred to as "Criterion 3" requires that the applicant for a transfer station demonstrate that "the facility is located so as … **to minimize the effect on the value of the surrounding property".**

Associated Property Counselors, Ltd. (APC) completed a study of the Proposed Rantoul Recycling and Transfer Station to determine if the proposed development satisfies this requirement.

2

Applicant's Exhibit 10
4/17/2026

STATEMENT OF PROFESSIONAL QUALIFICATIONS

DALE J. KLESZYNSKI, MAI, SRA

Educational Background

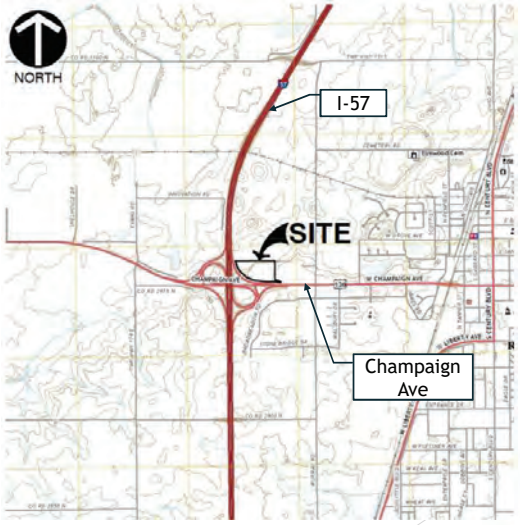
- Loyola University of Chicago, Bachelor of Arts, 1971
- Completed all educational, admissions, demonstration report and comprehensive examination requirements to be awarded the MAI and SRA designations by the Appraisal Institute
- Currently certified under the Appraisal Institute Continuing Education Program
- Currently certified under the Continuing Education Requirements of the State of Illinois
- Currently certified under the Continuing Education Requirements of the State of Indiana

Professional Designations and Certification

- Member of the Appraisal Institute - MAI No. 6747
- Senior Residential Appraiser - SRA
- Illinois State Certified Real Estate Appraiser- License No. 553.000213
- Indiana Certified General Appraiser - License No. CG49300022

3

REGIONAL LOCATION MAP



4

SITE LOCATION MAP

- 896 West Champaign Avenue, Rantoul, Champaign County, Illinois
- The facility is adjacent to Interstate 57 and the West Champaign service road.
- The transfer station is to be located at the central portion of the existing facility.



5

EXISTING CONDITIONS AND PROPOSED DEVELOPMENT

- Located within the 14.03-acre Rantoul Recycling and Transfer Station property.
- Current uses - maintenance building, paved parking and internal roadway/driveways.
- At completion of construction - transfer station building, scale, maintenance/office building, various internal roadways, and parking areas.
- Access - West Champaign Avenue Service Road from South Murray Road.
- Utilities – All reported to be available in the area and to the subject property.

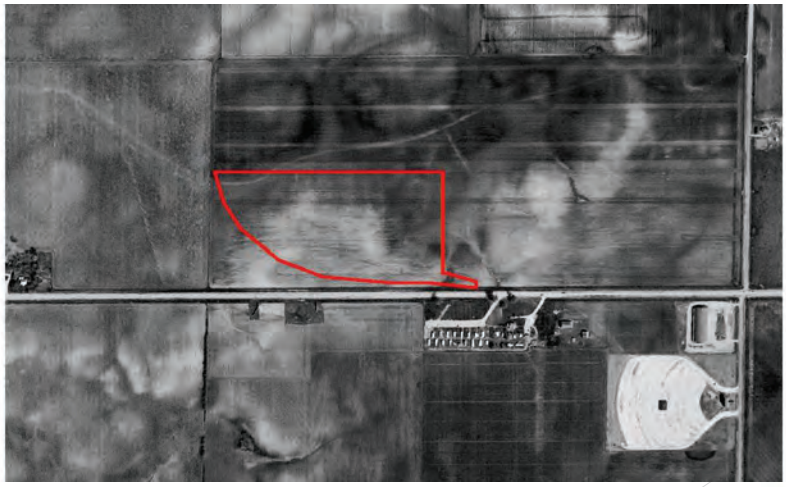
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HISTORIC AERIAL PHOTOS

- Aerial photographs demonstrate the development trends in the area.
- Industrial, commercial, and service applications are developed in specific locations in the area.
- The photographs demonstrate compatibility.
- Developed in a manner that capitalized on the arterial streets and the access to Interstate 57.
- Uses in the area are consistent.
- Uses in the area demonstrate the compatibility of industrial, trucking and commercial service applications.
- The photographs are consistent with the Lannert report.

7

1955



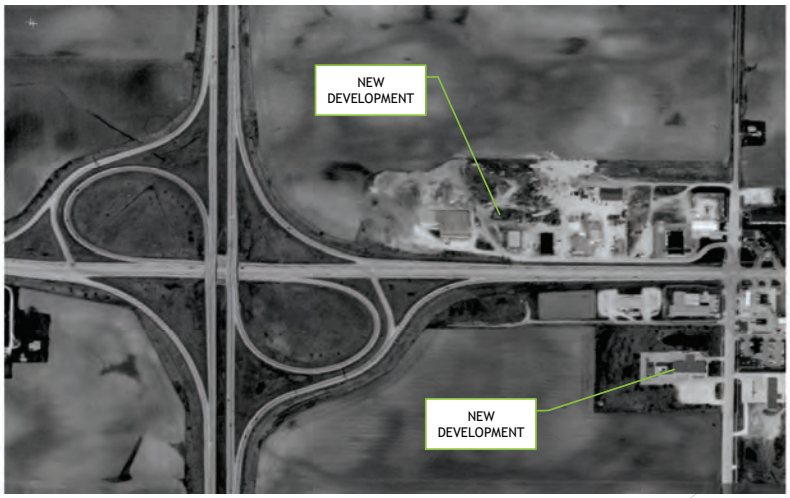
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1976



9

1998



10

2019



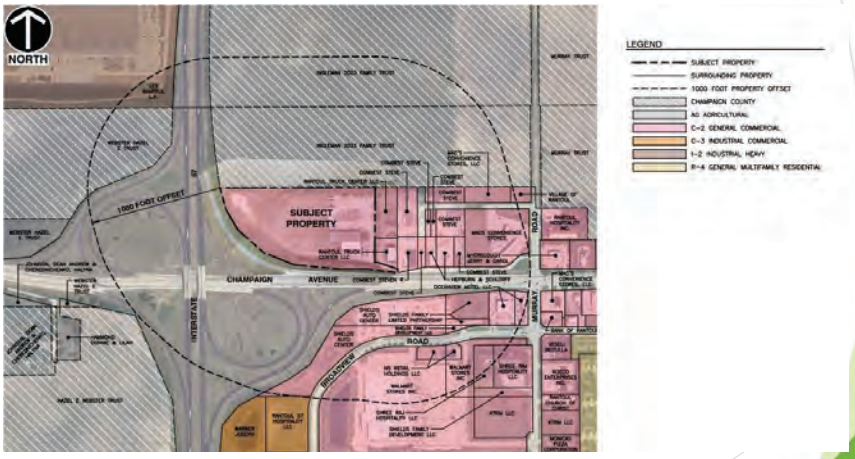
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DEVELOPMENT IN THE STUDY AREA



12

DEVELOPMENT IN THE STUDY AREA



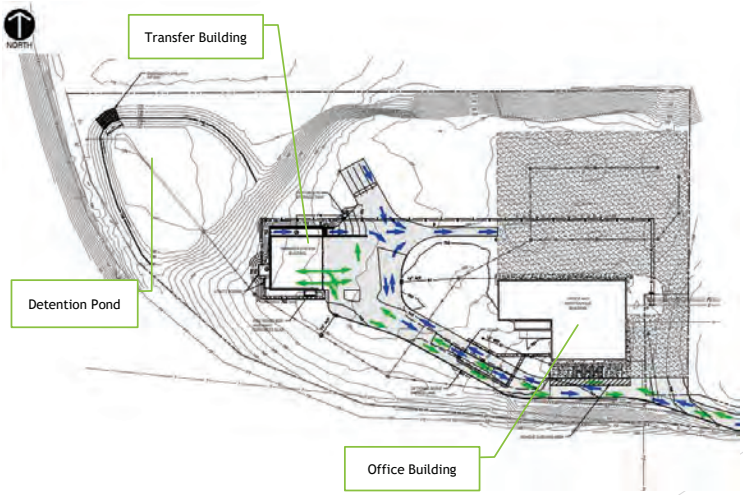
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DEVELOPMENT IN THE STUDY AREA

- Man made boundaries include West Champaign Avenue, Interstate 57 and Murray Road.
- The primary cross streets are South Murray Road (East) and West Champaign Avenue (South).
- The site can only be accessed from the West Champaign Avenue Service Road.
- The site cannot be accessed from the west or north.
- The Proposed Rantoul Recycling and Transfer Station is to be located at the western terminus of the access roadway in the center portion of the site.
- The intended development is isolated and shielded from nearby properties by the location on the site.

14

PROPOSED CONDITION



15

HIGHEST AND BEST USE

A Highest and Best Use Analysis was completed in this matter.

The following definition of Highest and Best Use is applied in this study.

> "The reasonably probable and legal use of vacant land or an improved property, which is physically possible, appropriately supported, financially feasible, and that results in the highest value. The four criteria the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum productivity."

The following criteria must be met in determining Highest and Best Use:

1. Legal Permissibility
2. Physical Possibility
3. Financial Feasibility
4. Maximum Productivity

16

HIGHEST AND BEST USE

- **This test is not a requirement of Criterion 3.**
- **The conclusion of HBU contributes to the purpose and intent of Criterion 3.**
- **When a property meets the tests of HBU, it has contributory value to the property itself and contributes value to the overall location of adjacent and nearby properties.**
- **When a property meets the tests of HBU it is not a source of obsolescence that can have a negative impact the subject or the area.**

17

DISCUSSION OF LEGAL PERMISSIBILITY

- The subject site is zoned C-2, “General Commercial District”.
- The C-2 General Commercial District is intended to provide a variety of commercial uses.
- Within Champaign County and the Village of Rantoul, planning and zoning issues are evaluated on an individual basis.



18

DISCUSSION OF LEGAL PERMISSIBILITY

- Champaign County and the Village of Rantoul encourage development to occur in consistent and defined areas so development meets the test of "Conformity".
- I conclude that the proposed Rantoul Recycling and Transfer Station is a consistent use in this location that meets the standard of "Conformity" while being both reasonably probable and/or legally permissible.
- I conclude that appropriate planning and zoning exists to maximize the value of subject and area property and to minimize negative impacts on surrounding uses.

19

DISCUSSION OF PHYSICAL POSSIBILITY

- No physical conditions exist that prohibit the development of the Rantoul Recycling and Transfer Station in accordance with the provided specifications.

- The current infrastructure and intended development of site and access road improvements allows me to conclude that there are no obvious issues causing me to believe that the property cannot be developed in accordance with the proposed plan.

20

DISCUSSION OF FINANCIAL FEASIBILITY

- Financial feasibility examines if the intended development of the property will yield the greatest net return to the land for the longest period of time.
- The Champaign-Urbana industrial market has a stabilized vacancy rate of 8.0% (3rd Q of 2025).
- "Market rents in Champaign-Urbana average $6.80/SF. Rents average around $6.00/SF for logistics buildings, $11.70/SF for flex properties, and $8.20/SF for specialized assets."
- Properties like the subject are specialized in use and rarely sell without including "Turn-Key" considerations.
- As a specialized property, the occupancy rate and market rental rate will exceed market expectations.
- The proposed Rantoul Recycling and Transfer Station meets the test of being financially feasible.

21

DISCUSSION OF MAXIMUM PRODUCTIVITY

- A property is maximally productive when it is the legally permissible, physically possible and financially feasible use of the site resulting in the highest value.
- The subject property meets the above referenced tests and among all the possible uses, the development of the Rantoul Recycling and Transfer Station will yield the greatest net return to the land for the longest period of time.
- The intended use of the property is the maximally productive use of the site.

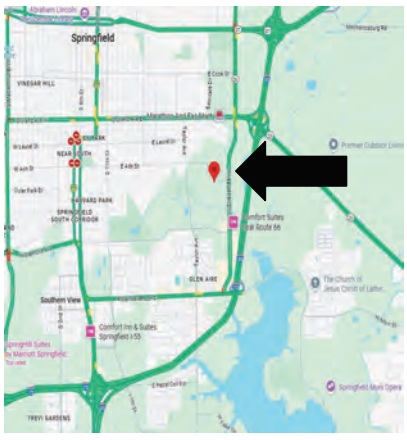
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ANALYSIS OF COMPETITIVE SITES AND ADJACENT PROPERTIES

- A detrimental condition is typically manifested through one or more of the following factors: Rejection of the property, stigma, elongated marketing period, lower prices, reduced listing prices and/or long-term liability to the owner.
- To test this concept, I completed an examination of the real estate market, sale activity and value trends in three areas where similar development has occurred.
- The impact of the intended use is measured through a "paired sales" analysis and/or an extensive examination of sale activity that compares pricing patterns, value patterns, listing price patterns near to and away from similar applications.

23

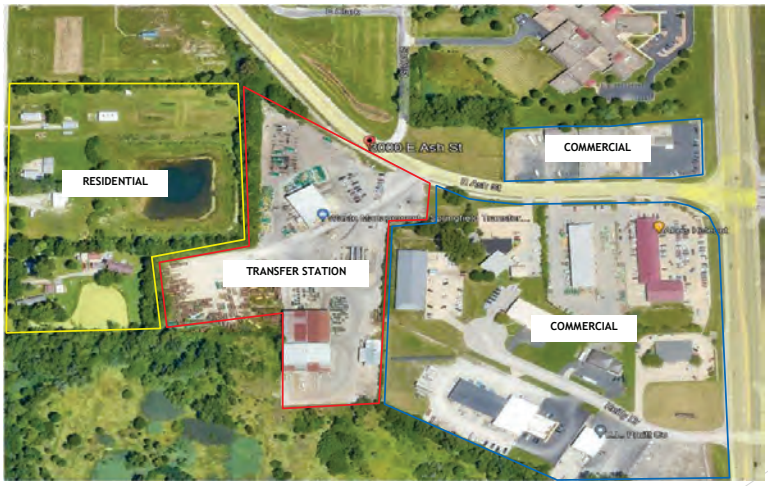
Test Site One - Transfer Station – 3000 East Ash Street, Springfield, Illinois





24

Test Site One - Transfer Station – 3000 East Ash Street, Springfield, Illinois



25

ANALYSIS – SPRINGFIELD TRANSFER STATION

- Within 0.75 miles of 3000 East Ash Street
  - Five (5) industrial transactions - 6,000 and 18,126 square feet of building area. Unit prices ranged from $27.92 to $118.06 per square foot of building area.
  - Twenty (20) retail transactions - 968 to 56,160 square feet of building area. Unit prices ranged from $37.23 to $633.51 per square foot of building area.
- In the area that is over 0.75 miles from but within 1.50 miles of 3000 East Ash Street,
  - Three (3) industrial transactions - 8,200 and 12,500 square feet of building area. Unit prices ranged from $18.80 to $34.15 per square foot of building area.
  - Fifteen (15) retail transactions - 3,948 to 18,744 square feet of building area. Unit prices ranged from $19.13 to $939.51 per square foot of building area.

26

CONCLUSIONS – SPRINGFIELD TRANSFER STATION

- The data supports the conclusion that industrial and retail sales near and away from the transfer station have been generally stable and similar to one another.
- I found no indication of property rejection, stigma, lower prices, or long-term liability.
- Prices paid and market trends reflect typical activity and variances.
- The transfer station, located at 3000 East Ash Street, Springfield, Illinois had no impact on surrounding property values.

27

Test Site Two - Transfer Station – 2112 West Washington Ave. Bloomington, Illinois





28

Test Site Two - Transfer Station – 2112 West Washington Ave. Bloomington, Illinois



29

ANALYSIS – BLOOMINGTON TRANSFER STATION

- In the area that is within .50 miles of the transfer station
  - Eight (8) residential transactions occurred.
  - Price points changed from negative 12.83 percent to positive 119.60 percent.
  - The transactions ranged in price from $25,000 to $159,900.
- In the area over 0.50 miles from but within 1.0-mile of the transfer station.
  - Eleven (11) residential transactions occurred.
  - Price points changed from negative 28.01 percent to positive 237.50 percent.
  - The transactions ranged in price from $30,000 to $192,000.

30

CONCLUSIONS – BLOOMINGTON TRANSFER STATION

- The data supports the conclusion that residential sales near and away from the transfer station have been generally stable and similar to one another.
- I found no indication of property rejection, stigma, lower prices, reduced listing prices or long-term liability.
- Prices paid and market trends reflect typical activity and variances.
- I conclude that the transfer station, located at 2112 Washington Street, Bloomington Illinois had no impact on surrounding property values.

31

Test Site Three - Transfer Station – 910 Saline Court, Urbana, Illinois





32

Test Site Three - Transfer Station – 910 Saline Court, Urbana, Illinois



33

ANALYSIS – URBANA TRANSFER STATION

- In the area within 0.75 miles of 910 Saline Court.
  - Four (4) industrial properties sold over the past ten (10) years.
  - These properties had unit pricing of $23.50 to $170.38 per square foot of building area.
  - The properties appeared to be somewhat specialized, and no resales were reported. This is expected given the area development patterns with heavy industrial applications.
- In the area that is over 0.75 miles from but within 1.50 miles of 910 Saline Court.
  - Sixteen (16) industrial transactions sold and, in several instances, resold over the past ten (10) years.
  - These properties had unit pricing of $6.60 to $97.27 per square foot of building area.

34

CONCLUSIONS – URBANA TRANSFER STATION

- The data supports the conclusion that industrial sales near and away from the transfer station have been generally stable and similar to one another.
- I found no indication of property rejection, stigma, lower prices, reduced listing prices or long-term liability.
- Prices paid and market activity reflect typical activity and variances.
- I conclude that the transfer station, located at 910 Saline Court, Urbana, Illinois had no impact on surrounding property values.

35

SUMMARY

- The subject property is located in an area of historic industrial and commercial use and development.
- The area surrounding the subject site has man-made boundaries that isolate and buffer the property.
- The location of the transfer station at the center of the property effectively minimizes any influences the development has on nearby properties.
- Historical and current industrial and commercial development in the area includes trucking uses that are similar to the intended use of the subject property.
- The proposed use is consistent with the existing uses in the area.

36

SUMMARY

- The location of the subject property has sufficient access to primary roadways of Champaign Avenue, Murray Road and Interstate 57 to accommodate the development of the Rantoul Recycling and Transfer Station.
- Both Champaign County and the Village of Rantoul encourage development to occur in consistent and defined areas and the proposed use is consistent with zoning classifications in the area.
- The physical characteristics of the subject property, in the existing configuration and condition, are an underutilization of the property. The intended development, with the Rantoul Recycling and Transfer Station, will include significant infrastructure and improvements that will be an enhancement to the property and location.

37

SUMMARY

- Users in the study area tend to be long term occupants of properties. The proposed use will ensure a long-term stable use of this property.
- The development of the transfer station on the site is a logical extension of the current operation and is the Highest and Best Use of the property.
- As the Highest and Best Use of the subject property, the proposed improvement conforms to area development patterns and is not a form of obsolescence for the area and adjacent properties.

38

SUMMARY

- Because the proposed use is consistent with and conforms to the current uses in the subject area, the impact the proposed use will have on adjacent and nearby property values is minimized.
- The examination of sales near and away from three transfer station and recycling facilities located in Springfield, Bloomington and Urbana, Illinois allows me to conclude that the Rantoul Recycling and Transfer Station, as improved, will not be a source of obsolescence in the subject location or cause a negative impact on surrounding property values.

39

CONCLUSIONS

Based on my analysis, I conclude that the Proposed Rantoul Recycling and Transfer Station "is located so as … <u>to minimize the effect on the value of the surrounding property</u>" and meets the standards of the second part of "Criterion 3."

40

Rantoul Recycling and Transfer Station

Sixth Siting Criterion

Applicant's Exhibit 11

4/17/2026

Michael A. Werthmann, PE, PTOE

- Principal engineer at Kenig, Lindgren, O'Hara, Aboona, Inc., Rosemont, Illinois
- Registered Professional Engineer in the State of Illinois
- Certified Professional Traffic Operations Engineer (PTOE)
- Bachelors of Science, Civil Engineering, Michigan State University
- 36 years of experience in traffic engineering for both the public and private sectors
- Provided testimony on over 25 solid waste related projects
- Member of the Institute of Transportation Engineers

Section 39.2(a) – Criterion - Traffic

"The traffic patterns to or from the facility are so designed as to minimize the impact on existing traffic flows"

Traffic Study Methodology

- Based on methodology accepted within the industry and with transportation and planning officials.
- Three-phase study:
  - *Existing conditions*: Examined the existing physical and operating characteristics of the roadway system.
  - *Facility traffic characteristics*: Determined the type/volume of traffic generated by the facility and the travel routes.
  - *Evaluation*: Evaluated the impact the facility-generated traffic will have on the roadway system.

Site Location



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

Existing Conditions – Tasks Completed

- Investigated/examined area traffic and roadway conditions
- Collected information and reviewed data
- Conducted traffic counts at critical intersections/roadways in the site vicinity

Area Roadways - West Champaign Avenue (US 136)

- East-west, major arterial road
- Two lanes in each direction divided by a median
- Full access interchange with I-57
- Signalized intersection with Murray Road
- Posted speed limit that varies between 40 and 45 mph
- Daily traffic volume of 10,600 vehicles west of Murray Road and 12,700 vehicles east of Murray Road (IDOT 2023)
- Under the jurisdiction of Illinois Department of Transportation

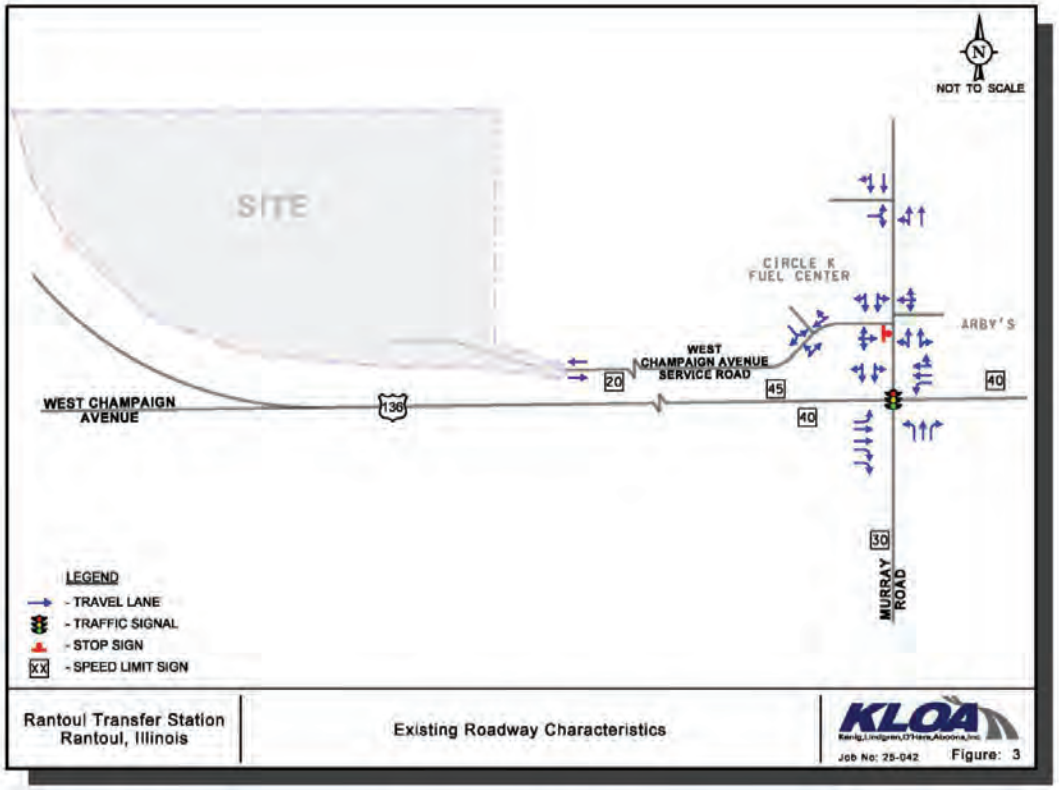
Area Roadways – Murray Road

- North-south, local road
- Two lanes in each direction that taper down to one lane in each direction just north of West Champaign Avenue
- Signalized intersection with Murray Road
- North of West Champaign Avenue, Rantoul or Ludlow Township jurisdiction and daily traffic volume of 500 vehicles (IDOT 2021)
- South of West Champaign Avenue, Rantoul jurisdiction, 30 mph speed limit, and daily traffic volume of 6,200 vehicles (IDOT 2021)

Area Roadways – West Champaign Avenue Service Rd

- East-west, local road
- Extends from Murray Road to the subject site
- One lane in each direction
- Under stop sign control at its intersection with Murray Road
- Under the jurisdiction of Village of Rantoul

Existing Roadway Characteristics



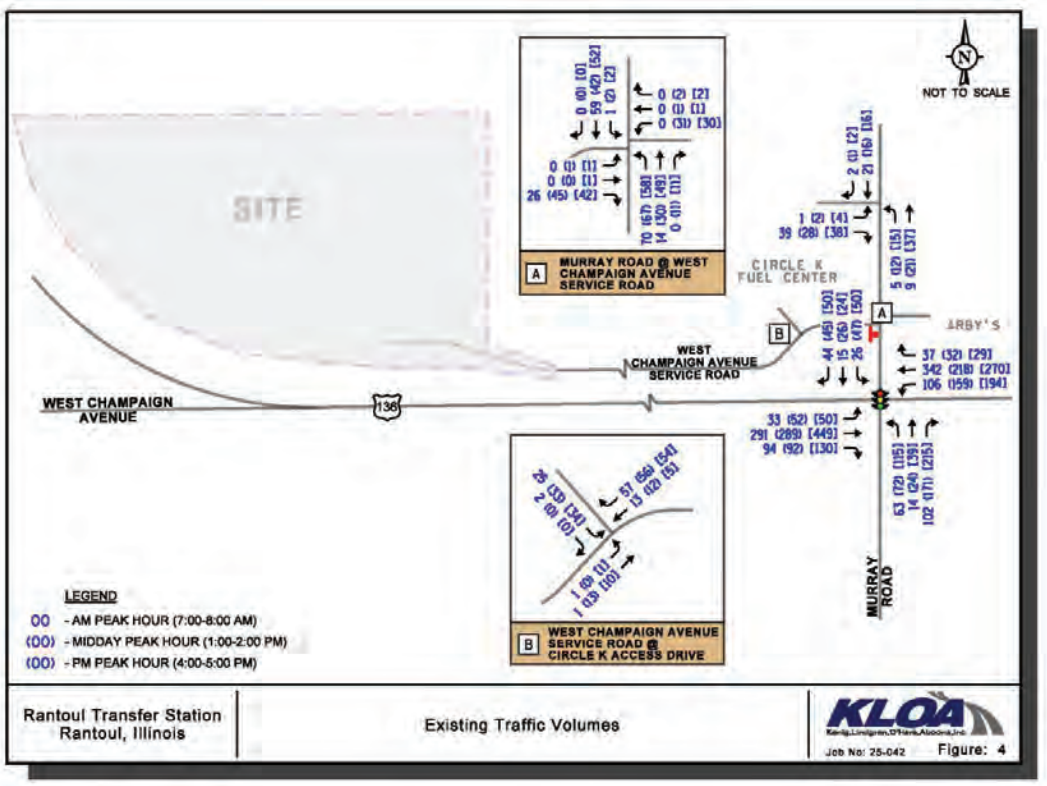
West Champaign Avenue with Murray Road
IDOT Proposed Intersection Improvements

- Upgrades to the traffic signal and phasing and timing adjustments as well as ADA enhancements
- Split phase signal operation on Murray Road will be eliminated and the two approaches will operate under the same signal phases
- According to IDOT, enhancement project will be completed in 2026

Existing Traffic Volumes

- Traffic counts were performed Tuesday, March 4, 2025, 6:00 AM to 6:00 PM at the following intersections:
  - Murray Road with West Champaign Avenue
  - Murray Road with the West Champaign Avenue service road and the Arby's access drive
  - Murray Road with the Circle K access drive
  - West Champaign Avenue service road with the Circle K access drive
- Weekday morning peak hour of traffic occurs from 7:00 to 8:00 AM, midday peak hour occurs from 1:00 to 2:00 PM, and evening peak hour occurs from 4:00 to 5:00 PM

Existing Traffic Volumes

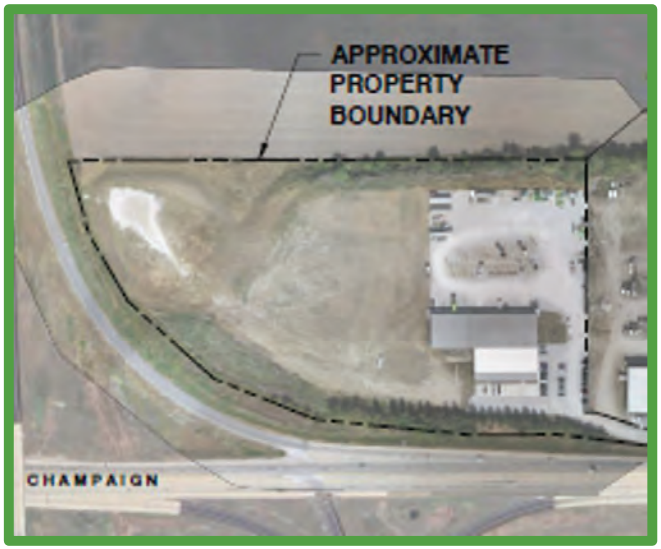


Transfer Station Characteristics – Tasks Completed

- Characteristics of transfer station and operations
- Directional distribution analysis (travel routes)
- Transfer trip generation estimates
- Future traffic assignments

Location of the Proposed Transfer Station

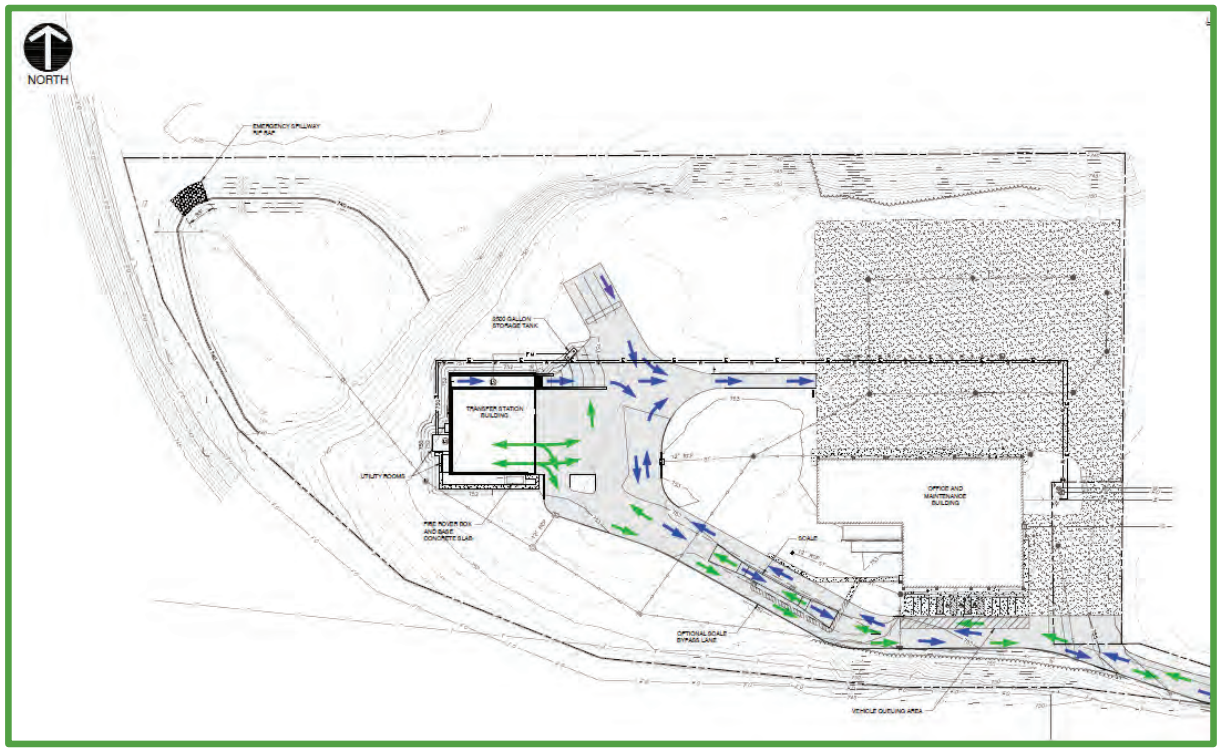
- Transfer station to be developed at the Area Disposal waste hauling facility
- Area Disposal facility stores & maintains approximately 37 trucks and has a total of approximately 45 employees
- Access to the Area Disposal facility is provided via a single access drive located at the west end of the West Champaign Avenue service road



Proposed Transfer Station Operations

- Accept up to a maximum of 500 tons of waste/recyclables per day:
  - Up to 350 tons of municipal solid waste
  - Up to 150 tons of single-stream recyclables
- Transfer station will receive incoming waste/recyclables from 5:00 AM to 6:00 PM Monday - Friday and 5:00 AM to 12:00 PM Saturday
- The proposed facility is projected to have a total of 5 employees in addition to the existing employees working at the hauling operations
- Access to be provided via existing access drive serving the Area Disposal waste hauling facility

Site Plan



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

Murray Road & West Champaign Ave Service Road Proposed Intersection Modifications

- Radius in SW corner will be increased to better accommodate turning truck traffic at this intersection

- Rantoul Public Works Director finds the preliminary plans acceptable subject to submittal/approval of final plans for construction



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

Directional Distribution

- Inbound waste
  - The service area for the facility will be Champaign County, the townships of Sullivant, Drummer, Dix, Peach, Orchard, Wall, Patton, and Button in Ford County, and Loda Township in Iroquois County
  - The traffic is projected to be distributed along the area roadway system
- Outbound waste
  - All the outbound waste/recyclables will be transported from the proposed transfer station to Clinton Landfill located in DeWitt County
  - Route between the proposed transfer station and the landfill will be US Route 136 to IL 54

Trip Generation Estimates

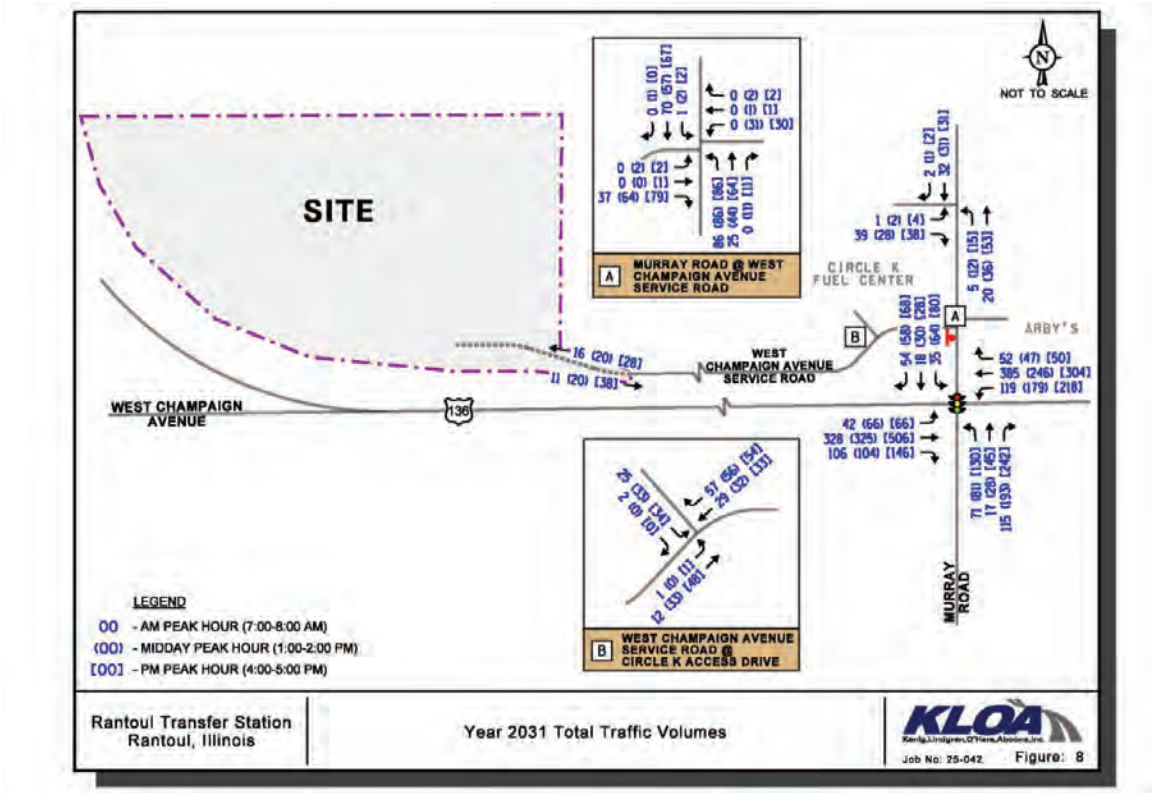
	Morning Peak Hour		Midday Peak Hour		Evening Peak Hour	
	In	Out	In	Out	In	Out
Municipal Solid Waste (Single-Unit Truck)	4	4	8	8	7	7
Single-Source Recyclables (Single-Unit Truck)	1	1	4	4	4	4
Transfer Trailers (Semi-Trailers)	1	1	3	3	2	2
Employees (Passenger Vehicles)	5	0	0	0	0	5
Total	11	6	15	15	13	18

Projected Traffic Conditions

- The study also considered the increase in traffic from projected ambient growth in the area

- The traffic study evaluated the following three conditions:
  - Year 2025 Existing Conditions
  - Year 2031 Background (No-Build) Traffic Volumes
  - Year 2031 Total Projected Traffic Volumes

Total Projected Traffic Volumes



Evaluation – Tasks Completed

- Capacity Analyses
- Site Access

Traffic Analysis

- Traffic analyses were performed using Highway Capacity Software (HCS)
- Intersection operations are expressed in terms of level of service, which is assigned a letter grade from A to F based on the average control delay experienced by vehicles passing through the intersection
  - Service Level A = Best traffic flow, least delay
  - Service Level B
  - Service Level C
  - Service Level D
  - Service Level E
  - Service Level F = Oversaturated conditions, extensive delays

Intersection Capacity Analysis

- *Existing Conditions* – the signalized intersection and the critical movements at the stop sign controlled intersections currently operate at a good Level of Service (LOS) A, B, or C
- *Projected Conditions* - the signalized intersection and the critical movements at the stop sign controlled intersections are projected to continue to operate at a good LOS A, B or C
- The existing roadway system has sufficient reserve capacity to accommodate the traffic to be generated by the transfer station
- Other than the radius improvements at the Murray Road/service road intersection, no additional roadway improvements or traffic control modifications are required to accommodate the transfer station traffic

Site Access

- Access to the facility will be provided via the existing Area Disposal facility access drive which is located at the west end of the West Champaign Avenue service road
- The access drive provides one inbound lane and one outbound lane
- The existing access drive will provide efficient and orderly access to and from the transfer station and the Area Disposal facility

Summary of Findings

- The facility is projected to process a maximum of only 500 tons of waste/recyclables per day and have a total of five employees
- The volume of traffic generated in any one time period is limited as the transfer station traffic will be distributed throughout the day
- The access system has been designed to provide efficient and orderly access with limited impact on the service road
- The radius in the northwest corner of the Murray Road/service road intersection will be increased in order to accommodate the turning trucks
- The roadway system has sufficient reserve capacity to accommodate the traffic to be generated by the transfer station
- Other than the Murray Road/service road intersection improvement, no additional roadway improvements/traffic control modifications are required

Opinion

Based on the analyses described in this study, it is my opinion that the proposed transfer station has been designed to minimize the impact on existing traffic flow and, therefore, complies with the sixth siting criterion.

Thank you

Michael A. Werthmann, PE, PTOE
Principal
KLOA, Inc.
mwerthmann@kloainc.com

Scott Eisenhauer

From: Scott B. Sievers <ssievers@bhslaw.com>
Sent: Thursday, April 16, 2026 12:42 PM
To: William Andrichik
Cc: Scott Eisenhauer; Janet Gray; Janaki H. Nair; George Mueller; Abigail B. Fierstos; Olivia K. Treece
Subject: Area Disposal Service, Inc. - Village of Rantoul Siting Hearing

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Hearing Officer Andrichik:

Please be advised that American Disposal Services of Illinois, Inc. d/b/a Republic Services of Bloomington wishes to withdraw its appearance in the public hearing scheduled to begin tomorrow on the Application for Local Siting Approval submitted to the Village of Rantoul by Area Disposal Service, Inc. in December 2025. Accordingly, neither I nor my co-counsel, George Mueller, will be appearing at the public hearing. Thank you,

Scott B. Sievers

Springfield | Decatur | Bloomington

Scott B. Sievers | Attorney
205 S. Fifth Street, P.O. Box 2459, Springfield, IL 62705
217.544.8491 (o) | 217.544.9609 (f)
Attorney Profile | LinkedIn | Firm Website
Assistant | Bookkeeping

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Rantoul Village Board

In re: APPLICATION FOR LOCAL SITING	)
APPROVAL OF A POLLUTION CONTROL	)
FACILITY, RANTOUL RECYCLING AND	)
TRANSFER STATION	)
	)
Submitted by:	)
AREA DISPOSAL SERVICE, INC.	)
	)
Applicant.	)

APPLICANT'S RESPONSES TO ORAL PUBLIC COMMENT

NOW COMES the Applicant, Area Disposal Service, Inc., by its attorneys, Elias, Meginnes & Seghetti, P.C., and respectfully submits the following responses to public comment made at the public hearing on April 17, 2026:

INTRODUCTION

At the public hearing, nine (9) individuals offered unsworn public comment. The individuals were not subject to cross-examination by the Applicant.

Three (3) of the individuals – Cain Kiser, the owner of Illini Recycling out of Champaign, IL (Pages 189:13 to 190:6[1]), Steve Combest, the owner of the properties neighboring the site (Pages 190:9 to 191:2), and Russell Shafer, a Rantoul resident, employee of the Applicant's affiliate, and former owner of a garbage business that he sold to the Applicant (Page 191:5 to 191:16) – offered public comment in support of the Application.

Six (6) individuals expressed concerns regarding the Application. The purpose of this submission is to address those concerns.

RESPONSES TO PUBLIC COMMENTS REGARDING CRITERION 2

Operations: Trash Falling from Trucks

Public Comment: Art Hess is concerned about trash falling from the trucks *en route* to the site. (Page 178:11 to 178:19; Page 179:13 to 179:15). This is also the main concern expressed by Kenda Hess, Art Hess's wife. (Pages 180:11 to 181:21).

[1] Citations in this format are citations to the transcript of the public hearing, which is part of the Record.

Response: Unloading, transferring, and loading of all waste will be performed within the transfer building to minimize the potential for wind-blown distribution of litter. Tarps on all loaded incoming and outgoing open-top trucks will contain the waste to prevent its escape onto the grounds or the public roadways. Loaded transfer trailers will be tarped using auto tarpers. The Applicant shall use its best efforts to assure that vehicles hauling waste to and from the Rantoul RTS shall be suitably covered so as to prevent waste from leaving the vehicles.

Fencing will surround the Rantoul RTS property and assist in keeping any windblown litter from leaving the site. In order to ensure the effectiveness of these litter prevention measures, Rantoul RTS personnel will patrol the site during hours of operation to collect any litter. Any litter collected will be added to the waste being managed on the tipping floor. (Ex. 1, Section 2.4.8 of Criterion 2 report).

Operations: Odors and Rodents

Public Comment: Theresa Adams is concerned that the transfer station will generate fumes that will reach downtown Rantoul, the sports facility, and Indian Hills, which will cause people to not want to move to Indian Hills or build new houses. (Pages 182:23 to 183:14). Kim Taylor is concerned about smells and "critters" being generated by the transfer station, along with trash and noise from operations, (Page 185:18 to 185:23), as is Ms. Shields (Page 193:11 to 193:14). Rick Shields is concerned about the smell from the transfer station, given that he can smell the pork plant at the sports complex regardless of the wind direction. (Pages 187:22 to 188:7). He questions whether there will be waste at the transfer station overnight (Page 187:12 to 187:15) and worries about the detention pond containing waste residue from the cleaning of the transfer station building, and therefore, adding to the smell. (Page 188:8 to 188:14). Lori Shields expressed similar concerns. (Page 193:15 to 193:18).

Response: Odors will be controlled at the Rantoul RTS through several effective design and operating features, including the following:

- Municipal Solid Waste (MSW) will be delivered primarily in enclosed vehicles, and tarps will be required on all non-enclosed loads.
- Unloading, transferring, and loading operations for MSW will be performed indoors within the transfer building.
- MSW will be removed from the tipping floor with a frequency adequate to greatly minimize the generation of odors.
- The MSW tipping floor areas will be cleaned with a pressure washer as needed.
- If malodors are detected off-site, the source of odor generation will be removed from the site, and the off-site condition will be monitored by site personnel to insure against reoccurrence. If a continuous source of odorous materials is identified, the generator will be contacted and advised that the materials must be effectively treated for odor control or the service will be discontinued and the materials no longer brought to the site.

The above features have been demonstrated to control odors at transfer stations, such as the Rantoul RTS. To provide a "belt and suspenders" approach to odor control, the transfer building will also be equipped with a ventilation and filtration system. The ventilation system will remove air from the building and be designed to work in conjunction with the building design and operations to provide a negative air pressure condition within the building. The filtration system is designed to effectively eliminate any odors from the exhaust. The ventilation and filtration system will include the following:

- A ventilation fan mounted on the roof or outside walls of the transfer building;
- A duct system at the inlet of the ventilation fan;
- An ozone generating equipment and dispersion device installed within the duct system which will destroy any odorous compounds or bacteria; and
- A particulate filter system at the inlet of the ventilation unit.

The transfer building will be equipped with doors at all vehicle ingress/egress locations including openings for transfer trailers and waste collection vehicles. The doors will remain closed when not in use. The doors are sized and will be operated to minimize the area open to the outside at any one time. (Ex. 1, Section 2.4.11 of Criterion 2 report).

Once operational, stormwater runoff from areas with transfer station operations will be conveyed to the detention pond. Wastewater from the transfer building will be contained within the transfer building and not be conveyed to the detention pond. Additionally:

- All waste tipping and handling operations will be conducted completely within the transfer building;
- Liquids generated and collected on the tipping floor and within the loading bays will be directed to floor drains connected to a holding tank; and
- Employees will be trained to identify situations that may cause exposure of waste or other materials to stormwater runoff. (Ex. 1, Section 2.3.2 of Criterion 2 report).

Operations: Dust

Public Comment: Ms. Shields noted that at present, there is dust on the cars in her car dealership parking lot across the street from the site every morning, which she attributes to the current waste hauling operation. (Page 195:7 to 195:10).

Response: The parking area and roads at the current waste hauling business have an aggregate surface. Area Disposal will evaluate and implement, as appropriate, additional dust controls at the current waste hauling operation, such as applying a binder to the aggregate areas.

For the Rantoul RTS, with the exception of entrance and exit bays, the transfer building will be fully enclosed to protect operations from the wind. Potential dust impacts from material operations

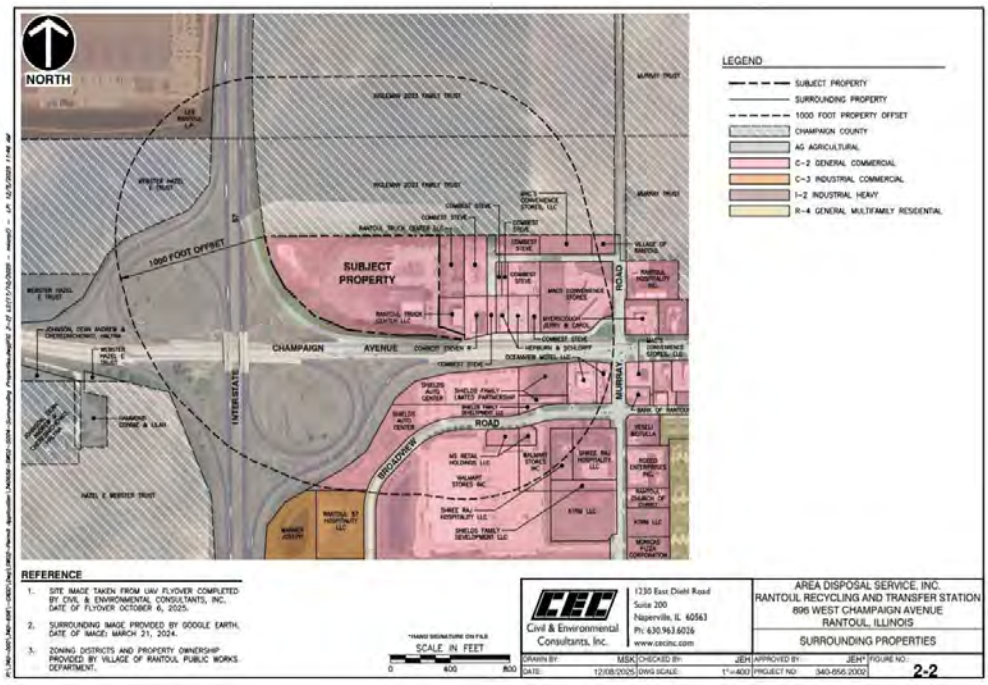
within the structure (*e.g.*, unloading, processing, and loading) will be mitigated by periodic washdowns of the floors and barrier wall areas. A street sweeper will be provided to remove mud, dirt and dust tracked onto hard surfaces inside the site on an as-needed basis, except during severe weather conditions (e.g., heavy rains, winter conditions when salt has been applied to the roadway). All access drives, parking areas, storage areas, and vehicle maneuvering areas at the site shall be paved and swept with a street sweeper as needed. (Ex. 1, Section 2.4.10 of Criterion 2 report).

RESPONSES TO PUBLIC COMMENTS REGARDING CRITERION 3

Minimizing Incompatibility

Public Comment: Art Hess would prefer to see development trending in another direction, like the improvement of downtown, the sports facility and repurposing the base, and adding hotels and restaurants. (Page 177:6 to 177:10). He also believes that the "natural urban sprawl" from Indian Hills would tend to spread west, into the area of the site, which growth will be impeded by the transfer station. (Pages 179:18 to 180:1). Theresa Adams would also prefer to see the transfer station located west of Interstate 57, toward the pork plant, including to avoid winds blowing across the transfer station toward Indian Hills. (Page 182:15 to 182:22).

Response: The current zoning of the site is C-2, Commercial District, allowing manufacturing, wholesaling, and warehousing activities, as is all the nearby land to the south and east of the site:



(Ex. 1, Fig. 2-2; *see also* Ex. 1, pgs. 3.1-9-10). Residential uses will not be developed within the zoning district. The future expansion of Indian Hills to the west of the site would most likely be limited by Murray Road, with other housing types, if any, constructed in the area closer to the

existing uses without impact. A transition land use is expected to occur north of the existing established business on west Champaign Avenue. The vegetated north property line from east to west and the grade separation, will enhance the blending in the future without impact.

Public Comment: Rick Shields, who owns a car dealership south of the site across West Champaign Road, is concerned about the look of the site, as is his wife, Lori Shields (Pages 192:23 to 193:1), and suggests that the transfer station should be located by the pork plant. (Page 187:1 to 187:5).

Response: The site is tucked-in behind similar uses on a roadway without residential traffic that limits any conflict or perception of impact. A free-standing site west of Interstate 57 would tend to be wide open and visible from many angles and disassociated from the necessary other support services.

Minimizing Effect on Value

Public Comment: Regarding Mr. Klesynski's analysis, Ms. Adams is concerned that real estate values in the areas he studied where transfer stations are located could have gone up more if the transfer stations were not located in those areas. (Pages 183:19 to 184:1).

Response: Please see Section 3.7 of Mr. Klesynski's Report included in the Application (Ex. 1, pgs. 3-36 through 3-60). Growth or increases/decreases in value rates vary from neighborhood to neighborhood because of many factors (school districts, zoning requirements, cost of homes, age of surrounding properties access to shopping, access to transportation and access to general services). The influence of any use in an area also varies and regularly diminishes as one moves away from the use that is being examined. For this reason, areas tested for influence are tied to the property type being tested and the development surrounding the tested use. By way of example, an extensive and harmful condition requires a larger testing area when compared to a transfer station facility the size and capacity of the subject. It is improper to assume that property values throughout all areas of a community/city increase or decrease in a consistent manner.

The study and examples used in the report filed as part of the Application were selected because of similarities in surrounding uses, location and access to expressways, nearby open and agricultural uses, and mixture of zoning classifications. The distances for the near test (between .50 to .75 miles) is considered to be sufficient to determine any immediate influence while the far distance tested (1.0 to 1.5 miles) is sufficient to compare any influences that would exist.

RESPONSES TO PUBLIC COMMENTS REGARDING CRITERION 6

Public Comment: Mr. Hess is concerned about traffic, which he characterized as being 68 to 80 additional garbage trucks per day entering the site. (Page 178:7 to 178:10; Pages 178:21 to 179:2). Similarly, Theresa Adams is concerned that the traffic study was conducted on a Tuesday rather than on a weekend, when the intersection of Murray Road and West Champaign is much busier, as there are triple the amount of people coming into town. (Page 184:12 to 184:19). Ms. Shields seconded Mr. Hess's and Ms. Adams's concerns. (Page 194:4 to 194:12).

Response: First, regarding the impact of added truck traffic, the volume of total truck traffic to be generated by the Rantoul RTS will be distributed over an approximately 13-hour day. As such, the volume of truck traffic generated by the transfer station in any one hour will be limited. Also, most of the trucks that will be delivering the waste to/from the transfer station are *currently* stored/parked at the existing hauling yard. As such, a sizeable portion of the truck traffic to be generated by the Rantoul RTS is currently generated by the hauling yard and already on the local roadway system.

Second, regarding conducting the traffic study on a weekday vs. a weekend, both the Village and the independent consultant retained by the Village that reviewed the traffic study approved the traffic study and did not request that a Saturday analysis be performed. [Notably, overall traffic on weekdays tends to be heavier than on weekends, which is why professionals typically use weekday traffic counts.] The Applicant projects that the Rantoul RTS will mostly be closed on weekends, though it will likely operate until noon on Saturdays during holiday weeks (when collections are pushed to Saturday) and for Village clean-up days, handling about one-third the volume of a normal weekday.

Respectfully submitted,

Area Disposal Service, Inc.,
Applicant

By: /s/ Janaki Nair
One of its attorneys

Janaki Nair, Esq. (ARDC #6278112)
Elias, Meginnes & Seghetti, P.C.
416 Main Street, Suite 1400
Peoria, Illinois 61602
Telephone: (309) 637-6000
Facsimile: (309) 637-8514
Email: jnair@emrslaw.com

926-0301.1

Rantoul Village Board

In re: APPLICATION FOR LOCAL SITING	)
APPROVAL OF A POLLUTION CONTROL	)
FACILITY, RANTOUL RECYCLING AND	)
TRANSFER STATION	)
	)
Submitted by:	)
AREA DISPOSAL SERVICE, INC.	)
	)
Applicant.	)

APPLICANT'S PROPOSED FINDINGS OF FACT

NOW COMES the Applicant, Area Disposal Service, Inc., by its attorneys, Elias, Meginnes & Seghetti, P.C., and respectfully submits the following proposed findings of fact:

PROPOSED RANTOUL RECYCLING AND TRANSFER STATION – INTRODUCTION AND NOTICES

1. The name and address of the owner and operator of the proposed Rantoul Recycling and Transfer Station is Area Disposal Service, Inc., 4700 N. Sterling Avenue, Peoria, IL 61615.

2. The proposed Rantoul Recycling and Transfer Station has a mailing address of 896 West Champaign Avenue, Rantoul, Champaign County.

3. The proposed Rantoul Recycling and Transfer Station will be located at the existing waste hauling business owned by Area Disposal Service, Inc. located northeast of Interstate 57 and West Champaign Avenue (or Route 136) in the western portion of Rantoul, Illinois.

4. The legal description of the approximately 14.03 parcel on which the proposed Rantoul Recycling and Transfer Station (site) is proposed to be located is as follows:

TRACT 1:

PART OF NORTHEAST QUARTER OF SECTION OF 4, TOWNSHIP 21 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "N" AT PAGE 70 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS, THENCE SOUTH 89° 43' 17" WEST ALONG A WESTERLY EXTENSION OF THE NORTH LINE OF SAID ESTES SUBDIVISION 159.97 FEET TO THE PONT OF BEGINNING; THENCE SOUTH 00° 22' 21" WEST

384.62 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 24 OF PARKER-ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "M" AT PAGE 99 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS; THENCE SOUTH 89° 38' 42" WEST ALONG SAID EXTENSION 83.25 FEET; THENCE SOUTH 00° 47' 36" EAST 190.00 FEET; THENCE NORTH 89° 38' 42" EAST 101.05 FEET; THENCE SOUTH 71° 56' 59" EAST 158.49 FEET TO THE WEST LINE OF LOT 24 OF SAID PARKER-ESTES SUBDIVISION; THENCE SOUTH 00° 12' 51" EAST ALONG SAID WEST LINE 30.29 FEET TO THE NORTH RIGHT-OF-WAY LINE OF S.B.I. ROUTE 119 (U.S. ROUTE 136); THENCE NORTH 82° 55' 21" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 233.82 FEET; THENCE SOUTH 89° 48' 23" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 200.23 FEET; THENCE NORTH 84° 19' 37" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 351.49 FEET; THENCE NORTH 68° 09' 46" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 247.08 FEET; THENCE NORTH 48° 02' 34" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE 262.64 FEET TO THE EAST RIGHT-OF-WAY LINE OF F.A.I. 57 (INTERSTATE 57); THENCE NORTH 30° 07' 33" WEST ALONG SAID EAST RIGHT-OF-WAY LINE 175.34 FEET; THENCE NORTH 15° 28' 10" WEST ALONG SAID EAST RIGHT-OF-WAY LINE 172.40 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF SAID ESTES SUBDIVISION; THENCE NORTH 89° 43' 17" EAST ALONG SAID WESTERLY EXTENSION 1171.96 FEET TO THE POINT OF BEGINNING, IN CHAMPAIGN COUNTY, ILLINOIS.

PIN 20-09-04-201-004

TRACT 2:

PART OF NORTHEAST QUARTER OF SECTION OF 4, TOWNSHIP 21 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "N" AT PAGE 70 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS, THENCE SOUTH 89° 43' 17" WEST ALONG A WESTERLY EXTENSION OF THE NORTH LINE OF SAID ESTES SUBDIVISION 159.97 FEET; THENCE SOUTH 00° 22' 21" WEST 384.62 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 24 OF PARKER-ESTES SUBDIVISION AS RECORDED IN PLAT BOOK "M" AT PAGE 99 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER OF DEEDS, ALSO BEING THE POINT OF BEGINNING; THENCE SOUTH 00° 22' 21" WEST 190.01 FEET; THENCE SOUTH 89° 38' 42" WEST 79.39 FEET; THENCE NORTH 00° 47' 36" WEST 190.00 FEET TO THE WESTERLY EXTENSION OF SAID LOT 24; THENCE NORTH 89° 38' 42" EAST ALONG SAID WESTERLY EXTENSION 83.25 FEET TO THE POINT OF BEGINNING, IN CHAMPAIGN COUNTY, ILLINOIS.

PIN 20-09-04-227-005

5. Prior to filing its Application for Local Siting Approval of the Rantoul Recycling and Transfer Station (Application), the Applicant provided a complete copy of the Application for review by an independent engineering company retained directly by the Village of Rantoul: Foth Infrastructure & Environment, LLC (Foth).

6. In its pre-filing Review Letter dated December 12, 2025 (Exhibit 2), Foth recommends approval of the Application without any added conditions.

7. On December 1, 2025, more than fourteen (14) days prior to the filing of the Application, the Applicant mailed the required written notices stating that it intended to file the Application on December 22, 2025, via certified mail, return receipt requested, in accordance with 415 ILCS §5/39.2(b) and Section 28-103 of the Village of Rantoul Code of Ordinances.

8. On December 4, 2025, more than fourteen (14) days prior to the filing of the Application, Area Disposal Service, Inc. caused the required written notice stating that it intended to file the Application on December 22, 2025, to be published in accordance with 415 ILCS §5/39.2(b) and Section 28-103 of the Village of Rantoul Code of Ordinances.

9. On December 22, 2025, Area Disposal Service, Inc. filed the instant Application with the Rantoul Village Clerk.

10. The Application includes a summary of the experience of the Applicant in operating other transfer stations in Illinois that complies with the requirements of Sections 28-102(A)(2)(j) of the Village of Rantoul Code of Ordinances. (Ex. 1, Appendix 2-B). The Director of Public Works did not require the Applicant to submit additional information regarding operating experience.

11. In its pre-filing Review Letter dated December 12, 2025 (Ex. 2, pg. 3), Foth states that the Director of Public Works found that the information provided meets the scope of the information required by the Ordinance.

12. On February 14, 2026, more than sixty (60) days prior to the public hearing, Area Disposal Service, Inc. caused the required written notice of the public hearing to be published in accordance with Section 28-109(A) of the Village of Rantoul Code of Ordinances

13. On March 24, 2026, more than fourteen (14) days prior to the public hearing, Area Disposal Service, Inc. mailed the required written notices of the public hearing via certified mail, return receipt requested, in accordance with 415 ILCS §5/39.2(b) and Section 28-109(B) and (D) of the Village of Rantoul Code of Ordinances.

14. On March 27, 2026, more than fourteen (14) days prior to the public hearing, Area Disposal Service, Inc. caused the required written notice of the public hearing to be published in accordance with 415 ILCS §5/39.2(d) and Sections 28-109(C) of the Village of Rantoul Code of Ordinances.

15. On April 17, 2026, the Board of Trustees of the Village of Rantoul conducted a public hearing regarding the Application.

THE PUBLIC HEARING

16. The public hearing on the Application commenced on April 17, 2026, and concluded the same day.

17. The public hearing was presided over by a hearing officer retained by the Village of Rantoul, namely, William Andrichik.

18. Five (5) of the six (5) Trustees of the Village of Rantoul attended the public hearing, as well as the Mayor of the Village of Rantoul, the Clerk of the Village of Rantoul, and various other Village of Rantoul officials and employees.

19. The Application for Local Siting Approval of the Rantoul Recycling and Transfer Station filed with the Rantoul Village Clerk on December 22, 2025, was admitted by the Hearing Officer as Applicant's Exhibit 1 at the public hearing on April 17, 2026.

20. The pre-filing Review Letter dated December 12, 2025, prepared by Foth Infrastructure & Environment, LLC (Foth) for the Village of Rantoul recommending approval of the Application, was admitted by the Hearing Officer as Applicant's Ex. 2 at the public hearing on April 17, 2026.

21. Applicant's Certificate of Publication memorializing the publication of notice pursuant to Section 28-109(A) of the Code of the Village of Rantoul was admitted by the Hearing Officer as Applicant's Exhibit 3 at the public hearing on April 17, 2026.

22. Affidavit of Publication memorializing the publication of the final pre-hearing notice pursuant to Section 28-109(C) of the Code of the Village of Rantoul was admitted by the Hearing Officer as Applicant's Exhibit 4 at the public hearing on April 17, 2026.

23. Affidavit of Compliance with 415 ILCS 5/39.2(d) and Section 28-109(B), (C), and (D) of the Code of the Village of Rantoul was admitted by the Hearing Officer as Applicant's Exhibit 6 at the public hearing on April 17, 2026.

24. Sixteen (16) letters of support for the Rantoul Recycling and Transfer Station filed prior to the hearing were admitted by the Hearing Officer as Applicant's Exhibit 6 at the public hearing on April 17, 2026

25. Applicant's Witness List for the hearing, including its expert witnesses' resumes, was admitted by the Hearing Officer as Applicant's Exhibit 7 at the public hearing on April 17, 2026.

26. At the public hearing on April 17, 2026, John E. Hock, P.E., of Civil & Environmental Consultants, Inc., was qualified by the Hearing Officer as an expert witness to testify regarding Criteria 1, 2, 4, 5, 7, 8, and 9. *See* 415 ILCS §5/39.2(a).

27. Mr. Hock's PowerPoint presentation presented at the public hearing on April 17, 2026, was admitted by the Hearing Officer as Applicant's Exhibit 8.

28. At the public hearing on April 17, 2026, J. Christopher Lannert, R.L.A., of the Lannert Group, was qualified by the Hearing Officer as an expert witness to testify regarding the first part of Criterion 3 ("the facility is located so as to minimize incompatibility with the character of the surrounding area…" 415 ILCS §5/39.2(a)(iii)).

29. Mr. Lannert's PowerPoint presentation presented at the public hearing on April 17, 2026, was admitted by the Hearing Officer as Applicant's Exhibit 9.

30. At the public hearing on April 17, 2026, Dale J. Kleszynski, MAI, SRA, of Associated Property Counselors, LTD., was qualified by the Hearing Officer as an expert witness to testify regarding the second part of Criterion 3 ("the facility is located so as … to minimize the effect on the value of the surrounding property" 415 ILCS §5/39.2(a)(iii)).

31. Mr. Kleszynski's PowerPoint presentation presented at the public hearing on April 17, 2026, was admitted by the Hearing Officer as Applicant's Exhibit 10.

32. At the public hearing on April 17, 2026, Michael A. Werthmann, PE, PTOE., of Kenig, Lindgren, O'Hara, Aboona, Inc., was qualified by the Hearing Officer as an expert witness to testify regarding Criterion 6 ("the traffic patterns to or from the facility are so designed as to minimize the impact on existing traffic flows" 415 ILCS §5/39.2(a)(vi)).

33. Mr. Werthmann's PowerPoint presentation presented at the public hearing on April 17, 2026, was admitted by the Hearing Officer as Applicant's Exhibit 11.

34. The withdrawal of the appearance of American Disposal Services of Illinois, Inc. d/b/a Republic Services of Bloomington was admitted by the Hearing Officer as Applicant's Exhibit 12.

35. The Applicant and the Village of Rantoul were the sole participants at the public hearing on April 17, 2026.

36. Only the Applicant provided sworn testimony at the public hearing on April 17, 2026.

37. A total of nine (9) members of the public provided unsworn comment at the public hearing on April 17, 2026.

38. The Village of Rantoul provided a thirty (30) day period following the conclusion of the public hearing on April 17, 2026, for the filing of written public comment regarding the Application.

39. The public hearing and attendant procedures implemented by the Village of Rantoul were fundamentally fair and were consistent with 415 ILCS §5/39.2 and the Village of Rantoul Code of Ordinances.

40. The public hearing and attendant procedures implemented by the Village of Rantoul were in compliance with the requirements of 415 ILCS §5/39.2(d-5).

CRITERION 1:
THE FACILITY IS NECESSARY TO ACCOMMODATE THE WASTE NEEDS OF THE AREA IT IS INTENDED TO SERVE.

41. The Service Area of the proposed Rantoul Recycling and Transfer Station is all of Champaign County, Illinois, the townships of Sullivant, Drummer, Dix, Peach Orchard, Wall, Patton, and Button in Ford County, Illinois, and Loda Township in Iroquois County, Illinois.

42. The Service Area is estimated to generate approximately 650 tons per day (tpd) of Municipal Solid Waste (MSW) requiring disposal.

43. There are no active landfills located within the Service Area.

44. Approximately 350 tpd of MSW generated in the Service Area is currently managed by transfer stations and recycling facilities within the Service Area, and disposed at landfills located outside of the Service Area.

45. Approximately 300 tons per day of MSW generated in the Service Area is currently being managed by transfer stations and/or disposed at landfills not located in the Service Area landfills.

46. Of the three permitted transfer stations in the Service Area, only one purports to accept MSW from unaffiliated waste haulers, namely, the Central Waste Services and Recycling Facility (RS Urbana Transfer Station).

47. Vertical integration provides the ability to control the costs of the entire waste management operations (*i.e.*, collection, transfer and disposal).

48. Collection companies without their own transfer or disposal infrastructure face a significant competitive disadvantage.

49. Republic Services (RS) is the only company that is fully vertically integrated in the Service Area with proximate landfills, an MSW transfer station in the Service Area, and substantial collection services.

50. The Applicant and its affiliated companies are partially vertically integrated in the Service Area with a proximate landfill and substantial collection services, but no MSW transfer station.

51. The capacity of the available transfer station(s) in the Service Area is not equally or fully available to all haulers in the Service Area.

52. The capacity of a transfer station typically considers the anticipated market conditions (e.g., the amount of waste reasonably anticipated to be received) and can vary based on a variety of factors including pricing, available manpower, equipment, and operating hours.

53. The rate charged to Applicant at the RS Urbana Transfer Station is more than double the rate charged by RS to its own customers for comparable access to another of its transfer stations for a similar service.

54. The very high pricing that RS charges Area Disposal (its main competitor in the Service Area) for its use of the RS Urbana Transfer Station effectively prevents the Applicant from using the RS Urbana Transfer Station and provides a dramatic competitive advantage to RS.

55. The very high pricing that RS charges Area Disposal renders the RS Urbana Transfer Station effectively unavailable to the Applicant, RS's main competitor in the Service Area.

56. The Applicant, with its affiliated companies, is the only company serving the Service Area other than RS with an opportunity to fully vertically integrate, and the operation of the Rantoul Recycling and Transfer Station would allow the Applicant and its affiliated companies to become fully vertically integrated in the Service Area.

57. The proposed Rantoul Recycling and Transfer Station would enhance the capability and capacity of the Service Area to manage waste, including the 300 tpd currently managed by facilities outside of the Service Area.

58. The proposed Rantoul Recycling and Transfer Station would also compete with the single other commercial MSW transfer station in the Service Area, which has been demonstrated to control costs and improve services.

59. The proposed Rantoul Recycling and Transfer Station is ideally located to facilitate recycling in the rural areas of the Service Area, especially the underserved areas north of Champaign-Urbana, Illinois.

60. The ability to accept, consolidate, and transfer single-stream recyclables to the Applicant's affiliated material recover facility (MRF) will allow the Applicant to control recycling service costs and better serve commercial and rural residential customers.

61. With the proposed Rantoul Recycling and Transfer Station, the Applicant would be able to offer curbside recycling to rural customers in the Service Area outside of Rantoul, Illinois.

62. The Applicant currently has twenty-eight (28) licensed vehicles in Champaign County that are predominantly parked and maintained at the Rantoul Recycling and Transfer Station site.

63. The proposed Rantoul Recycling and Transfer Station would reduce the travel distance of the Applicant's hauling fleet, which would save fuel and thereby reduce emissions and wear on roads.

64. The proposed Rantoul Recycling and Transfer Station would also substantially reduce travel distances for other unaffiliated waste haulers in the Service Area.

65. During each year of operation of the proposed Rantoul Recycling and Transfer Station, an estimated 483,000 fewer miles will be traversed by collection vehicles.

66. Over the projected 20-year operating period of the proposed Rantoul Recycling and Transfer Station, reduced road use is anticipated to result in reduced fuel usage of 2.5 million gallons and avoid 56.70 million pounds of carbon dioxide being released into the environment.

67. The Applicant executed a Host Community Agreement with the Village of Rantoul in June, 2025, providing a host benefit fee of $0.40 per ton of waste transferred to a landfill or disposal facility via the proposed Rantoul Recycling and Transfer Station.

68. Based on an estimated 280 tons per day of transferred waste, the proposed Rantoul Recycling and Transfer Station would generate approximately $30,000 per year in revenue for the Village of Rantoul.

69. At the hearing on April 17, 2026, John E. Hock testified regarding the need for the proposed Rantoul Recycling and Transfer Station.

70. Mr. Hock is an expert in the analysis of need pertaining to transfer stations.

71. Mr. Hock's testimony at the hearing was credible.

72. No expert witness other than Mr. Hock provided testimony as to the need for the proposed Rantoul Recycling and Transfer Station to accommodate the waste needs of the area it is intended to serve.

73. In his testimony at the hearing, Mr. Hock rendered an expert opinion that the proposed Rantoul Recycling and Transfer Station is necessary to accommodate the waste needs of the area it is intended to serve.

74. Mr. Hock submitted a report with the Application for the proposed Rantoul Recycling and Transfer Station.

75. In its pre-filing Review Letter dated December 12, 2025 (Ex. 2), Foth found that the Application and Mr. Hock's report therein demonstrated compliance with Criterion 1 ("the facility is necessary to accommodate the waste needs of the area it is intended to serve" 415 ILCS §5/39.2(a)(i)).

76. In his report submitted with the Application, Mr. Hock rendered an expert opinion that the proposed Rantoul Recycling and Transfer Station is necessary to accommodate the waste needs of the area it is intended to serve.

77. There is no credible evidence in the record rebutting Mr. Hock's expert opinion that the proposed Rantoul Recycling and Transfer Station is necessary to accommodate the waste needs of the area it is intended to serve.

78. There is no credible evidence in the record refuting the conclusion that the proposed Rantoul Recycling and Transfer Station is necessary to accommodate the waste needs of the area it is intended to serve.

79. The proposed Rantoul Recycling and Transfer Station is necessary to accommodate the waste needs of the area it is intended to serve.

80. The proposed Rantoul Recycling and Transfer Station meets Criterion 1 ("the facility is necessary to accommodate the waste needs of the area it is intended to serve" 415 ILCS §5/39.2(a)(i)).

CRITERION 2:
THE FACILITY IS SO DESIGNED, LOCATED AND PROPOSED TO BE OPERATED THAT THE PUBLIC HEALTH, SAFETY AND WELFARE WILL BE PROTECTED.

Findings Regarding Design

81. The Applicant recently made substantial improvements to site for the Applicant's waste hauling business including parking facilities for collection vehicles, offices for dispatch and customer service, and stormwater management infrastructure.

82. If the proposed Rantoul Recycling and Transfer Station is developed, the Applicant will construct an approximately 12,000 square foot transfer building, a scale, and a scale office at the site.

83. The Applicant will improve the existing access roads and stormwater controls and will extend utilities.

84. Additional storm sewers and piping will be installed, along with a 100-year storm overflow structure for the detention pond.

85. The construction and operations of the proposed Rantoul Recycling and Transfer Station will be performed in accordance with NPDES permits from the Illinois Environmental Protection Agency and a stormwater pollution prevention plan.

86. The Applicant will develop additional security for the site, including installing a gate, fencing, cameras, and lights.

87. The transfer building will include multiple bay doors and a below grade back-in loading pit.

88. The transfer building will have electricity and water service.

89. The transfer building will constructed using recycled materials (steel and aggregate).

90. The transfer building will minimize energy usage through the use of LED lights, transparent wall panels (to admit daylight), and a sunlight-reflective roof.

91. Concrete barrier walls will be used on the tipping floor to facilitate moving of the materials into transfer trailers and to protect the building's interior walls.

92. The 10,000 square foot tipping floor will be made of reinforced concrete at least 10-inches thick and be gently sloped to contain any minor liquids from waste materials.

93. Liquids from the tipping floor or loading pit at the proposed Rantoul Recycling and Transfer Station will be directed to an oil-water separator and holding tank, and disposed off-site.

94. No liquids from the tipping floor or loading pit at the proposed Rantoul Recycling and Transfer Station will discharge to the stormwater system at the site.

95. At the hearing on April 17, 2026, John E. Hock testified regarding the design of the proposed Rantoul Recycling and Transfer Station.

96. Mr. Hock is an expert in the field of environmental engineering and design pertaining to transfer stations.

97. Mr. Hock's testimony at the hearing was credible.

98. Other than Mr. Hock, no other expert witness provided testimony as to whether the proposed Rantoul Recycling and Transfer Station is so designed that the public health, safety and welfare will be protected.

99. In his testimony at the hearing, Mr. Hock rendered an expert opinion that the proposed Rantoul Recycling and Transfer Station is so designed that the public health, safety and welfare will be protected.

100. Mr. Hock submitted a report with the Application for the proposed Rantoul Recycling and Transfer Station.

101. In his report submitted with the Application, Mr. Hock rendered an expert opinion that the proposed Rantoul Recycling and Transfer Station is so designed that the public health, safety and welfare will be protected.

102. There is no credible evidence in the record rebutting Mr. Hock's expert opinion that the proposed Rantoul Recycling and Transfer Station is so designed that the public health, safety and welfare will be protected.

103. There is no credible evidence in the record refuting the fact that the proposed Rantoul Recycling and Transfer Station is so designed that the public health, safety and welfare will be protected.

104. The proposed Rantoul Recycling and Transfer Station is so designed that the public health, safety and welfare will be protected.

Findings Regarding Location

105. There are no significant historical, architectural or archaeological resources within the proposed Rantoul Recycling and Transfer Station site.

106. The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species at the proposed Rantoul Recycling and Transfer Station site.

107. There are no rivers designated for protection under the Wild and Scenic Rivers Act within the area of the proposed Rantoul Recycling and Transfer Station.

108. No wetlands will be affected by the proposed Rantoul Recycling and Transfer Station.

109. The proposed Rantoul Recycling and Transfer Station meets all of applicable criteria in the Federal Aviation Administration (FAA) Advisory Circular 15/5200-33B (Advisory Circular), and will therefore be compatible with safe airport operations.

110. The Rantoul Airport provided a letter that is included in the Application indicating that airport management studied the provided information for the proposed Rantoul Recycling and Transfer Station, visited similar facilities, reviewed the Advisory Circular carefully, does not foresee any impacts on the Rantoul Airport operations, and has no objection to the project proceeding as proposed.

111. The proposed Rantoul Recycling and Transfer Station meets all required setbacks from all occupied dwellings and residentially zoned property.

112. At the hearing on April 17, 2026, John E. Hock testified regarding the location of the proposed Rantoul Recycling and Transfer Station.

113. Mr. Hock is an expert in the field of environmental engineering and design pertaining to landfills.

114. Mr. Hock's testimony at the hearing was credible.

115. Other than Mr. Hock, no other expert witness provided testimony as to whether the proposed Rantoul Recycling and Transfer Station is so located that the public health, safety and welfare will be protected.

116. In his testimony at the hearing, Mr. Hock rendered an expert opinion that the proposed Rantoul Recycling and Transfer Station is so located that the public health, safety and welfare will be protected.

117. Mr. Hock submitted a report with the Application for the proposed Rantoul Recycling and Transfer Station.

118. In his report submitted with the Application, Mr. Hock rendered an expert opinion that the proposed Rantoul Recycling and Transfer Station is so located that the public health, safety and welfare will be protected.

119. There is no credible evidence in the record rebutting Mr. Hock's expert opinion that the proposed Rantoul Recycling and Transfer Station is so located that the public health, safety and welfare will be protected.

120. The proposed Rantoul Recycling and Transfer Station is so located that the public health, safety and welfare will be protected.

Findings Regarding Operations

121. There is a comprehensive plan of operations for the proposed Rantoul Recycling and Transfer Station.

122. If the proposed Rantoul Recycling and Transfer Station is developed, all existing hauling company operations would continue (*e.g.*, vehicle parking, container storage, customer service and dispatch).

123. The Applicant will hire additional employees (operators, laborers, and a scale attendant), will provide additional training (operations, waste acceptance, load inspections, safety, emergency response, reporting), and will purchase additional equipment (front end loaders, yard tractors, semi-trailers).

124. The Applicant will accept MSW (municipal solid waste) at the proposed Rantoul Recycling and Transfer Station, meaning garbage, general household and commercial waste, industrial lunchroom or office waste, and construction or demolition debris.

125. The Applicant will accept residential and commercial recyclables at the proposed Rantoul Recycling and Transfer Station, meaning various recyclables (*e.g.*, paper, cardboard, bottles, cans) that are mixed together in a single bin/container.

126. The Applicant will not accept Hazardous Waste, Potentially Infectious Medical Wastes, Regulated Asbestos Containing Materials, Polychlorinated biphenyls (PCB) Wastes, Used Motor Oil, Liquid Wastes or Sludge, White goods, Lead-acid automotive batteries, Used Tires, or Landscape Waste at the proposed Rantoul Recycling and Transfer Station.

127. Loads of MSW from collection vehicles will be consolidated into larger loads for transport to an area landfill for disposal, and loads of recyclables from collection vehicles will be consolidated into larger loads for transport to a material recovery facility (MRF), such as the MRF in Pekin operated by an affiliate of the Applicant, for separation and re-use as a commodity.

128. The Applicant currently hauls approximately 190 tons per day (tpd) of MSW from the Service Area and approximately 15 tpd of single-stream recyclables (SSR) from the Service Area.

129. The proposed Rantoul Recycling and Transfer Station is designed to readily manage a combined amount 500 tpd of MSW and SSR, which is sufficient to accommodate the existing volume the Applicant hauls, volume from other privately owned companies, significant growth, and a contingency for peak day/hour volumes.

130. The Applicant anticipates that the operating hours of the proposed Rantoul Recycling and Transfer Station will be 5 a.m. to 6 p.m. on weekdays and 5 a.m. to 12 p.m. on Saturdays, with no operation on Sundays or major holidays.

131. The plan of operations for the proposed Rantoul Recycling and Transfer Station includes dust and mud controls.

132. The plan includes paving of access roads, parking areas, storage areas, and vehicle-maneuvering areas, orienting the transfer building to protect operations from wind, and using a street sweeper to remove mud, dirt and dust tracked onto hard surfaces on an as-needed basis, except during severe weather conditions (*e.g.*, heavy rains, winter conditions when salt has been applied to the roadway).

133. The plan of operations for the proposed Rantoul Recycling and Transfer Station includes litter controls.

134. Waste will be delivered primarily in enclosed vehicles, tarps will be required on all non-enclosed loads; unloading, transferring and loading of all waste will be performed indoors;

loaded transfer trailers will be tarped using auto-tarpers; and the site will be surrounded by fencing and will be patrolled to collect any litter.

135. The plan of operations for the proposed Rantoul Recycling and Transfer Station includes odor controls.

136. Unloading, transferring, and loading operations will be performed indoors. Waste will be on-site for only a short time (*e.g.*, first-in, first-out).

137. The Applicant's employees will clean the tipping floor and barrier walls with a pressure washer as needed.

138. The transfer building will include a ventilation and filtration system with ventilation fan(s), a duct system, particulate filter, and ozone generation and dispersion in the duct system to destroy any odorous compounds.

139. The bay doors on the transfer building will remain closed when not in use.

140. The Applicant intends to operate the proposed Rantoul Recycling and Transfer Station in full compliance with Illinois law and regulations and Village ordinances.

141. The proposed Rantoul Recycling and Transfer Station will be subject to inspection by the Illinois Environmental Protection Agency.

142. At the hearing on April 17, 2026, John E. Hock testified regarding operations of the proposed Rantoul Recycling and Transfer Station.

143. Mr. Hock is an expert in the field of landfill operations.

144. Mr. Hock's testimony at the hearing was credible.

145. Other than Mr. Hock, no other expert witness provided testimony as to whether the proposed Rantoul Recycling and Transfer Station is so proposed to be operated that the public health, safety and welfare will be protected.

146. In his testimony at the hearing, Mr. Hock rendered an expert opinion that the proposed Rantoul Recycling and Transfer Station is so proposed to be operated that the public health, safety and welfare will be protected.

147. Mr. Hock submitted a report with the Application for the proposed Rantoul Recycling and Transfer Station.

148. In his report submitted with the Application, Mr. Hock rendered an expert opinion that the proposed Rantoul Recycling and Transfer Station is so proposed to be operated that the public health, safety and welfare will be protected.

149. There is no credible evidence in the record rebutting Mr. Hock's expert opinion that the proposed Rantoul Recycling and Transfer Station is so proposed to be operated that the public health, safety and welfare will be protected.

150. There is no credible evidence in the record refuting the fact that the proposed Rantoul Recycling and Transfer Station is so proposed to be operated that the public health, safety and welfare will be protected.

151. The proposed Rantoul Recycling and Transfer Station is so proposed to be operated that the public health, safety and welfare will be protected.

152. In its pre-filing Review Letter dated December 12, 2025 (Ex. 2), Foth found that the Application and Mr. Hock's report therein demonstrated compliance with Criterion 2 ("the facility is so designed, located and proposed to be operated that the public health, safety and welfare will be protected" 415 ILCS §5/39.2(a)(ii)).

153. The proposed Rantoul Recycling and Transfer Station meets Criterion 2 ("the facility is so designed, located and proposed to be operated that the public health, safety and welfare will be protected" 415 ILCS §5/39.2(a)(ii)).

CRITERION 3:
THE FACILITY IS SO LOCATED AS TO MINIMIZE INCOMPATIBILITY WITH THE CHARACTER OF THE SURROUNDING AREA AND TO MINIMIZE THE EFFECT ON THE VALUE OF THE SURROUNDING PROPERTY.

Findings Regarding Minimizing Incompatibility

154. The character of the area surrounding the proposed Rantoul Recycling and Transfer Station is largely agricultural/open space, with some transportation/right-of-way, commercial, and industrial uses.

155. The site of the proposed Rantoul Recycling and Transfer Station is located in a C-2 Commercial district within the Village of Rantoul.

156. Within approximately 2,500 feet of the site of the proposed Rantoul Recycling and Transfer Station (the focus study area), approximately 64.9% of the land is used for agriculture or is open space, approximately 12.4% is used for transportation and associated right-of-way, approximately 8.9% is used for commercial purposes, and approximately 8.7% is used for industrial purposes.

157. In the wider study area of approximately one mile from the site of the proposed Rantoul Recycling and Transfer Station, approximately 74.3% of the land is used for agriculture or is open space.

158. The character of the immediate area surrounding the site has been defined by commercial and other businesses uses that have been established over the past years. The proposed Rantoul Recycling and Transfer Station will blend with this existing land use pattern.

159. The major land use in the area continues to be agriculture within the Village and surrounding Champaign County.

160. The Route 136 corridor (W. Champaign Ave.) is an appropriate land use buffer along the south property line of the proposed Rantoul Recycling and Transfer Station site, and mirrors adjacent uses.

161. Agricultural, commercial/office, and industrial/manufacturing uses comprising 82.5% of the land in the focused study area, and 84.1% of the land in the wider study area (with the wider study area exceeding the 2,500 foot study area requirement in the Village of Rantoul Code of Ordinances), are uses that are compatible with the proposed Rantoul Recycling and Transfer Station.

162. No residential zoned or used property is located within 1,000 feet of the site of the proposed Rantoul Recycling and Transfer Station, meeting the setback requirement in 415 ILCS §22.14.

163. Residential uses account for approximately 7.3% of the wider study area and occur primarily to the east and southeast of the site within established neighborhood areas, removed from any major impact from the proposed Rantoul Recycling and Transfer Station.

164. The proposed Rantoul Recycling and Transfer Station will be screened by plantings along the western and southern roadway frontages and by berms and plantings along the northern property line.

165. At the hearing on April 17, 2026, J. Christopher Lannert testified regarding compatibility of the proposed Rantoul Recycling and Transfer Station with the character of the area surrounding the proposed Rantoul Recycling and Transfer Station.

166. Mr. Lannert is an expert in the field of land planning and landscape architecture.

167. Mr. Lannert's testimony at the hearing was credible.

168. Other than Mr. Lannert, no other expert witness provided testimony as to whether the proposed Rantoul Recycling and Transfer Station is so located as to minimize incompatibility with the character of the surrounding area.

169. In his testimony at the hearing, Mr. Lannert rendered an expert opinion that the proposed Rantoul Recycling and Transfer Station is so located as to minimize incompatibility with the character of the surrounding area.

170. Mr. Lannert submitted a report with the Application for the proposed Rantoul Recycling and Transfer Station.

171. In his report submitted with the Application, Mr. Lannert rendered an expert opinion that the proposed Rantoul Recycling and Transfer Station is so located as to minimize incompatibility with the character of the surrounding area.

172. There is no credible evidence in the record rebutting Mr. Lannert's expert opinion that the proposed Rantoul Recycling and Transfer Station is so located as to minimize incompatibility with the character of the surrounding area.

173. There is no credible evidence in the record refuting the fact that the proposed Rantoul Recycling and Transfer Station is so located as to minimize incompatibility with the character of the surrounding area.

174. The proposed Rantoul Recycling and Transfer Station is so located as to minimize incompatibility with the character of the surrounding area.

Findings Regarding Minimizing Effect on Value

175. The site of the proposed Rantoul Recycling and Transfer Station is located in an area of historic industrial and commercial use and development.

176. The area surrounding the site of the proposed Rantoul Recycling and Transfer Station has man-made boundaries that isolate and buffer the property.

177. The location of the proposed Rantoul Recycling and Transfer Station at the center of the property effectively minimizes any influences the development has on nearby properties.

178. Historical and current industrial and commercial development in the area includes trucking uses that are similar to the proposed Rantoul Recycling and Transfer Station.

179. The proposed Rantoul Recycling and Transfer Station is consistent with the existing uses in the area.

180. The location of the proposed Rantoul Recycling and Transfer Station has sufficient access to primary roadways of Champaign Avenue, Murray Road and Interstate 57 to accommodate the proposed Rantoul Recycling and Transfer Station.

181. Both Champaign County and the Village of Rantoul encourage development to occur in consistent and defined areas.

182. The proposed Rantoul Recycling and Transfer Station is consistent with zoning classifications in the surrounding area.

183. The physical characteristics of the site of the proposed Rantoul Recycling and Transfer Station, in the existing configuration and condition, are an underutilization of the property.

184. The proposed Rantoul Recycling and Transfer Station will include significant infrastructure and improvements that will be an enhancement to the property and location.

185. Users of real estate in the study area tend to be long term occupants of properties.

186. The proposed Rantoul Recycling and Transfer Station will ensure a long-term stable use of the property.

187. The development of the proposed Rantoul Recycling and Transfer Station on the site is a logical extension of the current operation and is the highest and best use of the property.

188. As the highest and best use of the property, the proposed Rantoul Recycling and Transfer Station conforms to area development patterns and is not a form of obsolescence for the area and adjacent properties.

189. Because the proposed Rantoul Recycling and Transfer Station is consistent with and conforms to the current uses in the subject area, the impact the proposed Rantoul Recycling and Transfer Station will have on adjacent and nearby property values is minimized.

190. A study of three comparable transfer stations reveals that transfer stations generally do not have impacts on surrounding property values.

191. At the hearing on April 17, 2026, Dale J. Kleszynski testified regarding the impact of the proposed Rantoul Recycling and Transfer Station on the value of the surrounding area.

192. Mr. Kleszynski is an expert in the field of real estate appraisal.

193. Mr. Kleszynski's testimony at the hearing was credible.

194. Other than Mr. Kleszynski, no other expert witness provided testimony as to whether the proposed Rantoul Recycling and Transfer Station is so located as to minimize the effect on the value of the surrounding area.

195. In his testimony at the hearing, Mr. Kleszynski rendered an expert opinion that the proposed Rantoul Recycling and Transfer Station is so located as to minimize the effect on the value of the surrounding area.

196. Mr. Kleszynski submitted a report with the Application for the proposed Rantoul Recycling and Transfer Station.

197. In his report submitted with the Application, Mr. Kleszynski rendered an expert opinion that the proposed Rantoul Recycling and Transfer Station is so located as to minimize the effect on the value of the surrounding area.

198. There is no credible evidence in the record rebutting Mr. Kleszynski's expert opinion that the proposed Rantoul Recycling and Transfer Station is so located as to minimize the effect on the value of the surrounding area.

199. There is no credible evidence in the record refuting the fact that the proposed Rantoul Recycling and Transfer Station is so located as to minimize the effect on the value of the surrounding area.

200. The proposed Rantoul Recycling and Transfer Station is so located as to minimize the effect on the value of the surrounding area.

201. In its pre-filing Review Letter dated December 12, 2025 (Ex. 2), Foth found that the Application and Mr. Lannert's and Mr. Kleszynski's reports therein demonstrated compliance with Criterion 3 ("the facility is located so as to minimize incompatibility with the character of the surrounding area and to minimize the effect on the value of the surrounding property" 415 ILCS §5/39.2(a)(iii)).

202. The proposed Rantoul Recycling and Transfer Station meets Criterion 3 ("the facility is located so as to minimize incompatibility with the character of the surrounding area and to minimize the effect on the value of the surrounding property" 415 ILCS §5/39.2(a)(iii)).

CRITERION 4:
THE FACILITY IS LOCATED OUTSIDE THE BOUNDARY OF THE 100-YEAR FLOOD PLAIN.

203. No portion of the proposed Rantoul Recycling and Transfer Station is located within the three-dimensional boundary of the 100-year flood plain established by the Federal Emergency Management Agency's Flood Insurance Rate Maps.

204. At the hearing on April 17, 2026, John E. Hock testified regarding the location of the proposed Rantoul Recycling and Transfer Station relative to the boundary of the 100-year flood plain.

205. Mr. Hock is an expert in the field of engineering pertaining to pollution control facilities, including transfer stations.

206. Mr. Hock's testimony at the hearing was credible.

207. Other than Mr. Hock, no other expert witness provided testimony as to the location of the proposed Rantoul Recycling and Transfer Station relative to the 100-year flood plain at the hearing.

208. In his testimony at the hearing, Mr. Hock rendered an expert opinion that the proposed Rantoul Recycling and Transfer Station is located outside the 100-year flood plain.

209. Mr. Hock submitted a report with the Application for the proposed Rantoul Recycling and Transfer Station.

210. In its pre-filing Review Letter dated December 12, 2025 (Ex. 2), Foth found that the Application and Mr. Hock's report therein demonstrated compliance with Criterion 4 ("for a facility other than a sanitary landfill or waste disposal site, the facility is located outside the boundary of the 100 year flood plain or the site is flood-proofed" 415 ILCS §5/39.2(a)(iv)(A)).

211. In his report submitted with the Application, Mr. Hock rendered an expert opinion that the proposed Rantoul Recycling and Transfer Station is located outside the 100-year flood plain.

212. There is no credible evidence in the record rebutting Mr. Hock's expert opinion that the proposed Rantoul Recycling and Transfer Station is located outside the 100-year flood plain.

213. There is no credible evidence in the record refuting the fact that the proposed Rantoul Recycling and Transfer Station is located outside the 100-year flood plain.

214. The proposed Rantoul Recycling and Transfer Station is located outside the 100-year flood plain.

215. The proposed Rantoul Recycling and Transfer Station meets Criterion 4 ("for a facility other than a sanitary landfill or waste disposal site, the facility is located outside the boundary of the 100 year flood plain or the site is flood-proofed" 415 ILCS §5/39.2(a)(iv)(A)).

CRITERION 5:
THE PLAN OF OPERATIONS FOR THE FACILITY IS DESIGNED TO MINIMIZE THE DANGER TO THE SURROUNDING AREA FROM FIRE, SPILLS OR OTHER OPERATIONAL ACCIDENTS.

216. At the proposed Rantoul Recycling and Transfer Station, the Applicant will implement a plan including (1) the actions to be taken to prevent fires, spills and other operation accidents from occurring, and (2) an organized and coordinated course of action to be taken in responding to potential fires, spills or other operational accidents at the site.

217. A Safety Officer will be on-site at all times during operation of the proposed Rantoul Recycling and Transfer Station to implement procedures to prevent fires, spills and other operational accidents, and to coordinate responses to incidents or emergencies consistent with the Applicant's plan and with any government response to the incident, such as the Police and Fire Department.

218. The Applicant will train all employees at the proposed Rantoul Recycling and Transfer Station prior to allowing them to work at the site and in monthly safety meetings, and will provide employees with Personal Protective Equipment (PPE).

219. The proposed Rantoul Recycling and Transfer Station will not accept liquid waste.

220. Minor liquids from waste materials handled at the proposed Rantoul Recycling and Transfer Station will be captured on the tipping floor and directed to an oil-water separator and holding tank.

221. No liquids from the tipping floor or loading pit at the proposed Rantoul Recycling and Transfer Station will discharge to the stormwater system at the site.

222. Fuel tanks at the proposed Rantoul Recycling and Transfer Station will include secondary containment and automatic shutoff controls.

223. The Applicant will stock absorbent materials at the proposed Rantoul Recycling and Transfer Station to contain and clean equipment and to contain and collect any spilled liquids.

224. The transfer building at the proposed Rantoul Recycling and Transfer Station will be equipped with a Fire Rover early detection and response system with 24-hour thermal monitoring and fire-fighting foam deployment.

225. The access road to the proposed Rantoul Recycling and Transfer Station is designed to accommodate emergency vehicles, including fire trucks.

226. Fire extinguishers will be located on all heavy equipment and within the transfer building and scale office at the proposed Rantoul Recycling and Transfer Station.

227. An on-site water truck with a pressurized hose supply will be available for fire response at the proposed Rantoul Recycling and Transfer Station.

228. A designated hot-load containment area at the proposed Rantoul Recycling and Transfer Station will be used to safely manage smoldering loads if detected.

229. In the event of an emergency at the Rantoul Recycling and Transfer Station, the Applicant's employees will contact emergency authorities, prevent the spread of any fire/spill/leak, provide any immediate medical attention required, cease work, alert other personnel, perform post-incident activities (*e.g.*, replenish spill response materials), and document the emergency and notify others as needed.

230. At the hearing on August 12, 2016, John E. Hock testified regarding the plan of operations at the proposed Rantoul Recycling and Transfer Station.

231. Mr. Hock is an expert in the field of transfer station operations.

232. Mr. Hock's testimony at the hearing was credible.

233. Other than Mr. Hock, no other expert witness provided testimony as to whether the proposed plan of operations for the proposed Rantoul Recycling and Transfer Station is designed to minimize the danger to the surrounding area from fire, spills or other operational accidents.

234. In his testimony at the hearing, Mr. Hock rendered an expert opinion that the proposed plan of operations for the proposed Rantoul Recycling and Transfer Station is designed to minimize the danger to the surrounding area from fire, spills or other operational accidents.

235. Mr. Hock submitted a report with the Application for the proposed Rantoul Recycling and Transfer Station.

236. In its pre-filing Review Letter dated December 12, 2025 (Ex. 2), Foth found that the Application and Mr. Hock's report therein demonstrated compliance with Criterion 5 ("the plan of operations for the facility is designed to minimize the danger to the surrounding area from fire, spills, or other operational accidents" 415 ILCS §5/39.2(a)(v)).

237. In his report submitted with the Application, Mr. Hock rendered an expert opinion that the proposed plan of operations for the proposed Rantoul Recycling and Transfer Station is designed to minimize the danger to the surrounding area from fire, spills or other operational accidents.

238. There is no credible evidence in the record rebutting Mr. Hock's expert opinion that the proposed plan of operations for the proposed Rantoul Recycling and Transfer Station is designed to minimize the danger to the surrounding area from fire, spills or other operational accidents.

239. There is no credible evidence in the record refuting the fact that the proposed plan of operations for the proposed Rantoul Recycling and Transfer Station is designed to minimize the danger to the surrounding area from fire, spills or other operational accidents.

240. The proposed plan of operations for the proposed Rantoul Recycling and Transfer Station is designed to minimize the danger to the surrounding area from fire, spills or other operational accidents.

241. The proposed Rantoul Recycling and Transfer Station meets Criterion 5 ("the plan of operations for the facility is designed to minimize the danger to the surrounding area from fire, spills, or other operational accidents" 415 ILCS §5/39.2(a)(v)).

CRITERION 6:
THE TRAFFIC PATTERNS TO OR FROM THE FACILITY ARE SO DESIGNED AS TO MINIMIZE THE IMPACT ON EXISTING TRAFFIC FLOW.

242. The existing entrance to Applicant's waste hauling business at the end of the West Champaign Avenue Service Road will be the main entrance to the proposed Rantoul Recycling and Transfer Station.

243. The West Champaign Avenue Service Road consists of one inbound lane and one outbound lane, providing efficient and orderly access to and from the proposed Rantoul Recycling and Transfer Station.

244. As part of the development of the proposed Rantoul Recycling and Transfer Station, the Applicant proposes to increase the radius at the southwest corner of the intersection of Murray Road and the West Champaign Avenue Service Road to better accommodate turning truck traffic.

245. The Rantoul Public Works Director found the Applicant's preliminary plans for the improvements at the intersection of Murray Road and the West Champaign Avenue Service Road acceptable, subject to submittal/approval of final plans for construction.

246. The Illinois Department of Transportation (IDOT) is upgrading the traffic signal at the intersection of Murray Road and West Champaign Avenue, including making phasing and timing adjustments, as well as making ADA enhancements to the intersection.

247. IDOT's upgrades to the intersection of Murray Road and West Champaign Avenue are anticipated to be completed in 2026.

248. Review of crash history on roadways serving the proposed Rantoul Recycling and Transfer Station does not indicate any apparent traffic issues related to the existing traffic conditions.

249. At present, the signalized intersection of Murray Road and the West Champaign Avenue and the critical movements at the stop sign controlled intersections along the West Champaign Avenue Service Road operate at a good Level of Service (LOS) of A, B, or C.

250. The signalized intersection of Murray Road and the West Champaign Avenue and the critical movements at the stop sign controlled intersections along the West Champaign Avenue Service Road are projected to continue to operate at a good LOS of A, B or C after construction and during operation of the proposed Rantoul Recycling and Transfer Station.

251. The existing roadway system has sufficient reserve capacity to accommodate the traffic to be generated by the proposed Rantoul Recycling and Transfer Station.

252. Other than the radius improvements at the intersection of Murray Road and West Champaign Avenue Service Road, no additional roadway improvements or traffic control

modifications are required to accommodate the traffic to be generated by the proposed Rantoul Recycling and Transfer Station.

253. The Applicant's waste hauling business stores and maintains approximately 37 trucks and has a total of approximately 45 employees. Most of the trucks that will be delivering the waste to/from the Rantoul RTS are currently stored/parked at the Applicant's waste hauling business.

254. No traffic concerns were expressed by Foth in its pre-filing Review Letter dated December 12, 2025 (Ex. 2) or by the Rantoul Public Works Director relative to the findings and results of traffic study and the proposed operation of the Rantoul Recycling and Transfer Station.

255. At the hearing on April 17, 2026, Michael A. Werthmann testified regarding the traffic impacts of the proposed Rantoul Recycling and Transfer Station.

256. Mr. Werthmann is an expert in the field of traffic engineering.

257. Mr. Werthmann's testimony at the hearing was credible.

258. Other than Mr. Werthmann, no other expert witness provided testimony as to whether the traffic patterns to and from the proposed Rantoul Recycling and Transfer Station are so designed as to minimize the impact on existing traffic flow.

259. In his testimony at the hearing, Mr. Werthmann rendered an expert opinion that the traffic patterns to and from the proposed Rantoul Recycling and Transfer Station are so designed as to minimize the impact on existing traffic flow.

260. Mr. Werthmann submitted a report with the Application for the proposed Rantoul Recycling and Transfer Station.

261. In its pre-filing Review Letter dated December 12, 2025 (Ex. 2), Foth found that the Application and Mr. Werthmann's report therein demonstrated compliance with Criterion 6 ("the traffic patterns to or from the facility are so designed as to minimize the impact on existing traffic flows" 415 ILCS §5/39.2(a)(vi)).

262. In his report submitted with the Application, Mr. Werthmann rendered an expert opinion that the traffic patterns to and from the proposed Rantoul Recycling and Transfer Station are so designed as to minimize the impact on existing traffic flow.

263. There is no credible evidence in the record rebutting Mr. Werthmann's expert opinion that the traffic patterns to and from the proposed Rantoul Recycling and Transfer Station are so designed as to minimize the impact on existing traffic flow.

264. There is no credible evidence in the record refuting the fact that the traffic patterns to and from the proposed Rantoul Recycling and Transfer Station are so designed as to minimize the impact on existing traffic flow.

265. The traffic patterns to and from the proposed Rantoul Recycling and Transfer Station are so designed as to minimize the impact on existing traffic flow.

266. The proposed Rantoul Recycling and Transfer Station meets Criterion 6 ("the traffic patterns to or from the facility are so designed as to minimize the impact on existing traffic flows" 415 ILCS §5/39.2(a)(vi)).

CRITERION 7:
IF THE FACILITY WILL BE TREATING, STORING OR DISPOSING OF HAZARDOUS WASTE, AN EMERGENCY RESPONSE PLAN FOR THE FACILITY WILL BE DEVELOPED TO INCLUDE NOTIFICATION, CONTAINMENT AND EVACUATION PROCEDURES TO BE USED IN CASE OF AN ACCIDENTAL RELEASE.

267. The proposed Rantoul Recycling and Transfer Station will not be permitted to accept hazardous waste.

268. The Applicant will implement load inspections and controls at the proposed Rantoul Recycling and Transfer Station to preclude the opportunity for customers to dispose of unauthorized wastes at the facility.

269. At the hearing on April 17, 2026, John E. Hock testified regarding the non-acceptance of hazardous waste by the proposed Rantoul Recycling and Transfer Station.

270. Mr. Hock is an expert in the field of engineering pertaining to pollution control facilities, including transfer stations.

271. Mr. Hock's testimony at the hearing was credible.

272. Other than Mr. Hock, no other expert witness provided testimony as to whether the proposed Rantoul Recycling and Transfer Station would accept hazardous waste.

273. In his testimony at the hearing, Mr. Hock opined that the proposed Rantoul Recycling and Transfer Station would not accept hazardous waste.

274. Mr. Hock submitted a report with the Application for the proposed Rantoul Recycling and Transfer Station.

275. In its pre-filing Review Letter dated December 12, 2025 (Ex. 2), Foth found that the Application and Mr. Hock's report therein demonstrated compliance with Criterion 7 ("if the facility will be treating, storing or disposing of hazardous waste, an emergency response plan exists for the facility which includes notification, containment and evacuation procedures to be used in case of an accidental release" 415 ILCS §5/39.2(a)(vii)).

276. In his report submitted with the Application, Mr. Hock rendered an expert opinion that the proposed Rantoul Recycling and Transfer Station would not accept hazardous waste.

277. There is no credible evidence in the record refuting the fact that the proposed Rantoul Recycling and Transfer Station will not accept hazardous waste.

278. Because the proposed Rantoul Recycling and Transfer Station will not be treating, storing or disposing of hazardous waste, siting Criterion 7 does not apply.

279. The proposed Rantoul Recycling and Transfer Station meets Criterion 7 ("if the facility will be treating, storing or disposing of hazardous waste, an emergency response plan exists for the facility which includes notification, containment and evacuation procedures to be used in case of an accidental release" 415 ILCS §5/39.2(a)(vii)).

CRITERION 8:
IF THE FACILITY IS TO BE LOCATED IN A COUNTY WHERE THE COUNTY HAS ADOPTED A SOLID WASTE MANAGEMENT PLAN, THE FACILITY IS CONSISTENT WITH THE PLAN.

280. The Champaign County Solid Waste Management Plan (SWMP) was adopted in 1991 (Adopted SWMP).

281. The Champaign County SWMP has been updated every five (5) years since its initial adoption (in 1996, 2002, 2007, 2012, 2017, and 2022), and the Adopted SWMP and its updates are collectively referred to herein as the Champaign County SWMP.

282. The Champaign County SWMP recognizes the need for new or expanded transfer stations, and encourages the private sector to develop the in-county waste transfer station network.

283. The Rantoul Recycling and Transfer Station is a new solid waste transfer station that would expand the in-county waste transfer station network and will be owned and operated by Area Disposal Service, Inc., which is part of the private sector.

284. The Champaign County SWMP provides that a proposed transfer station must follow the requirements of the Champaign County ordinance or an ordinance adopted by the municipality in which the transfer station is proposed to be located.

285. The Village of Rantoul adopted Ordinance 2796 in June, 2025, as amended by Ordinance 2813, in December, 2025 (Ordinance).

286. The Village of Rantoul is the municipality in which the Rantoul Recycling and Transfer Station is proposed to be located.

287. The instant Application was prepared consistent with the Ordinance and the proposed Rantoul Recycling and Transfer Station will follow the requirements of the Ordinance.

288. The Champaign County SWMP recognizes that a proposed transfer station site must be sufficiently sized to provide operating efficiencies and minimize impacts on the surrounding community.

289. The proposed Rantoul Recycling and Transfer Station is located on a generously sized, approximately 14-acre property.

290. The Champaign County SWMP recognizes that transfer station waste unloading, temporary storage and loading operations must be performed in an enclosed transfer station building.

291. The proposed Rantoul Recycling and Transfer Station will include an enclosed transfer station building for waste unloading, temporary storage and loading operations.

292. The Champaign County SWMP strongly encourages the operator to incorporate green/sustainable building principles into the facility.

293. The proposed Rantoul Recycling and Transfer Station will include green/sustainable building principles, including the use of recycled construction materials and a building design that minimizes energy use.

294. The Champaign County SWMP requires a new transfer station facility to enter into a Host Community Benefit Agreement with the governing body prior to filing the siting application and include certain provisions.

295. Area Disposal Service, Inc. entered into a Host Community Benefit Agreement with the Village of Rantoul in June, 2025 (Rantoul Host Agreement), and the Rantoul Host Agreement includes all of the required provisions.

296. At the hearing on April 17, 2026, John E. Hock testified regarding the compliance of the proposed Rantoul Recycling and Transfer Station with the Champaign County SWMP.

297. Mr. Hock is an expert in the analysis of solid waste management plans.

298. Mr. Hock's testimony at the hearing was credible.

299. Other than Mr. Hock, no other expert witness provided testimony as to the consistency of the proposed Rantoul Recycling and Transfer Station with the Champaign County SWMP at the hearing.

300. In his testimony at the hearing, Mr. Hock rendered an expert opinion that the proposed Rantoul Recycling and Transfer Station is consistent with the Champaign County SWMP.

301. Mr. Hock submitted a report with the Application for the proposed Rantoul Recycling and Transfer Station.

302. In its pre-filing Review Letter dated December 12, 2025 (Ex. 2), Foth found that the Application and Mr. Hock's report therein demonstrated compliance with Criterion 8 ("if the

facility is to be located in a county where the county board has adopted a solid waste management plan consistent with the planning requirements of the Local Solid Waste Disposal Act or the Solid Waste Planning and Recycling Act, the facility is consistent with that plan" 415 ILCS §5/39.2(a)(viii)).

303. In his report submitted with the Application, Mr. Hock rendered an expert opinion that the proposed Rantoul Recycling and Transfer Station is consistent with the Champaign County SWMP.

304. There is no credible evidence in the record rebutting Mr. Hock's expert opinion that the proposed Rantoul Recycling and Transfer Station is consistent with the Champaign County SWMP.

305. There is no credible evidence in the record refuting the fact that the proposed Rantoul Recycling and Transfer Station is consistent with the Champaign County SWMP.

306. The proposed Rantoul Recycling and Transfer Station is consistent with the Champaign County SWMP.

307. The proposed Rantoul Recycling and Transfer Station meets Criterion 8 ("if the facility is to be located in a county where the county board has adopted a solid waste management plan consistent with the planning requirements of the Local Solid Waste Disposal Act or the Solid Waste Planning and Recycling Act, the facility is consistent with that plan" 415 ILCS §5/39.2(a)(viii)).

CRITERION 9:
IF THE FACILITY WILL BE LOCATED WITHIN A REGULATED RECHARGE AREA, ANY APPLICABLE REQUIREMENTS SPECIFIED BY THE POLLUTION CONTROL BOARD FOR SUCH AREAS HAVE BEEN MET.

308. Regulated recharge areas are established by state rulemaking.

309. At the hearing on April 17, 2026, John E. Hock, testified regarding the location of the proposed Rantoul Recycling and Transfer Station relative to regulated recharge areas.

310. Mr. Hock is an expert in the field of engineering pertaining to pollution control facilities, including transfer stations.

311. Mr. Hock's testimony at the hearing was credible.

312. Other than Mr. Hock, no other expert witness provided testimony as to whether the proposed Rantoul Recycling and Transfer Station would be within a regulated recharge area.

313. In his testimony at the hearing, Mr. Hock rendered an expert opinion that the proposed Rantoul Recycling and Transfer Station is not located within a regulated recharge area.

314. Mr. Hock submitted a report with the Application for the proposed Rantoul Recycling and Transfer Station.

315. In its pre-filing Review Letter dated December 12, 2025 (Ex. 2), Foth found that the Application and Mr. Hock's report therein demonstrated compliance with Criterion 9 ("if the facility will be located within a regulated recharge area, any applicable requirements specified by the Board for such areas have been met" 415 ILCS §5/39.2(a)(ix)).

316. In his report submitted with the Application, Mr. Hock rendered an expert opinion that the proposed Rantoul Recycling and Transfer Station is not located within a regulated recharge area.

317. There is no credible evidence in the record rebutting Mr. Hock's expert opinion that the proposed Rantoul Recycling and Transfer Station is not located within a regulated recharge area.

318. There is no credible evidence in the record refuting the fact that the proposed Rantoul Recycling and Transfer Station is not located within a regulated recharge area.

319. The proposed Rantoul Recycling and Transfer Station is not located within a regulated recharge area.

320. The proposed Rantoul Recycling and Transfer Station meets Criterion 9 ("if the facility will be located within a regulated recharge area, any applicable requirements specified by the Board for such areas have been met" 415 ILCS §5/39.2(a)(ix)).

CONCLUSION

321. Based on the facts and analysis set forth in the Application for Local Siting Approval of the Rantoul Recycling and Transfer Station, at the hearing on April 17, 2026, via testimony and documents, and the filings in public comment, the proposed Rantoul Recycling and Transfer Station satisfies all of the Criteria for siting of a new pollution control facility set forth in 415 ILCS §5/39.2, and further satisfies all of the requirements for the siting of a new pollution control facility set forth in the Village of Rantoul Code of Ordinances.

322. The Village of Rantoul hereby approves the Application for Local Siting Approval of the Rantoul Recycling and Transfer Station as presented.

323. The Village of Rantoul hereby grants the Applicant local siting authority pursuant to 415 ILCS §5/39.2 and the Village of Rantoul Code of Ordinances.

324. The Village of Rantoul will promptly provide the Applicant with a Certification of Siting Approval (LPC-PA8) for submission to the Illinois Environmental Protection Agency upon request by the Applicant.

Respectfully submitted,

Area Disposal Service, Inc.,
Applicant

By: /s/ Janaki Nair
One of its attorneys

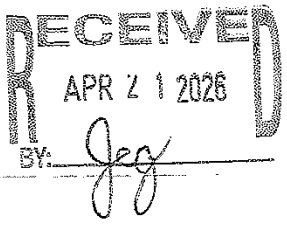
Janaki Nair, Esq. (ARDC #6278112)
Elias, Meginnes & Seghetti, P.C.
416 Main Street, Suite 1400
Peoria, Illinois 61602
Telephone: (309) 637-6000
Facsimile: (309) 637-8514
Email: jnair@emrslaw.com

926-0271

Janet Gray

To: noreply@civicplus.com
Subject: RE: Online Form Submittal: Contact Us - Village Clerk

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.



Contact Us - Village Clerk

First Name	Mark
Last Name	Williams
Email	harleywillie62@yahoo.com
Phone Number	217-722-5452
Address1	595 Hazelcrest pl
Address2	*Field not completed.*
City	Rantoul
State	Illinois
Zip	61866
Preferred Method of Contact	Phone
I am a Village of Rantoul Resident	Yes
Questions or Comment for the Village Clerk	I'm trying to send an email to the entire board on my stance as far as the transfer station goes. I am not against the transfer station but I am against the proposed site. I know it's convenient for the business but it's not ideal for the residents. Plus this garbage company just this few weeks missed picking up in several areas several weeks in a row. The garbage had flooded over at the laundromat and they'd been called several times. And now I'm supposed to believe that they'll be good stewards of the new business in Rantoul. I don't believe it and I'm against it. I've told Gary Wilson he said to email the board so I'm asking you to please pass this on to every board member. Including mayor Hall. If you can't do this please let me know so I can go about it another way thank you for your time

Email not displaying correctly? View it in your browser.

Janet Gray

From: Tana Ward
Sent: Tuesday, April 21, 2026 8:21 AM
To: Scott Eisenhauer; Janet Gray
Subject: FW: Online Form Submittal: Contact Us - Mayor Samuel Hall III

VILLAGE of Rantoul

Tana Ward, MMC
MAYORAL ASSISTANT

333 SOUTH TANNER STREET, RANTOUL, IL 61866
OFFICE 217.892.6802 ● CELL 217.766.1629

RECEIVED
APR 21 2026
BY:

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Monday, April 20, 2026 11:07 PM
To: Sam Hall <SHall@village.rantoul.il.us>; Tana Ward <tward@village.rantoul.il.us>
Subject: Online Form Submittal: Contact Us - Mayor Samuel Hall III

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Contact Us - Mayor Samuel Hall III

Name	Mark Williams
Email	harleywillie62@yahoo.com
Phone	217-722 5452
Address	595 Hazelcrest pl
City	Rantoul
State	Illinois
Zip	61866
Preferred Method of Contact	Email

I am a Village of Rantoul Resident	Yes
Question or Comment for the Office of the Mayor:	Good evening Mr Mayor and I hope you're having a blessed evening. I'm writing you this email about the transfer station. A few reasons why I don't think especially where it's proposed at is a good idea. Gfl is a horribly run company just these past couple of weeks they missed too many garbage pickups to list. But one of them was the laundromat and Rantoul that they've been called about numerous times and still took them days and days to get to it and when they did it wasn't even their truck it was some old rusted white truck. But thank God they got it cuz it was overflowing. They're constantly leaving Royal marks or fluid marks of some kind coming out of their trucks not very environmental friendly at all. They can't even do the job in a competent manner that they've already took taxpayers money for. Now the board is asking us to trust them with the even bigger job that has potential to ruin even more areas! I find it ironic I watch the videos of the board meeting and the people of Rantoul do not seem to want this at all. But a few business people seem to say it would be just fine. We constantly are hearing when things like this happen oh it's going to help the roads it's going to help Public Works and we never seem to see that. But all that aside how can you trust the company with such a crucial business when they prove an over and over again they can't even run the one they got. Please Mr Mayor do not let this happen. Thank you for your time I appreciate it

Email not displaying correctly? View it in your browser.

RECEIVED
APR 23 2026
BY:

Janet Gray

From: Bob Wallace <bwallace59@gmail.com>
Sent: Thursday, April 23, 2026 11:36 PM
To: Janet Gray
Cc: Bob Wallace; Sam Hall; Loise Haines; Donald Robertson <Trustee>; Mike Graham; Regina Crider <Trustee>; Gary Wilson; Terry Workman <Trustee>; Chris Milliken
Subject: Transfer Station

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

To Whom It May Concern,

I am submitting this letter to the Village of Rantoul as my statement of opposition to the application by Area Disposal, Inc. to construct a transfer station at 896 West Champaign Avenue in Rantoul.
I strongly oppose its placement within Rantoul city limits—particularly at what is effectively the front entrance to our community. It had been my understanding that Rantoul was working to revitalize its image and attract new growth but I believe this project would be counterproductive to those efforts.
The company (Area Disposal, GFL) has, apparently, presented expert opinions suggesting minimal impact but I have not seen sufficient independent review or a real in-depth examination that would sufficiently address my concerns. Furthermore, Area Disposal (GFL) has proven to be unreliable at simply picking up trash in our city so it is concerning that we (Rantoul) would consider trusting them with even more responsibility.

To sum up, assuming Rantoul residents still have some level of voice in what transpires in our town, I am clearly stating my opposition to the proposed transfer station.

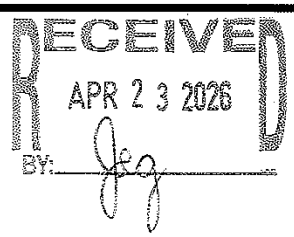
I respectfully urge the Village trustees and decision-makers to vote **NO** on this application until all concerns have been thoroughly and independently reviewed and addressed

Sincerely,

Robert Wallace
1507 South Pointe Dr.
Rantoul, IL 61866

Janet Gray

From: scott olivero <snco_2@yahoo.com>
Sent: Thursday, April 23, 2026 8:44 AM
To: Janet Gray
Subject: Area disposal Transfer station



CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

To Whom It May Concern,
I am submitting this letter to the Village of Rantoul as my formal statement in opposition to the application by Area Disposal, Inc. to construct a transfer station at 896 West Champaign Avenue on the northwest side of town.
While I recognize that a transfer station may serve a broader need for the county or state, I strongly oppose its placement within Rantoul city limits—particularly at what is effectively the front entrance to our community. Rantoul has been working to revitalize its image and attract new growth, and I believe this project would be counterproductive to those efforts.
Although the company has presented expert opinions suggesting minimal impact, I have not seen sufficient independent review or critical examination on behalf of the Village addressing several key concerns:
Can it be guaranteed that odors will not affect nearby areas, especially during windy conditions?
What measures will prevent the attraction of rodents and other pests?
Even if property assessments remain unchanged, how might proximity to this facility impact actual home resale values?
Has the Village sought independent experts to evaluate or challenge the applicant's claims, particularly given documented negative outcomes in other communities?
Could this development discourage new businesses or restaurants from investing in what is becoming a prime commercial area?
If traffic impacts are negligible, why are modifications to the nearby intersection being proposed?
Will transport trucks travel through town along Highway 136 carrying debris or leaking fluids?
What is the expected weight of these trucks, and what impact will they have on local road conditions and maintenance costs?
Will there be outdoor storage of waste, trucks, or dumpsters that could contribute to odor or visual concerns?
These questions represent only a portion of the concerns that remain insufficiently addressed. Without clear, evidence-based answers, I see no justification for accepting the risk of a potentially permanent negative impact on our community.
At present, the primary benefit presented appears to be a financial stipend tied to the volume of waste processed—an incentive that may unintentionally encourage increased waste traffic through our town. This does not outweigh the potential long-term consequences for residents and local development.
I would not want such a facility located near my home or neighborhood, and I respectfully urge the Village trustees and decision-makers to vote NO on this application until all concerns have been thoroughly and independently addressed.
Sincerely,
Scott Olivero
701 Eden Park Drive
Rantoul,IL.

Janet Gray

From: Robin Vaughn <robinvaughn34@gmail.com>
Sent: Wednesday, April 22, 2026 12:13 PM
To: Janet Gray
Subject: GFL Transit Station

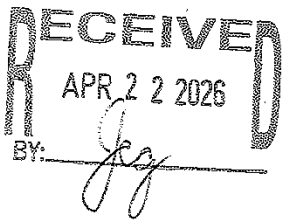
CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good afternoon. I would like to write and express my oposition to the placement of the GFL trash transit facility in the current planned location east of I57. There will be way too much congestion in that area, when there is already significant traffic issues in that area. Plus, the smell is a major concern.

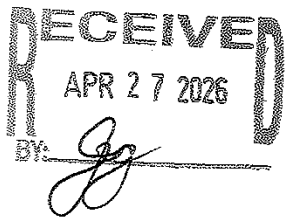
To be clear, I am not opposed to the transit station in general. However, I feel the location should be a significant distance from the town, in an area with limited congestion for traffic. And no potential of cross winds that could drift into business, or residential areas.

Thank you for your time.

Robin Vaughn
122 Oak Pl, Rantoul, IL, 61866
217-402-5039



Jack Anderson
425 Cemetery Road
Rantoul, IL 61866



April 26, 2026

Village of Rantoul
Attn: Janet Gray, Village Clerk
333 South Tanner St.
Rantoul, IL 61866

RE: Formal Opposition to Area Disposal, Inc. Transfer Station Application, proposed siting at 896 West Champaign Avenue.

Honorable Mayor and Trustees,

I am writing to submit this letter as my formal statement of opposition to the application by Area Disposal, Inc. to construct a transfer station at 896 West Champaign Avenue.

There are numerous valid utilitarian reasons to oppose this project, many of which were addressed by members of the community and best articulated by Mr. & Mrs. Sheilds and Mr. & Mrs. Hess during the April 17, 2026 public hearing. I wish to focus my opposition on one salient point: the detrimental impact of placing a transfer station at what serves as the primary gateway to our community.

The intersection of Interstate 57 (I-57) and West Champaign Avenue (U.S. Route 136) is the main entry point for visitors traveling to Rantoul.

As the late Will Rogers famously said, "*You never get a second chance to make a first impression.*"

Currently, travelers driving eastward on West Champaign Avenue from I-57 are greeted by a beautifully ornate roadside welcome sign proudly bearing the village's name and seal, demonstrating the community's pride in its home.

GFL's Local Siting Application* for the transfer station describes the vehicles involved in the hauling of municipal solid waste and recyclables:

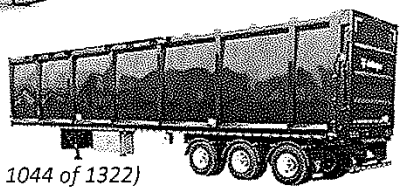
Inbound

- Four-ton roll-off trucks
- Six-ton recyclable trucks
- Eight-ton packer trucks



Outbound:

- 18-ton recyclable transfer trailers
- 24-ton solid waste transfer trailers



* *GFL's Local Siting Application (Page 1044 of 1322)*

If this transfer station is approved and becomes operational, the more idyllic experience when entering the village will be fundamentally altered. Instead, the public will first see garbage and transfer trucks traveling to and from the proposed facility along the West Champaign Avenue frontage road. As visitors continue east, they will follow behind slow-moving, potentially smelly leaking garbage and transfer trucks to the intersection with Murray Road. While stopped at this intersection, they will witness other garbage and transfer trucks converging from the north, east, and south.

What was a picturesque and tranquil gateway will transform into a disagreeable experience. The visual blight of large garbage trucks, the noise of straining diesel engines and air brakes, and the potential for offensive odors will detrimentally impact the public's sensory experience and hence perceptional impression upon entering our village.

While designing a new community or modifying an existing, no planner would choose to place a garbage transfer station at its primary entrance. Instead, one would expect to find what exists today entering Rantoul such as inviting restaurants, retail stores, service stations, hospitality lodging, and financial services — attractive businesses that enhance the visitor experience.

A Google Map check of a complete listing of Landfills & Transfer Stations in Illinois revealed no other community has placed a transfer station along the major entrance to their town. https://nearestlandfill.com/rub/illinois/

Our community has successfully challenged and dispelled the derogatory epithet 'Rantucky' through sustained effort. The ubiquitous presence of garbage trucks at the village's major gateway will, in short order, serve to become another unfortunate metaphor for the community.

For these reasons, I strongly urge the Village Board to deny the application by Area Disposal, Inc.

Sincerely,

Jack Anderson

Jack Anderson

Please do not let GFL start that trash processing place in Kantaul. With the West wind all that dust + whatever is in it will blow all over Kantaul,

Think about all the families, senior

citizens and people with breathing problems allergies who will have to breathe that dusty air.

Gardens will be covered with the dust, etc.

Also all our business will have problems with the dust, etc.

RECEIVED
APR 27 2026
BY:

R-1801

So please do not
oppose that plan
in Renton.

Thank you
a concerned citizen
since since 1971 when
we brought our home
Doris Looney
1545 Later Dr.
I also have allergy
problems.

Proposed Rantoul Transfer Station Opposition

RECEIVED
APR 2 9 2026
By

There are many factors that need to be studied and discussed before ~~any firm decision~~ is made for GFL to build a transfer station in Rantoul. Rantoul already has a nick name of Rantucky, is the new name going to be Rantoul, Central Illinois Trash Dump?

First and foremost is the a question as to whether or not the board has visited other cities that have a facility like the one proposed and talked with city officials and residents of the cities. Cities include Springfield, Bloomington, Peoria, Monticello and Evanston to name a few. That needs to be done and discussed in an open forum meeting before any decision is made.

Secondly has the full impact on those cities and on Rantoul been studied and discussed. Take a drive down North Lincoln Avenue in Urbana by that station. It looks like a third world country. Is that what we want Rantoul to look like?

Here are the impacts that I feel are detrimental to Rantoul.

1. Coming into Rantoul from the north or south on Interstate 57, this transfer station is going to be highly visible and from the west on Route 136 after coming under the interstate bridge the facility is going to be visible. Landscaping does not grow over night and has to be replaced. The evergreen trees on the property now have been replaced multiple times and do not hide the facility. Litter is going to catch on the fencing and landscaping along route 136 and interstate 57. Who is going to clean that up?
2. This facility is not going to created many jobs, a handful at best, probably under 20. Employees of other transfer stations have reported increases of respiratory and other health issues associated with their employment at these transfer stations.
3. It was stated that this is going to be a "first in first out" facility and state of practice. What about equipment breakdowns and there will be those. Trash could sit over night or for days waiting for repairs or additional equipment to be brought in. What exactly is "state of practice"? That needs to be explained and documented for the village and residents. There is already a history of the collection vehicles breaking down on the routes in town. Last week, our driver told me that they were on their 3rd truck of the day and this was around 10:00 a.m. When they picked up our barrel, a large full trash bag from a previous pickup dropped out on the road from the vehicle. It left a trail and huge puddle of hydraulic fluid and compacted trash liquid on the road that I put oil dry on to absorb it.
4. Traffic flow and impact to Route 136 (Champaign Avenue) from collection vehicles will destroy that heavily traveled road and impact Interstate 57 access roads. Remember that GFL has stated 500-650 tons of waste a day coming in and out of this facility from 68 or more trucks per day. Downstate Illinois will only receive about 15% of motor fuel revenue for road upkeep and repair. Where does that leave Route 136? North Murray Road and the Frontage road leading to the facility are not constructed to handle that type of traffic and will have to be maintained by the village or township. The 40 cent per ton ($200-$260 per day) is nowhere near the amount necessary to keep those roads in repair for the truck traffic anticipated of 68+ trucks a day. Their "traffic study" was done on a

Tuesday. That is not a reality and it should be done on a Friday or Saturday when there is an event at the sports complex and even normal week end traffic. I would rate that as a "D-", not the "A, B, or C" that was displayed in the meeting and "no or little impact" to traffic flow is totally absurd.

5. Is this facility going to be working 5 or 6 days a week? Think of the traffic that is going to be disrupted coming a going from a multi-million dollar sports complex, a multi-million dollar car dealership, hotels in the area, shopping and restaurant impacts in the area. Even taking a high of 6 days a week and the 40 cents per ton, over a year that is only $81,120 over a year. What is the revenue from the sports complex, taxes from Walmart, Shields Auto Group, Brookstone Estates, restaurants and other businesses in that area?
6. The lot that GFL has now is rock drive and the dust flies every time a truck enters or leaves that facility now. Will GFL pave the area for the collection vehicles to leave and enter? Will GFL maintain the frontage road? Highly unlikely, so the rock dust will be much higher impacting the whole area including the residential areas that are close to this station. Think of how that dust will filter into everything in the area and not just sit on top of a vehicle, homes, and businesses.
7. How is odor going to be controlled? It cannot be contained in an open air building, so that will impact all of the area including the multi-million dollar sports complex. Think of the number of people traveling to this facility and the money that they spend in Rantoul. Since the sports complex has opened it is published that it has brought in $8+ million as of a 2024 accounting, remember that Mattoon is building a sports complex so will people want to come to one that has a trash smell in the air, trash collection vehicles entering and leaving a congested area and dust flying everywhere or to one that doesn't? Is $81,120 or so a year worth loosing the $2+ million a year from the sports complex? Another concern is the odor from the facility and the collection vehicles coming and leaving the station. There is going to be substantial odor from the trucks and the facility. We are all very aware of odors that come from the collection in our neighborhoods and when the truck compact their loads the liquids that come out of the trucks. What is that going to be with 68+ trucks a day dumping, loaders pushing and compaction trash to load into other semi-trucks with trailers to haul out? It is going to be on the roads in and out and that foul smell will permeate the air. People will not want to be outside. Remember that there is also a school in that area with children who may have respiratory issues and could cause adverse reactions for them.
8. Trash cleanup in that area is going to be an ongoing issue. There is going to be loose trash floating in the air and landing along the highway, being caught in fences and blowing into neighboring residential areas. We already have to pickup trash in our area after trash day, so imaging 68+ trucks in and out hauling trash and a facility where it is being dumped.
9. A comparison of real estate values was presented at the meeting on April 17. The comparison was done using Bloomington and Springfield. These are metropolitan areas, not rural. The statements made could not have been further from reality. It has been shown in Evanston, IL that property values dropped and average of 12.9% where the transfer station was located. Rantoul is turning a corner, but has a long way to go to expand residential and business development. Having existing properties devalued by any

amount decreases the chances for development and residential building. How many new homes have been built in Rantoul over the past few years? Compare this to Fisher, Gibson City or Mahomet. Having a transfer station will likely stagnate building and some current home owners could leave the town before their real estate values tank.

10. The Mahomet Aquifer supplies water to over 1 million people in central Illinois including all of Champaign county and Rantoul. This should be a major concern since there will be run-off into the ground at the facility. How is that going to be contained, treated or completely stopped from happening. Will this runoff be directed in the Rantoul waste water treatment system? Several of the towns and cities where transfer stations are currently located have numerous complaints about environmental concerns, exposure to pollutants in the air and damage to the aquifer.
11. According complaints filed in Illinois where these transfer facilities are located they state there is pre-dawn excessive noise from the collection vehicles and operations, exposure to pollutants and as noted a "tsunami of complaints" regarding the noise from pre-dawn operations. Noted complaints were from Evanston, West Chicago and Peoria (Pottstown) just to name a few.
12. Areas with these transfer station have also noted a large increase in rodents around the area. Think of how this would impact the surrounding residential area, business and sports complex. Rodents could get into an engine compartment of a vehicle sitting st Shields Auto Center and destroy the wiring or at a residential area. Is GFL going to cover that expense or pay for a totaled vehicle because of the wiring being destroyed? Rodents will invade properties and will have to be exterminated. Whose expense is that? The business, the resident?

We have been property owners and paid taxes in this community for 42 years. We went through the closure of Chanute Air Force Base, have seen business come and go and seen property values drop and start to come back. Rantoul does net need the facility that is being proposed to degrade our community. Think about our schools, businesses, the Sports Complex and other things before any approval for this project to go forward.

Many communities that have these stations regret it and with this having a life cycle of approximately 15-20 years is just a stop gap for GFL as it was in Peoria (Pottstown), Reported in an article in a newspaper and television in Peoria "The 15 year delay would give GFL time to regain the money it would spend on building the transfer station". At that board meeting GFL representatives declined comment.

Please consider what will happen in the short term and the long term to our community and its losses by having this transfer station.

E. John Borchers

E. John Borchers
1537 Gates Drive
Rantoul, IL

Proposed Rantoul Transfer Station Opposition

RECEIVED
APR 29 2026
BY:

There are many factors that need to be studied and discussed before any firm decision is made for GFL to build a transfer station in Rantoul. Rantoul already has a nick name of Rantucky, is the new name going to be Rantoul, Central Illinois Trash Dump?

First and foremost is the a question as to whether or not the board has visited other cities that have a facility like the one proposed and talked with city officials and residents of the cities. Cities include Springfield, Bloomington, Peoria, Monticello and Evanston to name a few. That needs to be done and discussed in an open forum meeting before any decision is made.

Secondly has the full impact on those cities and on Rantoul been studied and discussed. Take a drive down North Lincoln Avenue in Urbana by that station. It looks like a third world country. Is that what we want Rantoul to look like?

Here are the impacts that I feel are detrimental to Rantoul.

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5. Is this facility going to be working 5 or 6 days a week? Think of the traffic that is going to be disrupted coming a going from a multi-million dollar sports complex, a multi-million dollar car dealership, hotels in the area, shopping and restaurant impacts in the area. Even taking a high of 6 days a week and the 40 cents per ton, over a year that is only $81,120 over a year. What is the revenue from the sports complex, taxes from Walmart, Shields Auto Group, Brookstone Estates, restaurants and other businesses in that area?
6. The lot that GFL has now is rock drive and the dust flies every time a truck enters or leaves that facility now. Will GFL pave the area for the collection vehicles to leave and enter? Will GFL maintain the frontage road? Highly unlikely, so the rock dust will be much higher impacting the whole area including the residential areas that are close to this station. Think of how that dust will filter into everything in the area and not just sit on top of a vehicle, homes, and businesses.
7. How is odor going to be controlled? It cannot be contained in an open air building, so that will impact all of the area including the multi-million dollar sports complex. Think of the number of people traveling to this facility and the money that they spend in Rantoul. Since the sports complex has opened it is published that it has brought in $8+ million as of a 2024 accounting, remember that Mattoon is building a sports complex so will people want to come to one that has a trash smell in the air, trash collection vehicles entering and leaving a congested area and dust flying everywhere or to one that doesn't? Is $81,120 or so a year worth loosing the $2+ million a year from the sports complex? Another concern is the odor from the facility and the collection vehicles coming and leaving the station. There is going to be substantial odor from the trucks and the facility. We are all very aware of odors that come from the collection in our neighborhoods and when the truck compact their loads the liquids that come out of the trucks. What is that going to be with 68+ trucks a day dumping, loaders pushing and compaction trash to load into other semi-trucks with trailers to haul out? It is going to be on the roads in and out and that foul smell will permeate the air. People will not want to be outside. Remember that there is also a school in that area with children who may have respiratory issues and could cause adverse reactions for them.
8. Trash cleanup in that area is going to be an ongoing issue. There is going to be loose trash floating in the air and landing along the highway, being caught in fences and blowing into neighboring residential areas. We already have to pickup trash in our area after trash day, so imaging 68+ trucks in and out hauling trash and a facility where it is being dumped.
9. A comparison of real estate values was presented at the meeting on April 17. The comparison was done using Bloomington and Springfield. These are metropolitan areas, not rural. The statements made could not have been further from reality. It has been shown in Evanston, IL that property values dropped and average of 12.9% where the transfer station was located. Rantoul is turning a corner, but has a long way to go to expand residential and business development. Having existing properties devalued by any

amount decreases the chances for development and residential building. How many new homes have been built in Rantoul over the past few years? Compare this to Fisher, Gibson City or Mahomet. Having a transfer station will likely stagnate building and some current home owners could leave the town before their real estate values tank.

10. The Mahomet Aquifer supplies water to over 1 million people in central Illinois including all of Champaign county and Rantoul. This should be a major concern since there will be run-off into the ground at the facility. How is that going to be contained, treated or completely stopped from happening. Will this runoff be directed in the Rantoul waste water treatment system? Several of the towns and cities where transfer stations are currently located have numerous complaints about environmental concerns, exposure to pollutants in the air and damage to the aquifer.
11. According complaints filed in Illinois where these transfer facilities are located they state there is pre-dawn excessive noise from the collection vehicles and operations, exposure to pollutants and as noted a "tsunami of complaints" regarding the noise from pre-dawn operations. Noted complaints were from Evanston, West Chicago and Peoria (Pottstown) just to name a few.
12. Areas with these transfer station have also noted a large increase in rodents around the area. Think of how this would impact the surrounding residential area, business and sports complex. Rodents could get into an engine compartment of a vehicle sitting st Shields Auto Center and destroy the wiring or at a residential area. Is GFL going to cover that expense or pay for a totaled vehicle because of the wiring being destroyed? Rodents will invade properties and will have to be exterminated. Whose expense is that? The business, the resident?

We have been property owners and paid taxes in this community for 42 years. We went through the closure of Chanute Air Force Base, have seen business come and go and seen property values drop and start to come back. Rantoul does net need the facility that is being proposed to degrade our community. Think about our schools, businesses, the Sports Complex and other things before any approval for this project to go forward.

Many communities that have these stations regret it and with this having a life cycle of approximately 15-20 years is just a stop gap for GFL as it was in Peoria (Pottstown), Reported in an article in a newspaper and television in Peoria "The 15 year delay would give GFL time to regain the money it would spend on building the transfer station". At that board meeting GFL representatives declined comment.

Please consider what will happen in the short term and the long term to our community and its losses by having this transfer station.

Joyce M. Borchers
1537 Gates Drive
Rantoul, IL

Joyce M. Borchers

April 28, 2026

RECEIVED
APR 30 2026
BY:

To the Village Board of

If the board feels that Rantoul needs a waste station / landfill operation — I would ask that you reconsider the location.

Please put it further away and further out than the current space you are thinking.

Put it outside city limits and not so close to the exit where smells, animals and unsightly will be noticed.

Nancy Beth Mays

Thank You
Beth Mays (Nancy Beth Mays)
429 Broadmeadow Rd
Rantoul, IL 61866

RECEIVED
APR 30 2026
BY:

Apr. 29, 2026

To Village Board of Directors,

As a 30+ year homeowner in Rantoul, I'm just embarrassed that this has gone as far as it has.

As a tax payer who does most shopping locally, I shake my head when I look at what progress made the years to be tainted by adding the requested transfer station. Is it a revenue stream, however long-term this will/may be the end of the Rantoul we are clearly dedicating to be.

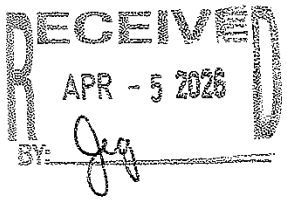
Adding this business will taint the image we are so hard working to improve. As a homeowner within two miles of proposed site, I am concerned about impact to my property value, our air/environment and the future for my grandkids and the land we leave them.

Use common sense on this proposal and say NO. There is no other answer to be considered.

Brenda Crane 513 W. Champaign Ave.

Janet Gray

From: Kimi Taylor <curlygirlprod@gmail.com>
Sent: Friday, May 1, 2026 5:03 PM
To: Janet Gray
Subject: GFL Transfer Station



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Village of Rantoul Board of Trustees
333 S. Tanner Street
Rantoul, IL 61866

Dear Members of the Board,

I am writing to express my opposition to the proposed GFL Transfer Station on the west side of Rantoul. I do so not only as a resident, but as the HOA President of Westlin Meadows, a community of 47 residential units located just feet from the proposed site.

This proposal directly impacts the families I represent. Westlin Meadows is a thriving neighborhood, and our residents have invested in their homes with the expectation of a safe, clean, and stable environment. The proximity of a transfer station to our neighborhood raises serious concerns about quality of life, property values, and long-term neighborhood sustainability.

One of the most immediate concerns is traffic. The intersection of US 136 and Murry Road is already a well-traveled area. The addition of frequent, heavy truck traffic associated with a trash deposit center will significantly increase congestion and create safety risks for residents, commuters, and nearby businesses. This is especially concerning for families in our neighborhood who rely on these routes daily. Not to mention the added congestion of the sports complex.

In addition to traffic, there are concerns regarding noise, odor, and environmental impact. Facilities of this nature can bring persistent disruptions that are not compatible with nearby residential living. The placement of such a facility so close to an established neighborhood sends a discouraging message to current and prospective homeowners and could negatively affect future development on the west side of Rantoul.

I would also like to raise concerns regarding operational reliability and staffing. If GFL is currently experiencing challenges maintaining adequate driver staffing and consistent route schedules, it is difficult to understand how they will ensure that waste at this proposed site is moved in and out within the timeframes being presented. If those timelines are not met, the risk becomes prolonged waste storage, increased odor, and additional truck congestion in an already impacted area.

As a community, Rantoul has worked hard to promote growth, attract families, and support economic development. I respectfully question whether placing a trash deposit center in such close proximity to residential housing and newly developed businesses align with those goals. It is extremly likely there are alternative locations better suited for this type of operation—areas that are more industrial in nature and further removed from residential neighborhoods.

I urge the Board to carefully consider the long-term impact of this decision and to prioritize the health, safety, and well-being of the residents you serve.

Thank you for your time, consideration, and commitment to our community.

Sincerely,
Kimberly S. Taylor
HOA President, Westlin Meadows
428 Malsbury Ct,
Rantoul, IL

Rec'd April 30, 2026

Janet Gray

From: Regina Crider <Trustee>
Sent: Friday, May 1, 2026 1:38 PM
To: Janet Gray
Subject: Re: Online Form Submittal: Contact Us - Regina Crider

Notice: This email appears to be suspicious. Do not trust the information, links, or attachments in this email without verifying the source through a trusted method. For more information see:
https://aka.ms/ProtectYourselfFromPhishing

Thank you.

From: Janet Gray
Sent: Thursday, April 30, 2026 3:11:27 PM
To: Regina Crider <Trustee>
Subject: RE: Online Form Submittal: Contact Us - Regina Crider

Thank you. Mr. Williams sent in a letter to me with his concerns for the record.

Janet

Sent from my Galaxy

-------- Original message --------
From: "Regina Crider <Trustee>" <rcrider@village.rantoul.il.us>
Date: 4/30/26 2:53 PM (GMT-06:00)
To: Janet Gray <J-Gray@village.rantoul.il.us>
Cc: Sam Hall <SHall@village.rantoul.il.us>
Subject: Fw: Online Form Submittal: Contact Us - Regina Crider

Notice: This email appears to be suspicious. Do not trust the information, links, or attachments in this email without verifying the source through a trusted method. For more information see:
https://aka.ms/ProtectYourselfFromPhishing

Hi Janet,

The Mayor said I should forward these to you for the record.

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Monday, April 20, 2026 10:54 PM
To: Regina Crider <Trustee>
Subject: Online Form Submittal: Contact Us - Regina Crider

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Contact Us - Regina Crider

Name	Mark Williams
Email	harleywillie62@yahoo.com
Phone	217-722 5453
Address	595 Hazelcrest pl
City	Rantoul
State	Illinois
Zip	61866
Preferred Method of Contact	Email
I am a resident of Rantoul.	Yes
Question or comment for Regina Crider	Good evening. I appreciate you giving some attention to this matter even though you are not my representative. Gary Wilson is he knows how I feel about this transfer station. Gfl has let this down as far as picking up trash they are constantly missing not just once but over and over pick up stops and trash flows over and they have been called and it still takes some days to get out there. Plus the vehicles they run leak fluids everywhere in front of my mom's condo down my street. They can't even do the job that they've already took taxpayers money for with any kind of competency and now we're being asked to trust them with a bigger job? Why don't we make them do the first job in a quality way before you even consider letting them expand and trusting them that they'll be good stewards because they haven't shown it at all. Please do not let this come in

Email not displaying correctly? View it in your browser.

Janet Gray - Village Clerk & Board of Trustees
333 S. Tanner St.
Rantoul, IL 61866



RE: Rantoul Recycling and Transfer Station

To Whom It May Concern:

We live on East Avenue, on the west side of town.

Odors: We already put up with absolutely awful smells from the pork plant when the weather is warm and windy, and can't open our windows on these days. We cannot decorate for the holidays because the westward wind is so fierce—the same wind that carries the pork plant smell right to our home. We do not want any more bad smells hitting our home.

Bugs & Rodents: We live right across from a corn/bean field and the bugs and mice are already bad. We do not want to encourage yet another habitat for them to thrive.

Roads: Currently, the city can't keep up with timely and accurate road repair, including East Avenue. In the past, I've had to complain of a hole so deep which I was backing out into, that I could see rebar through it. Clearly, this isn't good for our vehicles, which we do our part to maintain. I anticipate more road destruction due to the influx of more garbage trucks, which will not be repaired timely or properly, either.

Taxes: Illinois taxes are already outrageous. Rantoul has one of the highest property taxes (if not THE highest) in Champaign County. We pay $7,000 a year in property taxes for torn up roads and bad smells already. If this facility goes through, we will be moving and taking our tax dollars elsewhere.

We have the same concerns as many of the residents; water contamination, depreciating property values, etc. Government doesn't exactly have the best track record in keeping their word, and we do NOT want this facility near our town and home.

Thank you for your attention to this matter.

Kit and Tracy Huff
118 N. East Ave.
Rantoul, IL 61866

April 27, 2026

RECEIVED
MAY / 6 2026
BY:

To the Rantoul City Officials

As a life-long resident and a voting member of the community, I strongly urge you to vote NO to the garbage transfer station within our village limits surrounded by longstanding local businesses, new businesses, majority of food establishments, entertainment venues, and residential properties. Without a local newspaper, I'm certain a high percentage of our village residents are not even aware of this possibility and would be against it.

I'm deeply concerned about the impact this facility would have on our community's economic growth, property values, overall & long-term health, and the village's image. Placing a waste transfer facility in such a highly populated, commercially active, and visitor district raises serious concerns that cannot be overlooked. City officials cannot just take the applicants' words, presentation and witnesses as true, as they will be biased to their agenda. City officials' obligations are to protect and enhance the whole community for the betterment of our community, and this would not do that.

First and foremost, concern is the odor and air quality significantly impact quality of life for our community. These transfer facilities are known to produce persistent odors and airborne pollution, which will negatively impact local businesses, public health, and living & visiting experiences in our community. Imagine that odor in the extreme heat of the summer or on all these windy days. There are significant environmental and public health concerns, including rodents, insects, disease, excess trash blowing around, and contamination of waste run off that this facility will bring. I'm sure that all the local food and other businesses don't want that, if they are even aware of the possibility. **I would encourage you to hold your own independent review or critical exam** of communities with this or at the very least I would encourage you to drive by the facility on North Lincoln Ave. in Urbana, which wouldn't provide the full picture but it's a start.

Additionally, the increase of heavy trucks in an already high traffic volume area will create congestion, accelerated road deterioration, and elevate the risk of accidents in an already elevated area for all of these.

Allowing this facility in a location that serves as major hub in our community for residents, families, visitors, and potential businesses sends a negative image about our town and it's priorities. We have just started to clean up old run-down areas in our community and bring in some new business, with the potential of more. **Development decisions should enhance the community's wellbeing, NOT diminish it.**

As a tax paying and voting resident, I strongly advise you to explore better options for this facility.

Michael Dunn
1501 Marcia Drive
Rantoul, IL 61866





April 21, 2026

To the Village of Rantoul Board Trustee

As a resident of Rantoul, **I am 1000% AGAINST the purposed GFL Transfer Dumpsite location.** There are plenty of other areas outside of the village or at least areas outside of everyone's daily sight. I have been by the dump/transfer station on north Lincoln Ave. in Urbana many times. **It is not an image we want to promote or have in our town.**

As a long-term resident, this will decrease my property value and every property owner's property value. Including yours! So how will that benefit our town and entice people to move here? It won't!

This proposed site would bring in unpleasant odors which would be intensified during the heat of summer, attract disease carrying rodents and insects, increase health issues in our community, hazardous environmental concerns, trash blowing in the wind to surrounding businesses, and create/contribute to even more disintegrating and horrible road conditions. This will negatively impact on the businesses in the area, especially the restaurants. Is it worth the risk of losing those businesses that bring revenue and jobs into the town? Absolutely not!

Rantoul is just beginning to climb out of our negative image it has, and you want to promote a trashy image for people coming into or driving by our town. I ask you how is this going to attract new residents, businesses, and patrons to our town for revenue? We have this nice new sports complex and are trying to attract hotels, restaurants, and other businesses, do you really think having a garbage dump/transfer station as you come into our town will help bring in new business that will have a positive revenue impact on our town? NO, it will not.

We don't want our town to look like a run down, trashy, poverty-stricken town as you come into it. **DO BETTER! VOTE NO!**

Shelly Dunn
1501 Marcia Drive
Rantoul, IL 61866

May 1, 2026

RECEIVED
MAY / 6 2026
BY:

Charles Archibald
1540 Gates Dr
Rantoul,Il 61866

Sublect: The Proposed New GFL project

I think this GFL project is would have a very serious impact on our town
For the following reasons.

1, The daily impact of 40-50 gfl trucks coming and going from Rt 57 to Rt 136
Would cause a major traffic on the entry and exit to the village.
2. The entry and exjt for these trucks is the first Red Light -having to turn LEFT
On to a two lane road to get to their project.
3 Then there is the oders and smells that come from it. This could effect the
The hotels in the area- causing loss of trade.
4. This type project also has the potential to go afire or draw wild creatures looking
For food.
5. Our Rantoul Recreation Park -might also future business -with GFL if approved.

I have lived in the village since 1961
I am 95 years old -I don't night drive , so I am not in this meeting. So I would
Like a written answer to me in the mail.

Thank you
Charles Archibald

LET'S NOT TRASH RANTOUL!

The entrance to our village should not be marred by a garbage dump and endless garbage truck traffic.

This new facility could lead to:

- Trash on our streets and rights-of-way
- Increase odor pollution impacting nearby neighborhoods
- Loss of property value
- Increased truck traffic and accompanying air pollution
- Rats and other vermin impacting the local ecosystem and neighborhoods
- Damage to close-by waterways



Scan the QR code or visit stoptherantoulindoorlandfill.com

S SUBURBAN IL 604
MAY 2026 PM 6 L

RECEIVED
MAY 16 2026
BY

Tell our Board of Trustees that we don't need to trash Rantoul Village!

Visit our website stoptherantoulindoorlandfill.com and make your official public comment by May 18th.

Share your email address so we can keep you informed as the situation develops!

The Bishop Residence
Or Current Resident
333 S Tanner St
Rantoul, IL 61866-2919

1866-291933

Janet Gray



From: Brenda Runyon <brunyon1959@gmail.com>
Sent: Friday, May 8, 2026 7:47 AM
To: Janet Gray; Sam Hall; Loise Haines; Donald Robertson <Trustee>; Mike Graham; Regina Crider <Trustee>; Gary Wilson; Terry Workman <Trustee>; Chris Milliken

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

To Whom It May Concern,

I am submitting this email to the Village of Rantoul as my formal statement in opposition to the application by Area Disposal, Inc. to construct a transfer station at 896 West Champaign Avenue.

I worked at the Village of Rantoul in the Inspection Department when Area Waste was selected as the contracted waste hauler for residential waste collection within the Village. At the time of contract negotiations, Area Waste indicated their desire to construct a waste transfer station in the Village and a tour of an already existing facility was supposed to occur for Rantoul officials at that time so they could get an idea on the processes, the impact on the roads and what the resulting odors would be. But the two or three times we tried to schedule one, Area Waste either canceled or wouldn't arrange it. I feel like this represents a lack of transparency by Area Waste of what actually takes place at one of these facilities and because of this, I respectfully urge the Village trustees to vote no on this application.

Sincerely,

Brenda Runyon
356 Deerfield Drive

Janet Gray

From: Mike Runyon <runyonc714@gmail.com>
Sent: Saturday, May 9, 2026 10:47 PM
To: Janet Gray; Sam Hall; Loise Haines; Donald Robertson <Trustee>; Mike Graham; Regina Crider <Trustee>; Terry Workman <Trustee>; Chris Milliken
Subject: Rantoul Waste Transfer Station

RECEIVED
MAY 11 2026
BY:

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

To whom it may concern,

I am submitting this email to the Village of Rantoul as my formal statement in opposition to the application by Area Disposal, Inc. to construct a transfer station at 896 West Champaign Avenue.

I strongly oppose the site due to the likelihood of odors and VOCs which will be released from this site. I acknowledge that it has been indicated in testimony that Area Disposal will keep waste on site for "a short time" which is not clearly defined. It is also indicted cleaning of the tipping floor and barrier walls will be done "as needed." Again I feel this must be much more clearly defined with exacting standards to be applied. The performance of any applicable procedures are only as good as the employees performing such duties. We all know that in this "post covid" time we live in, good employees are hard to find. GFL has a proven history in Rantoul of being unable to keep their trucks running and to keep their trucks properly staffed to assure consistent service. I am seriously concerned that without clearly defined procedures and the track record of GFL the ability of this transfer station to avoid impacting quality of life in the area due to odors and VOCs is greatly compromised.
I am also well aware of a situation which took place in the Indian Hills subdivision a few years ago which resulted in a truck leaking a putrid liquid throughout the subdivision requiring a professional cleaning of several streets. The odor was nauseating and did not dissipate without this professional cleaning.

To further support my point I wish to provide reference to the Rantoul Foods processing plant, also located on the west side of town, but miles further outside town from the proposed site of the transfer station.

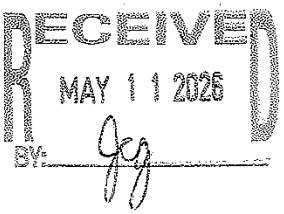
When the possibility of the, now Rantoul Foods processing plant, was first revealed a contingent of persons representing businesses, government and residents traveled to Pennsylvania to tour a similar plant. They returned and told us there were little to no odors outside the immediate area of the plant in Pennsylvania.

I live in Indian Hills and I can tell you this is not true of the Rantoul Foods processing plant as I have to close the windows on my home many times during spring, summer and fall months due to the putrid smell of this processing plant which permeates the air, miles away from the processing plant which supposedly would not produce odors.

The indication that efforts will be made to control the odor is simply not enough to approve the placement of this transfer station in such close proximity to businesses and residential areas. There is a very good probability that there will be a putrid odor and it will be relentless in how it will degrade quality of life for those of us who have chosen to call Rantoul our home.

I respectfully urge the Village trustees to vote no on this application.

Sincerely,
Mike Runyon
356 Deerfield Drive



You have a new voicemail

Time: Monday, May 11, 2026 09:21 AM Central Daylight Time
From: JONES, JOSEPH +12178924939
To: Tana Ward 6802
Duration: 00:41

Voice message transcription

Sam, my name is Joe Jones. Live in the condos behind mcdonald's and I every time I call seem like you're busy, maybe you are, I don't know, but I hope I pray that you will do something about this idiotic proposal of putting a dump in rent tool in a city limits. I don't know what this board's thinking of, but I think there are a bunch of people that have NO idea how to think or anything else and Steve Convest is the only one gonna make big money off of this. So please do your best and your job to eliminate this proposal. Thanks.

To listen to this message, open the attachment.

Thank you,

The Webex Team
Contact us if you need help.

Please do not reply to this message, as it is sent from an unmonitored address and responses will not be read.

your salary, we pay the board's salary, and you don't care about the citizens apparently. So I suggest that you do your job and eliminate this stinking problem we're gonna have. Thank you.

To listen to this message, open the attachment.

Thank you,

The Webex Team
Contact us if you need help.

Please do not reply to this message, as it is sent from an unmonitored address and responses will not be read.

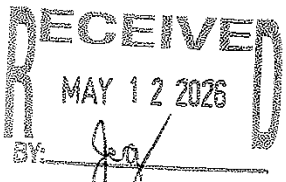
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Cisco Systems, Inc. 170 West Tasman Drive, San Jose, CA 95135.
Sent to tward@village.rantoul.il.us



Janet Gray

From: wilbur <discgolfer6583@yahoo.com>
Sent: Tuesday, May 12, 2026 8:59 AM
To: Janet Gray
Subject: GFL Garbage Transfer Facility



CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Rantoul Village Officials,

I am writing to formally express my strong OPPOSITION to the proposed construction of a garbage transfer station in an area surrounded by residential housing, local businesses, car dealerships, retail centers, and a nearby sports venue.

I am deeply concerned about the direct and long-term impact this facility will have on both the community and the economic health of the area. Placing a waste transfer facility in such a highly populated and commercially active district raises serious concerns that cannot be overlooked.

First and foremost, the issue of odor and air quality will significantly impact daily life. Garbage transfer operations are known to produce persistent odors and airborne pollutants, which can negatively affect public health and the overall experience of living, working, or visiting the area.

Additionally, the increase in heavy truck traffic will create congestion, accelerate road deterioration (which is already below acceptable levels), and elevate the risk of accidents. Noise pollution from truck activity and facility operations—often occurring early in the morning or late at night—will further disrupt the quality of life for nearby residents and employees.

The economic impact is equally troubling. Property values in surrounding neighborhoods are likely to decline, and local businesses—particularly those that rely on customer experience—may suffer due to reduced foot traffic and a negative perception of the area. This type of development risks undermining the economic stability and growth of the entire community.

There are also significant environmental and public health concerns, including increased pest activity, potential contamination from waste runoff, and the spread of litter into surrounding properties. These issues not only affect the immediate area but can have long-term consequences for the broader community. And all of this with a company that has a proven track record of not keeping their trucks in working order and delaying garbage pick up and just plain forgetting to pick up some streets.

Finally, placing such a facility in a location that serves as a hub for residents, families, and visitors sends the wrong message about the city's priorities. Development decisions should enhance community well-being, not diminish it. The proposed location is just plain terrible. I will actively campaign AGAINST any elected village official that votes in favor of this proposal.

I respectfully urge the village to reconsider this proposal and explore alternative locations that are better suited for industrial operations—areas that are appropriately zoned and distanced from residential and commercial centers. My big fear is that this is already a done-deal and we, the residents of Rantoul, do not have any say on what is affecting us.

Thank you for your time and consideration. I welcome any opportunity to discuss these concerns further.

Sincerely,

Bill Wilbur Wallis

1005 Briarcliff Dr

Rantoul, IL 6866

217-552-3909

Wilbur Wallis
Professional Disc Golf Association Global Board of Directors
PDGA #6583
President, Champaign County Disc Golf Club
Innova Ambassador

5/12/2026

Dear Rantoul Village Officials,

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I am deeply concerned about the direct and long-term impact this facility will have on both the community and the economic health of the area. Placing a waste transfer facility in such a highly populated and commercially active district raises serious concerns that cannot be overlooked.

First and foremost, the issue of odor and air quality will significantly impact daily life. Garbage transfer operations are known to produce persistent odors and airborne pollutants, which can negatively affect public health and the overall experience of living, working, or visiting the area.

Additionally, the increase in heavy truck traffic will create congestion, accelerate road deterioration (which is already below acceptable levels), and elevate the risk of accidents. Noise pollution from truck activity and facility operations—often occurring early in the morning or late at night—will further disrupt the quality of life for nearby residents and employees.

The economic impact is equally troubling. Property values in surrounding neighborhoods are likely to decline, and local businesses—particularly those that rely on customer experience—may suffer due to reduced foot traffic and a negative perception of the area. This type of development risks undermining the economic stability and growth of the entire community.

There are also significant environmental and public health concerns, including increased pest activity, potential contamination from waste runoff, and the spread of litter into surrounding properties. These issues not only affect the immediate area but can have long-term consequences for the broader community. And all of this with a company that has a proven track record of not keeping their trucks in working order and delaying garbage pick up and just plain forgetting to pick up some streets.

Finally, placing such a facility in a location that serves as a hub for residents, families, and visitors sends the wrong message about the city's priorities. Development decisions should enhance community well-being, not diminish it. The proposed location is just plain terrible. I will actively campaign AGAINST any elected village official that votes in favor of this proposal.

I respectfully urge the village to reconsider this proposal and explore alternative locations that are better suited for industrial operations—areas that are appropriately zoned and distanced from residential and commercial centers. My big fear is that this is already a done-deal and we, the residents of Rantoul, do not have any say on what is affecting us.

Thank you for your time and consideration. I welcome any opportunity to discuss these concerns further.

Sincerely,

Bill Wilbur Wallis
1005 Briarcliff Dr
Rantoul, IL 6866
217-552-3909

Janet Gray

From: Scott Eisenhauer
Sent: Tuesday, May 12, 2026 9:22 AM
To: Janet Gray
Subject: FW: Online Form Submittal: Contact Us - Village Administrator Scott Eisenhauer

Scott Eisenhauer

Administrator, Village of Rantoul

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Tuesday, May 12, 2026 9:05 AM
To: Scott Eisenhauer <seisenhauer@village.rantoul.il.us>
Subject: Online Form Submittal: Contact Us - Village Administrator Scott Eisenhauer

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Contact Us - Village Administrator Scott Eisenhauer

Name	William Wallis
Email	discgolfer6583@yahoo.com
Phone	2175523909
Address	1005 Briarcliff DR
City	Rantoul
State	Illinois
Zip	61866
Preferred Method of Contact	Email
I am a Village of Rantoul Resident	Yes
Question or Comment:	Dear Rantoul Village Officials,

I am writing to formally express my strong OPPOSITION to the proposed construction of a garbage transfer station in an area surrounded by residential housing, local businesses, car dealerships, retail centers, and a nearby sports venue.
I am deeply concerned about the direct and long-term impact this facility will have on both the community and the economic health of the area. Placing a waste transfer facility in such a highly populated and commercially active district raises serious concerns that cannot be overlooked.
First and foremost, the issue of odor and air quality will significantly impact daily life. Garbage transfer operations are known to produce persistent odors and airborne pollutants, which can negatively affect public health and the overall experience of living, working, or visiting the area.
Additionally, the increase in heavy truck traffic will create congestion, accelerate road deterioration (which is already below acceptable levels), and elevate the risk of accidents. Noise pollution from truck activity and facility operations—often occurring early in the morning or late at night—will further disrupt the quality of life for nearby residents and employees.
The economic impact is equally troubling. Property values in surrounding neighborhoods are likely to decline, and local businesses—particularly those that rely on customer experience—may suffer due to reduced foot traffic and a negative perception of the area. This type of development risks undermining the economic stability and growth of the entire community.
There are also significant environmental and public health concerns, including increased pest activity, potential contamination from waste runoff, and the spread of litter into surrounding properties. These issues not only affect the immediate area but can have long-term consequences for the broader community. And all of this with a company that has a proven track record of not keeping their trucks in working order and delaying garbage pick up and just plain forgetting to pick up some streets.

Finally, placing such a facility in a location that serves as a hub for residents, families, and visitors sends the wrong message about the city's priorities. Development decisions should enhance community well-being, not diminish it. The proposed location is just plain terrible. I will actively campaign AGAINST any elected village official that votes in favor of this proposal.

I respectfully urge the village to reconsider this proposal and explore alternative locations that are better suited for industrial operations—areas that are appropriately zoned and distanced from residential and commercial centers. My big fear is that this

is already a done-deal and we, the residents of Rantoul, do not have any say on what is affecting us.

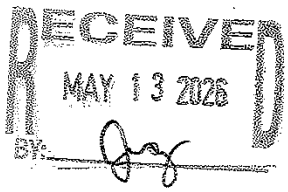
Thank you for your time and consideration. I welcome any opportunity to discuss these concerns further.

Sincerely,

Bill Wilbur Wallis
1005 Briarcliff Dr
Rantoul, IL 6866
217-552-3909

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To the Village of Rantoul Board of Trustees



We as residents strongly oppose a garbage dump being placed in the city limits of Rantoul. I am also concerned about GFL taking charge of such a big project. They can't even pick up garbage on schedule, they leave containers laying on the ground, in the middle of the driveway and/or leave top open even during rain and snow. We can't imagine 68 garbage trucks a day. We live in the condos behind McDonalds and traffic can be problematic at times as it is. We have stink coming in from both sides of town and now you want to put it in the middle also. Please consider all the citizens of Rantoul and not the few that will profit from it. It is my understanding that Rantoul will not make a significant profit from this. If we need this it should be built outside the city limits in a more appropriate place.

Thanks,

Joseph Jones
496 Malsbury Ct.
Rantoul

RECEIVED
MAY 15 2026
BY:

To Whom It May Concern,

I am submitting this letter to the Village of Rantoul as my formal statement in opposition to the application by Area Disposal, Inc. to construct a transfer station at 896 West Champaign Avenue on the northeast side of town.

While I recognize that a transfer station may serve a broader need for the county or state, I strongly oppose its placement within Rantoul city limits—particularly at what is effectively the front entrance to our community. Rantoul has been working to revitalize its image and attract new growth, and I believe this project would be counterproductive to those efforts.

Although the company has presented expert opinions suggesting minimal impact, I have not seen sufficient independent review or critical examination on behalf of the Village addressing several key concerns:

- Can it be guaranteed that odors will not affect nearby areas, especially during windy conditions?
- What measures will prevent the attraction of rodents and other pests?
- Even if property assessments remain unchanged, how might proximity to this facility impact actual home resale values?
- Has the Village sought independent experts to evaluate or challenge the applicant's claims, particularly given documented negative outcomes in other communities?
- Could this development discourage new businesses or restaurants from investing in what is becoming a prime commercial area?
- If traffic impacts are negligible, why are modifications to the nearby intersection being proposed?
- Will transport trucks travel through town along Highway 136 carrying debris or leaking fluids?
- What is the expected weight of these trucks, and what impact will they have on local road conditions and maintenance costs?
- Will there be considerably more outdoor storage of waste, trucks, or dumpsters that could contribute to odor or visual concerns?

These questions represent only a portion of the concerns that remain insufficiently addressed. Without clear, evidence-based answers, I see no justification for accepting the risk of a potentially permanent negative impact on our community.

At present, the primary benefit presented appears to be a financial stipend tied to the volume of waste processed—an incentive that may unintentionally encourage increased waste traffic through our town. This does not outweigh the potential long-term consequences for residents and local development.

I would not want such a facility located near my home or neighborhood, and I respectfully urge the Village trustees and decision-makers to vote **NO** on this application until all concerns have been thoroughly and independently addressed.

Sincerely,
[Your Name]
Philip Davis

I'm not much of a writer so I found this and I agree.

I would no purchase a house or open a Restaurant near a Transfer Station and I dont want one built so close. So why would someone else want to pay market value for mine.

I Dont feel they Proved they met the EPA guidelines.

RECEIVED
MAY 15 2026

To Whom It May Concern,

I am a homeowner in a subdivision that is located the closest to the proposed development (Westlin Meadows). I am submitting this letter to the Village of Rantoul and to the hearing of April 17, 2026 as my formal statement in opposition to the application by Area Disposal, Inc. to construct a transfer station at 896 West Champaign Avenue on the northwest side of town.

While I recognize that a transfer station may serve a broader need for the county or state, I strongly oppose its placement at the proposed location. This is effectively the front entrance to our community. Rantoul has been working to revitalize its image and attract new growth, and I believe this project would be counterproductive to those efforts. There are better places that this could be placed!

The GFL company had a chance to present their case and their "expert" opinions suggesting minimal impact at a "hearing" on April 17, 2026. They presented for over 4 hours using slide shows and their witnesses. The opposing side did not get an opportunity to show their slide shows or have their "expert" witnesses testify. They were only given 5 minutes of public comment. Is that a fair "hearing"? **I would suggest it is not!** I have not seen sufficient independent review or critical examination on behalf of the residents of the Village addressing several key concerns and I do not believe that GFL confirmed in their "hearing" that these would be taken care of:

- We all know garbage stinks! And it stinks even worse when it is 80, 90 or 100 degrees outside! Can it be guaranteed that odors will not affect nearby areas, especially during windy conditions which are predominately out of the west and blow directly towards Rantoul or north (as they are as I write this) and blow directly to the nearby sports complex!
- The transfer station in Urbana has 4 huge doors that remain open all day long, each and every day they are open. With 60-70 trucks per day the doors at this facility would also be open all day! There will be no way to control the odor from escaping the building.
- Garbage attracts rodents and other pests. GFL did not state what measures will prevent the attraction of rodents and other pests at this facility?
- This is located at the primary entrance to Rantoul. It will be the first things visitors see. Is this what we want to be that image of Rantoul?
- Many businesses are located in the close proximity of this proposed site. Many are chain restaurants but there are businesses where local residents have invested **millions of dollars** to build. A couple of these are Shields Auto Sales and The Fringe Mini-golf & More. Will people want to shop for vehicles or play mini-golf if the air stinks? It **WILL** affect these businesses!!

- Could this development discourage new businesses or restaurants from investing in what is becoming a prime commercial area? I definitely believe it will!
- The Sports Complex is also close. Sports teams in baseball, softball, soccer and football choose to come to Rantoul to play! Will they want to play here if it stinks? They have options to play other places and probably will. Can we afford to risk the investment the city has in the Sports Complex?
- As I stated earlier, I live in the neighborhood closest to the proposed transfer station (Westlin Meadows). Even if property assessments remain unchanged, how might proximity to this facility impact actual home resale values in my neighborhood and others? This was not addressed during the GFL presentation!
- Has the Village sought independent experts to evaluate or challenge the applicant's claims, particularly given documented negative outcomes in other communities? The transfer station in Urbana is located well north of I-74 but yet the smell on certain days can be smelled that far away.
- It is said there will be 60-70 trucks per day. This is not only garbage from Rantoul but also from the rest of Champaign County and surrounding counties (Ford, Iroquois, Vermillion and others). Transport trucks will travel through town along Highway 136 and Route 45 carrying debris and leaking fluids. The trucks in Rantoul already leak and leave stains. Just look at the roads in my small neighborhood.
- If traffic impacts are negligible, why are modifications to the nearby intersection being proposed? Truck traffic, especially on Friday and Saturdays, will definitely affect the area when the Sports Complex is busy!
- What is the expected weight of these trucks, and what impact will they have on local road conditions and maintenance costs?
- Will there be outdoor storage of waste, trucks, or dumpsters that could contribute to odor or visual concerns?

There are better options for locating this facility. One I can think of is the far Southeast corner of the old base which right now is a lot of trees. There are no businesses or residences in this area. When the wind is out of the west or southwest (which are the predominate wind directions) it will blow the smell right out into the country and away from town. This is the approximate area where the military had their landfills and there was a good reason they located them there. This would be a much better location for this transfer station!

These questions represent only a portion of the concerns that remain insufficiently addressed. Without clear, evidence-based answers, I see no justification for accepting the risk of a potentially permanent negative impact on our community.

At present, the primary benefit presented appears to be a financial stipend tied to the volume of waste processed—an incentive that may unintentionally encourage increased waste traffic through our town. The stipend they have quoted (40 cents per ton) is minimal and does not outweigh the potential long-term consequences for residents and local development. It is also about half of what they pay other places!

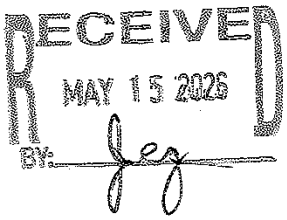
I do not want such a facility located near my home or my business, and I respectfully urge the Village trustees and decision-makers to vote NO on this application! Once they build it, it will be too late to address the concerns!

Sincerely,

Randy McKaufsky

Homeowner and Treasurer – Westlin Meadows Condo Associaton

509 Westlin Ct., Rantoul, IL



TO: Rantoul Village Clerk, Ms.Janet Gray
Village Board of Trustees

FROM: Martine Nickols

RE: Public Comment on GFL Transfer Facility

As a homeowner in Rantoul, I hereby ask the Village Board of Trustees NOT to approve the GFL Transfer Facility.

I believe this facility, at its proposed location, will not improve the image of the town of Rantoul because of the volume of garbage trucks going in and out of the proposed facility at a busy location at the entrance of town. Additionally, there are concerns for odors, rodents, additional pieces of trash blowing around.

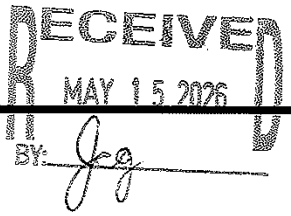
Furthermore, this facility could deter new businesses from coming to the Village of Rantoul, especially in the area nearby the proposed transfer facility.

Sincerely,

Martine Nickols

Martine Nickols

Janet Gray



From: Emil John Borchers <now@advocatetakeaction.com>
Sent: Friday, May 15, 2026 6:05 AM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

!Proposed Rantoul Transfer Station Opposition

There are many factors that need to be studied and discussed before any firm decision is made for GFL to build a transfer station in Rantoul. Rantoul already has a nick name of Rantucky, is the new name going to be Rantoul, Central Illinois Trash Dump?

First and foremost is the a question as to whether or not the board has visited other cities that have a facility like the one proposed and talked with city officials and residents of the cities. Cities include Springfield, Bloomington, Peoria, Monticello and Evanston to name a few. That needs to be done and discussed in an open forum meeting before any decision is made.

Secondly has the full impact on those cities and on Rantoul been studied and discussed. Take a drive down North Lincoln Avenue in Urbana by that station. It looks like a third world country. Is that what we want Rantoul to look like?

Here are the impacts that I feel are detrimental to Rantoul.

1. Coming into Rantoul from the north or south on Interstate 57, this transfer station is going to be highly visible and from the west on Route 136 after coming under the interstate bridge the facility is going to be visible. Landscaping does not grow over night and has to be replaced. The evergreen trees on the property now have been replaced multiple times and do not hide the facility. Litter is going to catch on the fencing and landscaping along route 136 and interstate 57. Who is going to clean that up?
2. This facility is not going to created many jobs, a handful at best, probably under 20. Employees of other transfer stations have reported increases of respiratory and other health issues associated with their employment at these transfer stations.
3. It was stated that this is going to be a "first in first out" facility and state of practice. What about equipment breakdowns and there will be those. Trash could sit over night or for days waiting for repairs or additional equipment to be brought in. What exactly is "state of practice"? That needs to be explained and documented for the village and residents. There is already a history of the collection vehicles breaking down on the routes in town. Last week, our driver told me that they were on their 3rd truck of the day and this was around 10:00 a.m. When they picked up our barrel, a large full trash bag from a previous pickup dropped out on the road from the vehicle. It left a trail and huge puddle of hydraulic fluid and compacted trash liquid on the road that I put oil dry on to absorb it.
4. Traffic flow and impact to Route 136 (Champaign Avenue) from collection vehicles will destroy that heavily traveled road and impact Interstate 57 access roads. Remember that GFL has stated 500-650 tons of waste a day coming in and out of this facility from 68 or more trucks per day. Downstate Illinois will only receive about 15% of motor fuel revenue for road upkeep and repair. Where does that leave Route 136? North Murray Road and the Frontage road leading to the facility are not constructed to handle that type of traffic and will have to be maintained by the village or township. The 40 cent per ton ($200-$260 per day) is nowhere near the amount necessary to keep those roads in repair for the truck traffic anticipated of 68+ trucks a day. Their "traffic study" was done on a Tuesday. That is not a reality and it should be

done on a Friday or Saturday when there is an event at the sports complex and even normal week end traffic. I would rate that as a "D-", not the "A, B, or C" that was displayed in the meeting and "no or little impact" to traffic flow is totally absurd.

5. Is this facility going to be working 5 or 6 days a week? Think of the traffic that is going to be disrupted coming a going from a multi-million dollar sports complex, a multi-million dollar car dealership, hotels in the area, shopping and restaurant impacts in the area. Even taking a high of 6 days a week and the 40 cents per ton, over a year that is only $81,120 over a year. What is the revenue from the sports complex, taxes from Walmart, Shields Auto Group, Brookstone Estates, restaurants and other businesses in that area?

6. The lot that GFL has now is rock drive and the dust flies every time a truck enters or leaves that facility now. Will GFL pave the area for the collection vehicles to leave and enter? Will GFL maintain the frontage road? Highly unlikely, so the rock dust will be much higher impacting the whole area including the residential areas that are close to this station. Think of how that dust will filter into everything in the area and not just sit on top of a vehicle, homes, and businesses.

7. How is odor going to be controlled? It cannot be contained in an open air building, so that will impact all of the area including the multi-million dollar sports complex. Think of the number of people traveling to this facility and the money that they spend in Rantoul. Since the sports complex has opened it is published that it has brought in $8+ million as of a 2024 accounting, remember that Mattoon is building a sports complex so will people want to come to one that has a trash smell in the air, trash collection vehicles entering and leaving a congested area and dust flying everywhere or to one that doesn't? Is $81,120 or so a year worth loosing the $2+ million a year from the sports complex? Another concern is the odor from the facility and the collection vehicles coming and leaving the station. There is going to be substantial odor from the trucks and the facility. We are all very aware of odors that come from the collection in our neighborhoods and when the truck compact their loads the liquids that come out of the trucks. What is that going to be with 68+ trucks a day dumping, loaders pushing and compaction trash to load into other semi-trucks with trailers to haul out? It is going to be on the roads in and out and that foul smell will permeate the air. People will not want to be outside. Remember that there is also a school in that area with children who may have respiratory issues and could cause adverse reactions for them.

8. Trash cleanup in that area is going to be an ongoing issue. There is going to be loose trash floating in the air and landing along the highway, being caught in fences and blowing into neighboring residential areas. We already have to pickup trash in our area after trash day, so imaging 68+ trucks in and out hauling trash and a facility where it is being dumped.

9. A comparison of real estate values was presented at the meeting on April 17. The comparison was done using Bloomington and Springfield. These are metropolitan areas, not rural. The statements made could not have been further from reality. It has been shown in Evanston, IL that property values dropped and average of 12.9% where the transfer station was located. Rantoul is turning a corner, but has a long way to go to expand residential and business development. Having existing properties devalued by any amount decreases the chances for development and residential building. How many new homes have been built in Rantoul over the past few years? Compare this to Fisher, Gibson City or Mahomet. Having a transfer station will likely stagnate building and some current home owners could leave the town before their real estate values tank.

10. The Mahomet Aquifer supplies water to over 1 million people in central Illinois including all of Champaign county and Rantoul. This should be a major concern since there will be run-off into the ground at the facility. How is that going to be contained, treated or completely stopped from happening. Will this runoff be directed in the Rantoul waste water treatment system? Several of the towns and cities where transfer stations are currently located have numerous complaints about environmental concerns, exposure to pollutants in the air and damage to the aquifer.

11. According complaints filed in Illinois where these transfer facilities are located they state there is pre-dawn excessive noise from the collection vehicles and operations, exposure to pollutants and as noted a "tsunami of complaints" regarding the noise from pre-dawn operations. Noted complaints were from Evanston, West Chicago and Peoria (Pottstown) just to name a few.

12. Areas with these transfer station have also noted a large increase in rodents around the area. Think of how this would impact the surrounding residential area, business and sports complex. Rodents could get into an engine compartment of a vehicle sitting st Shields Auto Center and destroy the wiring or at a residential area. Is GFL going to cover that expense or pay for a totaled vehicle because of the wiring being destroyed? Rodents will invade properties and will have to be exterminated. Whose expense is that? The business, the resident?

We have been property owners and paid taxes in this community for 42 years. We went through the closure of Chanute Air Force Base, have seen business come and go and seen property values drop and start to come back. Rantoul does net need the facility that is being proposed
to degrade our community. Think about our schools, businesses, the Sports Complex and other things before any approval for this project to go forward.

Many communities that have these stations regret it and with this having a life cycle of approximately 15-20 years is just a stop gap for GFL as it was in Peoria (Pottstown), Reported in an article in a newspaper and television in Peoria "The 15 year delay would give GFL time to regain the money it would spend on building the transfer station". At that board meeting GFL representatives declined comment.

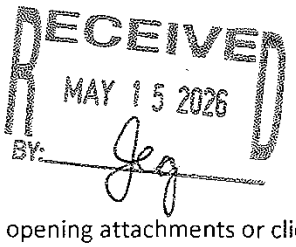
Please consider what will happen in the short term and the long term to our community and its losses by having this transfer station.

Sincerely,

Emil John Borchers
1537 Gates Dr
Rantoul, IL 61866-2756
ejohn_borchers@hotmail.com
217-893-4347

Janet Gray

From: Edward Reed <listen@advocatemessage.com>
Sent: Friday, May 15, 2026 6:05 AM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!!



CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

Write your letter here!
To the Rantoul Village Board

Today I received information in the mail concerning the installation and use of a waste transfer station in the village near the U.S. Route 136 and U.S. Interstate 57 intersection on the west side of Rantoul.
I want it known that, as resident of Rantoul, I am opposed to anything involving trashing up Rantou - EVER.
The village board, local businesses, and village residents have all worked through difficult and lean times since Chanute Air Force Base was closed, and with the abundant progress made to energize and rebuild Rantoul's image since that happened, now those same residents, business owners, customers, and visitors are told of a plan to literally trash all the progress made by the building. maintenance, use, smell, and eyesore of the trash transfer/garbage dump mentioned in the mailing I received.
I certainly hope the Village Board of Rantoul, as elected by the citizens of Rantoul, stands unanimously stands against ANY plans to tear down and trash the progress, and image of the village we all live in.

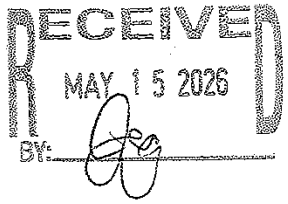
Thank you.

Sincerely,

Edward Reed
1337 Briarcliff Drive
Rantoul, IL 61866-1701
elr1951@mailfence.com
217-369-6928

Janet Gray

From: Shene Barton <now@advocatetakeaction.com>
Sent: Friday, May 15, 2026 6:05 AM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!



CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

To the Rantoul Village Board,

My name is Shené N. Rogers-Barton, and I am a lifelong Rantoul resident born at Chanute Air Force Base in 1978. Raised here and resided here years after. Then moved back after our military life was done. I am also a sole homeowner in Rantoul and purchased my home on Pinecrest Place a few years ago because I believed in this community and wanted stability for my family.

I am deeply concerned about the proposed garbage dump/waste transfer station project. Many residents are already struggling with rising costs, including very high property taxes. Seeing the recent announcement regarding incorrect tax rates has only increased concern and frustration among homeowners.

As a widow and single mother raising children while also caring for my adult autistic son, every financial and quality-of-life issue matters greatly to my family. Many families in this town are already carrying heavy burdens.

I ask the Village Board to seriously consider the impact this proposed facility could have on residents:
- Odor and pollution concerns
- Increased truck traffic and road safety issues
- Negative impact on nearby youth sports facilities and community growth
- Long-term effects on property values and the reputation of Rantoul

Rantoul deserves thoughtful development that improves our community and attracts families and businesses — not projects that may lower quality of life for residents already doing their best to stay afloat.

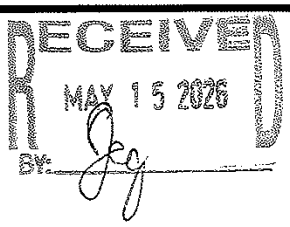
Please listen to the voices of the people who live here, work here, raise children here, and invest in this town.

Respectfully,
Shené N Rogers-Barton
Rantoul Resident & Homeowner.

Sincerely,

Shene Barton
587 Pinecrest Place
Rantoul, IL 61866-1131
shene_brown@aol.com
217-419-9338

Janet Gray



From: Hallel Jethrow <now@advocatetakeaction.com>
Sent: Friday, May 15, 2026 6:03 AM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

Dear Village board, please don't do this. This would really mess up retool and really impact so many lives. I already don't like mice in my house when they come in the winter so please do not let them do this. Also, I have young children and I am very concerned for their health because of the impact of this landfill. There's just so many reasons why I feel like this is a bad idea and so many do as well, so please hear us.

Sincerely,

Hallel Jethrow
237 Arcadia Dr
Rantoul, IL 61866-2613
hallelruppert@gmail.com
217-962-0026

ART HESS DMD
1419 PINE AVENUE
RANTOUL, ILLINOIS 61866
Telephone (217) 893-4377

RECEIVED
MAY 15 2026
BY: Jeg

5/15/26

Whether the village mayor, administrator, and village trustees know it or not, Rantoul has a real image problem! We should be working hard to improve our image. If a community is to grow, encourage people to shop here or even make this their home, it has to have a positive image. Why would a family move to Rantoul if it has an average school system and now a possible trash transfer system/station?

Allowing an industry to place a trash transfer station in our town (especially one at the entrance to our village) is a step in the wrong direction. Trash and the collection of it unfortunately is a reality of a modern society and has always had a negative image. This transfer station will not only deal with our trash but also that of many other communities. Seeing additional garbage trucks (20, 30 or even more daily) from other towns drive through our village

(2.)

ART HESS DMD
1419 PINE AVENUE
RANTOUL, ILLINOIS 61866
Telephone (217) 893-4377

will only lower our image. As a life-long resident and local business owner, I have a deep concern for our community and want it to be a thriving and respected one. If this transfer station is allowed we might as well change our high school mascot at the same time from RTHS Eagles to that of RTHS Dumpsters.

Having served 8+ years on the Rantoul Plan Commission, I feel that I have some credibility and knowledge about development and zoning. I served during the difficult years when CAFB left our town. We spent a lot of time planning and developing the properties, keeping our village image and safety a priority. Believe me, we never imagined or yearned for a trash transfer station.

I have to disagree with the "paid experts" who testified & tried to show that all state criteria have been met for this transfer station.

ART HESS DMD
1419 PINE AVENUE
RANTOUL, ILLINOIS 61866
Telephone (217) 893-4377

(1.) The traffic effect was discussed.

Traffic patterns and numbers are already getting busier at the intersection of Rt 136 and Murray Road due to increased sports facility crowds, WalMart traffic, and new food businesses. An additional 20-40 estimated ugly, smelly, large, noisey out of town garbage trucks will only increase traffic and congestion. The odor, noise and road wear of these additional "visiting" garbage trucks is a negative and therefore the traffic criteria effect is not met!

(2.) The visual effect of the facility was discussed.

The "proposed" site is definitely not camouflaged as the self-proclaimed "experts" stated. The site sits on an elevated, reclaimed (land was filled up & raised over the years by construction debris, etc.) piece of land that can be seen from all sides. Aside from a few previously planted old pine trees, the property is surrounded by a mess of weed trees or as they

(4.)

ART HESS DMD
1419 PINE AVENUE
RANTOUL, ILLINOIS 61866
Telephone (217) 893-4377

Stated "native vegetation" Ha Ha! A visitor, passerby or even potential future resident can clearly see through these "trees" and identify what is located there. The visual criteria has not been met!

(3.) The property value issue was also discussed. I must disagree with the "expert" discussing the effect on property values. The reports he gave were not complete & did not include increase in property values due to inflation, etc. He only compared values of home properties to that of previous values and not future projected values of nearby properties. There is no way that a nearby trash transfer station would not effect the property values, just ask any realtor. It would more than likely discourage future business and residential development. The criteria showing no effect on property values has definitely not been met!

Having sat through the entire village meeting on GFL's proposal a few weeks ago, I have

(5.)

ART HESS DMD
1419 PINE AVENUE
RANTOUL, ILLINOIS 61866
Telephone (217) 893-4377

come to one conclusion: I guess you can get an "expert" to testify to anything if he or she is paid enough! Please do not be persuaded by their presentation. GFL presented these experts so that they can pursue their ultimate goal of trash hauling dominance at any cost with no true concern for our community.

If you care about our future and image, I urge you all to use common sense and vote down this request for a transfer station.

Sincerely,

Art Hess DMD

Janet Gray

RECEIVED
MAY 18 2026
BY:

From: Tana Ward
Sent: Monday, May 18, 2026 8:01 AM
To: Janet Gray; Scott Eisenhauer
Subject: FW: Online Form Submittal: Contact Us - Mayor Samuel Hall III

Tana Ward, MMC
333 S. Tanner Street
Rantoul, IL 61866
217-892-6802

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Thursday, May 14, 2026 9:47 AM
To: Sam Hall <SHall@village.rantoul.il.us>; Tana Ward <tward@village.rantoul.il.us>
Subject: Online Form Submittal: Contact Us - Mayor Samuel Hall III

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Contact Us - Mayor Samuel Hall III

Name	THERESA ADAMS
Email	akech42@aol.com
Phone	217-369-8823
Address	145 SHADYLAWN DR
City	RANTOUL
State	IL
Zip	61866
Preferred Method of Contact	Email
I am a Village of Rantoul Resident	Yes
Question or Comment for the Office of the Mayor:	May 14, 2026

To: The Village Board of Rantoul and Village Clerk
RE: Formal Opposition to the GFL/Area Disposal Transfer Station Proposal (896 W. Champaign Ave.)

I am writing to formally submit additional public comment opposing the GLF/Area Disposal Transfer Station application. The proposal fails to satisfy all nine statutory criteria required for local siting approval in Illinois, particularly regarding public welfare, safety, and traffic impact.

1. Erosion of Public Trust and Corporate Responsibility

Criterion (ii) requires the applicant to prove the facility wil protect public health, safety and welfare." A critical component of welfare is the community's trust in the operator's ability to act as "good neighbor". Currently, Rantoul residents have very low, to zero confidence in GFL/ Area Disposal.

• The company's existing hauling service has been defined by poor maintenance and a disregard for town aesthetics. Residents frequently report:

o Persistent Litter: Garbage is regularly left behind after pickups or falls from poorly maintained, leaking trucks onto village streets.

o Operational failure: Instances where the entire local fleet was reported out of service due to mechanical failure and regular delayed pickups or missed pickups due to mechanical issues or staffing issues, demonstrating that GFL prioritizes profit margins over the investment required to maintain a safe, reliable operation.

A company that cannot manage its current small-scale hauling fleet without causing public nuisance cannot be trusted to operate a regional transfer station safely in our town!

2. Financial "bait" vs Long-term Infrastructure damage

GFL has proposed a lower-than-average tipping fee ($0.35) to the town as an incentive (per public search on average tipping fees in Illinois). This is a short-sighted "benefit" that fails to account for the massive, externalized costs Rantoul will inherit.

• Road deterioration – Rantoul's existing roads are already in poor condition. According to transportation impact assessments, heavy duty waste trucks cause exponentially more damage than passenger vehicles. Any "income" from the tipping fees will be quickly gobbled up and will not cover the ongoing maintenance of the poor-quality roads let alone make up the difference in repairing any roads the town the trucks further deteriorate. The town already has no funds to repair the roads in town. Why would the board accept a proposal to add more heavy trucks to them without a plan and dollars to meet our already past due need?

3. Inadaquate Traffic and Routing Transparency (Criterion vi)
The applicant's traffic study is fundamentally insufficient, reportedly relying on a single day "snapshot" (a Tuesday, vs a weekend or festival period, where an extra 40,000 + people are in town and the facility is proposed to be operating. This fails to capture the true congestion of US 136, especially during the weekends when the sports complex and local businesses close by are at peak capacity.
Furthermore, the proposal lacks critical transparency regarding truck routes:
Where the hearing included a verbal statement indicating US Route 136 West will be used to haul waste OUT OF TOWN to Clinton landfill, it was not indicated which specific roads will be used to bring trash INTO Rantoul from neighboring towns. Will they be coming from the East and using Rt 136 East all the way through town? Will they be using Rt 45 both North and South, coming into town? Both roads (136 and 45) have residential neighborhoods along those thoroughfares which odor and trash will likely be leaked/ dropped creating additional well-being issues, health risks and aesthetic / reputation issues for the town.
Without a detailed, multi-day study and a legally binding routing plan, GFL is essentially asking for a blank check" to run heavy machinery through whichever residential or commercial streets they find most convenient, further endangering our residents and infrastructure.

4. Threat to High-Value Residential and Recreational Assets (Criterion iii)
The proposal location at 896 W Champaign Ave is geographically positioned to maximize negative impact on Rantoul's own crown jewels: the Rantoul Family Sports Complex and Indian Hills Subdivision.
• Prevailing Wind Patterns: Local meteoritical data confirms that the predominant wind in Rantoul blows from the west/southwest. This means any airborne contaminants- including toxic and volatile organic compounds (VOCs) and Hydrogen sulfide (rotten egg odor) will be carried directly over our most prominent and highest property valued residential area and with summer stagnant air, linger and fill the Sports Complex with toxic fumes, similar to what those of us remember as trying to play rec league at the ball diamonds of "Stinky Stadium" east of town back in the 1970's and 1980's. In addition, the town is close to completing the new downtown upgrades revitalizing that commercial district which will also be on the route of toxic fume drift on the hot summer days where

the hope was to draw residents and guests to the new outdoor spaces there to enjoy music, food and shopping!

• Impact on Youth Athletes: The Sports Complex located less than a mile south / southeast of the site hosts thousands of children and athletes annually. Studies show that children are uniquely vulnerable to inhaled pollutants due to the higher breathing rates and developing lungs. The introduction of diesel particulate matter and potential landfill gas emissions poses an unacceptable respiratory risk to these young visitors. In addition, is the applicant prohibited from using Murray Road to transport the waste? If not, the trucks will inevitably lose or drop waste along Murray Road, and the cleanup will become the responsibility of the Rantoul Village and Rec Department as the multi-million dollar fields need to be kept pristine to continue outside contracts coming in for use.

• Depreciation of Indian Hills: as Rantoul's premier residential area with some of the town's highest property values and tax contributions, Indian Hills relies on its reputation for high quality of life. A nearby transfer station just down-wind will create a stigma effect, where the mere threat of drifting odors and toxic fumes will permanently depress property values and discourage future high-end residential growth.

• Undermining Growth- The "garbage dump" stigma will deter high-value investments in the near-by sports complex and hotels, which are far more vital to the town's long-term economic health Than a low-fee waste facility. I have spoken with some business owners who were/are considering opening or expanding their businesses in Rantoul. The idea of opening or expanding into the town when the "welcome mat" as visitors and patrons enter town is a garbage facility along with the unavoidable fumes and trash, is making them take pause to reconsider if coming / expanding is a good business decision on their part. I know I personally would have MAJOR concerns about how the stigma and proximity of such a facility would affect my business operations and if the risk in an already difficult business economy, would be worth the gamble and investment! Would this concern you as a new business owner? Is the board ready and prepared to kick the years of work done to get new town-friendly businesses to the I-57/Rt 136 area out the door for a garbage station that will bring only very little (and under state average income) to town?

5. Unique Environmental Hazards: Rodents, Pests and Abandoned Steam Tunnels

The abandoned steam tunnels of the former Chanute AFB presents a unique danger. These tunnels are "open highway"

for the rodents and pests that are inevitable to even the most contained transfer stations. GFL has provided no evidence of a mitigation plan to prevent these tunnels from becoming a vector for infestations that would reach far into the village. In addition, the proximity of the transfer station to local businesses and restaurants creates an even higher health risk to the residents and visitors of our village when we are trying to increase visitors and tourism and bring in more restaurants, hotels and entertainment and recreation venues. It is not unreasonable to expect rodents to be transported in the waste trucks from other communities and also not unreasonable to expect that they will multiply and travel significant distances and find their way into the restaurants, businesses and ultimately steam tunnels, creating an additional health risk for the community.

CONCLUSION:
GFL/ Area Disposal has NOT MET the burden of proof for the nine criteria required to approve the application. Their proposal prioritizes corporate profit over the welfare of Rantoul and it's residents, offers a "discount" that will eventually cost the town millions in unplanned road repairs when there is currently not funds to repair roads on the needed timeline we have now, leaves critical questions about traffic routing unanswered, and additional clean up costs for blowing and stray waste, fumes and pests which will put our children, residents and visitors at risk.

The two main concerns and unmet burden of proof items include:
1. Inadequacy of Traffic Study: a one-day traffic study on a Tuesday, does not meet the burden of proof required for Criterion vi, when the influx of traffic is weekend sports events at the sports complex (Friday -Sunday), travel to Gordyville for large Gordyville events (Wednesday – Sundays) and various, regular large events and traffic patterns for events at the airport grounds .

2. Lack of Welfare Protection (Criterion ii) – The "plan of operations" is only as good as the operators track record. GFLs poor history with truck maintenance and litter left in Rantoul is direct evidence that they cannot be trusted to protect "public health, safety, and welfare". Actions speak louder than words.

I urge the board to remember that they are a business and #1 goal for them is to make money! Don't let them take advantage of the village and residents of Rantoul in their quest to line their pockets with little concern for the true needs of the town! They

provided a lot of words during the hearing. They paid their witnesses to present the GFL / Area case and worded their presentations in a way to make you trust their words and their "research"! Does their operating track record support their words? Does their proposal seem to be a best option for us while they get what they want? To me, it feels like they are trying to take advantage of the village board and the residents, and trying to do only the minimum "standard" for this project and maximize their income, (as they should as a business), but NOW IT IS THE BOARD'S RESPONSIBILITY TO PROTECT THE SHORT AND LONG-TERM WELFARE OF THE RESIDENTS THEY WERE ELECTED TO SERVE! You cannot take their word at face-value! There are way too many risks not addressed appropriately that will derail the years of work and millions of dollars of development and planning we have already invested in our economic development plan. This proposal is not part of that plan so many years in the works nor is the trash, trucks and fumes, the Welcome Mat and Welcome Sign suitable for the main entrance to our growing community. We/You have been making huge strides forward in repairing our reputation and improving the health and wellness of our community the last few years. Let's not wipe that out in a vote for a waste transfer station and the issues that will bring with it!

A few questions to reflect on before approving or denying the application:

1. If the applicant claims to meet the Criterion VI (Traffic) why were no studies conducted during peak hours when the Sports Complex, Gordyville, or other event traffic was traveling through town? (Thursday – Saturday)
2. What is the specific legal plan to mitigate the abandoned steam tunnels and rodent infestations of local restaurants, businesses and residences, and how does this protect public health under Criterion II?
3. Since GFL / Area has regular ongoing mechanical failures of equipment and staff shortages, what enforceable financial guarantees are being offered to endure a transfer station they would run does not become the detriment of the village so many of the residents are fearing at their backdoors?
4. What are the routes that will be used coming into town? Will they be using Rt 45? Will they detour to what will be a new grant-funded Murray Road that will travel directly by and through the Sports Complex traffic and trail fumes and debris into that extra sensitive area, while also putting likely unintended and unplanned heavy weight and where on what will be a newly upgraded road not intended for the weight of the garbage trucks?

5. Can we work with them to help find them another more suitable location outside of residential backdoors and tourist locations to put their transfer station? With the directional winds in mind, maybe out in the industrial park area on the North/ northwest side of the park so fumes drift farther north of town and trash and rodents have a better chance of staying out of town?

I urge the Board to put the residents first and deny this application which does not fully meet the applicant's burden of proof!

Sincerely,

Theresa Early Adams
Resident of Rantoul, born and raised
217-369-8823
Akech42@aol.com

Email not displaying correctly? View it in your browser.

RECEIVED
MAY 18 2026
BY:

BEFORE THE VILLAGE OF RANTOUL, ILLINOIS

LOCAL SITING HEARING

In the Matter of the Application of

AREA DISPOSAL SERVICE, INC.

for Local Siting Approval of the

ADS Rantoul Recycling and Transfer Station

Rantoul, Champaign County, Illinois

PUBLIC COMMENT

INTRODUCTION

These comments are submitted in opposition to the application of Area Disposal Service, Inc. ("ADS" or "the Applicant") for local siting approval of a proposed Municipal Solid Waste and Single-Stream Recyclables Transfer Station to be located along West Champaign Avenue in Rantoul, Illinois (the "Rantoul RTS" or "the Facility"). The proposed Facility would receive up to 500 tons of waste and recyclables per day from collection vehicles and load that material into large semi-trailers for transport to the Clinton Landfill, located approximately 25 miles away. The entirety of this document and all comments expressed herein are my opinions concerning the Applicant's failure to meet its burden to establish all nine criteria for local siting approval.

I have heard from members of this community who are deeply concerned about what this facility will mean for their neighborhood — the traffic it will bring to their streets, the risks to their water, and whether this project will actually solve a real problem for local residents or simply benefit one private company at the expense of the peace and safety of those who live and work nearby.

After reviewing the application and materials submitted by ADS, I believe that there are serious problems in at least three areas: (1) the Applicant does not appear to have demonstrated that this community actually needs the facility; (2) the facility design appears to have some critical flaws, such as stormwater infrastructure that does not appear to meet local requirements at this time; (3) the Applicant has not met its burden to show that the proposed facility will not threaten public health and property values, and has not shown that the proposed facility fits with the character of surrounding properties, businesses and residences.

Illinois law requires that all nine criteria for local siting approval be satisfied before a facility like this can be approved. The burden is on the Applicant to prove each criterion. For the reasons set forth below, I believe that ADS has failed to meet that burden on critically important criteria.

I. IN MY OPINION, THE APPLICANT HAS NOT DEMONSTRATED THAT THIS COMMUNITY NEEDS THIS FACILITY

A. The "Need" For the Facility That ADS Claims Seems to Be Its Own Business Preference, Not a Community Problem

Under the criteria, a question the Village must answer is: does this community actually need a new waste transfer station? After reading the Applicant's own materials, it appears the answer is no.

The application seems to acknowledge that every bit of waste generated in the claimed service area is already being collected and disposed of today. There does not appear to be any evidence that any resident's garbage is going uncollected. Or that waste is piling up. Or that existing facilities are overwhelmed. Or that trucks hauling waste have been turned away from other transfer stations or landfills in the area. The application appears to identify a so-called "shortfall" of 300 tons per day of transfer station capacity, but that figure is manufactured through a series of choices that serve ADS's business interests and desire to route its trucks through a transfer setation it owns rather than directly to a landfill, not this community's actual waste service needs.

B. ADS's Refusal to Use an Existing Transfer Station Does Not Show That There is A Need For This Facility

Nothing in the Applicant's application shows that the Republic Services transfer station in Urbana, located in this same service area, lacks capacity or will in the future lack capacity. It appears to continue to be available to the community and service area. ADS could use this transfer station but, from the application, it sounds like ADS considers the prices Republic Services charges too expensive.

This is a business disagreement between two competing companies, not a community emergency due to lack of capacity for transferring and/or disposing of waste. The relevant criterion asks and requires a showing that essentially the area's waste needs are not being met — not that a particular company dislikes the price a competitor charges.

It is my belief that it is not consistent with the criteria for The Village to approve a new waste transfer station — with all the traffic, noise, and risk that comes with it — simply because ADS would rather not pay going-market rates to a competitor.

C. The Application's Own Words Reveal the True Purpose Of The Proposed Facility, Which, Apparently, Is Not To Meet an Unmet Need.

Perhaps most telling is a passage on page 1-18 of the application, where ADS states plainly that if it can get this facility approved, it "would become fully vertically integrated in the Service Area and would be in position to effectively compete with Republic Services."

That is a business goal. It may very well be a legitimate business goal for ADS. But it is does not show that the facility is necessary to meet community needs.

II. THE FACILITY DESIGN APPEARS TO HAVE FLAWS THAT HAVE NOT BEEN RESOLVED OR ADEQUATELY ADDRESSED

A. The Stormwater System Does Not Appear To Meet the Village's Own Requirements.

The Village of Rantoul's Manual of Practice for stormwater management (incorporated in its entirety into this comment by reference and available here: https://www.village.rantoul.il.us/DocumentCenter/View/3681/FINAL-Manual-of-Practice-07-15?bidId=) requires that any detention pond maintain at least one full foot of freeboard — that is, open space above the water level — to protect against overflow during heavy rain. The application states, in its own words, that the existing detention pond has only 0.86 feet of freeboard. That is

less than the required minimum. This freeboard deficiency is not a technicality — stormwater management is required to protect neighboring property owners from flooding and runoff and property values.

The Applicant's response is to promise that this will be fixed later — after approval. The application proposes adding height to the pond embankment but it does not appear that this modification has been approved or that there are final designs and models for it.

B. The Required Emergency Spillway Does Not Yet Exist

The Rantoul Manual of Practice also requires an emergency spillway — a designed channel to safely carry away runoff during a major storm event. The application acknowledges that no emergency spillway was built during Phase 1 of the project. It generally proposes one for Phase 2, but only as a symbol on a drawing. There appear to be no dimensions, no capacity calculations, and no design specifications. Therefore it is unclear whether the emergency spillway requirements will be met.

C. Critical Design Details Are Deferred to "Final Engineering"

Throughout the Criterion 2 submission, the application responds to required design elements by stating that details "will be provided during final engineering" or "following siting approval." This appears to include the sizing and slope of storm sewer pipes, the cross-sections of the detention pond, and engineering cost estimates for required improvements. Therefore it is not clear that the application is complete and that the related criteria are met. The public cannot comment on these absent details.

III. THIS IS A COMMERCIAL NEIGHBORHOOD — NOT AN INDUSTRIAL ZONE — AND THE FACILITY DOES NOT BELONG HERE

A. The Area Around This Site Is a Busy Commercial Corridor, Not an Industrial District

Criterion 3 requires that a proposed facility be sited so as to minimize incompatibility with the character of the surrounding area. The Applicant attempts to satisfy this criterion by pointing to the site's C-2 Commercial zoning and arguing that a waste transfer station is compatible with the surrounding uses. But that argument ignores what types of homes, businesses and land uses actually exist in the area.

The corridor near the proposed site is a developing commercial area serving the traveling public and local residents. Within close proximity of this site there is a Super Walmart, an auto dealership, a Circle K fuel center, a restaurant, and multiple motels — which appears to include at least one located within approximately 1,000 feet of the proposed facility. These are businesses that depend on the character of the area around them: on it being clean, accessible, and welcoming to customers and guests.

This is not a remote industrial area where a waste facility would blend into its surroundings. It is an active, growing commercial corridor. What is proposed here is not a warehouse or a manufacturing plant — it is a facility that will receive hundreds of tons of municipal garbage and recycling every day, generate a continuous stream of heavy truck traffic from pre-dawn through early evening, and present the odors, noise, litter, and pest-attraction risks that are inherent in any large-scale solid waste operation. Those impacts are fundamentally incompatible with the commercial character of this neighborhood.

And, The Village's zoning laws and land use development plans reflect this reality. It appears that under the Village of Rantoul's Code of Ordinances, Chapter 46 (Zoning), Article 9 (Authorized Uses), a "Solid waste transfer station" is "Not permitted" in a district zoned C-2 General Commercial District.

Further, under the Official Comprehensive Plan for the Village of Rantoul, Illinois, it is a goal to "encourage the development of a regional shopping center adjacent to an existing Commercial area on the northeast Side and southeast Side of the I-57 Interchange." And, it is a stated policy that "Business and service establishments should be located in proximity to residents they serve and designed to not inflict incompatible noise, odor or traffic danger on residential areas...Land east of the Interstate exchange should be developed as retail and interstate commercial as well as compact high quality residential (east of Murray Road)." A smelly waste transfer station and numerous near-daily loud trucks carrying waste are land uses that are incompatible with these goals and policies. (See the Official Comprehensive Plan for the Village of Rantoul, Illinois, incorporated into my comment by reference and available here: https://www.village.rantoul.il.us/DocumentCenter/View/670)

B. Guests at Nearby Motels and Shoppers at Nearby Businesses Will Bear the Costs of This Facility

Consider the experience of a guest staying at a motel roughly 1,000 feet from this site. Beginning at 5:00 a.m., that guest will be subject to the sounds of heavy diesel trucks — garbage packers and 48-foot semi-trailers — arriving and departing continuously. In warm weather, with windows open or HVAC systems drawing in outside air, odors from a facility accepting 500 tons of municipal solid waste daily will be impossible to ignore. The same is true of restaurant patrons and motel guests throughout the corridor.

The Applicant does not sufficiently analyze or address the impacts of the odors, noise (such as back up alarms), air pollution (such as diesel emissions from trucks), litter, and pests (such as rodents, birds, and insects) that are the actual day-to-day impacts of a waste transfer station on the people who live and work nearby. These impacts threaten public health and peace. For example, according to EPA, exposure to "diesel exhaust can lead to serious health conditions like asthma and respiratory illnesses and can worsen existing heart and lung disease, especially in children and the elderly. These conditions can result in increased numbers of emergency room visits, hospital admissions, absences from work and school, and premature deaths," among other impacts to local natural resources discussed at EPA's webpage. (Which I incorporate by reference into my comment and is available here: https://www.epa.gov/dera/learn-about-impacts-diesel-exhaust-and-diesel-emissions-reduction-act)

Odor and air pollution impacts are further likely to be present over nights, weekends, and holidays because waste can be kept inside the facility for up to a full 24 hours on weekdays; up to 24 hours in trucks parked on site but outside of the building; up to 48 hours in trucks parked on site but outside of the building on holidays; and up to 72 hours in trucks parked on site but outside of the building over weekends, according the application. (See page 2-15 of the Application). And, the extent of impacts are further unclear because, in some cases, there are no definitive operational parameters proposed by the Applicant. For example, the applicant only "anticipates" operating hours of 5am to 6pm on weekdays and 5am to 12pm on Saturdays.

C. The Property Value Study Excluded the Neighbors Most Likely to Be Affected

The Applicant submitted a real estate impact study that purports to show transfer stations do not harm surrounding property values. But that study appears to have defined its primary study area

around the Rantoul site very narrowly, so it seems to exclude properties and other land uses that would actually feel this facility's impact.

CONCLUSION

It does not appear that the Applicant has met its burden to prove that each of the siting criteria under Illinois law are satisfied. Thank you for your time and consideration of these comments.

Respectfully submitted, Dated: May 16, 2026

/s/ Margaret E. Galka

Margaret E. Galka
Attorney
Collins Law Group, P.C.
1770 Park St., Ste. 200
Naperville, Illinois 60563

Janet Gray

From: latisha walker <now@advocatetakeaction.com>
Sent: Sunday, May 17, 2026 10:04 AM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

Do not approve this proposed site for GFL. The waste transfer station is incompatible with the character of the surrounding area because, under The Village of Rantoul's Code of Ordinances, Chapter 46 (Zoning), Article 9 (Authorized Uses), a "Solid waste transfer station" is "Not permitted" in a district zoned C-2 General Commercial District.

Sincerely,

latisha walker
1520 locust ave
Rantoul, IL 61866-2012
latishawalker1982@gmail.com
312-316-0675

<https://linkprotect.cudasvc.com/url?a=http%3a%2f%2furl6415.advocatetakeaction.com%2fwf%2fopen%3fupn%3du001.l32W8ksSqmCSExugCLr7HLalo-2FFgjqwjt7QiAIfxw2Ww68uZfR0PjW1MF48o3oouN0kxXvYNFJlBeUDzlYOSL5tJOHz2fonz43x0USA18VYj37Ybz5dn4G1bolFBKKyakxvCeIwivMPlNSfDGm47milRa3GVeYYFenh9vBynKsoweRo7R20tymQLnTccOdZ7cNd2DmHTMXFaNxpjdxsBlQ-3D-3D&c=E,1,Wyy3lFzQBavTKabK15ENVh909YoCc5FsirGaSs6--mNa4tKtKIeMTi3bdN68mmV54WrBQ5TC-Bpe3NkeireslpiO5hPMOckZBz7Mj2GlVcmJ2hDJoDNr5ys,&typo=1>

Janet Gray

From: Alfredo Pantoja <now@advocatetakeaction.com>
Sent: Monday, May 18, 2026 5:20 PM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

Do not approve this proposed site for GFL. The waste transfer station is incompatible with the character of the surrounding area because, under The Village of Rantoul's Code of Ordinances, Chapter 46 (Zoning), Article 9 (Authorized Uses), a "Solid waste transfer station" is "Not permitted" in a district zoned C-2 General Commercial District.

Sincerely,

Alfredo Pantoja
1532 gates dr Rantoul il
Rantoul, IL 61866-2718
apantoja74@yahoo.com
773-851-7768

<https://linkprotect.cudasvc.com/url?a=http%3a%2f%2furl6415.advocatetakeaction.com%2fwf%2fopen%3fupn%3du001.l32W8ksSqmCSExugCLr7HLalo-2FFgjqwjt7QiAIfxw2XpH1B7zb9rpXFYRjk8MXH81jwFFSoOnHWf1eKXpBUp4H53Xtw2xmXPB68dWuRcRA15K83aNOB8LsN4eNeXvm3Q1YIRdAlPLrQpy3fdqdzGZZ3Rdj8JdGMDWnLWccyeEcYcuzZ4UoaUeFM5aqLXjiQVnKlmG6WGvoEkootMUfIL9Q-3D-3D&c=E,1,J3a6bj0nR-h9LwF6ft3Fx5_kM40vkR57advS0v1bkmZJCE8QpmBAmeha_SaY_uxKR2roUaxyQiLVLCkxIDKqkosSJnQ5T5PV0IPH8iSL843Q8d4mHBpHECO4W_Si&typo=1>

Janet Gray

From: Michelle Clayton <now@advocatetakeaction.com>
Sent: Friday, May 15, 2026 6:05 AM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

We do not want more trash in Rantoul!! Rantoul is already a laughing stock of the county. We need to boost our positives and not allow "garbage" to bring us down.
Please listen to the citizens of Rantoul and vote accordingly!! We need to trust our elected trustees that they are working to enhance our village and not allow more trash!!
Thank you.

Sincerely,

Michelle Clayton
1013 Ascot
Rantoul, IL 61866-1289
maprvi1@aol.com

<https://linkprotect.cudasvc.com/url?a=http%3a%2f%2furl6415.advocatetakeaction.com%2fwf%2fopen%3fupn%3du001.I32W8ksSqmCSExugCLr7HLaIo-2FFgjqwjt7QiAIfxw2VFVmrBfUB2b3f9wPgSmY2ZJJCoRjwbP-2BeGr9yVdCNR3-2FPDVAshnmOtfCFGZQ-2BMnBdVuOHforT6U3gBuwI-2FpSyKqH6CCLlo-2FN-2FI-2FWPRpvFiox7RgsLkNH-2BjpWoyUZADlj8a5xrRgADjhz5R7DoxJ98rBHbkIQX6kun-2FyL3Iy3Q-2B5w-3D-3D&c=E,1,95JEzCWUISpDFvxe4hAOCsDA1QbV_fATMgCIlGGAoJ-dXVeHSG7dn_9qLDqpNzJJMC8toPubRF3HnuBU1whGcPH0aqmeO2U2yeuQg5E5awMFO4Y8X9h7bgA,&typo=1>

Janet Gray

From: Blake McCormick <now@advocatetakeaction.com>
Sent: Friday, May 15, 2026 6:03 AM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

We do not want this in our area! This will NOT help our village. Shutting down the base, took it's toll on our village.....Now this? If this happens, we are moving!

Sincerely,

Blake McCormick
536 Reid Place
Rantoul, IL 61866-2230
blake@mccormickservice.com
217-202-8000

<https://linkprotect.cudasvc.com/url?a=http%3a%2f%2furl6415.advocatetakeaction.com%2fwf%2fopen%3fupn%3du001.I32W8ksSqmCSExugCLr7HLalo-2FFgjqwjt7QiAIfxw2Vm9a3g76q1-2Br1S-2FmXeP9WBKhBR4WEjZmFKkqZZtmC3V0UuVzupUqSIkLLwIJVeY9VEOqQEXP-2BvcB7YfZ1955ZKWL-2FOFZIMiA4nRjBdUzibvEQXf5vJLtZ-2FG3b5U1YBAKwNVDIqhnHHKy5yHiiOr6aO02yzaJXc7F6zj51-2Flzj6pA-3D-3D&c=E,1,Hodqoa29sw7z9MYBA0J1V_3NbJWRTT5IoP4iGK-KRYtltCabHkISon5q0ieuv_0OZ2HrXvaSvi5uPOgjZ6AOU_BS9kJdsBKVozG3yA-oHSZR_g,,&typo=1>

Janet Gray

From: Patti Worthington <now@advocatetakeaction.com>
Sent: Friday, May 15, 2026 6:05 AM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

Dear Rantoul Village Board
I was born and raised in Rantoul Illinois. I have lived here for 59 years. I have raised my children and worked in this community all my life. I feel having a landfill located in Rantoul would be a disservice to all of the residents who live here. There are more negatives than positives for the growth of our community. People are always trashing Rantoul we dont need that to be the first thing they see when they come into our town. Please consider not doing that.

Sincerely,

Patti Worthington
300 West Champaign Avenue
Rantoul, IL 61866-2802
worthingtons1989@gmail.com
217-714-2575

<https://linkprotect.cudasvc.com/url?a=http%3a%2f%2furl6415.advocatetakeaction.com%2fwf%2fopen%3fupn%3du001.I32W8ksSqmCSExugCLr7HLalo-2FFgjqwjt7QiAIfxw2XjFzSIT1fqOkG9xdEbfEslg-2BtOBXakL6tDHyJ-2FwN55hA3-2FVsGc9-2BRYQE-2F6Wds8-2FIkaGnu3GPLposDtFV1Mp7zDhHpBVHtgxGj-2FSpWGbP3mzwqVOye9f8WkONaf62Qopvs1VJ4ixVKFhviHHQBoOvWcRvZ-2Ft6dHt2ZR00J6tUHf5w-3D-3D&c=E,1,DW0rjLMkJbm8KXKZpixmb2fM2afzqAL4jHDsh5XA5aPjZMP5d04LcPDZVPemDopzyl1YTLWdAiUnOToZaCvHTzLi1L-44vxVyUB0Lz-FxCyAbS9tlg,,&typo=1>

Janet Gray

From: Kristen Langston <now@advocatetakeaction.com>
Sent: Friday, May 15, 2026 6:03 AM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

To whom it may concern:

I am against this landfill project. It will make our town smelly and newcomers will not want to move here. With it being close to the front of town it will be an eyesore, not to mention the smell when people are going out to eat or playing at the sports complex. It will cause a vermin infestation and it could also contaminate the water. This is not something that is in the best interest of the village or the people living here. Please do not make this come to fruition.

Sincerely,

Kristen Langston
804 N Maplewood Drive
Rantoul, IL 61866-1718
langstonkristen2008@yahoo.com

<https://linkprotect.cudasvc.com/url?a=http%3a%2f%2furl6415.advocatetakeaction.com%2fwf%2fopen%3fupn%3du001.I32W8ksSqmCSExugCLr7HLalo-2FFgjqwjt7QiAlfxw2V7FrQHIaD0IcSDLm28iWcqgY-2BEUbwcU3aAKeDf-2F-2FHYVoM53xb2gEjPw1VN-2FCFJt6sFvx1kCoZDCPIrYPc37lEYLjkMXKa6luP8LL-2F2kgqPiamF2uY8G9iz2K4kgjCLqXqyYlPJA7T1iJYYzEBeb30GwO67hfPyUuDv1uNAv3w-2B9g-3D-3D&c=E,1,SEekecDxIG_o-892Xv7qSc1a0N2bKcRpnLNiWg6K6VSXQkAYa0zrj_KpZOLqxjPjORoItpCkn5dRDPF1FLraKYcsLJ5CDag8VDPzS9qfJig,&typo=1>

Janet Gray

From: Tracy Carson-Huff <now@advocatetakeaction.com>
Sent: Friday, May 15, 2026 6:05 AM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

No indoor dump!

Sincerely,

Tracy Carson-Huff
118 N East Ave
Rantoul, IL 61866-2104
tcarsonhuff@gmail.com

<https://linkprotect.cudasvc.com/url?a=http%3a%2f%2furl6415.advocatetakeaction.com%2fwf%2fopen%3fupn%3du001.I32W8ksSqmCSExugCLr7HLalo-2FFgjqwjt7QiAIfxw2VmA5kTBqM38EfLQnoXYFUnGORH-2BGkE1vr-2B5qYRkcFtqwbyGKlgGPr1DQ67MyA9H5suQhEAuOYejHzHT5UBMs5GTXdHMCJFNyX-2FB2xXarYcJ5iVk1Rin66CQAFyUcaYjLjIwJ6cI5TRKefILa16Z-2Bfa96MeUHl2ztqJhkAp-2Fb6e0g-3D-3D&c=E,1,eLyuWCIPrRzOJEXOESnF5xhGJGkcjN9_swVPhI9HJciXZ-x8Rp2i1wjj372yatgPUrFBtZQ_8Tkj2L8wiNAWD0w-M1t5D__EwuB7Zl0oH7bRoa0,&typo=1>

Janet Gray

From: Diana Harrell <now@advocatetakeaction.com>
Sent: Friday, May 15, 2026 6:05 AM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

Keep Rantoul clean of future landfills. As a homeowner I want Rantoul to thrive with future business due to the renovations that are happening downtown. I vote NO.

Sincerely,

Diana Harrell
505 W Grove Ave
Rantoul, IL 61866-2216
diana_rdh@hotmail.com

<https://linkprotect.cudasvc.com/url?a=http%3a%2f%2furl6415.advocatetakeaction.com%2fwf%2fopen%3fupn%3du001.I32W8ksSqmCSExugCLr7HLalo-2FFgjqwjt7QiAIfxw2XunECdfeMOdyFi4K5zMMzl3VrYa35jzV8cZAHmxu477fNyY-2FT9U7T6DH7uxqDmZAEM-2FK4hrBOKrBl5GUiqo0loxZcL3MeFlgzNfBusanfDSDD9O00KhCNcJ2Yp3uSzObXuaKdtJBwYSNEsJAJJtzXKUQBYr643hVLGazHhG32WKw-3D-3D&c=E,1,XghrO3rRpfOAW43sFBSxgXkLtZVv9AgfPcssgl7DJxqj_0e6sq3bjsXApHoofORgGpYnaA-NdWqOCPbNKBuhsAK5rY2AmJlrfx7StylSvxWLHp4rMgP0Q2_K&typo=1>

Janet Gray

From: Lynette Elliott <now@advocatetakeaction.com>
Sent: Friday, May 15, 2026 6:05 AM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

Write your letter here!
We do not want the dumpsite in the proposed area.

Sincerely,

Lynette Elliott
123 N. Penfield Street
Rantoul, IL 61866-2227
lynette.sue1955@gmail.com
563-424-9768

<https://linkprotect.cudasvc.com/url?a=http%3a%2f%2furl6415.advocatetakeaction.com%2fwf%2fopen%3fupn%3du001.I32W8ksSqmCSExugCLr7HLalo-2FFgjqwjt7QiAIfxw2UNbzuhNdp6IH7AYLj1qZxOVJe-2BohDx7jmMhG72cnQ591PFbj7XRbeGZ-2F1xY37KeZ712T2SL6bC-2Bq52PXKRpUj9T5qsLLLEsEQQCqZJText92EcjExLvq3WVo8sxNt3jLeU9-2BP5IOxJkI3rPgT5QDQz5eoS7XD4BwAA-2B4owb4M4ZQ-3D-3D&c=E,1,WkbhwJjCFSK6kIFCYkSnAsUqk-N-6AYupqNBcPpomy0-RNkIZ5yw3jYtRJuwdH6_kKyoSff3lJHOFDG-3JZDtqY3-wfuEQe_3FbmKCixrVZLQj5DMvcm&typo=1>

Janet Gray

From: Barbara Hall <now@advocatetakeaction.com>
Sent: Friday, May 15, 2026 6:05 AM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

Just finding out the possibility of a landfill and horrified of the proposed location.
I am located less than a mile from what apparently will be the location of the proposed landfill and would be very negatively affected by not only the smell, but the affect on my property value.
I'm just not understanding why a landfill would be located this close to businesses and our village.

Sincerely,

Barbara Hall
201 S East Ave
Rantoul, IL 61866-2105
barbh2015@gmail.com

<https://linkprotect.cudasvc.com/url?a=http%3a%2f%2furl6415.advocatetakeaction.com%2fwf%2fopen%3fupn%3du001.I32W8ksSqmCSExugCLr7HLalo-2FFgjqwjt7QiAIfxw2VCQcm90NSymkLsdMQUzpsaPTkbe65TJkOdvw09qEJPg3rcFk6CYxJioML0q7zJYDfjBFmRcYqtBovRE6ZhnmPiBhseOq08I37LtbS5I1jlAim2VbcyswtZ7VsRdB0DNN3jzKsrooCfymcgVrtrg8-2FK1f4dmnbC7pKUt8kb1Bg2SQ-3D-3D&c=E,1,DkCnCALnFiPX_G8m-QeilPWDaTQXSsKCCd-fX7qz-Orcpt_82FvlW_pquwzxjMAM4OsQTOg9N668NfKXc96brqagDHqfGkySSmpLikVre_bqwg,,&typo=1>

Janet Gray

From: Yolanda Hudson <now@advocatetakeaction.com>
Sent: Friday, May 15, 2026 6:05 AM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

To Whom It May Concern:

My husband and I have been residents of Rantoul for over twenty years. I've been pleased living here, but I have also seen various changes that have occurred in our town.

Now, our board is entertaining the idea of having a landfill in Rantoul.

I oppose this idea. There are multiple reasons, but the main factors for me are the location, more trash, excessive odor, more truck traffic, no guarantee that our water will not be contaminated, excessive dust, and diminished property values.

Also, there should have been advance notice and a meeting held in the evening, NOT in the morning when most people work, to discuss this at a board meeting with the residents.

I hope you will listen to the majority of the taxpayers in our town and vote "No!"

Thank you,

Yolanda Hudson

Sincerely,

Yolanda Hudson
1399 Lon Drive
Rantoul, IL 61866-2763
Yth11ta@gmail.com

<https://linkprotect.cudasvc.com/url?a=http%3a%2f%2furl6415.advocatetakeaction.com%2fwf%2fopen%3fupn%3du001.l32W8ksSqmCSExugCLr7HLalo-2FFgjqwjt7QiAIfxw2WVRWZmsR-2FIkM-2FPTFSn7esTmkmuXKQrqkQWCO2S2UuRcY6CiEXDSKz0KgmR5YVhvIAGDQYKm1vyTwaQF6HfvD-2FDFUWpculGu8lQgY0YcHPQJj1YM7vd8uvhgDo9a7Slh4T7yHFvPMn0IXjWV3-2F7PJjFfOY2Vllc3Ymy5TatA5eLSpfb69Y5pcuaxfrdXqai79E-3D&c=E,1,1Wgho-8xl5BkgrzZPYkvMvVZFJyoa3r0GuakeoIqltkMrRlMRTklZUZ4b5Vu0h8f-JYwNdBjfrqthmic41dkpGl093gsra4th7z4sy5wwy0,&typo=1>

Janet Gray

From: Shana Gould <now@advocatetakeaction.com>
Sent: Friday, May 15, 2026 6:03 AM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

I am writing this in support of NOT having the garbage facility. I live close to where this facility will be and already smell the pork plant off & on plus the restaurants I'm sure will not appreciate it. This will increase the vermin in the town and we see a lot of garbage that gets dumped & doesn't make it in the truck!
If we ever get any other businesses on that side of town, do you think they will want to come with that smell etc there? I would think not!

Sincerely,

Shana Gould
600 W Champaign Ave
Rantoul, IL 61866-2102
franzen200@gmail.com
217-530-9098

<https://linkprotect.cudasvc.com/url?a=http%3a%2f%2furl6415.advocatetakeaction.com%2fwf%2fopen%3fupn%3du001.l32W8ksSqmCSExugCLr7HLalo-2FFgjqwjt7QiAlfxw2Wnjus9mZuDGN7JEQ3sZpM7JVdpJIZ402MSX-2FSVxSd2djmJwkhGr0uIwYz2EdWXcRVVZKi8euEWvkdAs2YpIX6AvQurMqk-2Fi9aRt-2Bttns9B7XmJkyc2VIksufY0VQmT6bpXau4FZfmcjVtIMm7s-2BHSQci8iLbfyRvu35eWrfL5lQg-3D-3D&c=E,1,oGEJTN0R70mWiVKLowl4hJHIU_Q22LwxccRYObR50jjkd_T5_zBV1vEI8dGBLyEEbpYKR37CV7Rzvu-DFGIpQCthmKxaAFnVADCPafcvkzFYcrDpLzPb811s&typo=1>

Janet Gray

From: Christina Shaw <now@advocatetakeaction.com>
Sent: Friday, May 15, 2026 6:03 AM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

That has no right to be anywhere near where the children will be playing their baseball softball soccer better off way out on base somewhere in a corner but I extremely hope we do not get that facility in rantoul?? ParadiseWrite your letter here!

Sincerely,

Christina Shaw
700 roselyn Dr rantoul il
Rantoul, IL 61866-1659
tinanmark101@gmail.com
217-390-9425

<https://linkprotect.cudasvc.com/url?a=http%3a%2f%2furl6415.advocatetakeaction.com%2fwf%2fopen%3fupn%3du001.l32W8ksSqmCSExugCLr7HLalo-2FFgjqwjt7QiAlfxw2Vqs-2BoS6mcy6qTthuhPXpiog6BBa5Jt1ajoH6a9e81MvyUtBsP3E9F6u-2BgCCjqI4XHkb79SAQrDlPgafj5P8MetjOW30zS7UrkwmsBqJD6STLatwv4dQ42gkj6DIli0s4IdlhWwC7x7geGKwElQWAvpQQamgaaQUjJTsW3wzFe8igkRYHpuLjTSVKfncJiwDDg-3D&c=E,1,-rfV_OJ06_LKyvUP3VcceGtOMAHD5p07AAacjTRrEExWHb5RbZ1M0NAjaM6UBTFLB1p137EO3TZV1Btu1NucTcxNJexpl0HiLH3JYeDZHEbNSssj7tziRMY,&typo=1>

Janet Gray

From: Mary Pointer <now@advocatetakeaction.com>
Sent: Friday, May 15, 2026 6:05 AM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

Please reconsider allowing this.

Sincerely,

Mary Pointer
519 Westlin Ct
Rantoul, IL 61866-2133
mimiof3@msn.com
217-417-2384

<https://linkprotect.cudasvc.com/url?a=http%3a%2f%2furl6415.advocatetakeaction.com%2fwf%2fopen%3fupn%3du001.I32W8ksSqmCSExugCLr7HLalo-2FFgjqwjt7QiAIfxw2WonqJ0LADIA1Ouub4T21GyO-2FiSHwoIeiMoTBIT67MT-2FxVDFGIah9pqTia2uG7okTqIT1wJiI-2FujexdSAyzpjzX-2BSwSWjpPSJyfX-2BNpBj4yIct4-2BRVHBMBGuMlOKE7n86lLZa0mhTZOzH8wI-2BeDEBSyFPeaNLxbE76-2BbEaTR3mOvA-3D-3D&c=E,1,4a50YJJ_1sM2P3QtMERGPtQYdRlWF1T3oEoWRtoCTf9ZoHCtX53hIyY6n5zny5J2B8ZJFwm0ko3C97w_3Oxc12MTsk8aUkyVDjkIZaJfqXH55_s-SHX5DQ,,&typo=1>

Janet Gray

From: MARK SHAW <now@advocatetakeaction.com>
Sent: Friday, May 15, 2026 6:03 AM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

Terrible pic for a location if you want to do something like that should be back on behind on the base or somewhere like thatWrite your letter here!

Sincerely,

MARK SHAW
700 Roselyn Dr
Rantoul, IL 61866-1659
markalan012@yahoo.com
217-202-2376

<https://linkprotect.cudasvc.com/url?a=http%3a%2f%2furl6415.advocatetakeaction.com%2fwf%2fopen%3fupn%3du001.I32W8ksSqmCSExugCLr7HLalo-2FFgjqwjt7QiAIfxw2W12KHKKJZK4IpySJrOwrPs26aW5ZUZ73Xa3zLjLDirNM5ewhBwczfHg4Imn2tkZifFBFrE62FsFTpr2y6TP3-2BXe1h84TveLhUePkKydWGRKmOiy2uhG5lFZ0CZtDupw6AAXD4NK07tfXW5QARTojbRt-2FB6qEcZVK-2FkRSNpVS3cDQ-3D-3D&c=E,1,noW0S0TOWbav1qEY7m7kPRZVe0aMs6Y9t4DinmQCtvuuOs-tH72nHDBIaMo4Luo0RfebtvoX9yqWk9lgtQG73lyDgR7XT6lTKDjqD6HUFno,&typo=1>

Janet Gray

From: darla rubarts <now@advocatetakeaction.com>
Sent: Friday, May 15, 2026 6:05 AM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

I am sorry this is NOT a good idea to have a garbage dump where proposed! The Village needs to project an image of professionalism when entering Rantoul!
Whether it be to the sports complex or for any business or residential development!

Other issues need to be considered top priority such as the streets in town ...definitely Murray Road!!

Sincerely,

darla rubarts
604 Malsbury Dr
Rantoul, IL 61866-2134
drubarts52@gmail.com
217-377-5626

<https://linkprotect.cudasvc.com/url?a=http%3a%2f%2furl6415.advocatetakeaction.com%2fwf%2fopen%3fupn%3du001.I32W8ksSqmCSExugCLr7HLalo-2FFgjqwjt7QiAIfxw2V5clafkfp-2FKY5oV-2FTBBx5yS86mk8FRraXrjKhscWDq5DV5A7p8dNuEYY-2FZETBpU5GHz7UyxZXz21cNQITH6MoIz2DutBEmNyZgwrXzlEorH2BFAVMpTp0PDTsMpTw2TMj5Nld9s3yL3g-2FA8pedI6VyEXAW38b9Os9h-2BFtmm3s3M79aiNkLeP1WfMqLpsYnO6I-3D&c=E,1,5-IYLRtSRdjOpprEwB9okANVhebGH6a0HRNGxUntuYTG7aDjbX7vYkvGIAz1jMdHK1XSKyMBlXXUaKBpItRb123Ko3O-ykFjaGMyvMuceJv-gZd4&typo=1>

Janet Gray

From: Jerome R Brown <now@advocatetakeaction.com>
Sent: Friday, May 15, 2026 6:03 AM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

Write your letter here!;please don't trash our town so we don't have to sell our home & move to a clean town!!

Sincerely,

Jerome R Brown
309 Bethany Park Dr
Rantoul, IL 61866-2005
jromeandconnie@gmail.com
217-979-2124

<https://linkprotect.cudasvc.com/url?a=http%3a%2f%2furl6415.advocatetakeaction.com%2fwf%2fopen%3fupn%3du001.I32W8ksSqmCSExugCLr7HLalo-2FFgjqwjt7QiAIfxw2XxTnBgN5aRQiclgnY4kva8XX9oBPNSNdU2pqPJ1BmhtnqUmzJglG4Q0xfHFqgUA0FuqtM5XWQN631yg87hyygbyhJ6mpO-2BRexEx6WazIZRkJJqjCSRU-2BEi1RD1Jja5mw-2FgQHmpzI7M1s5cYNp9skZEKPy2BuwKzxtNGHcBq8WeOg-3D-3D&c=E,1,TUQ_NbTVZNM75tg8a2vdG6oDzm0wdKfR7H81grHkkzP3M9oroBoXhuwDrh3updWUAh9Tnq9YWM2bU-P_q4_eWIqxiyH7ecU1CmT4N3KEPkYSl0KvkQ,,&typo=1>

Janet Gray

From: Paula Newnum <now@advocatetakeaction.com>
Sent: Friday, May 15, 2026 6:03 AM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

What
a waste of valuable real estate. How will mounting piles of trash generate revenue for the village? Creating a handfull of jobs? Odors emitting as a result? The stench from the pork plant itself has been enough deterrent from folks moving here. Not to mention the stench could find its was to the Sports Complex. Who wants to bring their families to this? Don't do this to Rantoul.

Sincerely,

Paula Newnum
1517 Marcia Drive
Rantoul, IL 61866-2739
paulanewnum30@gmail.com
217-649-6908

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Janet Gray

From: Larry Kirby <now@advocatetakeaction.com>
Sent: Friday, May 15, 2026 6:03 AM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

While I am not opposed to the construction of a waste transfer station in Rantoul, I am against the proposed location near the NE corner of I-57 and Rt 136. Have alternate locations been considered? Examples could be.....

*Further West on 136 near the industrial park?
*Any land on the former Chanute AFB?

Sincerely,

Larry Kirby
1024 Cambridge Drive, Rantoul, IL
Rantoul, IL 61866-1202
larrykirby59@gmail.com
217-840-1101

<https://linkprotect.cudasvc.com/url?a=http%3a%2f%2furl6415.advocatetakeaction.com%2fwf%2fopen%3fupn%3du001.I32W8ksSqmCSExugCLr7HLalo-2FFgjqwjt7QiAIfxw2WzBIHELKSCkdvxP8GG3VNTvXYLSBs-2Be2pHzzQUwOQNTrMiFFW-2BVA4T-2BZ6YzVc6hzYDAa0mH1Od9mQAuTfpbxKzZYRkZhU744a9MXF29OmeiwKTftp5Xe1fVYJiFk97KiNObPxM1yiZ5mNaWpezFIdr5KbQODocxJ0VqOFAsssrnQ-3D-3D&c=E,1,2xKNbksH_BzQ4Qm9iS4Tl5ymAmH9gMIqSC99RR5guKb9T2KsBe-2aGWatcynHAqX-0w50HptrDWWo9dx_d9u3jcJzkUEVKfa11Q0PWtJtiz5WXsfEL6tDA,,&typo=1>

Janet Gray

From: Karen Cramer <now@advocatetakeaction.com>
Sent: Friday, May 15, 2026 6:05 AM
To: Janet Gray
Subject: I do NOT support the Rantoul Landfill!!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Janet Gray,

Write your letter here! I don't not accept he terms of this site because it would not benefit anyone in the city limits of Rantoul. I would come to bad smelling for everyone and cause so much health concerns for all who come close to it. You need to consider other options.

Sincerely,

Karen Cramer
123 N. Penfield St.
Rantoul, IL 61866-2227
cramerkaren4@gmail.com
217-552-9128

<https://linkprotect.cudasvc.com/url?a=http%3a%2f%2furl6415.advocatetakeaction.com%2fwf%2fopen%3fupn%3du001.l32W8ksSqmCSExugCLr7HLalo-2FFgjqwjt7QiAIfxw2VsloAIbUxTEUgaa7DKyCiMja6Ls94gasw8cVaEgMwVOKojNeibNYJsY9lVI98kryNtMTB42kzxsx7t72sJJrhYSt8uAz5AEa7J-2BTs-2B5DiZp8EzI2sCkJmm9Zud13CfTf6HBt0YOeADhACgYWFdrAfMb-2FBykrBcRq5LzrZSJFnxpQ-3D-3D&c=E,1,mg5QUhimNA-ISedgAdv7ruBITJV6-MwL0hyAE2x4WkcnW4Y7Be4UIbZ1zCFC2H147V4u8pZLJvlZkF_fSVjehtCx-tlqxMhmdGWvb88J0w,,&typo=1>