City of Monticello, Iowa

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Monticello City Council Meeting February 2, 2026 at 6:00 p.m.

Monticello Renaissance Center, 220 E. 1st Street, Monticello, Iowa

Mayor:	Jake Ellwood	**Staff:**	
City Council:		**City Administrator:**	Russell Farnum
At Large:	Josh Brenneman	**City Clerk/Treas.:**	Sally Hinrichsen
At Large:	Scott Brighton	**Police Chief:**	Britt Smith
At Large:	Ben Duehr	**Library Director**:	Faith Brehm
At Large:	Dave Goedken	**Public Works Dir.:**	Nick Kahler
At Large:	Candy Langerman	**Water/Wastewater Sup.**:	Jim Tjaden
At Large:	Mary Phelan	**Park & Rec Director:**	Jacob Oswald
		Ambulance Director:	Lori Lynch
		City Engineer:	Patrick Schwickerath

- **Call to Order – 6:00 P.M.**
- Pledge of Allegiance
- Roll Call
- Agenda Addition/Agenda Approval

Open Forum: If you wish to address the City Council on subjects pertaining to today's meeting agenda please wait until that item on the agenda is reached. If you wish to address the City Council on an item not on the agenda, please approach the lectern and give your name and address for the public record before discussing your item. Individuals are normally limited to speaking for no more than three (3) minutes on a topic and the Open Forum is by rule limited to a total of twenty (20) minutes.

Consent Agenda (These are routine items and will be enacted by one motion without separate discussion unless someone requests an item removed to be considered separately.)

Approval of Council Mtg. Minutes	January	19, 2026
Approval of Council Work Session	January	12, 2026
Approval of Council Work Session	January	26, 2026
Approval of Payroll	February	5, 2026
Approval of Bill List		
Approval of Treasurer's Report	October	2025
Approval of Treasurer's Report	November	2025

Approval of Glass Tap DBA Market at the Tap alcohol license
Approval of Blind Pig alcohol license
Approval of Mayoral appoint of Scott Brighton to Soldiers Memorial Board and Ben Duehr to Tree Board

Appeal Hearing:

1. **Appeal Hearing** on Curt Kass appeal of Nuisance Property order by Police Chief

2. **Discussion and motion on** Curt Kass appeal of Nuisance Property order by Police Chief

Resolutions:

3. **Resolution** approving purchase of a Sewer Jet Truck

4. **Resolution** Scheduling public hearings for February 16, 2026, at 6:00 PM on the Addition of the MinnTex Expansion as a project in the Urban Renewal Plan and on the Development Agreement related thereto

5. **Resolution** approving MinnTex Expansion site plan (Bud and Georgia Johnson)

Discussion and Possible Motion:

6. **Discussion and Possible Motion** on next steps for City K9 Program

Ordinances:

7. **Ordinance** amending the Code of Ordinances of the City of Monticello, Iowa, by amending Section 37.10, subsection 1 pertaining to EMERGENCY AMBULANCE Service - 1st Reading and possibly 2nd and 3rd readings

Reports:

8. Mayor
9. City Engineer
10. City Administrator
11. Ambulance Director
12. City Clerk
13. Public Works Director
14. Police Chief
15. Water/Wastewater Superintendent
16. Park and Recreation Director
17. Library Director

Work Sessions:

18. **Work Session** with Snyder Engineering on IA DOT Improvements Request for Highway 38/Oak Street due to School Expansion

Adjournment: Pursuant to §21.4(2) of the Code of Iowa, the City has the right to amend this agenda up until 24 hours before the posted meeting time.

Monticello City Council meetings are recorded, by attending and choosing to participate you give your consent to be recorded. If you prefer not to be recorded, you may submit comments in writing.

The meeting will continue to be broadcast on Mediacom (Local Access Channel) and will be accessible via Zoom via the following link.
City of Monticello is inviting you to a scheduled Zoom meeting.

Topic: February 2, 2026 Council Meeting
Time: Feb 2, 2026 06:00 PM Central Time (US and Canada)
Join Zoom Meeting
https://us02web.zoom.us/j/87558325146

Meeting ID: 875 5832 5146

One tap mobile
+13017158592,,87558325146# US (Washington DC)
+13052241968,,87558325146# US

Join instructions
https://us02web.zoom.us/meetings/87558325146/invitations?signature=8rY-DzSqv0BS5DxnhppMmMxe8YBafftmUUca0pgfW1M

"This employer is an equal opportunity provider & employer"

Regular Council Meeting
January 19, 2026, 6:00 P.M.
Community Media Center

Mayor Jake Ellwood called the meeting to order. Council present were: Candy Langerman, Mary Phelan, Scott Brighton, Josh Brenneman, Ben Duehr and Dave Goedken. Also, present were City Administrator Russell Farnum, City Clerk Sally Hinrichsen, Water /Wastewater Superintendent Jim Tjaden, Park & Rec Director Jacob Oswald, Ambulance Director Lori Lynch and Police Chief Britt Smith. The public was invited to attend the meeting in person, or to participate in the meeting electronically via "Zoom Meetings" or "Facebook" and were encouraged to communicate from the chat or message.

Brighton moved to approve the agenda. Brenneman seconded, roll call was unanimous.

Brenneman moved to approve the consent agenda, Phelan seconded. Roll call was unanimous.

Langerman moved to approve Resolution #2026-9 Approving the Written Investment Policy applicable to all Funds of the City of Monticello, Iowa, as required by Chapters 12B and 12C of the Code of Iowa. Brighton seconded. Roll call was unanimous.

Brighton moved to approve Resolution #2026-10 Approving Pay Request #20 to Bill Bruce Builders, Inc., Re: Wastewater Treatment Plant Improvement Project in the amount of $300,982.91. Brenneman seconded. Roll call was unanimous.

Phelan moved to approve Resolution #2026-11 Approving Program Independent Contractor Agreement. Brighton seconded. Roll call was unanimous.

Langerman moved to approve Resolution #2026-12 Approving Pay Request #5 to Roger Stephen, Re: Stephen Addition Trunk Sewer Project and for partial payment of retainage to Roger Stephen, Re: Stephen Addition Trunk Sewer Project in the amount of $250,221.85. Brenneman seconded. Roll call was unanimous.

Oswald reported the Parks and Recreation Department has received private funding to purchase benches and a picnic table to be placed within city parks as part of its Memorial Bench Program. They put together the Memorial Bench Program to keep consistency with the benches and tables in the parks. When asked, Oswald stated other styles would be accepted but would like people to reach out to the Park Department prior to purchasing any items. Langerman moved to approve the Park Placemaking program. Goedken seconded. Roll call was unanimous.

Goedken moved to approve Ordinance #786 amending the Monticello Code of Ordinances, by amending Chapter 165 "ZONING REGULATIONS" of certain property located within the City Limits of the City of Monticello, to change the Zoning Classification from R-1 (Single-Family Residential) to R-2 (Two-Family Residential), same being generally described as Lot 1 of Merrinoll Subdivision, 2nd Addition, Monticello, IA 52310 and amending the Official Zoning Map, third and final reading in title only. Brenneman seconded. Roll call was unanimous.

Ellwood reported Dr. Steven Bradley extended an invitation to visit and tour the Capitol. If anyone is interested let him know.

Phelan reported the Library Board was working on a 5-year strategic plan. She stated the Park & Rec Board is organizing strategic pillars and one big struggle is getting volunteers.

Brenneman stated he attended the Jones County EMA and E911 meetings and they worked on setting wages and budget.

Goedken reported the Transfer Station is looking at purchasing an upgraded loader.

Farnum reported working on budget and working on long term funding and projects.

Department Heads gave updates on their departments.

Brighton moved to close the open session and go into a closed session to discuss the purchase or sale of particular real estate only where premature disclosure could be reasonably expected to increase the price the governmental body would have to pay for that property or reduce the price the governmental body would receive for that property pursuant to Iowa Code Section 21.5(1)(c). Goedken seconded. Roll call was unanimous.

Goedken moved to close the closed session and go back into open session. Brenneman seconded. Roll call was unanimous. Brighton moved to authorize City Administrator to proceed as was discussed in closed session. Brenneman seconded. Roll call was unanimous.

Goedken moved to adjourn at 6:51 P.M.

_____
Jake Ellwood, Mayor

_____
Sally Hinrichsen, City Clerk/Treasurer

Special Council Work Session
January 12, 2026, 6:00 P.M.
Community Media Center

Mayor Jake Ellwood called the meeting to order. Council present were: Josh Brenneman, Ben Duehr, Dave Goedken, Candy Langerman, Scott Brighton and Mary Phelan. Also, present were City Administrator Russell Farnum, City Clerk Sally Hinrichsen, and Police Chief Britt Smith.

Brighton moved to approve the agenda, Brenneman seconded. Roll call was unanimous.

Council held a budget work session. Farnum present a overview of the budget Fiscal Year 2026/2027, highlighting various aspect of the budget process. No action was taken.

Meeting adjourned at 7:08 P.M.

Jake Ellwood, Mayor

Sally Hinrichsen, City Clerk/Treasurer

Special Council Work Session
January 26, 2026, 6:00 P.M.
Community Media Center

Mayor Jake Ellwood called the meeting to order. Council present were: Josh Brenneman, Dave Goedken, Candy Langerman, Scott Brighton and Mary Phelan. Also, present were City Administrator Russell Farnum, City Clerk Sally Hinrichsen, and Park & Rec Director Jacob Oswald. Council member Ben Duehr was absent. Library Director Faith Brehm arrived during work session.

Brenneman moved to approve the agenda, Phelan seconded. Roll call was unanimous.

Council held a budget work session. Farnum present an overview of the budget Fiscal Year 2026/2027, highlighting the Cemetery, Airport, Library and Park & Rec budgets. various aspect of the budget process. Brehm present the Library proposed budget and Oswald present the proposed Park & Rec and Aquatic Center budgets. No action was taken.

Meeting adjourned at 8:16 P.M.

_____
Jake Ellwood, Mayor

_____
Sally Hinrichsen, City Clerk/Treasurer

PAYROLL - JANUARY 22, 2026

DEPARTMENT	GROSS PAY	OT PAY	COMP HRS. ACCRUED	COMP TOTAL	NET PAY
AMBULANCE	**January 5 - 18, 2026**				
Chris Bell	$ 526.69	$ -	0.00	0.00	$ 453.03
Brian Bronemann	1,922.74	-	0.00	0.00	1,515.44
Jamie Coleman	2,328.80	-	0.00	0.00	1,863.94
Jordan Fullerton	1,047.96	-	0.00	0.00	901.40
Quinn Hansen	2,839.11	590.31	0.00	0.00	2,114.59
Mason Hanson	1,142.57	-	0.00	0.00	917.55
Ronald Herman, Jr.	208.00	-	0.00	0.00	179.00
Sonya Johnson	936.63	-	0.00	0.00	805.64
Jayna Koffron	477.87	-	0.00	0.00	411.04
Lori Lynch	3,457.51	-	0.00	0.00	2,348.51
Coletta Matson	2,918.28	589.48	0.00	20.25	2,074.62
Chloe Mogensen	640.42	-	0.00	0.00	437.00
Sky Monty	1,832.94	33.74	0.00	0.00	1,361.08
Hunter Schmidt	291.10	-	0.00	0.00	250.39
Shirlee Scott	2,852.78	523.98	0.00	0.00	2,123.04
Reggie Welter	968.43	-	0.00	0.00	788.74
Cora Wheeler	558.74	-	0.00	0.00	479.71
TOTAL AMBULANCE	$ 24,950.57	$ 1,737.51	0.00	20.25	$ 19,024.72
CEMETERY	**January 5 - 18, 2026**				
Dan McDonald	$ 2,354.61	$ 145.01	0.00	0.00	$ 1,722.39
TOTAL CEMETERY	$ 2,354.61	$ 145.01	0.00	0.00	$ 1,722.39
CITY HALL	**January 5 - 18, 2026**				
Cheryl Clark	$ 2,634.51	$ 236.10	4.50	52.50	$ 1,865.56
Russ Farnum	3,961.54	-	0.00	0.00	2,657.42
Sally Hinrichsen	3,326.38	-	0.00	0.00	2,254.17
Nanci Tuel	2,325.20	42.80	0.00	0.00	1,559.84
TOTAL CITY HALL	$ 12,247.63	$ 278.90	4.50	52.50	$ 8,336.99
COUNCIL / MAYOR					
Josh Brenneman	$ 300.00	$ -	0.00	0.00	$ 276.78
Scott Brighton	300.00	-	0.00	0.00	276.78
Jake Ellwood	500.00	-	0.00	0.00	461.75
Dave Goedken	300.00	-	0.00	0.00	276.78
Candy Langerman	300.00	-	0.00	0.00	277.05
Mary Phelan	300.00	-	0.00	0.00	277.05
TOTAL COUNCIL / MAYOR	$ 2,000.00	$ -	0.00	0.00	$ 1,846.19
LIBRARY	**January 5 - 18, 2026**				
Faith Brehm	$ 1,914.40	$ -	0.00	0.00	$ 1,466.93
Molli Hunter	1,436.00	-	0.00	0.00	1,162.35
Penny Schmit	1,724.80	-	0.00	0.00	1,167.63
TOTAL LIBRARY	$ 5,075.20	$ -	0.00	0.00	$ 3,796.91
MBC	**January 5 - 18, 2026**				
Milo Breitbach	$ 1,750.00	$ -	0.00	0.00	$ 1,349.78
Kara Burrack	1,344.00	-	0.00	0.00	1,156.64
Jacob Oswald	2,642.88	-	0.00	0.00	2,004.04

PAYROLL - JANUARY 22, 2026

DEPARTMENT	GROSS PAY	OT PAY	COMP HRS. ACCRUED	COMP TOTAL	NET PAY
TOTAL MBC	$ 5,736.88	$ -	0.00	0.00	$ 4,510.46
POLICE	**January 5 - 18, 2026**				
Erik Honda	$ 2,951.13	$ -	0.00	0.00	$ 2,216.69
Jordan Koos	3,365.04	29.10	0.00	50.00	2,311.90
Cole Millard	2,879.52	-	0.00	0.00	1,931.42
Johnny Norwood	2,879.52	-	0.00	0.00	1,748.11
Keanan Shannon	3,083.64	-	0.00	23.25	2,344.59
Britt Smith	3,732.72	-	0.00	0.00	2,796.43
Madonna Staner	1,925.60	-	0.00	0.00	1,442.25
Brian Tate	3,593.94	-	0.00	0.00	2,347.62
TOTAL POLICE	$ 24,411.11	$ 29.10	0.00	73.25	$ 17,139.01
ROAD USE	**January 5 - 18, 2026**				
Zeb Bowser	$ 2,261.13	$ 91.53	0.00	27.75	$ 1,602.56
Jacob Gravel	488.16	-	0.00	12.00	292.06
Nick Kahler	2,687.50	-	0.00	0.00	1,980.67
Jasper Scott	2,169.60	-	0.00	0.00	1,634.92
TOTAL ROAD USE	$ 7,606.39	$ 91.53	0.00	39.75	$ 5,510.21
SEWER	**January 3 - 16, 2026**				
Jim Tjaden	$ 3,071.44	$ -	0.00	0.00	$ 2,144.82
TOTAL SEWER	$ 3,071.44	$ -	0.00	0.00	$ 2,144.82
WATER	**January 3 - 16, 2026**				
Scott Hagen	$ 2,389.60	$ -	0.00	65.25	$ 1,908.37
Josh Willms	2,229.60	-	4.50	64.00	1,526.21
TOTAL WATER	$ 4,619.20	$ -	4.50	129.25	$ 3,434.58
TOTAL - ALL DEPTS.	**$ 92,073.03**	**$ 2,282.05**	**9.00**	**315.00**	**$ 67,466.28**

Name	Description	Invoice Amount
LASER TECH USA INC. DBA	PD BUILDING SUPPLIES	43.00
MONTICELLO COMM SCHOOL DISTRCT	PD FUEL	894.39
MONTICELLO COMM SCHOOL DISTRCT	PD FUEL	818.96
CAROL M. JACOBS	PD UNIFORM REPAIR	15.00
CAROL M. JACOBS	PD UNIFORM REPAIR	10.00
DUBUQUE COUNTY CONSERVATION	PD MINOR EQUIPMENT	400.00
LASER TECH USA INC. DBA	PD SUPPLIES	2.95
Total 001-110: Police		2,184.30
MONTICELLO COMM SCHOOL DISTRCT	CEMETERY FUEL	238.15
MONTICELLO COMM SCHOOL DISTRCT	CEMETERY FUEL	204.68
MORRIS FUNERAL HOME INC	CREMATION WALL PLAQUE - SIMON	475.00
Total 001-450: Cemetery		917.83
MONTICELLO MEMORIAL BOARD	SLDR MEM OPERATING FEE	500.00
Total 001-498: Soldiers Memorial		500.00
LYNCH DALLAS P.C.	ATTORNEY FEES	320.00
LYNCH DALLAS P.C.	ATTORNEY FEES	840.00
Total 001-641: Attorney		1,160.00
IMFOA	CH DUES - CLARK	50.00
IMFOA	CH DUES - HINRICHSEN	50.00
JACOB HEINSIUS	CH PEST CONTROL	70.00
ROB SAND AUDITOR OF STATE	CH PRO FEES - AUDIT 2023-2024	34,482.92
LASER TECH USA INC. DBA	ADMIN OFFICE SUPPLIES	5.24
Total 001-650: Administration		34,658.16
KELLI CERRUTO	MBC ADULT PROGRAMMING	80.00
JOHN DEERE FINANCIAL	MBC OUTLET REPLACEMENT	163.49
JOHN DEERE FINANCIAL	MBC OUTLET REPLACEMENT	4.76
SPAHN & ROSE LUMBER CO INC	MBC BLDG REPAIR/MAINT	3.99
MONTICELLO COMM SCHOOL DISTRCT	MBC FUEL	133.49
MONTICELLO COMM SCHOOL DISTRCT	MBC FUEL	15.94
CARSON LAMBERT	MBC BASKETBALL OFFICIATING	220.00
CONLEY DEAN SCHAUF	MBC BASKETBALL OFFICIATING	45.00
PHIL GILKERSON	MBC BASKETBALL OFFICIATING	220.00
FAREWAY STORES #840-1	MBC CONCESSIONS	30.08
FAREWAY STORES #840-1	MBC CONCESSIONS	50.88
JOHN DEERE FINANCIAL	MBC YOUTH CONCESSIONS	54.93
INFRASTRUCTURE TECHNOLOGY	MBC TV MARKETING	242.00
THEODORE KRAUS	MBC KITCHEN REMODEL	3,085.78
Total 005-430: Berndes Center		4,350.34
MONTICELLO COMM SCHOOL DISTRCT	FIRE FUEL	149.73
MONTICELLO COMM SCHOOL DISTRCT	FIRE FUEL	53.86
DINGES PARTNERS GROUP LLC	FIRE EQUIP REPAIR/MAINT	849.00
DINGES PARTNERS GROUP LLC	FIRE MINOR EQUIPMENT	1,031.10
LINDA KAHLER	FIRE LETTERING	70.00
MES SERVICE COMPANY LLC	FIRE MINOR EQUIPMENT	4,410.00

Name	Description	Invoice Amount
INFRASTRUCTURE TECHNOLOGY	FIRE COMPUTER	1,365.00
INFRASTRUCTURE TECHNOLOGY	FIRE COMPUTER	12.00
Total 015-150: Fire		7,940.69
JOHN DEERE FINANCIAL	AMB BUILDING SUPPLIES	5.99
AARON'S AUTOMOTIVE LLC	AMB VEHICLE OPERATING	944.19
MONTICELLO COMM SCHOOL DISTRCT	AMB FUEL	718.25
MONTICELLO COMM SCHOOL DISTRCT	AMB FUEL	838.13
AARON'S AUTOMOTIVE LLC	AMB VEHICLE REPAIR/MAINT	139.29
LASER TECH USA INC. DBA	AMB BUILDING SUPPLIES	42.99
PHYSICIAN'S CLAIM COMPANY	AMB BILLING FEES	3,391.92
BRIAN EILERS	AMB OVERPAYMENT REFUND	133.00
IOWA DEPT OF HUMAN SERVICES	AMB REFUND	3,919.05
BOUND TREE MEDICAL LLC	AMB MEDICAL SUPPLIES	173.99
BOUND TREE MEDICAL LLC	AMB MEDICAL SUPPLIES	113.96
BOUND TREE MEDICAL LLC	AMB MEDICAL SUPPLIES	6,111.00
BOUND TREE MEDICAL LLC	AMB MEDICAL SUPPLIES	70.48
ZOLL MEDICAL CORPORATION	AMB MEDICAL SUPPLIES	133.00
Total 016-160: Ambulance		16,735.24
MONTICELLO COMM SCHOOL DISTRCT	AIRPORT FUEL	314.00
MONTICELLO COMM SCHOOL DISTRCT	AIRPORT FUEL	307.57
MONTICELLO AVIATION INC	AIRPORT MANAGER	2,750.00
Total 046-280: Airport		3,371.57
MONTICELLO COMM SCHOOL DISTRCT	RU FUEL	1,234.67
MONTICELLO COMM SCHOOL DISTRCT	RU FUEL	1,756.75
BRIAN CROWLEY	RU EQUIP REPAIR/MAINT	215.00
JOHN DEERE FINANCIAL	RU EQUIP REPAIR/MAINT	2.99
K&S MACHINING AND METAL	RU EQUIP REPAIR/MAINT	194.37
KIMBALL MIDWEST	RU EQUIP REPAIR/MAINT	107.74
LAWSON PRODUCTS INC	RU EQUIP REPAIR/MAINT	217.79
SADLER POWER TRAIN INC	RU EQUIP REPAIR/MAINT	12.46
TRUCK CENTER HOLDINGS INC	RU EQUIP REPAIR/MAINT	325.00
JOHN DEERE FINANCIAL	RU SUPPLIES	14.97
JOHN DEERE FINANCIAL	RU SUPPLIES	14.99
MATHY CONSTRUCTION	RU STREET MAINTENANCE SUPPLIE	64.43
Total 110-210: Road Use		4,161.16
JOHN DEERE FINANCIAL	WATER INSULATED BIB OVERALLS	129.99
LINDA KAHLER	WATER CLOTHING	15.00
MONTICELLO COMM SCHOOL DISTRCT	WATER FUEL	223.17
MONTICELLO COMM SCHOOL DISTRCT	WATER FUEL	150.97
M TOWN TIRE & AUTO	WATER EQUIP REPAIR/MAINT	1,194.40
JOHN DEERE FINANCIAL	WATER SUPPLIES	62.98
HAWKINS WATER TREATMENT	WATER SYSTEM	535.88
MUNICIPAL SUPPLY INC	WATER SYSTEM	264.42
Total 600-810: Water		2,576.81
CITY OF MONTICELLO	WATER DEPOSIT REFUND - KUMLEY	50.00
CITY OF MONTICELLO	WATER DEPOSIT REFUND - CONE S	50.00
CITY OF MONTICELLO	WATER DEPOSIT REFUND - NEENAN	150.00

Name	Description	Invoice Amount
CITY OF MONTICELLO	WATER DEPOSIT REFUND - GRAMS	150.00
CITY OF MONTICELLO	WATER DEPOSIT REFUND - MORGA	150.00
CITY OF MONTICELLO	WATER DEPOSIT REFUND - KEATIN	50.00
CITY OF MONTICELLO	WATER DEPOSIT REFUND - LIGHT	150.00
CITY OF MONTICELLO	WATER DEPOSIT REFUND - SIEBELS	50.00
CITY OF MONTICELLO	WATER DEPOSIT REFUND - NIETO	115.50
CITY OF MONTICELLO	WATER DEPOSIT REFUND - LAIS	49.92
CITY OF MONTICELLO	WATER DEPOSIT REFUND - MCCOY/	150.00
CITY OF MONTICELLO	WATER DEPOSIT REFUND - BEAMAN	117.70
LYNN LAIS	WATER DEPOSIT REFUND	.08
MEGAN BEAMAN	WATER DEPOSIT REFUND	32.30
NYSSA NIETO	WATER DEPOSIT REFUND	34.50
Total 602-810: Water Deposits		1,300.00
JOHN DEERE FINANCIAL	SEWER INSULATED BIB OVERALLS	129.99
LINDA KAHLER	SEWER CLOTHING	15.00
MONTICELLO COMM SCHOOL DISTRCT	SEWER FUEL	223.17
MONTICELLO COMM SCHOOL DISTRCT	SEWER FUEL	151.00
CASCADE COMMUNICATIONS CO	SEWER UTILITIES	99.00
JOHN DEERE FINANCIAL	SEWER SUPPLIES	10.68
FAREWAY STORES #840-1	SEWER LAB SUPPLIES	20.74
WESTPHAL & COMPANY INC.	SEWER WALL PAK REPLACEMENT	2,320.00
Total 610-815: Sewer		2,969.58
JONES COUNTY SOLID WASTE	3RD QTR '26 ASSESSMENT	5,134.70
REPUBLIC SERVICES #897	RESIDENTIAL GARBAGE	22,690.16
REPUBLIC SERVICES #897	RESIDENTIAL RECYCLING	9,603.88
Total 670-840: Sanitation		37,428.74
Total :		120,254.42
Grand Totals:		120,254.42

City of Monticello - Monthly Summary - October 1st thru 31st, 2025

Reviewed by: _____ Date: 1-19-26

Activity	Beginning Fund Balance	Revenue	Interest Earned	Transfers In	Expenses	Transfers Out	Ending Fund Balance	Cash on Hand	Clerk's Cash In Bank	Clerk's Cash In Bank	Clerk's Cash In Bank	Investments	Investments	Ending Fund Balance
General	685672.39	590295.96	6285.12		135113.67	37938.42	1109201.38	1050.00	656537.86	451613.52				1109201.38
Soldiers Memorial Board	16580.22						16580.22				16580.22			16580.22
Monticello Berndes Center	30177.96	6336.67	114.70		36286.21		343.12	100.00	-3571.64	3814.76				343.12
Recreation Set-a-Side	20749.84		79.48				20829.32		20829.32					20829.32
Youth/Adult Toumament Ckg	25177.32		42.77				25220.09				25220.09			25220.09
Dare	7575.20		29.01				7604.21		7604.21					7604.21
Canine	11744.07	6311.00	44.23		543.30		17556.00		11947.15	5608.85				17556.00
Insurance Fund	71658.44		266.86		2031.74		69893.56		11962.54	57931.02				69893.56
Toumament Fund	32378.57		124.02				32502.59		32502.59					32502.59
Special Events	4637.60		17.76				4655.36		4655.36					4655.36
Monticello Trees Forever	26376.07		101.03				26477.10		26477.10					26477.10
Fire	39570.68	15538.50	151.52		6961.15		48299.55		47928.34	371.21				48299.55
Ambulance Operating	361842.53	25855.43	1351.83	24166.67	77722.81		335493.65		75290.13	260203.52				335493.65
Hotel/Motel Tax Fund	-2731.08	4678.13					1947.05		1947.05					1947.05
Earl F Lehmann Trust	239.15						239.15				239.15			239.15
Street Bond	750.00						750.00		750.00					750.00
Police Improvement	6193.77	21.00	23.72				6238.49		6238.49					6238.49
Library Improvement	59097.79	562.83	221.51		276.74		59605.39		22717.58	36887.81				59605.39
Library	62045.07	24048.18	234.57	13771.75	18382.62		81716.95	200.00	63913.48	17603.47				81716.95
Equipment Set-A-Side	122401.80		452.84				122854.64		985.68	121868.96				122854.64
Super Mac	2450.95		9.35		2888.39		-428.09		-580.25	152.16				-428.09
Airport	79795.39	6320.28	302.86		5402.76		81015.77		59903.78	21111.99				81015.77
Revolving Loan Fund	49384.74		185.02				49569.76		18087.23	31482.53				49569.76
Road Use Tax	78789.26	45288.01			48215.83		75861.44		45025.87	30835.57				75861.44
Road Use Tax Set-Aside	4548.50		16.88				4565.38		549.83	4015.55				4565.38
Employee Benefits	387082.37	273092.16			57041.16		603133.37		264863.41	338269.96				603133.37
TIF Tax Collections	402648.16	287166.91	1376.08				691191.15		441830.45	249360.70				691191.15
Slavka Gehret Trust	145498.44		538.52				146036.96		2997.37	143039.59				146036.96
Police Forfeiture Acct	4.95						4.95		4.95					4.95
Debt Service	247266.04	161333.55	925.13				409524.72		242029.50	167495.22				409524.72
TIF - Debt Payments	0.00						0.00							0.00
Park Improvements	180091.23	10049.00	671.20				190811.43		49016.51	141794.92				190811.43
Library Capital Improvements	16232.78		62.17				16294.95		16294.95					16294.95
Ambulance Improvements	221685.33	100.00	824.47				222609.80		34774.04	187835.76				222609.80
TIF Projects	43487.18						43487.18		43487.18					43487.18
Cemetery Improvements	56246.28	480.00	576.89				57303.17		2681.83	54621.34				57303.17
Capital Improvements	2217434.97	13987.00	6678.48		261759.52		1976340.93		1027496.45	491812.32	457032.16			1976340.93
Low Income Housing	0.00						0.00							0.00
Baty Disc Golf Course	11746.97		44.03		784.00		11007.00		1407.45	9599.55				11007.00
Mary Maxine Redmond Trust	7991.01		29.65				8020.66		813.87	7206.79				8020.66
Pocket Park	12573.25		244.43				12817.68		6678.43	6139.25				12817.68
Cemetery Perpetual Care	196429.23	540.00	358.28				197327.51		3231.00	194096.51				197327.51
Charles S Bidwell Book Trust	87721.47		323.95				88045.42		132.52	87912.90				88045.42
Ioma Mary Baker Trust	37448.26		138.59		233.08		37353.77		430.14	36923.63				37353.77
Water Operating	17227.38	36383.14	82.42		24725.99		28966.95		6598.69	22368.26				28966.95
Customer Deposits	35420.16	2250.00			810.00		36860.16		35287.60	1572.56				36860.16
Water Capital Improvements	742629.30	5201.10	2798.23		142010.00		608618.63		367517.53	218829.04	22272.06			608618.63
Sewer Operating	2347431.09	99699.18	6495.99		38780.63		2414845.63		362231.85	1450813.78	601800.00			2414845.63
Sewer Debt Service	405223.23		783.12		70765.62		335240.73		129523.16	5117.57	200600.00			335240.73
Sewer Capital Improvements	192044.33	19765.10	780.47				212589.90		38792.75	173797.15				212589.90
Sewer Improvement	0.00						0.00							0.00
Sewer WWT Facility Improv	0.00				8.56		-8.56				-8.56			-8.56
Sewer Debt Service Reserve	0.00						0.00							0.00
Sewer Short-lived Assets	0.00						0.00							0.00
Sanitation	371139.74	54707.89	1367.54		51219.72		375995.45		116591.69	259403.76				375995.45
Sanitation Capital Improvements	9918.08		37.66				9955.74		9955.74					9955.74
Yard Waste	39398.44	3647.14	149.00		782.70		42411.88		1976.23	40435.65				42411.88
Storm Water fund	200492.65	6736.86	746.29		735.40		207240.40		42197.16	165043.24				207240.40
Self Funded Insurance	0.00	2253.54			2253.54		0.00							0.00
Flex Spending	1069.10	1967.34			1655.36		1381.08		1381.08					1381.08
Enterprise Flex Spending	107.48						107.48		107.48					107.48
	10430795.13	1704615.90	36087.67	37938.42	987390.50	37938.42	11184108.20	1350.00	4362032.71	5496990.37	1323735.12	0.00	0.00	11184108.20

City of Monticello
Cash On Hand By Bank
For October 31st, 2025

1-19-26

Bank Account type & number	Amount	Interest rate	Maturity date	Length of investment	Purpose
F & M Bank					
Checking #700502479	-$8.56		N/A		Interim Loan Acct
Total by Bank	-$8.56				
Citizens State Bank					
Savings # 6025641	$239.15	0.150	N/A		Earl F Lehmann Trust
Checking #394486	$16,580.22	0.000	N/A		Soldier Memorial
Savings # 6467260	$1,281,704.22		N/A		General Savings
Total by Bank	$1,298,523.59				
Dutrac Credit Union					
Total by Bank	$0.00				
Fidelity Bank & Trust					
Total by Bank	$0.00				
Ohnward Bank & Trust					
General Ckg/Sweep #40002008	$4,442,500.89	4.51	N/A		General Checking
Property Tax & Water #40001992	$5,496,990.37	4.51	N/A		General Savings
Youth/Adult Tournamt Ckg #618231	$25,220.09	2.02	N/A		Youth/Adult Tournamt
Total by Bank	$9,964,711.35				
Total Cash on Hand- All Banks	$11,263,226.38				
Plus Petty Cash	$1,350.00				Clerk's Office, Library, Aquatic Center and Berndes Center
Adjust Conversion Error	$287.98				
Plus Outstanding Credit Card Pymt	$886.13				
Less Outstanding Checks	$81,642.29				
Treasurer's Balance	$11,184,108.20				

All of the accounts referenced above are "City" accounts, reported under the City Federal I.D. #. This is an all inclusive list of such accounts, including all Clerk's Office and Departmental Checking Accounts, same being subject to review during the annual City audit. In addition to the above accounts, the following component units, while legally separate entities from the City, are considered by the auditor to be "so intertwined with the City" that they are also subject to review during the City audit.

Riverside Gardeners, Inc
Monticello Firefighters Organization, Inc
Monticello Emergency Medical Team
Friends of the Monticello Public Library
Monticello Youth Baseball & Softball Assn

City of Monticello
Bank Reconciliation Report
For the Month of October 2025

Bank Balance		
General Checking	$4,442,500.89	
Property Tax & Water	$5,496,990.37	
Soldiers Memorial Ckg	$16,580.22	
Earl F Lehmann Trust	$239.15	
Youth/Adult Tournament Ckg	$25,220.09	
Citizen's Savings	$1,281,704.22	
Wastewater TMT Loan Acct	-$8.56	
Total Bank Balance		$11,263,226.38
Plus (Minus) Adjustment:		
Conversion Charge/Error	$287.98	
Total Adjustment		$287.98
Plus Outstanding Cedit Card Pymt:		
Credit Card Payments	$886.13	
Total Outstanding Credit Card Pymts		$886.13
Less Outstanding Checks:		
Financial/Payroll	$81,642.29	
Soldiers Memorial	$0.00	
F&M Interim Loan Ckg	$0.00	
Youth/Adult Tournament Ckg	$0.00	
Total Outstanding Checks		$81,642.29
Plus Investments:		
Time Certificates	$0.00	
Petty Cash	$1,350.00	
Total Investments		$1,350.00
Treasurer's Balance		$11,184,108.20

Prepared By:

Sally Hinrichsen, City Clerk — Date

Reviewed by: [signature] 1.19.2026

Russell Farnum, City Administrator — Date

City of Monticello - Monthly Summary -November 1st thru 30th, 2025

Reviewed by: _____ Date: 1.27.26

Activity	Beginning Fund Balance	Revenue	Interest Earned	Transfers In	Expenses	Transfers Out	Ending Fund Balance	Cash on Hand	Clerk's Cash In Bank	Clerk's Cash In Bank	Clerk's Cash In Bank	Investments	Investments	Ending Fund Balance
General	1109201.38	156624.96	9445.54		139761.92	37938.42	1097571.54	1050.00	640686.69	455834.85				1097571.54
Soldiers Memorial Board	16580.22	425.00			302.83		16702.39				16702.39			16702.39
Monticello Berndes Center	343.12	4537.85	11.70		20325.55		-15432.88	100.00	-19359.34	3826.46				-15432.88
Recreation Set-a-Side	20829.32		69.78				20899.10		20899.10					20899.10
Youth/Adult Tournament Ckg	25220.09		38.69				25258.78				25258.78			25258.78
Dare	7604.21		25.84				7630.05		7630.05					7630.05
Canine	17556.00	1550.00	57.80		404.55		18759.25		13133.20	5626.05				18759.25
Insurance Fund	69893.56		218.41		1616.97		68495.00		10386.22	58108.78				68495.00
Tournament Fund	32502.59		110.45				32613.04		32613.04					32613.04
Special Events	4655.36	669.00	15.82				5340.18		5340.18					5340.18
Monticello Trees Forever	26477.10		79.97				26557.07		26557.07					26557.07
Fire	48299.55	14247.35	164.00		4391.85		58319.05		57946.71	372.34				58319.05
Ambulance Operating	335493.65	23168.73	1053.67	24166.67	45212.50		338670.22		77668.89	261001.33				338670.22
Hotel/Motel Tax Fund	1947.05		6.61				1953.66		1953.66					1953.66
Earl F Lehmann Trust	239.15						239.15				239.15			239.15
Street Bond	750.00						750.00		750.00					750.00
Police Improvement	6238.49		11.20		80.00		6169.69		6169.69					6169.69
Library Improvement	59605.39		187.93		630.43		59162.89		22164.35	36998.54				59162.89
Library	81716.95	201.75	269.37	13771.75	12193.52		83766.30	200.00	65910.66	17655.64				83766.30
Equipment Set-A-Side	122854.64	10400.00	377.29				133631.93		11389.02	122242.91				133631.93
Super Mac	-428.09		0.46		1938.36		-2365.99		-2518.61	152.62				-2365.99
Airport	81015.77	53729.62	258.34		4918.65		130085.08		108918.32	21166.76				130085.08
Revolving Loan Fund	49569.76		158.06		22527.34		27200.48		-4378.65	31579.13				27200.48
Road Use Tax	75861.44	48303.57			27378.72		96786.29		65950.72	30835.57				96786.29
Road Use Tax Set-Aside	4565.38		14.18		4000.00		579.56		-3448.31	4027.87				579.56
Employee Benefits	603133.37	46326.61			42659.13		606800.85		268530.89	338269.96				606800.85
TIF Tax Collections	691191.15	42430.20	1214.42				734835.77		484909.92	249925.85				734835.77
Slavka Gehret Trust	146036.96		429.09				146466.05		3007.55	143458.50				146466.05
Police Forfeiture Acct	4.95						4.95		4.95					4.95
Debt Service	409524.72	26850.81	836.45		65296.52		371915.46		203906.29	168009.17				371915.46
TIF - Debt Payments	0.00				19725.00		-19725.00		-19725.00					-19725.00
Park Improvements	190811.43	1634.00	601.66		432.28		192614.81		50384.80	142230.01				192614.81
Library Capital Improvements	16294.95		55.37				16350.32		16350.32					16350.32
Ambulance Improvements	222609.80	400.00	694.54				223704.34		35292.21	188412.13				223704.34
TIF Projects	43487.18				8366.25		35120.93		35120.93					35120.93
Cemetery Improvements	57303.17		485.48				57788.65		2701.92	55086.73				57788.65
Capital Improvements	1976340.93	5658.00	5000.91		177641.64		1809358.20		859004.60	493321.44	457032.16			1809358.20
Low Income Housing	0.00						0.00							0.00
Baty Disc Golf Course	11007.00		34.23		392.00		10649.23		1020.23	9629.00				10649.23
Mary Maxine Redmond Trust	8020.66		24.87				8045.53		816.63	7228.90				8045.53
Pocket Park	12817.68		41.52				12859.20		6701.12	6158.08				12859.20
Cemetery Perpetual Care	197327.51		297.79				197625.30		3231.00	194394.30				197625.30
Charles S Bidwell Book Trust	88045.42		260.20				88305.62		132.97	88172.65				88305.62
Ioma Mary Baker Trust	37353.77		114.75				37468.52		431.60	37036.92				37468.52
Water Operating	28966.95	46581.08	91.05		19119.57		56519.51		34082.62	22436.89				56519.51
Customer Deposits	36860.16	950.00			875.00		36935.16		35362.60	1572.56				36935.16
Water Capital Improvements	608618.63	7366.64	1682.78				617668.05		375893.07	219502.92	22272.06			617668.05
Sewer Operating	2414845.63	91021.93	5682.79		58015.92		2453534.43		396468.85	1455265.58	601800.00			2453534.43
Sewer Debt Service	335240.73		455.86		72717.64		262978.95		57245.68	5133.27	200600.00			262978.95
Sewer Capital Improvements	212589.90	2269.28	727.48				215586.66		41253.81	174332.85				215586.66
Sewer Improvement	0.00						0.00							0.00
Sewer WWT Facility Improv	-8.56	2103866.20			2103857.64		0.00							0.00
Sewer Debt Service Reserve	0.00						0.00							0.00
Sewer Short-lived Assets	0.00						0.00							0.00
Sanitation	375995.45	48107.15	1192.19		36959.61		388335.18		128135.45	260199.73				388335.18
Sanitation Capital Improvements	9955.74		23.83				9979.57		9979.57					9979.57
Yard Waste	42411.88	3470.62	130.78		273.22		45740.06		5180.34	40559.72				45740.06
Storm Water fund	207240.40	6447.35	649.83		561.07		213776.51		48226.84	165549.67				213776.51
Self Funded Insurance	0.00	2107.74			2107.74		0.00							0.00
Flex Spending	1381.08	1311.56			521.78		2170.86		2170.86					2170.86
Enterprise Flex Spending	107.48						107.48		107.48					107.48
	11184108.20	2750657.00	33302.98	37938.42	2895205.20	37938.42	11072862.98	1350.00	4232292.76	5515315.68	1323904.54	0.00	0.00	11072862.98

City of Monticello
Bank Reconciliation Report
For the Month of November 2025

Bank Balance		
General Checking	$4,508,353.54	
Property Tax & Water	$5,515,315.68	
Soldiers Memorial Ckg	$16,702.39	
Earl F Lehmann Trust	$239.15	
Youth/Adult Tournament Ckg	$25,258.78	
Citizen's Savings	$1,281,704.22	
Wastewater TMT Loan Acct	$0.00	
Total Bank Balance		$11,347,573.76
Plus Adjustments:		
Conversion Charge/Error	$287.98	
Cash Clearing- Utility	$60.54	
Total Adjustment		$348.52
Plus Outstanding Cedit Card Pymt:		
Credit Card Payments	$135.90	
Total Outstanding Credit Card Pymts		$135.90
Less Outstanding Checks:		
Financial/Payroll	$275,320.20	
Soldiers Memorial	$0.00	
F&M Interim Loan Ckg	$0.00	
Youth/Adult Tournament Ckg	$0.00	
Total Outstanding Checks		$275,320.20
Less Adjustments		
Unapplied Acct Receivable	$1,225.00	
Total Adjustments		$1,225.00
Plus Investments:		
Time Certificates	$1,350.00	
Petty Cash		
Total Investments		$1,350.00
Treasurer's Balance		$11,072,862.98

Prepared By: Sally Hinrichsen 1-27-2026
Sally Hinrichsen, City Clerk Date

Reviewed by: 1-27-2026
Russell Farnum, City Administrator Date

City of Monticello
Cash On Hand By Bank
For November 30th, 2025

1.27.26

Bank Account type & number	Amount	Interest rate	Maturity date	Length of investment	Purpose
F & M Bank					
Checking #700502479	$0.00		N/A		Interim Loan Acct
Total by Bank	$0.00				
Citizens State Bank					
Savings # 6025641	$239.15	0.150	N/A		Earl F Lehmann Trust
Checking #394486	$16,702.39		N/A		Soldier Memorial
Savings # 6467260	$1,281,704.22	3.650	N/A		General Savings
Total by Bank	$1,298,645.76				
Dutrac Credit Union					
Total by Bank	$0.00				
Fidelity Bank & Trust					
Total by Bank	$0.00				
Ohnward Bank & Trust					
General Ckg/Sweep #40002008	$4,508,353.54	4.43	N/A		General Checking
Property Tax & Water #40001992	$5,515,315.68	4.43	N/A		General Savings
Youth/Adult Tournamt Ckg #618231	$25,258.78	2.02	N/A		Youth/Adult Tournamt
Total by Bank	$10,048,928.00				
Total Cash on Hand- All Banks	$11,347,573.76				
Plus Petty Cash	$1,350.00				Clerk's Office, Library, Aquatic Center and Berndes Center
Plus Conversion Error	$287.98				
Plus Cash Clearing-Utility	$60.54				
Plus Outstanding Credit Card Pymt	$135.90				
Less Unapplied Acct Receivable	$1,225.00				
Less Outstanding Checks	$275,320.20				
Treasurer's Balance	$11,072,862.98				

All of the accounts referenced above are "City" accounts, reported under the City Federal I.D. #. This is an all inclusive

Riverside Gardeners, Inc
Monticello Firefighters Organization, Inc
Monticello Emergency Medical Team
Friends of the Monticello Public Library
Monticello Youth Baseball & Softball Assn

City Council Meeting **Prep. Date:** 1/22/2026 **Preparer:** Britt Smith	The City of Monticello	**Agenda Item:** # 1 & 2 **Agenda Date:** 02/2/2026

Communication Page

Agenda Items Description: **Appeal Hearing and Motion with direction.**

Type of Action Requested: **Motion;** Resolution**;** Ordinance; Report; Public Hearing; Closed Session

Attachments & Enclosures:

Initial Notice of Nuisance April 2025
Notice of Violation and Order to Abate 2026

Fiscal Impact:

Budget Line Item:	
Budget Summary:	
Expenditure:	
Revenue:	

Synopsis: Consider Appeal from Curt Kass in reference to a Notice of Violation and Order to Abate.

Background Information: As part of the Code of Ordinances for the City of Monticello, an appeal process is afforded to people found to be in violation of the nuisance chapter before court proceedings are initiated. Curt Kass is requesting an appeal to a Notice of Violation and Order to Abate he received on January 16th, 2026.

On April 25th, Curt Kass was sent a nuisance abatement notice which identified several deficiencies of the structure located at his property at 526 and 530 North Chestnut Street in Monticello. This letter is attached and identified as exhibit 1. Upon receiving this notice, Mr. Kass and I participated in discussion on his plans to make the repairs, however no formal timeline was established. From early May through December 2025, communication was maintained with Mr. Kass in an effort to continue the repairs to the property. Progress slowed and a Formal Notice of Violation and Order to Abate was sent and received by Mr. Kass requiring completion of the project and the identified issues within 30 days from the date of the notice. This notice is also attached and identified as exhibit 2. As indicated, this notice requires an appeal process which Mr. Kass is choosing to exercise at this time.

This hearing will be Mr. Kass's opportunity to challenge the claim that a nuisance condition exists on the property. If Mr. Kass does not dispute that the violations exists but would instead offer an explanation of the repairs that he will make and the timeline that he would request be allowed for those repairs, the Council may accept that timeline and grant Mr. Kass the ability to continue to make the repairs. If the Council is not satisfied with Mr. Kass' challenge to the claim, or he does not offer a satisfactory explanation for a timeline, it would become the City's right to issue a civil citation to Mr. Kass and seek remedy within the court system. I have attached Mr. Kass's appeal request and his identified plan for the council to consider.

Staff Recommendation: I recommend that the Council hear Mr. Kass' explanation and potential request and provide staff directions to move forward.

201 E. South Street
Monticello, IA 52310
(319) 465-3526
Fax (319) 465-4681

From the Office of:

Chief of Police

Britt D. Smith

April 15th, 2025

Curt Kass
10359 Richland Road
PO Box 282
Monticello, IA 52310

RE: Nuisance Property 526/530 North Chestnut Street

Dear Mr. Kass;

This letter shall serve as notice of multiple code violations at the property located 526/530 North Chestnut Street in Monticello. It is my intent to establish communication with you and determine the appropriate steps moving forward for the completion of the repairs. I understand the complexity and severity of the repairs being addressed and hope to work with you to determine and acceptable time frame for completion.

I have attached excerpts from the City of Monticello Code of Ordinances along with pictures of the structure to reference the needed repairs.

153.01 PURPOSE.

The purpose of this chapter is to designate the responsibilities of persons for maintenance of structures, equipment and exterior property within the City, to define nuisances as a result of the failure to perform such maintenance and to provide for the abatement of such nuisances in order to provide for the safety and preserve the health and welfare of the citizens of the City.

153.05 NUISANCES.

A failure to satisfy any of the following provisions shall constitute a nuisance:

1. General. All structures, equipment and exterior property, whether occupied or vacant, shall be maintained in good repair, structurally sound and sanitary condition as provided herein so as not to cause or contribute to the creation of a blighted area or adversely affect the public health or safety.

201 E. South Street
Monticello, IA 52310
(319) 465-3526
Fax (319) 465-4681

4. Protective Treatment. All exterior surfaces, including (but not limited to) doors, door and window frames, cornices, porches and trim, shall be maintained in good condition. Exterior wood surfaces, other than decay-resistant woods, shall be protected from the elements and decay by painting or other protective covering or treatment. Peeling, flaking and chipped paint shall be eliminated and surfaces repainted. All siding and masonry joints as well as those between the building envelope and the perimeter of windows, doors, and skylights shall be maintained weather resistant and watertight.

The window located along the North end of the structure has been boarded up. This window frame will need to be removed, framed, and sided or a replacement window will need installed.

The City of Monticello
201 E. South Street
Monticello, IA 52310
(319) 465-3526
Fax (319) 465-4681

6. Exterior Walls. All exterior walls shall be maintained plumb; free from cracks, holes, breaks, and loose or rotting materials; and maintained weatherproof and properly surface coated where required to prevent deterioration.

The wall section of 530 has no weatherproof covering. The plywood sheeting has become badly damaged and is separating at the seams which has allowed intrusion of water into the wall cavity.

201 E. South Street
Monticello, IA 52310
(319) 465-3526
Fax (319) 465-4681

Wall Section at 526 is missing a section of weatherproof covering from a window replacement. Additionally, the weatherproofing or paint applied to the siding is deteriorating.

Wall Section at 526 is missing a section of weatherproof covering from a window replacement. Additionally, the weatherproofing or paint applied to the siding is deteriorating.

201 E. South Street
Monticello, IA 52310
(319) 465-3526
Fax (319) 465-4681

7. Roofs and Drainage. All roofs and flashing shall be sound, tight and not have defects that admit rain. Roof drainage shall be adequate to prevent dampness or deterioration in the walls or interior portion of the structure. Roof drains, gutters and downspouts shall be maintained in good repair, with proper anchorage and free from obstructions.

Most sections of gutter along the West facing (street side) are missing or badly damaged which has caused extensive damage to the roof sheeting, soffit, and exterior walls.

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(319) 465-3526
Fax (319) 465-4681

Once you have received and evaluated this notice, please contact our office to discuss options moving forward. Contact must be received within 30 days from the date of this notice.

Sincerely,

Britt Smith
Chief of Police

201 E. South Street
Monticello, IA 52310
(319) 465-3526
Fax (319) 465-4681

From the Office of:

Chief of Police

Britt D. Smith

January 5th, 2026

Curt and/or Karen Kass
P.O. Box 282
10359 Richland Road
Monticello, IA 52310

NOTICE OF VIOLATION AND ORDER TO ABATE

RE: 526/530 North Chestnut Street, Monticello, Iowa

Dear Curt and/or Karen;

As per our previous communications beginning on April 15th, 2025, your residential structure(s) located at 526 and 530 North Chestnut Street in Monticello have been determined to be out of compliance with various sections of the City of Monticello Code of Ordinances. Our previous letter and follow-up verbal communications have not resulted in a suitable amount of progress given the significant number of deficiencies previously identified. This Notice of Violation and Order to Abate will be the final notice you will receive in regard to the condition of your property. This Notice will spell out the relevant City Code sections, the violations said to be found, the required abatement actions, appeal rights, and steps the City may take should you fail to bring and maintain your property in full compliance with the City Code.

The condition of your property(s) located at 526 and 530 North Chestnut Street in Monticello, Iowa with said property being further described as:

Parcel ID 0221433010 R.R. ADD LOT 115 & N 10' LOT 116 AND
Parcel ID 0221433009 R.R. ADD LOT 114

violates Chapter 153 and Chapter 50 under the City of Monticello Code of Ordinances within the following sections:

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CHAPTER 153 PROPERTY MAINTENANCE

153.05 NUISANCES.
A failure to satisfy any of the following provisions shall constitute a nuisance:

1. General. All structures, equipment and exterior property, whether occupied or vacant, shall be maintained in good repair, structurally sound and sanitary condition as provided herein so as not to cause or contribute to the creation of a blighted area or adversely affect the public health or safety.

4. Protective Treatment. All exterior surfaces, including (but not limited to) doors, door and window frames, cornices, porches and trim, shall be maintained in good condition. Exterior wood surfaces, other than decay-resistant woods, shall be protected from the elements and decay by painting or other protective covering or treatment. Peeling, flaking and chipped paint shall be eliminated and surfaces repainted. All siding and masonry joints as well as those between the building envelope and the perimeter of windows, doors, and skylights shall be maintained weather resistant and watertight.

6. Exterior Walls. All exterior walls shall be maintained plumb; free from cracks, holes, breaks, and loose or rotting materials; and maintained weatherproof and properly surface coated where required to prevent deterioration.

7. Roofs and Drainage. All roofs and flashing shall be sound, tight and not have defects that admit rain. Roof drainage shall be adequate to prevent dampness or deterioration in the walls or interior portion of the structure. Roof drains, gutters and downspouts shall be maintained in good repair, with proper anchorage and free from obstructions.

50.02 NUISANCES ENUMERATED.
The following subsections include, but do not limit, the conditions that are deemed to be nuisances in the City:

17. Lumber; Occupational Materials. The outside storage of pipes, lumber, forms, machinery or other occupational materials upon property in the front yard or side yard corner lot or visible from a public street in a residential district.

24. Outdoor Storage of Other Items. The outdoor storage for a continuous period in excess of 72 hours of the following items when not normally required in the otherwise lawful day-to-day use of the premises where located:

B. Abandoned or inoperable vehicles.
C. Vehicles without current registration.

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151.05 DISEASE CONTROL.
Any dead, diseased, or damaged tree or shrub that may harbor serious insect or disease pests or disease injurious to other trees is hereby declared to be a nuisance.

To bring the property into compliance with the City Code you must abate the nuisance(s) by taking the following steps:

Remove and/or Discontinue as follows:

1. Ensure all exterior surfaces are covered with a protective treatment. There are several different exterior surfaces, from bare unprotected plywood, flaking and chipping painted surfaces, decaying siding, to Tyvek house wrap, none of which are serving as a effective protective treatment.
2. Multiple windows and window frames are in poor condition and in need of repair/replacement.
3. The roof shall be weather tight and all flashing and gutters reinstalled to prevent further water damage.
4. Dead ash trees located in the front yard shall be removed.
5. Inoperable and unregistered vehicle parked on the property shall be removed.

You are hereby given Thirty (30) days from the date of this Notice of Violation to abate the nuisance conditions and to otherwise bring your property into full compliance with all City Code Sections referenced above.

If you believe that you have brought the property into compliance with the above-referenced City Code provisions you may request a re-inspection. You may request a reinspection by calling the City Clerk's Office at 319-465-3577 and request a meeting with City staff.

If the violations identified herein are not abated as directed, and no request for a hearing is made within the time prescribed below, the City has the legal authority to abate said nuisance conditions and to assess the costs of said abatement against you personally and/or to place a lien on your property in an amount commensurate with the costs of abatement. Relevant City Code provisions include the following:

50.06 (5). Abatement by City. If the person notified to abate a nuisance or condition neglects or fails to abate as directed, the City may perform the required action to abate, keeping an accurate account of the expense incurred. The itemized expense account shall be filed with the Clerk, who shall pay such expenses on behalf of the City.

50.06 (6). Collection of Costs. The Clerk shall send a statement of the total expense incurred by certified mail to the property owner who has failed to abide by the notice to abate, and if the amount shown by the statement has not been paid within one month,

201 E. South Street
Monticello, IA 52310
(319) 465-3526
Fax (319) 465-4681

the Clerk shall certify the costs to the County Treasurer and such costs shall then be collected with, and in the same manner as, general property taxes.

The City may also pursue Civil Penalties under Chapter 4, Municipal Infractions to wit:

4.01 MUNICIPAL INFRACTION.

A violation of this Code of Ordinances or any ordinance or code herein adopted by reference or the omission or failure to perform any act or duty required by the same, with the exception of those provisions specifically provided under State law as a felony, an aggravated misdemeanor, or a serious misdemeanor, or a simple misdemeanor under Chapters 687 through 747 of the Code of Iowa, is a municipal infraction punishable by civil penalty as provided herein.

4.03 PENALTIES

A municipal infraction is punishable by the following civil penalties:

1. Standard Civil Penalties.
    a. First offense – not to exceed $750.00
    b. Each repeat offense – not to exceed $1,000.00

    Each day that a violation occurs or is permitted to exist constitutes a repeat offense.

4.05 ALTERNATIVE RELEIF

Seeking a civil penalty as authorized in this chapter does not preclude the City from seeking alternative relief from the court in the same action. Such alternative relief may include, but is not limited to, an order for abatement or injunctive relief.

This Notice of Violation and Order to Abate shall be the only notice you will receive regarding all Code violations set out herein.

NOTICE OF APPEAL RIGHTS

You may appeal this Notice of Violation and Order to Abate, challenging the claim that a nuisance or other prohibited condition exists, by requesting a hearing before the Monticello City Council.

YOUR REQUEST FOR A HEARING BEFORE THE MONTICELLO CITY COUNCIL MUST BE IN WRITING AND DELIVERED TO THE CLERK, LOCATED AT 200 EAST FIRST STREET, WITHIN SEVEN (7) WORKING DAYS OF YOUR RECEIPT OF THIS NOTICE OR YOUR RIGHT TO A HEARING WILL BE WAIVED

201 E. South Street
Monticello, IA 52310
(319) 465-3526
Fax (319) 465-4681

IF YOU FAIL TO FILE AN APPEAL IT WILL BE CONCLUSIVELY PRESUMED THAT A NUISANCE OR PROHIBITED CONDITION EXISTS AND IT MUST BE ABATED AS ORDERED.

Sincerely,

Britt D. Smith
Chief of Police

Attachments:
April 15th, 2025 Letter

RE: Request for Prop. Improvement Ext. Appeal Request

Violation & Abate Contest Request 1/20/26

Dear City of Monticello,
Attn: Britt Smith

I'm very secure in saying that. I Curt Kass owner of 530 N. Chestnut St Monticello, IA 52310, can finish all infractions and or violations no later than April 20, 2026 However, I will be repairing 526 N Chesnut St Monticello, IA 52310 as well bringing it up to code in a timely fashion, as well. Weather permiting I do wish to paint as well, needless to say the temp must raise. Tree Service & a lift have already procurred. The Trees will (dead) be removed A.S.A.P. Our roof is up to code and and we will be doing the (our) best to install gutters where needed &or required. I am so sorry Britt Smith Chief of Police & Monticello Board that I have been taking so long due to heavy overtime work load. I'm willing to meet with you Brett anytime to get everything done the way you would like

1# 319-350-9669 (VM) & I answer

Curt Kass thanks

City Council Meeting **Prep. Date: 1-27-2026** **Preparer:** Jim Tjaden	The City of Monticello	**Agenda Item:** # 3 **Agenda Date:** 2-2-2026

Communication Page

Agenda Items Description: **Resolution** Authorizing Purchase of new Vactor Sewer Jet Truck

Type of Action Requested: Motion; **Resolution;** Ordinance**;** Report; Public Hearing; Closed Session

Attachments & Enclosures:

Fiscal Impact:

Budget Line Item:	
Budget Summary:	
Expenditure:	
Revenue:	

Background Information: After careful consideration, it is recommended to purchase the new 2026 Vactor Jet Truck over the Armor 900 ECO Sewer Jet. The Vactor's price is $13,040 more than the Armor's unit but the advantages listed warrant the slightly higher price:

- Our last two trucks have been Vactors and even though we bought them used they lasted a good long time
- Vactor's pump pressure can be dialed up for jetting or down for hydro-excavation and in sensitive areas where we don't want to blow sewage back into people's basements.
- Vactor has rear cleanout (instead of in the middle) and rear floats make it easier to dump and clean out.
- Vactor's hydraulic pumps are on-demand and only running when truck is in work mode, saving wear and tear on the pump and driveline.
- Vactor's remote control boom allows us to safely operate the truck with one section of pipe hooked up and go 15' down before we have to add more pipe which reduces getting dripped on (not what anyone would want dripped on them), saves time hooking up more pieces of pipe, and lets us get the trench opened up quicker without climbing down in the ditch.

The used trucks quoted are either already sold (no others are currently available) or too worn out for our use, and the Armor demonstrator unit is sold. The Demonstrator unit quoted by Vactor is a 2024 chassis with aluminum water tanks that only have a 10-year warranty (which is what we have now with the corrosion issues), and the new truck price is only $7,000 greater to upgrade to stainless steel water tanks with lifetime warranty, and a 2027 chassis. The only downside is we have missed the order deadline for April delivery and do not have a firm confirmation of a production date.

Staff needs to Council to approve which truck we will be purchasing, in order to finalize the financing documents for Council approval on February 16. Sewer Equipment fund will provide a $55,000 down payment, with the remainder of the $500,000 purchase balance, plus financing costs, to be part of the financing package.

Staff Recommendation: I recommend purchasing the New Vactor2100i for $555,000

City of Monticello, Iowa

RESOLUTION #

Approving purchase of a Sewer Jet Truck

WHEREAS, the Monticello Water/Wastewater Department utilizes a sewer jet for various critical purposes, and

WHEREAS, The current sewer jet has begun to show its age and is reaching the end of its usefulness to the Department, and

WHEREAS, The proposed Vactor 2100 Sewer Jet, would be a significant upgrade from the existing sewer jet, and

WHEREAS, The Council finds that the trade in of the existing sewer jet with a credit of $35,000 and a net purchase price of the new unit of $555,000 is appropriate and in the best interests of the Water/ Wastewater Department and hereby finds that the purchase of same should be approved, contingent upon financing which shall be considered at the February 16 meeting, and

NOW, THEREFORE, BE IT RESOLVED that the City Council of Monticello, Iowa does hereby approve of the purchase of the 2027 Vactor 2100 Sewer Jet, with the trade-in of the current Monticello Sewer Jet, with a net purchase price in the amount of $555,000.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and caused the Great Seal of the City of Monticello, Iowa to be affixed hereto. Done this 2nd day of February, 2026.

_____
Jake Ellwood, Mayor

Attest:

_____
Sally Hinrichsen, City Clerk/Treasurer

Water Dept

From: Mike Osler <Mike.Osler@macqueengroup.com>
Sent: Tuesday, December 30, 2025 10:18 AM
To: Water Dept
Subject: UPDATED Vactor Proposals
Attachments: Vactor NEW Unit Proposal 2026- Updated.pdf; Vactor DEMO Unit Proposal 2025-Updated.pdf

Hi Jim-

See the attached UPDATED Vactor Proposals. I have included either a Warthog or Bulldog Nozzle of your choice and Noise Cancelling Headsets (Top of the Line). Multiple Grenade cleaning nozzles come with the truck as standard equipment. Also I updated the warranty on the new build with stainless steel water tanks to Lifetime Warranty on the water tanks. All of these were included at No Charge (N/C). The demo truck with the Aluminum tanks would carry a 10-Year warranty on the water tanks.

Talking points for your council justification listed below-

- **Vactor History w/ Monticello**- Vactor's have been running in Monticello for the last two trucks- 25+ Years.
- **Support-** MacQueen's support of the Vactor product has been proven in Monticello with on-site road service
- **Water Pump-** The single most important component of the truck used every time you take the truck out- this has to work. It's a single-piston design, made by Vactor, used by Monticello for over 25 years.
- **Fan-** Few manufacturers offer a fan. Vactor has since the 1960's. Monticello's last two trucks have been fan units. Fan units offer protection against damage caused by carryover of debris, now powered by the chassis engine.
- **Airflow-** One of the downfalls of your current truck is the front of body float balls- debris is directed toward the rear door then frontwards again toward the exits up front. Vactor now offers this at the rear of the body for improved performance and easy cleaning.
- **Boom-** Vactor's patented vacuum boom (Rapid Deployment Boom) RDB allows operators safely operate the truck reducing the amount of interaction with coupling pipe.
- **Standard Features-** Too many to list here, but you're getting a lot more for your money, with more than any other competitor
- **Design**- Can-Bus versus direct wire- Vactor went away from the direct wire design back in 2008 because they wanted to reduce downtime. Today's trucks feature 35% hoses and wiring- What fails over time- hoses and wiring.
- **Resale-** Vactor's resale is the highest in the industry due to decades of proven performance

If you have questions please let me know.

Thank you.

Mike Osler

MACQUEEN™ VACTOR

DISTRIBUTOR OF MUNICIPAL & CONTRACTOR EQUIPMENT

December 30th, 2025

Jim Tjaden
City of Monticello

Jim-

Per your request, a proposal has been generated for a 2026 NEW Vactor 2100i mounted to a Vactor supplied and approved Chassis/Spec with the enhancements your department has deemed necessary.

The attached proposal lists all the options that make up the combined purchase price. The final sections explain the special terms and training, availability, and warranty for the proposed machine.

*Proposal includes: One **(1) NEW 2026 Vactor 2100i FAN Combination** Sewer Truck with your requirements. Pricing is from the Sourcewell Contract bid pricing.

Vactor Combination Sewer Cleaner Machine

Debris Body Options
12 cubic yd. debris body
Debris Body Load Limit Alarm w/ Cab/Panel Level Display
Debris Body Washout System
Flat Rear Door w/ Hydraulic Open and Close: STD
6" knife valve/rear door with Camloc Mounted at 3:00
6" knife valve/rear door with Camloc Mounted at 6:00
Full Door Rear Swinging Screen
Folding pipe rack curbside and Streetside
Splash Shield rear door
Lube Manifold
Deflector plate in debris body: STD
Hydraulic Shut-off Valves: STD

Vacuum System Options
2-Stage Fan Powered by Chassis Engine
Vertical Cyclonic Separators
Fan Washout System

Boom Options
10' x 15' Rapid Deployment Boom- Telescopic and Extendable
Heavy-Duty Hose
Rotatable Inlet Hose Assembly (Transition Hose)
Anti-Splash Valve- Body Inlet
Boom Storage Post: STD
Washout Coupling

MACQUEEN™ VACTOR

Water Pump Options
Single Piston Water Pump: STD
Cold weather recirculation system
3" Y Strainer at Water Pump: STD
Multi-Flow System 80 GPM & 2,500 PSI: INCL
Rodder Pump Drain Valves
Jackhammer On/Off Accumulator at Hose Reel
Air Purge

Front Hose Reel Options
Telescoping rotational hose reel 800' capacity w/ 700' of Hose
Hose Reel Pinch Roller
Hose Reel Tool Storage (For Hose Roller, Pick, Tiger Tail)
Auto level wind guide w/ indexing (change of hose pitch for easement work)
Digital Hose footage counter (Accurate within +/-2' in 600'): STD
Digital Pressure Gauge PSI: STD
Digital Flow Meter GPM: STD
Digital Water Level Gauge w/ Alarm: STD

Water System Options
Stainless Steel Water Tanks - 1500 gallon
Hand Gun Adjustable Pattern cleaning wand: STD
½" Hose reel spring retractable reel
Hydro-Excavation Kit- 3 Digging Lances w/ Storage Rack, 2 Nozzles, Non-Conductive Dig Pipe
Line Cleaning Nozzles: 3 STD
2-Way Wireless Remote Control w/ Hose Reel Functions w/ Dump Body Controls

Tool Box Options
2-Front Bumper Toolboxes
Lighted Curb Side Tool Box
Streetside Toolboxes w/ Lighting
Behind Cab 96" W Toolbox w/ Lighting
Safety Cone Storage
Long Handle Tool Storage

Lighting Options
LED Arrowboard- Rear
LED Worklight(s) on boom- self-leveling
LED Worklight operator station
LED Worklight(s) rear
LED Worklight manhole
LED Worklight(s) curbside and streetside
LED Stop, Turn, Tail and Clearance Lights: STD
16-LED Strobe Light Package (2-Front Bumper Toolboxes, 2-Mid Ship, 4-Upper Cab Guard Mount- 8-Rear)
LED Mid-Ship Turn Signals
Wireless LED Hand light

MACQUEEN™ VACTOR

Other Options
36" Higbee Vacuum Tube- Underwater Snorkel Tube
10' 1" leader hose
Camera- Front, Rear
2027 Freightliner 114SD, L9 Cummins 370 HP, Automatic, Tandem Axle
Bulldog/Warthog Spinning Rootcutter Nozzle of Customer's Choice: N/C
Flushing Grenade Nozzles (Included in Standard Truck Package: N/C
Sonetics 2-User Wireless Noise Cancelling Headsets: N/C

ADDED Delivery & Training
Delivery from Factory
Dealer Pre-Delivery Inspection
Onsite Delivery & Training 2-Days

Pricing Summary-

COMBINED SOURCEWELL PRICE: $590,000.00
-MINUS TRADE-IN 2006 Vactor 2100: -$35,0000.00

NET PURCHASE PRICE: $555,000.00

Terms and Training, Availability, and Warranty:
Training: MacQueen Equipment will provide up to 2 Days of operator/maintenance training for city employees upon delivery of the unit on-site. Vactor/Dealer will also provide for all city employees, a Mechanics training course (3-4 day) factory led class at Vactor Mfg. at no course cost to the city, not including travel.
Warranty: Vactor Warranty- 1 Year on Complete Unit- 2 Year Water Pump and Electrical, 5 Year on Debris Body, Lifetime Warranty on Stainless Steel Water Tanks beginning from in-service date.
Availability: April 2026. Subject to factory availability.
Terms of Sale: Invoice Due 30 Days after delivery. Proposed prices are based on current costs and therefore subject to change with written notice to account for changes in pricing beyond seller's control.
Proposal Pricing Expires: 30 Days from Issuance.

Options:

Positive Displacement Blower (PD) in Lieu of Single Engine Fan: N/C
10' Telescopic Boom w/ Hardhat Elbow in Lieu of 10' Rapid Deployment Boom: -$6,500.00

Armor Equipment

QUOTATION

Name	FOB	Delivery Date	Date
City of Monticello, IA			**10/21/25**
Address		Terms	Quote Number
200 E 1st St		Net Due On Delivery	**ADM1311**
City, State, ZIP		Contact	Telephone / Fax
Monticello, IA 52310		**Jim Tjaden**	

Quantity	Description	Each	Total
1	New Sewer Equipment Co. of American Model 900 12YD Sewer Combination Cleaner Mounted on 2026 Freightliner 114SD Tandem Axle W/ Cummins L9 and Allison Transmission. (Reference Attached Options Guide)	$574,960.00	$574,960.00
1	Freight, PDI, Delivery, and Training	$2,000.00	$2,000.00
1	Vactor Trade-In	-$35,000.00	-35000
1	Complimentary Jet-Vac Tools Starter Kit Includes ENZ Bulldog Rotating Sewer Nozzle - Retail $4,550 ENZ Grenade Flushing Sewer Nozzle - Retail $1,315 (2) ProCom Atlas Pro Industrial Headsets - Retail $2,590	$0.00	
1	Armor Equipment will Extend the Factory Warranty of Water Tanks from Ten Years to Lifetime Under the Ownership of City of Monticello.		

Quoted by: _____

Approved by: _____

Accepted by: _____

Sub Total	$541,960.00
Freight	
Sales Tax	
TOTAL	**$541,960.00**

5105 NW Beaver Dr, Johnston, IA 50131 -515.276.2976 - Fax 515.276.2976 -

Year	Manufact.	Price	Trade In	Net Price	Status	Chassis	Engine	Eng Hrs	Miles	Notes
2026	Vactor	$ 590,000	$ 35,000	**$ 555,000**	New	Freightliner Tandem	Cummins L9			Stainless tanks - Lifetime warranty - April 2026 delivery
2025	Vactor	$ 583,500	$ 35,000	**$ 548,500**	Demo	Freightliner Tandem	Cummins L9	350	10,000	Aluminum tanks - 10 yr warranty
2018	Vactor		*estimated*	***$ 250,000***	Used	Kenworth T480 Single Axle		1320	5900	Sold
2026	Armor	$ 574,960	$ 35,000	**$ 541,960**	New	Freightliner 114 SD Tandem	Cummins L9			Plastic Tanks - lifetime warranty - 2027 Delivery
2025	Armor			**$ 536,000**	Demo					Sold
2021	Armor	$ 392,000	$ 35,000	**$ 357,000**	Used	Western Star Tandem 4700	Detroit Diesel DD13	4025	50,465	Contractor/rental unit
2021	Armor	$ 392,000	$ 35,000	**$ 357,000**	Used	Western Star Tandem 4700	Detroit Diesel DD13	3977	37,390	Sold

City Council Meeting **Prep. Date:** 01/28/2026 **Preparer:** Russell Farnum		**Agenda Item:** # 4 **Agenda Date:** 02/02/2026

Communication Page

Agenda Items Description: **Resolution Set Public Hearings on Adding Minntex Expansion as a project in the Urban Renewal Plan**

Type of Action Requested: Motion; **Resolution;** Ordinance**;** Report; Public Hearing; Closed Session

Attachments & Enclosures:

Resolution

Fiscal Impact:

Budget Line Item:	
Budget Summary:	
Expenditure:	
Revenue:	

Synopsis: Johnsons a requested a tax rebate as part of a TIF incentive agreement for this MinnTex expansion project. The draft agreement is attached.

In order to pursue an agreement, the proposed development must be added as a project in the City's Urban Renewal Plan. The Council must schedule a public hearing to add the project to the Urban Renewal Plan, as well as the Development Agreement.

This is an ideal economic development project as it continues to add value to a successful local business, which is desirable for the City.

Since the proposal is appropriately located in an industrial area, and the expansion of the building would result in further investment in the community, higher property values, and the opportunity for additional employment, the project would be beneficial to the Community and in line with the Comprehensive Plan and the Urban Renewal Plan.

The proposed incentive is a 5-year rebate at 100% the first year, and then declining in 10% steps (90, 80, 70, etc.). The total amount would be about $32,500 based upon an increased property value of $350,000 due to the expansion.

Staff Recommendation:

This action only sets public hearings for February 16, and approval is recommended. Further action on adding the proposal as a project, and approval of the agreement, would occur after the public hearings.

CITY OF MONTICELLO, IOWA

RESOLUTION #2026-__

Scheduling public hearings for February 16, 2026, at 6:00 PM on the Addition of the MinnTex Expansion as a project in the Urban Renewal Plan and on the Development Agreement related thereto

WHEREAS, MinnTex is an important local business and employer and has proposed a 7,300 square foot expansion, and

WHEREAS, The City is considering approval of a development agreement that would include tax rebates in accordance with the Urban Renewal Plan, and

WHEREAS, in order to qualify for said tax rebates, the MinnTex expansion must be included as a project in the Urban Renewal Plan, and the Council must adopt a Development Agreement, both of which require a public hearing prior to consideration, and

NOW THEREFORE BE IT RESOLVED by the City of Monticello, through its' City Council, in session this 2nd day of February, 2026, that Public Hearings on the addition of the Minntex Expansion as project in the Urban Renewal Plan, and the Development Agreement related thereto, should be scheduled for the 16th day of February, 2026 at 6:00 p.m., with notice to be published in the Monticello Express as required by the Iowa Code.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and caused the Great Seal for the City of Monticello, Iowa to be affixed. Done this 2nd day of February, 2026.

_____
Jake Ellwood, Mayor

Attest:

_____
Sally Hinrichsen, City Clerk/Treasurer

DEVELOPMENT AGREEMENT

This **Development Agreement** ("Agreement") is entered into between the City of **Monticello, Iowa** (the "City"), and Robert E. Johnson ("Owner"), as of the ___rd day of _____, 2026 (the "Commencement Date").

WHEREAS, the City has previously established the Monticello Urban Renewal Area (the "Urban Renewal Area"), and has adopted a tax increment ordinance for the Urban Renewal Area; and

WHEREAS, the Owner intends to acquire certain real property which is situated within the Urban Renewal Area and more specifically described on Exhibit A hereto (the "Property"), and the Owner will undertake the construction of an approximately 7,000 square foot warehouse building expansion (the "Project") on the Property; and

WHEREAS, the Owner is responsible for the payment of the property taxes and has requested tax increment financing assistance with respect to the Project for economic development in a commercial or industrial area; and

WHEREAS, Chapter 15A of the Code of Iowa authorizes cities to provide grants, loans, guarantees, tax incentives and other financial assistance to or for the benefit of private persons, and the City Council specifically finds as follows:

1. That a public purpose will reasonably be accomplished by the provision of tax incentives and other financial assistance to the Owner, including the expansion of the tax base of the community.

2. That the construction of the Project will provide new tax base to the community, even if a portion of those taxes are rebated for a period of time.

3. That the proposed use will create jobs and provide local option sales tax proceeds.

4. The City Council has considered the overall impact the Project will have on the community, weighing the overall benefits of the business, and finds that the benefits to the citizens, local businesses, and tax base of the City warrants and justifies the incentives and easily outweighs the amount of funds dispensed by way of and consistent with the terms of this Agreement.

NOW THEREFORE, the parties hereto agree as follows:

A. Owner Covenants

1. The Owner agrees to construct (or cause to be constructed) and maintain the Project on the Property, and to use the completed facilities as part of its business operations throughout the term of this Agreement.

2. The Owner agrees to make timely payment of all property taxes as they come due throughout the term of this Agreement with respect to the Property and to submit a receipt or cancelled check in evidence of each such payment.

3. The Owner agrees to begin construction of said facility within two (2) years of this Agreement and diligently prosecute the same to completion.

4. The Owner agrees to certify to the City by no later than October 15th of each year during the Term, as hereinafter defined, commencing October 15, 2028[1], an amount (The "Owner's Estimate") equal to the estimated Incremental Property Tax Revenues anticipated to be paid in the fiscal year immediately following such certification with respect to the taxable valuation of the Property. For purposes of this Agreement, Incremental Property Tax Revenues are calculated by:

(1) Determining the consolidated property tax levy (City, County, School, Etc.) then in effect with respect to taxation of the Property ("Consolidated Tax Rate");

(2) Reducing the Consolidated Tax Rate by the following to create an "Adjusted Levy Rate":

(a) the debt service levies of all taxing jurisdictions, and

(b) the school district instructional support and physical equipment plant levies, and

(c) any other levies which may be exempted from such calculation by action of the Iowa General Assembly.

(3) Multiplying the resulting Adjusted Levy Rate by any incremental growth in the taxable valuation of the Property, as shown on the property tax rolls of Jones County, above and beyond the "Base Valuation" $1,033,240.00 (with the current taxable value established at $716,874.00), resulting in the "Estimated Incremental Property Tax Revenues", and then

(4) Deducting property tax credits, if any, applicable to the Property from the "Estimated Incremental Property Tax Revenues", to create the "Actual Incremental Property Tax Revenues".

[1] The Owner's Certification by October 15, 2028 will allow the City Clerk to include the amount estimated to be due for the TIF Certification due by December 1, 2028. The Certification will allow the City to receive necessary increment for payments to the Owner in 2030.

The calculations resulting in the Owner's Estimate will be set forth on the worksheet attached hereto, marked Exhibit B, and submitted to the City for review. The City reserves the right to review and request revisions to the Owner's Estimate to ensure the accuracy of the figures submitted. Any disagreement with regard to the calculations used to arrive at the Owner's Estimate, and/or the final estimate itself, that cannot be resolved by the Parties, shall be decided by and in the sole discretion of the City. The City will provide reasonable assistance to the Owner in the completion of this worksheet upon request.

5. Minimum Assessment Agreement. The Owner agrees to enter into a Minimum Assessment Agreement (the "Assessment Agreement"), in substantially the form attached hereto, marked Exhibit C, pursuant to §403.6 of the Iowa Code fixing the minimum assessed valuation of the Property, in contemplation of the value to be added by the proposed Project, at not less than Three Hundred Fifty Thousand Dollars ($350,000.00) (the "Minimum Assessed Valuation"), as of January 1, 2028, (the "First Valuation Date"). It is the stated intention of the Owner that the Minimum Assessed Valuation shall be established on the Jones County property tax rolls as of the First Valuation Date regardless of the then-current degree of completion or incompletion of the Project. The Assessment Agreement shall remain in effect throughout the Term of this Agreement, as hereinafter defined.

6. Default Provisions**.** The following shall be "Events of Default" under this Agreement, and the term "Event of Default" shall mean, whenever it is used in this Agreement (unless otherwise provided), any one or more of the following events:

(1) Failure by the Owner to own and maintain the Project pursuant to the terms and conditions of this Agreement.

(2) Failure by the Owner to fully and timely remit payment of property taxes when due and owing.

(3) Failure of the Owner to comply with Sections A(1) through A(6) of this Agreement.

In the event of a default, the City shall provide written notice to the Owner, describing the Event of Default and the steps necessary to remedy or cure the Event of Default. The Owner shall be given thirty (30) days from the date of mailing or personal service, including the date of mailing or personal service as the case may be, to remedy or cure the Event of Default or to provide adequate assurances to the City that the Event of Default will be cured on a schedule that is agreeable to the City. If the Owner fails to cure the Event of Default or provide assurances, the City shall then be authorized to:

(1) Pursue any action available to it, at law or in equity, in order to enforce the terms of this Agreement.

(2) Withhold the payments provided for under Section B, below.

B. City's Covenants

1. Property Tax Rebate Payments. In recognition of the obligations set out above, the City agrees to make 10 semi-annual economic development tax increment payments (the "Rebate Payments") to the Owner, pursuant to Chapters 15A and 403 of the Code of Iowa and as described below, provided, however, that the aggregate total amount of the Rebate Payments shall not exceed **$ 32,500** (the "Maximum Payment Total"), and all payments under this Agreement shall be subject to annual appropriation by the City Council, as further described herein.

This Agreement is based upon the agreed upon Minimum Assessed Valuation of an additional Three Hundred Fifty Thousand Dollars ($350,000) going on the tax rolls no later than January 1, 2027. Based thereon, the first tax payment based upon the agreed upon Minimum Assessed Valuation would be made in September, 2028. Accordingly, the Rebate Payments will be made on or about the 1st of December and the 1st of June each fiscal year, beginning on December 1, 2028 and continuing thereafter until all 10 semi-annual payments have been made or until such earlier time as the aggregate amount of all Rebate Payments (as hereinafter defined) made under this Agreement equals **$ 32,500.** All payments made under this Agreement shall be subject to annual appropriation by the City Council as provided hereunder.

No payment shall exceed an amount which represents the Incremental Property Tax Revenues available to the City with respect to the Property during the six (6) months immediately preceding each payment date.

Each Rebate Payment shall be in an amount which represents a percentage (the "Annual Percentage") of the Incremental Property Tax Revenues available to the City with respect to the Property during the 6 months immediately preceding each payment date reduced by the repayment deduction (as hereinafter set forth). Incremental Property Tax Revenues are produced by multiplying the consolidated property tax levy (or Consolidated Tax Rate) (city, county, school, etc.) times the incremental valuation of the Property, then subtracting debt service levies of all taxing jurisdictions, subtracting the school district physical plant and equipment levy and subtracting any other levies which may be exempted from such calculation by action of the Iowa General Assembly. The Annual Percentages shall be as follows:

FY 2028-2029: 100%
FY 2029-2030: 90%
FY 2030-2031: 80%
FY 2031-2032: 70%
FY 2032-2033: 60%

2. Security and Debt Certification. The Total Payments shall not constitute general obligations of the City, but shall be made solely and only from incremental property taxes received by the City from the Jones County Treasurer which are attributable to the Property, in the case of the Rebate Payments.

Each payment shall be subject to annual appropriation by the City Council. Prior to December 1 of each year during the Term of this Agreement, the City Council shall consider the question of obligating for appropriation to the funding of the payments due in the following fiscal year, an amount of tax increment revenues to be collected in the following fiscal year equal to or less than the most recent Owner's Estimate factored by the Annual Percentage to be in effect in the next succeeding fiscal year (the "Appropriated Amount").

If in any given fiscal year the City Council determines to not obligate the then-considered Appropriated Amount, the City will be under no obligation to fund the payments scheduled to become due in the following fiscal year, and the Owner will have no rights whatsoever to compel the City to make such payments or to seek damages relative thereto. A determination by the City Council to not obligate funds for any particular fiscal year's payments shall not render this Agreement null and void and the Owner may make future requests for appropriation.

In any given fiscal year, if the City Council determines to obligate the then-considered Appropriated Amount, then the City Clerk will certify by December 1 of each such year to the Jones County Auditor an amount equal to the most recently obligated Appropriated Amount.

It is the intention and desire of the City Council, at the passage of this Development Agreement, that funds will be annually appropriated as contemplated herein absent a finding by the City Council of severe hardship to the City.

3. Prior Agreements. The City finds that any prior Development Agreement pertaining to this Property is hereby released and has no further force and effect in relation to this Property.

C. Administrative Provisions

1. Amendment and Assignment: This Agreement may not be amended, assigned, assumed, sold or otherwise transferred without the prior written consent of the other party. However, the City hereby gives its permission that the Owner's rights to receive the payments hereunder may be assigned by the Owner to a private lender, as security on a credit facility taken with respect to the Project, without further action on the part of the City.

2. Successors: This Agreement shall inure to the benefit of and be binding upon the parties and their successors and assigns.

3. Term: The term of this Agreement ("Term") shall commence on the Commencement Date and end after payment of the anticipated 10 semi-annual payments or on such earlier date upon which the aggregate sum of payments made to the Owner equals the Maximum Payment Total.

4. Choice of Law: This Agreement shall be deemed to be a contract made under the laws of the State of Iowa and for all purposes shall be governed by and construed in accordance with laws of the State of Iowa.

5. Force Majeure: Neither Party is responsible for any failure to perform its obligations or satisfy a condition under this Agreement upon the occurrence of a Force Majeure Event. When the nonperforming party is able to resume performance or satisfy the conditions, it will promptly give the other party written notice to that effect and shall resume performance under this Agreement. For the purposes of this Agreement, a "Force Majeure Event" is an act or event that (i) prevents the nonperforming party from performing its obligations under this Agreement or satisfying any conditions to the performing party under this Agreement; (ii) is beyond the reasonable control of and not the fault of the nonperforming party; and (iii) is beyond the nonperforming party's ability to avoid or overcome by the exercise of commercially reasonable due diligence. A Force Majeure Event includes the following, without limitation: an act of war (whether declared or not), hostilities, invasion, act of foreign enemies, terrorism, or civil disorder; extraordinary shortages in labor or materials; a strike or strikes or other industrial action or blockade or embargo or any other form of civil disturbance (whether lawful or not); exceptional weather conditions; and discontinuation of electricity supply or other necessary utilities to the Property.

The City and the Owner have caused this Agreement to be signed, and the City's seal to be affixed, in their names and on their behalf by their duly authorized officers, all as of the day and date written above.

SIGNATURE PAGES FOLLOW

CITY OF MONTICELLO, IOWA

By _____
Jake Ellwood, Mayor

Attest:

_____
Sally Hinrichsen, City Clerk

STATE OF IOWA)
)
COUNTY OF JONES)

Personally came before me on _____, 202__, the above named Jake Ellwood and Sally Hinrichsen, the Mayor and City Clerk, respectively, of the City of Monticello and to be the persons who executed the foregoing instrument and acknowledged the same.

Notary Public, State of Iowa
My commission expires:

FOR Robert E Johnson

By: _____
Robert E. Johnson

STATE OF IOWA)
)
COUNTY OF JONES)

Personally came before me on _____, 202__, the above named _____, and to be the person who executed the foregoing instrument and acknowledged the same.

Notary Public, State of IOWA

My commission expires:

City Council Meeting **Prep. Date:** 01/28/2026 **Preparer:** Russell Farnum	The City of Monticello	**Agenda Item:** # 5 **Agenda Date:** 02/02/2026

Communication Page

Agenda Items Description: **Approval of Site Plan for 7,300 sqft Expansion at Minntex/Eastern Iowa Indoor Sports at 702 John Drive (Bud and Georgia Johnson)**

Type of Action Requested: Resolution

Attachments & Enclosures:
Resolution
Site Plan

Fiscal Impact:

Budget Line Item:	
Budget Summary:	
Expenditure:	
Revenue:	

Background: Bud Johnson has proposed an addition onto the Minntex facility at 702 John Drive. This would be the third addition onto the original facility, and would be an expansion southerly toward John Drive, located just west of the loading dock area.

The property is zoned M-1 Light Manufacturing and is already improved with the Minntex and Eastern Iowa Indoor sports facilities. The current buildings on the site are set back over 155 feet from John Drive. The lot is about 3.7 acres in size.

Property to the north, south, and west are all also zoned M-1 Light Manufacturing, and improved with various industrial and manufacturing uses. Property to the east, across Hardscrabble Road, is unincorporated and used for agricultural cropland.

The proposed expansion is a Commander building measuring 115 feet by 64 feet, which will match the other buildings on site. The front yard setback will be 40 feet, side yard will be 40 feet, meeting or exceeding the setback requirements of the M-1 District. The apron and drive to the proposed overhead doors will all be concrete, and some additional concrete may be added to connect the new driveway area to the existing parking lot, expanding the parking available for employees and patrons.

The proposed site plan and building expansion meet all of the requirements of the M-1 zoning district and the City's codes and ordinances, and should be approved.

Recommendation: The Planning and Zoning Board reviewed this at their regular meeting of January 27 and recommended approval of the site plan by a 4-0 vote.

The City of Monticello, Iowa

RESOLUTION #2026-___

Approving MinnTex Expansion Site Plan (Bud and Georgia Johnson)

WHEREAS, Bud and Georgia Johnson have presented the MinnTex expansion Site Plan for review and consideration on property known as 701 John Drive, and

WHEREAS, The proposed Site Plan calls for a storage building and concrete parking area, and

WHEREAS, The proposed Site Plan has been reviewed by the City staff and the Planning and Zoning Board, and

WHEREAS, The Planning & Zoning Board recommended the approval of the site plan.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Monticello, Iowa does hereby approve the MinnTex expansion Site Plan.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and caused the Great Seal of the City of Monticello, Iowa to be affixed hereto. Done this __th day of February, 2026

_____
Jake Ellwood, Mayor

Attest:

_____
Sally Hinrichsen, City Clerk/Treasurer


Eastern Iowa
Sports Facility
Hardscrabble Rd
John Dr
John Dr
General building expansion area
(not to scale)

City Council Meeting **Prep. Date:** 01/26/2026 **Preparer:** Lori Lynch		**Agenda Item:** # 7 **Agenda Date:** 02/02/2026

Communication Page

Agenda Items Description: **Resolution to increase ambulance rates**

Type of Action Requested: Resolution

Attachments & Enclosures:
Suggested increase of fees from PCC

Fiscal Impact:

Budget Line Item:	
Budget Summary:	
Expenditure:	
Revenue:	

Summary: This is a resolution to increase the ambulance fees. This is the suggested rates from our billing company PCC. It is the published rates from Medicare.

Recommendation: Approval is recommended.

ORDINANCE NO.

An Ordinance amending the Code of Ordinances of the City of Monticello, Iowa, by amending Section 37.10, subsection 1 pertaining to EMERGENCY AMBULANCE SERVICE

BE IT ENACTED by the City Council of the City of Monticello, Iowa:

SECTION 1. SECTION MODIFIED. Section 37.10, Subsection 1, of the Code of Ordinances of the City of Monticello, Iowa, is repealed and the following adopted in lieu thereof:

1. Fees for the use of the ambulance and rescue service and reasonably related emergency services furnished within or outside the City shall be adequate to cover all the operating costs of the service. Ambulance fees are as follows:

Procedure	Base Fee Schedule
A0426 – ALS Non-Emergency	$725.00
A0427 – ALS Emergency	$1,150.00
A0428 – BLS Non-Emergency	$600.00
A0429 – BLS Emergency	$950.00
A0433 – ALS-2 Emergency	$1,650.00
A0425 – Mileage	$19.00

	Supplies Fee Schedule
A0382 – BLS Supplies	$50.00
A0392 – Defibrillation	$125.00
A0394 – IV Supplies	$175.00
A0396 – Esophageal Intubation	$125.00
A0398 - ALS Supplies	$100.00
A0422 – Oxygen	75

EKG3/ EKG 12 Lead	$100.00
93041 – EKG 3 Lead	$50.00
A0998 – Treat on Scene	$150.00

SECTION 3. SEVERABILITY CLAUSE. If any section, provision, or part of this ordinance shall be adjudged invalid or unconstitutional, such adjudication shall not affect the validity of the Ordinance as a whole or any section, provision or part thereof not adjudged invalid or unconstitutional.

SECTION 4. WHEN EFFECTIVE. This Ordinance shall be in effect from and after its final passage, approval and publication as provided by law.

Passed by the Council the _____ day of _____, 2026, and approved this _____ day of _____, 2026.

_____
Jake Ellwood, Mayor

Attest:

_____
Sally Hinrichsen, City Clerk/Treasurer

1st reading passed by the Council on this _____, 2026
2nd reading passed by the Council on this _____, 2026
3rd reading passed by the Council on this _____, 2026

I certify that the foregoing was published as Ordinance # _____ in the Monticello Express on the _____day of _____, 2026.

_____
Sally Hinrichsen, City Clerk/Treasurer

PCC, Inc. South Dakota
PO Box 19
Castlewood, SD 57223
Toll Free Phone: 877.882.9911
Toll Free Fax: 877.882.9922

Re: IA Published fee schedule for Medicare 2025, along with 2023 CMS published average charges by CPT code

Purpose: The purpose of this document is to provide published background data for fee schedule reviews that PCC provides when working with ambulance services. The recommended charge is based on a multiple of the Medicare Urban allowable rates.

	Medicare Urban Allowable 2025	Medicare Rural Allowable 2025	Medicare Super Rural Allowable 2025	National Avg Medicare Charge 2023 Published Data	Iowa Avg Medicare Charge 2023 Published Data
A0425 – ALS/BLS MILEAGE	$9.33	$9.42	$14.13	$20.50	$17.44
A0426 - ALS NON EMERGENCY	$327.58	$330.79	$405.55		
A0427 - ALS EMERGENCY	$518.66	$523.75	$642.12	$1,318.53	$959.26
A0428 - BLS NON EMERGENCY	$272.98	$275.66	$337.96		
A0429 – BLS EMERGENCY	$436.77	$441.05	$540.73	$983.42	$759.79
A0433 – ALS2	$750.70	$758.06	$929.38		
A0434 – SCT	$887.19	$895.89	$1,098.36		

Procedure	Current Charge	Min Recommended Charge
A0426 – ALS Non-Emergency	**$500**	**$725**
A0427 – ALS Emergency	**$793**	**$1,150**
A0428 – BLS Non-Emergency	**$418**	**$600**
A0429 – BLS Emergency	**$668**	**$950**
A0433 – ALS-2 Emergency	**$1,148**	**$1,650**
A0425 – Mileage	**$18.00**	**$19.00**
A0382 – BLS Supplies **	Not Bundled	**$50**
A0392 - Defibrilation	-	**$125**
A0394 – IV Supplies	$47	**$175**
A0396 – Esophageal Intubation	$75	**$125**
A0398 – ALS Supplies **	Not Bundled	**$100**
A0398 – ALS2 Supplies	-	**-**
A0422 – Oxygen **	$53	**$75**
EKG3/EKG12 Lead	$100	**$100**
A0998 Treat On Scene	$150	**$150**

Signed: _____ Effective Date: _____

Print Name: _____

** IA Medicaid will pay for these supply charges separately along with Base Rate and Mileage.

City Council Meeting **Prep. Date:** 1/28/2026 **Preparer:** Sally Hinrichsen	The City of Monticello	**Agenda Item:** # 8-17 **Agenda Date:** 2/2/2026

Communication Page

Agenda Items Description: **Reports**

Type of Action Requested: Motion; Resolution; Ordinance**; Reports**; Public Hearing; Closed Session

Attachments & Enclosures:

Fiscal Impact:

Budget Line Item:	
Budget Summary:	
Expenditure:	
Revenue:	

Reports:

8. Mayor
9. City Engineer
10. City Administrator
11. Ambulance Director
12. City Clerk
13. Public Works Director
14. Police Chief
15. Water/Wastewater Superintendent
16. Park and Recreation Director
17. Library Director

City Council Meeting **Prep. Date:** 01/27/2026 **Preparer:** Russell Farnum	The City of Monticello	**Agenda Item:** # 18 **Agenda Date:** 02/02/2026

Communication Page

Agenda Items Description: **Worksession and Discussion on Route 38 improvements near the Monticello School District campus**

Type of Action Requested: Worksession/Discussion

Attachments & Enclosures:

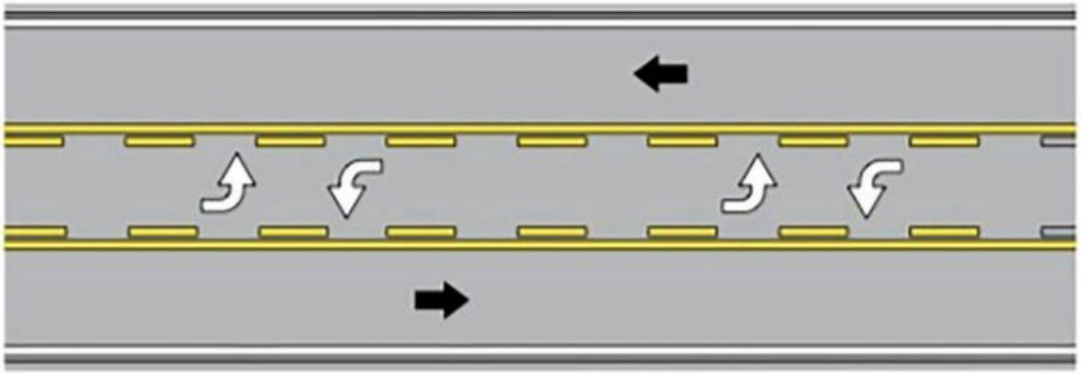
- Traffic Study
- Cost-Benefit Analysis

Fiscal Impact:	
Budget Line Item:	
Budget Summary:	
Expenditure:	
Revenue:	

Synopsis: The School District completed a traffic study with the planning for its long-term campus project, the last phase of which is currently under construction. The study looked at traffic movements, projections and needed highway improvements to serve the completed campus.

The School's traffic study had recommended the addition of left and right dedicated turn lanes at two specific access locations; the main entrance at the High School (aligning with El Camino Real) and east of the campus at Spring Farm Lane. These improvements are shown in the attached drawing.

The Iowa DOT has reviewed the traffic study, the plans for new traffic circulation and the addition of the new elementary school. The DOT believes that a 3-lane section with a continuous 2-way center left turn lane through this area might be a better fit, and would be a good candidate for Traffic Safety Improvement Program (TSIP) and/or Urban State Traffic Engineering Program (USTEP) grants. A continuous, 2-way left turn lane is similar to what is on South Main Street between Oak Street and First Street. A sample is below:



Road with three lanes with traffic moving in both directions. Center turn lane is reserved for traffic turning left from both directions.

Iowa DOT said the continuous 2-way turn lane works because of the offset accesses along the corridor. In other words, the streets and cemetery driveways on the north side of the road don't line up with the School drives on the south side of the road.

While true, the volume of traffic on Park Boulevard and the Cemetery's west driveway do not come anywhere near warranting a turn lane improvement, unlike the high volumes at the School campus.

There are two other major concerns with the DOT's preferred approach. The continuous turn lane costs more to build, as the project includes widening along the entire ¼ mile stretch. The long length of the improvement may require additional right-of-way depending upon how much grading and re-locating of the ditches will be required through the length of the corridor. That may also impact the bike path along the north side of the roadway.

The second concern is that continuous left turn lanes are less safe than dedicated intersection improvements. People can drive down the center lane with no clear indication of where they plan to turn, and it may be difficult to judge if oncoming traffic is intending to turn or proceed straight to the next turn.

The DOT has offered some grant programs to help pay for the improvements, which would require the City or the County to be the lead agency in the project development and construction (and probably the lead money provider as well).

Lastly, while the School District has some funding as part of their project for access improvements, they have not provided funding anywhere near the level that is required for either of the highway improvement options. This would then require some DOT and City participation to get the improvements constructed to the level requested by the DOT, which is where the grants become appealing.

The City is just beginning to look at this and work with the County, DOT and School District on these issues. Council discussion and direction is needed prior to proceeding further with any considerations related to this project.

Our City Engineer Patrick Schwickerath, along with Nathan Kass, will be present at the worksession to go through the DOT's request and the alternatives, estimated project costs, and discuss this project with Council. We have also invited a School District representative to participate in the discussion.

Memorandum

To: Russ Farnum, City of Monticello **Date:** January 12, 2026

From: Nate Kass, PE, PLS

CC: Patrick Schwickerath, PE

RE: Cost Benefit Analysis for Highway 38/Oak St Improvements Near the Schools

---

Per your request, we have completed a cost-benefit analysis for the intersection improvements along Highway 38/Oak Street near the Monticello Community School District campus.

Project Overview
The improvements considered are the Two-Way Left Turn Lane (TWLTL) suggested by the Iowa Department of Transportation (DOT) and the dedicated turn lanes recommended in the Traffic Impact Study (TIS) by Hall & Hall Engineers, Inc., dated February 1, 2019. The dedicated turn lanes on Highway 38/Oak St included a right turn lane (RTL) for eastbound (EB) traffic at the high school entrance, a dedicated RTL for EB traffic at Spring Farm Lane, and a dedicated left turn lane (LTL) for west bound (WB) traffic at Spring Farm Lane. There was also a recommendation for a RTL on Spring Farm Lane at Highway 38/Oak St.

The TWLTL requires tapers on each end to widen the roadway and provide a 14-ft wide lane between each through lane for left turning traffic each direction. The DOT Design Manual recommends TWLTLs be at least a quarter mile long if possible. The TWLTL would be approximately 1500 ft in this case, which satisfies the minimum recommended length. The taper on the west end would begin near the east side of the bridge over Kitty Creek, so that the TWLTL is developed at Park Blvd. The existing taper for the turn lanes for the Highway 151 interchange would be extended so that the TWLTL would service Spring Farm Lane on the east end. The existing Highway 38/Oak St pavement would be widened to the full lane width between the tapers.

The RTLs will require pavement widening only where the turn lanes are required.

Costs
The initial costs for each option were considered. The on-going maintenance and replacement costs were not specifically analyzed, but due to the additional width for the TWLTL compared to the dedicated turn lanes, it may be assumed that both maintenance and replacement costs for the TWLTL will be more than the dedicated turn lanes due to the pavement area.

Our opinion of probable construction costs for the initial construction of the TWLT is $1,079,000. Our opinion of probable construction costs for the dedicated turn lanes $911,000. However, the TWLTL does not address the RTLs recommended by the TIS. As such, the cost for the RTLs recommended should be added to the TWLTL option, making that total $1,580,000. That is $669,000 more than the dedicated turn lanes option.

There are indirect costs for each option, as well. The TWLTL option would likely encroach on the south right-of-way line to accommodate grading and/or the paved trail on the north side. These encroachments make managing stormwater runoff challenging. It would be advantageous to modify Highway 38/Oak St to an urban cross section with curb and gutter and storm sewer. These additional improvements would add to the TWLTL construction cost.

The dedicated turn lanes do not support traffic turning northbound at any of the streets or driveways. Although the TIS suggests there is not an issue with the level of service at the design year, changes in traffic patterns from continued community growth could warrant turn lanes for northbound traffic in the future. However, since the residential areas serviced by Park Blvd and El Camino Real are effectively fully developed and the cemetery is not a significant traffic generator during peak hours, it is not likely that there will be a significant increase in the northbound traffic during the design period.

The TWLTL also adds another lane and conflict point for traffic exiting the high school entrance. The TIS did not consider the TWLTL in the modeling; thus, it is unknown how much impact the additional conflict point would have. Modeling this option would require additional effort and cost.

Benefits

The primary benefit of the TWLTL is that it fully develops the corridor to a three-lane section that supports left turns for both directions. The addition of the dedicated RTLs to the TWLTL realizes the benefits for school traffic.

The benefits of the dedicated turn lanes are specific to the conditions modeled and reported in the TIS. With additional infrastructure only where recommended in the TIS, the initial cost is lower, and it is assumed that the maintenance and replacement costs are also lower. For example, there would be fewer pavement markings to maintain and less area to clear snow in the winter. There are also fewer conflict points at the intersections and entrances.

Summary

The dedicated turn lanes have a lower initial construction cost compared to the TWLTL (with or without the RTLs). It is assumed that the operation and maintenance costs will be lower for the dedicated turn lanes due to less pavement area. The indirect benefits of the TWLTL are not

likely to be realized during the design period. The TWLTL was not modeled in the TIS; thus, the impacts of the additional conflict points at the intersections and entrances in the TIS are not fully understood.

Recommendation

Our recommendation is to pursue the dedicated turn lane option. It is lower cost and was specifically modeled and recommended in the TIS. The TWLTL has limited benefit anticipated during the design period.

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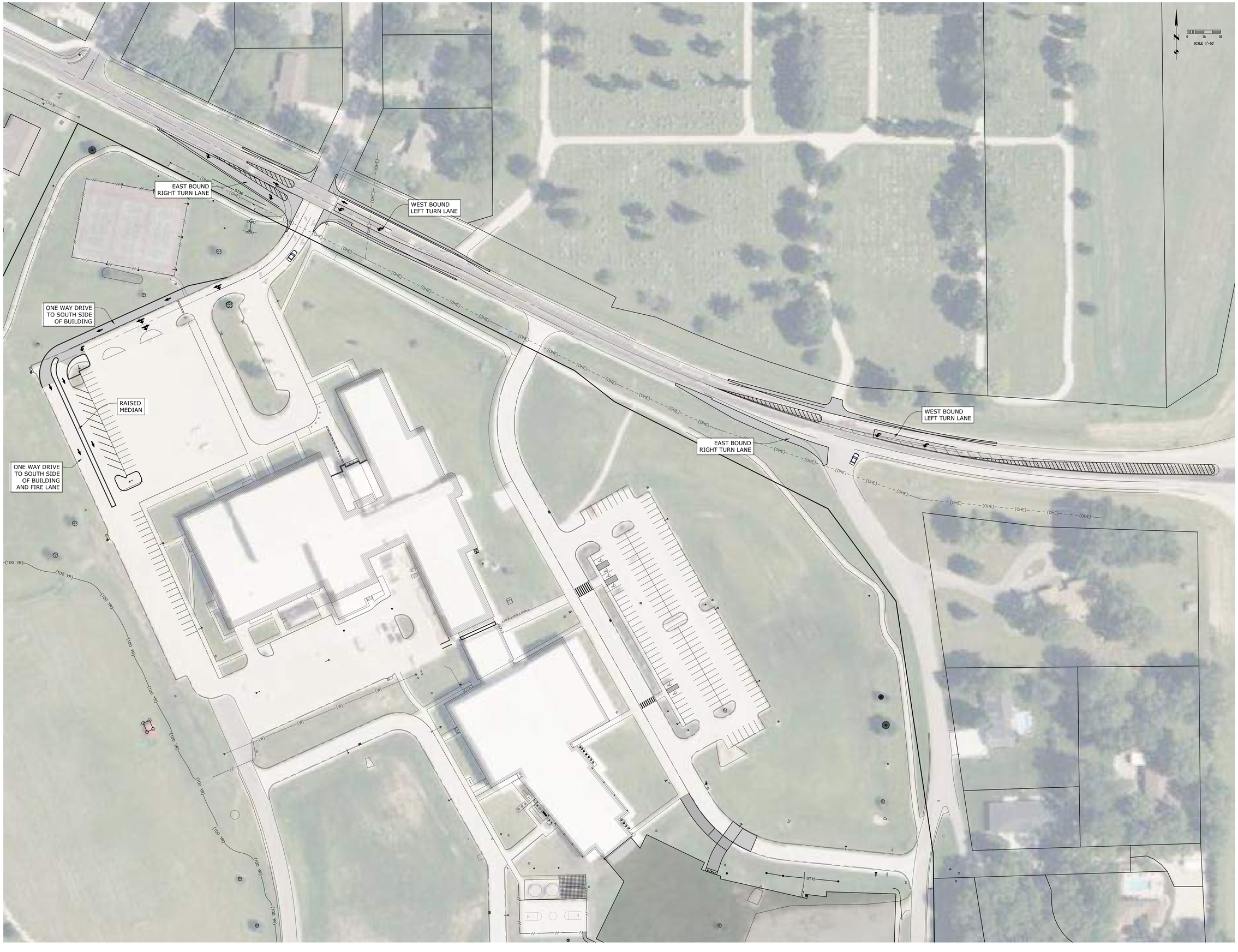

OPN ARCHITECTS

200 5th Ave. SE, Suite 201
Cedar Rapids, IA 52401
P: 319-363-6018
www.opnarchitects.com

Owner

Monticello Community School District
850 E. Oat St.
Monticello, IA 52310

Project

MONTICELLO ELEMENTARY SCHOOL

Civil Engineer

Hall & Hall Engineers, Inc.
1860 Boyson Road
Hiawatha, IA 52233
P. 319-362-9548

Structural Engineer

Raker Rhodes Engineering, LLC
112 E. Washington Street, Suite B
Iowa City, IA 52240
P. 319-333-7850

Mechanical Engineer

MODUS
214 E. 4th Street
Waterloo, IA 50703
P. 319-235-0650

Electrical Engineer

MODUS
214 E. 4th Street
Waterloo, IA 50703
P. 319-235-0650

Key Plan

Revision Description Date

OPN Project No.
24238000

Sheet Issue Date
SCHEMATIC DESIGN **04/03/2025**

Sheet Name
EXHIBIT 1
HWY 38 CONCEPT

Sheet Number
EXH 1

CAD File: C:\Brents Work\20343-5\20343-5-BO2.dwg Date Plotted: Thursday, April 3, 2025 7:47:54 AM Plotted By: Brent W. Jackman

PRELIMINARY. NOT FOR CONSTRUCTION.

Monticello School Expansion

TRAFFIC IMPACT STUDY

Prepared for:

Monticello Community School District

By:

Hall & Hall Engineers, Inc.

February 18, 2019

LICENSED PROFESSIONAL ENGINEER
MATTHEW G. JOHNSON
17666
IOWA

I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

Signed: Matt Johnson Date: 2/18/19

Matthew G. Johnson, P.E. 17666
My license renewal date is December 31, 2020

Pages or sheets covered by this seal: All

Contents

Figures

INTRODUCTION

The Monticello Community School District is planning to relocate the existing middle school (5th grade through 8th grade) adjacent to the existing high school along the south side of Oak Street/IA 38. The purpose of this study is to identify any traffic impacts associated with the proposed school development. This includes analysis of existing traffic operations at the site and traffic operations anticipated after opening the new middle school.

The District is also planning for a future elementary school (Pre-K through 4th grade) on the same site. The design year analysis for this site will assume completion and operation of the future elementary school in addition to the existing high school and proposed middle school.

***Figure 1** - Location Map*

ANALYSIS OF EXISTING CONDITIONS

The existing site is illustrated above in Figure 1 as the three blue bordered properties on the south side of East Oak Street and west of Spring Farm Lane. It includes approximately 36 acres, a large portion of which are occupied by the Monticello High School building and associated parking, six baseball diamonds, three tennis courts, two separate event parking lots, grass and crushed limestone paths, and a gravel access road off Spring Farm Lane. The property is currently served by one concrete entrance to the high school parking lot and one gravel event/maintenance road off Spring Farm Lane. The subject property, shown in Figure 2 is zoned as "School-owned". Most of the property adjacent to the south side of the school site is undeveloped and zoned A-1 (Agricultural). Due to the existence of Kitty Creek

around the school site, development potential for this property is limited, particularly development that would have direct access onto Oak Street. Much of the property west of the school site is zoned C-1 (General Commercial) with some additional development potential remaining. The property to the north of the school site includes a cemetery and single-family residential property.

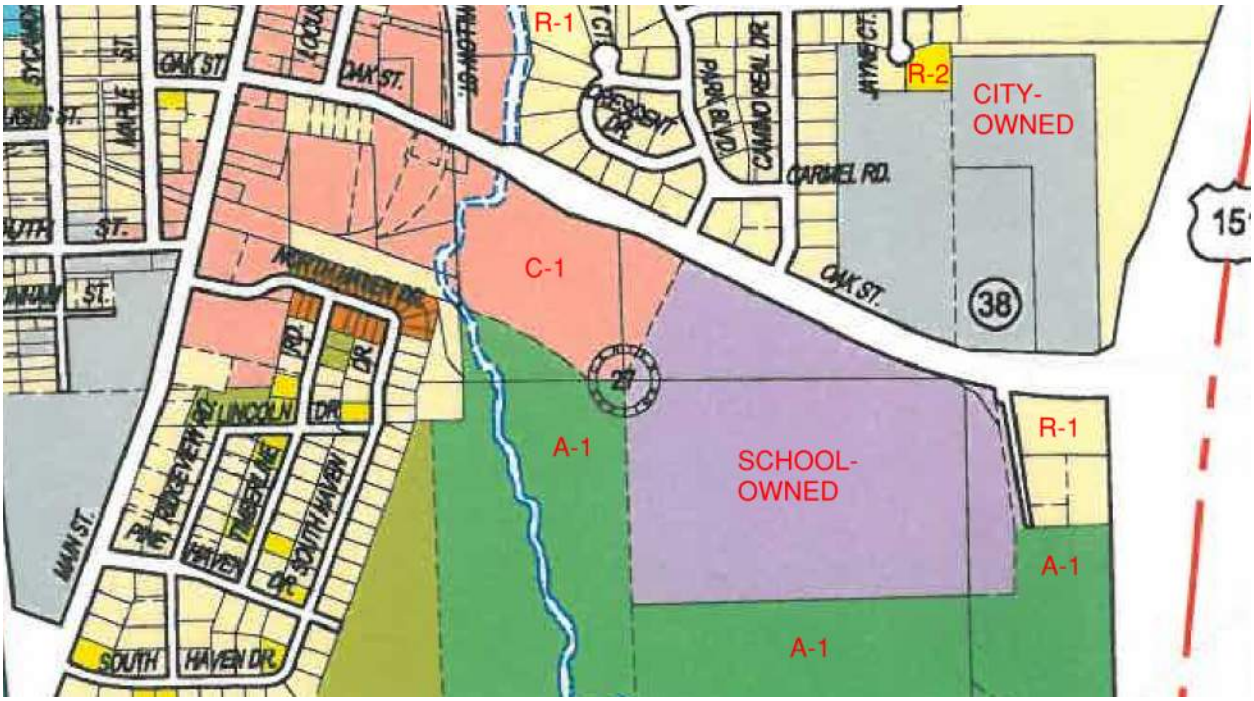

***Figure 2** - Zoning Map*

East Oak Street (also IA 38) is a two-lane, undivided highway. Adjacent to the school property and east of it, East Oak Street has a rural cross-section with granular shoulders and a posted speed limit of 45 mph. Within the vicinity of the school a 35-mph school speed zone is posted and regulated by time of day with flashing beacons. West of the existing high school access, a curb and sidewalk are provided along the north side of E. Oak Street. The sidewalk is continuous to S. Main Street. A pedestrian crossing of E. Oak Street is provided immediately east of the High School access. The crossing is identified by crosswalk marking lines, "School X-ing" word pavement markings, and pedestrian crossing signage. To the east of the school site, E. Oak Street provides access to US 151 via a standard diamond interchange.

The main High School entrance is constructed of concrete pavement with full curb and gutter. It aligns across from El Camino Real, which is a local residential, two-lane street. The entrance has one incoming lane, and two outgoing turn lanes, which are marked as a dedicated left-turn and a combination thru and right-turn lane.

The east end of the school property is bounded by Spring Farm Lane, which intersects with E. Oak Street directly across from the cemetery entrance drive. Spring Farm Lane has an irregular rural cross section with a seal coat pavement surface and a posted speed limit of 20 mph. It provides access to six residential properties and the school baseball fields.

Existing Traffic Data

Existing Annual Average Daily Traffic (AADT) volumes were obtained from the Iowa DOT and were reviewed to identify general traffic volumes and growth patterns. From 2005 to 2013, the AADT along E. Oak Street showed a fairly significant decline from 3,500 vehicles per day (vpd) to around 2,200 vpd. The most recent data (2017) indicates an increase in traffic of approximately 3.5% per year. Table 1 shows the AADT volumes along E. Oak Street for count years dating back to 2005, which the first count year after the US 151/IA 38 interchange was constructed.

Table 1 - Historic AADT

Year	AADT
2005	3,500
2009	3,320
2013	2,210
2017	2,540

Manual peak hour turning movement counts were conducted by Hall & Hall staff at the two-way stop-controlled intersections of East Oak Street with El Camino Real/High School entrance and Spring Farm Lane/east cemetery entrance. Those counts were completed on Thursday, November 15, 2018. The AM peak hour of traffic was found to be from 7:15-8:15 AM. The PM peak hour of operation was determined to be from 2:45-3:45 PM. These peak hours align with the start (8:00 am) and end (3:15 pm) of the school day for the current high school.

The existing AM and PM peak hour traffic volumes used for the analysis are illustrated on Figure 3.

LEGEND
XX - NEW SITE TRAFFIC AM PEAK HOUR
(XX) - NEW SITE TRAFFIC PM PEAK HOUR

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MONTICELLO COMMUNITY SCHOOL DISTRICT TRAFFIC STUDY

IN THE CITY OF MONTICELLO, JONES COUNTY, IOWA

FIGURE 3
EXISTING PEAK HOUR TRAFFIC COUNTS

SCALE: 1" = 100' PROJECT NO: 20243

SHEET 1/1

CAD File: I:\projects\20300\20343-Monticello CSD\Traffic\Maps\Site (new).dwg Date Plotted: Friday, February 01, 2019 3:24:35 PM Plotted By: Matt Johnson

Existing Capacity Analysis

The study intersections were analyzed using *Synchro* traffic analysis software to determine average vehicle delays and level of service (LOS) during the AM and PM peak hours. The relationship between average vehicle delay and LOS is dependent upon the type of traffic control device used at the intersection and is shown in Table 2.

***Table 2** - LOS Criteria*

Level of Service	STOP Sign Control Delay (sec/vehicle)	Traffic Signal Control Delay (sec/vehicle)
A	≤10	≤10
B	>10 and ≤ 15	>10 and ≤ 20
C	>15 and ≤ 25	>20 and ≤ 35
D	>25 and ≤ 35	>35 and ≤ 55
E	>35 and ≤ 50	>55 and ≤ 80
F	>50	>80

The existing capacity analysis is summarized in Table 3, below.

Table 3 - *Existing Capacity Analysis*

Intersection	Traffic Control	Peak Hour	Overall Intersection LOS (Avg. Veh. Delay)	Worst Approach LOS (Avg. Veh. Delay)	
East Oak Street & El Camino Real/HS Entrance	Two-way Stop (N-S)	AM	A (3.0 sec)	NB	C (21.2 sec)
		PM	A (7.1 sec)	NB	C (15.5 sec)
East Oak Street & Spring Farm Lane/Cemetery Entrance	Two-way Stop (N-S)	AM	A (0.5 sec)	NB	B (11.7 sec)
		PM	A (3.1 sec)	NB	B (11.6 sec)

Table 3 indicates that both study intersections currently operate at acceptable levels of service. At both intersections, the northbound approaches have the longest average vehicle delays, particularly at the main high school access. Although there are significantly higher volumes of northbound traffic in the PM peak hour, longer average vehicle delays for northbound movements are observed during the AM peak hour. This is due to the higher volume of conflicting traffic movements, including vehicles turning into the site.

Crash History

The crash history of the study segment was reviewed for the last five years for which complete data is available (2013-2017) using the IADOT Iowa Crash Analysis Tool (ICAT). Within the study area there were a total of four crashes within that five-year period. Those crashes did not result in any fatalities, but did result in one possible injury.

The most common manner of crash for the study intersection was a non-collision (2). The most common major causes for these crashes was Ran off the road on the left-hand side. There was also one rear-end collision caused by Following Too Close, and one broadside collision caused by Failure to Yield Right of Way from a stop sign.

The crash rate along the segment of East Oak Street from the Southbound US 151 ramp to the intersection of Park Boulevard is 247 crashes per hundred million vehicle miles of travel (crashes/HMVMT). This is below the statewide average of 382 crashes/HMVMT for city streets.

PROPOSED DEVELOPMENT

The proposed site improvements include construction of a new Middle School with new access roads and parking areas. The current Site Layout Plan is included in the Appendix. The new Middle School is being designed to a capacity of 400 students to allow for growth from the current middle school enrollment of 331 students.

A new 63-stall parking lot on the west side of the proposed building will be used for staff parking and parent drop-off. The access to this parking lot will be from the existing access road off of Spring Farm Lane.

A new 147-stall parking lot (with an option for constructing an additional 76 parking stalls) is proposed on the east side of the building. This parking lot is for visitors and special events, and is proposed to have direct access to East Oak Street. This new access will connect to Spring Farm Lane be used for a bus drop-off lane. The proposed access location is approximately 390’ east of the existing High School access and 475’ west of the existing Spring Farm Lane. Approval of an access permit from the Iowa DOT will be required before this new access is allowed along East Oak Street (IA 38). Currently, IA 38 is classified as a priority V highway. This limits properties with less than 1,000’ of frontage to a single access. The existing school site has over 1,200’ of frontage along IA 38 and, therefore, qualifies for a second access point.

Trip Generation

New traffic on the surrounding roadway network that will be generated by this development was estimated using principles and data established by the Institute of Transportation Engineers and published in *Trip Generation, 10th Edition*.

Table 4 shows the projected new trips to and from the site.

The majority of the new site traffic during the peak hours of operation will access the site via Spring Farm Lane, since this is the access to both the parent drop-off lane and staff parking. The existing high school access will also be connected to the new staff parking area and parent drop-off lane so it is assumed that some of the new site traffic will utilize that access, particularly traffic to and from the west. Buses will make up the majority of traffic using the proposed new access during peak hours. That access will also be used by visitors attending special events, but this will generally be in off-peak hours.

The directional split of new site traffic was assumed to generally be the same as existing traffic on East Oak Street. Since this is slightly different for the AM and PM peak hours, the directional distribution was applied separately for those peak hours and is shown on Figure 4.

***Table 4** - New Trips*

Parcel	ITE Code	Qty	Unit	Land Use	Weekday Total Trips	AM Peak Trips	AM Peak Enter	AM Peak Exit	PM Peak Trips	PM Peak Enter	PM Peak Exit
Proposed Middle School Site (opening day)	522	331	Students	Middle School	350	234	129	105	116	53	63
Proposed Middle School Site (at capacity)*	522	400	Students	Middle School	70	46	25	21	24	11	13
Future Elementary School Site (at capacity)	520	600	Students	Elem. School	594	390	211	179	204	92	112
Totals					**1014**	**670**	**365**	**305**	**344**	**156**	**188**

*These values represent the additional trips generated by the proposed Middle School when it is fully occupied by 2040.

LEGEND
XX% - NEW SITE TRAFFIC AM PEAK HOUR
(XX%) - NEW SITE TRAFFIC PM PEAK HOUR

EAST OAK STREET
EL CAMINO REAL
1% (1%)
14% (12%)
5% (7%)
12% (14%)
1% (1%)
7% (5%)
HIGH SCHOOL ENTRANCE
15% (15%)
5% (5%)
10% (15%)
10% (5%)
EAST OAK STREET
CEMETERY ENTRANCE
CEMETERY
45% (40%)
15% (20%)
40% (45%)
20% (15%)
SPRING FARM LANE
PROPOSED ENTRANCE
PROPOSED PARKING
MONTICELLO
HIGH SCHOOL

N
0 50 100
SCALE: 1"=100'

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IN THE CITY OF MONTICELLO, JONES COUNTY, IOWA

FIGURE 4
DIRECTIONAL DISTRIBUTION

SCALE: 1" = 100' PROJECT NO: 20243

SHEET 1/1

ANALYSIS OF FUTURE CONDITIONS

Projected Traffic Volumes and Capacity Analysis – Opening Year

New traffic generated by the proposed development for the opening year (2020) was added to existing traffic to estimate traffic volumes during the AM and PM peak hours. The resulting peak hour turning movement traffic volumes are shown in Figure 5. The intersections were analyzed using *Synchro* traffic analysis software. Results of that analysis are summarized in Table 5. This table shows that all intersection approaches will continue to operate at acceptable levels of service during the peak hours, except for exiting traffic from the existing high school access during the AM peak hour. As with the existing traffic conditions, this delay is a function of the volume of conflicting traffic (and resulting lack of adequate gaps) more so than the volume of exiting traffic.

***Table 5** - Opening Year Capacity Analysis*

Intersection	Traffic Control	Peak Hour	Overall Intersection LOS (Avg. Veh. Delay)	Worst Approach LOS (Avg. Veh. Delay)	
East Oak Street & El Camino Real/HS Entrance	Two-way Stop (N-S)	AM	A (5.6 sec)	NB	E (46.2 sec)
		PM	A (6.6 sec)	NB	C (23.5 sec)
East Oak Street/Proposed MS Entrance	Two-way Stop (N-S)	AM	A (0.7 sec)	NB	B (11.4 sec)
		PM	A (0.5 sec)	NB	B (10.9 sec)
East Oak Street & Spring Farm Lane/Cemetery Entrance	Two-way Stop (N-S)	AM	A (3.4 sec)	NB	C (15.9 sec)
		PM	A (3.8 sec)	NB	B (12.9 sec)

Background Traffic

As previously noted, traffic along East Oak Street has generally shown a downward trend. There does not appear to be any apparent reason for this trend. For the purpose of this analysis, it is assumed that traffic volumes will increase at a modest rate of 1% per year. This represent a total increase of 22% for the 20-year period from opening day to the design year and is in addition to the new traffic generated by the proposed middle school and elementary school developments.

LEGEND
XX - NEW SITE TRAFFIC AM PEAK HOUR
(XX) - NEW SITE TRAFFIC PM PEAK HOUR

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MONTICELLO COMMUNITY SCHOOL DISTRICT TRAFFIC STUDY

IN THE CITY OF MONTICELLO, JONES COUNTY, IOWA

FIGURE 5
TOTAL SITE TRAFFIC
OPENING DAY (2020)

SCALE: 1" = 100'

PROJECT NO: 20243

SHEET 1/1

Projected Traffic Volumes and Capacity Analysis – Design Year

For the design year analysis, the above-noted background traffic was added to the opening day traffic, as well as the projected future elementary school traffic and new site traffic to the middle school associated with increased enrollment reaching the building capacity. The resulting design year peak hour traffic volumes are shown on Figure 6. These peak hour turning movements were again analyzed using Synchro at the study intersections. Table 6 provides a summary of this analysis. As expected, the increased traffic volumes result in increased traffic delays at the existing high school access in the absence of any improvements. Additionally, the northbound approach to the Spring Farm Lane & IA 38 intersection is expected to be reduced to LOS E.

***Table 6** - Design Year Capacity Analysis*

Intersection	Traffic Control	Peak Hour	Overall Intersection LOS (Avg. Veh. Delay)	Worst Approach LOS (Avg. Veh. Delay)	
East Oak Street & El Camino Real/HS Entrance	Two-way Stop (N-S)	AM	A (6.8 sec)	NB	F (58.3 sec)
		PM	A (6.0 sec)	NB	D (26.4 sec)
East Oak Street/Proposed MS Entrance	Two-way Stop (N-S)	AM	A (1.5 sec)	NB	C (16.5 sec)
		PM	A (1.1 sec)	NB	B (13.6 sec)
East Oak Street & Spring Farm Lane/Cemetery Entrance	Two-way Stop (N-S)	AM	A (8.4 sec)	NB	E (35.2 sec)
		PM	A (5.1 sec)	NB	C (17.5 sec)

Turn Lane Warrant Analysis

The East Oak Street intersections of the existing High School entrance/El Camino Real and Spring Farm Lane were reviewed for left and right turn lane warrants. This analysis was conducted in accordance with the guidance provided in NCHRP Report 457, *Evaluating Intersection Improvements: An Engineering Study Guide*. Separate analyses were conducted for each intersection and each traffic scenario. The graphical results are provided in the Appendix to this report, and summarized below in Table 7. The table notes each scenario as either Warranted (meets the minimum guidelines for considering installation of turn lane), Not Warranted (does not meet the minimum guidelines to justify installation of a turn lane), Marginal (very close to the minimum warrant threshold), or N/A (not applicable or evaluated).

LEGEND
XX - NEW SITE TRAFFIC AM PEAK HOUR
(XX) - NEW SITE TRAFFIC PM PEAK HOUR

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MONTICELLO COMMUNITY SCHOOL DISTRICT TRAFFIC STUDY

IN THE CITY OF MONTICELLO, JONES COUNTY, IOWA

FIGURE 6
TOTAL SITE TRAFFIC
DESIGN YEAR (2040)

SCALE: 1" = 100' PROJECT NO: 20243

SHEET 1/1

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Table 7 - *Turn Lane Warrant Analysis*

Intersection	Turn Lane Evaluated	Scenario					
		Existing		Opening Day (2020)		Design Year (2040)	
		AM	PM	AM	PM	AM	PM
East Oak Street & El Camino Real/HS Entrance	WB Left	Not Warranted	Not Warranted	Marginally Warranted	Not Warranted	Warranted	Not Warranted
	EB Right	Warranted	Not Warranted	Warranted	Not Warranted	Warranted	Not Warranted
East Oak Street/Proposed MS Entrance	WB Left	N/A	N/A	N/A	N/A	N/A	N/A
	EB Right	N/A	N/A	N/A	N/A	N/A	N/A
East Oak Street & Spring Farm Lane/Cemetery Entrance	WB Left	Not Warranted	Not Warranted	Not Warranted	Not Warranted	Warranted	Not Warranted
	EB Right	Not Warranted	Not Warranted	Not Warranted	Not Warranted	Warranted	Not Warranted

This analysis indicates that current traffic conditions warrant an eastbound right turn lane only at the East Oak Street/existing HS Entrance intersection with westbound left turn lanes not currently warranted for either intersection.

At the intersection of East Oak Street and the existing HS Entrance, both a westbound left turn lane and an eastbound right turn lane are warranted for opening day (2020) and for the design year (2040). This indicates that an eastbound right turn lane is currently needed, and, in order to maintain safety an efficient progression along East Oak Street at the existing High School entrance, a westbound left turn lane will be needed by 2020 to accommodate the opening of the proposed Middle School and the subsequent opening of an Elementary School.

At the intersection of East Oak Street and Spring Farm Lane, both a westbound left turn lane and an eastbound right turn lane are not warranted until the design year (2040) when both will be warranted.

Geometric and Traffic Control Improvements

If all warranted left and right turn lanes were implemented at the existing high school access and Spring Farm Lane, some improvements would be noted in traffic operations at the study intersections, but the northbound approach at the existing high school access would still operate at LOS E in the AM peak hours. The greater benefit in adding turn lanes along IA 38 is in maintaining safety for through traffic by removing the turning vehicles from the through traffic lanes.

Alternative improvements were considered to help improve congestion at the existing high school access. From the analysis it is evident that the greatest “bang for you buck” improvement at this access would be the addition of an eastbound right-turn lane. In the absence of any other improvements, this

would reduce average vehicle delays on the northbound approach by over 20 seconds in both the opening year and design year scenarios.

Consideration was also given to converting the high school access to a single-lane roundabout. The Synchro analysis indicates that this would provide significant improvement in operations during the AM peak hour, with all approaches operating at LOS A or B. From a traffic operations standpoint, this would offer significant improvement over both the existing conditions and improvements with adding warranted turn lanes. Design of a roundabout at this location would require special consideration for trucks, as there is significant truck traffic along this route. This may include using a large diameter roundabout and/or adding truck aprons.

The alignment of Spring Farm Lane is generally at about a 45-degree angle to IA 38. Right at the intersection, the centerline of Spring Farm Lane curves back toward IA 38 to create a nearly perpendicular approach for a very short distance. This also creates a very wide approach to the intersection, which allows for separation between left and right turning traffic. Additional widening of this "de facto right turn lane" would improve operations of this intersection back to LOS D through the design year. The 95th percentile queue length on this approach is less than four vehicles, so even a 100' long right turn lane would be sufficient to provide this benefit.

Pedestrian access is provided along the north side of IA 38, with a marked pedestrian crossing on the east side of the existing high school access. There were very few pedestrians observed using this crossing during the traffic counts (3 in the AM and 4 in the PM), but it is likely that this number will increase significantly with the addition of the new middle school. It is also likely that the number of pedestrians would increase if there was a higher level of traffic control to help pedestrians safely cross IA 38. Consideration should be given to installing rectangular rapid flashing beacons (RRFB) at the existing pedestrian crossing. These beacons are pedestrian actuated by pushbuttons on either side of the crossing so that the beacons only flash when there are actually pedestrians crossing. This has shown to significantly improve motorist yielding rates over pavement markings and signage alone. These RRFB's can also be installed at a fraction of the cost of higher levels of traffic control, such as pedestrian signals (which would not be warranted at this location) and pedestrian hybrid signals (a.k.a. HAWK signals). The use of high-visibility crosswalk markings to replace the standard crosswalk markings should also be considered and could be used either alone or in conjunction with the RRFB's.

CONCLUSIONS AND RECOMMENDATIONS

The existing high school access is currently adequate to support the existing traffic at the high school. Some delays are noted at this access, particularly during the morning peak hour, but these are within an acceptable range. The expansion of the property to include a new middle school will increase traffic along East Oak St/IA 38, creating additional delays. Traffic modeling indicates that this additional traffic will increase delays for vehicles exiting the high school access drive in the AM peak hour to a level that is generally considered unacceptable.

It is recommended that an eastbound right turn lane be added to the high school entrance. This will improve safety of the corridor by removing the high volume of right turning traffic from the through traffic lanes. It will also create additional gaps in the through traffic stream that will improve northbound traffic operations to acceptable levels. It is further noted that this turn lane is warranted under current traffic conditions and will improve traffic operations even without the addition of middle school traffic.

The proposed location for the new access to support the bus lane and special event parking lot is well situated for serving the proposed site and allowing for future roadway improvements along East Oak Street/IA 38. This location provides well over 300' of separation from the existing intersections with the high school access and Spring Farm Lane. This location also provides good sight distance in both directions along East Oak Street/IA38. A single outbound lane (and one inbound lane) is sufficient to support projected traffic during the morning and afternoon peak hours. It is noted that higher traffic volumes are likely at this intersection during special events, such as sporting events. Consideration may be given to providing separate left and right turn lanes for outbound movements to support peak traffic demands during special events.

Adding high-visibility crosswalk markings and RRFB's at the existing pedestrian crossing of IA 38 is also recommended. The crosswalk should remain on the east side of the high school access to help limit the number of pedestrian/vehicle conflicts and keep the crossing length as short as possible (assuming addition of an eastbound right turn lane). Since IA 38 is under the jurisdiction of the Iowa Department of Transportation, a traffic control device permit will be required to install the RRFB's.

A future elementary school is also planned for this site. New traffic from the future elementary school, in conjunction with normal background traffic growth along East Oak Street/IA 38, will lead to additional traffic operational concerns by the 2040 design year. This includes increased delays for northbound movements on Spring Farm Lane. The traffic volumes are projected to increase to a point that would support the need to construct both an eastbound right turn lane and a westbound left turn lane at that intersection. Since the need for these turn lanes are largely a function of the future elementary school traffic, it is not recommended to construct these new turn lanes until supported by the development of the future elementary school. When IA 38 roadway improvement become needed for structural reasons the functional need for turn lanes at this intersection should also be re-evaluated.

A short northbound right turn lane is also recommended on Spring Farm Lane. Based on the existing geometry of the intersection, it appears this could be completed with relatively minimal pavement widening.

The design year traffic projections also support the need for additional improvements at the high school access. Consideration should be given to converting this intersection to a single-lane roundabout. While this improvement would not necessarily be needed until development of the future elementary school, there would be both operational and safety benefits to reconstructing this intersection to a roundabout in the near term. This could be done in lieu of constructing an eastbound right turn lane.

Figure 7 illustrates recommended long-term improvements. This figure shows a 120' diameter roundabout. It is likely that a smaller roundabout could adequately support this intersection, but a large diameter roundabout is preferred to support the high volume of truck traffic.

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MONTICELLO COMMUNITY SCHOOL DISTRICT TRAFFIC STUDY

IN THE CITY OF MONTICELLO, JONES COUNTY, IOWA

FIGURE 7
RECOMMENDED LONG-TERM IMPROVEMENTS

SCALE: 1" = 100' PROJECT NO: 20243

SHEET 1/1

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APPENDIX

Site Layout Plan

Traffic Counts / Existing Traffic Data

Crash Reports

Capacity Analysis Reports

Existing AM

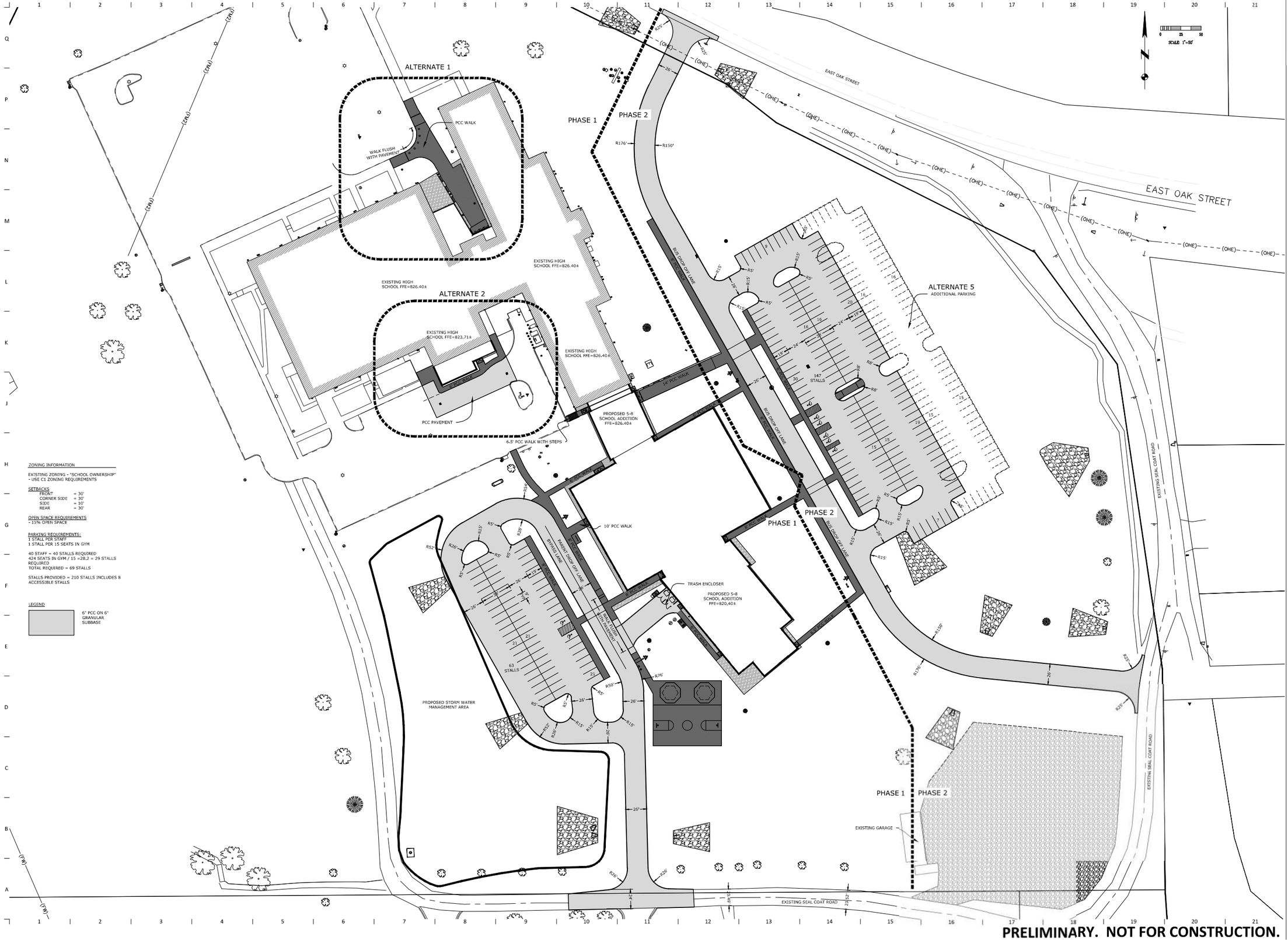
Existing PM

Opening Day (2020) AM

Opening Day (2020) PM

Design Year (2040) AM

Design Year (2040) AM



ZONING INFORMATION

EXISTING ZONING - "SCHOOL OWNERSHIP"
- USE C1 ZONING REQUIREMENTS

SETBACKS

FRONT	= 30'
CORNER SIDE	= 30'
SIDE	= 10'
REAR	= 30'

OPEN SPACE REQUIREMENTS
- 15% OPEN SPACE

PARKING REQUIREMENTS:
1 STALL PER STAFF
1 STALL PER 15 SEATS IN GYM

40 STAFF = 40 STALLS REQUIRED
424 SEATS IN GYM / 15 =28,2 = 29 STALLS REQUIRED
TOTAL REQUIRED = 69 STALLS

STALLS PROVIDED = 210 STALLS INCLUDES 8 ACCESSIBLE STALLS

LEGEND

6" PCC ON 6" GRANULAR SUBBASE

PRELIMINARY. NOT FOR CONSTRUCTION.

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Owner
Monticello Community School District

Project
Monticello Middle School and High School Renovations

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Hiawatha, IA 52233
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Structural Engineer
Raker Rhodes
2924, 112 E. Washington St.
Iowa City, IA 52240
P. 319-333-7850

MEP
Modus
214 E. 4th St.
Waterloo, IA 50703
P. 319-235-0650

Key Plan

Revision	Date

OPN Project No.
18246000

Sheet Issue Date
100% DD SET **1/18/2019**

Sheet Name
SITE LAYOUT PLAN PHASE 2

Sheet Number
C101

Hall & Hall Engineers, Inc.

1860 Boyson Road
Hiawatha, Iowa 52233

Leaders in Land Development

File Name : Hwy 38 & School Ent
Site Code : 00000000
Start Date : 11/15/2018
Page No : 1

Groups Printed- Passenger Vehicles - School Buses - Trucks

	El Camino Real From North					E. Oak St. / IA 38 From East					School Entrance From South					E. Oak St. / IA 38 From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	2	0	0	0	2	5	19	1	0	25	1	0	2	0	3	0	23	1	0	24	54
07:15 AM	1	0	1	0	2	6	34	0	0	40	2	0	0	0	2	0	11	10	0	21	65
07:30 AM	0	1	1	0	2	17	34	0	3	54	18	0	4	1	23	0	25	59	0	84	163
07:45 AM	0	2	1	0	3	27	57	0	0	84	10	3	4	0	17	0	34	108	0	142	246
Total	3	3	3	0	9	55	144	1	3	203	31	3	10	1	45	0	93	178	0	271	528
08:00 AM	1	0	1	0	2	7	15	0	0	22	7	0	1	0	8	1	21	21	0	43	75
08:15 AM	0	0	3	0	3	0	26	0	0	26	1	0	1	0	2	2	16	1	0	19	50
08:30 AM	0	0	1	0	1	0	19	0	0	19	1	0	1	0	2	0	19	0	0	19	41
08:45 AM	2	0	2	0	4	0	20	0	0	20	2	0	1	0	3	1	17	3	0	21	48
Total	3	0	7	0	10	7	80	0	0	87	11	0	4	0	15	4	73	25	0	102	214
*** BREAK ***																					
02:30 PM	0	0	1	1	2	0	25	1	0	26	3	0	0	0	3	0	28	5	0	33	64
02:45 PM	0	0	0	1	1	3	19	0	0	22	8	0	1	0	9	3	23	17	0	43	75
Total	0	0	1	2	3	3	44	1	0	48	11	0	1	0	12	3	51	22	0	76	139
03:00 PM	1	0	6	0	7	2	30	0	0	32	13	0	4	0	17	4	27	15	1	47	103
03:15 PM	1	1	1	1	4	2	43	0	2	47	53	6	17	0	76	1	33	20	1	55	182
03:30 PM	0	0	1	0	1	1	20	1	2	24	13	0	1	0	14	3	23	5	0	31	70
03:45 PM	1	0	2	0	3	3	27	2	0	32	6	1	5	2	14	0	24	1	1	26	75
Total	3	1	10	1	15	8	120	3	4	135	85	7	27	2	121	8	107	41	3	159	430
04:00 PM	2	0	0	0	2	0	22	1	0	23	9	0	0	0	9	1	42	6	0	49	83
04:15 PM	0	1	3	0	4	0	24	2	0	26	8	1	1	0	10	4	39	4	0	47	87
04:30 PM	1	1	0	1	3	0	33	3	0	36	12	1	1	0	14	2	37	14	0	53	106
04:45 PM	1	0	2	0	3	0	34	2	0	36	4	0	2	0	6	2	25	8	0	35	80
Total	4	2	5	1	12	0	113	8	0	121	33	2	4	0	39	9	143	32	0	184	356
Grand Total	13	6	26	4	49	73	501	13	7	594	171	12	46	3	232	24	467	298	3	792	1667
Apprch %	26.5	12.2	53.1	8.2		12.3	84.3	2.2	1.2		73.7	5.2	19.8	1.3		3	59	37.6	0.4		
Total %	0.8	0.4	1.6	0.2	2.9	4.4	30.1	0.8	0.4	35.6	10.3	0.7	2.8	0.2	13.9	1.4	28	17.9	0.2	47.5	
Passenger Vehicles	11	6	25	4	46	70	459	12	7	548	163	12	45	3	223	24	426	290	3	743	1560
% Passenger Vehicles	84.6	100	96.2	100	93.9	95.9	91.6	92.3	100	92.3	95.3	100	97.8	100	96.1	100	91.2	97.3	100	93.8	93.6
School Buses	0	0	0	0	0	1	5	0	0	6	5	0	1	0	6	0	1	5	0	6	18
% School Buses	0	0	0	0	0	1.4	1	0	0	1	2.9	0	2.2	0	2.6	0	0.2	1.7	0	0.8	1.1
Trucks	2	0	1	0	3	2	37	1	0	40	3	0	0	0	3	0	40	3	0	43	89
% Trucks	15.4	0	3.8	0	6.1	2.7	7.4	7.7	0	6.7	1.8	0	0	0	1.3	0	8.6	1	0	5.4	5.3

Hall & Hall Engineers, Inc.

1860 Boyson Road
Hiawatha, Iowa 52233

Leaders in Land Development

File Name : Hwy 38 & School Ent
Site Code : 00000000
Start Date : 11/15/2018
Page No : 2

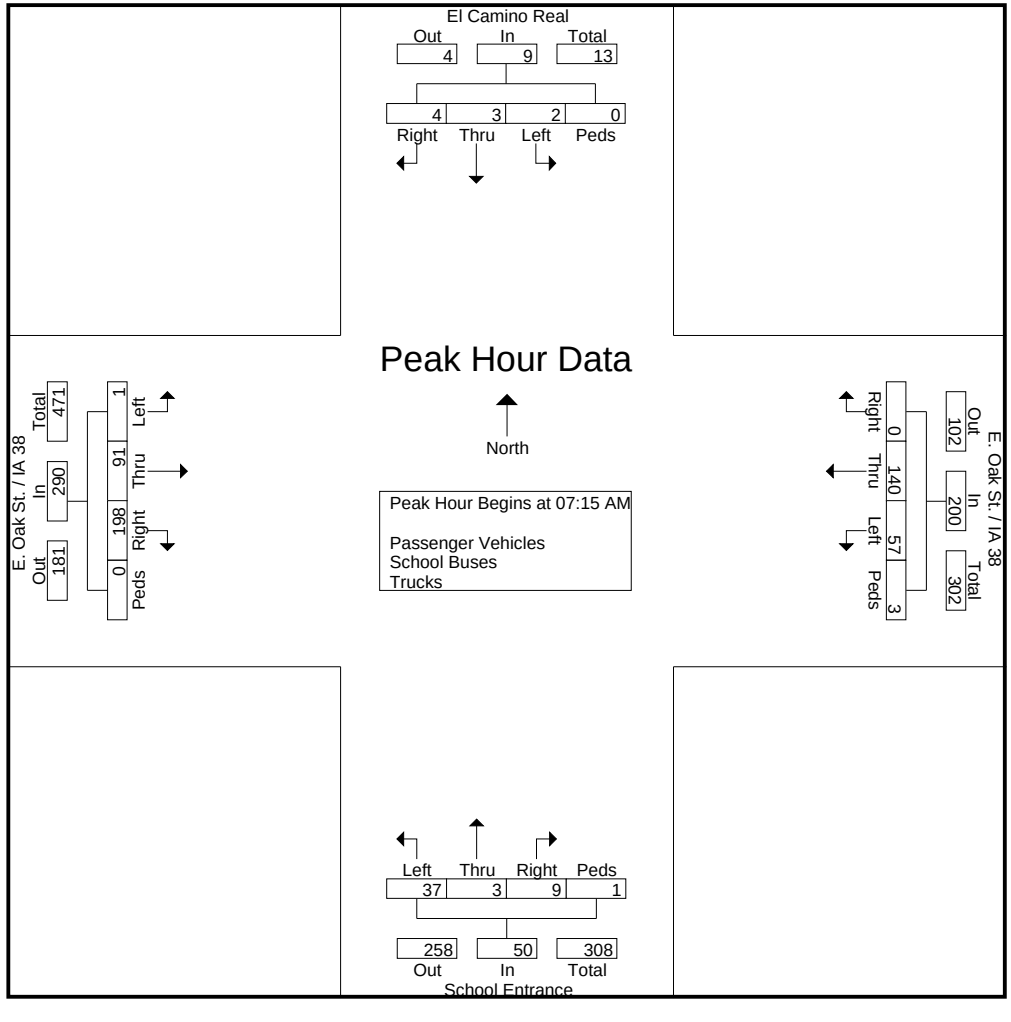
	El Camino Real From North					E. Oak St. / IA 38 From East					School Entrance From South					E. Oak St. / IA 38 From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 7:00:00 AM to 11:45:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:15:00 AM																					
7:15:00 AM	**1**	0	**1**	0	2	6	34	0	0	40	2	0	0	0	2	0	11	10	0	21	65
7:30:00 AM	0	1	1	0	2	17	34	0	**3**	54	**18**	0	**4**	**1**	**23**	0	25	59	0	84	163
7:45:00 AM	0	**2**	1	0	**3**	**27**	**57**	0	0	**84**	10	**3**	4	0	17	0	**34**	**108**	0	**142**	**246**
8:00:00 AM	1	0	1	0	2	7	15	0	0	22	7	0	1	0	8	**1**	21	21	0	43	75
Total Volume	2	3	4	0	9	57	140	0	3	200	37	3	9	1	50	1	91	198	0	290	549
% App. Total	22.2	33.3	44.4	0		28.5	70	0	1.5		74	6	18	2		0.3	31.4	68.3	0		
PHF	.500	.375	1.00	.000	.750	.528	.614	.000	.250	.595	.514	.250	.563	.250	.543	.250	.669	.458	.000	.511	.558

Hall & Hall Engineers, Inc.

1860 Boyson Road
Hiawatha, Iowa 52233

Leaders in Land Development

File Name : Hwy 38 & School Ent
Site Code : 00000000
Start Date : 11/15/2018
Page No : 3



Hall & Hall Engineers, Inc.

1860 Boyson Road
Hiawatha, Iowa 52233

Leaders in Land Development

File Name : Hwy 38 & School Ent
Site Code : 00000000
Start Date : 11/15/2018

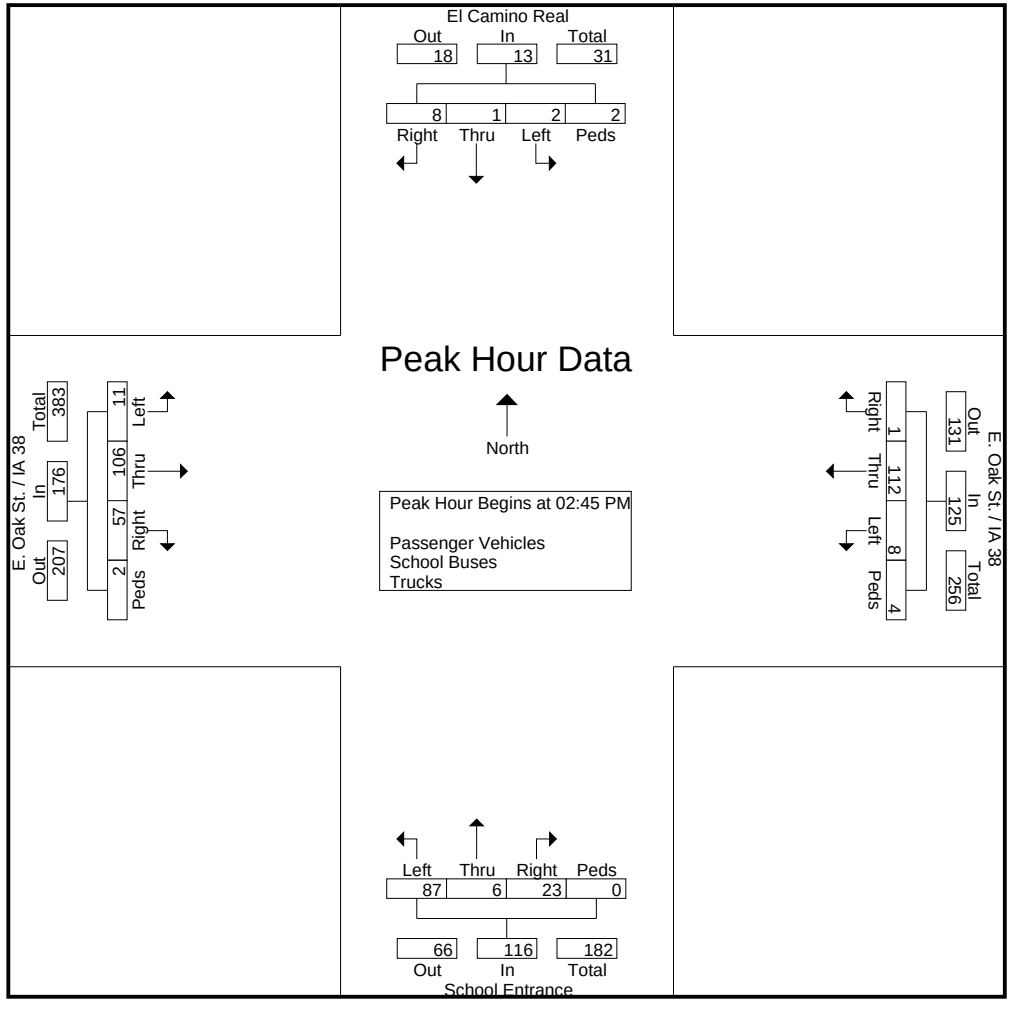
	El Camino Real From North					E. Oak St. / IA 38 From East					School Entrance From South					E. Oak St. / IA 38 From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00:00 PM to 4:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 2:45:00 PM																					
2:45:00 PM	0	0	0	**1**	1	**3**	19	0	0	22	8	0	1	0	9	3	23	17	0	43	75
3:00:00 PM	**1**	0	**6**	0	**7**	2	30	0	0	32	13	0	4	0	17	**4**	27	15	**1**	47	103
3:15:00 PM	1	**1**	1	1	4	2	**43**	0	**2**	**47**	**53**	**6**	**17**	0	**76**	1	**33**	**20**	1	**55**	**182**
3:30:00 PM	0	0	1	0	1	1	20	**1**	2	24	13	0	1	0	14	3	23	5	0	31	70
Total Volume	2	1	8	2	13	8	112	1	4	125	87	6	23	0	116	11	106	57	2	176	430
% App. Total	15.4	7.7	61.5	15.4		6.4	89.6	0.8	3.2		75	5.2	19.8	0		6.2	60.2	32.4	1.1		
PHF	.500	.250	.333	.500	.464	.667	.651	.250	.500	.665	.410	.250	.338	.000	.382	.688	.803	.713	.500	.800	.591

Hall & Hall Engineers, Inc.

1860 Boyson Road
Hiawatha, Iowa 52233

Leaders in Land Development

File Name : Hwy 38 & School Ent
Site Code : 00000000
Start Date : 11/15/2018
Page No : 5



Hall & Hall Engineers, Inc.

1860 Boyson Road
Hiawatha, Iowa 52233

Leaders in Land Development

File Name : hwy 38 & spring farm lane
Site Code : 00000000
Start Date : 11/15/2018
Page No : 1

Groups Printed- Passenger Vehicles - School Buses

	Cemetery Entrance From North					E. Oak St. / IA 38 From East					Spring Farm Lane From South					E. Oak St. / IA 38 From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	28	0	0	28	51
07:15 AM	0	0	0	0	0	3	40	0	0	43	1	0	0	0	1	0	11	0	0	11	55
07:30 AM	0	0	0	0	0	9	45	0	0	54	1	0	1	0	2	0	25	2	0	27	83
07:45 AM	0	0	0	0	0	3	76	0	0	79	1	0	0	0	1	0	30	3	0	33	113
Total	0	0	0	0	0	15	184	0	0	199	3	0	1	0	4	0	94	5	0	99	302
08:00 AM	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	22	0	0	22	43
08:15 AM	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	1	14	0	0	15	40
08:30 AM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	18	0	0	18	34
08:45 AM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	15	0	0	15	33
Total	0	0	0	0	0	0	80	0	0	80	0	0	0	0	0	1	69	0	0	70	150
*** BREAK ***																					
02:30 PM	0	0	0	0	0	0	20	0	0	20	2	0	0	0	2	1	25	2	0	28	50
02:45 PM	1	0	1	0	2	1	18	0	0	19	0	0	0	0	0	3	20	0	0	23	44
Total	1	0	1	0	2	1	38	0	0	39	2	0	0	0	2	4	45	2	0	51	94
03:00 PM	0	0	0	0	0	2	25	0	0	27	1	0	1	0	2	0	28	2	0	30	59
03:15 PM	0	0	0	0	0	0	17	0	0	17	23	0	3	0	26	0	43	1	0	44	87
03:30 PM	0	0	0	0	0	0	18	0	0	18	1	0	1	0	2	1	21	0	0	22	42
03:45 PM	0	0	0	0	0	0	30	0	0	30	0	0	6	0	6	0	29	1	0	30	66
Total	0	0	0	0	0	2	90	0	0	92	25	0	11	0	36	1	121	4	0	126	254
04:00 PM	0	0	0	0	0	2	21	0	0	23	0	0	1	0	1	0	39	1	0	40	64
04:15 PM	0	0	0	0	0	0	25	1	0	26	1	0	0	0	1	0	33	2	0	35	62
04:30 PM	0	0	1	0	1	1	33	0	0	34	1	0	2	0	3	1	38	3	0	42	80
04:45 PM	0	0	0	0	0	0	32	1	0	33	1	0	0	0	1	0	27	0	0	27	61
Total	0	0	1	0	1	3	111	2	0	116	3	0	3	0	6	1	137	6	0	144	267
Grand Total	1	0	2	0	3	21	503	2	0	526	33	0	15	0	48	7	466	17	0	490	1067
Apprch %	33.3	0	66.7	0		4	95.6	0.4	0		68.8	0	31.2	0		1.4	95.1	3.5	0		
Total %	0.1	0	0.2	0	0.3	2	47.1	0.2	0	49.3	3.1	0	1.4	0	4.5	0.7	43.7	1.6	0	45.9	
Passenger Vehicles	1	0	2	0	3	21	496	2	0	519	33	0	15	0	48	7	460	17	0	484	1054
% Passenger Vehicles	100	0	100	0	100	100	98.6	100	0	98.7	100	0	100	0	100	100	98.7	100	0	98.8	98.8
School Buses	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	13
% School Buses	0	0	0	0	0	0	1.4	0	0	1.3	0	0	0	0	0	0	1.3	0	0	1.2	1.2

Hall & Hall Engineers, Inc.

1860 Boyson Road
Hiawatha, Iowa 52233
Leaders in Land Development

File Name : hwy 38 & spring farm lane
Site Code : 00000000
Start Date : 11/15/2018
Page No : 2

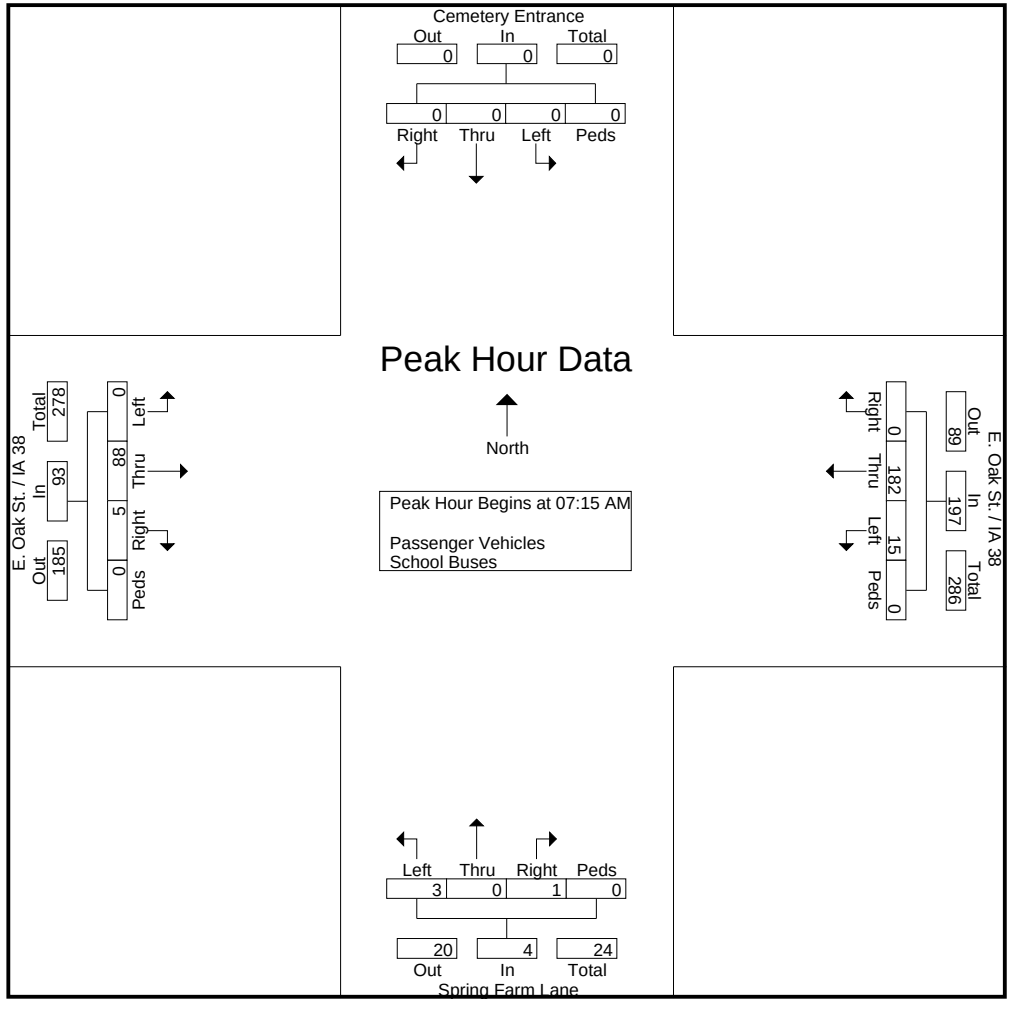
	Cemetery Entrance From North					E. Oak St. / IA 38 From East					Spring Farm Lane From South					E. Oak St. / IA 38 From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 7:15:00 AM to 8:00:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:15:00 AM																					
7:15:00 AM	0	0	0	0	0	3	40	0	0	43	**1**	0	0	0	1	0	11	0	0	11	55
7:30:00 AM	0	0	0	0	0	**9**	45	0	0	54	1	0	**1**	0	**2**	0	25	2	0	27	83
7:45:00 AM	0	0	0	0	0	3	**76**	0	0	**79**	1	0	0	0	1	0	**30**	**3**	0	**33**	**113**
8:00:00 AM	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	22	0	0	22	43
Total Volume	0	0	0	0	0	15	182	0	0	197	3	0	1	0	4	0	88	5	0	93	294
% App. Total	0	0	0	0		7.6	92.4	0	0		75	0	25	0		0	94.6	5.4	0		
PHF	.000	.000	.000	.000	.000	.417	.599	.000	.000	.623	.750	.000	.250	.000	.500	.000	.733	.417	.000	.705	.650

Hall & Hall Engineers, Inc.

1860 Boyson Road
Hiawatha, Iowa 52233

Leaders in Land Development

File Name : hwy 38 & spring farm lane
Site Code : 00000000
Start Date : 11/15/2018
Page No : 3



Hall & Hall Engineers, Inc.

1860 Boyson Road
Hiawatha, Iowa 52233
Leaders in Land Development

File Name : hwy 38 & spring farm lane
Site Code : 00000000
Start Date : 11/15/2018
Page No : 4

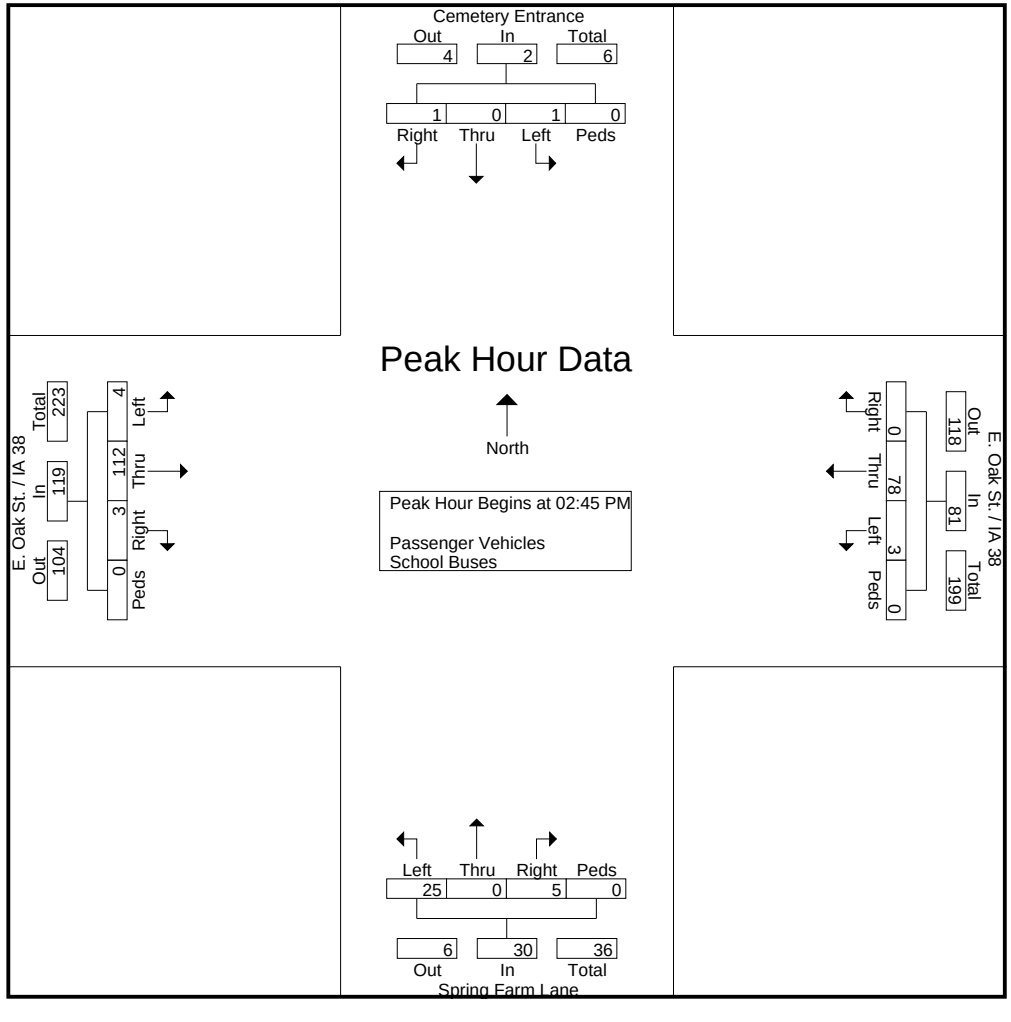
	Cemetery Entrance From North					E. Oak St. / IA 38 From East					Spring Farm Lane From South					E. Oak St. / IA 38 From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 2:45:00 PM to 3:30:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 2:45:00 PM																					
2:45:00 PM	**1**	0	**1**	0	**2**	1	18	0	0	19	0	0	0	0	0	**3**	20	0	0	23	44
3:00:00 PM	0	0	0	0	0	**2**	**25**	0	0	**27**	1	0	1	0	2	0	28	**2**	0	30	59
3:15:00 PM	0	0	0	0	0	0	17	0	0	17	**23**	0	**3**	0	**26**	0	**43**	1	0	**44**	**87**
3:30:00 PM	0	0	0	0	0	0	18	0	0	18	1	0	1	0	2	1	21	0	0	22	42
Total Volume	1	0	1	0	2	3	78	0	0	81	25	0	5	0	30	4	112	3	0	119	232
% App. Total	50	0	50	0		3.7	96.3	0	0		83.3	0	16.7	0		3.4	94.1	2.5	0		
PHF	.250	.000	.250	.000	.250	.375	.780	.000	.000	.750	.272	.000	.417	.000	.288	.333	.651	.375	.000	.676	.667

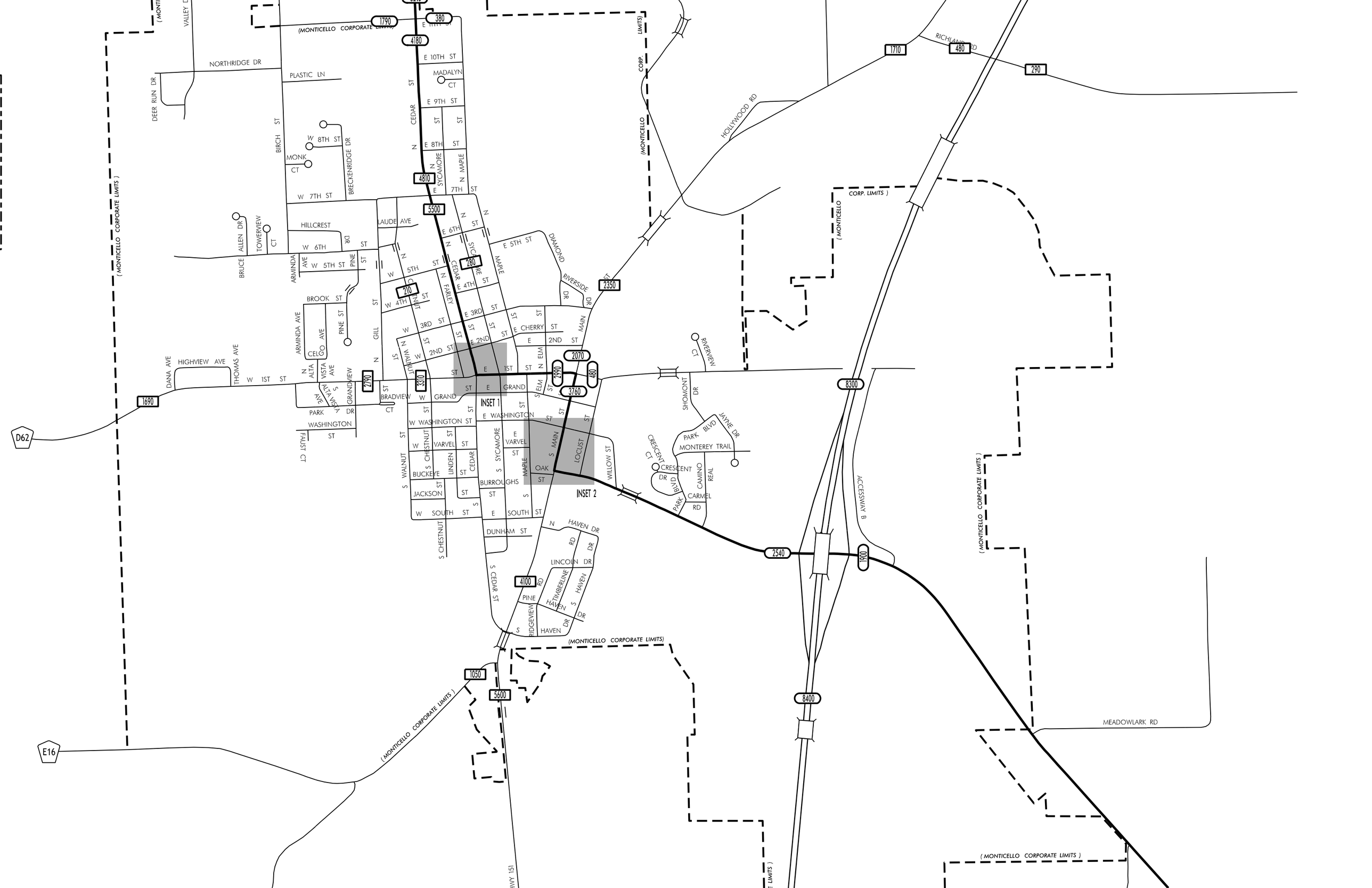
Hall & Hall Engineers, Inc.

1860 Boyson Road
Hiawatha, Iowa 52233

Leaders in Land Development

File Name : hwy 38 & spring farm lane
Site Code : 00000000
Start Date : 11/15/2018
Page No : 5

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(MONTICELLO CORPORATE LIMITS)
CORP. LIMITS
(MONTICELLO
CORP. LIMITS)
VALLEY DR
NORTHRIDGE DR
DEER RUN DR
PLASTIC LN
BIRCH ST
MONK CT
BRECKENRIDGE DR
W 8TH ST
W 7TH ST
CEDAR ST
E 10TH ST
MADALYN CT
E 9TH ST
E 8TH ST
N SYCAMORE ST
N MAPLE ST
E 7TH ST
HILLCREST DR
W 6TH ST
ALLEN DR
TOWERVIEW CT
BRUCE ST
ARMINDA AVE
W 5TH ST
PINE ST
LAUDE AVE
N CEDAR ST
E 6TH ST
N FARLEY ST
E 5TH ST
DIAMOND RIVERSIDE DR
MAPLE ST
E 4TH ST
BROOK ST
W 4TH ST
E 3RD ST
W 3RD ST
E 2ND ST
W 2ND ST
E 1ST ST
W 1ST ST
E CHERRY ST
MAIN ST
N ELM ST
GILL ST
N WALNUT ST
ARMINDA AVE
CELO AVE
ALTA VISTA AVE
PINE ST
DANA AVE
HIGHVIEW AVE
THOMAS AVE
GRANDVIEW AVE
S ALTAVISTA AVE
BRADVIEW CT
PARK DR
WASHINGTON ST
FAUST CT
E GRAND ST
W GRAND ST
INSET 1
E WASHINGTON ST
W WASHINGTON ST
S WALNUT ST
S CHESTNUT ST
W VARVEL ST
E VARVEL ST
BUCKEYE ST
LINDEN ST
CEDAR ST
S SYCAMORE ST
S MAPLE ST
S MAIN ST
LOCUST ST
OAK ST
BURROUGHS ST
JACKSON ST
W SOUTH ST
E SOUTH ST
DUNHAM ST
S CHESTNUT
S CEDAR ST
WILLOW ST
INSET 2
N HAVEN DR RD
LINCOLN DR
TIMBERLINE DR
S HAVEN DR
PINE RIDGE DR
S RIDGEVIEW DR
HAVEN DR
HOLLYWOOD RD
RICHLAND RD
RIVERVIEW CT
SHOMONT DR
JAYNE DR
PARK BLVD
MONTEREY TRAIL
CRESCENT CT
CRESCENT DR
CAMINO REAL
PARK BLVD
CARMEL RD
ACCESSWAY B
MEADOWLARK RD
(MONTICELLO CORPORATE LIMITS)
(MONTICELLO CORPORATE LIMITS)
(MONTICELLO CORPORATE LIMITS)
(MONTICELLO CORPORATE LIMITS)
HWY 151
D62
E16
1690
1790
380
4180
4810
5500
280
210
2790
3310
2350
2070
2990
480
3760
1710
480
290
8300
2540
1800
8400
4100
1050
5600

Iowa Crash Analysis Tool
Quick Report
2013-2017

Crash Severity	4
Fatal	0
Major Injury	0
Minor Injury	0
Possible/Unknown	1
Property Damage Only	3

Injury Status Summary	1
Fatal	0
Suspected serious/incapacitating	0
Suspected minor/non-incapacitating	0
Possible (complaint of pain/injury)	1
Uninjured	0
Fatal, not crash-related	0
Unknown	0
Not reported	0

Property/Vehicles/Occupants	
Property Damage Total (dollars):	12,400.00
Average (per crash dollars):	3,100.00
Total Vehicles:	6.00
Average (per crash):	1.50
Total Occupants:	7.00
Average (per crash):	1.75

Average Severity	
Fatalities/Fatal Crash:	0.00
Fatalities/Crash:	0.00
Injuries/Crash:	0.25
Major Injuries/Crash:	0.00
Minor Injuries/Crash:	0.00
Possible/Unknown Injuries/Crash:	0.25

Major Cause			4
Animal	0	Ran traffic signal	0
Ran stop sign	0	Failed to yield to emergency vehicle	0
FTYROW: At uncontrolled intersection	0	FTYROW: Making right turn on red signal	0
FTYROW: From stop sign	1	FTYROW: From yield sign	0
FTYROW: Making left turn	0	FTYROW: From driveway	0
FTYROW: From parked position	0	FTYROW: To pedestrian	0
FTYROW: Other	0	Drove around RR grade crossing gates	0
Disregarded RR Signal	0	Crossed centerline (undivided)	0
Crossed median (divided)	0	Traveling wrong way or on wrong side of road	0
Aggressive driving/road rage	0	Driving too fast for conditions	0
Exceeded authorized speed	0	Improper or erratic lane changing	0
Operating vehicle in an reckless, erratic, ca...	0	Followed too close	1
Passing: On wrong side	0	Passing: Where prohibited by signs/markings	0
Passing: With insufficient distance/inadequa...	0	Passing: Through/around barrier	0
Passing: Other passing	0	Made improper turn	0
Driver Distraction: Manual operation of an e...	0	Driver Distraction: Talking on a hand-held d...	0
Driver Distraction: Talking on a hands free ...	0	Driver Distraction: Adjusting devices (radio...	0
Driver Distraction: Other electronic device ...	0	Driver Distraction: Passenger	0
Driver Distraction: Unrestrained animal	0	Driver Distraction: Reaching for object(s)/f...	0
Driver Distraction: Inattentive/lost in thou...	0	Driver Distraction: Other interior distracti...	0
Driver Distraction: Exterior distraction	0	Ran off road - right	0
Ran off road - straight	0	Ran off road - left	2
Lost control	0	Swerving/Evasive Action	0
Over correcting/over steering	0	Failed to keep in proper lane	0
Failure to signal intentions	0	Traveling on prohibited traffic way	0
Vehicle stopped on railroad tracks	0	Other: Vision obstructed	0
Other: Improper operation	0	Other: Disregarded warning sign	0
Other: Disregarded signs/road markings	0	Other: Illegal off-road driving	0
Downhill runaway	0	Separation of units	0
Towing improperly	0	Cargo/equipment loss or shift	0
Equipment failure	0	Oversized load/vehicle	0
Other: Getting off/out of vehicle	0	Failure to dim lights/have lights on	0
Improper backing	0	Improper starting	0
Illegally parked/unattended	0	Driving less than the posted speed limit	0
Operator inexperience	0	Other	0
Unknown	0	Not reported	0
Other: No improper action	0		

Time of Day/Day of Week

Day of Week	12 AM to 2 AM	2 AM to 4 AM	4 AM to 6 AM	6 AM to 8 AM	8 AM to 10 AM	10 AM to Noon	Noon to 2 PM	2 PM to 4 PM	4 PM to 6 PM	6 PM to 8 PM	8 PM to 10 PM	10 PM to 12 AM	Not reported	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tuesday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wednesday	0	0	1	1	0	0	0	0	0	0	0	0	0	2
Thursday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Friday	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Saturday	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	1	1	0	0	1	1	0	0	0	0	0	4

Manner of Crash Collision	**4**
Non-collision (single vehicle)	2
Head-on (front to front)	0
Rear-end (front to rear)	1
Angle, oncoming left turn	0
Broadside (front to side)	1
Sideswipe, same direction	0
Sideswipe, opposite direction	0
Rear to rear	0
Rear to side	0
Not reported	0
Other	0
Unknown	0

Surface Conditions	**4**
Dry	1
Wet	0
Ice/frost	1
Snow	2
Slush	0
Mud, dirt	0
Water (standing or moving)	0
Sand	0
Oil	0
Gravel	0
Not reported	0
Other	0
Unknown	0

Fixed Object Struck			**6**
Bridge overhead structure	0	Bridge pier or support	0
Bridge/bridge rail parapet	0	Curb/island/raised median	0
Ditch	1	Embankment	0
Ground	0	Culvert/pipe opening	0
Guardrail - face	0	Guardrail - end	0
Concrete traffic barrier (median or right sid...	0	Other traffic barrier	0
Cable barrier	0	Impact attenuator/crash cushion	0
Utility pole/light support	1	Traffic sign support	0
Traffic signal support	0	Other post/pole/support	0
Fire hydrant	0	Mailbox	0
Tree	0	Landscape/shrubbery	0
Snow bank	0	Fence	0
Wall	0	Building	0
Other fixed object	0	None (no fixed object struck)	4

Driver Age/Driver Gender					
Driver Age - 5 year Bins	Female	Male	Not reported	Unknown	**Total**
< 14	0	0	0	0	0
= 14	0	0	0	0	0
= 15	0	0	0	0	0
= 16	0	1	0	0	1
= 17	1	0	0	0	1
= 18	1	0	0	0	1
= 19	0	0	0	0	0
= 20	0	0	0	0	0
>= 21 and <= 24	1	0	0	0	1
>= 25 and <= 29	1	0	0	0	1
>= 30 and <= 34	0	0	0	0	0
>= 35 and <= 39	0	0	0	0	0
>= 40 and <= 44	0	0	0	0	0
>= 45 and <= 49	0	0	0	0	0
>= 50 and <= 54	1	0	0	0	1
>= 55 and <= 59	0	0	0	0	0
>= 60 and <= 64	0	0	0	0	0
>= 65 and <= 69	0	0	0	0	0
>= 70 and <= 74	0	0	0	0	0
>= 75 and <= 79	0	0	0	0	0
>= 80 and <= 84	0	0	0	0	0
>= 85 and <= 89	0	0	0	0	0
>= 90 and <= 94	0	0	0	0	0
>= 95	0	0	0	0	0
Not reported	0	0	0	0	0
Unknown	0	0	0	0	0
Total	5	1	0	0	6

Drug/Alcohol Related	**4**
Drug	0
Alcohol (< Statutory)	0
Alcohol (Statutory)	0
Drug/Alcohol (< Statutory)	0
Drug/Alcohol (Statutory)	0
Refused	0
Under Influence of Alcohol/Drugs/Medications	0
None Indicated	4

Alcohol Test Given	**6**
None	5
Blood	0
Urine	0
Breath	0
Vitreous	0
Refused	0
Not reported	1

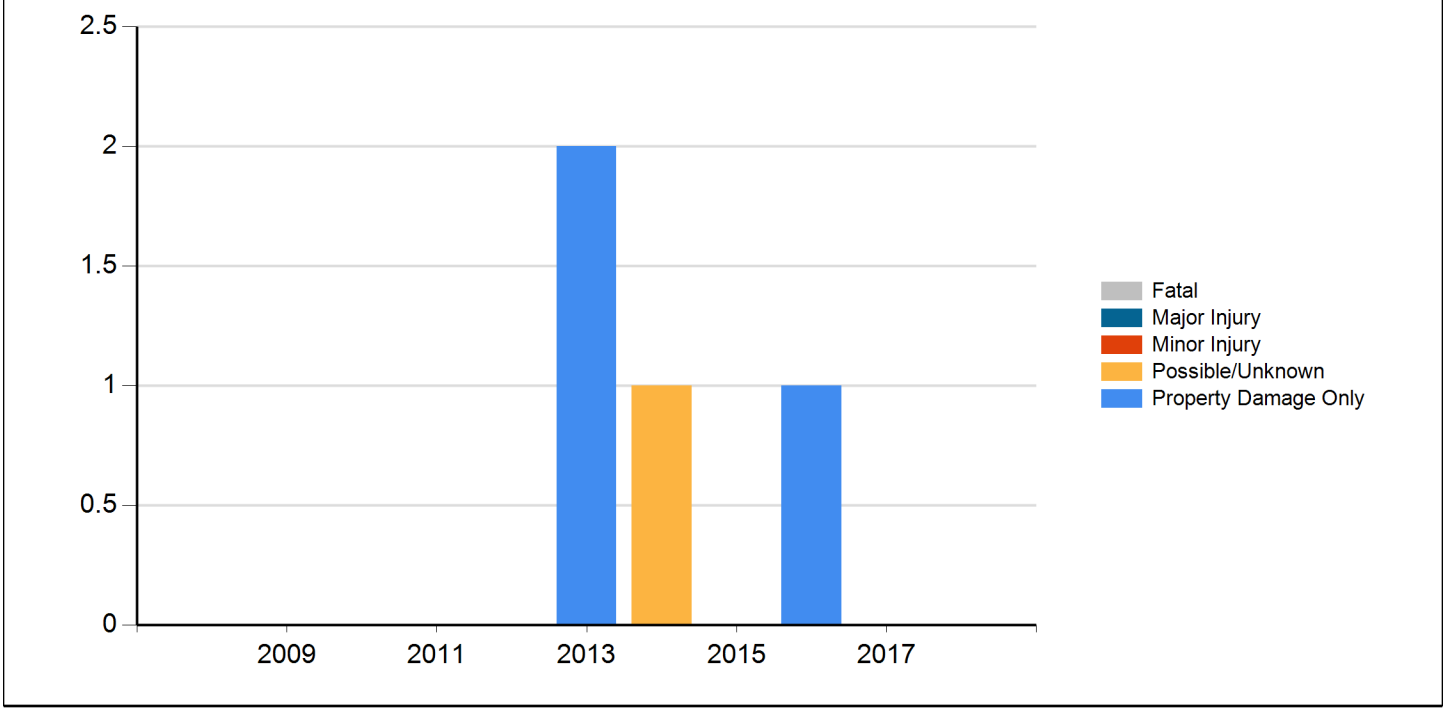
Drug Test Given	**6**
None	4
Blood	0
Urine	0
Breath	0
Vitreous	0
Refused	0
Not reported	2

Drug Test Result	**6**
Negative	0
Cannabis	0
Central Nervous System depressants	0
Central Nervous System stimulants	0
Hallucinogens	0
Inhalants	0
Narcotic Analgesics	0
Dissociative Anesthetic (PCP)	0
Prescription Drug	0
Not reported	6
Other	0

Crash Severity - Annual

Crash Year	Fatal	Major Injury	Minor Injury	Possible/Unknown	Property Damage Only	**Total**
2008	0	0	0	0	0	0
2009	0	0	0	0	0	0
2010	0	0	0	0	0	0
2011	0	0	0	0	0	0
2012	0	0	0	0	0	0
2013	0	0	0	0	2	2
2014	0	0	0	1	0	1
2015	0	0	0	0	0	0
2016	0	0	0	0	1	1
2017	0	0	0	0	0	0
2018	0	0	0	0	0	0
Total	0	0	0	1	3	4

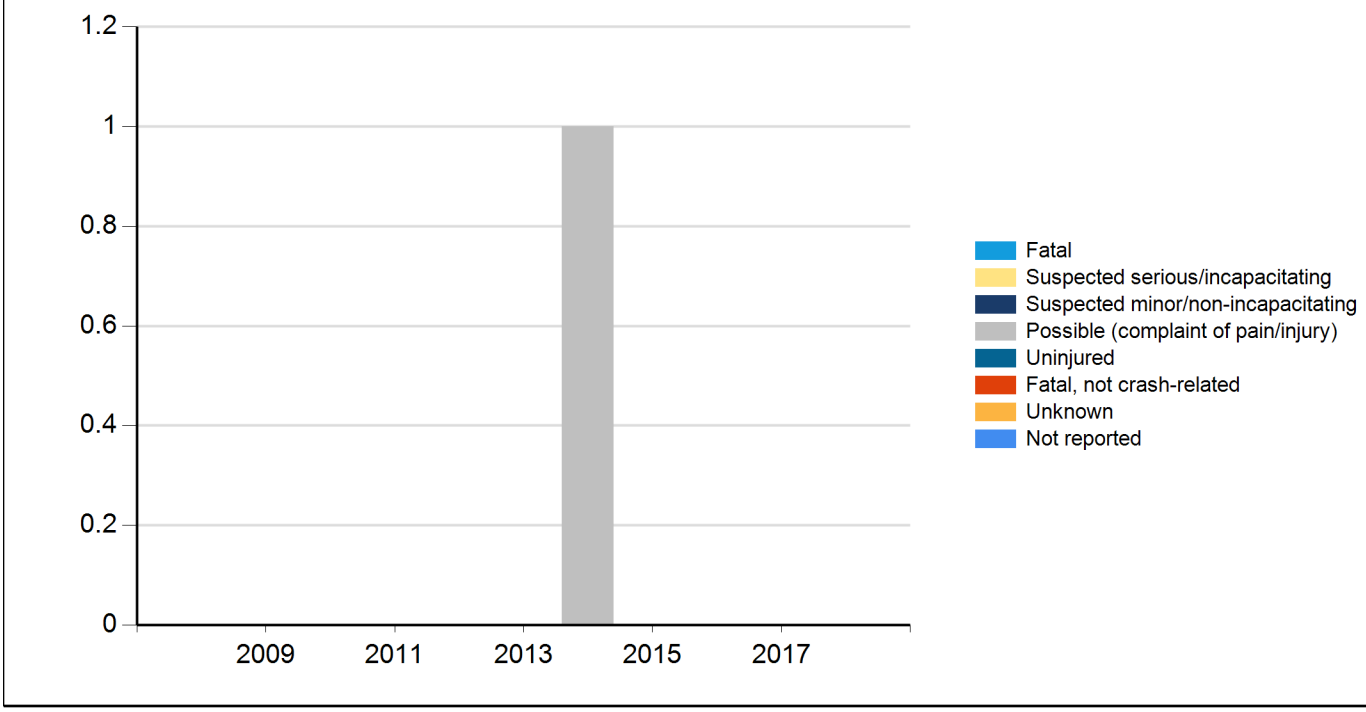
Severity/Year



Injury Status - Annual

Crash Year	Fatal	Suspected serious/incapacitating	Suspected minor/non-incapacitating	Possible (complaint of pain/injury)	Uninjured	Fatal, not crash-related	Unknown	**Total**
2008	0	0	0	0	0	0	0	0
2009	0	0	0	0	0	0	0	0
2010	0	0	0	0	0	0	0	0
2011	0	0	0	0	0	0	0	0
2012	0	0	0	0	0	0	0	0
2013	0	0	0	0	0	0	0	0
2014	0	0	0	1	0	0	0	1
2015	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	1

Injury Status/Year



Meeting the following criteria

Jurisdiction: Statewide
Year: 2013, 2014, 2015, 2016, 2017
Map Selection: Yes
Filter: None

Analyst Information

MATT JOHNSON

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	1	92	198	57	138	0	37	3	9	2	3	4
Future Vol, veh/h	1	92	198	57	138	0	37	3	9	2	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	125	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	51	51	51	60	60	60	54	54	54	75	75	75
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	2	180	388	95	230	0	69	6	17	3	4	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	230	0	0	568	0	0	803	798	374	810	992	230
Stage 1	-	-	-	-	-	-	378	378	-	420	420	-
Stage 2	-	-	-	-	-	-	425	420	-	390	572	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1315	-	-	985	-	-	297	314	663	294	242	799
Stage 1	-	-	-	-	-	-	636	608	-	603	583	-
Stage 2	-	-	-	-	-	-	599	583	-	626	498	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1315	-	-	985	-	-	266	279	663	258	215	799
Mov Cap-2 Maneuver	-	-	-	-	-	-	266	279	-	258	215	-
Stage 1	-	-	-	-	-	-	635	607	-	602	518	-
Stage 2	-	-	-	-	-	-	525	518	-	603	497	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.6	21.2	16.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	267	663	1315	-	-	985	-	-	337
HCM Lane V/C Ratio	0.277	0.025	0.001	-	-	0.096	-	-	0.036
HCM Control Delay (s)	23.6	10.6	7.7	0	-	9	0	-	16.1
HCM Lane LOS	C	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.1	0.1	0	-	-	0.3	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	98	5	15	192	0	3	0	1	0	0	0
Future Vol, veh/h	0	98	5	15	192	0	3	0	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	63	63	63	50	50	50	75	75	75
Heavy Vehicles, %	12	12	12	5	5	5	2	2	2	2	2	2
Mvmt Flow	0	131	7	24	305	0	6	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	305	0	0	138	0	0	488	488	135	489	491	305
Stage 1	-	-	-	-	-	-	135	135	-	353	353	-
Stage 2	-	-	-	-	-	-	353	353	-	136	138	-
Critical Hdwy	4.22	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.308	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1201	-	-	1427	-	-	490	480	914	489	478	735
Stage 1	-	-	-	-	-	-	868	785	-	664	631	-
Stage 2	-	-	-	-	-	-	664	631	-	867	782	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1201	-	-	1427	-	-	483	470	914	481	468	735
Mov Cap-2 Maneuver	-	-	-	-	-	-	483	470	-	481	468	-
Stage 1	-	-	-	-	-	-	868	785	-	664	618	-
Stage 2	-	-	-	-	-	-	651	618	-	865	782	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	11.7	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	548	1201	-	-	1427	-	-	-
HCM Lane V/C Ratio	0.015	-	-	-	0.017	-	-	-
HCM Control Delay (s)	11.7	0	-	-	7.6	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	11	105	57	8	110	1	87	6	23	2	1	8
Future Vol, veh/h	11	105	57	8	110	1	87	6	23	2	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	125	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	67	67	67	38	38	38	50	50	50
Heavy Vehicles, %	8	8	8	11	11	11	3	3	3	9	9	9
Mvmt Flow	14	131	71	12	164	1	229	16	61	4	2	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	165	0	0	202	0	0	393	384	167	422	419	165
Stage 1	-	-	-	-	-	-	195	195	-	189	189	-
Stage 2	-	-	-	-	-	-	198	189	-	233	230	-
Critical Hdwy	4.18	-	-	4.21	-	-	7.13	6.53	6.23	7.19	6.59	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.19	5.59	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.19	5.59	-
Follow-up Hdwy	2.272	-	-	2.299	-	-	3.527	4.027	3.327	3.581	4.081	3.381
Pot Cap-1 Maneuver	1378	-	-	1318	-	-	565	548	875	530	515	862
Stage 1	-	-	-	-	-	-	804	737	-	797	731	-
Stage 2	-	-	-	-	-	-	802	742	-	755	701	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1378	-	-	1318	-	-	544	536	875	474	504	862
Mov Cap-2 Maneuver	-	-	-	-	-	-	544	536	-	474	504	-
Stage 1	-	-	-	-	-	-	794	728	-	787	724	-
Stage 2	-	-	-	-	-	-	777	735	-	679	693	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.5	15.5	10.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	543	875	1378	-	-	1318	-	-	710
HCM Lane V/C Ratio	0.451	0.069	0.01	-	-	0.009	-	-	0.031
HCM Control Delay (s)	17	9.4	7.6	0	-	7.8	0	-	10.2
HCM Lane LOS	C	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2.3	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	123	3	4	93	0	25	0	6	1	0	1
Future Vol, veh/h	4	123	3	4	93	0	25	0	6	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	75	75	75	30	30	30	50	50	50
Heavy Vehicles, %	10	10	10	14	14	14	3	3	3	2	2	2
Mvmt Flow	6	181	4	5	124	0	83	0	20	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	124	0	0	185	0	0	330	329	183	339	331	124
Stage 1	-	-	-	-	-	-	195	195	-	134	134	-
Stage 2	-	-	-	-	-	-	135	134	-	205	197	-
Critical Hdwy	4.2	-	-	4.24	-	-	7.13	6.53	6.23	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.12	5.52	-
Follow-up Hdwy	2.29	-	-	2.326	-	-	3.527	4.027	3.327	3.518	4.018	3.318
Pot Cap-1 Maneuver	1415	-	-	1321	-	-	621	588	857	615	588	927
Stage 1	-	-	-	-	-	-	804	737	-	869	785	-
Stage 2	-	-	-	-	-	-	866	784	-	797	738	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1415	-	-	1321	-	-	615	583	857	597	583	927
Mov Cap-2 Maneuver	-	-	-	-	-	-	615	583	-	597	583	-
Stage 1	-	-	-	-	-	-	800	733	-	865	782	-
Stage 2	-	-	-	-	-	-	861	781	-	775	734	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	11.6	10
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	651	1415	-	-	1321	-	-	726
HCM Lane V/C Ratio	0.159	0.004	-	-	0.004	-	-	0.006
HCM Control Delay (s)	11.6	7.6	0	-	7.7	0	-	10
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0

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	1	169	216	63	191	0	50	4	16	2	4	4
Future Vol, veh/h	1	169	216	63	191	0	50	4	16	2	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	125	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	51	51	51	60	60	60	54	54	54	75	75	75
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	2	331	424	105	318	0	93	7	30	3	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	318	0	0	755	0	0	1080	1075	543	1094	1287	318
Stage 1	-	-	-	-	-	-	547	547	-	528	528	-
Stage 2	-	-	-	-	-	-	533	528	-	566	759	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1220	-	-	838	-	-	192	216	532	188	161	713
Stage 1	-	-	-	-	-	-	514	511	-	527	521	-
Stage 2	-	-	-	-	-	-	523	521	-	502	409	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1220	-	-	838	-	-	163	183	532	152	136	713
Mov Cap-2 Maneuver	-	-	-	-	-	-	163	183	-	152	136	-
Stage 1	-	-	-	-	-	-	512	509	-	525	442	-
Stage 2	-	-	-	-	-	-	435	442	-	466	408	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.5	46.2	23.5
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	164	532	1220	-	-	838	-	-	208
HCM Lane V/C Ratio	0.61	0.056	0.002	-	-	0.125	-	-	0.064
HCM Control Delay (s)	56.3	12.2	8	0	-	9.9	0	-	23.5
HCM Lane LOS	F	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	3.3	0.2	0	-	-	0.4	-	-	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	168	19	6	243	11	11
Future Vol, veh/h	168	19	6	243	11	11
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	75	75	75	75	75	75
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	224	25	8	324	15	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	249	0	577	237
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	340	-
Critical Hdwy	-	-	4.16	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.254	-	3.554	3.354
Pot Cap-1 Maneuver	-	-	1294	-	472	792
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	712	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1294	-	468	792
Mov Cap-2 Maneuver	-	-	-	-	468	-
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	712	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	588	-	-	1294	-
HCM Lane V/C Ratio	0.05	-	-	0.006	-
HCM Control Delay (s)	11.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	116	63	34	204	0	45	0	22	0	0	0
Future Vol, veh/h	0	116	63	34	204	0	45	0	22	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	63	63	63	50	50	50	75	75	75
Heavy Vehicles, %	12	12	12	5	5	5	2	2	2	2	2	2
Mvmt Flow	0	155	84	54	324	0	90	0	44	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	324	0	0	239	0	0	629	629	197	651	671	324
Stage 1	-	-	-	-	-	-	197	197	-	432	432	-
Stage 2	-	-	-	-	-	-	432	432	-	219	239	-
Critical Hdwy	4.22	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.308	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1182	-	-	1310	-	-	395	399	844	382	378	717
Stage 1	-	-	-	-	-	-	805	738	-	602	582	-
Stage 2	-	-	-	-	-	-	602	582	-	783	708	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1182	-	-	1310	-	-	380	379	844	348	359	717
Mov Cap-2 Maneuver	-	-	-	-	-	-	380	379	-	348	359	-
Stage 1	-	-	-	-	-	-	805	738	-	602	553	-
Stage 2	-	-	-	-	-	-	572	553	-	742	708	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.1	15.9	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	464	1182	-	-	1310	-	-	-
HCM Lane V/C Ratio	0.289	-	-	-	0.041	-	-	-
HCM Control Delay (s)	15.9	0	-	-	7.9	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	1.2	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	11	134	63	12	147	1	96	7	25	2	2	8
Future Vol, veh/h	11	134	63	12	147	1	96	7	25	2	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	125	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	51	51	51	60	60	60	54	54	54	75	75	75
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	22	263	124	20	245	2	178	13	46	3	3	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	247	0	0	387	0	0	662	656	325	685	717	246
Stage 1	-	-	-	-	-	-	369	369	-	286	286	-
Stage 2	-	-	-	-	-	-	293	287	-	399	431	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1296	-	-	1150	-	-	370	380	707	357	350	783
Stage 1	-	-	-	-	-	-	643	614	-	713	668	-
Stage 2	-	-	-	-	-	-	707	667	-	619	576	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1296	-	-	1150	-	-	351	364	707	314	335	783
Mov Cap-2 Maneuver	-	-	-	-	-	-	351	364	-	314	335	-
Stage 1	-	-	-	-	-	-	629	600	-	697	655	-
Stage 2	-	-	-	-	-	-	681	654	-	554	563	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.6	23.5	12
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	352	707	1296	-	-	1150	-	-	532
HCM Lane V/C Ratio	0.542	0.065	0.017	-	-	0.017	-	-	0.03
HCM Control Delay (s)	26.7	10.4	7.8	0	-	8.2	0	-	12
HCM Lane LOS	D	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	3.1	0.2	0.1	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	153	8	3	151	9	3
Future Vol, veh/h	153	8	3	151	9	3
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	75	75	75	75	75	75
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	204	11	4	201	12	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	215	0	419	210
Stage 1	-	-	-	-	210	-
Stage 2	-	-	-	-	209	-
Critical Hdwy	-	-	4.16	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.254	-	3.554	3.354
Pot Cap-1 Maneuver	-	-	1332	-	583	820
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	816	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1332	-	581	820
Mov Cap-2 Maneuver	-	-	-	-	581	-
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	816	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	627	-	-	1332	-
HCM Lane V/C Ratio	0.026	-	-	0.003	-
HCM Control Delay (s)	10.9	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	128	24	15	100	0	53	0	15	1	0	1
Future Vol, veh/h	4	128	24	15	100	0	53	0	15	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	63	63	63	50	50	50	75	75	75
Heavy Vehicles, %	12	12	12	5	5	5	2	2	2	2	2	2
Mvmt Flow	5	171	32	24	159	0	106	0	30	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	203	0	0	405	404	187	419	420	159
Stage 1	-	-	-	-	-	-	197	197	-	207	207	-
Stage 2	-	-	-	-	-	-	208	207	-	212	213	-
Critical Hdwy	4.22	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.308	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1362	-	-	1351	-	-	556	536	855	544	525	886
Stage 1	-	-	-	-	-	-	805	738	-	795	731	-
Stage 2	-	-	-	-	-	-	794	731	-	790	726	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1362	-	-	1351	-	-	545	524	855	516	513	886
Mov Cap-2 Maneuver	-	-	-	-	-	-	545	524	-	516	513	-
Stage 1	-	-	-	-	-	-	802	735	-	792	717	-
Stage 2	-	-	-	-	-	-	778	717	-	759	723	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1	12.9	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	592	1362	-	-	1351	-	-	652
HCM Lane V/C Ratio	0.23	0.004	-	-	0.018	-	-	0.004
HCM Control Delay (s)	12.9	7.7	0	-	7.7	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	169	216	63	191	0	50	4	16	2	4	4
Future Vol, veh/h	1	169	216	63	191	0	50	4	16	2	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	125	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	51	51	51	60	60	60	54	54	54	75	75	75
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	2	331	424	105	318	0	93	7	30	3	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	318	0	0	755	0	0	868	863	331	1094	1287	318
Stage 1	-	-	-	-	-	-	335	335	-	528	528	-
Stage 2	-	-	-	-	-	-	533	528	-	566	759	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1220	-	-	838	-	-	268	288	701	188	161	713
Stage 1	-	-	-	-	-	-	671	635	-	527	521	-
Stage 2	-	-	-	-	-	-	523	521	-	502	409	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1220	-	-	838	-	-	228	243	701	155	136	713
Mov Cap-2 Maneuver	-	-	-	-	-	-	228	243	-	155	136	-
Stage 1	-	-	-	-	-	-	669	633	-	525	442	-
Stage 2	-	-	-	-	-	-	435	442	-	474	408	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.5	27.4	23.4
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	229	701	1220	-	-	838	-	-	209
HCM Lane V/C Ratio	0.437	0.042	0.002	-	-	0.125	-	-	0.064
HCM Control Delay (s)	32.4	10.4	8	0	-	9.9	0	-	23.4
HCM Lane LOS	D	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.1	0.1	0	-	-	0.4	-	-	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	168	19	6	243	11	11
Future Vol, veh/h	168	19	6	243	11	11
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	75	75	75	75	75	75
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	224	25	8	324	15	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	249	0	577	237
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	340	-
Critical Hdwy	-	-	4.16	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.254	-	3.554	3.354
Pot Cap-1 Maneuver	-	-	1294	-	472	792
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	712	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1294	-	468	792
Mov Cap-2 Maneuver	-	-	-	-	468	-
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	712	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	588	-	-	1294	-
HCM Lane V/C Ratio	0.05	-	-	0.006	-
HCM Control Delay (s)	11.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	116	63	34	204	0	45	0	22	0	0	0
Future Vol, veh/h	0	116	63	34	204	0	45	0	22	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	63	63	63	50	50	50	75	75	75
Heavy Vehicles, %	12	12	12	5	5	5	2	2	2	2	2	2
Mvmt Flow	0	155	84	54	324	0	90	0	44	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	324	0	0	239	0	0	629	629	197	651	671	324
Stage 1	-	-	-	-	-	-	197	197	-	432	432	-
Stage 2	-	-	-	-	-	-	432	432	-	219	239	-
Critical Hdwy	4.22	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.308	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1182	-	-	1310	-	-	395	399	844	382	378	717
Stage 1	-	-	-	-	-	-	805	738	-	602	582	-
Stage 2	-	-	-	-	-	-	602	582	-	783	708	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1182	-	-	1310	-	-	380	379	844	348	359	717
Mov Cap-2 Maneuver	-	-	-	-	-	-	380	379	-	348	359	-
Stage 1	-	-	-	-	-	-	805	738	-	602	553	-
Stage 2	-	-	-	-	-	-	572	553	-	742	708	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.1	15.9	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	464	1182	-	-	1310	-	-	-
HCM Lane V/C Ratio	0.289	-	-	-	0.041	-	-	-
HCM Control Delay (s)	15.9	0	-	-	7.9	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	1.2	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	134	63	12	147	1	96	7	25	2	2	8
Future Vol, veh/h	11	134	63	12	147	1	96	7	25	2	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	125	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	51	51	51	60	60	60	54	54	54	75	75	75
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	22	263	124	20	245	2	178	13	46	3	3	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	247	0	0	387	0	0	600	594	263	685	717	246
Stage 1	-	-	-	-	-	-	307	307	-	286	286	-
Stage 2	-	-	-	-	-	-	293	287	-	399	431	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1296	-	-	1150	-	-	407	413	766	357	350	783
Stage 1	-	-	-	-	-	-	694	654	-	713	668	-
Stage 2	-	-	-	-	-	-	707	667	-	619	576	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1296	-	-	1150	-	-	386	396	766	317	335	783
Mov Cap-2 Maneuver	-	-	-	-	-	-	386	396	-	317	335	-
Stage 1	-	-	-	-	-	-	679	640	-	697	655	-
Stage 2	-	-	-	-	-	-	681	654	-	557	563	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.6	20.5	12
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	387	766	1296	-	-	1150	-	-	533
HCM Lane V/C Ratio	0.493	0.06	0.017	-	-	0.017	-	-	0.03
HCM Control Delay (s)	23	10	7.8	0	-	8.2	0	-	12
HCM Lane LOS	C	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2.6	0.2	0.1	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	153	8	3	151	9	3
Future Vol, veh/h	153	8	3	151	9	3
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	75	75	75	75	75	75
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	204	11	4	201	12	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	215	0	419	210
Stage 1	-	-	-	-	210	-
Stage 2	-	-	-	-	209	-
Critical Hdwy	-	-	4.16	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.254	-	3.554	3.354
Pot Cap-1 Maneuver	-	-	1332	-	583	820
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	816	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1332	-	581	820
Mov Cap-2 Maneuver	-	-	-	-	581	-
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	816	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	627	-	-	1332	-
HCM Lane V/C Ratio	0.026	-	-	0.003	-
HCM Control Delay (s)	10.9	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	128	24	15	100	0	53	0	15	1	0	1
Future Vol, veh/h	4	128	24	15	100	0	53	0	15	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	63	63	63	50	50	50	75	75	75
Heavy Vehicles, %	12	12	12	5	5	5	2	2	2	2	2	2
Mvmt Flow	5	171	32	24	159	0	106	0	30	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	203	0	0	405	404	187	419	420	159
Stage 1	-	-	-	-	-	-	197	197	-	207	207	-
Stage 2	-	-	-	-	-	-	208	207	-	212	213	-
Critical Hdwy	4.22	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.308	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1362	-	-	1351	-	-	556	536	855	544	525	886
Stage 1	-	-	-	-	-	-	805	738	-	795	731	-
Stage 2	-	-	-	-	-	-	794	731	-	790	726	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1362	-	-	1351	-	-	545	524	855	516	513	886
Mov Cap-2 Maneuver	-	-	-	-	-	-	545	524	-	516	513	-
Stage 1	-	-	-	-	-	-	802	735	-	792	717	-
Stage 2	-	-	-	-	-	-	778	717	-	759	723	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1	12.9	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	592	1362	-	-	1351	-	-	652
HCM Lane V/C Ratio	0.23	0.004	-	-	0.018	-	-	0.004
HCM Control Delay (s)	12.9	7.7	0	-	7.7	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	1	333	250	75	322	0	74	6	30	2	6	4
Future Vol, veh/h	1	333	250	75	322	0	74	6	30	2	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	125	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	1	416	313	94	403	0	93	8	38	3	8	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	403	0	0	729	0	0	1173	1166	573	1189	1322	403
Stage 1	-	-	-	-	-	-	575	575	-	591	591	-
Stage 2	-	-	-	-	-	-	598	591	-	598	731	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1134	-	-	857	-	-	166	191	511	162	153	639
Stage 1	-	-	-	-	-	-	496	496	-	486	488	-
Stage 2	-	-	-	-	-	-	482	488	-	482	421	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1134	-	-	857	-	-	140	164	511	129	131	639
Mov Cap-2 Maneuver	-	-	-	-	-	-	140	164	-	129	131	-
Stage 1	-	-	-	-	-	-	495	495	-	485	419	-
Stage 2	-	-	-	-	-	-	403	419	-	439	420	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.8	58.3	27.1
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	142	511	1134	-	-	857	-	-	178
HCM Lane V/C Ratio	0.704	0.073	0.001	-	-	0.109	-	-	0.084
HCM Control Delay (s)	75.4	12.6	8.2	0	-	9.7	0	-	27.1
HCM Lane LOS	F	B	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	4	0.2	0	-	-	0.4	-	-	0.3

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	310	55	18	366	31	31
Future Vol, veh/h	310	55	18	366	31	31
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	80	80	80	80	80	80
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	388	69	23	458	39	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	457	0	927	423
Stage 1	-	-	-	-	423	-
Stage 2	-	-	-	-	504	-
Critical Hdwy	-	-	4.16	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.254	-	3.554	3.354
Pot Cap-1 Maneuver	-	-	1083	-	293	622
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	599	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1083	-	285	622
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	599	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	16.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	391	-	-	1083	-
HCM Lane V/C Ratio	0.198	-	-	0.021	-
HCM Control Delay (s)	16.5	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Intersection	
Int Delay, s/veh	8.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	172	169	70	259	0	125	0	62	0	0	0
Future Vol, veh/h	0	172	169	70	259	0	125	0	62	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	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	80	80	80	80	80	80	80	80
Heavy Vehicles, %	12	12	12	5	5	5	2	2	2	2	2	2
Mvmt Flow	0	215	211	88	324	0	156	0	78	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	324	0	0	426	0	0	821	821	321	860	926	324
Stage 1	-	-	-	-	-	-	321	321	-	500	500	-
Stage 2	-	-	-	-	-	-	500	500	-	360	426	-
Critical Hdwy	4.22	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.308	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1182	-	-	1117	-	-	293	309	720	276	269	717
Stage 1	-	-	-	-	-	-	691	652	-	553	543	-
Stage 2	-	-	-	-	-	-	553	543	-	658	586	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1182	-	-	1117	-	-	272	279	720	228	243	717
Mov Cap-2 Maneuver	-	-	-	-	-	-	272	279	-	228	243	-
Stage 1	-	-	-	-	-	-	691	652	-	553	491	-
Stage 2	-	-	-	-	-	-	500	491	-	587	586	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.8	35.2	0
HCM LOS			E	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	343	1182	-	-	1117	-	-	-
HCM Lane V/C Ratio	0.681	-	-	-	0.078	-	-	-
HCM Control Delay (s)	35.2	0	-	-	8.5	0	-	0
HCM Lane LOS	E	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	4.8	0	-	-	0.3	-	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			↰	↱		⇕	
Traffic Vol, veh/h	11	220	75	19	247	1	114	8	29	2	3	8
Future Vol, veh/h	11	220	75	19	247	1	114	8	29	2	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	125	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	15	293	100	25	329	1	152	11	39	3	4	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	330	0	0	393	0	0	760	753	343	778	803	330
Stage 1	-	-	-	-	-	-	373	373	-	380	380	-
Stage 2	-	-	-	-	-	-	387	380	-	398	423	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1207	-	-	1144	-	-	318	334	691	309	312	702
Stage 1	-	-	-	-	-	-	640	611	-	634	607	-
Stage 2	-	-	-	-	-	-	629	607	-	620	581	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1207	-	-	1144	-	-	300	320	691	275	299	702
Mov Cap-2 Maneuver	-	-	-	-	-	-	300	320	-	275	299	-
Stage 1	-	-	-	-	-	-	630	601	-	624	591	-
Stage 2	-	-	-	-	-	-	599	591	-	566	572	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.6	26.4	13.3
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	301	691	1207	-	-	1144	-	-	453
HCM Lane V/C Ratio	0.54	0.056	0.012	-	-	0.022	-	-	0.038
HCM Control Delay (s)	30.2	10.5	8	0	-	8.2	0	-	13.3
HCM Lane LOS	D	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	3	0.2	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	227	24	9	239	28	10
Future Vol, veh/h	227	24	9	239	28	10
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	75	75	75	75	75	75
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	303	32	12	319	37	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	335	0	662	319
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	343	-
Critical Hdwy	-	-	4.16	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.254	-	3.554	3.354
Pot Cap-1 Maneuver	-	-	1202	-	421	712
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	710	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1202	-	416	712
Mov Cap-2 Maneuver	-	-	-	-	416	-
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	710	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	467	-	-	1202	-
HCM Lane V/C Ratio	0.108	-	-	0.01	-
HCM Control Delay (s)	13.6	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	168	65	35	138	0	109	0	34	1	0	1
Future Vol, veh/h	4	168	65	35	138	0	109	0	34	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	12	12	12	5	5	5	2	2	2	2	2	2
Mvmt Flow	5	224	87	47	184	0	145	0	45	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	184	0	0	311	0	0	557	556	268	578	599	184
Stage 1	-	-	-	-	-	-	278	278	-	278	278	-
Stage 2	-	-	-	-	-	-	279	278	-	300	321	-
Critical Hdwy	4.22	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.308	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1333	-	-	1233	-	-	441	439	771	427	415	858
Stage 1	-	-	-	-	-	-	728	680	-	728	680	-
Stage 2	-	-	-	-	-	-	728	680	-	709	652	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1333	-	-	1233	-	-	425	418	771	388	395	858
Mov Cap-2 Maneuver	-	-	-	-	-	-	425	418	-	388	395	-
Stage 1	-	-	-	-	-	-	724	677	-	724	651	-
Stage 2	-	-	-	-	-	-	696	651	-	664	649	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.6	17.5	11.8
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	476	1333	-	-	1233	-	-	534
HCM Lane V/C Ratio	0.401	0.004	-	-	0.038	-	-	0.005
HCM Control Delay (s)	17.5	7.7	0	-	8	0	-	11.8
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.9	0	-	-	0.1	-	-	0

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	730	497	139	16
Demand Flow Rate, veh/h	774	527	147	16
Vehicles Circulating, veh/h	111	108	445	626
Vehicles Exiting, veh/h	531	484	440	9
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.3	7.5	6.1	5.3
Approach LOS	B	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	774	527	147	16
Cap Entry Lane, veh/h	1232	1236	876	729
Entry HV Adj Factor	0.943	0.943	0.942	0.972
Flow Entry, veh/h	730	497	139	16
Cap Entry, veh/h	1162	1165	826	708
V/C Ratio	0.628	0.426	0.168	0.022
Control Delay, s/veh	11.3	7.5	6.1	5.3
LOS	B	A	A	A
95th %tile Queue, veh	5	2	1	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	310	55	18	366	31	31
Future Vol, veh/h	310	55	18	366	31	31
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	80	80	80	80	80	80
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	388	69	23	458	39	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	457	0	927	423
Stage 1	-	-	-	-	423	-
Stage 2	-	-	-	-	504	-
Critical Hdwy	-	-	4.16	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.254	-	3.554	3.354
Pot Cap-1 Maneuver	-	-	1083	-	293	622
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	599	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1083	-	285	622
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	582	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	16.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	391	-	-	1083	-
HCM Lane V/C Ratio	0.198	-	-	0.021	-
HCM Control Delay (s)	16.5	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

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	0	172	169	70	259	0	125	0	62	0	0	0
Future Vol, veh/h	0	172	169	70	259	0	125	0	62	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	150	-	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	12	12	12	5	5	5	2	2	2	2	2	2
Mvmt Flow	0	215	211	88	324	0	156	0	78	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	324	0	0	426	0	0	715	715	215	860	926	324
Stage 1	-	-	-	-	-	-	215	215	-	500	500	-
Stage 2	-	-	-	-	-	-	500	500	-	360	426	-
Critical Hdwy	4.22	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.308	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1182	-	-	1117	-	-	346	356	825	276	269	717
Stage 1	-	-	-	-	-	-	787	725	-	553	543	-
Stage 2	-	-	-	-	-	-	553	543	-	658	586	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1182	-	-	1117	-	-	321	322	825	232	243	717
Mov Cap-2 Maneuver	-	-	-	-	-	-	321	322	-	232	243	-
Stage 1	-	-	-	-	-	-	787	725	-	553	491	-
Stage 2	-	-	-	-	-	-	500	491	-	596	586	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.8	20.9	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	321	825	1182	-	-	1117	-	-	-
HCM Lane V/C Ratio	0.487	0.094	-	-	-	0.078	-	-	-
HCM Control Delay (s)	26.4	9.8	0	-	-	8.5	0	-	0
HCM Lane LOS	D	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	2.5	0.3	0	-	-	0.3	-	-	-

Intersection	
Intersection Delay, s/veh	6.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	408	355	202	18
Demand Flow Rate, veh/h	433	376	214	19
Vehicles Circulating, veh/h	34	189	330	537
Vehicles Exiting, veh/h	522	355	137	29
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.9	6.6	6.0	5.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	433	376	214	19
Cap Entry Lane, veh/h	1333	1138	986	798
Entry HV Adj Factor	0.943	0.945	0.945	0.935
Flow Entry, veh/h	408	355	202	18
Cap Entry, veh/h	1257	1075	932	746
V/C Ratio	0.325	0.330	0.217	0.024
Control Delay, s/veh	5.9	6.6	6.0	5.1
LOS	A	A	A	A
95th %tile Queue, veh	1	1	1	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	227	24	9	239	28	10
Future Vol, veh/h	227	24	9	239	28	10
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	75	75	75	75	75	75
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	303	32	12	319	37	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	335	0	662	319
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	343	-
Critical Hdwy	-	-	4.16	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.254	-	3.554	3.354
Pot Cap-1 Maneuver	-	-	1202	-	421	712
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	710	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1202	-	416	712
Mov Cap-2 Maneuver	-	-	-	-	416	-
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	701	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	467	-	-	1202	-
HCM Lane V/C Ratio	0.108	-	-	0.01	-
HCM Control Delay (s)	13.6	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↔			↰	↱		↔	
Traffic Vol, veh/h	4	168	65	35	138	0	109	0	34	1	0	1
Future Vol, veh/h	4	168	65	35	138	0	109	0	34	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	150	-	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	12	12	12	5	5	5	2	2	2	2	2	2
Mvmt Flow	5	224	87	47	184	0	145	0	45	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	184	0	0	311	0	0	513	512	224	578	599	184
Stage 1	-	-	-	-	-	-	234	234	-	278	278	-
Stage 2	-	-	-	-	-	-	279	278	-	300	321	-
Critical Hdwy	4.22	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.308	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1333	-	-	1233	-	-	472	465	815	427	415	858
Stage 1	-	-	-	-	-	-	769	711	-	728	680	-
Stage 2	-	-	-	-	-	-	728	680	-	709	652	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1333	-	-	1233	-	-	455	443	815	389	395	858
Mov Cap-2 Maneuver	-	-	-	-	-	-	455	443	-	389	395	-
Stage 1	-	-	-	-	-	-	765	707	-	724	651	-
Stage 2	-	-	-	-	-	-	696	651	-	666	649	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.6	15	11.8
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	455	815	1333	-	-	1233	-	-	535
HCM Lane V/C Ratio	0.319	0.056	0.004	-	-	0.038	-	-	0.005
HCM Control Delay (s)	16.6	9.7	7.7	0	-	8	0	-	11.8
HCM Lane LOS	C	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.4	0.2	0	-	-	0.1	-	-	0