SPRINGFIELD
NEBRASKA

CITY COUNCIL AGENDA
Tuesday, October 20, 2026, at 7:00 p.m.
Springfield City Hall
170 North 3rd Street

CALL TO ORDER

- Public announcement that a copy of the Nebraska Open Meetings Law is available on the table at the entrance to the meeting room
- Roll call
- Pledge of Allegiance

CONSENT AGENDA

All consent agenda items are approved in one motion unless removed by a Council Member. Removed items will be placed under the Regular Agenda for consideration and action by the Council.

1. Approve Minutes of the October 6, 2026, Council Meeting
2. Approve Claims
3. Approve Treasurer's Report

REGULAR AGENDA

1. Conduct a public hearing for applications filed by Scannell Properties #829 LLC, applicant/subdivider, and Alvin & Nancy Glesmann Trust, owner, requesting the following items (a and b) on property legally described as the southern part of property legally described as the West One-Half of the Northwest Quarter of Section 12, Township 13 North, Range 11 East of the 6th P.M., Sarpy County, Nebraska, consisting of approximately 24.51 acres; this parcel is generally located at the southeast corner of 144th Street (Hwy 50) & Capehart Road:
    a. Revised preliminary plat and final plat for Lot 1 and Outlots A & B, Springfield Gateway Park, (phase 1 of a 2 phase development); and
    b. Conditional use permit to allow office complexes with ancillary warehouse and distribution facilities on Lot 1, Springfield Gateway Park, which will be zoned BP Business Park
2. Consider approval of **Resolution 2026-41** approving a Revised Preliminary Plat for Lots 1-3 and Outlots A-C, Springfield Gateway Park

3. Consider approval of **Resolution 2026-42** approving a Final Plat for Lot 1 and Outlots A-B, Springfield Gateway Park

4. Consider approval of **Resolution 2026-43** approving a Conditional Use Permit to allow office complexes with ancillary warehouse and distribution facilities on Lot 1, Springfield Gateway Park, which will be zoned BP Business Park District

5. Consider approval of **Resolution 2026-44** approving the Subdivision Agreement for Lot 1 and Outlots A-B, Springfield Gateway Park

6. **TABLED October 6, 2026.** Consider approval or **Resolution 2026-40** approving the Subdivision Agreement for Lots 1-72 and Outlots A-F, Village of Main

DEPARTMENT REPORTS

1. Water & Sewer Department – Mike Neitzel

2. Parks Department & Community Events – Kacie Murtha

3. Library & Community Building – Michael Herzog

4. Street Department – Jack Liebentritt

5. Mayor's Report – Bob Roseland

6. City Staff Reports

The Mayor and City Council reserve the right to adjourn into executive session per Section 84-1410 of the Nebraska Revised Statutes.

ADJOURNMENT

2025-2026
Treasurer's Report

	September	October	November	December	January	February	March	April	May	June	July	August	September
Bank Statement Figures													
Cash Assets/General Checking													
Beginning Balance	$8,079,322.02	$12,903,061.62	$15,905,345.08	$15,865,714.60	$10,552,655.81	$5,919,270.10	$5,861,910.40	$9,135,805.17	$6,876,469.67	$7,284,782.58	$6,983,286.37	$6,974,582.35	$6,571,401.86
Deposits	$5,613,836.37	$3,354,805.98	$5,625,394.12	$10,018,507.71	$1,932,176.22	$2,475,118.42	$5,881,043.09	$2,301,813.25	$2,487,114.62	$1,437,652.63	$1,741,597.86	$3,082,784.55	$4,237,473.68
Debits	$790,096.77	$352,522.52	$5,665,024.60	$15,331,566.50	$6,565,561.93	$2,532,478.12	$2,607,148.32	$4,561,148.75	$2,078,801.71	$1,739,148.84	$1,750,301.88	$3,485,965.04	$4,247,175.31
Ending Balance	**$12,903,061.62**	**$15,905,345.08**	**$15,865,714.60**	**$10,552,655.81**	**$5,919,270.10**	**$5,861,910.40**	**$9,135,805.17**	**$6,876,469.67**	**$7,284,782.58**	**$6,983,286.37**	**$6,974,582.35**	**$6,571,401.86**	**$6,561,700.23**
Cash Assets/General Checking - Sweep	-	-	$5,300,290.30	$28.96	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Prestige Treasury	$212,484.43	$212,484.43	$213,420.22	$213,420.22	$213,820.60	$213,820.60	$213,820.60	$214,460.59	$214,460.59	$214,460.59	$215,099.53	$215,099.53	$215,099.53
Prestige Bond	$1,457,065.60	$1,458,926.82	$1,370,839.12	$1,298,246.62	$1,303,367.55	$1,320,077.33	$1,452,620.80	$1,507,998.98	$1,597,543.80	$1,588,912.77	$1,596,334.90	$1,639,003.15	$1,641,446.37
Keno Community Betterment	$563,407.93	$565,945.49	$527,068.96	$532,367.80	$535,001.75	$507,928.81	$513,161.12	$506,166.93	$518,797.98	$531,036.37	$538,381.22	$547,987.66	$534,608.73
Keno Progressive Jackpot	$50,000.00	$50,000.00	$50,221.90	$50,221.90	$50,316.12	$50,316.12	$50,316.12	$50,466.72	$50,466.72	$50,466.72	$50,617.07	$50,617.07	$50,000.00
Water Deposit Savings	$4,284.05	$4,284.05	$4,293.13	$4,293.13	$4,297.01	$4,297.01	$4,297.01	$4,303.36	$4,303.36	$4,303.36	$4,309.79	$4,309.79	$4,309.79
Refundable Deposits Savings	$1,250.74	$1,250.74	$1,253.39	$1,253.39	$1,254.52	$1,254.52	$1,254.52	$1,256.37	$1,256.37	$1,256.37	$1,258.25	$1,258.25	$1,258.25
Water Tower Savings	$418,021.30	$422,156.30	$427,156.39	$429,996.39	$435,183.14	$438,863.14	$442,578.14	$447,689.91	$451,564.91	$455,214.91	$459,943.02	$463,803.02	$467,738.02
Sewer Restricted	$417,420.76	$421,535.76	$427,484.07	$430,309.07	$435,892.17	$439,547.17	$443,217.17	$448,937.56	$452,757.56	$456,437.56	$461,876.84	$465,726.84	$469,636.84
Water Capital Facilities Fees	$183,214.05	$183,214.05	$184,020.94	$184,020.94	$184,366.16	$184,366.16	$184,366.16	$184,917.99	$184,917.99	$184,917.99	$185,468.91	$185,468.91	$185,468.91
Sewer Capital Facilities Fees	$1,212,561.55	$1,212,561.55	$1,217,901.77	$1,217,901.77	$1,220,186.58	$1,220,186.58	$1,220,186.58	$1,223,838.77	$1,223,838.77	$1,223,838.77	$1,227,484.97	$1,227,484.97	$1,227,484.97
City Sales Tax	$4,711,383.40	$1,185,846.80	$1,197,604.01	$6,628,064.78	$11,163,724.77	$11,223,902.76	$7,664,861.48	$10,321,883.62	$9,809,291.69	$9,995,540.67	$9,923,600.41	$10,224,149.25	$10,277,926.72
City Sales Tax - Sweep	$31,028,459.04	$34,584,093.97	$34,619,500.13	$43,963,347.81	$45,626,841.03	$47,770,956.81	$51,380,397.33	$53,165,096.84	$55,414,451.93	$56,615,863.56	$58,226,435.56	$60,666,213.43	$64,337,415.31
Money Market Library Bricks	$988.89	$988.89	$990.98	$990.98	$991.87	$991.87	$991.87	$993.34	$993.34	$993.34	$994.82	$994.82	$11,307.32
Government Securities (Ameritas)	$125,349.83	$125,508.87	$125,644.01	$125,768.79	$125,889.49	$125,998.62	$126,117.54	$126,234.67	$126,355.82	$126,471.17	$126,592.55	$126,714.04	$126,829.73
Library Savings-Snider Estate Donation	$1,664.76	$1,664.76	$1,668.28	$1,668.28	$1,669.79	$1,669.79	$1,669.79	$1,672.26	$1,672.26	$1,672.26	$1,674.75	$1,674.75	$1,674.75
Pinnacle Bank-ASIP	$2,756,479.19	$2,758,159.51	$2,758,688.47	$2,759,312.01	$2,759,878.99	$2,760,408.28	$388,360.83	$388,460.63	$388,537.79	$388,622.95	$388,705.47	$388,788.00	$388,867.89
Time Certificates as follows:													
Bond (4 CDs)	$85,495.10	$85,555.16	$86,092.51	$86,333.60	$86,780.46	$86,946.37	$86,946.37	$87,522.22	$87,739.13	$87,797.92	$88,297.82	$88,524.04	$88,941.62
Tower	$64,511.89	$64,511.89	$64,946.92	$64,946.92	$64,946.92	$65,570.16	$65,570.16	$65,570.16	$66,192.47	$66,192.47	$66,618.26	$66,618.26	$66,618.26
Water (2 CDs)	$138,780.43	$139,131.41	$139,594.59	$139,594.59	$140,102.71	$140,676.66	$140,676.66	$141,178.67	$142,277.50	$142,081.05	$142,081.05	$142,662.35	$143,093.89
Library Restricted CD 60435	$34,806.63	$34,806.63	$34,806.63	$35,156.78	$35,156.78	$35,156.78	$35,506.57	$35,506.57	$35,746.01	$35,746.01	$35,746.01	$36,039.73	$36,039.73
Total of all Bank Accounts	**$56,047,097.14**	**$59,417,972.16**	**$64,619,201.32**	**$68,719,900.54**	**$70,308,938.51**	**$72,454,845.94**	**$73,552,721.99**	**$75,800,625.83**	**$78,057,948.57**	**$79,155,113.18**	**$80,716,103.55**	**$83,114,539.72**	**$86,837,466.86**
General Sales Tax	$4,891,078.95	$3,131,401.68	$5,316,883.94	$4,439,455.81	$1,725,932.22	$2,180,965.30	$2,615,235.67	$1,669,599.76	$1,629,168.23	$1,235,797.05	$1,410,434.31	$2,626,348.47	$3,559,602.82
Motor Vehicle Sales Tax (Street Dept)	$6,968.59	$6,825.81	$5,528.38	$8,350.89	$4,488.10	$1,825.64	$4,272.77	$4,410.23	$3,694.02	$9,895.45	$5,751.09	$4,760.83	$6,492.76
Total Sales Tax	$4,898,047.54	$3,138,227.49	$5,322,412.32	$4,447,806.70	$1,730,420.32	$2,182,790.94	$2,619,508.44	$1,674,009.99	$1,632,862.25	$1,245,692.50	$1,416,185.40	$2,631,109.30	$3,566,095.58
Cash Receipts	$5,611,959.88	$3,337,552.90	$5,444,550.80	$4,670,896.79	$1,894,832.86	$2,443,140.96	$3,655,101.19	$2,326,448.06	$2,539,056.89	$1,435,132.61	$1,635,964.88	$3,087,719.18	$4,228,515.68
Cash Disbursements	$702,627.82	$284,340.73	$269,885.29	$356,428.79	$338,475.32	$301,317.88	$2,515,575.31	$200,420.21	$378,200.34	$424,169.35	$272,834.61	$733,998.12	$619,407.56
Payroll	$87,639.25	$93,003.10	$83,829.08	$95,137.12	$92,148.41	$73,839.52	$84,649.85	$87,675.85	$84,654.85	$92,288.45	$97,624.49	$90,979.48	$89,477.67
Overtime Hours (doesn't include comp time)													
Heath Shemek	0	2	0	11	0	0	1	8.5	3	1.5	9	1	0.5
Tyler Holdorf	4	3	1.5	14.5	1	9	1.25	9.5	3.5	0	9	0	0
Bryan Cherry	0	0	0	0	0	0	0	0	0	0	0	0	0
Chris Woodman	0	0	0	0	0	0	0	0	0	0	0	0	0
Jason Iverson	0	0	0	0	0	0	0	0	0	0	0	0	0
Ace Baughman	-	-	-	-	-	-	-	-	0	6.5	0	3.5	3.5
Andrea Ledenbach	1	5.25	4	0	0	0	0	0	0	0	0	0	0
Barb Henninger	0.5	0	0.5	0	0	1	2.5	0	0	0	0	1.5	0.5
Ember Davis	0	0	0	0	0	0	0	0	0	0	0	0	0
Jody Baughman	0	0	0	0	0	0	0	0	0	0	0	0	0
Kellie Banks	0	0	1	0	0	0	2	0	0	0	0	9.25	0
Brittany Nath	-	-	-	-	-	-	-	-	-	-	0	0	0
Bond Principal Payments	$0.00	$0.00	$75,000.00	$35,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Bond Interest Payments	$0.00	$0.00	$19,450.00	$10,200.00	$0.00	$0.00	$0.00	$0.00	$18,437.50	$9,500.00	$0.00	$0.00	0
Description			VP Bond 2022	Hwy Alloc 2024					Main St & Platteview Rd	Hwy 50 Traffic Light			
Date Paid			11/14/25	12/1/25					5/15/26	6/1/26			
Bond Principal Payments	$0.00	$0.00	$0.00	$25,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Bond Interest Payments	$0.00	$0.00	$0.00	$3,297.50	$0.00	$0.00	$0.00	$0.00	$0.00	$2,978.75	$0.00	$0.00	0
Description				GO San Swr 2017						GO San Swr 2017			
Date Paid				12/15/25						6/15/26			
Bond Principal Payments	$0.00	$0.00	$0.00	$25,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	0
Bond Interest Payments	$0.00	$0.00	$0.00	$2,392.50	$0.00	$0.00	$0.00	$0.00	$0.00	$2,317.50	$0.00	$0.00	0
Description				GO Storm Swr 2021						GO Storm Swr 2021			
Date Paid				12/15/2025						6/15/2026			
Bond Principal Payments	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$30,000.00	0.00	0.00	0.00
Bond Interest Payments	$0.00	$0.00	$0.00	$5,843.97	$0.00	$0.00	$0.00	$0.00	$0.00	$10,415.00	0.00	0.00	0.00
Description				Swr Rev 2025						Swr Rev 2025			
Date Paid				12/15/2025						6/15/2026			

SPRINGFIELD
NEBRASKA

MAYOR AND CITY COUNCIL REPORT
OCTOBER 20, 2026 AGENDA

Agenda Item:	Subject:	Submitted By:
Regular Agenda Items 1-5	Applications for a Revised Preliminary Plat, Final Plat, and Conditional Use Permit for Springfield Gateway Park submitted by Scannell Properties #829 LLC ("Subdivider") and Alvin & Nancy Glesmann Trust ("Owner") for property generally located on the southeast corner of 144th Street (Hwy 50) & Capehart Road, Springfield, NE, along with a Subdivision Agreement for Lot 1 and Outlots A-B, Springfield Gateway Park	Kathleen Gottsch City Administrator

Synopsis

The following applications were filed by Scannell Properties #829, LLC, subdivider, Thompson, Dreessen & Dorner, Inc. (TD2), agent and Alvin & Nancy Glesmann Trust, owner, for the Springfield Gateway Park revised preliminary plat, final plat, conditional use permit for Lot 1 and Outlots A & B – Springfield Gateway Park, Phase , being platted on the property legally described as a tract of land beginning at the West One-Half of the Northwest Quarter of Section 12, Township 13 North, Range 11 East of the 6th P.M., Sarpy County, Nebraska, and generally located on the southeast corner of 144th Street (Hwy 50) and Capehart Road:

1. Revised Preliminary Plat and Final Plat Application
    a. Application indicates that a revised preliminary plat is also being submitted concurrently with the final plat, as Outlots A and B were added to the Final Plat to contain drainageway and PCSMP related items. Additionally, 141st Street ROW was also added along the east property line.
        i. The Preliminary Plat was approved by the City Council on May 5, 2026.
2. Conditional use permit to allow office complexes with ancillary warehouse and distribution facilities on property that will be rezoned to BP Business Park (upon approval and filing of the Final Plat).
    a. Professional staff continues to work on comprehensive updates to the zoning districts as part of the broader Zoning Ordinance update anticipated for completion this winter. On July 7, 2026, Council approved a text amendment to Section 5.18, BP Business Park District, allowing office complexes and corporate campuses with ancillary warehouse and distribution facilities as Permitted Conditional Uses. These uses are intended to become Permitted Uses, or uses allowed by right, once the comprehensive Zoning Ordinance update is adopted. Until design guidelines for the Business Park District are formally incorporated into the ordinance, staff recommends retaining the Permitted Conditional Use designation. Scannell has complied with the anticipated design standards, and this

approach ensures that future applicants proposing similar uses will be subject to comparable standards in the interim.

The following exhibits were also provided:

1. Final Plat (Lot 1 & Outlots A & B)
2. Final Plat Exhibits
    a. Revised Preliminary Plat
    b. Paving Plan
    c. General Obligation Paving Plan
    d. Sanitary Sewer Plan
    e. Sanitary Sewer Calculations
    f. Sediment and Erosion Control Plan
    g. Storm Sewer Plan
    h. Post Construction Stormwater Management Plan
    i. Water Main Plan
    j. Street Profiles
    k. Street Profiles (2)
3. Preliminary Drainage Study
4. Source and Use of Funds

The Owner/Subdivider/Agent requests the following in order to subdivide the land into a business park development:

1. Final Plat of Lot 1 and Outlots A & B, Springfield Gateway Park

The documents were forwarded to the Planning Review Team, which is comprised of Bill Seidler, Jr. (city attorney), Jeff Ray (city planner), Jeff Thompson (engineer for Sarpy County & Cities Wastewater Agency (SCCWWA)), Brian Schuele (city engineer with Olsson), MUD, NDOT, OPPD Land Management, Papio Missouri River Natural Resources District, Sarpy County (Admin/Engineering/Public Works), Sarpy County Emergency Management Agency, Sarpy County GIS, Sarpy County Planning, Sarpy County Sheriff, Chad Zimmerman (Springfield Fire Chief), and Ryan Saunders (Springfield Platteview Community Schools).

Copies of the synopsis of comments from the Planning Review team, as well as the submitted documents and exhibits, are attached.

Recommendation

The Springfield Planning Commission held a public hearing for the Final Plat application on September 8, 2026, and recommended approval contingent upon any outstanding items referenced in the reports being addressed.

Additionally, the Springfield Planning Commission held a public hearing for the Conditional Use Permit application on October 13, 2026, and recommended approval.

Attachments

- Synopsis of Comments regarding the Final Plat Application
    - Springfield Gateway Park Sr Conn Fee Calcs_8-7-26.pdf

    - Springfield Gateway Park-Final Plat-A2439-101A -COMM 8-7-26.pdf
    - Springfield Gateway Park Streets August 2026 8-10-26.pdf
    - Final Plat Application
    - Final Plat
    - Final Plat Exhibits:
        - Revised Preliminary Plat
        - Paving Plan
        - General Obligation Paving Plan
        - Sanitary Sewer Plan
        - Sanitary Sewer Calculations
        - Sediment and Erosion Control Plan
        - Storm Sewer Plan
        - Post Construction Stormwater Management Plan
        - Water Main Plan
        - Street Profiles
        - Street Profiles (2)
        - Preliminary Drainage Study
        - Source and Use of Funds
        - Draft Traffic Impact Study
- Synopsis of Comments regarding the Conditional Use Permit Application
    - Conditional Use Permit Application
    - Operation & Maintenance Plan
    - Proposed Design Renderings & Elevations
- Resolution 2026-41 Revised Preliminary Plat
- Resolution 2026-42 Final Plat
- Resolution 2026-43 Conditional Use Permit
- Resolution 2026-44 Subdivision Agreement
- Subdivision Agreement *(current draft)*

SPRINGFIELD
NEBRASKA

August 21, 2026

SYNOPSIS OF PROFESSIONAL STAFF COMMENTS
FOR PLANNING COMMISSION & CITY COUNCIL

Lot 1 and Outlots A & B – Springfield Gateway Park, Phase 1
Alvin & Nancy Glesmann Trust (Owner)/Scannell Properties #829, LLC (Subdivider)/TD2 (Agent)
REVISED Preliminary Plat & Final Plat Application

Thompson Dreessen & Dorner ("TD2") ("Agent") submitted the following documents on August 3, 2026, on behalf of Scannell Properties #829 LLC ("Subdivider") related to the property legally described as a tract of land beginning at the W1/2 of the NW1/4 of Section 12, Township 13 North, Range 11 East of the 6th P.M., Sarpy County, Nebraska, together with part of Outlot A, Gruhn Acres, a subdivision in Sarpy County, and generally located on the southeast corner of Hwy 50 & Capehart Road, owned by the Alvin & Nancy Glesmann Trust ("Owner"):

1. Final Plat Application
    a. Application indicates that a revised preliminary plat is also being submitted concurrently with the final plat, as Outlots A and B were added to the Final Plat to contain drainage way and PCSMP related items. Additionally, 141st Street ROW was also added along the east property line.
    b. The Preliminary Plat was approved by the City Council on May 5, 2026.

The following exhibits were also provided:
1. Final Plat (Lot 1 & Outlots A & B)
2. Final Plat Exhibits
    a. Revised Preliminary Plat
    b. Paving Plan
    c. General Obligation Paving Plan
    d. Sanitary Sewer Plan
    e. Sanitary Sewer Calculations
    f. Sediment and Erosion Control Plan
    g. Storm Sewer Plan
    h. Post Construction Stormwater Management Plan
    i. Water Main Plan
    j. Street Profiles
    k. Street Profiles (2)
3. Preliminary Drainage Study
4. Source and Use of Funds

Owner/Subdivider/Agent request the following in order to subdivide the land into a business park development:

1. Final Plat of Lot 1 and Outlots A & B, Springfield Gateway Park

The documents were forwarded to the Planning Review Team, which is comprised of Bill Seidler, Jr. (city attorney), Jeff Ray (city planner), Jeff Thompson (engineer for Sarpy County & Cities Wastewater Agency (SCCWWA)), Brian Schuele (city engineer with Olsson), MUD, NDOT, OPPD Land Management, Papio Missouri River Natural Resources District, Sarpy County (Admin and Public Works), Sarpy County Emergency Management Agency, Sarpy County GIS, Sarpy County Planning, Sarpy County Sheriff, Chad Zimmerman (Springfield Fire Chief), and Ryan Saunders (Springfield Platteview Community Schools). Below is a synopsis of their comments.

Bill Seidler, Jr., City Attorney

1. Development Agreement
    a. City to develop a Subdivision Agreement, containing at least the City standard provisions, between the Subdivider and the City.
2. Ownership
    a. Scannell Properties #829 LLC to provide Certificate of Organization or Certificate of Good Standing for proof they are qualified to do business in the State of Nebraska.
        i. Final Plat application lists Scannell Properties #829 LLC as Owner (and Subdivider).
        ii. Sarpy County Assessor still shows Alvin and Nancy Glesmann Trust as owner.
            1. March 6, 2026, Owner Authorization Letter was submitted with Preliminary Plat information.
3. Trail
    a. Agent to provide a Trail Plan.
4. Outlots
    a. The ownership and maintenance of Outlots A & B needs to be determined.
5. SID
    a. A Sanitary and Improvement District ("SID") will need to be formed.
    b. Obligations of the SID will be detailed in the Subdivision Agreement.

Jeff Ray, City Planner

No comments.

Jeff Thompson, SCCWWA Engineer

SCCWWA staff review is based on the SCCWWA policy and procedures currently in effect at the time of this review.

1. City to provide, at the time of the final plat submittal, the sewer connection agreement between the City of Springfield and the development area.
    a. Based on the current Agency Master Plan and the natural topography of the property, the entire parcel lies within the Phase 1A service area and can be serviced through localized outfall sewers that may, through the current agreement for connection and wastewater service between the City of Springfield and the Agency, be allowed to connect.
2. Recommend a boundary adjustment application be submitted to the Agency board for consideration to amend and adjust the growth boundary zone to include the entire parcel within the Urban Development Zone ("UDZ").
    a. SCCWWA recommends the boundary adjustment application include the entire subbasin that can be serviced by the localized outfall within this request to prevent further Agency action in the future should additional development wish to connect.

i. Based on the current Growth Management Plan, the entire parcel lies within the Urban Reserve Zone ("URZ").

3. Actual flow quantities within the entire service area will need to be monitored and evaluated routinely to ensure system surcharging and/or limiting capacities do not occur.
    a. Land uses from this development area were assumed "low density residential" based on the future land use plans provided by the City of Springfield at the time of the Agency's initial system design. The estimated flow rate for that land use was approximately 45,653 GPD on average. https://scacwa.maps.arcgis.com/apps/instant/basic/index.html?appid=6307929e69234ac58f8eb18b6e533fda.
    b. Based on the current proposed layout and calculations provided, the estimated average daily development flow from the proposed development boundary is 120,643 GPD.
        i. This is nearly three (3) times in excess of the original design flow which means this development could in theory deplete approximately 75,000 GPD more capacity than originally designed for however, based on actually pipe slopes completed at the time of construction, the capacity of the system exceeded design by nearly 15% at the most restrictive point downstream.
    c. The "timing" of development not happening across the entire service area all at once helps alleviate most concern; however, as more development builds out throughout the service area as a whole, additional pumps may need to be added at the lift station sites downstream.
    d. It is also noteworthy that the contributing area within the calculation provided may be slightly inflated due to the boundary inclusion of Hwy 50 right-of-way within service Area B (75.6 Ac)
4. Subdivider to provide, at the time of the final plat submittal, an Excel spreadsheet with the final lot count and acreage for final connection fees due, as well as an AutoCAD file of the final plat layout.
    a. Based on the revised preliminary and final plat, the estimated Agency connection fees due at the time of the final plat will be $704,139.66 (see attached ***Springfield Gateway Park Sr Conn Fee Calcs_8-7-26.pdf***).
        i. Should item 2 above be pursued and the development area is moved within the UDZ, only half (½) of the connection fees would be due at the time of the platting equaling $352,069.83 with the second half becoming due at the time of building permits for each lot being built upon.
        ii. These fees are based on the 2026-2027 fiscal year rates which expire June 30, 2027. Should the final plat not be approved by then or a phased development approach is desired, future fiscal years rates shall apply.
    b. The City of Springfield may have their own connection fee charge for the development on top of the Agency charges which is perfectly understandable to assist in the construction of the localized outfall sewer servicing a larger area of development.
5. Subdivider/Agent to clarify the overall intent of the SCCWWA connection fees payment.
    a. The Source and Use of Funds summary for the total development shows and states that that 100% of the SCCWWA connection fees shall be paid by the SID as a general obligation expense.
    b. The Phase 1 summary shows those costs as a private expense and the detailed calculations shows them as a private expense.
6. SCCWWA will review the layout of future final plat submittals for any changes to the development ratio.
    a. The Regional Wastewater System Financial Assessment TM_2015 3-11-16(final) Waatach and Platte River Regional Wastewater System Refinement Technical Memorandum and the

Regional Wastewater Treatment Alternatives Technical Memorandum estimated 65% of the total acres of any residential to be developable with 5 EDUs per acre.

b. Based on the revised preliminary and final plat information, this development equates to a ratio of 78% which is larger than those preliminary engineering estimates. This is subject to change, however, based on any changes to the proposed development submittal.

7. Recommend further due diligence within the development area after testing to confirm and ensure inflow and infiltration ("I & I") is not encountered.
    a. Recent developments within the Agency jurisdiction have found newly constructed developments are experiencing I & I issues even after initial system testing.
    b. An inflatable plug at the tie in structures prior to any initial construction may be prudent for identifying this type of issue.

Brian Schuele, City Engineer w/ Olsson

1. Final Plat
    a. No comments.
2. Final Plat Exhibits – Paving Plan
    a. Agent to update paving exhibit to show sidewalks being constructed along the frontage of Outlots A and B.
        i. Remaining sidewalks can be constructed upon the development of each lot.
    b. Agent to update paving exhibit to show an access path to reach the Glesmann Cemetery from 141st Street.
3. Roadways
    a. Agent to submit roadway construction documents for review.
    b. Subdivider to coordinate road agreement with Sarpy County and/or City of Papillion for improvements/contributions to Capehart Road.
    c. Subdivider to coordinate Hwy 50 access with NDOT and provide documentation of approval.
        i. NDOT may require a traffic study and the addition of a deceleration lane, etc.
4. Sanitary Sewer
    a. Agent to submit sanitary sewer construction documents for review.
    b. Subdivider to obtain easements from landowner to the south to construct the sanitary outfall.
        i. Provide copies of recorded easements to city.
5. Storm Sewer/Drainage
    a. Agent to submit storm sewer construction documents for review.
    b. Agent to submit final drainage report.
        i. Site appears to meet the drainage requirements.
        ii. Drainage report will be reviewed in detail during the construction document review process.
6. Wetlands
    a. Agent to confirm that no wetlands are present on-site or provide a wetland delineation and show impacts on grading plan.
    b. Subdivider to contact the US Army Corps of Engineers ("USACE") to determine if a permit will be needed for potential impacts at the connection of Gateway Drive to Hwy 50.

MUD

No comments.

NDOT

1. Subdivider/Agent needs to obtain the proper Access and Occupy permits from NDOT District 2.
    a. Contact Daniel Bates at daniel.bates@nebraska.gov or 402-935-5417.

OPPD

1. There is an existing 69kV transmission line on west side of property with underbuilt 3-phase adjacent to HWY 50.
    a. Any additional OPPD facilities to power future development should be designed outside the perimeters or right-of-way (ROW) of the high voltage and 3-phase line running parallel to HWY 50.
2. Any pole relocation required for public ROW work or clearances are subject to subdivider's cost and expense.
3. Any grade work 10' from transmission pole/structure in ROW should be reviewed by transmission engineering by filling out an OPPD online ROW Grading application.

Papio Missouri River Natural Resources District

1. This project impacts and is adjacent to the MoPac Trail along the east side of Hwy 50.
    a. Agent to coordinate with NRD staff for review of design documents at and around the trail.
2. Development in this area is increasing demand for recreation, active transportation, and access to natural resources. Distributed areas of trail shall be replaced with concrete to meet future trail needs.
    a. Agent to contact Eric Williams at EWilliams@PapioNRD.org to obtain technical information for trail design and construction.
3. Connectivity to the trail from the development will be supported and encouraged at the request of the project developer.

Sarpy County Admin/Public Works

Admin

County requests the City include language in the City's subdivision agreement requiring the Subdivider/SID to enter into a road interlocal agreement with the County.

Public Works

1. Agent to show symbols at the following locations:
    a. Northwest "intersection" of N83°49'40"E 224.83' R&M and N01°08'21"W 736.84' R&M
    b. Eastern "intersection" of N85°20'52"E 75.71' R 76.45' M and 50.00' measurement
    c. Northeast "intersection" of S00°36'27"E 1610.28' M and line previously labeled as S89°31'16"E 943.81' R 944.13' M
    d. Northeast "intersection" of N05°28'53"W 460.68' R&M and 88.42' measurement
    e. Northeast "intersection" of N01°08"03"E 336.62' R&M and 125.71' measurement
    f. Southeast "intersection of N01°08"03"E 336.62' R&M and 114.13' measurement
2. Agent to remove label of S89°31'16"E 943.81' R 944.13' M.
3. Agent to add multiple leader vertices or move the "NW Corner of the NW ¼ of Section 1, T13N, R11E of the 6th P.M., Sarpy County Nebraska…" information so it is not interfering with the dimensions and symbol.
4. Agent to remove "7.95' South to back of curb" under NE Corner of the West ½ of the NW ¼ of Section 12, T13N, R11E of the 6th P.M., Sarpy County, Nebraska section as it is not a tie.
    a. Add a third.
5. Agent to mask 80.00' measurements on Gateway Drive and north end of 141st Street.
6. Agent to show bearing near 517.41' measurement.

7. Agent to show distance on east side of Lot 1 near 141st Street
8. Agent to show angle measurements on both west and east ends of N89º33'14"W 1318.47'M.
9. Agent to remove "0.05' East to West face of fence corner post" under Center of Section 12, T13N, R11W of the 6th P.M., Sarpy County, Nebraska section as it is not a tie.
    a. Add a third.
10. Agent to remove "7.15' to the edge of concrete pavement" under West ¼ of Section 12, T13N, R11E of the 6th P.M., Sarpy County, Nebraska section as it is not a tie.
    a. Add a third.
11. Agent to add information about SW Quarter at bottom of plat.
12. Agent to label Tax Lot 1A in southeast portion of plat.
13. Agent to add "Section B.14 Lien Holder Consent" to right side of plat since Dedication mentions "Mortgage Holders".
    a. Move "Acknowledgement of Notary" related to Mortgage Holder Representative under Section B.14 Lien Holder Consent section.

See attached ***Springfield Gateway Park-Final Plat-A2439-101A -COMM 8-7-26.pdf***

Sarpy County Emergency Management Agency
No comments received.

Sarpy County GIS
See attached ***Springfield Gateway Park Streets August 2026 8-10-26.pdf*** for street names.

Sarpy County Planning
Subdivider and City to coordinate with Sarpy County Planning & Building on permitting and inspection needs.

Sarpy County Sheriff
No comments.

Springfield Fire Chief
No comments.

Ryan Saunders (Springfield Platteview Community Schools)
No comments received.

Attachments:

- Springfield Gateway Park Sr Conn Fee Calcs_8-7-26.pdf
- Springfield Gateway Park-Final Plat-A2439-101A -COMM 8-7-26.pdf
- Springfield Gateway Park Streets August 2026 8-10-26.pdf

		26-27	27-28
Agency Rates per Ac		$ 31,484.00	$ 32,059.00
Gross Plat Size	28.68		

		26-27	27-28
Lot No.	Size (Ac)	Conn Fee	Conn Fee
1	22.365	$ 704,139.66	$ 716,999.54
Total	22.365		

Outlot	Size (Ac)
A	1.782
B	0.367
Total	2.149
ROW	4.166

Total Buildable			
% Builable	77.98%	> 65%	TRUE
1/2 Due at F.P		$ 352,069.83	$ 358,499.77

Table 1 – Growth Forecast Assumptions

Variable	Unit	Value
Overall Sarpy County Residential Population Growth • 2015-2045 • 2046-2055	People/year	• 3,625 • 2,845
Percentage of Projected Incremental Growth Occurring South of Ridgeline: • Year 2020 • Year 2025 • Year 2035 • Year 2050	Percent	• 10 • 25 • 75 • 90
Single Family Residential	People/DU	2.7
Dwelling Units (DU) per Gross Acre	DU/acre	3
People per Gross Acre	People/acre	8.1
Developable Acre to Gross Acre Ratio (Residential)	Percent	60
Commercial Growth	SF/10 years	500,000
Commercial Building Area per Developable Acre	SF/acre	13,700
Area per Commercial Employee	SF/employee	196
Commercial Employees per Developable Acre	Employees/acre	70
Industrial Growth	SF/10 years	3,000,000
Industrial Building Area per Developable Acre	SF/acre	12,000
Area per Industrial Employee	SF/employee	600
Industrial Employees per Developable Acre	Employees/acre	20
Developable Acre to Gross Acre Ratio (Commercial/Industrial)	Percent	65
Residential Wastewater Flow	gpcd	100
Commercial Wastewater Flow	gpad	1,500
Industrial Wastewater Flow	gpad	1,500

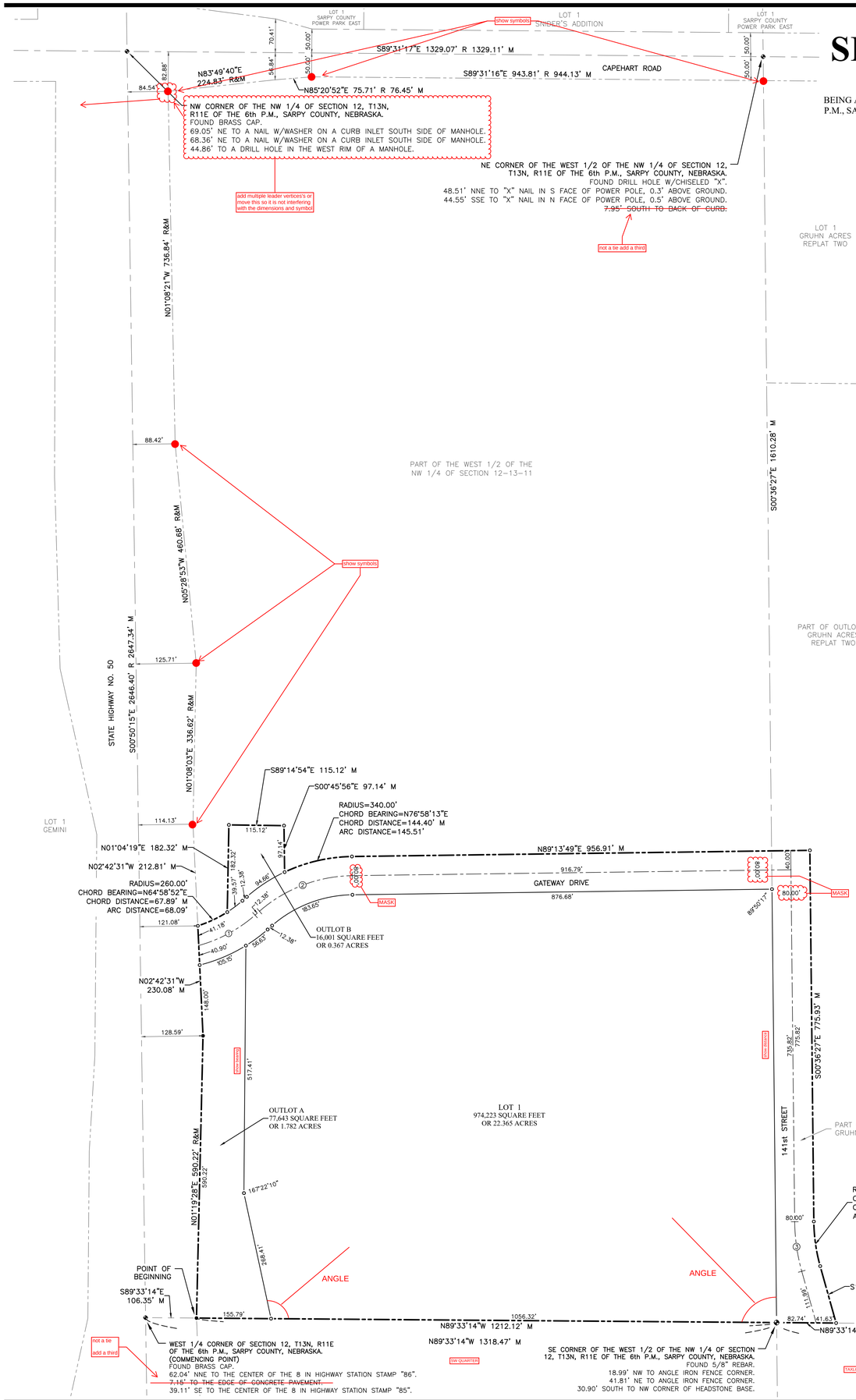
Reviewed by: JMB
08/04/2026 2:28:57 PM

Reviewed by: MRS
08/07/2026 10:37:57 AM

SPRINGFIELD GATEWAY PARK

LOT 1 AND OUTLOTS A AND B

BEING A PLATTING OF THAT PART OF THE W 1/2 OF THE NW 1/4 OF SECTION 12, TOWNSHIP 13 NORTH, RANGE 11 EAST OF THE 6TH P.M., SARPY COUNTY, NEBRASKA, TOGETHER WITH PART OF OUTLOT A, GRUHN ACRES, A SUBDIVISION IN SAID SARPY COUNTY.



SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THIS SURVEY WAS PREPARED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY PROFESSIONAL LAND SURVEYOR UNDER THE LAWS OF THE STATE OF NEBRASKA AND THAT THIS SURVEY WAS MADE IN ACCORDANCE WITH THE LAWS IN EFFECT AS OF THE DATE SHOWN HEREON AND THAT PERMANENT MARKERS HAVE BEEN FOUND OR SET AT ALL CORNERS OF SAID BOUNDARY AND THAT PERMANENT MARKERS WILL BE SET AT ALL LOT CORNERS AND ANGLE POINTS WITHIN SAID SUBDIVISION TO BE KNOWN AS **SPRINGFIELD GATEWAY PARK**, LOT 1 AND OUTLOTS A AND B, BEING A PLATTING OF THAT PART OF THE W 1/2 OF THE NW 1/4 OF SECTION 12, TOWNSHIP 13 NORTH, RANGE 11 EAST OF THE 6TH P.M., SARPY COUNTY, NEBRASKA, TOGETHER WITH PART OF OUTLOT A, GRUHN ACRES, A SUBDIVISION IN SAID SARPY COUNTY, ALL MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SW CORNER OF THE NW 1/4 OF SAID SECTION 12;

THENCE S89°33'14"E (ASSUMED BEARING) 106.35 FEET ON THE SOUTH LINE OF THE NW 1/4 OF SAID SECTION 12 TO THE EAST RIGHT OF WAY LINE OF HIGHWAY 50 AND THE POINT OF BEGINNING;

THENCE N01°19'28"E 590.22 FEET ON THE EAST RIGHT OF WAY LINE OF SAID HIGHWAY 50;

THENCE N02°42'31"W 230.08 FEET CONTINUING ON THE EAST RIGHT OF WAY LINE OF SAID HIGHWAY 50;

THENCE NORTHEASTERLY ON A 260.00 FOOT RADIUS CURVE TO THE LEFT WITH A CHORD BEARING N64°58'52"E, CHORD DISTANCE OF 67.89 FEET AND ARC DISTANCE OF 68.09 FEET;

THENCE N01°04'19"E 182.32 FEET;

THENCE S89°14'54"E 115.12 FEET;

THENCE S00°45'56"E 97.14 FEET;

THENCE NORTHEASTERLY ON A 340.00 FOOT RADIUS CURVE TO THE RIGHT WITH A CHORD BEARING N76°58'13"E, CHORD DISTANCE OF 144.40 FEET AND ARC DISTANCE 145.51 FEET;

THENCE N89°13'49"E 956.61 FEET;

THENCE S00°36'27"E 775.93 FEET;

THENCE SOUTHEASTERLY ON A 360.00 FOOT RADIUS CURVE TO THE LEFT WITH A CHORD BEARING S08°07'22"E, CHORD DISTANCE OF 94.17 FEET AND ARC DISTANCE OF 94.44 FEET;

THENCE S15°38'16"E 123.52 FEET TO THE SOUTH LINE OF THE NW 1/4 OF SAID SECTION 12, ALSO BEING THE SOUTH LINE OF OUTLOT A, SAID GRUHN ACRES;

THENCE N89°33'14"W 124.37 FEET ON THE SOUTH LINE OF THE NW 1/4 OF SAID SECTION 12 TO THE SE CORNER OF THE W 1/2 OF THE NW 1/4 OF SAID SECTION 12;

THENCE CONTINUING N89°33'14"W 1212.12 FEET ON THE SOUTH LINE OF THE NW 1/4 OF SAID SECTION 12 TO THE POINT OF BEGINNING.

CONTAINS: 1,249,313 SQUARE FEET OR 28.680 ACRES MORE OR LESS

NEBRASKA PROFESSIONAL PLS-693 LAND SURVEYOR JON L. CARRELL

JULY 14, 2026
DATE

JON L. CARRELL
NEBRASKA PLS #693

APPROVAL OF THE SPRINGFIELD CITY PLANNING COMMISSION

THIS PLAT OF **SPRINGFIELD GATEWAY PARK** WAS APPROVED BY THE SPRINGFIELD CITY PLANNING COMMISSION THIS _____DAY OF_____, 2026.

ATTEST: SECRETARY OF PLANNING COMMISSION

CHAIRPERSON

APPROVAL OF THE SPRINGFIELD CITY COUNCIL

THIS PLAT OF **SPRINGFIELD GATEWAY PARK** WAS APPROVED BY THE CITY COUNCIL OF SPRINGFIELD, NEBRASKA THIS _____DAY OF_____, 2026.

ATTEST: CITY CLERK, KATHLEEN GOTTSCH

MAYOR, ROBERT ROSELAND

SARPY COUNTY TREASURER'S CERTIFICATE

THIS IS TO CERTIFY THAT I FIND NO REGULAR OR SPECIAL TAXES DUE OR DELINQUENT AGAINST THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE AND EMBRACED WITHIN THIS PLAT AS SHOWN ON THE RECORDS OF THIS OFFICE THIS_____DAY OF _____, 2026.

SARPY COUNTY TREASURER

TREASURER'S SEAL

REVIEW BY SARPY COUNTY PUBLIC WORKS

THIS PLAT OF **SPRINGFIELD GATEWAY PARK** WAS REVIEWED BY THE SARPY COUNTY SURVEYORS OFFICE THIS_____DAY OF_____, 2026.

SARPY COUNTY SURVEYOR/ENGINEER

DEDICATION

KNOW ALL MEN BY THESE PRESENTS: THAT WE, **SCANNELL PROPERTIES #829, LLC.**, AN INDIANA LIMITED LIABILITY COMPANY, AND **GLT FAMILY INVESTMENTS, L.P.**, BEING THE OWNERS, AND WE, **MORTGAGE HOLDERS** BEING THE MORTGAGE HOLDER OF THE LAND DESCRIBED WITHIN THE SURVEYOR'S CERTIFICATE AND EMBRACED WITHIN THIS PLAT, HAVE CAUSED SAID LAND TO BE SUBDIVIDED INTO STREETS, DRIVES, A LOT AND OUTLOTS TO BE NAMED AND NUMBERED AS SHOWN, SAID SUBDIVISION TO BE HEREAFTER KNOWN AS **SPRINGFIELD GATEWAY PARK**, AND WE DO HEREBY RATIFY AND APPROVE OF THE DISPOSITION OF OUR PROPERTY AS SHOWN ON THIS PLAT AND WE HEREBY GRANT A PERPETUAL EASEMENT TO THE OMAHA PUBLIC POWER DISTRICT, CENTURYLINK QC AND ANY COMPANY WHICH HAS BEEN GRANTED A FRANCHISE TO PROVIDE A CABLE TELEVISION SYSTEM IN THE AREA TO BE SUBDIVIDED, THEIR SUCCESSORS AND ASSIGNS, TO ERECT, OPERATE, MAINTAIN, REPAIR, AND RENEW POLES, WIRES, CROSSARMS, DOWN GUYS AND ANCHORS, CABLES, CONDUITS AND OTHER RELATED FACILITIES AND TO EXTEND THEREON WIRES OR CABLES FOR THE CARRYING AND TRANSMISSION OF ELECTRIC CURRENT FOR LIGHT, HEAT, AND POWER FOR THE TRANSMISSION OF SIGNALS AND SOUNDS OF ALL KINDS AND THE RECEPTION THEREOF, INCLUDING SIGNALS PROVIDED BY A CABLE TELEVISION SYSTEM AND THEIR RECEPTION, ON, OVER, THROUGH, UNDER AND ACROSS A TEN (10') FOOT WIDE STRIP OF LAND ABUTTING ALL STREET RIGHT-OF-WAYS.

NO PERMANENT BUILDINGS, TREES, RETAINING WALLS OR LOOSE ROCK WALLS SHALL BE PLACED IN SAID EASEMENT WAYS, BUT THE SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING, SIDEWALKS, DRIVEWAYS AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS HEREIN GRANTED.

PERPETUAL EASEMENTS SHALL BE GRANTED TO METROPOLITAN UTILITIES DISTRICT OF OMAHA, AND ANY NATURAL GAS PROVIDER, THEIR SUCCESSORS AND ASSIGNS, TO ERECT, INSTALL, OPERATE, MAINTAIN, REPAIR AND RENEW PIPELINES, HYDRANTS, AND OTHER RELATED FACILITIES, AND TO EXTEND THEREON PIPES FOR THE TRANSMISSION OF GAS AND WATER ON, THROUGH, UNDER AND ACROSS A FIVE-FOOT-WIDE STRIP OF LAND ABUTTING ALL STREET FRONTAGES OF ALL LOTS.

NO PERMANENT BUILDINGS, TREES, RETAINING WALLS OR LOOSE ROCK WALLS SHALL BE PLACED IN SAID EASEMENT WAYS, BUT THE SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING, SIDEWALKS, DRIVEWAYS AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS THEREIN GRANTED.

SCANNELL PROPERTIES #829, LLC.,
AN INDIANA LIMITED LIABILITY COMPANY

BY:_____
MARC PFLEGING, MANAGER

GLT FAMILY INVESTMENTS, L.P.,
A LIMITED PARTNERSHIP

BY:_____
GERALD L. TORCZON, MANAGER

ACKNOWLEDGEMENT OF NOTARY

STATE OF NEBRASKA)
COUNTY OF_____)

THE FOREGOING DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS____DAY OF _____, 2026 BY MARC PFLEGING, MANAGER OF **SCANNELL PROPERTIES #829, LLC.**, AN INDIANA LIMITED LIABILITY COMPANY ON BEHALF OF SAID COMPANY.

NOTARY PUBLIC

ACKNOWLEDGEMENT OF NOTARY

STATE OF NEBRASKA)
COUNTY OF_____)

THE FOREGOING DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS____DAY OF _____, 2026 BY GERALD L. TORCZON, MANAGER OF **GLT FAMILY INVESTMENTS, L.P.**, A LIMITED PARTNERSHIP ON BEHALF OF SAID PARTNERSHIP.

NOTARY PUBLIC

ACKNOWLEDGEMENT OF NOTARY

STATE OF NEBRASKA)
COUNTY OF_____)

THE FOREGOING MORTGAGE HOLDERS CERTIFICATION WAS ACKNOWLEDGED BEFORE ME THIS ____DAY OF_____, 2026 BY (NAME AND TITLE OF MORTGAGE HOLDERS REPRESENTATIVE) OF (MORTGAGE HOLDER) ON BEHALF OF SAID (ENTITY).

NOTARY PUBLIC

IF THERE IS MORTGAGE OR LIEN ADD THE CONSENT BELOW.

Section 8.14 Lien Holder Consent

The undersigned holder of that certain lien against the real property described in the plat known as SPRINGFIELD GATEWAY PARK, a subdivision in Sarpy County, Nebraska, which lien is of record in the Office of the Register of Deeds of Sarpy County, Nebraska, as instrument No. _____, hereby consents to the execution and recording of the plat of said subdivision for Lots in any utility tunnel, water, electric, cable TV, telephone, natural gas easements, as shown on the plat of said subdivision, and to the dedication of the streets and public ways shown on the plat dedicated to the public, all as shown on the Plat, but not otherwise. The undersigned confirms that it is the holder of the Lien and has not assigned the Lien to any other person.

(Name of Lien Holder)

By: _____

(Print the Name of Individual)

Title: _____

SPRINGFIELD GATEWAY PARK
LOT 1 AND OUTLOTS A AND B

CENTERLINE CURVE INFORMATION				
CURVE #	DELTA	LENGTH	TANGENT	RADIUS
1	25°44'06"	134.75'	68.53'	300.00'
2	40°28'17"	211.91'	110.59'	300.00'
3	15°01'48"	104.93'	52.77'	400.00'

LEGEND

- ● PROPERTY CORNER FOUND (5/8" REBAR W/CAP #693)
- ◒ SECTION CORNER FOUND
- ○ PROPERTY CORNER SET (5/8" REBAR W/CAP #693)
- R RECORD DISTANCE
- M MEASURED DISTANCE

NOTES

1. ANGLES ARE 90°00'00" UNLESS NOTED.
2. THERE WILL BE NO DIRECT VEHICULAR ACCESS ONTO STATE HIGHWAY NO. 50 OVER THE WEST LINE OF OUTLOT A.

TD2 engineering & surveying

thompson, dreessen & dorner, inc.
10836 Old Mill Rd
Omaha, NE 68154
p.402.330.8860 f.402.330.5866
td2co.com
dba: TD2 Engineering & Surveying
NE CA-0199

N
0' 50' 100'

U.S. SURVEY FOOT

Revision Dates

No.	Description	MM-DD-YY
--	--	--
--	--	--
--	--	--
--	--	--

Job No.: A2439-101A
Drawn By: BJH
Reviewed By: JLC
Date: 07/14/2026
Book: 26/16
Page: 44

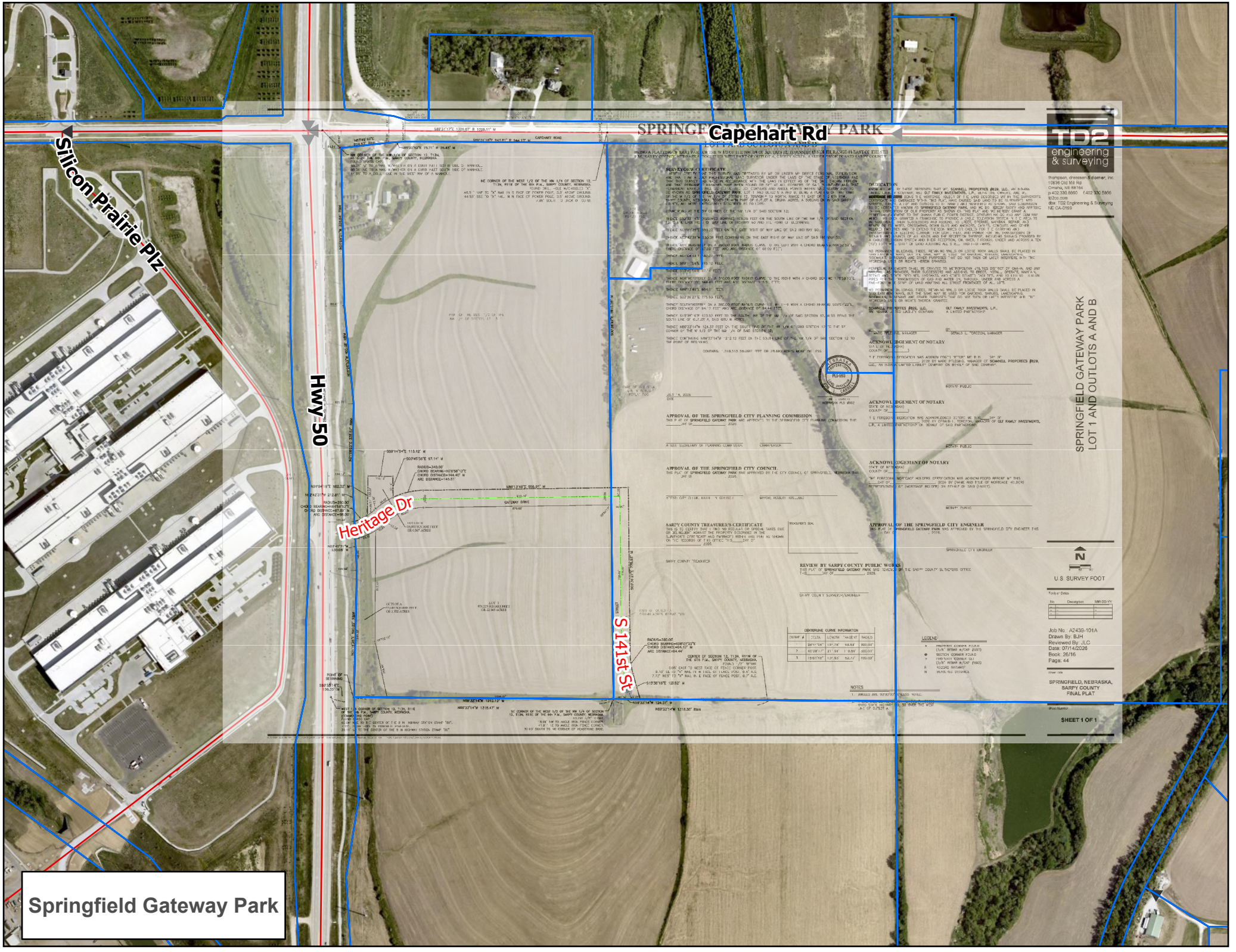
Sheet Title

SPRINGFIELD, NEBRASKA, SARPY COUNTY FINAL PLAT

Sheet Number

SHEET 1 OF 1

8/3/2026 8:25 AM MATT MALY H:\2400\2439 Scannell Properties\2439-101 Scannell Properties Industrial Park - 14305 Capehart Rd\Survey\Drawings\A2439-101A.dwg


Capehart Rd
Silicon Prairie Plz
Hwy 50
Heritage Dr
S 141st St
SPRINGFIELD GATEWAY PARK
LOT 1 AND OUTLOTS A AND B
TD2 engineering & surveying
SPRINGFIELD, NEBRASKA, SARPY COUNTY FINAL PLAT
SHEET 1 OF 1
Springfield Gateway Park

springfield
NEBRASKA

FINAL PLAT APPLICATION

(please print or type)

Subdivider's Name Scannell Properties #829, LLC
Address 1600 Genessee St., Suite 232 Kansas City, MO 64102
Phone ( )913 - 909 - 6503 ext.

Owner's Name Scannell Properties #829, LLC
Address 1600 Genessee St., Suite 232 Kansas City, MO 64102
Phone ( ) 913 - 909- 6503 ext.

Agent's Name Thompson, Dreessen & Dorner Inc.
Address 10836 Old Mill Road Omaha, NE 68154
Phone ( )402 - 330 - 8860 ext.

The Final Plat is requested for the property legally described as follows:
Lot 1 and Outlots A and B, Springfield Gateway Park, being a platting of the W ½ of the NW quarter of Section 12, T13N, R11E of the 6th P.M., Sarpy County, Nebraska.

The current zoning of the property is as follows:
AR Agricultural Residential District

Name of the Final Plat:
Springfield Gateway Park

Number of lots in the Final Plat:
3 BP - Business Park Lots (1 Lot and 2 Outlots)

Does the subdivider have any interest in the land surrounding the final plat?

- ☐ yes
- ☒ no

P.O. Box 189 ~ 170 North 3rd Street ~ Springfield, NE 68059
Phone (402) 253-2204 ~ Fax (402) 387-5116
springfieldne.org

If yes, please describe the nature of such interest:

Will the Final Plat require any zoning or other action (rezone, planned development, conditional use, vacations) to complete the development?

- ☒ yes
- ☐ no

If yes, please describe the nature of the action:
Final Plat will require rezoning from AR to BP for the 3 Platted lots. Rezoning application was submitted with the Preliminary Plat application

The Final Plat is based on the Preliminary Plat for:
Springfield Gateway Park

This Preliminary Plat was approved by the City Council on:
Date May 5th, 2026

Is the Final Plat consistent with the approved Preliminary Plat?

- ☐ yes
- ☒ no

If not, explain the proposed changes and the reasons therefore:
A Revised Preliminary Plat is being submitted with the Final Plat. Outlots A and B were added to the Final Plat to contain drainage way and PCSMP related items. 141st Street ROW was also added along the east property line .

Have all improvements required by the Preliminary Plat application process been completed?

- ☐ yes
- ☒ no

If not, list improvements which have not been completed:
No Improvements have been completed at this time.

- ✓ ***Please refer to the Final Plat Checklist for a complete list of required information.***
- ✓ ***Complete information must be provided by the applicant or no action will be taken.***
- ✓ ***Please refer to the Review Schedule for submittal deadlines and public hearing dates.***

I hereby certify that all required information and materials are herewith attached and said materials are true and accurate to the best of my knowledge.

Signed _____
Applicant

Date July 27, 20 24

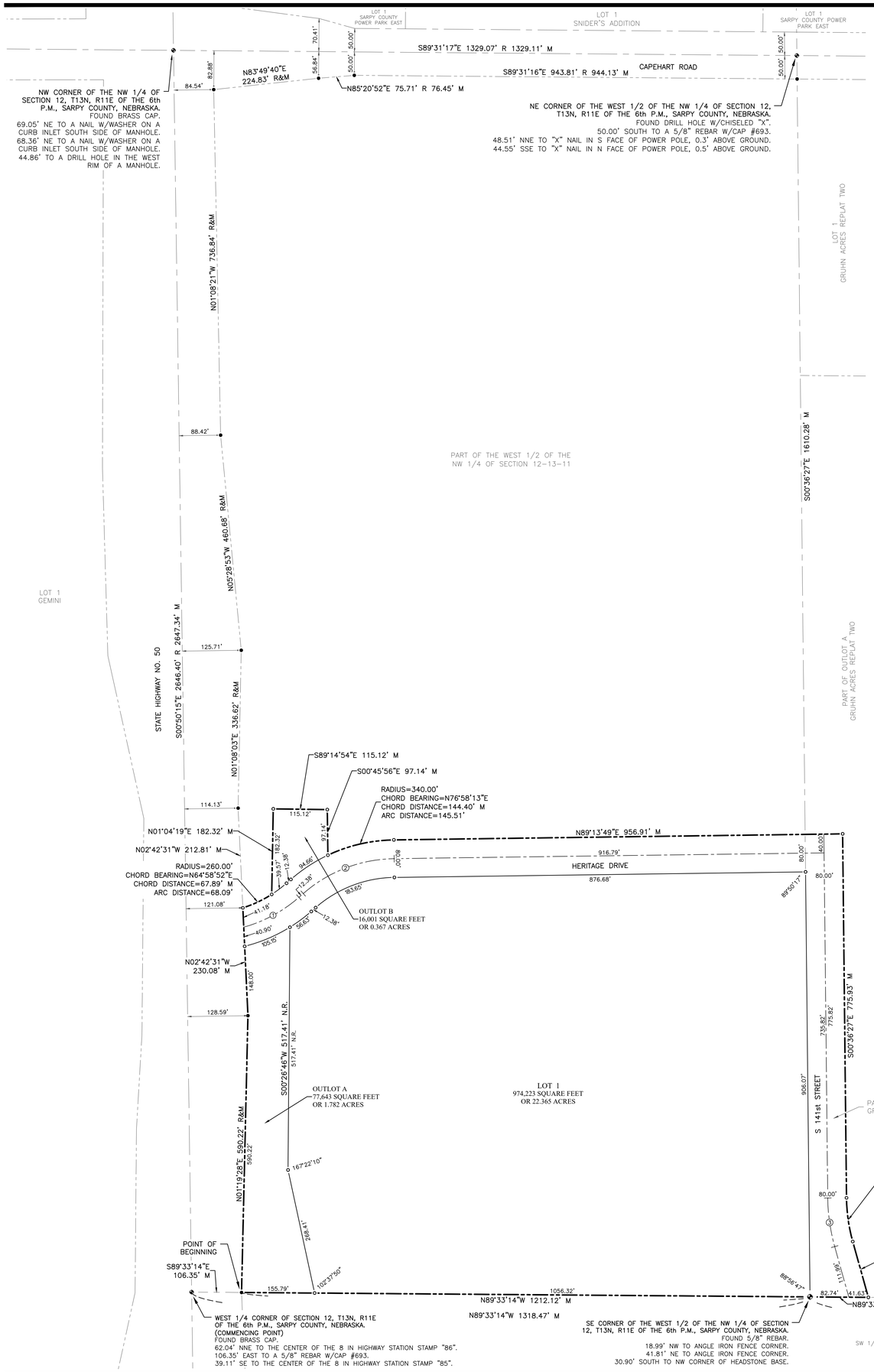
Application Fee: $500.00 plus $10.00 per lot
*fees are nonrefundable

All fees are due and payable to the City Treasurer upon application.

SPRINGFIELD GATEWAY PARK

LOT 1 AND OUTLOTS A AND B

BEING A PLATTING OF THAT PART OF THE W 1/2 OF THE NW 1/4 OF SECTION 12, TOWNSHIP 13 NORTH, RANGE 11 EAST OF THE 6TH P.M., SARPY COUNTY, NEBRASKA, TOGETHER WITH PART OF OUTLOT A, GRUHN ACRES, A SUBDIVISION IN SAID SARPY COUNTY.



SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THIS SURVEY WAS PREPARED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY PROFESSIONAL LAND SURVEYOR UNDER THE LAWS OF THE STATE OF NEBRASKA AND THAT THIS SURVEY WAS MADE IN ACCORDANCE WITH THE LAWS IN EFFECT AS OF THE DATE SHOWN HEREON AND THAT PERMANENT MARKERS HAVE BEEN FOUND OR SET AT ALL CORNERS OF SAID BOUNDARY AND THAT PERMANENT MARKERS WILL BE SET AT ALL LOT CORNERS AND ANGLE POINTS WITHIN SAID SUBDIVISION TO BE KNOWN AS **SPRINGFIELD GATEWAY PARK**, LOT 1 AND OUTLOTS A AND B, BEING A PLATTING OF THAT PART OF THE W 1/2 OF THE NW 1/4 OF SECTION 12, TOWNSHIP 13 NORTH, RANGE 11 EAST OF THE 6TH P.M., SARPY COUNTY, NEBRASKA, TOGETHER WITH PART OF OUTLOT A, GRUHN ACRES, A SUBDIVISION IN SAID SARPY COUNTY, ALL MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SW CORNER OF THE NW 1/4 OF SAID SECTION 12;

THENCE S89°33'14"E (ASSUMED BEARING) 106.35 FEET ON THE SOUTH LINE OF THE NW 1/4 OF SAID SECTION 12 TO THE EAST RIGHT OF WAY LINE OF HIGHWAY 50 AND THE POINT OF BEGINNING;

THENCE N01°19'28"E 590.22 FEET ON THE EAST RIGHT OF WAY LINE OF SAID HIGHWAY 50;

THENCE N02°42'31"W 230.08 FEET CONTINUING ON THE EAST RIGHT OF WAY LINE OF SAID HIGHWAY 50;

THENCE NORTHEASTERLY ON A 260.00 FOOT RADIUS CURVE TO THE LEFT WITH A CHORD BEARING N64°58'52"E, CHORD DISTANCE OF 67.89 FEET AND ARC DISTANCE OF 68.09 FEET;

THENCE N01°04'19"E 182.32 FEET;

THENCE S89°14'54"E 115.12 FEET;

THENCE S00°45'56"E 97.14 FEET;

THENCE NORTHEASTERLY ON A 340.00 FOOT RADIUS CURVE TO THE RIGHT WITH A CHORD BEARING N76°58'13"E, CHORD DISTANCE OF 144.40 FEET AND ARC DISTANCE 145.51 FEET;

THENCE N89°13'49"E 956.61 FEET;

THENCE S00°36'27"E 775.93 FEET;

THENCE SOUTHEASTERLY ON A 360.00 FOOT RADIUS CURVE TO THE LEFT WITH A CHORD BEARING S08°07'22"E, CHORD DISTANCE OF 94.17 FEET AND ARC DISTANCE OF 94.44 FEET;

THENCE S15°38'16"E 123.52 FEET TO THE SOUTH LINE OF THE NW 1/4 OF SAID SECTION 12, ALSO BEING THE SOUTH LINE OF OUTLOT A, SAID GRUHN ACRES;

THENCE N89°33'14"W 124.37 FEET ON THE SOUTH LINE OF THE NW 1/4 OF SAID SECTION 12 TO THE SE CORNER OF THE W 1/2 OF THE NW 1/4 OF SAID SECTION 12;

THENCE CONTINUING N89°33'14"W 1212.12 FEET ON THE SOUTH LINE OF THE NW 1/4 OF SAID SECTION 12 TO THE POINT OF BEGINNING.

CONTAINS: 1,249,313 SQUARE FEET OR 28.680 ACRES MORE OR LESS

JULY 14, 2026
DATE

NEBRASKA PROFESSIONAL PLS-693 LAND SURVEYOR JON L. CARRELL

JON L. CARRELL
NEBRASKA PLS #693

APPROVAL OF THE SPRINGFIELD CITY PLANNING COMMISSION

THIS PLAT OF **SPRINGFIELD GATEWAY PARK** WAS APPROVED BY THE SPRINGFIELD CITY PLANNING COMMISSION THIS _____DAY OF_____, 2026.

ATTEST: SECRETARY OF PLANNING COMMISSION

CHAIRPERSON

APPROVAL OF THE SPRINGFIELD CITY COUNCIL

THIS PLAT OF **SPRINGFIELD GATEWAY PARK** WAS APPROVED BY THE CITY COUNCIL OF SPRINGFIELD, NEBRASKA THIS _____DAY OF_____, 2026.

ATTEST: CITY CLERK, KATHLEEN GOTTSCH

MAYOR, ROBERT ROSELAND

SARPY COUNTY TREASURER'S CERTIFICATE

THIS IS TO CERTIFY THAT I FIND NO REGULAR OR SPECIAL TAXES DUE OR DELINQUENT AGAINST THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE AND EMBRACED WITHIN THIS PLAT AS SHOWN ON THE RECORDS OF THIS OFFICE THIS_____DAY OF _____, 2026.

SARPY COUNTY TREASURER

TREASURER'S SEAL

REVIEW BY SARPY COUNTY PUBLIC WORKS

THIS PLAT OF **SPRINGFIELD GATEWAY PARK** WAS REVIEWED BY THE SARPY COUNTY SURVEYORS OFFICE THIS_____DAY OF_____, 2026.

SARPY COUNTY SURVEYOR/ENGINEER

DEDICATION

KNOW ALL MEN BY THESE PRESENTS: THAT WE, **SCANNELL PROPERTIES #829, LLC.**, AN INDIANA LIMITED LIABILITY COMPANY, AND **GLT FAMILY INVESTMENTS, L.P.**, BEING THE OWNERS, AND WE, **MORTGAGE HOLDERS** BEING THE MORTGAGE HOLDER OF THE LAND DESCRIBED WITHIN THE SURVEYOR'S CERTIFICATE AND EMBRACED WITHIN THIS PLAT, HAVE CAUSED SAID LAND TO BE SUBDIVIDED INTO STREETS, DRIVES, A LOT AND OUTLOTS TO BE NAMED AND NUMBERED AS SHOWN, SAID SUBDIVISION TO BE HEREAFTER KNOWN AS **SPRINGFIELD GATEWAY PARK**, AND WE DO HEREBY RATIFY AND APPROVE OF THE DISPOSITION OF OUR PROPERTY AS SHOWN ON THIS PLAT AND WE HEREBY GRANT A PERPETUAL EASEMENT TO THE OMAHA PUBLIC POWER DISTRICT, CENTURYLINK QC AND ANY COMPANY WHICH HAS BEEN GRANTED A FRANCHISE TO PROVIDE A CABLE TELEVISION SYSTEM IN THE AREA TO BE SUBDIVIDED, THEIR SUCCESSORS AND ASSIGNS, TO ERECT, OPERATE, MAINTAIN, REPAIR, AND RENEW POLES, WIRES, CROSSARMS, DOWN GUYS AND ANCHORS, CABLES, CONDUITS AND OTHER RELATED FACILITIES AND TO EXTEND THEREON WIRES OR CABLES FOR THE CARRYING AND TRANSMISSION OF ELECTRIC CURRENT FOR LIGHT, HEAT, AND POWER FOR THE TRANSMISSION OF SIGNALS AND SOUNDS OF ALL KINDS AND THE RECEPTION THEREOF, INCLUDING SIGNALS PROVIDED BY A CABLE TELEVISION SYSTEM AND THEIR RECEPTION, ON, OVER, THROUGH, UNDER AND ACROSS A TEN (10') FOOT WIDE STRIP OF LAND ABUTTING ALL STREET RIGHT-OF-WAYS.

NO PERMANENT BUILDINGS, TREES, RETAINING WALLS OR LOOSE ROCK WALLS SHALL BE PLACED IN SAID EASEMENT WAYS, BUT THE SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING, SIDEWALKS, DRIVEWAYS AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS HEREIN GRANTED.

PERPETUAL EASEMENTS SHALL BE GRANTED TO METROPOLITAN UTILITIES DISTRICT OF OMAHA, AND ANY NATURAL GAS PROVIDER, THEIR SUCCESSORS AND ASSIGNS, TO ERECT, INSTALL, OPERATE, MAINTAIN, REPAIR AND RENEW PIPELINES, HYDRANTS, AND OTHER RELATED FACILITIES, AND TO EXTEND THEREON PIPES FOR THE TRANSMISSION OF GAS AND WATER ON, THROUGH, UNDER AND ACROSS A FIVE-FOOT-WIDE STRIP OF LAND ABUTTING ALL STREET FRONTAGES OF ALL LOTS.

NO PERMANENT BUILDINGS, TREES, RETAINING WALLS OR LOOSE ROCK WALLS SHALL BE PLACED IN SAID EASEMENT WAYS, BUT THE SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING, SIDEWALKS, DRIVEWAYS AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS THEREIN GRANTED.

SCANNELL PROPERTIES #829, LLC.,
AN INDIANA LIMITED LIABILITY COMPANY

BY:_____
MARC PFLEGING, MANAGER

GLT FAMILY INVESTMENTS, L.P.,
A LIMITED PARTNERSHIP

BY:_____
GERALD L. TORCZON, MANAGER

ACKNOWLEDGEMENT OF NOTARY

STATE OF NEBRASKA)
COUNTY OF_____)

THE FOREGOING DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS____DAY OF _____, 2026 BY MARC PFLEGING, MANAGER OF **SCANNELL PROPERTIES #829, LLC.**, AN INDIANA LIMITED LIABILITY COMPANY ON BEHALF OF SAID COMPANY.

NOTARY PUBLIC

ACKNOWLEDGEMENT OF NOTARY

STATE OF NEBRASKA)
COUNTY OF_____)

THE FOREGOING DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS____DAY OF _____, 2026 BY GERALD L. TORCZON, MANAGER OF **GLT FAMILY INVESTMENTS, L.P.**, A LIMITED PARTNERSHIP ON BEHALF OF SAID PARTNERSHIP.

NOTARY PUBLIC

ACKNOWLEDGEMENT OF NOTARY

STATE OF NEBRASKA)
COUNTY OF_____)

THE FOREGOING MORTGAGE HOLDERS CERTIFICATION WAS ACKNOWLEDGED BEFORE ME THIS ____DAY OF_____, 2026 BY (NAME AND TITLE OF MORTGAGE HOLDERS REPRESENTATIVE) OF (MORTGAGE HOLDER) ON BEHALF OF SAID (ENTITY).

NOTARY PUBLIC

APPROVAL OF THE SPRINGFIELD CITY ENGINEER

THIS PLAT OF **SPRINGFIELD GATEWAY PARK** WAS APPROVED BY THE SPRINGFIELD CITY ENGINEER THIS _____DAY OF_____, 2026.

SPRINGFIELD CITY ENGINEER

CENTERLINE CURVE INFORMATION				
CURVE #	DELTA	LENGTH	TANGENT	RADIUS
1	25°44'06"	134.75'	68.53'	300.00'
2	40°28'17"	211.91'	110.59'	300.00'
3	15°01'48"	104.93'	52.77'	400.00'

LEGEND

- ● PROPERTY CORNER FOUND (5/8" REBAR W/CAP #693)
- ◕ SECTION CORNER FOUND
- ○ PROPERTY CORNER SET (5/8" REBAR W/CAP #693)
- R RECORD DISTANCE
- M MEASURED DISTANCE
- N.R. NON-RADIAL

NOTES

1. ANGLES ARE 90°00'00" UNLESS NOTED.
2. THERE WILL BE NO DIRECT VEHICULAR ACCESS ONTO STATE HIGHWAY NO. 50 OVER THE WEST LINE OF OUTLOT A.

TD2 engineering & surveying

thompson, dreessen & dorner, inc.
10836 Old Mill Rd
Omaha, NE 68154
p.402.330.8860 f.402.330.5866
td2co.com
dba: TD2 Engineering & Surveying
NE CA-0199

SPRINGFIELD GATEWAY PARK
LOT 1 AND OUTLOTS A AND B

N
0' 50' 100'

U.S. SURVEY FOOT

Revision Dates

No.	Description	MM-DD-YY
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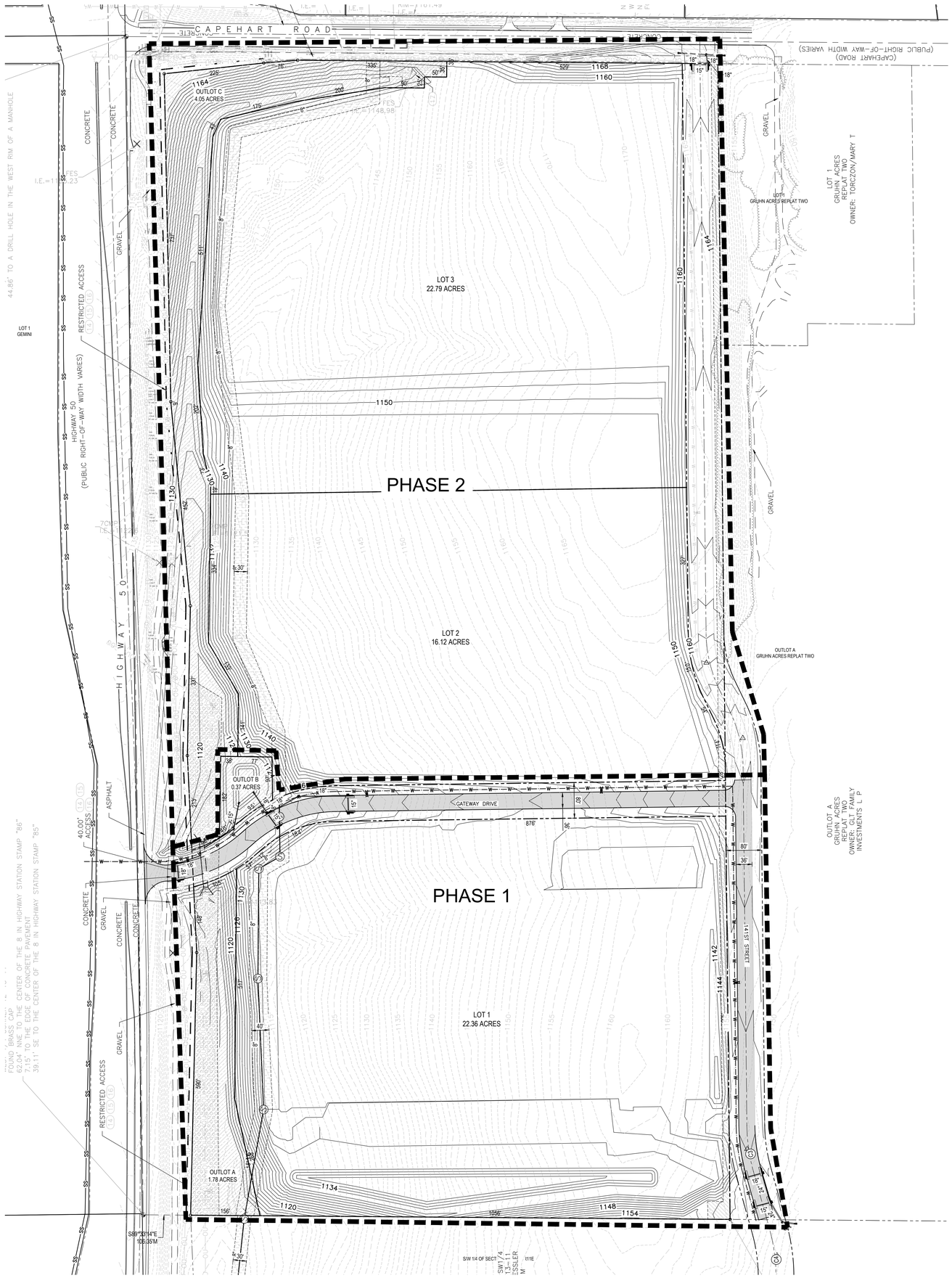
Job No.: A2439-101A
Drawn By: BJH
Reviewed By: JLC
Date: 07/14/2026
Book: 26/16
Page: 44

Sheet Title

SPRINGFIELD, NEBRASKA, SARPY COUNTY FINAL PLAT

Sheet Number

SHEET 1 OF 1



SPRINGFIELD GATEWAY PARK

LOT 1, AND OUTLOTS A AND B

SARPY COUNTY, NEBRASKA



VICINITY MAP

LEGAL DESCRIPTION

LOT 1, AND OUTLOTS A AND B; BEING A PLATTING OF THE W1/2 OF THE NW1/4 OF SECTION 12, T13N, R11E OF THE 6TH P.M., SARPY COUNTY, NEBRASKA.

ENGINEER

THOMPSON, DREESSEN & DORNER
10836 OLD MILL ROAD
OMAHA, NEBRASKA 68154
PHONE: 402-330-8860

APPLICANT

SCANNELL PROPERTIES LLC
1600 GENESSEE ST., SUITE 232
KANSAS CITY, MO 64102

NOTES

1. EXISTING ZONING IS AR. PROPOSED ZONING IS BP.
2. EXISTING CONTOURS ARE SHOWN AT 2' AND 10' INTERVALS.
3. WATER SHALL BE PROVIDED BY METROPOLITAN UTILITIES DISTRICT.
4. GAS SHALL BE PROVIDED BY METROPOLITAN UTILITIES DISTRICT.
5. POWER SHALL BE PROVIDED FROM THE OMAHA PUBLIC POWER DISTRICT.
6. TYPICAL UTILITY SETBACKS WILL BE DEDICATED WITH THE FINAL PLAT.
7. PAVEMENT FOR GATEWAY DRIVE AND 141ST STREET SHALL BE 36' WIDE, 9-INCH THICK P.C.C. PAVEMENT.
8. NO DIRECT ACCESS TO HIGHWAY 50 SHALL BE PERMITTED BY ANY LOTS OR OUTLOTS.
9. OUTLOT A WILL CONTAIN AN EXISTING DRAINAGEWAY. IT WILL BE OWNED AND MAINTAINED BY THE BUSINESS OWNERS ASSOCIATION.
10. OUTLOT B WILL PROVIDE POST CONSTRUCTION STORMWATER MANAGEMENT FOR THE DEVELOPMENT AND WILL BE OWNED AND MAINTAINED BY THE BUSINESS OWNERS ASSOCIATION.

LEGEND

- EXISTING CONTOURS
- PROPOSED CONTOURS
- EXISTING STORM SEWER
- EXISTING SANITARY SEWER
- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED WATER MAIN
- PROPOSED PAVEMENT
- PROPOSED SANITARY SEWER EASEMENT
- PROPOSED STORM SEWER, AND DRAINAGE EASEMENT
- EXISTING POWER EASEMENT
- EXISTING INGRESS/EGRESS EASEMENT
- PROPOSED PHASE LINE

0' 50' 100'

TD2 engineering & surveying

thompson, dreessen & dorner, inc.
10836 Old Mill Rd
Omaha, NE 68154
p.402.330.8860 www.td2co.com
dba: TD2 Engineering and Surveying
NE CA-0199

Project Name

Springfield Gateway Park

Project Location

14305 Capehart Road
Springfield, Nebraska

Client Name

Scannell Properties #829, LLC

Professional Seal

Revision Dates

No.	Description	MM-DD-YY
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Drawn By: MEM Reviewed By: DEK
Job No.: 2439-101 Date: 8/3/2026

Sheet Title

Revised Preliminary Plat

Sheet Number

Exhibit A

SPRINGFIELD GATEWAY PARK

LOT 1, AND OUTLOTS A AND B

SARPY COUNTY, NEBRASKA



VICINITY MAP

LEGAL DESCRIPTION

LOT 1, AND OUTLOTS A AND B; BEING A PLATTING OF THE W1/2 OF THE NW1/4 OF SECTION 12, T13N, R11E OF THE 6TH P.M., SARPY COUNTY, NEBRASKA.

ENGINEER

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10836 OLD MILL ROAD
OMAHA, NEBRASKA 68154
PHONE: 402-330-8860

APPLICANT

SCANNELL PROPERTIES LLC
1600 GENESSEE ST., SUITE 232
KANSAS CITY, MO 64102

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7. PAVEMENT FOR GATEWAY DRIVE AND 141ST STREET SHALL BE 36' WIDE, 9-INCH THICK P.C.C. PAVEMENT.
8. NO DIRECT ACCESS TO HIGHWAY 50 SHALL BE PERMITTED BY ANY LOTS OR OUTLOTS.
9. OUTLOT A WILL CONTAIN AN EXISTING DRAINAGEWAY. IT WILL BE OWNED AND MAINTAINED BY THE BUSINESS OWNERS ASSOCIATION.
10. OUTLOT B WILL PROVIDE POST CONSTRUCTION STORMWATER MANAGEMENT FOR THE DEVELOPMENT AND WILL BE OWNED AND MAINTAINED BY THE BUSINESS OWNERS ASSOCIATION.

LEGEND

- PROPOSED PAVEMENT
- PROPOSED SANITARY SEWER EASEMENT
- PROPOSED STORM SEWER, AND DRAINAGE EASEMENT
- EXISTING POWER EASEMENT
- EXISTING INGRESS/EGRESS EASEMENT
- PROPOSED PHASE LINE

Curve Table: Alignments				
CURVE #	RADIUS	LENGTH	DELTA	TANGENT
C1	300.00'	207.28'	39° 35' 13"	107.97'
C2	300.00'	211.91'	40° 28' 17"	110.59'
C3	400.00'	104.93'	15° 01' 48"	52.77'
C4	400.00'	124.67'	17° 51' 29"	62.85'

thompson, dreessen & dorner, inc.
10836 Old Mill Rd
Omaha, NE 68154
p.402.330.8860 www.td2co.com
dba: TD2 Engineering and Surveying
NE CA-0199

Project Name

Springfield Gateway Park

Project Location

14305 Capehart Road
Springfield, Nebraska

Client Name

Scannell Properties #829, LLC

Professional Seal

Revision Dates

No.	Description	MM-DD-YY
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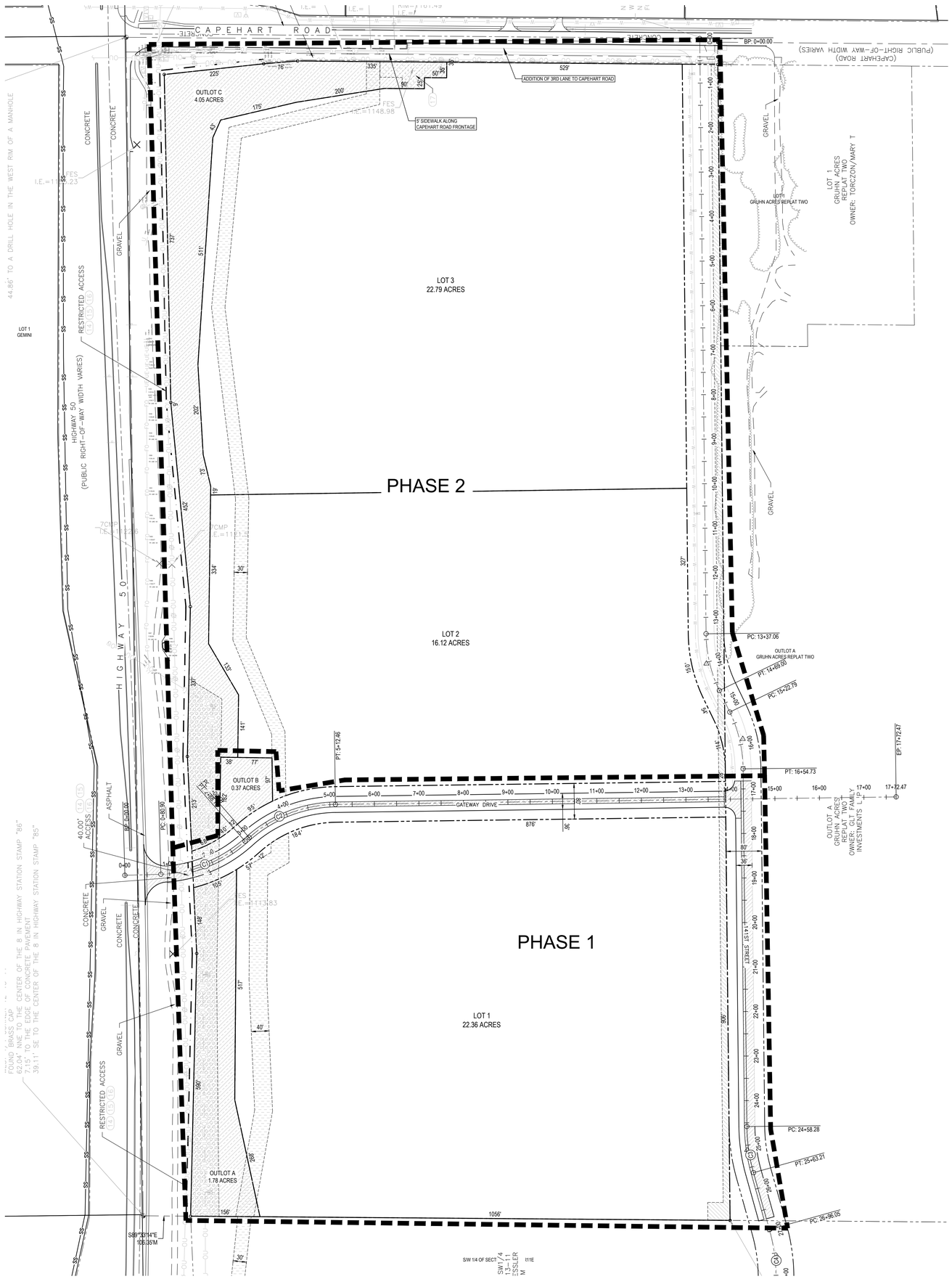
Drawn By: MEM Reviewed By: DEK
Job No.: 2439-101 Date: 8/3/2026

Sheet Title

Paving Plan

Sheet Number

Exhibit B



SPRINGFIELD GATEWAY PARK

LOT 1, AND OUTLOTS A AND B

SARPY COUNTY, NEBRASKA



VICINITY MAP

N

LEGAL DESCRIPTION

LOT 1, AND OUTLOTS A AND B; BEING A PLATTING OF THE W1/2 OF THE NW1/4 OF SECTION 12, T13N, R11E OF THE 6TH P.M., SARPY COUNTY, NEBRASKA.

ENGINEER

THOMPSON, DREESSEN & DORNER
10836 OLD MILL ROAD
OMAHA, NEBRASKA 68154
PHONE: 402-330-8860

APPLICANT

SCANNELL PROPERTIES LLC
1600 GENESSEE ST., SUITE 232
KANSAS CITY, MO 64102

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Curve Table: Alignments				
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C3	400.00'	104.93'	15° 01' 48"	52.77'
C4	400.00'	124.67'	17° 51' 29"	62.85'

LEGEND

- PROPOSED GENERAL OBLIGATION PAVEMENT
- PROPOSED SANITARY SEWER EASEMENT
- PROPOSED STORM SEWER, AND DRAINAGE EASEMENT
- EXISTING POWER EASEMENT
- EXISTING INGRESS/EGRESS EASEMENT
- PROPOSED PHASE LINE

N

0' 50' 100'

thompson, dreessen & dorner, inc.
10836 Old Mill Rd
Omaha, NE 68154
p.402.330.8860 www.td2co.com
dba: TD2 Engineering and Surveying
NE CA-0199

Project Name

Springfield
Gateway Park

Project Location

14305 Capehart Road
Springfield, Nebraska

Client Name

Scannell Properties
#829, LLC

Professional Seal

Revision Dates

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Drawn By: MEM Reviewed By: DEK
Job No.: 2439-101 Date: 8/3/2026

Sheet Title

General Obligation
Paving Plan

Sheet Number

Exhibit B-1

SPRINGFIELD GATEWAY PARK

LOT 1, AND OUTLOTS A AND B

SARPY COUNTY, NEBRASKA



VICINITY MAP

LEGAL DESCRIPTION

LOT 1, AND OUTLOTS A AND B; BEING A PLATTING OF THE W1/2 OF THE NW1/4 OF SECTION 12, T13N, R11E OF THE 6TH P.M., SARPY COUNTY, NEBRASKA.

ENGINEER

THOMPSON, DREESSEN & DORNER
10836 OLD MILL ROAD
OMAHA, NEBRASKA 68154
PHONE: 402-330-8860

APPLICANT

SCANNELL PROPERTIES LLC
1600 GENESSEE ST., SUITE 232
KANSAS CITY, MO 64102

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LEGEND

- PROPOSED SANITARY SEWER
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER EASEMENT
- PROPOSED STORM SEWER, AND DRAINAGE EASEMENT
- EXISTING POWER EASEMENT
- EXISTING INGRESS/EGRESS EASEMENT
- PROPOSED PHASE LINE

0' 50' 100'

thompson, dreessen & dorner, inc.
10836 Old Mill Rd
Omaha, NE 68154
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dba: TD2 Engineering and Surveying
NE CA-0199

Project Name

Springfield Gateway Park

Project Location

14305 Capehart Road
Springfield, Nebraska

Client Name

Scannell Properties #829, LLC

Professional Seal

Revision Dates

No.	Description	MM-DD-YY
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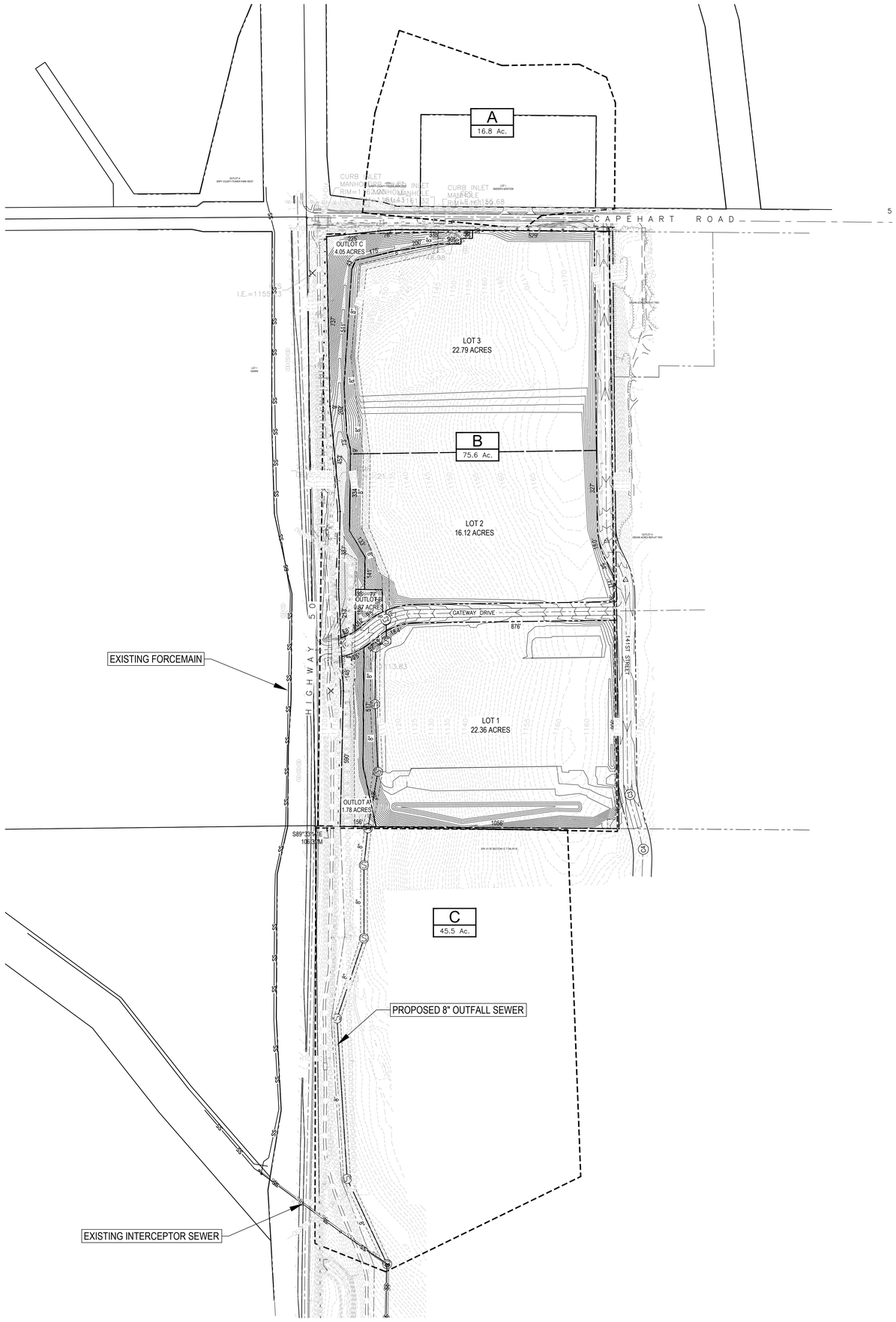
Drawn By: MEM Reviewed By: DEK
Job No.: 2439-101 Date: 8/3/2026

Sheet Title

Sanitary Sewer Plan

Sheet Number

Exhibit C



SPRINGFIELD GATEWAY PARK

LOT 1, AND OUTLOTS A AND B

SARPY COUNTY, NEBRASKA



VICINITY MAP

LEGAL DESCRIPTION

LOT 1, AND OUTLOTS A AND B; BEING A PLATTING OF THE W1/2 OF THE NW1/4 OF SECTION 12, T13N, R11E OF THE 6TH P.M., SARPY COUNTY, NEBRASKA.

ENGINEER

THOMPSON, DREESSEN & DORNER
10836 OLD MILL ROAD
OMAHA, NEBRASKA 68154
PHONE: 402-330-8860

APPLICANT

SCANNELL PROPERTIES LLC
1600 GENESSEE ST., SUITE 232
KANSAS CITY, MO 64102

NOTES

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10. OUTLOT B WILL PROVIDE POST CONSTRUCTION STORMWATER MANAGEMENT FOR THE DEVELOPMENT AND WILL BE OWNED AND MAINTAINED BY THE BUSINESS OWNERS ASSOCIATION.

LEGEND

- EXISTING CONTOURS
- PROPOSED CONTOURS
- PROPOSED SANITARY SEWER
- SS — EXISTING SANITARY SEWER
- SEWER DRAINAGE AREA



Project Name: Springfield Gateway Park
OPW Project #:
Prepared by: MEM
Date: 7/7/26

Notes:
User input in Blue, Calculated values in Black
See description tab for details on each column.
Assumed n/D = 0.8

Gravity Sanitary Sewer Design Form

Quantity of Wastewater Calculations | Gravity Sewer Calculations

Sub-Basin	From	To	Residential: No. of Units	Residential: Density (per 9-01)	Residential: Eq. Pop.	Residential: Unit Flow Rate (gpd)	Non-residential: Area	Non-residential: Density	Non-residential: Eq. Pop.	Non-residential: Unit Flow Rate (gpd)	Industrial: ADWF Peak of Study (gpd)	ADWF Outer (gpd)	Pipe Served: Peak of Study	Pipe Served: DUR	I/I: Unit Flow Rate (gpm)	I/I: I/I (gpd)	ADWF (gpd)	PF	Design Flow: Peak (gpd)	Design Flow: PWWF (cfs)	Pipe Slope (ft/ft)	Pipe Length (ft)	Manning's n	Pipe Dia. (in)	Flow Area A (ft²)	Hyd Radius (ft)	Full Pipe Capacity Q (cfs)	Full Pipe Velocity V (ft/s)	PWWF Velocity (ft/s)	Enough Capacity?	Enough Velocity?	Comments
[1]																			[2]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	[13]	
A							16.8	27.78	467	30		14,001	14,001	467	467	17	7,934	21,935	3.17	69,435	0.11	0.0040	100	0.013	8	0.30	0.20	0.75	2.50	1.55	YES	NO	Upstream End of System, Pipe Set at Min. Slope. 2.5 fps requirement is unachievable.
B							75.6	27.78	2100	30		63,005	77,006	2,100	2,567	17	43,637	120,643	2.80	337,233	0.52	0.0040	100	0.013	9	0.30	0.20	0.75	2.50	2.29	YES	NO	Upstream End of System, Pipe Set at Min. Slope. 2.5 fps requirement is unachievable.
C							45.5	27.78	1,264	30		17,920	114,926	1,264	1,831	11	63,125	180,051	2.71	487,640	0.75	0.0045	100	0.013	8	0.30	0.20	0.79	2.65	2.6	YES	YES	

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Omaha, NE 68154
p.402.330.8860 www.td2co.com
dba: TD2 Engineering and Surveying
NE CA-0199

Project Name
Springfield Gateway Park

Project Location
14305 Capehart Road
Springfield, Nebraska

Client Name
Scannell Properties #829, LLC

Professional Seal

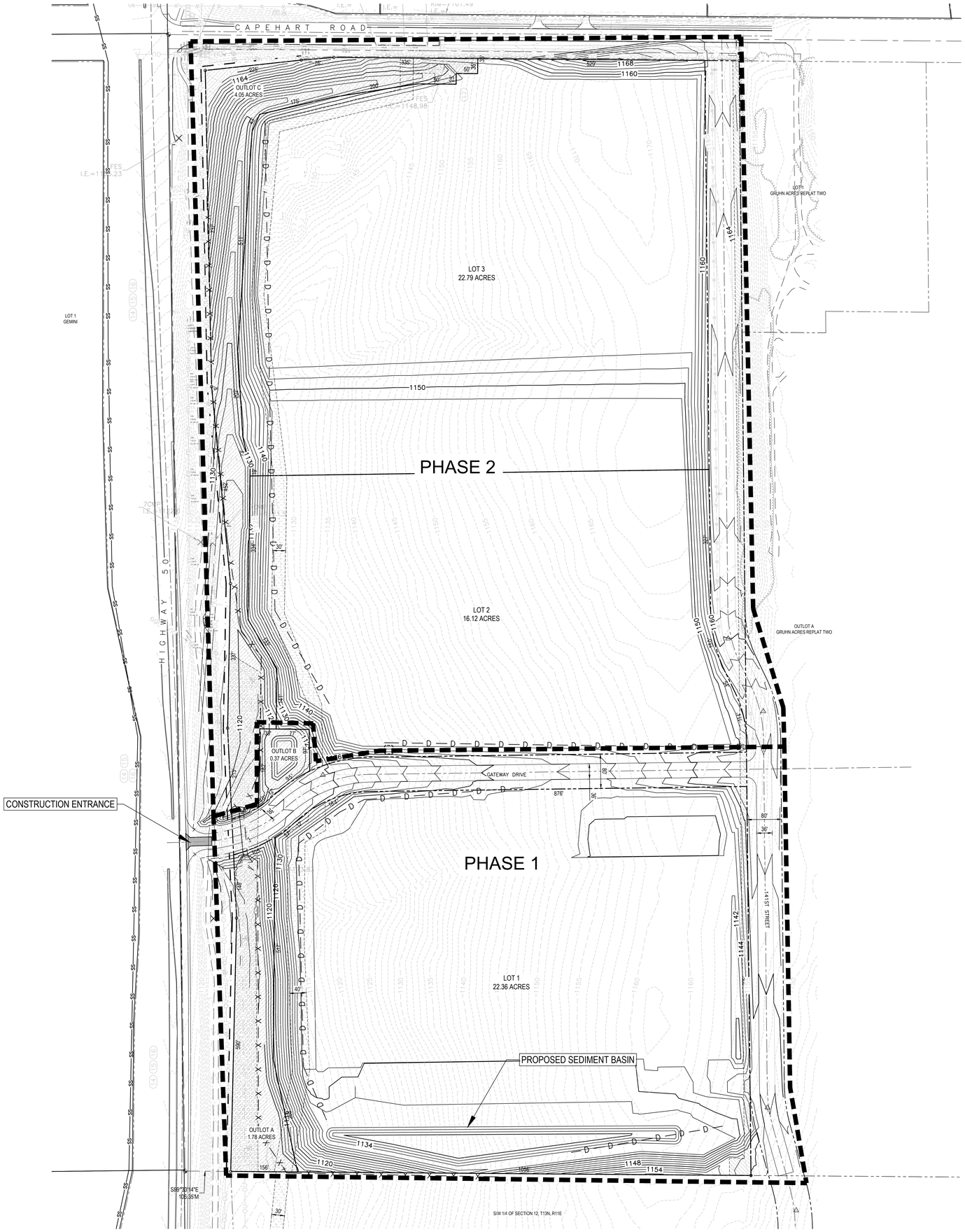
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Drawn By: MEM Reviewed By: DEK
Job No.: 2439-101 Date: 8/3/2026

Sheet Title
Sanitary Sewer Calculations

Sheet Number
Exhibit C-1



SPRINGFIELD GATEWAY PARK

LOT 1, AND OUTLOTS A AND B

SARPY COUNTY, NEBRASKA



VICINITY MAP

LEGAL DESCRIPTION

LOT 1, AND OUTLOTS A AND B; BEING A PLATTING OF THE W1/2 OF THE NW1/4 OF SECTION 12, T13N, R11E OF THE 6TH P.M., SARPY COUNTY, NEBRASKA.

ENGINEER

THOMPSON, DREESSEN & DORNER
10836 OLD MILL ROAD
OMAHA, NEBRASKA 68154
PHONE: 402-330-8860

APPLICANT

SCANNELL PROPERTIES LLC
1600 GENESSEE ST., SUITE 232
KANSAS CITY, MO 64102

NOTES

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LEGEND

- EXISTING CONTOURS
- PROPOSED CONTOURS
- X — SILT FENCE
- D — DIVERSION BERM
- PROPOSED SANITARY SEWER EASEMENT
- PROPOSED STORM SEWER, AND DRAINAGE EASEMENT
- EXISTING POWER EASEMENT
- EXISTING INGRESS/EGRESS EASEMENT
- PROPOSED PHASE LINE

0' 50' 100'

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dba: TD2 Engineering and Surveying
NE CA-0199

Project Name

Springfield Gateway Park

Project Location

14305 Capehart Road
Springfield, Nebraska

Client Name

Scannell Properties #829, LLC

Professional Seal

Revision Dates

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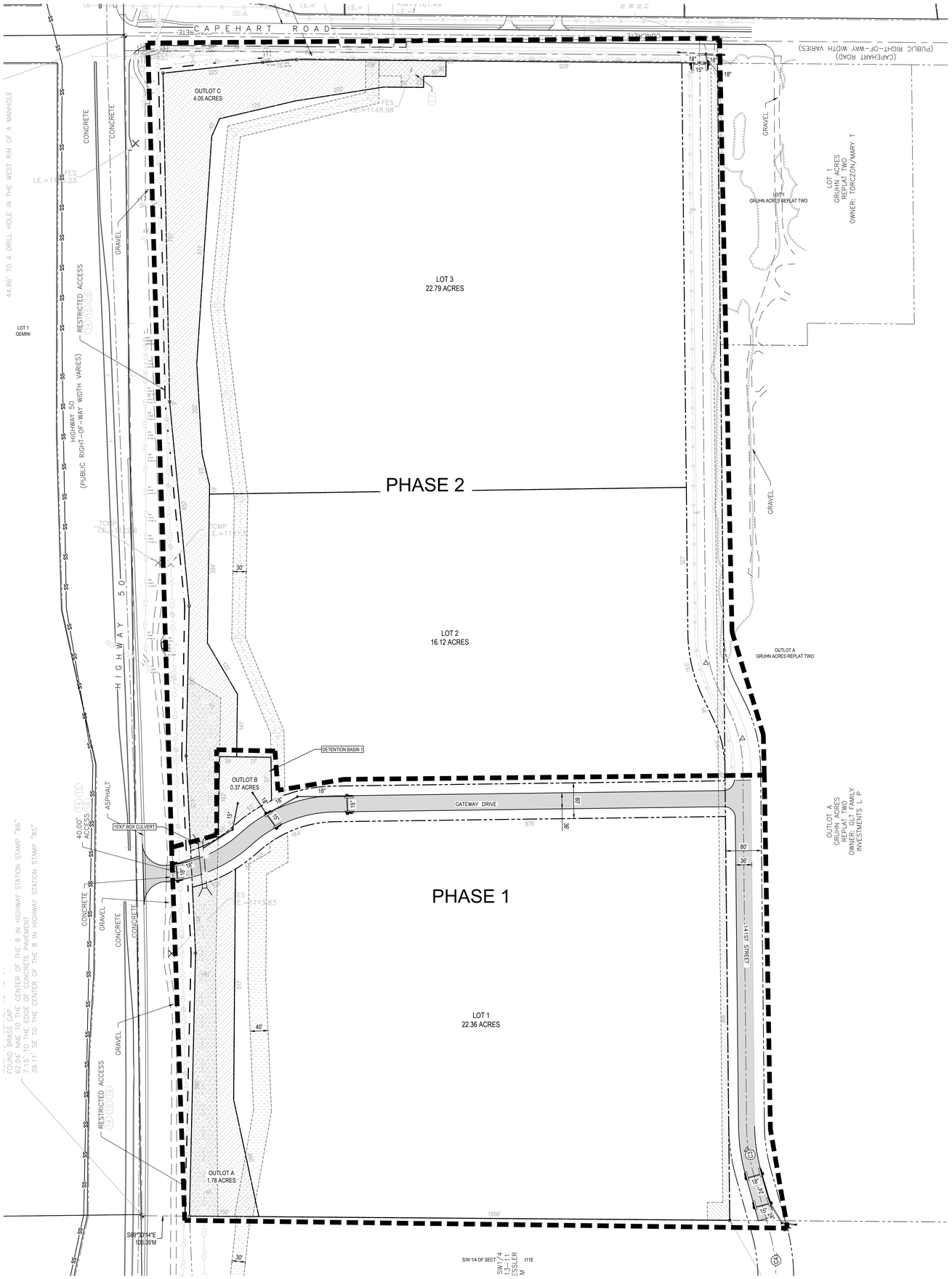
Drawn By: MEM Reviewed By: DEK
Job No.: 2439-101 Date: 8/3/2026

Sheet Title

Sediment and Erosion Control Plan

Sheet Number

Exhibit E



SPRINGFIELD GATEWAY PARK

LOT 1, AND OUTLOTS A AND B

SARPY COUNTY, NEBRASKA



VICINITY MAP

LEGAL DESCRIPTION

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ENGINEER

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OMAHA, NEBRASKA 68154
PHONE: 402-330-8860

APPLICANT

SCANNELL PROPERTIES LLC
1600 GENESSEE ST., SUITE 232
KANSAS CITY, MO 64102

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LEGEND

- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER EASEMENT
- PROPOSED STORM SEWER, AND DRAINAGE EASEMENT
- EXISTING POWER EASEMENT
- EXISTING INGRESS/EGRESS EASEMENT
- PROPOSED PHASE LINE

0' 50' 100'

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NE CA-0199

Project Name

Springfield
Gateway Park

Project Location

14305 Capehart Road
Springfield, Nebraska

Client Name

Scannell Properties
#829, LLC

Professional Seal

Revision Dates

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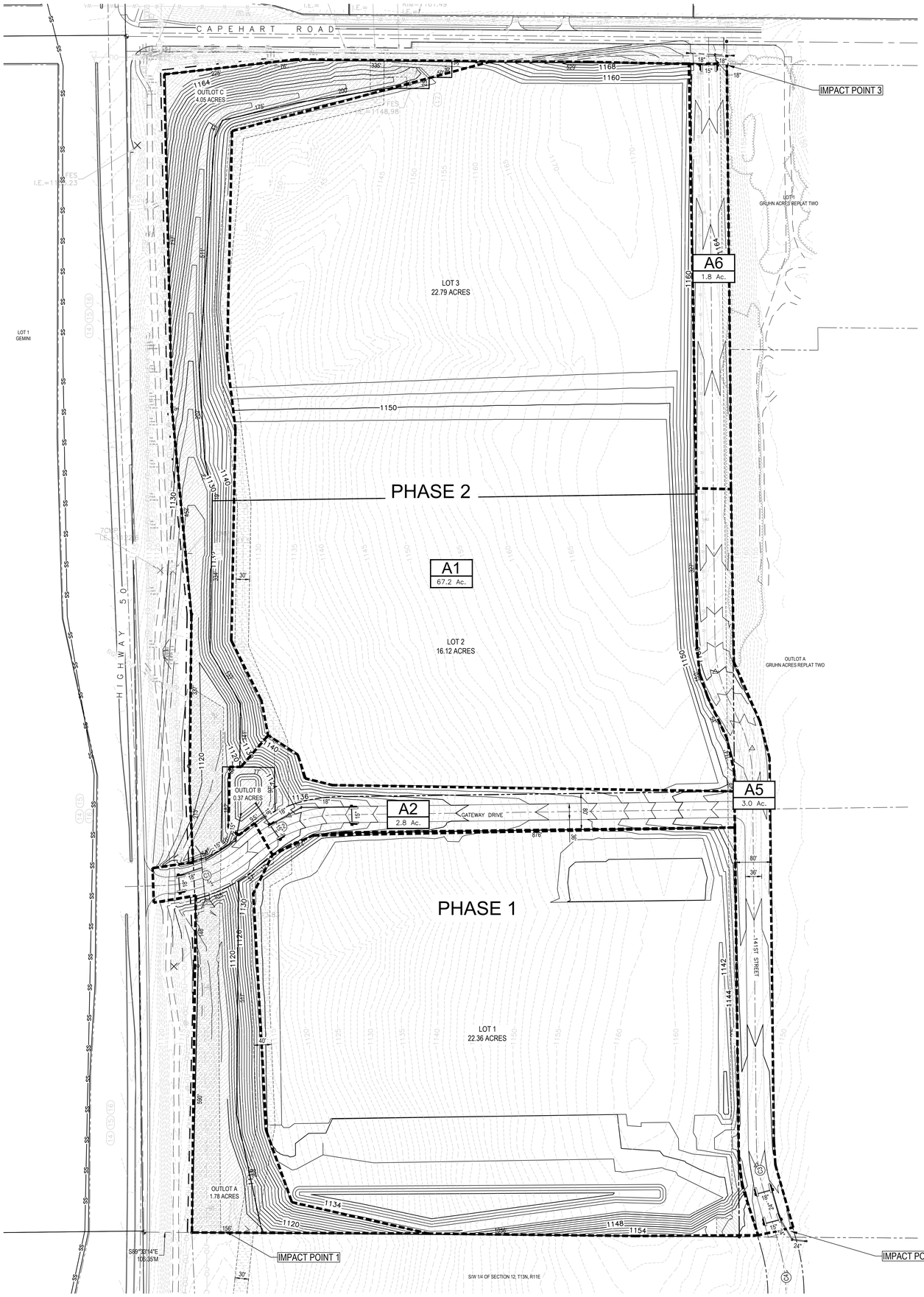
Drawn By: MEM Reviewed By: DEK
Job No.: 2439-101 Date: 8/3/2026

Sheet Title

Storm Sewer Plan

Sheet Number

Exhibit F



SPRINGFIELD GATEWAY PARK

LOT 1, AND OUTLOTS A AND B

SARPY COUNTY, NEBRASKA



VICINITY MAP

LEGAL DESCRIPTION

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ENGINEER

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OMAHA, NEBRASKA 68154
PHONE: 402-330-8860

APPLICANT

SCANNELL PROPERTIES LLC
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LEGEND

- EXISTING CONTOURS
- PROPOSED CONTOURS
- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER EASEMENT
- PROPOSED STORM SEWER, AND DRAINAGE EASEMENT
- EXISTING POWER EASEMENT
- EXISTING INGRESS/EGRESS EASEMENT
- PROPOSED DRAINAGE AREA

N

0' 50' 100'

TD2 engineering & surveying

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10836 Old Mill Rd
Omaha, NE 68154
p.402.330.8860 www.td2co.com
dba: TD2 Engineering and Surveying
NE CA-0199

Project Name

Springfield
Gateway Park

Project Location

14305 Capehart Road
Springfield, Nebraska

Client Name

Scannell Properties
#829, LLC

Professional Seal

Revision Dates

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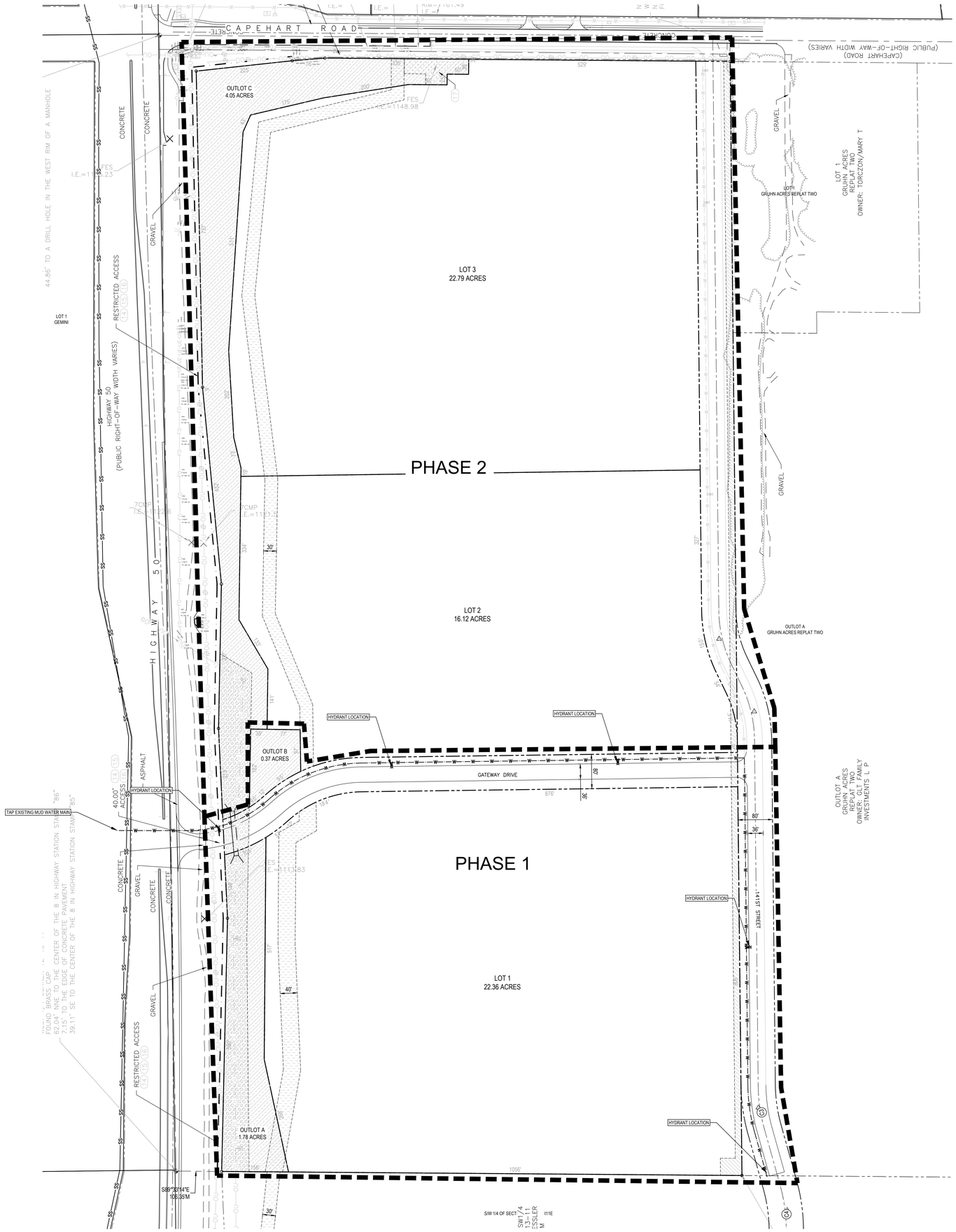
Drawn By: MEM Reviewed By: DEK
Job No.: 2439-101 Date: 8/3/2026

Sheet Title

Post Construction
Stormwater
Management Plan

Sheet Number

Exhibit F-1



SPRINGFIELD GATEWAY PARK

LOT 1, AND OUTLOTS A AND B
SARPY COUNTY, NEBRASKA



VICINITY MAP

LEGAL DESCRIPTION

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ENGINEER

THOMPSON, DREESSEN & DORNER
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OMAHA, NEBRASKA 68154
PHONE: 402-330-8860

APPLICANT

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KANSAS CITY, MO 64102

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LEGEND

- PROPOSED WATER MAIN
- PROPOSED SANITARY SEWER EASEMENT
- PROPOSED STORM SEWER, AND DRAINAGE EASEMENT
- EXISTING POWER EASEMENT
- EXISTING INGRESS/EGRESS EASEMENT
- PROPOSED PHASE LINE

0' 50' 100'

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Omaha, NE 68154
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dba: TD2 Engineering and Surveying
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Project Name
Springfield
Gateway Park

Project Location
14305 Capehart Road
Springfield, Nebraska

Client Name
Scannell Properties
#829, LLC

Professional Seal

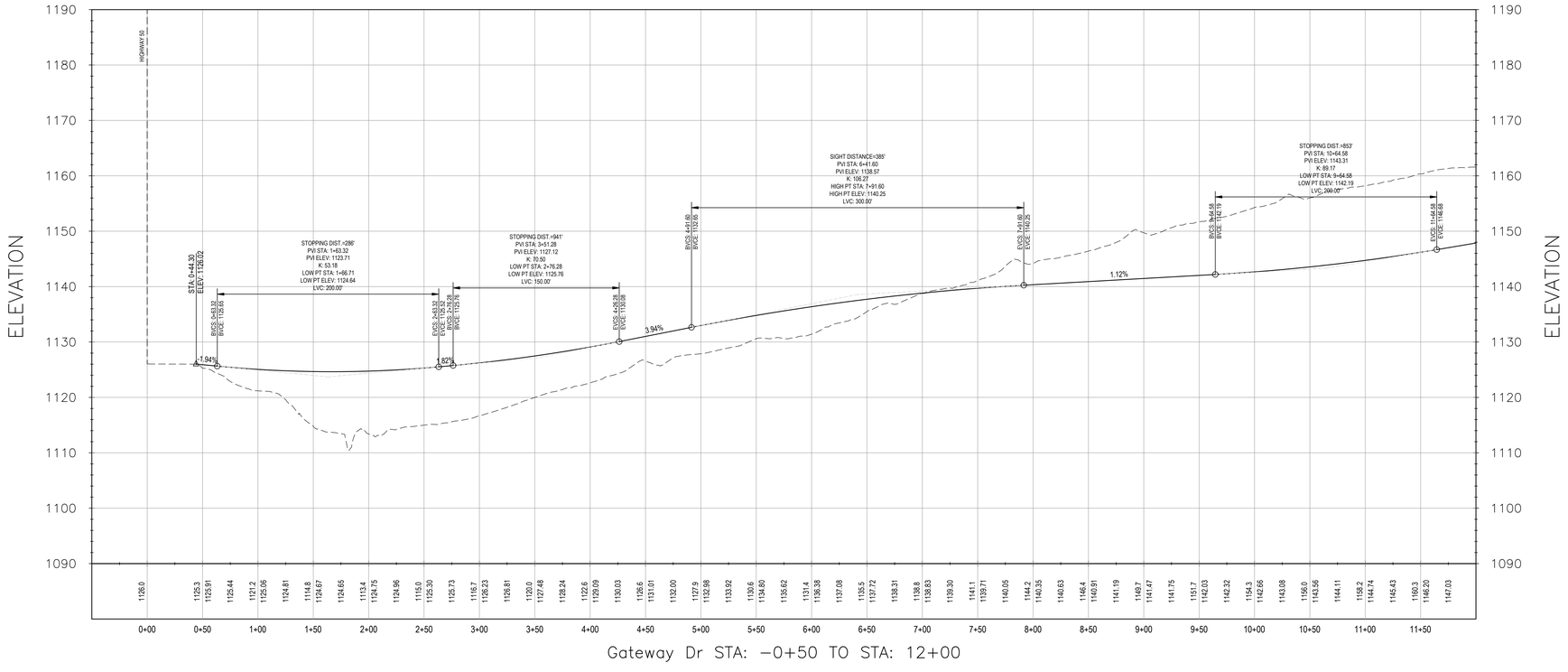
Revision Dates

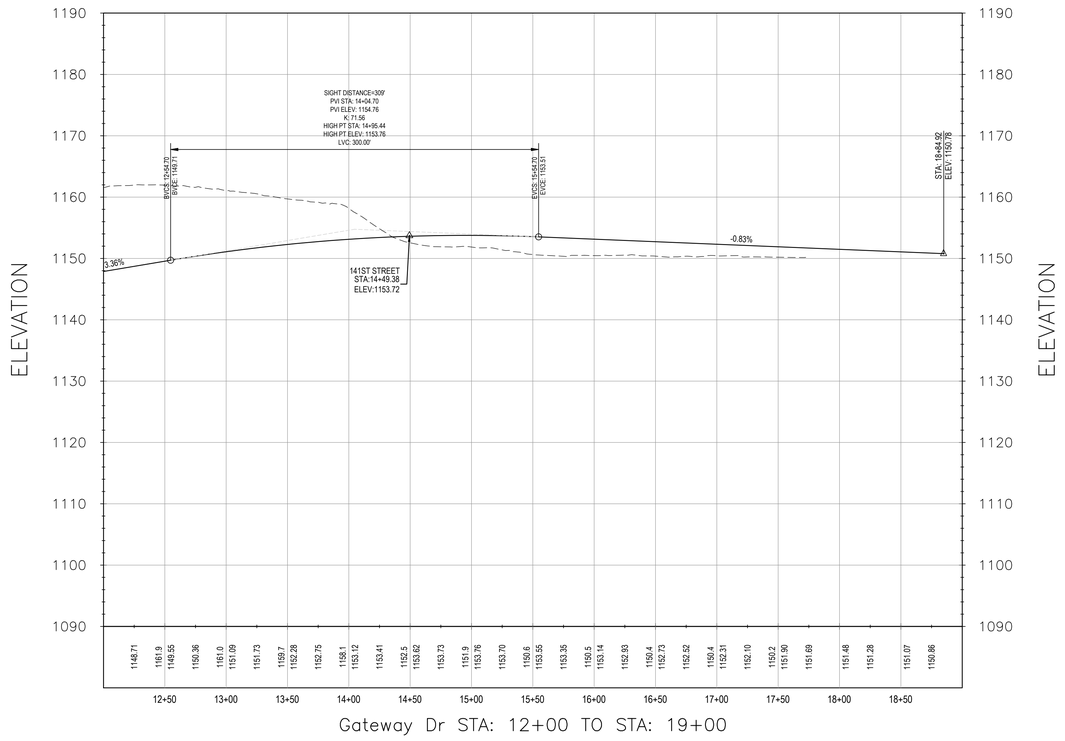
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Job No.: 2439-101 Date: 8/3/2026

Sheet Title
Water Main Plan

Sheet Number
Exhibit G





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dba: TD2 Engineering and Surveying
NE CA-0199

Project Name

Springfield
Gateway Park

Project Location

14305 Capehart Road
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Client Name

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Professional Seal

Revision Dates

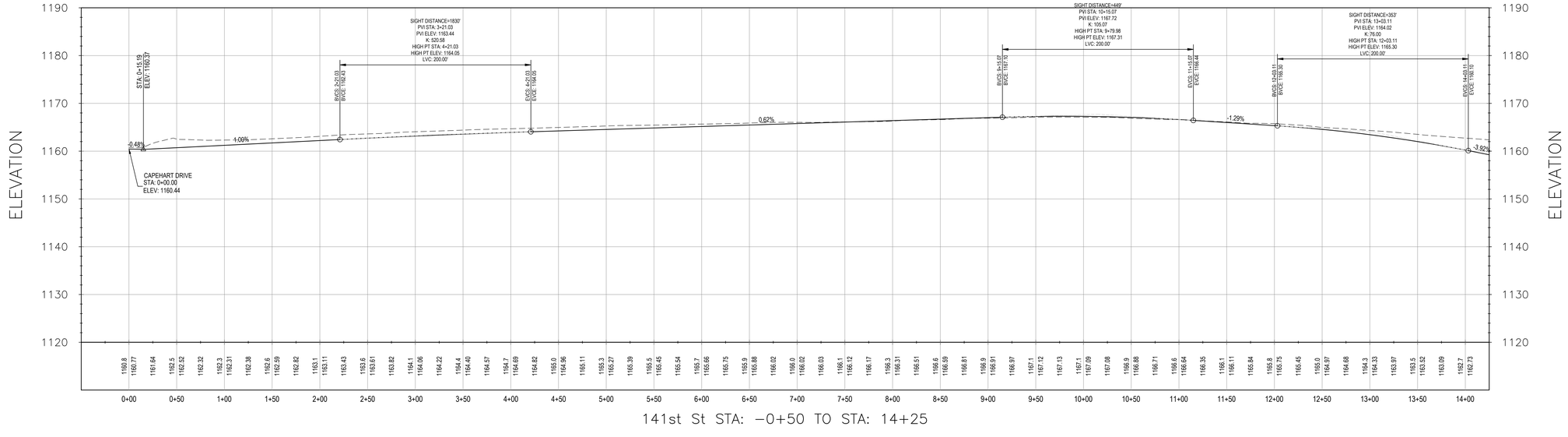
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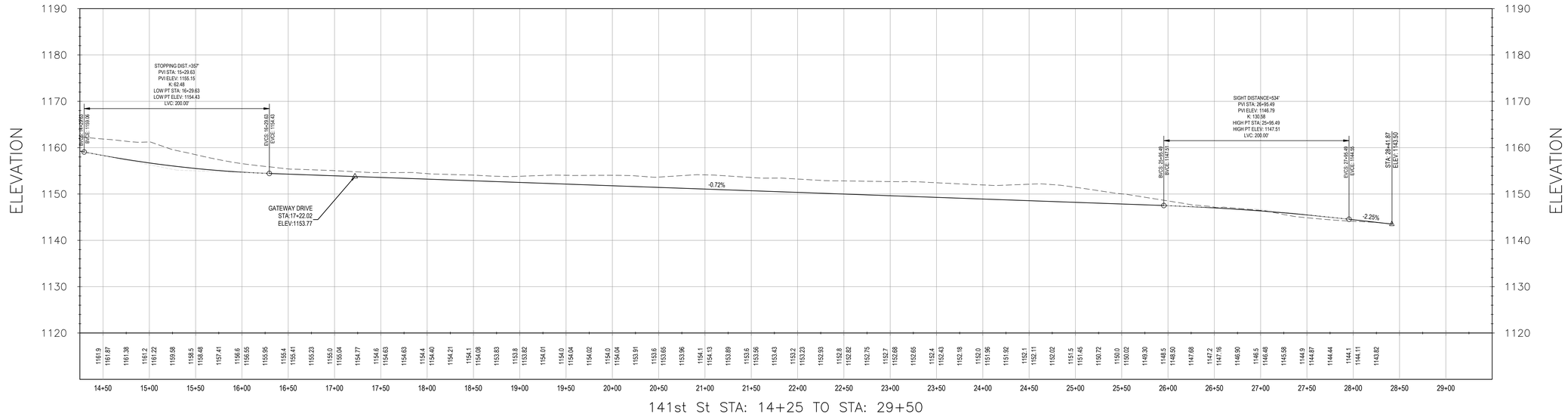
Drawn By: MEM Reviewed By: DEK
Job No.: 2439-101 Date: 8/3/2026

Sheet Title

Street Profiles

Sheet Number





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10836 Old Mill Rd
Omaha, NE 68154
p.402.330.8860 www.td2co.com

dba: TD2 Engineering and Surveying
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Springfield
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Drawn By: MEM Reviewed By: DEK
Job No.: 2439-101 Date: 8/3/2026

Sheet Title

Street Profiles (2)

Sheet Number

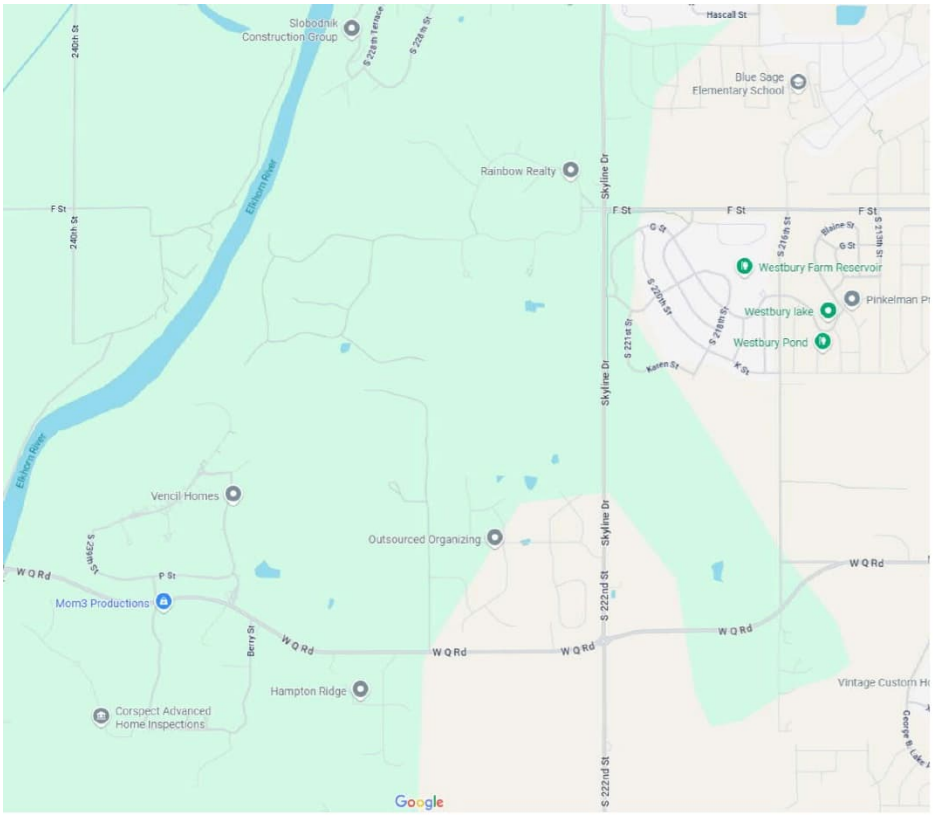
Preliminary Draft

Springfield Gateway Park

Lots 1 - 3 and Outlots A - C
Highway 50 and Capehart Road
Sarpy County, NE

DRAINAGE STUDY & PCSMP CALCULATIONS

PCSMP No.



Project Engineer

Matthew E. Maly, P.E.

TD2 File No. 2439-101

DRAINAGE STUDY & PCSMP CALCULATIONS

Springfield Gateway Park
Highway 50 and Capehart Road
Sarpy County, Nebraska

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- STORM SEWER CALCULATIONS ……...1 PAGE
- BOX CULVERT HY-8 REPORT ……..…….. 8 PAGES
- CULVERT HYDROGRAPH REPORT …… 13 PAGES
- PCSMP HYDROGRAPH REPORT…… 38 PAGES
- DETENTION BASIN 1 SECTION ……... 1 PAGES
- DETENTION BASIN 1 ELEVATION VS TIME GRAPH ……..1 PAGE
- BOX CULVERT RIPRAP BASIN CALCULATIONS ……..… 2 PAGES

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- PCSMP DRAINAGE MAP……..……..... 1 PAGE
- STORM SEWER DRAINAGE MAP ……...1 PAGE
- CULVERT DRAINAGE MAP …….. 1 PAGE

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PRELIMINARY DRAINAGE STUDY AND PCSMP CALCULATIONS
Springfield Gateway Park
Lots 1-3 and Outlots A - C
Sarpy County, Nebraska

EXECUTIVE SUMMARY

This drainage study was prepared for the Springfield Gateway Park subdivision located at the SE corner of Highway 50 and Capehart Road in Springfield, Sarpy County, Nebraska. This study will analyze the Post Construction Stormwater Management Plan (PCSMP) requirements for treatment and detention for the approximately 72 acres of the subdivision.

The existing conditions of the site consist of predominately agricultural land. There is also one residence at the NW corner of the site. The existing topography generally falls from east to west towards a drainage way along highway 50. EX1 overland flows west through minor drainageways to the main channel and to Impact Point 1 at the SW corner of the site. From there it continues downstream to Springfield Creek. EX2 is a small portion along the east edge of the property that overland flows off site to the east at Impact Point 2 eventually reaching Springfield Creek. EX 3 is a small portion at the NE corner which overland flows east off site at Impact Point 3 eventually reaching Springfield Creek. A small off-site area to the north is also conveyed under Capehart Road and through an existing drainageway through the site to Impact Point 1. Also, a large offsite area to the north and west of the site is conveyed under Highway 50 and follows the main channel to the south and exits the site at Impact Point 1.

The proposed conditions of the site will consist of 3 large lots within a BP (Business Park) zoned subdivision. Approximately 70 acres of the site will be graded during construction. Proposed grading will provide large flat building pads for the lots while maintaining the general runoff direction from east to west. The proposed site will consist of paved roads, sanitary sewers, storm sewers, and other utilities. Runoff from the developed lots will be captured by on-site storm sewer and each lot will provide their own treatment and detention requirements per city PCSMP requirements. Gateway Drive Right-of-Way will be captured and conveyed to DB-1 where stormwater will be treated and detained. The NE portion of 141st Street will be conveyed off-site to the existing Capehart Road ditch. The SE portion of 141st Street will be captured and conveyed to the SE off-site to follow the existing drainage path. The northern off-site area which is conveyed under Capehart Road will be routed around the north and west edges of the lots and be conveyed into the main channel along Highway 50. The other large offsite area to the west/north will continue to be conveyed under Highway 50 at the same location and be conveyed through a new box culvert under Gateway Drive as it continues downstream to Impact Point 1.

The SCS and Rational Methods were used to analyze runoff from the development.

It is our intent to demonstrate that the stormwater system has been designed to adequately transport the stormwater from this site, that this site will adequately treat the first half inch of runoff, and that the site will meet pre- and post-construction runoff requirements.

I. Existing Conditions

The existing conditions can be seen on the Existing Drainage Map, found in Section 2 of this report. The existing site is predominately agricultural land with one residence in the NW corner. Surrounding areas are predominately agricultural fields and data centers.

The existing conditions for this site were analyzed below:

Existing Area 1 (EX1): This area consists of the main area of the site. The area is agricultural land and includes the residence to the NW. Runoff from this area overland flows to the west towards the main drainage channel along Highway 50 and then south to Impact Point 1 at the SW corner of the site.

- Total Drainage Area = 60.7 acres
- SCS Runoff Curve Number, CN = 77
- Time of Concentration = 33.1 minutes
- 2 Year Storm Runoff, Q_2 = 52.66 cfs
- 10 Year Storm Runoff, Q_{10} = 117.49 cfs
- 100 Year Storm Runoff, Q_{100} = 211.58 cfs

Existing Area 2 (EX2): This area consists of a small drainage area to the SE corner. Runoff from this area overland flows east and south off the site at Impact Point 2.

- Total Drainage Area = 10.2 acres
- SCS Runoff Curve Number, CN = 77
- Time of Concentration = 10 minutes
- 2 Year Storm Runoff, Q_2 = 15.46 cfs
- 10 Year Storm Runoff, Q_{10} = 33.73 cfs
- 100 Year Storm Runoff, Q_{100} = 60.09 cfs

Existing Area 3 (EX3): This area consists of a small drainage area to the NE corner. Runoff from this area overland flows east and north off the site at Impact Point 3.

- Total Drainage Area = 4 acres
- SCS Runoff Curve Number, CN = 77
- Time of Concentration = 5 minutes
- 2 Year Storm Runoff, Q_2 = 7.29 cfs
- 10 Year Storm Runoff, Q_{10} = 15.45 cfs
- 100 Year Storm Runoff, Q_{100} = 27.27 cfs

II. Proposed Conditions

The proposed site improvements for Springfield Gateway Park will consist of mass grading, sanitary sewer, storm sewer, street paving, utilities, and a detention basin for Post-Construction Stormwater Management. Developed sites will provide treatment and detention during their development The proposed drainage areas can be seen on the Proposed Conditions map in Section 2 of this report.

The proposed conditions for this site were analyzed below:

Proposed Area 1 (A1): This area consists of the main portion of the site. It will contain the developed lots and drainageway outlots. Runoff from this area will be captured by the developed sites and be treated and detained on-site prior to being released downstream at Impact Point 1

- Total Drainage Area = 67.20 acres
- SCS Runoff Curve Number, CN = 71
- Time of Concentration = 35.0 minutes
- 2 Year Storm Runoff, Q_2 = 34.96 cfs
- 10 Year Storm Runoff, Q_{10} = 93.73 cfs
- 100 Year Storm Runoff, Q_{100} = 183.83 cfs

Proposed Area 2 (A2): This area consists of the Right-of-Way area of Gateway Drive. Runoff from Gateway Drive will be conveyed to DB1 by public storm sewer. Detention Basin 1 will provide treatment and detention to the runoff prior to being released downstream at Impact Point 1

- Total Drainage Area = 2.80 acres
- SCS Runoff Curve Number, CN = 87
- Time of Concentration = 5.0 minutes
- 2 Year Storm Runoff, Q_2 = 8.15 cfs
- 10 Year Storm Runoff, Q_{10} = 14.59 cfs
- 100 Year Storm Runoff, Q_{100} = 23.06 cfs
-

Proposed Area 3 (A3): This area consists of the SE corner of 141st Street. Runoff will be captured by public storm sewer and be conveyed to the SE at Impact Point 2 where it will continue downstream following existing drainage paths.

- Total Drainage Area = 3.0 acres
- SCS Runoff Curve Number, CN = 87
- Time of Concentration = 5.0 minutes
- 2 Year Storm Runoff, Q_2 = 8.73 cfs
- 10 Year Storm Runoff, Q_{10} = 15.63 cfs
- 100 Year Storm Runoff, Q_{100} = 24.70 cfs

Proposed Area 4 (A4): This area consists of the NE corner of 141st Street. Runoff will be captured by public storm sewer and be conveyed to the east at Impact Point 3 where it will continue downstream following existing drainage paths.

- Total Drainage Area = 1.6 acres
- SCS Runoff Curve Number, CN = 87
- Time of Concentration = 5.0 minutes
- 2 Year Storm Runoff, Q_2 = 5.24 cfs
- 10 Year Storm Runoff, Q_{10} = 9.38 cfs
- 100 Year Storm Runoff, Q_{100} = 14.82 cfs

III. Culvert Summary

One proposed box culvert will be required to convey water under Gateway Drive. This culvert has been analyzed to pass the 50-year storm within the culvert with a minimum of 2' freeboard. Larger storm events may overtop the roadways and be conveyed downstream. A summary of this culvert is in Table 1 below and design reports with cross sections can be found in Section 1 of this report.

Table 1 - Internal Culvert Summary

Area Name	Culvert Size (in)	50-Year Flow Rate (cfs)	Road Elevation	50-Year Headwater Elev.	Freeboard (ft)	Notes
C1	10' x 7' Box	772.0	1124.00	1121.97	2.03	

The culvert will concentrate runoff and create a point discharge that have the potential to cause an increase in erosion. An energy dissipator shall be designed and constructed in accordance with Chapter 7 of the Omaha Regional Stormwater Design Manual. In cases where manufactured systems, such as Flex-A-Mat, are utilized, manufacturers' guidelines shall be followed for design and construction. Dissipator calculations can be found in Section 1 of this report.

IV. Runoff Summary

Hydraflow Hydrographs Extension for AutoCAD Civil 3D was used to calculate the pre- and post-construction runoff rates for the 2-year, 10-year, and 100-year storm events for this site. Analysis was done for the entire site and can be seen in Table 2 below.

Table 2 – Runoff Summary

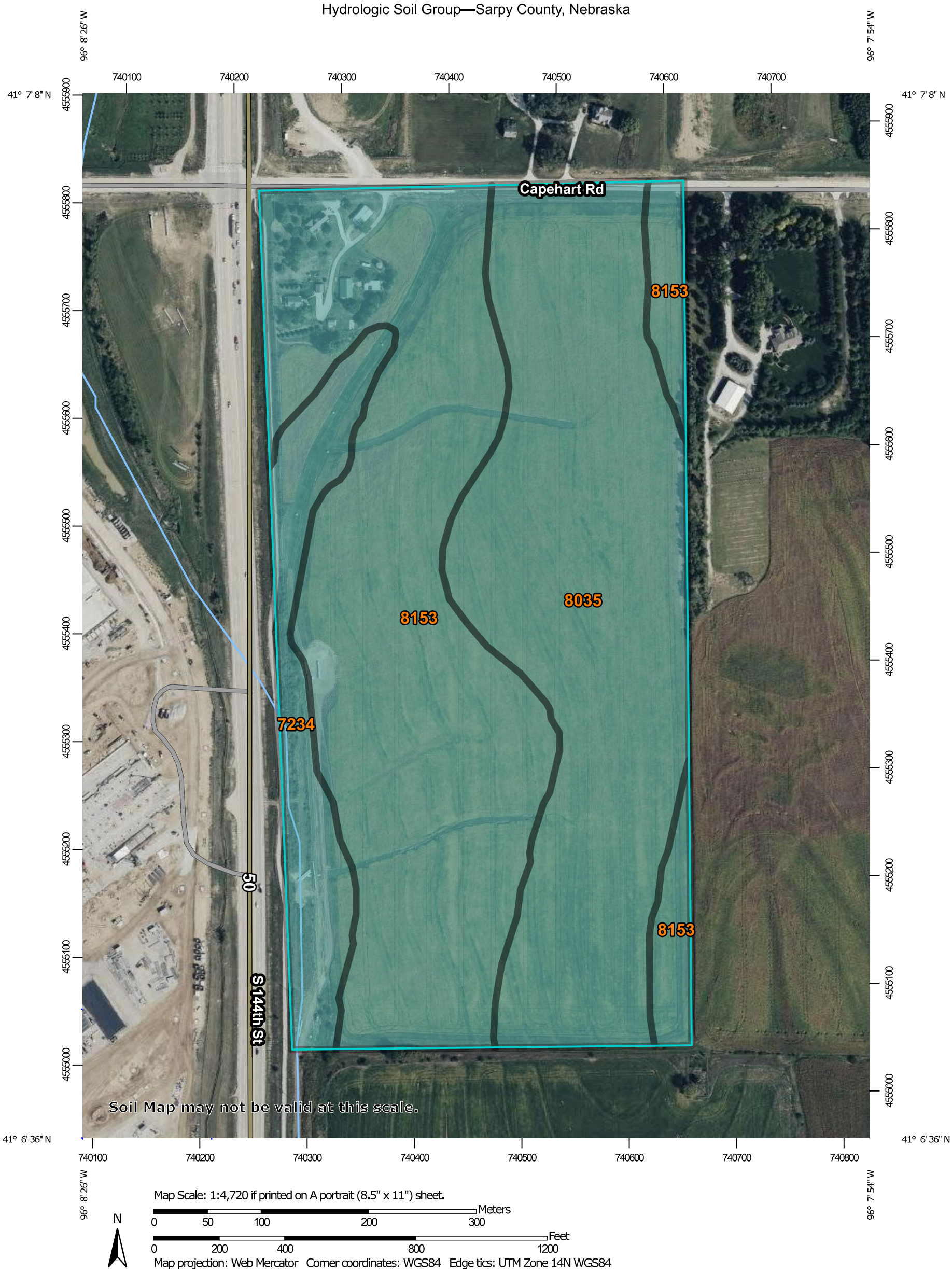
	Pre-Construction Runoff (cfs)			Post-Construction Runoff (cfs)		
Impact Point	2-Yr	10-Yr	100-Yr	2-Yr	10-Yr	100-Yr
1	52.66	117.49	211.58	35.21	95.82	190.03
2	15.46	33.73	60.09	8.73	15.63	24.70
3	7.29	15.45	27.27	5.24	9.38	14.82
TOTAL	75.41	166.67	298.94	49.18	120.83	229.55

Overall, the post-construction runoff will decrease for all storm events as compared to the pre-construction runoff.

Required treatment volumes and detention times for the proposed PCSMP system can be found in the table below.

Area	Basin	Treatment Area (ac.)	Required Treatment Volume (First ½"+20%)(CF)	Provided Treatment Below Principal Spillway (CF)	Treatment Volume Elevation	Drawdown Time to Release Treatment Volume (hrs)
A1	DB1	2.80	6,098	12,110	1119.50	36.40

Hydrologic Soil Group—Sarpy County, Nebraska



Map Scale: 1:4,720 if printed on A portrait (8.5" x 11") sheet.

N

Meters: 0 50 100 200 300

Feet: 0 200 400 800 1200

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 14N WGS84

MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Rating Polygons

A

A/D

B

B/D

C

C/D

D

Not rated or not available

Soil Rating Lines

A

A/D

B

B/D

C

C/D

D

Not rated or not available

Soil Rating Points

A

A/D

B

B/D

C

C/D

D

Not rated or not available

Water Features

Streams and Canals

Transportation

Rails

Interstate Highways

US Routes

Major Roads

Local Roads

Background

Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Sarpy County, Nebraska
Survey Area Data: Version 19, Sep 8, 2025

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Data not available.

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
7234	Judson silty clay loam, 2 to 6 percent slopes	C	7.3	9.6%
8035	Marshall-Contrary silty clay loams, 2 to 7 percent slopes	C	31.1	40.9%
8153	Contrary-Marshall silty clay loams, 6 to 11 percent slopes	C	37.7	49.5%
Totals for Area of Interest			**76.1**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

COMPUTATION FORM
STORM DRAINAGE SYSTEM DESIGN
BY THE RATIONAL METHOD

THOMPSON DREESSEN & DORNER
Consulting Engineers & Land Surveyors
Omaha, NE 68154 (402)330-8860

Calculated By: MEM
Date: 7-23-26
Checked By: BPH

Preliminary X
Final Design

Drainage Area
Project No. 2439-101
Design Storm: 10 yr.

Imp Pt. No.	Location	Conveyance		Direct Runoff									Travel Time (System Design)								Total Runoff					
													Conv Sys		Slope											
		From	To	W.S. or No.	O.F.L. ft.	W.C. Type *	S %	V fps	Ti min	i in/hr	A Ac.	C	q cfs	No.	Size	min %	des %	V des. fps	Cap. (all.) cfs	Lgth ft.	t min	TOC min	i	Comp C	Total A Ac.	Des. Q cfs	Remarks
1				A1					5	8.8	0.75	0.70	4.62		15	0.51	1.00	5.28	6.47467	30	0.09	5	8.8	0.70	0.75	4.62	
				A2					5	8.8	1.02	0.70	6.2832		18	1.20	1.75	7.88	13.9288	190	0.4	5.09	8.8	0.70	1.77	10.9	
				A3					5	8.8	0.19	0.70	1.1704		15	0.03	1.00	5.28	6.47467							1.17	
				A4					5	8.8	0.26	0.70	1.6016		18	1.62	1.70	7.77	13.7284			5.5	8.6	0.70	2.22	13.36	
				A5					5	8.8	0.40	0.70	2.464		15	0.15	1.00	5.28	6.47467							2.464	
				A6					5	8.8	0.26	0.70	1.6016		18	0.15	1.00	5.96	10.5292			5	8.8	0.70	0.66	4.066	Tap Box Culvert
				A7					5	8.8	1.46	0.70	8.9936		18	0.73	1.00	5.96	10.5292							8.994	
				A8					5	8.8	1.49	0.70	9.1784		24	0.65	1.00	7.22	22.6781	50	0.12	5.1	8.8	0.70	2.95	18.17	
				A9					5	8.8	0.06	0.70	0.3696		15	0.00	1.00	5.28	6.47467							0.37	
				A10					5	8.8	0.07	0.70	0.4312		24	0.70	1.00	7.22	22.6781			5.22	8.8	0.70	3.08	18.97	
				A11					5	8.8	0.80	0.70	4.928		15	0.58	1.00	5.28	6.47467							4.928	
				A12					5	8.8	0.82	0.70	5.0512		18	0.90	1.00	5.96	10.5292			5	8.8	0.70	1.62	9.979	
				A13					5	8.8	0.41	0.70	2.5256		24	0.31	1.00	7.22	22.6781			5	8.8	0.70	2.03	12.5	

REMINDER: Check Storm Drain System for Major Storm Provisions.

*Water Course Legend Figure 2-2
FO - Forest
FA - Fallow
GR - Grass/Lawn
BG - Bare Ground
GW - Grass Waterway
SG - Shallow Gut. Flow

NOTES:

HY-8 Culvert Analysis Report

Table 1 - Project Headwater Table

Crossing Name	Culvert Name	Total Discharge (cfs)	Culvert Discharge (cfs)	Headwater Elevation (ft)	Inlet Control Depth (ft)	Outlet Control Depth (ft)	HW / D (ft)	Normal Depth (ft)	Critical Depth (ft)	Outlet Depth (ft)	Outlet Velocity (ft/s)
Culvert	Culvert 1	772.00	772.00	1121.97	8.97	7.917	1.28	3.74	5.70	4.53	17.06

Crossing Discharge Data

Discharge Selection Method: Specify Minimum, Design, and Maximum Flow
Minimum Flow: 0.00 cfs
Design Flow: 772.00 cfs
Maximum Flow: 876.00 cfs

Table 2 - Summary of Culvert Flows at crossing: Culvert

Headwater Elevation (ft)	Total Discharge (cfs)	Culvert 1 Discharge (cfs)	Roadway Discharge (cfs)	Iterations
1113.00	0.00	0.00	0.00	1
1115.07	87.60	87.60	0.00	1
1116.29	175.20	175.20	0.00	1
1117.31	262.80	262.80	0.00	1
1118.22	350.40	350.40	0.00	1
1119.05	438.00	438.00	0.00	1
1119.83	525.60	525.60	0.00	1
1120.58	613.20	613.20	0.00	1
1121.34	700.80	700.80	0.00	1
1121.97	772.00	772.00	0.00	1
1122.93	876.00	876.00	0.00	1
1124.00	984.34	984.34	0.00	Overtopping

Rating Curve Plot for crossing: Culvert

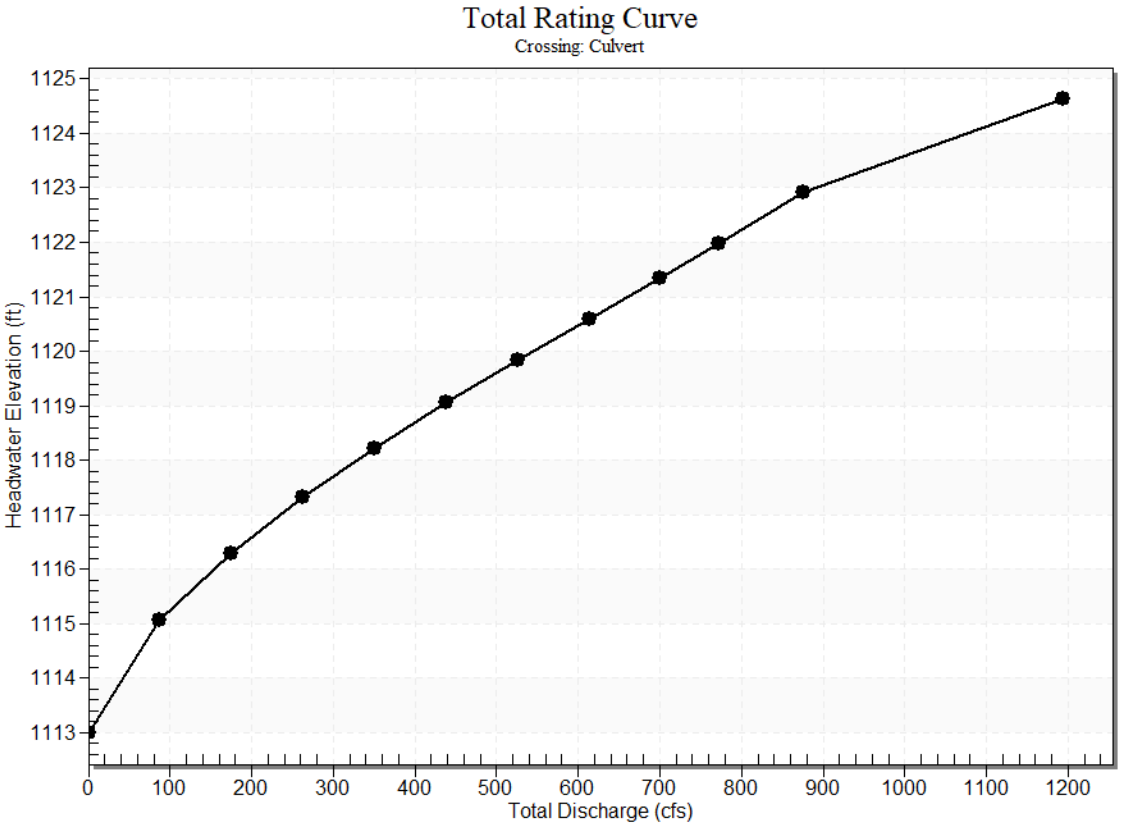


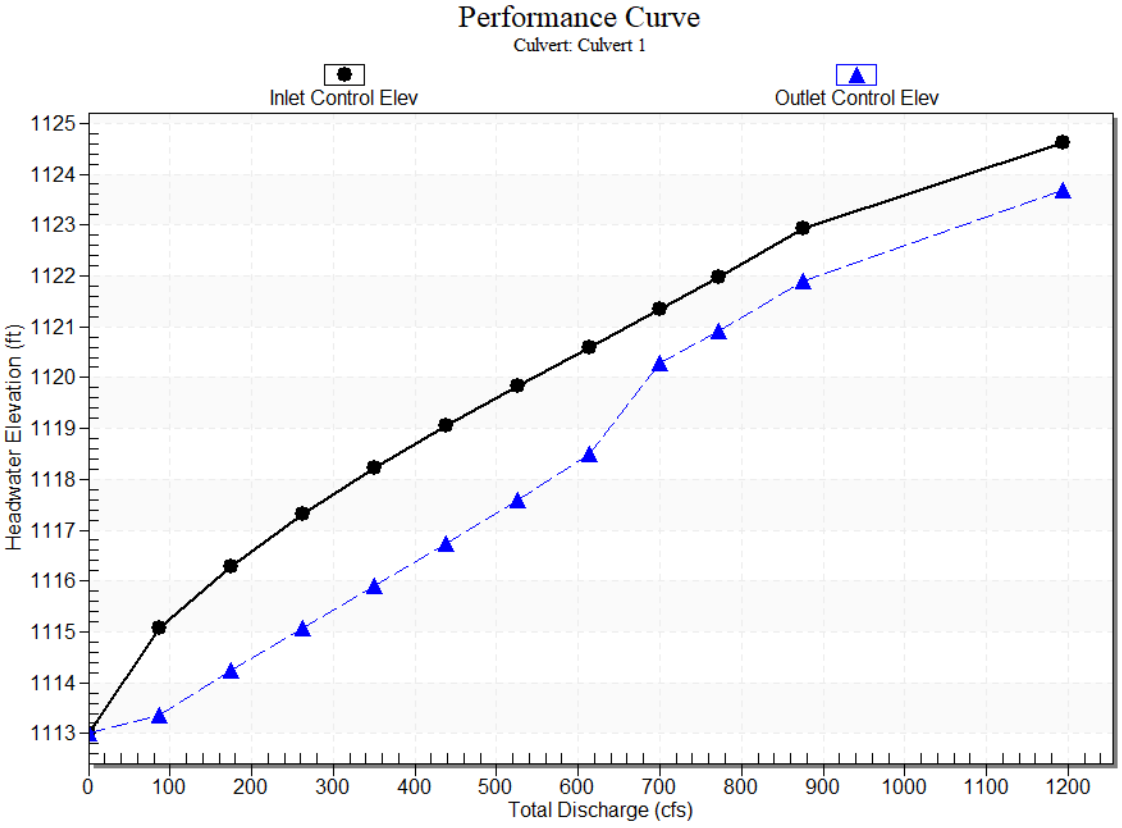
Table 3 - Culvert Summary Table: Culvert 1

Total Discharge (cfs)	Culvert Discharge (cfs)	Headwater Elevation (ft)	Inlet Control Depth (ft)	Outlet Control Depth (ft)	HW / D (ft)	Flow Type	Normal Depth (ft)	Critical Depth (ft)	Outlet Depth (ft)	Tailwater Depth (ft)	Outlet Velocity (ft/s)	Tailwater Velocity (ft/s)
0.00	0.00	1113.00	0.00	0.000	0.00	0-NF	0.00	0.00	0.00	0.00	0.00	0.00
87.60	87.60	1115.07	2.07	0.369	0.30	1-S2n	0.86	1.34	0.92	1.77	9.53	3.99
175.20	175.20	1116.29	3.29	1.253	0.47	1-S2n	1.35	2.12	1.51	2.37	11.63	4.69
262.80	262.80	1117.31	4.31	2.076	0.62	1-S2n	1.77	2.78	2.03	2.77	12.96	4.96
350.40	350.40	1118.22	5.22	2.895	0.75	1-S2n	2.15	3.37	2.51	3.08	13.95	5.13
438.00	438.00	1119.05	6.05	3.732	0.86	1-S2n	2.51	3.91	2.97	3.33	14.77	5.27
525.60	525.60	1119.83	6.83	4.601	0.98	1-S2n	2.85	4.41	3.40	3.56	15.47	5.40
613.20	613.20	1120.58	7.58	5.508	1.08	5-S2n	3.17	4.89	3.81	3.75	16.09	5.51
700.80	700.80	1121.34	8.34	7.287	1.19	5-S2n	3.49	5.34	4.21	3.93	16.64	5.62
772.00	772.00	1121.97	8.97	7.917	1.28	5-S2n	3.74	5.70	4.53	4.06	17.06	5.72
876.00	876.00	1122.93	9.93	8.906	1.42	5-S2n	4.11	6.20	4.97	4.23	17.61	5.89
1194.55	1043.73	1124.63	11.63	10.677	1.66	5-S2n	4.67	6.97	5.67	4.69	18.42	6.38

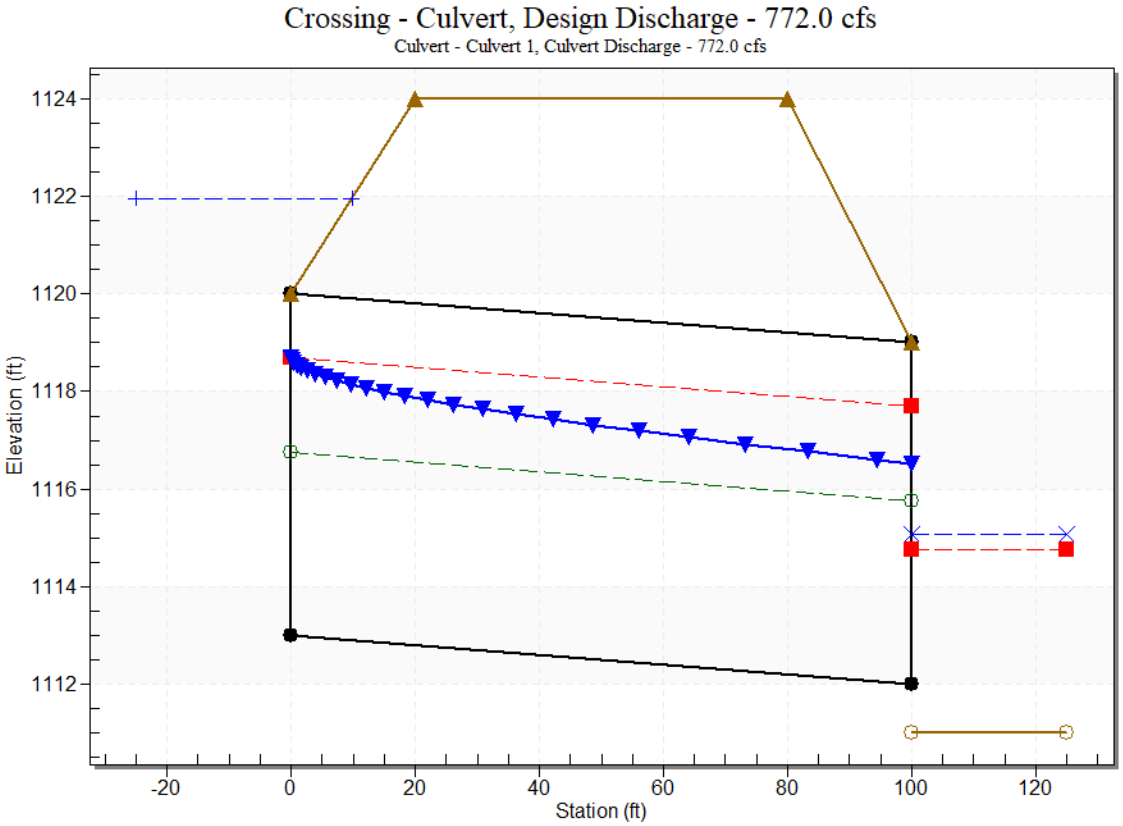
Culvert Barrel Data

Culvert Barrel Type: Straight Culvert
Inlet Elevation(invert): 1113.00 ft
Outlet Elevation (invert): 1112.00 ft
Culvert Length: 100.00 ft
Culvert Slope: 0.01 ft/ft

Culvert Performance Curve Plot: Culvert 1



Water Surface Profile Plot for Culvert: Culvert 1



Site Data - Culvert 1

Site Data Option: Culvert Invert Data
Inlet Station: 0.00 ft
Inlet Elevation: 1113.00 ft
Outlet Station: 100.00 ft
Outlet Elevation: 1112.00 ft
Number of Barrels: 1

Culvert Data Summary - Culvert 1

Barrel Shape: Concrete Box
Barrel Span: 10.00 ft
Barrel Rise: 7.00 ft
Barrel Material: Concrete
Embedment: 0.00 in
Barrel Manning's n: 0.0120
Culvert Type: Straight
Inlet Configuration: 1.5:1 Bevel (18-34º flare) Wingwall (Ke=0.2)
Inlet Depression: None

Tailwater Channel Data for Crossing: Culvert

Tailwater Channel Option: Irregular Channel
Channel Slope: 0.01 ft/ft

User Defined Channel Cross-Section

Coord No.	Station (ft)	Elevation (ft)	Manning's n
1	0.00	1120.00	0.0500
2	32.00	1113.00	0.0500
3	47.00	1111.00	0.0400
4	51.00	1111.00	0.0400
5	55.00	1113.00	0.0500
6	103.00	1115.00	0.0500
7	123.00	1120.00	0.0000

Table 4 - Downstream Channel Rating Curve (crossing: Culvert)

Flow (cfs)	Water Surface Elev (ft)	Depth (ft)	Velocity (ft/s)	Shear (psf)	Froude Number
0.00	1111.00	0.00	0.00	0.00	0.00
87.60	1112.77	1.77	3.99	1.44	0.68
175.20	1113.37	2.37	4.69	1.92	0.78
262.80	1113.77	2.77	4.96	2.24	0.80
350.40	1114.08	3.08	5.13	2.50	0.80
438.00	1114.33	3.33	5.27	2.70	0.80
525.60	1114.56	3.56	5.40	2.88	0.79
613.20	1114.75	3.75	5.51	3.04	0.79
700.80	1114.93	3.93	5.62	3.19	0.78
772.00	1115.06	4.06	5.72	3.29	0.78
876.00	1115.23	4.23	5.89	3.43	0.77

Roadway Data for crossing: Culvert

Roadway Profile Shape: Constant Roadway Elevation
Crest Length: 100.00 ft
Crest Elevation: 1124.00 ft
Roadway Surface: Paved
Roadway Top Width: 60.00 ft

Watershed Model Schematic



Legend

Hyd.	Origin	Description
1	SCS Runoff	Gateway Drive Culvert

Hydrograph Return Period Recap

Hyd. No.	Hydrograph type (origin)	Inflow hyd(s)	Peak Outflow (cfs)								Hydrograph Description
			1-yr	2-yr	3-yr	5-yr	10-yr	25-yr	50-yr	100-yr	
1	SCS Runoff	------	-------	323.62	-------	-------	562.93	-------	772.01	876.05	Gateway Drive Culvert

Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2024

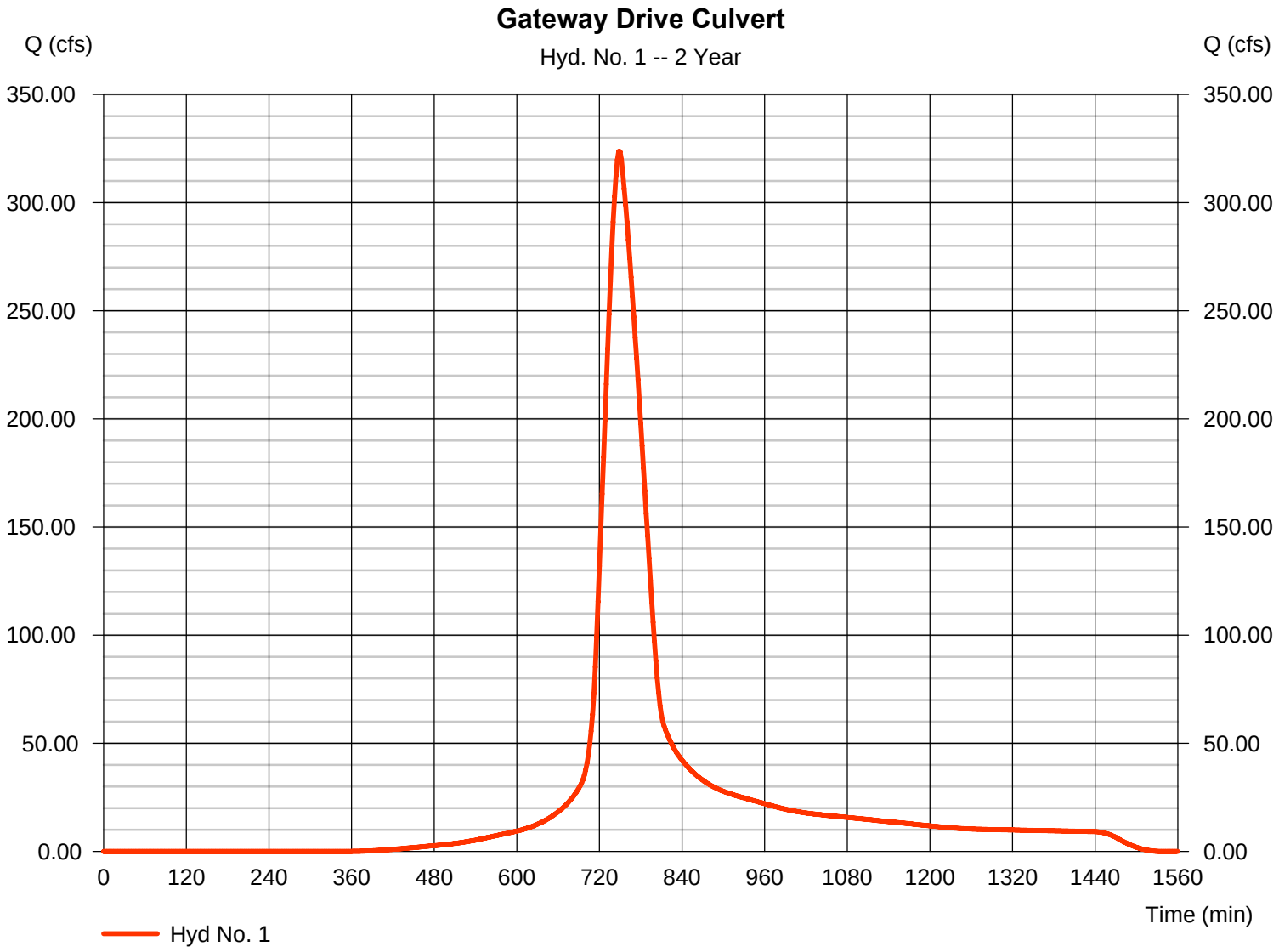
Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	323.62	2	748	2,088,690	------	------	------	Gateway Drive Culvert

Hydrograph Report

Hyd. No. 1

Gateway Drive Culvert

Hydrograph type	=	SCS Runoff	Peak discharge	=	323.62 cfs
Storm frequency	=	2 yrs	Time to peak	=	748 min
Time interval	=	2 min	Hyd. volume	=	2,088,690 cuft
Drainage area	=	290.000 ac	Curve number	=	90
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	TR55	Time of conc. (Tc)	=	59.90 min
Total precip.	=	3.00 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



TR55 Tc Worksheet

Hyd. No. 1

Gateway Drive Culvert

Description	A	B	C	Totals
Sheet Flow				
Manning's n-value	= 0.011	0.150	0.011	
Flow length (ft)	= 50.0	100.0	0.0	
Two-year 24-hr precip. (in)	= 3.00	3.00	0.00	
Land slope (%)	= 2.00	2.00	0.00	
Travel Time (min)	**= 0.72 +**	**10.12 +**	**0.00 =**	**10.84**
Shallow Concentrated Flow				
Flow length (ft)	= 5420.00	0.00	0.00	
Watercourse slope (%)	= 1.30	0.00	0.00	
Surface description	= Unpaved	Paved	Paved	
Average velocity (ft/s)	=1.84	0.00	0.00	
Travel Time (min)	**= 49.10 +**	**0.00 +**	**0.00 =**	**49.10**
Channel Flow				
X sectional flow area (sqft)	= 0.00	0.00	0.00	
Wetted perimeter (ft)	= 0.00	0.00	0.00	
Channel slope (%)	= 0.00	0.00	0.00	
Manning's n-value	= 0.015	0.015	0.015	
Velocity (ft/s)	=0.00			
		0.00		
			0.00	
Flow length (ft)	({0})0.0	0.0	0.0	
Travel Time (min)	**= 0.00 +**	**0.00 +**	**0.00 =**	**0.00**

Total Travel Time, Tc ..... 59.90 min

Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2024

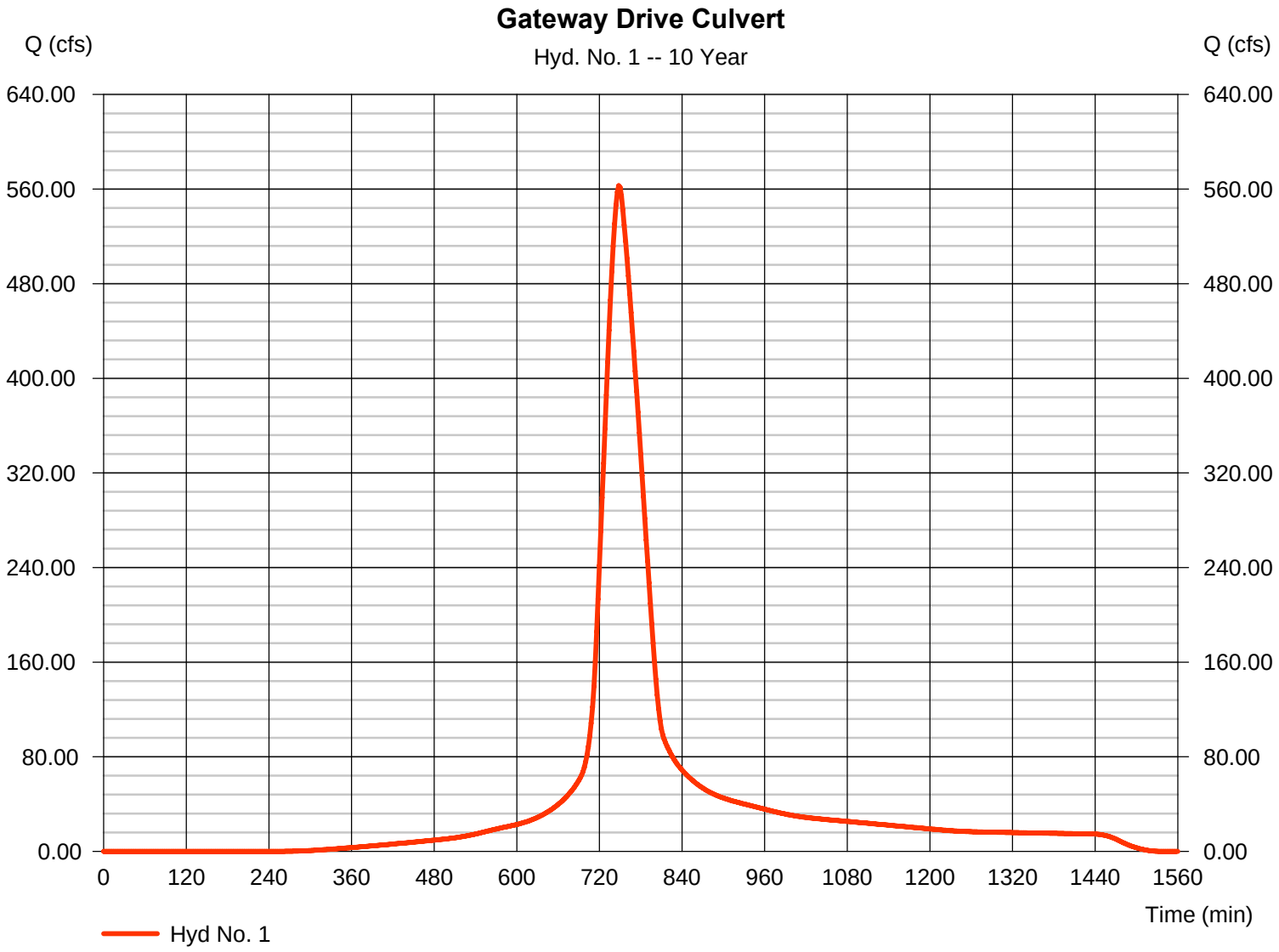
Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	562.93	2	748	3,675,595	------	------	------	Gateway Drive Culvert

Hydrograph Report

Hyd. No. 1

Gateway Drive Culvert

Hydrograph type	=	SCS Runoff	Peak discharge	=	562.93 cfs
Storm frequency	=	10 yrs	Time to peak	=	748 min
Time interval	=	2 min	Hyd. volume	=	3,675,595 cuft
Drainage area	=	290.000 ac	Curve number	=	90
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	TR55	Time of conc. (Tc)	=	59.90 min
Total precip.	=	4.60 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2024

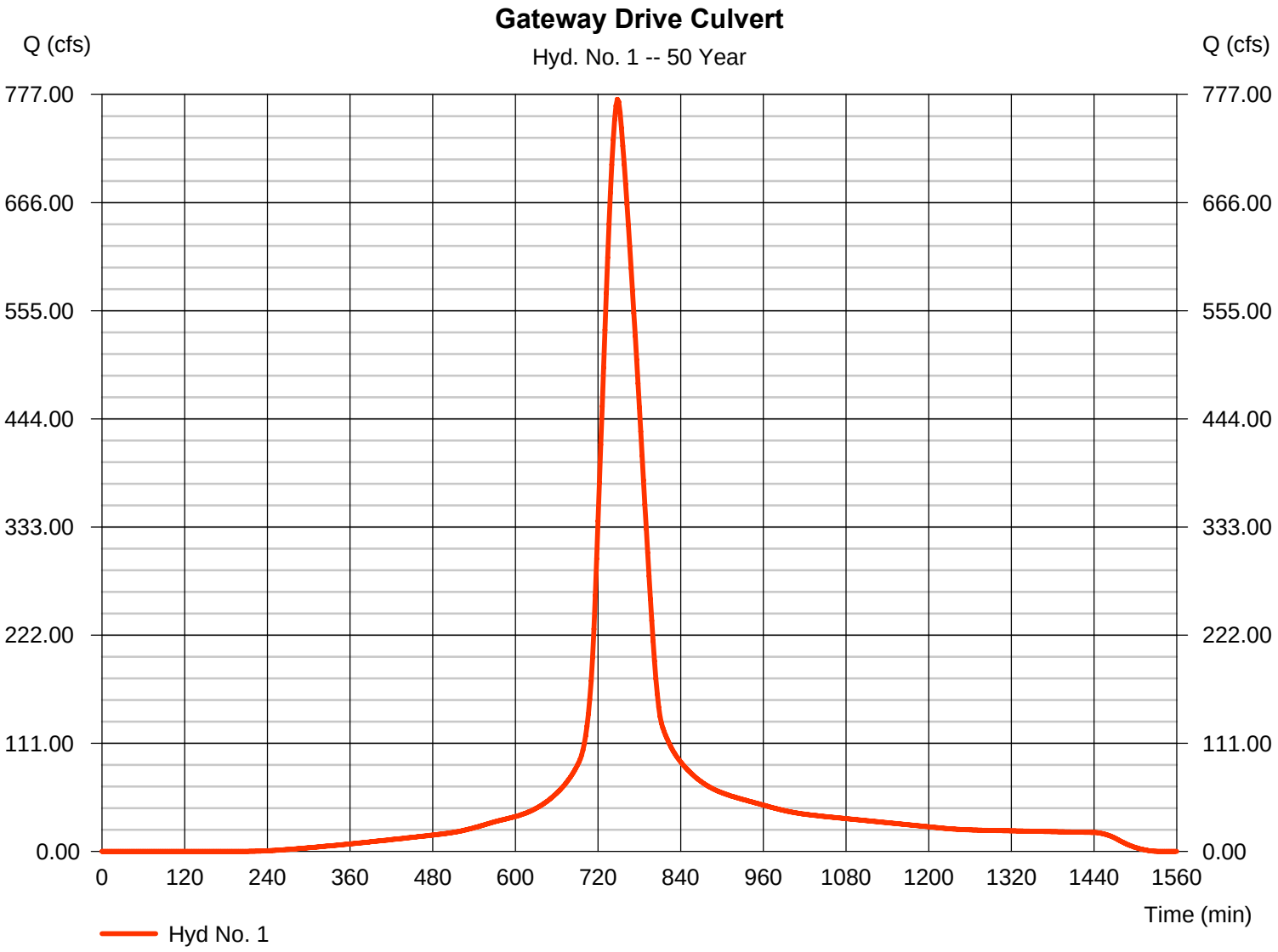
Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	772.01	2	748	5,101,258	------	------	------	Gateway Drive Culvert

Hydrograph Report

Hyd. No. 1

Gateway Drive Culvert

Hydrograph type	=	SCS Runoff	Peak discharge	=	772.01 cfs
Storm frequency	=	50 yrs	Time to peak	=	748 min
Time interval	=	2 min	Hyd. volume	=	5,101,258 cuft
Drainage area	=	290.000 ac	Curve number	=	90
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	TR55	Time of conc. (Tc)	=	59.90 min
Total precip.	=	6.00 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2024

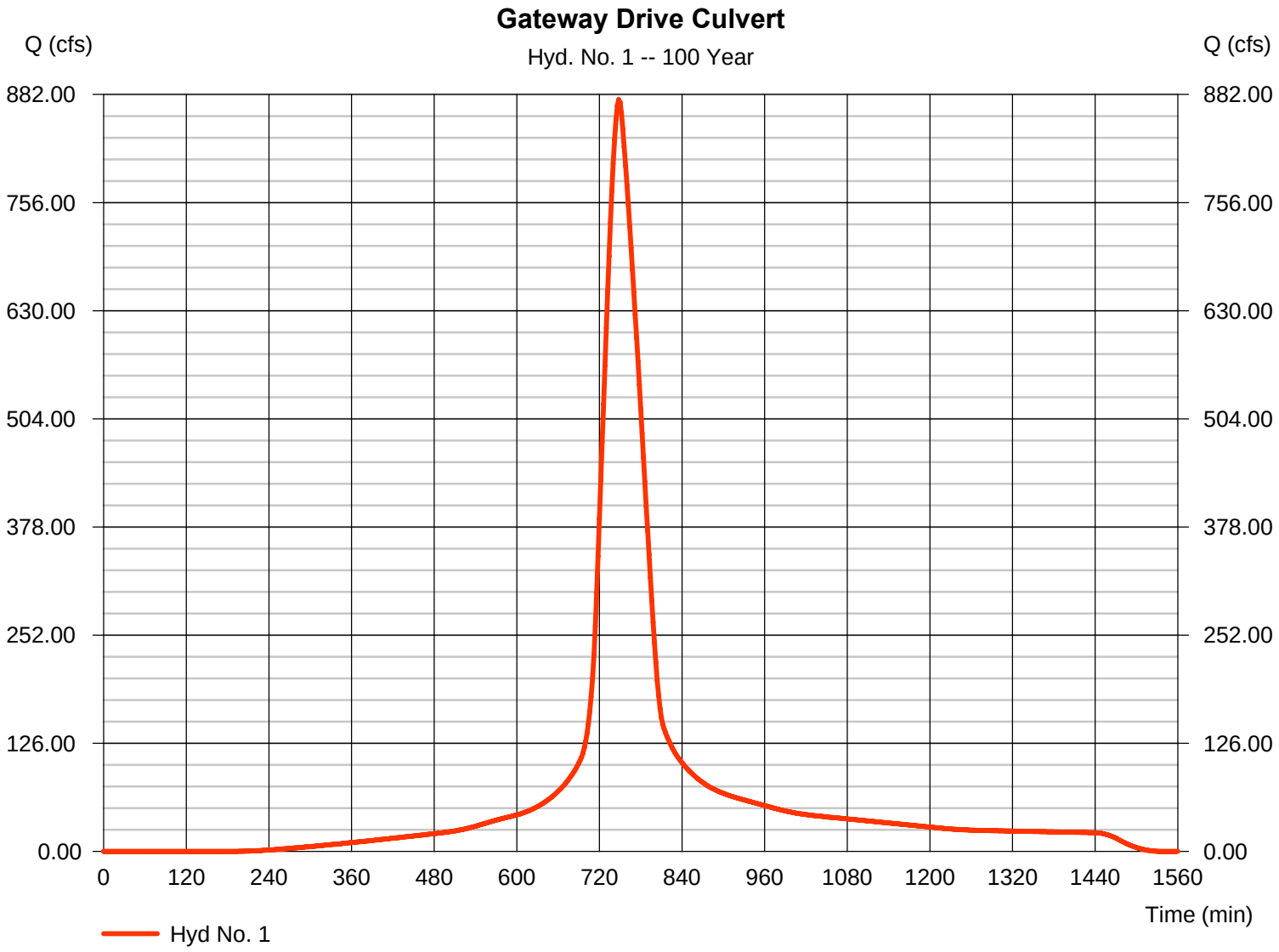
Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	876.05	2	748	5,820,748	------	------	------	Gateway Drive Culvert

Hydrograph Report

Hyd. No. 1

Gateway Drive Culvert

Hydrograph type	=	SCS Runoff	Peak discharge	=	876.05 cfs
Storm frequency	=	100 yrs	Time to peak	=	748 min
Time interval	=	2 min	Hyd. volume	=	5,820,748 cuft
Drainage area	=	290.000 ac	Curve number	=	90
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	TR55	Time of conc. (Tc)	=	59.90 min
Total precip.	=	6.70 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



Hydraflow Rainfall Report

Return Period (Yrs)	Intensity-Duration-Frequency Equation Coefficients (FHA)			
	B	D	E	(N/A)
1	110.8217	18.3000	1.0108	--------
2	74.1125	11.8000	0.8974	--------
3	0.0000	0.0000	0.0000	--------
5	82.1212	10.1000	0.8627	--------
10	113.9855	12.1000	0.9024	--------
25	106.6791	11.3000	0.8449	--------
50	119.8696	11.8000	0.8406	--------
100	145.8254	12.7000	0.8636	--------

File name: Omaha.IDF

Intensity = B / (Tc + D)^E

Return Period (Yrs)	Intensity Values (in/hr)											
	5 min	10	15	20	25	30	35	40	45	50	55	60
1	4.60	3.78	3.20	2.78	2.46	2.20	1.99	1.82	1.67	1.55	1.44	1.35
2	5.89	4.66	3.87	3.32	2.91	2.60	2.35	2.14	1.97	1.83	1.71	1.60
3	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	7.90	6.17	5.09	4.35	3.81	3.40	3.07	2.81	2.58	2.40	2.24	2.10
10	8.79	6.98	5.80	4.98	4.37	3.90	3.52	3.22	2.96	2.75	2.56	2.40
25	10.09	8.05	6.74	5.81	5.13	4.60	4.18	3.83	3.54	3.29	3.08	2.90
50	11.19	8.99	7.56	6.54	5.79	5.20	4.73	4.34	4.02	3.74	3.51	3.30
100	12.19	9.84	8.28	7.18	6.35	5.70	5.18	4.75	4.40	4.09	3.83	3.60

Tc = time in minutes. Values may exceed 60.

Precip. file name: H:\Hydroflow Data\Omaha 24-hr Precip SCS.pcp

Storm Distribution	Rainfall Precipitation Table (in)							
	1-yr	2-yr	3-yr	5-yr	10-yr	25-yr	50-yr	100-yr
SCS 24-hour	0.00	3.00	0.00	3.90	4.60	5.30	6.00	6.70
SCS 6-Hr	0.00	1.80	0.00	0.00	2.60	0.00	0.00	4.00
Huff-1st	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-2nd	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-3rd	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-4th	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-Indy	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Custom	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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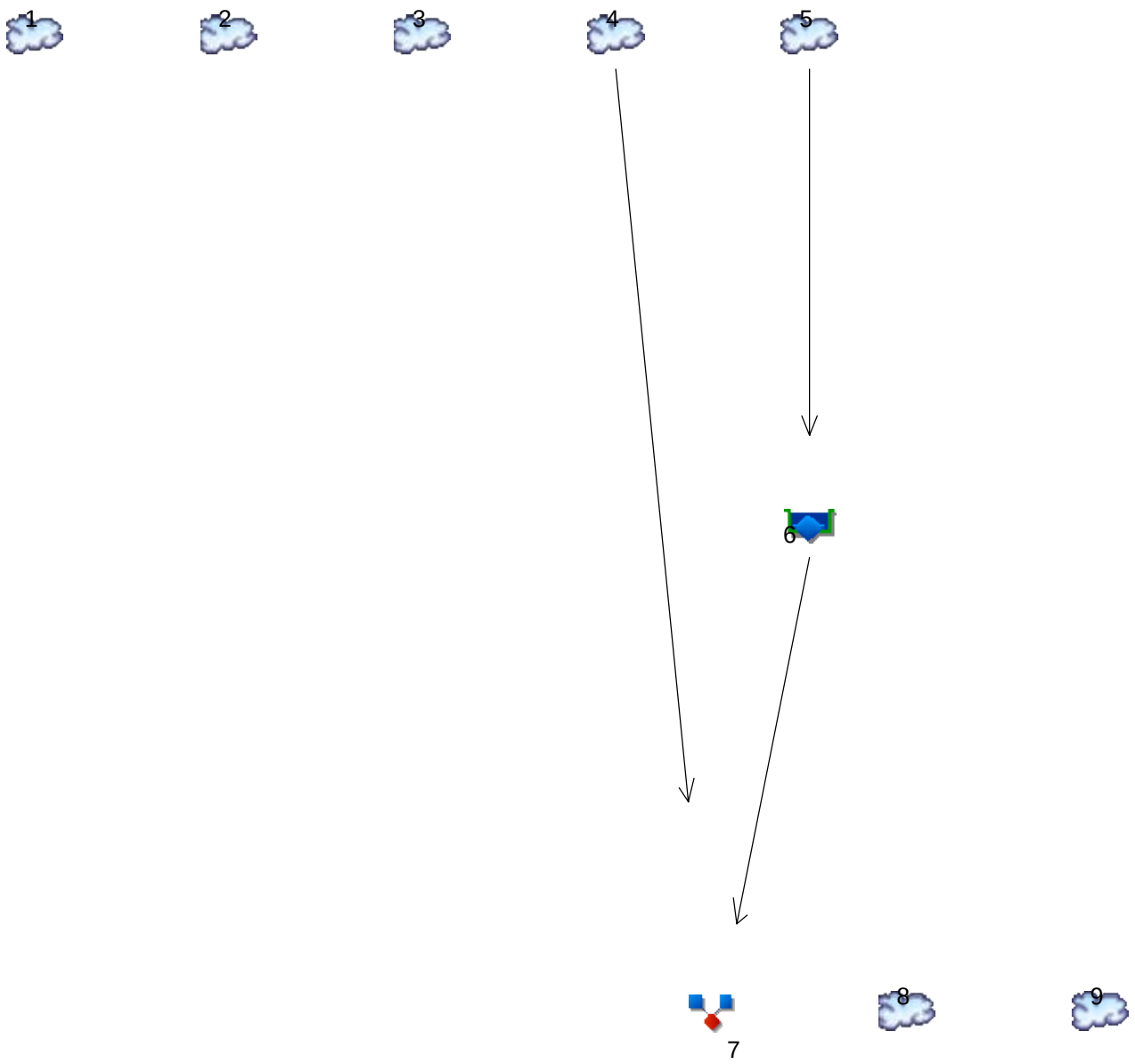
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Watershed Model Schematic



Legend

Hyd.	Origin	Description
1	SCS Runoff	EX1 - IP1
2	SCS Runoff	EX2 - IP2
3	SCS Runoff	EX3 - IP3
4	SCS Runoff	A1
5	SCS Runoff	A2
6	Reservoir	DB1
7	Combine	Proposed IP 1
8	SCS Runoff	A3 - IP2
9	SCS Runoff	A4 - IP3

Hydrograph Return Period Recap

Hyd. No.	Hydrograph type (origin)	Inflow hyd(s)	Peak Outflow (cfs)								Hydrograph Description
			1-yr	2-yr	3-yr	5-yr	10-yr	25-yr	50-yr	100-yr	
1	SCS Runoff	------	-------	52.66	-------	-------	117.49	-------	179.59	211.58	EX1 - IP1
2	SCS Runoff	------	-------	15.46	-------	-------	33.73	-------	51.16	60.09	EX2 - IP2
3	SCS Runoff	------	-------	7.290	-------	-------	15.45	-------	23.28	27.27	EX3 - IP3
4	SCS Runoff	------	-------	34.96	-------	-------	93.73	-------	152.79	183.83	A1
5	SCS Runoff	------	-------	8.145	-------	-------	14.59	-------	20.24	23.06	A2
6	Reservoir	5	-------	0.272	-------	-------	6.707	-------	11.36	13.23	DB1
7	Combine	4, 6	-------	35.21	-------	-------	95.82	-------	156.35	190.03	Proposed IP 1
8	SCS Runoff	------	-------	8.727	-------	-------	15.63	-------	21.69	24.70	A3 - IP2
9	SCS Runoff	------	-------	5.236	-------	-------	9.377	-------	13.01	14.82	A4 - IP3

Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2024

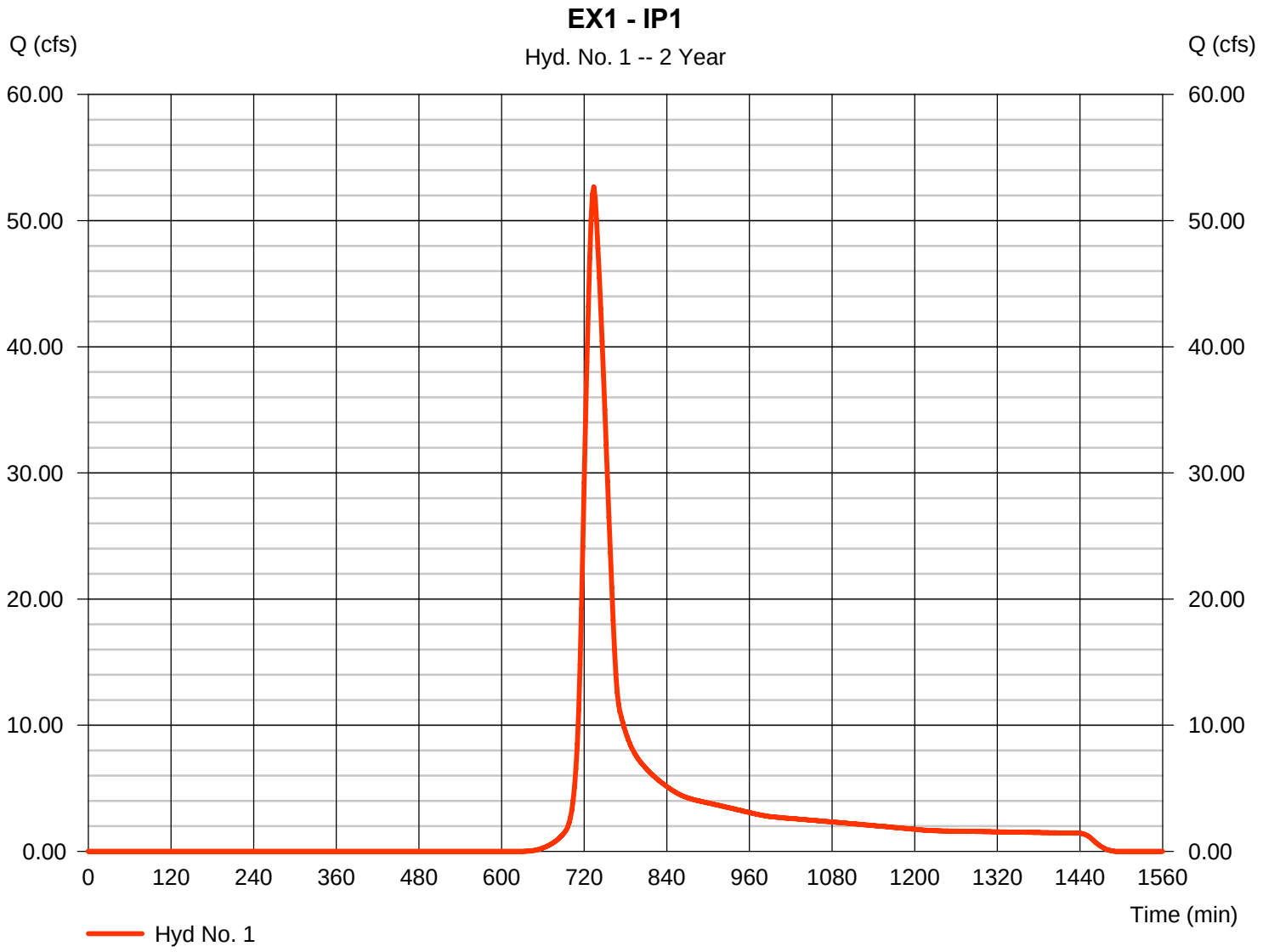
Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	52.66	2	734	238,944	------	------	------	EX1 - IP1
2	SCS Runoff	15.46	2	722	40,895	------	------	------	EX2 - IP2
3	SCS Runoff	7.290	2	718	14,579	------	------	------	EX3 - IP3
4	SCS Runoff	34.96	2	736	183,382	------	------	------	A1
5	SCS Runoff	8.145	2	716	16,571	------	------	------	A2
6	Reservoir	0.272	2	830	16,554	5	1118.98	9,652	DB1
7	Combine	35.21	2	736	199,936	4, 6	------	------	Proposed IP 1
8	SCS Runoff	8.727	2	716	17,755	------	------	------	A3 - IP2
9	SCS Runoff	5.236	2	716	10,653	------	------	------	A4 - IP3

Hydrograph Report

Hyd. No. 1

EX1 - IP1

Hydrograph type	=	SCS Runoff	Peak discharge	=	52.66 cfs
Storm frequency	=	2 yrs	Time to peak	=	734 min
Time interval	=	2 min	Hyd. volume	=	238,944 cuft
Drainage area	=	60.700 ac	Curve number	=	77
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	TR55	Time of conc. (Tc)	=	33.10 min
Total precip.	=	3.00 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



TR55 Tc Worksheet

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2024

Hyd. No. 1

EX1 - IP1

Description	A		B		C		Totals
Sheet Flow							
Manning's n-value	= 0.170		0.011		0.011		
Flow length (ft)	= 100.0		0.0		0.0		
Two-year 24-hr precip. (in)	= 3.00		0.00		0.00		
Land slope (%)	= 2.00		0.00		0.00		
Travel Time (min)	**= 11.18**	**+**	**0.00**	**+**	**0.00**	**=**	**11.18**
Shallow Concentrated Flow							
Flow length (ft)	= 3000.00		0.00		0.00		
Watercourse slope (%)	= 2.00		0.00		0.00		
Surface description	= Unpaved		Paved		Paved		
Average velocity (ft/s)	=2.28		0.00		0.00		
Travel Time (min)	**= 21.91**	**+**	**0.00**	**+**	**0.00**	**=**	**21.91**
Channel Flow							
X sectional flow area (sqft)	= 0.00		0.00		0.00		
Wetted perimeter (ft)	= 0.00		0.00		0.00		
Channel slope (%)	= 0.00		0.00		0.00		
Manning's n-value	= 0.015		0.015		0.015		
Velocity (ft/s)	=0.00						
			0.00				
					0.00		
Flow length (ft)	({0})0.0		0.0		0.0		
Travel Time (min)	**= 0.00**	**+**	**0.00**	**+**	**0.00**	**=**	**0.00**

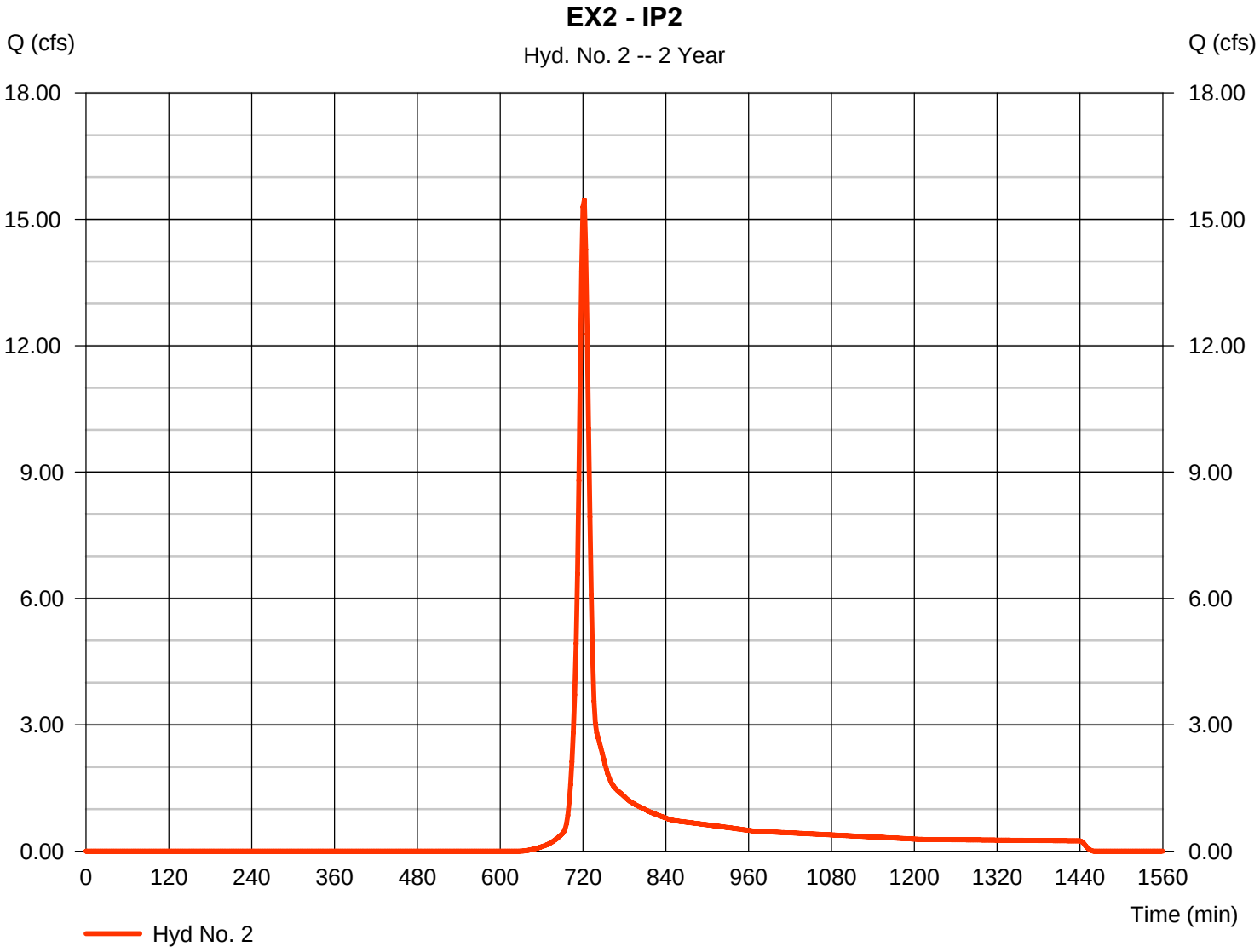
Total Travel Time, Tc ..... 33.10 min

Hydrograph Report

Hyd. No. 2

EX2 - IP2

Hydrograph type	=	SCS Runoff	Peak discharge	=	15.46 cfs
Storm frequency	=	2 yrs	Time to peak	=	722 min
Time interval	=	2 min	Hyd. volume	=	40,895 cuft
Drainage area	=	10.200 ac	Curve number	=	77
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	10.00 min
Total precip.	=	3.00 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

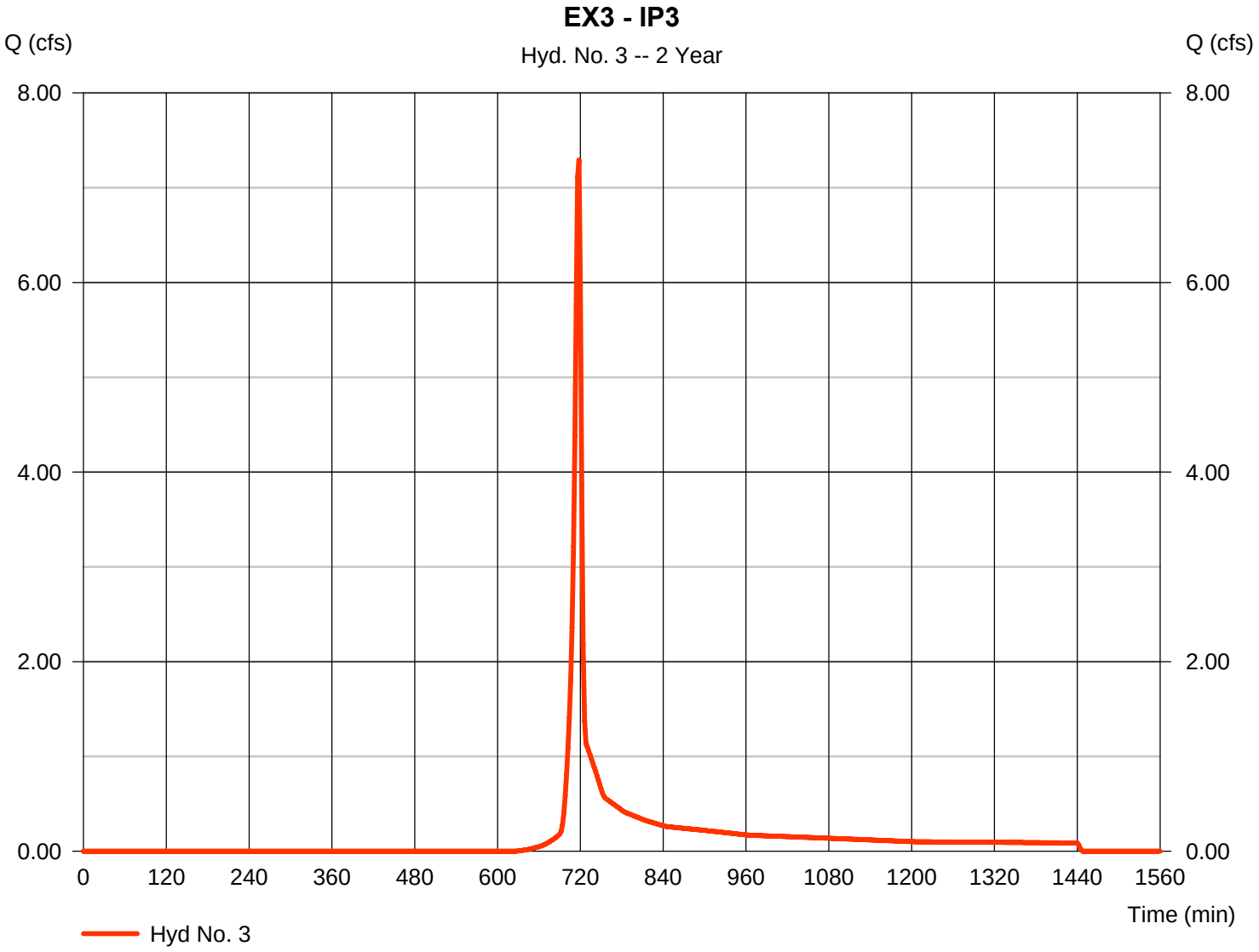


Hydrograph Report

Hyd. No. 3

EX3 - IP3

Hydrograph type	=	SCS Runoff	Peak discharge	=	7.290 cfs
Storm frequency	=	2 yrs	Time to peak	=	718 min
Time interval	=	2 min	Hyd. volume	=	14,579 cuft
Drainage area	=	4.000 ac	Curve number	=	77
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	3.00 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

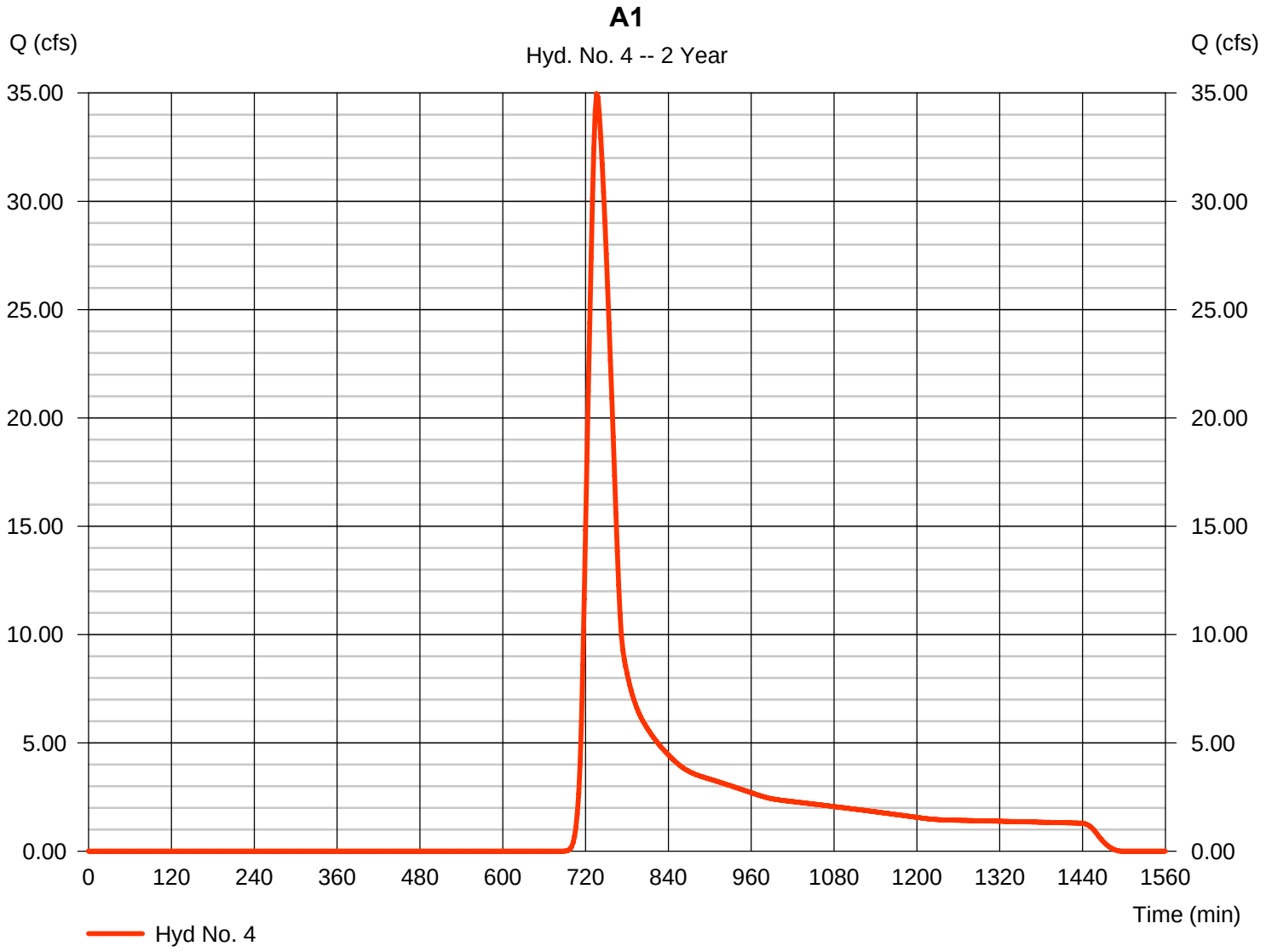


Hydrograph Report

Hyd. No. 4

A1

Hydrograph type	=	SCS Runoff	Peak discharge	=	34.96 cfs
Storm frequency	=	2 yrs	Time to peak	=	736 min
Time interval	=	2 min	Hyd. volume	=	183,382 cuft
Drainage area	=	67.200 ac	Curve number	=	71
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	TR55	Time of conc. (Tc)	=	35.00 min
Total precip.	=	3.00 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



TR55 Tc Worksheet

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2024

Hyd. No. 4

A1

Description	A		B		C		Totals
Sheet Flow							
Manning's n-value	= 0.150		0.150		0.011		
Flow length (ft)	= 40.0		60.0		0.0		
Two-year 24-hr precip. (in)	= 3.00		3.00		0.00		
Land slope (%)	= 33.30		1.00		0.00		
Travel Time (min)	**= 1.58**	**+**	**8.87**	**+**	**0.00**	**=**	**10.45**
Shallow Concentrated Flow							
Flow length (ft)	= 3000.00		0.00		0.00		
Watercourse slope (%)	= 1.60		0.00		0.00		
Surface description	= Unpaved		Paved		Paved		
Average velocity (ft/s)	=2.04		0.00		0.00		
Travel Time (min)	**= 24.50**	**+**	**0.00**	**+**	**0.00**	**=**	**24.50**
Channel Flow							
X sectional flow area (sqft)	= 0.00		0.00		0.00		
Wetted perimeter (ft)	= 0.00		0.00		0.00		
Channel slope (%)	= 0.00		0.00		0.00		
Manning's n-value	= 0.040		0.015		0.015		
Velocity (ft/s)	=0.00						
			0.00				
					0.00		
Flow length (ft)	({0})0.0		0.0		0.0		
Travel Time (min)	**= 0.00**	**+**	**0.00**	**+**	**0.00**	**=**	**0.00**

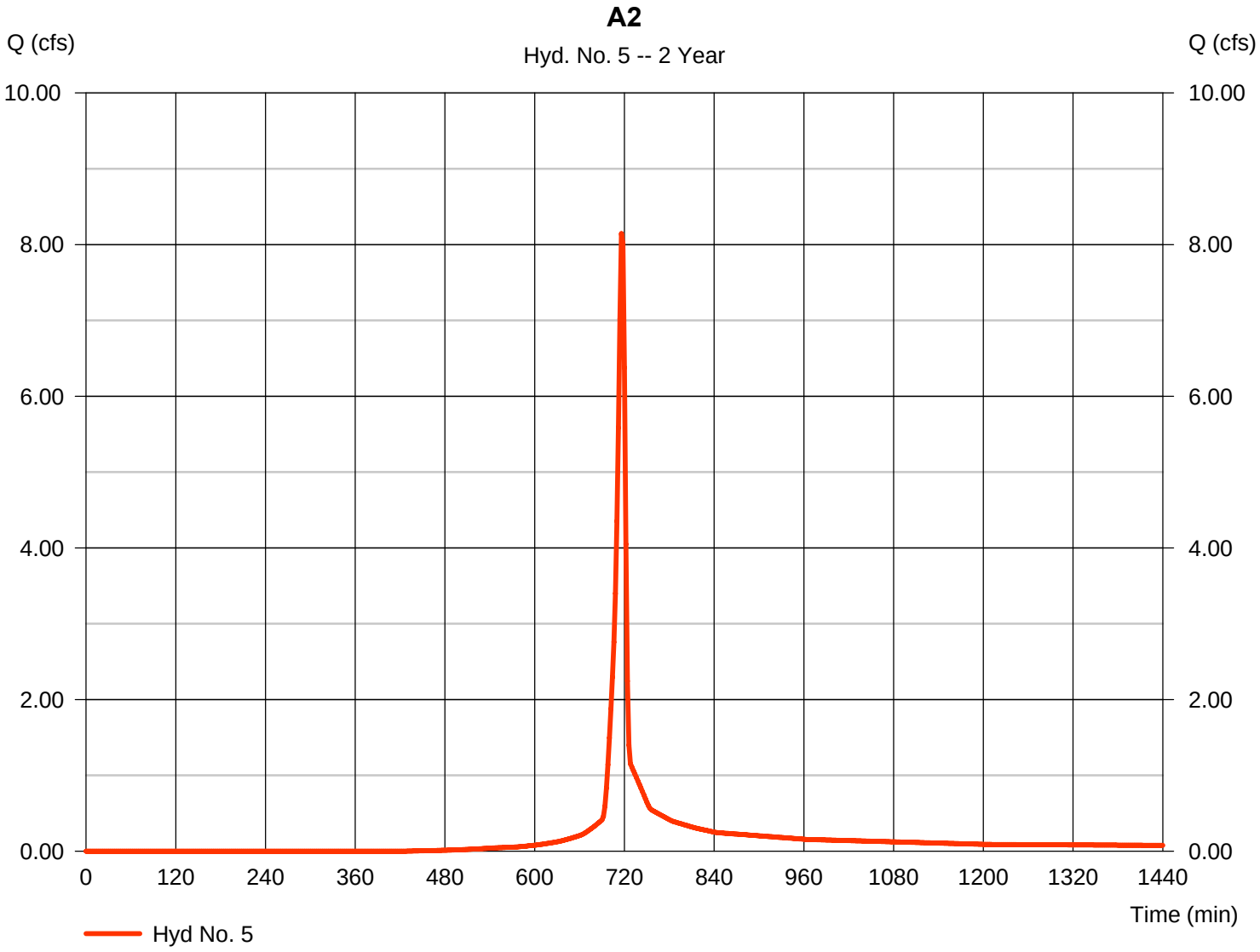
Total Travel Time, Tc ..... 35.00 min

Hydrograph Report

Hyd. No. 5

A2

Hydrograph type	=	SCS Runoff	Peak discharge	=	8.145 cfs
Storm frequency	=	2 yrs	Time to peak	=	716 min
Time interval	=	2 min	Hyd. volume	=	16,571 cuft
Drainage area	=	2.800 ac	Curve number	=	87
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	3.00 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



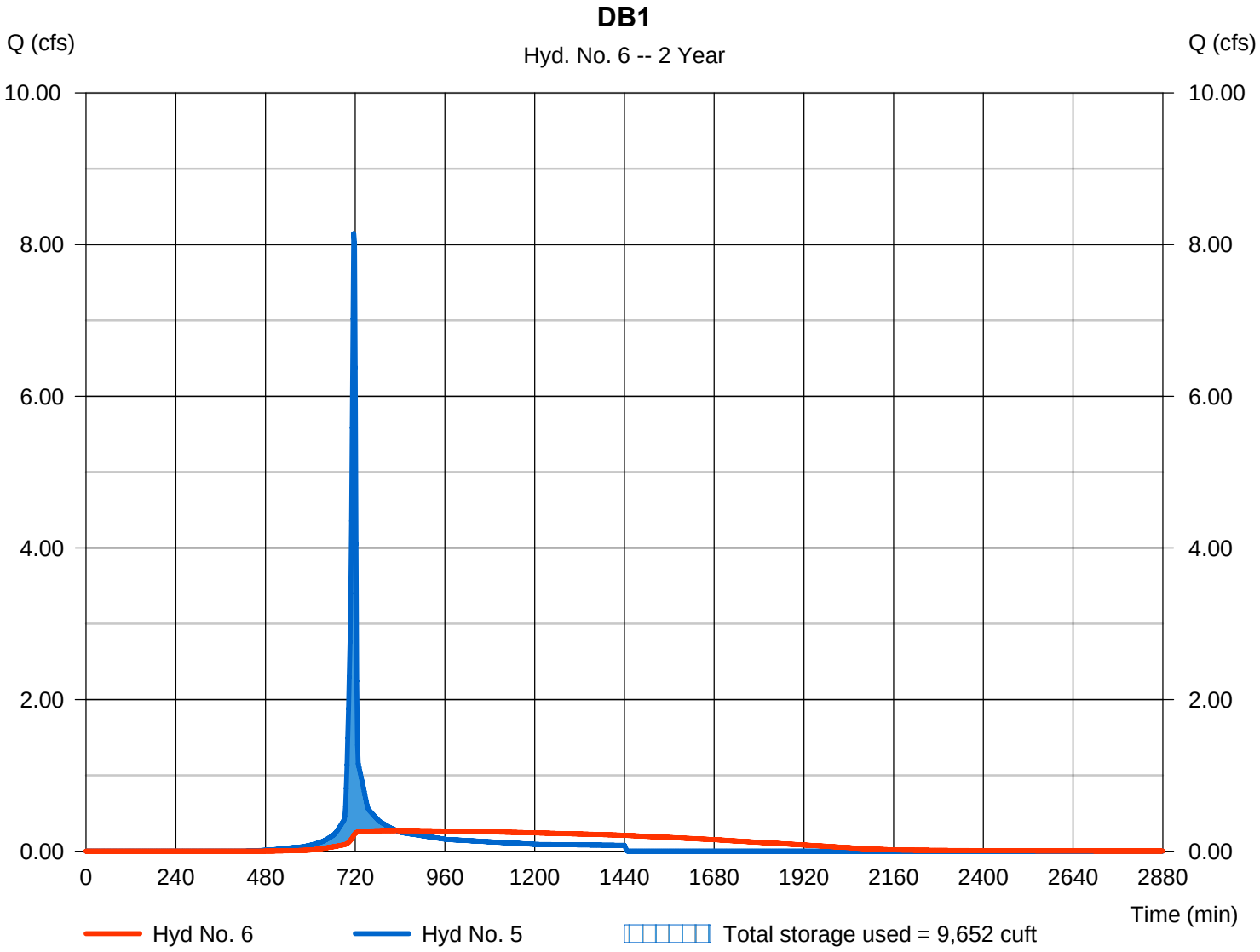
Hydrograph Report

Hyd. No. 6

DB1

Hydrograph type	=	Reservoir	Peak discharge	=	0.272 cfs
Storm frequency	=	2 yrs	Time to peak	=	830 min
Time interval	=	2 min	Hyd. volume	=	16,554 cuft
Inflow hyd. No.	=	5 - A2	Max. Elevation	=	1118.98 ft
Reservoir name	=	Gateway Pond	Max. Storage	=	9,652 cuft

Storage Indication method used.



Pond No. 2 - Gateway Pond

Pond Data

Contours -User-defined contour areas. Average end area method used for volume calculation. Begining Elevation = 1116.00 ft

Stage / Storage Table

Stage (ft)	Elevation (ft)	Contour area (sqft)	Incr. Storage (cuft)	Total storage (cuft)
0.00	1116.00	2,220	0	0
1.00	1117.00	2,860	2,540	2,540
2.00	1118.00	3,577	3,219	5,759
3.00	1119.00	4,354	3,966	9,724
4.00	1120.00	5,190	4,772	14,496
5.00	1121.00	6,080	5,635	20,131

Culvert / Orifice Structures

	[A]	[B]	[C]	[PrfRsr]
Rise (in)	= 15.00	2.50	0.00	0.00
Span (in)	= 15.00	2.50	0.00	0.00
No. Barrels	= 1	1	0	0
Invert El. (ft)	= 1116.00	1116.01	0.00	0.00
Length (ft)	= 50.00	0.50	0.00	0.00
Slope (%)	= 1.00	0.00	0.00	n/a
N-Value	= .013	.013	.013	n/a
Orifice Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	Yes	No	No

Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (ft)	= 8.56	5.00	0.00	0.00
Crest El. (ft)	= 1119.50	1120.50	0.00	0.00
Weir Coeff.	= 3.33	2.60	3.33	3.33
Weir Type	= 1	Broad	---	---
Multi-Stage	= Yes	No	No	No

Exfil.(in/hr) = 0.000 (by Wet area)

TW Elev. (ft) = 0.00

Note: Culvert/Orifice outflows are analyzed under inlet (ic) and outlet (oc) control. Weir risers checked for orifice conditions (ic) and submergence (s).

Stage / Storage / Discharge Table

Stage ft	Storage cuft	Elevation ft	Clv A cfs	Clv B cfs	Clv C cfs	PrfRsr cfs	Wr A cfs	Wr B cfs	Wr C cfs	Wr D cfs	Exfil cfs	User cfs	Total cfs
0.00	0	1116.00	0.00	0.00	---	---	0.00	0.00	---	---	---	---	0.000
0.10	254	1116.10	0.01 ic	0.01 ic	---	---	0.00	0.00	---	---	---	---	0.015
0.20	508	1116.20	0.05 ic	0.05 ic	---	---	0.00	0.00	---	---	---	---	0.048
0.30	762	1116.30	0.07 ic	0.07 ic	---	---	0.00	0.00	---	---	---	---	0.070
0.40	1,016	1116.40	0.09 ic	0.09 ic	---	---	0.00	0.00	---	---	---	---	0.085
0.50	1,270	1116.50	0.10 ic	0.10 ic	---	---	0.00	0.00	---	---	---	---	0.099
0.60	1,524	1116.60	0.12 ic	0.11 ic	---	---	0.00	0.00	---	---	---	---	0.110
0.70	1,778	1116.70	0.13 ic	0.12 ic	---	---	0.00	0.00	---	---	---	---	0.121
0.80	2,032	1116.80	0.14 ic	0.13 ic	---	---	0.00	0.00	---	---	---	---	0.131
0.90	2,286	1116.90	0.15 ic	0.14 ic	---	---	0.00	0.00	---	---	---	---	0.140
1.00	2,540	1117.00	0.15 ic	0.15 ic	---	---	0.00	0.00	---	---	---	---	0.149
1.10	2,862	1117.10	0.16 ic	0.16 ic	---	---	0.00	0.00	---	---	---	---	0.158
1.20	3,184	1117.20	0.17 ic	0.17 ic	---	---	0.00	0.00	---	---	---	---	0.165
1.30	3,506	1117.30	0.17 ic	0.17 ic	---	---	0.00	0.00	---	---	---	---	0.173
1.40	3,827	1117.40	0.18 ic	0.18 ic	---	---	0.00	0.00	---	---	---	---	0.181
1.50	4,149	1117.50	0.19 ic	0.19 ic	---	---	0.00	0.00	---	---	---	---	0.187
1.60	4,471	1117.60	0.20 ic	0.19 ic	---	---	0.00	0.00	---	---	---	---	0.194
1.70	4,793	1117.70	0.20 ic	0.20 ic	---	---	0.00	0.00	---	---	---	---	0.201
1.80	5,115	1117.80	0.21 ic	0.21 ic	---	---	0.00	0.00	---	---	---	---	0.207
1.90	5,437	1117.90	0.21 ic	0.21 ic	---	---	0.00	0.00	---	---	---	---	0.213
2.00	5,759	1118.00	0.23 ic	0.22 ic	---	---	0.00	0.00	---	---	---	---	0.219
2.10	6,155	1118.10	0.23 ic	0.23 ic	---	---	0.00	0.00	---	---	---	---	0.226
2.20	6,552	1118.20	0.24 ic	0.23 ic	---	---	0.00	0.00	---	---	---	---	0.231
2.30	6,948	1118.30	0.24 ic	0.24 ic	---	---	0.00	0.00	---	---	---	---	0.237
2.40	7,345	1118.40	0.24 ic	0.24 ic	---	---	0.00	0.00	---	---	---	---	0.242
2.50	7,741	1118.50	0.26 ic	0.25 ic	---	---	0.00	0.00	---	---	---	---	0.247
2.60	8,138	1118.60	0.26 ic	0.25 ic	---	---	0.00	0.00	---	---	---	---	0.253
2.70	8,534	1118.70	0.26 ic	0.26 ic	---	---	0.00	0.00	---	---	---	---	0.258
2.80	8,931	1118.80	0.27 ic	0.26 ic	---	---	0.00	0.00	---	---	---	---	0.263
2.90	9,327	1118.90	0.27 ic	0.27 ic	---	---	0.00	0.00	---	---	---	---	0.268
3.00	9,724	1119.00	0.27 ic	0.27 ic	---	---	0.00	0.00	---	---	---	---	0.273
3.10	10,201	1119.10	0.28 ic	0.28 ic	---	---	0.00	0.00	---	---	---	---	0.278
3.20	10,678	1119.20	0.29 ic	0.28 ic	---	---	0.00	0.00	---	---	---	---	0.282
3.30	11,156	1119.30	0.29 ic	0.29 ic	---	---	0.00	0.00	---	---	---	---	0.287
3.40	11,633	1119.40	0.29 ic	0.29 ic	---	---	0.00	0.00	---	---	---	---	0.292
3.50	12,110	1119.50	0.30 ic	0.30 ic	---	---	0.00	0.00	---	---	---	---	0.296
3.60	12,587	1119.60	1.20 ic	0.29 ic	---	---	0.90	0.00	---	---	---	---	1.188

Continues on next page...

Gateway Pond

Stage / Storage / Discharge Table

Stage ft	Storage cuft	Elevation ft	Clv A cfs	Clv B cfs	Clv C cfs	PrfRsr cfs	Wr A cfs	Wr B cfs	Wr C cfs	Wr D cfs	Exfil cfs	User cfs	Total cfs
3.70	13,064	1119.70	2.85 ic	0.28 ic	---	---	2.55	0.00	---	---	---	---	2.823
3.80	13,542	1119.80	4.93 oc	0.25 ic	---	---	4.68	0.00	---	---	---	---	4.933
3.90	14,019	1119.90	7.42 oc	0.21 ic	---	---	7.21	0.00	---	---	---	---	7.416
4.00	14,496	1120.00	10.09 ic	0.11 ic	---	---	9.98 s	0.00	---	---	---	---	10.09
4.10	15,060	1120.10	10.61 ic	0.08 ic	---	---	10.53 s	0.00	---	---	---	---	10.61
4.20	15,623	1120.20	10.91 ic	0.07 ic	---	---	10.85 s	0.00	---	---	---	---	10.91
4.30	16,187	1120.30	11.15 ic	0.06 ic	---	---	11.09 s	0.00	---	---	---	---	11.15
4.40	16,750	1120.40	11.35 ic	0.05 ic	---	---	11.30 s	0.00	---	---	---	---	11.35
4.50	17,314	1120.50	11.53 ic	0.04 ic	---	---	11.49 s	0.00	---	---	---	---	11.53
4.60	17,877	1120.60	11.70 ic	0.04 ic	---	---	11.66 s	0.41	---	---	---	---	12.11
4.70	18,441	1120.70	11.87 ic	0.03 ic	---	---	11.83 s	1.16	---	---	---	---	13.02
4.80	19,004	1120.80	12.02 ic	0.03 ic	---	---	11.99 s	2.13	---	---	---	---	14.16
4.90	19,568	1120.90	12.18 ic	0.03 ic	---	---	12.13 s	3.29	---	---	---	---	15.45
5.00	20,131	1121.00	12.32 ic	0.03 ic	---	---	12.29 s	4.60	---	---	---	---	16.91

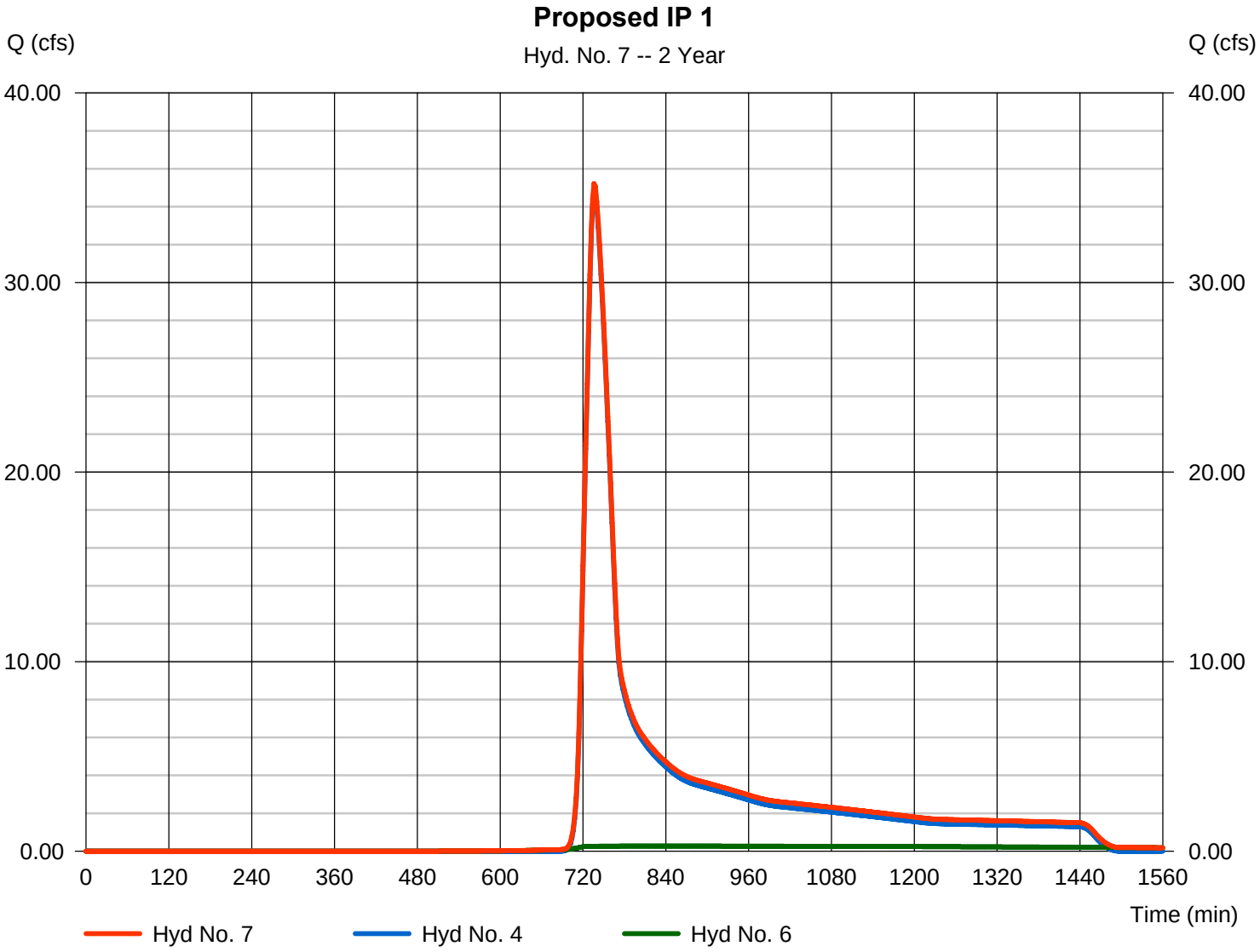
...End

Hydrograph Report

Hyd. No. 7

Proposed IP 1

Hydrograph type	=	Combine	Peak discharge	=	35.21 cfs
Storm frequency	=	2 yrs	Time to peak	=	736 min
Time interval	=	2 min	Hyd. volume	=	199,936 cuft
Inflow hyds.	=	4, 6	Contrib. drain. area	=	67.200 ac

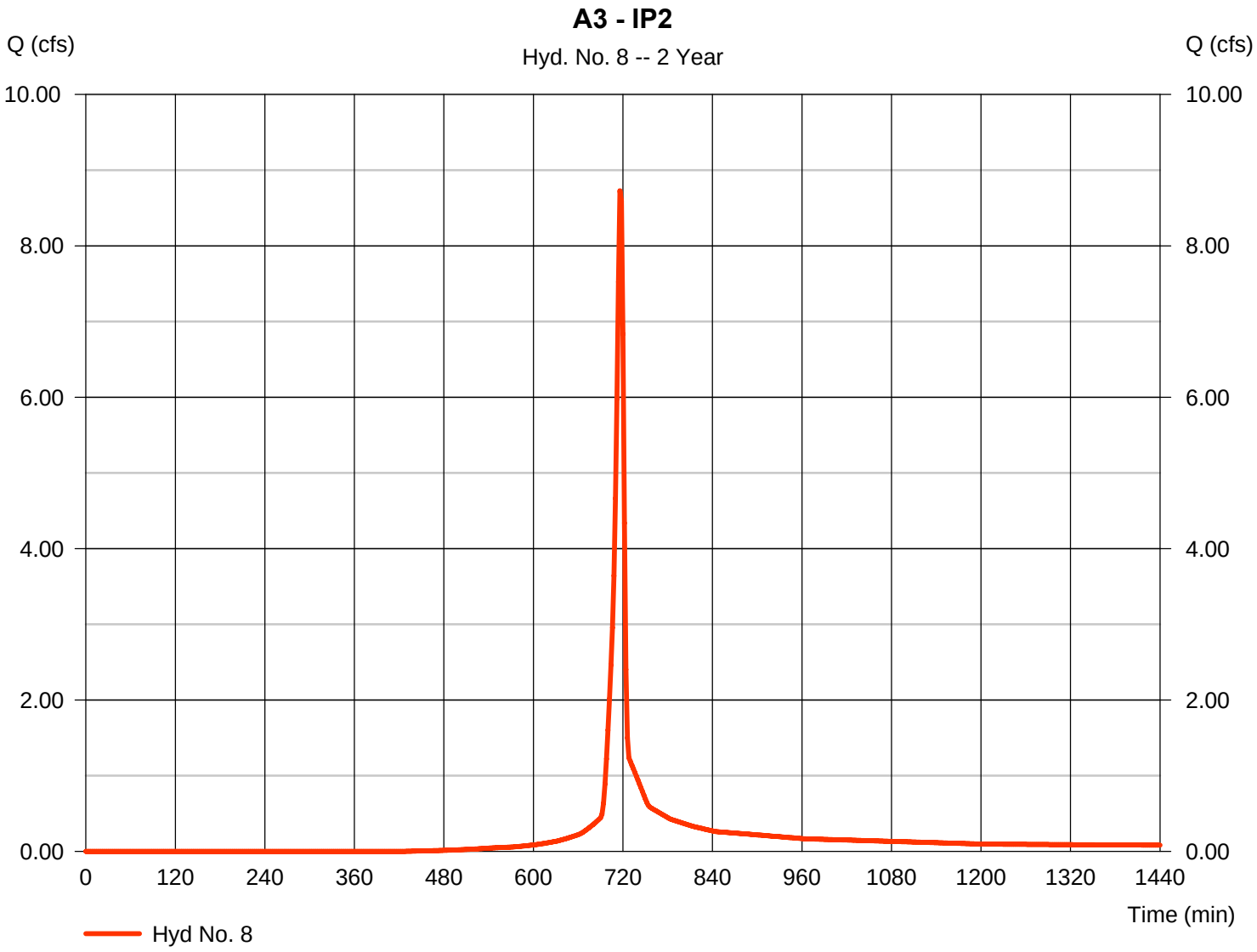


Hydrograph Report

Hyd. No. 8

A3 - IP2

Hydrograph type	=	SCS Runoff	Peak discharge	=	8.727 cfs
Storm frequency	=	2 yrs	Time to peak	=	716 min
Time interval	=	2 min	Hyd. volume	=	17,755 cuft
Drainage area	=	3.000 ac	Curve number	=	87
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	3.00 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

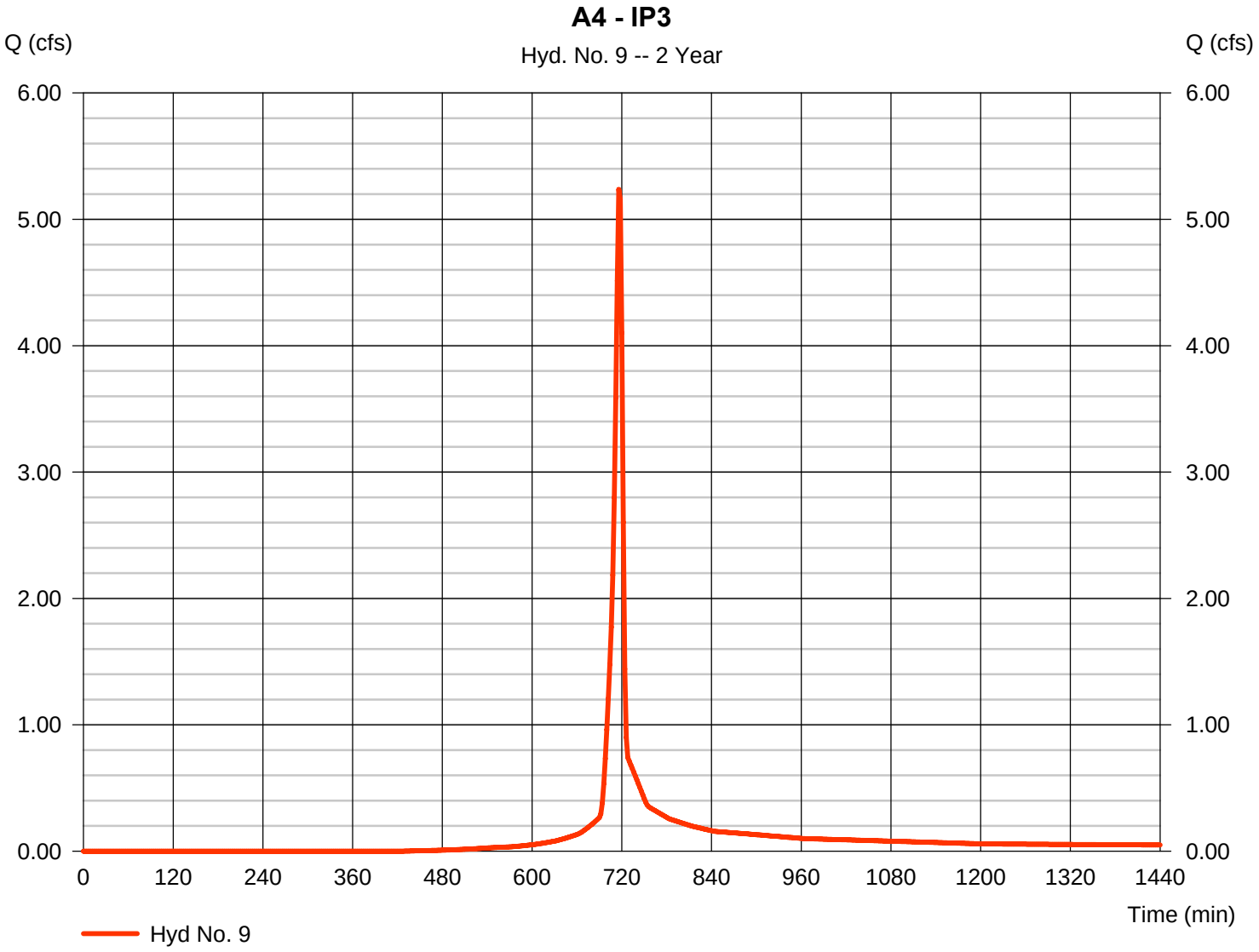


Hydrograph Report

Hyd. No. 9

A4 - IP3

Hydrograph type	=	SCS Runoff	Peak discharge	=	5.236 cfs
Storm frequency	=	2 yrs	Time to peak	=	716 min
Time interval	=	2 min	Hyd. volume	=	10,653 cuft
Drainage area	=	1.800 ac	Curve number	=	87
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	3.00 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2024

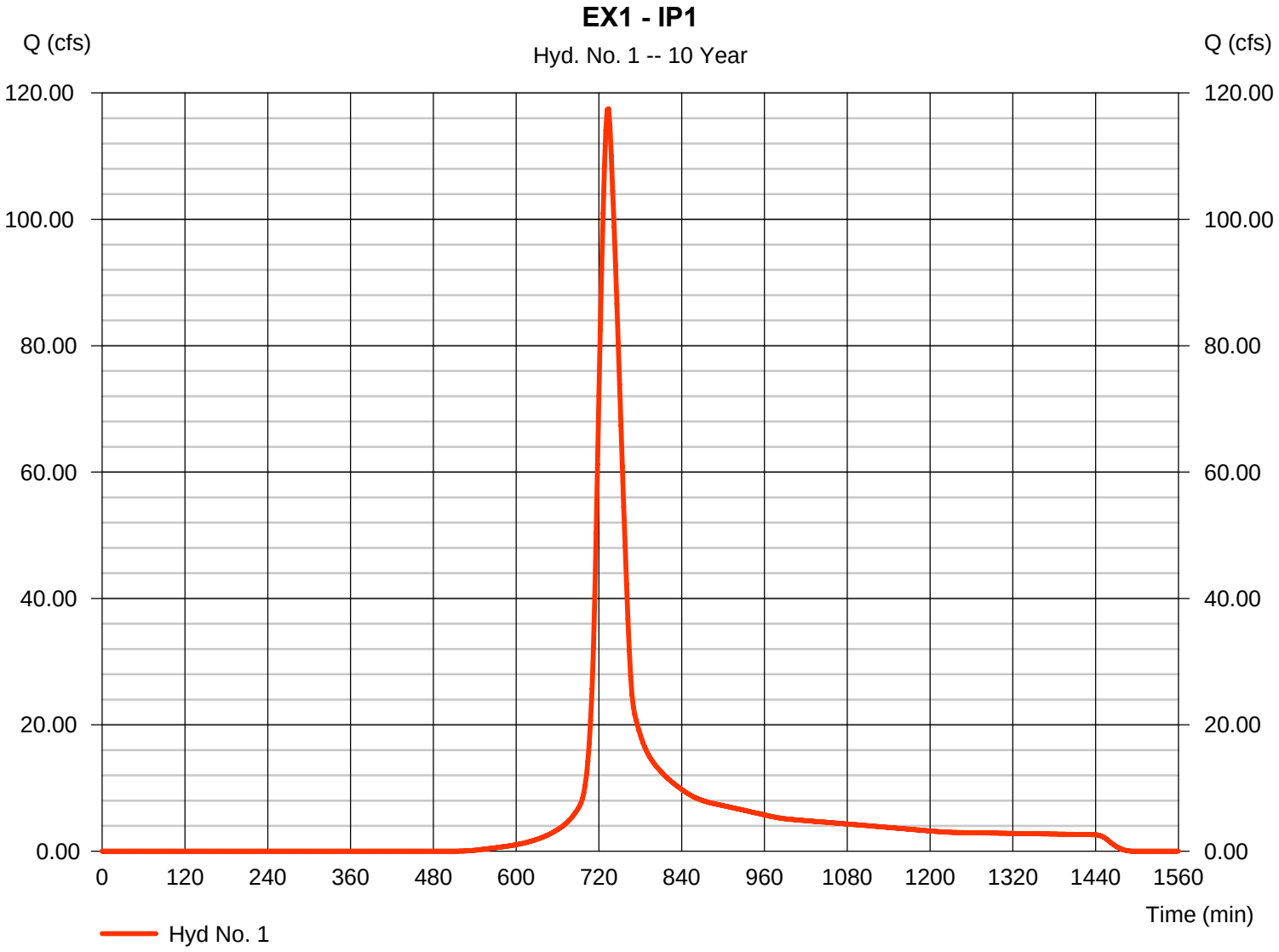
Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	117.49	2	734	511,354	------	------	------	EX1 - IP1
2	SCS Runoff	33.73	2	720	87,519	------	------	------	EX2 - IP2
3	SCS Runoff	15.45	2	716	31,201	------	------	------	EX3 - IP3
4	SCS Runoff	93.73	2	736	438,697	------	------	------	A1
5	SCS Runoff	14.59	2	716	30,417	------	------	------	A2
6	Reservoir	6.707	2	722	30,400	5	1119.87	13,882	DB1
7	Combine	95.82	2	736	469,097	4, 6	------	------	Proposed IP 1
8	SCS Runoff	15.63	2	716	32,590	------	------	------	A3 - IP2
9	SCS Runoff	9.377	2	716	19,554	------	------	------	A4 - IP3

Hydrograph Report

Hyd. No. 1

EX1 - IP1

Hydrograph type	=	SCS Runoff	Peak discharge	=	117.49 cfs
Storm frequency	=	10 yrs	Time to peak	=	734 min
Time interval	=	2 min	Hyd. volume	=	511,354 cuft
Drainage area	=	60.700 ac	Curve number	=	77
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	TR55	Time of conc. (Tc)	=	33.10 min
Total precip.	=	4.60 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

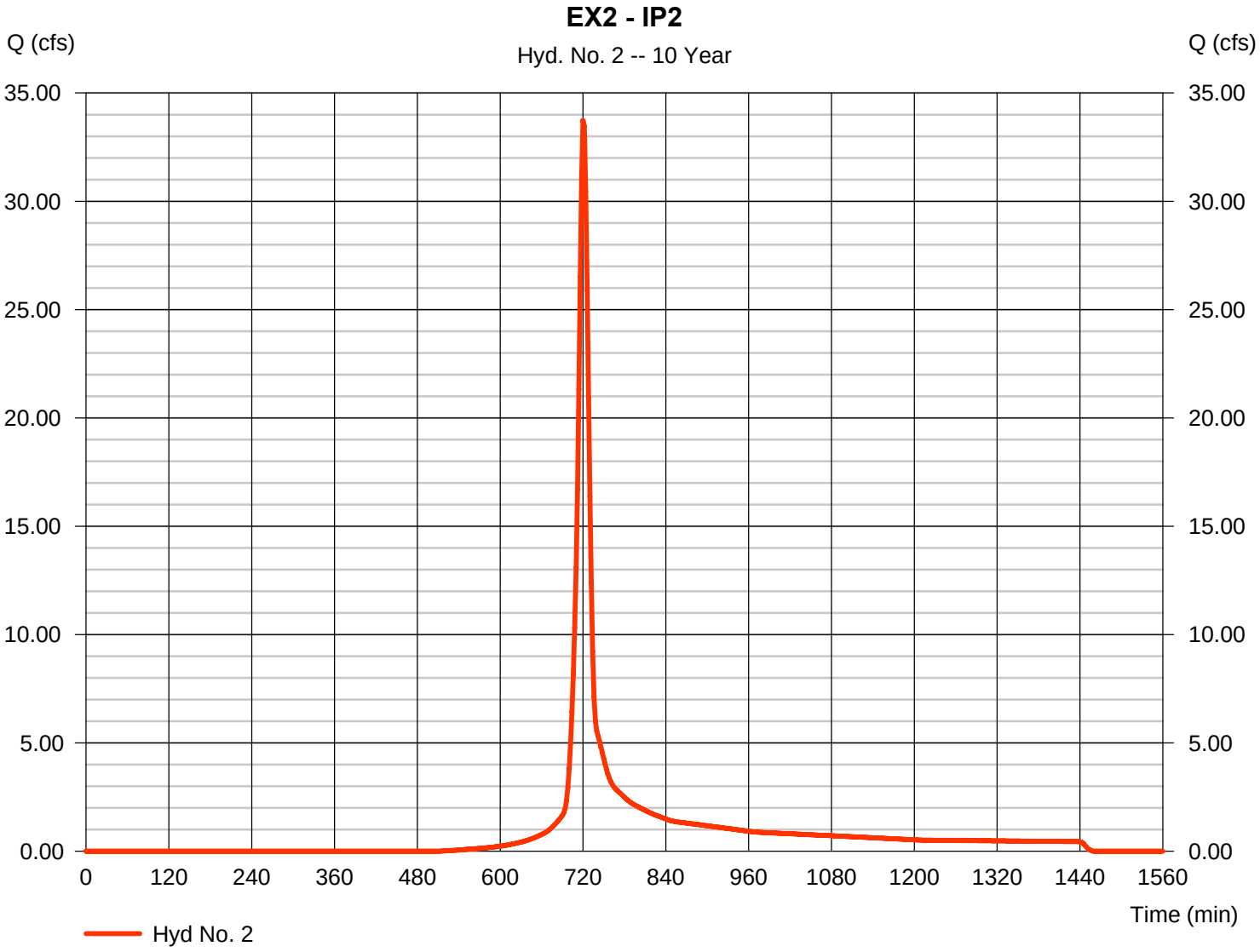


Hydrograph Report

Hyd. No. 2

EX2 - IP2

Hydrograph type	=	SCS Runoff	Peak discharge	=	33.73 cfs
Storm frequency	=	10 yrs	Time to peak	=	720 min
Time interval	=	2 min	Hyd. volume	=	87,519 cuft
Drainage area	=	10.200 ac	Curve number	=	77
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	10.00 min
Total precip.	=	4.60 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

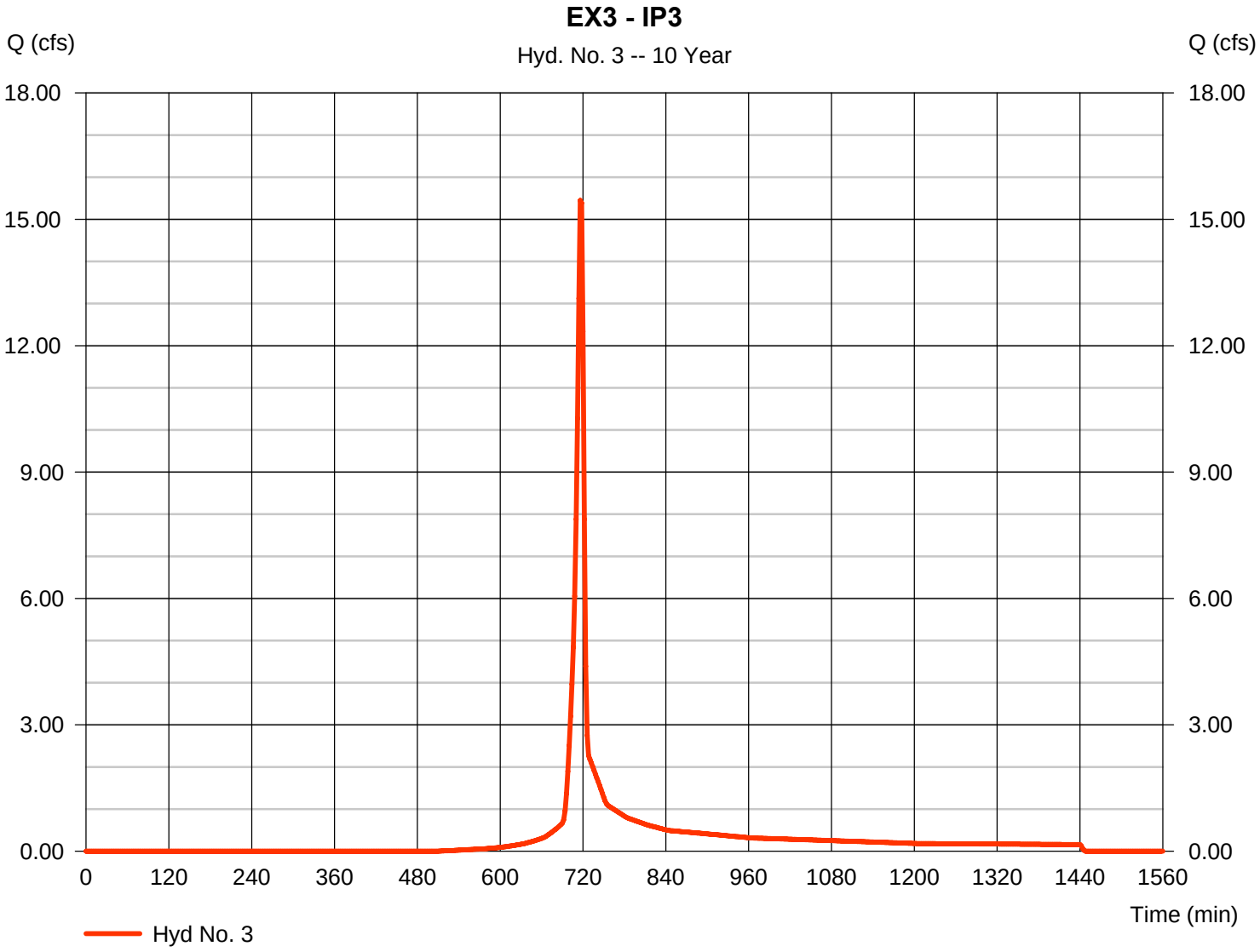


Hydrograph Report

Hyd. No. 3

EX3 - IP3

Hydrograph type	=	SCS Runoff	Peak discharge	=	15.45 cfs
Storm frequency	=	10 yrs	Time to peak	=	716 min
Time interval	=	2 min	Hyd. volume	=	31,201 cuft
Drainage area	=	4.000 ac	Curve number	=	77
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	4.60 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

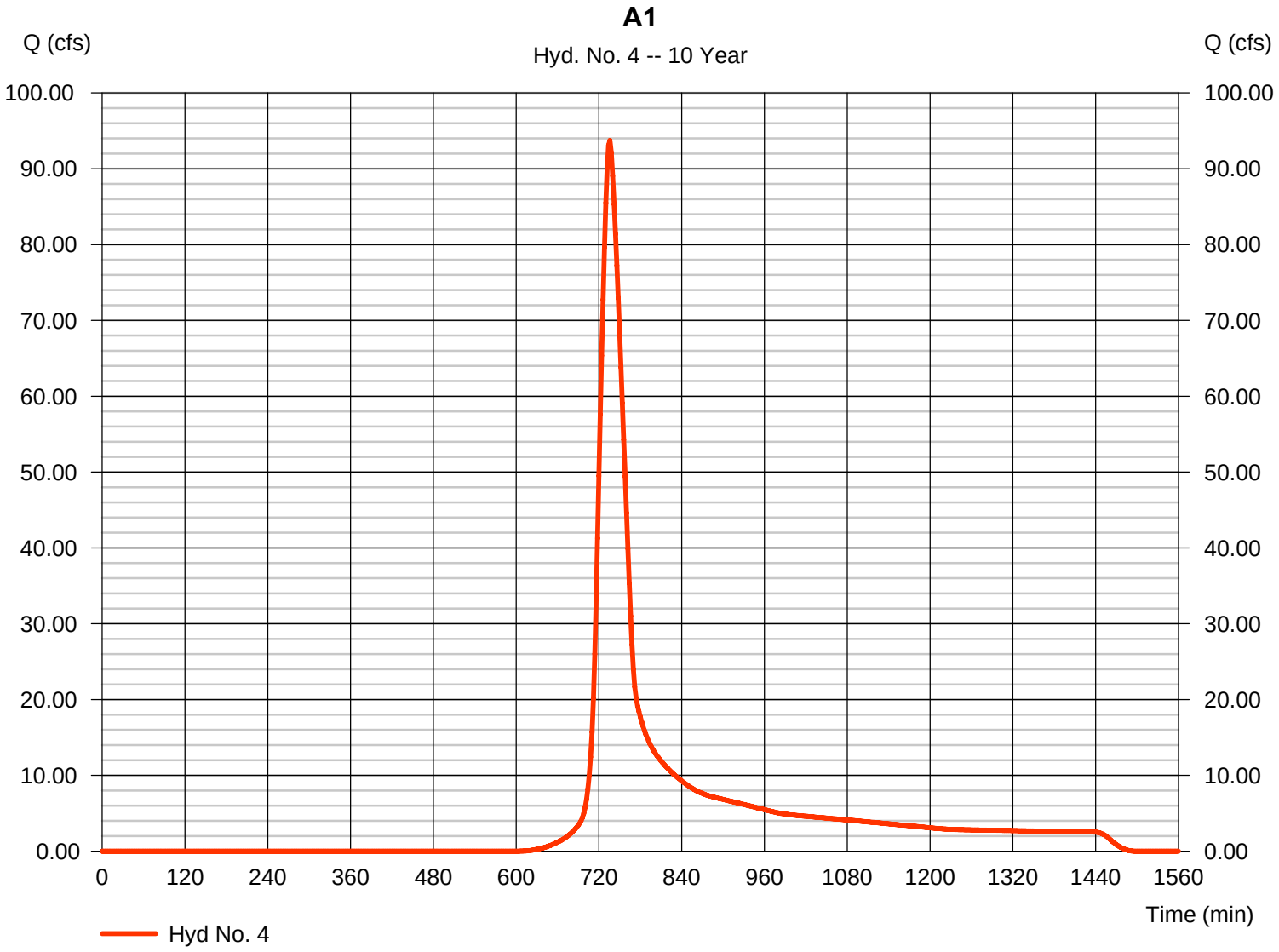


Hydrograph Report

Hyd. No. 4

A1

Hydrograph type	=	SCS Runoff	Peak discharge	=	93.73 cfs
Storm frequency	=	10 yrs	Time to peak	=	736 min
Time interval	=	2 min	Hyd. volume	=	438,697 cuft
Drainage area	=	67.200 ac	Curve number	=	71
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	TR55	Time of conc. (Tc)	=	35.00 min
Total precip.	=	4.60 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

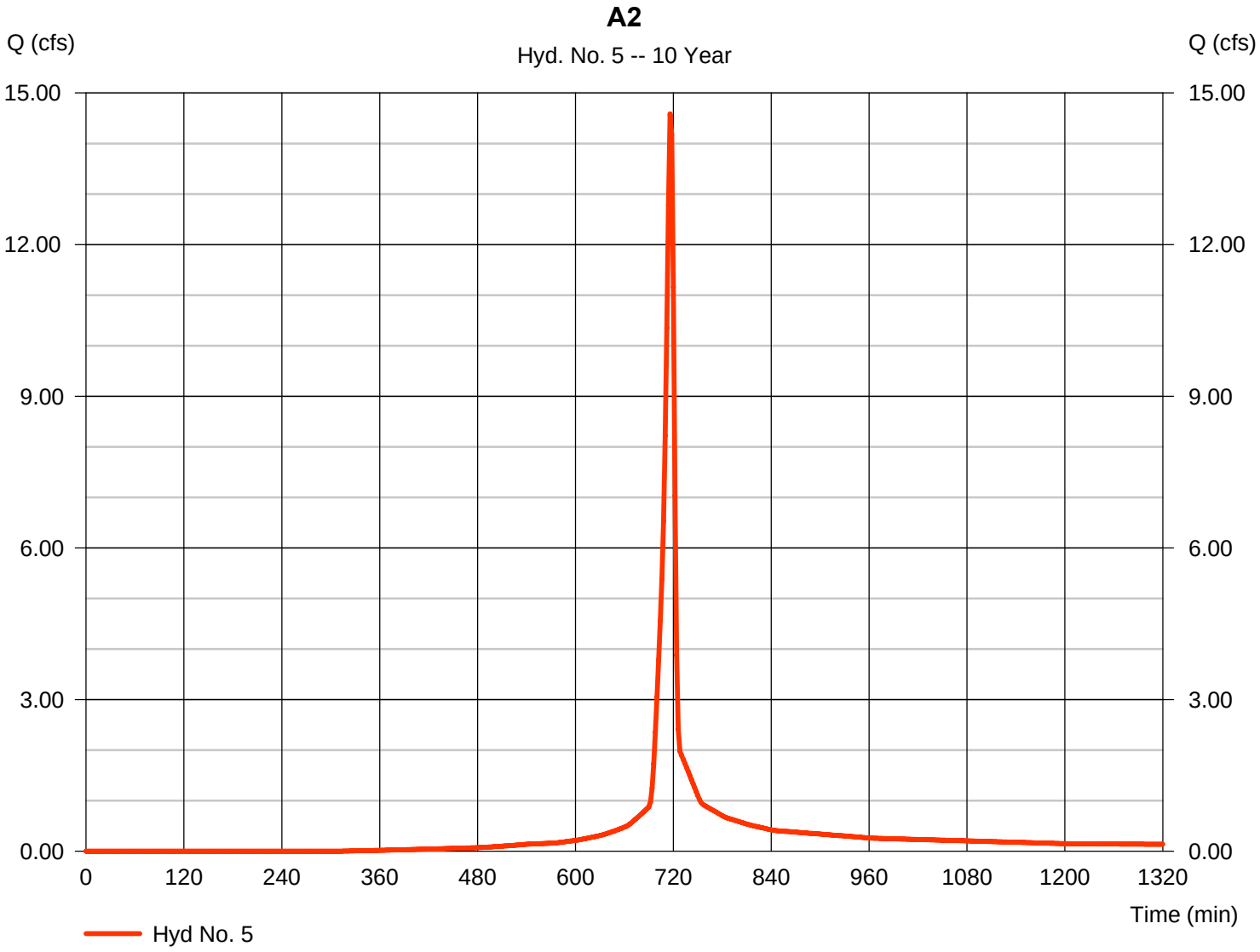


Hydrograph Report

Hyd. No. 5

A2

Hydrograph type	=	SCS Runoff	Peak discharge	=	14.59 cfs
Storm frequency	=	10 yrs	Time to peak	=	716 min
Time interval	=	2 min	Hyd. volume	=	30,417 cuft
Drainage area	=	2.800 ac	Curve number	=	87
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	4.60 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



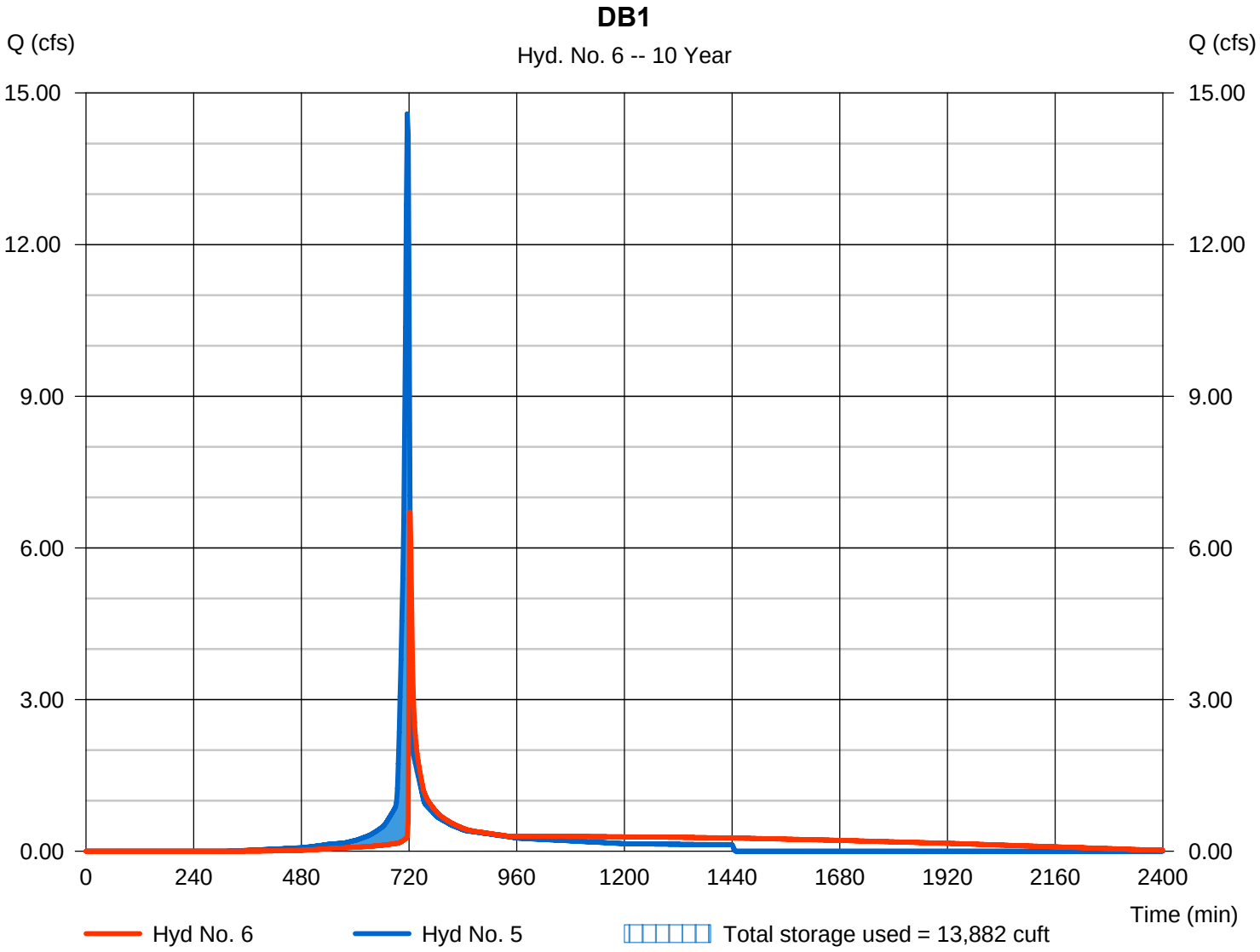
Hydrograph Report

Hyd. No. 6

DB1

Hydrograph type	=	Reservoir	Peak discharge	=	6.707 cfs
Storm frequency	=	10 yrs	Time to peak	=	722 min
Time interval	=	2 min	Hyd. volume	=	30,400 cuft
Inflow hyd. No.	=	5 - A2	Max. Elevation	=	1119.87 ft
Reservoir name	=	Gateway Pond	Max. Storage	=	13,882 cuft

Storage Indication method used.

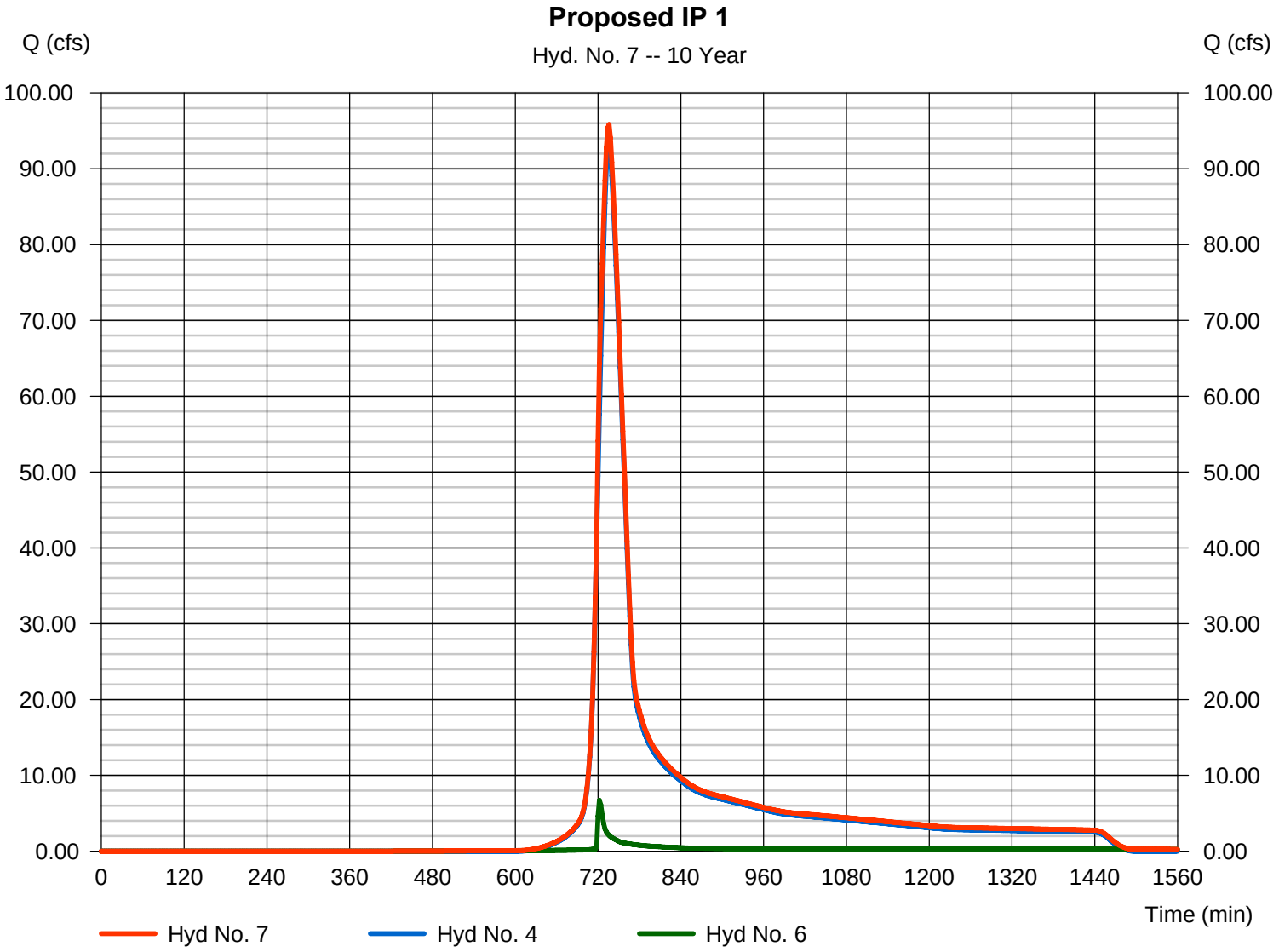


Hydrograph Report

Hyd. No. 7

Proposed IP 1

Hydrograph type	=	Combine	Peak discharge	=	95.82 cfs
Storm frequency	=	10 yrs	Time to peak	=	736 min
Time interval	=	2 min	Hyd. volume	=	469,097 cuft
Inflow hyds.	=	4, 6	Contrib. drain. area	=	67.200 ac

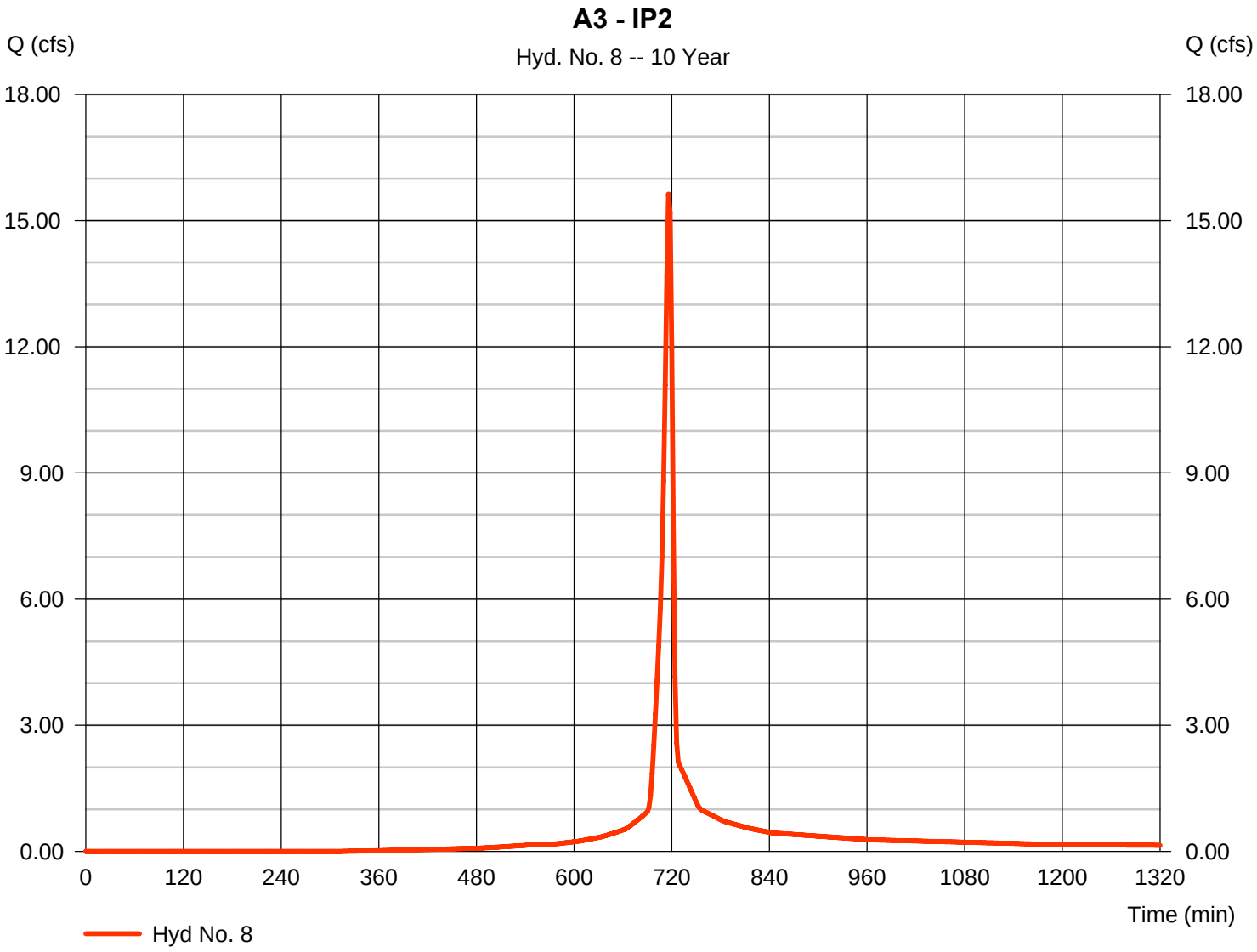


Hydrograph Report

Hyd. No. 8

A3 - IP2

Hydrograph type	=	SCS Runoff	Peak discharge	=	15.63 cfs
Storm frequency	=	10 yrs	Time to peak	=	716 min
Time interval	=	2 min	Hyd. volume	=	32,590 cuft
Drainage area	=	3.000 ac	Curve number	=	87
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	4.60 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

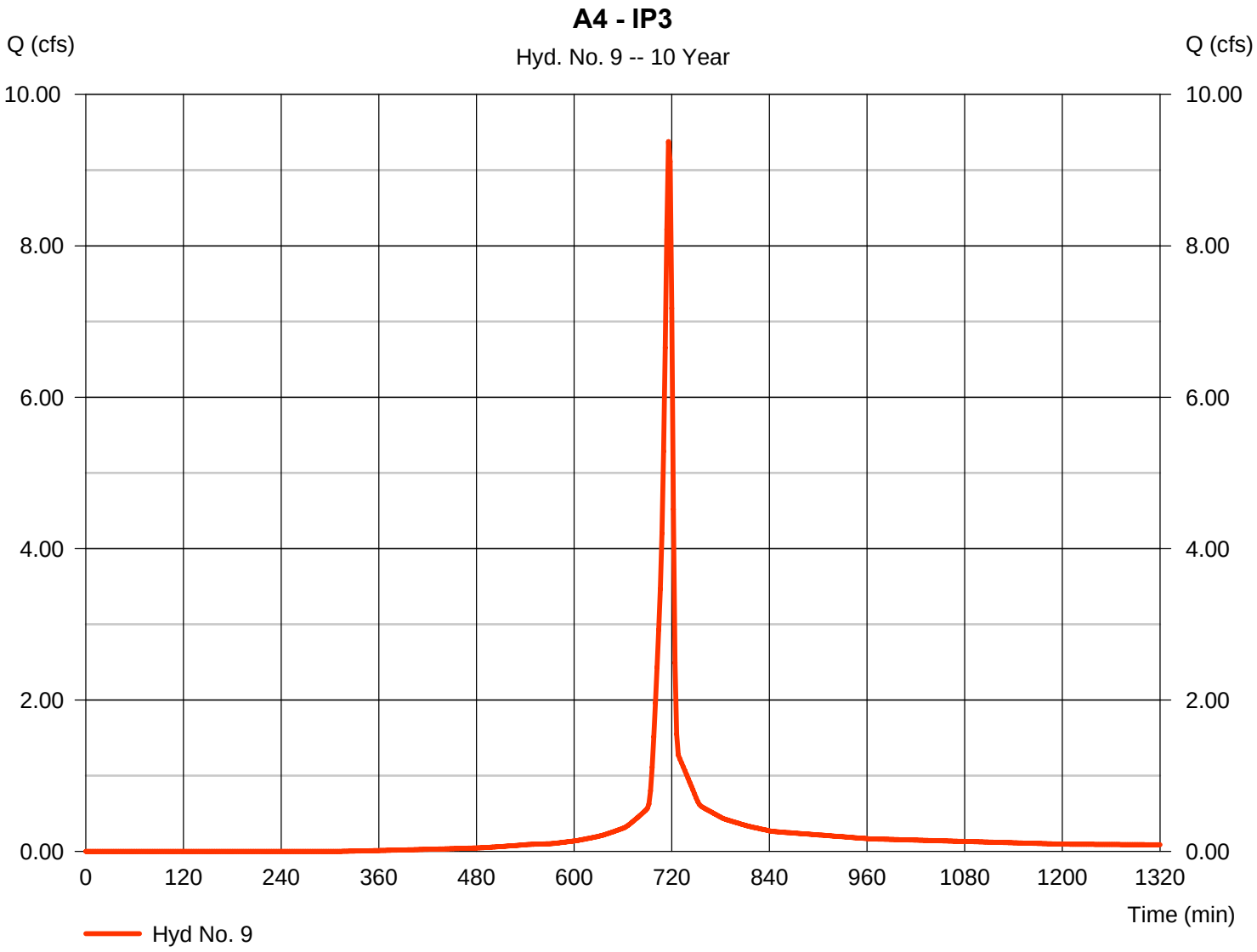


Hydrograph Report

Hyd. No. 9

A4 - IP3

Hydrograph type	=	SCS Runoff	Peak discharge	=	9.377 cfs
Storm frequency	=	10 yrs	Time to peak	=	716 min
Time interval	=	2 min	Hyd. volume	=	19,554 cuft
Drainage area	=	1.800 ac	Curve number	=	87
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	4.60 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2024

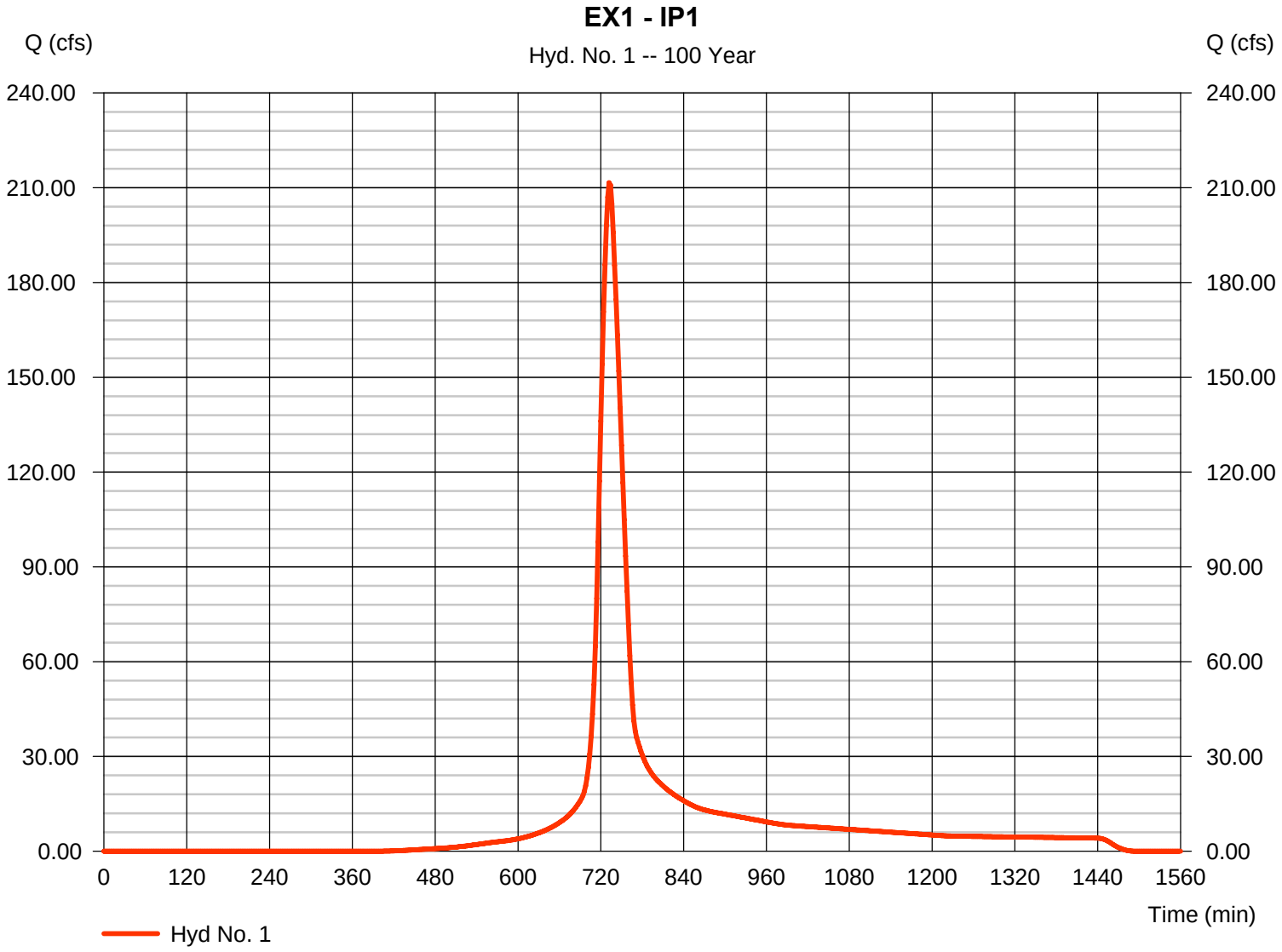
Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	211.58	2	732	914,060	------	------	------	EX1 - IP1
2	SCS Runoff	60.09	2	720	156,443	------	------	------	EX2 - IP2
3	SCS Runoff	27.27	2	716	55,773	------	------	------	EX3 - IP3
4	SCS Runoff	183.83	2	734	837,402	------	------	------	A1
5	SCS Runoff	23.06	2	716	49,451	------	------	------	A2
6	Reservoir	13.23	2	722	49,434	5	1120.72	18,546	DB1
7	Combine	190.03	2	734	886,836	4, 6	------	------	Proposed IP 1
8	SCS Runoff	24.70	2	716	52,984	------	------	------	A3 - IP2
9	SCS Runoff	14.82	2	716	31,790	------	------	------	A4 - IP3

Hydrograph Report

Hyd. No. 1

EX1 - IP1

Hydrograph type	=	SCS Runoff	Peak discharge	=	211.58 cfs
Storm frequency	=	100 yrs	Time to peak	=	732 min
Time interval	=	2 min	Hyd. volume	=	914,060 cuft
Drainage area	=	60.700 ac	Curve number	=	77
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	TR55	Time of conc. (Tc)	=	33.10 min
Total precip.	=	6.70 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

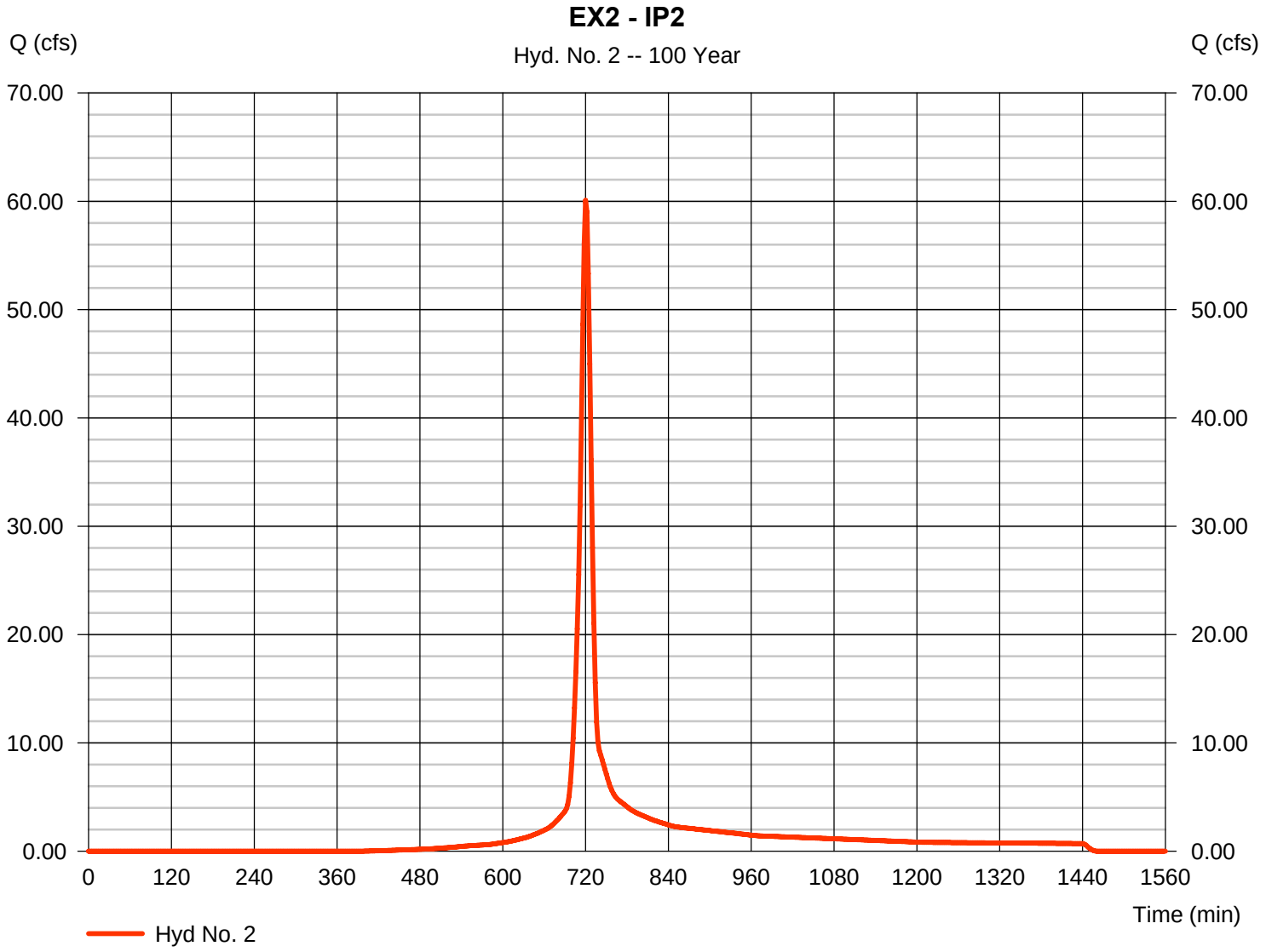


Hydrograph Report

Hyd. No. 2

EX2 - IP2

Hydrograph type	=	SCS Runoff	Peak discharge	=	60.09 cfs
Storm frequency	=	100 yrs	Time to peak	=	720 min
Time interval	=	2 min	Hyd. volume	=	156,443 cuft
Drainage area	=	10.200 ac	Curve number	=	77
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	10.00 min
Total precip.	=	6.70 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

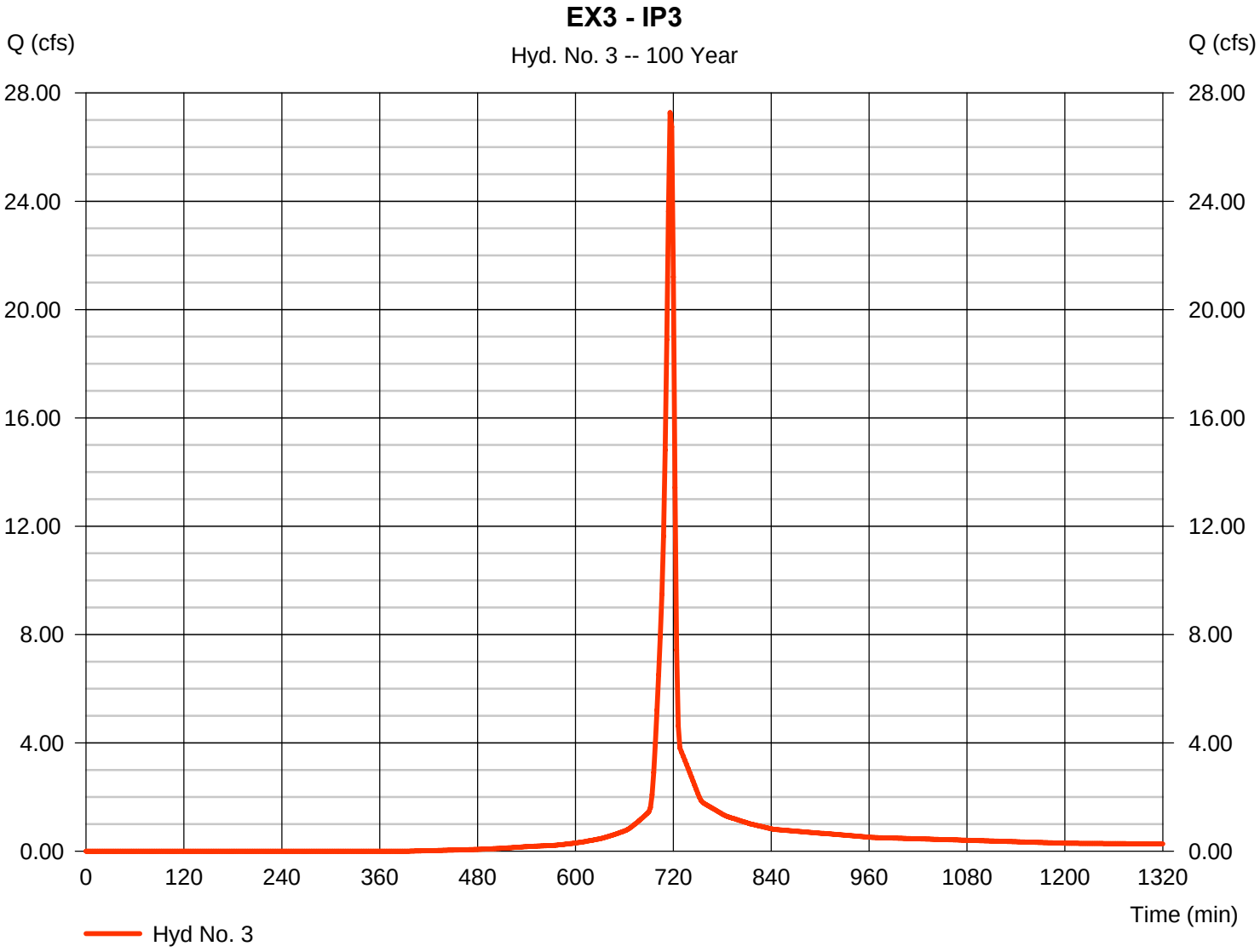


Hydrograph Report

Hyd. No. 3

EX3 - IP3

Hydrograph type	=	SCS Runoff	Peak discharge	=	27.27 cfs
Storm frequency	=	100 yrs	Time to peak	=	716 min
Time interval	=	2 min	Hyd. volume	=	55,773 cuft
Drainage area	=	4.000 ac	Curve number	=	77
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	6.70 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

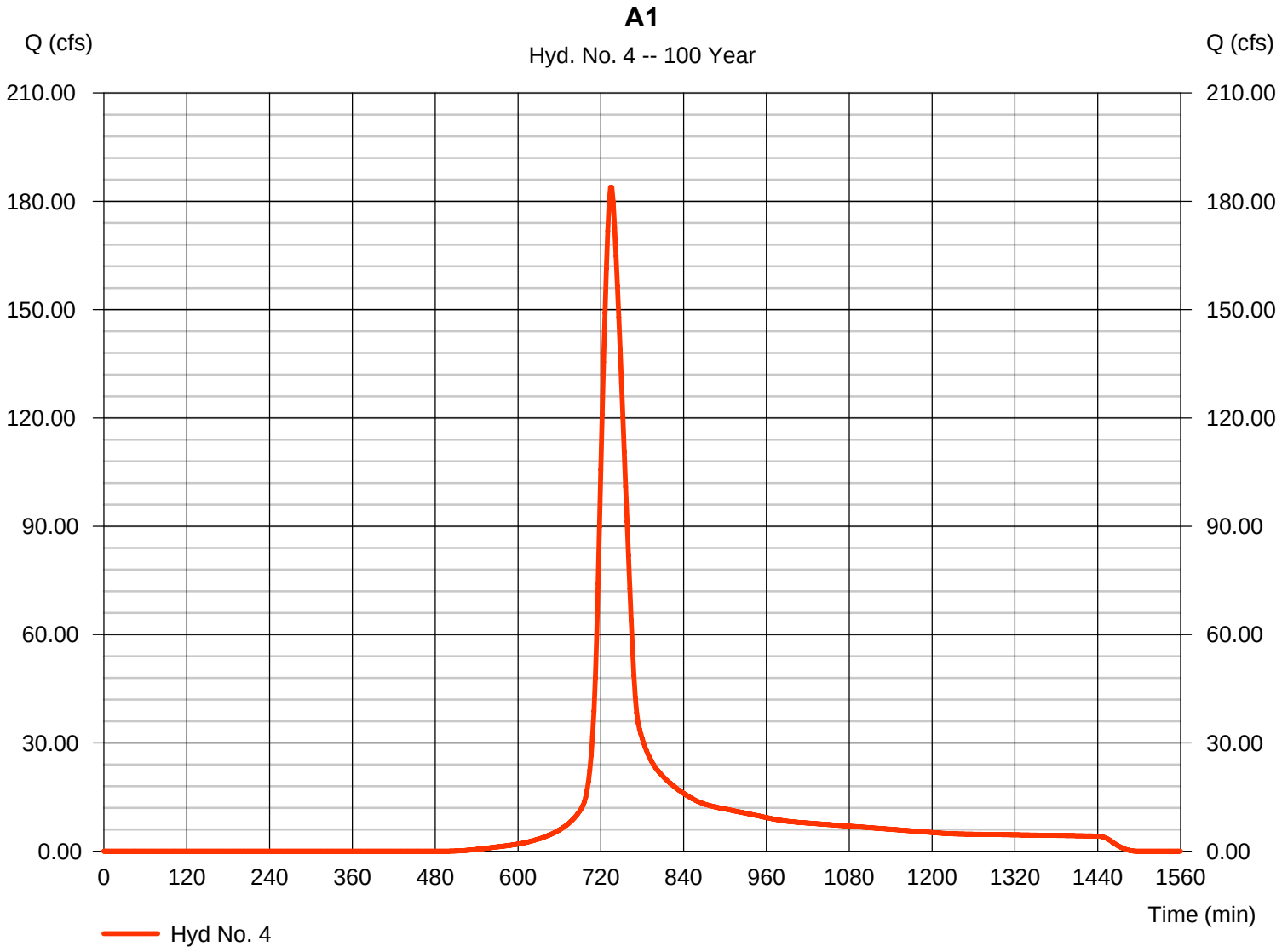


Hydrograph Report

Hyd. No. 4

A1

Hydrograph type	=	SCS Runoff	Peak discharge	=	183.83 cfs
Storm frequency	=	100 yrs	Time to peak	=	734 min
Time interval	=	2 min	Hyd. volume	=	837,402 cuft
Drainage area	=	67.200 ac	Curve number	=	71
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	TR55	Time of conc. (Tc)	=	35.00 min
Total precip.	=	6.70 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

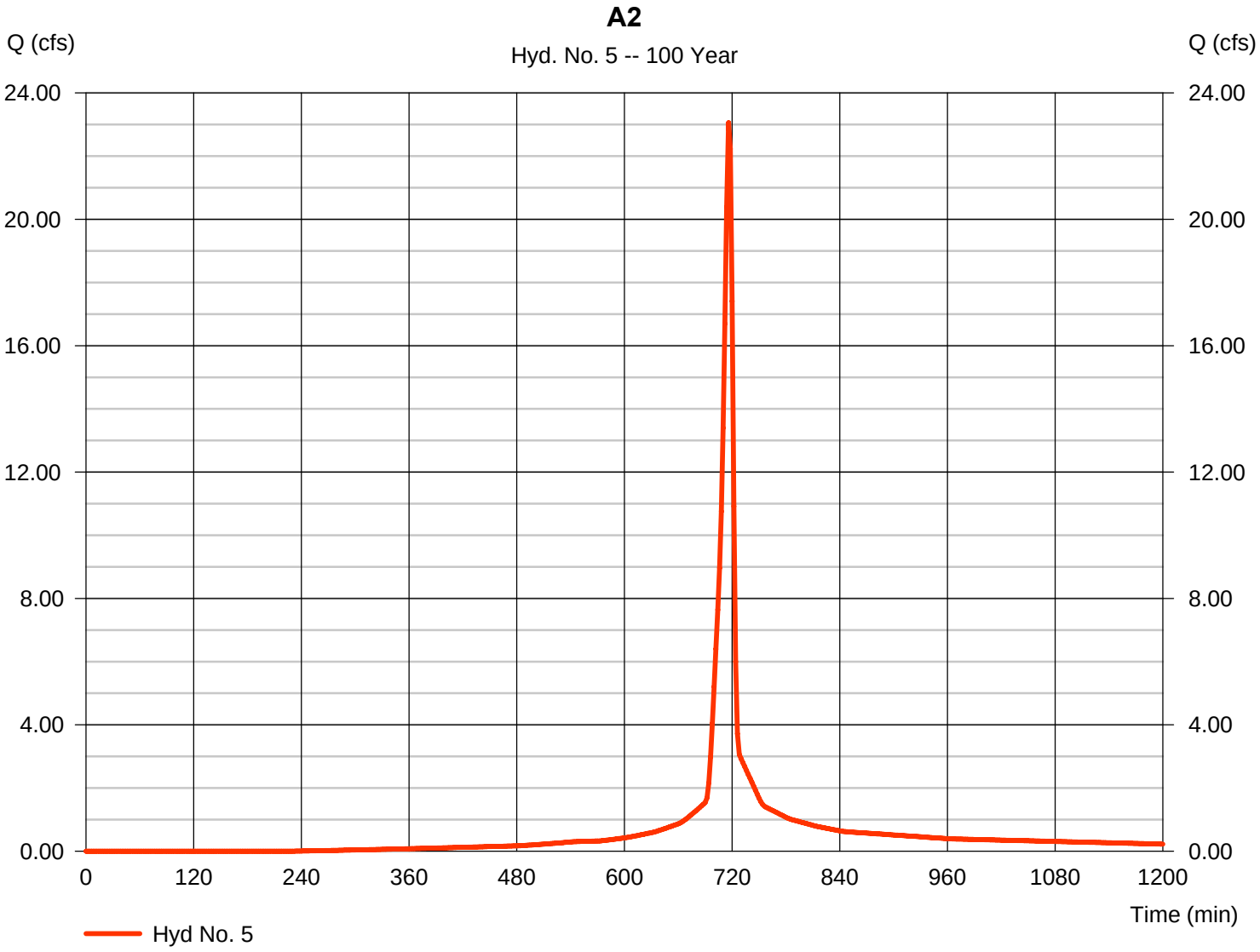


Hydrograph Report

Hyd. No. 5

A2

Hydrograph type	=	SCS Runoff	Peak discharge	=	23.06 cfs
Storm frequency	=	100 yrs	Time to peak	=	716 min
Time interval	=	2 min	Hyd. volume	=	49,451 cuft
Drainage area	=	2.800 ac	Curve number	=	87
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	6.70 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



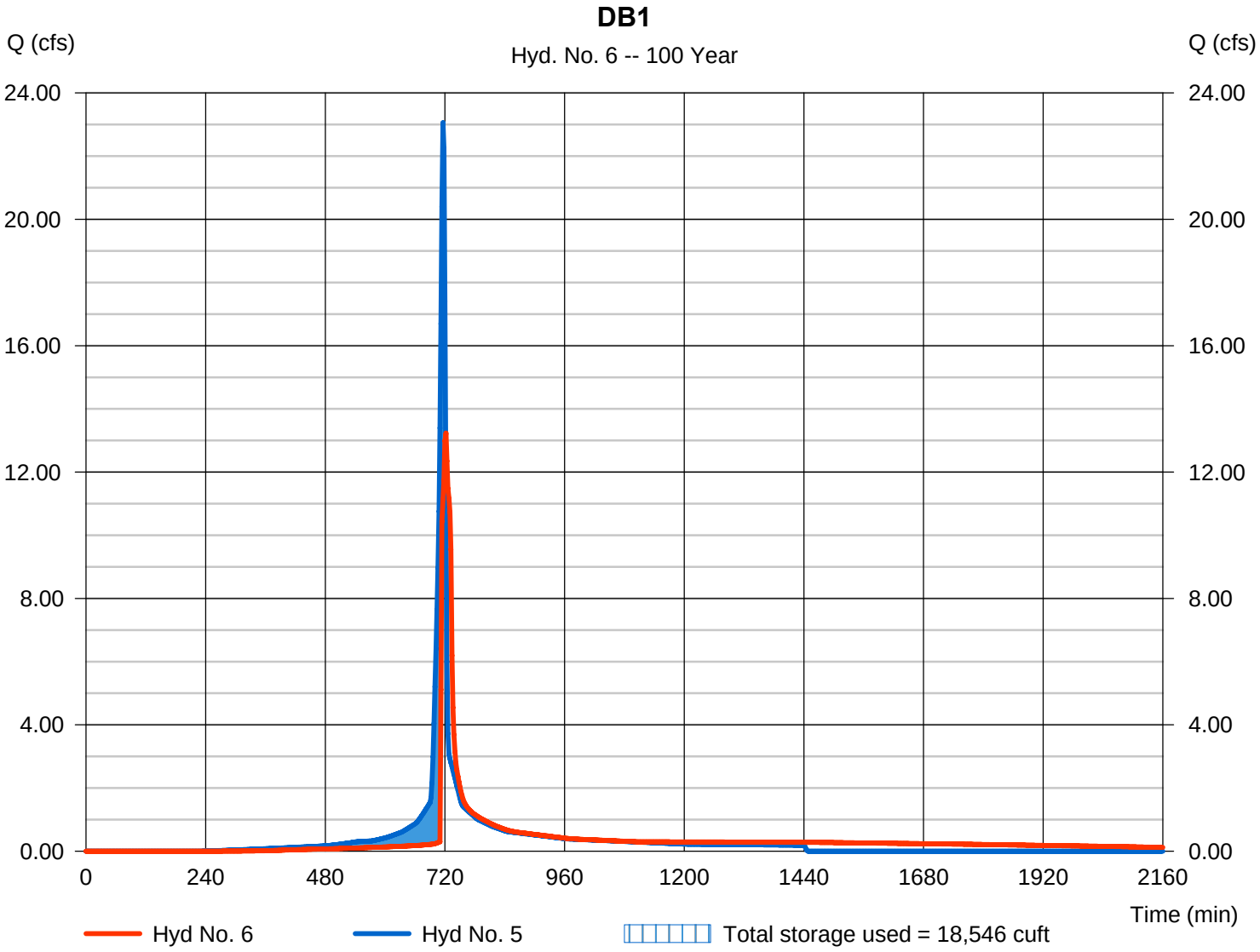
Hydrograph Report

Hyd. No. 6

DB1

Hydrograph type	=	Reservoir	Peak discharge	=	13.23 cfs
Storm frequency	=	100 yrs	Time to peak	=	722 min
Time interval	=	2 min	Hyd. volume	=	49,434 cuft
Inflow hyd. No.	=	5 - A2	Max. Elevation	=	1120.72 ft
Reservoir name	=	Gateway Pond	Max. Storage	=	18,546 cuft

Storage Indication method used.

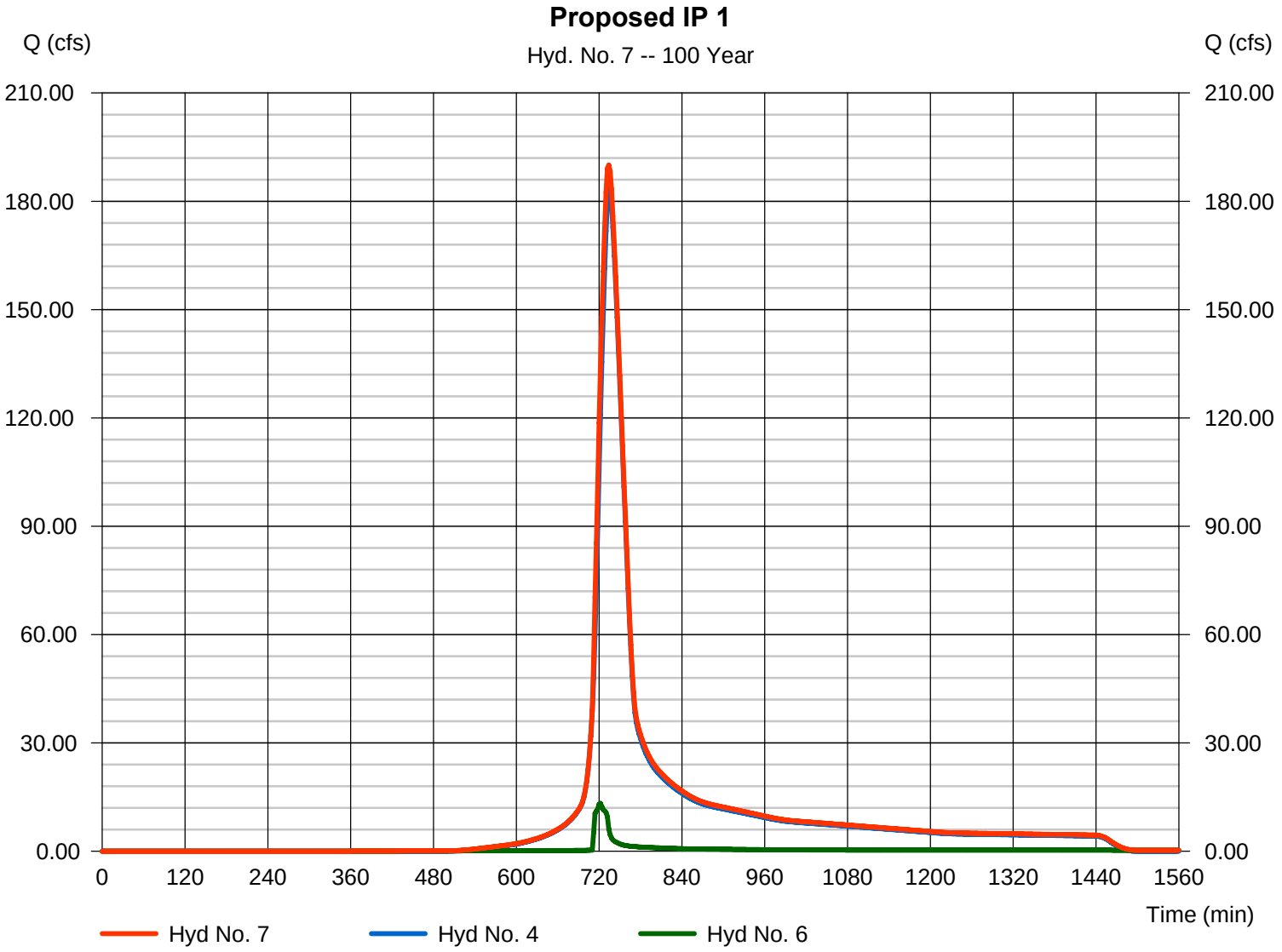


Hydrograph Report

Hyd. No. 7

Proposed IP 1

Hydrograph type	=	Combine	Peak discharge	=	190.03 cfs
Storm frequency	=	100 yrs	Time to peak	=	734 min
Time interval	=	2 min	Hyd. volume	=	886,836 cuft
Inflow hyds.	=	4, 6	Contrib. drain. area	=	67.200 ac

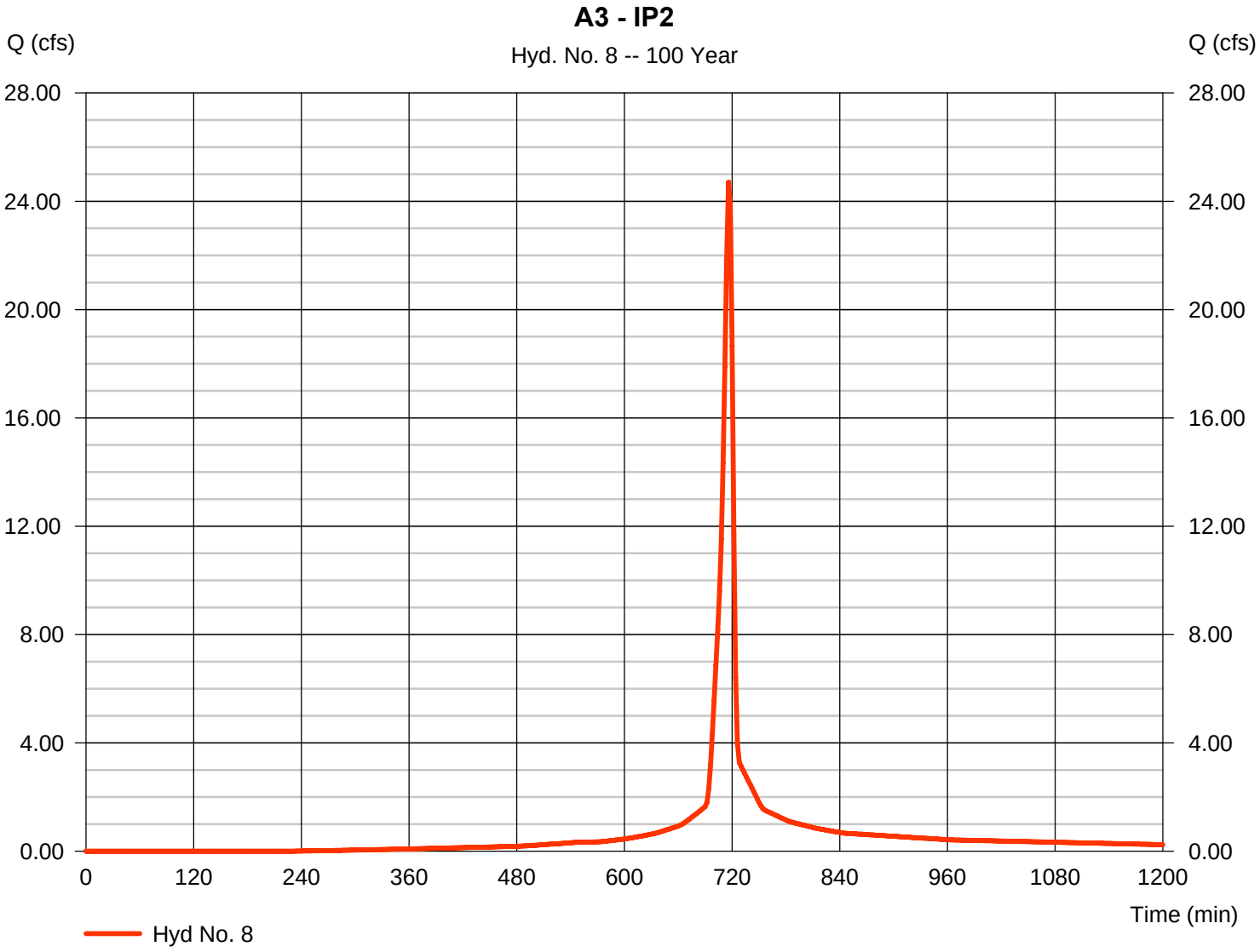


Hydrograph Report

Hyd. No. 8

A3 - IP2

Hydrograph type	=	SCS Runoff	Peak discharge	=	24.70 cfs
Storm frequency	=	100 yrs	Time to peak	=	716 min
Time interval	=	2 min	Hyd. volume	=	52,984 cuft
Drainage area	=	3.000 ac	Curve number	=	87
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	6.70 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

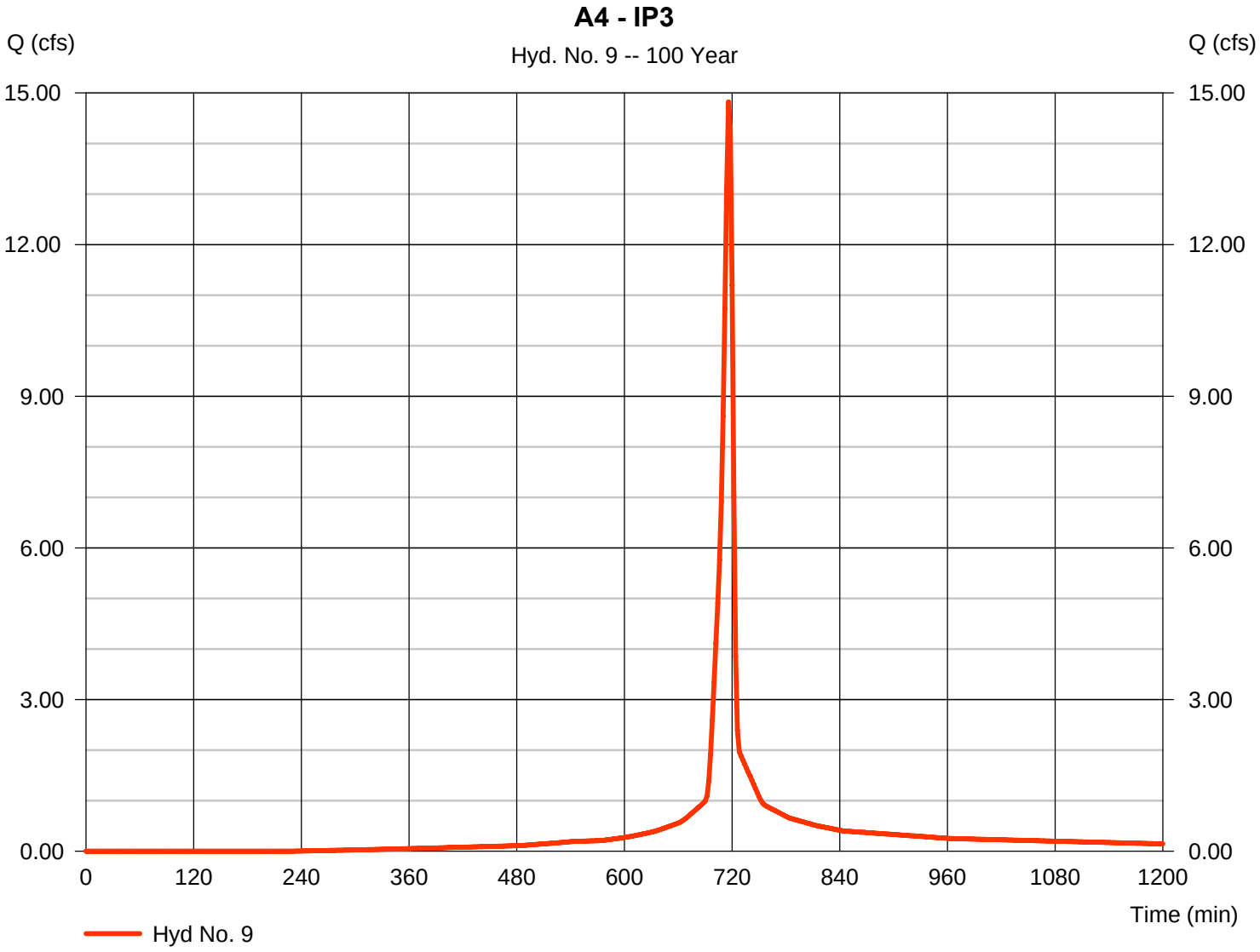


Hydrograph Report

Hyd. No. 9

A4 - IP3

Hydrograph type	=	SCS Runoff	Peak discharge	=	14.82 cfs
Storm frequency	=	100 yrs	Time to peak	=	716 min
Time interval	=	2 min	Hyd. volume	=	31,790 cuft
Drainage area	=	1.800 ac	Curve number	=	87
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	6.70 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



Hydraflow Rainfall Report

Return Period (Yrs)	Intensity-Duration-Frequency Equation Coefficients (FHA)			
	B	D	E	(N/A)
1	110.8217	18.3000	1.0108	--------
2	74.1125	11.8000	0.8974	--------
3	0.0000	0.0000	0.0000	--------
5	82.1212	10.1000	0.8627	--------
10	113.9855	12.1000	0.9024	--------
25	106.6791	11.3000	0.8449	--------
50	119.8696	11.8000	0.8406	--------
100	145.8254	12.7000	0.8636	--------

File name: Omaha.IDF

Intensity = B / (Tc + D)^E

Return Period (Yrs)	Intensity Values (in/hr)											
	5 min	10	15	20	25	30	35	40	45	50	55	60
1	4.60	3.78	3.20	2.78	2.46	2.20	1.99	1.82	1.67	1.55	1.44	1.35
2	5.89	4.66	3.87	3.32	2.91	2.60	2.35	2.14	1.97	1.83	1.71	1.60
3	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	7.90	6.17	5.09	4.35	3.81	3.40	3.07	2.81	2.58	2.40	2.24	2.10
10	8.79	6.98	5.80	4.98	4.37	3.90	3.52	3.22	2.96	2.75	2.56	2.40
25	10.09	8.05	6.74	5.81	5.13	4.60	4.18	3.83	3.54	3.29	3.08	2.90
50	11.19	8.99	7.56	6.54	5.79	5.20	4.73	4.34	4.02	3.74	3.51	3.30
100	12.19	9.84	8.28	7.18	6.35	5.70	5.18	4.75	4.40	4.09	3.83	3.60

Tc = time in minutes. Values may exceed 60.

Precip. file name: H:\Hydroflow Data\Omaha 24-hr Precip SCS.pcp

Storm Distribution	Rainfall Precipitation Table (in)							
	1-yr	2-yr	3-yr	5-yr	10-yr	25-yr	50-yr	100-yr
SCS 24-hour	0.00	3.00	0.00	3.90	4.60	5.30	6.00	6.70
SCS 6-Hr	0.00	1.80	0.00	0.00	2.60	0.00	0.00	4.00
Huff-1st	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-2nd	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-3rd	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-4th	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-Indy	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Custom	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hydraflow Table of Contents

2439-101 - Hydroflow - PCSMP 7.23.26.gpw

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2024 Thursday, 07 / 23 / 2026

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10 - Year

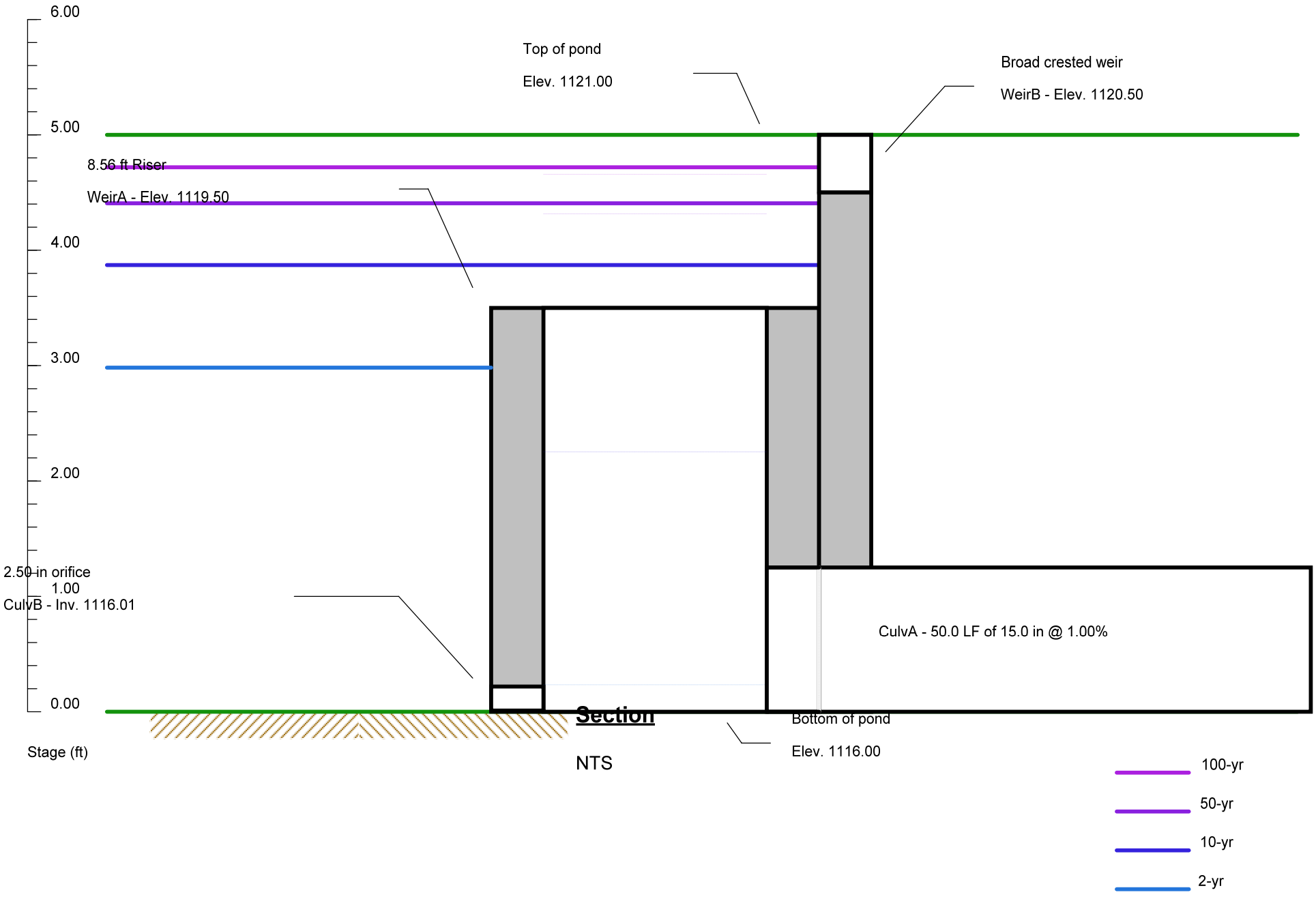
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Pond No. 2 - Gateway Pond



Inflow hydrograph = 5. SCS Runoff - A2

Hydrograph Report

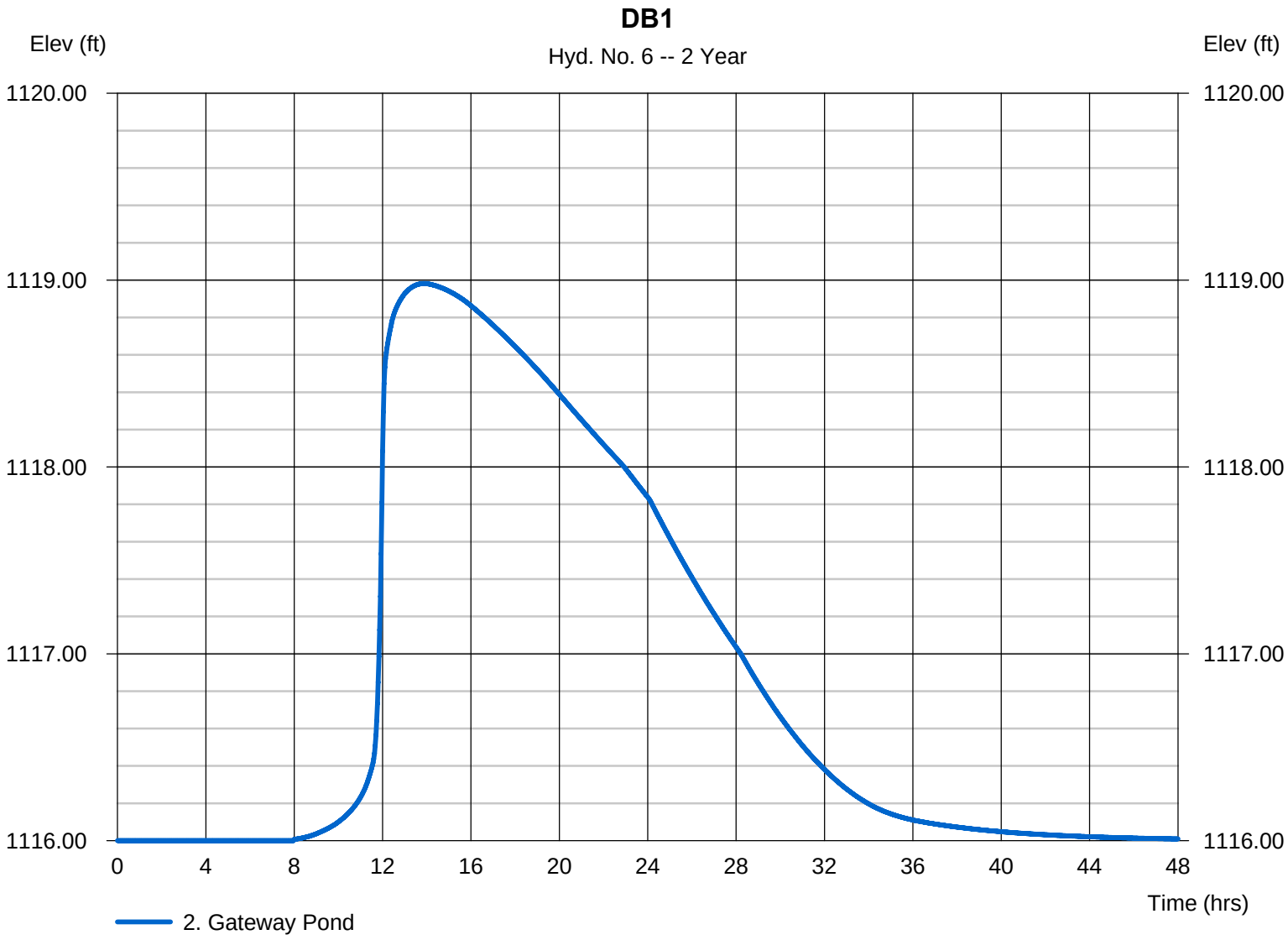
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2024 Wednesday, 07 / 22 / 2026

Hyd. No. 6

DB1

Hydrograph type	=	Reservoir	Peak discharge	=	0.272 cfs
Storm frequency	=	2 yrs	Time to peak	=	13.83 hrs
Time interval	=	2 min	Hyd. volume	=	16,554 cuft
Inflow hyd. No.	=	5 - A2	Max. Elevation	=	1118.98 ft
Reservoir name	=	Gateway Pond	Max. Storage	=	9,652 cuft

Storage Indication method used.

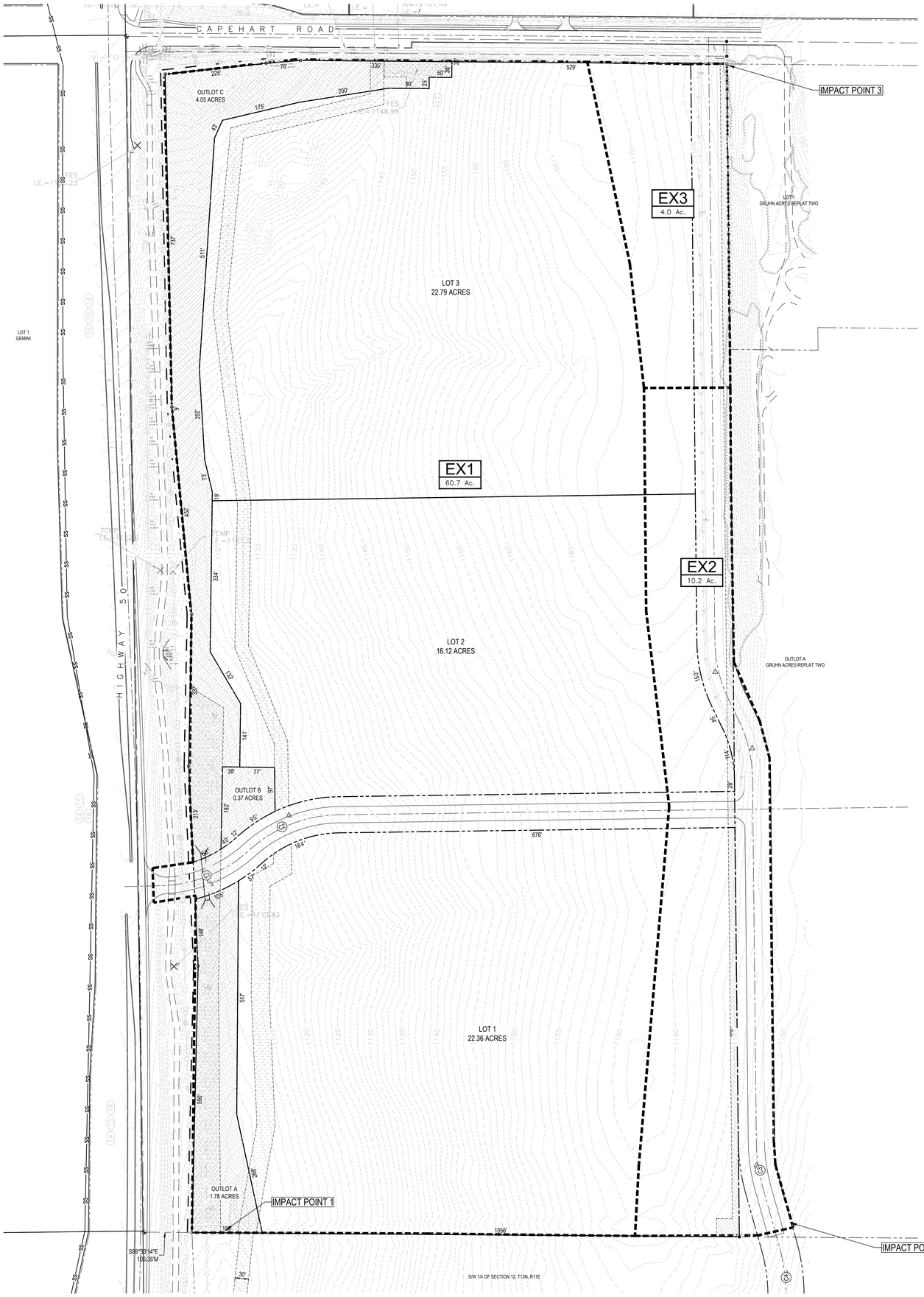


HY-8 Energy Dissipation Results

External Energy Dissipator

Parameter	Value	Units
Select Culvert and Flow		
Crossing	Culvert	
Culvert	Culvert 1	
Flow	772.00	cfs
Culvert Data		
Culvert Width (including multiple barrels)	10.0	ft
Culvert Height	7.0	ft
Outlet Depth	4.53	ft
Outlet Velocity	17.06	ft/s
Froude Number	1.14	
Tailwater Depth	4.06	ft
Tailwater Velocity	5.72	ft/s
Tailwater Slope (SO)	0.0100	
External Dissipator Data		
External Dissipator Category	Streambed Level Structures	
External Dissipator Type	Riprap Basin	
Restrictions		
Froude Number	<3	
Input Data		
Condition to be used to Compute Basin Outlet Velocity	Best Fit Curve	
D50 of the Riprap Mixture		
Note:	Minimum HS/D50 = 2 is Obtained if D50 = 0.886 ft	
D50 of the Riprap Mixture	0.886	ft
DMax of the Riprap Mixture	1.350	ft
Results		
Brink Depth	4.527	ft
Brink Velocity	17.055	ft/s
Depth (YE)	4.527	ft
Riprap Thickness	2.025	ft
Riprap Foreslope	2.7000	ft
Check HS/D50		
Note:	OK if HS/D50 > 2.0	
HS/D50	2.003	
HS/D50 Check	HS/D50 is OK	
Check D50/YE		
Note:	OK if 0.1 < D50/YE < 0.7	

Check D50/YE	0.196	
D50/YE Check	D50/YE is OK	
Basin Length (LB)	40.000	ft
Basin Width	36.667	ft
Apron Length	10.000	ft
Pool Length	30.000	ft
Pool Depth (HS)	1.774	ft
TW/YE	0.897	
Tailwater Depth (TW)	4.060	ft
Average Velocity with TW	4.246	ft/s
Critical Depth (Yc)	2.295	ft
Average Velocity with Yc	8.154	ft/s
Downstream Riprap for High TW		
Distance: 1 LB		
Velocity	14.663	ft/s
Size	1.401	ft
Distance: 2 LB		
Velocity	9.834	ft/s
Size	0.630	ft
Distance: 3 LB		
Velocity	6.537	ft/s
Size	0.279	ft
Distance: 4 LB		
Velocity	4.893	ft/s
Size	0.156	ft



SPRINGFIELD GATEWAY PARK

LOTS 1 - 3, AND OUTLOTS A - C

SARPY COUNTY, NEBRASKA



VICINITY MAP

LEGAL DESCRIPTION

LOTS 1–3, AND OUTLOTS A – C; BEING A PLATTING OF THE W1/2 OF THE NW1/4 OF SECTION 12, T13N, R11E OF THE 6TH P.M., SARPY COUNTY, NEBRASKA.

ENGINEER

THOMPSON, DREESSEN & DORNER
10836 OLD MILL ROAD
OMAHA, NEBRASKA 68154
PHONE: 402-330-8860

APPLICANT

SCANNELL PROPERTIES LLC
1600 GENESSEE ST., SUITE 232
KANSAS CITY, MO 64102

NOTES

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4. GAS SHALL BE PROVIDED BY METROPOLITAN UTILITIES DISTRICT.
5. POWER SHALL BE PROVIDED FROM THE OMAHA PUBLIC POWER DISTRICT.
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LEGEND

EXISTING CONTOURS

PROPOSED DRAINAGE AREA

N

0' 50' 100'

TD2 engineering & surveying

thompson, dreessen & dorner, inc.
10836 Old Mill Rd
Omaha, NE 68154
p.402.330.8860 www.td2co.com
dba: TD2 Engineering and Surveying
NE CA-0199

Project Name

Springfield Gateway Park

Project Location

14305 Capehart Road
Springfield, Nebraska

Client Name

Scannell Properties #829, LLC

Professional Seal

Revision Dates

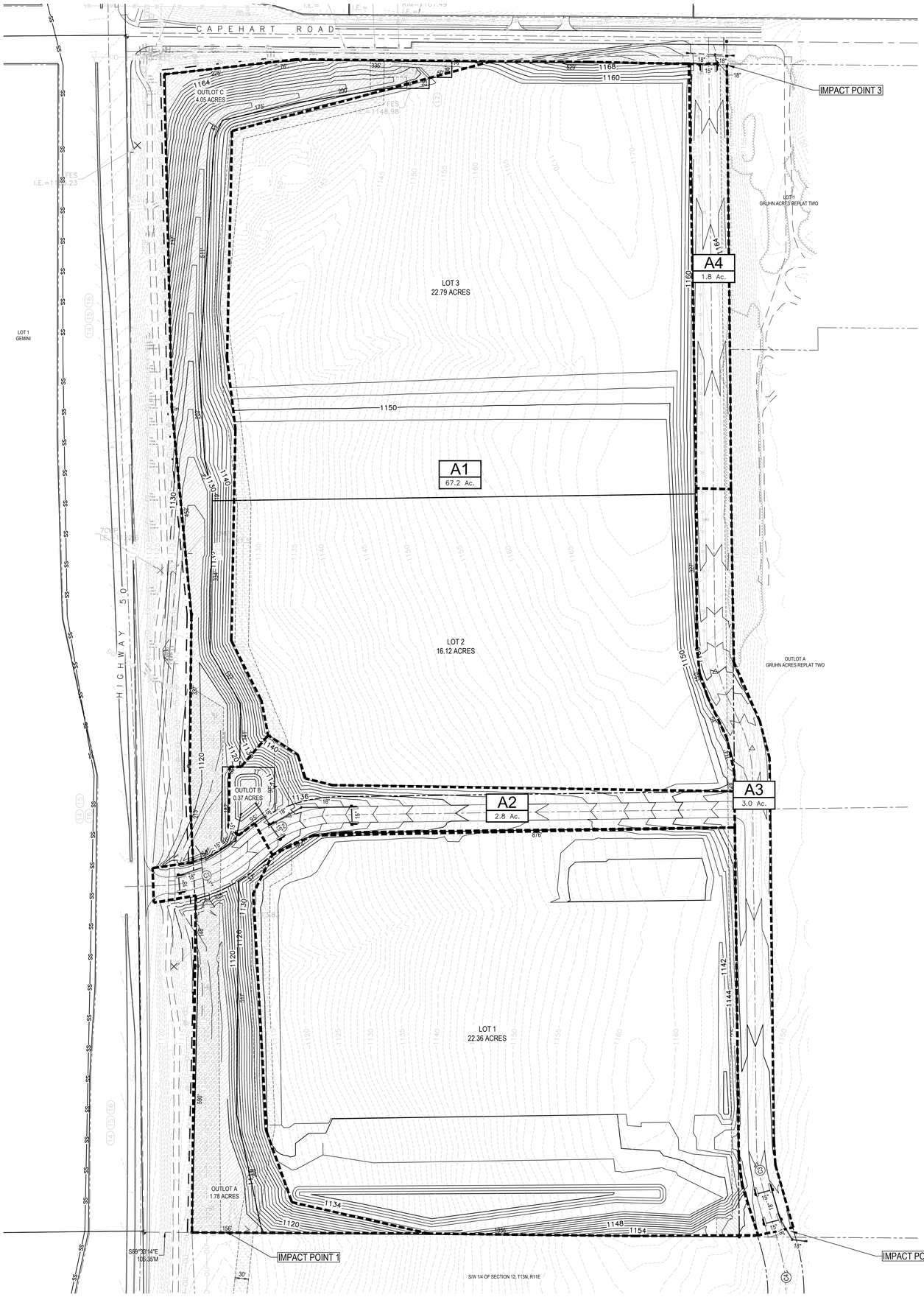
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Drawn By: MEM Reviewed By: DEK
Job No.: 2439-101 Date: 8/3/2026

Sheet Title

Existing Drainage Map

Sheet Number



SPRINGFIELD GATEWAY PARK

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SARPY COUNTY, NEBRASKA



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APPLICANT

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LEGEND

- EXISTING CONTOURS
- PROPOSED CONTOURS
- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER EASEMENT
- PROPOSED STORM SEWER, AND DRAINAGE EASEMENT
- PROPOSED POWER EASEMENT
- EXISTING INGRESS/EGRESS EASEMENT
- EXISTING DRAINAGE EASEMENT
- PROPOSED DRAINAGE AREA

N

0' 50' 100'

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thompson, dreessen & dorner, inc.
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p.402.330.8860 www.td2co.com
dba: TD2 Engineering and Surveying
NE CA-0199

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Springfield Gateway Park

Project Location

14305 Capehart Road
Springfield, Nebraska

Client Name

Scannell Properties #829, LLC

Professional Seal

Revision Dates

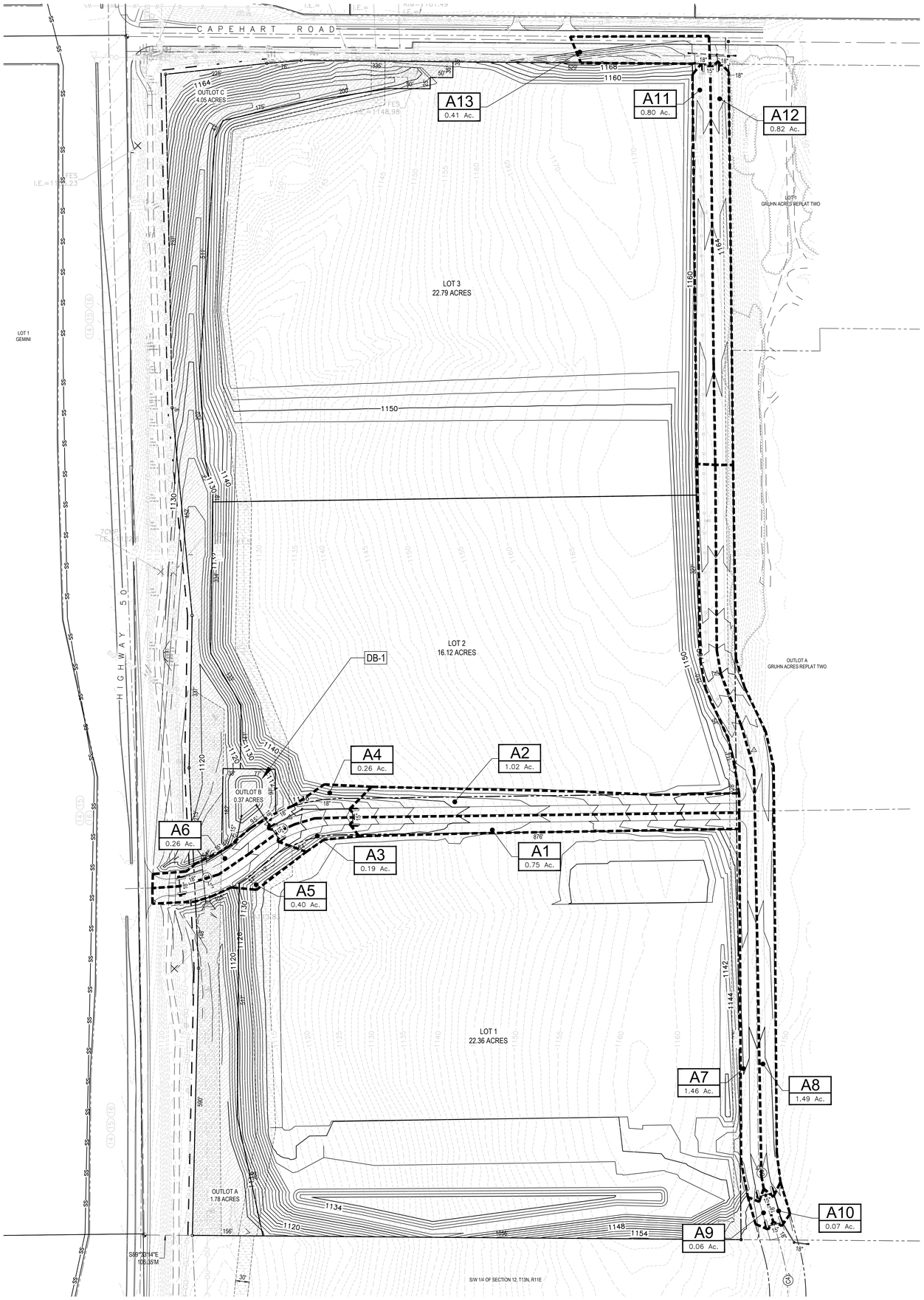
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Job No.: 2439-101 Date: 8/3/2026

Sheet Title

PCSMP Drainage Map

Sheet Number



SPRINGFIELD GATEWAY PARK

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SARPY COUNTY, NEBRASKA



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0' 50' 100'

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NE CA-0199

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Springfield
Gateway Park

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14305 Capehart Road
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Client Name

Scannell Properties
#829, LLC

Professional Seal

Revision Dates

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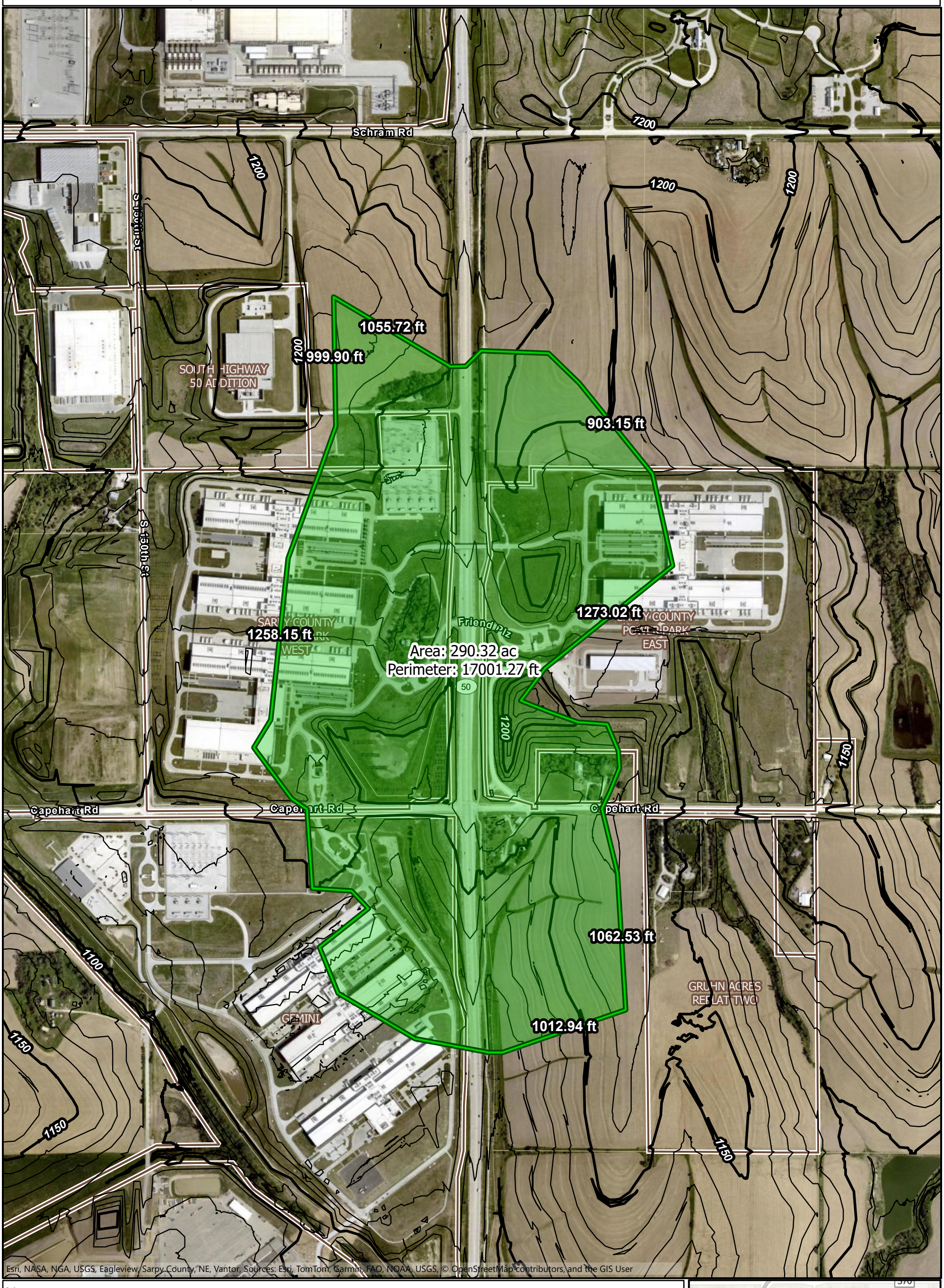
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Storm Sewer
Drainage Map

Sheet Number

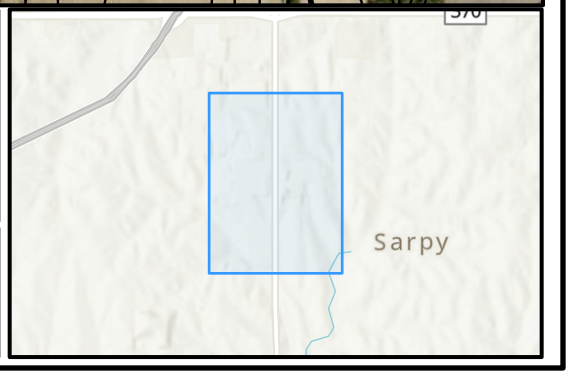
SARPY COUNTY NEBRASKA

Map Title



Esri, NASA, NGA, USGS, Eagleview, Sarpy County, NE, Vantor, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User

Notes



0 920 1840 2760 3680 ft

Map Scale 1 : 11232

N

This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the source records and information sources to ascertain the usability of the information.

Name of Addition **Springfield Gateway Park - Total (For Reference Only)** SID # **New**

Source and Use of Funds: (Provide a separate sheet for the preliminary plat and for each final plat phase.)

	Proposed Improvements Quantity		Construction Cost	Total Cost	General Obligation	Special Assessed	Financing Reimbursable	Private
Storm Sewer								
Storm Sewer	990	LF	$516,900	$725,800	$725,800			
PCSMP Acquisition	0.36	AC.	$28,800	$28,800	$0			
Sanitary Sewer								
SCCWWA Sewer Fees	61	AC.	$1,836,900	$2,026,400	$1,339,400 [4]			
Outfall (With Easements)	5,030	LF	$746,600	$1,032,700	$1,032,700		$321,700 [3]	
Interior		LF						
Paving		-						
Exterior (Capehart Rd 3rd Lane)	930	SY	$123,800	$171,300	$171,300 [5]			
Capehart Road Contribution	1	LS	$192,349	$226,972	$226,972 [8]			
Interior	16,272	SY	$1,592,500	$2,099,000	$1,165,700		$636,400 [9]	$933,300
City Review Fee	1	LS	$50,500	$50,500				$50,500
Springfield ASIP Fee	1	LS	$153,150	$153,150 [7]				$153,150
Sidewalks								
Interior Sidewalks	230	SY	$19,700	$24,300	$4,400			
Capehart Rd Sidewalks	730	SY	$42,200	$58,400	$58,400			
Water								
Interior	3,700	LF	$1,102,500	$1,283,700				$1,283,700
Pioneer Main Fee	1	LS	$420,500	$467,000	$328,200			
Exterior								
Electricity	61.26	AC.	$353,900	$428,100				$428,100
Gas	1	LS	$539,400	$741,000	$741,000 [6]			
Total			$7,719,699	$9,517,122	$5,793,872		$958,100	$2,848,750

[1] Total cost includes engineering fees and administrative fees
[2] Attach a statement of assumptions as basis for preliminary projections.
[3] Outfall services 138 acres and proposed project uses 75 acres of service; therefore, 46% of outfall shall be reimbursed by future connections to outfall built by Springfield Gateway Park.
[4] 100% of SCCWWA Sewer Fees shall be paid by the SID as a General Obligation expense.
[5] Includes widening Capehart Rd to three lanes along the frontage of Springfield Gateway Park
[6] Includes approx. 9,200 LF of exterior gas main construction
[7] 50% of ASIP Fee to be paid prior to platting ($2,500/ac.)
[8] Reimbursement to Sarpy County for previously constructed 3rd lane on Capehart Road
[9] 50% of the cost of 141st Street to be reimbursed by development of the adjacent property to the east.

G.O. Debt Less GO Reimbursements $ 4,835,772
Valuation $ 87,385,000
Debt Ratio 5.53%

Date: August 3, 2026

Name of Addition **Springfield Gateway Park - Phase 1** SID # **New**

Source and Use of Funds: (Provide a separate sheet for the preliminary plat and for each final plat phase.)

	Proposed Improvements Quantity		Construction Cost	Total Cost	General Obligation	Special Assessed	Financing Reimbursable	Private
Storm Sewer								
Storm Sewer	800	LF	$459,500	$646,500	$646,500			
PCSMP Acquisition	0.36	AC.	$28,800	$28,800				28,800
Sanitary Sewer								
SCCWWA Sewer Fees	22.91	AC.	$687,000	$687,000				$687,000
Outfall (With Easements)	3,030	LF	$505,500	$699,200	$699,200		$321,700 [3]	
Interior		LF						
Paving								
Exterior (Capehart Rd 3rd Lane)		SY						
Capehart Road Contribution		LS						
Interior	9,699	SY	$942,900	$1,239,200	$576,000		$247,400 [6]	$663,200 [7]
City Review Fee	1	LS	$26,300	$26,300				$26,300
Springfield ASIP Fee	1	LS	$57,275	$57,275 [5]				$57,275
Sidewalks								
Interior Sidewalks	230	SY	$16,500	$19,900				$19,900
Capehart Rd Sidewalks		SY						
Water								
Interior	2,500	LF	$787,500	$952,900				$952,900
Pioneer Main Fee	1	LS	$138,800	$138,800				$138,800
Exterior								
Electricity	22.91	AC.	$132,400	$160,100				$160,100
Gas	1	LS	$178,000	$207,300	$207,300 [4]			
Total			$3,960,475	$4,863,275	$2,129,000		$569,100	$2,734,275

[1] Total cost includes engineering fees and administrative fees
[2] Attach a statement of assumptions as basis for preliminary projections.
[3] Outfall services 138 acres and proposed project uses 75 acres of service; therefore, 46% of outfall shall be reimbursed by future connections to outfall built by Springfield Gateway Park.
[4] Includes approx. 9,200 LF of exterior gas main construction
[5] 50% of ASIP Fee to be paid prior to platting ($2,500/ac.)
[6] 50% of the cost of 141st Street to be reimbursed by development of the adjacent property to the east.
[7] Includes $125,500 of GO cost

G.O. Debt Less GO Reimbursements $ 1,559,900
Valuation $ 33,750,000
Debt Ratio 4.62%

Date: August 3, 2026

PRELIMINARY COST ESTIMATE - Phase 1
Springfield Gateway Park
TD2 NO: 2439-101
DATE: 08/03/2026
SID: New

ITEM OF WORK	UNIT	QUANTITY	UNIT PRICE	AMOUNT
SANITARY SEWER				
6-inch Stub San. Swr. w/ Crushed Rock Bedding	LF	0	$60.00	$0.00
8-inch Main Line San. Swr. w/ Crushed Rock Bedding	LF	0	$60.00	$0.00
Directional Bore 8" PVC	LF	0	$160.00	$0.00
18-inch O.D. Welded Steel Casing	LF	0	$150.00	$0.00
Bore and Jack 18-inch O.D. Welded Steel Casing	LF	0	$600.00	$0.00
Wyes or Slants	EA	0	$250.00	$0.00
54" I.D. Sanitary Sewer Manhole	VF	0	$700.00	$0.00
Standard Ring & Cover	EA	0	$1,200.00	$0.00
Tap Existing Manhole/Stub	EA	0	$2,000.00	$0.00
Crushed Rock, Unstable Trench	TON	0	$100.00	$0.00
Geotextile Fabric, Unstable Trench	SY	0	$6.00	$0.00
Lift Station w/ Backup Generator	LS	0	$400,000.00	$0.00
4" PVC DR 14 Force Main w/ Tracer Wire	LF	0	$38.00	$0.00
Subtotal (5% Contingency)				$0.00
Engineering Fees, 21%				$0.00
Legal Fees, 5%				$0.00
Warrant Interest, 1 Yrs. @ 7%				$0.00
Subtotal				$0.00
Warrant Fee, 4%				$0.00
Total				$0.00
SANITARY SEWER OUTFALL				
Mobilization	LS	1	$25,000.00	$25,000.00
Directional Bore PVC Siphon (10")	LF	0	$150.00	$0.00
8-inch San. Swr. w/ Crushed Rock Bedding	LF	3030	$60.00	$181,800.00
15-inch San. Swr. w/ Crushed Rock Bedding	LF	0	$110.00	$0.00
Bore and Jack 18-inch O.D. Welded Steel Casing	LF	0	$650.00	$0.00
54" I.D. Sanitary Sewer Manhole	VF	150	$700.00	$105,000.00
Standard Ring & Cover	EA	10	$1,200.00	$12,000.00
Tap Existing Manhole/Stub	EA	1	$5,000.00	$5,000.00
Dewatering, If Necessary	LS	1	$10,000.00	$10,000.00
Crushed Rock, Unstable Trench	TON	100	$100.00	$10,000.00
Geotextile Fabric, Unstable Trench	SY	100	$6.00	$600.00
Seeding/Matting	SY	15000	$2.00	$30,000.00
Geotech Report	LS	0	$20,000.00	$0.00
Topographic Survey	LS	0	$20,000.00	$0.00
Permanent Easement	ACRE	1.40	$50,000.00	$70,000.00
Temporary Easement	ACRE	3.20	$10,000.00	$32,000.00
Subtotal (5% Contingency)				$505,470.00
Engineering Fees, 21%				$106,148.70
Legal Fees, 5%				$25,273.50
Warrant Interest, 1 Yrs. @ 7%				$35,382.90
Subtotal				$672,275.10
Warrant Fee, 4%				$26,891.00
Total				$699,166.10

PAVEMENT, MINOR (SPECIAL ASSESS)

Mobilizaton	LS	1	$25,000.00	$25,000.00
7-inch PCC Pavement	SY	0	$55.00	$0.00
9-inch PCC Pavement	SY	4740	$80.00	$379,200.00
Subgrade Preparation	CY	1900	$10.00	$19,000.00
5" Wide (White) Striping	LF	0	$5.50	$0.00
5" Wide (Yellow) Striping	LF	0	$5.50	$0.00
12" Wide (White) Striping	LF	0	$14.00	$0.00
Preformed Pavement Marking Symbol	EA	0	$1,000.00	$0.00
Adjust Manhole	EA	0	$500.00	$0.00
Street Signs	EA	0	$300.00	$0.00
Subtotal (5% Contingency)				$444,360.00
Engineering Fees, 21%				$93,315.60
Legal Fees, 5%				$0.00
Warrant Interest, 1 Yrs. @ 7%				$0.00
Subtotal				$537,675.60
Warrant Fee, 4%				$0.00
Total				$537,675.60

PAVEMENT, MINOR (GENERAL OBLIGATION)

Mobilizaton	LS	1	$25,000.00	$25,000.00
6-inch Median Pavement	SY	0	$70.00	$0.00
7-inch PCC Pavement	SY	0	$55.00	$0.00
9-inch PCC Pavement	SY	4959	$80.00	$396,711.11
Subgrade Preparation	CY	1984	$10.00	$19,835.56
Adjust Manhole	EA	1	$1,000.00	$1,000.00
5" Wide (White) Striping	LF	150	$5.00	$750.00
5" Wide (Yellow) Striping	LF	5900	$5.00	$29,500.00
12" Wide (White) Striping	LF	0	$14.00	$0.00
Preformed Pavement Marking Symbol	EA	2	$1,000.00	$2,000.00
Pavement Removal	SY	0	$30.00	$0.00
Street Signs	EA	0	$500.00	$0.00
Subtotal (5% Contingency)				$498,536.50
Engineering Fees, 21%				$104,692.67
Legal Fees, 5%				$24,926.83
Warrant Interest, 1 Yrs. @ 7%				$39,882.92
Subtotal				$668,038.91
Warrant Fee, 4%				$33,401.95
Total				$701,440.86

PAVEMENT, MAJOR (CAPEHART ROAD)

Traffic Control and Mobilization	LS	0	$25,000.00	$0.00
Pavement Removal	SY	0	$20.00	$0.00
6-inch Median Pavement	SY	0	$40.00	$0.00
7-inch PCC Pavement	SY	0	$45.00	$0.00
9-inch PCC Pavement	SY	0	$80.00	$0.00
Common Excavation	CY	0	$10.00	$0.00
Adjust Manhole	EA	0	$300.00	$0.00
5" Wide (White) Striping	LF	0	$5.00	$0.00
5" Wide (Yellow) Striping	LF	0	$5.00	$0.00
12" Wide (White) Striping	LF	0	$14.00	$0.00
Curb Inlets	EA	0	$3,500.00	$0.00
Seeding and Matting, Erosion Items	SY	0	$2.00	$0.00
30-inch RCP Storm Sewer	LF	0	$200.00	$0.00
Subtotal (5% Contingency)				$0.00
Engineering Fees, 21%				$0.00
Legal Fees, 5%				$0.00
Warrant Interest, 1 Yrs. @ 7%				$0.00
Subtotal				$0.00
Warrant Fee, 4%				$0.00
Total				$0.00

WATER INTERIOR				
Interior Water Mains	LF	2500.0	$300.00	$750,000.00
Interior Water Mains Master Fee	AC			$0.00
Connection Charges	LS			$0.00
Subtotal (5% Contingency)				$787,500.00
Engineering Fees, 21%				$165,375.00
Legal Fees, 5%				$0.00
Warrant Interest, 1 Yrs. @ 7%				$0.00
Subtotal				$952,875.00
Warrant Fee, 4%				$0.00
Total				$952,875.00

WATER PIONEER MAIN FEE				
Pioneer Main Fee	L.S.	0.3	$420,438.00	$138,744.54
Connection Charge	LS	0.0		$0.00
Subtotal (0% Contingency)				$138,744.54
Engineering Fees, 0%				$0.00
Legal Fees, 5%				$0.00
Warrant Interest, 1 Yrs. @ 7%				$0.00
Subtotal				$138,744.54
Warrant Fee, 4%				$0.00
Total				$138,744.54

WATER EXTERIOR				
Exterior Water Mains	LF		$150.00	$0.00
Connection Charges	LS			$0.00
Subtotal (5% Contingency)				$0.00
Engineering Fees, 21%				$0.00
Legal Fees, 5%				$0.00
Warrant Interest, 1 Yrs. @ 8%				$0.00
Subtotal				$0.00
Warrant Fee, 4%				$0.00
Total				$0.00

GAS

Total				$177,969.00
Subtotal (0% Contingency)				$177,969.00
Engineering Fees, 0%				$0.00
Legal Fees, 5%				$8,898.45
Warrant Interest, 1 Yrs. @ 7%				$12,457.83
Subtotal				$199,325.28
Warrant Fee, 4%				$7,973.01
Total				$207,298.29
POWER				
Single Family Lots	EA	0	$1,500.00	$0.00
Comm/Industrial Backbone	AC	22.91	$5,500.00	$126,005.00
Subtotal (5% Contingency)				$132,305.25
Engineering Fees, 21%				$27,784.10
Legal Fees, 5%				$0.00
Warrant Interest, 1 Yrs. @ 7%				$0.00
Subtotal				$160,089.35
Warrant Fee, 4%				$0.00
Total				$160,089.35
STORM SEWER (GENERAL OBLIGATION)				
15-inch RCP Storm Sewer	LF	300	$60.00	$18,000.00
18-inch RCP Storm Sewer	LF	500	$70.00	$35,000.00
24-inch RCP Storm Sewer	LF	0	$85.00	$0.00
30-inch RCP Storm Sewer	LF	0	$120.00	$0.00
36-inch RCP Storm Sewer	LF	0	$150.00	$0.00
42-inch RCP Storm Sewer	LF	0	$215.00	$0.00
48-inch RCP Storm Sewer	LF	0	$275.00	$0.00
54-inch RCP Storm Sewer	LF	0	$325.00	$0.00
60-inch RCP Storm Sewer	LF	0	$380.00	$0.00
72-inch RCP Storm Sewer	LF	0	$450.00	$0.00
84-inch RCP Storm Sewer	LF	0	$500.00	$0.00
Storm Manhole, 54-inch I.D.	EA	3	$8,000.00	$24,000.00
Storm Manhole, 60-inch I.D.	EA	0	$10,000.00	$0.00
Storm Manhole, 72-inch I.D.	EA	0	$12,000.00	$0.00
Storm Manhole, 84-inch I.D.	EA	0	$15,000.00	$0.00

Storm Manhole, 96-inch I.D.	EA	0	$18,000.00	$0.00
Storm Manhole, 120-inch I.D.	EA	0	$25,000.00	$0.00
Standard Ring and Cover	EA	3	$1,200.00	$3,600.00
Curb Inlets	EA	10	$5,500.00	$55,000.00
Area Inlets	EA	0	$5,500.00	$0.00
Flared End Sections	EA	2	$6,000.00	$12,000.00
10' X 7' Box Culvert w/ Wingwalls	LF	110	$2,500.00	$275,000.00
Rip Rap	TON	0	$110.00	$0.00
Embankment for Box Culvert	CY	0	$12.00	$0.00
Culvert Tree Clearing	LS	0	$10,000.00	$0.00
Temporary 48" CMP for Culvert Surcharge	LF	0	$200.00	$0.00
Sediment Basin Cleanout	LS	0	$20,000.00	$0.00
PCSMP Outlet	EA	1	$15,000.00	$15,000.00
Subtotal (5% Contingency)				$459,480.00
Engineering Fees, 21%				$96,490.80
Legal Fees, 5%				$22,974.00
Warrant Interest, 1 Yrs. @ 7%				$36,758.40
Subtotal				$615,703.20
Warrant Fee, 4%				$30,785.16
Total				$646,488.36

SIDEWALK (GENERAL OBLIGATION)

5" P.C.C. Sidewalk Pavement	SY	230	$55.00	$12,650.00
Handicap Ramps	EA	2	$1,500.00	$3,000.00
Subtotal (5% Contingency)				$16,432.50
Engineering Fees, 21%				$3,450.83
Legal Fees, 5%				$0.00
Warrant Interest, 1 Yrs. @ 7%				$0.00
Subtotal				$19,883.33
Warrant Fee, 4%				$0.00
Total				$19,883.33

SIDEWALK CAPEHART (GENERAL OBLIGATION)				
5" P.C.C. Sidewalk Pavement	SY	0	$55.00	$0.00
Handicap Ramps	EA	0	$1,500.00	$0.00
Subtotal (5% Contingency)				$0.00
Engineering Fees, 21%				$0.00
Legal Fees, 5%				$0.00
Warrant Interest, 1 Yrs. @ 7%				$0.00
Subtotal				$0.00
Warrant Fee, 4%				$0.00
Total				$0.00
PCSMP				
Land Acquisition	AC	0.36	80,000.00	28,800.00
Subtotal				28,800.00
Fees, 20%				0.00
Total				28,800.00
SEWER FEES				
Pioneer Main Fee	AC	22.91	$29,984.00	$686,933.44
Connection Charge	LS			$0.00
Subtotal (0% Contingency)				$686,933.44
Private Payment				$0.00
Subtotal				$686,933.44
Engineering Fees, 0%				$0.00
Legal Fees, 5%				$0.00
Warrant Interest, 1 Yrs. @ 7%				$0.00
Subtotal				$686,933.44
Warrant Fee, 4%				$0.00
Total				$686,933.44

Name of Addition **Springfield Gateway Park - Phase 2** SID # **New**

Source and Use of Funds: (Provide a separate sheet for the preliminary plat and for each final plat phase.)

	Proposed Improvements Quantity		Construction Cost	Total Cost	General Obligation	Special Assessed	Financing Reimbursable	Private
Storm Sewer								
Storm Sewer	190	LF	$57,400	$79,300	$79,300			
PCSMP Acquisition		AC						
Sanitary Sewer								
SCCWWA Sewer Fees	38.35	AC	$1,149,900	$1,339,400	$1,339,400 [4]			
Outfall (With Easements)	2,000	LF	$241,100	$333,500	$333,500			
Interior		LF						
Paving								
Exterior (Capehart Rd 3rd Lane)	930	SY	$123,800	$171,300	$171,300			
Capehart Road Contribution	1	LS	$192,349	$226,972	$226,972 [6]			
Interior	6,573	SY	$649,600	$859,800	$589,700		$389,000	$270,100
City Review Fee	1	LS	$24,200	$24,200				$24,200
Springfield ASIP Fee	1	LS	$95,875	$95,875 [3]				$95,875
Sidewalks								
Interior Sidewalks		SY	$3,200	$4,400	$4,400			
Capehart Rd Sidewalks	730	SY	$42,200	$58,400	$58,400			
Water								
Interior	1,200	LF	$315,000	$330,800				$330,800
Pioneer Main Fee	1	LS	$281,700	$328,200	$328,200			
Exterior								
Electricity	38.35	AC.	$221,500	$268,000				$268,000
Gas	1	LS	$361,400	$533,700	$533,700 [5]			
Total			$3,759,224	$4,653,847	$3,664,872		$389,000	$988,975

[1] Total cost includes engineering fees and administrative fees
[2] Attach a statement of assumptions as basis for preliminary projections.
[3] 50% of ASIP Fee to be paid prior to platting ($2,500/ac.)
[4] 100% of SCCWWA Sewer Fees shall be paid by the SID as a General Obligation expense.
[5] Includes approx. 9,200 LF of exterior gas main construction
[6] Reimbursement to Sarpy County for previously constructed 3rd lane on Capehart Road

G.O. Debt Less GO Reimbursements $ 3,275,872
Valuation $ 53,635,000
Debt Ratio 6.11%

Date August 3, 2026

PRELIMINARY COST ESTIMATE - Phase 2
Springfield Gateway Park
TD2 NO: 2439-101
DATE: 08/03/2026
SID: New

ITEM OF WORK	UNIT	QUANTITY	UNIT PRICE	AMOUNT
SANITARY SEWER				
6-inch Stub San. Swr. w/ Crushed Rock Bedding	LF	0	$60.00	$0.00
8-inch Main Line San. Swr. w/ Crushed Rock Bedding	LF	0	$60.00	$0.00
Directional Bore 8" PVC	LF	0	$160.00	$0.00
18-inch O.D. Welded Steel Casing	LF	0	$150.00	$0.00
Bore and Jack 18-inch O.D. Welded Steel Casing	LF	0	$600.00	$0.00
Wyes or Slants	EA	0	$250.00	$0.00
54" I.D. Sanitary Sewer Manhole	VF	0	$700.00	$0.00
Standard Ring & Cover	EA	0	$1,200.00	$0.00
Tap Existing Manhole/Stub	EA	0	$2,000.00	$0.00
Crushed Rock, Unstable Trench	TON	0	$100.00	$0.00
Geotextile Fabric, Unstable Trench	SY	0	$6.00	$0.00
Lift Station w/ Backup Generator	LS	0	$400,000.00	$0.00
4" PVC DR 14 Force Main w/ Tracer Wire	LF	0	$38.00	$0.00
Subtotal (5% Contingency)				$0.00
Engineering Fees, 21%				$0.00
Legal Fees, 5%				$0.00
Warrant Interest, 1 Yrs. @ 7%				$0.00
Subtotal				$0.00
Warrant Fee, 4%				$0.00
Total				$0.00
SANITARY SEWER OUTFALL				
Mobilization	LS	1.00	$25,000.00	$25,000.00
Directional Bore PVC Siphon (10")	LF	0	$150.00	$0.00
8-inch San. Swr. w/ Crushed Rock Bedding	LF	2000	$60.00	$120,000.00
15-inch San. Swr. w/ Crushed Rock Bedding	LF	0	$110.00	$0.00
Bore and Jack 18-inch O.D. Welded Steel Casing	LF	0	$650.00	$0.00
54" I.D. Sanitary Sewer Manhole	VF	100	$700.00	$70,000.00
Standard Ring & Cover	EA	8	$1,200.00	$9,600.00
Tap Existing Manhole/Stub	EA	1	$5,000.00	$5,000.00
Dewatering, If Necessary	LS	0	$20,000.00	$0.00
Crushed Rock, Unstable Trench	TON	0	$100.00	$0.00
Geotextile Fabric, Unstable Trench	SY	0	$6.00	$0.00
Seeding/Matting	SY	0	$2.00	$0.00
Geotech Report	LS	0	$20,000.00	$0.00
Topographic Survey	LS	0	$20,000.00	$0.00
Permanent Easement	ACRE	0	$50,000.00	$0.00
Temporary Easement	ACRE	0	$10,000.00	$0.00
Subtotal (5% Contingency)				$241,080.00
Engineering Fees, 21%				$50,626.80
Legal Fees, 5%				$12,054.00
Warrant Interest, 1 Yrs. @ 7%				$16,875.60
Subtotal				$320,636.40
Warrant Fee, 4%				$12,825.46
Total				$333,461.86

PAVEMENT, MINOR (SPECIAL ASSESS)				
Mobilizaton	LS	1	$25,000.00	$25,000.00
7-inch PCC Pavement	SY	0	$55.00	$0.00
9-inch PCC Pavement	SY	2,215	$80.00	$177,164.44
Subgrade Preparation	CY	886	$10.00	$8,858.22
5" Wide (White) Striping	LF	0	$5.50	$0.00
5" Wide (Yellow) Striping	LF	0	$5.50	$0.00
12" Wide (White) Striping	LF	0	$14.00	$0.00
Preformed Pavement Marking Symbol	EA	0	$1,000.00	$0.00
Adjust Manhole	EA	3	$500.00	$1,500.00
Street Signs	EA	0	$300.00	$0.00
Subtotal (5% Contingency)				$223,148.80
Engineering Fees, 21%				$46,861.25
Legal Fees, 5%				$0.00
Warrant Interest, 1 Yrs. @ 7%				$0.00
Subtotal				$270,010.05
Warrant Fee, 4%				$0.00
Total				$270,010.05

PAVEMENT, MINOR (GENERAL OBLIGATION)				
Mobilizaton	LS	1	$25,000.00	$25,000.00
6-inch Median Pavement	SY	0	$70.00	$0.00
7-inch PCC Pavement	SY	0	$55.00	$0.00
9-inch PCC Pavement	SY	4358	$80.00	$348,657.78
Subgrade Preparation	CY	1743	$10.00	$17,432.89
Adjust Manhole	EA	0	$1,000.00	$0.00
5" Wide (White) Striping	LF	100	$5.00	$500.00
5" Wide (Yellow) Striping	LF	2500	$5.00	$12,500.00
12" Wide (White) Striping	LF	0	$14.00	$0.00
Preformed Pavement Marking Symbol	EA	2	$1,000.00	$2,000.00
Pavement Removal	SY	0	$30.00	$0.00
Street Signs	EA	0	$500.00	$0.00
Subtotal (5% Contingency)				$426,395.20
Engineering Fees, 21%				$89,542.99
Legal Fees, 5%				$21,319.76
Warrant Interest, 1 Yrs. @ 7%				$29,847.66
Subtotal				$567,105.62
Warrant Fee, 4%				$22,684.22
Total				$589,789.84

PAVEMENT, MAJOR (CAPEHART ROAD)				
Traffic Control and Mobilization	LS	1	$25,000.00	$25,000.00
Pavement Removal	SY	0	$20.00	$0.00
6-inch Median Pavement	SY	0	$40.00	$0.00
7-inch PCC Pavement	SY	0	$45.00	$0.00
9-inch PCC Pavement	SY	930	$80.00	$74,400.00
Common Excavation	CY	380	$10.00	$3,800.00
Adjust Manhole	EA	0	$300.00	$0.00
5" Wide (White) Striping	LF	700	$10.00	$7,000.00
5" Wide (Yellow) Striping	LF	1400	$5.50	$7,700.00
12" Wide (White) Striping	LF	0	$14.00	$0.00
Curb Inlets	EA	0	$3,500.00	$0.00
Seeding and Matting, Erosion Items	SY	0	$2.00	$0.00
30-inch RCP Storm Sewer	LF	0	$200.00	$0.00
Subtotal (5% Contingency)				$123,795.00
Engineering Fees, 21%				$25,996.95
Legal Fees, 5%				$6,189.75
Warrant Interest, 1 Yrs. @ 7%				$8,665.65
Subtotal				$164,647.35
Warrant Fee, 4%				$6,585.89
Total				$171,233.24

WATER INTERIOR				
Interior Water Mains	LF	1200.0	$250.00	$300,000.00
Interior Water Mains Master Fee	AC			$0.00
Connection Charges	LS			$0.00
Subtotal (5% Contingency)				$315,000.00
Engineering Fees, 5%				$15,750.00
Legal Fees, 5%				$0.00
Warrant Interest, 1 Yrs. @ 7%				$0.00
Subtotal				$330,750.00
Warrant Fee, 4%				$0.00
Total				$330,750.00

WATER PIONEER MAIN FEE				
Pioneer Main Fee	L.S.	0.7	$420,438.00	$281,693.46
Connection Charge	LS	0.0		$0.00
Subtotal (0% Contingency)				$281,693.46
Engineering Fees, 0%				$0.00
Legal Fees, 5%				$14,084.67
Warrant Interest, 1 Yrs. @ 7%				$19,718.54
Subtotal				$315,496.68
Warrant Fee, 4%				$12,619.87
Total				$328,116.54
WATER EXTERIOR				
Exterior Water Mains	LF	0.0	$150.00	$0.00
Connection Charges	LS			$0.00
Subtotal (5% Contingency)				$0.00
Engineering Fees, 21%				$0.00
Legal Fees, 5%				$0.00
Warrant Interest, 1 Yrs. @ 7%				$0.00
Subtotal				$0.00
Warrant Fee, 4%				$0.00
Total				$0.00
GAS				
Total				$361,331.00
Subtotal (0% Contingency)				$361,331.00
Engineering Fees, 3%				$108,399.30
Legal Fees, 5%				$18,066.55
Warrant Interest, 1 Yrs. @ 7%				$25,293.17
Subtotal				$513,090.02
Warrant Fee, 4%				$20,523.60
Total				$533,613.62
POWER				
Single Family Lots	EA	0	$1,500.00	$0.00
Comm/Industrial Backbone	AC	38.35	$5,500.00	$210,925.00
Subtotal (5% Contingency)				$221,471.25
Engineering Fees, 21%				$46,508.96
Legal Fees, 5%				$0.00
Warrant Interest, 1 Yrs. @ 7%				$0.00
Subtotal				$267,980.21
Warrant Fee, 4%				$0.00
Total				$267,980.21

STORM SEWER (GENERAL OBLIGATION)				
15-inch RCP Storm Sewer	LF	40	$60.00	$2,400.00
18-inch RCP Storm Sewer	LF	150	$70.00	$10,500.00
24-inch RCP Storm Sewer	LF	0	$85.00	$0.00
30-inch RCP Storm Sewer	LF	0	$120.00	$0.00
36-inch RCP Storm Sewer	LF	0	$150.00	$0.00
42-inch RCP Storm Sewer	LF	0	$215.00	$0.00
48-inch RCP Storm Sewer	LF	0	$275.00	$0.00
54-inch RCP Storm Sewer	LF	0	$325.00	$0.00
60-inch RCP Storm Sewer	LF	0	$380.00	$0.00
72-inch RCP Storm Sewer	LF	0	$450.00	$0.00
84-inch RCP Storm Sewer	LF	0	$500.00	$0.00
Storm Manhole, 54-inch I.D.	EA	0	$8,000.00	$0.00
Storm Manhole, 60-inch I.D.	EA	0	$10,000.00	$0.00
Storm Manhole, 72-inch I.D.	EA	1	$12,000.00	$12,000.00
Storm Manhole, 84-inch I.D.	EA	0	$15,000.00	$0.00
Storm Manhole, 96-inch I.D.	EA	0	$18,000.00	$0.00
Storm Manhole, 120-inch I.D.	EA	0	$25,000.00	$0.00
Standard Ring and Cover	EA	1	$1,200.00	$1,200.00
Curb Inlets	EA	2	$5,500.00	$11,000.00
Area Inlets	EA	0	$5,500.00	$0.00
Flared End Sections	EA	2	$6,000.00	$12,000.00
10' X 7' Box Culvert w/ Wingwalls	LF	0	$2,250.00	$0.00
Rip Rap	TON	50	$110.00	$5,500.00
Embankment for Box Culvert	CY	0	$12.00	$0.00
Culvert Tree Clearing	LS	0	$10,000.00	$0.00
Temporary 48" CMP for Culvert Surcharge	LF	0	$200.00	$0.00
Sediment Basin Cleanout	LS	0	$20,000.00	$0.00
PCSMP Outlet	EA	0	$20,000.00	$0.00
Subtotal (5% Contingency)				$57,330.00
Engineering Fees, 21%				$12,039.30
Legal Fees, 5%				$2,866.50
Warrant Interest, 1 Yrs. @ 7%				$4,013.10
Subtotal				$76,248.90
Warrant Fee, 4%				$3,049.96
Total				$79,298.86

SIDEWALK (GENERAL OBLIGATION)				
5" P.C.C. Sidewalk Pavement	SY	0	$70.00	$0.00
Handicap Ramps	EA	2	$1,500.00	$3,000.00
Subtotal (5% Contingency)				$3,150.00
Engineering Fees, 21%				$661.50
Legal Fees, 5%				$157.50
Warrant Interest, 1 Yrs. @ 7%				$220.50
Subtotal				$4,189.50
Warrant Fee, 4%				$167.58
Total				$4,357.08

SIDEWALK CAPEHART (GENERAL OBLIGATION)				
5" P.C.C. Sidewalk Pavement	SY	730	$55.00	$40,150.00
Handicap Ramps	EA	0	$1,500.00	$0.00
Subtotal (5% Contingency)				$42,157.50
Engineering Fees, 21%				$8,853.08
Legal Fees, 5%				$2,107.88
Warrant Interest, 1 Yrs. @ 7%				$2,951.03
Subtotal				$56,069.48
Warrant Fee, 4%				$2,242.78
Total				$58,312.25

PCSMP				
Land Acquisition	AC	0.00	50,000.00	0.00
Subtotal				0.00
Fees, 20%				0.00
Total				0.00

SEWER FEES				
Pioneer Main Fee	AC	38.35	$29,984.00	$1,149,886.40
Connection Charge	LS			$0.00
Subtotal (0% Contingency)				$1,149,886.40
Private Payment				
Subtotal				$1,149,886.40
Engineering Fees, 0%				$0.00
Legal Fees, 5%				$57,494.32
Warrant Interest, 1 Yrs. @ 7%				$80,492.05
Subtotal				$1,287,872.77
Warrant Fee, 4%				$51,514.91
Total				$1,339,387.68

Springfield Gateway Park

Traffic Impact Analysis

Prepared for:

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August 2026

FHU Reference No. 126100-11

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1 | Introduction

1.1 Summary

This report describes a traffic impact analysis for the proposed industrial development located north of Springfield, Nebraska (NE), in Sarpy County. The site sits on the southeast corner of the intersection of Nebraska Highway 50 (N-50) with Capehart Road. The vicinity map is shown in **Figure 1**. The information used to prepare this report is based on the site layout for the proposed development provided to Felsburg Holt & Ullevig (FHU) dated June 22, 2026, and information provided by Thompson, Dreessen & Dorner, Inc (TD2) and the Nebraska Department of Transportation (NDOT).

The proposed development is anticipated to consist of light industrial and warehouse uses. Access to the site will be provided at two full access locations, one onto N-50 and one onto Capehart Road. The development is proposed to be constructed in two phases. For Phase 1 Buildout, access is only anticipated onto N-50 via Gateway Drive. With Full Buildout, a second access is proposed onto Capehart Road vis 142nd Street. Both access points are proposed to be full access. The site plan for the proposed development is shown in **Figure 2**.

1.2 Scope of Services

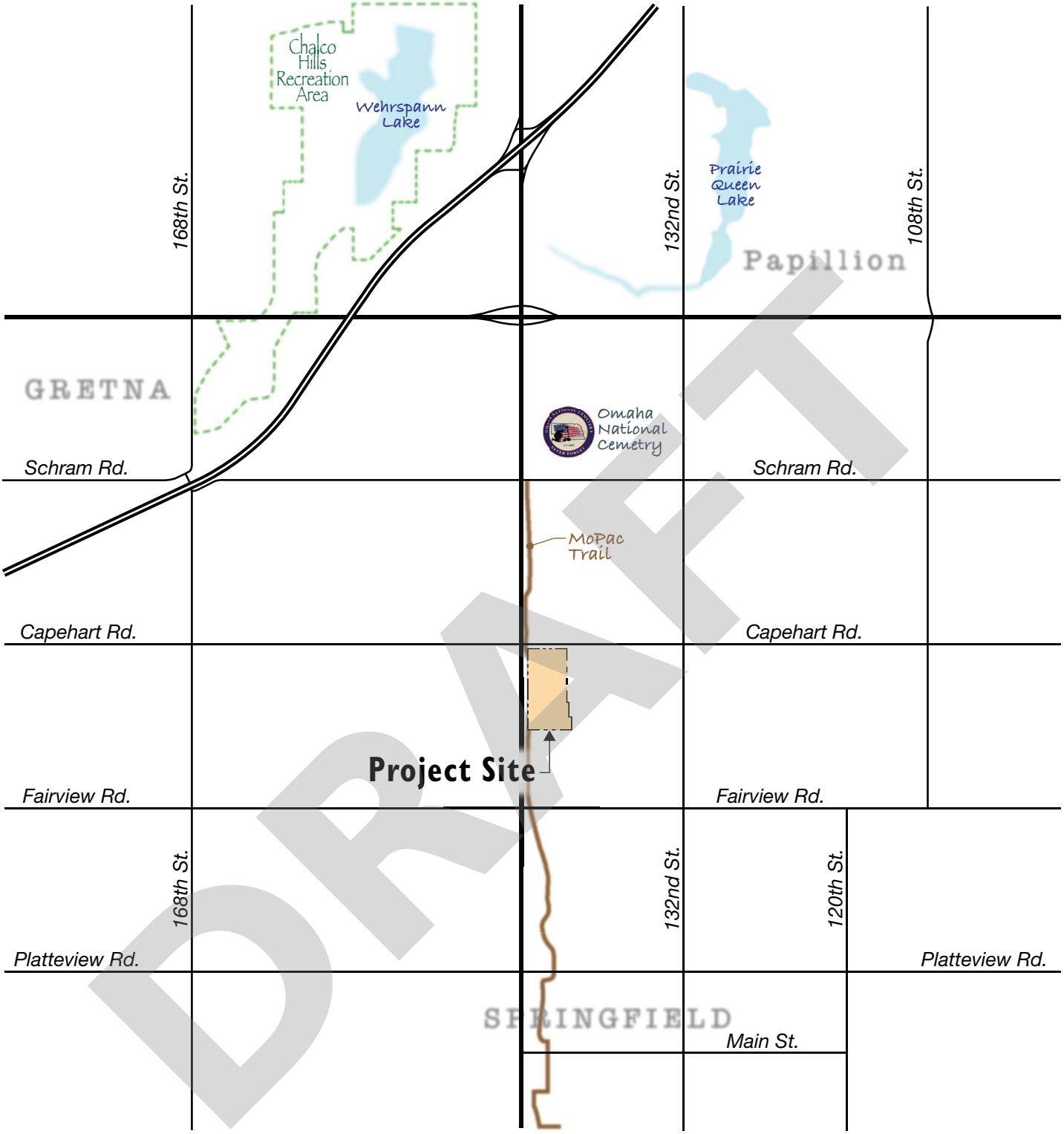
This study evaluates the impact of the development on the area's roadways and intersections and determines if improvements are necessary to maintain adequate traffic operations in the area. Along with an analysis of existing conditions, the report includes a MUTCD control device warrant evaluation, auxiliary turn lane warrant analysis, turn lane storage lengths analysis, a queuing analysis at all study intersections, recommendations for truck traffic accommodations, and recommendations for the MoPac Trail crossing. The following intersections are included as part of the analysis:

- N-50 with Capehart Road
- N-50 with Gateway Drive (Proposed w/ Phase 1)
- Capehart Road with 142nd Street (Proposed w/ Full Buildout)

This study evaluates the weekday AM and PM peak hours for the following scenarios:

- Existing (2026)
- Phase 1 Buildout (2028)
- Future Full Buildout (2050)

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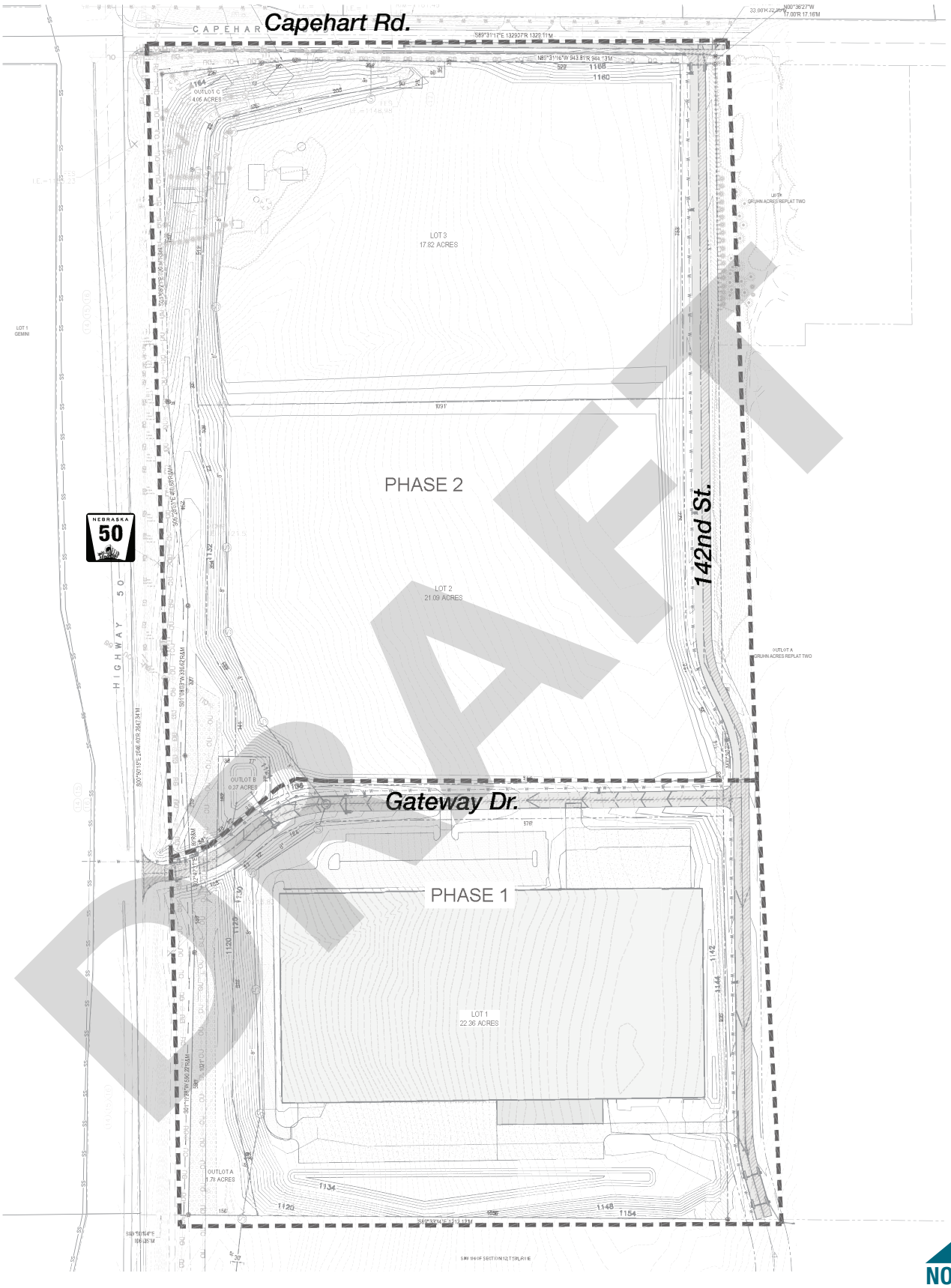
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NOTE: Drawing Not to Scale

FIGURE 1
Vicinity Map



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FIGURE 2
Site Plan

Springfield Gateway Park TIA 126100-11 8/12/26

2 | Existing (2026) Conditions

2.1 Surrounding Land Uses

The proposed site is located on the southeast corner of the intersection of N-50 with Capehart Road. To the south and east of the proposed site is farmland with scattered single-family residential housing. Located north and west of the proposed site are data centers.

2.2 Roadway Network

The study area street network includes the primary facilities:

- **Nebraska Highway 50 (N-50)** runs north-south on the west side of the project area and is a four-lane divided paved roadway with a speed limit of 60 miles per hour (mph).
- **Capehart Road** runs east-west on the north side of the project area. Capehart Road is a two-lane undivided paved roadway with a speed limit of 45 mph.

2.3 Traffic Volumes

One (1) 13-hour weekday turning movement count (TMC) was conducted by FHU at the following intersection:

- N-50 with Capehart Road

The weekday AM and PM peak hours for the study area network were determined to be 6:45 AM to 7:45 AM and 4:15 PM to 5:15 PM, respectively. Trucks were counted separately from passenger vehicles to develop truck percentages for the study area. It should be noted that construction of new buildings was ongoing west of the intersection of N-50 with Capehart Road at the time traffic counts were collected. As a result, turning movement counts may temporarily be elevated due to construction-related traffic and may be higher than would typically occur under normal traffic conditions. Existing peak hour volumes can be seen in **Figure 3** and a detailed report of the traffic count data is provided in **Appendix A**.

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2.4 Existing Multimodal Facilities

Pedestrian facilities are provided along many of the study roadways and study intersections. Sidewalk facilities are generally concentrated within the developed areas to the north and west of the proposed site development, while limited pedestrian infrastructure exists outside these areas. Along Capehart Road, paved sidewalks are provided on the north and south sides of the roadway to the west of the intersection of N-50 with Capehart Road, and on the north side of the roadway to the east of the intersection N-50 with Capehart Road. Marked pedestrian crossings are located on the north, east, and west legs of the intersection of N-50 with Capehart Road. The sidewalk along Capehart Road serves developments and provides pedestrian access to several site driveways.

N-50 includes a shared-use path, the MoPac Trail, along the east side of the roadway. The trail provides a north-south bicycle and pedestrian connection through the corridor and crosses Capehart Road at the signalized intersection. The trail has immediate access to Springfield, Nebraska, to the south and terminates to the north at Schram Road. The MoPac Trail is predominantly unpaved with a gravel surface and transitions into a paved surface at the intersection of N-50 with Capehart Road. The trail continues to be paved until after Facebook's private bridge, where it transitions back to an unpaved gravel surface. No dedicated pedestrian facilities are present along agricultural areas east of the proposed site development.

2.5 Traffic Operations

Traffic operations were analyzed for the study intersections using procedures documented in the *Highway Capacity Manual (HCM) 6th Edition*, Transportation Research Board, 2016. From the analyses, a key measure or "level of service" rating of the traffic operational condition was obtained. In general, level of service (LOS) is a qualitative assessment of traffic operational conditions within a traffic stream in terms of the average stopped delay per vehicle at a controlled intersection.

LOS are described by a letter designation of either A, B, C, D, E or F, with LOS A representing essentially uninterrupted flow, and LOS F representing a breakdown of traffic flow with noticeable congestion and delay. Unsignalized, or stop sign controlled, intersection capacity analyses produce LOS results for each movement which must yield to conflicting traffic at the intersection. **Table 1** summarizes LOS criteria for signalized and unsignalized (stop sign controlled) intersections. Capacity analysis worksheets are included in **Appendix E**.

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Table 1. Level of Service (LOS) Criteria

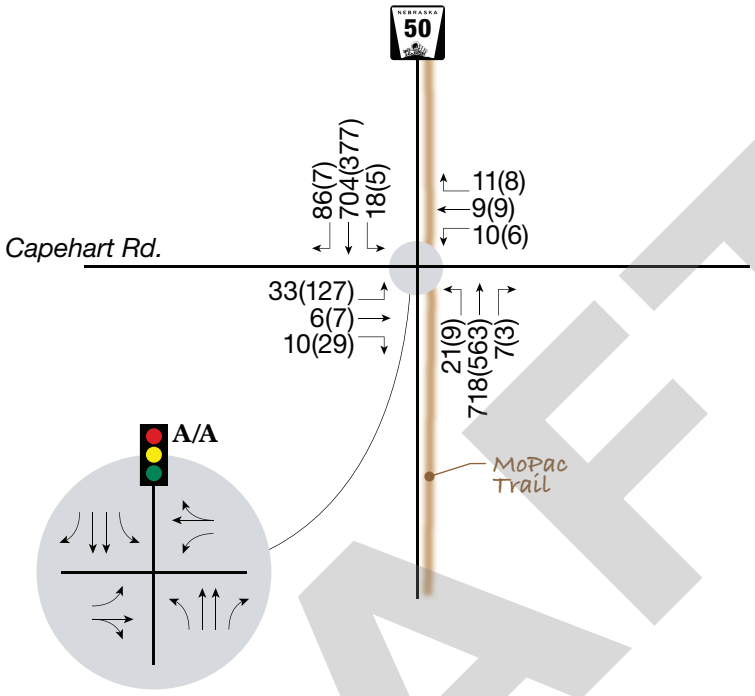
Level of Service	Average Control Delay per Vehicle (seconds/vehicle)	
	Signalized Intersections	Stop Controlled Intersections
A	≤ 10	≤ 10
B	> 10 to 20	> 10 to 15
C	> 20 to 35	> 15 to 25
D	> 35 to 55	> 25 to 35
E	> 55 to 80	> 35 to 50
F	> 80	> 50
HCM 6th Edition, Exhibit 19-8 & Exhibit 20-2		

Synchro traffic analysis software was utilized to evaluate traffic operations at study intersections. Under Existing (2026) traffic conditions, the intersection of N-50 with Capehart Road in the study area operates at LOS A during the AM and PM peak hours. **Figure 3** shows the lane geometry, traffic control, and level of service results of the traffic operations analysis for Existing (2026) traffic conditions. Capacity analysis worksheets are included in **Appendix E**.

2.6 Other Area Studies

Two regional transportation plans were identified as relevant to the study area: the *Western Sarpy Transportation Enhancement Plan (WE-STEP) Study* and the ongoing *Central Sarpy Network Plan*. These studies address transportation needs, future roadway improvements, and long-term mobility within the broader Sarpy County area. The *WE-STEP Study* was reviewed for relevant background information and previously identified transportation improvements within the vicinity of the study area. The ongoing *Central Sarpy Network Plan* was also identified as a related planning effort.

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LEGEND

XXX(XXX)	=	AM(PM) Peak Hour Traffic Volumes
X/X	=	AM/PM Peak Hour Signalized Intersection Level of Service
	=	Traffic Signal

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NOTE: Drawing Not to Scale

FIGURE 3
Existing (2026) Traffic Conditions

3 | Travel Demand

3.1 Site Trip Generation

Trip generation rates from the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Twelfth Edition, 2025*, were utilized to estimate traffic generated by the proposed development. Included in the Trip Generation Manual, the warehouse land use (Land Use Code 150) was utilized to estimate weekday daily vehicle-trips and weekday AM and PM peak-hour trips. Trip generation estimates were developed using the thousand square footages (KSF) of buildings in the proposed development. For Phase 1 Buildout (2028) traffic conditions, there is one 447 KSF building and is expected to generate 599 daily trips. The Future Full Buildout (2050) includes trip generation of Phase 1 and 2. The Phase 2 buildings are estimated to be 771 KSF and are expected to generate 1,105 daily trips. The total generated daily trips for Phase 1 and Phase 2 are 1,704 trips. A typical weekday assumes 77% of trips arrive and 23% depart during the AM peak hour, and 28% of trips arrive and 72% depart during the PM peak hour. **Table 2** and **Table 3** shows the estimated trips generated by the proposed development under Phase 1 Buildout (2028) and Future Full Buildout (2050) traffic conditions, respectively.

Table 2. Phase 1 Buildout (2028) Site Trip Generation

Land Use Description	Size	Unit	Daily	AM Peak Hour			PM Peak Hour		
			TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Warehouse	447.0	KSF	599	45	13	58	19	50	69
Phase 1 Buildout Total			**599**	**45**	**13**	**58**	**19**	**50**	**69**

KSF = 1,000 Square Feet

Under Phase 1 Buildout (2028) traffic conditions, the proposed development is anticipated to generate approximately 599 daily weekday vehicle-trips. This includes 58 vehicle-trips during the AM and 69 vehicle-trips during the PM peak hours.

Table 3. Future Full Buildout (2050) Site Trip Generation

Phase	Land Use Description	Size	Unit	Daily	AM Peak Hour			PM Peak Hour		
				TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Phase 1	Warehouse	447.0	KSF	599	45	13	58	19	50	69
Phase 2	Warehouse	771.0	KSF	1,105	70	21	91	29	75	104
Full Buildout Total				**1,704**	**115**	**34**	**149**	**48**	**125**	**173**

KSF = 1,000 Square Feet

Under Future Full Buildout (2050) traffic conditions, the proposed development is anticipated to generate approximately 1,704 daily weekday vehicle-trips. This includes 149 vehicle-trips during the AM peak hour and 173 vehicle-trips during the PM peak hour.

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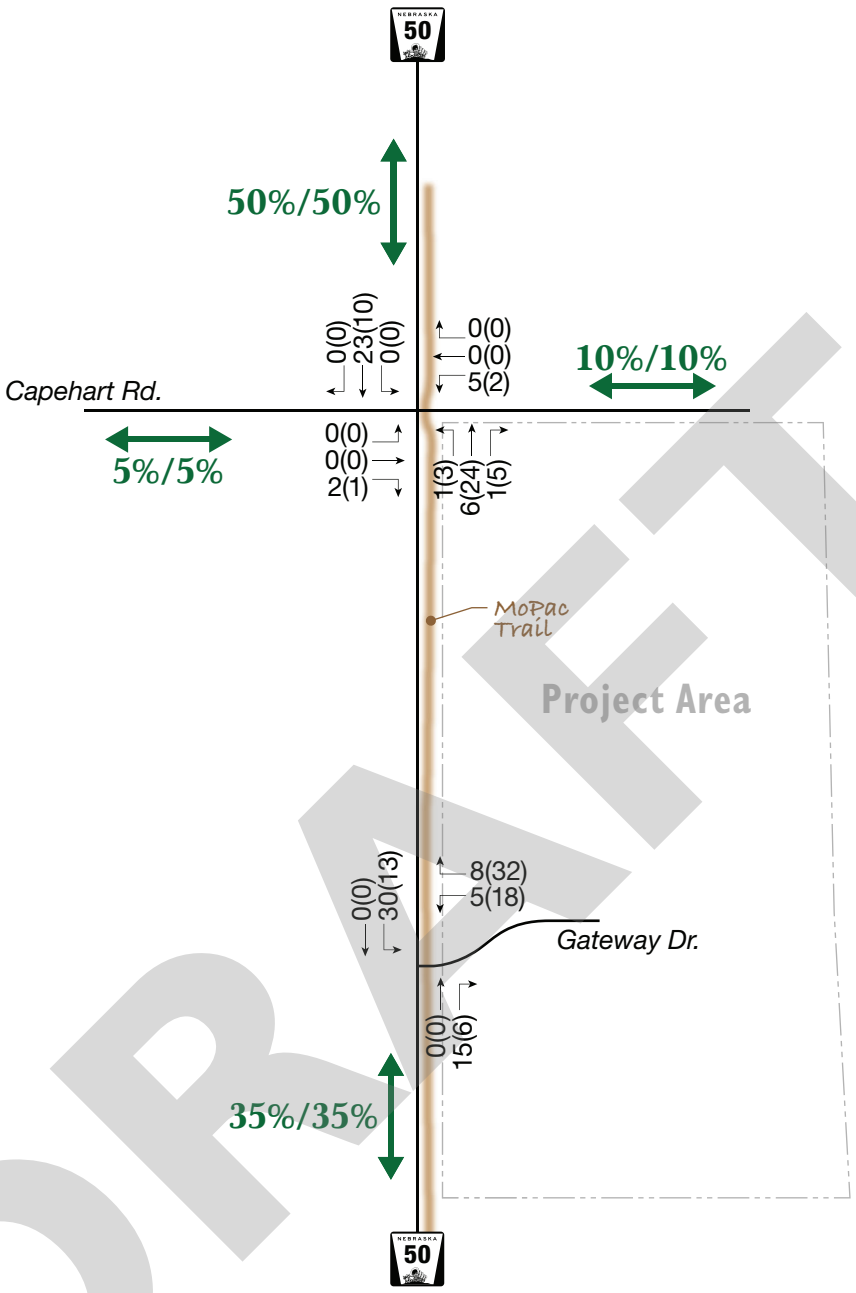
3.2 Trip Distribution & Traffic Assignment

The estimated distribution of site generated traffic was based upon existing traffic patterns, location of the development, and local road network. The following distribution percentages were used to assign site generated vehicle-trips to the adjacent roadway network for the AM and PM peak hours:

- **50%** oriented to/from the north via N-50
- **35%** oriented to/from the south via N-50
- **10%** oriented to/from the east via Capehart Road
- **5%** oriented to/from the west via Capehart Road

The site generated traffic volume totals identified in **Table 2** and **Table 3** were assigned to the study intersections according to these distribution patterns. The resulting traffic generation for the weekday peak hours are provided in **Figure 4** and **Figure 5**.

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XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

X%/X% = AM/PM Site Trip Distribution

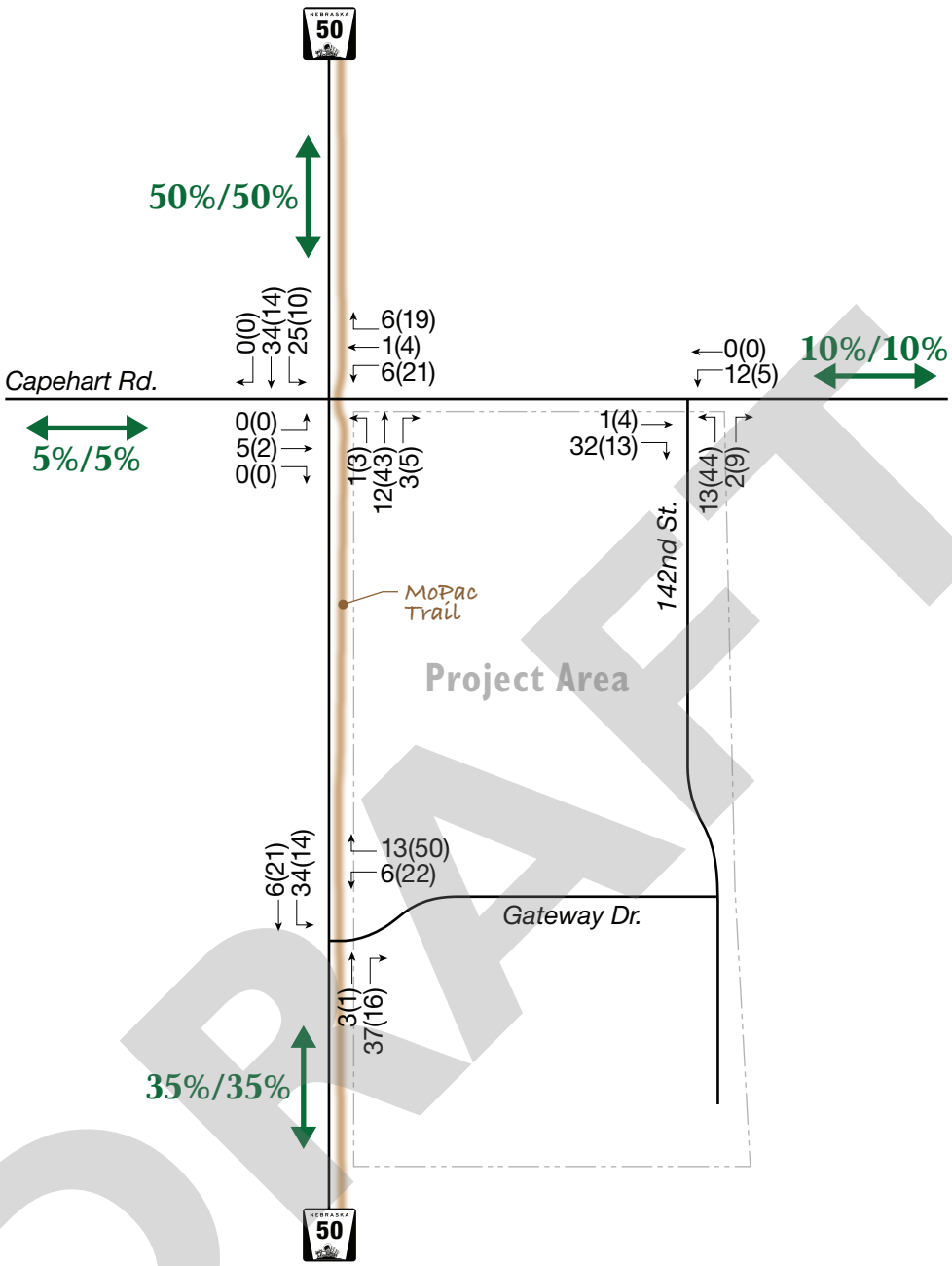
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NOTE: Drawing Not to Scale

FIGURE 4

Phase I Buildout (2028)
Site Generated Traffic and Distribution



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LEGEND

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

X%/X% = AM/PM Site Trip Distribution

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FIGURE 5

Future Full Buildout (2050) Site Generated Traffic and Distribution

3.3 Background Growth

Background growth rates were developed to project future background traffic in the study area. Metropolitan Area Planning Agency (MAPA) forecasted average daily traffic (ADTs) counts and projected traffic volumes from the *Central Sarpy Road Network Plan* were used to develop background growth rates for the study intersections. Based on the described resources, an annual growth rate of 2% was assumed for N-50 and an annual growth rate of 1.5% was assumed for Capehart Road west of N-50, and projected traffic volumes from the *Central Sarpy Network Plan* were used to forecast future traffic along Capehart Road east of N-50.

The 1.5% annual growth rate applied to Capehart Road west of N-50 was selected in consideration of construction present when the Existing (2026) traffic counts were collected. At the time of data collection, active building construction was occurring west of the intersection of N-50 with Capehart Road. Construction-related activity, including worker and construction vehicle trips, may have temporarily increased traffic volumes along the west leg of Capehart Road above typical background conditions. Therefore, applying a higher growth rate to the observed 2026 volumes could compound this temporary increase and result in future traffic forecasts that overstate anticipated background traffic growth. A 1.5% annual growth rate was consequently applied to the west leg to provide a reasonable allowance for continued background growth while recognizing that a portion of the traffic observed during data collection may have been associated with temporary construction activity.

Capehart Road east of N-50 was evaluated differently due to the anticipated development and roadway network changes within central Sarpy County. As the area continues to develop, existing travel patterns along Capehart Road are expected to change, and a uniform annual growth rate based on existing traffic volumes may not adequately represent future conditions. Therefore, an annual background growth rate was not applied to Capehart Road east of N-50. Instead, projected 2050 traffic volumes from the ongoing *Central Sarpy Network Plan* were incorporated into the traffic forecasts for the east leg. These regional forecasts account for anticipated development and changes in travel patterns within central Sarpy County and provide a more representative basis for estimating future traffic demand east of N-50. The use of the Central Sarpy Road Network Plan volumes also provides consistency between the traffic forecasts developed for this study and the broader regional roadway network planning efforts. The resulting traffic forecasts used for the analysis are provided in **Appendix B**.

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4 | Traffic Conditions & Operational Analysis

4.1 Traffic Volume Development

Traffic volumes for Phase 1 Buildout (2028) are shown in **Figure 6**. The volumes were developed by applying growth rates to the Existing (2026) traffic volumes from **Figure 3** and adding the site generated trips in **Figure 4** for Phase 1 Buildout (2028). Traffic volumes for Future Full Buildout (2050) are shown in **Figure 7**. The volumes were developed by applying growth rates to the Existing (2026) traffic volumes from **Figure 3**, adding forecasted peak hour traffic volumes from *Central Sarpy Network Plan*, and adding the site generated trips in **Figure 5** for Future Full Buildout (2050).

4.2 Cross-section Analysis

A planning-level cross-section analysis was conducted along N-50 and Capehart Road in the study area. This analysis used estimated roadway segments ADTs for Phase 1 Buildout (2028) and Future Full Buildout (2050) traffic volumes. This planning level analysis serves as an initial screening, and other factors such as intersection operations, safety, right-of-way impacts and grades should be investigated. The auxiliary turn-lane analysis and intersection analysis describe individual intersection operations.

For this planning-level analysis, roadway capacity LOS is a qualitative assessment of traffic operational conditions within a traffic stream in terms of its volume to capacity (V/C) ratio of the roadway segment. Levels of service are described as a letter designation of A, B, C, D, E, or F, with LOS A representing essentially uninterrupted flow, and LOS F representing a breakdown of traffic flow with noticeable congestion and delay. Theoretical capacity is reached when the V/C ratio of that facility is at or exceeds 1.0. To correlate the V/C ratio to a LOS value, the following ranges were used and are as follows:

- **LOS A-B:** Volumes-to-capacity ratio is less than 0.5
- **LOS C:** Volume-to-capacity ratio is at least 0.5 but less than 0.7
- **LOS D:** Volume-to-capacity ratio is at least 0.7 but less than 0.85
- **LOS E:** Volume-to-capacity ratio is at least 0.85 but less than 1.0
- **LOS F:** Volume-to-capacity ratio is 1.0 or greater

Capacity thresholds from the *MAPA Capacity Demand Model Appendix Two: Capacities* were used to develop roadway segment LOS for the study area roadway networks. These thresholds represent the LOS E to LOS F threshold, or the point at which the V/C ratio exceeds 1.0. **Table 4** shows the LOS threshold by facility type and access condition used in analyzing the study area roadway network.

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Table 4. MAPA Roadway Capacities

Number of Lanes	Turn Lanes	Access Conditions (side friction)			
		Minimal	Light (Residential)	Moderate (Mixed Zoning)	Heavy
		Capacity	Capacity	Capacity	Capacity
2 Lanes	Without turn lanes	13,400	12,800	12,400	11,600
3 Lanes	With center turn lane	17,600	17,000	15,400	15,400
4 Lanes	With left-turn lanes	39,400	38,000	37,000	36,000
6 Lanes	With left and right-turn lanes	62,600	60,400	60,400	57,600

All volumes are two-way *All capacities represent ultimate capacity (LOS "E")*

MAPA roadway capacities and LOS ranges were used to analyze alternative cross-sections under Phase 1 Buildout (2028) and Future Full Buildout (2050) forecast traffic volumes. A minimal access condition was assumed. **Table 5** shows the facility type and projected LOS for Phase 1 Buildout (2028) and Future Full Buildout (2050) for the study area roadway network.

As identified in **Table 5,** under Phase 1 Buildout (2028) traffic conditions, all roadway segments within the study area are expected to operate at LOS B or better with existing cross-sections. Under Future Full Buildout (2050) traffic conditions, the existing 4-lane cross-section on N-50 is anticipated to operate at LOS C, while the existing 2-lane cross-section on Capehart Road is anticipated to operate at LOS F, east of N-50. A 6-lane cross-section on N-50 is expected to operate at LOS B or better under Future Full Buildout (2050) traffic conditions. A 3-lane cross-section on Capehart Road is expected to operate at LOS E or better, while a 4-lane cross-section on Capehart Road is expected to operate at LOS B or better under Future Full Buildout (2050) traffic conditions.

Based on the cross-section capacity analysis, the existing roadway cross-sections are anticipated to adequately accommodate Phase 1 Buildout (2028) traffic volumes and will remain in place. Under Future Full Buildout (2050) traffic conditions, N-50 is anticipated to remain at its existing cross-section, while Capehart Road west of N-50 is anticipated to consist of a three-lane cross-section with a center two-way left-turn lane (TWLTL). Capehart Road east of N-50 is anticipated to be improved to a four-lane divided cross-section with left-turn lanes to accommodate future traffic volumes. Additionally, the four-lane cross-section is consistent with the recommendations of WE-STEP and Central Sarpy Roadway Network Plan.

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Table 5. Cross-section Capacity Analysis LOS Summary

Springfield Gateway Park TIA			ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	MAPA LOS E Threshold (upper limit)
Location	Side Friction	Facility Type	2028		2028	2050		2050	
N-50 (North of Capehart Rd)	Minimal	4-Lane Divided*	14,220	0.36	B	23,680	0.60	C	39,400
		6-Lane Divided		0.23	A		0.38	B	62,600
N-50 (Gateway Dr to Capehart Rd)	Minimal	4-Lane Divided*	13,235	0.34	B	26,560	0.67	C	39,400
		6-Lane Divided		0.21	A		0.42	B	62,600
N-50 (South of Gateway Dr)	Minimal	4-Lane Divided*	13,050	0.33	B	26,425	0.67	C	39,400
		6-Lane Divided		0.21	B		0.42	B	62,600
Capehart Rd (West of N-50)	Minimal	2 Lane Undivided*	1,960	0.15	A	6,225	0.46	B	13,400
		3-Lane w/ TWLTL		0.11	A		0.35	B	17,600
		4-Lane Divided		0.05	A		0.16	A	39,400
Capehart Rd (N-50 to 142nd St)	Minimal	2-Lane Undivided*	625	0.05	A	15,905	**1.19**	F	13,400
		3-Lane w/ TWLTL		0.04	A		0.90	E	17,600
		4-Lane Divided		0.02	A		0.40	B	39,400
Capehart Rd (East of 142nd St)	Minimal	2-Lane Undivided*	625	0.05	A	15,530	**1.16**	F	13,400
		3-Lane w/ TWLTL		0.04	A		0.88	E	17,600
		4-Lane Divided		0.02	A		0.39	A	39,400

*Existing cross-section

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4.3 Signal Warrant Analysis

A review was performed to determine if *Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways, 11th Edition* traffic signal Warrant 1 (Eight-Hour Vehicular Volume) and/or Warrant 2 (Four-Hour Vehicular Volume), and/or Warrant 3 (Peak Hour Volume) are satisfied for the stop-controlled intersections in the study area under Phase 1 Buildout (2028) and Future Full Buildout (2050) traffic conditions. **Table 6** summarizes the results of the analysis. The graphical results of the MUTCD Warrant Analysis are included in **Appendix C**.

Table 6. MUTCD Signal Warrants

Intersection	Phase 1 Buildout (2028)	Future Full Buildout (2050)
N-50 with Gateway Drive	Not Warranted	Not Warranted
142nd Street with Capehart Road	-	Not Warranted

Based on the results of the signal warrant analysis, traffic signals are **not warranted** at the stop-controlled intersections within the study area under Phase 1 Buildout (2028) and Future Full Buildout (2050) traffic conditions.

4.4 Auxiliary Right-Turn Lane Analysis

The National Cooperative Highway Research Program (NCHRP) has developed guidance to determine if an auxiliary right-turn lane is warranted on the major road of a two-way stop-controlled intersection. These guidelines are published in *NCHRP Report 457*. The methodologies are based on an evaluation of the operating and collision costs associated with the turning maneuver relative to the cost of constructing a turn lane.

In addition, for right-turn lanes, *NCHRP Report 457* guidelines are based upon the following measures:

- Major road 85th percentile speed (posted speed can be used if data is unavailable)
- Major road peak hour approaching traffic volumes
- Right-turn traffic volumes

The AM and PM peak hour volumes for Phase 1 Buildout (2028) and Future Full Buildout (2050) traffic conditions were examined at the two-way stop-controlled intersections in the study area. **Table 7** provides a summary of the results of the analysis. The graphical results of the analysis are included in **Appendix D**.

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Table 7. NCHRP Auxiliary Right-turn Lane Warrants

Intersection	Approach Direction	Existing Turn-lane	Phase 1 Buildout (2028)	Future Full Buildout (2050)
N-50 with Gateway Drive	Northbound	-	**Warranted**	**Warranted**
142nd Street with Capehart Road	Eastbound	-	-	Not Warranted

Based on the results of NCHRP Auxiliary Right-Turn Lane Warrants, a right-turn lane is **warranted** for the northbound approach at the intersection of N-50 with Gateway Drive under Phase 1 Buildout (2028) and Future Full Buildout (2050) traffic conditions. A right-turn lane is **not warranted** for the eastbound approach of 142nd Street with Capehart Road under Future Full Buildout (2050) traffic conditions. It is assumed that Capehart Road will have a 4-lane cross-section for the Future Full Buildout (2050) analysis based on *WE-STEP* and *Central Sarpy Network Plan*.

For design requirements for offset right-turn lanes on N-50, refer to Section 1.D.3 and Exhibit 4.12 of the *NDOT Roadway Design Manual, 2023*. Per Section 1.D.3, for a posted speed limit (60 mph) plus 5 mph (65 mph), the near lane ISD is 743 feet and far lane ISD is 791 feet.

4.5 Auxiliary Left-Turn Lane Analysis

NCHRP Report 457 also provides guidance for determining if an auxiliary left-turn is warranted on the major road of a two-way stop-controlled intersection. For left-turn lanes, *NCHRP Report 457* guidelines are based upon the following measures:

- Major road 85th percentile speed (posted speed can be used if data is unavailable)
- Percent of left-turns in advancing volume
- Major road peak hour advancing and opposing traffic volumes

The AM and PM peak hour volumes for Phase 1 Buildout (2028) and Future Full Buildout (2050) traffic conditions were examined at the two-way stop-controlled intersections in the study area. **Table 8** provides a summary of the results of the analysis. The graphical results of the analysis are included in **Appendix D**.

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Table 8. NCHRP Auxiliary Left-turn Lane Warrants

Intersection	Approach Direction	Existing Turn-lane	Phase 1 Buildout (2028)	Future Full Buildout (2050)
N-50 with Gateway Drive	Southbound	-	**Warranted**	**Warranted**
142nd Street with Capehart Road	Westbound	-	-	**Warranted**

Based on the results of NCHRP Auxiliary Left-Turn Lane Warrants, a left-turn lane is **warranted** at the southbound approach of the intersection of N-50 with Gateway Drive under Phase 1 Buildout (2028) and Future Full Buildout (2050) traffic conditions. A left-turn lane is **warranted** at the westbound approach of the intersection of 142nd Street with Capehart Road under Future Full Buildout (2050) traffic conditions. It is assumed that Capehart Road will have a 4-lane cross-section for the Future Full Buildout (2050) analysis based on *WE-STEP* and *Central Sarpy Network Plan*.

4.6 Minor Road Approach Analysis

NCHRP Report 457 also provides guidance on when an additional approach lane should be provided on the minor leg of a two-way stop-controlled intersection. It is based on the need to provide the side street with an acceptable level of service. To determine the approach geometry, *NCHRP Report 457* guidelines are based upon the following measures:

- Major road peak hour traffic volumes (total of both directions)
- Minor road peak hour approaching traffic volumes
- Minor road right-turn traffic volumes
- Percentage of minor road right-turns

The AM and PM peak hour volumes for Phase 1 Buildout (2028) and Future Full Buildout (2050) traffic conditions were examined at the two-way stop-controlled in the study area. **Table 9** provides a summary of the results of the analysis and the graphical results of the analysis are included in **Appendix D**.

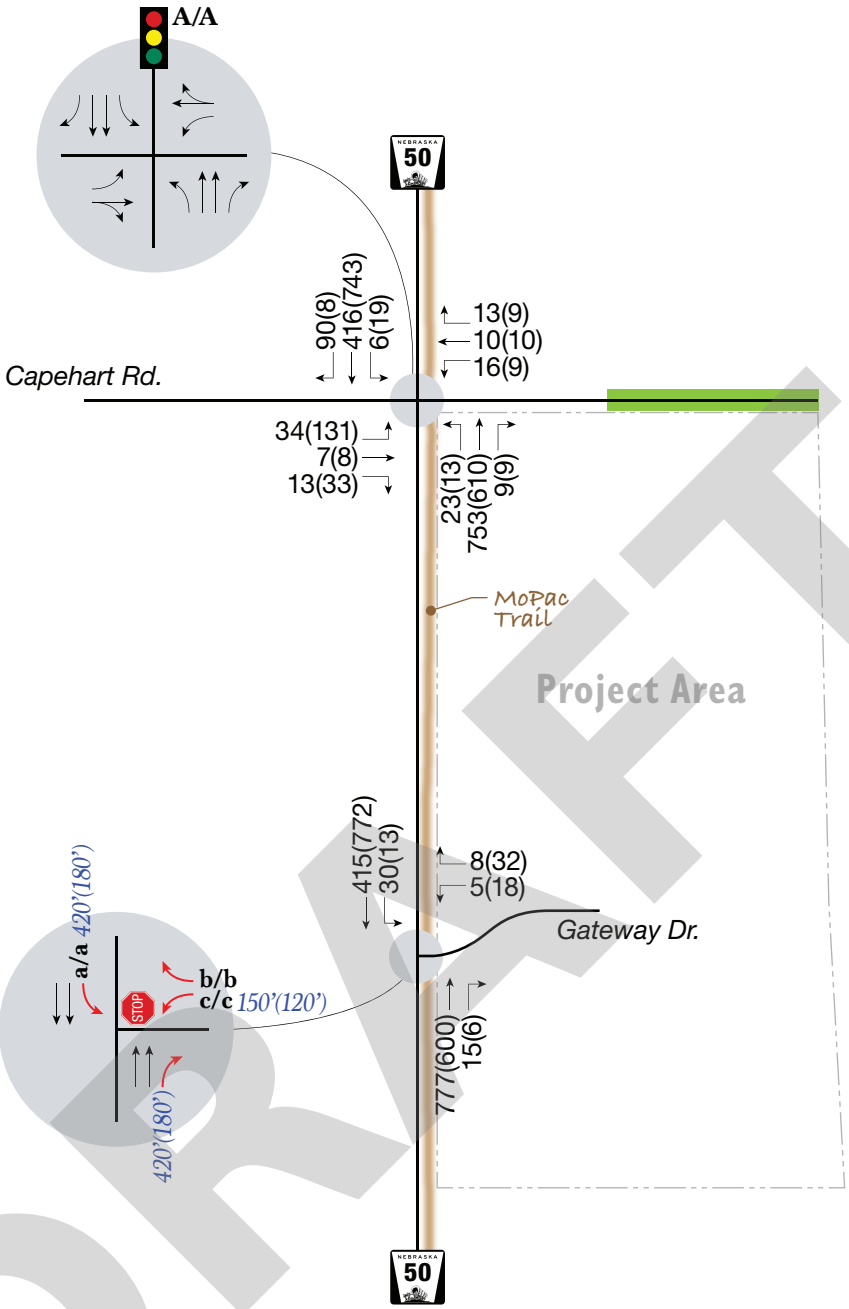
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Table 9. NCHRP Minor Approach Warrants

Intersection	Approach Direction	Existing Approach	Phase 1 Buildout (2028)	Future Full Buildout (2050)
N-50 with Gateway Drive	Westbound	-	Not Warranted	**Warranted**
142nd Street with Capehart Road	Northbound	-	-	Not Warranted

Based on the results of NCHRP Minor Approach Warrants, a two-lane minor street approach is **warranted** for the westbound approach at the intersection of N-50 with Gateway Drive under Future Full Buildout (2050) traffic conditions. A single-lane approach is adequate for the northbound approach of 142nd Street at Capehart Road. Driveway approaches should be designed for WB-67 turning movements.

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LEGEND

XXX(XXX)	=	AM(PM) Peak Hour Traffic Volumes
X/X	=	AM/PM Peak Hour Signalized Intersection Level of Service
x/x	=	AM/PM Peak Hour Unsignalized Intersection Level of Service
	=	Proposed Site Related Improvement
XX'(XX')	=	Storage (Taper) Proposed Length in Feet
	=	Widen to 3-Lane Cross-Section
STOP	=	Stop Sign
	=	Traffic Signal

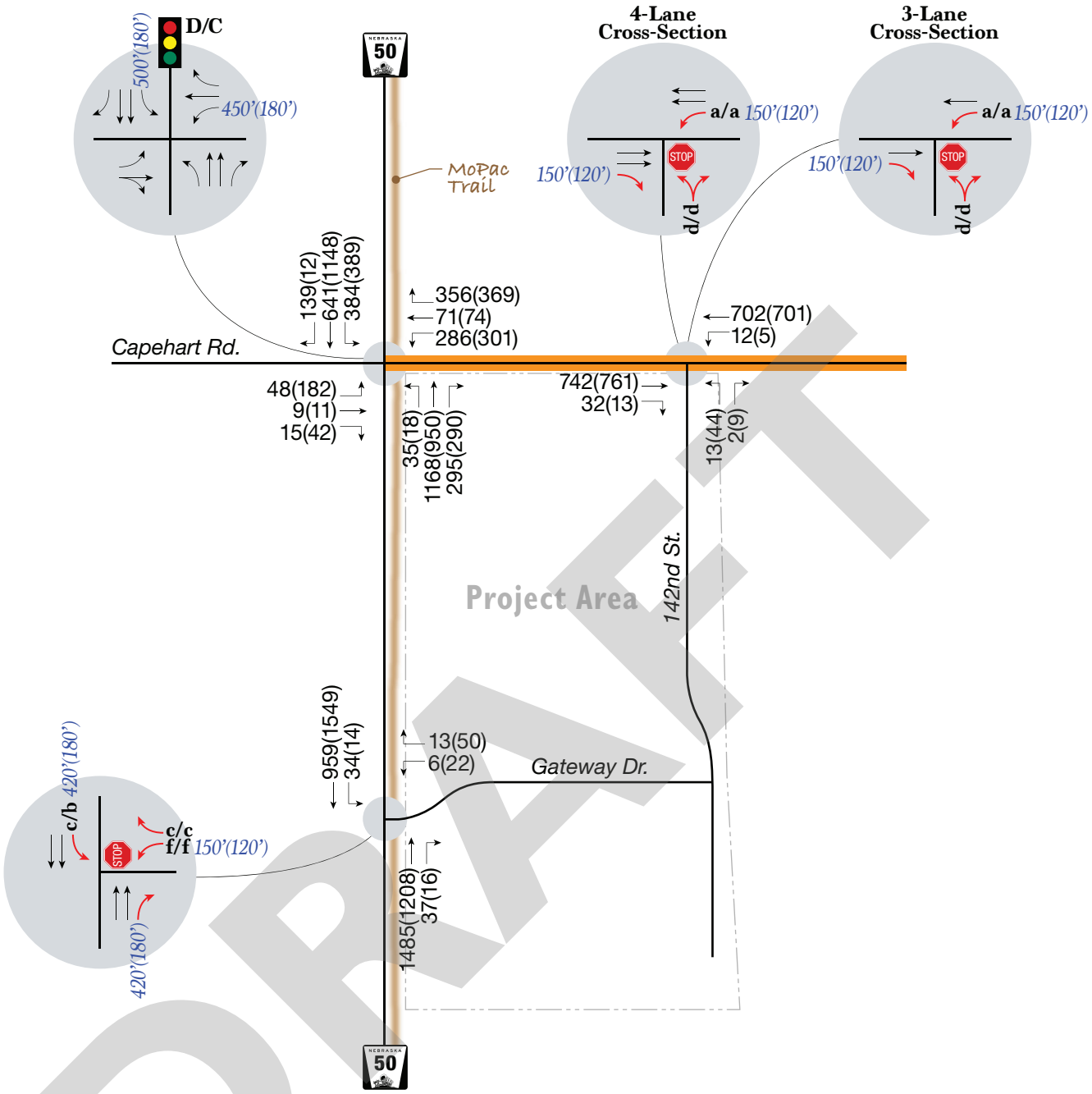
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FELSBURG HOLT & ULLEVIG

NOTE: Drawing Not to Scale

FIGURE 6
Phase I Buildout (2028) Traffic Conditions

Springfield Gateway Park TIA 126100-11 8/31/26



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LEGEND

XXX(XXX)	=	AM(PM) Peak Hour Traffic Volumes
X/X	=	AM/PM Peak Hour Signalized Intersection Level of Service
x/x	=	AM/PM Peak Hour Unsignalized Intersection Level of Service
	=	Proposed Site Related Improvement
XX'(XX')	=	Storage (Taper) Proposed Length in Feet
	=	Widen to 4-Lane Divided Cross-Section
STOP	=	Stop Sign
	=	Traffic Signal

NORTH

FELSBURG HOLT & ULLEVIG

NOTE: Drawing Not to Scale

FIGURE 7

Future Full Buildout (2050) Traffic Conditions

Springfield Gateway Park TIA 126100-11 8/21/26

4.7 Traffic Operations

Figure 6 and **Figure 7** show the lane geometry, traffic control and level of service results of the traffic operations analysis under Phase 1 Buildout (2028) and Future Full Buildout (2050) traffic conditions, respectively.

Phase 1 Buildout (2028) Traffic Operations:

Synchro traffic analysis software was utilized to evaluate traffic operations at study intersections. Under Phase 1 Buildout (2028) traffic conditions, all movements at the unsignalized intersection of N-50 with Gateway Drive are anticipated to operate at LOS C or better during the AM and PM peak hours.

The signalized intersection of N-50 with Capehart Road is expected to operate at LOS A during the AM and PM peak hours. **Figure 6** shows the traffic volumes, lane geometry, traffic control, and level of service results of the traffic operations analysis for Phase 1 Buildout (2028) traffic conditions. Capacity analysis worksheets are included in **Appendix E**.

Future Full Buildout (2050) Traffic Operations:

Under Future Full Buildout (2050) traffic conditions, the unsignalized intersection of N-50 with Gateway Drive is anticipated to operate at LOS C or better with the exception of the westbound left-turn lane which is anticipated to operate at LOS F during the AM and PM peak hours. It should be noted that it is not uncommon for movements at minor street approaches to operate at LOS E or F during peak hours.

The unsignalized intersection of Capehart Road with 142nd Street is expected to operate at LOS D or better during the AM and PM peak hours. The signalized intersection of N-50 with Capehart Road is expected to operate at LOS D or better during the AM and PM peak hours. **Figure 7** shows the traffic volumes, the lane geometry, traffic control, and level of service results of the traffic operations analysis for Future Full Buildout (2050) traffic conditions. Capacity analysis worksheets are included in **Appendix E**.

4.8 Storage/Deceleration Length & Queuing Analysis

The estimated 95th percentile queue lengths were reviewed at the study intersection for Phase 1 Buildout (2028) and Future Full Buildout (2050) traffic conditions. **Table 10** provides a summary of the findings for the intersections within the study area. The existing turn bay lengths are listed as well as the estimated 95th percentile queue lengths for the AM and PM peak hours.

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Table 10. Turn-Lane Storage & 95th Percentile Queue Lengths

Location	Critical Movements	Existing Turn Lane Storage Length	Proposed Turn-Lane Storage/Decel Length	95% Queue Length (ft) Buildout (2028) (AM/PM)	95% Queue Length (ft) Future (2050) (AM/PM)
N-50 with Capehart Road	NB Left-turn	350'	-	7 / 8	23 / 85
	NB Through	-	-	125 / 124	#630 / #530
	NB Right-turn	600'	-	0 / 0	55 / 54
	EB Left-turn	250'	-	44 / 74	77 / #204
	EB Through+	-	-	24 / 20	1321 / 119
	SB Left-turn	300'	**500'**	3 / 10	#481 / #485
	SB Through	-	-	66 / 156	190 / 481
	SB Right-turn	500'	-	16 / 0	29 / 0
	WB Left-turn	300'	**450'**	26 / 11	#424 / #308
	WB Through+	-	-	26 / 15	85 / 72
N-50 with Gateway Drive	SB Left-turn	-	**420'**	3 / 0	8 / 3
	WB Left-turn	-	**150'**	3 / 8	15 / 60
	WB Right-turn	-	-	0 / 5	3 / 13
142nd Street with Capehart Road	NB Left-turn+	-	-	-	8 / 30
	WB Left-turn	-	**150'**	-	3 / 0

+shared lane

4.9 Future Multimodal Considerations

MoPac Trail Improvements

The existing intersection of N-50 with Friend Plaza to the north of N-50 with Capehart Road includes a high-visibility pedestrian crossing consisting of a continental-style marked crosswalk with green colored pavement treatment. The crossing is supplemented with ADA-compliant curb ramps and detectable warning panels on each side of the roadway, with bollards installed adjacent to the sidewalk and curb ramp areas to help define the pedestrian space and discourage vehicle encroachment. To maintain consistency with the existing streetscape and pedestrian facilities along the corridor, a similar pedestrian crossing treatment for the MoPac Trail is recommended at the proposed intersection of N-50 with Gateway Drive. The proposed crossing should include green pavement treatment, ADA-compliant curb ramps, detectable warning panels, and bollards matching the existing installation to enhance pedestrian visibility, improve safety, and provide consistent pedestrian and bicyclist experience throughout the corridor.

Pedestrian Connectivity

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To improve pedestrian connectivity within the study area, a new sidewalk is recommended along the south side of Capehart Road east of N-50. The sidewalk should extend from N-50 to the proposed 142nd Street connection, creating a continuous pedestrian facility between the two roadways. This improvement will eliminate an existing gap in the sidewalk network, enhance pedestrian accessibility, and support safe multimodal travel throughout the development. Construction of the proposed sidewalk should be coordinated with the anticipated future widening of Capehart Road to a four-lane cross-section to ensure the sidewalk location is compatible with the ultimate roadway configuration. The proposed sidewalk should be constructed in accordance with current ADA standards and seamlessly connect to existing and proposed pedestrian facilities at each end.

To improve pedestrian safety and connectivity, a new marked pedestrian crossing is recommended across the south leg of the intersection of N-50 with Capehart Road. The crossing should consist of a marked crosswalk connecting the proposed sidewalks on both sides of Capehart Road. The proposed crossing will provide a safe and accessible crossing location for pedestrians traveling between the existing and proposed sidewalk network while supporting multimodal access throughout the development. ADA-compliant curb ramps with detectable warning panels should be provided at both ends of the crossing to ensure accessibility and compliance with current design standards.

A pedestrian crossing is also recommended across the proposed intersection of 142nd Street with Capehart Road. The crossing should include ADA-compliant curb ramps with detectable warning panels on each side of the roadway to provide a continuous, accessible pedestrian route. This crossing will improve connectivity between the proposed sidewalk network and future development while supporting safe pedestrian travel.

4.10 Truck Traffic Accommodations

Truck traffic associated with the proposed light industrial and warehouse development should be directed primarily to the designated site access locations and accommodated fully within the proposed site circulation system. Prior to final design approval, truck turning movement exhibits should be provided for the N-50 with Gateway Drive intersection, the Capehart Road with 142nd Street intersection, and the internal site circulation system using the appropriate design vehicle (anticipated WB-67) for the anticipated tenant operations. The exhibits should demonstrate that trucks can enter and exit the site without encroaching into opposing lanes, tracking over curbs, blocking the MoPac Trail crossing, or backing onto public roadways.

The N-50 with Gateway Drive access should be designed to accommodate heavy vehicles, including the warranted northbound right-turn lane, warranted southbound left-turn lane, and the warranted two-lane westbound minor approach. Adequate driveway throat length and on-site truck storage should be provided so that truck queues do not extend onto N-50, Gateway Drive, Capehart Road, 142nd Street, or across pedestrian/bicycle facilities. Truck loading, unloading, staging, and trailer storage should occur entirely on private property.

Final design should confirm adequate intersection sight distance, truck turning radii, pavement section, signing, lighting, and trail crossing treatments.

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5 | Summary & Recommendations

Based on the results of this analysis, the following key findings and recommendations of this study are summarized below:

- The weekday AM and PM peak hours for the study area network were determined to be 6:45 AM to 7:45 AM and 4:15 PM to 5:15 PM respectively.
- Under Existing (2026) traffic conditions, all movements at the signalized intersection in the study area operate at LOS A or better.
- An annual growth rate of 2% was assumed for N-50, 1.5% was assumed for Capehart Road west of N-50 and forecasted volumes from the *Central Sarpy Network Plan* were used for Capehart Road east of N-50.
- Under Phase 1 Buildout (2028) traffic conditions, the development is expected to generate approximately 599 daily weekday vehicle-trips. This includes 58 vehicle-trips during the AM and 69 vehicle-trips during the PM peak hours.
- Under Phase 1 Buildout (2028) traffic conditions, the signalized intersection of N-50 with Capehart Road is anticipated to operate at LOS A during the AM and PM peak hours.
- Under Phase 1 Buildout (2028) traffic conditions, all movements at the unsignalized intersection of N-50 with Gateway Drive are anticipated to operate at LOS C or better during the AM and PM peak hours.
- Under Future Full Buildout (2050) conditions the development is expected to generate approximately 1,704 daily weekday vehicle-trips. This includes 149 vehicle-trips during the AM peak hour and 173 vehicle-trips during the PM peak hour.
- A 4-lane divided cross-section with left-turn lanes was assumed for Capehart Road under the Future Full Buildout (2050) scenario based on *WE-STEP Final Plan Recommendations* and *Central Sarpy Road Network Plan*.
- Under Future Full Buildout (2050) traffic conditions, the signalized intersection of N-50 with Capehart Road is anticipated to operate at LOS D or better during the AM and PM peak hours.
- Under Future Full Buildout (2050) traffic conditions, all movements at the unsignalized intersection of N-50 with Gateway Drive are anticipated to operate at LOS D or better except for westbound left-turn lane which operates at LOS F during the AM and PM peak hours. All movements at the unsignalized intersection of Capehart Road with 142nd Street are anticipated to operate at LOS D or better.
- Based on MUTCD Signal Warrant Analysis, signal warrants are **not warranted** at the stop-controlled intersections within the study area under Phase 1 Buildout (2028) and Future Full Buildout (2050) traffic conditions.

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- Based on NCHRP Auxiliary Right-turn Lane Warrants, a northbound right-turn lane is **warranted** at the intersection of N-50 with Gateway Drive under Phase 1 Buildout (2028) and Future Full Buildout (2050) traffic conditions.
- Based on NCHRP Auxiliary Left-turn Lane Warrants, a southbound left-turn lane is **warranted** at the intersection of N-50 with Gateway Drive under Phase 1 Buildout (2028) and Future Full Buildout (2050) traffic conditions.
- Based on NCHRP Minor Approach Analysis, a two-lane westbound approach is **warranted** at the intersection of N-50 with Gateway Drive under Future Full Buildout (2050) conditions.
- To improve pedestrian safety and connectivity, **it is recommended** that a new marked pedestrian crossing by provided across the south leg of the intersection of N-50 with Capehart Road. Pedestrian signal heads and APS push-buttons will need to be provided for the proposed crossing.
- **It is recommended** that a pedestrian crossing be provided on the south leg of the intersection of 142nd Street with Capehart Road.

MoPac Trail

- To maintain consistency along the trail, **it is recommended** that a high visibility crosswalk be provided at the crossing of Gateway Drive. The crossing should provide attributes similar to the crossing at Friend Plaza.

Phase 1 Buildout (2028)

- Capehart Road should be widened to a three-lane cross-section along the frontage of the development.
- At the intersection of N-50 with Gateway Drive, **it is recommended** that a northbound right-turn lane be provided.
  - For the design of a standard right-turn lane, based on the *A Policy on Geometric Design of Highways and Streets (Green Book), AASHTO, 7th Edition, 2018,* the right-turn lane should provide 420 feet of storage/deceleration length and a 15:1 taper (180 feet).
  - For design requirements for offset right-turn lanes, refer to Section 1.D.3 and Exhibit 4.12 of the *NDOT Roadway Design Manual*. Per Section 1.D.3, for a posted speed limit of (60 mph) plus 5 mph (65 mph), the near lane ISD is 743 feet and far lane ISD is 791 feet.
- At the intersection of N-50 with Gateway Drive, **it is recommended** that a southbound left-turn lane be provided.
  - For the design of a standard left-turn lane, based on the *A Policy on Geometric Design of Highways and Streets (Green Book), AASHTO, 7th Edition, 2018,* the left-turn lane should provide 420 feet of storage/deceleration length and a 15:1 taper (180 feet).

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- At the intersection of N-50 with Gateway Drive, **it is recommended** that a westbound two-lane approach be provided. The left-turn lane should be built with the initial phase even though it is warranted under Future Full Buildout (2050) conditions. The westbound left-turn lane should provide at least 150 feet of vehicle storage with a 10:1 taper (120 feet)
- At the intersection of Capehart Road with 142nd Street, **it is recommended** that a westbound left-turn lane and eastbound right-turn lane be built when the connection to Capehart Road is made. The turn lanes should provide at least 150 feet of vehicle storage with a 10:1 taper (120 feet). The turn lanes should be provided with both Capehart Road as a 3-lane and 4-lane cross-section.

Future Full Buildout (2050)

- At the intersection of N-50 with Capehart Road, **it is recommended** that a southbound left-turn lane be extended to 500 feet of storage/deceleration length and a 15:1 taper (180 feet) if Capehart Road remains a 3-lane cross-section.
- Based on the cross-section analysis, **it is recommended** that Capehart Road east of N-50 be widened to a 4-lane cross-section. This recommendation also aligns with the recommendations found in *WE-STEP*. This is a non-site related improvement.
  - At the intersection of N-50 with Capehart Road, **it is recommended** that dual southbound left-turn lanes be considered as a future non site improvement. This improvement should be coordinated with the widening of Capehart Road to a 4-lane cross-section.
  - Signal timing and phasing should be updated and continually monitored as the area develops.
- At the intersection of N-50 with Capehart Road, **it is recommended** that a westbound left-turn lane be extended to 450 feet of storage/deceleration length and a 15:1 taper (180 feet). This improvement should be coordinated with the widening of Capehart Road to a 4-lane cross-section.

Truck Traffic

- Prior to final design approval, WB-67 truck turning templates should be provided for the N-50 with Gateway Drive intersection, the Capehart Road with 142nd Street intersection, and the internal site circulation system. The final design should demonstrate that trucks can enter, exit, circulate, and access loading areas without encroaching into opposing lanes, tracking over curbs, blocking the MoPac Trail crossing, or backing onto public roadways. Adequate driveway throat length and on-site truck storage should be provided so truck queues do not extend onto N-50, Gateway Drive, Capehart Road, 142nd Street, or pedestrian/bicycle facilities.

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Appendix A. Traffic Count Data

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Location: N-50 & Capehart Road
Date: Thursday, July 16, 2026
Time: 06:00 AM - 07:00 PM

Prepared By: FELSBURG HOLT & ULLEVIG

Turning Movement Count

Time	EB Utrn	EB Left	EB Thru	EB Right	WB Utrn	WB Left	WB Thru	WB Right	NB Utrn	NB Left	NB Thru	NB Right	SB Utrn	SB Left	SB Thru	SB Right
0:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00	29	87	1	0	1	3	2	0	0	107	3	0	2	0	0	0
6:15	20	122	2	0	2	1	0	0	0	147	7	0	2	0	6	0
6:30	38	128	1	0	5	2	0	0	1	135	7	0	2	0	5	0
6:45	37	109	2	0	0	3	3	0	0	166	7	0	2	0	3	0
7:00	20	65	1	0	1	4	1	0	1	171	5	0	0	2	10	0
7:15	15	102	1	0	4	1	3	0	1	176	3	0	4	2	13	0
7:30	14	101	1	0	6	1	3	0	5	205	6	0	4	2	7	0
7:45	23	97	2	0	2	3	2	0	2	152	7	0	0	0	7	0
8:00	16	84	1	0	4	0	0	0	3	159	3	0	5	0	9	0
8:15	19	88	1	0	5	1	1	0	0	132	4	0	1	0	5	0
8:30	6	89	1	0	4	2	2	0	3	131	1	0	1	1	7	0
8:45	8	71	1	0	2	1	0	0	3	102	5	0	3	1	4	0
9:00	4	101	0	1	2	1	1	0	0	114	1	0	0	0	3	0
9:15	8	105	0	0	3	0	1	0	3	87	1	0	7	0	8	0
9:30	5	79	3	0	1	1	0	0	2	124	7	0	3	1	10	0
9:45	8	93	1	0	2	0	1	0	0	111	1	0	0	1	6	0
10:00	15	84	1	0	2	4	0	0	0	100	2	0	3	3	9	0
10:15	2	98	0	0	0	0	0	0	1	124	3	0	6	1	7	0
10:30	8	91	2	0	0	1	0	0	0	106	2	0	5	0	4	0
10:45	4	91	6	0	0	0	3	0	0	103	1	0	6	2	5	0
11:00	6	89	2	0	2	2	1	0	4	109	4	0	5	1	10	0
11:15	10	100	1	0	3	0	1	0	3	98	8	0	6	1	9	0
11:30	9	107	0	0	0	2	2	0	0	110	3	0	4	1	10	0
11:45	9	76	1	0	0	1	0	0	0	105	4	0	7	0	12	0
12:00	8	127	3	0	3	0	2	0	0	115	7	0	11	2	36	0
12:15	15	105	0	0	1	0	1	0	2	111	6	0	3	1	11	0
12:30	21	99	0	0	1	1	1	0	0	103	5	0	4	1	8	0
12:45	12	96	2	0	1	3	3	0	0	101	6	0	2	0	10	0

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Location: N-50 & Capehart Road
Date: Thursday, July 16, 2026
Time: 06:00 AM - 07:00 PM

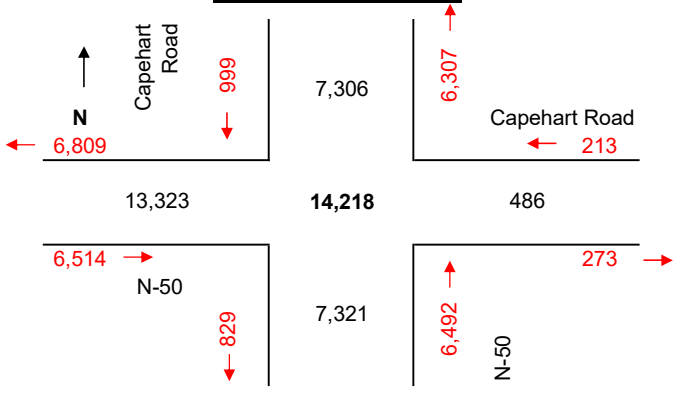
Prepared By: FELSBURG HOLT & ULLEVIG

Turning Movement Count

Time	EB Utrn	EB Left	EB Thru	EB Right	WB Utrn	WB Left	WB Thru	WB Right	NB Utrn	NB Left	NB Thru	NB Right	SB Utrn	SB Left	SB Thru	SB Right
13:00	9	121	0	0	0	1	2	0	0	99	2	0	0	2	6	0
13:15	8	95	2	0	1	0	0	0	2	98	2	0	2	1	5	0
13:30	7	110	1	0	1	0	0	0	1	104	2	0	3	1	5	0
13:45	8	109	0	0	1	1	0	0	1	117	2	0	4	3	11	0
14:00	9	94	0	0	2	0	0	0	0	96	0	0	7	0	10	0
14:15	6	99	4	0	0	0	0	0	1	101	2	0	4	3	28	0
14:30	8	148	3	0	1	0	0	0	0	108	5	0	7	2	28	0
14:45	2	103	2	0	3	1	2	0	1	100	3	0	5	2	24	0
15:00	6	157	4	1	3	1	1	0	3	107	3	0	3	1	22	0
15:15	3	146	2	0	2	0	1	0	0	106	0	0	5	0	51	0
15:30	4	142	3	0	3	2	0	0	2	170	0	0	14	5	58	0
15:45	2	172	8	0	1	4	1	0	0	130	1	0	7	2	25	0
16:00	1	144	3	0	3	0	0	0	0	128	3	0	8	10	37	0
16:15	4	180	2	0	1	2	1	0	1	120	2	1	13	3	29	0
16:30	1	160	2	0	3	2	2	0	0	108	4	0	9	1	66	0
16:45	0	186	4	0	4	2	2	0	1	147	2	0	2	3	16	0
17:00	2	178	10	0	0	3	1	0	1	188	0	0	5	0	16	0
17:15	3	185	2	0	3	3	0	0	1	145	2	0	4	2	7	0
17:30	0	169	2	0	4	1	0	0	0	120	2	0	6	0	9	0
17:45	2	166	2	0	2	0	0	0	0	111	3	0	4	2	4	0
18:00	1	118	4	0	0	0	2	0	1	126	2	0	4	1	8	0
18:15	2	87	2	0	0	1	0	0	0	83	0	0	1	2	10	0
18:30	2	93	3	0	4	1	0	0	0	92	3	0	0	0	2	0
18:45	3	81	1	0	0	1	1	0	0	69	0	0	1	1	2	0
19:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13-hr Total	**482**	**5927**	**103**	**2**	**99**	**64**	**50**	**0**	**50**	**6277**	**164**	**1**	**216**	**70**	**713**	**0**
% Trucks	13%	15%	7%	0%	2%	9%	20%	0%	20%	13%	12%	0%	15%	10%	9%	0%

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Intersection 13-hr Totals



Appendix B. Traffic Forecast Data

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Intersection ID #	Intersection	Leg	Existing (2026) Weekday (Raw)	2026 ADT (Adj.)	2026 EADT (Adj.)	2022 ADT (MAPA)	2050 ADT (MAPA)	2022-2050 Growth % (MAPA)	2028 Forecast (FHU)	2040 Forecast (FHU)	2026 Growth % (FHU)	2028 Factor (FHU)	2050 Factor (FHU)
101	N-50 & Capehart Road	North	13,605	16,400	17,200	14,268	26,400	2.22%	17,100	26,400	2.0%	1.04	1.61
		East	436	600		200	2,100	8.76%	700	2,000	5.0%	1.10	3.23
		South	12,686	15,300		13,107	24,300	2.23%	16,000	24,700	2.0%	1.04	1.61
		West	1,709	2,100		200	900	5.52%	2,200	3,100	1.5%	1.03	1.43
102	N-50 & Gateway Drive	North	-	-	-	13,107	24,300	2.23%	-	-	0.0%	1.00	1.00
		East	-	-		-	-	-	-	-	2.0%	1.04	1.61
		South	-	-		12,358	24,800	2.52%	-	-	0.0%	1.00	1.00
		West	-	-		-	-	-	-	-	2.0%	1.04	1.61
103	Capehart Road & 142nd Street	North	-	-	-	-	-	-	-	-	0.0%	1.00	1.00
		East	-	-		200	1,800	8.16%	-	-	5.0%	1.10	3.23
		South	-	-		-	-	-	-	-	0.0%	1.00	1.00
		West	-	-		200	2,100	8.76%	-	-	5.0%	1.10	3.23

*13-hr Count. Use Factor of 1.2 to get 24-hours

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Appendix C. MUTCD Signal Warrant Worksheet

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MUTCD Volume-based Warrant Evaluation
N-50 & Gateway Drive
Phase 1 Buildout (2028)

Major Street: N-50
Lanes Moving Traffic: 2 or more
Approach Speed: 60 MPH
Option: High speed major-street

Minor Street: Gateway Drive
Lanes Moving Traffic: 1
Right Turn Volume Included: 75% WB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	420 (336)	1391	1354	1495	1359	1336	1091	1034	1076
Highest Apprch. Minor Street	105 (84)	42	41	15	16	8	20	25	11

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	630 (504)	1391	1354	1495	1359	1336	1091	1034	1076
Highest Apprch. Minor Street	53 (42)	42	41	15	16	8	20	25	11

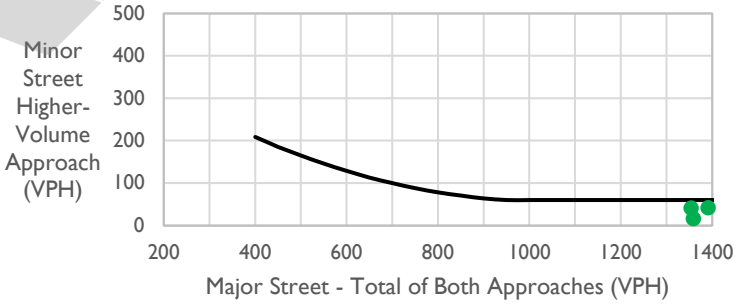
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

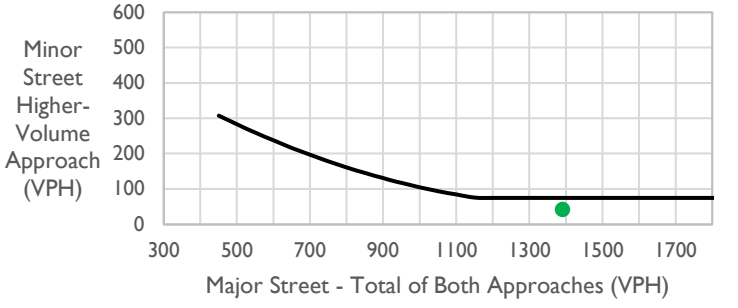
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	1391	42
2nd Highest	1354	41
3rd Highest	1495	15
4th Highest	1359	16



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	1391	42



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MUTCD Volume-based Warrant Evaluation
142nd Street & Capehart Road
Future Full Buildout (2050)

FELSBURG HOLT & ULLEVIG

Major Street: Capehart Road
Lanes Moving Traffic: 1
Approach Speed: 45 MPH
Option: High speed major-street

Minor Street: 142nd Street
Lanes Moving Traffic: 2 or more
Right Turn Volume Included: 75% NB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	350 (280)	1480	1441	1591	1446	1421	1160	1100	1144
Highest Apprch. Minor Street	140 (112)	51	49	18	19	10	25	30	14

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	525 (420)	1480	1441	1591	1446	1421	1160	1100	1144
Highest Apprch. Minor Street	70 (56)	51	49	18	19	10	25	30	14

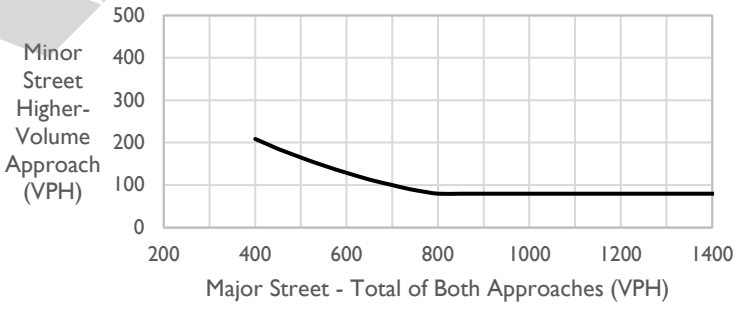
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

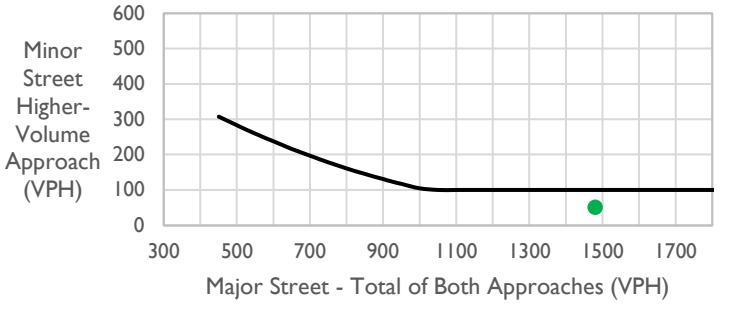
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	1480	51
2nd Highest	1441	49
3rd Highest	1591	18
4th Highest	1446	19



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	1480	51



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MUTCD Volume-based Warrant Evaluation
N-50 & Gateway Drive
Future Full Buildout (2050)

FELSBURG HOLT & ULLEVIG

Major Street: N-50
Lanes Moving Traffic: 2 or more
Approach Speed: 60 MPH
Option: High speed major-street

Minor Street: Gateway Drive
Lanes Moving Traffic: 1
Right Turn Volume Included: 75% WB

WARRANT 1, Condition A - Minimum Vehicular Volume

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	420 (336)	2787	2713	2995	2722	2676	2185	2072	2155
Highest Apprch. Minor Street	105 (84)	61	59	21	23	12	30	36	16

WARRANT 1, Condition B - Interruption of Continuous Traffic

70% Satisfied | No

	Vehicles per hour 70% (56%)	Peak Hour	2nd Highest	3rd Highest	4th Highest	5th Highest	6th Highest	7th Highest	8th Highest
Both Apprchs. Major Street	630 (504)	2787	2713	2995	2722	2676	2185	2072	2155
Highest Apprch. Minor Street	53 (42)	61	59	21	23	12	30	36	16

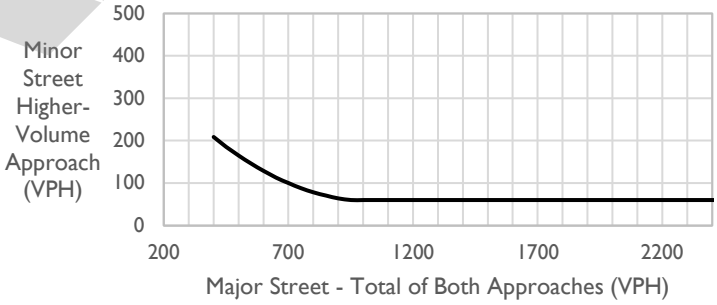
WARRANT 1, Condition A and Condition B

56% Satisfied | No

WARRANT 2, Four Hour Volume

70% Satisfied | No

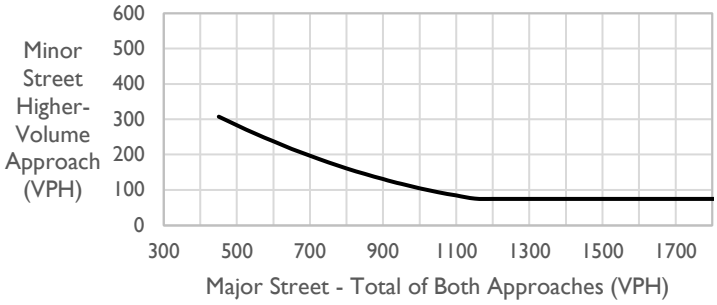
	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	2787	61
2nd Highest	2713	59
3rd Highest	2995	21
4th Highest	2722	23



WARRANT 3, Peak Hour Volume

70% Satisfied | No

	Both Apprchs. Major Street	Higher Vol. Apprch. Minor Street
Peak Hour	2787	61



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Appendix D. NCHRP Auxiliary Turn Lane Warrant Worksheets

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Minor Approach Lane Warrant - NCHRP 457

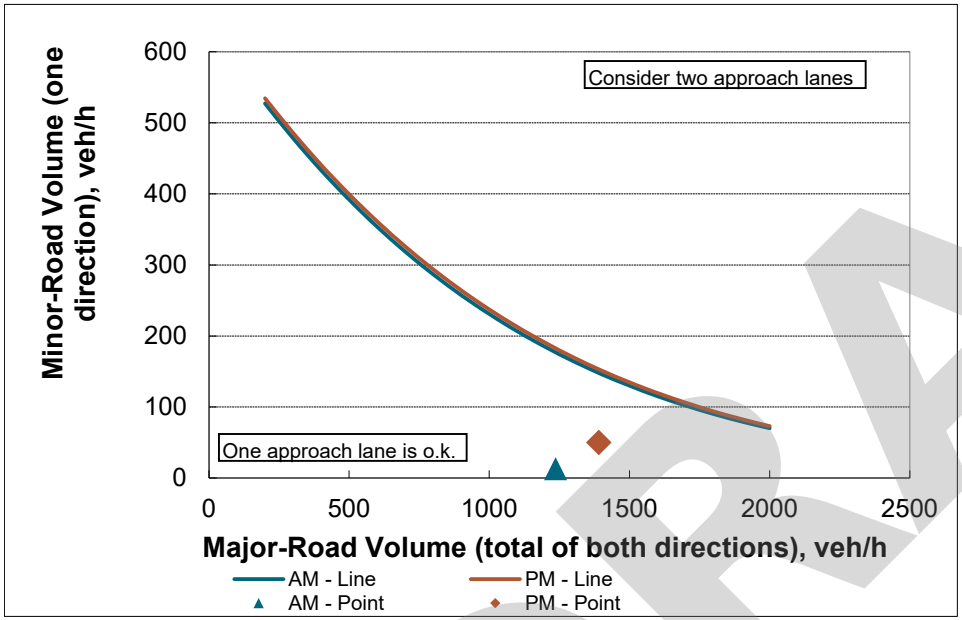
N-50 & Gateway Drive

Phase 1 Buildout (2028)

Major Street: N-50

Minor Street: Gateway Drive

Direction: **Westbound**



INPUT

Variable	AM	PM	-
Major-road volume (total of both directions), veh/h:	1237	1391	-
Percentage of right-turns on minor road, %:	62%	64%	-
Minor-road volume (one direction), veh/h:	13	50	-

OUTPUT

Variable	AM	PM	-
Limiting minor-road volume (one direction), veh/h:	177	153	-
Guidance for determining minor-road approach geometry:			
ONE approach lane is O.K.			

CALIBRATION CONSTANTS

Minor Road, Gap Acceptance (s)	Critical	Follow
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity, veh/h:	6.5	4.0

* according to Table 17 - 5 of the HCM

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Left-turn Lane Warrant (4 Lane) - NCHRP 457

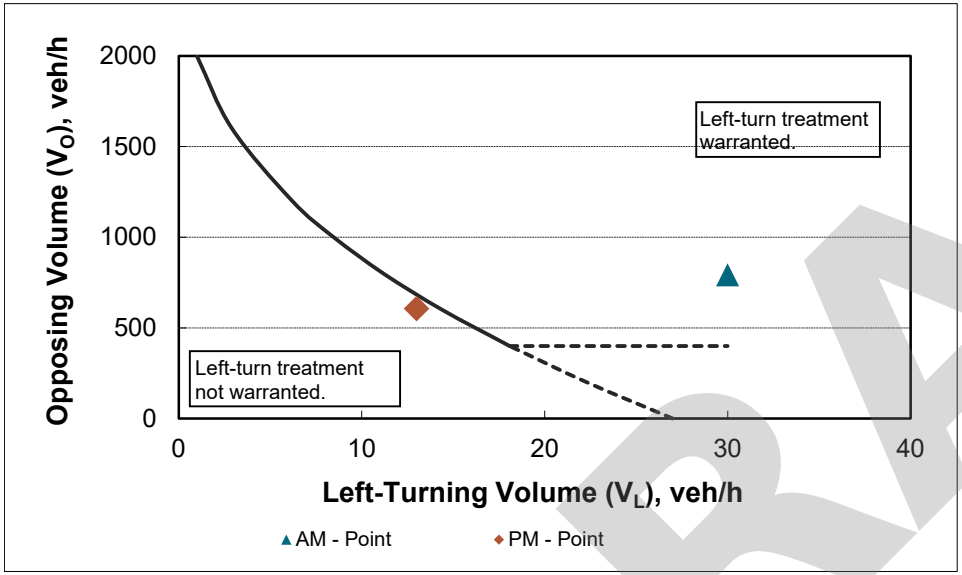
N-50 & Gateway Drive

Phase 1 Buildout (2028)

Major Street: N-50

Minor Street: Gateway Drive

Direction: **Southbound**



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

INPUT

Variable	AM	PM	-
Left-turning volume (V_L), veh/h:	30	13	-
Advancing volume (V_A), veh/h:	445	785	-
Opposing volume (V_O), veh/h:	792	606	-

OUTPUT

Variable	AM	PM	-
Opposing volume (Vo) check:	O.K.	O.K.	-
Combined volume (V_A and V_O) check:	O.K.	O.K.	-
Guidance for determining the need for a major-road left-turn bay:			
Left-turn treatment warranted.			

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0

DRAFT

Right-turn Lane Warrant (4 Lane) - NCHRP 457

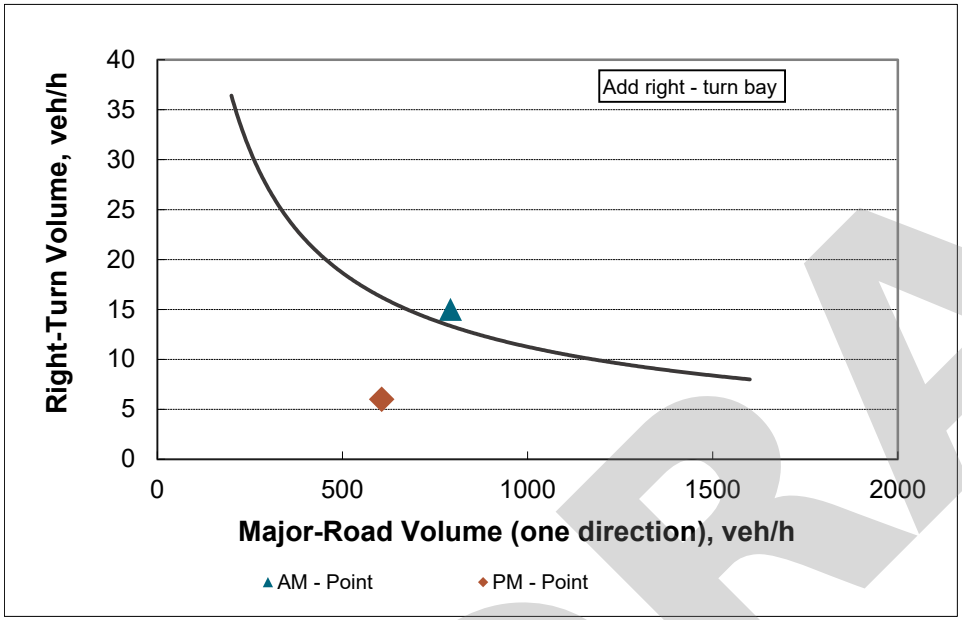
N-50 & Gateway Drive

Phase 1 Buildout (2028)

Major Street: N-50

Minor Street: Gateway Drive

Direction: **Northbound**



INPUT

Variable	AM	PM	-
Major-road speed, mph:	60	60	-
Major-road volume (one direction), veh/h:	792	606	-
Right-turn volume, veh/h:	15	6	-

OUTPUT

Variable	AM	PM	-
Limiting right-turn volume, veh/h:	13	16	-
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:			
Add right-turn bay.			

DRAFT

Minor Approach Lane Warrant - NCHRP 457

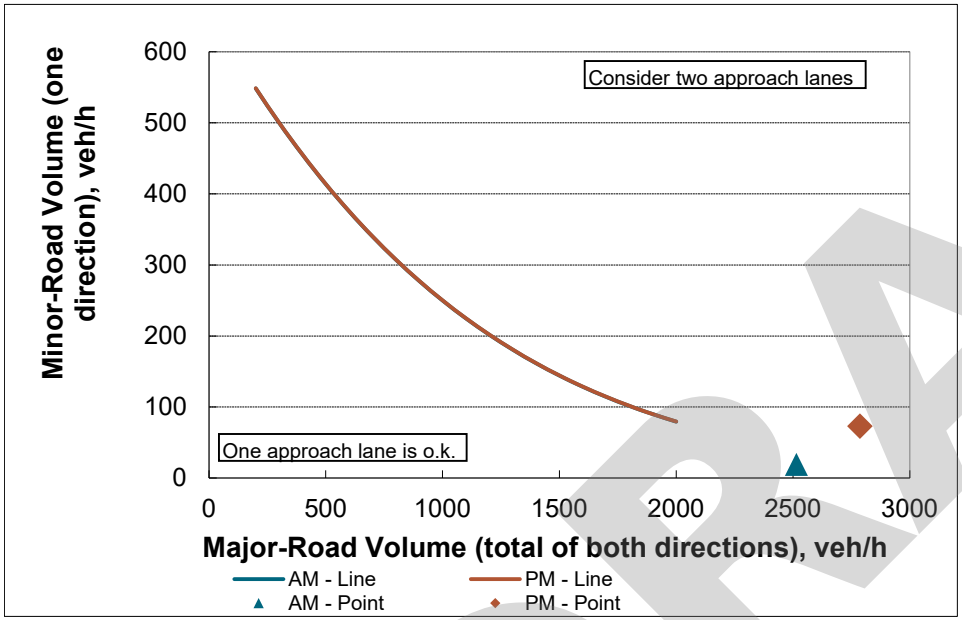
N-50 & Gateway Drive

Future Full Buildout (2050)

Major Street: N-50

Minor Street: Gateway Drive

Direction: **Westbound**



INPUT

Variable	AM	PM	-
Major-road volume (total of both directions), veh/h:	2515	2787	-
Percentage of right-turns on minor road, %:	68%	68%	-
Minor-road volume (one direction), veh/h:	19	73	-

OUTPUT

Variable	AM	PM	-
Limiting minor-road volume (one direction), veh/h:	41	28	-
Guidance for determining minor-road approach geometry:			
Consider TWO approach lanes			

CALIBRATION CONSTANTS

Minor Road, Gap Acceptance (s)	Critical	Follow
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity, veh/h:	6.5	4.0

* according to Table 17 - 5 of the HCM

DRAFT

Left-turn Lane Warrant (4 Lane) - NCHRP 457

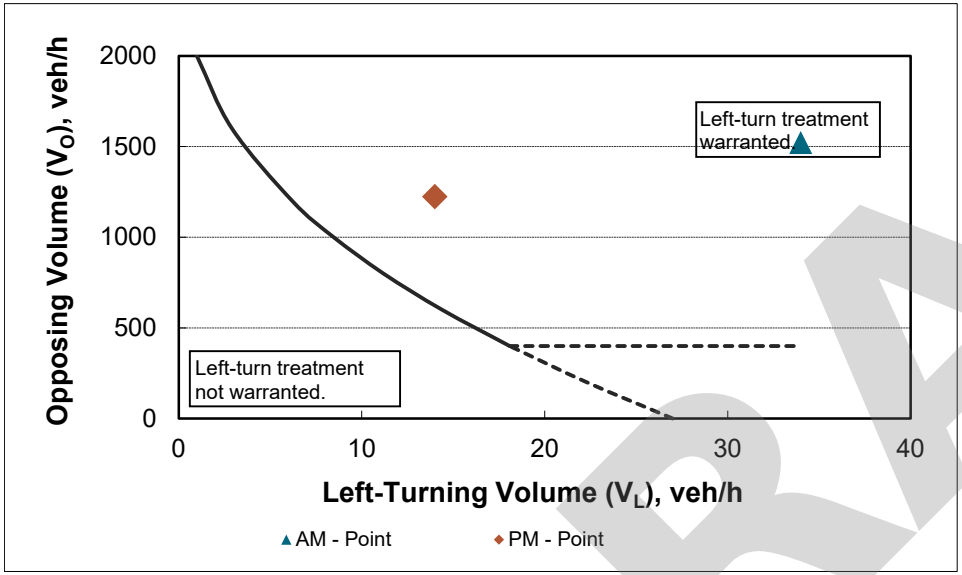
N-50 & Gateway Drive

Future Full Buildout (2050)

Major Street: N-50

Minor Street: Gateway Drive

Direction: **Southbound**



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

INPUT

Variable	AM	PM	-
Left-turning volume (V_L), veh/h:	34	14	-
Advancing volume (V_A), veh/h:	993	1563	-
Opposing volume (V_O), veh/h:	1522	1224	-

OUTPUT

Variable	AM	PM	-
Opposing volume (Vo) check:	O.K.	O.K.	-
Combined volume (V_A and V_O) check:	O.K.	O.K.	-
Guidance for determining the need for a major-road left-turn bay:			
Left-turn treatment warranted.			

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0

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Right-turn Lane Warrant (4 Lane) - NCHRP 457

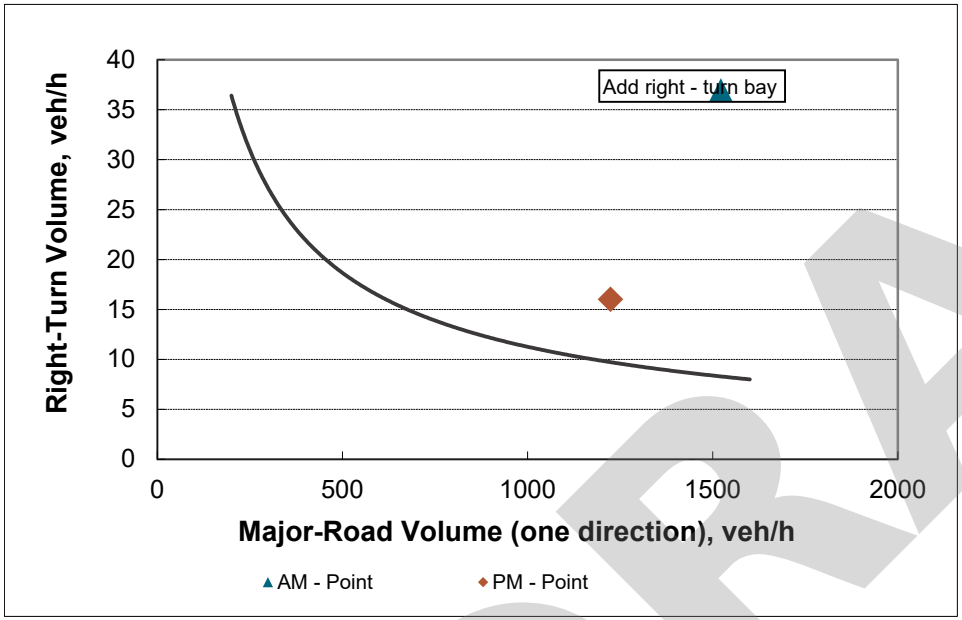
N-50 & Gateway Drive

Future Full Buildout (2050)

Major Street: N-50

Minor Street: Gateway Drive

Direction: **Northbound**



INPUT

Variable	AM	PM	-
Major-road speed, mph:	60	60	-
Major-road volume (one direction), veh/h:	1522	1224	-
Right-turn volume, veh/h:	37	16	-

OUTPUT

Variable	AM	PM	-
Limiting right-turn volume, veh/h:	8	10	-
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:			
Add right-turn bay.			

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Minor Approach Lane Warrant - NCHRP 457

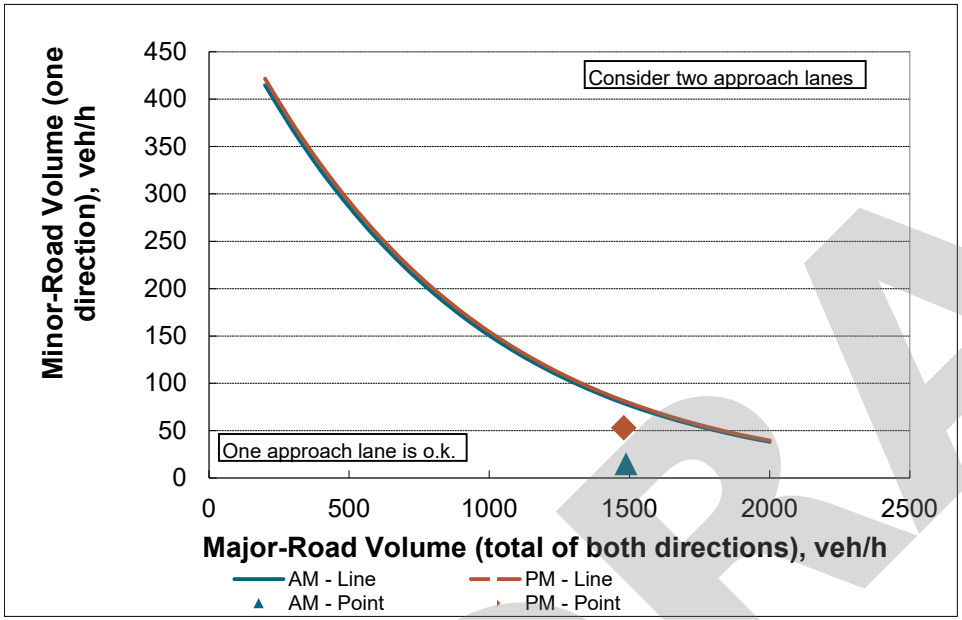
142nd Street & Capehart Road

Future Full Buildout (2050)

Major Street: Capehart Road

Minor Street: 142nd Street

Direction: **Northbound**



INPUT

Variable	AM	PM	-
Major-road volume (total of both directions), veh/h:	1488	1480	-
Percentage of right-turns on minor road, %:	13%	17%	-
Minor-road volume (one direction), veh/h:	15	53	-

OUTPUT

Variable	AM	PM	-
Limiting minor-road volume (one direction), veh/h:	78	81	-
Guidance for determining minor-road approach geometry:			
ONE approach lane is O.K.			

CALIBRATION CONSTANTS

Minor Road, Gap Acceptance (s)	Critical	Follow
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity, veh/h:	6.5	4.0

* according to Table 17 - 5 of the HCM

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Left-turn Lane Warrant (4 Lane) - NCHRP 457

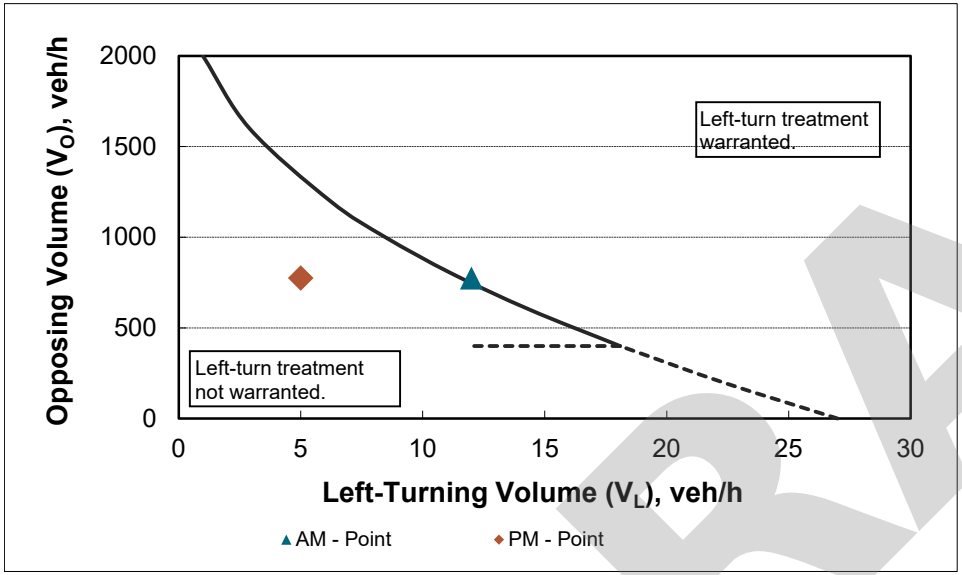
142nd Street & Capehart Road

Future Full Buildout (2050)

Major Street: Capehart Road

Minor Street: 142nd Street

Direction: **Westbound**



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

INPUT

Variable	AM	PM	-
Left-turning volume (V_L), veh/h:	12	5	-
Advancing volume (V_A), veh/h:	714	706	-
Opposing volume (V_O), veh/h:	774	774	-

OUTPUT

Variable	AM	PM	-
Opposing volume (Vo) check:	O.K.	O.K.	-
Combined volume (V_A and V_O) check:	O.K.	O.K.	-
Guidance for determining the need for a major-road left-turn bay:			
Left-turn treatment warranted.			

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0

DRAFT

Right-turn Lane Warrant (4 Lane) - NCHRP 457

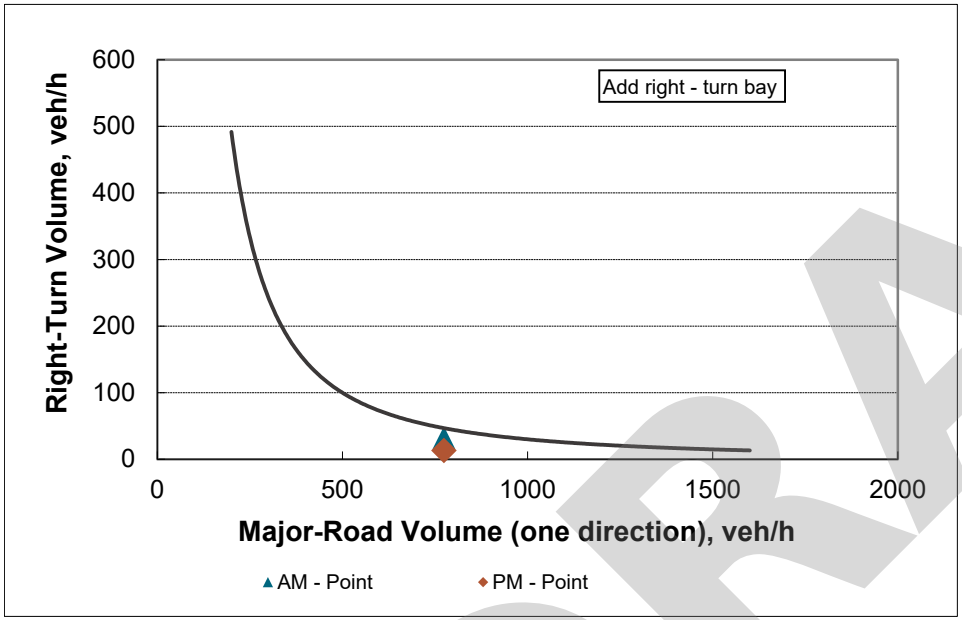
142nd Street & Capehart Road

Future Full Buildout (2050)

Major Street: Capehart Road

Minor Street: 142nd Street

Direction: **Eastbound**



INPUT

Variable	AM	PM	-
Major-road speed, mph:	45	45	-
Major-road volume (one direction), veh/h:	774	774	-
Right-turn volume, veh/h:	32	13	-

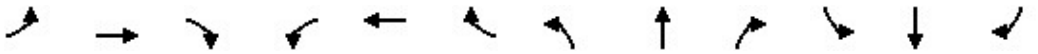
OUTPUT

Variable	AM	PM	-
Limiting right-turn volume, veh/h:	47	47	-
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:			
Do NOT add right-turn bay.			

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Appendix E. LOS Capacity Analysis Worksheet

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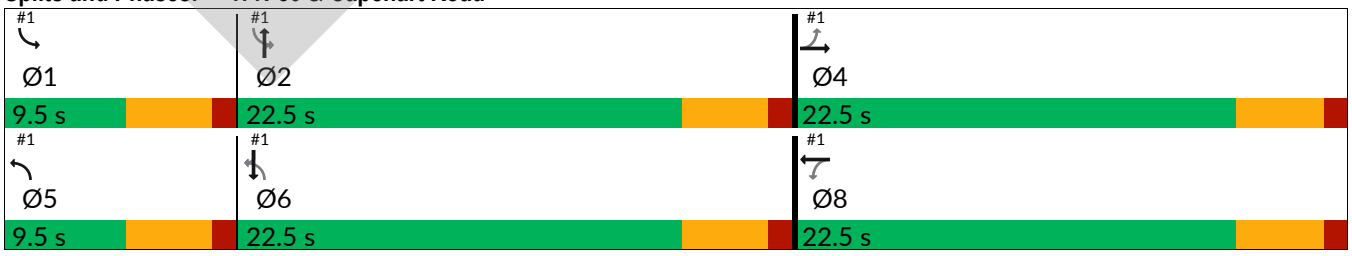
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	6	10	10	9	11	21	718	7	5	377	86
Future Volume (vph)	33	6	10	10	9	11	21	718	7	5	377	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	300		0	350		600	300		500
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.908			0.918				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1691	0	1770	1710	0	1770	3539	1583	1770	3539	1583
Flt Permitted							0.511			0.348		
Satd. Flow (perm)	1863	1691	0	1863	1710	0	952	3539	1583	648	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			12				120			120
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		806			743			1127			883	
Travel Time (s)		12.2			11.3			14.0			10.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	7	11	11	10	12	23	780	8	5	410	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	18	0	11	22	0	23	780	8	5	410	93
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			6		2	2		6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (%)	41.3%	41.3%		41.3%	41.3%		17.4%	41.3%	41.3%	17.4%	41.3%	41.3%
Maximum Green (s)	18.0	18.0		18.0	18.0		5.0	18.0	18.0	5.0	18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	6.6	6.6		6.4	6.4		28.1	30.0	30.0	28.1	30.0	30.0
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.74	0.79	0.79	0.74	0.79	0.79
v/c Ratio	0.11	0.06		0.04	0.07		0.03	0.28	0.01	0.01	0.15	0.07
Control Delay (s/veh)	14.4	10.5		13.8	10.8		3.3	4.8	0.0	3.4	4.3	1.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	10.5		13.8	10.8		3.3	4.8	0.0	3.4	4.3	1.8
LOS	B	B		B	B		A	A	A	A	A	A
Approach Delay (s/veh)		13.1			11.8			4.7			3.8	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 54.5			
Actuated Cycle Length: 38.1			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.28			
Intersection Signal Delay (s/veh): 4.9		Intersection LOS: A	
Intersection Capacity Utilization 35.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: N-50 & Capehart Road



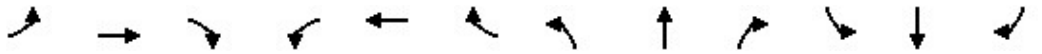
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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	36	18	11	22	23	780	8	5	410	93
v/c Ratio	0.11	0.06	0.04	0.07	0.03	0.28	0.01	0.01	0.15	0.07
Control Delay (s/veh)	14.4	10.5	13.8	10.8	3.3	4.8	0.0	3.4	4.3	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	10.5	13.8	10.8	3.3	4.8	0.0	3.4	4.3	1.8
Queue Length 50th (ft)	6	1	2	2	1	0	0	0	0	0
Queue Length 95th (ft)	26	14	12	16	7	120	0	3	60	15
Internal Link Dist (ft)		726		663		1047			803	
Turn Bay Length (ft)	250		300		350		600	300		500
Base Capacity (vph)	889	812	889	822	809	2784	1271	625	2784	1271
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.02	0.01	0.03	0.03	0.28	0.01	0.01	0.15	0.07

Intersection Summary

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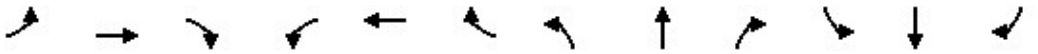


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	6	10	10	9	11	21	718	7	5	377	86
Future Volume (veh/h)	33	6	10	10	9	11	21	718	7	5	377	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	7	11	11	10	12	23	780	8	5	410	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	300	53	84	303	63	75	653	1885	841	489	1808	806
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.03	0.53	0.53	0.01	0.51	0.51
Sat Flow, veh/h	1390	655	1030	1395	774	929	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	36	0	18	11	0	22	23	780	8	5	410	93
Grp Sat Flow(s),veh/h/ln	1390	0	1685	1395	0	1703	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.9	0.0	0.4	0.3	0.0	0.4	0.2	4.7	0.1	0.0	2.3	1.1
Cycle Q Clear(g_c), s	1.3	0.0	0.4	0.6	0.0	0.4	0.2	4.7	0.1	0.0	2.3	1.1
Prop In Lane	1.00		0.61	1.00		0.55	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	300	0	137	303	0	138	653	1885	841	489	1808	806
V/C Ratio(X)	0.12	0.00	0.13	0.04	0.00	0.16	0.04	0.41	0.01	0.01	0.23	0.12
Avail Cap(c_a), veh/h	894	0	857	899	0	866	853	1885	841	729	1808	806
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	0.0	15.1	15.4	0.0	15.1	3.9	5.0	3.9	4.1	4.8	4.5
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.0	0.0	0.5	0.0	0.7	0.0	0.0	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.1	0.0	0.1	0.0	0.5	0.0	0.0	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.9	0.0	15.5	15.4	0.0	15.7	3.9	5.7	3.9	4.1	5.1	4.8
LnGrp LOS	B		B	B		B	A	A	A	A	A	A
Approach Vol, veh/h		54			33			811			508	
Approach Delay, s/veh		15.8			15.6			5.6			5.1	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	23.3		7.4	5.5	22.5		7.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	18.0		18.0	5.0	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.0	6.7		3.3	2.2	4.3		2.6				
Green Ext Time (p_c), s	0.0	3.5		0.1	0.0	2.1		0.1				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	6.0
HCM 6th LOS	A

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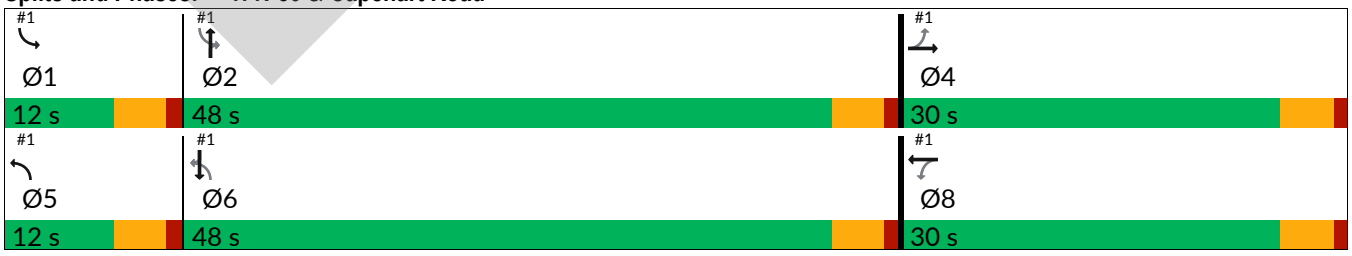
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	7	29	6	9	8	9	563	3	18	704	7
Future Volume (vph)	127	7	29	6	9	8	9	563	3	18	704	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	300		0	350		600	300		500
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.880			0.929				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1639	0	1770	1730	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.745			0.731			0.338			0.406		
Satd. Flow (perm)	1388	1639	0	1362	1730	0	630	3539	1583	756	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			9				73			73
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		806			743			1127			883	
Travel Time (s)		12.2			11.3			14.0			10.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	138	8	32	7	10	9	10	612	3	20	765	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	138	40	0	7	19	0	10	612	3	20	765	8
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			6		2	2		6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	30.0	30.0		30.0	30.0		12.0	48.0	48.0	12.0	48.0	48.0
Total Split (%)	33.3%	33.3%		33.3%	33.3%		13.3%	53.3%	53.3%	13.3%	53.3%	53.3%
Maximum Green (s)	25.5	25.5		25.5	25.5		7.5	43.5	43.5	7.5	43.5	43.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	12.6	12.6		12.6	12.6		51.5	48.3	48.3	50.6	50.4	50.4
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.70	0.65	0.65	0.68	0.68	0.68
v/c Ratio	0.58	0.13		0.03	0.06		0.02	0.26	0.00	0.03	0.32	0.01
Control Delay (s/veh)	38.3	12.9		25.0	18.7		4.3	7.2	0.0	4.4	6.4	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.3	12.9		25.0	18.7		4.3	7.2	0.0	4.4	6.4	0.0
LOS	D	B		C	B		A	A	A	A	A	A
Approach Delay (s/veh)		32.6			20.4			7.2			6.3	
Approach LOS		C			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 73.9			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 9.7		Intersection LOS: A	
Intersection Capacity Utilization 40.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: N-50 & Capehart Road



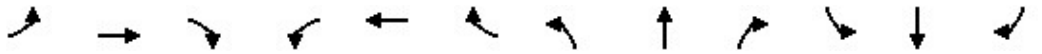
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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	138	40	7	19	10	612	3	20	765	8
v/c Ratio	0.58	0.13	0.03	0.06	0.02	0.26	0.00	0.03	0.32	0.01
Control Delay (s/veh)	38.3	12.9	25.0	18.7	4.3	7.2	0.0	4.4	6.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.3	12.9	25.0	18.7	4.3	7.2	0.0	4.4	6.4	0.0
Queue Length 50th (ft)	50	3	2	3	1	40	0	2	52	0
Queue Length 95th (ft)	117	28	13	21	6	124	0	10	157	0
Internal Link Dist (ft)		726		663		1047			803	
Turn Bay Length (ft)	250		300		350		600	300		500
Base Capacity (vph)	482	590	473	607	557	2315	1060	626	2413	1102
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.07	0.01	0.03	0.02	0.26	0.00	0.03	0.32	0.01

Intersection Summary

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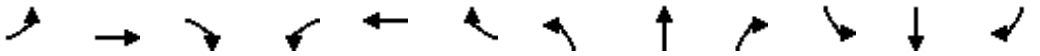


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	7	29	6	9	8	9	563	3	18	704	7
Future Volume (veh/h)	127	7	29	6	9	8	9	563	3	18	704	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	138	8	32	7	10	9	10	612	3	20	765	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	45	181	266	126	113	515	2273	1014	603	2311	1031
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.01	0.64	0.64	0.02	0.65	0.65
Sat Flow, veh/h	1393	327	1308	1367	907	816	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	138	0	40	7	0	19	10	612	3	20	765	8
Grp Sat Flow(s),veh/h/ln	1393	0	1635	1367	0	1723	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.5	0.0	1.5	0.3	0.0	0.7	0.1	5.1	0.0	0.3	6.5	0.1
Cycle Q Clear(g_c), s	7.2	0.0	1.5	1.8	0.0	0.7	0.1	5.1	0.0	0.3	6.5	0.1
Prop In Lane	1.00		0.80	1.00		0.47	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	286	0	227	266	0	239	515	2273	1014	603	2311	1031
V/C Ratio(X)	0.48	0.00	0.18	0.03	0.00	0.08	0.02	0.27	0.00	0.03	0.33	0.01
Avail Cap(c_a), veh/h	615	0	613	589	0	646	689	2273	1014	758	2311	1031
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	0.0	25.9	26.6	0.0	25.5	4.2	5.3	4.4	4.1	5.3	4.2
Incr Delay (d2), s/veh	1.3	0.0	0.4	0.0	0.0	0.1	0.0	0.3	0.0	0.0	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.5	0.1	0.0	0.3	0.0	1.1	0.0	0.1	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.9	0.0	26.2	26.7	0.0	25.7	4.2	5.6	4.4	4.1	5.7	4.2
LnGrp LOS	C		C	C		C	A	A		A	A	A
Approach Vol, veh/h		178			26			625			793	
Approach Delay, s/veh		29.1			25.9			5.6			5.6	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	48.0		13.9	5.4	48.7		13.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	7.5	43.5		25.5	7.5	43.5		25.5				
Max Q Clear Time (g_c+I1), s	2.3	7.1		9.2	2.1	8.5		3.8				
Green Ext Time (p_c), s	0.0	3.8		0.5	0.0	5.0		0.1				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.5									
HCM 6th LOS			A									

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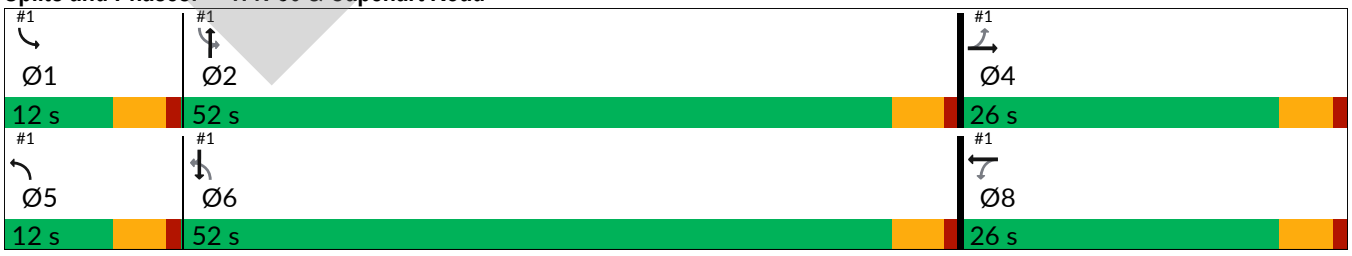
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	7	13	16	10	13	23	753	9	6	416	90
Future Volume (vph)	34	7	13	16	10	13	23	753	9	6	416	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	300		0	350		600	300		500
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.905			0.916				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1686	0	1770	1706	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.800			0.800			0.491			0.333		
Satd. Flow (perm)	1490	1686	0	1490	1706	0	915	3539	1583	620	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			14				73			98
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		806			1387			1882			883	
Travel Time (s)		12.2			21.0			23.3			10.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	8	14	17	11	14	25	818	10	7	452	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	22	0	17	25	0	25	818	10	7	452	98
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			6		2	2		6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	26.0	26.0		26.0	26.0		12.0	52.0	52.0	12.0	52.0	52.0
Total Split (%)	28.9%	28.9%		28.9%	28.9%		13.3%	57.8%	57.8%	13.3%	57.8%	57.8%
Maximum Green (s)	21.5	21.5		21.5	21.5		7.5	47.5	47.5	7.5	47.5	47.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	7.5	7.5		7.3	7.3		57.9	59.6	59.6	58.7	57.5	57.5
Actuated g/C Ratio	0.10	0.10		0.10	0.10		0.81	0.83	0.83	0.82	0.80	0.80
v/c Ratio	0.24	0.12		0.11	0.13		0.03	0.28	0.01	0.01	0.16	0.08
Control Delay (s/veh)	34.1	20.5		31.6	21.4		2.3	3.4	0.0	2.3	4.0	1.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.1	20.5		31.6	21.4		2.3	3.4	0.0	2.3	4.0	1.6
LOS	C	C		C	C		A	A	A	A	A	A
Approach Delay (s/veh)		29.0			25.5			3.4			3.5	
Approach LOS		C			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 71.6			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.28			
Intersection Signal Delay (s/veh): 5.1		Intersection LOS: A	
Intersection Capacity Utilization 36.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: N-50 & Capehart Road



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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	37	22	17	25	25	818	10	7	452	98
v/c Ratio	0.24	0.12	0.11	0.13	0.03	0.28	0.01	0.01	0.16	0.08
Control Delay (s/veh)	34.1	20.5	31.6	21.4	2.3	3.4	0.0	2.3	4.0	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.1	20.5	31.6	21.4	2.3	3.4	0.0	2.3	4.0	1.6
Queue Length 50th (ft)	16	3	7	5	2	41	0	1	20	0
Queue Length 95th (ft)	44	24	26	26	7	125	0	3	66	16
Internal Link Dist (ft)		726		1307		1802			803	
Turn Bay Length (ft)	250		300		350		600	300		500
Base Capacity (vph)	449	517	449	523	836	2943	1329	632	2842	1290
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.04	0.04	0.05	0.03	0.28	0.01	0.01	0.16	0.08

Intersection Summary

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	7	13	16	10	13	23	753	9	6	416	90
Future Volume (veh/h)	34	7	13	16	10	13	23	753	9	6	416	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	8	14	17	11	14	25	818	10	7	452	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	175	39	67	178	47	60	727	2582	1152	550	2516	1122
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.03	0.73	0.73	0.01	0.71	0.71
Unsig. Movement Delay												
Ln Grp Delay, s/veh	31.8	0.0	30.8	30.8	0.0	31.0	2.5	3.6	2.5	2.6	3.4	3.2
Ln Grp LOS	C		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		59			42			853			557	
Approach Delay, s/veh		31.4			30.9			3.5			3.4	
Approach LOS		C			C			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	3.0		6.0
Phs Duration (G+Y+Rc), s	5.1	53.3		8.7	6.4	52.0		8.7
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green (Gmax), s	7.5	47.5		21.5	7.5	47.5		21.5
Max Allow Headway (MAH), s	3.6	4.7		4.2	3.6	4.6		4.5
Max Q Clear (g_c+I1), s	2.1	7.5		4.7	2.3	4.9		3.6
Green Ext Time (g_e), s	0.0	5.6		0.1	0.0	3.0		0.1
Prob of Phs Call (p_c)	0.12	1.00		0.85	0.37	1.00		0.85
Prob of Max Out (p_x)	0.02	0.00		0.00	0.06	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1386	1781			1390

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		610		3554		748

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1068		1585		951

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L

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Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	7	0	0	37	25	0	0	17
Grp Sat Flow (s), veh/h/ln	1781	0	0	1386	1781	0	0	1390
Q Serve Time (g_s), s	0.1	0.0	0.0	1.8	0.3	0.0	0.0	0.8
Cycle Q Clear Time (g_c), s	0.1	0.0	0.0	2.7	0.3	0.0	0.0	1.6
Perm LT Sat Flow (s_l), veh/h/ln	662	0	0	1386	858	0	0	1390
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	48.8	0.0	0.0	4.2	47.5	0.0	0.0	4.2
Perm LT Serve Time (g_u), s	43.3	0.0	0.0	3.3	44.6	0.0	0.0	3.4
Perm LT Q Serve Time (g_ps), s	0.1	0.0	0.0	1.8	0.1	0.0	0.0	0.8
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	550	0	0	175	727	0	0	178
V/C Ratio (X)	0.01	0.00	0.00	0.21	0.03	0.00	0.00	0.10
Avail Cap (c_a), veh/h	733	0	0	532	877	0	0	535
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	2.6	0.0	0.0	31.2	2.4	0.0	0.0	30.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	2.6	0.0	0.0	31.8	2.5	0.0	0.0	30.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.3
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	818	0	0	0	452	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	5.5	0.0	0.0	0.0	2.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.5	0.0	0.0	0.0	2.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	2582	0	0	0	2516	0	0
V/C Ratio (X)	0.00	0.32	0.00	0.00	0.00	0.18	0.00	0.00
Avail Cap (c_a), veh/h	0	2582	0	0	0	2516	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.3	0.0	0.0	0.0	3.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.6	0.0	0.0	0.0	3.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.6	0.0	0.0	0.0	0.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.7	0.0	0.0	0.0	0.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	10	0	22	0	98	0	25
Grp Sat Flow (s), veh/h/ln	0	1585	0	1678	0	1585	0	1699
Q Serve Time (g_s), s	0.0	0.1	0.0	0.8	0.0	1.3	0.0	0.9
Cycle Q Clear Time (g_c), s	0.0	0.1	0.0	0.8	0.0	1.3	0.0	0.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.64	0.00	1.00	0.00	0.56
Lane Grp Cap (c), veh/h	0	1152	0	106	0	1122	0	107
V/C Ratio (X)	0.00	0.01	0.00	0.21	0.00	0.09	0.00	0.23
Avail Cap (c_a), veh/h	0	1152	0	538	0	1122	0	544
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	2.5	0.0	29.8	0.0	3.1	0.0	29.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.0	0.0	0.2	0.0	1.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	2.5	0.0	30.8	0.0	3.2	0.0	31.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.3	0.0	0.1	0.0	0.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.3	0.0	0.2	0.0	0.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	5.3
HCM 6th LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	8	777	15	30	415
Future Volume (vph)	5	8	777	15	30	415
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3539	1583	1770	3539
Link Speed (mph)	25		60			60
Link Distance (ft)	1353		1840			1882
Travel Time (s)	36.9		20.9			21.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	9	845	16	33	451
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	9	845	16	33	451
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.9%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.4

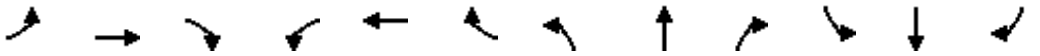
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	8	777	15	30	415
Future Vol, veh/h	5	8	777	15	30	415
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	150	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	9	845	16	33	451

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1137	423	0	0	861	0
Stage 1	845	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	195	579	-	-	776	-
Stage 1	382	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	187	579	-	-	776	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	366	-	-	-	-	-
Stage 2	732	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.5	0	0.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	187	579	776	-
HCM Lane V/C Ratio	-	-	0.029	0.015	0.042	-
HCM Ctrl Dly (s/v)	-	-	24.8	11.3	9.8	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q (veh)	-	-	0.1	0	0.1	-

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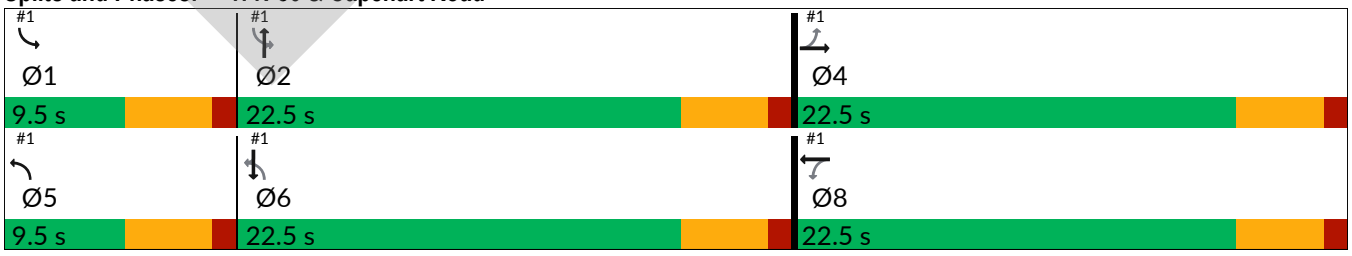
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	8	33	9	10	9	13	610	9	19	743	8
Future Volume (vph)	131	8	33	9	10	9	13	610	9	19	743	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	300		0	350		600	300		500
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.880			0.929				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1639	0	1770	1730	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.744			0.728			0.310			0.384		
Satd. Flow (perm)	1386	1639	0	1356	1730	0	577	3539	1583	715	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			10				120			120
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		806			1395			1882			883	
Travel Time (s)		12.2			21.1			23.3			10.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	142	9	36	10	11	10	14	663	10	21	808	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	45	0	10	21	0	14	663	10	21	808	9
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			6		2	2		6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (%)	41.3%	41.3%		41.3%	41.3%		17.4%	41.3%	41.3%	17.4%	41.3%	41.3%
Maximum Green (s)	18.0	18.0		18.0	18.0		5.0	18.0	18.0	5.0	18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	9.5	9.5		9.4	9.4		24.5	24.7	24.7	24.5	24.7	24.7
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.59	0.59	0.59	0.59	0.59	0.59
v/c Ratio	0.45	0.11		0.03	0.05		0.03	0.32	0.01	0.04	0.39	0.01
Control Delay (s/veh)	18.4	7.0		12.1	9.6		5.5	7.9	0.0	5.5	8.3	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.4	7.0		12.1	9.6		5.5	7.9	0.0	5.5	8.3	0.0
LOS	B	A		B	A		A	A	A	A	A	A
Approach Delay (s/veh)		15.6			10.4			7.7			8.2	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 54.5			
Actuated Cycle Length: 41.6			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay (s/veh): 8.8		Intersection LOS: A	
Intersection Capacity Utilization 42.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: N-50 & Capehart Road



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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	142	45	10	21	14	663	10	21	808	9
v/c Ratio	0.45	0.11	0.03	0.05	0.03	0.32	0.01	0.04	0.39	0.01
Control Delay (s/veh)	18.4	7.0	12.1	9.6	5.5	7.9	0.0	5.5	8.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.4	7.0	12.1	9.6	5.5	7.9	0.0	5.5	8.3	0.0
Queue Length 50th (ft)	23	1	2	2	1	35	0	2	46	0
Queue Length 95th (ft)	74	20	11	15	8	124	0	10	156	0
Internal Link Dist (ft)		726		1315		1802			803	
Turn Bay Length (ft)	250		300		350		600	300		500
Base Capacity (vph)	612	743	598	769	485	2097	986	549	2097	986
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.06	0.02	0.03	0.03	0.32	0.01	0.04	0.39	0.01

Intersection Summary

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	8	33	9	10	9	13	610	9	19	743	8
Future Volume (veh/h)	131	8	33	9	10	9	13	610	9	19	743	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	9	36	10	11	10	14	663	10	21	808	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	387	50	202	365	139	127	435	1664	742	499	1693	755
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.02	0.47	0.47	0.03	0.48	0.48
Unsig. Movement Delay												
Ln Grp Delay, s/veh	16.3	0.0	14.5	14.7	0.0	14.0	5.4	7.4	5.5	5.3	7.8	5.3
Ln Grp LOS	B		B	B		B	A	A	A	A	A	A
Approach Vol, veh/h		187			31			687			838	
Approach Delay, s/veh		15.8			14.2			7.3			7.7	
Approach LOS		B			B			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	3.0		6.0
Phs Duration (G+Y+Rc), s	5.5	22.5		10.4	5.2	22.8		10.4
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green (Gmax), s	5.0	18.0		18.0	5.0	18.0		18.0
Max Allow Headway (MAH), s	3.6	4.7		4.0	3.6	4.7		4.6
Max Q Clear (g_c+I1), s	2.2	6.7		6.1	2.2	7.9		3.2
Green Ext Time (g_e), s	0.0	3.0		0.4	0.0	3.4		0.0
Prob of Phs Call (p_c)	0.20	1.00		0.90	0.14	1.00		0.90
Prob of Max Out (p_x)	1.00	0.00		0.00	1.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1391	1781			1361

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		327		3554		902

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1308		1585		820

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L

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Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	21	0	0	142	14	0	0	10
Grp Sat Flow (s), veh/h/ln	1781	0	0	1391	1781	0	0	1361
Q Serve Time (g_s), s	0.2	0.0	0.0	3.7	0.2	0.0	0.0	0.2
Cycle Q Clear Time (g_c), s	0.2	0.0	0.0	4.1	0.2	0.0	0.0	1.2
Perm LT Sat Flow (s_l), veh/h/ln	765	0	0	1391	669	0	0	1361
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	18.0	0.0	0.0	5.9	18.3	0.0	0.0	5.9
Perm LT Serve Time (g_u), s	13.3	0.0	0.0	5.5	12.4	0.0	0.0	5.0
Perm LT Q Serve Time (g_ps), s	0.1	0.0	0.0	3.7	0.1	0.0	0.0	0.2
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	499	0	0	387	435	0	0	365
V/C Ratio (X)	0.04	0.00	0.00	0.37	0.03	0.00	0.00	0.03
Avail Cap (c_a), veh/h	684	0	0	824	635	0	0	792
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	5.3	0.0	0.0	15.7	5.4	0.0	0.0	14.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	5.3	0.0	0.0	16.3	5.4	0.0	0.0	14.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	663	0	0	0	808	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	4.7	0.0	0.0	0.0	5.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.7	0.0	0.0	0.0	5.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	1664	0	0	0	1693	0	0
V/C Ratio (X)	0.00	0.40	0.00	0.00	0.00	0.48	0.00	0.00
Avail Cap (c_a), veh/h	0	1664	0	0	0	1693	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.7	0.0	0.0	0.0	6.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	7.4	0.0	0.0	0.0	7.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.7	0.0	0.0	0.0	0.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.8	0.0	0.0	0.0	1.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	10	0	45	0	9	0	21
Grp Sat Flow (s), veh/h/ln	0	1585	0	1635	0	1585	0	1723
Q Serve Time (g_s), s	0.0	0.1	0.0	0.9	0.0	0.1	0.0	0.4
Cycle Q Clear Time (g_c), s	0.0	0.1	0.0	0.9	0.0	0.1	0.0	0.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.80	0.00	1.00	0.00	0.48
Lane Grp Cap (c), veh/h	0	742	0	252	0	755	0	266
V/C Ratio (X)	0.00	0.01	0.00	0.18	0.00	0.01	0.00	0.08
Avail Cap (c_a), veh/h	0	742	0	766	0	755	0	807
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	5.5	0.0	14.1	0.0	5.3	0.0	13.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.5	0.0	14.5	0.0	5.3	0.0	14.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	8.5
HCM 6th LOS	A

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	32	600	6	13	772
Future Volume (vph)	18	32	600	6	13	772
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3539	1583	1770	3539
Link Speed (mph)	25		60			30
Link Distance (ft)	1353		1840			1882
Travel Time (s)	36.9		20.9			42.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	35	652	7	14	839
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	35	652	7	14	839
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.3%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.6

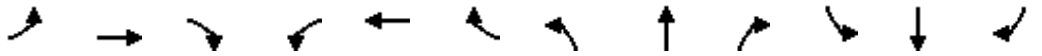
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	32	600	6	13	772
Future Vol, veh/h	18	32	600	6	13	772
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	150	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	35	652	7	14	839

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1100	326	0	0	659	0
Stage 1	652	-	-	-	-	-
Stage 2	448	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	206	670	-	-	925	-
Stage 1	480	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	203	670	-	-	925	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	473	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.7	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	203	670	925	-
HCM Lane V/C Ratio	-	-	0.096	0.052	0.015	-
HCM Ctrl Dly (s/v)	-	-	24.6	10.7	9	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q (veh)	-	-	0.3	0.2	0	-

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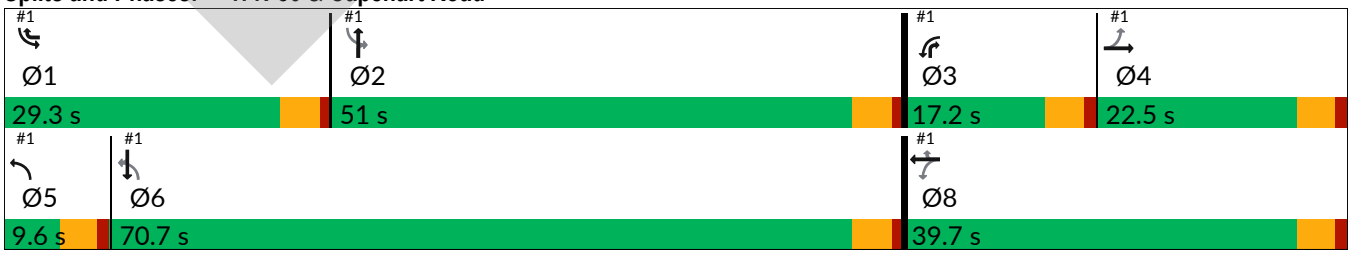
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	85	15	286	71	356	35	1168	295	384	641	139
Future Volume (vph)	48	85	15	286	71	356	35	1168	295	384	641	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	450		0	350		600	500		500
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.978				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1822	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.707			0.406			0.347			0.083		
Satd. Flow (perm)	1317	1822	0	756	1863	1583	646	3539	1583	155	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				14			291			151
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		806			1368			1882			883	
Travel Time (s)		12.2			20.7			23.3			10.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	92	16	311	77	387	38	1270	321	417	697	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	108	0	311	77	387	38	1270	321	417	697	151
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	pm+ov	D.P+P	NA	pm+ov	D.P+P	NA	Perm
Protected Phases		4		3	8	1	5	2	3	1	6	
Permitted Phases	4			8		8	6		2	2		6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		3	8	1	5	2	3	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5		17.2	39.7	29.3	9.6	51.0	17.2	29.3	70.7	70.7
Total Split (%)	18.8%	18.8%		14.3%	33.1%	24.4%	8.0%	42.5%	14.3%	24.4%	58.9%	58.9%
Maximum Green (s)	18.0	18.0		12.7	35.2	24.8	5.1	46.5	12.7	24.8	66.2	66.2
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag		Lead		Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max	None	None	Max	Max
Walk Time (s)	7.0	7.0			7.0	7.0		7.0		7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0			11.0	11.0		11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0			0	0		0		0	0	0
Act Effct Green (s)	11.7	11.7		28.9	28.9	58.2	73.2	46.5	63.7	71.3	70.2	70.2
Actuated g/C Ratio	0.10	0.10		0.25	0.25	0.51	0.64	0.41	0.56	0.63	0.62	0.62
v/c Ratio	0.39	0.56		1.02	0.16	0.47	0.08	0.88	0.32	0.93	0.32	0.15
Control Delay (s/veh)	55.8	57.1		96.9	33.6	19.4	7.7	39.7	3.1	61.6	11.9	2.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.8	57.1		96.9	33.6	19.4	7.7	39.7	3.1	61.6	11.9	2.2
LOS	E	E		F	C	B	A	D	A	E	B	A
Approach Delay (s/veh)		56.7			51.9			31.7			27.1	
Approach LOS		E			D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 113.7			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay (s/veh): 35.3		Intersection LOS: D	
Intersection Capacity Utilization 87.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: N-50 & Capehart Road



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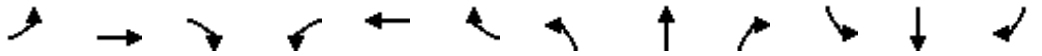
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	52	108	311	77	387	38	1270	321	417	697	151
v/c Ratio	0.39	0.56	1.02	0.16	0.47	0.08	0.88	0.32	0.93	0.32	0.15
Control Delay (s/veh)	55.8	57.1	96.9	33.6	19.4	7.7	39.7	3.1	61.6	11.9	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.8	57.1	96.9	33.6	19.4	7.7	39.7	3.1	61.6	11.9	2.2
Queue Length 50th (ft)	37	73	~215	45	172	9	450	10	253	133	0
Queue Length 95th (ft)	77	132	#424	85	254	23	#630	55	#481	190	29
Internal Link Dist (ft)		726		1288			1802			803	
Turn Bay Length (ft)	250		450			350		600	500		500
Base Capacity (vph)	208	293	305	577	817	466	1448	1015	449	2183	1034
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.37	1.02	0.13	0.47	0.08	0.88	0.32	0.93	0.32	0.15

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	85	15	286	71	356	35	1168	295	384	641	139
Future Volume (veh/h)	48	85	15	286	71	356	35	1168	295	384	641	139
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	92	16	311	77	387	38	1270	321	417	697	151
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	141	125	22	302	445	678	454	1594	895	449	2156	962
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.08	0.08	0.12	0.24	0.24	0.03	0.45	0.45	0.19	0.61	0.61
Unsig. Movement Delay												
Ln Grp Delay, s/veh	50.5	0.0	56.0	102.1	33.2	24.4	7.9	30.0	14.1	51.0	10.9	9.7
Ln Grp LOS	D		E	F	C	C	A	C	B	D	B	A
Approach Vol, veh/h		160			775			1629			1265	
Approach Delay, s/veh		54.2			56.4			26.4			24.0	
Approach LOS		D			E			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Case No	1.1	3.0	1.2	6.3	1.1	3.0		3.0
Phs Duration (G+Y+Rc), s	25.2	53.4	17.2	13.3	7.9	70.7		30.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5		4.5
Max Green (Gmax), s	24.8	46.5	12.7	18.0	5.1	66.2		35.2
Max Allow Headway (MAH), s	3.6	4.6	3.7	5.0	3.6	4.6		4.1
Max Q Clear (g_c+I1), s	20.1	35.5	14.7	8.3	2.9	12.5		22.2
Green Ext Time (g_e), s	0.6	6.5	0.0	0.5	0.0	5.1		1.4
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.68	1.00		1.00
Prob of Max Out (p_x)	0.58	0.00	1.00	0.06	1.00	0.00		0.03

Left-Turn Movement Data									
Assigned Mvmt	1		3	7	5				
Mvmt Sat Flow, veh/h	1781		1781	928	1781				

Through Movement Data									
Assigned Mvmt		2		4		6		8	
Mvmt Sat Flow, veh/h		3554		1552		3554		1870	

Right-Turn Movement Data									
Assigned Mvmt		12		14		16		18	
Mvmt Sat Flow, veh/h		1585		270		1585		1585	

Left Lane Group Data									
Assigned Mvmt	1	0	3	7	5	0	0	0	
Lane Assignment	L (Pr/Pm)		L (Pr/Pm)	LL (Pr/Pm)					

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Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	417	0	311	52	38	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	928	1781	0	0	0
Q Serve Time (g_s), s	18.1	0.0	12.7	6.0	0.9	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	18.1	0.0	12.7	6.0	0.9	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	321	0	1286	928	650	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	48.9	0.0	10.8	8.8	66.2	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	15.5	0.0	2.5	8.8	55.7	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	15.5	0.0	2.5	6.0	0.7	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	449	0	302	141	454	0	0	0
V/C Ratio (X)	0.93	0.00	1.03	0.37	0.08	0.00	0.00	0.00
Avail Cap (c_a), veh/h	516	0	302	219	481	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	29.3	0.0	42.7	48.9	7.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	21.7	0.0	59.4	1.6	0.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	51.0	0.0	102.1	50.5	7.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	10.2	0.0	1.8	1.3	0.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	2.7	0.0	5.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	12.9	0.0	6.8	1.4	0.3	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.65	0.00	0.38	0.14	0.02	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		T
Lanes in Grp	0	2	0	0	0	2	0	1
Grp Vol (v), veh/h	0	1270	0	0	0	697	0	77
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	1870
Q Serve Time (g_s), s	0.0	33.5	0.0	0.0	0.0	10.5	0.0	3.6
Cycle Q Clear Time (g_c), s	0.0	33.5	0.0	0.0	0.0	10.5	0.0	3.6
Lane Grp Cap (c), veh/h	0	1594	0	0	0	2156	0	445
V/C Ratio (X)	0.00	0.80	0.00	0.00	0.00	0.32	0.00	0.17
Avail Cap (c_a), veh/h	0	1594	0	0	0	2156	0	603
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	25.8	0.0	0.0	0.0	10.5	0.0	33.0
Incr Delay (d2), s/veh	0.0	4.2	0.0	0.0	0.0	0.4	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	30.0	0.0	0.0	0.0	10.9	0.0	33.2
1st-Term Q (Q1), veh/ln	0.0	12.6	0.0	0.0	0.0	3.4	0.0	1.6
2nd-Term Q (Q2), veh/ln	0.0	0.9	0.0	0.0	0.0	0.1	0.0	0.0

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	13.5	0.0	0.0	0.0	3.5	0.0	1.6
%ile Storage Ratio (RQ%)	0.00	0.19	0.00	0.00	0.00	0.11	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	321	0	108	0	151	0	387
Grp Sat Flow (s), veh/h/ln	0	1585	0	1822	0	1585	0	1585
Q Serve Time (g_s), s	0.0	12.1	0.0	6.3	0.0	4.5	0.0	20.2
Cycle Q Clear Time (g_c), s	0.0	12.1	0.0	6.3	0.0	4.5	0.0	20.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1585.1	0.0	0.0	0.0	0.0	0.0	1585.1
Prot RT Eff Green (g_R), s	0.0	12.7	0.0	0.0	0.0	0.0	0.0	20.7
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.15	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	895	0	147	0	962	0	678
V/C Ratio (X)	0.00	0.36	0.00	0.74	0.00	0.16	0.00	0.57
Avail Cap (c_a), veh/h	0	895	0	301	0	962	0	812
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	12.9	0.0	49.0	0.0	9.3	0.0	23.6
Incr Delay (d2), s/veh	0.0	1.1	0.0	7.0	0.0	0.3	0.0	0.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.1	0.0	56.0	0.0	9.7	0.0	24.4
1st-Term Q (Q1), veh/ln	0.0	3.9	0.0	2.8	0.0	1.3	0.0	7.1
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.3	0.0	0.1	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.2	0.0	3.1	0.0	1.4	0.0	7.2
%ile Storage Ratio (RQ%)	0.00	0.18	0.00	0.10	0.00	0.07	0.00	0.14
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	32.8
HCM 6th LOS	C

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	13	1485	37	34	959
Future Volume (vph)	6	13	1485	37	34	959
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		150	420	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3539	1583	1770	3539
Link Speed (mph)	25		60			60
Link Distance (ft)	676		1840			1882
Travel Time (s)	18.4		20.9			21.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	14	1614	40	37	1042
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	14	1614	40	37	1042
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.0%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	13	1485	37	34	959
Future Vol, veh/h	6	13	1485	37	34	959
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	150	420	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	14	1614	40	37	1042

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2209	807	0	0	1654	0
Stage 1	1614	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	38	324	-	-	386	-
Stage 1	148	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	34	324	-	-	386	-
Mov Cap-2 Maneuver	34	-	-	-	-	-
Stage 1	134	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	53.8	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	34	324	386	-
HCM Lane V/C Ratio	-	-	0.192	0.044	0.096	-
HCM Ctrl Dly (s/v)	-	-	134.5	16.6	15.3	-
HCM Lane LOS	-	-	F	C	C	-
HCM 95th %tile Q (veh)	-	-	0.6	0.1	0.3	-

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	742	32	12	702	13	2
Future Volume (vph)	742	32	12	702	13	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		150	150		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)		25	25		25	25
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850			0.983	
Flt Protected			0.950		0.958	
Satd. Flow (prot)	3539	1583	1770	3539	1754	0
Flt Permitted			0.950		0.958	
Satd. Flow (perm)	3539	1583	1770	3539	1754	0
Link Speed (mph)	45			45	25	
Link Distance (ft)	1368			527	943	
Travel Time (s)	20.7			8.0	25.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	807	35	13	763	14	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	807	35	13	763	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.5%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.4

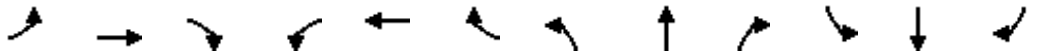
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	742	32	12	702	13	2
Future Vol, veh/h	742	32	12	702	13	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	807	35	13	763	14	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	842	0	1215	404
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	408	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	789	-	174	596
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	640	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	789	-	171	596
Mov Cap-2 Maneuver	-	-	-	-	171	-
Stage 1	-	-	-	-	393	-
Stage 2	-	-	-	-	640	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.2	25.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	189	-	-	789	-
HCM Lane V/C Ratio	0.086	-	-	0.017	-
HCM Ctrl Dly (s/v)	25.8	-	-	9.6	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q (veh)	0.3	-	-	0.1	-

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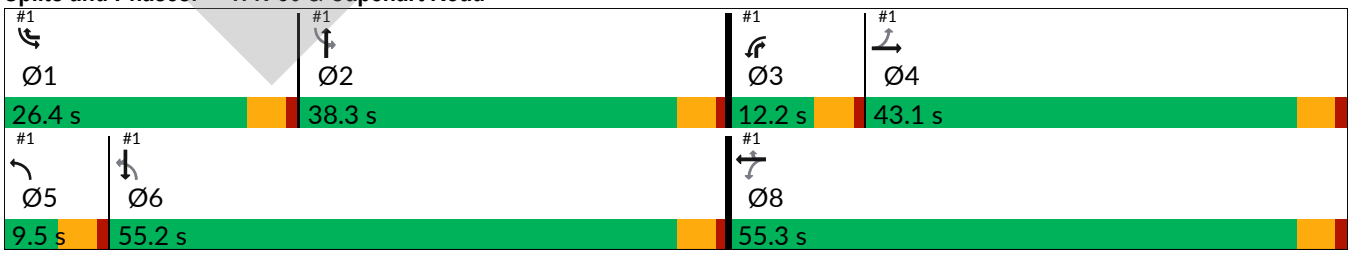
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	83	42	301	74	369	18	950	290	389	1148	12
Future Volume (vph)	182	83	42	301	74	369	18	950	290	389	1148	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	450		0	350		600	500		500
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.949				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1768	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.705			0.485			0.133			0.109		
Satd. Flow (perm)	1313	1768	0	903	1863	1583	248	3539	1583	203	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				14			315			95
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		806			1368			1882			883	
Travel Time (s)		12.2			20.7			23.3			10.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	198	90	46	327	80	401	20	1033	315	423	1248	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	198	136	0	327	80	401	20	1033	315	423	1248	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	pm+ov	D.P+P	NA	pm+ov	D.P+P	NA	Perm
Protected Phases		4		3	8	1	5	2	3	1	6	
Permitted Phases	4			8		8	6		2	2		6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		3	8	1	5	2	3	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		9.5	22.5	9.5	9.5	22.5	9.5	9.5	22.5	22.5
Total Split (s)	43.1	43.1		12.2	55.3	26.4	9.5	38.3	12.2	26.4	55.2	55.2
Total Split (%)	35.9%	35.9%		10.2%	46.1%	22.0%	7.9%	31.9%	10.2%	22.0%	46.0%	46.0%
Maximum Green (s)	38.6	38.6		7.7	50.8	21.9	5.0	33.8	7.7	21.9	50.7	50.7
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag		Lead		Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max	None	None	Max	Max
Walk Time (s)	7.0	7.0			7.0			7.0			7.0	7.0
Flash Don't Walk (s)	11.0	11.0			11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0			0			0			0	0
Act Effct Green (s)	20.4	20.4		32.7	32.7	59.2	58.7	33.9	46.2	55.9	56.8	56.8
Actuated g/C Ratio	0.20	0.20		0.32	0.32	0.58	0.57	0.33	0.45	0.55	0.56	0.56
v/c Ratio	0.76	0.37		0.92	0.13	0.43	0.09	0.88	0.35	0.94	0.63	0.01
Control Delay (s/veh)	56.6	31.2		64.1	24.5	13.1	11.5	43.0	3.5	61.2	19.5	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.6	31.2		64.1	24.5	13.1	11.5	43.0	3.5	61.2	19.5	0.0
LOS	E	C		E	C	B	B	D	A	E	B	A
Approach Delay (s/veh)		46.3			34.9			33.5			29.8	
Approach LOS		D			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 102.1			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 33.3		Intersection LOS: C	
Intersection Capacity Utilization 86.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: N-50 & Capehart Road



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Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	198	136	327	80	401	20	1033	315	423	1248	13
v/c Ratio	0.76	0.37	0.92	0.13	0.43	0.09	0.88	0.35	0.94	0.63	0.01
Control Delay (s/veh)	56.6	31.2	64.1	24.5	13.1	11.5	43.0	3.5	61.2	19.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.6	31.2	64.1	24.5	13.1	11.5	43.0	3.5	61.2	19.5	0.0
Queue Length 50th (ft)	124	64	179	37	134	5	335	0	226	254	0
Queue Length 95th (ft)	204	119	#308	72	200	18	#530	54	#485	481	0
Internal Link Dist (ft)		726		1288			1802			803	
Turn Bay Length (ft)	250		450			350		600	500		500
Base Capacity (vph)	497	685	354	930	922	217	1175	888	448	1969	923
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.20	0.92	0.09	0.43	0.09	0.88	0.35	0.94	0.63	0.01

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	83	42	301	74	369	18	950	290	389	1148	12
Future Volume (veh/h)	182	83	42	301	74	369	18	950	290	389	1148	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	198	90	46	327	80	401	20	1033	315	423	1248	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	288	282	144	419	665	887	204	1119	613	444	1769	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.24	0.24	0.24	0.07	0.36	0.36	0.02	0.31	0.31	0.20	0.50	0.50
Unsig. Movement Delay												
Ln Grp Delay, s/veh	42.3	0.0	33.9	44.0	23.4	14.3	16.9	49.4	28.3	61.0	23.3	13.7
Ln Grp LOS	D		C	D	C	B	B	D	C	E	C	B
Approach Vol, veh/h		334			808			1368			1684	
Approach Delay, s/veh		38.9			27.2			44.1			32.7	
Approach LOS		D			C			D			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Case No	1.1	3.0	1.2	6.3	1.1	3.0		3.0
Phs Duration (G+Y+Rc), s	26.4	38.3	12.2	30.5	6.7	58.0		42.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5		4.5
Max Green (Gmax), s	21.9	33.8	7.7	38.6	5.0	50.7		50.8
Max Allow Headway (MAH), s	3.6	4.5	3.7	5.0	3.6	4.7		4.1
Max Q Clear (g_c+I1), s	22.2	32.2	9.7	24.5	2.6	31.2		18.0
Green Ext Time (g_e), s	0.0	1.1	0.0	1.5	0.0	8.0		1.8
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.45	1.00		1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.03	1.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		1781	914	1781			

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		1167		3554		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		596		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Pr/Pm)		L (Pr/Pm)	LL (Pr/Pm)				

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Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	423	0	327	198	20	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	914	1781	0	0	0
Q Serve Time (g_s), s	20.2	0.0	7.7	22.5	0.6	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	20.2	0.0	7.7	22.5	0.6	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	405	0	1253	914	440	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	33.8	0.0	28.0	26.0	53.5	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	3.6	0.0	19.2	26.0	24.3	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	3.6	0.0	16.3	22.5	1.4	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	444	0	419	288	204	0	0	0
V/C Ratio (X)	0.95	0.00	0.78	0.69	0.10	0.00	0.00	0.00
Avail Cap (c_a), veh/h	444	0	419	396	249	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	30.2	0.0	34.8	39.4	16.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	30.8	0.0	9.2	2.9	0.2	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	61.0	0.0	44.0	42.3	16.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	7.8	0.0	4.1	4.8	0.2	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	3.8	0.0	1.1	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	11.6	0.0	5.2	5.0	0.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.59	0.00	0.29	0.51	0.02	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		T
Lanes in Grp	0	2	0	0	0	2	0	1
Grp Vol (v), veh/h	0	1033	0	0	0	1248	0	80
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	1870
Q Serve Time (g_s), s	0.0	30.2	0.0	0.0	0.0	29.2	0.0	3.1
Cycle Q Clear Time (g_c), s	0.0	30.2	0.0	0.0	0.0	29.2	0.0	3.1
Lane Grp Cap (c), veh/h	0	1119	0	0	0	1769	0	665
V/C Ratio (X)	0.00	0.92	0.00	0.00	0.00	0.71	0.00	0.12
Avail Cap (c_a), veh/h	0	1119	0	0	0	1769	0	885
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	35.5	0.0	0.0	0.0	20.9	0.0	23.3
Incr Delay (d2), s/veh	0.0	13.8	0.0	0.0	0.0	2.4	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	49.4	0.0	0.0	0.0	23.3	0.0	23.4
1st-Term Q (Q1), veh/ln	0.0	12.0	0.0	0.0	0.0	10.6	0.0	1.3
2nd-Term Q (Q2), veh/ln	0.0	2.2	0.0	0.0	0.0	0.6	0.0	0.0

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	14.1	0.0	0.0	0.0	11.1	0.0	1.3
%ile Storage Ratio (RQ%)	0.00	0.20	0.00	0.00	0.00	0.34	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	315	0	136	0	13	0	401
Grp Sat Flow (s), veh/h/ln	0	1585	0	1763	0	1585	0	1585
Q Serve Time (g_s), s	0.0	16.3	0.0	6.8	0.0	0.4	0.0	16.0
Cycle Q Clear Time (g_c), s	0.0	16.3	0.0	6.8	0.0	0.4	0.0	16.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1585.1	0.0	0.0	0.0	0.0	0.0	1585.1
Prot RT Eff Green (g_R), s	0.0	7.7	0.0	0.0	0.0	0.0	0.0	21.9
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.34	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	613	0	426	0	789	0	887
V/C Ratio (X)	0.00	0.51	0.00	0.32	0.00	0.02	0.00	0.45
Avail Cap (c_a), veh/h	0	613	0	634	0	789	0	1073
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	25.2	0.0	33.4	0.0	13.7	0.0	13.9
Incr Delay (d2), s/veh	0.0	3.1	0.0	0.4	0.0	0.0	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.3	0.0	33.9	0.0	13.7	0.0	14.3
1st-Term Q (Q1), veh/ln	0.0	5.8	0.0	2.8	0.0	0.1	0.0	5.1
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.1	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.3	0.0	2.9	0.0	0.2	0.0	5.2
%ile Storage Ratio (RQ%)	0.00	0.27	0.00	0.10	0.00	0.01	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	35.8
HCM 6th LOS	D

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	23	50	1208	16	14	1549
Future Volume (vph)	23	50	1208	16	14	1549
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		150	420	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3539	1583	1770	3539
Link Speed (mph)	25		60			30
Link Distance (ft)	676		1840			1882
Travel Time (s)	18.4		20.9			42.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	54	1313	17	15	1684
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	54	1313	17	15	1684
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.8%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	50	1208	16	14	1549
Future Vol, veh/h	23	50	1208	16	14	1549
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	150	420	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	54	1313	17	15	1684

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2185	657	0	0	1330	0
Stage 1	1313	-	-	-	-	-
Stage 2	872	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	39	407	-	-	515	-
Stage 1	216	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	38	407	-	-	515	-
Mov Cap-2 Maneuver	38	-	-	-	-	-
Stage 1	210	-	-	-	-	-
Stage 2	369	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	75.7	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	38	407	515	-
HCM Lane V/C Ratio	-	-	0.658	0.134	0.03	-
HCM Ctrl Dly (s/v)	-	-	207.1	15.2	12.2	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q (veh)	-	-	2.4	0.5	0.1	-

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	761	13	5	701	44	9
Future Volume (vph)	761	13	5	701	44	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		150	150		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)		25	25		25	25
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850			0.977	
Flt Protected			0.950		0.960	
Satd. Flow (prot)	3539	1583	1770	3539	1747	0
Flt Permitted			0.950		0.960	
Satd. Flow (perm)	3539	1583	1770	3539	1747	0
Link Speed (mph)	45			45	25	
Link Distance (ft)	1368			527	943	
Travel Time (s)	20.7			8.0	25.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	827	14	5	762	48	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	827	14	5	762	58	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.0%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	761	13	5	701	44	9
Future Vol, veh/h	761	13	5	701	44	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	827	14	5	762	48	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	841	0	1218	414
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	391	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	790	-	173	587
Stage 1	-	-	-	-	390	-
Stage 2	-	-	-	-	653	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	790	-	172	587
Mov Cap-2 Maneuver	-	-	-	-	172	-
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	653	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.1	31
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	195	-	-	790	-
HCM Lane V/C Ratio	0.295	-	-	0.007	-
HCM Ctrl Dly (s/v)	31	-	-	9.6	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q (veh)	1.2	-	-	0	-

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September 29, 2026

SYNOPSIS OF PROFESSIONAL STAFF COMMENTS
FOR PLANNING COMMISSION & CITY COUNCIL

Lot 1 and Outlots A & B, Springfield Gateway Park, Phase 1
Alvin & Nancy Glesmann Trust (Owner)/Scannell Properties #829, LLC (Subdivider)/TD2 (Agent)
Conditional Use Permit

The City of Springfield submitted the following documents on September 14, 2026, on behalf of Scannell Properties #829 LLC ("Subdivider") related to the property legally described as a tract of land beginning at the W1/2 of the NW1/4 of Section 12, Township 13 North, Range 11 East of the 6th P.M., Sarpy County, Nebraska, together with part of Outlot A, Gruhn Acres, a subdivision in Sarpy County, and generally located on the southeast corner of Hwy 50 & Capehart Road, owned by the Alvin & Nancy Glesmann Trust ("Owner"):

1. Conditional Use Permit Application

The City of Springfield is in the process of updating our Zoning Regulations, and the noted use will be Permitted in the BP Business Park Zoning District once the updated regulations are adopted.

The documents were forwarded to the Residential Planning Review Team, which is comprised of Bill Seidler, Jr. (city attorney), Jeff Ray (city planner), Jeff Thompson (engineer for Sarpy County & Cities Wastewater Agency (SCCWWA)), Brian Schuele (city engineer with Olsson), MUD, NDOT, OPPD Land Management, Papio Missouri River Natural Resources District, Sarpy County (Admin/Engineering/Public Works), Sarpy County Emergency Management Agency, Sarpy County GIS, Sarpy County Planning, Sarpy County Sheriff, Chad Zimmerman (Springfield Fire Chief), and Ryan Saunders (Springfield Platteview Community Schools). Below is a synopsis of their comments.

Bill Seidler, Jr., City Attorney
Items to Consider

1. The proposed use is neither a Permitted Use, nor a Conditional Use under the current AR Zoning Classification that is in force until the contingency of final plat approval and Subdivision Agreement is removed.
    a. Assuming the contingency is removed and the zoning is changed to BP, then the Request for Conditional Use Permit would be considered (Section 5.18 BP Business Park District; Section C Permitted Conditional Uses: 1).

2. Conditional Use Permits are regulated under Article 6 of the Springfield Zoning Code.
3. Conditional Use Permits can only be granted if the Planning Commission or the City Council has made the findings in Section 6.06.

Recommendations

1. Applicant to ***provide documentation that they are duly authorized*** to seek this Permit on behalf of the current owner, the Alvin and Nancy Glesmann Trust.
2. Section 6.02 requires that a request for a Conditional Use Permit be accompanied by a plan as to the operation and maintenance of the proposed use.
    a. Applicant to ***provide an operation and maintenance plan***.

Jeff Ray, City Planner
No response was received as of the date of this report.

Jeff Thompson, SCCWWA Engineer
No comments.

Brian Schuele, City Engineer w/ Olsson
No comments.

MUD
No comments.

NDOT
No response was received as of the date of this report.

OPPD
No comments.

Papio Missouri River Natural Resources District
No response was received as of the date of this report.

Sarpy County Admin/Public Works
No response was received as of the date of this report from Sarpy County Admin.

Sarpy County Public Works did not have any comments.

Sarpy County Emergency Management Agency
No comments.

Sarpy County GIS
No response was received as of the date of this report.

Sarpy County Planning
No response was received as of the date of this report.

Sarpy County Sheriff
No comments.

Springfield Fire Chief
No comments.

Ryan Saunders (Springfield Platteview Community Schools)
No comments.

Attachments:
None.

springfield NEBRASKA

REQUEST FOR CONDITIONAL USE PERMIT

(please print or type)

Applicant's Name Scannell Properties #829, LLC

Address 1600 Genessee St., Suite 232 Kansas City, MO 64102
Phone (913) 909 - 6503 ext.

Owner's Name Alvin & Nancy Glesmann Trust
Address 5108 N 192nd Ave Cir, Omaha, NE 68022
Phone ( ) - ext.

Agent's Name Thompson, Dreessen & Dorner Inc.
Address 10836 Old Mill Road Omaha, NE 68154
Phone (402) 330 - 8860 ext.

Hereby request the Planning Commission and City Council to consider the following Conditional Use:
Allow office complexes with ancillary warehouse and distribution facilities

The Conditional Use Permit is requested for the property legally described as the following:
Lot 1 and Outlots A and B, Springfield Gateway Park, being a platting of the West ½ of the Northwest quarter of Section 12, T13N, R11E of the 6th P.M., Sarpy County, Nebraska

Current zoning of said property: AR Agriculture Residential; Council approved rezone to Business Park contingent upon approval of the final plat and subdivision agreement.

Description of existing use of said property:
Two (2) single family dwellings and farmland

REQUEST FOR CONDITIONAL USE PERMIT

- ❑ Please check here if Conditional Use request is for residential renovation in an older single family residence built prior to the adoption of the zoning regulations. Refer to Springfield Zoning Ordinance - Residential Renovation for further information.

NOTICE: Applications will be processed according to the city's review schedule. Please see the attached Application Checklist for a complete list of required documents. Complete information must be provided by the applicant or no action will be taken.

I hereby certify that all required information and materials are herewith attached and said materials are true and accurate to the best of my knowledge.

Signed Application prepared by City on behalf of the applicant.
Applicant

Date September 14, 2026

Application Fees:

Original Application - $300.00 (under 1 acre); $500.00 (over 1 acre)

Amendments & Renewals - $150.00

*fees are nonrefundable

All fees are due and payable to the City Treasurer upon application.

Springfield Gateway Park CUP Application
Operation and Maintenance Plan
Lot 1 and Outlots A & B, Springfield Gateway Park, Phase 1

Business Description: The Leased Premises shall be occupied and used solely for office, storage, distribution, redistribution, woodworking, warehousing and ancillary uses related thereto to the extent permitted by applicable law.

Staff and Patron Counts: Approx. 100 employees

General Design Standards: The project will comply with all general design standards as outlined in the HCO Highway Corridor Overlay Zoning District and as depicted in previous artist renderings. Office space will face west towards the highway corridor.

Traffic and Parking Management: An access road at the quarter mile point of an arterial road is required, which is the east boundary of the property. Additionally, a deceleration lane for Hwy 50 access may be needed as well. A north/south facing cross dock will be on the east side of the building. Parking will adhere to on-site surface parking requirements in the current HCO Highway Corridor Overlay Zoning District.

Nuisance Mitigation: A built up berm with landscaping will be built along Hwy 50 to hide the buildings to help reduce noise and sun glare off glass fronts. Building will adhere to landscaping and screening requirements in the current HCO Highway Corridor Overlay Zoning District, as well as in Sections 9.03, 9.05, and 9.06.

Waste and Hazardous Materials: Outdoor storage of waste material or refuse and all refuse collection bins, cans, or other containers shall be concealed from view such that the same cannot be seen from any point under ten feet in height outside of the district, or from any point, indoors or outdoors, on adjoining property within the district, per the current HCO Highway Corridor Overlay Zoning District requirements.

Stormwater and Drainage Maintenance: Refer to the updated Preliminary Draft Drainage Study & PCSMP Calculations document provided on August 3, 2026. A final Strom Sewer, Grading, and Erosion Control plan, as well as a PCSMP and PCSM Maintenance Plan will be provided with the Subdivision Agreement.

Property Upkeep: Landscaping, fencing, exterior lighting, and/or screening buffers will be maintained in accordance with section 9.06.02 in the current Zoning regulations.

SPRINGFIELD GATEWAY BUSINESS PARK



SHEET LIST - ARCHITECTURAL

A-1	SITE PLAN
A-2	ELEVATIONS
A-3	ELEVATIONS
A-4	RENDERINGS
A-5	RENDERINGS
A-6	RENDERINGS
A-7	RENDERINGS

SHEET LIST - CIVIL

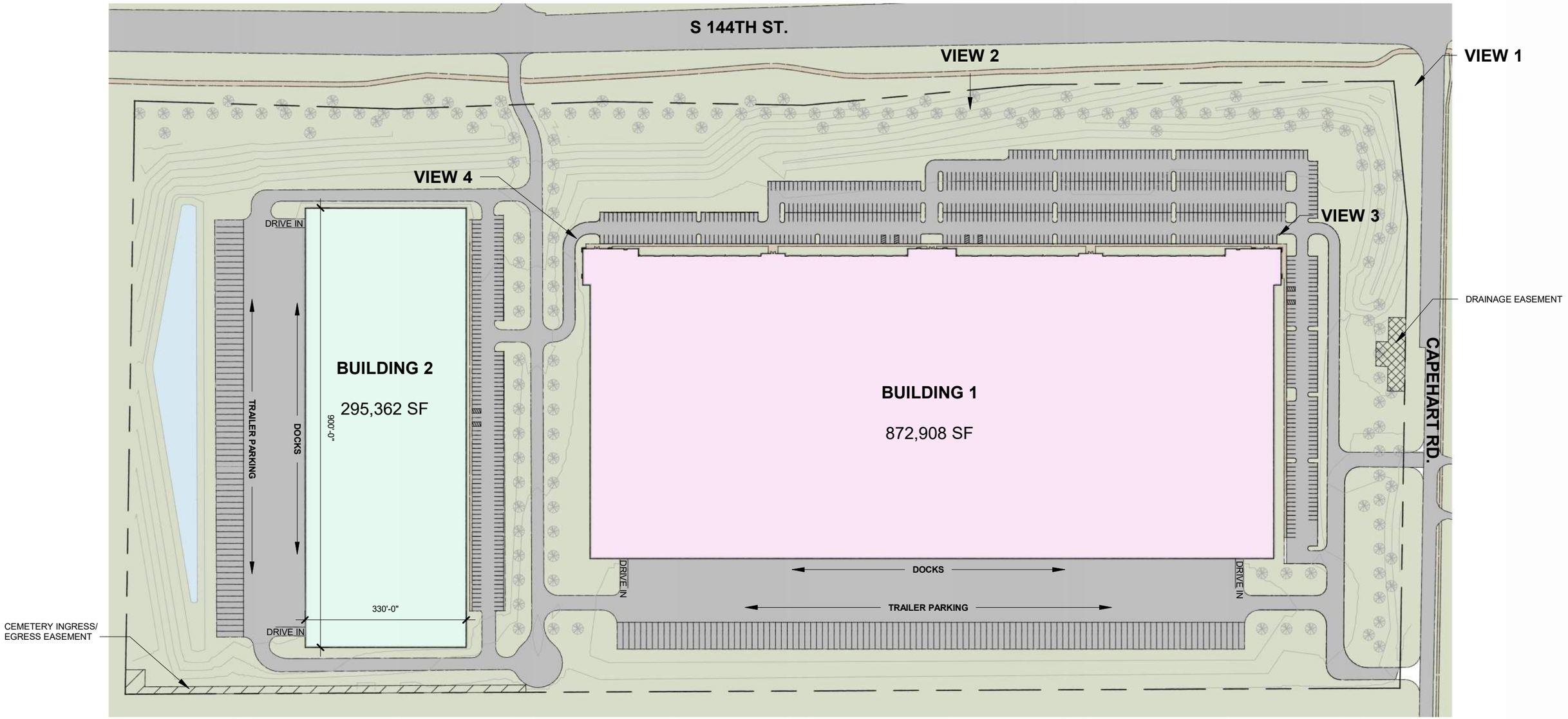
C1.0	PRELIMINARY GRADING
C2.0	PRELIMINARY UTILITY PLAN
C2.1	PRELIMINARY UTILITY PLAN

SCANNELL PROPERTIES BUSINESS PARK

HDA

SPRINGFIELD, NE

12/10/25



CONCEPT SITE PLAN

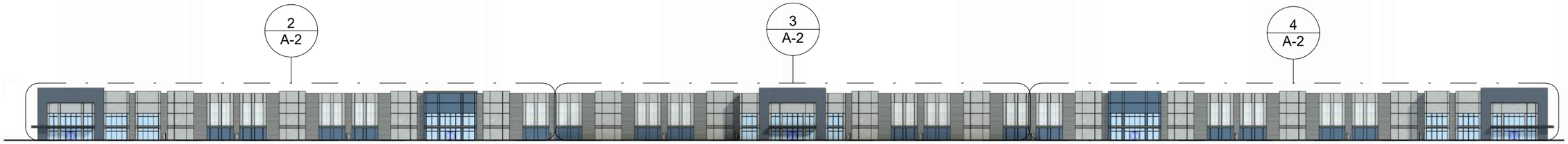
1" = 200'-0"

SCANNELL PROPERTIES BUSINESS PARK

HDA

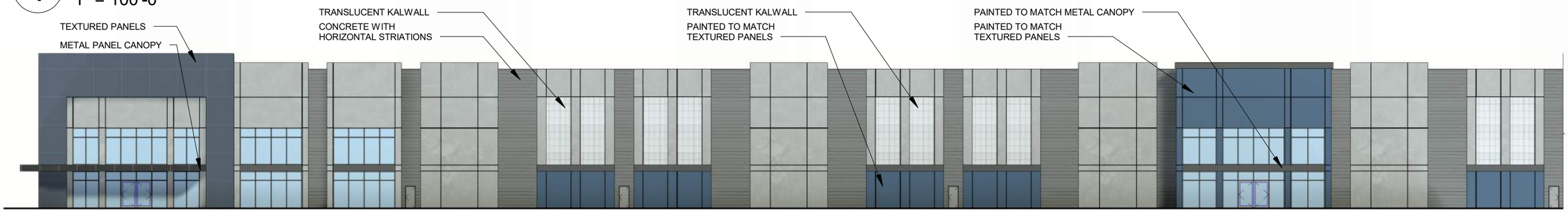
SPRINGFIELD, NE

12/10/25



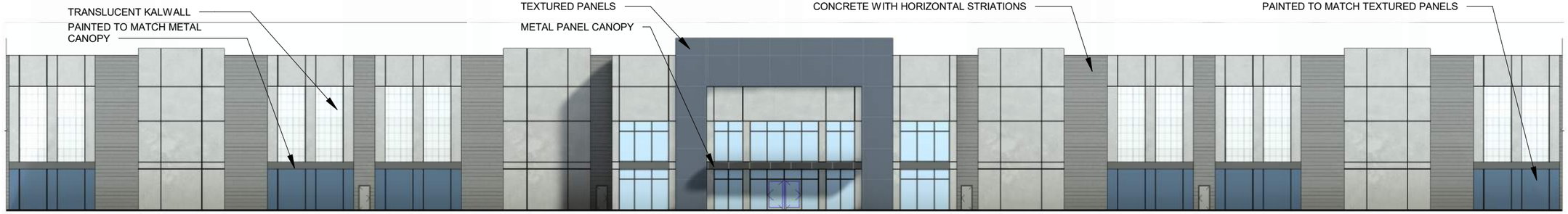
1 WAREHOUSE 1 - ELEVATION WEST - OVERALL

1" = 100'-0"



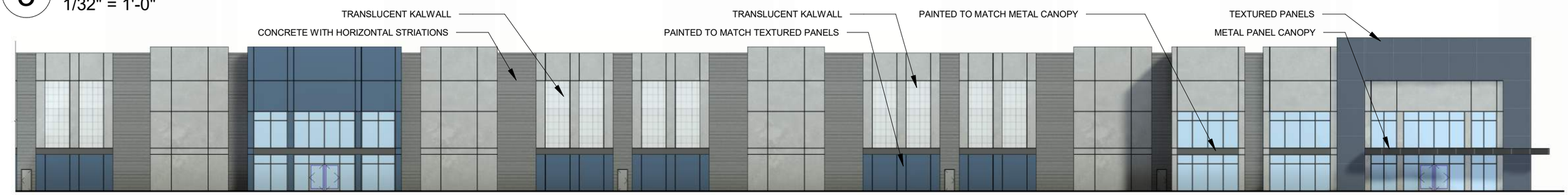
2 WAREHOUSE 1 - ELEVATION WEST

1/32" = 1'-0"



3 WAREHOUSE 1 - ELEVATION WEST

1/32" = 1'-0"



4 WAREHOUSE 1 - ELEVATION WEST

1/32" = 1'-0"

SCANNELL PROPERTIES BUSINESS PARK

HDA

SPRINGFIELD, NE

12/10/25



VIEW 1

SCANNELL PROPERTIES BUSINESS PARK

HDA

SPRINGFIELD, NE

12/10/25



VIEW 2

SCANNELL PROPERTIES BUSINESS PARK

HDA

SPRINGFIELD, NE

12/10/25



VIEW 3

SCANNELL PROPERTIES BUSINESS PARK

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SPRINGFIELD, NE

12/10/25



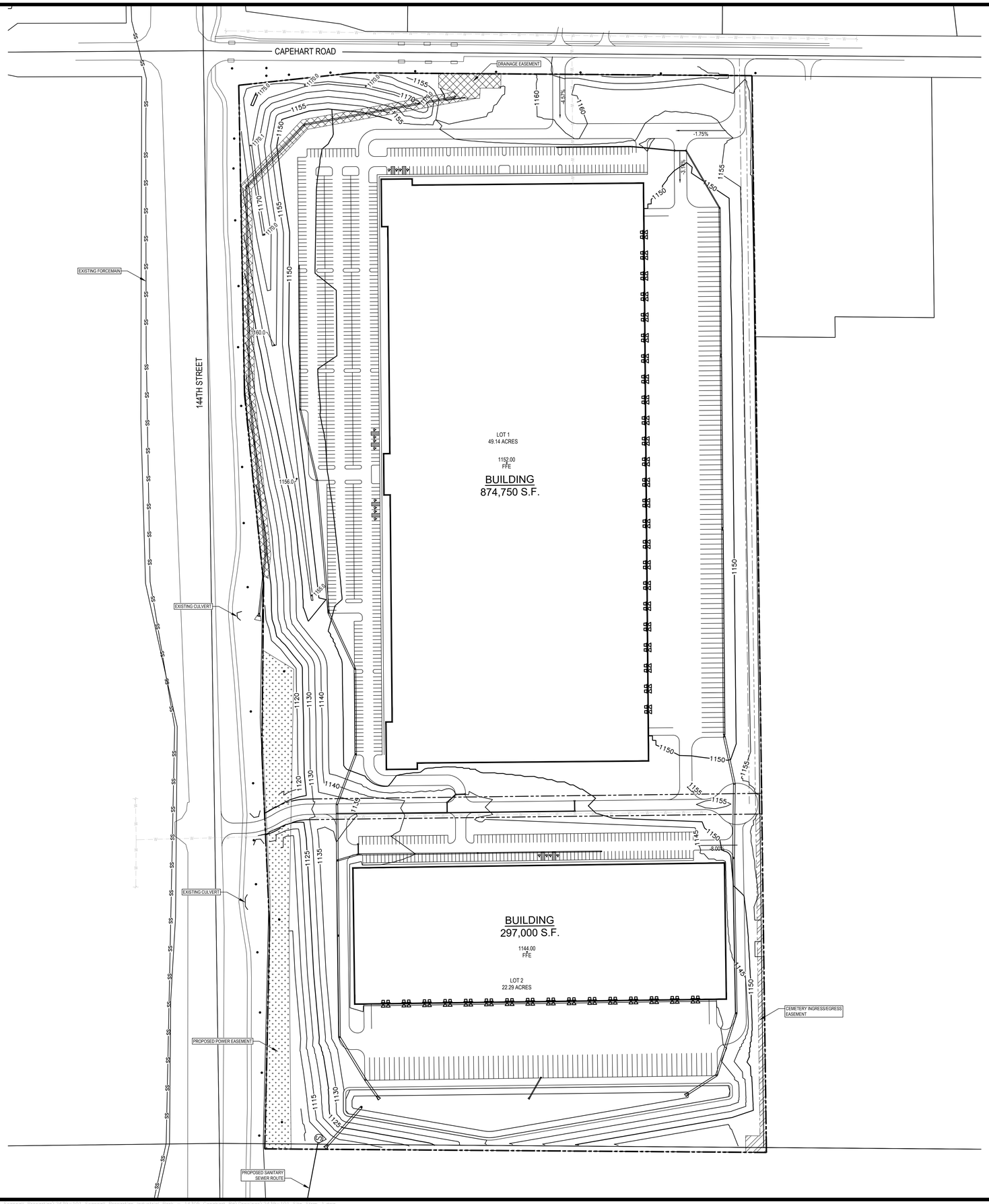
VIEW 4

SCANNELL PROPERTIES BUSINESS PARK

HDA

SPRINGFIELD, NE

12/10/25



TD2 engineering & surveying

thompson, dreessen & dorner, inc.
10836 Old Mill Rd
Omaha, NE 68154
p.402.330.8860 www.td2co.com
dba: TD2 Engineering and Surveying
NE CA-0199

Project Name

Scannell Properties
Industrial Park

Project Location

14305 Capehart Road
Springfield, Nebraska

Client Name

Scannell Properties

Professional Seal

PROGRESS PRINT

NOT TO BE USED FOR CONSTRUCTION

DATE PRINTED: December 9, 2025

Revision Dates

No.	Description	MM-DD-YY
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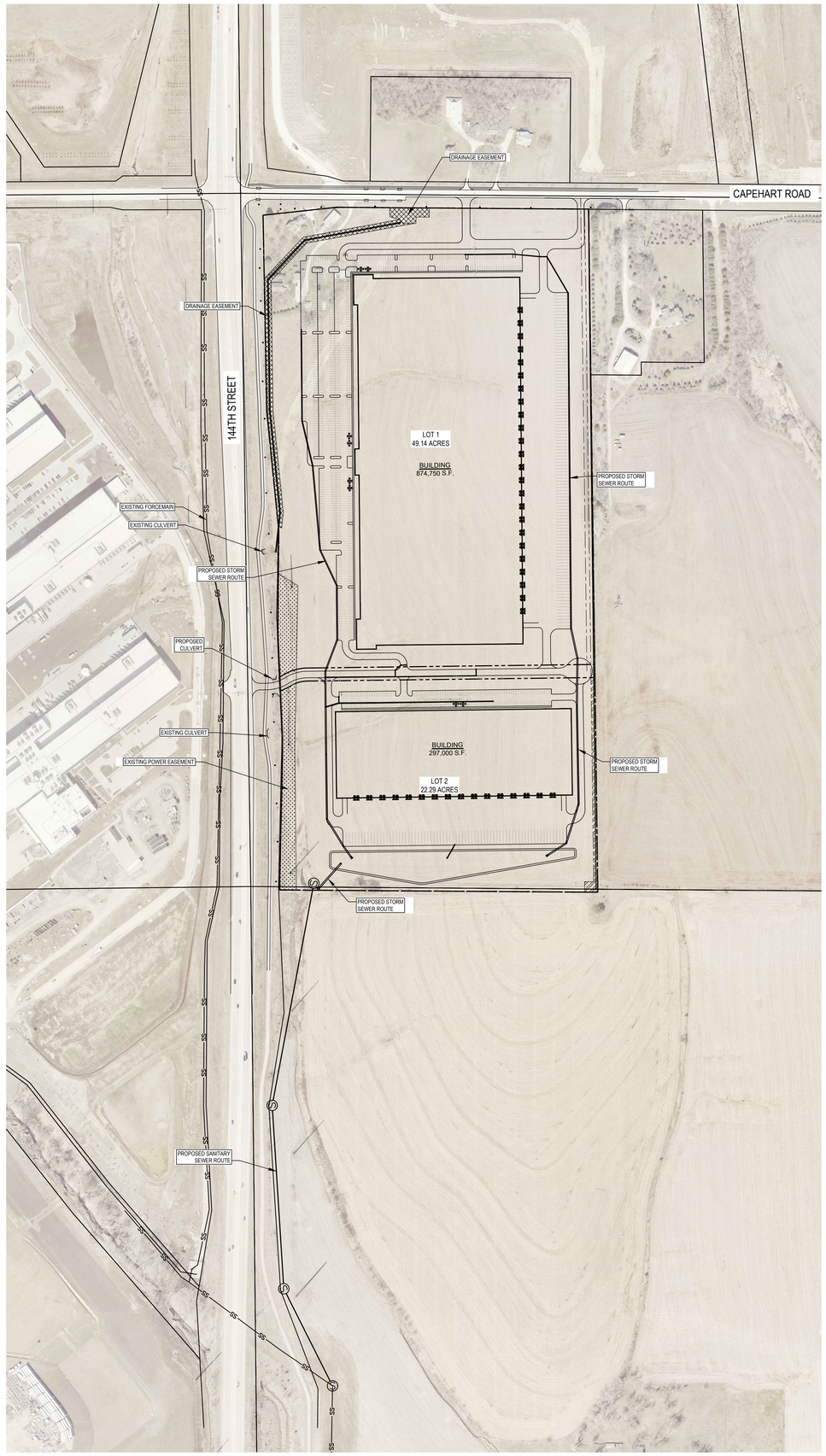
Drawn By: RTM Reviewed By: DEK
Job No.: 2439-101 Date: 12/9/2025

Sheet Title

Preliminary Grading

Sheet Number

C1.0



N

0' 100' 200'

TD2 engineering & surveying

thompson, dreessen & dorner, inc.
10836 Old Mill Rd
Omaha, NE 68154
p.402.330.8860 www.td2co.com

dba: TD2 Engineering and Surveying
NE CA-0199

Project Name

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Project Location

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NOT TO BE USED FOR CONSTRUCTION

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Revision Dates

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Drawn By: RTM
Job No.: 2439-101

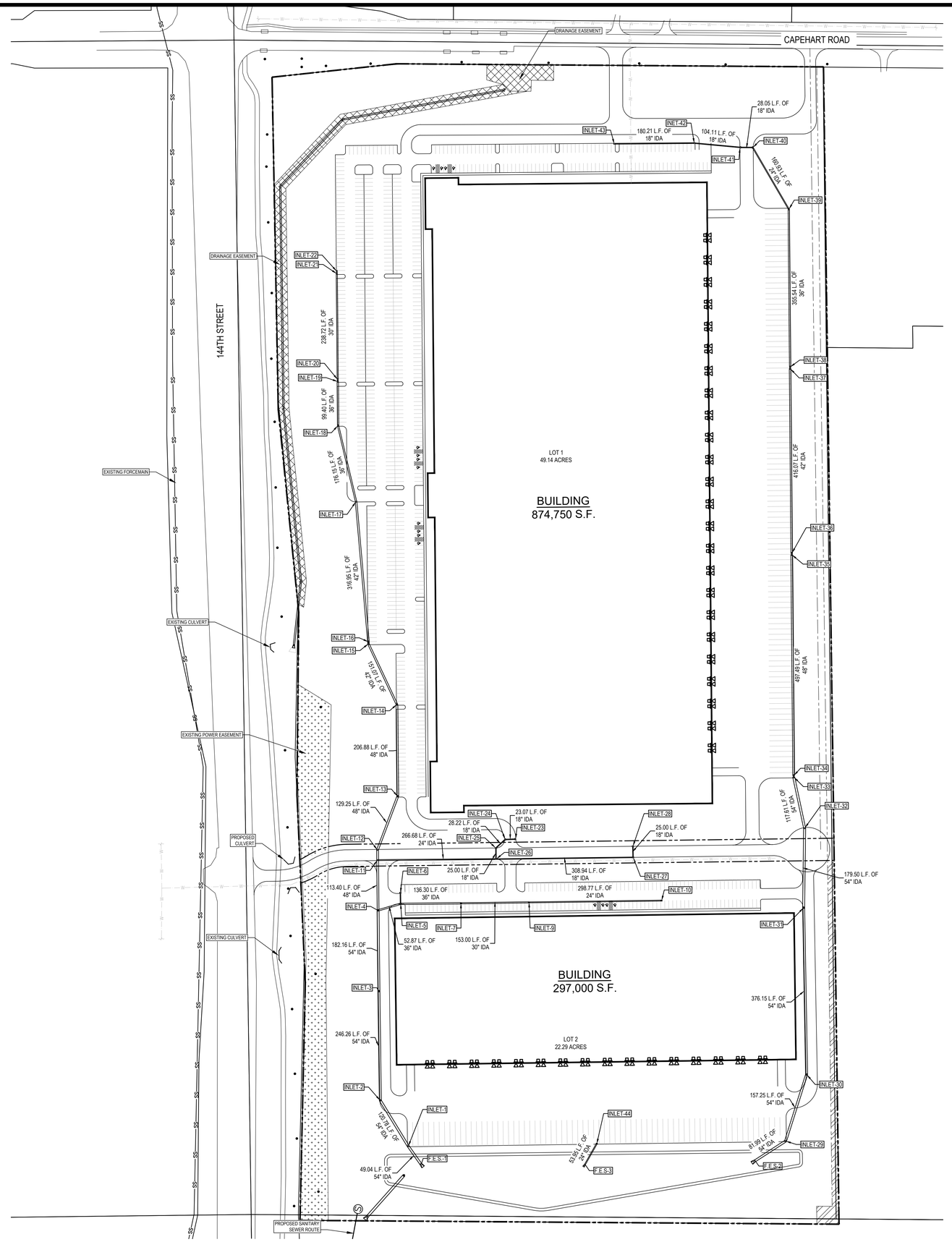
Reviewed By: DEK
Date: 12/9/2025

Sheet Title

Preliminary Utility Plan

Sheet Number

C2.0



TD2 engineering & surveying

thompson, dreessen & dorner, inc.
10836 Old Mill Rd
Omaha, NE 68154
p.402.330.8860 www.td2co.com

dba: TD2 Engineering and Surveying
NE CA-0199

Project Name

Scannell Properties
Industrial Park

Project Location

14305 Capehart Road
Springfield, Nebraska

Client Name

Scannell Properties

Professional Seal

PROGRESS PRINT

NOT TO BE USED FOR CONSTRUCTION

DATE PRINTED: December 9, 2025

Revision Dates

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Drawn By: RTM
Job No.: 2439-101

Reviewed By: DEK
Date: 12/9/2025

Sheet Title

Preliminary Utility Plan

Sheet Number

C2.1

RESOLUTION
2026-41

Springfield Gateway Park Revised Preliminary Plat

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SPRINGFIELD, NEBRASKA APPROVING THE REVISED PRELIMINARY PLAT (LOTS 1-3 AND OUTLOTS A-C, SPRINGFIELD GATEWAY PARK) OF A SUBDIVISION LOCATED ON THE WEST ONE-HALF OF THE NORTHWEST QUARTER OF SECTION 12, TOWNSHIP 13 NORTH, RANGE 11 EAST OF THE 6TH P.M., SARPY COUNTY, NEBRASKA, CONSISTING OF APPROXIMATELY 72.27 ACRES, MORE OR LESS.

WHEREAS, Scannell Properties #829 LLC, applicant/subdivider, and Alvin & Nancy Glesmann Trust, owner, of the above-described property have made application for approval of a revised preliminary plat for proposed Lots 1-3 and Outlots A-C, Springfield Gateway Park; and

WHEREAS, the city planner, city engineer, city attorney, city administrator and other agencies have reviewed such application; and

WHEREAS, the Planning Commission of the City of Springfield held a public hearing on September 8, 2026, regarding the application and has made a recommendation of approval to the City Council of the revised preliminary plat for Springfield Gateway Park, subject to the resolution of items specified in the City Planner's staff report as it meets the general requirements of the zoning ordinance and subdivision regulations; and

WHEREAS, the City Council of the City of Springfield held a public hearing regarding such application on October 20, 2026, and is agreeable to the approval of the revised preliminary plat for Springfield Gateway Park, contingent upon (1) the change of zoning classification from Agriculture Residential to Business Park on said property, and (2) the final plat being approved by the City Council and recorded with the Sarpy County Register of Deeds.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Springfield hereby approves the revised preliminary plat of Lots 1-3 and Outlot A-C, Springfield Gateway Park, contingent upon (1) the change of zoning classification from Agriculture Residential to Business Park on said property, and (2) the final plat being approved by the City Council and recorded with the Sarpy County Register of Deeds.

PASSED AND APPROVED THIS 20TH DAY OF OCTOBER 2026.

City Council Member _____ moved the adoption of said resolution.

City Council Member _____ seconded the motion.

Record of Vote:

Ayes: _____
Nays: _____
Abstain: _____
Absent: _____

Resolution adopted, signed and billed as adopted.

Approved:

_____
Mayor

SEAL

Attest:

_____
City Clerk

RESOLUTION
2026-42

Final Plat
Lot 1 and Outlots A-B, Springfield Gateway Park

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SPRINGFIELD, NEBRASKA APPROVING THE FINAL PLAT FOR LOT 1 AND OUTLOTS A-B, SPRINGFIELD GATEWAY PARK, OF A SUBDIVISION LOCATED ON PROPERTY LEGALLY DESCRIBED AS THE WEST ONE-HALF OF THE NORTHWEST QUARTER OF SECTION 12, TOWNSHIP 13 NORTH, RANGE 11 EAST OF THE 6TH P.M., SARPY COUNTY, NEBRASKA, CONSISTING OF APPROXIMATELY 24.51 ACRES, MORE OR LESS.

WHEREAS, Scannell Properties #829 LLC, applicant/subdivider, and Alvin & Nancy Glesmann Trust, owner, of the above-described property have made application for approval of a final plat for proposed Lot 1 and Outlots A-B, Springfield Gateway Park; and

WHEREAS, the city planner, city engineer, city attorney, city administrator, and other agencies have reviewed such application; and

WHEREAS, the Springfield Planning Commission held a public hearing on September 8, 2026, regarding the application and has made a recommendation of approval to the City Council of the final plat for Springfield Gateway Park, subject to the resolution of items specified in the City Planner's staff report as it meets the general requirements of the zoning ordinance and subdivision regulations; and

WHEREAS, the City Council of the City of Springfield held a public hearing regarding such application on October 20, 2026, and is agreeable to the approval of the final plat for Springfield Gateway Park, contingent upon (1) the change of zoning classification from Agriculture Residential to Business Park on said property, (2) final approval of a Subdivision Agreement for said development, and (3) completion of the conditions identified in the Subdivision Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Springfield hereby approves the final plat of Lot 1 and Outlots A-B, Springfield Gateway Park, contingent upon (1) the change of zoning classification from Agriculture Residential to Business Park on said property, (2) final approval of a Subdivision Agreement for said development, and (3) completion of the conditions identified in the Subdivision Agreement.

PASSED AND APPROVED THIS 20TH DAY OF OCTOBER 2026.

City Council Member _____ moved the adoption of said resolution.
City Council Member _____ seconded the motion.

Record of Vote:

Ayes: _____
Nays: _____
Abstain: _____
Absent: _____

Resolution adopted, signed and billed as adopted.

Approved:

_____
Mayor

SEAL

Attest:

_____
City Clerk

RESOLUTION
2026-43

Conditional Use Permit
Lot 1, Springfield Gateway Park
Office Complexes with Ancillary Warehouse and Distribution Facilities

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SPRINGFIELD, NEBRASKA APPROVING A CONDITIONAL USE PERMIT FOR SCANNELL PROPERTIES #829 LLC, AN INDIANA COMPANY, APPLICANT, AND ALVIN & NANCY GLESMANN TRUST, PROPERTY OWNER, TO ALLOW OFFICE COMPLEXES WITH ANCILLARY WAREHOUSE AND DISTRIBUTION FACILITIES ON PROPERTY THAT WILL BE ZONED BP BUSINESS PARK DISTRICT AND LEGALLY DESCRIBED AS LOT 1, SPRINGFIELD GATEWAY PARK, AND GENERALLY LOCATED SOUTHEAST OF 144TH STREET (HWY 50) AND CAPEHART ROAD.

WHEREAS, the owner and applicant of the above described property have made application for approval of a conditional use permit to allow office complexes with ancillary warehouse and distribution facilities on property that will be zoned BP Business Park District; and

WHEREAS, the city planner, city engineer, city attorney, city clerk, and other agencies have reviewed such application; and

WHEREAS, the Springfield Planning Commission held a public hearing on October 13, 2026, regarding the application and has made a recommendation of approval to the City Council for the conditional use permit; and

WHEREAS, the City Council of the City of Springfield held a public hearing regarding such application on October 20, 2026, and is agreeable to the conditional use permit, subject to certain conditions and agreements that will be set forth in the Subdivision Agreement for Lot 1 and Outlots A-B, Springfield Gateway Park.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Springfield hereby approves and issues the conditional use permit to Scannell Properties #829 LLC, applicant, and Alvin & Nancy Glesmann Trust, property owner, to allow office complexes with ancillary warehouse and distribution facilities on property that will be zoned BP Business Park District and legally described as Lot 1, Springfield Gateway Park, a subdivision in Sarpy County, Nebraska, subject to certain conditions and agreements as set forth in the Subdivision Agreement for Lot 1 and Outlots A-B, Springfield Gateway Park, and contingent upon (1) final approval of the change of zoning classification from Agriculture Residential to Business Park on said property, (2) approval of the final plat for Lot 1 and Outlots A-B, Springfield Gateway Park, and (3) the final plat for Lot 1 and Outlots A-B, Springfield Gateway Park being recorded with the Sarpy County Register of Deeds.

PASSED AND APPROVED THIS 20TH DAY OF OCTOBER 2026.

City Council Member _____ moved the adoption of said resolution.
City Council Member _____ seconded the motion.

Record of Vote:

Ayes:_____
Nays:_____
Abstain:_____
Absent:_____

Approved:

_____
Mayor

SEAL

Attest:

_____
City Clerk

RESOLUTION
2026-44

Subdivision Agreement
Lot 1 and Outlots A-B, Springfield Gateway Park

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SPRINGFIELD, NEBRASKA APPROVING THE SUBDIVISION AGREEMENT FOR LOT 1 AND OUTLOTS A-B, SPRINGFIELD GATEWAY PARK, OF A SUBDIVISION LOCATED ON PROPERTY LEGALLY DESCRIBED AS THE WEST ONE-HALF OF THE NORTHWEST QUARTER OF SECTION 12, TOWNSHIP 13 NORTH, RANGE 11 EAST OF THE 6TH P.M., SARPY COUNTY, NEBRASKA, CONSISTING OF APPROXIMATELY 24.51 ACRES, MORE OR LESS.

WHEREAS, Scannell Properties #829 LLC, Subdivider, Sanitary and Improvement District No. _____ of Sarpy County, Nebraska, and the Springfield Gateway Park Property Owners Association Inc., wish to enter into a Subdivision Agreement with the City of Springfield, Nebraska for Lot 1 and Outlots A-B, Springfield Gateway Park; and

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Springfield hereby approves the Subdivision Agreement for Lot 1 and Outlots A-B, Springfield Gateway Park, contingent upon (1) the change of zoning classification from Agriculture Residential to Business Park on said property, (2) final approval of a Final Plat for said development, and (3) completion of the conditions identified in the Subdivision Agreement.

PASSED AND APPROVED THIS 20TH DAY OF OCTOBER 2026.

City Council Member _____ moved the adoption of said resolution.
City Council Member _____ seconded the motion.

Record of Vote:

Ayes: _____
Nays: _____
Abstain: _____
Absent: _____

Resolution adopted, signed and billed as adopted.

Approved:

_____
Mayor

SEAL

Attest:

_____
City Clerk

SUBDIVISION AGREEMENT
Lot 1 and Outlots A & B, Springfield Gateway Park

THIS AGREEMENT, made and entered into this _____ day of _____, 2026, among SCANNELL PROPERTIES #829, LLC, a Nebraska limited liability company, (hereinafter referred to as "Subdivider"), SANITARY AND IMPROVEMENT DISTRICT NO XXX of SARPY COUNTY, NEBRASKA, (hereinafter referred to as "District"), NAME OF POA PROPERTY OWNERS ASSOCIATION INC., (hereinafter referred to as "Association"), and the CITY OF SPRINGFIELD, a Municipal Corporation in the State of Nebraska, (hereinafter referred to as "City"). Collectively, Subdivider, District, Association, and City are hereinafter sometimes referred to as the "Parties."

WITNESSETH:

WHEREAS, Subdivider is the owner of the parcel of land outside the corporate limits of the City but within the City's zoning and platting jurisdiction shown on the Final Plat attached hereto as Exhibit "A" (hereinafter defined as "Development Area"), known as Springfield Gateway Park. The Development Area is located within the corporate limits of Sanitary and Improvement District No. XXX in Sarpy County, Nebraska, which is within with the City's zoning and platting jurisdiction; and

WHEREAS, the Subdivider proposes that the District will build public improvements in the Development Area; and

WHEREAS, the Subdivider and the District wish to connect the system of sanitary sewers to be constructed by the District, within the Development Area, to the sewer system of the City; and

WHEREAS, the Subdivider and the District wish to connect the system of water mains to be constructed by the District, within the Development Area, to the water supply system of the Metropolitan Utilities District; and

WHEREAS, Subdivider and City wish to agree regarding the maintenance of lots within the District; and

WHEREAS, Subdivider has created the NAME OF POA Property Owners Association. comprised of the property owners of Lot 1 and Outlots A & B, inclusive; and

WHEREAS, Lot 1 will be developed as Business Park; and

WHEREAS, the parties wish to agree upon the manner, method and the extent to which public funds may be expended in connection with the installation and construction of public improvements constructed within and/or serving the Development Area and the extent to which the contemplated public improvements specially benefit property in the Development Area or property adjacent thereto, and to what extent the cost of same shall be specially assessed or deemed to be of general benefit to the property within the District; and

WHEREAS, Subdivider, District, Association, and City agree that the terms and conditions hereof shall govern development of the entire Development Area.

NOW, THEREFORE, in consideration of the foregoing recitals and mutual covenants and agreements contained herein and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby agree as follows:

SECTION I
DEFINITIONS

For the purpose of this Agreement, the following words and phrases shall have the following meanings:

A. "City Council" shall mean the City Council of the City of Springfield, Nebraska.

B. "Comprehensive Plan" shall mean that certain Comprehensive Plan adopted on May 20, 2025, by the City Council as Ordinance No. 1188.

C. "Cost" or "Entire Cost," being used interchangeably, of a type of improvement shall be deemed to include all construction costs, engineering fees, design fees, attorney's fees, testing expenses, publication costs, financing costs, penalties, forfeitures and default charges, and miscellaneous costs, including, among others, interest on warrants to date of the levy of special assessments and fiscal agent's warrant fees and bond fees, owing or to become owing. The date of levy of special assessments shall mean within six (6) months after acceptance of the improvement by the Board of Trustees of the District.

D. "Development Area" as shown on Exhibit "A" shall not include any future changes in boundaries unless approved in writing by City.

E. "Final Plat" shall mean the final plat of the Springfield Gateway Park subdivision, a copy of which is attached as Exhibit "A" hereto and hereinafter defined as "Development Area."

F. "General Obligation" shall mean the Entire Costs that are not specially assessed or which are designated as a general obligation of the District in Section IV.

G. "Lead Agent" shall mean the entity, or entities, responsible for designing, preparing plans for, bidding, installing, or constructing a particular Public Improvement or responsible for engaging a qualified contractor or subcontractor to perform such responsibilities.

H. "Outlots" shall refer to the following:

1. Outlot A is reserved for an existing drainageway.

2. Outlot B is reserved for post construction stormwater management.

I. "Property Benefited" shall mean the property within the Development Area which constitutes building sites. Outlots A & B are undeveloped areas and therefore are not building sites.

J. "Public Improvements" shall mean the improvements to the Property Benefited as described in Section IV of this Agreement.

K. "Road Agreement" shall mean that certain Agreement by and between Subdivider and Sarpy County or the City of Papillion for the Road Improvements.

L. "Road Improvements" shall mean the improvements or modifications to the roads described in the Road Agreement.

M. "Street Intersections" shall be construed to mean the area of the street between the returns of the various legs of the intersection, but in no case shall said area extend in any direction beyond a straight line drawn perpendicular from the centerline of the street to the adjacent lot corner.

N. "Subdivision Regulations" shall mean the subdivision regulations adopted by the City on May 1, 2018, as Ordinance No. 976, along with adopted amendments through the date of this Agreement.

SECTION II
PROCEDURES AND ACTIONS

The City Council, after conducting a duly-noticed public meeting, adopted Resolution No. 2026-15 on _____, 2026, effective immediately upon adoption, which resolution (a) confirmed the City Council's approval of this Agreement and the City Council's findings that the provisions of this Agreement are consistent with the Comprehensive Plan and (b) authorized the execution of this Agreement. The City represents and warrants to the Subdivider, District and Association that the execution and delivery of this Agreement has been validly authorized by all necessary governmental or other action and does not conflict with any other agreements entered into by the City.

The District, after conducting a duly-noticed public meeting, approved this Agreement and authorized the execution of this Agreement. The District represents and warrants to the Subdivider, Association and City that the execution and delivery of this Agreement has been validly authorized by all necessary governmental or other action and does not conflict with any other agreements entered into by the District.

The Association, after conducting a duly-noticed public meeting, approved this Agreement and authorized the execution of this Agreement. The Association represents and warrants to the Subdivider, District and City that the execution and delivery of this Agreement has been validly authorized by all necessary governmental or other action and does not conflict with any other agreements entered into by the Association.

SECTION III
EFFECTIVENESS OF THE AGREEMENT

The effectiveness of this Agreement to bind the Subdivider, District, Association and Property Benefited shall be contingent upon the recordation of the Final Plat; provided, that nothing in this Agreement shall be deemed to obligate the Subdivider to so record the Final Plat.

SECTION IV
PUBLIC IMPROVEMENTS

Subdivider and District covenant that Subdivider shall, and the District covenants that the District will contemporaneously with the filing of the Final Plat, present to the City Clerk for the benefit of the City binding contracts in full force and effect calling for the timely and orderly installation of the following public improvements, according to the terms of those contracts. District shall also provide and deliver to the City written confirmation of a binding bond, escrow or security agreement between the District and its fiscal agent calling for the placement of the warrants or bonds of the District for the installation of the required improvements set forth herein:

A. Grading. Grading of street right-of-way shall be completed by Subdivider/District. The Development Area shall be graded as shown on the Grading Exhibit prepared by TD2 Engineering attached hereto as Exhibit "C."

Further, grading shall be done in conformance with City regulations, inclusive of payment of permit fees when a grading permit is required under said regulations.

B. Interior Street Paving. Construction of concrete paving of all streets dedicated pursuant to the Final Plat (Exhibit "A"); all of said paving to be thirty-six (36) feet in width, as shown on paving plans prepared by TD2 Engineering, copies of which are attached hereto as Exhibit "B." All interior streets shall be constructed within the eighty (80) foot right-of-way as shown on the attached Final Plat and shall be constructed of minimum eight (8) inch thick Portland cement concrete with an integral curb and gutter system. Subdivider shall also construct a twelve (12) foot wide concrete driveway from 141st Street to the Glesmann Family Cemetery to provide public access thereto, as shown on the paving plans attached hereto as Exhibit "B."

C. Intersection Improvements.

1. District shall contribute to twenty-five percent (25%) of the Entire Cost of traffic light improvements at the intersection of Hwy 50 and Capehart Road.

2. If intersection improvements including, but not limited to, a traffic signal or other measures are warranted at the intersection of Hwy 50 and Gateway Drive, the District shall contribute an amount equal to twenty-five percent (25%) of the Entire Cost of said intersection improvements.

D. Traffic Study. The traffic study completed by TD2 Engineering is attached hereto as Exhibit "K."

E. Road Agreement with Sarpy County and/or City of Papillion. Subdivider or District shall enter into a Road Agreement with Sarpy County and/or the City of Papillion regarding improvements to Capehart Road and Subdivider or District shall contribute to the cost of Road Improvements in accordance with the terms of said Road Agreement. Subdivider or District shall provide City with a copy of said Road Agreement within thirty (30) days of approval by Sarpy County or the City of Papillion and Subdivider or District. No portion of any of City's arterial street improvement program fees shall be used for any of the Road Improvements identified in the Road Agreement.

F. Sanitary Sewer System. All sanitary sewer mains, manholes and related appurtenances constructed in dedicated street rights-of-way and easements dedicated pursuant to the Final Plat (Exhibit "A"), shall be located as shown on the plans and specifications for said sanitary sewer improvements

prepared by TD2 Engineering, copies of which are attached hereto as Exhibit "B." All installed sanitary sewer mains shall be inspected by City before connection to the City system.

G. Storm Sewers. Storm sewers, inlets, manholes and related appurtenances constructed on and in dedicated street rights-of-way and easements dedicated pursuant to the Final Plat (Exhibit "A"), shall be located as shown on the plans and specifications for said storm sewer and paving improvements prepared by TD2 Engineering, copies of which are attached hereto as Exhibits "B" and "C." All installed storm sewers shall be inspected by City before connection to the City system.

H. Water System. Water service is intended to be provided to the Development Area by Metropolitan Utilities District (MUD). Subdivider shall be responsible for entering into any agreements reasonably required by MUD, or its successors, to receive such services.

I. Gas System. Gas distribution mains located within dedicated street rights-of-way dedicated pursuant to the Final Plat (Exhibit "A") shall be installed by MUD.

J. Street Lighting. Street lighting for public streets dedicated pursuant to the Final Plat (Exhibit "A") shall be installed by the Omaha Public Power District (OPPD).

K. Electrical Service. Underground electrical service to each of the lots within the Development Area shall be installed by the Omaha Public Power District (OPPD).

L. Sidewalks & Gateway Drive Trail. As shown on Exhibit "E," a concrete sidewalk shall be constructed in the street right-of-way of all public streets within the Development Area with a minimum width of five (5) feet except that a ten (10) foot wide trail (herein referred to as "Gateway Drive Trail") shall be constructed on the south side of Gateway Drive in order to provide connectivity to the MoPac Trail along Hwy 50. The City shall be responsible for the incremental cost associated with increasing the sidewalk width from five (5) feet to ten (10) feet and shall reimburse the Subdivider or District for such costs within sixty (60) days following completion of the sidewalk and receipt of an invoice documenting such costs. Appropriate signage, paint, and access control features shall be included at any location where streets or driveways cross the trail. Handicap ramps with detectable warning panels shall be constructed at public street intersections. Sidewalks shall be constructed by the Subdivider or District immediately abutting built-upon lots as soon as weather permits.

M. MoPac Trail. Subdivider or District shall replace any portion of the existing crushed rock MoPac Trail running parallel to Hwy 50 that is disturbed by construction with a ten (10) foot wide concrete trail surface. Appropriate signage, paint, and access control features shall be included at any location where streets or driveways cross the trail. Plans shall be approved by City and the Papio Missouri River Natural Resources District prior to construction. Facilities developed along this trail corridor shall be limited to trail paths, landscaping, boundary fencing, signage, benches, lighting, and utilities.

N. Street Signs. Streets signs at all intersections per the Final Plat (Exhibit "A") shall comply with the "Manual of Uniform Traffic Control Devices" and be installed immediately following street paving.

O. Fire Hydrants. District shall provide for fire hydrants for the protection of the Property Benefited. The type of hydrant and control valves and the location of hydrants must be approved by the City of Springfield Engineer and Springfield Volunteer Fire Department Fire Chief. Fire hydrants must be installed and operational before issuance of any building permits for the development. Notwithstanding the foregoing, building permits are permitted prior to fire hydrants being installed and operational but work will be limited to footings and foundation.

P. Erosion Control. Erosion control shall be performed by seeding the Development Area, controlling erosion of areas disturbed by grading operations, constructing temporary terraces on slopes, temporary silting basins and spillways, and any additional measures necessary to prevent erosion, damage and sedimentation to adjacent properties and public rights-of-way. All erosion control measures shall adhere to the City of Springfield Stormwater Regulations.

Q. Drainage Ways & Drainage Easements. No fences, grading, structures or landscaping of any type will be allowed in any drainage way or drainage easement. All proposed drainage ways shall be evaluated by the City Engineer. All drainage easements shall be provided to the City upon filing with the Sarpy County Register of Deeds.

R. Post-Construction Stormwater Management. Post-construction stormwater management features and related appurtenances shall be constructed in right-of-way and outlots, per the Final Plat (Exhibit "A"). The plans and specifications for said stormwater management improvements shall be submitted to and must be accepted by the City prior to starting construction of said improvements. Said improvements shall be located as shown on the post-construction stormwater management plans to be prepared by TD2

Engineering, copies of which are attached hereto as Exhibit "G" and are subject to the approval of the City.

S. Post-Construction Stormwater Maintenance Agreement. A post-construction stormwater maintenance agreement shall be submitted to and reviewed by the City prior to the commencement of construction of said improvements and shall comply with the requirements attached hereto as Exhibit "H." The maintenance agreement shall delineate the responsibilities of the District and of the Association and shall be subject to the approval of the City. The maintenance agreement must include language to control when post-construction stormwater features are constructed and differentiate between the requirements of construction site stormwater runoff controls and post-construction controls. The post-construction stormwater features shall not be installed until such time as they will not be negatively impacted by construction site runoff. Maintenance actions identified as private, to be performed by the Association, property owner, or other private entity shall run with the land and become the responsibility of any successors, assigns or future owners, as appropriate. Maintenance responsibilities of the District as identified in the maintenance agreement shall be transferred to the Association prior to annexation by City.

T. Landscape Plan. Subdivider and District have provided City with a landscaping plan that is attached hereto as Exhibit "F." Subdivider and District shall install landscaping within six (6) months of substantial completion for any building within the Development Area.

U. Civil Defense and Storm Warning System. A civil defense and storm warning system is required for the Development Area as a small portion of the property lacks sufficient outdoor warning siren coverage. The Subdivider shall collaborate with the City, City of Papillion, and Sarpy County Emergency Management Agency to identify a suitable location for the warning siren.

SECTION V
USE OF DISTRICT FUNDS & CREDIT

The District shall not use its credit or funds for the engineering, procurement, or construction of any improvements or facilities within the Development Area other than the public improvements expressly identified in this Agreement or otherwise authorized herein. The District may issue warrants to pay for repairs, maintenance, and operating costs, which shall be payable from funds obtained through the District's general fund mill levy or, where permitted by law, from special assessments, fees, or charges. Maintenance, repair, and reconstruction of a public improvement shall not be a general obligation of District without the prior written approval of City. District shall not acquire any interest in real property without the prior written approval of City.

SECTION VI
PAYMENT FOR PUBLIC IMPROVEMENTS

Subdivider and City agree that the Entire Cost of all public improvements constructed by District within the Development Area (see Exhibit "A") as authorized by Section IV, above, shall be defrayed as follows:

A. Paving. One hundred percent (100%) of the Entire Cost of all street construction shall be paid by special assessment against the property benefited within the Development Area, except for street intersections and certain extra-width and major street paving, either of which may be a general obligation, as indicated in Exhibit "B."

B. Sanitary Sewer. One hundred percent (100%) of the Entire Cost of all sanitary sewers, including manholes and other appurtenances, shall be paid by special assessment against property benefited within the Development Area.

1. Connection charges paid to other sanitary and improvement districts shall be specially assessed to the extent of special benefit to properties in the District, and the remainder may be general obligation of the District.

2. The District's total cost of any outfall sanitary sewer line to be constructed by the District, within the boundaries of the District, shall be specially assessed except that portion of the sanitary outfall sewer which the pipe size is greater than 8" diameter may be a general obligation.

3. The total cost of any outfall sanitary sewer serving the entire District whether constructed inside or outside the District boundary by the District may be a general obligation of the District.

4. The total cost of any easement acquisition for outfall sanitary sewers serving the entire District constructed outside the District boundary by the District may be a general obligation of the District, as indicated in Exhibit "B."

C. Water. One hundred percent (100%) of the Entire Cost of the water distribution system serving the Development Area shall be specially assessed against the property benefited within the Development Area. One hundred percent (100%) of the entire cost of water approach mains may be a general obligation of the District.

D. Storm Sewers. One hundred percent (100%) of the Entire Cost of storm sewers and appurtenances may be a general obligation of the District.

E. Gas Distribution. One hundred percent (100%) of the Entire Cost of the gas distribution system serving the Development Area shall be specially assessed against the property benefited within the Development Area. One hundred percent (100%) of the Entire Cost of the gas approach mains may be a general obligation of the District. All refunds from MUD shall be credited to the Bond Construction Account of the District.

F. Street Lighting. One hundred percent (100%) of the Entire Cost of monthly contract charges paid to the Omaha Public Power District for furnishing lighting of public streets shall be paid from the general operating fund of the District.

G. Underground Power or Natural Gas. All contract charges for underground power or natural gas authorized to be paid by District to the Omaha Public Power District or to any public gas utility, including both the basic charges and refundable charges, together with all other charges as fall within the definition of Entire Cost as defined in this Agreement, including all penalties and default charges, and are allocable to such contract charges, shall be specially assessed against property within the Development Area. Any refund of the refundable portion of the underground electrical service charge for a particular lot which shall be made by Omaha Public Power District to District or its successors shall be credited as follows:

1. If the refund is prior to the levy of special assessments for underground electrical service, said refund shall be credited as a reduction in the total cost of the underground electrical services to be levied against said lot.

2. If the refund is after the date of the levy of special assessments for underground electrical service, said refund shall be credited as a payment on the balance owing on the special assessment levied against said lot in connection with underground electrical service for said lot.

3. If the refund is after the date of levy and payment in full of special assessment, said refund shall be repaid to persons paying the special assessment or their assignees.

H. Telecommunications. No funds of the District are to be used for the installation or maintenance of telephone or telecommunications equipment.

I. MoPac Trail. One hundred percent (100%) of the Entire Cost associated with replacing any portion of the MoPac Trail disturbed as a result of construction of the Development Area with a ten (10) foot wide concrete trail, including appropriate signage, paint, and access control features required at any location where streets or driveways cross the trail, may be a general obligation of the District.

J. Gateway Drive Trail. One hundred percent (100%) of the Entire Cost of appropriate signage, paint, and access control features required at any location where streets or driveways cross the Gateway Drive Trail may be a general obligation of the District.

K. Sidewalks. The cost of sidewalks along exterior arterial streets, or publicly owned outlot frontage, may be borne by the general obligation of the District. The cost of sidewalks along interior streets shall be borne by the property owner of such adjacent lot or specially assessed if completed by the District.

L. Street Identification Signs. Regulatory and street identification signs may be a general obligation of the District, provided the signs are in compliance with the Manual on Uniform Traffic Control Devices. All signs shall be approved, in writing, by City and / or Sarpy County prior to installation.

M. Sediment and Erosion Control. The initial construction cost of grading and piping for temporary sediment and erosion control facilities shall be paid for privately by the Subdivider. Removal of sediment and erosion control measures may be a general obligation of the District. All silt basins are to remain in place until seventy-five percent (75%) of the drainage sub-basin serviced by these erosion control measures are fully developed, and with the written permission of City authorizing their removal. Sediment removal shall be paid as follows:

1. During the initial construction of public streets and sewers, the District may pay for the removal as a general obligation of the District; a separate bid item shall be included in the public improvements contract for this work.

2. For all subsequent sediment removal, the District shall pay for the work from its operating fund.

3. District shall maintain the silt pond/basin such that the silt pond/basin does not become a nuisance or hazard to the community.

    a. If at any time City determines that the silt pond/basin is a hazard or a nuisance, City will send a notice to the District with

a recommendation to either (i) remedy said hazard or nuisance or (ii) remove the silt pond/basin. District shall comply with City's recommended action in the notice letter. If after thirty (30) days District does not comply with City's recommended action as provided in the notice letter, at City's discretion, City may fix the nuisance or hazard (up to and including silt pond/basin removal) and District shall be responsible for any and all costs of said remedy or removal.

4. Basin closure or removal may be a general obligation of the District.

N. Post-Construction Stormwater Management. One hundred percent (100%) of the Entire Cost of all post-construction stormwater management features and related appurtenances may be a general obligation of the District, provided:

1. Land acquisition for the construction of permanent post-construction stormwater management features may be a general obligation of the District. The District shall own and maintain these properties in accordance with the provisions of this Agreement. All necessary easements to the City and the District shall be granted at the time of platting. The District may expend up to 20% soft costs to consummate the transaction. The District intends to acquire Outlots "A-E", which contains the stormwater drainage improvements and the permanent post-construction stormwater management features from the Subdivider. The District may acquire Outlots "A-E" pursuant to this paragraph, provided that the cost of acquisition shall be based on Subdivider's proportionate cost for the acquisition of the Development Area.

2. Construction of post-construction stormwater management features or "BMPs" (Best Management Practices) may be a general obligation of the District, provided they are in conformance with the "Omaha Regional Stormwater Design Manual" and are able to be publicly maintained.

3. Maintenance of post-construction stormwater management features may be paid from the operating fund of the District, provided the maintenance activities are required to maintain the water quality benefits as designed. Routine mowing, landscaping, screening or other amenities that do not contribute to water quality shall be paid for by the Subdivider and maintained by the Association.

4. Closure or removal of post-construction stormwater management features may be a general obligation of the District.

5. Streets, sewers and sidewalks adjacent to land acquired for post-construction stormwater management features shall be specially assessed or paid for privately.

O. Civil Defense Siren and Storm Warning System. A civil defense and storm warning siren shall be installed prior to the issuance of any occupancy permit for any structure built in the Development Area. The number, type and specifications of said defense sirens shall be determined by the City in conjunction with the Director of the Sarpy County Civil Defense Agency. One hundred percent (100%) of the Cost for said civil defense sirens shall be borne by general obligation of the District or privately financed by the Subdivider. If existing coverage is available, District shall pay one hundred percent (100%) of its pro-rata share of the siren Cost based on the areas of coverage as determined by the City.

P. Any charges not specifically approved for general obligation in Paragraphs A through O of this Section shall be specially assessed.

Q. Subdivider and District covenant that there shall be no other general obligation without the prior written approval of City.

SECTION VII
GREEN SPACE AND PARKS

A preliminary park plan was not required. The Association will maintain all green space until annexation of the subdivision by the City.

SECTION VIII
TRAIL MAINTENANCE

The ten (10) foot wide concrete Gateway Drive Trail as depicted on Exhibit "E" shall be maintained by the District. Such maintenance shall include, but is not limited to, snow removal, repair and replacement of damaged or deteriorated concrete, and correction of trip hazards. Maintenance of the trail shall transfer to the City upon the City's annexation of District.

SECTION IX
DISTRICT TO CONNECT SANITARY SEWERS TO CITY SYSTEM

A. Subject to the conditions and provisions hereinafter specified, the City hereby grants permission to the District to connect its sewer system to the sewer

system of the City for a period not to exceed twenty-five (25) years, in such manner and at such place or places designated on plans submitted by the District and approved by the City.

B. Subdivider to obtain easements from landowner to the south to construct the sanitary sewer outfall. Copies of said easements shall be provide to the City. Upon the completion of the sanitary outfall sewer built by the District, the District shall control, maintain and operate the sanitary outfall sewer.

C. Without prior written approval by the City, the District shall not permit any sewer lines outside the presently described boundaries to be connected to the sewer or sewer lines of the District, any sewer from the District's boundaries to the sewers of the City, any outfall sewer of the City, or any sewer infrastructure of the Sarpy County and Cities Wastewater Agency. The City shall have exclusive control over connections to its sewers whether inside or outside the District's boundaries. The District shall not collect charges for such connections.

D. At all times, all sewage from and through said District into the City sewer system shall be in conformity with the ordinances, regulations, and conditions applicable to sewers and sewage within the City as now existing and as from time to time may be amended.

E. Before any connection from any premises to the sewer system of the District may be made, a permit shall be obtained for said premises and its connection from the proper department of the City, which permit shall be obtainable on the same terms, conditions, and requirements of the City and for the same permit fee of the City applicable from time to time to permit property outside the City to connect to the sewer system of the City; it being expressly understood that the City reserves the right to collect all connection charges and fees as required by City ordinances or rules now or hereafter in force; all such connections shall comply with minimum standards prescribed by the City. The tap permit fee for connections made outside city limits shall be one and one-half (1 ½) times the inside city limits tap fee.

F. Notwithstanding any other provisions of this Agreement, City retains the right to disconnect the sewer of any industry, or other sewer user within the Development Area, which is discharging into the sewer system in violation of any applicable ordinance, statute, rule or regulation.

G. City, Subdivider and District have entered into a Sewer Agreement, a copy of which is attached hereto as Exhibit “J.”

SECTION X
DISTRICT TO CONNECT WATER SYSTEM TO MUD'S SYSTEM

Subdivider and City acknowledge and agree that the Property Benefited is located within MUD's water service territory pursuant to that certain Interlocal Cooperative Agreement Providing for the Development of Boundaries for Potable Water Services and Facilities dated as of May 21, 2019, between MUD and City, and Subdivider shall connect to MUD's water system.

SECTION XI
DISTRICT TO CONNECT TO CITY STORMWATER SYSTEM

A. Subject to the conditions and provisions hereinafter specified, the City hereby grants permission to the District to connect its stormwater system to the stormwater system of the City for a period not to exceed twenty-five (25) years, in such manner and at such place or places designated on plans submitted by the District and approved by the City.

B. Upon the completion of any stormwater system, if any, built by and within the District, the District shall control, maintain and operate the facility.

C. Without prior written approval by the City, the District shall not permit any stormwater lines outside the presently described boundaries to be connected to the stormwater system of the District, any stormwater from the District's boundaries to the stormwater system of the City, any stormwater system of the City, or any stormwater treatment plant of the City. The City shall have exclusive control over connections to its stormwater system whether inside or outside the District's boundaries. The District shall not collect charges for such connections.

D. At all times, all stormwater from and through said District into the City stormwater system shall be in conformity with the ordinances, regulations, and conditions applicable to stormwater within the City as now existing and as from time to time may be amended.

E. Before any connection from any premises to the stormwater system of the District may be made, the District shall obtain permission from the City.

F. Notwithstanding any other provisions of this Agreement, City retains the right to disconnect the stormwater system of any industry, or other stormwater user within the Development Area, which is discharging into the stormwater system in violation of any applicable ordinance, statute, rule or regulation.

G. The District will maintain the detention ponds.

SECTION XII
WATER CONNECTION FEES

Subdivider shall remit water main extension fees to MUD at the time mutually agreed to between Subdivider and MUD. City agrees that Subdivider shall have no liability or obligation for water connection-capital facilities fees imposed by Section 3-105.03 of the Springfield Municipal Code and Subdivider shall not have any right to connect to the City's water system.

SECTION XIII
SEWER CONNECTION FEES

A. Sewer Connection Fees shall be paid in accordance with the Sarpy County and Cities Wastewater Agency's (hereinafter referred to as "Agency") Rates/Fees Schedule. Such Sewer Connection Fees shall be collected by the City and remitted to the Agency in accordance with the Agency Rates / Fees Schedule. Connection Fees shall be paid as follows:

1. One-Half of the Sewer Connection Fees in the amount of $352,069.83 shall be paid to City by Subdivider or District in full prior to the Mayor signing the approved Final Plat.

2. One-Half of the Sewer Connection Fees as provided for in the Springfield Master Fee Schedule shall be paid by each lot owner based on lot size prior to the issuance of a building permit applicable to such lot. Subdivider shall notify all purchasers of Lot 1 of this requirement prior to purchase.

B. In the event the Subdivider shall plat additional lots which will be in the District which he wishes to connect to the City sewer system, this Agreement shall be amended by the parties to provide payment of the current fee for the additional lots before any sewer permits are issued by the City.

SECTION XIV
SOUTHERN SARPY WATERSHED FEES

Southern Sarpy Watershed Fees shall be paid in accordance with the City's Master Fee Schedule and as agreed to by the Southern Sarpy Watershed Partnership by each lot owner prior to the issuance of a building permit applicable to such lot. Subdivider shall notify all purchasers of Lot 1 of this requirement prior to purchase.

SECTION XV
ARTERIAL STREET IMPROVEMENT PROGRAM FEES

Arterial Street Improvement Program Fees shall be paid in accordance with the City's Master Fee Schedule by each lot owner prior to the issuance of a building permit applicable to such lot. Subdivider shall notify all purchasers of Lot 1 of this requirement prior to purchase.

SECTION XVI
BUILDABLE LOTS

Lot 1 is the only buildable lot within the Development Area.

SECTION XVII
OUTLOTS

A. Subdivider shall be responsible for maintaining Outlots A & B, as shown on the Final Plat (Exhibit "A"), and any future outlots within the Property Benefited, including, but not limited to, mowing, trimming and removal of trash, unless and until ownership of said outlots is transferred to either the District or Association for maintenance. Ownership of Outlots A & B and all easement rights owned by Subdivider or District within the Development Area, shall be transferred to the Association prior to annexation by City. City shall not have any maintenance responsibilities for outlots (1) that are not owned by the City or (2) upon City's annexation of the District. The covenants of the Association shall include provisions requiring the collection of dues from properties within the Development Area to fund the maintenance of such outlots upon annexation by the City.

B. No buildings, structures or improvements of any type shall be constructed on any outlots within the Property Benefited, with the exception of roads, fiber, power, water and sewer lines, and related facilities and improvements, all of which may be constructed within Outlots with the exception of the intended uses as identified on the final plat or in the easement documents for each Outlot.

C. Subdivider agrees that, at least thirty (30) days prior to the closing on the sale, donation or other transfer of any outlot, it will provide City with notice of such intended transfer and a copy of the written notice Subdivider provided to the transferee stating that no buildings, structures or improvements of any type can or shall be constructed on said outlot.

D. Subdivider shall pay all property taxes due for any outlot(s) owned by Subdivider, District shall pay all property taxes due for any outlot(s) owned by District, and Association shall pay all property taxes due for any outlot(s) owned by Association, in a timely manner to prevent said outlot from being offered at the Sarpy County tax sale.

SECTION XVIII
SIGNS

Installation of entrance signs or related fixtures and any median landscaping and related fixtures shall be paid for by the Subdivider or District. Plans for such proposed improvements that are to be located in public right-of-way and a proposed maintenance agreement for the improvements must be submitted to the City for review and approval prior to the issuance of a building permit and installation of improvements.

SECTION XIX
LANDSCAPING

Subdivider has provided the City with a landscaping plan that is attached hereto as Exhibit "F." A landscape easement located within Outlot A and Outlot B along Hwy 50 shall be recorded which requires the easement area and the landscaping installed therein to be maintained by the Subdivider and District and subsequently by the Association upon annexation by the City. Said landscaping shall be installed within six (6) months of substantial completion for any building within the Development Area. No buildings or accessory structures shall be permitted to be constructed or maintained within the landscape easement area. Required landscaping within the easement area may consist of trees, turf grass, native grass, shrubs or perennials. Trees shall be planted with a minimum average spacing of one (1) tree every forty (40) feet. Allowable tree types shall be specified in the landscape plan to create uniformity along the perimeters of the Subdivision. Subdivider and District shall maintain the landscaping and replace any dead or dying trees and will mulch in areas that require mulch. Subdivider and District agree that ownership of Outlots A and B shall be transferred to the Association subject to said landscape easement prior to annexation by the City. Association shall then enforce said landscape easement through the restrictive covenants.

All landscaping requirements shall be included in the covenants and enforced by the Association upon annexation by the City.

SECTION XX
CONDITIONAL USE PERMIT

Through this agreement, the City hereby grants a Conditional Use Permit ("CUP") to the Subdivider for the construction of office complexes with ancillary warehouse and distribution facilities within the Business Park Zoning District. All structures and fencing within the Development Area shall comply with the applicable setback requirements and maximum height regulations of the Business Park Zoning District and Highway Corridor Overlay Standards. The CUP shall run with the land. If the City adopts a zoning regulation that allows the use as a permitted use; then the CUP shall terminate.

SECTION XXI
EASEMENTS

Prior to commencement of the construction of improvements, District shall obtain and record all permanent easements with the Sarpy County Register of Deeds Office for all sanitary, water and storm sewer lines and drainageways as determined by City's engineer and/or surveyor. Said easements shall be in form satisfactory to the City's attorney and the City's engineer and/or surveyor. Copies of all easements shall be provided to City immediately after they are recorded.

SECTION XXII
CITY REVIEW FEE

It is mutually agreed that the District shall pay one percent (1%) of the public construction costs, said payment estimated to be $50,500.00, to the City to facilitate the review and processing of developments to include engineering, planning, legal and other miscellaneous expenses incurred by the City. The fee may be a general obligation of the District. The fee shall be paid prior to City's signature on the final plat based on the estimated costs shown on the Source and Use of Funds form, Exhibit "I," attached, unless contracts exist for said improvements. If contracts for improvements exist, the fee shall be based on actual contract amounts. Once the projects have been completed and the costs certified by the District's engineer, then the District shall pay any additional monies which are due within thirty (30) days of the engineer's cost certification. The District may receive a refund from the City if the improvement costs, as certified by the District's engineer are less than shown on the Source and Use of Funds form. The District must request a refund from the City with the engineers' certified costs and letter submitted to the City. Such refund shall be paid within thirty (30) days. The fee shall be paid for all District contracts issued for public improvements.

SECTION XXIII
CITY ENGINEER

Prior to the commencement of the construction of any improvement contemplated by this Agreement, Subdivider and District shall submit all plans and specifications for such improvement to the City Engineer or designated representative for review and approval. Copies of all subsidiary and/or ancillary agreements with utility companies and others providing service for the public improvements contemplated by this Agreement is signed. "As built" plans shall be filed by District's engineer within sixty (60) days of District's acceptance or work.

SECTION XXIV
ESTIMATE OF DISTRICT GENERAL OBLIGATIONS

The estimated general obligation of the District is estimated to be $2,129,000.00, as shown on the Source & Use of Funds, Exhibit "I." The District valuation is estimated to be $33,750,000.00, as shown on Exhibit "I," for a debt ratio of 4.62%. The General Obligation of the District shall be incurred only for costs identified as General Obligation eligible costs in this Agreement, and shall not exceed the District engineer's estimate of probable cost of $2,129,000.00, as shown on Exhibit "I," by more than 10%, except either (i) City or their designee may administratively approve a corresponding increase in the General Obligation of the District, or (ii) by amendment of this Agreement and approval by the Springfield City Council. Any General Obligation costs in excess of the approved amount shall be specially assessed or paid for privately. In no event shall public improvements financed by General Obligation debt be in excess of six percent (6%) of estimated valuation upon full build out.

SECTION XXV
ANNEXATION

A. City covenants and agrees that should the City, by reason of its annexation of the District, or any area thereof, prior to District's levy of special assessments for the improvements authorized in this Agreement thereby succeed to said District's power to levy special assessments, that City will levy same in accordance with this Agreement.

B. After written notice from the City to the District of the City's intention to annex all of the territory of the District, the District shall not, until the earlier of (i) final annexation, or (ii) nine (9) months from the District's receipt of written notice of intent of annexation, enter into any contract that is in excess of twenty-thousand dollars ($20,000) of budgeted expenditures or that exceeds one year in duration, unless and until such contract is first approved by City or their designee. Any such contract that is not first approved by City or their designee shall be voidable by the City after the annexation becomes effective. Notwithstanding anything to the contrary herein, nothing in this paragraph shall be deemed to restrict the District from complying with statutory budgeting requirements or from approving contracts that are in the reasonable judgment of the Board of Trustees necessary to address an emergency situation within the District or to comply with their statutory obligations as Trustees.

C. All parties covenant and agree that nothing in this Agreement shall be construed so as to oblige the City to annex the Development Area or any part thereof.

D. The District shall not sue nor fund any lawsuit to prevent any annexation of property within the District by the City except in the event the City annexes only a part of the District, the District does not waive its right to contest a proper division of assets and liabilities.

Post-construction stormwater management maintenance identified as the responsibility of the Association shall continue to be performed and funded by the Association after annexation by the City. Maintenance responsibilities of the District shall become that of the City upon annexation.

SECTION XXVI
INCORPORATION OF CITY REGULATIONS
INTO DISTRICT CONSTRUCTION CONTRACTS

Subdivider and District covenant and agree that the District created by the Subdivider will abide by and incorporate into all of its construction contracts the provisions required by the regulations of the City pertaining to construction of public improvements in subdivisions and testing procedures therefor.

SECTION XXVII
LOCAL AND STATE PERMITS

Subdivider and District shall be responsible for securing all local and state permits necessary for construction, and to construct all systems in accordance with existing environmental, health, safety and welfare rules, regulations, and standards as may be in place at the time of construction.

SECTION XXVIII
NO LEVY ON UNBUILDABLE LOTS

Except as may otherwise be agreed to by City, all of said District's levy of special assessments shall be made in such a manner so as to assure that the entire burden of the levy is borne, on an equitable basis, by lots or parcels which are truly building sites. If any lot, parcel or other area within the Development Area is not a building site by reason of insufficient size or dimensions, or by reason of easements or similar burdens, or for any other reason, then no portion of the total amount shall be levied against said unbuildable lot, parcel or other area.

SECTION XXIX
DISTRICT NOTICE TO CITY
PRIOR TO ASSESSMENT

The District shall provide the following information to City at least twenty (20) days prior to the meeting of the Board of Trustees of the District held to propose the levy of special assessments:

A. A detailed schedule of the proposed special assessment and/or the amount of general obligation costs of any improvement or acquisition.

B. A plat of the area to be assessed.

C. A full and detailed statement of the entire cost of each type of improvement, which statement or statements shall separately show:

1. The amount paid to the contractor.

2. A special itemization of all other costs of the project, including, but not limited to, all engineering fees, attorneys' fees, testing expenses, publication costs, financing costs, including, but not limited to, interest on all warrants to date of levy of special assessments, estimated fiscal agent's warrant fees, bond fees and other items shown as "soft costs."

3. A special itemization of all costs of the District not itemized in (1) and (2) above.

4. Certification by District's engineer that the information and schedules provided to City in respect to special assessments are true and correct and that the use of funds and credit of District and proposed levies of special assessments have been made in conformity with the terms of this Subdivision Agreement.

5. Certification by the District's engineer of proposed assessment schedules prior to advertising for any hearing of District to be held for the purpose of equalizing of levying special assessments against property benefited by any improvements constructed by District in compliance with state statutes.

SECTION XXX
TIME FOR DISTRICT TO ACCEPT IMPROVEMENTS AND LEVY SPECIAL ASSESSMENTS

The District agrees that it will not unreasonably delay acceptance of an improvement and that District shall levy special assessments within six (6) months after acceptance of the improvement. In addition to the notice requirement outlined in Section XXIX, the District shall also, twenty (20) days prior to the Board of Equalization hearing of the District, give notice in writing to the City that the Board of Equalization will be convened on that date for the consideration of the levying of special assessments and equalization and apportionment of debt.

SECTION XXXI
MINIMUM TAX LEVY BY DISTRICT

The District agrees to annually levy a total combined ad valorem property tax of at least 90 cents per $100 taxable valuation until all construction fund debt and bonds of the District are paid in full. All such construction fund debt and bonds shall be fully repaid within twenty (20) years of their issuance. In no event shall the District's total levy be less than the total City levy.

SECTION XXXII
ASSOCIATION DUES

The Association shall annually collect dues as necessary to fund and fulfill its responsibilities and obligations under this Agreement and its restrictive covenants, and the obligation to collect such dues shall remain in effect following annexation by the City.

SECTION XXXIII
CONDITIONS FOR FINAL PLAT APPROVAL AND SIGNING

The Final Plat shall not be signed by the City until the following has occurred:

A. Formation of a Sanitary and Improvement District on the area covered by the Final Plat.

B. Execution of this Subdivision Agreement by Subdivider and District.

C. Execution of the Sewer Agreement by Subdivider and District.

D. Execution of the Road Development Agreement by Subdivider and Sarpy County or the City of Papillion.

E. Delivery of a title search of the area shown on the Final Plat to City with the effective date of the search being within ten (10) days prior to filing the Final Plat

F. Payment of all amounts to be paid to the City pursuant to the terms of the Subdivision Agreement.

G. Delivery to City of a valid and binding written commitment from a reputable underwriter to purchase or place all of the warrants to be issued by the District as payment for the improvements set forth in this Subdivision Agreement.

H. Filing of the Articles of Incorporation of the Property Owners Association with the Nebraska Secretary of State and providing proof of filing to the City, a copy of which is attached hereto as Exhibit "L."

I. Providing a signed copy of the By-Laws of the Property Owners Association to the City, a copy of which is attached hereto as Exhibit "M."

J. Providing a signed copy of the Covenants of the Property Owners Association to the City, a copy of which is attached hereto as Exhibit "N."

The City Council may approve the Final Plat for Springfield Gateway Park subject to the satisfaction of all of the conditions set forth in this Section XXXII, provided however that the City will not sign the Final Plat until all of such conditions have been fully satisfied.

Subdivider shall file the Final Plat with the Sarpy County Register of Deeds within thirty (30) days after receipt of the signed Final Plat from the City.

SECTION XXXIV
DISTRICT REPRESENTATION REGARDING
OBTAINING THIS AGREEMENT

The District warrants that it has not employed or retained any company or person, other than a bona fide employee working for the District, to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee working for the District, any fee, commission, percentage, brokerage fee, gifts, or any other consideration, contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, the City shall have the right to annul this Agreement without liability. The District shall require the same warranty from each contractor with whom it contracts in any way pertaining to its sewage system or water system. The prohibition provided for herein shall not apply to the retention of an attorney or other agent for the purpose of negotiating the provisions of this Agreement where the existence of such agency has been disclosed to the City.

SECTION XXXV
NO ASSIGNMENT BY DISTRICT
WITHOUT CONSENT OF CITY

Subletting, assignment or transfer of all or part of any interest of the District hereunder is prohibited without prior written approval of the City.

SECTION XXXVI
DISTRICT TO BE BOUND BY CITY ORDINANCES
REGARDING SANITARY AND IMPROVEMENT DISTRICTS

The District expressly agrees that it is and shall be:

A. Bound by and to any provisions of any ordinances, rules and regulations hereafter made and adopted by the City applicable to sanitary and

improvement districts whose sewers connect directly or indirectly with or into sewers or sewage systems of the City; and,

B. Bound by any terms and provisions which by ordinance, resolution or rule of the City shall hereafter adopt or provide as being applicable to or required in contracts with sanitary and improvement districts or in order to permit or continue the discharge of any sewage from a sanitary and improvement district to flow into or through any part of the sewer or sewage system of the City.

C. Bound by and to any provisions of any ordinances, rules and regulations hereafter made and adopted by the City applicable to sanitary and improvement districts whose water system connects directly or indirectly with or into water systems of the City; and,

D. Bound by any terms and provisions which by ordinance, resolution or rule of the City shall hereafter adopt or provide as being applicable to or required in contracts with sanitary and improvement districts or in order to permit water from the City to flow into or through any part of the water system of the District.

SECTION XXXVII
BINDING UPON SUCCESSORS AND ASSIGNS

This Agreement shall be binding upon the Parties, their respective successors and assigns and runs with the land shown on Exhibit "A." The covenants, warranties, and other obligations of this Agreement shall be binding upon and inure to the benefit of the Parties hereto and their respective heirs, personal representatives, successors, and assigns. The Parties agree that a Party's obligation to perform pursuant to this agreement may only be released to the extent said obligation is assumed, by written agreement or by operation of law, by the respective heirs, personal representatives, successors, and assigns.

SECTION XXXVIII
ENTIRE AGREEMENTS

This Agreement constitutes the entire agreement between the Parties hereto with respect to the subject matter hereof and supersedes all prior agreements and understandings, oral and written, between the Parties with respect to the subject matter of this Agreement. This Agreement may not be amended, modified, or altered unless by written agreement signed by all Parties to this Agreement.

SECTION XXXIX
AMENDMENTS

District shall have the power to enter into all Amendments and bind all lots in the Development Area even after said lots have been sold.

SECTION XL
ACTIONS AUTHORIZED BY SUBDIVIDER AND DISTRICT

Subdivider and Sanitary and Improvement District represent, covenant, and warrant that the making and execution of this Agreement, and all other documents and instruments required hereunder, have been duly authorized by the necessary corporate action of Subdivider and have been duly approved and authorized by the Board of Trustees of District, and are valid, binding, and enforceable obligations of Subdivider and District in accordance with their respective terms.

SECTION XLI
NOTICE

Each party agrees to provide the other Parties with as much advance notice as is reasonably possible when this Agreement calls for the approval of a Party before an action can be taken. The Parties agree to cooperate in the undertakings contemplated by this Agreement and shall share and exchange necessary reports and other documents as required and when reasonably requested by other Parties to this Agreement. Any notice required under this Agreement shall be in writing and shall be sent by certified mail, return receipt requested, to the addresses as noted below. Any party to this Agreement may change its address for notice specified hereunder by sending written confirmation of such change by certified mail, return receipt requested, to the other Parties to this Agreement. The addresses for the purpose of notice and other communications are as follows:

For Subdivider:

SCANNELL PROPERTIES #829, LLC
[Address]
[City, ST Zip]
Attn: [Contact]

For District:

SID XXX
c/o [Company Name]
[Address]
[City, ST Zip]

With a Copy To:
[Contact]
[Company]
[Address]
[City, ST Zip]

For Association:
NAME OF POA Property Owners Association
[Address]

For City:
City Clerk, City of Springfield
PO Box 189

[City, ST Zip]
Attn: [Contact]

170 N. 3rd Street
Springfield, NE 68059

SECTION XLII
NON-DISCRIMINATION

In the performance of this Agreement, the District shall not discriminate against any parties on account of race, national origin, sex, age, political or religious affiliations in violation of federal or state laws or local ordinances.

SECTION XLIII
GOOD FAITH

Every representation, covenant, warranty, or other obligation within this Agreement shall carry with it an obligation of good faith in its performance or enforcement.

SECTION XLIV
GOVERNING LAW

The laws of the State of Nebraska shall govern as to the interpretation, validity, and effect of this Agreement.

SECTION XLV
RECORDING OF AGREEMENT WITH REGISTER OF DEEDS

This Agreement shall be recorded at the office of the Register of Deeds of Sarpy County, Nebraska at the expense of the Subdivider.

SECTION XLVI
ADMINISTRATION

No separate administrative entity nor joint venture, among the parties, is deemed created by virtue of the Subdivision Agreement. The administration of this Subdivision Agreement shall be through the offices of the undersigned officers for their respective entities.

IN WITNESS WHEREOF, we the executing parties, by our respective duly authorized agents, hereby enter into this Agreement, effective on the day and year first above written.

ATTEST:

CITY OF SPRINGFIELD, NEBRASKA

_____

_____

CITY CLERK DATE

MAYOR DATE

ATTEST:

SANITARY AND IMPROVEMENT DISTRICT NO. XXX OF SARPY COUNTY, NEBRASKA

_____ DATE

_____ CHAIRMAN DATE

ATTEST:

SCANNELL PROPERTIES #829, LLC

_____ DATE

_____ MANAGER DATE

ATTEST:

NAME OF POA PROPERTY OWNERS ASSOCIATION

_____ DATE

_____ PRESIDENT DATE

ACKNOWLEDGMENT OF NOTARY:

STATE OF NEBRASKA)
) ss.
COUNTY OF SARPY)

On this ___ day of _____, 2026, before me, a Notary Public, duly commissioned and qualified in and for said County and State, personally appeared Robert Roseland, personally known by me to be the Mayor of the City of Springfield, and Barbara Henninger, personally known by me to be the City Clerk of the City of Springfield, and the identical persons whose names are affixed to the foregoing Agreement, and they acknowledged the execution thereof to be their voluntary act and deed and the voluntary act and deed of said City.

WITNESS my hand and Notarial Seal the day and year last above written.

_____ (SEAL)

NOTARY PUBLIC

ACKNOWLEDGMENT OF NOTARY:

STATE OF NEBRASKA)
) ss.
COUNTY OF SARPY)

On this _____ day of _____, 2026, before me, a Notary Public, duly commissioned and qualified in and for said County and State, personally appeared _____, personally known by me to be the Chairman of Sanitary and Improvement District No. XXX of Sarpy County, Nebraska, and the identical person whose name is affixed to the foregoing Agreement, and acknowledged the execution thereof to be his/her voluntary act and deed and the voluntary act and deed of said District.

WITNESS my hand and Notarial Seal the day and year last above written.

_____ (SEAL)
NOTARY PUBLIC

ACKNOWLEDGMENT OF NOTARY:

STATE OF NEBRASKA)
) ss.
COUNTY OF SARPY)

On this _____ day of _____, 2026, before me, a Notary Public, duly commissioned and qualified in and for said County and State, personally appeared _____, personally known by me to be the President of the NAME OF POA Property Owners Association of Sarpy County, Nebraska, and the identical person whose name is affixed to the foregoing Agreement, and acknowledged the execution thereof to be his/her voluntary act and deed and the voluntary act and deed of said District.

WITNESS my hand and Notarial Seal the day and year last above written.

_____ (SEAL)
NOTARY PUBLIC

ACKNOWLEDGMENT OF NOTARY:

STATE OF NEBRASKA)
) ss.

COUNTY OF SARPY)

On this _____ day of _____, 2026, before me, a Notary Public, duly commissioned and qualified in and for said County and State, personally appeared _____, personally known by me to be the Manager of SCANNELL PROPERTIES #829, LLC, and the identical person whose name is affixed to the foregoing Agreement, and acknowledged the execution thereof to be his/her voluntary act and deed and the voluntary act and deed of said Subdivider.

WITNESS my hand and Notarial Seal the day and year last above written.

_____ (SEAL)

NOTARY PUBLIC

SUBDIVISION AGREEMENT EXHIBITS

EXHIBIT A	FINAL PLAT
EXHIBIT B	SANITARY SEWER & PAVING
EXHIBIT C	STORM SEWER, GRADING & EROSION CONTROL
EXHIBIT D	WATER SYSTEM
EXHIBIT E	SIDEWALK / TRAIL PLAN
EXHIBIT F	LANDSCAPE PLAN
EXHIBIT G	POST-CONSTRUCTION STORMWATER MANAGEMENT PLAN
EXHIBIT H	POST-CONSTRUCTION STORMWATER MANAGEMENT MAINTENANCE PLAN
EXHIBIT I	SOURCE & USE OF FUNDS
EXHIBIT J	SEWER AGREEMENT
EXHIBIT K	TRAFFIC STUDY
EXHIBIT L	NAME OF POA PROPERTY OWNERS ASSOCIATION ARTICLES OF INCORPORATION
EXHIBIT M	NAME OF POA PROPERTY OWNERS ASSOCIATION BY-LAWS
EXHIBIT N	NAME OF POA PROPERTY OWNERS ASSOCIATION COVENANTS

SPRINGFIELD
NEBRASKA

MAYOR AND CITY COUNCIL REPORT
OCTOBER 20, 2026 AGENDA

Agenda Item:	Subject:	Submitted By:
Regular Agenda Item 6	Consider approval of Resolution 2026-40 approving a Subdivision Agreement for Lots 1-72 and Outlots A-F, Village on Main (Phase 1 of 3) submitted by M2S LLC (Applicant/Subdivider) and Village on Main LLC (Owner)	Kathleen Gottsch City Administrator

Synopsis

City staff are still working with the developer's team to finalize the subdivision agreement. A copy of the most recent draft subdivision agreement is attached for your reference.

Issues that the team are still trying to finalize specifically relate to the advancement of SCCWWA sewer infrastructure and SID financing.

Recommendation

The Springfield Planning Commission and City Council approved the final plat for Lots 1-072 and Outlots A-F, Village on Main. The Subdivision Agreement is the last document that requires formal approval from the City Council.

Attachments

Resolution 2026-40
Subdivision Agreement *(Current Draft)*

RESOLUTION
2026-40

Village on Main Subdivision Agreement

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SPRINGFIELD, NEBRASKA APPROVING THE SUBDIVISION AGREEMENT FOR LOTS 1-72 AND OUTLOTS A-F, VILLAGE ON MAIN, PHASE 1 OF A 3 PHASE DEVELOPMENT, OF A SUBDIVISION LOCATED ON THE WESTERN PART OF PROPERTY LEGALLY DESCRIBED AS THE NORTH ONE-HALF OF THE SOUTHWEST QUARTER OF SECTION 19, TOWNSHIP 13 NORTH, RANGE 12 EAST OF THE 6TH P.M., SARPY COUNTY, NEBRASKA, CONSISTING OF APPROXIMATELY 41.33 ACRES, MORE OR LESS.

WHEREAS, Village on Main, LLC, owner/subdivider, Sanitary and Improvement District No. 390, and the Village on Main Homeowners Association Inc., wish to enter into a Subdivision Agreement with the City of Springfield, Nebraska for Lots 1-72 and Outlots A-F, Village on Main; and

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Springfield hereby approves the Subdivision Agreement for Lots 1-72 and Outlot A-F, Village on Main, contingent upon (1) the change of zoning classification from Agriculture Residential to Mixed Use-Planned Unit Development on said property, (2) final approval of a Final Plat for said development, and (3) completion of the conditions identified in the Subdivision Agreement.

PASSED AND APPROVED THIS 6TH DAY OF OCTOBER 2026.

City Council Member _____ moved the adoption of said resolution.
City Council Member _____ seconded the motion.

Record of Vote:

Ayes: _____
Nays: _____
Abstain: _____
Absent: _____

Resolution adopted, signed and billed as adopted.

Approved:

_____
Mayor

SEAL

Attest:

_____
City Clerk

10/16/26 DRAFT #3

SUBDIVISION AGREEMENT
Lots 1-72 and Outlots A-F, Village on Main

THIS AGREEMENT, made and entered into this _____ day of _____, 2026, among VILLAGE ON MAIN LLC, a Nebraska limited liability company, (hereinafter referred to as "Subdivider"), SANITARY AND IMPROVEMENT DISTRICT NO 390 of SARPY COUNTY, NEBRASKA, (hereinafter referred to as "District"), VILLAGE ON MAIN HOMEOWNERS ASSOCIATION INC., (hereinafter referred to as "Association"), and the CITY OF SPRINGFIELD, a Municipal Corporation in the State of Nebraska, (hereinafter referred to as "City"). Collectively, Subdivider, District, Association, and City are hereinafter sometimes referred to as the "Parties."

WITNESSETH:

WHEREAS, Subdivider is the owner of the parcel of land outside the corporate limits of the City but within the City's zoning and platting jurisdiction shown on the Final Plat attached hereto as Exhibit "A" (hereinafter defined as "Development Area"), known as Village on Main. The Development Area is located within the corporate limits of Sanitary and Improvement District No. 390 in Sarpy County, Nebraska, which is within with the City's zoning and platting jurisdiction; and

WHEREAS, the Subdivider proposes that the District will build public improvements in the Development Area; and

WHEREAS, the Subdivider and the District wish to connect the system of sanitary sewers to be constructed by the District, within the Development Area, to the sewer system of the City; and

WHEREAS, the Subdivider and the District wish to connect the system of water mains to be constructed by the District, within the Development Area, to the water supply system of the City; and

WHEREAS, Subdivider and City wish to agree regarding the maintenance of lots within the Development Area; and

WHEREAS, Subdivider has created the VILLAGE ON MAIN Homeowners Association, Inc. comprised of the property owners of Lots 1-72 and Outlots A-F, inclusive; and

WHEREAS, Lots 1-72 will be developed as single-family dwellings; and

WHEREAS, the parties wish to agree upon the manner, method and the extent to which public funds may be expended in connection with the installation and construction of public improvements constructed within and/or serving the Development Area and the extent to which the contemplated public improvements specially benefit property in the Development Area or property adjacent thereto, and to what extent the cost of same shall be specially assessed or deemed to be of general benefit to the property within the Development Area; and

WHEREAS, Subdivider, District, Association, and City agree that the terms and conditions hereof shall govern development of the entire Development Area.

NOW, THEREFORE, in consideration of the foregoing recitals and mutual covenants and agreements contained herein and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby agree as follows:

SECTION I
DEFINITIONS

For the purpose of this Agreement, the following words and phrases shall have the following meanings:

A. "Adjacent Benefited Property" the real property legally described as the northwest quarter of Section 19, Township 13 North, Range 12 East of the 6th P.M., Sarpy County, Nebraska, located at the northeast corner of 132nd Street and Main Street, which shall benefit from the installation of public improvements serving the District.

B. "Buildable Lots" shall mean the property within the Development Area which may be improved as building sites.

C. "City Council" shall mean the City Council of the City of Springfield, Nebraska.

D. "Comprehensive Plan" shall mean that certain Comprehensive Plan adopted on May 20, 2025, by the City Council as Ordinance No. 1188.

E. "Cost" or "Entire Cost," being used interchangeably, of a type of improvement shall be deemed to include all construction costs, engineering fees, design fees, attorney's fees, testing expenses, publication costs, financing costs, penalties, forfeitures and default charges, and

miscellaneous costs, including, among others, interest on warrants to date of the levy of special assessments and fiscal agent's warrant fees and bond fees, owing or to become owing. The date of levy of special assessments shall mean within six (6) months after acceptance of the improvement by the Board of Trustees of the District.

F. "Development Area" as shown on Exhibit "A" shall not include any future changes in boundaries unless approved in writing by City.

G. "Final Plat" shall mean the final plat of the Village on Main subdivision, a copy of which is attached as Exhibit "A" hereto and hereinafter defined as "Development Area."

H. "General Obligation" shall mean the Entire Costs that are not specially assessed or which are designated as a general obligation of the District in Section IV.

I. "Improved Lot" or "Improved Lots" shall refer to a Buildable Lot or Buildable Lots which have been improved and constructed upon.

J. "Outlots" shall refer to the following:

1. Outlot A is reserved for future development that will require additional platting through the City's subdivision regulations.

2. Outlot B is reserved for future development that will require additional platting through the City 's subdivision regulations.

3. Outlot C is for stormwater drainage improvements.

4. Outlot D is for stormwater drainage improvements.

5. Outlot E is reserved as green space for a future trail connection.

6. Outlot F is reserved for greenspace.

K. "Public Improvements" shall mean the improvements described in Section IV of this Agreement.

L. "Road Agreement" shall mean that certain Agreement by and between Subdivider and Sarpy County for the Road Improvements.

M. "Road Improvements" shall mean the improvements or modifications to the roads described in the Road Agreement.

N. "SCCWWA" shall mean the Sarpy County and Cities Wastewater Agency.

O. "Street Intersections" shall be construed to mean the area of the street between the returns of the various legs of the intersection, but in no case shall said area extend in any direction beyond a straight line drawn perpendicular from the centerline of the street to the adjacent lot corner.

P. "Subdivision Regulations" shall mean the subdivision regulations adopted by the City on May 1, 2018, as Ordinance No. 976, along with adopted amendments through the date of this Agreement.

SECTION II
PROCEDURES AND ACTIONS

The City Council, after conducting a duly-noticed public meeting, adopted Resolution No. 2026-_____ on _____, 2026, effective immediately upon adoption, which resolution (a) confirmed the City Council's approval of this Agreement and the City Council's findings that the provisions of this Agreement are consistent with the Comprehensive Plan and (b) authorized the execution of this Agreement. The City represents and warrants to the Subdivider, District and Association that the execution and delivery of this Agreement has been validly authorized by all necessary governmental or other action and does not conflict with any other agreements entered into by the City.

The District, after conducting a duly-noticed public meeting, approved this Agreement and authorized the execution of this Agreement. The District represents and warrants to the Subdivider, Association and City that the execution and delivery of this Agreement has been validly authorized by all necessary governmental or other action and does not conflict with any other agreements entered into by the District.

The Association, after conducting a duly-noticed public meeting, approved this Agreement and authorized the execution of this Agreement. The Association represents and warrants to the Subdivider, District and City that the execution and delivery of this Agreement has been validly authorized by all necessary governmental or other action and does not conflict with any other agreements entered into by the Association.

SECTION III
EFFECTIVENESS OF THE AGREEMENT

The effectiveness of this Agreement to bind the Subdivider, District, Association and Development Area shall be contingent upon the recordation of the Final Plat; provided, that nothing in this Agreement shall be deemed to obligate the Subdivider to so record the Final Plat.

SECTION IV
PUBLIC IMPROVEMENTS

Subdivider and District covenant that Subdivider shall, and the District covenants that the District will contemporaneously with the filing of the Final Plat, present to the City Clerk for the benefit of the City binding contracts in full force and effect calling for the timely and orderly installation of the following public improvements, according to the terms of those contracts. District shall also provide and deliver to the City written confirmation of a binding bond, escrow or security agreement between the District and its fiscal agent calling for the placement of the warrants or bonds of the District for the installation of the required improvements set forth herein:

A. Grading. Grading of street right-of-way shall be completed by Subdivider/District. The Development Area shall be graded as shown on the Grading Exhibit prepared by FoleyShald Engineering attached hereto as Exhibit "C." Further, grading shall be done in conformance with City regulations, inclusive of payment of permit fees when a grading permit is required under said regulations.

B. Interior Street Paving. Construction of concrete paving of all streets dedicated pursuant to the Final Plat (Exhibit "A"); all of said paving to be twenty-eight (28) feet in width, except for those streets with a width greater than twenty-eight (28) feet, which streets shall be extra-width paving, if any (approved by the City), as shown on paving plans prepared by FoleyShald Engineering, copies of which are attached hereto as Exhibit "B." All interior streets shall be constructed within the right-of-way as shown on the attached Final Plat and shall be constructed of Portland cement concrete with an integral curb and gutter system.

C. Exterior Paving/Intersection Improvements. If arterial intersection improvements including, but not limited to, a traffic signal, roundabout or other measures are warranted at the intersection of 132nd Street and Main Street, the District shall contribute an amount equal to twenty-five percent (25%) of the Entire Cost of said intersection improvements. Subdivider shall, prior to the replat or sale of Outlot A, convey to Sarpy County a permanent easement over the southeast corner of said lot for any additional right-of-way required in the event a roundabout is constructed at the intersection of 132nd Street and Main Street.

D. Sanitary Sewer System. All sanitary sewer mains, manholes and related appurtenances constructed in dedicated street rights-of-way and easements dedicated pursuant to the Final Plat (Exhibit "A"), shall be located as shown on the plans and specifications for said sanitary sewer improvements prepared by FoleyShald Engineering, copies of which are attached hereto as

Exhibit "B." All installed sanitary sewer mains shall be inspected by City before connection to the City system.

E. Storm Sewers. Storm sewers, inlets, manholes and related appurtenances constructed on and in dedicated street rights-of-way and easements dedicated pursuant to the Final Plat (Exhibit "A"), shall be located as shown on the plans and specifications for said storm sewer and paving improvements prepared by FoleyShald Engineering, copies of which are attached hereto as Exhibits "B" and "C." All installed storm sewers shall be inspected by City before connection to the City system.

F. Water System. Interior water distribution mains and related appurtenances constructed in dedicated street rights-of-way dedicated pursuant to the Final Plat (Exhibit "A"), shall be located as shown on water plan improvements prepared by FoleyShald Engineering, copies of which are attached hereto as Exhibit "D." All installed water mains shall be inspected by City before connection to the City system. City will design and install the external water main within 132nd Street. District shall reimburse City for its proportionate share of the costs, calculated based on the linear frontage of the development, for any external water main constructed within 132nd Street. Prior to City's execution of the final plat, District shall pay to City an amount equal to the City engineer's estimate of the District's proportionate share of the cost of such external water main improvements, which funds shall be held in escrow by the City until completion of the project. Upon completion, the actual cost shall be reconciled with the amount deposited. Any deficiency shall be paid by the District to the City within sixty (60) days of billing. Any overpayment shall be refunded by the City to the District within sixty (60) days following the City's final payment for the project. District will design and install the external water main within the Main Street right-of-way along the frontage of the Development Area. At the time the Adjacent Benefited Property is developed, the City shall collect from the owner of the Adjacent Benefited Property, which is located north of Main Street with frontage along the external water main within the Main Street right-of-way, a reimbursement payment representing the property's proportionate share of the cost of such external water main. The reimbursement amount shall be calculated based on the linear frontage of the development. Upon receipt of such reimbursement payment, the City shall remit those funds to the District.

G. Gas Distribution System. Gas distribution mains located within dedicated street rights-of-way dedicated pursuant to the Final Plat (Exhibit "A") shall be installed by Metropolitan Utilities District ("MUD").

H. Street Lighting. Street lighting for public streets dedicated pursuant to the Final Plat (Exhibit "A") shall be installed by the Omaha Public Power District ("OPPD").

I. Electrical Service/Underground Power. Underground electrical service to each of the lots within the Development Area shall be installed by OPPD.

J. Telecommunications. Telephone, fiber, cable television, or similar lines may be installed by providers at the locations permitted on the final plat, except that Subdivider may regulate where such providers may install pedestals or related fixtures.

K. Trail. As shown on Exhibit "E," Subdivider or District shall construct an eight (8) foot wide concrete trail on the east side of Outlot A, on the north side of Outlot D, and on the east side of Outlot D concurrently with construction of interior street paving. The construction of the trail within Outlot E may be deferred until such time that the property east of the Development Area is developed and connects to the planned trail system. The construction of the trail along the south side of Main Street may be deferred until such time that the Main Street Improvements project has been completed by Sarpy County. Plans shall be approved by City prior to construction. Facilities developed along this trail corridor shall be limited to trail paths, landscaping, boundary fencing, signage, benches, lighting, and utilities.

L. Sidewalks. A concrete sidewalk shall be constructed in the street right-of-way of all public streets within the Development Area with a minimum width of five (5) feet except for those areas with trail improvements as identified in Section IV, K Trail. Handicap ramps with detectable warning panels shall be constructed at public street intersections. Sidewalks shall be constructed by the Subdivider or District according to the following schedule:

1. Sidewalks shall be constructed immediately abutting built-upon lots as soon as weather permits.

2. In any event, all sidewalks shall be constructed upon any public streets adjacent to the plat within ten (10) years of the recording of the Final Plat (Exhibit "A").

M. Crosswalk Across 132nd Street. District shall design and install a marked pedestrian crosswalk across 132nd Street at a location approved by the City Engineer. The crosswalk shall be constructed in accordance with all applicable federal, state, and local standards, including but not limited to the latest edition of the "Manual of Uniform Traffic Control Devices." The crosswalk design shall include all necessary pavement markings, signage,

and ADA-compliant curb ramps, and any additional safety features required by the City Engineer, which may include, but are not limited to, pedestrian crossing signs, advance warning signage, high-visibility striping, rectangular rapid flashing beans (RRFBs), pedestrian refuge islands, or other traffic calming or safety improvements as determined necessary by the City.

N. Street Identification Signs. Streets signs at all intersections per the Final Plat (Exhibit "A") shall comply with the "Manual of Uniform Traffic Control Devices."

O. Entrance Signs. Entrance signs and median landscaping may be installed as set forth in Section XXII.

P. Fire Hydrants. District shall provide for fire hydrants for the protection of the Development Area. The type of hydrant and control valves and the location of hydrants must be approved by the City of Springfield Engineer and Springfield Volunteer Fire Department Fire Chief. Fire hydrants must be installed and operational before issuance of any building permits for the development. Notwithstanding the foregoing, building permits are permitted prior to fire hydrants being installed and operational but work will be limited to footings and foundation.

Q. Sediment and Erosion Control. Erosion control shall be performed by seeding the Development Area, controlling erosion of areas disturbed by grading operations, constructing temporary terraces on slopes, temporary silting basins and spillways, and any additional measures necessary to prevent erosion, damage and sedimentation to adjacent properties and public rights-of-way. All erosion control measures shall adhere to the City of Springfield Stormwater Regulations.

R. Drainage Ways & Drainage Easements. No fences, grading, structures or landscaping of any type will be allowed in any drainage way or drainage easement. All proposed drainage ways shall be evaluated by the City Engineer. All drainage easements shall be provided to the City upon filing with the Sarpy County Register of Deeds.

S. Post-Construction Stormwater Management Features. Post-construction stormwater management features and related appurtenances shall be constructed in right-of-way and on Outlots, per the Final Plat (Exhibit "A"). The plans and specifications for said stormwater management improvements shall be submitted to and must be accepted by the City prior to starting construction of said improvements. Said improvements shall be located as shown on the post-construction stormwater management plans

to be prepared by FoleyShald Engineering, copies of which are attached hereto as Exhibit "H" and are subject to the approval of the City.

T. Civil Defense and Storm Warning System. A civil defense and storm warning system, if necessary.

U. Perimeter Fence. A perimeter fence may be installed around the exterior of the Development Area as set forth in Section XXIII.

SECTION V
SUBDIVIDER OBLIGATIONS TO BE COMPLETED BEFORE FINAL PLAT APPROVAL

Subdivider covenants that Subdivider shall, contemporaneously with the filing of the Final Plat, present to the City Clerk for the benefit of the City the following:

A. Traffic Study. The traffic study completed by FoleyShald Engineering is attached hereto as Exhibit "M." The traffic study shall be paid for by the Subdivider.

B. Road Agreement with Sarpy County. Subdivider or District shall enter into a Road Agreement with Sarpy County and Subdivider or District shall contribute to the cost of Road Improvements in accordance with the terms of said Road Agreement. Subdivider or District shall provide City with a copy of said Road Agreement within thirty (30) days of approval by Sarpy County and Subdivider or District. No portion of any of City's arterial street improvement program fees shall be used for any of the Road Improvements identified in the Road Agreement.

C. Post-Construction Stormwater Maintenance Agreement. A post-construction stormwater maintenance agreement shall be submitted to and reviewed by the City prior to the commencement of construction of said improvements and shall comply with the requirements attached hereto as Exhibit "I." The maintenance agreement shall delineate the responsibilities of the District and of the Association and shall be subject to the approval of the City. The maintenance agreement must include language to control when post-construction stormwater features are constructed and differentiate between the requirements of construction site stormwater runoff controls and post-construction controls. The post-construction stormwater features shall not be installed until such time as they will not be negatively impacted by construction site runoff. Maintenance actions identified as private, to be performed by the Association, property owner, or other private entity shall run with the land and become the responsibility of any successors, assigns or future owners, as appropriate. Maintenance responsibilities of the District as

identified in the maintenance agreement shall be transferred to the Association prior to annexation by City.

D. Landscape Easement. Subdivider shall dedicate a fifteen (15) foot landscape easement to District located along 132nd Street and Main Street as set forth in Section XXIII.

E. Landscaping and Landscape Plan. Subdivider and District have provided City with a landscaping plan that is attached hereto as Exhibit "F." Subdivider and District shall install landscaping as set forth in Section XXIII.

F. City Review Fee. The City may charge a review fee as set forth in Section XXVI.

SECTION VI
USE OF DISTRICT FUNDS & CREDIT

The District shall not use its credit or funds for the engineering, procurement, or construction of any improvements or facilities within the Development Area other than the public improvements expressly identified in this Agreement or otherwise authorized herein. The District may issue warrants to pay for repairs, maintenance, and operating costs, which shall be payable from funds obtained through the District's general fund mill levy or, where permitted by law, from special assessments, fees, or charges. Except as provided herein, maintenance, repair, and reconstruction of a public improvement shall not be a general obligation of District without the prior written approval of City. Except as provided herein, the District shall not acquire any interest in real property without the prior written approval of City.

SECTION VII
PAYMENT FOR PUBLIC IMPROVEMENTS AND SUBDIVIDER OBLIGATIONS

Subdivider and City agree that the Entire Cost of all public improvements constructed by District within the Development Area (see Exhibit "A") as authorized by Section IV, above, shall be defrayed as follows:

A. Grading. One hundred percent (100%) of the Entire Cost of grading shall be at the expense of the Subdivider, except for such finish grading that necessarily part of paving, set forth below.

B. Interior Paving. One hundred percent (100%) of the Entire Cost of all street construction shall be paid by special assessment against the property benefited by such paving within the Development Area, except for street intersections, one-half (1/2) of corner lot street frontage, frontage for Outlots

C, D, and E, certain extra-width street paving, and major street paving, each of which may be a general obligation, as indicated in Exhibit "B."

C. Exterior Paving/Intersection Improvements. One hundred percent (100%) of the Entire Cost of all exterior paving and/or intersection improvements completed by the District outside of the District boundaries shall be a general obligation of the District. Any permanent right of way easement or temporary construction easement acquisition related to the improvement of the intersection at 132nd Street and Main Street shall be compensable to the owner of Outlot A at such time that that the intersection improvements are constructed.

D. Sanitary Sewer System. One hundred percent (100%) of the Entire Cost of all sanitary sewers, including manholes and other appurtenances, shall be paid by special assessment against property benefited within the Development Area or paid privately, except as follows:

1. Connection charges paid to other sanitary and improvement districts shall be specially assessed to the extent of special benefit to properties in the District, and the remainder may be general obligation of the District.

2. The District's total cost of any outfall sanitary sewer line to be constructed by the District, within the boundaries of the District, shall be specially assessed except that portion of the sanitary outfall sewer which the pipe size is greater than 8" diameter may be a general obligation.

3. The total cost of any outfall sanitary sewer serving the entire District whether constructed inside or outside the District boundary by the District may be a general obligation of the District.

4. The total cost of any easement acquisition for outfall sanitary sewers serving the entire District constructed outside the District boundary by the District may be a general obligation of the District, as indicated in Exhibit “B.”

E. Storm Sewer System. One hundred percent (100%) of the Entire Cost of storm sewers and appurtenances may be a general obligation of the District.

F. Water System. One hundred percent (100%) of the Entire Cost of the water distribution system serving the Development Area shall be specially assessed against the property benefited within the Development Area or paid privately. One hundred percent (100%) of the Entire Cost of water approach

mains may be a general obligation of the District. The District's design and construction of external water main within the Main Street right of way shall be a general obligation of the District. Water connection fees for Outlots C-F shall be a general obligation of the District.

G. Natural Gas Distribution System. One hundred percent (100%) of the Entire Cost of the natural gas distribution system serving the Development Area shall be specially assessed against the property benefited within the Development Area. One hundred percent (100%) of the Entire Cost of the natural gas approach mains may be a general obligation of the District. All refunds from MUD shall be credited to the Bond Construction Account of the District.

H. Street Lighting. One hundred percent (100%) of the Entire Cost of monthly contract charges paid to OPPD for furnishing lighting of public streets shall be paid from the general operating fund of the District.

I. Electrical Service/Underground Power. All contract charges for underground power authorized to be paid by District to OPPD, including both the basic charges and refundable charges, together with all other charges as fall within the definition of Entire Cost as defined in this Agreement, including all penalties and default charges, and are allocable to such contract charges, shall be specially assessed against property within the Development Area. Any refund of the refundable portion of the underground electrical service charge for a particular lot which shall be made by OPPD to District or its successors shall be credited as follows:

1. If the refund is prior to the levy of special assessments for underground electrical service, said refund shall be credited as a reduction in the total cost of the underground electrical services to be levied against said lot.

2. If the refund is after the date of the levy of special assessments for underground electrical service, said refund shall be credited as a payment on the balance owing on the special assessment levied against said lot in connection with underground electrical service for said lot.

3. If the refund is after the date of levy and payment in full of special assessment, said refund shall be repaid to persons paying the special assessment or their assignees.

J. Telecommunications. No funds of the District are to be used for the installation or maintenance of telephone, fiber, cable television, or other

telecommunications equipment. The costs associated with requests made under the Nebraska One-Call Notification System Act will be paid from the District's operating fund.

K. Trail. One hundred percent (100%) of the Entire Cost of the eight (8) foot wide concrete trail may be a general obligation of the District.

L. Sidewalks. The cost of sidewalks along exterior arterial streets, or publicly owned outlot frontage, may be borne by the general obligation of the District. Handicap ramps with detectable warning panels shall be a general obligation of the District. The cost of sidewalks along interior streets shall be borne by the property owner of such adjacent lot or specially assessed if completed by the District.

M. Crosswalk Across 132nd Street. The cost of the design and installation of a marked pedestrian crosswalk across 132nd Street may be borne by the general obligation of the District.

N. Street Identification Signs. Regulatory and street identification signs may be a general obligation of the District, provided the signs are in compliance with the Manual on Uniform Traffic Control Devices. All signs shall be approved, in writing, by City and / or Sarpy County prior to installation.

O. Entrance Signs. One hundred percent (100%) of the Entire Cost of entrance signs or related fixtures, including any median landscaping and related fixtures will be a general obligation of the District.

P. Fire Hydrants. One hundred percent (100%) of the Entire Cost of Fire Hydrants shall be a general obligation of the District.

Q. Sediment and Erosion Control. The initial construction cost of grading and piping for temporary sediment and erosion control facilities shall be paid for privately by the Subdivider. Removal of sediment and erosion control measures may be a general obligation of the District. All silt basins are to remain in place until seventy-five percent (75%) of the drainage sub-basin serviced by these erosion control measures are fully developed, and with the written permission of City authorizing their removal. Sediment removal shall be paid as follows:

1. During the initial construction of public streets and sewers, the District may pay for the removal as a general obligation of the District; a separate bid item shall be included in the public improvements contract for this work.

2. For all subsequent sediment removal, the District shall pay for the work from its operating fund.

3. District shall maintain the silt pond/basin such that the silt pond/basin does not become a nuisance or hazard to the community.

   a. If at any time City determines that the silt pond/basin is a hazard or a nuisance, City will send a notice to the District with a recommendation to either (i) remedy said hazard or nuisance or (ii) remove the silt pond/basin. District shall comply with City's recommended action in the notice letter. If after thirty (30) days District does not comply with City's recommended action as provided in the notice letter, at City's discretion, City may fix the nuisance or hazard (up to and including silt pond/basin removal) and District shall be responsible for any and all costs of said remedy or removal.

4. Basin closure or removal may be a general obligation of the District.

R. Drainage Ways & Drainage Easements. One hundred percent (100%) of land acquisition cost for the construction of permanent post-construction stormwater management features may be a general obligation of the District. The District may expend up to twenty percent (20%) soft costs to consummate such transaction. Subdivider shall dedicate to the District Outlots C-D, which contain the stormwater drainage improvements and the permanent post-construction stormwater management features. The cost of the District's acquisition of Outlots C-D pursuant to this paragraph shall be based on Subdivider's proportionate cost for the acquisition of the Development Area.

S. Post-Construction Stormwater Management Features and Appurtenances. One hundred percent (100%) of the Entire Cost of all post-construction stormwater management features and related appurtenances may be a general obligation of the District, provided:

1. The District shall own and maintain these properties in accordance with the provisions of this Agreement. All necessary easements to the City and the District shall be granted at the time of platting. The District may expend up to twenty percent (20%) soft costs to consummate the transaction.

2. Construction of post-construction stormwater management features or "BMPs" (Best Management Practices) may be a general obligation of the District, provided they are in conformance with the "Omaha

Regional Stormwater Design Manual" and are able to be publicly maintained. Construction of certain post-construction management features including the storm sewer features installed during grading, including engineering design and construction administration, will be completed privately and reimbursed by the District.

3. Maintenance of post-construction stormwater management features may be paid from the operating fund of the District, provided the maintenance activities are required to maintain the water quality benefits as designed. Routine mowing, landscaping, screening or other amenities that do not contribute to water quality shall be paid for by the District and maintained by the District.

4. Closure or removal of post-construction stormwater management features may be a general obligation of the District.

5. Streets, sewers and sidewalks adjacent to land acquired for post-construction stormwater management features shall be a general obligation of the District.

T. Civil Defense Siren and Storm Warning System. If civil defense and storm warning coverage for the entire Development Area is not already available, such sirens shall be installed prior to the issuance of any occupancy permit for any structure built in the Development Area. The number, type and specifications of said defense sirens shall be determined by the City in conjunction with the Director of the Sarpy County Civil Defense Agency. One hundred percent (100%) of the Cost for said civil defense sirens shall be borne by general obligation of the District or privately financed by the Subdivider. If existing coverage is available, District shall pay one hundred percent (100%) of its pro-rata share of the siren Cost based on the areas of coverage as determined by the City.

U. Exterior Fence. In the event the District elects to install a perimeter fence around the exterior of the District and within the landscape easements, one hundred percent (100%) of the exterior fence may be a general obligation of the District.

V. Traffic Study. The traffic study required by the City and any subsequent traffic study performed by the District may be a general obligation of the District.

W. Road Agreement with Sarpy County. One hundred percent (100%) of the costs related to the Road Agreement may be a general obligation of the District.

Commented [KP1]: If the Outlot is owned by the District, the District should be maintaining the Outlot. There is a liability question of another party maintaining the Outlot.

X. Post-Construction Stormwater Maintenance Agreement. One hundred percent (100%) of the costs related to the Post-Construction Stormwater Maintenance Agreement may be a general obligation of the District.

Y. Landscape Easement. Seventy-five percent (75%) of the acquisition costs for the landscape easement set forth in Section XXIII may be a general obligation of the District. The District may expend up to twenty percent (20%) soft costs to consummate the transaction. The acquisition cost shall be reimbursed to the Subdivider at a price proportional to the Subdivider's purchase price of the Property.

Z. Landscaping and Landscape Plan. One hundred percent (100%) of the landscaping features set forth in Section XXIII shall be a general obligation of the District.

AA. City Review Fee. One hundred percent (100%) of the City review fee set forth in Section XXVI shall be a general obligation of the District.

BB. Any charges not specifically approved for general obligation in Paragraphs A through AA of this Section shall be specially assessed.

CC. Subdivider and District covenant that there shall be no other general obligation without the prior written approval of City.

SECTION VIII
GREEN SPACE AND PARKS

No park improvements or green space shall be required under this Agreement.

SECTION IX
TRAIL MAINTENANCE

The eight (8) foot wide trail as depicted on Exhibit "E" shall be maintained by the District. Such maintenance shall include, but is not limited to, snow removal, repair and replacement of damaged or deteriorated concrete, and correction of trip hazards. Maintenance of the trail shall transfer to the Association upon the City's annexation of District.

SECTION X
DISTRICT TO CONNECT SANITARY SEWERS TO CITY SYSTEM

A. Subject to the conditions and provisions hereinafter specified, the City hereby grants permission to the District to connect its sewer system to the sewer system of the City for a period not to exceed twenty-five (25) years, in such

manner and at such place or places designated on plans submitted by the District and approved by the City.

B. Upon the completion of any sanitary outfall sewer, if any, built by and within the Development Area, the District shall control, maintain and operate the sanitary outfall sewer.

C. Without prior written approval by the City, the District shall not permit any sewer lines outside the presently described boundaries to be connected to the sewer or sewer lines of the District, any sewer from the District's boundaries to the sewers of the City, any outfall sewer of the City, or any sewer infrastructure of the SCCWWA. The City shall have exclusive control over connections to its sewers whether inside or outside the District's boundaries. The District shall not collect charges for such connections.

D. At all times, all sewage from and through said District into the City sewer system shall be in conformity with the ordinances, regulations, and conditions applicable to sewers and sewage within the City as now existing and as from time to time may be amended.

E. Before any connection from any premises to the sewer system of the District may be made, a permit shall be obtained for said premises and its connection from the proper department of the City, which permit shall be obtainable on the same terms, conditions, and requirements of the City and for the same permit fee of the City applicable from time to time to permit property outside the City to connect to the sewer system of the City; it being expressly understood that the City reserves the right to collect all connection charges and fees as required by City ordinances or rules now or hereafter in force; all such connections shall comply with minimum standards prescribed by the City. The tap permit fee for connections made outside city limits shall be one and one-half (1 ½) times the inside city limits tap fee.

F. Notwithstanding any other provisions of this Agreement, City retains the right to disconnect the sewer of any industry, or other sewer user within the Development Area, which is discharging into the sewer system in violation of any applicable ordinance, statute, rule or regulation.

G. City, Subdivider and District have entered into a Sewer Agreement, a copy of which is attached hereto as Exhibit "K."

SECTION XI
SARPY COUNTY AND CITIES WASTEWATER AGENCY SEWER INFRASTRUCTURE

The City has entered into an agreement with the SCCWWA to provide sanitary sewer services to the City and to developments within the City's extraterritorial zoning jurisdiction. The City's agreement with the SCCWWA ("SCCWWA Agreement") authorizes the City and new developments to connect to the sanitary sewer system designed and installed by the SCCWWA ("SCCWWA Sewer System") and to collect fees from developments within its zoning jurisdiction on behalf of the SCCWWA.

Construction of SCCWWA infrastructure by an entity other than SCCWWA may be eligible for reimbursement from SCCWWA. Nothing in this agreement creates or guarantees any right or entitlement to reimbursement from either the SCCWWA or the City. Any reimbursement from SCCWWA shall be subject to SCCWWA approval and a separate agreement between the City and SCCWWA. If SCCWWA reimburses the City for eligible infrastructure constructed by the District, the City shall promptly remit such reimbursement to the District. The City shall have no obligation to reimburse the District from City funds for any amount not approved and paid by the SCCWWA.

The sanitary sewer system to be constructed by the District includes a sanitary sewer main that is part of the "Trunk Sewer Phase 1B" which is intended to become part of the SCCWWA Sewer System. Costs associated with "Trunk Sewer Phase 1B" may be eligible for reimbursement by the SCCWWA, subject to SCCWWA approval. At such time that the SCCWWA makes reimbursement payments to the City for costs associated with Trunk Sewer Phase 1B, the City shall promptly remit such payment to the District. The City further agrees to reasonably pursue reimbursement from SCCWWA on behalf of the District or assign the right to pursue such claims to the District, if an assignment of such claims is permissible under the SCCWWA Agreement.

The sanitary sewer system to be constructed by the District includes a sanitary sewer main, a temporary lift station, and force main ("Temporary Sewer Improvements") that will service the District and the Adjacent Benefited Property until such time that the SCCWWA Sewer System connects to the District. Costs associated with "Temporary Sewer Improvements" that benefit the Adjacent Benefited Property shall be reimbursable to the District by the developer of the Adjacent Benefited Property at such time that such property is developed, if ever. The City agrees to require and to collect such reimbursable costs from the developer of the Adjacent Property and promptly remit such payment to the District or to require the developer of the Adjacent Benefited Property to reimburse the District directly before the Adjacent Benefited Property is permitted to connect to the District's sewer system. Reimbursement shall be allocated on a proportionate basis, as determined by the area served by the sewer infrastructure.

The Temporary Sewer Improvements shall be temporary by nature. The District shall promptly connect to the SCCWWA Sewer System when such system is available. Until such time that the SCCWWA Sewer System is constructed, the Temporary Sewer Improvements may be constructed on Outlot C, Outlot D, or within the right-of-way of 130th Steet between

Lot 61 and Outlot D. The District my construct fences and connect to utilities as necessary to construct and secure the Temporary Sewer Improvements until such improvements are decommissioned.

Prior to construction of SCCWWA infrastructure, the District shall submit engineering plans and specifications for SCCWWA infrastructure to the SCCWWA for review and approval. District shall not construct any portions of the SCCWWA until it has obtained SCCWWA approval.

The District shall own and adequately maintain this portion of the SCCWWA Trunk Sewer Phase 1B infrastructure until the earlier of (1) the City's annexation of the District; or (2) full reimbursement to the District for the amount advanced by the District for such infrastructure. Such reimbursement shall be made by the City solely from reimbursement funds received by the City from SCCWWA, and no City funds shall be required to satisfy such reimbursement obligation. Upon full reimbursement to the District, the District shall transfer full ownership of the applicable portion of SCCWWA Trunk Sewer Phase 1B to SCCWWA pursuant to an interlocal agreement between the District, City and SCCWWA. If the City annexes the District prior to full reimbursement, the City shall, upon annexation, succeed to all rights of the District to receive the remaining reimbursement for the amount advanced by the District for the applicable portion of SCCWWA Trunk Sewer Phase 1B. Any such reimbursement received thereafter from SCCWWA shall be retained by the City. Upon annexation, the City shall transfer ownership of and responsibility for maintaining the applicable portion of SCCWWA Trunk Sewer Phase 1B to SCCWWA, pursuant to an interlocal agreement or other agreement as may be required by SCCWWA. Prior to any transfer of ownership or maintenance, the infrastructure shall be fully inspected by CCTV and, if determined necessary by the City and SCCWWA, smoke tested at the District's expense to ensure that the infrastructure has been properly maintained and that inflow and infiltration is not present in excess of applicable industry standards. If inflow and infiltration exceeding applicable industry standards is detected, the District shall be responsible, at its expense, for completing all necessary repairs to reduce such inflow and infiltration to acceptable levels prior to the transfer of ownership or maintenance responsibility.

SECTION XII
DISTRICT TO CONNECT WATER SYSTEM TO CITY SYSTEM

A. Subject to the conditions and provisions hereinafter specified, the City hereby grants permission to the District to connect its water system to the water system of the City for a period not to exceed twenty-five (25) years, in such manner and at such place or places designated on plans submitted by the District and approved by the City.

B. Upon the completion of any interior water mains, if any, built by and within Development Area, the District shall control, maintain and operate the

facility. City shall control, maintain and operate the external water main along 132nd Street and Main Street.

C. Without prior written approval by the City, the District shall not permit any water lines outside the Development Area to be connected to the water lines of the District, any water from the District's boundaries to the water mains of the City, any outfall water of the City, or any water treatment plant of the City. The City shall have exclusive control over connections to its water mains whether inside or outside the District's boundaries. The District shall not collect charges for such connections.

D. At all times, all water from and through said District into the City water system shall be in conformity with the ordinances, regulations, and conditions applicable to water within the City as now existing and as from time to time may be amended.

E. Before any connection from any premises to the water system of the District may be made, a permit shall be obtained for said premises and its connection from the proper department of the City, which permit shall be obtainable on the same terms, conditions, and requirements of the City and for the same permit fee of the City applicable from time to time to permit property outside the City to connect to the water system of the City; it being expressly understood that the City reserves the right to collect all connection charges and fees as required by City ordinances or rules now or hereafter in force; all such connections shall comply with minimum standards prescribed by the City. The tap permit fee for connections made outside city limits shall be one and one-half (1 ½) times the inside city limits tap fee.

F. Notwithstanding any other provisions of this Agreement, City retains the right to disconnect the water of any industry, or other water user within the Development Area, which is discharging into the water system in violation of any applicable ordinance, statute, rule or regulation.

G. City, Subdivider and District have entered into a Water Supply Agreement, a copy of which is attached hereto as Exhibit "L."

H. The water system the District intends to design and construct includes a water main along Main Street and within the right of way ("Main Street Water Main"). Prior to construction of the Main Street Water Main, the District shall submit engineering plans and specifications for the Main Street Water Main to the City for review and approval. District shall not construct any portion of the Main Street Water Main until it has obtained City approval. The Main Street Water Main will service the Development Area and benefit Adjacent Benefited Property at the time such property is developed. The Main Street

Water Main costs shall be proportionally reimbursable to the District by the developer of the Adjacent Benefited Property at such time that such property is developed, if ever. The City agrees to require and to collect such reimbursable costs from the developer of the Adjacent Benefited Property and promptly pay the reimbursable amount to the District or to require the developer of the Adjacent Benefited Property to reimburse the District directly before the Adjacent Benefited Property is permitted connects to the Main Street Water Main. Reimbursement shall be allocated on a proportionate basis, as determined by the linear footage of the Main Street Water Main.

I. Main Street Water Main will be extended by the District as far as necessary to service the Development Area.

SECTION XIII
DISTRICT TO CONNECT TO CITY STORMWATER SYSTEM

A. Subject to the conditions and provisions hereinafter specified, the City hereby grants permission to the District to connect its stormwater system to the stormwater system of the City for a period not to exceed twenty-five (25) years, in such manner and at such place or places designated on plans submitted by the District and approved by the City.

B. Upon the completion of any stormwater system, if any, built by and within Development Area, the District shall control, maintain and operate the facility.

C. Without prior written approval by the City, the District shall not permit any stormwater lines outside the Development Area to be connected to the stormwater system of the District, any stormwater from the District's boundaries to the stormwater system of the City, any stormwater system of the City, or any stormwater treatment plant of the City. The City shall have exclusive control over connections to its stormwater system whether inside or outside the District's boundaries. The District shall not collect charges for such connections.

D. At all times, all stormwater from and through said District into the City stormwater system shall be in conformity with the ordinances, regulations, and conditions applicable to stormwater within the City as now existing and as from time to time may be amended.

E. Before any connection from any premises to the stormwater system of the District may be made, the District shall obtain permission from the City.

F. Notwithstanding any other provisions of this Agreement, City retains the right to disconnect the stormwater system of any industry, or other stormwater user within the Development Area, which is discharging into the stormwater system in violation of any applicable ordinance, statute, rule or regulation.

G. The District will maintain the detention ponds.

SECTION XIV
WATER CONNECTION FEES

A. Water Connection Fees shall be paid in accordance with the City's Master Fee Schedule. Connection Fees shall be paid as follows:

1. One-half of the Water Connection Fees for Lots 1-72 in the amount of thirty-six thousand dollars ($36,000) shall be paid to City by Subdivider or District in full prior to the Mayor signing the approved Final Plat.

2. One-Half of the Water Connection Fees as provided for in the Springfield Master Fee Schedule shall be paid by each lot owner prior to the issuance of a building permit applicable to such lot. Subdivider shall notify all purchasers of Lots 1-72 of this requirement prior to purchase.

3. Water Connection Fees for Outlots A-B (17.88 acres) shall be deferred until said outlots are replatted into buildable lots for future development.

4. One hundred percent (100%) of Water Connection Fees for Outlots C-F six and sixty-one hundredths (6.61) acres in the amount of three thousand three hundred five dollars ($3,305.00) shall be paid to City by Subdivider or District in full prior to the Mayor signing the approved Final Plat.

B. In the event the Subdivider shall plat additional lots which will be in the District which he wishes to connect to the City water system, this Agreement shall be amended by the parties to provide payment of the current fee for the additional lots before any water permits are issued by the City.

SECTION XV
SEWER CONNECTION FEES

A. Sewer Connection Fees shall be paid in accordance with the SCCWWA Rates/Fees Schedule. Such Sewer Connection Fees shall be collected by the

City and remitted to the SCCWWA in accordance with the SCCWWA Rates / Fees Schedule. Connection Fees shall be paid as follows:

1. One-Half of the Sewer Connection Fees in the amount of one hundred twenty-six thousand, six hundred seventy dollars and fifty-three cents ($126,670.53) shall be paid to City by Subdivider or District in full prior to the Mayor signing the approved Final Plat.

2. One-Half of the Sewer Connection Fees as provided for in the Springfield Master Fee Schedule shall be paid by each lot owner based on lot size prior to the issuance of a building permit applicable to such lot. Subdivider shall notify all purchasers of Lots 1-72 of this requirement prior to purchase.

B. In the event the Subdivider shall plat additional lots which will be in the District which he wishes to connect to the City sewer system, this Agreement shall be amended by the parties to provide payment of the current fee for the additional lots before any sewer permits are issued by the City.

SECTION XVI
SOUTHERN SARPY WATERSHED FEES

Southern Sarpy Watershed Fees shall be paid in accordance with the City's Master Fee Schedule and as agreed to by the Southern Sarpy Watershed Partnership by each lot owner prior to the issuance of a building permit applicable to such lot. Subdivider shall notify all purchasers of Lots 1-72 of this requirement prior to purchase.

SECTION XVII
ARTERIAL STREET IMPROVEMENT PROGRAM FEES

Arterial Street Improvement Program Fees shall be paid in accordance with the City's Master Fee Schedule by each lot owner prior to the issuance of a building permit applicable to such lot. Subdivider shall notify all purchasers of Lots 1-72 of this requirement prior to purchase.

SECTION XVIII
BUILDABLE LOTS

All Lots 1-72 shall each be improved with one (1) single-family dwelling.

SECTION XIX
PROHIBITION ON RESIDUAL LOTS AND ADMINISTRATIVE PLATTING

No Buildable Lot shall be retained by the Subdivider or any lot owner for use as yard area, open space, or greenspace. Outlot F shall be transferred to the Association to be used

as a yard area for Lots 54-60, inclusive. Prior to the conveyance of any lot to a third-party purchaser, the Subdivider may request administrative plats for lot line adjustments, consolidations, or lot splits necessary to accommodate development, provided that such adjustments do not create additional lots, reduce the total number of approved lots, create any nonconforming lots, or otherwise materially alter the subdivision layout approved by the City. Following conveyance of a lot to a third-party purchaser, no administrative plats for lot line adjustments, lot consolidations, or lot splits shall be permitted that result in an increase or decrease in the total number of approved Buildable Lots within the subdivision.

SECTION XX
OBLIGATION TO BUILD

One single-family dwelling shall be fully constructed on each Buildable Lot and completed so as to be ready for lawful occupancy within ten (10) years after conveyance of the lot from the Subdivider to the purchaser. In the event of a failure to comply with this requirement, the District shall have the authority to enforce this provision, including, but not limited to, the right to pursue injunctive relief and/or other remedies available by law.

SECTION XXI
OUTLOTS

A. Subdivider shall be responsible for maintaining Outlots A-F, as shown on the Final Plat (Exhibit "A"), and any future outlots within the Development Area, including, but not limited to, mowing, trimming and removal of trash, unless and until ownership of any such outlot is transferred to either the District or Association for maintenance. Ownership of Outlots A-F and all easement rights owned by Subdivider or District within the Development Area, shall be transferred to the Association prior to annexation by City. City shall not have any maintenance responsibilities for any outlot that is not owned by the City upon City's annexation of the District. The covenants of the Association shall include provisions requiring the collection of dues from Improved Lots within the Development Area to fund the maintenance of such outlots owned by or transferred to the Association.

B. No buildings, structures or improvements of any type shall be constructed on any Outlots within the Development Area, with the exception of roads, fiber, power, water and sewer lines, and related facilities and improvements, all of which may be constructed within Outlots with the exception of the intended uses as identified on the final plat or in the easement documents for each Outlot.

C. Subdivider agrees that, at least thirty (30) days prior to the closing on the sale, donation or other transfer of any outlot, it will provide City with notice of such intended transfer and a copy of the written notice Subdivider provided to the

transferee stating that no buildings, structures or improvements of any type can or shall be constructed on said outlot.

D. Subdivider shall pay all property taxes due for any outlot(s) owned by Subdivider, District shall pay all property taxes due for any outlot(s) owned by District, and Association shall pay all property taxes due for any outlot(s) owned by Association, in a timely manner to prevent said outlot from being offered at the Sarpy County tax sale.

E. Outlots A-B shall be retained by the Subdivider and maintained by the Subdivider. Outlot A and Outlot B may be replatted at a future date into a Buildable Lot.

F. Outlots C-D shall be post construction stormwater management features that shall be owned and maintained by the District and transferred to and maintained by the Association upon annexation by the City.

G. Outlot E shall be a trail system that shall be owned and maintained by the District and transferred to and maintained by the Association upon annexation by the City.

H. Outlot F shall be greenspace that shall be owned and maintained by the District and transferred to and maintained by the Association upon annexation by the City.

I. The trail easements on Outlots A, D and E shall be transferred to the City upon annexation; however, trail maintenance shall be transferred to the Association.

SECTION XXII
SIGNS

Installation of entrance signs or related fixtures and any median landscaping and related fixtures shall be paid for by the Subdivider or District. Plans for such proposed improvements that are to be located in public right-of-way and a proposed maintenance agreement for the improvements must be submitted to the City for review and approval prior to the issuance of a building permit and installation of improvements.

SECTION XXIII
LANDSCAPING & PERIMETER FENCING

Subdivider has provided the City with a landscaping plan that is attached hereto as Exhibit "F." A fifteen (15) foot landscape easement located along 132nd Street and Main

Street shall be recorded which requires the easement area and the landscaping installed therein to be maintained by the Subdivider and District and subsequently by the Association upon annexation by the City. Said landscaping shall be installed on Buildable Lots within six (6) months of the first building permit being issued for the Buildable Lots within Development Area that are subject to a landscape easement. No buildings or accessory structures shall be permitted to be constructed or maintained within the landscape easement area. Approved fencing is permitted within the landscape easement. Required landscaping within the easement area may consist of trees, turf grass, native grass, shrubs or perennials. At least one tree per lot with a minimum average spacing of one (1) tree every forty (40) feet is required. Allowable tree types shall be specified in the landscape plan to create uniformity along the perimeters of the Subdivision. Subdivider and District shall maintain the landscaping and replace any dead or dying trees and will mulch in areas that require mulch. Upon annexation by the City, Association shall then enforce said landscape easement through the restrictive covenants.

Perimeter fencing has been selected by the Subdivider and shall be uniformly constructed on all of the perimeter lots as viewed from the public rights-of-way located outside of the subdivision, as shown on attached Exhibit "G." Notwithstanding the forgoing, a perimeter fence shall not be required on any perimeter lot or lots within the Subdivision, but if one is installed, it shall be installed using the same materials and design as the fencing materials approved by the Subdivider and provided for in the restrictive covenants.

All landscaping and perimeter fencing requirements shall be included in the covenants and enforced by the Association upon annexation by the City.

SECTION XXIV
CONDITIONAL USE PERMIT

Through this agreement, the City hereby grants a Conditional Use Permit ("CUP") to the Subdivider for the construction of single-family dwellings within the Development Area to allow a unique mix of residential lot sizes and housing styles that provide a variety of home types and price points within the Mixed Use Zoning District. All structures and fencing within the Development Area shall comply with the applicable setback requirements and maximum height regulations of the Mixed Use Zoning District and/or Planning Unit Development District. The CUP shall run with the land.

SECTION XXV
EASEMENTS

Prior to commencement of the construction of improvements, District shall obtain and record all permanent easements with the Sarpy County Register of Deeds Office for all sanitary, water and storm sewer lines and drainageways as determined by City's engineer and/or surveyor. Said easements shall be in form satisfactory to the City's attorney and the

City's engineer and/or surveyor. Copies of all easements shall be provided to City immediately after they are recorded.

SECTION XXVI
CITY REVIEW FEE

It is mutually agreed that the District shall pay one percent (1%) of the public construction cost for projects designed and built by the District, said payment estimated to be fifty-seven thousand, seven hundred thirty-eight dollars ($57,738.00) to the City to facilitate the review and processing of developments to include engineering, planning, legal and other miscellaneous expenses incurred by the City. The fee may be a general obligation of the District. The fee shall be paid prior to City's signature on the final plat based on the estimated costs shown on the Source and Use of Funds form, Exhibit "J," attached, unless contracts exist for said improvements. If contracts for improvements exist, the fee shall be based on actual contract amounts. Once the projects have been completed and the costs certified by the District's engineer, then the District shall pay any additional monies which are due within thirty (30) days of the engineer's cost certification. The District may receive a refund from the City if the improvement costs, as certified by the District's engineer are less than shown on the Source and Use of Funds form. The District must request a refund from the City with the engineers' certified costs and letter submitted to the City. Such refund shall be paid within thirty (30) days. The fee shall be paid for all District contracts issued for public improvements.

SECTION XXVII
CITY ENGINEER

Prior to the commencement of the construction of any improvement contemplated by this Agreement, Subdivider and District shall submit all plans and specifications for such improvement to the City Engineer or designated representative for review and approval. Copies of all subsidiary and/or ancillary agreements with utility companies and others providing service for the public improvements contemplated by this Agreement is signed. "As built" plans shall be filed by District's engineer within sixty (60) days of District's acceptance or work.

SECTION XXVIII
ESTIMATE OF DISTRICT GENERAL OBLIGATIONS

The estimated general obligation of the District is estimated to be four million, one hundred fourteen thousand, nine hundred eighty-seven dollars ($4,114,987.00), as shown on the Source & Use of Funds, Exhibit "J." The District valuation is estimated to be twenty-five million, four hundred thousand dollars ($25,400,000.00), as shown on Exhibit "J," for a debt ratio of twenty-seven and forty-four hundredths percent (27.44%). The General Obligation of the District shall be incurred only for costs identified as General Obligation eligible costs in this Agreement, and shall not exceed the District engineer's estimate of

probable cost of four million, one hundred fourteen thousand, nine hundred eighty-seven dollars ($4,114,987.00), as shown on Exhibit "J," by more than ten percent (10%), except either (i) City or their designee may administratively approve a corresponding increase in the General Obligation of the District, or (ii) by amendment of this Agreement and approval by the Springfield City Council. Any General Obligation costs in excess of the approved amount shall be specially assessed or paid for privately. In no event shall public improvements financed by General Obligation debt be in excess of four percent (4%) of estimated valuation upon full build out.

SECTION XXIX
ANNEXATION

A. City covenants and agrees that should the City, by reason of its annexation of the District, or any area thereof, prior to District's levy of special assessments for the improvements authorized in this Agreement thereby succeed to said District's power to levy special assessments, that City will levy same in accordance with this Agreement.

B. After written notice from the City to the District of the City's intention to annex all of the territory of the District, the District shall not, until the earlier of (i) final annexation, or (ii) nine (9) months from the District's receipt of written notice of intent of annexation, enter into any contract that is in excess of twenty-thousand dollars ($20,000) of budgeted expenditures or that exceeds one year in duration, unless and until such contract is first approved by City or their designee. Any such contract that is not first approved by City or their designee shall be voidable by the City after the annexation becomes effective. Notwithstanding anything to the contrary herein, nothing in this paragraph shall be deemed to restrict the District from complying with statutory budgeting requirements or from approving contracts that are in the reasonable judgment of the Board of Trustees necessary to address an emergency situation within the District or to comply with their statutory obligations as Trustees.

C. All parties covenant and agree that nothing in this Agreement shall be construed so as to oblige the City to annex the Development Area or any part thereof.

D. The District shall not sue nor fund any lawsuit to prevent any annexation of property within the District by the City except in the event the City annexes only a part of the District, the District does not waive its right to contest a proper division of assets and liabilities.

Post-construction stormwater management maintenance identified as the responsibility of the Association shall continue to be performed and funded by the

Association after annexation by the City. Maintenance responsibilities of the District shall become that of the City upon annexation.

SECTION XXX
INCORPORATION OF CITY REGULATIONS
INTO DISTRICT CONSTRUCTION CONTRACTS

Subdivider and District covenant and agree that the District created by the Subdivider will abide by and incorporate into all of its construction contracts the provisions required by the regulations of the City pertaining to construction of public improvements in subdivisions and testing procedures therefor.

SECTION XXXI
LOCAL AND STATE PERMITS

Subdivider and District shall be responsible for securing all local and state permits necessary for construction, and to construct all systems in accordance with existing environmental, health, safety and welfare rules, regulations, and standards as may be in place at the time of construction.

SECTION XXXII
NO LEVY ON UNBUILDABLE LOTS

Except as may otherwise be agreed to by City, all of said District's levy of special assessments shall be made in such a manner so as to assure that the entire burden of the levy is borne, on an equitable basis, by lots or parcels which are truly building sites. If any lot, parcel, outlot or other area within the Development Area is not a building site by reason of insufficient size or dimensions, or by reason of easements or similar burdens, or for any other reason, then no portion of the total amount shall be levied against said unbuildable lot, parcel, outlot or other area.

SECTION XXXIII
DISTRICT NOTICE TO CITY
PRIOR TO ASSESSMENT

The District shall provide the following information to City at least twenty (20) days prior to the meeting of the Board of Trustees of the District held to propose the levy of special assessments:

A. A detailed schedule of the proposed special assessment and/or the amount of general obligation costs of any improvement or acquisition.

B. A plat of the area to be assessed.

C. A full and detailed statement of the Entire Cost of each type of improvement, which statement or statements shall separately show:

1. The amount paid to the contractor.

2. A special itemization of all other costs of the project, including, but not limited to, all engineering fees, attorneys' fees, testing expenses, publication costs, financing costs, including, but not limited to, interest on all warrants to date of levy of special assessments, estimated fiscal agent's warrant fees, bond fees and other items shown as "soft costs."

3. A special itemization of all costs of the District not itemized in (1) and (2) above.

4. Certification by District's engineer that the information and schedules provided to City in respect to special assessments are true and correct and that the use of funds and credit of District and proposed levies of special assessments have been made in conformity with the terms of this Subdivision Agreement.

5. Certification by the District's engineer of proposed assessment schedules prior to advertising for any hearing of District to be held for the purpose of equalizing of levying special assessments against property benefited by any improvements constructed by District in compliance with state statutes.

SECTION XXXIV
TIME FOR DISTRICT TO ACCEPT IMPROVEMENTS
AND LEVY SPECIAL ASSESSMENTS

The District agrees that it will not unreasonably delay acceptance of an improvement and that District shall levy special assessments within six (6) months after acceptance of the improvement. In addition to the notice requirement outlined in Section XXXIII, the District shall also, twenty (20) days prior to the Board of Equalization hearing of the District, give notice in writing to the City that the Board of Equalization will be convened on that date for the consideration of the levying of special assessments and equalization and apportionment of debt.

SECTION XXXV
MINIMUM TAX LEVY BY DISTRICT

The District agrees to annually levy a total combined ad valorem property tax of at least ninety (90) cents per one hundred dollars ($100) taxable valuation until all

construction fund debt and bonds of the District are paid in full. All such construction fund debt and bonds shall be fully repaid within fifteen (15) years of their issuance. In no event shall the District's total levy be less than the total City levy.

SECTION XXXVI
ASSOCIATION DUES

The Association shall annually collect dues as necessary to fund and fulfill its responsibilities and obligations under this Agreement and its restrictive covenants, and the obligation to collect such dues shall remain in effect following annexation by the City.

SECTION XXXVII
CONDITIONS FOR FINAL PLAT APPROVAL AND SIGNING

The Final Plat shall not be signed by the City until the following has occurred:

A. Formation of a Sanitary and Improvement District on the area covered by the Final Plat.

B. Execution of this Subdivision Agreement by Subdivider and District.

C. Execution of the Sewer Agreement by Subdivider and District.

D. Execution of the Water Agreement by Subdivider and District.

E. Execution of the Road Development Agreement by Subdivider and Sarpy County.

F. Delivery of a title search of the area shown on the Final Plat to City with the effective date of the search being within ten (10) days prior to filing the Final Plat

G. Payment of all amounts to be paid to the City pursuant to the terms of the Subdivision Agreement.

H. Delivery to City of a valid and binding written commitment from a reputable underwriter to purchase or place all of the warrants to be issued by the District as payment for the improvements set forth in this Subdivision Agreement.

I. Filing of the Articles of Incorporation of the Homeowners Association with the Nebraska Secretary of State and providing proof of filing to the City, a copy of which is attached hereto as Exhibit "N."

J. Providing a signed copy of the By-Laws of the Homeowners Association to the City, a copy of which is attached hereto as Exhibit "O."

K. Providing a signed copy of the Covenants of the Homeowners Association to the City, a copy of which is attached hereto as Exhibit "P."

The City Council may approve the Final Plat for Village on Main subject to the satisfaction of all of the conditions set forth in this Section XXXVII, provided however that the City will not sign the Final Plat until all of such conditions have been fully satisfied.

Subdivider shall file the Final Plat with the Sarpy County Register of Deeds within thirty (30) days after receipt of the signed Final Plat from the City.

SECTION XXXVIII
DISTRICT REPRESENTATION REGARDING
OBTAINING THIS AGREEMENT

The District warrants that it has not employed or retained any company or person, other than a bona fide employee working for the District, to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee working for the District, any fee, commission, percentage, brokerage fee, gifts, or any other consideration, contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, the City shall have the right to annul this Agreement without liability. The District shall require the same warranty from each contractor with whom it contracts in any way pertaining to its sewage system or water system. The prohibition provided for herein shall not apply to the retention of an attorney or other agent for the purpose of negotiating the provisions of this Agreement where the existence of such agency has been disclosed to the City.

SECTION XXXIX
NO ASSIGNMENT BY DISTRICT
WITHOUT CONSENT OF CITY

Subletting, assignment or transfer of all or part of any interest of the District hereunder is prohibited without prior written approval of the City.

SECTION XL
DISTRICT TO BE BOUND BY CITY ORDINANCES
REGARDING SANITARY AND IMPROVEMENT DISTRICTS

The District expressly agrees that it is and shall be:

A. Bound by and to any provisions of any ordinances, rules and regulations hereafter made and adopted by the City applicable to sanitary and

improvement districts whose sewers connect directly or indirectly with or into sewers or sewage systems of the City; and,

B. Bound by any terms and provisions which by ordinance, resolution or rule of the City shall hereafter adopt or provide as being applicable to or required in contracts with sanitary and improvement districts or in order to permit or continue the discharge of any sewage from a sanitary and improvement district to flow into or through any part of the sewer or sewage system of the City.

C. Bound by and to any provisions of any ordinances, rules and regulations hereafter made and adopted by the City applicable to sanitary and improvement districts whose water system connects directly or indirectly with or into water systems of the City; and,

D. Bound by any terms and provisions which by ordinance, resolution or rule of the City shall hereafter adopt or provide as being applicable to or required in contracts with sanitary and improvement districts or in order to permit water from the City to flow into or through any part of the water system of the District.

SECTION XLI
BINDING UPON SUCCESSORS AND ASSIGNS

This Agreement shall be binding upon the Parties, their respective successors and assigns and runs with the land shown on Exhibit "A." The covenants, warranties, and other obligations of this Agreement shall be binding upon and inure to the benefit of the Parties hereto and their respective heirs, personal representatives, successors, and assigns. The Parties agree that a Party's obligation to perform pursuant to this agreement may only be released to the extent said obligation is assumed, by written agreement or by operation of law, by the respective heirs, personal representatives, successors, and assigns.

SECTION XLII
ENTIRE AGREEMENTS

This Agreement constitutes the entire agreement between the Parties hereto with respect to the subject matter hereof and supersedes all prior agreements and understandings, oral and written, between the Parties with respect to the subject matter of this Agreement. This Agreement may not be amended, modified, or altered unless by written agreement signed by all Parties to this Agreement.

SECTION XLIII
AMENDMENTS

District shall have the power to enter into all Amendments and bind all lots in the Development Area even after said lots have been sold.

SECTION XLIV
ACTIONS AUTHORIZED BY SUBDIVIDER AND DISTRICT

Subdivider and District represent, covenant, and warrant that the making and execution of this Agreement, and all other documents and instruments required hereunder, have been duly authorized by the necessary corporate action of Subdivider and have been duly approved and authorized by the Board of Trustees of District, and are valid, binding, and enforceable obligations of Subdivider and District in accordance with their respective terms.

SECTION XLV
NOTICE

Each party agrees to provide the other Parties with as much advance notice as is reasonably possible when this Agreement calls for the approval of a Party before an action can be taken. The Parties agree to cooperate in the undertakings contemplated by this Agreement and shall share and exchange necessary reports and other documents as required and when reasonably requested by other Parties to this Agreement. Any notice required under this Agreement shall be in writing and shall be sent by certified mail, return receipt requested, to the addresses as noted below. Any party to this Agreement may change its address for notice specified hereunder by sending written confirmation of such change by certified mail, return receipt requested, to the other Parties to this Agreement. The addresses for the purpose of notice and other communications are as follows:

For Subdivider:

VILLAGE ON MAIN LLC
16255 Woodland Dr,
Omaha, NE 68136
Attn: Melvin Sudbeck

For District:

SID 390
c/o Klancy M. Peterson
2637 S. 158th Plaza, Ste. 110
Omaha, NE 68130

With a Copy To:
[Contact]
[Company]
[Address]
[City, ST Zip]

For Association:
VILLAGE ON MAIN Homeowners Association
16255 Woodland Dr,

For City:
City Clerk, City of Springfield
PO Box 189

Omaha, NE 68136
Attn: Melvin Sudbeck

170 N. 3rd Street
Springfield, NE 68059

SECTION XLVI
NON-DISCRIMINATION

In the performance of this Agreement, the District shall not discriminate against any parties on account of race, national origin, sex, age, political or religious affiliations in violation of federal or state laws or local ordinances.

SECTION XLVII
GOOD FAITH

Every representation, covenant, warranty, or other obligation within this Agreement shall carry with it an obligation of good faith in its performance or enforcement.

SECTION XLVIII
GOVERNING LAW

The laws of the State of Nebraska shall govern as to the interpretation, validity, and effect of this Agreement.

SECTION XLIX
RECORDING OF AGREEMENT WITH REGISTER OF DEEDS

This Agreement shall be recorded at the office of the Register of Deeds of Sarpy County, Nebraska at the expense of the Subdivider.

SECTION L
ADMINISTRATION

No separate administrative entity nor joint venture, among the parties, is deemed created by virtue of the Subdivision Agreement. The administration of this Subdivision Agreement shall be through the offices of the undersigned officers for their respective entities.

IN WITNESS WHEREOF, we the executing parties, by our respective duly authorized agents, hereby enter into this Agreement, effective on the day and year first above written.

ATTEST:

CITY OF SPRINGFIELD, NEBRASKA

CITY CLERK DATE

MAYOR DATE

ATTEST:

SANITARY AND IMPROVEMENT DISTRICT NO. 390 OF SARPY COUNTY, NEBRASKA

_____ DATE

_____ CHAIRMAN DATE

ATTEST:

VILLAGE ON MAIN LLC

_____ DATE

_____ MANAGER DATE

ATTEST:

VILLAGE ON MAIN HOMEOWNERS ASSOCIATION

_____ DATE

_____ PRESIDENT DATE

ACKNOWLEDGMENT OF NOTARY:

STATE OF NEBRASKA)
) ss.
COUNTY OF SARPY)

On this ___ day of _____, 2026, before me, a Notary Public, duly commissioned and qualified in and for said County and State, personally appeared Robert Roseland, personally known by me to be the Mayor of the City of Springfield, and Barbara Henninger, personally known by me to be the City Clerk of the City of Springfield, and the identical persons whose names are affixed to the foregoing Agreement, and they acknowledged the execution thereof to be their voluntary act and deed and the voluntary act and deed of said City.

WITNESS my hand and Notarial Seal the day and year last above written.

_____ (SEAL)
NOTARY PUBLIC

ACKNOWLEDGMENT OF NOTARY:

STATE OF NEBRASKA)
) ss.
COUNTY OF SARPY)

On this _____ day of _____, 2026, before me, a Notary Public, duly commissioned and qualified in and for said County and State, personally appeared _____, personally known by me to be the Chairman of Sanitary and Improvement District No. 390 of Sarpy County, Nebraska, and the identical person whose name is affixed to the foregoing Agreement, and acknowledged the execution thereof to be his/her voluntary act and deed and the voluntary act and deed of said District.

WITNESS my hand and Notarial Seal the day and year last above written.

_____ (SEAL)
NOTARY PUBLIC

ACKNOWLEDGMENT OF NOTARY:

STATE OF NEBRASKA)
) ss.
COUNTY OF SARPY)

On this _____ day of _____, 2026, before me, a Notary Public, duly commissioned and qualified in and for said County and State, personally appeared _____, personally known by me to be the President of the VILLAGE ON MAIN Homeowners Association of Sarpy County, Nebraska, and the identical person whose name is affixed to the foregoing Agreement, and acknowledged the execution thereof to be his/her voluntary act and deed and the voluntary act and deed of said District.

WITNESS my hand and Notarial Seal the day and year last above written.

_____ (SEAL)
NOTARY PUBLIC

ACKNOWLEDGMENT OF NOTARY:

STATE OF NEBRASKA)
) ss.

10/16/26 DRAFT #3

COUNTY OF SARPY)

On this _____ day of _____, 2026, before me, a Notary Public, duly commissioned and qualified in and for said County and State, personally appeared _____, personally known by me to be the Manager of VILLAGE ON MAIN LLC, and the identical person whose name is affixed to the foregoing Agreement, and acknowledged the execution thereof to be his/her voluntary act and deed and the voluntary act and deed of said Subdivider.

WITNESS my hand and Notarial Seal the day and year last above written.

_____ (SEAL)
NOTARY PUBLIC

SUBDIVISION AGREEMENT EXHIBITS

EXHIBIT A	FINAL PLAT
EXHIBIT B	SANITARY SEWER & PAVING
EXHIBIT C	STORM SEWER, GRADING & EROSION CONTROL
EXHIBIT D	WATER SYSTEM
EXHIBIT E	SIDEWALK / TRAIL PLAN
EXHIBIT F	LANDSCAPE PLAN
EXHIBIT G	PERIMETER FENCING
EXHIBIT H	POST-CONSTRUCTION STORMWATER MANAGEMENT PLAN
EXHIBIT I	POST-CONSTRUCTION STORMWATER MANAGEMENT MAINTENANCE PLAN
EXHIBIT J	SOURCE & USE OF FUNDS
EXHIBIT K	SEWER AGREEMENT
EXHIBIT L	WATER SUPPLY AGREEMENT
EXHIBIT M	TRAFFIC STUDY
EXHIBIT N	VILLAGE ON MAIN HOMEOWNERS ASSOCIATION ARTICLES OF INCORPORATION
EXHIBIT O	VILLAGE ON MAIN HOMEOWNERS ASSOCIATION BY-LAWS
EXHIBIT P	VILLAGE ON MAIN HOMEOWNERS ASSOCIATION COVENANTS