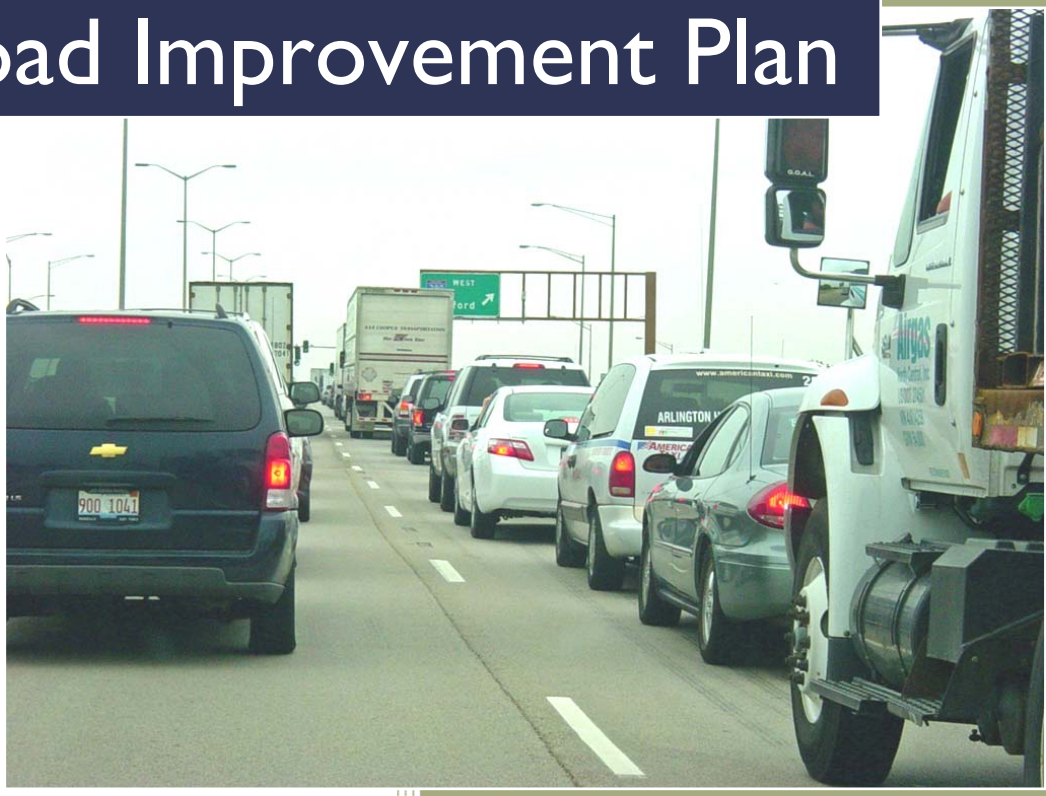
2010

DuPage County Comprehensive Road Improvement Plan



DuPage County DOT

11/5/2010

ACKNOWLEDGEMENTS

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Preface

Impact fee programs are widely used by municipalities and local agencies throughout the United States to offset the high cost of providing fire, police, water, sanitary, school, road and other services to new residents and businesses locating within their jurisdiction. These programs are used particularly in fast growing suburban communities, locations with high tourism or high retirement development and areas of extreme environmental sensitivity. By and large, the fees collected do not cover all of the costs an implementor accrues in providing a service. But they do allow the implementing agency the opportunity to use its primary funding sources such as property taxes, motor fuel taxes and state and federal assistance for the purpose of better maintaining the existing infrastructure.

General Goals

The Road Improvement Impact Fee Law created by the State of Illinois in 1989 cites two general goals for those agencies implementing impact fee programs in Illinois:

1. "...the imposition of such road improvement impact fees is designed to supplement other funding sources so that the burden of paying for road improvements can be allocated in a fair and equitable manner."

2. "...to promote orderly economic growth throughout the State by assuring that new development bears its fair share of the cost of meeting the demand for road improvements through the imposition of road improvement impact fees."

DuPage County supports these goals through the publication of this Comprehensive Road Improvement Plan for Impact Fees.

Objectives of the Plan

The Ten Year Comprehensive Road Improvement Plan is a document required of each unit of authority wishing to implement the Road Improvement Impact Fee Law (605 ILCS 5/5-901 to 5/5-919). The Plan's primary function is to support the Law's goals by establishing where demand for new facilities will be created by new development, and by establishing a rational program for distribution of road improvement impact fees in DuPage County according to that need.

The second objective of the Plan is to demonstrate the methods and procedures used to establish the impacts of new development. It is a specific requirement of the Road Improvement Impact Fee Law that the implementing agency design and follow a reasonable set of procedures in implementing an impact fee program.

Because the Comprehensive Road Improvement Plan is designed to pertain only to DuPage County highways, recommendations for short and long-range improvements on roads maintained by other jurisdictions will not be included in the recommended project list in Section 8. Planned improvements shown in other agencies' long range programs are included, however, in Appendix D.

DuPage County Comprehensive Road Improvement Plan

Draft Document in Support of the Fair Share Road Improvement Impact Fee Program

Comprehensive Road Improvement Plan Framework

The Comprehensive Road Improvement Plan is comprised of ten (10) sections. The following outline gives the reader a general idea of what will be found in each section.

Section 1: Legislative Authority

Section 1 encapsulates State statutes that describe the processes that must be followed in implementing a Comprehensive Road Improvement Plan.

Section 2: Impact Fee and Plan Methodology

The methodology that was used in producing this plan is described in Section 2. This section summarizes the process of getting from land use forecasts to needs assessment.

Section 3: 2010-2020 Land Use Assumptions

Section 3 contains a description of the land use assumptions produced by the DuPage County Economic Development and Planning Department in anticipation of this plan. This section describes the methodology that was used in deriving present and future population and employment forecasts. Some of the critical land use forecasts are discussed This section also contains more detailed information on major traffic generators such as O'Hare Airport and other new developments in and around DuPage.

Section 4: State of the Highway System, Traffic Volumes and Trends

This section provides background information on the roadway transportation system of DuPage County and gives the reader a state of the area report. Staff discusses typical highway design standards and the context for establishing highway conditions and need for improvement.

Section 5: Highway System Performance

This section presents a summary of the present operating conditions at intersections and highways across the county. The methodology for determining deficient conditions and the list of locations with substandard performance are included in this section.

Section 6: 2020 Traffic Forecasts and Road System Deficiencies

Section 6 discusses the assumptions and facilities tested in future year scenarios. It also describes the performance of the 2020 network scenarios. System performance graphics for DuPage County DOT highways and the rest of the system are included

Section 7: Highway System Costs and Trends

Section 7 provides the reader a general context of how highway costs are computed and what assumptions are employed by staff in deriving those costs. The forecast needs and recommended improvements are linked through the examples in this section.

Section 8: FY11-20 Road Improvement Plan

This section identifies the recommended capital improvements program for the DuPage County Division of Transportation for the FY11-20 period. This program is based upon the existing deficiency lists in Section 5 and the forecast deficiencies list in Section 6. A list of impact fee eligible projects is also included here.

Section 9: Funding and Needs Analysis

Section 9 presents the Division of Transportation's anticipated revenue projections for the FY11-20 period and compares the earnings estimates against the projected program costs. Particular attention is paid to impact fee revenue and expenditure projections.

Section 10: Public Hearing Record and Public Comments

This section includes any and all public comment and public hearing proceedings.

Section 1: Legislative Authority

DuPage County was granted the authority to impose impact or user fees for travel upon DuPage County DOT highways by State Statute 605 ILCS 5/5-901-919 on July 26, 1989. This statute imposes a series of obligations upon each unit of local government that wishes to levy Road Improvement Impact Fees.

Some of the obligations pertinent to this Comprehensive Road Improvement Plan include:

1. Establishment of an Advisory Committee

The advisory committee will advise and assist the unit of local government by recommending proposed land use assumptions; make recommendations with respect to the development of a comprehensive road improvement plan; and advise the unit of local government of the need to update or revise the land use assumptions, comprehensive road improvement plan, or impact fees.

2. Consideration of Land Use Assumptions

The unit of local government intending to impose an impact fee shall adopt an ordinance or resolution establishing a public hearing date to consider land use assumptions that will be used to develop the comprehensive road improvement plan. The local government is also recommended to publish notices of intent to hold a public hearing, allow for public comment and then adopt by ordinance or resolution the land use assumptions.

3. Comprehensive Road Improvement Plan

The unit of local government intending to impose an impact fee shall prepare a comprehensive road improvement plan. That plan shall contain all of the following:

a. *A description of all existing roads, streets or highways and their existing deficiencies within the service area or areas of the unit of local government and a reasonable estimate of all costs related to curing the existing deficiencies, including but not limited to the upgrading, updating, improving, expanding or replacing such roads, streets or highways and the current level of service of the roads, streets and highways.*

b. *A commitment by the unit of local government to cure existing deficiencies, where practicable, relating to roads, streets and highways.*

c. *A description of the land use assumptions adopted by the unit of local government.*

d. *A description of all roads, streets or highways proposed to be improved, expanded, enlarged or constructed to serve new development and a reasonable estimate of all costs related to the improvement, expansion, enlargement or construction needed to serve development at a level of service not to exceed the level of service on the currently existing roads, streets or highways.*

e. *Identification of all sources and levels of funding available to the unit of local government for the financing of the road improvements.*

f. *A schedule setting forth estimated dates for commencing construction of all road improvements identified in the comprehensive road improvement plan.*

4. Consideration of the Comprehensive Road Improvement Plan

The unit of local government shall adopt an ordinance or resolution establishing a date for a public hearing to consider the comprehensive road improvement plan and the imposition of fees related thereto.

A public hearing to consider the adoption of the comprehensive road improvement plan and imposition of impact fees shall be held within the unit of local government subject to the same notice provisions as those set forth in (the land use hearing section).

Within thirty days after the public hearing has been held, the Advisory Committee shall make a recommendation to adopt, reject in whole or in part, or modify the proposed comprehensive road improvement plan and impact fees. The unit of local government shall have not less than 30 nor more than 60 days to approve, disapprove or modify by ordinance or resolution the proposed comprehensive road improvement plan.

5. Impact Fee Ordinance Restrictions

a. *The impact fee may only be imposed when the land use assumptions and comprehensive road improvement plan requirements have been satisfied. Impact fee ordinance updates may be developed independently of the land use assumptions and comprehensive road improvement plan when:*

b. *the ordinance is tied to the land use and comprehensive road improvement plans*

c. *changes in the impact fee calculation result in significant changes in the fee schedule*

d. *Impact fees shall not be imposed by the unit of local government if the fees exceed a proportionate share of costs incurred by the unit of local government which are specifically and uniquely attributable to the new development paying the fee.*

e. *Impact fees may be used to cover the costs associated with the surveying of the service area, with the acquisition of land and rights of way, with engineering and planning costs and with all other costs which are directly related to the improvement, expansion, enlargement or construction of roads, streets or highways within the service areas or as designated in the comprehensive road improvement plan.*

f. *An impact fee shall not be imposed to cover costs associated with the repair, reconstruction, operation or maintenance of existing roads, streets or highways, nor shall an impact fee be*

used to cure existing deficiencies or to update, expand or replace existing roads in order to meet stricter safety or environmental requirements.

The proposed road improvement plan in Section 8 of this document indicates those projects eligible for impact fees in conformance with the requirements specified above.

Section 2: Impact Fee and Plan Methodology

The DuPage County Division of Transportation Impact Fee Program is based on a "Needs-Driven" methodology wherein the DOT must establish, through the comprehensive road improvement plan, a rational process for establishing needed road improvements on the DCDOT system based on development. This programming process establishes a list of improvements upon adoption of the comprehensive road improvement plan by the County Board. The program list may only be updated through the legislated annual update process that the Impact Fee Advisory Committee oversees.

The Comprehensive Road Improvement Plan process for identifying the forecast needs involved the following four (4) technical phases.

Phase 1: Land Use Assumptions

The DuPage County Division of Transportation, in cooperation with the Economic Development and Planning Department, provided the foundation for the land use assumptions by establishing approximately 2000 internal, perimeter and special traffic analysis zones (TAZs). These zones range in size from about the size of one residential block to over six square miles. The traffic analysis zones were built to try to minimize land use diversity within each TAZ and to maximize the relevance of the TAZs to the road network. These traffic zones are then employed by staff in the traffic modeling stages of the plan methodology.

Year 2008, 2010, 2015, 2020 and 2030 land use data were developed separately by the Economic Development and Planning Department. Staff from that department, in cooperation with the Department's consultants, used geographic information systems (GIS) to estimate current numbers of household and commercial units in each of the municipalities and traffic zones. Staff also used the GIS to find all vacant parcels and to assign those parcels a probability of development based on a variety of factors and a type of development based on local zoning or local land use plans. Detailed information regarding the assumptions and the allocations of the land use data can be found in Section 3 and in the land use document referenced below.

Once the land use assumptions were developed, the assumptions were presented to the Impact Fee Advisory Committee as well as various regional and municipal agencies. Following the review of the assumptions, a public hearing was held to discuss and recommend the population and employment figures.

Following the public comment period and additional review by the Impact Fee Advisory Committee, the land use assumptions and allocation tables were amended where necessary and the final Land Use

Assumptions document[1] was sent to the Transportation Committee and County Board for approval. The land use assumptions were approved by the DuPage County Board on March 23, 2010.

Phase 2: Existing Roadway Deficiencies

While the land use assumptions were being developed, staff evaluated the status of the existing road network in DuPage County. The evaluation of the road network was accomplished in two ways: 1) by placing all current traffic counts available on county, state, tollway and municipal roads into a highway performance model (Synchro7.x); and, 2) by conducting detailed travel time studies on 28 arterial roadway corridors.

The Synchro model integrates count data with street and intersection geometric information and with traffic signal programming and coordination data. Synchro was used to estimate intersection delays at more than 200 of the county's highest volume intersections. With this data, staff was able to differentiate those roads and intersections that are operating adequately from those that are deficient. This process resulted in the deficiency lists shown in Section 5.

Travel time (operating speed) data was collected using an in-vehicle sensor on the major county, municipal and state corridors in DuPage. DuPage County staff conducted travel time runs on more than 70 corridors in the County. The results of the study are presented in Appendix B. This data was organized by corridor, direction and roadway link so that it could easily be integrated with the County's traffic model.

The data developed in these studies was used to validate the accuracy of the DuPage County DOT 2008 traffic model. Traffic models are tools that employ land use data, traffic network data, mathematical models of travel behavior and real traffic data to produce traffic forecasts. Most modern traffic models (including the one used by the DuPage County DOT) require a significant amount of data to be input into a model "network." The input data include information on speed limits, number of lanes, roadway capacity, class of road, intersection capacity, truck traffic, parking information and traffic signal information. Once all of the data has been loaded, staff goes through a four stage process of calculating trip production and attraction from the TAZs, trip distribution (based on trip length models by type of trip and land use), traffic assignment and traffic assignment validation.

Once the traffic model has been calibrated, the mathematical rules used in the calibration process are applied to the design year land use forecasts in order to estimate future effects of land use growth on the transportation system.

[1] DuPage County Land Use Assumptions: 2010-2030, *DuPage County Economic Development and Planning Department*, February, 2010.

Phase 3: 2020 Forecasts, System Deficiencies and Programs

The long range traffic forecast networks and, ultimately, the long range transportation needs analysis are required to be based upon a set of reasonable traffic network assumptions. Those assumptions were made by staff collating all of the short and long range programs from the implementing agencies that might have an impact on design year traffic volume forecasts. The first full network tested was designated the "2020A" (or 2020 "Do Nothing" network) version that included only those projects that were programmed for letting in 2009 and 2010. This network was then used as the basis for the 2020AP network. The "2020AP" represents the 2009 and 2010 lettings as well as the improvements in the implementing agencies' 5 year programs. These programmed improvements represent the best estimate of projects that will be ready to be built in the next five years. The 2020AP was then used to build the "2020AP2" network. This network includes all of the projects in the 2020AP network as well as projects shown on the implementing agencies' 5-10 year, MYB or MYP lists. Effectively, this project list is the 5 year programmed plus 10 year *planned and unfunded* improvement list. In all cases, projects were evaluated for inclusion based on significance of improvement. Some improvements, such as those where minor intersection improvements, road surface rehab or reconstruction without capacity addition, traffic signal and lighting and drainage projects were designated "exempt" projects and were not added to the network as no appreciable change in operating characteristic was discernable. Projects such as channelizations, widening and resurfacing and intersection improvements were evaluated based on their scope. Add lane projects, new bridges, interchanges, realignments, transit stations and grade-separations were included without exception.

Staff and the County's consultants evaluated each scenario based on the 2020 land use forecasts and the resulting 2020 trip matrices.

Phase 4: Revenues and Expenditures Analysis

This phase of the plan constitutes the "Needs Section" of the plan wherein revenues and costs associated with performing the needed improvements related to long-range growth are compared.

Revenue forecasts developed in this section are the result of analyses of recent revenue streams and anticipated revenue development.

Highway and engineering cost data, included in Section 7 of the plan, are modified to account for normal inflation and applied to the proposed project lists in Section 8. Staff views these as ***planning estimates of improvement costs*** because costs are likely to change as particular elements of each project (such as drainage, right of way, material, labor or engineering costs) are often unique to each project. Right of way costs are also included within the cost estimates.

The forecast needs and costs of the proposed projects are then compared against estimated revenues over the ten year period.

Comprehensive Road Improvement Plan Implementation

Once the comprehensive plan project list is adopted by the County Board, the Division of Transportation then implements the program through the DuPage County Impact Fee Ordinance. That ordinance governs the processes of impact fee assessment, collection and distribution.

Fee Assessment

The ordinance uses a "fair share" assessment procedure that is based on land use type and the relative impact each type has on DCDOT roads in the design hour. That procedure is manifested in the equation that is shown below:

$$\text{GROSS FEE} = \frac{((\text{PHAST x NT}) \text{ x } (\text{TRIP LGTH x \%VMT}))/2}{\text{CAPACITY}} \text{ x COST}$$

$$\text{NET FEE} = \text{GROSS FEE} - \text{TAX CREDITS} - \text{IMPROVEMENT CREDITS}$$

Where:

PHAST=	Number of trips generated on a weekday during the peak hour of adjacent street traffic between 4:00pm and 6:00pm.
NT=	Fraction of PHAST that represents new trips on the highway system (discounting passby and diverted trips).
Trip Length	The average trip length by land use category in miles.
%VMT	% of vehicle miles of travel on the DOT system in a given impact fee district.
CAPACITY	Lane-Mile capacity at LOS "D" in vehicles per hour
COST	Average construction and right of way cost of building one lane mile of road
TAX CREDITS	The present value of that portion of the motor fuel taxes expected to be generated by the development that are used for capital projects.
IMPROVEMENT CREDITS	The value of improvement credits completed by the development. These may be for right of way dedication or system improvements.

Fee Collection and Distribution

Fees are assessed on individual developments prior to certificate of occupancy. The fees are then allocated to one of nine impact fee districts where the fees are banked in accounts for use on projects that occur within that fee district and that are eligible for impact fee expenditure.

The fee districts serve two functions. The first function is to attempt to ensure that assessment levels are relative to the amount of travel and, hence, the impact of the development on DOT roads. The second function of the districts is statutory. The fees collected in each district must be distributed to the projects in the fee payer's district identified in this plan. This requirement thereby provides some guarantee to the fee payer that his/her assessment is going to have some relevance to the development.

Figure 1, shows the nine (9) impact fee districts that are currently used for collection and distribution as of this comprehensive road improvement plan. The districts are coterminous with the township boundaries, with the exception that district nine combines Downers Grove north and south townships. The districts have been kept relatively small (roughly the length of an average peak hour trip) so that impact fee assessments can have a closer relation to the improvements made in each district. Variation in the fees does occur by district. That variability is dictated by the %VMT (the percentage of vehicle miles traveled on DCDOT highways) and the trip length.

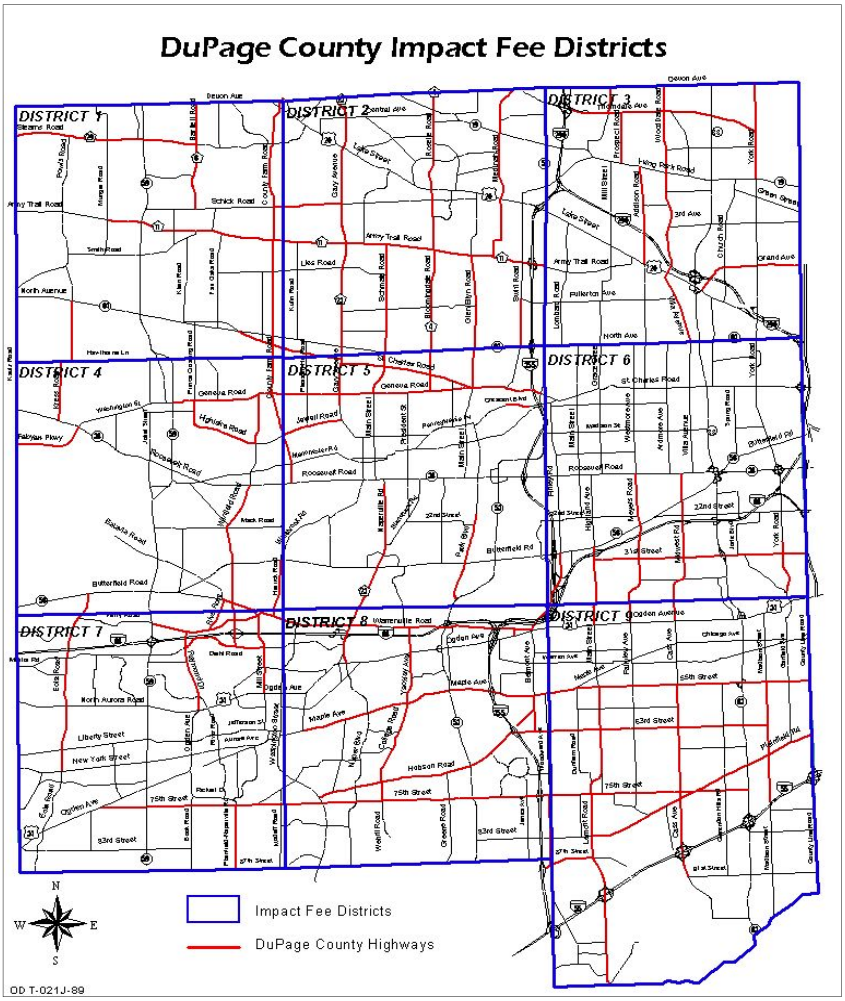


Figure 1 - DuPage County Impact Fee District Map

Section 3: Land Use Assumptions

As required by State of Illinois Statute, the staff prepared detailed land use assumptions in 2009 and 2010[2]. The assumptions were approved on March 23, 2010 by the DuPage County Board. Copies of that document may be found on line in the DuPage County Economic Development and Planning Department web page located at:

http://www.dupageco.org/building/generic.cfm?doc_id=97

The document describes in detail the methods used to obtain current land use and the procedures used by staff to assess probable land use development over the next 20 year period. It should be noted that staff has adopted a new methodology based on building type and size rather than on the traditional population and employment forecasting methodology used in previous iterations. Population and employment estimates can still be found, however, in Appendix C of the Land Use Assumption document.

Summary of Land Use Assumptions Document

Recent national and regional economic forces have seriously complicated the development picture throughout the region. With this in mind, County staff solicited realistic development and redevelopment timelines from community leaders and real estate developers. The result of this interview process was the determination that new development and redevelopment projects would proceed but at a very reduced level than earlier in the decade. It was determined that in the next five year period a good portion of the "growth" in employment and population in the County would be due to absorption of existing vacant properties.

Existing Development

DuPage County, in its present incarnation, is a highly suburban environment with multiple municipal centers and connecting development corridors. Land use in the County is typically suburban with almost 90 percent of its parcels being dedicated to residential uses (see Table 1). Figure 2 shows that single family residential units still outnumber multifamily units by about 80,000 units. Recent redevelopment activity has increased the number of townhome and condominium units near the downtown centers and rail stations. It is expected that the number of new single family units will reach a ceiling by 2030 while the multifamily units will grow as developable property becomes more limited.

Non-residential structures are dominated by the warehousing category which occupies more than twice the floor space office-research uses. Together with light industrial/business park uses, approximately 50% of all commercial space is dedicated to industrial or distribution uses (see Figure 3).

[2] *DuPage County Land Use Assumptions: 2010-2030. DuPage County Economic Development and Planning, March, 2010.*

It should be noted that approximately 54,000 acres of the County remains unincorporated (or about 25%) while dedicated open space occupies almost 45,000 acres or about 21% of all area in the County. Better than one half of that open space lies in unincorporated DuPage County.

Table 1 - DuPage County Existing Land Use

FEBRUARY 4, 2010 UPDATE (incorporating summer 2009 municipal edits)
DuPage County 2009 Existing Land Use Survey

Land Use Classification	Land Use Code	Parcels	Acres	Percent of Total Acres
SF Residential	**11**	218,356	68,030	37.2%
Low Rise Multiple Family Residential	**12**	26,701	6,553	3.6%
High Rise Multiple Family Residential	**13**	5,402	3,827	2.1%
Community Commercial	**21**	6,630	8,084	4.4%
Regional Commercial	**23**	110	535	0.3%
General Industrial	**31**	1,255	3,952	2.2%
Industrial Park	**32**	2,403	5,263	2.9%
General Office	**41**	1,455	2,138	1.2%
Office Center	**43**	321	2,094	1.1%
National Research Laboratory	**44**	142	7,262	4.0%
Business Park	**51**	957	4,327	2.4%
Institutional	**61**	2,543	7,855	4.3%
Local Open Space	**71**	2,623	8,714	4.8%
Regional Open Space	**72**	1,733	26,635	14.6%
Other Open Space and Golf Courses	**73**	850	9,594	5.2%
Roadways*	**81**	623	925	0.5%
Transportation and Utilities**	**82**	2,292	8,098	4.4%
Agricultural	**91**	281	2,859	1.6%
Undeveloped (Vacant)	**99**	5,534	6,154	3.4%
Total		280,211	182,899	100.0%

*Not included are 32,706 additional acres in ROW

**Includes 569 parcels (163 acres) of the O'Hare Modernization Program

Figure 2 - Existing Residential Land Use

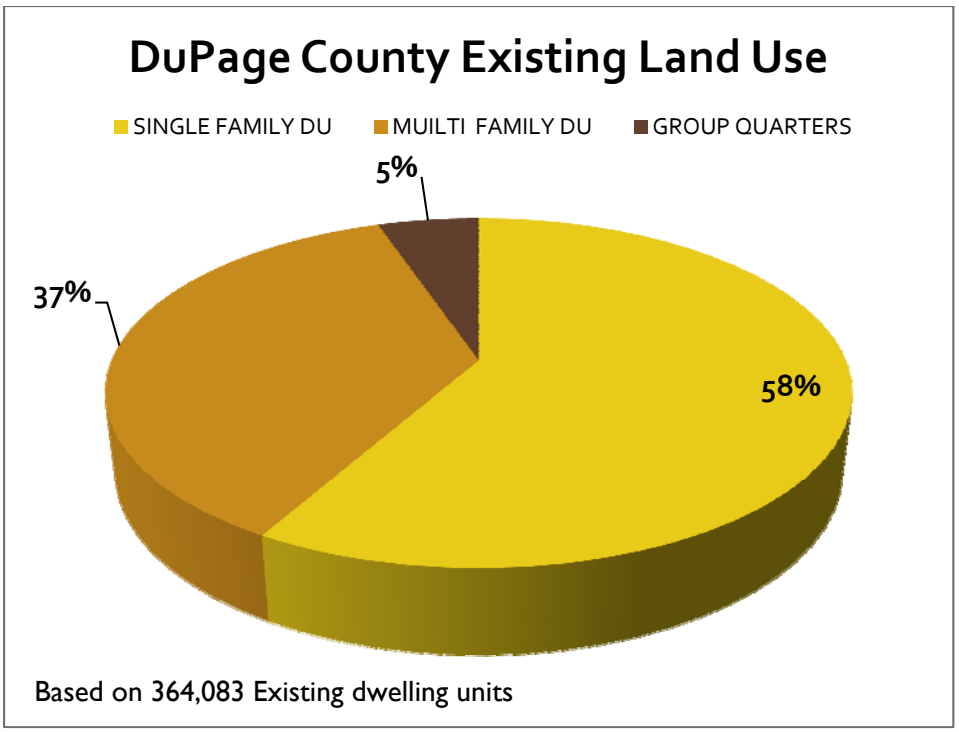
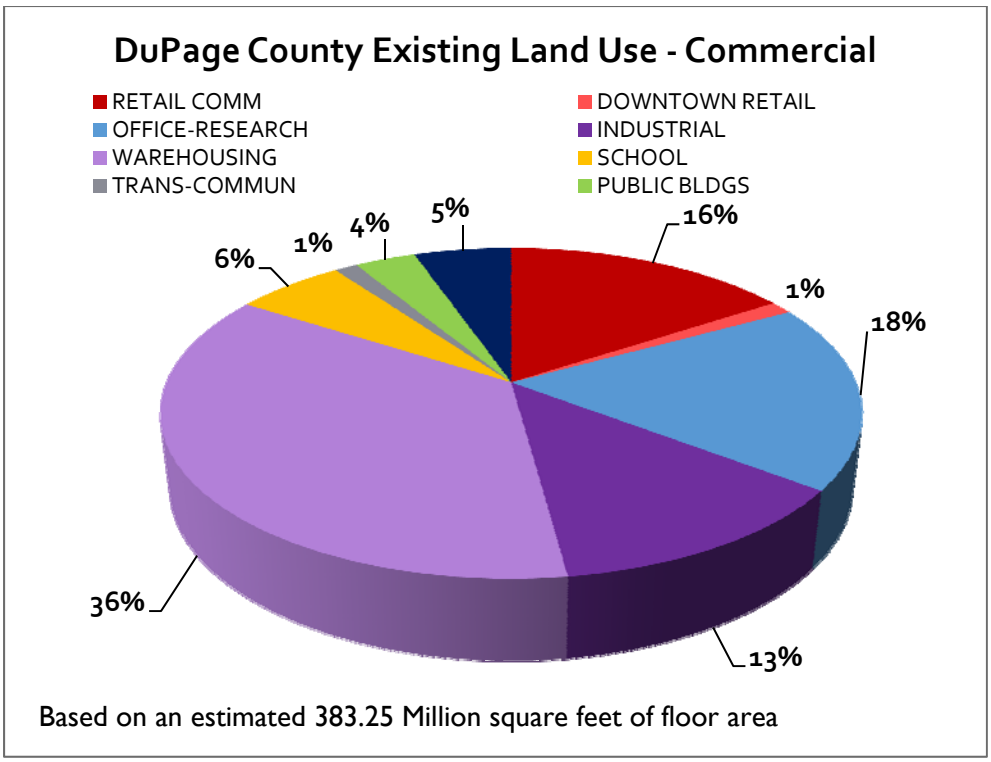


Figure 3 - Existing Commercial Land Use



Land Use Forecasting

To produce a more detailed and comprehensive set of land use forecast assumptions staff developed a three-pronged approach that included assumptions on New Development, Redevelopment and Vacant Space Absorption.

New Development

DuPage County is presently highly developed with a little less than five per cent (5%) of its land available for development. Of its 215,270 acres, approximately 8200 acres (or about 3.8%) are likely to develop over the next 20 to 40 years. The table included below summarizes the remaining developable property in DuPage County and allocates, based on zoning, platting, environmental, capital facility and other practical development considerations, the remaining parcels by type of development and timeframe of development. Parcel development timeframe was much harder to predict but was very much facilitated by the input of the communities and community plans.

Table 2 - DuPage County Developable Parcel Summary

	Parcel Acreage Projected for Development	
Development Timeframe	**Residential***	**Commercial****
By 2010	169.0	489.4
By 2015	586.9	95.0
By 2020	1490.7	1805.9
By 2030	1123.4	2001.8
Beyond 2030	166.8	230.7
TOTALS	3536.8	4622.7

Total County Acreage ~ 215,270

* Parcels zoned, platted or planned for residential purposes

** Parcels zoned, platted or planned for any commercial purpose

Much of the available residential acreage is spread throughout the county and represents infill development. Very few larger open areas for subdivisions remain and in these areas the zoning is generally large lot or estate residential with lower density.

Areas such as the DuPage National Technology Park (West Chicago), Brewster Creek Business Park (Bartlett), Hamilton Lakes (Itasca) and the I-88 west corridor represent the bulk of the available commercially zoned property available in DuPage County.

Redevelopment

Redevelopment efforts in DuPage County are largely centered on community downtown or commercial corridor areas. These efforts are somewhat hampered by the economy and dependent upon absorption of other vacant properties. Appendix B of the land use assumptions document identifies the redevelopment efforts of the communities. The table below indicates that approximately 2700 residential units and almost 1.5 Million square feet of retail are planned as part of redevelopment proposals. Over 5 Million square feet of office is also planned in redevelopment, with much of this resulting from the City of WoodDale Thorndale Corridor redevelopment plan.

Table 3 - Cumulative Redevelopment Activity Projected in DuPage County

Planned Redevelopment in DuPage County

	Single Family Dwellings	Multifamily Dwellings	RETAIL*	OFFICE*	IND/W*
By 2020	-55	1,337	766	1,935	-58
By 2030	41	1,393	733	3,766	-2,295

* In thousands of square feet. Note negative numbers reflect loss of units in redevelopment proposals.

Vacant Space Absorption

Currently, over 41 million square feet of retail, office and industrial/warehousing space is vacant in DuPage County. This total represents almost 14% of the total major commercial space in the County. Staff developed a commercial space absorption model that took a very conservative approach in reducing present vacancy rates to more normal or average rates typified by the commercial real estate sectors earlier in this decade. Details on this model are available in Appendix A of the Land Use Assumptions document. The model is also applied differently by township based on existing vacancies and commercial real estate mix.

Cumulative Land Use Assumptions

Staff has attempted through the interactive process to establish a rational and fundamentally sound process for estimating development density, timing and constraints. Table 1 below shows the cumulative effects of new development, redevelopment and absorption activities.

Table 4 - DuPage County Land Use Forecasts

Table 1A: 2008-2010-2020-2030 Forecasts by DuPage Township

* Employment Attributes are in Thousand Square Feet (TSF)

TOWNSHIP	Year	Single Family Dwelling Units	Multiple Family Dwelling Units	Retail TSF*	Office Research & Development TSF	Industrial/ Warehouse/ Business Park TSF	Other Uses in TSF
Wayne	Year 2008	15,403	3,752	1,590	236	8,792	3,343
Bloomingdale		23,018	18,177	8,975	2,775	46,727	5,914
Addison		20,647	10,266	6,506	6,437	66,499	6,449
Winfield		10,322	5,466	1,653	1,453	10,105	5,880
Milton		28,215	17,894	6,796	6,467	6,516	13,910
York		31,675	16,715	13,457	24,105	5,095	15,695
Naperville		17,299	20,315	11,175	11,964	21,323	10,216
Lisle		27,708	18,630	6,014	11,630	6,230	9,621
Downers Grove		37,746	21,763	9,173	4,924	15,377	9,304
2008 TOTAL		**212,033**	**132,978**	**65,338**	**69,991**	**186,664**	**80,331**
Wayne	Year 2010	15,423	3,752	1,704	236	9,075	3,343
Bloomingdale		23,031	18,241	8,978	2,775	47,373	5,914
Addison		20,672	10,311	6,532	6,446	66,499	6,449
Winfield		10,340	5,522	1,756	1,453	11,283	6,396
Milton		28,339	18,195	6,838	6,488	6,516	13,910
York		31,722	16,730	13,605	24,112	5,095	15,782
Naperville		17,308	20,335	11,667	12,593	21,787	10,806
Lisle		27,755	18,652	6,125	11,760	6,332	9,621
Downers Grove		37,784	21,893	9,227	4,992	15,746	9,304
2010 TOTAL		**212,374**	**133,631**	**66,431**	**70,855**	**189,706**	**81,524**
Wayne	Year 2020	15,741	3,879	2,544	250	12,867	3,343
Bloomingdale		23,254	18,540	10,481	3,435	50,315	6,034
Addison		20,928	10,579	7,395	7,776	69,725	6,643
Winfield		10,712	5,818	2,749	1,712	19,463	6,396
Milton		28,920	18,634	7,228	6,835	6,896	14,157
York		32,136	18,421	14,202	25,850	5,251	16,886
Naperville		17,368	21,113	13,067	13,580	23,525	10,831
Lisle		28,051	19,122	6,450	12,976	6,720	9,693
Downers Grove		38,746	22,382	10,205	5,933	16,870	9,372
2020 TOTAL		**215,856**	**138,488**	**74,321**	**78,347**	**211,632**	**83,354**
Wayne	Year 2030	16,096	3,879	3,184	310	17,702	3,343
Bloomingdale		23,348	18,712	11,074	3,687	52,137	6,034
Addison		21,028	11,458	8,384	13,847	68,348	9,140
Winfield		10,904	6,208	3,117	2,555	22,625	6,486
Milton		29,120	18,716	7,585	8,267	7,168	14,457
York		32,242	18,834	14,834	26,390	5,388	16,981
Naperville		17,451	21,393	13,685	14,850	29,464	10,881
Lisle		28,220	19,213	7,222	13,861	6,904	9,693
Downers Grove		38,876	22,575	10,630	6,839	18,306	9,372
2030 TOTAL		**217,285**	**140,988**	**79,714**	**90,606**	**228,042**	**86,386**
2008-2010 GROWTH		341 0.2%	653 0.5%	1,093 1.7%	864 1.2%	3,042 1.6%	1,193 1.5%
2010-2020 GROWTH		3,482 1.6%	4,857 3.6%	7,890 11.9%	7,492 10.6%	21,926 11.6%	1,830 2.2%
2020-2030 GROWTH		1,429 0.7%	2,500 1.8%	5,394 7.3%	12,260 15.6%	16,410 7.8%	3,032 3.6%
2008-2030 GROWTH		5,252 2.5%	8,010 6.0%	14,376 22.0%	20,615 29.5%	41,378 22.2%	6,055 7.5%

Perimeter TAZ information was developed using Chicago Metropolitan Agency for Planning (CMAP) Land Use data and were updated or amended using commercial real estate databases and aerial photography where applicable. For more detailed information on land use trends and forecasts in the

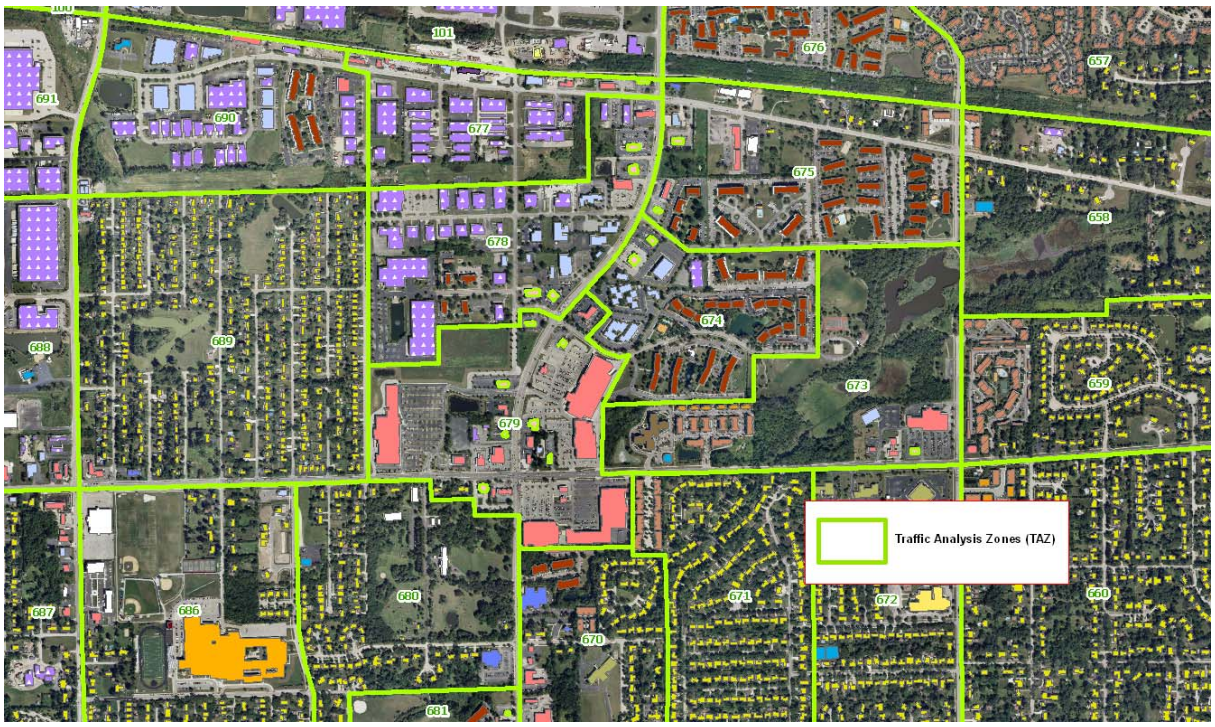
boundary counties, see Tables 2A and 2B in Appendix A of the Land Use Assumptions document. And, for more detailed information on zone and municipal level land use assumptions please refer to the Land Use Assumption document.

Integrating Land Use and Traffic Analysis

The motivation behind staff's move to a capital facility-based land use inventory rather than a person-based inventory is measurability. With a person based inventory, staff had to make assumptions on persons per household or employees per structure. Furthermore, these assumptions were compounded by assumptions regarding the number of trips per person. This becomes a tenuous chain of assumptions if your certainty in the base number is not great.

Staff has resolved this uncertainty in part by measuring square footage of structures and classifying them by type of use. This use is linked to the transportation model through the trip generation assumptions. Trip generation is generally better correlated to type and size of structures than to trips per employee or trips per person. All building structures have been geographically located and assembled into traffic zones for the purpose of aggregate traffic loading onto the model highway network (see Figure 4).

Figure 4 - Allocation of Building Structures to Traffic Zones

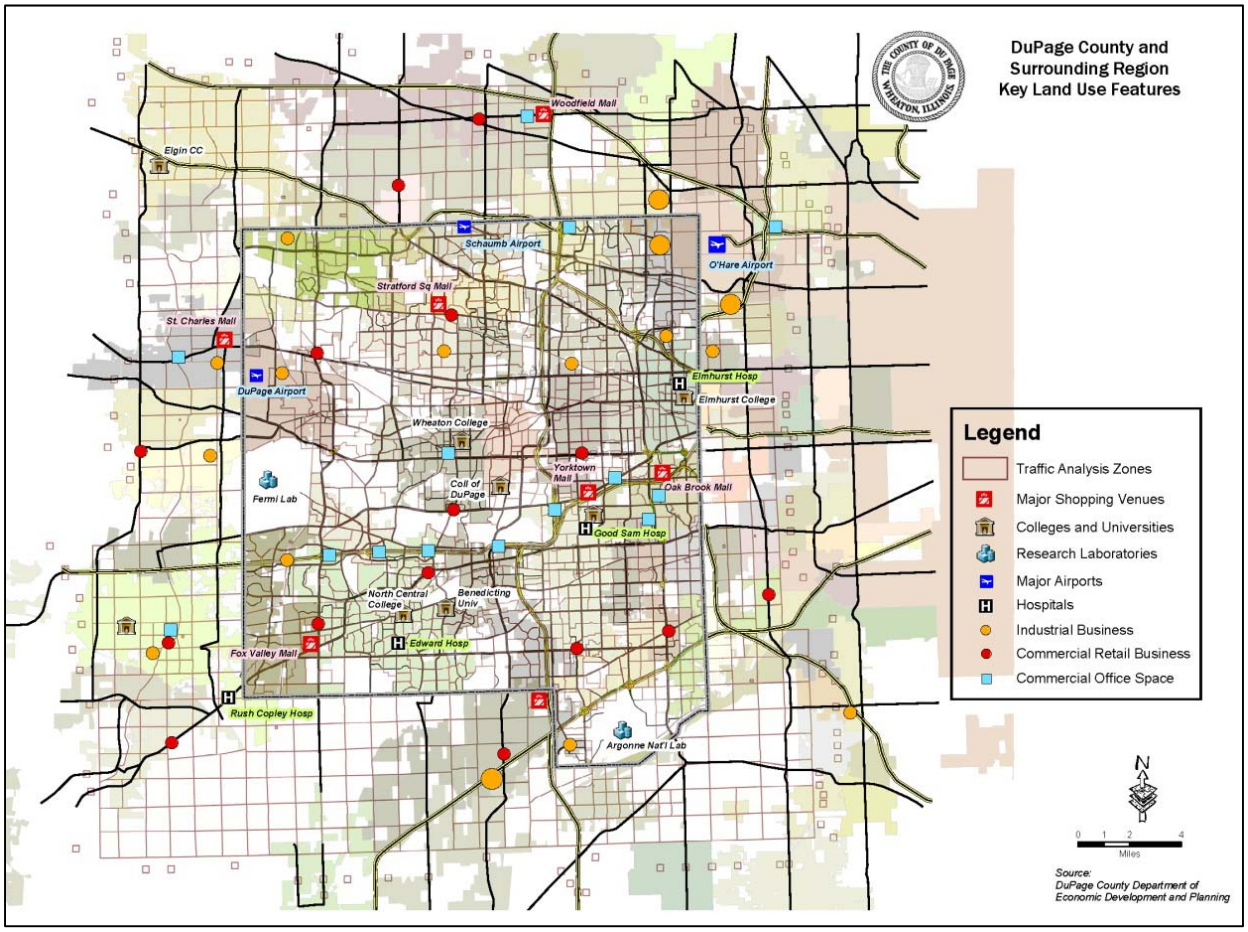


Traffic Analysis Zones (TAZs) are regions defined by staff to be the basic geographic units for traffic forecasting. TAZs are areas ranging in size from two or three square blocks to over three square miles in area but which are relatively homogeneous in terms of land use type. They have been constructed by DuPage County staff with an orientation to the street system in order to take advantage of residential and commercial traffic loading points. There are approximately 2000 TAZs in the DuPage County

model area; almost 1300 are located inside the DuPage County boundary and about 700 are located on the perimeter of the county in Kane County, Cook County, Will County and Kendall County. Over 50 train station zones are included in the model as special generators.

The model area TAZ system is presented in the diagram below.

Figure 5 - DuPage County Model Area Traffic Zone Structure



A large format map with traffic zone numbers corresponding to the land use data is available from Economic Development and Planning staff.

Regional Land Use Impacts to the Transportation System

While there is general residential and commercial growth projected throughout the model region, there are a number of development or corridor locations inside and outside of the county will have substantive impact upon traffic over the course of the next 20 to 50 years. Some of these are noted below:

West O'Hare Area and Elgin-O'Hare Corridor

This area is sizable zone with an even larger area of impact. Geographically, the area is a 6 mile wide corridor running from O'Hare Airport to Hanover Park. The impact is tiered. Primary impact will occur in 2015 or 2016 when the West Terminal of O'Hare Airport is completed. With the opening of the west terminal, a new access point to the airport will be created at the intersection of York Road and Thorndale Avenue in the Village of Bensenville. New expressway or tollway facilities are expected to be built at or around the time of the opening of the western terminal[3]. Secondary impact will come in the form of new development or redevelopment along the expressways. Communities in the area plan to capitalize on the new access and are proposing some rather ambitious redevelopment initiatives focusing on the new expressway facilities[4]. Airport access and new regional expressway facilities are modeled as part of the DuPage County 2020 traffic model set.

Elmhurst Hospital Relocation

Elmhurst Hospital is building a new regional hospital near the intersection of York Road and IL 38 (Roosevelt Road) in south Elmhurst. Over 400,000 square feet of new health facility will attract a significant number of clients and employees on a daily basis. Plans for use of or closure of the existing hospital in its north Elmhurst location are being formulated and staff will include these plans in later land use scenarios.

DuPage National Technology Park

Located in West Chicago near the DuPage-Kane County border, more than 5 Million square feet of business and office park uses could be built by 2030. New development of this intensity will significantly affect traffic volumes and congestion levels in western DuPage County and eastern Kane County. DuPage County and Kane County transportation programs are anticipating these demands and DuPage County 2020 and 2030 traffic models will include the land use and traffic programs.

Eola Road at I-88 Interchange Area / Ferry Road Corridor

Located in northern Aurora from IL 59 on the east to the Kane County line and from IL 56 (Butterfield Road) on the north to Molitor Road on the south, this area is projected as a burgeoning industrial/business park/commercial retail corridor. Much of the new long-term growth may be focused on the new Eola Road at I-88 interchange. Traffic modeling efforts will attempt to determine the regional impacts of opening of the new interchange and to estimate need for capacity improvements on Eola Road and east-west routes.

Located at Ferry Road and IL 59 in the City of Naperville, City Gate Center is an office park development that will be built in two phases. The first phase is constructed and includes a significant office space and

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3

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retail space component. Build out of the center will have some impact on the IL 59 at I-88 interchange and on Ferry Road. Staff will examine the projected impacts of this development and Illinois Department of Transportation (IDOT) IL 59 corridor highway projects.

Kane County Bridges Corridors

In 2010 or 2011 two new bridges will be completed over the Fox River in Kane County. The Stearns Road bridge will connect Randall Road and points west to the existing Stearns Road corridor in DuPage County. The impact of that bridge is intended to be the reduction of traffic on other east –west routes but certainly have an impact on traffic and development opportunities in Bartlett and Hanover Park.

The Red Gate Road bridge is also projected to be completed this year. This bridge connects IL 25 and IL 31 on either side of the Fox River. While this bridge does not directly connect Red Gate Road and Army Trail Road (a major arterial corridor in DuPage County), a new opportunity exists for traffic flow to use that corridor and may impact the Village of Wayne .

I-355 South Extension

The I-355 Veteran's Parkway Toll Highway was completed and opened in 2008. This extension connects central DuPage County communities and Schaumburg to the I-80 corridor. Currently, much of the south extension passes through undeveloped properties in Will County. Should these properties develop as projected by CMAP and DuPage County staff, intercounty traffic flow on the I-355 extension could increase significantly. Staff will be reviewing the regional impacts of this facility and land use growth in that corridor.

Kendall County Growth

In a March, 2010 press release on the fastest growing counties in the United States[5], the Census Bureau listed Kendall County as the nation's fastest growing County over the last decade. In that time, the population of the county nearly doubled. While the population remains far below that of Kane, Will and DuPage, growth of this scale will significantly impact a very rural transportation system. DuPage County's model now includes a number of Kendall County townships. It is expected that this growth will show up in southwest DuPage corridors such as US 34 (Ogden Avenue) and Eola Road.

[5] *Resident Population Estimates for the 100 Fastest Growing U.S. Counties with 10,000 or More Population in 2009: April 1, 2000 to July 1, 2009 (CO-EST2009-08)*

Section 4: State of the Highway System

The objective of this section is to identify and classify the existing DuPage County DOT system of highways and to place it in the context of the surrounding transportation system.

Roadway Classification Standards

The DuPage County Division of Transportation currently follows the existing AASHTO policy on urban roadway classification[6]. The AASHTO system of classification defines urban roads in the following fashion:

Table 5 - Roadway Classification System

Classification	Typical Length in System	Typical Spacing	Development Access	Function
Principal Arterials (I)	5-10%	1 to 5 mi	Controlled	Segmented into highways, expressways, other principal arterials; typically regional in nature linking primary interstate, intra-state and regional activity centers.
Minor Arterials (II)	10-15%	0.5 to 3 mi	Moderate	Arterials that are not principal; carry traffic between principal arterials; are often inter and intra-community.
Collector Roads (III)	5-10%	Less than 1.5 mi	High	Roads typically intra-community in nature, linking developments to or connecting minor arterials.
Local Road System	65-80%	Less than 0.5 mi	Unlimited	Local roadways, residential streets and development streets.

DuPage County typically segments the principal arterials into at least two classes: 1) grade-separated, controlled access, highways and expressways and 2) at-grade, less controlled expressways and regional arterials. The latter class includes facilities that have been designated strategic regional arterials by the

[6] A Policy on Geometric Design of Highways and Streets, 2001. American Association of State Highway and Transportation Officials. Washington D.C.

Illinois Department of Transportation and the Chicago Metropolitan Agency for Planning (CMAP)[7]. A number of the highways in DuPage County are listed under this category:

75th Street (DuPage County CR 33)

Bloomingdale/Roselle Road (DuPage County CR 4)

County Farm Road (DuPage County CR 43)

IL 19 (Irving Park Road) from IL 83 to East County Line

IL 38 (Roosevelt Road) and Fabyan Parkway (part of IL 38 SRA)

IL 56 (Butterfield Road)/22nd Street

IL 59

IL 64 (North Avenue)

IL 83

Stearns Road (DuPage County CR 29)

US 20 (Lake Street)

US 34 (Ogden Avenue) from 75th Street to Kane/Kendall Counties

The typical County highway is classified as a minor arterial. The County has divided this classification into two groups: 1) Minor Arterial Class A Group, those roads with higher volume and inter-county connections, and 2) Minor Arterial Class B Group, those roads with lower volumes and that are primarily inter-community in nature. Members of Minor Arterial Class A typically carry over 25,000 vehicles a day and have some connectivity to the interstate system. Minor Arterial Class B roads are those that carry less than 25,000 ADT and generally connect to the other principal or minor arterials. See Figure 6 below for a more detailed view of the functional classification of roads in DuPage.

The following is a breakdown of the miles of highway presently listed by functional classification category:

[7] Destination 2020: 2020 Regional Transportation Plan, Chicago Area Transportation Study, August, 1998.

Table 6 - DuPage County Roadway Classification Information

CLASS	Centerline Miles	% MILES	Lane-Miles	% LN-MI	Vehicle-Miles of Travel	% VMT
Expressways/Tollways	115.44	11.5%	385.58	10.9%	7403487.76	33.1%
Prinicipal Arterials or SRA	183.89	18.4%	907.95	25.8%	6676831.85	29.9%
Minor Arterials - Class A	61.97	6.2%	302.07	8.6%	1764529.82	7.9%
Minor Arterials - Class B	276.38	27.6%	1070.53	30.4%	4508493.84	20.2%
Collector Streets	362.68	36.3%	856.40	24.3%	1988391.86	8.9%
TOTALS	1000.36	100.0%	3522.53	100.0%	22,341,735	100.0%

As Figure 6 below shows, there is an extremely well defined network of roads in DuPage County with a growing set of expressways and a rather static group of principal arterials and minor arterials. At the present time, expressways and tollways represent approximately 1/10 of the system capacity while carrying about 1/3 of the daily vehicle-miles of travel (VMT). Principal arterials and minor arterials presently carry about 30% of the total VMT in the county, while collector streets (which represent almost 25% of the capacity of the system) carry only about 9% of the daily traffic load. Based on this information, it is a fair assessment that the state of the network reflects the advanced development stage of the county.

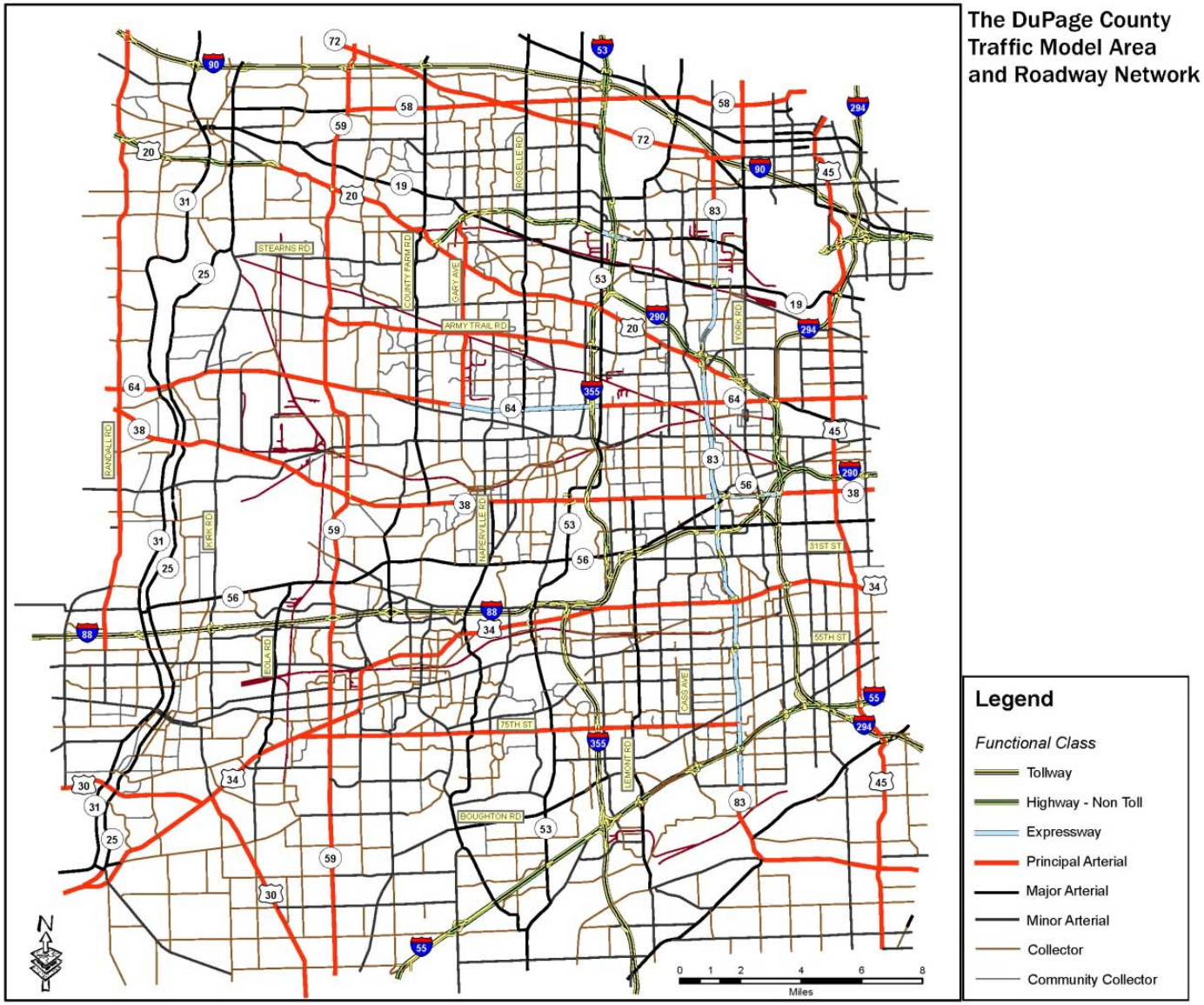
Roadway Jurisdiction

Well over 40 agencies own and maintain roadways in DuPage County. Most of the local roads are those maintained by the municipal and township highway departments. The sub-regional through regional class roads – mostly classes I-III – are generally maintained by the County, the Illinois Department of Transportation, Illinois Toll Highway Authority and some of the more populous municipalities. The following table describes the proportion of roadways by jurisdiction and class:

Table 7 - Lane Miles by Jurisdiction and Class of Road

JURISDICTION	Expressway Ln-Mi	Principal Arterial Ln-Mi	Minor Arterial Ln-Mi	Collector Road Ln-Mi	Total Ln-Mi	% Ln-Mi
DCDOT		161.6	762.9	14.1	938.6	26.6%
IDOT	127.3	741.7	60.2	2.4	931.6	26.4%
ISTHA	258.3				258.3	7.4%
MUNI		4.7	527.1	836.0	1367.7	38.9%
OTHER			22.5	3.9	26.4	0.7%
TOTALS	385.6	907.9	1372.6	856.4	3522.5	100.0%

Figure 6 - Highway Functional Class in the DuPage Model



As the table above indicates, the bulk of the higher tier of roads is maintained by IDOT and the Illinois Tollway. The lower tier is split between the County and the municipalities. Figure 7 below shows the jurisdiction of the roads in the county. Recent jurisdictional transfers transacted by the County reflect the County's effort to reduce its jurisdiction over collector class roads or roads that carry less than 10,000 ADT and are local in nature.

A detailed list of the County Highway System and the statistical features of each highway corridor is included in Appendix A. For more detailed information on the corridors and the opportunities or constraints in each, please contact DuPage County Division of Transportation staff.

Roadway Design Standards

As the list of County Highways in Appendix A indicates, there are currently a wide variety of roadway designs in the county; varying tremendously depending upon location, history, jurisdiction and relationship to other facilities. The County, Tollway, municipal and township road agencies, however, tend to follow State (IDOT) guidelines in the design and maintenance of roadways. Jurisdictions do have some latitude to implement designs that differ from the "type" arterial based on the context of development. That is, roadways in open farmland or rural context will often be designed quite differently than roads passing through suburban areas or downtown areas.

DuPage County has implemented a Policy on standard roadway designs and cross-sections. Figure 8 below provides a general guide on the type of road that the County builds. This cross-section can also be construed as the typical 4 or 5 lane cross-section that the county generally attempts to implement when it reconstructs and widens older, narrower, pavements. As mentioned above, the County is quite flexible in this standard and ultimately chooses its design based on development context, traffic volumes (now and in the future), type of traffic and a myriad of environmental and property related issues.

Figure 7 - 2010 Roadway Jurisdiction

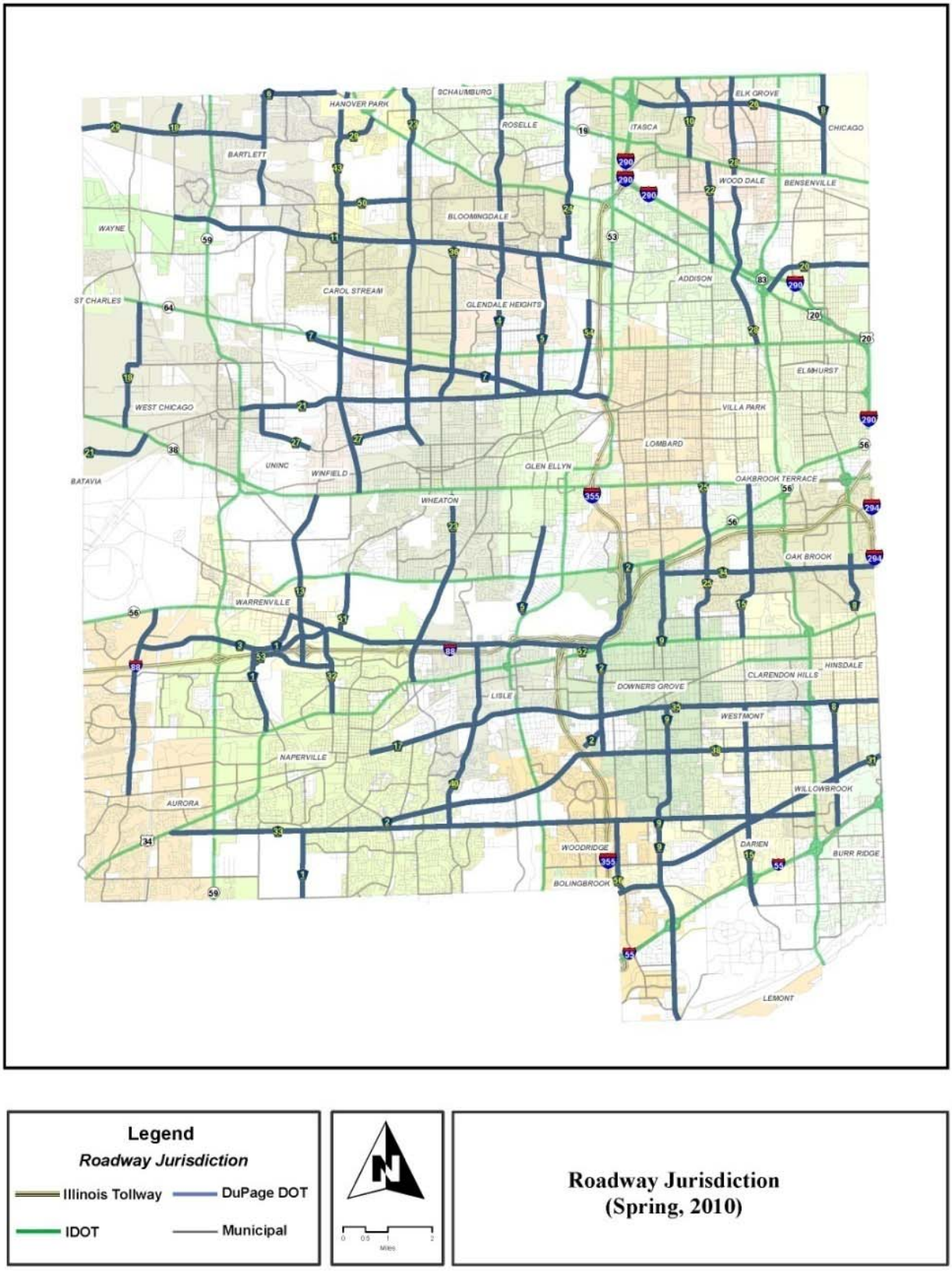
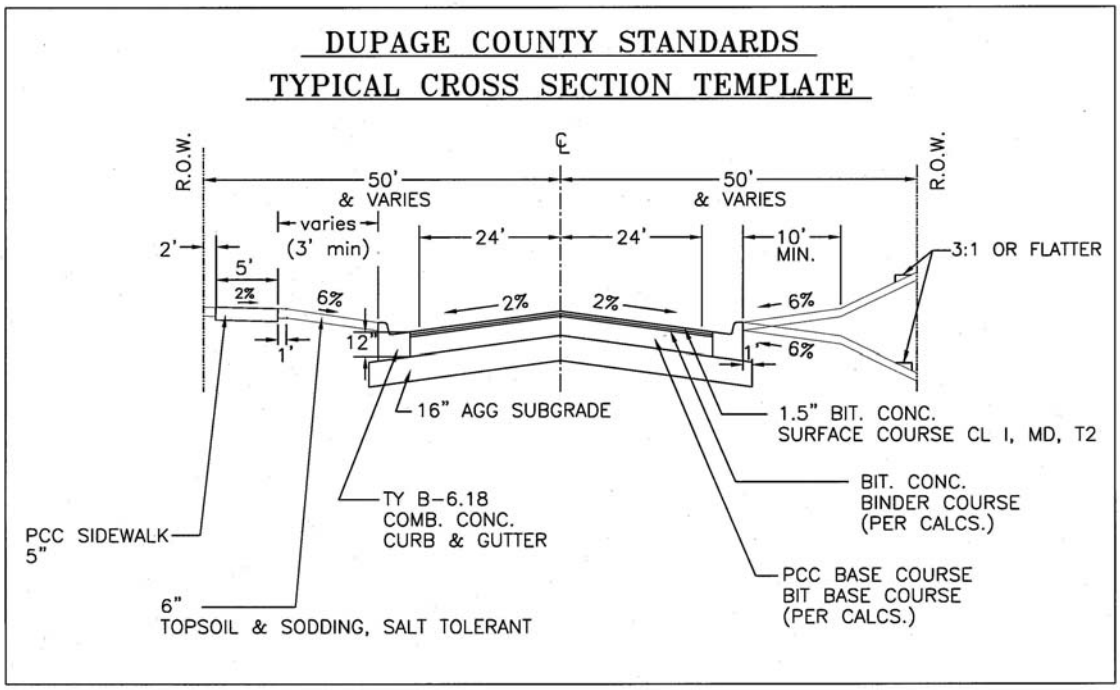


Figure 8 - Typical DuPage County Roadway Section



Designing, building and maintaining this class of road has obviously grown more expensive over the course of the last two decades. The costs to the County for designing and building the system are discussed in greater detail in Section 7.

Table 8, below, describes in greater detail the characteristics of the DuPage County highway system as it exists in 2010. Since the last plan, a much more accurate assessment of county highways has been undertaken. In doing this aerial and CAD based assessment, DuPage County has accounted for an additional 32 lane-miles of road. The County currently maintains (again, after recent jurisdictional transfers) almost 940 lane-miles of road. All but 86 of the lane-miles are now 4 lane cross-sections or better.

Table 8 – Roadway Design by Jurisdiction

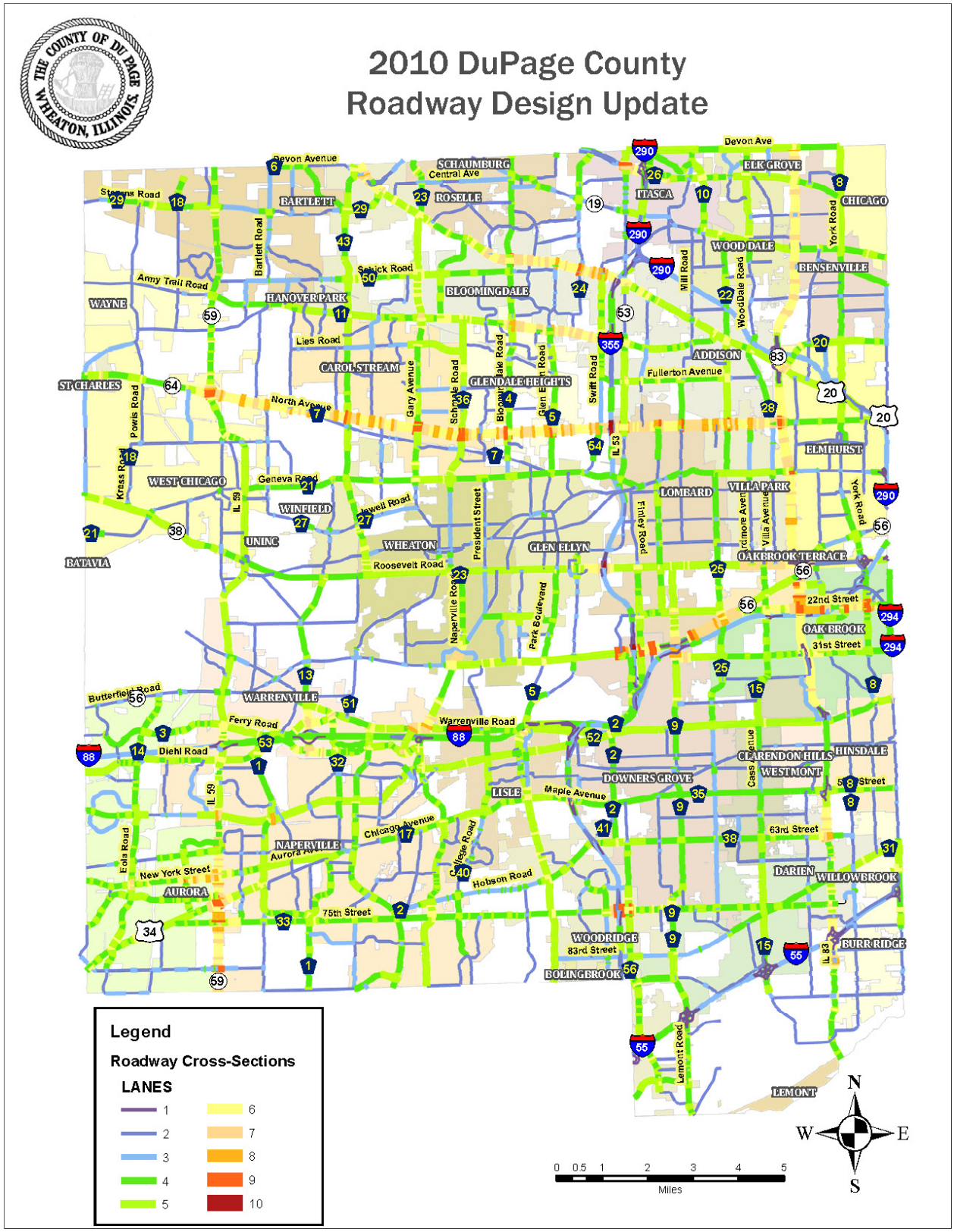
	ROADWAY CROSS-SECTION (LANES)										
JURIS-DICTION	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**Total Ln-Mi**
DCDOT		44.3	42.1	356.1	376.0	78.8	29.6	6.7	4.9		938.6
IDOT	35.0	55.3	112.0	126.3	319.2	180.9	79.1	47.1	33.1	3.2	991.2
ISTHA*	28.1	32.9	148.7	105.7	7.7						323.1
MUNI		639.2	219.1	225.8	250.7	28.1	7.7	9.2	4.5		1384.3
TOTALS	63.2	771.8	521.8	813.9	953.6	287.8	116.4	63.0	42.5	3.2	3637.3
PERCENT	1.7%	21.2%	14.3%	22.4%	26.2%	7.9%	3.2%	1.7%	1.2%	0.1%	

** Tollway cross-sections are based on one direction of travel unlike bi-directional facilities maintained by IDOT and DuPage County.*

This table also indicates that the County has built almost 130 lane-miles of pavement with a cross-section wider than the typical design. In 2005, this number was a little more than 80 lane-miles. This growth is due in large part to the fact that when the County does perform capacity improvements it is usually now done at intersections where multiple turn lanes are added in order to solve a deficiency.

The expansion of the corridor improvements beyond the typical 4 or 5 lane cross-section can be seen in Figure 9. This graphic shows recent work by IDOT on IL 64 (North Avenue) and on Army Trail Road (CH 11) by DuPage County in the yellow and red banded corridors traversing the County. This graphic reflects the complexity of the roadway designs in accommodating signalized and unsignalized intersections and access points through the relatively short sections of pavement that alternate between 6 and 9 lanes. Though it can be seen somewhat in Figure, data in the tables below will highlight areas where the highway system is clearly not as well developed and where there is likely to be opportunity for some expansion.

Figure 9 - 2010 Roadway Design in DuPage County



Impact Fee District Statistics

It is important to establish the system resources and status periodically for the impact fee districts. Though the impact fee equation in Section 3 does not use actual roadway capacity to determine the impact fees, the traffic model which County staff uses to determine program needs does use the information directly on a segment and intersection level. In fact, it is important to detail all of the capacity enhancements made annually so that the traffic model correctly assesses and projects traffic response to change.

Table 9 - Impact Fee Districts and Highway Lane-Miles by Jurisdiction

IFDIST	DCDOT	IDOT	ISTHA	MUNI	Grand Total	%DOT
1	87.91	65.69		109.21	262.81	33.45%
2	140.02	107.18	32.40	133.21	412.81	33.92%
3	86.99	207.44	3.15	152.29	449.87	19.34%
4	54.88	77.75		69.04	201.67	27.21%
5	89.84	90.86	28.60	115.69	324.99	27.64%
6	69.12	172.98	91.86	207.07	541.04	12.78%
7	97.37	76.95	48.34	241.54	464.20	20.98%
8	143.64	63.76	112.95	159.96	480.31	29.90%
9	168.80	128.62	2.83	195.32	495.58	34.06%
Grand Total	938.57	970.11	320.14	1383.31	3633.26	26.00%

As Figure 9 indicates, DuPage County maintains over one third of the total system lane-miles in Districts 1 (Wayne Twp), 2 (Bloomingdale Twp) and 9 (Downers Grove Twp). On the low end of the spectrum, the County maintains only about one eighth of the lane miles in District 6 (York Twp). Table 10 presents another picture of roadway development by fee district. This table indicates the percentage of roads and highways in each district that are below urban or suburban corridor design.

Table 10 - Highway Design by Impact Fee District

IF DIST	Grand Total	Surf Art Ln-Mi 2/3 Lanes	% Surf Art Below Urban Design
1	262.81	115.65	44%
2	412.81	110.56	27%
3	449.87	97.98	22%
4	201.67	92.74	46%
5	324.99	123.51	38%
6	541.04	92.38	17%
7	464.20	95.24	20%
8	480.31	97.63	20%
9	495.58	154.40	31%
Grand Total	**3633.26**	**980.09**	**27%**

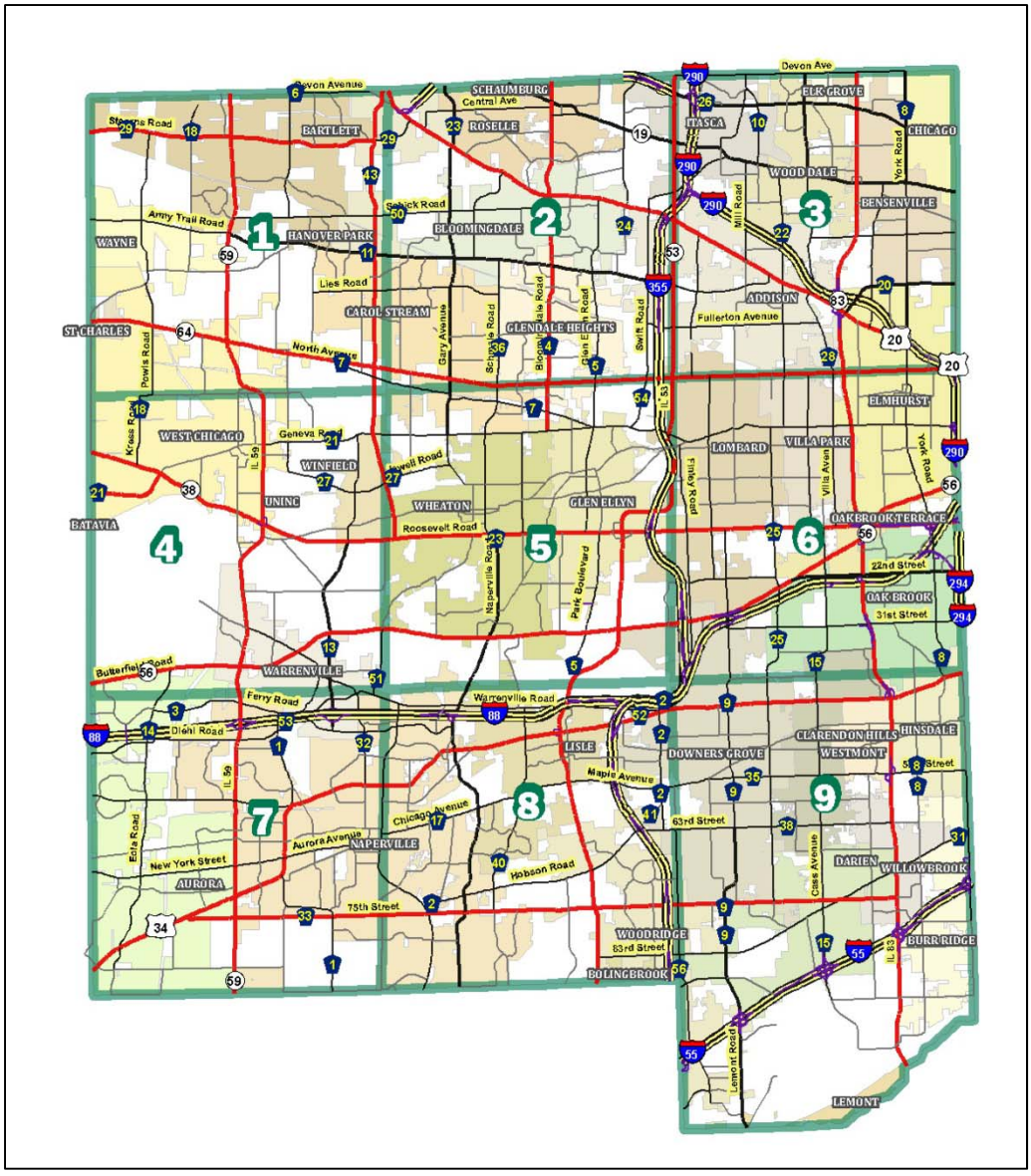


Figure 10 - Impact Fee Districts

The statistics in Table 10 are not intended to imply a lack of sufficiency or a lack of design guidance, but to suggest that the districts with a high percentage of 2 or 3 lane roads may yet experience growth and capacity expansion demands. This table also reflects levels of suburban or urban development.

Traffic Volumes and Trends

Despite the recent downturn in the national and regional economies, DuPage County has remained a very vibrant place to live and work. The overall effect of the downturn has been to cause traffic growth to slow to a more manageable pace. In years past, it was not uncommon for DuPage County to experience annual traffic growth in corridors of between 3 and 7 percent. In fact, growth rates for a set of index intersections in DuPage County from 1998 to 2003 showed an average growth rate of slightly more than 3% per year. From 2003 to 2009, that same group of intersections showed a declining rate of 1.3% per year.

Regardless of the recent declines in volume across DuPage County, a significant amount of traffic flows on County highways. Figure 11 below shows many of the DuPage County surface arterials and expressways. In this diagram it is very common for the minor arterials – the typical county highway – to carry between 20 and 40,000 ADT. Principal arterials such as IL 64 (North Avenue), IL 59, IL 83, Army Trail Road, US 20 (Lake Street) often carry between 40 and 80,000 vehicles per day.

As the County has developed and commercial establishments have penetrated the suburban periphery of Chicago, the effect has been to extend the peak rush hour from a one hour window to a two or three hour time frame. Figure 12 below shows the 24 hour profile of surface arterial traffic in DuPage County. This graphic indicates that between 7 and 9 percent of all daily traffic occurs, on average, in the 4:00 to 5:00 and 5:00 to 6:00 p time slots. These percentages are more pronounced on minor arterials and collector roadways that serve to distribute trips to the principal arterials and expressways.

As the extent and duration of congestion has spread throughout the network, and as traffic capacity solutions have grown more expensive, DuPage County, IDOT and the municipalities have sought congestion solutions in traffic signal coordination initiatives. Over 880 traffic signals now exist in DuPage County. DuPage County has more than 250 of these signals and operates almost 50 traffic signal closed loop systems. Outfitting these systems with the latest communications and traffic monitoring equipment has aided the County in creating more efficient traffic flows while conserving critical funds for more expensive projects or for needed roadway rehabilitation and repair.

Figure 11 - Average Daily Traffic Volumes on DuPage County Roads

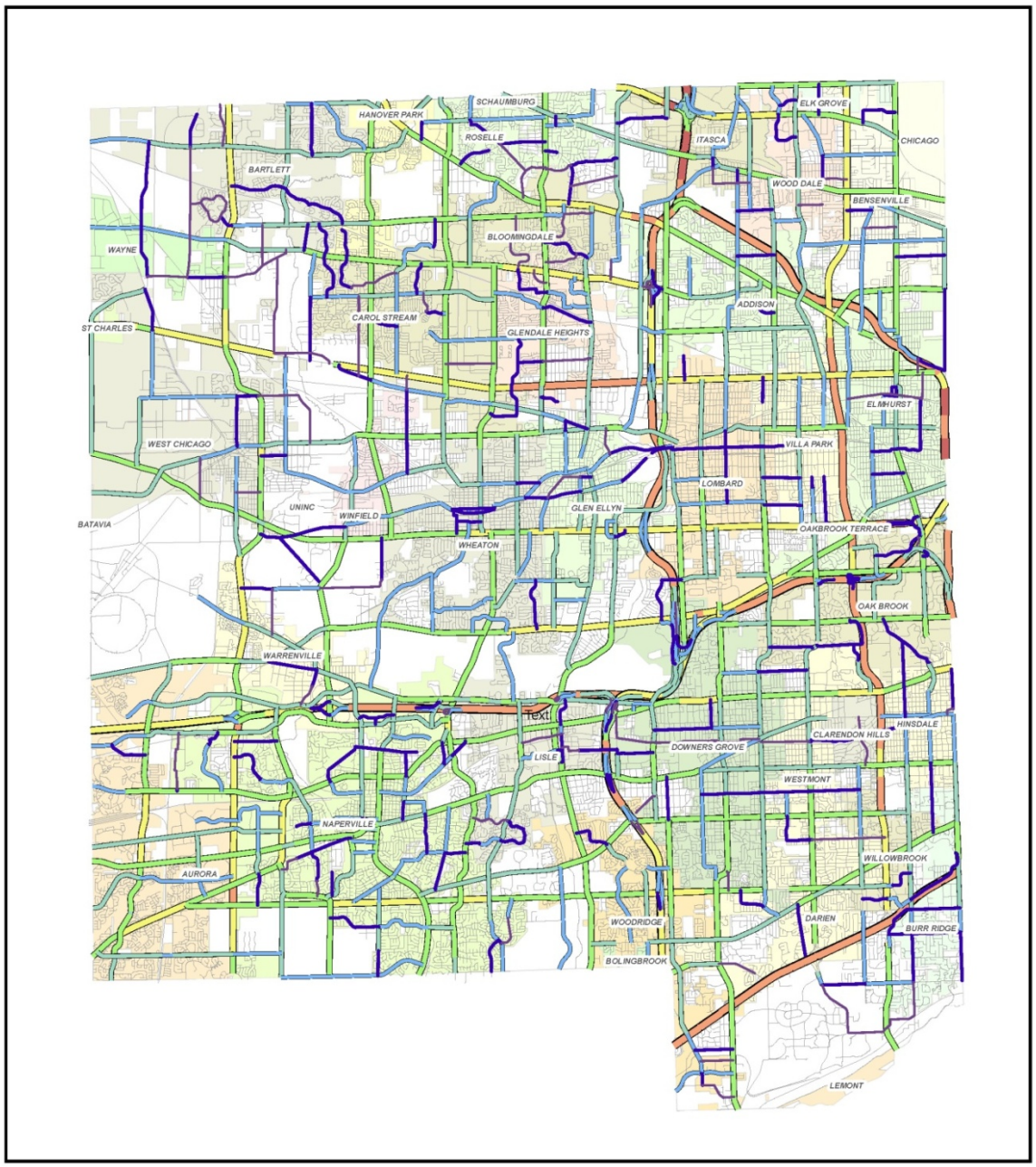
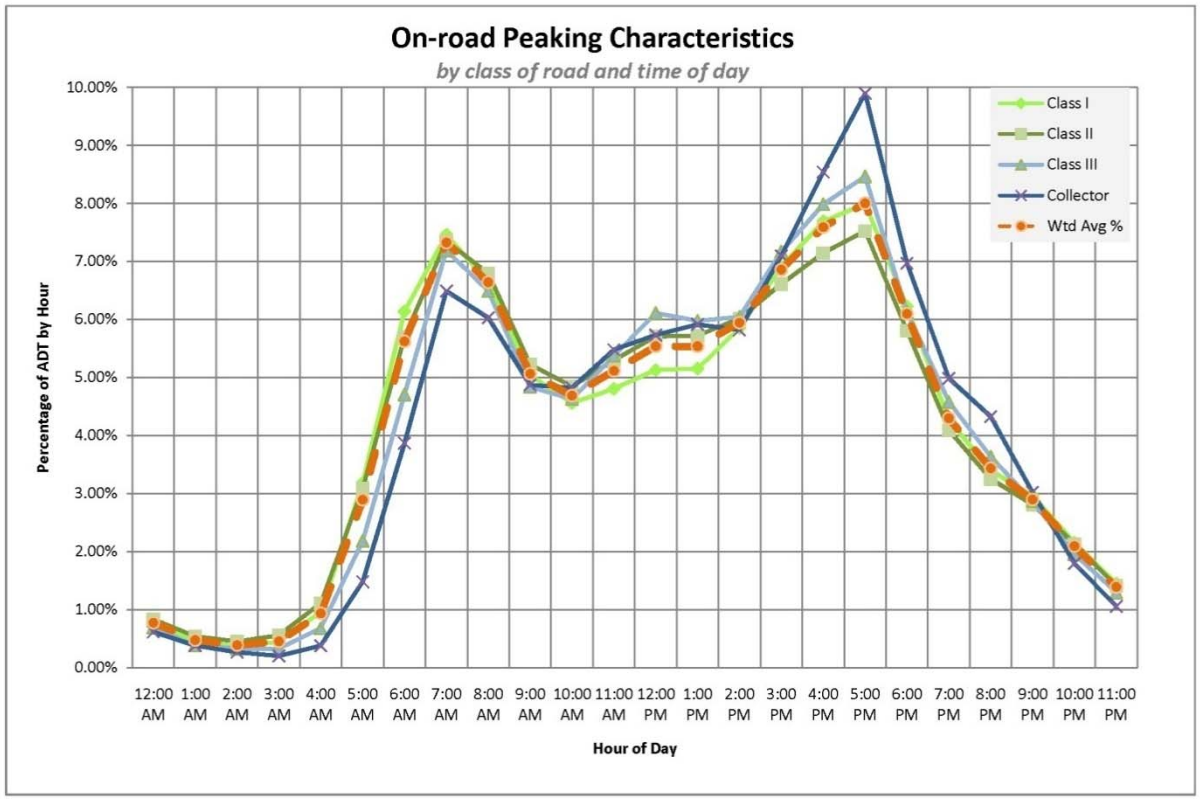


Figure 12 - Surface Arterial 24 Hour Traffic Profile



It is important that the County continue to enhance capacity in critical locations to ensure traffic flow, safety and environmental quality but it is going to be necessary with the number of issues that are facing us – as we will discuss in the next section and in the section on finances – to develop a more strategic approach to infrastructure investment.

Section 5: Highway System Performance

According to the Road Improvement Impact Fee Law, existing deficiencies may not be mitigated through the use of impact fee revenues. The intent of Section 6 is to establish which of the highways and intersections in DuPage County are presently operating at substandard levels of service. In doing this, the Division of Transportation is identifying potential projects that this agency must attempt to cure as well as identifying the kind of funding that may be applied to those projects.

Performance Standards

Performance can be measured for both highways and intersections. For urban arterials, level of service is based on average through-vehicle travel speed for a segment, section or corridor. The Transportation Research Board's Highway Capacity Manual 2000 suggests the following arterial level of service structure[8]:

Figure 13 - Arterial Level of Service Standard for DuPage County*

Arterial Level of Service	HCM2000 Criteria	DuPage County Criteria	Link volume to capacity (v/C) ratio
A	~90% of Free Flow Speed on Arterial	35 mph and up	0.0 to 0.35
B	~70% of Free Flow Speed on Arterial	28 – 35 mph	0.35 to 0.5
C	~50% of Free Flow Speed on Arterial	22 – 28 mph	0.5 to 0.75
D	~40% of Free Flow Speed on Arterial	17 – 22 mph	0.75 to 0.9
E	~33% of Free Flow Speeds	13 – 17 mph	0.9 to 1.0
F	~25 to 33% of Free Flow Speeds	0 – 13 mph	1.0 or above

**Based on a typical County Class II roadway with a 40 mph free flow speed, this closely approximates the HCM2000 recommended criteria.*

For intersections, level of service has been defined by the Highway Capacity Manual in terms of "control delay" or length of delay based on signal delays, intersection capacity and ancillary delays due to traffic response to control. The levels of service and average delays shown in Figure 14, below, are for normal

[8] Highway Capacity Manual 2000, Transportation Research Board, National Research Council. Washington, D.C. 2000.

operations and do not include extraordinary times due to incidents or malfunctioning signals, signal preemption, or other natural or man-made events..

Figure 14 - Intersection Level of Service Standard for DuPage County*

Intersection Level of Service	HCM2000 Criteria*
A	10 sec/veh
B	10-20 sec/veh
C	20-35 sec/veh
D	35-55 sec/veh
E	55-80 sec/veh
F	Over 80 sec/veh

**This criteria applies to intersection approaches, lane groups*

Performance Measurement

Performance measurement is accomplished in a variety of ways for the purposes of this plan. Three methods are used that have wide acceptance in transportation and traffic engineering:

- Direct Empirical Measurement or Travel Time Studies
- Highway Capacity Modeling
- Traffic Network Based Modeling

These three methods are used individually in most circumstances in traffic engineering, but for this plan the tools above have been developed in order to calibrate or check the quality of the other methods and to provide a more accurate and robust assessment.

Travel Time Studies were performed by DuPage County staff on many of the principal and minor surface arterials in the county in the summer of 2009. The DuPage County 2009 Arterial Travel Time Report was produced at the conclusion of the summer and is included in Appendix B this report. The Travel Time report findings suggested that the DuPage road system is in a relatively stable state in terms of traffic performance. As we concluded in earlier sections of this report, traffic volumes and impacts have declined from historically bad conditions in the early part of this decade to a level similar to the late 1990s.

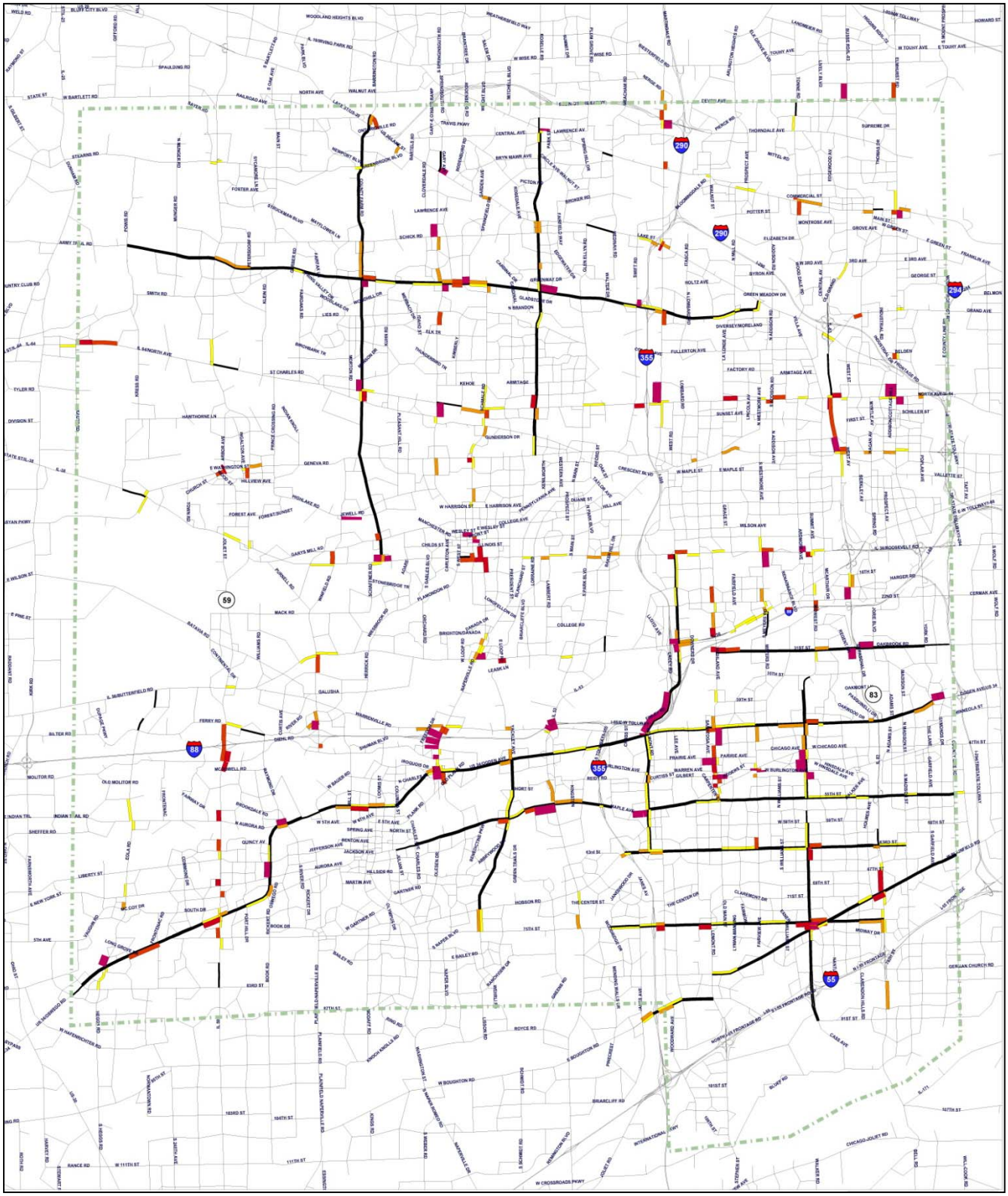
The Travel Time Study concluded that:

- The overall average peak afternoon travel speeds were about 25 mph.
- About 20% - or 1 out of every 5 – intersection approaches experienced delays in the LOS E or F range (greater than 55 seconds per vehicle)
- Intersection delays, or delays associated with primary or secondary traffic signal delays, constitute almost 100% of the delays experienced in the network
- 8 corridors perform at average speeds of less than 20 mph during the afternoon peak period; 6 of these involve County highways or highway sections
- Train traffic induces a significant amount of congestion; three of the worst performing corridors are affected by Burlington Northern at-grade crossings
- Stopped time – or the time spent in queue waiting to progress through an intersection – represents 25-30% of overall travel time.
- Beginning a trip at 5:00pm instead of 4:00pm increases your likelihood of congestion or stops related to congestion by almost 33%.

Detailed segment by segment and corridor travel time conditions were produced that resulted in the Arterial Corridor Travel Times and Speeds tables as well as the Travel Time Index report included in Appendix B. The latter report documents segment and directional detail that has been useful in comparing to results produced by highway capacity and traffic signal optimization programs also run by the Division of Transportation. The detailed segment level data was used to produce Figure 13 below. In this graphic, node delay (or stopped delay) time on the corridors is shown as a directional band that has a width and color proportionate to the delay. Colored boxes have been superimposed at locations where the County has estimated poor intersection performance through its Highway Capacity model (known as the DuPage Synchro7 file).

It should be noted that there are many road segments in DuPage County that rate poorly in terms of travel time, operating speed and stopped and congested delay. The Travel Time Index report included in Appendix B provides the reader those segments, sorted by Travel Time Index, that are statistically below average performers. The Travel Time Index (TTI) is a measure of congestion and delay on a section of road. A TTI of 1.0 indicates that the road is uncongested and the traveler is able to traverse that section of road in the time that the speed limit permits. The sections shown in Figure 15 and in the attached report represent TTI ranging from 3.6 to over 16. While these statistics clearly reflect segment capacity issues, in almost all cases, the capacity issue relates to intersection performance and upstream traffic impedances.

Figure 15 - PM Peak Hour Arterial System Performance



The second tool that the County uses to assess performance is the Synchro7 highway capacity and traffic signal optimization program. This program uses detailed intersection geometrics, traffic counts and signal system information to produce assessment of condition. The tool is very powerful in that it will allow the analyst to program signal systems into the network and to optimize traffic flow through the signals based on traffic, signal cycles and signal offset (that is, distance and signal coordination factors). The County has also utilized the results from the empirical travel time surveys to calibrate the network simulation model.

Intersection deficiencies have traditionally been a little more meaningful in DuPage as various estimates over the years have attributed more than 80 percent of all delay occurring as a result of the lack of capacity at intersections. DuPage County has typically focused on intersection remedies, too, because it has been easier to model deficiencies at intersections and because the DOT, when it performs corridor projects, tends to improve sections beginning and ending at major intersections.

Modeling intersection deficiencies involves developing a set of reasonable assumptions prior to the analysis. Some of the assumptions include:

- Assuming that the typical capacity of a DuPage County DOT road is around 1900 vehicles per hour per lane under free flow conditions. At intersections, capacity is limited to the amount of green time given to each approach and lane group. Field studies have shown that the average green time to Cycle (g/C) ratio for DOT highways at all intersections is around 0.425 (or 42.5% of the cycle length). This translates into a through lane capacity of about 850 vehicles per lane per hour at intersections. This is also the capacity assumed at LOS D, or the peak hour design capacity. This number is the one used in the impact fee assessment calculation to determine the impact of specific developments on capacity. Turn lanes typically are given less of a percentage of the overall cycle length at intersections.
- Assuming intersection cycle length and phasing for intersections that either run free (traffic responsive) or for which programs are not known. Generally, staff has assumed cycle lengths ranging from 90 seconds to 180 seconds depending upon the class of roads and volume of traffic entering the intersection. Phasing assumptions are dependent upon lane groups and approach volumes. Generally, phasing is assumed to include leading lefts and through phases for the standard intersection configuration.
- Assuming a more aggressive driver behavior. In field studies conducted by the DuPage County DOT in the mid-90s, staff discovered that due to higher intersection delay, travelers in the county tended to drive a little more aggressively than the average suburban driver. This means that more traffic can be assumed to use the marginal periods of a signal phase (i.e., more turns are accomplished on amber and red than in other areas).
- Assuming truck volumes. For areas where truck counts are not available, staff has calculated averages of approximately 2.5%, 4% and 6% heavy vehicles on municipal, county and state routes, respectively. These figures are the basic figures applied at intersections under the respective jurisdictions; these numbers may be adjusted, however, based on area type and analyst experience.

These assumptions, along with traffic volumes, intersection geometrics and signal information are the building blocks of the Synchro modeling software. This software examines current timing programs and the capabilities of a roadway or an intersection to handle the traffic demand. An example of the 2009/2010 Synchro network and assumptions is shown in Figure 16 below.

Figure 16 - Synchro Traffic Model

NODE SETTINGS	
Node #	8002
Zone:	4
X East (ft):	1042838
Y North (ft):	1872356
Z Elevation (ft):	0
Description	
Control Type	Actd-Coord
Cycle Length (s):	135.0
Lock Timings:	☐
Optimize Cycle Length:	Optimize
Optimize Splits:	Optimize
Actuated Cycle(s):	135.0
Natural Cycle(s):	70.0
Max v/c Ratio:	0.96
Intersection Delay (s):	46.7
Intersection LOS:	D
ICU:	0.88
ICU LOS:	E
Offset (s) :	120.0
Referenced to:	Begin of Green
Reference Phase:	6 - SBT
Master Intersection:	☐
Yield Point:	Single

TIMING SETTINGS	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	PED	HOLD
Lanes and Sharing (#RL)													—	—
Traffic Volume (vph)	575	555	545	270	810	185	155	600	135	180	980	410		
Turn Type	Prot	—	pm+ov	Prot	—	pm+ov	Prot	—	pm+ov	Prot	—	pm+ov	—	—
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7		
Permitted Phases			4			8			2			6	—	—
Detector Phases	7	4	5	3	8	1	5	2	3	1	6	7	—	—
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	—	—
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50	—	—
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0	—	—
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	—	—
Minimum Split (s)	9.0	21.0	9.0	9.0	21.0	9.0	9.0	21.0	9.0	9.0	21.0	9.0	—	—
Total Split (s)	28.0	44.0	22.0	21.0	37.0	16.0	22.0	54.0	21.0	16.0	48.0	28.0	—	—
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	—	—
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	1.0	—	—
Lost Time Adjust (s)	-2.0	-2.0	-1.0	-2.0	-2.0	-1.0	-2.0	-2.0	-1.0	-2.0	-2.0	-1.0	—	—
Lagging Phase?	☐	☑	☐	☐	☑	☐	☐	☑	☐	☐	☑	☐	—	—
Allow Lead/Lag Optimize?	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	—	—
Recall Mode	None	None	None	None	None	None	None	None	None	None	C-Min	None	—	—
Actuated Effct. Green (s)	25.9	42.5	62.9	17.4	34.0	48.9	18.4	50.2	69.6	12.9	44.7	72.6	—	—
Actuated g/C Ratio	0.19	0.31	0.47	0.13	0.25	0.36	0.14	0.37	0.52	0.10	0.33	0.54	—	—
Volume to Capacity Ratio	0.95	0.52	0.79	0.66	0.96	0.33	0.71	0.50	0.17	0.60	0.88	0.51	—	—
Control Delay (s)	83.7	32.9	25.2	63.6	71.2	19.9	70.5	23.6	8.6	67.4	50.4	15.3	—	—
Queue Delay (s)	0.0	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)	83.7	32.9	25.2	63.6	71.2	19.9	70.5	23.6	8.6	67.4	50.4	15.3	—	—
Level of Service	F	C	C	E	E	B	E	C	A	E	D	B	—	—
Approach Delay (s)	—	48.0	—	—	61.7	—	—	29.6	—	—	43.0	—	—	—
Approach LOS	—	D	—	—	E	—	—	C	—	—	D	—	—	—
Queue Length 50th (ft)	284	157	440	127	390	75	138	193	32	93	307	111	—	—
Queue Length 95th (ft)	#411	224	318	176	#522	141	#204	237	66	136	464	194	—	—

Using the county's vast collection of traffic counts and geometric network information, the county has compiled an up to date county-wide arterial and collector system network. The network includes signals and roads under all jurisdictions and includes as many details on signals and signal systems as were available to the County in 2009. Staff reviewed the logic of each signal and the information required in order to produce quality intersection capacity analyses. After assuring the data input, staff ran optimizations for signal cycle (length of signal cycle), signal splits (the percentages of each cycle dedicated to each lane group and movement based on traffic volume) and on signal coordination or offset. Staff then prepared detailed reports for each intersection that provide statistics on the following items:

- Intersection performance (including delay and level of service)
- Approach performance (including delay and level of service)
- Lane Group Performance (including delay and level of service)
- Corridor Performance
- Intersection Capacity Utilization and Volume to Capacity ratios
- Environmental Information (e.g., fuel consumption and emissions)

Table 11 below identifies the intersections in the DuPage County model that meet the HCM2000 (see figure 12) criteria for deficiency. These are intersections that perform poorly throughout the peak period, week and year. Detailed intersection reports are shown for the 41 intersections in the list in Appendix B. It should be noted that many intersections in the county may in fact have intersection approaches that perform poorly (i.e., LOS E of F) yet the intersection as a whole operates better than the criteria set in the Highway Capacity Manual. DuPage County staff also caution the user of this document to consider that traffic data used in the analysis is representative of a short segment of time in a year and may not be indicative of average annual traffic. Other factors enter into the validity of the counts such as:

- Timing of the count (i.e., was the count performed during the school year or during a holiday week)
- Construction effects (i.e., were there undetected or unknown construction projects in an area that may have influenced the count
- Weather conditions (i.e., were the counts taken in normal weather conditions or in poor weather)
- Signal conditions (i.e., signals were assumed to be functioning normally during the counts)

Any of these factors may be in play during the County count program. The County, however, represents this data to be the best available for planning purposes.

Table 11 also indicates where the County has an interest in each of the intersections. Roads under County jurisdiction are highlighted in red. Some intersections may only have 1 County leg. For purposes of the plan, when we consider an intersection deficient, the County leg or legs are considered to be ineligible for impact fee funding regardless of whether the analysis indicates the County portion

Table 11 - 2010 Intersection Deficiencies (with County Highways identified in Red)

	Primary Street	Cross-Street	Station	Intersection LOS	Average Del per Vehicle (sec)	SB LOS (N Leg)	NB LOS (S Leg)	EB LOS (W Leg)	WB LOS (E Leg)	2005 List?	Programmed Improvements	Comments
1	**55th St***	**Cass Ave**	9008	F	90-100	F	F	E	F	Y	Y	Split EW phasing, under-designed for volume
2	**Army Trail Road**	**County Farm Rd**	1030	F	80-90	F	E	E	F	Y		Heavy turn volumes
3	IL 53	**75th Street**	8424	F	80-90	F	E	F	E	Y	Y	
4	IL 56 (Butterfield Rd)*	**Winfield Rd**	4424	F	90-100	F	F	E	F	Y	Y	under-designed intersection
5	IL 59	Aurora/E New York	7412	F	90-100	E	D	F	F	Y		Fox Valley gateway; remains problem due to turn volumes
6	IL 59*	I-88 WB Ramps	7405	F	90-100	F	E	--	F	Y		Extremely heavy ramp volumes, short turn lanes and high truck traffic
7	IL 83	22nd St	6446	F	90-100	E	D	F	F	Y		High turn volumes, max intersection design
8	**31st St**	IL 83 Ramps	6027	E	70-80	E	--	F	C	N	?	Heavy volumes, phasing designed to clear ramps and bridge
9	**55th St**	**Main St., DG**	9006	E	60-70	E	D	E	F	Y		Poor visibility, split phasing, no left turn channelization
10	**63rd St**	**Cass Ave**	9018	E	60-70	E	E	E	E	Y		Generally heavy turn movements
11	**63rd St**	Woodward Ave	8028	E	60-70	F	F	E	E	N		Heavy turns, split N-S phasing
12	**75th Street**	Naper Blvd	8046	E	60-70	D	D	E	E	Y		Marginal deficiencies
13	**75th Street**	**Plainfield-Naperville Rd**	7019	E	60-70	E	E	E	D	Y	?	
14	**75th Street**	Washington St	8015	E	60-70	F	E	D	E	Y	Y	Construction underway
15	**County Farm Rd**	**Schick Rd**	1031	E	60-70	E	E	D	E	Y		
16	**Eola Road**	North Aurora Rd	7005	E	70-80	E	D	F	E	N		
17	**Grand Ave**	York Rd	3024	E	60-70	E	D	F	E	Y		

18	IL 19 (Irving Park Rd)*	**York Rd**	3413	E	60-70	E	E	E	D	Y		Train traffic impacts whole intesection. Currently under redesign.
19	IL 38 (Roosevelt Rd)	Finley Rd	6410	E	70-80	E	E	E	E	Y		Heavy NB left turns
20	IL 38 (Roosevelt Rd)	Main St., Lombard	6411	E	60-70	F	F	D	D	N		
21	IL 38 (Roosevelt Rd)	Meyers Rd	6401	E	60-70	F	F	D	D	Y		Heavy east-west flows
22	IL 38 (Roosevelt Rd)*	**Winfield Rd**	4417	E	60-70	F	D	E	D	Y		LOS F on WB to SB left turn, rest of movements penalized
23	IL 53	**Maple Ave**	8412	E	60-70	D	D	E	F	Y		2006 counts due to bridge construction; EB/WB problems confirmed
24	IL 56 (Butterfield Rd)	22nd St	6421	E	60-70	A	D	D	F	N		
25	IL 56 (Butterfield Rd)*	IL 53	5406	E	60-70	E	F	D	D	N		heavy westbound left turns
26	IL 59	Diehl Rd	7403	E	60-70	E	D	F	F	Y		
27	IL 59	IL 56 (Butterfield Rd)	4429	E	60-70	D	D	F	E	Y	Y	Protected turns at intersection due to heavy vehicles
28	IL 59	**Stearns Rd**	1403	E	60-70	E	D	E	F	Y		Heavy NB/SB movements penalize Stearns
29	IL 64 (North Ave)	**Swift Road**	5447	E	60-70	F	D	D	E	Y		Under-designed north and south approaches
30	IL 83	**63rd St**	9451	E	60-70	F	E	C	F	N		
31	IL 83	IL 64 (North Ave)	3451	E	70-80	E	D	E	F	Y		Turns are 35% of traffic
32	IL 83	**Plainfield Rd**	9440	E	60-70	D	C	F	F	Y		New commercial retail area stimulating turns
33	IL 83	St. Charles Rd	6450	E	70-80	E	E	F	F	N		Extremely heavy NB and SB movements
34	IL 83	**Thorndale Ave**	3406	E	60-70	E	D	E	F	N		
35	**Maple Ave**	**Belmont Rd**	8013	E	60-70	D	D	E	E	N		Protected only phasing due to safety issues
36	**Maple Ave**	Naper Blvd	8054	E	60-70	E	E	E	E	Y		
37	US 20 (Lake St.)	**Gary Ave**	2402	E	70-80	F	E	D	E	Y		Heavy turn volumes, heavy vehicles in queue

38	US 20 (Lake St.)	I-355 NB Ramp	2468	E	60-70	--	D	F	E	N		2 Lanes WB
39	US 20 (Lake St.)	IL 53 (Rohlwing Rd)	3436	E	60-70	E	F	D	D	Y		
40	US 34 (Ogden Ave)	**Finley Rd**	8406	E	60-70	F	D	D	E	Y		Heavy SB movements penalized by US 34 timing
41	US 34 (Ogden Ave)	**Yackley Ave**	8408	E	60-70	F	E	E	D	Y		Heavy WB movements
42	IL 38 (Roosevelt Rd)	**Naperville Road**	5420	E	60-70	F	E	F	D	Y		
43	US 34 (Ogden Ave)	**Raymond Dr/N Aurora Rd**	7707	E	60-70	F	E	E	D	Y	Y	Heavy SB and WB vol
44	US 34 (Ogden Ave)	Aurora Ave	7786	E	60-70	F	E	D	E	Y		

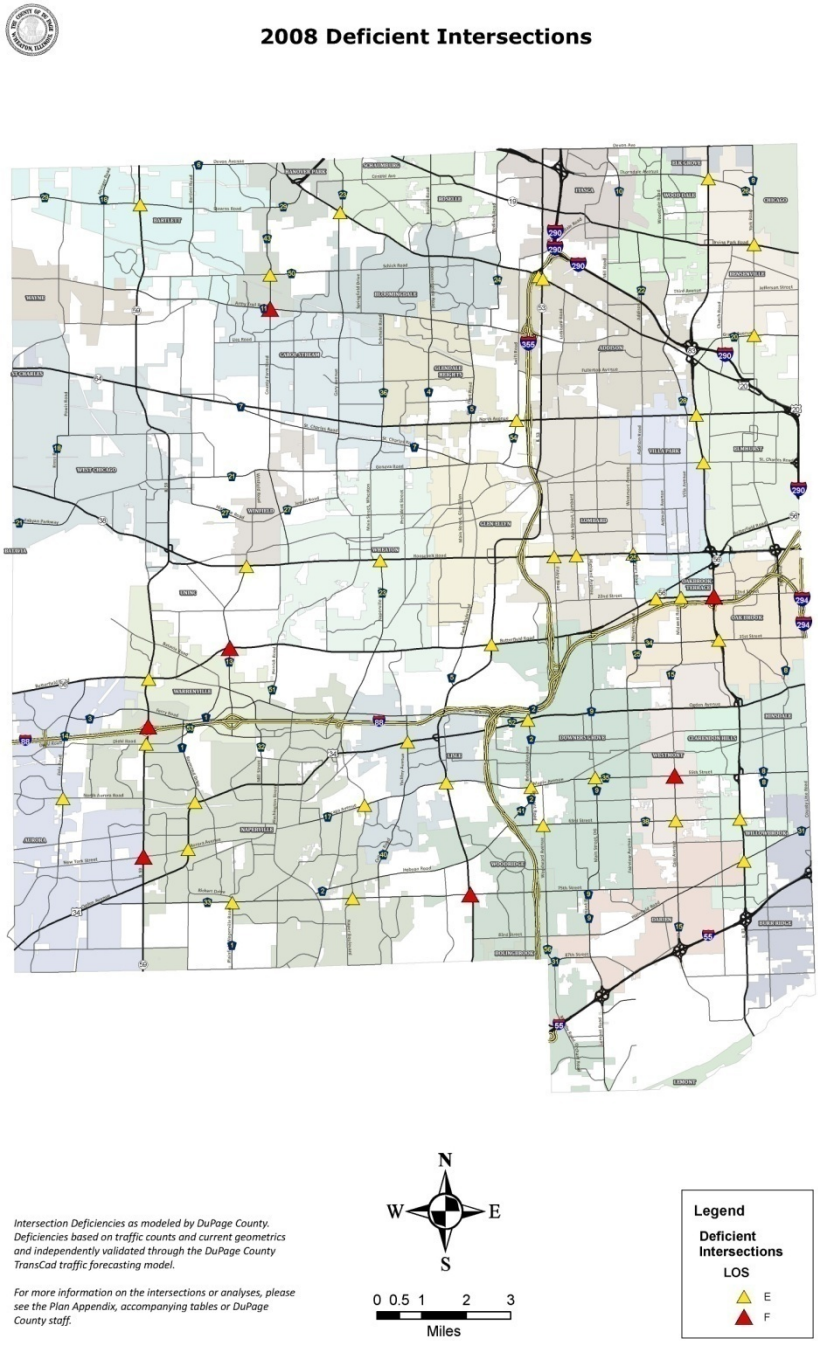
'* Indicates where agencies have programmed improvements in the 2010-2015 time period.

Table 12 - Marginally Deficient Intersections

	Primary Street	Cross-Street	Station	Intersection LOS	Average Del per Vehicle (sec)	SB LOS (N Leg)	NB LOS (S Leg)	EB LOS (W Leg)	WB LOS (E Leg)	2005 List?	Programmed Improvements	Comments
1	**75th Street**	Book Rd	7030	D/E	50-60	E	D	E	D	N		Book Rd traffic growth
2	**75th Street***	**Lemont Road**	9021	D/E	50-60	E	E	D	D	N	Y	Marginal deficiencies
3	**75th Street***	Plainfield Rd	9025	D/E	50-60	E	C	D	E	N	Y	
4	**75th Street**	Modaff Rd	7031	D/E	50-60	F	E	E	D	N		
5	Eola Road	**McCoy Dr**	7713	D/E	50-60	D	C	E	F	N		
6	**Highland Ave**	IL 56/I-88 Ramps	6025	D/E	50-60	E	E		D	N		Complicated by emergency pre-emption
7	IL 38 (Roosevelt Rd)	**County Farm Rd**	5418	D/E	50-60	E	--	D	D/E	N		Under-designed EB to NB left turn lanes, heavy SB turns
8	IL 38 (Roosevelt Rd)	**Naperville Rd**	5420	D/E	50-60	E	D	D/E	D/E	Y		
9	IL 38 (Roosevelt Rd)	Park Blvd	5403	D/E	50-60	E	E	C	D/E	N		
10	IL 53	**Elgin-O'Hare Expwy**	3401	D/E	50-60	E	F	C	E	Y		
11	IL 56 (Butterfield Rd)	**Eola Road**	4426	D/E	50-60	--	D	E	D	N		
12	IL 56 (Butterfield Rd)	**Finley Rd**	6408	D/E	50-60	F	E	D	D	Y		Heavy turn movements related to retail corridor
13	IL 56 (Butterfield Rd)	Lambert Rd	5454	D/E	50-60	F	D	D	D	Y		heavy SB and EB to NB flows related to College of DuPage
14	IL 56 (Butterfield Rd)	**Park Blvd**	5429	D/E	50-60	F	F	C	D	N		under-designed south leg
15	IL 59	Liberty St	7416	D/E	50-60	D	C	F	F	N	Y	
16	IL 59	North Aurora Rd	7402	D/E	40-50	D/E	D	D	E	N		
17	IL 64 (North Ave)	**County Farm Rd**	1418	D/E	50-60	D	E	D	D	N		Nominally deficient
18	IL 64 (North Ave)	IL 59	1426	D/E	50-60	E	E	D	D	N	Y	
19	IL 83	**75th Street**	9431	D/E	50-60	D	D	E	F	N		

20	**Midwest Rd**	22nd Street	6406	D/E	50-60	E	D	D	D	N		
21	**Schmale Road**	**Geneva Road**	5010	D/E	50-60	E	E	C	D	N		
22	**75th Street**	**Cass Ave**	9024	D/E	50-60	E	E	D	D	N	Y	Part of 75th Street Adams to Plainfield Rd work
23	US 34 (Ogden Ave)	Washington St	7785	D/E	50-60	E	D	D/E	D/E	N		
23	US 34 (Ogden Ave)	**Naper Blvd**	8066	D/E	50-60	D	E	E	D	Y	Y	
24	US 34 (Ogden Ave)	**Main St., DG**	9401	D/E	50-60	E	E	D	D	Y		
25	US 34 (Ogden Ave)	**Cass Ave**	9403	D/E	50-60	E	D	D	D	Y		

Figure 17 - DuPage County Intersection Deficiencies



to be deficient. This does not preclude the intersection from being allocated funding, it simply disqualifies the use of impact fees to mitigate the intersection deficiency.

Twenty six other intersections are identified in Table 12 that fit into a growing group of intersections that, depending upon the day or the time of the peak period at which a user arrives, sometimes operate at deficient levels of service. More often than not, these intersections operate within the Level of

Service D standards. Staff is identifying these as marginally deficient intersections that should be monitored and evaluated frequently. These intersections shall not be considered deficient

Many of these intersections have appeared in the deficiency list of past plans and have remained on the list because there are physical and/or financial limitations preventing further immediate action from being undertaken. Two of the County's habitually poor performers - Army Trail Road at Bloomingdale Road Naperville Road at Warrenville Road - have fallen off of the 2005 list because of significant improvements made over the last five years. Approximately 80 more intersections have been modeled at LOS D. These may from time to time operate at deficient levels but on average they are currently operating within tolerable limits.

Corridor performance reports are also provided in the appendix that are based upon the traffic volumes and signal system programs in place in the model. These reports were compared to the empirical data from the Travel Time studies and the Synchro 7 model was iteratively adjusted to reflect the actual ground truth of traffic flow. For more information on these models, please contact County staff.

The DuPage County TransCad Traffic Model

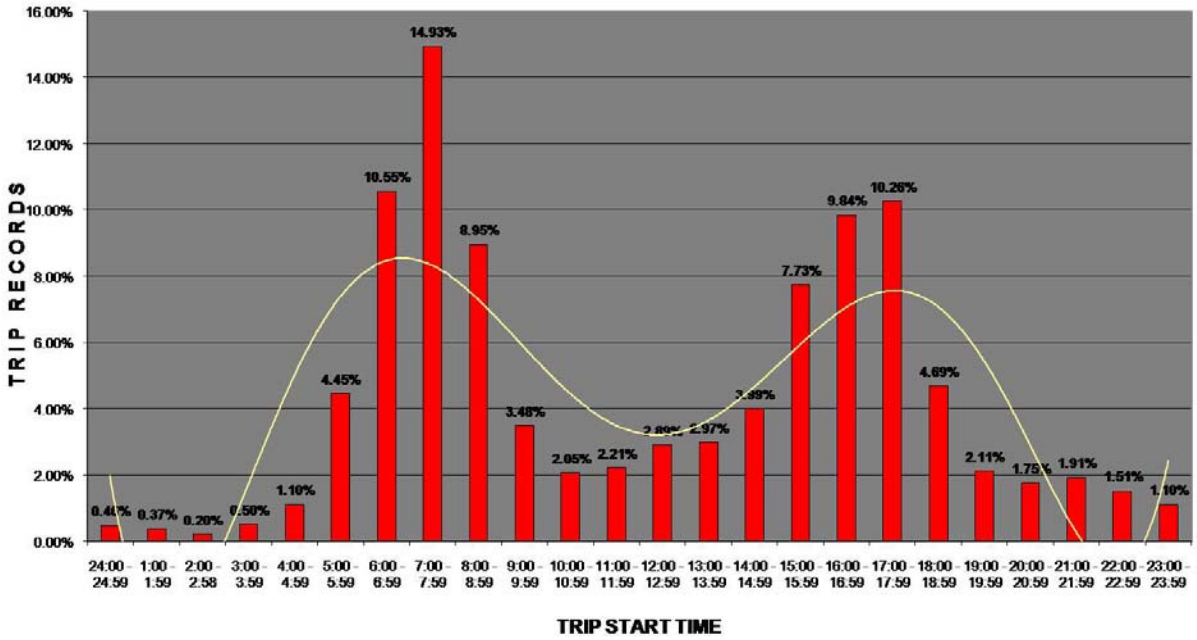
The final method of performance measurement is the County's long-range traffic forecasting tool (referred to as the TransCad model). The TransCad model is important because it marries various and disparate data sources such as the land use models that have been produced as part of the Land Use Assumptions document, real empirical data such as traffic counts and travel time information, and other data such as the CMAP Household Travel data. It uses these data to explore the nexus between land use development and infrastructure needs.

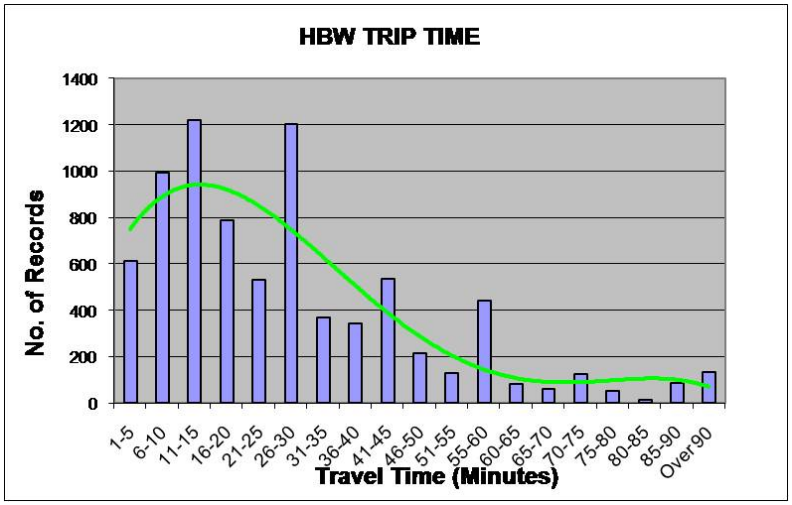
The model is a typical four step traffic forecasting model that depends upon exhaustive inputs such as land use data, network geometrics, trip generation models, and traffic distribution models in order to perform daily and peak hour traffic assignments. The first step in the model is preparation of the *Land Use*. *Trip Generation* is the second step in the process. Trip generation is performed on the land uses contained in the traffic zones in the model. Those zones are precisely the ones which are listed in the Land Use Assumptions document. The trip generation step produces segmented trips by trip type. Some of the types are listed here:

- Home Based Work Trips
- Non-Nome Based Trips
- Home Based Non Work Trips
- Home Based School Trips
- Airport Trips
- Commercial Vehicle Trips

Trip making is predicted for 24 hour and peak period trips. Peak hour trip totals are estimated using another model based on empirical data. Figure 18 shows how each trip type has its daily and hourly traffic generation profile. Peak hour trip production is modeled using the 7:00 to 8:00a and 5:00 to 6:00p time frame.

Figure 18 - Using HHTS to Generate Peak Hour Models – Home Based Work Example





Trip Distribution is the third step of the modeling process. This is accomplished through a modified gravity model procedure using information derived from the CMAP Household travel survey. Probability curves such as those shown here are used to guide the distribution of the trips.

Traffic assignment is handled in a variety of ways through the model but DuPage County employs an equilibrium assignment procedure. Truck traffic (daily and peak hour) is pre-loaded onto the network and auto traffic is then assigned an managed dynamically according network capacity, intersection delays, special node delays (such as rail crossings, toll nodes, etc.) and link level data such as speed limits. A more comprehensive look at the DuPage model is available in the report included in Appendix C.

Traffic Model Calibration

Before traffic forecasts can be produced, an agency must first calibrate the modeling tool. This usually occurs by establishing ground counts throughout the model region and establishing what are known "screen-lines." Screenlines are artificial or virtual boundaries – often roads or other features – where one is interested in validating traffic volumes that flow across that boundary.

Calibration Objectives

Objective 1: Trip Production and Attraction Model

Model Area, County and Township level Input/Output

Objective 1 is to validate traffic entering and leaving the county via arterials and expressways consistent with ground counts and information provided by CMAP, IDOT, the Illinois Tollway and other agencies. This is a higher level view of traffic interaction across the model and across county lines.

Objective 2: Traffic Statistics

County and Township (Fee District) VMT

Screenline ADT, Peak Hour and VMT

Individual Roadway ADT, Peak Hour and VMT

The principal objective in this group is to ensure that peak and daily traffic is being assigned to the proper roadways and road classes. These checks also tell the agency whether the land use model, gravity model and distribution parameters that have been set up are working correctly.

Objective 3: Truck validations and traffic generation model

The County recognizes the growth and importance of commercial vehicle traffic on the highway systems of DuPage. Validation of truck traffic is less aggressive than auto traffic, but is used to ensure that the model is responding appropriately to commercial land use inputs.

Objective 4: Efficiency Statistics

Daily and Peak Hour Traffic v/C, travel time

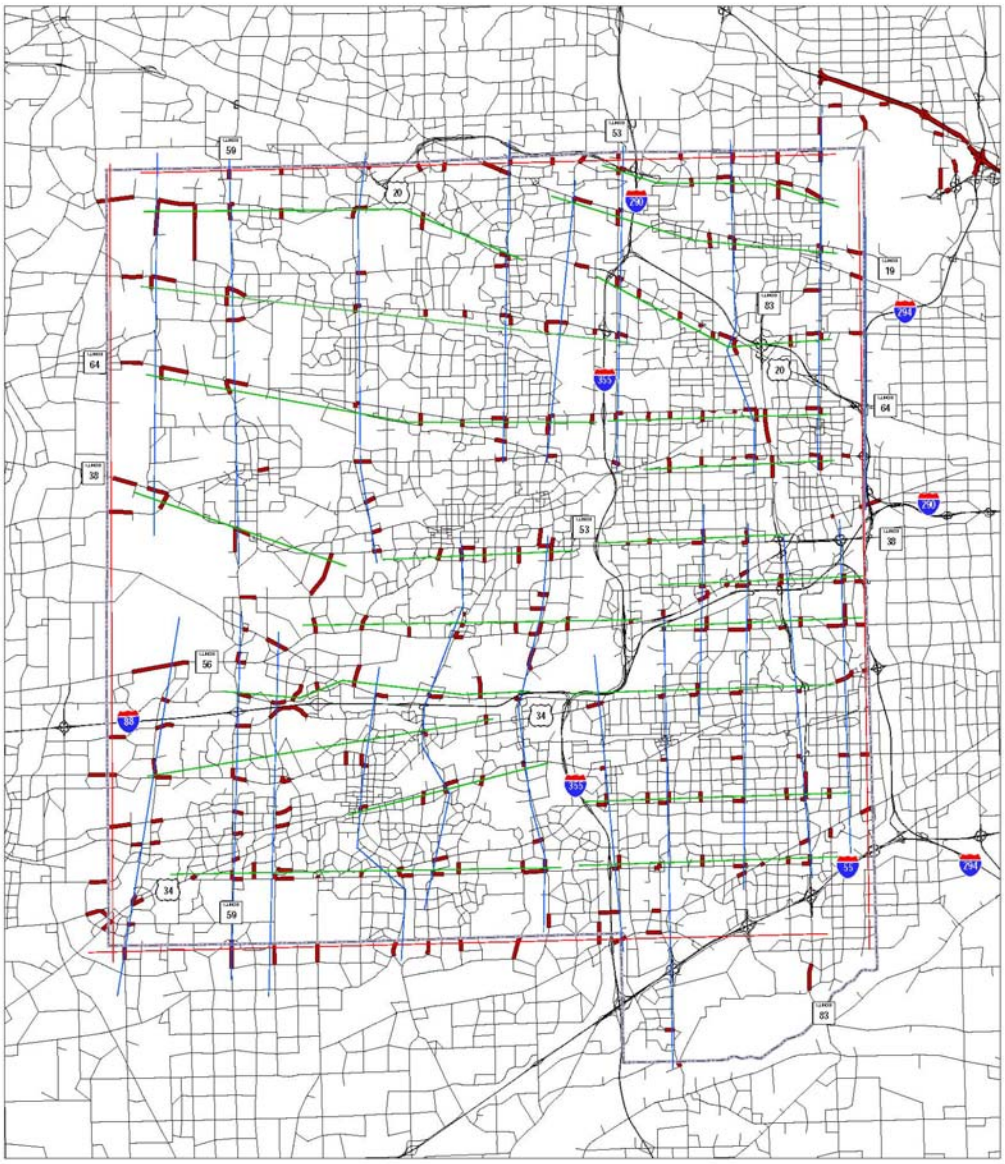
The county analyzes successive tests of the base year model to ascertain whether the model accurately predicts intersection approach utilization, intersection volume to capacity delay response, operating speeds through corridors, etc.

County staff conducted over 50 iterations of the calibration process. Each iteration represents some small change in the traffic model network in order to test model response to change. No land use or trip generation changes were made during the validation process.

Traffic Model Calibration Results

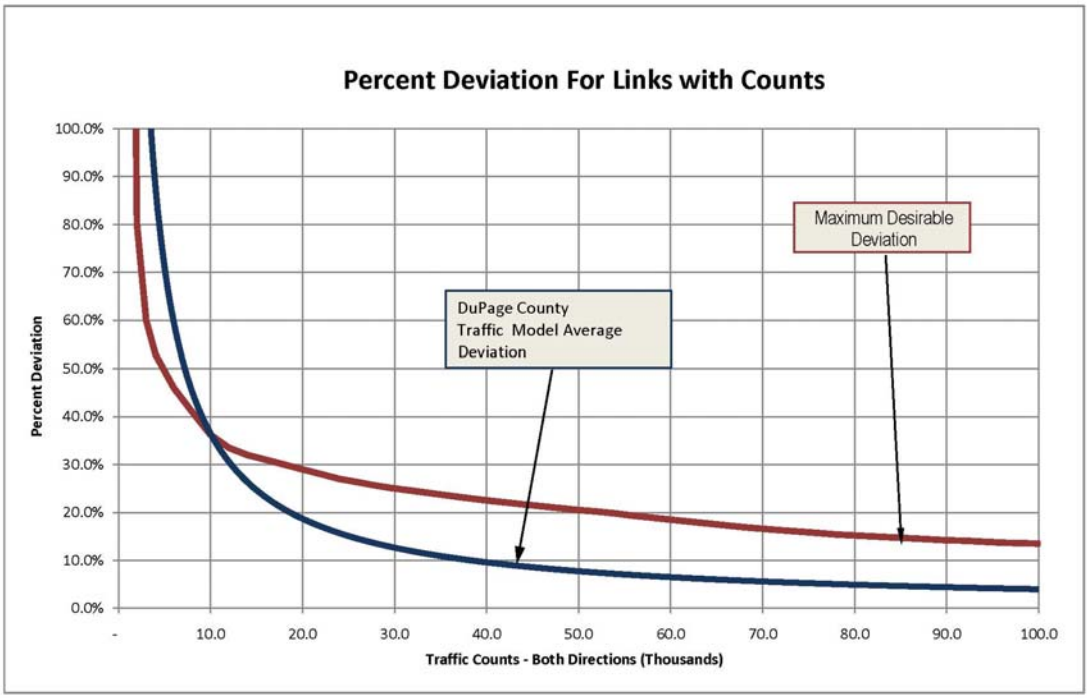
The DuPage model is a relatively detailed model that benefits from a tremendous wealth of land use and traffic information. The county developed over 45 screenlines with more than 250 count locations for calibration of peak hour, daily and truck traffic. Figure 19 shows the locations of those screenline and individual count stations.

Figure 19 - DuPage County Validation Screenlines



Detailed calibration statistics can be found in Appendix C. A general graphic summary of the calibration results for daily traffic can be found in Figures 20 and 21. Figure 20 indicates that the DuPage County model performed to a much higher standard than recommended by the FHWA. Absolute errors for collector, arterial and expressway class segments (those with average daily traffic over 10,000 vpd) were generally under 20% and under 10% for roads with ADTs of greater than 40,000 vpd. This level of performance can be seen in Figure 21 where there is very high correlation between the modeled and observed traffic volumes in the calibration network.

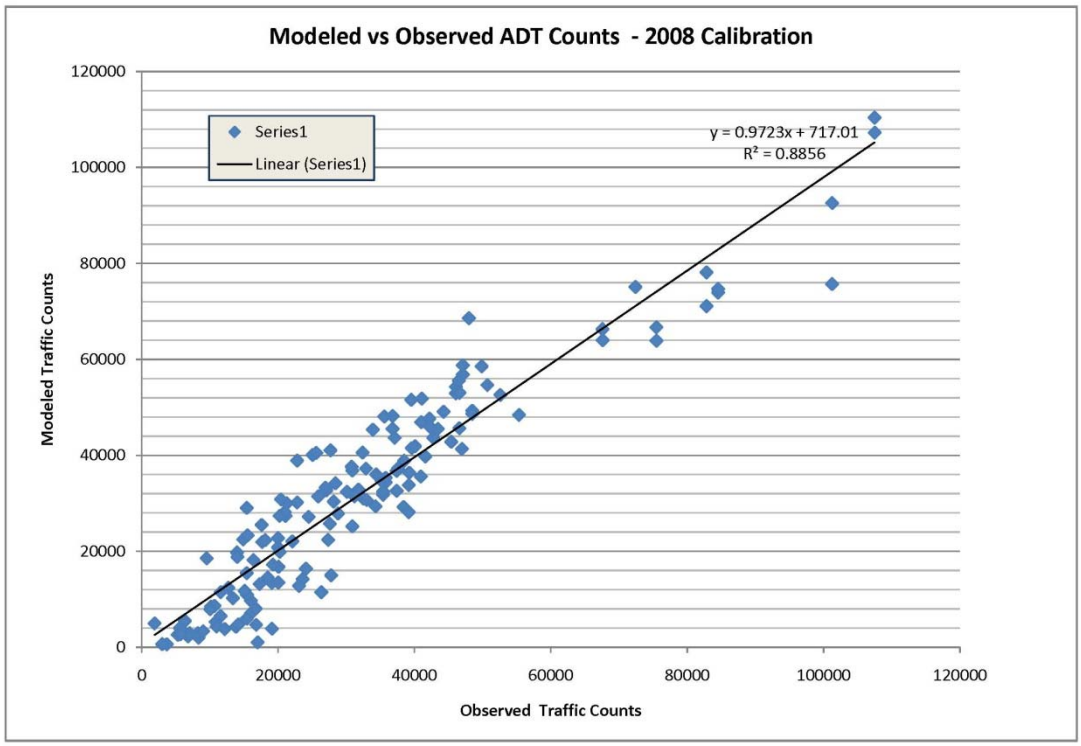
Figure 20 - Traffic Model Calibration: Model Deviation



Additionally, when comparing observed against modeled counts (as in Figure 21), it can be seen that the DuPage model is a very reliable estimator of traffic volumes. Similar results were obtained for the evening peak hour of traffic calibration process.

Once the model had met calibration targets, staff then examined the results of the model trying to determine whether the model was accurately representing deficient conditions. This was done by looking at the segment level volume to capacity (v/C) ratio and the link level peak hour operating speeds. Staff utilized the v/C thresholds in Figure 13 to assign a link or intersection approach a level of service. If an intersection had 2 approaches that registered LOS E, staff elected to view these as marginally deficient intersections. For intersections where more than 2 approaches registered LOS E or

Figure 21 - Traffic Model Calibration: Modeled vs Observed Countys



F, these were recorded as deficient intersections. All were then recorded in a 2008 Modeled Deficiencies list. This list was compared to those deficiencies in Tables 11 and 12. Model results agreed with empirical results in over 95% of the cases and did not ***exceed*** the empirical results except in areas where the empirical model did not have current data or was not developed.

These results led staff and the consulting team to believe that the model was a very reliable tool for assigning trips and for estimating the capacity limitations and traffic response to those limitations.

Section 6: 2020 Traffic Forecasts and Road System Deficiencies

The objective of the Comprehensive Road Improvement Plan and the Impact Fee Program is to identify future capacity needs of the DOT highway system brought about by new development. Staff provided the foundation for the traffic forecasting in the production of Land Use Assumptions and forecasts for 2020 and 2030. These assumptions were highlighted in Section 3. In Sections 4 and 5 staff provided an empirical and model assisted survey of the base condition of the roads and the method with which staff has calibrated those conditions. In this section, staff builds upon that information by providing detail on how the traffic models are used to evaluate land use growth and then to generate highway needs lists.

As discussed in the previous section, traffic forecasts are the result of a series of mathematical predictions regarding how traffic is generated (trip generation), where traffic is going (trip distribution) and how different types of traffic access the road network (traffic assignment). These predictions, in conjunction with assumptions regarding the existing highway system, multi-modal system and other infrastructure permit staff to forecast where there are likely to be critical traffic flows and conflicts. Staff has developed and utilized a software tool known as TransCad for modeling the 2020 network and estimating the impacts of land use development on that network.

Staff implemented a standard strategy for forecasting traffic and estimating the impacts of regional transportation investment decisions. That strategy called for the development of eight (8) scenarios, as documented in Table 12 below:

Table 13 - 2008-2030 Network Scenarios

Scenario	Summary	Description
2008	2008 Validation	2008 Validation Model - Simulates existing conditions and identifies problem links and intersections.
2010	"2010 Null"	Includes the 2008 Validation Model plus the committed "to be completed by 2010" projects such as the I-88 at Eola Interchange. This scenario includes land uses projected to be completed by 2010.
2020A	2020 "Do Nothing"	Uses the 2010 network and enhances with a very few projects that are now underway and will be completed in 2010 or 2011. by adding projects that are. Land use assumptions for 2020 are applied. Some of the key projects included are: • 75th Street at Washington • 75th Street – Woodward Ave to Lyman • Munger Road extension (Cook Co) • Stearns Road Bridge project (Kane Co) • Red Gate Rd Bridge project (St. Charles)

2020A+P	"2020 Programmed Improvements"	Builds on the 2020A network by adding projects that are in local and regional 3 and 5 year programs and are designated for capital funding. 2020 Land Use assumptions are used and do not differ from 2020A. Some of the key projects included are: • IL 56 (Butterfield Road) – IL 59 to Naperville Rd add lanes (IDOT) • IL 64 (North Avenue) – Kautz Road to IL 59 add lanes • IL 38 (Roosevelt Road) at Winfield Rd and at County Farm Road intersections (IDOT) • 55th Street at Cass Ave intersection (DuPage) • Belmont Road at BN Railroad (METRA) grade separation
2020A+P2	"2020 Programmed + Planned Improvements"	Builds on the 2020A+P network by adding projects that are planned projects that have no definite funding commitment but are considered high priority by the implementing agencies. These are the FY16-20 projects. The Elgin-O'Hare Expressway and Western Bypass are included in this scenario. Some of the key projects included are: • Elgin-O'Hare Expressway and Western Bypass • IL 53 – Elgin O'Hare to Army Trail Road add lanes (IDOT) • Eola Road – IL 56 to New York Street add lanes • IL 59 – Ferry Road to Aurora Ave add lanes • 75th Street add lanes • IL 19 at York Road Grade Separation and intersection
2030A	2030 Do Nothing	Uses the 2020A Network. This represents a $0 Net investment in capacity improvements over the next 20 years. This scenario is not evaluated as part of this document.
2030A+P	"2030 with Programmed Improvements"	Uses the 2020A+P Network. Assumes only a modest increase in capacity expenditures. This scenario is not evaluated as part of this document
2030AP2	"2030 Programmed + Planned Improvements"	Builds on the 2020A+P2 scenario and includes some long range MYB projects. This scenario is not evaluated as part of this document

Results for the 2030 scenarios will not be presented in the context of this document because the Comprehensive Road Improvement Plan deals with a ten (10) year design horizon.

Scenario Project List Development

A detailed listing of the proposed improvements being modeled is included in Appendix D. In that appendix, staff has segmented the projects by scenario and by geographic location. Projects are indexed and can be related to Figure 22 through that index number. It should be noted that the first set of projects describes those that are within DuPage County. The second set describes those projects that are in surrounding counties or municipalities.

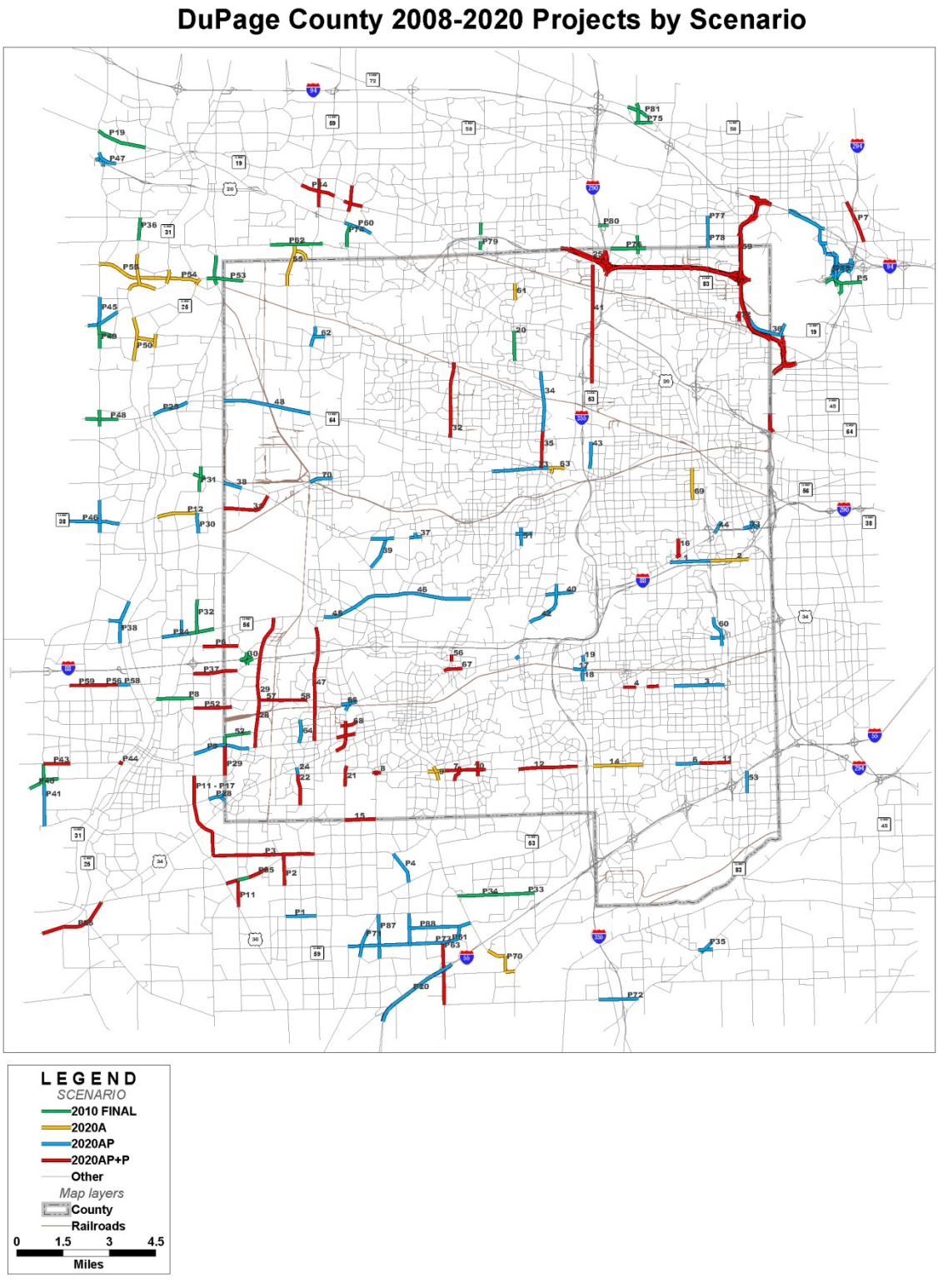
The project lists have been derived from a variety of sources including the following:

- DuPage County 1, 5 and 10 Year programs
- IDOT programs
- Illinois Toll Highway Programs
- Municipal Programs
- DuPage Mayors and Managers Conference STP and CMAQ programs
- Will, Kane, Kendall and Cook County programs
- Council of Government Programs
- CMAP Transportation Improvement Program (TIP)

Generally, the programs received from the agencies have a limited horizon. Most, in fact, do not exceed a five year program. The CMAP TIP, however, includes projects that have been classified as multi year, unfunded, projects. After staff vetted the projects in the TIP for relevance to the DuPage model, staff reviewed the current status of the projects with the implementers of the longer range unfunded projects. Staff also requested an opinion from the implementing agency as to whether the project would likely be built by 2020 or by 2030. Staff has been as diligent as possible in trying to ascertain the correct timing of the projects and those that are represented in this Plan were as the agencies were representing their programs as of the first quarter of 2010. It should be noted, however, that projects may come forward or drop back in the timeline of this plan due to funding availability or need.

Cost estimates for the projects have been included with the tables in the appendix for as many projects as staff could obtain educated costs. No attempt has been made by DuPage County staff to disqualify projects based on the likelihood of attaining necessary funding. Staff has tried to be as inclusive as possible with the assumption that should a project be delayed for any reason, additional scenarios can be produced and system performance can be updated.

Figure 22 - 2010 to 2020 Modeled Projects



Project ID numbers are located next to the projects.
Numbers correspond to the IDs in the project spreadsheets.
Note that not all projects are included on the map.
Projects that are not capacity related projects have not been shown.

Traffic Model Forecast Results

The DuPage County traffic model uses the same rules of distribution for future year forecasts as were established through the 2008 calibration routine. The difference between the 2008 calibration and the 2020 traffic forecast is that in the 2020 scenarios, trip tables are augmented in the following ways:

- New or normal land use growth in DuPage and perimeter counties
- Estimated growth through assumption of vacant property
- Projected redevelopment activities
- Estimated growth (or negative growth) in transit station traffic
- Estimated growth in airport business or airport access
- Estimated growth in model external link traffic

These various growth factors are assimilated into 2020 or other future design year forecast trip matrices. This set of matrices is applied to each future year transportation plan scenario.

Table 14 summarizes the differences in traffic assigned to the network between 2008 and 2020. As the table indicates, peak hour traffic is expected to grow by approximately 12 percent over the 12 year period. This amounts to a compounded annual average growth rate of little less than 1% per year. Presently, growth rates in the county range from -1 to 3%. Staff believes that the projected traffic growth rate is defensible and plausible. Daily traffic growth is expected to be slightly higher due to more pass-through vehicles using county expressways and arterials in their inter-county travels.

Table 14 - 2008 and 2020 Trip Matrix Totals

	DAILY			PEAK HOUR			
SCEN YR	**AUTOS**	**TRUCKS**	**TOTAL**	**AUTOS**	**TRUCKS**	**TOTAL**	**% of DAILY**
2008	4743400	481000	5224400	546400	11870	558270	10.69%
2020	5445600	533005	5978605	611400	12985	624385	10.44%
Diff	*702200*	*52005*	*754205*	*65000*	*1115*	*66115*	
Growth	14.80%	10.81%	14.44%	11.90%	9.39%	11.84%	

Future year scenario output is produced for daily and evening peak periods. In the forecast year output, staff evaluates statistics such as:

- Forecast traffic volumes
- Forecast volume growth
- Forecast vehicle miles of travel by road class
- Link level Volume to Capacity (v/C) ratio data
- Congested times

- Average operating speeds

The following table summarizes the results of the three 2020 scenarios and compares them against the 2008 model year performance. The table describes the results of analyses of all collector, arterial and expressway roads in DuPage County. Based on Tables 14 and 15, even with a modest growth in traffic, the vehicle hours of traffic (VHT) are projected to increase by 22 to 26% during the day and between 20 and 33% in the afternoon peak period. Roughly translated, a trip that now takes about 30 minutes during the peak period is likely to take 36 to 39 minutes in 2020. This statistic implies that many of the county's highways and intersections are now operating under congested conditions and with slightly elevated volumes, many more roadways or intersections tip into the severely congested category.

Vehicle miles of travel (VMT) is also projected to grow but at a lesser rate than VHT. VMT growth is very much related to the number of autos and trucks added to the system through growth. The numbers in table 15 are consistent with those shown in Table 14.

Average operating speeds are the weighted average speeds of vehicles operating from intersection to intersection including the delay associated with link and intersection congestion. The DuPage model estimates a system-wide daily average speed of 36.88 mph and an evening peak hour operating speed of 27.52 mph in 2008. Under the do nothing scenario (2020A), daily performance would slip by 1.5 to 2 mph (-3.7%) but peak hour performance would slip by over 2 miles per hour (almost 7.5 percent).

Table 15 - 2020 Scenario Performance

2008-2020 Forecast Statistics

DAILY	2005*	2008	2020A	*Diff v 2008*	2020AP	*Diff v 2008*	2020AP2	*Diff v 2008*
VHT	555,980	649,270	819,025	26.10%	815,410	25.60%	792,658	22.10%
VMT	23,050,340	27,164,830	31,195,900	14.80%	31,158,135	14.70%	31,378,340	15.50%
Avg Speed	37.9	36.88	35.53	-3.70%	35.60	-3.50%	36.00	-2.40%

PM PEAK	2005	2008	2020A	*Diff v 2008*	2020AP	*Diff v 2008*	2020AP2	*Diff v 2008*
VHT	57,761	97,372	129,545	33.00%	126,730	30.20%	117,150	20.30%
VMT	1,933,636	2,584,220	2,915,330	12.80%	2,910,050	12.60%	2,925,067	13.20%
Avg Speed	30.0	27.52	25.48	-7.40%	25.7	-6.60%	26.59	-3.40%

Peak %	2005	2008	2020A		2020AP		2020AP2	
VHT	10.39%	15.00%	15.82%		15.54%		14.78%	
VMT	8.39%	9.51%	9.35%		9.34%		9.32%	
Avg Speed	79.16%	74.62%	71.72%		72.19%		73.86%	

** Estimates based on 2004 DuPage County Traffic Network. 2004 network did not include all of the 2008 network roadways*.

Even under a more aggressive funding program such as that proposed in the 2020AP2 (Programmed and Planned projects), average operating speeds never fully reach the levels seen in 2005 or in 2008. This, then, suggests that despite the DuPage area's best efforts, local and regional agencies will be fighting a losing battle to maintain the status quo daily and peak hour network performance. In short, this validates the growing feeling among professionals that the region cannot build its way out of every problem and that other mechanistic and performance based solutions must be explored to solve the growing congestion problem. This decline in system performance will have many other negative connotations for the residents and travelers of DuPage. The drop in speeds (and increase in congestion and delays) will result in a significant rise in fuel consumption, a rise in emissions, and increased numbers of traffic incidents. The loss of performance will also result in poorer on time performance and a general degradation of productivity across the county. In addition, ambient environmental conditions will continue to decline, creating a less livable community for all.

Scenario Results

The following graphics – figures 23and 24 – describe the roadway deficiencies projected for 2020 under the 2020A "Do Nothing" or investment constrained scenario and under the 2020AP2 or "Programmed and Planned Capital Investment" scenario. Appendix D also includes a detailed listing of the projected deficiencies under each scenario.

Descriptive Summary – 2020A – Constrained Investment or Do Nothing

A large number of road segments and intersections exist in the Level of Service D category. Not investing in capital projects causes the number of deficient intersections and segments to increase by more than 100 percent. In the case of intersections, referring to Figure 23, the number of deficient intersections jumps from 44 to 95. We will refer to these as "potentially deficient" locations. Congested corridors such as Thorndale Avenue, Lake Street, St. Charles Road, IL 56 (Butterfield Rd), IL 59, IL 64 (North Avenue) and Eola Road are pushed from the LOS D to LOS E or F category through relatively small increases in corridor traffic.

Descriptive Summary – 2020AP – Programmed Improvements

This network allows limited capital improvements as shown within the three and five year TIPs. This limited set of improvements reduces the list of potentially deficient locations from 95 to 81 (a reduction of about 15%). Locations improved through anticipated five year programs include IL 64 (North Avenue) and IL 56 (Butterfield Road) locations.

Descriptive Summary – 2020AP2 – Programmed and Planned Improvements

This network represents a higher level of capital investment than is presently programmed. It includes projects that currently have no funding allocated to them (e.g., the Elgin-O'Hare Expressway). Even with this more aggressive program, the total number of intersections operating with deficient conditions totals 58. This number is almost 32% higher than the number of current deficiencies. Figure 24 shows that the Thorndale Avenue corridor as well as the IL 59, IL 38 (Roosevelt Road) and 75th Street corridors all benefit tremendously through work programs listed under this scenario.

Figure 23 - Intersection Deficiencies in DuPage County - 2020A Scenario

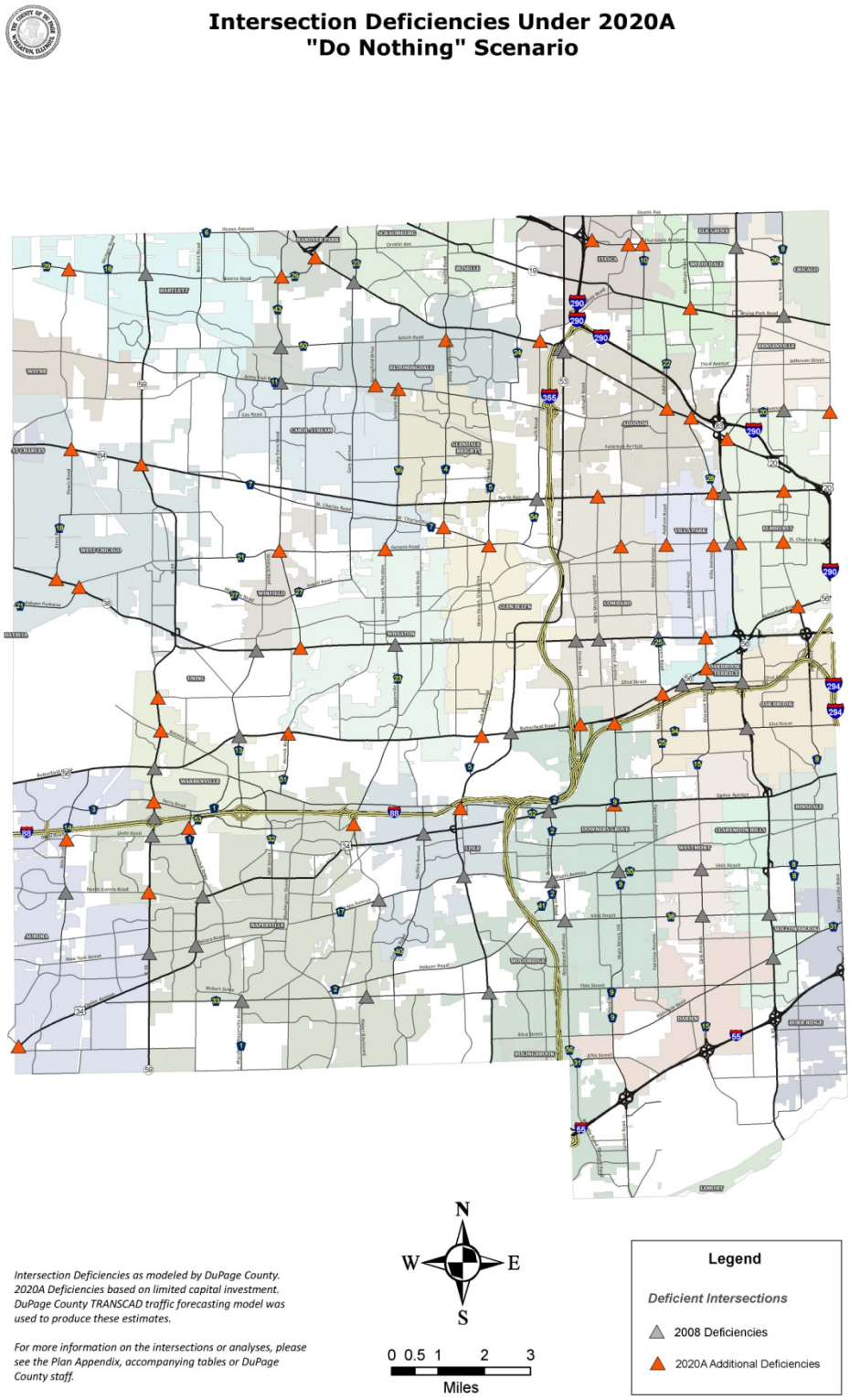


Figure 24 Intersection Deficiencies under 2020AP2 Scenario

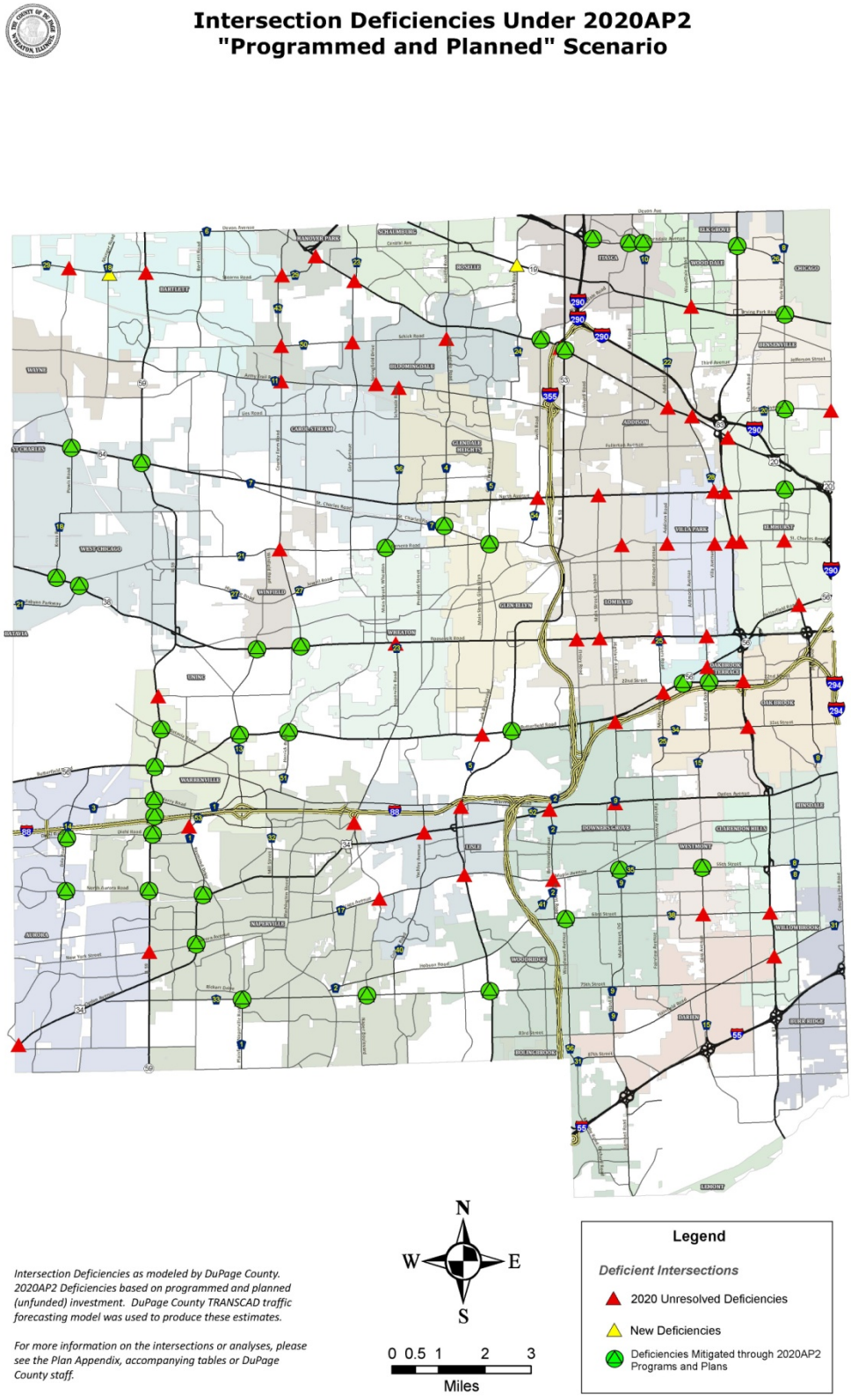


Table 16 below presents another view of the projected traffic growth between 2008 and 2020. As this table indicates, most of the major index roads see a 0.5 to 2% growth in daily traffic per year. Some exceptions exist, such as 75th Street (Location 3), Stearns Road (Location 22) and Thorndale Avenue (Loction 23), where major capital investment activities will take place between now and 2020.

Table 16 - Daily Traffic Volume Projections: 25 Index Locations

Index Location	Road	From	To	2008 Validation ADT	2020 AP2 Forecast	Projected % Annual Increase
1	31st Street	Jorie Blvd	York Rd	24900	26900	0.65%
2	75th Street	IL 59	Book Rd	35200	38700	0.79%
3	75th Street[1]	Woodward Ave	Lemont Rd	37300	55000	3.29%
4	Army Trail Road	Bloomingdale Rd	Glen Ellyn Rd	55700	57300	0.24%
5	County Farm Rd	Manchester	IL 38	34800	35300	0.12%
6	Eola Road [1]	North Aurora	Liberty	35000	45300	2.17%
7	Gary Avenue	Schick Road	Army Trail Rd	34200	40000	1.31%
8	Grand Avenue	Industrial Rd	York Rd	27200	31200	1.15%
9	I-355	63rd St	75th St	118600	131600	0.87%
10	I-355	S of I-55		51600	65300	1.98%
11	I-55	Cass Ave	Lemont Rd	147000	165000	0.97%
12	I-88 [1]	Naperville Rd	IL 53	147100	161500	0.78%
13	IL 38	Finley Rd	I-88	46100	42000	-0.77%
14	IL 53	Hobson Rd	75th St	34600	40400	1.30%
15	IL 53 [1]	Army Trail Rd	IL 64	26500	33700	2.02%
16	IL 56 (Butterfield Rd)	Meyers Rd	22nd St	54400	73500	2.54%
17	IL 59 [1]	North Aurora	Diehl Rd	50200	65000	2.18%
18	IL 64 [1]	IL 59	Powis	41600	56400	2.57%
19	IL 83	63rd St	67th St	66800	71700	0.59%
20	Lemont Road	Internationale Pkwy	Bluff Rd	28700	28300	-0.12%
21	Naperville Rd	IL 56	Warrenville Rd	44700	44800	0.02%
22	Stearns Rd [2]	Munger	IL 59	16000	27200	4.52%
23	Thorndale Ave [3]	Prospect Ave	WoodDale Rd	38600	138300	11.22%
24	US 20 (Lake St)	Gary Ave	Greenbrook	55500	52000	-0.54%
25	US 34 (Ogden Ave)	Main St	Belmont	39300	43200	0.79%

1 Includes addition of through lanes in 2020AP2 scenario

2 Includes traffic resulting from Stearns Road bridge completion in Kane County

3 2020 Volumes represent projected Elgin-O'Hare Expressway design

For more roadway or traffic volume forecast information, please contact staff.

Section 7: Highway System Costs and Trends

This section demonstrates the cost basis for assigning costs to projects recommended for action in the Comprehensive Road Improvement Plan. In the past, DuPage County undertook a sufficient number of capacity projects annually for a fairly reliable per unit cost estimate to be generated. Around the year 2000, the regularity of the add capacity job decreased and qualified inhouse empirical evidence is sorely lacking. At the turn of the century, the County was paying approximately $2.28 Million per lane-mile added[9]. Recent evidence and trends suggest that costs have been accelerating due to fuel and materials and, to a lesser extent, labor. Other market factors come into play each year for county and municipal jobs such as the demand for major capital work and labor availability. Part of the acceleration of the costs in DuPage can be attributed to the scope of work as well. As the County has developed, the engineering and construction of jobs has become far more complex. Higher costs can be attributed to things such as:

- Utility relocations
- Traffic signals, cabling and communications
- Traffic Lighting
- Drainage and stormwater mitigation
- Wetland mitigation
- Maintenance of Traffic
- Bridges and Culverts
- Pedestrian and Bicycle treatments
- Right of way, easements and damages

It is not possible to characterize the direct impact of each of these items to the cost of a project, but many of the county highway efforts in recent years have involved numerous of the solutions above and the cumulative effect is substantive increases in cost. Right of way, for instance, is an extremely high cost and is relevant in many corridors where the County would like to expand capacity to meet present or future demand. In many corridors, right of way is limited to 80 to 100 feet which may accommodate a four lane cross-section with sidewalk and some room for utilities. Right of way costs as of the middle part of this decade often exceeded $15 per square foot (equivalent to almost $1 Million for 1 lane mile of right of way). Commercial right of way now tops $20 or $25 per square foot and price escalation does not seem to be tied into consumer rates of inflation.

Staff has assumed that the $2.28 Million per lane-mile of road added is a reasonable starting figure for the projection of future costs. A variety of sources are available that enable staff to provide an envelope of reasonable rate increases. The three sources include:

- A DuPage County historical price escalator
- Engineering News Record City Cost Index
- Washington State Five State Construction Cost Index

[9] Based on DuPage County Annual Project Tracking report and GASB34 Report.

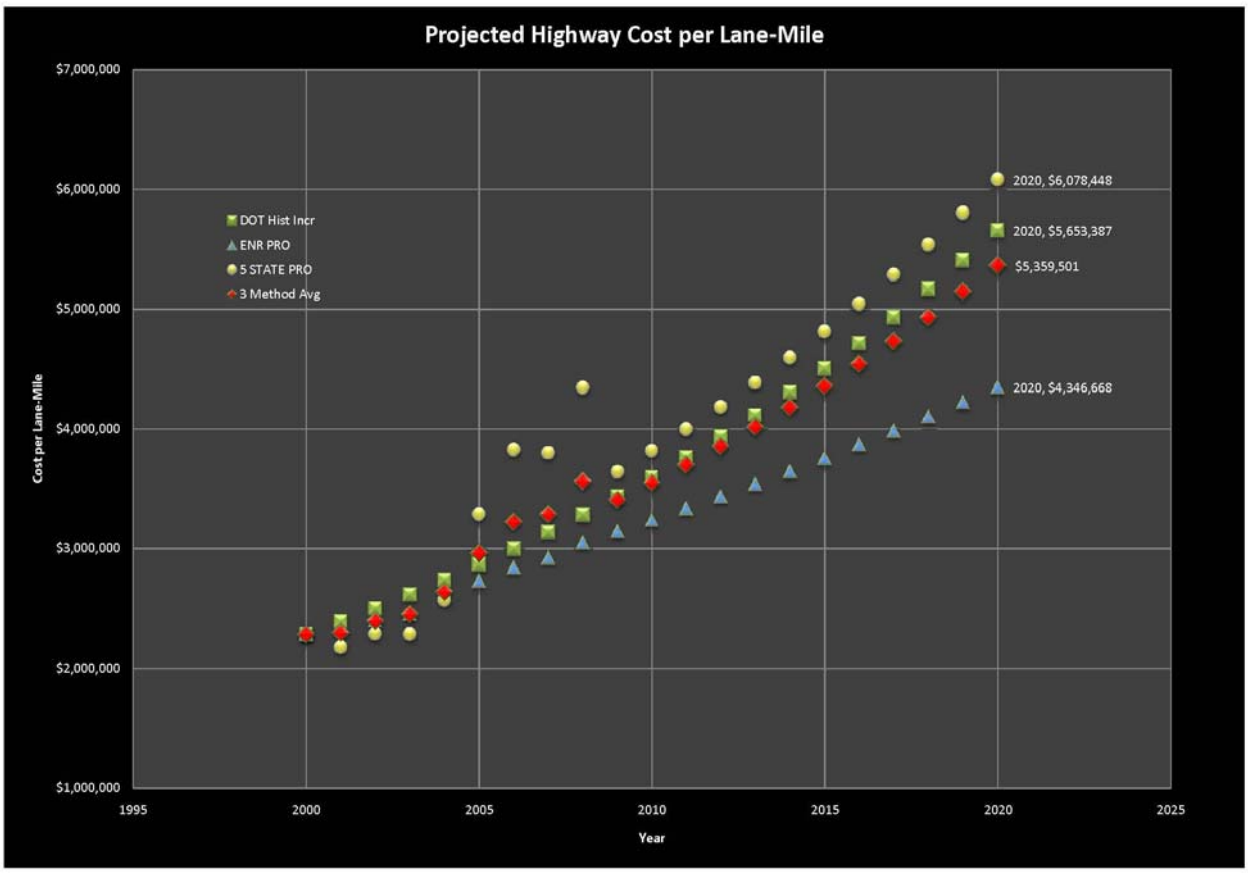
The DuPage County historical price escalator is simply an average historical price inflation rate computed on fifteen years of increases in prices from 1986 to 2000. That average rate computes to over 4.6% increase per year.

The Engineering News Record City Cost Index uses a mix of material prices and labor prices found locally (City of Chicago) to provide a construction cost index. The weighted average rate increase for the ENR CCI is 3.3%.

The Washington State index blends the indices for the states of Washington, South Dakota, Oregon, Utah and Colorado. Washington State DOT has developed a construction cost index (CCI) from the bid data collected from construction projects. WSDOT uses seven bid items - crushed surfacing, concrete pavement, structural concrete, hot mix asphalt, roadway excavation, steel reinforcing bar and structural steel –to monitor highway material cost trends. That historical CCI rate of increase is 4.78% per year as measured from 1990 through 2009.

Figure 25 shows the trajectories of projected costs over the span of years from 2000 to 2020, using the $2.28 Million as a cost basis. Applying the three methods results in a cost range of $4.34 to $6.08 Million by 2020. Staff then derived a "three method average" rate of increase that results in an annual

Figure 25 - Projected DuPage Highway Costs Per Lane-Mile of Pavement



percentage increase of 4.37%.

Project Cost Analysis

Many of the projects in the 2020 scenarios have already been assigned an engineering estimate of costs based on local, state, county or other qualified cost bases. For those projects not already on a program list (those viewed as planned, unfunded projects slated for construction between 2015 and 2020) staff conducted a planning assessment. The following series of questions were considered during the evaluation of forecast deficiencies:

- What type of project is needed?
    - Is the project an extensive add-lanes project or a localized channelization or intersection capacity project?
    - Can the project be included in another proposed capacity or resurfacing project?
    - Is substantive reconstruction or resurfacing needed as part of the project?
- Will the project require right of way acquisition?
    - Does the County already possess much of the right of way needed for the project?
    - If right of way is needed, will it be extensive, perhaps involving taking whole parcels or buildings, or will it require smaller "clips" of land to accomplish?
    - What kind of property surrounds the proposed project? Is the property commercial, residential, or open?
    - Are there special considerations in land acquisition such as Forest Preserve holdings or wetlands?
- Are there special engineering concerns related to the project?
    - Are bridges involved and which agency has jurisdiction?
    - Are detention or special stormwater provisions necessary?
    - Is a grade-separation required? If so, will the County be responsible for whole, part or none of the cost of the structure?
    - Are significant utility conflicts known or present?

Staff screened each project based on these questions. For capacity projects staff assumed a road construction cost of $5.36 Million per lane-mile added. This cost is considered a high end estimate for the planned, unfunded, projects where costs have not been previously estimated.

Right of way costs have been added to the estimate of total costs based on the prevailing right of way conditions in the vicinity of the proposed project. The amount of right of way estimated and priced for each location is dependent upon a series of factors such as:

- Prevailing right of way
- Existing pavement cross-section
- Recommended pavement cross-section
- Desired features (e.g., sidewalk, path, etc.) included in the right of way
- Length of turn lanes and tapers
- Access and driveways

- Need to purchase building or entire properties

Staff then qualified the right of way cost by the type of land use proximate to the improvement. For locations in commercial retail areas, right of way was assigned a value of $25 per sf. Commercial office and industrial areas were assigned values of $10 – 20 per sf and residential and vacant properties were assigned values in the $1 to 10 per sf range. Clearly, these values will vary based on ownership and interest, and negotiated prices may reach higher. Staff is simply using these values as planning estimates for the purpose of providing order of magnitude project costs.

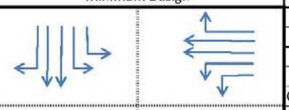
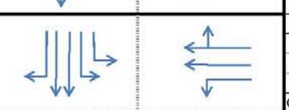
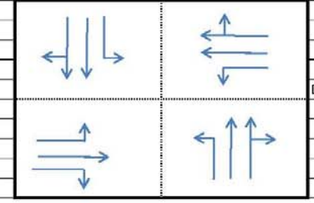
Other costs related to use of right of way must be incorporated into the project cost estimates. Items such as the following must also be accounted for:

- Engineering (Environmental, Design and Construction)
- Utility Relocation (overhead and underground)
- Storm Sewer relocation or expansion
- Stormwater Detention

Staff has estimated that engineering costs represent approximately 25% of present construction contracts. Utility and other environmental factors are accounted for in a Utility and Other Contingency Cost calculation. These numbers range from 0 to about 30% of a project cost depending upon location.

An example of some project cost calculations is included in Figure 26 below. This figure shows how staff has assembled project costs and the improvement recommended. The result of the project screening and cost analysis can be found in the preliminary fiscally unconstrained or "needs based" program in Section 8.

Figure 26 - Project Costing Methods for 2015-2020 Recommended Improvements

ID	2020A W PROGRAMMED AND PLANNED IMP	Category	Jurisdiction	Present Design	Present LOS	Forecast LOS	Minimum Design	Type of ROW	Right of Way Est (sf)	Cost Estimates					
										Phase I	Phase II	Phase III/Constr	Right of Way	Util/Other Conting	Planning Est Overall
1403	IL 59 at Stearns Rd	Nominally Constra	State-County		E	F		Commercial Retail	Moderate-High			3070000	750000		5028000
										230000	368000	230000		380000	
															5000000
										* Note: 50/50 Split with IDOT on this					
2005	Gary Avenue at Schick Rd	Constrained	County-Local		D/E	E		Commercial Retail	Light to None			1150000	50000		1630000
										86000	138000	86000		120000	
															1600000
										*Note: Project on DuPage approaches only					
2008	Bloomingdale Rd at Schick Rd	Constrained	County-Local		D	D	No Improvements Recommended								

Section 8: Proposed FY11-20 Road Improvement Plan

DuPage County staff has assembled programs from transportation agencies throughout the county and has performed needs assessments through its traffic modeling effort. The following list of programs is a preliminary one, meant for review and concurrence by the agencies, the public and interested parties throughout the region. This is a dynamic list. Each year it will be evaluated and amended, especially as budgets, revenues and agency priorities change. Some projects may fall to the next 10 year program due to lack of funding or project readiness. Some projects may accelerate as new needs become apparent.

The lists below in tables 17-19 reflect capacity projects only. Reconstruction, resurfacing, landscaping, lighting and other maintenance programs will not be reflected in these lists. Maintenance projects can be found in the DuPage County regular five year program (included in Appendix E), the CMAP TIP and in the various Council of Mayors three and five year programs.

Many of the costs in tables 17 and 18 were developed previously according to agency estimates. Costs for new projects that have been added as a result of the DuPage County traffic modeling efforts are based on the methods described in Section 7.

Road Improvement Plan Summary

Tables 17 through 19 can be summarized in the following way:

- All of the projects in the program represent add capacity work
- No maintenance or projects not involving add capacity are included in this program
- Forty six (46) projects on County Highways or at County intersections have been recommended for action between 2010 and 2020
- Five of the projects are ongoing
- Total Estimated price for the 46 projects is over $179 Million, with DuPage County being responsible for as much as $166 Million of the costs
- Over $38 Million in County highway projects are scheduled for 2011 to 2014
- Over $140 Million in projects are needed in the five years from 2015-2020
- Sixteen (16) other significant capacity projects are recommended for action in the FY11-20 period, many of which are IDOT programs that involve intersections with County highways that may require County contributions or inter-governmental agreements for cost share
- The Elgin-O'Hare and Western Bypass Expressway facilities are included in the sixteen and total an estimated $3.6 Billion of work
- Table 19 includes 17 other needed projects that due to more immediate needs or programs have been placed under long-term capacity needs; these projects total an additional $38 Million
- Over $110 Million of the projects between 2011 and 2020 are completely eligible for impact fees and more than $257 Million in other projects may be partially eligible for impact fees
- FY11-20 program includes twenty eight (28) projects that are completely eligible for impact fees and another 14 projects that are partially eligible for impact fee funding

Table 17 - Proposed 2011-2020 Road Improvement Plan for DuPage County - Capacity Needs Only

DuPage County Division of Transportation

Preliminary Comprehensive Road Improvement Program 2010-2020

PROJECTS BY DUPAGE COUNTY OR OTHER ON COUNTY HIGHWAY SYTSTEM

ID	Project ID	Road Project	From	To	Lead Agency	Project Types	Estimated Cost (X $1,000)	Project FY**	IF District	IF Eligible (Y/N)	CB District	Comments
1	96-00259-03-WR	31st Street	IL 83 Ramps	Jorie Blvd	DuPage County	H-BR, H-AL	18600	2015-2020	6	N	2	To Be Scoped
2	94-00302-00-FP	55th Street	W of Cass	West of Holmes	DuPage County	H-INTIMP	5100	2011	9	N	3	Cass at 55th St deficient, apprx 3.7M federal
3	08-99-0028	55th Street	West of Main St.	West of Cass Ave	DuPage County	H-INTIMP	4100	2015-2020	9	N	3	Improvement of deficient ints
4		63rd Street	Dunham	Main Street, Downers Grove	DuPage County	H-CH	2040	2015-2020	9	Y	3	Channelization/Safety Projects
5		63rd Street	Fairmount Rd		DuPage County	H-CH	1200	2015-2020	9	Y	3	Channelization/Safety Projects
6		63rd Street	Williams St	W of Cass Ave	DuPage County/Permit	H-CH	2400	2015-2020	9	Y	3	Channelization/Safety Projects, part may be paid through permit
7	08-00233-06-RP	75th Street	Adams St.	Plainfield Rd	DuPage County	H-AL, H-INTIMP	12625	2014	9	Y	3	
8		75th Street	at Book Road		DuPage County/Naperville Twp	H-INTIMP	1680	2015-2020	7	N	5	Improvements to 75th Street costs only
9		75th Street	at Naper Blvd		Naperville	H-INTIMP	1680	2015-2020	8	N	5	Cost share with City of Naperville
10	07-00232-04-WR	75th Street	Woodward Ave	Lyman	DuPage County	H-AL, H-INTIMP	8250	2010	9	Y	3	
11		75th Street	at Plainfield-Naperville Rd		DuPage/ Naperville	H-INTIMP	4200	2015-2020	7	N	5	Deficient Intersection; includes only 75th Street costs
12	09-00168-00-TL	75th Street	Ranchview	Woodward Ave	DuPage County	S-TIM	282	2010	8	N	3	Overall project cost 1.4M, funded through CMAQ fed $$
13	98-00288-02-CH	75th Street	at Washington St		City of Naperville	H-AL, H-INTIMP	5592	2010-2012	8	N	5	Participation Agreement
14		75th Street	at Wehrli Rd		DuPage County	H-INTIMP	1000	2015-2020	8	Y	5	
15	00-00231-01-ES	75th Street	Greene Road	Janes Ave	DuPage County	H-AL	19350	2015-2020	8	Y+	3, 5	impact fees may be spent on all but IL 53 intersection improvement
16		87th St (Boughton Rd)	Woodward Ave	County Line	Village of Bolingbrook/Perr	H-CH	0	2011	9	N	3	Costco Permit
17		87th St (Boughton Rd)	Woodward Ave	County Line	DuPage County	H-CH	1000	2015-2020	9	Y	3	Intersection approaches not covered under permit
18		Addison Rd	at Byron St		DuPage County	H-CH	720	2015-2020	3	Y	1	Channelization/Safety Projects
19		Belmont Road	at Curtiss		DuPage County	H-CH	2750	2012	8	Y	2	Involves bridge, culvert replacement
20		Belmont Road	at Prairie		DuPage County	H-CH	423	2010-2011	8	Y	2	Channelization/Safety Projects
21		Eola Road	New York St.	North Aurora Rd	DuPage County	H-AL	15850	2015-2020	7	Y	5	
22		Eola Road	North Aurora Rd	IL 56 (Butterfield Rd)	DuPage County	H-AL	18850	2015-2020	4, 7	Y	5,6	
23	08-00210-03-FP	Fabyan Parkway	IL 38 (Roosevelt Rd)	County Line	DuPage County	H-AL	15000	2015-2020	4	Y	6	Add lanes 2L to 4L, drainage
24	00-00237-06-WR	Gary Avenue	IL 64 (North Ave)	Army Trail Rd	DuPage County	H-WRS	10000	2012-2014	2	Y	4,6	1.1 miles between exist 5 lane sections, portion may be done by Carol
25		Geneva Road	E of County Farm Road	Delano St	DuPage County	H-CH	2000	2015-2020	5	Y	4	Channelization/Safety Projects

Table 17 continued

DuPage County Division of Transportation
Preliminary Comprehensive Road Improvement Program 2010-2020
PROJECTS BY DUPAGE COUNTY OR OTHER ON COUNTY HIGHWAY SYTSTEM

ID	Project ID	Road Project	From	To	Lead Agency	Project Types	Estimated Cost (X $1,000)	Project FY**	IF District	IF Eligible (Y/N)	CB District	Comments
26	09-00206-08-TL	Geneva Road/St. Charles Rd	President St	Swift Road	DuPage County	S-TIM	231	2011	5	N	4	Total Cost is 1.155 M, funded through CMAQ
27	09-00207-05-TL	Glen Ellyn Rd	Army Trail Road	Armitage	DuPage Couty	S-TIM		2011	2	N	4	combined with Geneva/St. Charles Road CMAQ project
28		Glen Ellyn Rd	St. Charles Rd	Army Trail Rd	DuPage County	H-WRS	4000	2015-2020	2, 5	Y	4	
29		Hobson Road	at 63rd Street		DuPage County	H-CH	500	2015-2020	8	Y	2,3	Channelization/Safety Projects
30		Hobson Road	E of IL 53	Wainwright Dr	DuPage County	H-CH	1000	2015-2020	8	Y	2,3	Channelization/Safety Projects
31	98-00338-00-WR	IL 38 (Roosevelt Rd)	at Kautz Rd		DuPage County	ENG-II	868	2010	4	N	6	Design Engineering, IDOT Construction
32		Lemont Road	at Woodcrest		DuPage County	H-CH	600	2015-2020	9	Y	3	Channelization/Safety Projects
33		Lemont Road	Norfolk	Valley View	DuPage County	H-CH	3780	2015-2020	9	Y	3	Channelization/Safety Projects
34		Main Street, DG	at 59th Street		DuPage County	H-CH, S-New	1060	2015-2020	9	Y	3	Channelization/Safety Projects
35		Maple Avenue	E of Belmont	E of Lee St	DuPage County	H-CH	4200	2015-2020	9	Y	2,3	Channelization/Safety Projects
36		Mill Street	Diehl Road	Bauer Rd	City of Naperville	H-CH	1800	2015-2020	7	Y	5	Channelization/Safety Projects
37	99-00308-02-FP	Munger Rd	N of Stearns	N County Line	Cook County	H-New	575	2010	1	Y	6	Participation Agreement
38	98-00195-02-CH	Naperville Rd	Diehl Rd	Ridgeland	DuPage County	H-WRS	5350	2015-2020	8	Y+	5	
39		Plainfield Road	at Bailey Rd		DuPage County	H-CH, S-New	920	2015-2020	9	Y+	3	Channelization/Safety Projects
40		Raymond Drive	S of McDowell	N of Brookdale	DuPage County	H-CH	4875	2015-2020	7	Y	5	Channelization/Safety Projects
41	07-00184-12-CH	Roselle Road	at Walnut		DuPage County	S-New, H-CH	93	2011	2	Y+	1	Overall project cost $905,000, County match shown
42	03-00297-02-CH	St. Charles Road	at Riford		Glen Ellyn	S-New, H-CH	450	2010	5	Y+	4	
43	01-00245-04-CH	Thorndale Avenue	I-290	Park Blvd	DuPage County	H-CH, H-INTIMP	2000	2012-2014	3	Y+	1	
44		WoodDale Road	Driscoll	S of Mark St	DuPage County	H-CH	2000	2015-2020	3	Y	1	Channelization/Safety Projects
45		Woodward Ave	1000' N of 87th St	87th Street	Village of Bolingbrook/Permit	H-CH	0	2011	9	Y	3	Costco Permit
46		Yackley Ave	at Middleton Rd		DuPage County	H-CH	720	2015-2020	8	Y	2,5	Channelization/Safety Projects

Total	$189,714
2010 Costs	$10,425
FY11-14 Costs	$38,391
FY15-20 Costs	$140,898
Total CRIP Costs	$179,289

** DuPage County Non-Capacity projects such as normal maintenance, striping, bridge repair, drainage, etc. may be found in the DuPage County DOT Five Year Program*
*** Fiscal Year indicates the best estimate of year of construction based upon program received through 2nd Q, 2010.*

Table 18 - Preliminary 2010-2020 Highway Capacity Program by Others

DuPage County Division of Transportation
Preliminary Comprehensive Road Improvement Program 2010-2020
PROJECTS BY OTHERS INVOLVING DUPAGE COUNTY HIGHWAYS

ID	Project ID	Road Project	From	To	Lead Agency	Project Types	Estimated Cost (X $1,000)	Project FY**	IF District	IF Eligible (Y/N)	CB District	Comments
47	08-97-0010	22nd Street	IL 56 (Butterfield Rd)	IL 83	IDOT	H-AL	25500	2011	6	N	2	intersection improv at Midwest Rd
48	18-97-0202	Belmont Road	at BN RR	and Warren	METRA	H-GS, H-BR, H-INTIMP	29739	2012	8	Y+	2	DOT jurisdiction, METRA lead, Rail Crossing GS, No County $$
49		IL 38 (Roosevelt Rd)	at County Farm Road		IDOT	H-INTIMP	3600	2015-2020	5	N	6	Improvements on State approaches only, Forest Preserve property
50	08-06-0085	IL 38 (Roosevelt Rd)	at Kautz Rd and UP West RR		IDOT	H-GS, H-BR, H-INTIMP	45831	2015	4	N	6	DOT participating in Eng costs
51	08-03-0010	IL 38 (Roosevelt Rd)	at Winfield Rd		IDOT	H-INTIMP	4300	2015	4	N	6	DOT juris over south leg; minimal County contributions
52	08-95-0001	IL 53	Elgin-O'Hare Expwy	Army Trail Rd	IDOT	H-AL	47000	2015	2, 3	N	1	
53	08-00-0008	IL 53	IL 64 (North Ave)	St. Charles Rd	IDOT	H-AL	16000	2014	5, 6	Y+	4	
54	08-00-0010	IL 56 (Butterfield Rd)	IL 59	Winfield Rd	IDOT	H-AL	31000	2011	4	N	6	Winfield Rd int is deficient
55	08-00-0010	IL 56 (Butterfield Rd)	Winfield Rd	Naperville Rd	IDOT	H-AL	42264	2011	4, 5	Y+	4, 6	Minimal County investment at Herrick and Winfield Rd intersections
56	08-00-0060	IL 59	Ferry Road	Aurora Ave	IDOT	H-AL	86000	2013	4	Y+	5, 6	Ferry Road intersection
57	08-98-0041	IL 64 (North Ave)	Kautz Road	IL 59	IDOT	H-AL	37000	2012	1	Y+	6	Powis Road intersection
58	08-06-0030	US 34 (Ogden Ave)	at North Aurora Rd/Raymond Dr		Naperville	H-INTIMP	500	2012	8	N	5	Deficient intersection
59	08-06-0044	US 34 (Ogden Ave)	Iroquois Ave	Fender Rd	Naperville	H-AL, H-INTIMP	18700	2015-2020	8	Y+	5	
60	08-06-0027	York Road	at IL 19 (Irving Park Rd)		IDOT	H-INTIMP, B-NEW, H-ALIGN	71100	2015-2020	3	N	1	Rail crossing GS
						Totals	$458,534					

DuPage County Division of Transportation
Preliminary Comprehensive Road Improvement Program 2010-2020
EXPRESSWAY/TOLLWAY PROJECTS BY OTHERS

ID	Project ID	Road Project	From	To	Lead Agency	Project Types	Estimated Cost (X $1,000)	Project FY**	IF District	IF Eligible (Y/N)	CB District	Comments
61	03-96-0021	Elgin-O'Hare Expwy	IL 53	York Road	Itasca, WoodDale, Bensenville	H-AL, H-EXT	1400000	2015-2025	3	Y+	1	Some interchange areas, County
62	03-96-0021	O'Hare Western Bypass	I-90	I-294	Elk Grove, Bensenville	H-AL, H-EXT	2200000	2015-2025	3	Y+	1	highway crossings eligible for imp
						Totals	$3,600,000					

*** Fiscal Year indicates the best estimate of year of construction based upon program received through 2nd Q, 2010.*
+ Denotes where project may be partially funded through impact fees

Table 19 - Long Range Capacity Project Needs in DuPage

DuPage County Division of Transportation
Preliminary Comprehensive Road Improvement Program 2010-2020
LONG RANGE CAPITAL NEEDS 2020-2030

ID	Project ID	Road Project	From	To	Lead Agency	Project Types	Estimated Cost (X $1,000)	Project FY**	IF District	IF Eligible (Y/N)	CB District	Comments
63	9018	63rd Street	at Cass Avenue		DuPage County	H-INTIMP	3600	2020-2030	9	N	3	Extremely constrained right of way
64	2012	Army Trail Road	at Schmale Road		DuPage County	H-INTIMP	800	2020-2025	2	Y	6	
65	4010	County Farm Road	at Geneva Road		DuPage County	H-INTIMP	1800	2020-2025	4	Y	6	
66	2005	Gary Avenue	at Schick Road		DuPage County/IDOT	H-INTIMP	1600	2020-2025	2	Y	6	
67	5420	IL 38 (Roosevelt Road)	at Naperville Road		DuPage County/IDOT	H-INTIMP	3100	2020-2025	5	N	4	Improvement to south leg recommended
68	6401	IL 38 (Roosevelt Road)	West of Finley Road	Summit Ave	IDOT	H-AL, H-WRS	NA[1]	2020-2030	6	N	2	
69	8412	IL 53	at Maple Avenue		DuPage County/IDOT	H-INTIMP	6100	2020-2030	8	N	2	Extremely constrained right of way
70	6408	IL 56 (Butterfield Road)	at Finley Road		DuPage County	H-INTIMP	1100	2020-2030	6	Y+	2	Capacity improvements to Finley approaches only
71	5429	IL 56 (Butterfield Road)	at Park Boulevard		DuPage County/IDOT	H-INTIMP	1900	2020-2025	5	N	2,4	Capacity and safety improvements
72	3429	IL 64 (North Avenue)	at Villa Ave		IDOT/DuPage County	H-INTIMP	0	2020-2025	3,6	N	1	IL 64 improvements only
73	9000	IL 83	63rd Street	I-55	IDOT	H-COR, H-AL, H-WRS	NA[1]	2020-2030	9	Y+	3	Planned long-range add lane project to widen IL 83 to 6 lanes
74	8013	Maple Avenue	at Belmont Road		DuPage County	H-INTIMP	650	2020-2030	8	N	2	Severely constrained right of way limits capacity options
75	8054	Maple Avenue	at Naper Blvd		DuPage County/City of Naperville	H-INTIMP	2300	2020-2030	8	N	5	Cost share between County and City
76	1403	Stearns Road	at IL 59		DuPage County/IDOT	H-INTIMP	2500	2020-2025	1	N	6	Projected 50/50 split with IDOT
77	2402	US 20 (Lake Street)	at Gary Avenue		IDOT/DuPage County	H-INTIMP	11500	2020-2025	2	N	6	
78	2444	US 20 (Lake Street)	at Greenbrook Blvd		DuPage County	H-INTIMP	400	2020-2025	2	Y	6	
79	8406	US 34 (Ogden Ave)	Finley Road/Belmont Road		DuPage County/IDOT	H-INTIMP	1100	2020-2030	8	N	2	Cost share between County and IDOT
							$ 38,450					

1 Costs not developed, IDOT project to be scoped

As the tables indicate, there are significant needs throughout the county, in all impact fee districts and in all County Board Districts.

Table 20 – Recommended Program County Project Distribution by District*

Fee District	Projects in IF Districts	Estimated Cost by Fee District ($ Millions)	County Board District	Projects in County Board Districts	Estimated Cost by Board District ($ Millions)
1	2	37.0	1	8	3722.9
2	4	35.593	2	9	80.2
3	7	3699.2	3	16	47.4
4	8	212.7	4	7	48.4
5	7	36.96	5	13	123.7
6	3	52.1	6	12	215.3
7	6	37.8			
8	14	87.3			
9	15	39.0			

**Projects may be in more than one district; costs have been split and allocated across districts.*

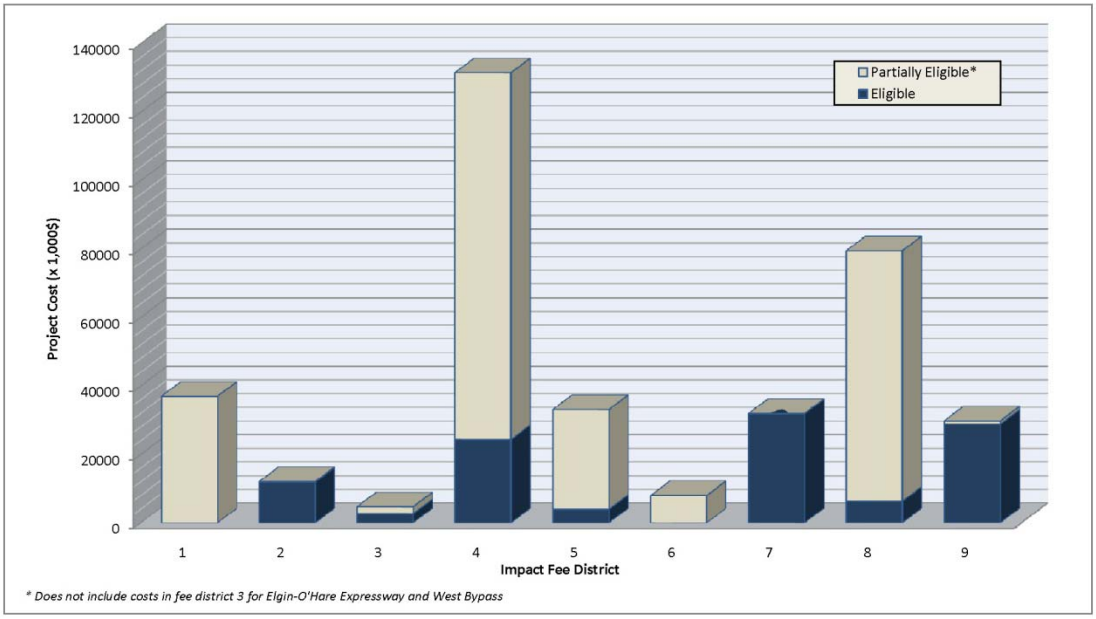
Approximately $110.4 Million of the recommended projects are unequivocally eligible for impact fee expenditure. Despite significant needs, certain projects are not eligible for impact fee investment. These projects usually involve locations that have existing deficiencies, or are projects that are exclusively IDOT, Tollway or municipal facilities. More than $270 Million of the better than $4.28 Billion of projects in the FY11-20 program are not eligible for impact fee expenditures. A significant portion of the projects - $3.85 Billion or more – may be partially eligible for impact fee expenditure. These are projects like the proposed Elgin-O'Hare Expressway where some interchange capacity projects at County highways such as WoodDale Road or Prospect Road might be eligible depending upon the type

Table 21 - Project Impact Fee Elgibility by Fee District ($ x 1,000)

IF District	Total	Not Eligible	Eligible	Partially Eligible*
1	37000	0	0	37000
2	35593	23500	12000	93
3	3699320	94600	2720	3602000
4	212688	81131	24425	107132
5	36963	3831	4000	29132
6	52100	44100	0	8000
7	37830	5880	31950	0
8	87304	7772	6393	73139
9	39025	9200	28905	920
TOTAL	4237823	270014	110393	3857416

* *Exact portions eligible have yet to be determined*

Figure 27 - Impact Fee Eligible Projects by Fee District



and location of the work. However, it is anticipated that much of the $3.85 Billion will not be directly eligible for fees. Project eligibility will be determined as project engineering evolves.

For the recommended FY2011 to 2020 Comprehensive Road Improvement Plan list, the estimated costs by agency are indicated in Table 22 below.

Table 22 - Share of FY11-20 Project Costs by Agency *

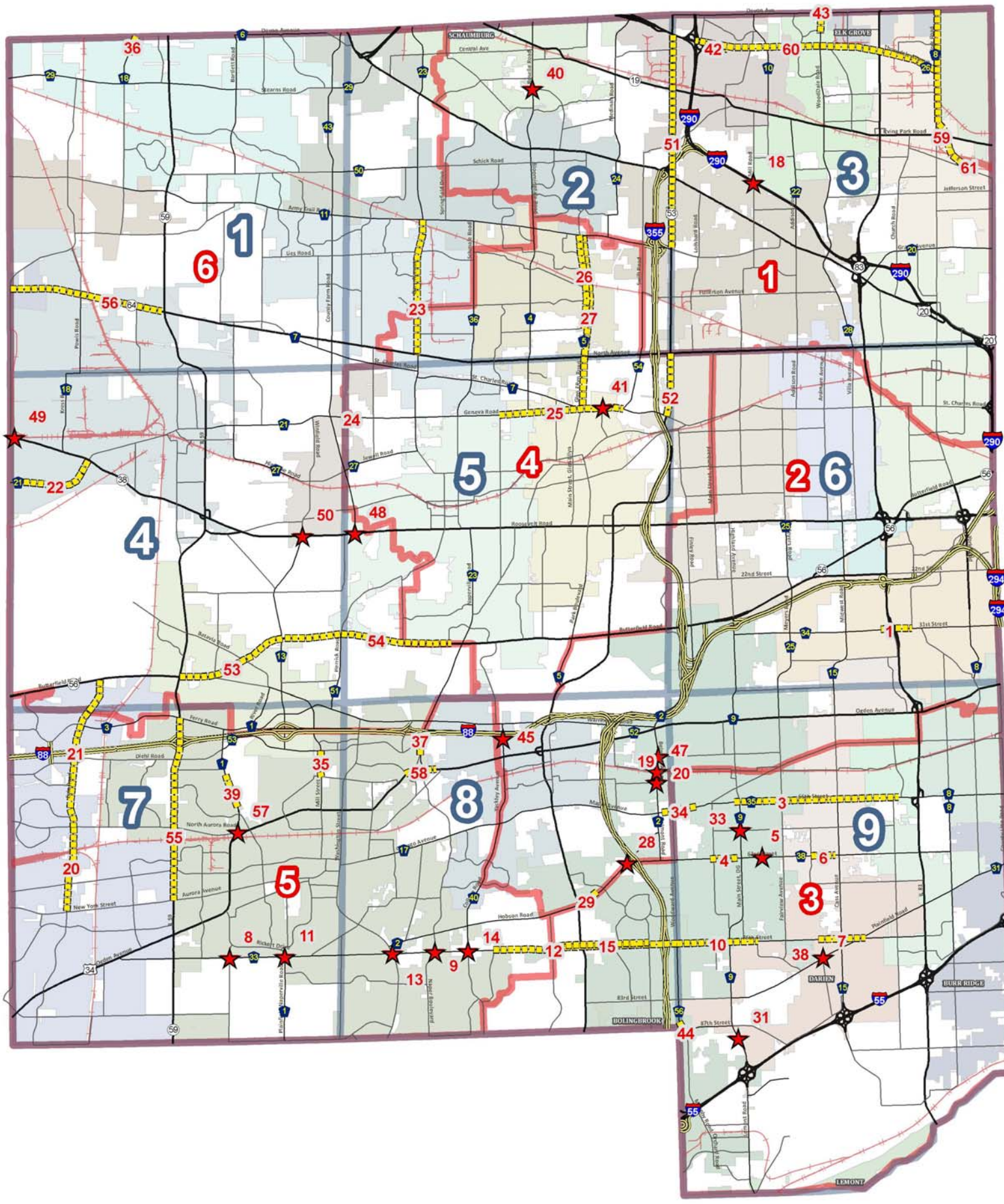
Agency	Estimated Project Cost $ Million)
DuPage County	166.1
IDOT	4009.6
Municipal/Other	62.15
Total	4237.8

** IDOT Costs include Elgin-O'Hare Expwy and West Bypass. Some or all of these facilities may be paid for by others.*

For a complete picture of the distribution of projects recommended in this plan, please see the Plan Map in Figure 27.

Figure 28 - FY 2011 to 2020 Comprehensive Road Improvement Plan Map

DuPage County
Preliminary FY 2011 to 2020
Comprehensive Road Improvement Plan Map



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Note: Projects included on this map are those capacity projects defined in Tables 17 and 18 of the Comprehensive Road Improvement Plan. Numbers on projects relate to ID number in those tables. These projects are those that involve DuPage County highways only. For other projects in DuPage County, please refer to the Plan documentation on network improvements tested.

For more information on this map or its contents, please contact DuPage County Division of Transportation staff.

Legend

- Intersection Project
- Hwy Capacity Project
- Impact Fee District
- County Board District

Section 9: Funding and Needs Analysis

DuPage County Division of Transportation has seen a general decline in revenue since the early part of the decade (see Figure 21 below). In fact, total departmental funding was highest in 2000, with 2009 revenues representing only 84.1% of the decade high in 2000. Particularly germane to this Plan is the fact that impact fee funding in years prior to this decade often exceeded 10% of the total annual revenue. Impact fee revenue has slipped steadily through the decade to represent something less than 2% of the total revenue. Combined revenues in 2009 were shy of $34 Million after steady declines in local gas tax and state motor fuel tax allocations.

The decline in user taxes or taxes tied to fuel usage, in particular, mimic the condition of the local and national economy. Fuel usage is also down due to more fuel efficient vehicles, increases in the number of hybrid vehicles, marginal declines in DuPage population, and better knowledge of the competitive fuel pricing market.

Staff is assuming, conservatively, that there will be some rebound in sales tax numbers as the economy improves but that the revenues will remain fairly flat and will "max out" at 2005 levels. For impact fees, decline in available property and the existence of large volumes of vacant space will keep fee revenues low (in the $500,000 to $1 Million per year range). Staff has assumed a midpoint number of $750,000 per year.

Reimbursements from IDOT and other agencies will continue to be a part of annual revenue streams but will be extremely varied in magnitude and timing due to the nature of the projects and agreements between the DOT and its partner agencies.

Table 22 shows an aggregate projected revenue of a little more than $391 Million for the Division of Transportation. Compare this to the projected $367 Million anticipated for operations, maintenance and debt service on transportation bonds, and there is less than $24 Million remaining for capital (capacity related) improvements. In a constrained budget or non-needs approach, this would limit annual capacity improvements to about $2.4 Million per year. That level of funding would result in improvements akin to the 2020A "Do Nothing" scenario. Such funding levels would seriously deter system improvements that DuPage residents have come to expect from the department.

With total capacity project needs over $179 Million (roughly $166 Million of which are DuPage County projects) the DuPage County needs funding shortfall is approximately $142 Million. Assuming that the County will not significantly raise motor fuel taxes or impact fee rates and will need to operate under a very revenue-constrained reality, this shortfall implies that the County will have serious challenges ahead of it in terms of project selection. Other revenue opportunities may present themselves in the form of other bonds or some access to the RTA sales tax for transportation improvements, but staff must assume that the funding picture is going to be rather bleak.

While the impact fee program and the revenues projected under this scenario will not provide significant long-term relief for the needs expressed in this document, it is clearly important to continue

the program over the next decade in order to offset some of the constraints caused by the obligatory expenses and declining motor fuel revenues.

Table 23 - DuPage County Division of Transportation Historical Revenues 2000-2009

Division of Transportation Revenue Stream: 2000 - 2009

YEAR	County Local Gas Tax	State MFT	Impact Fees	Total Revenues	Non-IF Revenue	Percent of Max - Total	Perc of Max - Non_IF	IF % of Funding
2000	19,146,108	15,799,148	5,430,000	40,375,256	34,945,256	100.00%	92.62%	13.45%
2001	18,659,706	14,968,937	3,130,000	36,758,643	33,628,643	91.04%	89.13%	8.52%
2002	18,225,700	15,784,124	1,690,000	35,699,824	34,009,824	88.42%	90.14%	4.73%
2003	19,242,161	16,319,682	1,500,130	37,061,973	35,561,843	91.79%	94.26%	4.05%
2004	20,152,261	16,414,760	2,223,530	38,790,551	36,567,021	96.08%	96.92%	5.73%
2005	21,040,044	16,688,850	2,218,060	39,946,955	37,728,894	98.94%	100.00%	5.55%
2006	20,334,205	16,247,045	2,380,450	38,961,700	36,581,250	96.50%	96.96%	6.11%
2007	20,660,492	16,186,260	1,848,555	38,695,307	36,846,752	95.84%	97.66%	4.78%
2008	19,574,755	15,689,400	1,036,734	36,300,889	35,264,155	89.91%	93.47%	2.86%
2009	18,688,383	14,725,730	540,771	33,954,884	33,414,113	84.10%	88.56%	1.59%
TOTAL	**195,723,816**	**158,823,936**	**21,998,231**	**376,545,982**	**354,547,751**		**94.16%**	**5.84%**

Table 24 - FY 2011 to 2020 Revenue Projections and Obligatory Expenditures

Revenue Projections

Revenue Category	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	FY11-20 Total
Local Gas Tax*	$21,000,000	$21,000,000	$21,000,000	$21,000,000	$21,000,000	$21,000,000	$21,000,000	$21,000,000	$21,000,000	$21,000,000	$210,000,000
State MFT*	$16,700,000	$16,700,000	$16,700,000	$16,700,000	$16,700,000	$16,700,000	$16,700,000	$16,700,000	$16,700,000	$16,700,000	$167,000,000
Impact Fee	$875,000	$750,000	$750,000	$750,000	$750,000	$750,000	$750,000	$750,000	$750,000	$750,000	$7,625,000
RTA Tax											
Reimbursements	$2,045,000	$650,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$6,695,000
Totals	$40,620,000	$39,100,000	$38,950,000	$38,950,000	$38,950,000	$38,950,000	$38,950,000	$38,950,000	$38,950,000	$38,950,000	$391,320,000

Expenditure Projections

Expenditure Category	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	FY11-20 Total
Operating Costs	$18,800,000	$18,872,000	$19,060,000	$19,250,000	$19,404,000	$19,559,000	$19,715,000	$19,873,000	$20,032,000	$20,192,000	$194,757,000
Annual Maintenance	$6,000,000	$6,500,000	$6,500,000	$6,500,000	$6,750,000	$6,750,000	$6,750,000	$7,000,000	$7,000,000	$7,000,000	$66,750,000
Bond Debt Service**	$10,639,900	$10,643,100	$10,628,200	$10,626,300	$10,606,850	$10,603,250	$10,594,125	$10,584,250	$10,572,625	$10,563,125	$106,061,725
Total O&M + Debt	$35,439,900	$36,015,100	$36,188,200	$36,376,300	$36,760,850	$36,912,250	$37,059,125	$37,457,250	$37,604,625	$37,755,125	$367,568,725

** Based on Highest Level of Disbursements over last 5 years, includes only disbursement:*
*** Based on 2005 Transportation Bond Refunding Savings Analysis*

Net Revenue for All Other Projects:	$23,751,275
Total Projected Needs FY11-20:	$166,077,000
Needs over Net Revenue:	$142,325,725

Section 10: Public Hearing Record and Public Comments

This section provides the reader a public record of all public hearing notices, public hearing records and public comments on the FY 2011 – 2020 Comprehensive Road Improvement Plan. All comments received by the DuPage County Division of Transportation related to this document will be included in this section.

If you have any comments or questions about the Road Improvement Plan, any of the programs listed in the Plan, or any of the processes described herein, please contact us at the following address:

DuPage County Division of Transportation
Attention: John E. Loper, Project Manager
421 N. County Farm Road
Wheaton, IL 60187
630.407.6900
transplant@dupageco.org

No Public Comments were received during or after the public comment period. Staff will amend this section should comments come forward.

Appendix A

(Supporting Section 4)

State of the DuPage County Highway System:
2010 Inventory of Highways and Corridors

APPENDIX A
DuPage County Highways
Corridor Information Report

CO HWY	ROAD	From Station	To Station	Road length (ft)	MIN ADT	MAX ADT	AVG ADT	FUNC CLASS	Pavement Width Min	Pavement Width Max	Prevailing Pave Width	Prevail Pave % of Max	CLTL (Y/N)	MEDIAN (Y/N)	MED TYPE	Cross-Sec Width Min	Cross-Sec Width Max	Prevailing Cross-Sec Width	Prevail % of Max	ROW Width Min	ROW Width Max	Prevailing ROW Width	Xsec Width v PRW	IDOT Highway Connect (Y/N)	Interstate Connect (Y/N)	Prevailing Speed Limit (mph)	Cross-Access	Cross-Access Density	Driveway Access Points	Driveway Access Density	Traffic Signals	Traffic Signal Density
1	Plainfield-Naperville Road	100000	107954.9	7954.9	24600	28200	26400	Minor	63.30	70.30	66.37	94.4%	N	Y	RL	70.70	85.60	77.35	90.4%	65.60	100.10	83.75	92.3%	N	N	45	46	30.532	7	4.646	2	1.327
1	Raymond Drive	80000	90088.92	10088.92	19500	33100	28100	Minor	43.20	64.70	54.57	84.3%	N	N	NA	54.20	97.80	70.41	72.0%	66.30	210.80	94.45	74.5%	Y	N	45	3	1.570	12	6.280	6	3.140
1	River Road	75743.72	79999.99	4256.27	2000	4800	3400	Collector	22.70	40.50	26.10	64.4%	N	N	NA	25.90	44.50	32.28	72.5%	63.20	88.90	66.68	48.4%	N	N	40	12	14.886	21	26.051	0	0.000
2	Belmont Avenue	81221.86	93787.55	12565.69	18900	21600	19900	Minor	40.60	58.30	45.63	78.3%	N	N	NA	48.70	111.80	61.88	55.4%	52.40	166.20	80.55	76.8%	Y	N	40	20	8.404	117	49.162	4	1.681
2	Finley Road	70000	81221.86	11221.86	17400	21100	19000	Minor	55.60	77.50	67.08	86.6%	N	Y	RL	57.90	97.80	83.57	85.4%	81.40	120.50	103.46	80.8%	Y	N	45	5	2.353	17	7.999	3	1.412
2	Hobson Road	50000	74605.12	24605.12	16200	29600	20500	Minor	34.10	71.20	46.15	64.8%	N	Y	PS	41.00	109.20	63.55	58.2%	82.20	117.90	98.24	64.7%	Y	Y	45	9	1.931	72	15.450	8	1.717
3	Ferry Road	20000	42964	22964	12800	21600	17200	Minor	48.60	90.30	66.53	73.7%	N	Y	RL	58.50	119.30	79.44	66.6%	97.50	155.70	118.38	67.1%	Y	N	45	15	3.449	27	6.208	7	1.609
3	Warrenville Road E	44500.44	77451.6	32951.16	5300	24800	18300	Minor	35.10	92.40	56.03	60.6%	N	N	NA	40.20	118.60	69.73	58.8%	66.70	140.00	100.89	69.1%	N	N	40	26	4.166	44	7.050	11	1.763
4	Bloomingdale Road	18515.02	47525.23	29010.21	11100	33500	25700	Minor	33.20	87.80	52.45	59.7%	N	N	NA	39.70	103.80	71.84	69.2%	63.80	156.20	92.81	77.4%	Y	N	40	44	8.008	136	24.753	15	2.730
4	Roselle Road	10000	18515.02	8515.02	21400	24200	22500	Minor	42.60	60.30	49.22	81.6%	N	N	NA	48.30	69.90	59.48	85.1%	65.70	102.30	81.56	72.9%	Y	N	30	5	3.100	64	39.685	4	2.480
5	Glen Ellyn Road	30000	41617.7	11617.7	19400	23500	21700	Minor	44.70	98.40	57.40	58.3%	N	N	NA	56.60	108.00	84.10	77.9%	94.10	154.40	103.10	81.6%	Y	N	40	17	7.726	90	40.903	7	3.181
5	Main Street (Glen Ellyn)	41617.7	46547	4929.3	13400	13400	13400	Minor	45.70	98.30	51.80	52.7%	N	N	NA	55.20	105.20	62.80	59.7%	70.20	114.80			N	N	40	9	9.640	58	62.126	1	1.071
5	Park Boulevard	70000	80969.19	10969.19	11800	18700	16000	Minor	19.20	60.20	34.63	57.5%	N	N	NA	28.40	90.20	49.35	54.7%	64.80	112.20	98.76	50.0%	Y	N	40	23	11.071	68	32.732	5	2.407
6	Bartlett Road	10000	23370.46	13370.46	10200	14600	12900	Minor	22.70	62.20	40.41	65.0%	Y	Y	PS	40.30	95.20	66.99	70.4%	66.40	134.40	85.25	78.6%	N	N	45	18	7.108	32	12.637	4	1.580
6	Devon Avenue	40000	50276.14	10276.14	10400	10400	10400	Minor	29.60	56.50	37.64	66.6%	N	N	NA	32.10	82.90	49.40	59.6%	36.20	105.50	70.32	70.3%	N	N	35	10	5.138	41	21.066	2	1.028
7	St. Charles Road	40000	76610.23	36610.23	2600	20100	10400	Minor	19.60	63.90	31.91	49.9%	N	N	NA	19.60	87.10	38.58	44.3%	55.70	137.60	85.77	45.0%	Y	N	45	24	3.461	177	25.527	4	0.577
8	Madison Street	90000	104817.29	14817.29	11000	15100	12500	Minor	28.60	48.30	33.62	69.6%	Y	Y	MIX	31.50	87.20	60.80	69.7%	58.00	109.90	91.34	66.6%	N	Y	40	26	9.265	90	32.071	3	1.069
8	York Road N	10000	21866.06	11866.06	31400	32300	31850	Minor	54.50	87.10	69.53	79.8%	Y	Y	PS	55.30	99.00	80.14	81.0%	99.30	200.00	111.00	72.2%	Y	N	45	8	3.560	28	12.459	4	1.780
8	York Road S	63600	75195.74	11595.74	14000	19900	16800	Minor	26.10	62.60	34.62	55.3%	N	Y	PS	27.00	102.00	54.12	53.1%	61.80	115.40	83.15	65.1%	N	N	35	10	4.553	0	0.000	2	0.911
9	Highland Avenue	70000	76943.54	6943.54	24100	41400	34200	Minor	60.00	97.60	67.88	69.6%	N	Y	PS	70.00	125.40	82.51	65.8%	97.60	167.70	112.41	73.4%	Y	Y	45	6	4.563	7	5.323	5	3.802
9	Lemont Road	98768.14	125804.05	27035.91	29900	43800	34800	Minor	47.50	82.50	59.82	72.5%	N	N	NA	50.80	111.00	72.51	65.3%	66.30	282.00	102.96	70.4%	N	Y	50	3	0.586	99	19.334	10	1.953
9	Main Street (Downers Grove) N	76943.54	79792.61	2849.07	23800	24700	24250	Minor	48.40	75.00	52.97	70.6%	N	Y	PS	52.70	88.30	69.14	78.3%	65.70	93.10	81.21	85.1%	Y	N	30	27	50.037	49	90.809	1	1.853
9	Main Street (Downers Grove)S	87574.72	98768.14	11193.42	19500	24300	22200	Minor	42.70	71.00	49.04	69.1%	N	N	NA	49.60	89.20	67.01	75.1%	56.70	102.50	84.31	79.5%	N	N	40	3	1.415	81	38.208	4	1.887
10	Arlington Heights Road	10000	13717.52	3717.52	9000	15600	12300	Minor	35.90	69.50	58.39	84.0%	Y	Y	PS	51.40	101.30	76.91	75.9%	92.30	122.20	112.45	68.4%	N	N	40	4	5.681	9	12.783	3	4.261
10	Prospect Road	20000	28160.4	8160.4	8400	15500	12600	Minor	48.40	69.50	62.51	89.9%	N	Y	PS	55.90	128.50	89.13	69.4%	107.70	169.10	129.15	69.0%	Y	N	40	4	2.588	25	16.176	3	1.941
11	Army Trail Road	30000	82577.48	52577.48	8100	54800	34900	Principal	20.20	129.10	62.98	48.8%	Y	Y	MIX	24.30	129.10	78.83	61.1%	82.40	200.00	110.02	71.7%	Y	Y	40	57	5.724	141	14.160	24	2.410
13	Winfield Road S	61600	82575.41	20975.41	24000	31700	27000	Minor	42.80	93.00	55.74	59.9%	N	N	NA	44.90	143.00	67.05	46.9%	64.00	140.20	96.34	69.6%	Y	Y	45	8	2.014	49	12.334	9	2.266
14	Eola Road	80000	116222.54	36222.54	16900	47500	35500	Minor	59.60	81.50	68.62	84.2%	N	N	NA	66.40	828.00	97.00	11.7%	95.00	168.90	120.86	80.3%	Y	N	45	12	1.749	32	4.664	8	1.166
15	Cass Avenue N	74911.78	79065.07	4153.29	15900	20100	18000	Minor	52.40	63.40	60.43	95.3%	Y	Y	PS	61.10	87.10	78.71	90.4%	92.50	104.80	100.07	78.7%	Y	N	35	9	11.442	25	31.782	1	1.271
15	Cass Avenue S	87052.76	111000.07	23947.31	12500	29600	24300	Minor	31.50	93.20	56.69	60.8%	Y	N	NA	45.90	98.70	75.81	76.8%	65.20	427.90	99.14	76.5%	N	Y	40	42	9.260	85	18.741	9	1.984
15	Midwest Road	63433.51	74911.78	11478.27	16400	24200	19800	Minor	43.60	80.30	58.53	72.9%	N	N	NA	43.60	87.80	60.72	69.2%	75.60	115.20	86.61	70.1%	Y	Y	35	14	6.440	28	12.880	3	1.380
15	Summit Avenue	60000	63433.51	3433.51	17000	17800	17400	Minor	46.70	60.70	51.49	84.8%	N	N	NA	47.70	68.70	57.42	83.6%	69.30	90.90	81.10	70.8%	Y	N	35	14	21.529	37	56.898	3	4.613
17	Chicago Avenue	46888.43	57696.51	10808.08	17500	25400	21900	Minor	48.00	64.20	51.22	79.8%	N	N	NA	54.70	81.40	68.06	83.6%	80.00	108.30	96.50	70.5%	N	N	40	10	4.885	36	17.587	2	0.977
17	Maple Avenue	57696.51	83232.97	25536.46	23000	28500	25400	Minor	43.20	83.10	53.40	64.3%	Y	Y	MIX	43.50	110.00	67.90	61.7%	60.20	148.60	87.59	77.5%	Y	Y	40	24	4.962	147	30.394	9	1.861
18	Hawthorne Lane	47457.04	48770.3	1313.26	8000	8000	8000	Collector	21.60	24.90	22.97	92.3%	N	N	NA	28.50	333.40	74.06	22.2%	83.10	83.30	83.16	89.1%	N	N	NA	0	0.000	7	28.144	0	0.000
18	Kress Road	48770.3	56224.55	7454.25	7900	10300	8800	Minor	21.90	61.70	28.69	46.5%	N	N	NA	23.50	61.70	39.13	63.4%	79.90	269.00	134.34	29.1%	Y	N	50	21	14.875	6	4.250	1	0.708
18	Munger Road	20000	24314.99	4314.99	2500	2500	2500	Minor	66.10	70.30	68.57	97.5%	N	Y	RL	66.10	70.30	68.57	97.5%	119.70	119.90	119.83	57.2%	N	N	40	9	11.013	2	2.447	1	1.224
18	Powis Road	40000	47457.07	7457.07	10100	10600	10300	Minor	22.50	53.20	26.02	48.9%	N	N	NA	22.50	59.30	26.92	45.4%	79.70	143.90	86.48	31.1%	Y	N	45	4	2.832	25	17.701	2	1.416
20	Grand Avenue	100000	113236.13	13236.13	28400	33500	31400	Minor	43.70	100.90	63.03	62.5%	N	Y	MIX	43.70	100.90	67.42	66.8%	72.90	147.30	105.04	64.2%	Y	N	40	12	4.787	49	19.546	7	2.792
21	Fabyan Parkway	10000	18681.49	8681.49	19300	19300	19300	Minor	24.10	65.30	31.17	47.7%	N	N	NA	24.10	65.30	31.17	47.7%	98.40	119.70	102.37	30.4%	Y	N	55	2	1.216	4	2.433	1	0.608
21	Geneva Road	30000	65807.66	35807.66	16300	25800	21900	Minor	47.50	62.90	52.25	83.1%	N	N	NA	48.30	91.70	67.74	73.9%	65.50	108.10	103.10	65.7%	Y	N	40	53	7.815	170	25.067	11	1.622
22	Addison Road	20000	32184.32	12184.32	13300	16400	14500	Minor	49.30	69.10	50.78	73.5%	N	N	NA	49.30	78.70	65.01	82.6%	66.20	100.10	83.26	78.1%	Y	Y	45	15	6.500	91	39.434	5	2.167
23	Gary Avenue	10000	50881.1	40881.1	14700	40100	28400	Minor	22.80	78.80	56.29	71.4%	N	N	NA	45.50	99.00	65.88	66.5%	90.20	110.40	99.48	66.2%	Y	N	45	32	4.133	93	12.011	14	1.808
23	Naper Boulevard	82663.38	83984.14	1320.76	28600	31000	29700	Minor	66.60	67.20	66.84	99.5%	N	Y	PS	86.00	89.00	87.20	98.0%	99.90	100.60	100.18	87.0%	Y	N	40	1	3.998	3	11.993	2	7.995
23	Naperville Road	60000	82663.39	22663.39	32600	50800	38900	Minor	45.10	68.60	52.22	76.1%	N	N	NA	52.30	567.00	134.64	23.7%	69.40	159.00	85.22	158.0%	Y	Y	45	2	0.466	69	16.075	13	3.029
24	Byron Avenue	29240.86	30139.79	898.93	3000	3000	3000	Collector	21.30	21.80	21.34	97.9%	N	N	NA	21.30	21.80	21.34	97.9%	79.90	80.20	80.18	26.6%	N	N	30	1	5.874	11	64.610	0	0.000
24	Medinah Road	10000	29240.86	19240.86	5600	11700	10000	Minor	20.50	67.10	36.20	54.0%	N	Y	NA	21.20	96.00	53.84	56.1%	65.70	129.40	80.00	67.3%	Y	Y	40	38	10.428	84	23.051	3	0.823
24	Walter Drive	30139.79	32217.05	2077.26	2500	2500	2500	Collector	20.80	22.50	21.18	94.2%	N	N	NA	20.80	22.50	21.18	94.2%	66.10	68.50	67.27	31.5%	N	N	30	7	17.793	0	0.000	0	0.000
25	Fairview Avenue	75748.92	79262.98	3514.06	14100	16000	15050	Minor	44.30	56.40	50.06	88.8%	N	N	NA	44.30	67.50	52.76	78.2%	65.70	82.80	75.57	69.8%	Y	N	35	6	9.015	35	52.589	2	3.005
25	Meyers Road	60000	75748.92	15748.92	14100	21100	17700	Minor	48.70	79.40	58.86	74.1%	N	Y	PS	48.70	98.80	67.05	67.9%	80.90	189.30	98.75	67.9%	Y	N	40	19	6.370	70	23.468	8	2.682
26	Thorndale Avenue	74640.37	100302.98	25662.61	13800	50100	31900	Minor	47.00	77.30	58.67	75.9%	N	N	NA	49.10	99.70	70.49	70.7%	93.80	570.20	141.61	49.8%	Y	Y	45	10	2.057	44	9.053	7	1.440

APPENDIX A
DuPage County Highways
Corridor Information Report

CO HWY	ROAD	From Station	To Station	Road length (ft)	MIN ADT	MAX ADT	AVG ADT	FUNC CLASS	Pavement Width Min	Pavement Width Max	Prevailing Pave Width	Prevail Pave % of Max	CLTL (Y/N)	MEDIAN (Y/N)	MED TYPE	Cross-Sec Width Min	Cross-Sec Width Max	Prevailing Cross-Sec Width	Prevail % of Max	ROW Width Min	ROW Width Max	Prevailing ROW Width	Xsec Width v PRW	IDOT Highway Connect (Y/N)	Interstate Connect (Y/N)	Prevailing Speed Limit (mph)	Cross-Access	Cross-Access Density	Driveway Access Points	Driveway Access Density	Traffic Signals	Traffic Signal Density
27	Highlake Road	40000	47742.2	7742.2	7500	8500	8000	Collector	21.30	36.80	27.04	73.5%	N	N	NA	28.20	54.20	35.29	65.1%	59.90	100.40	65.24	54.1%	N	N	40	4	2.728	18	12.276	0	0.000
27	Jewell Road	50000	57242.85	7242.85	8600	10700	9500	Collector	32.50	36.60	34.05	93.0%	Y	Y	NA	33.70	83.60	55.42	66.3%	65.30	105.20	77.74	71.3%	N	N	35	6	4.374	78	56.862	2	1.458
27	Prince Crossing Road	50000	52906.88	2906.88	7500	7500	7500	Collector	21.40	23.20	22.27	96.0%	N	N	NA	29.60	39.70	34.59	87.1%	66.00	100.40	83.02	41.7%	N	N	40	5	9.082	22	39.960	0	0.000
28	Villa Avenue	33607.65	42756.26	9148.61	11300	16800	14000	Minor	43.20	45.90	44.36	96.6%	N	N	NA	43.20	66.50	54.76	82.3%	67.50	115.40	85.38	64.1%	Y	N	40	18	10.388	67	38.668	2	1.154
28	WoodDale Road	10000	33607.65	23607.65	9700	19900	13500	Minor	20.60	70.20	45.40	64.7%	Y	Y	PS	26.00	88.70	64.31	72.5%	79.60	201.00	96.44	66.7%	Y	N	40	15	3.355	134	29.970	5	1.118
29	Greenbrook Boulevard	40983.25	45983.35	5000.1	17000	19200	18200	Minor	62.00	68.40	65.23	95.4%	N	Y	RL	82.80	97.70	89.78	91.9%	99.90	141.40	117.59	76.4%	Y	N	35	10	10.560	9	9.504	3	3.168
29	Stearns Road	10000	31708.34	21708.34	9300	17400	13200	Minor	21.50	62.90	45.13	71.7%	Y	N	NA	21.50	87.90	78.07	88.8%	79.90	120.20	98.57	79.2%	Y	N	45	35	8.513	56	13.621	2	0.486
31	87th Street	80000	85196.23	5196.23	20000	20500	20250	Minor	53.70	64.90	57.49	88.6%	N	N	NA	61.80	88.30	70.50	79.8%	97.60	102.00	99.96	70.5%	N	N	45	5	5.081	24	24.387	1	1.016
31	Plainfield Road	80000	109307.69	29307.69	17000	23100	20200	Minor	38.50	63.80	50.32	78.9%	N	Y	PS	46.70	90.90	68.19	75.0%	66.30	128.10	96.23	70.9%	Y	N	40	16	2.883	141	25.402	7	1.261
32	Mill Street	80000	89992.02	9992.02	11400	22400	17300	Minor	46.80	68.10	51.46	75.6%	N	N	NA	49.70	75.30	63.27	84.0%	65.40	89.70	76.06	83.2%	Y	N	45	10	5.284	15	7.926	4	2.114
32	Warrenville Road W	40000	44500.44	4500.44	11900	12700	12400	Minor	47	81.7	61.97	75.9%	N	N	NA	49.5	92.5	76.13	82.3%	70.5	131.4			Y	Y	45	7	8.213	20	23.464	0	0.000
33	75th Street	30000	106545.11	76545.11	17300	50800	35600	Principal	63.00	90.60	77.99	86.1%	N	Y	RL	80.50	189.10	139.73	73.9%	182.30	205.70	200.19	69.8%	Y	Y	45	61	4.208	140	9.657	28	1.931
34	31st Street	80000	105416.79	25416.79	16700	30100	23900	Minor	49.80	70.00	57.39	82.0%	Y	Y	RL	49.80	92.40	59.87	64.8%	62.90	192.90	99.87	59.9%	Y	N	45	17	3.532	46	9.556	7	1.454
35	55th Street	83232.96	111126.52	27893.56	17000	30100	23300	Minor	41.20	78.50	45.60	58.1%	N	N	NA	42.60	92.80	54.46	58.7%	65.20	193.30	76.90	70.8%	Y	N	35	57	10.790	213	40.319	8	1.514
36	Schmale Road	30000	48926.07	18926.07	21400	25800	23400	Minor	58.10	67.40	61.77	91.6%	Y	Y	PS	62.00	91.20	78.81	86.4%	83.50	125.90	98.97	79.6%	Y	N	40	7	1.953	75	20.924	8	2.232
38	63rd Street	74605.13	105377.7	30772.57	14900	33900	26700	Minor	40.00	66.60	52.76	79.2%	Y	N	NA	46.30	90.20	79.12	87.7%	97.20	109.40	100.18	79.0%	Y	Y	40	46	7.893	170	29.169	11	1.887
40	College Road	89582.82	99947.05	10364.23	15300	19100	17100	Minor	24.90	50.60	36.91	73.0%	N	N	NA	36.30	77.10	59.80	77.6%	79.80	100.50	86.22	69.4%	N	N	40	5	2.547	10	5.094	3	1.528
40	Wehrli Road	99947.04	102331.17	2384.13	13000	14500	13750	Minor	49.40	50.50	49.95	98.9%	N	N	NA	55.20	57.30	56.25	98.2%	83.10	100.00	91.55	61.4%	N	N	40	34	75.298	9	19.932	0	0.000
40	Yackley Avenue	80000	89582.81	9582.81	16000	20000	17800	Minor	44.90	63.40	51.52	81.3%	N	Y	MIX	59.60	87.70	76.74	87.5%	96.90	103.70	100.42	76.4%	Y	N	40	8	4.408	53	29.202	2	1.102
41	Hobson Road/59th Street	80839.07	81637.83	798.76	2500	2500	2500	Collector	19.50	40.80	25.92	63.5%	N	N	NA	28.70	40.80	33.24	81.5%	65.90	103.70	82.69	40.2%	N	N	NA	33	218.138	16	105.764	0	0.000
43	County Farm Road	10000	58337.07	48337.07	20500	32500	27100	Minor	46.50	75.70	56.35	74.4%	N	N	NA	46.80	118.90	65.77	55.3%	59.90	208.20	83.03	79.2%	Y	N	40	44	4.806	120	13.108	11	1.202
50	Schick Road	50000	58085.8	8085.8	25500	29500	27500	Minor	47.90	62.70	59.10	94.3%	N	N	NA	64.20	96.20	80.05	83.2%	90.30	114.20	102.46	78.1%	N	N	45	21	13.713	5	3.265	1	0.653
51	Herrick Road	70000	77140.07	7140.07	8000	8500	8250	Collector	23.40	26.40	24.42	92.5%	N	N	NA	39.50	42.30	41.16	97.3%	65.60	66.60	66.34	62.0%	Y	N	45	0	0.000	18	13.311	1	0.739
52	Cross Street	80000	80863.22	863.22	7500	8000	7750	Collector	37.30	37.80	37.51	99.2%	N	N	NA	37.80	52.40	46.14	88.1%	64.60	65.80	65.11	70.9%	N	N	30	1	6.117	6	36.700	1	6.117
53	Diehl Road	40000	50224.25	10224.25	26200	34500	28700	Minor	68.00	74.20	71.40	96.2%	N	Y	RL	100.50	111.80	104.89	93.8%	119.80	120.20	120.00	87.4%	N	N	45	4	2.066	4	2.066	2	1.033
54	Swift Road	41944.81	53471.37	11526.56	8100	15300	12600	Minor	38.40	47.90	40.53	84.6%	Y	Y	PS	39.70	60.60	53.46	88.2%	65.50	82.60	71.56	74.7%	Y	N	30	5	2.290	36	16.491	2	0.916
56	Woodward Avenue	102615.9	117887.11	15271.21	14100	21600	16900	Minor	50.60	75.60	63.45	83.9%	N	Y	MIX	62.40	87.70	80.70	92.0%	98.70	110.20	100.37	80.4%	N	N	40	30	10.372	15	5.186	1	0.346
			length (ft)	1192159.75	2000	2500	18875																								375	
			length (mi)	225.79	32600	54800																										
37	Crescent Boulevard	70000	73452.43	3452.43					21.00	21.00	21.00		N	N	NA	40.10	40.10	40.10		57.20	100.70			N	N	35	1	1.529	35	53.528	0	0.000
54	Swift Road	0	0	0																												

Appendix B

(Supporting Section 5)

Highway System Performance:

2010 Inventory of Existing Deficiencies

Travel Time Summary Report

DUPAGE COUNTY 2009 ARTERIAL TRAVEL TIME UPDATES

Fall 2009

Supporting the 2010 Comprehensive Road Improvement Plan Update

DuPage County staff has performed a comprehensive "floating vehicle" survey of peak hour arterial network performance. This document provides the basis for the current deficiencies assessment requirement of the State Statute on Impact Fees.

DuPage County 2009 Arterial Travel Time Updates

COMPREHENSIVE PERFORMANCE REPORT

BACKGROUND

DuPage County has performed arterial travel time studies in 1999 and again in 2004, each prior to and in support of, the following years' Comprehensive Road Improvement Plan. These studies are important to the plan because they provide the foundation for the existing deficiencies list required by the State Impact Fee law[1] In prior iterations of the study, staff focused on state, county and municipal arterials where the typical average daily traffic routinely exceeds 20,000. This generally means roads with cross-sections of at least 4 lanes. The 2009 list of arterials follows the same formula but includes more roads than were previously studied.

Travel Time Study Routes List

DuPage County staff identified seventy (70) segments of interest for the 2009 summer study. Using two surveyors, staff was able to complete fifty nine (59) corridors. Unfortunately, eleven (11) of the corridors had some sort of construction or utility work that interfered with the completion of the corridors. Over 300 miles of arterial highway were ultimately surveyed during the summer. The list of corridors and the route limits are shown in Figure 1 below.

METHODOLOGY

The travel time studies were conducting using a "floating vehicle" methodology. This method uses one or more vehicles traveling in traffic "in the flow" to track traffic conditions. The progress of the vehicle is recorded using Global Positioning Systems (GPS) that include receivers and data loggers (see Figure 2 below). The loggers record the time and the position of the vehicle each second and the geologger software that accompanies the receiver and logger uses the positional data to infer speed.

DuPage County staff concentrated on establishing the performance of systems during the afternoon peak period. In DuPage County, this period commonly extends from about 4:00 to 6:30 pm. Generally, staff would begin its first travel time runs at or shortly after the 4:00 hour. Study protocol was to accumulate as many runs in each direction as possible with the minimum allowable being three. If the corridor was extraordinarily long or congested, study runs may have extended over two or three days.

[1] **605 ILCS 5/5-901 ET SEQ.**

Figure 1 - Travel Time Run List

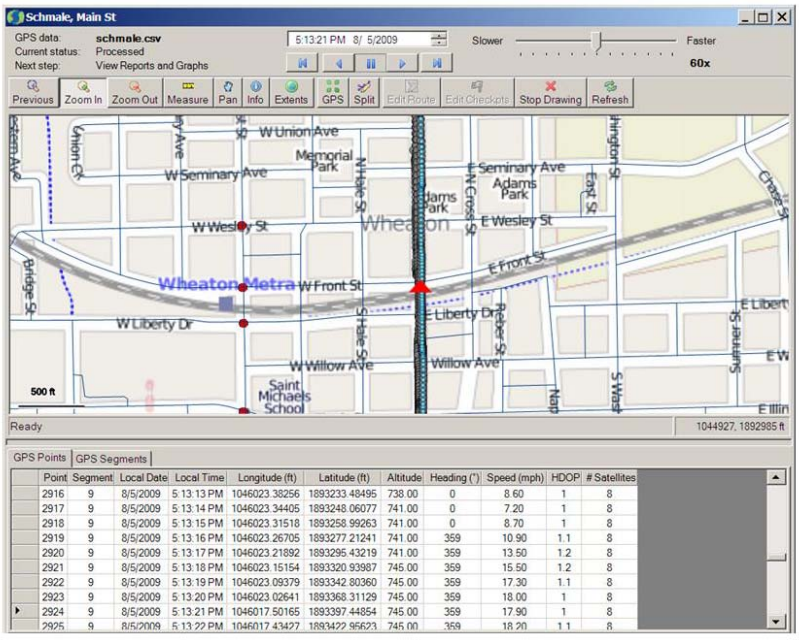
With Corridor Definition

Index	Co Hwy	Corridor	Begin Point	End Point	Length	Status
1		22nd Street	IL 56 (Butterfield Rd)	Windsor Dr		Construction
2	34	31st Street	Highland Avenue	East County Line	4.62	Complete
3	35	55th Street	Dunham Road	County Line Road	5.71	Complete
4	38	63rd Street	I-355 SB Ramps	Madison Street	5.83	Complete
5	33	75th Street - Central	Naper Blvd	Woodridge Dr		Construction
6	33	75th Street - East	Woodridge Dr	IL 83	5.68	Complete
7	33	75th Street - West	US 34 (Ogden Ave)	Naper Blvd		Construction
8	22	Addison Road	IL 19 (Irving Park Road)	St. Charles Rd		Construction
9		Army Trail Blvd	IL 53	US 20 (Lake Street)	2.13	Complete
10	11	Army Trail Road - Central	Merbach	IL 53	5.11	Complete
11	11	Army Trail Road - West	Powis Road	Merbach	6.26	Complete
12	2	Belmont Road	US 34 (Ogden Ave)	63rd Street	2.39	Complete
13	4	Bloomingdale Road	US 20 (Lake Street)	Geneva Road	4.77	Complete
14	15	Cass Avenue - North	39th Street	55th Street	2.30	Complete
15	15	Cass Avenue - South	55th Street	91st Street		Complete
16	17	Chicago Ave/Maple Ave	Julian St	W of Belmont Rd	4.81	Complete
17	43	County Farm Road - North	US 20 (Lake Street)	IL 64 (North Ave)	5.88	Complete
18	43	County Farm Road - South	IL 64 (North Ave)	IL 38 (Roosevelt Rd)	3.77	Complete
19		Elgin O'Hare Expwy	US 20 (Lake Street)	IL 53		Not Started
20	14	Eola Road - North	IL 56 (Butterfield Rd)	New York St	4.32	Complete
21	14	Eola Road - South	New York St	87th Street	2.54	Complete
22	21	Fabyan Parkway/Washington	West County Line	IL 59	3.90	Complete
23		Fairview Avenue	US 34 (Ogden Ave)	75th Street	3.92	Complete
24	3	Ferry Road	Eola Road	Mill Street	5.65	Complete
25	2	Finley Road	IL 38 (Roosevelt Road)	US 34 (Ogden Ave)	3.96	Complete
26	23	Gary Avenue - North	Travis Parkway	Elk Trail	4.00	Complete
27	23	Gary Avenue - South	Elk Trail	Jewell Road	3.42	Complete
28	21	Geneva Road	IL 59	Main St., GE		Other
29	20	Grand Avenue	US 20 (Lake Street)	Crown Rd	2.49	Complete
30	9	Highland Avenue	IL 38 (Roosevelt Road)	US 34 (Ogden Ave)	3.74	Complete
31	2	Hobson Road	Washington Street	I-355 SB Ramps		Not Started
32		IL 19 (Irving Park Road)	Mitchell Blvd	Air Cargo Road O'Hare	9.14	Complete
33		IL 38 (Roosevelt Road) - Central	County Farm Road	Finley Road	6.46	Complete
34		IL 38 (Roosevelt Road) - East	Finley Road	I-294	5.94	Complete

35		IL 38 (Roosevelt Road) - West	Kautz Road	County Farm Road	7.17	Complete
36		IL 53 - North	Devon Avenue	IL 64 (North Ave)	6.34	Complete
37		IL 53- South	Park Boulevard	83rd Street	6.45	Complete
38		IL 56 (Butterfield Road) - Central	Naperville Road	IL 56/22nd Street	6.19	Complete
39		IL 56 (Butterfield Road) - West	DuPage Pkwy	Naperville Road	9.52	Complete
40		IL 59 - Central	Main St., West Chic	Ferry Road	5.25	Complete
41		IL 59 - North	County Line	Main St., West Chic	7.32	Complete
42		IL 59 - South	Ferry Road	87th Street	6.24	Complete
43		IL 64 (North Avenue) - Central	Schmale Road	Grace Street	5.01	Complete
44		IL 64 (North Avenue) - East	Grace Street	Berteau Avenue	3.98	Complete
45		IL 64 (North Avenue) - West	Kautz Road	Schmale Rd	9.07	Complete
46		IL 83 - Central	IL 64 (North Ave)	US 34 (Ogden Ave)	6.75	Complete
47		IL 83 - North	Devon Ave	IL 64 (North Ave)	6.69	Complete
48		IL 83 - South	US 34 (Ogden Ave)	Bluff Road	6.75	Complete
49	9	Lemont Road	Claremont	109th Street		Construction
50	9	Main Street, Downers Grove	US 34 (Ogden Ave)	Claremont	3.39	Complete
51		Naper Boulevard	US 34 (Ogden Ave)	Washington St		Not Started
52	23	Naperville Road - North	IL 38 (Roosevelt Road)	US 34 (Ogden Ave)	4.53	Complete
53	31	Plainfield Rd/87th St.	East County Line	I-355	7.56	Complete
54	4	Roselle Road	Elgin-O'Hare EB Ramps	US 20 (Lake Street)	2.58	Complete
55	7	St. Charles Road	Geneva Crossing	East County Line	9.79	Complete
56	36	Schmale Road/Main St., Wheaton	Army Trail Road	IL 38 (Roosevelt Rd)	5.60	Complete
57	29	Stearns Road/Greenbrook Blvd	West County Line	US 20 (Lake Street)	6.97	Complete
58	15	Summit-Midwest Road	IL 38 (Roosevelt Road)	Oakley Dr	2.83	Complete
59	26	Thorndale Avenue	IL 53	York Road		Construction
60		US 20 (Lake Street) - East	Medinah Rd	Grand Ave	4.75	Complete
61		US 20 (Lake Street) - West	Barrington/CFR	Medinah Rd	6.09	Complete
62		US 34 (Ogden Ave) - Central	Washington Street	Finley/Belmont	6.40	Complete
63		US 34 (Ogden Ave) - East	Finley/Belmont	York Road	5.60	Complete
64		US 34 (Ogden Ave) - West	Montgomery	Washington St	8.03	Complete
65	3	Warrenville Road	Mill Street	Cross Street	5.86	Complete
66	25	Westmore-Meyers-Fairview	St. Charles Road	US 34 (Ogden Ave)	5.55	Complete
67	13	Winfield Road	Highlake Rd	Diehl Road	5.31	Complete
68	28	WoodDale Avenue/Villa Ave	Devon Avenue	IL 64 (North Ave)	6.30	Complete
69		York Road - Central	IL 64 (North Ave)	US 34 (Ogden Ave)		Not Started
70	8	York Road - North	Devon Avenue	IL 64 (North Ave)	6.35	Complete
					314.96	

Figure 2 – Travel Time Study Equipment

The analyst is responsible for organizing the routes and the intersection checkpoints, the speed limits and distances between the checkpoints inside the travel time software. Data is imported to the database from the geologger and quality controlled (Figure 3). Data quality can be variable, and is dependent upon things such as satellite visibility, vegetation cover, weather, and other equipment related issues. It is very important to review the data



Point	Segment	Local Date	Local Time	Longitude (ft)	Latitude (ft)	Altitude	Heading (°)	Speed (mph)	HDOP	# Satellites
2916	9	8/5/2009	5:13:13 PM	1046023.38256	1893233.48495	738.00	0	8.60	1	8
2917	9	8/5/2009	5:13:14 PM	1046023.34405	1893248.06077	741.00	0	7.20	1	8
2918	9	8/5/2009	5:13:15 PM	1046023.31518	1893258.99263	741.00	0	8.70	1	8
2919	9	8/5/2009	5:13:16 PM	1046023.26705	1893277.21241	741.00	359	10.90	1.1	8
2920	9	8/5/2009	5:13:17 PM	1046023.21892	1893295.43219	741.00	359	13.50	1.2	8
2921	9	8/5/2009	5:13:18 PM	1046023.15154	1893320.93987	745.00	359	15.50	1.2	8
2922	9	8/5/2009	5:13:19 PM	1046023.09379	1893342.80360	745.00	359	17.30	1.1	8
2923	9	8/5/2009	5:13:20 PM	1046023.02641	1893368.31129	745.00	359	18.00	1	8
2924	9	8/5/2009	5:13:21 PM	1046017.50165	1893397.44854	745.00	359	17.90	1	8
2925	9	8/5/2009	5:13:22 PM	1046017.43427	1893422.95623	745.00	359	18.20	1.1	8

Figure 3 – Travel Time Data Screen

and to "block" any points that appear to lack satisfactory precision. In cases where there were chronic visibility problems (e.g., York Road in Elmhurst, Main Street in Glen Ellyn) staff decided to try other methods of travel time analysis at a later date.

Once the data is quality controlled and data integrity is verified, the data is submitted for analysis. The analysis program collates the data into link, intersection and corridor reports. These reports give performance statistics such as:

Corridor Statistics	Intersection Statistics
Travel Time (Corridor and Link)	Number of Stops on Approach
Travel Speed (Corridor and Link)	Stopped Time by Approach
Number of Stops (Corridor and Link)	Approach Congested Time
Delay Time (Corridor and Link)	Approach Signal Delay Time
Congested Time (Corridor and Link)	Approach Overall Delay
Corridor and Link Level of Service	Approach Level of Service
Travel Time Index (TTI)	Approach Travel Time Index

The analyst can also produce estimates of emissions and fuel consumption by link, intersection and corridor. In addition, the software organizes the information into some very handy charts that allow the analyst to determine the efficiency of corridor flow or of signal systems that are currently in place. Figures 4 and 5 below provide a sample of Travel Time Trajectory (Figure 4) and Speed Profile (Figure 5) analyses.

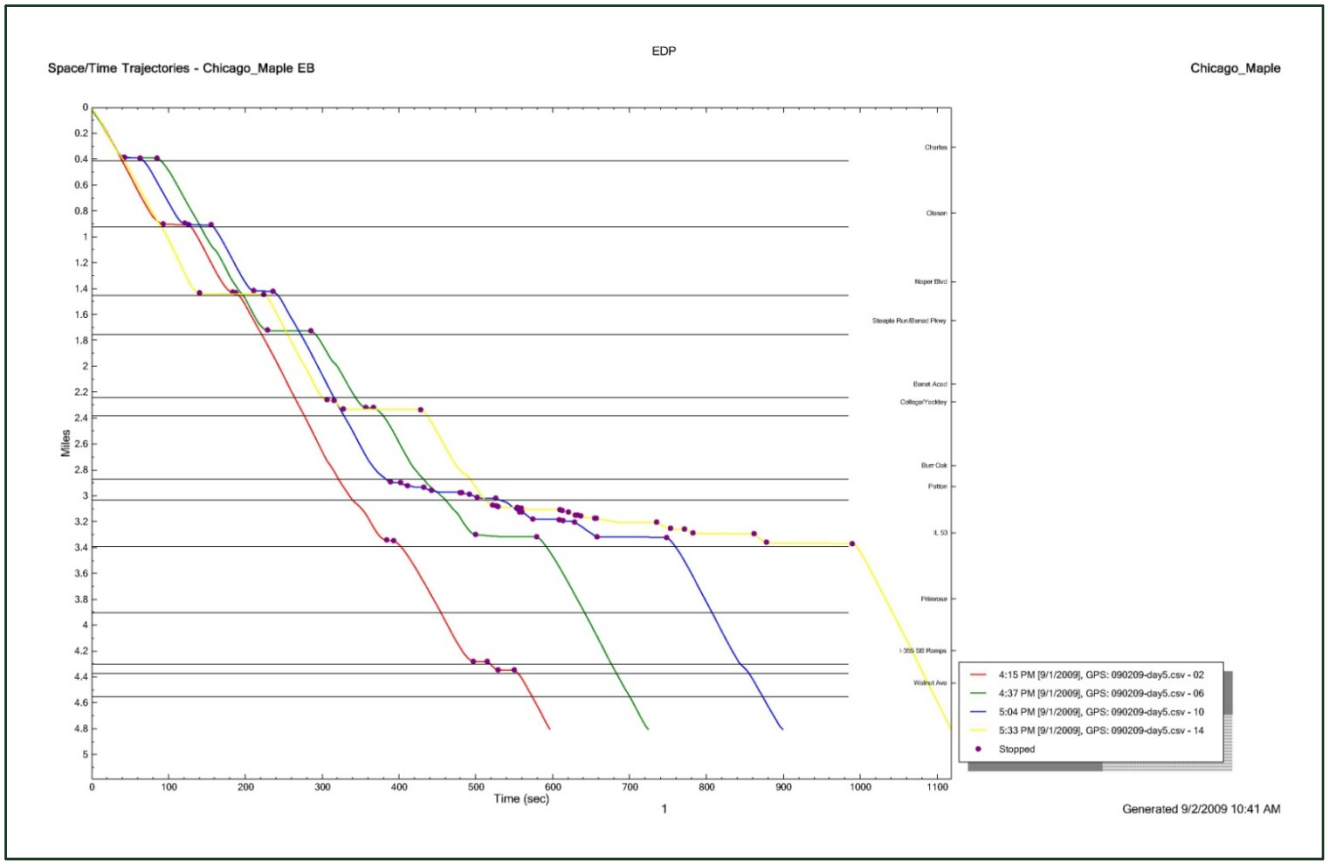


Figure 4 – Sample Travel Time Trajectory graph

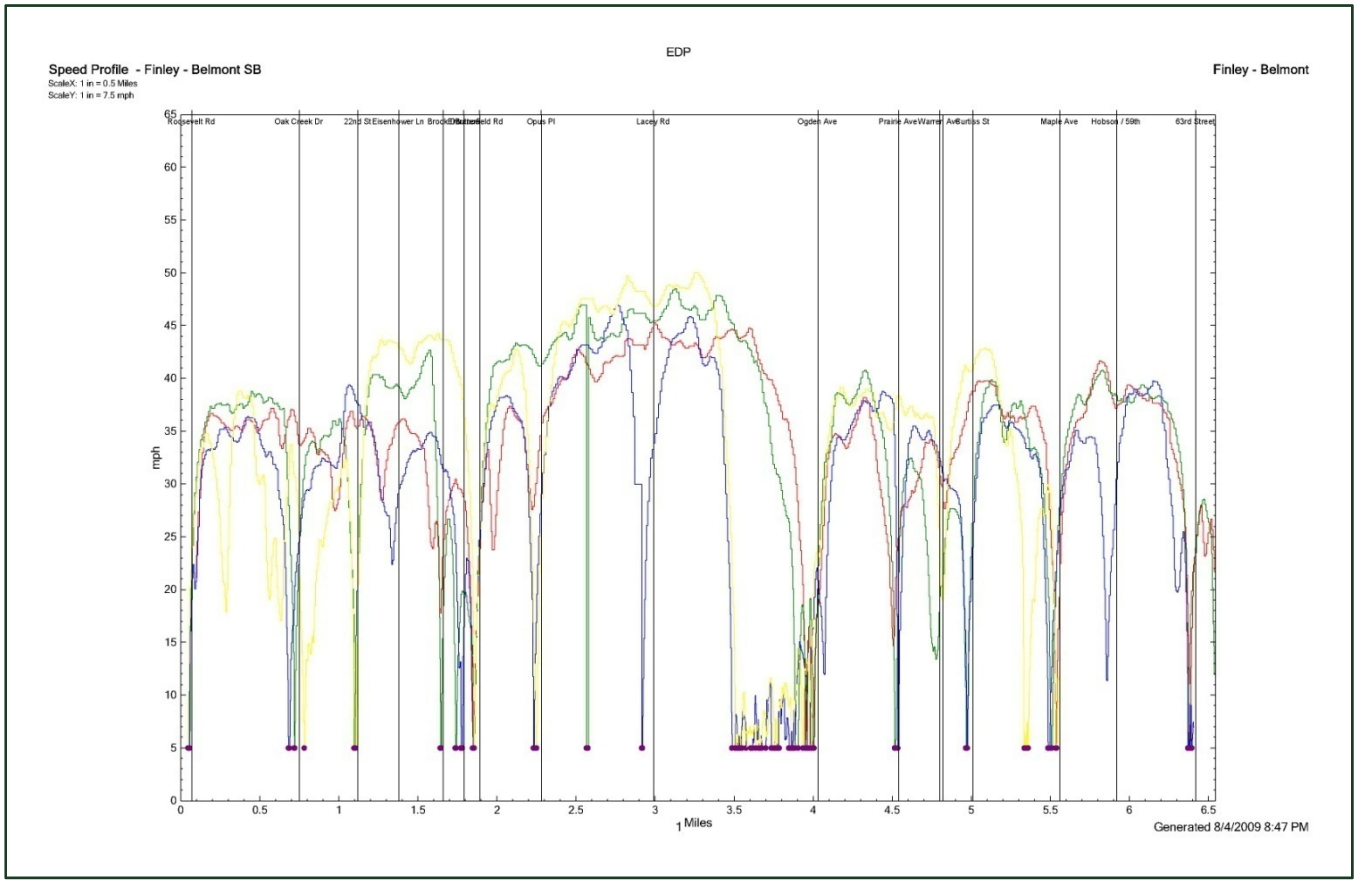


Figure 5 – Sample Speed Profile graph

These reports are particularly useful in before/after studies when traffic signal coordination is being considered. Here, however, we are using the reports simply to state what the existing conditions are for the major arterial corridors in the county. County staff has compiled all of the graphics and report output in 2009 Travel Time Indices and can make digital or hard copy reports available upon request.

The following section synthesizes the results of the data collection and analysis efforts and summarizes the information in tabular and map format.

TRAVEL TIME RESULTS

Route Based Results

One of the methods of assessing the performance of a network or a system is to look at a complete route. The route is generally a 4 to 8 mile long segment. This level of analysis is interesting in that most work or work-related traffic is inter-city or inter-county with trip lengths in excess of 6 miles. While, many of the work trips involve multiple turns, route level analyses give the analyst a good idea of the travel times between communities or particular sites or centers in DuPage. These analyses also provide the basis for location based "isochrones" (or travel times to/from any point from a select location).

The complete route survey is shown in Figure 6 (page 8). These routes are the backbone of the arterial system in DuPage County. Some routes such as 75th Street west and Washington Street (Naperville) were not surveyed due to lengthy construction projects. Routes ranged in class from IL 83 (Class I expressway/at-grade arterial combination) to class III minor arterials typified by most of the County highway system.

Route performance is influenced by many things including the following:

- Travel lanes and travel lane continuity
- Land Use density
- Land Use character
- Rail crossings
- Traffic signal density
- Traffic signal systems

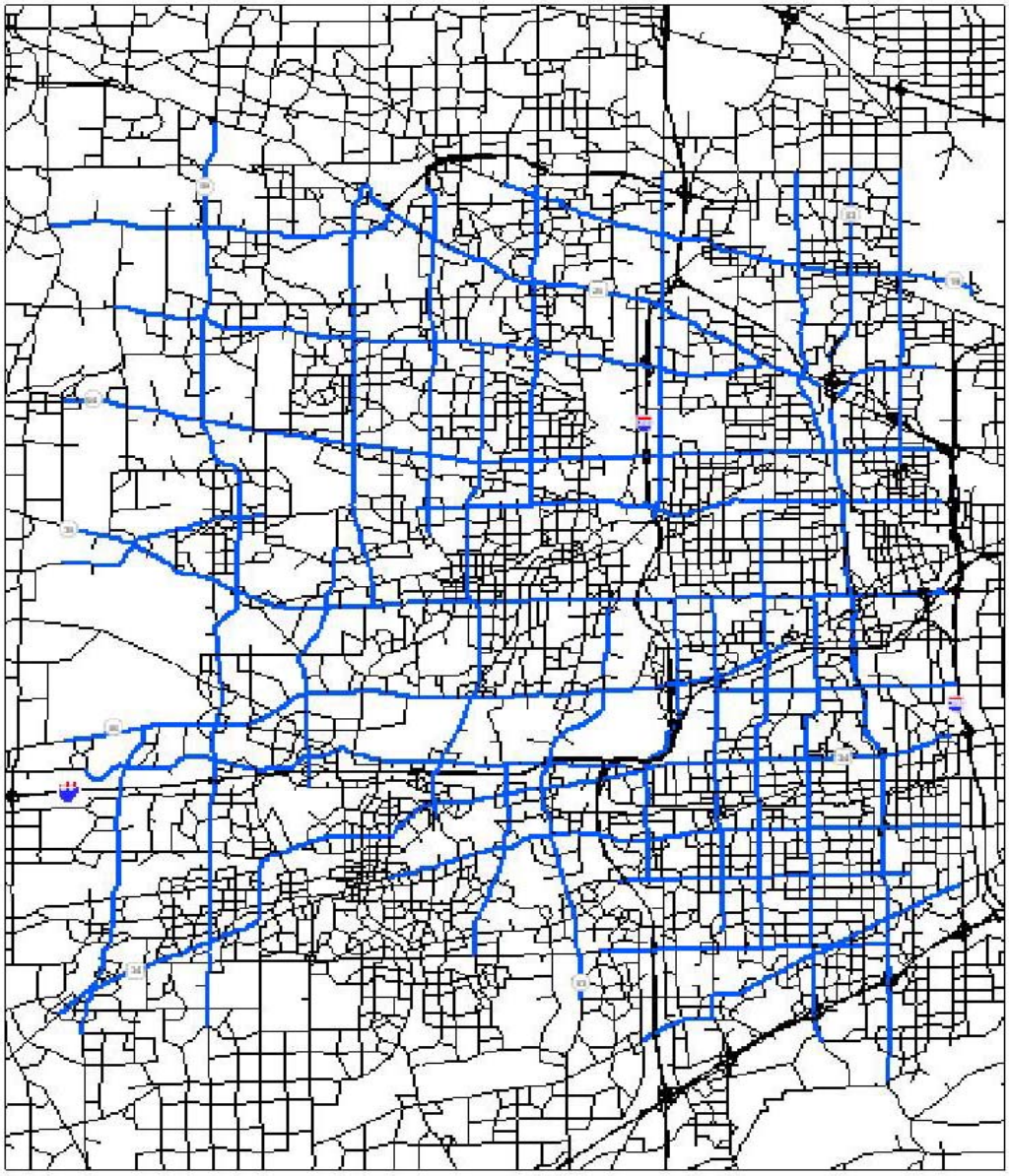
Routes ranged from 2 lane to 7 lane sections and from rural to urban in land use character. Urban sections such as those passing through downtown areas of Downers Grove, Lombard, Wheaton, etc. are characterized by dense land use access and on street parking. Many of these sections also have rail crossings on the Burlington Northern, UP West and Milwaukee District West lines. These lines carry both commuter trains and freight trains. Many of the downtown crossings are effected by peak hour train schedules where METRA rail picks up and drops off passengers at the train stations which are located on or near the main thoroughfares.

Average operating speeds on the surveyed routes range from about 12.5 mph on Main Street, Downers Grove to about 39 mph on IL 59 between Bartlett and West Chicago. The complete list of arterial routes and route performance is included in Appendix A of this report.

A number of interesting results can be gleaned from the list. First, seven of the worst 10 performing routes involve north-south corridors with heavy southbound direction traffic flow. Three of these routes are urban sections with rail crossings on the Burlington Northern rail line. Most of the underperforming routes are class III arterials and only 2 routes – IL 64 East and IL 59 South – are class I arterials. The worst 10 performing routes are characterized by corridor levels of service of 'D' or 'E'. This indicates a systematically poor performance throughout the corridor or a uniquely bad set of intersection related delays.

The average peak hour travel time index (TTI) is 1.60 across all of the surveyed routes with the TTI for the twenty five worst performing corridors having TTI in excess of 1.75. The travel time index (TTI) is a statistic

Figure 6 - 2009 Travel Time Links



that indicates the degree of congestion and stop delay. A measure of 1.75 indicates that congested and stopped time results in travel times at least 75% longer than under free-flow conditions.

Run based statistics for the corridors provide some different and valuable information on operating speeds by periods of the day. The data produced from the more detailed corridor results shows that pm peak hour performance is very much related to the time that one enters the corridor or begins the trip. The average peak hour operating speed is approximately 25.1 mph. However, that speed varies very rapidly within the 2 ½ hour peak (Figure 7 below). If a traveler begins a trip just before the onset of the peak hour, say at 4:00, travel speeds are, on average, 3.5 mph greater than when a trip begins at 5:00.

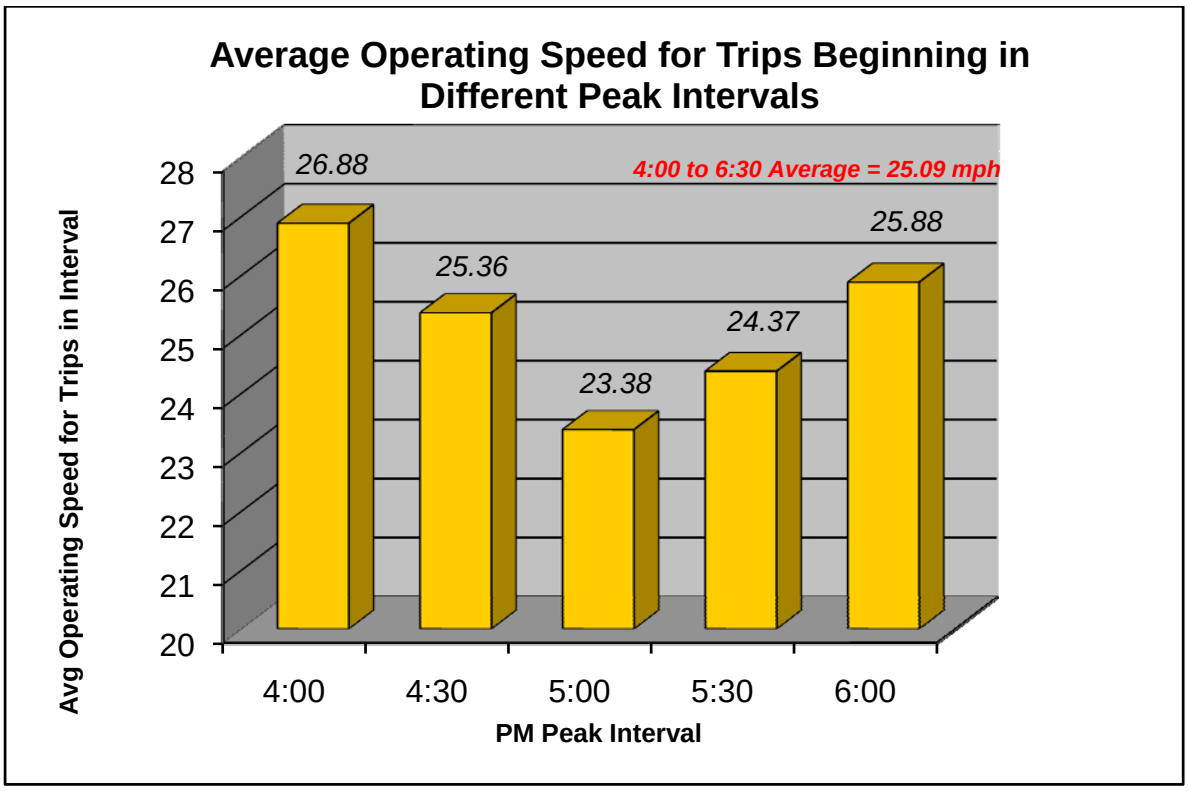


Figure 7 – Average Operating Speeds by Peak Interval

This reduction in speed is directly in proportion to the increase in traffic volume in the peak period, and is validated by Figure 8 which shows the percentage of stopped and congested time by start time. Travelers during the 5:00 to 5:30 interval experience 5% more time in stopped conditions and at least 7% greater amounts of time in congested conditions.

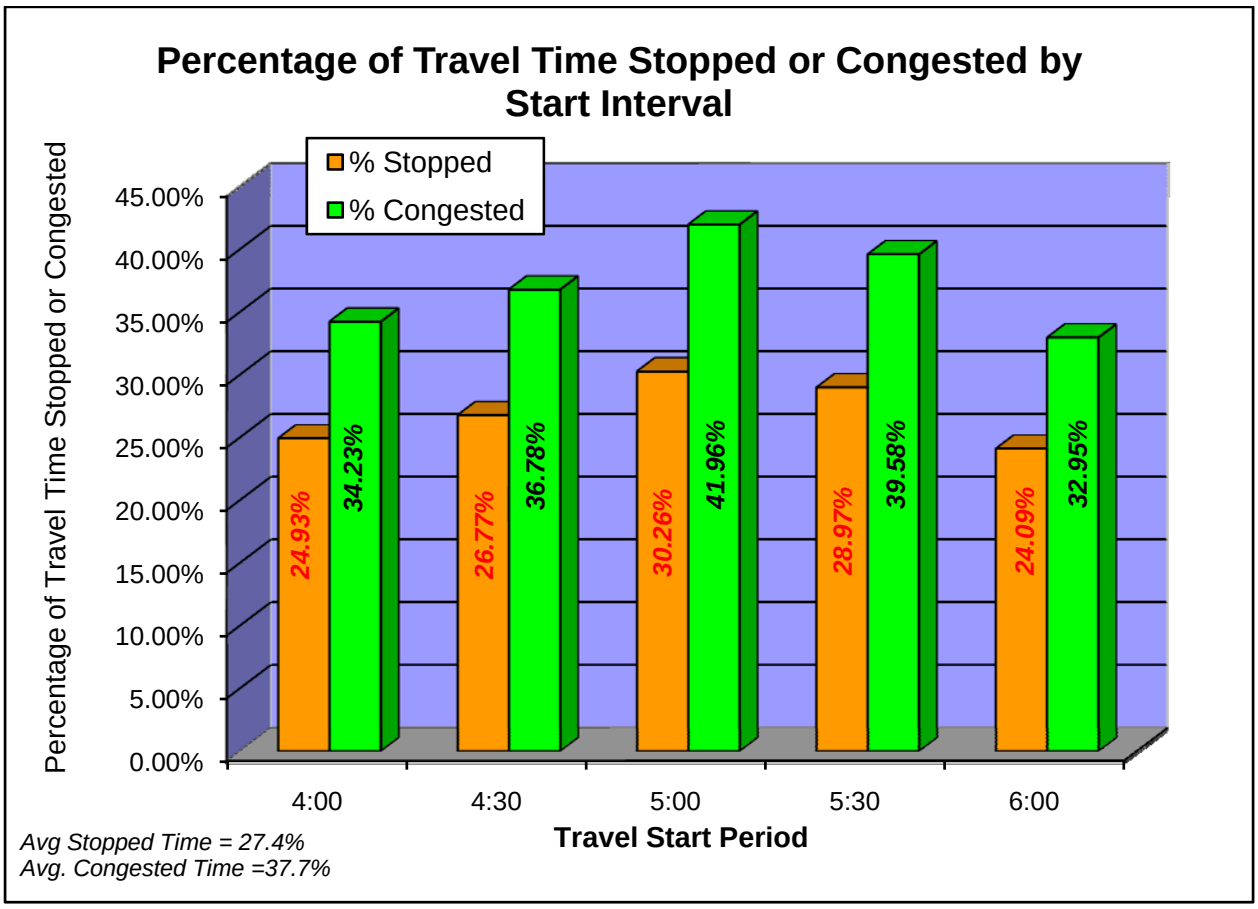


Figure 8 – Percentage of Stopped or Congested Time by Start Interval

Further evidence of the rapid change in congestion is shown by the number of stops per mile (Figure 9).

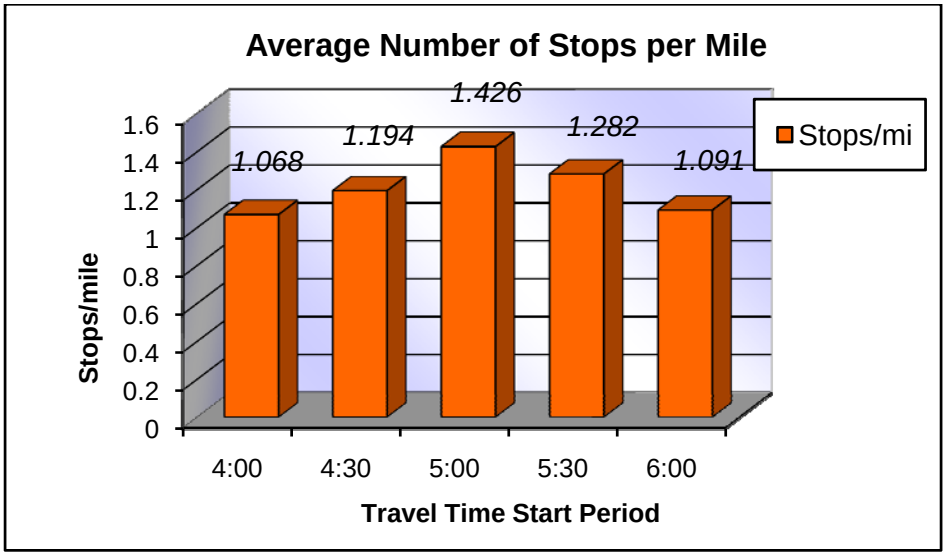


Figure 9 – Average vehicle stops per mile by peak hour period

Intersection Based Results

Each link or segment of a route is uniquely analyzed such that summary statistics can be produced for each intersection approach. Over 1500 unique signalized intersection approaches were analyzed as part of this program. Almost nineteen percent (19%) of the intersection approaches were classified as deficient with levels of service at 'E' or 'F'. Levels of service (LOS) are operational indicators of speed or delay on an approach or at an intersection. Level of Service 'A' indicates almost perfect conditions with no delay. Level of Service 'F' means that the performance of the approach or intersection is extremely congested and inefficient. For intersections, level of service F means overall delays of over 80 seconds per vehicle. For approaches, approach delays of over 80 seconds or approach speeds of less than 15mph generally results in LOS 'F'.

The chart in Figure 10 reflects average conditions across the 2 ½ hour peak period in DuPage County.

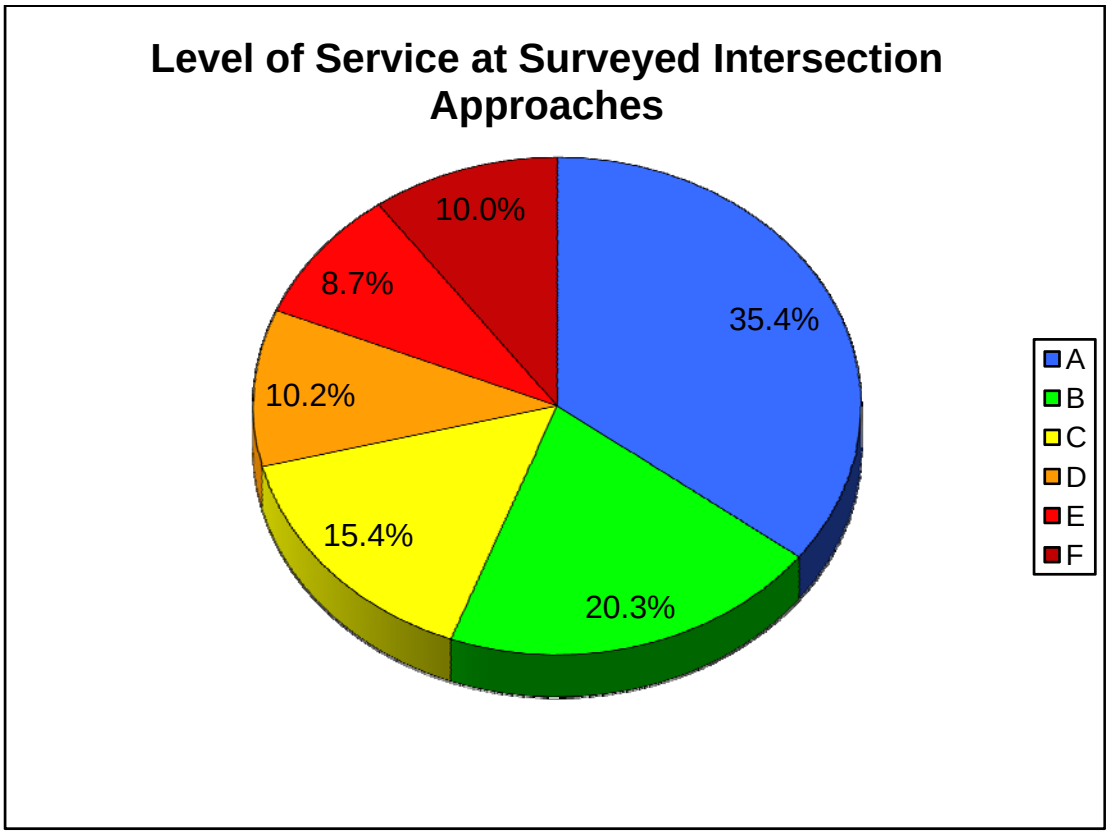


Figure 10 – Level of Service for Intersection Approaches – DuPage County PM Peak

On the positive side, over 70% of all approaches register satisfactory levels of service during the peak period. Ten percent of the approaches make the 'watch list' at LOS D. Approach performance lists are provided in Appendix A and are summarized in the map attachment in Figure 12.

SUMMARY

The information provided in this report is one of the key pieces of information used in the County's traffic model calibration. The information in this report also is integral in the needs assessment of the impact fee program and the formulation of the existing deficiency list that is required by the State of Illinois Impact Fee Law.

Beyond these uses, the County's Division of Transportation will utilize the information for traffic signal system performance upgrades. For more information or details regarding the data or summary statistics, please contact us at:

DuPage County Division of Transportation
Planning Section
421 N. County Farm Road
Wheaton, IL 60187
630.407.6900

	County Hwy	Road	From	To	Travel Dir	Distance	Avg Speed	Avg Travel Time	Avg # Stops	Avg Stops/mi	Avg Stopped Time	Avg Stopped %	Avg Congested Time	Fuel Consumption	VOC	CO	NOX	Street Class	LOS	TTI Index
1	9	Main St., DG	US 34 (Ogden Ave)	Claremont	S	3.39	12.45	18.02	11.33	3.34	10.33	57.3%	13.46	0.155	1.722	9.066	1.033	III	E	2.811
2	15	Summit/Midwest Rd	IL 38 (Roosevelt Rd)	S of 55th St	S	5.15	15.63	19.69	12.33	2.39	8.96	45.5%	11.68	0.193	1.553	8.665	1.044	III	D	2.239
3	9	Highland Ave	IL 38 (Roosevelt Rd)	S of US 34 (Ogden Ave)	S	3.74	16.67	13.53	7.75	2.07	5.97	44.1%	7.54	0.137	1.053	5.889	0.709	III	D	2.100
4	2	Finley Rd/Belmont Rd	IL 38 (Roosevelt Rd)	63rd St	S	6.54	17.67	21.08	17	2.60	8.42	39.9%	11.71	0.246	1.529	8.822	1.095	III	D	2.264
5	23	Naperville Rd/Naper Blvd	IL 38 (Roosevelt Rd)	S of US 34 (Ogden Ave)	S	5.05	17.81	17.08	11	2.18	7.28	42.6%	9.46	0.186	1.293	7.352	0.895	III	D	2.246
6		IL 59 South	Ferry Road	87th St	S	6.24	18.09	20.73	17	2.72	7.8	37.6%	11.98	0.233	1.460	8.526	1.073	I	E	2.211
7	8	York Rd North	Devon Ave	S of IL 64	S	6.35	18.37	20.74	18.33	2.89	7.92	38.2%	11.28	0.237	1.448	8.456	1.062	III	C	2.177
8		IL 64 East	Grace St	I-294	E	3.98	19.02	12.3	9.33	2.34	4.41	35.9%	6.15	0.150	0.822	4.856	0.617	I	E	2.103
9	15	Summit/Midwest Rd	IL 38 (Roosevelt Rd)	S of 55th St	N	5.15	20.26	15.19	8	1.55	5.12	33.7%	6.56	0.187	0.982	5.849	0.746	III	C	1.728
10	11	Army Trail Central	W of Gary Ave	IL 53	W	5.22	20.36	15.18	9.5	1.82	4.78	31.5%	6.92	0.190	0.944	5.710	0.742	II	D	1.965
11	13	Winfield Rd	N of Highlake	Diehl Rd	S	5.31	20.46	15.57	9.33	1.76	6.26	40.2%	7.95	0.192	1.133	6.560	0.803	III	C	1.955
12	21	Fabyan_Washington St	W County Line	E of IL 59	E	3.90	20.51	11.44	5	1.28	3.95	34.5%	5.54	0.142	0.756	4.516	0.576	III	C	1.950
13	9	Main St., DG	US 34 (Ogden Ave)	Claremont	N	3.39	20.62	9.78	5.2	1.53	2.64	27.0%	4.47	0.125	0.559	3.496	0.469	III	C	1.697
14	17	Chicago_Maple	Julian St	W of Belmont Rd	E	4.81	20.8	13.9	8.75	1.82	4.95	35.6%	6.59	0.175	0.913	5.459	0.692	III	C	1.923
15	36	Schmale Rd/Main St., WH	Army Trail Rd	IL 38 (Roosevelt Rd)	S	5.60	21.09	16.02	11	1.96	4.96	31.0%	7.12	0.204	0.975	5.967	0.780	III	C	1.897
16	21	Fabyan_Washington St	W County Line	E of IL 59	W	3.90	21.23	11.05	4.25	1.09	3.87	35.0%	4.89	0.140	0.734	4.362	0.550	III	C	1.884
17		IL 38 Central	E of County Farm Rd	W of Finley Rd	E	6.46	21.46	18.06	9.25	1.43	5.68	31.5%	7.85	0.234	1.119	6.807	0.880	II	D	1.864
18	40	Yackley/College Rd	Warrenville Rd	75th St	S	4.09	21.82	11.22	4.67	1.14	3.71	33.1%	4.74	0.146	0.715	4.299	0.547	III	C	1.833
19		US 34 East	Cross St	E of York Road	W	6.57	21.94	16.74	8.75	1.33	4.07	24.3%	6.15	0.244	0.885	5.660	0.775	II	D	1.823
20	34	31st St	Highland Ave	E Co Line	W	4.62	22.01	12.49	7.25	1.57	3.82	30.6%	5.55	0.168	0.758	4.668	0.608	III	C	1.817
21		IL 19 (Irv Park Rd)	Mitchell Rd (N Co Line)	O'Leary (E Co Line)	E	9.14	22.04	24.26	15	1.64	6.08	25.1%	9.53	0.334	1.301	8.303	1.131	III	C	1.815
22	33	75th St East	Woodridge Dr	IL 83	E	5.68	22.11	15.44	7.33	1.29	5.48	35.5%	6.88	0.201	1.028	6.128	0.768	II	C	1.809
23		IL 64 East	Grace St	I-294	W	3.98	22.26	10.51	6.67	1.67	3.11	29.6%	4.37	0.142	0.621	3.850	0.505	I	D	1.797
24	33	75th St East	Woodridge Dr	IL 84	W	5.68	22.43	15.22	9	1.58	5.06	33.2%	6.62	0.203	0.970	5.869	0.747	II	C	1.783
25	25	Westmore-Meyers Rd	S of St. Charles Rd	S of US 34 (Ogden Ave)	N	5.55	22.62	14.72	7.67	1.38	4.23	28.7%	5.76	0.199	0.855	5.316	0.699	III	C	1.547
26		IL 59 South	Ferry Road	87th St	N	6.24	22.83	16.4	9.67	1.55	6.08	37.1%	7.93	0.221	1.128	6.748	0.844	I	D	1.752
27		IL 53 North	Devon Ave	St. Charles Rd	S	7.47	22.84	19.65	8.33	1.12	5.77	29.4%	7.57	0.268	1.156	7.159	0.936	III	C	1.751
28		IL 19 (Irv Park Rd)	Mitchell Rd (N Co Line)	O'Leary (E Co Line)	W	9.14	23.09	23.13	11	1.20	5.87	25.4%	8.49	0.320	1.222	7.889	1.075	III	C	1.732
29	38	63rd St	W of I-355	Madison St	W	5.82	23.11	15.08	9	1.55	3.93	26.1%	5.75	0.211	0.825	5.254	0.706	III	C	1.731
30		IL 53 North	Devon Ave	St. Charles Rd	N	7.47	23.26	19.24	8.33	1.12	6.09	31.7%	7.93	0.264	1.189	7.280	0.933	III	C	1.720
31	13	Winfield Rd	N of Highlake	Diehl Rd	N	5.31	23.27	13.59	6.33	1.19	4.58	33.7%	5.81	0.188	0.876	5.313	0.675	III	C	1.719
32	23	Naperville Rd/Naper Blvd	IL 38 (Roosevelt Rd)	S of US 34 (Ogden Ave)	N	5.05	23.3	12.8	7	1.39	4.3	33.6%	5.62	0.179	0.817	4.982	0.634	III	C	1.717
33	34	31st St	Highland Ave	E Co Line	E	4.62	23.31	11.89	6	1.30	4.08	34.3%	5.18	0.163	0.777	4.686	0.590	III	C	1.716
34		IL 38 Central	E of County Farm Rd	W of Finley Rd	W	6.46	23.37	16.58	8.25	1.28	4.02	24.2%	5.9	0.233	0.871	5.622	0.766	II	C	1.712
35	9	Highland Ave	IL 38 (Roosevelt Rd)	S of US 34 (Ogden Ave)	N	3.74	23.44	9.62	4.67	1.25	2.26	23.5%	3.51	0.135	0.494	3.215	0.442	III	C	1.493
36	41	County Farm South	IL 64 (North Ave)	IL 38 (Roosevelt Rd)	S	3.70	23.48	9.46	5.33	1.44	2.93	31.0%	3.79	0.131	0.576	3.546	0.457	II	C	1.704
37		US 34 Central	River Road	Cross St	E	6.88	23.55	17.58	7.33	1.07	4.86	27.6%	6.74	0.247	1.002	6.290	0.830	II	C	1.699
38	36	Schmale Rd/Main St., WH	Army Trail Rd	IL 38 (Roosevelt Rd)	N	5.60	23.63	14.29	8.67	1.55	3.67	25.7%	5.42	0.204	0.779	4.995	0.672	III	C	1.693
39	21	Geneva Rd/St. Charles Rd	Geneva Crossing SC	E of York Road	W	9.79	23.73	24.8	12	1.23	6.58	26.5%	9.26	0.352	1.364	8.697	1.164	III	C	1.475
40	23	Gary Ave South	Lies Rd	Jewell Rd	N	3.42	23.75	8.64	3.67	1.07	2.98	34.5%	3.68	0.120	0.563	3.405	0.428	II	C	1.684
41		US 34 West	W County Line	River Road	SW	6.49	23.87	16.09	9	1.39	4.99	31.0%	6.52	0.226	0.971	6.022	0.778	II	C	1.676
42	35	55th St	W of Belmont	E Co Line	W	6.52	23.99	16.33	8.67	1.33	4.09	25.0%	5.6	0.234	0.871	5.589	0.754	III	C	1.459
43		US 34 Central	River Road	Cross St	W	6.88	24.21	17.13	8.67	1.26	3.93	22.9%	5.83	0.249	0.870	5.699	0.783	II	C	1.652
44	31	87th St/Plainfield Rd	Janes Ave	E Co Line	SW	7.56	24.31	18.73	9	1.19	4.97	26.5%	6.66	0.270	1.036	6.592	0.876	III	B	1.645
45	21	Geneva Rd/St. Charles Rd	Geneva Crossing SC	E of York Road	E	9.79	24.37	24.13	12.33	1.26	5.37	22.3%	8.12	0.355	1.203	7.957	1.103	III	B	1.436
46	15	Cass Ave South	S of 55th St	91st St	N	4.28	24.38	10.53	5.33	1.25	3.33	31.6%	4.22	0.150	0.650	4.008	0.514	III	B	1.641
47	14	Eola Road	IL 56 (Butterfield Rd)	87th St	S	7.13	24.42	17.47	7.33	1.03	6.24	35.7%	7.6	0.249	1.165	7.036	0.879	II	C	1.638
48	25	Westmore-Meyers Rd	S of St. Charles Rd	S of US 34 (Ogden Ave)	S	5.55	24.62	13.53	5.75	1.04	3.22	23.8%	4.53	0.198	0.704	4.575	0.621	III	B	1.422
49	31	87th St/Plainfield Rd	Janes Ave	E Co Line	NE	7.56	24.82	18.3	8.67	1.15	5.4	29.5%	6.89	0.268	1.075	6.734	0.873	III	B	1.612
50	2	Finley Rd/Belmont Rd	IL 38 (Roosevelt Rd)	63rd St	N	6.54	24.82	15.69	7	1.07	4.22	26.9%	5.78	0.231	0.876	5.587	0.741	III	B	1.612
51	38	63rd St	W of I-355	Madison St	E	5.82	24.85	14.01	7.33	1.26	3.44	24.6%	4.87	0.208	0.740	4.799	0.647	III	B	1.610
52	23	Gary Ave North	N County Line	Lies Rd	S	4.02	24.87	9.7	4.33	1.08	3.23	33.3%	4.04	0.140	0.615	3.781	0.479	II	C	1.608
53		US 20 East	E of Medinah Rd	E Co Line	W	7.24	24.98	16.81	8.33	1.15	4.32	25.7%	5.82	0.252	0.905	5.831	0.781	I	D	1.601
54	40	Yackley/College Rd	Warrenville Rd	75th St	N	4.09	24.98	9.73	4	0.98	3.02	31.0%	3.78	0.142	0.590	3.663	0.470	III	B	1.601
55		IL 64 Central	President St	Grace St	W	5.27	25.01	12.64	6.67	1.27	3.79	30.0%	5.01	0.186	0.753	4.724	0.613	I	D	1.599
56	8	York Rd North	Devon Ave	S of IL 64 (North Ave)	N	6.35	25.12	15.17	7	1.10	3.76	24.8%	5.11	0.226	0.798	5.191	0.702	III	B	1.592

	County Hwy	Road	From	To	Travel Dir	Distance	Avg Speed	Avg Travel Time	Avg # Stops	Avg Stops/mi	Avg Stopped Time	Avg Stopped %	Avg Congested Time	Fuel Consumption	VOC	CO	NOX	Street Class	LOS	TTI Index
57	23	Gary Ave North	N County Line	Lies Rd	N	4.00	25.14	9.62	5	1.25	2.81	29.2%	3.7	0.141	0.563	3.544	0.462	II	C	1.591
58		US 34 West	W County Line	River Road	NE	6.49	25.16	15.52	8.33	1.28	4.36	28.1%	5.62	0.229	0.888	5.620	0.737	II	C	1.590
59	3	Ferry Rd	Mill Street	W of Eola Rd	E	5.65	25.27	13.42	6.33	1.12	4.57	34.1%	5.68	0.198	0.864	5.298	0.669	III	B	1.781
60		IL 53 South	S of IL 38 (Roosevelt Rd)	83rd St	S	8.26	25.44	19.5	13.33	1.61	5.08	26.1%	7.29	0.295	1.050	6.857	0.922	II	C	1.572
61	28	WoodDale_Villa Ave	Devon Ave	IL 64 (North Ave)	S	6.30	25.53	14.57	5.33	0.85	4.13	28.3%	5.04	0.219	0.787	5.114	0.683	III	B	1.371
62		US 20 East	E of Medinah Rd	E Co Line	E	7.24	25.66	16.51	7.33	1.01	3.72	22.5%	5.11	0.258	0.823	5.450	0.747	I	D	1.559
63	4	Bloomingdale/Roselle	N County Line	Geneva Rd	S	7.35	25.76	17.19	8	1.09	3.87	22.5%	5.53	0.261	0.864	5.728	0.784	III	B	1.359
64		IL 56 Central	East Loop Rd	22nd St	E	6.19	25.89	14.42	8.33	1.35	4.38	30.4%	5.76	0.217	0.862	5.426	0.703	II	C	1.545
65	35	55th St	W of Belmont	E Co Line	E	6.52	26.07	15.03	7	1.07	3.35	22.3%	4.72	0.233	0.747	4.970	0.681	III	B	1.343
66		US 34 East	Cross St	E of York Road	E	6.57	26.39	14.96	5.5	0.84	2.71	18.1%	3.99	0.235	0.666	4.616	0.657	II	C	1.516
67	23	Gary Ave South	Lies Rd	Jewell Rd	S	3.42	26.68	7.69	5	1.46	1.66	21.6%	2.6	0.121	0.377	2.551	0.353	II	C	1.499
68	15	Cass Ave South	S of 55th St	91st St	S	4.28	26.77	9.62	5.67	1.33	2.26	23.5%	3.33	0.152	0.490	3.281	0.448	III	B	1.494
69		IL 38 East	Finley Rd	I-294	W	5.94	26.94	13.25	8.33	1.40	3.44	26.0%	5.38	0.220	0.715	4.744	0.654	II	C	1.485
70		IL 64 West	Kautz Road	President St	W	9.07	27.04	20.15	7	0.77	5.24	26.0%	7.22	0.316	1.096	7.203	0.956	I	C	1.479
71		US 20 West	Barrington Rd	E of Medinah Rd	NW	5.95	27.06	13.17	6.67	1.12	2.97	22.6%	4.03	0.210	0.654	4.397	0.602	I	C	1.478
72	28	WoodDale_Villa Ave	Devon Ave	IL 64 (North Ave)	N	6.30	27.23	13.66	5	0.79	3.46	25.3%	4.28	0.221	0.696	4.649	0.629	III	B	1.285
73	3	Warrenville Rd	Mill Street	Cross St	W	5.86	27.29	12.93	6	1.02	3.97	30.7%	4.9	0.203	0.774	4.903	0.631	III	B	1.466
74	17	Chicago_Maple	Julian St	W of Belmont Rd	W	4.81	27.3	10.57	4	0.83	2.22	21.0%	3.02	0.171	0.506	3.437	0.474	III	B	1.465
75	41	County Farm South	IL 64 (North Ave)	IL 38 (Roosevelt Rd)	N	3.70	27.35	8.07	4	1.08	1.88	23.3%	2.61	0.129	0.411	2.743	0.372	II	C	1.463
76		IL 56 West	W County Line	E of Naperville Road	W	7.75	27.51	16.92	6.5	0.84	5.26	31.1%	6.52	0.269	1.026	6.487	0.834	II	C	1.636
77	11	Army Trail West	Powis Rd	W of Gary Ave	W	5.86	27.54	12.83	5.33	0.91	2.89	22.5%	4.24	0.207	0.638	4.322	0.594	III	B	1.452
78	4	Bloomingdale/Roselle	N County Line	Geneva Rd	N	7.35	27.55	16.05	8	1.09	3.24	20.2%	4.86	0.259	0.750	5.176	0.722	III	B	1.270
79	11	Army Trail Central	W of Gary Ave	IL 53	E	5.22	27.64	11.18	4.33	0.83	2.66	23.8%	3.63	0.183	0.575	3.823	0.515	II	C	1.447
80		Army Trail Blvd	IL 53	US 20 (Lake St)	W	2.15	27.66	4.62	2	0.93	0.82	17.7%	1.15	0.076	0.202	1.418	0.202	III	B	1.265
81	14	Eola Road	IL 56 (Butterfield Rd)	87th St	N	7.13	27.85	15.32	8.33	1.17	3.87	25.3%	5.4	0.250	0.818	5.412	0.724	II	C	1.436
82		IL 83 South	US 34 (Ogden Ave)	Bluff Rd	S	7.13	28.23	15.07	8	1.12	3.37	22.4%	5.76	0.252	0.741	5.125	0.715	I	C	1.594
83	29	Stearns Road/Greenbrook Blvd	W County Line	US 20 (Lake St)	E	6.38	28.3	13.5	5.33	0.84	3.38	25.0%	4.19	0.223	0.711	4.709	0.632	II	B	1.413
84		Army Trail Blvd	IL 53	US 20 (Lake St)	E	2.15	28.42	4.56	2	0.93	0.96	21.1%	1.25	0.075	0.217	1.487	0.205	III	B	1.232
85		IL 38 East	Finley Rd	I-294	E	5.94	28.87	12.34	5.67	0.95	2.91	23.6%	4.08	0.214	0.629	4.275	0.592	II	B	1.386
86		IL 83 North	Devon Ave	IL 64 (North Ave)	S	6.28	29.34	12.84	6	0.96	3.19	24.8%	4.95	0.220	0.675	4.574	0.621	I	C	1.534
87	3	Ferry Rd	Mill Street	W of Eola Rd	W	5.65	29.64	11.46	4	0.71	2.66	23.2%	3.56	0.197	0.579	3.928	0.531	III	B	1.518
88	41	County Farm North	US 20 (Lake St)	IL 64 (North Ave)	S	5.88	29.67	11.91	4	0.68	2.82	23.7%	3.68	0.203	0.605	4.098	0.551	II	B	1.348
89	41	County Farm North	US 20 (Lake St)	IL 64 (North Ave)	N	5.88	29.86	11.83	4.33	0.74	2.73	23.1%	3.47	0.203	0.591	4.026	0.544	II	B	1.340
90		US 20 West	Barrington Rd	E of Medinah Rd	SE	5.95	30.57	11.66	5.67	0.95	2.23	19.1%	3.17	0.207	0.525	3.744	0.523	I	C	1.308
91		IL 64 West	Kautz Road	President St	E	9.07	30.67	17.74	7	0.77	3.84	21.6%	5.58	0.315	0.850	5.964	0.824	I	C	1.304
92	29	Stearns Road/Greenbrook Blvd	W County Line	US 20 (Lake St)	W	6.38	30.67	12.44	4	0.63	2.82	22.7%	3.37	0.219	0.616	4.221	0.573	II	B	1.304
93		IL 64 Central	President St	Grace St	E	5.27	30.71	10.3	4.33	0.82	2.32	22.5%	3.04	0.182	0.507	3.505	0.478	I	C	1.303
94	3	Warrenville Rd	Mill Street	Cross St	E	5.86	30.79	11.44	5.67	0.97	2.37	20.7%	3.36	0.203	0.537	3.791	0.525	III	A	1.299
95		IL 56 West	W County Line	E of Naperville Road	E	7.75	31.79	14.63	5.67	0.73	2.71	18.5%	3.99	0.270	0.650	4.720	0.666	II	B	1.416
96		IL 53 South	S of IL 38 (Roosevelt Rd)	83rd St	N	8.26	32.68	15.15	5	0.61	2.32	15.3%	3.12	0.285	0.607	4.578	0.656	II	B	1.224
97		IL 59 Central	Ingalton	Ferry Rd	N	6.98	33.14	12.44	4.33	0.62	1.65	13.3%	2.49	0.238	0.469	3.661	0.537	I	C	1.358
98		IL 59 Central	Ingalton	Ferry Rd	S	6.98	33.29	12.53	5.33	0.76	1.45	11.6%	2.86	0.243	0.449	3.615	0.539	I	C	1.352
99	11	Army Trail West	Powis Rd	W of Gary Ave	E	5.86	33.55	10.52	4.33	0.74	1.63	15.5%	2.28	0.203	0.424	3.222	0.463	III	A	1.192
100		IL 56 Central	East Loop Rd	22nd St	W	6.19	34.01	10.9	2	0.32	1.46	13.4%	2.09	0.213	0.410	3.223	0.471	II	B	1.176
101		IL 38 West	W County Line	E of County Farm Rd	W	7.17	34.11	12.66	3	0.42	2.07	16.4%	2.88	0.247	0.523	3.964	0.566	II	B	1.319
102		IL 59 North	W Bartlett Rd	Ingalton	N	6.50	34.44	11.29	2.67	0.41	1.47	13.0%	2.15	0.223	0.420	3.322	0.486	I	B	1.307
103		IL 38 West	W County Line	E of County Farm Rd	E	7.17	34.48	12.53	4.33	0.60	2.18	17.4%	2.83	0.245	0.531	3.979	0.560	II	B	1.305
104		IL 83 South	US 34 (Ogden Ave)	Bluff Rd	N	7.13	36.84	11.58	4	0.56	2.02	17.4%	2.67	0.245	0.493	3.770	0.536	I	B	1.221
105		IL 83 North	Devon Ave	IL 64 (North Ave)	N	6.27	37.4	10.09	2.67	0.43	1.6	15.9%	2.21	0.214	0.409	3.205	0.461	I	B	1.203
106		IL 59 North	W Bartlett Rd	Ingalton	S	6.50	38.66	10.06	1	0.15	0.83	8.3%	1.24	0.220	0.309	2.762	0.419	I	B	1.164

Route	Road	Checkpoint	Chkpt #	Avg Speed	Avg Travel Time	Avg # Stops	Avg Stopped Time	Avg Congested Time	Street Class	LOS	TTI Index
	Winfield Rd NB	UPW RR	1433	1.86	2.26	0.5	2.03	2.17	III	F	16.1290
	Highland Ave - SB	IL 38 (Roosevelt Rd)	459	2.48	1.69	1	1.4	1.63	III	F	12.0968
	York Rd North SB	IL 64 North Ave	1507	3.39	4.96	7.67	3.79	4.9	III	F	8.8496
23	Naperville Rd SB	Diehl Rd	997	3.63	2.31	2	1.88	2.16	III	F	11.0193
	Main St., DG NB	Burlington Ave	957	3.68	1.47	1.2	0.82	1.35	III	F	8.1522
	Cass Ave North SB	Burlington	1029	3.72	4.03	3.67	3.01	3.92	III	F	8.0645
	Fairview Ave NB	BN RR	1377	3.9	1.38	0.5	1.02	1.31	IV	F	7.6923
4	Roselle Rd NB	Irving Park Rd	244	4.23	0.71	0.67	0.52	0.64	III	F	8.2742
	IL 64 East - EB	IL 83	806	4.27	1.83	1	1.43	1.64	I	F	9.3677
3	Warrenville Rd WB	IL 53	1360	4.44	2.16	1.33	1.77	1.93	III	F	9.0090
34	31st St EB	IL 83 SB Ramps	8	4.61	1.95	1.67	1.46	1.73	III	F	8.6768
	Cass Ave North NB	Burlington	1003	4.67	1.93	1.33	1.41	1.71	III	F	6.4240
	Finley Rd SB	Butterfield Rd	210	4.96	1.21	1	0.88	1.09	III	F	7.0565
	York Rd North NB	IL 64 North Ave	1475	4.96	1.94	1	1.43	1.72	III	F	6.0484
	Main St., Wheaton, SB	Front St	1086	5.03	1.07	1	0.78	0.99	III	F	7.9523
25	Meyers Rd NB	IL 38	1400	5.36	2.8	2	2.17	2.45	III	F	5.5970
	Cass Ave North SB	Norfolk St	1028	5.52	2.17	3.33	1.37	1.96	III	F	5.4348
	Fairview Ave SB	BN RR	1384	5.52	0.98	1	0.61	0.88	IV	F	5.4348
15	Cass Ave South NB	75th St	1036	5.61	1.71	1.33	1.25	1.46	III	F	7.1301
14	Eola Road SB	US 34 Ogden Ave	370	5.62	2.46	1.33	1.85	2.12	II	F	6.2278
	Highland Ave - NB	US 34 (Ogden Ave)	444	5.65	1.17	1.33	0.81	1.05	III	F	5.3097
17	Maple Ave EB	IL 53	278	5.72	3.77	4.25	2.61	3.4	III	F	6.9930
	IL 53 N - SB	IL 64 North Ave	623	5.82	2.47	1.33	1.88	2.08	III	F	6.8729
	IL 53 N - NB	Elgin-O'Hare Expwy	605	5.88	1.73	1.33	1.19	1.5	III	F	6.8027
	IL 56 Central - EB	Finley Road	673	6.06	1.09	1	0.79	0.94	II	F	6.6007
	US 34 Central - EB	Naper Blvd	1313	6.08	1.58	1.33	1.08	1.38	II	F	6.5789
43	County Farm South SB	IL 38 (Roosevelt Rd)	345	6.48	1.2	0.67	0.91	1.01	II	F	6.1728
	Main St., Wheaton, NB	Liberty Dr	1052	6.73	0.62	1.33	0.37	0.6	III	F	5.9435
11	Army Trail Road WB	Bloomingdale Rd	136	6.87	1.75	1	1.17	1.4	II	F	5.8224
11	Army Trail Road WB	Springfield Dr	142	6.87	1.31	1	0.88	1.09	II	F	5.8224
	US 34 East WB	York Rd	1235	6.89	2.26	1.75	1.44	1.96	II	F	5.8055
23	Gary Ave South - NB	IL 64 (North Ave)	431	7.03	2.56	1.33	1.73	2.14	II	F	5.6899
23	Gary Ave North - SB	Schick Rd	419	7.09	1.78	1	1.26	1.49	II	F	5.6417
	Washington St., WC WB	Main St WC	382	7.1	0.34	0.5	0.19	0.28	III	F	4.2254
11	Army Trail Road WB	Swift Rd	130	7.17	0.84	0.67	0.58	0.68	II	F	5.5788
13	Winfield Rd SB	Westbound Ramps	1445	7.18	1.5	1	1.03	1.22	III	F	5.5710
35	55th St EB	Belmont	23	7.2	1	0.67	0.64	0.84	III	F	5.5556
	Main St., DG - SB	Warren Ave	941	7.35	1.47	1.4	1.14	1.38	III	F	4.0816
	Main St., DG - SB	Curtiss St	944	7.49	0.72	1.2	0.33	0.67	III	F	4.0053
	IL 83 Central - SB	22nd St	890	7.51	1.84	1	1.22	1.46	I	F	5.3262
	Main St., DG - SB	Maple Ave	945	7.51	1.36	2.2	0.78	1.17	III	F	3.9947
43	County Farm North NB	Army Trail Rd	316	7.58	1.42	0.67	1.03	1.14	II	F	5.2770
23	Gary Ave North - NB	Army Trail Road	405	7.58	1.42	1	0.99	1.23	II	F	5.2770
31	Plainfield Rd EB	IL 83	1522	7.75	2.09	1	1.51	1.67	III	F	4.5161
34	31st St WB	IL 83 NB Ramps	14	7.76	2.32	1.75	1.42	1.88	III	F	5.1546
	York Rd North SB	Green St	1498	7.78	0.85	1	0.51	0.66	III	F	3.8560
	IL 83 Central - SB	St. Charles Rd	884	7.89	1.44	1	0.84	1.22	I	F	5.0697
	Highland Ave - SB	IL 56 Ramps	466	7.94	1.29	1	0.83	1.01	III	F	4.4081
	Main St., DG NB	Curtiss St	956	8	1.28	1.6	0.68	1.13	III	F	3.7500
	IL 38 East WB	Ardmore Ave	535	8.03	1.87	1.67	1.24	1.46	II	F	4.9813
23	Naperville Rd SB	IL 38	983	8.03	1.72	1.33	1.13	1.33	III	F	4.3587
9	Highland Ave - SB	31st St	469	8.1	0.82	0.75	0.5	0.65	III	F	4.3210
23	Naper Blvd SB	US 34 (Ogden Ave)	1000	8.16	0.88	0.67	0.56	0.69	III	F	4.9020
	Washington St., WC EB	Main St WC	377	8.16	1.62	2	0.79	1.38	III	F	4.2892
43	County Farm South SB	IL 64 (North Ave)	337	8.19	1.32	1	0.83	1.04	II	F	4.8840
	US 34 West - WB	North Aurora/Raymond Dr	1288	8.22	1.53	1	1.01	1.18	II	F	4.8662
	US 34 West - WB	Aurora Ave	1291	8.22	2.34	2.67	1.44	1.89	II	F	4.8662
	IL 56 West - WB	Naperville Road	710	8.24	1.16	1	0.72	0.92	II	F	5.4612
23	Naperville Rd SB	Napervl Rd/Ridgeland	998	8.25	1.53	1.33	1.06	1.21	III	F	4.8485
	IL 53 South SB	Warrenville Rd	648	8.3	1.37	0.67	0.94	1.05	II	F	5.4217
	York Rd North NB	Irving Park Rd	1487	8.31	1.15	1	0.73	0.92	III	F	4.8135
	Fairview Ave NB	Maple Ave	1378	8.34	0.65	1	0.28	0.59	IV	E	3.5971
	IL 38 West WB	County Farm Rd	504	8.53	1.48	1	0.88	1.16	II	F	4.6893
23	Naperville Rd NB	IL 38	981	8.53	1.83	1.33	1.14	1.41	III	F	4.1032
	US 20 East - EB	IL 53 Rohlwing Rd	1166	8.66	0.62	1	0.31	0.48	I	F	4.6189
21	Geneva Rd EB	Schmale Rd	1092	8.67	1.11	1	0.77	0.94	III	F	4.0369
15	Cass Ave South SB	Plainfield Rd	1046	8.69	1.1	1	0.7	0.83	III	F	4.6030
	Main St., DG - SB	BNSF RR	942	8.69	0.21	0.2	0.09	0.2	III	F	3.4522
33	75th St EB	Woodward Ave	81	8.71	1.17	0.67	0.83	0.93	II	F	4.5924
	IL 59 South - NB	I-88 EB Ramps	733	8.74	1.51	1.67	0.84	1.24	I	F	4.5767
	US 34 Central - WB	Naper-Wheaton Rd	1336	8.76	1.1	0.67	0.69	0.82	II	F	4.5662
	IL 83 North - SB	Devon Ave	902	8.92	1.14	1	0.71	0.89	I	F	5.0448
	IL 38 East EB	Summit Ave	551	9.01	1.67	1	1.16	1.33	II	F	4.4395
	Fairview Ave SB	63rd St	1389	9.02	3.32	4	1.89	2.63	IV	D	3.3259
2	Finley Rd SB	Ogden Ave	213	9.02	6.92	8.25	4.15	5.85	III	F	4.9889
	US 34 West - EB	IL 59	1277	9.22	1.37	0.67	0.94	1.04	II	F	4.3384
	Winfield Rd SB	Roosevelt	1439	9.26	2.01	1.5	1.32	1.53	III	F	3.7797
	St. Charles Rd WB	IL 83	1121	9.32	0.84	1	0.44	0.63	III	F	3.7554
	Fairview Ave SB	2nd St	1385	9.36	0.58	0.5	0.22	0.49	IV	D	3.2051
9	Highland Ave - SB	US 34 (Ogden Ave)	473	9.36	2.05	1.5	1.25	1.62	III	F	3.2051
	IL 59 South - SB	New York St/Aurora Ave	743	9.47	2.28	2.33	1.25	1.77	I	F	4.2239
15	Midwest Rd NB	22nd St	1013	9.48	1.39	1.33	0.86	1.02	III	F	3.6920
	US 20 West - WB	Gary Ave	1229	9.57	2.07	2	1.24	1.51	I	F	4.7022
4	Bloomingdale Rd SB	North Ave	266	9.63	1.62	0.67	1.06	1.24	III	F	4.1537
	IL 64 West - WB	Kautz Road	868	9.71	2.47	2.67	1.08	2.02	I	F	4.1195
	IL 64 East - WB	IL 83	816	9.72	1.85	1.33	1.11	1.35	I	F	4.1152
	IL 38 East EB	Finley Rd	543	9.75	1.42	1	0.84	1.06	II	F	4.1026
	York Rd North SB	Crest View Ave	1504	9.81	0.79	0.67	0.42	0.57	III	F	3.5678
28	WoodDale Rd NB	Irving Park Rd	1455	9.86	2.8	1	1.94	2.15	III	F	3.5497
43	County Farm South NB	IL 64 (North Ave)	336	9.92	1.27	1	0.79	0.94	II	F	4.0323
	IL 38 Central EB	Naperville Rd	579	9.92	1.03	0.5	0.52	0.73	II	F	4.0323
15	Cass Ave South NB	63rd St	1039	9.93	1.51	1	0.94	1.12	III	F	4.0282
	Main St., DG - SB	Prairie Ave	939	9.97	2.23	1.4	0.95	1.61	III	F	3.5105
	IL 64 Central - EB	I-355 SB	830	10.09	1.19	0.67	0.74	0.86	I	F	3.9643
34	31st St WB	Highland Ave	22	10.12	1.01	0.75	0.52	0.71	III	E	3.9526
17	Maple Ave EB	College/Yackley	275	10.18	0.83	0.75	0.5	0.64	III	E	3.9293
	IL 19 EB	York Rd	487	10.25	2.81	2	1.49	2.06	III	E	3.9024
	US 20 East - WB	I-355 NB Ramps	1196	10.28	0.53	0.67	0.23	0.44	I	F	3.8911
	IL 38 Central EB	Main St, WH	578	10.39	1.67	2	0.82	1.34	II	F	3.8499
	Main St., DG - SB	55th Street	946	10.44	1.49	1.2	0.78	1.09	III	E	2.8736
	Washington St., WC EB	UP RR	376	10.45	3.1	1.25	1.71	2.28	III	E	3.3493
28	WoodDale Rd SB	METRA_MDW RR	1465	10.46	2.98	1.33	2.03	2.22	III	E	3.3461

Route	Road	Checkpoint	Chkpt #	Avg Speed	Avg Travel Time	Avg # Stops	Avg Stopped Time	Avg Congested Time	Street Class	LOS	TTI Index
43	County Farm South SB	Manchester	343	10.49	0.86	0.67	0.52	0.63	II	F	3.8132
36	Schmale Rd NB	North Ave	1066	10.5	1.83	1	1.21	1.36	III	E	3.8095
	IL 53 N - NB	Army Trl Rd	595	10.51	1.03	0.67	0.63	0.78	III	E	3.8059
	IL 83 South - SB	Plainfield Rd	931	10.51	2.46	2.67	1.04	2.02	I	F	4.2816
	IL 59 South - SB	I-88 WB Ramps	735	10.56	0.91	1	0.5	0.69	I	F	3.7879
11	Army Trail Road WB	Knollwood	143	10.59	1.25	1.33	0.61	0.91	II	F	3.7771
	Highland Ave - SB	22nd St	462	10.59	1.76	1	1.08	1.25	III	E	3.3050
	Main St., Wheaton, SB	IL 38 (Roosevelt Rd)	1090	10.68	1.74	3.33	0.88	1.25	III	E	3.7453
33	75th St EB	Lemont Rd	83	10.7	1.4	0.67	0.79	0.99	II	F	4.2056
	St. Charles Rd WB	Park Ave	1129	10.71	0.45	0.33	0.22	0.34	III	E	2.8011
	US 34 East WB	Cass Ave	1244	10.75	0.67	0.5	0.35	0.45	II	F	3.7209
17	Maple Ave EB	Patton	277	10.79	0.89	1.25	0.44	0.67	III	E	3.7071
	IL 56 Central - EB	Leask Lane	662	10.88	0.83	0.67	0.55	0.64	II	F	4.1360
38	63rd St WB	Cass Ave	68	10.89	1.38	1	0.8	0.98	III	E	3.6731
	Naper Blvd NB	US 34 (Ogden Ave)	964	10.9	1.54	0.67	1	1.1	III	E	3.6697
23	Naperville Rd SB	I-88 S Ramps	996	10.92	1.04	1.67	0.6	0.87	III	E	3.6630
38	63rd St EB	I-355 SB Ramps	49	11.01	0.49	0.67	0.28	0.37	III	E	3.1789
	US 34 West - EB	Frontenac Street	1273	11.01	0.98	1	0.51	0.69	II	F	3.6331
	IL 53 South SB	Maple Ave	654	11.09	1.3	1.33	0.64	0.92	II	F	3.1560
	IL 59 South - NB	LaFox Ave/Fox Valley East	725	11.12	1.19	1	0.74	0.87	I	F	3.5971
23	Naperville Rd SB	EW Loop Road	989	11.17	1.34	1	0.69	0.93	III	E	3.1334
33	75th St EB	Cass Ave	89	11.18	1.18	1	0.66	0.83	II	F	4.0250
	IL 64 West - WB	Pheasant Run Resort	867	11.21	4.6	0	0	0.19	I	F	3.5682
11	Army Trail Road WB	County Farm Rd	159	11.26	1.92	1.67	1.03	1.39	III	E	3.5524
	IL 64 Central WB	Grace St.	836	11.27	0.9	1	0.52	0.67	I	F	3.9929
	IL 53 N - NB	METRA MDW RR	600	11.3	0.58	0.33	0.28	0.45	III	E	3.5398
	IL 59 South - SB	North Aurora Rd	739	11.31	3.76	3.33	1.87	3	I	F	3.9788
	IL 59 South - NB	Diehl Rd	732	11.32	2.7	2.33	1.36	2.03	I	F	3.9753
13	Winfield Rd NB	Butterfield	1428	11.35	4.97	2.5	3.08	3.62	III	E	3.5242
34	31st St WB	Forest Grove	21	11.42	0.53	0.5	0.2	0.41	III	E	3.5026
43	County Farm South NB	Williams St	329	11.46	0.68	1	0.32	0.46	II	F	3.0541
23	Gary Ave North - NB	Lies Rd	403	11.49	0.89	1	0.54	0.66	II	F	3.9164
13	Winfield Rd NB	EB I88 Ramps	1423	11.52	0.94	1	0.43	0.65	III	E	3.4722
25	Meyers Rd SB	22nd St	1417	11.54	0.73	0.5	0.39	0.46	III	E	3.0329
	Fairview Ave NB	US 34 (Ogden Ave)	1391	11.55	0.68	1	0.29	0.51	III	E	3.0303
23	Naperville Rd NB	Warrenville Rd	970	11.58	0.73	0.33	0.48	0.53	III	E	3.4542
	IL 53 N - SB	Elgin-O'Hare Expwy	609	11.59	1.81	1	1.04	1.27	III	E	3.4513
	IL 59 South - SB	Diehl Rd	737	11.6	1.14	1	0.59	0.8	I	F	3.4483
	US 20 West - EB	Ontarioville Rd	1199	11.66	1.7	1.33	0.54	1.02	I	F	3.4305
	Cass Ave North SB	Naperville Rd	1027	11.69	1.49	0.67	0.82	1	III	E	2.9940
	IL 38 Central WB	Finley Road	556	11.7	2.56	1.5	1.43	1.78	II	F	3.4188
	IL 59 Central - SB	Main St., WC	755	11.74	1.07	0.67	0.67	0.77	I	F	3.4072
43	County Farm North NB	IL 64 North Ave	312	11.76	1.02	1	0.48	0.66	II	F	3.4014
	Main St., Wheaton, NB	College Ave	1056	11.77	0.41	0.5	0.2	0.29	III	E	3.3985
	Highland Ave - SB	Yorktown Mall Entr 1	465	11.81	0.71	1	0.36	0.52	III	E	2.9636
23	Naperville Rd SB	Central Park Dr	995	11.81	0.71	0.33	0.44	0.53	III	E	3.3870
	US 34 East - EB	Main St., DG	1254	11.85	0.96	0.5	0.55	0.63	II	F	3.3755
	IL 38 East WB	Westmore - Meyers Rd	537	11.87	2.83	3.67	1.21	2.07	II	F	3.3698
	IL 59 South - SB	75th Street	748	11.98	0.75	0.33	0.48	0.53	I	F	3.3389
17	Maple Ave WB	IL 53	287	11.99	2.55	1	1.49	1.72	III	E	2.9191
20	Grand Ave - EB	Church Rd	1177	12.04	0.85	1	0.47	0.6	I	F	3.3223
	Washington St., WC WB	IL 59	380	12.04	1.84	1	0.98	1.26	III	E	2.9070
33	75th St EB	Plainfield Rd	90	12.06	1.74	1	1.06	1.18	II	F	3.7313
15	Midwest Rd NB	22nd St	1019	12.06	1.69	1.33	0.95	1.13	III	E	2.9022
40	Yackley Ave SB	US 34 Ogden	304	12.16	1.68	1.33	0.82	1.21	III	E	2.8783
	IL 64 East - WB	Addison Rd	821	12.18	0.84	1	0.38	0.57	I	F	3.6946
11	Army Trail Road EB	Springfield Dr	111	12.2	1.08	1	0.58	0.77	II	F	3.2787
	IL 59 South - SB	I-88 EB Ramps	736	12.2	0.98	0.67	0.59	0.67	I	F	3.2787
11	Army Trail Road WB	Gary Ave	144	12.22	0.93	0.67	0.43	0.6	II	F	3.2733
	Main St., Wheaton, NB	RR	1053	12.25	0.1	0	0	0.1	III	E	3.2653
3	Ferry Rd EB	Winfield Rd	392	12.31	1.71	1	1.06	1.23	III	E	3.2494
	St. Charles Rd EB	York St	1115	12.35	2.43	1.33	1.12	1.54	III	E	2.8340
	St. Charles Rd EB	West Ave	1112	12.44	0.63	1	0.23	0.41	III	E	2.8135
	St. Charles Rd EB	Hagan Ave	1114	12.45	0.72	0.67	0.36	0.47	III	E	2.8112
	IL 38 Central WB	Nicoll Way	560	12.49	1.01	1	0.5	0.66	II	F	3.2026
23	Naperville Rd SB	IL 56	991	12.55	0.72	0.33	0.42	0.48	III	E	2.7888
	IL 59 South - SB	Meridien Pkwy/Glacier Pkwy	740	12.56	2.87	4	1.2	2.12	I	F	3.5828
23	Gary Ave North - SB	Army Trail Rd	423	12.59	1.48	0.67	0.93	1.02	II	F	3.1771
14	Eola Road SB	McCoy Dr	367	12.62	1.24	0.67	0.69	0.86	II	F	3.1696
31	87th St WB	Janes blvd	1542	12.65	1.19	1	0.67	0.79	III	E	3.1621
	US 34 Central - EB	Yackley Ave	1318	12.7	1.47	0.67	0.74	1.02	II	F	3.1496
11	Army Trail Road WB	Butterfield Dr	141	12.71	0.47	0.33	0.19	0.34	II	F	3.1471
4	Bloomingdale Rd NB	North Ave	223	12.75	1.08	0.67	0.58	0.68	III	E	3.1373
8	York Rd North SB	Devon Ave	1492	12.75	0.8	1	0.37	0.54	III	E	3.5294
	Main St., DG - SB	Burlington Ave	943	12.8	0.14	0.4	0.04	0.08	III	E	2.3438
	IL 53 South SB	Main St., LSL	653	12.83	1.26	2.67	0.43	0.93	II	F	2.7280
3	Warrenville Rd WB	Leask Ln	1362	12.86	0.51	0.67	0.24	0.34	III	E	3.1104
	Cass Ave North NB	US 34 Ogden	1008	12.94	0.79	0.33	0.39	0.49	III	E	2.7048
	Cass Ave North NB	Naperville Rd	1005	12.95	0.93	1	0.36	0.58	III	E	2.3166
	US 34 East - EB	Cass Ave	1258	13.06	1.33	1	0.68	0.87	II	E	3.0628
	IL 38 Central WB	County Farm Rd	573	13.11	1.6	1.25	0.76	1.04	II	E	3.0511
38	63rd St EB	Woodward Ave	53	13.12	1.14	1	0.54	0.73	III	E	2.6677
	US 34 West - EB	Feldott Ln	1281	13.13	0.78	1	0.35	0.5	II	E	3.0465
25	Meyers Rd SB	IL 56	1418	13.17	0.96	0.75	0.48	0.59	III	E	2.6576
	IL 64 East - EB	Addison Rd	801	13.23	1.18	1.33	0.48	0.82	I	F	3.4014
23	Gary Ave South - NB	Geneva Rd	428	13.26	1.63	1	0.9	1.05	II	E	3.0166
	IL 56 Central - EB	Downers Drive	674	13.26	1.13	1	0.57	0.74	II	E	3.0166
	IL 83 Central - SB	Elmhurst Cross SC	883	13.27	2.17	3	0.89	1.66	I	F	3.3911
	Westmore Ave SB	IL 38	1413	13.34	1.98	1	1.04	1.25	III	E	2.2489
	St. Charles Rd WB	Grace St S	1126	13.35	3.55	1.67	2.04	2.37	III	E	2.6217
38	63rd St EB	IL 83	62	13.37	0.54	0.67	0.19	0.36	III	E	2.6178
	IL 38 Central EB	Lambert	583	13.38	1.35	0.75	0.73	0.85	II	E	2.9895
33	75th St WB	Cass Ave	96	13.42	1.57	1	0.81	1.03	II	E	3.3532
4	Bloomingdale Rd NB	US 20 (Lake St)	237	13.45	1.12	1	0.52	0.72	III	E	2.9740
31	87th St EB	Woodward Ave	1511	13.48	1.42	1.33	0.64	0.91	III	E	2.9674
	Finley Rd SB	Entrance	209	13.5	0.58	0.5	0.27	0.38	III	E	2.5926
	IL 19 EB	Church	486	13.51	2.35	3.33	0.78	1.73	III	E	2.9608
38	63rd St WB	Leonard/Target SC	75	13.52	0.84	1	0.32	0.57	III	E	2.5888
	IL 83 Central - NB	16th St	872	13.56	1.15	0.67	0.67	0.79	I	F	2.9499
43	County Farm North NB	US 20 (Lake St)	320	13.6	0.84	0.67	0.45	0.54	II	E	2.9412
	US 34 East WB	Pasquinelli Dr	1240	13.62	0.44	0.25	0.21	0.24	II	E	2.9369
36	Schmale Rd NB	Army Trail Rd	1070	13.64	0.57	0.33	0.3	0.36	III	E	2.9326

Route	Road	Checkpoint	Chkpt #	Avg Speed	Avg Travel Time	Avg # Stops	Avg Stopped Time	Avg Congested Time	Street Class	LOS	TTI Index
	Main St., DG NB	Maple Ave	955	13.66	1.14	1	0.55	0.73	III	E	2.1962
13	Winfield Rd SB	Ferry	1444	13.72	0.66	1	0.25	0.42	III	E	2.9155
34	31st St WB	Midwest	18	13.74	1.18	0.75	0.58	0.75	III	E	2.9112
11	Army Trail Road EB	IL 53 (ROHLWING RD)	126	13.82	0.61	0.33	0.36	0.41	II	E	2.8944
23	Naperville Rd NB	EW Loop Road	975	13.83	0.74	0.33	0.38	0.46	III	E	2.5307
	US 34 West - EB	River Road	1286	13.84	0.91	1	0.44	0.59	II	E	2.8902
	Fairview Ave SB	Maple Ave	1383	13.88	1.08	1	0.35	0.67	IV	C	2.1614
3	Warrenville Rd EB	Freedom Dr	1348	13.89	1.17	0.67	0.59	0.75	III	E	2.8798
	IL 59 South - NB	Audrey Ln	722	13.98	0.64	0.67	0.34	0.43	I	F	2.8612
	US 34 East - EB	York Rd	1267	13.99	0.99	0.75	0.37	0.64	II	E	2.8592
15	Midwest Rd NB	Butterfield Rd	1014	14.01	1.46	0.67	0.73	0.83	III	D	2.4982
31	Plainfield Rd WB	Clarendon Hills Rd	1530	14.01	1.24	1	0.62	0.77	III	D	2.4982
33	75th St WB	I-355 NB Ramps	105	14.08	0.72	0.67	0.33	0.47	II	E	2.8409
	US 34 Central - WB	Iroquios Dr	1337	14.17	0.59	0.67	0.19	0.4	II	E	2.8229
	IL 19 WB	RR	489	14.19	3.8	2.67	1.27	2.81	III	D	2.8189
20	Grand Ave - WB	York Rd	1182	14.3	1.13	0.67	0.64	0.76	I	F	2.4476
	Stearns Road - EB	County Farm Road	1150	14.31	0.5	0.33	0.24	0.28	II	E	2.4458
4	Roselle Rd NB	MDW RR	243	14.4	0.21	0.33	0.06	0.12	III	D	2.4306
	US 34 West - WB	IL 59	1296	14.42	0.87	0.67	0.38	0.52	II	E	2.7739
	IL 83 Central - NB	IL 64	879	14.47	1.74	1.33	0.85	1.16	I	F	3.4554
23	Gary Ave North - NB	Schick Rd	409	14.48	0.7	0.33	0.34	0.43	II	E	2.7624
	IL 64 East - EB	Berteau Ave	811	14.58	0.45	1	0.21	0.28	I	F	2.7435
35	55th St WB	County Line Road	36	14.59	0.7	0.67	0.29	0.44	III	D	2.3989
	Main St., Wheaton, NB	Parkway	1059	14.6	0.29	0.33	0.08	0.19	III	D	2.7397
	IL 64 Central - EB	Schmale Rd	825	14.62	1.07	1.33	0.49	0.7	I	F	3.0780
40	Wehrli Road SB	75th St	311	14.62	1.85	0.67	0.97	1.17	III	D	2.7360
	IL 19 WB	WoodDale Ave	493	14.68	4.17	2.33	2.06	2.48	III	D	2.7248
	IL 53 N - NB	Devon Ave	606	14.68	1.43	0.67	0.78	0.84	III	D	2.7248
	US 20 East - WB	IL 53 Rohlwing Rd	1195	14.72	1.55	1	0.73	0.95	I	F	2.7174
13	Winfield Rd SB	Diehl Rd	1447	14.83	0.81	1	0.43	0.58			
	US 34 Central - EB	Loomis St	1308	14.86	2.79	1.33	1.33	1.61	II	E	2.6918
	St. Charles Rd WB	York St	1117	14.92	2.01	1	0.87	1.11	III	D	2.3458
	US 20 East - EB	I-355 NB Ramps	1165	14.95	0.6	1	0.29	0.39	I	F	2.6756
	St. Charles Rd WB	Grace St N	1127	14.96	0.12	0	0	0.12	III	D	2.0053
	IL 59 South - NB	83rd Street	719	14.97	1.6	1	0.93	1.05	I	F	3.0060
	St. Charles Rd EB	IL 83	1111	14.99	1.48	1	0.66	0.82	III	D	2.3349
	Washington St., WC WB	Arbor Ave	381	15.01	2	0.75	0.91	1.07	III	D	1.9987
	IL 53 N - SB	Devon Ave	608	15.04	1	1	0.44	0.62	III	D	2.6596
	IL 53 South SB	75th St	660	15.11	3.02	3.67	1.46	1.98	II	E	2.9782
4	Bloomingdale Rd NB	Edgewater Dr	234	15.15	0.28	0.33	0.13	0.19	III	D	2.6403
	IL 38 Central EB	Nicoll Way	586	15.23	1.1	0.75	0.52	0.62	II	E	2.6264
3	Warrenville Rd WB	Freedom Dr	1366	15.23	1.14	1	0.54	0.68	III	D	2.6264
29	Stearns Road - EB	US 20 (Lake St)	1152	15.25	1.3	1	0.61	0.76	II	E	2.6230
	IL 56 Central - WB	Finley Road	689	15.27	0.98	0.67	0.46	0.58	II	E	2.6195
2	Belmont Rd NB	Burlington RR	191	15.28	0.75	0.33	0.36	0.44	III	D	2.6178
36	Schmale Rd NB	St. Charles	1065	15.33	0.78	0.33	0.53	0.57	III	D	2.6093
	IL 64 East - WB	Emroy Ave	812	15.35	0.43	0.33	0.21	0.24	I	F	2.6059
4	Bloomingdale Rd SB	Schick Rd	253	15.38	0.98	1	0.39	0.58	III	D	2.6008
43	County Farm North SB	Army Trail Rd	324	15.42	3	1.33	1.61	1.93	II	E	2.5940
	US 34 Central - EB	Mill St	1307	15.47	1.28	1	0.59	0.76	II	E	2.5856
	Westmore Ave SB	Maple St	1407	15.47	0.5	0.5	0.17	0.33	III	D	1.9392
	Winfield Rd SB	UPW RR	1436	15.66	0.31	0	0	0.25	III	D	1.9157
	IL 19 WB	Prospect Ave	495	15.69	1.61	1.33	0.76	0.91	III	D	2.5494
14	Eola Road NB	N Aurora/Indian Trl	355	15.72	0.69	0.67	0.29	0.42	II	E	2.5445
15	Summit Ave NB	IL 38 (Roosevelt Rd)	1016	15.72	0.95	0.67	0.43	0.54	III	D	2.2265
	IL 38 West EB	County Farm Rd	529	15.73	0.72	0.67	0.36	0.41	II	E	2.5429
14	Eola Road SB	83rd Street/Montgomery	371	15.77	1.9	1	0.96	1.13	II	E	2.2194
	Washington St., WC WB	IL 38 (Roosevelt Rd)	385	15.79	3.46	1.75	1.67	1.94	III	D	2.5332
	Washington St., WC EB	IL 59	379	15.81	1.9	1	0.75	0.97	III	D	2.2138
31	Plainfield Rd EB	75th St	1519	15.83	1.44	1	0.66	0.86	III	D	2.2110
25	Meyers Rd NB	22nd St	1396	15.85	0.79	1	0.27	0.43	III	D	2.2082
29	Stearns Road - WB	County Farm Road	1154	15.87	2.27	1	1.16	1.28	II	E	2.2054
	Cass Ave North SB	Richmond St	1030	15.95	0.56	0.33	0.09	0.36	III	D	1.8809
35	55th St EB	Holmes Ave	29	16.02	0.94	1	0.37	0.54	III	D	2.1848
	IL 38 East WB	Main St	541	16.05	0.97	0.67	0.28	0.57	II	E	2.4922
11	Army Trail Road EB	Skylark Dr	114	16.07	0.93	0.33	0.49	0.57	II	E	2.4891
9	Highland Ave - SB	39th Street	471	16.09	0.48	0.25	0.15	0.27	III	D	2.1753
38	63rd St WB	Belmont Rd	74	16.13	0.93	1.33	0.31	0.53	III	D	2.1699
	Main St., DG NB	Prairie Ave	961	16.18	0.41	0.2	0.1	0.25	III	D	2.1632
	Main St., Wheaton, SB	Willow Ave	1089	16.18	0.26	0.67	0.07	0.15	III	D	2.4722
	US 20 West - EB	Springfield Dr	1207	16.19	0.67	0.67	0.3	0.39	I	E	2.7795
	US 34 East - EB	Blackhawk Dr	1260	16.22	0.92	1	0.31	0.5	II	E	2.4661
3	Ferry Rd WB	IL 59	401	16.25	2.99	1.33	1.67	1.92	III	D	2.4615
2	Belmont Rd NB	Ogden Ave	194	16.3	1.88	1	0.92	1.09	III	D	2.4540
	US 20 East - EB	Grand Ave	1175	16.3	1.03	0.33	0.47	0.57	I	E	2.4540
38	63rd St WB	Main St. DG	71	16.33	2.76	1.67	1.17	1.55	III	D	2.4495
38	63rd St EB	I-355 NB Ramps	50	16.34	0.4	0.33	0.19	0.22	III	D	2.1420
23	Gary Ave South - SB	St. Charles Rd S	440	16.34	0.4	0.33	0.1	0.22	II	E	2.4480
23	Naperville Rd NB	Blanchard St	976	16.38	0.92	0.33	0.41	0.52	III	D	2.1368
14	Eola Road NB	US 34 (Ogden Ave)	348	16.4	1.83	1	0.83	1.03	II	E	2.1341
14	Eola Road SB	N Aurora/Ind Trail	363	16.43	0.69	1	0.26	0.43	II	E	2.4346
	IL 83 Central - SB	16th St	888	16.43	0.91	0.67	0.41	0.52	I	E	2.4346
23	Naperville Rd SB	Danada Sq SC	990	16.48	0.62	0.33	0.29	0.35	III	D	2.1238
33	75th St EB	IL 83	92	16.5	1.85	0.67	0.97	1.11	II	E	2.7273
	Army Trail Blvd EB	Mill Rd	173	16.51	1.38	1	0.69	0.81	III	D	2.1199
40	College Road NB	Hobson Rd	297	16.59	1.63	1	0.82	0.96	III	D	2.4111
8	York Rd North SB	Irving Park Rd	1495	16.64	2.78	2	1.21	1.7	III	D	2.4038
	IL 38 West WB	Joliet St	509	16.69	1.98	1	1.04	1.21	II	E	2.3966
3	Warrenville Rd WB	Naperville Rd	1365	16.73	1.18	0.33	0.62	0.71	III	D	2.3909
2	Belmont Rd SB	Maple Ave	218	16.84	1.96	2	0.82	1.1	III	D	2.3753
	Army Trail Blvd EB	US 20 (Lake St)	177	16.87	0.6	0.67	0.21	0.33	III	D	2.0747
38	63rd St WB	IL 83	64	16.88	1.95	1	0.87	1.08	III	D	2.0735
	US 34 Central - WB	Washington St	1341	16.88	2.45	1.67	0.99	1.31	II	E	2.3697
	IL 38 East EB	Highland Ave	545	16.9	0.92	0.33	0.36	0.42	II	E	2.3669
40	Yackley Ave SB	Maple Ave	306	16.9	2.24	1.33	0.98	1.28	III	D	2.3669
	IL 64 East - EB	Villa SC	805	16.91	0.28	0.67	0.04	0.14	I	E	2.3655
43	County Farm South SB	St Charles	338	16.93	0.74	1	0.24	0.41	II	E	2.3627
28	WoodDale Rd SB	Thorndale Ave	1462	16.94	2.13	1	1.11	1.24	III	D	2.0661
	IL 59 Central NB	Dayton Ave	774	17.03	0.56	0.67	0.21	0.28	I	E	2.3488
17	Maple Ave EB	I-355 NB Ramps	281	17.03	0.25	0.25	0.09	0.13	III	D	2.0552
23	Naper Blvd SB	Tower Crssng SC	999	17.04	0.42	0.33	0.13	0.19	III	D	2.3474
4	Bloomingdale Rd SB	Geneva Rd	269	17.06	1.3	0.67	0.6	0.68	III	D	2.0516

Route	Road	Checkpoint	Chkpt #	Avg Speed	Avg Travel Time	Avg # Stops	Avg Stopped Time	Avg Congested Time	Street Class	LOS	TTI Index
31	87th St WB	Woodward Ave	1539	17.08	0.81	1	0.31	0.46	III	D	2.3419
	IL 19 EB	RR	488	17.13	0.07	0	0	0.04	III	D	2.3351
11	Army Trail Road WB	IL 59	166	17.26	2.68	1.33	1.49	1.72	III	D	2.6072
	York Rd North NB	Industrial Drive	1479	17.3	0.45	0.67	0.13	0.24	III	D	2.0231
	US 34 East WB	Main St., DG	1248	17.31	2.84	2	1.06	1.48	II	D	2.3108
	Army Trail Blvd WB	Mill Rd	181	17.33	0.87	0.5	0.38	0.45	III	D	2.0196
23	Naper Blvd NB	Tower Crssng SC	965	17.41	0.41	0.33	0.19	0.23	III	D	2.2975
31	Plainfield Rd WB	Lemont Rd	1536	17.43	2.17	1.33	0.95	1.13	III	D	2.2949
31	87th St WB	I-355 NB	1540	17.52	1.1	0.67	0.48	0.56	III	D	2.2831
	Main St., Wheaton, NB	Wesley	1055	17.55	0.31	0	0	0.2	III	D	2.2792
35	55th St EB	Main St., DG	25	17.7	1.7	1	0.71	0.89	III	D	1.9774
35	55th St WB	Cass Avenue	44	17.87	3.36	1.33	1.53	1.77	III	D	1.9586
	IL 83 North - SB	IL 64 (North Ave)	911	17.87	5.14	3.5	1.98	3.25	I	E	2.5182
	US 34 Central - WB	Naper Blvd	1335	17.87	1.54	1.33	0.59	0.82	II	D	2.2384
11	Army Trail Road EB	Gary Ave	109	17.91	1.98	1	0.97	1.14	II	D	2.2334
	IL 53 N - SB	Norwood	610	17.91	0.57	0.33	0.18	0.3	III	D	2.2334
	IL 53 N - SB	US 20 Lake St	618	17.91	1.91	1	0.75	0.97	III	D	2.2334
	IL 59 South - NB	75th Street	721	17.91	0.64	0.33	0.37	0.42	I	E	2.5126
35	55th St WB	Madison St	39	17.93	0.77	0.33	0.31	0.37	III	D	1.9520
	Fairview Ave SB	Lincoln Ave	1381	17.96	0.83	0.5	0.21	0.4	IV	C	1.6704
	Highland Ave - NB	Yorktown Mall Entr 2	453	17.96	0.47	0.67	0.13	0.24	III	D	1.9488
	IL 53 South SB	Short St	652	17.96	1.04	1.33	0.34	0.59	II	D	1.9488
	Main St., Wheaton, NB	Geneva Rd	1061	17.97	0.97	0.67	0.39	0.51	III	D	2.2259
	Fairview Ave NB	55th St	1374	18.1	1.66	1	0.57	0.79	IV	C	1.6575
	St. Charles Rd EB	Elizabeth St	1102	18.13	0.6	0.33	0.18	0.26	III	C	1.9305
	US 34 Central - WB	Main St., Lisle	1328	18.16	1.32	1.33	0.44	0.69	II	D	2.2026
	IL 83 South - SB	Midway Dr	933	18.17	0.89	0.67	0.41	0.49	I	E	2.7518
33	75th St WB	I-355 SB Ramps	106	18.22	0.33	0.33	0.11	0.18	II	D	2.1954
	IL 64 West - WB	County Farm Road	861	18.24	1.78	1	0.68	0.97	I	E	2.1930
	Main St., Wheaton, SB	Harrison Ave	1083	18.25	1.45	0.67	0.52	0.68	III	C	2.1918
	Finley Rd NB	Roosevelt Rd	203	18.26	2.23	1	0.79	1.03	III	C	1.9168
29	Stearns Road - EB	IL 59	1145	18.3	2.66	1	1.32	1.49	II	D	2.1858
2	Belmont Rd NB	Maple Ave	189	18.38	1.18	0.67	0.48	0.61	III	C	2.1763
	IL 64 East - EB	West Ave	807	18.38	1.01	0.67	0.32	0.45	I	E	2.1763
	Main St., Wheaton, NB	Cole Ave	1060	18.38	0.72	1	0.09	0.33	III	C	2.1763
	IL 59 North - SB	IL 64 (North Ave)	797	18.48	1.49	0.67	0.59	0.8	I	E	2.4351
23	Naperville Rd NB	Diehl Rd	967	18.48	0.68	0.67	0.26	0.38	III	C	2.1645
	Highland Ave - NB	22nd St	455	18.5	0.88	0.33	0.34	0.4	III	C	1.8919
4	Roselle Rd SB	Maple Ave	248	18.53	0.58	0.67	0.14	0.28	III	C	1.8888
	IL 83 South - SB	67th Street	930	18.55	1.65	1.67	0.38	0.95	I	E	2.4259
	US 34 West - EB	Rickert Dr	1280	18.55	1.52	1	0.74	0.87	II	D	2.1563
36	Schmale Rd SB	Home Depot SC	1078	18.6	0.45	0.33	0.04	0.22	III	C	2.1505
15	Cass Ave South SB	63rd St	1042	18.61	1.61	1.33	0.59	0.77	III	C	2.1494
	US 20 East - WB	Mill Rd	1191	18.61	1.84	1	0.71	0.89	I	E	1.8807
	Finley Rd SB	22nd St	206	18.63	1.19	0.75	0.38	0.56	III	C	1.8787
	Cass Ave North SB	55th St	1031	18.64	1.22	0.33	0.44	0.55	III	C	1.8777
	IL 64 Central - EB	IL 53	832	18.65	0.74	0.33	0.36	0.41	I	E	2.1448
15	Summit Ave SB	14th St	1017	18.67	0.8	0.33	0.33	0.38	III	C	1.8747
	IL 83 South - SB	75th Street	932	18.68	1.83	1	0.63	0.9	I	E	2.4090
	US 34 Central - EB	I-355 SB Ramps	1322	18.69	1.77	1	0.71	0.89	II	D	2.1402
40	College Road NB	Maple Ave	301	18.72	1.31	0.67	0.61	0.74	III	C	2.1368
	IL 56 West - WB	IL 59	716	18.72	3.98	1.5	2.06	2.29	II	D	2.4038
38	63rd St EB	Cass Ave	58	18.77	1.63	1.33	0.62	0.84	III	C	2.1311
11	Army Trail Road EB	Fair Oaks Rd	150	18.79	0.73	0.67	0.34	0.44	III	C	2.1288
	Main St., Wheaton, SB	Hawthorne Blvd	1082	18.79	0.22	0.33	0.03	0.11	III	C	2.1288
	Washington St., WC EB	Arbor Ave	378	18.81	0.13	0	0	0.03	III	C	1.5949
	Fairview Ave SB	55th St	1387	18.83	0.89	0.5	0.27	0.33	IV	C	1.5932
	IL 56 West - WB	Winfield Rd	714	18.94	3.39	1.5	1.56	1.86	II	D	2.3759
	Main St., Wheaton, SB	Liberty Dr	1088	18.94	0.06	0	0	0.03	III	C	2.1119
31	87th St EB	I-355 SB	1509	18.99	0.79	0.67	0.27	0.4	III	C	2.1064
	IL 56 West - EB	Naperville Road	709	19.09	1.79	1.33	0.82	0.99	II	D	2.3573
	IL 64 East - EB	York Rd	809	19.09	1.45	1	0.51	0.67	I	E	2.0953
	IL 83 Central - NB	St. Charles Rd	876	19.14	3.45	3	1.27	2	I	E	2.0899
	York Rd North NB	Roosevelt	1486	19.22	0.37	0.33	0.13	0.16	III	C	1.5609
2	Belmont Rd SB	63rd Street	220	19.23	1.56	1.67	0.56	0.77	III	C	2.0801
	St. Charles Rd WB	Villa Ave	1122	19.23	1.15	0.67	0.34	0.5	III	C	1.8201
	IL 38 Central EB	Lorraine	582	19.27	0.78	0.75	0.14	0.39	II	D	2.0758
29	Stearns Road - WB	IL 59	1159	19.32	2.3	1	1.05	1.17	II	D	2.0704
36	Schmale Rd SB	North Ave	1074	19.34	3.19	1	1.54	1.74	III	C	2.0683
38	63rd St EB	Leonard/Target SC	51	19.35	0.68	0.33	0.28	0.32	III	C	1.8088
33	75th St WB	Fairview Ave	99	19.36	1.55	1	0.63	0.82	II	D	2.3244
	Highland Ave - NB	IL 38 (Roosevelt Rd)	458	19.36	1.3	0.67	0.38	0.64	III	C	1.5496
	IL 53 N - NB	Norwood	604	19.37	0.4	0.33	0.08	0.15	III	C	2.0650
	IL 56 Central - WB	Fairfield Ave	686	19.38	0.74	0.33	0.32	0.37	II	D	2.3220
	US 34 Central - EB	Naper-Wheaton Rd	1312	19.39	0.43	0.33	0.11	0.2	II	D	2.0629
15	Midwest Rd NB	31st St	1011	19.44	1.51	1	0.59	0.74	III	C	2.0576
36	Schmale Rd SB	St. Charles Rd	1075	19.46	0.99	0.67	0.37	0.46	III	C	2.0555
	US 34 West - WB	Trade St.	1297	19.46	0.65	0.67	0.2	0.35	II	D	2.0555
23	Naperville Rd SB	Blanchard St	988	19.63	0.52	0.33	0.13	0.2	III	C	1.7830
25	Fairview Ave SB	US 34 (Ogden Ave)	1422	19.67	1.53	1.25	0.48	0.71	III	C	1.7794
	IL 19 EB	Walnut St	481	19.69	1.07	0.67	0.28	0.43	III	C	2.0315
11	Army Trail Road WB	SB Ramps	129	19.74	0.85	1.67	0.34	0.48	II	D	2.0263
	York Rd North NB	Green St	1484	19.76	1.03	0.67	0.34	0.45	III	C	1.5182
	St. Charles Rd WB	Hagan Ave	1118	19.77	1.52	1	0.38	0.6	III	C	1.7704
	IL 56 Central - EB	Fountain Sqr Dr	678	19.78	0.88	0.67	0.37	0.47	II	D	2.2750
	IL 64 East - EB	Myrtle Ave	808	19.79	1.61	1.67	0.42	0.79	I	E	2.0212
	IL 19 EB	IL 83	485	19.8	3.09	2.67	0.93	1.42	III	C	2.0202
	IL 64 West - EB	Kautz Road	847	19.83	0.85	0.67	0.19	0.37	I	E	2.2693
	IL 56 Central - EB	Park Blvd	667	19.91	0.72	0.67	0.24	0.36	II	D	2.2602
	St. Charles Rd WB	West Ave	1120	19.93	1.08	0.67	0.29	0.44	III	C	1.7561
	IL 59 South - SB	US 34 (Ogden Ave)	746	19.94	0.51	0.67	0.06	0.26	I	E	2.0060
4	Roselle Rd NB	Central Ave	242	19.94	0.54	0.67	0.13	0.24	III	C	1.7553
	Army Trail Blvd WB	IL 53	186	19.95	0.84	1	0.31	0.42	III	C	1.7544
	IL 59 South - NB	Westridge Ct SC/Meijer	727	19.95	1.08	1	0.42	0.61	I	E	2.0050
	IL 64 Central WB	IL 53	839	19.95	1.2	0.67	0.5	0.6	I	E	2.0050
	IL 83 Central - SB	Hodges/Oak Brook SC	889	19.95	0.78	2	0.19	0.42	I	E	2.0050
	IL 38 East WB	Summit Ave	534	19.97	0.75	0.33	0.31	0.36	II	D	2.0030
31	Plainfield Rd WB	75th St	1531	19.97	2.22	1	0.83	1.02	III	C	1.7526
14	Eola Road SB	New York St	366	20.03	1.53	0.67	0.63	0.78	II	D	1.9970
	IL 64 East - EB	Michigan Ave	802	20.05	0.51	0.33	0.21	0.24	I	E	2.2444
11	Army Trail Road WB	NB Ramps	128	20.1	0.42	0.33	0.16	0.2	II	D	1.9900
	IL 19 WB	York Rd	490	20.11	0.06	0	0	0.01	III	C	1.9891

Route	Road	Checkpoint	Chkpt #	Avg Speed	Avg Travel Time	Avg # Stops	Avg Stopped Time	Avg Congested Time	Street Class	LOS	TTI Index
	US 20 East - WB	Addison Rd	1189	20.11	1.7	1.33	0.49	0.66	I	E	1.7404
35	55th St WB	Grant St	38	20.17	0.8	1	0.19	0.35	III	C	1.7353
11	Army Trail Road EB	Swift Rd	123	20.24	0.77	0.67	0.12	0.41	II	D	1.9763
	York Rd North NB	Lake St	1477	20.28	0.5	0.33	0.13	0.18	III	C	1.7258
2	Belmont Rd SB	Burlington RR	216	20.31	0.06	0	0	0.01	III	C	1.9695
20	Grand Ave - EB	Industrial Dr	1178	20.31	1.09	0.67	0.38	0.5	I	E	1.7233
15	Cass Ave South NB	59th St	1040	20.41	1.47	1.33	0.51	0.66	III	C	1.7148
3	Warrenville Rd EB	IL 53	1354	20.41	2.35	1	1.07	1.26	III	C	1.9598
17	Maple Ave WB	College/Yackley	290	20.47	1.44	1	0.54	0.7	III	C	1.9541
13	Winfield Rd NB	Warrenville	1427	20.52	0.73	1	0.16	0.31	III	C	1.9493
	IL 19 EB	Prospect Ave	482	20.57	2.39	1.33	0.55	0.84	III	C	1.9446
	IL 53 N - NB	IL 64 North Ave	591	20.58	3.32	1	1.45	1.68	III	C	1.9436
	Main St., DG NB	Warren Ave	959	20.58	0.09	0	0	0.02	III	C	1.4577
28	WoodDale Rd NB	Devon Ave	1460	20.6	1.72	1	0.66	0.78	III	C	1.6990
25	Meyers Rd NB	IL 56	1395	20.68	2.32	1.33	0.97	1.21	III	C	1.6925
	IL 38 East EB	Main St	544	20.7	1.45	1.33	0.27	0.58	II	D	1.9324
	York Rd North SB	Fremont	1506	20.71	0.49	0.33	0.07	0.18	III	C	1.4486
	St. Charles Rd EB	Grace St S	1106	20.77	0.09	0	0	0.09	III	C	1.4444
	IL 56 Central - EB	Butterfield Rd/22nd St	681	20.81	0.46	0.67	0.13	0.22	II	D	1.9222
	IL 64 Central WB	Glen Ellyn Road	843	20.82	3	2	1.15	1.54	I	E	2.1614
	Main St., DG NB	Franklin St	960	20.87	0.52	0.2	0.06	0.16	III	C	1.4375
	St. Charles Rd EB	Park Ave	1103	20.9	0.66	0.33	0.04	0.29	III	C	1.4354
	IL 64 East - WB	Ardmore Ave	819	20.92	1.43	1	0.5	0.68	I	E	2.1511
	Westmore Ave NB	Madison St	1404	20.92	0.72	0.67	0.17	0.31	III	C	1.4340
4	Bloomingdale Rd SB	Army Trail Rd	258	20.96	0.57	0.67	0.12	0.22	III	C	1.9084
	IL 64 Central WB	Schmale Rd	846	20.96	1.14	0.67	0.42	0.56	I	E	2.1469
	US 20 East - EB	IL 83 SB Ramps	1174	20.96	1.63	0.67	0.63	0.73	I	E	1.9084
	IL 56 Central - EB	Meyers Road	679	21.03	0.6	0.33	0.18	0.23	II	D	2.1398
	US 20 East - WB	I-355 SB Ramps	1197	21.05	0.4	0.67	0.09	0.19	I	D	1.9002
4	Bloomingdale Rd NB	Brandon Dr	230	21.07	0.91	0.67	0.38	0.45	III	C	1.8984
	US 34 East WB	Finley Road	1250	21.09	3.5	2.33	0.77	1.29	II	D	1.8966
11	Army Trail Road EB	Madsen Dr	155	21.1	0.97	1	0.31	0.48	III	C	1.8957
	Finley Rd NB	Entrance	198	21.1	0.28	0	0	0.14	III	C	1.6588
14	Eola Road NB	83rd Street/Montgomery	347	21.15	1.45	1	0.47	0.65	II	D	1.6548
	IL 83 South - NB	Plainfield Rd	917	21.18	1.61	1.33	0.52	0.72	I	D	2.1246
14	Eola Road NB	Long Grove Dr	350	21.2	0.71	0.33	0.29	0.36	II	D	1.6509
35	55th St EB	IL 83 NB Ramps	31	21.21	0.54	0.67	0.17	0.26	III	C	1.6502
	IL 53 N - SB	Bloomingdale Rd	617	21.21	1.19	0.67	0.29	0.48	III	C	1.8859
	US 20 East - EB	Addison Rd	1172	21.3	0.87	0.67	0.19	0.32	I	D	1.6432
2	Finley Rd NB	Butterfield Rd	197	21.33	1.1	0.33	0.41	0.51	III	C	1.8753
	US 34 West - WB	Jefferson Ave	1290	21.35	0.98	0.67	0.31	0.44	II	D	1.8735
	US 20 East - WB	JFK Drive	1190	21.36	0.9	0.67	0.07	0.24	I	D	1.4045
	IL 38 Central EB	Main St, GE	584	21.37	1.32	1	0.4	0.58	II	D	1.8718
	Main St., Wheaton, SB	RR	1087	21.4	0.08	0	0	0.07	III	C	1.8692
	IL 19 WB	IL 83	492	21.41	1.49	1.33	0.37	0.55	III	C	1.8683
	IL 59 South - SB	Jefferson Av/Liberty St	741	21.42	0.48	0.33	0.01	0.21	I	D	2.1008
33	75th St WB	Janes Ave	107	21.44	0.64	0.33	0.26	0.32	II	D	2.0989
23	Gary Ave South - SB	Elk Trail	435	21.54	0.78	0.67	0.32	0.42	II	D	1.8570
	IL 38 Central WB	Lambert	563	21.54	1.31	0.5	0.3	0.47	II	D	1.8570
	IL 56 Central - WB	Downers Drive	688	21.55	1.45	0.33	0.41	0.7	II	D	1.8561
	IL 59 South - NB	US 34 (Ogden Ave)	723	21.55	0.75	0.33	0.31	0.35	I	D	1.8561
	Highland Ave - SB	Eastgate Rd	461	21.58	0.75	0.5	0.23	0.32	III	C	1.6219
15	Cass Ave South NB	Plainfield Rd	1035	21.68	1.16	1	0.35	0.53	III	C	1.8450
	US 20 West - EB	Bloomingdale Rd	1209	21.68	1.22	0.67	0.53	0.63	I	D	1.8450
	US 34 Central - WB	Loomis St	1340	21.68	0.66	0.33	0.16	0.23	II	D	1.8450
	IL 38 Central WB	Warrenville Rd	569	21.7	0.8	0.25	0.24	0.28	II	D	1.8433
28	WoodDale Rd SB	Devon Ave	1461	21.72	0.25	0	0	0.1	III	C	1.6114
	Main St., Wheaton, NB	Willow Ave	1051	21.78	0.85	1.33	0.04	0.29	III	C	1.8365
	IL 19 EB	Medinah Rd	478	21.8	2.67	1	0.74	0.96	III	C	1.8349
	Stearns Road - WB	Bartlett Rd	1157	21.81	1.43	1	0.47	0.6	II	D	1.6048
	Cass Ave North SB	US 34 Ogden	1024	21.83	2.8	0.67	1.02	1.19	III	C	1.8323
31	87th St EB	Lemont Rd	1513	21.88	1.7	0.67	0.7	0.81	III	C	1.8282
38	63rd St WB	Clar Hills Rd	66	21.92	0.88	1	0.15	0.32	III	C	1.8248
	IL 56 West - EB	Winfield Road	705	22.01	2.13	0.67	0.71	1.04	II	C	2.2717
9	Highland Ave - SB	I-88 EB Ramps	468	22.06	0.35	0.25	0.08	0.13	III	C	1.5866
	IL 64 East - WB	Westmore Ave	822	22.06	0.71	0.33	0.13	0.29	I	D	2.0399
	US 34 West - WB	75th Street	1299	22.06	1.17	0.67	0.43	0.53	II	C	1.8132
	US 34 East WB	IL 83 NB Ramps	1238	22.08	1.2	0.75	0.32	0.44	II	C	1.8116
4	Bloomingdale Rd SB	St. Charles Rd	268	22.09	0.9	0.67	0.29	0.4	III	C	1.8108
	IL 59 South - NB	I-88 WB Ramps	734	22.1	0.54	0.33	0.13	0.19	I	D	1.8100
28	WoodDale Rd NB	Thorndale Ave	1459	22.12	1.3	1	0.48	0.61	III	C	1.5823
	IL 64 West - WB	IL 59	864	22.21	3.4	1.5	1.35	1.68	I	D	1.8010
	St. Charles Rd WB	Main St., LOM	1128	22.22	1.43	1	0.3	0.52	III	C	1.3501
	US 34 West - EB	Eola Road	1270	22.29	1.62	1	0.56	0.71	II	C	1.7945
	St. Charles Rd EB	Grace St N	1105	22.32	1.42	1	0.29	0.56	III	C	1.5681
	US 20 West - EB	Fairfield Way	1211	22.37	0.43	0.67	0.1	0.2	I	D	1.7881
38	63rd St WB	Fairview Ave	70	22.39	1.34	1.67	0.3	0.59	III	C	1.7865
	US 20 West - WB	Elgin-O'Hare Ramps	1232	22.4	0.75	0.33	0.29	0.33	I	D	1.7857
	IL 56 Central - EB	Fairfield Ave	676	22.43	1.18	0.67	0.52	0.63	II	C	2.0062
23	Naper Blvd NB	Napervl Rd/Ridgeland	966	22.44	0.32	0.33	0.07	0.13	III	C	1.7825
23	Gary Ave South - NB	St. Charles Rd N	430	22.49	0.29	0.33	0.09	0.13	II	C	1.7786
43	County Farm South SB	Williams St	344	22.5	0.85	1.33	0.18	0.31	II	C	1.5556
33	75th St WB	Lemont Rd	102	22.53	1.33	1	0.38	0.54	II	C	1.9973
	IL 64 Central WB	I-355 NB	840	22.54	0.61	0.33	0.12	0.14	I	D	1.7746
38	63rd St EB	Main St. DG	55	22.55	1.33	0.67	0.41	0.55	III	C	1.7738
17	Chicago Ave EB	Naper Blvd	272	22.61	1.41	0.75	0.47	0.58	III	C	1.7691
	Fairview Ave NB	Hill St	1375	22.63	0.74	0.5	0.14	0.21	IV	B	1.3257
15	Summit Ave SB	Butterfield Rd	1018	22.63	1.09	0.33	0.33	0.42	III	C	1.5466
	US 34 Central - WB	I-355 NB Ramps	1325	22.64	1.25	0.67	0.31	0.55	II	C	1.7668
	US 20 West - WB	Medinah Rd	1217	22.68	0.71	0.67	0.22	0.31	I	D	1.9841
11	Army Trail Road WB	Madsen Dr	157	22.7	0.93	0.33	0.14	0.42	III	C	1.7621
9	Lemont Rd SB	87th St	1537	22.72	1.32	1	0.31	0.57	III	C	1.7606
	US 34 West - EB	Jefferson Ave	1283	22.81	0.84	0.67	0.19	0.28	II	C	1.7536
36	Schmale Rd SB	Thornhill Dr	1077	22.82	0.6	1	0.13	0.27	III	C	1.7528
	US 20 West - WB	Rodenburg Rd	1227	22.82	0.6	0.67	0.17	0.27	I	D	1.9720
15	Cass Ave South SB	59th St	1041	22.85	0.63	0.67	0.09	0.23	III	C	1.5317
	IL 64 Central WB	Bloomingdale Rd	844	22.87	2.57	1.33	0.83	1.16	I	D	1.9676
	IL 19 WB	Walnut St	496	22.89	2.15	0.67	0.37	0.56	III	C	1.7475
	US 20 East - EB	Villa Avenue	1173	22.93	1.49	0.33	0.38	0.49	I	D	1.7444
33	75th St WB	Fairmount Rd	100	22.95	0.86	1	0.12	0.32	II	C	1.9608
11	Army Trail Road WB	IL 53 (ROHLWING RD)	127	23.03	0.34	0.33	0.04	0.14	II	C	1.7369
	IL 53 N - SB	W Thorndale Ave	611	23.05	0.34	0.33	0.04	0.12	III	C	1.7354

Route	Road	Checkpoint	Chkpt #	Avg Speed	Avg Travel Time	Avg # Stops	Avg Stopped Time	Avg Congested Time	Street Class	LOS	TTI Index
	Main St., DG NB	BNSF RR	958	23.06	0.08	0	0	0.04	III	C	1.3010
35	55th St WB	Main St., DG	46	23.08	1.95	1	0.49	0.67	III	C	1.5165
	IL 59 South - SB	Audrey Ln	747	23.08	0.7	0.67	0.06	0.27	I	D	1.7331
3	Ferry Rd EB	Raymond Dr	389	23.1	2.1	1	0.86	1.01	III	C	1.7316
	IL 53 South SB	IL 56 Butterfield	645	23.17	2.36	1.33	0.71	0.97	II	C	1.7264
	IL 53 South NB	Hobson Rd	626	23.18	1.97	1	0.77	0.96	II	C	1.9413
	IL 19 EB	Addison	483	23.2	1.09	1	0.22	0.35	III	C	1.7241
	IL 64 East - WB	Michigan Ave	820	23.21	0.88	1	0.24	0.35	I	D	1.9388
40	Yackley Ave NB	US 34 Ogden	303	23.21	1.53	0.67	0.44	0.63	III	C	1.5080
35	55th St WB	Dunham Rd	47	23.25	1.29	1	0.29	0.41	III	C	1.5054
	Washington St., WC WB	UPW RR	383	23.33	0.57	0	0	0.2	III	C	1.5002
11	Army Trail Road WB	Cardinal Dr	138	23.36	0.85	0.67	0.09	0.33	II	C	1.7123
14	Eola Road NB	IL 56 (Butterfield Rd)	359	23.4	2.33	1.33	0.91	1.2	II	C	1.7094
	IL 19 EB	WoodDale Ave	484	23.4	1.56	0.67	0.33	0.48	III	C	1.7094
28	WoodDale Rd NB	METRA_MDW RR	1456	23.48	0.05	0	0	0	III	C	1.4906
	IL 38 Central WB	Main ST	562	23.54	0.76	0.25	0.13	0.21	II	C	1.6992
9	Highland Ave - NB	39th Street	446	23.55	0.54	0.33	0.12	0.17	III	C	1.4862
33	75th St WB	Woodridge Dr	108	23.56	1.5	0.67	0.59	0.69	II	C	1.6978
33	75th St EB	Janes Ave	78	23.57	1.5	0.67	0.51	0.66	II	C	1.9092
11	Army Trail Road WB	Lakemont Ct	140	23.64	0.63	0.67	0.14	0.21	II	C	1.6920
	US 34 Central - EB	Royal St. George	1305	23.64	0.63	0.33	0.02	0.22	II	C	1.6920
	US 20 East - EB	I-355 SB Ramps	1164	23.69	0.78	0.33	0.22	0.27	I	D	1.6885
3	Ferry Rd EB	Warrenville/Mill	394	23.71	0.78	0.67	0.16	0.34	III	C	1.6871
13	Winfield Rd SB	Warrenville	1442	23.71	2.38	1	0.93	1.1	III	C	1.6871
	Fairview Ave SB	Hill St	1386	23.72	0.4	0	0	0.08	IV	B	1.2648
	IL 19 WB	Rohlwing Rd	498	23.73	1.54	1	0.42	0.62	III	C	1.6856
35	55th St WB	Belmont Rd	48	23.76	2.47	1.33	0.68	0.91	III	C	1.6835
	IL 38 East EB	Westmore - Meyers Rd	548	23.78	0.83	0.67	0.1	0.28	II	C	1.6821
17	Maple Ave EB	Steeple Run/Bened Pkwy	273	23.79	0.76	0.25	0.23	0.29	III	C	1.6814
36	Schmale Rd SB	Kelly	1071	23.79	0.33	0.33	0.04	0.13	III	C	1.6814
	IL 59 Central NB	Ferry Road	766	23.81	0.35	0	0	0.26	I	D	1.6800
	IL 59 Central - SB	IL 38 S Ramp	758	23.82	0.4	0	0	0.18	I	D	1.6793
	IL 38 East WB	Highland Ave	540	23.84	0.98	0.67	0.1	0.33	II	C	1.6779
	IL 83 South - NB	75th Street	916	23.84	0.68	0.33	0.22	0.27	I	D	1.8876
4	Roselle Rd SB	MDW RR	246	23.87	0.13	0	0	0.03	III	C	1.4663
	IL 56 Central - WB	Meyers Road	683	23.89	0.73	0.33	0.23	0.3	II	C	1.8836
	Finley Rd NB	22nd St	201	23.91	0.65	0.33	0.18	0.26	III	C	1.4638
	IL 38 Central EB	Finley Road	590	23.94	1.73	1	0.55	0.69	II	C	1.6708
	IL 38 Central WB	Park Blvd	561	23.95	0.68	0.25	0.03	0.22	II	C	1.6701
	St. Charles Rd EB	Villa Ave	1110	23.97	1.28	0.33	0.28	0.35	III	C	1.4602
23	Gary Ave North - SB	Scott Dr	422	23.98	0.5	0.33	0.07	0.19	II	C	1.6681
4	Bloomingdale Rd SB	US 20 (Lake St)	252	24	1.82	1	0.53	0.71	III	C	1.4583
	Fairview Ave SB	Prairie Ave	1382	24.02	0.65	0.5	0.09	0.12	IV	B	1.2490
	IL 38 West WB	Shaffner Rd	505	24.02	0.47	0.5	0.03	0.12	II	C	1.8734
	IL 59 Central NB	Geneva/Washington	777	24.03	0.52	0.33	0.02	0.13	I	D	1.6646
	IL 83 North - NB	Third Ave	895	24.05	0.92	0.33	0.29	0.46	I	D	1.8711
31	Plainfield Rd EB	Cass Ave	1518	24.07	0.92	0.33	0.28	0.34	III	B	1.4541
4	Bloomingdale Rd NB	Army Trail Rd	231	24.12	1.04	0.67	0.27	0.43	III	B	1.6584
17	Chicago Ave EB	Charles	270	24.12	1.02	0.5	0.26	0.35	III	B	1.6584
	IL 64 East - EB	Villa Ave	804	24.12	1.24	0.67	0.36	0.5	I	D	1.8657
34	31st St EB	Jorie Blvd	10	24.15	0.75	0.33	0.23	0.36	III	B	1.6563
3	Warrenville Rd WB	IHA	1367	24.17	0.65	0.33	0.13	0.27	III	B	1.6549
40	Yackley Ave SB	Ohio St	305	24.17	1.46	0.67	0.46	0.54	III	B	1.6549
4	Bloomingdale Rd SB	Armitage Ave	264	24.25	0.42	0.33	0.12	0.16	III	B	1.6495
	IL 19 WB	Church	491	24.25	1.19	0.33	0.23	0.29	III	B	1.6495
	US 34 East WB	Fairview Ave	1247	24.25	0.92	0.5	0.11	0.24	II	C	1.6495
	IL 53 N - SB	METRA MDW RR	614	24.26	0.27	0	0	0.06	III	B	1.6488
	Westmore Ave NB	Highridge	1401	24.39	1.08	0.67	0.19	0.29	III	B	1.2300
	Winfield Rd NB	High Lake	1434	24.39	0.2	0	0	0.02	III	B	1.2300
	Finley Rd SB	Oak Creek Dr	205	24.4	1.67	0.5	0.35	0.48	III	B	1.4344
	IL 38 Central EB	Park Blvd	585	24.41	0.74	0.25	0.07	0.2	II	C	1.6387
	Main St., Wheaton, NB	Harrison Ave	1057	24.42	1.03	0.67	0.18	0.23	III	B	1.6380
25	Meyers Rd SB	16th St	1415	24.48	0.61	0.5	0.12	0.21	III	B	1.4297
	St. Charles Rd WB	Ardmore Ave	1123	24.49	1.25	0.33	0.23	0.39	III	B	1.4292
	IL 56 West - WB	Batavia Rd	715	24.51	1.88	1	0.52	0.82	II	C	1.8360
23	Gary Ave North - SB	US 20 (Lake St)	416	24.52	1.79	1.33	0.62	0.84	II	C	1.8352
11	Army Trail Road EB	IL 59	146	24.54	1.91	1	0.62	0.8	III	B	1.8337
	US 34 West - EB	Aurora Ave	1282	24.62	0.49	0.33	0.02	0.06	II	C	1.6247
	US 34 West - EB	Long Grove Dr	1271	24.64	1.27	0.67	0.41	0.49	II	C	1.6234
	US 34 Central - WB	I-355 SB Ramps	1326	24.65	0.27	0	0	0.07	II	C	1.6227
	Winfield Rd NB	Manchester	1431	24.66	0.75	0.5	0.02	0.14	III	B	1.4193
23	Gary Ave South - SB	Fullerton Ave	436	24.67	1.39	1	0.44	0.58	II	C	1.6214
15	Midwest Rd NB	31st St	1021	24.7	1.94	1	0.55	0.7	III	B	1.6194
4	Roselle Rd SB	Irving Park Rd	245	24.7	1.7	0.67	0.37	0.57	III	B	1.6194
33	75th St EB	I-355 SB Ramps	79	24.71	0.56	0.33	0.17	0.22	II	C	1.6188
	Cass Ave North NB	Richmond St	1002	24.75	0.92	0.33	0.11	0.14	III	B	1.2121
	Winfield Rd SB	Beecher	1437	24.75	0.17	0	0	0.05	III	B	1.2121
	Main St., Wheaton, SB	Wesley St	1085	24.79	0.19	0	0	0.05	III	B	1.6136
3	Warrenville Rd EB	Corporate	1350	24.79	0.8	1.33	0.14	0.32	III	B	1.6136
	Army Trail Blvd WB	Lombard Rd	184	24.8	0.85	0.5	0.13	0.27	III	B	1.4113
23	Gary Ave South - SB	Jewell Rd	443	24.86	0.58	1	0.06	0.23	II	C	1.6090
	St. Charles Rd EB	Ardmore Ave	1109	24.88	1.21	0.67	0.19	0.32	III	B	1.4068
23	Naperville Rd SB	Farnham	985	24.9	0.89	0.67	0.19	0.31	III	B	1.4056
28	Villa Ave SB	IL 64 North Ave	1474	24.98	1.25	0.67	0.34	0.49	III	B	1.4011
23	Gary Ave North - NB	US 20 (Lake St)	412	25.02	1.94	1	0.54	0.74	II	C	1.7986
	St. Charles Rd WB	Westmore Ave	1125	25.03	0.6	0.33	0.13	0.19	III	B	1.3983
	Cass Ave North NB	Norfolk St	1004	25.04	0.6	0	0	0.07	III	B	1.1981
	US 20 East - EB	Swift Rd	1163	25.04	0.53	0.33	0.09	0.21	I	D	1.5974
	IL 19 EB	Catalpa Ave	480	25.07	1.46	1	0.28	0.48	III	B	1.5955
	IL 83 South - NB	63rd St	919	25.07	1.22	0.67	0.41	0.53	I	D	1.7950
	IL 59 South - NB	87th St/White Eagle	718	25.08	1.6	1	0.64	0.8	I	D	1.7943
2	Belmont Rd SB	Prairie Ave	214	25.18	1.22	0.5	0.26	0.39	III	B	1.5886
23	Gary Ave South - SB	IL 64 (North Ave)	438	25.18	1.17	1	0.29	0.49	II	C	1.5886
35	55th St EB	Cass Ave	27	25.21	2.38	0.67	0.68	0.81	III	B	1.3883
	IL 64 West - WB	Gary Ave	859	25.24	2.33	0.75	0.85	1	I	D	1.5848
	US 20 East - WB	Marcus Dr	1194	25.24	0.45	0.33	0.11	0.17	I	D	1.5848
28	WoodDale Rd SB	Elizabeth Dr	1468	25.25	0.74	0.33	0.12	0.23	III	B	1.3861
21	Geneva Rd WB	Schmale Rd	1140	25.27	1.8	0.67	0.53	0.71	III	B	1.3850
	IL 38 West EB	Winfield Rd	527	25.29	2.56	1	1.02	1.17	II	C	1.9771
	US 34 Central - EB	Cross St.	1324	25.29	1.12	1	0.17	0.42	II	C	1.5817
	US 20 West - WB	Ontarioville Rd	1233	25.35	0.59	0.67	0.14	0.22	I	D	1.5779
15	Cass Ave South SB	65th St	1043	25.36	0.59	0.33	0.07	0.15	III	B	1.5773

Route	Road	Checkpoint	Chkpt #	Avg Speed	Avg Travel Time	Avg # Stops	Avg Stopped Time	Avg Congested Time	Street Class	LOS	TTI Index
21	Fabyan Parkway EB	IL 38 (Roosevelt Rd)	374	25.36	1.7	0.75	0.7	0.83	III	B	1.9716
	St. Charles Rd EB	Berkley/CC&P RR	1113	25.38	0.85	0	0	0	III	B	1.3790
23	Naperville Rd SB	Danada Dr	987	25.4	0.94	0.33	0.25	0.34	III	B	1.3780
21	Geneva Rd WB	Bloomingdale Rd	1138	25.45	0.4	0.33	0.08	0.14	III	B	1.3752
25	Meyers Rd SB	14th St	1414	25.45	0.59	0.25	0.1	0.16	III	B	1.3752
9	Main St., DG NB	63rd Street	952	25.46	1.18	0.4	0.25	0.39	III	B	1.3747
	IL 38 East WB	Finley Rd	542	25.53	1.18	1	0.26	0.42	II	C	1.5668
	US 34 Central - WB	Columbia St	1339	25.53	1.5	0.67	0.29	0.39	II	C	1.5668
	US 34 East WB	IL 83 SB Ramps	1239	25.53	0.4	0.25	0.02	0.07	II	C	1.5668
	IL 59 South - SB	LaFox Ave/Fox Valley East	744	25.58	0.54	0.33	0.02	0.13	I	D	1.5637
3	Ferry Rd WB	Warrenville/Mill	395	25.59	0.89	0.67	0.22	0.36	III	B	1.5631
23	Gary Ave South - SB	Thomas Rd	442	25.6	0.84	0.67	0.12	0.22	II	C	1.3672
	US 20 West - EB	Shop Ctr Dr	1210	25.61	0.63	0.33	0.2	0.25	I	D	1.5619
2	Belmont Rd SB	Curtiss St	217	25.67	0.44	0.5	0.04	0.12	III	B	1.5582
	US 34 West - EB	Montgomery Rd	1269	25.68	0.7	0.33	0.08	0.21	II	C	1.5576
3	Warrenville Rd EB	Main St	1355	25.68	0.37	0.33	0.08	0.11	III	B	1.5576
	US 34 West - WB	Commons Dr	1298	25.69	0.98	0.67	0.23	0.34	II	C	1.5570
	US 34 West - WB	River Road	1287	25.7	0.79	0.5	0.14	0.27	II	C	1.5564
	Fairview Ave SB	59th St	1388	25.71	1.17	0.5	0.02	0.16	IV	A	1.1669
	US 34 East WB	Saratoga Ave	1249	25.73	0.44	0.33	0.01	0.06	II	C	1.5546
33	75th St WB	Clarendon Hills Rd	94	25.78	1.19	0.67	0.31	0.43	II	C	1.7455
	Highland Ave - NB	Yorktown Mall Entr 1	452	25.78	0.4	0.33	0.04	0.11	III	B	1.3576
29	Stearns Road - EB	Bartlett Rd	1147	25.85	1.09	0.33	0.29	0.36	II	C	1.3540
	IL 53 N - NB	Bloomingdale Rd	597	25.86	1.32	0.67	0.32	0.41	III	B	1.5468
	Cass Ave North SB	E Traube	1025	25.88	0.39	0.33	0.03	0.08	III	B	1.3524
20	Grand Ave - EB	York Rd	1179	25.88	0.79	0.33	0.16	0.22	I	D	1.3524
14	Eola Road NB	Liberty St	353	25.89	1.18	1	0.33	0.51	II	C	1.5450
	US 20 West - EB	Medinah Rd	1215	25.9	1.3	0.67	0.44	0.54	I	D	1.7375
	Fairview Ave SB	75th St	1390	25.91	3.5	1	0.62	0.84	IV	A	1.1579
23	Gary Ave North - SB	Lies Rd	425	25.92	0.93	0.67	0.31	0.41	II	C	1.7361
31	Plainfield Rd EB	E Co Line Road	1525	25.97	1.25	0.67	0.37	0.49	III	B	1.5402
4	Roselle Rd SB	Central Ave	247	25.98	0.12	0	0	0	III	B	1.3472
33	75th St EB	I-355 NB Ramps	80	26	0.23	0.33	0.03	0.07	II	C	1.5385
	IL 59 Central NB	Hawthorne	779	26.03	0.83	0.33	0.24	0.29	I	D	1.5367
	St. Charles Rd WB	IL 53	1132	26.04	0.88	0.33	0.23	0.28	III	B	1.3441
34	31st St WB	York Road	12	26.06	0.58	0.5	0.05	0.16	III	B	1.5349
	IL 53 N - NB	W Thorndale Ave	603	26.07	0.39	0.33	0.02	0.11	III	B	1.5343
14	Eola Road SB	Ferry Road	360	26.13	2.09	1.33	0.75	0.9	II	C	1.7222
	IL 59 North - NB	W Bartlett Rd	789	26.13	3.12	1.33	0.96	1.32	I	D	1.7222
	IL 59 Central - SB	Dayton Ave	757	26.14	1.17	1	0.26	0.47	I	D	1.5302
	US 34 East - EB	Madison St	1265	26.14	1.01	0.25	0.27	0.3	II	C	1.5302
	Fairview Ave NB	2nd St	1376	26.15	0.37	0.5	0.03	0.03	IV	A	1.1472
4	Bloomingdale Rd NB	Shorewood Dr	222	26.17	0.76	0.67	0.21	0.3	III	B	1.5285
11	Army Trail Road EB	County Farm Rd	153	26.2	1.15	0.67	0.23	0.39	III	B	1.5267
	IL 38 Central WB	President St	566	26.22	0.57	0.25	0.06	0.1	II	C	1.5256
34	31st St EB	IL 83 NB Ramps	9	26.23	0.14	0	0	0	III	B	1.5250
9	Main St., DG - SB	63rd Street	948	26.23	1.14	0.4	0.15	0.33	III	B	1.3343
	St. Charles Rd EB	Main St, Lom	1104	26.27	0.18	0	0	0.01	III	B	1.1420
	Stearns Road - WB	Newport Blvd	1155	26.27	0.3	0.33	0.01	0.08	II	C	1.3323
28	WoodDale Rd SB	Irving Park Rd	1466	26.28	0.05	0	0	0	III	B	1.3318
23	Gary Ave South - NB	Fullerton Ave	433	26.29	0.8	0.33	0.23	0.28	II	C	1.5215
15	Cass Ave South SB	75th St	1045	26.31	2.28	1	0.51	0.85	III	B	1.5203
	York Rd North SB	Grand Ave	1502	26.38	1.52	1.67	0.17	0.47	III	B	1.1372
17	Chicago Ave EB	Olesen	271	26.42	1.16	0.5	0.28	0.37	III	B	1.5140
	IL 64 East - WB	West Ave	815	26.43	1.2	0.67	0.16	0.38	I	D	1.5134
	US 34 East WB	Madison St	1237	26.43	0.98	0.5	0.19	0.24	II	C	1.5134
	Westmore Ave NB	Maple St	1406	26.44	0.95	0.33	0.05	0.19	III	B	1.1346
25	Meyers Rd NB	Office Park	1397	26.52	0.32	0	0	0.09	III	B	1.3198
	IL 53 N - SB	Army Trl Rd	619	26.54	2.96	1	0.66	0.83	III	B	1.5072
43	County Farm North SB	Stearns Rd	322	26.56	2.03	0.67	0.67	0.83	II	C	1.5060
	York Rd North NB	Crest View Ave	1478	26.56	0.7	0.33	0.13	0.17	III	B	1.3178
38	63rd St EB	Fairview Ave	56	26.59	1.69	0.67	0.41	0.52	III	B	1.5043
	IL 38 East EB	Fairfield Ave	546	26.63	0.88	0.33	0.09	0.18	II	C	1.5021
34	31st St EB	Meyers Rd	4	26.65	1.67	1	0.43	0.58	III	B	1.5009
4	Roselle Rd NB	Maple Ave	241	26.66	0.74	0.33	0.16	0.21	III	B	1.3128
	US 34 West - WB	Eola Road	1303	26.68	1.17	0.33	0.42	0.45	II	C	1.4993
3	Ferry Rd WB	Torch Prkwy	398	26.69	0.79	0.67	0.11	0.24	III	B	1.4987
	York Rd North NB	UP RR	1485	26.7	0.25	0	0	0	III	B	1.1236
	Main St., DG NB	Grant Ave	962	26.73	0.83	0.2	0.07	0.16	III	B	1.3094
	IL 59 Central NB	IL 38 S Ramp	773	26.75	0.43	0.67	0.04	0.12	I	D	1.4953
	Fairview Ave NB	Prairie Ave	1379	26.77	0.56	0	0	0.01	IV	A	1.1207
	IL 59 South - SB	McCoy Dr	745	26.78	0.49	0.33	0.03	0.07	I	D	1.4937
31	Plainfield Rd WB	High Rd	1529	26.78	0.6	0	0	0.12	III	B	1.3069
	IL 59 South - SB	83rd Street	750	26.79	1.81	1	0.58	0.73	I	D	1.6797
	Main St., Wheaton, NB	Front St	1054	26.8	0.07	0	0	0.07	III	B	1.4925
	IL 19 WB	Prospect St	502	26.82	0.74	0.33	0.07	0.13	III	B	1.4914
	IL 83 South - NB	67th St	918	26.82	0.96	0.67	0.27	0.38	I	D	1.6779
	US 34 West - WB	Frontenac Rd	1300	26.82	0.69	0.33	0.17	0.22	II	C	1.4914
2	Belmont Rd NB	Warren Ave	192	26.83	0.04	0	0	0	III	B	1.4909
	IL 83 North - NB	Grove Ave	896	26.88	1.47	0.67	0.47	0.57	I	D	1.6741
	IL 83 North - NB	Devon Ave	901	26.9	0.71	0.33	0.17	0.23	I	D	1.6729
	IL 53 N - NB	US 20 Lake St	596	26.92	2.92	0.67	0.77	0.95	III	B	1.4859
	IL 19 EB	Rohlwing Rd	479	27.03	2.35	1.33	0.47	0.67	III	B	1.4798
34	31st St WB	IL 83 SB Ramps	15	27.04	0.13	0	0	0.01	III	B	1.4793
35	55th St WB	Garfield Ave	37	27.05	1.11	0.67	0.16	0.28	III	B	1.2939
31	Plainfield Rd WB	Cass Ave	1532	27.06	0.84	0.33	0.18	0.22	III	B	1.2934
21	Geneva Rd EB	Main St., GE	1097	27.16	0.99	0.67	0.16	0.33	III	B	1.2887
	IL 59 Central NB	IL 56 (Butterfield Rd)	767	27.16	1.66	0.67	0.6	0.69	I	C	1.4728
	York Rd North NB	Grand Ave	1480	27.2	1.87	0.67	0.34	0.48	III	B	1.1029
31	Plainfield Rd WB	IL 83	1528	27.21	1.21	0.67	0.13	0.3	III	B	1.2863
2	Finley Rd SB	Opus Pl	211	27.23	0.86	0.5	0.16	0.23	III	B	1.4690
	IL 38 Central WB	Naperville Rd	567	27.23	1.19	0.75	0.12	0.24	II	C	1.4690
	US 20 West - EB	Gary Ave	1203	27.23	1.39	1	0.34	0.52	I	C	1.6526
15	Cass Ave South SB	Hinswood	1048	27.27	0.99	0.67	0.23	0.36	III	B	1.4668
23	Naperville Rd NB	IL 56	973	27.27	1.91	1	0.64	0.77	III	B	1.2835
	IL 19 WB	Catalpa Ave	497	27.3	0.77	0.33	0.07	0.11	III	B	1.4652
9	Highland Ave - NB	31st St	448	27.31	1.93	1	0.43	0.61	III	B	1.2816
	IL 59 Central NB	Main St., WC	776	27.31	1.67	0.67	0.26	0.52	I	C	1.4647
	US 34 East WB	Warwick Ave	1243	27.33	0.55	0	0	0.1	II	C	1.4636
40	College Road SB	Hobson Rd	310	27.36	1.8	0.67	0.48	0.6	III	B	1.4620
	US 20 East - WB	Itasca Rd	1192	27.38	1.93	1	0.37	0.54	I	C	1.4609
34	31st St WB	Jorie Blvd	13	27.5	2.27	1.5	0.53	0.75	III	B	1.4545

Route	Road	Checkpoint	Chkpt #	Avg Speed	Avg Travel Time	Avg # Stops	Avg Stopped Time	Avg Congested Time	Street Class	LOS	TTI Index
	Washington St., WC WB	Town Rd	384	27.53	1.18	0.25	0.11	0.18	III	B	1.2713
9	Lemont Rd NB	83rd St	1514	27.55	1.09	0.67	0.16	0.34	III	B	1.4519
	Finley Rd NB	Oak Creek Dr	202	27.56	0.81	0.33	0.02	0.16	III	B	1.2700
	IL 64 East - EB	Emroy Ave	810	27.57	0.98	0.33	0.21	0.23	I	C	1.4509
9	Highland Ave - NB	Good Sam Hospital	447	27.62	0.28	0	0	0.05	III	B	1.4482
35	55th St EB	Garfield Ave	34	27.64	0.56	0.33	0.09	0.14	III	B	1.2663
	IL 59 Central - SB	Joliet St	760	27.64	1.37	1.67	0.17	0.62	I	C	1.6281
	IL 56 Central - EB	Raider Ln	666	27.67	0.63	0.33	0.19	0.24	II	C	1.6263
34	31st St EB	Forest Grove	2	27.68	0.37	0.33	0.02	0.07	III	B	1.4451
	IL 64 West - EB	IL 59	851	27.72	1.1	0.67	0.21	0.39	I	C	1.6234
	Stearns Road - EB	Newport Blvd	1149	27.75	2.4	1.67	0.55	0.77	II	C	1.2613
	US 20 West - WB	Bartels Rd/Arlington	1230	27.75	1.36	0.67	0.35	0.45	I	C	1.6216
35	55th St EB	Madison St	32	27.76	0.99	0.67	0.11	0.23	III	B	1.4409
	St. Charles Rd EB	Addison Rd	1108	27.77	0.54	0.33	0.03	0.11	III	B	1.2604
	St. Charles Rd EB	Westmore	1107	27.83	1.7	1	0.22	0.37	III	B	1.2576
34	31st St EB	Paschal	7	27.85	0.86	0.67	0.15	0.28	III	B	1.4363
	US 34 Central - WB	Yackley Ave	1330	27.85	0.71	0.33	0.07	0.13	II	C	1.4363
35	55th St EB	Fairview Ave	26	27.88	1.61	0.67	0.29	0.4	III	B	1.2554
	Westmore Ave NB	Jackson St	1403	27.89	0.54	0.33	0.06	0.1	III	B	1.0757
	Main St., Wheaton, SB	Parkway Dr	1081	27.9	0.47	0	0	0.02	III	B	1.4337
21	Geneva Rd WB	Western	1136	27.99	0.96	0.67	0.18	0.28	III	B	1.2504
	IL 38 West WB	Kautz Rd	516	28.08	0.19	0	0	0.05	II	B	1.7806
13	Winfield Rd SB	Butterfield	1441	28.11	1.81	0.5	0.6	0.68	III	B	1.4230
	Fairview Ave NB	63rd St	1372	28.22	3.21	1.5	0.47	0.72	IV	A	1.0631
33	75th St WB	Woodward Ave	104	28.31	1.48	1	0.28	0.42	II	B	1.4129
	IL 38 Central WB	I-355 NB Ramp	557	28.31	1.46	0.75	0.2	0.45	II	B	1.4129
3	Ferry Rd WB	Winfield Rd	397	28.33	0.44	0.33	0.04	0.12	III	B	1.4119
	Main St., Wheaton, SB	Cole Ave	1080	28.33	0.61	0	0	0.13	III	B	1.4119
36	Schmale Rd SB	Geneva Rd	1079	28.34	0.3	0	0	0.03	III	B	1.4114
	Army Trail Blvd WB	JFK Dr	178	28.39	0.36	0	0	0.05	III	B	1.0567
17	Maple Ave WB	Burr Oak	289	28.4	0.34	0.33	0.03	0.08	III	B	1.4085
11	Army Trail Road WB	Woodlake	160	28.44	1.05	1	0.12	0.33	III	B	1.4065
3	Ferry Rd EB	Eola Rd	387	28.45	1.96	0.67	0.49	0.64	III	B	1.4060
	IL 38 West EB	Fabyan Pkwy	520	28.46	1.03	0.33	0.29	0.36	II	B	1.7569
	IL 83 North - SB	Third Ave	908	28.49	1.39	0.5	0.42	0.53	I	C	1.5795
	York Rd North NB	Fremont	1476	28.53	0.59	0	0	0.13	III	B	1.0515
14	Eola Road SB	87th Street	372	28.56	1.07	0.67	0.16	0.25	II	B	1.2255
	Cass Ave North NB	Traube Ave	1006	28.63	0.61	0.33	0.07	0.11	III	B	1.2225
15	Cass Ave South SB	91st St	1050	28.63	0.36	0.67	0.07	0.14	III	B	1.3971
	IL 64 West - EB	Schmale Rd	857	28.63	2.05	1	0.43	0.69	I	C	1.5718
	Finley Rd SB	Brook Dr	208	28.66	0.59	0.25	0.09	0.13	III	B	1.2212
	IL 53 South SB	Burlington	651	28.69	0.29	0.33	0.03	0.08	II	B	1.2199
28	WoodDale Rd NB	Foster	1457	28.69	1.09	0.67	0.14	0.23	III	B	1.2199
	IL 83 Central - SB	IL 64	881	28.74	2.25	1	0.76	0.96	I	C	1.7397
	IL 83 North - NB	Foster Ave	898	28.75	1.06	0.33	0.32	0.38	I	C	1.5652
	St. Charles Rd WB	Elizabeth St	1130	28.75	0.48	0	0	0.03	III	B	1.0435
7	St. Charles Rd WB	Main St., GE	1135	28.76	0.81	1	0.11	0.26	III	B	1.2170
43	County Farm South NB	South Entrance	331	28.81	0.31	0.33	0.02	0.07	II	B	1.3884
33	75th St EB	Fairview Ave	86	28.82	0.69	0.67	0.06	0.18	II	B	1.5614
	IL 59 North - NB	Schick Rd	785	28.88	0.66	0.33	0.15	0.18	I	C	1.5582
	Main St., Wheaton, SB	College Ave	1084	28.9	0.87	0.33	0.02	0.06	III	B	1.3841
	Westmore Ave SB	Madison St	1409	28.9	0.46	0.25	0.01	0.1	III	B	1.0381
	Westmore Ave NB	Washington Blvd	1405	28.91	0.46	0	0	0.05	III	B	1.0377
31	Plainfield Rd EB	Garfield St	1524	28.96	1.16	0.67	0.29	0.38	III	B	1.2086
	Highland Ave - NB	Majestic Dr	454	28.97	0.27	0	0	0.05	III	B	1.2081
	IL 56 Central - EB	Bradford Dr	663	28.98	0.48	0.33	0.09	0.13	II	B	1.5528
	US 20 East - WB	Villa Avenue	1188	28.98	1.18	0.33	0.27	0.32	I	C	1.3803
	IL 83 South - NB	91st St	912	28.99	1.97	1	0.61	0.73	I	C	1.7247
28	WoodDale Rd SB	Oak Meadows Dr	1469	29.01	1.12	0.67	0.16	0.25	III	B	1.2065
	IL 83 South - SB	Ogden Ave	925	29.07	0.27	0	0	0	I	C	1.8920
43	County Farm South NB	Manchester	330	29.09	0.66	0.33	0.07	0.13	II	B	1.3750
	IL 53 South NB	Sheehan Ave	642	29.1	1.11	0.67	0.22	0.31	II	B	1.3746
	IL 64 Central - EB	Grace St.	835	29.1	1.03	0.67	0.14	0.3	I	C	1.5464
31	Plainfield Rd EB	Madison St	1523	29.12	1.13	0.67	0.19	0.28	III	B	1.2019
	US 34 Central - EB	Old Tavern Rd	1316	29.14	0.56	0.33	0.11	0.16	II	B	1.3727
	US 34 East - EB	Warwick Ave	1259	29.14	0.25	0	0	0	II	B	1.3727
2	Belmont Rd NB	Curtiss St	190	29.16	1.13	0.67	0.13	0.27	III	B	1.3717
	US 20 West - EB	Greenbrook Blvd	1201	29.2	0.58	0	0	0.14	I	C	1.3699
	IL 38 Central EB	I-355 NB Ramp	589	29.22	0.23	0.25	0.04	0.06	II	B	1.3689
29	Stearns Road - WB	Arlington Dr	1153	29.23	0.66	0.33	0.08	0.12	II	B	1.1974
	York Rd North NB	George St	1481	29.23	1.38	0.67	0.13	0.23	III	B	1.0263
	US 34 East WB	Washington St	1245	29.26	0.59	0	0	0.06	II	B	1.3671
23	Gary Ave South - SB	Geneva Rd	441	29.27	1.48	0.33	0.33	0.43	II	B	1.3666
4	Bloomingdale Rd NB	Glen Pointe Dr	229	29.28	0.25	0.33	0.01	0.07	III	B	1.3661
25	Meyers Rd SB	31st St	1419	29.29	1.64	0.5	0.41	0.48	III	B	1.3657
	IL 38 Central WB	Main St., WH	568	29.3	0.37	0.5	0.02	0.08	II	B	1.3652
	US 34 West - EB	Quincy Ave	1284	29.34	0.72	0.33	0.08	0.14	II	B	1.3633
	US 34 East WB	Cross St.	1251	29.36	0.78	0	0	0.09	II	B	1.3624
	US 34 Central - WB	Chelsea Ave	1327	29.41	1.12	0.33	0.07	0.2	II	B	1.3601
28	WoodDale Rd SB	US 20 Lake St	1471	29.49	1.12	0.67	0.22	0.31	III	B	1.1868
	Cass Ave North NB	E Traube	1007	29.53	0.14	0	0	0.04	III	B	1.1852
31	Plainfield Rd WB	Madison St	1527	29.57	1.14	0.33	0.29	0.34	III	B	1.1836
	IL 53 South NB	IL 56 Butterfield	640	29.58	2.78	1	0.73	0.86	II	B	1.5213
	York Rd North SB	Industrial Drive	1503	29.58	1.72	0.67	0.14	0.3	III	B	1.1832
43	County Farm South NB	Geneva Rd	334	29.6	2.05	0.67	0.48	0.61	II	B	1.5203
	US 20 West - EB	Rodenburg Rd	1205	29.64	0.89	1	0.13	0.23	I	C	1.5182
	US 20 West - WB	Fairfield Way	1221	29.72	0.2	0	0	0.02	I	C	1.3459
	IL 19 WB	Addison	494	29.73	1.23	0.33	0.16	0.23	III	B	1.3454
	IL 38 West EB	Kautz Rd	517	29.73	0.81	0.33	0.13	0.23	II	B	1.6818
3	Ferry Rd EB	IL 59	388	29.74	3.69	1	1.21	1.36	III	B	1.5131
	IL 53 N - NB	Fullerton Ave	593	29.76	1.53	1	0.27	0.42	III	B	1.3441
14	Eola Road SB	Liberty	365	29.78	1.73	0.33	0.46	0.51	II	B	1.5111
2	Belmont Rd SB	Warren Ave	215	29.8	0.52	0	0	0.08	III	B	1.3423
31	87th St EB	I-355 NB	1510	29.82	0.22	0	0	0	III	B	1.3414
11	Army Trail Road EB	Glen Ellyn Rd	120	29.83	0.46	0.33	0.02	0.11	II	B	1.3409
	IL 64 Central - EB	Bloomingdale Rd	827	29.87	1.25	0.67	0.32	0.42	I	C	1.5065
9	Main St., DG - SB	59th St	947	29.88	1	0.4	0.11	0.19	III	B	1.1714
	IL 64 West - EB	Powis Road	849	29.89	1.73	0.67	0.52	0.64	I	C	1.5055
34	31st St WB	Highland Pkway	20	29.9	1.49	0.75	0.12	0.37	III	B	1.3378
14	Eola Road SB	Diehl Road	361	29.93	1.38	0.33	0.49	0.53	II	B	1.3365
4	Bloomingdale Rd SB	Shorewood Dr	267	29.95	0.46	0.33	0.02	0.07	III	B	1.3356
	IL 53 South NB	Park Blvd	639	29.95	1.1	0.67	0.25	0.34	II	B	1.5025

Route	Road	Checkpoint	Chkpt #	Avg Speed	Avg Travel Time	Avg # Stops	Avg Stopped Time	Avg Congested Time	Street Class	LOS	TTI Index
4	Bloomingdale Rd NB	Dickens Ave	226	29.96	0.34	0.33	0.02	0.08	III	B	1.3351
36	Schmale Rd SB	Lies Rd	1072	29.96	1.16	0.67	0.19	0.33	III	B	1.3351
36	Schmale Rd SB	Fullerton Ave	1073	29.97	1.64	0.67	0.34	0.43	III	B	1.3347
38	63rd St EB	Dunham Rd	54	30.03	1.4	0.67	0.2	0.32	III	A	1.3320
	IL 38 West EB	Joliet St	524	30.03	0.64	0.67	0.08	0.2	II	B	1.3320
38	63rd St EB	Madison St	63	30.04	1.1	0.33	0.01	0.17	III	A	1.3316
	IL 64 East - EB	Lincoln Ave	799	30.04	0.76	0.33	0.12	0.24	I	C	1.4980
	IL 64 East - EB	Ardmore Ave	803	30.15	0.68	0.33	0.11	0.17	I	C	1.4925
38	63rd St EB	Belmont Rd	52	30.17	0.38	0.33	0.03	0.07	III	A	1.1601
3	Warrenville Rd WB	Herrick Rd	1369	30.18	1.09	0.67	0.29	0.4	III	A	1.3254
43	County Farm North SB	Lies Rd	326	30.19	1.09	0.33	0.19	0.31	II	B	1.3249
	IL 59 South - SB	Bruce Ln/Brookdale Rd	738	30.2	1.01	0.33	0.2	0.28	I	C	1.4901
	IL 64 East - WB	York Road	813	30.28	0.89	0.33	0.11	0.16	I	C	1.3210
	IL 83 North - NB	Hillside Dr	897	30.29	1.27	0.67	0.23	0.37	I	C	1.4856
	IL 59 South - SB	Westridge Ct SC/Meijer	742	30.34	0.36	0	0	0.04	I	C	1.3184
31	Plainfield Rd WB	Fairmount	1535	30.35	1.4	0.33	0.09	0.19	III	A	1.1532
4	Bloomingdale Rd SB	Fairfield Way	254	30.37	0.79	0.33	0.11	0.19	III	A	1.3171
	US 20 West - WB	Greenbrook Blvd	1231	30.42	0.73	0.33	0.08	0.15	I	C	1.3149
	Fairview Ave NB	Lincoln Ave	1380	30.44	0.51	0	0	0	IV	A	0.9855
23	Gary Ave North - NB	Travis Pkwy	414	30.45	0.51	0.67	0.06	0.09	II	B	1.3136
14	Eola Road NB	WVHS	349	30.46	0.45	0.33	0.04	0.09	II	B	1.1490
	IL 83 South - SB	63rd Street	929	30.46	1.97	0.67	0.52	0.69	I	C	1.6415
	IL 38 Central WB	Hazelton Ave	572	30.48	0.37	0.25	0.01	0.06	II	B	1.3123
4	Roselle Rd NB	Bryn Mawr	240	30.48	0.32	0	0	0	III	A	1.1483
	IL 56 Central - EB	Lloyd/Woodcreek	669	30.49	2.05	1	0.53	0.69	II	B	1.4759
23	Gary Ave North - NB	Stratford Sq Entr 5	408	30.56	0.53	0.33	0.03	0.08	II	B	1.3089
23	Gary Ave North - NB	Lawrence Ave	411	30.56	0.57	0	0	0.08	II	B	1.4725
	US 34 West - WB	Quincy Ave	1289	30.66	0.82	0.33	0.12	0.17	II	B	1.3046
38	63rd St EB	Clar Hills Rd	60	30.67	1.49	0.67	0.26	0.36	III	A	1.3042
	IL 53 N - SB	Bryn Mawr	613	30.67	0.59	0	0	0.09	III	A	1.3042
2	Belmont Rd NB	Prairie Ave	193	30.68	0.51	0.33	0.06	0.11	III	A	1.3038
	Highland Ave - SB	15th St	460	30.7	0.82	0.25	0.08	0.1	III	A	1.1401
4	Bloomingdale Rd NB	Sidney Ave	224	30.71	0.51	0.33	0.01	0.09	III	A	1.3025
34	31st St WB	Meyers	19	30.72	1.97	0.75	0.38	0.46	III	A	1.3021
	St. Charles Rd WB	Addison Rd	1124	30.76	0.98	0.33	0.06	0.17	III	A	1.1378
21	Geneva Rd WB	President St	1139	30.82	0.99	0.33	0.12	0.19	III	A	1.1356
	IL 83 South - SB	91st St	936	30.83	1.5	1	0.38	0.55	I	C	1.6218
4	Bloomingdale Rd SB	Greenway Dr	257	30.84	0.66	0.33	0.07	0.15	III	A	1.2970
11	Army Trail Road EB	Creekside Dr	121	30.87	0.62	0.33	0.11	0.15	II	B	1.2958
23	Naperville Rd SB	Elm St	984	30.87	0.51	0	0	0.04	III	A	1.1338
23	Naperville Rd SB	Warrenville Rd	994	30.87	0.49	0	0	0.1	III	A	1.2958
35	55th St EB	County Line Road	35	30.88	0.97	0.33	0.12	0.18	III	A	1.1334
	IL 64 East - WB	Villa SC	817	30.88	0.25	0	0	0	I	C	1.2953
	Fairview Ave NB	59th St	1373	30.97	0.97	0	0	0	IV	A	0.9687
25	Fairview Ave NB	39th St	1392	31	0.97	0.33	0.07	0.13	III	A	1.2903
	IL 38 East WB	Light 2	536	31.06	0.39	0	0	0.05	II	B	1.2878
	IL 83 North - SB	Thorndale Ave	904	31.08	0.77	0.5	0.06	0.17	I	C	1.4479
	Army Trail Blvd EB	JFK Dr	176	31.09	0.15	0	0	0	III	A	0.9649
35	55th St EB	IL 83 SB Ramps	30	31.14	0.17	0	0	0	III	A	1.1240
	US 34 East - EB	Finley Road	1252	31.14	0.73	0	0	0.09	II	B	1.2845
9	Highland Ave - SB	40th St	472	31.2	0.4	0	0	0	III	A	0.9615
	Main St., Wheaton, NB	Hawthorne	1058	31.21	0.85	0.33	0.01	0.04	III	A	1.2816
	US 34 West - WB	Shop Ctr Dr	1295	31.21	0.69	0.33	0.12	0.18	II	B	1.2816
	IL 53 N - SB	Fullerton Ave	621	31.22	1.29	0.67	0.16	0.24	III	A	1.2812
3	Warrenville Rd EB	Naperville Rd	1349	31.24	0.54	0.33	0.03	0.09	III	A	1.2804
	US 34 East WB	Washington St, Hins	1236	31.25	0.44	0	0	0	II	B	1.2800
	US 34 East - EB	Saratoga Ave	1253	31.29	2.36	0.5	0.22	0.33	II	B	1.2784
	US 34 Central - WB	Royal St. George	1343	31.3	0.63	0.33	0.04	0.11	II	B	1.2780
35	55th St WB	Fairview Ave	45	31.31	1.92	0.67	0.12	0.28	III	A	1.1179
	IL 38 East WB	Light	538	31.37	0.63	0.33	0.05	0.1	II	B	1.2751
	York Rd North SB	UP RR	1497	31.37	0.23	0	0	0	III	A	0.9563
31	Plainfield Rd WB	Lakeview/Manning	1534	31.38	0.9	0.33	0.1	0.16	III	A	1.1154
33	75th St EB	Clarendon Hills Rd	91	31.39	1.24	0.33	0.17	0.32	II	B	1.4336
	IL 53 N - SB	St. Charles Rd	624	31.39	2.18	0.67	0.22	0.3	III	A	1.2743
4	Bloomingdale Rd SB	Brandon Dr	259	31.42	0.8	0.33	0.04	0.12	III	A	1.2731
	US 20 East - EB	Marcus Dr	1167	31.42	0.74	0.33	0.01	0.14	I	C	1.2731
11	Army Trail Road WB	Skylark Dr	139	31.45	0.95	0.33	0.04	0.09	II	B	1.2719
43	County Farm North NB	Schick Rd	317	31.47	1.47	0.33	0.22	0.34	II	B	1.2711
40	College Road SB	Benedictine Univ Main	307	31.49	0.78	0	0	0	III	A	1.2702
	IL 59 North - NB	IL 64 (North Ave)	781	31.56	1.9	0.67	0.28	0.43	I	C	1.4259
28	WoodDale Rd SB	Mittel Dr	1463	31.56	0.89	0.33	0.13	0.16	III	A	1.1090
	IL 53 N - SB	IL 19	615	31.57	0.21	0	0	0	III	A	1.2670
	IL 59 Central NB	Batavia Rd	769	31.58	0.76	0.33	0.08	0.16	I	C	1.4250
	Winfield Rd SB	Manchester	1438	31.58	1.08	0	0	0.04	III	A	0.9500
35	55th St WB	IL 83 SB Ramps	41	31.63	0.36	0	0	0.06	III	A	1.1065
35	55th St WB	Clarendon Hills Rd	43	31.65	0.47	0.33	0.01	0.06	III	A	1.1058
33	75th St EB	Fairmount Rd	85	31.65	0.32	0.33	0.03	0.07	II	B	1.4218
	IL 64 Central - EB	Main St., Lomb	834	31.65	0.68	0.33	0.13	0.18	I	C	1.4218
	IL 56 West - EB	Cromwell Rd	708	31.67	0.95	0.67	0.12	0.29	II	B	1.4209
29	Stearns Road - EB	Arlington Dr	1151	31.69	1.14	0.33	0.16	0.19	II	B	1.1044
23	Gary Ave North - NB	Central Ave	413	31.72	1.38	0.67	0.3	0.41	II	B	1.4187
	Army Trail Blvd EB	Lombard Rd	170	31.74	0.42	0.33	0.06	0.11	III	A	1.1027
	IL 38 Central WB	Baker Hill Dr	559	31.74	0.95	0.5	0.21	0.28	II	B	1.2602
	US 20 West - WB	Bryn Mawr	1228	31.76	0.83	0.33	0.09	0.12	I	C	1.4169
	US 34 East - EB	Washington St, Hins	1266	31.76	0.81	0.25	0.1	0.18	II	B	1.2594
7	St. Charles Rd EB	Swift Rd	1099	31.77	0.7	0.33	0.16	0.18	III	A	1.2590
	IL 59 Central NB	Forest Ave	775	31.82	0.96	0.33	0.15	0.2	I	C	1.2571
38	63rd St WB	Lake Hinsdale SC	65	31.84	0.23	0	0	0	III	A	1.0992
11	Army Trail Road WB	Creekside Dr	132	31.88	1.07	0.67	0.12	0.28	II	B	1.2547
	IL 83 Central - NB	Monroe St	875	31.89	1.77	0.67	0.39	0.67	I	C	1.4111
9	Highland Ave - NB	I-88 WB Ramp/Frontage Rd	450	31.92	0.24	0	0	0	III	A	1.0965
	IL 53 South SB	Sheehan Ave	643	31.93	0.71	0.33	0.03	0.11	II	B	1.2527
23	Naperville Rd SB	Lucent Dr N	993	31.93	0.71	0.67	0.07	0.18	III	A	1.2527
	IL 53 N - NB	IL 19	599	31.96	1.09	0.67	0.08	0.23	III	A	1.2516
34	31st St EB	Midwest Rd	5	31.99	1.89	0.33	0.33	0.43	III	A	1.2504
11	Army Trail Road WB	Fair Oaks Rd	162	32	0.39	0.33	0.03	0.1	III	A	1.2500
	US 34 East - EB	Downers Plaza SC	1256	32.04	0.69	0	0	0.02	II	B	1.2484
9	Highland Ave - NB	40th St	445	32.05	0.6	0	0	0	III	A	0.9360
	IL 64 Central WB	Main St., Lomb	837	32.05	0.94	0.33	0.21	0.24	I	C	1.4041
	Westmore Ave NB	Wilson Ave	1402	32.05	0.11	0	0	0	III	A	0.9360
	IL 56 West - EB	IL 59	703	32.11	2.65	1.33	0.58	0.73	II	B	1.5571
	IL 64 West - EB	Gary Ave	856	32.11	1.91	0.33	0.22	0.46	I	C	1.4014

Route	Road	Checkpoint	Chkpt #	Avg Speed	Avg Travel Time	Avg # Stops	Avg Stopped Time	Avg Congested Time	Street Class	LOS	TTI Index
	US 20 East - EB	Mill Rd	1170	32.11	1.63	0.33	0.12	0.22	I	C	1.0900
38	63rd St WB	I-355 NB Ramps	76	32.13	0.41	0	0	0	III	A	1.0893
	US 34 East - EB	Oakwood Dr	1261	32.18	1.04	0	0	0.08	II	B	1.2430
9	Highland Ave - SB	I-88 WB Ramp/Frontage Rd	467	32.19	0.11	0	0	0	III	A	1.0873
	US 20 West - EB	Euclid Ave	1213	32.2	0.56	0.33	0.1	0.14	I	C	1.2422
40	College Road SB	Abbeywood	308	32.21	0.54	0	0	0	III	A	1.2419
	IL 56 Central - EB	IL 53	668	32.21	1.25	0.67	0.19	0.34	II	B	1.3971
	Winfield Rd NB	Beecher	1432	32.22	1.08	0	0	0	III	A	0.9311
38	63rd St EB	Lake Hinsdale SC	61	32.27	0.59	0	0	0.05	III	A	1.0846
2	Belmont Rd NB	Hobson / 59th	188	32.31	0.93	0.67	0.07	0.17	III	A	1.2380
	IL 59 Central - SB	Geneva/Washington	754	32.33	1.28	0.33	0.21	0.26	I	C	1.2372
	York Rd North SB	Roosevelt	1496	32.34	0.3	0	0	0	III	A	0.9276
	US 34 Central - EB	I-355 NB Ramps	1323	32.42	0.2	0	0	0	II	B	1.2338
29	Stearns Road - EB	Sycamore Ln	1146	32.45	1.37	0.33	0.02	0.07	II	B	1.0786
	York Rd North SB	Memorial Rd	1499	32.45	0.63	0	0	0.01	III	A	0.9245
9	Highland Ave - NB	I-88 EB Ramps	449	32.51	0.2	0	0	0	III	A	1.0766
	US 20 West - WB	Springfield Dr	1225	32.56	1.14	0	0	0.12	I	C	1.3821
	IL 38 Central EB	Baker Hill Dr	587	32.64	0.39	0	0	0.04	II	B	1.2255
	IL 38 Central WB	Blanchard	565	32.64	0.46	0	0	0.02	II	B	1.2255
11	Army Trail Road WB	Powis Rd	168	32.66	1.82	0	0	0	III	A	1.2247
	Cass Ave North SB	Traube Ave	1026	32.66	0.13	0	0	0	III	A	1.0716
38	63rd St WB	Dunham Rd	72	32.67	0.92	0.33	0.02	0.12	III	A	1.2244
11	Army Trail Road EB	Bloomingdale Rd	117	32.69	0.46	0.33	0.02	0.06	II	B	1.2236
	IL 64 Central - EB	President St	826	32.7	0.73	0.33	0.14	0.2	I	C	1.3761
	IL 53 South NB	Seven Bridges/High Trl	627	32.71	0.79	0.67	0.03	0.13	II	B	1.3757
	IL 38 Central EB	President St	580	32.76	0.99	0	0	0.01	II	B	1.2210
	IL 19 EB	Maple Ave	477	32.77	0.31	0	0	0	III	A	1.2206
23	Gary Ave North - SB	Glenwood/Meijer	418	32.79	0.53	0.33	0.03	0.09	II	B	1.2199
4	Bloomingdale Rd NB	Armitage Ave	225	32.8	0.46	0.33	0.02	0.11	III	A	1.2195
	IL 53 South SB	Hobson Rd	659	32.8	0.79	0.33	0.05	0.09	II	B	1.3720
28	WoodDale Rd NB	Oak Meadows Dr	1452	32.87	1.06	0.33	0.1	0.16	III	A	1.0648
14	Eola Road NB	Diehl Rd	357	32.88	1.77	1.33	0.29	0.47	II	B	1.3686
	US 34 East WB	Blackhawk Dr	1242	32.88	1.02	0.25	0.01	0.05	II	B	1.2165
9	Main St., DG NB	55th Street	954	32.9	0.91	0.2	0.08	0.15	III	A	0.9119
	IL 19 WB	Maple Ave	500	32.97	1.77	0.33	0.11	0.21	III	A	1.2132
11	Army Trail Road WB	Spring Valley	161	33	0.85	0.67	0.08	0.18	III	A	1.2121
	US 34 Central - EB	Columbia St	1309	33.02	0.44	0	0	0.01	II	B	1.2114
	IL 38 Central WB	Lorraine	564	33.11	0.54	0	0	0	II	B	1.2081
31	Plainfield Rd EB	Clarendon Hills Rd	1520	33.11	1.34	0.33	0.16	0.22	III	A	1.0571
	US 20 West - WB	Circle Ave	1220	33.12	0.54	0	0	0.01	I	C	1.2077
	IL 53 N - NB	Sidney Ave	592	33.13	0.43	0	0	0.02	III	A	1.2074
31	Plainfield Rd EB	Lakeview/Manning	1516	33.13	1.29	0.67	0.17	0.25	III	A	1.0564
9	Highland Ave - NB	IL 56 Ramps	451	33.14	0.11	0	0	0	III	A	1.0561
	US 20 West - WB	Shop Ctr Dr	1222	33.21	0.29	0	0	0	I	C	1.2045
8	York Rd North SB	Thorndale Ave	1493	33.24	2.08	1	0.28	0.48	III	A	1.3538
	US 34 East - EB	Fairview Ave	1255	33.25	1.48	0.25	0.01	0.09	II	B	1.2030
	Westmore Ave SB	Wilson Ave	1411	33.26	0.45	0	0	0	III	A	0.9020
	Washington St., WC EB	Town Rd	375	33.28	1.66	0	0	0.06	III	A	1.2019
	IL 38 East EB	Ardmore Ave	550	33.33	0.36	0.33	0.02	0.06	II	B	1.2001
3	Warrenville Rd WB	Cabot	1363	33.34	0.47	0.33	0.02	0.06	III	A	1.1998
4	Roselle Rd SB	Bryn Mawr	249	33.35	0.59	0	0	0.05	III	A	1.0495
	Westmore Ave SB	Washington Blvd	1408	33.35	0.76	0	0	0	III	A	0.8996
	St. Charles Rd WB	Berkley/CC&P RR	1119	33.43	0.27	0	0	0	III	A	1.0470
11	Army Trail Road WB	Gladstone	137	33.45	0.45	0	0	0	II	B	1.1958
14	Eola Road NB	McCoy Dr	351	33.45	1.45	0.67	0.24	0.36	II	B	1.0463
17	Maple Ave WB	Walnut Ave	283	33.45	0.47	0	0	0.08	III	A	1.0463
	IL 53 South SB	22nd St	644	33.48	0.97	0.33	0.04	0.09	II	B	1.1947
	US 34 Central - WB	Burlington/East Ave	1338	33.48	0.43	0	0	0	II	B	1.1947
36	Schmale Rd NB	Home Depot SC	1062	33.49	0.25	0	0	0	III	A	1.1944
14	Eola Road SB	Sheffer	364	33.51	0.32	0	0	0.05	II	B	1.1937
	US 34 East - EB	IL 83 SB Ramps	1263	33.51	0.18	0	0	0	II	B	1.1937
35	55th St EB	Dunham Rd	24	33.54	1.75	0.33	0.11	0.23	III	A	1.1926
17	Maple Ave WB	Patton	288	33.57	0.64	0	0	0.04	III	A	1.1915
	IL 53 N - NB	Bryn Mawr	601	33.58	0.2	0	0	0.01	III	A	1.1912
28	Villa Ave SB	Fullerton Ave	1472	33.68	1.21	0.33	0.02	0.08	III	A	1.0392
	St. Charles Rd WB	Crescent	1131	33.69	0.34	0	0	0	III	A	1.0389
4	Bloomingdale Rd SB	Sidney Ave	265	33.7	0.45	0	0	0.06	III	A	1.1869
28	WoodDale Rd NB	Montrose	1454	33.71	0.55	0	0	0	III	A	1.0383
17	Maple Ave EB	I-355 SB Ramps	280	33.75	0.71	0.25	0.08	0.12	III	A	1.0370
15	Midwest Rd NB	I-88/Baybrook	1012	33.76	1.42	0.67	0.13	0.23	III	A	1.1848
	IL 53 South SB	Park Blvd	646	33.78	2.43	0.67	0.39	0.48	II	B	1.3321
4	Bloomingdale Rd NB	St. Charles Rd	221	33.79	0.71	0	0	0.14	III	A	1.1838
14	Eola Road NB	Ferry Rd	358	33.8	1.23	0.67	0.17	0.26	II	B	1.3314
	IL 56 West - EB	Eola Road	702	33.81	1.6	0.67	0.29	0.48	II	B	1.4789
43	County Farm South SB	Geneva Rd	339	33.84	2.04	0.67	0.24	0.33	II	B	1.3298
7	St. Charles Rd EB	IL 53	1100	33.87	1.43	0.67	0.24	0.33	III	A	1.1810
	Westmore Ave SB	Jackson St	1410	33.88	0.44	0	0	0	III	A	0.8855
	IL 59 North - NB	Stearns Rd	788	33.89	0.37	0	0	0.04	I	C	1.3278
3	Warrenville Rd EB	Yackley Ave	1353	33.9	0.19	0	0	0	III	A	1.1799
	IL 19 EB	Lawrence Ave	476	33.92	0.58	0	0	0	III	A	1.1792
2	Belmont Rd SB	Hobson / 59th	219	33.93	0.64	0	0	0.04	III	A	1.1789
	Army Trail Blvd EB	Highview	174	33.96	0.44	0	0	0	III	A	1.0306
17	Maple Ave EB	Burr Oak	276	33.96	0.87	0	0	0.07	III	A	1.1779
	US 34 West - WB	Feldott Ln	1292	33.98	0.35	0	0	0	II	B	1.1772
11	Army Trail Road WB	Meadow Rd	131	34.01	0.46	0	0	0.06	II	B	1.1761
23	Naperville Rd SB	Longfellow	986	34.09	0.62	0.33	0.01	0.07	III	A	1.0267
	York Rd North SB	Lake St	1505	34.13	0.55	0	0	0	III	A	1.0255
3	Warrenville Rd EB	Herrick Rd	1345	34.14	0.65	0.33	0.07	0.12	III	A	1.1716
	IL 38 Central EB	Blanchard	581	34.15	0.44	0	0	0	II	B	1.1713
17	Maple Ave WB	Benet Acad	291	34.16	0.23	0	0	0	III	A	1.1710
11	Army Trail Road EB	SB Ramps	124	34.2	0.18	0	0	0	II	B	1.1696
15	Cass Ave South NB	Northgate Rd	1032	34.2	0.3	0	0	0.08	III	A	1.3158
33	75th St WB	Plainfield Rd	95	34.22	1.14	0.33	0.15	0.19	II	B	1.3150
	IL 53 South NB	Woodridge	628	34.22	0.25	0	0	0.02	II	B	1.3150
35	55th St EB	Clarendon Hills Rd	28	34.27	1.75	0.67	0.07	0.21	III	A	1.0213
	York Rd North NB	Jefferson St	1482	34.39	0.58	0	0	0	III	A	0.8723
	IL 53 N - NB	Ardmore	602	34.41	0.52	0	0	0.05	III	A	1.1625
	IL 56 Central - EB	Home Depot	670	34.51	0.19	0	0	-0.01	II	B	1.1591
	York Rd North NB	Memorial Rd	1483	34.52	0.5	0	0	0	III	A	0.8691
	IL 83 Central - SB	Monroe St	885	34.53	1.89	0.67	0.27	0.39	I	B	1.3032
43	County Farm North SB	Birchbark Trail	327	34.55	0.87	0.33	0.03	0.13	II	B	1.1577
28	Villa Ave NB	Fullerton Ave	1449	34.59	0.94	0.67	0.13	0.22	III	A	1.0119

Route	Road	Checkpoint	Chkpt #	Avg Speed	Avg Travel Time	Avg # Stops	Avg Stopped Time	Avg Congested Time	Street Class	LOS	TTI Index
	IL 19 WB	Roselle Rd	503	34.65	0.26	0	0	0	III	A	1.1544
	IL 64 East - EB	Westmore Ave	800	34.67	0.36	0	0	0.03	I	B	1.2980
33	75th St EB	Dunham Rd	82	34.68	1.21	0.33	0.18	0.24	II	B	1.2976
9	Main St., DG NB	67th St.	951	34.68	0.9	0.2	0.03	0.12	III	A	1.1534
	IL 53 N - SB	Sidney Ave	622	34.69	1.31	0.33	0.09	0.15	III	A	1.1531
	IL 38 East WB	I-294 Ramps	530	34.73	0.17	0	0	0.01	II	B	1.4397
	IL 59 Central - SB	IL 56 (Butterfield Rd)	764	34.73	0.67	0.33	0.03	0.1	I	B	1.1517
	US 34 Central - EB	Burlington/East Ave	1310	34.78	1.1	0	0	0.03	II	B	1.1501
	IL 19 EB	Roselle Rd	474	34.83	1.19	0.33	0.02	0.07	III	A	1.1484
25	Meyers Rd SB	Office Park	1416	34.84	0.62	0	0	0.03	III	A	1.0046
21	Geneva Rd EB	President St	1093	34.88	1.31	0.33	0.11	0.18	III	A	1.0034
3	Ferry Rd WB	Raymond Dr	400	34.89	0.86	0.33	0.1	0.14	III	A	1.1465
	US 20 West - WB	Rosedale Ave	1224	34.89	0.76	0.33	0.12	0.15	I	B	1.2898
36	Schmale Rd NB	Lies	1068	34.91	1.41	0.67	0.12	0.23	III	A	1.1458
43	County Farm North NB	Ontarioville Rd	319	34.93	1.55	0.67	0.23	0.32	II	B	1.1451
	US 20 West - EB	Circle Ave	1212	34.93	0.17	0	0	0	I	B	1.1451
20	Grand Ave - WB	Crown Rd	1181	34.94	1.25	0	0	0.26	I	B	1.1448
	IL 38 Central WB	Carlton Ave	570	34.96	0.41	0	0	0	II	B	1.1442
	IL 83 North - NB	Mark St	900	34.96	0.69	0.33	0.11	0.15	I	B	1.2872
	IL 64 West - EB	Prince Crossing Rd	852	34.97	2.16	0.67	0.46	0.55	I	B	1.2868
	St. Charles Rd EB	Crescent	1101	34.97	0.65	0.33	0.01	0.01	III	A	1.1438
	IL 53 South NB	22nd St	641	35	1.56	0.33	0.04	0.09	II	B	1.1429
	Westmore Ave SB	Highridge	1412	35.04	0.1	0	0	0	III	A	0.8562
28	WoodDale Rd NB	Elizabeth Dr	1453	35.05	0.92	0.33	0.01	0.03	III	A	0.9986
	US 34 East WB	Oakwood Dr	1241	35.14	0.61	0	0	0.04	II	A	1.1383
15	Summit Ave NB	14th St	1015	35.15	0.7	0	0	0	III	A	0.9957
31	87th St WB	I-355 SB	1541	35.16	0.19	0	0	0	III	A	1.1377
17	Maple Ave WB	I-355 SB Ramps	285	35.16	0.12	0	0	0	III	A	0.9954
	Highland Ave - SB	Majestic Dr	463	35.19	0.46	0	0	0	III	A	0.9946
25	Meyers Rd NB	16th St	1398	35.21	0.61	0	0	0	III	A	0.9940
	IL 64 Central WB	I-355 SB	841	35.24	0.19	0	0	0	I	B	1.1351
	Highland Ave - NB	Eastgate Rd	456	35.25	0.53	0	0	0	III	A	0.9929
	IL 38 East WB	Fairfield Ave	539	35.25	0.51	0	0	0	II	A	1.1348
11	Army Trail Road EB	Munger Rd	145	35.28	1.73	0.67	0.02	0.03	III	A	0.9921
	IL 19 WB	Lawrence Ave	501	35.28	0.29	0	0	0	III	A	1.1338
	IL 38 Central EB	Hazelton Ave	574	35.29	0.6	0	0	0.03	II	A	1.1335
31	Plainfield Rd WB	Bailey	1533	35.3	0.63	0	0	0.05	III	A	0.9915
3	Warrenville Rd EB	Cabot	1351	35.3	1.07	0.33	0.13	0.24	III	A	1.1331
4	Roselle Rd SB	Walnut St	250	35.31	0.32	0	0	0	III	A	0.9912
	IL 59 Central - SB	Continental Dr/Meadow Ave	763	35.33	0.68	0.33	0.03	0.12	I	B	1.1322
40	College Road NB	Abbeywood	299	35.34	0.75	0.33	0.05	0.11	III	A	1.1319
13	Winfield Rd NB	Roosevelt	1430	35.35	1.95	1	0.3	0.42	III	A	1.1315
20	Grand Ave - EB	Crown Rd	1180	35.36	0.46	0	0	0.02	I	B	0.9898
	IL 53 N - SB	Medinah Dr	616	35.37	0.98	0	0	0.07	III	A	1.1309
15	Cass Ave South NB	Hinswood	1033	35.4	1.41	0.67	0.28	0.38	III	A	1.1299
3	Warrenville Rd WB	Washington St	1368	35.42	1.15	0.33	0.25	0.3	III	A	1.1293
	IL 56 Central - EB	TransAm Plaza Dr	680	35.44	0.49	0	0	0.03	II	A	1.2698
43	County Farm North NB	Lies Rd	314	35.45	0.85	0.33	0.05	0.13	II	A	1.1283
28	WoodDale Rd SB	Foster	1464	35.47	0.71	0	0	0.08	III	A	0.9867
	IL 64 West - EB	County Farm Road	854	35.48	2.15	1	0.43	0.58	I	B	1.2683
23	Naperville Rd NB	Danada Sq SC	974	35.48	0.25	0	0	0	III	A	0.9865
43	County Farm South SB	South Entrance	342	35.5	0.25	0	0	0	II	A	1.1268
	IL 38 Central WB	Adare Dr	571	35.54	1.4	0.25	0.02	0.07	II	A	1.1255
23	Naperville Rd NB	Danada Dr	977	35.57	0.29	0	0	0.02	III	A	0.9840
34	31st St EB	York Road	11	35.6	1.75	0.67	0.23	0.34	III	A	1.1236
38	63rd St WB	I-355 SB Ramps	77	35.6	0.19	0	0	0	III	A	0.9831
4	Bloomingdale Rd NB	Fairfield Way	235	35.6	0.3	0	0	0	III	A	1.1236
	US 34 Central - WB	Old Tavern Rd	1332	35.6	0.17	0	0	0	II	A	1.1236
11	Army Trail Road WB	Glen Ellyn Rd	133	35.62	0.54	0	0	0	II	A	1.1230
11	Army Trail Road WB	Regency Dr	134	35.63	0.39	0	0	0	II	A	1.1226
	Army Trail Blvd WB	Lincoln Ave	179	35.66	0.13	0	0	0	III	A	0.9815
3	Ferry Rd WB	Eola Road	402	35.66	3.1	0.67	0.52	0.77	III	A	1.2619
43	County Farm South NB	Jewell Rd	333	35.69	0.69	0	0	0.04	II	A	1.1208
23	Gary Ave North - SB	Central Ave	415	35.7	0.47	0	0	0.08	II	A	1.2605
25	Meyers Rd SB	39th St	1421	35.81	1.04	0.25	0.04	0.08	III	A	1.1170
3	Ferry Rd EB	River Rd	390	35.85	0.84	0.67	0.07	0.16	III	A	1.1158
17	Maple Ave WB	Naper Blvd	293	35.85	0.5	0	0	0	III	A	1.1158
	IL 53 N - SB	Ardmore	612	35.9	0.28	0	0	0	III	A	1.1142
	US 34 Central - EB	Western/Indiana	1317	35.91	0.17	0	0	0	II	A	1.1139
11	Army Trail Road WB	Home Depot Dr	135	35.92	0.68	0	0	0	II	A	1.1136
	IL 38 Central EB	Carlton Ave	576	35.92	1.39	0.25	0.09	0.17	II	A	1.1136
15	Midwest Rd NB	35th St N	1022	35.92	0.82	0	0	0	III	A	1.1136
	IL 38 Central EB	West St	577	35.94	0.4	0	0	0	II	A	1.1130
	Stearns Road - EB	Prospect	1148	35.96	0.87	0	0	0	II	A	0.9733
	IL 64 West - EB	Fair Oaks Rd	853	35.98	0.85	0.33	0.1	0.21	I	B	1.2507
38	63rd St WB	Woodward Ave	73	36	1.17	0	0	0	III	A	0.9722
31	87th St EB	Havens Dr	1512	36.01	0.38	0	0	0	III	A	1.1108
23	Gary Ave South - NB	Thomas Rd	427	36.01	0.4	0.33	0.01	0.01	II	A	0.9720
	Finley Rd SB	Eisenhower Ln	207	36.03	0.43	0	0	0	III	A	0.9714
	IL 59 North - SB	Stearns Rd	790	36.07	2.26	0.33	0.24	0.42	I	B	1.2476
	US 20 East - WB	Lombard Rd	1193	36.08	0.38	0	0	0	I	B	1.1086
	IL 38 East EB	Light	547	36.1	0.5	0	0	0	II	A	1.1080
	IL 59 North - NB	Struckman Blvd	786	36.11	1.36	0.33	0.08	0.12	I	B	1.2462
43	County Farm South SB	North Entrance	341	36.12	0.68	0	0	0.05	II	A	1.1074
	IL 56 West - EB	Batavia Road	704	36.12	2.06	0.67	0.08	0.3	II	A	1.3843
13	Winfield Rd SB	Torch	1443	36.12	0.42	0	0	0	III	A	1.1074
	IL 38 East EB	Light 2	549	36.14	0.93	0	0	0	II	A	1.1068
23	Naperville Rd NB	Longfellow	978	36.15	0.66	0.33	0.02	0.11	III	A	0.9682
	US 34 Central - EB	Benedetti Dr	1306	36.15	0.55	0	0	0	II	A	1.1065
28	WoodDale Rd SB	Montrose	1467	36.17	0.76	0	0	0	III	A	0.9677
	IL 38 Central EB	I-355 SB Ramp	588	36.18	0.81	0.25	0	0.09	II	A	1.1056
36	Schmale Rd NB	Fullerton	1067	36.18	1.71	0.33	0.21	0.27	III	A	1.1056
	IL 53 South NB	Burlington	634	36.22	0.51	0	0	0.05	II	A	0.9663
	Finley Rd NB	Eisenhower Ln	200	36.23	0.46	0	0	0	III	A	0.9661
	Army Trail Blvd WB	Heritage Dr	182	36.24	0.63	0	0	0	III	A	0.9658
3	Warrenville Rd WB	Yackley Ave	1361	36.25	1.32	1	0.1	0.2	III	A	1.1034
	US 20 West - WB	Bloomingdale Rd	1223	36.26	0.45	0	0	0	I	B	1.1031
9	Main St., DG NB	59th St	953	36.28	0.83	0	0	0.03	III	A	0.9647
3	Ferry Rd EB	Torch Prkwy	391	36.3	0.56	0	0	0.08	III	A	1.1019
	US 34 Central - WB	Schwartz Ave	1329	36.32	0.84	0	0	0	II	A	1.1013
23	Gary Ave South - SB	St. Charles Rd N	439	36.33	0.5	0	0	0	II	A	1.1010
	IL 64 East - WB	Myrtle Ave	814	36.35	0.76	0	0	0	I	B	1.1004

Route	Road	Checkpoint	Chkpt #	Avg Speed	Avg Travel Time	Avg # Stops	Avg Stopped Time	Avg Congested Time	Street Class	LOS	TTI Index
	Army Trail Blvd EB	Lincoln Ave	175	36.37	0.21	0	0	0	III	A	0.9623
	US 20 West - EB	Glen Ellyn Road	1214	36.37	0.31	0	0	0.02	I	B	1.0998
	IL 19 EB	Prospect St	475	36.39	0.25	0	0	0	III	A	1.0992
	US 34 West - WB	Rickert Dr	1293	36.39	0.3	0	0	0	II	A	1.0992
	IL 64 West - EB	Kuhn Rd	855	36.44	0.89	0	0	0.11	I	B	1.2349
4	Bloomingdale Rd SB	Fullerton Ave	262	36.45	0.81	0.33	0.01	0.06	III	A	1.0974
23	Gary Ave North - SB	Stratford Sq Mall Entr 5	420	36.47	0.28	0	0	0	II	A	1.0968
	US 34 West - WB	Montgomery Rd	1304	36.47	0.99	0.33	0.07	0.11	II	A	1.0968
	US 34 East - EB	Washington St	1257	36.49	0.56	0	0	0	II	A	1.0962
	IL 53 N - SB	Mitchell Ct	620	36.5	0.3	0	0	0	III	A	1.0959
4	Bloomingdale Rd SB	Dickens Ave	263	36.52	0.54	0	0	0	III	A	1.0953
	York Rd North SB	Jefferson St	1500	36.52	0.48	0	0	0	III	A	0.8215
	US 34 East WB	Downers Plaza SC	1246	36.53	0.56	0	0	0	II	A	1.0950
15	Cass Ave North NB	35th St N	1010	36.55	0.18	0	0	0	III	A	1.0944
	IL 83 Central - NB	Elmhurst Cross SC	877	36.55	0.31	0	0	0	I	B	1.2312
	Finley Rd NB	Brook Dr	199	36.59	0.21	0	0	0	III	A	0.9565
33	75th St EB	Lyman Rd	84	36.6	0.82	0	0	0	II	A	1.2295
	IL 56 Central - WB	East Loop Road	701	36.62	0.25	0	0	0	II	A	1.2288
21	Geneva Rd EB	Geneva Xing	1091	36.63	0.57	0	0	0.07	III	A	0.9555
	IL 56 Central - EB	Lambert Rd	665	36.65	0.57	0.33	0.03	0.1	II	A	1.2278
	US 20 East - EB	Lombard Rd	1168	36.66	0.31	0	0	0	I	B	1.0911
31	Plainfield Rd WB	Garfield St	1526	36.68	0.88	0	0	0.01	III	A	0.9542
	IL 59 Central - SB	Hawthorne	752	36.69	0.61	0	0	0.07	I	B	1.0902
	US 34 West - EB	North Aurora/Raymond Dr	1285	36.7	0.67	0	0	0	II	A	1.0899
17	Chicago Ave WB	Charles	295	36.71	0.83	0	0	0.03	III	A	1.0896
15	Cass Ave North NB	35th St S	1009	36.72	1.67	0.33	0.04	0.08	III	A	1.0893
	IL 53 N - NB	Medinah Dr	598	36.72	0.69	0.33	0.01	0.06	III	A	1.0893
23	Gary Ave North - SB	Stark Dr	424	36.73	0.29	0	0	0	II	A	1.0890
	IL 56 Central - WB	Lloyd/Woodcreek	693	36.73	0.18	0	0	0	II	A	1.0890
11	Army Trail Road EB	Knollwood	110	36.76	0.31	0	0	0	II	A	1.0881
4	Bloomingdale Rd NB	Greenway Dr	232	36.79	0.33	0	0	0	III	A	1.0873
33	75th St WB	Dunham Rd	103	36.83	0.41	0	0	0	II	A	1.2218
43	County Farm South NB	St Charles	335	36.83	1.87	0.67	0.2	0.31	II	A	1.0861
	US 20 East - EB	JFK Drive	1171	36.84	0.93	0	0	0	I	B	0.8143
	US 20 West - WB	Garden Ave	1226	36.85	0.29	0	0	0	I	B	1.2212
8	York Rd North NB	Foster	1488	36.93	1.25	0.33	0.03	0.09	III	A	1.0831
	Army Trail Blvd WB	Elizabeth St	185	36.94	0.36	0	0	0	III	A	0.9475
	IL 59 Central - SB	James Ave	753	36.96	0.58	0.33	0.04	0.08	I	B	1.0823
15	Midwest Rd NB	35th St S	1023	37.01	0.18	0	0	0	III	A	1.0808
	US 34 Central - WB	Western/Indiana	1331	37.01	0.5	0	0	0	II	A	1.0808
23	Naperville Rd NB	Elm St	980	37.02	0.6	0	0	0.07	III	A	0.9454
	IL 64 Central - EB	I-355 NB	831	37.06	0.18	0	0	0	I	B	1.0793
33	75th St WB	Lyman Rd	101	37.07	0.28	0	0	0	II	A	1.2139
	US 34 East - EB	IL 83 NB Ramps	1264	37.08	0.28	0	0	0	II	A	1.0787
35	55th St WB	IL 83 NB Ramps	40	37.16	0.74	0	0	0	III	A	1.0764
	Highland Ave - NB	15th St	457	37.17	0.44	0	0	0	III	A	0.9416
	US 34 Central - EB	Iroquios Dr	1311	37.18	0.39	0	0	0	II	A	1.0758
14	Eola Road NB	New York St	352	37.22	0.42	0	0	0	II	A	0.9404
	US 34 East - EB	Pasquinelli Dr	1262	37.22	0.58	0	0	0	II	A	1.0747
43	County Farm South NB	North Entrance	332	37.26	0.24	0	0	0	II	A	1.0735
29	Stearns Road - WB	Sycamore Ln	1158	37.28	0.76	0	0	0	II	A	0.9388
38	63rd St EB	Ridge Rd	59	37.3	0.4	0	0	0	III	A	1.0724
	IL 83 South - SB	Chicago Ave	926	37.31	0.82	0	0	0.07	I	B	1.4741
	US 34 Central - EB	Schwartz Ave	1319	37.32	0.53	0	0	0	II	A	1.0718
17	Maple Ave EB	Primrose	279	37.34	0.82	0	0	0	III	A	0.9373
	IL 38 West WB	Winfield Rd	506	37.36	1.2	0	0	0	II	A	1.3383
15	Midwest Rd NB	I-88/Baybrook	1020	37.37	0.35	0	0	0	III	A	0.9366
11	Army Trail Road EB	Home Depot Dr	118	37.43	0.32	0	0	0	II	A	1.0687
11	Army Trail Road WB	Munger Rd	167	37.43	1.25	0	0	0.07	III	A	0.9351
40	College Road NB	Benedictine Univ Main	300	37.49	0.46	0	0	0.01	III	A	1.0670
3	Ferry Rd EB	Bella Vista Pkwy	393	37.5	0.34	0	0	0	III	A	1.0667
25	Meyers Rd NB	31st St	1394	37.5	0.8	0	0	0	III	A	1.0667
34	31st St WB	Paschal	16	37.59	0.24	0	0	0	III	A	1.0641
43	County Farm North SB	Kelly Dr	325	37.62	0.29	0	0	0	II	A	1.0633
11	Army Trail Road EB	Butterfield Dr	112	37.64	0.24	0	0	0	II	A	1.0627
17	Maple Ave EB	Walnut Ave	282	37.65	0.29	0	0	0	III	A	0.9296
23	Gary Ave North - NB	Scott Dr	406	37.67	0.49	0	0	0	II	A	1.0619
	IL 64 Central WB	Swift Rd	842	37.67	0.32	0	0	0	I	B	1.1946
20	Grand Ave - EB	Oaklawn	1176	37.74	0.97	0	0	0	I	B	1.1924
23	Gary Ave South - NB	Thunderbird Trail	432	37.77	0.78	0.33	0.02	0.09	II	A	1.0590
	IL 83 North - SB	Foster Ave	905	37.77	1.19	0.5	0.02	0.11	I	B	1.1914
20	Grand Ave - WB	Industrial Dr	1183	37.79	0.54	0	0	0	I	B	0.9262
25	Meyers Rd NB	14th St	1399	37.79	0.4	0	0	0	III	A	0.9262
36	Schmale Rd SB	Gunderson Dr	1076	37.81	0.32	0	0	0	III	A	1.0579
	IL 83 Central - SB	Unknown Sig	882	37.88	0.67	0	0	0.09	I	B	1.1880
25	Meyers Rd SB	35th St	1420	37.88	0.79	0	0	0.01	III	A	1.0560
	Army Trail Blvd WB	Kingston Dr	183	37.92	0.43	0	0	0	III	A	0.9230
13	Winfield Rd NB	Ferry	1425	37.92	0.3	0	0	0.04	III	A	1.0549
9	Highland Ave - SB	Good Sam Hospital	470	37.94	1.39	0.25	0.01	0.04	III	A	1.0543
23	Gary Ave South - SB	Thunderbird Trail	437	37.96	0.55	0	0	0.01	II	A	1.0537
40	College Road SB	Green Trails	309	37.97	0.7	0	0	0	III	A	1.0535
35	55th St WB	Holmes Ave	42	37.98	0.14	0	0	0	III	A	0.9215
	IL 56 West - WB	Eola Rd	717	37.98	2.23	0.5	0.3	0.39	II	A	1.3165
	IL 38 West EB	Neltnor Blvd	525	37.99	0.87	0.33	0.04	0.07	II	A	1.1845
4	Roselle Rd SB	Foster Ave	251	37.99	0.6	0	0	0	III	A	0.9213
17	Maple Ave WB	I-355 NB Ramps	284	38.01	0.28	0	0	0	III	A	0.9208
9	Main St., DG - SB	67th St.	949	38.08	0.79	0	0	0	III	A	1.0504
21	Geneva Rd EB	Western	1096	38.13	0.52	0	0	0	III	A	0.9179
34	31st St EB	Highland Pkwy	3	38.18	0.16	0	0	0	III	A	1.0477
	York Rd North SB	George St	1501	38.2	0.52	0	0	0	III	A	0.7853
	IL 19 WB	Medinah Rd	499	38.23	1.66	0	0	0	III	A	1.0463
13	Winfield Rd NB	Torch	1426	38.27	0.24	0	0	0	III	A	1.0452
17	Maple Ave EB	Benet Acad	274	38.33	0.77	0	0	0	III	A	1.0436
	IL 64 Central WB	Lombard Rd	838	38.35	0.56	0.33	0.04	0.08	I	B	1.1734
	US 34 Central - WB	Beau Bien	1333	38.36	0.42	0	0	0	II	A	1.0428
	IL 38 West WB	UPW RR	515	38.37	1.38	0.5	0.11	0.21	II	A	1.3031
13	Winfield Rd SB	Eastbound Ramps	1446	38.44	0.44	0	0	0	III	A	1.0406
35	55th St EB	Grant St	33	38.46	0.37	0	0	0	III	A	0.9100
38	63rd St WB	Ridge Rd	67	38.48	1.18	0	0	0	III	A	1.0395
4	Bloomingdale Rd SB	Edgewater Dr	255	38.49	0.28	0	0	0	III	A	1.0392
15	Cass Ave South SB	67th St	1044	38.49	0.41	0	0	0	III	A	1.0392
14	Eola Road NB	87th Street	346	38.49	0.41	0	0	0.05	II	A	0.9093

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36	Schmale Rd NB	Kelly	1069	38.52	0.9	0	0	0	III	A	1.0384
28	Villa Ave NB	US 20 Lake St	1450	38.54	1.06	0	0	0.03	III	A	0.9081
21	Geneva Rd WB	Geneva Xing	1141	38.56	0.25	0	0	0	III	A	0.9077
21	Geneva Rd EB	Bloomingdale Rd	1094	38.58	0.79	0	0	0.05	III	A	0.9072
	IL 56 Central - WB	IL 53	694	38.59	1.6	0.33	0.04	0.14	II	A	1.1661
8	York Rd North NB	Devon Ave	1490	38.61	1.79	0.67	0.22	0.29	III	A	1.1655
43	County Farm North SB	IL 64 North Ave	328	38.62	1.6	0.33	0.11	0.16	II	A	1.0357
	IL 59 Central - SB	Forest Ave	756	38.64	1.18	0	0	0.07	I	B	1.0352
23	Gary Ave North - NB	Glenwood/Meijer	410	38.68	0.33	0	0	0	II	A	1.1634
	IL 38 East EB	Villa Ave	552	38.72	0.39	0	0	0	II	A	1.1622
7	St. Charles Rd EB	Riford Rd	1098	38.72	0.6	0	0	0.02	III	A	1.0331
21	Geneva Rd WB	Kenilworth	1137	38.73	0.51	0	0	0	III	A	0.9037
33	75th St EB	Exner/Williams	87	38.79	0.77	0	0	0.04	II	A	1.1601
	Army Trail Blvd WB	Highview	180	38.8	0.2	0	0	0	III	A	0.9021
4	Roselle Rd NB	Foster Ave	238	38.8	1.11	0	0	0	III	A	0.9021
	US 34 West - EB	Trade St	1276	38.8	0.65	0	0	0.05	II	A	1.0309
	US 34 Central - WB	Fender	1334	38.86	0.52	0	0	0	II	A	1.0293
	IL 53 South NB	US 34 EB Ramp	635	38.9	0.22	0	0	0	II	A	0.8997
	US 34 Central - EB	Main St., Lisle	1320	38.91	0.79	0	0	0.04	II	A	1.0280
2	Finley Rd NB	Opus Pl	196	38.98	1.09	0.33	0.17	0.2	III	A	1.1544
17	Maple Ave WB	Steeple Run/Bened Pkwy	292	39	0.74	0	0	0	III	A	1.0256
	IL 59 South - NB	Bruce Ln/Brookdale Rd	731	39.02	1.09	0	0	0.01	I	B	1.1533
	US 20 East - WB	Swift Rd	1198	39.04	0.46	0	0	0	I	B	1.0246
	US 34 Central - WB	Benedetti Dr	1342	39.05	0.51	0	0	0	II	A	1.0243
28	Villa Ave NB	Armitage	1448	39.06	0.8	0	0	0.12	III	A	0.8961
	IL 56 West - WB	Cromwell	711	39.08	0.88	0.5	0.01	0.09	II	A	1.1515
15	Cass Ave South NB	67th St	1037	39.09	1.53	0	0	0.06	III	A	1.0233
33	75th St WB	Adams St	97	39.12	0.34	0	0	0	II	A	1.1503
11	Army Trail Road EB	Regency Dr	119	39.12	0.63	0	0	0.02	II	A	1.0225
15	Cass Ave South NB	65th St	1038	39.13	0.4	0	0	0	III	A	1.0222
17	Chicago Ave WB	Olesen Dr	294	39.17	0.81	0	0	0	III	A	1.0212
3	Ferry Rd WB	Bella Vista Pkwy	396	39.17	0.47	0	0	0.04	III	A	1.0212
	IL 56 Central - WB	TransAm Plaza Dr	682	39.17	0.25	0	0	0	II	A	1.1488
	IL 59 North - SB	Apple Valley Dr	791	39.19	0.32	0	0	0	I	B	1.1483
38	63rd St EB	Williams St	57	39.22	0.76	0	0	0	III	A	1.0199
25	Meyers Rd NB	35th St	1393	39.22	0.95	0	0	0.04	III	A	1.0199
38	63rd St WB	Williams St	69	39.23	0.78	0	0	0	III	A	1.0196
	Highland Ave - SB	Yorktown Mall Entr 2	464	39.23	0.2	0	0	0	III	A	0.8922
29	Stearns Road - EB	Munger Rd	1144	39.26	1.31	0.33	0.2	0.28	II	A	1.1462
33	75th St EB	Adams St	88	39.29	0.43	0	0	0	II	A	1.1453
	US 20 East - EB	Itasca Rd	1169	39.34	0.35	0	0	0	I	B	1.0168
4	Bloomingdale Rd NB	Schick Rd	236	39.37	0.59	0	0	0	III	A	1.0160
	IL 64 East - WB	Villa Ave	818	39.37	0.11	0	0	0	I	B	1.0160
	US 34 Central - EB	Beau Bien	1315	39.37	0.52	0	0	0	II	A	1.0160
3	Warrenville Rd EB	Cross St.	1357	39.38	1.94	1	0.17	0.29	III	A	1.0157
4	Bloomingdale Rd NB	Stevenson Dr	228	39.41	0.75	0	0	0.04	III	A	1.0150
	IL 64 East - WB	Lincoln Av	823	39.44	0.33	0	0	0	I	B	1.1410
43	County Farm North NB	Birchbark Trail	313	39.45	1.57	0.33	0.08	0.12	II	A	1.0139
	IL 53 South SB	Southport/US 34 Ramp	649	39.45	0.64	0	0	0	II	A	0.8872
31	Plainfield Rd EB	High Rd	1521	39.52	0.44	0	0	0	III	A	0.8856
3	Warrenville Rd EB	Arboretum Lakes Entr	1356	39.54	0.23	0	0	0.01	III	A	1.0116
23	Naperville Rd NB	I-88 S Ramps	968	39.55	0.21	0	0	0	III	A	1.0114
43	County Farm North NB	Stearns Rd	318	39.57	2.35	0.33	0.18	0.23	II	A	1.0109
	IL 56 West - EB	Herrick Road	706	39.58	1.62	0.33	0.1	0.14	II	A	1.2633
31	Plainfield Rd EB	Fairmount	1515	39.62	0.95	0	0	0	III	A	0.8834
17	Maple Ave WB	Primrose	286	39.64	0.61	0	0	0	III	A	0.8829
	Army Trail Blvd EB	Heritage Dr	172	39.65	0.41	0	0	0	III	A	0.8827
3	Ferry Rd WB	River Rd	399	39.68	0.51	0	0	0	III	A	1.0081
	Army Trail Blvd EB	Kingston Dr	171	39.7	0.53	0	0	0	III	A	0.8816
	IL 53 South NB	I-88 WB Ramp	638	39.71	0.29	0	0	0	II	A	1.1332
	IL 59 South - NB	New York St/Aurora Ave	726	39.73	0.35	0	0	0	I	B	1.0068
	IL 56 Central - WB	I-355 SB Ramps	691	39.74	0.18	0	0	0	II	A	1.0065
11	Army Trail Road EB	Woodlake	152	39.76	0.71	0.33	0.1	0.15	III	A	1.0060
	IL 53 South SB	US 34 EB Ramp	650	39.83	0.23	0	0	0	II	A	0.8787
36	Schmale Rd NB	Gunderson	1064	39.83	0.35	0	0	0	III	A	1.0043
	IL 53 N - NB	Mitchell Ct	594	39.84	1.01	0	0	0.02	III	A	1.0040
	IL 59 Central NB	Ingalton	780	39.85	0.56	0	0	0.02	I	B	1.1292
	US 34 Central - EB	Fender	1314	39.87	0.69	0	0	0	II	A	1.0033
11	Army Trail Road WB	Gerber Rd	163	39.91	0.35	0	0	0	III	A	1.0023
43	County Farm South SB	Jewell Rd	340	39.91	1.52	0	0	0.04	II	A	1.0023
20	Grand Ave - WB	Church Rd	1184	40.04	0.55	0	0	0	I	B	0.8741
29	Stearns Road - WB	Munger Rd	1160	40.04	1.21	0.33	0.05	0.1	II	A	0.9990
	IL 53 South SB	59th St	655	40.09	1	0	0	0	II	A	1.1225
	IL 56 Central - EB	I-355 SB Ramps	671	40.09	0.16	0	0	0	II	A	0.9978
20	Grand Ave - WB	Oaklawn	1185	40.1	0.25	0	0	0	I	B	0.9975
20	Grand Ave - WB	US 20 (Lake St.)	1186	40.1	0.93	0	0	0.03	I	B	1.1222
	US 20 West - EB	Garden Ave	1206	40.1	0.34	0	0	0.01	I	B	1.1222
13	Winfield Rd NB	WB I88 Ramps	1424	40.11	0.42	0	0	0	III	A	0.9973
	IL 56 Central - WB	I-355 NB Ramps	690	40.15	0.16	0	0	0	II	A	0.9963
36	Schmale Rd NB	Thornhill Dr	1063	40.2	0.21	0	0	0	III	A	0.9950
	Stearns Road - WB	Prospect Rd	1156	40.23	1.64	0	0	0	II	A	0.8700
	Army Trail Blvd EB	Elizabeth St	169	40.24	0.42	0	0	0.01	III	A	0.8698
	IL 38 West WB	Garys Mill	507	40.24	1.61	0	0	0.08	II	A	1.2425
31	Plainfield Rd EB	Bailey	1517	40.26	0.7	0	0	0	III	A	0.8693
	IL 64 West - WB	Woodland Ave	865	40.28	0.76	0	0	0	I	B	0.9930
8	York Rd North SB	Foster	1494	40.28	0.51	0	0	0	III	A	0.9930
	US 20 West - EB	Bryn Mawr	1204	40.3	0.49	0	0	0	I	B	1.1166
33	75th St WB	Exner/Williams	98	40.36	0.42	0	0	0	II	A	1.1150
	IL 38 West EB	Kress Rd	519	40.43	1.31	0.33	0.09	0.21	II	A	1.2367
	IL 53 South NB	59th St	630	40.44	0.31	0	0	0	II	A	1.1128
28	WoodDale Rd NB	Mittel Dr	1458	40.44	0.62	0	0	0	III	A	0.8655
	US 34 West - WB	EJ&E RR	1301	40.46	0.27	0	0	0	II	A	0.9886
	US 34 Central - EB	Chelsea Ave	1321	40.48	0.59	0	0	0	II	A	0.9881
15	Cass Ave South NB	Concord	1034	40.49	0.67	0	0	0	III	A	0.9879
	IL 59 Central - SB	Batavia Rd	762	40.51	1.1	0.67	0.04	0.13	I	B	1.1108
3	Warrenville Rd EB	IHC	1347	40.56	1.01	0.33	0.08	0.13	III	A	0.9862
	IL 59 North - NB	Army Trail Rd	784	40.58	1.14	0	0	0.02	I	B	1.1089
	IL 64 West - EB	Pheasant Run Resort	848	40.58	0.59	0	0	0	I	B	1.1089
	IL 59 Central NB	Mack Rd	770	40.62	1.09	0	0	0.02	I	B	1.1078
	IL 83 North - SB	Mark St	903	40.63	0.47	0	0	0	I	B	1.1076
	IL 38 West EB	UPW RR	518	40.64	0.13	0	0	0	II	A	1.2303
	IL 53 South NB	Main St., LSL	632	40.68	0.35	0	0	0	II	A	0.8604

Route	Road	Checkpoint	Chkpt #	Avg Speed	Avg Travel Time	Avg # Stops	Avg Stopped Time	Avg Congested Time	Street Class	LOS	TTI Index
2	Finley Rd SB	Lacey Rd	212	40.72	1.05	0.5	0.06	0.08	III	A	1.1051
	IL 59 Central NB	James Ave	778	40.72	1.02	0	0	0	I	B	0.9823
23	Naperville Rd NB	Lucent Dr N	971	40.78	0.37	0	0	0	III	A	0.9809
8	York Rd North NB	Thorndale Ave	1489	40.8	0.5	0	0	0	III	A	1.1029
43	County Farm North SB	Ontarioville Rd	321	40.85	0.31	0	0	0	II	A	0.9792
4	Bloomingdale Rd NB	Fullerton Ave	227	40.88	0.48	0	0	0	III	A	0.9785
3	Warrenville Rd WB	Main St	1359	40.91	0.22	0	0	0	III	A	0.9778
28	WoodDale Rd SB	Stone Ave	1470	40.92	0.85	0	0	0	III	A	0.8553
	IL 56 West - WB	Orchard Rd	712	40.94	0.73	0	0	0	II	A	1.0992
	US 20 West - EB	Bartels Rd/Arlington	1202	40.94	0.54	0	0	0	I	B	1.0992
	US 34 West - EB	75th Street	1274	40.98	0.45	0	0	0	II	A	0.9761
	IL 53 South NB	Southport/US 34 Ramp	636	41.03	0.22	0	0	0	II	A	0.8530
	IL 53 South SB	I-88 WB Ramp	647	41.03	0.8	0.33	0.01	0.05	II	A	1.0968
	IL 56 Central - WB	Fountain Sqr Dr	684	41.11	0.31	0	0	0	II	A	1.0946
15	Cass Ave South SB	Concord	1047	41.21	0.61	0	0	0	III	A	0.9706
	IL 83 South - SB	Bluff Rd	937	41.21	1.38	0.33	0.01	0.1	I	B	1.0920
4	Bloomingdale Rd SB	Raven Ln	256	41.29	0.1	0	0	0	III	A	0.9688
	IL 59 North - SB	Diversey Pkwy	796	41.3	1.37	0	0	0.11	I	B	1.0896
14	Eola Road NB	Stonebridge	356	41.31	0.28	0	0	0	II	A	0.9683
	IL 38 Central EB	Adare Dr	575	41.31	0.28	0	0	0	II	A	0.9683
43	County Farm North SB	Schick Rd	323	41.34	2.24	0.33	0.11	0.14	II	A	0.9676
	IL 53 South SB	Seven Bridges/High Trl	658	41.35	0.2	0	0	0	II	A	1.0883
40	College Road NB	Green Trails	298	41.36	1.19	0	0	0	III	A	0.9671
34	31st St WB	Concord	17	41.38	0.58	0	0	0.02	III	A	0.9667
	IL 38 Central WB	I-355 SB Ramp	558	41.43	0.16	0	0	0	II	A	0.9655
	IL 59 South - NB	Jefferson Av/Liberty St	728	41.49	0.26	0	0	0	I	B	0.9641
	IL 59 South - NB	North Aurora Rd	730	41.54	0.87	0	0	0	I	B	0.9629
3	Warrenville Rd EB	Leask Ln	1352	41.56	0.39	0	0	0	III	A	0.9625
	IL 53 South NB	Maple Ave	631	41.65	0.97	0	0	0	II	A	1.0804
11	Army Trail Road EB	Cardinal Dr	115	41.66	0.73	0	0	0	II	A	0.9602
	IL 53 South NB	Short St	633	41.67	0.39	0	0	0	II	A	0.8399
31	87th St WB	Havens Dr	1538	41.79	0.89	0	0	-0.01	III	A	0.9572
	IL 59 North - NB	Apple Valley Dr	787	41.8	0.89	0	0	0.04	I	B	1.0766
	US 34 West - EB	Shop Ctr Dr	1278	41.8	0.3	0	0	0	II	A	0.9569
11	Army Trail Road EB	Spring Valley	151	41.82	0.3	0	0	0	III	A	0.9565
	IL 83 Central - NB	IL 56 Overpass	873	41.84	0.36	0	0	0	I	B	1.0755
4	Roselle Rd NB	Walnut Ave	239	41.92	0.56	0	0	0	III	A	0.8349
11	Army Trail Road WB	Clipper	158	41.93	0.49	0	0	0	III	A	0.9540
	IL 38 West WB	EJE RR	510	41.94	0.46	0	0	0	II	A	1.0730
40	Yackley Ave NB	Ohio St	302	41.95	0.9	0	0	0	III	A	0.9535
43	County Farm North NB	Kelly Dr	315	42.01	0.8	0	0	0	II	A	0.9522
	IL 59 Central - SB	Garys Mill Rd	759	42.04	0.27	0	0	0	I	A	1.0704
4	Bloomingdale Rd SB	Stevenson Dr	261	42.06	0.17	0	0	0	III	A	0.9510
	IL 83 South - SB	Burlington Northern	927	42.07	0.44	0	0	0	I	A	1.3073
	IL 83 Central - NB	Unknown Sig	878	42.16	0.67	0	0	0	I	A	1.0674
4	Bloomingdale Rd SB	Glen Pointe Dr	260	42.18	0.47	0	0	0	III	A	0.9483
	IL 56 Central - WB	Home Depot	692	42.19	0.16	0	0	0	II	A	0.9481
	US 20 West - WB	Euclid Ave	1219	42.21	0.27	0	0	0	I	A	0.9476
11	Army Trail Road EB	Gladstone	116	42.24	0.47	0	0	0	II	A	0.9470
	IL 56 Central - WB	Leask Ln	700	42.24	0.33	0	0	0	II	A	1.0653
	US 34 West - EB	EJ&E RR	1272	42.25	0.7	0	0	0	II	A	0.9467
	US 34 West - WB	Fort Hill Dr	1294	42.29	0.67	0	0	0	II	A	0.9459
21	Geneva Rd EB	Kenilworth	1095	42.32	0.24	0	0	0	III	A	0.8270
23	Gary Ave North - NB	Camden Dr	407	42.37	0.28	0	0	0	II	A	0.9441
28	WoodDale Rd NB	Stone Ave	1451	42.37	0.78	0	0	0	III	A	0.8261
23	Gary Ave South - NB	Elk Trail	434	42.41	0.81	0	0	0	II	A	0.9432
	IL 83 Central - NB	Hodges/Oak Brook SC	871	42.44	0.33	0	0	0	I	A	0.9425
	IL 56 West - EB	Orchard Rd	707	42.46	1.58	0	0	0.03	II	A	1.1776
	IL 59 South - NB	McCoy Dr	724	42.47	0.24	0	0	0	I	A	0.9418
	IL 53 South NB	Warrenville Rd	637	42.52	0.59	0	0	0	II	A	0.8231
11	Army Trail Road EB	Clipper Dr	154	42.61	0.51	0	0	0	III	A	0.9387
11	Army Trail Road EB	NB Ramps	125	42.65	0.39	1	0.05	0.05	II	A	0.9379
	IL 56 Central - WB	Park Blvd	695	42.65	0.94	0	0	0	II	A	1.0551
	IL 59 Central NB	Garys Mill Rd	772	42.7	0.89	0.33	0.05	0.1	I	A	1.0539
	IL 59 South - SB	87th St/White Eagle	751	42.75	0.56	0	0	0	I	A	1.0526
	IL 56 Central - EB	Highland Avenue	675	42.9	0.73	0	0	0	II	A	1.0490
	IL 38 West EB	Shaffner Rd	528	42.96	1.05	0	0	0	II	A	1.0475
	IL 64 Central - EB	Lombard Rd	833	43.1	0.56	0	0	0	I	A	1.0441
	IL 64 Central WB	President St	845	43.12	0.86	0	0	0	I	A	1.0436
7	St. Charles Rd WB	Swift Rd	1133	43.16	1.13	0	0	0	III	A	0.8109
23	Gary Ave North - NB	Stark Dr	404	43.23	0.56	0	0	0	II	A	1.0409
	IL 59 North - SB	Ingalton	798	43.23	1.39	0	0	0.02	I	A	1.0409
	IL 64 West - WB	Prince Crossing Rd	863	43.29	0.71	0	0	0	I	A	0.9240
23	Naperville Rd NB	Farnham	979	43.35	0.48	0	0	0	III	A	0.8074
	IL 56 Central - WB	Bradford Dr	699	43.38	0.36	0	0	0	II	A	1.0373
	IL 83 North - NB	Thorndale Ave	899	43.38	1.04	0	0	0.06	I	A	1.0373
	IL 56 Central - WB	Technology Dr	685	43.49	0.4	0	0	0	II	A	1.0347
	US 20 West - EB	Elgin-O'Hare Ramps	1200	43.53	0.34	0	0	0	I	A	0.9189
28	Villa Ave SB	Armitage	1473	43.54	0.74	0	0	0	III	A	0.8039
	IL 53 South SB	Woodridge	657	43.59	0.54	0	0	0	II	A	1.0323
23	Gary Ave North - SB	Lawrence Ave	417	43.62	1.11	0	0	0	II	A	1.0316
14	Eola Road SB	WVHS	369	43.74	0.34	0	0	0	II	A	0.8002
	US 20 West - WB	Glen Ellyn Road	1218	43.75	0.77	0	0	0	I	A	0.9143
	US 20 East - WB	IL 83 SB Ramps	1187	43.76	0.38	0	0	-0.02	I	A	0.9141
	IL 38 West EB	Garys Mill	526	43.86	0.98	0	0	0	II	A	1.1400
	IL 59 Central NB	Continental Dr/Meadow Ave	768	43.92	0.53	0	0	0	I	A	0.9107
34	31st St EB	Concord	6	43.96	0.38	0	0	0	III	A	0.9099
	IL 53 South NB	Summerhill	629	44.03	0.53	0	0	0	II	A	1.0220
3	Warrenville Rd EB	Washington St	1346	44.03	0.74	0	0	0.05	III	A	0.9085
	IL 53 South SB	Summerhill	656	44.04	0.29	0	0	0	II	A	1.0218
4	Bloomingdale Rd NB	Raven Ln	233	44.06	0.45	0	0	0	III	A	0.9079
23	Gary Ave South - NB	St. Charles Rd S	429	44.11	0.98	0	0	0	II	A	0.9068
	IL 64 West - WB	Kuhn Rd	860	44.23	1.38	0	0	0	I	A	0.9044
	US 20 West - EB	Rosedale Ave	1208	44.23	0.84	0	0	0	I	A	1.0174
	IL 59 Central - SB	Mack Rd	761	44.32	0.92	0	0	0	I	A	1.0153
14	Eola Road NB	Sheffer	354	44.58	1.16	0	0	0.04	II	A	1.0094
	IL 83 North - SB	Hillside Dr	906	44.63	0.69	0	0	0	I	A	1.0083
	IL 59 North - SB	Army Trail Rd	794	44.65	0.43	0	0	0	I	A	1.0078
	US 34 West - WB	Long Grove Rd	1302	44.7	0.66	0	0	0	II	A	1.0067
	IL 59 North - NB	Diversey Pkwy	782	44.71	0.62	0	0	0	I	A	1.0065
	IL 59 Central - SB	Ferry Road	765	44.93	1	0	0	0	I	A	0.8903
14	Eola Road SB	Long Grove Dr	368	44.97	1.08	0	0	0	II	A	0.7783

Route	Road	Checkpoint	Chkpt #	Avg Speed	Avg Travel Time	Avg # Stops	Avg Stopped Time	Avg Congested Time	Street Class	LOS	TTI Index
	IL 59 Central NB	Joliet St	771	44.97	0.91	0	0	0	I	A	1.0007
11	Army Trail Road EB	Meadow Rd	122	45.01	0.76	0	0	0	II	A	0.8887
	IL 56 Central - EB	Technology Dr	677	45.05	0.32	0	0	0	II	A	0.9989
7	St. Charles Rd WB	Riford Rd	1134	45.07	0.49	0	0	0	III	A	0.7766
	IL 56 Central - EB	I-355 NB Ramps	672	45.09	0.16	0	0	0	II	A	0.8871
21	Fabyan Parkway EB	McChesney	373	45.16	0.78	0	0	0.01	III	A	1.1072
	IL 53 South NB	75th St	625	45.18	0.25	0	0	0	II	A	0.9960
	IL 64 Central - EB	Swift Rd	829	45.19	1.38	0	0	0	I	A	0.9958
	IL 56 Central - WB	Highland Avenue	687	45.29	0.58	0	0	0	II	A	0.9936
11	Army Trail Road WB	Petersdorf	165	45.35	0.65	0	0	0.04	III	A	0.9923
	IL 56 Central - WB	Raider Ln	696	45.35	0.32	0	0	0	II	A	0.9923
	IL 59 North - SB	Schick Rd	793	45.35	1.08	0	0	0	I	A	0.9923
	IL 38 West EB	CBQ RR	521	45.36	0.62	0	0	0	II	A	0.9921
	IL 64 West - EB	Woodland Ave	850	45.42	1.36	0	0	0	I	A	0.9908
	IL 38 West WB	Neltnor Blvd	508	45.43	0.95	0	0	0	II	A	0.9905
	IL 56 West - WB	Herrick/Wiesbrook	713	45.44	1.49	0	0	0.06	II	A	0.9903
	IL 59 South - SB	Beebe Dr	749	45.49	0.25	0	0	0	I	A	0.9892
3	Warrenville Rd WB	Arboretum Lakes Entr	1358	45.52	1.67	0	0	0.01	III	A	0.9886
	IL 59 North - SB	Struckman Blvd	792	45.58	0.82	0	0	0	I	A	0.9873
	IL 64 West - WB	Fair Oaks Rd	862	45.62	1.67	0	0	0	I	A	0.8768
11	Army Trail Road EB	Lakemont Ct	113	45.63	0.13	0	0	0	II	A	0.8766
	IL 56 Central - EB	Briarcliffe Blvd	664	45.63	0.34	0	0	0	II	A	0.9862
	IL 59 North - NB	Smith Rd	783	45.75	1.23	0	0	0.01	I	A	0.9836
23	Naperville Rd SB	DuPage FP Dr	992	45.83	1.14	0	0	0	III	A	0.9819
13	Winfield Rd NB	Mack	1429	45.88	1.11	0	0	0	III	A	0.8718
13	Winfield Rd SB	Mack Rd	1440	46.03	1.5	0	0	0	III	A	0.8690
23	Naperville Rd NB	DuPage FP Dr	972	46.13	0.49	0	0	0	III	A	0.9755
2	Finley Rd NB	Lacey Rd	195	46.19	1.35	0	0	0.01	III	A	0.9742
	IL 56 Central - WB	Briarcliffe Blvd	698	46.19	0.45	0	0	0	II	A	0.9742
	IL 64 West - WB	Powis Road	866	46.21	1.34	0	0	0	I	A	0.8656
	IL 83 Central - NB	22nd St	870	46.28	1.31	0.67	0.09	0.2	I	A	0.9723
14	Eola Road SB	Stonebridge	362	46.32	1.26	0	0	0.04	II	A	0.8636
	US 34 West - EB	Commons Dr	1275	46.4	0.56	0	0	0	II	A	0.8621
	IL 83 Central - SB	US 34 (Ogden Ave) Ramps	892	46.41	1.84	0	0	0.08	I	A	0.9696
	US 34 West - EB	Fort Hill Dr	1279	46.47	0.46	0	0	0	II	A	0.8608
	IL 64 Central - EB	Glen Ellyn Road	828	46.66	1.26	0	0	0	I	A	0.9644
	IL 83 North - SB	Grove Ave	907	46.67	0.82	0	0	0	I	A	0.9642
	IL 59 North - SB	Smith Rd	795	46.7	0.99	0	0	0	I	A	0.9636
	IL 83 South - NB	Midway Dr	915	46.71	0.63	0	0	0.05	I	A	0.9634
	IL 56 Central - WB	Lambert Rd	697	46.76	0.37	0	0	0	II	A	0.9624
21	Fabyan Pkwy WB	McChesney	386	47.12	0.92	0	0	0	III	A	1.0611
	IL 83 North - SB	Frontage Rd	909	47.88	0.46	0	0	0	I	A	1.0443
11	Army Trail Road EB	Petersdorf Rd	147	48.09	0.96	0	0	0	III	A	0.9357
23	Gary Ave North - SB	Camden Dr	421	48.12	0.34	0	0	0	II	A	0.8313
	IL 83 South - NB	Central Ave	913	48.15	0.96	0	0	0	I	A	1.0384
	IL 83 Central - NB	IL 38 Overpass	874	48.35	0.3	0	0	0	I	A	0.9307
23	Naperville Rd NB	Central Park Dr	969	48.43	0.24	0	0	0	III	A	0.8259
	IL 38 West WB	Town Rd	511	48.5	0.58	0	0	0	II	A	0.9278
15	Cass Ave South SB	Northgate Rd	1049	48.54	1.03	0	0	0	III	A	0.9271
	IL 38 West EB	EJE RR	523	48.56	0.58	0	0	0	II	A	0.9267
	IL 83 Central - SB	IL 56 Overpass	887	48.6	0.3	0	0	0	I	A	0.9259
11	Army Trail Road EB	Gerber Rd	149	48.63	0.47	0	0	0	III	A	0.9254
11	Army Trail Road WB	Smith Rd	164	49.12	0.45	0	0	0	III	A	0.9161
	IL 38 West EB	Town Rd	522	49.12	0.65	0	0	0	II	A	0.9161
3	Warrenville Rd WB	Corporate	1364	49.23	0.77	0	0	0	III	A	0.8125
	IL 38 East EB	I-294 Ramps	555	49.36	0.79	0.33	0.02	0.11	II	A	1.0130
	IL 83 South - SB	55th Street Underpass	928	49.57	0.85	0	0	0	I	A	1.1095
	IL 83 Central - NB	I-290/Grand/US 20	880	49.71	1.3	0	0	0	I	A	0.9053
11	Army Trail Road EB	Smith Rd	148	49.86	0.59	0	0	0	III	A	0.9025
	IL 83 Central - SB	IL 38 Overpass	886	49.93	1.13	0	0	0	I	A	0.9013
	IL 59 South - NB	Meridien Pkwy/Glacier Pkwy	729	50.17	0.2	0	0	0	I	A	0.7973
	IL 59 South - NB	Beebe Dr	720	50.56	0.96	0	0	0	I	A	0.8900
	IL 83 South - SB	I-55 Underpass	934	50.97	0.58	0	0	0	I	A	0.9810
	IL 83 Central - SB	31st St underpass	891	51.07	1.19	0	0	0	I	A	0.9790
	IL 38 West WB	Kress Rd	514	51.52	0.57	0	0	0	II	A	0.9705
29	Stearns Road - WB	Powis Rd	1161	51.59	1	0	0	0	II	A	0.8723
	IL 38 West WB	Fabyan Pkwy	513	51.86	0.54	0	0	0	II	A	0.9641
	IL 56 Central - EB	East Loop Road	661	52.05	0.15	0	0	0	II	A	0.8646
	IL 83 South - NB	Ogden Ave	923	52.47	0.58	0	0	0	I	A	1.0482
	IL 38 West WB	CBQ RR	512	52.57	0.6	0	0	0	II	A	0.8560
	IL 38 East EB	IL 83 Ramps	553	52.69	0.56	0	0	0	II	A	0.9489
	IL 83 South - NB	Chicago Ave	922	52.99	0.35	0	0	0	I	A	1.0379
	IL 83 North - SB	I-290	910	53.05	1.05	0	0	0	I	A	0.9425
	IL 83 South - NB	Burlington Northern	921	53.06	0.79	0	0	0	I	A	1.0366
	IL 83 North - NB	I-290	893	53.26	1.71	0	0	0.03	I	A	0.9388
	IL 38 East WB	Villa Ave	533	53.29	0.55	0	0	0	II	A	0.8444
	IL 83 South - NB	55th Street Underpass	920	53.73	1.12	0	0	0	I	A	0.9306
29	Stearns Road - EB	Powis Rd	1143	54.12	0.91	0	0	0	II	A	0.8315
	IL 83 South - NB	I-55 Underpass	914	54.17	0.54	0	0	0	I	A	0.9230
	IL 83 Central - NB	31st St underpass	869	54.37	1.57	0	0	0	I	A	0.9196
	IL 83 South - SB	Central Ave	935	56.79	0.52	0	0	0	I	A	0.8804
	IL 83 North - NB	Frontage Rd	894	57.43	0.97	0	0	0	I	A	0.8706
	IL 38 East EB	York Rd Ramps	554	60.72	1.41	0	0	0	II	A	0.8235
	IL 38 East WB	IL 83 Ramps	532	64.14	1.34	0	0	0	II	A	0.7795
	IL 38 East WB	York Rd Ramps	531	65.42	0.6	0	0	0	II	A	0.7643

Appendix C

(Supporting Section 5)

DuPage County Traffic Model:

Model Development and Validation Report

Appendix D

(Supporting Section 6)

DuPage County Traffic Model:
2010 – 2030 Modeled Projects Lists

DuPage County
Traffic Model
Programmed and Planned Roadway Improvements 2008-2030

											MODEL SCENARIO								
ID	Project ID	Road Project	From	To	County	Lead Agency	Recorded in	Project Types	Estimated Cost	Project FY*	2008 CAL	2010 Base?	2020A	2020 A + P	2020 AP2	2030A	2030B	2030B + P	Comments
1	08-97-0010	22nd Street	IL 56 (Butterfield Rd)	IL 83	DuPage	IDOT	IDOT MMS 2010-15 HIP	H-AL	25500	2011	N	N	N	Y	Y	N	Y	Y	
2	08-09-0069	22nd Street	McDonald Drive	Jorie Blvd	DuPage	IDOT	IDOT MMS 2010-15 HIP	S-MOD, S-TIM	650	2010	N	N	Y	Y	Y	Y	Y	Y	
3	08-97-0016	55th Street	West of Cass Ave	Holmes Ave	DuPage	DuPage County	DCDOT FY10-14 Proposed	H-INTIMP	1430	2011	N	N	N	Y	Y	N	Y	Y	
4	08-99-0028	55th Street	West of Main St.	West of Cass Ave	DuPage	DuPage County	DCDOT FY10-14 Proposed	H-INTIMP	4100	2015-2020	N	N	N	N	Y	N	N	Y	
5	08-07-0007	71st Street	Burr Ridge Drive	Wolf Road	Cook	Burr Ridge	DuPage Regional Council FY10-15 STP	H-EXT, B-NEW, H-INTIMP	1155	2011	N	N	N	Y	Y	N	Y	Y	
6	08-09-0016	75th Street	Adams	Plainfield Rd	DuPage	DuPage County	DCDOT FY10-14 Proposed	H-AL	12100	2012	N	N	N	Y	Y	N	Y	Y	
7	08-06-0047	75th Street	at Naper Blvd		DuPage	Naperville	CMAP FY07-12 TIP	H-INTIMP		2015-2020	N	N	N	N	Y	N	N	Y	
8	08-06-0032	75th Street	at Rickert/Plainfield-Naperville Rd		DuPage	DuPage/ Naperville	CMAP FY07-12 TIP	H-INTIMP		2015-2020	N	N	N	N	Y	N	N	Y	
9		75th Street	at Washington St		DuPage	Naperville	DOT 2010 Program	H-BR, H-INTIMP	20336	2011	N	N	Y	Y	Y	Y	Y	Y	
10	08-06-0040	75th Street	at Wehrli Rd		DuPage	DuPage/ Naperville	CMAP FY07-12 TIP	H-INTIMP		2015-2020	N	N	N	N	Y	N	N	Y	
11	08-00-0072	75th Street	Cass Avenue	IL 83	DuPage	DuPage County	CMAP FY07-12 TIP	H-INTIMP, H-RS	4800	2015-2020	N	N	N	N	Y	N	N	Y	recorded as DuPage access to jobs program
12	08-00-0076	75th Street	Greene Road	Janes Ave	DuPage	DuPage County	DCDOT FY10-14 Proposed	H-AL	19350	2015-2020	N	N	N	N	Y	N	N	Y	
13	08-09-0004	75th Street	Ranchview Dr	Woodward Ave	DuPage	DuPage County	CMAP FY07-12 TIP	S-TIM	730	2011	N	N	N	Y	Y	N	Y	Y	
14	08-00-0077	75th Street	Woodward Ave	Lyman	DuPage	DuPage County	DCDOT FY10-14 Proposed	H-AL	8250	2010	N	N	Y	Y	Y	Y	Y	Y	
15	08-06-0031	87th Street	Book Road	Plainfield-Naperville Rd	DuPage/Will	Naperville	CMAP FY07-12 TIP	H-CLTL		2015-2020	N	N	N	N	Y	N	N	Y	
16	08-07-0010	Ardmore Ave	IL 38 (Roosevelt Rd)	IL 56 (Butterfield Rd)	DuPage	Oakbrook Terrace	DuPage Regional Council FY10-15 STP	H-EXT	1351	2011	N	N	N	N	Y	N	N	Y	?? On probability
17	18-97-0202	Belmont Road	at BN RR	and Warren	DuPage	METRA	DOT 2010 Program	H-GS, H-BR, H-INTIMP		2012	N	N	N	Y	Y	N	Y	Y	
18		Belmont Road	at Curtiss		DuPage	DuPage County	DCDOT FY10-14 Proposed	H-CH	2750	2012	N	N	N	Y	Y	N	Y	Y	
19		Belmont Road	at Prairie		DuPage	DuPage County	DCDOT FY10-14 Proposed	H-CH	250	2011	N	N	N	Y	Y	N	Y	Y	Participation with Downers Grove
20		Bloomingdale Rd	Greenway Dr	Schick Rd	DuPage	DuPage County	DOT 2010 Program	H-CH	1256	2010	N	Y	Y	Y	Y	Y	Y	Y	
21	08-10-0011	Book Road	Rickert Dr	75th Street	DuPage	Naperville	CMAP FY07-12 TIP			2015-2020	N	N	N	N	Y	N	N	Y	
22		Commons Drive	75th Street	83rd Street	DuPage	Aurora	Aurora FY09 CIP	H-AL, H-NEW	3000	2015-2020	N	N	N	N	Y	N	N	Y	?? Years okay
23		Commons Drive	at BNSF RR		DuPage	Aurora, Naperville	Aurora FY09 CIP	B-NEW	16500	2015-2020	N	N	N	N	Y	N	N	Y	
24		Commons Drive	US 34	75th Street	DuPage	Aurora	Aurora FY09 CIP	H-AL, H-NEW	285	2012	N	N	N	Y	Y	N	Y	Y	
25	03-96-0021	Elgin-O'Hare Expwy	IL 53	York Road	DuPage	IDOT	CMAP FY07-12 TIP	H-AL, H-EXT		2015-2020	N	N	N	N	Y	N	N	Y	
26	08-02-9002	Elgin-O'Hare Expwy	US 20 (Lake St)	IL 53	Cook, DuPage	IDOT	CMAP FY07-12 TIP	H-AL		2020-2030	N	N	N	N	N	N	N	Y	
27		Eola Road	Montgomery Road	87th Street	DuPage	DuPage County	CMAP FY07-12 TIP	H-AL	7900	2020-2030	N	N	N	N	N	N	N	Y	
28		Eola Road	New York St.	North Aurora Rd	DuPage	DuPage County	DCDOT FY09-13 Proposed	H-AL	1350	2015-2020	N	N	N	N	Y	N	N	Y	Engineering Costs Only
29		Eola Road	North Aurora Rd	IL 56 (Butterfield Rd)	DuPage	DuPage County	DCDOT FY09-13 Proposed	H-AL	18850	2015-2020	N	N	N	N	Y	N	N	Y	
30	08-00-0019	Eola Road Interchange	I-88	Diehl and Bilter Rds	DuPage	ISTHA	DCDOT FY10-14 Proposed	H-INTIMP, H-NEW		2010	N	Y	Y	Y	Y	Y	Y	Y	complete and operating; include with 2010-2015
31	09-00-0029	Fabyan Parkway	IL 38 (Roosevelt Rd)	County Line	DuPage	DuPage County	DCDOT FY10-14 Proposed	H-AL	6100	2015-2020	N	N	N	N	Y	N	N	Y	
32		Gary Avenue	IL 64 (North Ave)	Army Trail Rd	DuPage	DuPage County	DCDOT FY10-14 Proposed	H-WRS	1000	2015-2020	N	N	N	N	Y	N	N	Y	Engineering Costs Only
33	08-10-0004	Geneva Rd	President St	Swift Rd		DuPage County	CMAP FY07-12 TIP	S-TIM	605	2011	N	N	N	Y	Y	N	Y	Y	
34	08-10-0003	Glen Ellyn Rd	Army Trail Rd	Armitage Ave	DuPage	DuPage County	CMAP FY07-12 TIP	S-TIM	550	2011	N	N	N	Y	Y	N	Y	Y	
35		Glen Ellyn Rd	St. Charles Rd	Army Trail Rd	DuPage	DuPage County	DCDOT FY09-13 Proposed	H-WRS	700	2015-2020	N	N	N	N	Y	N	N	Y	Engineering Costs Only
36		IL 19 (Irving Park Rd)	East of York Road		DuPage	CDOA, IDOT		H-ALIGN, H-NEW		2012-2018	N	N	N	Y	Y	N	Y	Y	Department of Aviation letting
37	08-07-0019	IL 38 (Roosevelt Rd)	at County Farm Road		DuPage	IDOT	CMAP FY07-12 TIP	H-INTIMP, B-REPLACE	8000	2012	N	N	N	Y	Y	N	Y	Y	
38	08-06-0085	IL 38 (Roosevelt Rd)	at Kautz Rd and UP West RR		DuPage/Kane	IDOT	IDOT MMS 2010-15 HIP	H-GS, H-BR, H-INTIMP	45831	2015	N	N	N	Y	Y	N	Y	Y	Letting 1st Q 2013
39	08-03-0010	IL 38 (Roosevelt Rd)	at Winfield Rd		DuPage	IDOT	IDOT MMS 2010-15 HIP	H-INTIMP	4300	2015	N	N	N	Y	Y	N	Y	Y	

DuPage County
Traffic Model
Programmed and Planned Roadway Improvements 2008-2030

											MODEL SCENARIO								
ID	Project ID	Road Project	From	To	County	Lead Agency	Recorded in	Project Types	Estimated Cost	Project FY*	2008 CAL	2010 Base?	2020A	2020 A + P	2020 AP2	2030A	2030B	2030B + P	Comments
40		IL 53	at IL 56 (Butterfield Rd)		DuPage	IDOT	IDOT MMS 2010-15 HIP	H-INTIMP	16100	2013	N	N	N	Y	Y	N	Y	Y	PART OF 08-00-0009 PROJECT
41	08-95-0001	IL 53	Elgin-O'Hare Expwy	Army Trail Rd	DuPage	IDOT	IDOT MMS 2010-15 HIP	H-AL	47000	2015	N	N	N	N	Y	N	N	Y	
42	08-00-0009	IL 53	IL 56 (Butterfield Rd)	Osage	DuPage	IDOT	CMAP FY07-12 TIP	H-AL	4860	2011	N	N	N	Y	Y	N	Y	Y	
43	08-00-0008	IL 53	IL 64 (North Ave)	St. Charles Rd	DuPage	IDOT	IDOT MMS 2010-15 HIP	H-AL	16000	2014	N	N	N	Y	Y	N	Y	Y	
44	08-09-0011	IL 56 (Butterfield Rd)	Commonwealth Ln		DuPage	Elmhurst	DuPage Regional Council FY10-15 STP	H-INTIMP	1141	2011	N	N	N	Y	Y	N	Y	Y	
45	08-00-0010	IL 56 (Butterfield Rd)	IL 59	Winfield Rd	DuPage	IDOT	IDOT MMS 2010-15 HIP	H-AL	31000	2011	N	N	N	Y	Y	N	Y	Y	
46	08-00-0010	IL 56 (Butterfield Rd)	Winfield Rd	Naperville Rd	DuPage	IDOT	IDOT MMS 2010-15 HIP	H-AL	42264	2011	N	N	N	Y	Y	N	Y	Y	
47	08-00-0060	IL 59	Ferry Road	Aurora Ave	DuPage	IDOT	IDOT MMS 2010-15 HIP	H-AL	86000	2013	N	N	N	N	Y	N	N	Y	
48	08-98-0041	IL 64 (North Ave)	Kautz Road	IL 59	DuPage	IDOT	IDOT MMS 2010-15 HIP	H-AL	37000	2012	N	N	N	Y	Y	N	Y	Y	
49	08-95-0024	IL 83	31st Street	I-55	DuPage	IDOT	CMAP FY07-12 TIP	H-AL, B-RECNFG		2020-2030	N	N	N	N	N	N	N	Y	
50		Kautz Road	Liberty St	Reflections Dr	DuPage	Aurora	Aurora FY09 CIP	H-AL, H-NEW	518	2014-2019	N	N	N	N	Y	N	N	Y	
51	08-05-0019	Lambert Rd	at IL 38 (Roosevelt Rd)		DuPage	Glen Ellyn	DuPage Regional Council FY10-15 STP	H-INTIMP	340	2011	N	N	N	Y	Y	N	Y	Y	
52		Liberty Street	Oakhurst Ave	County Line (Kautz)	DuPage	Aurora	Aurora FY09 CIP	H-AL	1020	2010	N	Y	Y	Y	Y	Y	Y	Y	
53	08-05-0023	Madison Street	N Frontage Rd	83rd St	DuPage	Burr Ridge	DuPage Regional Council FY10-15 STP	H-WRS, H-C/G, H-INTIMP	1210	2011	N	N	N	Y	Y	N	Y	Y	
54		Maple Ave	at BNSF RR		DuPage	Downers Grove	DG 2010-2014 CIP	H-GS, B-NEW	16000	2020-2030	N	N	N	N	N	N	N	Y	
55	03-00-0028	Munger Road	N of Stearns Rd	N County Line	DuPage/Cook	Cook County	CMAP FY07-12 TIP	H-NEW, H-ALIGN	2800	2010	N	N	Y	Y	Y	Y	Y	Y	
56		Naperville Rd	Diehl Rd	Ridgeland	DuPage	DuPage County	DCDOT FY09-13 Proposed	H-WRS	5350	2015-2020	N	N	N	N	Y	N	N	Y	
57		North Aurora Rd	at CN RR Underpass		DuPage	Aurora, Naperville	Aurora FY09 CIP/Naperville CIP	B-RCNST, H-AL	17200	2015-2020	N	N	N	N	Y	N	N	Y	?? Cost questions
58	08-06-0028	North Aurora Rd	CNRR Underpass	Weston Ridge Dr	DuPage	Naperville	CMAP FY07-12 TIP	H-AL, H-CLTL	7075	2014-2019	N	N	N	N	Y	N	N	Y	
59	03-96-0021	O'Hare Western Bypass	I-90	I-294	Cook, DuPage	IDOT	CMAP FY07-12 TIP			2015-2025	N	N	N	N	Y	N	N	Y	
60	08-03-0109	Pasquinelli Dr	at US 34 (Ogden Ave)		DuPage	Westmont	DuPage Regional Council FY10-15 STP	H-RCNST, H-INTIMP, S-MOD	885	2011	N	N	N	Y	Y	N	Y	Y	
61	08-08-0014	Roselle Rd	at Walnut		DuPage	DuPage County	DCDOT FY10-14 Proposed	H-INTIMP	380	2010	N	N	Y	Y	Y	Y	Y	Y	
62	08-09-0010	Schick Road	at IL 59		DuPage	Bartlett	DuPage Regional Council FY10-15 STP	H-INTIMP	2624	2011	N	N	N	Y	Y	N	Y	Y	
63	08-03-0105	St. Charles Rd	at Riford Rd		DuPage	DuPage County	DOT 2010 Program	H-INTIMP	450	2010	N	N	Y	Y	Y	Y	Y	Y	
64		Station Blvd	Liberty St	Meridian Lake Dr	DuPage	Aurora	Aurora FY09 CIP	H-NEW	4360	2015	N	N	N	Y	Y	N	Y	Y	
65	08-06-0060	US 20 (Lake St)	Elgin-O'Hare Expwy	Rosedale Ave	DuPage	IDOT	CMAP FY07-12 TIP	H-AL, H-WRS	960	2020-2030	N	N	N	N	N	N	N	Y	Eng I costs only
66	08-06-0030	US 34 (Ogden Ave)	at North Aurora Rd/Raymond Dr		DuPage	Naperville	CMAP FY07-12 TIP	H-INTIMP	500	2012	N	N	N	Y	Y	N	Y	Y	
67	08-06-0044	US 34 (Ogden Ave)	Iroquois Ave	Fender Rd	DuPage	Naperville	CMAP FY07-12 TIP	H-AL, H-INTIMP		2015-2020	N	N	N	N	Y	N	N	Y	
68	08-00-0063	US 34 (Ogden Ave)	Jefferson	Rickert Dr	DuPage	Naperville	CMAP FY07-12 TIP	H-INTIMP		2015-2020	N	N	N	N	Y	N	N	Y	
69	08-00-0049	Villa Avenue	St. Charles Rd	Madison St	DuPage	Villa Park	CMAP FY07-12 TIP	H-RECON, H-WRS	2479	2010	N	N	Y	Y	Y	Y	Y	Y	
70	08-04-0012	Washington St	IL 38 (Roosevelt Rd)	IL 59	DuPage	West Chicago	DuPage Regional Council FY10-15 STP	H-INTIMP, H-RCINKND	848	2011	N	N	N	Y	Y	N	Y	Y	
71	08-06-0049	WoodDale Rd	at IL 19 (Irving Park Rd)		DuPage	IDOT	CMAP FY07-12 TIP	H-NEW, B-NEW, H-ALIGN		2020-2030	N	N	N	N	N	N	N	Y	
72	08-06-0027	York Road	at IL 19 (Irving Park Rd)		DuPage	IDOT	CMAP FY07-12 TIP	H-INTIMP, B-NEW, H-ALIGN	71100	2015-2020	N	N	N	N	Y	N	N	Y	
73	08-10-0009	York St.	at IL 38 (Roosevelt Rd) interchange		DuPage	Elmhurst	DuPage Regional Council FY10-15 STP	H-INTIMP	1503	2011	N	N	N	Y	Y	N	Y	Y	

* Indicates when project expected to be completed

DuPage County
Traffic Model
Programmed and Planned Roadway Improvements 2008-2030

OTHER PROJECTS IN DUPAGE CO MODEL AREA

												MODEL SCENARIO								
ID	Project ID	Road Project	From	To	County	Municipalities	Lead Agency	Recorded in	Project Types	Estimated Cost	Project FY*	2008 CAL	2010 Base?	2020A	2020 A + P	2020 AP2	2030A	2030B	2030B + P	Comments
P1		111th Street	Perth	IL 59	Will	Naperville	Naperville	Naperville CIP	H-WRS, H-CLTL	1800	2011	N	N	N	Y	Y	N	Y	Y	
P72		135th Street	IL 171	Smith Rd	Will	Romeoville, Lockport	WCHD	Build Will Presentation	H-AL	26580	2011-2015	N	N	N	Y	Y	N	Y	Y	
P2	08-00-0057	248th Ave	95th St	103rd St	Will	Naperville		CMAP FY07-12 TIP	H-AL, H-CLTL	3957	2015-2020	N	N	N	N	Y	N	N	Y	
P3	08-00-0055	95th Street	US 30	IL 59	Kendall, Will	Aurora, Naperville		CMAP FY07-12 TIP	H-AL, B-NEW	16500	2015-2020	N	N	N	N	Y	N	N	Y	
P4	08-00-0054	95th Street Extension	Knoch Knolls	Boughton Rd	Will	Naperville, Bolingbrook, WCHD	Naperville	CMAP FY07-12 TIP, Naperville CIP, WCHD	H-EXT, H-NEW, B-NEW	32756	2011-2015	N	N	N	Y	Y	N	Y	Y	Multiple contributors
P81	03-06-0006	Algonquin Rd	at New Wilke Rd		Cook	Rolling Meadows	Rolling Meadows	NW Council of Mayors STP	H-INTIMP	3310	2011-2015	N	N	N	Y	Y	N	Y	Y	
P5	04-00-0022	Balmoral Corridor	Bessie Coleman Dr	E of Mannheim	Cook	Chicago, Rosemont	IDOT	CMAP FY07-12 TIP	B-NEW, H-EXT	10000	2009	N	Y	Y	Y	Y	Y	Y	Y	
P82		Barrington Rd	at Bode Road		Cook	Hoffman Estates	Hoffman Estates	NW Council of Mayors STP	H-INTIMP	2500	2020-2030	N	N	N	N	N	N	N	Y	
P80		Biesterfield Rd	at I-290		NW Cook	Elk Grove Village	Elk Grove Village	NW Council of Mayors STP	H-WRS	1000	2010	N	Y	Y	Y	Y	Y	Y	Y	
P6		Bilter Rd	IL Prairie Path	Sealmaster Dr	Kane, DuPage	Aurora	Aurora	Aurora FY09 CIP	H-AL	7500	2014-2019	N	N	N	N	Y	N	N	Y	
P77		Busse Rd	at Greenleaf		Cook	Elk Grove	Elk Grove	NW Council of Mayors STP	H-INTIMP	1500	2011	N	N	N	Y	Y	N	Y	Y	
P78		Busse Rd	at Pratt Blvd		Cook	Elk Grove	Elk Grove	NW Council of Mayors STP	H-INTIMP	1500	2011	N	N	N	Y	Y	N	Y	Y	
P7	03-00-0016	Des Plaines River Rd	Rand Rd	Devon Ave	Cook			CMAP FY07-12 TIP	H-WRS, S-TIM	33500	2015-2020	N	N	N	N	Y	N	N	Y	
P76	03-06-0007	Devon Ave	Arlington Heights Rd		Cook	Elk Grove	Elk Grove	NW Council of Mayors STP	H-INTIMP	3755	2010	N	Y	Y	Y	Y	Y	Y	Y	completed
P8		East Indian Trail	Mitchell Rd	Farnsworth ave	Kane	Aurora	Aurora	Aurora FY09 CIP	H-WRS	8700	2009-2010	N	Y	Y	Y	Y	Y	Y	Y	Farnsworth to Church under construction
P9		East New York St	Asbury	Farnsworth Ave	DuPage, Kane	Aurora	Aurora	Aurora FY09 CIP	H-RECNSTR, H-WRS	3500	2011	N	N	N	Y	Y	N	Y	Y	In Phase II Eng
P10	03-95-0001	Elgin-O'Hare Expwy	US 20 (Lake St) East	US 20 (Lake St) West	Cook	Bartlett	IDOT	CMAP FY07-12 TIP	H-New		2020-2030	N	N	N	N	N	N	N	Y	
P11		Eola/Heggs Rd	Wolfs Crossing	US 30	Will	Aurora	Aurora	Aurora FY09 CIP	H-AL	5800	2014-2019	N	N	N	N	Y	N	N	Y	
P87		Essington Road	Hassert Rd	Francis Scott Key	Will	Bolingbrook	Bolingbrook	Village of Bolingbrook 5 Yr Road Improve List	H-AL, H-INTIMP	10500	2011-2015	N	N	N	Y	Y	N	Y	Y	
P12		Fabyan Parkway	at Van Nortwick Ave		Kane	Batavia	KCDOT	Kane County FY08-12 TIP	H-INTIMP	1185	2010	N	N	Y	Y	Y	Y	Y	Y	
P13		Farnsworth Ave	5th Ave	US 34	Kane	Aurora	Aurora	Aurora FY09 CIP	H-ALIGN	8900	2014-2019	N	N	N	N	Y	N	N	Y	
P14		Farnsworth Ave	East New York St	5th Ave	Kane	Aurora	Aurora	Aurora FY09 CIP	H-AL	3870	2014-2019	N	N	N	N	Y	N	N	Y	
P15		Farnsworth Ave	Hafenrichter Rd	95th Street	Kane	Aurora	Aurora	Aurora FY09 CIP	H-AL	4600	2014-2019	N	N	N	N	Y	N	N	Y	
P16		Farnsworth Ave	Montgomery Rd	5th Ave	Kane	Aurora	Aurora	Aurora FY09 CIP	H-AL	9800	2014-2019	N	N	N	N	Y	N	N	Y	
P17		Farnsworth Ave	Summerlin	Hafenrichter Rd	Kane	Aurora	Aurora	Aurora FY09 CIP	H-AL	1200	2014-2019	N	N	N	N	Y	N	N	Y	
P18		Farnsworth Ave	US 34	Montgomery Rd	Kane	Aurora	Aurora	Aurora FY09 CIP	H-AL	4600	2014-2019	N	N	N	N	Y	N	N	Y	
P75	03-99-0109	Golf Road	at New Wilke Rd		Cook	Rolling Meadows	Rolling Meadows	NW Council of Mayors STP	H-INTIMP	8100	2010	N	Y	Y	Y	Y	Y	Y	Y	
P19	09-00-0023	Highland Ave	Randall Rd	N McLean Rd	Kane	Elgin	Kane COM	CMAP FY07-12 TIP	H-CLTL, H-INTIMP	320	2010	N	Y	Y	Y	Y	Y	Y	Y	
P20	12-97-0027	I-55	Weber Rd	I-80	Will	Plainfield	IDOT	CMAP FY07-12 TIP	H-AL, H-WRS	28000	2011	N	N	N	Y	Y	N	Y	Y	
P21	03-96-0004	I-90	I-294	Plaza #9	NW Cook	Rosemont, Arlington Heights, Elgin	ISTHA	CMAP FY07-12 TIP	B-RECNFG, H-AL	153800	2015-2020	N	N	N	N	Y	N	N	Y	
P86		IL 126	at I-55 interchange		Will	Bolingbrook	IDOT	Village of Bolingbrook 5 Yr Road Improve List	H-INTIMP	8900	2020-2030	N	N	N	N	N	N	N	Y	
P84		IL 19 (Irving Park Rd_	Bartlett Rd	Madison	NW Cook	Streamwood	IDOT	NW Council of Mayors STP	H-INTIMP	2236	2015-2020	N	N	N	N	Y	N	Y	Y	
P22	09-96-0021	IL 56	Orchard Rd	Kirk Rd	Kane	Uninc	IDOT	CMAP FY07-12 TIP	H-NEW, B-NEW		2020-2030	N	N	N	N	N	N	N	Y	
P24		IL 56 (Butterfield Rd)	at Raddant Rd		Kane	Aurora	Aurora	Aurora FY09 CIP	H-INTIMP	800	2011	N	N	N	Y	Y	N	Y	Y	
P25	09-00-0012	IL 64	7th Ave	Dunham Rd	Kane	St. Charles	IDOT	CMAP FY07-12 TIP	H-WRS, H-CLTL	7727	2012	N	N	N	Y	Y	N	Y	Y	
P26	09-02-0001	IL 71	Orchard Rd	US 34/Wolf's Crossing	Kendall	Oswego	IDOT	CMAP FY07-12 TIP	H-AL	4010	2015-2020	N	N	N	N	Y	N	N	Y	
P28		Kautz Rd	at Montgomery Rd		Kane	Aurora	Aurora	Aurora FY09 CIP	H-INTIMP	900	2015	N	N	N	Y	Y	N	Y	Y	
P29		Kautz Road	McCoy Drive	Cheshire Dr	Kane, DuPage	Aurora	Aurora	Aurora FY09 CIP	H-AL, H-NEW	4000	2014-2019	N	N	N	N	Y	N	N	Y	
P88		Kings Road	Hassert Rd	Remington Blvd	Will	Bolingbrook	Bolingbrook	Village of Bolingbrook 5 Yr Road Improve List	H-WRS, H-CH, H-INTIMP	13180	2011-2015	N	N	N	Y	Y	N	Y	Y	
P30		Kirk Road	at Douglas Rd		Kane	Batavia	KCDOT	Kane County FY08-12 TIP	H-INTIMP	1410	2011	N	N	N	Y	Y	N	Y	Y	
P31		Kirk Road	at IL 38		Kane	Geneva	KCDOT	Kane County FY08-12 TIP	H-INTIMP	5970	2008	N	Y	Y	Y	Y	Y	Y	Y	Complete per KCDOT
P32		Kirk Road	at IL 56		Kane	Batavia, Aurora	KCDOT	Kane County FY08-12 TIP	H-INTIMP	6116	2008	N	Y	Y	Y	Y	Y	Y	Y	Complete per KCDOT
P33	12-06-0038	Lily Cache Lane	Schmidt Rd	Quadrangle Dr	Will	Bolingbrook		CMAP FY07-12 TIP	H-AL	4400	2009	N	Y	Y	Y	Y	Y	Y	Y	

DuPage County
Traffic Model
Programmed and Planned Roadway Improvements 2008-2030

												MODEL SCENARIO								
ID	Project ID	Road Project	From	To	County	Municipalities	Lead Agency	Recorded in	Project Types	Estimated Cost	Project FY*	2008 CAL	2010 Base?	2020A	2020 A + P	2020 AP2	2030A	2030B	2030B + P	Comments
P34	12-06-0037	Lily Cache Lane	Veterans Pkwy	Creekside Dr	Will	Bolingbrook		CMAP FY07-12 TIP	H-AL	6000	2010	N	Y	Y	Y	Y	Y	Y	Y	
P35	06-02-0108	McCarthy Rd	at Archer Ave (SR 171)		SW Cook	Lemont	SW COM	CMAP FY07-12 TIP	H-INTIMP	1300	2011	N	N	N	Y	Y	N	Y	Y	
P36		McLean Blvd	Hopps Road	Bowes Rd	Kane	S Elgin	KCDOT	Kane County FY08-12 TIP	H-RECON, H-WRS	7221	2009	N	Y	Y	Y	Y	Y	Y	Y	Complete? 2L -> 4L ?
P37		Molitor Rd	Farnsworth Ave	Diehl Rd	Kane	Aurora	Aurora	Aurora FY09 CIP	H-WRS	7240	2014-2019	N	N	N	N	Y	N	N	Y	
P38		Mooseheart Rd	at IL 31		Kane	Batavia	KCDOT	Kane County FY08-12 TIP	H-INTIMP	1035	2011-2015	N	N	N	Y	Y	N	Y	Y	
P85	03-97-0105	Oak Avenue	at IL 19		NW Cook	Bartlett	Bartlett	NW Council of Mayors STP	H-ALIGN, H-INTIMP	9219	2020-2030	N	N	N	N	N	N	N	Y	
P74	03-09-0033	Oak Avenue			Cook County	Bartlett	Bartlett	NW Council of Mayors STP	H-WRS	1435	2010	N	Y	Y	Y	Y	Y	Y	Y	
P39	01-98-0114	O'Hare Access Roads	Mannheim Rd	Cumberland Ave	Cook County	Chicago	City of Chicago	CMAP FY07-12 TIP	H-COR	291000	2012	N	N	N	Y	Y	N	Y	Y	
P40		Orchard Rd	at Jericho Rd		Kane	Aurora	KCDOT	Kane County FY08-12 TIP	H-INTIMP	4710	2008	N	Y	Y	Y	Y	Y	Y	Y	Complete per KCDOT
P41	09-95-0011	Orchard Rd	Jericho Rd	IL 30	Kane	Montgomery	KCDOT	CMAP FY07-12 TIP	H-AL, H-INTIMP	2988	2011	N	N	N	Y	Y	N	Y	Y	
P42	09-06-0024	Orchard Rd	Mill	IL 71	Kendall	Oswego	Kendall Co DOT	CMAP FY07-12 TIP	H-AL, H-INTIMP	6000	2009	N	Y	Y	Y	Y	Y	Y	Y	
P71		Plainfield-Naperville Rd	at 119th Street		Will	Bolingbrook	WCHD	Build Will Presentation	H-INTIMP	4430	2011-2015	N	N	N	Y	Y	N	Y	Y	
P83		Plum Grove Road	Higgins Rd	Golf Rd	Cook	Schaumburg	Schaumburg	NW Council of Mayors STP	H-WRS	2250	2020-2030	N	N	N	N	N	N	N	Y	
P43		Prairie St	Edgelawn Dr	Orchard Rd	Kane	Aurora	Aurora	Aurora FY09 CIP	H-WRS	3000	2014-2019	N	N	N	N	Y	N	N	Y	
P44		Prairie St/North Ave	River St.	Lake St	Kane	Aurora	Aurora	Aurora FY09 CIP	H-AL, H-NEW	1570	2014-2019	N	N	N	N	Y	N	N	Y	
P45		Randall Rd	at Bolcum Rd		Kane	Uninc	KCDOT	Kane County FY08-12 TIP	H-INTIMP	700	2011-2015	N	N	N	Y	Y	N	Y	Y	Eng started
P46		Randall Rd	at Fabyan Pkwy		Kane	Batavia	KCDOT	Kane County FY08-12 TIP	H-INTIMP	4000	2011-2015	N	N	N	Y	Y	N	Y	Y	Eng started
P47		Randall Rd	at Foothill Dr		Kane	Elgin	KCDOT	Kane County FY08-12 TIP	H-INTIMP	2000	2011-2015	N	N	N	Y	Y	N	Y	Y	Eng started
P48		Randall Rd	at IL 64		Kane	St. Charles	KCDOT	Kane County FY08-12 TIP	H-INTIMP	4500	2008	N	Y	Y	Y	Y	Y	Y	Y	Complete per KCDOT
P49		Randall Rd	at Red Gate Rd		Kane	Uninc	KCDOT	Kane County FY08-12 TIP	H-INTIMP	1516	2008	N	Y	Y	Y	Y	Y	Y	Y	Complete per KCDOT
P50	09-96-0019	Red Gate Rd	IL 31	IL 25	Kane	St. Charles	St. Charles	CMAP FY07-12 TIP	H-NEW, B-NEW	18000	2011	N	N	Y	Y	Y	Y	Y	Y	Open 11/2010
P51	12-06-0083	Remington Blvd	Weber Rd	Veterans Pkwy	Will	Bolingbrook		CMAP FY07-12 TIP	H-EXT, H-ALIGN	500	2011	N	N	N	Y	Y	N	Y	Y	
P73		Rodeo Dr (119th St)	Dalton Ln	Naperville-Plainfield Road	Will	Bolingbrook	Village of Bolingbrook	Village of Bolingbrook 5 Yr Road Improve List	H-AL	15180	2011-2015	N	N	N	Y	Y	N	Y	Y	2 sep sections bringing road to 5 lane x-sec
P52		Sheffer Rd	Farnsworth Ave	Stonebridge Blvd	Kane, DuPage	Aurora	Aurora	Aurora FY09 CIP	H-WRS, H-CLTL	9200	2014-2019	N	N	N	N	Y	N	N	Y	
P53	09-96-0018	Stearns Road, Sec 3	DuPage County line	IL 25	Kane	S. Elgin, Bartlett, Uninc	KCDOT	DOT 2010 Program	H-NEW, H-INTIMP	19700	2010	N	Y	Y	Y	Y	Y	Y	Y	
P54	09-96-0019	Stearns Road, Sec 4	IL 25	McLean Blvd	Kane	S. Elgin, Bartlett, Uninc	KCDOT	Kane County Stearns Road Corridor	H-NEW, H-INT, H-BR	35055	2015	N	N	Y	Y	Y	Y	Y	Y	
P55	09-96-0020	Stearns Road, Sec 5	Randall	McLean Blvd	Kane	S. Elgin, Bartlett, Uninc	KCDOT	Kane County Stearns Road Corridor	H-NEW, H-INTIMP	18270	2015	N	N	Y	Y	Y	Y	Y	Y	
P56		Sullivan Rd	Highland Ave	Randall Rd	Kane	Aurora	Aurora	Aurora FY09 CIP	H-AL	5500	2014-2019	N	N	N	N	Y	N	N	Y	
P58		Sullivan Rd	Lake Street	Highland Ave	Kane	Aurora	Aurora	Aurora FY09 CIP	H-AL	1200	2011	N	N	N	Y	Y	N	Y	Y	
P59		Sullivan Rd	Randall Rd	Edgelawn Ave	Kane	Aurora	Aurora	Aurora FY09 CIP	H-AL	2300	2014-2019	N	N	N	N	Y	N	N	Y	
P60	03-09-0033	US 20 (Lake St)	Oak Avenue	Park Blvd	Cook	Bartlett	IDOT	CMAP FY07-12 TIP	H-WRS	750	2012	N	N	N	Y	Y	N	Y	Y	
P61	09-96-0011	US 34	IL 47	Orchard Rd	Kendall	Oswego	IDOT	CMAP FY07-12 TIP	H-AL	14630	2015-2020	N	N	N	N	Y	N	N	Y	
P70		Veterans Pkwy	Crossroads Pkwy	IL 53	Will	Romeoville	WCHD	Will County 2010	H-AL, H-CH	14780	2011	N	N	Y	Y	Y	Y	Y	Y	
P62	03-00-0027	W Bartlett Rd	IL 59	Spitzer Rd	NW Cook	Bartlett	Cook County	CMAP FY07-12 TIP	H-WRS, H-AL	6700	2010	N	Y	Y	Y	Y	Y	Y	Y	
P63	12-07-0005	Weber Rd	119th St	135th St	Will	Bolingbrook		CMAP FY07-12 TIP	H-AL, H-CLTL	4000	2020	N	N	N	N	Y	N	N	Y	
P64		Wolfs Crossing Rd	Eola Rd	Hoffman Blvd	Will	Aurora	Aurora	Aurora FY09 CIP	H-AL	800	2010	N	Y	Y	Y	Y	Y	Y	Y	
P65		Wolfs Crossing Rd	US 30	CN RR	Will	Aurora	Aurora	Aurora FY09 CIP	H-WRS, H-CLTL	4600	2014-2019	N	N	N	N	Y	N	N	Y	
P66		Wood Street	at BNSF RR		Kane	Aurora	Aurora/IDOT	Aurora FY09 CIP	B-NEW	5000	2010	N	Y	Y	Y	Y	Y	Y	Y	
P79	03-08-0009	Wright Blvd	Irving Park Rd	Wise	NW Cook	Schaumburg	Schaumburg	NW Council of Mayors STP	H-WRS	5883	2010	N	Y	Y	Y	Y	Y	Y	Y	

Project FY indicates expected project completion.

Appendix E

(Supporting Section 8)

DuPage County DOT Annual 5 Year Program