Street:	Cast	rle	COWY	1 Car	jr+
From:	75th	6t	reet		
Length:		-	18	miles	=

I. Spot Speed Studies

9/11-9/18 9/11-9/18

<u> </u>	
85th %	top of pace
27	28
20	27
	85th % 27

II. Test Runs

TIT I COL TEMM	<u> </u>	
Run	Average Speed (mph)	
No.	NB/EB	SB/WB
1		
2	().1	\ \ \
3		H
4		
5		

III. Prevailing Speed

85th percentile average	26.5	mph
Top of pace average	27.5	mph
Test run average	N/A	mph
Prevailing Speed	27	mph

IV. Driveway Conflicts

Single-Family Residential Minor Intersections & Small Commercial/Residential Major Intersections & Large Commercial/Residential	$ \begin{array}{ccccccccccccccccccccccccccccccccc$
Drive Conflict Number (sum)	26
DCN =	144 conflicts per mile
0-40=0% $41-60=5$	% 61 >= 10%

To:	Terminus	
County:	DuPage	

V. Other Adjustment Factors

School Pedes	trian Crossings
Y (5%)	X N (0%)
Separated	Sidewalks
X Y (0%)	N (5%)
Crash/Mile	, past 3 years
Route	0 = 0
Citywide Average	631
1.5 - 2.0 = 5% $2.1 - 3$	3.0 = 10% 3.0+ = 15%
Parking	Permitted N (0%)

VI. Prevailing Speed Adjustment

VI. Frevaumg Speed Adjustment				
Driveway adjustments	10 %			
Pedestrians adjustments	0 %			
Crash adjustments	 %			
Parking adjustments	5 %			
Total (max 20%)				
27 mph x .15	= 4			
prevailing adjustment speed total	adjustment value (max 9 mph)			
Adjusted Prevailing Speed	23			
	(mph)			

Recommended Speed I	Limit 25 mph
Anticipated Violation I	Rate <u>33 %</u>
Recommended by	MLP
Date	9/25/2020

Street:	Paasley L	ane
From:	Shandhen	Drive
Length:	+12	miles

Terminus To: Co

I. Snot Speed Studies

111-9/18 9/11-9/18

1. Spot Speed Studies	5	
Segment & Direction	85th %	top of pace
Northbound	17	18
Southbound	20	19

II. Test Runs

	_	
Run	Average Speed (mph)	
No.	NB/EB	SB/WB
1		
2		10
3		1717
4		111
5		

III. Prevailing Speed

85th percentile average	18.5	mph
Top of pace average	18.5	mph
Test run average	N/A	mph
Prevailing Speed	18.5	mph

IV. Driveway Conflicts

Single-Family Residential Minor Intersections & Small Commercial/Residential Major Intersections & Large	$\frac{21}{3}$ x1 = $\frac{21}{5}$
Commercial/Residential	$O_{x10} = O$
Drive Conflict Number (sum)	34
DCN =	283 conflicts
0-40=0% 41-60=59	•

ounty:	Durage	
	J	
V. Other	Adjustment Factors	

School Pedes Y (5%)	trian Crossings N (0%)
Separated	l Sidewalks
Y (0%)	N (5%)
_	, past 3 years
Route Citywide Average	$=\frac{0}{631}=0$
Citywide Average	051
1.5 - 2.0 = 5% $2.1 -$	3.0 = 10% $3.0 + = 15%$
Parking	Permitted
Y (5%)	N (0%)

VI. Prevailing Speed Adjustment

revaining Speed Adjustment			
Driveway adjustments	10	%	
Pedestrians adjustments	0	%	
Crash adjustments	0	%	
Parking adjustments	5	%	
Total (max 20%)	12	%	
18.5 mph x . 15	= 2.775		
prevailing adjustment speed total	adjustment value (max 9 mph)		
Adjusted Prevailing Speed	_16		
	(mph)		

Recommended Speed	Limit 25 mph
Anticipated Violation 1	Rate .5%
Recommended by	MLP
Date	9/25/2020

Street:	Heath	perfi	eld	Circ	le
From:	Naper	BL	(N	enths))
Length:	1	-37		miles	_

I. Spot Speed Studies

9/11	-9/18
9/11	-9/18 -9/18
- •	

Segment & Direction	85th %	top of pace
Eastbound	25	27
Westbound	27	27

II. Test Runs

Run	Average Speed (mph)		
No.	NB/EB SB/WB		
1			
2			
3		H)	
4			
5			

III. Prevailing Speed

85th percentile average	26	mph
Top of pace average	27	mph
Test run average	NIA	mph
Prevailing Speed	26.5	mph

IV. Driveway Conflicts

		20	00
Sin	gle-Family Residential	<u>るひ</u> x	1= <u>30</u>
	nor Intersections &	•	•
Sm	all Commercial/Residential	1 <u>0</u> x	5 = <u>O</u>
	jor Intersections & Large	n.	
Co	mmercial/Residential	<u>v</u> x1	10 = 0
Dri	ve Conflict Number (sum)		30
	DCN =	81	_ conflicts
1	miles		per mile
0	-40 = 0% $41 - 60 =$	5% 6	1 >= 10%
0	-40 = 0% $41 - 60 =$	5% 6	1 >= 10%

To:	Naper	BL (South)
County:	Du Pag	<u>e</u>
	. (1	

V. Other Adjustment Factors

ossings N (0%)
lks
N (5%)
/ears
% 3.0+ = 15%
ed
N (0%)

VI. Prevailing Speed Adjustment

vi. Frevailing Speed Auj	I STILL III	
Driveway adjustments	10 %	6
Pedestrians adjustments	Ö %	6
Crash adjustments	O	6
Parking adjustments	<u> </u>	6
Total (max 20%)	15 %	6
26.5 mph x . 15	= 3.975	
prevailing adjustment speed total	adjustment value (max 9 mph)	
Adjusted Prevailing Speed	_23	
	(mph)	

Recommended Speed I	imit 25 mph
Anticipated Violation I	Rate 30.5%
Recommended by	MLP
Date	9/25/2020

Street:	Formby	/ Road
From:	Perth '	Drive
Length:	. 1	miles

I. Spot Speed Studies

	1. Spot Speed Statue	3	
	Segment & Direction	85th %	top of pace
8	Westbound Eastbound	17	21
3	Eastbound	27	24

II. Test Runs

Run	Average Speed (mph)	
No.	NB/EB	SB/WB
1		
2		2
3	(N)	(H)
4		
5		

III. Prevailing Speed

85th percentile average	22	mph
Top of pace average	22.5	mph
Test run average	N/A	mph
Prevailing Speed	22.5	mph

IV. Driveway Conflicts

Single-Family Residential Minor Intersections & Small Commercial/Residential	$\begin{array}{c c} II & x1 = & II \\ \hline O & x5 = & O \end{array}$
Major Intersections & Large Commercial/Residential	<u>O</u> x10 = <u>O</u>
Drive Conflict Number (sum)	11
DCN =	conflicts per mile
0-40=0% $41-60=5$	% 61 > = 10%

To:	Formby	ct	Brabazon	Ct.
County:	Will	ı		

V. Other Adjustment Factors

School Pedestrian Crossings			
Y (5%)	N (0%)		
Separated Sidewall	ks		
X Y (0%)	N (5%)		
Crash/Mile, past 3 years			
RouteO			
Citywide Average 631			
1.5 - 2.0 = 5% $2.1 - 3.0 = 10%$	6 3.0+=15%		
Parking Permitted	i		
<u>X</u> Y (5%)	N (0%)		

VI. Prevailing Speed Adjustment

VI. Frevaning Speed Adju	тэншешт
Driveway adjustments	10 %
Pedestrians adjustments	0 %
Crash adjustments	0 %
Parking adjustments	5 %
Total (max 20%)	%
22.5 mph x 15 prevailing speed total	= 3,375 adjustment value (max 9 mph)
Adjusted Prevailing Speed	19 (mph)

Recommended Speed I	imit 25 mph
Anticipated Violation I	Rate 12.8%
Recommended by	MLP
Date	9/25/2020

Street:		en Drive
From:	Orden	Avenue
Length:	0.2	miles

I. Spot Speed Studies

	Segment & Direction	85th %	top of pace
9/11-9/18	North bound	29	28
9/11-9/18	Southbound	30	30
-			

II. Test Runs

Run	Average Speed (mph)		
No.	NB/EB	SB/WB	
1			
2			
3	N	JA-/	
4		117	
5		-	

III. Prevailing Speed

85th percentile average	29.5	mph
Top of pace average	29	mph
Test run average	NIA	mph
Prevailing Speed	29.5	mph

IV. Driveway Conflicts

Single-Family Residential	<u>0</u> x1 = <u>0</u>
Minor Intersections & Small Commercial/Residential	$6 x_5 = 30$
Major Intersections & Large Commercial/Residential	0 x10 = 0
Drive Conflict Number (sum)	30
DCN =	150 conflicts
miles	per mile
0-40=0% $41-60=59$	% 61 > = 10%

To:	Blakely	lane
County:	DuPag	<u>e</u>

V. Other Adjustment Factors

v. Other mujustment	
School Pedes Y (5%)	trian Crossings N (0%)
Separated	l Sidewalks
X Y (0%)	N (5%)
Crash/Mile Route	e, past 3 years
Citywide Average	631
1.5 - 2.0 = 5% $2.1 -$	3.0 = 10% 3.0+ = 15%
Parking	Permitted
<u>×</u> Y (5%)	N (0%)

VI. Prevailing Speed Adjustment

Driveway adjustments			10	%	
Pedestrians adjustments		0		%	
Crash a	Crash adjustments Parking adjustments		0		9/
Parking					
Total (max 20%)				0	
- 0 (1	uan 2070)				. 1
29.5	mph x	15		4.425	
29.5 prevailing speed	_	15 adjustment total	 . =_	4. 4 2 5 adjustment value (max 9 mph)	
29.5 prevailing speed	_	adjustment total	 . =_	adjustment value	

Recommended Speed Lin	mit 25 mph
Anticipated Violation Ra	te <u>467.</u>
Recommended by	MLP
Date	9/25/2020

Street:	Centen	nial	Court
	Jackson		
Length:	•	96	miles

I. Spot Speed Studies

	F F	~	_
	Segment & Direction	85th %	top of pace
9/11-9/18	Northbound	17	18
9/11-9/18	Northbound Southbound	17	19
j			

II. Test Runs

Run	Average Speed (mph)	
No.	NB/EB	SB/WB
1		
2		1.0
3		/ /-)
4	7	
5		

III. Prevailing Speed

85th percentile average Top of pace average	17	mph mph
Test run average	N/A	mph
Prevailing Speed	18	mph

IV. Driveway Conflicts

Single-Family Residential	_5 x1 =	5
Minor Intersections & Small Commercial/Residential		0
Major Intersections & Large Commercial/Residential	<u>0</u> x10=	0
Drive Conflict Number (sum)		5
DCN =		onflicts or mile
0-40=0% $41-60=5$	% 61 >=	10%

To: Terminus
County: Duroge

V. Other Adjustment Factors

School Pedes X Y (5%)	trian Crossings	
1 (3%)	N (0%)	
Separated Sidewalks		
Y (0%)	N (5%)	
Crash/Mile, past 3 years		
Route	$= \frac{1}{100} = .001$	
Citywide Average	631	
1.5 - 2.0 = 5% $2.1 -$	3.0 = 10% 3.0+ = 15%	
Parking	Permitted	
_X Y (5%)	N (0%)	

VI. Prevailing Speed Adjustment

vi. 11 evaling Speed Adjustment		
Driveway adjustments	10 %	
Pedestrians adjustments	5 %	
Crash adjustments		
Parking adjustments	5 %	
Total (max 20%)	<u>20</u> %	
18 mph x .20	= 3.6	
prevailing adjustment speed total	adjustment value (max 9 mph)	
Adjusted Prevailing Speed	14	
	(mph)	

Recommended Speed	Limit 25 mph
Anticipated Violation 1	Rate <u>0</u> /
Recommended by	MLP
Date	9/25/2020