Benet Academy High School
Stadium Renovations Traffic and Parking Study
Lisle, Illinois

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Prepared For:

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Prepared by:

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INTRODUCTION

Eriksson Engineering Associates, Ltd. (EEA) was retained by Benet Academy and Cashman Stahler Group to conduct a traffic and parking study for Benet Academy's Stadium Renovation Project in Lisle, Illinois. The purpose of the study was to observe the existing traffic patterns around the school, determine the traffic characteristics of the school, review the parking needs, and develop roadway and parking recommendations.

EXISTING CONDITIONS

Site Location and Area Land-Uses

Benet Academy High School is located at 2200 Maple Avenue, in Lisle, Illinois. The site is bounded by Maple Avenue to the south, single family homes along Oak Hill Drive to the north, Cascade Drive to the west, and Yackley Boulevard (DuPage County Road 40) to the east. Single-family homes are located to the north and west of the site. Benedictine University is to the south, St. Procopius Abbey is to the southeast, and Villa St. Benedict retirement community is to the east. **Figure 1** illustrates the site location and the surrounding land-uses and roads.

Roadway Characteristics

A description of the area roadways accessing the school is provided on **Figure 2** and below:

Maple Avenue is an east-west minor arterial roadway with two travel lanes in each direction. At the signalized intersection of Yackley Avenue and Maple Avenue, there is one left-turn lane, one thru lane, and one shared thru/right-turn lane in both directions and there are crosswalks on the north and west legs. At the signalized intersection of Maple Avenue and the Benet Academy/Benedictine University Site Driveways, there is one left-turn lane, one thru lane, and one shared thru/right-turn lane the east-west direction and there are crosswalks on all legs. It has a 40-mph speed limit and is under the jurisdiction of the DuPage County Division of Transportation.

Yackley Avenue is a north-south major collector with two travel lanes in each direction. At the signalized intersection with Maple Avenue, there is one left-turn lane, one thru lane, and one shared thru/right-turn lane in both directions. The Two-Way Stop Controlled (TWSC) intersection of Yackley Avenue and the South Site Driveway has a crosswalk on the west leg. It has a 40-mph speed limit and is under the jurisdiction of the DuPage County Division of Transportation.

Norcia Drive is an east-west private roadway with one travel lane in each direction serving as the entrance to the retirement community. It is opposite the north entrance on Yackley Avenue to the academy. At the TWSC intersection with Yackley Avenue, there is one single outbound lane with a crosswalk on the east and west legs.

Cascade Drive is a north-south residential collector road serving approximately 88 single-family homes. It has one-lane in each direction with on-street parking. At Maple Avenue, there is one-northbound lane, a southbound right-turn lane, and a southbound left-turn lane. Southbound traffic is under stop sign control. It has a 25-mph speed limit and is under the jurisdiction of the Village of Lisle.

Existing Traffic Volumes

Weekday morning arrival (6:30-8:30 AM) and afternoon dismissal (2:00-4:00 PM) manual traffic counts were conducted along Yackley Avenue and Maple Avenue during April 2023. Counts at the Cascade Drive intersection was completed in April 2024. Peak-hours of school traffic occurred from 6:45 to 7:45 AM and 2:45 to 3:45 PM on a school weekday which coincides with the school's 7:45 AM start and 2:59 PM dismissal times. The existing traffic volumes are shown on **Figure 3A** and included in the **Appendix**. EEA separated the school traffic from the non-school traffic in **Figures 3B and 3C**.

Intersection Crash Data

EEA requested crash data for the intersection of Yackley Avenue and Maple Avenue, at the three Benet Academy driveways, and Cascades Drive and Maple Avenue from IDOT for the Years 2018 thru 2022. **Tables 1 thru 4** summarize the number of crashes per year, fatalities, injuries, property damage, and the type of crash. Copies of

the IDOT report can be found in the Appendix. There were no crashes at the Yackley Avenue/Norcia Drive/School entrances. The Maple Avenue entrance to the academy saw one crash over five years.

No crashes occurred at the Yackley school entrances for the 2018-2022 time period. Only one crash occurred at the Maple School entrance for the same time period.

At Cascade Drive, there were two crashes on Maple Avenue, with one involving winter conditions and another with a U-turn on Maple Avenue. Traffic turning to and from Cascade Drive was not involved in a crash over that time. There were no pedestrian or bicycle related crashes.

Table 1
Yackley and Maple Crash Data

Year	Fatality	Injury			Property Damage	Total	Type of Crash					
		A	B	C			Overturned	Turning	Front to Front	Rear End	Sideswipe	Angle
2018			1	3	7	**11**		6		2	2	1
2019			5		10	**15**		6	1	6	1	1
2020			1	2	8	**11**		3		4		4
2021				1	5	**6**		5		1		
2022		1	2	1	4	**8**	1	4		2		1
Totals[(1)]	**0**	**1**	**9**	**7**	**34**	**51**	**1**	**24**	**1**	**15**	**3**	**7**
Average	-	0.2	1.8	1.4	6.8	**10.2**	0.2	4.8	0.2	3.0	0.6	1.4

(1) DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.

Table 2
Maple and Benet Driveway Crash Data

Year	Property Damage	Total	Type of Crash
			Fixed Object
2018	1	**1**	1
2019		**0**	
2020		**0**	
2021		**0**	
2022		**0**	
Totals	**1**	**1**	**1**
Average	**0.2**	**0.2**	**0.2**

Table 3
Yackley and North/South Benet Driveways Crash Data

Year	North Drive	South Drive
2018	0	0
2019	0	0
2020	0	0
2021	0	0
2022	0	0
Totals	0	0

Table 4
Cascade Drive and Maple Avenue Crash Data

Year	Fatality	Injury			Property Damage	Total	Type of Crash	
		A	B	C			Turning	Rear To Front
2017						0		
2018						0		
2019					1	1		1
2020						0		
2021						0		
2022					1	1	1 (U-turn)	
Totals[1]	0	0	0	0	2	2	1	1
Average	-	-	-	-	0.33/year	0.33/year	0.17/year	0.17/year

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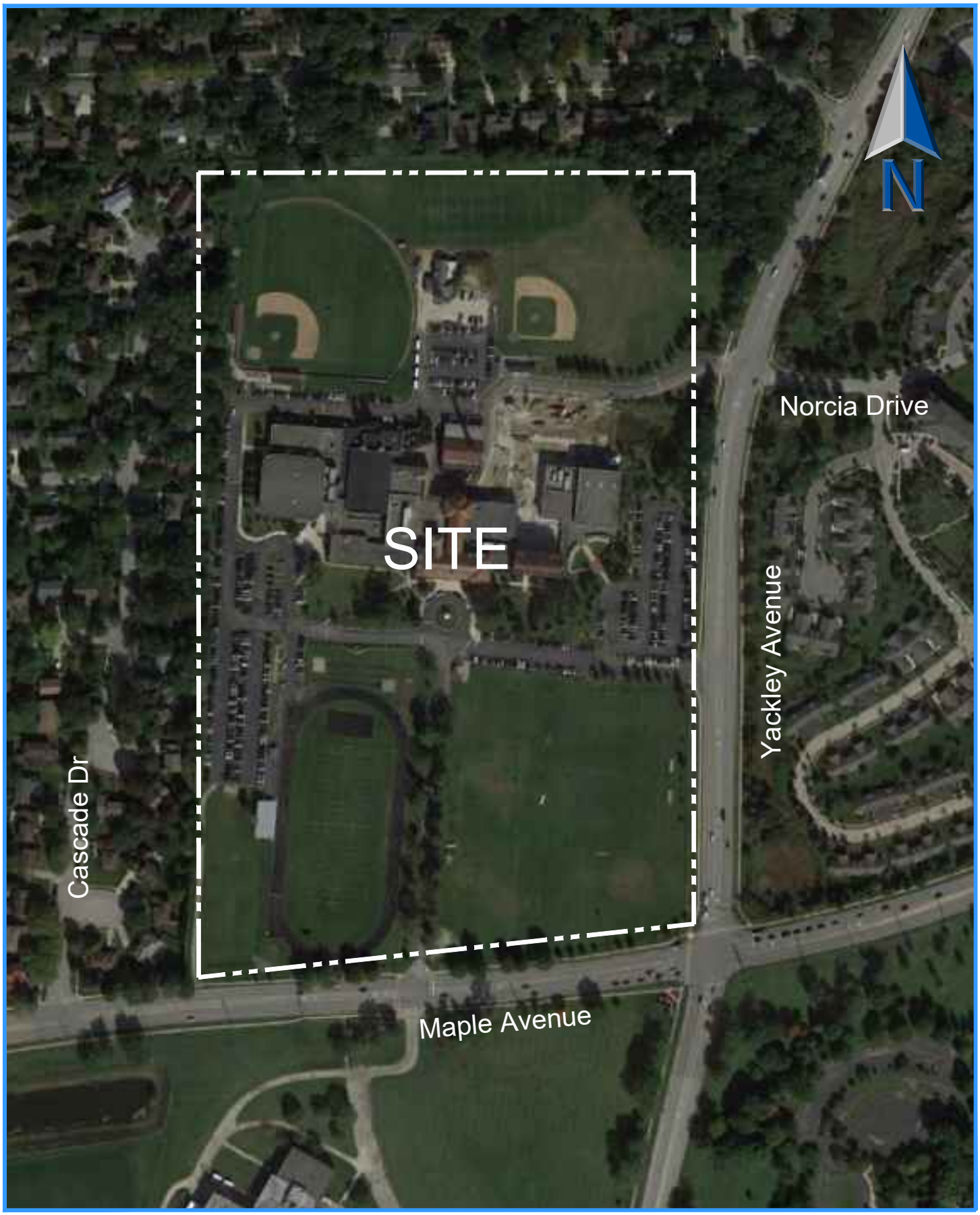
Cascade Drive Existing Vehicle Queuing and Delay

EEA conducted traffic surveys of the number of vehicles queuing in the southbound left- and right-turn lanes and the eastbound left-turn lanes and how long they were stopped. This was done by recording the number of queued vehicles every 22 seconds for the morning arrival and afternoon dismissal periods. The total vehicular delay was calculated by assuming if a vehicle was stopped during a given interval, then its stop delay was 22 seconds which was multiplied by 1.3 to get the total delay. The level of service is based on the total vehicular delay per vehicle in seconds**. Table 5** summarizes the results.

The surveyed data showed maximum vehicle queues ranging from one to three vehicles and levels-of-service D or E which is common for unsignalized intersections on an arterial roadway during peak-hours. Also, pedestrians were present when there was a southbound left-turn 35% of the time in the morning peak and 13% of the time in the afternoon peak.

Table 5
Existing Surveyed Vehicle Queues and Delay at Cascade Drive

	Eastbound Left	Southbound Right	Southbound Left
AM Peak-Hour			
Maximum Observed Queue (vehicles)	1	2	2
Percent of hour with Vehicles Queued	3.0%	3.7%	25.6%
Total Delay per Vehicle (seconds)	28.6	40.0	38.7
Level of Service	D	E	E
PM Peak-Hour			
Maximum Observed Queue (vehicles)	2	1	3
Percent of hour with Vehicles Queued	8.5%	10.4%	11.0%
Total Delay per Vehicle (seconds)	32.7	30.4	42.9
Level of Service	D	D	E



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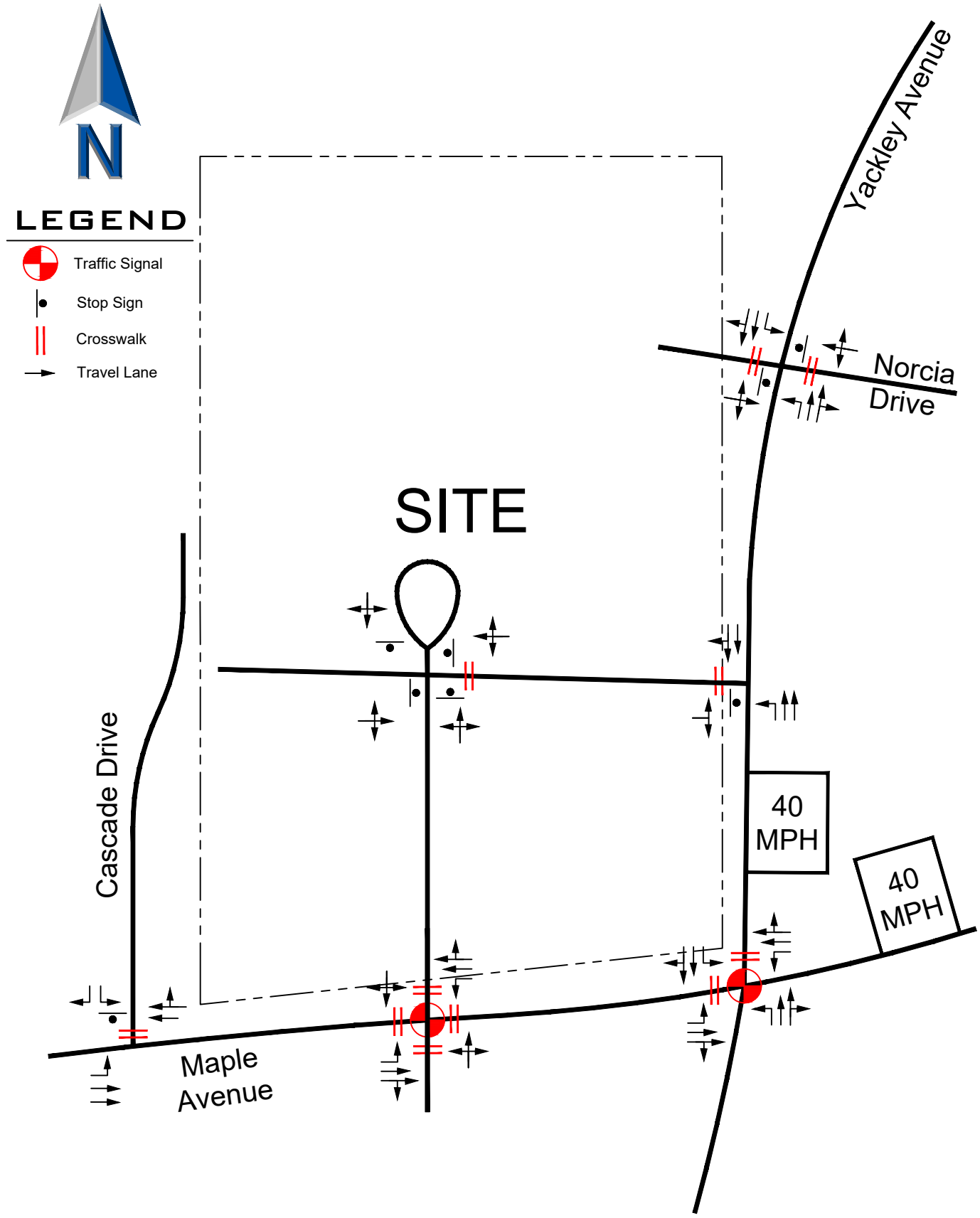
Site Location & Area Roadways

Figure 1



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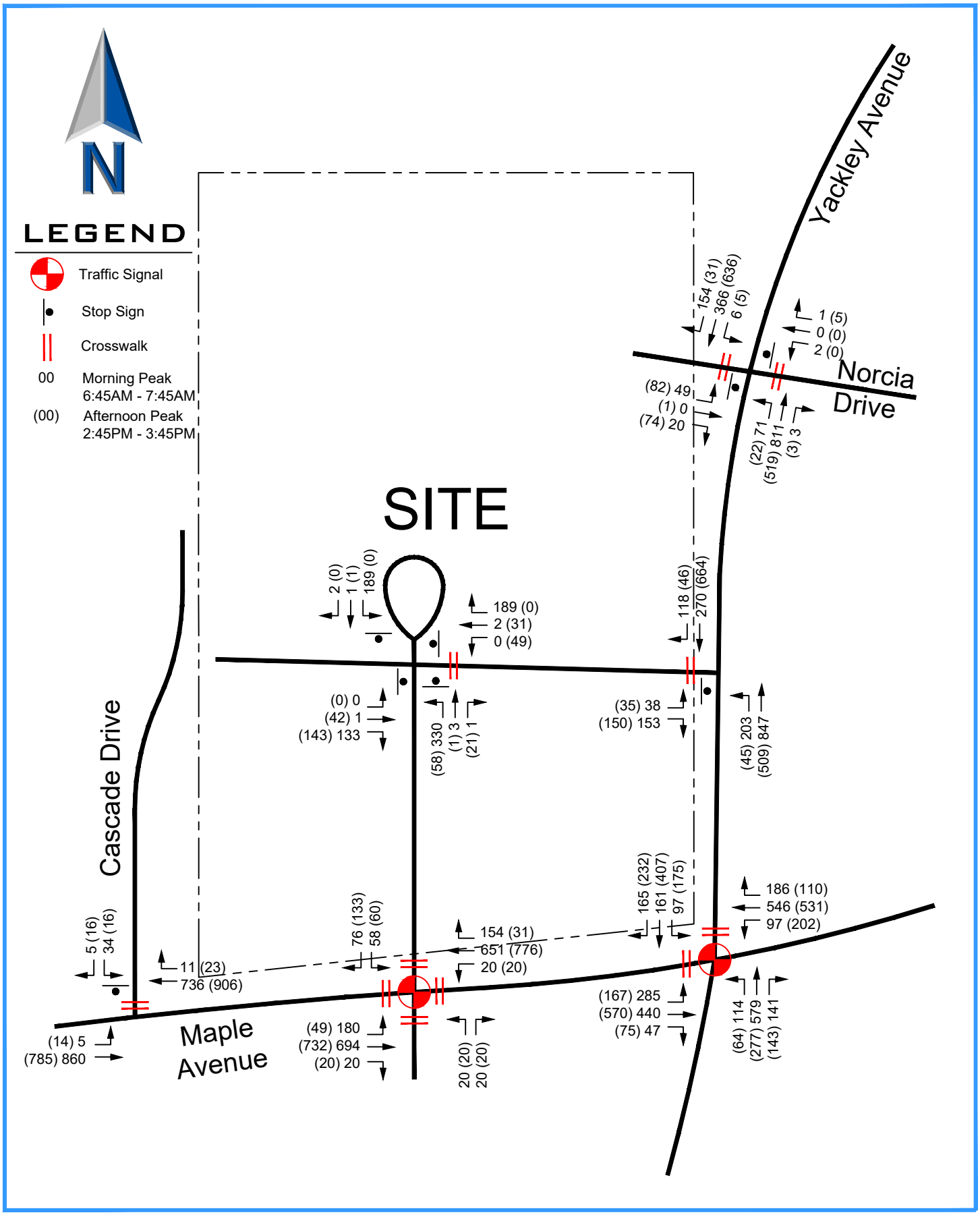
Existing Roadway Geometrics

Figure 2



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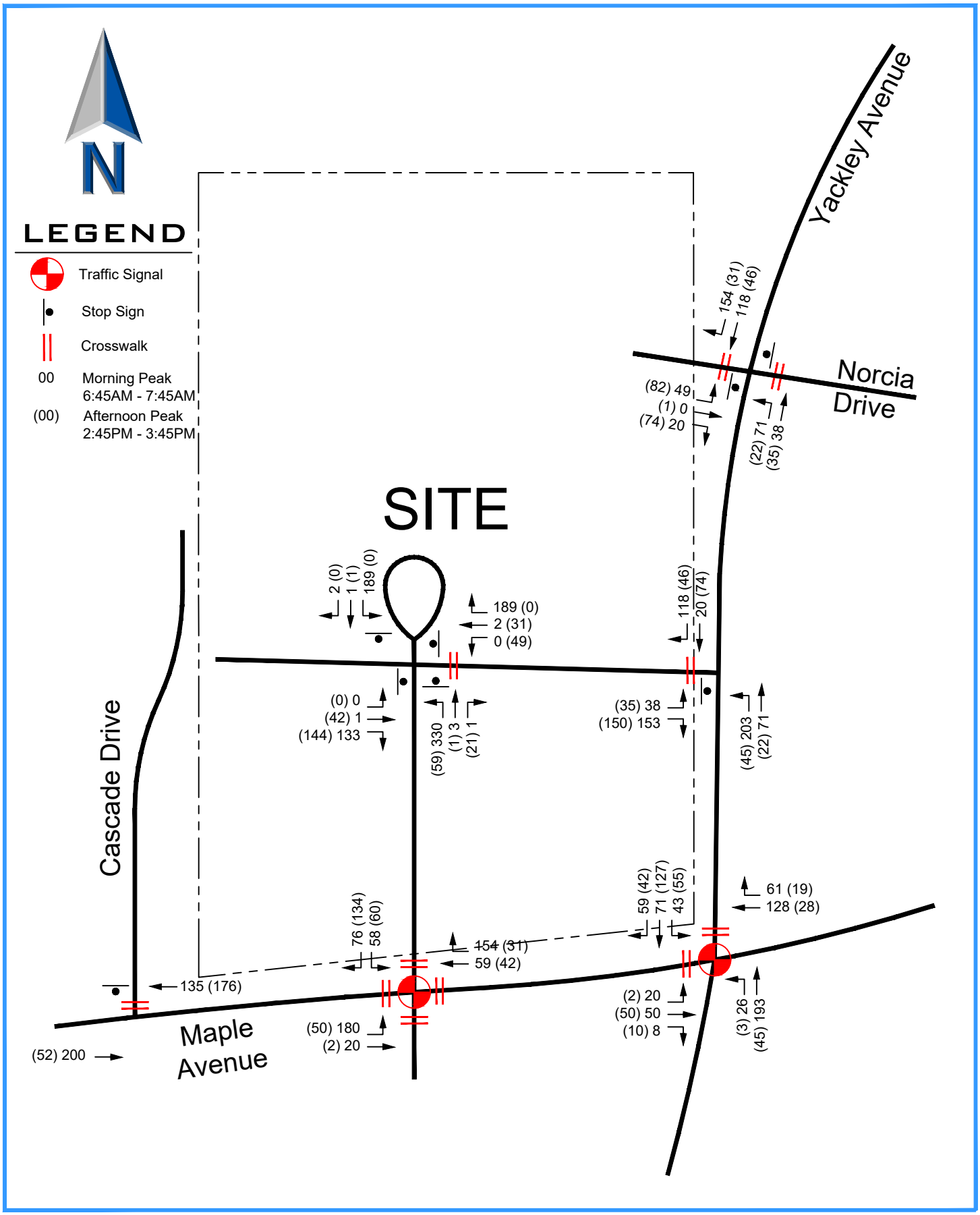
Existing Traffic Volumes

Figure 3A



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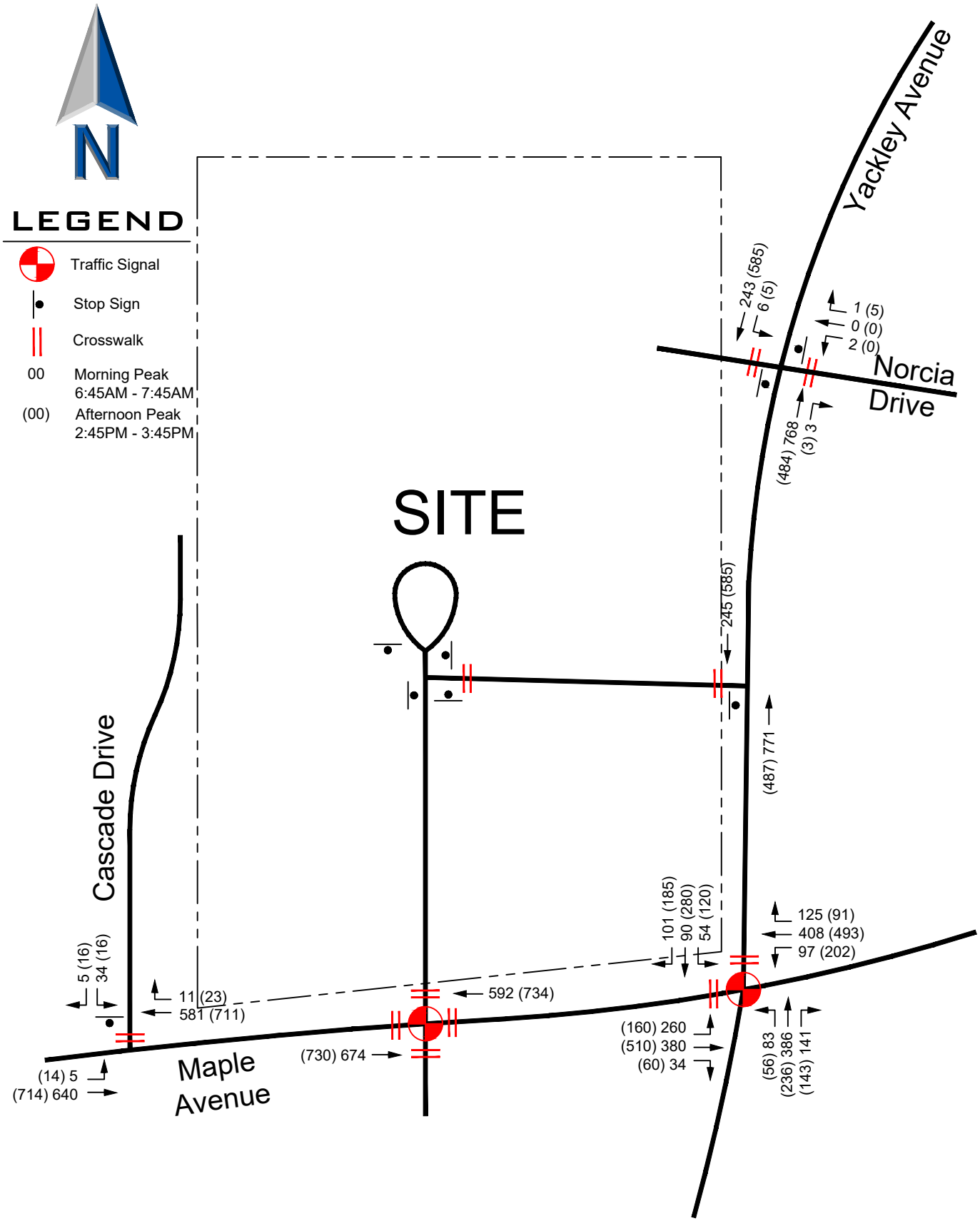
Existing School Traffic Volumes

Figure 3B



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Existing Non-School Traffic Volumes

Figure 3C

SITE TRAFFIC CHARACTERISTICS

School Trip Generation and Distribution

At the time of the traffic counts, the school served 1,238 students. The Year 2024-2025 student population is 1,210 students or two percent lower. For this analysis, no adjustments were made to reduce the base traffic counts to be conservative. In the future, the student population is expected to remain flat over the next five years.

A previous traffic study for the campus was based on the expansion of the north parking lot adding 70 parking spaces on campus. That project is no longer proposed.

With the stadium renovations, there will be a net loss of 16 parking spaces. This could reduce the number of students that drive and park at the school and marginally increase parent pick-up and drop-off activity. When one less student drives to school, they add a parent dropping off and picking up a student generates an inbound and an outbound trip in the morning and in the afternoon for four trips total. For purposes of this study, it was assumed that 9 students would lose their parking privileges and 7 students would be relocated on-site to open spaces. Overall, the future site traffic volumes will be 0.7% more than today. The results are shown in **Table 6.**

Table 6
School Traffic Volumes

Scenario	Morning Arrival			Afternoon Dismissal		
	In	Out	Total	In	Out	Total
Existing 1,238 Students	880	394	1,274	224	535	759
9 Fewer Student Drivers	-9	-	-9	-	-6(1)	-6
Increase in Parent Traffic	+9	+9	+18	+6	+6	+12
Net Total Traffic	**880**	**403**	**1,283**	**230**	**535**	**765**

(1) Some students will stay for after-school activities.

The directional distribution for school traffic is based on the existing school traffic counts and as shown in **Table 7** and on **Figure 4**.

Table 7
Existing Directional Distribution

Direction	Percentage
North on Yackley Avenue	27%
South on Yackley Avenue	23%
East on Maple Avenue	22%
West Maple Avenue	28%
Total	**100%**

Trip Assignment

The future vehicular trips that are generated by the school were distributed to the area roadways based on the site plan, projected school volumes, and the directional distribution analysis. **Figure 5** illustrates the total traffic generated by the school in the future and its assignment on the road system. The eastbound left-turn lane to northbound Yackley Avenue is restricted at the south school drive during the afternoon dismissal. It is recommended to also restrict the left-turns during the morning arrival period due to the volume of inbound left-turns making movement difficult.

Total Traffic Volumes

The existing non-school traffic volumes and annual growth in these volumes were combined to estimate the amount of traffic in the future without the development. The existing traffic volumes were increased by 0.43% per year on Yackley Road north of Maple Avenue, 0.25% per year on Yackley Road south of Maple Avenue, 0.69% per year on Maple Avenue west of Yackley Road, and 0.83% per year on Maple Avenue east of Yackley Road to account for traffic growth in the area based on projections from the Chicago Metropolitan Agency for Planning (CMAP). A copy of their projections can be found in the **Appendix**. A five-year period after construction was used (Year 2029). **Figure 6** shows the projected traffic volumes in the study area without the development. The total traffic volumes on the area road system and site access points are a combination of the existing traffic volumes and growth in regional traffic. **Figure 7** shows the Year 2029 total traffic volumes with the additional regional traffic growth and the proposed traffic growth for the school. **Figures 8 and 9** illustrate the on-site stacking available to use at the school during the day.

Stadium Traffic

As a worst-case analysis, the volume of stadium traffic was based on the 650-space on-site parking capacity of Benet Academy parking assuming all spaces were used. The number of attendees will typically be less except for a play-off game. Playoff games may occur on Saturdays per IHSA rules. Football games start at 7:00 and end around 10:00 PM or later. **Table 8** shows the inbound and outbound volumes before and after a game assuming everyone arrives between 6:00 to 7:00 PM and leaves after 10:00 PM. Many times, the spectators will arrive after the start of the game or leave early which spreads out the traffic demand and lowers the peak demand.

Table 8
Benet Stadium Traffic Volumes

Stadium Pregame			Stadium Postgame		
In	Out	Total	In	Out	Total
654	-	654	-	654	654

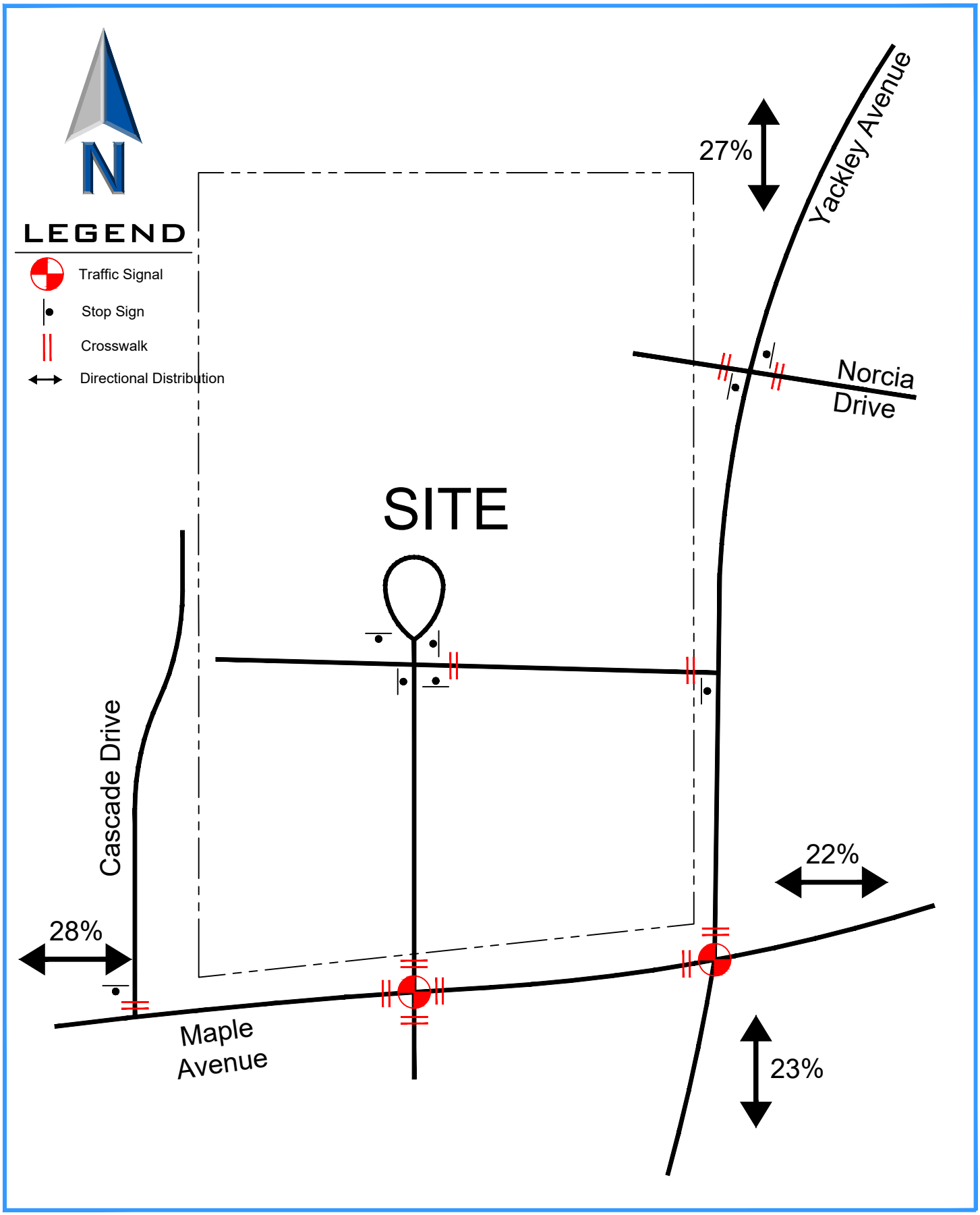
Please note that the changes in the parking lot reduced the parking count from 654 to 650 spaces. The stadium trip generation was not adjusted from 654 to 650.

The volumes in Table 8 where then assigned to the roadway system based on the directional distribution analysis and are shown in **Figure 10**. Non-school traffic volumes during the pregame and postgame time periods were calculated based on DuPage DOT 24-hour traffic counts (see Appendix). Prior to the game, the afterschool non-school traffic volumes were reduced by 15% to represent the pre-game conditions and reduced by 67% for the after-game conditions. **Figure 11** shows the base traffic volumes without any football traffic.

Figure 12 shows the potential traffic volumes if the Lisle High School football team has a game at Benedictine University at the same time a Benet Academy football game on a Friday night. It was based on the 120 vehicles going to a Lisle High School football game assuming the typical attendance of 400 persons. The majority of the Lisle High School attendance area is northeast of Benedictine University and spectators will be arriving from the north on Yackley Boulevard or east on Maple Avenue.

The total traffic volumes were estimated by combining the Bennet Academy football traffic, Lisle High School football traffic with the non-school traffic volumes and are shown in **Figure 13**.

Figures 14 and 15 shows the inbound and outbound queueing availability before or after games.



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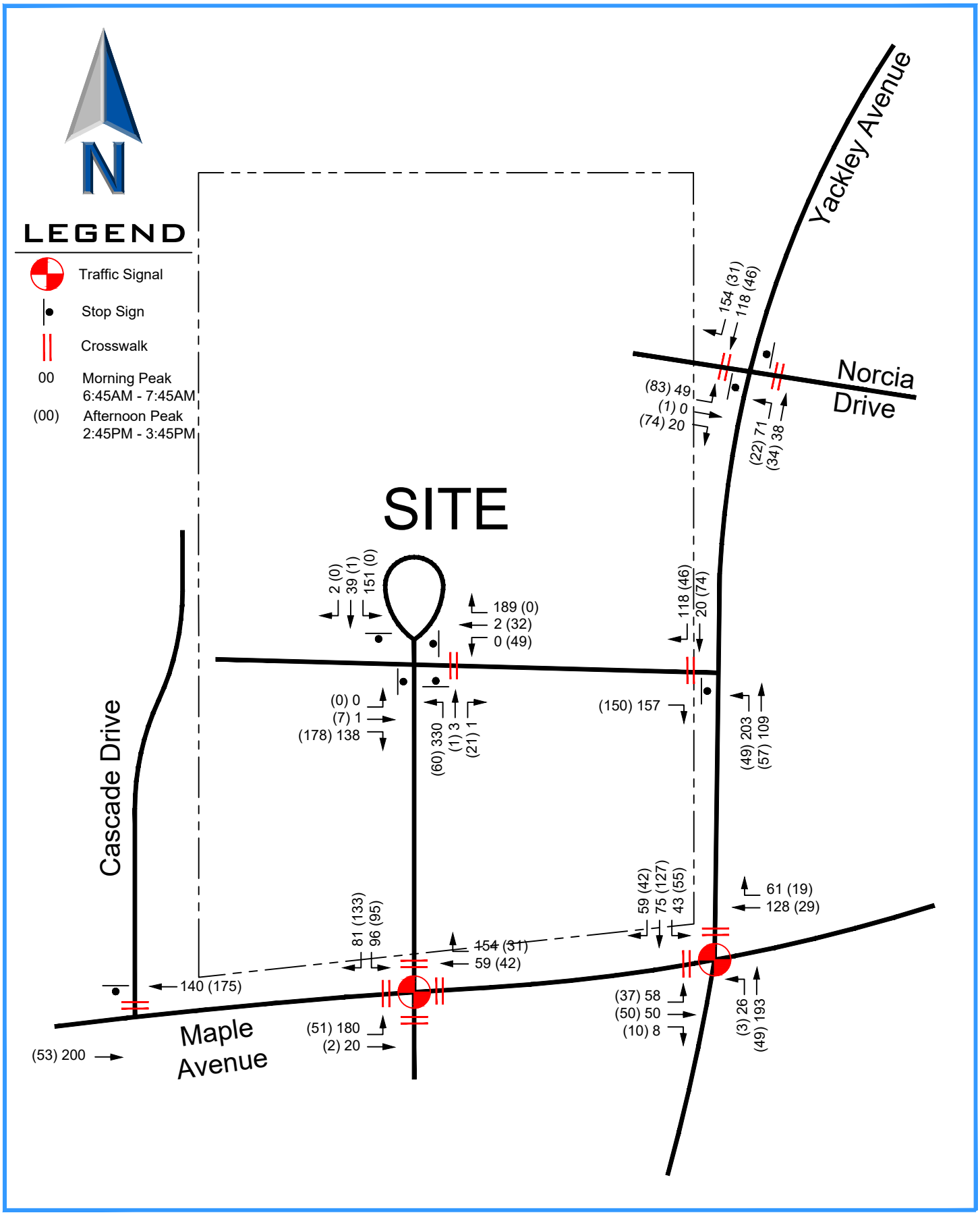
Directional Distribution

Figure 4



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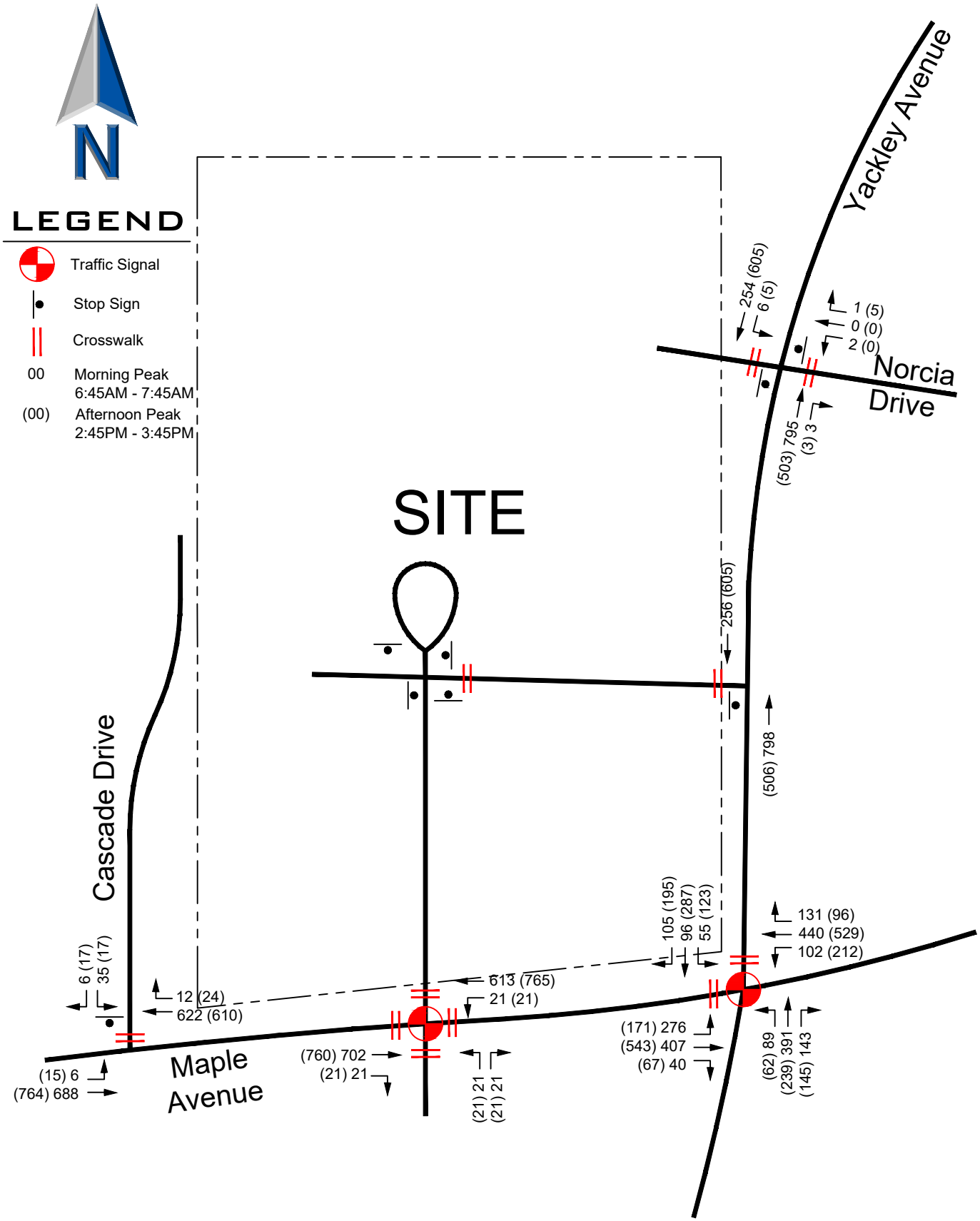
Projected School Traffic Volumes

Figure 5



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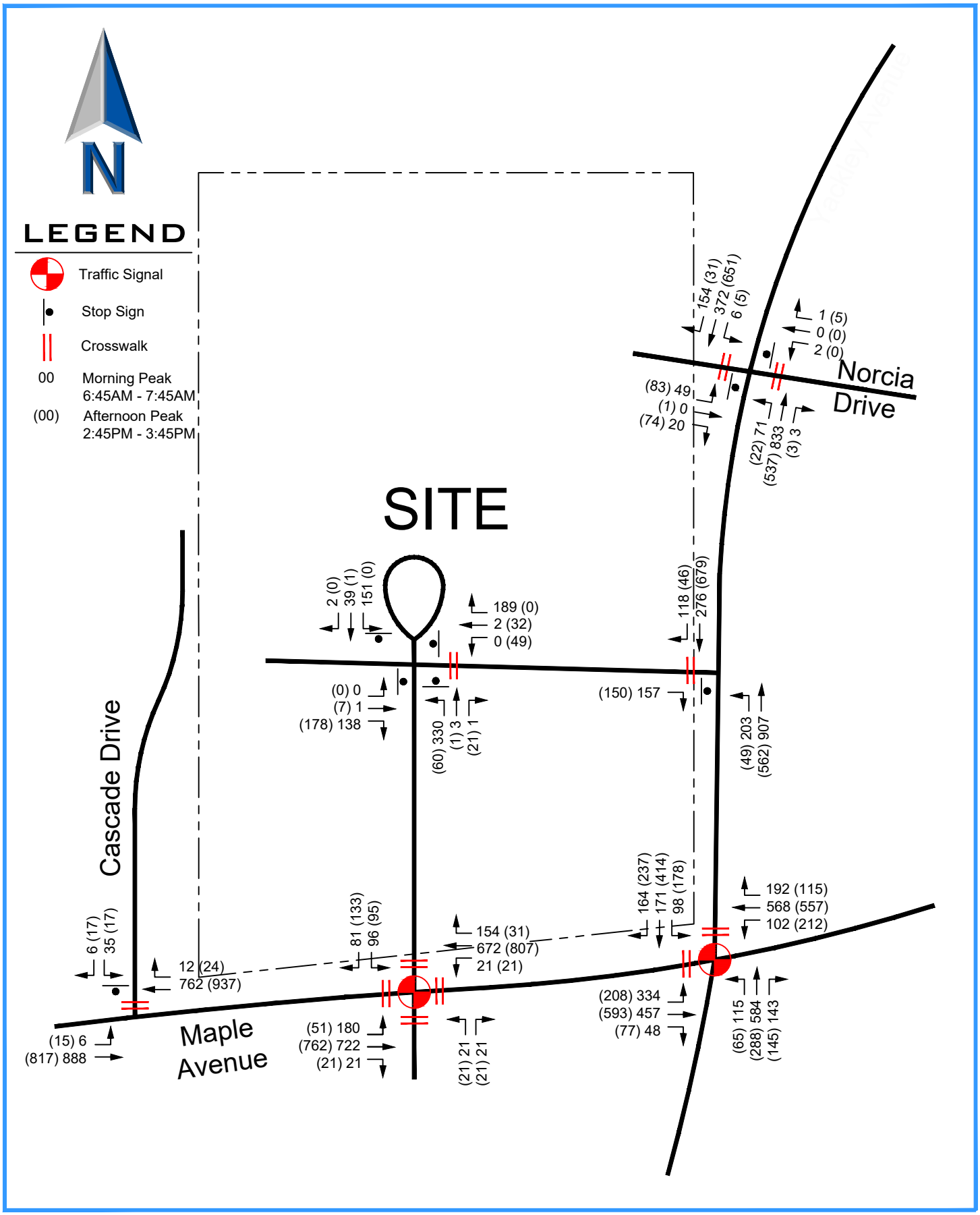
Year 2029 Non-School Traffic Volumes

Figure 6



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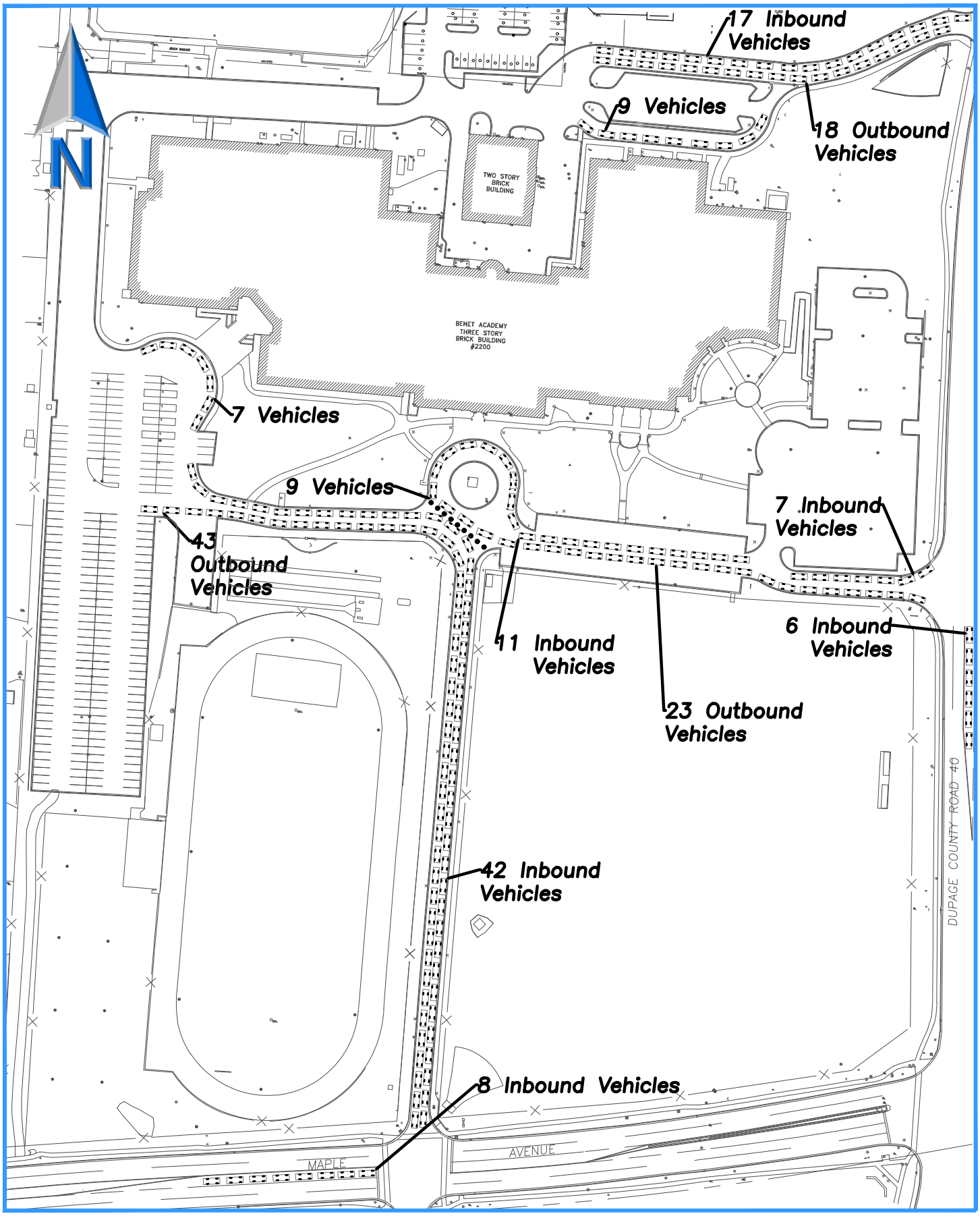
Year 2029 Total Traffic Volumes

Figure 7



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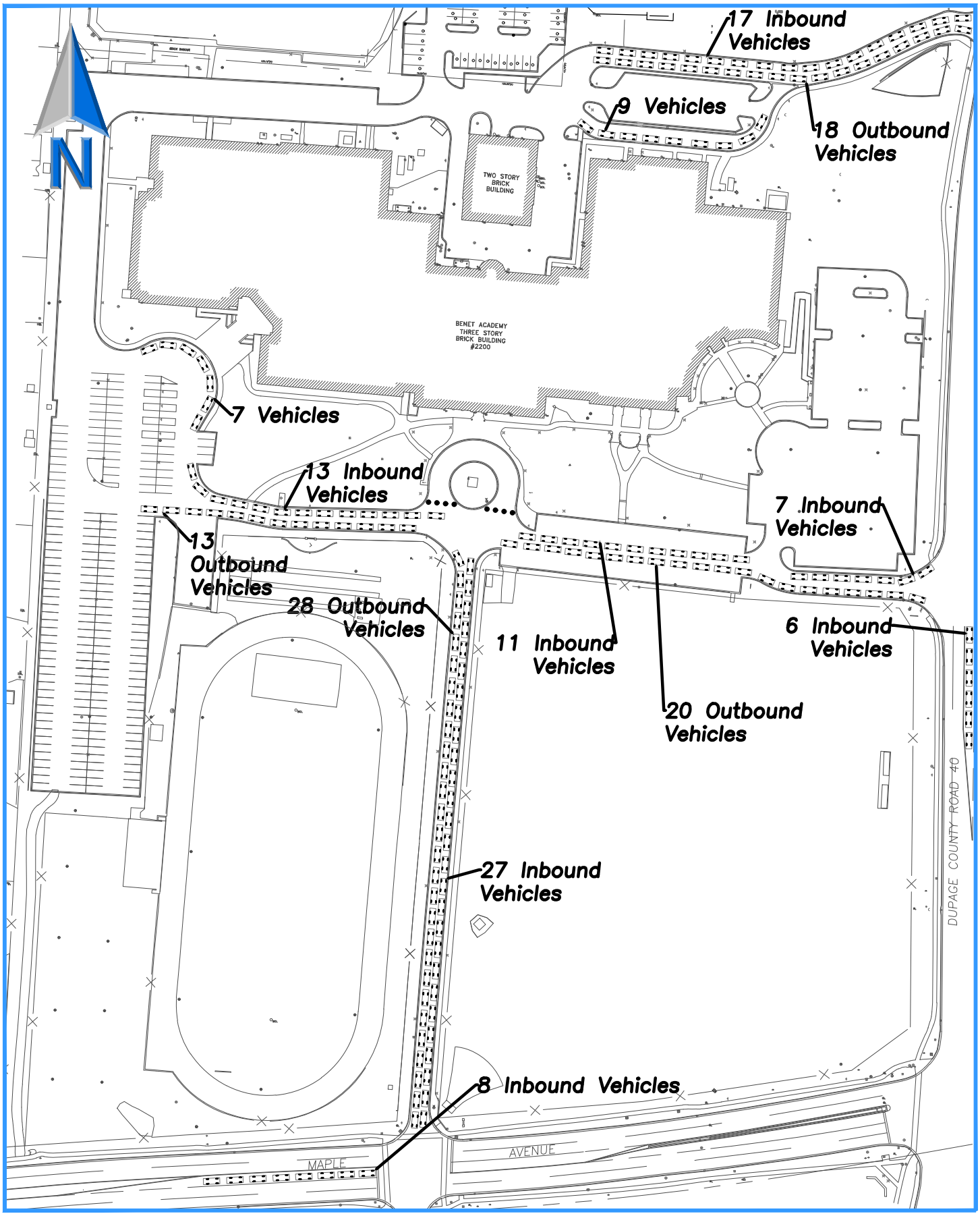
Proposed Morning On-Site Stacking

Figure 8



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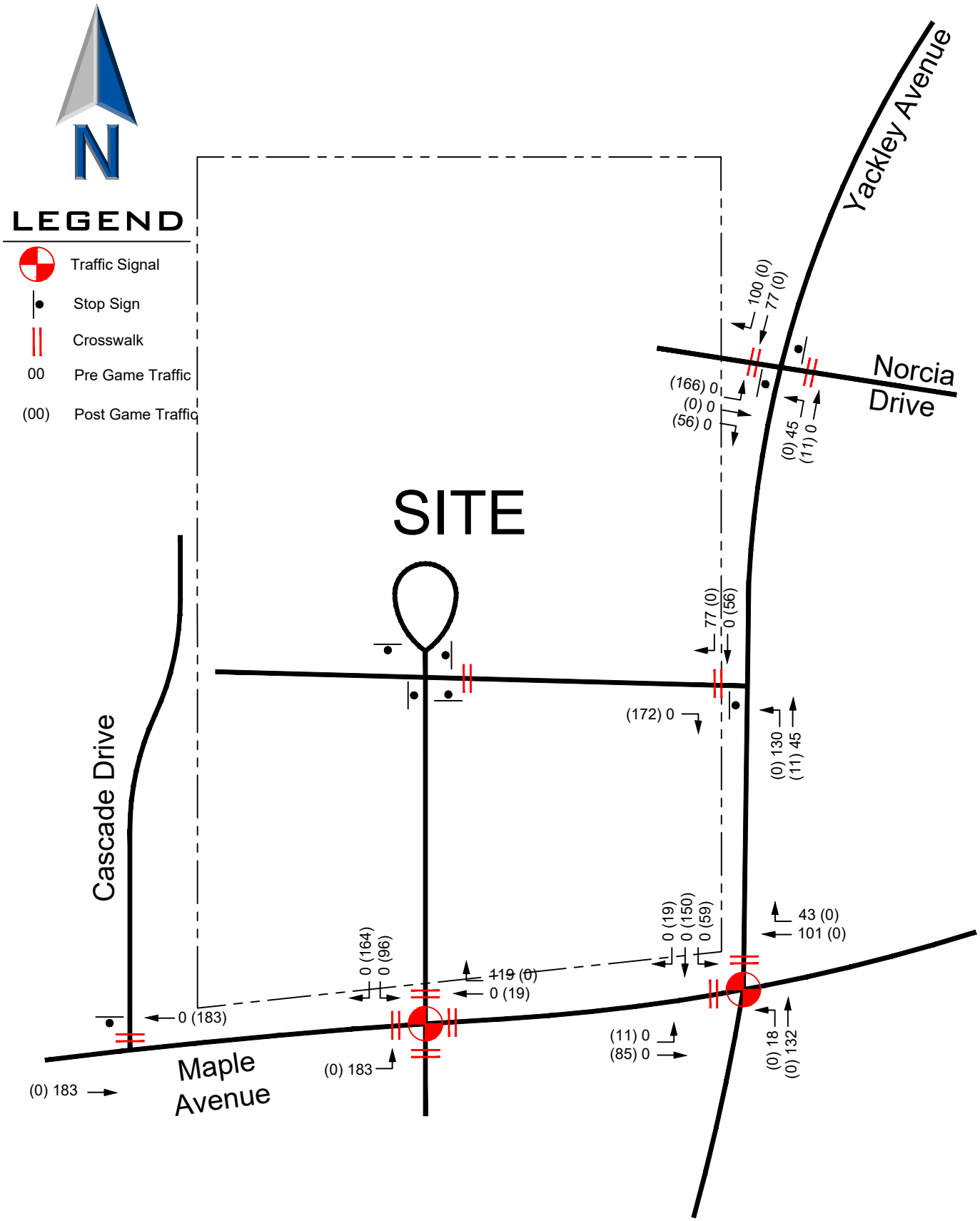
Proposed Afternoon On-Site Stacking

Figure 9



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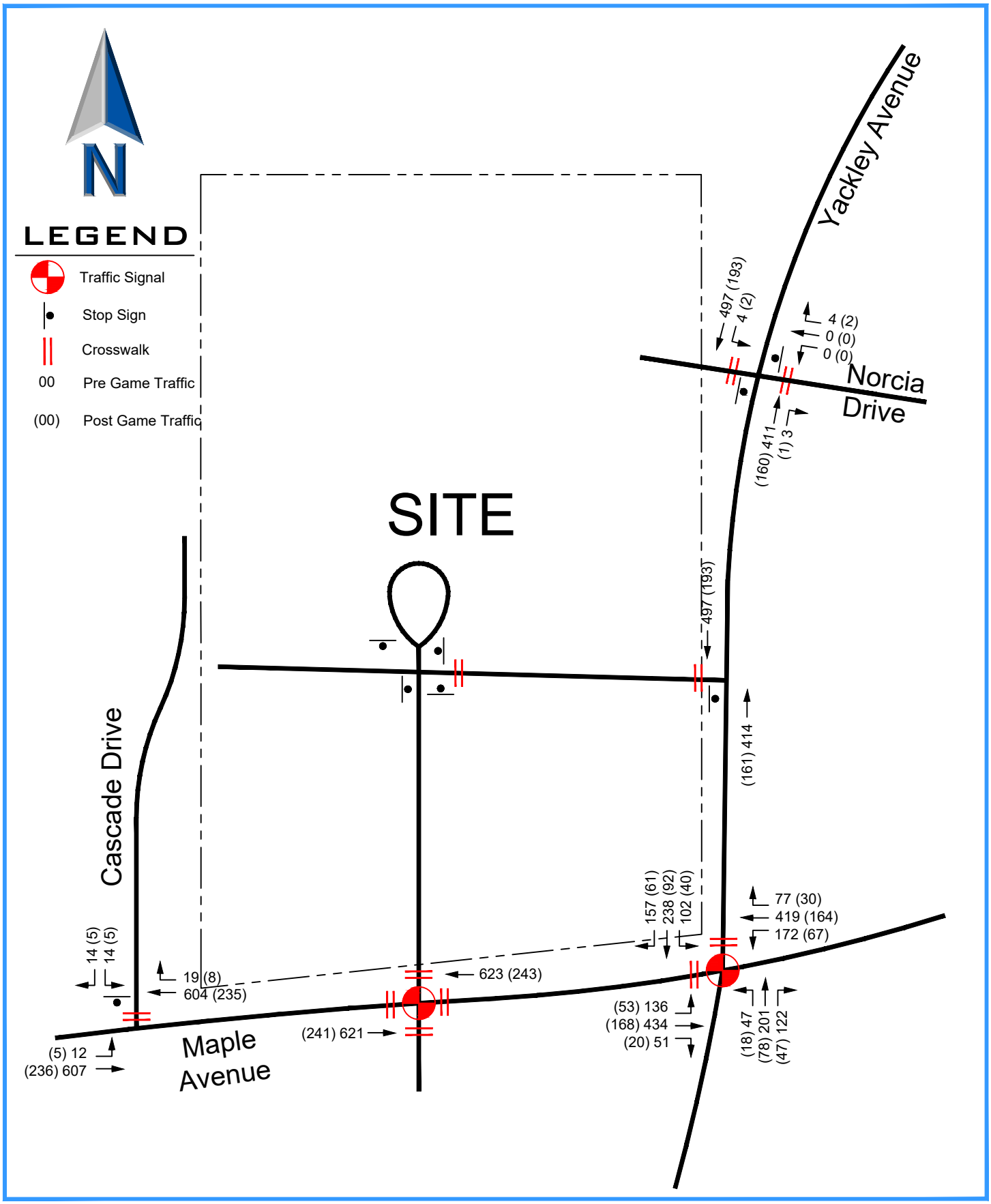
Benet Stadium Traffic Volumes

Figure 10



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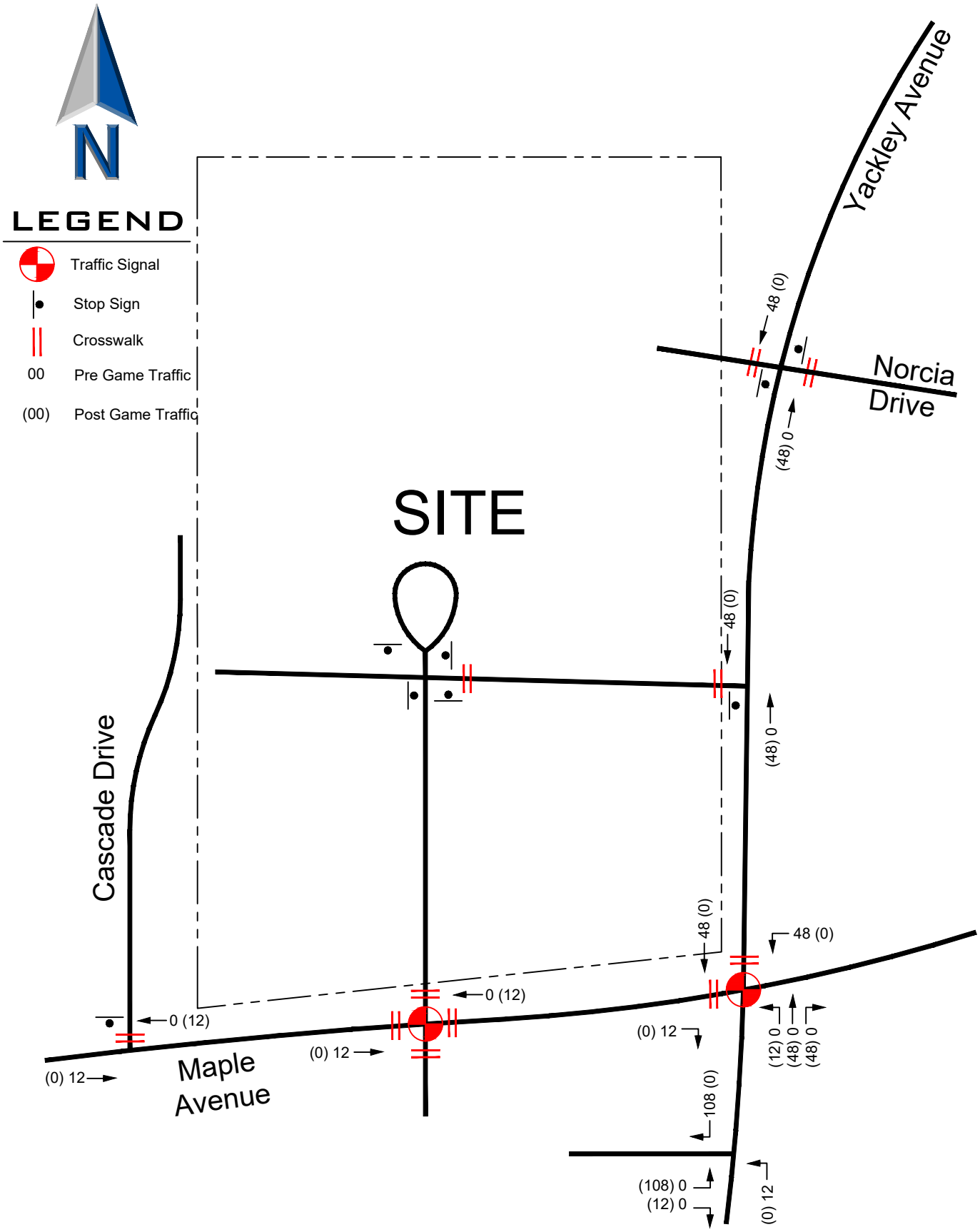
2029 Base Traffic Volumes

Figure 11



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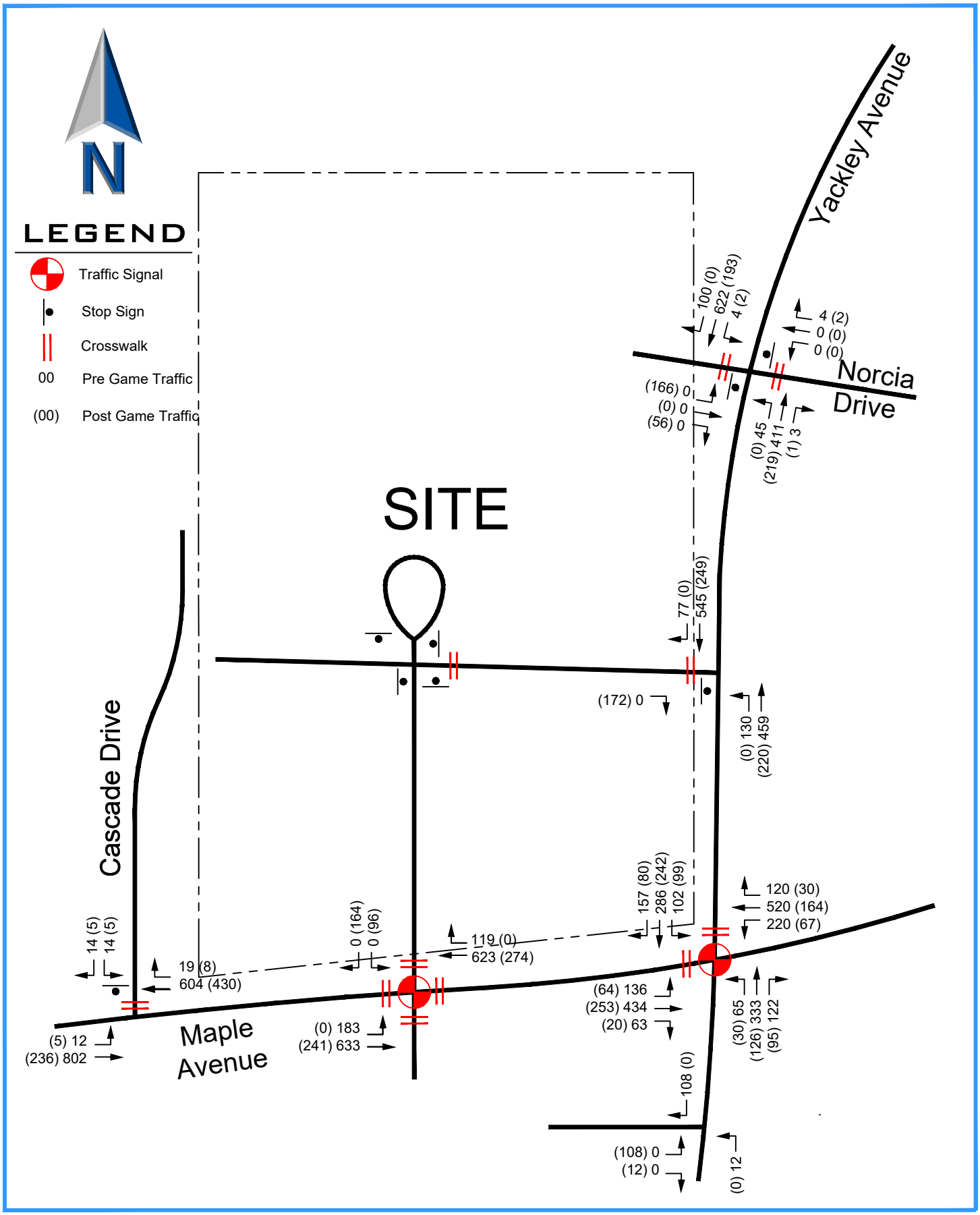
Lisle Football Traffic

Figure 12



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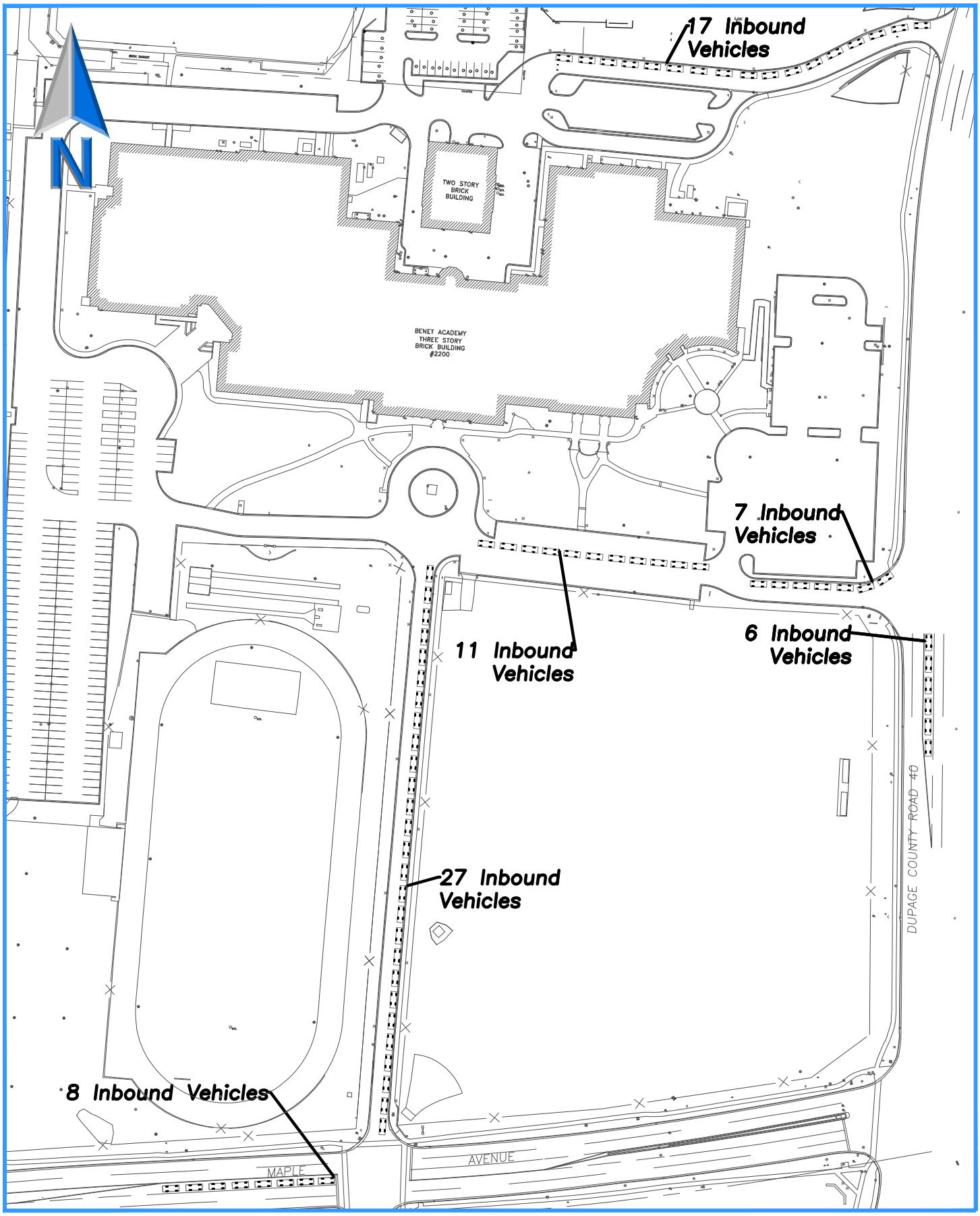
Year 2029 Total Traffic Volumes

Figure 13



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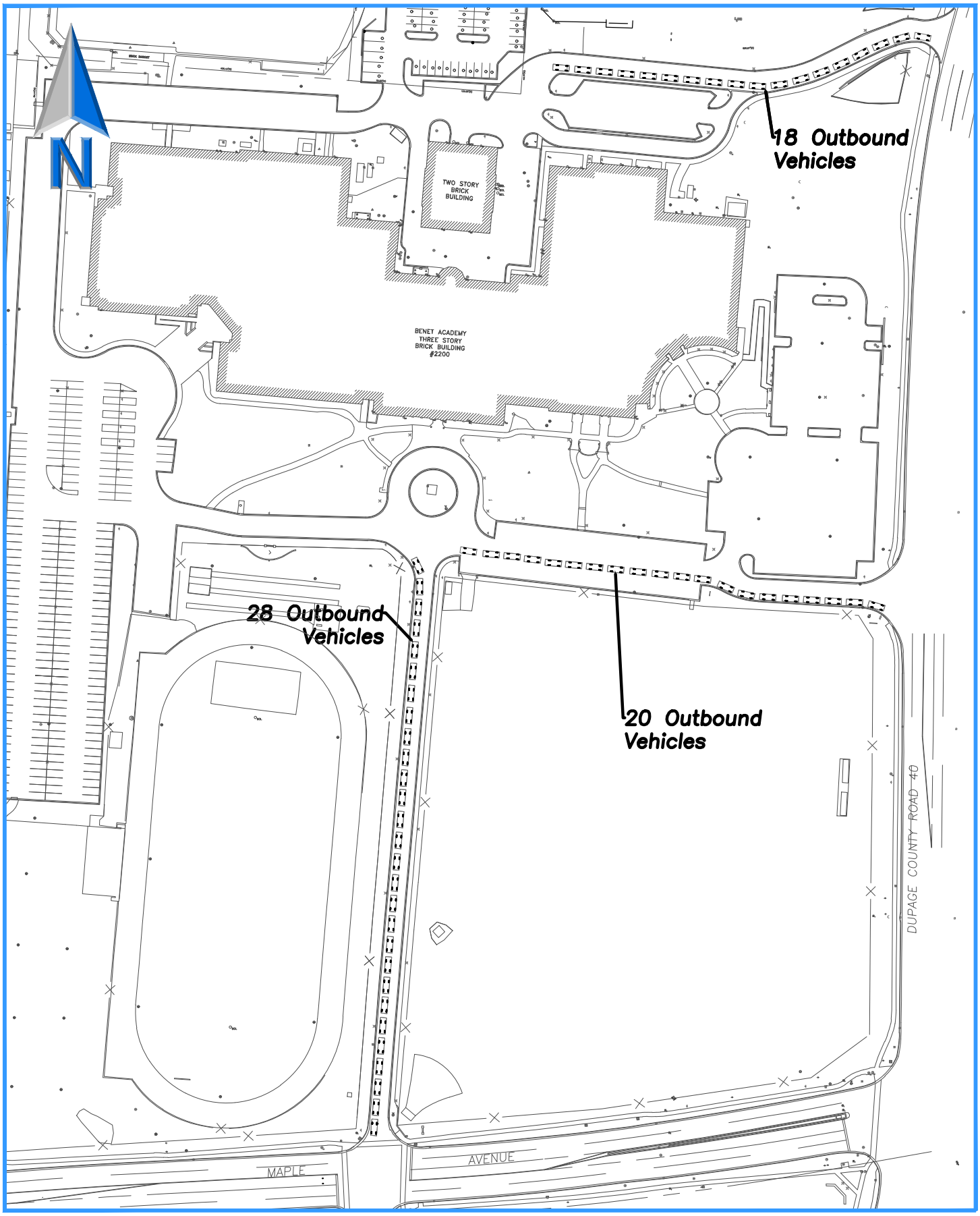
Stadium Arrival

Figure 14



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Stadium Dismissal

Figure 15

ANALYSES

Intersection Capacity Analyses

An intersection's ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic signal or stop sign. Control delay consists of the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A has the best traffic flow and least delay. LOS E represents saturated or at capacity conditions. LOS F experiences oversaturated conditions and extensive delays. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 9**.

Table 9
Level of Service Criteria for Intersections

Level of Service	Description	Control Delay (seconds/vehicle)	
		Signals	Stop Signs
A	Minimal delay and few stops	<10	<10
B	Low delay with more stops	>10-20	>10-15
C	Light congestion	>20-35	>15-25
D	Congestion is more noticeable with longer delays	>35-55	>25-35
E	High delays and number of stops	>55-80	>35-50
F	Unacceptable delays and over capacity	>80	>50

Source: Highway Capacity Manual

Capacity analyses were conducted for each intersection using the computer program SYNCHRO to determine the existing and future operating conditions of the access system. These analyses were performed for the school's peak arrival and dismissal periods. **Table 10** shows the existing and future level of service results for each intersection during the school day**. Table 11** shows the future conditions with the stadium operating at maximum capacity including a Lisle High School game occurring simultaneously. Overall, traffic conditions during two football games operate better than before or after a typical school arrival or dismissal period. Copies of the capacity analysis summaries are included in the **Appendix**.

Yackley Avenue at Maple Avenue

The signalized intersection currently runs at a LOS D in the morning and D in the evening. The intersection will run at a LOS D in the future. The eastbound left-turn lane in the morning peak hour has a vehicle queue of 311 feet exceeding the existing 205-foot storage lane. In the future the queue will be 389-foot. Maple Avenue has a painted median and vehicles turning left can pull out of the thru lane in the taper area. This left-turn lane backs up to the westbound left-turn lane into Benedictine University. The additional school traffic added to the eastbound left-turn movement is only 20 vehicles per hour or one vehicle every 3 minutes.

The intersection operates better at a LOS C before and after an at capacity football game (playoffs) due to the lower background traffic volumes during the early and late evening hours on Maple and Yackley Avenues. Traffic queuing with stadium traffic does not exceed the existing eastbound left-turn storage length.

Maple Avenue at Maple Site Driveway/Benedictine Drive

The signalized intersection will continue to operate well in the school and stadium peak hours. No improvements are proposed.

Yackley Avenue at South Site Driveway

The intersection will see an improved level of service for the eastbound movements. There is currently a left-turn restriction in the afternoon peak hours. The left-turn restriction will be extended into the morning peak hours, 7:15 AM to 8:15 AM and will continue to be enforced during the afternoon peak hour.

Yackley Avenue at Norcia Drive/North Site Driveway

The left-turns onto Yackley Boulevard will continue to run at LOS F in the future which is typical for unsignalized intersection on a busy county or state roadways. No further improvements are recommended.

Internal Circle Drive

The All-Way Stop Controlled intersection functions normally during pick-up hours. At drop-off, the traffic is guided with traffic cones. Eastbound traffic uses the traffic circle then turns back onto the east drive. Northbound traffic is directed left and does not use the traffic circle. The traffic cones prevent any conflicting movements so traffic can move through the intersection quicker.

Table 10
Intersection Level of Service and Delay
Typical Benet Academy School Day

Intersection	Approach	AM Arrival		PM Dismissal	
		2023	2029	2023	2029
Yackley Avenue at Maple Avenue (Traffic Signal)	Intersection	D-39.2	D-41.1	D-36.6	D-38.8
Maple Avenue at Maple Site Drive/ Benedictine Drive (Traffic Signal)	Intersection	B-14.5	B-10.6	B-13.2	B-15.6
Yackley Avenue at South Site Driveway (Two-Way Stop)	NB Left	A-9.1	A-9.2	B-10.3	B-10.5
	EB Left[1]/Right	D-30.5	B-11.1(1)	E-35.5	C-15.4(1)
Yackley Avenue at Norcia Drive/ North Site Driveway (Two-Way Stop)	NB Left	B-14.7	B-14.9	B-13.1	B-13.4
	SB Left	C-18.2	C-18.9	B-10.7	B-10.9
	EB Left/Right	F-100+	F-100+	F-100+	F-100+
	WB Left/Right	F-100+	F-100+	B-12.6	B-12.8
Internal Circle Drive (All-Way Stop)	EB Approach	C-17.8	C-18.4	B-10.4	B-10.1
	WB Approach	C-23.0	C-23.5	A-9.4	A-9.4
	NB Approach	F-100+	F-100+	A-9.8	A-9.8
	SB Approach[2]	D-27.0	C-27.2		
Maple Avenue at Cascade Drive (T-Junction)	EB Left	A-9.5	A-9.6	B-10.4	B-10.6
	SB Left/Right	D-32.1	D-34.5	D-26.5	D-28.7

1) Eastbound left to be prohibited under future conditions.
2) Southbound lanes closed off during afternoon pick-up hours.

Table 11
Intersection Level of Service and Delay
With Benet Academy Stadium at Full Capacity
With a Lisle High School Game at Benedictine University

Intersection	Approach	2029	
		6-7 PM	9-10 PM
Yackley Avenue at Maple Avenue (Traffic Signal)	Intersection	C – 34.5	C – 30.7
Maple Avenue at Maple Site Drive/ Benedictine Drive (Traffic Signal)	Intersection	A – 1.0	B – 17.1
Yackley Avenue at South Site Driveway (Two-Way Stop)	NB Left	B – 10.6	A – 0.0
	EB Left[1]/Right	A – 0.0	B – 10.7
Yackley Avenue at Norcia Drive/ North Site Driveway (Two-Way Stop)	NB Left	C – 15.3	A – 0.0
	SB Left	A – 9.7	A – 8 .3
	EB Left/Right	A – 0.0	F – 100.0+
	WB Left/Right	B – 11.4	A – 9.7
Maple Avenue at Cascade Drive (T-Junction)	EB Left	A – 9.0	A – 8.3
	SB Left/Right	C – 17.8	B – 11.7

On-site Traffic Circulation

The school primarily uses three driveways for student drop-off/pick-up. In the morning, the internal circle drive has traffic cones restricting conflicting movements. Westbound traffic from Yackley Avenue is forced through the circle and exit at the same east drive off Yackley Avenue. There are currently no left-turn restrictions in the morning for eastbound traffic onto Yackley Avenue. Vehicles using the south drive off Maple Avenue are forced left at the circle with the traffic cones in the morning and exit at the same signalized intersection off Maple Avenue. Buses and parents also use the northeast entrance off Yackley Avenue for drop-offs. Parents circle through the parking lot at the north end and exit at the same entrance. Buses wrapped around the powerhouse in the morning and afternoon. During pick-up, the three driveways were also utilized. In the afternoon there are no traffic cones at the internal circle so drivers can utilize any exit. There is a posted sign at the eastern exit prohibiting left-turns onto Yackley Avenue from 2:30 PM to 3:30 PM.

Parking

The existing on-site parking supply provides a total of 666 parking spaces including 17 accessible spaces. Parking counts were conducted in May 2022 showing a total of 629 vehicles parked occupying 94% of the available spaces. **Table 12** summarizes the parking inventory and survey by lot. The St. Scholastica Fields lot is used by students for parking during the school day.

Table 12
Benet Academy Existing Parking Inventory and Survey

Lot	Parking Inventory			Parking Survey (5/10/2023)	
	Standard	Accessible	Total	Vehicles	Occupancy
North	147	3	150	146	97%
East	138	3	141	135	96%
South	54	0	54	47	85%
West	238	8	246	235	96%
St. Scholastica Fields	72	3	75	66	88%
Total	**649**	**17**	**666**	**629**	**94%**

With the proposed changes to the campus, the number of parking spaces will decrease from 666 spaces to 650 spaces (-16).

National parking data is available from the Institute of Transportation Engineers (ITE) in their publication *Parking Generation*, 5th Edition for Kindergarten through 12th grade Private Schools (Land Use Code 536). The peak demand in the ITE data was 0.35 spaces per student (1,238 students) or 433 spaces. Based on the ITE and school parking data, the proposed 650 parking spaces will adequately serve the school's needs. Fifteen accessible stalls are required, and 20 spaces are provided. Thirty-three bike parking spaces should be provided on-site.

Stadium Parking

The home bleachers will have the capacity for 2,000 persons and a future 300-person visitor bleachers is proposed for a total capacity of 2,300 persons. The Lisle Zoning Code requires 0.25 parking spaces per person based on maximum occupancy for assembly and entertainment uses. For 2,300 seats, 575 parking spaces are required which is 88% of the 650 on-campus spaces provided. The 650 spaces provide one parking space for every 3.5 persons. Please note that football parking generally occurs after school or during the weekend.

Benet Academy reviewed their attendance data for home football games at Benedictine University and found the typical attendance of 1,200 persons which would use 300 spaces. The next highest parking generator is soccer games typically generates about 250 persons in attendance requiring 63 spaces.

SUMMARY

This report summarizes the results of the traffic and parking study for Benet Academy in Lisle, Illinois. The following recommendations were developed:

1. The stadium renovation project at Benet Academy parking will not materially impact day to day school traffic operations and will not adversely impact the level-of-service of study area intersections.
2. Left turns onto Yackley Avenue should be restricted from 7:15 AM to 8:15 AM and will continue to be enforced during the afternoon peak hour at the south school drive.
3. Overall, traffic conditions during two football games operate better than a typical school arrival or dismissal period.
4. The proposed 650 parking spaces will be adequate to serve the projected 1,238 students and 117 staff on a school day.
5. The seating capacity of 2,300 seats for the football stadium meets the village code requirement of 575 spaces within the 650 on-campus spaces.

Appendix

- **Existing 2023 Traffic Counts**
- **CMAP Growth Letter**
- **Intersection Capacity Analyses**
    - **2023 Existing Conditions**
    - **2029 Total Traffic Volumes**
- **IDOT Crash Data**
- **DuDOT Traffic Count**

Maple Avenue at South Site Drive

Lisle, Illinois															
	South Site Drive Southbound			Maple Avenue Westbound			South Site Drive Northbound			Maple Avenue Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Tuesday April 11, 2023														
6:30 AM	1	0	0	2	0	0	0	0	0	0	0	2	5	332	0.42
6:45 AM	2	0	2	9	0	0	0	0	0	0	0	9	22	467	0.60
7:00 AM	19	0	8	36	0	0	0	0	0	0	0	46	109	452	0.58
7:15 AM	32	0	23	70	0	0	0	0	0	0	0	71	196	**346**	**0.44**
7:30 AM	23	0	25	38	0	0	0	0	0	0	0	54	140	153	0.27
7:45 AM	4	0	1	0	0	0	0	0	0	0	0	2	7		
8:00 AM	0	0	1	1	0	0	0	0	0	0	0	1	3		
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	2	3		
Total	81	0	61	156	0	0	0	0	0	0	0	187			
6:45-7:45 AM	**76**	**0**	**58**	**153**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**180**	**467**		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	74	0.46
2:15 PM	19	0	6	9	0	0	0	0	0	0	0	6	40	199	0.40
2:30 PM	4	0	0	6	0	0	0	0	0	0	0	5	15	**209**	**0.42**
2:45 PM	0	0	1	8	0	0	0	0	0	0	0	10	19	224	0.45
3:00 PM	70	0	35	8	0	0	0	0	0	0	0	12	125	227	0.45
3:15 PM	24	0	6	7	0	0	0	0	0	0	0	13	50		
3:30 PM	13	0	6	4	0	0	0	0	0	0	0	7	30		
3:45 PM	9	0	1	7	0	0	0	0	0	0	0	5	22		
Total	139	0	55	49	0	0	0	0	0	0	0	0			
2:45-3:45 PM	**107**	**0**	**48**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**	**224**		

Yackley Avenue at East Site Drive

Lisle, Illinois												
	Yackley Avenue Southbound			Yackley Avenue Northbound			East Site Drive Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn			
	Wednesday April 12, 2023											
6:30 AM	3	30	0	0	104	0	0	0	0	137	1186	0.58
6:45 AM	5	41	0	0	142	18	6	0	2	214	1577	0.75
7:00 AM	21	60	0	0	194	35	6	0	9	325	1738	0.82
7:15 AM	41	83	0	0	250	79	51	0	6	510	**1807**	**0.86**
7:30 AM	51	81	0	0	256	71	56	0	13	528	1614	0.76
7:45 AM	0	72	0	0	300	1	1	0	1	375		
8:00 AM	2	56	0	0	332	2	1	0	1	394		
8:15 AM	2	78	0	0	234	2	1	0	0	317		
Total	125	501	0	0	1812	208	122	0	32			
6:45-7:45 AM	**118**	**265**	**0**	**0**	**842**	**203**	**119**	**0**	**30**	**1577**		
2:00 PM	5	110	0	0	80	2	0	0	1	198	938	0.83
2:15 PM	2	114	0	0	78	2	9	0	10	215	1174	0.68
2:30 PM	4	127	0	0	91	7	8	0	4	241	**1339**	**0.77**
2:45 PM	10	127	0	0	125	14	7	0	1	284	1439	0.83
3:00 PM	14	187	0	0	134	5	85	0	9	434	1472	0.85
3:15 PM	15	152	0	0	143	19	40	0	11	380		
3:30 PM	7	193	0	0	102	7	18	0	14	341		
3:45 PM	6	194	0	0	100	3	8	0	6	317		
Total	63	1204	0	0	853	59	0	0	0			
2:45-3:45 PM	**46**	**659**	**0**	**0**	**504**	**45**	**150**	**0**	**35**	**1439**		

Yackley Avenue at Maple Avenue

Lisle, Illinois															
	Yackley Avenue Southbound			Maple Avenue Westbound			Yackley Avenue Northbound			Maple Avenue Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Tuesday April 11, 2023														
6:30 AM	11	20	0	9	73	11	35	91	16	5	76	22	369	2191	0.66
6:45 AM	18	17	7	20	92	19	28	82	10	4	62	39	398	2750	0.74
7:00 AM	37	23	12	36	97	9	40	120	31	8	110	72	595	3132	0.84
7:15 AM	47	43	23	72	173	27	27	161	49	15	122	70	829	**3182**	**0.86**
7:30 AM	40	60	45	54	174	42	46	204	19	15	136	93	928	2968	0.80
7:45 AM	27	48	14	13	130	41	58	222	13	18	135	61	780		
8:00 AM	19	39	14	19	87	28	52	166	13	17	125	66	645		
8:15 AM	29	56	14	18	112	26	29	148	14	6	116	47	615		
Total	228	306	129	241	938	203	315	1194	165	88	882	470			
6:45-7:45 AM	**142**	**143**	**87**	**182**	**536**	**97**	**141**	**567**	**109**	**42**	**430**	**274**	**2750**		
2:00 PM	44	73	11	15	134	36	34	56	12	14	98	21	548	2288	0.88
2:15 PM	44	81	35	16	125	50	25	57	8	7	90	22	560	2567	0.78
2:30 PM	39	72	12	16	108	44	31	43	17	8	116	26	532	**2701**	**0.82**
2:45 PM	44	68	17	25	114	34	50	57	19	14	161	45	648	2779	0.84
3:00 PM	67	105	78	28	143	51	44	77	13	20	148	53	827	2830	0.86
3:15 PM	55	97	35	31	145	65	27	65	16	20	119	19	694		
3:30 PM	43	104	31	15	115	52	22	51	11	16	120	30	610		
3:45 PM	40	132	31	19	169	53	43	42	14	12	113	31	699		
Total	376	732	250	165	1053	385	276	448	110	0	0	0			
2:45-3:45 PM	**209**	**374**	**161**	**99**	**517**	**202**	**143**	**250**	**59**	**70**	**548**	**147**	**2779**		

Yackley Avenue at Norcia Drive and Northeast Site Drive

Lisle, Illinois															
	Yackley Avenue Southbound			Norcia Drive Westbound			Yackley Avenue Northbound			Northeast Site Drive Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Wednesday April 12, 2023														
6:30 AM	3	0	1	2	0	0	1	0	12	0	0	0	19	261	0.44
6:45 AM	8	0	1	0	0	0	1	0	0	2	0	4	16	306	0.52
7:00 AM	41	0	3	0	0	0	1	0	20	4	0	10	79	303	0.52
7:15 AM	76	0	1	0	0	0	1	0	41	8	0	20	147	**243**	**0.41**
7:30 AM	29	0	1	1	0	2	0	0	10	6	0	15	64	104	0.41
7:45 AM	2	0	4	1	0	0	0	0	1	1	1	3	13		
8:00 AM	2	0	5	7	0	0	1	0	3	0	0	1	19		
8:15 AM	1	0	1	5	0	0	0	0	0	1	0	0	8		
Total	162	0	17	16	0	2	5	0	87	22	1	53			
6:45-7:45 AM	**154**	**0**	**6**	**1**	**0**	**2**	**3**	**0**	**71**	**20**	**0**	**49**	**306**		
2:00 PM	0	0	5	7	0	1	0	0	0	2	0	0	15	103	0.61
2:15 PM	2	0	0	3	0	0	0	0	0	10	0	11	26	198	0.45
2:30 PM	4	0	3	5	0	0	2	0	1	3	0	2	20	**212**	**0.48**
2:45 PM	12	0	2	2	0	0	2	0	7	9	0	8	42	223	0.51
3:00 PM	7	0	1	0	0	0	0	0	12	42	0	48	110	206	0.47
3:15 PM	5	0	1	1	0	0	1	0	2	14	0	16	40		
3:30 PM	7	0	1	2	0	0	0	0	1	9	1	10	31		
3:45 PM	4	0	3	7	0	0	3	0	3	3	0	2	25		
Total	41	0	16	27	0	1	8	0	26	0	0	0			
2:45-3:45 PM	**31**	**0**	**5**	**5**	**0**	**0**	**3**	**0**	**22**	**74**	**1**	**82**	**223**		

East Site Drive at South Site Drive

Lisle, Illinois															
	South Site Drive Southbound			East Site Drive Westbound			South Site Drive Northbound			East Site Drive Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Thursday April 13, 2023														
6:30 AM	0	1	0	1	0	0	0	0	6	0	0	0	8	411	0.39
6:45 AM	0	0	2	2	1	0	1	0	16	9	1	0	32	**711**	**0.58**
7:00 AM	0	0	14	17	1	0	0	2	58	16	0	0	108	698	0.57
7:15 AM	1	1	38	40	0	0	0	0	142	41	0	0	263	604	0.49
7:30 AM	1	0	68	63	0	0	0	1	114	61	0	0	308	342	0.28
7:45 AM	0	1	0	0	3	1	1	0	8	5	0	0	19		
8:00 AM	0	0	0	0	1	0	0	0	6	5	2	0	14		
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1		
Total	2	3	122	123	6	1	3	3	350	137	3	0			
6:45-7:45 AM	**2**	**1**	**122**	**122**	**2**	**0**	**1**	**3**	**330**	**127**	**1**	**0**	**711**		
2:00 PM	0	0	0	1	4	1	0	0	0	6	5	0	17	141	0.73
2:15 PM	1	3	4	1	4	5	0	5	10	9	6	0	48	290	0.44
2:30 PM	0	0	0	0	4	0	6	0	14	7	4	0	35	313	0.47
2:45 PM	0	1	0	0	3	2	0	1	15	10	9	0	41	**321**	**0.48**
3:00 PM	0	0	0	0	2	16	12	0	21	95	20	0	166	338	0.51
3:15 PM	0	0	0	0	11	8	6	0	12	26	8	0	71		
3:30 PM	0	0	0	0	5	8	3	0	10	12	5	0	43		
3:45 PM	0	0	0	0	10	5	5	0	16	14	8	0	58		
Total	1	4	4	2	43	45	32	6	98	0	0	0			
2:45-3:45 PM	**0**	**1**	**0**	**0**	**21**	**34**	**21**	**1**	**58**	**143**	**42**	**0**	**321**		

Maple Avenue at Cascade Drive

Lisle, Illinois

Begin Time	South Site Drive Southbound		Maple Avenue Westbound		Maple Avenue Eastbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Right Turn	Left Turn	Right Turn	Through	Through	Left Turn			
	Wednesday April 24, 2024								
6:45 AM	1	6	2			1	10	55	0.69
7:00 AM	0	6	1			1	8		
7:15 AM	4	11	1			1	17		
7:30 AM	0	11	7			2	20		
Total	5	34	11			5			
6:45-7:45 AM	**5**	**34**	**11**			**5**	**55**		
	Wednesday April 24, 2024								
2:45 PM	3	5	8			4	20	69	0.86
3:00 PM	7	0	5			8	20		
3:15 PM	5	6	6			1	18		
3:30 PM	1	5	4			1	11		
Total	16	16	23			0			
2:45-3:45 PM	**16**	**16**	**23**			**14**	**69**		

Cascade Drive at Maple Avenue, Lisle, Illinois Cloudy 40 degrees F

Wednesday April 24, 2024 6:45-7:45 AM

		VOLUMES					VEHICLS QUEUED			
22 sec.	**Eastbound**	**Southbound**		**Westbound**		**Eastbound**	**Southbound**		**Westbound**	
Interval	**LEFT**	**RIGHT**	**LEFT**	**RIGHT**	**PEDS**	**LEFT**	**RIGHT**	**LEFT**	**RIGHT**	
1										6:45 AM
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										
16										
17			1					1		
18										
19										
20										
21										
22										
23			1	1				1		
24										
25					1					
26			1					1		
27										
28	1		1	1		1		1		
29										
30										
31		1					1			
32										
33										
34										
35										
36										
37										
38			1					1		
39										
40										
41			1					1		
42										7:00 AM
43										
44										
45										
46			1					1		
47										
48	1					1				
49										
50										

Cascade Drive at Maple Avenue, Lisle, Illinois Cloudy 40 degrees F

Wednesday April 24, 2024 6:45-7:45 AM

		VOLUMES					VEHICLS QUEUED		
22 sec.	**Eastbound**	**Southbound**		**Westbound**		**Eastbound**	**Southbound**		**Westbound**
Interval	**LEFT**	**RIGHT**	**LEFT**	**RIGHT**	**PEDS**	**LEFT**	**RIGHT**	**LEFT**	**RIGHT**
51									
52									
53									
54									
55									
56									
57			1	1				1	
58									
59									
60									
61			1					1	
62									
63									
64									
65			1					1	
66									
67									
68									
69									
70									
71									
72									
73									
74			1					1	
75									
76									
77									
78									
79									
80			1					1	
81					2				
82									
83										7:15 AM
84					1				
85									
86					2				
87			1		3			1	
88									
89									
90			1					1	
91									
92		1					1		
93							1		
94		1					2		
95					2				
96			1		2			1	
97									
98									
99									
100									

Cascade Drive at Maple Avenue, Lisle, Illinois Cloudy 40 degrees F

Wednesday April 24, 2024 6:45-7:45 AM

		VOLUMES					VEHICLS QUEUED		
22 sec.	**Eastbound**	**Southbound**		**Westbound**		**Eastbound**	**Southbound**		**Westbound**
Interval	**LEFT**	**RIGHT**	**LEFT**	**RIGHT**	**PEDS**	**LEFT**	**RIGHT**	**LEFT**	**RIGHT**
101									
102			1					1	
103		1		1	2		1	1	
104					3		1	1	
105		1			2			1	
106									
107			1		4			1	
108								1	
109					1				
110			1					1	
111					1				
112	1					1			
113					3				
114			1					1	
115			1		1			1	
116								1	
117									
118									
119			1		5			1	
120								1	
121					2				
122			2		4			2	
123									
124										7:30 PM
125									
126					1				
127			1					1	
128					2				
129									
130					4				
131				1					
132			2					2	
133					1				
134									
135					2				
136									
137			1					1	
138					3				
139			1	1	3			1	
140					1			1	
141									
142			1	1	1			1	
143			1					2	
144					2			2	
145								1	
146								1	
147			1					1	
148									
149				2					
150									

Cascade Drive at Maple Avenue, Lisle, Illinois Cloudy 40 degrees F

Wednesday April 24, 2024 6:45-7:45 AM

		VOLUMES					VEHICLS QUEUED		
22 sec.	**Eastbound**	**Southbound**		**Westbound**		**Eastbound**	**Southbound**		**Westbound**
Interval	**LEFT**	**RIGHT**	**LEFT**	**RIGHT**	**PEDS**	**LEFT**	**RIGHT**	**LEFT**	**RIGHT**
151					2				
152			1		2			1	
153	1		1			1		1	
154									
155									
156									
157	1					1			
158									
159				1					
160									
161			1					1	
162				1					
163									
164									
Totals	**5**	**5**	**34**	**11**	**65**	**5**	**7**	**46**	**0**
6:45 AM	1	1	6	2	1	1	1	6	0
7:00 AM	1	0	6	1	2	1	0	6	0
7:15 AM	1	4	11	1	38	1	6	17	0
7:30 AM	2	0	11	7	24	2	0	17	0
	5	**5**	**34**	**11**	**65**	**5**	**7**	**46**	**0**

No. of Intervals with Queueing	5	6	42
Percent of Intervals Occupied	3.05%	3.66%	25.61%
Stop Delay (sec)	110	154	1012
Volume	5	5	34
Stop Delay per Vehicle (sec)	22.0	30.8	29.8
Total Delay (x1.3)	28.6	40.0	38.7
Level of Service	D	E	E

Cascade Drive at Maple Avenue, Lisle, Illinois Cloudy 40 degrees F

Wednesday April 24, 2024 2:45-3:34 PM

		VOLUMES					VEHICLS QUEUED			
22 sec.	**Eastbound**	**Southbound**		**Westbound**		**Eastbound**	**Southbound**		**Westbound**	
Interval	**LEFT**	**RIGHT**	**LEFT**	**RIGHT**	**PEDS**	**LEFT**	**RIGHT**	**LEFT**	**RIGHT**	
1										2:45 PM
2	1			1		1				
3										
4										
5										
6										
7				1						
8										
9										
10										
11		1					1			
12				2			1			
13										
14				1						
15										
16	1					1				
17										
18										
19										
20										
21			3					3		
22								3		
23								2		
24								1		
25	1		1	1		1		1		
26		1					1			
27				1						
28										
29										
30										
31	1					1				
32										
33				1						
34										
35										
36										
37										
38										
39										
40										
41		1	1				1	1		
42		1					1	1		3:00 PM
43				1						
44										
45	1					1				
46				1						
47										
48										
49										
50					1					

Cascade Drive at Maple Avenue, Lisle, Illinois Cloudy 40 degrees F

Wednesday April 24, 2024 2:45-3:34 PM

		VOLUMES					VEHICLS QUEUED		
22 sec.	**Eastbound**	**Southbound**		**Westbound**		**Eastbound**	**Southbound**		**Westbound**
Interval	**LEFT**	**RIGHT**	**LEFT**	**RIGHT**	**PEDS**	**LEFT**	**RIGHT**	**LEFT**	**RIGHT**
51	1	1				1	1		
52					1				
53									
54					3				
55					1				
56					1				
57					2				
58	1				2	1			
59						1			
60									
61		1			1		1		
62									
63					10				
64	2	1			5	2	1		
65					5				
66		1			2		1		
67					5				
68	2					2			
69	1			1	2	1			
70		1			4	1	1		
71					1				
72				1	2				
73									
74									
75									
76									
77									
78									
79		1					1		
80					1				
81									
82				1	5				
83					1					3:15 PM
84					4				
85									
86									
87					3				
88									
89					1				
90					1				
91				1					
92		1					1		
93									
94									
95			1	1	4			1	
96		1		1	4		1		
97									
98		1					1		
99					5				
100			1		2			1	

Cascade Drive at Maple Avenue, Lisle, Illinois Cloudy 40 degrees F

Wednesday April 24, 2024 2:45-3:34 PM

		VOLUMES					VEHICLS QUEUED		
22 sec.	**Eastbound**	**Southbound**		**Westbound**		**Eastbound**	**Southbound**		**Westbound**
Interval	**LEFT**	**RIGHT**	**LEFT**	**RIGHT**	**PEDS**	**LEFT**	**RIGHT**	**LEFT**	**RIGHT**
101				1					
102									
103					2				
104					1				
105					2				
106	1	1	1			1	1	1	
107					2				
108		1	1				1	1	
109				1					
110									
111									
112									
113									
114									
115									
116			1					1	
117			1					2	
118									
119				1					
120									
121									
122									
123									
124										3:30 PM
125				1					
126					4				
127					9				
128									
129					2				
130									
131									
132									
133									
134			1					1	
135									
136					2				
137					1				
138				1					
139									
140		1					1		
141			1					1	
142									
143					4				
144									
145									
146									
147				1					
148									
149			1		1			1	
150									

Cascade Drive at Maple Avenue, Lisle, Illinois Cloudy 40 degrees F

Wednesday April 24, 2024 2:45-3:34 PM

		VOLUMES					VEHICLS QUEUED		
22 sec.	**Eastbound**	**Southbound**		**Westbound**		**Eastbound**	**Southbound**		**Westbound**
Interval	**LEFT**	**RIGHT**	**LEFT**	**RIGHT**	**PEDS**	**LEFT**	**RIGHT**	**LEFT**	**RIGHT**
151									
152			1					1	
153					2				
154									
155									
156									
157									
158									
159	1					1			
160				1					
161									
162									
163			1					1	
164									
Totals	**14**	**16**	**16**	**23**	**111**	**16**	**17**	**24**	**0**
2:45 PM	4	3	5	8	0	4	4	11	0
3:00PM	8	7	0	5	54	10	7	1	0
3:15 PM	1	5	6	6	32	1	5	7	0
3:30 PM	1	1	5	4	25	1	1	5	0
	14	**16**	**16**	**23**	**111**	**16**	**17**	**24**	**0**

No. of Intervals with Queueing	14	17	18
Percent of Intervals Occupied	8.54%	10.37%	10.98%
Stop Delay (sec)	352	374	528
Volume	14	16	16
Stop Delay per Vehicle (sec)	25.1	23.4	33.0
Total Delay (x1.3)	32.7	30.4	42.9
Level of Service	D	E	E

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

March 16, 2023

Alondra Gonzalez
Traffic Engineer
Eriksson Engineering Associates, Inc.
135 S. Jefferson Street
Suite 135
Chicago, IL 60661

Subject: ***Yackley Road / College Avenue @ Maple Avenue***
IDOT

Dear Ms. Gonzales:

In response to a request made on your behalf and dated March 6, 2023, we have developed year 2050 average daily traffic (ADT) projections – using 2020 and 2017 ADTs - for the subject location.

ROAD SEGMENT	2020 IDOT ADT	Yr 2050, IDOT Base	2017 DuPage DOT ADT	Yr 2050 ADT, DuPage
Yackley Rd north of Maple Ave	10,150	13,200	20,400	23,300
College Rd south of Maple Ave	8,900	11,600	17,200	18,600
Maple Ave west of Yackley Rd	12,800	18,200	21,400	26,300
Maple Ave east of Yackley Rd	16,000	21,800	23,300	29,700

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2022 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments. If you have any questions, please call me at (312) 386-8806.

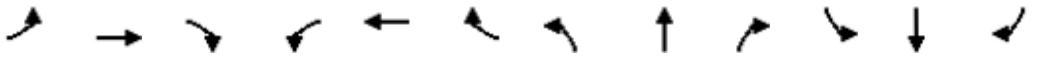
Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

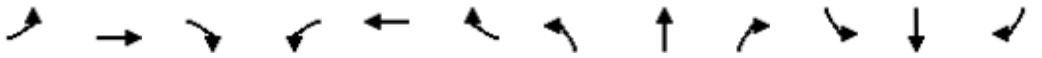
cc: Rios (IDOT)
2023_TrafficForecasts\Lisle\du-14-23\du-14-23.docx

TRAFFIC FORECAST RECORD

Record Number: du-14-23
Type of Report: Projection
Year Sought: 2050
Analyst: JAR
Organization requesting forecast: Eriksson Engineering Associates
Contact: Alondra Gonzalez
Email or Phone agonzalez@eea-ltd.com
Sponsor: IDOT
Date request was received: March 6, 2023
Date that response was emailed: March 16, 2023
Facility Location: Yackley Road / College Avenue @ Maple Avenue
Municipality: Lisle



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	285	440	47	97	546	186	114	579	141	97	161	165
Future Volume (vph)	285	440	47	97	546	186	114	579	141	97	161	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	208		0	242		0	297		0	229		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	150			150			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.985			0.962			0.971			0.924	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3486	0	1770	3405	0	1770	3437	0	1770	3270	0
Flt Permitted	0.175			0.439			0.425			0.116		
Satd. Flow (perm)	326	3486	0	818	3405	0	792	3437	0	216	3270	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			40			23			192	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		607			834			728			542	
Travel Time (s)		10.3			14.2			12.4			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	331	512	55	113	635	216	133	673	164	113	187	192
Shared Lane Traffic (%)												
Lane Group Flow (vph)	331	567	0	113	851	0	133	837	0	113	379	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												

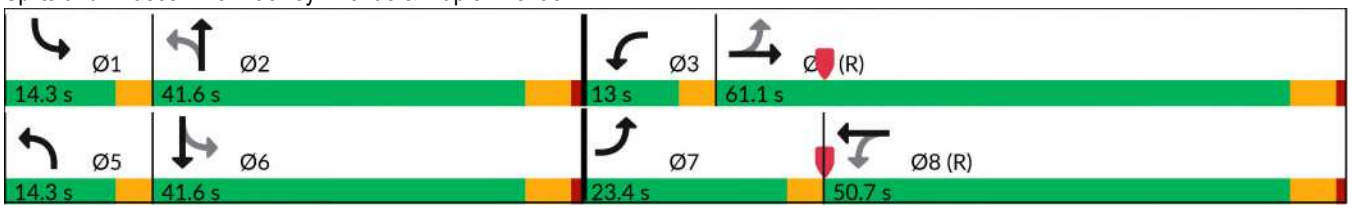


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	23.5		9.5	23.5		9.5	23.5		9.5	23.5	
Total Split (s)	23.4	61.1		13.0	50.7		14.3	41.6		14.3	41.6	
Total Split (%)	18.0%	47.0%		10.0%	39.0%		11.0%	32.0%		11.0%	32.0%	
Maximum Green (s)	19.9	55.6		9.5	45.2		10.8	36.1		10.8	36.1	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.0		0.0	1.0		0.0	1.0		0.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	5.5		3.5	5.5		3.5	5.5		3.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	72.9	58.7		59.7	49.0		46.9	34.7		46.3	34.4	
Actuated g/C Ratio	0.56	0.45		0.46	0.38		0.36	0.27		0.36	0.26	
v/c Ratio	0.85	0.35		0.25	0.65		0.36	0.89		0.58	0.37	
Control Delay (s/veh)	51.6	30.8		16.5	35.5		29.0	57.5		37.9	19.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	51.6	30.8		16.5	35.5		29.0	57.5		37.9	19.4	
LOS	D	C		B	D		C	E		D	B	
Approach Delay (s/veh)		38.5			33.3			53.7			23.7	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	201	163		45	310		72	344		60	63	
Queue Length 95th (ft)	#325	274		72	361		112	402		97	100	
Internal Link Dist (ft)		527			754			648			462	
Turn Bay Length (ft)	208			242			297			229		
Base Capacity (vph)	404	1580		450	1307		370	971		207	1046	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.82	0.36		0.25	0.65		0.36	0.86		0.55	0.36	

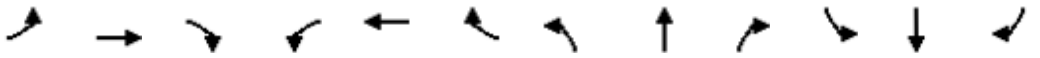
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 65 (50%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 39.2		Intersection LOS: D	
Intersection Capacity Utilization 78.5%		ICU Level of Service D	
Analysis Period (min) 15			

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

Splits and Phases: 3: Yackley Avenue & Maple Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	694	20	20	651	154	20	0	20	58	0	76
Future Volume (vph)	180	694	20	20	651	154	20	0	20	58	0	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	205		0	151		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.996			0.971			0.932			0.923	
Flt Protected	0.950			0.950				0.976			0.979	
Satd. Flow (prot)	1805	3527	0	1805	3450	0	0	1728	0	0	1717	0
Flt Permitted	0.268			0.339				0.766			0.862	
Satd. Flow (perm)	509	3527	0	644	3450	0	0	1356	0	0	1512	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			32			50			50	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		714			607			247			693	
Travel Time (s)		12.2			10.3			6.7			18.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	209	807	23	23	757	179	23	0	23	67	0	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	830	0	23	936	0	0	46	0	0	155	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												

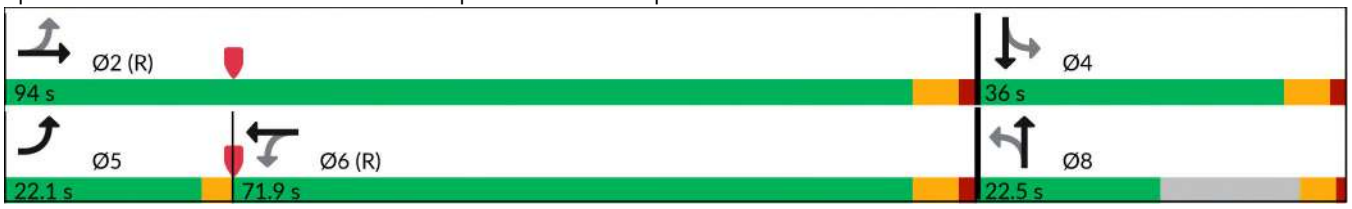


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	15.0		15.0	15.0		5.0	5.0		4.0	4.0	
Minimum Split (s)	9.5	26.0		24.0	24.0		22.5	22.5		24.0	24.0	
Total Split (s)	22.1	94.0		71.9	71.9		22.5	22.5		36.0	36.0	
Total Split (%)	17.0%	72.3%		55.3%	55.3%		17.3%	17.3%		27.7%	27.7%	
Maximum Green (s)	19.1	88.0		65.9	65.9		18.0	18.0		30.0	30.0	
Yellow Time (s)	3.0	4.5		4.5	4.5		3.5	3.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		1.5	1.5		1.0	1.0		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.0	6.0		6.0	6.0			4.5			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Min	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	106.2	103.2		91.3	91.3			16.3			14.8	
Actuated g/C Ratio	0.82	0.79		0.70	0.70			0.13			0.11	
v/c Ratio	0.41	0.29		0.05	0.38			0.21			0.71	
Control Delay (s/veh)	5.5	4.3		14.0	18.6			13.5			54.6	
Queue Delay	0.0	0.0		0.0	0.3			0.0			0.0	
Total Delay (s/veh)	5.5	4.3		14.0	18.9			13.5			54.6	
LOS	A	A		B	B			B			D	
Approach Delay (s/veh)		4.6			18.8			13.6			54.7	
Approach LOS		A			B			B			D	
Queue Length 50th (ft)	29	82		11	301			0			86	
Queue Length 95th (ft)	60	129		m24	381			29			144	
Internal Link Dist (ft)		634			527			167			613	
Turn Bay Length (ft)	205			151								
Base Capacity (vph)	606	2800		452	2432			366			387	
Starvation Cap Reductn	0	0		0	830			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.34	0.30		0.05	0.58			0.13			0.40	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 14.5		Intersection LOS: B	
Intersection Capacity Utilization 56.7%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: Benedictine Drive/Mapler Site Drive & Maple Avenue



Intersection	
Intersection Delay, s/veh	57.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	133	0	2	189	330	3	1	189	1	2
Future Vol, veh/h	0	1	133	0	2	189	330	3	1	189	1	2
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	229	0	3	326	569	5	2	326	2	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	17.8	23	110.7	27
HCM LOS	C	C	F	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	99%	0%	0%	98%
Vol Thru, %	1%	1%	1%	1%
Vol Right, %	0%	99%	99%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	334	134	191	192
LT Vol	330	0	0	189
Through Vol	3	1	2	1
RT Vol	1	133	189	2
Lane Flow Rate	576	231	329	331
Geometry Grp	1	1	1	1
Degree of Util (X)	1.141	0.474	0.643	0.692
Departure Headway (Hd)	7.134	7.899	7.499	7.951
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	507	460	484	457
Service Time	5.231	5.899	5.499	5.951
HCM Lane V/C Ratio	1.136	0.502	0.68	0.724
HCM Control Delay, s/veh	110.7	17.8	23	27
HCM Lane LOS	F	C	C	D
HCM 95th-tile Q	19.6	2.5	4.5	5.2

Intersection	
Int Delay, s/veh	251.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	0	20	2	0	1	71	811	3	6	366	154
Future Vol, veh/h	49	0	20	2	0	1	71	811	3	6	366	154
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	56	-	-	153	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	41	41	41	41	41	41	41	41	41	41	41	41
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	120	0	49	5	0	2	173	1978	7	15	893	376

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2445	3441	634	2804	3626	993	1268	0	0	1985	0	0
Stage 1	1110	1110	-	2328	2328	-	-	-	-	-	-	-
Stage 2	1335	2332	-	476	1298	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 16	7	422	8	5	244	544	-	-	287	-	-
Stage 1	223	283	-	38	70	-	-	-	-	-	-	-
Stage 2	162	70	-	539	230	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 10	4	422	~ 5	3	244	544	-	-	287	-	-
Mov Cap-2 Maneuver	~ 10	4	-	~ 5	3	-	-	-	-	-	-	-
Stage 1	212	269	-	26	48	-	-	-	-	-	-	-
Stage 2	~ 109	47	-	452	218	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	$ 5346.94	$ 991.72	1.18	0.21
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	544	-	-	14	7	287	-	-
HCM Lane V/C Ratio	0.319	-	-	11.735	1.02	0.051	-	-
HCM Control Delay (s/veh)	14.7	-	-	$ 5346.9	$ 991.7	18.2	-	-
HCM Lane LOS	B	-	-	F	F	C	-	-
HCM 95th %tile Q(veh)	1.4	-	-	22.1	1.7	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	153	203	847	270	118
Future Vol, veh/h	38	153	203	847	270	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	121	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	178	236	985	314	137

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1347	226	451	0	-	0
Stage 1	383	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	142	777	1106	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	330	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	112	777	1106	-	-	-
Mov Cap-2 Maneuver	112	-	-	-	-	-
Stage 1	518	-	-	-	-	-
Stage 2	330	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	30.46	1.77	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1106	-	356	-	-
HCM Lane V/C Ratio	0.213	-	0.624	-	-
HCM Control Delay (s/veh)	9.1	-	30.5	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.8	-	4	-	-

Intersection	
Int Delay, s/veh	0.8

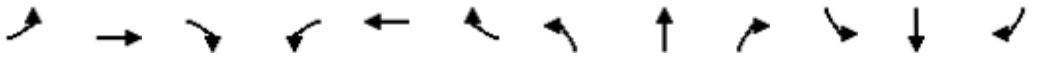
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	860	736	11	34	5
Future Vol, veh/h	5	860	736	11	34	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	935	800	12	37	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	812	0	-	0	1284	406
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	478	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	810	-	-	-	157	594
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	589	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	810	-	-	-	155	594
Mov Cap-2 Maneuver	-	-	-	-	155	-
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	589	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.05	0	32.14
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	810	-	-	-	155	594
HCM Lane V/C Ratio	0.007	-	-	-	0.238	0.009
HCM Control Delay (s/veh)	9.5	-	-	-	35.2	11.1
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0	-	-	-	0.9	0

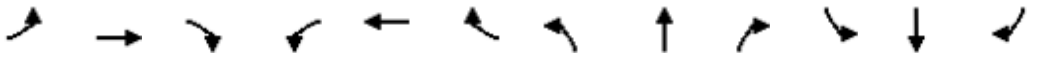
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	167	570	75	202	531	110	64	277	143	175	407	232
Future Volume (vph)	167	570	75	202	531	110	64	277	143	175	407	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	208		0	242		0	297		0	229		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	150			150			150			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.983			0.974			0.949			0.946	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3479	0	1770	3447	0	1770	3359	0	1770	3348	0
Flt Permitted	0.277			0.248			0.138			0.223		
Satd. Flow (perm)	516	3479	0	462	3447	0	257	3359	0	415	3348	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			21			62			79	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		607			834			728			542	
Travel Time (s)		10.3			14.2			12.4			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	204	695	91	246	648	134	78	338	174	213	496	283
Shared Lane Traffic (%)												
Lane Group Flow (vph)	204	786	0	246	782	0	78	512	0	213	779	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												



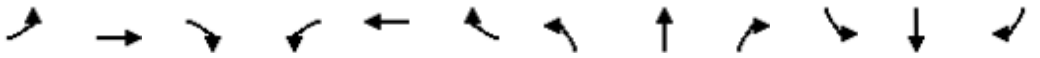
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	18.2	54.6		26.6	63.0		14.0	39.2		19.6	44.8	
Total Split (%)	13.0%	39.0%		19.0%	45.0%		10.0%	28.0%		14.0%	32.0%	
Maximum Green (s)	15.2	48.6		23.6	57.0		11.0	33.2		16.6	38.8	
Yellow Time (s)	3.0	4.5		3.0	4.5		3.0	4.5		3.0	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0		3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	78.2	62.6		82.5	65.0		41.1	28.9		50.4	35.2	
Actuated g/C Ratio	0.56	0.45		0.59	0.46		0.29	0.21		0.36	0.25	
v/c Ratio	0.51	0.50		0.59	0.48		0.44	0.69		0.71	0.86	
Control Delay (s/veh)	18.1	25.2		20.6	27.8		37.0	49.7		45.2	55.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	18.1	25.2		20.6	27.8		37.0	49.7		45.2	55.5	
LOS	B	C		C	C		D	D		D	E	
Approach Delay (s/veh)		23.8			26.1			48.1			53.4	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	65	275		103	255		46	201		138	322	
Queue Length 95th (ft)	87	335		145	300		73	226		177	345	
Internal Link Dist (ft)		527			754			648			462	
Turn Bay Length (ft)	208			242			297			229		
Base Capacity (vph)	431	1561		496	1610		197	843		310	986	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.47	0.50		0.50	0.49		0.40	0.61		0.69	0.79	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 36.6		Intersection LOS: D	
Intersection Capacity Utilization 68.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Yackley Avenue & Maple Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	732	20	20	776	31	20	0	20	60	0	133
Future Volume (vph)	49	732	20	20	776	31	20	0	20	60	0	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	205		0	151		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.996			0.994			0.932			0.907	
Flt Protected	0.950			0.950				0.976			0.985	
Satd. Flow (prot)	1805	3527	0	1805	3521	0	0	1728	0	0	1697	0
Flt Permitted	0.250			0.311				0.689			0.889	
Satd. Flow (perm)	475	3527	0	591	3521	0	0	1220	0	0	1532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			5			47			73	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		734			607			247			693	
Travel Time (s)		12.5			10.3			6.7			18.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	60	893	24	24	946	38	24	0	24	73	0	162
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	917	0	24	984	0	0	48	0	0	235	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												

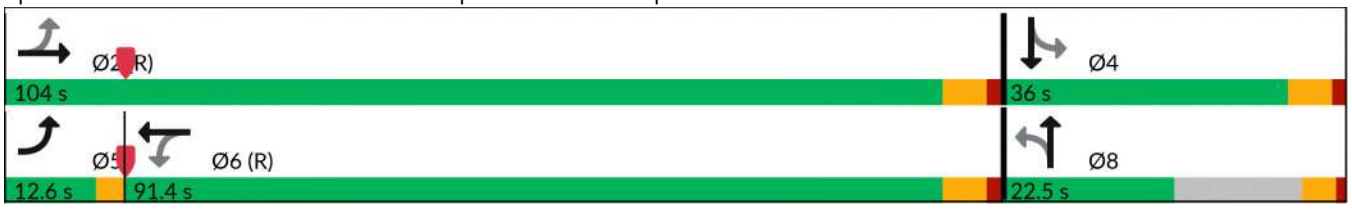


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	15.0		15.0	15.0		5.0	5.0		4.0	4.0	
Minimum Split (s)	9.5	24.0		24.0	24.0		22.5	22.5		24.0	24.0	
Total Split (s)	12.6	104.0		91.4	91.4		22.5	22.5		36.0	36.0	
Total Split (%)	9.0%	74.3%		65.3%	65.3%		16.1%	16.1%		25.7%	25.7%	
Maximum Green (s)	9.6	98.0		85.4	85.4		18.0	18.0		30.0	30.0	
Yellow Time (s)	3.0	4.5		4.5	4.5		3.5	3.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		1.5	1.5		1.0	1.0		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.0	6.0		6.0	6.0			4.5			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Min	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	110.2	107.2		97.6	97.6			22.3			20.8	
Actuated g/C Ratio	0.79	0.77		0.70	0.70			0.16			0.15	
v/c Ratio	0.13	0.33		0.05	0.40			0.20			0.81	
Control Delay (s/veh)	4.9	6.1		8.7	8.8			14.3			60.0	
Queue Delay	0.0	0.0		0.0	0.1			0.0			0.0	
Total Delay (s/veh)	4.9	6.1		8.7	9.0			14.3			60.0	
LOS	A	A		A	A			B			E	
Approach Delay (s/veh)		6.1			9.1			14.3			60.1	
Approach LOS		A			A			B			E	
Queue Length 50th (ft)	10	120		5	111			1			147	
Queue Length 95th (ft)	25	172		m11	149			30			198	
Internal Link Dist (ft)		654			527			167			613	
Turn Bay Length (ft)	205			151								
Base Capacity (vph)	465	2702		412	2456			310			385	
Starvation Cap Reductn	0	0		0	631			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.13	0.34		0.06	0.54			0.15			0.61	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 13.2		Intersection LOS: B	
Intersection Capacity Utilization 61.0%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: Benedictine Drive/Mapler Site Drive & Maple Avenue



Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	42	143	49	31	0	58	1	21	0	1	0
Future Vol, veh/h	0	42	143	49	31	0	58	1	21	0	1	0
Peak Hour Factor	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	88	298	102	65	0	121	2	44	0	2	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.4	9.4	9.8	8.5
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	73%	0%	61%	0%
Vol Thru, %	1%	23%	39%	100%
Vol Right, %	26%	77%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	185	80	1
LT Vol	58	0	49	0
Through Vol	1	42	31	1
RT Vol	21	143	0	0
Lane Flow Rate	167	385	167	2
Geometry Grp	1	1	1	1
Degree of Util (X)	0.236	0.441	0.227	0.003
Departure Headway (Hd)	5.104	4.115	4.893	5.382
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	700	875	732	659
Service Time	3.166	2.148	2.939	3.463
HCM Lane V/C Ratio	0.239	0.44	0.228	0.003
HCM Control Delay, s/veh	9.8	10.4	9.4	8.5
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.9	2.3	0.9	0

Intersection	
Int Delay, s/veh	280.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	82	1	74	0	0	5	22	519	3	5	636	31
Future Vol, veh/h	82	1	74	0	0	5	22	519	3	5	636	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	56	-	-	153	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	48	48	48	48	48	48	48	48	48	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	171	2	154	0	0	10	46	1081	6	10	1325	65

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2010	2557	695	1860	2586	544	1390	0	0	1088	0	0
Stage 1	1378	1378	-	1176	1176	-	-	-	-	-	-	-
Stage 2	632	1179	-	684	1410	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 35	26	385	45	25	483	488	-	-	637	-	-
Stage 1	~ 152	210	-	203	263	-	-	-	-	-	-	-
Stage 2	435	262	-	405	203	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 30	23	385	22	22	483	488	-	-	637	-	-
Mov Cap-2 Maneuver	~ 30	23	-	22	22	-	-	-	-	-	-	-
Stage 1	~ 150	207	-	184	239	-	-	-	-	-	-	-
Stage 2	385	238	-	236	200	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/veh	$ 2462.68	12.61	0.53	0.08
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	488	-	-	53	483	637	-	-
HCM Lane V/C Ratio	0.094	-	-	6.138	0.022	0.016	-	-
HCM Control Delay (s/veh)	13.1	-	-	$ 2462.7	12.6	10.7	-	-
HCM Lane LOS	B	-	-	F	B	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	37.5	0.1	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	150	45	509	664	46
Future Vol, veh/h	35	150	45	509	664	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	121	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	195	58	661	862	60

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1340	461	922	0	-	0
Stage 1	892	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	144	547	736	-	-	-
Stage 1	361	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	133	547	736	-	-	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	332	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	36.52	0.84	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	736	-	344	-	-
HCM Lane V/C Ratio	0.079	-	0.699	-	-
HCM Control Delay (s/veh)	10.3	-	36.5	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.3	-	5	-	-

Intersection	
Int Delay, s/veh	0.6

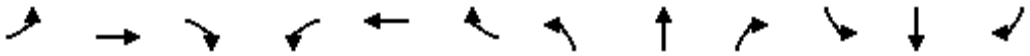
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	785	906	23	16	16
Future Vol, veh/h	14	785	906	23	16	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	853	985	25	17	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1010	0	-	0	1454	505
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	457	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	682	-	-	-	121	512
Stage 1	-	-	-	-	318	-
Stage 2	-	-	-	-	604	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	682	-	-	-	118	512
Mov Cap-2 Maneuver	-	-	-	-	118	-
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	604	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.18	0	26.45
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	682	-	-	-	118	512
HCM Lane V/C Ratio	0.022	-	-	-	0.147	0.034
HCM Control Delay (s/veh)	10.4	-	-	-	40.6	12.3
HCM Lane LOS	B	-	-	-	E	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	316	441	43	102	557	192	110	584	143	95	167	158
Future Volume (vph)	316	441	43	102	557	192	110	584	143	95	167	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	208		0	242		0	297		0	229		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.987			0.962			0.971			0.927	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3493	0	1770	3405	0	1770	3437	0	1770	3281	0
Flt Permitted	0.148			0.441			0.441			0.111		
Satd. Flow (perm)	276	3493	0	821	3405	0	821	3437	0	207	3281	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			40			24			184	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		607			834			728			542	
Travel Time (s)		10.3			14.2			12.4			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	367	513	50	119	648	223	128	679	166	110	194	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	367	563	0	119	871	0	128	845	0	110	378	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												

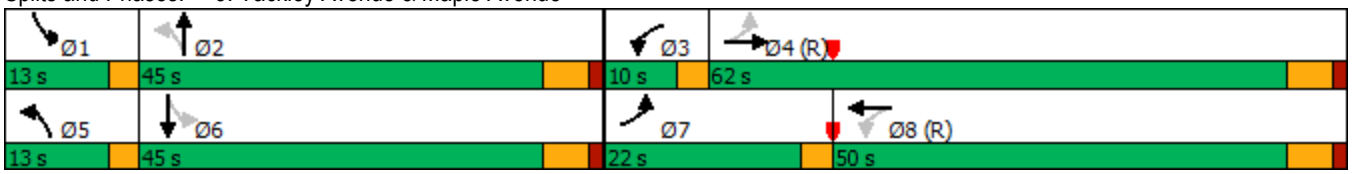


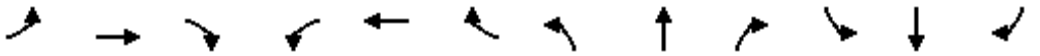
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	22.0	62.0		10.0	50.0		13.0	45.0		13.0	45.0	
Total Split (%)	16.9%	47.7%		7.7%	38.5%		10.0%	34.6%		10.0%	34.6%	
Maximum Green (s)	19.0	56.0		7.0	44.0		10.0	39.0		10.0	39.0	
Yellow Time (s)	3.0	4.5		3.0	4.5		3.0	4.5		3.0	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0		3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	72.5	59.0		55.4	44.9		48.7	36.1		48.3	35.9	
Actuated g/C Ratio	0.56	0.45		0.43	0.35		0.37	0.28		0.37	0.28	
v/c Ratio	0.91	0.35		0.29	0.73		0.34	0.87		0.58	0.36	
Control Delay	65.5	22.1		18.0	39.8		27.3	53.8		37.0	19.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	65.5	22.1		18.0	39.8		27.3	53.8		37.0	19.3	
LOS	E	C		B	D		C	D		D	B	
Approach Delay		39.3			37.2			50.3			23.3	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	233	145		48	325		67	343		57	65	
Queue Length 95th (ft)	#389	166		78	378		104	393		92	98	
Internal Link Dist (ft)		527			754			648			462	
Turn Bay Length (ft)	208			242			297			229		
Base Capacity (vph)	402	1591		405	1201		383	1047		198	1113	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.91	0.35		0.29	0.73		0.33	0.81		0.56	0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 88.4 (68%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 39.5		Intersection LOS: D	
Intersection Capacity Utilization 81.7%		ICU Level of Service D	
Analysis Period (min) 15			

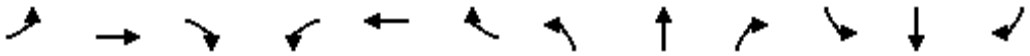
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Yackley Avenue & Maple Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	722	0	0	671	154	0	0	0	78	0	17
Future Volume (vph)	180	722	0	0	671	154	0	0	0	78	0	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	205		0	151		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.972						0.976	
Flt Protected	0.950										0.961	
Satd. Flow (prot)	1805	3539	0	0	3453	0	0	0	0	0	1782	0
Flt Permitted	0.269										0.961	
Satd. Flow (perm)	511	3539	0	0	3453	0	0	0	0	0	1782	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					29						50	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		442			607			247			693	
Travel Time (s)		7.5			10.3			6.7			18.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	209	840	0	0	780	179	0	0	0	91	0	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	840	0	0	959	0	0	0	0	0	111	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2					1	2	
Detector Template	Left	Thru			Thru					Left	Thru	
Leading Detector (ft)	20	100			100					20	100	
Trailing Detector (ft)	0	0			0					0	0	
Turn Type	pm+pt	NA			NA					Perm	NA	
Protected Phases	5	2			6						4	
Permitted Phases	2									4		
Detector Phase	5	2			6					4	4	
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	15.0			15.0					4.0	4.0	
Minimum Split (s)	9.5	26.0			24.0					24.0	24.0	
Total Split (s)	22.1	90.0			67.9					40.0	40.0	
Total Split (%)	17.0%	69.2%			52.2%					30.8%	30.8%	
Maximum Green (s)	19.1	84.0			61.9					34.0	34.0	
Yellow Time (s)	3.0	4.5			4.5					4.5	4.5	
All-Red Time (s)	0.0	1.5			1.5					1.5	1.5	
Lost Time Adjust (s)	0.0	0.0			0.0						0.0	
Total Lost Time (s)	3.0	6.0			6.0						6.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0					3.0	3.0	
Minimum Gap (s)	3.0	3.0			3.0					3.0	3.0	
Time Before Reduce (s)	0.0	0.0			0.0					0.0	0.0	
Time To Reduce (s)	0.0	0.0			0.0					0.0	0.0	
Recall Mode	None	C-Max			C-Max					None	None	
Walk Time (s)		7.0			7.0					7.0	7.0	
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)	110.9	107.9			96.7						10.1	
Actuated g/C Ratio	0.85	0.83			0.74						0.08	
v/c Ratio	0.41	0.29			0.37						0.60	
Control Delay	4.2	3.0			1.5						45.5	
Queue Delay	0.0	0.0			0.3						0.0	
Total Delay	4.2	3.0			1.7						45.5	
LOS	A	A			A						D	
Approach Delay		3.2			1.7						45.5	
Approach LOS		A			A						D	
Queue Length 50th (ft)	21	64			16						50	
Queue Length 95th (ft)	43	99			20						102	
Internal Link Dist (ft)		362			527			167			613	
Turn Bay Length (ft)	205											
Base Capacity (vph)	626	2936			2576						502	
Starvation Cap Reductn	0	0			829						0	
Spillback Cap Reductn	0	0			0						0	
Storage Cap Reductn	0	0			0						0	
Reduced v/c Ratio	0.33	0.29			0.55						0.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 4.8		Intersection LOS: A	
Intersection Capacity Utilization 52.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Benedictine Drive/Maple Site Drive & Maple Avenue

Intersection	
Intersection Delay, s/veh	41.3
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	95	0	2	189	330	3	1	151	1	2
Future Vol, veh/h	0	1	95	0	2	189	330	3	1	151	1	2
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	164	0	3	326	569	5	2	260	2	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.5	18.8	73.1	17.8
HCM LOS	B	C	F	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	99%	0%	0%	98%
Vol Thru, %	1%	1%	1%	1%
Vol Right, %	0%	99%	99%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	334	96	191	154
LT Vol	330	0	0	151
Through Vol	3	1	2	1
RT Vol	1	95	189	2
Lane Flow Rate	576	166	329	266
Geometry Grp	1	1	1	1
Degree of Util (X)	1.035	0.32	0.59	0.519
Departure Headway (Hd)	6.47	7.191	6.646	7.242
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	559	503	547	502
Service Time	4.52	5.191	4.646	5.242
HCM Lane V/C Ratio	1.03	0.33	0.601	0.53
HCM Control Delay	73.1	13.5	18.8	17.8
HCM Lane LOS	F	B	C	C
HCM 95th-tile Q	15.9	1.4	3.8	2.9

Intersection	
Int Delay, s/veh	215.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	0	18	2	0	1	78	815	3	6	352	169
Future Vol, veh/h	45	0	18	2	0	1	78	815	3	6	352	169
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	56	-	-	153	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	41	41	41	41	41	41	41	41	41	41	41	41
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	110	0	44	5	0	2	190	1988	7	15	859	412

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2469	3470	636	2832	3673	998	1271	0	0	1995	0	0
Stage 1	1095	1095	-	2372	2372	-	-	-	-	-	-	-
Stage 2	1374	2375	-	460	1301	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 15	6	421	8	5	242	542	-	-	284	-	-
Stage 1	228	288	-	35	66	-	-	-	-	-	-	-
Stage 2	153	66	-	551	229	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 10	4	421	5	3	242	542	-	-	284	-	-
Mov Cap-2 Maneuver	~ 10	4	-	5	3	-	-	-	-	-	-	-
Stage 1	148	273	-	23	43	-	-	-	-	-	-	-
Stage 2	~ 98	43	-	467	217	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	$ 5018.2	$ 1021.4	1.3	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	542	-	-	14	7	284	-	-
HCM Lane V/C Ratio	0.351	-	-	10.976	1.045	0.052	-	-
HCM Control Delay (s)	15.2	-	-	$ 5018.2	$ 1021.4	18.4	-	-
HCM Lane LOS	C	-	-	F	F	C	-	-
HCM 95th %tile Q(veh)	1.6	-	-	20.3	1.7	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	151	196	896	269	103
Future Vol, veh/h	0	151	196	896	269	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	121	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	176	228	1042	313	120

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	217	433	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	0	787	1123	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	787	1123	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	1.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1123	-	787	-	-
HCM Lane V/C Ratio	0.203	-	0.223	-	-
HCM Control Delay (s)	9	-	10.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.8	-	0.9	-	-

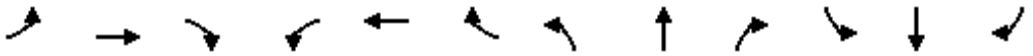
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Vol, veh/h	0	902	688	0	0	52
Future Vol, veh/h	0	902	688	0	0	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	980	748	0	0	57

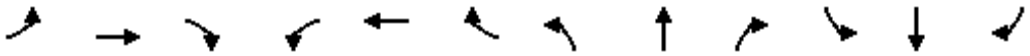
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	374
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	623
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	623
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	623
HCM Lane V/C Ratio	-	-	0.091
HCM Control Delay (s)	-	-	11.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3



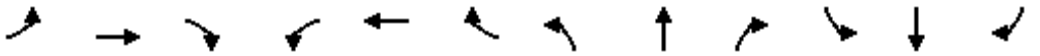
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	195	582	72	212	543	114	60	280	145	178	414	232
Future Volume (vph)	195	582	72	212	543	114	60	280	145	178	414	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	208		0	242		0	297		0	229		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.983			0.974			0.949			0.946	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3479	0	1770	3447	0	1770	3359	0	1770	3348	0
Flt Permitted	0.266			0.240			0.145			0.215		
Satd. Flow (perm)	495	3479	0	447	3447	0	270	3359	0	400	3348	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			21			62			76	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		607			834			728			542	
Travel Time (s)		10.3			14.2			12.4			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	238	710	88	259	662	139	73	341	177	217	505	283
Shared Lane Traffic (%)												
Lane Group Flow (vph)	238	798	0	259	801	0	73	518	0	217	788	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												



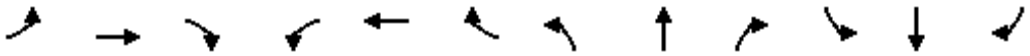
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	18.2	54.6		26.6	63.0		14.0	39.2		19.6	44.8	
Total Split (%)	13.0%	39.0%		19.0%	45.0%		10.0%	28.0%		14.0%	32.0%	
Maximum Green (s)	15.2	48.6		23.6	57.0		11.0	33.2		16.6	38.8	
Yellow Time (s)	3.0	4.5		3.0	4.5		3.0	4.5		3.0	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0		3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	78.7	62.4		82.7	64.9		40.1	28.0		49.9	36.7	
Actuated g/C Ratio	0.56	0.45		0.59	0.46		0.29	0.20		0.36	0.26	
v/c Ratio	0.60	0.51		0.63	0.50		0.42	0.72		0.73	0.84	
Control Delay	22.9	28.4		21.4	28.2		36.2	51.2		47.1	53.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.9	28.4		21.4	28.2		36.2	51.2		47.1	53.4	
LOS	C	C		C	C		D	D		D	D	
Approach Delay		27.1			26.6			49.4			52.0	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	84	286		110	270		43	204		140	327	
Queue Length 95th (ft)	108	351		153	308		69	229		180	351	
Internal Link Dist (ft)		527			754			648			462	
Turn Bay Length (ft)	208			242			297			229		
Base Capacity (vph)	421	1556		491	1608		198	843		304	985	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.57	0.51		0.53	0.50		0.37	0.61		0.71	0.80	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 37.3		Intersection LOS: D	
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Yackley Avenue & Maple Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	762	0	0	807	28	0	0	0	87	0	33
Future Volume (vph)	45	762	0	0	807	28	0	0	0	87	0	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	205		0	151		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.995						0.963	
Flt Protected	0.950										0.965	
Satd. Flow (prot)	1805	3539	0	0	3524	0	0	0	0	0	1766	0
Flt Permitted	0.251										0.965	
Satd. Flow (perm)	477	3539	0	0	3524	0	0	0	0	0	1766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					4						47	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		442			607			247			693	
Travel Time (s)		7.5			10.3			6.7			18.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	55	929	0	0	984	34	0	0	0	106	0	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	929	0	0	1018	0	0	0	0	0	146	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2					1	2	
Detector Template	Left	Thru			Thru					Left	Thru	
Leading Detector (ft)	20	100			100					20	100	
Trailing Detector (ft)	0	0			0					0	0	
Turn Type	pm+pt	NA			NA					Perm	NA	
Protected Phases	5	2			6						4	
Permitted Phases	2									4		
Detector Phase	5	2			6					4	4	
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	15.0			15.0					4.0	4.0	
Minimum Split (s)	9.5	24.0			24.0					24.0	24.0	
Total Split (s)	12.6	104.0			91.4					36.0	36.0	
Total Split (%)	9.0%	74.3%			65.3%					25.7%	25.7%	
Maximum Green (s)	9.6	98.0			85.4					30.0	30.0	
Yellow Time (s)	3.0	4.5			4.5					4.5	4.5	
All-Red Time (s)	0.0	1.5			1.5					1.5	1.5	
Lost Time Adjust (s)	0.0	0.0			0.0						0.0	
Total Lost Time (s)	3.0	6.0			6.0						6.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0					3.0	3.0	
Minimum Gap (s)	3.0	3.0			3.0					3.0	3.0	
Time Before Reduce (s)	0.0	0.0			0.0					0.0	0.0	
Time To Reduce (s)	0.0	0.0			0.0					0.0	0.0	
Recall Mode	Min	C-Max			C-Max					None	None	
Walk Time (s)		7.0			7.0					7.0	7.0	
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)	117.6	114.6			105.4						13.4	
Actuated g/C Ratio	0.84	0.82			0.75						0.10	
v/c Ratio	0.12	0.32			0.38						0.69	
Control Delay	2.9	3.8			5.9						57.4	
Queue Delay	0.0	0.0			0.2						0.0	
Total Delay	2.9	3.8			6.0						57.4	
LOS	A	A			A						E	
Approach Delay		3.7			6.0						57.4	
Approach LOS		A			A						E	
Queue Length 50th (ft)	7	89			111						88	
Queue Length 95th (ft)	16	125			132						138	
Internal Link Dist (ft)		362			527			167			613	
Turn Bay Length (ft)	205											
Base Capacity (vph)	491	2896			2653						415	
Starvation Cap Reductn	0	0			667						0	
Spillback Cap Reductn	0	0			0						0	
Storage Cap Reductn	0	0			0						0	
Reduced v/c Ratio	0.11	0.32			0.51						0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 8.5		Intersection LOS: A	
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Benedictine Drive/Maple Site Drive & Maple Avenue

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	42	71	49	31	0	51	1	21	0	0	0
Future Vol, veh/h	0	42	71	49	31	0	51	1	21	0	0	0
Peak Hour Factor	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	88	148	102	65	0	106	2	44	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	9	9	0
HCM LOS	A	A	A	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	70%	0%	61%	0%
Vol Thru, %	1%	37%	39%	100%
Vol Right, %	29%	63%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	73	113	80	0
LT Vol	51	0	49	0
Through Vol	1	42	31	0
RT Vol	21	71	0	0
Lane Flow Rate	152	235	167	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0.202	0.27	0.216	0
Departure Headway (Hd)	4.778	4.127	4.675	5.024
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	751	871	768	0
Service Time	2.81	2.152	2.704	3.069
HCM Lane V/C Ratio	0.202	0.27	0.217	0
HCM Control Delay	9	8.7	9	8.1
HCM Lane LOS	A	A	A	N
HCM 95th-tile Q	0.8	1.1	0.8	0

Intersection	
Int Delay, s/veh	329.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	1	81	0	0	5	21	525	3	5	642	28
Future Vol, veh/h	90	1	81	0	0	5	21	525	3	5	642	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	56	-	-	153	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	48	48	48	48	48	48	48	48	48	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	188	2	169	0	0	10	44	1094	6	10	1338	58

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2022	2575	698	1875	2601	550	1396	0	0	1100	0	0
Stage 1	1387	1387	-	1185	1185	-	-	-	-	-	-	-
Stage 2	635	1188	-	690	1416	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 34	25	383	44	24	479	486	-	-	630	-	-
Stage 1	~ 150	208	-	201	261	-	-	-	-	-	-	-
Stage 2	433	260	-	401	202	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 31	22	383	21	21	479	486	-	-	630	-	-
Mov Cap-2 Maneuver	~ 31	22	-	21	21	-	-	-	-	-	-	-
Stage 1	~ 136	205	-	183	237	-	-	-	-	-	-	-
Stage 2	385	236	-	219	199	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 2684	12.7	0.5	0.1
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	486	-	-	54	479	630	-	-
HCM Lane V/C Ratio	0.09	-	-	6.636	0.022	0.017	-	-
HCM Control Delay (s)	13.1	-	-	$ 2684	12.7	10.8	-	-
HCM Lane LOS	B	-	-	F	B	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	41.3	0.1	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	143	40	549	681	42
Future Vol, veh/h	0	143	40	549	681	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	121	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	186	52	713	884	55

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	470	939	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	0	540	726	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	540	726	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	726	-	540	-	-
HCM Lane V/C Ratio	0.072	-	0.344	-	-
HCM Control Delay (s)	10.3	-	15.1	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.5	-	-

Intersection	
Int Delay, s/veh	0.7

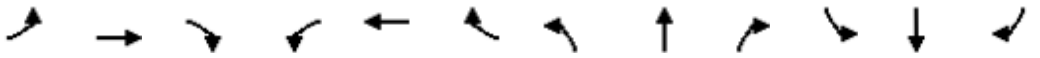
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Vol, veh/h	0	807	840	0	0	100
Future Vol, veh/h	0	807	840	0	0	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	877	913	0	0	109

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	457
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	551
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	551
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	551
HCM Lane V/C Ratio	-	-	0.197
HCM Control Delay (s)	-	-	13.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.7

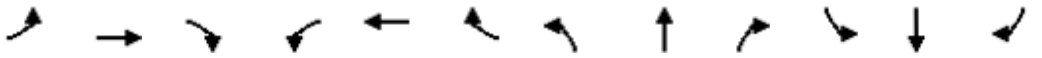
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	434	63	220	520	120	65	333	122	102	286	157
Future Volume (vph)	136	434	63	220	520	120	65	333	122	102	286	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	208		0	242		0	297		0	229		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.981			0.972			0.960			0.947	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3472	0	1770	3440	0	1770	3398	0	1770	3352	0
Flt Permitted	0.302			0.345			0.265			0.167		
Satd. Flow (perm)	563	3472	0	643	3440	0	494	3398	0	311	3352	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			24			35			73	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		607			834			728			542	
Travel Time (s)		10.3			14.2			12.4			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	166	529	77	268	634	146	79	406	149	124	349	191
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	606	0	268	780	0	79	555	0	124	540	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												



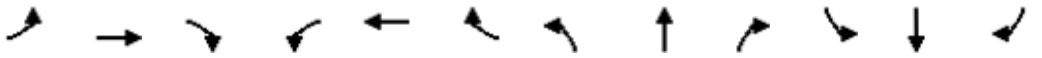
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	18.2	54.6		26.6	63.0		14.0	39.2		19.6	44.8	
Total Split (%)	13.0%	39.0%		19.0%	45.0%		10.0%	28.0%		14.0%	32.0%	
Maximum Green (s)	15.2	48.6		23.6	57.0		11.0	33.2		16.6	38.8	
Yellow Time (s)	3.0	4.5		3.0	4.5		3.0	4.5		3.0	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0		3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	80.9	66.8		87.8	70.9		39.7	27.2		45.7	30.5	
Actuated g/C Ratio	0.58	0.48		0.63	0.51		0.28	0.19		0.33	0.22	
v/c Ratio	0.39	0.36		0.50	0.44		0.34	0.80		0.52	0.68	
Control Delay (s/veh)	15.2	25.5		16.2	23.9		35.4	59.7		40.7	47.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	15.2	25.5		16.2	23.9		35.4	59.7		40.7	47.3	
LOS	B	C		B	C		D	E		D	D	
Approach Delay (s/veh)		23.3			22.0			56.7			46.1	
Approach LOS		C			C			E			D	
Queue Length 50th (ft)	59	176		102	226		50	240		81	208	
Queue Length 95th (ft)	99	246		158	298		73	261		108	222	
Internal Link Dist (ft)		527			754			648			462	
Turn Bay Length (ft)	208			242			297			229		
Base Capacity (vph)	470	1662		594	1753		245	832		275	981	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.35	0.36		0.45	0.44		0.32	0.67		0.45	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 34.5		Intersection LOS: C	
Intersection Capacity Utilization 61.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Yackley Avenue & Maple Avenue



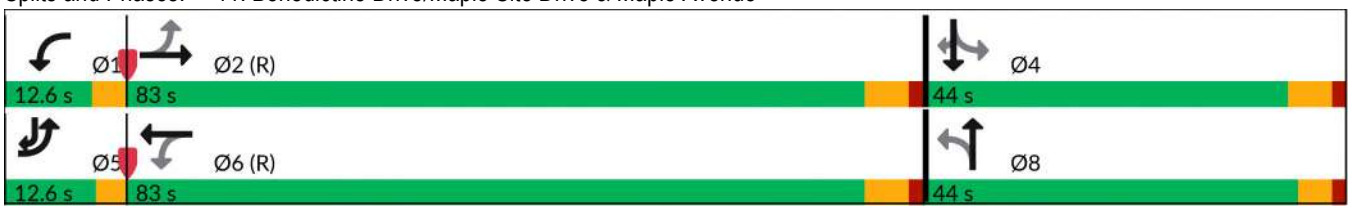
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	183	633	0	0	623	119	0	0	0	0	0	0
Future Volume (vph)	183	633	0	0	623	119	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	205		0	151		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.976							
Flt Protected	0.950											
Satd. Flow (prot)	1805	3539	0	1900	3465	0	0	1900	0	0	1900	1900
Flt Permitted	0.308											
Satd. Flow (perm)	585	3539	0	1900	3465	0	0	1900	0	0	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					25							
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		707			607			247			693	
Travel Time (s)		12.1			10.3			6.7			18.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.60	0.60	0.60
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	223	772	0	0	760	145	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	772	0	0	905	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turn Type	pm+pt	NA		pm+pt	NA							pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	15.0		5.0	3.0		5.0	5.0		4.0	4.0	3.0
Minimum Split (s)	9.5	24.0		9.5	24.0		23.0	23.0		24.0	24.0	9.5
Total Split (s)	12.6	83.0		12.6	83.0		44.0	44.0		44.0	44.0	12.6
Total Split (%)	9.0%	59.5%		9.0%	59.5%		31.5%	31.5%		31.5%	31.5%	9.0%
Maximum Green (s)	9.6	77.0		9.1	77.0		39.0	39.0		38.0	38.0	9.6
Yellow Time (s)	3.0	4.5		3.5	4.5		3.5	3.5		4.5	4.5	3.0
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	3.0	6.0		3.5	6.0			5.0			6.0	3.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	Min	C-Max		None	C-Max		None	None		None	None	Min
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	136.6	139.6			125.1							
Actuated g/C Ratio	0.98	1.00			0.90							
v/c Ratio	0.35	0.21			0.29							
Control Delay (s/veh)	1.6	0.1			1.2							
Queue Delay	0.0	0.0			0.3							
Total Delay (s/veh)	1.6	0.1			1.5							
LOS	A	A			A							
Approach Delay (s/veh)		0.5			1.6							
Approach LOS		A			A							
Queue Length 50th (ft)	0	0			36							
Queue Length 95th (ft)	0	0			39							
Internal Link Dist (ft)		627			527			167			613	
Turn Bay Length (ft)	205											
Base Capacity (vph)	656	3539			3107							
Starvation Cap Reductn	0	0			1456							
Spillback Cap Reductn	0	0			0							
Storage Cap Reductn	0	0			0							
Reduced v/c Ratio	0.34	0.22			0.55							

Intersection Summary			
Area Type:	Other		
Cycle Length: 139.6			
Actuated Cycle Length: 139.6			
Offset: 114.8 (82%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay (s/veh): 1.0		Intersection LOS: A	
Intersection Capacity Utilization 39.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Benedictine Drive/Maple Site Drive & Maple Avenue



Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	802	604	19	14	14
Future Vol, veh/h	12	802	604	19	14	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	872	657	21	15	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	677	0	-	0	1129	339
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	462	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	910	-	-	-	198	657
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	601	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	910	-	-	-	195	657
Mov Cap-2 Maneuver	-	-	-	-	195	-
Stage 1	-	-	-	-	465	-
Stage 2	-	-	-	-	601	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.13	0	17.82
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	910	-	-	-	195	657
HCM Lane V/C Ratio	0.014	-	-	-	0.078	0.023
HCM Control Delay (s/veh)	9	-	-	-	25	10.6
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	4	45	411	3	4	622	100
Future Vol, veh/h	0	0	0	0	0	4	45	411	3	4	622	100
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	56	-	-	153	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	48	48	48	48	48	48	48	48	48	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	8	94	856	6	8	1296	208

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2032	2467	752	1711	2568	431	1504	0	0	863	0	0
Stage 1	1417	1417	-	1047	1047	-	-	-	-	-	-	-
Stage 2	616	1050	-	665	1521	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	33	30	353	58	26	572	441	-	-	775	-	-
Stage 1	144	202	-	244	303	-	-	-	-	-	-	-
Stage 2	445	302	-	416	179	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	26	23	353	46	20	572	441	-	-	775	-	-
Mov Cap-2 Maneuver	26	23	-	46	20	-	-	-	-	-	-	-
Stage 1	143	199	-	192	239	-	-	-	-	-	-	-
Stage 2	345	238	-	411	177	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	11.38	1.5	0.05
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	441	-	-	-	572	775	-	-
HCM Lane V/C Ratio	0.212	-	-	-	0.015	0.011	-	-
HCM Control Delay (s/veh)	15.3	-	-	0	11.4	9.7	-	-
HCM Lane LOS	C	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.8	-	-	-	0	0	-	-

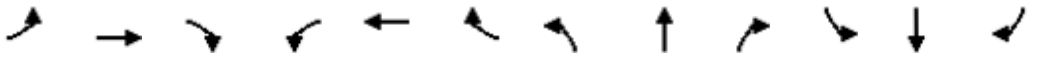
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	130	459	545	77
Future Vol, veh/h	0	0	130	459	545	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	121	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	169	596	708	100

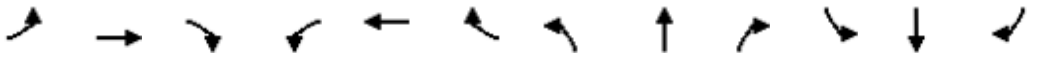
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	404	808	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	0	596	813	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	596	813	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	2.34	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	813	-	-	-	-
HCM Lane V/C Ratio	0.208	-	-	-	-
HCM Control Delay (s/veh)	10.6	-	0	-	-
HCM Lane LOS	B	-	A	-	-
HCM 95th %tile Q(veh)	0.8	-	-	-	-



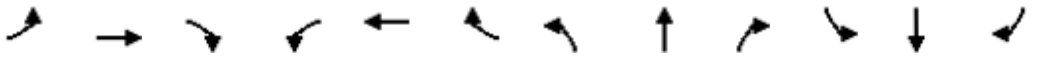
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	253	20	67	164	30	30	126	95	99	242	80
Future Volume (vph)	64	253	20	67	164	30	30	126	95	99	242	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	208		0	242		0	297		0	229		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.989			0.977			0.936			0.963	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3500	0	1770	3458	0	1770	3313	0	1770	3408	0
Flt Permitted	0.604			0.550			0.430			0.361		
Satd. Flow (perm)	1125	3500	0	1025	3458	0	801	3313	0	672	3408	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			18			116			32	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		607			834			728			542	
Travel Time (s)		10.3			14.2			12.4			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	78	309	24	82	200	37	37	154	116	121	295	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	333	0	82	237	0	37	270	0	121	393	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												



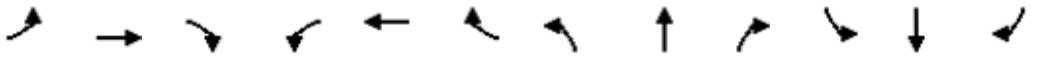
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	18.2	54.6		26.6	63.0		14.0	39.2		19.6	44.8	
Total Split (%)	13.0%	39.0%		19.0%	45.0%		10.0%	28.0%		14.0%	32.0%	
Maximum Green (s)	15.2	48.6		23.6	57.0		11.0	33.2		16.6	38.8	
Yellow Time (s)	3.0	4.5		3.0	4.5		3.0	4.5		3.0	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0		3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	95.8	85.3		96.0	85.4		26.8	16.1		35.1	23.0	
Actuated g/C Ratio	0.68	0.61		0.69	0.61		0.19	0.12		0.25	0.16	
v/c Ratio	0.09	0.15		0.11	0.11		0.17	0.55		0.44	0.66	
Control Delay (s/veh)	7.3	12.5		7.4	11.4		40.6	37.5		46.6	56.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	7.3	12.5		7.4	11.4		40.6	37.5		46.6	56.6	
LOS	A	B		A	B		D	D		D	E	
Approach Delay (s/veh)		11.6			10.4			37.9			54.3	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)	19	62		20	40		26	70		90	168	
Queue Length 95th (ft)	39	92		41	63		48	98		124	194	
Internal Link Dist (ft)		527			754			648			462	
Turn Bay Length (ft)	208			242			297			229		
Base Capacity (vph)	864	2135		849	2117		248	874		298	967	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.09	0.16		0.10	0.11		0.15	0.31		0.41	0.41	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 30.7		Intersection LOS: C	
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Yackley Avenue & Maple Avenue



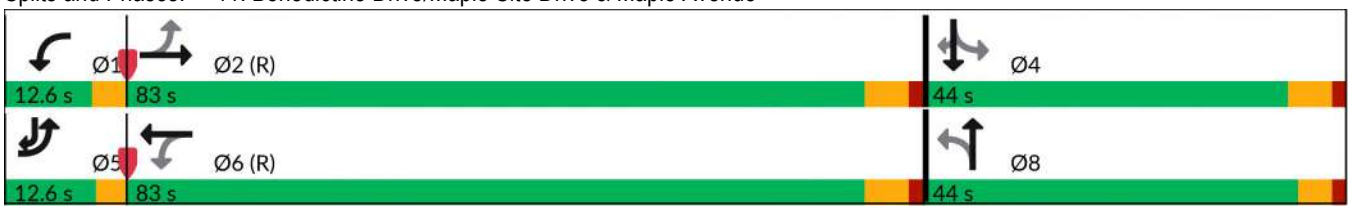
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	241	0	0	274	0	0	0	0	96	0	164
Future Volume (vph)	0	241	0	0	274	0	0	0	0	96	0	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	205		0	151		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												0.850
Flt Protected											0.950	
Satd. Flow (prot)	1900	3539	0	1900	3539	0	0	1900	0	0	1805	1615
Flt Permitted											0.757	
Satd. Flow (perm)	1900	3539	0	1900	3539	0	0	1900	0	0	1438	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												273
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		707			607			247			693	
Travel Time (s)		12.1			10.3			6.7			18.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.60	0.60	0.60
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	294	0	0	334	0	0	0	0	160	0	273
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	294	0	0	334	0	0	0	0	0	160	273
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turn Type	pm+pt	NA		pm+pt	NA					Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	15.0		5.0	3.0		5.0	5.0		4.0	4.0	3.0
Minimum Split (s)	9.5	24.0		9.5	24.0		23.0	23.0		24.0	24.0	9.5
Total Split (s)	12.6	83.0		12.6	83.0		44.0	44.0		44.0	44.0	12.6
Total Split (%)	9.0%	59.5%		9.0%	59.5%		31.5%	31.5%		31.5%	31.5%	9.0%
Maximum Green (s)	9.6	77.0		9.1	77.0		39.0	39.0		38.0	38.0	9.6
Yellow Time (s)	3.0	4.5		3.5	4.5		3.5	3.5		4.5	4.5	3.0
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	3.0	6.0		3.5	6.0			5.0			6.0	3.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	Min	C-Max		None	C-Max		None	None		None	None	Min
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)		106.7			98.2						20.9	32.4
Actuated g/C Ratio		0.76			0.70						0.15	0.23
v/c Ratio		0.10			0.13						0.74	0.46
Control Delay (s/veh)		4.8			7.5						76.6	6.9
Queue Delay		0.0			0.0						0.0	0.0
Total Delay (s/veh)		4.8			7.5						76.6	6.9
LOS		A			A						E	A
Approach Delay (s/veh)		4.8			7.6						32.7	
Approach LOS		A			A						C	
Queue Length 50th (ft)		31			47						141	0
Queue Length 95th (ft)		50			71						131	0
Internal Link Dist (ft)		627			527			167			613	
Turn Bay Length (ft)												200
Base Capacity (vph)		2705			2488						391	623
Starvation Cap Reductn		0			0						0	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.11			0.13						0.41	0.44

Intersection Summary			
Area Type:	Other		
Cycle Length: 139.6			
Actuated Cycle Length: 139.6			
Offset: 114.8 (82%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 17.1		Intersection LOS: B	
Intersection Capacity Utilization 27.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Benedictine Drive/Maple Site Drive & Maple Avenue



Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	236	430	8	5	5
Future Vol, veh/h	5	236	430	8	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	257	467	9	5	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	476	0	-	0	611	238
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	139	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1082	-	-	-	426	763
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1082	-	-	-	423	763
Mov Cap-2 Maneuver	-	-	-	-	423	-
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	873	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.17	0	11.68
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1082	-	-	-	423	763
HCM Lane V/C Ratio	0.005	-	-	-	0.013	0.007
HCM Control Delay (s/veh)	8.3	-	-	-	13.6	9.8
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	38

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	166	0	56	0	0	2	0	219	1	2	193	0
Future Vol, veh/h	166	0	56	0	0	2	0	219	1	2	193	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	56	-	-	153	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	48	48	48	48	48	48	48	48	48	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	346	0	117	0	0	4	0	456	2	4	402	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	639	869	201	667	868	229	402	0	0	458	0	0
Stage 1	410	410	-	457	457	-	-	-	-	-	-	-
Stage 2	228	458	-	209	410	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	361	289	806	345	289	773	1153	-	-	1099	-	-
Stage 1	589	594	-	553	566	-	-	-	-	-	-	-
Stage 2	754	565	-	773	594	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	358	288	806	294	288	773	1153	-	-	1099	-	-
Mov Cap-2 Maneuver	358	288	-	294	288	-	-	-	-	-	-	-
Stage 1	587	591	-	553	566	-	-	-	-	-	-	-
Stage 2	750	565	-	659	591	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	109.18	9.68	0	0.09
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1153	-	-	416	773	1099	-	-
HCM Lane V/C Ratio	-	-	-	1.112	0.005	0.004	-	-
HCM Control Delay (s/veh)	0	-	-	109.2	9.7	8.3	-	-
HCM Lane LOS	A	-	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	16.4	0	0	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	172	0	220	249	0
Future Vol, veh/h	0	172	0	220	249	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	121	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	223	0	286	323	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	162	323	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	0	855	1233	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	855	1233	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1233	-	855	-	-
HCM Lane V/C Ratio	-	-	0.261	-	-
HCM Control Delay (s/veh)	0	-	10.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2018 to 12/31/2018

For XCoordinate 2862256.386 : YCoordinate 1869969.913 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	------ A	Injuries B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
201801418687																				
2/6/2018 3:15 PM	Clear	Wet	0	0	1	0	Front to Rear	Daylight	0.00	2862251.46673125 1869944.22212901										
											Passenger	North	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	North	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201801427348																				
3/15/2018 10:50 AM	Clear	Dry	0	0	0	0	Sideswipe Same Direction	Daylight	0.00	2862251.23589997 1869944.17298355										
											Passenger	North	Changing Lanes	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	North	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201801428184																				
3/19/2018 1:49 PM	Clear	Dry	0	0	0	0	Sideswipe Same Direction	Daylight	0.00	2862250.60887458 1869944.03948583										
											Passenger	North	Changing Lanes	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	North	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201801464604																				
8/30/2018 8:00 PM	Clear	Dry	0	0	0	0	Turning	Darkness, Lighted Road	0.00	2862251.29176931 1869944.18487849										
											SUV	East	Turning Right	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201801420496																				
2/12/2018 1:53 AM	Clear	Wet	0	0	0	0	Turning	Darkness, Lighted Road	1.79	2862253.95220303 1869983.91608522										
											Passenger	Southwest	Turning Right	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Van/Mini-Van	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

YACKLEY AVENUE AT MAPLE AVENUE

Coordinate Collision Diagram Report

1/1/2018 to 12/31/2018

For XCoordinate 2862256.386 : YCoordinate 1869969.913 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	------ A	Injuries B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
201801431841																				
4/5/2018 7:29 PM	Snow	Snow or Slush	0	0	0	0	Turning	Darkness	1.79	2862253.90622024 1869983.18177213										
											Van/Mini-Van	North	Turning Left	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	1
											SUV	South	Straight Ahead	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	2
201801447677																				
6/13/2018 8:31 AM	Clear	Dry	0	0	0	0	Angle	Daylight	1.79	2862253.82758609 1869981.92603949										
											SUV	Northeast	Slow/Stop - Left Turn	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201801457369																				
7/26/2018 3:59 PM	Clear	Dry	0	1	0	0	Turning	Daylight	1.79	2862253.80954317 1869981.6379066										
											Pickup	Northwest	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											SUV	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201801472188																				
9/25/2018 7:15 AM	Rain	Wet	0	0	0	0	Turning	Daylight	1.79	2862253.88434681 1869982.8324686										
											Passenger	Northwest	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201801489935																				
12/3/2018 5:39 PM	Clear	Dry	0	0	1	0	Turning	Darkness, Lighted Road	1.79	2862253.95680727 1869983.98961174										
											Passenger	Northwest	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

YACKLEY AVENUE AT MAPLE AVENUE

Coordinate Collision Diagram Report

1/1/2018 to 12/31/2018

For XCoordinate 2862256.386 : YCoordinate 1869969.913 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	------ A	Injuries B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
201801489949																				
12/3/2018 6:38 PM	Clear	Dry	0	0	1	0	Front to Rear	Darkness	1.79	2862253.94799635 1869983.84890748										
											SUV	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											SUV	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

YACKLEY AVENUE AT MAPLE AVENUE

Coordinate Collision Diagram Report

1/1/2018 to 12/31/2018

For XCoordinate 2862256.386 : YCoordinate 1869969.913 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
11	0	0	1	3	7	0	4	0	1	3

Type of Crash	*Total*	*%*
Angle	1	9.1%
Front to Rear	2	18.2%
Sideswipe Same Direction	2	18.2%
Turning	6	54.5%
TOTAL:	***11***	

Dayof Wk	*Total*	*%*
Monday	4	36.4%
Tuesday	2	18.2%
Wednesday	1	9.1%
Thursday	4	36.4%
TOTAL:	***11***	

Hour of Day	*Total*	*%*
01 AM	1	9.1%
07 AM	1	9.1%
08 AM	1	9.1%
10 AM	1	9.1%
1 PM	1	9.1%
3 PM	2	18.2%
5 PM	1	9.1%
6 PM	1	9.1%
7 PM	1	9.1%
8 PM	1	9.1%
TOTAL:	***11***	

Vehicle Type	*Total*	*%*
Passenger	13	59.1%
Pickup	1	4.5%
SUV	6	27.3%
Van/Mini-Van	2	9.1%
TOTAL:	***22***	

Weather Cond	*Total*	*%*
Clear	9	81.8%
Rain	1	9.1%
Snow	1	9.1%
TOTAL:	***11***	

Light Cond	*Total*	*%*
Darkness	2	18.2%
Darkness, Lighted Road	3	27.3%
Daylight	6	54.5%
TOTAL:	***11***	

Road Surface	*Total*	*%*
Dry	7	63.6%
Snow or Slush	1	9.1%
Wet	3	27.3%
TOTAL:	***11***	

DIRP	*Total*	*%*
East	2	9.1%
North	7	31.8%
Northeast	1	4.5%
Northwest	3	13.6%
South	7	31.8%
Southwest	1	4.5%

YACKLEY AVENUE AT MAPLE AVENUE

Coordinate Collision Diagram Report

1/1/2018 to 12/31/2018

For XCoordinate 2862256.386 : YCoordinate 1869969.913 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

DIRP	*Total*	*%*
West	1	4.5%
TOTAL:	***22***	

YACKLEY AVENUE AT MAPLE AVENUE

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2019 to 12/31/2019

For XCoordinate 2862256.386 : YCoordinate 1869969.913 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	------ A	Injuries B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
201901156888																				
1/15/2019 5:45 PM	Clear	Dry	0	0	0	0	Turning	Darkness	0.00	2862251.46673125 1869944.22212901										
											Passenger	South	Turning Right	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	1
											SUV	South	Turning Right	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	2
201901187465																				
2/6/2019 4:18 PM	Clear	Wet	0	0	0	0	Front to Rear	Daylight	0.00	2862251.39055407 1869944.2059104										
											SUV	North	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	North	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
											SUV	North	Unknown	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	3
201901274430																				
4/30/2019 7:21 AM	Rain	Wet	0	1	0	0	Front to Rear	Daylight	0.00	2862250.46145107 1869944.00809842										
											Passenger	North	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	North	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201901318828																				
7/17/2019 7:16 PM	Clear	Dry	0	1	0	0	Turning	Daylight	0.00	2862251.43256577 1869944.21485496										
											Passenger	South	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	North	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201901196247																				
2/17/2019 9:47 AM	Snow	Snow or Slush	0	0	0	0	Front to Rear	Daylight	1.79	2862253.79621628 1869981.42508543										
											Passenger	South	Skidding/Control Loss	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											SUV	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

YACKLEY AVENUE AT MAPLE AVENUE

Coordinate Collision Diagram Report

1/1/2019 to 12/31/2019

For XCoordinate 2862256.386 : YCoordinate 1869969.913 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	Injuries A	Injuries B	Injuries C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
201901270226																				
4/25/2019 8:30 AM	Clear	Dry	0	0	0	0	Turning	Daylight	1.79	2862253.78387063 1869981.22792862										
											Passenger	West	Straight Ahead	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	North	Turning Left	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	2
201901283343																				
5/16/2019 9:04 PM	Clear	Dry	0	0	0	0	Front to Rear	Unknown	1.79	2862253.79189929 1869981.35614615										
											Pickup	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	South	Unknown	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201901320168																				
7/28/2019 4:30 PM	Clear	Dry	0	2	0	0	Angle	Daylight	1.79	2862253.79937739 1869981.47556624										
											SUV	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	North	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
											Passenger	North	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	3
201901345378																				
8/17/2019 8:12 PM	Clear	Dry	0	0	0	0	Front to Rear	Darkness	1.79	2862253.8057427 1869981.57721581										
											Passenger	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											SUV	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201901471596																				
11/8/2019 6:16 PM	Clear	Dry	0	0	0	0	Turning	Darkness, Lighted Road	1.79	2862253.78353157 1869981.22251365										
											SUV	Southwest	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											SUV	Southwest	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

YACKLEY AVENUE AT MAPLE AVENUE

Coordinate Collision Diagram Report

1/1/2019 to 12/31/2019

For XCoordinate 2862256.386 : YCoordinate 1869969.913 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	------ A	Injuries B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
201901477573																				
11/20/2019 5:44 PM	Clear	Dry	0	0	0	0	Turning	Darkness	1.79	2862253.78930659 1869981.3147426										
											Passenger	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	Northwest	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201901477855																				
11/27/2019 6:37 PM	Clear	Dry	0	1	0	0	Front to Rear	Darkness, Lighted Road	1.79	2862253.78202438 1869981.19844308										
											Passenger	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	West	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
											Van/Mini-Van	West	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	3
201901479375																				
12/16/2019 5:50 PM	Clear	Dry	0	0	0	0	Turning	Darkness	1.79	2862253.79297965 1869981.37339877										
											Passenger	West	U-Turn	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	North	Turning Right	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201901479592																				
12/19/2019 7:38 AM	Clear	Dry	0	0	0	0	Front to Front	Daylight	1.79	2862253.80493495 1869981.56431649										
											Passenger	North	Skidding/Control Loss	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201901488234																				
12/19/2019 10:15 PM	Clear	Dry	0	1	0	0	Sideswipe Same Direction	Darkness	1.79	2862253.78842145 1869981.3006073										
											Passenger	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	Traffic Signal	Off Pavement - Right	(UNK)	(UNK)	1
											Passenger	West	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

YACKLEY AVENUE AT MAPLE AVENUE

Coordinate Collision Diagram Report

1/1/2019 to 12/31/2019

For XCoordinate 2862256.386 : YCoordinate 1869969.913 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
15	0	0	5	0	10	0	6	0	6	0

Type of Crash	*Total*	*%*
Angle	1	6.7%
Front to Front	1	6.7%
Front to Rear	6	40.0%
Sideswipe Same Direction	1	6.7%
Turning	6	40.0%
TOTAL:	***15***	

Dayof Wk	*Total*	*%*
Monday	1	6.7%
Tuesday	2	13.3%
Wednesday	4	26.7%
Thursday	4	26.7%
Friday	1	6.7%
Saturday	1	6.7%
Sunday	2	13.3%
TOTAL:	***15***	

Hour of Day	*Total*	*%*
07 AM	2	13.3%
08 AM	1	6.7%
09 AM	1	6.7%
4 PM	2	13.3%
5 PM	3	20.0%
6 PM	2	13.3%
7 PM	1	6.7%
8 PM	1	6.7%
9 PM	1	6.7%
10 PM	1	6.7%
TOTAL:	***15***	

Vehicle Type	*Total*	*%*
Passenger	23	69.7%
Pickup	1	3.0%
SUV	8	24.2%
Van/Mini-Van	1	3.0%
TOTAL:	***33***	

Weather Cond	*Total*	*%*
Clear	13	86.7%
Rain	1	6.7%
Snow	1	6.7%
TOTAL:	***15***	

Light Cond	*Total*	*%*
Darkness	5	33.3%
Darkness, Lighted Road	2	13.3%
Daylight	7	46.7%
Unknown	1	6.7%
TOTAL:	***15***	

Road Surface	*Total*	*%*
Dry	12	80.0%
Snow or Slush	1	6.7%
Wet	2	13.3%
TOTAL:	***15***	

DIRP	*Total*	*%*
North	11	33.3%
Northwest	1	3.0%
South	11	33.3%
Southwest	2	6.1%
West	8	24.2%
TOTAL:	***33***	

YACKLEY AVENUE AT MAPLE AVENUE

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2020 to 12/31/2020

For XCoordinate 2862256.386 : YCoordinate 1869969.913 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	Injuries A	Injuries B	Injuries C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
202001065944																				
1/27/2020 5:42 AM	Clear	Dry	0	0	0	0	Angle	Darkness, Lighted Road	0.00	2862251.2243531 1869944.17052515										
											Passenger	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	North	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
202001066033																				
2/8/2020 9:18 PM	Clear	Dry	0	0	0	0	Turning	Darkness, Lighted Road	0.00	2862250.4826542 1869944.0126127										
											Passenger	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	West	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
202001216629																				
2/28/2020 11:11 PM	Clear	Dry	0	0	0	0	Front to Rear	Darkness, Lighted Road	0.00	2862251.46673125 1869944.22212901										
											Passenger	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
202001343370																				
8/10/2020 9:55 PM	Clear	Dry	0	0	0	0	Angle	Darkness, Lighted Road	0.00	2862250.70439273 1869944.05982226										
											Passenger	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
202001363997																				
10/26/2020 6:19 PM	Clear	Wet	0	0	0	0	Front to Rear	Darkness, Lighted Road	0.00	2862251.02225952 1869944.12749813										
											Passenger	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Van/Mini-Van	East	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

YACKLEY AVENUE AT MAPLE AVENUE

Coordinate Collision Diagram Report

1/1/2020 to 12/31/2020

For XCoordinate 2862256.386 : YCoordinate 1869969.913 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	Injuries A	Injuries B	Injuries C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
202001368421																				
12/4/2020 12:55 PM	Clear	Dry	0	0	0	0	Turning	Daylight	0.00	2862251.46673125 1869944.22212901										
											Passenger	West	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											SUV	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
202001064442																				
1/5/2020 9:28 PM	Clear	Dry	0	1	0	0	Front to Rear	Darkness, Lighted Road	1.79	2862253.79744293 1869981.44467424										
											Passenger	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
											Passenger	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	3
202001278411																				
3/19/2020 1:29 PM	Rain	Wet	0	0	0	0	Angle	Daylight	1.79	2862253.78083641 1869981.17947074										
											Pickup	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
202001284615																				
4/13/2020 4:23 PM	Clear	Dry	0	0	3	0	Angle	Daylight	1.79	2862253.78355534 1869981.22289322										
											Passenger	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	1
											Van/Mini-Van	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
											Pickup	East	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	3
202001337116																				
7/28/2020 11:10 PM	Clear	Dry	0	0	0	0	Turning	Darkness, Lighted Road	1.79	2862253.79072924 1869981.33746125										
											Other	South	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1

YACKLEY AVENUE AT MAPLE AVENUE

Coordinate Collision Diagram Report

1/1/2020 to 12/31/2020

For XCoordinate 2862256.386 : YCoordinate 1869969.913 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	------ A	Injuries B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
											Other	North	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
202001370320																				
12/26/2020 8:06 PM	Clear	Dry	0	0	2	0	Front to Rear	Darkness, Lighted Road	1.79	2862253.79662154 1869981.43155727										
											Passenger	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

YACKLEY AVENUE AT MAPLE AVENUE

Coordinate Collision Diagram Report

1/1/2020 to 12/31/2020

For XCoordinate 2862256.386 : YCoordinate 1869969.913 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
11	0	0	1	2	8	0	6	0	1	5

Type of Crash	*Total*	*%*
Angle	4	36.4%
Front to Rear	4	36.4%
Turning	3	27.3%
TOTAL:	***11***	

Dayof Wk	*Total*	*%*
Monday	4	36.4%
Tuesday	1	9.1%
Thursday	1	9.1%
Friday	2	18.2%
Saturday	2	18.2%
Sunday	1	9.1%
TOTAL:	***11***	

Hour of Day	*Total*	*%*
05 AM	1	9.1%
Noon	1	9.1%
1 PM	1	9.1%
4 PM	1	9.1%
6 PM	1	9.1%
8 PM	1	9.1%
9 PM	3	27.3%
11 PM	2	18.2%
TOTAL:	***11***	

Vehicle Type	*Total*	*%*
Other	2	8.3%
Passenger	17	70.8%
Pickup	2	8.3%
SUV	1	4.2%
Van/Mini-Van	2	8.3%
TOTAL:	***24***	

Weather Cond	*Total*	*%*
Clear	10	90.9%
Rain	1	9.1%
TOTAL:	***11***	

Light Cond	*Total*	*%*
Darkness, Lighted Road	8	72.7%
Daylight	3	27.3%
TOTAL:	***11***	

Road Surface	*Total*	*%*
Dry	9	81.8%
Wet	2	18.2%
TOTAL:	***11***	

DIRP	*Total*	*%*
East	8	33.3%
North	2	8.3%
South	9	37.5%
West	5	20.8%
TOTAL:	***24***	

YACKLEY AVENUE AT MAPLE AVENUE

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2021 to 12/31/2021

For XCoordinate 2862256.386 : YCoordinate 1869969.913 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	------ A	Injuries B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
202101111610																				
2/6/2021 6:50 AM	Clear	Snow or Slush	0	0	0	0	Turning	Daylight	0.00	2862251.46673125 1869944.22212901										
											SUV	Northeast	Turning On Red	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
202101340432																				
10/10/2021 12:25 PM	Rain	Wet	0	0	0	0	Turning	Daylight	0.00	2862250.78809219 1869944.07764241										
											SUV	West	Turning Left	Motor Vehicle In Traffic	Off Pavement - Right	(UNK)	(UNK)	(UNK)	(UNK)	1
											SUV	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
202101152892																				
4/5/2021 4:34 PM	Clear	Dry	0	0	0	0	Turning	Daylight	1.79	2862251.46673125 1869944.22212901										
											Passenger	East	Straight Ahead	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	Southwest	Turning Left	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	2
202101353878																				
9/13/2021 1:17 PM	Clear	Dry	0	0	1	0	Turning	Daylight	1.79	2862253.78103886 1869981.18270387										
											Passenger	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	Northwest	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
202101383448																				
11/8/2021 3:21 PM	Clear	Dry	0	0	0	0	Front to Rear	Daylight	1.79	2862253.76431313 1869980.91558609										
											Passenger	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

YACKLEY AVENUE AT MAPLE AVENUE

Coordinate Collision Diagram Report

1/1/2021 to 12/31/2021

For XCoordinate 2862256.386 : YCoordinate 1869969.913 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	------ A	Injuries B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
202101433242																				
12/28/2021 1:12 PM	Snow	Snow or Slush	0	0	0	0	Turning	Daylight	1.79	2862253.83776356 1869982.0885666										
											SUV	North	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											SUV	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

YACKLEY AVENUE AT MAPLE AVENUE

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2021 to 12/31/2021

For XCoordinate 2862256.386 : YCoordinate 1869969.913 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
6	0	0	0	1	5	0	1	0	0	1

Type of Crash	*Total*	*%*
Front to Rear	1	16.7%
Turning	5	83.3%
TOTAL:	***6***	

Dayof Wk	*Total*	*%*
Monday	3	50.0%
Tuesday	1	16.7%
Saturday	1	16.7%
Sunday	1	16.7%
TOTAL:	***6***	

Hour of Day	*Total*	*%*
06 AM	1	16.7%
Noon	1	16.7%
1 PM	2	33.3%
3 PM	1	16.7%
4 PM	1	16.7%
TOTAL:	***6***	

Vehicle Type	*Total*	*%*
Passenger	7	58.3%
SUV	5	41.7%
TOTAL:	***12***	

Weather Cond	*Total*	*%*
Clear	4	66.7%
Rain	1	16.7%
Snow	1	16.7%
TOTAL:	***6***	

Light Cond	*Total*	*%*
Daylight	6	100.0%
TOTAL:	***6***	

Road Surface	*Total*	*%*
Dry	3	50.0%
Snow or Slush	2	33.3%
Wet	1	16.7%
TOTAL:	***6***	

DIRP	*Total*	*%*
East	2	16.7%
North	1	8.3%
Northeast	1	8.3%
Northwest	1	8.3%
Southwest	1	8.3%
West	6	50.0%
TOTAL:	***12***	

YACKLEY AVENUE AT MAPLE AVENUE

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2022 to 12/31/2022

For XCoordinate 2862256.386 : YCoordinate 1869969.913 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	------ A	Injuries B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
202201117652																				
4/13/2022 7:25 PM	Rain	Wet	0	1	2	0	Turning	Dusk	0.00	2862283.40539353 1869912.56008399										
											Passenger	South	Turning Left	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	East	Straight Ahead	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	2
202201396380																				
8/24/2022 9:35 AM	Clear	Dry	0	0	0	0	Turning	Daylight	0.00	2862251.51887645 1869944.23255803										
											SUV	South	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
											Passenger	North	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	3
202201333677																				
10/9/2022 10:40 PM	Clear	Dry	0	0	0	0	Front to Rear	Darkness, Lighted Road	0.00	2862419.78021269 1869915.85138212										
											SUV	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											SUV	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
202201395454																				
2/21/2022 8:52 PM	Clear	Dry	0	0	0	0	Turning	Darkness, Lighted Road	1.79	2862253.83153923 1869981.98916835										
											Passenger	West	Turning Right	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
202201095724																				
3/1/2022 6:50 AM	Clear	Dry	0	0	0	0	Front to Rear	Dawn	1.79	2862253.76836226 1869980.98025258										
											Passenger	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

YACKLEY AVENUE AT MAPLE AVENUE

Coordinate Collision Diagram Report

1/1/2022 to 12/31/2022

For XCoordinate 2862256.386 : YCoordinate 1869969.913 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	------ A	Injuries B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
202201101974																				
3/7/2022 9:05 PM	Clear	Dry	0	0	1	0	Turning	Darkness, Lighted Road	1.79	2862251.27244202 1869944.18076359										
											SUV	North	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
202201218722																				
6/13/2022 3:06 PM	Clear	Dry	0	1	0	0	Overturned	Daylight	1.79	2862251.46673125 1869944.22212901										
											Motorcycle	East	Avoiding Vehicle/Objects	Overturn	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
202201400999																				
12/8/2022 6:30 PM	Clear	Dry	1	0	1	0	Angle	Darkness, Lighted Road	1.79	2862253.80658093 1869981.59060174										
											Passenger	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

YACKLEY AVENUE AT MAPLE AVENUE

Coordinate Collision Diagram Report

1/1/2022 to 12/31/2022

For XCoordinate 2862256.386 : YCoordinate 1869969.913 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
8	0	1	2	1	4	0	7	1	2	4

Type of Crash	*Total*	*%*
Angle	1	12.5%
Front to Rear	2	25.0%
Overturned	1	12.5%
Turning	4	50.0%
TOTAL:	***8***	

Dayof Wk	*Total*	*%*
Monday	3	37.5%
Tuesday	1	12.5%
Wednesday	2	25.0%
Thursday	1	12.5%
Sunday	1	12.5%
TOTAL:	***8***	

Hour of Day	*Total*	*%*
06 AM	1	12.5%
09 AM	1	12.5%
3 PM	1	12.5%
6 PM	1	12.5%
7 PM	1	12.5%
8 PM	1	12.5%
9 PM	1	12.5%
10 PM	1	12.5%
TOTAL:	***8***	

Vehicle Type	*Total*	*%*
Motorcycle	1	6.3%
Passenger	11	68.8%
SUV	4	25.0%
TOTAL:	***16***	

Weather Cond	*Total*	*%*
Clear	7	87.5%
Rain	1	12.5%
TOTAL:	***8***	

Light Cond	*Total*	*%*
Darkness, Lighted Road	4	50.0%
Dawn	1	12.5%
Daylight	2	25.0%
Dusk	1	12.5%
TOTAL:	***8***	

Road Surface	*Total*	*%*
Dry	7	87.5%
Wet	1	12.5%
TOTAL:	***8***	

DIRP	*Total*	*%*
East	3	18.8%
North	2	12.5%
South	8	50.0%
West	3	18.8%
TOTAL:	***16***	

YACKLEY AVENUE AT MAPLE AVENUE

Coordinate Collision Diagram Report

1/1/2022 to 12/31/2022

For XCoordinate 2862256.386 : YCoordinate 1869969.913 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.

YACKLEY AVENUE AT MAPLE AVENUE

Coordinate Collision Diagram Report

1/1/2018 to 12/31/2018

For XCoordinate 2861600.069 : YCoordinate 1869875.148 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	------ A	Injuries B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
201801412907																				
1/16/2018 7:43 AM	Snow	Snow or Slush	0	0	0	0	Fixed Object	Daylight	2.85	2861621.78573855 1869853.79193191										
											SUV	East	Straight Ahead	Traffic Signal	Off Pavement - Right	(UNK)	(UNK)	(UNK)	(UNK)	1

MAPLE AVENUE AT BENET DRIVE

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2018 to 12/31/2018

For XCoordinate 2861600.069 : YCoordinate 1869875.148 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
1	0	0	0	0	1	0	0	0	0	0

Type of Crash	*Total*	*%*
Fixed Object	1	100.0%
TOTAL:	***1***	

Dayof Wk	*Total*	*%*
Tuesday	1	100.0%
TOTAL:	***1***	

Hour of Day	*Total*	*%*
07 AM	1	100.0%
TOTAL:	***1***	

Vehicle Type	*Total*	*%*
SUV	1	100.0%
TOTAL:	***1***	

Weather Cond	*Total*	*%*
Snow	1	100.0%
TOTAL:	***1***	

Light Cond	*Total*	*%*
Daylight	1	100.0%
TOTAL:	***1***	

Road Surface	*Total*	*%*
Snow or Slush	1	100.0%
TOTAL:	***1***	

DIRP	*Total*	*%*
East	1	100.0%
TOTAL:	***1***	

MAPLE AVENUE AT BENET DRIVE

Coordinate Collision Diagram Report

1/1/2018 to 12/31/2018

For XCoordinate 2861600.069 : YCoordinate 1869875.148 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

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MAPLE AVENUE AT BENET DRIVE

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2019 to 12/31/2019

For XCoordinate 2861600.069 : YCoordinate 1869875.148 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

No Crash Data Available

MAPLE AVENUE AT BENET DRIVE

Coordinate Collision Diagram Report

1/1/2020 to 12/31/2020

For XCoordinate 2861600.069 : YCoordinate 1869875.148 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

No Crash Data Available

MAPLE AVENUE AT BENET DRIVE

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2021 to 12/31/2021

For XCoordinate 2861600.069 : YCoordinate 1869875.148 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

No Crash Data Available

MAPLE AVENUE AT BENET DRIVE

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2022 to 12/31/2022

For XCoordinate 2861600.069 : YCoordinate 1869875.148 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

No Crash Data Available

MAPLE AVENUE AT BENET DRIVE

Coordinate Collision Diagram Report

1/1/2018 to 12/31/2018

For XCoordinate 2862288.871 : YCoordinate 1871196.762 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

No Crash Data Available

YACKLEY AVENUE AT NORTH BENET DRIVE

Coordinate Collision Diagram Report

1/1/2019 to 12/31/2019

For XCoordinate 2862288.871 : YCoordinate 1871196.762 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

No Crash Data Available

YACKLEY AVENUE AT NORTH BENET DRIVE

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2020 to 12/31/2020

For XCoordinate 2862288.871 : YCoordinate 1871196.762 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

No Crash Data Available

YACKLEY AVENUE AT NORTH BENET DRIVE

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2021 to 12/31/2021

For XCoordinate 2862288.871 : YCoordinate 1871196.762 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

No Crash Data Available

YACKLEY AVENUE AT NORTH BENET DRIVE

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2022 to 12/31/2022

For XCoordinate 2862288.871 : YCoordinate 1871196.762 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

No Crash Data Available

YACKLEY AVENUE AT NORTH BENET DRIVE

Coordinate Collision Diagram Report

1/1/2018 to 12/31/2018

For XCoordinate 2862251.111 : YCoordinate 1870556.137 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

No Crash Data Available

YACKLEY AVENUE AT SOUTH BENET DRIVE

Coordinate Collision Diagram Report

1/1/2019 to 12/31/2019

For XCoordinate 2862251.111 : YCoordinate 1870556.137 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

No Crash Data Available

YACKLEY AVENUE AT SOUTH BENET DRIVE

Coordinate Collision Diagram Report

1/1/2020 to 12/31/2020

For XCoordinate 2862251.111 : YCoordinate 1870556.137 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

No Crash Data Available

YACKLEY AVENUE AT SOUTH BENET DRIVE

Coordinate Collision Diagram Report

1/1/2021 to 12/31/2021

For XCoordinate 2862251.111 : YCoordinate 1870556.137 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

No Crash Data Available

YACKLEY AVENUE AT SOUTH BENET DRIVE

Coordinate Collision Diagram Report

1/1/2022 to 12/31/2022

For XCoordinate 2862251.111 : YCoordinate 1870556.137 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

No Crash Data Available

YACKLEY AVENUE AT SOUTH BENET DRIVE

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2017 to 12/31/2017

For XCoordinate 2860874.873 : YCoordinate 1869794.148 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	------ A	Injuries B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2018 to 12/31/2018

For XCoordinate 2860874.873 : YCoordinate 1869794.148 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	------ Injuries A	------ B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2019 to 12/31/2019

For XCoordinate 2860874.873 : YCoordinate 1869794.148 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	------ A	Injuries B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
201901155070																				
1/12/2019 10:54 AM	Snow	Snow or Slush	0	0	0	0	Rear to Front	Daylight	0.00	2860874.71046842 1869777.49448605										
											Passenger	West	Skidding/Control Loss	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

Coordinate Collision Diagram Report

1/1/2019 to 12/31/2019

For XCoordinate 2860874.873 : YCoordinate 1869794.148 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
1	0	0	0	0	1	0	0	0	0	0

Type of Crash	*Total*	*%*
Rear to Front	1	100.0%
TOTAL:	***1***	

Dayof Wk	*Total*	*%*
Saturday	1	100.0%
TOTAL:	***1***	

Hour of Day	*Total*	*%*
10 AM	1	100.0%
TOTAL:	***1***	

Vehicle Type	*Total*	*%*
Passenger	2	100.0%
TOTAL:	***2***	

Weather Cond	*Total*	*%*
Snow	1	100.0%
TOTAL:	***1***	

Light Cond	*Total*	*%*
Daylight	1	100.0%
TOTAL:	***1***	

Road Surface	*Total*	*%*
Snow or Slush	1	100.0%
TOTAL:	***1***	

DIRP	*Total*	*%*
East	1	50.0%
West	1	50.0%
TOTAL:	***2***	

Coordinate Collision Diagram Report

1/1/2019 to 12/31/2019

For XCoordinate 2860874.873 : YCoordinate 1869794.148 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

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Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2020 to 12/31/2020

For XCoordinate 2860874.873 : YCoordinate 1869794.148 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	------ Injuries A	------ B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit

Coordinate Collision Diagram Report

1/1/2021 to 12/31/2021

For XCoordinate 2860874.873 : YCoordinate 1869794.148 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	------ Injuries A	------ B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit

Coordinate Collision Diagram Report

1/1/2022 to 12/31/2022

For XCoordinate 2860874.873 : YCoordinate 1869794.148 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	------ A	Injuries B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
202201335476																				
8/24/2022 2:56 PM	Clear	Dry	0	0	0	0	Turning	Daylight	0.29	2860877.10987814 1869811.93238912										
											Pickup	North	U-Turn	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

Coordinate Collision Diagram Report

1/1/2022 to 12/31/2022

For XCoordinate 2860874.873 : YCoordinate 1869794.148 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
1	0	0	0	0	1	0	0	0	0	0

Type of Crash	*Total*	*%*
Turning	1	100.0%
TOTAL:	***1***	

Dayof Wk	*Total*	*%*
Wednesday	1	100.0%
TOTAL:	***1***	

Hour of Day	*Total*	*%*
2 PM	1	100.0%
TOTAL:	***1***	

Vehicle Type	*Total*	*%*
Passenger	1	50.0%
Pickup	1	50.0%
TOTAL:	***2***	

Weather Cond	*Total*	*%*
Clear	1	100.0%
TOTAL:	***1***	

Light Cond	*Total*	*%*
Daylight	1	100.0%
TOTAL:	***1***	

Road Surface	*Total*	*%*
Dry	1	100.0%
TOTAL:	***1***	

DIRP	*Total*	*%*
North	1	50.0%
West	1	50.0%
TOTAL:	***2***	

Coordinate Collision Diagram Report

1/1/2022 to 12/31/2022

For XCoordinate 2860874.873 : YCoordinate 1869794.148 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

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Location Info	
Location ID	022 3454
Type	LINK
Functional Class	4
Located On	Maple Ave
Between	Naper Blvd AND YACKLEY AVE
Direction	2-WAY
Community	NAPERVILLE
MPO_ID	
HPMS ID	
Agency	Illinois DOT

Count Data Info	
Start Date	6/15/2020
End Date	6/16/2020
Start Time	11:00 AM
End Time	11:00 AM
Direction	2-WAY
Notes	
Count Source	MAPLE AVE
File Name	D1 Atlas 2020 Submittal 7-HiStar A.mdb
Weather	
Study	
Owner	idotco
QC Status	Accepted

Interval: 60 mins	
Time	**Hourly Count**
00:00 - 01:00	63
01:00 - 02:00	24
02:00 - 03:00	21
03:00 - 04:00	37
04:00 - 05:00	44
05:00 - 06:00	151
06:00 - 07:00	422
07:00 - 08:00	782
08:00 - 09:00	897
09:00 - 10:00	813
10:00 - 11:00	839
11:00 - 12:00	927
12:00 - 13:00	1054
13:00 - 14:00	967
14:00 - 15:00	1021
15:00 - 16:00	1106
16:00 - 17:00	1185
17:00 - 18:00	1285
18:00 - 19:00	946
19:00 - 20:00	729
20:00 - 21:00	577
21:00 - 22:00	362
22:00 - 23:00	238
23:00 - 24:00	145
TOTAL	14635

VOLUME_273197793