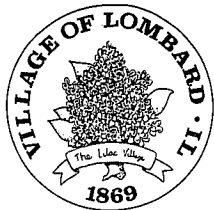


000346



To: Stan Rickard, Public Works Director
From: John Johnson, Technical Services Supervisor *JJ*
Date: May 30, 2000
Subject: 2-Way Stop on LaLonde at 17th St.

Attached for your review are traffic counts on 17th St. at LaLonde. This area is under new home construction and is approximately 95% completed. During construction the developer requested that LaLonde stop at 17th St.. The Village has not accepted this development as of this date. It appears that 17th St. is becoming a cut-through street. LaLonde and 17th St. is the only 4-legged intersection within this development. There are some sight restrictions along LaLonde and due to the higher speeds on 17th St., the needed safe stopping distance on LaLonde decreased. I would recommend posting north and southbound LaLonde at 17th St. with stop signs as part of the development and back charging the developer for materials and labor.

cc: Richard Tross, Trustee - District 2
David Schaffer, Trustee - District 3
Transportation and Safety Committee

**NU-METRICS Traffic Analyzer Study
Computer Generated Summary Report
Route: W.B.17thSt bet Stewart&Lalonde
Location: W.B.17thSt bet Stewart&Lalonde**

A study of vehicle traffic was conducted with HI-STAR unit number 2262. The study was done in the lane on W.B.17thSt bet Stewart&Lalonde in Lombard, IL in DuPage county. The study began on 05/23/2000 at 10:00 AM and concluded on 05/25/2000 at 10:00 AM, lasting a total of 48 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 1,230 vehicles passed through the location with a peak volume of 67 on 05/23/2000 at 03:00 PM and a minimum volume of 0 on 05/24/2000 at 02:00 AM.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

< 23	23	25	28	30	33	35	38	40	43	45	48	50	53	> 53
214	161	248	169	194	91	80	26	19	3	6	3	5	0	9

Half of the vehicles were traveling at 25 Mph or a lower speed. The average speed for all classified vehicles was 28 Mph with 19.7 percent exceeding the posted speed of 30 Mph. The HI-STAR found 0.0 percent of the total vehicles were traveling in excess of 55 Mph. The mode speed for this traffic study was 25 Mph and the 85th percentile was 33.

CLASSIFICATION

Chart 2 lists the values of the eight Classification bins and the total traffic volume accumulated for each bin.

Chart 2

< 20	20	30	40	50	60	70	> 70
562	54	251	21	145	14	166	15

Most of the vehicles were Passenger Cars with a total count of 616. This represents 50.2 percent of the classified vehicles. The number of trucks in the study was 0 which represents 0.0 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 05/23/2000 at 03:00 PM the average headway between the vehicles was 52.94 seconds. The slowest traffic period was on 05/24/2000 at 02:00 AM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 62 and 117 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.0 percent of the time.

Time/Speed Report

HI-Star ID: 2262	Begin: 05/23/2000 10:00 AM	End: 05/25/2000 10:00 AM
Street: W.B.17thSt bet Stewart&Lalonde	Lane:	Hours: 48
State: IL	Oper: EP	Period: 60
City: Lombard	Posted: 30	Raw Count: 1230
County: DuPage	AADT Factor: 1	AADT Count: 615

Date & Time Range	22	23	25	28	30	33	35	38	40	43	45	48	50	53	54	Total
05/23/2000 [10:00 AM-11:00 AM]	5	6	3	1	3	5	3	2	1	0	0	0	0	0	0	29
05/23/2000 [11:00 AM-12:00 PM]	2	6	6	3	2	1	2	0	0	1	0	0	0	0	0	23
05/23/2000 [12:00 PM-01:00 PM]	3	6	2	4	3	1	3	1	1	0	1	0	0	0	0	25
05/23/2000 [01:00 PM-02:00 PM]	5	8	3	5	4	2	1	0	2	0	0	0	1	0	0	31
05/23/2000 [02:00 PM-03:00 PM]	5	4	11	11	8	7	3	2	1	0	0	1	0	0	1	54
05/23/2000 [03:00 PM-04:00 PM]	5	10	18	9	11	3	4	2	3	1	1	0	0	0	0	67
05/23/2000 [04:00 PM-05:00 PM]	9	3	11	5	11	8	4	1	1	0	2	0	0	0	0	55
05/23/2000 [05:00 PM-06:00 PM]	9	6	13	4	11	2	2	1	1	0	0	0	0	0	1	50
05/23/2000 [06:00 PM-07:00 PM]	7	2	4	6	11	2	3	0	0	0	0	0	0	0	0	35
05/23/2000 [07:00 PM-08:00 PM]	11	8	5	1	3	0	1	0	0	0	0	0	1	0	0	30
05/23/2000 [08:00 PM-09:00 PM]	6	5	1	3	2	4	2	0	0	0	0	0	0	0	0	23
05/23/2000 [09:00 PM-10:00 PM]	8	5	7	4	7	0	0	0	0	0	0	0	0	0	0	31
05/23/2000 [10:00 PM-11:00 PM]	5	0	2	0	1	0	1	0	0	0	0	0	0	0	0	9
05/23/2000 [11:00 PM-12:00 AM]	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05/24/2000 [12:00 AM-01:00 AM]	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	5
05/24/2000 [01:00 AM-02:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05/24/2000 [02:00 AM-03:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05/24/2000 [03:00 AM-04:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05/24/2000 [04:00 AM-05:00 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05/24/2000 [05:00 AM-06:00 AM]	3	2	0	1	2	0	0	0	0	0	0	0	0	0	0	8
05/24/2000 [06:00 AM-07:00 AM]	3	2	8	4	4	1	0	0	0	0	0	0	0	0	1	23
05/24/2000 [07:00 AM-08:00 AM]	3	5	10	13	16	6	5	3	0	0	0	1	0	0	0	62
05/24/2000 [08:00 AM-09:00 AM]	7	1	7	9	8	6	1	0	1	0	0	0	0	0	0	40
05/24/2000 [09:00 AM-10:00 AM]	4	5	9	5	6	2	3	0	0	0	0	0	0	0	0	34
05/24/2000 [10:00 AM-11:00 AM]	4	6	3	3	3	2	0	3	2	0	0	0	0	0	0	26
05/24/2000 [11:00 AM-12:00 PM]	5	2	8	2	4	3	1	0	0	0	0	0	0	0	0	25
05/24/2000 [12:00 PM-01:00 PM]	3	1	4	2	1	3	0	0	0	0	0	0	0	0	1	15
05/24/2000 [01:00 PM-02:00 PM]	6	4	2	5	3	0	1	0	0	0	0	0	0	0	0	21
05/24/2000 [02:00 PM-03:00 PM]	8	11	15	10	5	4	7	0	1	0	0	0	2	0	3	66
05/24/2000 [03:00 PM-04:00 PM]	7	7	11	11	9	6	2	0	1	0	0	0	0	0	0	54
05/24/2000 [04:00 PM-05:00 PM]	6	6	4	8	5	4	4	0	1	1	0	0	1	0	1	41
05/24/2000 [05:00 PM-06:00 PM]	8	4	15	9	12	2	2	3	1	0	2	0	0	0	0	58
05/24/2000 [06:00 PM-07:00 PM]	4	6	12	4	5	1	3	1	0	0	0	0	0	0	0	36
05/24/2000 [07:00 PM-08:00 PM]	11	9	7	2	1	0	2	0	0	0	0	0	0	0	0	32
05/24/2000 [08:00 PM-09:00 PM]	6	2	5	1	2	0	1	0	1	0	0	0	0	0	0	18
05/24/2000 [09:00 PM-10:00 PM]	4	0	4	2	2	1	1	1	0	0	0	0	0	0	0	15
05/24/2000 [10:00 PM-11:00 PM]	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	4
05/24/2000 [11:00 PM-12:00 AM]	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	4
05/25/2000 [12:00 AM-01:00 AM]	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05/25/2000 [01:00 AM-02:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05/25/2000 [02:00 AM-03:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05/25/2000 [03:00 AM-04:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05/25/2000 [04:00 AM-05:00 AM]	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05/25/2000 [05:00 AM-06:00 AM]	1	1	0	1	2	0	1	0	0	0	0	0	0	0	0	6
05/25/2000 [06:00 AM-07:00 AM]	2	0	4	2	6	3	2	1	0	0	0	1	0	0	1	22
05/25/2000 [07:00 AM-08:00 AM]	15	8	11	8	10	0	3	1	0	0	0	0	0	0	0	56
05/25/2000 [08:00 AM-09:00 AM]	12	5	10	3	4	4	6	2	1	0	0	0	0	0	0	47
05/25/2000 [09:00 AM-10:00 AM]	10	4	8	4	4	5	5	1	0	0	0	0	0	0	0	41

Grand Totals: 214 161 248 169 194 91 80 26 19 3 6 3 5 0 9 1228

Total Percentages: 17.43% 20.20% 15.80% 6.51% 1.55% 0.49% 0.41% 0.73%
 13.11% 13.76% 7.41% 2.12% 0.24% 0.24% 0.00%

**NU-METRICS Traffic Analyzer Study
Computer Generated Summary Report
Route: E.B.17thSt bet Stewart&Lalonde
Location: E.B.17thSt bet Stewart&Lalonde**

A study of vehicle traffic was conducted with HI-STAR unit number 9136. The study was done in the lane on E.B.17thSt bet Stewart&Lalonde in Lombard, IL in DuPage county. The study began on 05/23/2000 at 10:00 AM and concluded on 05/25/2000 at 10:00 AM, lasting a total of 48 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 866 vehicles passed through the location with a peak volume of 56 on 05/24/2000 at 07:00 AM and a minimum volume of 0 on 05/24/2000 at 03:00 AM.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

< 23	23	25	28	30	33	35	38	40	43	45	48	50	53	> 53
227	39	93	150	73	78	21	9	2	0	1	0	2	0	1

Half of the vehicles were traveling at 25 Mph or a lower speed. The average speed for all classified vehicles was 27 Mph with 16.3 percent exceeding the posted speed of 30 Mph. The HI-STAR found 0.0 percent of the total vehicles were traveling in excess of 55 Mph. The mode speed for this traffic study was 22 Mph and the 85th percentile was 33.

CLASSIFICATION

Chart 2 lists the values of the eight Classification bins and the total traffic volume accumulated for each bin.

Chart 2

< 20	20	30	40	50	60	70	> 70
318	8	129	5	125	1	108	2

Most of the vehicles were Passenger Cars with a total count of 326. This represents 46.8 percent of the classified vehicles. The number of trucks in the study was 0 which represents 0.0 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 05/24/2000 at 07:00 AM the average headway between the vehicles was 63.16 seconds. The slowest traffic period was on 05/24/2000 at 03:00 AM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 66 and 113 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.0 percent of the time.

Time/Speed Report

HI-Star ID: 9136	Begin: 05/23/2000 10:00 AM	End: 05/25/2000 10:00 AM
Street: E.B.17thSt bet Stewart&Lalonde	Lane:	Hours: 48
State: IL	Oper: EP	Period: 60
City: Lombard	Posted: 30	Raw Count: 866
County: DuPage	AADT Factor: 1	AADT Count: 433

Date & Time Range	22	23	25	28	30	33	35	38	40	43	45	48	50	53	54	Total
05/23/2000 [10:00 AM-11:00 AM]	7	0	2	0	1	2	1	0	0	0	0	0	0	0	0	13
05/23/2000 [11:00 AM-12:00 PM]	2	4	1	1	0	2	0	0	0	0	0	0	0	0	0	10
05/23/2000 [12:00 PM-01:00 PM]	3	1	2	4	2	0	0	0	0	0	0	0	0	0	0	12
05/23/2000 [01:00 PM-02:00 PM]	2	1	7	3	2	2	1	0	0	0	0	0	0	0	0	18
05/23/2000 [02:00 PM-03:00 PM]	3	0	0	7	1	7	4	0	0	0	0	0	0	0	0	22
05/23/2000 [03:00 PM-04:00 PM]	5	1	5	7	5	5	2	1	0	0	0	0	0	0	0	31
05/23/2000 [04:00 PM-05:00 PM]	6	1	4	7	4	5	0	0	0	0	0	0	0	0	0	27
05/23/2000 [05:00 PM-06:00 PM]	4	2	7	9	6	10	0	0	1	0	0	0	0	0	0	39
05/23/2000 [06:00 PM-07:00 PM]	8	0	6	10	1	6	0	0	0	0	0	0	0	0	0	31
05/23/2000 [07:00 PM-08:00 PM]	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
05/23/2000 [08:00 PM-09:00 PM]	8	0	2	3	0	0	0	0	0	0	0	0	0	0	0	13
05/23/2000 [09:00 PM-10:00 PM]	1	1	1	0	0	1	0	1	0	0	0	0	0	0	0	5
05/23/2000 [10:00 PM-11:00 PM]	2	0	3	4	0	1	0	0	0	0	0	0	0	0	0	10
05/23/2000 [11:00 PM-12:00 AM]	2	0	0	2	2	1	2	0	0	0	0	0	0	0	0	9
05/24/2000 [12:00 AM-01:00 AM]	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
05/24/2000 [01:00 AM-02:00 AM]	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
05/24/2000 [02:00 AM-03:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05/24/2000 [03:00 AM-04:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05/24/2000 [04:00 AM-05:00 AM]	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05/24/2000 [05:00 AM-06:00 AM]	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
05/24/2000 [06:00 AM-07:00 AM]	4	0	1	3	1	0	0	0	0	0	0	0	0	0	0	9
05/24/2000 [07:00 AM-08:00 AM]	9	1	7	15	5	8	3	1	0	0	0	0	1	0	0	50
05/24/2000 [08:00 AM-09:00 AM]	10	0	3	2	4	0	0	0	0	0	0	0	0	0	0	19
05/24/2000 [09:00 AM-10:00 AM]	7	3	2	2	3	1	0	0	0	0	0	0	0	0	0	18
05/24/2000 [10:00 AM-11:00 AM]	4	0	2	2	1	2	0	0	0	0	0	0	0	0	0	11
05/24/2000 [11:00 AM-12:00 PM]	2	0	2	2	2	0	1	0	0	0	0	0	0	0	0	9
05/24/2000 [12:00 PM-01:00 PM]	12	0	1	5	2	0	0	2	0	0	0	0	0	0	0	22
05/24/2000 [01:00 PM-02:00 PM]	10	2	2	3	3	0	0	0	0	0	0	0	0	0	0	20
05/24/2000 [02:00 PM-03:00 PM]	11	2	4	8	2	2	1	1	0	0	0	0	0	0	0	31
05/24/2000 [03:00 PM-04:00 PM]	15	2	3	6	4	5	0	0	0	0	0	0	0	0	0	35
05/24/2000 [04:00 PM-05:00 PM]	10	1	5	9	3	2	2	1	0	0	0	0	0	0	0	33
05/24/2000 [05:00 PM-06:00 PM]	7	2	2	4	2	1	3	0	0	0	1	0	0	0	0	22
05/24/2000 [06:00 PM-07:00 PM]	8	3	4	3	1	3	0	0	0	0	0	0	0	0	0	22
05/24/2000 [07:00 PM-08:00 PM]	10	2	0	3	0	1	0	0	0	0	0	0	0	0	0	16
05/24/2000 [08:00 PM-09:00 PM]	7	1	2	7	0	0	0	0	0	0	0	0	0	0	0	17
05/24/2000 [09:00 PM-10:00 PM]	7	0	4	5	3	2	0	0	0	0	0	0	0	0	0	21
05/24/2000 [10:00 PM-11:00 PM]	4	3	0	0	2	2	0	0	0	0	0	0	0	0	0	11
05/24/2000 [11:00 PM-12:00 AM]	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
05/25/2000 [12:00 AM-01:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05/25/2000 [01:00 AM-02:00 AM]	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3
05/25/2000 [02:00 AM-03:00 AM]	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05/25/2000 [03:00 AM-04:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05/25/2000 [04:00 AM-05:00 AM]	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05/25/2000 [05:00 AM-06:00 AM]	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05/25/2000 [06:00 AM-07:00 AM]	4	0	2	2	0	1	0	0	0	0	0	0	0	0	0	9
05/25/2000 [07:00 AM-08:00 AM]	12	2	5	7	5	2	1	1	0	0	0	0	0	0	0	35
05/25/2000 [08:00 AM-09:00 AM]	10	0	1	0	2	1	0	0	0	0	0	0	0	0	1	15
05/25/2000 [09:00 AM-10:00 AM]	4	1	0	2	1	0	0	0	0	0	0	0	0	0	0	8

Grand Totals:	227	39	93	150	73	78	21	9	2	0	1	0	2	0	1	696
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Total Percentages:	32.61%	5.60%	13.36%	21.55%	10.49%	11.21%	3.02%	1.29%	0.29%	0.00%	0.14%	0.00%	0.29%	0.00%	0.14%	
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