CITY OF NAPERVILLE

Road Improvement Plan Update

NOVEMBER 2025

Naperville

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EXECUTIVE SUMMARY

The City of Naperville Road Improvement Plan Update (RIP Update) outlines capacity improvements for arterial and collector roadways within the City's jurisdiction. The following goals were identified for the RIP Update:

- Improve traffic flow on major roadways to support the City's mobility goals;
- Reduce cut-through traffic in neighborhoods through improvements to major roadways;
- Lower greenhouse emissions to support the City's sustainability efforts;
- Establish planning-level construction cost estimates to plan funding sources; and
- Define implementation considerations for annual review as part of the Capital Improvement Program (CIP).

The improvements identified in the RIP Update are based on an analysis of existing and future operational conditions at arterial and collector intersections, as well as roadway segments under City jurisdiction. For the analysis of future traffic conditions, Year 2050 traffic forecast volumes were developed using data obtained from the Chicago Metropolitan Agency for Planning (CMAP).

Based on the analysis results, operational deficiencies were identified for future Year 2050 conditions. Where capacity constraints were noted, potential improvements were evaluated. For each proposed improvement, a planning-level feasibility review was completed to determine potential conflicts with right-of-way and utilities. A summary of the recommended improvements is presented in **Table A1,** while a map detailing these improvements is shown as **Exhibit A**. Additionally, planning-level construction cost estimates were prepared for each improvement; these estimates do not include engineering or land acquisition costs.

20 *total projects*

15 *intersection improvements*

2 *roadway widening projects*

1 *roadway extension*

2 *potential road diets*

20 *year implementation period*

$29 *million construction cost*[1]

[1] Construction cost excludes potential road diets. Engineering and land acquisition costs also excluded.

Table A1. Summary of Improvements

INTERSECTION / SEGMENT	IMPROVEMENT DESCRIPTION	CONSTRUCTION COST ESTIMATE[1]

Aurora Av / West St-Driveway	• Install eastbound right-turn lane
	• Provide dual westbound left-turn lanes
	• Modify signal
	  • Protected phasing for westbound left-turn
	  • Right-turn overlap phase for eastbound and northbound approaches
	• Relocate Pace Suburban Bus shelter on southwest corner
		$549,000

Book Rd / Rickert Dr	• Extend westbound left-turn lane
	• Modify northbound approach to provide shared left-turn/through lane and right-turn lane
	• Modify signal
	  • North-south split phasing
	  • Right-turn overlap phases for eastbound and northbound approaches
		$208,000

West St-Private Dr / Rickert Dr	• Provide dual southbound left-turn lanes • Modify signal • Protected left-turn phase on northbound and southbound approaches	**$232,000**
Washington St / Diehl Rd	• Install dual westbound left-turn lanes; mirror turn lanes on eastbound approach • Modify signal • Protected left-turn phase for westbound and eastbound approaches	**$372,000**
Washington St / Bauer Rd	• Install left-turn lanes on northbound and southbound approaches • Modify signal • Protected-permitted phase for northbound and southbound approaches	**$351,000**
Washington St / Ogden Av	• Install southbound right-turn lane • Modify signal • Right-turn overlap phase on southbound and eastbound approaches	**$103,000**
Modaff Rd-Magnolia Ln / Gartner Rd	• Realign south leg • Install left-turn lanes on Gartner Rd	**$397,000**

Ogden Av / Iroquois Av	• Install dual left-turn lanes on southbound approach
	• Modify signal
	  • Protected left-turn phase for northbound and southbound approaches
	  • Right-turn overlap phase on southbound approach
		$110,000

[1] ***Construction cost estimate does not include engineering and land acquisition costs.***

Table A1. Summary of Improvements (Continued)

INTERSECTION / SEGMENT	IMPROVEMENT DESCRIPTION	CONSTRUCTION COST ESTIMATE[1]

Ogden Av / Naper Bl	• Install dual left-turn lanes on northbound and southbound approaches
	• Modify signal
	  • Protected left-turn phase for northbound and southbound approaches
	  • Right-turn overlap phase on southbound approach
		$541,000

Naper Bl / Plank Rd	• Install eastbound right-turn lane	**$123,000**

248th Av - Macrane St / 95th St	• Install dual westbound left-turn lanes; mirror turn lanes on eastbound approach
	• Modify signal
	  • Protected left-turn phase for westbound and eastbound approaches
	  • Right-turn overlap phases for eastbound and northbound approaches
		$641,000

248th Av / 111th St	• Install northbound right-turn lane • Modify signal • Right-turn overlap phase on northbound approach	**$233,000**
Route 59 / 95th St	• Install westbound right-turn lane	**$252,000**
Book Rd / 95th St	• Widen Book Road to provide two lanes in each direction (note: extent of widening to be defined thru future design process) • Install northbound and southbound right-turn lanes • New signal	**$1,170,000**

Washington St / Royce Rd	• Install dual westbound left-turn lanes
	• Provide northbound right-turn lane
	• Modify traffic signal
	  • Protected left-turn phase for westbound and eastbound approaches
	  • Right-turn overlap phase on northbound approach
		$234,000

[1] Construction cost estimate does not include engineering and land acquisition costs.

Table A1. Summary of Improvements (Continued)

INTERSECTION / SEGMENT	IMPROVEMENT DESCRIPTION	CONSTRUCTION COST ESTIMATE[1]
111th St, Route 59 to 248th Av	• Widen to 4-lane cross-section with turn lanes at key intersections (currently 2 lanes) • Provide westbound right-turn lane drop at 248th Av	**$9,630,000**
119th St, east of Route 59 to DuPage River	• Widen to 4-lane cross-section with turn lanes at key intersections (currently 2 lanes)	**$10,300,000**
Book Rd extension to 119th St	• Extend existing cross-section south to 119th St	**$3,500,000**
Potential Road Diet: Wehrli Road, south of Muirhead Av	• Convert roadway to 2-lane cross-section (currently 4- lane, undivided roadway)	**TBD[2]**
Potential Road Diet: 87th St, Route 59 to Book Rd	• Provide 2-lane cross-section (currently 4-lane, divided roadway)	**TBD[2]**

[1] Construction cost estimate does not include engineering and land acquisition costs.

[2] Subject to further review as part of the City's Bicycle and Pedestrian Plan.

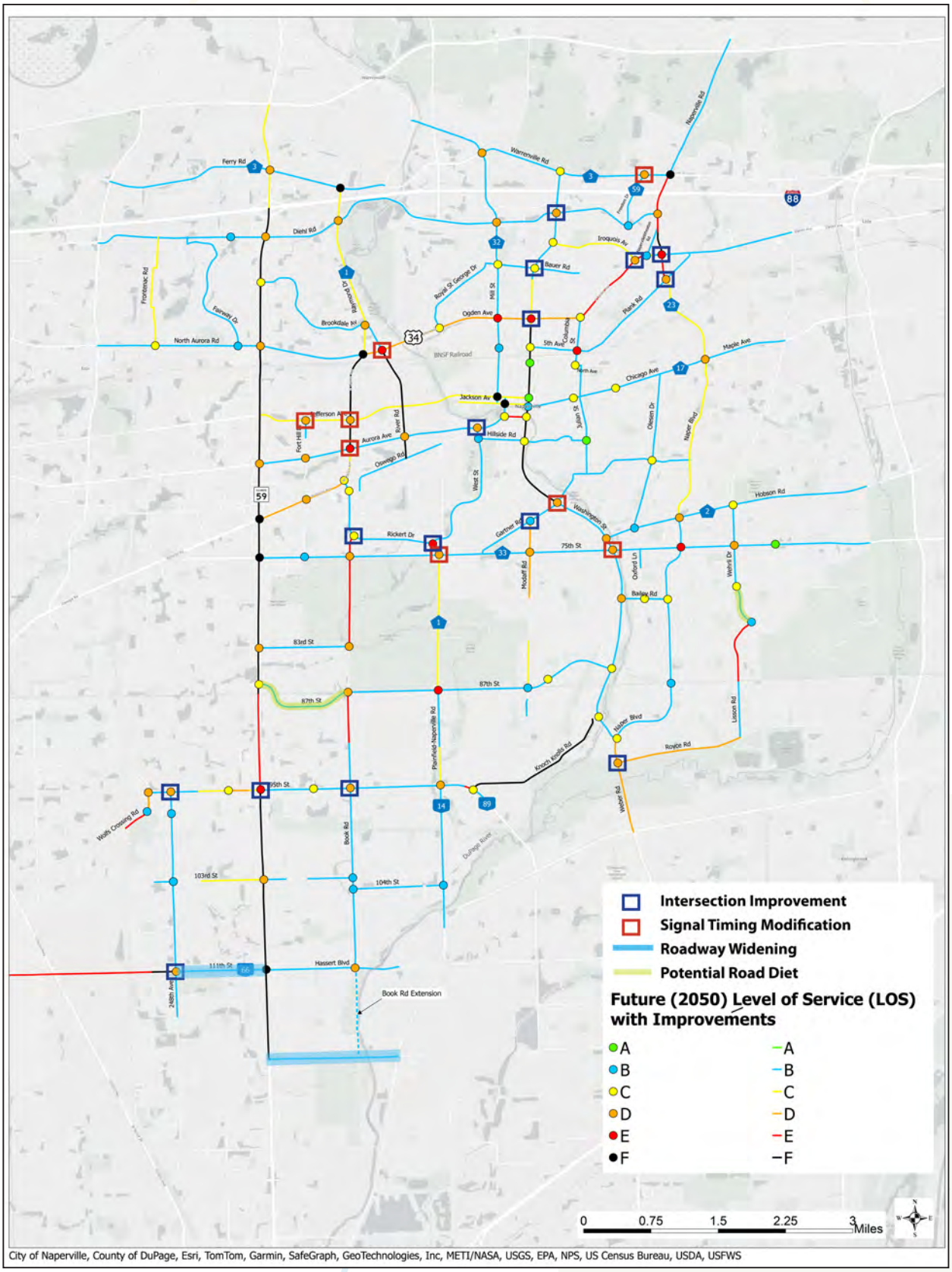


Exhibit A: Summary of Future Year 2050 Level of Service with Capacity Improvements

The improvements identified in **Table A1** will be implemented over the next 20 years through the City's Capital Improvement Program (CIP). To assist with prioritization of improvements, the following implementation considerations were identified:

- **City Jurisdiction:** coordination with other agencies not required
- **Available Right-of-Way:** right-of-way available based on County GIS records (field survey required to verify)
- **Alternative Funding:** project scope potentially eligible for outside (e.g., state or federal) funding
- **Safety:** potential reduction in crashes (based on a review of the Illinois Department of Transportation crash history)
- **School Walk Route / Park Access:** location along school walk route or near a park
- **Overall Traffic Operations / User Delay:** reduction in overall vehicle delay
- **Cost Effectiveness:** estimated construction cost <$300,000

Note that enhancements to pedestrian and bicycle mobility and safety were not included as unique implementation considerations, as pedestrian and bicycle design components will be incorporated into each project as part of the future design process. Further, each project will improve traffic flow; and therefore, sustainability or reductions in air and/or noise pollution were not included as unique implementation considerations.

A summary of implementation considerations for each improvement identified in the RIP Update is presented in **Table A2.** Along with these considerations, improvements may be prioritized as part of the annual CIP to coordinate with other City projects, thereby minimizing costs and disruptions during construction.

Table A2. Summary of Implementation Considerations

IMPROVEMENT	COST ESTIMATE[1]	CITY JURISDICTION	AVAILABLE RIGHT-OF-WAY[2]	ALTERNATIVE FUNDING	SAFETY	SCHOOL WALK ROUTE/ PARK ACCESS	OVERALL TRAFFIC OPERATIONS/ USER DELAY	COST EFFECTIVENESS (<$300,000)
Aurora Av / West St-Private Dr	$549,000	PACE	✓	✓	✓	✓	✓	
Book Rd / Rickert Dr	$208,000	✓	✓		✓	✓	Queue Spillback	✓
West St-Private Dr / Rickert Dr	$232,000	✓	✓		✓		Queue Spillback	✓
Washington St / Diehl Rd	$372,000	DuDOT	✓		✓		Queue Spillback	
Washington St / Bauer Rd	$351,000	✓	✓		✓	✓		
Washington St / Ogden Av	$103,000	IDOT	✓				✓	✓
Modaff Rd-Magnolia Ln / Gartner Rd	$397,000	Private			✓	✓	✓	
Ogden Av / Iroquis Av	$110,000	IDOT	✓		✓		✓	✓
Ogden Av / Naper Bl	$541,000	DuDOT, IDOT	✓	✓	✓		✓	
Plank Rd / Naper Bl	$123,000	✓	✓				✓	✓
248th Av / 95th St	$641,000	✓	✓	✓	✓		✓	
248th Av / 111th St	$233,000	✓	✓			✓	✓	✓
Route 59 / 95th St	$252,000	IDOT	✓					✓
Book Rd / 95th St	$1,170,000	✓	✓	✓	✓	✓	✓	
Washington St / Royce Rd	$234,000	✓	✓			✓	✓	✓
Roadway Widening: 111th St, Route 59 to 248th Av	$9,630,000	✓		✓		✓		
Roadway Widening: 119th St, east of Route 59 to DuPage River	$10,300,000	✓		✓				
Roadway Extension: Book Road, 111th St to 119th St	$3,500,000	✓	✓	✓				
Potential Road Diet: Wehrli Rd, south of Muirhead Av	Subject to future review	✓	✓		✓	✓		
Potential Road Diet: 87th St, Route 59 to Book Rd	Subject to future review	✓	✓		✓			

[1] Construction cost estimate does not include engineering and land acquisition costs.
[2] Based on available County GIS data; field survey required to confirm right-of-way.

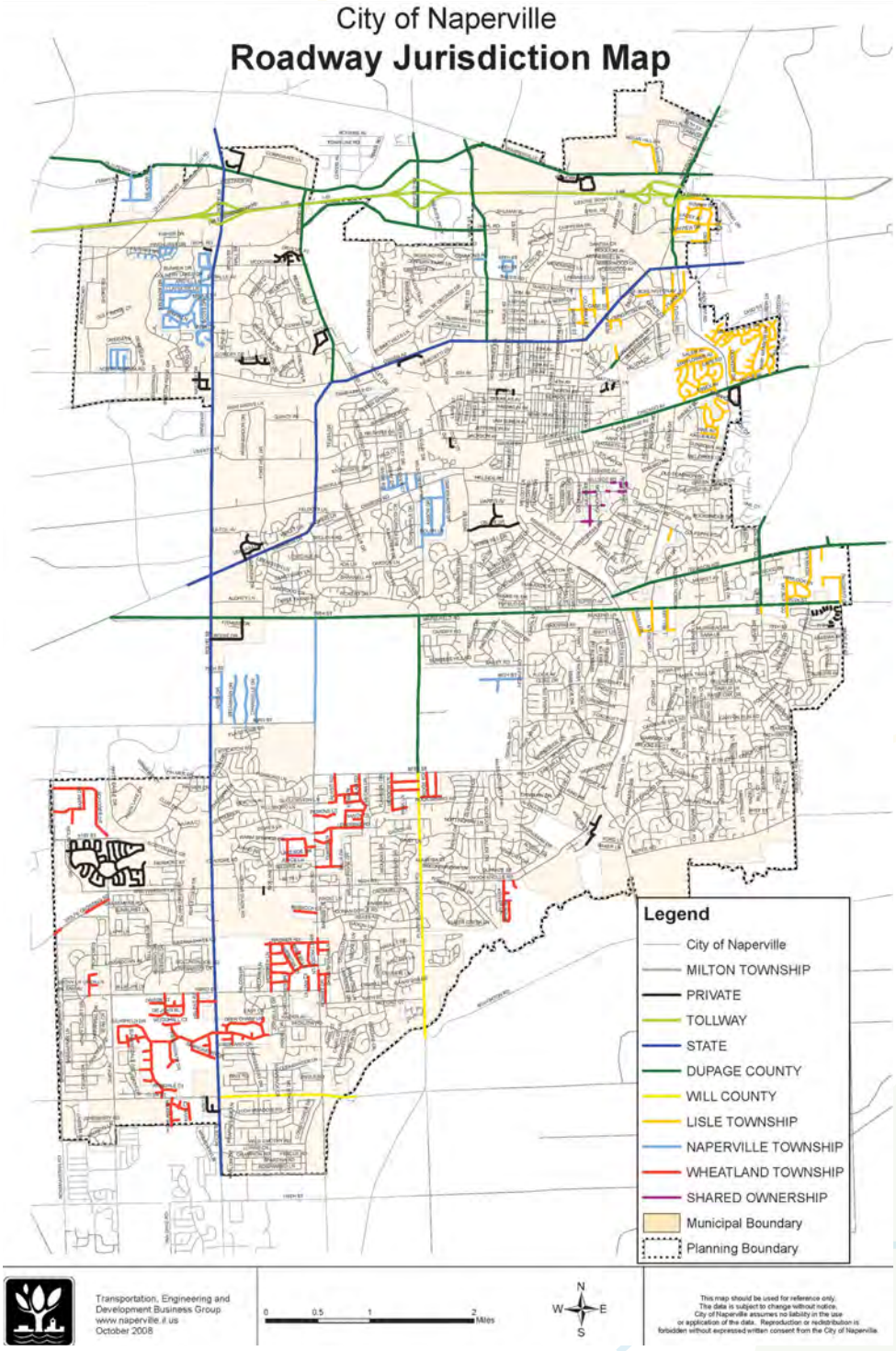


Exhibit 1: Roadway Jurisdiction Map

INTRODUCTION

Last completed in 2007, the Road Improvement Plan Update (RIP Update) identifies capacity improvements for arterial and collector roadways within the City of Naperville's jurisdiction **(Exhibit 1)**. For planning purposes, the RIP Update evaluates existing and future Year 2050 traffic conditions. Other factors considered include public input, crash history, and future land use.

Following Transportation Advisory Board (TAB) review and City Council approval, the capacity improvements defined in the RIP Update will be incorporated into the City's Capital Improvement Program (CIP) over the next 20 years. Each project will be subject to detailed engineering and design as part of a future process. The future process will include opportunities for public input and will evaluate specific design elements related to accessibility, safety, and pedestrian/bicycle/transit connectivity.

EXISTING CONDITIONS

To establish baseline conditions, existing traffic operations were evaluated for arterial and collector roadways within the City of Naperville's jurisdiction. A summary of the methodology and key findings is presented on the next page.

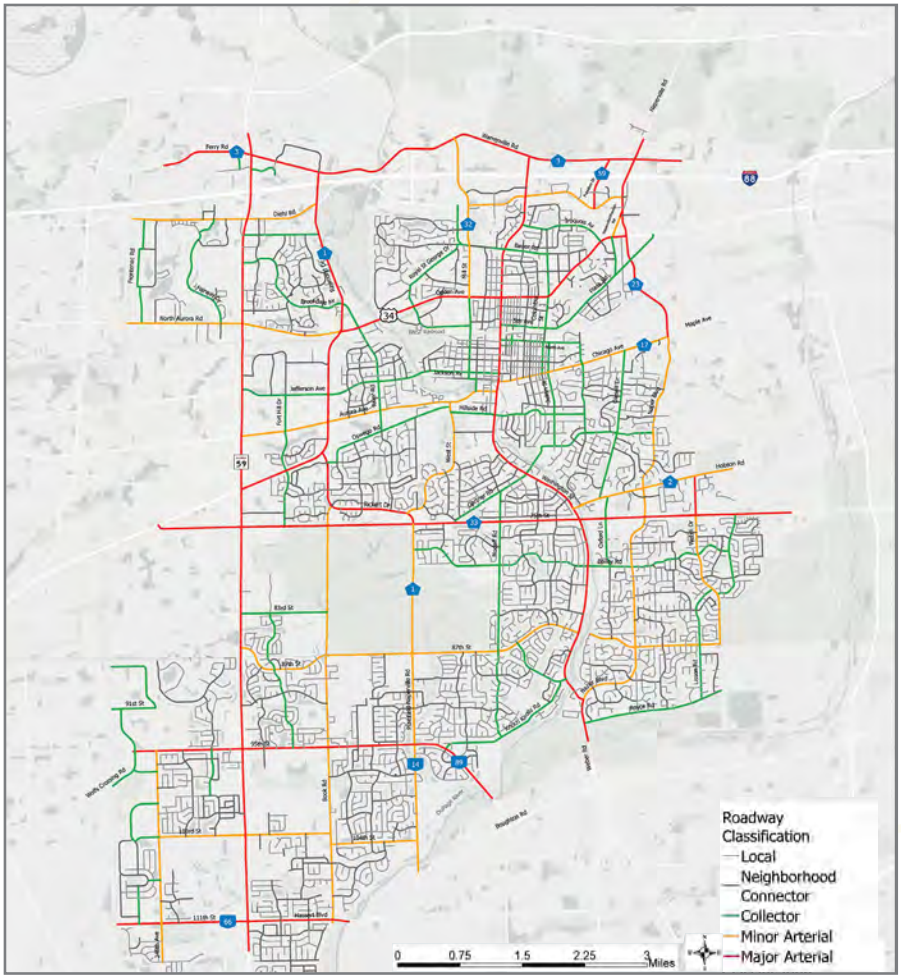


Exhibit 2: City of Naperville Roadway Classification Map

Study Network

The RIP Update includes a review of traffic conditions on arterial and collector roadway segments under City jurisdiction. The City's Roadway Classification Map is presented as **Exhibit 2.**

In addition to reviewing traffic conditions on collector and arterial roadway segments, the RIP Update also includes an analysis of intersection performance. Using the City's Master Thoroughfare Plan, Kimley-Horn identified 162 intersections for consideration in the RIP Update. This includes the intersection of the following roadways:

- Arterial / Arterial
- Arterial / Collector
- Collector / Collector

Based on a review of the City's arterial and collector roadway network, a total of 162 intersections were identified; 104 intersections are signalized and 58 are unsignalized. Using available traffic count data, a total of 134 intersections and 184 roadway segments were analyzed. A summary of the intersection data is presented in **Table 1**.

LOCAL STREETS

The primary function is to serve adjoining property. They are arranged to conform to the topography, to discourage use by through traffic, and to provide access to abutting property.

NEIGHBORHOOD CONNECTOR

Connect residential and local streets within a neighborhood to Collectors and to the Arterial network. All neighborhoods have at least one neighborhood connector, and many have two or more.

COLLECTOR

A roadway used primarily to provide ready collection of traffic from residential areas and to convey this traffic to the major arterial and highwaysystem. Even though this roadway may carry some through traffic, its primary function is to feed traffic to the arterial roadways and to provide local access.

MINOR ARTERIAL

A roadway used primarily for intersections of sections of the City and deemed desirable for construction of other public utilities within the right of way.

MAJOR ARTERIAL

These roadways are used primarily to carry the heavier traffic pattern providing continuity throughout the contiguous urban area. Access control is maintained through limiting access to intersections with other roadways.

Turning Movement Counts

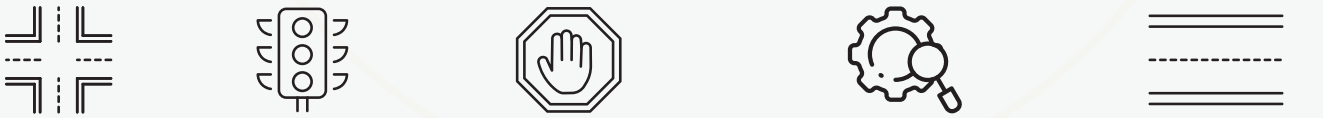
The City of Naperville provided turning movement count data for a total of 82 study intersections. To address gaps in traffic count data, Kimley-Horn referenced Replica. Replica is a subscription-based traffic dataset that includes turning movement counts (TMC) and annual average daily traffic (AADT). The TMC data from Replica is from Year 2022. Traffic count data from Year 2020 was not used in the analysis due to atypical traffic conditions related to the Covid-19 pandemic.

Based on a review of available data sources, a summary of the TMC data is provided below and detailed in **Table 1.**

- **City of Naperville Data** – 82 intersections
- **Replica** – 52 intersections
- **TMC Data Not Available** – 28 intersections

A list of the intersections where TMC data is not available is provided as **Appendix A**. These intersections were not included in the capacity analysis.

City of Naperville Arterial and Collector Roadways



162 intersections

104 signalized

58 unsignalized *(two-way stop control, all-way stop, yield)*

134 intersections analyzed *(104 signalized; 30 unsignalized)*

184 roadway segments analyzed

Table 1. Summary of Intersection Turning Movement Count Data

INTERSECTION	SIGNALIZED/ UNSIGNALIZED (S/U)	CITY TURNING MOVEMENT COUNT	REPLICA TURNING MOVEMENT COUNT	TIMING JURISDICTIONS
Bauer Rd / Royal St George Dr	U	N	N	-
North Av / Ellsworth St	U	N	N	-
Bauer Rd / Columbia St	U	N	N	-
North Av / Columbia St	U	Y	-	-
5th Av-Plank Rd / Columbia St	U	Y	-	-
Chicago Av / Columbia St	U	Y	-	-
Plank Rd / Naperville/Wheaton Rd	U	N	N	-
North Av / Julian St	U	N	N	-
Chicago Av / Julian St	U	Y	-	-
Gartner Rd / Julian St	U	N	N	-
Hillside Rd / Julian St	U	Y	-	-
Naper Bl / Gartner Rd	U	Y	-	-
Gartner Rd / Charles Av	U	N	N	-
Gartner Rd / Modaff Rd	U	Y	-	-

U – Unsignalized S – Signalized Y – Yes N – No

Table 1. Summary of Intersection Turning Movement Count Data (Continued)

INTERSECTION	SIGNALIZED/ UNSIGNALIZED (S/U)	CITY TURNING MOVEMENT COUNT	REPLICA TURNING MOVEMENT COUNT	TIMING JURISDICTIONS
Gartner Rd / Olesen Dr	U	Y	-	-
75th St / Gartner Rd	U	N	N	-
North Av / Charles Av	U	N	N	-
Hillside Rd / Charles Av	U	N	N	-
Jackson Av / Mill St	U	N	N	-
Jackson Av / Eagle St	U	Y	-	-
87th St / Lisson Rd	U	N	N	-
87th St / Wehrli Rd	U	Y	-	-
Royce Rd / Lisson Rd	U	N	N	-
Wehrli Rd / Bailey Rd	U	Y	-	-
Bailey Rd / Modaff Rd	U	Y	-	-
Bailey Rd / Oxford Ln	U	Y	N	-
Bailey Rd / Ranchview Dr	U	N	N	-
Plainfield/Naperville Rd / Bailey Rd	U	Y	-	-
75th St / Oxford Ln	U	N	N	-
Wehrli Rd / Ranchview Dr	U	Y	-	-
87th St / Modaff Rd	U	Y	-	-
87th St / Ring Rd	U	Y	-	-
87th St / Skylane Dr	U	Y	-	-
Knoch Knolls Rd / Modaff Rd	U	Y	-	-
West St / Oswego Rd	U	Y	-	-
Sequoia Rd / Oswego Rd	U	N	N	-
Jefferson Av / Mill St	U	Y	-	-
5th Av / Royal St George Dr	U	N	N	-
Route 59 / McDowell Rd	U	N	N	-
Diehl Rd / Frontenac Rd	U	Y	-	-
Country Club Bl / Fairway Dr	U	N	N	-
Route 59 / Westings Av	U	N	N	-
Jefferson Av / River Rd	U	N	N	-
Oswego Rd / River Rd	U	N	N	-
Ring Rd / Knoch Knolls Rd	U	Y	-	-
83rd St / Skylane Dr	U	N	N	-
91st St / Wolfs Crossing Rd	U	Y	-	-
111th St / Cedar Dr	U	Y	-	-
248th Av / Ashwood Rd	U	Y	-	-
248th Av / Honey Locust Dr	U	Y	-	-
103rd St / Honey Locust Dr	U	N	N	-
Wehrli Rd / Lisson Rd	U	Y	-	-
Hobson Rd / Oxford Ln	U	N	N	-

U – Unsignalized S – Signalized Y – Yes N – No

Table 1. Summary of Intersection Turning Movement Count Data (Continued)

INTERSECTION	SIGNALIZED/ UNSIGNALIZED (S/U)	CITY TURNING MOVEMENT COUNT	REPLICA TURNING MOVEMENT COUNT	TIMING JURISDICTIONS
Ferry Rd / Celebration Dr	U	N	N	-
School St / Ellsworth St	U	N	N	-
Ferry Rd / Comfort Dr	U	Y	-	-
Diehl Rd / West St	U	Y	-	-
Iroquois Av / Columbia St	U	N	N	-
Freedom Dr / Diehl Rd	S	N	Y	City of Naperville
Naper Bl / Plank Rd	S	Y	-	City of Naperville
Chicago Av / Charles Av	S	N	Y	City of Naperville
87th St / Plainfield/Naperville Rd	S	N	Y	DuPage County
95th St / Skylane Dr	S	Y	-	City of Naperville
95th St / Deering Bay Dr	S	Y	-	City of Naperville
103rd St / 248th Av	S	Y	-	City of Naperville
111th St / 248th Av	S	Y	-	City of Naperville
5th Av / Mill St	S	N	Y	City of Naperville
Washington St / Diehl Rd	S	N	Y	City of Naperville
Naper Bl / Diehl Rd	S	N	Y	DuPage County
Diehl Rd / Mill St	S	N	Y	DuPage County
Washington St / Iroquois Av	S	Y	-	City of Naperville
Ogden Av / Naperville/Wheaton Rd	S	N	Y	DuPage County
Naper Bl / Naperville/Wheaton Rd	S	N	Y	DuPage County
Ogden Av / Naper Bl	S	Y	-	DuPage County
Ogden Av / Iroquois Av	S	Y	-	DuPage County
Washington St / School St	S	Y	-	City of Naperville
Mill St / Bauer Rd	S	N	Y	DuPage County
Raymond Dr-Brookdale Rd / River Rd	S	N	Y	DuPage County
Route 59 / Brookdale Rd	S	N	Y	IDOT
Ogden Av / Royal St George Dr	S	Y	-	IDOT
Ferry Rd / Naper Bl	S	N	Y	DuPage County
Ferry Rd / Mill St	S	N	Y	DuPage County
Ferry Rd / Raymond Dr	S	N	Y	DuPage County
Ferry Rd / Washington St	S	N	Y	DuPage County
Route 59 / Ferry Rd	S	N	Y	IDOT
Ogden Av / Raymond Dr	S	Y	-	IDOT
Ogden Av / Columbia St	S	Y	-	IDOT
Washington St / 5th Av	S	Y	-	City of Naperville
Washington St / North Av	S	Y	-	City of Naperville
Washington St / Gartner Rd	S	Y	-	City of Naperville
Washington St / Chicago Av	S	N	Y	City of Naperville

U – Unsignalized S – Signalized Y – Yes N – No

Table 1. Summary of Intersection Turning Movement Count Data (Continued)

INTERSECTION	SIGNALIZED/ UNSIGNALIZED (S/U)	CITY TURNING MOVEMENT COUNT	REPLICA TURNING MOVEMENT COUNT	TIMING JURISDICTIONS
Chicago Av / Olesen Dr	S	N	Y	DuPage County
Washington St / Hillside Rd	S	Y	-	City of Naperville
Washington St / Bauer Rd	S	Y	-	City of Naperville
75th St / Washington St	S	Y	-	DuPage County
Ogden Av / Washington St	S	N	Y	IDOT
Washington St / Ring Rd	S	N	Y	City of Naperville
Washington St / Hobson Rd	S	Y	-	DuPage County
Hobson Rd / Olesen Dr	S	N	Y	DuPage County
87th St / Naper Bl	S	N	Y	City of Naperville
Washington St / Royce Rd	S	Y	-	City of Naperville
Washington St / Bailey Rd	S	N	Y	City of Naperville
Naper Bl / Bailey Rd	S	Y	-	City of Naperville
75th St / Wehrli Rd	S	N	Y	DuPage County
Wehrli Rd / Hobson Rd	S	N	Y	DuPage County
Naper Bl / Chicago Av	S	N	Y	DuPage County
Washington St / Naper Bl	S	Y	-	City of Naperville
Hobson Rd / Naper Bl	S	Y	-	DuPage County
75th St / Naper Bl	S	N	Y	DuPage County
75th St / Ranchview Dr	S	N	Y	DuPage County
Route 59 / 87th St	S	Y	-	IDOT
75th St / Rickert Dr	S	N	Y	DuPage County
Ogden Av / Rickert Dr	S	Y	-	IDOT
Rickert Dr / West St	S	Y	-	City of Naperville
Rickert Dr / Sequoia Rd	S	N	Y	City of Naperville
75TH ST & MODAFF RD	S	N	Y	DuPage County
Washington St / Jefferson Av	S	N	Y	City of Naperville
Ogden Av / Jefferson Av	S	Y	-	IDOT
Route 59 / Jefferson Av	S	Y	-	IDOT
Jefferson Av / Fort Hill Dr	S	N	Y	City of Naperville
West St / Hillside Rd	S	N	Y	City of Naperville
Ogden Av / Mill St	S	Y	-	IDOT
Raymond Dr / McDowell Rd	S	N	Y	DuPage County
North Aurora Rd / Frontenac Rd	S	N	Y	City of Naperville
North Aurora Rd / Fairway Dr	S	N	Y	City of Naperville
Raymond Dr / Diehl Rd	S	N	Y	DuPage County
Diehl Rd / Country Club Bl	S	N	Y	City of Naperville
Route 59 / Diehl Rd	S	N	Y	IDOT

U – Unsignalized S – Signalized Y – Yes N – No

Table 1. Summary of Intersection Turning Movement Count Data (Continued)

INTERSECTION	SIGNALIZED/ UNSIGNALIZED (S/U)	CITY TURNING MOVEMENT COUNT	REPLICA TURNING MOVEMENT COUNT	TIMING JURISDICTIONS
Washington St / Aurora Av	S	Y	-	City of Naperville
Aurora Av / West St	S	Y	-	City of Naperville
Ogden Av / Aurora Av	S	Y	-	IDOT
Aurora Av / Fort Hill Dr	S	Y	-	City of Naperville
Aurora Av / River Rd	S	N	Y	City of Naperville
Route 59 / Aurora Av	S	Y	-	IDOT
Aurora Av / Eagle St	S	Y	-	City of Naperville
Ogden Av / River Rd	S	Y	-	IDOT
75th St / Fort Hill Dr	S	N	Y	DuPage County
Ogden Av / Fort Hill Dr	S	Y	-	IDOT
Route 59 / North Aurora Rd	S	Y	-	City of Naperville
104th St / Plainfield/Naperville Rd	S	N	Y	City of Naperville
104th St / Book Rd	S	N	Y	City of Naperville
95th St / Knoch Knolls Rd	S	Y	-	-
Rickert Dr / Book Rd	S	N	Y	City of Naperville
75th St / Book Rd	S	N	Y	DuPage County
95th St / Book Rd	S	Y	-	City of Naperville
87th St / Book Rd	S	N	Y	-
Book Rd / 83rd St	S	Y	-	-
111th St / Book Rd	S	Y	-	City of Naperville
95th St / Plainfield/Naperville Rd	S	N	Y	City of Naperville
Route 59 / 95th St	S	Y	-	IDOT
95th St / Wolfs Crossing Rd	S	Y	-	City of Naperville
Route 59 / 83rd St	S	Y	-	IDOT
Route 59 / 75th St	S	Y	-	IDOT
Route 59 / Ogden Av	S	N	Y	IDOT
Route 59 / 111th St	S	Y	-	IDOT
Trumpet Av / Wolfs Crossing Rd	S	Y	-	City of Naperville
Route 59 / 103rd St	S	Y	-	IDOT
248th Av / Trumpet Av	S	Y	-	City of Naperville
95th St / 248th Av	S	Y	-	City of Naperville
Washington St / 87th St	S	N	Y	City of Naperville
Ferry Rd / Freedom Dr	S	N	Y	DuPage County
103rd St / Book Rd	S	Y	-	City of Naperville

U – Unsignalized S – Signalized Y – Yes N – No

Signal Timings

For the 104 signalized study intersections, Kimley-Horn obtained signal timing data for the weekday evening peak hour. A summary of the signal timing data sources is presented in **Table 1.** Based on the capacity analysis, evening peak hour signal timings were field verified in February 2025 at the following six (6) intersections.

- Route 59 / Diehl Rd
- Route 59 / Aurora Av-New York St
- Fort Hill Dr / Aurora Av
- Ogden Av / Rickert Dr
- Ferry Rd / Raymond Dr
- Mill St / Bauer Rd

Based on field observations, signal timings were modified in the analysis for two intersections: Fort Hill Drive/ Aurora Avenue and Route 59/Aurora Avenue-New York Street to reflect actual operational conditions. For the other four intersections, the field timings were generally consistent with data obtained from the Illinois Department of Transportation (IDOT), DuPage County Division of Transportation (DuDOT), and the City of Naperville.

Intersection Capacity Analysis

Using Synchro software (version 12.2), capacity analyses were conducted for 134 intersections to assess existing operational conditions during the weekday evening peak hour. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of the level of service (LOS), measured in terms of average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions). The lowest LOS grade typically accepted by jurisdictional transportation agencies in Northeastern Illinois is LOS D, except through movements on Strategic Regional Arterials (SRA), which should maintain a LOS C or better. Per IDOT, the following roadways in Naperville are designated SRA routes: Route 59, 75th Street, and 95th Street.

The LOS grades shown below, which are provided in the Transportation Research Board's *Highway Capacity Manual (HCM),* quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2.**

The capacity analysis was completed for the evening peak hour (PM Peak Hour), which typically reflects the highest volume of traffic on the roadway network. Based on a review of available traffic count data, the evening peak hour generally occurs from 5:00-6:00PM.

Table 2. Level of Service Grading Descriptions[1]

LEVEL OF SERVICE	DESCRIPTION
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

[1]Highway Capacity Manual, 7th Edition.

The range of control delay for each rating (as detailed in the *HCM*) is shown in **Table 3**. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, note that higher delays are tolerated for the corresponding LOS ratings.

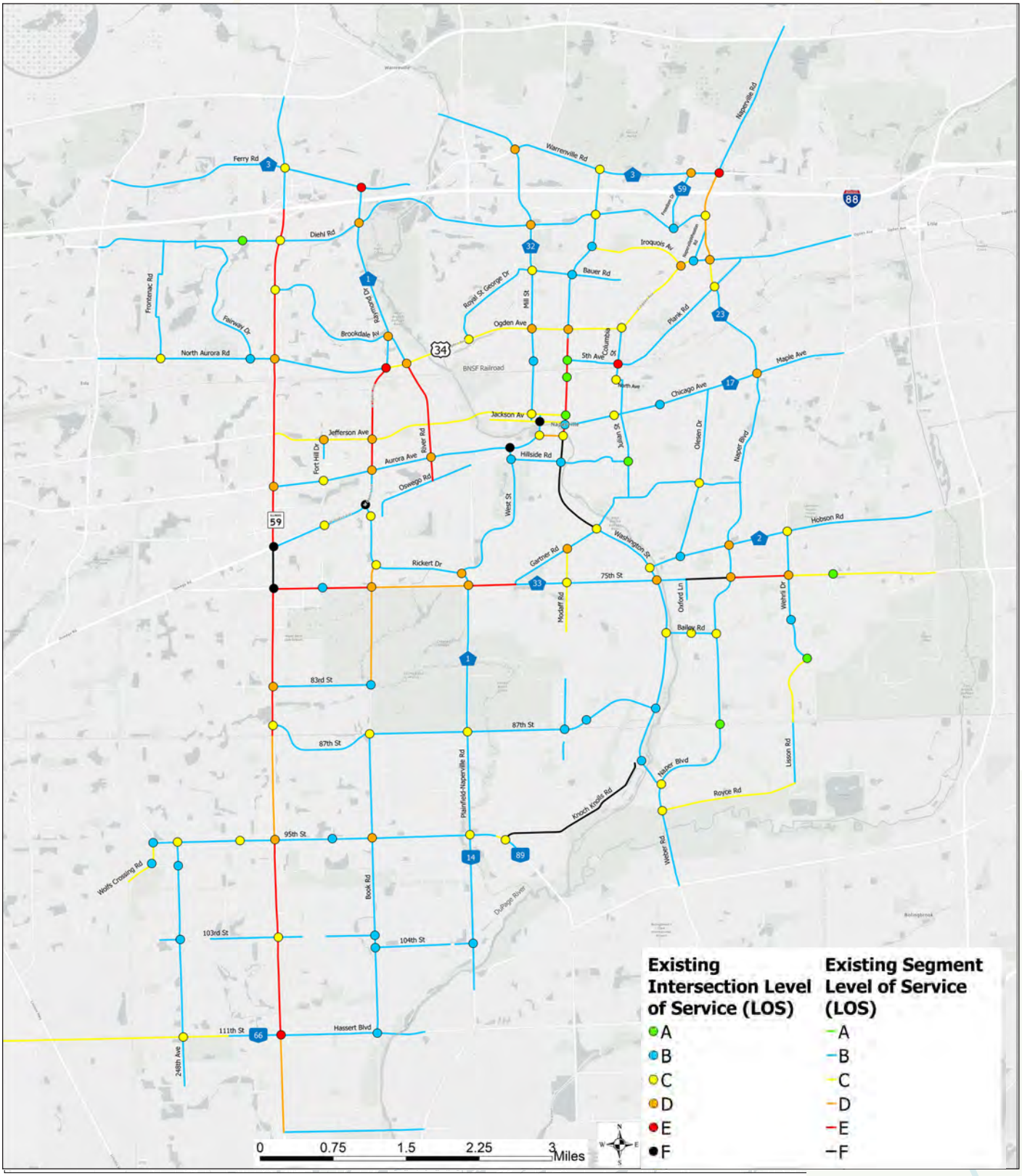
Table 3. Level of Service Grading Criteria

LEVEL OF SERVICE[1]	AVERAGE CONTROL DELAY (S/VEH) AT:	
	UNSIGNALIZED INTERSECTIONS	SIGNALIZED INTERSECTIONS
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F[2]	> 50	> 80

[1]Highway Capacity Manual, 7th Edition [2]All movements with a Volume to Capacity (v/c) ratio greater than 1 receive a rating of LOS F.

For the purposes of the analysis, right-turn-on-red (RTOR) movements were excluded at all study intersections, consistent with IDOT standards. Where RTOR movements are permitted, the results of this analysis may be conservative.

Based on these standards, capacity results were identified for the study intersections. The results are detailed in **Appendix B** and summarized in the map presented as **Exhibit 3.** For the table presented in **Appendix B,** operation on each approach and movement is quantified according to the average delay per vehicle and the corresponding LOS. Note that overall intersection LOS is not reported for minor-leg stop-controlled intersections, since the majority of vehicles are able to move through the intersection with little to no delay. Where the average delay per vehicle corresponds to a LOS E or LOS F, the level of service is highlighted. The estimated 95th percentile queues (feet) are also summarized.



City of Naperville, County of DuPage, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Exhibit 3: Summary of Existing Level of Service (LOS) - PM Peak Hour

The results are based on Synchro's HCM 7th Edition reports with the exceptions noted below. For the intersections listed below, the results are based on Synchro's Lanes, Volumes, and Timings reports due to signal timing or lane geometry.

- Washington St / School St (exclusive ped phase not compatible with HCM 7th Edition)
- Washington St / 5th Av (non-NEMA phasing)
- Naper Bl / Naperville-Wheaton Rd-Ridgeland Av (non-NEMA phasing)
- Olesen Dr / Chicago Av (exclusive ped phase not compatible with HCM 7th Edition)
- Raymond Dr / McDowell Rd (exclusive ped phase not compatible with HCM 7th Edition)
- Aurora Av / West St-Private Driveway (non-NEMA phasing)
- Route 59 / Jefferson Av-Liberty St (U-turn phasing conflicts)
- Route 59 / North Aurora Rd (U-turn phasing conflicts)
- Washington Street / Ring Rd (non-NEMA phasing)
- Plainfield-Naperville Rd / 104th St (phasing conflicts)

Based on a review of the estimated operations, roadway network, and signal timings, the following should be noted with the capacity analysis:

- At unsignalized intersections under minor-leg stop control (i.e., two-way stop control), it is not uncommon for minor-leg stop-controlled roadways to experience higher levels of delay. This is attributed to higher traffic volumes on the roadway under free-flow conditions. When evaluating operational conditions at an intersection under minor-leg stop control, the volume of traffic and 95th percentile queues on the minor street are reviewed to determine potential capacity issues.
- For signalized intersections, delay on the minor street approach is often higher. This is typically a function of the cycle length (90-140 seconds) and priority given to traffic on the major street. As a result, the minor street receives shorter green time. Further, the minor street receives a red light while the major street receives the majority green time. If the major street receives more than 55 seconds of green time, the minor street will operate at LOS E or LOS F **(Table 3).**

Based on the analysis results and input from City staff, delays and queues were observed at the intersections of Raymond Drive/Ferry Road and Naper Boulevard/Gartner Road. A summary of the field observations compared to the results of the capacity analysis is provided below.

- **Raymond Dr / Ferry Rd –** During the field observations, the maximum observed northbound left-turn queue was 25 vehicles (625 feet), which exceeded the 230-foot storage lane. The average queue was approximately 16 vehicles (400 feet), which also exceeded the storage lane. According to the capacity analysis, the estimated 95th percentile queue for the northbound left-turn movement was 39 vehicles (983 feet). Based on field observations, the results of the capacity analysis are considered conservative.
- **Naper Bl / Gartner Rd –** Based on field observations, a de facto eastbound right-turn lane was observed (16-foot shared lane). Therefore, the results of the capacity analysis are considered conservative. Based on field observations, the maximum observed queue was three (3) vehicles (75 feet) on the eastbound approach.

Using the results of the capacity analysis, a summary of the intersections operating with an overall LOS E or LOS F is presented in **Table 4.**

Table 4. Existing Conditions - Summary of Intersections at Overall LOS E or LOS F

INTERSECTION	JURISDICTION
Overall Intersection LOS E	
Naperville Rd / Warrenville Rd	DuDOT (both approaches, signal)
Columbia St / 5th Av-Plank Rd	Naperville
Raymond Dr / Ferry Rd	DuDOT (both approaches, signal)
Ogden Av / North Aurora Rd	IDOT (Ogden Av, signal)
Route 59 / Hassert Bl-111th St	IDOT (Route 59, signal)
Overall Intersection LOS F	
Eagle St / Jackson Av	Naperville
West St-Private Driveway / Aurora Av	Naperville
Ogden Av / Rickert Dr	IDOT (Ogden Av, signal)
Route 59 / Ogden Av	IDOT (both approaches, signal)
Route 59 / 75th St	IDOT (Route 59, signal) DuDOT (75th St)

As shown in the table above, most of the intersections estimated to operate at an overall LOS E or LOS F are under IDOT or DuDOT jurisdiction, with the exceptions of Columbia Street/5th Avenue-Plank Road, Eagle Street/Jackson Avenue, and West Street-Private Driveway/Aurora Avenue. A supplemental review of traffic conditions was completed for these intersections, as summarized below.

- **Columbia St / 5th Av-Plank Rd –** This is currently an all-way stop-controlled intersection. Based on the results of the capacity analysis, a signal warrant review was completed. Using the criteria outlined in the *Manual on Uniform Traffic Control Devices (MUTCD)*, existing traffic volumes do not meet the criteria for installation of a traffic signal. Further, based on adjacent residential land uses and the Columbia Street bridge, opportunities for geometric modifications are limited. Therefore, capacity improvements for this intersection were not included in the RIP Update.
- **Eagle St / Jackson Av –** The results of the capacity analysis are not uncommon for a vibrant downtown setting. Installation of a traffic signal or roundabout would likely improve overall LOS; however, based on a review of adjacent land use and proximity to downtown, capacity improvements for this intersection were not included in the RIP Update.
- **West St-Private Driveway / Aurora Av –** Based on a review of existing conditions and projected Year 2050 operational conditions, capacity improvements were identified for this intersection as summarized under *Recommendations*.

Roadway Segment Analysis

Based on a review of the City's arterial and collector roadways and available IDOT average annual daily traffic (AADT) volumes, a total of 184 roadway segments were identified for analysis. For purposes of this analysis, Year 2024 AADT data was referenced for the existing conditions analysis. As previously noted, Year 2020 count data was not referenced for the analysis due to atypical traffic conditions related to the Covid-19 pandemic.

A summary of the existing daily traffic volumes referenced for this analysis is presented in **Exhibit 4.**

To evaluate traffic conditions on arterial and collector roadway segments, the level of service was estimated based on a review of daily traffic volume, roadway classification, and roadway characteristics (e.g., number of lanes, divided/undivided, and traffic control). The level of service criteria reference for this analysis is the Federal Highway Administration (FHWA) *Simplified Highway Capacity Calculation Method for the Highway Performance Monitoring System.* A summary of key assumptions used for this analysis is provided below.

- For the few roadway segments with 5 travel lanes, the analysis is based on criteria provided for a 4-lane roadway.
- For any roadway segment with a posted speed limit lower than 35 miles per hour (MPH), the analysis is based on criteria provided for a 35 MPH speed limit.

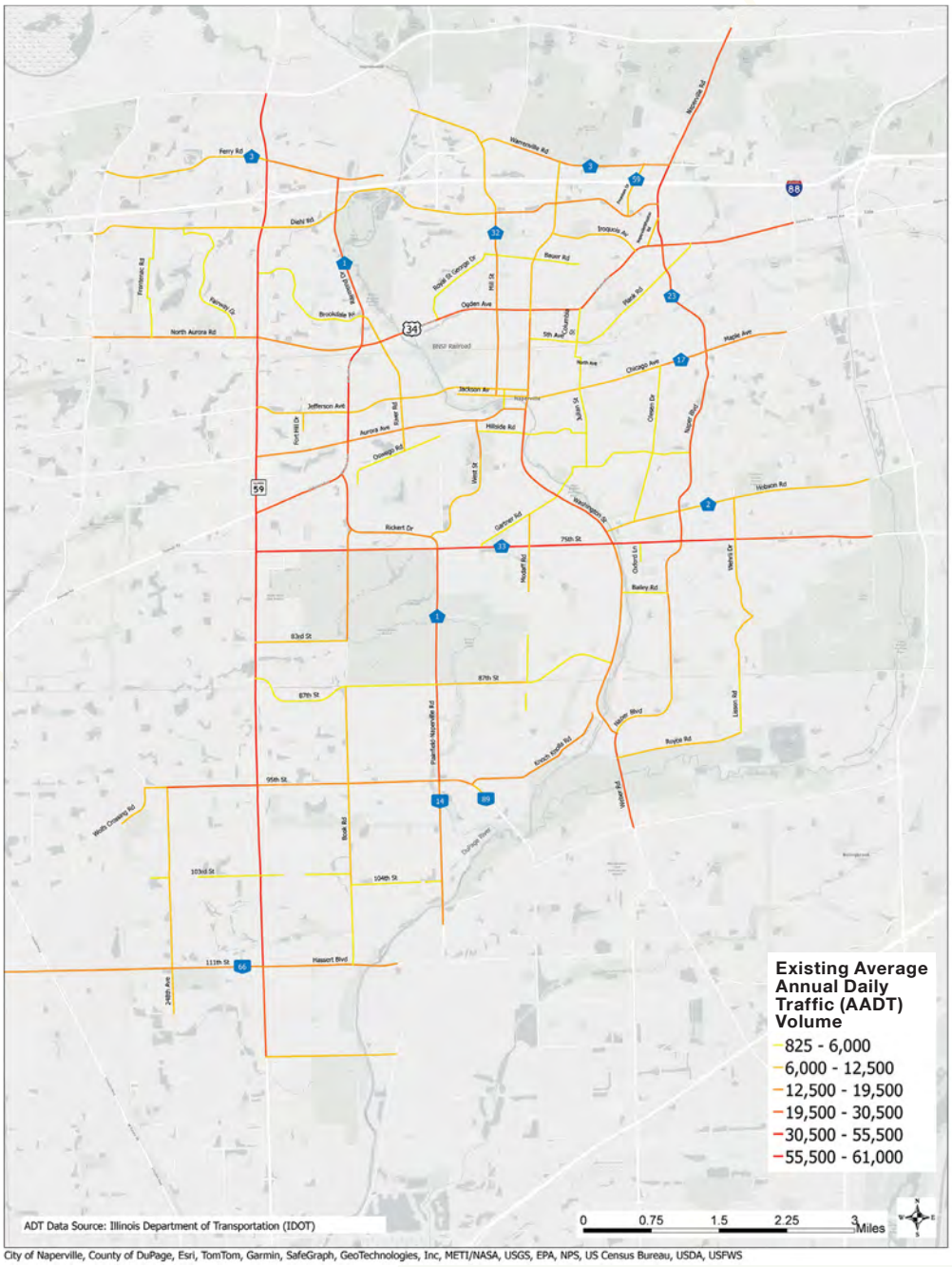


Exhibit 4: Existing Average Annual Daily Traffic (AADT) Volume

Based on the analysis, a summary of the roadway segment analysis is presented in **Appendix C**. Roadway segments estimated to operate at LOS E or LOS F are highlighted. The segment level of service is also depicted in **Exhibit 3.** Based on the analysis of existing conditions, roadway segments estimated to operate at LOS E or LOS F are summarized in **Table 5.**

Table 5. Existing Conditions - Summary of Roadway Segments at LOS E or LOS F

ROADWAY	SEGMENT	JURISDICTION
LOS E		
75th St	Route 59 to Book Rd	DuDOT
75th St	East of Rickert Dr to Gartner Rd	DuDOT
75th St	Naper Bl to Wehrli Rd	DuDOT
Route 59	South of I-88 Interchange to Ogden Av	IDOT
Route 59	75th St to 87th St	IDOT
Route 59	95th St to 111th St-Hassert Bl	IDOT
Ogden Av	North of Aurora Av to Aurora Av	IDOT
River Rd	South of Ogden Av to Oswego Rd	Naperville
Washington St	South of Ogden Av to Aurora Av	Naperville
LOS F		
75th St	Oxford Ln to Naper Bl	DuDOT
Route 59	Ogden Av to 75th St	IDOT
Washington St	South of Aurora Av to Gartner Rd	Naperville
Knoch Knolls Rd	95th St to Ring Rd	Naperville

Crash History

To supplement the capacity analysis, crash data for the City of Naperville was obtained from IDOT for the most recent five-year period available (2019-2023). To evaluate locations where capacity improvements may enhance safety conditions, both crash frequency and crash rate were evaluated. The frequency of crashes by location are summarized in **Exhibit 5.** To facilitate comparison between intersections, crash rates were calculated per FHWA standards. The crash rate is defined as the ratio of crash frequency to the number of vehicles entering the intersection. A summary of locations with the highest total crash rate is presented in **Table 6.**

CRASH RATE PER MILLION ENTERING VEHICLES (MEV)

$$R = (1{,}000{,}000 \times C) / (365 \times N \times V)$$

Where:

R = Crash rate for the intersection expressed as crashes per million entering vehicles (MEV)

C = Total number of intersection-related crashes in the study period

N = Number of years of data

V = Traffic volumes entering the intersection daily

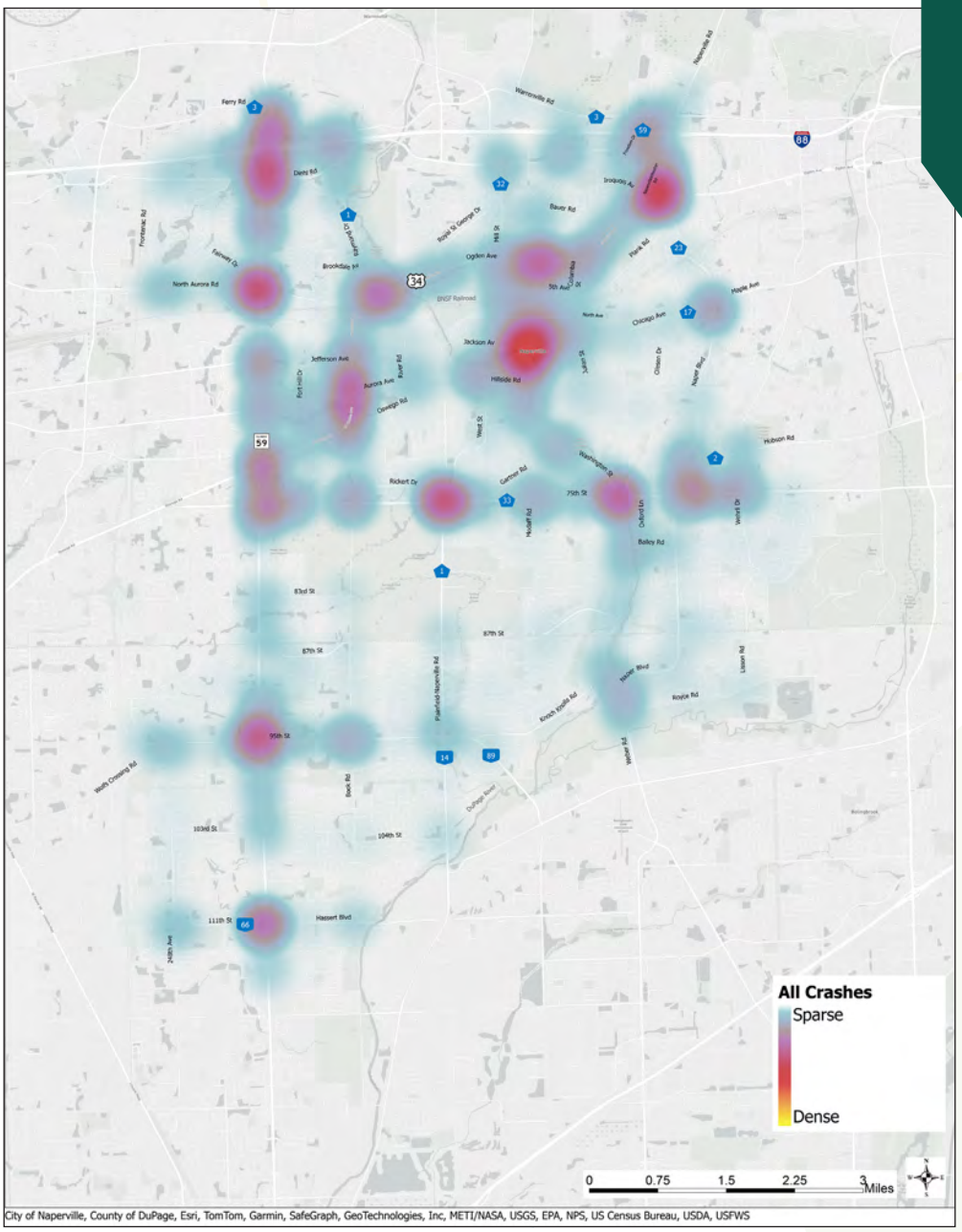


Exhibit 5: Crash Frequency by Location

Table 6. Summary of Crash History (2019-2023) - Highest Crash Rate Locations

LOCATION[1]	NO. OF CRASHES	SEVERITY[2]					CRASH TYPE[4]													PERCENT DURING WET/ICY CONDITIONS	PERCENT DURING NIGHTTIME	TOTAL CRASH RATE[5]
		PD	PI[3]			F	CM	FTR	RTF	FTF	SSD	SSO	FO	ANM	OVER	PED	PMV	RTS	OTHR/ NO			
			A	B	C																	
75th St / Rickert Dr	165	121	2	25	17	-	47	82	4	-	19	-	7	1	2	1	-	-	2	12%	22%	2.01
Ogden Av / Aurora Av	147	108	2	27	10	-	62	62	-	-	18	1	1	-	-	2	-	-	1	16%	30%	1.86
75th St / Washington St	160	132	-	19	9	-	19	110	-	-	26	-	5	-	-	-	-	-	-	16%	28%	1.82
Ogden Av / Washington St	113	84	1	21	7	-	42	46	1	2	20	-	1	-	-	1	-	-	-	23%	26%	1.51
Ogden Av / Naperville/ Wheaton Rd	100	72	1	21	5	1	59	24	-	2	11	-	3	-	-	-	-	-	1	21%	22%	1.45
Route 59 / Diehl Rd	148	110	3	19	16	-	28	73	-	3	33	-	8	-	-	1	1	-	1	20%	30%	1.42
Mill St / Diehl Rd	48	29	3	4	12	-	32	12	-	-	2	-	2	-	-	-	-	-	-	19%	27%	1.41
75th St / Book Rd	80	58	1	11	10	-	11	55	-	-	6	-	4	-	-	4	-	-	-	24%	31%	1.41
Washington St / Chicago Av	53	44	2	6	1	-	13	17	1		10		1			3	6	1	1	0%	23%	1.40
Washington St / Bauer Rd	30	19	2	6	3	-	8	7	-	1	1	1	11	-	-	1	-	-	-	37%	27%	1.39
Washington St / Diehl Rd	43	31	3	6	3	-	19	12	-	-	7	-	4	-	-	1	-	-	-	26%	9%	1.35
Route 59 / 111th St-Hassert Bl	125	99	-	11	15	-	48	54	1	-	17	1	2	-	-	-	-	1	1	22%	34%	1.29
TOTAL (2019-2023)	**1212**	**907**	**20**	**176**	**108**	**1**	**388**	**554**	**7**	**8**	**170**	**3**	**49**	**1**	**2**	**14**	**7**	**2**	**7**	**18%**	**27%**	**-**

[1] Crashes within 200' of intersection

[2] Severity: PD = property damage only; PI = personal injury; F = fatality.

[3] Personal Injury: Type A (incapacitating injury); Type B (non-incapacitating injury); Type C (possible injury).

[4] Crash Type: CM = cross movement (i.e., angle, right-angle, turning); FTR = front to rear; RTF = rear to front; FTF = front to front; SSD = sideswipe same direction; SSO = sideswipe opposite direction; FO = fixed object; ANM = animal; OVER = overturned; PED = pedacyclist/pedestrian; PMV = parked motor vehicle; RTS = rear to side; OTHR/NO = other/no collision w/vehicle.

[5] Per million entering vehicles (MEV)

Overall, based on an intersection-level review of the data, common crash types reported at the study intersections and roadway segments include: front-to-rear, cross-movement, and sideswipe. The capacity-driven improvements identified in the RIP Update are expected to provide safety benefits as summarized in **Table 7.**

Table 7. Summary of Improvement Capacity and Safety Benefits

IMPROVEMENT	CAPACITY BENEFITS	SAFETY BENEFITS (CRASH REDUCTION)
Turn lanes	Reduce queue spillback to through travel lanes Improve traffic flow; reduce delay	Front-to-rear Sideswipe
Signal modifications	Protected left-turn phases to minimize conflicts Improve traffic flow; reduce delay	Cross-movement

PUBLIC INPUT

As part of the RIP Update, opportunities for public input included a public open house, online mapping tool, and three Transportation Advisory Board (TAB) meetings as summarized below. Through various public input opportunities, the City solicited feedback on the existing roadway network and potential future improvements. Through this effort, unique operational characteristics were identified for some intersections and roadway segments that may not be readily evident in the analysis of existing conditions. This input was referenced in the evaluation of potential improvements for the study intersections and roadway segments.

Public Open House

A public open house was held at the Naperville Municipal Center from 4:00 to 8:00 PM on Tuesday, January 28, 2025. Approximately 40 people attended the meeting. The meeting provided an overview of the RIP Update and a summary of the existing roadway network, including roadway jurisdiction, classification, and the existing LOS. Participants were invited to provide comments using printed maps or the online mapping tool **PublicCoordinate (Exhibit 6)**. A copy of the public meeting materials is included as **Appendix D.**

Online Mapping Tool

PublicCoordinate, an online mapping tool, was used to solicit public input on existing traffic conditions and opportunities for future improvements. Following the January 28, 2025, public open house, the online mapping tool was available for public input through Friday, February 14, 2025. A total of 494 comments were received during the open house meeting, through the online mapping tool, and via email to City staff. A summary of public comments is highlighted on the following page with details presented in **Appendix E.**

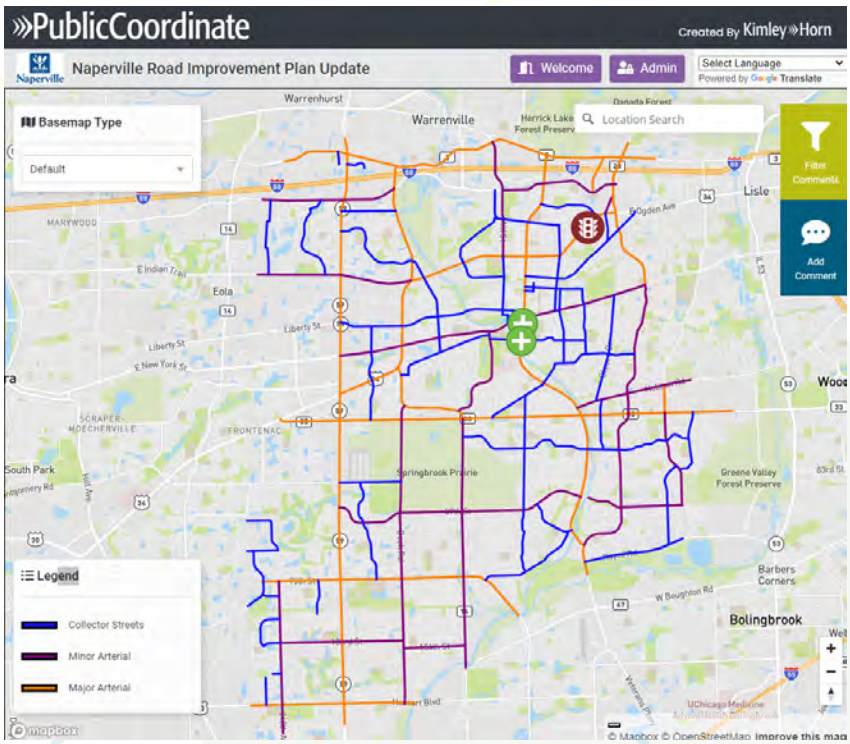


Exhibit 6: PublicCoordinate, a map based tool, used to solicit public input

Total of
494 comments
organized by categories:

CONGESTION *queues, delay*	NEW TRAFFIC CONTROL *signal, stop sign, other*	PARKING	PEDESTRIAN/BICYCLE	OTHER
161 comments	**66 comments**	**4 comments**	**29 comments**	
33% *regarding non-City jurisdiction intersections or roadways*	**13%** *focused on pedestrian/ bicycle conditions or improvements*	*where City improvement is planned or underway*	*where IDOT improvement is planned or underway*	

The public comments were used to validate the analysis of intersection and segment performance. While some comments were not related to intersection capacity, they will be reviewed by the City to evaluate maintenance conditions (e.g., lighting, striping, pavement, landscaping, signage). Comments related to conditions within DuPage County right-of-way have been forwarded to DuDOT for review.

Public comments related to the bicycle and pedestrian network will be referenced in the City's *Bicycle and Pedestrian Plan.*

Transportation Advisory Board

As part of the public planning process, the RIP Update was presented to TAB at three meetings as summarized below.

- **May 5, 2025:** Introduction to RIP Update. Presentation of existing traffic operations and public input.
- **August 7, 2025:** Summary of Year 2050 traffic projections and anticipated operational conditions. Presentation of recommended intersection and roadway improvements, along with construction cost estimates.
- **September 4, 2025:** Supplemental information to address TAB questions. Request for recommendation to approve the RIP Update. The Transportation Advisory Board unanimously voted to recommend approval of the RIP Update (7-0).

A copy of the TAB meeting minutes is presented in **Appendix F.**

FUTURE CONDITIONS

To inform capital investments in the City's roadway infrastructure over the next 20 years, future traffic conditions were evaluated. A summary of the methodology and key findings is presented below.

Traffic Forecast

Year 2050 traffic projections were developed using the Chicago Metropolitan Agency for Planning (CMAP) *On To 2050* travel demand model. For the roadway segments, Year 2050 traffic projections were obtained from CMAP. A summary of the Year 2050 average daily traffic volumes is presented in **Exhibit 7**. The traffic projections for the roadway segments were then compared to existing AADT obtained from IDOT **(Exhibit 4)** to derive an annual growth rate. For purposes of this analysis, the City was divided into four quadrants with Washington Street as the north-south boundary and 75th Street as the east-west boundary. Based on a review of the annual growth rates for each segment, an average annual growth rate was calculated for each quadrant. This methodology was selected to capture variability in the roadway network and land use patterns across the City. A summary of the average annual growth rates is highlighted below.

These growth rates were then applied to intersection turning movement volumes in the respective quadrant to develop Year 2050 traffic projections. Based on the date of the intersection turning movement counts, the annual growth rate was applied through Year 2050. The resulting traffic projections were used to evaluate future traffic operations.

Programmed Improvements

For purposes of analyzing future traffic conditions, a number of planned or programmed roadway and intersection capacity improvements were assumed to be completed by Year 2050. This includes improvements to be completed by the City of Naperville, DuDOT, and IDOT. Traffic impact studies recently completed for development in the City were also reviewed to identify private improvements to the roadway network. A summary of the capacity improvements expected to be completed by Year 2050 is presented in **Table 8.**

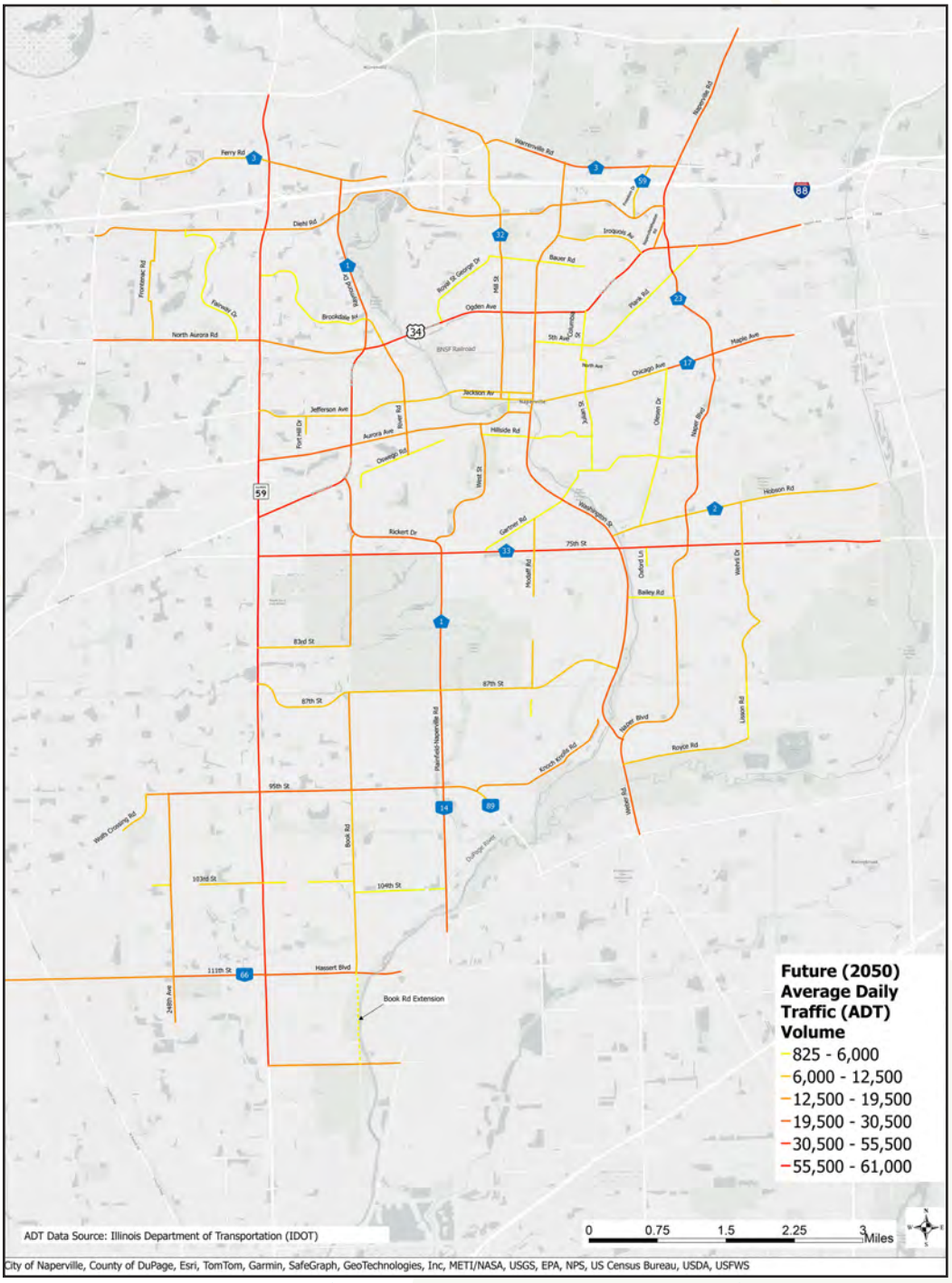


Exhibit 7: Year 2050 Average Daily Traffic (ADT) Projection

Table 8. Summary of Planned or Programmed Improvements Assumed to be Completed by Year 2050

Naperville	DuPage County	Illinois Department of Transportation	Other
→ **248th Av:** widen to 2 lanes in each direction from 103rd St to 95th St	→ **75th St:** widen to 3 lanes in each direction	→ **Ogden Av / Naperville-Wheaton Rd:** westbound left-turn protected-permitted phase; modify signal → **Ogden Av / Rickert Dr:** dual westbound left-turn lanes; extend turn lane storage; modify signal timings	→ **Ogden Av / Iroquois Av:** signal modifications for protected-permitted left-turn phase from Iroquois Av → **Naper Bl / Naperville-Wheaton Rd-Ridgeland Rd:** dual eastbound left-turn lanes; restripe westbound approach for a dedicated left-turn lane and shared through/right-turn lane; northbound right-turn lane; modify storage lanes; modify signal timings

Intersection Capacity Analysis

Using the same methodology described under existing conditions, capacity analysis was completed for future conditions. For the purposes of the analyzing future conditions, the planned and programmed improvements identified in **Table 8** were assumed to be completed by Year 2050. Based on the results of the analysis, operational deficiencies were identified for future Year 2050 conditions. A summary of projected intersection operational conditions is shown in **Exhibit 8** and detailed in **Appendix G.** Based on the results of the capacity analysis, a summary of intersections projected to operate at an overall LOS E or LOS F is presented in **Table 9.**

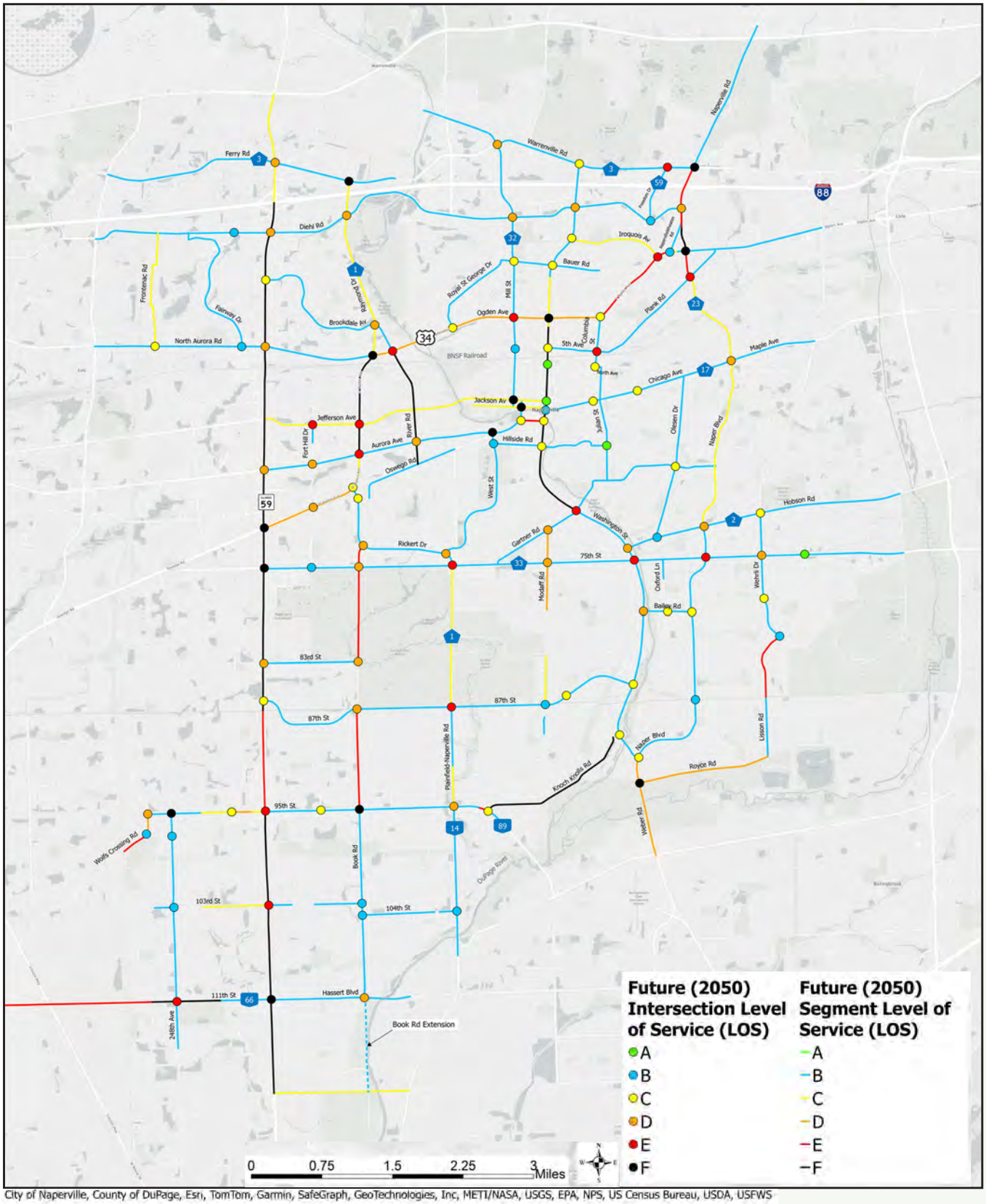


Exhibit 8: Summary of Future Year 2050 Level of Service - PM Peak Hour

Table 9. Year 2050 Future Conditions - Summary of Intersections at Overall LOS E or LOS F

INTERSECTION	JURISDICTION
Overall Intersection LOS E	
Washington St / 75th St	Naperville (Washington St) DuDOT (75th St)
Washington St / Gartner Rd	Naperville
Columbia St / 5th Av-Plank Rd	Naperville
Freedom Dr-Lucent Ln / Warrenville Rd	Naperville (Freedom Dr-Lucent Ln) DuDOT (Warrenville Rd)
Naper Bl / 75th St	Naperville (Naper Bl) DuDOT (75th St)
Iroquois Av / Ogden Av	Naperville (Iroquois Av) IDOT (Ogden Av, signal)
Naper Bl / Plank Rd	Naperville
Mill St / Ogden Av	Naperville (Mill St) IDOT (Ogden Av, signal)
Plainfield-Naperville Rd-Rickert Dr / 75th St	Naperville (Rickert Dr) DuDOT (Plainfield-Naperville Rd, 75th St, signal)
Ogden Av / Jefferson Av	Naperville (Jefferson Av) IDOT (Ogden Av, signal)
River Rd / Ogden Av	Naperville (River Rd) IDOT (Ogden Av, signal)
Ogden Av / Aurora Av	Naperville (Aurora Av) IDOT (Ogden Av, signal)
Fort Hill Dr / Jefferson Av	Naperville
Modaff Rd / Bailey Rd	Naperville
Plainfield-Naperville Rd / Bailey Rd	Naperville (Bailey Rd) DuDOT (Plainfield-Naperville Rd, signal)
Route 59 / 103rd St	Naperville (103rd St) IDOT (Route 59, signal)
Plainfield-Naperville Rd / 87th St	Naperville (87th St) DuDOT (Plainfield-Naperville Road north leg, signal) Naperville Township (Plainfield-Naperville Road south leg)
248th Av / 111th St	Naperville
Route 59 / 95th St	Naperville (95th St) IDOT (Route 59, signal)

Table 9. Year 2050 Future Conditions - Summary of Intersections at Overall LOS E or LOS F (Continued)

INTERSECTION	JURISDICTION
Overall Intersection LOS F	
Washington St / Ogden Av	Naperville (Washington St) IDOT (Ogden Av, signal)
Naperville Rd / Warrenville Rd	DuDOT
Naper Bl / Ogden Av	Naperville (Naper Bl south leg) DuDOT (Naper Bl north leg) IDOT (Ogden Av, signal)
Eagle St / Jackson Av	Naperville
Mill St / Jefferson Av	Naperville
West St-Private Driveway / Aurora Av	Naperville Private (Private Driveway north leg)
Raymond Dr-Corporate Ln / Ferry Rd	DuDOT (Raymond Dr, Ferry Rd, signal) Private (Corporate Ln north leg)
Ogden Av / Raymond Dr / North Aurora Rd	Naperville (North Aurora Rd) DuDOT (Raymond Dr) IDOT (Ogden Av, signal)
Route 59 / 75th St	DuDOT (75th St) IDOT (Route 59, signal)
Route 59 / Ogden Av	IDOT
Naperville Rd / Washington St / Royce Rd	Naperville
Route 59 / Hassert Bl-111th St	Naperville (111th Street west leg) Will County (Hassert Bl east leg) IDOT (Route 59, signal)
Book Rd / 95th St	Naperville
Wolfs Crossing Rd / 91st St	Naperville
248th Av / 95th St	Naperville

Based on a review of projected traffic volumes, planned and programmed improvements, and a design horizon of Year 2050, signal timing modifications were applied to the following intersections:

- Freedom Dr-Lucent Ln / Warrenville Rd
- Ogden Av / River Rd
- Fort Hill Dr / Jefferson Av
- Ogden Av / Jefferson Av
- Ogden Av / Aurora Av
- Washington St / Gartner Rd
- Washington St / 75th St
- Plainfield-Naperville Rd-Rickert Dr / 75th St

Signal timing modifications are typically completed for corridors and intersections to optimize performance as traffic volumes change over time. With signal timing modifications, the intersections listed above are projected to operate at an overall LOS D or better with one exception noted at the intersection of Ogden Av/Aurora Avenue. Under Year 2050 conditions, this intersection is projected to operate at an overall LOS E. The Ogden Avenue corridor is projected to operate with capacity constraints in Year 2050 with higher delay anticipated at some intersections; this corridor is under IDOT jurisdiction.

With the signal timing modifications, additional review was completed for intersections projected to operate at overall LOS E or LOS F. In addition, projected delay and 95th percentile queues were reviewed for each movement and approach under City of Naperville jurisdiction. This information, combined with the crash history review and public input, was used to evaluate potential intersection improvements.

Roadway Segment Analysis

Using the roadway segment Year 2050 traffic projections provided by CMAP, LOS was estimated based on a review of the daily traffic volume, roadway classification, and roadway characteristics (e.g., number of lanes, divided/undivided, traffic control). Compared to existing conditions, the following changes to roadway characteristics were incorporated into the analysis of future conditions based on planned or programmed improvements:

- **75th Street:** Widening to 6-lane divided roadway (currently 4-lane divided roadway)
- **248th Avenue:** Widening to 4-lane roadway (currently 2-lane roadway)

Consistent with the existing conditions analysis, the LOS criteria are defined by the FHWA *Simplified Highway Capacity Calculation Method for the Highway Performance Monitoring System.*

Based on the analysis, a summary of the roadway segment analysis is presented in **Appendix C**. Roadway segments estimated to operate at LOS E or LOS F are highlighted. A summary of the future segment performance is also depicted in **Exhibit 8**. Based on the analysis of future conditions, roadway segments estimated to operate at LOS E or LOS F are summarized in **Table 10.**

Based on projected operational characteristics, roadway widening was identified for the following segments under City of Naperville jurisdiction:

- **111th St, Route 59 to 248th Ave:** Widen to 4-lane cross-section with turn lanes at key intersections (currently 2 lanes); provide westbound right-turn lane drop at 248th Av
- **119th St, east of Route 59 to DuPage River:** Widen to 4-lane cross-section with turn lanes at key intersections (currently 2 lanes)

With these improvements, the roadway segments are projected to operate at LOS D and LOS C, respectively. In addition, improvements were identified for the intersection of Book Road/95th Street, which include widening along Book Road to provide a 4-lane cross-section (currently 2 lanes). The extent of the roadway widening would be defined as part of the future design process. With the improvements identified for the intersection of Book Road/95th Street, the intersection is projected to operate at an overall LOS D.

Table 10. Year 2050 Future Conditions - Summary of Roadway Segments at LOS E or LOS F

ROADWAY	SEGMENT	JURISDICTION
LOS E		
Naperville Rd	Warrenville Rd to Naperville/Wheaton Rd	DuDOT
Naper Bl	Odgen Av to Plank Rd	Naperville
Aurora Av	Washington St to Eagle St	Naperville
Route 59	87th St to 95th St	IDOT
Ogden Av	Naperville-Wheaton Rd to Columbia St	IDOT
Book Rd	Rickert Dr to 95th St	Naperville Naperville Township (75th St to 83rd St)
Wehrli Rd	Lisson Rd to 87th St	Naperville
111th St	West of Cedar Dr	Naperville
Wolfs Crossing Rd	South of Trumpet Av	Naperville
LOS F		
Route 59	South of I-88 Interchange to 87th St	IDOT
Route 59	South of 95th St	IDOT
Ogden Av	North Aurora Rd to Aurora Av	IDOT
River Rd	Ogden Av to Oswego Rd	Naperville
Washington St	South of Ogden Av to Gartner Rd	Naperville
Naperville Rd	Naperville/Wheaton Rd to Ogden Av	DuDOT
Knoch Knolls Rd	95th St to Ring Rd	Naperville
95th St	West of Knoch Knolls Rd	Naperville

Connectivity

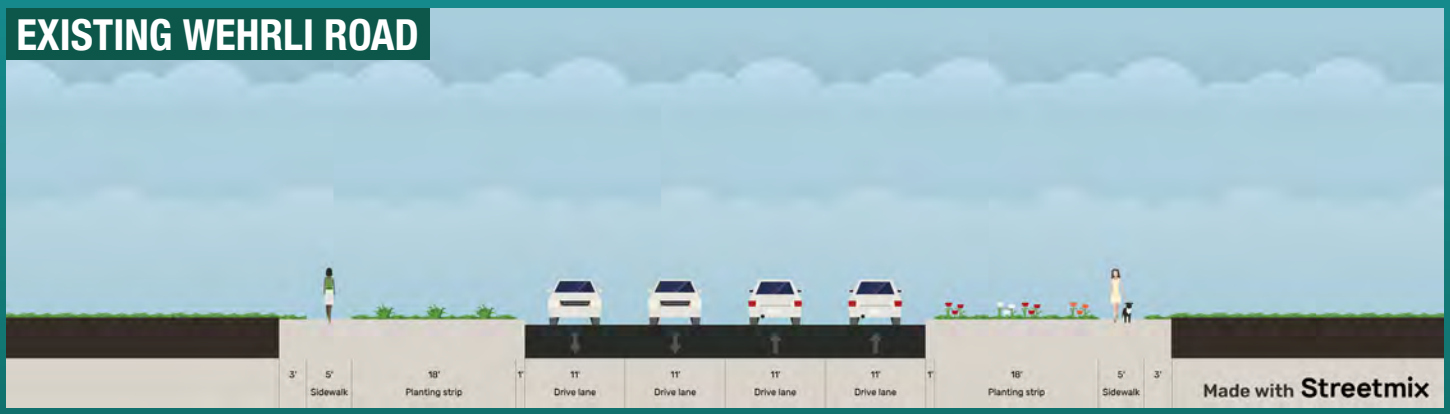
An overall review of the roadway network was conducted to identify opportunities for future connectivity. Based on this review, the extension of Book Road from its existing terminus at 111th Street to 119th Street was identified. This extension would provide an alternate north-south route, thereby limiting cut-through traffic in the adjacent residential neighborhoods. The roadway extension would provide a three-lane cross-section, consistent with the existing roadway north of 111th Street. A summary of this improvement is included in the *Recommendations*.

Road Diet

In addition to reviewing segments projected to operate at LOS E and LOS F, a review of segments with excess capacity was also completed. For purposes of this analysis, excess capacity was identified as segments projected to operate at LOS B or better. Where excess capacity was identified, the potential for a road diet was considered for roadway segments that currently provide more than two travel lanes. A summary of roadway segments projected to operate at LOS B or better with two or more travel lanes is outlined in **Table 11.**

A road diet or roadway reconfiguration reduces the number of through lanes to create space for other features such as bicycle lanes, on-street parking, and pedestrian refuge islands. A road diet typically involves converting an existing four-lane roadway to a three-lane cross-section with a single travel lane in each direction and a center two-way turn lane. The goal is to enhance safety, reduce vehicle speeds, and enhance mobility for pedestrians/cyclists.

EXISTING WEHRLI ROAD



FUTURE CONCEPT

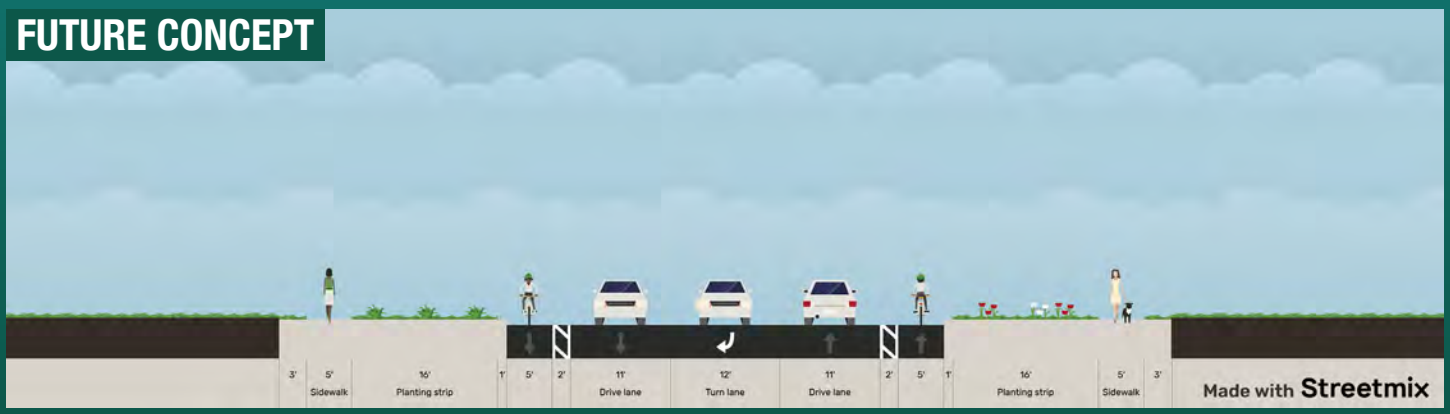


Table 11. Year 2050 Future Conditions - Summary of Roadway Segments at LOS B

ROADWAY	SEGMENT	JURISDICTION
Warrenville Rd	West of Naperville Rd	DuDOT
Ferry Rd	West of Route 59 to Mill St	DuDOT
Diehl Rd	West of Naper Bl	Naperville
Brookdale Av	Route 59 to Raymond Dr	Naperville
North Aurora Rd	West of Ogden Av	Naperville
Ogden Av	East of Naper Bl	IDOT
Bauer Rd	East of Mill St	Naperville
Royal St George Dr	Mill St to Ogden Av	Naperville
5th Avenue	Washington St to Columbia St	Naperville
Plank Rd	East of Columbia St	Naperville
Aurora Av	East of Route 59 to Eagle St	Naperville
Oswego Rd	West of West St	Naperville
Chicago Av	Washington St to Naper Bl	Naperville: Washington St to Julian St DuDOT: Julian St to Naper Bl
Maple Av	East of Naper Bl	DuDOT
Hillside Rd	West St to Julian St	Naperville
Rickert Dr	Book Rd to 75th St	Naperville
Gartner Rd	75th St to Naper Bl	Naperville
Hobson Rd	East of Washington St	Naperville
75th St	East of Route 59	DuDOT
Bailey Rd	Washington St to Naper Bl	Naperville
87th St	Route 59 to Washington St	Naperville
95th St	Route 59 to west of Knoch Knolls Rd	Naperville
103rd St	West of Book Rd	Naperville
104th St	Book Rd to Plainfield Naperville Rd	Naperville
111th St	East of 248th Av	Naperville: West of Route 59 Will County: East of Route 59
248th Av	South of 95th St	Naperville
Fairway Dr	Diehl Rd to North Aurora Rd	Naperville
Forth Hill Dr	South of Jefferson Av	Naperville
Plainfield-Naperville Rd	South of 87th St	Will County

Table 11. Year 2050 Future Conditions - Summary of Roadway Segments at LOS B (Continued)

ROADWAY	SEGMENT	JURISDICTION
Mill St	Warrenville Rd to Jefferson Av	Naperville: south of Ogden Av DuDOT: north of Ogden Av
Washington St	Warrenville Rd to south of Bauer Rd South of Gartner Rd	Naperville
Columbia St	Ogden Av to North Av	Naperville
Julian St	North Av to Gartner Rd	Naperville
Naperville-Wheaton Rd	Naper Bl to Ogden Av	Naperville
Olesen Dr	Chicago Av to Hobson Rd	Naperville
Naper Bl	Hobson Rd to Washington St	Naperville
Wehrli Rd	Hobson Rd to Lisson Rd	Naperville

Based on a review of the roadway segments under City jurisdiction with projected excess capacity, two segments were identified for potential road diets. These segments were identified based on a review of the existing cross-section, connectivity, and adjacent development pattern.

- **Wehrli Road, south of Muirhead:** Convert roadway to two-lane cross-section (currently a four-lane undivided roadway)
- **87th Street, Route 59 to Book Road:** Provide a two-lane cross-section (currently a four-lane divided roadway)

Further review of potential road diets will be completed as part of the City's *Bicycle and Pedestrian Plan* to define opportunities for connectivity to the broader mobility network.

RECOMMENDATIONS

Based on the results of the capacity analysis, public input on the existing and future roadway network, and a review of crash history, capacity improvements were identified for arterial and collector roadways under City jurisdiction. Based on a detailed review of projected delay and queues, potential capacity improvements were identified. A planning-level feasibility review was then completed to define the recommended improvements. The feasibility review included an assessment of the following key considerations: capacity and safety benefits, roadway jurisdiction, right-of-way limitations, and wetland impacts. Where appropriate, signal timing modifications were identified. Based on this review, a summary of recommended improvements is presented in **Table 12.** A map of the improvements is shown as **Exhibit 9**. With these improvements, additional capacity would be provided. A summary of the projected LOS with the identified improvements is shown in **Exhibit 10.**

For each improvement, planning-level construction cost estimates were prepared. The cost estimates do not include engineering and land acquisition costs.

Table 12. Summary of Improvements

INTERSECTION / SEGMENT	IMPROVEMENT DESCRIPTION	CONSTRUCTION COST ESTIMATE[1]

Aurora Av / West St-Driveway	• Install eastbound right-turn lane
	• Provide dual westbound left-turn lanes
	• Modify signal
	  • Protected phasing for westbound left-turn;
	  • Right-turn overlap phase for eastbound and northbound approaches
	• Relocate Pace Suburban Bus shelter on southwest corner
		$549,000

Book Rd / Rickert Dr	• Extend westbound left-turn lane
	• Modify northbound approach to provide shared left-turn/through lane and right-turn lane
	• Modify signal
	  • North-south split phasing
	  • Right-turn overlap phases for eastbound and northbound approaches
		$208,000

West St-Private Dr / Rickert Dr	• Provide dual southbound left-turn lanes • Modify signal • Protected left-turn phase on northbound and southbound approaches	$232,000
Washington St / Diehl Rd	• Install dual westbound left-turn lanes; mirror turn lanes on eastbound approach • Modify signal • Protected left-turn phase for westbound and eastbound approaches	$372,000
Washington St / Bauer Rd	• Install left-turn lanes on northbound and southbound approaches • Modify signal • Protected-permitted phase for northbound and southbound approaches	$351,000
Washington St / Ogden Av	• Install southbound right-turn lane • Modify signal • Right-turn overlap phase on southbound and eastbound approaches	$103,000
Modaff Rd-Magnolia Ln / Gartner Rd	• Realign south leg • Install left-turn lanes on Gartner Rd	$397,000

[1]Construction cost estimate does not include engineering and land acquisition costs.

Table 12. Summary of Improvements (Continued)

INTERSECTION / SEGMENT	IMPROVEMENT DESCRIPTION	CONSTRUCTION COST ESTIMATE[1]

Ogden Av / Iroquois Av	• Install dual left-turn lanes on southbound approach
	• Modify signal
	  • Protected left-turn phase for northbound and southbound approaches
	  • Right-turn overlap phase on southbound approach
		$110,000

Ogden Av / Naper Bl	• Install dual left-turn lanes on northbound and southbound approaches
	• Modify signal
	  • Protected left-turn phase for northbound and southbound approaches
	  • Right-turn overlap phase on southbound approach
		$541,000

Naper Bl / Plank Rd	• Install eastbound right-turn lane	$123,000

248th Av-Macrane St / 95th St	• Install dual westbound left-turn lanes; mirror turn lanes on eastbound approach
	• Modify signal
	  • Protected left-turn phase for westbound and eastbound approaches
	  • Right-turn overlap phases for eastbound and northbound approaches
		$641,000

248th Av / 111th St	• Install northbound right-turn lane • Modify signal • Right-turn overlap phase on northbound approach	$233,000
Route 59 / 95th St	Install westbound right-turn lane	$252,000
Book Rd / 95th St	• Widen Book Road to provide two lanes in each direction (note: extent of widening to be defined thru future design process) • Install northbound and southbound right-turn lanes • New signal	$1,170,000

Washington St / Royce Rd	• Install dual westbound left-turn lanes
	• Provide northbound right-turn lane
	• Modify traffic signal
	  • Protected left-turn phase for westbound and eastbound approaches
	  • Right-turn overlap phase on northbound approach
		$234,000

	TOTAL INTERSECTION IMPROVEMENTS	**$5,516,000**

[1]Construction cost estimate does not include engineering and land acquisition costs.

Table 12. Summary of Improvements (Continued)

INTERSECTION / SEGMENT	IMPROVEMENT DESCRIPTION	CONSTRUCTION COST ESTIMATE[1]
111th St, Route 59 to 248th Ave	• Widen to 4-lane cross-section with turn lanes at key intersections (currently 2 lanes) • Provide westbound right-turn lane drop at 248th Av	$9,630,000
119th St, east of Route 59 to DuPage River	• Widen to 4-lane cross-section with turn lanes at key intersections (currently 2 lanes)	$10,300,000
Book Rd extension to 119th St	• Extend existing cross-section south to 119th St	$3,500,000
Potential Road Diet: Wehrli Road, south of Muirhead Av	• Convert roadway to 2-lane cross-section (currently 4- lane, undivided roadway).	TBD[2]
Potential Road Diet: 87th St, Route 59 to Book Rd	• Provide 2-lane cross-section (currently 4-lane, divided roadway).	TBD[2]
	TOTAL ROADWAY EXTENSION / WIDENING (EXCLUDES ROAD DIETS)	**$23,430,000**
	TOTAL INTERSECTION IMPROVEMENTS	**$5,516,000**
	TOTAL RIP UPDATE	**$28,946,000**

[1]Construction cost estimate does not include engineering and land acquisition costs.

[2]Subject to further review as part of City's Bicycle and Pedestrian Plan.

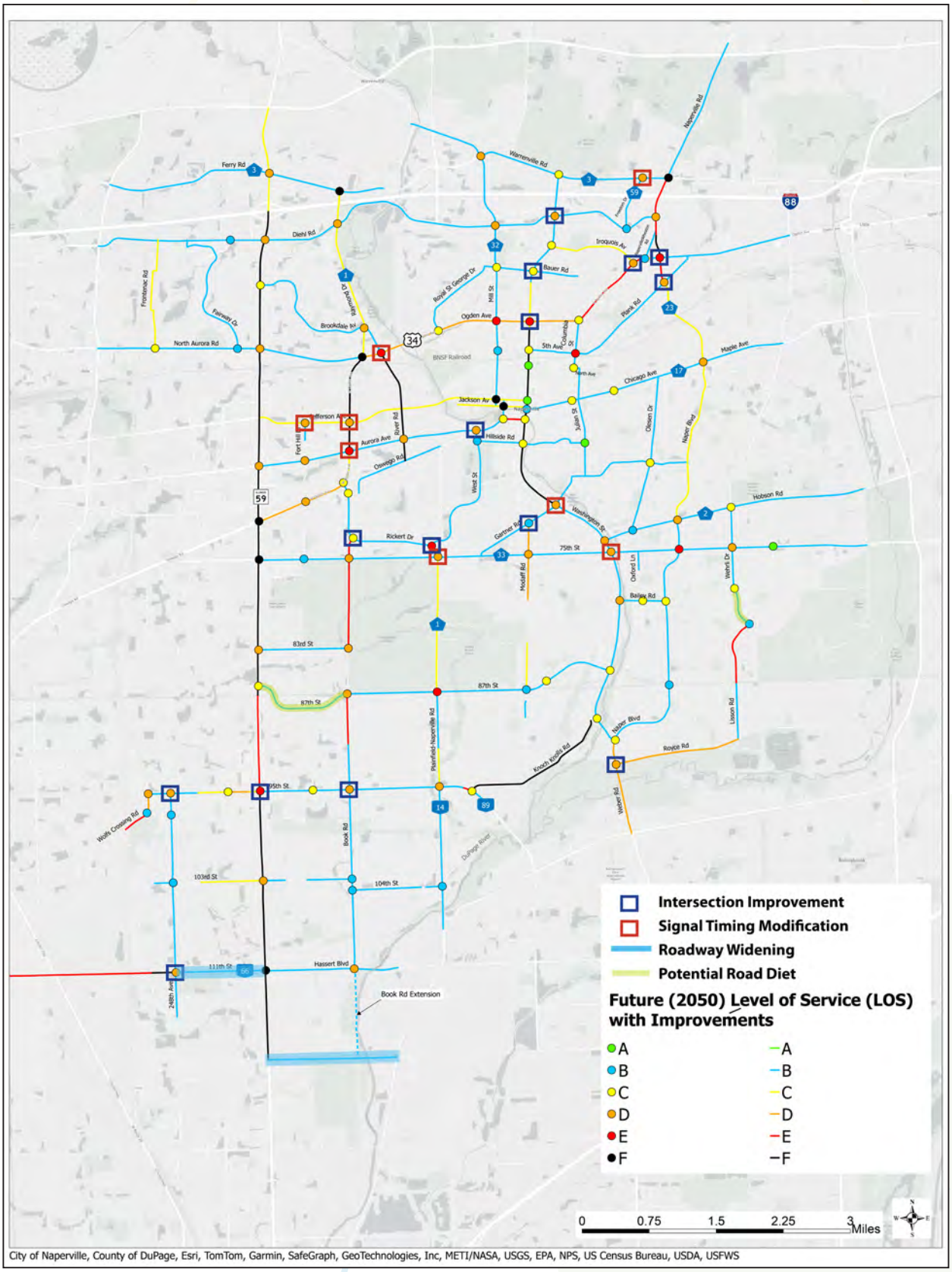


Exhibit 9: Summary of Capacity Improvement Locations

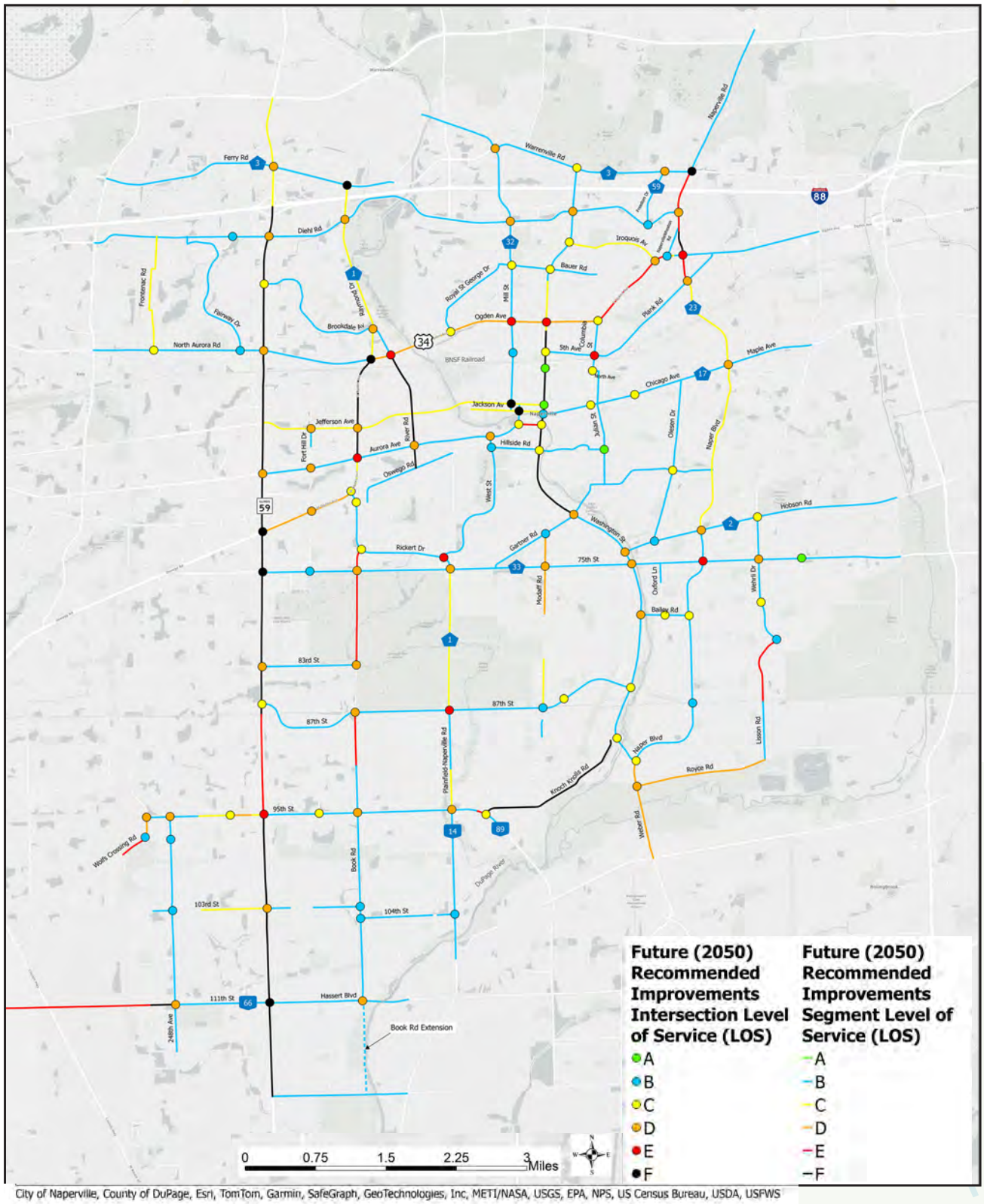


Exhibit 10: Summary of Future Year 2050 Level of Service with Capacity Improvements

Appendix H contains additional details for each improvement, including a conceptual geometric plan, a summary of scope elements, key benefits, and implementation considerations.

Implementation Considerations

The improvements identified in **Table 12** would be implemented over the next 20 years through the City's Capital Improvement Program (CIP). To assist with prioritization of improvements, the following implementation considerations were identified:

- **City Jurisdiction:** coordination with other agencies not required
- **Available Right-of-Way:** right-of-way available based on County GIS records (field survey required to verify)
- **Alternative Funding:** project scope potentially eligible for outside (e.g., state or federal) funding
- **Safety:** potential reduction in crashes (based on a review of the Illinois Department of Transportation crash history)
- **School Walk Route / Park Access:** location along school walk route or near a park
- **Overall Traffic Operations / User Delay:** reduction in overall vehicle delay
- **Cost Effectiveness:** estimated construction cost <$300,000

Note that enhancements to pedestrian and bicycle mobility and safety were not included as unique implementation considerations, as pedestrian and bicycle design components will be incorporated into each project as part of the future design process. Further, each project will improve traffic flow; therefore, sustainability or reductions in air and/or noise pollution were not included as unique implementation considerations.

A summary of implementation considerations for each improvement identified in the RIP Update is presented in **Table 13.** Along with these considerations, improvements may be prioritized as part of the annual CIP to coordinate with other City projects, thereby minimizing costs and disruptions during construction.

Table 13. Summary of Implementation Considerations

IMPROVEMENT	COST ESTIMATE[1]	CITY JURISDICTION	AVAILABLE RIGHT-OF-WAY[2]	ALTERNATIVE FUNDING	SAFETY	SCHOOL WALK ROUTE/ PARK ACCESS	OVERALL TRAFFIC OPERATIONS/ USER DELAY	COST EFFECTIVENESS (<$300,000)
Aurora Av / West St-Private Dr	$549,000	PACE	✓	✓	✓	✓	✓	
Book Rd / Rickert Dr	$208,000	✓	✓		✓	✓	Queue Spillback	✓
West St-Private Dr / Rickert Dr	$232,000	✓	✓		✓		Queue Spillback	✓
Washington St / Diehl Rd	$372,000	DuDOT	✓		✓		Queue Spillback	
Washington St / Bauer Rd	$351,000	✓	✓		✓	✓		
Washington St / Ogden Av	$103,000	IDOT	✓				✓	✓
Modaff Rd-Magnolia Ln / Gartner Rd	$397,000	Private			✓	✓	✓	
Ogden Av / Iroquis Av	$110,000	IDOT	✓		✓		✓	✓
Ogden Av / Naper Bl	$541,000	DuDOT, IDOT	✓	✓	✓		✓	
Plank Rd / Naper Bl	$123,000	✓	✓				✓	✓
248th Av / 95th St	$641,000	✓	✓	✓	✓		✓	
248th Av / 111th St	$233,000	✓	✓			✓	✓	✓
Route 59 / 95th St	$252,000	IDOT	✓					✓
Book Rd / 95th St	$1,170,000	✓	✓	✓	✓	✓	✓	
Washington St / Royce Rd	$234,000	✓	✓			✓	✓	✓
Roadway Widening: 111th St, Route 59 to 248th Av	$9,630,000	✓		✓		✓		
Roadway Widening: 119th St, east of Route 59 to DuPage River	$10,300,000	✓		✓				
Roadway Extension: Book Road, 111th St to 119th St	$3,500,000	✓	✓	✓				
Potential Road Diet: Wehrli Rd, south of Muirhead Av	Subject to future review	✓	✓		✓	✓		
Potential Road Diet: 87th St, Route 59 to Book Rd	Subject to future review	✓	✓		✓			

[1] Construction cost estimate does not include engineering and land acquisition costs.
[2] Based on available County GIS data; field survey required to confirm right-of-way.

Next Steps

With City Council approval of the RIP Update, the City will prioritize implementation of the improvements over the next 20 years through the annual CIP process. Through this process, the implementation considerations will be reviewed along with opportunities for collaboration with other City projects. Where appropriate, the City will identify funding opportunities to advance projects to design and construction.

Each improvement project will be subject to a future design process, which will include opportunities for public input. Through the design process, improvement alternatives will be considered. A detailed review of design elements will be completed, including, but not limited to, right-of-way impacts, utility conflicts, drainage, sight distance, lighting, ADA, and pedestrian/cyclist amenities. Following the design process, the improvement will be programmed for construction. Through the design and construction processes, the City will provide updates on the scope, status, and opportunities for public input.

PEDESTRIAN/ BICYCLIST

ADA

LIGHTING

SIGHT-DISTANCE REVIEW

DRAINAGE

UTILITY CONFLICTS

RIGHT-OF-WAY IMPACTS

DESIGN ELEMENTS

APPENDICES

A. List of Intersections Not Included (TMC Data Not Available)

B. Intersection Capacity Analysis – Existing

C. Roadway Segment Analysis – Existing and Year 2050

D. Summary of January 28, 2025 Public Meeting Materials

E. Summary of Public Comments

F. Transportation Advisory Board Summary Meeting Minutes

G. Intersection Capacity Analysis – Year 2050

H. Recommended Improvements

A.

List of Intersections Not Included (TMC Data Not Available)

Appendix A
List of Intersections Not Included (TMC Data Not Available)

1. Bauer Road / Royal St. George Drive
2. North Avenue / Ellsworth Street
3. Bauer Road / Columbia Street
4. Plank Road / Naperville-Wheaton Road
5. North Avenue / Julian Street
6. Gartner Road / Julian Street
7. Gartner Road / Charles Avenue
8. 75th Street / Gartner Road
9. North Avenue / Charles Avenue
10. Hillside Road / Charles Avenue
11. Jackson Avenue / Mill Street
12. 87th Street / Lisson Road
13. Royce Road / Lisson Road
14. Bailey Road / Ranchview Drive
15. 75th Street / Oxford Lane
16. Sequoia Road / Oswego Road
17. 5th Avenue / Royal St. George Drive
18. Route 59 / McDowell Road
19. Country Club Boulevard / Fairway Drive
20. Route 59 / Westings Avenue
21. Jefferson Avenue / River Road
22. Oswego Road / River Road
23. 83rd Street / Skylane Drive
24. 103rd Street / Honey Locust Drive
25. Hobson Road / Oxford Lane
26. Ferry Road / Celebration Drive
27. School Street / Ellsworth Street
28. Iroquois Avenue / Columbia Street

B.

Intersection Capacity Analysis – Existing

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
1000	Washington St & 75th St	EBL	F	83.8	212.5
		EBT	C	27.7	340
		EBR	C	21.6	182.5
		WBL	F	91.2	362.5
		WBT	C	23.9	365
		WBR	B	13.6	202.5
		NBL	F	85.6	170
		NBT	E	59.9	315
		NBR	D	44.2	240
		SBL	F	94.2	385
		SBT	E	56.4	467.5
		SBR	D	44	312.5
		NB	E	61.4	
		SB	E	64.1	
		EB	D	35.4	
		WB	D	36.6	
		Intersection	D	48.2	
1001	Washington St & Hobson Rd	WBL	E	56.8	227.5
		WBR	F	137.6	822.5
		NBT	A	0.3	5
		NBR	A	0.4	5
		SBL	F	81.1	180
		SBT	A	5.1	137.5
		NB	A	0.4	
		SB	B	10.9	
		WB	F	104	
		Intersection	C	27.8	
1002	Washington St & Gartner Rd	EBL	D	42.2	197.5
		EBT		0	
		EBR	D	50.3	285
		WBL	D	39.7	155
		WBT		0	
		WBR	E	71	370
		NBL	C	28.8	75
		NBT	B	18.3	350
		NBR	B	18.2	355
		SBL	B	13.3	30
		SBT	C	34.9	777.5
		SBR	D	37.2	832.5
		NB	B	19.2	
		SB	D	35.4	
		EB	D	46.9	
		WB	E	60.4	
		Intersection	C	34.3	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
1003	Washington St & Hillside Rd	EBL	D	40	35
		EBT	D	45.3	167.5
		EBR	E	73.4	352.5
		WBL	D	35.9	167.5
		WBT		0	
		WBR	D	39	172.5
		NBL	B	12.4	155
		NBT	B	17.5	320
		NBR	B	17.5	325
		SBL	B	13.6	45
		SBT	A	1.2	15
		SBR	A	1.2	15
		NB	B	16.4	
		SB	A	2	
		EB	E	61.5	
		WB	D	37.4	
		Intersection	B	18.7	
1004	Washington St & Aurora Av/Driveway	EBL	F	82.4	515
		EBT		0	
		EBR	D	45.7	295
		WBL	D	50.9	35
		WBT		0	
		WBR	C	34.9	32.5
		NBL	A	9	102.5
		NBT	C	27.7	415
		NBR	C	27.7	430
		SBL	B	11.3	12.5
		SBT	A	1.8	22.5
		SBR	A	2	25
		NB	C	23.8	
		SB	A	2.1	
		EB	E	67	
		WB	D	42.1	
		Intersection	C	24.1	
1005	Washington St & Chicago Av	EBL	D	47.3	90
		EBT		0	
		EBR	E	61.8	132.5
		WBL	D	43.6	240
		WBT	D	48.1	172.5
		WBR	D	48.2	135
		NBL	A	7.3	65
		NBT	A	1.6	22.5
		NBR	A	1.7	22.5
		SBL	A	7.4	60
		SBT	A	1.9	25
		SBR	A	1.8	25
		NB	A	2.3	
		SB	A	2.4	
		EB	E	55.2	
		WB	D	46	
		Intersection	B	10.4	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
1006	Washington St & Jefferson Av	EBL	E	56.6	205
		EBT		0	
		EBR		0	
		WBL	D	45.9	17.5
		WBT		0	
		WBR	D	45.8	52.5
		NBL	A	0.6	12.5
		NBT		0	
		NBR	A	0.7	12.5
		SBL	A	6.4	282.5
		SBT		0	
		SBR	A	6.7	262.5
		NB	A	0.7	
		SB	A	6.5	
		EB	E	56.6	
		WB	D	45.8	
		Intersection	A	7.6	
1007	Washington St & School St	NBT	A	3.3	36
		NBR		0	
		SBL	A	2.5	17
		SBT	A	2.5	75
		NB	A	3.3	
		SB	A	2.5	
		Intersection	A	2.8	
1008	Washington St & North Av-Private Driveway	WBL	E	58	265
		WBT		0	
		WBR	E	55.7	230
		NBL	A	3.2	2.5
		NBT	A	0.3	5
		NBR		0	
		SBL		0	
		SBT	A	1	17.5
		SBR	A	1	17.5
		NB	A	0.3	
		SB	A	1	
		WB	E	57	
		Intersection	A	9.3	
1009	Washington St & 5th Av	EBT	D	53	13
		WBL	D	51.3	253
		WBR	E	59.5	271
		NBT	C	20.5	357
		SBL	B	11.3	91
		SBT	B	10.3	292
		NB	C	20.6	
		SB	B	10.5	
		EB	D	53	
		WB	E	55.5	
		Intersection	C	23.2	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
1010	Washington St & Ogden Av	EBL	C	25.9	105
		EBT	D	36.8	525
		EBR	D	36.9	512.5
		WBL	E	72.9	305
		WBT	D	35.3	515
		WBR	D	35.2	525
		NBL	F	144.9	555
		NBT	D	36.3	245
		NBR	C	27	40
		SBL	C	34.1	105
		SBT	E	61.5	557.5
		SBR	E	61.5	557.5
		NB	E	78.6	
		SB	E	58.7	
		EB	D	35.7	
		WB	D	42.7	
		Intersection	D	51.5	
1011	Washington St & Bauer Rd	EBL	D	53.1	65
		EBT		0	
		EBR	D	53.6	247.5
		WBL	E	57.2	32.5
		WBT		0	
		WBR	D	48.1	160
		NBL	A	5.4	125
		NBT		0	
		NBR	A	5.5	125
		SBL	C	20.9	317.5
		SBT		0	
		SBR	A	6.2	167.5
		NB	A	5.5	
		SB	B	13.2	
		EB	D	53.5	
		WB	D	49.5	
		Intersection	B	17.9	
1012	Washington St & Iroquois Av	WBL	D	46.7	107.5
		WBR	E	77.6	315
		NBT	A	8.9	137.5
		NBR	A	8.9	140
		SBL	A	5.6	70
		SBT	A	4.7	77.5
		NB	A	8.9	
		SB	A	4.9	
		WB	E	68.5	
		Intersection	B	17.7	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
1013	Washington St & Diehl Rd	EBL	D	40.6	42.5
		EBT	D	51	290
		EBR	D	44.4	215
		WBL	D	52.8	400
		WBT	C	33.8	297.5
		WBR	C	21.3	40
		NBL	C	20.4	60
		NBT	C	24.6	147.5
		NBR	B	13.5	145
		SBL	B	18.1	177.5
		SBT	C	21.5	205
		SBR	B	18.3	85
		NB	C	20.1	
		SB	C	20.1	
		EB	D	48.7	
		WB	D	39.8	
		Intersection	C	32.6	
1014	Washington St & Warrenville Rd	EBT	B	13.4	167.5
		EBR	A	5.4	255
		WBL	E	57.2	170
		WBT	A	7.4	177.5
		NBL	E	55.1	352.5
		NBR	C	33.7	115
		NB	D	45.8	
		EB	B	10.1	
		WB	B	18.2	
		Intersection	C	20.6	
1101	Hobson Rd & Olesen Dr	EBL	B	15.8	20
		EBT	B	11.7	187.5
		WBT	C	22.2	410
		WBR	B	13.4	47.5
		SBL	B	18.7	57.5
		SBR	B	18.2	92.5
		SB	B	18.5	
		EB	B	12.1	
		WB	C	21	
		Intersection	B	17.7	
1103	Julian St & Hillside Rd	EBL	A	8.2	12.5
		EBT	A	8.2	12.5
		EBR	A	8.2	12.5
		WBL	A	8.3	7.5
		WBT	A	8.3	7.5
		WBR	A	8.3	7.5
		NBL	A	8.3	10
		NBT	A	8.3	10
		NBR	A	8.3	10
		SBL	A	9.5	37.5
		SBT	A	9.5	37.5
		SBR	A	9.5	37.5
		NB	A	8.3	
		SB	A	9.5	
		EB	A	8.2	
		WB	A	8.3	
		Intersection	A	8.9	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
1105	Columbia St & Chicago Av	EBT	C	19.8	127.5
		EBR	C	19.8	127.5
		WBL	C	17.2	97.5
		WBT	C	17.2	97.5
		SBL	B	14.5	45
		SBT	B	13.3	45
		SBR	B	13.3	45
		SB	B	13.9	
		EB	C	19.8	
		WB	C	17.2	
		Intersection	C	17	
1109	Columbia St-5th Av & Plank Rd	EBL	B	12.9	2.5
		EBT	D	27.9	120
		EBR	D	27.9	120
		WBL	D	31.4	130
		WBT	C	18	55
		WBR	C	18	55
		NBL	B	13.4	10
		NBT	D	31.6	142.5
		NBR	D	31.6	142.5
		SBL	B	13.3	12.5
		SBT	F	74.2	317.5
		SBR	F	74.2	317.5
		NB	D	29.3	
		SB	F	66.8	
		EB	D	27	
		WB	D	25.9	
		Intersection	E	39.3	
1110	Columbia St & Ogden Av	EBL	B	12.6	7.5
		EBT	B	16.1	262.5
		EBR	A	9.2	40
		WBL	B	11.6	132.5
		WBT	B	13.1	255
		WBR	B	13	262.5
		NBL	D	52.8	200
		NBT		0	
		NBR	F	85.5	450
		SBL	E	57.4	135
		SBT		0	
		SBR	E	67.7	272.5
		NB	E	74.6	
		SB	E	64.2	
		EB	B	15.4	
		WB	B	12.7	
		Intersection	C	29.1	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
1113	Freedom Dr & Diehl Rd	EBL	C	28.2	50
		EBT	B	16.5	190
		EBR	B	16.4	197.5
		WBL	E	76	2.5
		WBT	B	16.7	92.5
		WBR	B	11.9	72.5
		NBL	E	77.6	2.5
		NBT		0	
		NBR	C	20.9	
		SBL	C	25.2	72.5
		SBT	B	15.4	
		SBR	B	18.7	90
		NB	D	39.8	
		SB	C	21.2	
		EB	B	17.4	
		WB	B	15.2	
		Intersection	B	17.9	
1114	Freedom Dr-Lucent Ln & Warrenville Rd	EBL	F	137.2	2.5
		EBT	C	20.2	322.5
		EBR	B	11.5	
		WBL	E	65.8	317.5
		WBT	A	9.1	205
		WBR	A	6.5	
		NBL	F	83	160
		NBT	D	53.8	
		NBR	F	91.2	707.5
		SBL	F	141.3	35
		SBT	E	61	10
		SBR	E	63.6	45
		NB	F	89.8	
		SB	F	82.4	
		EB	C	20.3	
		WB	C	28.9	
		Intersection	D	47.5	
1200	Naper Blvd & 75th St	EBL	E	75	222.5
		EBT	C	26.1	435
		EBR	C	26.2	442.5
		WBL	E	79.6	157.5
		WBT	C	27.2	435
		WBR	B	18.1	135
		NBL	D	53	127.5
		NBT	E	60.8	445
		NBR	E	61.1	452.5
		SBL	F	152.8	367.5
		SBT	E	55.1	522.5
		SBR	D	46	425
		NB	E	60	
		SB	E	70.2	
		EB	D	36.3	
		WB	C	33	
		Intersection	D	49.2	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
1205	Julian St & Chicago Av	EBL	A	8.3	
		EBT	-	-	
		EBR	-	-	
		WBL	A	8.7	2.5
		WBT	-	-	
		WBR	-	-	
		NBL	C	19.3	35
		NBT	C	19.3	35
		NBR	C	19.3	35
		NB	C	19.33	
		EB		0.17	
		WB		0.65	
		Intersection		2.3	
1208	Columbia St & North Av	EBL	B	11.9	32.5
		EBT	B	11.9	32.5
		EBR	B	11.9	32.5
		WBL	B	13.2	60
		WBT	B	13.2	60
		WBR	B	13.2	60
		SBL	C	15.4	70
		SBT	C	23.7	165
		SBR	C	23.7	165
		SB	C	20.6	
		EB	B	11.9	
		WB	B	13.2	
		Intersection	C	17.5	
1210	Iroquois Av & Ogden Av	EBL	F	84.6	352.5
		EBT	B	18.9	427.5
		EBR	B	18.8	445
		WBL	B	16.1	17.5
		WBT	C	29.9	675
		WBR	C	30.1	692.5
		NBL	D	45.7	80
		NBT		0	
		NBR	D	42.3	172.5
		SBL	F	89.8	532.5
		SBT	D	41	120
		SBR	D	47.7	310
		NB	D	43.4	
		SB	E	67.2	
		EB	C	31	
		WB	C	29.8	
		Intersection	D	37.3	
1213	Naper Bl & Naperville Wheaton Rd-Ridgeland Av	EBL	E	63.6	254
		EBT	E	63.4	253
		EBR		0	
		WBL		0	
		WBT	E	62.4	56
		WBR	E	70.4	111
		NBL	B	11	3
		NBT	22.1	C	521
		NBR		0	
		SBL	B	12.6	39
		SBT	B	17.6	532
		SBR	B	17.9	401
		NB	C	22	
		SB	B	17.5	
		EB	E	63.5	
		WB	E	68.1	
		Intersection	C	25.2	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
1214	Naperville Rd & Warrenville Rd	EBL	F	262.2	737.5
		EBT	B	14	125
		EBR	B	19.8	310
		WBL	F	90.5	237.5
		WBT	D	35.9	367.5
		WBR	C	26.2	115
		NBL	E	76	90
		NBT	D	47.2	422.5
		NBR	C	32.3	175
		SBL	E	75.1	112.5
		SBT	D	42.4	302.5
		SBR	D	35.7	430
		NB	D	47.9	
		SB	D	43.5	
		EB	F	108	
		WB	D	47.9	
		Intersection	E	66.9	
1300	Wehrli Rd & 75th St	EBL	E	74.7	162.5
		EBT	B	19.2	432.5
		EBR	B	19.5	440
		WBL	E	79.4	47.5
		WBT	C	22.6	435
		WBR	C	22.6	450
		NBL	D	54.1	115
		NBT	D	50.7	112.5
		NBR	D	51.1	117.5
		SBL	D	45.8	162.5
		SBT	E	69.4	487.5
		SBR	E	73.6	465
		NB	D	52	
		SB	E	67.4	
		EB	C	23.3	
		WB	C	23.9	
		Intersection	D	35.3	
1301	Naper Bl & Hobson Rd	EBL	E	58.5	147.5
		EBT	E	65.7	305
		EBR	E	66.9	310
		WBL	F	211.9	387.5
		WBT	E	64.3	317.5
		WBR	E	65.5	320
		NBL	B	12.6	90
		NBT	B	12.7	240
		NBR	B	12.9	242.5
		SBL	B	10.6	85
		SBT	B	15.1	355
		SBR	B	15.2	365
		NB	B	12.8	
		SB	B	14.6	
		EB	E	64.8	
		WB	F	114.4	
		Intersection	D	41.2	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
1302	Olesen Dr & Gartner Rd	EBL	C	16.2	85
		EBT	C	16.2	85
		EBR	C	16.2	85
		WBL	B	14	52.5
		WBT	B	14	52.5
		WBR	B	14	52.5
		NBL	B	13.5	45
		NBT	B	13.5	45
		NBR	B	13.5	45
		SBL	C	15.9	80
		SBT	C	15.9	80
		SBR	C	15.9	80
		NB	B	13.5	
		SB	C	15.9	
		EB	C	16.2	
		WB	B	14	
		Intersection	C	15.1	
1305	Charles St & Chicago Av	EBL	B	14.5	
		EBT	C	20.3	182.5
		EBR	C	20.3	187.5
		WBL	B	12.7	57.5
		WBT	B	15.1	152.5
		WBR	B	15.2	145
		NBL	C	22	7.5
		NBT		0	
		NBR	C	31.1	182.5
		SBL	B	19.6	77.5
		SBT		0	
		SBR	C	20.1	77.5
		NB	C	30.7	
		SB	B	19.9	
		EB	C	20.3	
		WB	B	14.6	
		Intersection	B	19.3	
1309	Naper Bl & Plank Rd	EBL	D	40	82.5
		EBT		0	
		EBR	E	73.5	450
		WBL	D	48.8	132.5
		WBT		0	
		WBR	D	44.9	122.5
		NBL	D	45.6	210
		NBT	B	16.5	322.5
		NBR	B	16.5	330
		SBL	B	14.5	15
		SBT	C	32.4	712.5
		SBR	C	32.5	740
		NB	C	21.7	
		SB	C	32.2	
		EB	E	67.5	
		WB	D	46.9	
		Intersection	C	33.3	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
1310	Naperville-Wheaton Rd & Ogden Av	EBL	B	10.7	130
		EBT	A	8.1	190
		EBR	A	8.1	195
		WBL	B	13.3	50
		WBT	B	14.5	215
		WBR	B	11.3	15
		NBL	D	45.3	52.5
		NBT		0	
		NBR		0	
		SBL	D	40.7	30
		SBT	D	39.6	75
		SBR	D	38.9	292.5
		NB	D	45.3	
		SB	D	39.2	
		EB	A	8.7	
		WB	B	14.3	
		Intersection	B	15.8	
1313	Naperville Rd & Diehl Rd	EBL	D	54.8	292.5
		EBT		0	
		EBR	D	43.7	375
		WBL	E	66.4	2.5
		WBT		0	
		WBR	E	66.7	2.5
		NBL	D	47.9	617.5
		NBT	B	11.3	297.5
		NBR	B	11.3	310
		SBL	B	15	
		SBT	C	22.2	447.5
		SBR	A	8.7	87.5
		NB	C	21.5	
		SB	C	20.4	
		EB	D	48.2	
		WB	E	66.6	
		Intersection	C	28.6	
1400	Ranchview Rd & 75th St	EBT	A	5.6	207.5
		EBR	A	5.7	215
		WBL	F	82.4	152.5
		WBT	A	1.7	42.5
		NBL	E	67.9	47.5
		NBR	E	61.9	67.5
		NB	E	64.3	
		EB	A	5.7	
		WB	A	7.4	
		Intersection	A	8.1	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
1401	Wehrli Rd-College Rd & Hobson Rd	EBL	B	12.3	
		EBT	B	14.3	140
		EBR	B	14.3	145
		WBL	A	9.9	135
		WBT	B	11.2	207.5
		WBR	B	11.2	210
		NBL	D	49	20
		NBT	E	55.6	225
		NBR	E	55.8	230
		SBL	D	44.3	122.5
		SBT	E	59.7	407.5
		SBR	E	60.5	402.5
		NB	E	55.5	
		SB	E	58	
		EB	B	14.3	
		WB	B	10.9	
		Intersection	C	31.2	
1402	Naper Bl & Gartner Rd	EBL	F	208.3	175
		EBR	F	208.3	175
		NBL	B	13.9	7.5
		NBT	-	-	
		SBT	-	-	
		SBR	-	-	
		NB		0.67	
		SB		0	
		EB	F	208.31	
		Intersection		9	
1405	Olesen Dr & Chicago Av	EBT	A	7.4	182
		WBL	A	3.3	26
		WBT	A	0.6	3
		NBL	E	66.5	132
		NBR	E	66.9	119
		NB	E	66.7	
		EB	A	7.4	
		WB	A	1.2	
		Intersection	A	9.7	
1410	Naper Bl & Ogden Av	EBL	D	45.8	220
		EBT	D	52	382.5
		EBR	D	52	387.5
		WBL	D	39.2	205
		WBT	E	65.7	627.5
		WBR	D	36.6	175
		NBL	F	111.8	475
		NBT	C	33.2	407.5
		NBR	C	33.2	420
		SBL	D	47.4	270
		SBT	C	34.3	507.5
		SBR	C	25.6	77.5
		NB	E	56.2	
		SB	D	36.8	
		EB	D	50.5	
		WB	E	58.7	
		Intersection	D	49.9	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
1505	Naper Bl & Chicago Av	EBL	D	39.5	215
		EBT	D	47.1	380
		EBR	D	47	390
		WBL	D	39.5	210
		WBT	E	62.1	530
		WBR	E	62.4	525
		NBL	C	24.4	45
		NBT	C	31.2	365
		NBR	C	31.2	367.5
		SBL	C	22.1	127.5
		SBT	C	29.7	497.5
		SBR	C	22.9	142.5
		NB	C	30.8	
		SB	C	28	
		EB	D	45.3	
		WB	E	58	
		Intersection	D	39.5	
2100	Modaff Rd & 75th St	EBL	F	147.7	210
		EBT	B	19.2	467.5
		EBR	B	12.7	35
		WBL	F	110.4	315
		WBT	B	15.3	425
		WBR	A	9.6	7.5
		NBL	E	56.6	57.5
		NBT		0	
		NBR	E	60.6	322.5
		SBL	D	53.2	20
		SBT		0	
		SBR	E	75.1	450
		NB	E	60	
		SB	E	74.1	
		EB	C	26.3	
		WB	C	25.5	
		Intersection	C	32.7	
2102	Modaff Rd-Magnolia Ln & Gartner Rd	EBL	B	13.9	57.5
		EBT	B	13.9	57.5
		EBR	B	13.9	57.5
		WBL	E	48.1	322.5
		WBT	E	48.1	322.5
		WBR	E	48.1	322.5
		NBL	C	15.1	65
		NBT	C	15.1	65
		NBR	C	15.1	65
		SBL	B	11.8	17.5
		SBT	B	11.8	17.5
		SBR	B	11.8	17.5
		NB	C	15.1	
		SB	B	11.8	
		EB	B	13.9	
		WB	E	48.1	
		Intersection	D	30.4	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
2103	West St & Hillside Rd	WBL	D	50.3	137.5
		WBR	D	48.9	217.5
		NBT	A	6.9	162.5
		NBR	A	6.9	165
		SBL	A	4.5	52.5
		SBT	B	15.5	325
		NB	A	6.9	
		SB	B	12.8	
		WB	D	49.4	
		Intersection	B	15.6	
2104	Aurora Av & Eagle St	EBL	A	7.3	105
		EBT	A	0.1	2.5
		WBT	C	23.4	290
		WBR	C	23.4	287.5
		SBL	E	57.5	280
		SBR	D	39.4	325
		SB	D	50.5	
		EB	A	5	
		WB	C	23.4	
		Intersection	C	23.5	
2105	Eagle St & Jackson Av	EBL	C	18.4	750
		EBT	C	18.4	750
		EBR	F	77	277.5
		WBL	F	249.1	662.5
		WBT	F	249.1	662.5
		WBR	F	249.1	662.5
		NBL	E	35.3	112.5
		NBT	E	47.6	172.5
		NBR	E	47.6	172.5
		SBL	F	114.6	335
		SBT	F	114.6	335
		SBR	F	114.6	335
		NB	E	42.2	
		SB	F	114.6	
		EB	F	64	
		WB	F	249.1	
		Intersection	F	117	
2106	Mill St & Jefferson Av	EBL	C	15.7	72.5
		EBT	C	15.7	72.5
		EBR	C	15.7	72.5
		WBL	B	11.8	27.5
		WBT	B	11.8	27.5
		WBR	B	11.8	27.5
		NBL	B	11.7	27.5
		NBT	B	11.7	27.5
		NBR	B	11.7	27.5
		SBL	D	29.4	217.5
		SBT	D	29.4	217.5
		SBR	D	29.4	217.5
		NB	B	11.7	
		SB	D	29.4	
		EB	C	15.7	
		WB	B	11.8	
		Intersection	C	21.1	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
2109	Mill St & 5th Av	EBL	D	40.3	62.5
		EBR	D	39.6	15
		NBL	B	10.2	52.5
		NBT	A	5.7	175
		SBT	B	14.5	420
		SBR	A	8.8	95
		NB	A	6.7	
		SB	B	13.2	
		EB	D	39.7	
		Intersection	B	14.4	
2110	Mill St & Ogden Av	EBL	D	48.8	257.5
		EBT	C	25.8	512.5
		EBR	C	25.8	525
		WBL	C	20.5	137.5
		WBT	C	32.4	710
		WBR	C	32.8	720
		NBL	E	58.9	132.5
		NBT	F	87.3	312.5
		NBR	F	93.8	320
		SBL	E	68.9	440
		SBT	E	56.1	317.5
		SBR	D	53.5	415
		NB	F	84.4	
		SB	E	59	
		EB	C	29.7	
		WB	C	31.2	
		Intersection	D	42.3	
2111	Mill St & Bauer Rd	EBL	E	57	167.5
		EBT		0	
		EBR	E	59.7	140
		WBL	E	58.3	75
		WBT		0	
		WBR	E	76.2	255
		NBL	A	8.8	12.5
		NBT	B	11.6	240
		NBR	B	11.6	245
		SBL	A	8	57.5
		SBT	B	11.4	305
		SBR	B	11.3	307.5
		NB	B	11.5	
		SB	B	11	
		EB	E	58.2	
		WB	E	71.9	
		Intersection	C	20.1	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
2112	Raymond Dr & McDowell Rd	EBL	D	50.2	28
		EBT	D	53.4	46
		EBR		0	
		WBL		0	
		WBT	D	47.3	11
		WBR		0	
		NBL	A	2.6	9
		NBT	A	3.4	125
		NBR		0	
		SBL	A	1.2	2
		SBT	A	7.6	337
		SBR		0	
		NB	A	3.4	
		SB	A	7.6	
		EB	D	52.3	
		WB	D	47.3	
		Intersection	A	6.9	
2113	Mill St & Diehl Rd	EBL	C	24	55
		EBT	C	29.2	227.5
		EBR	B	18.2	232.5
		WBL	C	21.7	192.5
		WBT	C	26	280
		WBR	C	25.9	290
		NBL	D	54.5	390
		NBT	D	41.6	230
		NBR	D	41.9	227.5
		SBL	D	44.5	92.5
		SBT	E	66.8	387.5
		SBR	E	67.4	392.5
		NB	D	47.7	
		SB	E	64.5	
		EB	C	24.8	
		WB	C	24.8	
		Intersection	D	38.3	
2114	Mill St-Ferry Rd & Warrenville Rd	EBL	C	34	5
		EBT	E	63.8	255
		EBR	D	46.8	165
		WBL	D	43.4	116
		WBT	D	45.2	168
		WBR	D	45.7	485
		NBL	A	9.6	28
		NBT	C	22.2	80
		NBR	A	8	50
		SBL	B	11.7	170
		SBT	B	15.2	76
		SBR	B	12	3
		NB	B	16.1	
		SB	B	13.3	
		EB	E	59.6	
		WB	D	45.3	
		Intersection	D	36.9	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
2202	Private Driveway-West St & Rickert Dr	EBL	C	25.2	240
		EBT	C	21.7	290
		EBR	C	21.8	297.5
		WBL	C	23	60
		WBT	D	43.2	372.5
		WBR	B	18.5	277.5
		NBL	E	57.8	95
		NBT	E	63.4	217.5
		NBR	E	59.4	67.5
		SBL	E	60.6	570
		SBT	D	37.8	87.5
		SBR	E	60.2	597.5
		NB	E	61.3	
		SB	E	58.7	
		EB	C	22.8	
		WB	C	33.6	
		Intersection	D	39.9	
2203	West St & Oswego Rd	EBL	E	48.3	5
		EBR	B	13.8	12.5
		NBL	B	11.6	12.5
		NBT	-	-	
		SBT	-	-	
		SBR	-	-	
		NB		1.41	
		SB		0	
		EB	C	16.85	
		Intersection		1.1	
2204	West St-Driveway & Aurora Av	EBL	B	15.1	9
		EBT	D	41	308
		WBL	C	31.7	435
		WBT	B	11.7	139
		NBL	E	78.9	370
		NBT	F	81.1	380
		NBR	B	17.5	5
		SBT	F	608.7	647
		SBR	D	52.7	36
		NB	E	79.6	
		SB	F	584	
		EB	D	40.7	
		WB	C	20.5	
		Intersection	F	113	
2210	Royal St George Dr & Ogden Av	EBL	B	13.9	100
		EBT	C	20.7	462.5
		EBR	C	20.7	465
		WBL	B	15.8	70
		WBT	B	19.1	347.5
		WBR	B	19.1	357.5
		NBL	D	49.1	195
		NBT		0	
		NBR	E	62.9	302.5
		SBL	D	51.7	122.5
		SBT		0	
		SBR	E	64.3	230
		NB	E	57.2	
		SB	E	59.6	
		EB	B	19.9	
		WB	B	18.7	
		Intersection	C	26.8	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
2213	West St & Diehl Rd	EBL	A	9.8	0
		EBT			
		EBR			
		WBL	B	10.5	2.5
		WBT			
		WBR			
		NBL	F	92.1	57.5
		NBT	B	14.7	5
		NBR	B	14.7	5
		SBL	C	22.8	10
		SBT	C	22.8	10
		SBR	C	22.8	10
		NB	F	62.3	
		SB	C	22.82	
2300	Plainfield-Naperville Rd-Rickert Dr & 75th St	EBL	F	88.8	102.5
		EBT	D	35.4	485
		EBR	C	21.3	195
		WBL	E	72.9	227.5
		WBT	C	29	455
		WBR	B	13.3	185
		NBL	E	63.8	215
		NBT	D	54.1	395
		NBR	D	54.2	405
		SBL	D	47.7	315
		SBT	E	71.1	715
		SBR	E	70.5	742.5
		NB	E	56	
		SB	E	66	
		EB	D	37.3	
		WB	C	34.1	
		Intersection	D	47	
2302	Book Rd & Rickert Dr	EBL	B	13.8	25
		EBT	B	17	305
		EBR	B	16.3	217.5
		WBL	B	15.3	177.5
		WBT	B	11	160
		WBR	B	11	167.5
		NBL	E	68.2	272.5
		NBT		0	
		NBR	E	71.7	500
		SBL	E	56.5	2.5
		SBT		0	
		SBR	D	53.9	20
		NB	E	70.1	
		SB	D	54.1	
		EB	B	16.7	
		WB	B	12.5	
		Intersection	C	28.3	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
2304	River Rd & Aurora Av	EBL	B	15.6	72.5
		EBT	B	19.2	247.5
		EBR	B	19.2	250
		WBL	B	15.5	45
		WBT	C	21.1	305
		WBR	C	21.1	307.5
		NBL	D	53.7	135
		NBT		0	
		NBR	E	59.1	272.5
		SBL	D	48.9	322.5
		SBT		0	
		SBR	E	74.7	627.5
		NB	E	57.3	
		SB	E	65.1	
		EB	B	18.7	
		WB	C	20.6	
		Intersection	D	35.8	
2306	Ogden Av & Jefferson Av	EBL	E	66.4	50
		EBT		0	
		EBR	F	95.6	472.5
		WBL	E	71.2	210
		WBT		0	
		WBR	E	77.3	352.5
		NBL	C	34.4	182.5
		NBT	D	44.9	787.5
		NBR	D	45	805
		SBL	C	23.9	110
		SBT	C	24.6	715
		SBR	C	24.9	747.5
		NB	D	43.8	
		SB	C	24.7	
		EB	F	85.2	
		WB	E	75	
		Intersection	D	41.9	
2310	River Rd & Ogden Av	EBL	F	95.7	100
		EBT	D	52.8	550
		EBR	D	53.8	577.5
		WBL	F	115.3	355
		WBT	C	33.3	670
		WBR	C	33.3	685
		NBL	D	48.6	242.5
		NBT		0	
		NBR	F	82.3	547.5
		SBL	D	50.2	285
		SBT		0	
		SBR	D	46.5	397.5
		NB	E	70.8	
		SB	D	48	
		EB	D	54.8	
		WB	D	42.8	
		Intersection	D	51.2	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
2311	Raymond Dr & Brookdale Rd-River Rd	EBL	D	37.5	2.5
		EBT		0	
		EBR	E	69.2	467.5
		WBL	D	39.8	15
		WBT	D	49.4	67.5
		WBR	D	49.7	345
		NBL	C	22.1	47.5
		NBT	C	25.9	272.5
		NBR	C	25.8	285
		SBL	C	22	222.5
		SBT	C	34.5	600
		SBR	C	34.4	622.5
		NB	C	25.5	
		SB	C	32.2	
		EB	E	69.1	
		WB	D	49.3	
		Intersection	D	36.9	
2314	Raymond Dr-Corporate Ln & Ferry Rd	EBL	B	10.9	7.5
		EBT	B	12.1	72.5
		EBR	B	11.3	270
		WBL	A	8.3	197.5
		WBT	A	7.4	92.5
		WBR	A	7.5	95
		NBL	F	326.1	982.5
		NBT	D	53.8	2.5
		NBR	E	74.6	557.5
		SBL	E	61.7	22.5
		SBT		0	
		SBR	E	64.3	47.5
		NB	F	210.9	
		SB	E	63.4	
		EB	B	11.6	
		WB	A	7.9	
		Intersection	E	79.2	
2400	Book Rd & 75th St	EBL	C	20.9	65
		EBT	C	31	565
		EBR	C	31.2	575
		WBL	C	31.1	185
		WBT	C	22.7	400
		WBR	C	22.7	415
		NBL	F	145.8	245
		NBT	D	54.4	577.5
		NBR	D	44	262.5
		SBL	D	43.9	17.5
		SBT	E	64.1	647.5
		SBR	D	36.3	62.5
		NB	E	67.8	
		SB	E	60.9	
		EB	C	30.5	
		WB	C	24.2	
		Intersection	D	40.7	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
2403	Rickert Dr & Emerson Ln-Sequoia Dr	EBL	E	69.8	2.5
		EBT		0	
		EBR	E	70.4	25
		WBL	E	64	132.5
		WBT		0	
		WBR	F	137.7	430
		NBL	A	6.8	10
		NBT	A	9.7	240
		NBR	A	9.7	240
		SBL	A	6.9	100
		SBT	A	8	260
		SBR	A	8	267.5
		NB	A	9.6	
		SB	A	7.8	
		EB	E	70.3	
		WB	F	116.6	
		Intersection	C	20.4	
2404	Ogden Av & Aurora Av	EBL	E	71.2	367.5
		EBT	F	81	435
		EBR	F	82.2	435
		WBL	E	55.6	280
		WBT	F	83.2	447.5
		WBR	F	84.9	452.5
		NBL	C	30.1	90
		NBT	C	28.2	637.5
		NBR	C	28.5	637.5
		SBL	C	22	47.5
		SBT	D	53.6	820
		SBR	D	53.8	827.5
		NB	C	28.5	
		SB	D	52.3	
		EB	E	78.3	
		WB	E	76.4	
		Intersection	D	53	
2406	Fort Hill Dr & Jefferson Av	EBL	C	23	12.5
		EBT		0	
		EBR	C	29	292.5
		WBL	C	20.9	142.5
		WBT		0	
		WBR	C	22.2	192.5
		NBL	D	46.3	147.5
		NBT		0	
		NBR	C	20.7	175
		SBL	D	36.4	80
		SBT		0	
		SBR	F	92.6	940
		NB	C	28.6	
		SB	F	86.8	
		EB	C	28.7	
		WB	C	21.7	
		Intersection	D	48.6	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
2410	Ogden Av-Raymond Dr & North Aurora Rd-Ogden Av	EBL	F	90.6	135
		EBT	D	46.2	45
		EBR	D	53.1	240
		WBL	E	77.7	522.5
		WBT	D	50	425
		WBR	D	35.4	60
		NBL	F	104.1	262.5
		NBT	D	40.1	332.5
		NBR	F	131.6	1217.5
		SBL	F	85	107.5
		SBT	D	38.9	430
		SBR	D	38.8	432.5
		NB	F	90.6	
		SB	D	41.4	
		EB	E	61.8	
		WB	E	63.7	
		Intersection	E	66.8	
2411	Route 59 & Bruce Ln-Brookdale Rd	EBL	E	58.5	145
		EBT		0	
		EBR	E	70	97.5
		WBL	E	57.9	285
		WBT	E	59.2	147.5
		WBR	E	57.6	72.5
		NBL	F	90.7	70
		NBT	B	13.6	312.5
		NBR	A	5.1	60
		SBL	E	79.2	125
		SBT	B	14.5	447.5
		SBR	A	6.1	42.5
		NB	B	14.4	
		SB	B	16.1	
		EB	E	62.8	
		WB	E	58.2	
		Intersection	C	20.2	
2413	Raymond Dr & Diehl Rd	EBL	E	60.7	137.5
		EBT	C	35	242.5
		EBR	D	35.4	240
		WBL	D	53.9	362.5
		WBT	C	20.1	125
		WBR	B	19.6	72.5
		NBL	C	30.7	60
		NBT	D	36	222.5
		NBR	B	19.9	180
		SBL	C	28.9	77.5
		SBT	D	44.2	345
		SBR	D	44	355
		NB	C	30.3	
		SB	D	42.3	
		EB	D	39.5	
		WB	D	39.9	
		Intersection	D	38.2	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
2414	Comfort Dr-Corporate Ln & Ferry Rd	EBL	B	11.5	125
		EBT	-	-	
		EBR	-	-	
		WBL	B	11.5	
		WBT	-	-	
		WBR	-	-	
		NBL	F	735	160
		NBT	F	147.6	2.5
		NBR	C	16.7	30
		SBL	F	184.7	22.5
		SBT	C	17.5	27.5
		SBR	C	17.5	27.5
		NB	F	231.72	
		SB	D	29.75	
		EB		0.38	
		WB		0.07	
		Intersection		16.7	
2500	75th St & Fort Hill Dr	EBL	E	76.8	167.5
		EBT	A	3.4	107.5
		WBT	B	10.6	342.5
		WBR	B	10.6	350
		SBL	E	70.6	242.5
		SBR	E	63.4	290
		SB	E	67.8	
		EB	B	10	
		WB	B	10.6	
		Intersection	B	15.6	
2503	Rickert Dr & Ogden Av	EBT	A	0.1	2.5
		EBR	A	0.1	2.5
		WBL	A	0.8	5
		WBT	A	0.1	2.5
		NBL	E	70.2	140
		NBR	F	468.6	1072.5
		NB	F	394	
		EB	A	0.1	
		WB	A	0.3	
		Intersection	F	99.9	
2504	Fort Hill Dr & Aurora Av	EBL	B	14.8	72.5
		EBT	C	22	327.5
		EBR	C	22	327.5
		WBL	B	15.3	80
		WBT	A	0.6	7.5
		WBR	A	0.6	7.5
		NBL	E	59.8	220
		NBT		0	
		NBR	E	60.2	390
		SBL	D	48.4	177.5
		SBT		0	
		SBR	F	91.1	575
		NB	E	60.1	
		SB	E	79.6	
		EB	C	21.1	
		WB	A	2.5	
		Intersection	C	31.5	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
2506	Route 59 & Liberty St-Jefferson Av	EBL	E	68.7	91
		EBT	E	62.3	143
		EBR	D	45.3	90
		WBL	F	99.8	87
		WBT	E	75.4	140
		WBR	D	48.1	63
		NBL	E	76.7	25
		NBT	B	10.8	260
		NBR	A	4.7	27
		SBL	F	89.7	86
		SBT	A	5.2	99
		SBR	A	2.6	12
		NB	B	14	
		SB	B	13.5	
		EB	E	61.6	
		WB	E	79.4	
		Intersection	C	27.8	
2510	Route 59 & North Aurora Rd	EBL	F	80.3	141
		EBT	E	66.9	157
		EBR	D	45.5	307
		WBL	E	68.2	86
		WBT	E	63.4	164
		WBR	D	43.3	83
		NBL	F	88.4	204
		NBT	B	13.6	459
		NBR	A	5.7	23
		SBL	E	61.7	57
		SBT	C	32.3	564
		SBR	B	16	15
		NB	C	26.2	
		SB	C	33.7	
		EB	E	62.7	
		WB	E	62.3	
		Intersection	D	39.1	
2513	Route 59 & Diehl Rd	EBL	E	70.5	247.5
		EBT	D	46.9	97.5
		EBR	D	46.4	255
		WBL	E	70.1	112.5
		WBT	D	53.6	117.5
		WBR	E	78	505
		NBL	E	71	100
		NBT	A	0.7	7.5
		NBR	A	0.3	2.5
		SBL	E	67.8	190
		SBT	C	23.4	495
		SBR	B	12.2	225
		NB	A	5.8	
		SB	C	25.9	
		EB	E	56.8	
		WB	E	68.2	
		Intersection	C	29.5	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
2600	Route 59 & 75th St	EBL	E	79.5	120
		EBT	E	75.1	405
		EBR	E	76.8	410
		WBL	F	155.2	432.5
		WBT	E	56.9	445
		WBR	D	40.1	257.5
		NBL	E	79.7	177.5
		NBT	C	22.8	312.5
		NBR	B	13.2	130
		SBL	F	1023.4	1390
		SBT	D	48.5	650
		SBR	C	26.6	107.5
		NB	C	28.8	
		SB	F	329.1	
		EB	E	76.3	
		WB	F	84.6	
		Intersection	F	179.7	
2603	Fort Hill Dr & Ogden Av	EBL	B	15	145
		EBT	C	22	477.5
		EBR	C	21.9	492.5
		WBL	B	17.3	90
		WBT	C	28.9	385
		WBR	C	28.9	395
		NBL	D	49.8	100
		NBT		0	
		NBR	E	79.7	485
		SBL	D	52.9	177.5
		SBT		0	
		SBR	D	54.7	185
		NB	E	74.1	
		SB	D	53.8	
		EB	C	20.9	
		WB	C	27.1	
		Intersection	C	32.4	
2604	Route 59 & Aurora Av	EBL	F	187.4	305
		EBT	D	51.9	175
		EBR	D	46.6	310
		WBL	F	172	287.5
		WBT	D	53	217.5
		WBR	D	44.7	192.5
		NBL	E	76	227.5
		NBT	C	21.5	392.5
		NBR	B	12.8	92.5
		SBL	E	72.1	167.5
		SBT	D	51.3	827.5
		SBR	C	29.7	332.5
		NB	C	28.5	
		SB	D	50.4	
		EB	F	88.5	
		WB	F	84.7	
		Intersection	D	53.8	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
2610	Fairway Dr & North Aurora Rd	EBL	A	5.6	22.5
		EBT	A	7.5	160
		EBR	A	7.5	165
		WBL	A	5.7	15
		WBT	A	7.4	147.5
		WBR	A	7	95
		NBL	E	58.4	20
		NBT	E	58.8	2.5
		NBR	E	66.1	185
		SBL	D	53.9	102.5
		SBT		0	
		SBR	E	60.2	177.5
		NB	E	65.2	
		SB	E	57.8	
		EB	A	7.4	
		WB	A	7.2	
		Intersection	B	15.5	
2613	Country Club Bl & Diehl Rd	EBL	A	7.5	
		EBT	A	9.1	57.5
		EBR	A	9.1	60
		WBL	A	6.1	17.5
		WBT	A	8.7	92.5
		WBR	A	8.7	97.5
		NBL	C	21.7	7.5
		NBT	C	22	
		NBR	C	21.4	32.5
		SBL	C	21.5	12.5
		SBT		0	
		SBR	C	21.6	
		NB	C	21.5	
		SB	C	21.5	
		EB	A	9.1	
		WB	A	8.4	
		Intersection	A	9.6	
2614	Route 59 & Ferry Rd	EBL	E	56.8	2.5
		EBT	E	62.5	120
		EBR	E	59.1	137.5
		WBL	D	48.7	300
		WBT	D	45.3	175
		WBR	D	53.9	520
		NBL	B	17.1	75
		NBT	C	22	375
		NBR	A	8.8	42.5
		SBL	C	23.7	220
		SBT	B	19.5	452.5
		SBR	B	13.2	55
		NB	C	20.5	
		SB	C	20	
		EB	E	61.2	
		WB	D	50.1	
		Intersection	C	29.6	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
2703	Route 59 & Ogden Av	EBL	F	87.7	190
		EBT	E	59.6	247.5
		EBR	E	69.4	395
		WBL	F	681.6	877.5
		WBT	F	121.3	507.5
		WBR	E	58.1	200
		NBL	E	69.2	135
		NBT	B	15.8	357.5
		NBR	A	9.9	165
		SBL	E	72.8	50
		SBT	C	20.6	500
		SBR	B	12.7	237.5
		NB	B	19.1	
		SB	C	20.6	
		EB	E	68	
		WB	F	303.8	
		Intersection	F	86.3	
2710	Frontenac Ct-Frontenac Rd & North Aurora Rd	EBL	A	8.2	20
		EBT	A	6.8	107.5
		EBR	A	6.8	112.5
		WBL	A	6.4	
		WBT	B	11.6	395
		WBR	A	6.8	32.5
		NBL	E	62.4	2.5
		NBT		0	
		NBR	E	62.4	2.5
		SBL	E	55.9	177.5
		SBT		0	
		SBR	F	101.4	355
		NB	E	62.4	
		SB	F	84.2	
		EB	A	6.9	
		WB	B	11.2	
		Intersection	C	23.1	
2713	Frontenac Rd-Private Driveway & Diehl Rd	EBL	A	9.3	
		EBT	-	-	
		EBR	-	-	
		WBL	A	8.6	2.5
		WBT	-	-	
		WBR	-	-	
		NBL	D	27.6	12.5
		NBT	B	10.9	5
		NBR	B	10.9	5
		SBL	D	25.1	2.5
		SBT	D	25.1	2.5
		SBR	D	25.1	2.5
		NB	C	18.4	
		SB	D	25.06	
		EB		0.02	
		WB		0.42	
		Intersection		1.1	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
3001	Washington St & Bailey Rd	EBL	D	51.2	50
		EBT		0	
		EBR	E	65.1	102.5
		WBL	D	46.4	277.5
		WBT		0	
		WBR	D	49	212.5
		NBL	B	12.9	15
		NBT	B	14.4	272.5
		NBR	B	14.4	275
		SBL	A	9.9	52.5
		SBT	B	18.3	462.5
		SBR	B	18.3	480
		NB	B	14.3	
		SB	B	17.7	
		EB	E	59.9	
		WB	D	47.4	
		Intersection	C	21.9	
3002	Washington St & 87th St	EBL	E	58.6	140
		EBR	E	57.9	197.5
		NBL	A	8	30
		NBT	A	2.9	60
		SBT	A	8.5	307.5
		SBR	A	8.8	317.5
		NB	A	3.5	
		SB	A	8.6	
		EB	E	58.5	
		Intersection	B	11.9	
3003	Washington St & Ring Rd	EBL	E	55.8	50
		EBT	E	57.1	51
		WBT	D	54.3	13
		NBL	D	47.3	143
		NBT	A	1.1	37
		SBL	A	7	1
		SBT	B	15.5	456
		SBR	B	13.8	108
		NB	B	14.2	
		SB	B	15.4	
		EB	E	56.5	
		WB	D	54.3	
		Intersection	B	15.7	
3004	Washington St & Naper Bl	EBL	D	44.4	172.5
		EBR	C	32.2	777.5
		NBL	D	42.9	315
		NBT	A	0.9	12.5
		SBT	C	21.3	195
		SBR	C	21.4	192.5
		NB	C	25.4	
		SB	C	21.3	
		EB	C	34	
		Intersection	C	27.8	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
3005	Naperville Rd-Washington St & Royce Rd	EBL	C	34.1	62.5
		EBT		0	
		EBR	D	37.2	37.5
		WBL	D	36.4	152.5
		WBT		0	
		WBR	D	35.1	247.5
		NBL	C	21	25
		NBT	D	36.8	580
		NBR	D	37.3	575
		SBL	C	27.2	107.5
		SBT	C	21.1	377.5
		SBR	C	21	387.5
		NB	D	36.6	
		SB	C	21.7	
		EB	D	35.2	
		WB	D	35.9	
		Intersection	C	30.1	
3101	Modaff Rd & Bailey Rd	EBL	E	44.4	15
		EBT	E	35.9	65
		EBR	E	35.9	65
		WBL	F	58.6	32.5
		WBT	D	33.3	55
		WBR	D	33.3	55
		NBL	A	8.4	2.5
		NBT	-	-	
		NBR	-	-	
		SBL	A	8	5
		SBT	-	-	
		SBR	-	-	
		NB		0.87	
		SB		0.96	
		EB	E	37.09	
		WB	E	39.6	
		Intersection		9.6	
3102	Ring Rd & 87th St	EBL	A	9.6	5
		EBT	B	12.1	40
		EBR	B	12.1	40
		WBL	A	9.7	5
		WBT	B	13.6	55
		WBR	B	13.6	55
		NBL	B	14.5	47.5
		NBT	B	14.5	47.5
		NBR	B	14.5	47.5
		SBL	B	10.2	5
		SBT	B	10.2	5
		SBR	B	10.2	5
		NB	B	14.5	
		SB	B	10.2	
		EB	B	12.4	
		WB	B	12.4	
		Intersection	B	12.7	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
3103	Knoch Knolls Rd-Private Driveway & Ring Rd	EBL	A	7.6	
		EBT	-	-	
		EBR	-	-	
		WBL	A	8.3	20
		WBT	-	-	
		WBR	-	-	
		NBL	B	11.2	30
		NBT	B	11.2	30
		NBR	B	11.2	30
		SBL	D	32.6	7.5
		SBT	D	32.6	7.5
		SBR	D	32.6	7.5
		NB	B	11.2	
		SB	D	32.56	
		EB		0.04	
		WB		4.88	
		Intersection		5.8	
3107	Book Rd & 103rd St	EBL	B	19.7	42.5
		EBR	C	22.9	10
		NBL	A	6.3	20
		NBT	A	4.1	30
		SBT		0	
		SBR	B	11.8	160
		NB	A	5	
		SB	B	11.8	
		EB	C	21.7	
		Intersection	B	11.3	
3108	Plainfield-Naperville Rd & 104th St	EBL	C	32.2	58
		EBT	D	36.3	84
		WBT	D	39.3	11
		NBL	A	5.6	43
		NBT	A	5.8	118
		SBL	A	5	2
		SBT	B	13.9	289
		NB	A	5.8	
		SB	B	13.9	
		EB	C	34.7	
		WB	D	39.3	
		Intersection	B	12.3	
3201	Plainfield-Naperville Rd & Bailey Rd	WBL	F	175.9	110
		WBR	B	13.7	15
		NBT	-	-	
		NBR	-	-	
		SBL	B	10.9	7.5
		SBT	-	-	
		NB		0	
		SB		0.56	
		WB	F	82.23	
		Intersection		5.4	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
3202	Modaff Rd & 87th St	EBL	B	10.3	10
		EBT	B	10.5	17.5
		EBR	B	10.5	17.5
		WBL	A	9.7	2.5
		WBT	B	11.2	27.5
		WBR	B	11.2	27.5
		NBL	B	10.7	15
		NBT	B	10.7	15
		NBR	B	10.7	15
		SBL	B	10.1	5
		SBT	B	10.8	27.5
		SBR	B	10.8	27.5
		NB	B	10.7	
		SB	B	10.7	
		EB	B	10.2	
		WB	B	10.6	
		Intersection	B	10.5	
3203	Knoch Knolls Rd & Modaff Rd	EBL	A	8.2	
		EBT	-	-	
		WBT	-	-	
		WBR	-	-	
		SBL	B	13.3	5
		SBR	B	10.7	2.5
		SB	B	12.09	
		EB		0.86	
		WB		0	
		Intersection		1.3	
3207	Route 59 & 103rd St	EBL	E	60.5	197.5
		EBT		0	
		EBR	F	83.6	285
		WBL	E	62.5	160
		WBT	E	72.8	187.5
		WBR	F	102.9	280
		NBL	B	17.6	37.5
		NBT	B	16.2	472.5
		NBR	B	16.1	490
		SBL	B	12.8	47.5
		SBT	B	20	652.5
		SBR	C	20.1	682.5
		NB	B	16.2	
		SB	B	19.6	
		EB	E	73.5	
		WB	F	82.1	
		Intersection	C	27.5	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
3208	Book Rd & 104th St	EBL	B	16.8	
		EBT		0	
		EBR	B	16.9	
		WBL	B	15.4	20
		WBT		0	
		WBR	B	18	37.5
		NBL	A	9.7	
		NBT		0	
		NBR	B	14.9	112.5
		SBL	A	8	27.5
		SBT		0	
		SBR	B	10.4	85
		NB	B	14.9	
		SB	A	9.6	
		EB	B	16.9	
		WB	B	17	
		Intersection	B	12.6	
3209	Book Rd & Hassert Bl	EBL	B	14.4	52.5
		EBT	A	9.5	130
		EBR	A	9.5	135
		WBL	A	9.3	2.5
		WBT	B	18.5	332.5
		WBR	B	18.5	340
		NBL	C	33.9	2.5
		NBT		0	
		NBR	C	34.1	7.5
		SBL	C	29.1	90
		SBT		0	
		SBR	D	50.6	247.5
		NB	C	34.1	
		SB	D	43.6	
		EB	B	10.5	
		WB	B	18.5	
		Intersection	B	19.1	
3301	Book Rd & 83rd St	EBL	C	28.8	140
		EBR	C	33.2	17.5
		NBL	A	9.9	50
		NBT	A	5.8	90
		SBT	B	14.2	260
		SBR	B	10.1	82.5
		NB	A	7.2	
		SB	B	13.1	
		EB	C	31.2	
		Intersection	B	15.1	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
3302	Plainfield-Naperville Rd & 87th St	EBL	C	23.4	27.5
		EBT		0	
		EBR	D	35.6	230
		WBL	C	22.6	97.5
		WBT		0	
		WBR	C	29.3	240
		NBL	B	17	22.5
		NBT	B	19.5	210
		NBR	B	19.5	212.5
		SBL	B	13.8	70
		SBT	C	23.3	345
		SBR	C	23.3	355
		NB	B	19.4	
		SB	C	22.1	
		EB	C	33.9	
		WB	C	27.1	
		Intersection	C	23.5	
3307	248th Av & 103rd St	EBL	B	12.4	25
		EBT		0	
		EBR		0	
		WBL	B	15.8	132.5
		WBT		0	
		WBR		0	
		NBL	B	10.5	2.5
		NBT	B	13.1	82.5
		NBR	B	13.1	82.5
		SBL	A	9.9	17.5
		SBT	B	11.7	82.5
		SBR	B	11.7	85
		NB	B	13	
		SB	B	11.5	
		EB	B	12.4	
		WB	B	15.8	
		Intersection	B	13	
3308	248th Av & Ashwood Rd	EBL	C	19.5	22.5
		EBR	B	10.2	5
		NBL	A	8.6	2.5
		NBT	-	-	
		SBT	-	-	
		SBR	-	-	
		NB		0.68	
		SB		0	
		EB	C	16.15	
		Intersection		2	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
3309	Route 59 & 111th St-Hassert Blvd	EBL	F	135.9	405
		EBT	E	70.1	372.5
		EBR	E	70.8	377.5
		WBL	F	117.6	632.5
		WBT	F	120.9	867.5
		WBR	F	121	865
		NBL	F	89.4	197.5
		NBT	D	37.2	547.5
		NBR	C	28.9	142.5
		SBL	F	81.3	237.5
		SBT	D	43.4	715
		SBR	D	43.3	735
		NB	D	44.1	
		SB	D	49.8	
		EB	F	88.7	
		WB	F	120.1	
		Intersection	E	72.5	
3402	Book Rd & 87th St	EBL	C	22.6	45
		EBT	C	25.7	105
		EBR	C	23	15
		WBL	C	23.1	15
		WBT	D	37.9	200
		WBR	C	31	120
		NBL	B	12.5	5
		NBT		0	
		NBR	C	22.5	320
		SBL	B	12.8	45
		SBT		0	
		SBR	B	19.3	312.5
		NB	C	22.3	
		SB	B	18.1	
		EB	C	24.6	
		WB	C	34.4	
		Intersection	C	23.4	
3403	Knoch Knolls Rd & 95th St	EBL	A	8.4	87.5
		EBT	A	8.6	115
		EBR	A	8.6	117.5
		WBL	A	10	
		WBT	B	12.8	182.5
		WBR	B	12.8	187.5
		NBL	D	43.5	25
		NBT		0	
		NBR	D	44.9	25
		SBL	D	41.5	75
		SBT		0	
		SBR	E	69.6	310
		NB	D	44.2	
		SB	E	63.2	
		EB	A	8.5	
		WB	B	12.8	
		Intersection	C	20.1	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
3409	248th Av & 111th St	EBL	C	20.8	42.5
		EBT		0	
		EBR	C	23	260
		WBL	B	15.8	127.5
		WBT		0	
		WBR	C	25.7	467.5
		NBL	C	27.2	50
		NBT	D	36.6	227.5
		NBR	D	37.3	222.5
		SBL	C	26	122.5
		SBT	C	29.6	197.5
		SBR	C	29.7	197.5
		NB	D	35.8	
		SB	C	28.7	
		EB	C	22.6	
		WB	C	23	
		Intersection	C	27.1	
3501	Route 59 & Montgomery Rd-83rd St	EBL	F	88.5	397.5
		EBR	F	104.8	792.5
		WBL	E	57	135
		WBR	F	93.9	570
		NBL	E	69.5	312.5
		NBT	A	1	12.5
		NBR	A	0.2	2.5
		SBL	C	21.3	127.5
		SBT	D	46.7	945
		SBR	C	30	332.5
		NB	A	7.5	
		SB	D	43.5	
		EB	F	99.1	
		WB	F	86.3	
		Intersection	D	41	
3502	Skylane Dr & 87th St	EBL	A	8	2.5
		EBT	-	-	
		EBR	-	-	
		WBL	A	7.9	5
		WBT	-	-	
		WBR	-	-	
		NBL	C	18.1	27.5
		NBT	C	18.1	27.5
		NBR	C	18.1	27.5
		SBL	C	19.2	22.5
		SBT	C	19.2	22.5
		SBR	C	19.2	22.5
		NB	C	18.08	
		SB	C	19.18	
		EB		0.57	
		WB		1.31	
		Intersection		4.6	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
3503	Plainfield-Naperville Rd & 95th St	EBL	D	39.2	237.5
		EBT	D	43.1	267.5
		EBR	D	43.3	270
		WBL	D	38.3	77.5
		WBT	D	51.8	282.5
		WBR	D	39.4	167.5
		NBL	E	59.4	42.5
		NBT	C	22.5	242.5
		NBR	C	22.5	245
		SBL	E	66.2	147.5
		SBT	C	23.4	430
		SBR	B	10.8	105
		NB	C	25.8	
		SB	C	27.2	
		EB	D	41.9	
		WB	D	47.8	
		Intersection	C	33.8	
3509	Private Driveway-Cedar Dr & 111th St	EBL	A	8.6	
		EBT	-	-	
		EBR	-	-	
		WBL	A	7.9	
		WBT	-	-	
		WBR	-	-	
		NBL	C	16.4	
		NBT	C	16.4	
		NBR	C	16.4	
		SBL	C	22	12.5
		SBT	B	12.6	2.5
		SBR	B	12.6	2.5
		NB	C	16.45	
		SB	C	19.08	
		EB		0.29	
		WB		0.01	
		Intersection		1.1	
3602	Route 59 & White Eagle Dr-87th St	EBL	E	65.7	125
		EBR	E	73	85
		WBL	F	84.6	155
		WBT	E	69.3	137.5
		WBR	F	103.1	282.5
		NBL	F	101.5	77.5
		NBT	B	14.9	300
		NBR	B	15.4	322.5
		SBL	F	209.2	382.5
		SBT	A	0.4	5
		SBR	A	0.7	12.5
		NB	B	17.3	
		SB	B	14.6	
		EB	E	68.5	
		WB	F	87.9	
		Intersection	C	23.1	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
3603	Book Rd & 95th St	EBL	C	29.2	185
		EBT	D	38	442.5
		EBR	D	38.1	437.5
		WBL	C	28.2	150
		WBT	D	40.5	457.5
		WBR	D	40.5	465
		NBL	E	60.4	265
		NBT		0	
		NBR	D	39.4	315
		SBL	C	30.2	145
		SBT		0	
		SBR	E	64.4	672.5
		NB	D	48.3	
		SB	E	57.1	
		EB	D	36.4	
		WB	D	38.6	
		Intersection	D	43.1	
3702	Wolf's Crossing Rd & 91st St	EBT	E	48.9	312.5
		EBR	E	48.9	312.5
		WBL	B	12.7	15
		WBT	B	11.2	7.5
		NBL	F	79.6	390
		NBR	A	9	5
		NB	F	75.6	
		EB	E	48.9	
		WB	B	12.2	
		Intersection	F	57.7	
3703	Private Driveway-Skylane Dr & 95th St	EBL	B	13.2	27.5
		EBT	B	16.9	290
		EBR	B	11.6	2.5
		WBL	B	14.1	5
		WBT	C	20.2	292.5
		WBR	C	20.1	300
		NBL	C	26.4	5
		NBT		0	
		NBR	C	27.2	17.5
		SBL	C	25.6	27.5
		SBT		0	
		SBR	C	27.1	52.5
		NB	C	27	
		SB	C	26.6	
		EB	B	16.6	
		WB	C	20.1	
		Intersection	B	18.7	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
3803	Route 59 & 95th St	EBL	F	80.1	100
		EBT	E	76.3	410
		EBR	E	77.9	412.5
		WBL	E	77.8	195
		WBT	E	69	427.5
		WBR	E	70.4	422.5
		NBL	F	84	200
		NBT	C	25.9	412.5
		NBR	C	26.9	432.5
		SBL	F	91.2	280
		SBT	C	24	460
		SBR	C	26.2	452.5
		NB	C	33.8	
		SB	C	33	
		EB	E	77.6	
		WB	E	71.9	
		Intersection	D	44.3	
3804	248th Av-Macrane St & 95th St	EBL	B	15.1	7.5
		EBT	B	18.5	167.5
		EBR	B	18.7	142.5
		WBL	C	29.9	222.5
		WBT	B	14.6	197.5
		WBR	B	14.6	202.5
		NBL	C	33.1	122.5
		NBT	C	34.8	7.5
		NBR	E	58.8	350
		SBL	D	35.7	62.5
		SBT		0	
		SBR	D	38.6	25
		NB	D	50.7	
		SB	D	36.5	
		EB	B	18.5	
		WB	C	20.7	
		Intersection	C	26	
3805	248th Av & Trumpet Av	EBL	D	44.4	22.5
		EBR	E	62.5	342.5
		NBL	B	10.2	65
		NBT	A	4	102.5
		SBT		0	
		SBR	C	25.5	510
		NB	A	5.7	
		SB	C	25.5	
		EB	E	60.3	
		Intersection	B	20	
3806	248th Av & Honey Locust Dr	EBL	E	37.7	37.5
		EBR	B	13.5	5
		NBL	A	9.2	2.5
		NBT	-	-	
		SBT	-	-	
		SBR	-	-	
		NB		0.39	
		SB		0	
		EB	D	31.11	
		Intersection		1.9	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
3903	Deering Bay Dr & 95th St	EBL	C	28.3	12.5
		EBT	D	38.6	270
		EBR	D	38.4	277.5
		WBL	C	26.4	85
		WBT	C	31.6	232.5
		WBR	C	31.8	235
		NBL	B	14.7	12.5
		NBT		0	
		NBR	B	17.3	105
		SBL	B	14.2	35
		SBT		0	
		SBR	B	15.1	40
		NB	B	17	
		SB	B	14.6	
		EB	D	38.2	
		WB	C	30.8	
		Intersection	C	30.7	
3904	Wolf's Crossing Rd & 95th St	WBL	C	23.6	227.5
		WBR	B	12.8	172.5
		NBT	B	15.8	30
		NBR	A	6.6	150
		SBL	B	15.2	170
		SBT	A	7.9	15
		NB	A	8.3	
		SB	B	14.3	
		WB	B	18.1	
		Intersection	B	14.9	
3905	Wolf's Crossing Rd & Trumpet Av	WBL	D	50.2	220
		WBR	C	34.4	20
		NBT		0	
		NBR	A	7.5	145
		SBL	A	4.7	5
		SBT	A	4.8	102.5
		NB	A	7.5	
		SB	A	4.8	
		WB	D	48.5	
		Intersection	B	14.2	
4101	Coach Dr-Oxford Ln & Bailey Rd	EBL	C	18.6	120
		EBT	C	18.6	120
		EBR	C	18.6	120
		WBL	C	17.7	112.5
		WBT	C	17.7	112.5
		WBR	C	17.7	112.5
		NBL	B	12.2	30
		NBT	B	12.2	30
		NBR	B	12.2	30
		SBL	B	11.6	22.5
		SBT	B	11.6	22.5
		SBR	B	11.6	22.5
		NB	B	12.2	
		SB	B	11.6	
		EB	C	18.6	
		WB	C	17.7	
		Intersection	C	16.6	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
4102	Wehrli Rd & Lisson Rd	EBL	A	9.3	15
		EBR	A	9.3	15
		NBL	A	8.8	15
		NBT	A	8.8	15
		SBT	B	10.5	42.5
		SBR	A	8.4	25
		NB	A	8.8	
		SB	A	9.6	
		EB	A	9.3	
		Intersection	A	9.4	
4103	Naper Bl & 87th St	EBL	D	52.1	30
		EBT		0	
		EBR	D	54	17.5
		WBL	D	51.8	45
		WBT		0	
		WBR	E	56.8	65
		NBL	A	4.5	2.5
		NBT	A	5.8	77.5
		NBR	A	5.8	80
		SBL	A	3.6	15
		SBT	A	5.4	112.5
		SBR	A	5.4	117.5
		NB	A	5.7	
		SB	A	5.2	
		EB	D	52.8	
		WB	D	54.7	
		Intersection	A	9.7	
4201	Naper Blvd & Bailey Rd	EBL	E	55.1	155
		EBT		0	
		EBR	E	75.4	325
		WBL	E	60.1	72.5
		WBT	E	64.4	142.5
		WBR	E	57.5	40
		NBL	A	8.4	62.5
		NBT	A	9.4	165
		NBR	A	9.3	172.5
		SBL	A	7	25
		SBT	B	11.7	290
		SBR	B	11.7	287.5
		NB	A	9.2	
		SB	B	11.5	
		EB	E	68.6	
		WB	E	62	
		Intersection	C	22	
4202	Wehrli Rd & Ranchview Dr	WBL	A	9.6	5
		WBR	A	9.6	5
		NBT	-	-	
		NBR	-	-	
		SBL	A	7.5	2.5
		SBT	A	0	
		NB		0	
		SB		0.79	
		WB	A	9.6	
		Intersection		1.5	

Appendix B. Intersection Capacity Analysis - Existing

Synchro Node	Intersection Name	Movement/Approach/Intersection	Existing (2024)		
			LOS	Delay (sec)	Queue (ft)
4301	Wehrli Rd & Bailey Rd	EBL	A	10	12.5
		EBT	A	10	12.5
		EBR	A	10	12.5
		WBL	A	9.2	7.5
		WBT	A	9.2	7.5
		WBR	A	9.2	7.5
		NBL	A	9.7	15
		NBT	A	9.7	15
		NBR	A	9.7	15
		SBL	B	11.4	47.5
		SBT	B	11.4	47.5
		SBR	B	11.4	47.5
		NB	A	9.5	
		SB	B	12.5	
		EB	A	10	
		WB	A	9.2	
		Intersection	B	11.5	
4303	87th St & Wehrli Rd	EBL	A	7.5	2.5
		EBT	A	0	
		WBT	-	-	
		WBR	-	-	
		SBL	A	9.9	17.5
		SBR	A	9.9	17.5
		SB	A	9.92	
		EB		5.33	
		WB		0	
		Intersection		6.3	

C.

Roadway Segment Analysis – Existing and Year 2050

Appendix C. Roadway Segment Analysis - Existing and Year 2050

Roadway	Segment	Existing			Year 2050 Projection		Speed Limit	Level of Service	
		IDOT ADT	Year	Number of Lanes	CMAP ADT	Number of Lanes		Existing	Future
Naperville Rd	Naperville Road, North of Warrenville Road	24200	2024	5	26000		60	B	B
Naperville Rd	Naperville Road, South of Warrenville Road	31900	2024	5	34300		40	D	E
Warrenville Rd	Warrenville Road, West of Naperville Road	16000	2024	4	19000		45	B	B
Diehl Rd	Diehl Road, West of Naper Boulevard	13100	2024	4	16200		40	B	B
Naperville-Wheaton Rd	Naperville-Wheaton Road	11200	2024	4	13500		40	B	B
Naper Bl	Naper Boulevard, North of Ogden Avenue	31900	2024	4	38300		40	D	F
Naper Bl	Naper Boulevard, South of Ogden Avenue	28500	2024	4	34900		40	C	E
Ogden Av	Ogden Avenue, West of Naper Boulevard	22100	2023	4	26700		40	B	B
Plank Rd	Plank Road	2650	2024	2	3190		35	B	B
Naper Bl	Naper Boulevard, South of Chicago Avenue	22400	2024	4	29500		35	B	C
Chicago Av	Chicago Avenue, West of Naper Boulevard	15900	2024	4	20300		40	B	B
Maple Av	Maple Avenue, East of Naper Boulevard	18200	2024	4	24700		40	B	B
Naper Bl	Naper Boulevard, North of Hobson Road	22400	2024	4	28800		35	B	C
Naper Bl	Naper Boulevard, South of Hobson Road	20800	2024	4	24000		35	B	B
Gartner Rd	Gartner Road, East of Washington Road	3850	2024	2	4520		30	B	B
Hobson Rd	Hobson Road	11200	2024	2	12100		40	B	B
75th St	75th Street, East of Naper Boulevard	33000	2024	4	35800	6	45	E	B
75th St	75th Street, West of Naper Boulevard	36800	2024	4	40100	6	45	F	B
Naper Bl	Naper Boulevard, North of 75th Street	20800	2024	4	23500		45	B	B
Naper Bl	Naper Boulevard, South of 75th Street	16300	2024	4	19500		45	B	B
Bailey Rd	Bailey Road	5100	2024	2	5540		30	B	B
Naperville-Plainfield Rd	Naper Boulevard, North of Washington Street	10800	2023	4	13300		35	B	B
Weber Rd	Naper Boulevard, South of Washington Street	24700	2023	4	30300		45	B	D
Washington St	Washington Street, North of Naper Boulevard	16200	2023	4	19900		45	B	B
Royce Rd	Royce Road	6600	2023	2	9510		35	C	D
Freedom Dr	Freedom Drive	7450	2024	4	8070		35	B	B
Warrenville Rd	Warrenville Road, East of Washington Street	16000	2024	4	21300		45	B	B
Warrenville Rd	Warrenville Road, West of Washington Street	14800	2024	4	20300		45	B	B
Washington St	Washington Street, South of Warrenville Road	12500	2024	4	16700		35	B	B
Iroquois Av	Iroquois Avenue	6700	2024	2	7320		30	C	C
Bauer Rd	Bauer Road	1600	2024	2	1760		30	B	B
Washington St	Washington Street, North of Ogden Avenue	11700	2024	2	14500		30	B	C
Washington St	Washington Street, South of Ogden Avenue	11700	2024	2	21600		30	E	F
Ogden Av	Ogden Avenue, West of Washington Street	27500	2023	4	32400		35	C	D
Ogden Av	Ogden Avenue, East of Washington Street	29100	2023	4	32700		35	C	D
5th Av	5th Avenue	3800	2024	2	4160		30	B	B
North Av	North Avenue	2600	2024	2	2810		30	B	B
Jefferson Av	Jefferson Avenue	8500	2024	2	9170		30	C	C
Chicago Av	Chicago Avenue, West of Washington Street	11200	2024	2	12100		30	B	B

Appendix C. Roadway Segment Analysis - Existing and Year 2050

Roadway	Segment	Existing			Year 2050 Projection		Speed Limit	Level of Service	
		IDOT ADT	Year	Number of Lanes	CMAP ADT	Number of Lanes		Existing	Future
Washington St	Washington Street, North of Aurora Avenue	16700	2024	2	19000		25	E	F
Washington St	Washington Street, South of Aurora Avenue	22900	2024	2	26100		30	F	F
Aurora Av	Aurora Avenue, West of Washington Street	15600	2024	2	17800		30	D	E
Hillside Rd	Hillside Road	5100	2024	2	5550		25	B	B
Washington St	Washington Street, North of 75th Street	22900	2024	4	25600		40	B	B
Washington St	Washington Street, South of 75th Street	19200	2024	4	21800		40	B	B
75th St	75th Street, East of Washington Street	36800	2024	6	40200		45	B	B
75th St	75th Street, West of Washington Street	34300	2024	6	37700		45	B	B
87th St	87th Street, West of Washington Street	4700	2024	4	6470		40	B	B
Washington St	Washington Street , North of Ring Road	19200	2024	4	23600		45	B	B
Washington St	Washington Street, South of Ring Road	16200	2023	4	19800		45	B	B
Raymond Dr	Raymond Drive, South of Ferry Road	22000	2024	4	27700		45	B	C
Ferry Rd	Ferry Road, East of Raymond Drive	12800	2024	4	16100		45	B	B
Ferry Rd	Ferry Road, West of Raymond Drive	12900	2024	4	16300		45	B	B
River Rd	River Road, East of Raymond Drive	8100	2024	2	10200		30	B	B
Raymond Dr	Raymond Drive, North of Ogden Avenue	22000	2024	4	28400		40	B	C
Route 59	Route 59, South of Ferry Road	34200	2023	6	41000		45	B	C
Ferry Rd	Ferry Road, East of Route 59	12900	2024	4	15900		45	B	B
Ferry Rd	Ferry Road West of Route 59	7950	2024	4	8870		45	B	B
Route 59	Route 59, South of I-88 Interchange	49100	2023	6	54300		45	E	F
Diehl Rd	Diehl Road, West of Route 59	12100	2024	4	14100		40	B	B
Brookdale Av	Brookdale Road	4150	2024	2	4570		25	B	B
Route 59	Route 59, North of Aurora Avenue	52200	2023	6	54800		45	E	F
Route 59	Route 59, South of Aurora Avenue	52200	2023	6	54900		45	E	F
North Aurora Rd	North Aurora Road, East of Route 59	13800	2024	4	18200		40	B	B
North Aurora Rd	North Aurora Road, West of Route 59	17900	2024	6	26000		40	B	B
Aurora Ave	Aurora Avenue, East of Route 59	15100	2024	4	21200		45	B	B
Route 59	Route 59, North of Ogden Avenue	52200	2023	6	58100		45	E	F
Route 59	Route 59, South of Ogden Avenue	55500	2023	6	60100		45	F	F
Ogden Av	Ogden Avenue, East of Route 59	24500	2023	4	31600		45	B	D
Route 59	Route 59, South of 75th Street	49700	2023	6	57000		45	E	F
75th St	75th Street, East of Route 59	32800	2024	4	38000	6	45	E	B
83rd St	83rd Street, East of Route 59	7750	2024	2	11200		40	B	B
87th St	87th Street, East of Route 59	4800	2024	4	7130		40	B	B
Route 59	Route 59, North of 95th Street	45200	2023	6	51900		45	D	E
Route 59	Route 59, South of 95th Street	34700	2023	4	41300		45	E	F
95th St	95th Street, East of Route 59	16900	2023	4	25200		40	B	B
95th St	95th Street, West of Route 59	20300	2023	4	28700		45	B	C
103rd St	103rd Street, East of Route 59	4250	2023	2	4990		40	B	B

Appendix C. Roadway Segment Analysis - Existing and Year 2050

Roadway	Segment	Existing			Year 2050 Projection		Speed Limit	Level of Service	
		IDOT ADT	Year	Number of Lanes	CMAP ADT	Number of Lanes		Existing	Future
103rd St	103rd Street, West of Route 59	3350	2023	2	4460		40	B	B
Route 59	Route 59, North of 111st Street	34700	2023	4	40900		45	E	F
Route 59	Route 59, South of Royal Worlington Drive	33530	2023	4	39600		45	E	F
Route 59	Route 59, South of 111st Street	30100	2023	4	37100		45	D	F
Hassert Bl	111st Street, East of Route 59	18300	2023	4	24000		45	B	B
111th St	111st Street, West of Route 59	13600	2023	2	19100		40	C	F
Ogden Av	Ogden Avenue, East of Naperville-Wheaton Road	22100	2023	4	27200		40	B	C
Ogden Av	Ogden Avenue, West of Naperville-Wheaton Road	28800	2023	4	34700		40	C	E
Columbia St	Columbia Street	2600	2024	2	2810		30	B	B
Royal St George Dr	Royal Saint George Drive	3000	2024	2	3260		25	B	B
River Rd	River Road, South of Ogden Avenue	4400	2023	2	13800		25	E	F
Ogden Av	Ogden Avenue, South of Aurora Road	33100	2023	4	39100		40	E	F
Ogden Av	Ogden Avenue, East of Raymond Drive	27500	2023	4	31600		40	C	D
Ogden Av	Ogden Avenue, North of Aurora Avenue	33100	2023	4	38500		40	E	F
Ogden Av	Ogden Avenue, South of Aurora Avenue	24500	2023	4	28700		40	B	C
Rickert Dr	Rickert Drive, South of Ogden Avenue	19600	2024	4	25600		40	B	B
Oswego Rd	Oswego Road	2450	2024	2	2650		30	B	B
Rickert Dr	Rickert Drive, North of Book Road	19600	2024	4	25100		40	B	B
Rickert Dr	Rickert Drive, South of Book Road	17000	2024	4	21800		40	B	B
Book Rd	Book Road, South of Rickert Drive	13900	2024	2	16400		50	D	E
West St	West Street, North of Rickert Drive	11300	2024	4	14500		30	B	B
Rickert Dr	Rickert Drive, North of 75th Street	17000	2024	4	21700		40	B	B
Plainfield-Naperville Rd	Plainfield/Naperville Road, South of 75th Street	22400	2024	4	27500		45	B	C
75th St	75th Street, East of Rickert Drive	34300	2024	4	38000	6	45	E	B
75th St	75th Street, West of Rickert Drive	34300	2024	4	32200	6	45	D	B
Plainfield-Naperville Rd	Plainfield/Naperville Road, North of 87th Street	22400	2024	4	27800		45	B	C
Plainfield-Naperville Rd	Plainfield/Naperville Road, South of 87th Street	19800	2023	4	23700		40	B	B
87th St	87th Street, East of Plainfield/Naperville Road	6600	2023	2	8800		40	B	B
87th St	87th Street, West of Plainfield/Naperville Road	5750	2023	2	7650		40	B	B
Plainfield-Naperville Rd	Plainfield/Naperville Road, North of 95th Street	19800	2023	4	26700		45	B	C
Plainfield-Naperville Rd	Plainfield/Naperville Road, South of 95th Street	14200	2023	4	23700		45	B	B
95th St	95th Street, East of Plainfield/Naperville Road	13100	2023	4	16300		40	B	B
95th St	95th Street, West of Plainfield/Naperville Road	16900	2023	4	22700		45	B	B
104th St	104th Street, West of Plainfield/Naperville Road	3900	2023	2	5850		40	B	B
104th St	95th Street, East of Wolfs Crossing Road	11800	2023	4	16100		45	B	B
Wolfs Crossing Rd	Wolfs Crossing Road	7250	2023	2	9900		35	C	D
95th St	95th Street, East of 248th Avenue	20300	2023	4	28800		45	B	C
248th Av	248th Avenue, South of 95th Street	8450	2023	2	13600	4	45	B	B
Book Rd	Book Road, North of 95th Street	1040	2023	2	16700	4	40	B	B

Appendix C. Roadway Segment Analysis - Existing and Year 2050

Roadway	Segment	Existing			Year 2050 Projection		Speed Limit	Level of Service	
		IDOT ADT	Year	Number of Lanes	CMAP ADT	Number of Lanes		Existing	Future
Book Rd	Book Road, South of 95th Street	7300	2023	2	9100	4	40	B	B
95th St	95th Street, West of Knock Knolls Rock	13100	2023	2	16300		40	C	E
95th St	95th Street, East of Knock Knolls Rock	9650	2023	4	12000		40	B	B
Knoch Knolls Rd	Knock Knolls Road	13100	2023	4	15900		25	F	F
Mill St	Mill Street, South of Warrenville Road	8650	2024	4	9640		35	B	B
Warrenville Rd	Warrenville Road, East of Mill Street	11700	2024	4	13000		45	B	B
Mill St	Mill Street, North of Diehl Road	9000	2024	4	10500		35	B	B
Mill St	Mill Street, South of Diehl Road	15400	2024	4	18400		35	B	B
Diehl Rd	Diehl Road, East of Mill Street	13100	2024	4	16000		40	B	B
Diehl Rd	Diehl Road, West of Mill Street	13100	2024	4	17200		40	B	B
75th St	75th Street, East of Wehrli Road	28400	2024	4	31600	6	45	C	B
75th St	75th Street, West of Wehrli Road	33000	2024	4	36100	6	45	E	B
Wehrli Rd	Wehrli Road, South of Hobson Road	7400	2024	4	8830		40	B	B
Jackson Av	Jackson Avenue	8450	2024	2	9080		30	C	C
Eagle St	Eagle Street	4850	2024	2	5340		25	B	B
West St	West Street	16900	2024	4	18200		30	B	B
Frontenac Rd	Frontenac Road	1100	2024	2	8830		30	B	C
Fairway Dr	Fairway Drive	4900	2024	2	5340		30	B	B
91st St	91st Street	7000	2023	2	10500		35	C	D
103rd St	103rd Street, West of 248th Street	1150	2023	2	1750		25	B	B
248th Av	248th Street, North of 111th Street	9450	2023	4	13600	4	45	B	B
Fort Hill Dr	Fort Hill Drive	7150	2024	2	10600		30	B	B
Book Rd	Book Road, South of 87th Street	10400	2023	2	16600		40	B	E
87th St	87th Street	5750	2023	2	8600		40	B	B
103rd St	103rd Street, West of Book Road	3600	2023	2	5700		30	B	B
Book Rd	Book Road, North of 104th Street	7100	2023	2	11200		35	B	B
Book Rd	Book Road, South of 104th Street	5950	2023	2	9400		35	B	B
104th St	104th Street, East of Book Road	3550	2023	2	5350		40	B	B
Modaff Rd	Modaff Road, South of Gartner Road	7050	2024	2	10100		25	C	D
Modaff Rd	Modaff Road, North of 87th Street	5700	2024	2	8460		35	B	C
Modaff Rd	Modaff Road, South of 87th Street	2200	2023	2	3170		35	B	B
87th St	87th Street, East of Modaff Road	4700	2024	4	7080		40	B	B
87th St	87th Street, West of Modaff Road	6600	2023	2	9680		40	B	B
Julian St	Julian Street	2600	2024	2	2880		30	B	B
Olesen Dr	Olesen Drive	3550	2024	2	3950		25	B	B
Gartner Rd	Gartner Road, East of Olesen Drive	2100	2024	2	2320		30	B	B
Gartner Rd	Gartner Road, West of Olesen Drive	3750	2024	2	4150		30	B	B
Oxford Ln	Oxford Lane	825	2024	2	910		25	B	B
Wehrli Dr	Lisson Road, North of 87th Street	7400	2024	2	10900		25	C	E

Appendix C. Roadway Segment Analysis - Existing and Year 2050

Roadway	Segment	Existing			Year 2050 Projection		Speed Limit	Level of Service	
		IDOT ADT	Year	Number of Lanes	CMAP ADT	Number of Lanes		Existing	Future
Lisson Rd	Lisson Road, South of 87th Street	1900	2023	2	2740		25	B	B
Route 59	Route 59, South of Lacrosse Lane	39500	2023	4	46400		45	E	F
Route 59	Route 59, South of Rollingridge Road	39500	2023	4	44800		45	E	F
Route 59	Route 59, South of 103rd St	39600	2023	4	41900		45	E	F
95th St	95th Street, West of Reflection Drive	39600	2023	4	29600		45	B	D
95th St	95th Street, West of Deering Bay Drive	26600	2023	4	26900		45	B	C
95th St	95th Street, West of Tall Grass Drive	27400	2023	4	25300		45	B	B
95th St	95th Street, West of 248th Ave	28100	2023	4	17600		45	B	B
111th St	111th Street, West of Route 59	14300	2023	4	22700	4	30	B	B
111th St	111th Street, West of Royal Porthcawl Drive	17600	2023	2	21800	4	30	C	B
111th St	111th Street, West of Perth Drive	17600	2023	2	21500	4	30	C	B
111th St	111th Street, West of 248th Ave	17600	2023	2	18800		30	C	F
111th St	111th Street, West of Cedar Drive	20000	2023	2	17500		30	C	E
248th Av	248th Ave, South of Trumpet Ave	20000	2023	2	17500	4	30	B	B
248th Av	248th Ave, South of Lapp Lane	15800	2023	2	17400	4	30	B	B
248th Av	248th Ave, South of Honey Locust Drive	15700	2023	2	16400	4	30	B	B
248th Av	248th Ave, South of Landsdown Ave	15100	2023	2	15900	4	30	B	B
248th Av	248th Ave, South of 95th St	14600	2023	2	15100	4	30	B	B
248th Av	248th Ave, South of Grassmere Road	13300	2023	2	14900	4	30	B	B
248th Av	248th Ave, South of 103rd St	13200	2023	2	14800	4	30	B	B
248th Av	248th Ave, South of Caliente Cir	15600	2023	2	14800	4	30	B	B
248th Av	248th Ave, S of Ashwood Road	15600	2023	2	14100	4	30	B	B
248th Av	248th Ave, South of Royal Portrush Drive	14900	2023	2	13300	4	30	B	B
Wolfs Crossing Rd	Wolfs Crossing Road, South of Trumpet Ave	14800	2023	2	10900		30	C	E
103rd St	103rd Street, West of IL 59	11400	2023	2	7400		30	B	C
103rd St	103rd Street, West of Mistflower Lane	5250	2023	2	6800		30	B	C
103rd St	103rd Street, West of Tall Grass Drive		2023	2			30	F	B
Trumpet Av	Trumpet Ave, West of 248th Ave		2023	2			30	F	B
119th	119th Street, East of IL 59	8950	2023	2	13200	4	35	B	B
Naper Blvd	Naper Boulevard, South of Plank Road	22400	2024	4	27400		40	B	C

D.

Summary of January 28, 2025 Public Meeting Materials

CITY OF NAPERVILLE

Road Improvement Plan Update

January 28, 2025

PUBLIC OPEN HOUSE

Naperville

CITY OF NAPERVILLE
Road Improvement Plan Update

WELCOME

ROAD IMPROVEMENT PLAN OVERVIEW

- Purpose
- Project Highlights

EXISTING ROADWAY NETWORK

- Jurisdiction
- Classification
- Average Daily Traffic Volumes

PUBLIC INPUT

- Existing Operations - Roadway Segments and Intersections
- Future Opportunities

NEXT STEPS

Naperville

Open House Overview

CITY OF NAPERVILLE
Road Improvement Plan Update

1 EXISTING ROADWAY NETWORK

- Review the roadway network under City of Naperville jurisdiction
  - Improvements will not be identified for state, county, and township roadways. Input received for state, county, and township roadways may be shared with the respective agency.
  - Focus on major roadways, including arterials and collectors
  - Consider existing traffic volumes and operational conditions (level of service)

2 PUBLIC INPUT

- Comment on areas with traffic delays, poor traffic conditions, or other traffic-related concerns
- Suggest potential improvements
  - **MULTIPLE WAYS TO PARTICIPATE!**
    - Printed map available for comments
    - Online mapping tool (available thru 2/14)
    - Comment forms

Note: Public feedback will be considered throughout the planning process and will influence the plan's recommendations.

Naperville

Plan Overview

CITY OF NAPERVILLE
Road Improvement Plan Update

- Address mobility concerns identified in 2023 Naperville Community Survey
  - Only 54% of respondents rated “Traffic Flow on Major Streets” as good or excellent
- Last updated in 2007
  - City implemented many projects identified in previous plan
- 2025 Update
  - Evaluate existing and future operational conditions for roadways and intersections under City of Naperville jurisdiction
  - Define capacity-driven improvements to improve traffic flow
  - Inform the City’s Capital Improvement Plan (CIP)
    - Opportunities for future input during the design process

Naperville

Plan Goals

CITY OF NAPERVILLE
Road Improvement Plan Update

- Improve traffic flow on major streets to support City's mobility goals
- Prepare cost estimates for future improvements to plan funding sources
- Lower greenhouse emissions to support sustainability efforts

Note: Bicycle and pedestrian improvements will be evaluated as part of the Bicycle and Pedestrian Plan, which is anticipated to occur in 2025-2026.

Naperville

Project Highlights

CITY OF NAPERVILLE
Road Improvement Plan Update

Implemented Road Improvement Plan

75th St & Washington St Intersection Improvements

COMPLETED 2012

Route 59 at Diehl Rd, North Aurora Rd, Aurora Rd

COMPLETED 2016

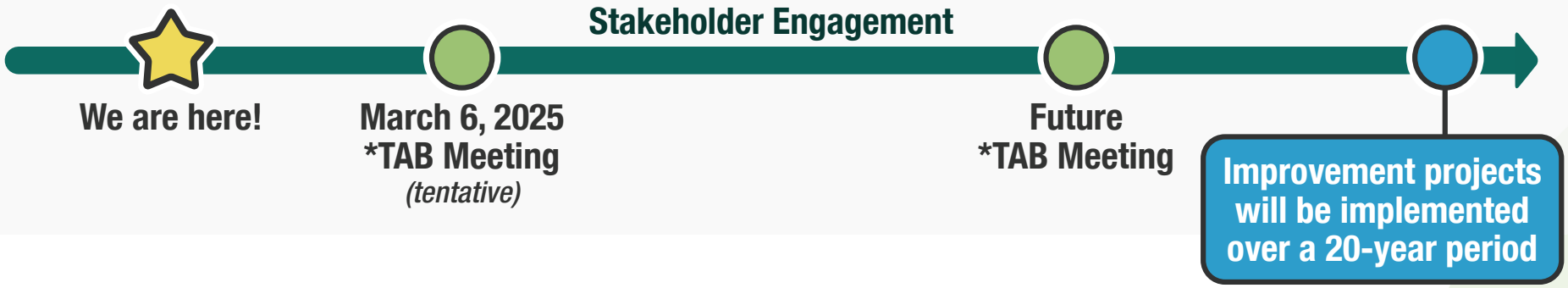
North Aurora Widening, Frontenac Rd to Fairway Dr

COMPLETED 2023

Naperville

2025 Plan Update

CITY OF NAPERVILLE
Road Improvement Plan Update



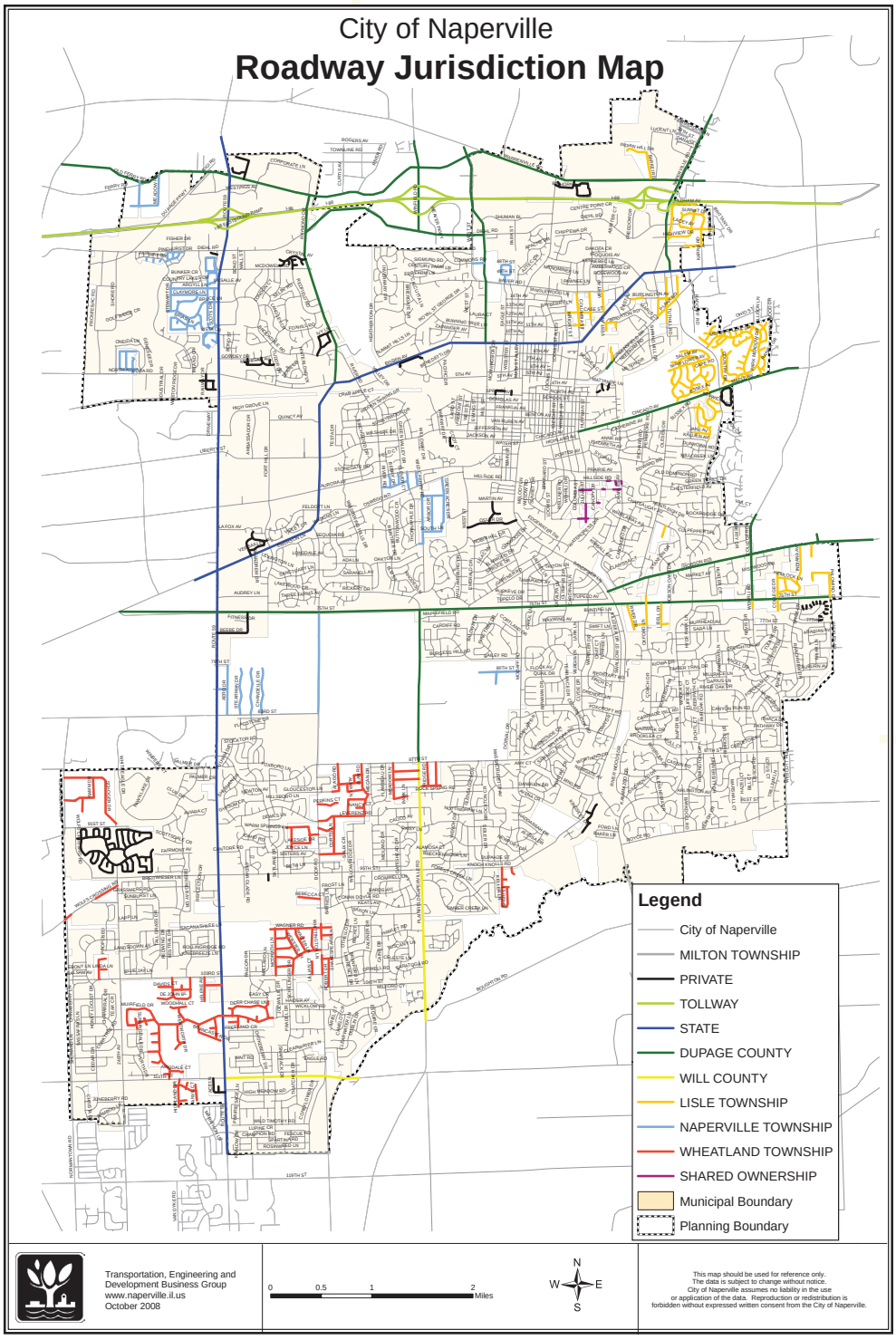
Naperville

Note: Naperville Road Improvement Plan Update to be completed before December 2025

**TAB - Transportation Advisory Meeting*

Roadway Jurisdiction Map

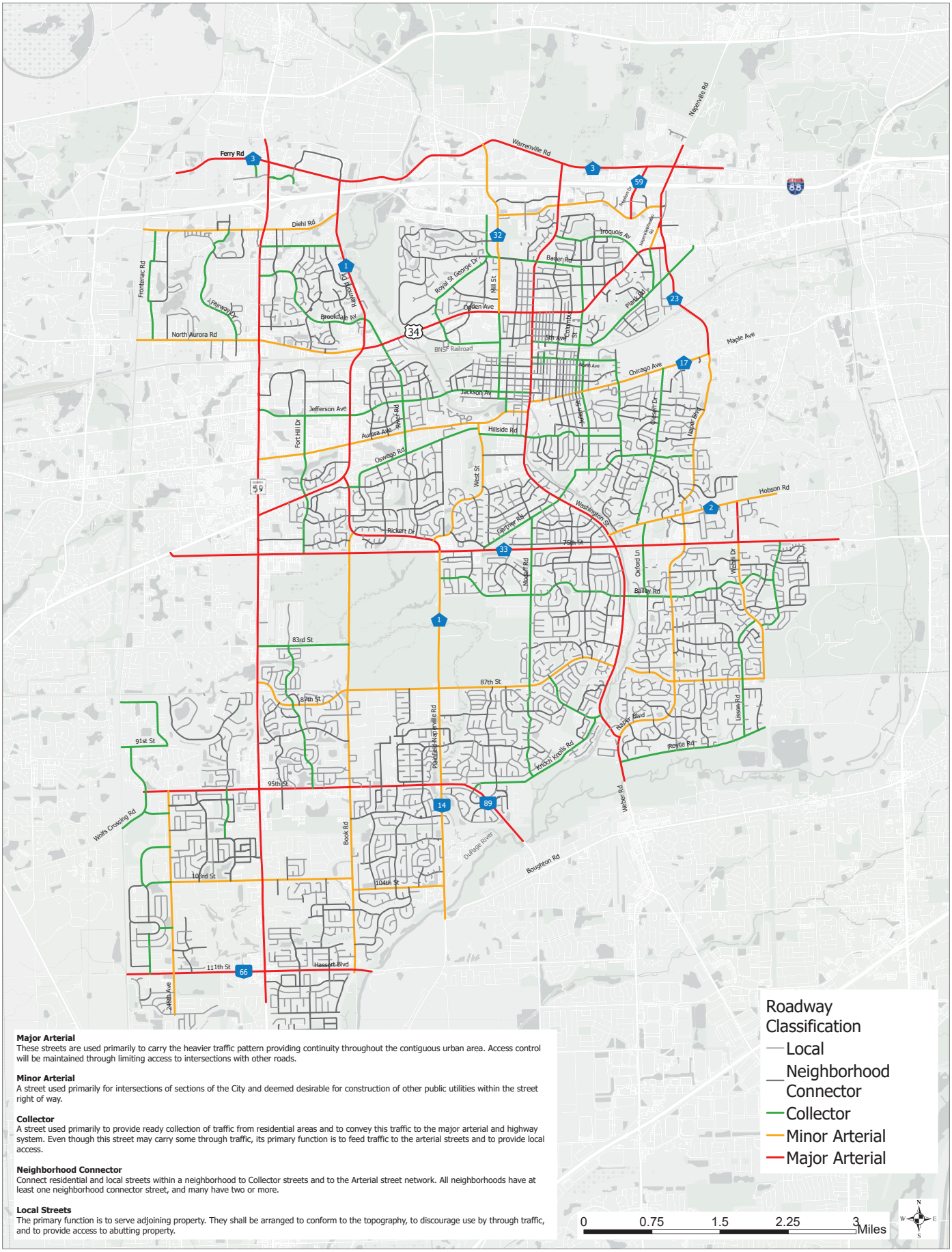
CITY OF NAPERVILLE
Road Improvement Plan Update



Roadways within the municipal boundary are under the jurisdiction of the City, Tollway, IDOT, Will County, DuPage County, and Townships. The RIP Update applies to intersections and roadway segments under City of Naperville jurisdiction only. Comments on roadways under jurisdiction of other units of government may be shared with the respective agency, but will not be included in the City's RIP Update.

Roadway Classification

CITY OF NAPERVILLE
Road Improvement Plan Update



Major Arterial
These streets are used primarily to carry the heavier traffic pattern providing continuity throughout the contiguous urban area. Access control will be maintained through limiting access to intersections with other roads.

Minor Arterial
A street used primarily for intersections of sections of the City and deemed desirable for construction of other public utilities within the street right of way.

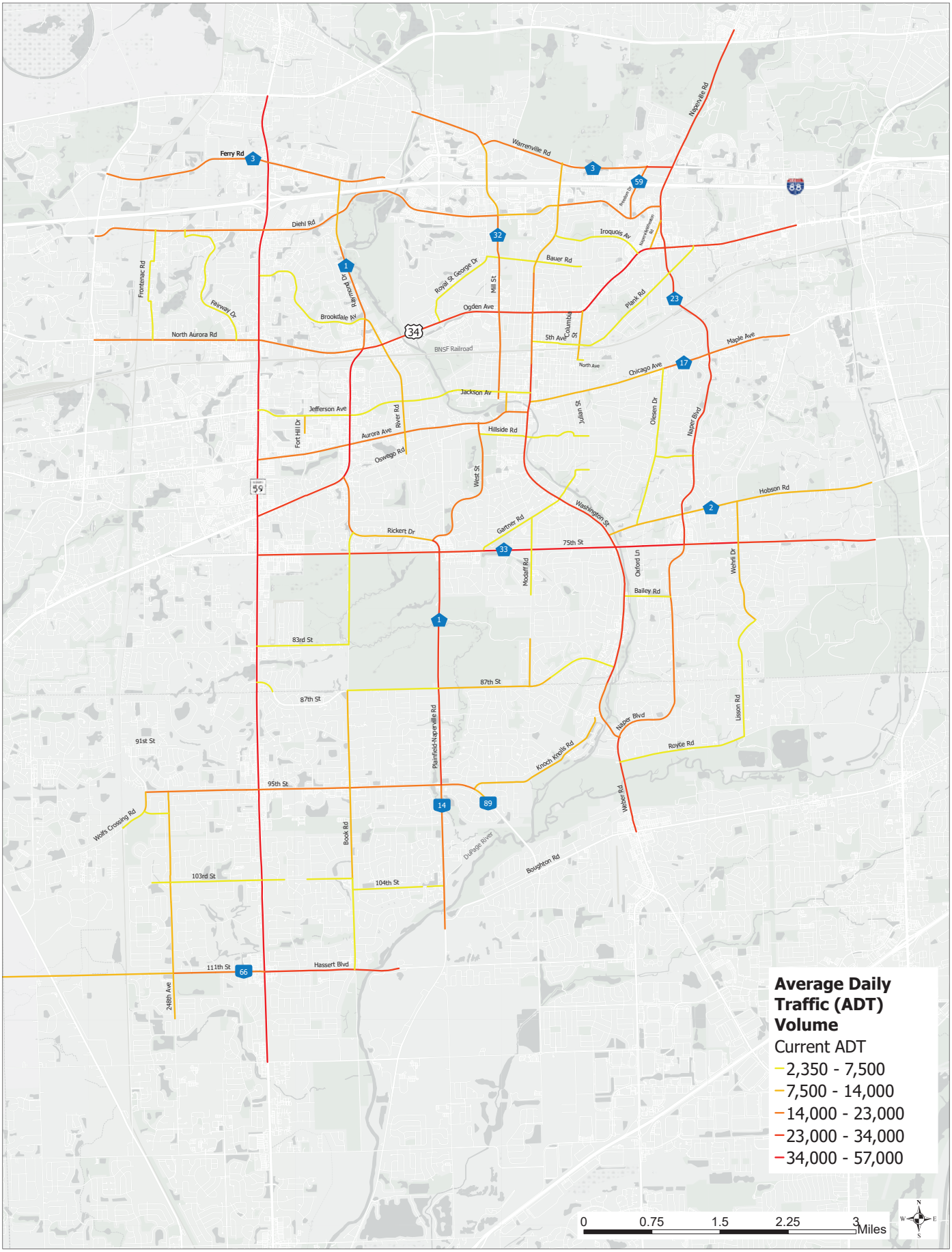
Collector
A street used primarily to provide ready collection of traffic from residential areas and to convey this traffic to the major arterial and highway system. Even though this street may carry some through traffic, its primary function is to feed traffic to the arterial streets and to provide local access.

Neighborhood Connector
Connect residential and local streets within a neighborhood to Collector streets and to the Arterial street network. All neighborhoods have at least one neighborhood connector street, and many have two or more.

Local Streets
The primary function is to serve adjoining property. They shall be arranged to conform to the topography, to discourage use by through traffic, and to provide access to abutting property.

Existing Average Daily Traffic Volumes

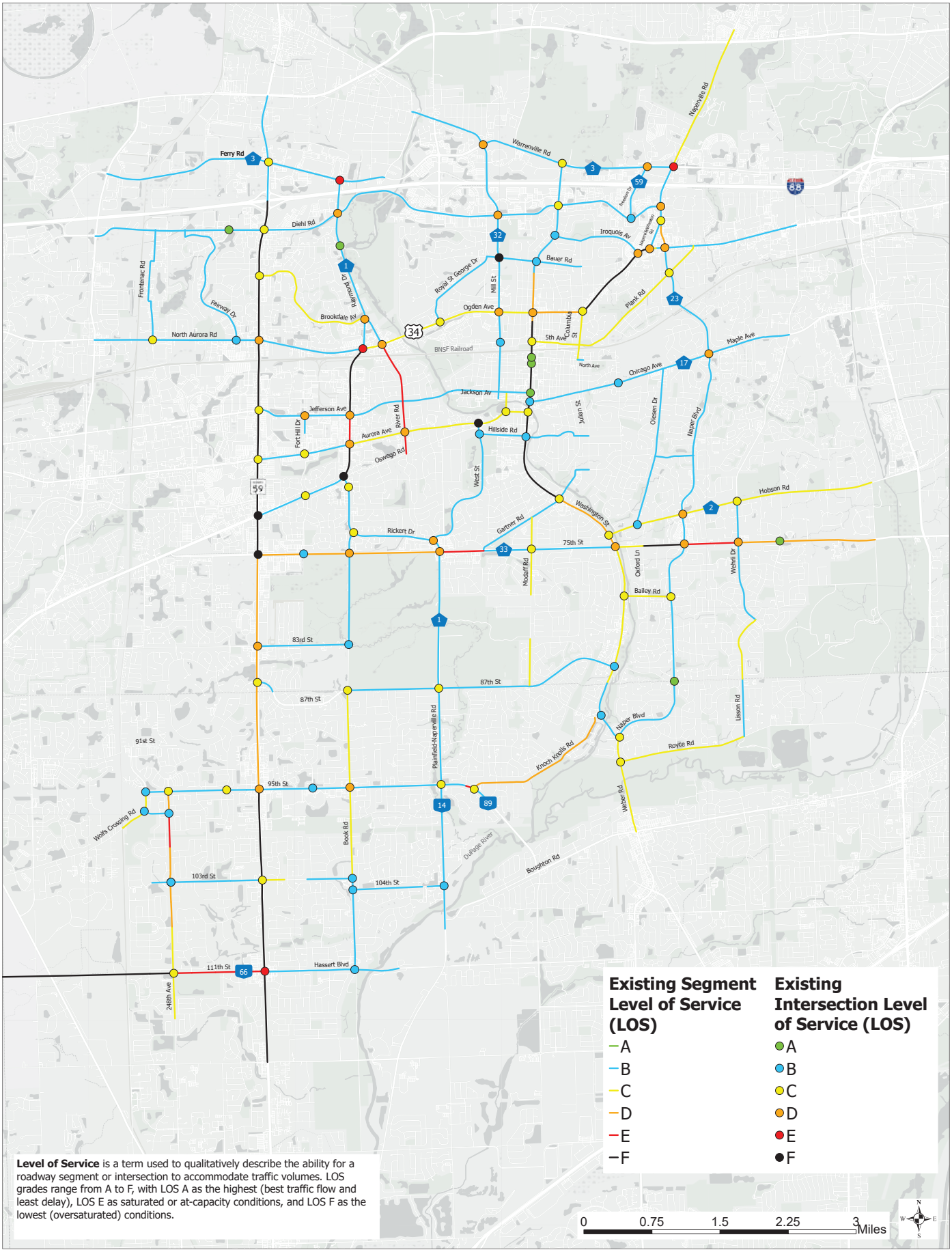
CITY OF NAPERVILLE
Road Improvement Plan Update



City of Naperville, County of DuPage, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Existing Level of Service

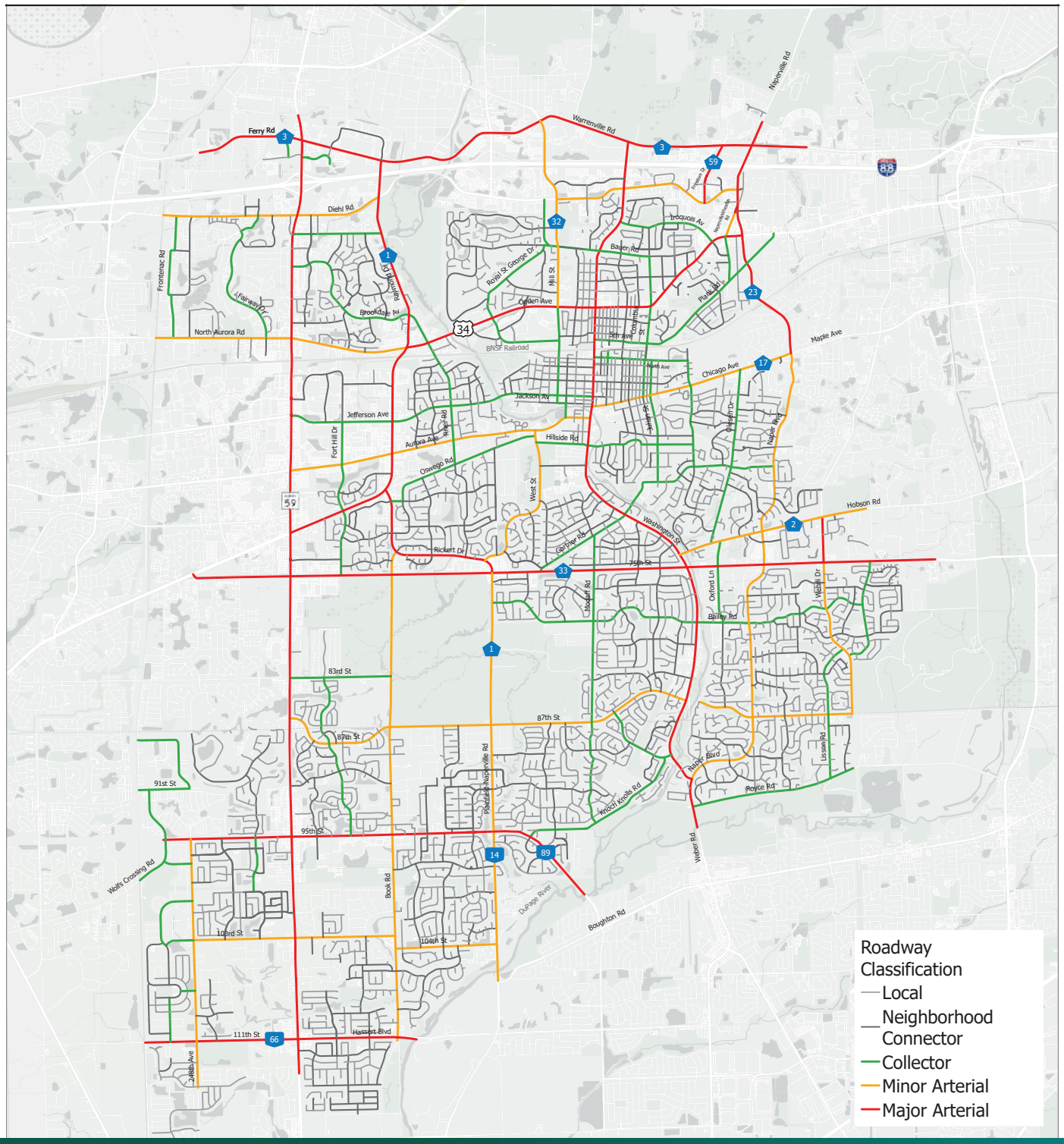
CITY OF NAPERVILLE
Road Improvement Plan Update



Level of Service is a term used to qualitatively describe the ability for a roadway segment or intersection to accommodate traffic volumes. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated) conditions.

Public Input

CITY OF NAPERVILLE
Road Improvement Plan Update

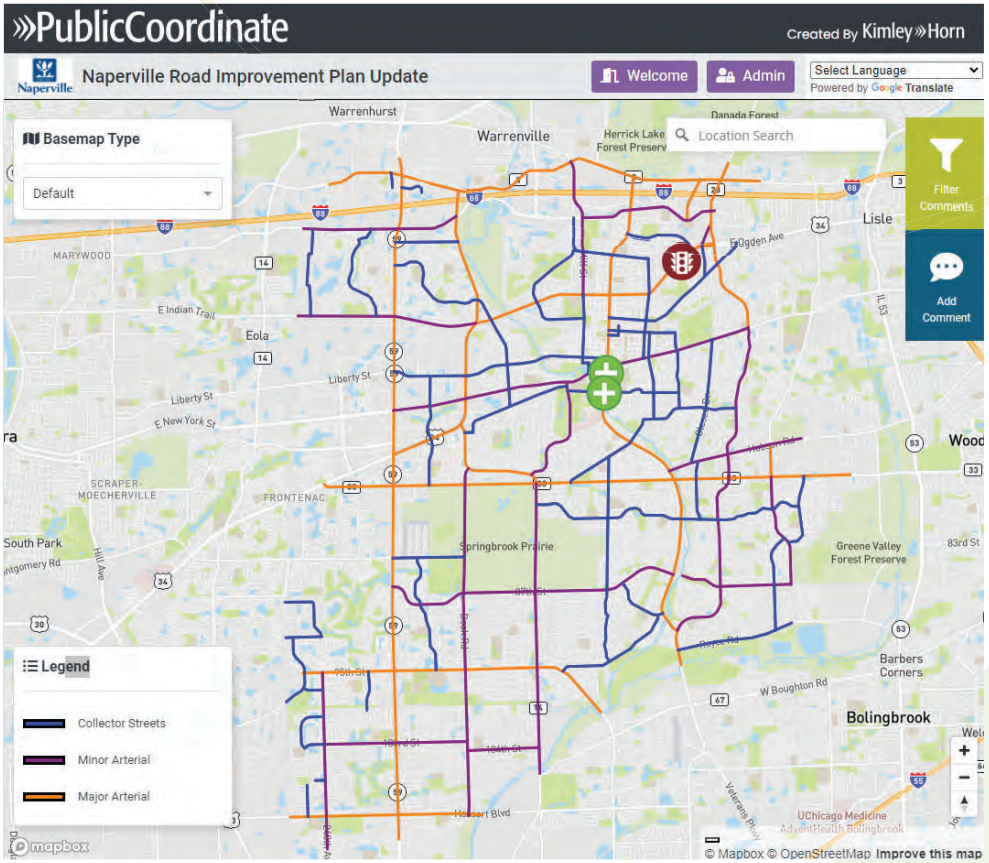


Please provide input on intersections or roadway segments where you may experience traffic delays, poor traffic conditions, or other traffic-related comments. Place a sticker on the location and written comment on the adjacent board. Alternatively, computers are available to submit your comments using an online mapping tool.

Online Map

CITY OF NAPERVILLE
Road Improvement Plan Update

- Map depicts major roadways within the City
- Provide input online using available computers or mobile device
- Map will be available for comments via the City's website thru 2/14
- A summary of all public input will be presented at the 3/6 Transportation Advisory Board (TAB) meeting (tentative)



https://app.publiccoordinate.com/#/projects/NapervilleRIP/map

Naperville

Next Steps

CITY OF NAPERVILLE
Road Improvement Plan Update

1 MARCH 6 TRANSPORTATION ADVISORY BOARD MEETING (TENTATIVE)

- Road Improvement Plan overview
- Existing conditions analysis methodology and key findings
- Public input review
- Year 2050 analysis next steps

2 YEAR 2050 ANALYSIS → FUTURE TRANSPORTATION ADVISORY BOARD MEETING

- Identify locations with capacity challenges and opportunities
- Evaluate alternative improvements
- Define preliminary improvements

For more information, visit the project webpage:
https://www.naperville.il.us/projects-in-naperville/road-improvement-plan/

Share the online map for input thru 2/14:
https://app.publiccoordinate.com/#/projects/NapervilleRIP/map

Send your questions/comments to:
hynesa@naperville.il.us

Naperville

E.

Summary of Public Comments

MEMORANDUM

To: Andy Hynes, P.E., PTOE – City of Naperville

From: Rory Fancler-Splitt, AICP, PTP – Kimley-Horn

Date: March 17, 2025

Subject: Naperville Road Improvement Plan (RIP) Update
Summary of Public Comments – Existing Conditions

As part of the Road Improvement Plan (RIP) Update, a public open house was held from 4:00-8:00PM on Tuesday, January 28, 2025. Approximately 40 people attended the meeting. The meeting provided an overview of the RIP Update and a summary of the existing roadway network, including roadway jurisdiction, classification, and existing level of service (LOS). Participants were invited to provide comments using printed maps or the online mapping tool PublicCoordinate. Following the meeting, the online mapping tool was available for public input through Friday, February 14, 2025.

A total of 494 comments were received during the open house meeting, through the online mapping tool, and via email to City staff. The comments were categorized as follows:

- Congestion (queues, delay)
- New Traffic Control (signal, stop sign, other)
- Parking
- Pedestrian/Bicycle
- Other

These categories are different than those used for input via PublicCoordinate; these refined categories were developed as part of the comment review process. The public comments, organized by refined categories, are available for review online via an online map available at https://kimley-horn.maps.arcgis.com/apps/dashboards/56f234ab98c94945b92f5fc990bd98bd.

A summary of the public comments is attached. Note that the summary does not capture every unique comment, but rather key locations organized by the refined categories listed above. Based on a review of the input received, the most frequent comments were related to the following locations:

- Ogden Avenue / Iroquois Avenue – Concerns related to additional traffic due to recent development. Suggested improvements include the addition of a left-turn phase from Iroquois Avenue to eastbound Ogden Avenue and signal timing modifications.
    - *Note that signal modifications will be completed at this intersection. The permit application is currently under Illinois Department of Transporatation (IDOT) review.*

- Naper Boulevard – Comments related to vehicle speed along Naper Boulevard from Plank Road to 75th Street. Comments were also received regarding signal timing between Hobson Road and 75th Street.
- Ogden Avenue / Naperville-Wheaton Road – Comments were received regarding intersection alignment, sight distance for the northbound left-turn movement, and increased traffic related to area development.

A summary of the public input and analysis of existing traffic conditions will be presented to the Transportation Advisory Board (TAB) at an upcoming public meeting. Following TAB input on the roadway network, Kimley-Horn will develop the analysis of future traffic conditions. Based on the results of the analysis, capacity-driven improvements will be defined for intersections and roadway segments under City of Naperville jurisdiction. For each improvement, Kimley-Horn will define key design parameters, review constructability (e.g., right-of-way, utility conflicts), and develop planning-level cost estimates. The draft projects will be presented to TAB for review and comment prior to City Council consideration.

Naperville Road Improvement Plan Update
Summary of Public Comments
(received January 28, 2025 thru February 14, 2025)

Congestion

Comments were received regarding congestion (queues, delay) for the following turn movements. In some cases, the comments suggested installation of a dedicated turn lane or signal modification.

Turn lanes are evaluated based on criteria established in the Illinois Department of Transportation (IDOT) *Bureau of Design and Environment (BDE) Manual*. As part of the RIP Update, a review of operational conditions at intersections of arterial and collector roadways. The analysis will be prepared for existing and future Year 2050 conditions. Where appropriate to address existing or projected delay or queues, turn lanes may be identified.

- Chicago Avenue / Olesen Drive – Review westbound left-turn movement
- Naper Boulevard / Plank Road – Consider eastbound right-turn lane
- Naper Boulevard / Chicago Avenue-Maple Avenue – Review permitted left-turn phase on north and south legs
- Naper Boulevard, from Hobson Road to 75th Street – Review signal coordination along this segment in order to minimize delay and queues
- Naper Boulevard / 75th Street – Review eastbound U-turn movement conflict with southbound right-turn movement; consider northbound right-turn lane
- Naper Boulevard / Bailey Road – Consider a southbound right-turn lane
- Rickert Drive / Naperville-Plainfield Road – Consider a southbound right-turn lane
- River Road / Oswego Road – Review right-turn lanes
- Wehrli Road / Hobson Road – Consider a northbound right-turn lane
- 75th Street / Book Road – Consider eastbound and westbound right-turn lanes
- 75th Street / Naperville-Plainfield Road – Consider northbound right-turn lane or dual northbound left-turn lanes to address queue spillback to through travel lanes
- 75th Street / Wehrli Road – Consider right-turn lanes
- 103rd Street / 248th Avenue – Consider westbound left-turn lane
- 248th Avenue / Trumpet Avenue – Review turn radius on northwest corner; consider southbound right-turn lane
    - *The City of Naperville 248th Avenue Improvement project is currently underway.*
- Ogden Avenue / Naper Boulevard – Consider northbound and eastbound right-turn lanes
- Ogden Avenue / Naperville-Wheaton Road – Review north-south alignment, signal timing, and sight distance for northbound left-turn movement
- Ogden Avenue / Iroquois Avenue – Consider a left-turn signal phase from Iroquois Avenue to eastbound Ogden Avenue

  - *Note that signal modifications will be completed at this intersection. The permit application is currently under IDOT review.*
- Ogden Avenue / North Aurora Avenue – Consider right-turn lanes and signal timing modifications
- Ogden Avenue / River Road – Consider northbound right-turn lane
- Ogden Avenue / Quincy Avenue – Consider right-turn lanes
- Ogden Avenue / Jefferson Avenue – Consider right-turn lanes on each approach
- Ogden Avenue / Feldott Lane – Consider right-turn lanes
- Ogden Avenue/Rickert Boulevard – Consider right-turn lanes and signal timing modifications
- Ogden Avenue / Fort Hill Drive – Consider northbound right-turn lane
- Route 59 / White Eagle Drive-87th Street – Consider southbound right-turn lane
- Route 59 / Hassert Boulevard-111th Street – Consider westbound right-turn lane to address queues

In addition, comments were received regarding school-related traffic during morning student drop-off and afternoon student pick-up periods at the following locations:

- Naperville North High School – queue on Mill Street and Ogden Avenue
- Meadow Glens Elementary School – queue on Wehrli Road
- Lincoln Jr. High School – queue spillback to Waxwing Avenue

Comments were also received regarding signal timing and coordination along roadways under Illinois Department of Transportation (IDOT) or DuPage County Division of Transportation (DuDOT) jurisdiction, including Route 59, Ogden Avenue, and 75th Street.

New Traffic Control

Comments were received regarding installation of new traffic control at the intersections listed below. The RIP update includes a review of arterial and collector roadways only. Per Section 11-1-4 of the *Naperville Municipal Code*, installation of all-way stop signs at intersections involving collector and arterial roadways, as identified in the City's master thoroughfare plan, shall conform with warrant criteria defined in the *Manual on Uniform Traffic Control Devices (MUTCD)*.

Where comments were received on residential streets, additional review will be completed by the TED Business Group using the Residential All-Way Stop Warrant Worksheet per Section 11-1-4 of the *Naperville Municipal Code*.

Consider installation of minor-leg stop control

Minor-leg stop control was requested for the following intersections.

- Cheshire Avenue / Richard Road (T-intersection)
- Whirlaway Avenue / Citation Drive (T-intersection)
- Citation Drive / Dark Star Road-Venetian Court

Note that per the *MUTCD* and *Illinois Vehicle Code*, at uncontrolled T-intersections, the motorist approaching from the roadway that terminates at the intersection must yield the right-of-way to the motorist on the non-terminating or through roadway. TED Business Group will review posted traffic control for these intersections.

Consider installation of all-way stop control

All-way stop control was requested for intersections due to proximity to a school or park, to facilitate access to residential or commercial uses, and to address vehicle speeds.

Where the intersection includes an arterial or collector roadway, as asterisk (*) is provided to indicate the intersection will be reviewed as part of the RIP Update. For all other intersections involving residential streets, additional review will be completed by the TED Business Group using the Residential All-Way Stop Warrant Worksheet per Section 11-1-4 of the *Naperville Municipal Code*.

All-way stop control was requested for the following intersections due to proximity to a school or park.

- Barkdoll Road / Alexandria Drive
- Keim Road / University Drive
- Fort Hill Drive / Audrey Avenue (*)
- Pradel Drive / Barr Creek Lane
- Wehrli Road / Muirhead Avenue (*)

All-way stop control was requested for the following locations due to sight distance concerns.

- Hamlet Road / Falkner Driver – Due to visibility concerns related to tree and transformer on northeast quadrant.
- Charles Road / Wisconsin Street-Brighton Road – Due to limited visibility of eastbound traffic on Wisconsin Street (noted under Maintenance-Landscaping).
- Plank Road / Naperville-Wheaton Road (*) – Due to intersection alignment and sight distance limitations for southbound left-turn movement to eastbound Plank Road.

All-way stop control was requested for the following locations to facilitate access to commercial and residential areas.

- Fort Hill Drive / Three Farms Avenue-Springbrook Prairie Pavilion Driveway (*)
- Charles Avenue / Whirlaway Avenue
    - Motorists do not recognize Charles Avenue as free-flow condition; existing two-way stop posted on Whirlaway Avenue with supplemental "CROSS-TRAFFIC DOES NOT STOP" signage.
- Knoch Knolls Road / Modaff Road (*)
- Knoch Knolls Road / Seiler Driver (*)
- Modaff Road / Avena Circle
- Wehrli Road / 87th Street (*)

Installation of all-way stop control was suggested for the following intersections to address vehicle speeds on the existing free-flow roadway (currently minor-leg stop-controlled intersections).

- Chicago Avenue / Julian Street (*)
- Coach Drive / River Ridge Circle-Bourbon Lane
- North Avenue / Sleight Street (*)
- Redstart Road / Clyde Drive
- Redstart Road / Killdeer Drive
- Redstart Road / Warbler Drive
- Ring Road / Meadow Green Drive (*)
- Snow Creek Road / Barr Creek Lane
- 87th Street / Keim Road (*)

Remove All-Way Stop Control

Removal of existing all-way stop control was suggested for the intersection of 95th Street/Alan Deatherage Drive.

Consider installation of a traffic signal

Installation of a traffic signal was noted for the following locations. As part of the RIP Update, signal warrants will be evaluated for these locations using *MUTCD* criteria. The asterisks (**) indicates turning movement count data was not provided as part of the RIP Update; and therefore, supplemental data collection may be needed.

- Book Road / Leverenz Road (**)
- Diehl Road / West Street

- Gartner Road / Modaff Road-Magnolia Lane
- Jackson Avenue / Eagle Street
- Rickert Drive / River Road (**)
- Ring Road / Worthing Drive (**)
- Route 59 / Rollingridge Road (**)
- Wehrli Road / Auburn Avenue (**)
- 87th Street / Modaff Road
- 87th Street / Ring Road
- 111th Street / Ace Lane-Private Driveway (**)

Traffic signals were requested for the following intersections. These intersections would require coordination with IDOT or private property owners; and therefore, review is not included in the RIP Update.

- Jefferson Avenue / Target-Portillo's Access
- Beebe Drive / Costco Driveway-Lowe's Driveway
- Naperville-Wheaton Road / Private Driveways (H Mart-Amazon Fresh)

Roundabout

A roundabout was requested for the following intersections.

- Book Road / 83rd Street
- Modaff Road / 87th Street
- West Street / Emerald Drive

Other – New Roadways

Comments were received regarding roadway extensions as noted below. Roadway connectivity will be reviewed as part of the RIP Update.

- Extend Book Road from Hassert Boulevard to 119th Street.
- Extend Book Road south to Wild Timothy Road.
- 87th Street across the DuPage River.

Other – Roadway Widening

Roadway widening was noted for the following roadway segments. As part of the RIP Update, roadway widening may be considered to address existing or projected future capacity constraints. Level of service will be evaluated for all arterial and collector roadways under existing and future Year 2050 conditions in order to define potential capacity constraints.

- 119th Street
- Washington Street near Hillside Road
- Webster Street between Jefferson Avenue and Van Buren Avenue
- 111th Street between Route 59 and railroad tracks
- 248th Avenue between 103rd Street and 95th Street
    - *The City of Naperville 248th Avenue Improvement project is currently underway.*

Other – Road Diet or Road Closure

A road diet or road closure was suggested for three segments in the city as noted below. As part of the RIP Update, road diets will be explored for segments where excess capacity is provided.

- Book Road – 75th Street to 83rd Street (closure)
- Washington Street – north of Bauer Road
- Chicago Avenue – Washington Street to Main Street (convert to one-way)
- Naperville-Wheaton Road – north of Ogden Avenue (convert to 3-lane cross-section)

Other – Intersection Reconfiguration / Realignment

Comments were received regarding roadway alignment at the intersections noted below. Roadway realignment may be considered to address sight distance, reduce approach speeds, and improve traffic flow and safety.

- Ogden Avenue / Naperville-Wheaton Road
- Gartner Road / Driftwood Court
- Plank Road / Tuthill Road
- Plank Road / Naperville-Wheaton Road
- Gartner Road / Modaff Road-Magnolia Lane

Other – Landscape Maintenance

The following comments were received regarding existing landscaping which may inhibit sight distance at intersections. In some cases, the landscaping may be located within the public right-of-way; however, a number of locations refer landscaping on private property. Further review of these locations is suggested to determine maintenance responsibility. Landscape maintenance may improve motorist sight distance.

- Washington Street / 5th Avenue (east leg) – shrubs on the southeast quadrant limit visibility for right-turn-on-red movements from westbound 5th Avenue to northbound Washington Street.
- Webster Street / Main Place Driveway-Nichols Library Driveway – thick foliage creates visibility challenges
- Washington Street / Ford Lane – trees on the northwest quadrant of the intersection limit visibility for eastbound left-turn movement to northbound Washington Street.
- Olesen Drive / Whirlaway Avenue – thick foliage on the northwest quadrant of the intersection limits visibility for eastbound left-turn movement to northbound Olesen Drive
- Charles Avenue / Wisconsin Street-Brighton Road – landscaping on the southwest quadrant limits visibility for northbound approach (i.e., Charles Avenue)
- Naperville-Wheaton Road / H Mart Driveway – landscaping on the northwest quadrant limits visibility for eastbound approach (i.e., outbound H Mart Driveway)
- Ogden Avenue / Columbia Street – tree on the southeast quadrant limits visibility of traffic signal
- Charles Avenue / Hillside Road – trees on the west side of Charles Road limits visibility of turning movements from Hillside Road to northbound and southbound Charles Road
- Julian Court / Gartner Avenue – visibility limited due to residential fence
- Eagle Street / Alfred Rubin Riverwalk Community Center Driveway – landscaping on west side of Eagle Street limits visibility for vehicles exiting the parking lot driveway

Other – Striping Condition

Comments were received regarding striping conditions on the following roadway segments. The striping conditions should be reviewed as part of the City's road maintenance plan.

- Chicago Avenue, east of Olesen Drive

- Aurora Avenue, between Wild Cherry Road and Village Green Road
- Naper Boulevard, near BNSF overpass
- Diehl Road, west of Naperville Road (note comments also received regarding pavement condition in this location)

Comments were also received regarding the need for stop bars at the intersections of Lisson Road/Canyon Run Road and Lisson Road/87th Street to encourage adherence to the all-way stop control. The comment noted that stop bars should be provided on Collector roadways.

Other – Pavement Condition

Comments were received regarding pavement conditions at the following locations. The pavement condition should be reviewed as part of the City's road maintenance plan. As noted below, one roadway segment is a private cul-de-sac.

- Loomis Street, Ogden Avenue to 6th Avenue
  - *Note that resurfacing is scheduled within the next few years after utility work is completed.*
- Modaff Road, north of 75th Street
- Diehl Road, west of Naperville Road
  - *Note that this roadway will be resurfaced as part of a DuPage County project in 2026.*
- Cul-de-sac west of Naperville-Wheaton Road (Naperville Courts) - private
- Redfield Road, south of McDowell Road
- Aurora Avenue, east of River Road
  - *Roadway resurfacing is planned in 2025.*
- River Road north, of Aurora Avenue
  - *Roadway resurfacing is planned in 2025.*

Other – Street Signs

Comments were received regarding signage as noted below.

- Review the placement of street signs at the intersections of Charles Avenue/Benton Avenue and Charles Avenue/Peachtree Court.
  - Street sign for Benton Avenue is on the light pole on the east side of Charles Avenue, whereas the roadway is on the west side.

    - Street sign for Peachtree Court is on light pole on the west side of Charles Avenue, whereas the roadway is on the east side.
- Cornwall Road/Cape Road – Street name signs are not provided at this intersection.
- Sleight Street/Franklin Avenue – Consider the addition of "CROSS TRAFFIC DOES NOT STOP" on east and west legs.
- Naperville Road / Naperville-Wheaton Road-Ridgeland Avenue – Consider installation of advanced signage for southbound right-turn to Naperville-Wheaton Road.
- 75th Street / Beebe Road – Review advanced striping and signage for lane geometry.
- Kildeer Drive / Bluebird Lane – Consider "CROSS TRAFFIC DOES NOT STOP" on north and south legs

Other – Vehicle Speeds

Comments were received on vehicle speeds at the following locations. A review of vehicle speed conditions may be appropriate in some locations, subject to further review by the TED Business Group.

- Aurora Avenue, between Eagle Street and River Road
- Bailey Road
    - near Kildeer Drive
    - near Winding Creek Park
- Book Road
    - near 103rd Street
    - Hassert Boulevard to 87th Street
- Charles Avenue, south of Gartner Road
- Chicago Avenue, near Columbia Street
- Eagle Street, north of Aurora Avenue
- Gartner Road, near Watercress Drive and Charles Avenue
- Jefferson Avenue, east of Whispering Hills Drive
- Naper Boulevard
    - Hobson Road to Green Trails
    - Hobson Road and Chicago Avenue-Maple Avenue
    - near Culpepper Drive
    - near Heatherfield Circle
- River Road
    - south of Sequoia Road

    - north of Aurora Avenue
- Royce Road near Keim Road
- Swallow Street south of Bailey Road
- Switch Grass Lane, south of High Meadow Road
- Wehrli Road
    - near 77th Street
    - near Auburn Avenue

Parking

Comments were received regarding on-street parking, citing impacts to visibility, lane width, congestion. Parking restrictions were requested for the following segments.

- Washington Street (both sides) – Van Buren Avenue to Chicago Avenue
- Emerson Lane (both sides) – Rickert Drive to Corday Drive-Private Driveway
- Webster Street – Benton Avenue to Jackson Avenue
- Hillside Road – Charles Avenue to Julian Street
    - *The East Highland Area Improvements (SC216) is included in the CIP. Hillside Road will be improved during Phase 2 of this project. Design engineering will be completed in 2025-2026 with construction estimated to begin in 2026-2027.*
- Elmwood Drive (one side) – west of Magnolia Lane (during student drop-off/pick-up periods)
- Magnolia Lane (one side) – north of Elmwood Drive (during student drop-off/pick-up periods)
- Muirhead Avenue – near its intersection with Wehrli Road (“No Parking Here to Corner”)
- Spring Avenue/Eagle Street – parking near the intersection
- Gartner Road – near its intersection with Whirlaway Avenue
- Julian Street – north of Prairie Avenue
- Sleight Street – School Street to Franklin Avenue
- Charles Avenue/Prairie Avenue – parking near the intersection (during student drop-off/pick-up periods)

Sound Mitigation

Comments were received regarding traffic noise levels on the following roadway segments.

- Naper Boulevard south of Plank Road
- Washington Street south of Bailey Road

Pedestrian/Bicycle

A number of comments and potential improvements were noted regarding pedestrian and bicycle access and safety. These comments will be reviewed as part of the upcoming Bicycle and Pedestrian Plan, which is expected to occur in 2025-2026.

F.

Transportation Advisory Board
Summary Meeting Minutes

City of Naperville

400 S. Eagle Street
Naperville, IL 60540
http://www.naperville.il.us/

Meeting Minutes

Transportation Advisory Board

Thursday, May 1, 2025 | **7:00 PM** | **Council Chambers**

A. CALL TO ORDER:

Chairman Melaniphy called the May 1, 2025 Transportation Advisory Board Meeting to order.

Melaniphy thanks Alice James, the student members, and Councilwoman Bruzan Taylor for their service to the board.

Councilwoman Bruzan Taylor gives remarks regarding her time on TAB and thanks Melaniphy for his service of the board.

B. ROLL CALL:

This was closed.

Present 8 - Scott Hurley, Michael Krzywinski, Michael Melaniphy, Nigel Neibel, James Webb, Sarah Rose, Andrea. Nair, and Brian Laird

Absent 1 - Alice James

C. PUBLIC FORUM:

Mayor Scott Wehrli gives recognition to Chairman Melaniphy for his service to the City of Naperville and the Transportation Advisory Board.

This was closed.

D. REPORTS AND RECOMMENDATIONS:

1. Approve the minutes of the March 13, 2025, Transportation Advisory Board Meeting

This Report was approved.

Aye: 8 - Hurley, Krzywinski, Melaniphy, Neibel, Webb, Rose, Nair, and Laird

Absent: 1 - James

Recused: 1 - Bruzan Taylor

2. Receive the presentation on existing traffic conditions and public input related to the Road Improvement Plan Update

Deputy City Engineer Andy Hynes gives an overview of the Road Improvement

Plan.

Kimley-Horn Consultant Rory Fancler gives a presentation of the existing conditions for the Road Improvement Plan.

Webb asks how the public comments are integrated into the plan.

Fancler states that they are using it as a way to identify locations that are hot spots. They also use it to further understand areas that would need further improvement.

Rose thanks Kimley-Horn for a well done presentation. She wants the consultant to think about putting people forward besides just designing for cars.

Hurley asks about future technologies that we may not know of. How would that impact this plan as it looks into the future.

Fancler states that the plan will likely include acknowledgement of differing technologies. She states that the City also has an annual CIP plan in place that would allow changes if needed.

Hynes states that the current RIP from 2008 had similar projects and assumptions made in it. The projects are from CMAP who is a regional agency that attempts to project future technology impacts.

Marilyn Schweitzer thanks Chairman Melaniphy and Councilwoman Bruzan Taylor for their service to the board and council. She would like safety to be involved in the goals along with traffic flow as they do go together. She would like the comments to be recognized on the website as that would be helpful for residents. She states that the level of service F segments of Ogden and Washington are very near the future 5th Avenue study, she would like that level of service to be looked at before any 5th Avenue development and not after the fact.

Melaniphy compliments the public interaction process that the consultant and staff used for the RIP.

Bob Rinehart brings up that there are several traffic capacity and safety issues on Book Road and Plainfield-Naperville Road.

Hynes states that there are a few constraints on Book Road because of the forest preserve property. He also states that this is a preliminary analysis plan and that further analysis is involved when specific projects are ready to go.

Melaniphy states that while this process seems long, this process is done for a reason so that these projects are more thought out and efficient.

Councilwoman Bruzan-Taylor asks for clarification on the jurisdiction of Plainfield-Naperville Road.

Hynes states that the road is a DuPage and Will County highway.

Bruzan-Taylor asks for clarification on the jurisdiction of Book Road and why we would not be able widen it.

Hynes states that pieces of the road are the City's, he also states that an agreement with the forest preserve exists that would prevent widening.

Bob Rinehart states that Book Road is a very dangerous road in the winter time because of blowing snow. He also states that a hill creates a blind spot that causes sight distance constraints.

This Report was received.

3. Police Department Report

Sergeant Derek Zook gives an overview of the grants that the Police Department participated in over the last 2 months. He also talks about the upcoming Route 59 and Memorial Day campaigns. He also gives and update on a traffic safety webinar that TED and PD are hosting.

This was closed.

E. OLD BUSINESS:

There was no old business discussed.

This was closed.

F. NEW BUSINESS:

Melaniphy recognizes Andy Hynes promotion to City Engineer along with Jennifer Louden's promotion to TED Director.

Melaniphy gives remarks regarding his time on TAB and in public service.

This was closed.

G. ADJOURNMENT:

A motion was made by Rose, seconded by Nair, to adjourn the Transportation Advisory Board Meeting at 8:25 p.m. The motion carried by the following vote:

Aye: 8 - Hurley, Krzywinski, Melaniphy, Neibel, Webb, Rose, Nair, and Laird

Absent: 1 - James

Recused: 1 - Bruzan Taylor

City of Naperville

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Meeting Minutes

Transportation Advisory Board

Thursday, August 7, 2025 | **7:00 PM** | **Council Chambers**

A. CALL TO ORDER:

Chairman Laird called the August 7, 2025 Transportation Advisory Board meeting to order.

New TAB member Orhan Ulger introduced himself.

B. ROLL CALL:

Present 9 - Scott Hurley, Michael Krzywinski, Nigel Neibel, James Webb, Sarah Rose, Andrea. Nair, Brian Laird, Allison Longenbaugh, and Orhan Ulger

C. PUBLIC FORUM:

There were no speakers signed up for public forum.

D. REPORTS AND RECOMMENDATIONS:

1 Approve the Minutes of the June 5, 2025, Transportation Advisory Board Meeting

This Report was approved.

2 Receive the Police Department report

Sergeant Muska gave an overview of the grants that the Police Department is participating in.

This Report was received.

3 Receive the presentation and provide input on the proposed update to the City's Road Improvement Plan

Rory Fancler from Kimley Horn gave a presentation on the draft Road Improvement Plan.

Ulger asks about the back-up on Rickert related to 75th.

Fancler states that 75th is expected to be widened and signal timings will be involved in that.

Hurley asks about what Split Phasing means.

Kucharski and Fancler give a definition.

Longenbaugh asks whether 7-Brew traffic was taken into account in the evaluation.

Fancler states that the data most likely does not take into account 7-Brew.

Longenbaugh asks about the future developments at Naper and Plank and whether they are taken into account.

Fancler states that those parcels were taken into account.

Hurley asks about a map error on 87th.

Rose asks if environmental factors were taken into account on the recommendations.

Kucharski states that the phase 1 engineering will look at the environmental factors that could impact each project.

Hurley asks about whether any additional cost and benefit analysis could be provided to the City.

Fancler states that something similar will be included.

Kevin Madden is signed up to speak from the public. He asks about dual left turn lanes and whether that inhibits flow.

Fancler gives information regarding the signal timing with dual left turn lanes.

Kevin Madden asks about clarification regarding jurisdiction of Plank west of Naper.

City Engineer Andy Hynes provides clarification that Naperville has jurisdiction of that section between Tuthill and Naper.

This Report was received.

4 Approve a recommendation to establish overnight parking exemptions for Carrolwood neighborhood

Project Manager Sydney Smith gives an overview of the recommendation.

Nair asks how the program is going now that it has been a year.

Smith gives an overview of the program and states that there has been no issues.

Webb asks if there has been any issues with running out of tags.

Smith states that we have not.

Hurley gives praise regarding the Overnight Parking Program.

A motion was made by Webb, seconded by Krzywinski, approved. The motion carried by the following vote:

Aye: 8 - Hurley, Krzywinski, Neibel, Webb, Rose, Nair, Laird, and Ulger

Excused: 1 - Natarajan

Recused: 1 - Longenbaugh

5 Approve a recommendation to establish a no parking restriction for mailboxes

Project Manager Jazmin Vega gives an overview of the recommendation.

Krzywinski has concerns about signing mailboxes.

Staff gives an explanation regarding the signage.

Rose asks if the school could step in to resolve the issue or if something smaller scale could be done.

Staff gives an overview of why this restriction is needed.

Nair asks about the overnight parking program being impacted.

Smith states that staff takes the mailboxes into consideration.

Ulger asks about the issue and what the parking looks like.

Prousa gives an overview.

Ulger asks about whether this ordinance will help the issue.

Vega states that PD would help with enforcement and that legal advised staff to have a broad distance in the code.

Longenbaugh asks about how many complaints the City gets regarding the mailbox parking.

TAB asks to table this discussion and bring back an ordinance just for this location.

This Report was tabled.

Aye: 8 - Hurley, Krzywinski, Neibel, Webb, Rose, Nair, Laird, and Ulger

Excused: 1 - Natarajan

Recused: 1 - Longenbaugh

6 Approve a recommendation to establish a 25 MPH speed limit for the Naper Commons subdivision (Item 1 of 3)

Smith gives an overview of the recommendation.

A motion was made by Nair, seconded by Ulger, approved. The motion carried by the following vote:

Aye: 8 - Hurley, Krzywinski, Neibel, Webb, Rose, Nair, Laird, and Ulger

Excused: 1 - Natarajan

Recused: 1 - Longenbaugh

7 Approve a recommendation to establish right-of-way controls for the Naper Commons subdivision (Item 2 of 3)

Smith gives an overview of the recommendation.

Rose asks if any cut through could happen in this neighborhood.

Smith states that this neighborhood would not have cut through traffic.

This Report was approved.

Aye: 8 - Hurley, Krzywinski, Neibel, Webb, Rose, Nair, Laird, and Ulger

Excused: 1 - Natarajan

Recused: 1 - Longenbaugh

8 Approve a recommendation to establish one-way streets for Naper Commons subdivision (Item 3 of 3)

Smith gives an overview of the recommendation.

Nair asks about the one-way streets in this neighborhood.

Hynes states that the one-way were apart of the developers vision to have a unique space around the park.

Hurley asks if the street is wide enough to support two-way traffic.

Smith states that the road has been in place for over a year and has had no issues.

Krzywinski asks for a visual.

A motion was made by Rose, seconded by Nair, approved. The motion carried by the following vote:

Aye: 8 - Hurley, Krzywinski, Neibel, Webb, Rose, Nair, Laird, and Ulger

Excused: 1 - Natarajan

Recused: 1 - Longenbaugh

9 Receive board and commission member training

Prousa gives the presentation.

This Report was received.

E. OLD BUSINESS:

Smith gives an update of the Bicycle and Pedestrian Plan Update.

Laird states that it is good that this plan and the road improvement plan are getting done together.

This was closed.

F. NEW BUSINESS:

There was no new business discussed.

This was closed.

G. ADJOURNMENT:

A motion was made by Webb, seconded by Ulger, to adjourn the Transportation Advisory Board Meeting at 9:04 p.m. The motion carried by the following vote:

Aye: 8 - Hurley, Krzywinski, Neibel, Webb, Rose, Nair, Laird, and Ulger

Excused: 1 - Natarajan

Recused: 1 - Longenbaugh

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Meeting Minutes

Transportation Advisory Board

Thursday, September 4, 2025 **7:00 PM** **Council Chambers**

PUBLIC COMMENT:

A. CALL TO ORDER:

Chairman Laird called the September 4, 2025 Transportation Advisory Board meeting to order.

Laird thanked Councilwoman Longenbaugh for her time serving as a liaison to the board.

B. ROLL CALL:

Present 7 - Scott Hurley, Michael Krzywinski, Nigel Neibel, James Webb, Andrea. Nair, Brian Laird, and Orhan Ulger

Absent 1 - Sarah Rose

C. PUBLIC FORUM:

Marilyn Schweitzer spoke on the sidewalk cost share program. She spoke on the positives to eliminating the sidewalk cost share.

This was closed.

D. REPORTS AND RECOMMENDATIONS:

1 Approve the minutes of the August 7, 2025, Transportation Advisory Board Meeting

A motion was made by Webb, seconded by Hurley, approved. The motion carried by the following vote:

Aye: 7 - Hurley, Krzywinski, Neibel, Webb, Nair, Laird, and Ulger

Absent: 1 - Rose

2 Receive the Police Department report

Sergeant Muska gave the Police Department report.

This Report was closed.

3 Approve a recommendation to approve the 2050 City of Naperville Road Improvement Plan

Rory Francler from Kimley-Horn gave a presentation on the Road Improvement

Plan.

Marilyn Schweitzer is disappointed that the Road Impact Fee program was discontinued as this has led to traffic studies not being considered for developments. She asks if there are better ways to handle traffic and public safety concerns from developments.

This Report was approved.

Aye: 7 - Hurley, Krzywinski, Neibel, Webb, Nair, Laird, and Ulger

Absent: 1 - Rose

4 Approve the recommendation establishing the 2026-2027 Annual New Sidewalk Program.

Civil Engineer Christine Rhoades gave a presentation on the Annual New Sidewalk Program.

Pat and Donna Malone provided their concerns regarding the proposed sidewalk on the south side of Franklin east of Julian because of the impact to existing landscape.

Paul Hinterlong provided his concerns regarding the proposed sidewalk on Laird because of the potential impact to landscaping and trees.

Andrew Bodewes supports the proposed sidewalk program.

Dane Zieman supports the proposed sidewalk at Douglas and Laird. He will remove any landscaping that could be in the way.

Jay valentine has concerns regarding the impact that the sidewalks could have on his landscaping.

Marilyn Schweitzer supports the sidewalk programs mission in closing gaps within the system.

Prousa states that several written comments and support/oppose messages are on the city website.

Webb asks if any of the written comments changed the votes.

Rhoades states that they did not change the voting results.

Hurley asks if staff can offer a chance to revote for residents who did not receive the survey for whatever reason.

Rhoades states that TAB and City Council would be the residents opportunity to support or not support.

Webb asks who's responsibility it is to pay for sidewalk on properties that are

unincorporated.

Rhoades states that it would be the City's if the right of way is city owned.

Laird asks staff to work closely with the homeowner when construction begins.

Nair asks if their is continuous sidewalk on the north side of the street on Franklin Avenue.

Rhoades states that there is.

TAB approves the sidewalk program with an amendment with the **deletion of Prairie Ave from Brainard St to Victoria Ct - South, Victoria Ct from Prairie Ave to Cul-de-Sac - West, and Laird St from Benton Ave to Wilson Ave - West**

A motion was made by Hurley, seconded by Webb, approved as amended. The motion carried by the following vote:

Aye: 7 - Hurley, Krzywinski, Neibel, Webb, Nair, Laird, and Ulger

Absent: 1 - Rose

5 Approve a recommendation to remove cab/taxi stands on Chicago Avenue between Main St. and Washington St.

Project Manager Jazmin Vega gives a presentation to the board.

Hurley asks about fees that taxi cab companies pay.

Vega states they do not pay a fee.

A motion was made by Ulger, seconded by Neibel, approved. The motion carried by the following vote:

Aye: 7 - Hurley, Krzywinski, Neibel, Webb, Nair, Laird, and Ulger

Absent: 1 - Rose

6 Approve a recommendation to remove cab/taxi stands on Jefferson Avenue

Vega gives a presentation to the board.

A motion was made by Webb, seconded by Ulger, approved. The motion carried by the following vote:

Aye: 7 - Hurley, Krzywinski, Neibel, Webb, Nair, Laird, and Ulger

Absent: 1 - Rose

7 Approve a recommendation to remove fifteen-minute parking on Webster Street

Vega gives a presentation to the board.

A motion was made by Hurley, seconded by Webb, approved. The motion carried by the following vote:

Aye: 7 - Hurley, Krzywinski, Neibel, Webb, Nair, Laird, and Ulger

Absent: 1 - Rose

8 Approve a recommendation to modify parking restrictions on Webster Street between Van Buren Avenue and Jefferson Avenue

Prousa gives a presentation to the board.

Webb states that he is concerned because of the width of the road.

Prousa states that staff will be doing a study on Webster Street once construction is done on Washington.

Hurley asks if any residents had concerns regarding the proposal. He also asks about the non-responses.

Prousa states that the improvements will improve safety in the downtown. Prousa gives an explanation of staff procedures.

Nair asks for clarification on the request. She also states that city seems to be acknowledging the safety concerns.

Prousa gives clarification on the businesses negative response.

City Engineer Hynes gives an explanation on the safety improvements that the parking modification would have.

A motion was made by Ulger, seconded by Neibel, tabled. The motion carried by the following vote:

Aye: 7 - Hurley, Krzywinski, Neibel, Webb, Nair, Laird, and Ulger

Absent: 1 - Rose

9 Approve a recommendation to establish a no parking, stopping, or standing zone on Brooksedge Avenue.

Vega gives a presentation to the board.

A motion was made by Ulger, seconded by Nair, approved. The motion carried by the following vote:

Aye: 7 - Hurley, Krzywinski, Neibel, Webb, Nair, Laird, and Ulger

Absent: 1 - Rose

E. OLD BUSINESS:

Prousa gives an update on the Bicycle and Pedestrian Plan.

Hurley asks about the sidewalk cost share program and whether staff agreed to speak about alternatives and when that would happen.

Hynes states that the sidewalk cost share program will be discussed at the upcoming budget discussions.

This was closed.

F. NEW BUSINESS:

Ulger asks about the electric motorcycles and what enforcement looks like.

Muska gives an update on code updates that TED, PD, and Legal are working on.

Hurley asks about rideshare volume of traffic at peak times.

Prousa gives an update.

This was closed.

G. ADJOURNMENT:

A motion was made by Webb, seconded by Ulger, to adjourn the Transporation Advisory Board Meeting at 8:33 p.m. The motion carried by the following vote:

Aye: 7 - Hurley, Krzywinski, Neibel, Webb, Nair, Laird, and Ulger

Absent: 1 - Rose

G.

Intersection Capacity Analysis – Year 2050

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
1000	Washington St & 75th St	EBL	F	92.6	252.5	E	77.7	232.5
		EBT	C	32.4	425	D	38.9	462.5
		EBR	C	24.6	222.5	C	29.3	242.5
		WBL	F	140.4	492.5	E	74.3	380
		WBT	C	29.6	470	C	32.6	492.5
		WBR	B	17.3	260	B	16.3	255
		NBL	F	100.4	212.5	F	82	192.5
		NBT	E	58.2	357.5	E	62.1	367.5
		NBR	D	42	270	D	40.1	265
		SBL	F	149.5	530	E	72.6	395
		SBT	E	58.4	550	D	53.8	530
		SBR	D	41.9	350	D	39	337.5
		NB	E	62.4		E	61.4	
		SB	E	78.9		E	56.4	
		EB	D	40.4		D	43.5	
		WB	D	51.2		D	39	
		Intersection	E	58.4		D	48.7	
1001	Washington St & Hobson Rd	WBL	E	58.8	265	E	58.8	265
		WBR	F	195.8	1105	F	195.8	1105
		NBT	A	3.8	112.5	A	0.4	7.5
		NBR	A	3.6	60	A	0.5	7.5
		SBL	F	80	205	F	80	205
		SBT	A	5.4	170	A	5.4	170
		NB	A	3.8		A	0.5	
		SB	B	11.1		B	11.1	
		WB	F	138.8		F	138.8	
		Intersection	D	37.1		D	35.9	
1002	Washington St & Gartner Rd	EBL	D	45	227.5	F	95.1	192.5
		EBT		0			0	
		EBR	D	50.4	327.5	E	78.4	397.5
		WBL	D	38	175	D	48.3	197.5
		WBT		0			0	
		WBR	E	78.3	445	F	117.8	535
		NBL	D	41.8	100	D	37.1	102.5
		NBT	C	25	472.5	B	19.8	420
		NBR	C	25	485	B	19.8	430
		SBL	B	17.9	40	B	14.3	35
		SBT	F	104.8	1472.5	D	36.3	862.5
		SBR	F	121.1	1660	A	9.6	107.5
		NB	C	26.5		C	21.4	
		SB	F	110.1		C	32.9	
		EB	D	48.1		F	85.4	
		WB	E	64.8		F	94.5	
		Intersection	E	72.9		D	41.5	
1003	Washington St & Hillside Rd	EBL	D	37.8	40	D	37.8	40
		EBT	D	43.7	192.5	D	43.7	192.5
		EBR	F	85.2	432.5	F	85.2	432.5
		WBL	C	33.8	190	C	33.8	190
		WBT		0			0	
		WBR	D	36.8	195	D	36.8	195
		NBL	C	32.8	242.5	C	32.8	242.5
		NBT	C	23.1	425	C	23.1	425
		NBR	C	23.1	430	C	23.1	430
		SBL	B	17	45	B	17	45
		SBT	A	4.7	70	A	4.7	70
		SBR	A	4.8	70	A	4.8	70
		NB	C	25.2		C	25.2	
		SB	A	5.5		A	5.5	
		EB	E	67.9		E	67.9	
		WB	D	35.3		D	35.3	
		Intersection	C	24.1		C	24.1	
1004	Washington St & Aurora Av-Private Driveway	EBL	F	136.6	737.5	F	136.6	737.5
		EBT		0			0	
		EBR	D	52.2	357.5	D	52.2	357.5
		WBL	E	55.5	42.5	E	55.5	42.5
		WBT		0			0	
		WBR	D	35	37.5	D	35	37.5
		NBL	B	10.1	127.5	B	10.1	127.5
		NBT	C	29.9	470	C	29.9	470
		NBR	C	29.8	485	C	29.8	485
		SBL	B	12.4	15	B	12.4	15
		SBT	A	2	25	A	2	25
		SBR	A	2.3	27.5	A	2.3	27.5
		NB	C	25.8		C	25.8	
		SB	A	2.3		A	2.3	
		EB	F	101.1		F	101.1	
		WB	D	44.4		D	44.4	
		Intersection	C	32.1		C	32.1	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
1005	Washington St & Chicago Av	EBL	D	46.9	105	D	46.9	105
		EBT		0			0	
		EBR	E	68.1	165	E	68.1	165
		WBL	D	46.5	282.5	D	46.5	282.5
		WBT	D	47.8	200	D	47.8	200
		WBR	D	48	157.5	D	48	157.5
		NBL	A	8.3	85	A	8.3	85
		NBT	A	2.4	32.5	A	2.4	32.5
		NBR	A	2.7	35	A	2.7	35
		SBL	A	8.4	77.5	A	8.4	77.5
		SBT	A	3.1	40	A	3.1	40
		SBR	A	3	40	A	3	40
		NB	A	3.3		A	3.3	
		SB	A	3.6		A	3.6	
		EB	E	58.6		E	58.6	
		WB	D	47.3		D	47.3	
		Intersection	B	11.6		B	11.6	
1006	Washington St & Jefferson Av	EBL	E	55.9	230	E	55.9	230
		EBT		0			0	
		EBR		0			0	
		WBL	D	44.2	20	D	44.2	20
		WBT		0			0	
		WBR	D	44.3	62.5	D	44.3	62.5
		NBL	A	0.6	12.5	A	0.6	12.5
		NBT		0			0	
		NBR	A	0.8	12.5	A	0.8	12.5
		SBL	A	8.8	392.5	A	8.8	392.5
		SBT		0			0	
		SBR	A	9.3	367.5	A	9.3	367.5
		NB	A	0.7		A	0.7	
		SB	A	9.1		A	9.1	
		EB	E	55.9		E	55.9	
		WB	D	44.3		D	44.3	
		Intersection	A	8.9		A	8.9	
1007	Washington St & School St	NBT	A	3.4	1	A	3.4	1
		SBL	A	4.5	46	A	4.5	46
		SBT	A	3.8	172	A	3.8	172
		NB	A	3.4		A	3.4	
		SB	A	4		A	4	
		Intersection	A	3.8		A	3.8	
1008	Washington St & Private Driveway-North Av	WBL	E	61.3	312.5	E	61.3	312.5
		WBT		0			0	
		WBR	E	57.5	267.5	E	57.5	267.5
		NBL	A	3.9	2.5	A	3.9	2.5
		NBT	A	0.4	5	A	0.4	5
		NBR		0			0	
		SBL		0			0	
		SBT	A	1.6	25	A	1.6	25
		SBR	A	1.5	25	A	1.5	25
		NB	A	0.4		A	0.4	
		SB	A	1.5		A	1.5	
		WB	E	59.5		E	59.5	
		Intersection	A	9.9		A	9.9	
1009	Washington St & 5th Av	EBL	E	72	5	E	72	5
		EBT		0			0	
		EBR		0			0	
		WBL	D	51.2	347.5	D	51.2	347.5
		WBT		0			0	
		WBR	E	66.1	405	E	66.1	405
		NBL	B	11.6	257.5	B	11.6	257.5
		NBT		0			0	
		NBR	B	12.2	232.5	B	12.2	232.5
		SBL	B	12	65	B	12.2	85
		SBT	B	11	212.5	B	11.6	262.5
		SBR	B	11	222.5	B	11.5	275
		NB	B	11.9		B	11.9	
		SB	B	11.2		B	11.6	
		EB	E	72		E	72	
		WB	E	58.8		E	58.8	
		Intersection	C	20.9		C	21.1	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
1010	Washington St & Ogden Av	EBL	D	40.5	147.5	D	38.8	155
		EBT	D	48.7	695	D	42.9	500
		EBR	D	49.3	682.5	C	24.1	257.5
		WBL	F	262.5	662.5	D	51.7	317.5
		WBT	D	48.6	692.5	D	47.5	685
		WBR	D	48.5	710	D	47.3	702.5
		NBL	F	283.6	865	F	170.4	687.5
		NBT	D	35.5	267.5	D	36.6	270
		NBR	C	25.7	45	C	21.6	42.5
		SBL	C	32	117.5	D	35.3	125
		SBT	E	73.1	697.5	E	64.5	572.5
		SBR	E	73.1	697.5	D	35.7	167.5
		NB	F	132.8		F	88.7	
		SB	E	69		E	57.9	
		EB	D	48.1		D	38.4	
		WB	F	90.7		D	48.3	
		Intersection	F	82.6		E	55.7	
1011	Washington St & Bauer Rd	EBL	D	52.3	75	D	52.6	77.5
		EBT		0			0	
		EBR	D	51.7	277.5	E	55.9	290
		WBL	E	57.1	37.5	E	57.4	37.5
		WBT		0			0	
		WBR	D	46.1	185	D	46.4	185
		NBL	A	7	172.5	B	11	30
		NBT		0		B	17.2	
		NBR	A	7.1	180	B	17.2	275
		SBL	E	67.3	685	B	15.1	217.5
		SBT		0		A	9.1	
		SBR	A	8.2	230	A	9.1	130
		NB	A	7		B	16.8	
		SB	D	36.1		B	11.9	
		EB	D	51.8		E	55.2	
		WB	D	47.8		D	48.1	
		Intersection	C	28.2		C	21.6	
1012	Washington St & Iroquois Av	WBL	D	45.3	125	D	45.3	125
		WBR	F	92.5	392.5	F	92.5	392.5
		NBT	B	11	187.5	B	11	187.5
		NBR	B	11	190	B	11	190
		SBL	A	7	92.5	A	7	92.5
		SBT	A	5.5	102.5	A	5.5	102.5
		NB	B	11		B	11	
		SB	A	5.9		A	5.9	
		WB	E	78.7		E	78.7	
		Intersection	C	20.8		C	20.8	
1013	Washington St & Diehl Rd	EBL	D	38.1	47.5	E	64.1	32.5
		EBT	D	51.5	332.5	D	51.5	332.5
		EBR	D	42	240	D	42.2	240
		WBL	F	94.5	587.5	E	61.9	285
		WBT	C	33.5	342.5	D	36.7	357.5
		WBR	B	19.4	45	C	21.5	47.5
		NBL	C	22.7	75	C	20.7	70
		NBT	C	28	187.5	C	25.6	180
		NBR	B	16.3	192.5	B	16.9	195
		SBL	C	22.8	225	C	20.1	212.5
		SBT	C	24.9	252.5	C	22.5	240
		SBR	C	20.7	107.5	B	19	102.5
		NB	C	23.1		C	21.9	
		SB	C	23.8		C	21.4	
		EB	D	48.3		D	49.8	
		WB	D	54.1		D	44.7	
		Intersection	D	38.6		D	35.1	
1014	Washington St & Warrenville Rd	EBT	B	16.7	220	B	16.7	220
		EBR	A	6.5	335	A	6.5	335
		WBL	E	56.3	197.5	E	56.3	197.5
		WBT	A	9.5	237.5	A	9.5	237.5
		NBL	E	56.8	410	E	56.8	410
		NBR	C	30.3	127.5	C	30.3	127.5
		NB	D	45.4		D	45.4	
		EB	B	12.4		B	12.4	
		WB	B	19.6		B	19.6	
		Intersection	C	22		C	22	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
1101	Hobson Rd & Olesen Dr	EBL	B	17.7	25	B	17.7	25
		EBT	B	10.8	222.5	B	10.8	222.5
		WBT	C	22.3	517.5	C	22.3	517.5
		WBR	B	12.2	57.5	B	12.2	57.5
		SBL	C	24.4	85	C	24.4	85
		SBR	C	23.5	125	C	23.5	125
		SB	C	24.1		C	24.1	
		EB	B	11.6		B	11.6	
		WB	C	21		C	21	
		Intersection	B	18.1		B	18.1	
1103	Julian St & Hillside Rd	EBL	A	8.2	12.5	A	8.2	12.5
		EBT	A	8.2	12.5	A	8.2	12.5
		EBR	A	8.2	12.5	A	8.2	12.5
		WBL	A	8.3	7.5	A	8.3	7.5
		WBT	A	8.3	7.5	A	8.3	7.5
		WBR	A	8.3	7.5	A	8.3	7.5
		NBL	A	8.3	10	A	8.3	10
		NBT	A	8.3	10	A	8.3	10
		NBR	A	8.3	10	A	8.3	10
		SBL	A	9.5	37.5	A	9.5	37.5
		SBT	A	9.5	37.5	A	9.5	37.5
		SBR	A	9.5	37.5	A	9.5	37.5
		NB	A	8.3		A	8.3	
		SB	A	9.5		A	9.5	
		EB	A	8.2		A	8.2	
		WB	A	8.3		A	8.3	
		Intersection	A	8.9		A	8.9	
1105	Columbia St & Chicago Av	EBT	C	19.8		C	19.8	127.5
		EBR	C	19.8	127.5	C	19.8	127.5
		WBL	C	17.2	97.5	C	17.2	97.5
		WBT	C	17.2	97.5	C	17.2	97.5
		SBL	B	14.5	45	B	14.5	45
		SBT	B	13.3	45	B	13.3	45
		SBR	B	13.3	45	B	13.3	45
		SB	B	13.9		B	13.9	
		EB	C	19.8		C	19.8	
		WB	C	17.2		C	17.2	
		Intersection	C	17		C	17	
1109	Columbia St & 5th Av-Plank Rd	EBL	B	12.9	2.5	B	12.9	2.5
		EBT	D	27.9	120	D	27.9	120
		EBR	D	27.9	120	D	27.9	120
		WBL	D	31.4	130	D	31.4	130
		WBT	C	18	55	C	18	55
		WBR	C	18	55	C	18	55
		NBL	B	13.4	10	B	13.4	10
		NBT	D	31.6	142.5	D	31.6	142.5
		NBR	D	31.6	142.5	D	31.6	142.5
		SBL	B	13.3	12.5	B	13.3	12.5
		SBT	F	74.2	317.5	F	74.2	317.5
		SBR	F	74.2	317.5	F	74.2	317.5
		NB	D	29.3		D	29.3	
		SB	F	66.8		F	66.8	
		EB	D	27		D	27	
		WB	D	25.9		D	25.9	
		Intersection	E	39.3		E	39.3	
1110	Columbia St & Ogden Av	EBL	B	15.9	12.5	B	15.9	12.5
		EBT	C	21.2	345	C	21.2	345
		EBR	B	11.7	52.5	B	11.7	52.5
		WBL	B	16.4	185	B	16.4	185
		WBT	B	16.7	330	B	16.7	330
		WBR	B	16.6	342.5	B	16.6	342.5
		NBL	D	50.5	222.5	D	50.5	222.5
		NBT		0			0	
		NBR	F	88.7	527.5	F	88.7	527.5
		SBL	E	56.6	157.5	E	56.6	157.5
		SBT		0			0	
		SBR	E	64.7	305	E	64.7	305
		NB	E	76.1		E	76.1	
		SB	E	62		E	62	
		EB	C	20.3		C	20.3	
		WB	B	16.6		B	16.6	
		Intersection	C	32.2		C	32.2	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
1113	Freedom Dr & Diehl Rd	EBL	C	32.4	67.5	C	32.4	67.5
		EBT	B	17.1	240	B	17.1	240
		EBR	B	17	250	B	17	250
		WBL	F	96	2.5	F	96	2.5
		WBT	B	17.1	120	B	17.1	120
		WBR	B	11.5	90	B	11.5	90
		NBL	F	96	2.5	F	96	2.5
		NBT		0			0	
		NBR	C	24.5		C	24.5	
		SBL	C	28.3	100	C	28.3	100
		SBT	B	17.7		B	17.7	
		SBR	C	22.4	132.5	C	22.4	132.5
		NB	D	48.3		D	48.3	
		SB	C	24.7		C	24.7	
		EB	B	18.3		B	18.3	
		WB	B	15.3		B	15.3	
		Intersection	B	19.3		B	19.3	
1114	Freedom Dr-Lucent Ln & Warrenville Rd	EBL	F	137.2	2.5	F	137.2	2.5
		EBT	C	24	405	D	40.7	527.5
		EBR	B	12.5		C	22.2	
		WBL	E	64.7	350	E	69.7	360
		WBT	A	9.7	232.5	C	20.7	355
		WBR	A	6.5		B	14.2	
		NBL	F	88.3	195	F	84.4	190
		NBT	D	53.8		D	37.4	
		NBR	F	124	917.5	D	39.3	580
		SBL	F	133.9	40	F	134.1	40
		SBT	E	62.1	12.5	D	44.3	10
		SBR	E	65.9	55	D	45.3	42.5
		NB	F	118.2		D	46.6	
		SB	F	81.7		E	66.9	
		EB	C	24.1		D	40.7	
		WB	C	28.9		D	37.8	
		Intersection	E	57.7		D	41.9	
1200	Naper Bl & 75th St	EBL	E	73.7	250	E	73.7	250
		EBT	C	25.9	345	C	26.1	345
		EBR	C	27	367.5	C	27.2	370
		WBL	F	80.6	187.5	F	81.8	187.5
		WBT	C	27.9	350	C	28.7	357.5
		WBR	C	21.4	175	C	21.4	175
		NBL	E	75.5	175	E	75.5	175
		NBT	E	65.5	530	E	65.5	530
		NBR	E	65.7	540	E	65.7	540
		SBL	F	276.2	602.5	F	276.2	602.5
		SBT	E	59.4	627.5	E	59.4	627.5
		SBR	D	45.2	487.5	D	45.2	487.5
		NB	E	66.8		E	66.8	
		SB	F	94.4		F	94.4	
		EB	D	36.1		D	36.2	
		WB	C	34		C	34.8	
		Intersection	E	57.8		E	58	
1205	Julian St & Chicago Av	EBL	A	8.3		A	8.3	
		EBT	-	-		-	-	
		EBR	-	-		-	-	
		WBL	A	8.7	2.5	A	8.7	2.5
		WBT	-	-		-	-	
		WBR	-	-		-	-	
		NBL	C	19.3	35	C	19.3	35
		NBT	C	19.3	35	C	19.3	35
		NBR	C	19.3	35	C	19.3	35
		NB	C	19.33		C	19.33	
		EB	A	0.17		A	0.17	
		WB	A	0.65		A	0.65	
		Intersection	A	2.3		A	2.3	
1208	Columbia St & North Av	EBL	B	11.9	32.5	B	11.9	32.5
		EBT	B	11.9	32.5	B	11.9	32.5
		EBR	B	11.9	32.5	B	11.9	32.5
		WBL	B	13.2	60	B	13.2	60
		WBT	B	13.2	60	B	13.2	60
		WBR	B	13.2	60	B	13.2	60
		SBL	C	15.4	70	C	15.4	70
		SBT	C	23.7	165	C	23.7	165
		SBR	C	23.7	165	C	23.7	165
		SB	C	20.6		C	20.6	
		EB	B	11.9		B	11.9	
		WB	B	13.2		B	13.2	
		Intersection	C	17.5		C	17.5	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
1210	Iroquois Av & Ogden Av	EBL	F	390.3	795	F	120.7	595
		EBT	C	28.2	612.5	B	18.9	497.5
		EBR	C	28	635	B	18.8	515
		WBL	C	22.4	22.5	B	17.8	22.5
		WBT	E	56.1	1052.5	D	45.7	965
		WBR	E	60.1	1125	D	48.1	1022.5
		NBL	D	40.4	85	F	85.7	127.5
		NBT		0			0	
		NBR	D	36.8	187.5	E	76.5	260
		SBL	F	88.4	615	F	93	330
		SBT	D	35.5	130	D	54.7	165
		SBR	D	42.2	337.5	D	46.7	352.5
		NB	D	37.9		E	79.3	
		SB	E	63.8		E	70.4	
		EB	F	94.6		D	37.5	
		WB	E	57.6		D	46.5	
		Intersection	E	71.8		D	48.8	
1213	Naper Bl-Naperville Rd & Naperville Wheaton Rd-Ridgeland Av	EBL	D	52.4	202	D	52.4	202
		EBT	D	41	31	D	41	31
		WBL	D	53.2	51	D	53.2	51
		WBT	E	69.2	102	E	69.2	102
		WBR						
		NBL	A	8	2	A	8	2
		NBT	C	22.7	518	C	22.7	518
		NBR	B	13.7	16	B	13.7	16
		SBL	B	12.4	33	B	12.4	33
		SBT	B	17.6	540	B	17.6	540
		SBR	B	17.8	407	B	17.8	407
		NB	C	22.7		C	22.7	
		SB	B	17.6		B	17.6	
		EB	D	52		D	52	
		WB	E	64.8		E	64.8	
		Intersection	C	24.2		C	24.2	
1214	Naperville Rd & Warrenville Rd	EBL	F	383.7	995	F	384.1	1000
		EBT	C	25.1	212.5	C	25.1	215
		EBR	D	43.4	695	D	44.1	705
		WBL	F	129.2	315	F	129.2	315
		WBT	D	41.8	457.5	D	41.8	457.5
		WBR	C	28.8	145	C	28.8	145
		NBL	E	75.6	105	E	75.6	105
		NBT	D	47.1	487.5	D	47.1	487.5
		NBR	C	30.9	200	C	30.9	200
		SBL	E	74.6	132.5	E	74.6	132.5
		SBT	D	41.1	342.5	D	41.1	342.5
		SBR	D	36.4	505	D	36.4	505
		NB	D	47.5		D	47.5	
		SB	D	42.9		D	42.9	
		EB	F	164.3		F	164.7	
		WB	E	61.2		E	61.2	
		Intersection	F	88.5		F	88.6	
1300	Wehrli Rd & 75th St	EBL	E	75.6	190	E	75.6	190
		EBT	B	19.9	352.5	B	19.9	352.5
		EBR	C	21	372.5	C	21	372.5
		WBL	E	79.2	57.5	E	79.2	57.5
		WBT	C	23.9	357.5	C	23.9	357.5
		WBR	C	24.9	387.5	C	24.9	387.5
		NBL	E	58.2	142.5	E	58.2	142.5
		NBT	D	48	130	D	48	130
		NBR	D	48.4	135	D	48.4	135
		SBL	D	42.5	182.5	D	42.5	182.5
		SBT	E	76.6	590	E	76.6	590
		SBR	F	80.8	555	F	80.8	555
		NB	D	51.5		D	51.5	
		SB	E	72.9		E	72.9	
		EB	C	24.3		C	24.3	
		WB	C	25.5		C	25.5	
		Intersection	D	37.4		D	37.4	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
1301	Naper Bl & Hobson Rd	EBL	E	59.3	172.5	E	59.3	172.5
		EBT	E	62.7	345	E	62.7	345
		EBR	E	63.7	345	E	63.7	345
		WBL	F	281	535	F	281	535
		WBT	E	63.5	362.5	E	63.5	362.5
		WBR	E	64.6	362.5	E	64.6	362.5
		NBL	B	19.7	122.5	B	19.7	122.5
		NBT	B	16.5	317.5	B	16.5	317.5
		NBR	B	16.8	317.5	B	16.8	317.5
		SBL	B	13.7	112.5	B	13.7	112.5
		SBT	C	20.7	487.5	C	20.7	487.5
		SBR	C	20.9	500	C	20.9	500
		NB	B	17.2		B	17.2	
		SB	B	19.9		B	19.9	
		EB	E	62.5		E	62.5	
		WB	F	137		F	137	
		Intersection	D	48.5		D	48.5	
1302	Olesen Dr & Gartner Rd	EBL	C	16.2	85	C	16.2	85
		EBT	C	16.2	85	C	16.2	85
		EBR	C	16.2	85	C	16.2	85
		WBL	B	14	52.5	B	14	52.5
		WBT	B	14	52.5	B	14	52.5
		WBR	B	14	52.5	B	14	52.5
		NBL	B	13.5	45	B	13.5	45
		NBT	B	13.5	45	B	13.5	45
		NBR	B	13.5	45	B	13.5	45
		SBL	C	15.9	80	C	15.9	80
		SBT	C	15.9	80	C	15.9	80
		SBR	C	15.9	80	C	15.9	80
		NB	B	13.5		B	13.5	
		SB	C	15.9		C	15.9	
		EB	C	16.2		C	16.2	
		WB	B	14		B	14	
		Intersection	C	15.1		C	15.1	
1305	Charles St & Chicago Av	EBL	B	16.9		B	16.9	
		EBT	C	25	255	C	25	255
		EBR	C	24.9	257.5	C	24.9	257.5
		WBL	B	15.8	87.5	B	15.8	87.5
		WBT	B	17.8	217.5	B	17.8	217.5
		WBR	B	18	207.5	B	18	207.5
		NBL	C	25.1	10	C	25.1	10
		NBT		0			0	
		NBR	D	36.9	245	D	36.9	245
		SBL	C	23.2	112.5	C	23.2	112.5
		SBT		0			0	
		SBR	C	22.6	107.5	C	22.6	107.5
		NB	D	36.3		D	36.3	
		SB	C	22.9		C	22.9	
		EB	C	24.9		C	24.9	
		WB	B	17.5		B	17.5	
		Intersection	C	23.2		C	23.2	
1309	Naper Bl & Plank Rd	EBL	D	43.4	107.5	D	45.7	107.5
		EBT		0		D	52.2	
		EBR	F	103.4	632.5	E	77	387.5
		WBL	F	122.6	175	D	49.1	40
		WBT		0			0	
		WBR	D	49.3	160	D	52.1	160
		NBL	F	98.5	457.5	F	83.3	417.5
		NBT	B	19.7	432.5	B	16	375
		NBR	B	19.6	442.5	B	15.9	385
		SBL	B	19.1	22.5	B	16	20
		SBT	F	76.6	1300	E	58.1	1125
		SBR	F	81	1387.5	E	61.4	1205
		NB	C	33.6		C	27.9	
		SB	E	78		E	59.2	
		EB	F	92.5		E	64.9	
		WB	F	87		D	50.6	
		Intersection	E	64.5		D	48.3	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
1310	Naperville-Wheaton Rd & Ogden Av	EBL	A	9.9	115	B	10.1	117.5
		EBT	A	9.5	227.5	A	9.6	235
		EBR	A	9.4	235	A	9.5	240
		WBL	A	7.5	30	A	7.6	35
		WBT	B	11.2	182.5	B	11.3	210
		WBR	A	8.4	12.5	A	8.4	12.5
		NBL	E	55.5	72.5	E	55.5	72.5
		NBT		0			0	
		NBR		0			0	
		SBL	D	47.4	40	D	47.4	40
		SBT	D	47	100	D	47	100
		SBR	E	68.4	427.5	E	68.4	427.5
		NB	E	55.5		E	55.5	
		SB	E	63.1		E	63.1	
		EB	A	9.6		A	9.7	
		WB	B	10.8		B	10.9	
		Intersection	B	18.6		B	18.7	
1313	Naperville Rd & Diehl Rd	EBL	D	53.9	330	D	53.9	330
		EBT		0			0	
		EBR	D	38.9	407.5	D	38.9	407.5
		WBL	E	67.2	2.5	E	67.2	2.5
		WBT		0			0	
		WBR	E	67.5	2.5	E	67.5	2.5
		NBL	F	126.8	907.5	F	126.8	907.5
		NBT	B	13.7	372.5	B	13.7	372.5
		NBR	B	13.7	387.5	B	13.7	387.5
		SBL	B	18.8		B	18.8	
		SBT	C	31	622.5	C	31	622.5
		SBR	B	10.7	117.5	B	10.7	117.5
		NB	D	45.3		D	45.3	
		SB	C	28.3		C	28.3	
		EB	D	45		D	45	
		WB	E	67.4		E	67.4	
		Intersection	D	39.7		D	39.7	
1400	Ranchview Rd & 75th St	EBT	A	5	157.5	A	5	157.5
		EBR	A	5.4	175	A	5.4	175
		WBL	F	81.1	177.5	F	81.1	177.5
		WBT	A	1.5	30	A	1.5	30
		NBL	E	68.1	55	E	68.1	55
		NBR	E	60.9	77.5	E	60.9	77.5
		NB	E	63.8		E	63.8	
		EB	A	5.2		A	5.2	
		WB	A	7.2		A	7.2	
		Intersection	A	7.7		A	7.7	
1401	Wehrli Rd-College Rd & Hobson Rd	EBL	B	15.4		B	15.4	
		EBT	B	18.4	190	B	18.4	190
		EBR	B	18.4	197.5	B	18.4	197.5
		WBL	B	12.6	182.5	B	12.6	182.5
		WBT	B	14.1	265	B	14.1	265
		WBR	B	14.1	272.5	B	14.1	272.5
		NBL	D	46.9	20	D	46.9	20
		NBT	D	53.7	250	D	53.7	250
		NBR	D	53.8	255	D	53.8	255
		SBL	D	41.7	140	D	41.7	140
		SBT	E	60.5	472.5	E	60.5	472.5
		SBR	E	61.2	465	E	61.2	465
		NB	D	53.5		D	53.5	
		SB	E	58.2		E	58.2	
		EB	B	18.4		B	18.4	
		WB	B	13.7		B	13.7	
		Intersection	C	32.8		C	32.8	
1402	Naper Bl & Gartner Rd	EBL	F	761.6	312.5	F	761.6	312.5
		EBR	F	761.6	312.5	F	761.6	312.5
		NBL	C	17.2	12.5	C	17.2	12.5
		NBT	-	-		-	-	
		SBT	-	-		-	-	
		SBR	-	-		-	-	
		NB		0.83			0.83	
		SB		0			0	
		EB	F	761.63		F	761.63	
		Intersection	D	32.6		D	32.6	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
1405	Olesen Dr & Chicago Av	EBT	A	9.3	240	A	9.3	240
		WBL	A	6.3	35	A	6.3	35
		WBT	A	0.6	1	A	0.6	1
		NBL	E	63.7	150	E	63.7	150
		NBR	E	63.8	132	E	63.8	132
		NB	E	63.8		E	63.8	
		EB	A	9.4		A	9.4	
		WB	A	1.8		A	1.8	
		NB		0			0	
		Intersection	B	10.6		B	10.6	
1410	Naper Bl & Ogden Av	EBL	E	55.2	247.5	E	72.5	300
		EBT	D	51.8	435	D	48.7	422.5
		EBR	D	51.9	440	D	48.7	427.5
		WBL	D	44.4	245	D	36.8	222.5
		WBT	F	99.9	862.5	E	67.5	737.5
		WBR	D	37.2	205	C	28.8	180
		NBL	F	322.1	950	F	88.7	342.5
		NBT	D	39.7	515	D	52.9	587.5
		NBR	D	39.6	527.5	D	52.6	602.5
		SBL	F	161.8	612.5	F	81.8	310
		SBT	D	41.6	650	E	60.4	767.5
		SBR	C	28.1	97.5	C	25.4	92.5
		NB	F	122.3		E	63.3	
		SB	E	67.9		E	63.3	
		EB	D	52.6		D	54.3	
		WB	F	84.9		E	58.7	
		Intersection	F	83.6		E	60.5	
1505	Naper Bl & Chicago Av	EBL	D	48.1	257.5	D	48.1	257.5
		EBT	D	46	430	D	46	430
		EBR	D	45.8	445	D	45.8	445
		WBL	D	50.1	137.5	D	50.1	137.5
		WBT	E	72.2	657.5	E	72.2	657.5
		WBR	E	72.5	647.5	E	72.5	647.5
		NBL	C	31.2	57.5	C	31.2	57.5
		NBT	D	40	477.5	D	40	477.5
		NBR	D	40	480	D	40	480
		SBL	C	28.3	167.5	C	28.3	167.5
		SBT	D	38.3	657.5	D	38.3	657.5
		SBR	C	26.7	185	C	26.7	185
		NB	D	39.5		D	39.5	
		SB	D	35.9		D	35.9	
		EB	D	46.4		D	46.4	
		WB	E	68.2		E	68.2	
		Intersection	D	46.7		D	46.7	
2100	Modaff Rd & 75th St	EBL	F	226.2	287.5	F	226.2	287.5
		EBT	C	22.1	422.5	C	22.1	422.5
		EBR	B	16	47.5	B	16	47.5
		WBL	F	140.8	417.5	F	140.8	417.5
		WBT	B	16.8	377.5	B	16.8	377.5
		WBR	B	11.6	10	B	11.6	10
		NBL	E	55.3	70	E	55.3	70
		NBT		0			0	
		NBR	E	60.8	390	E	60.8	390
		SBL	D	50.2	22.5	D	50.2	22.5
		SBT		0			0	
		SBR	F	88.2	587.5	F	88.2	587.5
		NB	E	60		E	60	
		SB	F	86.6		F	86.6	
		EB	C	33.5		C	33.5	
		WB	C	30.1		C	30.1	
		Intersection	D	38.8		D	38.8	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
2102	Modaff Rd-Magnolia Ln & Gartner Rd	EBL	B	13.9	57.5	A	10	2.5
		EBT	B	13.9	57.5	B	14.2	57.5
		EBR	B	13.9	57.5	B	14.2	57.5
		WBL	E	48.1	322.5	C	15.9	70
		WBT	E	48.1	322.5	C	15.8	80
		WBR	E	48.1	322.5	C	15.8	80
		NBL	C	15.1	65	B	13.9	57.5
		NBT	C	15.1	65	B	13.9	57.5
		NBR	C	15.1	65	B	13.9	57.5
		SBL	B	11.8	17.5	B	11.2	17.5
		SBT	B	11.8	17.5	B	11.2	17.5
		SBR	B	11.8	17.5	B	11.2	17.5
		NB	C	15.1		B	13.9	
		SB	B	11.8		B	11.2	
		EB	B	13.9		B	14.1	
		WB	E	48.1		C	15.8	
		Intersection	D	30.4		B	14.6	
2103	West St & Hillside Rd	WBL	D	48.3	165	D	48.3	165
		WBR	D	45.7	255	D	45.9	255
		NBT	A	9.7	242.5	A	9.7	242.5
		NBR	A	9.7	242.5	A	9.7	242.5
		SBL	A	7	77.5	A	7.2	80
		SBT	B	10.7	280	B	18.6	397.5
		NB	A	9.7		A	9.7	
		SB	A	9.8		B	15.8	
		WB	D	46.7		D	46.8	
		Intersection	B	15		B	17.7	
2104	Aurora Av & Eagle St	EBL	B	16.5	222.5	B	15.8	207.5
		EBT	B	10.1	137.5	B	10.1	135
		WBT	C	28.9	345	C	28.9	345
		WBR	C	28.9	342.5	C	28.9	342.5
		SBL	E	56.9	335	E	56.9	335
		SBR	C	34.6	377.5	C	34.6	377.5
		SB	D	48.2		D	48.2	
		EB	B	14.5		B	13.9	
		WB	C	28.9		C	28.9	
		Intersection	C	28.5		C	28.3	
2105	Eagle St & Jackson Av	EBL	C	23.6	45	C	23.6	45
		EBT	C	23.6	45	C	23.6	45
		EBR	F	174.6	437.5	F	174.6	437.5
		WBL	F	426.4	935	F	426.4	935
		WBT	F	426.4	935	F	426.4	935
		WBR	F	426.4	935	F	426.4	935
		NBL	F	61.3	170	F	61.3	170
		NBT	F	97.1	262.5	F	97.1	262.5
		NBR	F	97.1	262.5	F	97.1	262.5
		SBL	F	232.3	507.5	F	232.3	507.5
		SBT	F	232.3	507.5	F	232.3	507.5
		SBR	F	232.3	507.5	F	232.3	507.5
		NB	F	81.5		F	81.5	
		SB	F	232.3		F	232.3	
		EB	F	141.1		F	141.1	
		WB	F	426.4		F	426.4	
		Intersection	F	218.4		F	218.4	
2106	Mill St & Jefferson Av	EBL	D	25.6	135	D	25.6	135
		EBT	D	25.6	135	D	25.6	135
		EBR	D	25.6	135	D	25.6	135
		WBL	C	15.4	42.5	C	15.4	42.5
		WBT	C	15.4	42.5	C	15.4	42.5
		WBR	C	15.4	42.5	C	15.4	42.5
		NBL	C	15.2	42.5	C	15.2	42.5
		NBT	C	15.2	42.5	C	15.2	42.5
		NBR	C	15.2	42.5	C	15.2	42.5
		SBL	F	113.1	555	F	113.1	555
		SBT	F	113.1	555	F	113.1	555
		SBR	F	113.1	555	F	113.1	555
		NB	C	15.2		C	15.2	
		SB	F	113.1		F	113.1	
		EB	D	25.6		D	25.6	
		WB	C	15.4		C	15.4	
		Intersection	F	63.9		F	63.9	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
2109	Mill St & 5th Av	EBL	D	51.2	102.5	D	51.2	102.5
		EBR	E	61.5	50	E	61.5	50
		NBL	C	21.6	175	C	21.6	175
		NBT	A	7	280	A	7	280
		SBT	B	18.2	675	B	18.2	675
		SBR	A	9.2	145	A	9.2	145
		NB	B	10.3		B	10.3	
		SB	B	16.2		B	16.2	
		EB	E	59.2		E	59.2	
		Intersection	B	19.8		B	19.8	
2110	Mill St & Ogden Av	EBL	F	227.5	727.5	F	227.5	727.5
		EBT	D	38.5	775	D	38.5	775
		EBR	D	38.6	797.5	D	38.6	797.5
		WBL	D	55	242.5	D	55	242.5
		WBT	E	69.6	1242.5	E	69.6	1242.5
		WBR	F	79.1	1345	F	79.1	1345
		NBL	E	56.2	162.5	E	56.2	162.5
		NBT	F	96.8	392.5	F	96.8	392.5
		NBR	F	104.7	397.5	F	104.7	397.5
		SBL	F	119.7	657.5	F	119.7	657.5
		SBT	E	56.7	385	E	56.7	385
		SBR	D	52.3	502.5	D	52.3	502.5
		NB	F	92.1		F	92.1	
		SB	E	73.3		E	73.3	
		EB	E	70.1		E	70.1	
		WB	E	72.2		E	72.2	
		Intersection	E	73.7		E	73.7	
2111	Mill St & Bauer Rd	EBL	D	54.3	202.5	E	57.3	207.5
		EBT		0			0	
		EBR	E	56.6	170	E	56.7	170
		WBL	D	54.8	90	D	54.9	90
		WBT		0			0	
		WBR	E	76.2	305	E	76.2	305
		NBL	B	12.8	20	B	12.7	20
		NBT	B	16.4	347.5	B	16.4	347.5
		NBR	B	16.4	355	B	16.3	355
		SBL	B	11.8	87.5	B	11.8	85
		SBT	B	16.4	447.5	B	16.3	447.5
		SBR	B	16.4	455	B	16.3	452.5
		NB	B	16.3		B	16.2	
		SB	B	15.9		B	15.8	
		EB	E	55.3		E	57	
		WB	E	71		E	71	
		Intersection	C	23.8		C	23.9	
2112	Raymond Dr & McDowell Rd	EBL	D	50.6	33	D	50.6	33
		EBT	D	54.3	53	D	54.3	53
		WBT	D	46.6	11	D	46.6	11
		NBL	A	5.2	11	A	5.2	11
		NBT	A	3.9	172	A	3.9	172
		SBL	A	1.2	2	A	1	2
		SBT	B	11.8	816	B	11.4	816
		NB	A	4		A	4	
		SB	B	11.8		B	11.4	
		EB	D	53.2		D	53.2	
		WB	D	46.7		D	46.7	
		Intersection	A	9.9		A	9.9	
2113	Mill St & Diehl Rd	EBL	C	26.2	70	C	26.2	70
		EBT	C	33.2	292.5	C	33.2	292.5
		EBR	C	21.8	307.5	C	21.8	307.5
		WBL	C	24.7	240	C	24.7	240
		WBT	C	28.9	355	C	28.9	355
		WBR	C	28.8	370	C	28.8	370
		NBL	F	146	702.5	F	146	702.5
		NBT	D	44.3	282.5	D	44.3	282.5
		NBR	D	44.7	280	D	44.7	280
		SBL	D	44.2	115	D	44.2	115
		SBT	F	86.6	527.5	F	86.6	527.5
		SBR	F	87.5	530	F	87.5	530
		NB	F	91.7		F	91.7	
		SB	F	82.1		F	82.1	
		EB	C	28.5		C	28.5	
		WB	C	27.8		C	27.8	
		Intersection	D	54		D	54	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
2114	Mill St & Ferry Rd & Warrenville Rd	EBL	D	44.8	2.5	D	44.8	2.5
		EBT	D	53.8	350	D	53.8	350
		EBR	D	47.6	235	D	47.6	235
		WBL	D	42.4	165	D	42.4	165
		WBT	D	42.1	237.5	D	42.1	237.5
		WBR	E	66	827.5	E	66	827.5
		NBL	B	18.9	57.5	B	18.9	57.5
		NBT	C	22.6	140	C	22.6	140
		NBR	B	18	142.5	B	18	142.5
		SBL	B	16	237.5	B	16	237.5
		SBT	B	16.1	92.5	B	16.1	92.5
		SBR	B	14.9		B	14.9	
		NB	C	20.7		C	20.7	
		SB	B	16		B	16	
		EB	D	52.3		D	52.3	
		WB	E	55.1		E	55.1	
		Intersection	D	40.2		D	40.2	
2202	Private Driveway-West St & Rickert Dr	EBL	F	105.4	520	E	71.6	452.5
		EBT	C	33.3	432.5	C	34.8	442.5
		EBR	C	33.3	445	C	34.8	455
		WBL	C	31.6	92.5	D	35.5	100
		WBT	D	53.6	450	E	58.2	472.5
		WBR	C	26.4	352.5	D	38.8	425
		NBL	D	48.7	107.5	F	98	160
		NBT	D	54	245	D	45.7	227.5
		NBR	D	50.6	77.5	D	43	72.5
		SBL	E	70	335	F	90.3	450
		SBT	C	30.9	97.5	C	32.1	100
		SBR	E	60.7	740	E	72.1	795
		NB	D	52.1		E	58.4	
		SB	E	62.7		E	77.4	
		EB	D	54.2		D	45.5	
		WB	D	43.1		D	50.2	
		Intersection	D	53.2		E	57.6	
2203	West St & Oswego Rd	EBL	F	102.3	12.5	F	102.3	12.5
		EBR	C	16.9	20	C	16.9	20
		NBL	B	14.5	20	B	14.5	20
		NBT	-	-		-	-	
		SBT	-	-		-	-	
		SBR	-	-		-	-	
		NB		1.75			1.75	
		SB		0			0	
		EB	C	24.11		C	24.11	
		Intersection	A	1.5		A	1.5	
2204	West St/Driveway & Aurora Av	EBL	C	34.4	12.5	F	91.2	22.5
		EBT	D	54	375	D	49	200
		EBR	F	163.1	860	D	39.6	542.5
		WBL	F	49.1	435	E	61	387.5
		WBT	A	1.2	15	B	18.3	207.5
		WBR	A	1.1	15	B	18.1	215
		NBL	F	91.7	487.5	E	58.8	402.5
		NBT		0			0	
		NBR	B	13.6	2.5	C	20.9	5
		SBL	F	897.1	1637.5	E	69.8	582.5
		SBT		0			0	
		SBR	D	51	27.5	C	33.1	20
		NB	F	91.1		E	58.5	
		SB	F	859.6		E	68.1	
		EB	F	117.1		D	44.2	
		WB	C	22.1		D	36.9	
		Intersection	F	170.7		D	46.9	
2210	Royal St George Dr & Ogden Av	EBL	B	18.2	130	B	18.2	130
		EBT	C	26.5	647.5	C	26.5	647.5
		EBR	C	26.8	660	C	26.8	660
		WBL	C	23.5	92.5	C	23.5	92.5
		WBT	C	23.2	470	C	23.2	470
		WBR	C	23.2	482.5	C	23.2	482.5
		NBL	D	51.8	237.5	D	51.8	237.5
		NBT		0			0	
		NBR	E	70.1	382.5	E	70.1	382.5
		SBL	D	52.2	155	D	52.2	155
		SBT		0			0	
		SBR	E	68.8	285	E	68.8	285
		NB	E	62.6		E	62.6	
		SB	E	62.6		E	62.6	
		EB	C	25.7		C	25.7	
		WB	C	23.2		C	23.2	
		Intersection	C	31.9		C	31.9	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
2213	West St & Diehl Rd	EBL	A	9.8		A	9.8	
		EBT	-	-		-	-	
		EBR	-	-		-	-	
		WBL	B	10.5	2.5	B	10.5	2.5
		WBT	-	-		-	-	
		WBR	-	-		-	-	
		NBL	F	92.1	57.5	F	92.1	57.5
		NBT	B	14.7	5	B	14.7	5
		NBR	B	14.7	5	B	14.7	5
		SBL	C	22.8	10	C	22.8	10
		SBT	C	22.8	10	C	22.8	10
		SBR	C	22.8	10	C	22.8	10
		NB	F	62.3		F	62.3	
		SB	C	22.82		C	22.82	
		EB	A	0.04		A	0.04	
		WB	A	0.21		A	0.21	
		Intersection	A	2.6		A	2.6	
2300	Plainfield-Naperville Rd-Rickert Dr & 75th St	EBL	F	97.7	135	F	97.7	135
		EBT	D	38	422.5	D	44.7	457.5
		EBR	C	24.5	252.5	C	31.6	285
		WBL	E	75	277.5	F	95.1	310
		WBT	C	30.1	392.5	D	36.7	432.5
		WBR	B	13.9	227.5	B	19.3	267.5
		NBL	F	80.9	287.5	F	125.5	332.5
		NBT	E	74.8	555	D	50	462.5
		NBR	E	74.6	570	D	50	475
		SBL	F	92.3	490	D	51.2	355
		SBT	F	144.6	1160	E	62.3	810
		SBR	F	144.4	1210	E	61.9	842.5
		NB	E	75.9		E	64.3	
		SB	F	133.8		E	59.9	
		EB	D	40.6		D	46.8	
		WB	D	35.2		D	44	
		Intersection	E	69.6		D	52.2	
2302	Book Rd & Rickert Dr	EBL	C	20.6	40	C	22.3	42.5
		EBT	C	28.6	482.5	C	31.1	502.5
		EBR	C	26.9	332.5	A	8.1	330
		WBL	D	43	320	E	55.3	372.5
		WBT	B	15.6	235	B	16.9	245
		WBR	B	15.6	245	B	16.9	255
		NBL	E	67.8	372.5	E	62.6	515
		NBT		0			0	
		NBR	E	76.8	630	D	41	470
		SBL	D	51.6	2.5	E	72.1	2.5
		SBT		0			0	
		SBR	D	47.9	25	E	72.6	30
		NB	E	72.6		D	51.4	
		SB	D	48.1		E	72.6	
		EB	C	27.9		C	25.3	
		WB	C	25.1		C	30.3	
		Intersection	D	37.8		C	33.4	
2304	River Rd & Aurora Av	EBL	C	22.3	90	C	22.6	107.5
		EBT	C	27.1	315	C	27.7	352.5
		EBR	C	27.1	322.5	C	27.7	360
		WBL	C	21.9	70	C	21.9	70
		WBT	C	31.4	452.5	C	31.4	452.5
		WBR	C	31.4	452.5	C	31.4	452.5
		NBL	D	53.8	162.5	D	53.8	162.5
		NBT		0			0	
		NBR	D	51.6	310	D	51.6	310
		SBL	D	47.9	147.5	D	47.9	147.5
		SBT		0			0	
		SBR	E	78.7	790	E	78.7	790
		NB	D	52.3		D	52.3	
		SB	E	67.2		E	67.2	
		EB	C	26.5		C	27	
		WB	C	30.6		C	30.6	
		Intersection	D	41.4		D	41.6	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
2306	Ogden Av & Jefferson Av	EBL	F	87.2	177.5	F	113.9	225
		EBT		0			0	
		EBR	F	104	585	F	112.7	595
		WBL	F	117.8	197.5	F	168	252.5
		WBT		0			0	
		WBR	E	78.1	427.5	F	84.3	442.5
		NBL	F	183.4	387.5	F	141.4	332.5
		NBT	D	39.3	767.5	A	0.4	5
		NBR	D	39.6	795	A	0.5	5
		SBL	E	68.7	247.5	B	13.2	120
		SBT	E	59.1	1360	D	54.8	1312.5
		SBR	F	66.6	1497.5	F	62	1457.5
		NB	E	55.7		B	16.4	
		SB	E	63.4		D	54.9	
		EB	F	98		F	113.1	
		WB	F	92.6		F	114.8	
		Intersection	E	66.5		D	51.7	
2310	River Rd & Ogden Av	EBL	F	92.2	122.5	F	134.2	157.5
		EBT	E	64.9	690	E	59	675
		EBR	E	67.6	732.5	E	60.8	712.5
		WBL	F	189.6	517.5	F	98.5	395
		WBT	F	77.8	1215	D	42.2	930
		WBR	F	81.6	1277.5	D	43.3	972.5
		NBL	D	48.2	285	D	52.2	295
		NBT		0			0	
		NBR	F	90.7	697.5	F	92.6	705
		SBL	E	59.8	335	F	72.5	367.5
		SBT		0			0	
		SBR	D	38.1	410	D	37.5	405
		NB	E	76.2		E	78.8	
		SB	D	46.9		D	51.7	
		EB	E	66.8		E	62.4	
		WB	F	92.4		D	49.2	
		Intersection	E	74.9		E	57.8	
2311	Raymond Dr & Brookdale Rd-River Rd	EBL	D	37.5	2.5	D	37.5	2.5
		EBT		0			0	
		EBR	F	92.2	642.5	F	92.2	642.5
		WBL	D	41.4	20	D	41.4	20
		WBT	D	49.7	80	D	49.6	75
		WBR	D	53	412.5	D	52.1	395
		NBL	C	30.6	65	C	30.6	65
		NBT	C	27.5	335	C	27.5	335
		NBR	C	27.4	350	C	27.4	350
		SBL	C	32.9	292.5	C	32.9	292.5
		SBT	D	43.7	835	D	43.7	835
		SBR	D	43.5	865	D	43.5	865
		NB	C	27.7		C	27.7	
		SB	D	41.7		D	41.7	
		EB	F	92.1		F	92.1	
		WB	D	52.2		D	51.4	
		Intersection	D	45.3		D	45.2	
2314	Raymond Dr-Corporate Ln & Ferry Rd	EBL	B	13.1	10	B	20	15
		EBT	B	14.8	102.5	C	22.5	132.5
		EBR	B	16.2	395	C	29.3	532.5
		WBL	B	12.4	267.5	B	19	347.5
		WBT	A	8	125	B	11.6	160
		WBR	A	8	125	B	11.7	160
		NBL	F	509.5	1482.5	F	370.8	1335
		NBT	D	53.8	2.5	D	53.8	2.5
		NBR	F	89.7	732.5	E	66.5	642.5
		SBL	E	61.3	27.5	D	47.8	25
		SBT		0			0	
		SBR	E	64.4	57.5	E	55.2	52.5
		NB	F	317.6		F	231.7	
		SB	E	63.4		D	52.8	
		EB	B	15.7		C	26.8	
		WB	B	10.3		B	15.4	
		Intersection	F	117.6		F	93.1	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
2400	Book Rd & 75th St	EBL	C	28.3	97.5	F	123.6	227.5
		EBT	D	39.6	535	D	44.3	560
		EBR	D	42.7	572.5	D	48	602.5
		WBL	E	66.5	340	F	83	390
		WBT	C	27.7	372.5	C	34.2	412.5
		WBR	C	28.6	407.5	D	35.5	455
		NBL	F	261.3	402.5	F	81.1	270
		NBT	D	53.8	707.5	D	44.8	650
		NBR	D	38.6	300	C	34.6	282.5
		SBL	D	39.8	20	D	38	17.5
		SBT	E	66.9	812.5	E	68.1	817.5
		SBR	C	29.5	67.5	C	27.7	65
		NB	F	86.6		D	48.6	
		SB	E	62.7		E	63.5	
		EB	D	39.9		D	50.4	
		WB	D	35		D	43.5	
		Intersection	D	51.5		D	49.6	
2403	Rickert Dr & Emerson Ln-Sequoia Dr	EBL	E	71.4	2.5	E	71.4	2.5
		EBT		0			0	
		EBR	E	72.8	32.5	E	72.8	32.5
		WBL	E	65.1	167.5	E	65.1	167.5
		WBT		0			0	
		WBR	F	227.7	625	F	227.7	625
		NBL	A	8	15	A	8	15
		NBT	B	11.7	320	B	11.7	320
		NBR	B	11.7	320	B	11.7	320
		SBL	B	14.5	155	B	14.5	155
		SBT	A	9.6	350	A	9.6	350
		SBR	A	9.5	362.5	A	9.5	362.5
		NB	B	11.6		B	11.6	
		SB	B	10.5		B	10.5	
		EB	E	72.7		E	72.7	
		WB	F	181.2		F	181.2	
		Intersection	C	29.5		C	29.5	
2404	Ogden Av & Aurora Av	EBL	F	152.2	592.5	F	138.8	347.5
		EBT	F	104.7	575	F	81.1	517.5
		EBR	F	107.1	572.5	F	82	512.5
		WBL	E	76.7	370	E	73	357.5
		WBT	F	104.8	592.5	E	72.1	502.5
		WBR	F	106.7	592.5	E	72.8	500
		NBL	F	115.2	240	E	76	195
		NBT	D	43.5	970	D	48	1015
		NBR	D	47.2	1027.5	D	52.7	1077.5
		SBL	D	36.8	57.5	D	38.3	52.5
		SBT	E	61.7	922.5	D	39.6	785
		SBR	E	62.6	950	D	40.9	822.5
		NB	D	50.7		D	52.3	
		SB	E	61		D	40.2	
		EB	F	120.7		F	99.8	
		WB	F	97.9		E	72.6	
		Intersection	E	74.4		E	60.3	
2406	Fort Hill Dr & Jefferson Av	EBL	C	24	15	D	36.4	20
		EBT		0			0	
		EBR	C	32.5	372.5	D	51.3	460
		WBL	C	24.8	135	C	30.1	152.5
		WBT		0			0	
		WBR	B	15.6	130	A	10	77.5
		NBL	D	47.3	167.5	D	51.3	160
		NBT		0			0	
		NBR	C	20.7	197.5	A	5.7	72.5
		SBL	D	36.2	100	C	27.1	85
		SBT		0			0	
		SBR	F	186.3	1542.5	E	64.4	1000
		NB	C	28.9		B	19.7	
		SB	F	170.9		E	60.6	
		EB	C	32.1		D	50.7	
		WB	B	19.5		B	18.7	
		Intersection	E	80		D	39.9	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
2410	Ogden Av-Raymond Dr & North Aurora Rd-Ogden Av	EBL	F	92.2	170	F	92.2	170
		EBT	E	58.5	62.5	E	58.5	62.5
		EBR	F	84.9	352.5	F	84.9	352.5
		WBL	E	73.3	535	E	73.5	537.5
		WBT	E	57.5	450	E	57.6	452.5
		WBR	D	38.8	60	D	38.8	60
		NBL	F	135	355	F	135	355
		NBT	D	38.2	395	D	38.2	395
		NBR	F	201.3	1817.5	F	201.3	1817.5
		SBL	E	78.6	115	E	78.6	115
		SBT	D	45.9	540	D	45.9	540
		SBR	D	46.4	550	D	46.4	550
		NB	F	126.5		F	126.5	
		SB	D	47.9		D	47.9	
		EB	F	83.6		F	83.6	
		WB	E	65		E	65.1	
		Intersection	F	82.3		F	82.3	
2411	Route 59 & Bruce Ln-Brookdale Rd	EBL	E	59	182.5	E	59	182.5
		EBT		0			0	
		EBR	E	75.3	125	E	75.3	125
		WBL	E	74.8	382.5	E	74.8	382.5
		WBT	E	60.4	185	E	60.4	185
		WBR	E	58.1	90	E	58.1	90
		NBL	F	86.7	82.5	F	86.7	82.5
		NBT	B	17.1	435	B	17.1	435
		NBR	A	5.8	82.5	A	5.8	82.5
		SBL	E	77.5	152.5	E	77.5	152.5
		SBT	B	20	672.5	B	20	672.5
		SBR	A	6.6	57.5	A	6.6	57.5
		NB	B	17.4		B	17.4	
		SB	C	21.1		C	21.1	
		EB	E	65.1		E	65.1	
		WB	E	68.5		E	68.5	
		Intersection	C	24.7		C	24.7	
2413	Raymond Dr & Diehl Rd	EBL	E	67.2	185	E	61.8	175
		EBT	D	54.7	362.5	D	52.7	355
		EBR	E	56.3	355	D	54.1	347.5
		WBL	F	74.6	507.5	F	74.6	507.5
		WBT	C	25.3	182.5	C	24.9	180
		WBR	C	24.6	102.5	C	24.2	102.5
		NBL	C	29.4	70	C	29.9	70
		NBT	C	34.2	260	C	34.8	262.5
		NBR	B	16.8	200	B	17.2	202.5
		SBL	C	26.5	90	C	26.9	92.5
		SBT	D	44.4	410	D	45.6	412.5
		SBR	D	44.1	420	D	45.3	425
		NB	C	28.2		C	28.7	
		SB	D	42.2		D	43.3	
		EB	E	57.5		D	54.8	
		WB	D	54.2		D	54.1	
		Intersection	D	45.7		D	45.6	
2414	Comfort Dr-Corporate Ln & Ferry Rd	EBL	B	11.5	5	B	11.5	5
		EBT	-	-		-	-	
		EBR	-	-		-	-	
		WBL	B	11.5		B	11.5	
		WBT	-	-		-	-	
		WBR	-	-		-	-	
		NBL	F	735	160	F	735	160
		NBT	F	147.6	2.5	F	147.6	2.5
		NBR	C	16.7	30	C	16.7	30
		SBL	F	184.7	22.5	F	184.7	22.5
		SBT	C	17.5	27.5	C	17.5	27.5
		SBR	C	17.5	27.5	C	17.5	27.5
		NB	F	231.72		F	231.72	
		SB	D	29.75		D	29.75	
		EB	A	0.38		A	0.38	
		WB	A	0.07		A	0.07	
		Intersection	C	16.7		C	16.7	
2500	75th St & Fort Hill Dr	EBL	F	82.7	212.5	F	82.7	212.5
		EBT	A	3.8	102.5	A	3.8	102.5
		WBT	B	11.1	305	B	16.6	542.5
		WBR	B	11.8	325	B	17.1	570
		SBL	E	68.9	285	E	68.9	285
		SBR	E	61.1	342.5	E	61.1	342.5
		SB	E	65.9		E	65.9	
		EB	B	11		B	11	
		WB	B	11.4		B	16.9	
		Intersection	B	16.2		B	19	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
2503	Rickert Dr & Ogden Av	EBT	A	0.1	2.5	A	0.1	2.5
		EBR	A	0.1	2.5	A	0.1	2.5
		WBL	A	0.6	2.5	A	0.6	2.5
		WBT	A	0.2	5	A	0.2	5
		NBL	D	44.9	125	D	44.9	125
		NBR	F	135.3	755	F	135.3	755
		NB	F	118.4		F	118.4	
		EB	A	0.1		A	0.1	
		WB	A	0.3		A	0.3	
		Intersection	C	30.1		C	30.1	
2504	Fort Hill Dr & Aurora Av	EBL	B	16.7	100	B	16.7	100
		EBT	C	27.4	447.5	C	27.4	447.5
		EBR	C	27.4	445	C	27.4	445
		WBL	B	18.3	77.5	B	18.6	102.5
		WBT	A	0.2	2.5	A	1	12.5
		WBR	A	0.2	2.5	A	1	12.5
		NBL	F	103.1	327.5	F	103.1	327.5
		NBT		0			0	
		NBR	E	68	500	E	68	500
		SBL	D	48.8	177.5	D	50.7	205
		SBT		0			0	
		SBR	F	129.8	737.5	F	137.6	810
		NB	F	80.2		F	80.2	
		SB	F	108		F	114.2	
		EB	C	26.1		C	26.1	
		WB	A	2.5		A	3.2	
		Intersection	D	41.4		D	42.8	
2506	Route 59 & Jefferson Ave-Liberty St	EBL	E	70.6	110	E	70.6	110
		EBT	E	63.6	175	E	63.6	175
		EBR	D	45.6	108	D	45.6	108
		WBL	F	150.6	210	F	150.6	210
		WBT	F	94	298	F	94	298
		WBR	D	49.9	139	D	49.9	139
		NBL	E	77	57	E	77	57
		NBT	B	12.3	304	B	12.3	304
		NBR	A	4.9	26	A	4.9	26
		SBL	F	142.3	205	F	142.3	205
		SBT	A	8.1	149	A	8.1	149
		SBR	A	3.2	22	A	3.2	22
		NB	B	15.4		B	15.4	
		SB	C	21.1		C	21.1	
		EB	E	62.9		E	62.9	
		WB	F	105.9		F	105.9	
		Intersection	D	35.6		D	35.6	
2510	Route 59 & North Aurora Rd	EBL	E	77.9	182.5	E	77.9	182.5
		EBT	E	63.4	197.5	E	63.4	197.5
		EBR	E	63.6	410	E	63.6	410
		WBL	E	70.5	97.5	E	70.5	97.5
		WBT	E	61.9	202.5	E	61.9	202.5
		WBR	D	53.7	87.5	D	53.7	87.5
		NBL	E	77.2	272.5	E	77.2	272.5
		NBT	B	14.4	327.5	B	14.4	327.5
		NBR	A	8	35	A	8	35
		SBL	E	71.8	75	E	71.8	75
		SBT	C	20.8	400	C	20.8	400
		SBR	B	10.1	10	B	10.1	10
		NB	C	25		C	25	
		SB	C	23.4		C	23.4	
		EB	E	66.8		E	66.8	
		WB	E	62.8		E	62.8	
		Intersection	D	35.9		D	35.9	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
2513	Route 59 & Diehl Rd	EBL	E	75.1	307.5	E	75.1	307.5
		EBT	D	46.1	120	D	46.1	120
		EBR	D	46.8	310	D	46.8	310
		WBL	E	69.4	137.5	E	69.4	137.5
		WBT	D	54.4	147.5	D	54.4	147.5
		WBR	F	116.3	722.5	F	116.3	722.5
		NBL	E	76.4	130	E	76.4	130
		NBT	A	4.7	80	A	4.7	80
		NBR	A	2.5	17.5	A	2.5	17.5
		SBL	E	66.8	225	E	66.8	225
		SBT	C	32.9	740	C	32.9	740
		SBR	B	14.3	295	B	14.3	295
		NB	A	9.8		A	9.8	
		SB	C	33.3		C	33.3	
		EB	E	58.6		E	58.6	
		WB	F	86.3		F	86.3	
		Intersection	D	36.5		D	36.5	
2600	Route 59 & 75th St	EBL	E	77.5	147.5	E	77.5	147.5
		EBT	F	92.4	537.5	F	92.4	537.5
		EBR	F	94	540	F	94	540
		WBL	F	278	672.5	F	278	672.5
		WBT	D	49.2	352.5	D	49.2	352.5
		WBR	D	40.7	312.5	D	40.7	312.5
		NBL	F	106.5	245	F	106.5	245
		NBT	C	27.5	417.5	C	27.5	417.5
		NBR	B	15.8	185	B	15.8	185
		SBL	F	1391.8	1775	F	1391.8	1775
		SBT	E	57.9	805	E	57.9	805
		SBR	C	28.2	122.5	C	28.2	122.5
		NB	D	36.1		D	36.1	
		SB	F	442		F	442	
		EB	F	91.4		F	91.4	
		WB	F	118.5		F	118.5	
		Intersection	F	240.6		F	240.6	
2603	Fort Hill Dr & Ogden Av	EBL	C	29.8	182.5	C	29.8	182.5
		EBT	D	36	755	D	36	755
		EBR	D	35.9	785	D	35.9	785
		WBL	D	35.1	147.5	D	35.1	147.5
		WBT	C	25.9	392.5	C	25.9	392.5
		WBR	C	25.9	402.5	C	25.9	402.5
		NBL	D	44.5	120	D	44.5	120
		NBT		0			0	
		NBR	F	82.3	597.5	F	82.3	597.5
		SBL	E	56	217.5	E	56	217.5
		SBT		0			0	
		SBR	D	49.9	212.5	D	49.9	212.5
		NB	E	75.2		E	75.2	
		SB	D	53		D	53	
		EB	C	35		C	35	
		WB	C	27.3		C	27.3	
		Intersection	D	39.4		D	39.4	
2604	Route 59 & Aurora Av	EBL	F	187.4	305	F	187.4	305
		EBT	D	51.9	175	D	51.9	175
		EBR	D	46.6	310	D	46.6	310
		WBL	F	172	287.5	F	172	287.5
		WBT	D	53	217.5	D	53	217.5
		WBR	D	44.7	192.5	D	44.7	192.5
		NBL	E	76	227.5	E	76	227.5
		NBT	C	21.5	392.5	C	21.5	392.5
		NBR	B	12.8	92.5	B	12.8	92.5
		SBL	E	71.3	160	E	71.3	160
		SBT	D	51.1	810	D	51.1	810
		SBR	C	29.5	322.5	C	29.5	322.5
		NB	C	28.5		C	28.5	
		SB	D	50.1		D	50.1	
		EB	F	88.5		F	88.5	
		WB	F	84.7		F	84.7	
		Intersection	D	53.7		D	53.7	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
2610	Fairway Dr & North Aurora Rd	EBL	A	7.4	35	A	7.4	35
		EBT	A	10	232.5	A	10	232.5
		EBR	A	10	237.5	A	10	237.5
		WBL	A	7.3	20	A	7.3	20
		WBT	A	9.7	207.5	A	9.7	207.5
		WBR	A	9.1	137.5	A	9.1	137.5
		NBL	E	56.1	25	E	56.1	25
		NBT	E	56.6	2.5	E	56.6	2.5
		NBR	E	64.2	220	E	64.2	220
		SBL	D	51.1	122.5	D	51.1	122.5
		SBT		0			0	
		SBR	E	58.1	212.5	E	58.1	212.5
		NB	E	63.3		E	63.3	
		SB	E	55.4		E	55.4	
		EB	A	9.7		A	9.7	
		WB	A	9.4		A	9.4	
		Intersection	B	17.1		B	17.1	
2613	Country Club Bl & Diehl Rd	EBL	A	7.4		A	7.4	
		EBT	A	9.2	82.5	A	9.2	82.5
		EBR	A	9.1	85	A	9.1	85
		WBL	A	5.8	25	A	5.8	25
		WBT	A	8.8	135	A	8.8	135
		WBR	A	8.7	140	A	8.7	140
		NBL	C	26.5	10	C	26.5	10
		NBT	C	26.9		C	26.9	
		NBR	C	26.4	52.5	C	26.4	52.5
		SBL	C	26.2	20	C	26.2	20
		SBT		0			0	
		SBR	C	26.3	2.5	C	26.3	2.5
		NB	C	26.4		C	26.4	
		SB	C	26.3		C	26.3	
		EB	A	9.2		A	9.2	
		WB	A	8.4		A	8.4	
		Intersection	B	10		B	10	
2614	Route 59 & Ferry Rd	EBL	E	58.2	2.5	E	58.2	2.5
		EBT	E	68.8	160	E	68.8	160
		EBR	E	62.1	177.5	E	62.1	177.5
		WBL	D	54.2	380	D	54.2	380
		WBT	D	44	210	D	44	210
		WBR	D	54.7	640	D	54.7	640
		NBL	C	28.5	110	C	28.5	110
		NBT	C	30.8	547.5	C	30.8	547.5
		NBR	B	10.1	57.5	B	10.1	57.5
		SBL	F	105.2	735	F	105.2	735
		SBT	C	27.4	675	C	27.4	675
		SBR	B	15.6	77.5	B	15.6	77.5
		NB	C	29		C	29	
		SB	D	42.2		D	42.2	
		EB	E	66.3		E	66.3	
		WB	D	51.5		D	51.5	
		Intersection	D	42		D	42	
2703	Route 59 & Ogden Av	EBL	F	141.3	275	F	141.3	275
		EBT	E	65.7	310	E	65.7	310
		EBR	F	89.4	532.5	F	89.4	532.5
		WBL	F	956.2	1157.5	F	956.2	1157.5
		WBT	F	239.9	835	F	239.9	835
		WBR	E	61.2	242.5	E	61.2	242.5
		NBL	E	68	162.5	E	68	162.5
		NBT	B	18.7	480	B	18.7	480
		NBR	B	11.1	207.5	B	11.1	207.5
		SBL	E	72.1	62.5	E	72.1	62.5
		SBT	C	27	722.5	C	27	722.5
		SBR	B	15.3	315	B	15.3	315
		NB	C	21.4		C	21.4	
		SB	C	26.2		C	26.2	
		EB	F	87.5		F	87.5	
		WB	F	464.9		F	464.9	
		Intersection	F	125.4		F	125.4	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
2710	Frontenac Ct-Frontenac Rd & North Aurora Rd	EBL	B	13.3	32.5	B	13.3	32.5
		EBT	A	8	147.5	A	8	147.5
		EBR	A	8	155	A	8	155
		WBL	A	7.3		A	7.3	
		WBT	B	16.6	595	B	16.6	595
		WBR	A	7.8	45	A	7.8	45
		NBL	E	62.5	2.5	E	62.5	2.5
		NBT		0			0	
		NBR	E	62.4	2.5	E	62.4	2.5
		SBL	E	55.2	210	E	55.2	210
		SBT		0			0	
		SBR	F	129.2	470	F	129.2	470
		NB	E	62.4		E	62.4	
		SB	F	101.1		F	101.1	
		EB	A	8.5		A	8.5	
		WB	B	15.8		B	15.8	
		Intersection	C	28.9		C	28.9	
2713	Frontenac Rd-Private Driveway & Diehl Rd	EBL	B	10.2		B	10.2	
		EBT	-	-		-	-	
		EBR	-	-		-	-	
		WBL	A	9.2	5	A	9.2	5
		WBT	-	-		-	-	
		WBR	-	-		-	-	
		NBL	E	46.9	27.5	E	46.9	27.5
		NBT	B	12	5	B	12	5
		NBR	B	12	5	B	12	5
		SBL	E	37.6	2.5	E	37.6	2.5
		SBT	E	37.6	2.5	E	37.6	2.5
		SBR	E	37.6	2.5	E	37.6	2.5
		NB	D	27.5		D	27.5	
		SB	E	37.58		E	37.58	
		EB	A	0		A	0	
		WB	A	0.4		A	0.4	
		Intersection	A	1.5		A	1.5	
3001	Washington St & Bailey Rd	EBL	D	50.6	67.5	D	50.6	67.5
		EBT		0			0	
		EBR	E	76.9	152.5	E	76.9	152.5
		WBL	E	59.1	402.5	E	59.1	402.5
		WBT		0			0	
		WBR	D	51.5	280	D	51.5	280
		NBL	C	29.5	37.5	C	29.5	37.5
		NBT	C	21.8	450	C	21.8	450
		NBR	C	21.9	455	C	21.9	455
		SBL	B	16.9	82.5	B	16.9	82.5
		SBT	D	45	972.5	D	45	972.5
		SBR	D	47.6	1047.5	D	47.6	1047.5
		NB	C	22.1		C	22.1	
		SB	D	44		D	44	
		EB	E	67.1		E	67.1	
		WB	E	56		E	56	
		Intersection	D	39.5		D	39.5	
3002	Washington St & 87th St	EBL	E	56.7	190	E	56.7	190
		EBR	E	55.3	250	E	55.3	250
		NBL	D	46.2	160	D	46.2	160
		NBT	A	4.1	115	A	4.1	115
		SBT	B	19.2	657.5	B	19.2	657.5
		SBR	C	24.1	777.5	C	24.1	777.5
		NB	A	9.4		A	9.4	
		SB	C	21.7		C	21.7	
		EB	E	56.4		E	56.4	
		Intersection	C	21.3		C	21.3	
3003	Washington St & Ring Rd	EBL	E	56.2	52.5	E	56.2	52.5
		EBT		0			0	
		EBR	E	57.3	55	E	57.3	55
		WBL	F	104.3	7.5	F	104.3	7.5
		WBT		0			0	
		WBR		0			0	
		NBL	E	72.5	570	E	72.5	570
		NBT	A	5.9	170	A	5.9	170
		NBR	A	5.9	180	A	5.9	180
		SBL	B	12.5		B	12.5	
		SBT	D	41.2	935	D	41.2	935
		SBR	B	15.2	140	B	15.2	140
		NB	C	24.6		C	24.6	
		SB	D	38.7		D	38.7	
		EB	E	56.8		E	56.8	
		WB	F	104.3		F	104.3	
		Intersection	C	33.4		C	33.4	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
3004	Washington St & Naper Bl	EBL	D	48.5	240	D	48.5	240
		EBR	C	34.3	1005	C	34.3	1005
		NBL	C	30.4	290	D	35.7	360
		NBT	A	0		A	0.1	2.5
		SBT	C	29.5	300	C	29.5	300
		SBR	C	29.6	295	C	29.6	295
		NB	B	17.8		C	20.9	
		SB	C	29.6		C	29.6	
		EB	D	36.4		D	36.4	
		Intersection	C	26.8		C	28.2	
3005	Naperville Rd-Washington St & Royce Rd	EBL	C	34.5	85	E	72.2	132.5
		EBT		0			0	
		EBR	D	37.6	52.5	D	48.2	60
		WBL	E	71.4	505	F	117	452.5
		WBT		0			0	
		WBR	D	42	355	E	72.4	452.5
		NBL	C	32.9	42.5	C	27.1	32.5
		NBT	F	138.9	1420	C	28.8	562.5
		NBR	F	160	1565	B	11.1	195
		SBL	E	58.8	295	D	40.9	167.5
		SBT	F	72.3	1042.5	C	25.2	497.5
		SBR	F	76.7	1120	C	26.4	535
		NB	F	146.2		C	25.3	
		SB	E	72.8		C	27.4	
		EB	D	35.6		E	63.6	
		WB	E	60.1		F	99.8	
		Intersection	F	96.5		D	40.5	
3101	Modaff Rd & Bailey Rd	EBL	F	53.3	25	F	53.3	25
		EBT	F	203.7	235	F	203.7	235
		EBR	F	203.7	235	F	203.7	235
		WBL	F	70.3	50	F	70.3	50
		WBT	F	159	192.5	F	159	192.5
		WBR	F	159	192.5	F	159	192.5
		NBL	A	9.1	5	A	9.1	5
		NBT	-	-		-	-	
		NBR	-	-		-	-	
		SBL	A	8.4	7.5	A	8.4	7.5
		SBT	-	-		-	-	
		SBR	-	-		-	-	
		NB		0.93			0.93	
		SB		1.05			1.05	
		EB	F	182.2		F	182.2	
		WB	F	136.92		F	136.92	
		Intersection	E	38.2		E	38.2	
3102	Ring Rd & 87th St	EBL	B	10.9	5	B	10.9	5
		EBT	C	18.9	90	C	18.9	90
		EBR	C	18.9	90	C	18.9	90
		WBL	B	11.1	5	B	11.1	5
		WBT	D	25.7	140	D	25.7	140
		WBR	D	25.7	140	D	25.7	140
		NBL	C	24	107.5	C	24	107.5
		NBT	C	24	107.5	C	24	107.5
		NBR	C	24	107.5	C	24	107.5
		SBL	B	12.2	10	B	12.2	10
		SBT	B	12.2	10	B	12.2	10
		SBR	B	12.2	10	B	12.2	10
		NB	C	24		C	24	
		SB	B	12.2		B	12.2	
		EB	C	22.2		C	22.2	
		WB	C	21		C	21	
		Intersection	C	21.8		C	21.8	
3103	Knoch Knolls Rd-Private Driveway & Ring Rd	EBL	A	7.6		A	7.6	
		EBT	-	-		-	-	
		EBR	-	-		-	-	
		WBL	A	8.3	20	A	8.3	20
		WBT	-	-		-	-	
		WBR	-	-		-	-	
		NBL	B	11.2	30	B	11.2	30
		NBT	B	11.2	30	B	11.2	30
		NBR	B	11.2	30	B	11.2	30
		SBL	D	32.6	7.5	D	32.6	7.5
		SBT	D	32.6	7.5	D	32.6	7.5
		SBR	D	32.6	7.5	D	32.6	7.5
		NB	B	11.2		B	11.2	
		SB	D	32.64		D	32.56	
		EB	A	0.04		A	0.04	
		WB	A	4.9		A	4.88	
		Intersection	A	5.8		A	5.8	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
3107	Book Rd & 103rd St	EBL	C	25.9	85	C	25.9	85
		EBR	C	31	15	C	31	15
		NBL	B	11.2	52.5	B	11.2	52.5
		NBT	A	5	70	A	5	70
		SBT		0			0	
		SBR	B	17.3	317.5	B	17.3	317.5
		NB	A	7.4		A	7.4	
		SB	B	17.3		B	17.3	
		EB	C	29		C	29	
		Intersection	B	16.1		B	16.1	
3108	Plainfield-Naperville Rd & 104th St	EBL	C	32.2	55	C	32.2	55
		EBT		0			0	
		EBR	D	35.5	95	D	35.5	95
		WBL	D	36.2	2.5	D	36.2	2.5
		WBT		0			0	
		WBR		0			0	
		NBL	B	15.9	72.5	B	15.9	72.5
		NBT	A	7.7	115	A	7.7	115
		NBR	A	7.6	120	A	7.6	120
		SBL	A	7.5		A	7.5	
		SBT	B	16.5	335	B	16.5	335
		SBR	B	16.6	345	B	16.6	345
		NB	A	9.3		A	9.3	
		SB	B	16.6		B	16.6	
		EB	C	34.2		C	34.2	
		WB	D	36.2		D	36.2	
		Intersection	B	15		B	15	
3201	Plainfield-Naperville Rd & Bailey Rd	WBL	F	1623.3	272.5	F	1623.3	272.5
		WBR	C	19.3	35	C	19.3	35
		SBL	B	14.5	17.5	B	14.5	17.5
		SB	A	0.7		A	0.7	
		WB	F	697.4		F	697.4	
		Intersection	E	43.3		E	43.3	
3202	Modaff Rd & 87th St	EBL	B	12.2	17.5	B	12.2	17.5
		EBT	B	13.3	32.5	B	13.3	32.5
		EBR	B	13.3	32.5	B	13.3	32.5
		WBL	B	10.9	5	B	10.9	5
		WBT	C	15.2	52.5	C	15.2	52.5
		WBR	C	15.2	52.5	C	15.2	52.5
		NBL	B	13.4	27.5	B	13.4	27.5
		NBT	B	13.4	27.5	B	13.4	27.5
		NBR	B	13.4	27.5	B	13.4	27.5
		SBL	B	11.5	7.5	B	11.5	7.5
		SBT	B	14.8	52.5	B	14.8	52.5
		SBR	B	14.8	52.5	B	14.8	52.5
		NB	B	13.4		B	13.4	
		SB	B	14.3		B	14.3	
		EB	B	12.5		B	12.5	
		WB	B	13.8		B	13.8	
		Intersection	B	13.5		B	13.5	
3203	Knoch Knolls Rd & Modaff Rd	EBL	A	8.7	2.5	A	8.7	2.5
		EBT	-	-		-	-	
		WBT	-	-		-	-	
		WBR	-	-		-	-	
		SBL	C	17	10	C	17	10
		SBR	B	12.2	5	B	12.2	5
		SB	B	14.76		B	14.76	
		EB	A	0.9		A	0.9	
		WB	A	0		A	0	
		Intersection	A	1.6		A	1.6	
3207	Route 59 & 103rd St	EBL	E	59.9	255	E	64.6	80
		EBT		0			0	
		EBR	F	90.5	382.5	E	69.1	340
		WBL	E	68.6	225	F	80.6	142.5
		WBT	E	74.3	245	E	67	232.5
		WBR	F	141.2	415	E	66.8	297.5
		NBL	E	60.2	177.5	F	99.7	217.5
		NBT	C	32.1	930	C	31.6	922.5
		NBR	C	32.5	985	C	32	975
		SBL	D	44.4	162.5	E	61.3	195
		SBT	F	67.4	1610	F	64.1	1580
		SBR	F	72.3	1730	F	68.7	1695
		NB	C	33.6		C	34.8	
		SB	E	68.6		E	66.2	
		EB	E	77.1		E	67.1	
		WB	F	99.9		E	70.9	
		Intersection	E	58.7		D	54.9	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
3208	Book Rd & 104th St	EBL	C	21.2		C	21.2	
		EBT		0			0	
		EBR	C	21.3		C	21.3	
		WBL	B	18.1	35	B	18.1	35
		WBT		0			0	
		WBR	C	22.6	67.5	C	22.6	67.5
		NBL	B	10.4		B	10.4	
		NBT		0			0	
		NBR	B	18	202.5	B	18	202.5
		SBL	A	9.6	50	A	9.6	50
		SBT		0			0	
		SBR	B	11.2	145	B	11.2	145
		NB	B	17.9		B	17.9	
		SB	B	10.7		B	10.7	
		EB	C	21.3		C	21.3	
		WB	C	20.8		C	20.8	
		Intersection	B	14.8		B	14.8	
3209	Book Rd & Hassert Bl	EBL	D	45.2	170	D	48	180
		EBT	B	11.6	220	B	11.4	220
		EBR	B	11.5	227.5	B	11.4	227.5
		WBL	B	12.1	2.5	B	12	2.5
		WBT	D	53.8	820	D	51.5	805
		WBR	F	58.8	885	F	56.3	872.5
		NBL	D	40.4	2.5	D	40.5	2.5
		NBT		0			0	
		NBR	D	40.6	10	D	41.3	12.5
		SBL	C	33.9	145	C	34.5	147.5
		SBT		0		C	33	
		SBR	F	118.3	510	C	33.7	265
		NB	D	40.5		D	41.1	
		SB	F	90.8		C	33.9	
		EB	B	18.2		B	18.7	
		WB	E	56.2		D	53.7	
		Intersection	D	47.5		D	38.7	
3301	Book Rd & 83rd St	EBL	C	28	197.5	C	30.1	210
		EBR	D	35.1	32.5	D	42.7	57.5
		NBL	D	51.1	210	E	67.8	260
		NBT	A	9.5	200	A	9.3	205
		SBT	F	69.4	835	F	53.4	747.5
		SBR	B	18.8	190	B	18	190
		NB	C	24.2		C	29.9	
		SB	E	55.6		D	43.7	
		EB	C	31.9		D	37	
		Intersection	D	39.9		D	37.6	
3302	Plainfield-Naperville Rd & 87th St	EBL	C	27.5	45	C	28.7	47.5
		EBT		0			0	
		EBR	E	66.1	442.5	F	86.9	505
		WBL	F	90.2	232.5	F	94.8	302.5
		WBT		0			0	
		WBR	E	61.8	487.5	F	74.6	535
		NBL	C	24.2	37.5	C	23.9	37.5
		NBT	C	33.6	397.5	C	30.1	380
		NBR	C	33.5	400	C	30.1	380
		SBL	C	28.9	160	C	28.6	157.5
		SBT	F	93.4	1012.5	F	82	940
		SBR	F	99.3	1090	F	87.4	1012.5
		NB	C	33		C	29.7	
		SB	F	87.7		E	77.5	
		EB	E	61		E	79.1	
		WB	E	71		F	81.2	
		Intersection	E	67.9		E	65.8	
3307	248th Av & 103rd St	EBL	B	13.2	45	B	13.2	45
		EBT		0			0	
		EBR		0			0	
		WBL	B	19	240	B	19	240
		WBT		0			0	
		WBR		0			0	
		NBL	B	14.8	7.5	B	14.8	7.5
		NBT	C	20.1	195	C	20.1	195
		NBR	C	20.1	195	C	20.1	195
		SBL	B	13.9	40	B	13.9	40
		SBT	B	17.3	192.5	B	17.3	192.5
		SBR	B	17.2	197.5	B	17.2	197.5
		NB	B	20		B	20	
		SB	B	16.9		B	16.9	
		EB	B	13.2		B	13.2	
		WB	B	19		B	19	
		Intersection	B	18.2		B	18.2	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
3308	248th Av & Ashwood Rd	EBL	E	39.7	62.5	E	39.7	62.5
		EBR	B	11.3	7.5	B	11.3	7.5
		NBL	A	9.4	5	A	9.4	5
		NBT	-	-		-	-	
		SBT	-	-		-	-	
		SBR	-	-		-	-	
		NB	A	0.75		A	0.75	
		SB	A	0		A	0	
		EB	D	29.61		D	29.61	
		Intersection	A	3.4		A	3.4	
3309	Route 59 & 111th St-Hassert Bl	EBL	F	273.1	685	F	273.1	685
		EBT	F	114.5	612.5	F	114.5	612.5
		EBR	F	116.1	617.5	F	116.1	617.5
		WBL	F	274.6	1205	F	274.6	1205
		WBT	F	286	1690	F	286	1690
		WBR	F	289.9	1705	F	289.9	1705
		NBL	F	127.4	297.5	F	127.4	297.5
		NBT	A	9.8	360	A	9.8	360
		NBR	A	6.7	80	A	6.7	80
		SBL	F	88	320	F	88	320
		SBT	B	10	422.5	B	10	422.5
		SBR	B	10.2	442.5	B	10.2	442.5
		NB	C	26.7		C	26.7	
		SB	C	23.5		C	23.5	
		EB	F	159.4		F	159.4	
		WB	F	284.4		F	284.4	
		Intersection	F	113.2		F	113.2	
3402	Book Rd & 87th St	EBL	C	28.7	77.5	C	28.7	77.5
		EBT	C	34.1	195	C	34.1	195
		EBR	C	28.1	25	C	28.1	25
		WBL	C	28.3	25	C	28.3	25
		WBT	F	121.8	502.5	F	121.8	502.5
		WBR	E	65.9	270	C	30.4	187.5
		NBL	B	19	7.5	B	19	7.5
		NBT		0			0	
		NBR	D	48.9	692.5	D	48.9	692.5
		SBL	D	35.7	122.5	D	35.7	122.5
		SBT		0			0	
		SBR	D	38	652.5	D	38	652.5
		NB	D	48.3		D	48.3	
		SB	D	37.6		D	37.6	
		EB	C	32		C	32	
		WB	F	95		F	81.4	
		Intersection	D	51.6		D	48.8	
3403	Knoch Knolls Rd & 95th St	EBL	B	14.6	145	B	15.6	152.5
		EBT	B	12.1	177.5	B	12.8	182.5
		EBR	B	12.1	180	B	12.8	187.5
		WBL	B	14.6		B	15.4	
		WBT	C	21	310	C	22.3	317.5
		WBR	C	21	315	C	22.2	325
		NBL	D	40.4	30	D	39.1	30
		NBT		0			0	
		NBR	D	41	30	D	39.9	30
		SBL	D	36.2	95	D	35	92.5
		SBT		0			0	
		SBR	E	76.9	425	E	60.7	382.5
		NB	D	40.7		D	39.5	
		SB	E	67.6		D	54.8	
		EB	B	12.9		B	13.6	
		WB	C	21		C	22.2	
		Intersection	C	25.7		C	24.3	
3409	248th Av & 111th St	EBL	F	91.5	172.5	C	26.6	72.5
		EBT		0			0	
		EBR	D	38.5	612.5	C	31.8	457.5
		WBL	D	54.9	387.5	C	30.2	245
		WBT		0		C	30.3	
		WBR	F	91.1	1572.5	B	16.8	115
		NBL	D	50.5	135	D	37.4	92.5
		NBT	F	97.9	635	D	47.1	260
		NBR	F	101.3	612.5	C	31.5	217.5
		SBL	F	92.3	392.5	D	37.6	230
		SBT	D	53.4	455	D	46	352.5
		SBR	D	53.5	455	D	46.4	352.5
		NB	F	93.9		D	41.4	
		SB	E	63.6		D	44	
		EB	D	46.9		C	30.9	
		WB	F	81.2		C	28.5	
		Intersection	E	73.6		D	35.5	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
3501	Route 59 & Montgomery Rd-83rd St	EBL	F	88.5	397.5	F	88.5	397.5
		EBT		0			0	
		EBR	F	104.8	792.5	F	104.8	792.5
		WBL	E	57	135	E	57	135
		WBT		0			0	
		WBR	F	93.9	570	F	93.9	570
		NBL	E	69.5	312.5	E	69.5	312.5
		NBT	A	1	12.5	A	1	12.5
		NBR	A	0.2	2.5	A	0.2	2.5
		SBL	C	21.3	127.5	C	21.3	127.5
		SBT	D	46.7	945	D	46.7	945
		SBR	C	30	332.5	C	30	332.5
		NB	A	7.5		A	7.5	
		SB	D	43.5		D	43.5	
		EB	F	99.1		F	99.1	
		WB	F	86.3		F	86.3	
		Intersection	D	41		D	41	
3502	Skylane Dr & 87th St	EBL	A	8.4	2.5	A	8.4	2.5
		EBT	-	-		-	-	
		EBR	-	-		-	-	
		WBL	A	8.3	7.5	A	8.3	7.5
		WBT	-	-		-	-	
		WBR	-	-		-	-	
		NBL	E	41.9	87.5	E	41.9	87.5
		NBT	E	41.9	87.5	E	41.9	87.5
		NBR	E	41.9	87.5	E	41.9	87.5
		SBL	E	42.3	72.5	E	42.3	72.5
		SBT	E	42.3	72.5	E	42.3	72.5
		SBR	E	42.3	72.5	E	42.3	72.5
		NB	E	41.87		E	41.87	
		SB	E	42.3		E	42.3	
		EB	A	0.6		A	0.6	
		WB	A	1.37		A	1.37	
		Intersection	A	9.5		A	9.5	
3503	Plainfield-Naperville Rd & 95th St	EBL	E	63.6	372.5	E	63.6	372.5
		EBT	D	42.9	350	D	42.9	350
		EBR	D	43	350	D	43	350
		WBL	D	35.4	100	D	35.4	100
		WBT	D	54.1	367.5	D	53.7	362.5
		WBR	D	36.9	207.5	D	36.8	205
		NBL	E	61.1	57.5	E	61.1	57.5
		NBT	C	32.3	380	C	32.3	380
		NBR	C	32.3	382.5	C	32.3	382.5
		SBL	F	89.4	227.5	F	89.4	227.5
		SBT	D	44.5	790	D	44.5	790
		SBR	B	13.6	167.5	B	13.6	167.5
		NB	C	34.9		C	34.9	
		SB	D	46.3		D	46.3	
		EB	D	49.6		D	49.6	
		WB	D	48.6		D	48.3	
		Intersection	D	45.3		D	45.2	
3509	Private Driveway-Cedar Dr & 111th St	EBL	A	9.5	2.5	A	9.5	2.5
		EBT	-	-		-	-	
		EBR	-	-		-	-	
		WBL	A	8.3		A	8.3	
		WBT	-	-		-	-	
		WBR	-	-		-	-	
		NBL	C	23.7	0	C	23.7	
		NBT	C	23.7	0	C	23.7	
		NBR	C	23.7	0	C	23.7	
		SBL	E	42.6	32.5	E	42.6	32.5
		SBT	C	15.4	5	C	15.4	5
		SBR	C	15.4	5	C	15.4	5
		NB	C	23.66		C	23.66	
		SB	D	34.09		D	34.09	
		EB	A	0.31		A	0.31	
		WB	A	0.01		A	0.01	
		Intersection	A	1.8		A	1.8	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
3602	Route 59 & White Eagle Dr-87th St	EBL	E	65.7	125	E	65.7	125
		EBT		0			0	
		EBR	E	73	85	E	73	85
		WBL	F	84.6	155	F	84.6	155
		WBT	E	69.3	137.5	E	69.3	137.5
		WBR	F	103.1	282.5	F	103.1	282.5
		NBL	F	101.5	77.5	F	101.5	77.5
		NBT	B	14.9	300	B	14.9	300
		NBR	B	15.4	322.5	B	15.4	322.5
		SBL	F	209.2	382.5	F	209.2	382.5
		SBT	A	0.4	5	A	0.4	5
		SBR	A	0.7	12.5	A	0.7	12.5
		NB	B	17.3		B	17.3	
		SB	B	14.6		B	14.6	
		EB	E	68.5		E	68.5	
		WB	F	87.9		F	87.9	
		Intersection	C	23.1		C	23.1	
3603	Book Rd & 95th St	EBL	F	114.1	400	D	41.6	232.5
		EBT	F	92.7	870	C	33	550
		EBR	F	93.8	867.5	C	33.1	545
		WBL	E	71.9	280	C	32.7	190
		WBT	F	104	927.5	D	36.6	585
		WBR	F	104.2	945	D	36.6	592.5
		NBL	F	270.9	687.5	F	97.5	287.5
		NBT		0		D	50.7	
		NBR	D	42.9	432.5	D	37.9	70
		SBL	C	29.5	190	D	40.7	230
		SBT		0		E	57.3	
		SBR	F	126.2	1207.5	D	41.7	232.5
		NB	F	140		E	69.5	
		SB	F	105.3		D	50.4	
		EB	F	97.2		C	34.7	
		WB	F	99		D	36	
		Intersection	F	105.9		D	43.6	
3702	Wolf's Crossing Rd & 91st St	EBT	E	48.9	312.5	E	48.9	312.5
		EBR	E	48.9	312.5	E	48.9	312.5
		WBL	B	12.7	15	B	12.7	15
		WBT	B	11.2	7.5	B	11.2	7.5
		NBL	F	79.6	390	F	79.6	390
		NBR	A	9	5	A	9	5
		NB	F	75.6		F	75.6	
		EB	E	48.9		E	48.9	
		WB	B	12.2		B	12.2	
		Intersection	F	57.7		F	57.7	
3703	Private Driveway-Skylane Dr & 95th St	EBL	B	15.5	40	B	15.5	40
		EBT	B	18.1	445	B	18.1	445
		EBR	B	10.5	2.5	B	10.5	2.5
		WBL	B	14.7	7.5	B	14.7	7.5
		WBT	C	21.9	445	C	21.9	445
		WBR	C	21.8	457.5	C	21.8	457.5
		NBL	D	35.6	12.5	D	35.6	12.5
		NBT		0			0	
		NBR	D	37	30	D	37	30
		SBL	C	33.5	50	C	33.5	50
		SBT		0			0	
		SBR	D	37.2	95	D	37.2	95
		NB	D	36.6		D	36.6	
		SB	D	35.8		D	35.8	
		EB	B	18		B	18	
		WB	C	21.8		C	21.8	
		Intersection	C	20.7		C	20.7	
3803	Route 59 & 95th St	EBL	E	78.8	135	E	79.4	137.5
		EBT	F	87	577.5	E	64.2	502.5
		EBR	F	88.2	572.5	E	64.6	500
		WBL	F	81.4	255	F	221.4	380
		WBT	E	66.3	555	D	53.1	360
		WBR	E	67	537.5	D	52.7	287.5
		NBL	F	92.8	270	F	273.4	407.5
		NBT	D	44	725	C	34.3	577.5
		NBR	D	48.5	782.5	C	26.9	215
		SBL	F	165.9	462.5	F	231.7	527.5
		SBT	D	46.2	880	D	36.5	785
		SBR	E	61.9	922.5	C	33.5	695
		NB	D	51.8		E	65	
		SB	E	64.5		E	60.5	
		EB	F	86.2		E	66.9	
		WB	E	70.8		F	100	
		Intersection	E	64.3		E	68.4	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
3804	248th Av-Macrane St & 95th St	EBL	C	20.3	10	E	64.5	12.5
		EBT	C	25.7	237.5	C	28.5	275
		EBR	C	25.8	200	C	22.5	205
		WBL	F	301.3	1295	F	148.7	575
		WBT	C	23.3	327.5	B	19.9	330
		WBR	C	23.2	335	B	19.9	337.5
		NBL	C	27.5	152.5	D	38	202.5
		NBT	C	29.6	10	D	37.9	12.5
		NBR	E	65.1	485	C	34.3	397.5
		SBL	C	30.2	80	D	38.7	100
		SBT		0			0	
		SBR	C	33.5	32.5	D	41.4	40
		NB	D	53.3		D	35.5	
		SB	C	31.1		D	39.5	
		EB	C	25.6		C	27.5	
		WB	F	132.9		E	70.7	
		Intersection	F	83		D	50.4	
3805	248th Av & Trumpet Av	EBL	D	41	30	D	40.9	30
		EBR	E	59.7	435	E	59.3	435
		NBL	A	9.8	67.5	A	6.8	67.5
		NBT	A	4.6	82.5	A	4.6	82.5
		SBT	C	24	297.5	A	9.8	182.5
		SBR	C	24.1	280	A	9.9	175
		NB	A	6.1		A	5.2	
		SB	C	24.1		A	9.9	
		EB	E	57.5		E	57.1	
		Intersection	B	19.2		B	12.9	
3806	248th Av & Honey Locust Dr	EBL	F	82	90	F	82	90
		EBR	B	12.5	5	B	12.5	5
		NBL	B	10.6	5	B	10.6	5
		NBT	-	-		-	-	
		SBT	-	-		-	-	
		SBR	-	-		-	-	
		NB	A	0.44		A	0.44	
		SB	A	0		A	0	
		EB	F	63.03		F	63.03	
		Intersection	A	3.8		A	3.8	
3903	Deering Bay Dr & 95th St	EBL	C	26.9	17.5	C	26.9	17.5
		EBT	D	39.4	380	D	39.4	380
		EBR	D	39.2	392.5	D	39.2	392.5
		WBL	C	26.5	122.5	C	26.5	122.5
		WBT	C	30.7	322.5	C	30.7	322.5
		WBR	C	30.8	320	C	30.8	320
		NBL	C	21.2	25	C	21.2	25
		NBT		0			0	
		NBR	C	26.6	200	C	26.6	200
		SBL	C	20.2	62.5	C	20.2	62.5
		SBT		0			0	
		SBR	C	21.9	72.5	C	21.9	72.5
		NB	C	25.9		C	25.9	
		SB	C	21.1		C	21.1	
		EB	D	39		D	39	
		WB	C	30		C	30	
		Intersection	C	32.3		C	32.3	
3904	Wolf's Crossing Rd & 95th St	WBL	D	41.2	412.5	D	52.3	470
		WBR	B	18.6	290	B	18.6	290
		NBT	B	19	47.5	B	19	47.5
		NBR	A	6.7	250	A	7.3	250
		SBL	F	102.9	592.5	F	80.5	490
		SBT	B	10.4	30	A	9.8	27.5
		NB	A	9		A	9.5	
		SB	F	90.9		E	71.4	
		WB	C	29.7		D	35.2	
		Intersection	D	42.5		D	39.8	
3905	Wolf's Crossing Rd & Trumpet Av	WBL	D	54.7	297.5	D	54.7	297.5
		WBR	C	31.3	27.5	C	31.3	27.5
		NBT		0			0	
		NBR	B	12.1	265	B	12.1	265
		SBL	A	7.8	10	A	7.8	10
		SBT	A	7.4	197.5	A	7.4	197.5
		NB	B	12.1		B	12.1	
		SB	A	7.4		A	7.4	
		WB	D	52.3		D	52.3	
		Intersection	B	17.9		B	17.9	

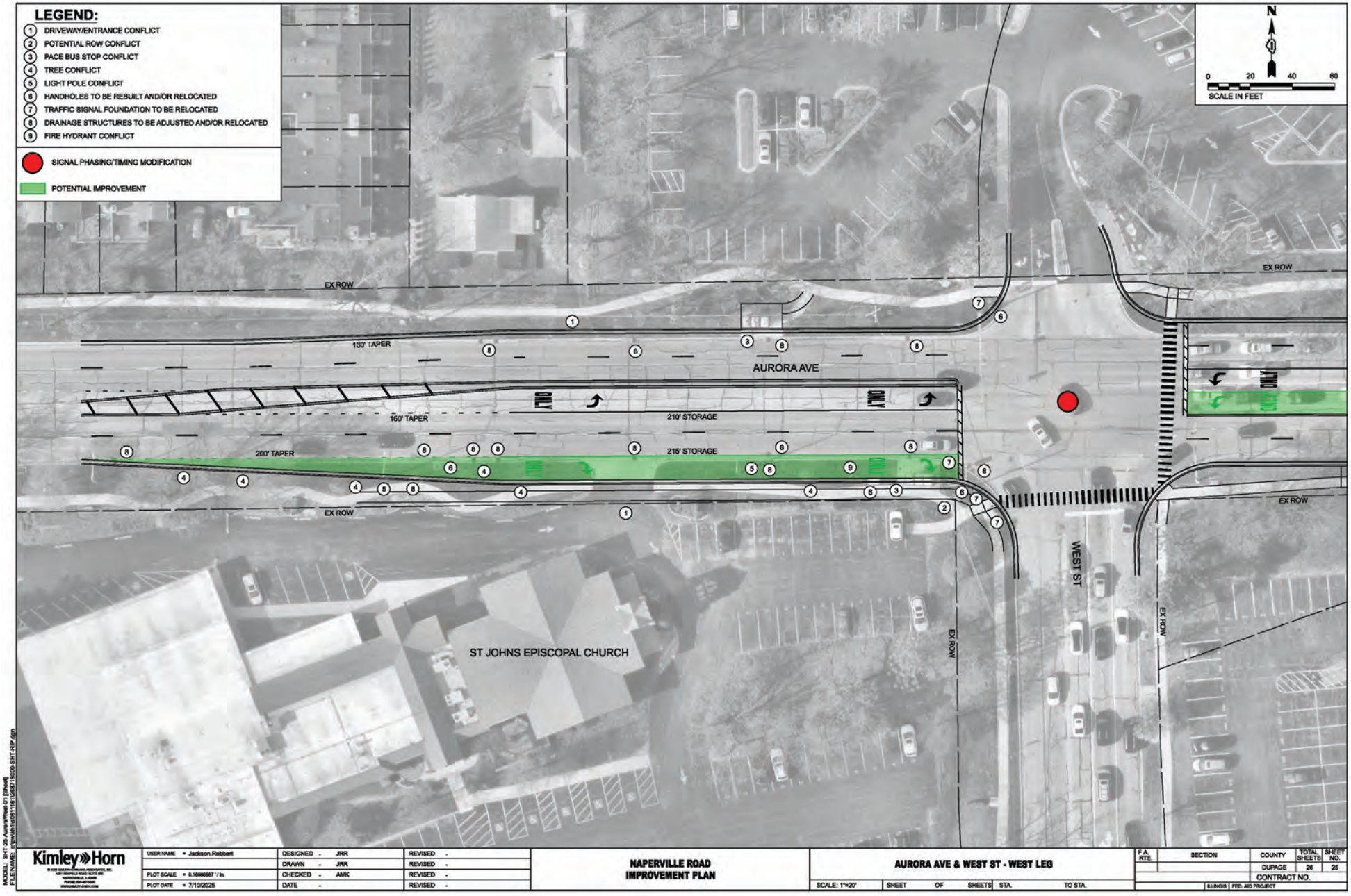
Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
4101	Coach Dr-Oxford Ln & Bailey Rd	EBL	C	18.6	120	C	18.6	120
		EBT	C	18.6	120	C	18.6	120
		EBR	C	18.6	120	C	18.6	120
		WBL	C	17.7	112.5	C	17.7	112.5
		WBT	C	17.7	112.5	C	17.7	112.5
		WBR	C	17.7	112.5	C	17.7	112.5
		NBL	B	12.2	30	B	12.2	30
		NBT	B	12.2	30	B	12.2	30
		NBR	B	12.2	30	B	12.2	30
		SBL	B	11.6	22.5	B	11.6	22.5
		SBT	B	11.6	22.5	B	11.6	22.5
		SBR	B	11.6	22.5	B	11.6	22.5
		NB	B	12.2		B	12.2	
		SB	B	11.6		B	11.6	
		EB	C	18.6		C	18.6	
		WB	C	17.7		C	17.7	
		Intersection	C	16.6		C	16.6	
4102	Wehrli Rd & Lisson Rd	EBL	B	10.2	20	B	10.2	20
		EBR	B	10.2	20	B	10.2	20
		NBL	A	9.5	22.5	A	9.5	22.5
		NBT	A	9.5	22.5	A	9.5	22.5
		SBT	B	12.6	67.5	B	12.6	67.5
		SBR	A	9.4	37.5	A	9.4	37.5
		NB	A	9.5		A	9.5	
		SB	B	11.2		B	11.2	
		EB	B	10.2		B	10.2	
		Intersection	B	10.8		B	10.8	
4103	Naper Bl & 87th St	EBL	D	52	37.5	D	52	37.5
		EBT		0			0	
		EBR	D	54	22.5	D	54	22.5
		WBL	D	51.3	55	D	51.3	55
		WBT		0			0	
		WBR	E	57.4	82.5	E	57.4	82.5
		NBL	A	4.9	5	A	4.9	5
		NBT	A	6.5	107.5	A	6.5	107.5
		NBR	A	6.5	107.5	A	6.5	107.5
		SBL	A	4.1	20	A	4.1	20
		SBT	A	6.4	160	A	6.4	160
		SBR	A	6.4	167.5	A	6.4	167.5
		NB	A	6.5		A	6.5	
		SB	A	6.2		A	6.2	
		EB	D	52.7		D	52.7	
		WB	D	54.8		D	54.8	
		Intersection	B	10.4		B	10.4	
4201	Naper Bl & Bailey Rd	EBL	D	51	187.5	D	51	187.5
		EBT		0			0	
		EBR	F	81.1	410	F	81.1	410
		WBL	E	56.8	90	E	56.8	90
		WBT	E	61.1	175	E	61.1	175
		WBR	D	54	47.5	D	54	47.5
		NBL	B	14.6	97.5	B	14.6	97.5
		NBT	B	12.7	242.5	B	12.7	242.5
		NBR	B	12.7	247.5	B	12.7	247.5
		SBL	A	9.8	37.5	A	9.8	37.5
		SBT	B	18	445	B	18	445
		SBR	B	18	445	B	18	445
		NB	B	13.1		B	13.1	
		SB	B	17.5		B	17.5	
		EB	E	70.9		E	70.9	
		WB	E	58.7		E	58.7	
		Intersection	C	26.2		C	26.2	
4202	Wehrli Rd & Ranchview Dr	WBL	B	10.1	5	B	10.1	5
		WBR	B	10.1	5	B	10.1	5
		NBT	-	-		-	-	
		NBR	-	-		-	-	
		SBL	A	7.6	2.5	A	7.6	2.5
		SBT	A	0		A	0	
		SB	A	0.8		A	0.8	
		WB	B	10.05		B	10.05	
		Intersection	A	1.5		A	1.5	

Intersection			Future 2050			Future 2050 with RIP		
Synchro Node	Name	Movement/Approach/Intersection	LOS	Delay	Queue (ft)	LOS	Delay	Queue (ft)
4301	Wehrli Rd & Bailey Rd	EBL	B	11.1	20	B	11.1	20
		EBT	B	11.1	20	B	11.1	20
		EBR	B	11.1	20	B	11.1	20
		WBL	B	10.1	10	B	10.1	10
		WBT	B	10.1	10	B	10.1	10
		WBR	B	10.1	10	B	10.1	10
		NBL	B	11	22.5	B	11	22.5
		NBT	B	11	22.5	B	11	22.5
		NBR	B	11	22.5	B	11	22.5
		SBL	B	14.5	80	B	14.5	80
		SBT	B	14.5	80	B	14.5	80
		SBR	B	14.5	80	B	14.5	80
		NB	B	10.7		B	10.7	
		SB	C	18.1		C	18.1	
		EB	B	11.1		B	11.1	
		WB	B	10.1		B	10.1	
		Intersection	C	15.6		C	15.6	
4303	87th St & Wehrli Rd	EBL	A	7.6	5	A	7.6	5
		EBT	A	0		A	0	
		WBT	-	-		-	-	
		WBR	-	-		-	-	
		SBL	B	10.6	25	B	10.6	25
		SBR	B	10.6	25	B	10.6	25
		SB	B	10.61		B	10.61	
		EB	A	5.39		A	5.39	
		WB	A	0		A	0	
		Intersection	A	6.7		A	6.7	

H.

Recommended Improvements

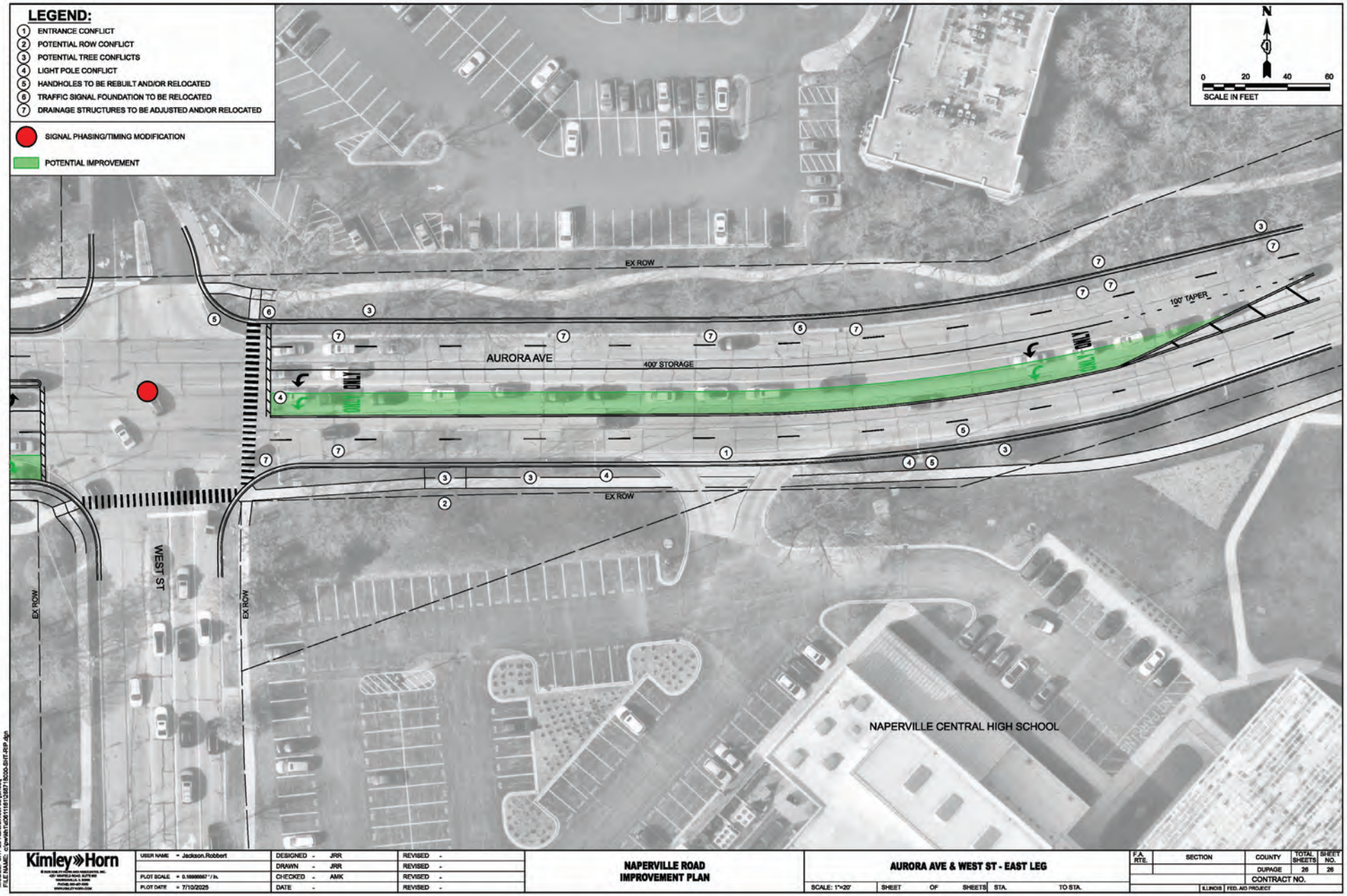
INTERSECTION : AURORA AV / WEST ST-PRIVATE DRIVE



Naperville

Image 1/2

INTERSECTION : AURORA AV / WEST ST-PRIVATE DRIVE



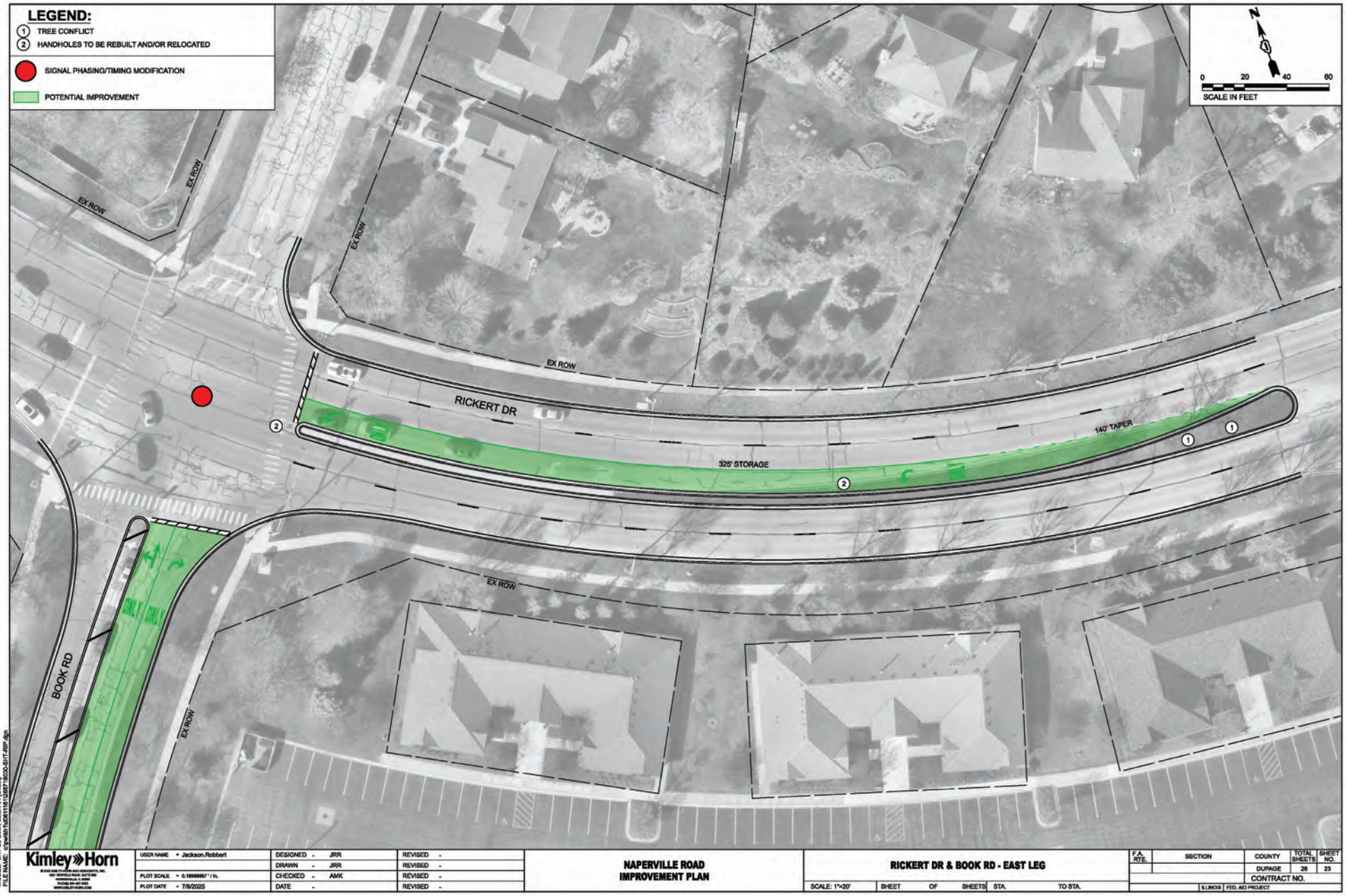
INTERSECTION : AURORA AV / WEST ST-PRIVATE DRIVE

IMPROVEMENTS	BENEFITS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE[1]

• Install eastbound right-turn lane
• Provide dual westbound left-turn lanes
• Modify signal
  • Protected phasing for westbound left-turn; and
  • Right-turn overlap phase for eastbound and northbound approaches
• Relocate Pace Suburban Bus shelter on southwest corner
	• Minimize delay and queues
	• Reduce westbound left-turn queue spillback to through lane
	• Improve overall intersection performance (LOS F → LOS D)
	• Provide separation between eastbound right-turn and through traffic (i.e., reduce conflicts)
		Pace Suburban Bus (bus stop relocation on southwest quadrant of intersection)	$549,000

[1] ***Construction cost estimate does not include engineering or land acquisition costs.***

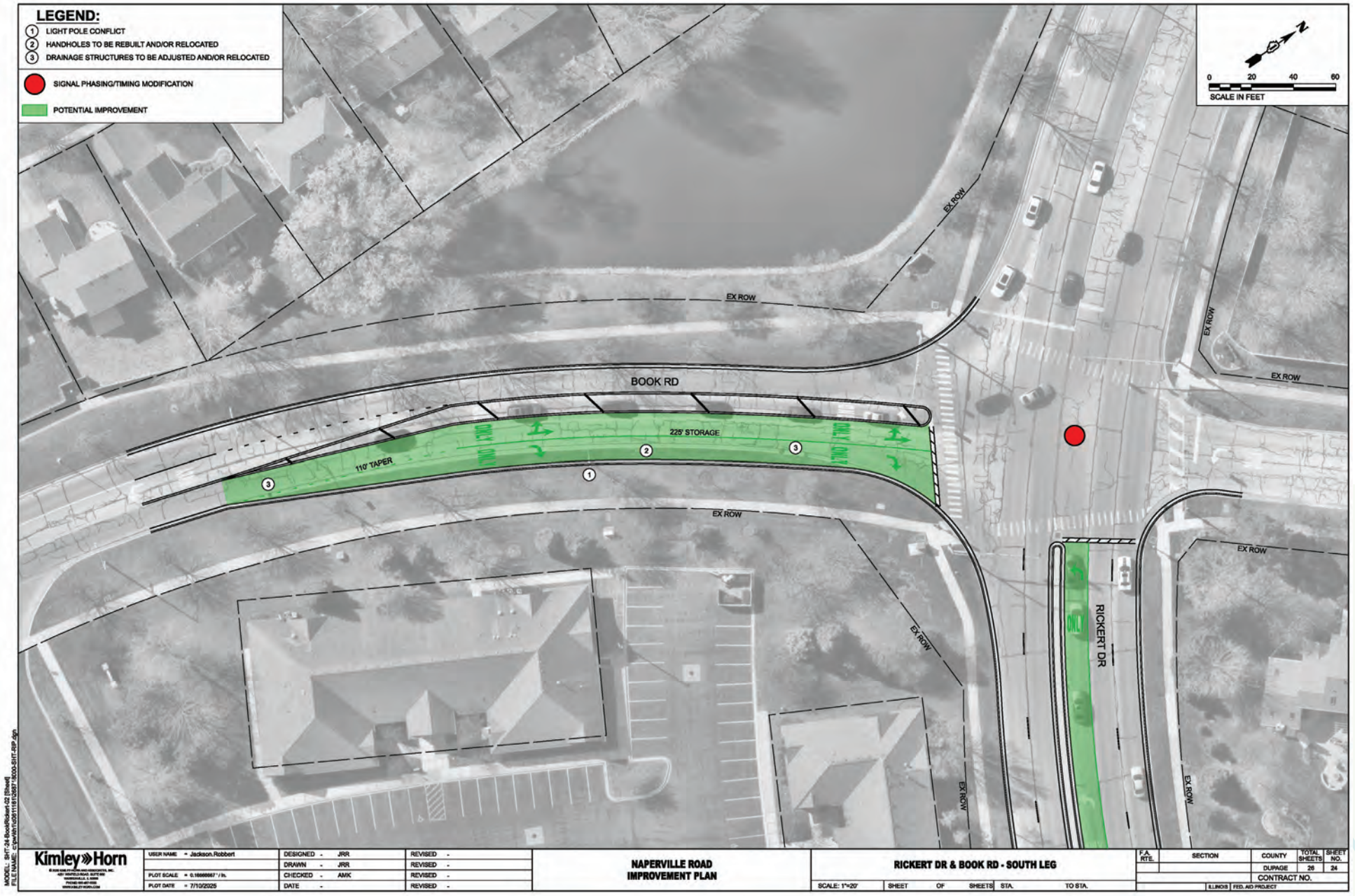
INTERSECTION: BOOK RD / RICKERT DR



Naperville

Image 1/2

INTERSECTION: BOOK RD / RICKERT DR



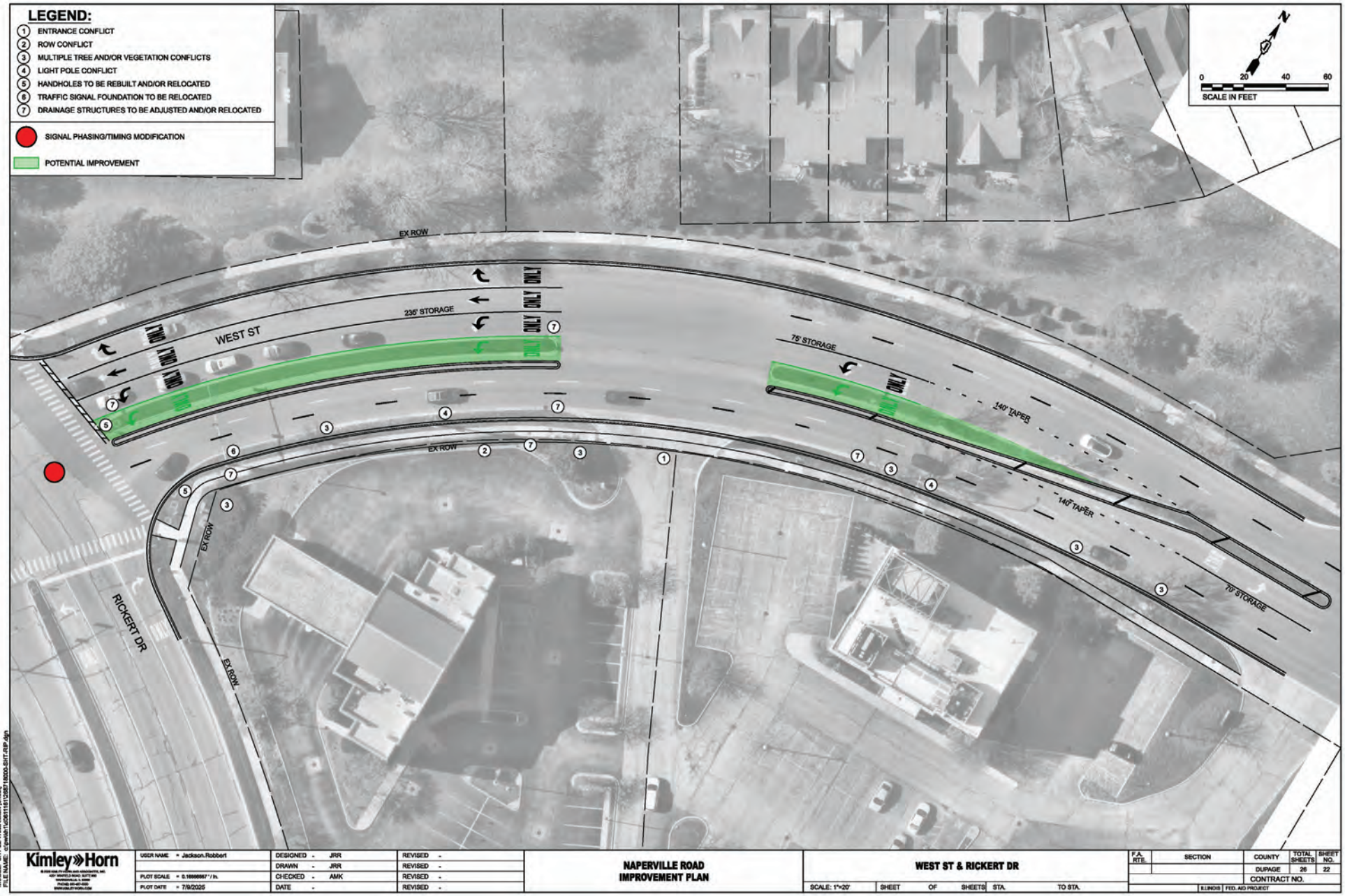
INTERSECTION: BOOK RD / RICKERT DR

IMPROVEMENTS	BENEFITS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE[1]

• Extend westbound left-turn lane
• Modify northbound approach to provide shared left-turn/through lane and right-turn lane
• Modify signal
  • North-south split phasing
  • Right-turn overlap phases for eastbound and northbound approaches
	• Minimize delay and queues on northbound approach (LOS E → LOS D)
	• Reduce westbound left-turn queue spillback to through lane
		N/A	$208,000

[1] Construction cost estimate does not include engineering or land acquisition costs.

INTERSECTION: WEST ST-PRIVATE DR / RICKERT DR



Naperville

Image 1/1

INTERSECTION: WEST ST-PRIVATE DR / RICKERT DR

IMPROVEMENTS	BENEFITS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE[1]
• Provide dual southbound left-turn lanes • Modify signal • Protected left-turn phase on northbound and southbound approaches	• Minimize delay and queues for southbound left-turn • Reduce southbound left-turn queue spillback to through lane	N/A	$232,000

[1] Construction cost estimate does not include engineering or land acquisition costs.

INTERSECTION: WASHINGTON ST / DIEHL RD

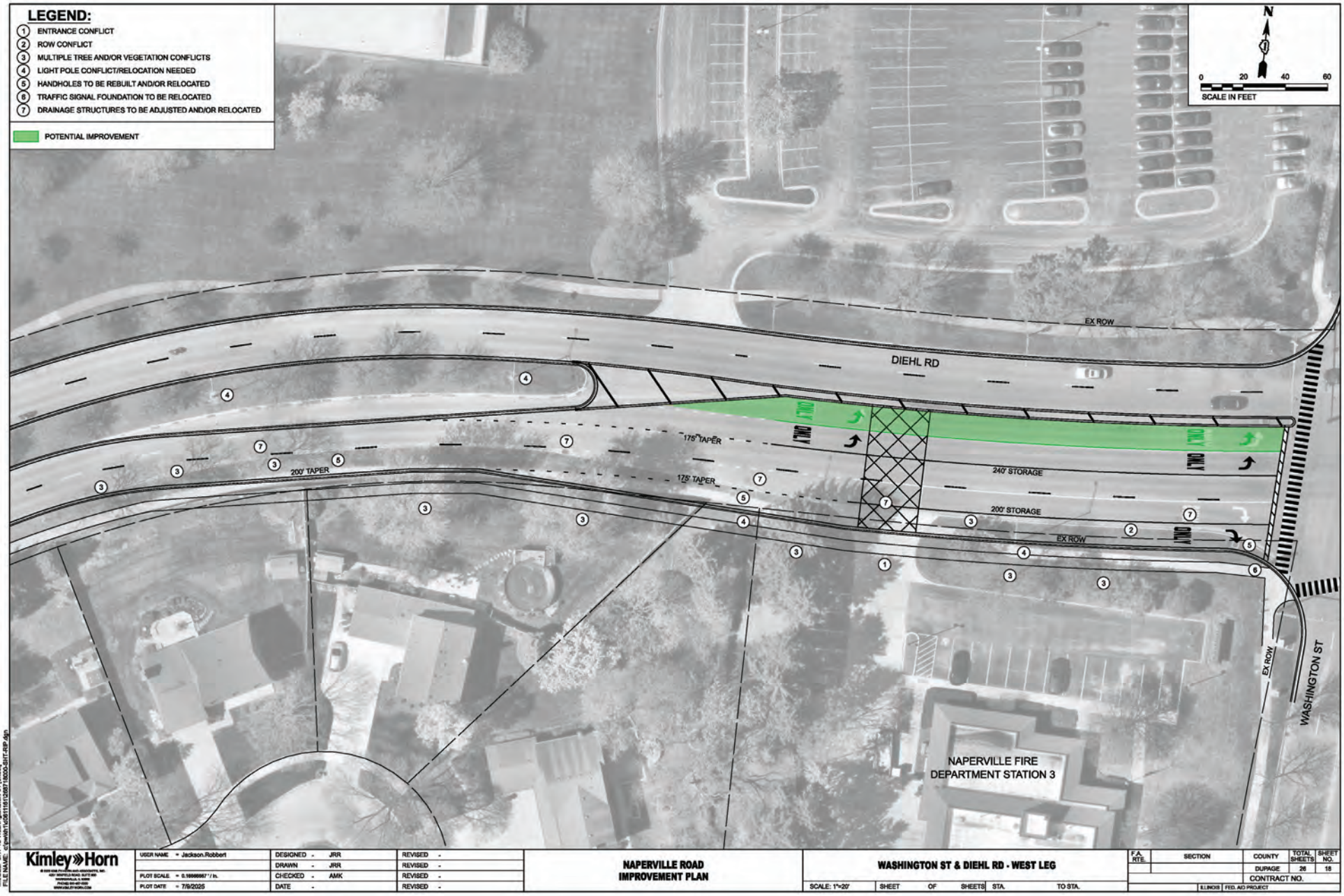
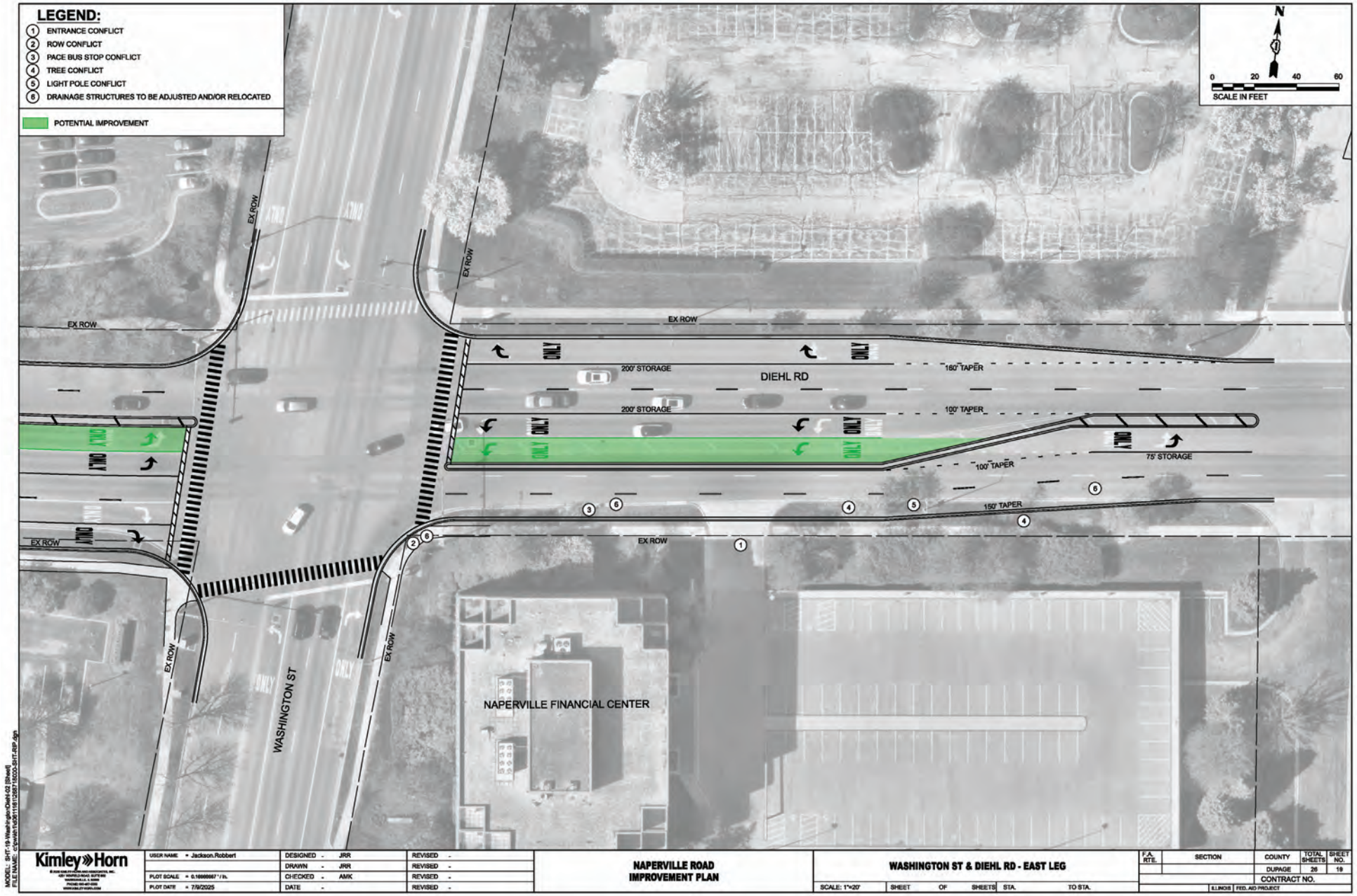


Image 1/2

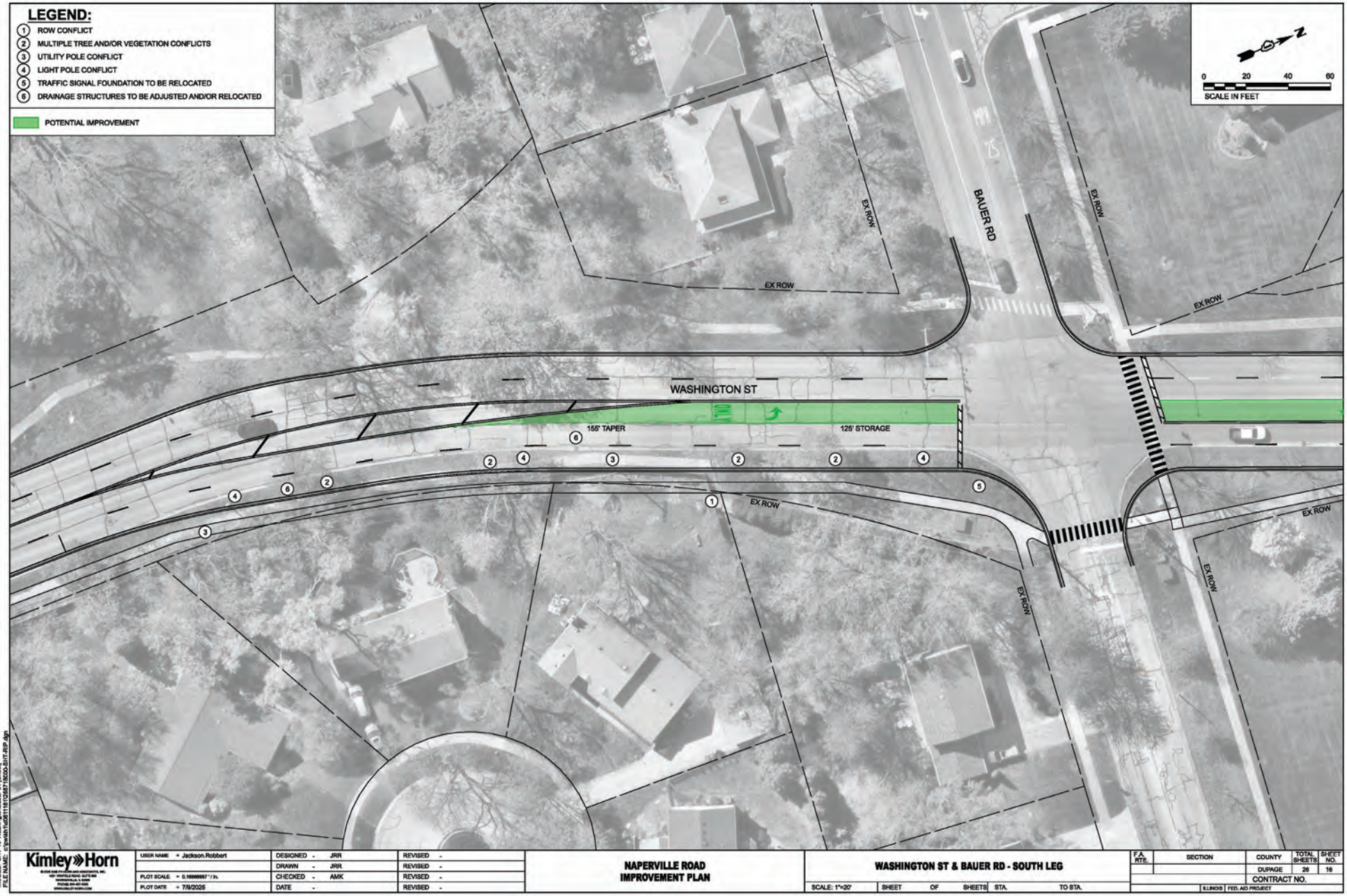
INTERSECTION: WASHINGTON ST / DIEHL RD

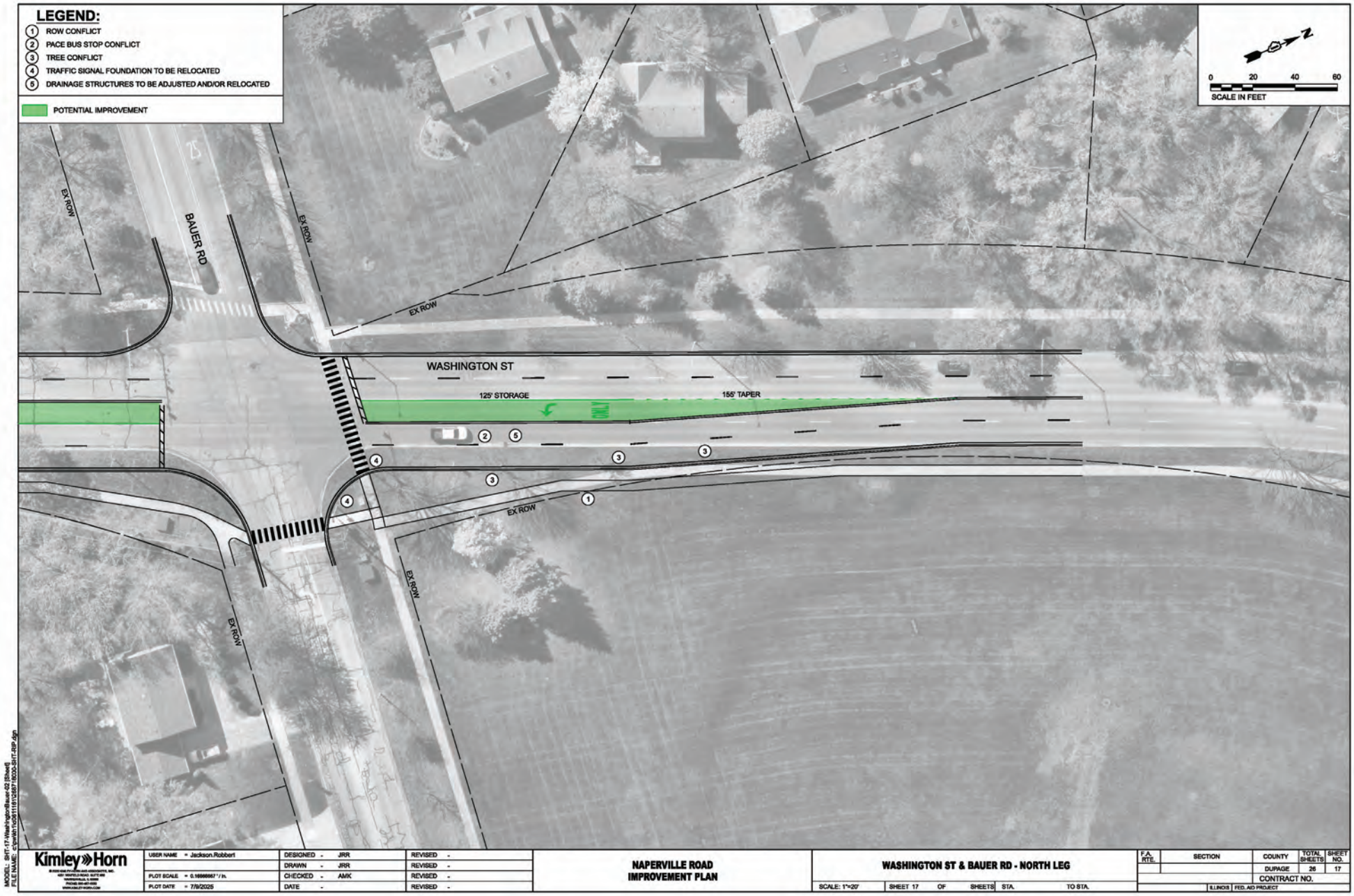


INTERSECTION: WASHINGTON ST / DIEHL RD

IMPROVEMENTS	BENEFITS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE[1]
• Install dual westbound left-turn lanes; mirror turn lanes on eastbound approach • Modify signal • Protected left-turn phase for westbound and eastbound approaches	• Reduce westbound left-turn queue spillback to through lanes	DuDOT (west leg jurisdiction)	$372,000

[1] Construction cost estimate does not include engineering or land acquisition costs.


LEGEND:
1 ROW CONFLICT
2 MULTIPLE TREE AND/OR VEGETATION CONFLICTS
3 UTILITY POLE CONFLICT
4 LIGHT POLE CONFLICT
5 TRAFFIC SIGNAL FOUNDATION TO BE RELOCATED
6 DRAINAGE STRUCTURES TO BE ADJUSTED AND/OR RELOCATED
POTENTIAL IMPROVEMENT
N
0 20 40 60
SCALE IN FEET
BAUER RD
WASHINGTON ST
EX ROW
155' TAPER
125' STORAGE
Kimley»Horn
NAPERVILLE ROAD IMPROVEMENT PLAN
WASHINGTON ST & BAUER RD - SOUTH LEG

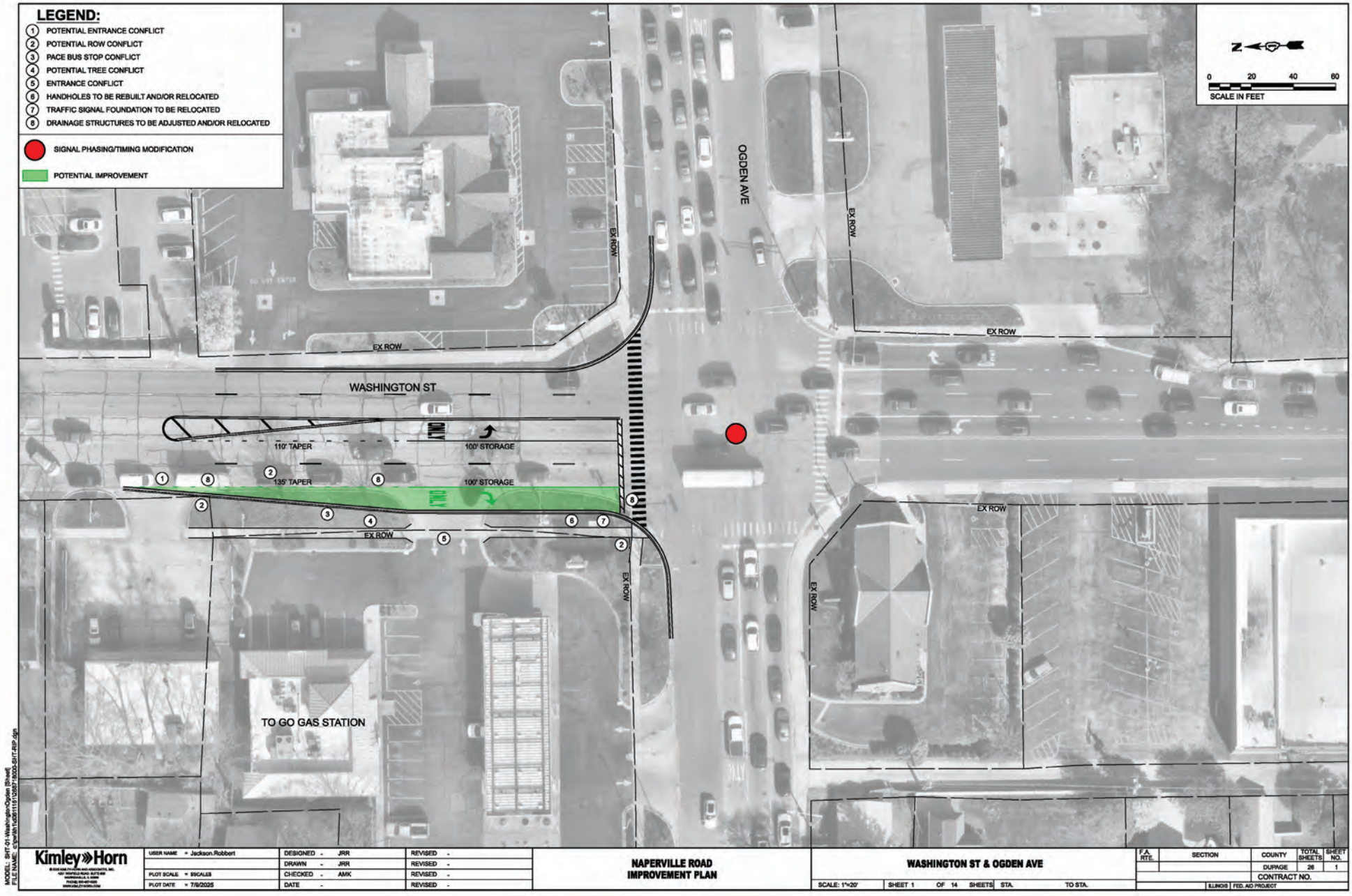

LEGEND:
1 ROW CONFLICT
2 PACE BUS STOP CONFLICT
3 TREE CONFLICT
4 TRAFFIC SIGNAL FOUNDATION TO BE RELOCATED
5 DRAINAGE STRUCTURES TO BE ADJUSTED AND/OR RELOCATED
POTENTIAL IMPROVEMENT
0 20 40 60
SCALE IN FEET
N
BAUER RD
WASHINGTON ST
EX ROW
125' STORAGE
155' TAPER
ONLY
Kimley»Horn
NAPERVILLE ROAD IMPROVEMENT PLAN
WASHINGTON ST & BAUER RD - NORTH LEG
SCALE: 1"=20'
SHEET 17 OF SHEETS
DUPAGE
CONTRACT NO.
ILLINOIS FED. AID PROJECT

INTERSECTION: WASHINGTON ST / BAUER RD

IMPROVEMENTS	BENEFITS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE[1]

• Install left-turn lanes on northbound and southbound approaches
• Modify signal
  • Protected-permitted phase for northbound and southbound approaches
	• Minimize delay projected for southbound left-turn
	• Provide left-turn phasing for northbound and southbound approaches
	  • Protected left-turn to reduce conflict with through vehicles
		N/A	$351,000

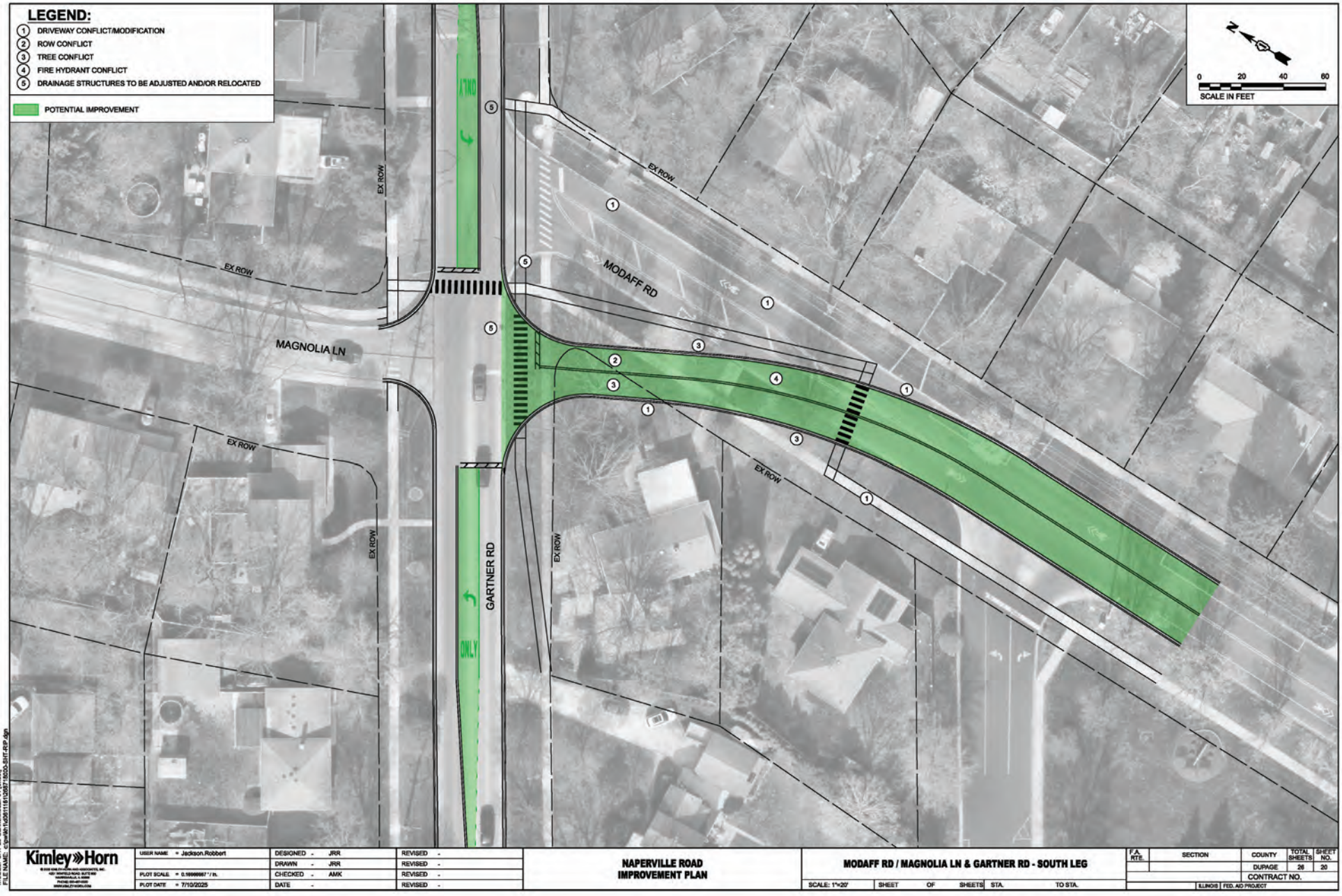
[1] Construction cost estimate does not include engineering or land acquisition costs.

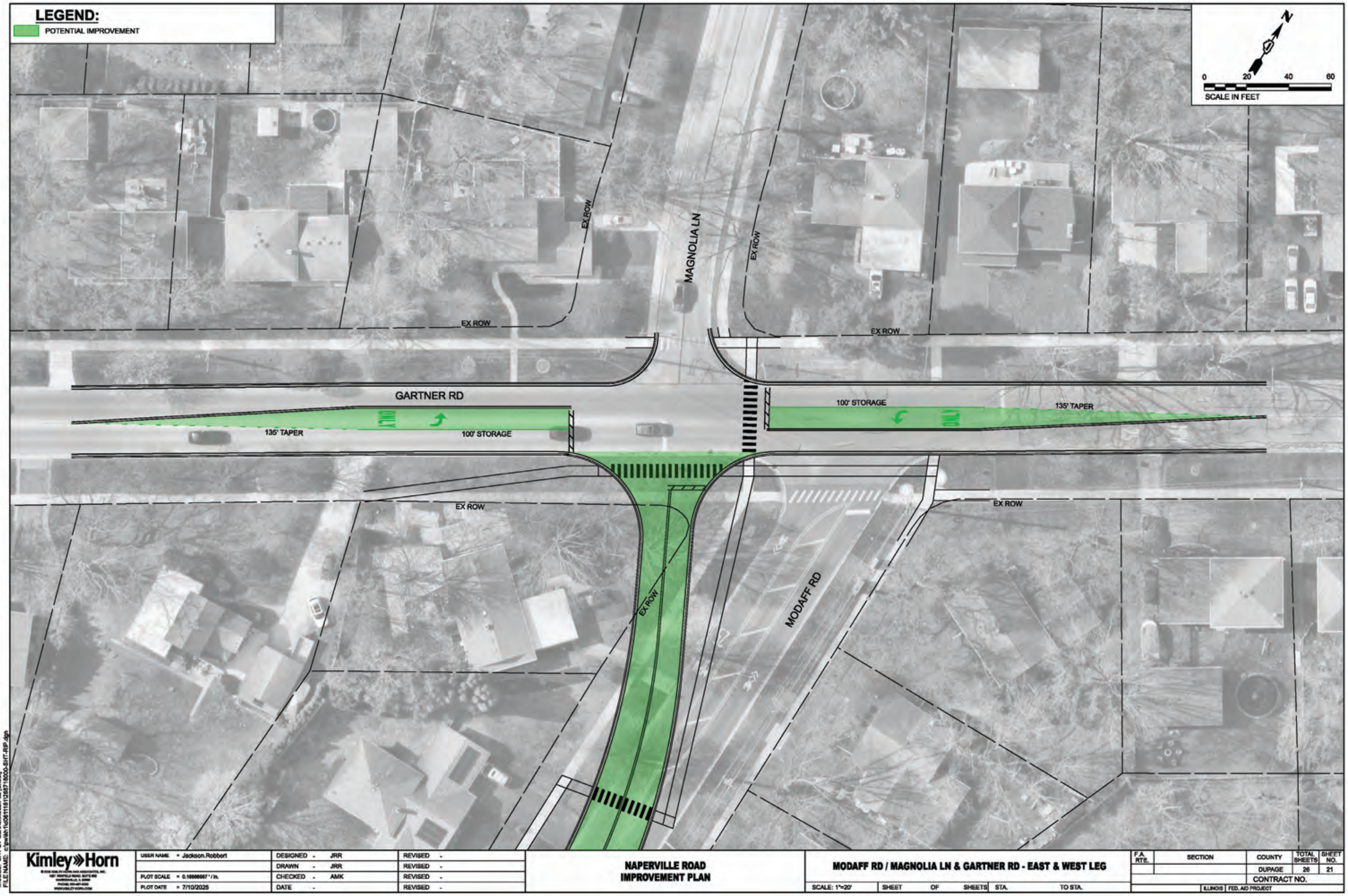

LEGEND:
1 POTENTIAL ENTRANCE CONFLICT
2 POTENTIAL ROW CONFLICT
3 PACE BUS STOP CONFLICT
4 POTENTIAL TREE CONFLICT
5 ENTRANCE CONFLICT
6 HANDHOLES TO BE REBUILT AND/OR RELOCATED
7 TRAFFIC SIGNAL FOUNDATION TO BE RELOCATED
8 DRAINAGE STRUCTURES TO BE ADJUSTED AND/OR RELOCATED
SIGNAL PHASING/TIMING MODIFICATION
POTENTIAL IMPROVEMENT
N
0 20 40 60
SCALE IN FEET
OGDEN AVE
EX ROW
WASHINGTON ST
ONLY
110' TAPER
100' STORAGE
135' TAPER
100' STORAGE
TO GO GAS STATION
Kimley»Horn
NAPERVILLE ROAD IMPROVEMENT PLAN
WASHINGTON ST & OGDEN AVE
SCALE: 1"=20'
SHEET 1 OF 14 SHEETS
DUPAGE
CONTRACT NO.

INTERSECTION: WASHINGTON ST / OGDEN AV

IMPROVEMENTS	BENEFITS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE[1]
• Install southbound right-turn lane • Modify signal • Right-turn overlap phase on southbound and eastbound approaches	• Reduce delay and queues • Provide separation between northbound right-turn and through traffic (i.e., reduce conflicts) • Improvement within existing right-of-way	IDOT coordination required (signal modification; Ogden Av jurisdiction)	$103,000
OTHER	• Projected traffic volumes and intersection performance satisfy criteria for dual left-turn lanes on the westbound and northbound approaches, and a dedicated eastbound right-turn lane. However, based on right-of-way and building setback limitations these improvements were not included in the RIP Update.		

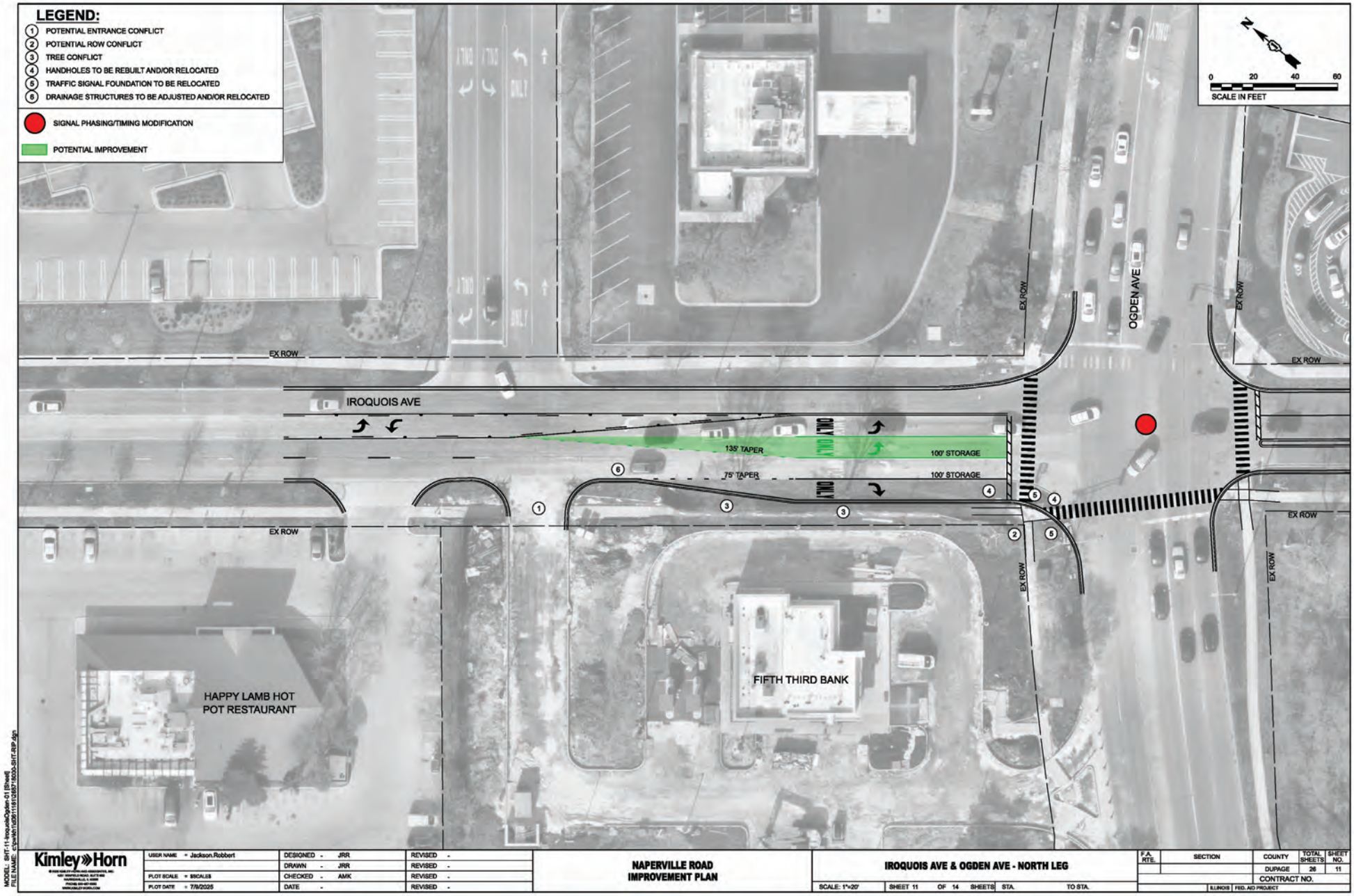
[1] ***Construction cost estimate does not include engineering or land acquisition costs.***

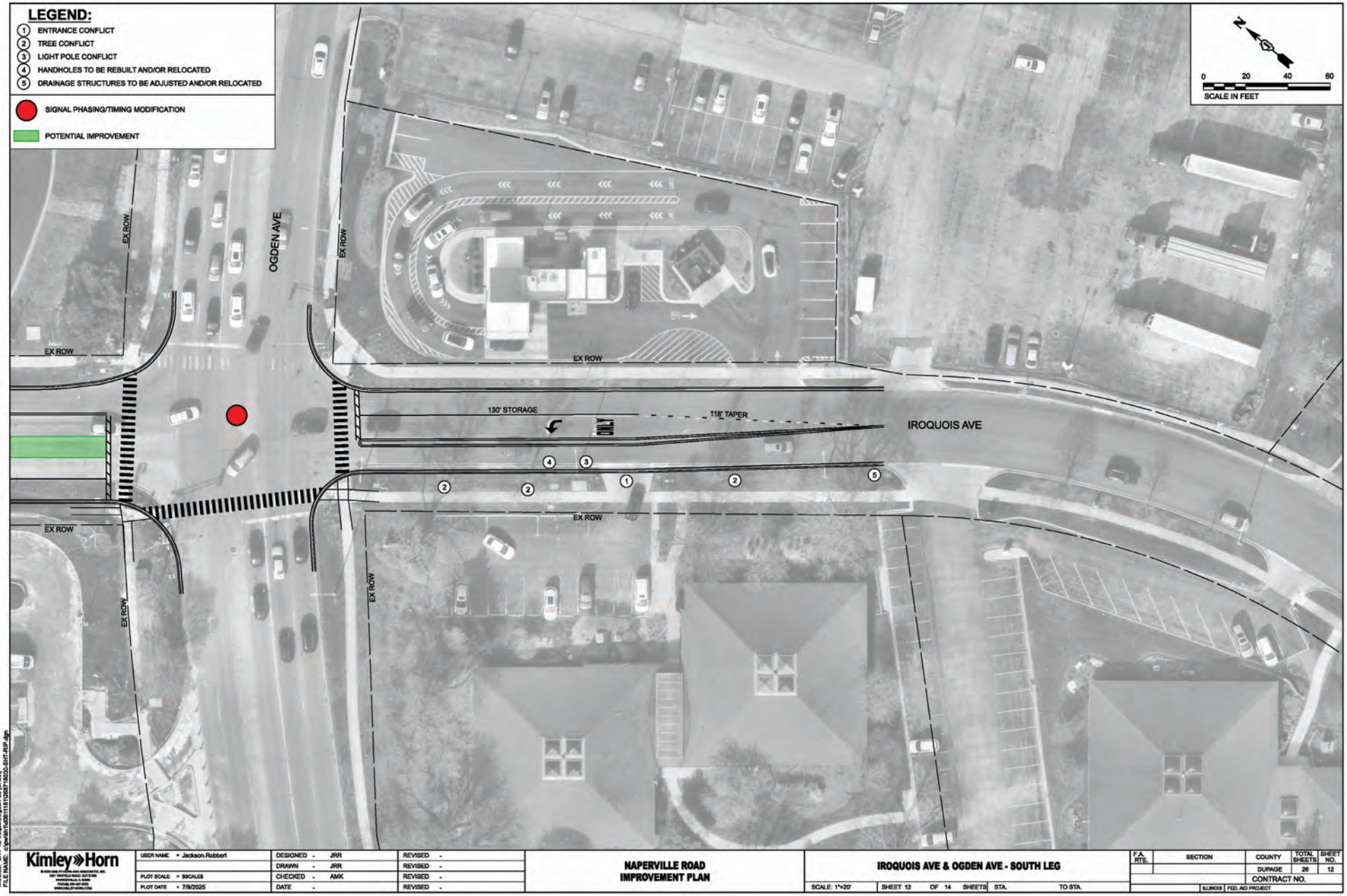

LEGEND:
1 DRIVEWAY CONFLICT/MODIFICATION
2 ROW CONFLICT
3 TREE CONFLICT
4 FIRE HYDRANT CONFLICT
5 DRAINAGE STRUCTURES TO BE ADJUSTED AND/OR RELOCATED
POTENTIAL IMPROVEMENT
N
0 20 40 60
SCALE IN FEET
EX ROW
MODAFF RD
MAGNOLIA LN
GARTNER RD
ONLY
Kimley»Horn
NAPERVILLE ROAD IMPROVEMENT PLAN
MODAFF RD / MAGNOLIA LN & GARTNER RD - SOUTH LEG
SCALE: 1"=20'
DUPAGE
CONTRACT NO.


LEGEND:
POTENTIAL IMPROVEMENT
GARTNER RD
MAGNOLIA LN
MODAFF RD
EX ROW
135' TAPER
100' STORAGE
ONLY
N
0 20 40 60
SCALE IN FEET
Kimley»Horn
NAPERVILLE ROAD IMPROVEMENT PLAN
MODAFF RD / MAGNOLIA LN & GARTNER RD - EAST & WEST LEG
DESIGNED - JRR
DRAWN - JRR
CHECKED - AMK
PLOT DATE = 7/10/2025
SCALE: 1"=20'
COUNTY DUPAGE
TOTAL SHEETS 26
SHEET NO. 21
CONTRACT NO.

IMPROVEMENTS	BENEFITS	DESIGN CONSIDERATIONS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE[1]
• Realign south leg • Install left-turn lanes on Gartner Rd	• Improve motorist visibility • Minimize delay and queues • Enhance the safety and comfort of the pedestrian crossings	• Property acquisition on the southwest quadrant would be required for the realignment	N/A	$397,000

[1] Construction cost estimate does not include engineering or land acquisition costs.

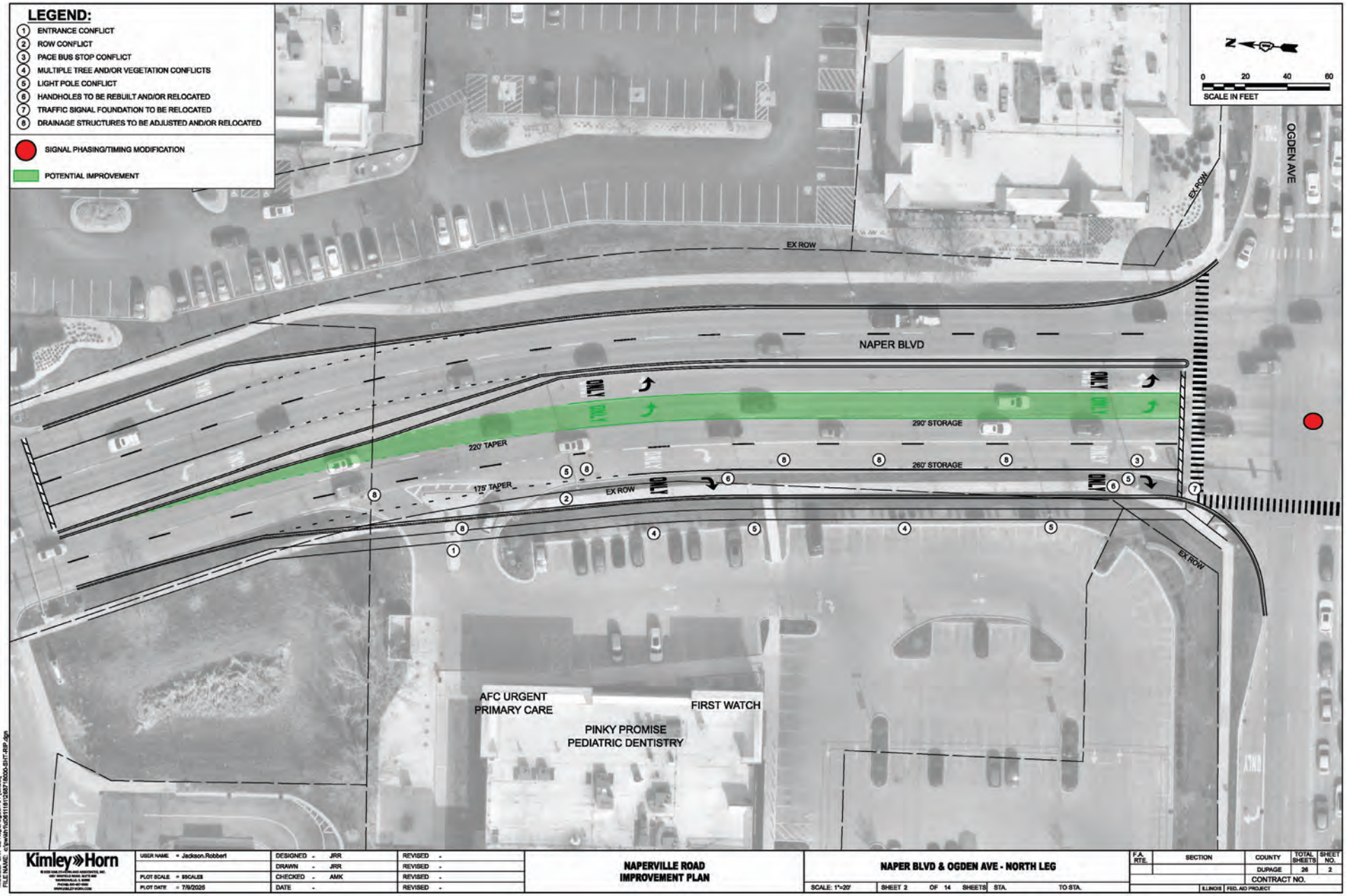

LEGEND:
1 POTENTIAL ENTRANCE CONFLICT
2 POTENTIAL ROW CONFLICT
3 TREE CONFLICT
4 HANDHOLES TO BE REBUILT AND/OR RELOCATED
5 TRAFFIC SIGNAL FOUNDATION TO BE RELOCATED
6 DRAINAGE STRUCTURES TO BE ADJUSTED AND/OR RELOCATED
SIGNAL PHASING/TIMING MODIFICATION
POTENTIAL IMPROVEMENT
N
0 20 40 60
SCALE IN FEET
EX ROW
IROQUOIS AVE
OGDEN AVE
135' TAPER
100' STORAGE
75' TAPER
100' STORAGE
ONLY
HAPPY LAMB HOT POT RESTAURANT
FIFTH THIRD BANK
Kimley»Horn
USER NAME = Jackson.Robbert
PLOT SCALE = $SCALE$
PLOT DATE = 7/9/2025
DESIGNED - JRR
DRAWN - JRR
CHECKED - AMK
DATE -
REVISED -
NAPERVILLE ROAD IMPROVEMENT PLAN
IROQUOIS AVE & OGDEN AVE - NORTH LEG
SCALE: 1"=20'
SHEET 11 OF 14 SHEETS
STA. TO STA.
F.A. RTE.
SECTION
COUNTY
DUPAGE
TOTAL SHEETS 26
SHEET NO. 11
CONTRACT NO.
ILLINOIS FED. AID PROJECT

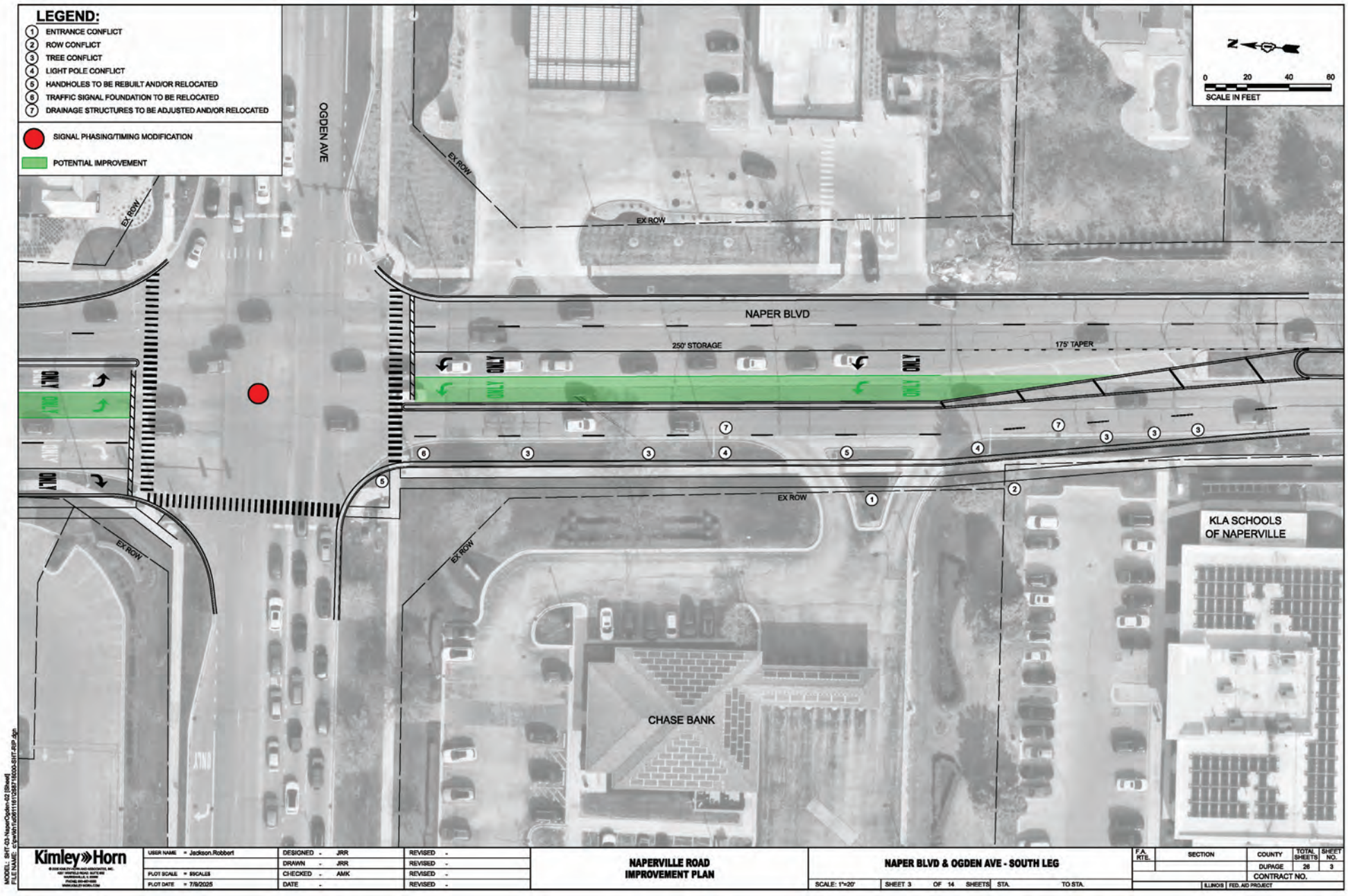

LEGEND:
1 ENTRANCE CONFLICT
2 TREE CONFLICT
3 LIGHT POLE CONFLICT
4 HANDHOLES TO BE REBUILT AND/OR RELOCATED
5 DRAINAGE STRUCTURES TO BE ADJUSTED AND/OR RELOCATED
SIGNAL PHASING/TIMING MODIFICATION
POTENTIAL IMPROVEMENT
N
0 20 40 60
SCALE IN FEET
OGDEN AVE
IROQUOIS AVE
EX ROW
130' STORAGE
118' TAPER
ONLY
Kimley»Horn
USER NAME = Jackson.Robbert
PLOT SCALE = $SCALE$
PLOT DATE = 7/9/2025
DESIGNED - JRR
DRAWN - JRR
CHECKED - AMK
DATE -
REVISED -
NAPERVILLE ROAD IMPROVEMENT PLAN
IROQUOIS AVE & OGDEN AVE - SOUTH LEG
SCALE: 1"=20'
SHEET 12 OF 14 SHEETS STA. TO STA.
F.A. RTE.
SECTION
COUNTY
TOTAL SHEETS
SHEET NO.
DUPAGE
26
12
CONTRACT NO.
ILLINOIS
FED. AID PROJECT

IMPROVEMENTS	BENEFITS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE[1]

• Install dual left-turn lanes on southbound approach (Iroquois Av)
• Modify signal
  • Protected left-turn phase for northbound and southbound approaches
  • Right-turn overlap phase on southbound approach
	• Reduce delay and queues for southbound left-turn
	• Improve overall intersection performance (LOS E → LOS D)
		IDOT coordination required (signal modification; Ogden Av jurisdiction)	$110,000

[1] Construction cost estimate does not include engineering or land acquisition costs.

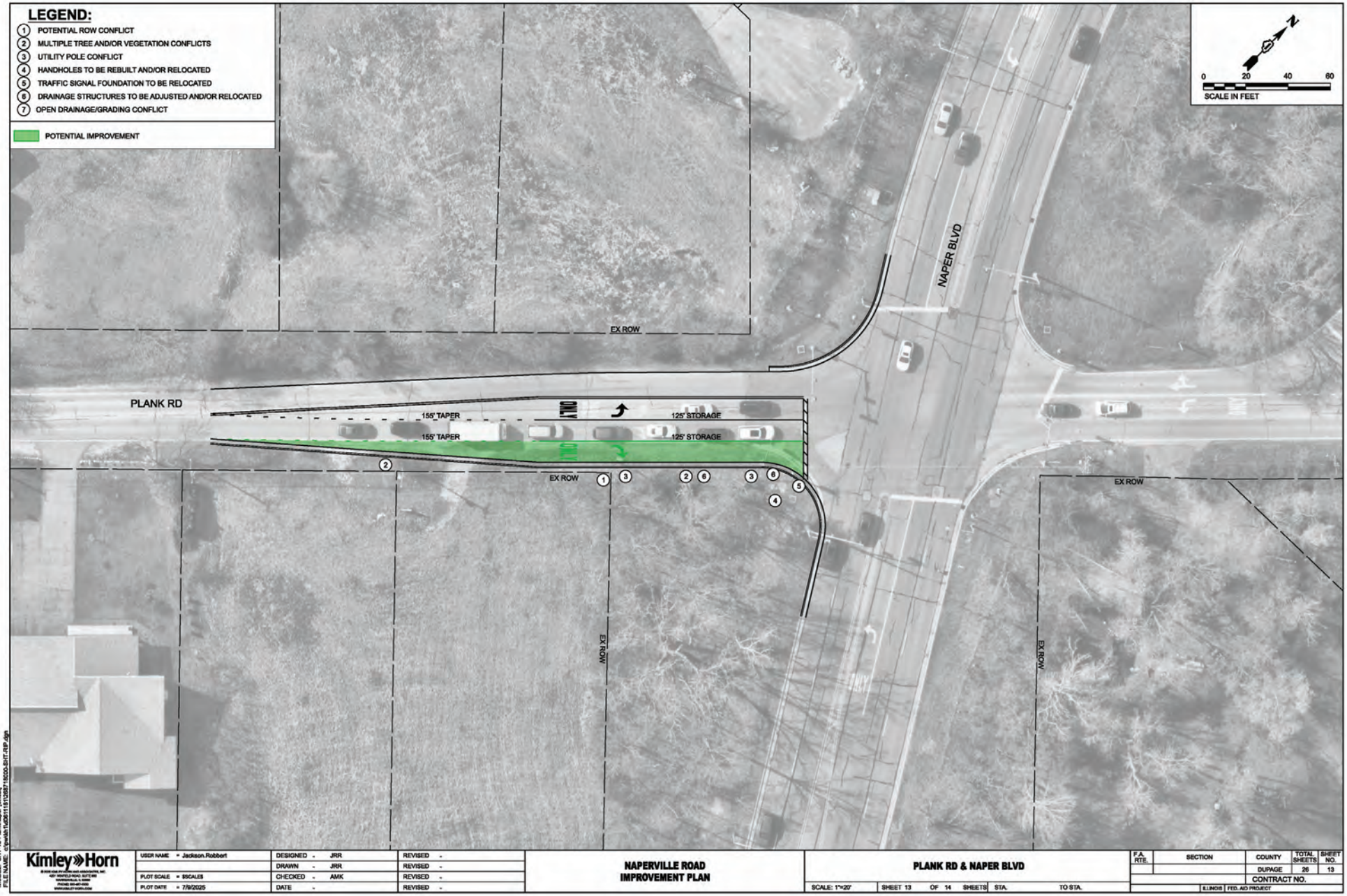

LEGEND:
1 ENTRANCE CONFLICT
2 ROW CONFLICT
3 PACE BUS STOP CONFLICT
4 MULTIPLE TREE AND/OR VEGETATION CONFLICTS
5 LIGHT POLE CONFLICT
6 HANDHOLES TO BE REBUILT AND/OR RELOCATED
7 TRAFFIC SIGNAL FOUNDATION TO BE RELOCATED
8 DRAINAGE STRUCTURES TO BE ADJUSTED AND/OR RELOCATED
SIGNAL PHASING/TIMING MODIFICATION
POTENTIAL IMPROVEMENT
N
0 20 40 60
SCALE IN FEET
OGDEN AVE
EX ROW
NAPER BLVD
290' STORAGE
260' STORAGE
220' TAPER
175' TAPER
AFC URGENT PRIMARY CARE
FIRST WATCH
PINKY PROMISE PEDIATRIC DENTISTRY
Kimley»Horn
NAPERVILLE ROAD IMPROVEMENT PLAN
NAPER BLVD & OGDEN AVE - NORTH LEG
SCALE: 1"=20'
SHEET 2 OF 14 SHEETS
COUNTY DUPAGE
TOTAL SHEETS 26
SHEET NO. 2
CONTRACT NO.


LEGEND:
1 ENTRANCE CONFLICT
2 ROW CONFLICT
3 TREE CONFLICT
4 LIGHT POLE CONFLICT
5 HANDHOLES TO BE REBUILT AND/OR RELOCATED
6 TRAFFIC SIGNAL FOUNDATION TO BE RELOCATED
7 DRAINAGE STRUCTURES TO BE ADJUSTED AND/OR RELOCATED
SIGNAL PHASING/TIMING MODIFICATION
POTENTIAL IMPROVEMENT
N
0 20 40 80
SCALE IN FEET
OGDEN AVE
NAPER BLVD
250' STORAGE
175' TAPER
EX ROW
ONLY
KLA SCHOOLS OF NAPERVILLE
CHASE BANK
Kimley»Horn
NAPERVILLE ROAD IMPROVEMENT PLAN
NAPER BLVD & OGDEN AVE - SOUTH LEG
SCALE: 1"=20'
SHEET 3 OF 14 SHEETS
STA. TO STA.
DUPAGE 26 3
CONTRACT NO.
ILLINOIS FED. AID PROJECT

IMPROVEMENTS	BENEFITS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE[1]

• Install dual left-turn lanes on northbound and southbound approaches
• Modify signal
  • Protected left-turn phase for northbound and southbound approaches
  • Right-turn overlap phase on southbound approach
	• Reduce northbound and southbound left-turn queue spillback to through lanes
	• Improve overall intersection performance (LOS F → LOS E)
		DuDOT coordination required (north leg jurisdiction); IDOT coordination required (Ogden Av and signal)	$541,000

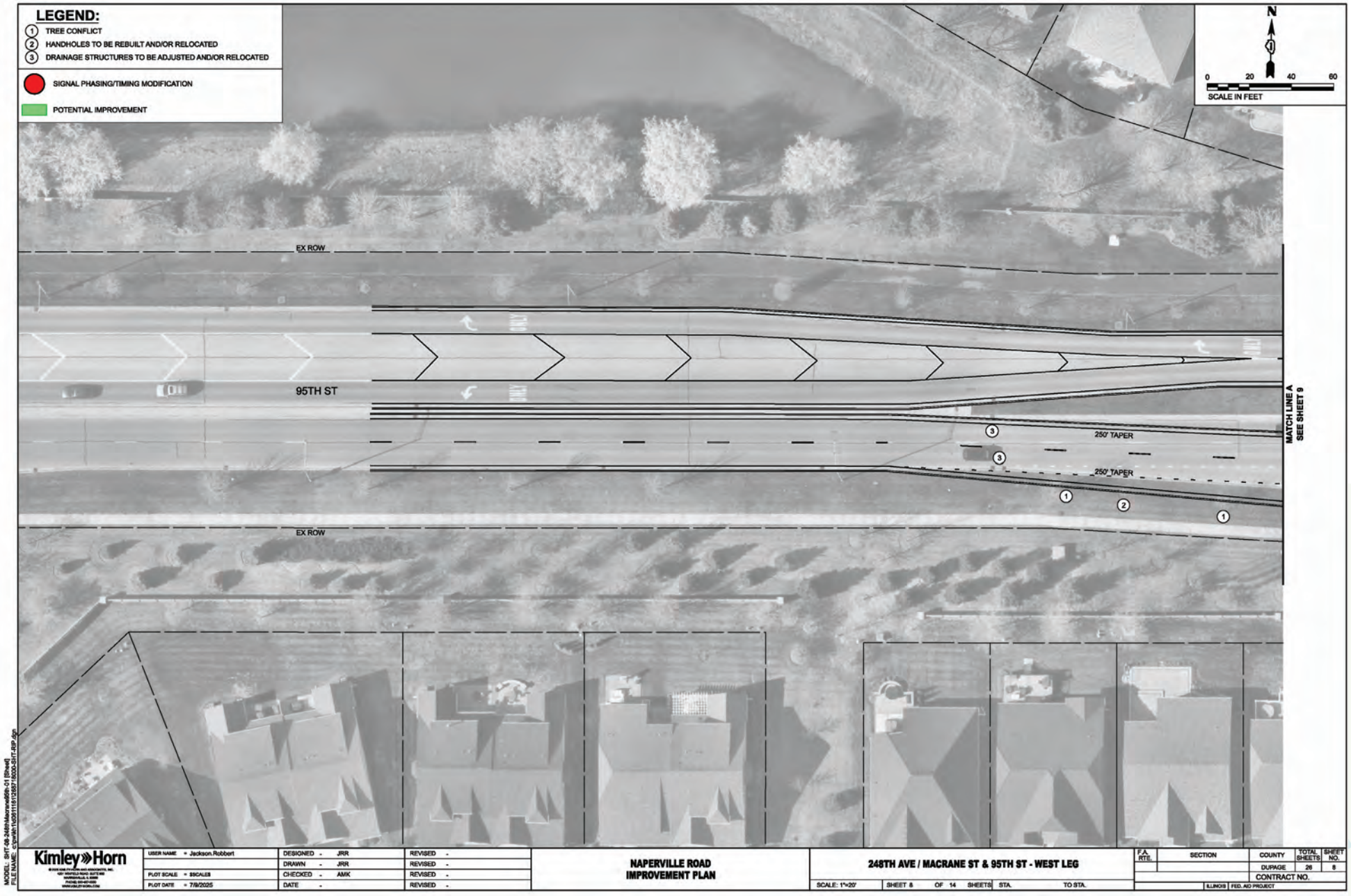
[1] Construction cost estimate does not include engineering or land acquisition costs.


LEGEND:
1 POTENTIAL ROW CONFLICT
2 MULTIPLE TREE AND/OR VEGETATION CONFLICTS
3 UTILITY POLE CONFLICT
4 HANDHOLES TO BE REBUILT AND/OR RELOCATED
5 TRAFFIC SIGNAL FOUNDATION TO BE RELOCATED
6 DRAINAGE STRUCTURES TO BE ADJUSTED AND/OR RELOCATED
7 OPEN DRAINAGE/GRADING CONFLICT
POTENTIAL IMPROVEMENT
N
0 20 40 60
SCALE IN FEET
NAPER BLVD
EX ROW
PLANK RD
155' TAPER
155' TAPER
125' STORAGE
125' STORAGE
EX ROW
EX ROW
EX ROW
EX ROW
Kimley»Horn
NAPERVILLE ROAD IMPROVEMENT PLAN
PLANK RD & NAPER BLVD
SCALE: 1"=20'
SHEET 13 OF 14 SHEETS
STA. TO STA.
DUPAGE
CONTRACT NO.
ILLINOIS FED. AID PROJECT

IMPROVEMENTS	BENEFITS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE[1]
• Install eastbound right-turn lane	• Reduce delay and queues • Provide separation between eastbound right-turn and through traffic (i.e., reduce conflicts)	N/A	$123,000

[1] Construction cost estimate does not include engineering or land acquisition costs.

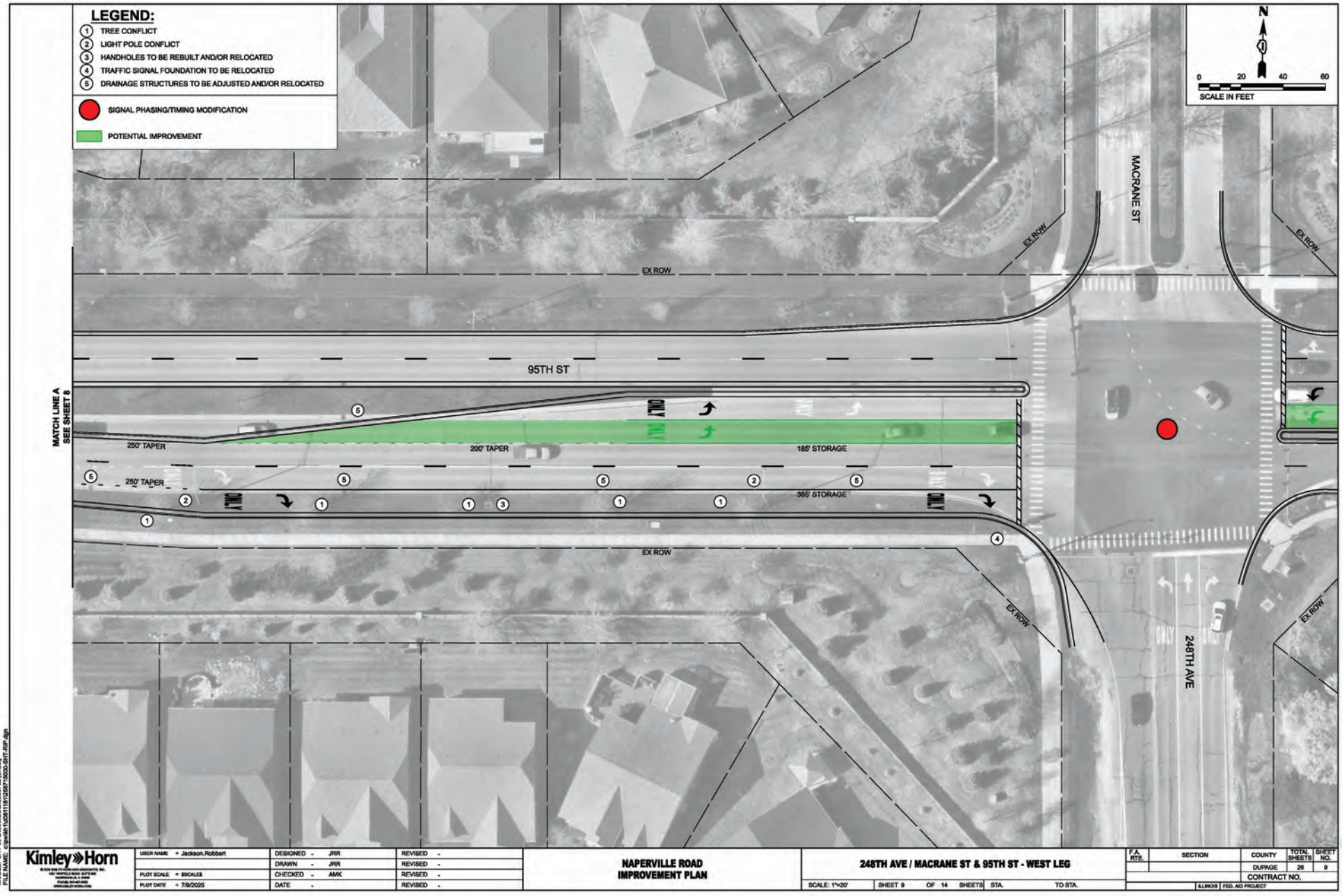
INTERSECTION: 248th AV-MACRANE ST / 95th ST



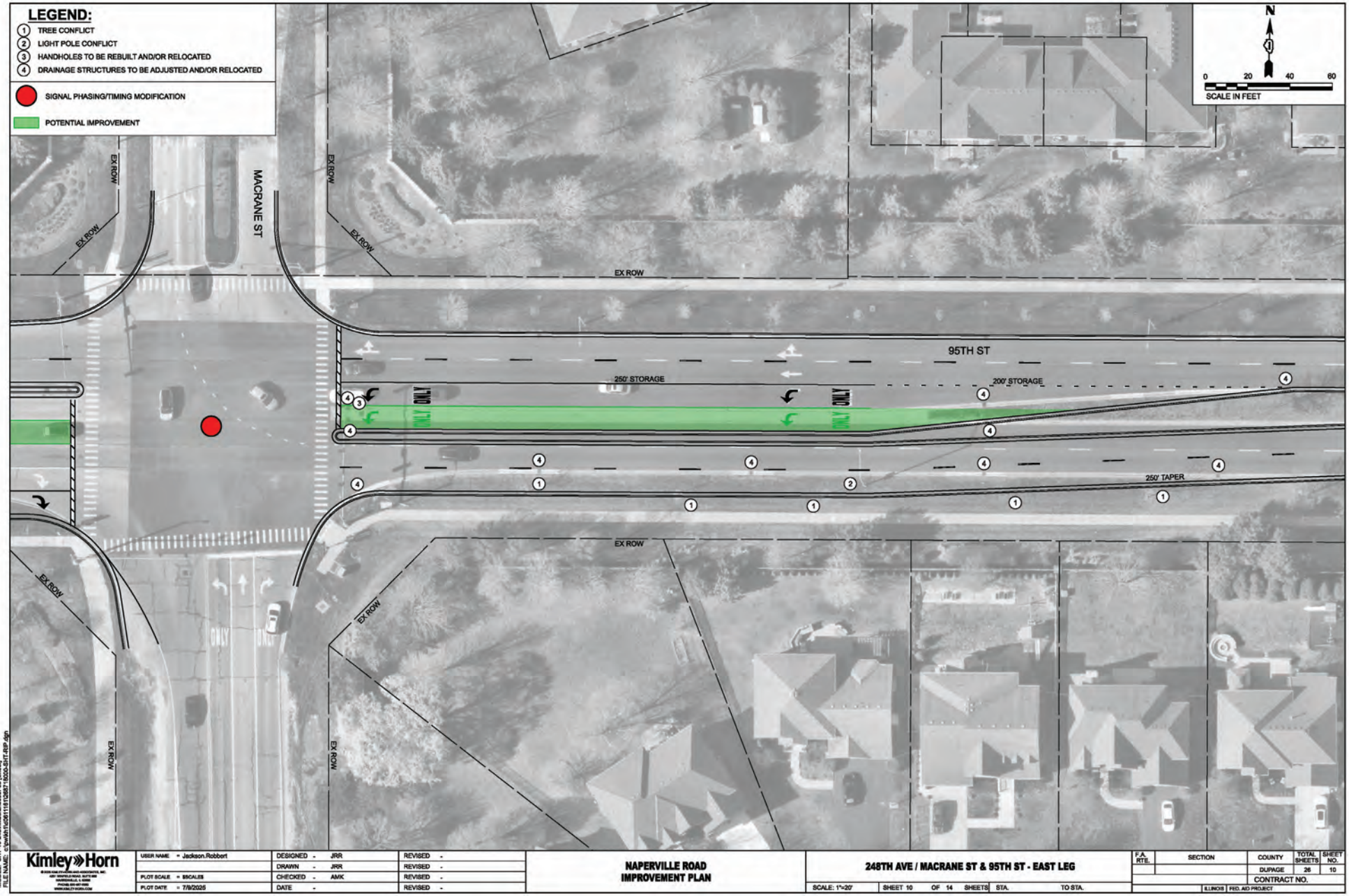
Naperville

Image 1/3

INTERSECTION: 248th AV-MACRANE ST / 95th ST



INTERSECTION: 248th AV-MACRANE ST / 95th ST

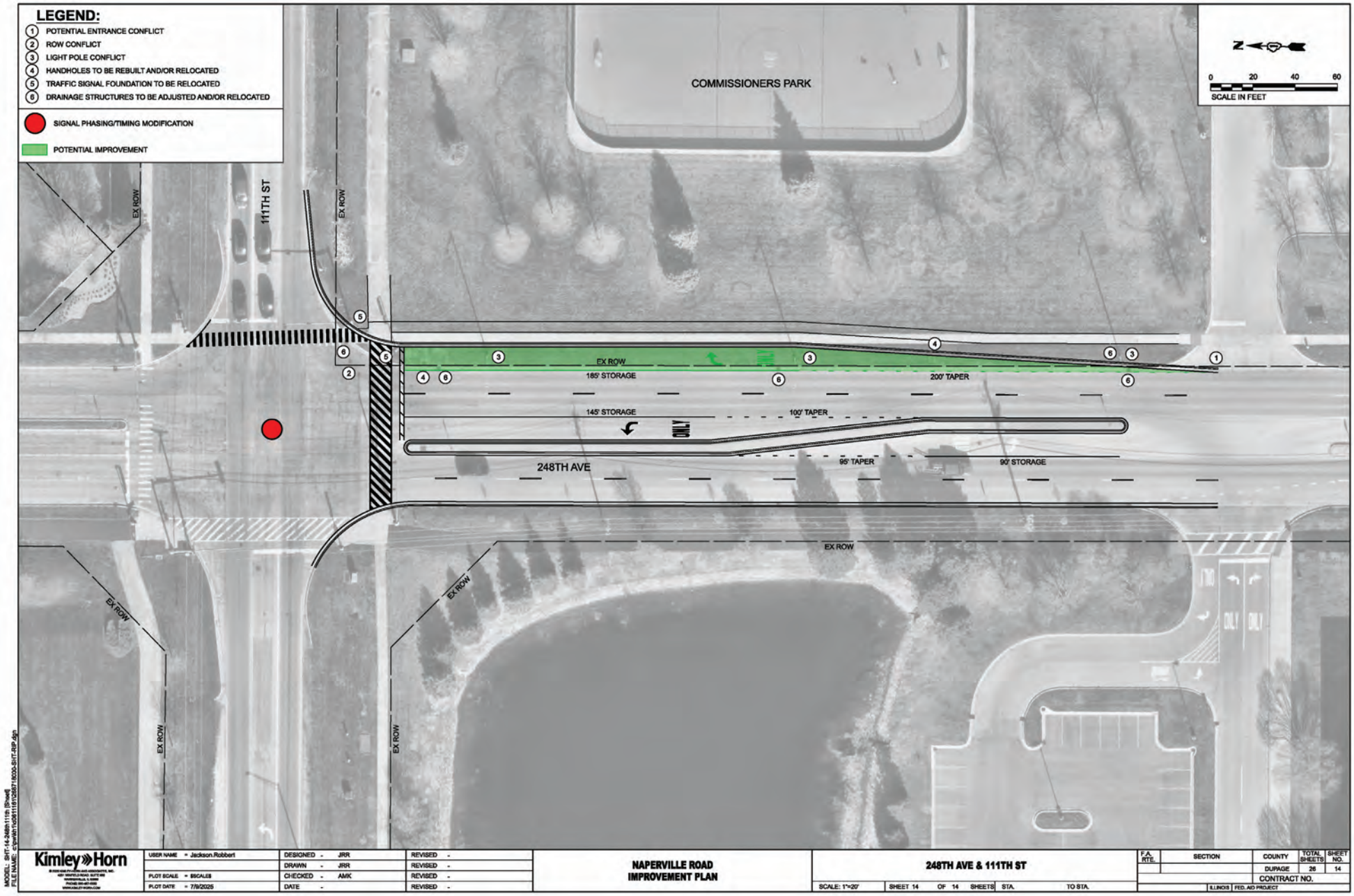


INTERSECTION: 248th AV-MACRANE ST / 95th ST

IMPROVEMENTS	BENEFITS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE[1]

• Install dual westbound left-turn lanes; mirror turn lanes on eastbound approach
• Modify signal
  • Protected left-turn phase for westbound and eastbound approaches
  • Right-turn overlap phases for eastbound and northbound approaches
	• Reduce delay and queues for high-volume turn movements
	• Improve overall intersection performance (LOS F → LOS D)
		N/A	$641,000

[1] Construction cost estimate does not include engineering or land acquisition costs.



Kimley»Horn

NAPERVILLE ROAD IMPROVEMENT PLAN

248TH AVE & 111TH ST

SCALE: 1"=20' | SHEET 14 OF 14 SHEETS | STA. | TO STA.

COUNTY	TOTAL SHEETS	SHEET NO.
DUPAGE	26	14

CONTRACT NO.

ILLINOIS | FED. AID PROJECT

INTERSECTION: 248th AV / 111th ST

IMPROVEMENTS	BENEFITS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE[1]
• Install northbound right-turn lane • Modify signal • Right-turn overlap phase on northbound approach	• Reduce delay and queues on northbound approach • Improve overall intersection performance (LOS E → LOS D) • Provide separation between northbound right-turn and through traffic (i.e., reduce conflicts)	N/A	$233,000

[1] Construction cost estimate does not include engineering or land acquisition costs.

INTERSECTION: ROUTE 59 / 95th ST

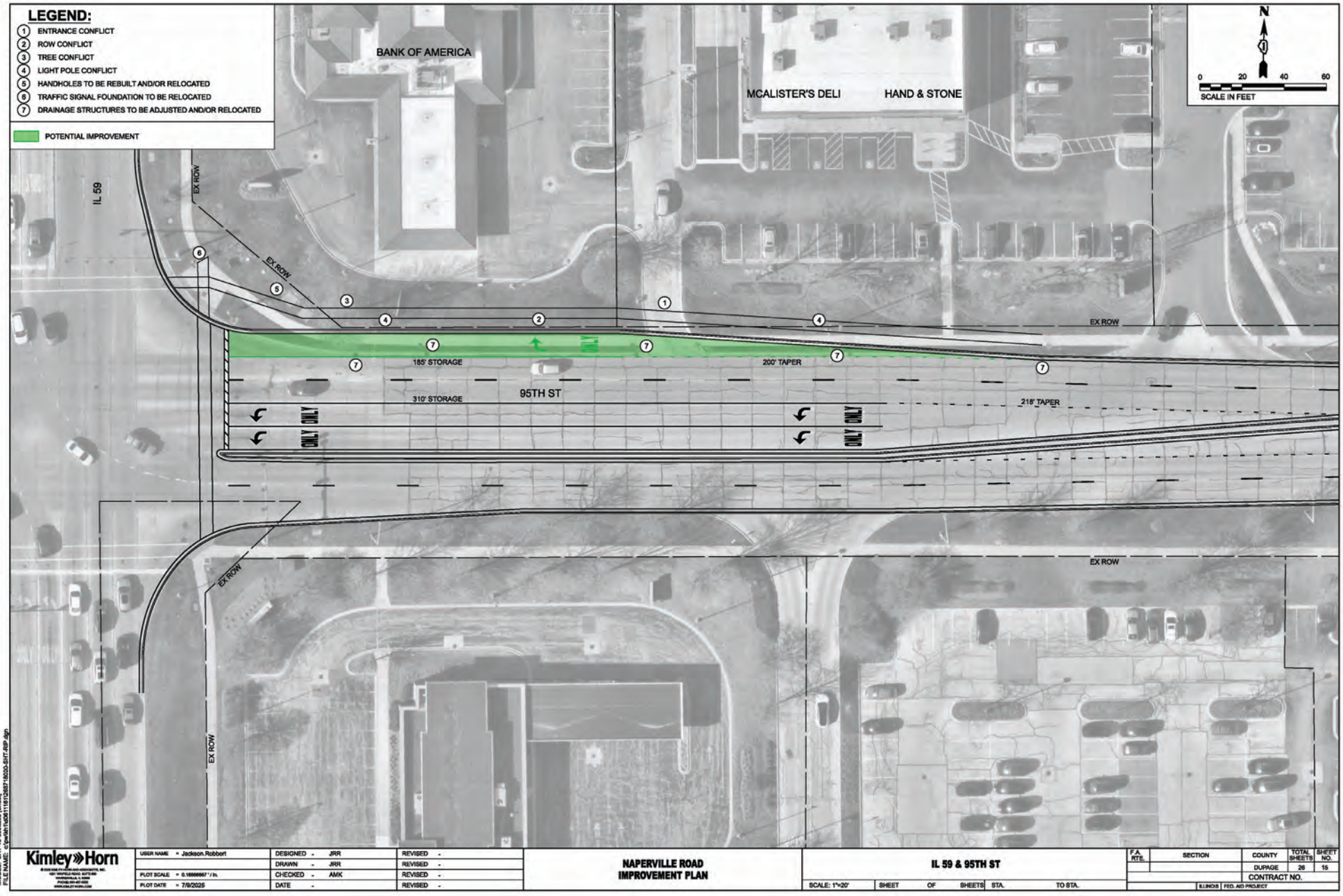
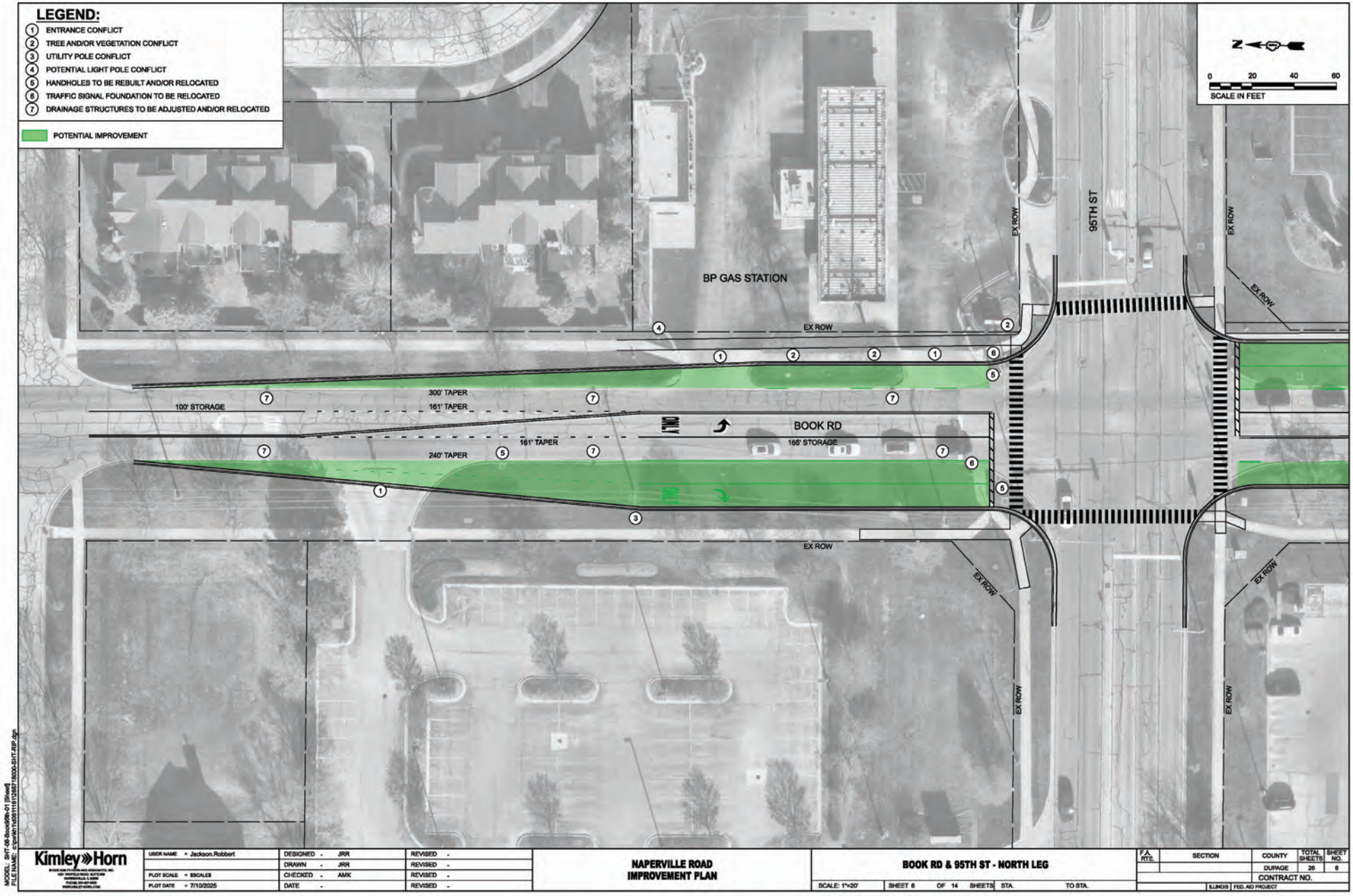


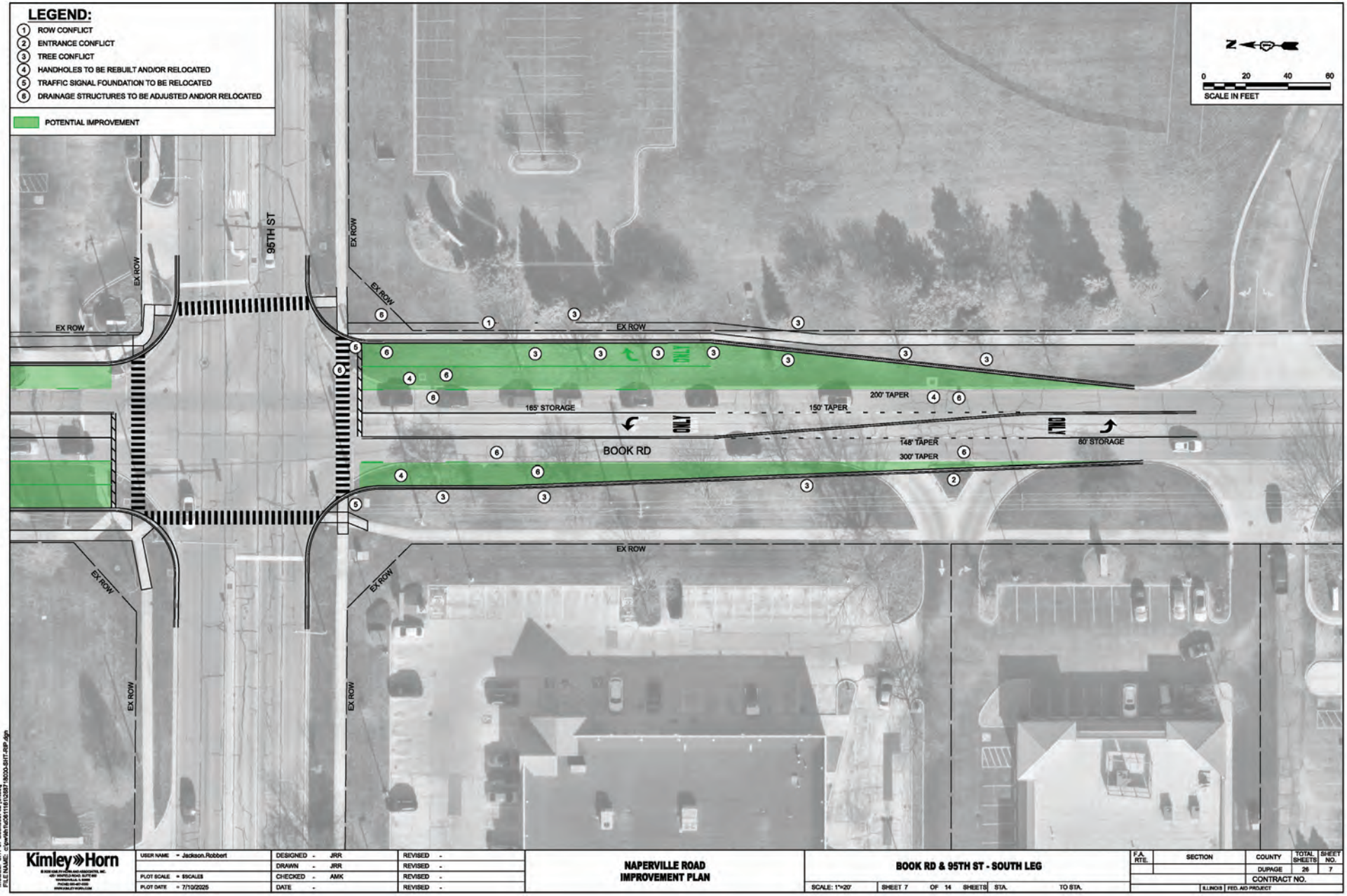
Image 1/1

IMPROVEMENTS	BENEFITS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE[1]
• Install westbound right-turn lane	• Reduce delay and queues • Provide separation between westbound right-turn and through traffic (i.e., reduce conflicts)	IDOT coordination required for signal modifications at Route 59/95th St (if any) and work within Route 59 right-of-way	$252,000

[1] Construction cost estimate does not include engineering or land acquisition costs.

INTERSECTION: BOOK RD / 95th ST





Kimley»Horn

USER NAME = Jackson.Robbert	DESIGNED - JRR	REVISED -	
	DRAWN - JRR	REVISED -	
PLOT SCALE = $SCALES	CHECKED - AMK	REVISED -	
PLOT DATE = 7/10/2025	DATE -	REVISED -	

NAPERVILLE ROAD IMPROVEMENT PLAN

BOOK RD & 95TH ST - SOUTH LEG

SCALE: 1"=20' | SHEET 7 OF 14 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE	26	7
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

IMPROVEMENTS	BENEFITS	DESIGN CONSIDERATIONS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE[1]
• Widen Book Rd to provide two lanes in each direction (note: extent of widening to be defined thru future design process) • Install northbound and southbound right-turn lanes • New signal	• Reduce delay on Book Rd • Improve overall intersection performance (LOS F → LOS D) • Provide separation between right-turn and through traffic on northbound and southbound approaches (i.e., reduce conflicts)	• Extent of widening on Book Rd to be defined through future design process • New traffic signal at Book Rd/95th St	N/A	$1,170,000

[1] ***Construction cost estimate does not include engineering or land acquisition costs.***

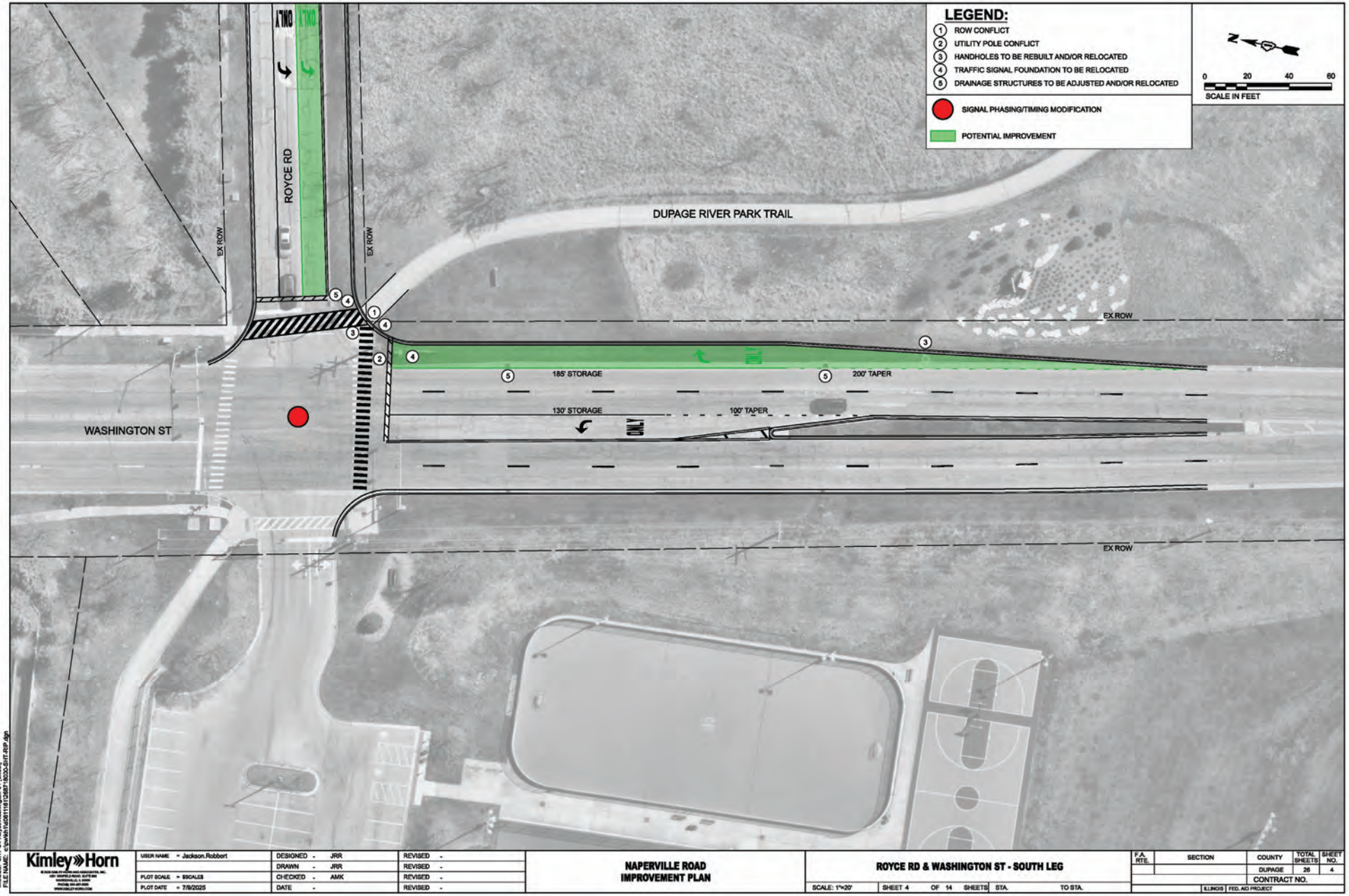
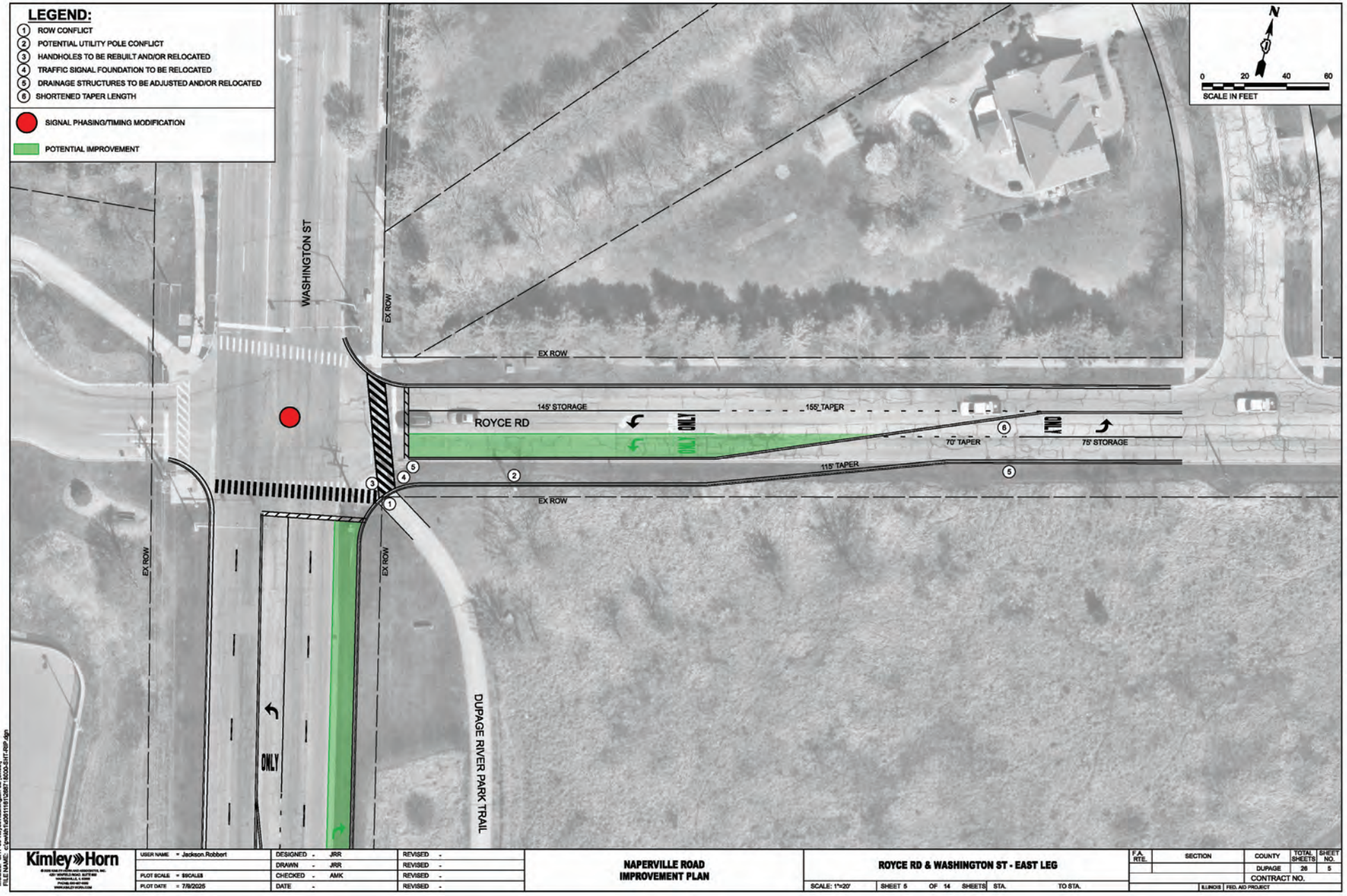

LEGEND:
1 ROW CONFLICT
2 UTILITY POLE CONFLICT
3 HANDHOLES TO BE REBUILT AND/OR RELOCATED
4 TRAFFIC SIGNAL FOUNDATION TO BE RELOCATED
5 DRAINAGE STRUCTURES TO BE ADJUSTED AND/OR RELOCATED
SIGNAL PHASING/TIMING MODIFICATION
POTENTIAL IMPROVEMENT
N
0 20 40 60
SCALE IN FEET
ROYCE RD
ONLY
EX ROW
DUPAGE RIVER PARK TRAIL
185' STORAGE
200' TAPER
130' STORAGE
100' TAPER
WASHINGTON ST
Kimley»Horn
NAPERVILLE ROAD IMPROVEMENT PLAN
ROYCE RD & WASHINGTON ST - SOUTH LEG
SCALE: 1"=20'
SHEET 4 OF 14 SHEETS
DUPAGE
CONTRACT NO.

Image 1/2



Naperville

Image 2/2

IMPROVEMENTS	BENEFITS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE[1]

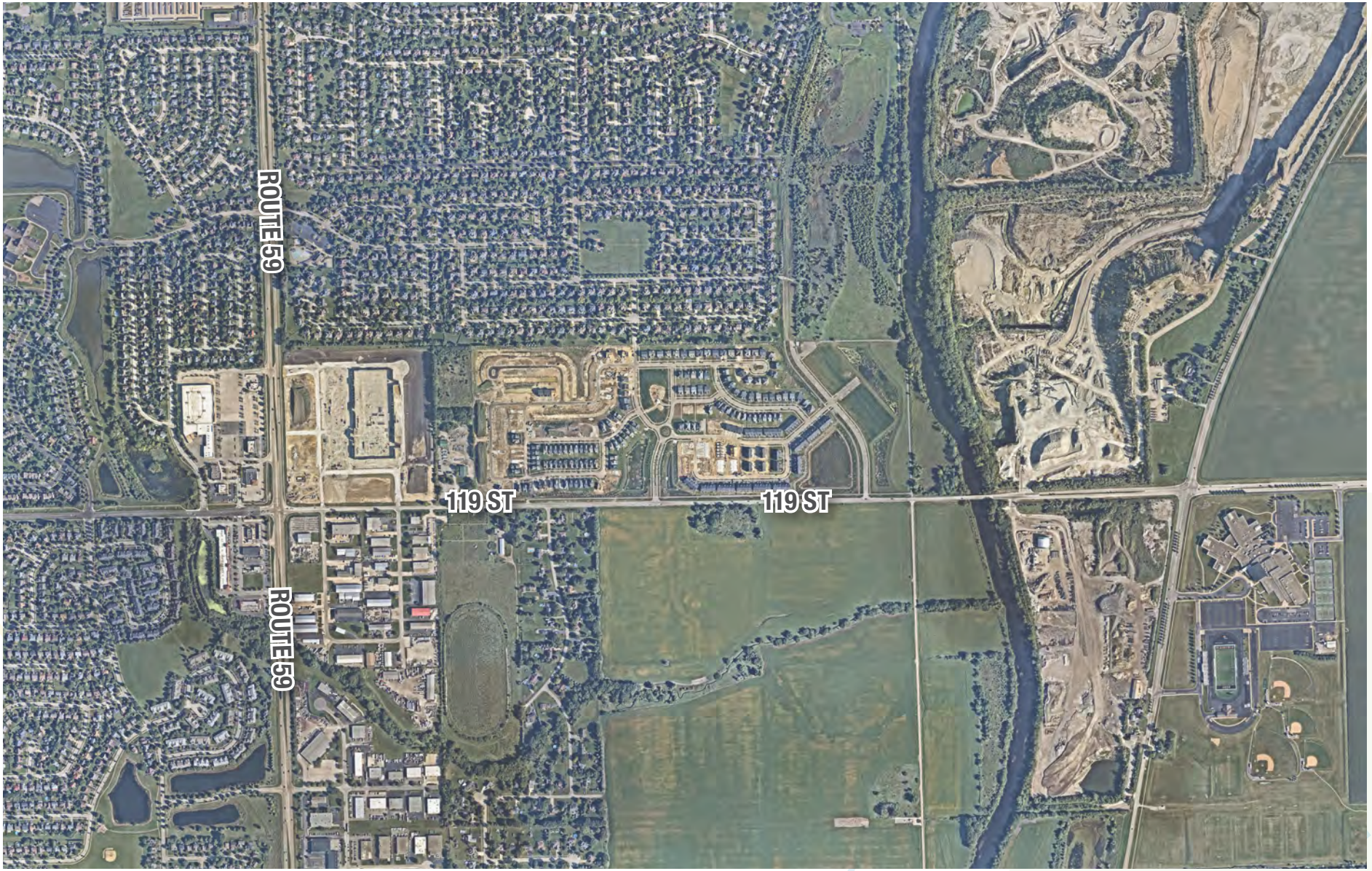
• Install dual westbound left-turn lanes
• Provide northbound right-turn lane
• Modify traffic signal
  • Protected left-turn phase for westbound and eastbound approaches
  • Right-turn overlap phase on northbound approach
	• Provide separation between northbound right-turn and through traffic (i.e., reduce conflicts)
	• Reduce delay for westbound left-turn
	• Improve overall LOS (LOS F → LOS D)
		Naperville Park District (DuPage River Sports Complex); Forest Preserve District of Will County (DuPage River Trail)	$234,000

[1] ***Construction cost estimate does not include engineering or land acquisition costs.***


248 AV
ROUTE 59
111 ST
111 ST
248 AV
ROUTE 59

IMPROVEMENTS	BENEFITS	DESIGN CONSIDERATIONS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE[1]
• Widen to 4-lane cross-section with turn lanes at key intersections (currently 2 lanes) • Provide westbound right-turn lane drop at 248th Av	• Provide additional capacity to accommodate projected traffic volumes • Install dedicated turn lanes at key intersections to reduce conflicts • Minimize delay and queues at the intersection of 111th St/248th Av	• Roadway lighting along 111th St extension • Closed drainage system • Pedestrian accommodations not provided along 111th Street; assumed multi-use path • New curb along the project length	Signal timing modifications at 111th St/Route 59 (if any) would require IDOT coordination	$9,630,000

[1] Construction cost estimate does not include engineering or land acquisition costs.


ROUTE 59
119 ST
119 ST
ROUTE 59

IMPROVEMENTS	BENEFITS	DESIGN CONSIDERATIONS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE[1]
• Widen to 4-lane cross-section with turn lanes at key intersections (currently 2 lanes)	• Provide additional capacity to accommodate projected traffic volumes • Install dedicated turn lanes at key intersections to reduce conflicts	• Relocation of overhead utilities • Roadway lighting along 119th St • New curb along the project length	N/A	$10,300,000

[1] Construction cost estimate does not include engineering or land acquisition costs.

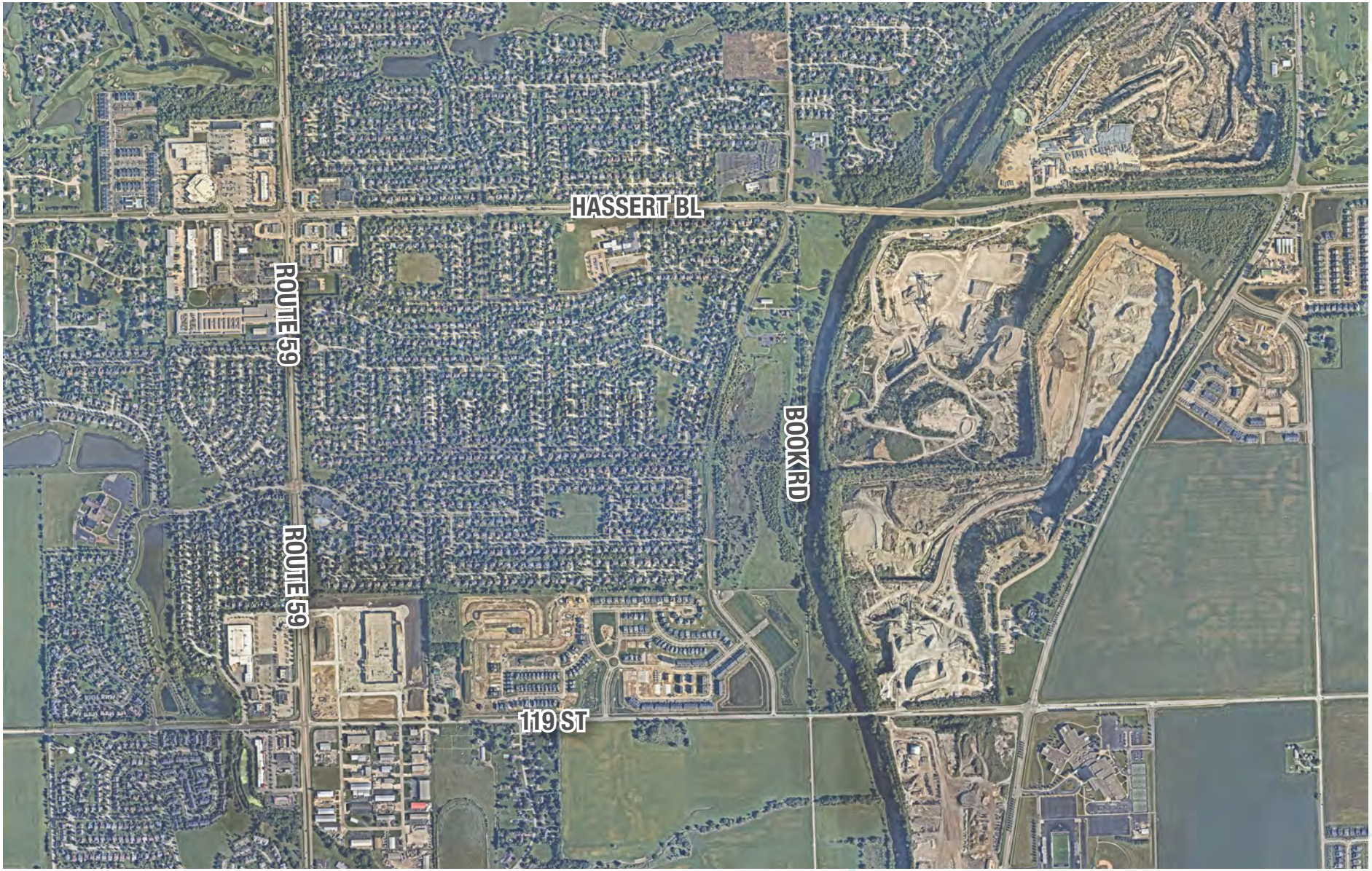


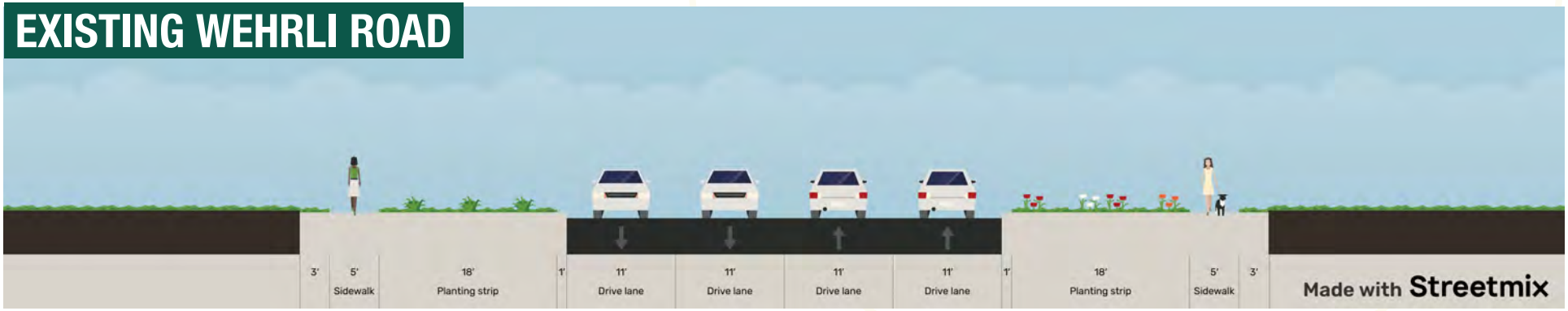
Image 1/1

INTERSECTION: ROADWAY EXTENSION: BOOK RD TO 119th ST

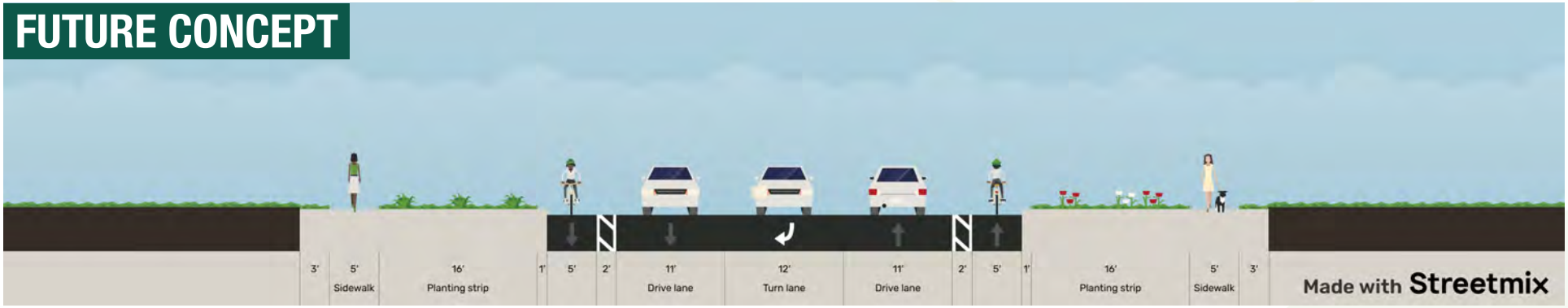
IMPROVEMENTS	BENEFITS	DESIGN CONSIDERATIONS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE[1]
• Extend existing cross-section south to 119th St	• Provide additional north-south route • Minimize cut-through traffic in adjacent residential neighborhoods	• New traffic signal at Book Rd/Hassert Bl • Earthwork/environmental review required • Lighting along Book Rd extension	Will County coordination (Hassert Bl jurisdiction)	$3,500,000

[1] ***Construction cost estimate does not include engineering or land acquisition costs.***

EXISTING WEHRLI ROAD



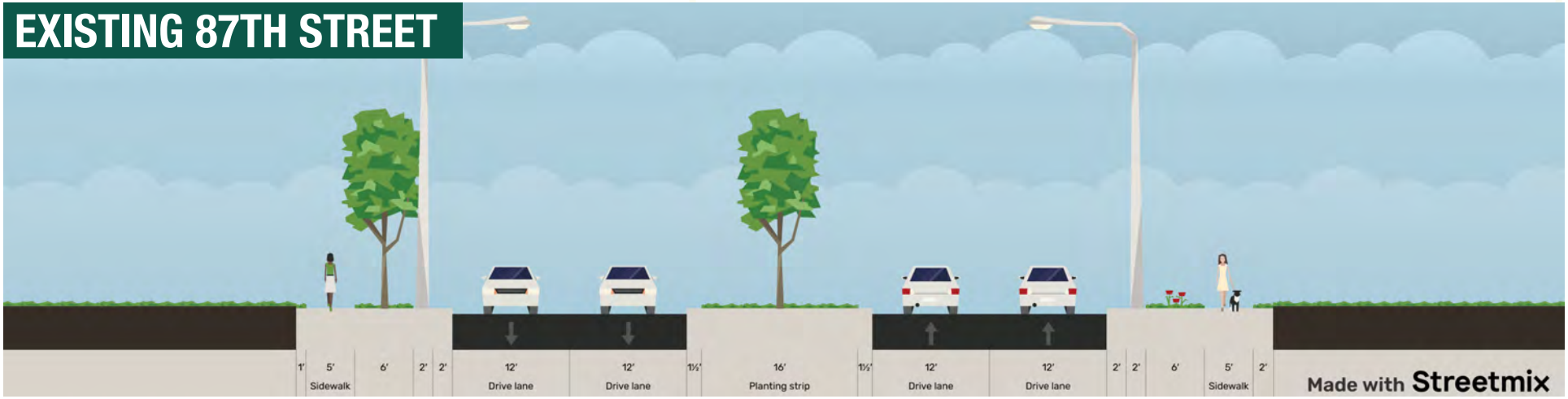
FUTURE CONCEPT



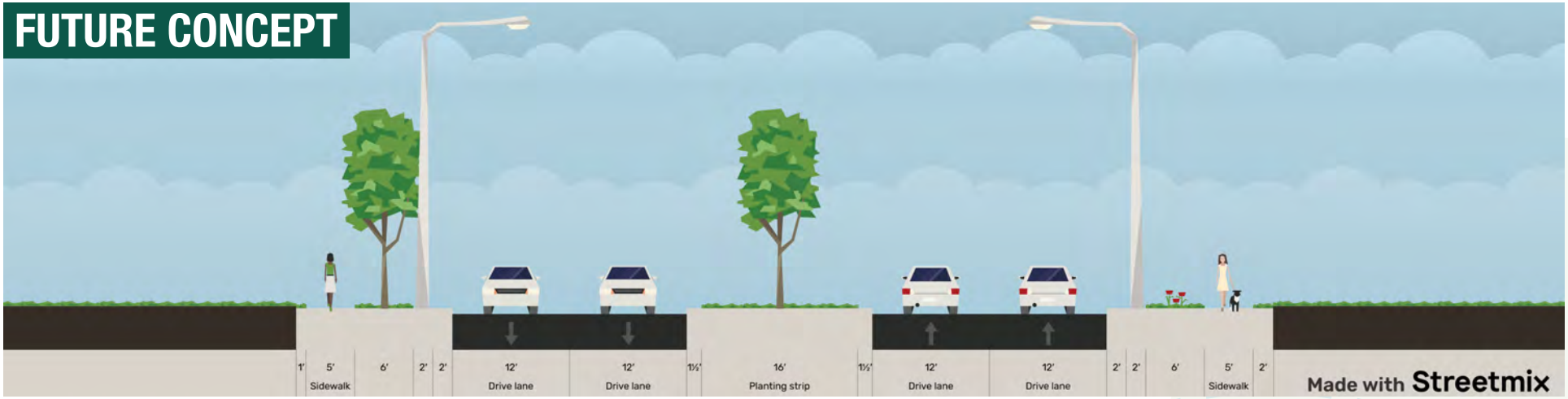
IMPROVEMENTS	BENEFITS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE[1]
• Convert roadway to 2-lane cross-section (currently 4- lane, undivided roadway).	• Traffic calming / reduce vehicle speeds • Enhance safety for pedestrians and bicyclists • Reduced vehicle conflicts with turn lanes	N/A	To be determined based on final design configuration.

[1] Construction cost estimate does not include engineering or land acquisition costs.

EXISTING 87TH STREET



FUTURE CONCEPT



IMPROVEMENTS	BENEFITS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE[1]
• Convert roadway to 2-lane cross-section (currently 4- lane, undivided roadway).	• Traffic calming / reduce vehicle speeds • Enhance safety for pedestrians and bicyclists • Reduced vehicle conflicts with turn lanes	N/A	To be determined based on final design configuration.

[1] Construction cost estimate does not include engineering or land acquisition costs.

Naperville