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MEMORANDUM

To: Elaine Ramesh, Roads & Bridges Chair
Robert Kosin, VBH Village Administrator

From: Daniel J. Strahan
Gewalt Hamilton Associates

Date: October 29, 2010

Re: IL Rte. 62 Traffic Count Data
Village of Barrington Hills

As requested by the Village Board our office placed sets of traffic counters at three locations along IL Rte. 62 during the week of October 4, 2010. The locations were between Brinker and Old Sutton, between Old Sutton and Bateman, and between Bateman and IL Rte. 25. Theses locations corresponded to previously completed traffic count locations, and so the raw data from these counts was compared to data gathered in June of 2009. It is noted that barricades and other construction signage and traffic control devices were still in place at the time the 2010 counts were taken.

Below is a comparison of the raw count data collected at the referenced locations over the past two years; the 85th percentile speed is shown as this is the measure most often used in establishing speed limits:

Location	2009 85th Percentile Speed	2010 85th Percentile Speed
Brinker-Old Sutton	57.60 mph	58.85 mph
Old Sutton-Bateman	58.83 mph	51.50 mph
Bateman-IL 25	57.63 mph	62.01 mph

The raw data would indicate that at two of the three locations the 85th percentile speed was actually higher in 2010 (with construction signage in place) than in 2009. A reduction in speed was seen at the count location between Old Sutton Road and Bateman Road, perhaps due to the influence of construction activities in this area.

It is understood that the intent in gathering the data is to renew the Village's request that IDOT lower the speed limit along IL 62 to 45 mph. Two observations can be made based on the data. First, the IDOT Policy on Establish and Posting Speed Limits, dated May 2002, states that, "Observations (traffic counts) should not be made…when traffic is influenced by construction or maintenance operations…" (p. 2). Therefore if IDOT were to consider the request of the Village the state would likely conduct additional counts to review the prevailing speed.

Secondly, the policy determines speed limits primarily based on the prevailing (85th percentile) speed, and considers variation from that measure based on crash rate, access control, pedestrian activity, and parking. The only criterion that may apply in the case of IL Rte. 62 through the Village is the crash rate. Specifically, a 5 percent deduction can be made from the prevailing speed when the crash rate in a proposed speed zone is 50 percent higher than the Statewide average for the same classification; a 10% reduction is considered if the crash rate is more than twice the Statewide rate. The policy notes that a reduction in speed may reduce the severity of the crashes that occur, but normally does not significantly reduce the number of crashes. Additionally, studies have found that a reduction in the speed limit alone does not reduce actual prevailing speeds.