Item #14B:

Village Engineer Shrake

IL Route 53 & Schaeffer Road Traffic Signal Warrants Analysis

01/05/17

GHA GEWALT HAMILTON ASSOCIATES, INC.
CONSULTING ENGINEERS
625 Forest Edge Drive, Vernon Hills, IL 60061
TEL 847.478.9700 ■ FAX 847.478.9701
www.gha-engineers.com

TRAFFIC SIGNAL WARRANT STUDY

To: Mr. David Lothspeich – Village of Long Grove

Copy: Geoff Perry - GHA

From: Daniel P. Brinkman, P.E., PTOE

Date: December 23, 2016

Subject: IL Rte 53 at Schaeffer Road:
Long Grove, IL

Part I. Project Context and Summary Statement

Per your request, *Gewalt Hamilton Associates, Inc.* (GHA) has conducted the necessary analysis to determine if the above referenced intersection meets the minimum criteria as published in the FHWA's Manual on Uniform Traffic Control Devices (MUTCD) for installation of a traffic signal.

Briefly summarizing, after review of the existing traffic data, crash history and the MUTCD criteria, it is our finding that the IL Rte 53 intersection with Schaeffer Road does not meet the threshold volumes or other criteria to warrant traffic signals.

Part II. Background Information

Site Location Map and Aerial Photo

Exhibit 1 provides a location map of the subject intersection and vicinity and *Exhibit 2* provides an aerial photo of current traffic operations. Pertinent comments include:

- Schaeffer Road Drive is located approximately 2,050 feet west of the signalized intersection of IL Rte 53 and Old McHenry Road
- IL Rte 53 provides a single travel lane in each direction as well as a separate eastbound right turn lane.
- Schaeffer provides a single through lane in each direction and the south leg is slightly offset west of the north leg, which is southbound traffic only.
- The posted speed limit on IL Rte 53 is 45-mph and the posted speed limit on Schaeffer Road is 25-mph.

Existing Traffic Volumes

GHA conducted a 24-hour traffic count at the IL Rte 53 / Schaeffer Road intersection on September 7, 2016. *Exhibit 3* tabulates the prime 14- hours of traffic count data (6:00 am to 8:00 pm) conducted by GHA.

The entire 24-hour existing traffic count summary is included as *Appendix A.*

Draft

Part III. Evaluation

Right turn on Red (RTOR) adjustments

Prior to testing the published warrant criteria, the MUTCD directs the engineer conducting a warrant study to consider the effects of future right turns on red (RTOR) and remove those traffic volumes from the observed approach volumes. Various methods exist for this reduction, but the most prevalent in our area and the approach required by the Illinois Department of Transportation (IDOT) is the use of Pagones' Theorem. Pagones' Theorem considers reduction for future right turns based on the lane configuration of the minor street approaches and further adjusts the reduction based on the volume of traffic in the adjacent through lanes to account for available gaps that RTOR movements would be made into.

Pagones' Theorem is attached as *Exhibit 4.*

For this analysis, Schaeffer Road approach volumes were reduced in accordance with lane configuration #1 – right turn volumes were generally reduced by 60% based on the observed approach volumes and lane configuration. During the peak hours, through volumes on IL Rte 53 resulted in limitations of the RTOR reductions to as little as 15%. As the MUTCD volume requirements allow for use of the busiest minor street (e.g. Schaeffer Road) approach we calculated the adjusted hourly approach volumes for both northbound and southbound Schaeffer Road. These volumes and adjusted volumes are tabulated in *Exhibit 5.*

Warrant Analyses

GHA reviewed the available signal warrants as published in the FHWA's *Manual on Uniform Traffic Control Devices* (MUTCD). Each of the nine available warrants and their results are discussed below.

Warrant #1 – Eight Hour Volume

The 8-hour volume requirements are based on the existing lane configuration at the IL Rte 53 and Schaeffer Road intersection and posted speed limits. There are two 8-hour conditions that are considered: Condition A – Minimum Vehicular Volume and Condition B – Interruption of Continuous Traffic.

Included as *Exhibit 6* is Table 4C-1 from the MUTCD. As can be seen, based on the lane configuration at the intersection the minimum major street (IL RTE 53) volumes are 500 and 750 vehicles per hour respectively for Condition A and Condition B. Similarly, the minor street (Schaeffer Road) volumes are 150 and 75 vehicles per hour respectively. For either condition the volume minimums must be met simultaneously during the same hour. The eight hour warrant criteria are not met.

Warrant #2 – Four Hour Volume

Exhibit 7 presents Figure 4C-1 from the MUTCD, which was utilized to determine if the Four Hour Warrant was met. As can be seen, there are no hours where the minimum combined volume met above the minimum threshold line on the chart. Therefore, the Four Hour volume criteria is not met.

Warrant #3 – Peak Hour Volume

Exhibit 8 presents Figure 4C-3 from the MUTCD which was utilized to determine if Warrant #3 - Peak Hour Volume was met. There were no observed hours where the combination of volumes met above the minimum threshold line on the chart. Therefore, the Peak Hour volume criteria is not met.

Warrant #4 – Pedestrian Volume

Pedestrian volume warrant criteria starts at 75 pedestrians per hour. There are no pedestrian facilities in the vicinity and pedestrian volumes are very minimal. As such – this warrant was not considered.

Warrant #5 – School Crossing

The MUTCD allows for installation of a traffic signal when the principal reason for installation is to accommodate the crossing of school aged children. There is not an elementary school in close proximity to the intersection to justify this criteria. Countryside Elementary School is located northwest of the intersection but no pedestrian facilities are provided between the intersection and the school.

Warrant #6 – Coordinated Signal System

This warrant was not considered.

Warrant #7 – Crash Experience

When the frequency and severity of correctable crashes are experienced over a 12-month period, installation of a traffic signal to address these crashes may be justified based on this warrant. However, in addition to the crash history, volume criteria (80% of one of the Warrant #1 8-hour conditions) must also be met.

"Correctable" crashes considered for warrant criteria are generally turning and or angle type collisions. Rear End crashes and those reported with fixed objects and animals do not merit consideration for the installation of traffic signals. There were twelve (12) reported crashes occurred at the subject intersection between 2010 and 2014. Of those 12, there were no more than 4 in one year and in 2014 (The most recent year for which data is available from LCDOT) only 1 crash was considered "correctable" which is not sufficient to warrant a traffic signal on the Crash Experience basis.

A crash data summary table from the Lake County Division of Transportation (LCDOT) Traffic Data Management System is included as *Appendix B.*

Warrant #8 – Roadway Network

This warrant requires the two subject roadways to both be major roadways with similar volume characteristics. This warrant is not applicable.

Warrant #9 – Intersection Near a Grade Crossing (railroad).

This warrant is only applicable when an intersection is within 150-feet of an at grade railroad crossing. This warrant is not applicable.

Part IV. Conclusions & Recommendations

Exhibit 9 provides a detailed review of the various MUTCD warrants described and discussed above. At this time neither the vehicle or pedestrian volume, nor the crash history at the IL Rte 53 intersection with Schaeffer Road meet any of the published warrants.

Part V. Technical Addendum

The following *Exhibits* were previously referenced. They provide technical support for our observations, findings, and recommendations discussed in the text.

Exhibits

1. Location Map
2. Site Context
3. Existing Traffic Volumes
4. Analysis Parameters – "Pagones' Theorem"
5. Warrant Volumes
6. Eight Hour Traffic Signal Warrant Requirements
7. Four Hour Signal Warrant Test
8. Peak Hour Signal Warrant Test
9. Signal Warrant Review Sheet

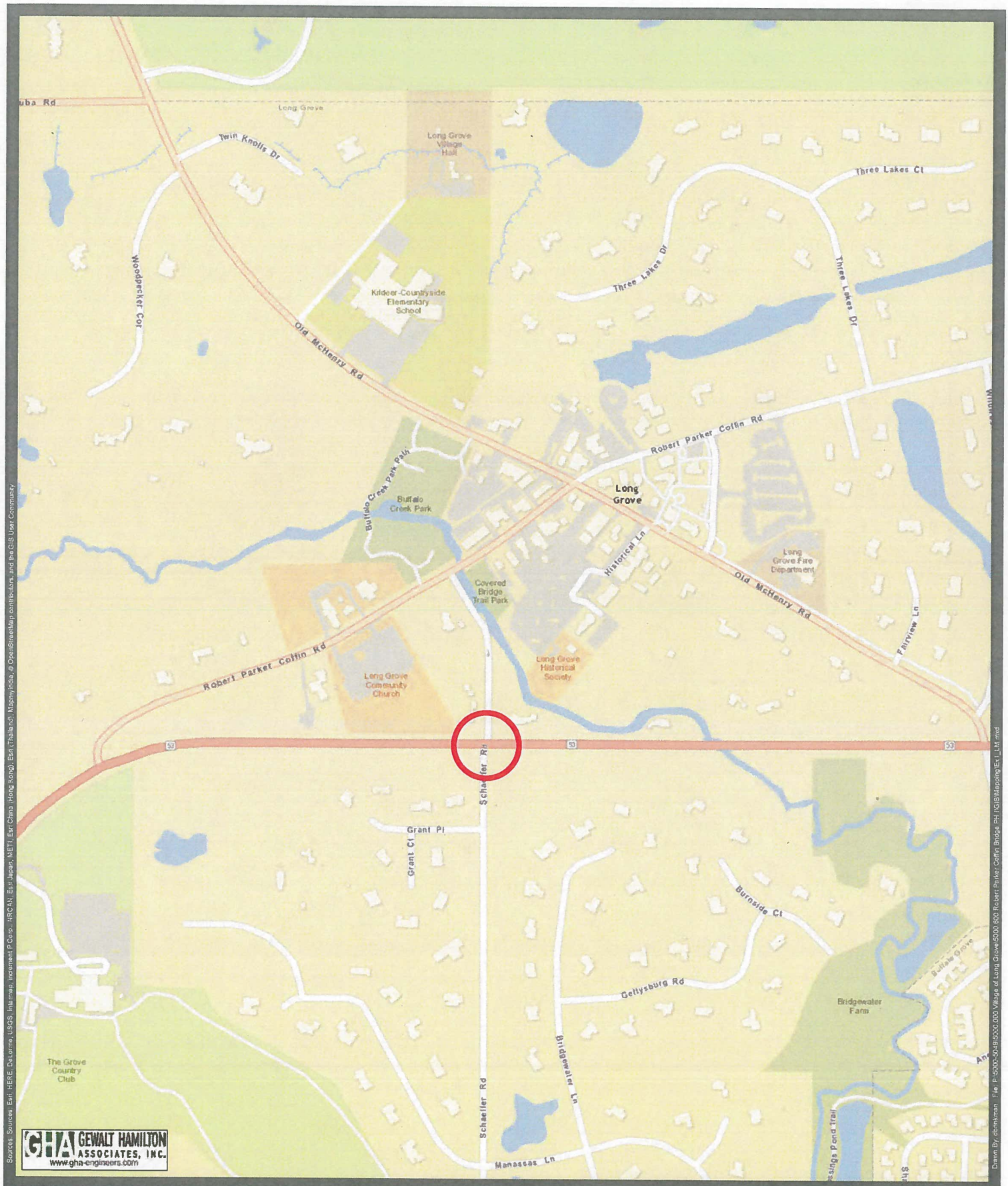
Appendices

A. Count Data
B. Crash Summaries

5000.106 Long Grove IL 53 at Schaeffer Warrant-drft.docx

draft

TECHNICAL ADDENDUM



N

1 inch = 500 Feet

Exhibit 1: Location Map

IL Rte 53 at Schaeffer Road
Village of Long Grove, IL

MapCode: Date: 12/2/2016 Project: 5000.600

N

1 inch = 250 Feet

Exhibit 2: Site Context

IL Rte 53 at Schaeffer Road
Village of Long Grove, IL

MapCode Date: 12/22/2016 Project: 5000.600

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Drawn By: dsinkman File: P:\5000-5049\5000.000 Village of Long Grove\5000.600 Robert Parker Coffin Bridge PH IG\GIS\Mapping\Ex_LM.mxd

Lake County, Illinois

LakeCounty
Geographic Information System

Lake County
GIS Division
18 N County St
Waukegan IL 60085
(847) 377-2388

Map Printed on 1/4/2017

N

Road ROW

Disclaimer: The selected feature may not occur anywhere in the current map extent. A Registered Land Surveyor should be consulted to determine the precise location of property boundaries on the ground. This map does not constitute a regulatory determination and is not a base for engineering design. This map is intended to be viewed and printed in color.

Exhibit 3
Existing Traffic Volumes
IL Rte 53 at Schaeffer Road; Long Grove, IL

Intersection IL Rte 53 at Schaeffer Road **Municipality** Long Grove **County** Lake **Date** 9/7/2016

Hour Beginning	Major Street = IL Rte 53											Minor Street = Schaeffer Road											Intersection Total Volumes
	Approach = Eastbound					Approach = Westbound					Major Street Total	Approach = Northbound					Approach = Southbound					Minor Street Total	
	Left	Thru	Right	U-turn	Subtotal	Left	Thru	Right	U-turn	Subtotal		Left	Thru	Right	U-turn	Subtotal	Left	Thru	Right	U-turn	Subtotal		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
6:00 AM	0	1,053	5	0	1,058	3	416	0	0	419	1,477	2	0	29	0	31	1	0	0	0	1	32	1,509
7:00 AM	0	1,276	5	0	1,281	16	575	0	0	591	1,872	7	0	68	0	75	0	0	0	0	0	75	1,947
8:00 AM	0	1,222	8	0	1,230	24	567	0	0	591	1,821	7	0	59	0	66	0	0	1	0	1	67	1,888
9:00 AM	0	591	6	0	597	24	423	0	0	447	1,044	7	0	36	0	43	0	1	0	0	1	44	1,088
10:00 AM	0	463	11	0	474	21	421	0	0	442	916	5	0	39	1	45	0	0	0	0	0	45	961
11:00 AM	0	417	8	0	425	25	504	0	0	529	954	7	0	23	0	30	0	0	0	0	0	30	984
12:00 PM	0	464	7	0	471	27	474	0	0	501	972	2	0	35	0	37	0	1	0	0	1	38	1,010
1:00 PM	0	478	11	0	489	29	482	0	0	511	1,000	11	0	31	0	42	0	0	0	0	0	42	1,042
2:00 PM	0	583	10	0	593	29	566	0	0	595	1,188	1	0	29	0	30	0	0	0	0	0	30	1,218
3:00 PM	0	651	5	0	656	40	884	0	0	924	1,580	6	0	38	0	44	0	1	0	0	1	45	1,625
4:00 PM	0	633	7	0	640	49	1,203	0	0	1,252	1,892	9	0	33	0	42	0	1	0	0	1	43	1,935
5:00 PM	0	708	8	0	716	52	1,265	0	0	1,317	2,033	10	0	40	0	50	0	1	0	0	1	51	2,084
6:00 PM	0	594	11	0	605	106	906	0	0	1,012	1,617	4	0	46	0	50	0	1	1	0	2	52	1,669
7:00 PM	0	432	4	0	436	45	476	0	0	521	957	3	0	17	0	20	0	1	0	0	1	21	978

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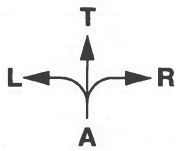
Exhibit 4

Analysis Parameters – "Pagones' Theorem"

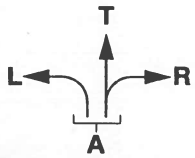
1. Lane Configurations and Right Turn Reductions

1



IF { R > 0.7A; 0.7A ≥ R > 0.35A; R ≤ 0.35A } THEN { reduce R by 60%; reduce R by 40%; reduce R by 20% }

2

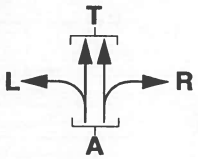


IF { R > 3T; 3T ≥ R > T/3; R ≤ T/3 } THEN { reduce R by 60%; reduce R by 40%; reduce R by 20% }

3 Any configuration with an exclusive right turn lane (usually ≥ 600 ft. long)

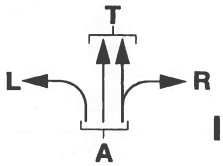
Reduce R by 75% in all cases.

4



IF { R > (T + L); L > (T + R); L ≈ T ≈ R (±10 veh.); L ≈ T > 3R; R ≈ T > 3L; all other cases } THEN { reduce R by 65%; use situation 2; reduce R by 40%; reduce R by 20%; reduce R by 50%; reduce R by 30% }

5



IF { R > T; T ≥ R > T/2; T/2 ≥ R > T/4; R ≤ T/4 } THEN { reduce R by 75%; reduce R by 50%; reduce R by 30%; reduce R by 15% }

LEGEND

L = number of left turning vehicles
T = number of through vehicles
R = number of right turning vehicles
A = (L+T+R)

2. Mainline Congestion Factors For Limiting Right Turn Reductions[1]

Volumes Per Lane	Reduction	Volumes Per Lane	Reduction
0 - 399	0%	1000 - 1099	35%
400 - 499	5%	1100 - 1199	40%
500 - 599	10%	1200 - 1299	45%
600 - 699	15%	1300 - 1399	50%
700 - 799	20%	1400 - 1499	55%
800 - 899	25%	1500 - 1599	60%
900 - 999	30%	etc.	etc.

(1) Mainline = Approach which right turns turn into

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Exhibit 5
Warrant Volumes
IL Rte 53 at Schaeffer Road; Long Grove, IL

A. Northbound Schaeffer Road

Hour	Volume From Exhibit 3				RTOR	Warrant Volumes			
Beginning	Left	Thru	Right	Subtotal	Reduction	Left	Thru	Right	Total
	1	2	3	4	5	6	7	8	9
6:00 AM	2	0	29	31	25%	2	0	22	24
7:00 AM	7	0	68	75	15%	7	0	58	65
8:00 AM	7	0	59	66	15%	7	0	50	57
9:00 AM	7	0	36	43	50%	7	0	18	25
10:00 AM	5	0	39	44	55%	5	0	18	23
11:00 AM	7	0	23	30	55%	7	0	10	17
12:00 PM	2	0	35	37	55%	2	0	16	18
1:00 PM	11	0	31	42	55%	11	0	14	25
2:00 PM	1	0	29	30	50%	1	0	15	16
3:00 PM	6	0	38	44	45%	6	0	21	27
4:00 PM	9	0	33	42	45%	9	0	18	27
5:00 PM	10	0	40	50	40%	10	0	24	34
6:00 PM	4	0	46	50	50%	4	0	23	27
7:00 PM	3	0	17	20	55%	3	0	8	11

B. Southbound Schaeffer Road

Hour	Volume From Exhibit 3				RTOR	Warrant Volumes			
Beginning	Left	Thru	Right	Subtotal	Reduction	Left	Thru	Right	Total
	1	2	3	4	5	6	7	8	9
6:00 AM	1	0	0	1	55%	1	0	0	1
7:00 AM	0	0	0	0	50%	0	0	0	0
8:00 AM	0	0	1	1	50%	0	0	1	1
9:00 AM	0	1	0	1	55%	0	1	0	1
10:00 AM	0	0	0	0	55%	0	0	0	0
11:00 AM	0	0	0	0	50%	0	0	0	0
12:00 PM	0	1	0	1	55%	0	1	0	1
1:00 PM	0	0	0	0	55%	0	0	0	0
2:00 PM	0	0	0	0	50%	0	0	0	0
3:00 PM	0	1	0	1	35%	0	1	0	1
4:00 PM	0	1	0	1	15%	0	1	0	1
5:00 PM	0	1	0	1	15%	0	1	0	1
6:00 PM	0	1	1	2	30%	0	1	1	2
7:00 PM	0	1	0	1	55%	0	1	0	1

Exhibit 6

Eight Hour Traffic Signal Warrant Requirements

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

[a] Basic minimum hourly volume

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures

[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Major Street – IL RTE 53

- One lane for moving through traffic

Minor Street –Schaeffer Road

- One lane for moving through traffic

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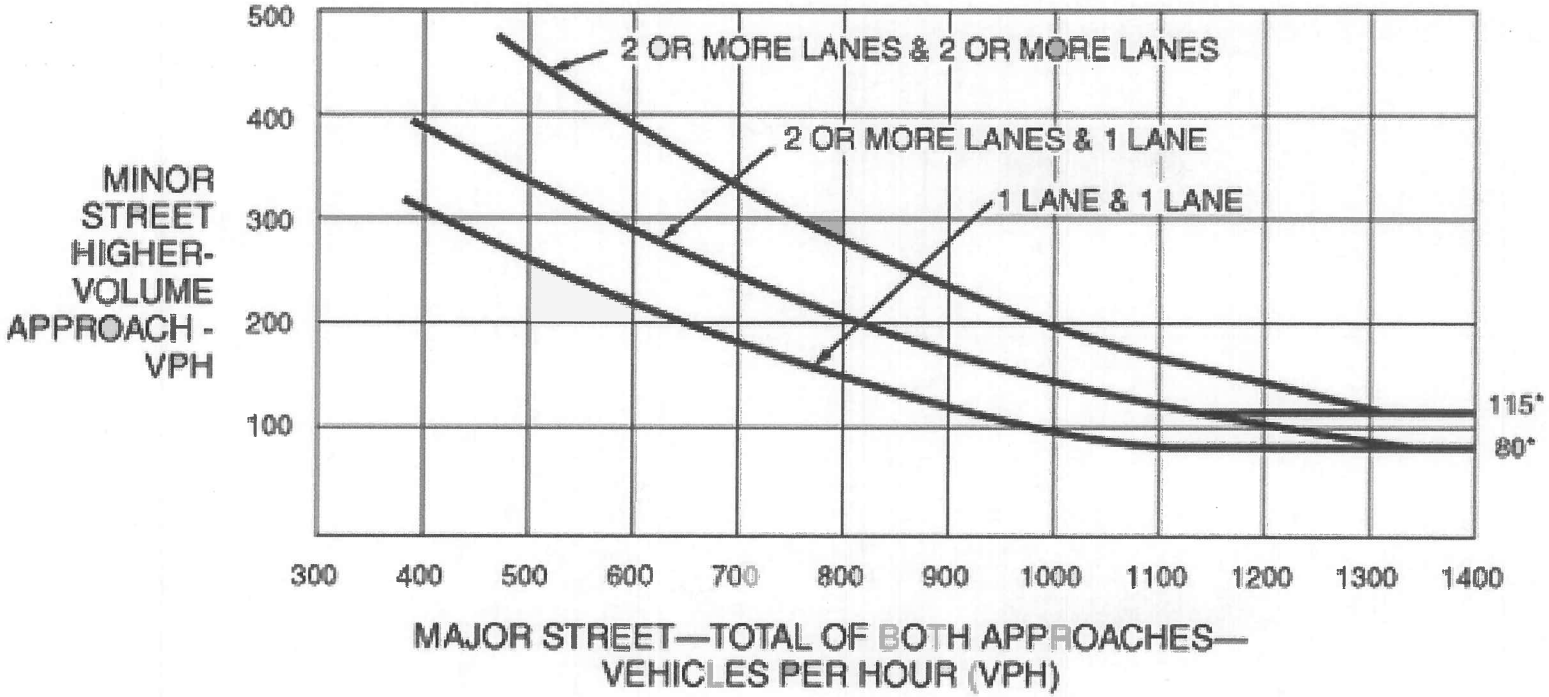
Exhibit 7

Four Hour Traffic Signal Warrant Test

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Volumes

- Major Street – IL Rte 53
- Minor Street – Schaeffer Road

Result

- Intersection Volume requirements met for 0 hours. No adjusted approach volumes over 65 vehicles

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Exhibit 8

Peak Hour Traffic Signal Warrant Test

Figure 4C-3. Warrant 3, Peak Hour

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Discussion

- Focus on Weekday Morning Peak Hour, because intersection minor street approach values are highest at that time.

Volumes

- Major Street – IL Rte 53 = 1,929 VPH
- Minor Street – Schaeffer Road = 69 VPH (7:30 AM) = 5 lefts + (90% of 71 right turns) adjusted as required for future Right Turn on Red

Result

- Intersection Volume Does Not meet Warrant #3 Peak Hour

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Exhibit 9
Signal Warrant Review Sheet
IL Rte 53 at Schaeffer Road; Long Grove, IL

SRA: NO

Intersection: IL Rte 53 at Schaeffer Road

Municipality: Long Grove **County:** Lake

Speed limit of major route: 45

Number of lanes for major approach: 1

Isolated community with population <10,000? NO

Number of lanes for minor approach: 1

Warrant 1 - Condition A — Need 8 Hours
Major = 500 vph and Minor = 150 vph

Warrant 1 - Condition B — Need 8 Hours
Major = 750 vph and Minor = 75 vph

Hour Begin	Major Street Volume (both approaches	Adj. Minor Street Volume (higher volume approach)	Check any hours which meet the following warrants: Warrant 1 A 100%	Warrant 1 B 100%	Warrant 7: 8 hrs of one of the following: Warrant 1 A/B: 8 hrs of BOTH: 80% of A	80% of B	80% of Warr #4
6:00	1,477	24					
7:00	1,872	65				X	
8:00	1,821	36					
9:00	1,044	31					
10:00	916	29					
11:00	954	30					
12:00	972	20					
1:00	1,000	32					
2:00	1,188	30					
3:00	1,580	33					
4:00	1,892	43					
5:00	2,033	42					
6:00	1,617	44					
7:00	957	32					
		Hours Met:	0	0	0	1	0

WARRANT 1 Warrant 1 is met if any of the following conditions are met:	Yes	No
Condition A Minimum Vehicular Volume	Yes	No
Condition B Interruption of Continuous Traffic	Yes	No
Condition A/B Combination of Warrants	Yes	No
WARRANT 2 Four-Hour Volume	Yes	No
WARRANT 3 Peak-Hour Volume	Yes	No
WARRANT 4 Pedestrian Volume	Yes	No
WARRANT 5 School Crossing	Yes	No
WARRANT 6 Coordinated Signal	Yes N/A	No
WARRANT 7 Accident Experience	Yes	No

	2010	2011	2012	2013	2014
Number of accidents:	3	2	1	2	4
Correctable accidents:	0	0	0	0	1
Less restrictive remedies tried?					
Are volume requirements met?	no				

* = no crashes reported to date

WARRANT 8 Roadway Network	Yes N/A	No
WARRANT 9 Intersection Near a Grade Crossing	Yes N/A	No

Review Information

Counts Used: GHA 24-hour miovision data

Count Date: 9/7/2016

Date Reviewed: 12/22/2016

Reviewed By: DPB

Comments

STOP OR YIELD CONTROLLED LEG WITH GRADE CROSSING

D (clear storage distance) =

	#	%	Adj. Factor
RAIL TRAFFIC PER DAY =			
HIGH OCCUPANCY BUSSES PER HOUR =			
TRUCKS PER HOUR =			
OVERALL ADJUSTMENT FACTOR =			

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5000.600 Long Grove, IL
IL-53 & Schaeffer Rd.
24-hr
GHA MIO

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 lbeckham@gha-engineers.com

Count Name: IL-53 & Schaeffer Rd
Site Code:
Start Date: 09/07/2016
Page No: 1

Turning Movement Data

Start Time	Schaeffer Rd. Southbound						Hwy 53 Westbound						Schaeffer Rd. Northbound						Hwy 53 Eastbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	0	0	0	18	0	0	18	30
12:15 AM	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	0	8	0	0	8	21
12:30 AM	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	0	12	0	0	12	25
12:45 AM	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	8	2	0	10	21
Hourly Total	0	0	0	0	0	0	0	1	48	0	0	49	0	0	0	0	0	0	0	0	46	2	0	48	97
1:00 AM	0	0	0	0	0	0	1	0	8	0	0	9	0	0	0	0	0	0	0	0	8	0	0	8	17
1:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	7	0	0	7	12
1:30 AM	0	0	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
1:45 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6	0	0	6	12
Hourly Total	0	0	0	0	0	0	1	1	27	0	0	29	0	0	0	0	0	0	0	0	21	0	0	21	50
2:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	7	0	0	7	8
2:15 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	6	0	0	6	9
2:30 AM	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	6	0	0	6	21
2:45 AM	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	0	6	0	0	6	19
Hourly Total	0	0	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	0	0	0	25	0	0	25	57
3:00 AM	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	5	0	0	5	17
3:15 AM	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	6	0	0	6	17
3:30 AM	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	0	0	9	0	0	9	25
3:45 AM	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	1	0	1	0	0	15	0	0	15	29
Hourly Total	0	0	0	0	0	0	0	0	52	0	0	52	0	0	0	1	0	1	0	0	35	0	0	35	88
4:00 AM	0	0	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	0	0	0	13	0	0	13	27
4:15 AM	0	0	0	0	0	0	0	0	25	0	0	25	0	0	0	1	0	1	0	0	19	0	0	19	45
4:30 AM	0	0	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	0	0	32	0	0	32	56
4:45 AM	0	0	0	0	0	0	0	0	37	0	0	37	0	0	0	2	0	2	0	0	31	0	0	31	70
Hourly Total	0	0	0	0	0	0	0	1	99	0	0	100	0	0	0	3	0	3	0	0	95	0	0	95	198
5:00 AM	0	0	0	0	0	0	0	1	44	0	0	45	0	1	0	4	0	5	0	0	40	0	0	40	90
5:15 AM	0	0	0	0	0	0	0	0	62	0	0	62	0	0	0	2	0	2	0	0	73	0	0	73	137
5:30 AM	0	0	0	0	0	0	0	0	83	0	0	83	0	0	0	2	0	2	0	0	134	0	0	134	219
5:45 AM	0	0	0	0	0	0	0	0	91	0	0	91	0	2	0	4	0	6	0	0	128	0	0	128	225
Hourly Total	0	0	0	0	0	0	0	1	280	0	0	281	0	3	0	12	0	15	0	0	375	0	0	375	671
6:00 AM	0	0	0	0	0	0	0	0	82	0	0	82	0	1	0	4	0	5	1	0	160	0	0	161	248
6:15 AM	0	1	0	0	0	1	0	1	106	0	0	107	0	0	0	9	0	9	0	0	241	0	0	241	358
6:30 AM	0	0	0	0	0	0	0	1	112	0	0	113	0	1	0	9	0	10	0	0	304	2	0	306	429
6:45 AM	0	0	0	0	0	0	0	1	116	0	0	117	0	0	0	7	0	7	0	0	348	3	0	351	475
Hourly Total	0	1	0	0	0	1	0	3	416	0	0	419	0	2	0	29	0	31	1	0	1053	5	0	1059	1510
7:00 AM	0	0	0	0	0	0	0	3	153	0	0	156	0	1	0	17	0	18	0	0	301	1	0	302	476
7:15 AM	0	0	0	0	0	0	0	4	124	0	0	128	0	2	0	17	0	19	0	0	316	1	0	317	464
7:30 AM	0	0	0	0	0	0	0	3	146	0	0	149	0	3	0	16	0	19	0	0	325	0	0	325	493
7:45 AM	0	0	0	0	0	0	0	6	152	0	0	158	0	1	0	18	0	19	0	0	334	3	0	337	514
Hourly Total	0	0	0	0	0	0	0	16	575	0	0	591	0	7	0	68	0	75	0	0	1276	5	0	1281	1947

8:00 AM	0	0	0	0	0	0	0	8	157	0	0	165	0	1	0	24	0	25	0	0	320	2	0	322	512
8:15 AM	0	0	0	0	0	0	0	8	131	0	0	139	0	0	0	13	0	13	0	0	333	1	0	334	486
8:30 AM	0	0	0	0	0	0	0	5	162	0	0	167	0	3	0	13	0	16	0	0	284	2	0	286	469
8:45 AM	0	0	0	1	0	1	0	3	117	0	0	120	0	3	0	9	0	12	0	0	285	3	0	288	421
Hourly Total	0	0	0	1	0	1	0	24	567	0	0	591	0	7	0	59	0	66	0	0	1222	8	0	1230	1888
9:00 AM	0	0	0	0	0	0	0	6	113	0	1	119	0	1	0	11	0	12	0	0	209	1	0	210	341
9:15 AM	0	0	0	0	0	0	0	6	98	0	0	104	0	1	0	8	0	9	0	0	139	0	0	139	252
9:30 AM	0	0	0	0	0	0	0	4	115	0	0	119	0	3	0	9	0	12	0	0	124	3	0	127	258
9:45 AM	0	0	0	0	0	0	0	8	97	0	0	105	0	2	0	8	0	10	0	0	119	2	0	121	236
Hourly Total	0	0	0	0	0	0	0	24	423	0	1	447	0	7	0	36	0	43	0	0	591	6	0	597	1087
10:00 AM	0	0	0	0	0	0	0	3	114	0	0	117	1	1	0	11	0	13	0	0	138	4	0	142	272
10:15 AM	0	0	0	0	0	0	0	6	96	0	0	102	0	1	0	9	0	10	0	0	120	2	0	122	234
10:30 AM	0	0	0	0	0	0	0	10	95	0	0	105	0	2	0	9	0	11	0	0	86	3	0	89	205
10:45 AM	0	0	1	0	0	1	0	2	116	0	0	118	0	1	0	10	0	11	0	0	119	2	0	121	251
Hourly Total	0	0	1	0	0	1	0	21	421	0	0	442	1	5	0	39	0	45	0	0	463	11	0	474	962
11:00 AM	0	0	0	0	0	0	0	1	121	0	0	122	0	1	0	10	0	11	0	0	102	2	0	104	237
11:15 AM	0	1	0	0	0	1	0	7	124	0	0	131	0	1	0	7	0	8	0	0	114	2	0	116	256
11:30 AM	0	0	0	0	0	0	0	7	141	0	0	148	0	2	0	4	0	6	0	0	106	3	0	109	263
11:45 AM	0	0	0	0	0	0	1	10	118	0	0	129	0	3	0	2	0	5	0	0	95	1	0	96	230
Hourly Total	0	1	0	0	0	1	1	25	504	0	0	530	0	7	0	23	0	30	0	0	417	8	0	425	986
12:00 PM	0	0	0	0	0	0	0	6	109	0	0	115	0	0	0	9	0	9	0	0	144	1	0	145	269
12:15 PM	0	0	0	0	0	0	0	6	117	0	0	123	0	0	0	5	0	5	0	0	105	2	0	107	235
12:30 PM	0	0	0	0	0	0	0	5	134	0	0	139	0	1	0	9	0	10	0	0	111	3	0	114	263
12:45 PM	0	0	1	0	0	1	0	10	114	0	0	124	0	1	0	12	0	13	0	0	104	1	0	105	243
Hourly Total	0	0	1	0	0	1	0	27	474	0	0	501	0	2	0	35	0	37	0	0	464	7	0	471	1010
1:00 PM	0	0	0	0	0	0	0	11	105	0	0	116	0	5	0	10	0	15	0	0	111	4	0	115	246
1:15 PM	0	0	0	0	0	0	0	7	110	0	0	117	0	2	0	7	0	9	0	0	121	1	0	122	248
1:30 PM	0	0	0	0	0	0	0	6	130	0	0	136	0	1	0	7	0	8	0	0	140	3	0	143	287
1:45 PM	0	0	0	0	0	0	0	5	137	0	0	142	0	3	0	7	0	10	0	0	106	3	0	109	261
Hourly Total	0	0	0	0	0	0	0	29	482	0	0	511	0	11	0	31	0	42	0	0	478	11	0	489	1042
2:00 PM	0	0	0	0	0	0	0	5	122	0	0	127	0	0	0	5	0	5	0	0	117	4	0	121	253
2:15 PM	0	0	0	0	0	0	0	8	147	0	0	155	0	1	0	8	0	9	0	0	143	2	0	145	309
2:30 PM	0	0	0	0	0	0	0	4	142	0	0	146	0	0	0	8	0	8	0	0	162	1	0	163	317
2:45 PM	0	0	0	0	0	0	0	12	155	0	0	167	0	0	0	8	0	8	0	0	161	3	0	164	339
Hourly Total	0	0	0	0	0	0	0	29	566	0	0	595	0	1	0	29	0	30	0	0	583	10	0	593	1218
3:00 PM	0	0	0	0	0	0	0	11	166	0	1	177	0	0	0	11	0	11	0	0	144	2	0	146	334
3:15 PM	0	0	0	0	0	0	0	4	227	0	0	231	0	2	0	11	0	13	0	0	160	1	0	161	405
3:30 PM	0	0	1	0	0	1	0	15	233	0	0	248	0	0	1	7	0	8	0	0	155	1	0	156	413
3:45 PM	0	0	0	0	0	0	0	10	258	0	0	268	0	3	0	9	0	12	0	0	192	1	0	193	473
Hourly Total	0	0	1	0	0	1	0	40	884	0	1	924	0	5	1	38	0	44	0	0	651	5	0	656	1625
4:00 PM	0	0	1	0	0	1	0	13	259	0	0	272	0	4	0	5	0	9	0	0	156	1	0	157	439
4:15 PM	0	0	0	0	0	0	0	10	336	0	0	346	0	4	0	10	0	14	0	0	178	3	0	181	541
4:30 PM	0	0	0	0	0	0	0	11	298	0	0	309	0	1	0	9	0	10	0	0	134	1	0	135	454
4:45 PM	0	0	0	0	0	0	0	15	310	0	0	325	0	0	0	9	0	9	0	0	165	2	0	167	501
Hourly Total	0	0	1	0	0	1	0	49	1203	0	0	1252	0	9	0	33	0	42	0	0	633	7	0	640	1935
5:00 PM	0	0	1	0	0	1	0	12	328	0	0	340	0	2	0	6	0	8	0	0	167	1	0	168	517
5:15 PM	0	0	0	0	0	0	0	10	318	0	0	328	0	2	0	11	0	13	0	0	186	2	0	188	529
5:30 PM	0	0	0	0	0	0	0	11	325	0	1	336	0	3	0	10	0	13	0	0	173	3	0	176	525
5:45 PM	0	0	0	0	0	0	0	19	294	0	0	313	0	3	0	13	0	16	0	0	182	2	0	184	513
Hourly Total	0	0	1	0	0	1	0	52	1265	0	1	1317	0	10	0	40	0	50	0	0	708	8	0	716	2084
6:00 PM	0	0	0	0	0	0	0	46	243	0	0	289	0	3	0	4	0	7	0	0	167	1	0	168	464
6:15 PM	0	0	1	1	0	2	0	24	249	0	0	273	0	0	0	8	0	8	0	0	177	1	0	178	461

6:30 PM	0	0	0	0	0	0	0	23	223	0	0	246	0	0	0	11	0	11	1	0	129	5	0	135	392
6:45 PM	0	0	0	0	0	0	0	13	191	0	0	204	0	1	0	23	0	24	0	0	121	4	0	125	353
Hourly Total	0	0	1	1	0	2	0	106	906	0	0	1012	0	4	0	46	0	50	1	0	594	11	0	606	1670
7:00 PM	0	0	0	0	0	0	0	15	166	0	0	181	0	0	0	2	0	2	0	0	123	2	0	125	308
7:15 PM	0	0	0	0	0	0	0	10	113	0	0	123	0	2	0	5	0	7	0	0	121	1	0	122	252
7:30 PM	0	0	0	0	0	0	0	16	106	0	0	122	0	0	0	4	0	4	0	0	99	0	0	99	225
7:45 PM	0	0	1	0	0	1	0	4	91	0	0	95	0	1	0	6	0	7	0	0	89	1	0	90	193
Hourly Total	0	0	1	0	0	1	0	45	476	0	0	521	0	3	0	17	0	20	0	0	432	4	0	436	978
8:00 PM	0	0	0	0	0	0	0	7	86	0	0	93	0	0	0	3	0	3	0	0	94	2	0	96	192
8:15 PM	0	0	0	0	0	0	0	3	87	0	0	90	0	0	0	3	0	3	0	0	84	0	0	84	177
8:30 PM	0	0	0	0	0	0	0	5	77	0	0	82	0	1	0	1	0	2	0	0	69	1	0	70	154
8:45 PM	0	0	0	0	0	0	0	7	61	0	0	68	0	0	0	4	0	4	0	0	71	3	0	74	146
Hourly Total	0	0	0	0	0	0	0	22	311	0	0	333	0	1	0	11	0	12	0	0	318	6	0	324	669
9:00 PM	0	0	0	0	0	0	0	4	77	0	0	81	0	1	0	1	0	2	0	0	84	4	0	88	171
9:15 PM	0	0	0	0	0	0	0	11	88	0	0	99	0	1	0	0	0	1	0	0	89	1	0	90	190
9:30 PM	0	0	0	0	0	0	0	4	40	0	0	44	0	0	0	2	0	2	0	0	66	2	0	68	114
9:45 PM	0	0	0	0	0	0	0	3	43	0	0	46	0	0	0	3	0	3	0	0	58	0	0	58	107
Hourly Total	0	0	0	0	0	0	0	22	248	0	0	270	0	2	0	6	0	8	0	0	297	7	0	304	582
10:00 PM	0	0	0	0	0	0	0	3	41	0	0	44	0	0	0	1	0	1	0	0	32	0	0	32	77
10:15 PM	0	0	0	0	0	0	0	4	39	0	0	43	0	0	0	0	0	0	0	0	45	0	0	45	88
10:30 PM	0	0	0	0	0	0	0	2	38	0	0	40	0	0	0	0	0	0	0	0	36	0	0	36	76
10:45 PM	0	0	0	0	0	0	0	2	30	0	0	32	0	0	0	1	0	1	0	0	37	0	0	37	70
Hourly Total	0	0	0	0	0	0	0	11	148	0	0	159	0	0	0	2	0	2	0	0	150	0	0	150	311
11:00 PM	0	0	0	0	0	0	0	2	26	0	0	28	0	0	0	0	0	0	0	0	30	0	0	30	58
11:15 PM	0	0	0	0	0	0	0	2	36	0	0	38	0	0	0	0	0	0	0	0	29	0	0	29	67
11:30 PM	0	0	0	0	0	0	0	1	29	0	0	30	0	0	0	0	0	0	0	0	29	0	0	29	59
11:45 PM	0	0	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	0	0	17	0	0	17	38
Hourly Total	0	0	0	0	0	0	0	5	112	0	0	117	0	0	0	0	0	0	0	0	105	0	0	105	222
Grand Total	0	2	7	2	0	11	2	554	10519	0	3	11075	1	86	1	558	0	646	2	0	11032	121	0	11155	22887
Approach %	0.0	18.2	63.6	18.2	-	-	0.0	5.0	95.0	0.0	-	-	0.2	13.3	0.2	86.4	-	-	0.0	0.0	98.9	1.1	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	2.4	46.0	0.0	-	48.4	0.0	0.4	0.0	2.4	-	2.8	0.0	0.0	48.2	0.5	-	48.7	-
Lights	0	2	7	2	-	11	2	533	9882	0	-	10417	1	81	0	524	-	606	2	0	10353	117	-	10472	21506
% Lights	-	100.0	100.0	100.0	-	100.0	100.0	96.2	93.9	-	-	94.1	100.0	94.2	0.0	93.9	-	93.8	100.0	-	93.8	96.7	-	93.9	94.0
Mediums	0	0	0	0	-	0	0	13	369	0	-	382	0	5	1	25	-	31	0	0	391	4	-	395	808
% Mediums	-	0.0	0.0	0.0	-	0.0	0.0	2.3	3.5	-	-	3.4	0.0	5.8	100.0	4.5	-	4.8	0.0	-	3.5	3.3	-	3.5	3.5
Articulated Trucks	0	0	0	0	-	0	0	8	268	0	-	276	0	0	0	9	-	9	0	0	288	0	-	288	573
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	1.4	2.5	-	-	2.5	0.0	0.0	0.0	1.6	-	1.4	0.0	-	2.6	0.0	-	2.6	2.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	33.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	66.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-

LakeCounty Lake County, IL

IL Rte 53 at Schaeffer Road

Request #: 0041123 | Printed By: Dan Brinkman | Printed On: 12/21/2016

Criteria:	None Specified

#1 Location: (0.00) 0 feet **Crash ID:** 201001115106

Crash Date: 03/20/2010 **Day:** Sat **Hour:** 4pm **Weather:** Snow **Roadway:** Wet **Light:** Daylight
Injuries K: 0 **Inj A:** 0 **Inj B:** 0 **Inj C:** 0 **Inj 0:** 0 **How:** Rear end
CVT: Long Grove **Area:** **HBD:** N **Drugs:** N **Complaint No:** 5995937

Unit No	Veh Dir	Action Prior	Event 1	Event 2	Event 3	Event 4	Haz Action	Veh Type	Damage
1	W	Straight ahead	Motor vehicle in traffic	none	none	none	Too fast for conditions	Passenger	
2	W	Slow/stop - left turn	Motor vehicle in traffic	none	none	none	None	Passenger	

UD-10: N/A

#2 Location: (0.00) 0 feet **Crash ID:** 201001123390

Crash Date: 03/22/2010 **Day:** Mon **Hour:** 5pm **Weather:** Clear **Roadway:** Dry **Light:** Daylight
Injuries K: 0 **Inj A:** 0 **Inj B:** 0 **Inj C:** 0 **Inj 0:** 0 **How:** Fixed object
CVT: Long Grove **Area:** **HBD:** N **Drugs:** N **Complaint No:** 5995752

Unit No	Veh Dir	Action Prior	Event 1	Event 2	Event 3	Event 4	Haz Action	Veh Type	Damage
1	E	U-turn	Ran off the roadway	Ditch/embankment	none	none	Improper turn	Passenger	

UD-10: N/A

#3 Location: (0.00) 0 feet **Crash ID:** 201001236028

Crash Date: 06/04/2010 **Day:** Fri **Hour:** 4pm **Weather:** Clear **Roadway:** Dry **Light:** Daylight
Injuries K: 0 **Inj A:** 0 **Inj B:** 0 **Inj C:** 1 **Inj 0:** 0 **How:** Rear end
CVT: Long Grove **Area:** **HBD:** N **Drugs:** N **Complaint No:** 6116813

Unit No	Veh Dir	Action Prior	Event 1	Event 2	Event 3	Event 4	Haz Action	Veh Type	Damage
1	S	Slow/stop in traffic	Motor vehicle in traffic	none	none	none	Other	Other vehicle with trailer	
2	S	Straight ahead	Motor vehicle in traffic	none	none	none	None	Van/mini-van	

UD-10: N/A

#4 Location: (0.00) 0 feet **Crash ID:** 201101278750

Crash Date: 08/11/2011 **Day:** Thu **Hour:** 7pm **Weather:** Clear **Roadway:** Dry **Light:** Daylight
Injuries K: 0 **Inj A:** 0 **Inj B:** 0 **Inj C:** 0 **Inj 0:** 0 **How:** Rear end
CVT: Long Grove **Area:** **HBD:** N **Drugs:** N **Complaint No:** 6639944

Unit No	Veh Dir	Action Prior	Event 1	Event 2	Event 3	Event 4	Haz Action	Veh Type	Damage
1	W	Straight ahead	Motor vehicle in traffic	none	none	none	Followed too closely	Passenger	
2	W	Slow/stop in traffic	Motor vehicle in traffic	none	none	none	None	Passenger	
3	W	Slow/stop in traffic	Motor vehicle in traffic	none	none	none	None	Sport utiility vehicle (SUV)	

UD-10: N/A

#5 Location: (0.00) 0 feet **Crash ID:** 201101423304

Crash Date: 12/06/2011 **Day:** Tue **Hour:** 8am **Weather:** Clear **Roadway:** Dry **Light:** Daylight

Injuries K: 0 **Inj A:** 0 **Inj B:** 0 **Inj C:** 0 **Inj 0:** 0 **How:** Rear end

CVT: Long Grove **Area:** **HBD:** N **Drugs:** N **Complaint No:** 6775242

Unit No	Veh Dir	Action Prior	Event 1	Event 2	Event 3	Event 4	Haz Action	Veh Type	Damage
1	E	Straight ahead	Motor vehicle in traffic	none	none	none	Failed to yield	Passenger	
2	E	Slow/stop in traffic	Motor vehicle in traffic	none	none	none	None	Passenger	
3	E	Slow/stop in traffic	Motor vehicle in traffic	none	none	none	None	Passenger	

UD-10: N/A

#6 Location: (0.00) 0 feet **Crash ID:** 201201237021

Crash Date: 06/19/2012 **Day:** Tue **Hour:** 2pm **Weather:** Clear **Roadway:** Dry **Light:** Daylight

Injuries K: 0 **Inj A:** 0 **Inj B:** 0 **Inj C:** 0 **Inj 0:** 0 **How:** Rear end

CVT: Long Grove **Area:** **HBD:** N **Drugs:** N **Complaint No:** 7003523

Unit No	Veh Dir	Action Prior	Event 1	Event 2	Event 3	Event 4	Haz Action	Veh Type	Damage
1	W	Straight ahead	Motor vehicle in traffic	none	none	none	Followed too closely	Passenger	
2	W	Slow/stop in traffic	Motor vehicle in traffic	none	none	none	None	Passenger	

UD-10: N/A

#7 Location: (0.00) 0 feet **Crash ID:** 201301051745

Crash Date: 01/14/2013 **Day:** Mon **Hour:** 4pm **Weather:** Clear **Roadway:** Dry **Light:** Daylight

Injuries K: 0 **Inj A:** 0 **Inj B:** 0 **Inj C:** 0 **Inj 0:** 0 **How:** Rear end

CVT: Long Grove **Area:** **HBD:** N **Drugs:** N **Complaint No:** 7263979

Unit No	Veh Dir	Action Prior	Event 1	Event 2	Event 3	Event 4	Haz Action	Veh Type	Damage
1	W	Straight ahead	Motor vehicle in traffic	none	none	none	Followed too closely	Passenger	
2	W	Straight ahead	Motor vehicle in traffic	none	none	none	None	Passenger	

UD-10: N/A

#8 Location: (0.00) 0 feet **Crash ID:** 201301131494

Crash Date: 06/04/2013 **Day:** Tue **Hour:** 6pm **Weather:** Clear **Roadway:** Dry **Light:** Daylight

Injuries K: 0 **Inj A:** 0 **Inj B:** 0 **Inj C:** 0 **Inj 0:** 0 **How:** Rear end

CVT: Long Grove **Area:** **HBD:** N **Drugs:** N **Complaint No:** 7429333

Unit No	Veh Dir	Action Prior	Event 1	Event 2	Event 3	Event 4	Haz Action	Veh Type	Damage
1	W	Slow/stop in traffic	Motor vehicle in traffic	none	none	none	Followed too closely	Passenger	
2	W	Slow/stop in traffic	Motor vehicle in traffic	none	none	none	None	Passenger	
3	W	Straight ahead	Motor vehicle in traffic	none	none	none	None	Passenger	

UD-10: N/A

#9 **Location:** (0.00) 0 feet **Crash ID:** 201400005799

Crash Date: 01/13/2014 **Day:** Mon **Hour:** 5pm **Weather:** Clear **Roadway:** Dry **Light:** Darkness

Injuries K: 0 **Inj A:** 0 **Inj B:** 0 **Inj C:** 0 **Inj 0:** 0 **How:** Turning

CVT: Long Grove **Area:** **HBD:** N **Drugs:** N **Complaint No:** 7729469

Unit No	Veh Dir	Action Prior	Event 1	Event 2	Event 3	Event 4	Haz Action	Veh Type	Damage
1	N	Turning left	Motor vehicle in traffic	none	none	none	Failed to yield	Truck - single unit	
2	E	Straight ahead	Motor vehicle in traffic	none	none	none	None	Passenger	

UD-10: N/A

#10 **Location:** (0.00) 0 feet **Crash ID:** 201400299191

Crash Date: 07/29/2014 **Day:** Tue **Hour:** 12pm **Weather:** Clear **Roadway:** Dry **Light:** Daylight

Injuries K: 0 **Inj A:** 0 **Inj B:** 3 **Inj C:** 0 **Inj 0:** 0 **How:** Rear end

CVT: Long Grove **Area:** **HBD:** N **Drugs:** N **Complaint No:** 8005929

Unit No	Veh Dir	Action Prior	Event 1	Event 2	Event 3	Event 4	Haz Action	Veh Type	Damage
1	S	Straight ahead	Motor vehicle in traffic	none	none	none	Other	Passenger	
2	S	Slow/stop in traffic	Motor vehicle in traffic	none	none	none	None	Passenger	

UD-10: N/A

#11 **Location:** (0.00) 0 feet **Crash ID:** 201400387038

Crash Date: 09/05/2014 **Day:** Fri **Hour:** 7pm **Weather:** Rain **Roadway:** Wet **Light:** Darkness

Injuries K: 0 **Inj A:** 0 **Inj B:** 0 **Inj C:** 0 **Inj 0:** 0 **How:** Animal

CVT: Long Grove **Area:** **HBD:** N **Drugs:** N **Complaint No:** 8046854

Unit No	Veh Dir	Action Prior	Event 1	Event 2	Event 3	Event 4	Haz Action	Veh Type	Damage
1	E	Straight ahead	Deer	none	none	none	None	Passenger	

UD-10: N/A

#12 **Location:** (0.00) 0 feet **Crash ID:** 201400430976

Crash Date: 11/04/2014 **Day:** Tue **Hour:** 4pm **Weather:** Clear **Roadway:** Dry **Light:** Daylight

Injuries K: 0 **Inj A:** 0 **Inj B:** 0 **Inj C:** 0 **Inj 0:** 0 **How:** Rear end

CVT: Long Grove **Area:** **HBD:** N **Drugs:** N **Complaint No:** 8125542

Unit No	Veh Dir	Action Prior	Event 1	Event 2	Event 3	Event 4	Haz Action	Veh Type	Damage
1	S	Straight ahead	Motor vehicle in traffic	none	none	none	Followed too closely	Passenger	

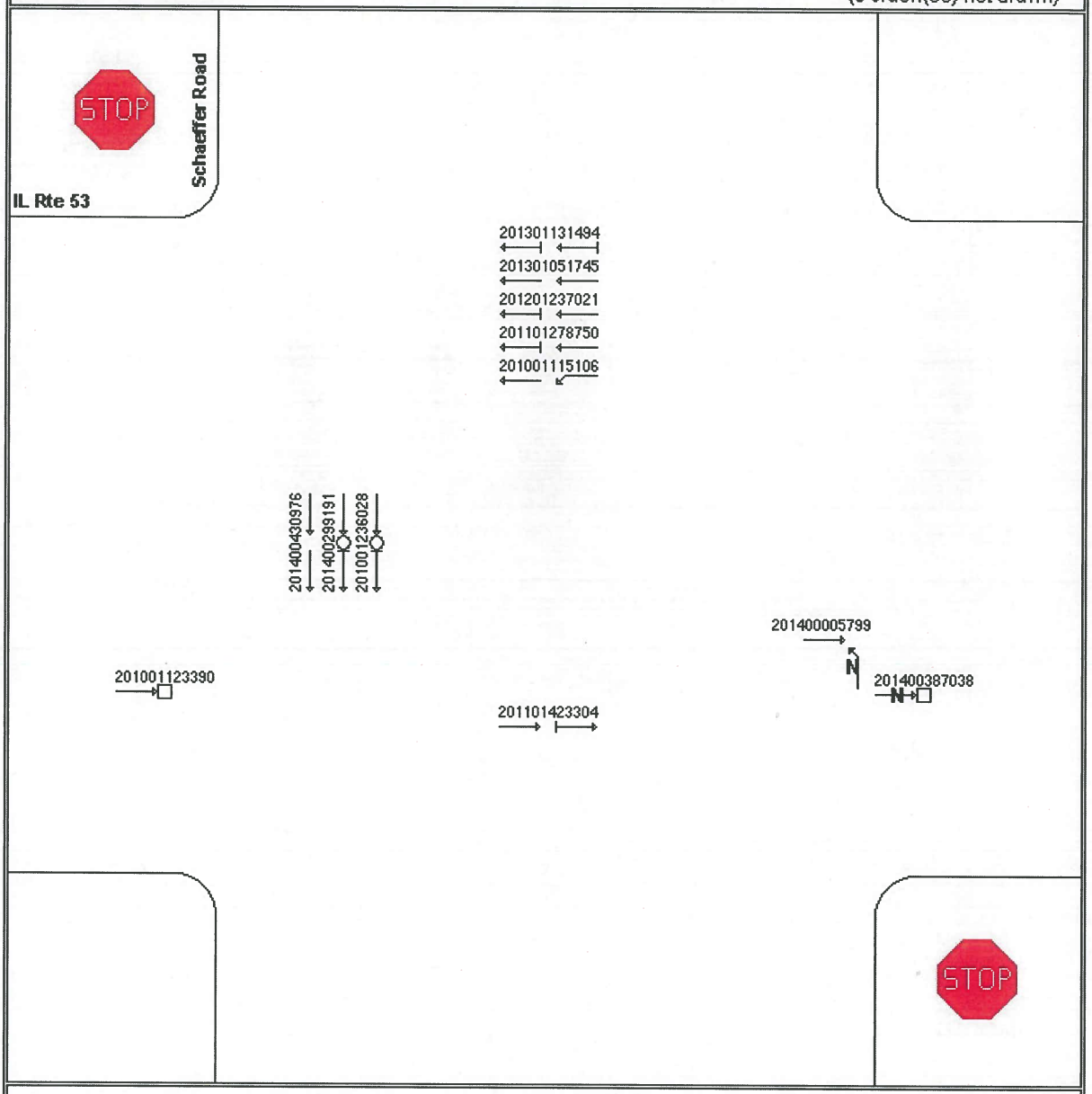
2	S	Straight ahead Motor vehicle in traffic none	none	none	None	Passenger
3	S	Straight ahead Motor vehicle in traffic none	none	none	None	Passenger

UD-10: N/A

Schaeffer Road & IL Rte 53
1/1/2010 - 12/31/2014

IL Rte 53 at Schaeffer Road

12 Crashes
(0 crash(es) not drawn)



Straight	Backing	Erratic	Injury	S Sideswipe	
Right Turn	Passing	Out of Control	Fatality	N Nighttime	
Left Turn	U-Turn	Unknown	Pedestrian	D DUI	Not to Scale
Stopped	Parked	Fixed Object	Bicycle		Printed: 12/21/2016

N